



**Information & operations manual for  
Beneteau 43 2008  
'Namaste'**

# Welcome



Welcome to Horizon Yacht Charters and your Beneteau 43 "Namaste". We hope you had a pleasant journey and are looking forward to a fantastic holiday and some of the finest sailing in the world here.

This manual is here to guide you through the operation of your yacht. Please take the time to read this manual and don't hesitate to ask any of our professional, friendly staff if you have any questions.

All of the yachts in the Horizon fleet are maintained to the highest standards so that you may enjoy a trouble free vacation, on a beautiful yacht. Please remember that these yachts are all privately owned and we ask that you care for it like it was your own.

Best wishes for a great vacation,

Sylvia and Andrew  
Directors

***Office Hours:***

*Monday – Sunday 08:30 – 17:30*

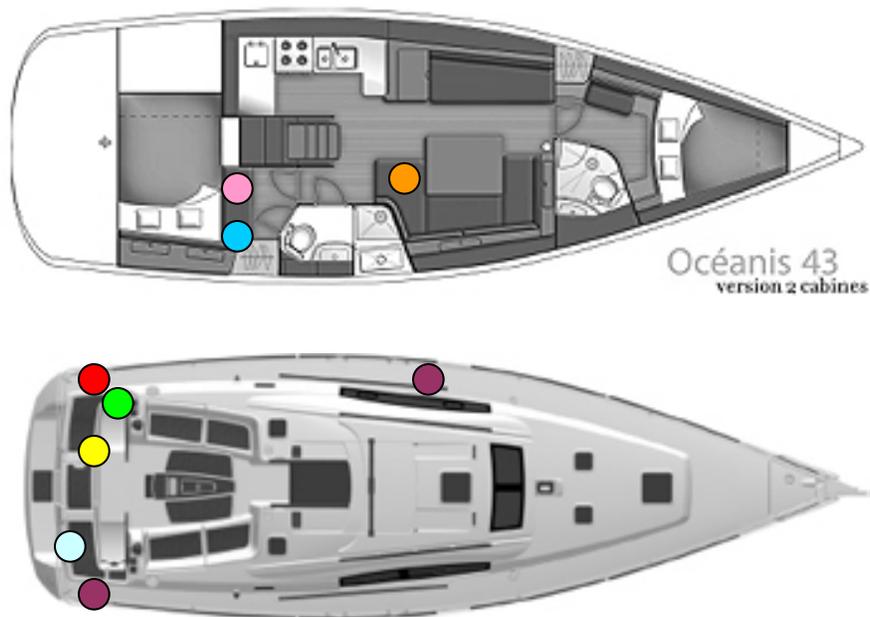
*Telephone: (284) 494 8787*

*Duty Manager: (284) 542 8788 (Emergency Only)*

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## 1. Yacht specifications



Length	43
Beam	13' 6"
Draft	6' 7"
Fuel	53 gallons
Water	95 gallons
Engine	54 hp Volvo

### Location of:

- Fresh water refills (starboard transom and port amidships)
- Diesel refill (port transom)
- Manual bilge pump (at port helm)
- Propane tank (at port helm)
- Windlass breaker (aft cabin, below the berth)
- Diesel cut off valve (aft cabin, below the berth)
- Generator Location (beneath starboard helm seat)
- Water tanks change over valve (beneath starboard saloon seating)

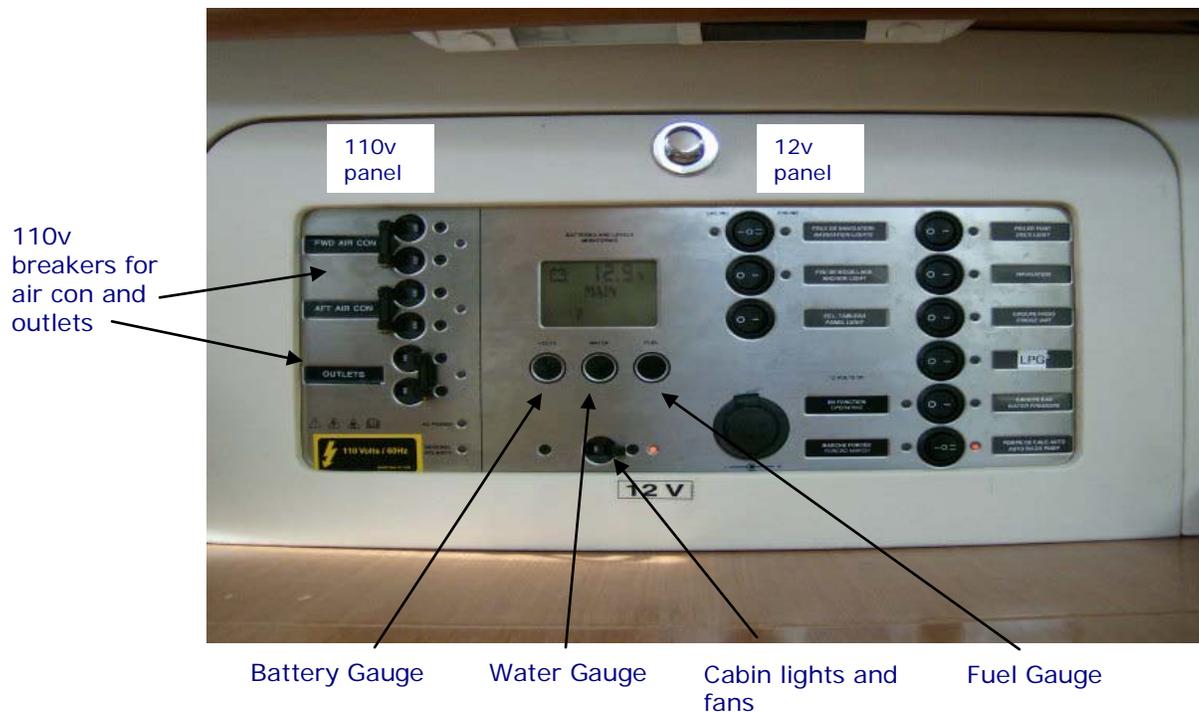
## 2. 12 Volt Panel & 110 Volt Panel

12v switches:

- Battery Gauge
- Water Gauge
- Fuel Gauge
- Cabin Lights and Fans
- Navigational Lights – dual toggle switch for sailing lights or motoring lights
- Anchor Light
- Panel Light
- Deck Light
- Navigation Instruments
- Fridge Unit – operates both the fridge and the freezer
- LPG Solenoid
- Water Pressure
- Bilge Pump – dual toggle switch for automatic or manual (forced march) action

110v breakers:

- Forward air conditioning system
- Aft air conditioning system
- 110v outlet breaker



## Breakers



Main battery breaker, shown in "on" position

Water heater breaker, should always be in the "off" position, as shown here

The main battery and water heater breakers are located behind the instrument panel:



Open the panel by using this pop-out knob

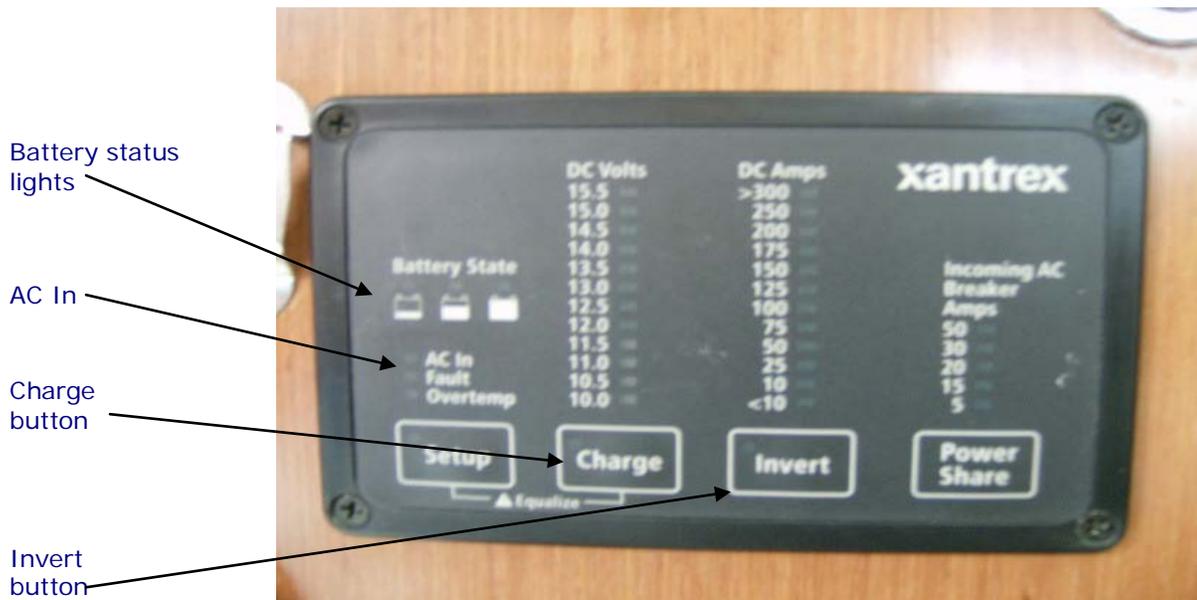
### 3. Inverter interface panel

When plugged into shore-power, the "ac in" and one of the three battery status lights will be illuminated in the status bar. Under the control heading, the "charge" light will be illuminated.

#### TO USE THE INVERTER:

1. Start the yacht's engine; bring the rpm up to 1400.
2. Press the "invert" button under the control section of the panel. The green light on the switch will then illuminate.
3. All of the 110v outlets are now live.
4. Reverse steps 2 & 3 to switch off the inverter, but run the engine for ten minutes after the inverter is switched off, and check the battery levels 15 minutes after the engine is turned off.

Always ensure that you have switched the inverter off by checking that the switch on the panel is no longer illuminated. Leaving the inverter on will cause your batteries to rapidly lose their charge.



#### 4. Engine start procedures



- Engage the neutral button on the side of the throttle handle and set the handle forward to apply some revs.
- Turn key anti-clockwise for 10 seconds to heat the glow plug.
- Turn key clockwise (an audible alarm will sound). Leave the key in this position for 10 to 15 seconds.
- Turn key further to clockwise and hold in this position until engine is running, (like a car ignition).
- Once the engine starts, adjust the revs if necessary and check that there is water coming out of the exhaust. **Please note, it is very important that you leave the ignition for 10 to 15 seconds before cranking the engine, failure to follow this procedure will result in the engine stalling.**
- When the throttle handle is returned to neutral, the button in the centre of the handle will pop-out, allowing you to select forward or reverse.

To stop the engine:

- Put throttle handle to neutral
- Push button to stop the engine, audible alarm will sound.
- Turn starter key to upright position.
- Leave key in vertical position as per this photograph.

**Should you hear an engine alarm during operation, check which alarm light is on and then shut down the engine and contact Horizon.**

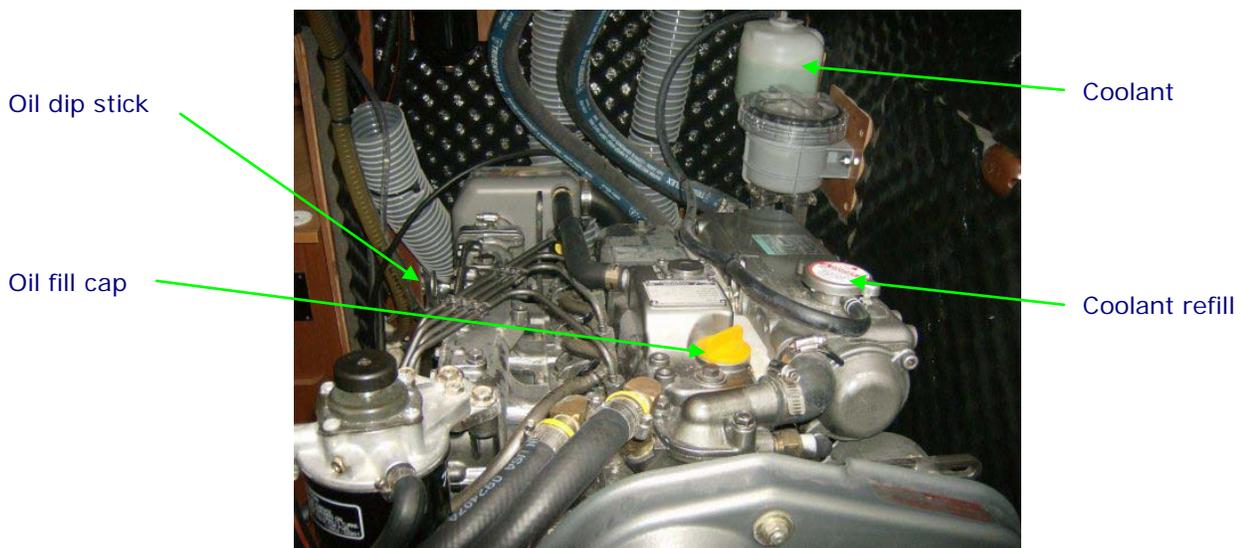
**All yacht engines run with diesel. There is a diesel filler cap on the transom which is clearly marked 'Diesel'. DO NOT PUT WATER IN HERE!**

## 5. Daily engine checks

To avoid possible breakdowns, and damage to the engine, please do the following checks on a daily basis.

It is best to do these checks in the morning, when the engine is still cold. NEVER REMOVE THE CAP ON THE HEAT EXCHANGER WHEN ENGINE IS WARM!

1. Check the oil level, dipstick. Ensure the level is at least half way between the empty and full marks. Do NOT overfill oil, as this can damage the engine. The yellow cap is the fill point.
2. Check the fresh water coolant level. There is a fairly rich mixture of coolant already in the tank. If it is below the 'minimum' line, remove the cap on the top of the header tank and top off with fresh water.
3. The fan belt is protected by the metal plate at the front of the engine which means you cannot easily check the tension of the belt. If you hear any 'screeching' from the engine please call Horizon as it likely that the fan belt is the cause of the noise.
4. Visually inspect the engine and the engine bilge for any signs of oil or water leaks. If any are seen please call Horizon.



## 6. Generator

Namaste is fitted with its own generator which will run the 110v outlets, the air conditioning and will also charge the batteries in place of the engine. The generator is located beneath the starboard helm seat. The main breaker for the generator is located on the "front" of the generator (facing you as you crouch in the locker looking at the generator). The oil dip stick is also located on the front and must be checked daily.

Main breaker. This should be up, indication the breaker is on. If the generator trips out check this breaker.



Oil dip stick. Check oil level daily

On leaving the dock locate the 2 switches beneath the navigation table and turn them both to 0. These switches should be turned to 1 when on shore power and 2 when using the generator.



1 to get power from shore  
2 to get power from generator  
0 is off

To start the generator:

- Make sure the 110v systems are off prior to starting the generator.
- Turn switches below nav table to 2
- Push down upper toggle 10 seconds (glow plug) and hold.
- While holding the top toggle down squeeze up on the lower toggle to engage the generator starter.
- As the generator starts you will see the oil pressure start to increase. Release both the toggles when the oil pressure reaches 55.
- The generator should continue to run when you let go of the upper toggle.
- Allow the generator to warm up for 5 minutes and then gradually load up the system, adding one load every 5 minutes.

**Do not hold the starter sequence for more than 5 to 7 seconds. If the generator does not start, wait for one minute and try again for a maximum of 5 to 7 seconds. If this fails call Horizon.**

Stopping the generator

- Turn off all 110v systems
- Turn the switch beneath the nav table to 0.
- Push down quickly on the bottom toggle and release.
- The generator will close down.

**You must not run the generator when underway.**



Oil pressure gauge

Glow switch. Press this down first for 10 seconds before pressing the start switch up

Start switch. Press this up towards glow switch. To stop the generator press the switch down and quickly release

Resetting the generator:

If the generator trips out check the reset breakers on the front panel of the generator itself.

## 7. Electrical systems and charging

**Please run the main engine or the generator for 1.5 hours in the morning and evening as a minimum to keep your 12v batteries charged. On the electrical panel if you see the voltage below 12.3v it is time to recharge your batteries.**

### Main Engine:

Your batteries will be charging whenever the main engine is on. Ensure that you are in neutral and that the tachometer is registering 1400 revs.

N.B. It is more efficient to charge your batteries off the generator when you are stationary rather than running the engine. In the event of generator failure run the engine as above.

### Shorepower:

There is a breaker in the starboard aft cockpit lazarette and two switches under the chart table. Ensure the breaker is on and the switches turned to 1.

### Generator:

There is a breaker in the starboard aft cockpit lazarette and two switches under the chart table. Ensure the breaker is on and the switches turned to 2.

In all instances ensure that the charger button on the link panel is on as this starts the battery charger.

## 8. Air conditioning



The air conditioning breakers should be turned on **after** the generator has been running for 5 minutes (or once the boat is plugged into shore power) and the breakers should be shut **off** before stopping the generator or unplugging from shore power.

There are 2 compressor units, one under the berth in the aft cabin and one beneath the forward seating in the saloon.

Turn on the forward unit first and wait for 30 seconds before turning on the aft unit. Ensure the companionway and all hatches are closed; otherwise the compressors will freeze up.

The units will work best if the minimum temperature is set no lower than 70 degrees. Set it below this and you risk frosting up the unit and causing it to shut down. Only select the 'cool' mode.

The remote panel will automatically display the ambient temperature.

Switch the remote units on and off using the 'on' button.



**Note:**

If your air condition unit shuts down and the display reads 'HPF' or 'HI PF' it means there is a high pressure fault in the cooling system. This is usually caused by air being trapped in the line. There is a bleed valve located under the floor board in the salon that enables you to bleed the system of any air. Turn off the A/C control, remove the small square floorboard with the finger hole, remove the dust tray and now remove the larger floorboard where the dust tray was taken from. Turn on the air condition, while the unit is running, open the bleed valve and let it run until it coughs out all the air and a steady stream of water flows. Close the bleed valve and the unit should run properly.

Floor board w/ dust tray



Bleed valve



In the event that a compressor trips out, there is a red reset button located on each compressor. The compressor pictured below is located in the main salon. There is another compressor located under the bunk in the aft cabin just behind the battery switches and a bleed valve under the aft bunk fwd of the house batteries. Turn off the A/C control, push the reset button on the compressor, now turn on the air condition.

Reset button



## 9. Instruments

Located at the helm are the following Raymarine instruments:

Starboard helm:



ST6002 Autopilot

ST60+ Graphic display

Port helm:



ST60+ Tridata

ST60+ Wind Indicator

At the cockpit table is a Raymarine E120 chart plotter:



## 10. VHF procedures

### Using the VHF radio:

Familiarise yourself with the method for switching channels, and with the squelch and volume controls on your radio. Most radios have a button to instantly select Channel 16 – ensure you understand how this operates or you could end up speaking on Ch. 16 when you think you are on some other channel.

1. Make sure the radio is switched on, volume quite high, power to high unless the station you are calling is very close.
2. Squelch up until loud hissing, and then back a little until the noise *just* stops.
3. Select the channel for calling (Channel 16, unless specified otherwise).
4. Press switch on microphone when speaking. Release immediately.

If no response then wait two minutes and repeat the call. If still no response, wait a further two minutes before trying again. If calling on Channel 16, it is very important to switch to a working channel after the contact is established. Do not use Channel 16 for your conversations – this channel is for hailing and distress only.

### Channels to use:

- 16 Hailing and Distress
- 74 Contact Horizon Yacht Charters (when in range)
- 12 Yacht Charter Companies working channel – assigned for yacht breakdown servicing and emergency only
- 68 Marinas and Yacht Clubs – for lunch/dinner reservations etc
- 06 Ship to Ship – along with Channel 68 and 77 can be used for contact between boats

In the event that your vessel is involved in a non-life threatening incident with an object or with another vessel, it is important that you contact the Horizon Office immediately at 494 8787 or 542 8788. Please remember to get as much information as possible about your location, the other vessel's description and what damage has been done to your vessel so that we can best assist you.

**Failure to report any accidents or incidents in a timely manner may result in nullification of your hull damage insurance.**

### **Types of emergency:**

In the unlikely event that you are involved in an emergency stay calm and follow these steps. You will also have an Emergency Procedure card next to your VHF.

**Distress:** "MAYDAY, MAYDAY, MAYDAY." This is an International Distress signal and an imperative call for assistance. It is used only when a life or vessel is considered to be in grave and imminent danger.

**Mayday Relay:** used to summon help for a vessel which is either too far offshore to contact the coastguard directly, without radio capabilities or whose radio has been damaged or destroyed.

**Urgency:** "PAN-PAN, PAN-PAN, PAN-PAN" This is the International Urgency Signal and is used when a vessel or person is in some jeopardy but is not considered to be in grave and imminent danger.

**Medical emergency:** "PAN-PAN MEDICO, PAN-PAN MEDICO, PAN-PAN MEDICO" (Pronounced med-ick-oh). This is an International Urgency Signal that should be used when medical advice is needed.

**Safety:** "SECURITE, SECURITE, SECURITE" (Pronounced Say-cure-it-tay). This is an International Safety Signal and is a message about some aspect of navigational safety or a weather warning.

### **How to issue an emergency message**

Select Channel 16 and press transmit button on handset

Say slowly and clearly 'MAYDAY, MAYDAY, MAYDAY, CALLING ALL STATIONS

This is.... (vessel name)....' and repeat vessel name 3 times

Give position – vessel's position in degrees of latitude and longitude or nautical miles from, and bearing to, a navigational landmark

Describe emergency – list the problem, the type of assistance needed; number of passengers aboard (boat length, hull colour and type is also useful)

Wait 1 minute for a response, repeat message

**ALTERNATIVELY: Dial either 767 or 999 from any BVI cell phone or call 494- HELP (4357)**

## 11. Anchoring & Windlass

### Setting your anchor:

#### Preparation:

- Establish a non verbal communication system from bow to stern, as with the noise of the engine and wind, verbal communication proves difficult.
- Tie the dinghy painter close to the boat at the bow or amidships to avoid wrapping it around the prop.

#### Location:

- Choose a clear area to anchor in, normally in 12 to 25 feet. A white bottom is sand and perfect for anchoring. A brown or green bottom will be grass, rock or coral. **Only anchor in sand.**
- Make sure that you are not on a lee shore; i.e. that the land mass is protecting you from the elements and that you are not being pushed onto the shore. **A lee shore is the most dangerous place to anchor your yacht.**

#### Action:

- Manually lift the anchor over the bow roller and feed the chain so the anchor is just above the water surface.
- Use the elements; approach from down wind or current, whichever prevails.
- Once the yacht is stationary use the electric windlass to drop the anchor. The elements will push you back and away from the anchor.
- Minimum scope is 5:1. In heavy weather you may want to increase that, always ensuring your swing area is clear of any obstacles.
- Engage reverse, slowly building up to 1500 rpm to really drive your hook into the sand.
- Once set, put the engine in neutral and allow the yacht to settle, take transits around the bay to ensure you are not dragging, it is always advisable to snorkel the anchor and ensure it is bedded in correctly and not just lying on its side.

#### Attaching the snubbing line:

- Once you are happy that the anchor is set you must attach the snubbing line. The snubbing line protects the windlass and it is important that you attach the snubber every time you set the anchor.
- Attach the hook around the chain link (the hook is too big to go though the link) and cleat off the bitter end of the line to a bow cleat. Pay out enough chain so that the snubbing line becomes taut.
- If the hook falls of the chain it means that there is not enough tension on the line. In this case re-attach the hook and pay out more chain until the line is once again taut.

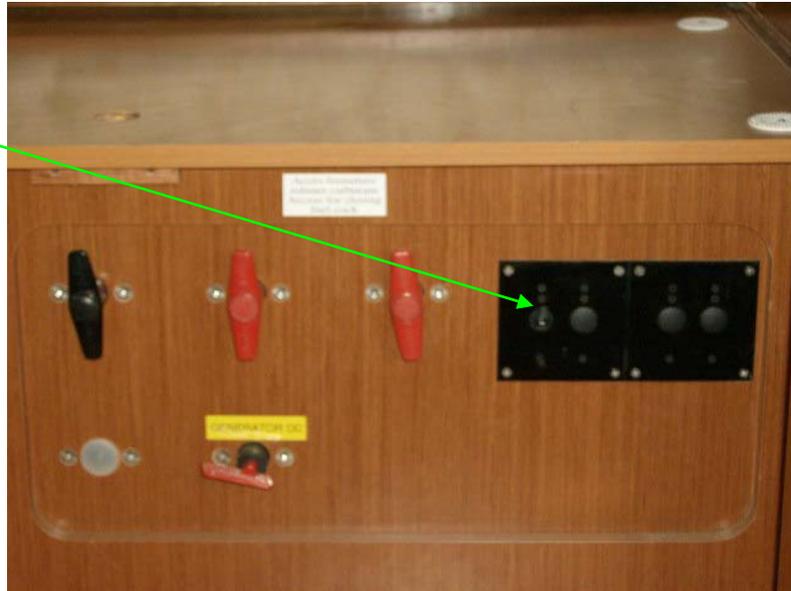
#### Setting a secondary anchor:

- If a second anchor is required, e.g. you are anchoring in a mooring field and need to control your swing room, deploy the primary as above and attach the secondary at the bow. Drive the boat forward at a 45 degree angle to the primary. Once in line with the primary deploy the secondary and allow the elements to push you back. Increase astern to 1500 rpm to drive in the secondary. Snorkel over the anchor to ensure a good hold.

There is a high amperage fuse that will trip if the windlass gets overloaded. The fuse is located in the starboard aft cabin below the bed as you face into the cabin. If the breaker is in the down position the fuse has tripped, flick the breaker up to reset the windlass.

If you have any doubts or concerns, please call Horizon.

Windlass  
Breaker



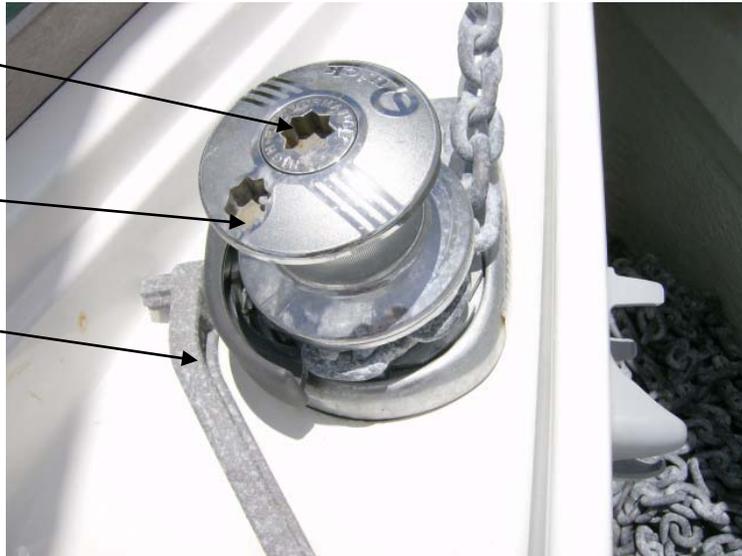
## Manual operation of windlass

If you lose power to your windlass, start the engine and give it some revs, to make sure you have not just got a low battery voltage. Then make sure the windlass breaker with the anchor icon is in the 'on' position on the 12 volt panel. If there is still no power, check the location of the windlass fuse in this manual, and replace it with the spare in your navigation table. If you still have no power, you can operate the windlass manually.

Central lock for releasing the chain and dropping the anchor

Outside lock for manually raising the anchor

Windlass handle



To drop the anchor, insert the windlass handle into the central lock on the top of the windlass and loosen the gypsy. This loosens the windlass's grip on the chain and allows the chain and anchor to free fall.

Remove the safety line or safety pin, and push the anchor over the bow, keeping hands and feet clear. Control the rate of fall by tightening or loosening the lock.

When you have paid out sufficient chain – 5 to 8 times the water depth, tighten up the central lock to stop any more chain from being released. Increase revs to 1500 rpm, to set the anchor. If you drag, pay out more chain, and re-try 1500 rpm in reverse. When the anchor is set, fit the snubbing line, and cleat it off, then release more of the chain, as described above, until the load is taken up on the snubbing line.

To raise the anchor, put the handle in the outside lock of the windlass and begin turning. However it is sometimes quicker if you pull the anchor up by hand. Whether raising the anchor by hand or with the remote control the helmsperson should always motor gently forward in the direction of the chain to assist the windlass/person in pulling up the anchor. you are fit and strong, it is possible to heave an anchor aboard, even on a 55 footer!

## 12. Picking up a mooring buoy

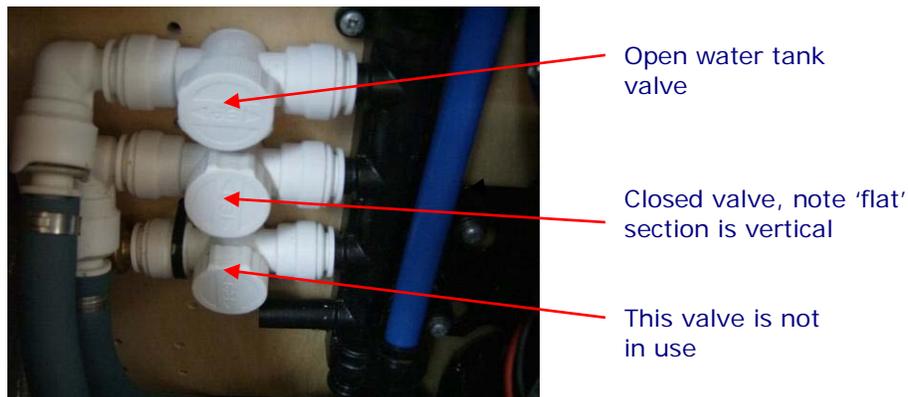
- Ensure the dinghy painter is tied off short on the bow or amidships and is clear of the prop.
- Approach the mooring buoy, keeping the bow into the wind or current, whichever prevails.
- Have a crew member on the bow to pick up the mooring pennant with the boat hook.
- The bowman will direct the helmsman to the mooring, using the already established non verbal communication system. Once at the mooring, inspect the buoy and pennant for any signs of wear and tear; if you are unsure about a mooring buoy's integrity, choose another location to moor up.
- The bowman should ready a line to a bow cleat to slip through the eye of the mooring pennant. This line is then shortened and brought back to the same cleat.
- Once set your mooring buoy will be attached either on the port or starboard cleat and the yacht will be head to wind. Remember to centralize the wheel and lock in place to avoid the yacht sailing around the buoy.
- Next attach a second back up line to the mooring. Attach a line from the opposite bow cleat and if possible attach it directly to the mooring buoy. It is always easier to do this from the dinghy. Do not try to make the lines of equal length, the first line should be taking all the weight of the boat.
- To depart, release the back up line first. Slowly motor the boat forward to create slack, release the line from the cleat and allow the pennant to slip from the line into the water. Fall back with the wind or current, and be careful not to foul your prop on the pennant.
- **Remember to tie your dinghy away from the stern whenever you are maneuvering in close quarters.**

### 13. Fresh water system

Namaste is equipped with two water tanks with a capacity of 95 gallons split between them. To fill the tanks, let the water run from the hose for awhile before placing the end into the fillers that are located on the port aft, on the transom, and on the bow next to the chain locker. Please ensure that the correct fillers are used, NOT the holding tanks or the diesel fill.

To use the fresh water system, turn on the fresh water breaker on the 12v panel and open a faucet. When the tank runs out of water the pump will run at high speed, the faucet will start to cough air. As soon as you hear the pump running continuously, check to see if anyone is using water. If not, switch off the pump immediately to prevent the pump from drawing more air into the system or the pump overheating, and proceed as follows:

- Switch off pump
- Select the next full tank: the valves are located beneath the saloon seats on the starboard side. The open valve has its flat ends turned horizontally so that they are in line with the water pipes
- Note that although there are 3 valves only the top two valves are connected to water tanks, the third valve is not in use.



- Switch on pump
- Open cold water faucet at galley and purge system of air, approx 45 second.
- Turn off faucet, pump will continue to run until adequate pressure has built up to operate pressure switch to cut the pump out.
- If pump does not cut out, it may be necessary to repeat the purging process and open other faucets
- If you have any problems, call Horizon

## 14. Heads

- Nothing is to be put down the head unless it has been digested first, with the exception of 3 sheets of paper.
- Prior to use, move the lever to wet bowl to add water - 4/6 pumps.
- Move lever to dry bowl to pump out waste; this must be done when you are more than 1000 yards off shore.
- Move lever to wet bowl to flush the pan and pipes, 20-25 pulls will keep your heads smelling fresh.
- Move lever back to dry bowl and pump the pan and pipes dry, the lever must be left in dry bowl mode as leaving it in wet bowl mode will result in a backwash of water.
- Wherever possible please use the heads ashore as this keeps our waters nice and clean.
- **Blocked heads will be cleared at a cost to you of \$120.00 sewage fee, plus a technician's fee of \$60 per hour and the call out fee.**

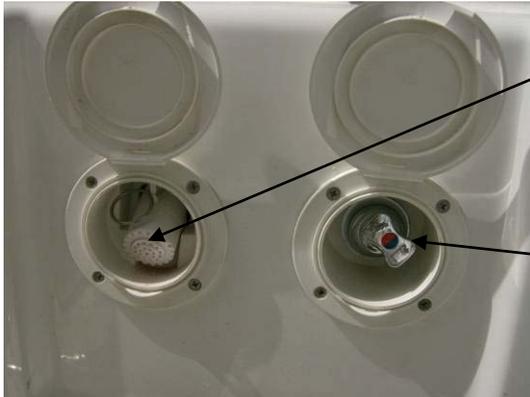


## 15. Showers

Your yacht has a hot & cold, fresh-water shower in each head and on the transom. If the engine has been running, the hot water can be very hot – be cautious!

In order to use the showers, the fresh-water pump must be activated on the 12v panel. The shower drains in the heads are on float switches and will start to drain automatically.

The transom shower is located beneath the central helm seat. To operate the transom shower the fresh water pump must be activated on the 12v panel. There is also a toggle switch located next to the shower which controls the flow and temperature of the water. To switch the water on or off move the switch up and down, to change the temperature move left to right. Finally, press down on the small button located on top of the shower head to release the water from the hose.



Shower head

Toggle switch to control water flow and temperature

## 16. Refrigeration

The system on this boat is an upgraded 12v refrigerator with separate freezer. This system is designed to run 24hrs a day if you wish. To ensure that it does not fail keep your batteries charged. If the level goes below 12.2v both the fridge and the freezer will automatically switch off. Refer to section 13 for charging instructions. If you get excessive ice in your freezer do **not** chip away at the ice. If something is frozen to the side do not force it away. Use warm water if you need to melt the ice.

There is a thermostat in the fridge. It is a white dial with numbers on it going from 1-6. Putting 6 at the apex of the dial is the coldest setting. Keep it on this setting until it is cold. If necessary you can turn the system down or off if you wish. If it is not cold enough augment the system with ice. We are in the tropics so please note that fruit, vegetables and other fresh produce may not last as long as you expect.

Ask one of our staff for a deck cooler if you would like one for storing your drinks. It will keep the drinks cold and help maintain the temperature in the fridge, as people will not be going in it every 5 minutes for a drink.

There is no drain for this type of fridge.

## 17. Propane and stove

The propane tank locker is located under the helm seat on the port side.

To use:

- Turn the LPG switch on the 12v panel. This opens the solenoid on the tank. To light, turn the knob you want 90 degrees clockwise, push the knob in and light the burner using the automatic ignition.
- Hold the knob in for 10-15 seconds, then release. Make sure that the flame goes all the way around. Reduce any wind that may hinder this.
- If you cannot get it to light, check the valve on top of the connected tank is open.
- When you have finished using the burners or the stove switch off the solenoid on the 12v panel **before** you turn off the knob on the stove. This will burn the gas out of the lines and you can test whether the solenoid is working. If the burner remains lit after switching the solenoid off **you must** manually close off the tank in the cockpit.



The 12v solenoid system is USCG approved device. You do not need to shut any manual valves unless you wish (or unless the solenoid stops working, as indicated above).

All of our yachts are fitted with propane detectors. The propane 'sniffer' has been placed in the bilge (propane is heavier than air and so will sink into the bilge). The detectors are sensitive to several types of gas and will trigger the alarm. The alarm can also be triggered if there is moisture in the bilge. If the alarm sounds it does not necessarily mean that the propane system is leaking, so don't panic!!

In the event that the alarm goes off follow these steps:

- Close the valve on the propane tank.
- Check the stove and surrounding area for propane smell.
- If detected, open up the bilges and hatches. Point the boat downwind and use the manual bilge pump to pump out the bilges.
- Call Horizon immediately

**Under no circumstances should you use the electrical bilge pumps or any other electrical system if you suspect a gas leak.**

## 18. BBQ

- When using the BBQ, tie your dinghy off at the side of the yacht, not off the stern
- Make sure the bimini is not close to the BBQ
- Never use the BBQ while sailing
- Never use the BBQ on a dock
- Never change propane tanks when using the BBQ
- When in use make sure someone is always tending the BBQ
- Call us if you have too much food



## 19. Fire Safety

Prevention is the best answer to fire safety.

- Always switch off the safety solenoid when stove is not in use
- Never leave the stove or oven burning unattended.
- Never change propane tanks whilst barbecuing.
- Never smoke below decks.
- Never smoke when changing propane tanks.
- Safely store any flammable liquids (for example charcoal lighter fuel).
- Keep matches away from children.

### Engine compartment fire:



In the event of a fire in the engine compartment use the fire extinguisher positioned closest to the companionway hatch steps and position the mouth of the extinguisher to the fire hole.

- Pull the yellow key out
- Press down on the red button until all the contents of the extinguisher have been discharged.
- Do not open the engine compartment even if you think the fire has been extinguished, dying embers can easily be re-ignited by a fresh supply of oxygen.

### Open fire:

- Pull out the yellow safety tab.
- Point the extinguisher at the base of the fire and press down on the red button to discharge contents.
- Generously cover the base of the fire and surrounding area to ensure the fire is under control and cannot spread. Continue discharging extinguisher until the fire is out.



### Galley fire:

- Take the fire blanket out of its container. Read the instructions for use carefully.
- Ensure hands and limbs are protected from the fire by the blanket.
- Carefully lay the blanket over the fire, laying the blanket away from you and keeping yourself protected at all times from the flames.
- Once in place leave the blanket until all heat has gone from the scene of the fire, this way you can be sure that the fire has definitely gone out and will not re-ignite.

## 20. Dinghy & Outboard

**The driver of the dinghy must be over 18, and must at all times be wearing the kill cord. Never operate the dinghy under the influence of alcohol or drugs.**

- Always tow your dinghy on a short line while motoring and a long line while sailing, always tow with the engine leg up as it gives you an extra half knot.
- Most of the time it is fine to leave the outboard on the dinghy, but if conditions are very rough, the outboard needs to be mounted on the push-pit.
- When going ashore for an evenings entertainment allocate a dinghy captain, someone who will bring the whole crew back to the boat safely, allowing the rest of the crew to enjoy various local cocktails and concoctions.
- To start the engine, lower the motor into the water using the lever on the starboard side of the engine. The lever position corresponds to the motor position, up and fwd for towing and back and down for driving. Check you are in neutral and **the safety cord is in place**. For starting an engine that has been at rest for 3 or more hrs use the choke. Pull the choke out, and set a few revs with the throttle. Do not twist the throttle trying to prime the engine. You will only flood it. Face the engine and pull the start cord and push the choke back in as soon as it runs. If it runs for a second but cuts out, try again without the choke.
- To stop the engine, press the button on top of the kill cord, or pull the kill cord out.
- Keep the kill cord with you to prevent anyone from borrowing it. You have been provided a dinghy lock and cable. Use them.
- Do not drag the dinghy onto a beach; anchor it off or put it on a dock with a stern anchor to prevent damage from going under or hitting the dock.
- Do not speed in and around other yachts, speeding fines have been introduced.
- At night an all round white light must be displayed along with red & green side lights, and it is always a good idea to have a flashlight with you, to show the way, and warn other vessels of your presence.
- Wear the life preservers provided in the cockpit lockers when in the dinghy.
- GAS to OIL ratio, 1 Gall = 3 ounces.

