

4002 – BearBoat 2005 Jeanneau 40.3

<p>Documentation</p>	<p>BearBoat is a USCG documented vessel, bearing the Official Number 1174284. The Official Number is displayed in the starboard cockpit lazarette.</p> <ul style="list-style-type: none"> • Discharge of Oil Prohibited <ul style="list-style-type: none"> ○ Located on the companionway ladder and in the starboard lazarette. • MARPOL Garbage Dumping Restriction <ul style="list-style-type: none"> ○ Located on the cabin door in galley and in the starboard lazarette. • Waste Management Plan is not required; however, one can be found in the Bearboat boat book.
<p>Engine</p>	<p>Engine type: Yanmar 4JH4E</p> <p>Working RPM 2200 MAX RPM 3000 (Emergency only) 3-blade FIXED prop.</p> <p>Easy access to the engine oil dipstick is available through a hatch starboard side of engine compartment that is found in the aft stateroom.</p> <p>The companionway step left up from the bottom to check the belt tension and the coolant levels.</p> <p>The stuffing box is located under the aft stateroom mattress.</p> <p>Correct Engine hours are displayed on the tachometer display at the helm.</p>
<p>Fuel Gauge</p>	<p>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 under the gauge.</p> <p>The tank holds 36 gallons of fuel when full.</p>
<p>Engine Start Up and Shut Down</p>	<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.

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	<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 pushing the stop button on the dashboard. Push silver knob to turn the power off.
<p>Electrical System</p>	<p>AC</p> <ul style="list-style-type: none"> • AC enters the boat on the port side of the transom. There is an AC breaker located in the aft 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. <p>DC</p> <ul style="list-style-type: none"> • The bilge switch on panel remains on. <p>Inverter</p> <ul style="list-style-type: none"> • There is a 2000W inverter with an integrated 100A battery charger in the port “garage” located thru the hatch in the head/shower. The inverter / charger is set to automatically charge the batteries when shore power is present. There is a shore power GFCI breaker on the boat in the port lazarette. Shore power indicator lights are at the nav station panel. If you have normal shore power and the charger is operating, you will see two red lights on for Shore Power and Inverter and three vertical green lights on the galvanic isolator panel. Two of the three lights on the engine panel must be on (shore power and inverter). The AC plugs are connected to a relay in the Inverter and then to the AC Outlet breaker on the breaker panel. On shore power, the AC Outlet breaker turns on the outlets. At sea, the Inverter needs to be turned on in order for the breaker to provide power to the outlets. The electric water heater will only operate on shore power. <p>After returning to the dock, when leaving the boat, shore power & inverter lights on.</p> <p>House and Ground battery handles (located behind the cabin steps) must be left in the “on” position (horizontal). Engine battery switch turned off.</p>

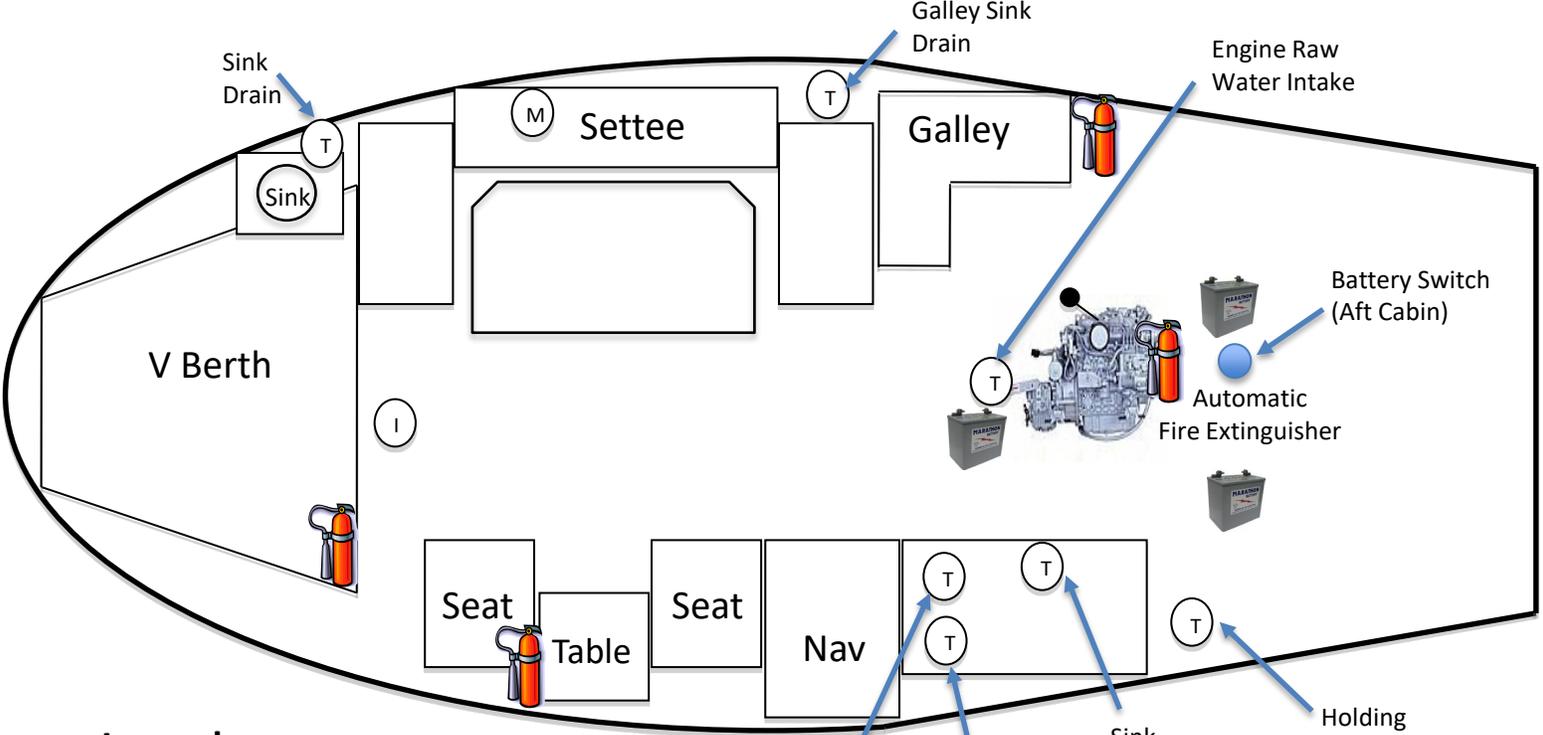
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<p>Thru Hulls</p>	<p>There is one instrument thru hull, and seven thru hulls with sea cocks fitted.</p> <ul style="list-style-type: none"> • The instrument thru hull is located in floor in forward cabin • There is one thru hull to drain the v-berth sink, located in a cabinet on the starboard side of the v-berth. • The galley sink is drained via a thru hull located under starboard settee cushion. • There are three thru hulls located in a cabinet in the head. <ul style="list-style-type: none"> ○ Head intake ○ Shower sump drain ○ Sink drain • Holding tank overboard discharge located in cabinet aft of head • The engine raw water thru hull is found under the floor forward of the companionway ladder, directly forward of the engine.
<p>Head(s)</p>	<p>BearBoat 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.</p>
<p>Fresh Water System</p>	<p>There are two fresh water tanks (40 gallons). A gauge above the refrigerator in the galley allows checking of water levels. The “Water Pressure” switch on the DC Panel must be on to energize the gauge. The manifold to switch tanks is located behind the starboard settee.</p>
<p>Anchor and Ground Tackle</p>	<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 windlass. Windlass breaker located below battery switches. Leave the windlass breaker on while underway.
<p>Draft / keel type</p>	<p>BearBoat draws 6.6’ and has a bulb keel.</p>
<p>Refrigeration</p>	<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>

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<p>Stove</p>	<p>There is a propane operated, gimbaled, two burner stove with oven on Bear Boat.</p> <p>One propane tank is found in a propane locker in the starboard side cockpit lazarette.</p> <p>The solenoid switch is a single switch at the navigation station, below the radios and is labeled “Gas Control.”</p>
<p>Barbeque</p>	<p>There is no barbeque on BearBoat. You may check one out from the office, providing your own small green propane canister.</p>
<p>Microwave</p>	<p>There is no microwave oven.</p>
<p>Running Rigging</p>	<p>Mainsail</p> <ul style="list-style-type: none"> • BearBoat is rigged with a stack pack with lazy jacks to facilitate flaking of the mainsail. • The mainsail is set up with two reefs. <ul style="list-style-type: none"> ○ The clew line reefs run through clutches on the starboard side of the companionway. ○ The tacks are secured with dog legs at the gooseneck. <p>Jib</p> <ul style="list-style-type: none"> • BearBoat is rigged with a roller furling jib.

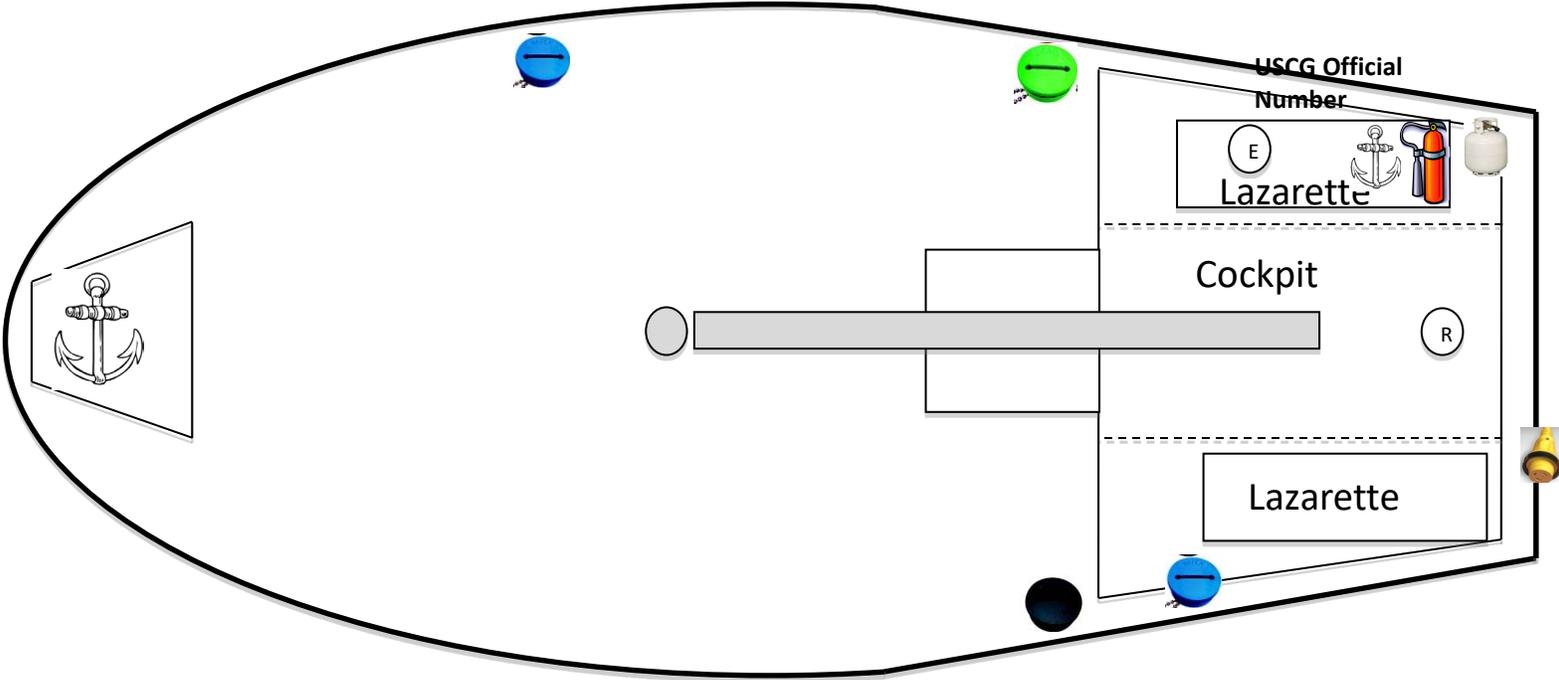
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Legend

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

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Legend

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

Bear Boat hull and deck photos:



Bear Boat below deck photos:



Bear Boat AC/DC, nav station, and battery switches :

