

Coldwater

Catalina 36'

Orientation Guide

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1. Electrical System

The master battery switch and electrical panel are located to starboard above the chart table.

Use both batteries for Engine starting and operation. Never switch the master while engine is on. Switch to one battery when engine is off and when you leave the boat. Be sure all other switches except the bilge pump are off when you leave the boat.

To use cabin lights, first switch on “cabin lights” panel switch. Turn off in the morning to prevent battery drain.

SHORE POWER CORD is to be taken with you. DO NOT leave it on the dock because you may not return to the same slip. The top of the boat end is marked for easy insertion into the boat’s connection. Do not drop or get the shore power cord wet. If this happens, do not plug it in and advise the Sailing Center Staff.

OUTLETS: The outlet’s push button on the AC control panel must be in; shore power cord connected and 30 AMP Master power switch turned ON on the electrical panel. If the outlets do not work, check the second circuit breaker in the starboard lazarette located just under the lid.

Ground Fault Interrupter (GFI)

The AC outlets are equipped with GFI, which protects against electrocution. If the GFI system detects a condition that could indicate that a person is receiving an electrical shock, it shuts off the power extremely rapidly. The system is highly sensitive, and therefore can be triggered by the moisture present in the boat.

If an AC outlet has no power, verify that the AC control panel has power and that the OUTLET breaker is on. Then check for an AC outlet that has a griggered GFI (a small button that has popped out). The GFI may be on the dead outlet or on another outlet. (A GFI-equipped outlet can protect a string of outlets). Push the button back in and power is restored to all outlets in the string.

2. ENGINE OPERATION

Coldwater is equipped with a 35 HP Universal 4 cylinder diesel, fresh water cooled. Fuel consumption is approximately ½ gallon per hour. At the recommended cruising RPM of 2500, the vessel makes approximately six knots.

The fuel capacity is 32 gallons and the range of about 300 miles. There is a fuel gauge on the binnacle.

ENGINE CHECKS:

Oil: Check daily. Access is located in the stateroom through the small door near the floor. The dipstick is marked with a yellow tag. Pull firmly to lift the stick. Please minimize rubbing on the hoses near the dipstick. Remove it carefully; do not drop oil at the base of engine or on the floor. **ONLY ADD OIL IF SLIGHTLY BELOW THE FULL MARK ON THE DIPSTICK AND DO NOT OVERFILL.** Overfilling causes engine damage.

Oil fill access: access for oil fill is gained by removing the companion way ladder and engine cover beneath it. Please do this carefully to prevent damage to the floor. Two black latches secure the engine cover. Move the stairs completely away from the galley area to have space to gently slide the engine cover and stay clear of the latch on the floor.

Raw Water Intake/ strainer: This is located in the aft stateroom, mid-ships, under the front cushion. Lift the cushion and slide it back, lift the center board with the finger hole in it. The strainer is the large clear round cylinder with a black knob on top. Close the thru-hull. Carefully unscrew the black knob and lift the clear plastic cover. Suction may make it difficult, but lift carefully and steady. Lift the round basket and remove the

debris. Return the basket and cover. The cover may seal best with the tabs athwart ships.
REMEMBER TO OPEN INTAKE THRU-HULL.

Coolant: Access for checking coolant level is in the port cockpit locker. Lift and secure lid and look to the outside. There is a plastic container marked “Coolant” and “Westerbeke”. If below the “Add” line please advise the maintenance staff. **DO NOT REMOVE ENGINE COOLANT CAP ON ENGINE YOU WILL DRAIN ALL COOLANT FROM COCKPIT RESERVOIR AND HAVE MAJOR MESS BELOW!!**

To start the engine:

1. Be sure battery master is on all
2. Put gear lever (on the port side of binnacle) in neutral.
3. Be sure engine kill lever switch is pushed down fully
4. Crack throttle lever on the starboard side of the binnacle.
5. Coldwater does not have an ignition key. Turn on the ignition switch (large black toggle switch at center of engine control panel). Low oil pressure alarm will sound.
6. Push and hold the glow plug button (black button above and left of the ignition switch. Engine will not crank without holding this button). If starting cold, hold glow plug button for 10 seconds. While still holding glow plug button, push start button (black button above and right of the ignition switch). Engine should start and low pressure alarm should stop sounding. If not, stop cranking and turn off ignition switch.
7. After engine has started, check that water is coming out of the exhaust, which is located underneath the port stern. If not, stop engine.

To stop engine, put in neutral, reduce throttle, let idle for at least one minute to cool down, then PULL ENGINE KILL. After the oil pressure alarm stops sounding, turn off the ignition switch and put the battery master switch on one battery. NEVER TURN OFF ENGINE IGNITION SWITCH BEFORE KILLING ENGINE.

WHEN SAILING, DO NOT LEAVE GEAR SHIFT IN NEUTRAL OR FORWARD.
PLACE IN REVERSE

CAUTION

- Do not press starter for more than 10 seconds without pausing. You may need more glow plug.
- Never close engine saltwater intake seacock except when cleaning intake screen.
- ENGINE OPERATING WILL BE BETWEEN 165-195 DEGREES AND SHOULD BE TURNED OFF IMMEDIATELY AT 200 DEGREES.

There is a red light (with an alarm) to the left of the temperature gauge (on the instrument panel) to sound when engine is hot. If the engine overheats, check the coolant level and the raw water strainer.

- When under sail, always leave gear lever in reverse to prevent the prop from turning.
- Be careful the ignition switch is always on when the engine is on.

THIS VESSEL BACKS TO PORT

3. SAILS AND RIGGING

The mainsail halyard is led to the cockpit through a rope clutch on the starboard side. The rope clutch is designed to close when raising the halyard and will hold the halyard secure once raised. Be sure to push the rope clutch all the way open to release the halyard. Raising mainsail: Be sure the rope clutches are open for the 1st and 2nd reefs, the main sheet, and the boom vang.

The mainsheet is led to the cockpit on the starboard side. It is secured in a jam cleat marked “main sheet”. The mainsheet and the halyard share the same winch.

The Genoa (genny) halyard is led to the cockpit through a rope clutch on the port side. NEVER release this rope clutch. Visually check the halyard tension after unfurling the Jib/Genoa. If not secure, re-tension.

A spare jib halyard is secured on the port side and led aft to a marked rope clutch.

The jib roller furling line is secured on the port side of the cockpit. The jib can be furled and unfurled with this line. In light winds the Genoa sheet may be used to aid in furling. When sailing with the Genoa/jib partially furled be sure the end is secure on the cleat. Do not furl or unfurl the sail when head to wind. A close reach is the best.

Reefing: The mainsail is equipped with two sets of single-line reef points. This system pulls the tack and the clew towards the boom at the same time. Drop the traveler to leeward: loosen the boom vang and the mainsheet. As you secure the reef line, watch forward to make sure sail slugs do not jam in the track. After you put in the first reef, you will need to take out the slack of the second reef line.

There are two winch handles in the chart table.

4. DOCK LINES AND FENDERS

There are 4 dock lines and 4 fenders on board. Upon your return, please attach the longest dock line to the dockside of the stern. While sailing, fenders may be firmly secure to the stern pulpit. Make sure they do not interfere with the stern anchor and hawse pipe. **ALWAYS TAKE YOUR DOCK LINES AND FENDERS WITH YOU: NEVER LEAVE THEM ON THE DOCK.**

5. SAFETY AND EMERGENCY EQUIPMENT

Coldwater has eight PFDs (lifejackets). They are located in the port lazarette. Please keep them dry. There is a throwable flotation cushion in the same locker.

Fire extinguishers are located under the stairs, in the forward stateroom and in the port lazarette.

There is a man-overboard “lifesling” mounted on the stern pulpit.

Toolbox, spare belt, flare kit, first aid kit, air horn, spare air horn canister and wood plugs are in the locker just forward of the chart table in the main cabin.

Emergency tiller is located in the port cockpit locker in a red bag. This inserts into the rudder head by removing the plate in the stern of the cockpit. The key for the plate is in the red bag.

6. Navigation Equipment

GPS (Global positioning system) can be switched on with the “Nav/Com” switch on the electrical panel. Directions for the GPS are in the chart table. **DO NOT FILL THE GPS WITH PERSONAL WAYPOINTS.** Many popular destinations are already programmed into the GPS.

Take the time to review the books in the chart table. VHF radio can be turned on with the Nav/Com switch. The Sailing Center monitors Channel 16 (the international Hailing Frequency) and switches to channel 66 (US) or 79 (US) for chatter. Please use boat’s name when calling. The VHF owner’s manual is in the Orientation Guide binder.

7. GROUND TACKLE & WINDLASS

The switch for the windlass is located under the small table below (starboard side) on the forward bulkhead. Push the switch in for “ON” and pull for “OFF”, **DO NOT PUT CHAIN ON WINDLASS. IT IS NOT DESIGNED FOR THIS PURPOSE.**

Bow anchor: 33 lb. Bruce with 50’ Chain and 250’ rode

Stern anchor: 14 lb. West Marine Performance with 50’ chain and Rode.

About 15 feet from the bitter end is a red mark on the stern anchor’s rode. This is to alert you that the bitter end is near and must be secured.

The bow anchor is ready to deploy. Caution and care must be used with the Bruce anchor. The space between the bow roller and the drum of the roller furling is limited. Be sure to check that anchors are well secured but can easily untie. Please take special care to avoid chipping the boat with anchors and chain; you will be charged for gel coat damage.

8. BILGE PUMPS

The electric bilge pump switch is in the DC control panel. Switch is to be left on ‘Auto’ at all times. If there is a pump failure, be sure to inform the Sailing Center upon your return and use the manual bilge pump.

The manual bilge pump is located in the cockpit above the starboard lazarette. The handle is in the tool kit.

9. HEAD (TOILET)

The head is routed for direct overboard discharge. **DO NOT USE THE HEAD IN THE HARBOR.** To use head: Open the “marine head inlet” behind the small door in the head area. Check to make sure the head discharge is open. This thru-hull is located under the port forward corner cushion in the dinette area. The large black valve should be turned with the line.

If you will be sailing in an area, which requires a holding tank- please ask for a holding tank orientation. The holding tank is located under the outside dinette cushion. If you must go to holding tank, the valve marked “Do not turn” must be routed to the holding tank. Pointing the short side of the valve handle towards the large white hose will route the discharge to the holding tank. It is the charterer’s responsibility to return the vessel with the holding tank empty. If you use the tank, pump it out at sea (3 miles out) by opening the seacock marked “marine head outlet for macerator” on the hose after the macerator (located under the aft corner dinette cushion). Turn on the macerator switch on the electric panel. The macerator starts with a high tone. **FAILURE TO EMPTY THE HOLDING TANK BEFORE RETURNING THE VESSEL AFTER CHARTER WILL RESULT IN A \$50.00 FEE.**

The sink drain thru-hull and the shower pump discharge thru-hull are located behind the small low door in the head. They are labeled and **ALWAYS CLOSE THEM WHEN NOT IN USE.**

HEAD OPERATIONS CAUTIONS

- **NEVER** pump head with seacock closed: you may break a seal.
- **Remind** your guests that there is to be absolutely no paper products in the head, to prevent clogging.
- A marine head has very small diameter and very little water pressure compare to toilet ashore. It is the **CHARTERER’S RESPONSIBILITY TO MAKE SURE THAT THE PLUMBING DOES NOT BECOME CLOGGED WITH FOREIGN OBJECTS.** There is a \$50.00 charge for cleaning a blocked head.

SHOWER is located in the head. Pull the black nozzle (wand) straight up. The pin at the base of the nozzle will change the water flow from stream to shower.

The shower sump pump has a switch on the main electrical panel. Do not forget to open seacock before operating the pump.

10. GALLEY

Please read posted directions on electrical refrigeration. It is to be used **ONLY** when the engine is running or boat is plugged in and the battery charger is operating. Abuse of refrigeration will cause excessive battery drain. Any charterer who requires a chase boat to Santa Cruz Island due to dead batteries will be charged a minimum of \$ 250.00.

The refrigerator has a foot pump beneath it for pumping out water.

The stove and oven operate on propane. The propane tank is located in the propane locker in the port side of the cockpit. **THERE IS NO SECOND TANK, SO CHECK IT BEFORE YOU LEAVE AND BE CONSERVATIVE WITH USE.** Open the tank with no more than two full turns. Remember to close after use. Turn on the LPG Gas Valve switch on the electrical panel prior to lighting the burners or oven. Turn off the solenoid before turning off the burner to drain propane from the line to the tank, then turn off the burner.

To light a burner or oven, please refer to the directions in this book or posted to the left of the stove.

The dry storage compartment is ONLY for dry products. DO NOT try to make it a cooler-there is no drain in the bottom.

11. FRESH WATER SYSTEM

Coldwater has a water capacity of 77 gallons. The tanks are located center aft (22 gal) and forward (34 gal.). To activate, turn on switch on electrical panel. Leave this switch “off” when sailing and/or not using water.

There are 3 water tanks on Coldwater and the valves are located (and marked) under the aft cushion in the dinette area. Only use one tank at a time. When a tank is empty, turn off the empty tank and turn on the new tank. You may need to bleed the air out of the system to stop the pressure pump from running. Open the sink faucets and the air/water combination will ‘spit’ out. When the ‘tone’ of the pressure pump deepens, the system will pressurize, and the pump will stop.

Hot water is available after the engine is run for 30-45 minutes. It lasts 3-4 hours after the engine is turned off.

12. INFLATABLE DINGHY

An inflatable dinghy with oars and pump is in the port cockpit locker. (During the summer season, it may be lashed on the bow). Lay out dinghy, place in floor boards (aft two boards first, then bow) and tightly secure the inside valves. After pumping up the dinghy, secure outside valve cover to prevent leakage. Charterers securing the dinghy to the foredeck will be responsible for scratches or damage to the deck or forward hatch.

DO NOT TOW THE DINGHY the tow rings are not designed for the conditions of the Santa Barbara Channel. PULL THE DINGHY UP ON DECK OR DEFLATE. Also please keep it on deck at night. It is your responsibility to rinse dinghy with fresh water and remove all sand at the end of your charter. Stowed dinghies that are found wet or dirty will be charged a \$50.00 fee.

13. MISCELLANEOUS EQUIPMENT

Cockpit cushions are white and 5 in number. Please wipe with a damp cloth or sponge, dry and return below.

COCKPIT SHOWER is located under the seat in the stern of the boat. Pressure water must be on for it to function. It is easier to access by removing the aft seat. Open the two black latches and carefully lift the seat out. Place the seat in a secure place so as not to scratch or chip the gel coat.

BBQ is attached to the port stern rail. DO NOT REMOVE FROM STERN RAIL.

FLOPPER- STOPPERS are stowed in the port locker. These are excellent to reduce the boat's rocking motion while at anchor. Attach the line to the end of the boom so the top flopper –stopper will be just below the water. Gather together the stoppers and chain, ease the mainsheet and pull/push the boom out over the side and gently release the stopper and chain into the water. Secure the boom out by tying to a stanchion base.

WINCH HANDLES (2) are in the chart table.

BUCKET with rope is in the port locker.

BINNACLE, WINCH AND INSTRUMENTS COVERS are easily stowed in the port cockpit locker or in a clean dry place and returned after use.

COMPANION WAY BOARDS are easily stowed in the front of the port cockpit locker. Place the companion way boards with the latch on top so it does not dig into the other boards.

CURTAINS are located over nearly every port hole. The glass window and port holes are tinted so there is seldom a need to lower the curtains. If you need the curtains, GENTLY release the straps that hold the curtains up and attach the bottoms to the round circle at the bottom of the port hole. Please return all curtains at conclusion of charter.