

Welcome Aboard s/v *Osprey*

Owner's Notes

Osprey, a Pacific Seacraft 34, is a classic Bill Crealock design equipped with the best quality gear to make your voyage fun and safe. Often referred to as the "Crealock 34", she is built for bluewater cruising with sea-kindly lines, sturdy construction and rigging, and a modified fin keel with skeg supported rudder.

Osprey has an interesting history. The original owner, Charles "Duke" Duquette, bought her in Seattle (naming her *Luana*) and had her "fitted out" in Friday Harbor. He then sailed around the world single-handed! The second owner had her extensively re-fitted, and named her *Bramasole*... Italian for "one who seeks the sun". The third owner, legally blind, sailed her single-handed to Hawaii and back (there is a story about his voyage in the logbook on board). The fourth owner renamed her *Osprey* and entered her in the San Juan Sailing charter fleet in 2006. I'm the fifth owner, and continue to share her with you in the charter fleet, with plans to eventually embark on a long cruise of my own.

Since purchasing *Osprey* in March 2008, we are enjoying our adventures of discovery here in the beautiful San Juan Islands and Canadian Gulf Islands. This area is teeming with wildlife and we hope you have similar breathtaking experiences. Once we encountered a pod of killer whales near Lime Point on the west side of San Juan Island. We were drifting with the engine off during a peaceful lunch and the whales swam right past us, some within 20 yards of us. On our very first outing in *Osprey*, we found out just how well she handles in sustained winds of 35+ knots, with gusts of 60 knots. She's a sea-kindly vessel in most any conditions you'll encounter. She is also excellent in light winds with her slim section and feathering propeller.

We're delighted to share *Osprey* with you! Feel free to share your experiences in our guest book.

To help familiarize our charter guests with *Osprey*, we've outlined some details contained herein.

Best regards,
Jim Doty and Family
208-888-4929 (home)
208-867-9384 (cell)

HAPPY SAILING!

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1- Anchoring: *Osprey* is equipped with three (3) anchors: Two bow anchors and a third located next to the life-sling at the stern. The *primary anchor* [starboard] is a 45-pound CQR w/ 230' of chain rode. It holds very well in a variety of conditions. The appropriate scope with the primary anchor is 4 or 5 to 1. The chain is painted with one yellow stripe (1 foot long) at 50 feet, two yellow stripes at 100 feet, three at 150 feet and four at 200 feet. The last ten feet of chain is painted all yellow. If you are anchoring in deep water and using a lot of chain, you may notice the high-tensile chain link at 170 feet... you may need to help this link pass over the windlass.

The *secondary anchor* [port-side] is a 44 pound Bruce with 50 feet of chain & 180 feet of ¾" double braid nylon rode. The secondary anchor offers slightly less holding power but is adequate for a well-protected anchorage. The secondary anchor works best with a 6 to 1 scope. Most coves are 15'-30' deep; so expect to pay out about 80'-120' of chain with the *primary* or 90'-180' feet with the *secondary* anchor.

The *stern anchor* is a lightweight aluminum Fortress FX11, weighing just 7 pounds, with 60 feet of ¼" chain and 160 feet of ½" nylon double braid rode. This anchor can be easily rowed out in the dinghy for use as a kedge, if necessary.

Setting the anchor: After you've put out the suitable amount of chain/rode, apply 30 seconds of idle reverse; then goose the engine to about 1,200 rpm to initiate a solid hold.

Anchoring Tip: If you are able to sight-in a couple of trees (or other landmarks) in line with each other, this is the sure way to determine the anchor is holding. The trees should not change in relation to each other.

Stern-tie to shore: A stern tie to shore prevents the boat from swinging in tight anchorages (such as Inati Bay on Lummi Island). This allows more boats to utilize a small anchorage. Under the helmsman's seat you will find a spool of yellow polypropylene line. This line floats on the water as you let it out while rowing to shore. You should tie this line to a stern cleat before rowing to shore. The line is 300 feet long... make sure you are close enough to reach shore with the line.

Anchor windlass operation: *Osprey* has a manual anchor windlass. The handle is tied to a lanyard beside the windlass on the starboard side of the pulpit. The windlass has 2 speeds for *weighing* (pulling up) the anchor; port for high speed and starboard is low with greater purchase. When letting out the anchor chain, please utilize the drum brake for applying tension, thus controlling how fast the chain exits the anchor locker. The lock for the windlass is a pivoting latch visible when standing over the windlass... have this unlocked when deploying or retrieving the anchor. After the anchor is set, it is best to take the load off the windlass by tying a dock line to each bow cleat and then tying a *rolling hitch* or *anchor bend* (also known as the *fisherman's bend*) to the chain or rode half way between the water line and the deck. After accomplishing this procedure, it's best to pay out about 15 feet more chain to apply weight downward on the rolling hitch.

Saltwater wash down pump: Muddy anchor and chain? If the chain or anchor has mud and/or kelp on it, wash it off before the chain enters the anchor locker. Organic material in the anchor locker will eventually smell of decomposing material in the boat. The green hose in the lazarette is used for this purpose. The pump is in the port cockpit locker with a hose connection under the helmsman's seat. The *saltwater pump* switch is at the circuit panel. You must open the ball valve just to the starboard side of the engine (yellow handle, below the fuel level indicator... open the top access cover to the engine behind the companionway ladder) for the saltwater wash down pump to get water to the hose. The engine should be running when you use the washdown pump. **Close the valve** and shut off the pump after use.

Emergency Tiller:

Osprey is equipped with an emergency tiller, which is located in the port cockpit locker. The emergency tiller is a 3-foot long L-shaped aluminum pipe

Emergency Tiller Usage:

1. Remove the emergency tiller from the cockpit locker.
2. Remove rudder shaft cover plate, located on the cockpit sole under helmsman's steering seat. The spanner tool for removing the plate is located in the navigation table.
3. Place the emergency tiller shaft over the rudder shaft now exposed under the cover plate.

2- Barbecue- The barbecue on the stern rail is connected directly to the primary propane tank in the propane compartment (furthest locker aft). The ball valve (at the tank) must be opened in order to bring fuel to the BBQ. **Please** remember to turn off the valve after use. As a courtesy to the next guest, use the wire brush to clean the BBQ.

3- Batteries- The battery switch control module should be set at #1 all the time.

Osprey has 2 battery banks in the port side cockpit locker; three *house* batteries and one *engine-start* battery. **Never move the battery switch to the "off" position when the engine is running!** This will blow the diodes on the alternator. **Do not** set the battery charging switch to the "**Both**" position for charging the batteries. **It should be left on**

battery #1 at all times. Review the cheat sheet at the nav-table for a schematic of the charging system. Be sure the red plastic key behind the companionway ladder is turned on in order to start the engine (rotated clockwise, red key horizontal).

4- Berths- *Osprey* sleeps up to six, 2 in the private cabin forward; 1 in the starboard settee berth, 2 in the port settee and 1 in the quarter berth aft of the nav station. The port settee opens to a full-size sleeping arrangement. Simply pull the teak edge trim outwards – it may take a good tug if humidity has tightened the wood. Use the backrest cushions to fill in the gaps.

5- Bilge pumps- There are 3 bilge pumps on *Osprey*.

Primary bilge pump: The primary bilge pump is located in the lowest part of the boat, under the sole in the main cabin. It has an automatic floatation switch wired directly to the battery. There is a separate switch panel to the right of the main circuit panel labeled “Bilge Pump”. The switch/toggle must be set to the right (which indicates *automatic*) for the primary bilge pump to be activated. Be sure to check and make sure this switch is on automatic.

Shower sump pump: A small sump-pump in the head is for draining the shower pan. This pump is located behind the toilet inside the cabinet. To activate the shower sump pump, turn on the switch labeled *sump pump* at the main circuit board. You also need to pull the silver knob at the base of the sink in the head.

Emergency manual bilge pump: is mounted on the in-board wall of the portside cockpit locker. The handle is kept in the same area and has a lanyard attached to it. Insert the handle into the pump just to port of the steering seat and pump the handle in an up-and-down motion.

6- Dinghy- *Osprey's* inflatable dinghy is a hard bottom 9' Caribe. It rows well and tows with the least drag if brought close to the boat (about a foot off the stern). This lifts the dinghy's bow, reducing drag and guarantees that you won't accidentally wrap the line (known as “*the painter*”) around the propeller when you back up. After tying the *painter* to the stern cleat, you should also tie the bitter end onto the stern rail as a secondary precaution. Many boaters lose their dinghy by simply relying on one knot tied to the boat. Tie to the starboard side to avoid soot, heat and spray from the engine exhaust. Be sure the oars are properly and securely stowed – they are expensive and a little hard to replace – don't ask me how I know!

Inflating Dinghy: On cold mornings the dinghy will appear to need more air. This will change once the temperature warms up. In the event that you still need to put more air, there are 3 chambers in the Caribe dinghy for inflating. The *foot pump* is stored in the storage cabinet at the base of the Nav Table underneath a hidden shelve at the very bottom of this cabinet.

We would appreciate your special care when beaching the dinghy. The San Juan Islands are not always gentle, sandy beaches. Most often they are rocky and covered by barnacles. **Here's what works best:** Launch a person off the dinghy's bow keeping most of the weight aft inside the dinghy. Have the person on shore bring the dinghy bow upwards while pulling it onto shore. Secure the painter to a log or tree. A rising tide can leave you high and dry and dinghyless!

7- Dodger- The most vulnerable part of the dodger is the plastic glass. Please avoid touching it as much as possible. To clean the glass, use only fresh water with a sopping wet sponge, wiping very lightly afterward. **Do not use salt water to clean the glass of the dodger.** Miniscule scratches, which fog-up the glass, are caused from excessive rubbing without using enough fresh water. If the glass is really clear when you are on board, you can thank previous guests for their care.

8- Electronics-

Cellular Telephone chargers: *Osprey* is equipped with three 12-volt cigarette lighter type outlets for recharging cell phones. Two are located above the starboard settee just forward of the nav-table. To activate these 2 outlets, turn on the **sump-pump switch** at the main circuit panel. The third is located just inside the sliding companionway hatch on the port side.

Depth sounder: To activate the depth sounder, turn on the **Nav-Com switch** at the main circuit panel. Use the depth sounder only as an aid to navigation in shallow waters. The digital depth sounder will not give accurate readings beyond 200'. It is designed for use as a tool in shallow waters. In deeper water, the sensitivity increases as the transducer tries to acquire a reading. Consequently, you will receive many false readings caused by currents, changes in water temperature, fish, and underwater seaweed. **Rocks are the single biggest navigational and safety hazard** in the islands and are clearly marked on the charts. The key to avoiding rocks is not the depth sounder, but knowing where you are on the chart at all times. We do not recommend using the depth alarm. Experience in the islands tells us that it goes off at the wrong time.

GPS: *Osprey* is equipped with a Raymarine GPS chart plotter at the helm. Activate by turning on the **Nav-com switch** at main circuit panel. To start the Raymarine GPS press the power button for 3 seconds until the screen activates. It will then prompt you to press enter to assure that you agree and comply with usage. That's all you have to do. It has a chip in it with all the local charts. In 30 seconds, it will read your position, displaying the lat/long, heading and speed. To turn off the GPS, push down the power button a couple seconds until it beeps. If you want to experiment with waypoints, you can refer to the Raymarine owner's manual on board or work through the menu prompts. It's pretty straightforward. As a practical matter, navigating the San Juan Islands is line-of-sight-navigation using paper charts. The GPS chart plotter helps support what you see on the charts.

There is a backup GPS located at the navigation station. It is a Garmin 176C color chartplotter and is loaded with the 2008 version of the Garmin Bluecharts for the area. To turn it on, press and briefly hold down the power button, which is marked with a red light bulb symbol. The NAV/COM switch on the main breaker panel must also be "on".

Fog: You should rely on the chart plotter & radar in the event you are enveloped by fog. Be alert for sound signals from ferries and other boats, and properly use the manual fog horn which is located in the locker at the aft end of the starboard settee, in front of the navigation station table.

Knot meter: If the digital knot meter shows a reading of "0.00" while underway, the impeller is most likely clogged with a piece of eelgrass. Sometimes it will float off overnight. You can also try removing it by traveling in reverse. The GPS will also indicate *speed over ground* (S.O.G.). Comparing the knotmeter's reading with the speed over ground gives you some idea of the effect of currents.

Radar: The Raytheon 10x Radar is straightforward. See manual onboard for specific info. To turn it on, the VHF switch on the main panel must first be turned on, then press the "ST-BY" button. The display will come on with a two minute warm-up cycle. Press "XMIT" to begin scanning. Tune the sensitivity with the four knobs, and adjust the range with the "Range up" and "Range down" buttons.

VHF Radio: Turn the VHF switch on at main circuit panel. We recommend that you monitor Channel 16 during your cruise. It is reserved for emergencies and boat-to-boat

initial contact. After contact w/ another vessel, move to channels 68, 69 or 79. *Osprey's* VHF has a portable mike for use at the helm. It has an internal speaker so you can easily monitor the VHF while in the cockpit. You can also lower the volume of the main unit in the cabin while the helm mike is on. The remote microphone is stowed in the nav-table.

San Juan Sailing monitors channel 80A during regular office hours. They are closed on Sunday's. Keep in mind that VHF reception is "line-of-sight". You will most likely be out of the SJS office range within a days sail into the islands. Typically, cellular phones are the best means of communication.

VHF weather reports: The w/x switch on the VHF turns the weather channels on. There are 8 weather channels. The weather report you might be looking for will be introduced as, "... for **Camano Island to Point Roberts**". Listen for the "**inland waters of western Washington**". You will hear "*Strait of Juan de Fuca*" (which lies south of the San Juan Islands) & "*Georgia Strait*" (which lies to the north). "*Rosario Strait*" runs north and south through the eastern part of the San Juan's. Make it a general practice to listen to the weather channel before heading out. It is also prudent to listen to the weather channel prior to anchoring for the evening. The San Juan's are generally a light wind region but weather changes can be sudden.

SSB radio (Single Side Band) is **not to be turned on**. This is for offshore use by licensed operators only.

9- Engine- Before you leave the dock on your initial departure, we recommend you remove the engine cover and get a good look. Familiarize yourself with the following:
1- Where the oil dipstick is. Pull it out and check the oil and see how it goes back in.
2- Note the ball-valve in this same area. This needs to be opened for the saltwater wash down pump to work. Open and close it to better understand what tension it's under. You won't have to remove the entire engine cover to do this when needed, but it's best to test it out now.
3- Note the location of the *sea strainer*.
4- Fuel gauge
5- Tension on the alternator belt & **6-** Check the coolant levels.

Oil-check nuances- It is not likely that you will need to top off the oil, but it is still prudent to monitor the oil level. Spare oil is stowed in lazarette. There is a wide gap on the oil-dipstick between the **FULL-line** and the **FILL-line**. **Above all else, do not over-fill the oil.** Add no more than a cup at a time. **Too much oil is the worst thing you can do to a diesel.** The excess oil will blow out the head gasket. Incidentally, the first time you pull the dipstick out it often shows no oil. Reinsert the dipstick and the correct level will show. *Osprey's* oil is changed at 100-hour intervals by our maintenance professional Steve Pinley. **Tools** are located under the starboard settee, forward end. **Engine spares** are located in a plastic bin stored under the navigation station seat.

Engine Starting Procedure-

1- Make certain the battery switch is set to #1 and the **red** plastic key (behind the companion way ladder) is turned to the right.
2- Make sure the gearshift at the binnacle (port side) is in neutral (horizontal). Reverse is upwards & forward is down. This is clearly marked on the binnacle.
3- Bring the accelerator handle forward about ¼ throttle (located at the binnacle, starboard side).
4- Turn the engine key clockwise. The ignition key is located just below the bridge deck in the cockpit. The buzzer should sound. Press the black starter button. This engine usually starts right up (in just a couple seconds). If the engine does not start right away, wait 30 seconds and try again with a little more throttle.

5- After it starts, ease the throttle back to just above idle for warm-up. Once running, be sure to **check the exhaust at the stern for gurgling water.**

6- You should allow 5 minutes for engine warm up before placing a load on the engine. Pushing a cold engine is very hard on diesels. It's best to warm up the engine while weighing anchor.

Engine shutdown- Pull up black knob at helm to cut off fuel to engine. After the engine cut-off alarm sounds, turn the key off and the alarm will stop.

Engine Note #1- *Osprey* has a very reliable 34 HP Yanmar. Cruising speed is 6 knots at 2,600 rpm. With a 37-gallon fuel tank, it yields a 400 NM range, or about 65-70 hours of cruising time. **Do not exceed 3,000 rpm.**

Engine Note #2- Engine does not turn over [low battery]- There might be insufficient battery voltage while starting the engine, turn the battery switch to "BOTH". A battery bank schematic is visible through the glass at the nav-table. This will guide you through several different battery combination options. If you must utilize "BOTH" to start the engine (because the start battery is low), be sure that you turn it back to #1 after the engine starts up. Do not move the battery selector switch to the "off" position.

Engine Note #3- Engine will not turn over [failed start switch or missing key]- If you ever find yourself in a position where the start button does not work or you lost the key, you'll find an alternate start button located on the bulkhead behind the companionway stairs. It's a silver button that's clearly marked. The engine key is usually stowed inside the small cabinet beside the nav-table, which is clearly visible from the galley.

Engine Note #4- The buzzer sounds while you are underway-

A- Loss of oil pressure: Check the oil pressure and temperature gauges where the ignition key is located. If oil pressure is flat, shut down the engine, check the oil level, and contact San Juan Sailing. We have yet to have an oil pressure problem and we hope you don't either. **Your anchor** can be your best friend in this stressful situation.

B- Raw water not able to cool engine (sea strainer clogged): Check for water gurgling at the stern. If there is no water coming out, the *sea-strainer* could be plugged with a fish or eelgrass. The *sea-strainer* is what prevents any foreign object from getting into the engine. To access the *sea-strainer* first shut off the engine cooling system. Remove the cockpit floor just aft of the companionway, by removing the four large bronze knurled "spinner" nuts (by hand), so that you have access to the very top of the engine where the *sea-strainer* is located.

1- Close the seacock located next to the sea-strainer.

2- Open the sea-strainer lid and remove the filter element from the strainer. Remove the foreign object.

3- Open the seacock to assure that it is not clogged. Seawater should come through this opening. Close it again and carefully reinsert the stainless steel filter element. Reinsert the lid and tighten simultaneously to assure the lid remains flat on the strainer.

4- Reopen the seacock. Make sure the lid to the sea-strainer has sealed. If it is drawing air (from the lid) it won't draw water & cool the engine. **Eelgrass** looks like an exploded view of lawn clippings. They are about 3 feet long, brownish green, flat and about 1/2 inch wide. Look for them in two places: floating masses undulating on the water and in "tide lines" (those soapy lines in the water that contain other intimidating debris as well). Best solution here is prevention. Keep an eye peeled for eelgrass masses near tide lines and also logs. Steer around them.

Coolant level- Check levels and top off **only** when engine is cooled

10- Fuel Tank- The 37-gallon diesel tank is on the centerline below the cabin sole. The engine burns about 1/2 gallon of diesel an hour. The fuel gauge can be viewed by lifting the cover behind the companionway ladder. If the fuel level dips below 3/8, it is time to add diesel fuel. Running out of diesel involves a lengthy bleeding process of the air in the fuel line which you'd rather not have to do. Please be very careful when refueling. Never allow maximum flow from the filler hose. If you do, the fill tube will surge and diesel will spill into the cockpit from the vent. Both the fuel fill and vent are located in the cockpit, just aft of the companionway hatch. Fill fuel slowly and carefully. A gurgling noise while filling means that the tank is probably almost full. You may also be able to see the diesel when looking down into the fill tube. Please be careful of diesel drips when removing the hose. Diesel fuel combined with the bottom of your shoes is very slippery; as a result can be dangerous. If there's a spill please use soapy water to scrub down any drips. *The fuel tank gauge reads 3/4 when it is full*

This is not a gas engine. Always use diesel fuel! This mistake happens all too often.

11- Head and holding tank- The head has a 12-gallon holding tank located under the V-berth mattress, port side. In the head above the sink, there is a "**red full indicator light**" for when the tank is full. **Overboard discharge-** To empty the holding tank *directly overboard*, you'll need to access *the manual pump* in the portside V-berth area under the mattress. Close the inline valve under the sink (leading from head to holding tank) as well as the head intake seacock under the sink. Open the seacock under the V-berth and also open the inline valve just above the seacock. This is where the line from the holding tank intersects the line coming directly from the head to the thru-hull. **Pump-out station-** To empty the holding tank into a pump-out facility, close the head intake seacock under the sink. Close the seacock under the aft port corner of the v-berth, and close the inline valve just above that on the hose leading from the holding tank. Connect the pump out facility's hose to the port side deck plate marked "**waste**". After the holding tank is pumped out, pour 2-3 gallons of fresh water into it and pump out again. The San Juan Sailing staff will discuss pump-out stations at the charter guest meeting Friday afternoon. **Monitor the holding tank usage.** It takes about 4 to 5 days for three people to reach its holding capacity. If you continue to pump waste into the tank while it is full (note red light will be on in head), then the wastewater will seep out of the top of the tank into the V-berth. **T.P must not go in the toilet.** Please do not put anything in the toilet that has not been eaten. Experienced sailors deposit toilet paper in a plastic bag or in the wastebasket.

12- Heat for Cabin- The heater (Wallis brand) is in the port side cockpit locker. The control module to power up and set the temperature is above the starboard settee, just forward of the nav-station. It is wired directly to the house bank battery. There are 2 heat vents under the port side settee.

Adequate airflow to the heater- The heater works much better if you allow more air to get into the port cockpit locker. This can be done by cracking open the cockpit door. A better way to bring air into the cockpit locker is the following: Locate the portside winch handle stowage compartment. There are 2 deck plates inside this area. Unscrewing the forward one and setting it besides the opening is the easiest way to accomplish this task.

13- Refrigerator- Turn the refrigerator on at the electrical panel. Inside the unit is a temperature control. Level's 3 to 5 on the dial is usually adequate. If it's turned all the way up to 7, most of the food will freeze. There is a manual pump to remove excess water in the bottom of the refrigerator, if necessary. The pump is located in the engine compartment next to the refrigerator. Stroke it by hand, and water will discharge into the sink port-side basin.

14- Inverter- *Osprey* has an inverter located inside the quarter berth up high. Please use the inverter sparingly. It will tap the house battery bank rapidly. To utilize the inverter, you need to do three things:

First: turn on the power button for the inverter.

Second: There is a switch right next to it that states the following: “shore power” (to the right), “off” is in the middle and “inverter” to the left. You must have this set on inverter.

Third: Turn the AC main breaker panel to “on” and then turn on the outlet breaker to activate the outlets on the boat.

Do not turn the hot water AC breaker switch or the Battery Charger switch on when the inverter is activated. Only the Outlets switch should be on.

When hooking up to shore power, the shore power/inverter dial must be set for shore power. Be sure to turn on the breaker on the AC panel labeled “battery charger” while on shore power.

15- Sails- Carol Hasse at Port Townsend Sails crafted all of *Osprey*'s sails

Mainsail- Raising the Mainsail- The mainsail is easily hoisted either at the mast or from the cockpit. There's a winch in both places to suit your desire. The ***Mainsheet and Topping lift*** lines are clearly marked under the **dodger- starboard**. They need to be utilized for raising the main. The ***mainsheet*** provides tension in a downward force on the boom. Release the tension on the ***mainsheet*** to take any load off the halyard & mainsail as it's being raised. The ***topping lift*** serves the purpose of supporting the boom and taking the load off it. This needs to be done when not under sail. It also provides less tension on the halyard when raising the main. **The mainsheet and topping lift is the key to raising the main.**

Reefing the main- When wind exceeds 20-24 knots- As weather becomes unsettled, you might hesitate to reef the main. If you wait for gusts to exceed 25 knots, you will most certainly make the reefing process more strenuous. **There are 2 reef points in *Osprey*'s main.** All the reefing controls are lead to the cockpit. But you still must go up to the mast to attach the grommet/tack to the hook attached to the mast at the forward end of the boom. The starboard side hook is the first reef attachment point and the port side is for the second reef.

Lowering the Mainsail- Prior to lowering the mainsail, the ***topping lift*** needs to be engaged (raising the boom which will take the load off the boom). The ***mainsheet*** needs to be pulled in to apply a downward load to it. This will stabilize the boom. *Osprey* has lazy jacks to also help control the main as it is lowered. The lazy jacks may be “relaxed” after the main is lowered, flaked and secured before the sail cover is installed. After removing the sail cover, the lazy jacks must be tensioned – they are ¼” lines secured to small cleats on each side of the mast. Be sure to keep the topping lift engaged while at anchor.

Jib (headsail), unfurling the jib- To open the headsail (jib), the black furling line in the cockpit (near portside winch) is where you'll need to be. Have a crewmember apply some tension to the furling line as it coils back into the drum at the base of the headsail. This will be done while another crewmember is pulling the jib-sheet, unfurling the jib. Hint: Steer the boat off the wind just a bit (maybe 15 to 20 degrees) to allow the wind to fill the jib. This makes the unfurling process easier. Be sure to have a good grip on the furling line as you steer this off-wind course (just in case there's a gust). You can use the port side winch to get a better grip on the furling line in case the jib wants to open up too quickly.

Reefing the jib- The jib's roller furling system makes reefing easy. If the wind exceeds 20 knots, furl the headsail to the ***first reef*** point. This is clearly marked at the foot of the

sail about 3 feet aft of the tack. You need to always maintain some tension on the furling line when reefing the jib. First: Head into the wind (taking the load off the sail) and apply tension to the jib-sheet as you furl the headsail in. The **second reef** should be implemented if winds exceed 28 kts or if *Osprey* is heeling more than 22-24 degrees. Boat heel and stress on the rigging is reduced greatly by reefing before the wind overpowers the boat.

16- Crealock 34', Sailing Characteristics: The Pacific Seacraft- 34' design is the benchmark for cruising boats and you'll find that *Osprey* is a delight to sail. In summer months, she is sailed as a sloop. We can easily rig her as a cutter but the staysail is not stowed onboard. You will notice a cable near the starboard side shrouds that has no load on it. This is the *staysail-stay*, which is kept here when not sailed as a cutter. *Osprey* sails best in winds exceeding 8 knots. Her all around perfect breeze is 12-15 knots. Ideal heel is about 15 degrees. Full sail can easily be carried in winds up to 20 knots. Above that, partially furl the jib and reef the main.

17- Stove- The gimballed propane stove has 2 burners and an oven. Propane is heavier than air and requires caution. For your safety, please follow these safety procedures: 1- Open the valve on the primary propane tank (located furthest aft in the propane locker). 2- Make sure all stove controls are in the *off* position. Turn on propane solenoid switch at the electrical panel labeled **LPG**. Turn on the secondary safety propane switch in the galley on the bulkhead by the companionway ladder. You will hear a click in the propane locker as the solenoid valve clicks open. 3- Press the stove knob inward & turn clockwise while igniting. There'll be a lighter provided nearby, normally stored in the small cabin above the refrigerator. The burner should light immediately. Be sure to hold down the stove knob for about 5-10 seconds after it is lit. 4- When you're finished, turn both propane switches off for your safety. You don't necessarily have to close the valve at the propane tank. The 2 knobs on the far left are for the two top burners. The one to the far right is for the oven. San Juan Sailing staff maintains the propane tanks on *Osprey*.

18- Water- The water pressure switch is located on the main circuit panel. *Osprey* has two water tanks, each are 35 gallons located on the starboard below the quarter berth and the V-berth.

Filtered drinking water- Drinking water on *Osprey* is filtered by the Seagull Filtration system. To use the filtered water (much better to taste), locate the small water spigot to the left of the galley sinks.

Regular fresh water- Tank 1 & 2- Fresh water tank valves are under the galley sink. The fresh water tank selection valves are clearly marked and located below the galley sink. There is also a third valve directly inboard of the other two for utilizing the fresh water foot pump in the galley. It is wise to have one (of 2) tank valves open (but not both) to monitor each tanks usage. Please be prudent with water.

State parks have no pressurized water to refill tanks, but all points of civilization do. If your crew (of 3 or 4) does not let the water run continuously while brushing teeth, etc., you should not have a problem lasting a week with 70+ gallons of fresh water.

Switch water pressure breaker to off when motoring or sailing. The water pump cannot be heard running if the engine is on. If a water tank runs dry, the water pump will continue to run trying to build pressure in the system. This continuous running will burn out the water pump creating an inoperable pressure water system. Therefore, it is advised to shut the water pressure switch off at the circuit panel when underway.

Showers: The water nozzle in the head detaches from the sink to allow for showering. The engine heats the water automatically only if the engine runs more than 30 minutes

while underway (not just at idle). Do not turn the engine on in an anchorage just to get hot water. Use the teakettle if you wish to bath in the morning. Running the engine at idle won't make hot water. Only if you are connected to **shore power** can you obtain hot water. Turn on the hot-water breaker on the **AC circuit panel** only when shore power is available. Hot water is stored in the insulated 6-gallon tank located in the starboard cockpit locker.

Experienced cruisers know the sailor's shower: Get wet - Soap up - Rinse off. If you overflow the shower basin sump, you've used too much water! There's a sump pump to empty the shower basin at the electrical panel. The switch is labeled "sump pump". Pulling the silver knob mounted next to the head sink turns on the pump itself. **CAUTION:** The engine can heat the water to scalding temperatures!

19- Entertainment- The DVD/CD player is located in the V-berth just above the storage locker. The remote control is velcro'd beside the unit and can be directed towards the unit even from the cockpit. The player also *plays DVD's*. There are two speakers in the cabin and two in the cockpit. Please note if the CD player is initially turned on, the cockpit speakers may also sound. You need to access the fader section on the player to turn the cockpit speakers off. Pressing the middle of the volume control knob **5 times** accesses the **fader switch** on the CD player. We've included a small selection of movies for your enjoyment.

20- Running Lights-

Osprey is equipped with standard running lights all marked on the breaker panel. The table below provides a description of all exterior lights and their switch labels on the electrical panel. Take care to show proper lighting at all times.

Running Red and Green light on bow pulpit and white light on starboard transom.	This should be on when underway at night.
Bow White Light ½ way up the front of the mast.	This should be on when motoring at night.
Anchor White light located at top of mast.	This should be on when at anchor.
Tricolor masthead light (use only when under sail)	This may be used at night when sailing and NOT under power, rather than the running lights mentioned above. The tricolor light has a single bulb and draws less electrical current.

21- Departure Checklist-

- ✓ ✓ Schedule enough time to conduct thorough check out with the SJS staff.
- ✓ ✓ Review the contents of this Operating Guide.
- ✓ ✓ Locate all emergency equipment and make sure it is operable.
- ✓ ✓ Review charts for intended destinations.
- ✓ ✓ Check to make sure all tanks are full. Diesel, LPG, and water tanks should be full when you depart and when you return.
- ✓ ✓ Check to make sure the holding tank is empty. When you return it is your responsibility to empty the holding tank.

- ✓ ✓ Check to make sure the engine raw water intake valve is open. Under normal conditions you should not have to touch this through hull valve.
- ✓ ✓ Make sure all ground tackle is secure.
- ✓ ✓ Make sure all halyards are secure.
- ✓ Make sure NAV/COM (depth and knot meter) and VHF are operating.

22- Return Checklist-

- ✓ ✓ Clean all living areas below including the head.
- ✓ ✓ Empty and clean refrigerator/icebox. Pump any standing water with the pump accessed from engine compartment butted up against refrigerator housing. Leave lid refrigerator open when you're done with your cruise, with switch on main panel "off".
- ✓ ✓ Clean stove/oven
- ✓ ✓ Fill Diesel and water tanks
- ✓ ✓ Empty the holding tank. There are portable pump out machines avail. @ SJS dock.
- ✓ ✓ Stow all gear in it's original location- Operating Guide covers proper locations for onboard items
- ✓ ✓ Close all overhead hatches (2) and ports. Don't forget the forward cabin ports
- ✓ ✓ Check main bilge and inspect shower pan bilge in head.
- ✓ ✓ Secure the boat with bow, stern and spring lines.
- ✓ ✓ Put mainsail and binnacle covers in place.
- ✓ ✓ Secure jib sheets so roller furling will not unwind.
- ✓ ✓ Close through-hull valves under galley and head sinks
- ✓ ✓ Close saltwater intake through-hull valve in the head.

23- Contacts-

Steve Pinley *Osprey's* maintenance professional: **360-303-6668**

San Juan Sailing main office: 800-677-7245 or 360-671-4300

Rick Sale (SJS office manager): 360-920-5378 (cell)

Jim Doty (owner of *Osprey*): 208-888-4929 (home) or 208-867-9384 (cell)

Roger Van Dyken (owner of SJS): 360-224-4300 (cell) or 360-354-5770 (home)

24- Important Information *Osprey*-

- • Coast Guard Official Hailing Name and Port: *Osprey*, Bellingham, Washington
- • Official Number: 985299
- • Hull Number: PCS34246B292
- • Year Built- 1992
- • Mast Vertical Clearance = 45 feet
- • Draft = 5 feet
- • Beam = 10 feet
- • LOA = 34 feet
- • Waterline length = 26 feet, 2 ½ inches
- • Water Capacity = 70 gallons (in two tanks, #1 fore and #2 aft)
- • Diesel Fuel Capacity = 37 gallons
- • Diesel usage = approximately ½ gallon/hour (385-400 Nautical Mile Range)
- • Head Holding tank capacity = 12 gallons

- • Yanmar Diesel Model # 3HM35F

We have continually improved *Osprey* for your enjoyment. We love her sailing ability both in light air and in a blow; her comfortable cockpit, ample storage, roominess below, and the cozy feeling we get when aboard. We earnestly solicit any suggestions for further improvements and hope you enjoy her as much as we have. Thank you in advance for taking special care of her.

We're delighted to have you as our guest!