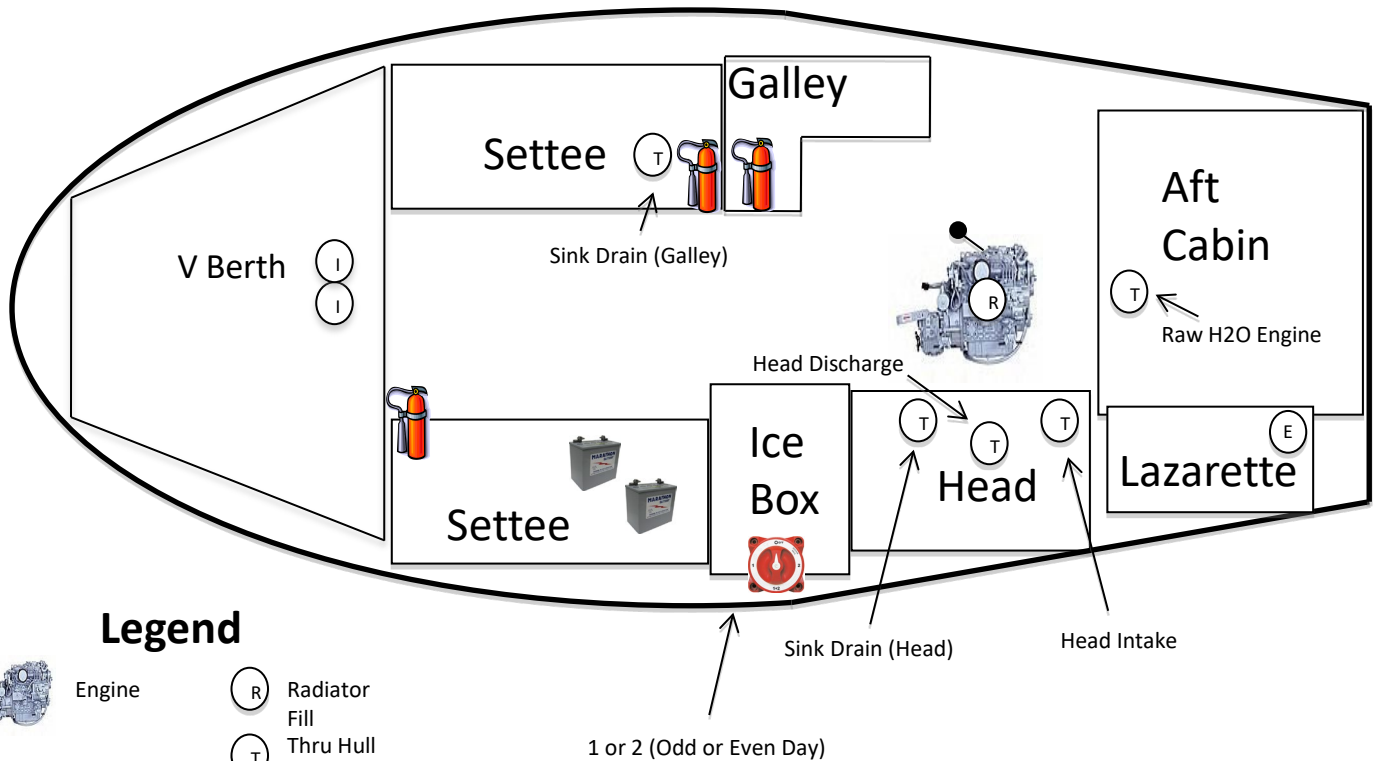










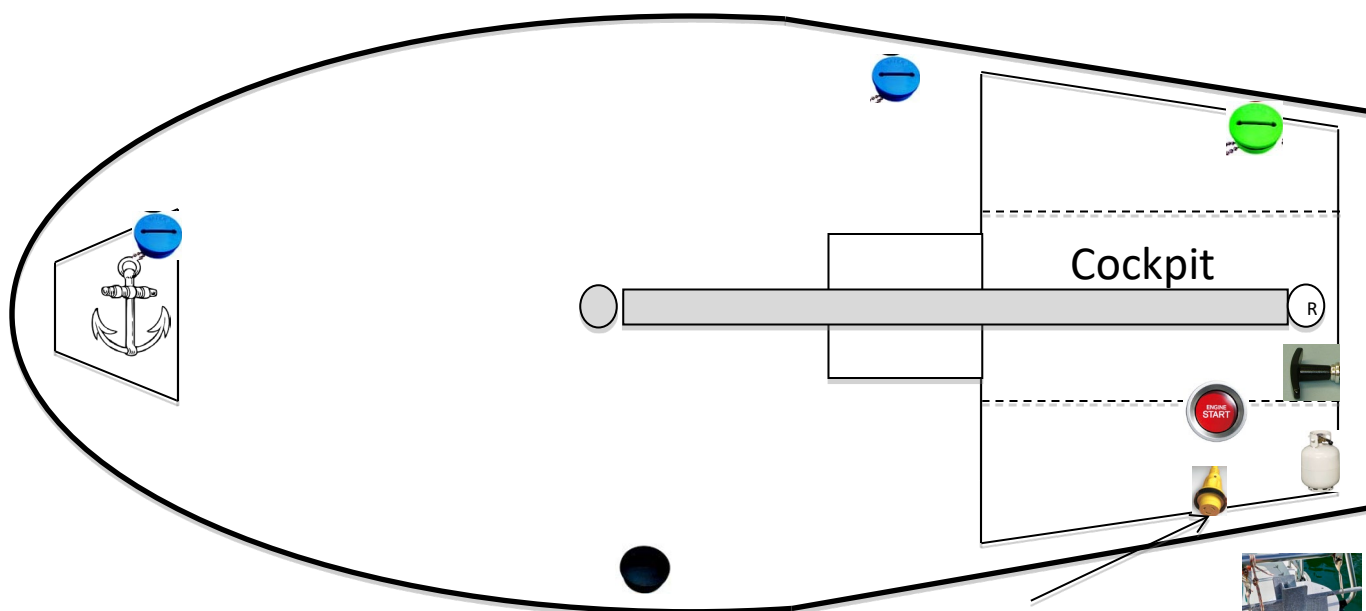
# 2805 – Royal Blueness – Catalina 28



## Legend

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

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## Legend

- |  |                    |  |                   |
|--|--------------------|--|-------------------|
|  | Rudderpost         |  | AC Power cord     |
|  | Deck Fill – Diesel |  | Deck Fill – Waste |
|  | Deck Fill – Water  |  | Propane / CNG     |



Anchor



Engine Kill



Engine Start

Inside Coaming Pocket



## Royal Blueness hull and deck photos:





## Royal Blueness below deck photos:



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<b>USCG Official Number</b>	<p>1144132. Permanently affixed under electrical panel in main salon.</p> <p>The Discharge of Oil placard and the Garbage disposal placard are located starboard side of engine compartment.</p>
<b>Thru-Hulls</b>	<p>There are seven thru hulls in Royal Blueness.</p> <p>There are two instrument thru hulls located under the salon table.</p> <p>Thru hulls with sea cocks are found in the following location.</p> <ul style="list-style-type: none"> <li>• Under the head sink <ul style="list-style-type: none"> <li>○ Head Intake</li> <li>○ Head overboard discharge</li> <li>○ Head sink outlet</li> </ul> </li> <li>• The galley sink drain thru-hull is under the settee forward of the galley sink.</li> <li>• Engine Raw water – in aft stateroom under bunk</li> </ul>
<b>Head(s)</b>	Royal Blueness is set up with a single manual head, with a holding tank.
<b>Fresh Water System</b>	There are two fresh water tanks one located under the starboard settee in the main salon the other is located under the forward vee berth. There are shut off valves at each tank water supply. The two tank water supplies are connected under the starboard settee.
<b>Engine</b>	<p>Access to the engine is achieved by tilting the companionway stairs/engine cover forward.</p> <p>The engine oil dipstick is located on the starboard side of the engine.</p> <p>There is one belt to check.</p> <p>Coolant reservoir is located in the forward corner of the port lazarette.</p> <p><b>Engine Hours</b> The indicator is located to left side of the gangway (looking at it from interior – starboard side of the vessel) on the step into the berth.</p>
<b>Fuel Gauge</b>	The fuel tank gauge is on the engine panel

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<b>Engine Start Up and Shut Down</b>	<p><b>Start Up</b></p> <p>The engine dashboard is mounted on port cockpit aft of binnacle. <b>The motor does require preheating with glow plugs (it may take 25 seconds on a cold day.) Turn the key to the second position to activate the glow plugs. Then press the black button on the panel to start the engine.</b></p> <p>The engine idles at approximately 900-950 RPM. Max RPM 2800 RPM.</p> <p>The fuel gauge is on the engine panel</p> <p><b>Shut Down</b></p> <p>The fuel shut off "T" handle is at the engine panel.</p>
<b>Stove</b>	<p>Royal Blueness has a two-burner propane stove, with oven.</p> <p>The propane tank is found in the port locker. The solenoid switch is on the electrical panel.</p>
<b>Refrigeration</b>	<p>Royal Blueness is outfitted with an Icebox that drains to the bilge. It is located under the navigation table.</p>
<b>Barbeque</b>	<p>There is no Barbeque on board.</p>
<b>Electrical System</b>	<p><b>AC</b></p> <ul style="list-style-type: none"> <li>• A 30-amp AC plug enters the boat at the cockpit to port stern.</li> <li>• The AC panel is located above the navigation station in the salon.</li> <li>• Green dots are found on the follow switches, which <b>MUST</b> be left in the on position when the boat is secured. <ul style="list-style-type: none"> <li>○ AC MAIN</li> <li>○ CHARGER</li> <li>○ OUTLETS</li> </ul> </li> </ul> <p><b>DC</b></p> <ul style="list-style-type: none"> <li>• There are two batteries on the boat; both are located under port settee.</li> <li>• The primary 1/2/BOTH selector switch is located above the nav table. Select bank 1 on odd numbered calendar days, and bank 2 on even numbered day.</li> <li>• DC master switch Green Dot=off position (at the end of your charter the master DC switch should be turned "OFF") as the shore powered AC Battery charger does not charge through the master DC switch (It is directly wired and fused.)</li> <li>• <b>Warning: There is no separate starter battery. Selecting BOTH and running the house system can drain all batteries, resulting in an inability to start the motor.</b></li> <li>• Motoring note: the diesel-powered alternator charges the batteries through the master DC switch. When motoring, the system will only charge the battery selected for the day.</li> </ul>

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<b>Anchor and Ground Tackle</b>	<p><b>Primary Anchor</b> The primary anchor is housed on a bow roller. The rode is composed of chain and nylon.</p> <p><b>Secondary Anchor</b> A secondary anchor with a combination chain/nylon rode is located in the port lazarette</p> <p><b>Kellet/Sentinel</b> The kellet is in the port cockpit lazarette.</p> <p><b>Windlass</b> There is no windlass</p>
<b>Running Rigging</b>	<p><b>Mainsail</b> The mainsail flakes onto the boom and is protected with a standard sail cover.</p> <p>There are 1 reef available on the mainsail. 1 reef line are led to the cockpit</p> <ul style="list-style-type: none"><li>• Reef 1 lines run through the port clutch package</li></ul> <p>The starboard clutch package contains the main halyard.</p> <p><b>Jib</b> Royal Blueness has a roller furling jib.</p>
<b>Draft</b>	5.25 Feet Fin Keel