

OPERATION MANUAL

SAILING VESSEL

“Pure Joy Too”

Welcome aboard!

We are happy you have chosen Pure Joy Too for your vacation. We are sure you will enjoy cruising the beautiful waters of the Pacific Northwest.

Our boat's name reflects a wonderful passage in the Bible in the book of James, the first chapter, and verses 2-8. These read "...is your life full of difficulties and temptations? Then be happy, for when the way is rough, your patience has a chance to grow. So let it grow, and don't try to squirm out of your problems. For when patience is finally in full bloom, then you will be ready for anything, strong in character, full and complete. If you want to know what God wants you to do, ask him and he will gladly tell you, for he is always ready to give a bountiful supply of wisdom to all who ask him; he will not resent it. But when you ask him, be sure that you really expect him to tell you, for a doubtful mind will be as unsettled as a wave of the sea that is driven and tossed by the wind; and every decision you then make will be uncertain, as you turn first this way, and then that. If you don't ask with faith, don't expect the Lord to give you any solid answer."

Having lost spouses and a son, we have learned the truth of this passage. God is indeed faithful. We commend these verses to you.

We hope this manual will help you become familiar with the boat. Please remember this is a non-smoking vessel. Always smoke outside. 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 in the expansion tank. Engine coolant is a mixture of 50% antifreeze and water. For your convenience, there is a bottle of pre-mixed coolant under the main salon. Check the level of engine oil with the dipstick located on the starboard side of the engine. This can be accessed by removing the companionway steps or the access panel in the aft stbd cabin. A pair of etch marks on the dipstick indicates the proper oil level. **Do not overfill!** Make sure the dipstick is firmly put back in! Check the oil with a paper towel or a rag, never the dishtowel! 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). Your thru-hull and strainer should be left open at all times.

Observe the glass of the RAW WATER STRAINER for debris. If necessary, close the seacock, open the strainer cover, clean the strainer, and reassemble. Be careful to seat the O ring properly or you will have a leak. REOPEN THE THRU-HULL!

Engine

Pure Joy Too has a 56HP Yanmar diesel engine, which drives a two-bladed propeller through a reversible transmission. The combined shift lever and throttle control is on the starboard side of the steering wheel. The engine stop is located above the ignition key above the port seat. The engine will propel the vessel to about 7 knots in calm water at 2400 RPM. Your best cruising is at 2000 - 2200 RPM for longer periods.

Using higher throttle settings will produce very little increase in forward speed but will greatly increase fuel and oil consumption and wear on the engine. For this reason, we ask that you limit the use of higher power settings to real emergency situations.

This boat has a definite prop walk to the port in reverse with not much noticeable affect in forward. She will move to starboard with slightly greater ease than to port at close quarters. When in reverse, be careful to keep a firm grip on the wheel. Use only low RPMs.

Starting

To Start the Engine: Place the engine transmission in Neutral by positioning the shift lever straight up. If you would like to increase engine R.P.M. out of gear, push the red button in to engage transmission lockout and advance shift lever ahead slightly.

Start the engine by turning ignition to preheat for 30 seconds then to start position. Do NOT hold the key in the start position for more than 15 seconds at a time. If engine does not catch the first time WAIT about 15 seconds before trying again. **NEVER TURN OFF KEY WHILE ENGINE IS RUNNING.** You will do serious alternator damage. The key should remain on while the engine is running.

Normal cruising speed is 2000 to 2200 RPM.

Check the transom for water and exhaust as an indication that your thru-hull is open and water is keeping your engine cool.

Shutdown

Place the transmission in neutral and allow the engine to cool down for several minutes. Usually this is about the amount of time it takes to secure your lines and plug into shore power. Push the stop button located above the ignition key. This cuts off the fuel supply to the engine. Never turn off the key while the engine is running. Alarms will sound until the key is switched off. Switch off the key after engine has completely stopped.

Getting Underway

Disconnect the SHORE POWER CORD (See AC Power next page). Close the PORTHOLES, WINDOWS, and FORWARD HATCHES. Turn on V.H.F. and electronics. Assign crewmembers to their tasks. Put one crew member in charge of the dinghy, if it is under tow. It needs to be kept on a tight leash when in the marina. Once outside marina, have crew members bring in fenders, put lines away, and pay out extra dinghy tow line.

Docking

Have your crew make ready the lines and fenders and give clear instructions on how you will be docking. Have bow, stern, and spring lines ready. Often times it is best to lead them to the mid section of the boat (the fattest part) where your crew member can easily step off and secure lines. Pull the dinghy up tight and make sure no lines are in the water that could foul the prop.

As you are coming in to dock, have your best communicator mid ships to give you distances from the dock. It is often hard to judge how close the dock is. Calling out distances (i.e. 20 feet, 10 feet, 4 feet etc.) will add to a successful docking.

If you find you are too far off the dock, **BACK OFF** and do it again.

NO HEROIC JUMPING OFF BOAT BY CREW MEMBERS!!!!!! This is very dangerous!

Fueling Up

You will need to fuel up before returning to your slip at the end of your charter. The fuel tank holds approx. 40 gallons of diesel fuel. Before pumping, have oil/fuel sorbs handy to soak up spilled fuel. You should have a rough idea of the number of gallons you will need by the engine hour indicator. Your vessel uses approximately .75 gal/hr.

The fuel deck cap is located on the aft Starboard deck, with the key located in the Nav station drawer. **CHECK THAT YOU HAVE THE CORRECT DECK OPENING! Use only DIESEL – make sure that is what you are pumping!** Do not add water or pump-out at the same time you are fueling.

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 opposite the tank opening. The sound may indicate that the tank is nearly full. Top off carefully, and be prepared to catch spilled fuel. Spillage may result in a nasty fine from law enforcement.

Caution -- Clean up splatter and spillage immediately for environmental and health reasons. Thoroughly wash hands with soap and water.

BOAT SYSTEMS

Electrical Systems

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 **below** the Nav station and the 12 volt DC panel at the nav station, The battery switches are located in the starboard stateroom.

When not connected to shore power, batteries provide all of your electrical power. Therefore, monitor the use of onboard electricity carefully. Turn off electrical devices when they are not being used (lights, instruments, etc.)

110-Volt AC System (Alternating Current)

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

To connect to shore power, plug the **POWER CORD** 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, add a CORD ADAPTER located in the Nav station drawer. Secure the cord around the shore power electrical receptacle tower and off the bow. Turn the dock power on.

On the boat, at the ELECTRICAL PANEL, flip on the AC CURCUIT BREAKER. If no AC power; there is a second circuit breaker to be checked. It is located in the cockpit locker where the shore power cord comes into the boat. Reset breaker if off. Check for reverse polarity. Then turn on appropriate breakers for battery charger, water heater, etc. Watch your amp meter for load. If the load is exceeded, it will pop the breaker. If you are not getting power to your outlets, check to ensure one of your breakers has not been tripped. If this occurs, wait to turn on one of your systems (i.e. water heater) until the use of power decreases.

12-volt DC System

House Battery Bank & Switch

Two battery banks support 12-volt DC power: 1) engine battery 2) two house batteries.

The BATTERY SWITCHES are located above the starboard berth. Normally, leave all switches in the on position while running.

When anchored or moored, **turn off #1 battery**. Turn switch to the horizontal position. Note: Changing the position of the battery switches with the engine running **will cause damage!** Only change positions with the engine off!

Your 12 volt panel shows all the systems supported by your batteries. Primarily you will be turning on the breakers for your lights, water pressure, electronics, etc. Interior lights are also powered from a circuit breaker on this panel but many have individual switches at each fixture. #2 Bilge pump light is always on. Your breakers such as propane and should always be turned off after every use.

The HOUSE BATTERY BANK provides power for all DC systems. When disconnected from shore power, all 12-volt devices drain the house batteries.

Battery systems will lose their charge while ANCHORED or MOORED. Avoid this by using power sparingly at anchor. Turn the refrigerator off at night. Use only one or two lights at a time. Turn off systems not in use such as instruments, VHF, stereo, etc. If you do not need the cabin heater, turn it off. If you stay moored for more then a day, run your engines just above idle to recharge your batteries. **WATCH YOUR VOLTAGE!** The DC voltmeter on the DC panel can be switched between your battery banks to measure battery voltage. Typically the bank should read from about 13.0 to 14.5 volts when being charged. While at rest, your voltage will drop as indicated in the figures below.

| Voltage (Wet Cell Battery) | Battery State |
|----------------------------|---------------|
| 12.65 volts | 100% |
| 12.47 volts | 75% |
| 12.25 volts | 50% |
| 11.95 volts | 25% |
| 11.70 volts | 0% |

Batteries are charged by the engine ALTERNATOR while underway. The engine/house batteries are charged by the BATTERY CHARGER when connected to shore power.

There is a 12 volt auxiliary plug – located on the electrical panel. This operates off battery power alone. The electrical outlets will not work under the DC battery system.

Note -- Do not change the position of the switches while the engine is running or the alternator diodes will be damaged. Change positions with the engine off.

SANITATION SYSTEM

Marine Toilet (Jabsco)

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 pump 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 – and use it sparingly, flushing more than once if significant deposits are being made.

To use the toilet, move the selector switch to the (wet bowl) position. Lift the PUMP HANDLE 3 to 5 times to wet the bowl. After using the toilet, pump the PUMP HANDLE approx. 10 times to remove the waste from the bowl. Then, move the selector switch back to the (dry bowl) position. Pump for a few times until the bowl is almost dry. Flush sufficiently to move effluent in the hoses; heavy effluent may clog hoses. Clean the toilet as necessary.

Should the toilet pump handle squeak or stick, it needs to be lubricated. Put a couple of squirts of ‘pump lube’, salad oil, or dish soap into the toilet. Pump the toilet dry slowly, to draw the lube into the handle unit. The ‘pump lube’ is located below sink in fwd head.

The TOILET TRU-HULL is located under the sinks in aft head, and under mirrored cabinet in forward head, if you need to shut off the water to the toilet.

Holding Tank

Each sanitation HOLDING TANK holds approximately 20 gallons. Be aware of the rate of waste production. (about 1 gallon per flush) With an overfilled tank, it is possible to break a hose, clog a vent, or burst the tank. **The result will be an EXPENSIVE FIX to you.** Empty the tank every day to avoid this problem.

The HOLDING TANKS are located above each head behind the bulkhead.

The holding tank is emptied in one of two ways:

#1 At the Marine Pump out Station, Remove the deck WASTE CAP located on the stbd deck above each head. Insert the pump-out nozzle into the waste opening. Double-check your deck fitting! Make sure you have the right deck opening! Turn on pump and open valve located on handle of the hose. When pumping is finished, 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 any head odors.

#2 The tank's contents can be discharged at sea by using the the hand pump and seacock. Note: Overboard discharge is only allowed in Canadian waters. **It is illegal to discharge overboard within U.S. waters.**

WATER SYSTEMS

Fresh Water Tank/Pump Hot Water Heater

There are two fresh water tanks that hold about 132 gallons. They are located under the forward bunk and under the starboard bunk. Be mindful of the amount of water you use while washing dishes and taking showers, etc.. Wastewater from the sinks and showers drains overboard through various thru-hulls usually located under the sinks.

To refill the tank, remove the WATER CAPS located on port deck fore and aft. Attach the hose to the dock spigot and let run for a minute before inserting into deck fitting. Avoid flushing debris from the deck into the tank opening. DO NOT fill water and diesel at the same time!

A MANIFOLD to switch tanks is located under the aft curved settee.

Fresh Water Pressure Pump

The WATER PRESSURE PUMPS are also located under the aft curved settee. Activate pump at the DC panel by turning on the breaker. If when in use, the water pump continues to run, you are either out of water or might have an air lock and need to bleed the system, which can be corrected by opening up a faucet. **If you run out of water SHUT OFF pump and turn off HOT WATER HEATER on the AC panel.** Serious damage can occur to the heating element! Pure Joy Too is equipped with 2 water pumps. Instructions for switching pumps are posted on the underside of the locker lid. A spare pump is also located under the midship settee.

Hot Water Tank

The HOT WATER HEATER has a 6 gallon capacity tank and heats when connected to shore power or off the heat exchanger when the engine is running. To use in the AC mode, flip on the water heater circuit breaker on the AC electrical panel located under nav table. Do not use the water heater if the water tank level is very low. The water heater is located under that aft curved settee.

Shower

Before taking a SHOWER, make sure water pressure and shower sump breakers are on. To activate the hand-held wand pull the hose out of the sink and attach to wall spray holder. 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. Push and hold the SHOWER DRAIN button to drain shower. Check for accumulation of hair in the shower and sink drains and pick up any accumulation, as it clogs the hoses. There are shower sump strainers under each head sink. Spin off the clear plastic bowl and clean as necessary. An additional FRESH WATER SHOWER is located at the transom opposite of the swim ladder. Ensure that the faucets and nozzle are completely off after use to save water.

GALLEY

Propane Stove

The boat is equipped a low-pressure propane system for cooking. The propane tank is located in the port aft cockpit locker. Your propane stove is activated by the following steps:

#1 Open the tank valve.

#2 Ensure breaker labeled “LPG Gas Valve” at DC Panel is on. This is the power supply to the sniffer/solenoid.

3. Press “on” button on Trident Marine LPG Gas control and detection system located aft of microwave, after “DETECTOR ON” green light stops flashing. This is both a propane sniffer and a solenoid. A GREEN light should indicate “valve on”. If a RED light appears and an alarm sounds, **TURN OFF TANK AT VALVE AND CALL AYC.**

#4 Turn on the gas at the stove (press in knob) and light burner. You might need to hold knob in for a few seconds while the thermo coupler warms up. When lighting for the first time, allow a few seconds for the gas to travel from the tank to the stove.

#5. When finished cooking, turn off the switches and **close valve at the bottle.**

Refrigeration

The REFRIGERATOR operates on 12-volt power. **Carefully monitor the use of the refrigerator when the engine is not charging the 12-volt battery system, such as when you are at anchor.** There is both a breaker on the DC panel and a thermostat in the locker above the refrigerator. AYC will supplement you with 2 bags of ice. **The refrigerator needs to be turned OFF at night** when anchored or moored to prevent drainage of the battery. Use a cooler when possible for all your drinks to keep the refrigerator door closed as much as possible.

Pump out excess water in fridge as follows: #1 Turn on shower pump on DC panel. #2 push and hold labeled button above the fridge.

HEATING

Espar Diesel Hydronic Heater

The Espar diesel hydronic heater is located in the locker aft of the port cabin. It provides heat in the same way as a household furnace.

Check the exhaust port on the starboard transom to make certain that no obstruction such as a fender or line exists. Flip up the toggle switch located at the Nav station and set the temperature to the desired temperature. You will hear the heater start to run in the aft compartment accompanied by a steady clicking by the fuel pump. This sounds like water dripping under the port bunk.

Let the furnace run at least 30 minutes before turning it off. Turn the furnace off with the toggle switch after reducing thermostat setting to a point where furnace fan stops.

ELECTRONICS

All electronic manuals are located under the Nav Station table.

VHF Radio

The Standard VHF radio is located in the Nav Station. Make sure the breaker is on located at the DC panel (electronics). Monitor channel 16 at all times. VHF operation is covered in detail in the Moorings Beneteau manual located under the nav station/table. A hand-held VHF radio is also provided, located on shelf beneath instrument panel at Nav Station.

ENTERTAINMENT SYSTEMS

AM/FM Stereo Radio

The AM/FM stereo radio unit is located in the Nav Station. It operates like a normal car radio. There are speakers (stereo) in the salon and on the deck. ****VHF RADIO SWITCH MUST BE IN ON POSITION FOR RADIO TO OPERATE.**

ANCHORING

The primary WORKING ANCHOR is a 45# CQR and is attached to 100 ft chain and 200 ft of line. The rode is passed through the deck from the ANCHOR LOCKER.

The anchor windlass is operated by a hand held remote located in the forward head. Proceed to raise and lower the anchor as needed. Be sure to always have your engines running.

Let out sufficient ANCHOR RODE (chain and nylon line) before setting the anchor. If the anchorage is crowded 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.

Before raising the anchor, start the engine. Use the hand held remote as the boat moves toward the anchor **on engine power**, pressing the 'up' control to take up slack line as you move forward, Do not pull the line tight. When you are directly over the anchor, raise the anchor up with the windlass, giving the windlass short rests as you are pulling raising the anchor. The windlass uses a large amount of electrical power; so ALWAYS operate the windlass with the engine running. Place yourself in position to guide the anchor onto the roller. Reconnect the keeper.

Coordinate the maneuver with the helmsperson to remain steady above the anchor as it is raised. As the anchor rises, be careful not to allow it to swing against the hull.

A SPARE ANCHOR and RODE is normally stowed IN THE AFT PORT LAZERETTE. Make sure that the Rode is securely attached to the boat before use.

Mooring Buoys

The State Park Sticker on your vessel allows you to use the MOORING BUOYS in the parks free of charge. You only need to register at the kiosk usually located at the head of the docks. Mooring buoys 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 BUOY into the wind as you would for anchoring. Have crewmembers 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 buoy have the crew holding the boat hook point at the buoy with the hook so the skipper always knows where it is. Hook the buoy and bring the ring up to the boat to allow the second crew to thread the ring with the line. Release with the boat hook. 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 buoy.

SAILS AND RIGGING

There is a 150% Jib on a roller furler. The furling line runs on the port side to the cockpit. To unfurl the headsail, (a) uncleat the furling lines, (b) wrap the sheet around the appropriate winch, (c) pull the sheet aft while maintaining tension on the furling line, (d) cleat when it is fully out or when to point of appropriate reef.

To furl the jib, apply slight tension on the jib sheet while pulling on the furling line until there are 2-3 wraps of the sheet around sail. Jib sheets are led back to the cockpit to two winches. Adjust fairleads forward in heavy air, aft in light wind.

The MAINSAIL flaps into the cover which zips closed. Jib sheets, reef lines, mainsheet, halyards, boom vang, and traveler are all operated from the cockpit. There is no whisker pole, and no spinnaker setup. Please use the topping lift located at the mast to raise the boom to its usual position after sailing.

Troubleshooting:

1. *Mainsail resists being raised.* Check all lines. All reefing lines should be pulled loose as well as the boom vang and main sheet. The battens should not be stuck on the lazyjacks. If they are, lower the sail and be sure to be head to wind on raising the sail again.
2. *Furling line gets stuck* partway through the furling process. This is usually due to not applying proper tension on lines during the furling and unfurling process. Try letting the sail out and repeating the process. Be sure you are headed into the wind to reduce pressure on the rig. If this fails you could have an over-ride in the furling drum.
3. *Unable to point with reef in place.* Probably have not snugged the reef line sufficiently. Repeat process and be sure lines are snug before raising the halyard.

BARBECUE

The BARBECUE and MOUNTING BRACKET are mounted on the aft rail.

Attach a PROPANE BOTTLE to the REGULATOR. Carefully light the unit, preferably with long-stem butane lighter. The barbecue generates a lot of heat and cooks hot and fast. Do not cover the unit until it has cooled completely. Please wipe with a paper towel before storing to prevent grease and dirt soiling the boat.

Note: Propane bottles are stocked in the AYC office. You will need to purchase one if extras are not found on board. (aft port locker vicinity propane tank.)

*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 propane locker. Ensure gasoline and flammable materials are not near the barbecue.***

DINGHY

If you rent a motor to mount to the Dinghy, never tow the dinghy with the engine mounted. Be sure when towing your dinghy, that one responsible individual is always keeping an eye on its towrope when slowing down or stopping. Bring up all the slack to prevent a wrap around the prop.

After the dinghy is in the water and readied to go (PFDs etc), open the vent in the fuel tank and choke the engine once while starting. Make sure outboard is in neutral.

When heading to shore, use EXTREME CAUTION. Choose an area free of any large rocks that might cause damage in beaching. Make sure the engine gets tilted up a safe distance from shore so the prop does not hit the bottom or shear the pin. Lift up on the dinghy to bring it up to higher ground. NEVER drag it! Secure it when leaving as tides come up very quickly.

When returning to the boat, leave your shore shoes in the cockpit and slip on your deck shoes or slippers to keep the boat neat and tidy.

OTHER

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 starboard lazarette. A few should always be out and readily available. Your flares and safety equipment are located under the Nav station seat.

Always keep a sharp lookout posted for logs, deadheads, or other flotsam and jetsam. A log hitting your prop can ruin your vacation.

Pure Joy Too is equipped with an AUTOMATIC BILGE PUMP that is hard wired to the battery and a second bilge pump that is operated by switching on the bilge pump breaker on the DC panel. Normally, the switch will be left in the OFF position. You may occasionally hear the pump operate due to condensation and water from the shaft log accumulating in the bilge. If you continually hear the bilge pump running, check your bilge! You may have a serious problem!

ONE AUXILIARY HAND OPERATED BILGE PUMP is located to the left of helm. Handles are located in each head and in port aft lazz. These are operated by an up and down motion with the handle. Use only in emergency situations.

The ENGINE SPARES are located under the port settee. This includes oil filters, raw water impeller; fuel filters, belts, and other small parts. Extra oil and coolant is also located in starboard lazz.

CRABBING AND FISHING

Crabbing is fun but requires the correct license and season. Please be sure not to crab off the stern as the crab line can easily get dangled in your prop as you swing with wind or current. It is best to use the dinghy to set your crab pot/ring away from the boat. A partially open can of seafood or cat food works well as any other bait and is less messy. Please clean up any seaweed or crab shells afterwards to keep the boat neat and tidy.

**THANK YOU FOR CHOOSING PURE JOY TOO FOR YOUR VACATION EXPERIENCE.
WE HOPE YOU ENJOY OUR BOAT AS MUCH AS WE DO!**