

## Aspen C100 - Owner's Notes

**ANCHORING:** The anchor is on the bow roller. Note: if the winch runs but the line/chain is not coming in, the clutch is most likely not snugged up, using the wrench (Lewmar) from the blue owners info bag insert it in the top of the winch and tighten clockwise- test again, be careful not to tighten too far as the bow roller can be bent with the motors force.

**BATTERIES:** The house batteries are located in the starboard aft cockpit storage compartment. The start battery is located in the port aft cockpit compartment next to the propane tank.

**BERTHS:** There is a king berth forward and the dinette folds down for a queen size berth. There is a ¼ berth in the starboard hull which can also be used for storage.

**BILGE PUMPS:** There are 3 bilge pumps per hull, each in water tight compartments and an emergency large capacity pump located under the engine. All bilge pumps are on automatic float switches and powered by full time power, even if the switches are off.

**DINGHY:** Always wear your life jacket when using the dinghy. The 8'9" foot dinghy has a 450 lb. capacity and allows 3 people on board safely.

**ENGINE:** The engine is located in the starboard hull. It can be accessed under the front cockpit lazarette.

**FUEL TANKS:** There are 2 fuel tanks. Only diesel fuel. The tanks have a total capacity of 80 gallons.

**HOLDING TANK:** The holding tank holds 28 gallons. To empty, be away from shore and hold macerator switch on to dump. It's best to do when engine is off so you can hear the change in motor speed when the tank is dry. There is also a pump out fitting on the step through at the transom gate.

**HEATER:** Wallace 30D runs off port fuel tank when it's more than 1/3 full

**HOT WATER:** There is a 6 gallon hot water tank - 110V and tied to engine water jacket.

**SAFETY EQUIPMENT:** Aspen Boats are equipped with 8 life jackets; two under the helm seat (suspender inflating type), 4 in the starboard aft cockpit storage compartment and two are under the master bed. The flair kit and first aid kit are also stored under the helm seat. Fire extinguishers are located to port side of helm and on the aft wall of the ¼ berth.

**SHORE POWER:** Boat comes equipped with a 30 amp service cord.

**STOVE:** The stove is propane and has a 15 lb. propane tank. Remember to turn the tank on at the bottle, and then push the toggle switch next to the sniffer control to feed it power. Then turn on the sniffer control unit to the right of the stove. Turn switch at stove off after use and close bottle if leaving the boat for an extended period.

**WATER:** The boat has 2 water tanks, one in each hull. To activate the port tank, switch the water pump switch at the dash to port side. To activate starboard tank, move switch to starboard. If switch is centered, both pumps are off. Capacity is 50 gallons. Remember to not run water continuously to conserve your water supply.

**QUICK START:** The main batteries switches are typically left on, as are the AC and DC breakers at the helm.

- A. ENGINE CHECKS:** Engine oil level and transmission level should be checked prior to each trip. Before starting, push the engines primer pump at the top of the white hull side filter until it firms up. This greatly reduces cranking time after the engine has set unused for more than 2 days.
- B. COVERS & CUSHIONS:** Aft deck cooler should be pulled out of the ¼ berth and placed on the non skid mat.
- C. READY INSTRUMENTS:** No action needed
- D. POWER PANELS:** DC switches are normally off when leaving the boat for an extended period of time. This kills power to 95% of the DC equipment. Note: If you want the refrigerator left on, the lower sub-panel switch must be on. AC panel breakers are also typically all on except the hot water 110V heater breaker-use this only when needed as it with other loader can exceed 30 amps.
- E. START ENGINE**
  - 1. Assure throttles are in neutral position
  - 2. Hold Key Fob flat with square edge toward key box and pass down over box. A green light will come on solid, then push start button after fuel pressure pump has stopped humming.
- F. CASTING OFF**
  - 1. Remove lines in appropriate manner and stow safely.
  - 2. Remove fenders/lines and stow safely.

## G. UNDERWAY

1. Attentive helmsman at all times.

## H. ARRIVING AT MARINA

1. Place fenders on proper side.
2. Remember that neutral is your friend.
3. Use thrusters to get to dock.

## I. ANCHORING

1. Remove snubber line (safety line/bungee on anchor).
2. Check to see line in locker is clear and not bound by stored gear.
3. Either at the helm or on the deck, lower the anchor using switch pad.
4. While retrieving, be sure to clean anchor (bounce while in water) to clear mud and debris before it gets on the deck and in the anchor locker.

**Bottom Paint:** We use Interlux Ultra Antifouling paint PN # 3779-1, typically black. This paint is good for boats stored in and out of the water. We thin it with Interlux 216 thinner PN # 216-4, and we protect the transducer with water based antifouling PN #BWM 8125.

**Painting Procedure:** The typical yard will make a major mess of bottom painting an Aspen, as they do not care about how smooth the final finish is. Their goal is gobs of paint fast, no finesse, paint spurs are OK. Our goal is a smooth finish that keeps the boat speed at 100% of new. To get that, we thin the paint at 6% to 8% depending on how warm it is. Thinner when its warmer as it flashes off fast (that's a lot of 216 thinner) mix it in well and get the paint so it flows well when put on with a marine FOAM roller (you'll need 9" on large surfaces and 4" to move fast in detail areas). We quickly roll the paint in an area about 3 feet long by 3 feet high and then put the roller down and go right over this area with a **quality 4" finish paint brush** or **foam paint brush lightly TIPPING the surface**. When you do it right the paint lays down very flat no lines are present and no paint spurs sticking up- **smooth as Formica**. Key to this is while the paint is still wet roll the next section forward 3 ft and Tip it while the first is still WET so you don't get scuff lines in the paint at the transition points. Try to end your painted sections on a chine or other hull feature for a smooth finish everywhere. You might be asking, why do it this way. Aspens are a displacement hull so when it's running all – 100% of the hull stays in the water. If you turn this surface into 36 grit sand paper it drastically slows the boat down. We had one owner who's yard did a very lumpy paint job and he lost 5 Mph of his cruise and top speed. The whole paint job had to be sanded off.

We do two coats on all surfaces, a third on the sides and sun exposed areas and a fourth on the bow. On re-coat jobs it typically takes a day to prep the surface and a day to do the coating.

Zinc Transom	ZNC CMZHC3AZ (sku#96130)	2
Zinc 1 1/4" Swim Step	E/G SL-1250 (sku#05464)	3
Zinc 2-13/16", trim tabs	ZNC CMR02 (sku#51151)	2
Zinc 1.875 - sand bar	ZNC CMM24 (sku#33865) 4-3/4X2X3/4	1
Zinc bow/stern thruster	SM31180A (sku#380909)	2

**Products NEVER TO USE on your boat:**

- Swimming Pool Cleaner
- Soft Scrub w/ Bleach
- Commit
- Scotch Bright Sponges
- Toluene
- Acetone

Anything really strong will take the very expensive UV stabilizers out of the gel coats surface. With no UV protection, the boat will chalk and age.