



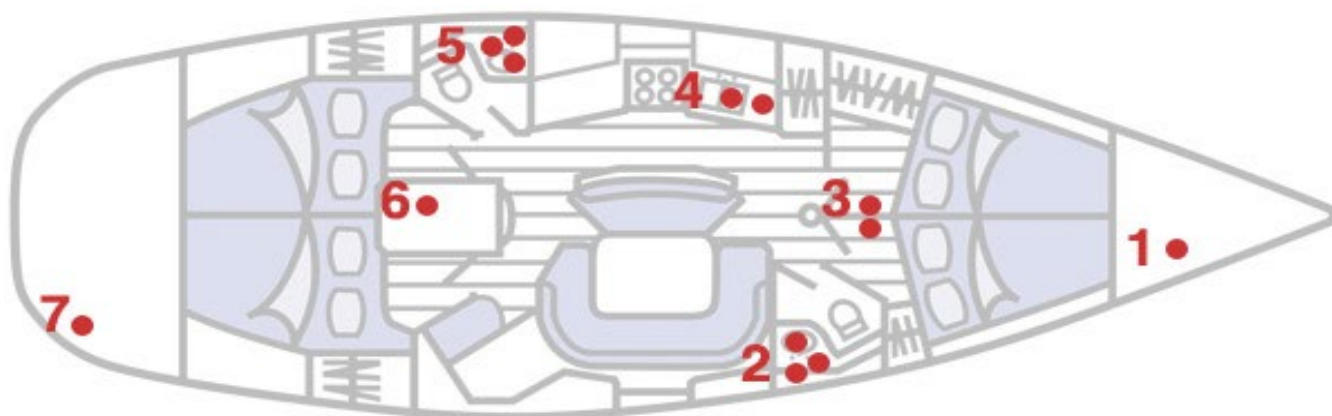
Misty Blue Yonder Through-hull locations
(Placards are zip-tied at each seacock. All normally opened)

Fore to aft Thru hulls

Locations

1. Forward holding tank discharge; bow thruster
2. Head raw water intake, head/shower discharge, sink drain, direct head discharge
3. Transducers for depth sounder, knot meter & forward sonar
4. Galley sink drain, Saltwater intake (foot pump)
5. Head raw water intake, head/shower discharge, sink drain, direct head discharge
6. Engine raw water intake
7. Aft holding tank discharge

- Sail locker, starboard side; thruster motor in center.
- Forward head under sink
- Forward starboard cabin, under aft floorboards, centerline
- Galley, port side, under sink
- Aft head, under sink
- Engine compartment, port side, forward; plus, engine shaft
- Starboard cockpit helmsman seat



Owner's Notes

Misty Blue Yonder

Jeanneau 45.1 (46' 5")

Last Revision: July 2024

Dear Friends,

Welcome aboard *Misty Blue Yonder*! As our last child embarks on his career journey, we have decided to embark on our lifelong dream of sailing. We are thrilled to share our beloved Jeanneau 45.1 with you and hope you'll come to love her as much as we do.

As our last child embarks on his career journey, we've decided to pursue our lifelong dream of sailing. We're thrilled to share our cherished Jeanneau 45.1 with you and hope that you'll come to love her as much as we do.

With a rich history and stellar reputation, the Jeanneau 45.1 is renowned for its elegant design and exceptional sailing performance. Our voyages through the varied conditions of Vancouver Island's and Broughton's Archipelago have showcased her strength and agility, achieving impressive speeds of up to 9.7 knots. Under power, she remains steady and responsive, while the bow thruster offers additional control in challenging situations.

Over the years, we've worked to restore and enhance her features, including upgrades to the engine, sails, electrical systems, electronics, heating, and interior comforts. Our dedication to making *Misty Blue Yonder* feel new will continue as we strive to provide the best cruising experience possible.

To ensure your time aboard is as enjoyable as possible, we've supplied quality bedding and various kitchen amenities for your convenience. For a full list of our inventory, please visit our website and Owner's Notes section.

We invite you to share your sailing adventures on our Facebook page and value your feedback on how we can further improve. Thank you for taking care of *Misty Blue Yonder* and allowing her to be a part of your unforgettable memories.

Wishing you fair winds and incredible experiences,



Kurt & Etjen
Air & Fire LLC

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Nuances

These are “unique” things that may differ from other boats.

1. **Autopilot:** Avoid placing any metal, especially magnetic items, in or near the Starboard Aft Cabin storage lockers. This can interfere with the fluxgate compass in the hanging locker and cause erratic behavior in the autopilot.
2. **Batteries Selector:** Both battery banks charge automatically. Please do not manually switch.
3. **Bilge:** The new automatic bilge system installed in 2023 checks pressure and water periodically. This is a normal operation.
4. **Bow Thruster:** Ensure breaker is on, depress the red button, and hold the joystick starboard for 1-3 seconds to activate. A beep confirms it's on. It automatically turns off after about 15 minutes (series of beeps). Note: The bow thruster pivots the stern in the opposite direction.
5. **Cabin Lights:** Turn on the "Cabin Lights" breaker on the DC panel. Individual switches are located in the salon and staterooms; look for label stickers near the hidden switches.
6. **Electric & Manual Toilet:** The aft head toilet is electric and flushes like a home toilet. The Manual toilet requires 13-15 pumps to push solids all the way to the tank, to prevent or reduce the chances of buildup in the line, therefore resulting in a clog. Please do not dispose of toilet paper, feminine products, nuts, food, gum, plastic, metal or any garbage in any toilet.
7. **Electrical Panel:** Turn on breakers with green dots for normal operation. Yellow dot breakers are for 'use as needed'. Never activate red dot breakers. Leave double green dot breakers on always.
8. **Fender Step:** The black or white fender step, stored in the sail locker, facilitates docking. Clip carabiners around the stanchion and drop to the base by the chain plate, then slip the fender step over the side.
9. **Fenders:** Store fenders in the sail locker forward; retrieval is easier if you drop lines over the top rung.
10. **Fuel:** Tank holds 53 gallons. Monitor on chart plotter; fill only to 98%" or less. Diesel labeled through deck cap in red. It is best to listen when filling and stop when you hear the gurgling. Note: Overfilling can distort the tank, causing diesel to seep into the bilge.
11. **Galley Kitchenware Drawers:** Secure button before sailing to prevent items from flying out on a port tack. The large cabinet has additional locks.
12. **Galley Spices:** Onboard spices include Penzey's brand Basil, Chili, Cinnamon, Cumin, Curry, Garlic Powder, Italian seasoning, Paprika, Onion Powder, Oregano, Red Pepper flakes, Rosemary, Thyme, Taco seasoning.
13. **Holding Tanks:** Two separate tanks; Maretron tank level monitors at the Nav station and a red "full" warning light in each head.
14. **Max Prop:** After stopping engine with the red button, briefly engage reverse to prevent counter-rotation while sailing. Use the red button at the base of the handle to disengage transmission. Prop pulls to port under power at cruising speed or above.

15. **Refrigeration:** Refrigerator has a 12V thermostat. Turn knob counterclockwise for ideal temperature; pointing down may freeze lettuce.
16. **Throttle:** Throttle extends past vent cover to engage engine at full RPM.
17. **VHF:** Turn on Nav station VHF first before using the in-RAM mic at the helm. There's also an independent handheld VHF for the cockpit.
18. **Water:** Two 85-gallon water tanks in the v-berths; control valves located in the port end of the aft settee. Monitor tank levels at the nav station. Auxiliary foot pump for salt/fresh water at the galley; do not operate while faucet is closed.

Basic Specifications

| | | |
|------------------|---|------------------------------|
| LOA: 46' 5" | Displacement: 20,750 | Fuel: 53 gallons |
| LWL: 38' 5" | Ballast: 6,600 | Water: 170 gallons (2 x 85) |
| Beam: 14' 8" | Draft: 7' | Holding: 80 gallons (2 x 40) |
| Mast Height: 62' | Heads: 2 (Electric & Manual) | Showers: 2 |
| Cabins: 4 | Cabin head room: 6 ½' | |
| Berth mattress: | Forward: 80" l x 52" w (head), 24" w (foot) | |
| | Aft: 80" l x 54" w (head), 24" w (foot) | |

Year built: 1995

Years Renovated/Refit: 2006, 2009, 2011, **2019-2024.**

Sails: Fully battened main with 3 reefs, lazy jacks; 130% roller furling jib; cruising spinnaker with sock.

Engine: Yanmar 80hp turbo w/ feathering
MaxProp easy - 4 blade (2024)

State-room: 4 doubles, plus convertible dinette



1. What's New

- **Overall length:** With the new davit and tender stored, MBY now measures approximately 50 feet in overall length (used for marina berthing only)
- **Chart Plotter Handhold & Layout:** A new stainless-steel handhold surrounds the chart plotter. The multifunction displays have been angled towards the helm for improved visibility.
- **Honda 9.9 outboard:** The new Honda outboard motor enables the dingy to get “on a plane” with 1 to 3 individuals aboard. It features forward, neutral, and reverse gears.
 - ✓ Disconnect the fuel line from the outboard after each use to prevent gas vapors from entering the carburetor, especially in hot weather.
 - ✓ Do not attempt to remove the outboard from the tender or tow the tender behind the sailboard.
- **A/C panel:** Updated with a new double-pull A/S breaker switch featuring a Polarity light. If the red polarity light illuminates, there's a serious **Polarity Issue**. Turn off the switch and check the dock power pedestal or cord.
- **Max Prop 4 blade:** Enhanced forward power and smoother operation. Provides improved low-speed maneuverability, particularly in reverse.

2. Alarms: CO, High Water, Raw Water Flow & Smoke (New for 2022)

We have installed new alarms to monitor various safety systems. These hardwired alarms can be viewed and deactivated from the Maretron monitor display (page 3) at the Nav Station. The audible alarm is situated behind the upper left panel and is loud enough to be heard outside the cabin.






















- **High Water Alarm:** Monitors water levels in case the bilge pump fails, and water rises above the bilge. Located near the bilge.
- **CO Alarm:** Monitors CO2 levels, positioned under the Nav Station near the seat.
- **Engine Raw Water Flow Alarm:** Monitors intake flow of seawater to the engine. Alarms will activate if water flow is insufficient or absent due to pump failure or obstruction. Please shut off the engine to prevent overheating. Located in front of the engine, after the raw water strainer.
- **Smoke Detector:** Positioned at the Nav Station near the ceiling in the corner.

3. Anchor Operations

Primary Anchor: 66-pound oversized Bruce anchor mounted on the bow, with 230 feet of 3/8-inch chain marked every 25 feet with yellow paint and zip ties for clarity. A 20-foot anchor bridle/snubber must always be secured to the anchor chain when underway to eliminate windlass tension when deployed.\

Windlass: Electric Lofrans Tigres windlass with foot controls. The windlass circuit breaker is located under the bottom companionway step. When at anchor, tie the snubber to a boat cleat, not to the windlass cleat, to avoid strain on the windlass.

Secondary Anchor: 44-pound Bruce anchor stowed in the anchor locker with 50 feet of 3/8-inch chain and 130 feet of rod

| Anchor Feet Color Chart | | |
|---|--|--|
| Yellow Zip Tie = 25' | Red Zip Tie = 50' | Green Zip Tie = 100' |
| 25' =  | 125' =   | 225' =    |
| 50' =  | 150' =   | End = All Colors     |
| 75' =   | 175' =    | |
| 100' =  | 200' =   | |

Deploying the Anchor:

- a. Activate windlass circuit breaker.
- b. Check tide tables for current water levels and anticipated high and lows.
- c. Ensure a comfortable anchoring depth, accounting for tidal variations (suggest 10-15 feet minimum plus tidal drop).
- d. Review weather report (WX 4-7).
- e. Select anchoring spot, observing nearby boats.
- f. Position boat 2-3 boat lengths upwind of the desired anchor location, considering depth sounder readings plus freeboard and transducer depth.
- g. Use chart plotter and forward sonar to confirm depths around the anchor spot.
- h. Stop over the anchor location.
- i. Foredeck crew takes command. Push anchor forward with shank level to prevent it from hitting the hull during deployment.
- j. Carefully lower anchor without swinging. Use the foot button or ease wildcat brake with handle. Lower chain to depth sounder reading depth.
- k. Signal helmsman to engage reverse at idle speed while deploying rode to desired scope.
- l. Once anchor sets, stop boat in reverse idle. Monitor surroundings for movement.
- m. Secure snubber to deck cleat(s). Ensure the windlass is not tensioned.
- n. If high winds are anticipated, increase reverse rpm's to test anchor and/or increase scope, if space permits. (e.g. 1,000 rpms for 20 knot winds, 1,250 rpms for 25 knots, 1,500 rpms for 30 knots).
- o. Deploy secondary anchor if expecting severe weather.
- p. Optionally, deploy shore line for a "Stern Tie" in small cove or reduced swing using reel in starboard lazarette.

To retrieve:

- a. Start engine.
- b. Use retrieval foot switch to bring up anchor. Avoid using windlass to tow the boat.
- c. Retrieve anchor in 20-second intervals. Disperse chain "mountain" with mop handle to prevent dragging over hull.
- d. Listen for windlass labor as the remaining rode approaches water depth. **Break out anchor with engine, not windlass**, if necessary.
- e. Nest anchor without chipping hull. Use windlass to bring shank over bow roller, releasing switch when horizontal.
- f. Secure anchor to windlass cleat with snubber and slack chain.
- g. Wash muddy chain or anchor with dock line and bucket until water runs clear.
- h. After nesting anchor, secure to windlass cleat with snubber and slack chain on windlass.
- i. If chain or anchor is muddy, attach a dock line to a bucket and wash down until exit water is clear.

4. Barbecue

The Magma Catalina 12" x 18" stainless steel BBQ, fueled by propane, is mounted on the stern rail. A hose from the port propane locker provides a permanent connection to the large auxiliary propane tank. A stainless-steel BBQ cleaning brush is conveniently attached with an SS lanyard for easy cleaning once the BBQ has cooled.



5. Batteries

The system is automatic, using a combiner. Please leave the switches alone during the cruise.

Battery switches are red "handles" under the bottom companionway step. Horizontal is "on"; vertical is "off". Starboard switch is Starter bank, middle switch is emergency combiner in case the engine battery is down (designed not to occur because all house electrical loads are on the house bank); port switch is House bank, then windlass; yellow switch pointed down is on.



Battery voltage displays are at the nav station:

Engine start battery: large red digital voltage readout Xantec Link-10 at the forward end of the nav station. Battery is located under the starboard settee, aft. (Single Group 27, sealed)



House bank: The small round black Xantec Link-10 Amp meter in the nav station electrical panel, right of the Xantec Link-10, displays green lights along the top. Four green lights, with last one blinking, three greens are acceptable; if only two lights show, they will turn yellow. This means you have emptied your electrical fuel tank and it's time to recharge. Please start the engine or hook up to shore power (with

battery charger switch on 110V panel "on"). If only one light illuminates, it will turn red, indicating battery voltage is dangerously low and permanent battery damage will result.

Each time you press "SEL" you will get one of the four readings displayed below:



Voltage



amp draw



amp hours drawn down 27.5*



54.7 hrs. left at current draw

* **Note:** beyond "100" causes damage to batteries

Below the row of green lights are four different "indicators". Note the location of the small round green light in each photo. From left to right you will see with sequential pressings:

- house bank voltage
- rate of amp hour charge or discharge (Ex. "27.8" is charging, "-8.3" is discharging)
- amp hours consumed (i.e., -50 means 50-amp hours consumed, 150 remaining)
- hours of battery life remaining at current rate of consumption. During charge, this will display "CCC".

The house bank consists of 4 x Group 27 95-amp hour sealed deep cycle batteries located under the forward edge of the port aft cabin cushion. They total 380-amp hours, of which about 190 are "usable". Below 200-amp hours (or below 12 volts at rest) permanently damages the batteries.

When the engine is running, both banks are charged by a high output 100-amp alternator.

Under shore power, both banks are charged by a Professional Mariner Protech 4 1220 Battery Charger located on the forward edge of the port cabin aft stowage, underneath the cushions.

Use the master double pull switch to turn off all A/C power before disconnecting from shore power. The A/C breaker panel has individual switches for the various A/C powered items.



Caution: please **exercise care** if children are playing near the battery switches. Turning them with the engine running could destroy the diodes on the alternator.



6. Berths & Bedding (New 2020 & 2023)

All four staterooms are generously sized doubles, with the aft staterooms being slightly wider at the shoulder areas.

Aft staterooms: Approximately 5 feet wide (narrowing to 4 feet near the stern) x 7 feet long.

Forward staterooms: About 4 ½ feet wide (narrowing near the bow) x 7 feet long.

The salon table converts into a large berth for 2-3 people. Simply loosen the tensioning handle on the pedestal by about half a turn while lowering it with a couple of people. An additional cushion is available upon request to complete the conversion. Refer to the photo on the right for the finished setup.



The yacht is equipped with 8 pillows, four comforters, and four sets of sheets. For additional linens, please inform San Juan Sailing staff at least a week before your arrival, and they will be happy to provide them.

7. Bilge Pumps

Emergency Hand Bilge Pump – This hand operated pump is located at the starboard helm station. The bilge pump handle is in the starboard helm lazarette, attached to the underside of the helmsman's seat.

Electric Bilge Pump – For normal operation, just leave it set to "auto". The automatic float switch activates the 12-volt pump in the bilge, located under the center bench seat, forward end. Note: in default, the float switch activates the bilge pump (located under the nav station). For manual override due to emergency situations, flip the circuit breaker labeled "Bilge pump" to "on". May need to remove fuse to stop. (See Nuances)

Note: The engine features a dripless PYI shaft seal to promote a dry bilge.

8. Bow Thruster (New 2023)

Before leaving or entering a marina, please activate the bow thruster.

- First make sure the circuit breaker on the nav station electrical panel is "on".
- Secondly, at the starboard helm control, depress the red button while nudging the joystick to starboard for 1-3 seconds. A beep tells you the thruster is "awake".
 - It's powerful, so watch your stern when leaving the dock...the bow thruster will pivot your stern into the dock.

9. Chart Plotter (Installed August 2019)

The Garmin GPSMap 8610" color chart plotter is mounted in a hub that will rotate 345 degrees. Select Home from any screen to return to the "Home Screen."

Tips and Shortcuts:

- **Find the Navigational Chart**
 - Press the Home button, select the Nav Chart icon.
- **Zoom In & Out**
 - Pinch two fingers together to zoom out.
 - Spread two fingers together to zoom out.
- **Returning to Vessel's current location**
 - Press the Stop Panning icon
- **Chart Orientation**
 - Home > Chart > Options > Layers > My Vessel > Heading Line
- **Course over Ground (COG)**
 - Home > Chart > Options > Layers > My Vessel Heading Line > Source > COG & HDG
- **Display Brightness**
 - Press to turn on the chart plotter.
 - From any screen, press the start button repeatedly to scroll through the brightness levels. (This can be helpful when the brightness is so low you cannot see the screen)
 - Or Select: Settings > System > Display > Backlight
- **Clearing Pre-Existing routes and tracks**
 - Select Where To > Tracks > Clear Tracks
- **Transmitting Radar Signals**
 - Turn on the chart plotter. (If necessary, the radar warms up and a countdown alerts you)
 - When the radar is ready, Home menu > Radar > Transmit Radar.
- **Radar Overlay**
 - There are two charts that have the radar overlay as default. (MBY Split, right chart and basic main chart.
 - The XMitOff icon on the chart is use to turn on or off the radar. To turn on radar, open the chart screen and press the XMitOff icon to Transmit Radar.
 - Press power button > Radar To Standby from any screen to quickly stop radar transmission
- **AIS Overlay & Target**
 - AIS signal reception is turned on by default. Select Settings > Other Vessels > AIS > Off.
- **My Vessel Layer Settings**
 - Menu > Options > Layers > My Vessel > **Choices of:** Heading Line, Active Tracks, Wind or Compass Rose display.
- **Viewing a List of Routes and Auto Guidance Paths**
 - Select Where To > User Data > Routes & Auto Guidance Paths
- **A green light on an option indicates the option is enabled.**



Note: Please to **NOT** clear or reset the Total mileage. Use the Trip Milage to reset.

See Product Manual located in binder or Garmin's website for on-screen buttons for a complete overview & instructions.

10. Cockpit Cushions

There are 5 dark blue foldable “Sport a Seat” canvas cushions aboard. You can either lay them flat like a conventional cockpit cushion or flip the back up for comfortable back support at the helm, in the cockpit, or even for sunning on the foredeck.

Please Note: Do not set the cushion up against the Port side helm station. The metal in the seat will affect the compass. Lying flat on the lazarette or again the cockpit is fine

To engage the “ratchet” positioning of the back, lay the cushion flat, then left back to the desired position. To return to flat, pull it closer than 90 degrees, then release. Please stow the cushions in a stateroom or tuck them under the dodger for dew/rain at night. Thank you for your care!

11. Depth Sounder & Forward Vu (Installed 2021)

Misty Blue Yonder is equipped with a Garmin depth sounder featuring a cockpit display at the starboard helm and center console. The vessel draws 7 feet of depth.

The depth sounder is calibrated in feet and reads from the transducer, positioned approximately one foot below the waterline. While it provides a reading from just below the water's surface, it's **important not to rely** on this as a safety margin. Rocks and docks pose significant hazards in our waters. Avoid sailing in depths less than 30 feet while cruising, or 15 feet in anchorages; we've previously touched bottom in 8 feet of water.

To activate the depth sounder, use the “Navigation” circuit breaker.

Keep in mind that depth sounders can sometimes give false readings in deep water. In the San Juan Islands, depths of 400-600 feet are common, and the transducer's sensitivity may amplify readings due to changes in water density, salinity, or underwater debris.

Due to these potential depth reading variations, especially in very deep water, it's advisable not to rely solely on the depth alarm. Always verify your position on the chart.

Remember, the depth sounder alone cannot guarantee avoidance of rocks. In some areas, the water depth can change rapidly from hundreds of feet to potential hazards. Ensure your Navigation and Safety Officer monitors your position on the chart, particularly where rocks are marked. Use the chart plotter with zoomed-in views as a double-check. As you zoom out, small areas of potential rocks or shallow areas may disappear from the chart.

We've installed a Garmin Panoptix FrontVü Forward Transducer to enhance collision avoidance with submerged obstacles. FrontVü offers real-time visibility of underwater obstructions up to 300 feet ahead as you approach.

The transducers are located beneath the starboard forward stateroom floorboard.



12. Dinghy (New 2022) & Outboard

Our tender, named 'Ashera', is an 11 ½-foot, 161 lb. Hypalon Inflatable Boat capable of carrying up to 1,320 lbs. or 5 individuals.

Its V-section design provides a dry and comfortable ride even in choppy waters. The 350 model features an ultra-strong double floor and a watertight forward storage compartment.



For storage, the dinghy is best kept on the davit. Do not tow it with the outboard engine attached. When using the cabin heat, ensure the painter is not near the heater exhaust (located on the port side) to prevent melting.

Barnacle-encrusted rocks can damage the dinghy bottom. It's advisable to approach shore with weight aft, step carefully off the bow, and carry—not drag—the dinghy well above the high-water mark. A repair kit is stored in the forward cockpit locker for emergencies.

The 9.9 hp Honda 4-cycle outboard engine uses straight gas. After each use, disconnect the fuel line from the outboard to prevent gas vapors from entering the carburetor, especially on hot days. The engine has forward, neutral, and reverse gears. Do not attempt to remove the outboard yourself. In the case of saltwater submersion, you will be responsible for replacement costs.

For safety, never store fuel in any sailboat compartment. It is courteous to return the outboard topped off from the spare tank.

Outboard procedures:

- a. Hook the fuel line to the outboard motor.
- b. Open fuel vent (top of cap)
- c. Pull choke all the way out
- d. Pull on starter rope
- e. Immediately after start, gradually reduce choke until fully depressed.
- f. For safety, secure red coiled wrap around your wrist. If you fall overboard, the coiled wrap will automatically kill the outboard.
- g. Release outboard pivot bracket as you near shallow water, lift shaft clear of any obstacles.
- h. Kill engine by depressing red button or pulling out red coiled wrap.
- i. Note: It is easy to flood the carburetor. If outboard does not want to start, wait for a bit, check fuel first, then be sure black bracket on red coil wrap is fitted properly under the red kill switch. It is easy to flood the carburetor.

13. Dinghy Davit (Installed 2022)

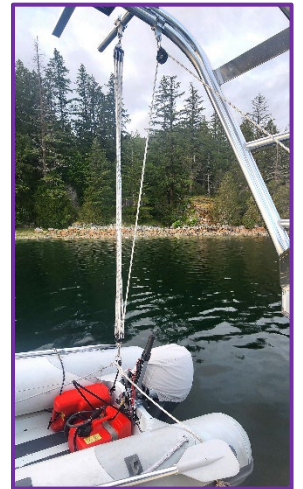
The Dinghy Davit is an aluminum tower designed to hold both tender and solar panels. The engine is permanently stored on the tender and should never be removed from the dinghy.

To raise the tender, pull on both sides of the lines and secure them mid-range up the davit using the cleat. You can use the cabin winch to assist in lifting the engine side of the dinghy. It's advisable to keep the engine side slightly lower than the bow to aid drainage (ensure the plug is

removed). Additional lines can be tied to the stern handhold to facilitate easier handling of the stern during removal of the plug.

Secure the boat by attaching lines from the bow and stern of the dinghy to the cleats on the davit. In rough seas, use tie-down straps secured to the boat's cleats. Store extra lines on the Davit.

For installing or removing the boat plug, use the anchor hitch method to help bring the dinghy's stern closer (refer to the picture).



14. *Dodger & Bimini (Installed March 2020)*

Has hand grabs aft and on both sides for safety. Please minimize touching the “glass”. If you get salt crystals from spray, please rinse off with galley fresh water.

If you or your guests use aerosol sunscreen, please apply far away from the dodger. Sunscreen will destroy the panels

15. *Engine (Installed 2022)*

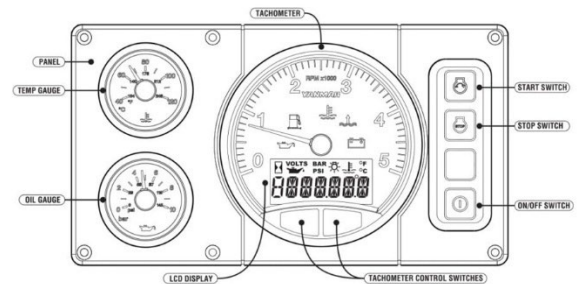
2022 Yanmar 4JH80 engine, 80hp 4-cylinder turbo-charged diesel with PYI dripless shaft seal on a 30mm shaft and 3 blade feathering Max-prop.

Oil dipstick access is via a panel in the starboard aft cabin. The engine is not known to use oil; nevertheless, spare oil lies just below the dipstick in the engine compartment.



Starting procedures:

- a. At the starboard helm, make sure the lever is in neutral position.
- b. Push the Power Button on Yanmar panel.
 - i. If alarm lamps are on, everything is functioning correctly.
- c. Press the top Start button until the engine starts.
 - i. Do not press the button for longer than 15 seconds
 - ii. Warning Tone will come on if engine has not been started with 1 minute.
- d. Listen/look for water coming from aft end of starboard hull.
 - i. **New:** The Engine Raw Water Flow monitors the intake flow of the water from the sea going to the engine. Alarms will occur if no or low water is flowing to the engine due to obstruction or failure of pumps. Please turn off engine to prevent overheating. Location is in front of engine after raw water strainer.
- e. Warm engine no more than 2 minutes. (Most engines are idled too long, resulting in carbon buildup.) If in a marina, start the engine just before losing lines.
- f. Please pause 1-2 seconds after the “click” into gear before accelerating, to protect the transmission. And of course, always pause 1-2 seconds when switching from forward to reverse. A good habit is to say aloud “forward-neutral-reverse”.
- g. **Important:** Turn on engine compartment blower fan, if operating above idle, to prevent excessively elevated temperatures from occurring in the engine compartment. This could lead to overheating the engine. Button is above start switch.



Running (flat water, no current):

- 1000 rpm yields a 'marina speed' of approximately 3.3 knots. (Alternate between Neutral and Idle Forward for speeds under 3.3 knots.)
- 1400 rpm is 'anchorage/marina' speed (approximately 4.6 knots @ 0.4 gal/hr; range: 460 nm*)

- 1800 rpm is 'economy' cruise (approximately 6.2 knots @ 0.7 gal/hr; range: 355 nm*)
- 2000 rpm is 'balanced' cruise (approximately 7.0 knots @ 1.0 gal/hr; range: 280 nm*)
- 2200 rpm is 'comfortable' cruise (approximately 7.5 knots @ 1.3 gal/hr; range: 230 nm*)
- 2600 rpm is 'fast' cruise (approximately 8.2 knots @ 2.1 gal/hr; range: 155 nm*)
- 3000 rpm is 'max speed' cruise (approximately 8.5 knots @ 3.3 gal/hr; range: 100 nm*)
- 3200 rpm is maximum rpm cruise (approximately 8.7 knots @ 4.2 gal/hr; range: 85 nm*)

* Range is calculated with a 25% fuel reserve for safety. Sea state, currents, and wind will affect actual results.

Hint: Cabin heater use will affect fuel consumption. Also note that the boat wants to pull to port when at cruising speed or above 2200 RPM's.

Shutdown:

- a. Please allow a 2-minute cool down after running at cruising speed; mainly if you shut down after the wind comes up (not necessary to cool down after entering marina or anchoring, since the lower rpm will have cooled engine.)
- b. Push the Stop button on the engine panel until the engine stops, then press the Power button. This engages the electric shutoff solenoid. There is no separate stop lever.
- c. After turning off engine to sail, slip into reverse momentarily to stop prop counter-rotation and feather the Max-prop. Then return to neutral so that you don't accidentally start the engine in reverse.
- d. If open up the engine compartment doors, it will warm up the rooms and allow faster cooling of the engine compartment.

Note: The gearshift is sensitive, it needs to be exactly middle, or it will slip into either forward or reverse.

Engine overheat:

If the alarm sounds, or steam comes out the exhaust, the engine has overheated. (The alarm will also sound in case of low oil pressure or failure to charge batteries.) Check for the amount of water coming out the exhaust. If it is little or none, the most probable cause is eelgrass plugging the raw water strainer, located at the forward starboard end of the engine. Access by sliding the two latches below the bottom companionway steps and lifting the two bottom steps slightly up and then away. The strainer is just above the water line, so you should be able to clear it with the seacock left open. If there is still no water coming out the exhaust, put Vaseline or a similar substance on the lip of the raw water strainer to assure a better seal.

As an added precaution, there is a grate below the hull to deter eelgrass and other debris. As a result, she has not yet had a clogged strainer.

(Note: The raw water impellers are replaced annually as part of the preventive maintenance program.)

If the engine overheats with adequate water flow out the exhaust, check the coolant level in the engine (plastic expansion tank accessed port aft cabin). Add water if necessary (spare coolant in front of the engine).

16. Fuel

Misty Blue Yonder's 53-gallon (200 liter) diesel fuel tank is located under the starboard stateroom cushion.

The gauge is viewable on the chart plotter **Fuel and/or Engine Gauge** page.

- Press the Home button.
- Click Vessel.
- Then Fuel or Engine option



If the tank is topped off to the fill hose, the tank will distort, and some diesel can seep out of the tank and into the bilge.

Fuel fill is starboard, aft, indicated by the **red** cap labeled "Diesel".

Fueling: In the cockpit locker there are rubber gloves and fuel absorbent pads. Before fueling, you may wish to build a fuel absorbent dam fore and aft in case of overfill (reaching for the pads after the spill is too late.).

Please don't fill too fast, track how many gallons are in, keep your ear to the fill, listening to any gurgling, monitor the gauge occasionally while filling.

17. Heads and Holding Tanks

Note: Using the heads correctly can help create your time on the vessel a great experience. Using them incorrectly can lead to a much less than optimal experience.

The **Rule of the Sea** is: The person who plugs the head, unplugs the head.

Experienced sailors' rules:

- To avoid the "rule of the sea" above, nothing goes down the toilet that hasn't been eaten, including Cherry Pits. Please place **feminine articles and toilet paper** in the waste basket, bio-degradable or plastic zip lock bag... This **cannot be emphasized** enough; it makes for a much more pleasant cruise... Habit on land is hard to break. Unfortunately, every year someone ignores this rule, and a head gets plugged up.
- Those items will plug the lines and/or damage the pump, resulting in the inability of using the head completely, thus leaving human waste remaining in bowl.
- Gentlemen at Sea sit down to pee (while underway or anchored in rough weather).

The aft head toilet is electric and uses salt water. (New toilet, pump & hoses 2023)

The forward toilet is a Jabsco standard manual. On this, please always turn the handle to "closed" (dry bowl) as a precaution against sinking the boat.

Operation of electric toilet:

- For liquid effluent, push & hold bottom switch right to empty bowl (no filling) and/or top switch to the right to fill and flush at the same time.
- For solid waste, push & hold bottom switch left to fill the bowl to desired level, then push & hold right to macerate & empty bowl (no filling) and/or top switch to the right to fill and flush at the same time.



Operation of manual toilet:

For liquid effluent:

- use the toilet.
- pump 2-4 times in “dry bowl” to empty.
- flip switch to “flush” position.
- pump 3 or 4 times to bring in and flush out “fresh” saltwater.
- flip switch to “dry bowl” position.
- pump until bowl is empty.

For solid effluent:

- flip switch to “flush” position.
- pump 3-5 times to bring in supply of “fresh” saltwater.
- use the toilet.
- pump **15-18 times** to move solids into holding tank.
 - Very important procedure to insure the solids waste doesn't build up and clog lines
- flip switch to “dry bowl”
- pump until the bowl is empty.

Y valves: Each head has an exposed Y valve on the wall near the toilet. The arrow on the short end of the handle points to either “overboard” or “tank”. USCG regulations require effluent go into holding tanks in US waters, regardless of water depth and tidal flushing action.

In Canada, though the ecology is the same, holding tanks are only required to be used in shallow “no discharge” zones, normally anchoring bays and marinas up to 12 miles from land. Exercise your judgment. It is advised that in shallow bays and marinas, where solid effluent has an adverse effect, use shoreside facilities or the holding tank for solids. The state director of saltwater quality informed us that liquid effluent from boaters has no adverse effect on water quality; nevertheless, its discharge is not permitted by USCG regulations. Yet, this information may be helpful in emergency situations, knowing it is preferable to switch the Y valve to overboard for liquid effluent than to have tanks overflow.

Holding Tanks:

Forward: 40 gallons, located at the bottom of the sail locker. Accessed by removing fenders and/or spinnaker from sail locker. *(Normally no need to access, unless opening a closed seacock to discharge tanks to open sea; Canadian waters only & 12 miles from land)*. Seacock is normally left open.

Aft: 40 gallons, located under and between the two cockpit helms. Accessed by lifting the cockpit sole hatch between the wheels. *(Normally no need to access, unless opening a closed seacock to discharge tanks to open sea; Canadian waters only & 12 miles from land*. Seacock is normally left open.

A red light near each toilet illuminates when the holding tank is full.

Tank level monitors are installed for both port and starboard tanks. The levels may be viewed on the Maretron DSM410 (2nd page) located at the Nav Station. The screen is set to display percentage full. (Scrolling through the different pages will show varies additional displays.

Holding tanks can be emptied two ways:

- a. **Pump Out:** (preferred method): Each tank has a deck fitting painted black and labeled “WASTE” for use at a pump out facility or by portable pump out cart.
- b. **To Sea:** Canadian waters only & 12 miles from land. Assure the “Red Macerator” circuit breaker (located on the DC panel) is switched on. Press red lighted switch on and it will empty a full holding tank (normally about 5 minutes).



Note: The holding tanks seacocks need to remain open during discharge.

Don't use a holding tank when the red light is illuminated on the “tank” monitor in each head. Please do not overfill the holding tanks, or effluent will overflow through the vents, which yields foul odors, dirties the hull and, if solids clog the vent, prevents the holding tank from either filling or emptying. This shuts down the toilet. In a worst-case scenario, you can explode the holding tank!



Depending upon the number and type of flushes above, and the number of people aboard, the holding tank may be a day or two of usage.



Hint: you may find vinegar and vegetable oil on the forward head shelf. Every few days, it is best to put about a cup of vinegar down the toilet, flush it, then follow it up with a couple of tablespoons of vegetable oil to lubricate the gaskets. It can make an amazing difference in ease of operation.

18. Heating System



The Webasto 90S diesel-fired thermostatically controlled hydronic (circulating hot water) boiler system features forced air fan-driven radiators in each of the four staterooms, plus the main salon. Each room has its own “high”, “low” and “off” rocker switch for customized “per cabin” comfort. The heater draws from the main diesel fuel tank.

The heater warms the domestic hot water somewhat to take the edge off in the morning before the engine fires up.

Operation: To activate the heater, simply flip the chrome toggle switch next to the thermostat at the nav station to “on”. A fan control green light indicates the heater is activated. Set

the thermostat to the desired temperature. Because the circulating water must first be heated before the radiator fans are activated, it takes about 10-15 minutes before you feel heat.

Note: if the engine is running and the heater is “on”, the heated engine coolant will automatically heat the furnace blowers to reduce heater diesel consumption.

When it's cool, turn on the cabin heat to take the chill off in the morning, and sometimes in the evening. After "at temperature" has been achieved, it is best to usually turn it off. It is best to always turn the heater "off" at night, both to sleep cool and to avoid the clicking sound of its electric fuel pump which is the loudest in the aft starboard stateroom.

19. Inverter & charging points

A/C: At or under the nav station seat, two portable 12v/110v inverter plugs into the cigarette lighter type 12v receptacle. It's handy for charging cameras and cell phones. It does not have sufficient wattage to power a hair drier (excessive draw may burn the fuse in the cigarette receptacle wiring). A second inverter, located in the cabinet above the freezer, powers the television.

D/C: There are USB charging point panels at the Nav Station and in every stateroom. 12v DC plug in are at the Nav station and in the Starboard aft stateroom.

20. Knot meter

There are two speed readouts: speed through the water (registered at starboard helm), and speed over ground (registered by the GPS on the chart plotter, which takes the effect of current into account).

The impeller is under starboard forward stateroom floorboard. If you catch eelgrass on the impeller, it may read 0.00 or other false readings, in which case you can try to clear it by traveling in reverse.

21. Life Sling

The Life sling just outboard of the starboard steering station is rated best in person overboard recovery. Review the cartoons on the face of the bag for procedures. The lanyard is secured to the boat so that tossing the floating harness allows it to tow behind the boat like a ski tow rope. Circling the person overboard will draw the recovery line near them.

The low swim platform and short walk through transom simplifies crew recovery (and dinghy use).

22. Lighting

All lighting is operated by a switch either location next to the light or at a light switch on a pane, wall or ceiling.

The Nav station and kitchen lights are either a White/Red or multi-color features for night sailing.

23. Radar (Installed September 2019)

The Garmin Fantom 18" Plus radar.

It is best to leave the radar on "standby" unless needed, because it has considerable power drain.



Please do not navigate at night or in fog. If there is fog, stay at your mooring until it lifts. Safety of you, your crew, and the boat is paramount.

The radar is intended in case you are unpredictably enveloped in fog while underway.

24. Refrigeration

There is a large refrigeration compartment, plus a separate freezer compartment.

It operates on 12V batteries and there is adequate battery capacity to leave it on continuously. The ideal setting for most people on the clockwise dial is to point the dial straight aft. Anything more will freeze your lettuce.

25. Sails

General Sailing Comment: Without a doubt, this remarkable sailing boat ranks among the finest ever to grace the seas. It performs exceptionally, gliding effortlessly in gentle breezes and demonstrating impressive stability as winds grow stronger. While the boat is adept at navigating diverse conditions, it's advisable to seek shelter or stay put if a storm looms on the horizon. Should you find yourself caught in a sudden gust, rest assured that the vessel has been meticulously readied with your safety in mind. As winds intensify, Misty Blue Yonder instills a reassuring sense of confidence, maintaining an excellent balance with minimal weather helm. To ensure optimal sailing comfort, it's best to keep the boat at a heel angle below 20 degrees.

All lines lead aft to the cockpit.

Mainsail (New 2021): The Tri Radial sail features full battens, a loose foot, lazy jacks, and three pre-rigged reef points. The clew reefing lines are led aft to the cockpit's port cabin top winch.



If the lazy jacks aren't already secured to the mast, consider slacking them and leading them forward to prevent the leech from fouling during hoist. Typically, the main halyard is secured either to the end of the boom or to a turnbuckle on the starboard standing rigging.

For easiest hoisting, have one crew member haul on the main halyard at the mast's portside, while another takes up the slack in the cockpit. Using this method, the mainsail typically reaches about three-quarters of its full height.

To achieve a nearly complete hoist, instruct the crew at the mast to pull the halyard straight out (like drawing a bow) as the cockpit crew takes up the slack on the release. Several pulls like this should bring the sail within a few inches of full hoist.

Utilize the two-speed cabin-top winch for final luff tensioning. Trailing tell-tales are included to assist with mainsail trimming.

For optimal sailing performance, maintain a touch of mainsail luff with the tell-tales flying straight. Set sail shape with the multi-purchase solid vang using the mainsheet, secure it with the vang, and ease the traveler as the boat eases off the wind.

To flake the main, first tension the lazy jacks and then secure them to the mast-mounted cleats. After flaking and tying the mainsail to the boom, secure the main halyard to the boom's end, shroud turnbuckle, or its own line for the night. Finally, loop the lazy jacks under the gooseneck reef hooks, re-tension, and put on the boom cover at the cruise's end.



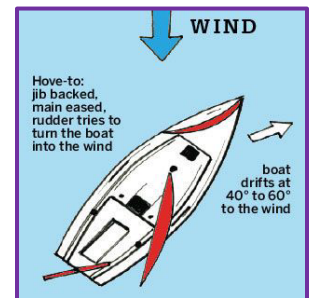
Hint: if the lazy jacks slap the mast, secure them tightly under the washers of the reefing horns, as shown in the photo (especially when sailing in a good breeze) or else move them outboard of the flaked sail luff. Either method moves them away from the mast and avoids mast slap. In higher wind conditions, put them outside the boom cover, which gets them away from the mast.

Reefing: We recommend reefing when sustained wind speeds exceed 15 knots. To do so, first release the mainsheet and boom vang, then ease the main halyard while a crew member attaches



the tack ring to the gooseneck hook. Next, tension the halyard to the desired reef point and secure the single line clew reef. Once the reef is in place, re-tension the mainsheet and boom vang.

Note: When dealing with stronger winds, reefing is easiest when the boat is in the Hove-To position, which involves steering the boat into the wind and backing the headsail to maintain a stable position.



Genoa, Harken Furler and forestay (New 2023):

The primary winches for the 135% genoa (Harken roller furling) are chrome two speed self-tailing Harken 50.2's.

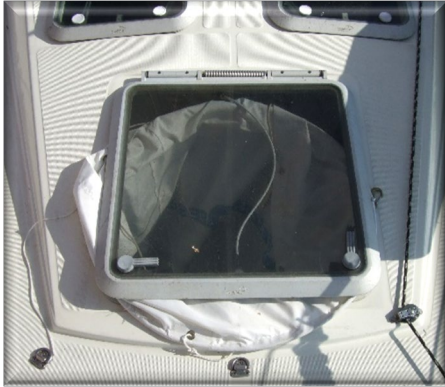
The genoa fairleads are adjustable underway with the control lines in the cockpit...very handy to move the fairlead forward when sailing off the wind. The best fairlead position for close hauled is in line with the aft edge of the nearby deck hatch.

Cruising Spinnaker:

If you have experience with a cruising spinnaker, you are welcome to use this sail in light wind conditions. However, if you have not previously employed a cruising spinnaker, please refrain from doing so as inexperience can lead to potential difficulties.

Available upon request, the spinnaker is stored in the forward sail locker. The asymmetrical cruising spinnaker is designed for beam to broad reach sailing in breezes of up to 15 knots true or 10-12 knots apparent. To set it up, attach the tack lanyard to the shackle located just below the jib furling drum.

The sheets and turning blocks are kept in the spinnaker sock bag. To utilize the spinnaker, hoist the sock with the green spinnaker halyard and raise the sock as demonstrated in the accompanying photos.



1 – Open sock in sail locker



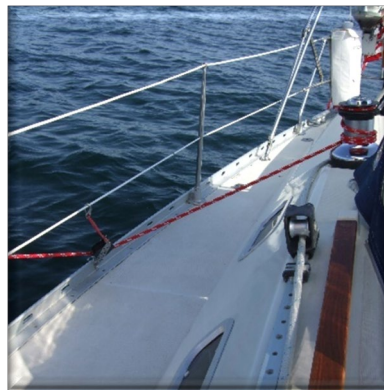
2 – Attach halyard



3 – Hoist sock



4 – Attach tack as shown



5 – Attach blocks/run sheet(s)



6 – Raise sock



7 – Continue sock raise



8 – Take up sheet slack



9 – Trim sheet, edge of luff curl

To jibe, it is better to lower the sock and running sheet to other side.

To douse, reverse the above sequence.

* Spinnaker snatch blocks are in a mesh bag in the Starboard lazarette Tackle & Blocks bin. There are additional blocks locating in the sail supply bin located in the aft settee storage area (forward of nav station).

26. Shower

Both heads incorporate a shower. Extend the sink faucet and place into the shower holder—or just hold it and wet yourself down. Please activate the shower sump circuit breaker at the nav station before showering. After showering, press the black sump pump switch down until you hear the pump no longer under load.

Thank you for drying the mirrors after use to prevent premature failure.

27. Solar Panels *(New 2022)*

The Solar array panel located on top of the Davit is a LG NeON R LG435QAC-A6 435W Solar Panel. Maximum rated power of 435 watts, 41.1v and 10.59 amps. It is all automated; there is no adjustments or control.

28. Stereo

There are two JBP Bluetooth portable speakers: One in the cockpit and the other hanging on the ceiling in cabin.

29. Storage *(Including Emergency Equipment)*

The refrigerator boasts a large capacity, allowing for the storage of optional refrigerated items. For optimal organization and easier access to these items, feel free to utilize the provided plastic storage containers:

Food:

1. Salon Center Settee: Conveniently located opposite the galley counter, the under-settee storage of the center island settee is both spacious and easily accessible.
2. Center Console: The top drawer of the center console houses various spices for cooking.
3. Large Standing Cabinet (Forward, Port): This custom-designed, large locker features three slide-out trays, making it one of the most convenient storage areas on board. Mainly used for cutlery, pots and pans, and other galley ware, don't forget to use the adjustable teak tray heeling stops to prevent damage when the boat is heeled to starboard.
4. Under Forward Settee Cushion: A sizable storage compartment is available under these cushions.
5. Behind Settee Cushions: Ample storage can be found behind the starboard settee cushions. While less accessible, additional space is available under the starboard settee cushions.
6. Above Galley Counter Cabinets: The cabinets above the refrigerator and freezer offer a considerable amount of storage space.
7. Under Forward Stateroom Cushions: Generous storage is located under the forward stateroom cushions and can be accessed with ease.

Clothes:

Each cabin has a hanging locker, a cabinet, and stowage compartments. Forward cabins have 2 drawers.

Tools:

Under the aft settee cushion.

Emergency supplies (extra batteries, first-aid kit, flares, flashlights, horn, etc.)

In the navigation station side compartment, Lower & Upper.

Fire Extinguishers are located in the Forward Port Cabin, under the galley sink & Navigation table seat & in the cockpit table storage.

Fenders:

Stored in the sail locker forward; droop the fender lines over the top rung of the sail locker ladder for easy retrieval.

Cooking utensils:

In the forward galley cabinet (above) and under the counter just forward of the stove in a slide out cabinet.

(**Note:** the teak pull insert recessed in the door; please do not pull on the push/pull lock knob. Sometimes it is easy to forget to lock this cabinet before sailing, and it can slide dangerously out; just push the button in.)

Lines

Dock Lines - Starboard lazarette

Halyard and sheets – Anchor Locker, starboard lazarette & spares in forward port v-berth

Trash:

You'll find a large plastic trash container conveniently located under the galley sink and smaller ones under the sinks in each head.

If you prefer to accumulate trash in a large trash bag, please compact it first by stepping on cans and containers. For storage, carefully stow the bag in the cockpit stern floor compartment, which can be accessed between the two helms.

Since this compartment also provides access to the steering quadrants and cables, ensure that any trash bag is securely positioned well forward in the compartment to avoid interference.

30. Stove

The four-burner gimballed stainless steel propane stove with oven requires the propane solenoid switch to be in the "on" position for operation. You can find the switch located under the electrical panel at the navigation station. To ignite the burner, either press the igniter button or alternatively use a "firestick starter" (Note: you only need a spark, not a flame).

To adjust the flame, follow these steps:

1. Depress the stove knob.
2. Turn the knob 90 degrees left and light the burner.
3. Turn the knob further left to reduce the flame for simmering.

4. To operate the oven, follow these instructions:
5. Set the knob to "Pilot Light".
6. Open the oven door.
7. Simultaneously depress the red rod at the right edge of the stove while igniting the oven pilot light.
8. Allow a few moments for the thermocouple to heat up, then release the red rod.
9. Turn the thermostat knob to the desired temperature.
10. In a couple of minutes, the entire oven burner will ignite.

For safety reasons, it's recommended to shut off the propane solenoid at the navigation station whenever you turn off the stove burner. This action cuts off the propane flow in the cockpit propane locker.

The port aft cockpit propane well contains two propane tanks, which are vented to the outside for safety; each tank typically lasts around 2-3 weeks.

31. TV

The 22" Hi Definition flat screen television swings out from its stowed position on the aft bulkhead above the freezer. It had several various inputs.

To operate, assure "12V outlets" breaker is on, that the small inverter in the cabinet above the freezer is on, and that the TV is plugged into it. The remote control is in the nav station.

Enjoy!

Oh, one thing...the multi-fold arms on the TV mount for customizing your viewing angle? Please assure the TV is secured to the Velcro before sailing!

32. VHF Radio (New 2023)

At the navigation station, you'll find a Standard Horizon 1850 GPS VHF radio, along with a RAM microphone at the starboard helm, facing the port side. Please ensure the RAM microphone is connected before turning on the VHF at the navigation station, as it allows you to hear, tune, and transmit from the cockpit.

For your convenience, three channels have been pre-tagged: Channel 80 (San Juan Sailing's channel), Channel 69 (for boat-to-boat communication), and Channel 16 (the emergency and contact channel). After each use, please remember to press the "scan" button on top of the remote microphone, so you can automatically monitor Channel 16 while underway. To "tag" or "untag" a channel, simply hold down the "scan/tag" button until you hear one or two beeps, respectively.

Use the "WX/CH" button to access the weather channels, with Channels 4 and 7 being the most common in the San Juan Islands. Listen for "Northern Inland Waters" for relevant weather updates. Be prepared for small craft advisories on



the Straits of Juan de Fuca to the south and the Straits of Georgia to the north during clear afternoons. Press "WX/CH" again to return to your normal channel.

Additionally, a separate handheld ICOM VHF radio and charger can be found at the navigation table. A product manual with full instructions is available in the storage area behind the settee seat

33. Water

The vessel contains two water tanks—one under each forward stateroom—both venting to the anchor well. Together, they hold 170 gallons (660 liters), or 85 gallons (330 liters) each. You can find the fill locations on the bow, on both port and starboard sides, with blue-painted caps labeled "WATER".



The manifold for switching tanks is situated near the companionway, hidden behind a small, labeled door at the port aft end of the aft settee. For optimal balance during sailing, the default setting keeps both the port and starboard tanks open.

New for 2020, tank level monitors have been installed for both the port and starboard tanks. You can view the levels on the Maretron DSM410 display (first page) at the navigation station. The screen is set to show both gallons and percentage full; scrolling through the various pages will reveal additional information.



To prevent air from entering the water pump, please closely monitor the water levels. In case air gets into the pump, it may spin freely, fail to shut off, and eventually burn out unless someone hears it (inaudible when the engine is running or when on deck) and turns off the breaker. The water pressure pump is located under the navigation station.

The foot pump at the galley can produce either fresh or saltwater, with a control lever under the sink. In the saltwater position (default), it provides a convenient way to conserve water by cleaning and washing dishes with saltwater before rinsing with fresh water.

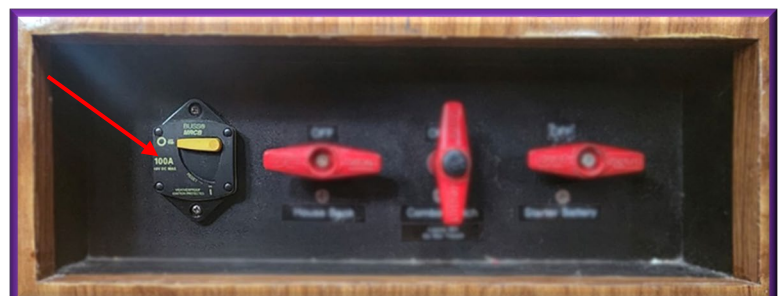
Hot water is produced by two methods:

- Engine:** It takes about 30 minutes under load to heat the large hot water tank (under the port helm).
- Shore power:** Turn on the "hot water" circuit breaker on the 110v panel above and to the right of the nav station. (The Webasto cabin heat also makes warm, but not hot water).

34. Windlass

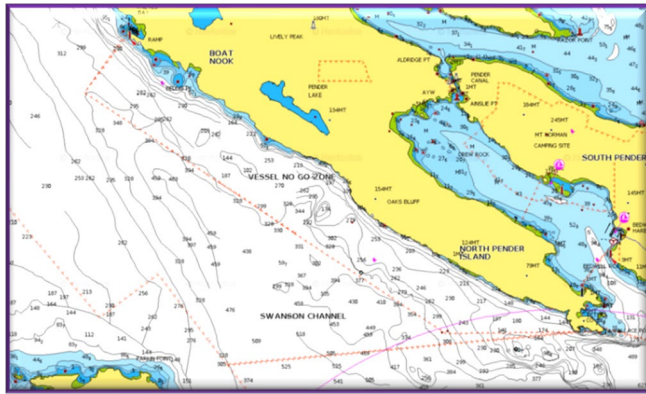
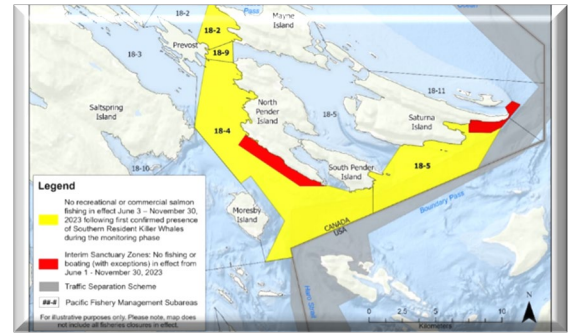
The windlass circuit breaker is beneath the lowest companionway step. Down is on.

Please review the procedures under "Anchoring" above.



35. Whale Wise & NO-GO Zones

Being Whale-Wise. The local Killer Whales are an integral part of our ecosystem and a beloved presence in the area. Unfortunately, their survival has been threatened due to declining salmon populations. These magnificent creatures rely on echolocation to locate and capture their food, which means that noise pollution from boats and ships can greatly hinder their ability to thrive. In an effort to minimize the impact of human activity on the whales, both the Canadian and US governments have implemented specific regulations.



We have provided a summary of these rules in the packet you received upon arrival, and additional information can be found in section 10 of the white reference book onboard Misty Blue Yonder. As a general guideline, maintain a distance of at least 400 ft from the whales. If the whales approach you, turn off the engine and instruments (provided it's safe to do so), as they can hear the pings of the depth sounder.

In Canada, further measures have been taken by establishing zones where boats are not permitted, improving the whales' environment. The red areas on the diagram to the left indicate one of these zones, just west of Bedwell Harbor.

- Be sure to avoid these areas when entering or exiting the harbor.
- Please note that violating these zones can result in **substantial fines**.

For your convenience, we have marked boundary areas on our chart plotter for Whale No-Go zones, rocks, and other potentially hazardous areas. Refer to the provided paper chart for a comprehensive list of No-Go zones.

36. Owners Information

We wish you the best experience possible on Misty Blue Yonder. If you have any questions while out on your charter, feel free to contact us. Most questions and issues can be answered quickly. Please text first, with your name and MBY, so we know you are not a spam caller.



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(425) 530-6512 (cell)

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