

# OPERATION MANUAL

## *CHERRY K*

Welcome aboard CHERRY K

We are happy you have chosen Anacortes Yacht Charters for your vacation. We are sure you will enjoy cruising the lovely islands of the Pacific Northwest.

We hope you will enjoy your time on CHERRY K as much as we have. You will find CHERRY K is very maneuverable, even without the bow and stern thrusters, and easy to pilot in close quarters.

You will find that CHERRY K cruises very economically at around 8-knots but has the power to reach up to 15 knots if necessary. The open design and large windows will give you 360-degree visibility and make CHERRY K feel much larger than she is.

CHERRY K has a full galley including a microwave and 6-bottle wine cooler.

We trust 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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## LOCATION OF KEY ITEMS

### FOR COAST GUARD INSPECTION

- **Boat Documentation** – CHERRY K is a U.S. Coast Guard Documented vessel and the NO #1251464 is permanently affixed to the hull, inside the starboard side Lazarrete. Cherry K has already passed the USCG Vessel Safety Check for 2015 and the VSC sticker is located on the outside port window above the aft cubby. In the event you are boarded by the USCG the Certificate of Documentation is located in this manual under the Documentation section.
- **PERSONAL FLOATATION DEVICES** – There are six adult and two child life preservers located in the Aft Cubby (stateroom) and/or under the Forward Stateroom bed.
- **THROW CUSHION** – One blue Throw Cushion located in the aft cubby
- **FIRE EXTINGUISHERS** – There are two, one mounted in each Aft Cubby (starboard side) and Forward Stateroom (port side)
- **VISUAL DISTRESS SIGNALS** – Flares, Flare Gun (in orange box) and 2 air horns located in Aft Cubby
- **BELL, NAV LIGHTS and BOAT HORN** – Located up at Helm
- **POLLUTION PLACARD** – Mounted in Engine Compartment (under outdoor hatch) on right side facing aft.
- **MARPOL Trash Placard** – Mounted inside cabinet under Kitchen Sink on right side next to Oven.
- **CARBON MONOXIDE STICKER** – Located on back window next to door.
- **NAVIGATION RULES AND STATE/LOCAL REQUIREMENTS** – Located in basket on port side of Helm.

## **FOR REPAIRS AND SAFETY**

- **SPARE PARTS BOX – White Box in Engine Compartment (under outside hatch) right next to the Auxiliary Fuel Tank.**
- **TOOL BOX – There are two boxes on the port side Lazarrete (outside left hatch), one with Red top (hammer, tape, ties, spare windshield wiper, kayak straps, etc) and a grey box (complete set of various wrenches, pliers, screw drivers and level).**
- **FIRST AID KIT – Aft Cubby in port side shelf**
- **THRU HULL PLUGS – Aft Cubby in port side shelf**
- **WINDLASS WRENCH – In red Tool Box**
- **OWNERS MANUALS – Aft Cubby in port side shelf**
- **STEP TO ACCESS UPPER DECK – In outside Aft cabinet under sink**
- **NAVIGATION MAPS - Waterproof Nav Maps are tucked up on Dinette ceiling panel, above and behind the Helm**
- **CANADIAN FLAG – In Basket on port side of Helm**
- **15 and 20 amp Power Adapters – Located in the Aft Cubby in port side shelf**
- **Empty water tight container for storage use – port Lazarette**
- **Hand held vacuum cleaner – water tight container in port Lazarette**
- **Hand held brush and dust pan – left side of Aft Cubby**
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- **Spare Anchor and Chain – Starboard Lazarette**

# 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.

The engine hatch is hydraulic and is open and closed from the bottom left switch on the circuit panel appropriately labeled Engine Hatch. If this ever fails to operate you can manually open and close the hatch cover, BUT BE CAREFUL, if you open manually you must close manually because there will be no hydraulic pressure built up and the hatch will drop like a rock if you don't hold onto it.

Check the level of COOLANT in the expansion tanks. The coolant reservoir is located in the engine compartment starboard side accessed from the salon hatch. The coolant level should be anywhere between the two lines on the overflow reservoir.

While you have access to the front of the engine, check for leaking fluids.

Check the level of OIL in the engine by checking your dipstick located at the forward port side of engine. The dipstick has a red handle and is also accessed by opening the hatchway in the salon by the door. Look at the etch marks on the dipstick that indicates the proper oil level. **DO NOT OVERFILL OIL!** Overfilling is a bad thing to do to a diesel engine. The excess oil will escape somehow, perhaps by blowing a head gasket. Oil is filled at the top of the engine. Only fill if oil levels are below the ½ way mark. Use the onboard spare oil to add no more than a cup at a time. Then check the level again. Please use a paper towel or oil rag, not the dish towels! Expect the oil to be blacker than that of a gasoline powered automobile engine...this is normal for a diesel after only a few hours of operation.

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 engine, do your inspection. Ensure the GEARSHIFT is in ‘neutral’, or the engine cannot be started because of the “neutral lockout”. THROTTLE should be run up and down and then brought almost back to the idle position. Insert key into the IGNITION SWITCH.

Turn the key clockwise partially until the ENGINE ALARM sounds and pre-heat the engine. Once the beep stops, turn the key fully clockwise to start the engine. If the starter does not engage when the key is turned, move the gearshift lever slightly until you find neutral and try again while turning key. Be sure the DEADMAN SWITCH SAFETY LANYARD is connected tightly. Expect the engine to start within 2 seconds. If the engine doesn't start after 5 seconds of cranking, turn the key to the left and remove it. Wait 15 seconds and try again. Never turn key longer than 10-seconds, starter 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, try the BATTERY PARALLEL SWITCH located on the port side in the

lazarette to connect the other engine battery. The parallel switch can draw power from the House Battery (#1), the Thruster Battery (#2) or from both 1 and 2. Turn off Parallel Battery after engine starts.

AVOID RUNNING THE ENGINE AT IDLING SPEED ANY LONGER THAN NECESSARY and run engine at low speed under moderate load for approximately 5 minutes. Note - A light load on a cold engine provides better combustion and a faster engine warm-up than no load. Verify that there is raw water being expelled in the engine exhaust.

Observe the readings of the gauges. The oil pressure will register about 37 PSI. The engine temperature should rise slowly to about 200 degrees.

*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.*

## Operation

260 HP Yanmar engines are very reliable. Optimal cruising speed is obtained at 2000 RPM which will result in about 8 knots with fuel consumption < 3 GPH at this cruising speed but is highly variable based on tides, wind and loading of the vessel. **DO NOT EXCEED 3000-3500 RPM** on the engine. Running at 15 knots will increase fuel consumption **DRAMATICALLY** so slow down and enjoy the cruise! Most destinations are fairly close together in the San Juan Islands.

*To avoid the possibility of sucking air or sludge when the fuel level approaches 1/4<sup>th</sup> of a tank, refuel when the fuel drops below half full and before it reaches 1/4 full.*

*Engine Overheating: If the buzzer sounds while the engine is running, about 999 out of a 1000, it is no more serious than eelgrass plugging up the raw water strainer. The best solution to this problem is prevention keep an eye out for eelgrass mats especially along those "soapy" looking tides and eddy lines in the water. And don't run over it. When eelgrass gets sucked into the engine cooling water intake, it jams at the raw water strainer.*

*To clear the eelgrass from the raw water strainer, stop the engine, open the engine hatch, close the RAW WATER SEACOCK, unscrew the clear bubble top of the strainer, remove the foreign material, screw the clear top back on the strainer and open the RAW WATER SEACOCK. Restart the engine.*

*If upon restarting, the engine overheats again, check the strainer to make sure it is drawing water in to about 3/4 full. If not, grass could be plugging the opening in the hull. This requires diving under the boat to clear the eelgrass, so you should contact Anacortes Yacht Charters.*

*If the above fails to solve the problem, contact Anacortes Yacht Charters for assistance.*

*There may be other reasons you hear the buzzer. If you lost oil pressure, the oil icon warning light will light up, so check which light is showing red. If it's the oil light, shut down the engine, check the oil level and contact Anacortes Yacht Charters. The alarm buzzer is more likely to*

*indicate engine overheating, and the temperature icon light will light up. Before you shut down the engine, check for water gurgling out the engine exhaust. If you have a “wet exhaust”, check the coolant level in the overflow reservoir bottle and if no coolant is seen, add enough coolant to reach the “full” line of the bottle. Check the bilge for coolant. If coolant is found, contact Anacortes Yacht Charters. If the coolant reservoir bottle is full, check to see if the engine threw a belt. Without a belt on the raw water pump, the raw water won’t circulate and cool the engine. (Replacement belts are located in the engine spares kit.) Another possibility is the impeller in the raw water pump has failed. Impellers are replaced each spring but it is still possible that a hard object may be drawing and break off an impeller blade. (A replacement impeller is found with the engine spares.) Contact Anacortes Yacht Charters if you suspect you have an impeller problem.*

## **Shut-Down**

Before shutting down, allow the engine to ‘idle’ for about 2 minutes to cool gradually and uniformly. The time engaged in preparing to dock the boat is more than sufficient. Ensure the GEARSHIFT is in the ‘neutral’ position and the THROTTLE is in the ‘idle’ position. Turn off engine by turning key switch to the OFF position. Never use the EMERGENCY STOP switch for normal shut down.

## **Getting Underway**

Turn off A/C main on panel, turn off breaker at shore, then DISCONNECT the shore power cord (see 110-Volt next page). Close the PORTHOLES, WINDOWS, and HATCHES. Turn on your VHF (channel 16) and electronics. ASSIGN crew members their various positions and tasks. Verify Thrusters are turned ON. Note - when pulling forward off of starboard side docking, make sure dinghy is clear of any shoreside obstacles such as cleats otherwise it may catch on the cleat and possibly damage the dinghy. Once outside the marina, idle the engines while crew brings in fenders and lines.

## **Cruising**

Engage the GEARSHIFT and slowly advance to the desired cruising speed. Ensure the throttle is in the ‘idle’ position before engaging the gearshift to avoid transmission damage. Optimal cruising speed is about 2000 RPM. If you run at 2000 RPM you will cruise at about 8 knots and use approximately 3 gallons of diesel per hour. Your speed will vary depending upon the weight and load and weather conditions. TRIM TABS can be put in the “bow down” position.

*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 the bow and stern thrusters on prior to docking (thrusters will shutoff automatically after about 5 minutes so you may need to reactivate them. While throttle is in NEUTRAL, Use the bow and stern thrusters IN SHORT BURSTS to assist in docking. Using the two joy sticks will activate the thrusters in

the direction you push the joystick. Use short bursts of the thrusters or the circuit breaker my trip. If this happens, the circuit breaker is located behind the helm instrument panels and is accessed from the Forward Stateroom closet.

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## Fueling Up

The MAIN diesel tank fuel fill is located on the starboard side mid ships, aft of the sliding door. It has a twist off cap marked DIESEL. The AUXILIARY diesel tank is used primarily for the cabin heater and As a reserve for the main tank. Fuel fill is located on the transom left of the transom gate and also has a twist off cap marked DIESEL. The vents are just below the fills and must be monitored during the fill process. Transferring fuel from the AUXILIARY tank to the MAIN tank is done via an electric pump in the aft starboard cockpit locker but is very tedious. Move the valve selector switch in line with “transfer” and manually activate the pump at the labeled switch next to the pump. Note - this should only be done in emergencies.

**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. To determine how much fuel you need to fill the tank (max 120 gal), go to the Garmen touch screen and then to Navigation Charts and on the bottom of the screen it will show how much fuel is left. You can also select Information from the Main screen, then Engines and look for "Total Fuel" to see how much fuel you have. This will let you know how much fuel to add in order to fill tank (ie; if total fuel shows 80 gal then you need approximately 40 gal to fill the tank). This is a good estimate, but actual amount may vary. Pay attention to sound of tank as you approach max fuel estimate.

Place the DIESEL nozzle into the tank opening (be sure you are filling the main tank on starboard side first and not Auxiliary tank located on stern), 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.** If you need to fill the Auxiliary tank then lift the Engine hatch and have someone visually view the tank as it is being filled.

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

**Upon filling the MAIN diesel tank reset the GARMIN screen to the full position as follows:**

**Home Page > Information > Engine > Menu (top right of screen) > “Fill up all Tanks”**

**IF YOU DON'T RESET THE GUAGES ON THE GARMIN, THE TANKS INFORMATION ON THE GARMIN WILL BE INACCURATE.**

***Note:** Unlike automobile fuel gauges, fuel gauges on boats are notoriously inaccurate. Therefore, whenever the fuel level drops below half full, you should refuel at your next opportunity. NEVER let the fuel fall below 1/4<sup>th</sup> full or you are in danger of running out of fuel. (Towing, and the cost of a mechanic to bleed the air from the fuel lines, in an expensive proposition for a charter guest.)*

## **BOAT ELECTRICAL**

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

The AC/DC ELECTRICAL PANEL is located in the aft of the main salon. Most switches on the panel board are labeled and are self-explanatory, but some circuits are unique. When not connected to shore power, batteries are providing all power. Therefore, monitor the use of onboard electricity carefully with your volt meter located on the aft wall of salon, and turn off electrical devices that are not needed.

Most breakers are labeled by colored dots. Green signifies “usually on”. Red is “usually off”. Blue dots are water pressure or water-related such as pumps. Yellow signifies electronics or items to use cautiously. No dots are breakers signifying irregular use or use with discretion.



### **110-Volt AC System**

SHORE POWER supports all AC equipment and receptacles on board, as well as the battery chargers. Before connecting to shore power, ensure the double switch on the ELECTRICAL PANEL labeled AC MAIN 30 A is in the off position.

To connect to shore power plug the **30 amp** POWER CORD into the boat receptacle and then into the dock receptacle. Check the power rating/plug size of the dock receptacle (that is 50 amp, 30 amp, 20 amp, or 15 amp). You can only plug in a 30 amp plug into a 30 amp receptacle. Be sure the plug is completely dry and breaker on dock is off before plugging in the power cord and then turn the dock power on. Cords coming off the bow can be wrapped loosely around the bow line. There are two power adapters in case

you are at a marina with 15 or 20 amp Power outlets. These are located in the Aft Cubby (stateroom) in the port side shelf.

At the ELECTRICAL PANEL, flip the AC 30 MAIN breaker on. Check for reverse polarity. Then turn on appropriate breakers for battery charger, refrigeration, and water heater. Watch you volt meter for load. If the load exceeds voltage, you will pop your breaker. If this occurs, wait to turn on one of your systems (i.e. water heater) until your use of volts 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 receptacle plugs (i.e. the microwave oven) when the boat is disconnected from shore power. The inverter does not provide power to the water heater or the battery charger. Your inverter panel is located on the aft wall of the settee in the salon. Place switch in the ON position to activate the Inverter. Make certain that it is on. The actual inverter is located in the port lazarette.

The inverter's power source is the DC house or inverter batteries located in the port lazarette. The quantity of DC power is limited to the capacity of the batteries. Therefore, running hair dryers, toaster, coffeepots, space heater, etc. will quickly discharge the house/inverter batteries. Use these items VERY SPARINGLY when not connected to shore power! Monitor your battery usage very carefully! Note - MAKE SURE WATER HEATER CIRCUIT BREAKER is OFF when on Inverter Power

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 a circuit breaker located on top of the inverter box labeled Inverter Reset.

## **House (12-volt) System**

There are a total of six batteries that support 12-volt DC power, four for the HOUSE, one for the THRUSTERS and one for ENGINE START. A battery combiner isolates the ENGINE START battery, assuring all batteries are charged, while protecting the ENGINE START battery from draw-down by HOUSE usage. Remaining battery power can be checked on the Charge Meter. Please monitor this, and the voltage as indicated below, to ensure the appropriate level of power is maintained.

Battery voltage can be checked on the gauge located on the Circuit Panel aft of the main salon. The START battery, THRUSERS battery, and HOUSE battery banks are selected via a switch to determine voltage. #1 is the HOUSE battery, #2 is the ENGINE bank, and #3 is the THRUSTER battery. You should not discharge below 12 volts before you recharge the batteries by (a) running the main engine or (b) plugging in to shore power with the charge breaker on. Note - Battery status indicator is only effective when not on shore mode.

There are three BATTERY SWITCHES located in the port side lazarette. Under normal conditions, leave the ENGINE and HOUSE SWITCHES in the 'ON' position. *Note -- Do not change the position of the switches while the engines are running or the alternator diodes 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. Bilge Pump and Holding Tank circuits are for manual operation and should otherwise be left in the OFF position. (Bilge pumps are automatic and these switches are for manual override).

### **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.

All batteries are charged by the engine ALTERNATORS while underway. The ENGINE/HOUSE/THRUSTER batteries are charged by the BATTERY CHARGER when connected to shore power. The Solar Panel will also charge the Engine and House batteries automatically.

<b>Voltage (AGM Battery)</b>	<b>Battery State</b>
13.5 volts	100%
12.47 volts	75%
12.25 volts	50%
11.95 volts	25%
11.70 volts	0%

### **Battery Parallel Switch**

Should the ENGINE battery be insufficiently charged to start the engine, the HOUSE/THRUSTER batteries may be momentarily connected to provide a boost. Turn the BATTERY PARALLEL SWITCH located in the port side lazarette to the PARALLEL 1, 2 or Both position. Return the BATTERY PARRALEL SWITCH to the “off” position after the engine starts.

## **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 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.*

CHERRY K has a 40-gallon holding tank, and it will need to be emptied approximately every three days. The tank level is displayed on the toilet flush panel. (Green = empty, Orange = half full, Red = pump out) The lights on the toilet panel will time out and go dark to save energy if they have not been used recently. If dark, touch the button to activate.

*If the toilet pump starts to resist your flushing efforts, don't force it!! Exploding or leaking sewage is most unpleasant!! Search out the problem and correct it.*

### **Holding Tank**

The sanitation HOLDING TANK holds approximately 40 gallons and is located under the forward stateroom bed. 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 indescribable catastrophe and an EXPENSIVE FIX to you. Empty the tank EVERY OTHER DAY to avoid this problem.

CHERRY K has a macerator pump to push waste out of the discharge port on the port side. Pumping waste overboard is not legal in US waters but is discouraged, and may be restricted in some Canadian areas. The switch for the pump is on the electrical panel and labeled HOLDING TANK PUMP.

Remote cruisers have a rule: "Never put anything down a marine toilet that hasn't been eaten first." And that, of course, includes feminine items. In fact, most cruisers do not put soiled tissue down a marine head. They simply deposit soiled tissue (and feminine items) in a waste receptacle with a liner, but not down the toilet.

At the Marine Pump-Out Station, remove the WASTE fitting, located next to the starboard sliding door, using the deck fitting key located in the tray on Left side kitchen shelf (directly behind Captains Chair). Insert the pump-out nozzle into the waste opening. Double-check your deck fitting! Turn on the macerator pump and open valve located on the handle. When pumping is finished, close lever on the handle and turn off the pump. Remove the nozzle from deck fitting.

If there is fresh water on the dock, please rinse the tank by adding 2 minutes (about 5 gallons) of water through the deck fitting and into tank. Then pump it out again to leave the tank rinsed. Thank you! This will also eliminate head odors.

## **WATER SYSTEM**

### **Fresh Water Tank**

The FRESH WATER TANK holds 70-gallons of water. Monitor the water level by looking at the gauge located on the starboard side of the Stove/Oven directly above the Propane Tank Solenoid Valve. Waste water from the sinks and shower drains overboard through various thru-hulls usually located under the sinks and from the sump box under the forward V-berth.

The water fill is on the deck at the beam on the starboard side with a cap marked WATER. The deck fitting key is located in the starboard upper cabinet in the forward stateroom. Avoid flushing debris from the deck into the tank opening. DO NOT fill water and diesel at the same time!

The fresh water hose for filling the tank is located in the aft locker and includes an Inline Water Filter that attaches to the end of the hose. *State Parks have no pressurized water to refill tanks, but all points of civilization do. If your crew does not let the water run continuously while they brush their teeth, shave or shower, you shouldn't have to refill too often.*

## **Fresh Water Pressure Pump**

The WATER PRESSURE PUMP is located under the salon engine access hatch. Activate the pump at the DC panel by turning on the breaker. If the water pump runs continuously, you are either out of water or may have an air lock and need to bleed the system by opening up a faucet. If you lose pressure on the kitchen faucet then unscrew the pullout handle and check the screen for debris. If you run out of water SHUT OFF YOUR HOT WATER HEATER on the AC panel. Serious damage to the hot water heater 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 while underway. To use on shore power, flip on the water heater circuit breaker on the AC electrical panel. When disconnecting from shore power, BE SURE TO TURN OFF Water Heater on circuit panel. Do not use the water heater with Inverter or if the water tank level is very low as it can cause serious damage to the water heater. The water heater is located in the port lazette.

## **Shower**

Hot water is stored in an insulated tank. It takes about 15 minutes of running the engine under load to get the water hot. When on shore power, you can heat the water electrically by turning the WATER HEATER switch on the A/C Panel to the "on" position. It takes about an hour to heat the water electrically.

**CAUTION: The engine heats water to scalding temperatures!! Please be CAREFUL!!**

Before taking a SHOWER, make sure water pressure breaker is on. The sump pump for the shower is automatic. 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.

There is an additional FRESH WATER SHOWER with hot/cold water located next to the sink in the cockpit. This is an ideal way to rinse off salt after a swim, dirt after a shore excursion, or take a shower outdoors on a sunny day.

Ensure that the faucets and nozzle are completely off after use.

Additionally, a pressured RAW WATER WASHDOWN is available from a hose spigot in the port cockpit. To activate, flip the PUMP ROCKER SWITCH located portside of the sink. After use, turn the switch off to prevent pump burn out, and ensure no object leans on the switch to turn it on accidentally. Note - the raw water washdown has been disconnected for your protection.

## **GALLEY**

### **Sink**

The CHERRY K is equipped with two sinks which is ideal for washing in one side and cleaning/drying on the other. Be sure to include drain stopper when washing dishes as pipes can clog easily with food. If this should occur try using plunger located outside underneath the aft sink. Alternatively try unclogging cabin sink drain which is forward starboard drain hole outside of galley area (by waterline). Insert one of the bright orange twisty ties into the drain hole.

### **Stove/Oven**

The stove and oven are powered by propane. The propane tank is kept outside underneath the aft sink wash-down inside a square plastic container. The valve is normally left open.

The propane feed is controlled by the propane fume detector/automatic safety solenoid valve located to the right of the stove. Ensure the Green Power on light is on at the valve controller. Turn on the safety solenoid by pressing the Valve on/off button on the valve controller. A second green lamp should come on.

Refer to the lighting instruction on the inside of the oven door for lighting the burners or oven.

WHEN FINISHED USING Stove or Oven TURN OFF THE SAFTY SOLENOID VALVE.

### **Refrigerator/Freezer**

The REFRIGERATOR is 12-volt DC powered and runs off the HOUSE batteries. The refrigerator must be turned on at the electrical panel. The temperature thermostat control dial (with 1-7, 7 being the coldest) is located inside the refrigerator. Ideal setting is between 3 - 3.5. There is a small freezer compartment inside the refrigerator. Monitor the use of the refrigerator when the engines are not charging the 12-volt battery system. If not on shore power, suggest you switch off the Refrigerator Circuit in the evening in order to conserve batteries.

### **Wine Cooler**

The Wine cooler is powered by the same DC circuit as the refrigerator and at the wine cooler itself. Temp will be slightly cooler on bottom shelves.

### **Microwave**

The Microwave is powered on the 120-volt AC panel. The Microwave is protected by a GFI located in the aft stateroom near the starboard reading lamp. If the microwave does not work, check the GFI. When not in use, suggest you keep Microwave circuit OFF.

## **BERTHS**

CHERRY K will sleep a maximum of six people – two in the forward cabin, two in the aft cabin, and two on the dinette table, however for Charter Service we are limiting the capacity to Maximum of four people.

## **Converting the dinette into a double bed**

This works best with two people; unlatch both black latches on the center post. Move the handle on the aft side of the table to port to adjust the table top to align with the support rails adjacent to the cushions. Push down on the table top directly above the center post. Once the table is full down to the support rails re-latch the black latches on the post. The table top cushion is stored in the aft cabin against the aft wall.

## **HEATING SYSTEM**

CHERRY K has two types of heating systems, the diesel-fired Webasto cabin heat and the Heatercraft main engine heat.



### **Webasto Diesel-Fired Heater**

The WEBASTO DIESEL-FIRED FORCED-AIR FURNACE controller is located on the starboard aft wall of the settee and provides heat in the same way as a household furnace. By pressing the main switch ON / OFF the heater is activated and the indicator ON / Status lights to confirm activation. By pressing On/Off switch again the heater operation is stopped after a 3 min cooling down process. With the mode knob you can select the desired function: ECO - Energy Saving (fuel and battery saving), NORMAL - (for fast warming of interior), PLUS - (heater temporarily runs at increased amount of power for faster warming in cold conditions), and FAN - (fan only and no heat). Temperature selection is controlled by right hand knob (clockwise for warmer). Note - a flashing Status Indicator indicates a fault and could be caused by a low battery charge.

Check the furnace EXHAUST PORT located on the starboard side on the beam for any obstruction such as fenders or lines. Do not block this opening when operating the furnace. Heat from the exhaust will

damage fiberglass and melt 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 the toggle switch to off.

### **HEATERCRAFT Engine Heat (DC)**

CHERRY K also has a HEATERCRAFT heater that utilizes the main engine cooling system to heat the main cabin while underway. The engine provides heat in the same way as a car heater. The controller is located on the port side of the helm. The temperature is constant but the airflow is controlled by a three speed fan control (low, medium, high). When engines are not running, turn the heater switch off to conserve batteries.

## **ELECTRONICS**

All electronic manuals are located in the Owner's Manuals binder in the Aft Cubby port shelf.

The GARMIN GPS map 7215 touch screen GPS/chart plotter/radar is an all-in-one screen. It has the g2 chip which has satellite maps superimposed over the chart, which is a fun way to see where you are going. Also, it shows a camera icon which can be touched to see pictures of harbors, places of interest, etc. It is very simple to use, and a manual is onboard in case you want to make use of the more sophisticated features. The basic operation is to turn it on (press and hold power button for five seconds, located in the top right corner), select the chart screen and go. Zoom, moving around on the screen, are via touch screen buttons. Using the "navigate to" feature is accessed from the HOME screen and is a matter of spelling the location. You can also navigate to a location from the chart screen by touching a location and using the MENU to "Navigate to". The radar must be turned on from the HOME screen. It can either overlay the chart or be on a split screen.



### **Depth Sounder**

The GARMIN digital DEPTH SOUNDER will not give accurate reading beyond 400 feet. In deeper water, the sensitivity on the unit increases as the transducer tries to get readings back. Consequently, you will receive many false readings caused by currents, changes in water temperature, fish, and seaweed. Use the depth sounder only as an aid to navigation in shallow water. Note - the depth shown is calculated as depth below water line, ie; actual depth, and the CHERRY K draws approx 3'.

**IMPORTANT:** The key to avoiding rocks NOT the depth sounder – but knowing where you are at all times. (Rocks are the greatest navigational and safety hazard in the Islands – but they are all clearly marked charts.)

We do not recommend using the depth sounders alarm during the night. It is likely to sound at inappropriate times such as late at night while fish are passing under the transducer. (Instead consult the onboard tide data, or the Tides & Currents booklet on board, to determine whether you are anchored in a safe location, considering how shallow your depth will become when the tide ebbs out of you anchorage in the middle of the night.)

*Remember to ALWAYS consult your charts for depth!*

## **Chart Plotter & Radar**

We recommend that in addition to using your PRIMARY navigational aids – namely the chart book or the individual charts – up at the helm while underway, you also utilize the chart plotter for added safety. It helps you to see if you are where you think you are on the chart book or paper charts. If someone asks “where are you?” within in a few seconds you need to be able to point to the chart and show them the vessels precise position. If you can’t you are in danger of hitting a rock.

The only time when the chart plotter becomes your primary navigational tool is when you are in a “tight spot” like going through a narrow pass or approaching the entrance to a secluded cove. With the chart plotter, you can zoom-in to make something that is the size of a dime on a paper chart to the size of a paperback novel or larger. You can see more detail and more importantly any hazards in the area. Your boats position on the chart plotter is accurate to within 3-meters (about 10-feet).

You should have little need of the radar except for the highly unlikely event that you are suddenly enveloped by fog, which is rare in this area. The fog typically encountered in this area forms in the wee hours of the morning and burns off by mid-day. Never depart a safe location into the fog!! To do so, even with radar, will be contrary to prudent seamanship. FYI, Fog becomes “reduced visibility” when you can see ¼ mile, about 400 yards, in all directions. It is safe to proceed CAREFULLY in reduced visibility, using your radar to see beyond the haze, but be sure to look up from the screen about every 10-seconds and use your eyes to scan the horizon forward, behind and side-to-side. A motor yacht, tanker or freighter traveling at 20-knots takes only 39-seconds to travel ¼ mile!! You need to see fast moving vessels sooner rather than late so you can prepare to quickly take evasive action so you can avoid an impending collision.

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

## **VHF Radio**

There are two VHF RADIO's on the CHERRY K. One is located on the port side of the helm station and the other is a hand held located on the upper right hand side of the helm. The hand held allows you to see the screen data a little easier. Activation of one simultaneously activates the other. The only differences are volume control. Push and hold the VOL/PWR knob (bottom right knob on the radio) to turn the radio on and off.

*You are required to monitor Channel 16 by the USCG (the hailing and distress channel) during your cruise. After establishing contact on channel 16, switch to working channels 68, 69, or 80. Scan the weather channels for the one with the best reception before sailing in the morning and*

*prior to anchoring for the evening. This is generally a light wind region but weather changes can be sudden. Listen for the “inland waters of western Washington” or “Camino Island to Point Roberts”. Both cover the San Juan Islands. You will also hear “Strait of Juan de Fuca” (south of the San Juan’s), “Georgia Strait” (north), and Rosario Strait (runs through the eastern part of the San Juan Islands).*

**KNOT METER** GPS input to the chart plotter provides an alternate and quite accurate speed indication called SOG (speed over ground).

**DC HELM PANEL** Several functions including horn, running lights, anchor light, and windshield wipers are controlled by rocker switches on the panel located on the helm adjacent to the wheel.

**NAVIGATION LIGHTS** A three position rocker switch with **NAV LIGHTS** on when the switch is moved to the top position and **ANCHOR LIGHT** on when the switch is moved to the bottom position. The middle position is the OFF position.

**HORN** Right hand rocker switch operates the electric horn.

**SEARCH LIGHT** The joystick switch to control the searchlight is above the helm station (labeled JABSCO) and is operable after switching on at the DC circuit panel.

**OTHER INSTRUMENTS** GARMIN integrated Autopilot with remote and Yanmar engine operating system.

## **ENTERTAINMENT SYSTEMS**

### **AM/FM Stereo Receiver/CD Player with MP3 - Salon**

The Fusion AM/FM stereo receiver/CD player with MP3 is located in the galley above and behind the captain's chair. It operates like a normal car radio and has an AUX input for connecting MP3 players and iPods located in the forward stateroom. There are three sets of stereo speakers on the CHERRY K located in the salon, in the outside cockpit and in the forward stateroom. Each set of speakers can be independently controlled from the forward stateroom panel. Press the red Fusion button to power the unit on or off.

### **TV & DVD - Saloon**

The saloon is equipped with a 19" Majestic LCD TV/DVD. It drops down on a spring loaded lever. Simply push in on the lever and pull down the TV until it sets in place. The remote control for this TV is located in the shelf above the dinette table. A limited number of TV channels are available throughout the islands. Please note when using DVD's that the mirror side faces forward and label side backwards towards bow of boat. You can also duplicate the GPS Navigation screen onto the TV by going to Source button on the TV remote and selecting PC mode. To replace TV in the Up mode, depress the spring lever and push TV up until it clicks into place.

### **TV & DVD/CD/AMFM and ipod Aux Receiver – Forward Stateroom**

CHERRY K also has a Majestic 21' LCD TV/DVD mounted in the forward stateroom. It works the same as the saloon TV. In addition there is the main Fusion AM/FM/CD Receiver with an Auxiliary for an Ipod. To use the Ipod auxiliary (to the left of the Fusion), activate the Ipod then insert into Ipod cartridge and select Ipod Icon on the Fusion unit. Remotes are located on the nightstand on the port side of bed. You can also adjust each speaker station independently from the Stateroom Fusion controller by pushing the main knob, then turn and select desired location, then push again and adjust up or down accordingly. To power off or on, push the Red Fusion button.

## ANCHORING

CHERRY K is equipped with two anchors, one forward and one in the aft starboard lazarette. The primary WORKING ANCHOR is a LEWMAR 10Kg claw anchor and is attached to a 100 ft chain and 200 ft nylon rode passed through the deck from the ANCHOR LOCKER. The locker can be accessed through the bow.

A secondary anchor is a 10 Lb Fortress anchor and is located in the starboard side lazarette in the Red anchor case. The scope to use in the Islands is 5-to-1 measured from the deck to the bottom. Most coves are 15-30 feet deep, so expect to payout about 75-150 feet of rode. After you have paid out the suitable amount of rode, a couple of in and out reverse (*idle speed*) sets the anchor and tests its holding power.

For storm conditions, extend scope to 7 or 10-to-1 (200' in 20' of water), provided you have room to leeward. Otherwise, set two bow anchors (using the secondary anchor, chain and rode) in a V-type pattern for extra holding power.

### Anchor Windlass

Power is received from the ENGINE START battery. Always operate the windlass while the engine is running! Otherwise the windlass will drain the START battery. The breaker/fuse for the windlass circuit is located in the starboard side electronics area forward of the steering station accessed from the forward stateroom. The up-down controller for the windlass is located on the foot pedals at the bow adjacent to the anchor and very conveniently, on the control panel to the right of the wheel.

### Deploying the Anchor:

Come to a complete stop before releasing the anchor from the bow (remember to release the anchor securing line). The anchor is secured from premature deployment by the U shaped bar at the front of the anchor holder. Pull up on this bar before deploying anchor otherwise it will catch on the bar and will not release. Then open the covers on the FOOT PEDAL CONTROLS and tap on the Down button to gently release the anchor off the roller and through U bar. Once the anchor is free you can begin to slowly lower the anchor down into the water and beyond through the use of the Down foot control. If necessary, guide the anchor over the anchor roller to prevent binding on the pulpit.

Determine the depth and let out enough chain to let the anchor hit the bottom. Inform the helmsman to reverse the engine, in idle only, and payout the chain and rode until you reach the desired scope (usually 4 to 1). Make sure to take into account the tide and how much the water will rise and fall. Use the anchor snubber if all chain rode is deployed, the windlass is not designed to take the load of an anchored boat.

Using a combination of reverse and neutral, gently tug on the anchor until it is set. Perform an anchor watch for about 30-minutes and you should sleep well.

### **Retrieving the Anchor:**

When retrieving the anchor, NEVER use a windlass to pull the boat forward to where the anchor is set. The windlass is not designed for this and there will be a large draw on the batteries and can cause serious damage to the windlass base. Instead, head the boat under power toward the anchor while using the windlass to take up the slack in the chain/rode. Take your time, otherwise the anchor chain/rode will bunch up under the windlass and you will need to push it down to the bottom of the chain locker to prevent the chain from jamming in the windlass. Give the windlass short rests as you are pulling up the anchor. Place yourself in position to guide the anchor onto the roller. As the anchor rises, be careful to not allow the anchor to swing against the hull.

Note - Should the chain/rode start to slip on the Windlass when retrieving the anchor you may need to tighten the Windlass clutch by using the Windlass wrench located in the bottom portion of the toolbox (port side lazarette in stern of Cherry K).

### **Securing the Anchor:**

Once the anchor gets up to the bow roller it should roll over and up through the anchor roller. You may need to guide it up through the U bracket and into the anchor holder. Chain should be taught (but not overly tight) and the U shaped loop pulled up to secure the anchor. Close the covers on the FOOT PEDAL CONTROLS.

A SPARE Fortress Anchor is stowed in the starboard side lazarette in the red case. Some assembly is required and the instructions are shown on the inside of the case. Note - there are two wrenches to tighten and loosen the bolts located in an inside velcro pocket. You may have to completely remove one of the bolts to complete the assembly. There is an 85' rode (10' chain & 75' line) attached to the anchor that can be used as a lunch anchor, or if you require a second storm or overnight anchor you can attach a 275' rode (15' chain & 250' line) in place of the lunch rode. The larger rode is stored in the mesh bag next to the Fortress anchor.

### **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. 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.

## **BARBECUE**

The BARBECUE is stored in the right side lazarette in the black carrying case. You can mount it on any of the stern railings (straight or curved) as the brackets will pivot. Slightly unscrew the levers then pivot and place over the railing and tighten. Make sure the BBQ is level then find the blue Regulator located in the carrying case and screw into hole on right side of BBQ. Just make sure nothing falls overboard. If you plan to BBQ every night then you can leave it attached during your travels, just make sure it is tight to the railing. Otherwise let it cool down, then place it back in the carrying case and return it to the starboard side lazarette.

To use the BBQ, attach a PROPANE BOTTLE to the REGULATOR and carefully light the unit, preferably with a long stem butane lighter (located in top left Kitchen drawer behind silverware). The barbecue generates a lot of heat and cooks hot and fast. As a courtesy to the next guests, please use the wire brush to clean the BBQ after each use. The wire brush is stowed in the port side aft cabinet along with the BBQ tools.

*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 cabinet. Ensure flammable materials are not near the barbecue*

## **DINGHY & OUTBOARD MOTOR**

CHERRY K has a 10' RIB DINGHY with a 3.5 hp 2 stroke Nissan engine. As you can see, it is mounted on the back of the swim platform and is deployed/recovered with the use of Weaver Davits.

### **TO DEPLOY THE DINGHY**

Release the two Stand Off clips that hold the dinghy to the transom of Cherry K, then untie the dinghy rope attached to the rear railing and gently lower the dinghy into the water. The dinghy will still be attached to the swimstep with the davit clips. You can either release these now and tie up the dinghy or leave them attached until you are ready to go.

Use the oars located in the starboard side lazarette, or the outboard motor attached to the rear railing. The outboard is secured to the railing with a keylock and the key is included in your set of three keys. Once unlocked, unscrew and lift the engine off the bracket and onto the transom of the dinghy. Be sure to position the outboard in the center of the transom and then tighten the clamp screws by hand to secure the outboard to the dinghy. Make sure the safety line is attached from the engine to the boat in case the outboard decides to jump off the transom and into the water.

The Nissan outboard is a 2 stroke engine with a self contained fuel tank that holds approximately .35 gallon of gas and oil with a ratio of 50 to 1 unleaded gas and 2 stroke outboard engine oil. A full tank of gas will allow the engine to be operated for 30-40 minutes. There is a spare 1.25 gal gas can prefilled with the proper gas/oil mixture located in the starboard outdoor cabinet under the sink. Should you require to refill the can, there is additional 2 strike engine oil in the same cabinet you can use when refilling the can with gas. Please remember the ratio of gas to oil is 50 to 1 which is about 4 ounces of oil to refill an empty can of gas.

## **TO OPERATE THE DINGHY**

- 1) loosen the air vent screw on the fuel tank cap (2-3 turns);
- 2) Turn the fuel cock lever, located on the right side of the engine, to the OPEN position. Note - if fuel is not supplied immediately to the carburetor, wait 15 seconds;
- 3) Set the choke lever on the front of the engine to the CLOSE position. Note - if the engine is still warm from previous use, set the choke lever to the OPEN position to restart. If the choke lever is set to the CLOSE position after the engine has been running, excess fuel will be supplied to the carburetor leading to difficulty in starting the engine;
- 4) Set the throttle lever, on front left of engine, to the START position;
- 5) Ease out the recoil starter grip slowly until you feel the ratchet engage and then give a sharp tug. In cold weather, pull the starter handle 2-3 times while moving up the choke lever to choke the engine;
- 6) When the engine has started, immediately return the choke lever to the OPEN position, then move the throttle lever downward to slow speed. Note - if the engine stops soon after having been started with the choke lever at the CLOSE position, set the choke to the OPEN position and perform starting procedure again.

The engine has no NEUTRAL position and is always in gear. For proper WARM-UP, please operate the engine at a slow speed for approximately 3 minutes to circulate the oil through the engine. The speed is controlled by operating the throttle lever. To REVERSE the engine, return the throttle to the SLOW position, stand the steering handle upright and turn the motor 180 degrees.

To STOP the engine, reduce the engine speed to idling rpm and release the lock of the stop switch or push the stop switch until the engine stops completely. Be sure to close the Fuel Cock and Air Vent Screw on the Fuel Tank Cap when you are finished using the engine.

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. Oars are located in the dinghy under the gunnels.

Please take special care when beaching the dinghy. Most of the beaches you will land are strewn with barnacle-covered bottom damaging rocks. When approaching the shore, weigh the dinghy aft by leaning or moving the crew toward that back of the dinghy. Then offload everyone over the bow. You can raise and lock the engine in place by pulling on the knob on the side of the engine near the transom. Also remember to secure the painter under a large rock or to a large driftwood log so the dinghy won't float away should the tide rise while you are ashore.

If you decide to tow the dinghy at any time please go slow and 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.

## **TO RECOVER THE DINGHY**

Bring the dinghy to the swim platform on the side with the davit clips (portside) and then attach the clips. Carefully unscrew the engine from the dinghy transom and lift the outboard off the transom and onto the center of the swimstep. Be sure to place the engine on the inside of the railing to leave room for the dinghy. Tighten the clamp screws by hand, but do not over-tighten as the bracket is made of plastic and will crack if you over-do-it. Place the canvas cover over the engine and tie down.

Now to raise the dinghy, you have two choices. One - have someone assist you by attaching a second rope on the outside stern pontoon (the first rope should already be attached to the middle of the outside pontoon) and the two of you try and pull the boat up manually. Once raised, then re-attach the standoff clips and tie the rope off to the center of the transom railing.

If this is too much, then you can use the ratchet system that attaches to the top left side of the rear cabin door. The ratchet is located in the outdoor cabinet directly under the outdoor sink. You will note the line on the ratchet is already pulled out about halfway where the line is marked with a black felt pen. You will need to release the ratchet to allow the line to be pulled all the way out and then attach the carbiner at the end of the line to the metal ring on the outside of the dinghy. Then switch the ratchet to retrieve mode and ratchet the rope up until you can manually pull the dinghy back into place to attach the Stand Off clips. Please do not ratchet the line all the way in and just leave it out to where the felt pen marking is and simply rap the remaining line around the ratchet and place it back into the cabinet.

## **CRABBING & FISHING**

The Crab Ring is secured to the Top Cabin Deck with bungee cords. 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 best for a nice neat way to bait the ring. After 15-20 minutes, retrieve the crab line and ring quickly. Measure the crab using the CRAB MEASURING GAUGE attached to the crab pot. 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) and replace on top of the Cabin Deck. *Note -- Please do not store wet rings and gear inside the boat.*

## **Kayak Racks**

There are two kayak racks onboard the CHERRY K, one on each side of the Top Deck. To access the Top Deck area use the attachable one step stepladder located in the outside aft starboard side cabinet under the sink. The ladder attaches to either side of CHERRY K main cabin. The racks can be adjusted to fit your kayaks and the tie down straps are located in the bottom of the red tool box in the portside lazarette. There are four blue tie down straps, two for each kayak. Be sure to route the straps under the sport bar and around and over the top of the kayak.

## **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 aft cabin on the wall hooks and/or in the forward stateroom under the bed. A few lifejackets should always be out and ready. Your flares and safety equipment are also located in the aft stateroom in the portside cabinet.

Please check the bilge each day, morning and evening. The bilge area is accessed easily but lifting the engine hatch and looking at the area behind the transmission and under the shaft. CHERRY K is equipped with **electric on-demand** AUTOMATIC BILGE PUMPS, with circuit breakers at the DC Panel located on the aft wall of the settee. The ON position at the breaker panel is the MANUAL ON mode and will run continuously until switched off. The OFF position at the circuit breaker is the AUTOMATIC position and will cause the pump to be controlled by the float switch. Please keep the circuit breakers in the automatic position unless it is necessary to override in MANUAL mode. You may occasionally hear the pump operate due to condensation and water from the shaft log accumulating in the bilge.

**Flares** Visual day/night distress signals are located in the portside cabinet in the aft stateroom. Please locate them now so that you know where they are before you need them.

**Fire Extinguishers** There are two fire extinguishers on CHERRY K. One is mounted on the portside wall of the forward stateroom and the second one is mounted on the starboard side wall right as you enter the aft stateroom.

**Life Jackets** Life jackets are hanging on the hooks in the aft stateroom and under the bed in the forward stateroom. Lift the foot of the bed to access this hatch.

**Throwable Floating Seat Cushion** The throwable floating seat cushion is located on the left side as you enter the aft stateroom.

The ENGINE SPARES BOX (plastic white color) is stowed in the engine compartment directly to the right of the auxiliary diesel tank and is labeled "Parts". This includes oil filter, raw water impeller, pump parts, injectors, and other small parts.

## **THRU-HULL LOCATIONS**

**There is one thru-hull on the starboard side for the Sea Strainer**