

# OPERATION MANUAL

## *Andiamo*

Welcome Aboard!

We are happy that you have chosen Ship Harbor Yacht Charters and the vessel *Andiamo* for your vacation. We hope you enjoy your cruising experience in the lovely islands of the Pacific Northwest.

This manual will help you become more familiar with your boat. If you have any further questions, about the boat or your itinerary, please do not hesitate to ask the SHYC staff.

Remember our vessels are non-smoking boats. But please feel free to smoke out on deck.

Bon Voyage!

The Ship Harbor Yacht Charters Staff

Note from the owners

We purchased *Andiamo* in October 2014 in California. She cruised to her new home in the Pacific Northwest and spent the winter on Lake Union before heading up to Anacortes for the charter season. Her name is Italian for "Let's Go!".

Enjoy the boat and have a great trip!

- The Owners

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## Engine Inspection

Remember your "WOBBS" every morning. (Water (Coolant), Oil, Bilges (Inspect and Pump-out), Belts, and Sea Strainer. Check the level of COOLANT in the expansion tanks. Check the level of your engine oil with the dipsticks. Your dipsticks are located inboard on both engines. Look at the etch mark on each dipstick that indicate proper levels. **DO NOT OVERFILL!** Only fill if oil levels are below the ½ mark. Check the general condition of the hoses and belts. Check the generator as well. The generator is located between the lazarette and the engine room in a sound shield box. The port side of the sound shield can be easily removed using the catches to gain access to the oil dipstick.

Ensure the valves on each RAW WATER THRU-HULL are OPEN! (Lever in-line with valve). Observe through the glass of each sea strainer for debris. If necessary, close the thru-hull, open the strainer lid, clean out debris, and reassemble. **REOPEN the Thru-hull!**

## Start Up

After finishing your inspection, start your engines from the upper helm station. Andiamo is equipped with Microcommander controls. There is a single lever for each engine that controls both the gear shift and the throttle. Ensure that levers are in **neutral** or the engines will not start (neutral lockout). Inset both keys into the ignition. Start with the starboard engine. Turn the key to the on position. A red indicator will light on the control. Push the button then turn the key to start. Repeat the process for the port engine. Note that the low voltage lights may remain on after starting while at idle. They should go off after the engine rpms are increased.

To apply throttle without putting the engine in gear press the button on the controller. It will flash indicating the engine is in neutral and the lever can be pushed forward to increase the rpms.

If the engine does not turn over, make sure the lever is in neutral and try again. If the engine cranks slowly, check the condition of your batteries at the electrical panel. If the battery is low, engage the Battery Parallel Switch located in the engine room to connect other batteries. After the engine has started, return Battery Parallel Switch to "Off". See the 'House 12V System ' section below for more details,

After the engine starts, warm it up at about 1000rpms for about 5 minutes. Observe your gauge readings. Engine temperature should rise very slowly.

*Note: If water temp.is high or oil pressure low, **shut down engine** and look for problem. Was there a lack of water exiting with exhaust? Are thru-hulls open and debris cleared from sea-strainer? If problem keeps occurring, call SHYC Service.*

The engine controllers have 3 detents. One at neutral/idle, one for forward and one for reverse. Once in gear moving the lever further will increase the throttle. When maneuvering in tight spaces pay close attention not to leave the engine in gear when you want it to be in neutral. The controllers are very precise, but it is easy to think you're in neutral when you're really in gear at idle speed.

## Shut Down

Before shutting down, let engines idle for about 5 minutes letting them cool. Ensure each lever is in the neutral position. Turn off the engines by leaving the key in the on position and pushing the engine stop button. Then turn the key to the off position. If you turn the key to off before pushing the button, the engine will not shut down. Return the key to 'on', push the stop button then turn the key off.

## Getting Underway

Disconnect the shore power cord (see AC Power next page). Close portholes, windows, and hatches. Turn on the bow thruster, windlass, VHF and electronics. Test the bow thruster before leaving the dock. Assign crewmembers to their tasks. Once outside marina, have crew members bring in fenders and put lines away.

## Cruising

To engage the gearshift push the levers forward till the transmission engages. Slowly come up to cruising speed of 1900 rpms. If you run at 1900 rpms, you will cruise at approx. 12 knots, using only 6 gallons of diesel/hour. Your speed may vary depending on weight, load, and weather conditions. Trim Tabs can bring the bow down to the idle cruising position. Watch your speed on the GPS as you adjust.

*Note: Avoid high engine speeds as it causes the engine to overheat causing damage as well as high fuel consumption.*

## Docking

During docking, use the upper helm for the best visibility. Give clear instructions to the crew on what you will expect of them i.e. with lines and fenders.

Ensure trim tabs are rocked back up for slow speed backing. While moving slowly towards the dock, center the wheel and use the levers to maneuver the vessel. Throttles should only be used in moderate to windy conditions. Otherwise, the use of the transmission should be sufficient. The bow thruster can be used to push the bow in either direction. Keep in mind that it is electric and not designed for continuous use. Short thrusts should be sufficient in all but a stiff wind. The bow thruster switch is on the helm. To use the thruster, first push both Start/On buttons. Check that it's on with a short push on the joystick.

## Fueling Up

Open filler caps located on the port and starboard sides just forward of the cockpit. They are labeled "FUEL" or "Deisel" with the deck-fitting key kept in the drawer to the left of the TV. **MAKE SURE YOU HAVE DIESEL!** Make sure it is going into the right deck fill! **DOUBLE-CHECK!** Before pumping, have your oil/fuel sorb ready to soak up any spilled fuel. You should have a rough idea of how many gallons you will need, by checking the sight gauges located in the engine room. **To read the sight gauge open the valves at the top and the bottom of each gauge. The fuel sight gauges are located on the aft walls of the engine room, one behind each engine.**

To insure you don't overfill the tanks and spill diesel have someone in the engine room watch the sight gauge and report when the tanks are getting full. Do not overfill the fuel tanks. Stop filling when the fuel reaches the visible part of the sight gauge. **FILLING BEYOND THE TOP OF THE SIGHT GAUGE MAY CAUSE FUEL TO LEAK OVERBOARD OR INTO THE ENGINE ROOM!** Don't fill past the top of the sight gauge.

Start with the starboard tank. Put **Diesel** nozzle into the deck fitting on the starboard side and pump slowly listening to the sound of the flow. Pumping too fast may not allow excess air to escape, which will lead to spillage out the vent. As the tank fills, the sound will rise in pitch or gurgle. Pay attention to the vent that it does not spill fuel into the water. Stop when fuel reaches the top of the sight guage. Catch any spillage on deck with your sorb.

Check the sight gauges and close the valves at the top and bottom of each guage. Replace the deck fill caps and turn on the engine room blowers for a few minutes. Clean up any spatter and wash hands thoroughly. Return the deck fitting key to the drawer by the TV.

## **BOAT ELECTRICAL**

The electrical system is divided into two distribution systems: 110 volt or AC and 12 volt or DC. The systems are controlled from the electrical panel located on the starboard side of the salon directly behind the dinette and the battery switches located are located in the engine room. See 'House 12V System' section for more info.

When not connected to shore power your batteries provide most of your electrical power. Therefore the use of onboard electricity needs to be monitored very carefully. **Turn off electrical devices** when they are not being used (lights, instruments, etc.) Do not attempt to run heater or heavy current use appliances (like toasters or hair dryers) when using battery power. Use the generator if you need to run a heavy electrical load.

### **110 Volt or AC (Alternating Current)**

Shore Power supports all AC equipment and receptacles on board as well as the battery charger.

Andiamo requires 50amp shore power. Check the power rating and plug size of the dock. There is a box of shore power adapters on a shelf in the lazarette. These adapters will allow you to connect Andiamo's 50A service to other dock side connectors but you will need to limit your power usage to what the dock can supply or you will flip the breaker.

Andiamo has 2 choices for connecting power. There is a connector located in the cockpit on the port side and a second connector located midship on the starboard side. Before connecting shore power, set the AC selector switch in the panel to "Off". Next connect the power cord to the boat. Make sure the dock receptacle is also off, then connect the cord to it. Once connected turn on the power on the dock, then switch the AC selector switch on the boat to the appropriate shore power setting (Port/Aft or Starboard/Mid).

Turn on appropriate breakers for battery charger, refrigeration, water heater, and any other AC circuits you want to use. Note that the circuit labeled 'Bow Thruster' should left on anytime AC is present. In addition to charging the bow thruster battery is also controls the forward cabin outlets is.

Watch your ammeter for load. If the load exceeds the current available, it will pop the breaker. If this occurs, wait to turn on one of your systems (i.e. water heater) until the use of power decreases.

## **Inverter**

The inverter provides AC power to the 110 receptacle plugs (i.e. microwave) when the boat is disconnected from shore power. The inverter does not supply power to the water heater or battery charger. Your inverter panel is located above the electrical panel with an on/off switch in the engine room. You should not need to turn off the switch in the engine room. The actual inverter is located on the forward bulkhead in the engine room on the port side. Your inverter also acts as a battery charger so leave it on when connected to shore power or running the generator. The Inverter is powered by batteries located in the engine room on the port side near the inverter. This is the House Bank. The amount of DC power is **limited** to the capacity of these batteries so **use it very sparingly!!!** This means use of the toaster, hair dryer, microwave, coffee maker etc. must be limited!

When connected to shore power, the inverter acts as a battery charger for the 12-volt house batteries. Should you detect the inverter failing to charge the house batteries, check the circuit breaker on the AC panel and the inverter panel to make certain that it is on.

## **Generator**

To start your generator, first check that the fluids have been checked and the raw water thru-hull is open. The generator controls are located in the electrical panel. Pre-heat the generator for about 20-30 seconds. Then, while pre-heating, push the start switch. Hold the switch in that position for about 5 seconds until the engine catches. You may need to hold the preheat switch down after the engine starts to allow oil pressure to build.

After the generator is running, turn your AC distribution switch to generator. Turn on your AC systems as you would as hooking up to shore power. Too much load such as water heater, stove top etc. may overload the system.

To turn the generator off, first take off the load by turning the AC breakers off. Turn off the main AC distribution switch. Last, kill the generator by holding switch in the off position until it dies.

## **House 12-volt System**

The top half of the electrical panel contains all the 12V "DC" circuits. There is a large black rotary selector switch above the panel that connects the house battery bank to the DC distribution panel. This switch must be on for any DC circuits to work and can be left on all the time. The DC circuits are all labeled. Turn off any circuits you don't need. For example once you're docked or anchored for the night you can turn off the things used while under way (VHF, GPS, RADAR etc).

Your 12 volt panel shows all the systems supported by your batteries. Primarily you will be turning on these breakers for lights, water pressure, electronics, etc. Bilge pumps will always be left on.

When disconnected from shore power, the 12-volt systems will drain the battery especially when at anchor. Monitor your batteries very carefully. The DC voltmeter

on the DC panel shows the house bank battery voltage. Typically the bank should read from about 13.0 to 14.5 volts when being charged. While at rest, your voltage will drop as indicated in the figures below. The DC Ammeter shows how many DC amps are currently being used.

All your batteries are charged while underway by the alternators. The house batteries are also charged by the battery charger/inverter while connected to shore power. Ensure that the inverter/charger is on **when connected to shore power or running the generator**. The generator will also charge the house batteries by supplying AC power to the inverter/charger.

Voltage	Battery State of Charge		
12.65 volts	100%	12.25 volts	50 %
12.47 volts	75 %	11.95 volts	25 %
		11.70 volts	0 %

Andiamo has 4 battery 'banks'.

- 1) The house bank located to port in the engine room is the main source of DC power aboard. It is made up of 6 6V 215Ah batteries. This bank is charged by either the Inverter/Charger or the port engine alternator. It also supplies the power for the inverter.
- 2) The starting batteries are located aft in the engine room on the starboard side. This bank is made of 4 6V batteries and is charged by the port side alternator.
- 3) There is a single dedicated battery for the bow thruster. It is located forward under the hall floor. It has a small dedicated batter charger. To insure the thruster battery is charged, leave the 'Bow Thruster' switch turned on at all times.
- 4) The generator has a dedicated battery located directly behind the generator. It is charged by the generator's alternator.

There are two battery switches in the engine room which connect various banks together. For normal operation the banks should **NOT** be connected together. If the engines won't crank due to low starting batteries, you can use the switches to select other batteries to start the engines. One switch connects the House and Starting banks together. The second switch connects the generator battery to the starting batteries. Connecting the generator battery to the starting battery should be tried first. *Note: Changing the position of the battery switches with the engine running will cause damage! Only change positions with the engine off!*

## SANITATION SYSTEM

### Marine Toilet

It is imperative that every member of the crew be informed on the proper use of a marine head. The valves, openings, and pumps are small and will clog easily. If the head gets clogged, **it is your responsibility!** Always **pump the head for small children** so you can be certain of what is being flushed. *Note: Never put in paper towels, napkins, sanitary products, household T.P., or food into marine heads. Use only marine T.P. provided by SHYC.*

Andiamo is equipped with 2 Vacuflush toilets (heads). Each head has its own vacuum pump which must be turned on at the electrical panel. When first turned on (and after you flush) you may hear the vacuum pump run as it creates the vacuum. Push the pedal on the head down to flush. You can add water to the bowl by lifting up on the pedal. Keeping some water in the bowl will prevent the vacuum pump from cycling by helping to keep the vacuum.

## Holding Tanks

Your sanitation holding tanks holds 40 gallons. Be aware of the rate of waste production (about 1 gallon/flush). If you overfill your tank, you will break a hose, clog a vent, or burst the tank **which is an indescribable catastrophe!** And a very **expensive fix for you.** Empty the tank at least every other day to avoid any problems.

The holding tank is located under the floor in the hall to the staterooms. Some may be subject to a visual check with a flashlight or the "watermelon test" by thumping it. There is a tank watch warning light located near the dinette. But do not rely on this as they are subject to being inaccurate.

The holding tank is emptied in one of two ways:

#1 At the pump-out station, remove the deck waste cap located on the port side about midship. It is labeled 'Waste'. Insert the pump-out nozzle into the waste opening. Double-check that you have the right deck opening! Turn on the pump on the dock and open the valve on the handle of the hose. When pumping is finished, close lever on handle and turn off pump. Remove from deck fill. If there is a fresh water hose on the dock, rinse the tank by adding water for 1-2 minutes. Then re-pump to leave the tank rinsed and clean for the benefit of the next charterer. This also eliminates any head odors.

The tank's contents can also be discharged at sea by using the macerator. To operate the macerator, open thru-hull located at the bottom of the stairs to the staterooms, depress macerator switch (yellow handle), and pump until pitch becomes higher indicating an empty tank. This should take about 2 minutes. Discharge can be seen on the starboard side of the boat. *Note: Overboard discharge is only allowed in Canadian waters. It is illegal to discharge overboard within U.S. waters.*

## **WATER SYSTEM**

### **Fresh Water Tank/ Pump/ Hot Water Heater**

The fresh water tanks hold 180 gallons in 2 tanks located in the lazarette. Observe the water level by reading the sight gauges on the tanks. To read the gauges open the valves at the top and the bottom of each sight gauge. Fill the tank avoiding flushing debris into the tank. **Do not fill water and diesel at the same time!** The tanks are connected together by a valve in the lazarette. This valve can be left open. Waste water from the sinks and showers drains overboard through various thru-hulls usually located under the sinks

The water pressure pump is located forward in the engine room on the starboard side. Activate the pump by turning on the breaker at the DC panel. If when in use, the pump continues to run, you are either out of water or have an air lock which can be corrected by opening a faucet. If you run out of water, shut off pump and **turn off hot water heater** on AC panel. **You can cause serious damage** to the heating element.

The hot water heater has a 30 gallon capacity. It is heated when the AC breaker is on while connected to shore power or running the generator. Do not use the water heater if the water level is low. The water heater is located in the engine room on the starboard side.

## **Shower**

Before taking a shower, make sure the water pressure and shower sump pump breakers are on. Take short "boat" showers by turning off the water between soaping and rinsing. Please wipe down the shower stall and floor when finished to keep shower tidy. Pick up any accumulation of hair in the drains as it clogs the hoses. Ensure that the faucets are tightly turned off after each shower to save water.

## **GALLEY**

The boat is equipped with an electric cook top. To use, make sure AC power is present (shore power or generator) and turn on the AC breaker for the cook top.

## **Refrigerator**

The refrigerator is dual voltage (12 volt and 110). It will automatically use the 110 volt power when shore power is on and the AC breaker flipped on. Carefully monitor the use of the refrigerator when the engines are not charging the 12-volt system as when you are at anchor. Use a cooler when possible for all your drinks to keep the refrigerator door closed as much as possible. Note the large white cooler on the upper helm is used for storage and is too big to be useful as an actual cooler.

The power switch is located below the front door of the fridge. A rotary switch inside the fridge adjusts the temperature. It can be turned down at night to conserve energy while anchored or moored.

## **HEAT and A/C**

Andiamo has 3 reverse cycle heat and air conditioning units located on the port side of the engine room. They require A/C electric power so can only be used when plugged into shore power or when the generator is running. One unit is for the salon, kitchen and dinette. The second is for the two guest staterooms. The third is for the master stateroom. Each has it's own control panel. The control panel in the port stateroom controls heat for it and the stateroom across the hall.

To use them first turn on the A/C water pump at the panel. Never run a unit without first starting the water pump. Once the pump is on turn on the breaker for the unit(s) you want to use. Once they are on you control them using the 3 control panels to select heat or A/C and select the desired temperature.

There are also 2 electric heaters on board that can be used when connected to shore power or when running the generator. Make sure the appropriate AC breaker is on for the socket the heater is plugged into. These heaters are in the lazarette.

## **ELECTRONICS**

There are 3 VHF radios aboard: One on the helm, one in the salon, and one in the master stateroom. The salon and master stateroom radios are handhelds. Make sure the breaker is on at the DC Panel for the helm radio. Always monitor Channel 16 while underway.

The GPS chartplotter, depth sounder and radar share a common display. Each has its own switch in the panel, so make sure to turn them all on before getting underway. Turn the display on at the helm by pushing the power button. The soft key for 'Display' will let you select the combination of data you can see. You can see any combination of the 3 instruments on the display.

The chart plotter uses memory cards for its chart data. There are two cards aboard which cover the entire region, each has a label showing its range. If you need to swap cards turn off the unit and remove the card and insert the other card. The unused card lives in the drawer to the left of the TV. Please be sure to always return the unused card to this drawer.

The sounder is reliable in waters less than 200 feet and at slower speeds. If your reading is blinking, it might be a false reading due to excessive depths or strong currents! Watch your depth carefully in cruising unknown waters that might have rocks or obstacles. If you have any doubts about the depth, stop the boat and check your position on the chart plotter to see how deep the water is.

To operate the radar simply switch the display to radar or add radar as one of the frames on the display. Remember you are not allowed to travel in fog or at night.

Andiamo is equipped with a satellite TV dish made by KVH and is subscribed to Dish Networks. To watch TV turn on the 'Salon Outlets' switch and the switch labeled 'Stereo/Sat Dish'. If it's now already on, turn on the gray KVH box under the TV. Use the smaller TV remote to turn on the TV and the larger Dish remote to select the channel. It may take a few minutes for the system to start up as it searches for satellites and downloads the program guide.

To use the stereo, turn on the switch labeled 'Stereo/Sat dish'. The stereo controller is located to the right of the electrical panel. There is a CD changer in the cabinet just to the left of the TV. If you use it, don't forget to take your CD's out when your charter is over.

## ANCHORING

Your primary working anchor, a 35lbs CQR, is attached to 400 of chain and feet of line. It is marked with painted links. The chain color code is:

One blue	50'
One white	100'
One red	150'
Two blue	200'
Two white	250'
Two red	300'
Three blue	350'
Three white	400'
Last 10' is solid red	

Turn on the anchor windlass on the AC panel and the seawater pump switch. Be sure to have the engines running. Proceed to raise and lower the anchor as needed using the foot switches on the bow. Use the washdown hose on the bow to clean the anchor after raising it. There is a breaker for the windlass located in by the dinette. See page 9 in the White Binder for further anchoring instructions.

Turn off the panel switch when finished.

A spare anchor is located [in the lazarette](#).

## BARBEQUE

The Barbeque and mounting bracket are stored [in the 'cooler' aft of the helm](#) or on the aft rail. If the mount is not already attached to the grill, place the mount in the center pole holder at the back of the cockpit, slide the grill onto the mount and latch it on.

Attach the propane bottle found in the cockpit cabinet on the starboard side under the stairs to the helm. Propane bottles should always be stored here since it is a vented space.

Carefully light the unit. Store the barbeque back in the [storage cooler](#) when it has cooled. Please wipe it down with a rag or paper towel before storing. *Note: Propane bottles are not stocked by SHYC so you will need to purchase a bottle if one is not found on board during your check-out. Ensure that outboard gas or any other flammables are not near barbeque.*

## DINGHY AND OUTBOARD MOTOR

Your [West Marine rigid inflatable](#) dinghy is equipped with a 9 hp [four stroke](#) engine. Do NOT MIX OIL WITH THE GAS FOR THIS ENGINE.

To deploy the dinghy, turn on the switch for the Davit. Get the davit controller from the drawer by the stairs leading up the galley from the salon and take it to the bow with you. Remove the dinghy cover and drain it if it has water in it. You may need to bail. DO NOT ATTEMPT TO LIFT THE DINGHY WITH WATER IN IT.

Manually lift the davit arm up and insert the pin to hold it in the up position. Attach the davit controller to the davit and swing the arm over the dinghy. Use the controller to lower the cable and attach the cable to the dinghy harness. Use the controller to lift the dinghy till it will clear the rail. Manually swing the dinghy out of the water being sure to hold onto a rope. Lower the dinghy into the water.

After the dinghy is in the water and readied to go (PFDs etc), open the vent in the fuel tank and choke the engine once while starting. Make sure outboard is in neutral. If you need to add more gasoline DO NOT ADD 2-STROKE OIL. This 4-stroke engine only requires normal gas. *Note: Adding oil will damage outboard.*

Please use extreme care in beaching your dinghy. Make sure the engine gets tilted up a safe distance from shore so the prop does not hit the bottom or shear the pin. Do not drag the boat on the beach. Please lift it up with your crew. Make sure it is secured as the tide comes in fast in these here parts.

When returning to the boat, leave your shore shoes in the cockpit and slip on your deck shoes or slippers to keep the boat neat and tidy.

## OTHER NOTES

Safety should be paramount to your daily cruising. A man overboard drill (person?) should be discussed and practiced with an unlucky PFD as the victim. (Please rinse and dry afterward before stowing). Remember that your lifejackets are stowed under the seats of the upper helm. A few should always be readily available. Flares and other safety equipment are located under the seats of the upper helm. There may also be a set of flares in the magazine rack/basket in the salon.

Always have a sharp lookout posted for logs, deadheads, or other flotsam and jetsam. A log hitting your prop can ruin your vacation. As you are traveling, the debris does seem to gather along current lines. It is sometimes best to go around these areas and miss the "mine fields".

Andiamo is equipped with numerous automatic bilges pumps that can be activated on the DC panel. The switch should normally be left in the "Auto" position can be switched for a minute or so to "manual" to pump the bilge. If you continually hear the bilge pump running, **check your bilge!** You may have a serious problem!

An auxiliary hand-operated bilge pump is located under the salon settee and operated by pumping it up and down. This is used in an emergency situation.

The engine spares are located in the lazarette and in boxes in the engine room. They include extra oil filters, impellers, head pump, etc. Extra oil and coolant is located in the engine room.

Crabbing is fun but requires the correct license and season. Please be sure not to crab off the stern as the crab line can easily get tangled in your prop as you swing with wind or current. You certainly don't want to be the person who has to dive over and cut the line out of the propeller. It is best to use the dinghy to set your crab pot/ring away from the boat. A partially open can of seafood catfood works well as any other bait and is less messy. Please clean up any seaweed or crab shells afterwards to keep the boat neat and tidy.