Conch Charters

BRITISH VIRGIN ISLANDS

OPERATIONS MANUAL

FOUNTAINE PAJOT HELIA 44 E

2017

FULL MOON II

Contents

YACHT SPECIFICATIONS

Welcome onboard the Fountaine Pajot Helia 44 E with Conch Charters. In this Operations Manual, we will take you through all the yacht systems and features.

LENGTH: 43'5"

BEAM: 24'3"

DRAFT: 3'8"

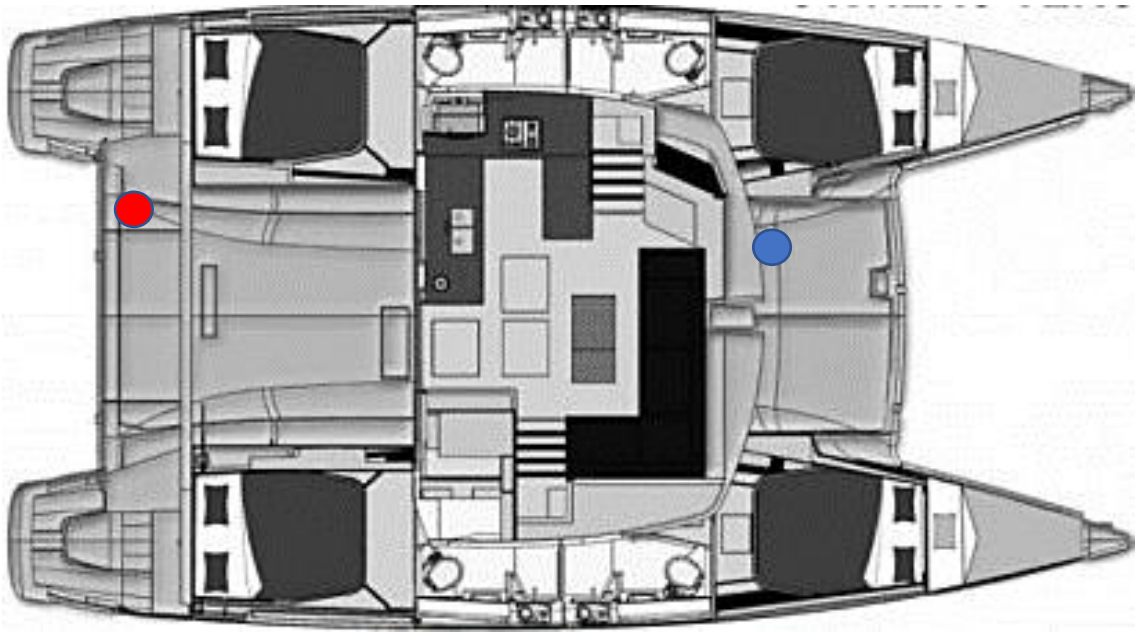
FUEL: 124 Gallons

WATER: 198 Gallons

ENGINE: 2 x 60HP

CABINS: 4

HEADS: 4



Location of:

- Fresh water refill
- Diesel refill

CHAPTER 1: ENGINE CHECKS

At the stern of the boat in each hull, you have two Volvo Penta D2-55F diesel engines. Every day, you are requested to perform 3 visual checks on your engine. Do your checks in the morning, before you set off for the day, when the engine is not hot.

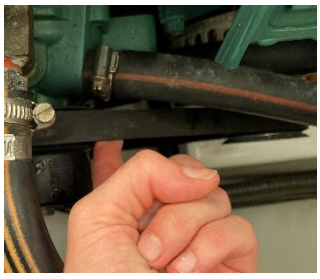
OIL LEVEL CHECK

You do not need to check the oil dipstick unless asked to do so by a member of Conch Charters staff. Instead, whilst you are on charter, we ask that you visually inspect the area around the engine each day, checking the oil mat under the engine remains clean with no signs of sweating or leaking fluids.

If you observe anything of concern, please contact the office.

Do not add any fluids to the engine without first consulting with a Conch Charters staff member.

BELT



To check the belt, ensure there is sufficient tension, by giving it a pull and a quarter turn. Check the condition of the belt to make sure it is not frayed or cracked.

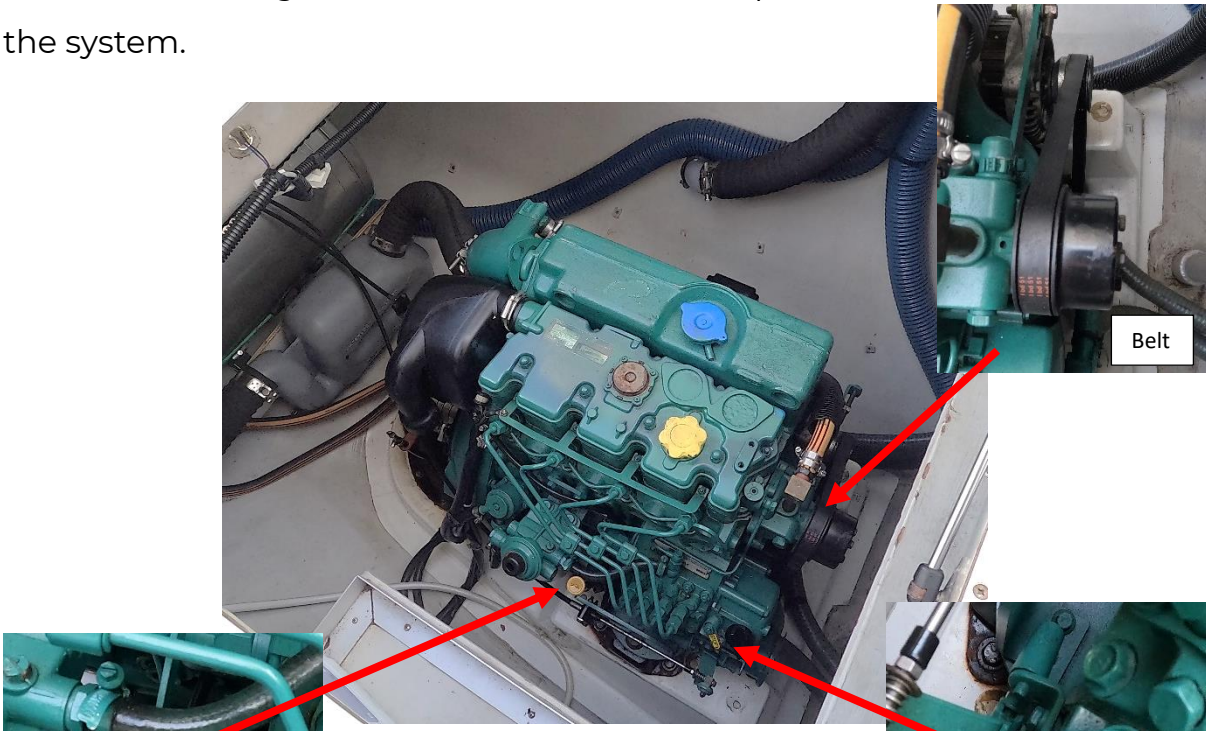
RAW WATER FLOW

The engine is cooled by sea water. It is important to always check there is a good flow of water out of the side of the hull after turning the engine ON.

RAW WATER STRAINER

If you do not have sufficient flow of water, visually inspect the raw water strainer, located on the bulkhead in front of the engine. Check no debris or seaweed is blocking the flow of water. If you suspect this is the case, please call us for further advice. An easy way to check this if you cannot see through the top lid on the strainer is take a flash picture with your mobile phone and inspect.

Do not open the strainer without first consulting a Conch Charters staff member, as doing so could result in the loss of prime in the system.



CHAPTER 2: STARTING, RUNNING & STOPPING THE ENGINE

Before starting your engine, look around the vessel to ensure no loose lines are in the water. Check the throttle control is in the upright, neutral position.

ENGINE PANEL

First turn on the engine panel, by pressing the top left "ON/OFF" button for 1 second. Once switched on, you will see the panel illuminate.

Now hold down the "START" button on the top right of the engine control panel until you hear the engine fire up and you see the RPM rise.

The LCD screen on the tachometer shows engine operating time in hours and tenths of an hour.

Symbols for operating information

Preheat	The "Preheat" symbol will show when the glow function is activated.
Crank	The "Crank" symbol will show when the starter motor is engaged.
Stop	The "Stop" symbol will show when the stop button is pressed.

MAX RPM

When running your engines, the max cruising RPM is 2500. The best RPM for a balance between speed and fuel economy for a better burn rate is 2200 RPM.

THROTTLE CONTROL

Now that your engine is running, moving the throttle control forward or backward will allow you to accelerate forward or go astern. When shifting from forward to reverse, pause in the upright neutral position for a moment. Shifting too quickly can cause the engine to stall or damage the transmission.

CHARGING BATTERIES

If you wish to charge your batteries from running your engines, whilst remaining in the same position, put the throttle control in neutral and then push in the button at the base of the lever to disengage the shifting mechanism. This prevents the propeller from being driven forward or in reverse.

With the button pushed in on the throttle lever, move the lever forward until the RPM reaches 1500. This is the optimum RPM for charging your batteries from the engine whilst the shifting mechanism is disengaged.

STOPPING

To stop your engine, move the throttle control into the neutral upright position. Push and hold the stop button until you hear the engine

completely stop. You can turn off the engine panel by pressing the top left “ON/OFF” button like you did when starting up the engine. Please ensure the panel is turned off otherwise this will drain your start battery.

WARNING LIGHTS

If a fault occurs, the associated symbol will light up on the LCD screen to provide you with a visual warning and the alarm will sound. If an alarm sounds from the engine, check and remember which symbol is on the screen before shutting off the engine.

Coolant Temperature

This symbol will show when the coolant temperature is too high. Stop the engine immediately if this lights up during operation. Continued use whilst the coolant temperature is too high can cause serious engine damage.

Oil Pressure

If this symbol shows during operation, the oil pressure in the engine is too low. Stop the engine immediately Continued use whilst the oil pressure is too low can cause serious engine damage.

Voltage

The battery lamp will show if the alternator is not charging or voltage is too high. Stop the engine immediately.

System Fault

The “System failure” symbol will show at short circuit or a broken wire. Contact us immediately if you encounter this.

Please do not ignore any warning and call Conch Charters if you encounter any of these.

CHAPTER 3: GENERATOR CHECKS

Your vessel is provisioned with a Northern Lights generator, located in the forward deck locker, starboard side.

Please remember that the generator is only to be used whilst on an anchor, mooring ball, or in a marina facility.

Do not use the generator whilst underway.

Like the engine checks, each day you are requested to perform some basic checks on the generator.

OIL LEVEL CHECK

You do not need to check the oil dipstick unless asked to do so by a member of Conch Charters staff. Instead, whilst you are on charter, we ask that you visually inspect the area around the generator each day, checking the oil mat under remains clean with no signs of sweating or leaking fluids.

If you observe anything of concern, please contact the office.

COOLANT

After inspecting the area under the generator, check the coolant level in the expansion bottle on the generator, but only when the generator is not hot. Confirm the coolant level in the bottle is between the min and max lines. If you observe the level is lower or higher than the minimum and maximum marks, please call us for instructions.

Do not add any fluids to the engine without first checking with a Conch Charters staff member.

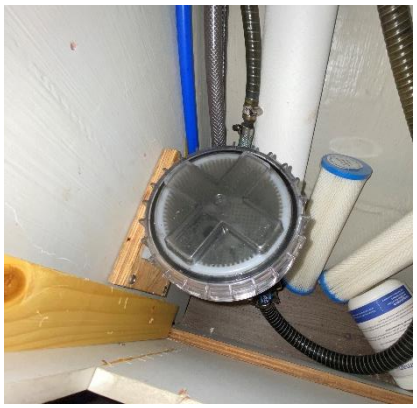
BELT

To check the belt, ensure there is sufficient tension, by giving it a pull and a quarter turn. Check the condition of the belt to make sure it is not frayed or cracked.

RAW WATER FLOW

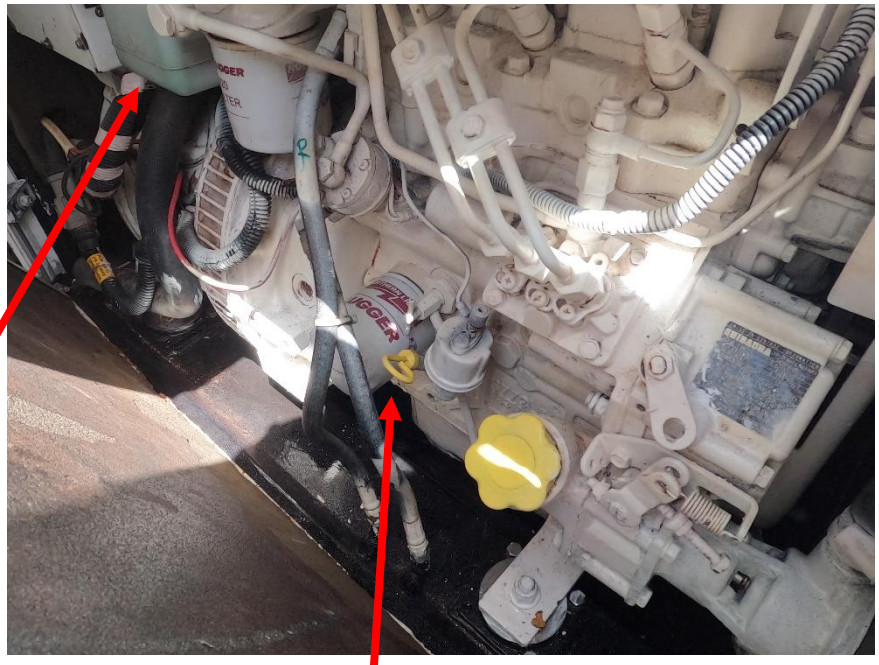
The generator is cooled by sea water. It is important to always check there is a good flow of water out of the side of the hull after turning the generator ON.

RAW WATER STRAINER



If you do not have sufficient flow of water, visually inspect the raw water strainer. This is located in the cupboard next to the bottom of the starboard hull steps, aft side. Check through the clear lid no debris or seaweed is blocking the flow of water. If you suspect this is the case, please call us for further advice.

Do not open the strainer without first consulting a Conch Charters staff member, as doing so could result in the loss of prime in the system.



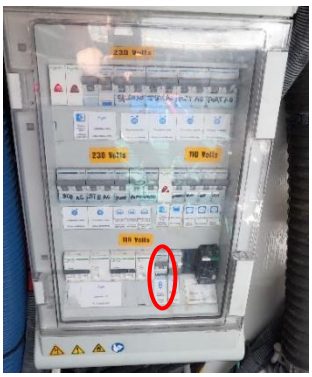
CHAPTER 4: 110V ELECTRICAL APPLIANCES

In the starboard engine compartment are the main breaker boxes for the 110v circuit. The appliances on the 110v circuit will be available if shore power is present or if the generator is running. Alternately, the 12v circuit is powered from your house batteries and is covered in a following section.

110V ISOLATOR SELECTOR

This is the 110v isolator selector located in the port engine compartment. Only one source can be selected at a time. When you board your boat for the first time, the isolator selector will be in the shore power position. The voltage gauge above the chart table shows that shore power is present, and the voltage related to that.

BATTERY CHARGER



This breaker operates your battery charger when 110v is present from shore power or generator. Once 110v is present, always activate the battery charger. This will charge your house batteries and engine start battery. Once turned on, you will be able to run the appliances on your 12v circuit, such as your fridge units, without draining your batteries.

OUTLETS

There are several breakers labelled Sockets and tell you whether it is for saloon/port/starboard. With these breakers in the ON position the outlets around the vessel will become live. These outlets are only functional whilst shore power or the generator is activated.

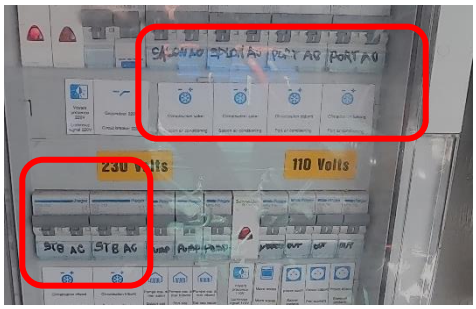
WATER HEATER

The only item that you will not require whilst on charter is the water heater. They should remain in the OFF position, even whilst on the dock. You will receive hot water from your engine after just 15min of running time.

AIRCON KEYPAD

To operate air-conditioning, there are keypads for each air-conditioning unit located throughout the vessel. These keypads also allow you to control the fan speed and temperature. Please ensure the ‘cool’ setting is selected for cold air.

AIRCON BREAKERS



You can also control the air-conditioning units via the breakers located in the starboard engine bay on the same breaker panel as the 110v switches mentioned earlier. They are labelled with the corresponding A/C unit. The upwards position is ON and downwards position is OFF.

GENERATOR POWER UP

The generator start panel is located underneath your main 12v panel.

Generators must not be used whist underway

To start the generator, ensure the AC breakers are off in the left position and move the sliders up.

The panel has two toggle switches. Press and hold the top toggle switch down for 10 seconds (this is your glow switch). While still holding the top toggle down, simultaneously push the bottom toggle up in a pinching motion. This will start the generator. Release the bottom toggle when the generator starts and the top toggle few seconds later.

It is important to follow this sequence to start the generator properly.

Once your generator is running, move over to the main sliding isolator breaker, to move the slider up so you will be able to switch on the generator breaker. You can then proceed to turn on the breakers for the items on the 110v panel in the engine bay.

After three attempts trying to start the generator, please call the base office for advice.

To shut down the Generator, as before, first switch off each individual air-conditioning unit at the corresponding keypad in the same order sequence. Switch off all the breakers on the 110V panel, finishing with the main generator breaker.

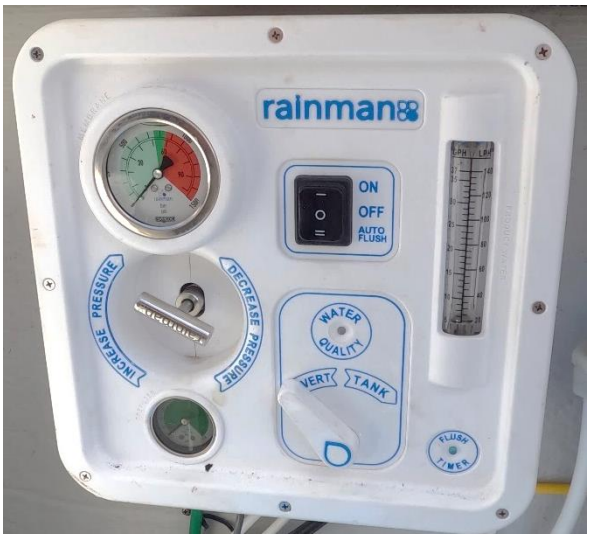
To turn off your generator, push the bottom toggle down on the generator control panel until the generator has completely shut down.

WATERMAKER

On board you have a Rainmann electric water maker, located in the forward bow locker, starboard side.

You will need 110v supply to run your water maker so must be connected to shore power or the generator switched on. The water maker will not run off the inverter.

Before starting up the water maker, make sure the pressure supply unit is on, with the switch on top of the unit in the direction of the two stipes.



Then move over to the panel. The arm in the bottom right must be set to divert and check the pressure gauge (silver handle) is turned all the way counter clockwise.

Switch on the water maker by pushing the black switch up to the “ON” position. You can start to turn up the pressure valve. Make sure this is done slowly, as to begin the dial won’t move much but will quickly start to gain pressure and rise fast.

Keep turning up the dial until the arrow is in the dark green section. **Make sure it doesn’t go into the red high pressure zone.** Once the arrow is pointing in the dark green zone, wait until the water quality light changes from orange to green. Once this has gone green you can switch the lever arm over to the “TANK” position to start filling your tank with fresh water.

You can see the amount of gallons per hour in the clear tube on the right of the panel

When you've finished with the water maker, change the switch back over to divert and decrease the pressure back down. You can then turn the machine off by pushing the black button down to "OFF".

You want to make sure you are drawing in relatively good quality water. Avoid using your water maker in marinas and anywhere too sandy.

CHAPTER 4: 12v ELECTRICAL APPLIANCES

Now we are going to discuss the 12v electrical systems onboard. The 12v circuit is powered from your house batteries. Your house batteries are charged when connected to shore power or generator via the battery charger or via the alternator when the engine is running.

If you are not running your generator overnight, we recommend running the engine for no less than an hour in the morning and at night to replenish the power discharged from the house batteries.

At the chart table, alongside the VHF, you will see a voltage gauge showing the current house battery voltage. This gauge will only show the current voltage when the “navigation instruments” switch is turned on at the 12v main electrical panel. Above this you can also see the water and fuel gauges.

A healthy voltage is between 12.2 and 12.7 volts when not charging. When charging from the battery charger or running engines, check to confirm the voltage gauge increases above 13v.

Never allow the voltage for the battery bank to drop below 12v as this will cause serious damage to your batteries.

12 Volt AGM Battery State of Charge	
Level	Voltage
100%	13.00 Volts
90%	12.75 Volts
80%	12.50 Volts
70%	12.30 Volts
60%	12.15 Volts
50%	12.05 Volts
40%	11.95 Volts
30%	11.81 Volts
20%	11.66 Volts
10%	11.51 Volts
0%	10.50 Volts

12v SWITCHES

LIGHTS

On the left side of the 12v section is a breaker for all internal lights in the vessel. Please note there are also individual light switches throughout the vessel.

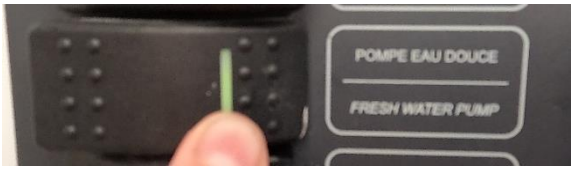
REFRIGERATION

Your boat has two fridge units. Refrigeration can be activated from the power switch located on the 12v panel. “Fridge 1” will activate the double drawer fridge by the saloon doors and “Fridge 2” will turn on the fridge/freezer in the galley. The fridges have thermostats inside to control the temperature.

Your fridges will draw more power from the house batteries than any other appliance onboard. Continuous running will require you to keep an eye on your house battery bank voltage. Some additional charging from the engine may be required.

We recommend turning off refrigeration before going to bed if you are not connected to shore power or running the generator, to conserve the battery charge.

FRESH WATER



Turning on the freshwater pump switch will pressurise the freshwater system onboard.

When not using freshwater, put the switch in the off position, to the left.

If your water pump is running constantly, it may be because the water tank is empty. If your water tanks are not empty but the water pump is still running, this may be caused by an open faucet, the most common culprit being the stern shower. The stern shower is located on the side of the stern seat, port side.

BILGE PUMPS

The bilge pump switches are located at the top right side of the panel. There are 4 dual function switches linked to the two hull bilge pumps and your 2 engine bay bilge pumps.

To the right will energize the pump when the float switch is activated. To the left will override the float switch and energize the pump. In the central position, the bilge pump will remain off.

INSTRUMENTS AND NAVIGATION

The navigation instruments switch when operated will provide power to all the helm instruments, located 5th down from the top on the left column of switches.

There are four more switches on the panel which refer to night-time navigation. You are a designated day boat, so although the navigation lights are functional, they should not be required. The anchor light is the captain's choice when on a mooring ball.

PROPANE

The solenoid for propane going to your oven and stove top can be controlled by the "Gas Stove" switch on the 12v panel and also two yellow valves located under the sink cupboard. One is for the stove and one is for the oven. All must be on/open for flow to the stove and oven. When the yellow valves are in line with the pipes there will be propane flow from the aluminum tank in the cockpit, supplying gas to the stove. When finished cooking, remember to turn the switch off and close the valves. You can also isolate and close the tank by turning the valve on top of the tank, to further prevent the possibility of a gas leak.

LIGHTING THE STOVE

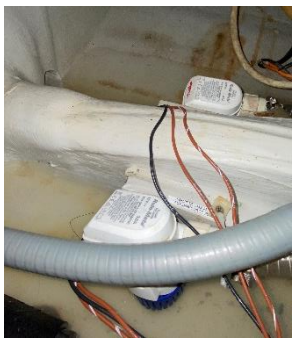
After the valve on the top of the tank is open and the gas valve switch is on, light the stove top by pushing in the knob corresponding to the burner you want to light and twist to the left. While holding in position, press the small black clicker button on the right side. If the clicker fails to ignite the gas, strike a match/use a lighter and hold over the stove top, then press in the knob and twist it to the left. Hold the knob in for several moments after the propane ignites. Wait until the thermocouple heats up - after this the valve will remain open and you can release the knob and adjust accordingly.

LIGHTING THE OVEN

Light the oven by pushing in the left knob and twist to the left, then press the small black clicker button on the right side. If the clicker fails to ignite the gas, strike a match/use a lighter and hold just inside the small hole at the bottom of the oven. Ensure to hold the knob in for several moments after the propane ignites. Wait to make sure it is completely lit - after this the valve will remain open and you can release the knob and adjust accordingly.

CHAPTER 5: BILGES

Each morning when you do your engine checks, please also inspect your bilges to ensure water is not accumulating.



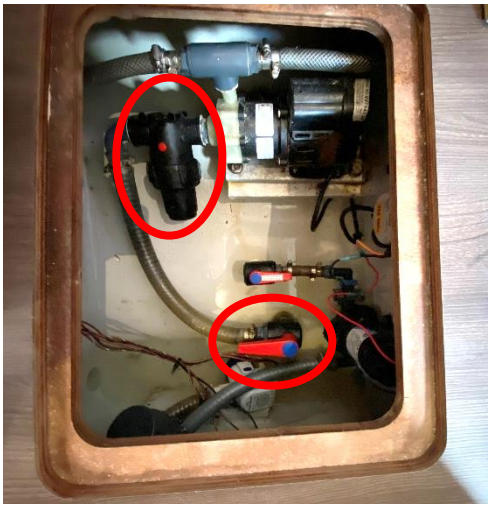
BILGE PUMPS

The boat is outfitted with four bilge pumps and float switches onboard, one in each hull and one in each engine bay.

MANUAL BILGE PUMP

If the bilge pump float switch override does not energize the pump, the boat has a backup manual bilge pump. You can operate the manual bilge pump by pulling the front of the pump towards you and moving it back and forth repeatedly to drain water from the bilge.

A/C FILTER



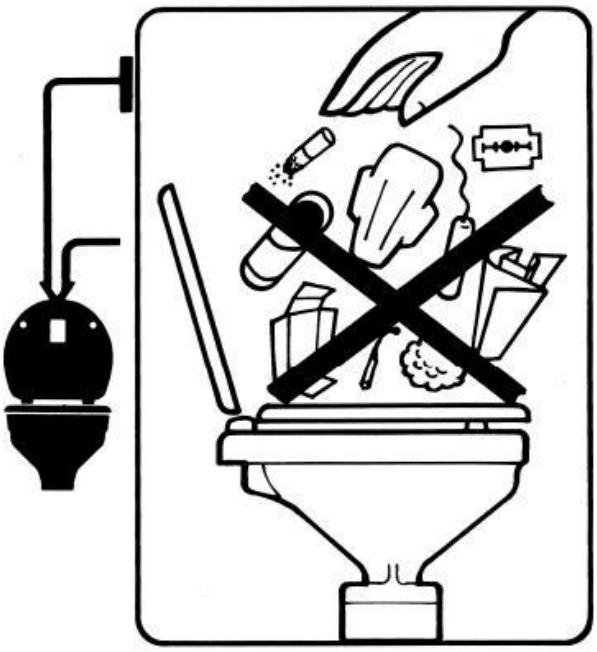
In the bilges you will also find the filters for the air conditioning cooling pumps. In the event an A/C unit shuts down unexpectedly, inspect this filter to ensure it has not become blocked by seaweed or debris. To clean the A/C pump filter, first close the seacock seen in the picture, remove and clean the filter, refit the filter housing and make sure to reopen the seacock.

On each side of the boat, this is located under the first floorboard in the aft cabin.

CHAPTER 6: HEADS

The boat has electric flushing heads onboard.

Never put toilet paper, cigarettes, paper towels, hygiene products or anything else down the head that you have not digested first, as this will result in blockages. Please avoid blocking your head as this will incur a $200 fee for Conch to resolve the issue.



HOLDING TANK VALVE

You will find the holding tank valve for each head located behind the white door in each shower.

Opening the valve will empty the holding tank from your toilet onboard.

Leave the holding tank valve closed if you are in a marina, bay or if you have crew members swimming around the boat.

You can discharge your holding tank once you are three nautical miles from the coast or in the center of the Sir Francis Drake Channel.

HOW TO OPEN/CLOSE THE HOLDING TANK

To open the holding tank valve, move the handle so it is in-line with hose. To close the valve, move the handle so it is at a 90-degree angle to the hose.

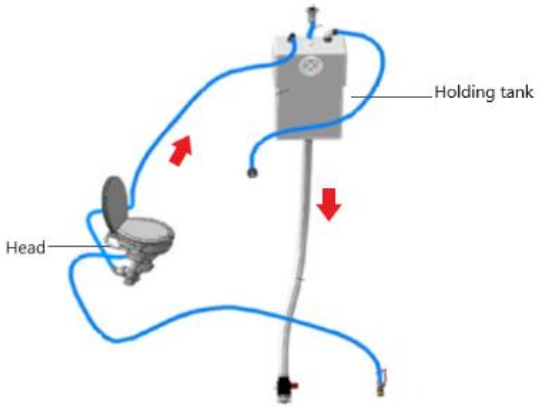
Discharge your holding tanks as frequently as possible to avoid build-up and to minimize odor.

TOILET OPERATION (ELECTRIC)

To operate the toilet, first press the left-hand side to add water into the bowl.

Flush the head by pressing the **right switch for 15-20 seconds**. This is to clear the long discharge line between the toilet bowl and the holding tank, which prevents clogging and alleviates odors. Doing this will keep your boat smelling as fresh as possible - ultimately your holding tank is good at retaining odor, whereas the hoses from the toilet bowl are not as effective.

Always leave the bowl empty to minimize odor and spillage. The image below shows just how far the water needs to travel between the toilet and holding tank. A full flush will prevent water sitting and staining the pipes and causing blockages and odor. Always leave the bowl empty to minimize odor and spillage. **SHOWER DRAIN**: The shower pump is automatic.



CHAPTER 7: EQUIPMENT ONBOARD

Onboard there is a variety of safety equipment you should familiarize yourself with.

SAFETY GEAR

In the event of an emergency, you can attract attention with flares and an air horn which are located under the saloon seating. There are also tools onboard located in the same compartment. We do not expect you to need these whilst on charter, although the adjustable wrench included in your tool kit is particularly useful if you need to switchover from one propane tank to the other.

Lifejackets can be found in the outside locker under the middle seat.

There is a first aid kit on board located on the shelving around the chart table.

There are several fire extinguishers around the vessel. They are located one in each of the 4 cabins - either under the bunk or attached to the wall. There are two in the saloon.

CHAPTER 9: HELM

INSTRUMENTS

At the helm are the boat's navigation instruments. Ensure you replace all sun covers when the boat is moored to prevent damage.

CHARTPLOTTER

After turning on the "Navigation Instruments" switch on the 12v panel inside, you turn the chart plotter unit on and off by pressing and holding the Power key. You can cycle the preset backlight levels by short presses on the Power key, such as night mode.

In your boat briefing you will be shown how to operate your chart plotter. The user manual for your chart plotter is saved onto the tablet if you have any other issues with operating it.

AUTOPILOT

Press "Engage" button, second from left, to engage autopilot. To dis-engage autopilot, press the "standby" button in the left corner. This button will also turn the instrument on and off if held down. HEADING HOLD mode will steer the boat toward a particular heading. WIND HOLD mode can be activated by pressing the button second from the right. **Wind hold mode** will hold the boat at the set angle to the wind.

SOMEONE MUST STILL BE AT THE HELM AT ALL TIMES. IF THERE IS A SIGNIFICANT CHANGE IN WIND DIRECTION OR STRONG GUSTS THE AUTO PILOT MAY NOT BE ABLE TO HOLD ACCURATELY.

VHF

The VHF is located at the navigation desk.

Remember the signal is only line-of-sight and if you have any obstruction between you and the party you are trying to contact, you will not be heard.

Wherever you are, Channel 16 is for emergencies and hailing other stations only. As soon as you have made contact you must switch to a working channel.

Make sure that you familiarize yourself with how to change channels on the handset otherwise you could end up speaking on channel 16 when you think you are on another channel.

DEPTH GAUGE

The depth shows the depth of water under the boat in feet. Your boat's draft is 3'8". Ask your briefer for more information on whether the depth reading is taken from below the keel or from the water line.

WIND GAUGE

The numbers around the screen give you the following: true wind direction (TWD), apparent wind angle (AWA), true wind angle (TWA), and true wind speed (TWS). The center number will give you the apparent wind speed and dial arrow shows where the wind is coming from based on where the boat is facing.

GENOA

You have a roller furling genoa. Operating the genoa sheets and roller furling line will allow you to unfurl and furl the sail. Steadily let out the roller furling line, clutch located down the starboard side of the boat, and bring in the genoa sheet to unfurl the sail.

Do the reverse to furl the sail away. When furling the sail, bring the roller furling line up to a winch in the cockpit if necessary, and steadily let out the genoa sheet. *Never open the spinlock for the genoa halyard.*

In moderate wind speeds, we recommend furling the headsail downwind instead of upwind.

MAINSAIL

It is easier to raise the main sail into a reef than it is to lower into one – be sure to plan how much sail to put out each morning before you get under way. When raising the sail, having a crew member at the mast, jumping the line will speed up the operation.

Your main sail has a slab reefing system. There are two reefing lines. Each day check the weather forecast to calculate the correct amount of sail to put out and plan around predicted gust speeds.

We recommend putting in reef 1, in wind speeds of 15kts or greater, to improve balance, performance and comfort. If weather forecasts indicate sustained wind speeds of 20kts or greater, reef 2 is required.

Apparent wind speed	**Mainsail**	**Headsail**
<15 knots	Full	Genoa
15-20 knots	Reef 1	Genoa
20-25 knots	Reef 2	Staysail
>25 knots	0	Even Less

CHAPTER 10: ON DECK

REFUELING YOUR BOAT

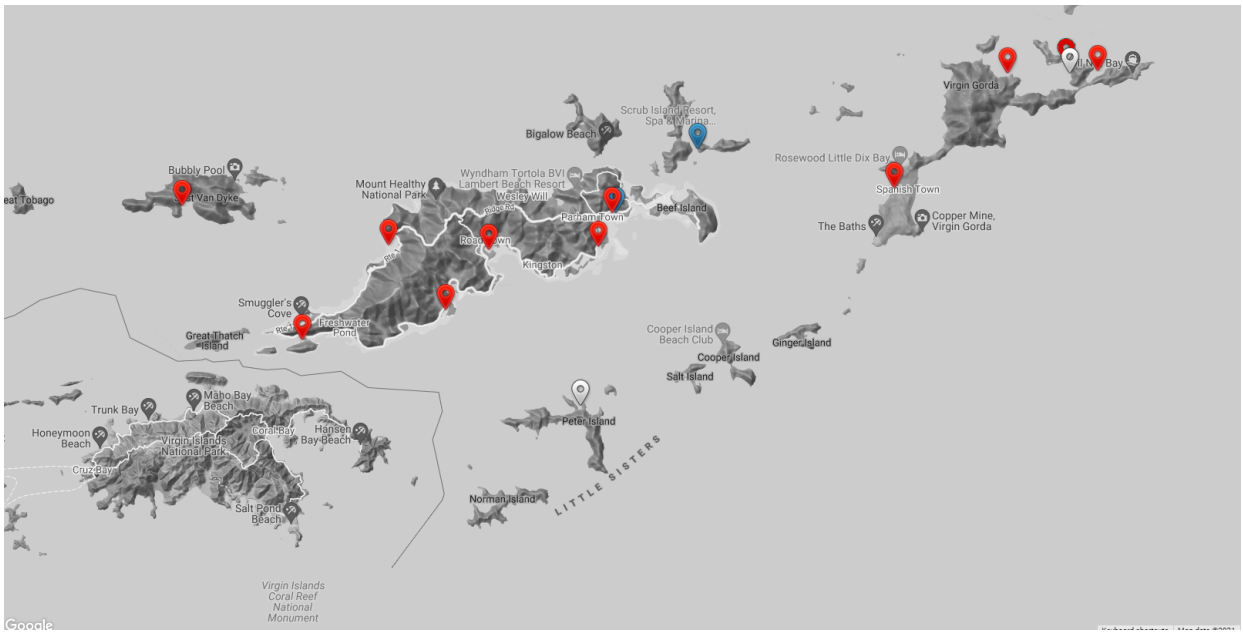
Onboard you have two fuel tanks which have a total capacity of 124 gallons of diesel.

Your boat has already been fully fueled before your charter. We strongly recommend recording a log of your engine hours and your generator hours separately to track your fuel consumption.

A good rule of thumb is to assume that the engine will consume 0.9 gallons per hour and the generator will consume 0.60-0.7 gallons per hour. Please consider refueling well in advance of when you anticipate running low on fuel.

When you return to base, we will take you to refuel before your departure.

The photo below provides locations of fueling locations in the BVI.



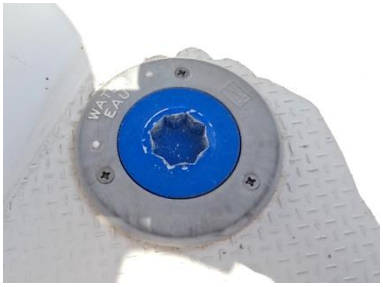
FILLING THE FUEL TANK

To fill your fuel tanks, there is one diesel filler cap, painted red, located at the stern of the boat, port side.

FILLING THE WATER TANKS

Onboard you have one water tank holding 198 gallons of water in total.

You can fill your water tank by opening the cap, painted blue, located at the front of the boat above the port bow locker. Remove the cap on to fill with a hose.



Make sure you top off your water tanks before leaving Conch Charters base, using the hoses on our docks.

Make sure you do not open any tanks that say “WASTE” - these are for your holding tanks and must not be touched.

WINDLASS

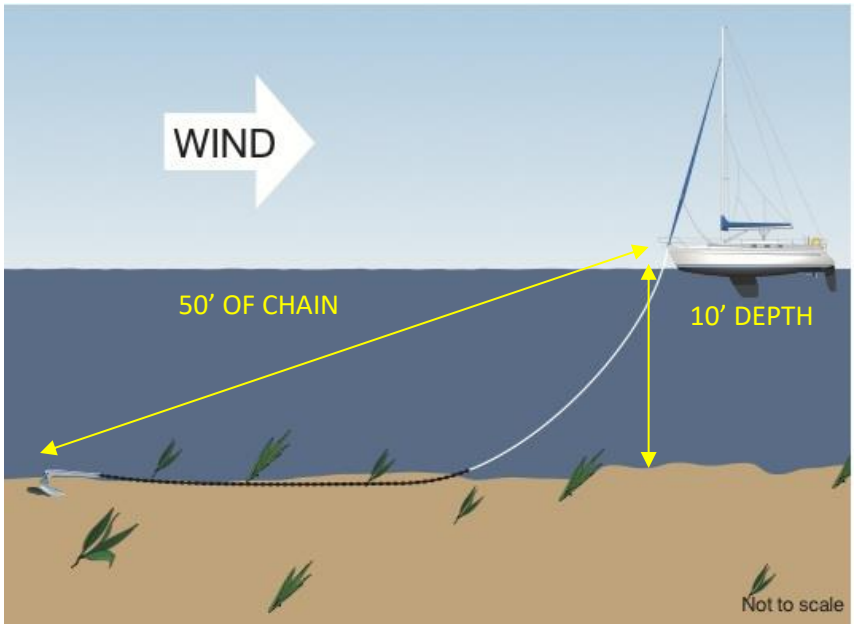
Before operating the windlass, ensure both engines are turned on. The windlass is a high load item.

You may also need to increase the engines idle RPM in neutral, with the shifting mechanism disengaged.

To operate the windlass, use the remote control out of the middle bow locker. There are two buttons for moving the chain up and down. The anchor is predominantly attached to chain which is made off to a secured bitter end.

When dropping your anchor, please check your depth and your surroundings and adhere to the 5:1 chain-to-depth ratio. You can assume the windlass will drop one foot of chain per second. Alternately, you can judge the length of chain put out by looking at how many boat lengths you have drifted away from where you dropped the anchor. For example, if you are in ten feet of water, which would equate to 50ft of chain, you should be just over 1.2 boat lengths away.

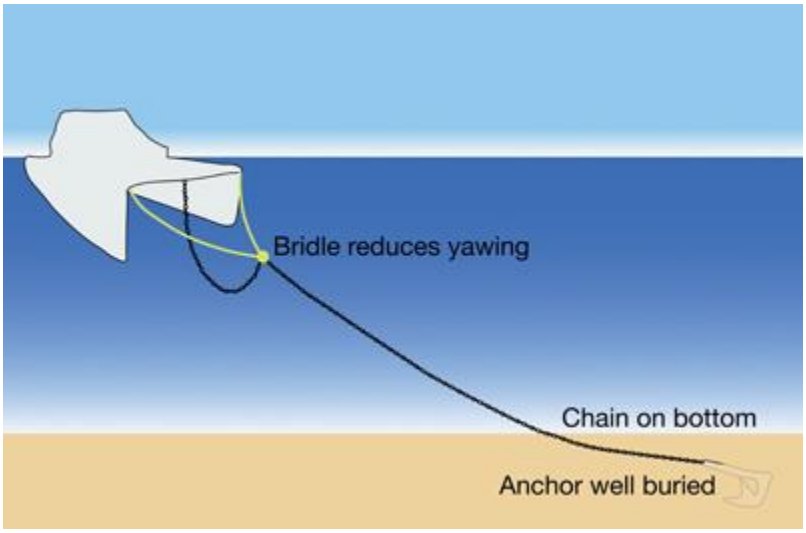
Below is an illustration of depth to chain ratio.



SNUBBING LINE

Once you see your anchor is holding, you can attach the snubbing line/bridle, which is in the anchor locker.

Put the hook through the anchor chain. Once attached, release the chain so that the snubbing line/bridle takes the tension away from the windlass. The snubbing line/bridle is better at absorbing shocks from changing winds and waves, which protects your windlass.



WINDLASS BREAKER

If the windlass is not functioning, one of the first things to check is the circuit breaker. It is located on the panel in the starboard engine compartment (See image). Press the small red button to reset it. Once the breaker is reset, you will hear a defined click.

MANUAL FREE FALL FUNCTION

In the event of an emergency, you can release your anchor using the manual free fall function. Use the handle provided to undo the nut on the top. This releases the brake, allowing the windlass to free wheel.

ELECTRIC WINCH

On deck there is an electric winch, which is powered from your house batteries. The button to operate the winch is located in the cockpit next to the winch furthest right from the helm.

Electric winches should be used with caution, as they can apply a great deal of tension to the line. Furthermore, when using an electric winch, it is difficult to judge when too much tension has been applied.

If the winch is not functioning, first check the circuit breaker, which is located in the starboard aft engine bay as it may have tripped and needs to be reset.

CHAPTER 12: DINGY AND OUTBOARD

You have provided us with a security deposit for your dinghy and outboard - please refer to your dinghy and outboard liability form. We have provided you with a padlock and strop to secure your dinghy and outboard to prevent loss or theft.

Assign a crew member to dinghy duty - this responsibility should remain theirs throughout the charter. A lousy way to lose your security deposit is to lose your dinghy and outboard.

Reminder: Any damages caused by a prop wrap (any line wrapped around your prop including your dinghy painter) will be deducted from your security deposit.

OPERATING THE DINGHY DAVITS

You would have been shown in your technical briefing how to raise and lower the dinghy in the davits.

While lowering the dinghy, we recommend wrapping the line around the winch located on the stern right by the dinghy. This will assist you with the weight of the dinghy. Be sure to use more turns on the winch than usual as the line is thinner than the halyard and check the electric winch breaker is active before beginning to try lifting. When the dinghy is stowed, be sure to secure it using the painter and winch line to prevent swinging whilst under way. Don't forget to secure the clutches closed when the dinghy is raised. Ensure the outboard is always secured onto the dinghy transom.

TAKING THE DINGHY ASHORE

- When tying up to dinghy docks, please ensure that you lock the dinghy to the dock and that you use the anchor provided as a stern anchor to prevent the dinghy from moving from the position in which you left it, i.e. going under the dock.
- Make sure all items in your dinghy are secure before heading out to sea and check the painter daily for any chaffing.
- When using a dinghy at night always the flashlight for safety to indicate your position and assist with navigation.
- When beaching, turn the engine off and tilt it well before the prop hits the bottom. Watch out for rocks or coral heads and always pull the dinghy well clear of the surf. Don't forget to tie the dinghy to a tree or use the anchor and strop provided to prevent the dinghy from going back into the sea.
- The maximum speed in anchorages is 5 knots for safety and to reduce wake.

BE AWARE OF NORTH SWELLS THEY MAKE FOR DANGEROUS SURF ON SOME BEACHES AND ENTRIES SHOULD NOT EVEN BE ATTEMPTED.

OUTBOARD

To start your outboard make sure the red kill cord is attached to the engine, the choke is in, the tank is vented, the primer bulb is firm, and the gear lever is in neutral. Then pull the starter cord. If the engine does not start after the second pull, double check that there is fuel in the line. Pull out the choke and try again. You may also need to give it some revs. Once the motor turns over, close the choke.

Once it has started, check to see that there is a steady discharge of cooling water at the back of the motor. Before engaging gear, ensure engine is only idling. Shift lever forward or backwards as required. To stop the engine, take it out of gear and press the kill button or pull the kill cord.