

# *Newbury Street*

Catalina 28 MK II

Orientation Guide

## Table of Contents

1. Electrical System
2. Engine Operation
3. Sails and Rigging
4. Dock Lines and Fenders
5. Safety and Emergency Equipment
6. Navigation Equipment, Radio
7. Ground Tackle
8. Bilge Pumps
9. Head (Toilet)
10. Galley
11. Freshwater System
12. Inflatable Dinghy
13. Miscellaneous Equipment and Information

**ATTENTION:** *Newbury Street has a wing keel - Draft of 4 ' - displacement of 8,600 lbs.*

### 1. ELECTRICAL SYSTEM

The master battery switch is on the electrical panel, port side above the cooler.

Use both batteries for engine starting and operation. Never switch the master while engine is on. Switch to one battery when the 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, switch on "Cabin Lights" panel switch. Turn off in the morning to prevent battery drain.

The two twelve-volt batteries are located beneath the port settee.

**SHOREPOWER CORD** is to be taken with you. **DO NOT** leave it on the dock because you may not return to the same slip. **DO NOT DROP OR GET THE SHOREPOWER CORD WET.** If this happens, do not plug it in and advise the Sailing Center.

**OUTLETS:** Newbury Street has no AC outlets. The power cord connects only to the battery charger.

## 2. ENGINE OPERATION

*Newbury Street* is equipped with a 26 HP *Universal* three cylinder diesel, freshwater cooled. Fuel consumption is approximately **1/2 gallon per hour**. At the recommended cruising RPM of 2700, the vessel makes approximately six knots. The fuel capacity is 20 gallons and the range of about 200-240 miles (or 40 hours of motoring). There is a fuel gauge on the binnacle.

### ENGINE CHECKS:

**Oil: Check daily.** Access is located under the stairs. Undo the aft latch and lift the stairs. The dipstick is located on the starboard side of the engine. The dip stick is marked with a green *loop*. 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 BELOW THE FULL MARK ON THE DIPSTICK AND DO NOT OVERFILL.** Overfilling causes engine damage.

**Oil Fill Access:** The oil fill is located forward and center of the engine.

**DO NOT OVERFILL - ADD A SMALL AMOUNT OF OIL, WAIT A MINUTE AND CHECK THE DIP STICK AGAIN.**

**Coolant:** Access for checking coolant level is in the port side cockpit lazarette. Attached to the bulkhead is a plastic Recovery Tank. Levels of “Max” and “Fill” are clearly marked on the tank. If at “Fill” level, add distilled water. Please secure lid for coolant recovery tank.

**Raw Water intake/strainer:** This is located under the aft berth, under the boards of the forward cushion. Move the cushion and lift the center boards (the ones marked). Close the thru-hull. Carefully unscrew the plastic base of the strainer, remove the debris from the strainer; do not remove debris over the water so the strainer is not lost overboard; and GENTLY screw the strainer back on. **ONLY HAND TIGHTEN. TURNING TOO TIGHT WILL CRACK THE STRAINER. REMEMBER TO OPEN THE THRU-HULL.**

### To start the engine:

1. Make sure battery master is on **ALL**.
2. Put gear lever on the starboard side of binnacle in neutral.
3. Be sure engine kill lever pushed in.
4. Turn key, Oil pressure alarm should sound. This light will go out after starting.
5. Press starter button. **Do not crank for more than 10 seconds at a time.** Alarm should stop when engine starts. If not, stop engine immediately using engine kill lever.

6. After the engine has started, **check to see that water is coming out of exhaust.** (Underneath port stern.) If not, stop engine.

7. Make sure the steering lock is loose.

**To stop engine,** reduce throttle, put in neutral, **let idle for at least one minute to cool down,** then **PULL ENGINE KILL.** If at dock make sure boat is tied up securely. Turn off ignition key and put battery master switch on one battery. **NEVER TURN OFF IGNITION KEY BEFORE KILLING ENGINE.**

**WHEN SAILING, LEAVE GEAR SHIFT IN REVERSE.**

## **CAUTION**

- \* Do not press the starter for more than 10 seconds without pausing for a break.
- \* Never close engine raw water intake except when cleaning the strainer.
- \* Let the engine idle for a few minutes to warm-up after a cold start.
- \* **ENGINE OPERATING TEMPERATURE WILL BE BETWEEN 170-190 DEGREES AND SHOULD BE TURNED OFF IMMEDIATELY AT 200 DEGREES.** There is a red light (with an audible alarm) to the left of the temperature gauge (on the engine instrument panel) to sound when engine is hot. If the engine overheats, check the coolant level and the raw water strainer. Make sure water is coming out of the exhaust, if not the impeller may need replacing. Make sure that ignition key is always ON when 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 be closed 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 mainsheet and boomvang are released and that you are pointed into the wind.

The mainsheet is led to the cockpit on the starboard side. It is secured in a jam cleat marked "Main Sheet". The mainsheet and halyard share the same winch.

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 jib sheet may be used to aid in unfurling. When sailing with the genoa/jib partially furled, be sure the roller furling line is secured on the cleat. Do not furl or unfurl the sail when head to wind. A close reach is best.

**WHEN FURLING THE GENNY, PLEASE MONITOR TOP HALF OF ROLLER FURLING DRUM TO MAKE SURE FURLING LINE DOES NOT JAM OR BIND. NEVER PUT FURLING LINE ON WINCH - YOU WILL BREAK THE DRUM AND/OR THE LINE.**

There are two winch handles above the port settee.

#### **4. DOCK LINES AND FENDERS**

Upon your return, please attach the longest dockline on the dockside stern. While sailing, fenders may be firmly secured to the stern rail. Make sure they do not interfere with the stern anchor. ALWAYS TAKE YOUR DOCKLINES AND FENDERS WITH YOU: NEVER LEAVE THEM ON THE DOCK.

#### **5. SAFETY AND EMERGENCY EQUIPMENT**

*Newbury Street* has seven PFD's (lifejackets). They are located in the port lazarette. There is a throwable flotation cushion in the same locker.

Fire extinguishers are located under the ladder and in the v-berth.

There is a man-overboard "Lifesling" mounted on the sternrail.

Orange toolbox, spare belt, and wood plugs are located in the aft cabin closet. PLEASE DO NOT MOVE THIS SAFETY EQUIPMENT.

The boat hook is in the galley, starboard side clipped in at eye level.

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. Remove deck plate by raising the lever in the plate, which releases the plate. PLACE THE DECK PLATE IN THE TOOL BOX FOR SAFE KEEPING. Affix the long pole on top of the rudder post and insert the tiller on top.

#### **6. NAVIGATION EQUIPMENT**

GPS (Global Positioning System) can be switched on with the NAV/COM switch on the electrical panel. DO NOT FILL THE GPS WITH PERSONAL WAYPOINTS. Take the time to review the book above the port settee.

VHF radio can be turned on with the same switch. The Sailing Center monitors Channel 16 (the U.S. hailing frequency) and switches to Channel 66(US) for conversations. Please use boat name when calling.

Depth sounder and speed log are controlled by the same NAV/COM switch.

## **7. GROUND TACKLE**

Bow anchor: 300 feet 5/8" nylon Samson braid and 32 feet chain.

Stern anchor: 300 feet 5/8" nylon Samson braid 20 feet chain.

The bow anchor is ready to deploy. Caution and care must be used with the *Bruce* anchor on the bow. The stern anchor is located in the port lazarette. The bitter end of this anchor rode is not tied off so be sure to tie off before deploying. Because of the size and weight, be careful not to ding or chip the hull or deck when raising and deploying. Be sure to check that anchors are well secured with securing line and can be easily untied. Please take special care to avoid scratching or chipping the boat with anchors and chain.

## **8. BILGE PUMPS**

The electric bilge pump switch is bottom right on the electrical panel. Make sure breaker is ON, on the panel and leave switch on "Auto" at all times. If there is a bilge pump failure, use the manual bilge pump.

The manual bilge pump is located in the cockpit behind the port lazarette. The handle is located in the orange toolbox in the aft cabin closet.

## **9. HEAD (TOILET)**

The head is plumbed for direct overboard discharge or holding tank. **DO NOT USE THE HEAD IN THE HARBOR.**

To use the head: Open the "Marine Head Inlet" located *under the sink*. Check to make sure the head discharge is open. This thru-hull is located under the bunk in the aft cabin. The large black valve should be turned perpendicular to the hull.

Troubleshooting:

If salt water is not entering bowl while pumping it, you may need to prime the toilet with salt water or using the shower nozzle to put about 2 to 3 cups of water into the toilet.

The black Y-valve is located under the sink as well. The long arms of this valve determine the direction of flow. The holding tank is located under the dinette cushion. The through hull for the macerator is located under the port dinette cushion. Open that prior to turning on the macerator switch. Turn on the macerator switch on the electrical panel.

**PLEASE PUMP HOLDING TANKS AT LEAST 3 MILES FROM ANY COASTLINE**

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

The thru hull for the sink drain is located behind the door under the sink.

**SHOWER:** The shower is located in the head. Pull the chrome sink faucet straight up. The lever on the shower head changes the flow from stream to shower. The shower drains straight into the bilge.

## **10. GALLEY**

Only use ICE in the ice box.

### **STOVE**

The stove and oven operate on propane. The propane tank is located in the port aft locker in the cockpit. First open the valve at the tank. Turn on the 'LPG gas valve' switch on the electrical panel prior to lighting the burners or oven. After use, turn off LPG gas valve 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 through hull for the galley sink is underneath the galley sink.

## **11. FRESHWATER SYSTEM**

*Newbury Street* has water capacity of 43 gallons. The tanks are located Stbd (18 gal) and forward (25 gal). To activate the water pump, turn on switch on electrical panel. Leave this switch “off” when sailing and/or not using water. The valves to turn from one tank to the other are marked and located in the V-berth and the stbd settee at the output of each tank. Use only **ONE** tank at a time. Perpendicular with the valve is closed and with the line is open. When one tank is empty, turn off the valve to 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 shut off.

## **12. INFLATABLE DINGHY**

A pump for the dinghy is in the port lazarette. **DO NOT TOW 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.

## **13. MISCELLANEOUS EQUIPMENT**

**COCKPIT CUSHIONS:** There are three grey cockpit cushions. Please wipe them with a damp cloth or sponge, then dry and return below to the salon on the cabin floor (do not place them on the salon or stateroom cushions).

**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 near 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.

**FLOPPER-STOPPERS** are stowed in the port cockpit lazarette. 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 main sheet and pull/push the boom out over the side and gently release the stoppers and chain into the water. Secure the boom out by tying to a stanchion base. Be sure the topping lift is supporting the boom.

WINCH HANDLES (2) are above the port settee.

BUCKET with rope is in the port lazarette.

BINNACLE COVER is easily stowed in the port cockpit locker or in a clean dry place and returned after use.

COMPANION WAY BOARDS are easily stowed by the engine cover starboard side. Place the companion way boards with the latch on top so it does not dig into other boards.

SHORE POWER is to be run through the notch in the companion way boards. Behind the back cushion of the port settee is where the charger is located to plug it in. Make sure the back cushion to the settee remains removed for ventilation purposes.