

Jenny Lane

Catalina 50

Orientation Guide

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1. Electrical System

Jenny Lane has 5 batteries. There are four 4D house batteries, two located under the large hatch directly below the ladder in the main salon, and one in each aft stateroom under the floorboards. The silver House Battery Switch is located under the first step, to the left of the first rung of the ladder. **Never turn selector to OFF while engine is running.** The starter battery is located in the smaller floor hatch just to port of the steps. The starter battery has an On/Off selector switch inside that compartment. This switch should remain in the “Off” position except when operating the engine.

Monitor your volt meter on the breaker panel for battery output levels. When the engine is off and there is no load on the batteries they should not read below 12 volts. If this happens, start the engine and charge the batteries at a high idle of about 2000 RPMs for 15 minutes.

The house batteries can start the engine, if you run the house batteries down to a point where they will not start the engine, follow the following procedure.

1. Turn off the house battery switch
2. Turn on the starter battery switch

3. Turn key and listen for engine oil alarm then start with the black button at the helm instrument panel.
4. Run at a high idle for 15 minutes
5. Shut down the engine with the red button at the helm instrument panel. Wait for oil alarm, and then turn the key to off.
6. Turn on the house battery switch
7. Start the engine and run.

Altering the above procedure after house batteries have been run down could cause damage to the alternator.

The shore power cord is to be taken with you, do not leave it on the dock. DO NOT drop the shore power cord in the water, or leave it in the rain, etc. If this happens, do not plug it in. Advise the Sailing Center Staff immediately. Make sure you unplug the **shore side** first to prevent exposing a charged cord over or in the water. When replacing it, run shore power along the boat closest to the dock box.

In the port aft cabin along the transom wall is the shore power main breaker. The small LED light indicator next to the switch should be bright green when shore power is connected and engaged. Make sure the charger breaker is on and the shore breaker on the control panel is switched from ship to shore and it is on. Also make sure that the Xantrex display charging light is on.

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 triggered 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

Jenny Lane is equipped with a 100 HP Yanmar diesel engine. The recommended cruising rpm is 2500.

Prior to starting, complete the following engine checks:

- Coolant: there is a plastic reservoir container mounted under the hatch, forward of the engine. Use this reservoir to check or add coolant. Do not remove the coolant cap on the engine as this will drain the coolant out of the expansion tank into the bilge. The coolant in Jenny Lane is a dex-cool type coolant (RED). If coolant is added, be sure to add a dex-cool compatible coolant, failure to do so will incur a service fee. If you do not have coolant, use distilled water only.
- Raw Water Engine Intake/Strainer: This is located in the floor hatch aft of the engine, on the portside. Before clearing the strainer, make sure to close the thru-hull located directly below the strainer. Once the basket is cleared and the cover is returned, **be sure to open the thru hull and check for leaks.**
- Never close engine saltwater intake seacock except when cleaning intake strainer with engine off. Normal engine operating temperature is 165°-195°F. There is an alarm on the engine panel that will sound if the engine overheats. If the engine overheats, check the coolant level, raw water strainer, and the thru hull. If it is still overheating, the impeller may need to be replaced.
- Oil: The Dipstick is located on the starboard side of the engine, ensure oil level is between the “add” and “full” marks. Add oil only if oil level is below the add line. SAE 15W-40 is recommended by the manufacturer. **DO NOT OVERFILL.**

To start the engine:

Ensure house battery switch is ON and engine battery switch is ON.

Ensure throttle rests in neutral.

Turn key to on and the oil pressure alarm will sound. The alarm will reset after starting.

Push the black Start button located on the engine panel at the binnacle.

After engine has started ensure water is coming out of the exhaust.

To stop the engine:

Ensure it is in neutral, push the red stop button on the engine panel at the binnacle. Wait for the oil pressure alarm to sound. Turn off ignition key.

NEVER TURN OFF IGNITION KEY BEFORE STOPPING ENGINE.

CAUTION: Do not press starter for more than 10 seconds without pausing. Cranking for longer periods could cause engine damage.

While under sail, put the gear lever in reverse to prevent the prop from turning.

THIS VESSEL BACKS TO PORT, DO NOT LET GO OF THE WHEEL WHEN BACKING. IN ORDER TO BACK STRAIGHT GIVE YOURSELF 200 YARDS. SHE IS A BIG BOAT

Jenny Lane has a 50-gallon fuel tank. This tank is good for approximately 40 hours of running.

3. Sails and Rigging

The mainsail is rigged with in-mast roller furling. **DO NOT** open the main halyard (blue and white). When furling or unfurling the mainsail the boom must be as close to perpendicular with the mast as possible, an excessive angle will cause the sail to fold and bind inside the mast. To unfurl, open the Reef clutch on the starboard side and pull the Outhaul on the starboard side. Close the Reef clutch when the desired amount of sail is unfurled. To furl, open the Outhaul clutch and maintain a little tension on the Outhaul while pulling the Reef line. This tension is to keep the sail wrapped tightly and prevents binding. The mainsheet is led to the cockpit on the starboard side. It is secured in a jam cleat marked "Main Sheet."

There are two extra halyards tied off to the mast pulpit, they come out of the port side of the mast.

The jib roller furling line is secured on the starboard side of the cockpit. The jib can be furled and unfurled with this line. To reef the Jib, take in on the furling line and secure it on the jib winch. Do not furl or unfurl the sail when head to wind. A close reach is best so the UV cloth is not destroyed on the shrouds.

There are two winch handles located in the center table in the cockpit.

4. Dock lines and fenders

Upon your return, be sure the fenders and dock lines are set prior to docking. **FENDERS SHOULD NOT BE AFT OF GATES.** Fenders should be set at the beam and hang as

close to the waterline as possible without dragging in the water. Dock lines should be led outside of the pulpits and lifelines. While sailing, fenders may be firmly secured to the stern rail. Always take your dock lines and fenders with you, never leave them on the dock.

5. Safety and emergency equipment

Jenny Lane has 12 PFD's, they are located under the lower crew berth just aft of the bow anchor locker. Please keep them dry. There is a Type IV throwable flotation cushion in the same area.

There are 3 fire extinguishers on board, located in the galley, one in the stbd aft cabin and one in the main cabin.

Crew-Overboard "Lifesling" is mounted on the starboard stern rail.

A toolbox is located under the sink in the galley. Oil and fuel filters, spare oil, and impeller belts are located in the toolbox.

Emergency tiller is located in the forward crew berth in a red bag. To affix the emergency tiller first remove the wheel. **PLACE THE WHEEL NUT AND KEYWAY INTO THE TOOL KIT FOR SAFE KEEPING.** To access the rudder post remove the deck plate located aft of the binnacle on the cockpit floor. Deck plate key is in the red bag. **PLACE THE DECK PLATE IN THE TOOL BOX FOR SAFE KEEPING.** Afix the long pole on top of the rudder post and insert the tiller on top.

6. Navigation Equipment

GPS (Global Positioning System) must have both the instruments and auto pilot breakers turned on on the Breaker Panel. Directions for the GPS are in a red binder marked "Raymarine". Take the time to review the binder and become familiar with the unit. Please do not fill the GPS with personal waypoints. A help sheet is available to simplify use. **Do not clean screen with anything but a sunglasses shammy.**

VHF radio can be turned on with the "VHF" switch on the breaker panel. The unit is in the main cabin.

The Sailing Center monitors Channel 16 and switches to Channel 66 or 68 (US) for conversations. Please use call boat's name when calling.

7. Ground Tackle and Windlass

Note – A snubber must be used when anchoring with the bow anchor. After the anchor is set hook the snubber to the chain. This way the snubber will take shock load and not the anchor. The snubber is located in the anchor locker.

The switch for the windlass is located on the main breaker panel on the lower left hand side. It is activated when the small black arm is placed in the up position. It is disengaged by pushing the red reset button. **ONLY OPERATE WINDLASS WITH ENGINE RUNNING.**

Bow anchor has 300 feet of chain: The space between the bow roller and the drum of the roller furling is limited. Bring anchor up slowly. Secure the anchor locker open with the hook to give you easy access to the chain and anchor. Use the aluminum chain release bar to ease the clutch so the cathead will run free when the anchor is deployed. Gently tighten the clutch to engage the cathead to raise the anchor. Be sure to check that anchors are well secured but can be easily untied. **Care must be exercised when using the windlass.** Do not let the windlass pull the boat forward, have a relay system with the captain.

Do not power the windlass once the anchor is stored. This will bend the safety pin and possibly move the roller assembly and jam the anchor in the stored position.

Stern anchor: 50 feet of chain and 300 feet 5/8" triple braid nylon. Set the starboard anchor first (this will become your stern anchor). Once you set the anchor attach the bitter end of the anchor rode to the caribeaner and fender. Deplore the rode and this will become a mooring buoy. Now set the bow anchor. Deploy inflatable and retrieve your mooring. Grab a hold of the mooring and pull slack out of the stern anchor rode, making sure you go through the roller chock. Once slack is out, cleat off. It is the charterer's responsibility to make sure the bitter end is attached.

Please take special care to avoid chipping the boat with anchors & chain.

8. Bilge Pumps

The electric bilge pump switches are located on the electrical panel. **Switches are to be left on "off" at all times unless needed.** Leaving the switches in "off" keeps the pumps in automatic. If there is a pump failure, use the manual bilge pump.

The manual bilge pump is located in the cockpit on the port side near the wheel. The handle is in the orange toolbox located under the galley sink.

9. Heads

All 5 heads have the choice of pumping into the holding tanks or directly overboard. Check the Y-valve and seacocks before using the head to prevent discharge into the harbor and possible damage to the marine sanitation device. Open the “Head Inlet” thru-hull before using the head. “Macerator”, “Direct Discharge” and “Sink Drain” thru-hulls should remain closed unless in use.

Never pump head with seacock closed: you will break a seal.

CREW BERTH HEAD: Y-valve is located in the cabinet above the sink. This head shares holding tank and macerator with the other Fwd heads. The thru hull for the macerator is located underneath the mattress in the port forward cabin. This should be open first prior to turning on the switch. The macerator switch is located in the port forward cabin at shin level at the base of the bunk. The sink drain thru-hull is under the sink in the cabinet. The direct overboard sea cock and water inlet for the head are located under the mattress in the starboard forward cabin.

STBD FWD HEAD: Y-valve is located behind an access panel in the closet, thru-hulls are located under the mattress. The thru hull for the macerator is located underneath the mattress in the port forward cabin. This should be open first prior to turning on the switch. The macerator switch is located in the port forward cabin at shin level at the base of the bunk. The sink drain thru-hull is under the sink. The direct overboard sea cock and water inlet for the head are located under the mattress in the starboard forward cabin.

PORT FWD HEAD: Y-valve is located behind an access panel in the closet, thru-hulls are located under the mattress in the port forward cabin. The thru hull for the macerator is located underneath the mattress in the port forward cabin. This should be open first prior to turning on the switch. The macerator switch is located in the port forward cabin at shin level at the base of the bunk. The sink drain thru-hull is under the sink.

PORT AFT HEAD: Y-valve, thru-hulls and head salt water inlets are located in the port aft cabin under the mattress. The thru hull for the macerator is located underneath the mattress in the port aft cabin. This should be open first prior to turning on the switch.

The macerator switch is located in the port forward cabin at shin level at the base of the bunk. The sink drain thru-hull is under the sink.

STBD AFT HEAD: Y-valve, thru hulls and head salt water inlets are located in the port aft cabin under the mattress. The thru hull for the macerator is located underneath the mattress in the starboard cabin. This should be open first prior to turning on the switch. The macerator switch is located in the port forward cabin at shin level at the base of the bunk. The sink drain thru-hull is under the sink.

**PLEASE DISCHARGE ALL HOLDING TANKS
AT LEAST 3 MILES OFFSHORE.**

SHOWER: The faucets in each head pull out and double as shower heads. There is a shut off valve on the shower head to prevent wasting water.

SINK DRAINS: Thru hulls are located under the sinks. You may need to shut these off while under sail to prevent water from back siphoning.

SHOWER SUMP PUMP: The forward and aft power switches are located on the main Electrical Panel. There are 5 shower sumps which operate on an individual basis. Switches are located in their respective bathrooms.

**NO PAPER PRODUCTS ARE TO BE PUT IN THE
TOILETS. PLEASE USE THE WASTEPAPER BASKETS.**

10. Galley

REFRIGERATION

Refrigeration can only be used when the engine is running or while connected to dockside power. Use of refrigeration while on battery power will result in dead batteries. The refrigeration on Jenny Lane is raw water cooled and can be run on AC/shore power or DC/engine power. There is a switch for each on their respective sides of the electrical panel. It is important to only have one switch on at a time.

AC/shore power:

Check raw water strainer for the refrigeration system located under the hatch just forward of the ladder on the starboard side to make sure it is clear and the thru hull is open.

Ensure refrigeration switch on the DC side is off.

Turn on refrigeration switch on the AC side.

Check to make sure water is flowing from the overboard, starboard side, just forward of the cockpit.

DC/engine power:

**THE REFRIGERATOR SHOULD ONLY BE ON WHEN
THE ENGINE IS RUNNING**

Check engine raw water strainer located under the hatch just forward of the ladder on the port side to make sure it is clear and the through hull is open.

Ensure Refrigeration switch on the AC side is off.

Turn on Refrigeration switch on the DC side.

Turn the timer knob in the galley next to the fridge, ensure red light comes on.

You will not see water coming out of the starboard side as if you were on AC/shore power. The engine water is cooling the refrigeration while on DC/engine power and exits at the stern where the engine raw water discharges.

TROUBLESHOOTING REFRIGERATION:

1. Make sure that only one switch is turned on, on the electrical panel.
2. Check to ensure thru hull is open, sea-strainer is clean and water is going overboard.
3. If running on DC/engine power, ensure the timer has not tripped.
4. The AC/shore power refrigeration unit is located under the bunk in the starboard aft cabin; there is a red button on it that will reset the unit if it trips out on high pressure.
5. If water is not exiting the boat on AC/shore power shut down the breaker and bleed the raw water strainer to ensure no air pockets and then turn on the breaker and check the starboard side for water flowing.

The ice box (fridge) drain pump switch is on the main electrical panel.

STOVE

The stove and oven operate on propane. The propane tank is located in the starboard aft locker in the cockpit. First open the valve at the tank. Turn on the 'stove' switch on the electrical panel, then the solenoid switch beneath the sink, prior to lighting the burners or oven. After use, turn off solenoid switch at sink and stove switch at electrical panel and then close tank to prevent leakage.

To light a burner use matches or lighter. Keeping knob depressed turn to IGN and light burner. Hold knob depressed for 10 seconds so burner will remain lit.

To light oven, turn temperature knob to 'Pilot On' while pushing the "Oven Safety" button. Light pilot light with a match or lighter and hold oven safety button for at least 10 seconds until thermo-couple is heated, which will enable pilot light to remain lit, then set to desired temperature.

The thru-hull for the galley sink is on starboard, accessible through a small cabinet door, just opposite the sink.

11. Freshwater System

Jenny Lane has a total water capacity of 426 gallons. To activate water pressure, turn on switch on electrical panel. There is an additional button located near the galley sink next to the propane solenoid button. This button has 3 settings "up" is for one pump, "middle" is off and "down" is the back up pump. It is recommended to leave this switch "off" when not using water. If both electrical pumps fail, there is a white manual hand pump to the left of the galley sink faucet. There are 6 water tanks on Jenny Lane and 4 of the tanks (326 gallons) are left open since the valves are hard to reach. They all feed into the main pumps. In each forward cabin there are small floor hatches where there are two 50 gallon water tanks that are left shut. These are gate valves, which provide a reserve supply of water.

Only use the water heater on the electrical panel while on AC/shore power. It takes 30-45 minutes for the heater to heat up and will last 3-4 hours once it has been shut down. Do not run water heater while on battery power. The hot water heater holds 11 additional gallons of water.

12. Inflatable Dinghy

An inflatable dinghy with oars and pump is available. Charters securing an inflated

dinghy to the foredeck will be responsible for scratches or damage to the deck or forward hatch. **DO NOT TOW DINGHY** - the tow rings are not designed for the conditions of the Santa Barbara Channel and you run the risk of losing the dinghy. **PULL THE DINGHY UP ON DECK OR DEFLATE.** The oars, seat, and pump are stowed in the forward crew quarters.

13. Miscellaneous Equipment

Legs to make table into bunk are located under the stereo behind the seat cushion.

COCKPIT CUSHIONS: Please stand them on end with the zippers down on the deck in the main salon. Please do not put them on any cushion or mattress. If they are wet please leave in the cockpit.

COCKPIT SHOWER is located on the stern swim platform. Water pressure must be on.

BBQ is attached to the port cockpit rail. Please do not remove from rail. You must use propane only. Small Coleman propane cans are to be used and charterer must supply them.

INSTRUMENT COVERS are easily stowed in the galley. Please return after use.

STEREO/ CD/ CASSETTE is located on the port side in the main salon. The ten disc CD loader is located under the seat directly beneath the stereo.