

Le Chateau Owner's notes

Welcome aboard "Le Chateau." The literal translation from French is "the Castle" but "Chat" is "cat" and "eau" is "water" so we have the French pun of "Water cat". This catamaran provides a good ride and economical fuel use at 7-9 knots and a high speed cruise of 13-15 knots, while still only using 4 gallons per hour.

Anchoring

The anchor windlass breaker is located to the right of the lower helm wheel and must be turned on prior to anchoring. The control for the windlass is kept behind the helm seat with the upper helm radio. There is 150' of chain and 150' of nylon rode for a total of 300 feet of anchor line. The chain portion is marked with yellow tie wraps at 20, 40, 60 and 80 feet. It is marked with red ties at 100, 120 and 140 feet. Depending on conditions, a scope of 3 to 1 to 5 to 1 will be suitable. There are two snubbing lines in the locker above the fuel tank. The shorter, single line can be used in light conditions. The double line can be tied to each inside bow cleat to reduce swinging. One of the snubbers should be used to reduce any load on the windlass while at anchor. If you are on the nylon portion of the anchor rode, that line can be secured on the center cleat in front of the windlass in lieu of a snubbing line. When setting the anchor, use minimal power in reverse to assure the set.

Barbeque

The propane barbeque is stored under the forward starboard hatch on the fly bridge. Remove it from the locker and attach it to the bracket on the rail at the aft end of the fly bridge with the thumb screws in the bottom of the grill. Place the mat stored in the locker with the grill under the grill. Remove the propane tank which is not in use from the front port fly bridge locker and connect it to the grill. Place the propane tank on the mat and secure the tank with a bungee cord to the tank to the railing.

Always remember to turn the tank off when disconnecting the gas lines.

Batteries

The house batteries are located under the hatch aft of the entrance. There is a basting bulb for topping off if necessary stored in the same compartment. Distilled water is stored in the aft end of the life jacket locker. The disconnect for the house batteries is under the lower helm seat. Engine batteries are located behind the engines and are sealed and need no attention. Disconnects for the engine batteries are behind the doors entering the staterooms. All disconnects are normally on. There is an

automatic battery separator to avoid discharging the engine batteries while at anchor. Use the Link 10 to monitor battery draw down (not to exceed 200 aH) voltage and current draw. CONSERVE BATTERY POWER. If you are approaching 200 aH, start the engines and run at 1000 RPM in the fast idle mode to restore some power. To raise engine speed above idle, you must pull the levers out before advancing them. The alternators from both engines charge the batteries, and charging of the house batteries will only begin after the engine batteries are fully charged.

Berths

There are two full (60 x80) queen berths in the aft staterooms. An additional sleeping area can be created by removing the legs from the dining table and placing the table top on the lips under the dining seats and placing the foam inserts (stored under the forward dinette cushions) on the table top. Place the table legs on the helm seat to be out of the way.

Bilge Pumps

The automatic bilge pumps are located aft of the engines in each hull. The bilge pump breaker must be on and the bilge pump switch to the right of the lower helm must be in the “auto” position.

Dinghy

Always wear life jackets when using the dinghy. The 9 foot Aquapro dinghy has a 1000 pound capacity which allows four persons to be in the boat safely if necessary. The 10 HP Honda is the maximum allowed and should be used with care to avoid a serious accident. The helmsman should use the stop lanyard for trips of any length. When raising the dinghy on the davits, it should be tied securely to the davits to prevent any movement during operation of Le Chateau.

Electronics

Le Chateau is equipped with a full set of Raymarine electronics: Chart plotters at the upper helm and the lower helm, Depth sounders in both locations, Autopilot on the lower helm and a remote autopilot control for use when on the upper helm. In addition, radar is available on the lower helm. All electronics are activated by the breaker labeled ELECTRONICS located at the lower helm. There is also a portable VHF radio which plugs in to the right side of the upper helm. CAUTION: The main VHF radio at the lower helm must be turned OFF when connecting the remote radio at the upper helm. CAUTION: Do not leave the lower helm while the autopilot is on without the remote autopilot control. The autopilot should be used in the “PILOT” or heading mode and NOT in the “TRACK” mode. The auto pilot MUST be placed in the “STANDBY” mode to allow manual steering. Vigilance should always be maintained for hazards such as floating logs, crab pot floats, and fishing seines, etc, and one person should always be on the lookout for such things. Also be cautious of

tugs pulling barges as there is a cable between the two which can be up to a half of a mile long. Do not go between them.

Engines

The engines are located under the beds in the staterooms. Daily checks are performed in the following manner:

1. Remove the seat cushion and place on the bed.
2. Remove the step and place on the bed.
3. Carefully remove the cover and place on the seat cushion.

Oil dipsticks are located on the starboard side of each engine. Please check the oil daily. The coolant expansion tank is located on the inboard side. If coolant is required, premixed coolant is stored in the starboard forward locker. The raw water strainer should be checked for any foreign material and cleaned out if necessary. After checks are complete, reinstall the engine covers reversing the above steps.

To start the engines, assure that the controls are in the neutral position and simply turn the keys at the lower helm station to the start position. There is no preheating function. Leave the engines at idle speed after starting. The upper helm keys are normally left in the "ON" position, but only function when the lower helm keys are in the "ON" position. Engines should be stopped from the lower helm and the keys turned to the "OFF" position when they have stopped. Do not remove the keys from the lower helm.

There are two good speed ranges on Le Chateau. At 1200 to 1600 RPM the boat will cruise at 6 to 8 knots. At 2800 to 3000 RPM the cruise speed will be 12 to 14 knots. Between these two ranges, the rear of the boat squats and it feels like it is plowing. Do not exceed 3400 RPM at any time.

Fuel Tanks

There are two fuel tanks on Le Chateau. The main rear tank has a capacity of 115 gallons and is located under the floor next to the lower helm seat. The fill inlet is just outside the entrance door. When filling, close the entrance door to avoid any diesel fumes or droplets from entering the boat. Fill carefully to avoid any spurting of fuel out of the fill pipe. Keep an absorbent towel handy to capture any overflow.

The auxiliary tank is forward of the cabin on the port side and has a capacity of 70 gallons. If it is necessary to transfer fuel from the auxiliary tank to the main tank, use the following procedure:

1. Turn on the breaker for the fuel tank pump.
2. Open the hatch over the auxiliary fuel tank on the port side of the foredeck.
3. Open the two valves on top of the auxiliary tank. There are clips on the valve handles which must be slid back to allow the valve to turn. Valves on the main tank are normally open.
4. At the top of the pump above the tank under the port side of the hatch move the switch toward the aft or main tank. This will activate the pump.

5. Carefully monitor the transfer operation to avoid overfilling the main tank and do not empty the auxiliary tank completely, as this will cause an air lock in the lines.
6. When the transfer is complete, turn off the pump, close the valves on top of the auxiliary tank and turn off the breaker for the fuel pump.

Head and Holding Tank

The head on Le Chateau uses fresh water for flushing. This greatly reduces odor and keeps the toilet bowl much cleaner, but care must be used in flushing to avoid wasting water. Remember, the water tank is only 80 gallons when full.

There are two buttons for flushing. The upper one pushes to the right to empty the bowl and add water at the same time. This is normally used for liquid waste only. The lower switch adds water when pushed to the left and empties the bowl when pushed to the right. This combination works best with solid wastes. Use as little toilet paper as possible.

The holding tank pump out control is located in the head to the right of medicine cabinet. The “Y” valve controlling the direction of pumping out the holding tank is located in the forward starboard locker. A valve is located on the pump out line and the LONG end of the handle along with a triangular arrow indicates the direction of flow. For shore pump out the valve must point to the starboard or left when looking aft. To pump overboard, the valve must point to the port or right when looking aft. The macerator breaker must be turned on and then the pump out control button in the head may be pressed. You will know from the change in pitch when the tank is empty. Stop pumping at this time as the pump can be damaged by running dry. Remember, you should only pump overboard when in open waters.

Heaters

Le Chateau has three methods of heating the cabin.

When hooked up to shore power, an electric heater is available and is stored in the cabinet with the inverter power supply in the starboard stateroom. It may be plugged into any 120V outlet. Do not use the electric heater when not connected to shore power.

While underway, the starboard engine supplies hot water to heat the cabin. To operate properly two DC breakers labeled “HEATER” must be turned on. One is for the blower and the other is a circulating pump to keep the hot water moving to the heater. The vents under the entry door must be open. Turn the breakers off when the engine is not running.

For very cool conditions, there is a Webasto hot water heating system with outlets in each stateroom, the head and two outlets in the main cabin. Each is controlled with a thermostat. The system is activated by turning “on” the switch located to the starboard side of the breaker panel. In addition, the system will supply hot water to the boat’s hot water system. If at anchor, the system will use 80 to 100 aH of battery power overnight, so the batteries will require recharging with engine operation to avoid exceeding the 200 aH usage limit. (See “Batteries” section earlier)

Hot water

There is a 7 gallon hot water tank. It is heated by the port engine while under way or by shore power when at a marina. It will not operate off of the inverter. If showers are desired it is often most convenient while under way if weather conditions permit since the water will be reheated by the engine while it is being used. Remember to conserve water. There is a stop button on the shower head which allows one to wet down, turn the water off for soaping up, and then back on for rinsing. This will greatly reduce the amount of water used in a shower.

Microwave Oven

The microwave oven has a continuously variable power level (not an on-off pulsing) and has a full power rating of 1250W. If running on shore power, power level is selected by repeatedly pushing the power level button until the desired power level is desired. If the microwave oven is used off the inverter, the power level should be reduced to a maximum of "7" (which still provides 750W of heating power) to avoid overloading the inverter and causing it to trip the system off. If this occurs, the system should reset itself in a few minutes. Please replace the instruction manual back in the oven when it is not in use.

Navigation

Charts are usually kept behind the lower helm. San Juan Sailing provides an excellent water proof book of charts with red marks, (areas that former charter guests have run aground) and green markings, (nice spots that former charter guests have enjoyed). Parallel rule, dividers, hand held compass, pencils and binoculars are also behind the lower helm seat.

Rudder Balancing

The rudders on Le Chateau are controlled by a hydraulic pump driving a cylinder on each rudder. After some time (10 to 20 hours of operation) the rudders may become mis-aligned. This will result in more effort to steer the boat and reduced performance. Rebalance the rudder cylinders using the following procedure.

1. Open the battery hatch cover just aft of the entry door. At the very back of the compartment is a valve.
2. Turn the helm wheel to starboard until resistance is felt.
3. Open the valve.
4. Turn the helm further to starboard until resistance is felt.
5. Close the valve.
6. Turn the wheel all the way to port until resistance is felt.
7. Open the valve.
8. Turn the wheel further to port until resistance is felt.
9. Close the valve and replace the battery hatch cover.

The rudders are now aligned and the process is complete.

Safety Equipment

- 1) Type III PFD's Personal flotation devices, are located on the fly bridge locker on port side. These must be worn when using the dinghy.
- 2) There is a throwable flotation ring over the entry door. There are also two throwable cushions in the portside fly bridge locker.
- 3) Flares are stored in the fly bridge locker on the port side.
- 4) There are three fire extinguishers located in the galley, behind the door entering the head and outside to the starboard side of the entry door.
- 5) The horn buttons are located to the right of the lower helm and to the left of the upper helm
- 6) The first aid kit is in the medicine cabinet in the head.

Other

A radar reflector which can be tied to the antenna mast is stored in the overhead locker behind the upper settee, and a Canadian courtesy flag for mounting in the bow clamp is behind the lower helm.

The best safety device is one's own caution. Everyone on board must know where the life jackets are stored. Never try to prevent a collision with a dock or other craft by using one's hands, feet or legs. Boat parts are far cheaper to repair than body parts.

Shore Power

Two 30 amp shore power cords are stowed in the auxiliary fuel tank locker. Only one line is to be normally used and plugged into the LOWER electrical inlet on the starboard side of the boat. After shore power is connected, check for reverse polarity or a faulty ground at the indicating lights on the left end of the lower helm station. There should be three green lights. If all is well, turn on the 120V breaker on the electrical panel. If there is a problem with polarity or ground, it must be corrected prior to turning on shore power to the boat.

Stove

To operate the propane cooktop in the galley, several steps must be taken. The propane tank in the fly bridge locker must be connected and turned on. There are two breakers on the DC panel "STOVE" and "LP GAS" which must be turned on. On the wall to the right of the microwave is a wall switch, "LPG CONTROL" which must be in the on position. To light the stove, push down on the control and turn to the light position. After the burner lights, continue holding down the control for 5 to 7 seconds until the burner will remain lit when it is released.

Tools and Spare parts

Two tool boxes are stored under the floor board at the bottom of the steps on the starboard side leading to the head. Engine spares are located under the floor board leading into port stateroom. Spare batteries, bulbs and fuses are located in the overhead locker behind the port settee.

Water

The 80 gallon fresh water tank is located under the forward hatch to the starboard side of the cabin. There is a water level monitor in the head to the left of the sink. The breaker for the water pump is on the DC panel. Always think “WATER CONSERVATION” if you cannot refill immediately.