

Salmon Shark



Operation Manual and Boater's Handbook

The *Salmon Shark* is a SeaSport 2700 Navigator.

Operation

Salmon Shark is powered by a single Volvo Penta KAD41 diesel engine coupled to a DP-E outdrive. The most efficient cruising speed is approximately 18-22 knots @ 3200 rpms.

- Never operate this engine over 3400 rpm.

This engine/outdrive combination has provided tens of thousands of hours of reliable service on charter boats. There are a few tips that keep both the engine and drive healthy.

- The drive should “clunk” into gear positively. Failure to engage fully into gear will cause outdrive damage. Do not slam the lever back and forth from forward to reverse, always pause in neutral.
- Warm the engine up to temperature before accelerating. It’s best to run under load at 1500 rpm until the engine is at operating temp.
- Accelerate slowly until the boat is on step. The engine has a lot of torque. “Punching” it will break outdrives.
- Check fluids after each long run and/or daily. Do not overfill. There will be a significant delay from the time you add until it shows on the dipstick.

Expensive damage usually starts out as a small noise that gradually becomes a big Bang. If you hear anything that resembles “ticking”, “grinding”, “thumping”, “grumbling”, or “whining”, it’s best to shut down to idle speed, or stop the engine completely. A bad gimbal bearing and/or a bad u-joint will normally change sounds when the wheel is turned hard over to hard over. Stop operation if you hear these noises. When a u-joint explodes, it can do severe boat damage. If the rubber boot is ruptured, you will take on water.

While operating any vessel, it is important to monitor engine gauges. Immediately shut down if any alarms sound, if the operating temperature climbs above 190 degrees, or if oil pressure drops.

Pay attention to the vessel. Most problems start off small and can be prevented. Monitor the bilge spaces and engine regularly.

Additionally, it is important to constantly watch ahead for logs, ice, and other debris. Striking a floating or submerged object will do severe damage to the vessel and outdrive. With lost revenue and shipping, a broken outdrive can cost nearly \$20,000 during the season. Pay careful attention while at the helm!



If the engine fails to turn over and you don't believe you have dead batteries, it is possible and most likely that the starter solenoid is not working. Try tapping the starter with something heavy (hammer or lead weight). Solenoid malfunction is sometimes an issue among marine engines.

Boat Maneuvering

Whittier is known for its occasional windy conditions, especially during clear, high pressure conditions. Although these conditions are typically only local to Whittier and the Sound will be considerably calmer, winds make moving around in the harbor and other close quarters tricky. Expensive damage to your boat or others is possible if you are not extremely careful. Travel at a very slow speed in the harbor, even if this means you have to bump the drive in and out of gear. Always be prepared with lines and fenders ready. Have at least one person holding and ready to use an extra fender if needed. Call for assistance if necessary. We will meet you at the fuel dock, or outside dock if you need help. Whittier Harbor will also send personnel to assist you if you need help. They can be called on VHF channel 68. Never approach a dock without fenders out and people ready to handle lines. **Err on the side of caution, you don't want to be responsible for expensive damage.**

Boat Loading

Load the boat so that it sits level. Listing is better corrected by moving gear rather than by using trim tabs. Trim tabs will slow you down and decrease efficiency. Do not overload the vessel as this will stress the engine and drive and may cause unsafe stability issues. Eliminate extra and duplicate gear. Most boaters carry far more gear than necessary.

Cooling System

The engine is cooled via a seawater heat exchange system. Seawater is pumped through the engine and is used to cool the freshwater/antifreeze system surrounding engine components. There is a sea strainer located on the front port side of the engine. This will require occasional cleaning and is the most likely cause of engine overheating. The freshwater system is filled on the top of the engine and operates like a car radiator. Coolant levels should be checked prior to long trips. Only open the cap when the engine is cool. An overflow reservoir is mounted to the engine. Levels in this bottle change greatly. As long as the tank on the engine is full, the engine is ok.



Fuel

Two 80 gallon fuel tanks provide plenty of range. One is starboard and one is aft. There is also a 7 gallon gas tank for the auxiliary motor.

A Racor filter is located on the Port side aft of the engine. 2 micron replacement elements are onboard in the unlikely event that a filter should become plugged. A second stage filter is mounted on the port side of the engine forward of the fuel pump. This filter should not need service, but there is a spare onboard.

Auxiliary Power

An outboard provides auxiliary power. There is a tiller extension handle onboard for steering. Fuel for the motor is supplied via an internal 7 gallon tank.

Electrical System

The boat is equipped with two group 27 batteries which are located forward of the engine. The battery switch is located on the transom under the hatch. Normally, it should be left on one battery unless additional power is needed. To prevent discharge, always leave the engine running when using the pot puller and anchor winch.



Bilge Pumps

The Bilge pump is located under the engine and should be left on Auto at all times. Bilges should always remain fairly dry. Monitor regularly and if water is present, immediately address the source of the water.

Trim and list

The stern drive trim is controlled by the toggle switch on the shift and throttle control. Normally, it does not need to be adjusted. If you do need to tilt the drive, be certain that it is all the way down and then “bumped up” before operation. Severe ujoint damage will occur if you operate the drive when it is up. **Adjusting trim should not be necessary on your trip. Do not operate this vessel in the shallows.**

Consider list when loading the boat. If the boat lists to one side, a correction can usually be made by sliding a heavy cooler, the halibut weight basket, fish box, etc. to even the boat out. It’s unlikely that you will need to use the trim tabs, but they are controlled from the rocker switches on the dash.

Salt Water Wash down

The wash down pump is located in the engine compartment. The pickup is through the sea chest in that compartment. A switch located above the hose operates the pump. The switch should be turned off when not in use. Although there is a pressure switch, leaving the pump on all of the time will lead to shortened life. Additionally, the pump will flood the boat if a line is ruptured.

Fish Hold

A large fish box is located forward of the engine compartment. Please clean it well. You will be charged a cleaning fee if it is left dirty.

Electronics

A Garmin multifunction display offers GPS charting, radar, and broadband sonar functions. Operation is intuitive, but the manual is onboard, or can be downloaded to a smart phone if needed.

Cook stove



An alcohol fueled cook stove is offered in the galley. Take care when using it and watch for fires and CO. Do not use it as a heater when unattended. The user manual and additional fuel are onboard. Do not fill the stove through the burners, do not overfill, and follow the directions provided.

Sink

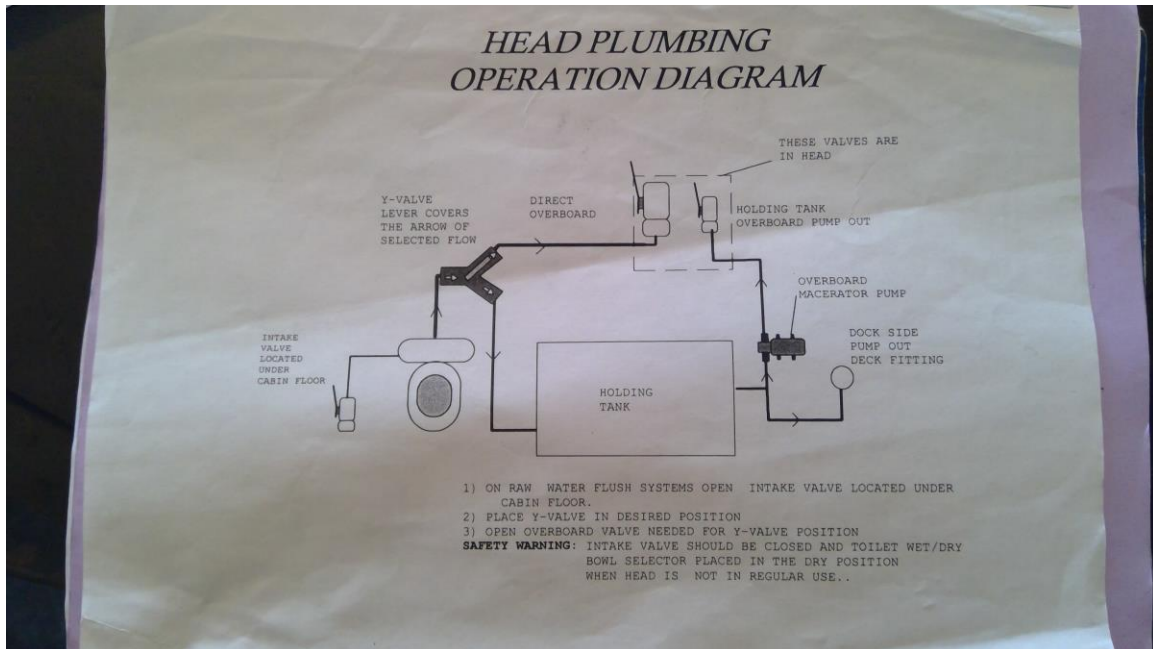


The sink is located under the captain's seat. A 30 gallon freshwater tank provides fresh water. Take care not to crush the spout when you lower the seat.

Marine Head



The marine head is a manual pump system with a holding tank, macerator, and dock pumpout fitting. The seawater inlet is valved and is located under the cabin floor. Do not put anything in the toilet except waste and marine toilet paper. You will be charged a steep fee if you plug the system with paper towels, home toilet paper, feminine products, or "flushable" wipes.



Safety Equipment

Adult personal floatation devices located in the cuddy cabin. Flares, first aid kit, fire extinguishers, a throwable floatation device, and a smoke/CO detector are onboard. Become familiar with their locations prior to departing.

Anchoring

The anchor system consists of a 22lb Bruce anchor, 20' of chain, and 600' of line. The winch is operated by the control on the dash. There is a resettable breaker on the dash. **Do not wrap the anchor line around the outdrive. Doing so in heavy seas and/or current will sink you quickly.** There is a sacrificial line tied to the chain. This should allow a stuck anchor to be pulled.

Pot Puller

The pot puller on the davit is an electric capstan. A lever switch located on the gunnel near the davit turns it on. Use care when pulling pots. Do not pull too hard, personal injury and/or damage to the boat can occur. A automatic resetting circuit breaker will trip if the motor becomes hot. It will work again when it cools down.



Raft

An Achilles raft is onboard for shore excursions. Take care in where you land the raft as sharp rocks and barnacles will puncture the raft. You are responsible for damage to the raft. Always wear a life jacket and be prepared while ashore. Remember to take adequate safety equipment, food and water, and to be mindful of tidal and weather conditions.

Monitor the vessel

Most boat problems begin small and grow quickly. Monitor bilges and engine regularly. You are responsible for the equipment and contents of the vessel.

Returning the Vessel

It is your responsibility to return the vessel in the condition in which you received it. Fuel tanks must be full and the boat needs to be clean. Portable toilets also need to be emptied. Cleaning supplies will be provided to you after you unload and prior to final checkout. Plan accordingly. If you run off for the tunnel and leave the boat messy, you will be charged a steep cleaning fee.

Whittier Harbor

Make arrangements with the Harbor Master if you plan to stay in the harbor overnight. You are responsible for moorage fees while you are renting the vessel.