

1998 Catalina 30 Torrey Piner Operating Instructions

Pre-Operational Checks:

- **IMPORTANT:** Turn OFF Shore Power from the breaker located on the dock. Disconnect the Shore Power Cord from the boat. Secure the cord inside the dock locker.
- On the control panel - set the A/C Master to OFF; DC MASTER position to ALL.
- **COLD Engine Fluids:** lift engine cover underneath the seat cushion near the galley sink. Check oil dip stick and coolant level (Twist radiator cap counterclockwise and press down to remove).
- **CRITICAL Thru-Hulls: Engine cooling seacock ALWAYS OPEN (handle parallel to the flow); Macerator seacock CLOSED until needed (Pump Out Distance: minimum three miles offshore); Toilet seacock - if closed/perpendicular to valve, turn counterclockwise to parallel to OPEN, switch to "wet", fill the bowl with water, switch back to dry.**
- **IMPORTANT:** Auto/MAN Control Panel Bilge Pump Switch should always be in the "Auto" Position. If the water level in the bilge is above the float and the pump is not working, first try the manual switch position. If that fails, return the switch to "Auto", fit the manual bilge pump handle (located in the port side locker) into the slot (located just below the port side locker lid) and pump the bilge out manually.
- Control Panel Switches: Accessory (below battery checks) - Stereo, Chart Light, & Power Port (located just to the left of the chart light); NAV/COM - VHF Radio and Helm Gauge Panel; Cabin Lights include - main cabin, head, forward and aft berths; Water Pressure - galley and head sinks, shower near the swim ladder; Running Lights (red & green) always on at night; Deck Light; Anchor Light (top of mast); Steaming Lights - mast and transom lights on when motoring at night.
- Before Heading Out check safety gear, current wind, weather and tides.

Pre-Rigging Checks:

- **CRITICAL: Make sure the mainsheet and boom vang lines are loose. The reefing line on the port side must be free to run while raising the main.**
- Cutch-cleats: Main Halyard open; Jib Halyard always locked closed; Boom Vang open; Reefing - open.
- Center and secure the Mainsail Traveler. Remove the Mainsail Cover.
- Connect the main halyard shackle to the head of the mainsail.
- Wrap the halyard line and jib sheets around their respective self-tailing winches.
- Prepare jib sheets and roller furling line for deployment.

Engine Operation: Before freeing dock lines: check that forward and reverse gears are working.

- Gear in Neutral; Throttle Position in Idle; Kill Switch Cable - Down
- DC MASTER Battery Selector to ALL (charges both batteries under power.)
- Insert Start Key with grooves facing Upward- turn to the on position. Before starting check fuel level.
- If fuel is low, (1) add diesel fuel at a fuel dock near Pearson Marine Deli (Shelter Island channel left of Humphrey's) or Harbor Island Fuel Dock near Ham's lighthouse (keep receipt, club will reimburse you) or (2) use the yellow **DIESEL** fuel located in the cockpit's port side locker then refill fuel can if empty.
- Heat Glow Plugs: Gently turn and hold Start Key clockwise for 2 to 10 seconds (depending on air/engine temp) then release keeping it in the "On" position. (Note: alarm sound during startup is normal.)
- Press the Start Button. After the engine starts, leave the key in the ON position. This will ensure helm gauges are working. If needed, press the square button to the left of the start button to turn the exhaust fan on or off (vents the engine compartment.)
- **CRITICAL: Check the stern for cooling water flowing out. (If no flow, turn-off the engine ASAP!)**
- Check the Gauge Panel - fuel, temperature, voltage, oil pressure.
- After warming the engine, check the temperature gauge again.
- Free dock lines. From an idle, shift into reverse and leave the dock. If the wind is too strong from the west, back into the wind to prevent being pushed back towards marina.
- Use "very short" controlled bursts of power to maneuver the boat.
- Always pause between gears when shifting.

Underway:

- Keep an eye out for other boats, swimmers and hazards in the water.
- Head into the wind, remove mainsail ties and raise the main.
- Secure the main halyard in its clutch-cleat. Trim and secure Mainsheet & Boom Vang lines.
- Fall off slightly to port or starboard. Deploy the jib.
- **IMPORTANT: if alarm sounds while under power, TURN ENGINE OFF! Check for overheating.**
- **CRITICAL: while sailing (engine off), the transmission must NEVER be in forward.**
- **IMPORTANT:** Sailing with Engine Off – transmission gear in **neutral**. Head into the wind and bring the boat to a crawl when transitioning from sail to engine power.
- **DO NOT RESTART THE ENGINE UNLESS THE TRANSMISSION IS IN NEUTRAL.**
- **IMPORTANT:** Flush and Sanitize the toilet after each use.
 1. The toilet inflow seacock valve (located inside a small cabinet at the bottom, to the right of the toilet) should already be opened by the skipper.
 2. If the bowl is dry, switch the flushing handle to the "wet" bowl position. Fill the bowl with seawater by pumping the handle up and down.
 3. How to Flush - switch the flushing handle to the "dry" bowl position. Pump the handle up and down to flush the toilet.
 4. After Flushing Refill the Bowl - switch the flushing handle to the "wet" bowl position. Fill the bowl with seawater by pumping the handle up and down. Sanitize and deodorizer the toilet when done.
- Check Holding Tank (under port cabin cushions) if more than half full - empty the holding tank at the Harbor Police Pump Out or,
- If at least 3 miles Offshore, use the Macerator: Lift the small Masonite panel located just right of the heavy fiberglass engine cover. **Open to parallel the holding tank's seacock valve located to the right of the engine.** Use Macerator switch (on the control panel) to pump into the sea. After running, open the holding tank and check the level. **When done, close the Macerator seacock** and flush the toilet a couple of times.

Post-Operational Checklist:

- Place the engine in neutral and idle a few moments at the dock to allow to cool before turning off.
- Lift the Cable Kill Switch UP to turn off the engine. Return to its down position. Secure the key.
- Secure - dock lines, sails, sheets and lines, and sail cover.
- Check the fuel level. Add fuel as needed then refill the yellow can if empty.
- Turn the DC MASTER Battery Selector to 1 if DC power is needed.
- **CRITICAL: Engine cooling seacock remains ALWAYS OPEN (handle parallel to the flow); Macerator seacock CLOSED after use; Toilet seacock CLOSED (from open/parallel turn clockwise to perpendicular to CLOSE).**
- **IMPORTANT:** Any issue with the boat must be documented in the sign out/in sheet and be emailed to the club. If the boat is out of service immediately notify the club and the next reservation's skipper (email list is in the key locker). Place an "Out of Service" note on the boat key.

IMPORTANT: PLEASE LEAVE THE BOAT CLEANER THAN YOU FOUND HER!

OUT OF RESPECT FOR OTHER CLUB MEMBERS, WIPE DOWN COUNTER TOPS, FLOORS AND COMMON SURFACE AREAS USED DURING THE DAY.

REMOVE ALL PERSONAL ITEMS FROM THE BOAT.

Secure the Boat:

- Turn the DC MASTER Battery Selector to OFF. Close all open windows and hatches.
- Connect the Shore Power Cable to the boat. Turn ON Shore power from the master breaker located on the dock. Switch the A/C Master to the ON position.
- Secure and lock the hatch. Reset the lock combination.
- Make sure that the main power breaker at the dock is ON.

Torrey Piner Sailing Instructions

1. Before Heading Out: Plan your route accordingly. Try to sail with the tide and wind when heading back to the marina.

Recommended Number of Passengers Onboard 2 to 8 Adults: Calculations vary for the maximum number of adult passengers allowed on the Catalina 30 during sail. For the comfort and safety of all onboard the maximum number shall not exceed 10.

If on arrival to the boat damage or neglected issues are found, please submit photos to the Board and annotate on the sign in/ out log. If Safety of the boat is not assured do not accept the boat. Mark the boat out of service and notify the club. If available, take another boat.

2. When at the helm be prepared to take charge, giving appropriate commands to tack or trim sail. Listen to the crew for collision warnings and act quickly to avoid obstacles. Know how the wind and tides are affecting sail.

DO NOT ATTEMPT TO HAND OFF THE WHEEL IN TIGHT QUARTERS – check to be sure your forward position is clear and that there are no obstacles ahead such as buoys or boats BEFORE handing over the wheel to another crew member.

During one of our Fun Sails, we had eight members onboard for the day. At one point during the sail, with all sitting near the stern or in the cockpit, water began coming into the cockpit from the open stern. It's probably a good idea to balance the crew's positions to prevent this from happening.

3. Trimming the Sheets and Traveler: when easing or trimming jib/main sheets under heavy pressure a winch-handle is required. During tacking or jibing, before the lines become too tight, sheet-in or release as quickly as you can. Once the line is taught, you'll need to use the winch-handle to trim. To make trim under pressure easier ask the helmsman to head up slightly to luff the sails, then fall off once trimmed. This will make trimming easier and reduce stress on the tackle.

The Traveler aids in balancing, powering or depowering the main sail. Leave the Traveler centered when sailing a course with several anticipated tacks. For longer runs - in a light wind move the Traveler windward to increase power, however in a heavy wind, move the Traveler leeward to reduce heeling and balance the boat.

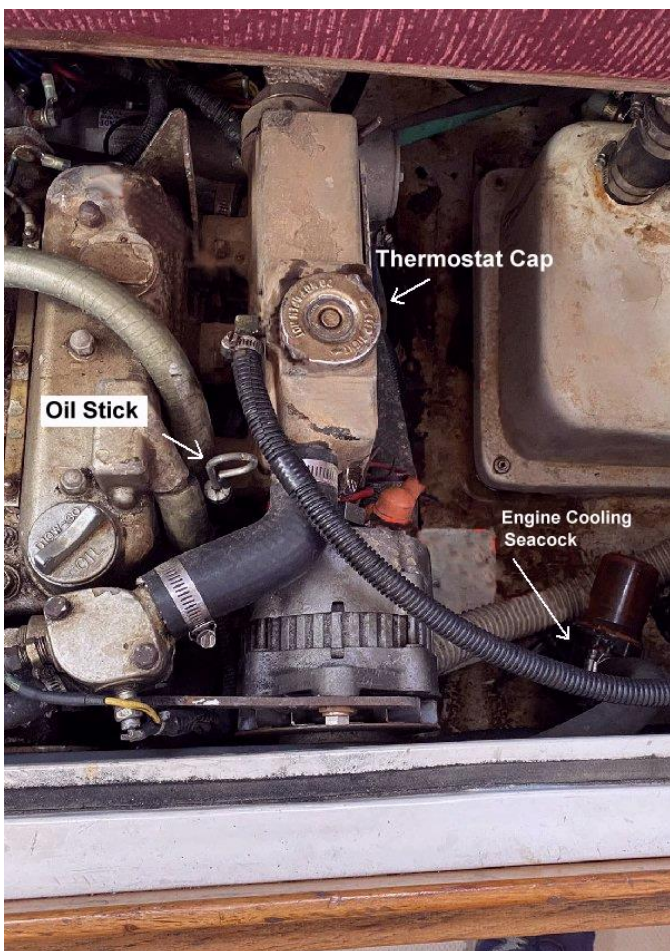
4. A "Controlled Drift" should be used when docking. Here's how,

- While motoring forward approaching the slip or dock, ease the throttle to idle, then shift into neutral.
- Get a feel for how you are gliding towards the dock.
- Maintain the throttle in neutral only adjusting between forward, neutral and reverse gears. Continue to approach slowly, inching towards the dock.
- Leave the throttle in idle as much as possible. When in gear use short, "controlled" bursts of power as needed.
- While idling, alternate between forward, neutral, or reverse gears to control the glide and/or stop the boat.
- Secure the spring/dock lines.

We love our new boat! Happy sailing



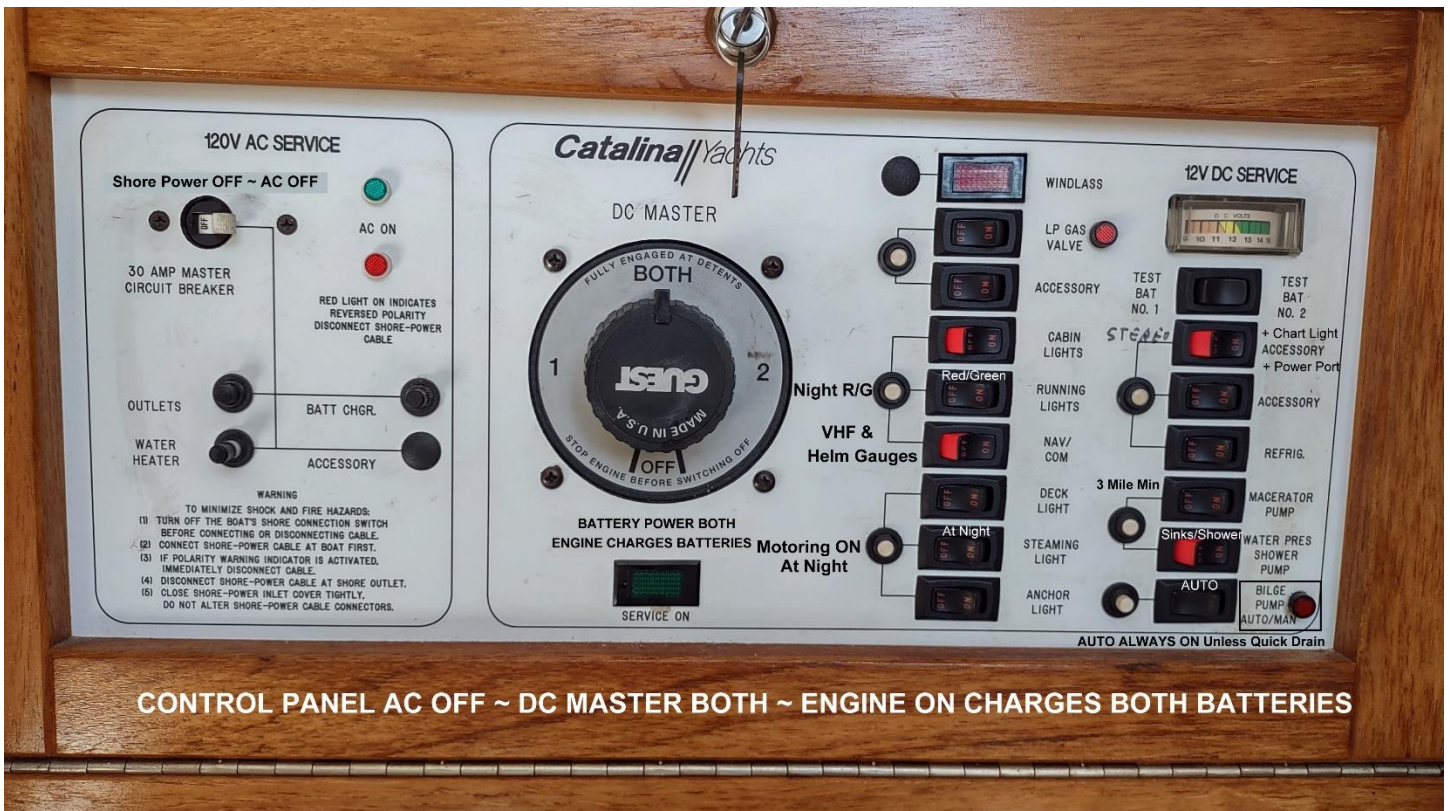
Arriving at the Dock: Shore Power Breaker OFF, AC Service Switch OFF ~ DC MASTER ALL



PREOPERATIONS CHECK: With the Engine OFF and COOL lift the heavy fiberglass engine cover. Check the oil level (dip stick) and coolant level (thermostat cap).

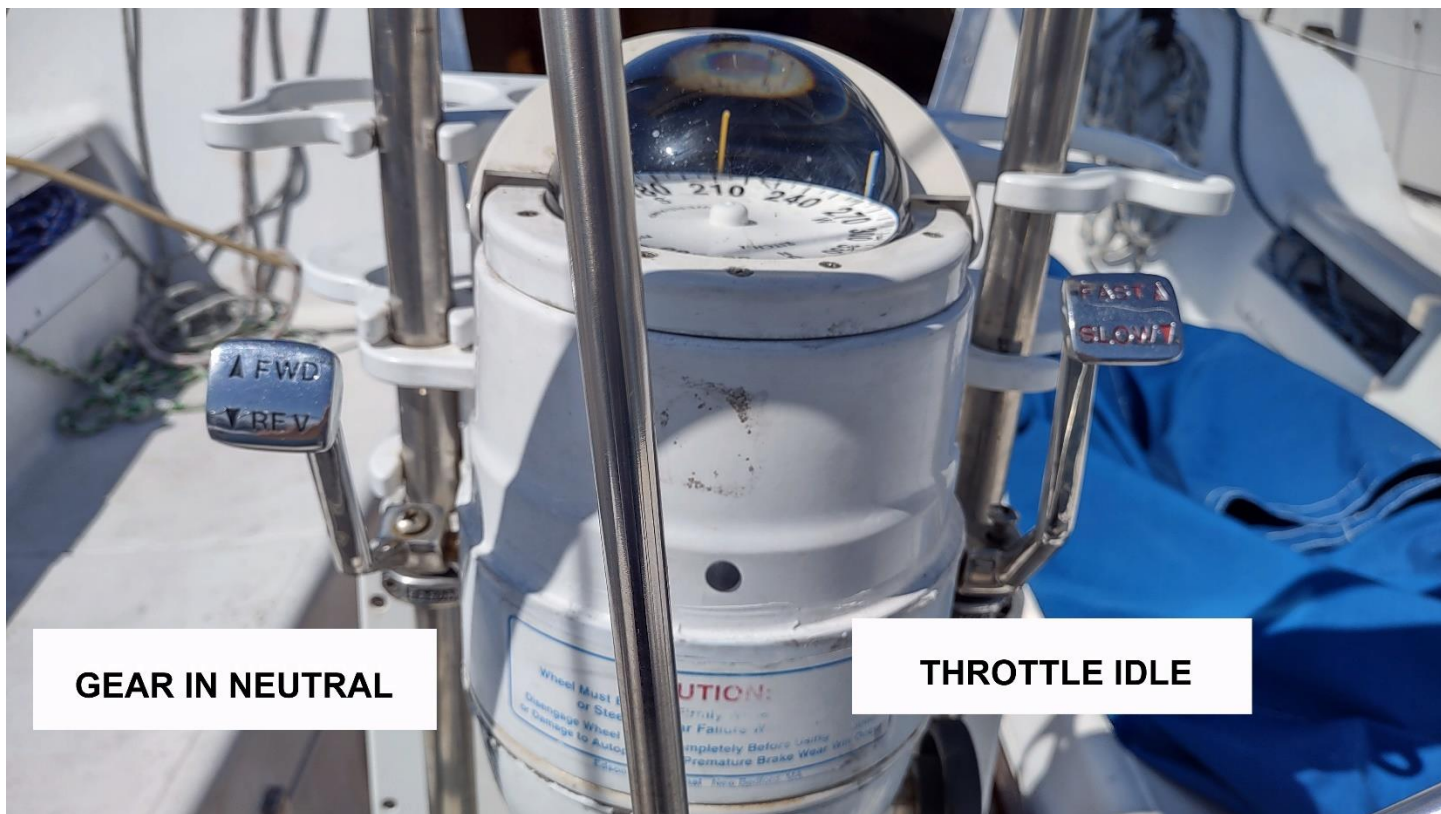


ENGINE Cooling Seacock ALWAYS OPEN



CONTROL PANEL AC OFF ~ DC MASTER BOTH ~ ENGINE ON CHARGES BOTH BATTERIES

CONTROL PANEL POSITION UNDER ENGINE POWER



GEAR IN NEUTRAL

THROTTLE IDLE

READY TO START THE ENGINE: GEAR NEUTRAL, THROTTLE IDLE



HELM GAUGE PANEL

Control Panel NAV/COM ON

START KEY ON

FUEL

LOW
OIL
PRESS.

HIGH
WATER
TEMP.

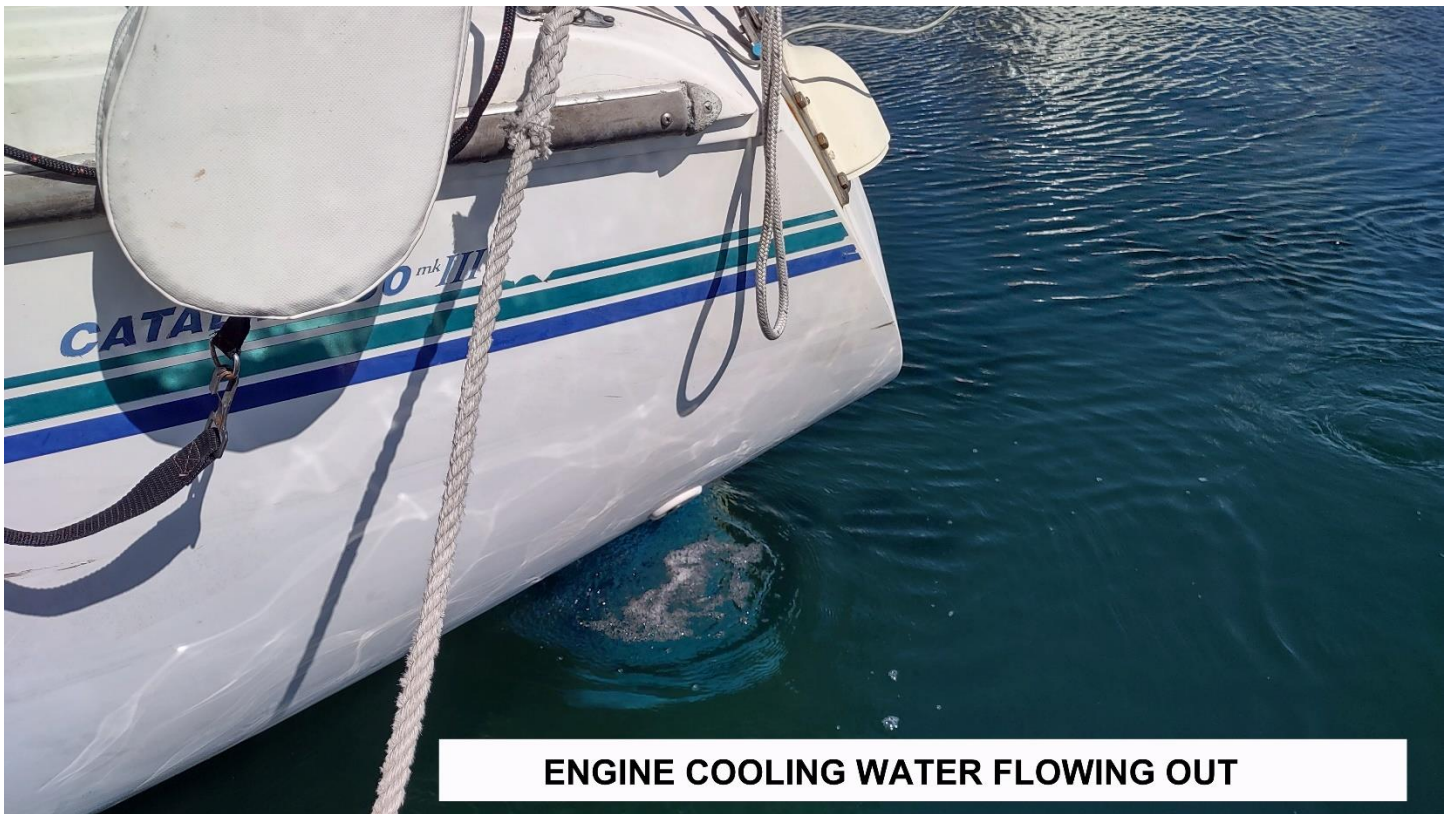
WATER TEMP

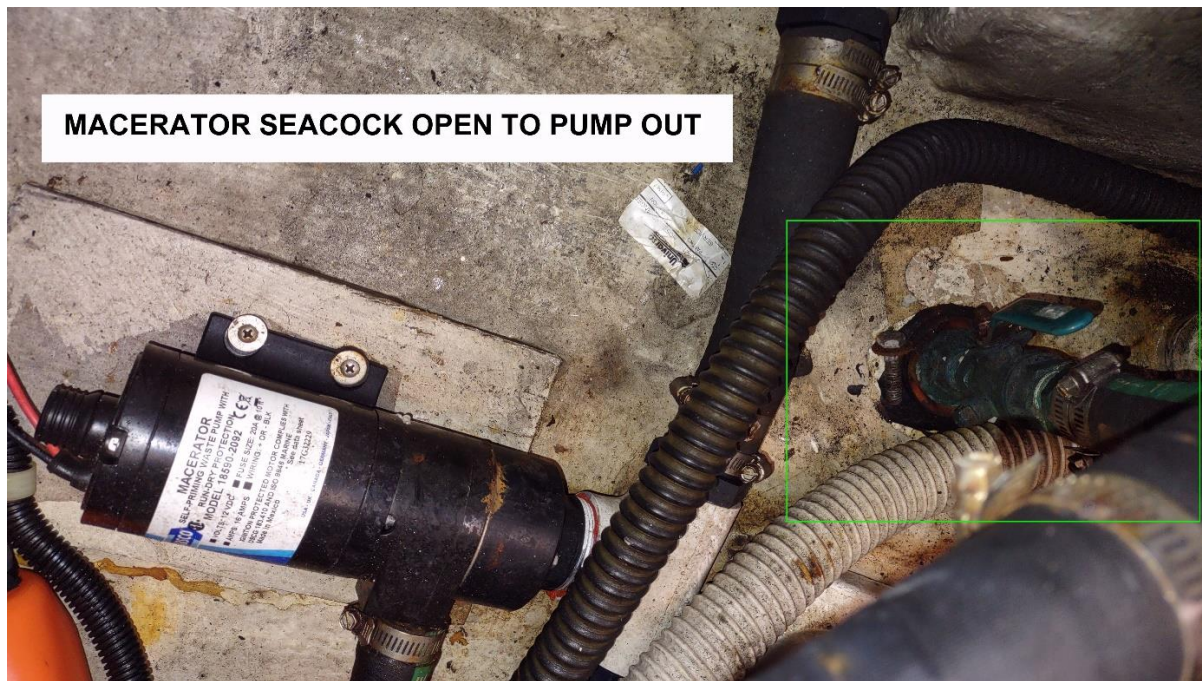
BLOWER ON/OFF

DO NOT CRANK ENGINE
LONGER THAN 30 SECONDS
IF LONGER CRANKING
IS REQUIRED, DRAIN
AQUA-LIFT MUFFLER.

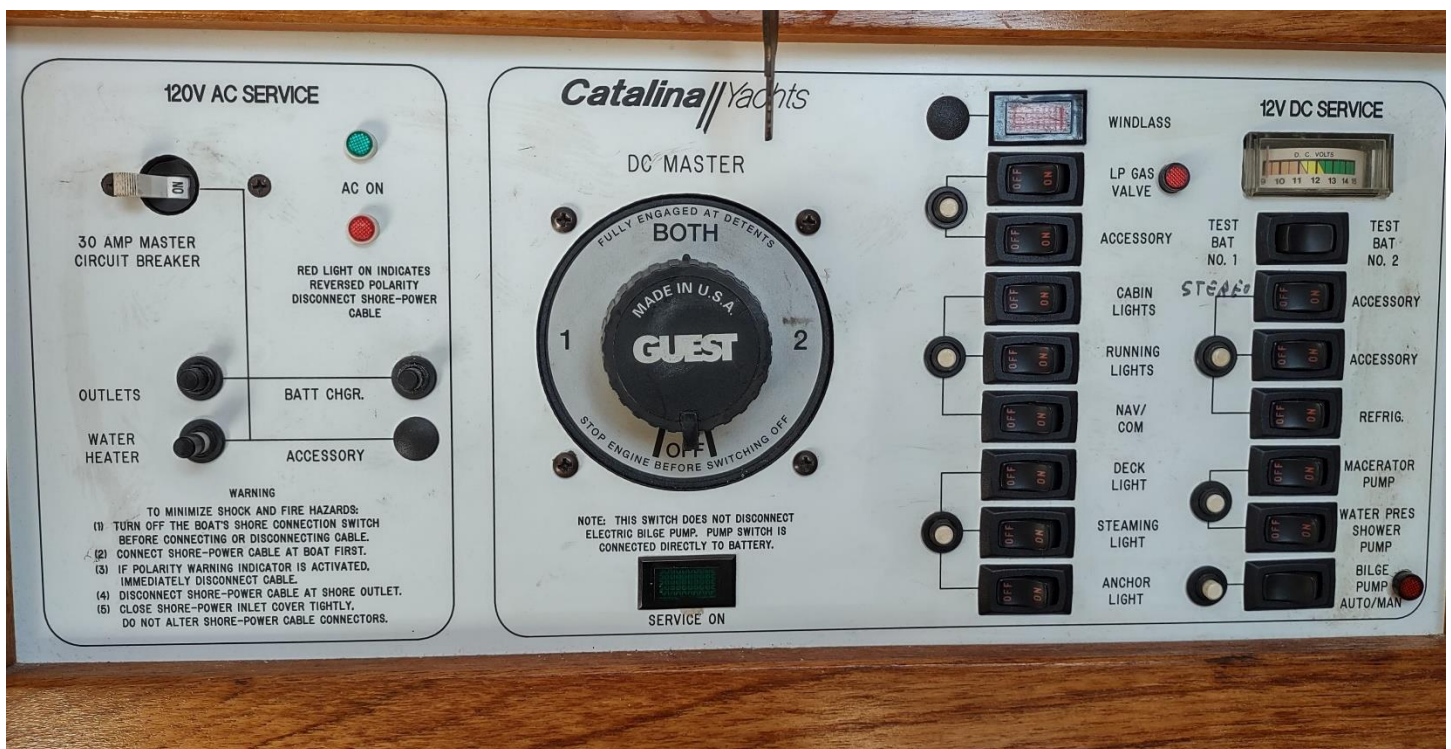
BLOWER

START





Macerator Seacock Remains Closed Until Needed to Pump Out at Sea (min 3 miles from shore)
 Lift the small Masonite panel located just right of the heavy fiberglass engine cover. Open to parallel the seacock valve located near the macerator to the right of the engine as shown above.



Ready to Secure the Boat for the Day: AC Service Switch ON ~ DC MASTER OFF

PRESS RESET TO POWER ON



Plug in Shore Power Cable the Press RESET to turn AC Power ON