

ALTHEA

Owners manual

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Anchor System:

The Anchor system consists of the anchor, 20' of chain, 200' of rope, The anchor can be deployed at the stern or at the bow and tied off at the respective bit.. After cleaning the anchor of mud and debris it can be brought aboard by hand and stowed below. Anchor line is marked in 50' and 100' increments.

50'=■ , 100'=■ ■ , 150'=■ ■ ■ , , 200 '=■ ■ ■ ■

Note: Common amount of scope when setting anchor is from 5:1 to 7:1. (i.e. 25' of water depth = 125' of line.)

Batteries, House:

The 12 volt house battery supply is made up of 2 12 v batteries(Carquest, 745 CA) in series located in the Port aft engine compartment. They are charged either by the Battery charger at dock or the engine alternator (50amp) underway. Battery selector switch position does not affect charging of the battery banks.

Batteries, Start:

The 12-volt start supply is comprised of two12v batteries (Dyno m27m,100AH) in series located Starboard side engine room. The start battery is wired to the **starter only** and cannot be used for any other purpose. . They are charged either by the Battery charger at dock or the engine alternator(50amp) underway. **Battery selector switch position does not affect charging of the battery banks.**

Note: If the start battery is dead, selecting the “Combine” position on the battery selector switch connects the house bank to the start battery bank.

Battery Charger:

The battery charger is a (Pro Marine,Protech4,4-stage,20AMP unit)).It is mounted forward of the AC breaker panel starboard side engine room. The charger will replenish all battery banks regardless of the battery selector switch position. **Normal ops. When boat is unattended is battery switch “off” and battery charger “on”.**

Battery Selector Switch:

A selector switch is located starboard side aft above the start battery bank. There are 3 switch positions available. OFF.....ON.....COMBINE. Normal use has the switch either in the ON or OFF positions. **Do not use the COMBINE position except in the event of a dead start bank.**

Bilge Pump:

two 12-volt, pumps are located fore and aft. A 2000-gph pump is located under the floor in forward of the forward cockpit door while a 750-gph pump is located under the aft cockpit bench. Operation is fully automatic and is controlled by integrated float switch's which automatically sense elevated water levels in the bilge. Additionally, two manual "on" switch's are located on the starboard side of the helm panel. The bilge pump is supplied with battery power regardless of battery switch position. In the event of the pump running unattended due to a water leak it will deplete the house bank only. These pumps have in-line circuit breakers.

Blower, Engine Room:

A 12-volt blower is located behind the aft cockpit bench. The blower is used to evacuate possible build-up of gasoline fumes from the engine room bilge prior to engine start. A switch on the starboard side of the helm panel controls the blower. The associated breaker is on the 12-volt breaker panel.

Note: Always manually check for gas fumes (open the hatch) in the engine room before starting an engine.

Circuit Breakers 12 volt:

A 12-volt breaker panel is located underneath the entry steps into the cabin. The panel incorporates a D.C. voltage meter. To monitor battery voltage (charge condition) select the desired battery bank via the toggle switch. Position 1 for the Start bank. Position 3 for the house bank. Position 2 has no function.

Note: All breakers will normally be in the ON position except for the COCKPIT (aft cockpit floor lights) and the ANCHOR LIGHT breakers which act as on/off switches for those items.

Circuit Breakers 120 volt:

A 120-volt breaker panel is located starboard side above the Start battery bank. The 120-volt breakers distribute the shore power supply to the 120-volt outlets and battery charger. There are 3 breakers on the unit controlling main power, outlets and the charger power.

Compass:

The compass located forward of the instrument panel has a night illumination feature that is powered by a 12-volt house bank. To turn on the night illumination, pull on the instrument panel switch labeled "panel lights".

Depth Meter:

The helm mounted "Uniden QT206" depth sounder id depth only and has an audible shallow water alarm feature.

Note: The fathometer reads in "feet" the water depth below the helm area hull surface. The prop extends approximately 1.5 feet deeper than the transducer.

Electrical Outlets:

See "Electrical System, General 120 volts".

Electrical System, General (12 volt/D/C):

The 12-volt (battery power) system powers everything on board with the exception of the outlets and battery charger. The system consists of a circuit breaker panel, battery selector switch, two 12-volt house batteries (one bank wired in series), two more 12v starting batteries (wired in series) and an engine driven alternator. To access battery power, select the ON position with the battery selector switch. The engine alternator charges all battery banks while underway. The start battery bank is isolated from all items other than the engine starter.

Note: To extend battery life it is important not to run battery bank below 50% capacity. (Approx. 11.5 volts on voltmeter).

The only 12-volt items on board which will operate with the battery switch "off" are the bilge pumps.

Although the start batteries are not directly controlled by the battery selector switch. The battery switch must be 'ON' in order to energize the engines start circuitry.

Electrical System, General (120 volt A/C):

The only items on board utilizing 120 volt power are: the cabin outlets and the battery charger. The 120-volt system consists of a shore power cord, shore power receptacle, 120 volt circuit breaker panel and cabin outlets. To operate any household appliances; TVs, VCR's, etc. Connect the shore power cord when at the dock and plug in to any cabin outlet.

Engines, Cooling:

Cooling is fresh water via internal water and anti-freeze. An expansion tank with fill port is located starboard side of engine. This internal water system is cooled by circulating raw water (water from outside the hull) around the engines self-contained cooling system. A raw water pump is mounted on the front of the engine. The pump is engine driven and draws water through a valve thru-hull fitting. The pump utilizes a rubber impeller that will disintegrate if a loss of intake water occurs while engines are running. Loss of cooling water will result in a rapid engine overheat condition. If this occurs, shut down engine immediately. Remove access cover on the pump to inspect impeller and verify that through hull valves are open.

Spare pump impellers are located under _____.

Engines, General:

The engine is an OMC. Model 502 King Cobra, 8.2 liter V8. The engine is gas powered, fresh water-cooled with electronic ignition and is carbureted. Transmissions are Mercruiser 2.0 to 1 reduction.

Fire Extinguishers:

There are 3 portable Co2/Halon extinguishers located in the engine room and interior. There are 2 fixed mounted Co2 type extinguisher located in the starboard closet and galley. An automatic Halon type unit mounted on the forward engine room bulkhead.

Fluid Levels:

- **Engine Oil:**..... 8-10qt. per engine. _____ filters.
- **Engine Anti Freeze:**.....Fill to one inch below top of expansion tank.
- **Transmission Fluid:**.....ATF. Fill to top mark on dipstick while engine is shut down.
- **Battery Electrolyte:**.....Tap water is fine. Fill to top of the battery plates.

Fresh Water Tank:

The fresh water tank holds 18 gallons and is located under the cabin floor between galley and head. The tank is vented to a stainless fitting on the starboard hull side/ forward cockpit area. The filler port is located on the forward cockpit deck starboard side.(labeled fresh water)

Fresh Water Refill:

The tank is replenished via a "fill port" located on the forward cockpit deck/starboard side. A key for the screw-on cover (labeled fresh water) is located in the cabin drawer drawer.

Fuel Cross Feeding:

See "Fuel Tanks".

Fuel Re-Fill:

Refuel using the gas cap ports located on either side aft deck. When fueling check the respective tank levels via the toggle switch on the upper starboard side helm panel. AFT toggle position is for the PORT tank. FORWARD is for the STARBOARD tank. Fuel vents are located on aft hull sides.

Note: Always add a fuel dryer like "Heat" when refueling to eliminate condensation water build-up in the tanks.

Fuel Filter:

Fuel/water separator filter are located port side engine room above the transmission. These filters are changed annually. (model number _____).

Fuel Pumps:

Fuel pump is located on the engine.

Fuel Tank Vents:

See "Fuel Refill".

Fuel Tanks:

Two fuel tanks are located in the engine room port and starboard. Each tank hold's **65 gallons** with a total fuel capacity of **130 gallons**. There is no provision for cross feeding between the two tanks. Each tank has _____ fuel shut-off valve. Each tank has a hull mounted vent.

Head:

The 12v macerating head is flushed electrically via a button on the aft head wall below the sink. It is important to regularly add the holding tank fluid to eliminate odors. Approximately 1/2 cup worth per tank full. The head drains into a (36-gallon) holding tank. The head can be set to pump overboard or into the holding tank. To pump overboard the **thru-hull ball valve must be open** and the **in-line ball valve must be closed**. The reverse of these positions will direct outflow into the holding tank. Care must be taken to visually inspect fluid levels in the holding tank to avoid overfilling. The head draws raw water (from overboard) to flush the bowl.

Note: Tank pump-out can only be done at a dockside pump out station via the fwd cockpit deck fitting (labeled waste).

Note: Coast Guard requires that the holding tank be installed and used with pumping out being done at onshore facilities only. Use only holding tank approved toilet paper.

Holding Tanks:

The 38 gallon holding tank is mounted under the fwd cockpit floor. The tank can only be emptied via the deck pump-out fitting on the fwd cockpit floor labeled "waste". The Tank vents through a hose and fitting located on the port hull side fwd cockpit. If a tank is overfilled it will overflow through this hull fitting (this is to be avoided). Holding tank chemical is added to prevent odor.

Note: Coast Guard requires that the through-hull valve to be wired to the "closed" position at all times. If you are boarded and inspected a fine could result if the valve is not secured closed.

Horn:

The house bank powers a 12v horn located on the cabin top. A button on the instrument panel next to the instrument panel operates the horn.

Lights aft cockpit Deck:

There are two deck lights located: port and starboard aft cockpit deck and are powered by the 12 volt house bank. An on/off breaker/switch is located on the DC panel.

Lights, Anchoring:

A 12-volt anchoring light is located atop the mast. When the house bank is selected 'on', the light is turned on via a breaker/switch labeled "anchor light" on the DC breaker panel. While at anchor at night, this light should be left on.

Lights, Interior:

Interior light fixtures are powered by 12-volt battery power. Bulbs used are 12-volt/25 watt. The associated breaker is labeled "CABIN LIGHTS".

Lights, Running/Navigation:

The running light system for night operation consists of a white bow light, a red port side light, a green starboard light and a mast mounted all around white light. All lights are 12 volt powered by the house bank. These lights must be on while operating at night. On/off switch is located on the instrument panel (nav).

Sanitation System:

General: The system consists of one 12v electric head, a 36 gallon holding tank located under the fwd cockpit floor. One fwd cockpit deck fitting(waste) for dock side pump out, One overboard thru hull ball valve, one in-line tank ball valve and one port side tank vent.

Shore Power Cord:

The shore power cord is used to connect 120 volt power when dockside. Various adapter plugs are on board for docks with different amperage power. All are stowed under the port side bridge deck seat.

Shore Power Receptacle:

A receptacle for the 120-volt shore power plug is located starboard side aft cockpit area. The receptacle utilizes a special 3-prong plug and only connects one way. Normal plug amperage is 30 amps. Other plugs are located on board for different amperage dock power supplies..

Transmission:

Unit is of "Mercruiser" make, 2 :1 reduction. A fluid level dipstick is located on top of the unit. Check level of auto transmission fluid when the engine is off.

Note: Shift pattern is forward, neutral and reverse. Shift only when engines are at 'idle'.

Equipment Installation Dates:

• Batteries _____	6/06
• Battery Charger _____	6/06
• Battery isolator _____	6/06
• Bilge Pumps _____	9/92
• Bottom replaced _____	6/06
• Circuit Breaker Panel 12v _____	6/06
• Depth meter _____	6/06
• Electrical System Wiring _____	6/06
• Engines _____	
• Fresh water cooling _____	9/05
• Head _____	6/06
• Holding tank _____	6/06
• Instrument panel _____	6/06
• Keel installed _____	6/06
• Mufflers _____	6/06
• Shaft strut new _____	6/06
• Steering box aft rebuilt _____	6/06
• Water Lines _____	6/06
• Water tank _____	6/06

Dimensions and Specifications:

• Make:	1929 Chris Craft Custom Commuter
• Length:	38'
• Beam (Width):	9'9"
• Draft:	31"
• Decks:	Mahogany/Teak
• Hull/Cabin:	Mahogany/Oak frames
• Varnish:	Epiphanes (Holland)
• Cabin/Hull Paint:	Z-Spar, Grand Banks Beige
• Bottom Paint:	Interlux fiberglass bottom kote
• Prop	3 blade Nibril (20/18)
• Shaft	1 3/8 inch stainless

Hauling a flexible Wooden Boat

(SEE PICTURES)

LIFTING

When lifting most boat be sure the weight is carried approximately 60% aft strap and 40% front strap.

Aft strap should just be forward enough of the shaft log so as to allow for a block to be placed immediately forward of the shaft log.

BLOCKING

Set the stern blocking immediately forward of the shaft log.
Then arrange the rest of the blocks as needed.

If needed(curved keel/bottom area) use Hinge Blocks (small 2X4's) between main blocks (see picture) so top block can "teeter" and follow curve of hull. In case of Althea with a Keel that is straight, hinge is not needed.

Don't initially set the boats weight in any one area.

First let the boat just touch the stern block.

Then bring the bow down to just touch the forward block.

Next put a portion of the boats weight onto the bow block.

Now place all stands with 2 specifically at the transom corners(see picture) to prevent Hogging the stern.

Make the stands snug but not super tight against the hull.

You can now release the remainder of the weight onto the blocking.

You're done.