Owners Notes

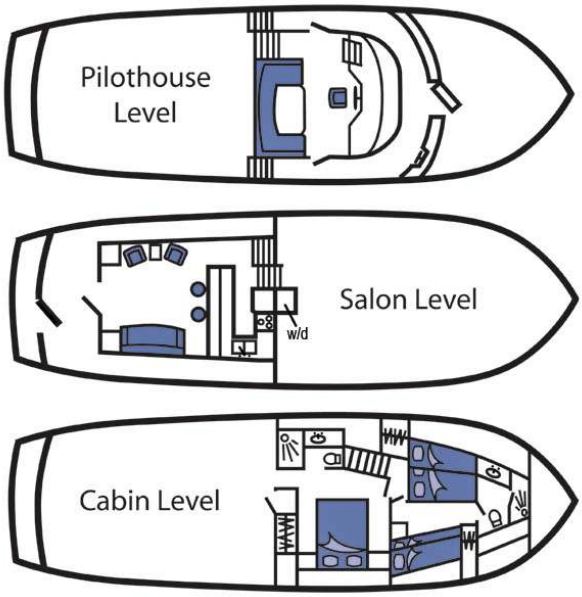
Table of Contents

Introduction. 2
QUICK-START Overview
- Propulsion. 4
- Electrical. 4
- Electronics Overview. 5

Specifications. 7
Major Equipment. 8
Leaving the Dock and Returning. 9
Raising the Anchor. 10
Setting the Anchor. 11
Shutting the Engines Down. 12
Launching and Retrieving the Dinghy. 13
Using the Dinghy. 14
Shore Power. 15
Filling the Fuel Tanks. 16
Filling the Water Tank. 17
Being Boarded by the Coast Guard. 18
Spill Response Plan. 19
Safety Equipment. 20
Using the Heads. 21
Emptying the Holding Tank. 22
Using the Genset. 23
Using the Kubola Heater 24
Using the Washer/Dryer 25
Artwork 26

Introduction.

"ROCKFISH"
1980 Ocean Alexander Mk. 1
53' OA



The Ed Monk, Jr. designed Ocean Alexander Mk. 1 is a classic traditional pilothouse yacht design. With an incredibly thick and strong fiberglass hull and traditional teak accents, the yacht is a perfect blend of tradition and practicality. *Rockfish* has several enhancements over the basic design and has been thoroughly refitted to bring the systems and equipment up to date.

Large overhangs and wide covered walk-arounds are ideal for northwest cruising. The high bulwarks, huge Portuguese bridge, large foredeck, and protected cockpit make moving around the boat comfortable and secure. This yacht is well found with safety, anchoring and docking equipment appropriate for this area. Docking and anchoring are secure and easy. The powerful Ideal anchor winch is wired for power up and power down anchor chain control.

The huge pilothouse has full visibility, advanced simple-to-use electronics and engine controls, and a comfortable helm seat. The wrap-around dinette that converts to a huge berth/lounging pad is the social center of the yacht.

Five steps down and aft is the roomy galley, breakfast bar, and saloon. All leather seats and the world's most comfortable couch are perfect for reflecting on great adventures in the worlds most beautiful cruising grounds. The flat screen TV plays DVD's and receives local stations for weather reports. The huge windows are lowered six inches from standard so that you can see out while seated. Custom blinds provide complete privacy at the dock. The galley features an AC/DC refrigerator/freezer, toaster oven, microwave, coffee maker, a propane stove and oven, large sink, and separate drying sink.

Below and forward is the forward suite. The shower is all the way forward, just aft of the chain locker. Head and sink are immediately aft. The sleeping area is next, with three single berths and a queen-sized Pullman. This cabin is perfect for a family with small children sharing the charter with another couple. The single berths can, of course, be used for storage. A small DVD player/gaming station is located in this suite. This suite is reached from it's own staircase down and forward from the pilothouse, or from a connecting door to the mid-cabin.

The mid cabin is directly under the pilothouse and can be reached from the forward staircase or five steps down from the galley. The on-suite head features a sit-down shower/tub, and, like the forward head, the original marble countertop and sink and Vacu-flush heads. Also like the forward cabin, the queen berth is topped with a 2" Thermo-foam pad. Nice.

Aft of the mid cabin, but before the galley, is the washer/dryer. Under the washer dryer is the engine room entrance. Although you must crouch or crawl to enter the engine room, once inside you be amazed at the spaciousness. Newer boats would put four or five berths and a head in the same space. Here you will find the newer John Deere 6068 engines, the 8kW Onan genset, and the large house batteries (new 2005).

Reached via a ladder from the cockpit, the spacious boat deck holds the 3.2m AB dinghy, widely recognized as one of the driest running, strongest dinghies available. The 20 hp electric start, trim and tilt Honda outboard is fast and reliable. The dinghy is launched and retrieved with a fully hydraulic Steelhead deck crane with powered rotation. Physical strength is not required to manage the dinghy. When stowed on the boat deck, this lightweight dinghy keeps *Rockfish's* weight aloft low to minimize rolling in a beam sea.

Last, but not least, the hull was extended by three feet to provide a swim step and an amazing outdoor kitchen. Large rails give security, while the outdoor barbeque with a handy adjacent table makes a great place to prepare hearty fresh-air meals. The swim step also provides a low platform to make loading and boarding the dinghy a breeze.

"Quick-Start" Overview

Propulsion.

Two newer John Deere 6068 engines (2002) give *Rockfish* performance far above original specifications. These engines are widely viewed as superior to others in their class, and are simple to maintain and operate. Daily maintenance is limited to fluid level verification and overall inspection.

The engines are controlled with the Glendinning Electronic Engine Control (EEC) system, using smart actuators and dual remote heads, one in the pilothouse and one at the outside steering station on the Portuguese Bridge. The EEC system is superior to mechanical cables in many ways. For instance, it prevents the throttles from being advanced until the gears are engaged, and it allows two handle control of shifting and throttles, making close maneuvering much easier. For increased reliability, the EEC pulls power from two separate electrical sources, switching automatically if one fails. The system must be turned on before starting the engines and left on while the engines are running. System operation is straightforward, with control between the two stations shifted by twice pressing the "**TAKE**" button in the pilothouse or the "**ACTIVE**" button on the outside station. A "**WARM**" function on either station allows you to advance the throttle with the transmissions in neutral, while "**SYNC**" automatically matches the engine speeds once in gear, placing the starboard controller in charge.

The twin bronze 25.5X16 four-bladed propellers are driven through Twin-disk 1.71:1 transmissions. These reliable transmissions ask for no regular attention beyond daily fluid level checks. Trolling valves on the transmissions have been secured and are not operable.

Standard stuffing boxes keep most of the ocean out of the engine room, but they may drip clear or black water occasionally while underway. They may or may not drip while stopped. They have been packed with GFO packing and do not need to drip water to remain cool. Mild dripping, even while stopped, is not a concern and need not be addressed by the charter guest. The stuffing boxes should be checked at the beginning of the trip after approximately ½ hour of running, and should not be too hot to leave your hand on. If they are hot, the gland retaining nuts should be loosened one-half turn at a time, waiting five minutes between adjustments. Be sure to re-tighten jam nuts after each adjustment.

Electrical.

Rockfish has three separate but interconnected electrical systems;

- The engine starting system.
- The house DC (12 Volt Direct Current) system.
- The house AC (120 Volt Alternating Current) system.

The **engine starting system** is very simple and straightforward: one 8D AGM battery (new 2005), located in the port compartment in the engine room, provides the power to start either propulsion engine or the genset. **Start one engine at a time.** The starting battery is charged automatically via the Blue Seas Combiner as the house batteries are charged. The house batteries can be connected to start the engines or the genset, if required, by using the emergency parallel switch on the starboard engine room wall. Return this switch to **Off** once the engines are started.

The **house DC system** gets its power from the energy stored in four 8D AGM batteries (980 A-Hr total, new 2005), located in the starboard compartment in the engine room. These batteries are recharged from the alternators on the propulsion engines or by the genset or shore power via the Xantrex MS2000 inverter/charger. The batteries must be recharged if they fall below 12.4 volts (check the voltage on the

Xantrex control panel at the helm by pushing "**exit"** until the system status screen appears, or one the Krill monitor screen). A third battery system is located in the chain locker, powering the windlass. It is charged through an automatic battery combiner located inside the helm.

The **house AC system** powers the power outlets, the battery charger, the heaters, the washing machine, the microwave, the TV, and other minor systems. The electrical energy can come from three sources: shore power, the genset, or the charger/inverter. The inverter power is limited to 2000 watts. It will not power the electric wall heaters, the clothes washer, or, of course, the battery charger.

The main electrical breakers are inside the helm, and most of the circuit protection for the house DC and AC systems is in the main panel next to the helm. There are also breakers and fuses in the engine room for the fresh water pump, the deck crane, the Kubola boiler, the Electronic Engine Controls, and the autopilot hydraulic pump. There are also local fuses on each bilge or shower sump pump, and on the windlass. Spare fuses for these items are located in the large drawer at the helm and in the red tool bin in the engine room.

The Inverter may disable itself for various reasons (usually low battery). If this happens, a red **fault** light will show on the control panel and on the inverter itself. To restore power, reset the inverter by depressing the red power button on the inverter (in the engine room) for five seconds and then enabling the **inverter** and **charger** functions by pushing the appropriate buttons on the inverter chassis. The low battery must be recharged before using the inverter again.

The Krill Power Monitor, starboard of the instrument cluster, provides a constant overview of *Rockfish*'s DC power status. You can monitor the charging systems, battery bank voltages, and all major current flows within the vessel.

Electronics and Navigation.

It is important to emphasize that it is up to the skipper to "sail his own boat". All decisions regarding the vessels operation, including the suitability and accuracy of the tools and equipment provided, are the responsibility of the skipper. The prudent skipper will consider all information sources when planning and navigating. You should also constantly refer to relevant paper charts while underway to gain additional insight.

Rockfish has a full complement of "traditional" navigation tools, including paper charts, guide books, tide and current tables, calipers, parallels, compass, hand compass, and binoculars.

Electronic navigation instruments include a GARMIN 192C Color GPS/Chartplotter, a GARMIN 250C dual frequency depthsounder/fishfinder (with the proven capability to chart the bottom at over 1500 feet deep), a JRC GPS112W dedicated NEMA0183 GPS, two Uniden DSC capable VHF radios (each tied to a separate GPS position source), and a dedicated navigation PC running Windows2000 and Nobeltec 7 navigation software.

Rockfish also has a COMNAV 1001 autopilot with a COMNAV211 remote.

a. **Standby** powers the unit up and activates the rudder indicator, but disables the rudder drives.
b. **Tiller** allows the skipper to control the rudder using the arrows on the main unit or the joystick on the remote.
c. **Pilot** steers a magnetic course.
d. **Nav** follows a GPS-set course. This function is not enabled.
e. The autopilot is turned on and off at the main station. Authority is passed from the main station to the remote and back by pressing both jog buttons at the same time. Status is indicated by a moving mark (like a decimal point) on the display.

We recommend leaving the GARMIN 192C chart plotter on at all times, even when anchored. It is very easy to plot quick courses on this device, and it's speed and quickness when zooming and panning mean that you will never be without the positional awareness you require. The GARMIN 192C is also handy at anchor. Its "bread-crumb" trail will constantly update, drawing a clear picture of the holding power of your anchor and your movements within the anchor circle. A tide table is accessed using the **MENU** key.

Recreational Electronics include a Jensen MCDA1 AM/FM/VHF weather stereo with two sets of speakers and a 10-disk CD/MP3 player with input jacks for your MP3 player or iPod (at the port middle windshield pillar) and the computer audio output. A 17" wide screen TV/DVD player in the saloon will display local TV stations or play your favorite DVD's (or choose one from the extensive on-board library located in the drawer in the aft side of the bar). A 7" DVD player in the forward cabin is perfect as a game screen or for more private movie viewing.

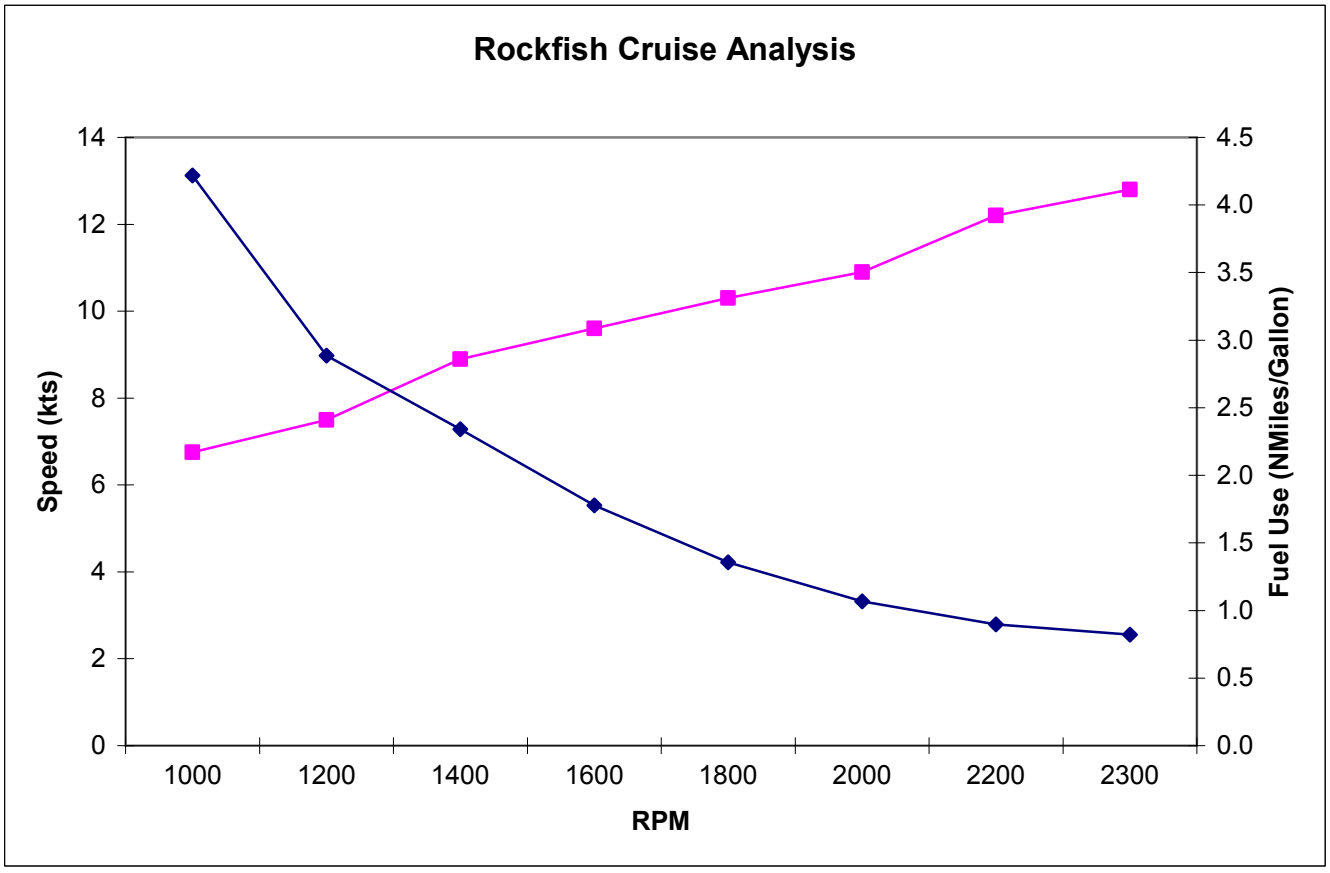
Specifications.

Documentation.

M/v *Rockfish*
Documentation #626563
Customs Decal #
Washington Parks Decal #

Speed/Fuel Consumption.

Slow, romantic Cruise: 6.75 kts @ 1000 rpms, 1.6 gph.
Recommended Cruise: 9 kts @ 1400 rpms, 3.8 gph.
Maximum sustained cruise: 10.3 kts @ 1800 rpms, 7.6 gph.
"I love to make big wakes" warp drive: 12.8 kts @ 2300 rpms, 15.6 gph.
Fuel consumption does not improve by running on one engine.



Size.

LOA: 53'
Beam: 15.5'
Draft: 4.5'
Displacement: 50,000 lbs wet

Major Equipment.

Name	Description	Install/Upgrade Date
Propulsion Engines	John Deere 6068TFM, 225 HP each	New 2002
Engine Controls	2 station Glendinning EEC with integral Sync function	New 2005
Dinghy	3.2m AB RIB Hypalon Dinghy	New 2005
Dinghy Engine	20 Hp Honda Gas with electric start and trim	New 2005
Deck Crane	Steelhead SM1000 Hydraulic with powered swing	New 2005
Genset	Onan 8kW	New 1994
Inverter	Xantrex MS2000: 2kW AC, 100A DC	New 2005
House Batteries	4 ea. 8D AGM, 980 A-Hr total	New 2005
Engine Start Battery	1 ea. 8D AGM, 245 A-Hr	New 2005
Windlass Battery	Two flooded golf cart batteries	Newer
Propellers and shafts	2” SS shafts, 2 ea 4-bladed Bronze Propellers	Overhauled 2005
Steering Gear	Teleflex Hydraulic	Original
Autopilot	Comnav 1001 with remote	Original
GPS/chart plotter	Garmin 192C color chart plotter with full chart kit.	New 2005
GPS	JRC NEMA0183	New 2005
Depthsounder/Fishfinder	Garmin 250C	New 2005
Primary VHF/Hailer	Uniden ES	New 2005
Secondary VHF	Uniden Solara	New 2005
Antennas	2 ea. Shakespeare Galaxy 14’	New 2005
AM/FM/Weather/CD	Jensen MCDA1 w/2 sets speakers	New 2005
Windlass	Ideal Vertical shaft with chain and rope windlass	Original
Primary Anchor	“Bruce” Style, 30kG	New 2005
Primary Rode	200’ 5/16 Chain	Original
Secondary Anchor	Guardian 35#	New 2005
Secondary Rode	250’ 5/8 Nylon and 25’ 3/8 Chain	New 2005
Primary TV/DVD	17” wide screen LCD with integral DVD Player	New 2005
Secondary TV/DVD	7” wide screen LCD with integral DVD Player	New 2005
TV antenna	Shakespeare powered omni with gain control	New 2005
Oven/stove	Seaward Princess 3-Burner/Oven Propane	Updated 2005
Refrigerator/Freezer	Norcold DE-0061 AC/DC	New 2005
Barbeque	Magma Propane	New 2005
Spotlight	PAR remote control	New 2005
Heads	2 ea. Vacuflush	New 2005
Pump-Out pump	Marine Sanitation Diaphragm Pump	New 2005
Holding Tank	25 Gal Fiberglass	Original
Holding Tank Level Gage	Capacitance sensing electronic	New 2005
Water Tanks	2 ea. 300 Gallon Stainless Steel	Original
Fuel Tanks	2 ea. 300 Gallon Core-10 Steel	Original
Sink Faucets	Price Phister (two head, one galley)	New 2005
Power Monitor	Krill Systems management system	New 2005/6
Heater System	Kubola Diesel Boiler with 3-zone controls	New 2006

Leaving the Dock.

1. Engine Room Inspection.
    a. **Check** Port and Starboard Engine Oil Levels (wipe dipstick and re-insert before reading).
    b. **Check** Port and Starboard Transmission Oil Presence.
    c. **Check** Genset Oil Level (wipe dipstick and re-insert before reading).
    d. **Check** Port and Starboard Coolant Level in the overflow tanks at the forward end of the engines. Do not top off. OK if coolant is present.
2. **Verify** breakers in correct positions per color code.
3. **Verify** shore power cord removed and stowed in Stbd. Portuguese locker.
4. VHF Radios **ON** and tuned to 16 and 09.
5. UNIDEN ES to **HAIL**, "VOL" on Max.
6. Garmin 250C Depth and GPSmap 192C **ON** and **set** as needed.
7. **Switch** Electronic Engine Controls ON (Main Helm, left of controller).
8. **Turn** Autopilot 1001 Autopilot (forward of compass) to STANDBY.
9. **Verify** rudder position using COMNAV rudder position indicator in overhead.
10. Turn Port Key **On** (*Oil Pressure Low* Alarm will sound).
11. **Push** Port Start button until engine starts, then release.
12. Turn Stbd. Key **On** (*Oil Pressure Low* Alarm will sound).
13. **Push** Port Start Button until engine starts, then release.
14. **Verify** WARM light is lit on Electronic Engine Controls.
    a. **Press** WARM key once if not lit, verify light ON.
15. **Advance** both throttles to 800 rpm.
16. If desired, move to outer steering station.
    a. Outer throttles neutral, press ACTIVE button twice until lit, advance throttles to 800 rpm.
17. **Cast off** spring lines, man bow and stern lines.
18. Assign crew to **stern watch**.
19. Verify **clear path** from dock.
20. **Cast off** bow and stern, all persons aboard.
21. Engine controls to neutral, WARM light off.
    a. Press WARM key once if lit, verify light OFF.
22. Maneuver away from dock, using idle speed in harbor.
23. Crew to bring all fenders and lines inboard and stow. Do not leave lines on side decks.
24. If appropriate, move to inner control station.
    a. Press TAKE twice until lit.
25. Once clear, press SYNC on Electronic Engine Controls and use STBD engine controls.
26. Return UNIDEN ES radio to 16, normal volume.

Returning to the Dock

1. **Most commercial and municipal docks will be more than happy to supply docking assistance.** Simply request "help tying up" when you radio ahead for a slip.
2. Come to a full stop outside the harbor and set the fenders and docking lines. At least three fenders are needed: fully aft, amidships, and at the aft eye on the foredeck. The bottom of each fender should just touch the water.
3. Rig black dock lines at each station and place a watch on the stern. **Keep the lines out of the water!**
4. Turn on the aft camera and monitor.
5. When docking, step ashore with the brest (mid-ships) line first and get it tied off to insure control of the boat.
6. Walk the boat into position and secure with a bow line, a stern line (tied very tight) and two spring lines, one aft and one forward.
7. Leave the engines running until Rockfish is secured at the dock.

Raising the Anchor.

1. Engine Room Inspection.
    a. **Check** Port and Starboard Engine Oil Levels (wipe dipstick and re-insert before reading).
    b. **Check** Port and Starboard Transmission Oil Presence.
    c. **Check** Genset Oil Level (wipe dipstick and re-insert before reading).
    a. **Check** Port and Starboard Coolant Level in the overflow tanks at the forward end of the engines. Do not top off. OK if coolant is present.
2. **Verify** breakers in correct positions per color code.
3. VHF Radios **ON** and tuned to 16 and 09.
4. UNIDEN ES to **HAIL**, "VOL" on Max.
5. Garmin 250C Depth and GPSmap 192C **ON** and **set** as needed.
6. **Switch** Electronic Engine Controls ON (Main Helm, left of controller).
7. **Turn** Autopilot 1001 Autopilot (forward of compass) to STANDBY.
8. **Verify** rudder position using COMNAV rudder position indicator in overhead.
9. Turn Port Key **On** (*Oil Pressure Low* Alarm will sound).
10. **Push** Port Start button until engine starts, then release.
11. Turn Stbd. Key **On** (*Oil Pressure Low* Alarm will sound).
12. **Push** Port Start Button until engine starts, then release.
13. **Verify** WARM light is lit on Electronic Engine Controls.
    a. **Press** WARM key once if not lit, verify light ON.
14. **Advance** both throttles to 800 rpm.
15. If desired, move to outer steering station.
    a. Outer throttles neutral, press ACTIVE button twice until lit, advance throttles to 800 rpm.
16. Assign one crew to **stern watch** and one crew to **bow watch** and **man the winch**.
17. Verify **clear path** from anchorage.
18. Verify dinghy aboard and secured, all lines stowed and clear of water.
19. Engine controls to neutral, WARM light off.
    a. Press WARM key once if lit, verify light OFF.
20. Remove chain snubber from deck pipe.
21. Remove nylon rope chain snubber from anchor line.
22. Maneuver boat directly over anchor (chain vertical) and raise anchor. Use throttle levers to move boat, winch to raise chain. If anchor is stuck, bring chain tight and wait or use throttles to pull in reverse and break anchor free.
23. Once anchor is aboard, install deck pipe snubber and nylon rope chain snubber to secure anchor and wash foredeck (the hose is in the Port Portuguese locker).
24. If appropriate, move to inner control station.
    a. Press TAKE twice until lit.
25. Once clear, press SYNC on Electronic Engine Controls and use STBD engine controls.
26. Return UNIDEN ES radio to 16, normal volume (press **HAIL**).

Setting the Anchor.

1. UNIDEN ES to **HAIL**, “VOL” on Max.
2. Garmin 250C Depth and GPSmap 192C **ON** and **set** as needed.
3. **Turn** Autopilot 1001 Autopilot (forward of compass) to STANDBY.
4. **Verify** rudder position using COMNAV rudder position indicator in overhead.
5. If desired, move to outer steering station.
    a. Outer throttles neutral, press ACTIVE button twice until lit, advance throttles to 800 rpm.
6. Assign one crew to **stern watch** and one crew to **bow watch** and **man the winch**.
7. Select Clear area within anchorage, and discuss depth and hand signals with bow watch.
8. Remove chain snubber from deck pipe and nylon rope snubber from anchor chain.
9. Maneuver boat directly over anchor position with bow into wind and hold position as anchor is lowered until anchor is on bottom (monitor chain color code to gage length). Once anchor is on bottom, move aft slowly until remainder of chain is deployed (4xdepth minimum, 5x or more in high winds or currents).
10. Continue to move aft and downwind until chain comes tight. Keep speed very low, and place engines in neutral before chain tightens.
11. Place both engines in idle/reverse to set and check anchor. Line up features on shore to verify that boat is not moving under idle/reverse. You will be able to drag the anchor around at engine speeds above idle, even in the best anchoring conditions.
12. If you end up without adequate swinging room, or if the anchor is dragging, reset the anchor. Do not settle for poor holding!
13. Once the anchor is set, install the deck pipe snubber and nylon rope chain snubber. Lead the nylon rope through the bulwark eye and well down the anchor line, and then tie it off on a cleat.
14. Double-check your minimum depth within the anchor circle against the projected tides. The Garmin GPS has a tides page (accessed by the **Menu** button). Six feet of water under the keel does you no good if the tide will go out eight feet while you are sleeping. It’s a good idea to use the depth sounder on the dingy to double-check the anchor circle if there is any doubt.
15. Challenge other boats that set their anchor too close or un-safely. It is your right and responsibility to do so. Be especially cautious of boats that set in deep water with rope rodes. They will move in different directions than you as wind and tides change.
16. Press **HAIL** to return the UNIDEN ES radio to 16, normal volume.

Shutting the Engines Down.

1. Shut down one engine at a time.
2. Do not stop engine immediately after hard running. Allow five minutes of un-loaded operation before shutdown (docking or anchoring usually qualifies).
3. Make sure it's safe to lose power (vessel is securely anchored or moored, or drifting far from hazards).
4. Press and hold **STOP** until oil pressure drops, then turn key to **OFF**. Repeat for both engines.
5. Turn off autopilot and engine controls, set electronics as desired.

Launching and Retrieving the Dinghy.

- The dinghy deck crane is completely push-button controlled and powered with hydraulics, and includes powered swing. The functions are called **Boom** (raising and lowering the boom), **Hook** (raising and lowering the hook), and **Rotate** (swing the boom left and right).
- The remote for the crane is stowed in the false stack/propane locker. Take care removing the connector cover and installing the control pendant, as the threads are fairly fine.
- It is not necessary to open the railing. Simply lift the dinghy over the rail.
- **Keep people and gear out of the dinghy unless the dinghy is un-hooked and in the water!**

Launch

1. Leaving the hook in the stow clip, hold the **release pin** out while pushing the **hook down** button. You can release the pin. Once the boom starts extending, you can release the pin. When the boom is fully extended, the pin with snap in. Release the button.
2. Remove the hook from the stow clip.
3. **Boom** up and **Rotate** right until the black marks line up.
4. Verify that the cable lifting harness is correctly installed: two hooks at the transom, over the aft seat, through the steering wheel, under the forward seat, and two hooks forward. Check for and correct twists.
5. **Hook** down and attach to the lifting harness.
6. Release the tie-down straps.
7. Install the drain plug from the inside of the dinghy.
8. **Hook** up the dinghy with the hook only until the body tube touches the boom.
9. **Rotate** left until the boom is perpendicular to the hull.
10. **Boom** down until the dinghy is clear of the hull.
11. **Hook** Down until the dinghy floats free. If the dinghy is sliding or banging against the hull, **Boom** down further.
12. Tie the bow line to the transom railing.
13. Release the crane hook from the harness, disconnect the two forward attach clips, and stow the harness aft of the main dinghy seat. **DO NOT GET THE HOOK IN THE WATER!**
14. You can reverse the procedure and stow the crane, or simply place the hook over the bulwarks and leave the crane deployed. You choose. Don't leave the hook swinging loose.

Retrieval

1. Follow the launch procedure to position the hook. **DO NOT GET THE HOOK IN THE WATER!**
2. Verify that the cable lifting harness is correctly installed: two hooks at the transom, over the aft seat, through the steering wheel, under the forward seat, and two hooks forward. Check for and correct twists.
3. Tilt the motor about half way, or until the skeg is above the bottom of the dinghy.
4. Leaving the bow line attached to the aft rail, bring the dinghy alongside, aft end forward.
5. Connect the crane hook to the harness.
6. Untie the bow line and lift the dinghy. Lower the **Boom** if the dinghy drags against the hull.
7. If there is excess water in the dinghy, lift it slightly out of the water and pull the transom drain plug. Leave the plug in the well inside the boat.
8. Lift and place the dinghy in its bunks, using the guide marks on **Boom** and **Rotate** to position the crane before lowering the dinghy.
9. Install the dinghy hold-down straps.
10. Remove the transom plug and leave it in the plug well.
11. Retract the **Hook** (UP) and clip it into the stow rails. Pull the pin and push **Hook** down to retract the boom stinger. The pin can be released once the stinger starts to move.
12. **Boom** Down and **Rotate** to stow the crane pointed forward.
13. Remove the crane control pendant, install the connector cover, and stow the pendant in the false stack/propane locker.

Using the Dinghy.

1. Always check fuel level and tank vent open before use. The dinghy uses plain gas, no oil.
2. **Do not use the fast idle bar.**
3. Always leave the motor down when tying to a dinghy dock and don't tie near dinghies with their motor up.
4. We encourage you to board the dinghy over the bow. The driver can leave the motor in gear and push the dinghy nose against the transom or dock to make the operation more secure.
5. When beaching, tilt the motor just enough so that the cavitation plate is still submerged. Watch the tides so that you are not stranded or the dinghy doesn't float off.
6. Constantly check that water is squirting from the port at the aft starboard corner of the engine while the engine is running. Do not operate the motor if the water flow stops.
7. Try to keep beach sand in the dinghy to a minimum, and don't bring sand aboard *Rockfish*.
8. The anchor, registration, and some flares are in the forward compartment. The air pump and repair kit are stowed in the engine room tubs.
9. If the dinghy engine stops from lack of fuel, tilt the tank towards the outlet and pump the fuel line bulb until pressure is felt. A reserve is molded into the bottom profile of the tank.
10. The six-gallon tank should be more than large enough for a one-week charter, but still check the fuel level before and during each use.

Shore Power.

Connecting.

1. Verify selector knob starboard of ships wheel and shore power breaker (on dock) are off.
2. Verify all individual AC breakers (lower two tiers on panel) are off.
3. Connect the 30A cord provided to the receptacle on either side of the pilothouse. Cord and some adapters stow in the Portuguese under the outside steering station. Other adapters are in the Port top drawer set in the pilothouse seat.
4. Route the cord to the shore power receptacle, securing the cord as it leaves the boat and near the receptacle.
5. Using an adapter if required, connect the cord to any source of 120 VAC, 30A max.
6. Turn on the breaker at the shore power receptacle.
7. Turn the selector knob starboard of the ships wheel to **Shore Power**.
8. Verify AC power at either the Inverter control screen or the panel voltmeter.
9. Turn on relevant panel breakers.

Disconnecting.

1. Verify selector knob starboard of ships wheel and shore power breaker are **OFF**.
2. Verify all individual AC breakers (lower two tiers on panel) are off.
3. Remove the cord and adapters from the shore power receptacle.
4. Disconnect the cord from the boat receptacle and stow cord and connectors.
5. The AC sockets and circuits are not dead just because shore power and the genset are off. **The inverter may be energizing these circuits.**

If the power cord ends and/or adapters are dropped in seawater, disconnect them, rinse them immediately and thoroughly with fresh water, and dry them out before using!

Filling the Fuel Tanks.

1. The two tanks combined hold almost 600 gallons, plenty of fuel for a one or two-week trip.
2. Diesel fuel only!
3. Position crew with an oil and fuel absorbing “diaper” (from the engine room or fuel supplier) at the tank vent in the bulwark forward of the tank fill.
4. Position another crew with a flashlight in the engine compartment to watch the site gauges.
5. Wet the decks around the fill tubes with water, and use a diaper around the fill nozzle to catch splash.
6. Fill only until the fuel fills the site gauges. Do not top-off the tanks.
7. Tighten the Fill Plates very tight, inspecting the O-Rings before reinstallation.
8. Use a diaper to catch spills while you carry the fill nozzle to the other side of the boat.
9. Wash spilled fuel from the deck with a small amount of dish detergent after the Fill Plates are completely tightened.

Filling the Water Tank.

1. Do not use or fill the forward water tank. The fill fitting for this tank is on the port side, just aft of the pilothouse door. Don't use it.
2. The two aft tanks hold about 300 gallons each for a total of 600 gallons, more than enough for a one-week cruise, and plenty for a two week cruise if reasonable care is taken.
3. Although the tanks are connected at the bottom, you will need to fill each one separately.
4. Keep everything clean around the fill tubes, and assign crew to monitor the filling operation and keep the area clear.
5. Flush the hose by letting it run for a minute or two before filling the tank, and clean the outside of the last four feet of the hose.
6. Fill to overflowing by placing the hose in the port and letting it run.
7. Check the O-Ring(s) and tighten the fill plate(s) securely.

Being Boarded by the Coast Guard.

1. Be nice and do what you are asked to do. Your rights at sea are very different from your rights on land.
2. First, show them the copy of the previous boarding certificate in with *Rockfish*'s documentation.
3. Vessel Documentation and the spill response plan are in the binder, life jackets and flares in the large cabinet starboard of the helm, trash placard in the galley above and forward of the sink, Oil Discharge placard in the entrance tunnel to the engine room, and fire extinguishers are immediately outside the engine room, inside the engine room, attached to the side of the saloon stairs, and above the sink in the galley.
4. Everyone should get their ID ready before the Coast Guard boards, and everyone should be very visible at all times while they board and while they are on board. Gathering for tea around the pilothouse table works well.

Spill Response Plan.

1. Identify and mitigate the spill source.
2. Disable bilge pumps, if appropriate (at breaker panel).
3. Deploy Oil absorbent diapers to absorb spilled materials.
4. Report spill if required.
5. Clean spill area and contain cleaning materials for proper disposal.

Safety Equipment.

1. Life jackets and flares are in the large cabinet starboard of the wheel.
2. Flashlights are in the drawer starboard of the wheel.
3. Throw rings are mounted on either side of the pilothouse.
4. Fire extinguishers are mounted in the pilothouse, engine room, galley, and immediately outside the engine room.
5. There are automatic bilge pumps in each bilge space. A spare pump is carried in the port Portuguese locker.
6. A button in the control panel operates the electric horn on the pilothouse roof. In addition, the Uniden ES radio can function as an automatic foghorn with speakers forward and aft. Access the horn through the MENU function.
7. The Uniden ES also functions as a hailer.
8. A single button on the GARMIN 192C GPS marks man-overboard positions automatically.
9. Both VHF radios have the DSC MAYDAY function, which issues a coded MAYDAY with position information with a single button push (hold for five seconds).

Using the Heads.

Rockfish does not have a “Y” valve. All sewage (“Black Water”) goes into a holding tank for later disposal.

1) If it’s yellow…
   a) Do not add extra water.
   b) Hold pedal down for three seconds to flush.
2) If it’s brown…
   a) Add two inches of extra water before use by holding the pedal up with your toe.
   b) Hold pedal down for three seconds after bowl clears to flush.
3) **No tampons, pads, Kleenex, Dental Floss, paper towels, or anything else in the head system!**

Do not ignore this rule!

4) If the bowl does not empty when the pedal is pushed down, either the heads are disabled (check the breaker panel), the holding tank is full (check the gage) or the line is clogged. Immediate action is required!
   a) If the holding tank is full, it must be emptied immediately, before the heads are used again.
   b) Remove any visible blocking materials. Make sure not to damage the seal or the movable surface inside the head.
   c) Hopefully, the powerful pumps used by Vacuflush can clear the clog. Careful addition of water to the bowl may be helpful. Do not allow the bowl to overflow, however. If the bowl is full of water, shut off the plastic water supply ball valve to the heads. It is located underneath the lower shelf under the mid-head sink.
   d) If a tampon or other foreign object caused the clog, pump the system out at a commercial station. Do not risk clogging the on-board discharge pump.
5) If the vacuum pump runs when the head is not being used, one of the heads is leaking.
   a) Find the bowl that does not contain water. This is the bowl that is leaking.
   b) Add a small amount of water and flush the bowl.
   c) If the seal still leaks, hold the bowl open by stepping on the pedal and wipe the seal area with a small piece of toilet paper. Flush the paper when done.

Emptying the Holding Tank.

1. Check holding tank level at least daily, using the indicator system port of the ship's wheel.
2. Do not let the tank get full! Empty the tank in one of two ways:
    a. Suction the tank at a pump out facility using the port on the foredeck near the anchor windlass.
    b. Pump the tank into approved waters using the installed diaphragm pump, controlled by the breaker in the electrical panel. Ten minutes pumping will empty the tank.

Using the Genset.

Starting.

1) Verify that the selector switch Stbd. of the wheel is in either **Off** position or on **Shore Power**.
2) On the Onan panel, Port of the wheel:
   a) Push **Stop** for ten seconds for preheat.
   b) Push **Start** until oil pressure needle starts moving.
3) Verify genset is running and coolant flowing by inspecting exhaust on port side.
4) Move selector switch to **Onan Power**.
5) Verify 120 volts on the Krill Monitor, the Xantrex control panel or on breaker panel meter.

Stopping.

1) Place the selector switch Stbd. of the wheel in either **Off** position or on **Shore Power**.
2) Let genset run unloaded for five minutes.
3) On the Onan panel, Port of the wheel, push **Stop** until oil pressure falls off.
4) Verify genset stopped by inspecting exhaust on port side.

Using the Kubola Boiler and Heater.

Starting.

1) In the engine room:
   a) Verify **Kubola Boiler** breaker on (above main battery switch).
   b) Verify **Kubola Boiler** switch on and lit (on red Boiler in Port Aft compartment).
2) On the main breaker panel, top row:
   a) Verify **Kubola Heat** breaker on.
3) Leave these breakers and switches in this position for the duration of your charter. This will ensure that you always have hot water and will circulate heated water throughout the boat, keeping the interior dry.

Using.

1) Simply set each of the three thermostats (each cabin and the saloon) to your desired temperature.
2) The defroster at the helm works independently without a thermostat.
3) Each of the five fan units has it's own High/Off/Low speed switch to set the fan speed in that area. Leave the fans on low for quiet unless more heat is needed.

Stopping.

1) Under normal conditions, charter guests should not shut the Kubola system down.
2) Turn off the **Kubola Heat** breaker on the main breaker panel, top row.
3) Leave the boiler (in the engine room) switched on unless there is a problem.

Mild Weather.

1) During mild weather, the heat system may overheat the boat (especially in the mid-cabin) even if the thermostats are set low and the fans never come on. This is because hot water is still circulating thru the system.
2) In this case, turn the **Kubola Heat** breaker (helm breaker panel, top row) off after the boat has warmed up in the morning and everyone has taken his or her showers.
3) The **Kubola Heat** breaker can be switched on at any time if the boat cools off or if hot water is required. Hot water will be available for some time after the system is turned off.
4) You may want to turn the **Kubola Heat** breaker on for the night or you may want to sleep with more blankets. Your choice. When you get up in the morning, simply turn the **Kubola Heat** breaker on and the boat will be warm within a half hour (make sure the fan switches are all on).
5) Leave the boiler (in the engine room) switched on unless there is a problem.

Using the Washer/Dryer.

Starting.

The washer/dryer uses very little water and soap, and can wash about 5 gallons of clothing per load. One set of bedding is a load, for instance.

1) Start the genset or be hooked up to shore power
2) Load the clothing into the hopper, add 2 tbsp. of liquid soap provided, and close door. **Do not use more soap than 2 tbsp.!**
3) Set the wash and dry selector switches using the examples below.
4) Press the **power on** button.
5) You will not be able to open the door until the cycle completes. To abort a cycle, press "**RESET**" and wait for the washer to clear.

SAMPLE WASH/DRY LOADS

Sample Load 1: 2-3 Bath Towels, 1 Hand Towel, 1-2 Wash Cloth(s)
Wash & Dry Cycles: Cotton Heavy Duty Regular / Dry Time: 70-90 min.

Sample Load 2: 1 Queen Flat Sheet, 1 Fitted Sheet, 2 Standard Pillow Cases
Wash & Dry Cycles: Permanent Press Regular / Dry Time: 70-90 min.

Sample Load 3: 1 Hand Towel, 1 Pair of Jeans, 1 Sweatshirt
Wash & Dry Cycles: Cotton Heavy Duty Regular / Dry Time: 70-90 min.

Artwork.

Forward and Mid Cabins.

These local beachscapes are original watercolors by Diane Hill from Camano Island. Diane Hill is a Northwest watercolor and oil artist who has exhibited, competed professionally, and taught art for the past 35 years. She graduated with a degree in Art Education from the University of Washington, having received a scholarship. She taught art in public schools, at Everett Community College, and continues to teach watercolor at the Stanwood Senior Center and privately in her own Camano Island studio.

Companionway.

This terrific underwater print of a Tiger Rockfish is by Sue Coleman. Sue Coleman has earned international recognition for her distinctive watercolor paintings. Especially popular have been her 'Interpretive' Northwest Coast Indian images, which have been reproduced and sold to collectors worldwide.

Sue maintains a studio in Cowichan Bay on Vancouver Island, Canada and paints a variety of subjects from misty west-coast scenes, wildlife, landscapes and more.

Galley Wall.

The art of Ray Troll is easy to recognize and difficult to forget. We chose this poster as a focal point because it faithfully represents the beauty and diversity of the Rockfish Family**.** From his tree-top studio, high above the Tongass Narrows in rain swept Ketchikan Alaska, Ray Troll draws & paints fishy images that migrate into museums, books and magazines and onto t-shirts sold 'round the globe. Basing his quirky, aquatic images on the latest scientific discoveries, Ray brings a street-smart sensibility to the worlds of ichthyology & paleontology.

Pilot House.

This piece is called “Mothers Day”, and was painted by Sheena Lott from a picture of our family taken several years ago. Sheena combines gallery, exhibitions, children's book illustration, private commissions, as well as lecturing on cruise ships (including the QE II) all over the world. Born in Scotland, she grew up in Vancouver, Canada. She has illustrated 7 successful books including the perennial best seller – “Jessie's Island”, and the delightful “A Morning to Polish and Keep”. Copies of several of her books are on the boat.