

## Welcome Aboard Escape Plan!



Hello, and welcome aboard Escape Plan, your partner in cruising the Abacos! As owners, we have tried to outfit Escape Plan with everything you need to have a comfortable, safe passage and vacation. In this book, we are also going to list a few destinations you can enjoy as couples, with young adults, and/or with young children. While Cruise Abaco will more than sufficiently brief you, we realize many times by the third day of vacation you can barely remember what happened 3 days ago!

For the “Skipper”, we’ve included a few notes on systems that you will find helpful, while we’ve also included notes for the “Admiral” on good beaches, restaurants, and places to visit, and for the “cook(s)”, a few notes on the galley, etc. If, as you read this and enjoy our “baby”, you find an error, or a useful addition, we’d certainly love to hear from you after your vacation. There is an email at the bottom of this page to contact us; please use it after Cruise Abaco has helped you as well....

We hope and pray you enjoy Escape Plan as much as we do. She is a great boat, sails well and has a few goodies to help you enjoy your time away from the stresses of the world. Use her wisely to leave all that behind, and she can be your annual Escape Plan year after year! May you and your friends and family savor each moment together at sea, and may your vacation nourish your souls!

Most sincere thanks and well wishes,  
Joe and Michelle Ricciardi, Owners

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## Main Features

Length overall	11.73 m / 38 ft
Beam overall	6.63 m / 21.7 ft
<u>***Mast Height***</u>	66 ft
Displacement unloaded	20,000 lbs approx
Draft	1.2 m / 3.9 ft
Sail area	58 m <sup>2</sup> / 624.30 ft <sup>2</sup>
Genoa area	37 m <sup>2</sup> / 398.26 ft <sup>2</sup>
Power	2 x 30 HP Yanmar Diesels
<u>Reservoir capacities</u>	
Fresh water	2 x 70 US gallons
Waste holding tanks	3 x 12 gal (one each head)
Fuel	79.25 US gallons
Anchor	Rocna 33 - 73 lbs, with 200' chain rode marked every 20 feet. Bridle = 20 ft
Architect	Berret-Raccoupeau Yacht Design

## **MUTINY PREVENTION**

You laugh, but a 40 foot boat can become very small, very quickly! It is nice to ensure each member of your party have a personal space to which they can retreat – usually their own stateroom. It also helps if you give people tasks for which they are responsible.

One person can be a dinghy captain, the other dinghy crew, assisting passengers on and off the dinghy. One person can grab the mooring ball, while two others secure a bridle to it.

Someone can be in charge of checking the engine oil levels each morning, another can make sure all lines are stowed in a tidy manner at day's end.

Before you get under way, have a member of the party check that all hatches are closed and secure and report that to the Captain!

You can see where we are going with this – there are plenty of tasks on the boat, and giving each person a part of the workload results in a shared experience and pride in accomplishing that task.

It is a great feeling to come home from a vacation and know you were part of the team while sailing. Our kids love telling their friends how they are the Dinghy Captain and crew, etc...we just appreciate the help!

As you read the following pages, I am sure you can see something each person may want to do...

Remember most times something doesn't work properly it is usually operator error rather than the boat system breaking down. Hopefully the following pages will help understand the boat better.

## **Boat General**

You should find plenty of storage in the closet areas and in the drawers under each stateroom bed. There is also dry storage under the floor sections in the main salon; use the suction device (orange with a handle) to access these areas. The storage locker in the master shower is reserved for (our) owner's items; please refrain from using that locker. It is not locked in case a Bahamian authority wishes to inspect the locker – in fact, no storage areas are locked for that reason. Please do not lock the storage areas – you should always lock the main entryway door when going ashore – that is a different matter!

The forward storage lockers also contain private items for when we come down and spend time working on the boat and enjoying/exploring the cruising grounds. The starboard side locker is available if you have brought hard luggage (a boating no-no). Feel free to put those bags in the forward Starboard side locker, but do NOT use the items in those lockers.

## **Sailing Escape Plan**

Escape Plan is a fast catamaran – said with some pride, but matter of fact as well.

Due to her high mast (almost 65', before antennas), Escape Plan has a TON of sail area. In 10-15 knots of wind, she will make 6 knots on jib alone (depending on the wind angle), and up to 8.5 knots (in 10-15 knots wind) on a reach with all sails up! With that in mind **REEF EARLY AND OFTEN!** There is a Fountaine Pajot manual in the Captain's desk with the reefing speeds on it, but I recommend a first reef and reduction of jib approaching 20 kts apparent wind speed **MAXIMUM!** After that, think 5 kt increments to reduce strain on the rig. She has 3 (!) reefs, so 2<sup>nd</sup> at 25 kts, 3<sup>rd</sup> at 30 kts, then put the sail away above 35 kts and motor. Don't forget to reduce the jib area as well! The first reef can be set from the helm, as Escape plan has a "quick reef system that does not require you to place nylon straps through the luff cringle.

If you motor Escape Plan, she will go almost 5 kts on one motor at 2500-2800 rpm. Cruising with both motors running at 2800-3000 rpm will give around 6.5 knots.

## **CAUTION**

**Failure to leave engines in neutral while under sail will cause SailDrive transmission brake damage!**

## Dinghy/Tender

The 15HP motor on the 10 foot AB dinghy should be sufficient to move at least 6 people at a time to go ashore. **If it is choppy, consider two trips with 3 people at a time, allowing you to get on plane and stay dry.** The Dinghy motor is a 4 STROKE motor; it uses straight gasoline and has an oil level to be checked while you are out at sea. Please check the oil level on the dinghy when you check the engine oil level. The Oil dipstick is difficult to see; it is about 4-5 inches in front of the fill cap. It is a small, black-capped wand.

## TV

The TV/DVD is located in one of the closets on the starboard side hull. It has a built in DVD player on the side and can be placed over the stove area or other convenient areas to enjoy. If you take it outside, be sure to guard against a wind gust blowing it over! There is a Bluetooth “dongle” that connects the TV to the stereo system for enhanced sound. Here are some notes on the dongle (which does require charging from time to time):

To use the TV through the ship’s stereo, select BT mode on the stereo. Now select the Menu button (upper left button) on the stereo. Select “TT-BA01” device and make sure (1) the Bluetooth transmitter is turned on, by the flashing blue light on the transmitter, and (2) it is plugged in to the audio jack on the back of the TV.

When finished watching the movie, turn off the BT transmitter by holding the button on it until it flashed red. If it needs to be charged, use any USB cable.

Note that the dongle cannot pair with your cell phones or tablets.

You should not need to reset the transmitter, but if you do, here is how:

1. Turn on the Bluetooth transmitter - it should only flash blue.
2. Double Click the Power ON Button to reset the transmitter.
3. Turn off the transmitter by pressing the Power ON button for around 5 seconds until you see red light illuminated.
4. Click the Power ON button for around 2 seconds and you could see the Blue and Red lights flashing alternately.
5. Now pair the transmitter with your Bluetooth receiver.

We would appreciate your stowing the TV away in the starboard mid-ship closet while underway to prevent falling accidents.

## Charging Outlets

One of our big complaints about bare-boating has always been the “I-Jungle” that occurs at the only outlet on the boat – at the Captain’s desk. To help this, we have installed USB and 110VAC outlets in each stateroom for each person’s “I-Junk”! There is a USB outlet behind the Captain’s desk on the right side (toward the bow). That outlet ties to the Fusion stereo and is used to connect your device with music content to the stereo. To hear the music, cycle the radio page to “iPod” and it will be heard through the stereo.

## Fusion Stereo

The operation of the Fusion stereo is straightforward, and you may pair your device with the stereo via the menu tab button and the device submenus. Should the radio get confused (i.e., not pairing with your device or the volume knob not working), press and hold the power button on the stereo for 2 seconds, or until the grey “FUSION” screen comes up, indicating the radio is resetting. After it resets, press the power button to turn the radio back on and it should operate normally.

## Air Conditioning

Should you need to use the Air Conditioner for cold or hot air, you’ll need to start the generator or connect to shore power. **The Air Conditioning will not run on battery power.** Once the generator has warmed up for about a minute, or shore power has stabilized, bring the air conditioning on line at the Captain’s desk. There are 3 thermostats in the boat – one for each hull and one for the salon. Select the mode (cool/heat/dehumidifier) and either let the fan run in auto or set a fan speed. When running the cool air setting, keep the large sliding door closed as much as possible to prevent the salon exchanger from icing up. If you just want the hull a little drier, use the dehumidifier mode. It runs the AC for about 12 minutes every hour. When finished with the air conditioning **FIRST TURN THE THERMOSTATS OFF**, then turn off the switches at the Captain’s desk. You **MUST** turn the Air Con PUMP switch on no matter how many units you run on the ship.

## Refrigerator and Freezer

The 3 solar panels should provide enough electricity for the fridge/freezer daily needs. If the batteries get low due to cloud cover, charge them using the **starboard** engine or generator. Typically having around 75% battery power (shown on the Victron indicator) before retiring to bed will provide above 50% power by morning. If the batteries get down to 50%, run the generator to get them charged to at least 75-80%. You can also turn on the water heater while doing this and get hot water for a morning shower (see next paragraph)!

## Hot Water/Outside Shower

The water heater is in the starboard engine compartment and uses the **STARBOARD engine (via heat exchanger)**, generator (via electric element), or shore power (via electric element) to provide hot water. You'll notice the tank is much smaller than the one at home – stagger the showers to allow time to recover the hot water. The quickest way to get hot water is using the starboard engine heat exchanger; however, if you can wait around 30 minutes, **using the generator uses less fuel, saves time on the engine and charges the batteries as well.**

Speaking of showers, if you are wishing to save water, do like we do sometimes – shower in the salt water off the transom, and then come aboard and fresh water rinse on the transom using the outdoor shower. It feels great and you save a bunch of water that way. Otherwise, be on vacation and shower in all 3 heads. The outdoor shower uses a two function knob guaranteed to drive you crazy! To summarize the functions – **Up/Down adjusts flow, rotate clockwise/counter-clockwise for temperature (we are not fond of that valve!).** Also – in the guest heads we have installed a faucet holder on the wall for your convenience to make it a hands-free shower facility! The electric drain pump is automatic – just shower and enjoy.

## Electrics

The house batteries are in the starboard engine compartment. They are charged by either engine or the Generator. The charger will kick in after up to one minute after the generator starts, while the controller allows the system to stabilize. The batteries need to be sufficiently charged by days' end – usually 75% minimum to insure you'll have around 50% when you wake up in the morning. If charging by engine, the engine RPM needs to be above 1200-1400 rpm to get the alternator to maximum output. If you are charging the battery bank by engine or generator, that would be a good time to take showers, as either can be used to generate hot water and charge the batteries.

## Shore Power/Generator

You will notice on the Captain's panel the slider that prevents shore power and generator power to be connected in parallel (together). When you bring one of these two sources on-line, or if you switch from one to the other, please download the high power items first, like air conditioning, etc. That will lessen the initial load on the circuit. After connecting the power source, then bring the high load items on.

## Shore Power/Generator(continued)

To start the generator, touch any button on the start panel, which will initiate communication between the panel and the controller at the engine. Once comm. is established, push and hold the start button until you hear the generator successfully start, then release the button. The display will indicate “Running” as the status. The generator shuts down automatically for low or no Raw Water cooling, low oil pressure or other items detected by the controller. If it shuts down, read the panel for the error, and call Cruise Abaco.

## Winches and Windlass

The electric winches for sail handling and dinghy lift are powered off the house battery bank. The main winch has two buttons for operation – the factory installed one up on the helm, and a second custom footswitch installed button on the helm floor. I like the foot switch as it allows me to have two hands free while raising the sail – one hand for the helm (unless on autohelm) and one for flaking the halyard into the storage bin. Both hands can be used for tailing the halyard while on autohelm/autopilot.

**The anchor windlass requires the starboard engine to be running – using both engines while setting/retrieving the anchor is good seamanship anyway. DO NOT pull the boat to the anchor using the windlass – this will cause overheating and/or damage to the windlass motor. Bring the boat to the anchor in successive moves of 10-15 feet and hoist the slack rode in using the windlass. The Velco-attached “window pane” allows you to see the anchor rode for retrieval. The anchor rode tends to get caught on the guides as it comes up if not aligned correctly; if this happens, simply let out a foot or two of rode and the jam will clear. **PLEASE BE CAREFUL WHEN RAISING THE LAST 6 FEET OF THE CHAIN (MARKED BY RED/YELLOW/RED MARKERS) SO AS TO MAKE SURE THE ANCHOR COMES UP SLOWLY AND CORRECTLY INTO THE LOCKER SLOT.** Failure to do so can result in the anchor jamming in the slot requiring you to hit it sharply downward to clear the jam. If you leave the anchor down at 6 feet of rode, that is the perfect length to clean an anchor that has a bunch of mud or sand on it while motoring out of the anchorage. Motor out slowly while cleaning the anchor so as not to have it “fly” upwards and hit the hull!**

Have one person do the operation of the windlass using the control in the anchor locker and hand signals to recover/deploy the anchor. If you love to snorkel, have someone snorkel over the anchor after deploying and setting it and ensure it is buried well in the bottom.

## HAND SIGNALS

One mark of a professional sailor/crew is the ability to communicate without shouting and screaming at/to each other. Nothing feels better than grabbing that mooring ball the first time or setting your anchor without a loud or harsh word spoken! A suggestion for anchoring and grabbing a mooring ball is to brief the procedure WELL BEFORE entry to the harbor area and make sure each person knows their duties and responsibilities. Brief hand signals, scope required, and safety considerations, particularly the windlass operation and safety.

A suggested method we use is holding one finger in the air for forward, 2 fingers for neutral and 3 for reverse. While holding that hand in the air, use your other arm to point at the mooring ball or sandy bottom target area for the anchor. The person at the helm can immediately see where to go and what gear to use in one glance. **When paying out the anchor rode, DO NOT back down on the windlass – pay out the desired amount, then attach the bridle and back down on the bridle. This is for your safety – a windlass coming loose with thousands of pounds of force will severely injure or even kill.** Once the mooring ball is captured and secured, or the anchor is set (and, for the anchor, you have backed down on it to ensure a good capture) cross your arms in an “X” with fists closed to tell the helmsman all is secured and the engines are no longer needed.

Try this technique as you cruise and enjoy everyone asking you how long you have been cruising as a team!

### Mooring/Anchoring

The Rocna 33 anchor is oversized, and should give you great holding if you set it properly! Be sure not to dump all of the anchor chain out at once; this is called “castling” and can cause the chain to foul the anchor and prevent proper setting. Wait till the boat’s forward motion stops and slowly fall back using the engines to control the rate as you pay out the chain. Allow the anchor to bite into the bottom; then continue to pay out chain to the desired scope. Remember to include the bridle’s 20 ft length in your scope calculations. Again - **When paying out the anchor rode, DO NOT back down on the windlass – pay out the desired amount, then attach the bridle and back down on the bridle. This is for your safety – a windlass coming loose with thousands of pounds of force will severely injure or even kill.**

## Fresh Water Tanks

You have two 70 gallon tanks of fresh water tied together, providing 140 total gallons of fresh water. There are numerous places to refill them in the islands, although they will charge you a per gallon charge. There are two water pumps in the port side of the anchor locker. Should one pump fail, simply switch pumps and align the valves to allow the second pump to provide pressure. Cruise Abaco can talk you through it on the radio or phone.

## Heads

The SEAWATER heads on this boat are electric, with a macerator. This means you may flush toilet paper when you use them. Ladies – **PLEASE DO NOT FLUSH FEMININE PRODUCTS DOWN THE TOILET!** The key to best operation is USE LOTS OF WATER. Fill the bowls at least halfway when going to the bathroom. We recommend counting to “8” when filling the toilet, then when flushing, count to “4” after all matter has been evacuated. It helps the macerator do its job and helps clear the lines. We recommend a second “courtesy flush” after solid waste.

## Engines

The twin Yanmar 30HP engines should provide hours of quiet reliable power if treated well! **Please check the oil level each morning** (maybe as you enjoy your coffee outside!). The standard cruising rpm for motoring is around 2000-2500 rpm, but they may be run up to 2800 rpm if needed. Oddly enough, they like to be run at 2800 rpm; it helps keep the valves clean, free of soot buildup and efficient. I know – it was strange for us to read that and hear it from the tech guys!

It is good seamanship to check the water impeller operation after starting the engines by observing the water flow out of the stern areas. Please do that and save our engines!

The generator dumps its cooling water under the stern on the port side; you may see some bubbles by the rubber bumper at the port side stern.

## **STOVE and Propane Grill**

By safety regulations, the stove has a safety switch on the propane tank. The tank is located in the anchor locker, under the windlass. Access to the tank is via a door on the port side of the locker. There is a spare tank in the locker (port side) as well. When you go to use the stove, think 3 steps:

1. PROPANE Power switch on (DC panel, by generator control panel)
2. Safety switch by stove to ON (you will hear a click from anchor locker as valve opens)
3. Light the burner and cook

When done, it's 3 steps again:

1. Safety switch to OFF (burns off excess propane and confirms switch shutoff)
2. Burners to OFF
3. PROPANE power switch to OFF

The Magma grill on the transom is simple; the regulator is in the galley area, usually on the shelves next to the stove; Cruise Abaco can show you where. To insert the regulator, turn it horizontal with the control knob facing forward. Insert into the hole, and then rotate the assembly vertical. Check that it latched into the grill. Now screw the bottle in. There is an igniter on the grill; light it and enjoy!

## ADMIRAL'S SECTION

While the Skipper and crew relive the day's sailing, we want the Admiral to look forward to some items of interest the Abacos have to offer. Here are a few of our faves, listed from North to South:

### TREASURE CAY

One of the top ten beaches in the WORLD! A few restaurants can be found ashore; one of which features a bonfire/BBQ night each week. There is a grocery store and bakery ashore. There is a mooring field (\$25/night) for the Skipper, or you can anchor in the designated areas for \$20, which goes toward unlimited wi-fi and shower use.

Note – in May 2017, there was a bad squall line that came through while we were in Treasure cay. One of the boats (a 52' Lagoon) actually DRAGGED it's mooring. You will see the mooring is still not fixed as of Dec 2017; it is in the SE corner of the field and is way too close to the other mooring balls to be useable. DO NOT use this ball!

You can pick up the wi-fi while in the mooring field, so it is worth the charge. We love the Bahama Beach Club, located just down the beach from Coco's. Ask for Rudy at the bar and tell him you're on Escape Plan – he'll be delighted to hear that!

### FISHERS BAY (Great Guana Cay)

The anchorage, located just north of the marina, provides access to Grabbers bar, or with a quick walk, Nippers on the Atlantic side. Nippers has a great reef to snorkel and the BEST Lobster bites in the Abacos. Moorings are located at Guana Cay, in settlement harbor, but the mooring field is very crowded.

### CAUTION

**There is a large underwater rock in the center of Fishers Bay which is charted, but just slightly below the surface. It will cause extensive damage if hit. Please be mindful of its location if you anchor in Fisher's Bay.**

## ELBOW CAY/HOPE TOWN

This is the island everyone loves. Rent a bike or golf cart and explore the island and its many restaurants and bars, or do some shopping for sailbags made on the island. Many of the restaurants will send a shuttle to come get you if you need a ride for dinner. At the south end of the island is Gaffer's at the Sea Spray Resort – great food and atmosphere. If you want an elegant night (island elegant!), make a dinner reservation at FireFly and enjoy the sunset as you dine. They will pick you up and drop you off at the harbor if you make the reservation early enough and specify ride needs.

If you are down at Tahiti beach, a call to the Abaco Inn Resort will get you a free golf cart ride to the resort from the dinghy dock by the beach. Otherwise dinghy in to the Sea Spray Marina and enjoy Gaffer's restaurant!

## MARSH HARBOUR

While the harbour is a bit more commercial in its feel, Marsh Harbour is a great place to come and add provisions with a quick walk to Maxwell's grocery – where everyone shops! Come ashore at the Union Jack Dock and walk about 15 minutes to get there. There are some great places to eat on and around the harbour. We recommend Colors by the Sea, and the Jib Room. Curly Tails restaurant closed in the summer of 2017, but should be re-opening under a new name and management in Spring of 2018. All Taxi Drivers monitor VHF channel 6 and 16 if you need a taxi.

Holding is good throughout the harbor, but best at the head of the harbor (east end).

## LITTLE HARBOUR

Home to Pete's Pub. Mooring balls are worth the \$25, as it can be a tight fit for anchoring when crowded and the holding is spotty. The foundry is open sporadically, and you can arrange tours. If you are an ambitious walker, you can walk the main road all the way to the Resort on the other side of the island from the harbor and enjoy the day there.