

# *2012 OWNER'S MANUAL*



# *GLACIER BAY*

*Classic Luxury. Smooth Ride.*

## *2740 Dual Console*

# 2012 Glacier Bay 2740 Owners Manual

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## Chapter 1: 2740 OPERATION AND SCHEMATICS

### 1.1 OPERATION OF STANDARD EQUIPMENT

#### 1.1.1 Battery Layout and Management

The 2740 is equipped with three batteries, port and starboard cranking batteries are located in the aft battery compartments on the transom wall. The house battery is located inside the helm storage area. Wire leads run through the hull harness to the battery management panel which is underneath the helm seat. See Chapter 3 for information regarding the operation of this panel. The engine cranking leads run aft, through a hull rigging tube, from the management panel to a positive stud mounted on the bulkhead in each aft rigging compartment. The negative engine leads are connected to the common battery ground using a negative buss also located in the aft rigging compartment.

The house battery provides the power for a majority of your DC accessories. The main battery lead runs to the “HOUSE” switch on the battery management panel. From there current is routed to the dash and circuit breaker through the 80 amp “DC Main” breaker located in the center of the battery management panel. During normal operation this breaker can remain in the “ON” position, and the “HOUSE” switch can be used to control the flow of current. The main ground for all DC accessories is tied into the common ground on all batteries. For a detailed drawing of the battery management panel connections, see diagram below.

#### 1.1.2 Voltage Sensor Relay (VSR)

The twin voltage relay sensors are integrated into the battery switch cluster. They distribute the charging output from the engine alternator to the “cranking” and “house” batteries. After starting an engine, the alternator sends electricity back to the “cranking” battery to recharge it. Once the “cranking battery” is fully charged (13.6 volts), the VSR closes to allow the alternator output to charge the “house” battery. When the VSR is operating, the LED indicator located on the management panel will be lit. It will remain lit until the battery is fully charged, or the “cranking” battery voltage falls below 12.8 volts. It is common for the VSR to cycle “ON” and “OFF” during operation. However, constant cycling could indicate a problem in the system and should be checked by your dealer.

#### 1.1.3 Additional Emergency Parallel

# 2012 Glacier Bay 2740 Owners Manual

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As an additional feature, the 2740 management panel contains a secondary “EMERG PARALLEL” switch. It allows you to mechanically link the starboard “cranking” battery to the house battery. Furthermore, engaging both “EMERG PARALLEL” switches will connect all three batteries into a single bank. The switches should remain in the “OFF” position when not in use. To prevent voltage spikes or drops which can damage electrical components, you should trip the DC Mains 1 breaker prior to cranking engines with the house battery in parallel. Once you are running, the breaker can be reset to allow the full alternator output to power the electronics. This is a safety feature and should not be used in-lieu of the VSR’s to charge batteries while underway. Doing so, could result in premature battery failure and increases the risk of electrical failure while at sea.

Insert battery mgnt panel drawing.

## 1.1.4 Bilge Pumps Float Switches

Your 2740 is equipped with two 1500 GPH bilge pumps located aft and two 500 GPH pumps forward. Each pump is connected to a float switch which automatically triggers the pump when water comes to rest in the bilge. The float switches are connected to the battery management panel through the hull harness and receive power from the breakers on the right side of the panel. These breakers are constantly energized and ensure the safety of your boat even when the battery switches are in the “off” position. The pumps can be manually engaged using the switch at the dash.

The aft bilge pumps are located behind the aft rigging compartment and can accessed through the inspection plates in the motorwell, forward of the engines. The forward bilge pumps are located under inspections plates inside the head and helm storage areas. The wiring for these pumps is secured to the centerline stringer which is visible from the hatch. Inspect the operation of your bilge pumps and their connections at least annually. To do so, activate the pump by removing the pump from the base and flipping it upside down., then check the operation using the manual switch. Keeping your bilge areas clean can also help extend the life of your pump.

## 1.1.5 Freshwater System

The freshwater pump is mounted on a bulkhead below the helm area and can be reached by removing the starboard trash can assembly behind the helm seat. The pump is connected to the 20 gallon freshwater tank located in the hull forward of the starboard fuel tank. The tank is filled through a fitting located on the starboard side of the deck. Similar to residential well pumps, the freshwater pump pressurizes the system to 45 psi. then shuts down until the pressure drops below that level. Most owners leave the pump “on” throughout the day, and use the system when necessary. On the 2740, the freshwater pump feeds the pull out shower located on the aft transom wall, freshwater wiper rinse and the marine head. To view the layout of the freshwater system see the drawing on page 14.

## 1.1.6 Seacocks

Ball valves (seacocks) are installed on the water intake for both the livewell and raw water system. The seacock must be in the open position for these systems to work. When open, the handle will be parallel to the valve. In the closed position the handle is perpendicular to the valve (see picture below). Glacier Bay

# 2012 Glacier Bay 2740 Owners Manual

recommends that the seacocks remain in the closed position when not in use, or when the boat is left unattended to prevent the vessel from taking on water due to a plumbing failure.



OPEN



CLOSED

## 1.1.7 Livewell System - Optional

The 2740 has a 30-gallon optional livewell system, which is supplied by a dual purpose livewell pump. The pump is located in the port bilge compartment and can be reached through the inspection port in the motorwell. The wiring is secured to the pump using a tie-strap, and must be disconnected prior to removing the pump.

The livewell pump draws water through the strainer mounted on the inboard side of the port sponson. A seacock is installed between the pickup and the pump to allow you to seal the system between use, or in the event of a plumbing failure. To operate the livewell, first verify that the seacock is in the open position, then engage the livewell pump using the switch at the dash. Water will fill the tank until it is level with the overboard drain, which evacuates water through the hullside.

### NOTICE

While underway, leaving your livewell seacock open could result in inadvertently filling your livewell. To prevent this, close the seacock when the pump is not in operation.

### NOTICE

Operating the engines in reverse can cause excessive ventilation near the livewell intake, causing the pump to airlock. To prevent this, turn the pumps "OFF" prior to any continuous or high speed reverse operation. If your pump does become air locked, turn the pump "OFF" for 15 to 30 seconds to correct the problem.

## 1.1.8 Raw Water System

The raw water pump and strainer are mounted on the rigging wall in the starboard bilge compartment, which can be accessed through the motorwell hatch. The strainer is connected to a high speed pickup through the seacock located on the inboard side of the starboard sponson. The seacock must be open position for the system to work. Similar to the freshwater pump, the raw water system is controlled by a pressure switch set at 45 psi. The pump will cycle on and off as needed to maintain this pressure. Most owners leave the pump "on" throughout the day, and use the system when necessary. On the 2740, the raw water pump feeds the raw water outlet located on the back of L-lounge on the portside. A washdown hose

# 2012 Glacier Bay 2740 Owners Manual

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has been included with your boat to use with this system. To view the layout of the raw water system see the drawing on page 14.

## 1.1.9 Marine Head

The 2740 comes equipped with a marine head. The control panel for the head is located on the head instrument panel located beside the head in the head compartment. Power is supplied to this panel through a 25 amp fuse located behind the dash.

Water is supplied to the system from the freshwater tank; therefore, to operate the toilet the freshwater system must be pressurized. A solenoid, installed near the head inlet, prevents water from filling the bowl prior to each use. The macerator pump, located at the rear of the toilet, removes waste from the bowl and pumps it into the 15 gallon holding tank.

### **!!! WARNING**

If the solenoid fails or becomes locked in the open position, shut off the supply system quickly and evacuate the bowl.

The holding tank is mounted in the port hull forward of the gas tank, it can be accessed via the inspection plate inside the head compartment on the aft wall. This tank can be evacuated using the deck pump-out fitting located on the port side or by overboard discharge using the macerator pump and seacock supplied on your vessel. To access the seacock, open the inspection hatch installed under the bottom step going into head compartment. Open the seacock and use the keyswitch on the head switch panel to evacuate the tank.

### **1.1.1.1. Initial Start Up**

On each trip, prior to using the head, complete the following steps:

Turn on the freshwater system.

Fill 1/3 of the bowl with water using the lower switch on the control panel

Hold down the flush switch for 5 seconds to evacuate the bowl and refill with water.

### **1.1.1.2. Normal Use**

Use the steps below for normal operation:

Hold the upper switch on the panel down for 5 seconds. This will purge the bowl and refill it with water.

In the event of inclement weather or rough seas, use the lower switch to remove water from the bowl and prevent sloshing.

### **!!! CAUTION**

Large quantities of waste or paper can clog the head and cause odor issues. To prevent this, flush often and if necessary perform an extra flush to purge the discharge line.

### **!!! CAUTION**

Do not dispose of foreign objects in the head. Doing so may damage the macerator pump or outlet hoses. Clogging or puncturing these lines will lead to odor problems.

### **1.1.1.3. Deck Pump Out**

Upon returning, use the following instruction to empty the holding tank:

Remove the cap from the deck pump-out fitting located on portside of deck gunnel.

Use the vacuum hose at the pump-out station to clean the tank, then remove the hose and replace the deck fitting.

# 2012 Glacier Bay 2740 Owners Manual

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## 1.1.1.4.Overboard Discharge

Use the following steps to discharge the contents of the holding tank overboard:

Open the overboard discharge seacock. To access, open the inspection hatch installed under the bottom step going into head compartment. Use the keyswitch located on the head switch panel to evacuate the tank.

Inspect the tank level and repeat step 2 if needed, otherwise close the discharge seacock.

### **!!! CAUTION**

Discharging waste in inland waters and some coastal areas is illegal. Check with local and state authorities in your region to determine the proper method for waste disposal.

For more instructions on operation, winterization and troubleshooting the marine head, see the Jabsco™ manual supplied in your “Owner’s Portfolio”.

## 1.2 MAXIMUM HORSEPOWER RATING: TWIN 150 4-STROKE HP (300 HP TOTAL)

## 1.3 OPERATION OF OPTIONAL EQUIPMENT

### 1.3.1 Stereo

If chosen, your 2740 can be equipped with an optional stereo unit. The unit is mounted on the helm dash panel. Two speakers are mounted in the front of the forward bow seating, and the remaining two are installed port and starboard cockpit. You can control the unit using the faceplate. Power is supplied to the stereo through an accessory fuse block, therefore the “house” battery switch must be in the “on” position to use the unit.

### 1.3.2 Anchor Windlass

Glacier Bay provides an optional anchor windlass manufactured by Simpson Lawrence™. If you choose this option you will receive the windlass, an anchor, anchor rope, and chain which is matched to your vessel’s size. The rocker switch to control the windlass is mounted at the helm, foot switches are also installed at the windlass for ease of operation. The manufacturer’s instruction manual is provided, in the “Owner’s Portfolio”, detailing their use.

The circuit breaker for the anchor windlass is mounted in the center of the battery management panel. The panel is connected to the “Stbd Start” battery switch. If you choose not to have the factory install your windlass, Glacier Bay provides wires in the deck harness to allow for aftermarket installs. Regardless of type, a directional control solenoid and rocker style switch will be needed to add the aftermarket windlass. Please refer to the windlass’s user manual provided, in the “Owners’ Portfolio” for proper installation.

### **NOTICE**

Windlasses used incorrectly could cause harm to equipment or crew. Windlasses should be used with care and treated with respect. Lewmar windlasses are designed and supplied for anchor control in marine applications and are not to be used in conjunction with any other use. It is the unabordable responsibility of the owner or master or other responsible part to assess the risk of any operation on the vessel.