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INTRODUCTION

Owner's Notes: KOOKABURRA

Dear Charter Guests,

Welcome aboard! And welcome to the beautiful Pacific Northwest cruising area. We are delighted to share the Kookaburra¹ with you. We hope you enjoy your special sailing vacation and that the Kookaburra creates some enduring memories for you. Kookaburra was commissioned in April of 2006 with the Coast Guard as a documented vessel. She has been professionally set up to assure that you have a reliable and trouble free sailing experience. If her systems present any challenges, let us know. The San Juan Sailing team will do everything possible to resolve things to your satisfaction.



Please use the Kookaburra as if it was your own. And enjoy yourselves.

The Setter family: Mac, Wendy, Britt, and Ben



¹ Kookaburra is an Australian kingfisher, a sturdy bird with a playful nature and distinctive “laughing” call. The Australian aborigines have a legend that when the sun rose for the first time, the god Bayame ordered the kookaburra to utter its loud, almost human laughter in order to wake up mankind so that they should not miss the wonderful sunrise. The aborigines also believed that any child who insulted a kookaburra would grow an extra slanting tooth.

The *Kookaburra* is pristine 37 foot Island Packet 370 cutter rigged sailing yacht. She is 13 feet in beam and displaces 21,000 pounds. She cruises at about 7 knots with a 56 hp Yanmar diesel. The Island Packet has recently been featured in Ferenc Mate's book, *The World's Best Sailboats*.



This yacht has two staterooms, one in the bow and one in the stern; each had an island berth. Each berth is set up with a *Tempur-Pedic* mattress cover to ensure the soundest sleep. We have a tempur-pedic at home and love it. The main



salon settee and table converts into a double bunk for two additional people. There is a sea berth in the salon on the starboard.





The oversized head and shower can be entered directly from the Skipper's forward stateroom and from a separate entrance off the main salon. The Kookaburra comfortably accommodates 5-7 people

Sailing and Navigation Systems overview:

Kookaburra is very stable and convenient sailing platform. Each of the sails [main, jib and self-tacking staysail] has roller furling with all lines running into the cockpit. She can be sailed and reefed from the cockpit with a short-handed crew. She is equipped with a high quality dodger; a windlass; a bow thruster and state of the art electronics by Raymarine which include an instrument pod [knotmeter, windspeed, depthfinder], chartplotter/GPS, autopilot, 4 kw radar, VHF at chart table and steering pedestal and an instrument repeater at the chart table. A wireless cellular signal amplifier has been installed which should extend signal access up to 60 miles eliminating dead stops in most cruising areas.

Interior overview:

The interior finish is teak with a tongue and groove solid teak and white oak sole. All cabinets lock securely. She has approximately 300 feet of storage that is well laid out in separated compartments, including large bins under each bed. The functional Galley is equipped with an oversized *Frigoboat* refrigerator and freezer. A separate, easy access refrigerated drawer is available for beverages without opening the reefer/freezer. A deep pantry is located to the right of the double sink. The counters are Corian. The Force 10 stove is gimballed with 3 burners, a large oven and a broiler. The 10 lbs. gas cylinder is mounted in a lazarette outside the cabin and is plumbed to run any leaks off the boat. The Webasto diesel heating system has adjustable vents in each cabin and the salon with a thermostat in the main salon. Water in both the head and the gallery are filtered with a SeaGull IV purifier on the cold taps. The main salon is equipped with a 19" LCD TV with a built in DVD and is mounted on an adjustable arm. There is a microwave and am/fm CD player with interior and exterior speakers. A 2000 watt inverter makes all systems available on shore power and when underway.



All renderings approximate and subject to change without notice. Some optional equipment may be shown.

Using this manual:

This manual is a short cut to getting you underway and making your sailing experience aboard the KOOKABURRA more enjoyable. If you need further information on any of the systems or the equipment, please see the more detailed service and parts manuals. As you remove manuals, please replace them in the same location. Please respect the owner's wishes: **No smoking and No Pets.** Thank you.

Please enjoy your cruise on the KOOKABURRA as if it were your own. Make a note of any items that may need repair and feel free to make suggestions as to any improvements that you would like to see. *We truly appreciate it when you take the time to comment on the vessel and how you enjoyed your vacation.* Repairs and additions are made on a continual basis. The 2007 season will see the addition of a lightweight asymmetrical sail and additional cockpit canvas.



HAPPY SAILING!

Preparing to Get Underway

- Dingy should be pulled up to the boat
 - End of painter should be tied off to the stern rail post with a bowline
 - Cleat the remaining painter up close to the boat
- The Dodger
 - Don't touch the dodger plastic anymore that you have to
 - To clean it, flood the plastic with “fresh water”
 - The wet or dry crystals in salt water will scratch the plastic over time—obstructing your view
 - We keep a gallon milk carton near the helmsman seat with fresh water
 - There are squeegees on board for removing the fresh water after flooding
- Shore power
- Turn off AC at the panel
- Turn off the breaker at the dock
- Turn on DC at the panel
- Disconnect cord at dock and boat, put away in Lazarette
- Screw on the cover
- Clear away any loose items on deck and cockpit
- Check sails and lines
- Take off covers for all instruments at the pedestal and starboard side autopilot [they can be stored in the chart table]
 - *replace the chartplotter cover when not in use to protect from sun damage
 - ** the autopilot cover is a different shape than the other square covers, it is rounded a bit at the bottom
- At the panel:
 - Turn on the DC switch for “electronics” and “sailing instruments”
- Open the chartplotter card cover; make sure the software card is inserted
 - If it isn't, you will find it in the chart table in a plastic case
- Push and hold the power button on the plotter
 - It will take a few seconds for it to power up

- Unless you have fog, I would not power up the radar, push the appropriate button
- The screen is fairly intuitive [see comments under Chartplotter, infra.]
- Put the autopilot on “standby”

Starting the Engine

- Check oil level on engine
- Check to make sure “raw water” seacock is open
- Make sure both house and engine batteries on switched on
- Put gear shift in neutral
- Put the key in the ignition (near the port helm), turn key to “on” position, alarm will sound [the key is kept in the chart table]
- Push the start button, engine should turn over and catch within 3 seconds
- Don’t crank for more than 5 seconds
- After engine catches, push “in” button on shift lever
 - This leaves the engine in neutral and advances the throttle
 - Engine warms up quickly [operating temperature is 190 degrees]
 - return shift lever to upright, neutral position
 - advancing the lever from this position will put engine in gear
- check to see that some water is sputtering out of the exhaust
 - this means the cooling system is working
 - if water is not coming out, push the stop button until the alarm sounds and the engine is fully off, then turn off the key [if you get this sequence wrong, bad things can happen—burning out the diodes [so let’s review: before you push the start button, the alarm must be sounding because the key is “on”; when stopping the engine, push the stop button and alarm will sound, only when engine is “fully” stopped turn off the key]
 - check the raw water filter, you probably have eel grass or kelp in the filter, clear it and start again

Notes:

- Engine runs best at 2800 rpm
- .6 gal per hour fuel consumption, estimated

- 75 gal tank—300 mile range
- Engine can be run up to 3500 RPM, but you will gain little speed and compromise your fuel efficiency considerably
- Running at 3500 rpm for 20 minutes every other day is “good” for cleaning the injectors—but not essential
- Shift the lever smartly from neutral to forward or reverse
- The throttle only button will be disengaged whenever to place engine in neutral
- When sailing you may hear a high whine-this is ok, it’s the propeller in “free wheeling mode”
- It’s ok to use some power when docking especially with wind
- Although the boat is very heavy, good power can stop it in its tracks fairly quickly
- *Never, never turn either battery switch to “off” when the engine is running*

Bow thruster

- Controls are on the pedestal
- Press both “on” buttons together to initiate standby
- It’s an electric motor and will “whine”
- Use the joy stick to control
- Short shots of power are best



Engine access

- The engine is accessed from under the stairs
- Pull the cotter rights and the pins

- The stairs can then be laid aside providing access to the engine compartment
- Be careful the tubing doesn't scratch the cabin sole
- The aft end of the engine can be accessed through inspection plates under the rear berth

Docking

- Restart engine [see starting engine]
- Take sails down before arriving
 - [If you have to sail into dock use only a reefed main]
- Prepare dock lines and fenders
 - The fenders should be set to the correct length
 - Clip 3 fenders to the stanchion supports with the clip facing up to avoid the brass wearing into the rail
 - Place fenders amidships
 - A 4th fender may be place on the open side of boat as needed
- Turn on bow thruster [both "on" buttons pushed together]
 - Remember the thruster automatically shuts down after a few minutes of non use
- Use long lines at docking
 - They are easier to throw and can be switched out for the shorter lines once docking is finished

Notes:

- Kookaburra is a beamy boat, someone needs to spot for you from the bow
- She doesn't back very well,
- The bow thruster makes it easy
- She will turn tightly on her keel so you can use the thruster to line yourself up
- In challenging situations, I often back in
 - There are several advantages
 - The skipper can see exactly where he/she is



- Once a stern line is on, the bow can be easily pulled in to the dock with the thruster

Anchoring

- **Equipment:** Primary - 44 lbs Bruce on the bow with 275 feet of 5/16" chain. Secondary - 33 lbs Bruce in starboard lazarette with 50' of chain and 150' of rode; the port cockpit lazarette has a 550' spool of 3/8" line for a stern tie to shore; it's most convenient to wrap it around something so you don't have to go back to shore when leaving the next day
- **Windless:** Muir Atlantic 1000 (like all the equipment on the Kookaburra, it is rated for a 40-45 vessel); never use the controls at the helm because you cannot see what's happening in the bow
- *Kookaburra* draws a little less than 5 feet
 - It is best to anchor in no less than 10-15 feet of water at low tide
 - The wind will usually come from the south or southwest in our area, but it has been known to swing to the east or the west overnight
 - A storm from the north or northeast is a rare event during the cruising months
- Procedure:
 - Throw the windlass breaker below the port settee near the battery switches, move forward to the anchor
 - Open the chain hatch so you can watch the chain play out
 - Flip up each foot control
 - Flip up the break cam on the chain, just ahead of the windless
 - Take off the snubber line
 - The chain is marked in yellow at 50' lengths and white at 100' lengths [the first white mark is more than enough for most anchorages]
 - 3 or 4 to 1 scope is more than adequate for most anchorages in 15'-30' of water
 - lower the anchor off the bow in short spurts until anchor is just above the water
 - then lower anchor to the bottom as you put the boat in reverse to start some rearward movement, a pile of chain on top of the anchor is only marginally effective as an anchor
 - move the boat back as you pay out the desired chain

- running the engine requires a second person, this is a great time for a nervous first mate to get to know the engine and moving through her gears
 - this will involve taking the motor in and out of reverse
- When the chain is paid out to the desired scope, flip the chain break cam into the locked position and set the anchor with a little power
 - You'll feel the anchor stop the boat
 - Put the engine in neutral (and idle)
- Reattach the snubber line over the bow sprit to the chain
- Cleat it off [without the snubber, it will be a noisy night because chain isn't very elastic]
- Flip the cam break open and pay out a few inches of chain to take all the tension off the windlass
 - Flip the cam break back on the chain
- Notes:
 - It is more likely that other boats may drag anchor around you, than it is that you will drag
 - If someone is anchoring too near to you, mention it to them as they are anchoring, this is acceptable--- mentioning it at 3:00 a.m. comes a little too late

Raising the anchor

- Follow the reverse of “anchoring”
- Take the snubber off by taking in a little chain
- Move the boat forward and take up the chain as you go
- Or, pull in a little at a time, when calm, and the weight of the chain will pull you forward
- Use short spurts as the boat moves forward, the windless has a clutch which is designed to slip if you are using it to pull the boat
- Check the chain locker every few feet; the chain may stack on the incline panel [bad!]; you will need to move it off this panel in order for the weight of the chain to move thru the windlass properly
- When the chain is up and the boat is over the anchor, you can move the boat forward a few feet to “pop the anchor”, then it will come up
- If you proceed in very short bursts, you can pull the anchor up and over the bowsprit into its original cruising position—very slowly
 - Always leave an inch or two of play in the anchor

- Reattach the snubber line and cleat it off to take up the slack so the anchor doesn't bounce, I bend it around the windlass drum and cleat to the port side
- Put the caps down, close and lock the chain hatch

Going ashore:

- Entrance boards stack under the stairs on the teak shelf
- The main lock is in the chart table [3003]
- There are locks for the lazarettes in the chart table as well [303]

Dingy:

- Not much to tell you here
- Avoid sharp rocks and barnacles or it stops working very well
- Remember the direction of the tide, easiest to tied up for and aft at the dock
- Note: nothing ruins a vacation faster than a line around the prop; it's the first thing I check before starting the motor—guess why?

Connecting to Shore power:

- Most everything you will see is 30 amp [a 20 amp converter plug is on board]
- Turn off the inverter, if it is on [white standalone switch on panel]
- Turn off power at dock box; connect cord on board and on dock
 - [there is a breaker immediately below the onboard plug station under the 2nd screw cap—you shouldn't need to deal with this]
- Turn on dock power; now “slowly” draw the AC breaker to the right
 - [the electric system is so sensitive to surges that main AC breaker won't hold over if it is thrown quickly]
- Turn on inverter switch to the charge batteries
 - This is a master switch for the inverter/charger
- The inverter remote at the chart table controls the charger and inverter functions
 - Push the charger button

- It's intelligent so if you tried to turn on the inverter when you don't need it at the dock—it won't go on
- This kind of thing is generally true throughout the electrical system
- Notes:
 - If your batteries are heavily discharged, the charger may not activate the AC plugs on board until the battery draw has dropped down to a lower level
 - You have a GFCI switch near the refrigerator

Water: 160 gallons

- Water pressure switch is on the panel
- Hot water—only when heated by engine or on dock power
 - 6 gallons
- Under sail, the manufacturer says to close the drain cock under the bathroom sink in the head
- Remote monitor:
 - There is a tank monitor for the water and waste tank at the left side of the chart table
 - Put your finger on the water icon
 - As the water is used and the tank empties, the red lights will come on above your finger
- At 3 red lights start thinking about topping up the water tank -We top up tank whenever we are at a dock
- P.S. the cold-water tap at the sink in the kitchen and the head is filtered for worry free drinking.

Cooking:

- 10 gallon LPG canister in cockpit lazarette, starboard
- this is enough gas for 2 full weeks and then
- lazarette drains in a closed system overboard to prevent leak worries
- getting started
- turn on cylinder at the tank in lazarette
- turn on gas at panel-red light
- turn on gas switch [solenoid for the pros] on left side of sink, if facing sink
 - light the stove/oven as per instructions

- the igniter should not click more than 3 to 4 times before you get a flame
 - [if burner doesn't start, recheck your start up sequence]
- open the hatch above the stove and the porthole for ventilation
- garbage bin under sink below solenoid switch
- large deep pantry in counter to the right of the sink
- Reefer controls
 - For reefer: in middle section
 - For freezer: at front interior

Lighting on Board:

- Small boaters' habits die hard: we use lights in the area where we need them and turn them off as soon as we are done
 - in a small pocket at the top aft edge of the dodger is a *pen light* useful in working the entry combination lock
 - inside on the port side of the stairs is a *black toggle switch* which gives you courtesy lights on boarding
 - there are halide spot lights set on *dimmers* in the cabin, for the salon the knob is located above the galley solenoid switch to the left of the sink; in the forward stateroom look in front of the starboard locker
 - there are a number of other lamps throughout the cabin
 - the light in the head is operated by *sliding* the fixture back and forth
 - a number of the lazarettes have small flush mounted lamps



Window and Porthole Covers

- the clear hatches have built in Oceanair screens and covers
 - pull from one side for the cover
 - pull from the other side for the screen
 - they are springloaded and will snap open, carry them across with care
- the portholes have intuitive covers
 - there are screens in a box on the starboard mid bench locker

- we don't use these because insects are seldom a problem and the hatches and dorades provide adequate air
- the hatches have 3 positions: closed, open and closed in a slightly cracked position
 - the red switch on the handle is to lock the hand-children

Salon Table

- The table should be folded up and out of the way
 - To lower it, pull out the pin at the top
 - Replace the pin as you lower the table so the pin doesn't get lost
 - Pull the leg out (snaps in and out) and place the leg in its receiving hole
- The table can now be opened again by folding the top leaf to the starboard
 - In the starboard salon locker are two aluminum legs
 - They support this second leave
 - The suction cups are spaced under this leaf for support
 - If you see wine in the bookcase, it's our gift to you

Salon berth

- The table needs to be locked in the up position
- Next, remove the cushions on the port side, bottom and side cushions
- Lift the long board at the aft end, slide it onto the rail under the table
 - Lower it in place
 - Use the cushions to make up the berth
 - It's a bit like a jigsaw, but properly placed they cover the berth perfectly

Sailing:

- Close the deck hatches and portholes if there is going to be any spray
 - I'm sure you have familiarized yourself with the lines
 - The clutches for each line are released by rotating the brake "fully" forward, not just partway

- Turn the *Kookaburra* into the wind to raise the sails or to “reef”
- Raise each sail:
 - Main first
 - Ease the main sheet and boom vang, so the mainsail won’t bind going out
 - Out haul lines are on the port side
 - Staysail next
 - Both lines are on the port side, outside the cockpit
 - Use the jib winch to make the job easier
 - Take the outhaul off the winch and cleat it aft
 - Jib last
 - Both lines are on the starboard side
 - Use the jib winch on the starboard side
- Everything is roller-furling
 - You won’t need to work with any of the halyards on the mast
- One rule: keep a little bit of tension on the “giving line” so you have a smooth setting sail and avoid a “rat’s nest” on taking the sail down
- You can handle the staysail by hand
- You will probably need the winch on the jib
- You should use a winch on the main
 - You have three winch handles
 - Use the chromed ones
 - They are stored in chart table in the salon on the portside
 - There are open stuff holes in the cockpit for storage when in use
 - The locking handle is for the jib winch; the other is for the main winch
 - [this avoids anything going overboard]
- like many boats, it often makes sense to put the main up when motoring:
 - it will stabilize the boat
 - and, improve mileage
- Out haul on the Main
 - I set it at the spar manufacturer’s label
 - At the front of the label, if I need a little belly in the main
 - Toward the rear of the mark, if I need a flat sail

Heavy winds:

- Kookaburra is built for heavy winds

- She often does better than her crew
- I can't give you anything but general observations here, we just haven't sailed her enough
- At 25 knots, I "had" to shorten sail; I should have done it earlier, but I wanted to see how she would handle being overpowered:
 - True to expectations, she can't be held down when close hauled and she slowly turns into the wind dumping out the sails

Shorting sails

- This seems to be the best order—from 15 knots up
 - There are 2 to 3 reef marks on each sail
- First adjustment-- reef the main
- Second adjustment--reef the jib
- Third adjustment-- furl up the staysail
- Fourth adjustment-- fully furl the main or the jib—your choice—I've never gotten this far

The Electrical Panel

- on the left are all the AC [alternating current] switches
 - they are all in white
 - Inverter- in white because it provides AC to plugs and microwave
- on the right are all the DC [direct current] switches
 - they are all in black
 - "accessory" and "spare" are dead switches at this time
- The breakers are all pretty self-explanatory:
 - For the Chartplotter, turn the breakers for the "sailing instruments" and the " "

The Battery Switches

- There are four 12 volt AGM no maintenance batteries divided into two banks
 - 1 battery is dedicated to the engine
 - 3 batteries are set for house power
 - you can check the status of each battery bank by using the toggle switch at the top of the electric panel

- push the toggle to engine-fully charged is 12+volts
- the same is true for the house bank
 - if you're down to 10, you need to put some juice in the banks with either the engine or shore power
 - the banks will charge up quite quickly
 - they cannot get overcharged with the installed system
- If you drain the engine battery for some reason, there is a labeled push button on the ignition panel in the cockpit, which combines both banks for the purpose of starting the engine
- Each battery switch should always be set to "on"
 - If you are concerned about theft when you are away from the boat, you can turn the engine battery off
 - It's easy to get a key that will work many yacht ignitions, but without power it's worthless
 - BUT remember to turn the battery back on when you return or you'll wonder why the engine won't start

Cabin Heat

- The KOOKABURRA has a Webasto diesel forced air furnace with adjustable vents in both cabins and the main salon; they are black in color and are located a few inches above the floor level
- There is a thermostat mounted on the forward wall of the electric panel
- You start the furnace by simply flipping the stand-alone heater switch on the electric panel, a light will come on:
 - It takes a couple of minutes to start, the fan will be heard and felt before the heat comes on; the fan will run for a few minutes after the heat is turned off;
 - If the fan doesn't start in a minute or two, turn the switch off and try again in a two minutes
 - The furnace is a standalone system; it's independent of shore, battery and engine power; it works at dock and at sea under sail or power

Head and Waste System –55 gallon tank

- How do you tell when the holding tank is getting full?
 - There is a tank monitor on the left side of the chart table
 - This monitor shows the potable water tank level and the waste tank level
 - Press the icon of the head, above you finger red lights will go on
 - “no” lights indicates the waste tank is empty
 - “3 lights” means it time to think about pumping out
 - if you get to “5 lights”; well let’s say you really don’t want to get to 5 lights.

Operation

- Don’t put anything in the head except human waste and marine toilet paper
- Use land facilities whenever possible, it’s just easier
- Prior to use:
 - Turn round switch to “fill”
 - With long, slow strokes pump water into the bowl
 - Turn the round switch to “dry”
 - Use the head
- After use:
 - Start pumping water out with switch on “dry”
 - Then switch to “fill”
 - Continue to pump out
 - You will now be pumping water behind the waste and moving the waste through the hoses into the waste tank
 - You can be feel when this in complete by the change in resistance at the pump handle
 - Underway, it is best to leave the bowl dry; at dock/anchor leaving water in the tank is best

Emptying the Holding Tank

- There are two sets of valves under the floor board in the forward cabin
- One valve set controls movement of waste from the bowl to the holding tank or, in the alternative, overboard
 - It is currently set to go into the holding tank; you can see the tank when the boards are removed

- If you are in most Canadian waters you can move this value over to pump directly overboard as you use the head
 - You will need to open the marked thru hull fitting to do this
 - One valve set controls the movement of waste from the holding tank
 - It is currently set for pumping out thru the deck opening marked “waste”
 - Use the dockside vacuum system to remove waste this way
 - After the tank is pumped, fill the holding tank [thru the “waste” opening with water] and pump the water out to completely clean the holding tank
 - In most Canadian waters you can pump the holding tank contents overboard-this is best done only when underway in deep flowing waters—don’t do this at dock or at anchor
 - To pump out the holding tank overboard
 - Turn the valve to the macerator
 - Open the thru hull value for the macerator
 - Turn on the macerator switch in the DC panel
 - Station yourself near the macerator pump
 - The pump will usually operate for 3-5 minutes before the sound will change to a higher pitch
 - The sound change means you’re done
 - Turn off the macerator at the DC panel
 - [you don’t want to “burn” out the pump by running it dry
 - reverse the valve back to the “deck” pump out position and close the thru hull valve. “All” thru hull valves are open when the handle is parallel to the hose and closed when perpendicular or at 90 degrees to the hose.
 - How do I tell how the valves are set?
 - The hoses are marked
 - The valve has two “arrows” printed on
 - Only one “arrow” will be visible depending on the valve position [the other “arrow” is covered by the valve handle assemble]

- The “arrow” tells you the direction of flow and where the waste is going
- The valve controlling flow “from the bowl” will point to the holding tank hose or the overboard hose
- The valve controlling flow “from the holding tank” will point to the pump out hose or to the macerator hose
- What is a macerator pump?
 - Its like the garbage disposal in your home, with one exception:
 - It grinds the waste into small particles
 - And, secondly, pumps the small particles overboard

Using the Shower

- Water is heated in about 30 minutes when running the engine
 - Water is also heated when on shore power
 - You will see the switch on the AC panel
- The shower is drained overboard by pulling “shower sump” switch in the shower; remember to activate the “shower sump” on the panel
- The sailor’s shower:
 - The hot water tank contains 5 gallons
 - This isn’t enough water for a traditional shower
 - SO----
 - Get wet, turn off the shower
 - Soap up
 - Turn on the shower and rinse off
 - Wipe down the shower afterwards
 - Vent the bathroom to dry everything out

Communications

- A VHF is located at the chart table, press and hold the power button in to turn on or off
 - The call sign is “the sailing vessel Kookaburra 1183538”
- In the Chart Table is a remote microphone and speaker which can be plugged in on the port side of the Wheel Pedestal
 - Line up the notch and push in, secure the lock nut
 - The remote is waterproof

- Channel 16 is reserved for emergencies and initial boat to boat contact
 - After Coast Guard contact, they will tell you to move to another channel for detailed communication, usually 68, 69 or 79.
 - After reaching another boat, you need to make the same move
- Weather [WX] Channels are found on 1, 2, 3 or 8 [whichever has the best reception]
 - It is best to monitor the weather channel at least once in the morning and once at night, as minimum
 - Listen for “inland waters of western Washington” where you will hear “strait of Juan de Fuca” (south of San Juans), Georgia Strait (north) and “Rosario Strait” (east of Friday Harbor, west of Bellingham).
- San Juan Sailing monitors Channel 79 during business hours
 - You can call on your cell phone at 1-800-677-7245
 - Our boat professional, Steve Pinley 209-768-5778
 - Or his back ups: Craig Cooper 360-201-0178; Hal Thesen 360-961-0455
 - Roche Harbor (San Juan) Ch 78
 - Friday Harbor (San Juan) Ch 66
 - Deer Harbor, Rosario (Orcas) Ch 78
- Kookaburra is equipped with a wireless cellular phone amplifier
 - It should extend the range of your phone to 60 miles radically reducing any dead spots in the San Juans and the Gulf Island north
 - This is the straight antenna on the aft port rail
 - Additionally, there is a lighter plug in to the panel at the chart table
 - With the inverter operating, you can charge your cell phones in any AC plug with the plugs switched on at the AC panel



Electronics

- VHF-Icom 422 with RAM mic

- Chartplotter/GPS-Raymarine C-80 (8" display at wheel), Navtronics Charting card; with seatalk integration
- Radar- 4 KW dome; radar integrated with chartplotter/GPS
- Raymarine ST-60 system: depth, speed, wind
- Raymarine Autopilot-ST6001; wireless remote
- Raymarine ST-60 graphic repeater at Chart Table
- Alpine am/fm CD player with interior and exterior speakers
- 19" LCD TV with integrated DVD player mounted on adjustable arm on salon bulkhead

Emergency Information

- Engine overheating
 - If a buzzer sounds when the engine has been running:
 - Check the oil pressure, normal is 45
 - Check water temperature, normal is 190
 - Check to see if water is gurgling out of exhaust
 - Shut off the engine
 - If overheating:
 - Raw water strainer is probably clogged with eel grass
 - Remove floor cover, just forward of the cabin stairs under teak sole
 - Is thru hull intake valve open?
 - If not, open this, restart engine and see if:
 - Water gurgles out exhaust
 - temperature drops to 190
 - Is thru hull intake valve open?
 - Close the valve
 - Then check raw water strainer
 - Remove wing nut on bronze cover, may take a wrench
 - Remove strainer, clean, reinstall
 - Reopen raw water intake valve
 - Restart engine, see if
 - Water gurgles out exhaust
 - temperature drops to 190

- Fire:
 - Turn off LPG at solenoid and panel, if it is on
 - There are 3 extinguisher located on board
- Going aground; hitting a rock or log
- In case of significant impact, immediately call San Juan Sailing .
 - Check for cracks at the joint where keel meets hull—fore and aft
 - Check for any penetrating damage
 - Proceed to nearest harbor with marine services and have a dive performed
 - Notes: the cutaway keel on the Kookaburra is designed to shed debris with minimum damage; the configuration of the keel is designed to protect the propeller
 - I have seen pictures of a 30 foot Albin that hit a 35 foot Island Packet at 25 mph dead amidships without any penetrating damage to the Island Packet. The Albin’s bow was staved-in.

Miscellaneous Notes:

This is a catch all, that we will fill in from your notes on the *Kookaburra’s* operation

- If a stainless steel catch on the interior [trash bin, bed, etc.] won’t pop open fully—push it into the fully locked position—then depress it fully and move your finger out of the way “more quickly”



- Cockpit cushions
 - Very comfortable, but slippery when stepping off deck into cockpit

- We use only the short cushions in the front of each side of the cockpit when sailing and bring the rest out at cocktail hour
- The cushion stack and store under the dodger at night if you want them to stay dry
- Fenders/bumpers
 - They store well in the port lazarette but we usually tie them off over the port rail. This gives us more room and makes them easily available. The starboard rail has the barbecue and the cabin heat exhaust.
- Vacuum is located in a bag in the mid section of the starboard settee
 - We empty it out after each 2nd use