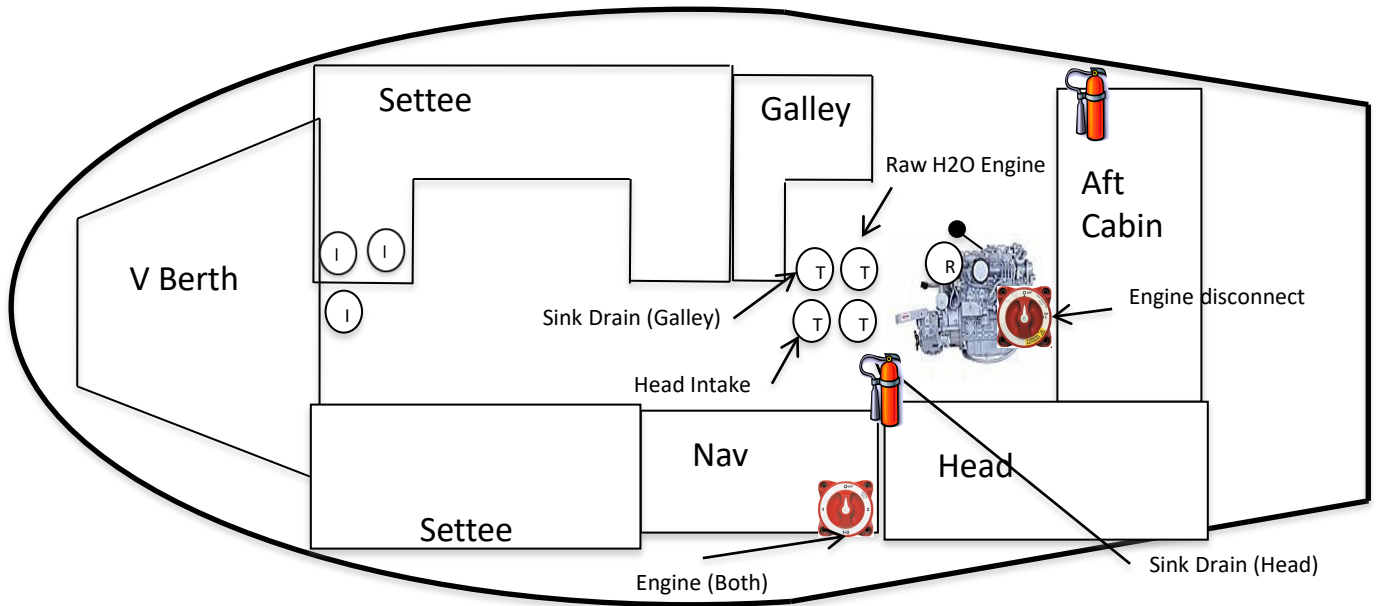


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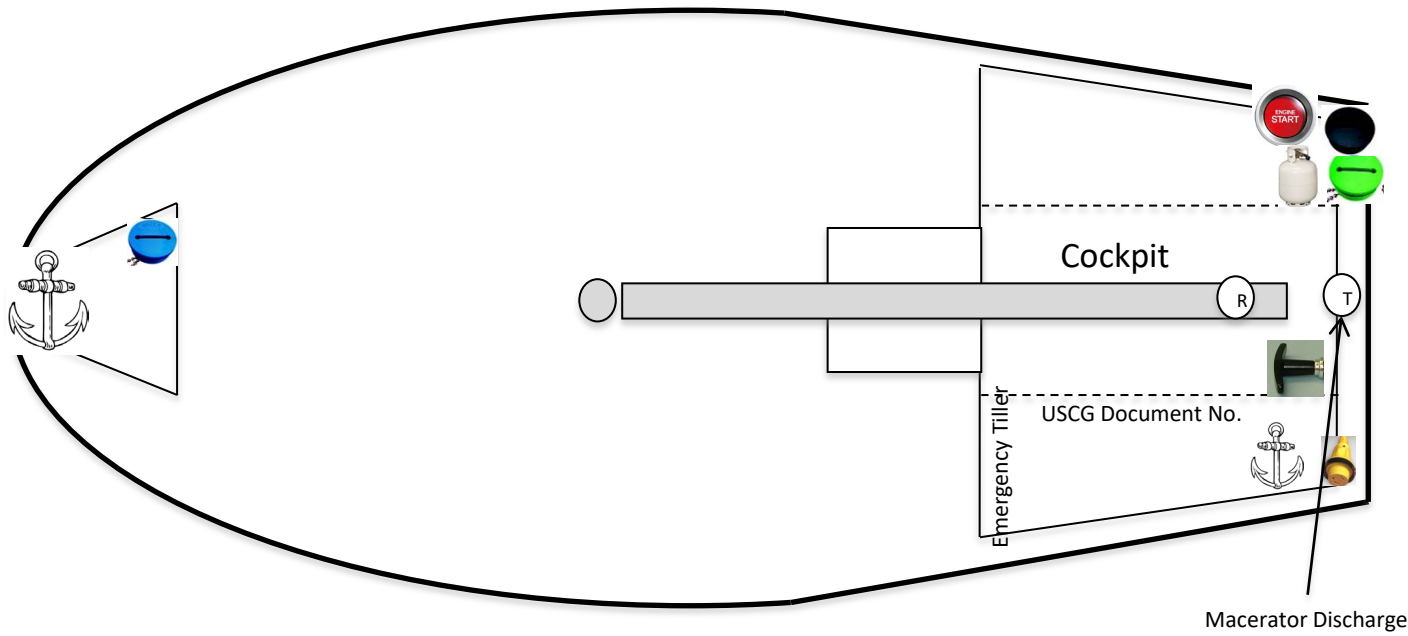
Legend

	Engine		Radiator Fill
	Oil Dipstick		Thru Hull With Seacock
	Battery Switch		Battery
			Instrument Thru Hulls
			Fire Extinguisher

Notes

1. Rotating Battery Selector must be left in "BOTH" in order for batteries to charge.
2. House batteries are breakers, not a rotating switch.
3. Must manage chain when using windlass, it will pile in front of the windlass and jam it up.
4. In place of a key, the engine panel has a silver knob. Pull it out to turn on. DO NOT turn it off while engine is running (see notes)

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Legend

- | | | | | | |
|--|--------------------|--|-------------------|--|--------------|
| | Rudderpost | | AC Power cord | | Anchor |
| | Deck Fill – Diesel | | Deck Fill – Waste | | Engine Kill |
| | Deck Fill – Water | | Propane / CNG | | Engine Start |

Dipstick Location

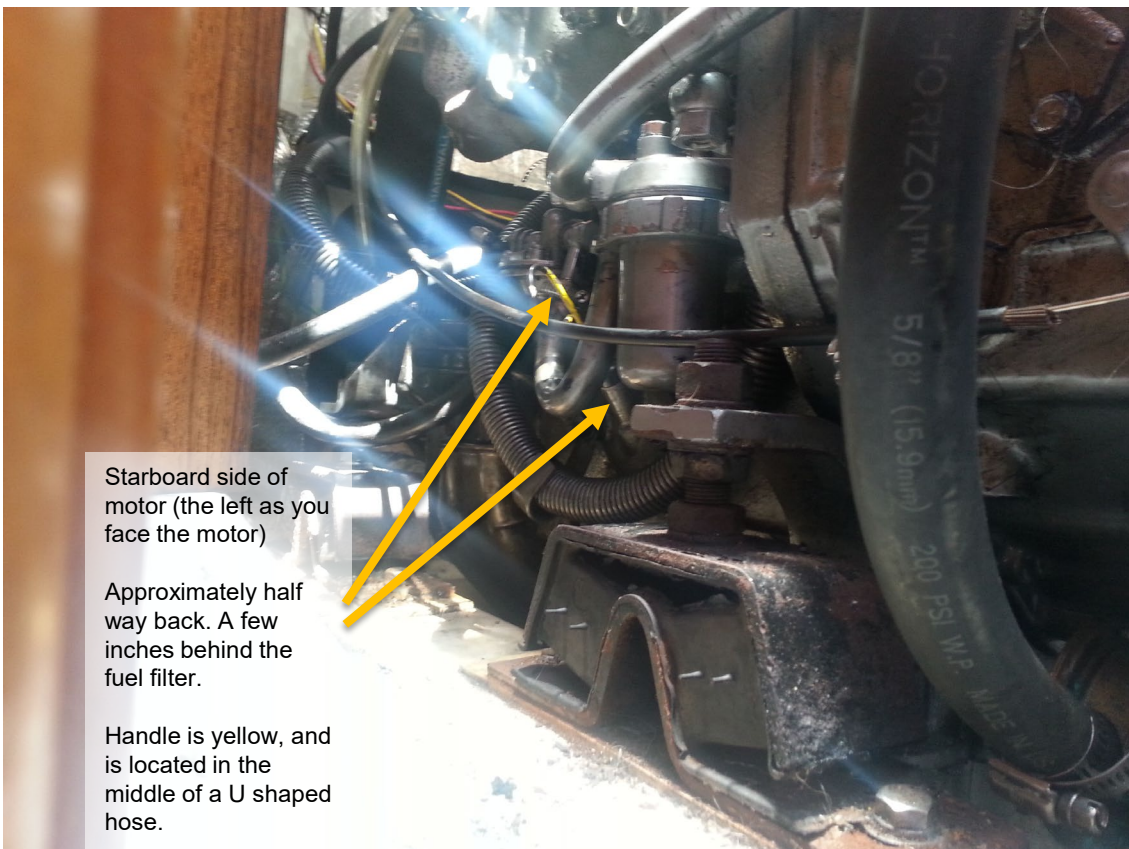


Photo taken from floor level, starboard side, looking back from front of motor.

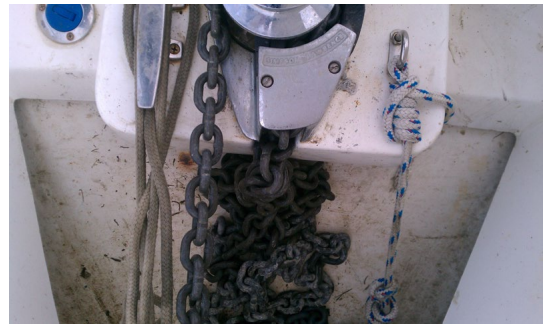
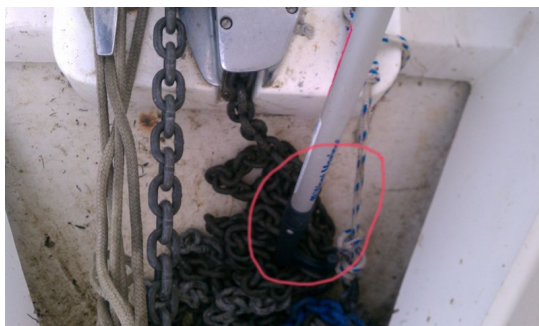
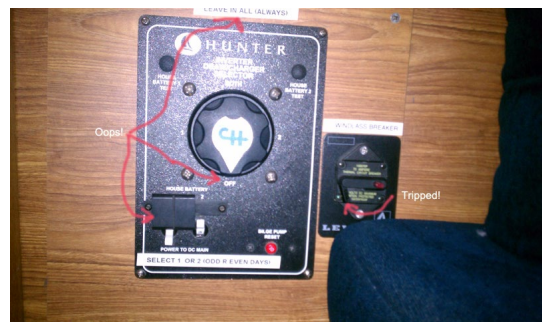
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Notes

Rotating switch should be left in “Both” always in order for batteries to stay charged.

Select 1 or 2 for house batteries with the breakers on the bottom.

Chain will pile up in front of windlass when raising anchor. If you let it pile up, it will jam and trip the windlass breaker or damage the windlass. Manage the chain with a boat hook to keep it clear of the windlass when raising.



Redeemed deck and hull photos:



Redeemed below deck photos:



Redeemed AC/DC, nav station and battery switch photos:



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<p>Documentation</p>	<p>Redeemed is a USCG documented vessel. The USCG official number 1127399 is permanently affixed in the port side cockpit lazarette.</p> <p>Oil and Garbage Discharge Placards are located at the top of the companionway ladder.</p>
<p>Engine</p>	<p>Engine type: Yanmar 3GM30 WORKING RPM 2800 MAX RPM 3600 (emergency only). 3 blade fixed prop</p> <p>Engine hours are read from the meter located on the bulkhead at the top of the companionway ladder, just to the left of the red DC on/off power switch.</p> <p>To access the engine compartment, tilt the companionway ladder forward. It may be removed by removing the hinge pins at the bottom.</p> <p>It is challenging to find the oil dip stick, which is located on the starboard side of the motor. The dip stick is low on the motor, approximately half way back on the engine block. TO ASSIST IN REPLACING THE DIP STICK, KEEP A FINGER ON THE SPOT THE DIP STICK ENTERS THE ENGINE WHILE THE OIL LEVEL IS VERIFIED BY YOUR CREW.</p> <p>The coolant reservoir is on the forward side of the engine, on the right as you face the motor. The pressure cap is to the left.</p> <p>Two engine belts are easily accessed with the ladder tilted forward.</p>
<p>Fuel Gauge</p>	<p>The fuel gauge is found above the navigation station, on the Tank Systems Monitor (along with the Fresh Water / Waste levels).</p> <p>One of the “Power to DC Main” selector switches (see Electrical System) must be on. In addition, the DC Main and Tank Indicator switches must be on to energize the gauge. Pressing the up arrow or down arrow will rotate through the three tank options.</p> <p>DO NOT PRESS THE “C” OPTION! Doing so will re-calibrate which ever tank is active to read either full or empty, regardless of the actual level.</p> <p>Redeemed holds 38 gallons of fuel when the tank is full.</p>
<p>Engine Start Up and Shut Down</p>	<p>Start Up Redeemed does not have a key. To energize the starter system, turn the DC On/Off switch found at the top of the companionway ladder to the on position.</p> <p>On the starboard side of the cockpit is a “dashboard”. Pull the silver knob out. The engine alarm should sound. <i>This silver knob is the engine key. DO</i></p>

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	<p><u>NOT turn it off when the engine is running. Doing so disables engine alarms preventing the alternator from charging the batteries and could cause the alternator to fail!</u></p> <p>Firmly press the black rubberized button to activate the starter. Release when the motor starts.</p> <p>The engine alarm should stop almost immediately.</p> <p>Shut Down The shut off pull lever is found under the helmsperson seat to port.</p>
Electrical System	<p>AC The AC emergency breaker is in the port lazarette.</p> <p>Leave the following AC switches on when plugged in dockside (all are labeled with green dots):</p> <ul style="list-style-type: none">• AC Master Switch• Outlet 1• Outlet 2 <p>DC The DC 1/2/Both Battery Selector located under the navigation station controls the Inverter and Charger and MUST ALWAYS BE LEFT IN BOTH.</p> <p>Below the Inverter/Charger Selector are two switches labeled House Battery Power to DC Main. These are labeled for Battery 1 and Battery 2. Select Battery 1 on odd days, and Battery 2 on even days. There is a sliding bar above the switches that will only allow one switch to be active at a time.</p> <p>Once the Battery Selector switch is set to Both, and one of the Power to DC Main switches is in the on position, the DC Main switch on the DC Panel will activate the DC system.</p> <p>To activate the electric windlass, turn on the Windless switch at the DC Panel.</p> <p>The windlass breaker is under the navigation station.</p> <p>The engine DC On/Off selector is on the companionway ladder. Green on the top and bottom means on, while red all around is off.</p> <p>Please see photos in the boat diagram section of battery selector.</p> <p>Instruments:</p> <ul style="list-style-type: none">• There are two VHF radios onboard. Both are located above the navigation station.

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	<ul style="list-style-type: none"> • Turning on the Instrument switch on the DC Panel activates all instruments except the Chart Plotter/Radar, which is activated using the Radar switch and Depth Sounder switch. • The Pathfinder display at the helm station must be powered on using the red button on the lower left of the instrument. It now displays radar, charts, and instrument data. The display at the navigation station will only display instrument data (it does not need to be powered on to use the one at the helm). • The Sailing Instruments switch is not currently connected to anything. <p style="background-color: yellow; text-align: center;">THERE IS NO LONGER AN AUTOPILOT ON REDEEMED, IT HAS BEEN REMOVED.</p>
<p>Thru Hulls</p>	<p>Redeemed has two instrument thru hulls, located next to the salon table settee, just aft of the v-berth bulk head and under the forward salon table seat.</p> <p>There are five thru hulls with seacocks.</p> <ul style="list-style-type: none"> • Four are located under the cabin sole, just forward of the companionway ladder. <ul style="list-style-type: none"> ○ Engine Pickup (aka raw water intake) ○ Vanity Drain Discharge (aka head sink drain) ○ Head Pickup ○ Galley Drain Discharge • The Macerator Discharge is located in the swim step lazarette on the port side. Note: The holding tank is in the starboard swim step lazarette.
<p>Head(s)</p>	<p>There is one “manual flush” head located to starboard. The head intake is located under the floor board at the base of the companionway ladder, however, it is recommended that fresh water from the shower be used instead.</p>
<p>Fresh Water System</p>	<p>There is one 75 gallon fresh water tank on Redeemed. The tank is located under the v-berth. It is filled via a deck fill found under the anchor locker hatch.</p>
<p>Anchor and Ground Tackle</p>	<p>Primary Anchor A 35 lb Plow style primary anchor, with all chain rode is mounted in a bow roller.</p> <p>Secondary Anchor A 35 lb plow style secondary anchor, with a combination chair/nylon stowed in the aft, port lazarette.</p> <p>Kellet/Sentinel There is sufficient chain that no kellet with sentinel is onboard.</p>

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	<p>Windlass To operate the windlass, the engine needs to be run at high idle (1100 RPM)</p> <p>Windlass power black button=chain out. Use a steady feed speed to avoid chain jams. Do not put hands/fingers on moving chain as it enters the windlass.</p> <p>To deploy chain quickly, use winch handle to loosen clutch control cap, counter-clockwise (this will allow the drum to free spin.) Tighten the clutch clockwise to lock before clearing any jam.</p> <p>Anchor recovery: use boat diesel engine to move boat up to anchor chain slowly (never use windlass to pull boat forward)</p> <p>Windlass power Red button=chain in Use orange handle tool or hand feed tailing chain as it EXITS the windlass and pile the chain as far forward in the anchor locker as possible. Clear feed jams at windlass by stopping and momentarily reversing the drum rotation. DO NOT TOUCH THE MOVING CHAIN WHERE IT ENTERS THE WINDLASS.</p>
Draft / keel type	Redeemed draws 6.5' and has a fin keel.
Refrigeration	<p>Redeemed is outfitted with a two part ice box/refrigerator.</p> <ul style="list-style-type: none"> • The ice box drains through the shower sump. The Shower Sump switch on the DC Panel must be on. The shower sump pump is found under the cabin floor boards, in the same location as the thru hulls. Provided the DC Main switch is on, the pump is activated automatically when water is present. • There is a switch on the DC panel to turn the refrigerator on. • The refrigerator thermostat is located inside the forward refrigerator.
Stove	<p>Redeemed is equipped with a two burner propane stove/oven/broiler combination.</p> <p>The propane is located in an aft locker on the stbd side of the cockpit.</p> <p>There are two propane switches. Both must be in the on position to operate the stove.</p> <ol style="list-style-type: none"> 1. DC Panel 2. On the cabinet to the left of the navigation station.
Microwave	There is a microwave oven for use while connected to "shore power." The Microwave switch on the AC Panel must be on to use.

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Running Rigging	<p>Mainsail Redeemed has a standard hoist mainsail.</p> <p>The mainsail halyard, topping lift, and outhaul are located on the starboard cabin top.</p> <p>Reefing is accomplished with single line reefing for tack and clew/outhaul. The first reef is located to starboard, and: The second reef line is located on the portside cabin top. All clutches are labeled.</p> <p>The main sheet runs through a clutch on the starboard side of the companionway. The vang currently is cleated at the vang on the cabin top.</p> <p>When leaving the boat please leave lines hand tight only (main sheet/vang/topping lift)</p> <p>Jib Redeemed is set up with a 90% roller furled jib.</p>
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