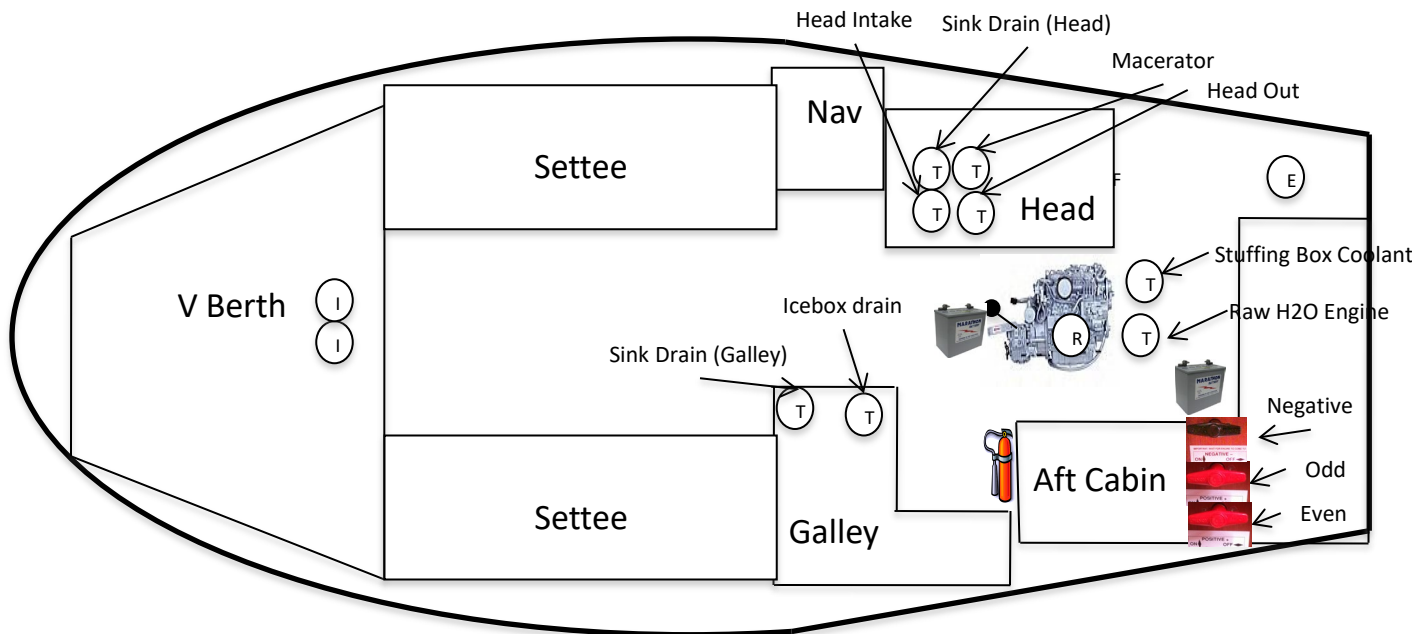


3204 Orion Beneteau 32



Legend



Engine



Radiator Fill



Thru Hull With Seacock



Instrument Thru Hulls



Oil Dipstick



Battery



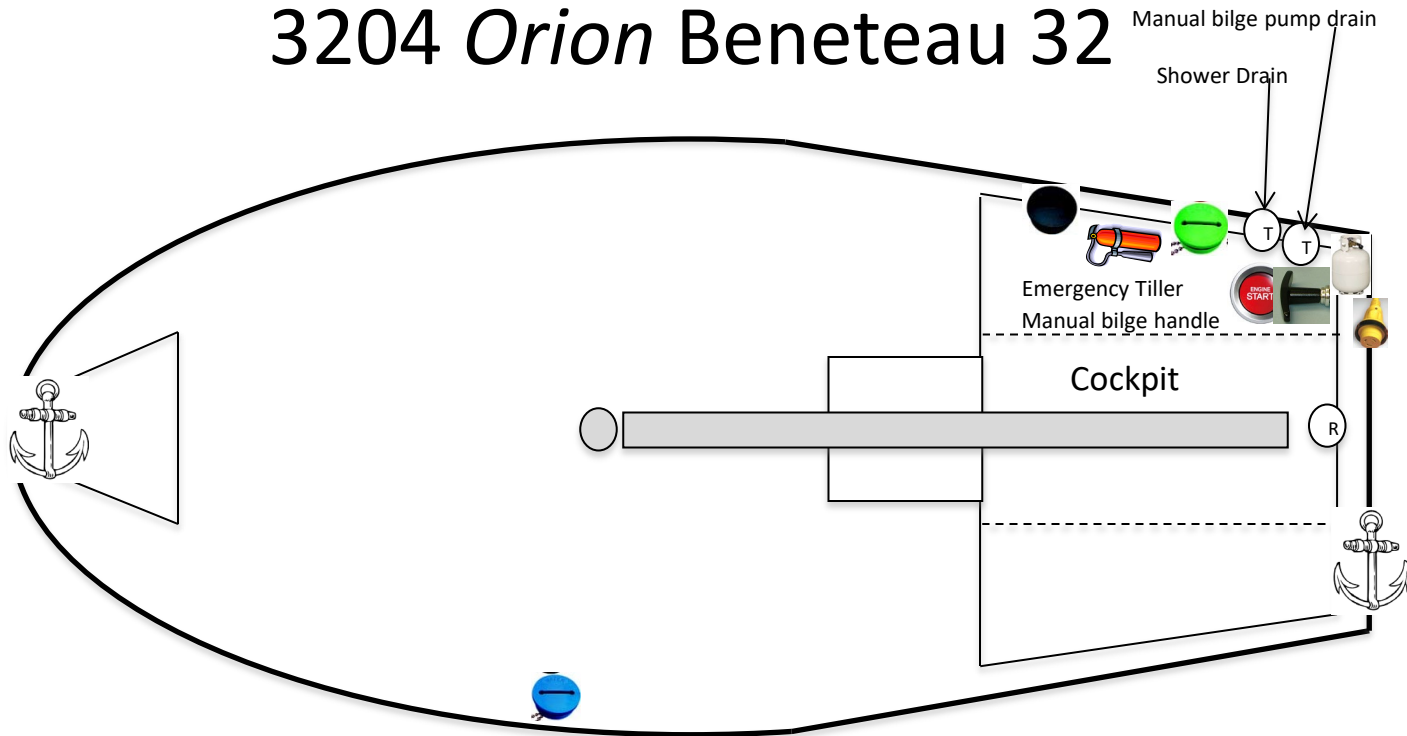
Battery Switch (Pos)



Battery Switch (Neg)

Notes

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Legend


(R) Rudderpost

 AC Power cord


 Anchor


 Fire Extinguisher


 Deck Fill – Diesel

 Deck Fill – Waste

 Engine Kill

 Deck Fill – Water

 Propane / CNG

 Engine Start

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Orion deck and hull photos:



Orion below deck photos:



Orion AC/DC, nav station and battery switches photos:



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Documentation		<p>Orion is an undocumented vessel, registered in the State of California. The registration number is CF 9861 PR.</p> <p>The Discharge of Oil placard and the Garbage disposal placard are located affixed to the underside of the starboard lazarette lid.</p>
Engine		<p>Engine type: Yanmar 3YM20 Working RPM 2800 MAX RPM 3600 (Emergency Only) 3 blade fixed prop</p> <p>An engine hour meter is located inside the cabin at the navigation station</p> <p>Access to the front of the engine is accessed by removing the companionway ladder. Oil, coolant, and belts may all be easily checked from this location.</p> <p>The engine oil dipstick is located at the front of the engine, on the left as you face it.</p> <p>The coolant reserve is on the “wall” on the right as you face the engine. The coolant level should be between the low and full marks. There is no need to remove the pressure cap on the coolant tank if the reserve tank contains sufficient coolant.</p> <p>There are two belts to check, located at the front of the engine.</p>
Fuel Gauge		<p>The fuel gauge is located next to the ignition key panel. The DC switches and key must be on to energize the gauge. Orion holds 17 gallons of fuel when full</p>
Engine Start Up and Shut Down		<p>Engine start up and shut down</p> <p>The engine control panel is located (insert boat specific location here), and includes the following switches, located along the right margin of the panel. These are in order, from the BOTTOM up:</p> <ol style="list-style-type: none"> 1. Panel POWER ON/OFF. This switch provides power to the entire panel and must be the FIRST button pressed when starting, and the LAST button pressed when shutting the engine and panel down. 2. GLOW plug switch. Our Yanmar engines do not have glow plugs, so this switch is unused. 3. Engine OFF. This switch sends a signal to the fuel pump and shuts the engine down. 4. Engine START. This switch sends a signal to the starter solenoid to start the engine.

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		<p>The engine starting sequence is as follows:</p> <ol style="list-style-type: none"> 1. Engine battery selector and neutral battery selector switches set to ON 2. Press panel power switch to ON. The panel will come alive and in the absence of engine alternator power, ALARMS will begin to sound. Please note: The panel power MUST be ON for ANY of the other switches on the panel to work. 3. Press the engine start button to ON. The engine will start. In neutral, advance the throttle to 1500 rpm momentarily to excite the alternator. This will silence any electrical charging alarms. 4. Immediately check for proper water flow from the exhaust. If there is none, IMMEDIATELY shut the engine down by pressing the Engine OFF switch. <p>The engine shutdown sequence is as follows:</p> <ol style="list-style-type: none"> 1. Retard the throttle to idle RPM in NEUTRAL gear. 2. Press the engine SHUT OFF switch for approximately five seconds. The engine will STOP and you will hear oil pressure alarms. 3. Turn OFF the PANEL POWER by pressing the Panel Power switch for no more than 2 seconds. If you hold it down too long, it will just cycle back to a Panel Power ON state. <p>NOTE: If for any reason, the panel power switch is turned off while the engine is running, you WILL NOT BE ABLE TO TURN THE ENGINE OFF! Panel power is ESSENTIAL for any of the engine controls (START and STOP) and OVERHEAT and OIL PRESSURE alarms to work properly. NEVER turn off the panel power while the engine is running!</p> <p>There is an EMERGENCY fuel shut off pull switch located next to the battery switches. Do NOT use this pull switch unless the engine fails to stop using the above procedures. Once activated, the engine CANNOT be restarted without professional intervention. So please check that you have followed the procedures outlined above before taking this action.</p>
Electrical System		<p>AC and DC Break Panel is found over the navigation station to starboard.</p> <p>AC</p> <p>The AC emergency breaker is located in the cockpit lazarette. The AC panel over the navigation station consists of five breakers.</p>

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		<ul style="list-style-type: none"> • AC MAIN SHORE & REVERSE POLARITY breakers are bridged together (Green dot) • WATER HEATER • BATTERY CHARGER (Green dot) • OUTLETS (Green dot) <p>NOTE: All breakers except the water heater have green dots, and should be left on when the boat is secured at the dock. DO NOT leave the water heater turned on.</p> <p>DC</p> <p>A well labeled DC Panel is found below the AC Panel. The following are special notes regarding the DC Panel switches.</p> <ul style="list-style-type: none"> • The Instrument switch turns on the stereo, VHF, and binnacle instruments (depth/speed, wind, chart plotter) • The Auto Pilot has been disabled • The bilge pump is always in the “automatic” mode. Activating the bulge pump switch on the panel forces the bilge pump to run. Do not leave this switch in the on position. • The TANK GAUGE switch energized the SensaTank monitor, which measures the level of the fresh water and/or waste tank. • The FRESHWATER PUMP switch must be on to operate the sink faucets (galley and head), the shower drain pump, or the ice box pump. <p>The battery switches are located in the aft stateroom. The black handle is the “Common” or “Negative” terminal and must be on to energize the system. There are two red handles, labeled Battery 1 and Battery 2. Only one of these switches should be used at a time. Use Battery 1 on odd numbered days, and Battery 2 on even numbered days. Doing so, ensures you will have one battery with a full charge in the even the “active” battery is inadvertently drained of energy.</p>
Thru Hulls		<p>There are ten below water thru-hulls on Orion, eight of which have seacocks, and are well labeled. There are also two above water thru-hulls with sea cocks.</p> <ul style="list-style-type: none"> • Two instrument thru-hulls are located under the v-berth, and are accessed by opening the v-berth hatch. • Four thru-hulls with sea cocks are located under the sink in the head. <ul style="list-style-type: none"> ○ Head Intake ○ Sink Drain ○ Head Out (DO NOT USE) ○ Macerator (DO NOT USE)

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		<ul style="list-style-type: none"> Two thru-hulls with sea cocks are found under the galley sink, and can be located by opening the lower hatch on the starboard side of the sink pedestal. <ul style="list-style-type: none"> Galley sink drain Icebox drain Two thru-hulls with sea cocks are found under the aft stateroom mattress. <ul style="list-style-type: none"> Raw water engine intake (MUST REMAIN OPEN) Stuffing box coolant (MUST REMAIN OPEN) The two above water thru-hulls are located in the starboard lazarette, near the stern. <ul style="list-style-type: none"> Manual bilge pump outlet (MUST REMAIN OPEN) Shower drain outlet (generally left open and must be open to drain the shower pan). The shower drain pump is activated with a toggle switch on the forward side of the head sink. It is energized by turning on the FRESHWATER PUMP switch on the DC Panel. <p>In the locker under the head sink, there is a red handle on a “Y” valve:</p> <ul style="list-style-type: none"> handle is pointed AFT for draining the shower pan. Handle is pointed DOWN for the Bilge pump. <p>Always move the handle in the DOWN position after draining shower pan so water can be pumped out of the bilge if needed.</p>
Head(s)		<p>There is one manual operation head on Orion. Fresh water from the head sink may be used to flush the toilet and/or waste line to the holding tank.</p> <p>The holding tank is in the starboard cockpit lazarette. There is a “Y” valve under the head sink which directs the waste from the head into the holding tank or to the “Head Outlet” thru-hull. DO NOT change the position of the “Y” valve. DO NOT use the macerator</p>
Fresh Water System		<p>There is one 48-gallon fresh water tank, found under the port salon v-berth mattress. The deck fill is amidships on to port.</p>
Anchor and Ground Tackle		<p>Primary Anchor A 20 lb Danforth style primary anchor, with a combination chair/nylon rode is mounted in a bow roller.</p> <p>Secondary Anchor A 15 lb Danforth style primary anchor, with a combination chair/nylon rode is mounted on the stern pulpit port side.</p> <p>Kellet/Sentinel A kellet with sentinel is stowed in the Starbord lazarette.</p>

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		Windlass There is no windlass
Draft / keel type		Orion draws 6', and has a fin keel with a bulb
Refrigeration		<p>There is a refrigerator/ice box on Orion. The system is turned on at the DC Panel. The temperature control is found inside the refrigerator unit.</p> <p>Pump out of the Ice Box is accomplished using the button on the aft side of the sink. The FRESHWATER PUMP switch on the DC Panel must be in the on position.</p>
Stove		<p>There is a gimballed, two burner stove/oven combination. It takes approximately 15 minutes for the oven to reach 350 degrees.</p> <p>The propane tank is located in a locker found in the aft/starboard lazarette. The GAS VALVE switch is found on the DC Panel.</p> <p>Pots and pans are found under the port salon settee cushion.</p>
Barbeque		There is no BBQ on Orion
Running Rigging		Mainsail Orion has a traditional mainsail and a sailcover. Orion is set up with two reefs. Each reef is accomplished by using a single line. When hoisting the main, both reef line clutches should be open, and the lines should be free of any knots and/or coils. Jib There is a 90% roller furled jib. The main sheet and a spare halyard run through a clutch assembly to starboard of the companionway entrance, and the reef lines are to port.