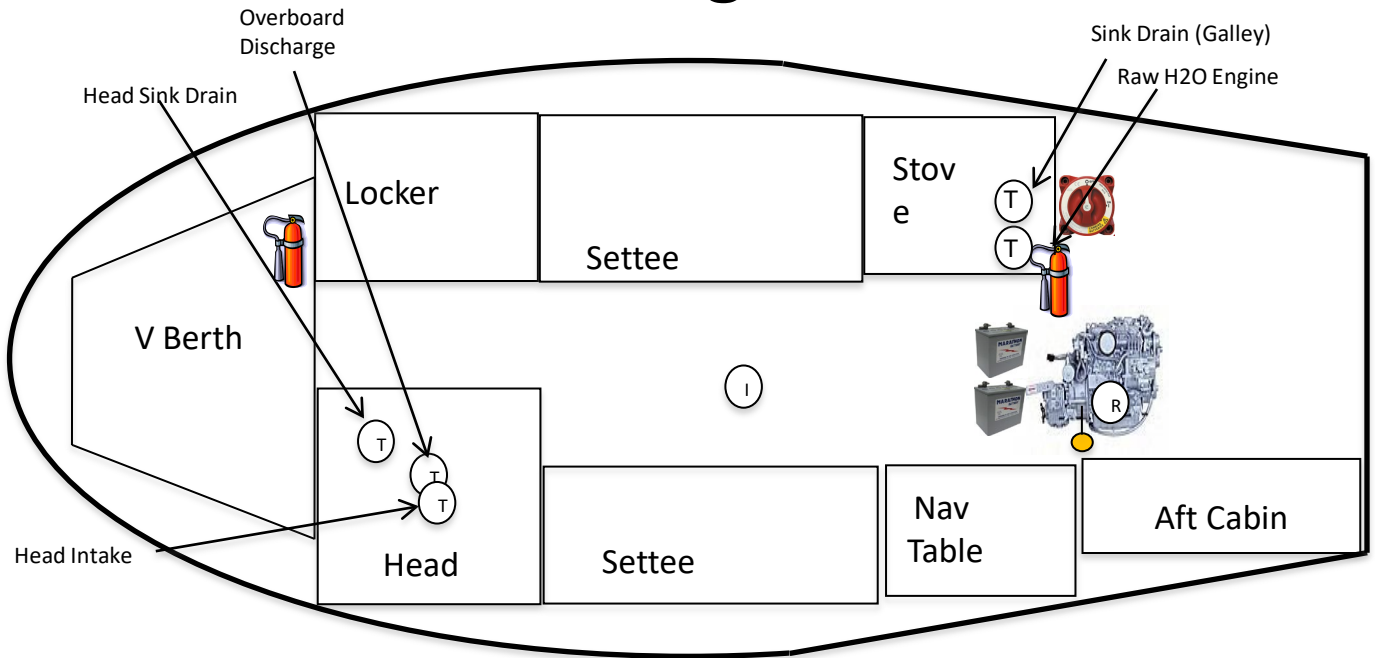












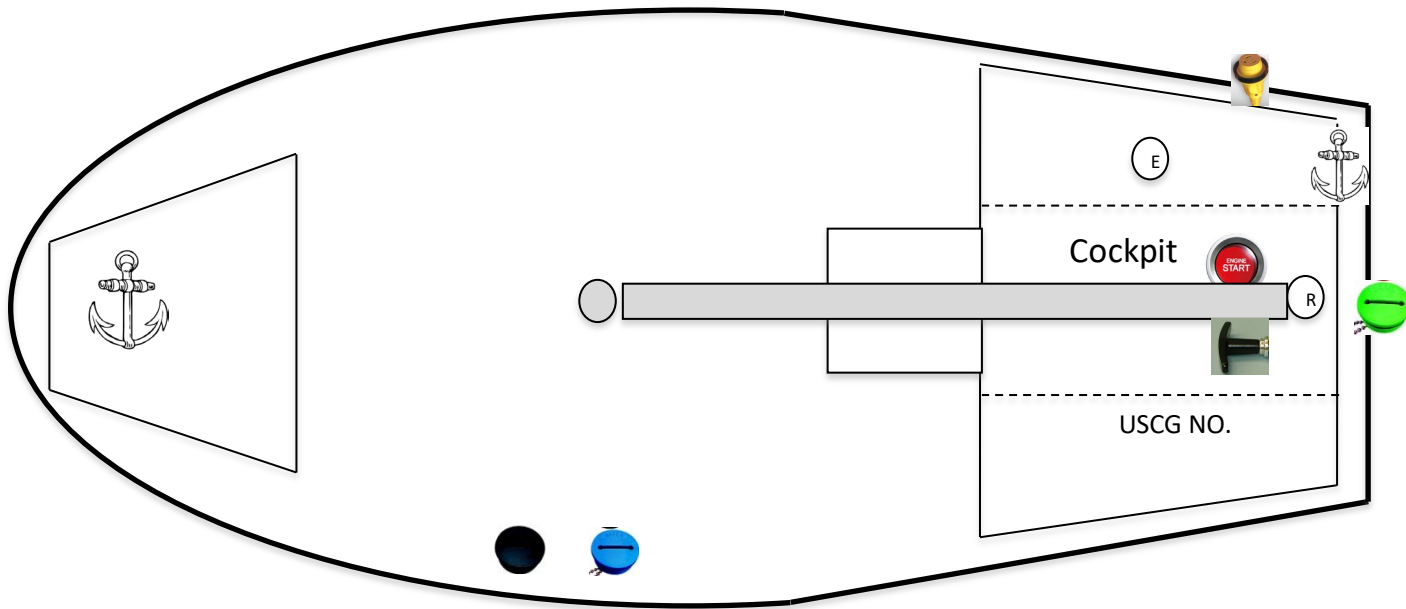
3606 Pacific High Islander 36




Legend


-  Engine
-  Oil Dipstick
-  Emergency Tiller
-  Battery Switch
-  Radiator Fill
-  Thru Hull With Seacock
-  Battery
-  Instrument Thru Hulls
-  Macerator Discharge
-  Fire Extinguisher


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Legend

 Rudderpost

 Deck Fill – Diesel


 Deck Fill – Water


 AC Power cord

 Deck Fill – Waste

 Anchor

 Engine Kill

 Engine Start

 Fire Extinguisher

 *Tradewinds Sailing School & Club*
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Pacific High deck and hull photos:



Pacific High below deck photos:



Pacific High AC/DC panel, nav table:



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Documentation	<p>Pacific High is a CA Registered vessel. The Official Number is CF 4081 GV.</p> <p>The Oil Discharge placard is affixed to under the first step of the engine cover.</p>
Engine	<p>Engine type: Volkswagen diesel</p> <p>Working RPM 2200 MAX RPM 2600 (Emergency Only)</p> <p>Fixed prop with extreme prop walk -- weak in forward.</p> <p>The engine hour meter is in the cabin, starboard side of the companionway, below the fire extinguisher. <i>(There is also an engine hour meter near the tachometer in the cockpit, but use the meter in the cabin.)</i></p> <p>Open the hinged top step to check the belts and coolant.</p> <p>Open the black access door on the port side of the engine compartment to access the dipstick. The hole on the engine where the dipstick goes is behind hoses and down low. Tip: put your finger on the hole to make it easier to put the dipstick back.</p> <p>More engine access is obtained by removing the steps. There is a bolt on each side of the steps, but this is not normally necessary during checkout.</p> <p>The coolant reservoir on Pacific High is located to port, near the front of the motor. The header tank pressure cap can be seen midway back on the port side.</p> <p>There are two belts to check, located at the front of the engine.</p>
Fuel Gauge	<p>The fuel gauge is found at the dashboard, located on the starboard side of the cockpit. Pacific High holds 20 gallons of fuel when full.</p>
Engine Start Up and Shut Down	<p>Start Up</p> <ul style="list-style-type: none"> • The ON/STOP switch is on the dashboard located on the starboard side of the cockpit. Turn to “ON” • Press “GLOW” for 20 seconds • Push the start button to engage the starter <p>Shut Down</p> <ul style="list-style-type: none"> • Set the ON/STOP switch to the STOP position
Electrical System	<p>AC</p> <ul style="list-style-type: none"> • A 30 amp AC plug enters the boat on the starboard side, several feet forward of the transom • The Main AC breaker is located on the AC panel above the sink on the main control panel. Leave it in the on position when securing the boat • Leave the Battery charger and Outlets breakers on as well.

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	<p>DC</p> <ul style="list-style-type: none"> • There are two battery banks on the boat. <ul style="list-style-type: none"> ○ A OFF/1/Both/2 Battery switch is on the DC breaker panel above the galley sink. Use Battery 1 for Odd days, Battery 2 for Even days. Only use Both if needed to start the engine if one bank has run out. Turn off when stowing the boat.
<p>Thru Hulls</p>	<p>There is one instrument thru-hull located in the bilge, towards the rear of the bilge.</p> <p>There are six thru-hulls with sea cocks</p> <ul style="list-style-type: none"> • The head intake is under the v-berth, and can be accessed by lifting the mattress or by opening a hatch located near the floor • The head sink drain and the direct overboard discharge from the head are in the cabinet under the head sink. There is a “Y” valve on the front of the cabinet that directs waste into the holding tank or overboard • The thru hull for the macerator discharge from the holding tank is under the port settee • The galley sink drain is under the galley sink • The engine raw-water intake is to starboard of the engine and is seen thru the hatch to starboard of the companionway steps. <p>The stuffing box can be viewed thru the hatch into the engine compartment that is found several feet back into the aft quarter berth.</p> <p>There is one manual bilge pump.</p>
<p>Head(s)</p>	<p>Pacific High has one standard manual operation marine head, located forward to port. The head intake is located under the v-berth mattress.</p> <p>The holding tank is pumped out via a deck fitting located amidships to port.</p> <p>A “Y” valve mounted on the cabinet under the head sink directs waste into either the holding tank, or overboard via a thru hull located under the sink. Do not change the direction of flow for the “Y” valve.</p>
<p>Fresh Water System</p>	<p>There is one 60 gallon fresh water tank located under the V-berth. The fresh water fill is amidships to starboard.</p> <p>The water heater switch OFF/ON is located on the main control panel.</p>

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Anchor and Ground Tackle	<p>Primary Anchor A 33 lb Bruce primary anchor, with a combination chair/nylon rode is mounted in a bow roller.</p> <p>Secondary Anchor A 16lb Danforth style secondary anchor, with a combination chair/nylon rode is located in the starboard lazarette.</p> <p>Kellet/Sentinel A kellet with sentinel is stowed in the starboard lazarette.</p> <p>Windlass There is no windlass</p>
Draft / keel type	Pacific High draws 6'9", and has a fin keel
Refrigeration	<p>Pacific High is equipped refrigerator, the ON/OFF switch is located on the main control panel.</p> <p>Turn knob down to zero when leaving the boat.</p>
Stove	Pacific High is equipped with a two burner propane stove with integrated oven. The propane tank is located on the stern rail and is connected to BOTH the stove and the stern mounted BBQ. There is no remote solenoid switch, so the propane must be turned on and off at the tank. When finished cooking, always turn off the propane while the stove is burning in order to purge the propane from the lines.
Barbeque	There is a permanently mounted BBQ on the stern rail. This BBQ is fed by the propane tank through a separate lever valve. You must first turn the propane on at the tank, then open the lever to allow the gas to flow to the BBQ. Start it like every other BBQ.
Running Rigging	<p>Pacific High is fitted with a traditional main with a sail cover.</p> <ul style="list-style-type: none"> • The main halyard is on a winch on the starboard side of the mast. • The main sheet both runs through a clutch on the port side of the companionway. • Main has one reef that are rings and hooks at the tack and lines adjusted from the starboard side of the boom. <p>Pacific High has a 95% roller furled jib.</p>
Steering	Emergency tiller and extension are in a bag in the aft lazarette. There is a panel in the stern seat that must be removed to use the emergency tiller. A tool (small screwdriver or a key) is needed to pry off the panel.