

S/V CHASSEUR

Operating Instructions/ How things Work

General

Chasseur's Documentation # is 550177. Documentation is in locking drawer, fwd port saloon key is on small shelf above nav station. The Combo for the companionway and dinghy lock is 3232, There is a small flashlight on starboard side of the companionway. The Registration # for the dinghy is RI 1950 JM registration is taped under nav table.

MMSI- 367313040

Call sign WDD9554

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Sat Phone# [REDACTED]

My telephone #s are:

Home [REDACTED]

Cell [REDACTED]

Engine or Generator should be run when necessary to charge batteries. See electrical section below.

Fuel is left full, Fwd fuel tank full, water full, propane- spare tank unused, spare propane tank is Stbd side under helmsman seat, regulator and primary tank are port side.

Sails on board: Dacron Main w/ 3 reefs- 3 reef lines in boom
125% Dacron cruising Jib Reef 1&2 are labeled on track and have whipping on furling line.
Code Zero in Port Fwd sail bin. The code zero tacks forward of the forestay and sheets outboard rail at about #55. The Code Zero is on a continuous furler.
Fore staysail has soft hanks fitted to the Inner Forestay and sheets to fwd track. This is a great choice for winds exceeding 20K.

Sheets, after guys, preventer, etc. in port forepeak locker. Lines and fenders in forepeak. Fenders can be inflated using wet vac in hanging locker aft of galley and adaptor in middle drawer under nav table.

Electrical

Battery #1 bank is engine start, battery #2 bank is house.

There is an emergency parallel on front side of nav seat. This may need to be used to start the generator if 3 start attempts fail. Be sure to turn parallel switch off after engine/generator starts to maintain an independent battery bank!

Boat will be left with minimum DC on. DC main on panel and Bilge pump should be on with toggle switch on auto mode.

Engine Battery will be left on. Winches, Windlass, and Main will be left on.

Start engine or Generator and run to top up batteries as necessary. Depending on power used you may need to run for 1-3 hours. Battery Voltage should reach 95% charged as measured on Victron Energy panel located above stove. Engine should be run at 12-1500 RPM for charging purposes. For engine stop turn ignition key all the way to the left.

The breakers on the 12V panel are generally self explanatory with a few exceptions, normal operation is as follows:

- **Cabin lights; fwd, mid, aft.**
- **GPS Supplies power to the B&G Chart Plotters at Nav station and helm.**
- **Sailing Instruments supplies power to B&G displays.**
- **Radar is radar.**
- **VHF supplies power to VHF at helm and nav table**
- **12V breaker bottom of aft row supports outlet under chart table, USB outlets at port side of chart table.**
- **Anchor light is at masthead and is a 2nm LED.**
- **DC refrigeration is the built in Fridge/Freezer it is left always on and is very efficient.**
- **12 volt Freezer is the Dometic above engine box and is set at +14F it is also very efficient and stays on if being used.**
- **Running Light Choices:**
 - **Engine on/motoring/motorsailing**
 - **Running Lights and Steaming Light**
 - **Sailing**
 - **Tri-color at masthead-preferred .5amp draw and lights windex**
 - **Running Lights only**

Inverter

There is a 2000 watt D/C-A/C inverter which operates off of the 12 volt system. It is used to power the Microwave, Toaster and other 120 volt AC devices. To operate select invert from the Hart panel above chart table and make sure the appropriate breakers are on at the A/C panel. Turn inverter off when not needed, push inverter button again to turn off.

Engine

To check- move freezer from top of engine box, unplug from 12V above. Check belt, oil, coolant and transmission. Spare oil, transmission fluid and belts under Nav seat oil, coolant and filters.

When motoring in reverse boat backs to Starboard

Starts easily but must be in neutral to start. 12-1500RPM to charge, motor at 2200-2500RPM, 3000RPM is absolute max.

To stop turn key to the left.

Feather prop by stopping engine and putting in reverse. After feathered put shift in neutral.

Generator

Generator operation is controlled via the Fischer Panda panel above the stove. To start, switch toggle to on and push the red button once, only once, start process takes a minute or so. Green lights will show up on the Fisher Panda panel when running you will see three solid green lights and a flashing green to the right. It will continue to flash if all is well. The idiot light will come on if overheated or if oil pressure is low.

Monitor charge progress with the Vectron energy panel forward of the Fischer Panda panel. Monitor % charged and when charged to 90-95% shut down by selecting off on the toggle on the Fischer Panda panel. Inspect charged %, Volts and Amps charging using the up toggle on the Vectron panel. Generator should not be run when engine is running.

Fuel

There are 2 tanks, main tank is under sole next to nav seat- additional tank in forepeak under bunk forward of sail bins. Fuel is fed to and returned from engine and generator from the main tank, Gauge is on lid of tank and represents the following volumes:

Main Tank		Fwd Tank	
¼ full=	4 Gallons	¼ full=	8 Gallons
½ full=	11 Gallons	½ full=	17 Gallons
¾ Full=	27 Gallons	¾ full=	27 Gallons
Full=	48 Gallons	Full=	43Gallons(shows7/8)

Fuel can be transferred from forward tank to the main tank via the following procedure: Open valve under port sole in forepeak, Open valve under inspection port above tank port side under cushion. Open vent in chain locker starboard side at shear. Turn on Transfer breaker on panel, operate pull switch in forepeak port side above hanging locker. Monitor fuel transfer progress by checking gauge on main tank. Return all valves and breaker to pre transfer position.

Fueling- Main tank fill is on starboard rail, open and begin fueling, monitor fuel level from gauge on top of tank.

Forward tank fill is on foredeck port side, open and begin fueling, monitor fuel level from gauge on top of tank. Deck fill key is in top drawer under chart table.

Water System

The water system is comprised of a 12V pump which is plumbed via a manifold to 2-48 gallon tanks which are located under the settee seats in the main saloon. The manifold is located behind the drop down locker under the starboard settee seat, aft. The tanks will be left full and the Starboard tank will be selected as the first tank used. The manifold is accessed thru the dropdown locker. Selector valves are labeled Starboard and port to change selection, close one and open the other.

Fill tank/tanks by opening the selected tank valve/valves, open the gate valve located behind the selector valves, open deck fill on starboard foredeck and fill. Vents empty into forward sink in galley. Water will come out of vents when full. To complete, close gate valve, select tank to draw from and replace deck fill cap.

System will not work unless the gate valve is closed.

To measure water level there is a dowel under cushion on starboard settee which can be inserted in the top of tank at the pipe plug located on top of tank under cushion and access port. Deck fill key is in top drawer under chart table.

Anchoring

There is a 44lb claw anchor on the bow which is controlled, up and down by a Lewmar windlass. There is an up/down switch at the helm station above the throttle. There is another controller in the forepeak hanging on a hook in the port hanging locker. There are up and down buttons on the controller. The controller attaches to a connector, on deck behind the windlass. The rhode consists 220 ft of chain marked in 5 fathom (30ft) increments as indicated below:

Red	30'	Rub
Yellow	60'	Your
Blue	90'	Balls
White	120'	With
Green	150'	Grease
Red/Red	180'	
Yellow/Yellow	210'	

**The anchor holds well in all bottom conditions. Careful with the fingers!!
Anchor should be lashed when stowed on bow.**

There is a stern or second anchor, Fortress, in forepeak port sail bin. Rhode and chain are in Stbd sail bin.

Cooking

Stove- Turn on Solenoid Switch on bulkhead aft of stove. Hold knob for preferred burner in while lighting until lit and warmed up.

Oven- Turn on Solenoid Switch. Hold down oven control knob on right stovetop, light pilot and let pilot warm up before turning temp control knob (approx 30 sec.). If it doesn't stay lit remove cover plate that you moved to light pilot. Oven gets hotter if you remove the cover plate.

Grill- is in a green bag in the aft lazarette locker. It fits on the stern rail/pushpit. Open grill bag over transom to keep deck clean. Tank is inside of cover or in propane locker under helm seat. Hook up, light and grill.

Navigation

B&G Zeus system. Chart plotter is in Nav Station and repeater starboard of helm. The system is very dynamic and powerful. It has integrated B&G repeaters in the cockpit and at the nav table. There is an Ipad which can control either chart plotter and act as another display. The manual is in the bookshelf at the nav station.

VHF radios are common at helm and nav station, each controls the other. VHF must be on to have AIS send and receive capability, which is displayed on the chart plotters.

The Ipad in the chart table can be a repeater for the 12 inch display at Nav table or the 9 inch display at the helm. It also has Navionics App which is stand alone, charts have been updated.

Charts, etc.

Charts, dividers, parallel rules are in Chart Table. Guide books on Nav seat.

Storage

Lifejackets under cockpit access thru center compartment, aft cabin, wearable vests are in lazarette.

Flares, abandon ship bag, medical kit, etc. in locker aft of galley.

Engine spares, Oil, Transmission fluid under Nav seat.

Bosun's chair and climbing harness in port locker in forepeak.

Emergency Running lights in drawer under chart table.

Handheld VHF in charging holder in hanging locker aft of stove.
Bright LED flashlight charging holder in hanging locker aft of stove.

4 Spinlock harnesses in hanging locker aft of stove, outboard. Each harness has a fitted PLB which is auto activated when immersed in water. The PLBs will transmit an AIS signal which is identified as "MOB" the PLBs are programmed with the MMSI number for Chasseur which permits it to send a VHF alarm to Chasseur announcing that there is a Man overboard on the ship's VHF.

Tools under settee in aft cabin port side.

Awnings

There are numerous possibilities for awnings:

A connector awning for the cockpit, connects the Bimini to the dodger. It zips fwd and aft. Cannot be used with mainsail up, boom must be secured P&S to the Bimini.

Port and Starboard zip awnings attached to sail cover. These are asymmetrical awnings for either port or starboard or both. Easiest to zip from front to back and fasten straps, tension, then secure and tighten awning sections. Reverse process for removal. Fold while unzipping.

Swim Ladder

The swim ladder has brackets Port and Starboard. It is folded in 3 sections. Normal swim location is port rail, as head discharges on starboard. Ladder when folded tied and stowed on rail will not foul jib sheets while sailing. When letting ladder down make sure that the locking sleeves drop all the way down the tubes or the hinge will fail.

Cockpit Table

Table stows with mounting brackets in a padded pouch, normally stow on bunk in aft cabin or in sail bin in forepeak. When in use it has several configurations.

Music

The player is above stove it is good for CD's, connects to iPod or radio. Speakers are in main saloon and cockpit. Stereo breaker must be on.

Updated 18 June 2019