

Notes from the Owner of *Do It Now*

2019 Ranger Tug R-29 CB

Greetings! Welcome aboard *Do It Now*!

Before I placed *Do It Now* in charter with San Juan Sailing/San Juan Yachting (SJS/SJY), I had the pleasure of spending about 16 months on board, traveling more than 8000 nautical miles and eventually completing the Great Loop route around the eastern United States. I did most of that trip solo and part with a friend aboard, so I know from experience just how well-suited the boat is for one or two people to handle. My Ranger Tug may be



one of the smallest power boats in SYS/SJY's fleet, but it's well equipped, comfortable, and flexible.

Before and after my Great Loop trip, I spent quite a bit of time cruising the Puget Sound and San Juan Islands area, venturing as far north as the Octopus Islands during an amazing SYS/SJY Desolation Sound flotilla. I discovered many interesting island destinations — both in the marine park systems and at marinas — where I could explore, relax, and bring in a few crabs for dinner. I think you'll love cruising the area in *Do It Now* as much as I do.

And if you're wondering about the boat's name, it reflects my philosophy about life after realizing, back around 2010, that I was stuck in a rut and running out of time to do the things I wanted to do. As I say at the end of a lot of my videos, if there's something you want to do in your life, what are you waiting for? The clock is ticking. *Do It Now* — or as soon as you can. Maybe leasing a boat in the San Juan Islands is something you've been wanting to do for a while. If so, I'm so glad you're doing it now!

If you can think of anything that would make *Do It Now* more enjoyable for you, please let me know through SJS/SJY. And if you have a question about the boat while on board and can't reach someone there for a quick answer, feel free to text me. I can usually respond within an hour or so.

Best wishes for a great cruise on *Do It Now*!



Sincerely,

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Part I: Read this First

This part of the Owners Notes tells you about some important things you need to know up front. This is must-read information that can help you understand how *Do It Now* might differ from other boats you've chartered in the past, know what emergency equipment, tools, and spares are available, and understand the importance of respecting wildlife and the rules in place to protect it while cruising.

Topics include:

Vessel Information & Specifications

Do It Now Nuances

Emergency/Safety Equipment

Tools and Spare Parts

Being Whale Wise

Vessel Information & Specifications

This section provides basic information and specifications for *Do It Now*.

Vessel Information:

- **Washington State Parks Annual Permit Decal**
Located on the transom, port side.
- **U.S. Customs Re-Entry Decal**
Located on the door to the main cabin. The number is 25011227.
- **Vessel Documentation Number**
This is the same number as shown on the Coast Guard Certificate of Documentation found in Section 5, "Documentation," of the Charter Guest Reference Manual (white binder). *Do It Now's* number is located on the starboard side above the main helm. Look for 3" high numerals. (You really can't miss it.) The number is 1330382.
- **Coast Guard Boarding Document**
Refer to the Charter Guest Reference Manual (white binder), Section 5 Documentation. This explains what to expect if you are boarded by the Coast Guard and where to find the information/equipment they may ask to see as part of their safety inspection.

Vessel Specifications:

Year:	2019	Engine:	Volvo Penta D4/300
Make/Model:	Ranger Tug	Fuel: (1 tank)	145 US Gal
LOA:	33' 4" / 10.16 m	Fresh Water:	45 US Gal
Beam:	10' 0" / 2.05 m	Waste Holding:	40 US Gal
Draft:	2' 6" / .76 m	Hot Water:	8 gallons
Air Draft:	13" 11" / 4.24 m	Heads:	1, Electric, raw water
Displacement:	10,800 lbs. (Dry)	Electronics:	Garmin
Staterooms: 2 doubles			
Stateroom 1: Headroom: Min 5'10", Berth: 6'8" long, avg 4'8" wide			
Stateroom 2: Headroom: Max 2'10", Berth: 6'6" long, 4'0" wide			
Salon Headroom: Min 6'4"			
Main Refrigerator:	4.0 ft ³	Freezer:	0.8 ft ³
Cockpit Refrigerator:	1.7 ft ³	Freezer:	Tiny
Wine Cooler: 6 bottle capacity			

Do It Now Nuances

There are a few things about *Do It Now* that are not typical. These are the things that may require special attention or where it may be best to deviate from customary operating procedures. I've listed some here because I believe they will help you have a more enjoyable charter experience.

Fuel Gauges

Do It Now has two fuel gauges:

- The fuel gauge you might be most familiar with is the one on the Volvo screen on the main helm's dash. Do *not* trust this fuel gauge; **it always reads high** due to the way the boat sits in the water. Learn how to navigate to this screen in the section titled "To check the Volvo fuel gauge" on page 71.
- As a workaround, I use the fuel gauge on the left chartplotter screen at the main helm. To ensure that this gauge is accurate, you must do two things: (1) make sure the engine is communicating with the network while under way (see next point) and (2) update the fuel quantity after you add fuel (see the section titled "To update fuel quantity in the chartplotter" on page 72).



Engine Network Communications

To ensure that the engine computer is communicating with the network and chartplotter, you must turn on all Garmin equipment you plan to use — chartplotters, autopilots, radio — *before* you turn on the engine ignition. This really comes into play if you decide to drive from the command bridge and want to use the autopilot; turn that on *before* you start the engine. You can tell that the engine is communicating with the network because engine-related data will appear on the chartplotters. If the engine is *not* communicating, some chartplotter fields will either be blank or blinking. The only way (that I know) to get everything communicating together is to shut down the engine (if necessary), turn off the ignition, turn all Garmin items on, and then restart the engine. Having the engine communicating on the network is vital to use the chartplotter fuel gauge. Otherwise, the chartplotter will not have the fuel flow information it needs to calculate fuel use and quantity remaining as discussed in the "Fuel Gauges" section on page 9.

Engine Start/Stop

Do It Now does not have an ignition key for the engine. Instead, it has a key fob that needs to be on board for the engine to start. The fob can be found on a lanyard with the boat's back door key. Starting the engine is a two-step process (*after* you have turned on all Garmin equipment, as discussed above): (1) Push the Ignition button to turn on the Volvo engine computer and (2) push the Start/Stop button to start the engine. To shut down the engine, follow the same steps in reverse order. Remember to turn off the ignition when you're done cruising to stop the engine from drawing power from its battery, especially if you are not connected to shore power.

Trim Tabs

If you use the trim tabs while cruising, please remember to set them back to the UP position when shutting down. The engine lid may not fully open if the trim tabs are DOWN. (They use the same hydraulic system.)

Fresh Water gauge

The fresh water gauge can be found in a panel on the aft wall of the second state room. This gauge uses a float switch, and, because of the way the boat sits in the water, **it always reads high**. I recommend topping off the water tank any time the gauge shows $\frac{1}{2}$ or less. The switch controls the pump and must be ON to use fresh water or see the gauge reading. You can learn more about the fresh water system in the section titled “Potable Water” on page 24.



Waste Tank Y-Valve

On *Do It Now*, the Y valve that enables or disables the macerator is located under the middle cushion on the bed in the forward berth. It is set to a position that enables either pump-out or macerator discharge. This valve does not need to be manipulated to empty the waste tank. Learn more about the two ways to empty the waste tank in the section titled “Emptying the Waste Tank” on page 23.

Raw Water Washdown

There is a connection at the aft part of the cockpit, under the rear seat. That's also where the switch is to turn it on. Remember to turn it off when not in use. Please only use the green hose with this feature; it should reach to the front when pressurized to wash down the anchor. (Keep the black hoses for fresh water only.) Learn more about the raw water washdown in the section titled “Seawater Washdown” on page 82.

Vessel Security

When you leave the boat and lock it, take the door key and fob (on the lanyard together) with you. I recommend keeping the key and fob on its hook when you're on the boat so it's easy to find. Also keep in mind that when you are docked, if you have not properly latched the dockside window, it might be possible for someone to slide that window open and take anything on the dashboard within reach. (Even when I don't lock the boat, I make sure that window is secure to prevent a casual thief from taking my iPad, GoPro, or binoculars.)

Freezer

The main refrigerator's freezer will make ice (in an ice tray) and freeze meat but will not keep ice cream solid. (This is the great mystery of this boat.) You could try turning down the temperature, but I suspect that will cause top shelf items in the refrigerator to freeze.

Emergency/Safety Equipment

You are not likely to need many of these items, but must know their location. I recommend going through this list and confirming that each item is present and where it should be.

Bilge Pumps (2)

Do It Now has two bilge pumps, both of which are in the engine compartment. Both pumps automatically activate every 2 ½ minutes, check for water, and expel any water they find before shutting off. Rocker switches are located at the helm. During normal operation the switches are left in "AUTO" mode. You may see a light come on when a pump automatically activates. You can switch either (or both) pumps to "ON" for override mode if needed. Do not leave the pumps turned in the ON position when no water is present. You can learn more about the bilge pumps in the section titled "Bilge Pumps" on page 75.

Carbon Monoxide Detector (1)

The carbon monoxide detector can be found in the forward cabin on the port side.

Fire Extinguishers (3)

You can find three fire extinguishers on board:

- Aft cockpit, aft, starboard side (near swim platform gate).
- Main cabin, aft, starboard side (near door).
- Forward cabin, port side (forward of TV near floor).

First Aid Kit

A first aid kit can be found on the aft end of the shelf in the head. It's blue. (If you use anything other than adhesive bandages, be sure to let SYS/SJY know so we can replenish what's been used.)

Flares and Flare Gun

You can find the flares and a flare gun in the red zipper pouch in the black box under the aft seat in the aft cockpit.

Flashlights

Do It Now has a total of 3 flashlights on board.

Flashlights 1 & 2

There are two small flashlights on board:

- One small flashlight can be found on the shelf in the galley near the sink. (This one has a green ribbon attached, making it handy to dangle behind the engine's sea strainer to check for weeds, etc. Consult the section titled "Check the Sea Strainer" on page 66 for more information about checking the sea strainer.)
- One larger flashlight can be found mounted in the aft cockpit near the engine hatch switch.

Flashlight 3 (Searchlight)

There's a handheld searchlight under the main helm seat. (Note that this flashlight uses the same Ryobi battery as the fan; consider charging it after use when you're plugged into shore power.) There's also a searchlight mounted on the mast and controlled with buttons on the starboard side of the steering wheel at the main helm.

PFDs

Do It Now has three kinds of personal flotation devices.

PFDs, Inflatables (4)

Inflatable PFDs can be found in the black box under the aft seat in the aft cockpit. Please check for "green" visible at bottom of clear canister before each cruise. That verifies the auto-inflate function when immersed. We wear these at all times when working the deck and often in the cockpit.

PFDs, Foam Vest (2)

You can find two foam ski vest style PFDs in the black box under the aft seat in the aft cockpit.

Floating Cushion (1)

You can find a floating cushion that can be thrown to assist a man overboard in the black box under the aft seat in the aft cockpit.

Propane Detector

The Xintex Propane Fume Detector/Solenoid Switch control panel is located at the far aft end of the galley, just below the counter. You can learn more about using this switch in the section titled "Turning the Solenoid On or Off" on page 29.

Tapered Plug, Universal Foam Orange StaPlug

An emergency hull breach plug can be found in the black box under the aft seat in the aft cockpit.

Tools and Spare Parts

Do It Now has a wide variety of tools and spare parts on board. You can use whatever is available to resolve a problem you encounter on board.

Tools

You can find an extensive set of tools in a tool bag under the starboard side aft cockpit deck.

Engine and Systems Spare Parts

You can find most spare parts in two plastic bins marked spare parts under the center aft deck. To open that cabinet, flip the seat over and use the two ring holds to pull up. (You may have to twist them to unlatch them.)

- **Engine parts** contains spare parts for engine maintenance and repairs such as filters and belts.
- **Systems spare parts** contains items such as bilge pumps, water pump, and shower drain pump.

Electrical Spare Parts

Electrical spare parts include things such as light bulbs, fuses, batteries, and wire ties. You can find them in a small plastic bin under the main helm seat.

Being Whale Wise

Orcas (“killer whales”) are a wonderful part of the local family. But they are having a difficult time surviving due to declining salmon runs. These whales use echo location to find and catch their food. Therefore, noise pollution from boats and ships make it harder for them to thrive.

In an effort to decrease human impact, both the US and Canadian governments have implemented rules. We provided you with a summary of these rules in the packet you received when you arrived. There is more information in section 10 of the white reference book onboard *Do It Now*. You can also find current laws for Washington and Canada at the Be Whale Wise website, www.bewhalewise.org. I highly recommend visiting that page before getting underway so you have the latest information about the laws protecting wildlife such as whales and dolphins.

Washington State Rules

- Vessels are not allowed to approach within, or intentionally position themselves to become within, **1000 yards** of a southern resident orca, in any direction.
- If a vessel finds itself inadvertently within 1000 yards of a southern resident orca, it must reduce speed to less than 7 knots and proceed as directly as possible to a distance that is more than 1000 yards away.
- If a vessel finds itself inadvertently within **400 yards** of a southern resident orca, it must disengage its transmission and wait for the orca to move away. Exceptions will be made where safety or rules of navigation do not allow compliance.
- Boats should stay **100 yards** from all other marine mammals (e.g. humpback whales, gray whales, sea lions and seals).

Canadian Rules

- Vessels must stay **400 metres** away and may not position a vessel in the path of killer whales in southern BC coastal waters between Campbell River and just north of Ucluelet until May 31, 2025, as per the Interim Order enacted under the *Canada Shipping Act*.
- Boats must stay **200 metres** from all killer whales in other Canadian Pacific waters and from all whales, dolphins or porpoises if they are resting or with a calf.
- Boats must stay **100 metres** from all other whales, dolphins and porpoises in Canadian Pacific waters.
- Drones can disturb marine mammals, so are discouraged for viewing marine mammals unless appropriate permits are obtained.
- Area-based fishing closures are in effect for recreational and commercial salmon in key Southern Resident Killer Whale foraging areas in Swiftsure Bank, Strait of Juan de Fuca, southern Gulf Islands and mouth of the Fraser River.

Additional Canadian Rules

In Canada they have gone a step further by creating zones where boats are not allowed. This further improves the environment for the whales. The red areas in this diagram show these zones.

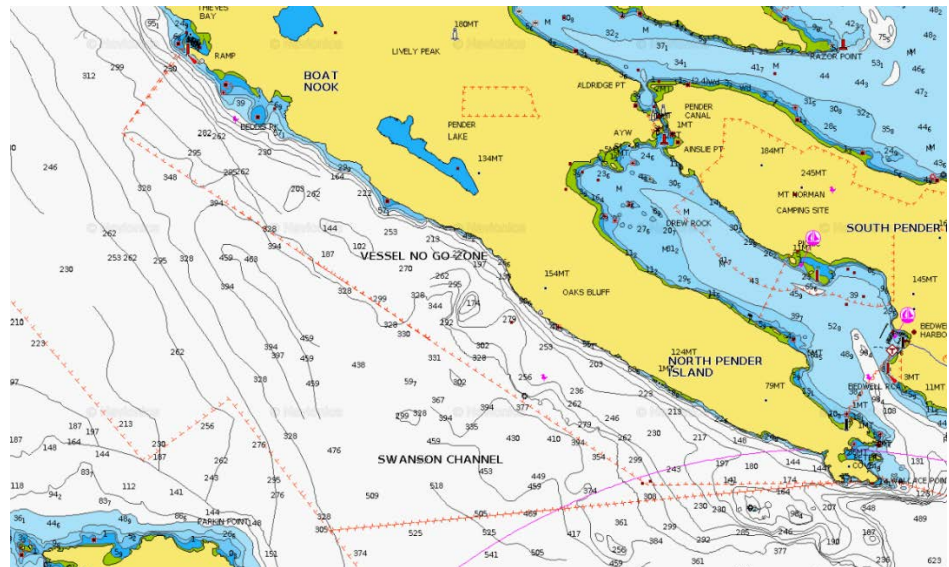
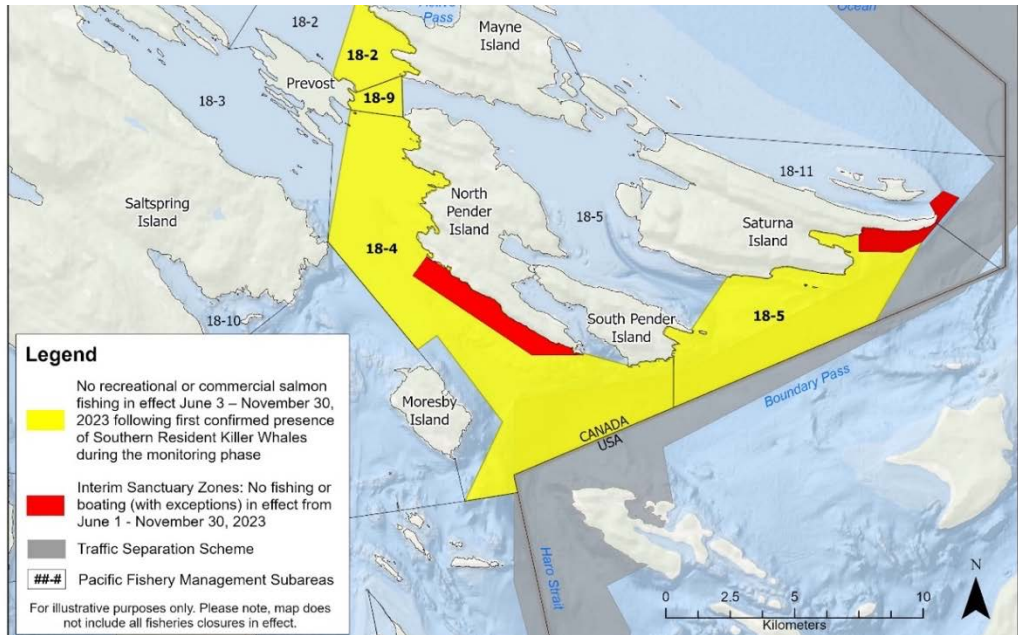
The chartplotter image here shows an example of what these restricted areas look like on *Do It Now's* chart plotter(s). Note the red dashed lines offshore of North Pender Island. These lines indicate the boundaries of the Vessel No Go Zone.

This is just to the west of Bedwell Harbour, so on your way in or out of there be sure to avoid this area.

When Whales Come to You

Sometimes the whales come to you. In addition to the rules already mentioned, follow these guidelines when you find yourself within 1000 yards (1/2 mile) of whales:

- Turn off sonar/fish finders and echo sounders when it is safe to do so.
- Refrain from fishing.
- Don't get between whales and the shoreline.



Part II: Interior Comfort and Related Systems

This part of the Owner's Notes introduces you to the interior of the boat and all related systems. It provides detailed information and instructions when necessary.

Topics include:

Berths and Bedding

Interior Seating

Lighting

Head and Holding Tanks

Potable Water System

Refrigerators and Wine Cooler

Stove, Oven, and Microwave

Cabin Heaters

Entertainment Systems

Storage

Berths and Bedding

Do It Now has two berths.

The Forward Berth

The forward berth is the larger of the two berths and can be found in the bow.

- The bed has an odd shape approximately equivalent to a queen size bed.
- There is a night table with fold-down desk on the starboard side of the head of the bed.
- There are overhead reading lights (DC), a bedside lamp (AC), and full-room lighting, the later of which is controlled by switches on the port side of the doorway.
- There is a large drawer under the foot of the bed and various cabinets and shelf storage space throughout the cabin.
- There is some space for hanging clothes behind the TV.
- There are two overhead hatches that open. They both have pull-out screens that must be removed to open and close the hatches. Please do not leave the hatches open in the rain.

IMPORTANT! The forward hatches **must** be closed when under way.

- The main cabin has easy access to the head, which is on the starboard side.
- A privacy curtain can be pulled to separate the bed from the rest of the room (and access to the head) when sharing the boat with other people.

The Midship Berth

Affectionately referred to as “the cave” by Ranger Tug owners, the midship berth is under the dining area and can be accessed through a curtained doorway or by lifting the aft bench seat.

- The midship berth can be accessed by either lifting the aft bench seat or crawling through an opening under that seat. A privacy curtain separates the midship berth from the main cabin.
- The bed is approximately equal in size to a full (or double) size bed.
- You cannot stand up in the midship berth, although you can sit up on one end of it.
- There is a reading lamp, AC outlet, DC outlet and some storage shelves in this space.
- There are two windows in the sleeping area, but neither one open.
- Despite its small size, this space is quiet and comfortable for sleeping.
- When not in use as sleeping space, the mattress is covered by a fitted cover to protect the mattress from dirt. Please leave this cover on the mattress if you opt to use this area for storage space. You can remove and stow it to make up the bed with regular linens for use as a sleeping space; the staff at SJS/SJY may have already done this for you if both berths will be used.

Interior Seating

I've heard it said that the folks at Ranger Tugs pack a 40 foot boat into a 30-foot hull. I don't think that's too far from the truth. One of the ways they do this is with innovative seating in the main cabin.

Important Points

- The bench seat at the main helm flips over to become the forward seat at the dining table.



- The passenger seat flips forward to free up additional counter space in the galley.



- The seat back of the aft bench seat at the dining table pivots forward to provide aft cockpit seating.

Converting Seats

Here are instructions for converting the helm bench seat and passenger seat. (Consult the section titled "Window Seat" on page 42 to learn more about converting the aft dining bench seat for use in the aft cockpit.)

To flip the helm bench seat

- To flip the helm bench seat so it faces aft, stand in front of the seat, facing the seat, grasp it from both seat sides, and pull it up. As it starts to pivot, push toward aft so the seat back comes down to form the seat bottom at the table.
- To flip the helm bench seat so it faces forward, stand between the seat and the helm, pull the seat back toward you. As it starts to pivot, reach forward to grasp the bottom of the seat at the table and pull it up and forward so it becomes the back of the helm seat.

To fold or unfold the passenger seat

- To fold the passenger seat, push the seat back down onto the seat itself. Then grasp the aft side of the seat cushion and push it forward into the footwell. You may have to hold the two parts of the seat together to get it to fold completely flat.
- To unfold the passenger seat, lift the seat components out of the footwell and open them fully.

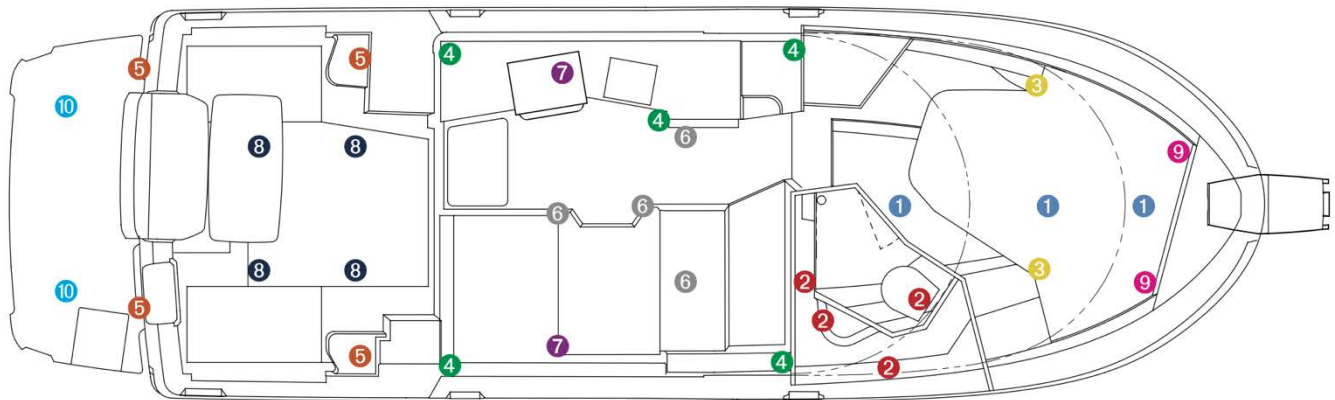
Lighting

Do It Now has two kinds of lighting:

DC Lighting

The majority of lighting is DC powered and will work regardless of whether the boat is connected to shore power or the inverter is on. The diagram below shows where the switches and fixtures are.

	Main Cabin Switch	Dash Switch	Forward Cabin Switch	Head Switch	Cockpit Switch Panel	Switch On Fixture
1 V-Berth Cabin Lights			✓			
2 Head Lights				✓		
3 Under Bed Lighting			✓			
4 Indirect Cabin Lights	✓					
5 Cockpit & Transom Lights					✓	
6 Red White Combo		✓				
7 Overhead White Lights	✓					
8 Exterior Red/White					✓	
9 Reading Lights						✓
10 Underwater Lights					✓	



The Red White Combo light (6) is on a two-position switch. Up is the anchor light, down is the navigation lights for traveling after sunset, before dawn, or in fog. The same is true for the Exterior Red/White lights (8); one position is white and the other is red.

TIP: It's very easy to bump the cockpit light switches and turn one or more lights on.

Be sure to check them when not connected to shore power to prevent them from inadvertently draining battery power.

AC Lighting

There are two tabletop lamps that are plugged into AC power outlets. One is on the dining table (see photo) and the other is on the starboard side of the bed. These lights can only be operated if the boat is connected to shore power or the inverter is ON. Each of these lamps also has two power outlets and three low-powered USB ports. The USB ports are convenient, but may not offer enough amperage to charge tablets or laptops.



Head and Holding Tanks

Do It Now has one head with a 40 gallon waste holding tank.

Important Points

- The toilet is electric with sea water flushing.
- The toilet flushes into a holding tank.
- The holding tank level is indicated by the color of the light on the toilet control's flush button.
 - **Green** is less than half full.
 - **Amber** is more than half full.
 - **Red** is full. At a certain point, the toilet will not flush once it gets to red.

Tip! I recommend emptying the tank as soon as practical when you see a steady amber light. Consult the section titled "Emptying the Waste Tank" on page 23 for details.

- On *Do It Now*, the Y valve that enables or disables the macerator is located under the middle cushion on the bed in the forward berth. It is set to a position that enables either pump-out or macerator discharge. This valve does not need to be manipulated to empty the waste tank.

To use the toilet

1. In the head, determine whether you're likely to deposit a liquid or solid (or both).
2. If you plan to deposit a solid, press the smaller button on the toilet control. This adds a small amount of water to the toilet to make solids less likely to stick to the bowl.
3. Do your business.
4. When you're finished, press the larger button on the toilet control. This empties the contents of the bowl, adds some water, empties the bowl again, and adds just enough water to keep the seal at the bottom of the bowl wet.

Note that there is a toilet brush beside the toilet that you can use in case anything has stuck to the bowl. Get that brush ready and then flush again, using the brush while water enters the bowl but before it is drained.

IMPORTANT! Per SJS/SJY rules, only what has been eaten goes in the toilet.

Do not flush toilet paper, so-called "flushable wipes," or sanitary products. These items tend to clog the toilet. SJS/SJY staff will discuss toilet use in detail with you before your cruise begins; please follow their instructions!

Remember: there's only one toilet on board – you want it working, right?

To deal with toilet paper and other non-flushable waste

In the head, you'll find small ziplock bags that you can use to dispose of toilet paper, wipes, and sanitary items. Place the waste in the bag, zip it closed (to contain odors), and dispose of it in the small trash can inside the bathroom.

Emptying the Waste Tank

There are two ways to empty the waste tank:

- Empty the tank into a pump-out facility.
- Where legal, discharge overboard using the macerator pump.

IMPORTANT! In the US waters around the San Juan Islands and Puget Sound, it is *illegal* to discharge holding tanks overboard. You *must* use a pump-out station. Canada allows discharge overboard outside of bays and harbors.

To empty the waste tank at a pump-out station

1. If necessary, secure the boat at the pump-out station and shut down the engine. Because the waste port is on the starboard side of the boat, it's easiest to park with a starboard tie.
2. Open the waste port and put the cap in a safe place where it will not be left behind or fall into the water.
3. Use the hose and pump at the pump-out station to suck the waste out.
4. Replace the waste cap.

To empty the waste tank overboard

1. Navigate to an area where waste discharge is allowed. This will likely be deep water in Canada.
2. At the main helm, remove the green foam piece preventing accidental use of the macerator (see photo). Put it in a safe place so it is not lost.
3. While under way, turn the Macerator switch ON. After a moment, you should see a stream of waste shooting out of the boat nearly right beneath the main helm window.
4. When the waste flow stops, turn the Macerator switch OFF.
5. Replace the green foam to prevent accidental discharge.



Potable Water System

Do It Now has a 45 gallon potable (fresh) water tank. This water is used for both sinks and showers, but not for the toilet.

Important Points

- The water level on the fresh water tank gauge *always reads high* because of the way the boat sits stern-low in the water.
- It's a good idea to turn OFF the switch at night or when away from the boat. The pump could burn up if air gets into it due to low water level or damaged hoses.
- The potable water fill port is on the port side gunwale, just forward of the aft cockpit. The cap is marked WATER.
- There is no accumulator tank in the water system. The water pump runs each time a faucet is open. The speed of the pump varies depending on flow rate.
- The water pump may occasionally power up briefly once in a while, even if none of the faucets are in use. If this happens more than once every few hours or for more than 1 or 2 seconds at a time, notify SJS/SJY on your return. If it bothers you, turn off the water pump when not in use.
- *Do It Now* has a sink at the galley and in the head, as well as a shower in the head and on the swim platform. They all use the boat's fresh water system to provide hot and cold water. They all drain overboard.
- While I'll be the first to admit that *Do It Now's* shower isn't ideal, it is a known and you don't have to pack a bag or find quarters to use it.

Hot Water

Do It Now has an 8 gallon hot water tank. It seems to be very well insulated; I typically still have hot water the morning after my arrival at an anchorage and warm water on the second morning at an anchorage.

Do It Now makes hot water two ways:

- While under way, the engine heats the water as part of the engine's cooling system.
- While plugged into shore power, the electric water heater heats the water. (The water heater will not run under battery power, even with the inverter turned on.)

Using the Potable Water System

Fresh water flows from the sink in the galley, the sink in the head, the shower in the head, and the shower on the swim platform. The pump must be turned on to use the water. Because the fresh water tank gauge always reads high, it's a good idea to top off the tank any time you see it reading $\frac{1}{2}$ or below.

To turn the water pump on or off

1. Locate the fresh water tank gauge and pump switch on the aft wall in the midship berth.
2. Toggle the switch to the ON or OFF position as desired.

To check the water tank level

1. Locate the fresh water tank gauge and pump switch on the aft wall in the midship berth.
2. If necessary, turn the switch ON.
3. Read the level in the gauge. Remember, this *this gauge reads high*. Expect it to be off by at least $\frac{1}{4}$ tank.
4. If you have no plans to use the water, you can turn the switch OFF.

**To use the sinks**

Do It Now's galley and head sinks work just the way you expect them to. There is hot and cold running water with a single faucet control. Turning on the faucets will engage the water pump, which you will hear. (The pump must be on for the faucets to work.) All water drains overboard, so be considerate about what you use in the sink to wash dishes or yourself.

To use the main shower in the head

1. Before showering, remove the trash pail and area rug in the head, as well as the towel on the towel ring. If there is any dust or hair near the shower drain, clear it out.
2. When you're undressed and ready to shower, step into the head and close the door.
3. Use the curtain to make an enclosure around you. You can fasten the curtain with snaps to two points under the mirror cabinet.
4. Use the knob to set the water temperature.
5. As you shower, the water escapes through the drain and goes into a shower pan area under the floor in the forward berth. You'll hear a sump pump cycle on and off as the water is pumped out of the boat. If water starts to accumulate in the shower, make sure the drain area is cleared of dust and hair.

TIP: You can save water by turning off the faucet when not wetting yourself down or rinsing. Some folks refer to this technique as a "navy shower."

6. When you're finished showering, turn off the water.
7. You can pull the curtain back to get out of the head, but please do not bunch it up when it is wet. Doing so will create a mold/mildew situation. Wait until it's dry before securing it behind the door.
8. You can use a rag to wipe down the bathroom floor and anywhere that got wet before putting back the garbage pail and area rug.

To use the outdoor shower

1. Locate the outdoor shower just outside the gate between the aft cockpit and swim platform.
2. Pull out the retractable hose.
3. Turn on the hot and/or cold water taps.
4. Press the button on the shower head to get the water flowing. You can disengage this button to stop the flow without adjusting the faucets.
5. When you're finished using the shower, be sure to shut off both faucets, stow the shower hose, and close the shower cabinet door.

To top off the potable water tank

1. Locate one of the black hoses and the blue RV filter with filler attachment. You should find them in the starboard side under deck storage compartment in the aft cockpit.

IMPORTANT! Do *not* use the green hose to add fresh water to the boat. The green hose is for seawater only.

2. Turn the on/off knob on the filler attachment to OFF.
3. Connect the opposite end of the hose to the water source and turn the water spigot ON. The hose should pressurize, expanding as it does.
4. Bring the filler attachment and its end of the hose through the aft cockpit to the WATER port on the port side gunwale just forward of the aft cockpit. It is easily reached from the aft cockpit; there is no reason to go out on the gunwales.
5. Confirm that the cap on the port says WATER.
6. Remove the cap and place it on the gunwale. It's on a chain so it should stay where it is. (If it's not on the chain, put it in a safe place and let SJS/SJY know when you return the boat.)
7. Put the filler attachment end into the water port and turn the knob on the attachment to ON. The water should start flowing in.
8. Keep an eye on the filling operation. When it starts to overflow, turn the knob on the filler attachment to OFF.
9. Secure the water port cap.
10. Turn OFF the water at the spigot.
11. Outside the boat, with the filler attachment pointed away from anything you don't want getting wet, turn the knob on the filler attachment to ON. This allows the pressurized water inside the hose to escape.
12. Remove the hose from the water source.
13. Coil the hose, doing your best to let water drain out of it as you work.
14. Stow the hose, filter, and filling attachment.

Refrigerators and Wine Cooler

Do It Now has two refrigerators and a wine cooler. Each refrigerator includes a freezer space. All three of these units run on DC power

Important Points

- The primary refrigerator in the main cabin is the larger of the two refrigerators and uses the most DC power.
- The ideal thermostat setting is 4 or 5 on the dial located on the left side inside the main refrigerator. At colder settings it uses more power and might cause top shelf refrigerator items to freeze.
- The main refrigerator has slide-out plastic drawer to make it easier to get at items stored inside the refrigerator. Without these drawers, it's easy to lose track of things way in the back. You can remove and stow any of them if desired. (Please do not remove them from the boat.)
- Although *Do It Now* does not have an icemaker, both freezers can make ice. You'll find a silicone ice cube tray in each freezer. The red one generally makes large ice cubes overnight or within about 8 hours during the day in the main refrigerator's freezer.
- It is easy to accidentally turn on the wine cooler when moving between the main cabin and forward berth. If you're not using it, make sure it's turned off so it doesn't use unnecessary DC power, especially if you are not connected to shore power.

Stove, Oven, and Microwave

Do It Now has a two-burner Force 10 propane-fueled stove with oven. It also has a standard compact microwave.

Important Points

- There are two 1.2 gallon steel propane tanks in the propane locker, which is on the swim platform. The SJS/SJY staff checks and tops off these tanks weekly to assure that you don't run out.
- Although one of the two propane tanks is primarily for the BBQ grill (refer to the section titled "BBQ Grill" on page 40), it can be used as a spare in the unlikely event that the other tank runs out of fuel. (I say "unlikely" for a reason; when I cruised full-time on the boat, a tank full of propane typically lasted me about a month.)
- The propane solenoid switch, which is labeled "Propane Fume Detector," is located on far aft cabinet face of the galley. It must be turned on to use the stove or oven. Consult the section titled "To turn the propane solenoid on" on page 29 to learn more about turning the solenoid on.
- For safety, you should turn off the solenoid switch after stove/oven use.



CAUTION! Propane is heavier than air and will sink to the lowest point on the boat. If a leak is detected, extinguish all flames and open all hatches and doors.

- The stove's left burner can make a higher flame than its right burner.
- There are removeable pot holders in the second drawer down in the galley if you need something to hold pots steady in rough water. They attach to the metal bar at the front of the stove (as shown in the illustration above).
- A variety of baking pans are stored inside the oven. You'll need to remove them when you use the oven.
- The microwave oven, which can be found beneath the main helm seat facing the refrigerator, is plugged into a 120V outlet behind it. You should not need to unplug it; there is a circuit breaker for its outlet on the aft wall of the midship berth if you need to cut power to it for some reason.
- There is a plastic plate cover inside the microwave. Please use it to cover plates of food you are reheating to help keep the microwave clean.
- If not connected to shore power the microwave can be powered by the inverter. Remember that microwave ovens use a lot of power; if you run the microwave for more than 2 or 3 minutes it could

rapidly drain the house batteries. Learn more about using the inverter in the section titled “Using the Inverter when Not Connected to Shore Power” on page 53.

- You can find the complete manual for the Force 10 stove and oven in the binder marked **DO IT NOW** on board. Consult it if you have operational questions not covered here.

Turning the Solenoid On or Off

To use the stove or oven the solenoid must be turned on. You should turn it off when you're done using the stove or oven.

To turn the propane solenoid on

- Make sure the propane tank valve in the propane locker is open.
- If both green lights are not displayed on the Propane Fume Detector switch (shown here), press the button on the bottom left. You should hear an audible click from the propane locker as the Valve green light turns on.



To turn the propane solenoid off

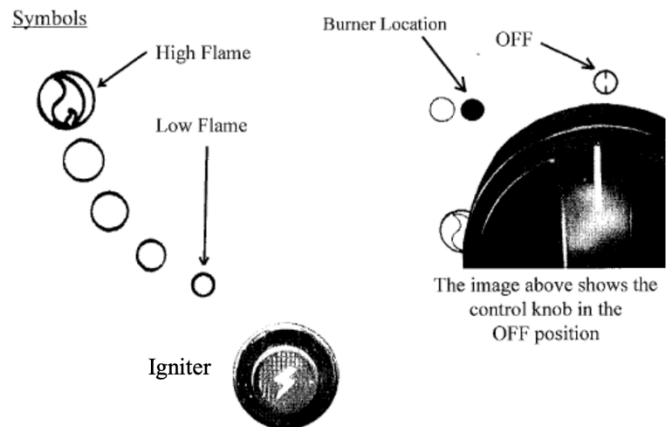
Press the button on the bottom left of the Propane Fume Detector. The Valve light should go off.

Using the Stove

You do not need a lighter to light the stove burners. There is an igniter button that will spark the burner.

To light a stove burner

- Push in the knob for the burner you want to light and turn it counter-clockwise to the flame icon. Do not release the knob; it must be pressed in for the burner to light.
- Press the igniter button, which is marked with a lightning bolt. You'll hear a series of clicks. Release the button when the burner is lit.
- Turn the knob to the desired flame setting and release it.



To turn off a stove burner

Turn the burner's knob to point to the OFF position, which is the empty circle at the top of the dial.

Using the Oven

The oven has just one rack inside. You can use any of the pans stored in the oven to cook or bake in the oven.

To lock and unlock the oven door

- To lock the oven door, push the oven handle down.
- To unlock the oven door, push in the button to the right of the oven handle while lifting the oven handle up.



To open the oven door

1. Make sure the oven door is unlocked.
2. Pull the oven handle out.
3. To tuck the door under the oven, continue guiding the door down until it slides into place under the oven.

CAUTION! Do not release the oven handle until the door is either closed or folded under the oven. Doing so could put excessive pressure on the oven door hinges and break them.

To close the oven door

Grasp the oven door by its handle, pull it out, and then pull it up until the oven is closed. It is not necessary to lock the oven door while baking.

To light the oven

1. Remove any pans inside the oven.
2. Open the oven door.
3. Push in the knob for the oven and turn it to the left to the flame icon. Do not release the knob; it must be pressed in for the oven to light.
4. Press the ignitor button, which is marked with a lightning bolt. You'll hear a series of clicks. Release the button when the burner is lit. You may have to look inside at the lower back part of the oven to see the flames. (I can usually feel the heat with my hand.)
5. Continue to hold the oven knob in while you count to 5 slowly.
6. Release the oven knob.
7. Confirm that the oven is still lit. If it is not, repeat steps 3-7.
8. Turn the knob to the desired temperature.
9. Close the oven door.

To turn off the oven

Turn the oven knob clockwise to the OFF position, which is the empty circle at the top of the dial.

CAUTION! Do not turn the knob all the way to right, beyond the off position, to turn the oven off. Doing so turns on the broiler feature and leaves the gas running.

Troubleshooting a gas smell

If you smell gas, open windows and the back door and go through the items in this checklist, in order, to resolve the problem.

- Check the stove burner and oven knobs. Are any of them turned on with no corresponding flame? Turn them off.
- Check the Propane Fume Detector. Are there any error lights? Turn off the propane solenoid as instructed in the section titled “To turn the propane solenoid off” on page 29.
- Check the propane hose and fittings inside the propane locker. Is there sign of any damage? Turn the propane tank off.
- If you cannot easily identify and resolve the problem, contact SJS/SJY. Keep the propane tank turned off if you smell gas when it is turned on.

Cabin Heaters

Do It Now is equipped with two ways of keeping the boat's interior warm: a Webasto diesel heater and a forced air cabin heater that is part of the engine cooling system.

Important Points

- The Webasto diesel heater is best used when the engine is not running – for example, when you are docked or at anchor.
- The Webasto diesel heater has three ducts: a large duct in the forward berth, a smaller closeable duct in the main cabin under the front passenger seat, and a smaller closeable duct (usually kept closed) in the aft cockpit. All three ducts can be turned to direct the flow of hot air.
- I highly recommend keeping the aft cockpit duct closed to prevent loss of heat outside the boat.
- As the heater powers up, you'll hear a relatively loud sound – a friend of mine dubbed it “the heat train.” After a while, it quiets down and you'll feel the heat coming into the boat. It will cycle off when gets to the target temperature and then start back up when it needs to.
- The Webasto heater does an amazing job heating the forward cabin. With the heat on, that cabin will always be at least 5°F warmer than the rest of the boat.
- The Webasto heater is located under the refrigerator inside the main cabin. Its exhaust port is outside the boat on the port side near there.

CAUTION! Please be sure to keep plastic items, including fenders and nylon lines, away from the diesel heater exhaust port while the heater is running. The exhaust is hot enough to melt plastic.

- Although some people worry about running the diesel heater at night, I have done so numerous times and lived to tell about it. If you're worried about carbon monoxide poisoning, crack one of the windows open; maybe the one in the head. Remember; the boat has a carbon monoxide detector in the forward cabin. Be comfortable on cold nights!
- The forced air cabin heater only produces heat when the engine is running and up to normal operating temperature, so it's only useful when under way.
- The forced air cabin heater has just one duct which can be found under the front passenger seat. (It does a great job of keeping the skipper's feet warm!)

Operating the Heaters

Here's how to operate each of the heaters.

To operate the Webasto diesel heater

1. Locate the heater control panel, which is on the forward wall of the midship berth. You might find it easier to lift the aft dining table bench to access it.
2. To turn the heater on, press the power button in the bottom center of the control panel. The button lights up but you will not get any other immediate indication that the heater is powered on.
3. Adjust the temperature by turning the knob on the right to increase or decrease the amount of heat generated.
4. Adjust the fan speed by turning the knob on the left to increase or decrease the fan speed.



TIP: I recommend starting out with the settings shown here and waiting at least 20 minutes before adjusting the temperature.

To turn off the Webasto diesel heater

Press and hold the power button for a moment. The light on the button will go off.

If the heater is running when you shut it off, it may take a few moments to cool down and power down.

To operate the forced cabin air heater

1. Locate the heater control on the side of the panel at the main helm.
2. While the boat is underway, turn the control knob to the fan setting you want.

Air immediately starts blowing out of the rectangular duct under the front passenger seat.



Entertainment Systems

Do It Now's entertainment systems consist of an audio system with six speakers and two TVs.

Important Points

- The audio system is a Fusion MS-UD755 marine entertainment system, offering AM/FM radio and Bluetooth connection for audio players.
- The audio system can be controlled from the Fusion unit in the forward berth near the doorway.
- Audio system speakers are in the main cabin, forward berth, and command bridge.
- Although I've included an annotated image of the stereo's buttons here, you can find a lot more information about using the audio system in its manual, which you'll find in the Garmin binder on *Do It Now*.
- Both TVs are Furrion flat screens with DVD player for watching movies and accessing streaming video services. TV audio comes through their built-in speakers.
- The TV in the main cabin is mounted on the ceiling. To watch it, you'll need to pivot it down. It can also rotate so you can watch TV from the aft cockpit. I explain how to work with the TV mount starting in the section titled "To angle the main cabin TV down for viewing" on page 36.
- Although these are not smart TVs, they are each connected to their own Roku Express device via HDMI port. This enables them to connect to the Internet for streaming services.
- To access video streaming services, you need to connect the Roku device on the TV to a wireless network. This could be a network at the marina you're at or one available through a cell phone hotspot. If you do not have a good connection to the Internet, you cannot stream.
- Each TV is set up with a variety of Roku Channels. Some of the channels that have already been added may require you to log in with your own account. Others might include login information from me or previous charter guests.



- | | |
|------------------|-----------------|
| 1 Menu | 7 Light |
| 2 Source | 8 Dial: |
| 3 Pause / Resume | Turn to change |
| 4 Back | Press to select |
| 5 Forward | 9 Power |
| 6 Mute | |



- Each TV has two remotes. One is for the TV itself and must be used to power the TV on and change the volume. The other is for the Roku, which is used to tune into streaming TV channels.
- There's also a built-in DVD player in both TVs. They can be accessed on the side of the TV; use the TV remote to operate them.
- The TVs are connected to an antenna and you can access a digital signal in some places. I have had very little luck with antenna TV on my boat so I don't recommend using this feature.

Using the Fusion Audio System

The Fusion unit is just inside the door to the forward berth, on the port side near the TV.

To power on the Fusion audio system

Press and hold the red power button until the screen lights up. It will take a moment for the unit to warm up. It will go, by default, to the last mode used.

To power down the Fusion audio system

Press and hold the red power button until the screen goes dark.

To change the audio system input mode

1. Press the Source button.
2. Turn the dial to highlight the source you want to use and press the dial to select it.

To pair a Bluetooth device:

1. If necessary, use the Source button and dial to select Bluetooth.
2. Press Menu.
3. Turn the dial to highlight Discoverable and press the dial to select it
4. On your phone, in your Bluetooth screen, select DO IT NOW.
5. On your phone, if prompted, select to Not Allow or Allow contacts and favorites to sync. (I say Don't Allow.)
6. Complete the pairing operation. You should now be able to play audio from your phone on the audio system.

To choose a paired device

1. If necessary, use the Source button and dial to select Bluetooth.
2. Press Menu.
3. Turn the dial to highlight your device and press the dial to select it.

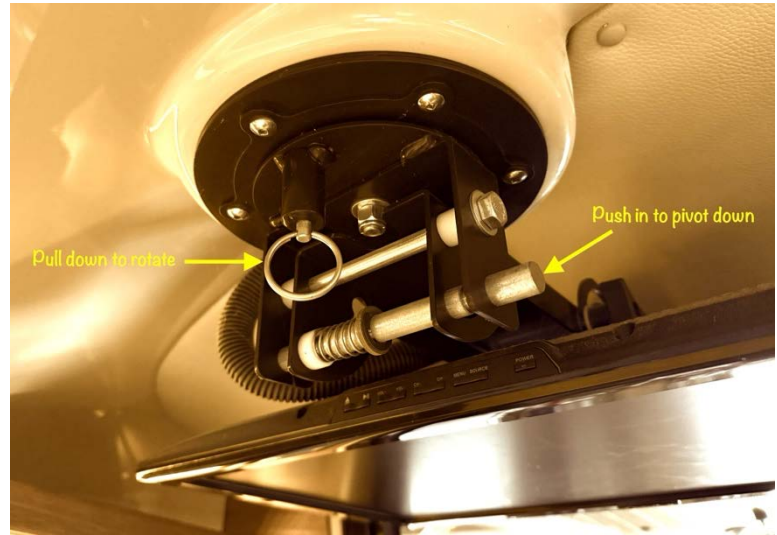
Tip: The audio system can be finicky. If it won't play audio from your device, power down the audio system, wait about a minute, and try again. I don't know why it does this, but this is my workaround.

Using the TV / DVD Video Player

The TVs are identical and are set up the same way. The TV/Roku instructions work for either one.

To angle the main cabin TV down for viewing

1. Hold the TV firmly with one hand.
2. On the TV mount, press in the round metal rod. This releases the TV so it can pivot.
3. Swing the TV all the way down.
4. Release the metal rod.



To rotate the main cabin TV for viewing from the aft cockpit

1. If necessary angle the TV down.
2. On the TV mount, grasp the round ring on the pin and pull down.
3. Rotate the TV in the direction you want it to go.
4. Release the ring to lock it in place.

To stow the main cabin TV

If necessary, rotate the TV so it faces forward.

Grasp the TV firmly with one hand.

On the TV Mount, press in the round metal rod.

Pivot the TV up. You'll find that it has two stops; be sure to bring it all the way up.

Release the round metal rod and make sure the TV locks into place before releasing it.

TIP: It may be necessary to tilt the TV screen slightly to get it to lock into place.

To turn a TV on or off

Use the Furrion TV remote's red power button to turn the TV on or off. When turning it on, the Roku Home screen should appear.

To connect Roku to a network

1. Look at the top right corner of the Roku Home screen.
 - If it says *Not Connected*, continue following these instructions.
 - If it does not say *Not Connected*, you're done.
2. With the Roku remote pointed at the TV, use the arrows and center button to highlight and select options: Settings > Network > Set Up Connection > Wireless. Roku will scan for wireless networks.

3. Use the Roku remote to highlight and select the network you want to connect to.
4. When prompted, use the Roku remote to enter the password for that network.
5. Use the Roku remote to highlight Connect and press the center button.
6. Press Home to return to the Home screen.

Tip: The TVs, while set up identically, are still separate devices. That means you'll need to go through this process on each TV you want to watch, every time it loses its previous wireless connection.

To watch a streaming channel

1. On the Roku home screen, use the Roku remote's arrows and center button to highlight and select the channel you want to watch.
2. If necessary, use the Roku remote to log into your account on that channel.

Storage

Do It Now isn't a big boat. As you might imagine, it doesn't have a ton of storage. It should, however, have enough storage for your trip.

Food

In most cases, you'll want to store food that does not require refrigeration in the cabinet under the sink. It's quite spacious. The bottom of the cabinet lifts out for more space, but I find storage there to be inconvenient and suspect you will, too.

I often store bread and crackers in the microwave.

There's a shelf under the window in the galley where you can store narrow items such as bottles and jars. *Please* take care not to allow that shelf, which is teak, to become stained with oil or other residue from the bottom of bottles and cans.

Galley Gear

Everything you need to prepare and eat your meals can be found in drawers or cabinets in the galley:

- **Dinnerware** can be found in the first drawer.
- **Cooking utensils** can be found in the ceramic jar on the countertop and in the second drawer. (That ceramic jar can double as a tabletop wine cooler. Chill it in a refrigerator and add ice and it'll keep your wine cold during a meal.)
- **Plates, mixing bowls, storage containers, etc.** can be found in the third and fourth drawer.
- **Pots and pans** can be found in the cabinet under the oven.
- **Oven pans** can be found inside the oven.

Clothes

The forward berth has storage in a large drawer under the bed, the cabinet beside the bed, and a cabinet under the TV. There's also shelf storage on both sides of the bed. There is a small amount of hangar space behind the TV.

The midship berth has a small shelf just inside the doorway and a long shelf along the starboard side of the space.

Fenders

The fenders do not have a specific storage space. They are normally kept on the deck or gunwales, ready to use.

Dock Lines

Dock lines are fixed to each cleat and have custom bungee attachment points that make them quick and easy to retrieve from on deck or on a dock.

Part III: Exterior Features

This part of the Owners Notes covers the things you'll find on the outside of *Do It Now*, including features that can make your cruise more pleasant.

Topics include:

BBQ Grill

Aft Cockpit Seating

Fishing & Crabbing

Command Bridge

Bimini Top and Cockpit Enclosure

BBQ Grill

Do It Now has a Magma kettle grill that runs on propane.

Important Points

- The grill must be connected to the spare propane tank in the propane locker on the swim platform before use. You'll find the necessary hoses and other parts **location to come**.
- Once both ends of the hose have been connected, turn on the valve on the propane tank. (Be sure to shut off this valve after each use.)
- Please clean the grill (using the brush attached with wire lanyard) when finished cooking.

Using the Grill

The grill might be small, but it'll fit two nice sized steaks or salmon fillets.

To light the grill

1. Open the propane locker.
2. Connect the ends of the propane hose to the grill and port side propane tank, which should not be connected to anything.
3. Turn on the propane tank
4. Get the BBQ lighter from the galley and insert the end between the grill wires and under the flat piece over the burner.
5. Turn the regulator knob on the BBQ to the "Light" position.
6. Immediately light the lighter. You should hear the grill light and feel the warmth of the burner. If the grill does not light, turn the regulator knob on the grill to the OFF position. Wait a moment, and repeat steps 3-5.
7. As soon as you know the grill is lit, turn the knob down from the "Light" position.

To turn off the grill

1. Turn the regulator knob on the grill to the OFF position.
2. Turn off the propane tank.

To stow the grill

1. Ensure that the propane tank is turned off.
2. Disconnect and stow the propane hose.
3. Secure the propane locker lid on both sides.
4. If the grill is cool to the touch, install the cover on the grill, being sure to tighten and secure the drawstring closure so it doesn't blow off while under way.

IMPORTANT: You must stow the grill before getting under way.

Aft Cockpit Seating

The aft cockpit has seating that can accommodate at least 7 people. There is also a removable table that is suitable for dining or working outside.

Important Points

- All seats are kept covered between charters. The covers snap on and off; when you remove them, if they are dry, please stow them in one of the plastic boxes on the command bridge. If they are wet, please allow them to dry before stowing them.

CAUTION! Do not leave loose seat covers in the cockpit, on benches, or on the command bridge. All seat covers must be secured on the seats or somewhere where they will not blow away. I have lost covers in the wind while away from the boat and they are very expensive to replace.

- In the event of rain, you may want to cover the seats you plan to use when the rain stops. If the seats get wet while uncovered, water will seep into the cushions and can take quite a while to fully dry.
- The table and its two legs are stowed under the aft bench seat cover when the bench is covered. This protects them from the elements while keeping them handy.
- You must uninstall the table to open the engine lid.

Aft Bench Seat

The aft bench seat provides seating for at least two people and is best positioned for the table, when installed. The aft bench seat can flip to face forward or aft; you may want to flip it to face aft if the dinghy is in the water and people are swimming off the swim platform.

To flip the aft bench seat

1. Flip the metal hooks on either side of the seat.
2. Lift the bottom of the seat until it flips over.
3. Secure the metal hooks on either side of the seat.

Aft Table

The aft table offers a stable platform for dining or doing any kind of work that requires a table. You can clean the table by wiping it down with a damp cloth. (Please do not use any harsh cleaners.)

To install the aft table

1. Insert the two legs into the metal fittings on the engine lid and twist them clockwise into place.
2. Lower the table onto the tops of the legs. Make sure they fit firmly into the receivers.

To stow the aft table

1. With one hand on each end of the table, lift straight up to pull it from the legs.

2. Twist each leg counterclockwise and pull up to release it.

Side Bench Seats

The side bench seats provide additional seating in the aft cockpit when necessary. The port side seat is located close enough to the table to provide an extra seat for dining. What's nice about these seats is that they don't take up any room when not deployed.

To open the side bench seats

1. If necessary, unsnap and remove the seat cover.
2. Pull the bottom of the lower part out and up. It swings out to form the seat bottom.

To stow the side bench seats

1. Pull the outer part of the seat up and out and then swing flat against the side of the boat.
2. Replace the seat cover and snap it to secure it.

Window Seat

The window seat is my favorite cockpit seat, mostly because it's almost completely sheltered from the elements. It's a perfect place to sit on a warm day.

To deploy the window seat

1. Rotate the latches on the rear window to release the window and allow it to pivot up on its hinges.
2. Push the window up all the way. Although it may not perfectly align with the latch on the cockpit hard top, you can push it slightly to one side to get it aligned and secure the latch.
3. Inside the boat, pull out the round black knob on the side of the aft bench seat and push the seat back forward.
4. In the cockpit, lower the footrest beneath the window.

To stow the window seat

1. Unlatch the rear window from the cockpit hard top. It might be tight; push the window gently to relieve some of the pressure.
2. Push the window back down into the frame and align it.
3. Secure the two rotating latches inside the window. Make sure you get both of them and that the window is properly set and secured in the frame.
4. Inside the boat, pull out the round black knob on the side of the aft bench seat and push the seat back aft.
5. In the cockpit, raise the footrest beneath the window.

Fishing & Crabbing

The Pacific Northwest is known for its great fishing and crabbing and *Do It Now's* aft cockpit is an excellent platform for either one. There are a few things you should know before you bring along your rod and reel.

Downrigger Stations

Do It Now has two downrigger pads in the aft cockpit, one on either side of the boat. You can bring along your own downrigger and set it up for salmon fishing, provided the season is open and you have a required license. Both stations have Scotty plugs so you can plug in a DC powered downrigger. (If you don't have your own downrigger, I might be able to make mine available for an additional fee.)

Crab Traps

Do It Now has two crab traps stored on a rack just forward of the command bridge. One of them is set up with 50 feet of line and the other is set up with 100 feet of line. Both include buoys with my name and number on them and bait holders. If you have a crabbing license and the season is open, you can use them to bring in some Dungeness crabs. Be sure your catch is of the legal size before cleaning and cooking it; there's an orange measuring tool attached to one of the traps.

IMPORTANT! Be mindful of the water depth and tide when dropping a trap! If you drop the one with 50 feet of line in 45 feet of water at low tide, the buoy will likely be submerged at high tide.

Fishing & Crabbing Rules

- Washington State and Canada both have specific seasons and areas for fishing and crabbing. Get accurate information and required licenses *before* dropping a line or trap.
- If you have never used a downrigger before, do not install one on *Do It Now*. Downriggers are relatively complex to set up and use and the heavy ball weight can damage the side of the boat if not handled properly. Please do not learn to use a downrigger on my boat!
- If you do any fishing or crabbing, please clean your catch on the swim platform. There is an outdoor shower there which should make rinsing your catch off very easy; learn more about that in the section titled "To use the outdoor shower" on page 26. Do not clean fish or crabs inside the main cabin or use the wooden cutting board to clean them.
- After cleaning fish or crabs, use the seawater washdown to clear off any remaining fish debris without wasting fresh water. Learn more about using the seawater washdown in the section titled "Using the seawater washdown" on page 82.
- Fishing can be a messy business. You are responsible for cleaning any trace of your fishing or crabbing activities from the boat. I recommend keeping aft cockpit seats that are not in use while fishing covered to protect them.
- You can use the crab boil pot in the port side lazarette to cook your crab catch. It is highly recommended that you clean your crabs before cooking them.

Command Bridge

The command bridge offers a great elevated position to drive the boat on a nice day, as well as seating for up to four people. The bimini top, which I cover in the section titled “Bimini Top” on page 45, provides shade and some shelter from light rain.

Command Bridge Helm

The command bridge helm includes everything you need to drive the boat:

- Steering wheel and engine controls.

IMPORTANT! Be sure to transfer the helm controls to the command bridge as discussed in the section titled “To switch control from one helm to the other” on page 67 before attempting to drive from the command bridge.

- Chartplotter. The chartplotter is covered in the section titled “Using the Chartplotters” on page 56.
- Autopilot control. Using the autopilot is covered in the section titled “Using the Autopilot” on page 59.
- VHF radio handset. Consult the section titled “To connect the radio handset on the command bridge” on page 61 for instructions on how to set it up.
- Compass.
- Engine shut off button.

Command Bridge Seating

The command bridge offers seating for up to four people on two benches. The helm seat can face forward or back. I find the command bridge a pleasant place to enjoy a sunset cocktail or stargazing on a clear, dark night.

TIP: There is a small folding secured with a bungee cord on the command bridge; you can open it between the seats for beverages or snacks.

To flip the command bridge helm seat

Lift the seat from its outer edge and push it over to face the other direction.

To open the aft command bridge seat

1. If necessary, remove the seat cover and stow it in one of the clear plastic bins under the seat.
2. Lift the seat back.
3. Lift the port side armrest and align it so the pin can be inserted to secure it.
4. Leave the starboard side armrest as is; it requires adjustment to the bimini top frame to be secured and isn't worth the bother.

Bimini Top and Cockpit Enclosure

Do It Now has a bimini top already installed and ready to use. It also has a screen room that can be installed if you expect insects to be an issue.

Bimini Top

The bimini top offers shade and some protection from light rain when using the command bridge. Its only drawback is that it acts almost like a sail to catch wind and move the boat, especially at slow speeds. This can make slow, close quarters maneuvering challenging in high wind conditions. I personally recommend keeping it stowed unless you plan to use the command bridge and want shade or light rain protection.

The top may or may not be deployed when you arrive at the boat.

To deploy the bimini top

1. Remove and stow the zippered top cover.
2. Remove and stow the bungee balls holding the loose poles in place.
3. Then, with one person standing on each side of the boat on the gunwales, pull the poles forward and align them with the two receivers on the rail.
4. Slip the attached pin through each receiver to secure the poles.

To stow the bimini top

1. With one person on each of side of the boat on the gunwales, firmly grasp the bimini top's front poles and pull out the pins securing them to the rails.
2. Up on the command bridge, pull the central horizontal support back toward the aft support and then pull the forward support back to completely fold up the top.
3. Secure the loose front poles to the other poles using the bungee balls.
4. If you don't expect to use the top again soon, secure the zippered cover over the top.

IMPORTANT: If the bimini top is wet when you take it down, do not put the cover back on.

Doing so will cause mold or mildew to form on the canvas. Please try not to fold up the bimini top when it's wet.

Cockpit Enclosure Screens

The screen panels to enclose the aft cockpit are normally *not* installed. I purchased them during my Great Loop trip; the southeastern states are full of mosquitoes, no-see-ems, and flies! There are far fewer bugs in the Pacific Northwest. While it's nice to have a space where bugs can't get you, the drawback to the screen panels is that they make it more difficult to get out on the gunwales and up to the bow without being docked. They also require the BBQ grill to be uninstalled, which makes that more difficult to use.

In general, I do not recommend installing the enclosure screens. The extended canvas top should give you plenty of aft cockpit shelter on your cruise.

If you decide you do want to install the screen panels, you can. They attach with Velcro, zippers, and bungee cords. SJS/SJY has them stored in a large red duffle bag. Each panel is labeled on the inside with the panel's position. Installation can be done in about a half hour by two people.

Please take care not to damage the screens or zippers if you do decide to install them. Leave them up so they can be inspected at the end of your cruise.

Part IV: Electrical and Electronics

This part of the Owner's Notes covers all the electrical systems and electronic components inside *Do It Now*. You'll see that for the most part, the electrical systems are well thought out and simple to operate. In addition, *Do It Now* is loaded with a full complement of Garmin instruments: 3 chartplotters, 2 autopilot units, 2 VHF radios, radar, sonar, and AIS receive/transmit. Their important features are covered in this part of the Owner's Notes.

Topics in this part include:

- Electrical

- Batteries, Charging, and Inverter

- Chartplotters

- AIS (Automatic Identification System)

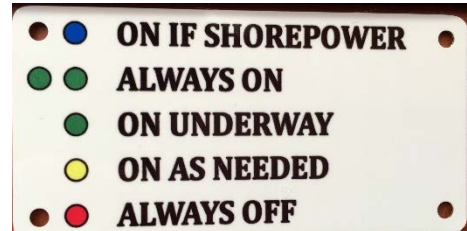
- VHF Radios

Electrical

Do It Now has a relatively simple electrical system that can be controlled via a variety of breakers and switches.

Overview

- The AC panel breakers, including the main breaker which controls access to shore power, are located on the aft wall of the midship berth, relatively close to the doorway. Small colored dots help you understand how they should be used.
- The AC panel breakers use the color dot convention shown here.
- There is no main DC breaker. The only way to shut off the DC power throughout the boat is to shut off the House battery bank as discussed in the battery section. (You should not need to do this.)
- All devices with breakers on the AC panel are powered by either shore power (when plugged in) or the inverter, with the exception of the water heater, which is only powered by shore power.
- Do It Now* has a combination of DC powered and AC powered lights. Bright and dim lighting is available.
- Do It Now* has three 7-port USB hubs attached to DC outlets in various places throughout the boat. There is also a 2-port USB outlet up on the command bridge.



Switches and Gauges on the AC Electrical Panel

The electrical panel is on the aft wall of the midship berth, relatively close to the doorway.

Here are some things to note:

- AC Main**
When you connect to shore power, make sure the AC Main is turned on. Green lights will illuminate for the Water Heater and Accessory in the rightmost panel. Turn this switch off when disconnecting shore power.
- Water Heater**
I keep this turned on all the time, although it will not make hot water when the AC Main is turned off or you are not connected to shore power. The water heater will not run off the batteries. (The engine makes hot water when it is running, so you should have hot water at anchor for at least 24 hours or until the 8 gallons of hot water in the hot water tank have been used up.)



- **Cooktop/Oven and Ice Maker**

These do not apply on *Do It Now* because it has a propane stove/oven and does not have an icemaker. (Sorry! There are ice trays.) I keep the switches turned off.

- **Other Green Coded Panel Switches**

I keep all of these switches turned on, whether I plan to use the device/outlet or not. I really don't see any reason to dive into the cave and mess with these. If you know you don't want to use the microwave and don't want it contributing to vampire power draw when the inverter is on, you could turn off this switch. I don't bother. I'd rather just turn off the inverter when I'm done with it.

- **Water Pump**

You'll need the water pump switched ON to use fresh water. The pump, which is not quiet, runs when you use either sink (galley or head) or either shower (head or swim platform). (The marine toilet uses raw water and does not impact the fresh water supply.) The system is pressurized and the pump will stop running automatically when it reaches full pressure — normally, when you shut off the water. Occasionally, it will run briefly when turned on and not in use. If this becomes bothersome, turn it off when not in use. The switch must be in the ON position to read the gauge. Note that the gauge *always* reads high because of the way the boat sits in the water. You can learn more about the water pump in the section titled "Potable Water" on page 24.

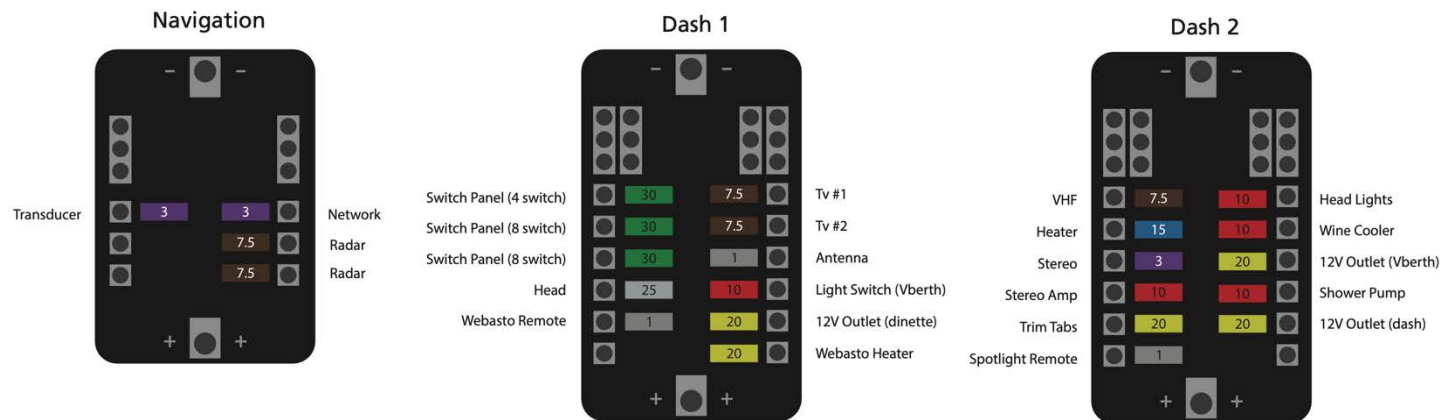
- **AC Voltmeter**

The AC Voltmeter indicates the voltage coming into the boat from shore power.

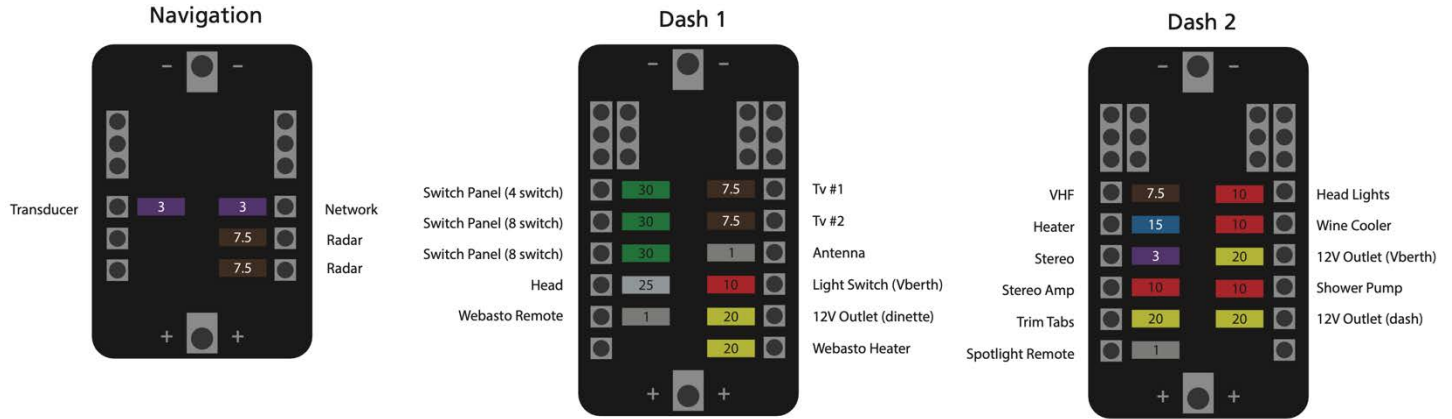
DC Fuse Blocks

DC fuse blocks can be found in three places on *Do It Now*:

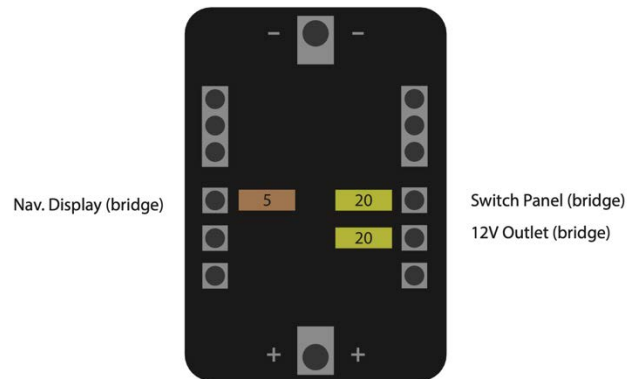
- There are three fuse blocks and a breaker for the windlass behind the mirror on the aft wall of the head. (See photo below.)



- There are three fuse blocks in a cabinet on the aft wall of the midship berth. You will find a laminated card in there with a complete mapping for all DC fuses. (See photo below.)



- There is one fuse block under the dash on the command bridge. (See photo right.)
- Generally speaking, if a DC-powered item does not work and the battery is turned on, you should check its fuse. These illustrations and the laminated card referred to above should help.
- You can find spare fuses in the spares box located under the seat at the main helm.



Batteries, Charging, and Inverter

Do It Now has a total of 6 batteries on board, along with a charger, inverter, and solar panel.

Overview

- When underway the engine automatically charges all batteries.
- *Do It Now* has a 160 watt solar panel on the roof over the aft cockpit. This panel charges the house and engine battery banks.
- Ensure batteries are charging when connected to shore power. See details below in the section titled “Battery Charger/Inverter” on page 52.
- Please keep batteries charged to above 12.2v at all times.
- At anchor, there is no generator on board but the house battery bank is ample enough to handle *normal* DC loads including lights, refrigerator(s), diesel cabin heater, and entertainment systems. See the section titled “Tips for Saving Power When Not Connected to Shore Power” on page 53 for tips on saving DC power while at anchor.

Battery Banks

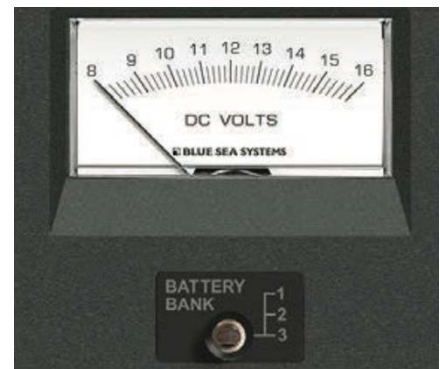
Do It Now has the following battery banks on board. Each bank's number corresponds to the numbers of the Battery Bank switches.

1. House (4) – replaced in December 2022
2. Thrusters (1) – replaced in September 2024
3. Engine start (1) – replaced in December 2022

(Note: The engine and thruster battery banks are reversed in the boat's manual. This information overrides what you might find there.)

To check the levels of the batteries

1. Locate the DC Voltmeter on the aft wall of the midship berth when you are not connected to shore power.
2. Use the three-position Battery Bank switch to choose the battery bank you want to check.



Battery Disconnect Switches

There are two sets of battery disconnect switches. Unless there is a problem, you should *not* need to turn off any battery during your cruise.

Engine and house battery switches

The engine and house battery switches are behind the clear plastic panel on the port side of the aft cockpit. You'll need to pull on the red tab to open the panel —it isn't easy to do and you might feel as if you're breaking it, but you probably aren't. It's just a tight fit. Unless there's some reason to turn off the batteries, both black switches should be set to ON and the red switch should be set to OFF. This isolates the two banks while they are turned on.

If you have difficulty starting the engine and you believe it may have to do with a weak engine battery, you can turn the red switch to the ON position (thus enabling house and engine to share the same five batteries), start the engine, and then turn it back to the OFF position.

If you continue to have difficulty starting the engine because of low battery power and you have been turning off the ignition switch at the end of each day, please report this to SJS/SJY so the battery can be checked when you return.



CAUTION! Do *not* leave the red switch set to on; doing so can drain the engine battery if you are not connected to shore power.

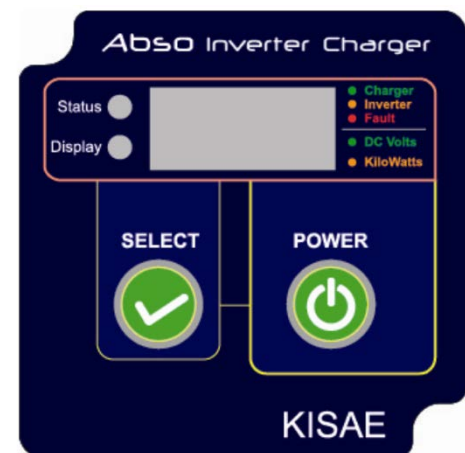
Thruster battery switches

The thruster battery switches are on the aft wall inside the midship berth. There should be no need to turn them off during your cruise.

Battery Charger/Inverter

Do It Now has a s KISAE Abso Sinewave Inverter-charger, which is located under the aft cockpit deck on the starboard side. (You should not need to access the inverter/charger hardware.) The control panel, shown here, is located on the forward entrance wall of the midship berth, right inside the doorway.

- **When connected to shore power** and the AC main is turned on, the charger will automatically charge the batteries. The display will normally indicate **Ful** (fully charged) or **bul** (battery is charging in bulk mode).
- **When the engine is running** all batteries are automatically being charged.



Using the Inverter when Not Connected to Shore Power

With the inverter on, you can use any AC device, including AC outlets and the microwave. By default, the inverter turns on when you disconnect shore power.

To turn the inverter off

Press the power button. The screen will go blank.

To turn the inverter on

Press and hold the power button until you hear a beep. (You should hear the microwave beep a moment later.) The current battery charge level of the house battery bank will appear in the screen in volts.

Solar Panel

All Ranger Tugs come with solar panels and *Do It Now* is no different.

- There is a 160 watt panel on the roof over the aft cockpit.
- 90% of the solar panel's output charges the house batteries and the remaining 10% charges the engine battery. (The solar panel does not charge the thruster battery.)
- You do not need to do anything to the solar panel or its meter, which is shown here, for it to work. It is completely automatic.



Tips for Saving Power When Not Connected to Shore Power

With careful power management and plenty of sunlight, you can easily spend two or more nights at anchor or not connected to shore power without having to worry about battery levels.

Here are some tips for maximizing battery life when you're not connected to shore power:

- The refrigerators are the biggest consumers of DC power. If possible, use only one refrigerator and turn the wine cooler off.
- The aft cockpit refrigerator uses about half the amount of power as the main cabin refrigerator. If you don't have much food requiring refrigeration aboard, move it to the aft cockpit fridge and turn the main fridge off.
- You can reduce the draw of "vampire power" from the microwave and any device you have plugged in by turning off the inverter. You can always turn it back on when you need it.
- Use DC charging devices (or car chargers) for your phone, tablet, or computer if you have them. AC chargers convert AC power to DC power. That means the power is being converted twice to charge your devices — DC to AC and then AC back to DC — and power is wasted along the way.
- Unless you need AC power overnight, turn off the inverter.

- AC appliances that heat up, like the microwave, coffee maker, or a hair dryer, require a lot of power. Minimize use of these devices to maximize battery life.
- If you plan on spending a lot of time at anchor, charge all of your devices while connected to shore power or while under way to minimize the need to charge from the house batteries.
- Make sure the solar panel is clean and not covered by leaves, towels, or other items so it can draw in as much sun as possible.
- If the battery level gets uncomfortably low — less than 12v — while at anchor, you can start the engine and let it run for an hour or two to put some power back into the batteries. *Please do not use the engine as a generator to run high powered items such as the microwave; it cannot charge the batteries as fast as you use power.*
- Do *not* turn the red parallel power switch discussed earlier to ON to use the engine battery for house power needs. Leave that switch turned to OFF unless it is needed to start the engine. Consult the section titled “Battery Disconnect Switches” on page 52 for more information about these switches.

Small Battery Powered Accessories on Board

Do It Now has several Ryobi brand 18v battery-powered accessories on board for your convenience. They are normally stored together, with a battery charger, under the main helm seat. There are two batteries; one is usually in a device while the other is in the charger. If you use any of the devices, please take the time to recharge the battery when you are connected to shore power so both batteries are ready for the next folks who take out *Do It Now*.

The devices are:

- **Spotlight.** This is a very powerful handheld spotlight you might want to use to supplement the boat's spotlight. I find it a lot easier to point and use.
- **Fan.** There's a small, “personal-sized” fan you might find useful on hot days or nights. (*Do It Now* does not have air conditioning.)
- **Compressor.** I use this to add air to my bicycle tires when the bicycle is on board, but you could also use it to add air to a fender, if necessary.
- **Drill.** You can use this if necessary with screwdriver or drill bits. (Please do not make holes in my boat. 😊)

Chartplotters

Do It Now is equipped with two Garmin chartplotters at the main (inside) helm and one Garmin chartplotter on the command bridge. All chartplotters are Garmin GPSMap 7612 units, although the one on the right at the main helm is a GPSMap 7612sv.

Important Points

- All chartplotters are networked. When you turn one on, you turn them all on, although the screen at the other station may remain asleep until you wake it. For example, if you turn on one chartplotter at the main helm the other one also starts and displays the screen; the one on the command bridge is turned on but the screen does not display anything until you touch its power button.



- When powered up, the system will return to the last screens displayed on each chartplotter.
- I prefer the chartplotter screens set to North Up orientation, just like a paper chart. It may or may not be that way when you get on board. If you want to change this orientation, follow the instructions in the section titled “To change the display orientation” on page 57.
- By default, *Do It Now*'s track line is automatically drawn on the chartplotter as it moves. It appears as a dashed line. The benefit of this setup is that you can see where the boat has been for navigational reference.
- All of the chartplotters (and autopilot controls) have tight fitting protective covers. Please install these at the end of each cruising day.
- Please refrain from changing settings beyond accessing and using the typical functions discussed below. My discussion of chartplotter use depends on the data overlay fields displayed on each screen as they appear when you arrive at *Do It Now*.
- Although the chartplotter maps are updated annually, I do not recommend relying on them when operating in shallow water. Always post a lookout on the bow when operating in shallow water.
- Please do not remove any of the SD cards from any of the chartplotters. The chartplotters will not work correctly if any of the cards are altered or removed.

Using the Chartplotters

Here's a quick guide to using *Do It Now's* chartplotters. These instructions work on any of the chartplotters; although they are networked, they operate independently for display purposes. This means that while you're sitting at the main helm, you can be navigating with one screen and looking up information on the other.

For complete instructions on how to operate the chartplotters, I recommend consulting the manual you'll find in the Garmin binder on board *Do It Now*. You can also download this manual from the Garmin Website if you want to consult it before coming aboard. The manual is also loaded into memory of the chartplotters if you wish to review something while onboard.

To turn on the chartplotters at the main helm

1. Press and hold the power button for about a second. Both chartplotters will power up.
2. When the Warning screen appears, tap I Agree.

To turn on the chartplotter on the command bridge

1. Press and hold the power button for about a second. If the main helm chartplotters are turned on, it should power up quickly.
2. If the Warning screen appears, tap I Agree.

To turn off the chartplotters

1. On any of the chartplotters, press and hold the power button for about a second.
2. In the screen that appears, tap Turn Off System. All chartplotters are turned off.

To access the onscreen manual

1. Tap Info > Owner Manual.
2. Select a manual from the list.
3. Tap Open.

To display the navigational chart

If the chart is not already showing, tap Home > Charts > Nav Chart.

To zoom in and out

There are two ways to change the magnification of a chartplotter's screen:

- Tap the + or – button.
- Pinch or spread two fingers on the screen.

To scroll to display another place

To see something not currently on the screen, you can move the screen's view by dragging with one finger.

To display the vessel's current location

If you have scrolled the screen so the boat icon no longer appears, you can quickly go back to it by tapping the Stop Panning button.

To clear active waypoints, routes, and tracks

1. Tap the red Cancel button in the top left corner of any screen.
2. If a confirmation message appears at the bottom of the screen, tap OK to go to heading hold or Standby to disengage the autopilot.

(For more information about using waypoints, routes, and tracks, consult the section titled “Autopilot” on page 59.)

To display a radar overlay

1. On the screen where you want to display the overlay, tap Home > Radar Overlay.
2. A button labeled Xmit Off appear in the upper left corner of the Nav Chart screen. It indicates that the radar is turned off. Tap it to turn on the radar sweep; the button changes to Xmit On. Radar shading should appear over the chart on that screen after a moment.

To turn off the radar display

1. Tap the Xmit On button to turn the radar sweep off. The button changes to read Xmit Off.
2. Tap Home > Charts > Nav Chart.

IMPORTANT! Don't forget to turn the radar sweep off when you're done using it.
Leaving it on will keep the radar spinning for no reason.

To change the display orientation

1. On any chart screen, tap Menu > Settings > Orientation.
2. Tap one of the options: North Up, Head Up, or Course Up.
3. To return to the chart, tap Back > Back.

AIS (Automatic Identification System)

Do It Now transmits position and other GPS data to other vessels via an AIS signal. It also receives AIS signals from other vessels equipped with AIS transmitters. (

Important Points

- Although commercial vessels in the US are required to have AIS, recreational vessels are not.) *Do It Now* is transmitting its position to other vessels and AIS receivers all of the time.
- AIS is an added safety feature which allows other vessels, including large commercial vessels and ferries, to easily see you and your direction/speed. They may try to contact you via VHF channel 16 to verify your course intent.
- AIS also allows SJS/SJY to keep track of the location of the boats in its fleet. This makes it possible to provide faster assistance in case of unplanned maintenance issues. It also alerts SJS/SJY of *Do It Now*'s return approach.
- Vessels with AIS can be viewed in real-time through mobile device apps and websites like www.marinetraffic.com that will reveal vessel name, course, speed, track, and other information.
- AIS information supplements marine radar, which continues to be the primary method of collision avoidance in low visibility situations.
- The chart plotter is tied to the radio and AIS unit and shows the positions of vessels with AIS on the chartplotter as triangles.
- The triangles point in the direction the vessel is moving if under way or pointing if anchored.
- Green triangles are those with no threat to *Do It Now*; red triangles are those close to *Do It Now* that the captain needs to watch out for and avoid.
- It is common to see a lot of red triangles when you maneuver in or near a marina or other anchored vessels. Do not be alarmed until one is moving in your direction.
- *Do It Now*'s settings have AIS target warnings turned off. (Leaving that featured enabled produces far too many false alarms in crowded waterways.)

CAUTION! Do not rely on AIS to see and avoid other vessels. Use your eyes first if visibility conditions permit. In low visibility, use radar for assistance. Remember, not all vessels transmit an AIS signal.

Using AIS

There isn't much to using AIS. Just consult the chartplotter screen to see AIS targets.

To get more information about an AIS target

Tap the triangle and then tap AIS vessel. (If AIS Vessel does not appear as an option at the top of the screen, press Review. Then you should see the AIS Vessel Option.) Two screens of information appear that include the vessel name, size, type, speed, bearing, and, on the second screen, time to closest encounter. (The same information is sent from *Do It Now* to vessels that can receive AIS signals.)

Autopilot

Do It Now's Garmin autopilot works with the chartplotters to automatically steer the boat on simple or complex routes. There is an autopilot control unit at each helm.



Important Points

- Turn on the Autopilot when you turn on the chartplotters. Turning on the autopilot after the engine has been started may knock the engine computer off the boat's network, preventing engine data from being sent to the chartplotter as discussed in the "Do It Now Nuances" section on page 9.
- You can quickly disengage the autopilot at any time by pressing the red STBY button on either autopilot unit or the Standby button on any chartplotter screen.
- Do not use the steering wheel to steer the boat when the autopilot is engaged. Yes, you can do an emergency steer to quickly avoid an obstacle, but repetitively overriding the autopilot with the steering wheel can damage the autopilot's components.
- The rudder angle is shown on the autopilot display at the bottom of the screen.

CAUTION! Do not leave the helm unattended while the boat is being steered by the autopilot.

The autopilot is unable to see and avoid traffic and obstacles.

In addition, if the route the autopilot is following goes through a shallow area or land, the autopilot will simply steer the boat aground. The autopilot must be supervised while in use.

Using the Autopilot

I make extensive use of the autopilot on *Do It Now* when I cruise. It offers a smoother ride that keeps me on course and reduces my workload while under way. In this section, I'll cover the two most basic ways to use the autopilot; if you want more advanced use, including creating and following routes, consult the Garmin GPSMap 7612 and GHC 20 manuals in the Garmin binder on *Do It Now*.

To use Heading Hold

Heading hold is a great way to keep you on course in open water without touching the wheel.

- Point the boat in the direction you want to go and press the button immediately to the right of the red STBY button on the autopilot unit. Your current heading appears in large numbers on the screen.
- To nudge your heading 1 degree to the left or right, press the button beneath <<10° <1° or 1°> 10°>>. The boat will immediately change course.
- To nudge your heading 10 degrees to the left or right, press and hold the button beneath <<10° <1° or 1°> 10°>> until you hear a beep. The boat will immediately change course.
- To cancel heading hold, press the red STBY button on the autopilot unit or the Standby button on any chartplotter.

IMPORTANT! Heading hold only keeps the boat pointed in the right direction; it does not account for currents or winds that might push the boat to one side or another.

To Go To a specific point

The Go To feature steers the boat to a specific point you want to go to.

1. On any chartplotter, zoom and scroll to find the location you want to go to.
2. Tap the screen to put a marker there.
3. Tap the Go To button at the top of the screen. A magenta line appears onscreen, showing your route.
4. When the Engage button appears at the bottom of the screen, tap it immediately. (Waiting could cause the boat to do some aggressive steering.)

IMPORTANT! The boat will follow the magenta route line, even if it cuts through shallow water or land. It is your responsibility to make sure the route is safe. If the route is not safe, cancel it and try again with a different destination.

To temporarily cancel a Go To route

Press the red STBY button on the autopilot unit or tap the Standby button on any chartplotter.

To resume a Go To route

Tap the Engage button on any chartplotter.

CAUTION: Engaging a route when the boat is off the route will cause the boat to steer to the closest part of that route. The result can be very aggressive steering. I recommend *not* engaging a route when the boat is more than 50 feet off course. You can see the off course distance on the chartplotter when a route is active.

To permanently cancel a Go To route

1. Tap the red cancel button in the top left corner of any chartplotter screen.
2. Tap Standby in the confirmation window that appears.

To disengage the autopilot at any time.

Press the red STBY on the autopilot unit or tap the Standby button on any chartplotter.

VHF Radios

Do It Now has 3 VHF radios on board: a primary unit at the main helm, a radio handset on the command bridge, and a handheld radio.

Important Points

- The radio at the main helm (shown here) works with the one on the command bridge, when connected.
- These radios use the new 4-digit channel numbering for many channels; you can learn more in the Charter Guest Reference Manual binder on board, section 7, VHF Procedures & Weather Reporting. You can find more information about these radios in the Garmin binder on board *Do It Now*.
- The handheld radio, which sits on its charger on the table in the main cabin, can be used for monitoring a second channel or as a backup system.



VHF 210/215

Item	Key	Description
1	DISTRESS	Lift the door and press to send a DSC distress call with a programmed MMSI number (<i>Entering Your MMSI Number, page 12</i>).
2	VOL/SQ	Press the dial to switch between volume or squelch. Rotate the dial to adjust the volume or squelch level.
3	—	Select the key that corresponds to the on-screen item to select the item.
4	SELECT	On the home screen, rotate the dial to change the channel. On the home screen, press the dial to toggle weather channels (<i>NOAA[®] Weather Broadcasts and Alerts, page 11</i>). Rotate the dial to highlight an item in a list. Press the dial to select an item.
	PWR North America: 16/9 International: 16+	Hold to turn the radio on and off. Press to toggle between preset channels.
	DSC	Select to view a menu of DSC options.
	HI/LO	Select to change the transmission mode and receiving sensitivity.
	CLEAR	Select to return to the previous menu option. Select to cancel or mute an incoming DSC call.
	MENU	From the home screen, select to view configuration options. From a menu, select to return to the home screen.

Using the VHF Radios

The radios are pretty easy to use. Just remember to press the push-to-talk (PTT) button before speaking into the radio.

To turn on the main helm radio

Press and hold the 16/9 (power) button until a message appears onscreen.

The radio must be turned on at the main helm for the radio on the command bridge to work.

To connect the radio handset on the command bridge

You can find the command bridge radio handset in the plastic “ammo can” under the dash on the command bridge. It plugs into a port on the side of the dash. Make sure you fully insert it correctly and twist the ring to hold it in place. The handset automatically connects to the main helm radio (which needs to be turned on).

IMPORTANT! When you're finished using the command bridge radio handset at the end of the cruising day, please disconnect it, stow it, and replace the screw-on cover over the port.

To adjusting the volume

Turn the volume dial. (I generally leave it set to maximum. If you turn it way down and forget the volume is low, you could miss important radio calls.)

To adjust the squelch

1. Press the VOL/SQ dial to display SQUELCH on the screen.
2. Turn the dial counter-clockwise until you hear audio.
3. Turn the dial clockwise until there is no background noise.

To change the channel

Rotate the Select knob to display the channel you want.

To quickly toggle between channels 16 and 9

Press the 16/9 button. This button toggles between 16, 9, and the last channel you manually dialed in since the radio was turned on.

To switch from High to Low Transmit Mode and Receiving Sensitivity

1. Press the Hi/Lo button.
2. Select 1W (low) or 25W (high).
3. Select OK.

Note that in the USA channel band, transmissions on channels 13, 17, 67, and 77 must be low by default and in the Canadian channel band, transmissions on channels 13, 15, 17, 20, 1066, 67, 75, 76, and 77 must be low by default. When the radio is switched to channel 16 or 9, it's automatically set to 25W.

To switch to weather channels

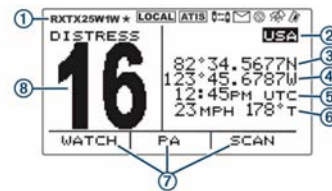
1. Press the Select dial to display WX on the screen.
2. Turn the dial to change the weather channel.

Refer to the U.S. and Canadian weather channel listings in the Charter Guest Reference Manual binder located on board, section 7, VHF Procedures & Weather Reporting.

To change the frequency band

1. Press Menu > Channel, Frequency Band.
2. Select a frequency band.

The current frequency band should show on the home screen of the main radio unit. In most cases, you'll want it set to USA.



①	Radio system status, settings, and alerts
②	International, Canadian, or USA frequency band
③	Latitude ¹
④	Longitude ¹
⑤	Time ¹
⑥	Speed over ground (SOG) or course over ground (COG) ²
⑦	Soft-key functions change depending on your current activity
⑧	Working channel

To save a channel

1. Press Scan.
2. Turn the Select dial until you find the channel you want to save.
3. Select SAV CH. A star appears above a saved channel.

To Scan Channel 16 and saved channels

1. Press Scan > Saved.
2. Select +CH16.

To stop scanning saved channels

Press Exit.

Part V: Engine and Helm Systems

In this part of the Owner's Notes I cover the engine and engine compartment, as well as several helm-based systems you'll be using when you drive the boat. (If you're looking for information about the navigation equipment, such as chartplotters, you'll find them in Part IV: Electrical and Electronics which starts on page 47.

Topics include:

Engine

Fuel

Thrusters

Bilge Pumps

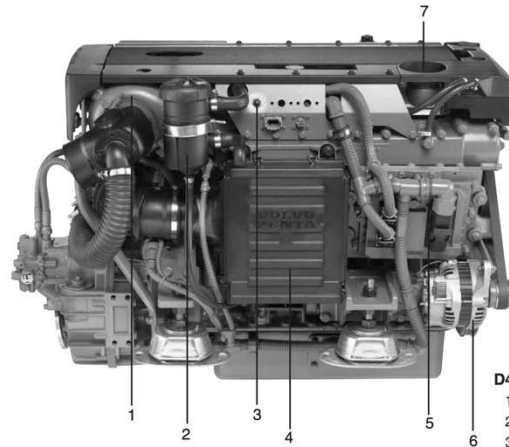
Windshield Wipers and Overhead Fan

Engine

Do It Now has a highly reliable, modern Volvo Penta D4/300 diesel engine.

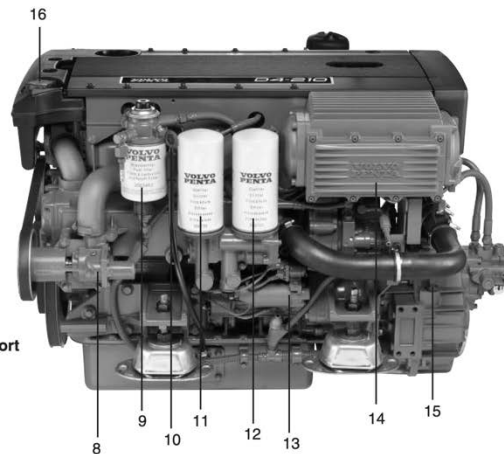
Important Points

- You can access the engine through a hatch in the center of the aft cockpit. Use the black button on the starboard side panel in the aft cockpit to open the lid. Make sure everything is cleared off the lid before opening it.
- Do It Now's* assigned maintenance pros will check oil and coolant levels, belt tension and debris in raw water strainer weekly. Charter Guest is not *required* to perform these checks unless the Volvo or chartplotter screen on the main helm dash displays an error message. If on multiple week charter, please check engine vitals weekly.
- The raw water strainer is located in the engine room on the port side of the engine.
- Do It Now* has a right-hand prop. Prop walk in reverse to is to port. The amount of prop walk you experience in reverse depends on wind and current conditions.
- The rudder angle is shown on the autopilot displays at the bottom of the screen.
- To use the throttle at the main or command bridge helm, the helm control must be activated. When you turn on the engine ignition, it defaults to the last helm used.
- Economy cruise is 7-8 kts @2000 RPM using approximately 4 gph.
- Fast cruise is 11-13 kts @3000 RPM using approximately 11 gph.



D4 with reverse gear, starboard

- Turbocharger
- Crankcase ventilation filter
- Aux Stop
- Air filter
- EDC control module
- Generator
- Oil filler cap



D4 with reverse gear, port

- Sea water pump
- Fuel filter
- Oil dipstick (engine)
- Oil bypass filter
- Oil filter
- Starter
- Charge air cooler
- Oil dipstick (reverse gear)
- Expansion tank

Preflight Engine Compartment Check

Although SJY/SJC does not *require* you to do an engine check before starting out for the day, I always do. There's a story behind this. I hope you don't mind me sharing it.

My first trip out on the Great Loop was with another captain in his 2017 Ranger Tug R-27, which also has an inboard Volvo engine. He checked the oil every day and the oil was fine every day, day after day.

I wondered why he bothered to check until the one day when he opened the engine lid and we found about a foot and a half of water in the bilge. It turned out to be a clogged backflow preventer on the bilge pump. But if we hadn't opened the lid to check the oil, we never would have seen that water.

With that story tucked into the back of your mind, I hope you'll consider opening the engine lid and taking a peek at the following items *before* starting the engine and getting underway.

Check the Bilge

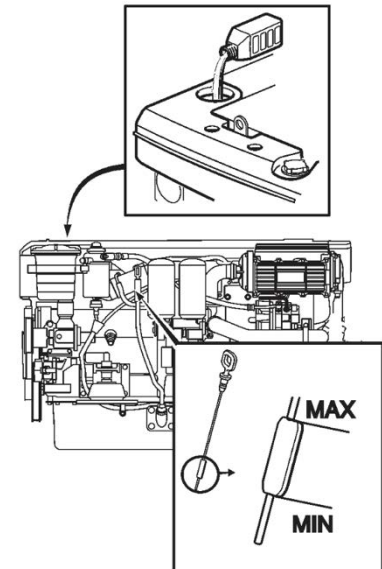
Although the bilge in *Do It Now* is never dry because of the prop's dripping packing nut, it shouldn't have more than maybe 4 inches of water in it. If the water is higher than the top of the bilge pump under the drive shaft, manually run the aft bilge pump using the switch at the helm. Be sure to turn it off when the water is gone. Later, when you finish up for the day, check this again. If there's more than 4 inches of water in there again, there's a good chance the aft bilge pump isn't running automatically. Check its fuse. If the fuse is blown, replace it. If the problem persists or the bilge pump won't run manually the pump may have failed and it needs to be replaced. There is a spare on board. Call SJS/SJY for instructions.

Make a Visual Check for Leaks or Damage

The engine compartment is normally kept very clean, so oil, coolant, or other leaks should be very noticeable. Look over everything, including the belts, and let SJS/SJY know if there's anything unusual.

Check the Oil

You'll find the dipstick on the port side of the engine. Get a paper towel and pull the stick out slowly. It will drip so be prepared with that towel! You can wipe the stick, reinsert it all the way into the hole — you'll feel a click when it's in all the way — and then pull it out to read it. The oil is okay as long as it reads *anywhere* in that hashmark area. Do not add oil unless it is *below* that hashmark area. To add oil, follow the instructions in the section titled "Resolving a Low Oil Message" on page 69. **When you replace the dipstick, make sure you push it in all the way so it clicks.** If you do find it necessary to add oil, please inform SJS/SJY when you check out; a loss of oil could be an indication of a leak or other problem that we need to check for.



Check the Sea Strainer

The sea strainer is on the port side of the engine. It's made of glass with a brass top. You can check to see if it's clogged by shining a flashlight behind it — that's why one of my flashlights has on a ribbon so it can be dangled. You should be able to see if there's something in there. If you see just a tiny bit of grass or weeds but can still mostly see through it, it's fine. If it looks full of weeds, you'll need to open it up and clear it out. You'll want to do that *before* getting under way so it doesn't cause engine temperature problems later. Follow the instructions in the section titled "Clearing Eelgrass or other Debris from the Sea Strainer" on page 68.

That's it!

That wasn't so bad now, was it? I bet it took less than 10 minutes! Thanks so much!

Starting and Shutting Down the Engine

You can consult the laminated Check List you'll find on the logbook pages clipboard for details. I created the check list for my own use not long after buying *Do It Now*. I think it'll be extremely helpful to prevent you from forgetting engine start up and shut down things as you get to know the boat. Here are the main instructions.

To prep for engine start

1. Turn on the chartplotter(s), radio, and autopilot(s).
2. Check the fuel level on the left chartplotter screen. (Please refer to the "Fuel Gauges" section on page 9 to understand why that's the preferred method for tracking fuel balance.)
3. Check around outside of vessel for loose lines (or people!) in the water.
4. Check the thrusters. Press both ON buttons at the same time to turn the thrusters on, then pulse each handle *briefly* to left and right.

Starting the Engine

1. Confirm that the gearshift is in idle/neutral.
2. Press the ignition button at the main helm.
3. Wait for the Volvo display to boot up.
4. Press and release the Start/Stop button. The engine should start.
5. After the engine starts, check for cooling water flowing out the exhaust area on the port stern.
6. After starting, it is okay to depart from the dock or anchor at idle RPM (700). I usually wait until the engine temperature is at least 100°F before increasing the throttle.

To shut down the engine

1. Confirm that the boat is secured.
2. Confirm that the gearshift is in idle/neutral.
3. Press the Start/Stop button.
4. Press the Ignition button to turn off the engine computer.

To switch control from one helm to the other

1. Make sure the throttle is in neutral. You cannot switch helm stations when the transmission is in gear.
2. Consult the light on the Station button for the helm you want to use:
 - If the light is on, that helm is already active.
 - If the light is not on, press the Station button to activate that helm.

Safety Reminders for Docking

Here are a few things to remember when docking or handling the boat in close quarters.

- Whenever you are departing or arriving at the dock have a crew member designated as the “roving fender” team mate. If you are going to accidentally “touch” a boat or other object, lower the fender to the point of contact.
- Although *Do It Now* is not a very heavy boat, it can be difficult for people holding lines on the dock to stop its momentum, especially if you're moving a bit faster than you should be. Make your approaches to dock slow and try to bring the boat to a stop using the engine instead of people holding lines.
- It's also a bad idea to use dock lines on a cleat to stop movement. This can result in a sudden swing of the boat and damage to cleats, boat, and/or dock.
- No crew should jump to the dock. If you can't bring the boat to a near stop right beside the dock so your crew can step off calmly, back-up and try again.
- When coming into the SJS/SJY docks in strong winds, or if you'd just like a little assistance on arrival, hail “San Juan Sailing” on **VHF Channel 80**. They'll be glad to offer some coaching and/or catch your lines. In fact, most marinas in the Islands will help you if you hail them and ask for assistance. Asking for docking assistance when you think you might need it is a sign of smart seamanship.

Troubleshooting Engine Problems

Volvo engines are incredibly durable and you shouldn't have any problems on your voyage. The Volvo screen, which talks over the network to the Garmin chartplotters, will alert you if anything that isn't obvious is amiss. Here are a few things to watch out for.

Troubleshooting Engine Overheating without Low Coolant Message

Normal engine temp is 185 degrees. If an Engine Overheat message appears on the Volvo or chartplotter screen and it is not accompanied by a Low Coolant message, check the amount of water coming out the exhaust. If it is little or none, the most likely cause is eelgrass plugging the sea strainer, located on the port side of the engine. Follow the instructions for clearing a sea strainer blockage. (Note that the boat's impellers are replaced annually as part of preventive maintenance so it's very unlikely to be an impeller issue.)

Clearing Eelgrass or other Debris from the Sea Strainer

1. Stop the engine and turn off the ignition to prevent an accidental start.
2. Open the engine compartment.
3. Turn off the sea strainer's sea cock just aft of the sea strainer by moving the green handle to the upright position; neglecting this step could result in a lot of water coming into the bilge.
4. Twist off the brass screw-top on the sea strainer. If you have trouble getting the top to turn, you'll find a long-handled screwdriver in the tool box that you can use across the top for leverage; be careful not to pierce the insulation on the side of the engine compartment with the sharp end of the screwdriver!
5. Inside the sea strainer, you'll find a basket with a handle. Remove the basket and clear its contents.
6. If there's more debris inside the glass sea strainer container, remove that by hand.

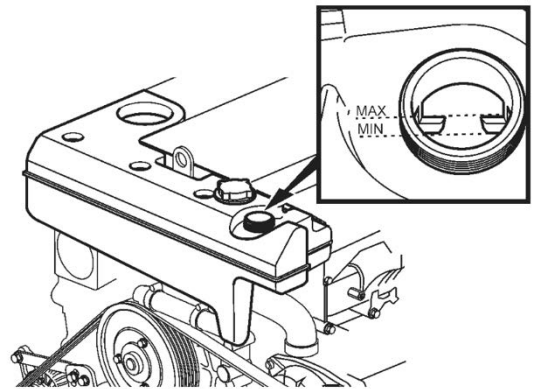
7. Replace the basket carefully; note that it only fits in one way and *must* be properly installed to get the lid back on. When it's in the right location, if the sea strainer is still full of water, the water should come right up to the top of the handle.
8. Replace the lid and tighten enough to prevent water from leaking out. Don't overtighten!
9. **Turn the sea strainer sea cock back on.**
10. Restart the engine.
11. Check to make sure there are no leaks. If there is a leak at the sea strainer, the lid is not properly screwed down. Shut off the engine and try again.
12. If everything is good, close the engine lid.

Tip: You can avoid dealing with sea strainer clogs by keeping an eye out for eelgrass and other weeds, especially along those “soapy” looking tide and eddy lines in the water. If you run over it, it could get sucked into the intake and wind up in the sea strainer.

Resolving a Low Coolant Message

If you see a Low Coolant message on the Volvo or chartplotter screen, you'll need to add coolant. (Note that it is highly unlikely that you'll see a Low Coolant message after or with an Engine Overheat message.)

1. Shut down the engine and turn off the ignition to prevent an accidental start.
2. Open the engine lid to help the engine cool down.
3. Locate the Volvo Coolant bottle in the starboard side cabinet on the aft cockpit. Also locate an empty plastic pint-sized take-out container labeled “COOLANT.”
4. Pour some coolant, which should be yellow, into the smaller container.
5. If the engine is still hot, use one of the yellow rags to open the coolant cap. Be aware that high pressure could cause coolant to spray out!
6. Use the small container to add coolant until the black “fingers” on the inside of the cap are just covered.
7. Replace the cap and make sure it's tight.
8. When you start the engine, the message should be gone.
9. Wipe out the small plastic container with a paper towel and stow both it and the coolant bottle where you found them.



Resolving a Low Oil Message

If the engine loses oil pressure, a message should appear on the Volvo and chartplotter screens.

1. Shut down the engine immediately.

IMPORTANT: If you are under way when you get a Low Oil message, make sure you move into open water away from obstacles or shallow water before shutting down the engine, but do it as quickly as possible. Operating the engine with low oil pressure could seriously damage the engine.

2. Open the engine lid.
3. Scan for any obvious oil leaks.
4. Check the oil level as discussed in the section titled “Check the Oil” on page 66. The reading will probably show the oil level to be below the hash marks on the dipstick.
5. Locate the Volvo or Shell oil bottle in the starboard side cabinet on the aft cockpit. Also locate an empty plastic pint-sized take-out container labeled “OIL.”
6. Pour some oil into the smaller container.
7. Open the oil fill cap. If the engine is hot, use a rag to grasp it to avoid burns.
8. Use the small container to add oil.
9. Check the oil again. The goal is to get the oil level about $\frac{1}{4}$ to $\frac{1}{2}$ up the hash marks on the dipstick. You may have to repeat steps 6 and 7 a few times to accomplish this. **Do not add too much or try to fill it!**
10. When the oil level is satisfactory, replace the dipstick, being sure to press it down all the way until it clicks.
11. Close the oil fill cap tightly.
12. When you start the engine, the message should be gone.
13. Wipe out the small plastic container with a paper towel and stow both it and the oil bottle where you found them.
14. Then contact SJS/SJY to report the problem and get further instructions. This is especially important if you noted any obvious oil leaks.

(Note that the maintenance crew checks the oil before departure, so if you get a Low Oil message, it could indicate a problem.)

Bottom line – you're on vacation!

If the engine is giving you problems, call SJS/SJY for assistance. They have repair teams in the Islands to assist you.

Fuel

Do It Now's Volvo Penta engine takes diesel fuel.

Important Points

- *Do It Now* has one fuel tank that holds 145 gallons of diesel.
- As discussed in the “*Do It Now Nuances*” section on page 9, there are two fuel gauges. I recommend using the one on the Chartplotter, provided that you have updated the data there after each fueling. Consult the section titled “To update fuel quantity in the chartplotter” on page 72 to learn more.
- How often you refuel depends on where you're going and what fueling options will be available along the way. At the very least, be sure to refuel when Remaining Fuel drops to 50 gallons or less. (Don't run out of fuel!)

Fueling the Boat

Here are the instructions you need to add fuel to *Do It Now*.

To check the Volvo fuel gauge

This is a float gauge and is only accurate when the fuel tank is filled. These instructions are provided for reference only.

1. On the Volvo screen, press the Back button.
2. Use the appropriate arrow key to highlight the Fuel icon and press OK to display the fuel screen.

To add fuel to the boat

Follow these steps to add fuel to the boat.

1. Secure the boat at the fuel source. The fuel port is on the starboard side, so fueling is easiest with a starboard tie.
2. Shut down the engine.
3. Remove the fuel cap. Note that the chain on the fuel cap is broken so you'll need to stow it in a safe location while fueling so it doesn't inadvertently fall into the water.
4. Add diesel fuel. You can get an accurate indication of how much fuel the boat will take if you consult the Remaining field on the left chartplotter. If it says 106, for example, you know you can add 39 gallons ($145 - 106 = 39$). It's a good idea for someone to stand at the fuel pump's meter to tell the fueler when the amount desired is getting close.
5. Add the fuel slowly. Unfortunately, *Do It Now* takes fuel at a relatively slow pace. If you pump too fast, you'll either get an overflow at the top (which could lead you to believe the tank is full when it's not) or fuel will start spitting out the vent hole above the waterline below the fill port, polluting the water. Please do not allow either of these things to happen. One trick I've learned if the pump is fast is to add 10-20 gallons, then wait about a minute, then add the next 10-20 gallons, etc.
6. When done fueling, secure the cap.

7. Before leaving the dock, record the fuel purchase on the chartplotter as discussed in the section titled "To update fuel quantity in the chartplotter" on page 72.

To update fuel quantity in the chartplotter

You *must* do this after each fueling if you want an accurate reading of remaining fuel on the chartplotter. I highly recommend using this method to track remaining fuel because it's more accurate than the Volvo fuel gate, which always reads high. I explain this in the "Do It Now Nuances section on page 9.

1. On any chartplotter screen, tap Home > A/V, Gauges, Controls > Fuel > Menu.
2. Then:
 - To record that the tank has been topped off, tap Fill Up All Tanks and then tap Yes in the confirmation screen that appears.
 - To add a specific number of gallons purchased (if you didn't top off the tank), tap Add Fuel to Boat. Then use the arrow and number keys to enter the number of gallons added and tap Done.
3. To return to the Nav Chart, tap Home > Charts > Nav Chart.

Thrusters

Do It Now has both bow and stern thrusters. You can use these to help you with close quarters maneuvering, especially docking.

Important Points

- The bow and stern thruster controllers are a pair of joysticks just forward of the throttle control at the main helm and on the command bridge helm.
- The thrusters will turn off 10 minutes after last use.
- There is a thruster remote on a lanyard that you can use when you are away from the helms. You must turn on the remote at the main helm before use.
- Thrusters should only be used in short, 3-6 second bursts. Running them longer than that can run down the battery or burn out the thruster motors.
- It is possible to use both thrusters at the same time in the same or opposite directions.
- Although the bow thruster is reasonably powerful, the stern thruster is relatively wimpy. Neither thruster will be of any use when fighting a strong sideways current. Keep this in mind and do not rely on thrusters to help you dock in strong current conditions.
- The thruster battery switches can be found in the midship berth, as discussed in the section titled “Thruster battery switches” on page 52. You should not need to turn them off.



Using the thrusters

The thrusters can help you fine-tune your position when docking.

To turn on the thrusters

Press and hold both ON buttons until the green light turns on.

To turn on the thruster remote

1. At the main helm, turn the switch for the Thruster Remote ON.
2. On the thruster remote, press the two ON buttons to turn the thruster remote on.

To use the helm thrusters

- To move the bow to starboard or port, push the forward joystick to forward or port.
- To move the stern to starboard or port, push the aft joystick to forward or port.



To use the thruster remote

- To move the bow to starboard or port, press the top green (starboard) or red (port) button.
- To move the stern to starboard or port, press the bottom green (starboard) or red (port) button.
- To move both the bow and stern to starboard or port, press the middle green (starboard) or red (port) button.

To turn off the helm thruster

Press the OFF button.

To turn off the thruster remote

1. On the remote, press the Off button.
2. At the main helm, turn the switch for the Thruster Remote OFF.

IMPORTANT: Do not forget to turn off the Thruster Remote switch at the helm after using the thruster remote. Forgetting to do this can run down the thruster battery. (Ask me how I know this.)

Bilge Pumps

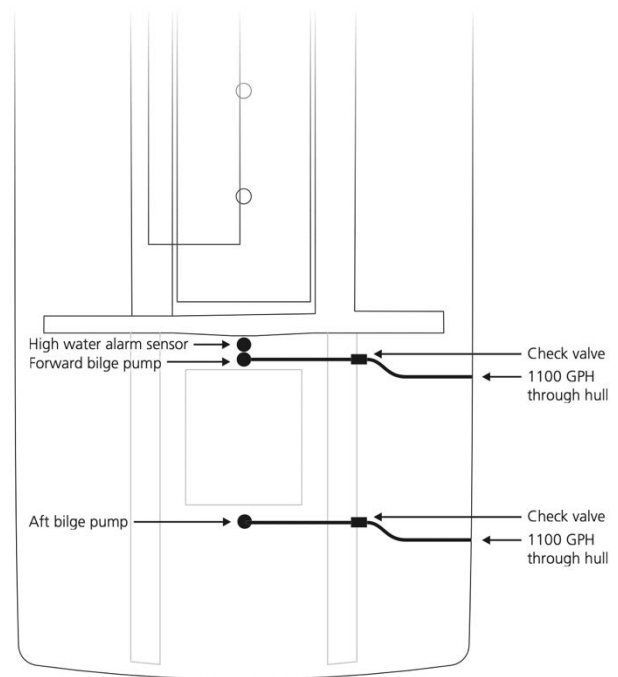
Do It Now has two bilge pumps that operate automatically on a timer.

Location of Bilge Pumps

- Both bilge pumps are in the engine compartment.
- The lower one is far aft, under the drive shaft.
- The upper one and the high water alarm sensor are forward of the engine.

Bilge Pump Automatic Operation

- Both pumps automatically activate every 2 ½ minutes, check for water, and expel any water they find before shutting off.
- If it's quiet, you should hear the bilge pumps run on their schedule. The aft pump is especially noticeable because the dripping packing nut always puts some water into the bilge.
- If you do not hear the pumps operating or if you find more than a few inches of water in the bilge, you can manually run the pumps to remove any water. Then check the fuses for the bilge pumps on the fuse block behind the wood hatch in the midship berth's aft wall. There's a laminated card in there that identifies the fuses. Spare 7.5 amp fuses are available if one has burned out. If replacing a fuse does not fix the problem, you should manually run the bilge pump periodically to keep water from accumulating in the bilge and notify SJS/SJY of the problem. There are also spare bilge pumps in the spare parts bin if you want to replace one.
- The bilge pumps are "hot powered." Turning off the battery bank they are connected to does *not* disable the bilge pumps.



Bilge Pump Switches

You can use bilge pump switches to manually operate them.

- Each bilge pump has a rocker switch at the helm to manually turn it on.
- During normal operation the switches are left in the down or OFF position, which is automatic mode.
- You should see a light come on a switch when a pump automatically activates.
- You can switch either (or both) pumps to ON (up) for override mode if needed.



- Do not leave the pumps switched to the ON position when no water is present.

Bilge Alert/High Water Alarm

- An alarm will sound if water reaches the high water alarm sensor near the forward bilge pump.
- For this feature to function, the Bilge Alert/High Water Alarm switch at the helm must be in the Armed position.



Windshield Wipers and Overhead Fan

Do It Now has three front windows and each one has its own wiper. There is also a fan that helps reduce moisture on the inside of the windows on cold, wet mornings.

Windshield Wipers

The three wipers are individually controlled with two settings: slower and faster. The switches are the three leftmost switches at the left side helm DC Distribution panel.

To operate the windshield wipers

- For slower speed, press the bottom of the toggle switch for the wiper you want to use.
- For faster speed, press the top of the toggle switch for the wiper you want to use.
- To turn off a wiper, press the switch to toggle to the central (OFF) setting.



Overhead Fan

The overhead fan sends outside air through three ducts at the front of the helm area: one in the center above the center window, one on the port side near the port side window, and one on the starboard side near the starboard side window. These fans can help clear moisture on the inside of the windows on cold, wet mornings.

TIP: Make sure the two ducts on the dashboard are not blocked when using the overhead fan.



To operate the overhead fan

- To turn on the fan, turn the O/H switch ON.
- To turn off the fan, turn the O/H switch OFF.

TIP: The sad reality is that the overhead fan doesn't do a very good job getting those front windows cleared if there's a lot of moisture there. And, as you'll likely notice, those windows aren't easy to reach.

That's why you'll find a long-handled duster on board. You can use that as is or with a clean towel or rag on the head to wipe down the inside of the windows. Once you get the windows cleared, using the overhead fan can help keep them clear.

Part VI: Anchoring, Mooring, and Going Ashore

Last but not least, this section includes the information you need to know to anchor out, attach to mooring balls, and use the dinghy.

Topics in this part include:

- Anchors and Windlass

- Seawater Washdown

- Mooring

- Dinghy, Outboard, and Davit

Anchors and Windlass

Do It Now's main anchor is provided with approximately 50 feet of 5/16 chain and 200 feet of 5/8 rode. The bitter end is secured inside the anchor locker. The anchor can be raised or lowered with a Lewmar windlass.

CAUTION! Do not put your hands anywhere near the windlass's moving parts while operating the windlass.

Important Points

- Windlass foot pedals are located at the bow on the starboard side of the windlass. You'll need to open the covers to use the foot pedals. Close them when you're done.
- There is another windlass control at the main helm but it's always best to operate the windlass from the bow where you can watch its operation.
- The windlass breaker is located inside the cabinet behind the mirror on the aft wall of the head. The breaker switch should be left ON. If an overcurrent occurs and the breaker trips, reset the breaker by reinserting the yellow arm up into the breaker.
- Primary Anchor: 100' 5/16 chain, 200' 5/8 nylon rope.
- The SJS/SJY standard for chain marking is 1 piece of yellow poly line at 25' intervals and 2 pieces of yellow poly line side by side at 100' and 200'. The placard show on the right is glued to the inside of the anchor locker door as a reminder.
- Please use the anchor bridle while setting the anchor and to hold the anchor overnight. The bridle is stored in the starboard side bow locker.
- Please don't put away the anchor or rode with mud on it. There is a raw water washdown on the aft side of the aft cockpit, under the bench. Only use the green hose with the washdown. You'll likely have to pressurize the hose by turning on the raw water pump to stretch the hose out to the bow.
- The secondary anchor has 20' chain and 150' nylon rope. The anchor is stored on the bow pulpit with three bungee cords securing it in place; if you use it, please make sure to re-attach it firmly, as you found it. The rode is in a bag in the port side anchor locker on the bow. Use the provided hardware to attach the anchor. Be sure to secure the shackle with some wire before using it. There is no windlass for this anchor, which is best used as a stern anchor or emergency anchor.

Anchoring Tips

- Make sure the U-shaped loop holding the anchor in place is out of the way when dropping the anchor.
- The scope normally used in the islands is 4 to 1 — definitely not 7 to 1 (unless conditions call for it, i.e. sustained winds over 25 knots).
- Most of the anchorages are well protected and popular, so you will likely have someone anchored nearby.
- Most coves are 20'- 40' deep; so expect to pay out about 100'-180' of rode.

- After you have paid out the suitable amount of rode, 30-60 seconds of idle reverse should set the anchor.
- Remember that tides can change water depth up to 12' in the San Juan Islands so be aware of where you are in the tide cycle when choosing an anchorage and deciding how much rode to put out.
- Consider using an anchor alarm when anchoring for the night. I use an app called Anchor Pro which is inexpensive, flexible, and effective.
- When bringing the anchor back in, if you have paid out more than 50 feet (all the chain), there's a chance that the rode might pile up at the top of the locker. If this happens, the windlass will stop pulling rode in. Release the windlass buttons, open the port side hatch for the locker, and move the accumulated rode aside. **Make sure your hands are out of the locker and away from the windlass before using the UP button to continue pulling in rode.**

Seawater Washdown

Do It Now has a seawater washdown hose connection port in the aft cockpit under the aft bench seat.

TIP: I have had a lot of success cleaning the anchor rode and anchor by simply reeling it in slowly and letting the current clean it. Repeatedly dipping the anchor into the water can also clean it. You shouldn't need the seawater washdown to clean the anchor or rode unless you are anchored in very thick and stubborn mud.

Important Points

- The seawater washdown has its own DC pump with a switch beside the hose connection.
- The green hose expands when under pressure and should reach the bow of the boat. You'll need to walk it up the gunwales when pressurized.

IMPORTANT: Do not use a black hose with the seawater washdown. The black hoses are for fresh water only.

Using the seawater washdown

You can use the seawater washdown with the green hose and spray nozzle to wash down the anchor and its rode before stowing it or hosing dirt and mud off the deck.

To use the seawater washdown

1. Locate the green hose and attach it to the hose connection port under the aft bench seat in the aft cockpit.
2. Make sure the spray nozzle is attached to the other end of the hose and turned off.
3. Turn ON the switch beside the hose connection port. The hose will pressurize and expand. (Be sure to do this *after* you attach the hose.)
4. Take the nozzle end of the hose out to the bow or wherever you want to use it.
5. Use the nozzle to spray what needs spraying.

To turn off the seawater washdown

1. When you're finished, turn OFF the switch beside the hose connection port.
2. Press and hold the trigger on the hose nozzle to relieve the pressure on the hose.
3. Disconnect the hose from the hose connection port and stow it.

Mooring

The San Juan Islands have many marine park locations with mooring balls. They make it easy to secure the boat for the night without having to worry about anchoring.

Important Points

- Do It Now has two long lines in the starboard anchor locker that you can use to tie up to a mooring ball.
- If you have never tied to a mooring ball, please get some training from SJS/SJY before attempting to do so. It's extremely important that the boat be properly secured, especially for an overnight stay.
- Consider using an anchor alarm when tying to a mooring ball. Although it's highly unlikely that the ball will move or the boat will break loose, stranger things have happened. (I was cruising with another couple in Florida who found themselves adrift in the middle of the night when the mooring ball they were attached to failed. It was sheer luck that they came outside for a last look at the city skyline before bedtime; they found themselves outside the mooring field, drifting toward a bridge!) I use an app called Anchor Pro which is inexpensive, flexible, and effective.

Dinghy, Outboard, and Davit

Do It Now has a dinghy that can hold up to three passengers and is equipped with a gasoline-powered motor that remains attached to the dinghy at all times.

Important Points

- Do It Now's dinghy is an 8' Fluid Motions RIB (2019) with a 6hp Suzuki motor secured to the boat while under way on a Olsson davit.
- The dinghy's motor has a built-in fuel tank that holds about ½ gallon; additional fuel storage is in the propane locker.
- The dinghy's motor has an extension handle that enables a driver to control it from the seat when cruising solo. If you want to remove the extension, please stow it in a safe spot on *Do It Now* so it can be re-installed if necessary. The extension handles are somewhat expensive and difficult to track down.
- Do not tow the dinghy; raise it on davits when underway and at night.
- There is a grapnel anchor and painter to hold the dinghy when beaching.
- The davit system will raise the dinghy high out of the water on an angle with one side of the dinghy tucked into the davit. It is easily raised and lowered using a line on a multiple pulley system.
- The dinghy has just one seat.
 - If one person is on board, he/she should sit on the seat. Sitting solo farther aft will prevent the dinghy from getting up on plane.
 - If two people are on board, one should sit on the seat while the driver can sit on the starboard or port side near the motor.
 - If three people are on board, two should sit on the seat while the driver can sit on the starboard or port side near the motor.

Caution! The dinghy's capacity is 3 adults or 700 pounds. Do not overload the dinghy.

- The dinghy can get on plane with just one person on board. It's actually quite speedy with a solo driver; I've had it up to 16 knots.
- Although the dinghy motor is not very heavy, you don't need to drag the dinghy all the way up onto the beach. Instead, use the dinghy anchor or the painter tied to a tree or rock (or both) to keep the dinghy near shore while exploring on land.

Using the Dinghy

The dinghy davit system makes the dinghy easy to deploy and stow. Although the dinghy is small, it is quite stable.

To Lower the Dinghy

1. Unhitch the line holding the dinghy up. Maintain a good grip on it.

2. Slowly lower the dinghy into the water. Gravity will pull it down. Try not to let it drop.
3. When the single black mark on the line is aligned with the cleat, tie off the line using a cleat hitch.
4. When you're ready to go, enter the dinghy and detach the three connecting cables from the rings inside the dinghy. You can let the cables hang.

You can also tie the dinghy to the starboard side swim platform cleat using the dinghy's painter.

To raise the dinghy

1. Position the dinghy parallel to the swim platform with the motor on *Do It Now's* port side.
2. Raise the dinghy motor throttle/handle to the vertical position so it doesn't get in the way.
3. Secure the dinghy's oars as follows:
 - The dinghy's port side oar, which will be on the high side when the dinghy is raised, needs to be secured in the plastic holder on the dinghy.
 - The dinghy's starboard side oar, which will be down against the davit when the dinghy is raised, needs to be positioned just inboard of the plastic holder. (If you secure it inside the holder, there's a good chance the oar will be bent when the dinghy is stowed.)
4. Attach the cable ends to the three rings inside the dinghy.
5. Exit the dinghy.
6. Inside the aft cockpit, unhitch the davit line but do not release it.
7. Pull the line to start raising the dinghy. You will need to put your weight into it to get the lift started. At a certain point about halfway up, it becomes much easier.
8. Make sure the dinghy's port side slips into the curved area of the dinghy as it's raised.
9. When the double black mark on the line is aligned with the cleat, tie off the line using a cleat hitch.
10. Coil up the remaining line and stow it neatly out of the way.

To start the dinghy's motor

1. Connect the engine shut-off cord to your wrist and attach the clip under the red kill switch.
2. Open the air intake valve on the top of the gas cap by twisting it.
3. Pull out the choke knob. (There is no primer.)
4. Turn the throttle so the arrow lines up to the "start" position, which is basically just cracking open the throttle a bit.
5. Pull the starter cord out slowly until you feel resistance, then give a strong pull straight out. When cold it may take several pulls to get the engine to start.
6. When the engine has started, immediately push in the choke knob. If it seems to be running smoothly, you can also close the throttle to idle.
7. If the engine is cold, let it run for a minute or two to warm up.
8. Use the lever on the port side of the motor to move into forward or reverse gear.

IMPORTANT! Turn off the dinghy motor any time someone is in the water near the back of the dinghy. The prop might be small, but it's still very dangerous when spinning.

To shut down the dinghy's motor

1. If necessary, close the throttle.
2. If necessary, use the lever on the port side of the motor to bring the engine back to neutral.
3. Pull the clip on the engine shut-off cord off the red kill switch.
4. Close the air intake valve on the top of the gas cap.

To beach the dinghy

1. *Before* getting into water less than 1 foot deep, shut down and raise the motor.
2. Use the oars to row the boat to land.
3. Get out of the boat and use the painter or one person on each side of the boat holding a handle to drag the boat's bow onto the shore.
4. Secure the dinghy by either tying the painter to a log, tree, or large rock onshore or using the open anchor to dig into the sand way up on shore. Both lines should already be attached to the loop at the front of the dinghy.

To add air to the dinghy

The dinghy should be properly inflated for your trip. The trick is to inflate it just enough so that it doesn't become overinflated when the air inside it expands on a hot, sunny day. So the boat might look a little under-inflated on a cool morning.

If the dinghy needs inflation, you can use the shop vac in the locker on the aft cockpit's port side. The dinghy has three (3) baffles, each with an inflation valve located on the inside of the boat.

1. Lower the dinghy into the water but keep it attached to the davit. This will help keep it secure as you move around inside it.
2. Take out the vacuum and plug it in. If you're not connected to shore power, you'll need to turn on the inverter.
3. Remove the hose from the sucking side of the vacuum and put it into the blowing (exhaust) side.
4. Remove the cover for the baffle you want to fill. Do not lose it! The valve should already be set to receive air and not expel it.
5. Push the free end of the vacuum hose up against the baffle.
6. Turn on the vacuum to add air.
7. Replace the cover for the baffle when you are done.
8. Repeat for other baffles as necessary.
9. Unplug and stow the vacuum when you are done. (Remember to turn off the inverter if it is no longer necessary.)

To let air out of the dinghy

Again, the dinghy should be properly inflated for your trip. But if it's a warm (or hot!) sunny day and the dinghy seems ready to burst, you can let some air out.

1. Lower the dinghy into the water but keep it attached to the davit. This will help keep it secure as you move around inside it.
2. Remove the cover for the baffle you want to release air from. Do not lose it!
3. Push in and twist the valve until you hear air escaping.
4. When enough air has been removed, push in and twist the valve to close it. Make sure it is completely closed and no air is escaping.
5. Replace the cover for the baffle when you are done.
6. Repeat for other baffles as necessary.

Tips for Using the Dinghy and Davit

Please keep these things in mind when using the dinghy and davit:

- Practice raising and lowering the motor *before* you take the dinghy to shore for the first time. The levers on the back of the motor can be tricky to first-time users.
- The 6 hp outboard is 4-stroke and takes straight gas. Please refill the fuel storage container with ethanol-free gas, which is available at most marinas that sell fuel.
- For short rides, I recommend topping off the in-engine tank before leaving *Do It Now* and leaving the fuel container behind. If you plan to go more than 3 miles, take the fuel container with you to refuel the motor, if necessary, along the way.
- The dinghy motor weighs 46 pounds. You should not need to remove it.
- When beaching, kill the engine and raise it before approaching the shore. Use the oars to for the final approach to the beach. There are lots of rocks along the island beaches — don't ding the prop!
- When securing the dinghy on or near the shore, keep tides in mind. If the tide is going out, it's better to keep the dinghy mostly in the water so you don't need to carry it back to the water when you return. If the tide is coming in, it's better to pull the dinghy as far into shore as you can so it isn't too far out when you return to it.
- Be careful when dragging the dinghy up onto rocky or shell-strewn beaches! Yes, the bottom is hard, but the inflatable sides are close to the bottom on its edges. Do not allow sharp rocks to drag on inflatable parts.
- Do not leave the davit partially raised with the dinghy suspended. Waves or wakes will cause the dingy to swing, possibly damaging the davit system.
- Never tow the dinghy when underway. Always raise the dingy on the davits.
- Do not fully inflate the dinghy in cool/cold weather. When the sun comes out and the heat of the day warms the air inside the dinghy, it will expand and can damage seams.
- If you need to make a repair, a repair kit and instructions can be found in the tools and spare parts storage compartment located in a small plastic container under the main helm seat.