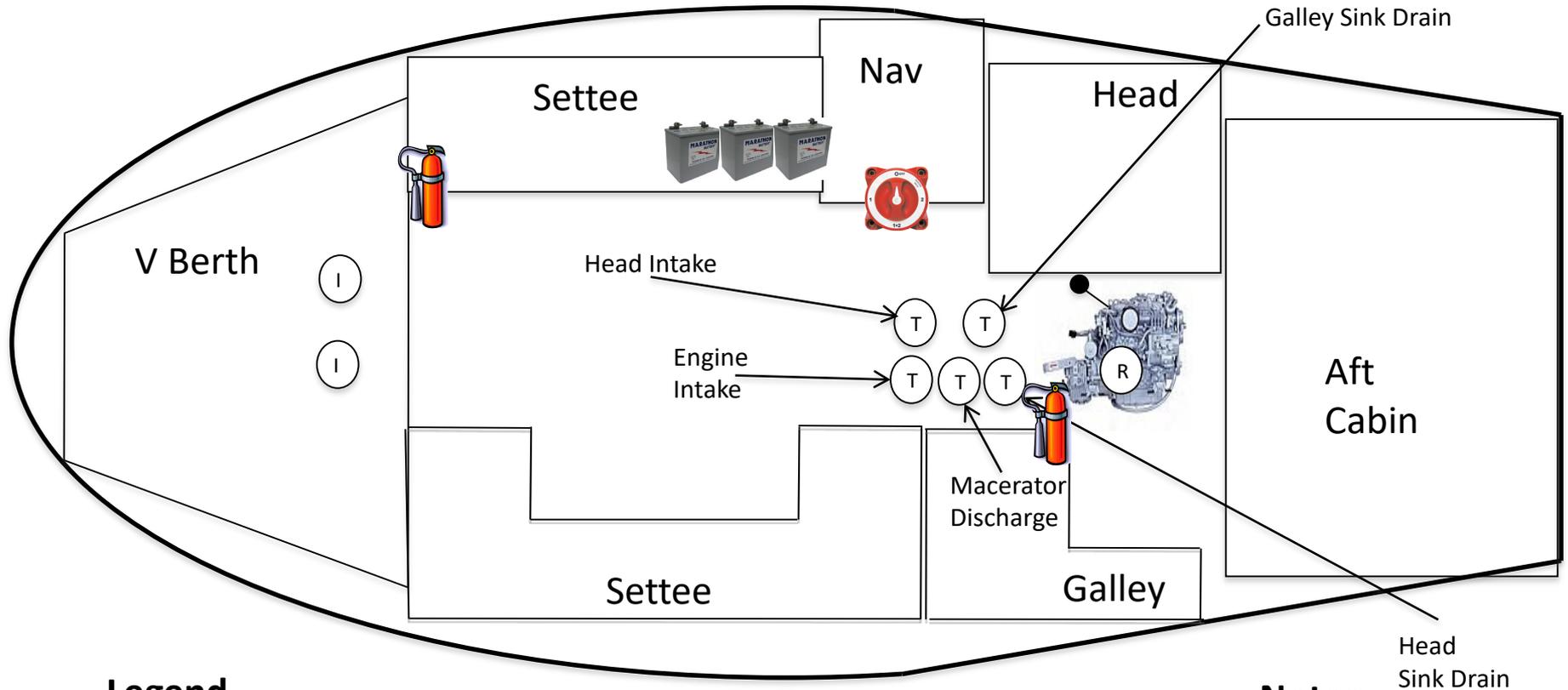


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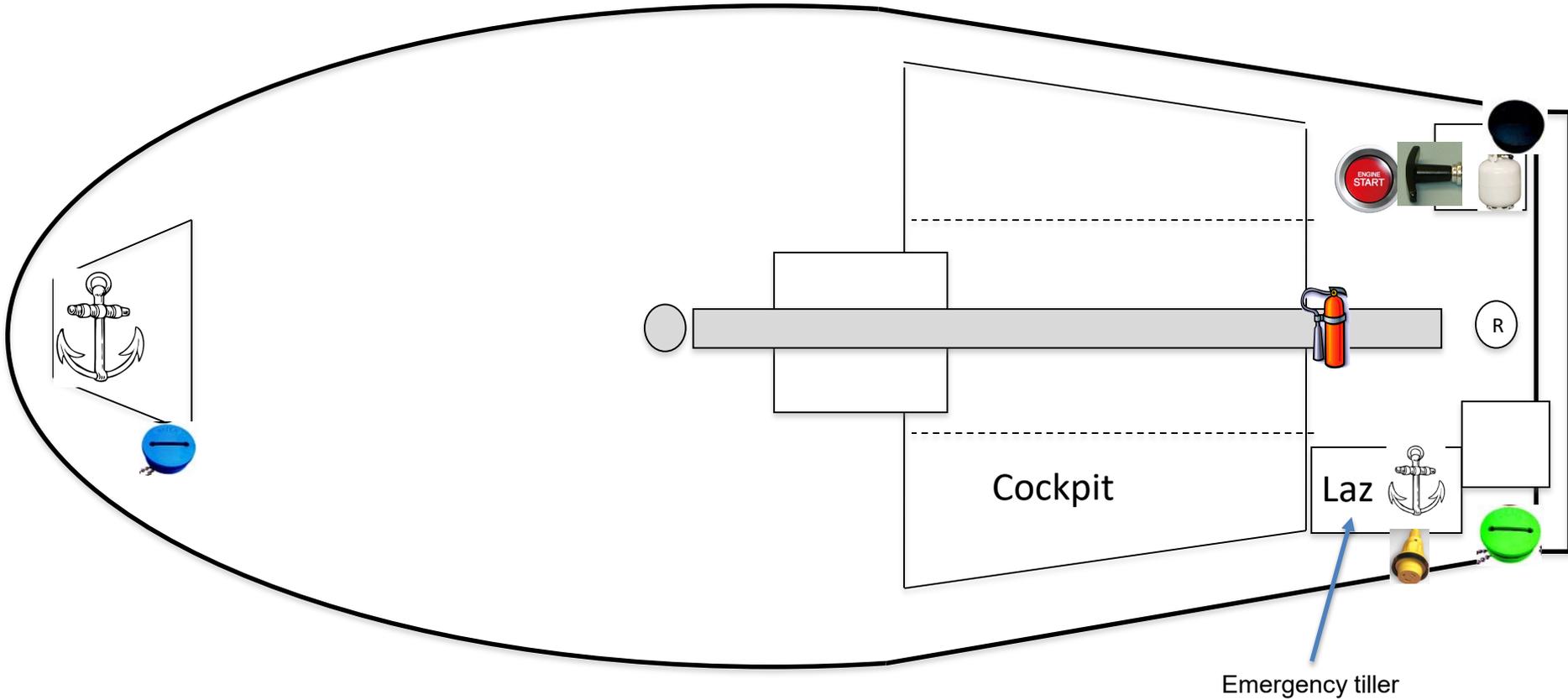
Legend

-  Engine
-  Oil Dipstick
-  Instrument Thru Hulls
-  (R) Radiator Fill
-  (T) Thru Hull With Seacock
-  Battery
-  Fire Extinguisher
-  Battery Switch

Notes

Removing the pressure cap from the header tank allows coolant to overflow. Check coolant level at the overflow tank accessed thru a hatch behind the motor in the aft stateroom.

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Legend

(R) Rudderpost

 Deck Fill – Diesel

 Anchor

 AC Power cord

(T) Thru Hull With Seacock

 Deck Fill – Waste

 Engine Kill

 Propane / CNG

 Deck Fill – Water

 Battery Switch

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<p>Documentation</p>	<p>Concord is a State of California Registered vessel CF 1576 RA.</p> <p>The Discharge of Oil placard and the Garbage disposal placard are located located on the companionway ladder. An additional Oil Discharge Placard is inside the engine compartment.</p>
<p>Engine</p>	<p>Engine type: Yanmar 3YM30 Working RPM _____ MAX RPM _____ 3 blade fixed prop</p> <p>Engine hours are read from a dedicated hour meter found on the dashboard located on the starboard side of the cockpit.</p> <p>To access the engine compartment, lift the companionway ladder up and back.</p> <p>Check the oil by removing the companionway ladder. The dipstick is easily accessible on the starboard side of the motor (left as you face the motor).</p> <p>Check coolant at the overflow jug at the rear of the motor. Access is obtained via a hatch located over the mattress in the aft stateroom. DO NOT check the coolant level at the pressure cap, unless the overflow jug behind the motor is empty.</p> <p>There are two belts to check on Concord. Access may be found by removing the companionway ladder.</p>
<p>Fuel Gauge</p>	<p>The fuel gauge is found at the dashboard. Concord holds 25 gallons of fuel when full.</p>
<p>Engine Start Up and Shut Down</p>	<p>Start Up The ignition key dash board is on the starboard side of the cockpit. To energize the starter system, select Bank 1 or Bank 2. Under normal operating conditions, use Bank 2. Bank 1 is a smaller backup battery to be used in the event Bank 2 is “flat”.</p> <p>No pre-heat glow plugs are installed. To start the motor turn the key clockwise.</p> <p>Shut Down With the key in the “ON” position, push and hold the Stop button above the key.</p>

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<p>Electrical System</p>	<p>The AC and DC panels are found directly above the navigation station table.</p> <p>AC The AC emergency breaker is in the AFT port lazarette.</p> <p>Leave the following AC switches on when plugged in dockside (all are labeled with green dots):</p> <ul style="list-style-type: none"> • AC Main • Outlets • Battery Charger <p>DC Three DC batteries are located under the starboard settee. Bank 1 consists of a single battery which is smaller than the other batteries. Bank 2 consists of two batteries wired in parallel. Either bank will operate the starter and/or house bank. Under normal operation, it is recommended that Bank 2 be selected, leaving Bank 1 as an emergency backup.</p> <p>The battery selector switch is located under the navigation station. Leave the selector in “BOTH” when leaving the boat to allow the battery’s to charge.</p> <p>The windlass breaker is to the left of the battery selector switch.</p>
<p>Instruments</p>	<p>Turning on the Instrument and GPS switches on the DC Main Panel activates the instruments, consisting of depth, speed, wind, and a small GPS unit.</p> <p>The Auto Pilot switch on the DC Main Panel activates the Auto Pilot display. To use the auto pilot, the lever on the inner steering wheel needs to be in the down position. When the Auto Pilot is not in use, the same lever must be in the up position to have free control of the wheel.</p>
<p>Thru Hulls</p>	<p>Concord has seven thru-hulls, five of which have sea cocks affixed.</p> <p>The two instrument thru-hulls are found under the v-berth floor</p> <p>The other five thru-hulls are located under the floor boards at the base of the companionway steps</p> <ul style="list-style-type: none"> • Head intake • Engine raw water intake • Galley sink drain • Head sink drain • Macerator discharge

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<p>Head(s)</p>	<p>There is one “manual flush” head located to starboard. The head intake is located under the floorboard at the base of the companionway ladder, however, it is recommended that fresh water from the shower be used instead.</p>
<p>Fresh Water System</p>	<p>There is one 50 gallon fresh water tank on Concord. The tank is located under the v-berth, and is filled via a deck fill found near the anchor locker hatch.</p> <p>A combination fresh water and waste tank gauge is found at the navigation station, directly forward of the DC Main Panel. The Tank Indicator switch on the DC Main Panel must be on to energize the switch. Once energized, the up and down arrows will scroll between the two tanks. DO NOT press the “C” button, which is used to calibrate the gauge. If there is a problem with the calibration, indicate the problem on the checkout log and Tradewinds will correct.</p>
<p>Anchor and Ground Tackle</p>	<p>Primary Anchor A 22 lb Danforth primary anchor, with a combination chair/nylon rode is mounted in a bow roller.</p> <p>Secondary Anchor A 22 lb Danforth style primary anchor, with a combination chair/nylon rode is stowed in the aft, port lazarette.</p> <p>Kellet/Sentinel A kellet with sentinel is stowed in the aft/port lazarette.</p> <p>Windlass There is a windlass with separate foot buttons to raise and lower. The breaker is located under the navigation station.</p>
<p>Draft / keel type</p>	<p>Concord draws 5.5’, and has a fin keel</p>

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Refrigeration	<p>Concord is outfitted with an ice box and a refrigerator.</p> <ul style="list-style-type: none">• The ice box drains to the bilge.• There is a switch on the DC panel to turn the refrigerator on.• The refrigerator thermostat is located inside the refrigerator.
Stove	<p>Concord is equipped with a two burner propane stove/oven/broiler combination.</p> <p>The propane is located in a locker in the starboard aft lazarette.</p> <p>There are two propane switches. Both must be in the on position to operate the stove. Both switches should be turned off when the stove is not in use.</p> <ol style="list-style-type: none">1. DC Panel2. On the cabinet at the galley sink <p>The oven and stove do not have automatic ignitors. Use a long handled propane lighter.</p>
Microwave	<p>There is a microwave oven for use while connected to “shore power.” The Microwave switch on the AC Panel must be on to use.</p>
Barbeque	<p>There is a stern rail mounted propane BBQ. The BBQ uses the small green “Coleman” style propane canisters ... you must provide your own.</p> <p>The regulator assembly is stowed under the galley sink. The regulator mounts in a hole in the bottom of the BBQ.</p>

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Running Rigging	<p>Mainsail</p> <p>Concord has a roller furling main. There is a winch at the mast that controls furling. The furling line is a continuous loop feeding through the clutch package on the port side of the companionway. The inner most clutch controls the furling in. The middle clutch controls the furl out. Both clutches, along with the outhaul should be open during any furling or unfurling operation.</p> <p>The main sheet runs through a clutch on the starboard side of the companionway.</p> <p>There are two 3 clutch packages located on the cabin top to port and starboard of the companionway entrance.</p> <ul style="list-style-type: none">• Starboard clutch package from left to right are:<ul style="list-style-type: none">○ Outhaul○ Mainsheet○ empty• The Port clutch package from left to right are:<ul style="list-style-type: none">○ empty○ Furl Out○ Furl In <p>Jib</p> <p>Concord is set up with a roller furling jib.</p> <p>There are jib sheet winches on the cockpit combing to port and starboard. The starboard cockpit winch is near the jib furling line. DO NOT USE THE WINCH TO FURL THE JIB. If the jib will not furl by hand, the jib has not been properly de-powered. Turn to a broad reach and “blanket” the jib with the main sail.</p>
Steering wheel and Binnacle Cover	<p>The steering wheel “folds” to allow additional room in the cockpit. To use, unfold the wheel, lining up the spokes. Screw the “spoke nuts” securely, however, DO NOT over tighten.</p> <p>Fold the steering wheel before installing the binnacle cover, with the zipper facing aft.</p>