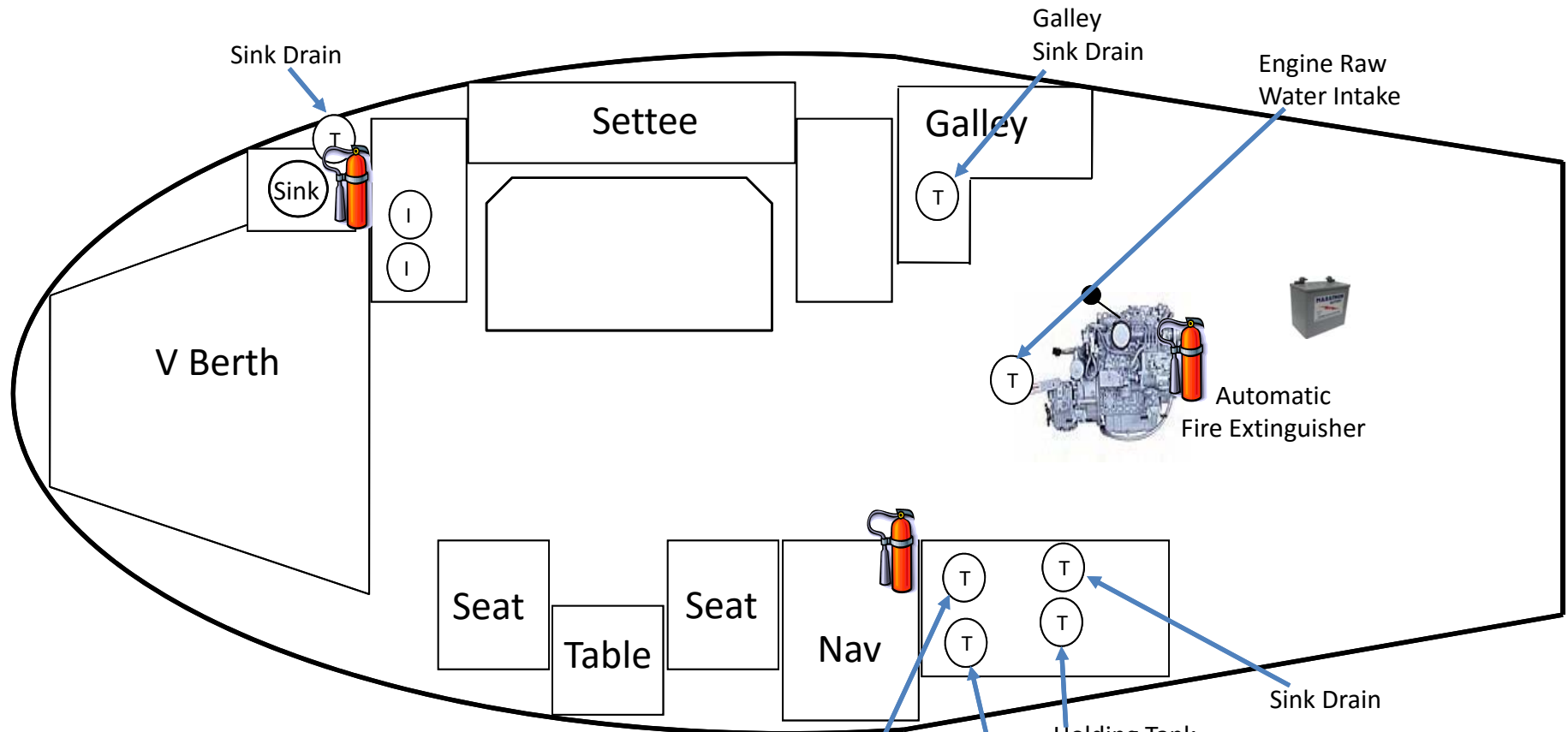











3605 Aquamarine Jeanneau 36.2



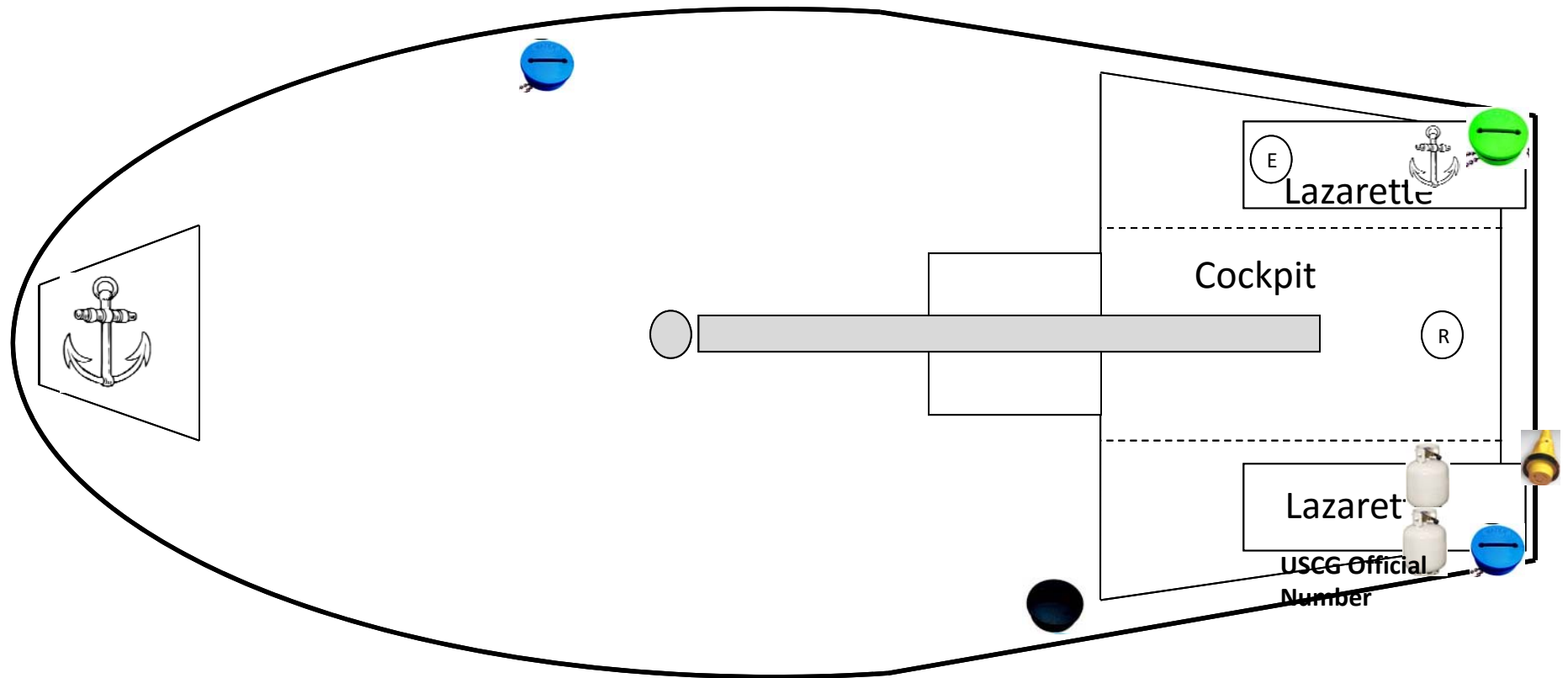
Legend

-  Engine
-  Oil Dipstick
-  Emergency Tiller
-  Battery Switch
-  Oil Fill
-  Thru Hull With Seacock
-  Battery(ies)
-  Instrument Thru Hulls
-  Fire Extinguisher

Notes

- Head Intake
- Shower Sump Drain
- Holding Tank Overboard
- Sink Drain

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Legend


(R) Rudderpost


 AC Power cord

 Anchor

(E) Emergency Tiller


 Deck Fill – Diesel

 Deck Fill – Waste

 Engine Kill

 Deck Fill – Water

 Propane / CNG

 Engine Start

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Notes

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USCG Official Number	Aquamarine is a USCG documented vessel, bearing the Official Number 1071156. The Official Number is displayed in the port side cockpit lazarette.
Thru-Hulls	<p>There are two instrument thru hulls, and seven thru hulls with sea cocks fitted.</p> <ul style="list-style-type: none">• The instrument thru hulls are located under the seat just forward of the galley table• There is one thru hull to drain the v-berth sink, located in a cabinet on the starboard side of the v-berth.• The galley sink is drained via a thru hull located under the sink.• There are four thru hulls located in a cabinet in the head.<ul style="list-style-type: none">○ Head intake○ Show sump drain○ Sink drain○ Holding tank overboard discharge• The engine raw water thru hull is found under the companionway ladder, directly forward of the engine.
Head(s)	Aquamarine is set up with a single head, located amidships to port. The head is easily operated using fresh water from the shower outlet just above it.
Fresh Water System	There are two fresh water tanks. A gauge under the DC panel at the navigation station allows checking of water levels. The “Water Pressure” switch on the DC Panel must be one to energize the gauge.
Engine	<p>Easy access to the engine oil dipstick is available through a hatch into the engine compartment that is found in the aft stateroom.</p> <p>The second companionway step from the bottom is removed to check the belt tension and the coolant levels.</p> <p>The stuffing box is located under the aft stateroom mattress.</p> <p>Engine hours are displayed on a gauge found on the “dash board” located to starboard of the helm seat</p>
Fuel	The fuel gauge is found on the “dash board” located to starboard of the helm seat. To check, pull the “ignition switch” knob out, then hold down the switch found between the gauge and the fuel shut off handle.

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Legal Placards	<p>Aquamarine requires two placards to be displayed.</p> <ul style="list-style-type: none">• Discharge of Oil Prohibited<ul style="list-style-type: none">○ Located on the companionway ladder.• MARPOL Garbage Dumping Restriction<ul style="list-style-type: none">○ Located on the companionway ladder.• Waste Management Plan is not required, however, one can be found in the Aquamarine boat book.
Stove	<p>There is a propane operated, gimbaled, two burner stove with oven on Aquamarine.</p> <p>Two propane tanks are found in a propane locker in the port side cockpit lazarette.</p> <p>The solenoid switch is a single switch at the navigation station, below the radios and is labeled “Stove Propane.”</p>
Microwave	<p>Aquamarine is set up with a microwave for use while connected to shore power.</p>
Refrigeration	<p>There is a combined refrigerator/icebox. The refrigerator is turned on using a switch found on the DC panel.</p> <p>Water is drained from the unit directly to the bilge. There are no valves or thru hulls to open.</p>
Barbeque	<p>Aquamarine is not set up with a BBQ. If one is desired, sign one out from TWSC Locker No. 1.</p>

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Electrical System

AC

- AC enters the boat on the port side of the transom. There is an AC breaker located in the port Lazarette.
- When securing the boat, leave the AC Main switch (breaker) in the on position. This switch is marked with a green dot.
- Always verify that the inverter is off when disconnected from shore power unless the motor is running.
- Turn the AC Main switch to the off position prior to disconnecting shore power.

DC

- The bilge pump is wired to bypass the DC panel during automatic operation. The bilge rocker switch should be left in the off position. Placing the switch in the on position manually turns on the bilge pump.

Inverter

- There is a Xantrex inverter/charger. The switch to control is found on the main electrical panel.
- The inverter should only be turned on when there is an actual need for 120 volt AC power. Operation of the inverter draws a great deal of power from the batteries.

After returning to the dock, when leaving the boat, the DC main switch should be in the off position, the AC main switch should be in the on position, and the charge light on the panel should be lit.

All three battery handles (located under the cabin steps) must be left in the “on” position (horizontal).

VHF

The stereo switch on the DC panel turns on the VHF.

Instruments

There are Radar and GPS screens mounted at the navigation station. The RADAR – INT. GPS switch on the DC panel energizes the systems. Each individual system must then be “powered up” using the power button for that instrument.

The “Sailing Instruments” switch turns on the depth sounder and auto pilot, however, the auto pilot returns an error until the “Auto Pilot” switch is turned on.

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Anchor and Ground Tackle	<p>Primary Anchor</p> <ul style="list-style-type: none">• There is a plow anchor mounted in a bow roller as the primary anchor. This anchor is set up with a chain and nylon line rode. <p>Secondary Anchor</p> <ul style="list-style-type: none">• The secondary anchor is stowed in the starboard lazarette, along with a combination chain/nylon line rode. <p>Kellet/Sentinel</p> <ul style="list-style-type: none">• There is a kellet stowed in the starboard lazarette. <p>Windlass</p> <ul style="list-style-type: none">• The primary anchor is deployed and retrieved using a manual windlass. The handle for the windlass is stowed on a lanyard, in the anchor locker.
Running Rigging	<p>Mainsail</p> <ul style="list-style-type: none">• Aquamarine is rigged with a stack pack with lazy jacks to facilitate flaking of the mainsail.• The mainsail is set up with two “single line” reefs.<ul style="list-style-type: none">○ The first reef runs through a clutch on the starboard side of the companionway.○ The second reef runs through a clutch on the port side of the companionway. <p>Jib</p> <ul style="list-style-type: none">• Aquamarine is rigged with a roller furling jib.
Engine Start Up and Shut Down	<p>Start Up</p> <ul style="list-style-type: none">• The gauge/switch dash board is located to starboard of the helm seat.• The motor does not have glow plugs, and does not require a pre-heat.• There is no key switch. Pull the knob above the shut off to “turn the boat on”.• To start, push the start button.• Once started, the exhaust expels coolant to starboard, near the transom. The coolant exhaust is easily seen from within the cockpit. <p>Transmission & Prop Walk</p> <ul style="list-style-type: none">• There is a single lever controlling shifting and throttle. To bypass the transmission, push and hold the black button at the base of the lever while throttling up or down.• Prop walk is to port. <p>Shut Down</p> <ul style="list-style-type: none">• Shut down is accomplished by pulling the “T” shaped handle at the dash board.