

OPERATION MANUAL



JANICE J

Welcome Aboard!

As the owner of the “JANICE J” I am very happy you have chosen **AYC** for your vacation and I’m sure you will enjoy cruising the islands of the Pacific Northwest on this fast, economical and fun Cutwater 30 CB. I trust that this manual will help you become familiar and comfortable with the boat. If you have questions about the boat or about places to visit, please do not hesitate to ask the AYC staff.

BEFORE YOU READ FURTHER, PLEASE MAKE YOURSELF FAMILIAR WITH, AND HAVE AVAILABLE FOR REFERENCE THE CUTWATER 30 OWNERS MANUAL LOCATED IN THE BLACK CANVAS CASE UNDER THE HELM SEAT.

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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 tanks located in the far forward port corner of the Volvo. Check the level of OIL in each engine by checking your dipsticks located **port side forward**. Look at the etch marks on each dipstick that indicate the proper oil level. **DO NOT OVERFILL OIL!** Only fill if oil levels are below the ½ way mark. Ask your fleet captain at checkout if you have any questions about the markings on dipsticks. 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. Shining a flashlight thru the strainer often helps see debris. If necessary, close the seacock, open the strainer cover, clean the strainer, and reassemble. Remember to reopen the seacock. Confirm water flow from exhaust.

Start-Up

JANICE J IS A SINGLE SCREW W/ BOW AND STERN THRUSTERS

In the cockpit locker under the cockpit helm are the main battery switches arranged vertically with the house battery at the top. That battery switch should be in the on position when you board. (If not please inform the fleet captain.) Prior to starting the engine you must turn the engine battery switch on. The bottom two switches are for the bow and stern thrusters and should also be turned on prior to start up.

The Volvo Penta D6 diesel has an electronic ignition that utilizes a key fob and a panel. The Volvo panel is located outboard of the steering wheel and has two buttons: “ignition” and “start/stop”. Hold the key fob in front of the lower portion of the panel to unlock the EVC system. A sound confirms the system is unlocked. After the system is activated a red light below the throttle will indicate as much. Press the START/STOP button for both starting and shutting the engine.

Note that the THROTTLE and GEARSHIFT are combined into one shifter. The photo on the right also illustrates the options available while the engine is running IN NEUTRAL.

When changing helm stations, after going to the new station, the helm person must press the STATION button to activate that helm. Again, this can only be done in NEUTRAL. The CRUISE CONTROL button locks the throttle and must be turned off when not using. The LOW SPEED button is similar to downshifting a car in that it tells the transmission to gear down the engine. It is primarily used for trolling. The THROTTLE ONLY button allows the engine rpm’s to be increased while in neutral.



CAUTION SHOULD BE TAKEN: the THROTTLE/GEARSHIFT is SENSITIVE!! Go Easy. It only takes a slight nudge to put it in gear and initiate idle speed. Since it is electronic and not manually moving a cable, force is NOT NEEDED to make adjustments in speed, especially from neutral.

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, try the BATTERY PARALLEL SWITCH or turn main power switch to BOTH. This switch is located **in the locker below the outside helm,** to connect the other engine battery. Turn off after using.

Please refer to the Volvo manual, stowed in the black CUTWATER bag, located under the helm seat for information on the Volvo Display and information options.

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 exhaust, 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 it gradually and uniformly. The time engaged in preparing to dock the boat is usually sufficient. Ensure GEARSHIFT is in the 'neutral ' position. Turn off engines by **PRESSING THE START/STOP SWITCH** and **deactivate the electronic controls by placing the fob in front of the Volvo start/stop panel until the red light goes out.**

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

Close quarters maneuvering should always take place at the **inside** helm.

Optimum MAX cruising speed is around 18 knots which will use about 1.5 gallons of diesel per hour. Your speed will vary depending upon the weight and load and weather conditions.

Note -- Avoid higher engine speeds as it causes higher engine temperature, possible damage, and higher fuel consumption. In general, lower RPMs result in much improved fuel economy.

TRIM TABS

The trim tab toggle switches are positioned just aft of the gearshift. The outboard trim tab toggle sticks slightly, so be aware when fine tuning your position. And fine tuning pays off in both fuel economy and the feel of the helm. You will notice that a slightly off balance trim will result in fighting the wheel. As you increase speed from idle adjust both trim tabs simultaneously to bring the bow down. Once you achieve cruising speed begin to fine-tune your adjustment. When you are at the lower helm station, look out the starboard side and if the spray from the hull is about even with the starboard window you will be approaching proper trim. At that time, adjust the individual tabs to level the boat port and starboard and check the wheel for balance.

As you return to idle the tabs should be positioned in the complete BOW UP position. This is especially important when maneuvering in reverse because it raises the the trim tabs to a level position. **FAILURE TO ENSURE THE TRIM TABS ARE POSITIONED TO DO SO MAY RESULT IN TRIM TAB DAMAGE.**

Unfortunately there is no indicator for trim tab position. If you aren't sure, start by pressing the toggles to BOW UP , for approximately 8-10 seconds. That will insure that you are in the maneuvering and reversing position. Make it a habit of doing this every time you throttle back to an idle!



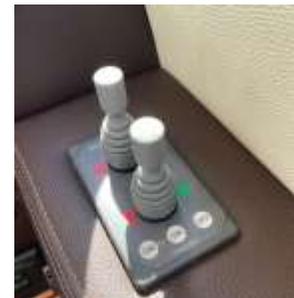
Docking

During docking, use the inside helm. 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. Since your boat has thrusters, these may be engaged in short bursts to assist in close quarters maneuvering. Thrusters are most efficient when the boat is in neutral.

THRUSTERS

The thruster joystick controllers are located forward of the gearshift. As illustrated by the photo, there are 2 “ON” buttons. **THESE MUST BE PRESSED SIMULTANEOUSLY** in order for the thrusters to operate. Both buttons will light up to indicate they are operational, but they only stay on for a limited period of time and then have to be reactivated.

Another option is to use the thruster remote. You must first switch on the Thruster Remote toggle which is located on the DC distribution panel, mounted behind the wheel on the outboard side. Then, as with the joysticks, you must press the two “ON” buttons on the remote simultaneously to activate. The benefit to this is that the remote will stay on indefinitely until switched off. Be sure to place the lanyard around your neck when in use and don't forget to switch the toggle off on the DC panel when shutting down.



Fueling Up

OPEN FILLER CAP(S) located midships starboard with a DECK FITTING KEY which is kept in the small, open port bin forward of the companion seat / galley.

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. The fuel vent is located below the deck fill on the side of the hull. Listen for tank becoming full and to know where sorbs may be needed. You should have an idea of the number of gallons you will need by subtracting from 180, the number of gallons remaining in the tank on the digital readout on the Volvo panel.

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. 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 systems are controlled from the AC ELECTRICAL PANEL located aft quarter cabin, the DC AUXILIARY PANEL located at the helm, and the BATTERY SWITCHES FOUND in the locker under the cockpit helm. When not connected to shore power, batteries are providing all power. How much electricity is being drawn from the batteries can be monitored on the ampere meter located in the aft quarter cabin. Turn off electrical devices that are not needed.

PLEASE REFER TO PAGES 12-15 OF THE CUTWATER OWNERS MANUAL LOCATED IN THE BLACK CANVAS BAG UNDER THE HELM SEAT FOR A DETAILED DESCRIPTION OF THE ELECTRICAL SYSTEMS.

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 FIRST and then into the dock receptacle. Check the power rating/plug size of the nearest dock receptacle (that is 50 amp, 30 amp, 20 amp, or 15 amp). Turn the dock power on. Cords coming off the bow can be wrapped loosely around the bow line or bow rail.

If your outlets fail to work, check your GFIs to make sure that they have not been tripped. Be aware that one GFI breaker may supply plug-ins in several areas.

Inverter Power & Solar Panels

The INVERTER provides AC power to the 110-volt receptacle plugs (i.e. the induction burner and Nespresso machine) when the boat is disconnected from shore power. The inverter does not provide power to the water heater or the battery charger. Your inverter switch is located in the port lazarette with an on/off switch. Make certain that it is on. The actual inverter is combined with the battery charger in the starboard lazarette.

The inverter's power source are the DC house batteries located in the port forward lazarette. The quantity of DC power is limited to the capacity of these batteries. Therefore, running hair dryers, toaster, coffeepots, space heater, etc. and will quickly discharge the house/inverter batteries. Use these items VERY SPARINGLY! Monitor your battery usage very carefully! If anticipated power usage is heavy, start your engine to keep batteries charged.

When connected to shore power, the inverter automatically becomes a battery charger for the 12-volt HOUSE BATTERIES. Should you detect the inverter failing to charge the house batteries, check the circuit breaker in the AC Panel and the inverter control panel. Also, there is usually a circuit breaker located on top of the inverter box.

PLEASE REFER TO PAGE 20 OF THE CUTWATER 30 OWNERS MANUAL LOCATED IN THE BLACK CANVAS BAG UNDER THE HELM SEAT FOR A DETAILED DESCRIPTION OF SOLAR PANEL CHARGING.

House (12-volt) System

POWER DISTRIBUTION CENTER

Located in the starboard cockpit helm locker: House, Engine, Thrusters and Crossover switch. There are **Four** battery banks (consisting of six total batteries), support 12-volt DC power: (4) House Batteries, located port forward lazarette, (1) Engine Battery, (1) Thruster Battery, located starboard forward lazarette.

Normally, leave the ENGINE and HOUSE SWITCHES in the 'ON' position. The **parallel** switch should always remain in the off position. While in the on position, the house and engine batteries will be combined as one for emergency start only.

If the house bank drops below 10.8v you must reset the charging relay by switching on the **parallel** while the engine is running.

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

The bilge pumps operate automatically with electronic float switches when all switches and breakers are in the **OFF** position. However, the BILGE PUMP and BILGE PUMP2 will run continuously once their switches are placed in the **ON** position. Monitor the outflow accordingly. Do not run when dry.

House Battery Bank & Switch

The HOUSE BATTERY BANK provides power for all DC systems, except the engines and automatic bilge pumps. When disconnected from shore power, all 12-volt devices drain the house battery. Use devices as needed.

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.

The batteries are charged by the engine ALTERNATORS while underway. The engine/house batteries are charged by the BATTERY CHARGER when connected to shore power. Ensure the Battery Charger and Inverter circuit breakers at the electrical panel are ON.

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%

Again, if the house bank drops below 10.8v you must reset the charging relay by switching on the **parallel** while the engine is running.

SANITATION SYSTEM

Marine Toilet

JANICE J is fitted with a TECMA 12V, saltwater flush, internal macerator toilet that pumps to a 40 gallon holding tank. It is important that every member of the crew be informed on the proper use of the TECMA MARINE TOILET. The valves, openings, and pumps are small and may clog easily. If the toilet clogs, it is YOUR RESONSIBILITY!

The toilet is flushed and the holding tank level is monitored via the Silicone Electronic Control Panel mounted next to the head. The two primary buttons on the control panel are for adding water to the bowl, which is done before use, and the flush button, which is done when finished.

PLEASE REFER TO THE TECMA HEAD MANUAL LOCATED IN THE BLACK CANVAS BAG UNDER THE HELM SEAT FOR A DETAILED DESCRIPTION OF TOILET OPERATION.

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.

The TOILET THRU-HULL is located on the STARBOARD side of the engine compartment, if you need to shut off the water to the toilet. Clean the toilet as necessary.

PLEASE REFER TO PAGE 28 OF THE CUTWATER 30 OWNERS MANUAL LOCATED IN THE BLACK CANVAS BAG UNDER THE HELM SEAT FOR A DETAILED DESCRIPTION OF THE WASTE MANAGEMENT SYSTEM.

Holding Tank

The sanitation HOLDING TANK holds approximately 40 gallons. A tank level indicator is integral with the toilet flushing panel next to the toilet. Green indicates safe operating. Yellow indicates approaching full. Do not let the indicator go to the Red. Pump the tank once it reaches the Yellow zone.

The holding tank is emptied in one of two ways:

#1 At the Marine Pump-Out Station, remove the WASTE CAP located on the starboard side deck. Insert the pump-out nozzle into the waste opening. Hold nozzle firmly against the deck fitting to ensure a tight seal. Turn on pump and open valve located on handle. 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 re-pump 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, depress the MACERATOR ROCKER SWITCH on the DC electrical panel. Listen to the macerator's sound. When the pitch becomes higher, the tank is empty. Discharge may be observed on the starboard side. It should only take a few minutes to empty the tank

WATER SYSTEM

Fresh Water Tank

The FRESH WATER TANK holds 80 gallons. Observe the water level gauge located on the AC distribution panel in the aft cabin. Waste water from the sinks and showers drains overboard through various thru-hulls located along the port waterline, amidships.

To refill the tank, remove the WATER CAP located on the port side deck at the forward end of the cockpit. ONLY USE THE BLUE HOSE TO FILL THE TANK. It is located in the port cockpit locker. 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 aft galley floor hatch. 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 or via a heat exchanger underway. To use on shore power, 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 under the galley stove.

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 FRESH WATER SHOWER is located in the cockpit, next to the transom door. Ensure that the faucets and nozzle are completely off after use.

A pressured RAW WATER WASHDOWN is available from a hose spigot in the aft section of the engine compartment To activate, flip the PUMP ROCKER SWITCH located on the DC panel. After use, turn the switch off to prevent pump burn out, and ensure no object leans on the switch to turn it on accidentally.

GALLEY

Princess Propane Range

The stove and oven is propane fueled and is activated by the following steps:

- #1 Turn on the propane tank located in the vented locker on the swim step.
- #2 Turn on the solenoid switch located in the aft cabin.
- #3 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. The same applies to lighting the oven.

When finished cooking turn off the switches and the bottle.

Refrigerators

There are two, 12v REFRIGERATORS: one in the galley and one in the cockpit. Monitor the use of the refrigerators when the engine is not charging the 12-volt battery system.

Induction Burner

(Use only when connected to shore power.)

Under the built-in Princess range is a portable 110v induction burner to supplement the propane range. A MAGMA 10 piece nesting cookware set is also under the Princess range and IS induction compatible, as are the two non-stick, carbon steel frying pans that are provided. Please note that the handles for the MAGMA cookware are stored under the range.



also stores separately

Nespresso & French Press

There is a Nespresso Pixie coffee maker on the galley counter top, which is for use while dockside, as it is 110v. For an in depth operating manual, Google: Nespresso Pixie Operating Manual.

Under the helm seat in the locker facing inboard, is a stainless French Press coffee maker and a tea kettle. These are NOT induction compatible so use only on the propane range.

HEATING SYSTEM

Webasto Diesel Heater (DC)

The Webasto Diesel furnace is located under access panel below the Princess range. The controller is located at the quarter berth power management center and the pump is in the salon floor hatch compartment.

To engage the Webasto furnace press the button on the furnace panel and adjust the dial for desired temperature.

Check The furnace EXHAUST PORT located **port side near the sink location** 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.

Engine Heat (DC)

This CABIN HEATER is available while underway. The engine provides heat in the same way as a car heater. Located below the Thruster joystick, the HEATER switch has four positions: Off, Low, Medium or High. When engine is not running, turn the heater switch off to conserve batteries.

ELECTRONICS

All Garmin electronic manuals are located in the black canvas Cutwater bag, under the helm seat including: Garmin Depth Sounder / Radar / GPS

Garmin VHF Radio

There are two VHF RADIOS. The first is located at the dash in front of the lower helm. There is a second VHF RADIO located on the Command Bridge. Always monitor channel 16 while underway.

Remember to ALWAYS consult your charts for depth!

Note — You are not allowed to travel in FOG or serious wind conditions.

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.

ENTERTAINMENT SYSTEMS

FUSION BLUETOOTH STEREO AND TV MONITORS

Please refer to the Fusion and television monitor manuals in the black canvas CUTWATER bag under the helm seat.

ANCHORING

The primary WORKING ANCHOR is attached to 50 ft of chain and 250 ft of nylon line passed through the deck from the ANCHOR LOCKER. The locker can be accessed through the starboard bow locker. If there is an anchor keeper, release it.

The WINDLASS POWER SWITCH is located on the DC distribution panel at the lower helm. At the bow, tap gently on the 'down' foot control to provide a small amount of slack in the chain. Tip the anchor just over center and gently begin lowering the anchor. If necessary, guide the anchor over the anchor roller to prevent binding.

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, ALWAYS start the engine as the windlass uses large amounts of power. Turn 'on' the WINDLASS SWITCH and take up slack to remove pressure on chain bridle. Remove the bridle from the chain. As the boat moves toward the anchor, press the 'up' control to take up slack line. Give the windlass short rests as you are pulling it up. If necessary, idle the boat forward with then engines by placing briefly in gear to put slack in chain. 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 if you have a wash down pump before it goes into anchor locker. Turn 'off' the WINDLASS POWER SWITCH.

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 or current 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. If your mooring line is led out the starboard chock bring the end of the line back through the port chock. You will essentially create a bridle with about 10 feet of slack from the chalk to the can.

BARBECUE

The MAGMA BARBECUE is stored in the aft lazarette under the transom seat in a black padded bag. Carefully remove the bag from it's dedicated box and assemble in the cockpit, making sure to remove all of the stowed parts that are under the grate. You will note that the grate fits under two clips on the edge of the BBQ. Rotate the grate to remove. Flip over the stainless tabbed piece resting on the bottom of the grill to properly position. The burner cover then fits on top of the tabbed piece. Reattach the grate. Please refer to the MAGMA manual in the black canvas CUTWATER bag under the helm seat.



USE OF THE BARBECUE IS ONLY TO BE DONE ON THE SWIM STEP UTILIZING THE ROD HOLDER ATTACHED TO THE STANCHIONS. BE SURE THE DINGHY IS NOT UNDER OR NEAR THE BBQ WHEN IN USE. DO NOT MOUNT THE BBQ IN COCKPIT ROD HOLDERS.

Attach a PROPANE BOTTLE to the BLUE REGULATOR found in the BBQ BAG. The barbecue generates a lot of heat and cooks hot and fast. Store the barbecue unit back in the bag after completely cooled and throughly cleaned .

Note: Propane bottles are provided by AYC. If you anticipate needing an additional bottle, please ask AYC staff. 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 on the swim step. Ensure gasoline and flammable materials are not near the barbecue.

DINGHY & OUTBOARD MOTOR

Your Zodiac 270 aluminum RIB with a 2.3hp **air cooled Honda** engine is stored on Weaver davits on the swim step. It has a capacity of about **873** pounds (motor, equipment, and four people).



To deploy the dinghy, attach a raising / lowering line to the D-ring located on the starboard pontoon and tie it off to the boat. Then, detach the two STANDOFF BARS from the dinghy and transom and set them in the cockpit - to be stowed in the port lazarette. Lower the dinghy with the line, noting that the dinghy gets heavier as it nears the water. Detach the dinghy from the two Weaver brackets on the swim step. Reverse the process when stowing the dinghy for travel.

A zippered canvas bag in the port lazarette contains the oar blades, foot pump, repair kit and dry bag, and the oar shafts are also in the port lazarette. The canvas bag zips to the padded seat cover for extra storage when using the dinghy.

Once the oars blades are sleeved with the shafts the oars can be mounted on their respective oarlocks by simply pressing the posts until you hear them connect. The plastic sleeves that slide up and down the oar shafts are used as holders to secure the oars to the hulls. Note the cutouts on the sleeves that fit onto the eye pads. To remove the oars, slide the sleeves forward, then press the plastic tabs together, located on the oarlocks.

Towing the dinghy is only allowed at slow speeds. To do so, attach your tow line to the welded eye on the aluminum portion of the hull. **DO NOT ATTACH TO THE PLASTIC BOW HANDLE.** Always keep the dinghy 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. Towing the dingy at cruising speed is forbidden.

HONDA 2.3hp FOUR STROKE OUTBOARD. LOCK COMBO: 1950

Four stroke outboards use regular gas. Do NOT use pre-mixed outboard fuel. The oil level sight glass is located on the right side (if you are facing the outboard when in the cockpit) and the fuel shutoff is on the left-aft side of the motor housing. The choke is on the left and the red, shutoff lanyard should be in it’s slot to allow the motor to be started. Set the twist-grip handle to the START position prior to pulling the cord. **THERE IS NO NEUTRAL OR REVERSE.** To stop the propeller from turning after starting, turn the twist grip to it’s slowest setting. To reverse, turn the motor head 180°. Rinse thoroughly with fresh water after use.



Gas for the outboard is located in the swim step locker and should never be stowed in the cockpit or below decks.

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.

OTHER: Safety, Bilge Pumps, Cleaning

SAFETY should be paramount in your daily cruising. A MAN OVERBOARD DRILL should be discussed and perhaps even practiced with a life jacket. Remember four traditional lifejackets are stowed **in the starboard cockpit locker**. Two inflatable pfd's are located under the helm seat. A few should always be out and ready. Your flares and safety equipment are located **under the helm seat**. Three fire extinguishers are located in the aft cabin, galley and forward cabin. Please locate these and make a note.

JANICE J is equipped with an AUTOMATIC BILGE PUMP. You may occasionally hear the pump operate due to condensation and water from the shaft log accumulating in the bilge.

Boat cleaning supplies are located under the cockpit lower helm. A bucket, hose, sponges and brush are in the starboard cockpit locker. Use only the gray collapsible hose for wash downs.

THRU-HULL LOCATIONS

There are only two thru-hull locations. One is on the port and the other on the starboard side of the engine.

UNIQUE CUTWATER 30CB FEATURES

The Cutwater 30 has many unique features that expand the living space both inside and out. These tend to be very simple conversions; however, they are best highlighted for ease of use.

Seating in the main saloon can be expanded / converted as follows:

The conversion from helm seat to dinette seat and vice versa is probably the trickiest of the conversions because there is a lever below the seat that adjusts it fore and aft.

You will find that the seat can't be converted if said adjustment is either all the way forward, or aft. It has to be somewhat centered so the seat can be flipped without hanging up on either the wheel or the dinette table.

There is no lock or pin holding the seat in position, but it requires grasping the seat back and bottom in the middle and lifting slightly when converting from the dinette to the helm position, as the forward-facing position is higher than the aft facing position.

Again, there is a lever on the forward end, under the seat for adjustments in either position.



The port side features a forward or aft facing companion seat that can be configured in three different ways: The split counter top can be lowered so that the seat is concealed, maximizing counter space for meal prep; it can be configured as a forward-facing seat, or an aft facing bench seat.



The aft dinette seat raises for access to the aft quarter cabin and electrical panels by use of the built-in stainless handle. It is balanced, but not gas-piston assisted so when lowering please do not let it drop.

One of the other great convertible features of the boat is for the aft dinette seat back rest to be flipped forward by pulling the built-in pin after the **starboard aft bulkhead** has been opened allowing for an aft-facing seat and an open-air feeling during pleasant weather entertaining.

Employing the cockpit table, as shown, also expands dining options. The table and steel supports are located in the port lazarette.

Please do not leave the table exposed in the cockpit overnight. You will note that the cover can be utilized when either stowed or installed in the cockpit. Please use it and thank you in advance.



Cockpit seating is expandable in several other ways. As you have probably noticed in brochure photos, there are two wing seats built into the port and starboard cockpit coamings. *These are not to be deployed when the boat is under way.*

The **transom seat** can also be made to face forward or aft by lifting the levers on either side of the seat and adjusting it accordingly. Only to be done when the dinghy is in the water and the swim step cleared.



Forward observation seats and lounge. Stowed beneath the forward bunk are cushions that fit in two deck locker/seats and a centerline lounge. Please note that the centerline lounge requires a support to be employed that is built into the deck in front of the windshield.



Cockpit Sunshade / Awning

The tan / mesh cockpit sunshade awning is also stowed beneath the forward bunk and can easily be deployed, but should not be left up while underway. The awning bolt rope slides into the dedicated slot along the trailing edged of the overhead cockpit cover and the two lines are then passed through the loops on the supporting poles and tied off on the cleats, also on the poles.

There are four stainless awning pole pieces that sleeve together to form two slightly angled support poles that fit into their holders as seen in the photo. These are located in the port lazarette.

