

OPERATION MANUAL

Oregon

Welcome aboard!

We are happy you have chosen “Oregon” for your vacation. We are sure you will enjoy cruising the lovely islands of the Pacific Northwest.

My grandfather served on the Battleship USS Oregon (BB-3) during the Spanish-American War. We have a dramatic painting of the ship with the inscription: “At sea in the Hurricane of November 1902, making passage to Yokohama”. Interestingly, the word Oregon comes from the French word ouragan meaning “hurricane”. Thus the name for our boat.

We hope this manual will help you become familiar with the boat. If you have questions about the boat or about places to visit, please do not hesitate to ask the AYC staff.

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BOAT OPERATION

Engine Inspection

Remember your “**WOBBS**” every morning: **W**ater (Coolant), **O**il, **B**ilges (Inspect and Pump-out), **B**elts and **S**ea Strainer.

Check the level of COOLANT at the radiator caps and in the expansion tanks (it should be full at the radiator caps and the level should be between $\frac{1}{4}$ and $\frac{1}{2}$ full in the expansion tanks). Check the level of OIL in each engine by checking your dipsticks located at the top of the engine on the port side (painted yellow) Look at the etch marks on each dipstick that indicate the proper oil level. **DO NOT OVERFILL OIL!** Two marks are on the dipstick (approximately one quart between them). Oil level should be between these marks. Not above the top mark or below the bottom mark. Please use a paper towel or oil rag, not the dish towels! Check the general condition of the BELTS, HOSES, and FUEL LINES.

Ensure the valve on each RAW WATER THRU-HULL is in the ‘open’ position (lever in-line with valve).

Observe the glass of each RAW WATER STRAINER for debris. If necessary, close the seacock, open the strainer cover, clean the strainer, and reassemble. Remember to reopen the seacock. Check your generator fluids as well.

Start-Up

Before starting the engines, do your inspection.

Ensure GEARSHIFTS are in ‘neutral’, or the engines cannot be started because of the “neutral lockout”. THROTTLES should be run up and down and then brought back to the idle position. Insert key into the IGNITION SWITCH.

Turn the key clockwise until the ENGINE ALARM sounds and pre-heat the engine. Note the volt meter which will read less than 11 volts during preheat and then rise to about 12 volts when the preheat is done (approximately 20 seconds). Then press the start button to crank the starter and start the engine. If the starter does not engage when the start button is pushed, move the gearshift lever slightly until you find neutral and try again. Don not crank more than 10 seconds. If the engine does not start within 3 attempts, **do not continue**. Many things could prevent the engine from starting, but overcranking the engine will eventually cause the exhaust system to fill up with sea water and **engine damage will result**.

If the engine cranks slowly or fails to turn over, check the condition of the battery on the ELECTRICAL PANEL. If the battery is low, use shore power or run the generator to recharge the battery. As a last resort, try the BATTERY PARALLEL SWITCH, located to the side and below the starboard helm seat, to also connect the house battery. Remember to turn off after using.

Move the THROTTLE to raise the engine speed to 1000 rpm on the TACHOMETER. Warm the engine for about 5 minutes before lowering the rpm to idle and engaging transmission. Observe the

readings of the gauges. The oil pressure will register about 50-60 PSI. The engine temperature should rise slowly.

Note -- If oil pressure is low, shut down engine, and inspect engine compartment and look for possible cause (for example, loss of oil.) Caution -- If an engine is overheating or there is lack of raw water expelled in the engine idle exhaust (starboard side amidships), stop the engine immediately. Recheck the raw water-cooling system to ensure the seacock is 'open' (handle in-line with valve). Next, check the raw water strainer for debris. Remove the strainer, clean, re-assemble, and reopen the raw water intake valve (seacock). Restart the engine and re-check water flow from the exhaust. If water is not flowing properly, the RAW WATER PUMP may need to be serviced. Seek help.

Shut-Down

Before shutting down, allow the engine to 'idle' for about 5 minutes to cool gradually. The time engaged in preparing to dock the boat is usually sufficient. Ensure GEARSHIFT is in the 'neutral' position and THROTTLE is in the 'idle' position. Turn off engine by turning the ignition key.

Getting Underway

DISCONNECT the shore power cord (see 110-Volt next page). Close the PORTHOLES, WINDOWS, and FORWARD HATCH. Turn on your VHF and electronics. ASSIGN crew members their various positions. Once outside the marina, idle the engines while crew brings in fenders and lines.

Cruising

All maneuvering is carried out from the helm in the pilothouse.

Engage the GEARSHIFT. Ensure the throttles are in the 'idle' position before engaging the gearshift to avoid transmission damage. Cruising speed is a maximum of about 2,400 RPM. If you run at 1,400 RPM you will cruise at approximately 8 knots and use only 2.1 gallons of diesel per hour. If you run at 2,400 RPM you will cruise at approximately 11.8 knots and use 11.6 gallons of diesel per hour. Your speed will vary depending upon the weight and load and weather conditions. Oregon has a fair amount of stern squat between approximately 1,400 and 2,000 RPM, especially with full tanks. There will be water over the swim step and under the transom door. MAKE SURE THAT THE LAZARETTE HATCH IS CLOSED AND DOGGED TO KEEP WATER OUT OF THE LAZARETTE. This is not much of an issue at 1,400 RPM and below, and above 2,000 RPM the boat climbs the bow wave enough to once again run with a dry swim step (with variation depending on load and sea conditions).

Note -- Avoid higher engine speeds as it causes higher engine temperature, possible damage, and higher fuel consumption.

Docking

During docking, have your crew make ready the lines and fenders and give clear instructions on how you will be docking. Often times your crew will need to step off from the swim step with the stern line. Another crew member will need to be at the bow or mid-ships to hand over the next lines.

Turn on the Bow Thruster (push both “ON” switches). Use the Wheel (note: the Auto Pilot screen provides the Rudder Angle Indicator. It should be on) to maneuver the boat and short bursts from the Bow Thruster to align the boat. Where possible come in going forward, starboard side to the dock at a slight angle. Center the rudder, transmission in neutral and use the Bow Thruster to align the boat. Approaching the stop point, check way by reversing the engine, this will tend to move the stern over to the dock.

For more on docking and maneuvering see the “Tug Training and Tactics” Manual located behind the Starboard Helm Seat.

Fueling Up

OPEN FILLER CAP(S) located on the port and starboard side decks just forward of the cockpit (push down on the filler cap, which will pop up, and can be twisted off by hand).

MAKE SURE YOU HAVE THE RIGHT FUEL! DIESEL! DIESEL! DIESEL! MAKE SURE IT IS GOING INTO THE RIGHT DECK FILL! DOUBLE-CHECK!

Before pumping, have an oil/fuel sorbs handy to soak up spilled fuel (provided in Cockpit Locker). You should have a rough idea of the number of gallons you will need by the engine hour indicator. Also periodically have someone watch the port and starboard sight glasses on the tanks (located under the hatch in the salon) as each tank is filled (do not rely on the tank monitoring gage in the pilothouse. It is not accurate).

Place the DIESEL nozzle into the tank opening, pump slowly and evenly, and note the sound of the fuel flow. Pumping too fast may not allow enough time for air to escape, which may result in spouting from the tank opening. As the tank fills, the sound will rise in pitch or gurgle. Pay attention to the TANK OVERFLOW VENT on the outside of the hull near the tank opening. The sound may indicate that the tank is nearly full. Note: Port and Starboard tanks are interconnected, but must be filled independently because the exchange flow between the tanks is too slow. Top off carefully, and be prepared to catch spilled fuel. Spillage may result in a nasty fine from law enforcement.

Replace each tank cap. *Caution -- Clean up splatter and spillage immediately for environmental and health reasons. Wash hands with soap and water thoroughly.*

BOAT ELECTRICAL

The electrical system is divided into two distribution systems: 110-volt AC and 12-volt DC.

The systems are controlled from the AC ELECTRICAL PANEL located in the Pilothouse, the DC AUXILIARY PANEL located in the Pilothouse, and the BATTERY SWITCHES FOUND next to the starboard side helm seat. When not connected to shore power or generator, batteries are providing all power. Therefore, monitor the use of onboard electricity carefully with your volt meter located on the DC Panel, and turn off electrical devices that are not needed.

Most breakers are labeled by colored dots. Green signifies “always on”. Red is “never on”. Blue dots are circuits used by the cleaning crew. Yellow signifies electronics or items to use cautiously “as needed” (turn off whenever not needed).

110-Volt AC System

SHORE POWER supports all AC equipment and receptacles on board, as well as the battery chargers.

To connect to shore power, plug the 30 amp POWER CORD into the boat and then into the dock receptacle. Check the power rating/plug size of the nearest dock receptacle (that is 30 amp, 20 amp, or 15 amp). If necessary for 20 or 15 amp dock power, add a CORD ADAPTER located in the Cockpit Locker. Turn the dock power breaker on. Cords coming off the bow can be wrapped loosely around the bow line.

At the ELECTRICAL PANEL in the Pilothouse, flip the SHORE CIRCUIT BREAKER on (note that there is a sliding protector to insure that the panel can be energized by either shore power or generator, but not both). Check for reverse polarity. Then turn on appropriate breakers for battery charger, water heater, outlets and microwave. Watch you amp meter for load. If the load exceeds 30 amps, you will pop your breaker. If this occurs, wait to turn on one of your systems (e.g. water heater) until your use of amps drop.

If your outlets fail to work, check your GFIs to make sure that they have not been tripped.

Inverter Power

The INVERTER provides AC power to the 110-volt television, ice maker and one duplex receptacle located at the back, right-side of the stove. These items are on the inverter regardless of whether shore power or generator is energized or not. The inverter does not provide power to the water heater or the battery charger or any of the other power receptacles. Your inverter panel is located on the cabinet below the port-side helm seat with an on/off switch. Make certain that it is on only when you need to supply power to the items named above. The actual inverter is located within the cabinet.

The inverter’s power source is the DC house or inverter batteries located under the hatch in the Salon. The quantity of DC power is limited to the capacity of these batteries... Therefore, running hair dryers, toaster, coffeepots, icemaker, etc. and will quickly discharge the house/inverter batteries. Use these items VERY SPARINGLY! Monitor your battery usage very carefully! Also, note that the

inverter has a 1,000 watt capacity governing maximum connected load. The inverter feeds the items named above via a GFI receptacle on the top of the inverter (if the inverter is not working, the GFI may be tripped).

Generator

To start your GENERATOR, first check that your generator's fluids are topped off and the raw water intake is open. The generator controls are located on the forward bulkhead in the Salon. As indicated on the control panel, push and hold the rocker switch to pre-heat the generator (you will hear a clicking sound and the amber light will flash for up to 15 seconds). When ready the generator engine will start. Once the engine is up to speed and the starter has disconnected, the light will change to green and the rocker switch can be released. Make sure water and exhaust are exiting (dry exhaust, amidships, port side and water same location but below the boat).

Let the generator warm up for about two minutes, and then move the sliding protector and energize the main shore power breaker at the panel in the Pilothouse. Then turn on AC systems as you would on shore power one system at a time.

To turn the generator off, first take off the load by turning off AC breakers. Then turn off main AC breaker. Lastly kill the generator by switching generator switch in the Salon to "off" until it dies.

12-volt System

Three battery banks support 12-volt DC power: 1) Main Engine start battery 2) house battery bank 3) generator start battery

The BATTERY SWITCHES are located on the cabinet below the starboard-side helm seat. The "DC Main" toggle switch is normally left in the "On" position and supplies power to the DC Panel. The rotary switch below the DC Main is the "Starting Battery Switch" for the Main Engine. It is normally left in the "On" position unless there should be a fire in the engine room or a battery problem (**except in an emergency, do not change this switch while the engine is running. Alternator damage will result**). The "Battery Parallel" rotary switch is normally left in the "Off" position. This switch should only be used to combine the Main Engine Start and House Batteries as a last recourse to provide additional cranking power to start the Main Engine. To the right is the "Constant 12 Volt Breaker". This breaker provides power to the Fuse Block located under the console in the Pilothouse, which supplies power to the Bilge Pumps, Propane Snifter Systems, Tank Monitor Panel and Defroster. It should be left in the "On" position at all times.

House Battery Bank: Two AGM 4D batteries supply House Power. The 12 volt panel shows all the systems supported by the House Battery Bank (except those on the Constant 12 Volt Breaker mentioned above, navigation lights, wash-down pump, and Navigation Lights ((all controlled with rocker switches at the console)), the Inverter and the Diesel Heater). Primarily you will be turning on the panel breakers for your lights, water pressure, electronics, autopilot, refrigerator, toilet, wipers and 12 Volt outlets. Console rocker switches for the Bilge pumps should always be left on. In addition, the Propane Snifter has a breaker on the cabinet mounted control panel adjacent to the sink in the Salon. It should always be turned off after every use.

Main Engine Start Battery: An AGM 4D battery provides power to start the Main Engine. In addition, it is used to power the Bow Thruster via a 400 Amp Thruster Fuse and the Anchor Windlass via a 125 Amp Fuse. The Engine should always be running when operating the Bow Thruster or Windlass to avoid depleting the start battery.

Generator Start Battery: A Group 24 battery supplies power to start the Generator.

Battery State and Charging

The HOUSE BATTERY BANK provides power for all DC systems, except the engines and other systems noted above. When disconnected from shore power, all 12-volt devices drain the house battery. Use devices only as needed. The DC voltmeter on the DC panel can be switched between 1) Main Engine Start, 2) House Battery Bank and 3) Generator Start Battery to measure charging or resting battery voltages.

The Main Engine Start and House Batteries are charged by the engine ALTERNATOR while underway. The Main Engine Start and House Batteries are charged by the BATTERY CHARGER when connected to Shore Power or to the Generator. Ensure the Battery Charger circuit breaker at the 110 Volt electrical panel is ON. The Generator Start Battery is charged directly by the Generator when the Generator is in use. On Shore Power the Generator can be charged by the Battery Charger if necessary after a long period of inactivity. To do so, turn-on the rotary switch found near the Battery Charger below the hatch in the Salon (Normally this switch should be kept in the “Off” position. With the Generator running, the Battery Charger will not provide a charge to any of the batteries if it detects another charging source, namely the direct charge from the Generator to its own battery).

When a battery bank is being charged, the voltage will read from about 13.1 volts to 14.4 volts depending upon state-of-charge of the battery bank. When the battery bank is at rest, (that is, not being charged), the voltmeter can give a rough indication of the state-of-charge of the battery bank.

Approximate Voltage	Battery State	
12.8 volts	100%	
12.4 volts	75%	
12.0 volts	50%	Recharge at 50%
11.8 volts	25%	
11.6 volts	0%	

SANITATION SYSTEM

Marine Toilet

It is important that every member of the crew be informed on the proper use of the MARINE TOILET. The valves, openings, and pumps are small and may clog easily. If the toilet clogs, it is YOUR RESONSIBILITY!

Always operate the head for children, so you can make sure nothing foreign is being flushed.

***Caution** – Never put paper towels, tampons, Kleenex, sanitary napkins, household toilet paper, or food into the marine toilet. Use only the special dissolving marine toilet tissue provided by AYC.*

The boat has an electrically operated fresh water VacuFlush toilet. To use the toilet, lift the foot pedal to add water to the bowl as necessary. After using the toilet, to flush, press down sharply on the foot pedal to initiate the vacuum action until contents clear the bowl. A sharp popping noise is heard when the vacuum seal is broken and the flushing action begins. Hold the foot pedal down for 3 seconds to ensure complete flushing action. As desired lift the foot pedal to wet the bowl again. Clean the toilet as necessary.

Holding Tank

The sanitation HOLDING TANK holds approximately 46 gallons. Be aware of the rate of waste production. (about 1-1.5 pints per flush) With an overfilled tank, it is possible to break a hose, clog a vent, or burst the tank. The result will be indescribable catastrophe and an EXPENSIVE FIX to you. Empty the tank EVERY OTHER DAY to avoid this problem.

The HOLDING TANK is located under the Stateroom floor. It can be inspected via the hatch in the Head compartment, and may be given a visual check with a flashlight or the “watermelon” test by thumping it. There is also a tank monitor system with a read-out panel at the forward edge of the Navigation Table in the Pilothouse. For the Holding Tank, it is generally reliable, but is only approximate and should not be relied on as the tank gets full.

The holding tank is emptied in one of two ways:

#1 At the Marine Pump-Out Station, remove the WASTE CAP located on the port side deck just forward of the Pilothouse door (push down on the cap, which will pop up, and can be twisted off by hand). Insert the pump-out nozzle into the waste opening. Double-check your deck fitting! Turn on pump and open valve located on handle. When pumping is finished (will now be sucking mostly air with a little water), close lever on handle and turn off pump. Remove from deck fitting.

If there is a fresh water hose on the dock, rinse the tank by adding 2 minutes of water into tank. Then repump to leave the tank rinsed for the next charter. This also eliminates head odors.

#2 The tank’s contents can be discharged with the MACERATOR only in Canadian waters.

To operate the macerator, first open the overboard through-hull seacock located in the starboard-side engine room (note by Coast Guard regulation this through-hull must remain closed unless a pump-out is taking place where allowed in Canadian waters. See AYC Gray Manual). Then inset the key (marked “M” on the key set) into the Macerator key switch located next to the Bilge Pump switches on the console. Turn the key to begin pumping. The indicator light will illuminate. Use the tank monitoring system and listen for a change in pump motor pitch as the tank empties. It should only take a few minutes to empty the tank. When finished, turn off the key to stop the macerator pump and close the overboard through-hull seacock.

Sink and Shower Drains

Waste water from the sinks and showers drains, or is pumped, overboard through various thru-hulls usually located under the sinks in the galley and by sump and pump for the lavatory and shower in the forward head.

WATER SYSTEM

Fresh Water Tank(s)

The FRESH WATER TANK holds 200 gallons. Observe the water level by use of the tank monitoring system with a read-out panel at the forward edge of the Navigation Table in the Pilothouse and/or by the sight glass on the tank (located under the hatch in the Salon) which is more accurate.

To refill the tank, remove the WATER CAP located on the starboard side deck just forward of the cockpit (push down on the cap, which will pop up, and can be twisted off by hand). . Avoid flushing debris from the deck into the tank opening. DO NOT fill water and diesel at the same time!

Fresh Water Pressure Pump

The WATER PRESSURE PUMP is located under the hatch in the Salon. Activate pump at the DC panel by turning on the breaker. If the water pump continues to run, you are either out of water or might have an air lock and need to bleed the system by opening up a faucet. If you run out of water SHUT OFF YOUR HOT WATER HEATER on the AC panel. Serious damage can occur!

Hot Water Tank

The HOT WATER HEATER has an 11 gallon capacity tank and is available when connected to shore power, the generator or via a heat exchanger underway. To use on shore power or with the generator in operation, flip on the water heater circuit breaker on the AC electrical panel. Do not use the water heater if the water tank level is very low. The water heater is located in the starboard-side engine room.

Shower

Before taking a SHOWER, make sure water pressure and shower sump breakers are on. Take only very short “boat” showers (turning off water between soaping up and rinsing). To keep shower tidy wipe down the shower stall and floor. Check for accumulation of hair in the shower and sink drains. An additional hand-held FRESH WATER SHOWER is located in the cockpit. Ensure that the faucets and nozzle are completely off after use.

GALLEY

Stove/oven

The stove and oven is propane.

Your propane stove is activated by the following steps:

- #1 Turn on the propane tank valve located in the cockpit locker

- #2 Turn on the Propane Snifter solenoid switch located on the cabinet near the sink in the Salon.
- #3 Turn on the gas at the stove (Press in knob) and light burner. You will need to hold knob in for a few seconds while the thermo coupler warms up. The same applies to lighting the oven. You should watch the process via the oven window. Don't release the knob until the oven has lighted and is burning.

When finished cooking turn off the stove knobs, the propane snifter switch and the bottle valve.

Refrigerator

The REFRIGERATOR is dual voltage (12-volt and 110-volt power). It will automatically use 110-volt power when the shore power is connected; otherwise, it will operate on 12-volt power. Monitor the use of the refrigerator when the engine or generator is not charging the 12-volt battery system. The local power switch is located on the DC Panel in the Pilothouse. The thermostat in the refrigerator can be turned to a low setting when anchored or moored or turned off at the DC Panel when turning in for the night.

HEATING SYSTEM

Diesel Heater

The DIESEL FORCED-AIR FURNACE located in the port-side engine room provides heat in the same way as a household furnace. Turn on the TOGGLE SWITCH located on the bulkhead at the forward end of the Salon. Set the THERMOSTAT to the desired relative temperature.

Check The furnace EXHAUST PORT located on the port-side topsides for any obstruction such as fenders or lines. Do not block this opening when operating the furnace. Heat will damage fiberglass or rubber. Once it is on, allow it to run for at least 15 minutes before turning it off. Turn 'off' the furnace heater by turning switch back off. Remember that the Diesel Heat requires DC power to operate the fan. It is best to turn the system off when retiring for the night.

Built-in Cabin Heat

ELECTRIC HEATERS are available when connected to shore power. One is located in the Stateroom, and one is in the Salon. They are controlled by the rheostat switches on the units. Keep them turned off unless for cold/freeze protection on shore power when leaving the boat. Other wise use the Diesel Heat.

Engine Heat (DC)

This CABIN HEATER is available while underway. The engines provide heat in the same way as a car heater. Press the HEATER FAN ROCKER SWITCH located on the cabinet at the Navigation Table. There are three fan settings, 'low', 'medium' and 'high'. When engines are not running, turn the heater switch off to conserve batteries.

ELECTRONICS

All electronic manuals are located in a drawer under the starboard-side helm seat.

VHF Radio

There is one VHF RADIO located above the helm position. Turn on by rotating the power switch. Always monitor channel 16 while underway.

Depth Sounder and Chart Plotter

There is a combination Depth Sounder/Fish Finder and Chart Plotter with Global Positioning System (GPS) input located as the left hand screen on the console. To activate the instrument, turn on the electronics breaker on the DC Panel and press and hold the power switch on the instrument. Follow the instructions on the screen. The default set-up has the Chart displayed (north up) with digital data boxes for depth and speed over the ground. The chart displayed is a C Map with GPS input. This can of course be changed to a variety of different screen configurations with both single and split screens with the fish finder and radar. Per default depth will also be displayed on the small multi-data screens 10 above the Navigation Table, 2) in the Stateroom and 3) in the Cockpit. Scale, shallow alarm, and deep alarms can be set as desired. The sounder should provide reliable readings in shallow waters. If in doubt, switch it off, and then turn it back on to reset sounder. If your reading is blinking, it is a FALSE reading. False readings can occur in depths of more than 200 feet or in areas of strong currents or tides. Refer to the quick reference cards or the full manuals located in a drawer under the starboard-side helm seat for more information on operation of the Depth Sounder, Chart Plotter, Multi Data Systems and GPS. To turn off the unit press and hold the POWER button about 3 seconds and turn off the electronics breaker at the DC Panel

Note -- GPS is considered a navigation aid. Do not rely on it. Compasses, charts, and dividers are the tools to plot position, course, and speed.

Radar

There is a Radar unit located as the right hand screen on the console. To activate the instrument, turn on the electronics breaker on the DC Panel and press and hold the power switch on the instrument. Follow the instructions on the screen. The default set-up has the Radar displayed (boat head up). This can of course be changed to a variety of different screen configurations with both single and split screens with the fish finder and chart plotter. To turn off, press and hold POWER button about 3 seconds and turn off the electronics breaker at the DC Panel. Refer to the quick reference card or the full manual located in a drawer under the starboard-side helm seat for more information on operation of the instrument. **Remember you are not allowed to travel in FOG or in serious wind conditions.**

AutoPilot

There is a Autopilot unit located as the center screen on the console. To activate the instrument, turn on the electronics breaker on the DC Panel. The Chart Plotter must also be on to supply the heading

information to the Autopilot. The unit starts up in the standby mode. When a desired course has been established with manual wheel steering, push the Automatic button and the Autopilot will take over on the course being steered. The course being steered can be changed left or right in increments of one or ten degrees using the buttons so marked. All controls are present on the central screen and on a remote unit located on the bulkhead next to the starboard-side helm seat. **Note: the Autopilot is mostly valuable if it allows you to concentrate more on your surroundings and potential dangers rather than just steering a course. Puget Sound Waters are full of floating obstacles than can seriously damage or sink a boat. Constant vigilance is imperative.** The Autopilot central screen also provides a rudder angle indicator. For this reason the Autopilot and Chart Plotter should always be on when maneuvering the boat (it is critical to know rudder position). To turn off, turn off the breaker at the DC Panel. Refer to the quick reference card or the full manual located in a drawer under the starboard-side helm seat for more information on operation of the instrument.

ENTERTAINMENT SYSTEMS

AM/FM Stereo Radio with CD Player

The Clarion brand AM/FM Stereo Radio with CD Player unit is located on the forward bulkhead in the Salon. It operates like a normal car radio/CD player. There are two speakers (stereo) in the salon and two (stereo) in the Pilothouse. The FADER controls the distribution of the salon and bridge speakers. The BALANCE controls the sound distribution in the left and right speakers. A detailed manual for this equipment is located in the Owners Manual located behind the starboard-side helm seat. This unit operates on the DC power system.

DVD Player

The Clarion brand DVD Player unit is located on the forward bulkhead in the Salon (next to the AM/FM Stereo Radio with CD Player). It operates like a normal car DVD player in conjunction with the amplifier in the AM/FM Stereo Radio with CD Player for audio. Video DVD's are played on the TV. A detailed manual for this equipment is located in the Owners Manual located behind the starboard-side helm seat. This unit operates on the DC power system.

TV

The Sharp brand flat-screen TV unit is located on the aft bulkhead in the Salon (above the galley sink). It operates from a TV signal when available, or in AV1 mode from the DVD player in conjunction with the amplifier in the AM/FM Stereo Radio with CD Player for audio. A detailed manual for this equipment is located in the Owners Manual located behind the starboard-side helm seat. This unit operates on the Inverter power system.

ANCHORING

The primary WORKING ANCHOR is a 44 pound Claw type and is attached to 275 ft of chain passed through the deck from the ANCHOR LOCKER. The locker can be accessed through the forward end of the Stateroom. If there is an anchor keeper, release it.

The WINDLASS POWER SWITCH is located via foot pedals at the bow. With the Main Engine running, tap gently on the 'down' foot control to lower the anchor. If necessary, guide the anchor over the anchor roller to prevent binding on the pulpit.

Let out sufficient ANCHOR RODE before setting the anchor. Colored markers are placed on the chain rode, indicating the amount of rode let out as follows:

- 10 Feet 2 Blue
- 25 Feet White
- 50 Feet Black
- 75 Feet Green
- 100 Feet Yellow
- 150 Feet Red
- 200 Feet 2 Yellow
- 225 Feet 2 Red
- 250 Feet 2 Black
-

Put down at least a 3 to 1 scope (60 feet for 20 feet of water), back the anchor in with a short burst from the engine. Then let out additional scope dependent upon conditions. If needed a windlass handle is located in the bow locker.

Before raising the anchor, ALWAYS start the engines as it uses large amounts of power. Maneuver the boat toward the anchor, using the engine, and press the 'up' foot pedal control to take up slack line. Give the windlass short rests as you are pulling it up. Place yourself in position to guide the anchor onto the roller. As the anchor rises, be careful not to allow it to swing against the hull. Wash it down using the salt water wash down hose (located in the bow locker), together with the chain before it goes into chain locker.

Reconnect the keeper between the anchor and cleat. Close the plastic covers on the FOOT PEDAL CONTROLS.

A SPARE DANFORTH TYPE ANCHOR is stowed in the lazarette together with a rode of 40 feet of chain and 150 feet of nylon line. Attach the rode securely to the chain shackle.

Mooring Cans

The State Park Sticker on your vessel allows you to pick up the MOORING CANS in the parks for free. You only need to register at the kiosk usually located at the heads of the docks. Mooring cans have a metal triangle at the top upon which is a metal ring. The metal ring is attached to the chain which secures your boat. IT IS VERY HEAVY. The strongest member of your crew should be picked for this job.

Come up to the CAN into the wind as you would for anchoring. Have crew members on the bow, one with a boat hook and one with a mooring line secured like a bow line. As you are coming slowly up to the can have the crew holding the boat hook point at the can with the hook so the skipper always knows where it is. Hook the can and bring the ring up to the boat to allow the second crew to thread the ring with the line. Release the hold with the boat hook (alternatively, Oregon has a boat hook rigged with a patented Stearns "Happy Hooker" which can be used to pass a light line through the ring without pulling the heavy ring and chain up to the deck. The light line can then be used to pull the mooring line down to the ring and back up). . If your mooring line is led out the starboard chock bring the end of the line back through the port side. You will essentially create a bridle with about 10 feet of slack from the chalk to the can. It is a good idea to double this bridle.

For much more on anchoring, mooring and stern tie, see the “Tug Training and Tactics” Manual located behind the starboard-side helm seat.

BARBECUE

The BARBECUE is in place on the cockpit railing. Remove the cover and attach a PROPANE BOTTLE to the REGULATOR. Carefully light the unit, preferably with a long-stem butane lighter. The barbecue generates a lot of heat and cooks hot and fast. After use, please continue the heat to clean the cooking surface, empty the drip tray and wipe clean with a paper towel before replacing the cover to prevent grease and dirt soiling the boat.

Note: Propane bottles are not stocked by AYC. You will need to purchase one if extras are not found on board. Caution -- For safety reasons, do not store an opened propane bottle within the salon or engine compartment. Chances are these will leak slightly once opened and propane gas could settle into low spaces. Store these bottles in the cockpit locker. Ensure gasoline and flammable materials are not near the barbecue, i.e. relocate the dingy away from the swim step.

DINGHY & OUTBOARD MOTOR

Oregon has a 9.5-foot long, 5.5-foot wide hard-bottom inflatable DINGHY with a 8 hp outboard engine stored with a manual Seawise Davit System on the Swim Step. It has capacity for 4-5 persons.

To deploy the dinghy tie the DINGHY PAINTER to the top of the Transom rail with enough slack to deploy the dinghy. Detach the STANDOFF STRAP, Raise the outboard motor to the second position, remove the locking pin at the Seawise unit and lower the dinghy by counterclockwise cranking, noting that the dinghy gets heavier as it nears the water. The outboard motor should lower into place on the transom of the Dinghy. Lock the motor in place using the locking screw on the Dinghy transom. Detach the cable from the Seawise unit. Note: Follow instructions on the Seawise unit. Remove the locking pins and unlatch the two attachment units to float the dinghy free from the Swimstep. Lower the outboard motor into the operating position.

To raise the Dinghy, latch the two attachment units that pivot the Dinghy up to the Swimstep and insert the locking pins. Release the locking screw for the outboard motor. Raise the outboard motor to the second position, Attach the cable from the Seawise unit and raise the Dinghy by a clockwise cranking at the Seawise unit. Secure the locking pin as soon as the Dinghy is firmly positioned into the Seawise unit. Lower the outboard motor into the vertical position. Attach the STANDOFF STRAP.

When towing your dinghy, always keep it tight to the boat any time that you slow down or stop, Assign one of your crew members as the “dinghy” person to be responsible for taking up slack. You don’t want to wrap a propeller.

Coast Guard regulations state that any child 14 and under must wear a life jacket in a dinghy. It is a good idea for EVERYONE to follow this rule.

CRABBING & FISHING

Always check the fishing and crabbing requirements before you leave on your cruise. You will need a license. Many areas are CLOSED to crabbing and fishing on certain months.

CRAB AWAY FROM THE BOAT! Lines can get wrapped around props. Fish-flavored cat food with the pop-up ringed lids work the best for a nice neat way to bait the ring. After 15-20 minutes, retrieve the crab line and ring quickly. Keep the male crabs of proper size (usually 6 ¼ inches across the carapace). Boil crabs about 12 minutes to cook.

After using, wash equipment thoroughly with fresh water (available from the cockpit shower faucet).
Note -- Please do not store wet rings and gear inside the boat.

OTHER: Safety & Bilge Pumps

SAFETY should be paramount in your daily cruising. A MAN OVERBOARD DRILL should be discussed and perhaps even practiced with a life jacket. Remember your lifejackets are stowed in the cabinet in the Salon. A few should always be out and ready. Your flares and safety equipment are located in a drawer below the starboard-side helm seat.

Oregon is equipped with an AUTOMATIC BILGE PUMPS. The master switches are located on the at the console. Normally, the switches will be left in the AUTO position. You may occasionally hear the pump operate due to condensation and water from the shaft log accumulating in the bilge.

An AUXILIARY HAND OPERATED BILGE PUMP is located in the Lazarette for use with the Dinghy and other small pump operations.

The ENGINE SPARES BOX (plastic white color) is stowed in the Engine Room, Starboard side. This includes oil filter, raw water impeller, pump parts, injectors, and other small parts.

SPARE TOILET seals and duckbills are found under the Lav in the Head. Spare toilet pump parts are found in the blue bag found in the Engine Room, Starboard side.

THRU-HULL LOCATIONS

See the next page.