

# Owner's Notes for "Salus"

Greetings! Welcome Aboard!

We hope that you have a wonderful vacation on "Salus" in the Pacific Northwest.

Our family chartered with AYC last summer and such a wonderful time we started talking with them about becoming a member in their program. We were looking for a spacious, high performance, 40-foot sailboat, and Salus came on the market. We fell in love with her and are excited for you to take her out on an adventure.

We hope you'll find her a truly impressive sailing vessel that will fulfill your vacation sailing dreams. We think you'll find her extremely easy to operate and sail.

By the time you get to looking at this book, hopefully you have stowed your gear and are ready to go sailing.

Instead of going through all the specifications at first, I will place those fun facts in the back of this guidebook.

We know that you are excited about getting underway, so I'll get started with exactly what you need to do after you've finished with the AYC Charter-Rep familiarization and your supplies are loaded for the vacation voyage.

By the way, Salus is named after the Roman Goddess of Health, Safety, and Welfare.

Bon Voyage!

The Brooms

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## BOAT OPERATION

### WOBBS

Engine Inspection Remember your “WOBBS” every morning:

**Water (Coolant), Oil, Bilges (Inspect and Pump-out), Belts, and Sea**

## Strainer

To begin the inspection, pull back the companionway steps in the cabin.

Check the level of coolant in the white opaque expansion tank on the front, upper right side of the engine compartment. **Engine coolant is a mixture of 50% antifreeze and water.** If it gets halfway between FULL and LOW, fill it back up to the FULL line. Make sure the cap is on securely. **For your convenience, there is a bottle of pre-mixed coolant under the port bunk.**

Check the level of engine oil with the dipstick located on the starboard side of the engine. The best place to access this is in the aft, starboard stateroom by removing the access panel behind the door. A pair of etch marks on the dipstick indicates the proper oil level. Check the oil with a paper towel or a rag. **Do not fill above the top line!** Make sure the dipstick is firmly put back in!

Check the general condition of the BELTS, HOSES, and FUEL LINES.

Ensure the valve on each RAW WATER THRU-HULL is in the 'open' position (lever in-line with valve). Your thru-hull and strainer should be left open at all times.

On the front of the engine, check the RAW WATER STRAINER for debris. If you need to clean it out, close the seacock/thru-hull, open the strainer cover, clean the strainer, and reassemble. **MAKE SURE THE HOLE IN THE STRAINER IS FORWARD** and goes over the intake line – this is the forward line coming up from the thru-hull. Be careful to seat the O ring properly and tighten the lid. Then **REOPEN THE THRU-HULL!**

## Operating the Engine

Salus has a 56HP Yanmar diesel engine, which drives a two-bladed propeller through a reversible transmission. The combined shift lever and throttle control is on the starboard side of the starboard steering station.

The **ENGINE STOP** is a red button just to the left of the ignition key in front of the starboard steering seat. The fuel gauge only reads when the key in the ignition is turned on. Press down the switch near the ignition to read fuel level.

The engine will propel the vessel to about 7 knots in calm water at 3000 RPM.

Your best cruising is at 2000 - 2200 RPM for longer periods.

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

Salus has a prop walk to the port in reverse; it has minimal effect in forward.

When in reverse, be careful to keep a firm grip on the wheel. Use only low RPMs. Once you get moving in reverse, you can gain improved steerageway by putting the engine in neutral and “coasting.”

Also, never choose a docking situation where you are backing with (away from) the wind. The bow has a lot of windage and you can lose steerage.

## Starting the Engine

Place the engine transmission in Neutral by positioning the shift lever straight up. If you would like to increase engine R.P.M. while out of gear, push the red button in to disconnect from the transmission and advance shift lever ahead slightly.

Start the engine by turning the ignition key all the way to the right. An alarm will sound and the engine should start right up. If engine does not start within 10 seconds, turn off the key, WAIT 15 seconds, then try again.

**ALWAYS KEEP THE KEY ON WHILE ENGINE IS RUNNING.** Turning it off would do serious damage to the alternator because it would remain on.

Check the transom for water and exhaust as an indication that your thru-hull is open and water is keeping your engine cool. You should see Salus spit out water every few seconds.

## Shutting Down the Engine

Place the transmission in neutral and allow the engine to cool down for several minutes. If you've docked, usually this is about the time it takes to secure your lines and plug into shore power, and put things away.

To turn off the engine **PUSH THE RED STOP BUTTON** located to the left of the ignition key. This cuts off the fuel supply to the engine. Hold in the red button until the alarm sounds and the engine completely stops running. **SOMETIMES YOU MAY HAVE TO HOLD IT IN FOR A SEEMINGLY LONG TIME BEFORE THE HIGH-PITCHED “ALARM” GOES OFF. JUST BE PATIENT – IT WILL SOUND.**

When the alarm sounds, you can turn off the ignition key.

**REMEMBER:** Never turn off the key while the engine is running and before the alarm sounds.

## Getting Underway

Shut AC breaker at both ends – at the dock and in the aft port lazarette. (When switch is in the up position, shore power is off. When switch is in the down position, shore power is on.)

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

pay out extra dinghy tow line.

## Docking

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

As you are coming in to dock, always assess what the wind and current will do to you.

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

If you find you are too far off the dock, just **BACK AWAY**, take your time and try it again.

## Fueling Up

The fuel tank holds 36 gallons of diesel fuel.

When cruising, it's best to always keep your tank above 1/3 full.

To check your fuel level there is a black toggle switch just to port (left) of the ignition key at the starboard steering station. With the key on, press and hold down the black toggle switch to activate the fuel gauge.

The fuel tank receptacle is located on the aft quarter of the starboard deck by the cockpit. The screw-in deck plate is labeled "DIESEL."

## Keys to Fueling

Keep all other deck openings closed when fueling up. **DO NOT** fill water tanks at the same time! **USE ONLY DIESEL** – double check to make sure that's what you are pumping. Ensure the deck and surrounding area is clean and free of debris. Have oil/fuel absorbent cloths handy to soak up any fuel that might spill. Use a winch handle to open the DIESEL filler cap and tighten it snugly – but don't over-tighten it. Place the DIESEL nozzle into the tank opening, pump slowly and evenly. Know about how many gallons it should take to fill up. Have someone at the pump calling the gallons out to you.

As you're fueling, note the sound of the fuel flow going into the tank ... as well as looking at and listening to the fuel vent just aft on the hull. Pumping too fast may not allow enough time for air to escape, which may result in fuel "spouting" from the tank opening. As the tank fills, the sound will rise in pitch or gurgle. Focus on watching the fuel going into the tank. When it gets full you should see and hear the fuel "swirling around" where the intake line bends down and inward. You should also hear at the fuel vent. Top off slowly and carefully to prevent (or catch) spilled fuel.

Spillage may result in a fine from law enforcement. Clean up any splatter and spillage immediately for environmental and health reasons. Wash hands thoroughly.

Also, when you return to Anacortes after your sailing adventure, you will need to fuel up before going to slip C74.

# BOAT SYSTEMS

## Electrical Systems

The electrical system is divided into two distribution systems: 110-volt AC and 12-volt DC. The systems are controlled from the AC ELECTRICAL PANEL located at the Nav station on the port side of the salon.

The battery switches are located in the port stateroom on the forward bulkhead above the engine compartment.

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

110-Volt AC System (Alternating Current) SHORE POWER supports all AC equipment and receptacles on board, as well as the battery charger.

To connect to shore power, plug the POWER CORD into the boat on the port side of the stern 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). If necessary, add a CORD ADAPTER located in the Nav station drawer. Secure the cord around the shore power electrical receptacle and off the bow (i.e. wrap around the bowline a few times). Turn the dock power on.

On the boat, at the ELECTRICAL PANEL, flip on the AC CIRCUIT BREAKER. If no AC power; there is a second circuit breaker to be checked. It is located in the aft port cockpit locker where the shore power cord comes into the boat. Reset breaker if it is off. Check for reverse polarity.

Back at the Nav station, turn on appropriate breakers for battery charger, water heater, lights, etc. Watch your amp meter for load. If the load is exceeded, it will pop the breaker. If you are not getting power to your outlets, check that one of your GFIs (ground fault indicator on outlets in the galley and the head cabinets) has not been tripped. If this occurs, reset the GFI outlets, and wait to turn on one of your systems (i.e. water heater) until the use of power decreases.

# 12-volt DC System

## House Battery Bank & Switch

Two battery banks support 12-volt DC power: 1) two engine batteries 2) two house batteries. These batteries are located under the aft berths - both port and starboard. These batteries require maintenance as in keeping them filled to the appropriate level with distilled water.

The BATTERY SWITCHES are located on the forward wall of the port berth/cabin. Normally, leave all switches in the on position while running.

When anchored or moored, **turn off the engine (moteur battery bank)**. Turn switch to the horizontal position.

**Note:** Changing the position of the battery switches with the engine running **will cause damage! Only change positions with the engine off!**

If you are sailing for a long period, consider isolating the engine battery (moteur) to keep it fresh for restarting the engine.

Leave negative black switch in the center (labeled COMMON NEGATIVE) always on - horizontal.

When charging on shore power, have both House (Bord) and Engine (Moteur) battery banks turned on – handles will be horizontal.

Your 12 volt DC panel is located at the Nav station. It shows all the systems supported by your batteries. Primarily you will be turning on the breakers for your lights, water pressure, electronics, etc. Interior lights are also powered from a circuit breaker on this panel but many have individual switches at each fixture.

The upper right Bilge Pump switch should always be left on. Your breakers such as propane should always be turned off after every use.

The HOUSE BATTERY BANK provides power for all DC systems. When disconnected from shore power, all 12-volt devices drain the house batteries. Battery systems will lose their charge while ANCHORED or MOORED. Avoid this by using power sparingly at anchor. Turn the refrigerator off at night. Use only one or two lights at a time. Turn off systems not in use such as instruments, VHF, stereo, etc. If you do not need the cabin heater, turn it off. If you stay moored for more than a day, run your engines just above idle to recharge your batteries. **WATCH YOUR VOLTAGE!** The DC voltmeter on the DC panel can be switched between your battery banks to measure battery voltage. Typically the bank should read from about 13.0 to 14.5 volts when being charged. While at rest, your voltage will drop as indicated in the figures below. Batteries are charged by the engine ALTERNATOR while underway. The engine/house batteries are charged by the BATTERY CHARGER when connected to shore power.

There is a 12 volt auxiliary plug – located on the electrical panel. This operates off battery power alone. The

electrical outlets will not work under the DC battery system.

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

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%

## SANITATION SYSTEM

### Marine Toilet (Jabsco)

It is important that every member of the crew be informed on the proper use of the MARINE TOILET. The valves, openings, and pumps are small. The following basic “rules” will help ensure smooth operation and prevent clogs.

Pump the handle slowly and smoothly for best results! Use only the special dissolving marine toilet tissue provided by AYC –and use it sparingly Flushing more than once if significant deposits are being made Always pump the head for young children to ensure nothing foreign is being flushed. **Never put paper towels, tampons, Kleenex, sanitary napkins, household toilet paper, food or other objects into the marine toilet.**

To Use the Toilet,

Move the selector switch to the (wet bowl/left position. Lift up and push down the PUMP HANDLE 3 to 5 times to wet the bowl. After using the toilet, lift PUMP HANDLE about 10 times to remove waste from the bowl. Then move the selector switch back to the right (dry bowl) position. Slowly pump until the bowl dry then continue pumping until you hear the liquid stop running into the holding tank. Flush sufficiently to move effluent in the hoses; heavy effluent may clog hoses. Clean the toilet as necessary.

Should the toilet pump handle squeak or stick, it needs to be lubricated. Put a couple of squirts of salad oil or dish soap into the toilet. Slowly pump the toilet dry to draw the lube into the handle unit. The dish soap is under the kitchen sink.

The TOILET THRU-HULL is located under the sink in each head if you need to shut off the water to the toilet.

## Head Holding Tank

Each sanitation HOLDING TANK holds approximately 20 gallons. Be aware of the rate of waste production (about 1 gallon per flush). With an overfilled tank, it is possible to break a hose, clog a vent, or burst the tank.

**The result will be serious mess and an EXPENSIVE FIX to you.**

Empty the tank every day to avoid this problem. The HOLDING TANKS are located above each head behind the bulkhead.

The holding tank is emptied in one of two ways:

**#1 At the Marine Pump-Out Station**, if you have any questions about how to pump out, just ask the dock attendant for helpful hints.

In general, remove the deck BLACK WASTE CAP located on deck above each head (one amidship-port, one forward-starboard). Insert the pump-out nozzle into the waste opening.

Double-check your deck fitting! Make sure you have the right deck opening! Turn on pump and open valve located on handle of the hose. When pumping is finished, close lever on handle and turn off pump. Remove from deck fitting. If there is a fresh water hose on the dock, rinse the tank by adding 2 minutes of water into tank. Then re-pump to leave the tank rinsed for the next charter. This also eliminates any head odors.

**#2 The tank's contents can be discharged at sea** in Canadian waters by opening the valve at the bottom of the holding tank and the through-hull fitting. Since the tank is above water, gravity will drain the tank.

Currently, those valves should be cable-tied shut, as required in U.S. waters by law. Please zip-tie/cable-tie the valves shut upon your return to the U.S. per American laws. Extra zip-ties are located under the nav table.

**NOTE: It is illegal to discharge overboard within U.S. waters.**

# WATER SYSTEMS

## Fresh Water Tank/Pump Hot Water Heater

There are three fresh water tanks that hold about 115 gallons aboard Salus. They are located under the forward bunk and under the port bunk. Be mindful of the amount of water you use while washing dishes, taking showers, etc. Wastewater from the sinks and showers drains overboard through various through-hulls usually located under the sinks.

To best manage your water, consider drawing down one tank at a time. You can control which water tank is used by controlling the water manifold located behind forward port settee just forward and below the Nav table.

The valve for Tank 1 is on top.

The valve for Tank 2 is in the middle.

If the bottom valve is open, it pulls from both tanks.

To refill the tank, remove the WATER CAPS (one at a time) located on port deck fore and aft. Attach the hose to the dock spigot and let run for a minute before inserting into deck fitting. Avoid flushing debris from the deck into the tank opening. **DO NOT FILL WATER AND DIESEL AT THE SAME TIME!**

NOTE: Ensure that someone mans the hose when filling the tanks -- especially in the aft tank, when you see and hear the water getting close to the top of the tank, turn off the water. This will prevent a possible airlock if the water fills the overflow line which runs out on the port quarter.

A series of three lines and valves to switch tanks is located under there navigation table on the the port side of the cabin

## Fresh Water Pressure Pump

The WATER PRESSURE PUMPS are also located under the Nav table. Activate pump at the DC panel by turning on the breaker. If when in use, the water pump continues to run, you are either out of water or might have an air lock and need to bleed the system, which can be corrected by opening up a faucet.

**If you run out of water SHUT OFF pump and turn off HOT WATER HEATER on the AC panel.** Serious damage can occur to the heating element if left on!

## Hot Water Tank

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

## Shower

Before taking a SHOWER, make sure water pressure and shower sump breakers are on. To activate the hand-held wand pull the hose out of the sink and attach to wall spray holder.

Take only very short “boat” showers (turning off water between soaping up and rinsing). To keep shower tidy wipe down the shower stall and floor. Push and hold the button to drain shower.

Check for accumulation of hair in the shower and sink drains and pick up any accumulation, as these can clog the hoses. There are shower sump strainers under each head sink. Spin off the clear plastic bowl and clean as necessary. An additional FRESH WATER SHOWER is located at the transom opposite of the swim ladder. Ensure that the faucets and nozzle are completely off after use to save water.

## GALLEY

### Propane Stove

The boat is equipped a low-pressure propane system for cooking. The propane tank is located under the port aft cockpit locker.

Your propane stove is activated by the following steps: 1. Open the tank valve in the aft, starboard lazarette. 2. Turn on the solenoid switch just below the starboard sink in the galley.

Turn gas on at a burner (Press in knob and turn it 90-degrees counterclockwise). Use the BIC lighter to ignite the burner. You might need to hold the knob in for a few seconds while the thermo coupler warms up.

When lighting for the first time, allow a few seconds for the gas to travel from the tank to the stove.

When finished cooking: 1. Keep a burner lit and turn of the solenoid switch below the sink. 2. Let the burner burn until it goes out. This removes all propane from in the line from the tank

to the stove. 3. Then, shut off the burner valve – this prevents propane from leaking out into the cabin if the solenoid switch gets accidentally turned on.

## BBQ

The propane BBQ is located on the port side of the stern rail. It is plumbed to the same propane tanks as the stove in the galley, and thus the solenoid for the stove must be on to receive propane to the BBQ.

To operate the BBQ:

1. Open the valve on the propane tank in the propane locker (aftmost starboard lazarette, just behind the starboard steering station).
2. The red valve between the two tanks should be pointing down, in line with the propane line leading to the BBQ.
3. Turn on the propane switch (solenoid switch) located in the galley, just to the left of the stove. You should see a RED light, when this switch is on.
4. Turn the gas knob on the right side of the BBQ counterclockwise to turn on the gas.
5. Use a BBQ lighter to light the BBQ grill, via the hole beneath the grill.
6. Turn the gas knob clockwise to shut the propane to the grill off or reduce propane to adjust the flame/temperature.

To turn off the BBQ grill, turn off the gas at the grill. Turn off the solenoid. Shut the propane valve on the tank itself.

## Refrigeration

The REFRIGERATOR operates on 12-volt power. Carefully monitor the use of the refrigerator when the engines are not charging the 12-volt battery system as when you are at anchor. There is both a breaker on the DC panel and a thermostat in the locker above the refrigerator. AYC will supplement you with 2 bags of ice.

**NOTE: The refrigerator needs to be turned OFF at night** when anchored or moored to prevent draining the battery. To ease the electrical load on the “Fridgomatic,” consider putting a block of ice in the bottom of the fridge.

## CABIN HEATING – Webasto Operation

The Webasto cabin heater is a wonderful thing. Especially here in the Pacific Northwest!

The Webasto operates in combination with diesel fuel and electricity to give you a fume free, dry, forced-air heated boat.

The Webasto is very sophisticated with a computer brain unit that senses a number of factors. It's wired directly into the battery so there is no panel breaker. At the panel, you just rotate the control clockwise for heat. It will take a few minutes for the unit to "think about" how to best heat the boat then it will turn on.

You'll first hear the dosing pump beginning to click. This means that it is loading fuel into the unit. You will then notice cold air beginning to circulate. It will eventually turn to warm air.

**IMPORTANT:** The Webasto exhaust is at the aft starboard quarter. **MAKE SURE THERE IS NO FENDER BY IT ... OR THAT THE DINGHY CAN NOT GET NEAR IT.** The heat can melt plastic.

The controls for the heater are at the navigation station.

To turn on the Webasto heater:

Push the rocker switch down to the flame picture. Rotate the dial up to the 12 o'clock position. Due to U.S. diesel fuel quality, Webastos prefer to run on high. It will bring the boat temperature up, then cycle down to the temperature set on the thermostat.

To turn off the Webasto heater:

Simply push the rocker switch to fan picture, and rotate the dial to far left by the "W" in Webasto.

Enjoy!

## **ELECTRONICS**

All electronic manuals are located in the red notebook in the port-side cabinet forward of the nav table.

### **VHF Radio**

The Standard VHF radio is located in the Nav Station. Make sure the breaker is on. It is located at the DC panel (electronics). Monitor channel 16 at all times.

## **ENTERTAINMENT SYSTEMS**

**AM/FM Stereo Radio** The AM/FM stereo radio unit is located in the Nav Station. It operates like a normal car radio. There are two speakers (stereo) in the salon.

### **DVD Player**

Salus includes a new DVD player mounted in the NAV STATION. It must be plugged into a working AC outlet to use, and the AC breaker at the nav station should be on. So, it can only be used when AC outlets are powered

by shore power, or if not on shore power, then via the inverter. Be aware that it may draw a lot of electricity if used for prolonged periods on the inverter.

HERE ARE A FEW CRITICAL ITEMS ABOUT THE TV/DVD PLAYER.

When under way, make sure the unit is “locked in to the Velcro-ed block on the left side. Also make sure to wrap the Velcro strap (as noted in picture 2) around the screen and around behind the inside of the port swivel bracket. When viewing, you can articulate the monitor to a 45 degree angle for better viewing in the salon – as noted in the second picture.

## ANCHORING

Dropping or raising anchor is a two-person job.

The anchor windlass should be operated by one person at the bow, with the remote windlass control plugged into the 12V outlet on the port side of the anchor locker. This remote is located in the Nav Station Seat labeled in a Ziploc bag.

Another person should man the helm.

To turn on the anchor windlass, first turn on the power switch (breaker) located below the battery switches in the aft port stateroom.

The engine must be running to operate the windlass.

Helmsman should motor forward in sync with anchor rising. When laying anchor out, helmsman should back away.

When setting the anchor, get it set, then let anchor rode out to at least a 5 to 1 scope, taking into account the depth at the highest tide.

Take anchor bearings when the boat settles – on something you can see at night ... this will help determine if you're dragging anchor in a blow.

When raising the anchor, use the windlass in spurts. Keep an eye out for any jamming of chain., You can also use the dipping bucket to clean chain as it comes in. Also disperse the anchor chain throughout the anchor locker as it comes in.

The primary WORKING ANCHOR is attached to 312 feet of 3/8 inch chain and an additional 130 feet of nylon rode.

NOTE the digital anchor rode counter at the helm station has NOT been calibrated. It reads roughly HALF of what the actual rode length.

Here are the anchor rode markings:

50 feet – yellow/old green

100 ft – red

150 ft – white

200 ft – double red

250 ft – red and white

312 ft – end of chain

440 – end of nylon line.

The rode is passed through the deck from the ANCHOR LOCKER. If there is an anchor keeper, release it. The anchor windlass is operated by a hand held remote located in the forward head. Proceed to raise and lower the anchor as needed. Be sure to always have your engines running. Let out sufficient ANCHOR RODE (chain and nylon line) before setting the anchor. If the anchorage is crowded put down at least a 3 to 1 scope (60 feet for 20 feet of water), back the anchor in with a short burst from the engine. Then let out additional scope dependent upon conditions. Before raising the anchor, start the engine. Use the hand held remote as the boat moves toward the anchor, press the ‘up’ control to take up slack line, rather than pulling tight line. Give the windlass short rests as you are pulling it up. The windlass uses a large amount of electrical power; so ALWAYS operate the windlass with the engine running. Place yourself in position to guide the anchor onto the roller, Reconnect the keeper. Coordinate the maneuver with the helmsperson to remain steady above the anchor as it is raised. As the anchor rises, be careful not to allow it to swing against the hull. A SPARE ANCHOR and RODE is stowed IN THE AFT PORT LAZARETTE. Make sure that the Rode is securely attached to the boat before use.

## MOORING BUOYS

Mooring buoys have a metal triangle at the top upon which is a metal ring. The metal ring is attached to the chain, which secures your boat. IT IS VERY HEAVY. The strongest member of your crew should be picked for this job. Come up to the BUOY into the wind as you would for anchoring. Have crewmembers on the bow, one with a boat hook and one with a mooring line secured like a bow line. As you are coming slowly up to the buoy have the crew holding the boat hook point at the buoy with the hook so the skipper always knows where it is. Hook the buoy and bring the ring up to the boat to allow the second crew to thread the ring with the line. Release 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 buoy.

# SAILS AND RIGGING

## JIB SAIL

There is a 150% Jib on a roller furler. The furling line runs on the port side to the cockpit. To unfurl the jibsail, make sure the two jib sheets and the jib furling line are all free. Make sure someone is manning the sheets to make sure they do not get fouled.

Open the jibsail on the leeward side.

To furl the jib, apply slight tension on the jib sheet while pulling on the furling line until there are 2-3 wraps of the sheet around sail. Jib sheets are led back to the cockpit to two winches.

**MAKE SURE THE FURLING LINE FLOWS OUT SMOOTHLY AND COILS ON THE DRUM IN AN ORDERLY WAY – YOU WILL NEED A PERSON ON THE BOW TO GUIDE THE LINE INTO THE DRUM.**

Adjust fairleads forward in heavy air, aft in light wind.

## HEADSAIL

To unfurl the headsail, (a) uncleat the furling lines, (b) wrap the sheet around the appropriate winch, (c) pull the sheet aft while maintaining tension on the furling line, (d) cleat when it is fully out or when to point of appropriate reef.

**PROPERLY FURLING THE MAINSAIL IS EVEN MORE CRITICAL. IT MUST BE FURLED EVENLY AND WITHOUT ANY WRINKLES OR FOLDS AS YOU WIND IT INTO THE MAST.**

If the mainsail jams upon unfurling, it is usually due to improper furling by whomever used it last. So take care to furl it properly so that it doesn't jam, if you need to furl it/reef it in an emergency.

The mast normally has a backward rake. (Look up from the base of the mast to see the curvature.) Sometimes opening the jib first can help straighten the mast and allow for smoother furling and unfurling.

Sometimes the leech of the sail can be too loose, and double up inside the mast slot. If this happens, unfurl the mainsail a little ways. Have someone pull the leech line taut, either by hand, or with a boat hook, as another crew member furls the mainsail.

**MAKE SURE THE BOAT IS SLIGHTLY OFF THE WIND FOR ANY FURLING OPERATION OF THE MAINSAIL. THIS IS CRITICAL. THIS ALLOWS TIGHTER FURLING OF THE SAIL, AND PREVENTS IT FROM DOUBLING UP ON ITSELF IN THE TRACK.**

**WHEN FURLING THE MAIN, KEEP THE “PERFECT” AMOUNT OF TENSION ON WITH THE OUTHAULS AS YOU WIND IN THE MAIN.**

## **DINGHY**

If you rent a motor to mount to the dinghy, never tow the dinghy with the engine mounted.

Be sure when towing your dinghy, that one responsible individual is always keeping an eye on its tow-rope when slowing down or stopping.

Bring up all the slack to prevent a wrap around the prop. After the dinghy is in the water and readied to go (PFDs etc), open the vent in the fuel tank and choke the engine once while starting. Make sure outboard is in neutral. When rowing your dinghy to shore, use **EXTREME CAUTION**. Choose an area free of any large rocks that might cause harm in beaching. Make sure the engine gets tilted up a safe distance from shore so the prop does not hit the bottom or shear the pin. Lift up on the dinghy to bring it up to higher ground. **NEVER** drag it! Secure it when leaving as the tides come up very quickly. When returning to the boat, leave your shore shoes in the cockpit and slip on your deck shoes or slippers to keep the boat neat and tidy.

## **OTHER SAFETY**

**OTHER SAFETY** should be paramount in your daily cruising. A **MAN OVERBOARD DRILL** should be discussed and perhaps even practiced with a life jacket. Remember you lifejackets are stowed under the aft bunks. A few should always be out and readily available. Your flares and safety equipment are located under the Nav station seat.

Always have a sharp lookout posted for logs, deadheads, or other flotsam and jetsam. A log hitting your prop can ruin your vacation. As you are traveling, the debris does seem to gather along current lines. It is sometimes best to go around these areas and miss the “mine fields”. At high tide, be on the lookout for logs that have floated off beaches and into the channels.

Salus is equipped with an **AUTOMATIC BILGE PUMP** that is hard wired to the battery and a second bilge pump that is operated by switching on the bilge pump breaker on the DC panel.

The master switch is located on the electrical panel. Normally, the switch will be left in the “OFF position” even though it is operating automatically. You can turn on this switch to make the bilge pump cycle at will. Do not leave it on constantly, as this will burn out the bilge pump.

You may occasionally hear the pump operate due to condensation and water from the shaft log accumulating in the bilge. If you continually hear the bilge pump running, check your bilge! You may have a serious problem!

Three AUXILIARY HAND OPERATED BILGE PUMPS are located at the helm and inside each head. These are operated by an up and down motion with the handles located near them. These are used only in emergency situations.

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

## **CRABBING AND FISHING**

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

THANK YOU FOR CHOOSING S/V SALUS FOR YOUR VACATION EXPERIENCE.

WE HOPE YOU ENJOY OUR BOAT AS MUCH AS WE DO!