

Dufour 460 Send Me

Operational Notes

Dear Members,

In order for us to maintain our excellent working relationship with the owner of Send Me, we must ask you to adhere to the following operational and shut down procedures:

1). The House/Service battery must be left in the 'ON' position. Following our normal convention, a green dot identifies the correct switch position. (Pointing the switch at the word "ON" is actually the OFF position.

2) The engine battery must be left in the OFF position.

Figure 1 shows the switches in the correct, post sail positions.



Figure 1 Send Me Main Circuit Breakers

3) ALL windlass and electric winch circuit breakers must be left in the Open/OFF position in order to prevent accidental operation of the winches or windlass.

Simply press the red button on the circuit breakers until the YELLOW reset lever is deployed and visible.

Figure 2 shows the winch circuit breakers in the Open/OFF position.



Figure 2 Winch Circuit Breakers (Open/OFF)



Figure 3 Windlass Circuit Breaker (Open/OFF)

4) At the owners request, please leave the refrigerator ON. There will be a RED LED light lit signifying that the refrigerator is operating. There will NOT be a green dot on the DC distribution panel.

Figure 4 shows the refrigerator breaker in the "ON" position. You can see the RED LED illuminated.



Figure 4 DC Panel, Refrigerator ON

5) Turning off the navigation switches DOES NOT turn off the VHF radio. Please turn off the VHF radio using the on/off button.

6) When tacking AND gybing, PLEASE DO NOT leave slack in the traveler control lines. The mainsail generates enough momentum to shock load the blocks at the end of the traveler, allowing the ball bearings to escape.

7) If any member of your crew needs a PFD, they are now located in the bow locker accessible on deck. Please return all DRY PFDs to the sailbag in which they are stored. Please, Do NOT throw loose and or wet PFDs into the bow locker. Wet PFDs should be hung up to dry.

8) Please do not sit on the interior upholstery while wearing WET foul weather gear. This stains the cushions and the stains are a pain to remove...

9) Please do not run over the anchor when raising it. As you can see in Figure 5, the anchor has been impacting the bow striker plate. To the extent possible, minimize your forward momentum to lessen the possibility of impacting the topsides with the anchor.



Figure 5 Dents in Bow Striker Plate...

10) As always, please do your best to leave Send Me cleaner than you found it. The owner is a frequent visitor, so lets all do our part to keep Send Me as a member of our fleet.

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<p>Documentation</p>	<p>Send Me is a US Coast Guard Documented boat, the permanent numbers are located (Attach #s...tell me where)</p> <p>The Discharge of Oil placard and the Garbage disposal placard are located ??? (not currently on boat)</p>
<p>Engine</p>	<p>Engine type: Volvo Penta D2-75F with a Penta 150S-C saildrive</p> <p>Working RPM 2600</p> <p>MAX RPM 2900 rpm (emergency maneuvering only)</p> <p>4 blade geared folding propellor</p> <p>The engine hour meter is found on the tachometer. There are no engine temperature, voltage, or oil pressure gauges.</p> <p>Access to the front of the engine is achieved by removing the companionway ladder and cabinet enclosures in both aft cabins.</p> <p>The engine oil dipstick is located on the starboard side of the motor. Access by raising the companionway ladder. The oil dipstick has a yellow coded handle.</p> <p>(Insert picture here that shows engine and dipstick)</p> <p>The coolant overflow (located in engine compartment) is checked through the hatch at the end of the port aft cabin. The overflow is located to your left, high on the bulkhead. The engine cooling system is shared with the vessel's hydronic heating system, and maintaining the proper level is CRITICAL. The system uses Volvo coolant. DO NOT add water if the system is low. Call the office if a low coolant condition is noted.</p> <p>There is one 1" wide serpentine belt to check, located at the front of the engine.</p>
<p>Fuel Gauge</p>	<p>The fuel gauge is found at the distribution panel adjacent to the chart table. Send Me holds 66 gallons of fuel when full.</p>
<p>Engine Start Up and Shut Down</p>	<p>The tachometer and engine controls are located at the starboard helm position.</p> <ol style="list-style-type: none"> 1. Starter 2. Engine stop 3. Glow (only needed in extreme cold – ice -snow) 4. Power on/off <p>Start Up</p> <ul style="list-style-type: none"> • Press and immediately release the bottom button to turn on power. • Press the top button to activate the starter.

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	<p>Shut Down</p> <ul style="list-style-type: none"> • Press and hold the second button from top until the engine stops. • Press and hold the bottom button for two to three seconds to turn the power off.
<p>Steering System</p>	<p>Send Me has a single centerline mounted rudder and a saildrive. There will be prop wash, but little to no prop walk. Send Me is equipped with a retractable bow thruster. Bow thruster controls are located at the helm. DO NOT use the OWNER's bow thruster remote located in the key locker.</p> <p>The emergency tiller is located in the starboard cockpit lazarette and mounts underneath the deck plate between helm stations.</p>
<p>Electrical System</p>	<p>AC Shore power connects to the boat on the transom offset to port.</p> <p>There is conventional A/C and D/C electrical distribution and circuit breaker panel located at the navigation station.</p> <p>(Insert picture here)</p> <p>There are 2 battery chargers that are located next to the batteries. A 40 amp charger for the house bank and a 25 amp charger that functions independently to charge the engine and generator starting batteries</p> <p>There is NO inverter on Send Me. A/C power is ONLY available when connected to shore power.</p> <p>DC The DC distribution panel is mounted adjacent to the chart table.</p> <p>The battery switches are located in a niche on the port side of the companionway ladder.</p> <p>(insert picture here)</p> <p>The circuit breaker for the windlass is mounted on the aft face of the dinette settee facing the navigation table. The nav seat must be slid to the aft position, underneath the navigation table to access the windlass breaker.</p> <p>(insert picture here)</p> <p>The batteries are located in two positions: the starting battery and house batteries are located under the cabin sole panel at the base of the companionway ladder. The bow thruster battery and it's charger is located in the forward cabin beneath the berth.</p>

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	<p>Leaving the boat: DC House breaker switches must be left on when leaving the boat, In order for the bilge pump to function.</p>
<p>Instruments</p>	<p>Chart plotter – Raymarine touch screen at both helm stations and at nav table.</p> <p>Send Me has a Chart plotter, Radar, Autopilot and AIS.</p> <p>Start up /instructions: see quick start guide in Boat book</p>
<p>Thru Hulls</p>	<p>There are 14 through hull fittings adjacent to and below the waterline. Only 9 are equipped with valves. All panels accessing through hulls are equipped with a flush mounted lifting handle. All through hulls are adequately labeled with their function.</p> <p>Heads</p> <p>Forward Head. There is a sink discharge valve underneath the sink. The forward head discharge and head seawater intake are located outside of the head underneath the larger of the two floor panels. DO NOT open the head/holding tank discharge valve within U.S. territorial waters, as the holding tank will empty.</p> <p>Aft Head. There are three thru hulls located beneath the sink. They include seawater intake, sink discharge, and head/holding tank discharge. DO NOT open the head/holding tank discharge valve within U.S. territorial waters as the holding tank will empty.</p> <p>Galley</p> <ul style="list-style-type: none"> • (1) The galley sink intake and drain are located beneath the small panel in front of the stove • (insert pic here) <p>Engine</p> <ul style="list-style-type: none"> • (1) The engine cooling water intake is located on the port side of the saildrive. Access is through the panel in the port aft cabin. The sea valve handle has a red tab and is almost visible behind a hose. • (insert pic here) <p>Cockpit</p> <ul style="list-style-type: none"> • (2) There is one cockpit drain under the stern counter accessed through the port aft cabin stern hatch. • (1) The wash down pump suction is accessible in the forward lazaret offset to port. • (1) The aft cockpit sink drain is inboard of the 2” cockpit drain. <p>Generator</p>

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<p>Thru Hulls continued</p>	<p>In addition to the above fittings the combination speed and depth transducer is installed offset to port accessible below the forward cabin floorboards.</p> <p>There are 7 through hull fittings above the waterline.</p> <ul style="list-style-type: none"> • (1) The LPG (propane) locker drain is on the transom offset to port. • (1) The engine exhaust is on the starboard topsides under the stern counter. • (1) The heater exhaust is on the starboard aft topsides under the stern counter. • (1) The manual bilge pump discharge is high on the port topsides near the stern. • (1) The electric bilge pump discharge is high on the starboard topsides near the stern. • (2) There are two direct drains near the stem for the anchor locker. <p>There are tapered soft wood plugs and rubber tapered plugs stowed on board to plug any of the through hull fittings in an emergency. They are tethered to each fitting for immediate use in an emergency.</p>
<p>Head(s)</p>	<p>There are two electric Vacuflush heads on Send Me. (check operation of heads)</p> <p>To operate the heads you must do the following:</p> <ol style="list-style-type: none"> 1. Open sea water intake 2. Set the flush lever to flush 3. Operate the pump. 4. Set lever to Dry and pump until the bowl is empty. Repeat as necessary to completely empty pipes. 5. Close valves after use, toilet is below the waterline and downflooding could result. <p>Both holding tanks for Send Me are above the level of the heads with about 5 foot of sanitation hose– this causes back pressure on the joker valves and back flow into the bowl DO NOT put anything into the toilets that you didn't eat.</p>
<p>Shower</p>	<p>There is a separate en suite shower in the forward cabin, port.</p>
<p>Fresh Water System</p>	<p>There are two fresh water tanks, forward is 70 gallons and aft is 70 gallons.</p> <p>The manifold for swapping tanks is located under the most forward starboard salon seat (next to the forward bulkhead.)</p>
<p>Anchor and Ground Tackle, Dock lines</p>	<p>Primary Anchor</p>

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	<p>A 40lb Rocna style primary anchor, is mounted on the bow roller. There is 100' of chain and 100' of line.</p> <p>Windlass There is a windlass mounted at the bow, with a wired remote on the bow and a switch with chain counter at the stbd helm station mounted in front of the starboard wheel. <i>We recommend only using the bow remote so you can have a visual on the angle of the chain/anchor as it comes up. If the helm station switch is used it will automatically cut off when the anchor is just below the waterline, the final hoist of the anchor must be done at the bow to prevent damage to the hull.</i></p> <p>The <u>windlass breaker and engine must be on</u> for operation.</p> <p><i>There is a saltwater wash down hose/pump installed in the forward lazarette (the hose is also connected to the freshwater system with a Y valve in the lazarette to provide fresh water wash down as needed.)</i></p> <p>Secondary Anchor A 17lb Danforth style secondary anchor, with a combination chain/nylon rode is stowed in the port lazarette in the cockpit.</p> <p>Kellet/Sentinel There is a kellet on the boat that is only used with the secondary anchor. It is stowed in a bag in the port lazarette with the rode/chain for secondary anchor.</p> <p>Dock Lines: 1 x 80' spring/mooring line, 1 100' mooring line, 2 x 60' and 5 x 25' Dock lines are stored in the starboard lazarette labeled in bags. Five (5) fenders are also stored in the sail locker.</p>
Draft / keel type	Send Me draws 6'5" and has a fin keel with bulb.
Heating and Cooling	<p>Send Me is heated with an Espar hydronic heating system. On/Off control is located at the navigation station. Each cabin and the salon is equipped with their own thermostat controlling fans and heating elements in the respective cabins.</p> <p>The Espar system works by circulating coolant through black and yellow striped hoses to fan boxes and heat exchangers in each cabin. The coolant is also heated and shared by the Volvo engine. It is CRITICAL that the coolant level be maintained. The coolant reservoir for both the engine and Espar heater is located in the far aft equipment bay, high on the forward bulkhead. It's a clear plastic container, with red coolant, fed and drained by black and yellow striped hoses. If the coolant level is Low, CALL THE OFFICE, DO NOT add water to the system.</p>
Refrigeration	There is a two drawer refrigerator on Send Me. The refrigerator is turned on by pushing the "Fridge unit" button on the DC panel.

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<p>Stove</p>	<p>There is a three-burner stove and oven on Send Me. The Propane tank is located under the aft port cockpit seat and the solenoid switch is mounted on the the galley counter. To operate the solenoid switch, push the on button. Please do not attempt to turn the gas off without first turning off the stove burners...you could get burnt.</p>
<p>Barbeque</p>	<p>There is a barbeque mounted at the stern that is supplied with propane from the onboard propane tank. The BBQ is accessed by lowering the swim platform, then raising the aft cockpit seats to expose the BBQ.</p>
<p>Swim Platform</p>	<p>To lower the swim platform, use the control buttons found at the starboard helm station. Always raise the platform up and lock into position when sailing, leaving the boat or overnight.</p> <p><u>While the platform is being raised keep watch on the spectra lines on the port and stbd sides of the platform so that they and any small or large body parts don't get caught in the lifting mechanism.</u></p>
<p>Running Rigging</p>	<p>Mainsail Send Me has a in mast furling main, with 2 reefs. Mainsheet controls are located along each side of the cabin, led aft to the primary winches in front of each helm station.</p> <p>There is a traveler on Send Me with control lines led to each side of the cabin. Please try not to leave inordinate amounts of slack in the offside traveler line when gybing, as shock loading the system during a gybe can cause damage to the directional blocks.</p> <p>The boat is very balanced with a full main and a self tacking and self tending jib.</p>

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	<p>There is a second clutch on the mast for the main sail halyard. Please leave the clutch handle open on the mast at all times, so you can easily douse the main from the cockpit in an emergency.</p> <p>When leaving the boat please leave lines hand tight only (main sheet/vang/topping lift)</p> <p>Jib Send Me has a 115% roller furling jib</p>
Winches	<p>Send Me is outfitted with electric winches for all halyards and sheets.</p> <p>Electric winches must be used with a great deal of care. Enough pressure can be generated to do a great deal of damage to lines, rigging and body parts. Please make sure your crew is briefed on how they work to prevent injury.</p> <p>Breakers to energize the winches are mounted behind this panel in the starboard aft cabin. These breakers are normally left in the ON position.</p> <p>(Insert photo here)</p> <p>Winch operation...(check winch operation with and without winch handles)</p> <p>The winch circuit breakers must be left open/off when not actively sailing in order to prevent accidental activation and rig damage.</p>