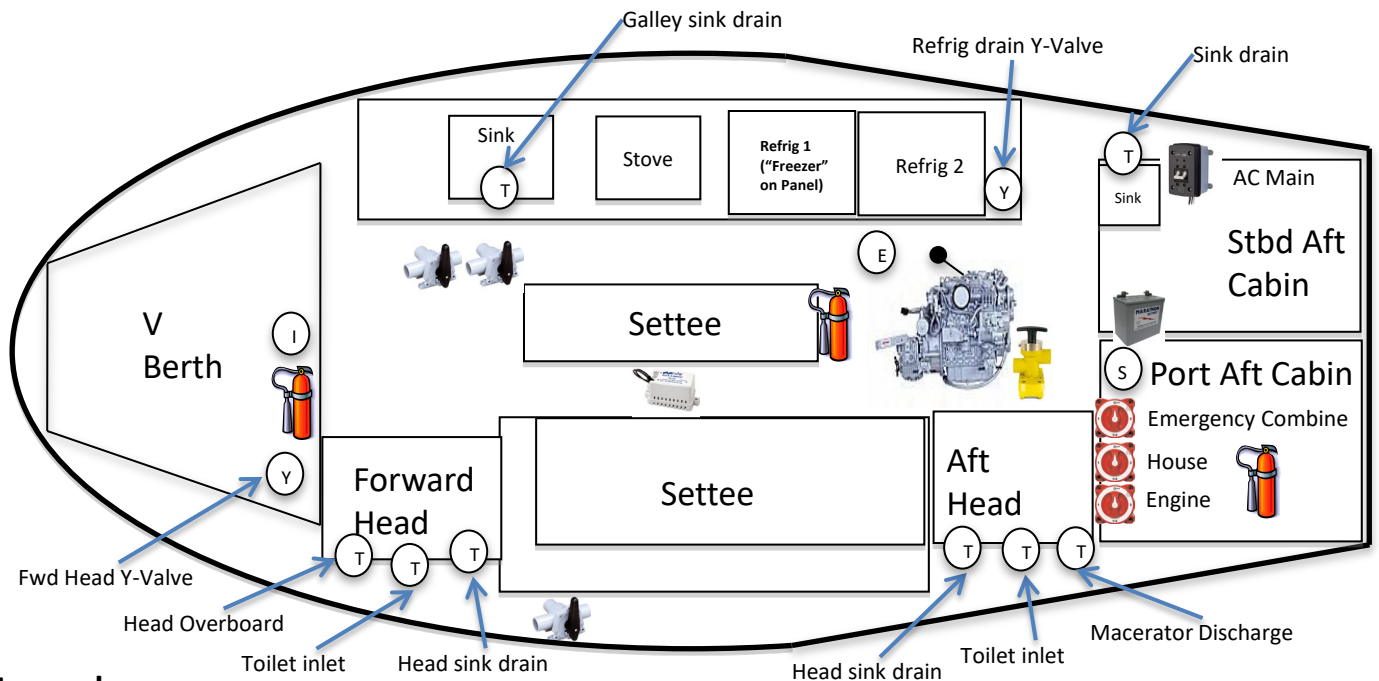


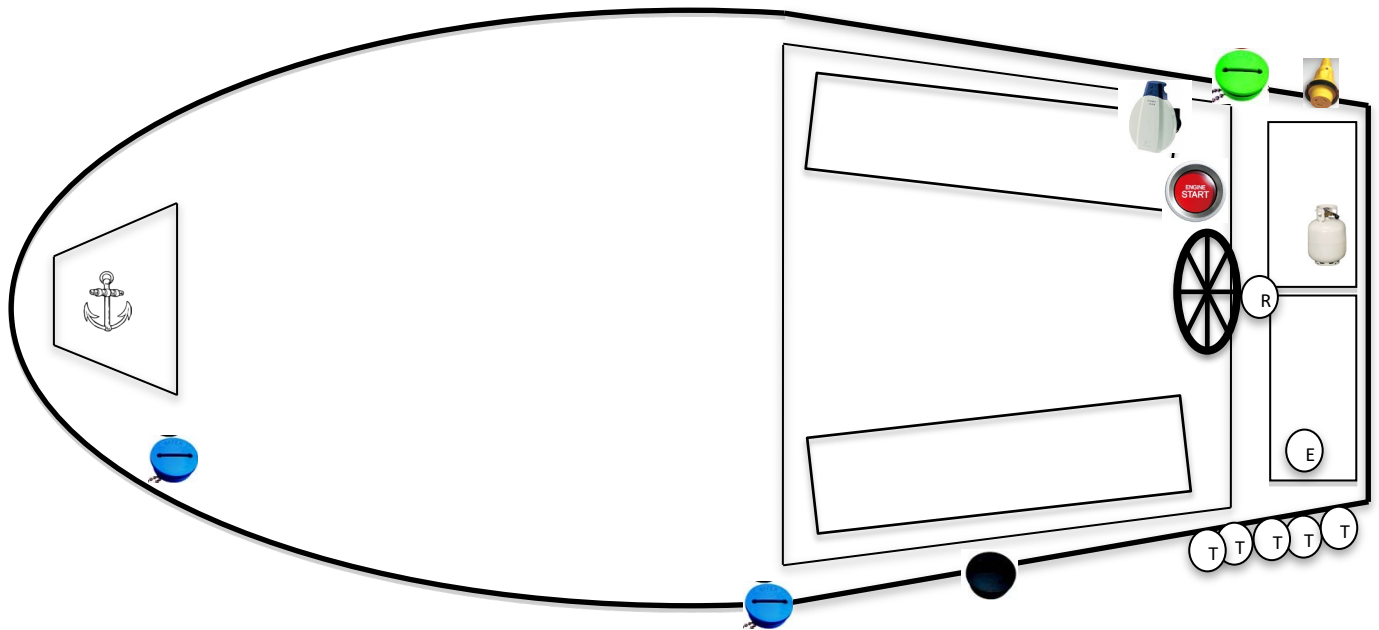
4302 Windsong Beneteau 43



Legend



4203 Windsong Beneteau 43



Legend

	Rudderpost		AC Power cord		Anchor		Manual Bilge Pump
	Deck Fill – Diesel		Deck Fill – Waste		Engine Start		Bilge, shower & refrig outlet thruhulls
	Deck Fill – Water		Propane / CNG		Emergency Tiller		

Windsong deck and hull photos:



Windsong below deck photos:



Windsong DC, Nav Station, AC Main (in starboard aft cabin) and battery switches (in port aft cabin) photos:



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Documentation	<p>Windsong is a USCG documented vessel, bearing the Official Number 946265. The Official Number is displayed in the aft/port lazarette.</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.
Engine	<p>Engine type: Perkins 4-108</p> <p>Working RPM 2100 MAX RPM 2500 (Emergency only)</p> <p>3 blade fixed prop</p> <p>Easy access to the engine oil dipstick is available through a hatch starboard side of engine compartment.</p> <p>The coolant reservoir is located on the port side of the engine.</p> <p>Remove the hatch in front of the engine to check belts.</p> <p>Engine hours are displayed on engine control panel in the cockpit</p>
Fuel Gauge	<p>The fuel gauge is found on the “main panel” located above the engine. The tank holds 50 gallons of fuel when full.</p>
Engine Start Up and Shut Down	<p>Start Up</p> <ul style="list-style-type: none"> • Turn on the engine battery.. • Put the throttle into Neutral (push black button) and push forward an inch to give fuel before starting. (Let this stay throttled up in neutral for 20-30 seconds after engine is started) • Start the engine using the key at the helm station. DO not hold for longer than 20 seconds. Wait 2 minutes before trying again. • The motor does not have glow plugs and does not require a pre-heat.. • Once started, the exhaust expels coolant steam to starboard, near the transom for about 5 minutes. <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 stop lever in the cabin forward (bow side) of the control panel above the engine. • After the engine stops, turn off the key at the panel above the engine.

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Electrical System	<p>AC</p> <ul style="list-style-type: none"> • AC enters the boat on the starboard aft corner of the cockpit. • The AC distribution panel is located in the starboard aft cabin near the sink • When securing the boat, leave the AC Main switch (breaker) in the on position. This switch is marked with a green dot. • Turn the AC Main switch to the off position prior to disconnecting shore power. <p>DC</p> <ul style="list-style-type: none"> • There is a breaker for the DC panel in the port aft cabin near the battery switches. • The bilge switch on panel remains on. <p>Battery Charger</p> <ul style="list-style-type: none"> • There is a 40A battery charger under the stairs. The charger is set to automatically charge the batteries when shore power is present. Shore power indicator lights are in the starboard aft cabin. If you have normal shore power and the charger is operating, you will see a green light on for Shore Power. On shore power, the AC Outlet breaker turns on the outlets. The electric water heater will operate on shore power or from the engine colling water. <p>House and engine battery switches (located in the port aft cabin) must be left in the “OFF” position. Use the “Emergency Start” switch only in case of a dead engine battery.</p>
Thru Hulls	<p>There is one instrument thru hull, and nine thru hulls with sea cocks fitted.</p> <ul style="list-style-type: none"> • The instrument thru hull is located in floor before the forward cabin. • The galley sink is drained via a thru-hull located under the sink. • There are two thru hulls located in a cabinet in forward head. <ul style="list-style-type: none"> ○ Head intake ○ Sink drain • Also in the forward head, next to the toilet, is an overboard discharge for the head outlet. This should not be used, and works in combination with the Y-valve under the V-berth. • There are three thru-hulls in the cabinet in the aft head. <ul style="list-style-type: none"> ○ Sink Drain ○ Head intake ○ Macerator overboard (Macerator disconnected/inop) • There is a sink drain under the sink in the starboard aft cabin. • The engine raw water thru hull is on the starboard side of the engine under the floorboard.

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Head(s)	<p>There are two electric toilets. The “Shower Sump” switch on the DC panel must be on to operate. Open the head inlet seacocks and press the black button labeled “Push to flush” to flush with salt water. Shut the inlet seacocks to flush with fresh water from the showerheads, dock hose, or a bucket when cleaning during pump out.</p> <p>There is a 40 gallon holding tank under the port settee and the pump-out fitting is on the port side aft.</p> <p>The showers can be drained using the black button labeled “Shower Sump” in each head.</p>
Fresh Water System	<p>There are two fresh water tanks (240 gallons total). The “Water Pressure” switch on the DC Panel must be on to energize the pump. The manifold to switch tanks is located under starboard floorboards forward of the center settee.</p> <p>There is a twelve-gallon hot water tank.</p>
Anchor and Ground Tackle	<p>Primary Anchor</p> <ul style="list-style-type: none"> There is a CQR anchor mounted in a bow roller as the primary anchor. This anchor is set up with a chain and nylon line rode stowed on the starboard side of the anchor locker. There is 36 ft of chain and 250 ft of nylon rode. <p>Secondary Anchor</p> <ul style="list-style-type: none"> The secondary, a bruce anchor, is stowed in the bow anchor locker on the port side, along with a combination chain/rode. <p>Kellet/Sentinel</p> <ul style="list-style-type: none"> There is a kellet stowed in the stern lazarette. <p>Windlass</p> <ul style="list-style-type: none"> The primary anchor is deployed and retrieved using a windlass. The windlass breaker is located next to battery switches.
Draft / keel type	Wind Song draws 5’11”
Refrigeration	<p>There are two refrigerators. The refrigerators are turned on using a switch found on the DC panel.</p> <p>The refrigerators are drained by selecting on with the Y-valve in the cabinet aft of the refrigerators and then turning on the switch labeled “Refrigerator Pump”.</p>
Stove	There is a propane operated, gimbaled, two burner stove with oven.

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	<p>One propane tank is found in a propane locker in the starboard aft lazarette.</p> <p>The solenoid switch is a single switch on the main DC panel labeled “LPG Control”</p>
Barbeque	<p>There is no barbeque on Windsong. You may check one out from the office, providing your own small green propane canister.</p>
Microwave	<p>There is no microwave oven.</p>
Running Rigging	<p>Mainsail</p> <ul style="list-style-type: none">• Windsong 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 port side of the companionway.○ The tack is reefed using dogbones and a hook at the gooseneck. <p>Jib</p> <ul style="list-style-type: none">• Windsong is rigged with a roller furling jib.