

NOTES FROM THE OWNERS OF *INDIGO ODYSSEY*

2007 NORDIC TUG 42

Dear Friends,

Welcome aboard *Indigo Odyssey*!

We're very happy to have you as our guests and wish you a pleasant stay and fantastic cruising adventure. Our hope is that you enjoy *Indigo Odyssey* as much as we do. If something comes up, please feel free to give us a call at 206-388-7911.

If you can think of anything...anything at all...that would make your stay on *Indigo Odyssey* more enjoyable for you, please let us know through San Juan Sailing. We've tried not to overlook any detail in our effort to make her the best Nordic Tug experience possible.

We wish you fair winds, calm seas, and wonderful memories. Thank you for being our guests!

Sincerely,

Cliff, Megan, Paul, and Tadghan

Indigo Odyssey



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SPECIFICATIONS AND VESSEL INFORMATION

Vessel Information:

U.S. Customs Re-Entry Decal – Located next to the entry door, starboard side.

Vessel Official Number - 1244829 (same number as shown on the Coast Guard Certificate of Documentation found in Section 5 Documentation of the Charter Guest Reference Manual (white binder). *Indigo Odyssey's* number is in the engine room along the port side stringer. Look for 3" high characters just outboard of the main engine.

Coast Guard Boarding Document – Refer to the Charter Guest Reference Manual (white binder), Section 5 Documentation. The manual explains what to expect if you are boarded by the Coast Guard and where to find the information/equipment they may ask to see as part of their safety inspection.

Specifications:

Year:	2007	Engine:	Cummins QSB8.3-540HO
Make/Model:	Nordic Tug 42	Fuel: (2 tanks)	300 US Gal each
LOA:	46' 8"	Water:	200 US Gal
Beam:	13' 10"	Holding:	45 US Gal
Draft:	4' 4"	Heads:	2 Vacuflush Freshwater Toilets
Displacement:	36,000 lbs. (Dry)	Electronics:	Garmin
Staterooms: 2 doubles, 1 single fold down bunk			
Fwd Stateroom:	Headroom: 7'-3", Berth Dimensions: 6'-5"x5'-5" (head), 6'-5"x4'-0" (feet)		
Port Stateroom:	Headroom: 6'-2", Berth Dimensions: 6'-5"x4'-7" (head), 6'-5"x3'-11" (feet)		
Salon Headrm:	6' 4"		
Refrigerator:	18"x30"x15"	Freezer:	18"x13"x15"
Lwr Wine Fridge	5.4 cu. Ft.		

NUANCES

There are a few things about *Indigo Odyssey* that are not 'typical'. These are things that may require special attention or where it may be best to deviate from customary operating procedures. We have listed some here because we believe they will help you plan your charter.

Main Engine: There is known oil leak at the forward bearing. There should only be a few drops present after each engine run. There are new oil pads available on top of the port and starboard fuel tanks if replacement is needed.

Starboard tie downs: The dinghy outboard hangs out a little further than the side of *Indigo Odyssey*. Ensure when you dock on the starboard side you watch for the outboard. We've found tilting the outboard to the side helps give a little more room.

Anchor Washdown: The anchor and cockpit washdown system is currently set to use *fresh* water. You can select between fresh or raw water via the grey ball valve in the lazarette adjacent to the water tank.



Tender drain plug: Open the drain plug at the aft transom when the tender is stowed. This will help prevent water buildup in the tender bilge. Remember to close it before launching the tender.

Vacuflush heads: If the light on the control panel remains RED for more than one minute after you've flushed, the vacuum pump is still pumping. Turn the system off using the white switch in the head. Wait 30 minutes, then turn the switch back on. Add water to the head by lifting up on the flush pedal, which is located to the left of the toilet seat, and flush. That should restore the vacuum to the system.



EMERGENCY/SAFETY EQUIPMENT

Please study the following safety equipment notes. You must know their location and be aware of their use in case of an emergency.

Bilge Pumps (3): Breaker switches are located at the electrical panel. Each bilge pump has a float switch and is fully automatic with a manual activation switch at the helm. The Pumps are located as follows: Bow – below the hatch in the steps leading to the forward stateroom, Midship – engine room, Stern – in lazarette under the water tank.

Carbon Monoxide Detector: CO sensors are installed in the pilothouse, port and forward staterooms, and the salon bulkhead by the galley.

Fire Extinguishers (4): Salon – on wall next to entry door, Pilothouse – on aft seating station, Electrical Station – on wall near stairs, Engine Room – auto-discharge tank on forward bulkhead

First Aid Kit: In helm in cabinet above settee.

Flares (Pyrotechnic - 3): In white mesh bag at helm in cabinet above settee and in the tender center helm console.

Flashlights (2): Helm port drawer.

Searchlight: A controllable searchlight is mounted on top of the boat. The controls and breaker are at the helm station.

Horn, handheld: In white mesh bag at helm in cabinet above settee.

Lifesling: Aft cockpit. Please review the instructions on the case for procedures. You must secure the lanyard to the boat so that tossing the floating harness allows it to tow behind the boat like a ski tow rope. Circling the person overboard will draw the recovery line near them.

PFDs, Inflatable (7): Located under the starboard salon seats. NSO: please check for "green" visible at bottom of clear canister before each cruise. That verifies it will auto-inflate when immersed. We always wear these when working the deck and often in the cockpit.

PFDs, regular (2): Located under the starboard salon seats. These PFDs are sized for children.

Propane Detector: Located in the galley at floor level on the toe kick below the stove. Reset switch is located on the unit.

Tapered Plug, Universal Foam Orange StaPlug: In white mesh bag at helm in cabinet above settee.

Tapered Plugs, Wood: Tied to all below-waterline seacocks and other through-hulls.

Tools: Engine room port side, aft end.

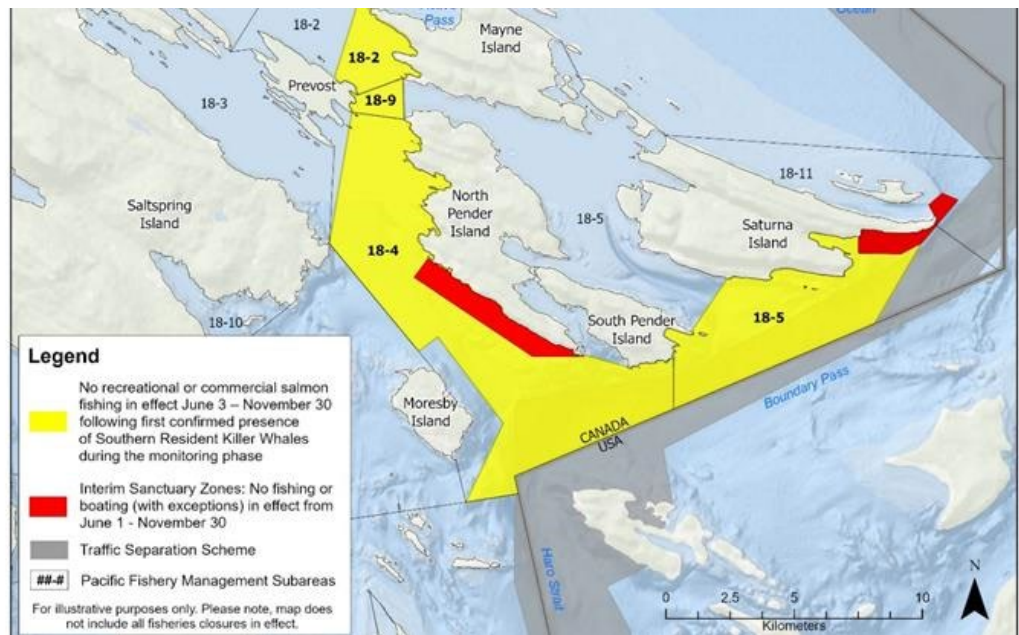
Windlass Clutch Release/Tighten Handle: Pilothouse, aft settee, under riser step.

BEING WHALE WISE

Our resident orca whales are a wonderful part of the local family. But they are having a difficult time surviving due to declining salmon runs. These whales use echo location to find and catch their food, and noise pollution from boats and ships makes it harder for them to thrive. In an effort to decrease human impact both the Canadian and US governments have implemented new rules. We provide a summary of these rules in the packet you receive when you arrive and more information in section 10 of the white reference book onboard *Indigo Odyssey*. Here is a summary of the rules in Washington State and in BC:

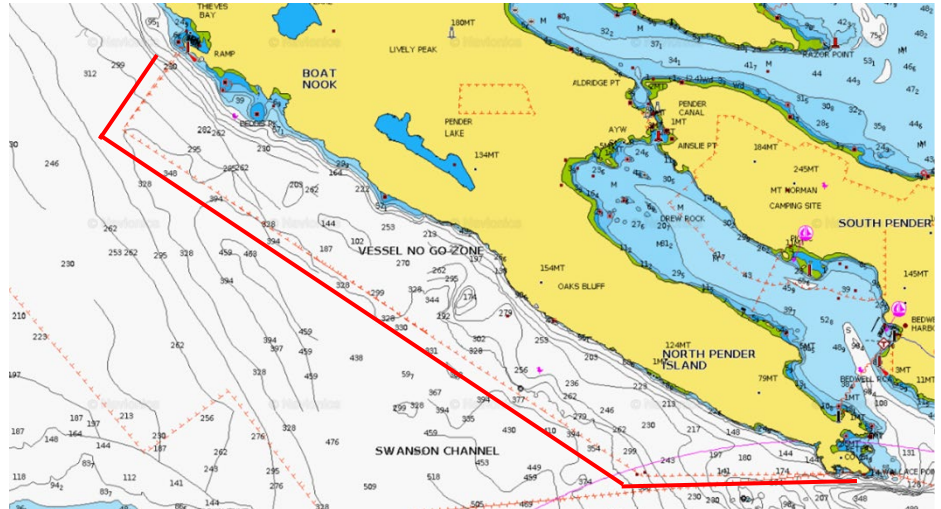
Washington State: In an effort to reduce boat-related noise, which negatively affects the southern resident orca's salmon foraging behavior and success, Washington State made some rule changes, effective January 1, 2025. Vessels are not allowed to approach within, or intentionally position themselves to become within, 1000 yards of a southern resident orca. If you find yourself inadvertently within 1000 yards of a southern resident orca, you must reduce speed to less than 7 knots and proceed as directly as possible to a distance that is more than 1000 yards away. However, if you find yourself inadvertently within 400 yards of a southern resident orca, you must disengage your transmission and wait for the orca to move away. Exceptions will be made where safety or rules of navigation do not allow compliance. Since most of us would not be able to distinguish a southern resident orca from a Biggs orca at any distance, let alone 1000 yards, please assume any orca you see is a southern resident

British Columbia: In Canada they have gone a step further by creating some zones where boats are not allowed to further improve the environment for whales. Those zones are red on the diagram below.



Indigo Odyssey Owner's Notes

And here is an example of what they look like on *Indigo Odyssey's* chart plotters. The red lines have been added to help point out the dashed lines, which are what you will see on the plotter.



ANCHORS AND WINDLASS

HIGHLIGHTS

- Windlass raise/lower anchor foot pedals are located on the starboard side of the windlass.
- For safety reasons, please do not use the windlass controller at the helm.
- The main windlass breaker is located in the forward stateroom under the berth cushion. The breaker switch should be left ON. If an overcurrent occurs and the breaker trips, reset the breaker by pushing down on the yellow button in the center of the yellow switch handle. The helm station windlass breaker enables the raise/lower foot pedals at the bow.
- The windlass clutch release/tighten tool (looks like a winch handle) is located at the helm in the aft settee riser step. If the windlass slips when raising the anchor, the clutch may need to be tightened. In an emergency, if the anchor needs to be lowered quickly the clutch can be loosened. Keep enough tension on the clutch so the chain pays out at a **controlled rate**.
- Primary Anchor: 275' chain
- The SJS/SJY standard for chain marking is 1 piece of yellow poly line at 25' intervals and 2 pieces of yellow poly line side by side at 100' and 200'.
- Please use the anchor bridle/snubber when setting the anchor and to hold the anchor overnight. Bridle/snubber is stored in the pilothouse, aft settee, under riser step.
- There is a raw water (default is fresh water) washdown at the bow anchor station on the starboard side of the windlass. Turn on the WASHDOWN breaker on the DC panel. Please turn off the breaker when done.
- Secondary Anchor: 30' chain, 150' nylon rope. Stored in the lazarette.
- There is an anchor safety line, we generally keep it attached to the stanchion so it is available.



DETAILS

SETTING THE ANCHOR

- The boat should be stopped facing into the wind or current.
- At the bow, detach the anchor safety line from the anchor.
- Ensure that the "Windlass" breaker on the DC panel at the helm is ON.
- Depress the down arrow foot switch (arrow points forward) momentarily to let out about 1 foot of chain. Gently ease the anchor out on the roller so that gravity can take over and try to avoid hitting the bow of the boat.
- Let out the proper amount of rode based on the scope needed (see note below).
- Use the anchor harness/snubber with the stainless steel hook (stowed in the step at the helm settee), secure the chain in front of the anchor roller with the stainless steel hook and tie off each end of the line to the port and starboard bow cleats (ensure the line is underneath the rail). Let out more chain so that a slack loop is created in the chain between the anchor roller and where the anchor harness/snubber hook is attached to the anchor chain. This will relieve stress on the windlass and ensure additional chain is not pulled from the windlass.

- Put the engine in reverse and then shift back to neutral to slowly back down the anchor. Have a crew member posted at the bow to visually observe the chain begin to rise or tighten up. At initial indication of the chain rising, go to neutral and let the inertia complete the aft movement of the boat. When the chain is taught and begins to pull the boat forward, put the engine in reverse again, but only at idle. Maintain idle reverse to properly set the anchor. If the anchor is set properly, the boat will not move further aft. You can verify this by picking a point on the shoreline and lining it up with either of the pilot house doors. If there is no further movement aft at idle reverse, you have successfully set the anchor. If there is further movement aft, reset the anchor or let out more chain to increase the scope. If you are still unsuccessful find another anchorage with better bottom conditions.
- Use the anchor harness/snubber with the stainless steel hook (stowed in the step at the helm settee), secure the chain in front of the anchor roller with the stainless steel hook and tie off each end of the line to the port and starboard bow cleats (ensure the line is underneath the rail). Let out more chain so that a slack loop is created in the chain between the anchor roller and where the anchor harness/snubber hook is attached to the anchor chain. This will relieve stress on the windlass and ensure additional chain is not pulled from the windlass.
- Do an "anchor watch" for the first 30 minutes, observing how the boat swings and how close it gets to other boats and objects. Adjust anchoring as required

NOTE: The scope normally used in the islands is 4 to 1, definitely not 7 to 1 (unless conditions call for it, i.e., sustained winds over 25 knots). Most of the anchorages are well protected and popular, so you will likely have someone anchored nearby. Most coves are 20' - 40' deep; so expect to pay out about 80-160 feet of rode. After you have paid out the suitable amount of rode, 1-2 minutes of idle reverse sets the anchor. Also, the tides can change water depth up to 12' in the San Juans so be aware of where you are in the cycle when choosing an anchorage and deciding how much rode to put out.

RETRIEVING THE ANCHOR

Retrieving the anchor is generally a reverse of the **Setting the Anchor** steps listed above.

However, follow these additional steps:

- Use the wash down to hose off the anchor chain as the anchor is being retrieved.
 - We've found attaching the hose prior to turning on the Washdown breaker makes it easier to attach.
 - Fresh water is preferred, but not required.
- Station someone on the bow to point the direction of the chain and drive the boat slowly in the direction of the chain to ease the tension on the windlass.
- When the anchor has breached the surface, stop the accent and hose the mud off the anchor.
- Raise the anchor with short bursts of the button to allow the anchor to situate itself correctly and until it is pulled securely against the windlass.
- Put the anchor hook onto the anchor and secure.
- Rinse off the anchor bridle/snubber. If possible, let dry in the cockpit area before storing in the pilothouse step drawer.
- Turn off the windlass breaker.



Be aware that the anchor snubber requires approximately 25 additional feet to take up the tension of the anchor chain and prevent the windlass from anchor strain.

BARBECUE

HIGHLIGHTS

- The BBQ has a dedicated propane tank. The propane hose valve is on the propane tank, which is in the aft starboard cockpit locker.
- BBQ propane hose is not plumbed through the solenoid valve. Use the valve, mentioned above, to shut-off BBQ after each use.
- We recommend using the cast iron casserole pan (in the galley) for grilling in order to minimize the mess on the grill.

DETAILS

To operate:

- Open the valve on the propane tank located in the aft starboard cockpit locker.
- Turn the regulator on the right side of the BBQ to the "Light" position and click the ignition button on the BBQ grill.
- As a courtesy to the next charter guest, please clean the BBQ grill with the wire brush.
- Turn off the regulator on the grill and close the valve on the propane tank when done cooking. Regulators often malfunction and don't close properly so it's important to turn off the valve at the tank too.



We recommend using the cast iron casserole pan located in the galley for grilling to minimize the mess on the grill.

BATTERIES, CHARGING AND INVERTER

HIGHLIGHTS

- Please keep batteries above 12.2V at all times. 12.8V is fully charged.
- When charging, battery voltage will read above 13V.
- Ensure batteries are charging when connected to shore power – see details below in Battery Charging section.
- When underway the engine is automatically charging all batteries.
- At anchor, the house battery bank is ample enough to handle normal DC loads including lights, the fridge, and hydronic heating system overnight.
- Caution is needed when using the inverter for the 120V power outlets. Generally, use only low draw (wattage) items like phone charging or computers. Using the microwave oven, hair dryers, or other large electrical loads will very quickly drain the house batteries below their limit.

DETAILS

Indigo Odyssey has the following battery groups on board:

- Engine start
- Generator Start
- House and Upper Davit
- Bow Thruster and Anchor Windlass
- Stern Thruster and Aft Dinghy Freedom Lift

All batteries are charged automatically when connected to shore power or via the generator with BLUE DOT breakers ON or while the engine is running.

Battery disconnect switches

The battery disconnect rotary dial switches are located in the engine room.

The switches should remain in the ON position. The exception is that in the unlikely event that the engine start battery is depleted.

BATTERY CHARGER/INVERTER:

Indigo Odyssey has been equipped with a Xantrex power management system which includes a charger and an inverter. The Xantrex control panel is shown in the photo on right. It is located to the right of the AC/DC electrical panels.

Charging – Shore Power

- Ensure the SHORE 1 AC breaker at the 120 Volt AC Selection panel is OFF.
- Connect the 30 Amp shore power cord to the SHORE 1 receptacle on the starboard side just forward of the pilot house door.
- At the dock pedestal, ensure the breaker is OFF and connect the cord. If the dock pedestal doesn't have a 30A outlet, then use the appropriate adapter stored in the cockpit starboard locker. Turn the dock breaker ON at the dock pedestal.
- Turn SHORE 1 AC breaker ON (slide the black safety cover down if necessary to ensure the generator breaker is off).
- Verify that you have power by looking at the AC voltage gauge on the AC distribution panel.
- Blue dot circuit breakers may be turned ON as needed (see note below).



30-amp power may not be sufficient to run all the ship's systems and may cause the shore power breaker on the 120 Volt AC Selection panel or the dock to trip. If this happens, turn off some appliances such as the hot water

Charging – Engine

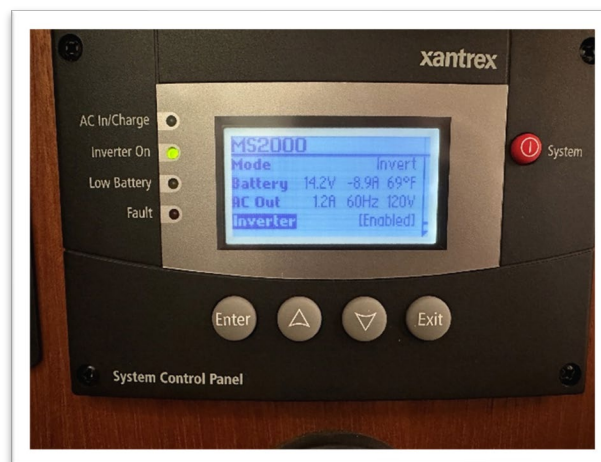
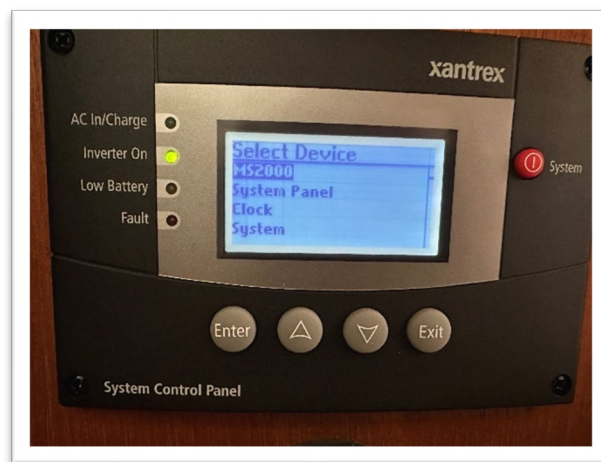
- All batteries are automatically charging when the engine is running.

Inverter

- If 120V power is needed for low wattage devices when shore power is not available, the Inverter can be turned ON.
- The inverter powers the 120V outlets including the MICROWAVE OVEN.
- At the Xantrex control panel, press any button to wake up the screen
- If necessary, use the up/down buttons to select the MS2000 inverter and press ENTER.
- Use the up/down buttons to highlight the INVERTER option
- Press the ENTER button to edit the status of the inverter, then use the up/down buttons to change to ENABLED or DISABLED
- Press Enter to confirm the selection
- You should observe the AC outlets become active on the AC Distribution Panel
- Please turn the inverter OFF when not in use.



Starlink internet is currently powered via the AC distribution system. The inverter can power Starlink. To conserve battery power, it is recommended to Disable the inverter at night which will also turn off Starlink.



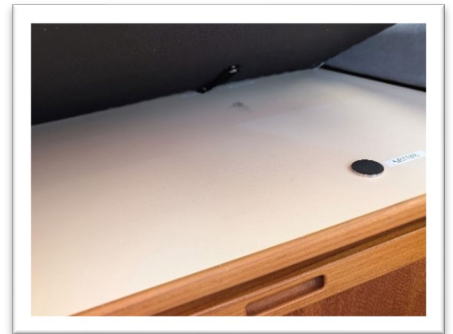
BERTHS AND BEDDING

HIGHLIGHTS

Indigo Odyssey has two berths, which each have hanging lockers and storage areas. The forward berth has a queen size bed and attached head. The port berth has a full size bed and single bunk that can stowed when not in use. The hatch in the forward berth has a sliding pull-out cover and sliding pull-out screen. Open a hatch or porthole in the berths at night to help reduce condensation in the cabin.

DETAILS

The settee in the main salon converts into a full-size bed. Refer to the pictures and descriptions below on how to convert it:



Move the table to the port side of the salon.

- a) Remove the back cushion on the starboard side.
- b) Gently lift the bottom cushion and remove the two pins that hold the settee in "Settee" mode.
- c) Pull the settee base out.
- d) Replace the pins into the "Sleeping" position and make sure the snap from the cushion is snapped into the base.
- e) Place the back cushion between the bottom and the frame to make a stable sleeping area.
- f) There is a memory foam mattress pad stored in the port closet in the forward state room.
- g) Reverse steps to return to a settee.

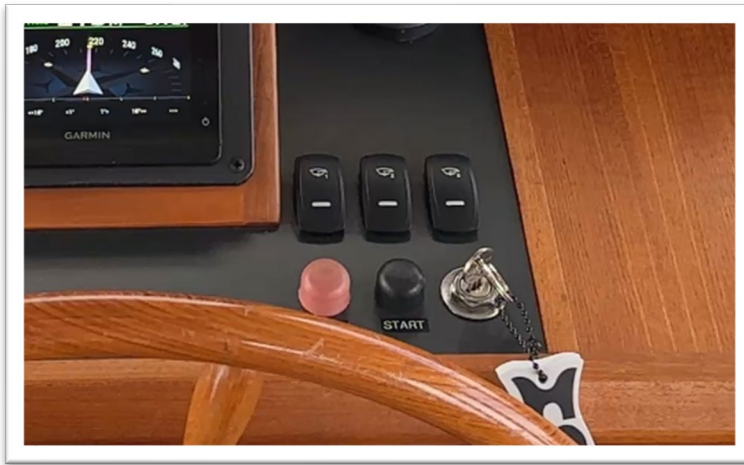


When converting to the settee, we recommend keeping the bottom cushion snapped in and gently raising it to insert the pins into the "Settee" position.

BILGE PUMPS

HIGHLIGHTS

- *Indigo Odyssey* features 3 bilge pumps:
 - Forward pump located under the stairs leading to the forward stateroom.
 - Midship pump located in engine room aft of engine (under the shaft)
 - Aft pump located in lazarette underneath the fresh water tank
- There is an audible bilge alarm at the helm
- All pumps are controlled by breakers at the electrical station and should always be left on
- Manual bilge pump toggles are located at the helm station




DINGHY, OUTBOARD AND DAVIT

HIGHLIGHTS

- 11.5' Bullfrog dinghy, 30hp Honda outboard
- Do not tow the dinghy
- Raise on aft davits when underway and at night
- If tying the dinghy, tie on the starboard side to avoid exhaust damage in case the hydronic heater (which exhausts on the aft port side) is activated
- Dinghy battery switch is the green knob in the battery case, tighten to turn the battery ON, loosen to turn OFF

DETAILS


The "Freedom Lift" davit system will raise the dinghy out of the water and is easily raised and lowered using the controller located in the lazarette.



IMPORTANT NOTE: Do not board the dinghy unless the davit straps are attached and tightly secured, or once the dinghy is floating. The davit is not an elevator, and the dinghy may be unstable until fully lowered.

BEFORE USING THE DINGHY, CHECK THE FOLLOWING:

- Anchor bag with anchor and rode is onboard (under the helm is a good storage location)
- Handheld VHF radio (fully charged) is stowed in waterproof bag under helm
- Emergency signal flares are under the helm
- Ensure the dinghy plug is fully installed
- You have the dinghy key, which is located at the helm in the starboard drawer
- Wear life vests



As a best practice, turn on *Indigo Odyssey's* VHF to monitor channel 16 in case of a dinghy emergency.

TO LOWER THE DINGHY:

- Loosen straps on the dinghy and slip over the bow and stern. If needed, unbuckle the straps and let them sink into the water



Keep the straps buckled but loosened fully so you don't have to fish both ends of the strap out of the water (if safely feasible). Never unclip the straps from the davit!

- Open lazarette and remove yellow dinghy davit handheld controller



- Release BOTH locks for the davit using the pull cords located on the swim step, pull hard on each one and lock in place to permit the davit to descend



- Use dinghy painter line to hold the dinghy
- Using the controller lower the davit until dinghy is just floating but not free
 - If davit does not descend, ensure locks are fully released and secured
- Pilot may enter at this time
- Turn the dinghy battery on by tightening the green knob in the battery case (you will have to loosen the compression strap on the battery case)
- Ensure motor is lowered in the water (raise/lower switch is on throttle)
- Start motor, ensure running smoothly
- Fully lower the davit system.
- Passengers can board the dinghy

IMPORTANT NOTE: Depart in reverse AWAY from the davit to avoid damage to the dinghy

WE HAVE LEARNED THESE PRECAUTIONS, PLEASE:

- *Never tow the dinghy or leave it down overnight. Always raise the dingy on the davits.*
- When beaching, raise the engine using the toggle switch on the throttle before approaching the shore and use the oars for the final approach to the beach.

STARTING THE OUTBOARD:

- Connect the engine shut-off cord to your wrist and snap the clip under the red kill switch.
- If the motor doesn't start, prime the engine by opening the air intake valve on the top of the gas tank and squeezing the bulb on the fuel line several times.
- To shut off the outboard, turn off the key and then close the air intake valve on top of the gas tank.

BEACHING THE DINGHY:

The dinghy motor is very heavy, making it difficult to take the dinghy up the beach. Use the dinghy anchor and

bungee to keep the dinghy offshore while exploring the beach.

- Go slow
- Raise the motor as high as possible (still keeping the propeller in the water)
- Have someone watch for rocks
- Use the yellow painter line located at the helm station to secure the dinghy to the beach

Note: Tides in Puget Sound can vary dramatically and quickly. Ensure the dinghy is secured to a log or rock high above the tide and check frequently.

TO RAISE THE DINGHY:

- Secure the dinghy with the painter and stern line
- All personnel should depart the dinghy
- Ensure the davit is fully lowered
- Line up the arrow on the dinghy rail with the arrow on the swim step, with the dinghy right next to the swim step



IMPORTANT NOTE: Do not remain on the dinghy while you raise it on the davit. The davit is not an elevator, and it is unsafe to sit in the dinghy while being lifted.

- Raise davit until dinghy is captured
- Continue raising dinghy until davit is fully raised and locks engage automatically
- Attach bow and stern straps to secure dinghy, use boat hook if necessary
- Remove dinghy key and kill switch key and return them to the drawer in the helm
- Replace dinghy davit handheld controller in lazarette
- Remove the VHF radio from the dinghy and replace on charger at the helm

Indigo Odyssey Owner's Notes

- Remove the dinghy plug to ensure water drains in case of rain
- Place the covers on the dinghy helm console and seat (the seat back folds forward for stowage)
- Leave outboard engine down, but flip depth-finder up. Note that you may have to raise the outboard if docking to the starboard side should it interfere with the dock.

ELECTRICAL

HIGHLIGHTS

- The electrical station is located down the steps on the starboard side.
- All AC and DC panel breakers use the color dot convention via the placards affixed to the panels
- The shore power and generator breakers are located on the 120 volt AC selection panel furthest left on the panel
- The AC panel is to the right of the 120 volt AC selection breakers
- The DC panel is to the right of the AC panel
- The inverter only powers the AC outlets.
- Microwave or toaster usage rapidly deplete the house batteries and should generally be used with either shore power connected or the generator running

Color Dot Notation Placard:



120 Volt AC Selection Breakers:



AC Panel Breakers:



DC Panel Breakers:



IMPORTANT SWITCHES AND CONTROLS ON THE ELECTRICAL PANEL

- **Shore Power:** AC controls for shorepower (and the generator) are on the 120 Volt AC Selection panel. When the shore power cable is connected, turn on the SHORE 1 or SHORE 2 breakers as appropriate. If the reverse polarity indicator is lit, do not use shore power until the condition is corrected at the dock.
- **Battery Charger:** battery charger breaker should always be left on to charge the batteries while on shore power.
- **Bilge Pumps:** Always leave the bilge pump breakers on.
- **Engine Controls:** Turn this breaker on to activate engine controls including the throttle and other engine critical components. Turn this breaker off once main engine is shut down.
- **Fresh Water Pump:** If you don't hear the pump start when you turn it ON at the panel, it means that the system is at working pressure – you should hear the pump cycle as you use fresh water.
- **Refrigerator:** Leave the AC and DC fridge breaker ON except if the house battery charge level is critically low.

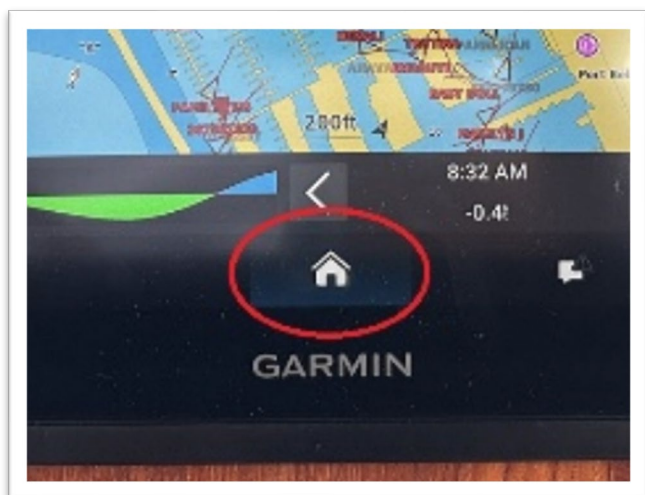
ELECTRONICS AND INSTRUMENTS

HIGHLIGHTS

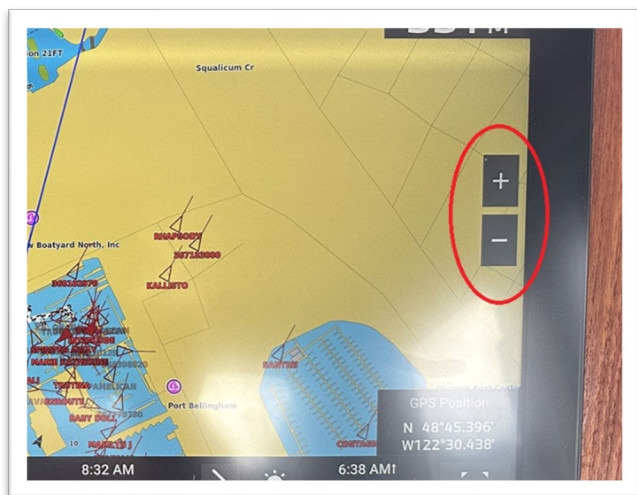
- Indigo Odyssey is equipped with a full complement of Garmin touch screen electronics. All are powered by the HELM ELECTRONICS, AIS, AUTOPILOT, RADAR, and VHF breakers on the helm DC electrical panel.
- After power is applied, the complete system will boot to the most recent screen settings used. The most popular selections for screen formats are accessed by selecting the Home icon then choose the desired screen for each.
- Note: All engine gauges are digital and displayed on the center screen between the two large screens. Do not change the screen from engine gauges so that you can monitor engine performance throughout your cruising.
- Please refrain from changing advanced settings beyond use of the typical functions and display options (e.g. chart orientation, radar overlay, AIS overlay and range)

GARMIN SCREEN SELECTIONS:

Finding the Navigational Chart – Select the Home icon, select Charts along the bottom, then select Navigational Charts



Zooming in and out – Use the +/- screen buttons or “pinch to zoom” on the screen



Returning the screen to the vessel's current location – Press the “Stop Panning” button on the screen

Clearing Pre-existing Waypoints, Routes and Tracks – This should generally not be necessary but can be completed by pressing the three dots “...” along the lower right corner of the navigation screen, selecting layers, and deleting previous courses and tracks.

Plotting an Autopilot “Auto-guidance” Course – Press the “Where To” button at the bottom of the charts screen. It is recommended to use auto-guidance for plotting course from point A to point B.

Chart Orientation – By default, chart orientation is vessel heading. You may change this setting if desired by tapping the three dots on the bottom right of the navigation charts screen and selecting Navigation Options.

Display Brightness – Press and hold the power icon on any screen for 1 second. There are menu options to change the screen brightness.

Course over Ground (COG) Vector/Line – The GPS measured COG line is ON by default for Navigation Charts.

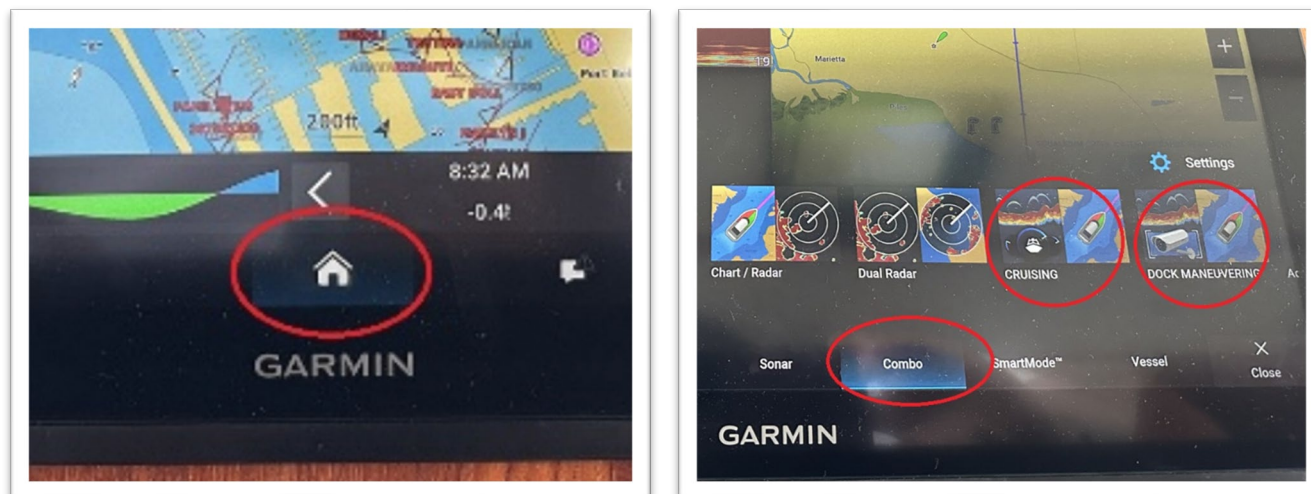


IMPORTANT NOTE: Auto-guidance is an excellent tool; *however*, review auto-guidance paths carefully as the system tends to cut corners early, especially near buoys and other key turning points. Ensure that you review all hazards and adjust the course as necessary before engaging the autopilot.

Standard Display Presentations:

- While Underway:
 - Port Plotter: Chart Nav, Range @ 4nm or 6nm; Depth finder; Navigation Data
 - Center Screen: Engine Data
 - Starboard Plotter: Chart Nav, Range @ 0.2nm or less
- Docking:
 - Port Plotter: Camera (ensure CCTV breaker is on); Depth Finder; Navigation Data 0.2nm or less
 - Center Screen: Engine Data
 - Starboard Plotter: Chart Nav; Range @ 0.2nm or as desired

Using Combo Screens – Standard Combo screens are available by selecting the Home icon on any touch screen, selecting Combo, then selecting any of the preset screens. Please do not change any preset combinations, but you may add new ones you find useful.



Radar Overlay – Select the Home icon, then Radar and choose Overlay. Then tap the “Xmit” button to enable the radar transmitter. Tap Xmit again to place the radar in standby.

AIS Overlay & Targets: AIS overlay is on by default for all Navigation screens and should not be disabled. Occasionally, near crowded ports, you may receive an alarm regarding too many AIS signals. Just tap ok, the alarm can be ignored.

Please see the built in Garmin instructions for additional user info not covered in this section.

A.I.S. (AUTOMATIC IDENTIFICATION SYSTEM):

HIGHLIGHTS

- Indigo Odyssey transmits her position and receives AIS signals from other vessels equipped with AIS transmitters (Commercial vessels are required to have AIS, recreational vessels are optional). Indigo Odyssey is transmitting her position full time. The AIS breaker at the helm DC panel should be left on at all times.
- AIS information supplements marine radar, which continues to be the primary method of collision avoidance for water transport.
- AIS requires each vessel to have a 9 digit MMSI (Maritime Mobile Service Identity) number to transmit position and data. Indigo Odyssey's MMSI number is 367782970.



IMPORTANT NOTE: AIS does not update frequently, only every minute or so, and should not be relied upon for real-time collision avoidance or as "radar" during inclement weather. Not all vessels have AIS transmitters.

DETAILS

AIS vessels appear on the chart plotter screen as triangles (must have AIS overlay turned ON). The triangle points in the direction that the vessel is moving and if you touch the screen over the triangle the system will give you additional information (such as name, size, speed, bearing, etc.) about the vessel. The system also transmits this same type of information about *Indigo Odyssey* to other vessels with AIS.

The AIS is an added safety feature which allows large commercial vessels to easily see you and your direction/speed. They may try to contact you via VHF channel 16 to verify your course intent. In addition, AIS allows San Juan Sailing/Yachting to provide faster assistance in case of unplanned maintenance issues as well as alert San Juan Sailing/Yachting of *Indigo Odyssey's* return approach. Vessels with AIS can be viewed in real-time through mobile device apps and websites like www.marinetraffic.com that will reveal vessel name, course, speed, track, and other information.

AUTOPILOT:



HIGHLIGHTS

- The primary autopilot ENGAGE and STANDBY controls are via the smaller display in the center of the helm
- The autopilot can be engaged in HEADING HOLD, AUTO-GUIDANCE, or MAN OVERBOARD (see circled portions above)
- To disengage the autopilot, press STANDBY
- The rudder angle is shown on the autopilot display at the bottom of the screen (ensure the AUTOPILOT breaker is ON at the helm DC power panel)

VHF RADIOS:



HIGHLIGHTS

- *Indigo Odyssey* is equipped with a Garmin VHF-215 in the pilot house above and to the right of the wind and depth instruments
- Turn the VHF on by turning the VHF breaker ON at the helm DC power panel.
- We recommend that you monitor Channel 16 during your cruise. It is reserved for emergencies and boat-to-boat initial contact. After contact, move to a working channel (68, 69, 72, 74 or 78).
- Listen to weather channels 1-10 (whichever gives the best reception, normally 4 in the San Juan Islands) before cruising in the morning and prior to anchoring for the evening. Listen for the reports identified as "Northern Inland Waters".
- San Juan Sailing monitors channel 80 during office hours (closed Sundays).

DETAILS

- Turning On and Off the radios – The pilot house radio is set to go on when the breaker is turned on.
- Silencing a DSC Alarm – When another boat (or the Coast Guard) press the DSC button on a radio it sounds an alarm on all boats in the area. To silence this alarm, press any key on the radio.
- Changing from High to Low transmit power – Press the HI/LO button in the bottom row, select between low power (1 Watt) and high power (25 Watts), select OK.
- To quickly get to channel 16 – press the red 16/9 button (upper right). Press it again to go to channel 9. Press it again to return to the previous working channel.
- Accessing the weather channels (WX) – Pressing and holding the large channel select button (lower right) will toggle between weather channels and normal channels.
- Adjusting Volume and Squelch - Press the Vol/Sq knob to toggle from setting squelch to volume. Turn same knob to adjust either.
- Changing between International & U.S. channel – Press the MENU key, on the soft keys Select CHANNEL then FREQUENCY BAND, Use the Channel knob to select USA, INTERNATIONAL, or CANADA. The radios should be left in USA mode.
- Newer VHF units, such as our Garmin, have adopted the latest channel numbering system – many of the familiar 2-digit channel numbers like 79 & 80 have changed to 4-digits with the first two digits being “10” (e.g. 1079 & 1080). Refer to the new listing in the Charter Guest Reference Manual binder on board, section 7, VHF Procedures & Weather Reporting.

ENGINE



HIGHLIGHTS

- *Indigo Odyssey* is equipped with a single Cummins QSC8.3 Turbocharged / Sea Water Aftercooled High Output 540 horsepower diesel engine delivering plenty of power for cruising in nearly all conditions.
- Main engine room access is via 2 floor hatches in the salon on the port and starboard sides
- Our Maintenance Pros will check oil and coolant levels, belt tension and debris in raw water strainer weekly. Charter Guest is NOT required to perform these checks unless engine trouble alarm sounds. If on multiple week charter, then please check engine vitals weekly.
- Raw water strainer is located in the engine room, aft port side under the large engine room access panel in the salon
- Left handed prop, prop walk in reverse to is to starboard.
- Engine draws off the port fuel tank, Generator draws off the starboard tank.
- There is a fuel tank cross-connect (normally closed) that can be used to equalize fuel levels between both tanks.

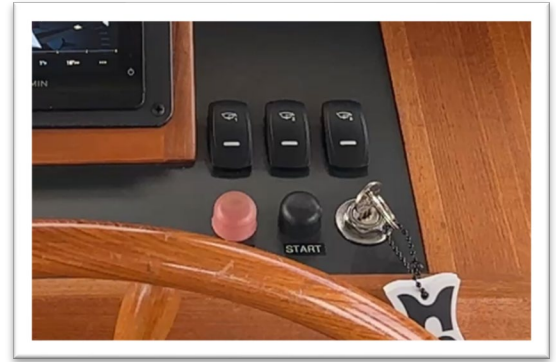
DETAILS

PREP FOR ENGINE START

- Turn all green dot breakers ON at the helm DC power panel
- Turn on ENGINE CONTROLS breaker at the 12 Volt DC Distribution Panel at the electrical station
- Press and hold the black button on the throttle for 1 second to silence the beeping and synchronize the throttle to the engine electronic transmission controls
- Check fuel levels via the sight glass tubes in the engine room. Open the sight glass tube top and bottom valves to allow the diesel level to settle in the tube. CLOSE SIGHT GLASS TUBES WHEN NOT IN USE! (a broken sight tube, it has already happened before, can drain the fuel tank into the bilge).
- Confirm approximate fuel tank levels are displayed on the center Garmin display. NOTE: The ignition key must be turned on and INSTRUMENTS breaker at the helm DC power panel must be ON for the engine gauges to display correctly.
- Check around outside of vessel for loose lines in water.
- Close the aft salon door to keep engine exhaust out.

STARTING

- Gearshift in neutral
- Turn ignition key to ON
- When the vessel status is displaying correctly on the Garmin system, then start engine by pressing and briefly holding the black START button to the left of the ignition key.
- After the engine starts, check for cooling water flowing at the exhaust outlet on the aft starboard side below the swim step.
- Please do not allow the engine to idle for extended periods as this will clog the cylinders and injectors. After starting, it is okay to depart from the dock or anchor at idle or low RPM (below 1,200 – 1,300). After 5 minutes underway at low RPM the engine is warmed up sufficiently to increase the load to cruising RPM if desired.



SHUT DOWN

- Gear shift in neutral.
- Press and hold the red STOP button until the engine shuts down.
- Turn engine key to OFF.

ENGINE OVERHEATING

If the engine overheat buzzer sounds while the engine is running, it's usually no more serious than eelgrass plugging up the raw water strainer. The solution to this problem is prevention – keep an eye out for eelgrass mats, especially along those “soapy” looking tide and eddy lines in the water, and don't run over it. When eelgrass gets sucked into the engine cooling water intake, it collects in the raw water strainer.

To clear eelgrass from the raw water strainer, stop the engine, close the raw water inlet valve, twist off the screw-top and extract the eelgrass. Replace the lid and tighten by turning it clockwise until the lid is seated firmly on the rubber gasket. Make sure the lid's threads are not crossed as this can give the appearance of a tightened lid but the gasket won't seal. REOPEN THE RAW WATER INLET VALVE. Then restart the engine.

If after restarting the engine it overheats again, check the seal between the strainer, the rubber gasket, and the lid. If the strainer is drawing air, it won't draw water. If needed, open and then retighten the lid on the strainer and check to make sure the rubber gasket is in place in the lid (and not lying in the bilge.)

If the above steps fail to solve the problem, call San Juan Sailing for assistance.

LOSS OF OIL PRESSURE OR COOLANT

If the engine loses oil pressure, the Garmin system will display a warning. If oil pressure is low, shut down the engine, check the oil level, and contact San Juan Sailing.

If the engine is overheating, the Garmin system will display a warning. Reduce engine power to idle. Before you shut down the engine, check for water gurgling out the exhaust. If you have a “wet exhaust,” check the coolant level in the overflow reservoir bottle. If none is seen, add enough to reach the top-level line on the bottle. After the engine cools down, remove the cap on the engine block and add coolant. And check the bilge for a light green liquid (coolant). If coolant is found in the bilge, call San Juan Sailing immediately.

If coolant problems persist, contact San Juan Sailing.

BOTTOM LINE – YOU'RE ON VACATION! IF THE ENGINE IS GIVING YOU PROBLEMS, CALL SJS FOR ASSISTANCE. THEY HAVE REPAIR TEAMS READY TO ASSIST YOU.

STARLINK

Indigo Odyssey is equipped with Starlink for connectivity while you are cruising.

WiFi network name: Indigo Odyssey Starlink

Password: Indigo2025

Starlink is powered by AC power via shorepower, the generator, or the Inverter. We recommend turning off the Inverter at night to conserve battery power.

ENTERTAINMENT SYSTEMS

Indigo Odyssey is equipped with a FUSION marine entertainment system for audio and a Samsung 1080p HD SMART television with DVD / Blu-ray player for watching movies and accessing streaming video services. Speakers for the FUSION system are in the salon and the helm station. Audio for the TV is provided by its own sound system. Highlights of the entertainment system include:

- **FUSION audio system:** AM/FM radio and wireless (Bluetooth) connections. Speakers are in the main cabin and in the helm. The audio system can be controlled from the FUSION unit in the helm.
- **TV:** Samsung 32" 1080p LED HD SMART TV with built-in Wi-Fi. The TV gives you access to online video services like Netflix and Amazon Prime with a valid subscription. If you link one of your accounts to the TV, remember to remove it before departing *Indigo Odyssey*.
- **DVD / Blu-ray:** Sony DVD / Blu-ray disk player. We've left a collection of movies onboard for your viewing pleasure.
- **Remote control:** Remote for the TV controls both the TV and DVD player. It is stored with the DVDs.

FUEL

HIGHLIGHTS

- *Indigo Odyssey* has two fuel tanks that are not cross-connected by default. The engine and hydronic heating system draw from the port tank. The generator draws from the starboard tank. Cross-connecting the fuel tanks will help to balance the levels between each. See photos and details below for switching tanks.
- The fuel tanks hold 300 gallons each.
- The fuel gauges are digital and available on the center screen the pilothouse on the dashboard above the helm. Turn on the electronics, the ignition key, and the INSTRUMENTS breaker on the DC panel to activate the fuel gauges.
- Refuel at one third full level.
- Filler deck caps are on each side of the cockpit on the combing at the salon bulkhead. The tank vents are located on the inside of the cockpit below the fills.
- The fuel tank sight tubes are the most accurate method of checking fuel levels.
- Re-fueling: One person fueling and one person watching the fuel gauges. When gauge reads just below full, slow down fuel fill. Continue filling, listen carefully and stop filling when pitch rises. Repeat for other tank. Fuel gauges will settle over time and show about 7/8 full or less.

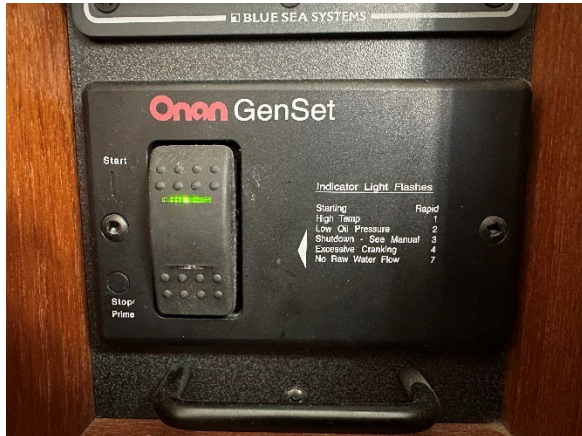
DETAILS

FUEL FILTERS

- Located in the engine room, port side of the engine, aft of the port fuel tank
- Use one filter at a time leaving the second as a clean spare
- Short, pointed end on the selector valve yellow handle points to the filter in use
- The vacuum gauge between at the helm indicates filter condition. When the gauge is pointing in the yellow or red zones, it is time to switch filters
- During your check-in please report if you switched filters

GENERATOR

Indigo Odyssey name has a 9kW Onan generator. Starting the generator is a 10 second automatic sequence using the switch located below the main AC breakers at the electrical panel.



STARTING THE GENERATOR:

- Hold the toggle switch in the Start position. An amber light will blink during the pre-heat cycle for approximately 10-15 seconds.
- Continue to hold the switch and listen for the genset starter to engage and the diesel engine to begin running
- Release the toggle switch which should now have a green indicator
- Look over the starboard side of the vessel. There is a stainless exhaust port above the waterline where you will hear or see the exhaust gas from the generator and an underwater port where the sea water that is cooling the genset is exiting the muffler system. It will be subtle, but in relatively calm waters, you will see a small stream of tiny bubbles when the genset is running. If it is not evident, stop the generator and check the strainer and the thru-hull valve.
- Let the generator warm up for about two minutes, then at the AC control panel, move the sliding protector up and flip ON the generator power circuit breaker. Then turn on AC systems as you would on shore power one system at a time. Monitor your current usage amp draw.

STOPPING THE GENERATOR:

- First remove loads by turning OFF AC breakers. Then turn OFF the main GENERATOR breaker.
- Let the generator idle for 2 minutes before shutting it down.
- At the generator control panel, press and hold the bottom of the Generator Control switch (labeled "STOP") until the generator shuts down.

HEADS AND HOLDING TANKS

HIGHLIGHTS

- Please do not put anything in the toilet that has not been eaten. *All toilet paper must be placed in wastebaskets with lids which have been provided in each head for this purpose.*
- Both toilets are vacuum flush with fresh water flushing.
- The holding tank level indicator is located to the right of the electrical station. Switch the HEAD breaker to ON to read level.
- The level indicator has 3 sensors, LOW, MID, and FULL. The holding tank capacity is 45 gallons. If the MID indicator is lit, it is advisable to empty the tank when possible. If the FULL indicator is lit, do not use the head until the waste tank is pumped or discharged.



DETAILS

EMPTYING THE HOLDING TANK:

There are two ways to empty the holding tank:

1. Pump out at a Shore Facility.
2. Where legal, discharge overboard using the macerator pump.

PUMPOUT AT SHORE FACILITY OR PUMPOUT BARGE/VESSEL

- Deck cap key is located in the cockpit locker
- There is a waste tank cleanup kit tote located in the port side of the lazarette with chemical gloves and spray disinfectants for your use
- Open the deck cap and pump out following the instructions with the pump out device
- Replace the deck cap and hand tighten when complete
- Clean any spillage after use and return waste tank cleanup kit to the lazarette

Observe all laws and regulations regarding discharge of holding tank contents. Guests are responsible for proper operation of this system. Please note that in U.S. waters it is illegal to discharge holding tanks overboard. While in Canadian waters outside of bays and harbors, overboard discharge is allowed.

DISCHARGING THE HOLDING TANK OVERBOARD

- Shutdown the engine so you can hear the macerator pump running when you switch it on.

Indigo Odyssey Owner's Notes

- Open the macerator pump discharge seacock located in near the fwd bulkhead in the engine room
- Turn on the MACERATOR PUMP breaker on the DC panel.
- Press and HOLD the macerator pump toggle switch located below the waste tank level indicator
- You'll hear the pump motor pitch vary as it grinds and discharges the waste. When the tank is empty, the motor pitch will quickly rise as the pumps sucks air.
- When the waste tank is empty, release the macerator pump toggle switch.
- Check the waste tank level indication
- Turn off the MACERATOR PUMP breaker
- Close the macerator pump discharge seacock

HYDRONIC HEATING SYSTEM

HIGHLIGHTS

- The Espar diesel jet engine powered hydronic/forced air system is very simple to use. The main control switch for the entire system is the on/off toggle at the thermostat located in the salon at the end of the galley peninsula.
- There are additional thermostats located at the helm and each stateroom, the salon thermostat must be turned on before any other thermostat will function
- The heating system also provides heat for the hot water tank and the helm window defrosters

Heater Exhaust is on the port side of the hull near the transom. Please ensure the area is clear of fenders, lines, and the dinghy when the heater is running as the hot exhaust will melt or damage those items.



LIGHTING

HIGHLIGHTS

- Turn ON lighting breakers on the DC panel as needed
- Lighting switches are on bulkheads throughout each living area, we have added labels to help
- Note: the USB outlets in the salon and both staterooms are powered through the lighting breakers

REFRIGERATOR, FREEZER, AND ICE MAKER

HIGHLIGHTS

- Indigo Odyssey features 2 refrigerators, one in the galley and a mini-fridge below the electrical station.
- The ideal thermostat setting for both fridges is 7 on the dial located at the top back of the fridge. There are thermometers in both fridges and the freezer.
- Circuit breaker/switches are located on the DC panel in the nav station. They are always ON unless the house batteries do not have sufficient power (below 12.2V).
- Check to be sure there is sufficient battery power to operate the refrigeration equipment all night. Usually there is.

ICE MAKER

The ice maker can be used when connected to shore power, when the generator is on, or when underway through the inverter. Our recommendation is to make ice during the above periods and transfer it to the freezer. Turn the icemaker off when anchored as it is a significant drain on the batteries.

SHOWERS AND SUMPS

HIGHLIGHTS

- The PUMP GRAY WATER breaker on the DC panel controls the shower sump pump. There is a float switch, so operation is automatic.
- Both showers drain into the same sump.
- Please try to aim the shower head away from the door to keep water from dripping onto the floor outside the shower. If some water does escape, please mop up after showering.

DETAILS

Reminder: The hydronic heating system provides hot water automatically. Turn the main control switch on in the salon and wait 20-30 minutes. Hot water is also provided via AC power via the WATER HEATER breaker.

SPARES AND TOOLS

Common spares: Location: Engine room

Contents: Fuel filters, oil filters, impeller

Heavy Duty spares: Location: under forward stateroom mattress, forward end.

Contents: spare float switch, spare electric bilge pump, spare domestic water pressure pump(s), spare engine starter, spare engine alternator, tool set, battery jumper cables, light bulbs, toilet one-way check valves.

Tools: A tool bag is located in the salon cabinet. Additional tools are located in the engine room, fwd stbd side.

STORAGE

Indigo Odyssey features a large amount of storage. Here are some of the general storage areas you may find useful:

Food: Salon settee and cabinets. There are access doors under each portion of the settee. Obviously, the galley cabinets are available for your use.

Clothes: Each stateroom has a hanging locker and drawers that we find more than adequate.

Fenders: Stored in the cockpit fender holder or on the upper deck rails. Use the fender clips to easily adjust the height of the fenders as needed

Dock Lines: On the hooks in the cockpit behind the ladder

STOVE, OVEN AND MICROWAVE

HIGHLIGHTS

- The stove/oven are propane-fired.
- The microwave oven is plugged into a 120V outlet in the galley.
- The propane solenoid switch is located on the inboard face of the galley above the stove.
- There are two 2.5 gallon aluminum propane tanks in the port cockpit propane locker. The locker is vented overboard for safety.
- The San Juan Sailing staff checks these tanks weekly to assure that you don't run out.
- For safety, turn off the solenoid switch after stove use.

DETAILS

LIGHTING A STOVE BURNER:

- Make sure the propane tank hand valve is open (cockpit port side locker) and the solenoid valve switch is on (control is located above the stove). If the control does not have a green indicator light, check that the LPG CONTROL breaker is on.
- To light a burner, press and hold the knob while turning to the left. The piezo ignitor should spark repeatedly. If needed, use a BBQ lighter and hold the flame near the burner edge to ignite.
- After the burner lights, hold the knob in for a few seconds to heat the safety "thermocouple", then release.
- Turn the knob to the desired heat level.



Caution: Propane is heavier than air. If leak is detected, extinguish all flames and open all hatches and doors.

LIGHTING THE OVEN BURNER:

- Make sure the propane tank hand valve is open (cockpit port side locker) and the solenoid valve switch is on (control is located above the stove). If the control does not have a green indicator light, check that the LPG CONTROL breaker is on.
- Open the oven door and locate the burner pilot at the bottom rear of the oven.
- Push and hold the oven temperature knob in and turn to ignite. If needed, use a BBQ lighter and hold the flame near the burner edge to ignite.
- After the burner lights, hold the knob in for a few seconds to heat the safety "thermocouple", then release.
- Turn the knob to the desired heat level.

MICROWAVE OVEN:


- Make sure both GALLEY OUTLETS switches on the AC electrical panel are ON.
- If not on shore power, it is recommended to start the generator.
- The microwave can be powered by the battery inverter; however, please limit use to short (1-2 minute) cook times or you will rapidly drain the house batteries. See Section 6, Batteries/Charging/Inverter for instructions on how to use the inverter.

THRUSTERS (BOW AND STERN)

HIGHLIGHTS

- Bow and stern thruster controllers (joysticks) are at the helm. Press and the power button for 3 seconds and observe that indicator lights activate for the bow and stern thrusters. Toggle the joysticks momentarily in both directions to ascertain that the thrusters are functioning properly.
- Thruster controllers will turn off after 10 minutes of no use.
- The thrusters may overheat and stop after 3 minutes of continuous running. After a brief cool-down period, they will reset.
- If a thruster is still inoperative after the cool down period, check the large red-knob breakers: Stern thruster in the cockpit floor locker, Bow thruster under a panel beneath the mattress in the master stateroom.
- The thrusters are used primarily for maneuvering at or near the dock. In open water while underway, the thruster is not effective.
- The thrusters are intended to fine tune your docking ability. Prolonged use of the thrusters (especially the aft thruster) can draw down the thruster batteries very quickly. Do your best to get the boat into position with minimum thruster use.

SAFETY REMINDER: IT'S DIFFICULT FOR PEOPLE HOLDING LINES ON THE DOCK TO STOP THE MOMENTUM OF A HEAVY CRUISING POWER BOAT. IT'S ALSO A BAD IDEA TO USE DOCK LINES ON A CLEAT TO STOP MOVEMENT; THIS CAN RESULT IN A SUDDEN SWING OF THE BOAT AND DAMAGE TO CLEATS, BOAT, AND/OR DOCK. AND PLEASE, NO CREW SHOULD JUMP TO THE DOCK. IF YOU CAN'T STEP OFF CALMLY, BACK-UP AND TRY AGAIN.



Note: Best practice is to confirm the thrusters are active and functioning before tight maneuvering is required.

When coming into Bellingham docks in strong winds, or if you'd just like a little assistance on arrival, hail "San Juan Sailing" on **VHF Channel 80**. They'll be glad to offer some coaching and/or catch your lines. In fact, most marinas in the Islands will help you if you hail them and ask for assistance. Asking for docking assistance is a sign of smart seamanship.

SAFETY REMINDER –WHENEVER YOU ARE DEPARTING OR ARRIVING AT THE DOCK HAVE A CREW MEMBER DESIGNATED AS THE "ROVING FENDER" TEAM MATE. IF YOU ARE GOING TO ACCIDENTLY "TOUCH" A BOAT OR OTHER OBJECT, LOWER THE FENDER TO THE POINT OF CONTACT.



When using reverse, the STERN WALKS TO STARBOARD.

Check wind and current directions

- Use the thrusters to control the movement of the bow and stern while operating the throttle in short applications of forward or reverse, pausing in neutral, as you maneuver in the marina.

WASH DOWN SYSTEM

There are deck wash down access ports at the bow on the starboard side of the windlass and also in the aft cockpit, starboard side under the BBQ. Water is pumped through the self-coiling hoses (kept in the bucket cockpit locker), which you can use to clean the anchor and chain, or wash dirt overboard through the deck drains. By default, the wash down system uses **fresh water**. To switch to sea water, switch the Y-valve located in the lazarette.

To utilize the system:

- Plug in and twist the hose into the water access point.
- Turn on the WASH DOWN PUMP breaker switch on the DC electrical panel at the office station.
- Seawater should pressurize the hose and enable you to stand at the bow and use the spray nozzle to clean the anchor and chain as it comes out of the water.
- It is best to spray water on the chain before it gets to the roller so that mud and other debris washes back to the sea and not onto the deck or in the chain locker.
- Sometimes an airlock will occur preventing the pump to prime itself. Should this occur, try holding the aft wash down sprayer low to the deck and pull the trigger while the pump is running, this will aid in priming the pump.

Note: If there is no water flow, verify that the wash down adapter is fully twisted into the access port. This fitting is very difficult to install if the washdown pump is on. If using sea water, check the seawater seacock (located in the lazarette) is OPEN.

FRESH WATER (POTABLE)

HIGHLIGHTS

- The fresh water pump breaker is located on the DC panel.
- There is a single 200 gallon water tank. The tank and shutoff valve are located inside the lazarette.
- The gauge for checking the water level is located at the electrical panel station. The PUMP GREY WATER breaker must be on to power this gauge. You may also check the sight gauge on the tank located in the cockpit floor locker. Just like the fuel tanks, the sight gauge is the most accurate method.
- The key for water fill deck caps located in the cockpit locker, starboard side.
- The water fill deck plate is marked with "WATER" and is located in the cockpit port side, under the stairs.

DETAILS

FILLING THE WATER TANK

Note: The easiest way to fill the water and monitor the tank level is to open the lazarette hatch. Open the valve to the water tank sight glass. During filling, monitor the tank level as you fill.

CLOSE THE SIGHT GLASS VALVES WHEN FILLING IS COMPLETE.



1. Connect the filter and then the BLUE freshwater hose (located in the lazarette, in the fresh water hose tote under the water tank) to the domestic water supply at the dock. Let the water run through the hose overboard for a minute or two to wash any contaminated water from the hose.



2. Fill until the tank is full. Monitor the sight glass in the lazarette. If water comes out the vent/overflow stop filling.
3. Reinstall the deck cap hand tight only.
4. Return the deck cap key to the cockpit locker.
5. Drain the fresh water hose carefully. Once drained, connect both ends together to avoid accidental contamination
6. Coil and stow the fresh water hose in the fresh water hose tote and replace under the water tank in the lazarette.

HOT WATER

- Hot water is provided by an 11-gallon tank heated by an electric element and by a heat exchanger from the engine and the hydronic heating system.
- You automatically have hot water if the hydronic heater system is on.
- When connected to shore power, or using the generator, make sure the WATER HEATER circuit breaker on the AC POWER distribution panel is in the ON position.
- If you are anchored out for a time and need hot water, you may either start the generator and ensure the hot water breaker is on or turn the hydronic heating system on. After 20 to 30 minutes, you should have plenty of hot water.



ALWAYS use the blue fresh water hose on *Indigo Odyssey* to fill the water tank. You don't know where the hose on the dock has been.

WINDSHIELD WIPERS, WASHER AND DEFOGGER

The wipers are variable control and can be operated individually or in combination at the helm.



TO OPERATE:

- Turn ON the WIPER breaker at the helm DC panel.
- Use the 3 wiper control switches (located on the left of the helm console) as needed for each window
- Window washer fluid is available using the pushbutton at the top of the control switch.

We hope you find these owner notes helpful. Have a great voyage!
