



Lunasea

SAFETY, PROCEDURES, OPERATIONS MANUAL AND SEWERAGE MANAGEMENT

PLEASE READ THIS MANUAL TO FAMILIARISE YOURSELF WITH THE VESSEL.

Prior to departure try on the life jackets.

Remember to take the flare container if you have to abandon the vessel and take to the life raft/dinghy.

Read the guidelines on snorkeling in the QYC operations manual.

**QUEENSLAND
YACHT CHARTERS**

member of



**DREAM YACHT
WORLDWIDE**

Contact us 07 4946 7400 | reservations@yachtcharters.com.au | www.yachtcharters.com.au

ABOUT

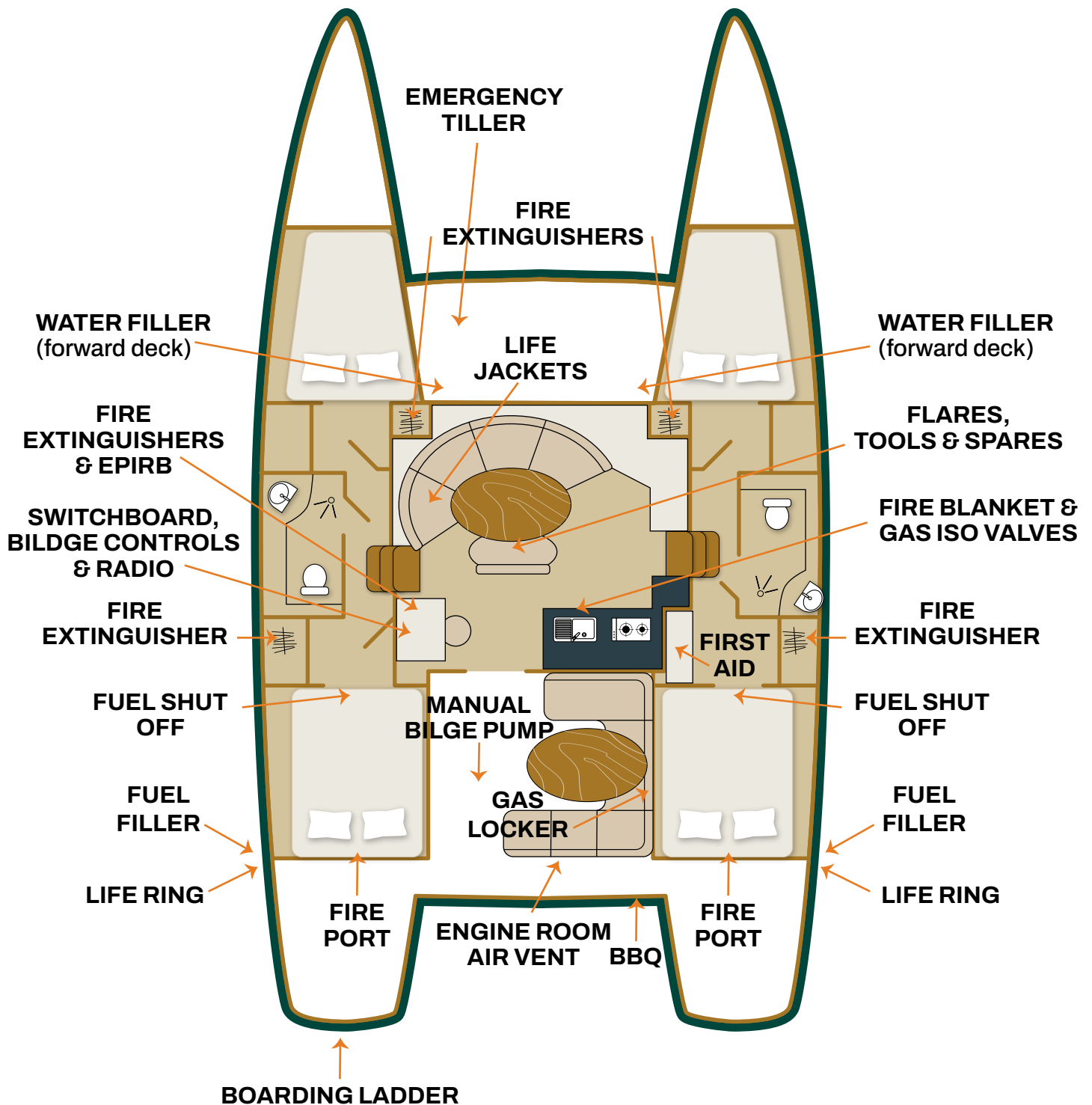
This manual complements the generic QYC Emergency, Safety, Operations and Procedure Manual (also known as “QYC Ops Manual”) that you will have received and are required to have read. You will find a copy onboard this vessel.



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LOCATION OF EMERGENCY AND SAFETY EQUIPMENT



DYC VHF RADIO OPERATION PROCEDURES, SCHEDULES AND EMERGENCIES

Your vessel is equipped with a VHF marine Radio to communicate to DYC base as well as other vessels and Rescue services.

Operation:

- Turn volume up to a reasonable level
- Adjust squelch to just silence static
- Set transmitting power to high - 25 watt
- VHF must be on "Int" for International Channels, not on "U" for USA

DYC base will communicate with you on VHF channels:

- # 82 in Northern Area, i.e. Hayman and Northern Hook Island
- # 81 All Southern areas from Nara Inlet to Shaw Island
- # 74 for returning vessels to Coral Sea Marina – in sight of Airlie Beach



Use # 72 for vessel-to-vessel communications when vessels are in line of sight of each other.

DYC base is manned from

8:00am to 5:00pm Monday to Friday

8:00am until 4:00pm on the weekend

DYC Radio Skeds are held at 09:00 and 15:45 on channels 82 and 81.

Please stand by on the appropriate channel, write down the weather update and await your vessels call.

If you experience difficulties in getting through to us, try both channels or use mobile phone when in range. Alternatively ask a neighbouring vessel for the use of their VHF radio.

If you miss more than two consecutive radio schedules, we may have to conduct an aerial search to locate you at your expense, however this is very rare and usually you will have made contact via another boat's radio. People are always happy to help another sailor so don't hesitate to do this.

General radio protocol:

Please use the radio sparingly and **as much as possible stay to scheduled radio times.**

If making the call to base, also identify the channel you are calling on which makes it easier to know which channel to respond on, as we scan several simultaneously.

If we don't answer immediately, it may be because we are on another call or channel.

If you are in mobile phone range, you can also call the office on 07 49 467 400.

Report any incidents or accidents as they happen by VHF or Mobile Phone.

DYC VHF EMERGENCY RADIO PROCEDURES

FOR LIFE THREATENING EMERGENCIES:

Phone: When in phone range – 24 hrs a day – call 000 or 112 on mobile phone.

Radio: Place a Mayday call on channel 16 or 67, or if no reply try channels 82 and 81.

The Mayday call takes priority over all other transmissions and indicates that the vessel or person is in grave and imminent danger and that you require immediate assistance.

Explain the nature of your Emergency as calmly and precisely as possible and have someone standby the radio. Turn volume up. Ensure you contact DYC base when possible.

THE PROCEDURE FOR THE MAYDAY CALL IS:

- **MAYDAY, MAYDAY, MAYDAY**
- **This is (name of your vessel spoken x 3 times)**
- **Mayday**
- **Name of your vessel**
- **Position (latitude and longitude or approximate position)**
- **Nature of Distress**
- **Assistance Desired**
- **Other Information – i.e. number of persons on board - to aid rescuers**

NON-LIFE-THREATENING EMERGENCIES:

8:00 am – 5:00 pm Weekdays and 8:00 am – 4:00 pm Weekends

Radio: Call “Queensland Yacht Charters” on VHF channels, 82 or 81

Phone: If in mobile range call Queensland Yacht Charters office at 07 4946 7400.

If you cannot get a response from DYC then proceed with the After-Hours Procedure.

After Hours

Phone - If in mobile range call DYC Operations **0413 417 249**, or VMR (Volunteer Marine Rescue) directly on telephone: **07 4946 7207**.

Radio - Place a “**Pan Pan**” call on **channels 16 or 67** to raise VMR (Volunteer Marine Rescue).
If no reply place a “Pan Pan” on channels 81 and 82.

The urgency signal “Pan Pan” indicates that the station calling has a very urgent message to transmit concerning the vessel or person. The “Pan Pan” procedure is the same as for the MAYDAY, listed above.

Do not be afraid to solicit help from nearby vessels in emergencies.

Emergencies include issues such as **groundings, fire, gas leak, medical emergencies or sinking.**

SPECIFICATIONS

VESSEL NAME	LUNASEA
Vessel Design:	LAGOON 380
Launched:	2006
Length:	11.6M
Beam:	6.5M
Draft:	1.15M
Headroom:	N/A
Passenger max:	8
Recommended:	8
Survey area:	4D - WHITSUNDAYS RESTRICTED
ACCOMMODATION	
Single cabins:	N/A
Double cabins:	4
Berth sizes fwd cabins:	N/A
Berth sizes aft cabins:	N/A
Saloon table berth:	N/A
Heads:	2
Water capacity:	600L
POWER	
Engines:	2 x YANMAR (2013/2023)
Average Speed:	8 KNOTS
Main/Headsail/Lazy Jacks:	YES
Dinghy and Motor:	YES 6HP
GALLEY	
Refrigeration:	80L CUSTOM
Freezer:	35L ESKI & 10L CUSTOM IN FRIDGE
Cooktop burners:	3
Grill:	IN STOVE
BBQ:	YES
Microwave/Convection Oven	N/A
NAVIGATION	
Instruments:	WIND/SPEED/DEPTH
GPS Plotter/Autohelm	YES
ENTERTAINMENT	
FM / AM Radio with CD/DVD	FUSION
iPod connectivity:	BLUETOOTH
Outside speakers:	YES
TV - DVD:	YES - ROVIN 21.5" TV/DVD
Aux TV input:	HDMI

VESSEL SAFETY, PROCEDURES & OPERATIONS MANUAL

SAFETY & EMERGENCY

The General Safety and Emergency Procedures are detailed in the QYC Operations & Procedures Manual and are printed in red. Please read before departing.

FIRE - EXTINGUISHERS & FIRE BLANKETS

This vessel has 5 dry powder fire extinguishers. These may be used on all onboard fires, with the exception of deep fryer fires. Always be prepared to leave the vessel quickly. Only attempt to put out a fire if it is safe to do so.

PLEASE NOTE: DEEP FRYING IS PROHIBITED ON BOARD ALL QYC VESSELS

The extinguishers are located, one, at the chart table and there is one in each cabin, inside the hanging cupboard. All of them are clearly labeled.

A fire blanket is mounted inside the under sink cupboard.

FIRE - ENGINE ROOM FIRE

An engine room fire may be controlled if it is safe to do so. Be prepared to leave the vessel quickly. Call the QYC base or after hour emergency contact.

Engine room fire ports are located in the aft cabins. Ensure your engine room vents are closed, then using a fire extinguisher, place the nozzle in the port hole and spray. This will assist in extinguishing an engine room fire.

To control Engine Room Fires: Never open the engine bays. If time allows, close the Fuel Shut Off valves located in the cupboards under the port and starboard aft cabin berths. Close the engine vents located inside the middle cockpit seat hatch.

Only fight the fire if it is safe to do so.



FIRE EXTINGUISHER



FIRE EXTINGUISHER



FIRE EXTINGUISHER



FIRE EXTINGUISHER



FIRE EXTINGUISHER



FIRE BLANKET



FUEL PORT



FUEL SHUT OFF VALVE



FUEL SHUT OFF VALVE



ENGINE ROOM AIR VENTS

VESSEL SAFETY, PROCEDURES & OPERATIONS MANUAL

LIFE JACKETS

This vessel has 8 life jackets. They are located in the hatch underneath the port side saloon seat. They are all fitted with whistles. Ensure everyone tries them on before departing, knows the storage location and wears them if abandoning the vessel.



LIFE JACKETS

LIFE RAFT & TENDERCRAFT

You are supplied with a tendercraft on board which is to be used in place of a liferaft. In the event that you are required to abandon ship, ensure you take your EPIRB, Flares container & life jackets with you.



FIRST AID

FIRST AID

There is a first aid kit, book and vinegar, located in the galley, on top of the starboard side cupboard.

Serious incidents must be reported to the QYC base.

Know the procedures for radioing in a life threatening emergency, as detailed in the QYC VHF Emergency Radio Procedures in this manual (see page 10).



FLARES

FLARES

There is a clearly marked flare container located inside the hatch under the seat in the saloon (in front of the table).

If you are required to abandon the vessel, ensure that you take the flare container, life jackets and the EPIRB with you.



EPIRB

EPIRB

The EPIRB is located under the navigation table. This device helps rescuers to locate your position when activated.

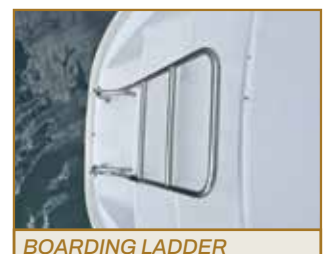
It is only to be used when there is a threat of grave and imminent danger to person(s) and/or vessel. If you are required to abandon the vessel, ensure that you take the EPIRB, flare container and life jackets with you. Ensure all passengers understand how to activate it.



LIFE RING

LIFE RINGS

There are 2 life rings, located on both sides of the hull. These may be thrown to a person fallen overboard. One has a long lanyard (line) attached, to retrieve the person, and one has a light to assist with dusk or night time use.



BOARDING LADDER

BOARDING LADDER

The boarding ladder is located on the port transom. It is used to retrieve people from the water. Please check that your engines are off when using the boarding ladder and ensure fingers don't get pinched between the ladder and vessel. When you are finished with the boarding ladder please secure it up and out of the water.



EMERGENCY TILLER

EMERGENCY TILLER

There is an Emergency Tiller, located in the port side foredeck locker. For more information regarding emergency steering, please go to page 21.

VESSEL SAFETY, PROCEDURES & OPERATIONS MANUAL

ENGINE

ENGINE STARTING

Before starting, open lockers and visually check for oil, coolant or water leaks in the engine bays. Call QYC base if any is noticed.

Ensure the engine battery isolation switches are "ON".

Check for any swimmers or lines in the water.

At the helm position, ensure gear levers are in the neutral position before starting.

On the first engine panel press "ON". The alarm will sound, indicating that it is working.

Now press "START" and hold until the motor starts. Release once the motor is running.

Only now, start the second engine.

Once the engines have started, check that cooling water is discharging from the exhausts at the rear of the vessel.

Push engine lever forward to engage forward gear and vice versa for reverse gear.

Always pause at neutral before changing from forward to reverse or reverse to forward.

EMERGENCY ENGINE STARTING

The Emergency Battery Bridge switches are located under the aft cabin berths.

If one of the engine batteries appears flat, start the other first and then set the bridge switch to "ON". This will combine both port and starboard engine batteries.

Once the engine has started, turn the bridge switch back to its original position.



EMERGENCY BATTERY BRIDGE SWITCH - STRB

ENGINE STOPPING

To stop the engine, bring the engine controls back to neutral position.

Press "STOP" on the panel, and once stopped, press power "OFF".

ENGINE ALARMS

An alarm will sound for low oil pressure, overheating or alternator charge failure. If it is safe to do so, turn off the engine immediately and call QYC base.



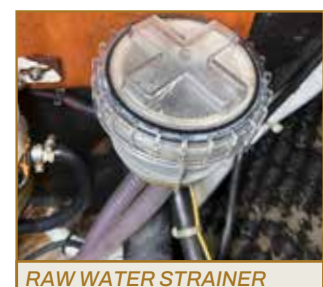
EMERGENCY BATTERY BRIDGE SWITCH - PORT

ENGINE RAW WATER STRAINER

This is a basic filter to stop any foreign matter, such as seaweed, from getting into the engine cooling system.

They are located in each engine bay. If there is enough seaweed in the filter to block any water coming through, it needs to be cleaned out.

Call QYC first for advice.



RAW WATER STRAINER

VESSEL SAFETY, PROCEDURES & OPERATIONS MANUAL

FUEL FILLER

The fuel tank fillers are located on both port & starboard transoms.

Please ensure that you have identified the correct filler before refueling. This vessel carries approximately 200L of diesel.

The fuel tank gauge is located at the helm.



FUEL FILLER

EMERGENCY FUEL SHUT OFF VALVES

The fuel shut-off valves are to be turned off only in the event of an engine room fire or a fuel leak inside the engine compartment(s).

The fuel shut-off valves are located in the cupboards under the port and starboard aft cabin berths. (See page 9 for photos)

An engine room fire may be controlled if it is safe to do so. Be prepared to leave the vessel quickly. Call the QYC base or after hour emergency contact. Never open the engine bays. If time allows, close the Fuel Shut Off valves and close the engine vents.

ONLY FIGHT THE FIRE IF IT IS SAFE TO DO SO.

FUEL FILTERS

If there is a fuel blockage, contact QYC base immediately.

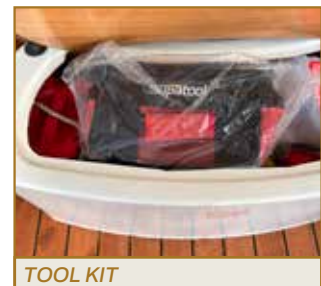
ENGINE SPARES

Engine spares and oil are stored inside the hatch under the seat in the saloon (in front of the table).

A basic tool kit is also located inside the hatch under the seat in the saloon (in front of the table).



FUEL FILTER



TOOL KIT

VESSEL SAFETY, PROCEDURES & OPERATIONS MANUAL

BATTERY MANAGEMENT AND CHARGING

CHARGING

Always ensure that there is enough voltage in the battery to run the various systems.

The battery voltage must always be above 12.0V and above 60% state of charge. The batteries can be charged by shore-power. If the batteries are not charging, call QYC base see page 13.

The batteries are charged by the engine alternators whenever the engines are running. To charge batteries whilst stationary (anchored or moored), firstly, locate your engine controls. Push the button in and move engine controls forward to engage neutral, then increase revs to 1300-1500 rpm. The battery monitor is located at the chart table. Observe that the battery levels are rising and go above 13V.

The engine should be run for at least 3 hours a day in order to maintain sufficient battery power. Batteries can also be charged by Generator if operational. Batteries are charged by the Engine alternator, whenever the engines are running. If Generator is not operational, the batteries can be charged by the engine when stationary (anchored or moored).

BATTERIES & ISOLATION

The "House/Service" and "Engine/Start" batteries are located under the berth in the aft port cabin.

The Battery Isolation switches are located in the cupboard below the port and starboard aft cabin berths.

These battery isolation switches are only to be turned to the off position in the event of an electrical fire or major electrical fault. Contact QYC base first.

EMERGENCY ENGINE STARTING

The Emergency Battery Bridge switches are located under the aft cabin berths.

If one of the engine batteries appears flat, start the other first and then set the bridge switch to "ON". This will combine both port and starboard engine batteries. Once the engine has started, turn the bridge switch back to its original position

Individual power switches are located at the switchboard. The switchboard is located at the chart table.


NEUTRAL CONTROLS

BATTERY MONITOR

BATTERIES

BATTERY ISOLATION SWITCHES

BATTERY ISOLATION SWITCHES

EMERGENCY BATTERY BRIDGE SWITCH

EMERGENCY BATTERY BRIDGE SWITCH

SWITCHBOARD

VESSEL SAFETY, PROCEDURES & OPERATIONS MANUAL

SHORE POWER

There is a shore power cable for connection to the main power on the docks. Your briefer or QYC dock assist will ensure this is connected when you return to the marina.

The shore power connection is located inside the middle cockpit seat hatch. Your briefer will advise where to store the lead whilst underway.

If you are connecting the shore power yourself, always ensure you plug the power lead into the boat's socket first. Only then can you connect to the dock power. Ensure the circuit breaker(s) on the dock and on the vessel are in the on position and illuminated.

The shore power circuit breakers are located inside the middle cockpit seat hatch.

240V INVERTER

There is no inverter panel on this vessel.
 Even at sea, 240V is available by means of a Portable Inverter.

The 240V power sockets cannot be used while away from the marina. It is recommended to only use the portable inverter for small power consumers, e.g: Phone & laptop charging.

Please run the engines whilst using any other high powered devices.

The inverter will drop out if the onboard voltage drops below 12V.

The portable inverter unit is located near the nav station. It plugs into the cigarette lighter port at the chart table. It can only be used when the engines are running and enables 240V through the unit itself.

The charger unit is located underneath the port aft cabin mattress

There are 240V circuit breakers located on the switchboard.

Always ensure that you have sufficient battery power to last the night.



SHORE POWER CONNECTION



SHORE POWER CIRCUIT BREAKERS



PORTABLE INVERTER



CHARGING UNIT



240V CIRCUIT BREAKERS

HOLDING TANK/TOILET/BLACKWATER

TOILET

Each toilet has one flush button. The bowl must be filled midway with water, prior to use. You must press and hold the flush button until all waste has disappeared (about 20 seconds). Repeat flushing as required to ensure all pipework is cleared to prevent blockage.

PLEASE NOTE: You can only use 6 pieces of toilet paper per flush. Only the waste that comes out of your body and the toilet paper that is supplied, can go down the toilets. No tissues, wipes, sanitary products, wrappers or other foreign material can be flushed. A fee is charged to unblock toilets due to misuse and the vessel will have to come back to port.



HOLDING TANKS

All toilets use salt water and flush directly into a holding tank. It is limited in capacity and will only hold waste generated over a 24hr period. All toilets will contain waste when the holding tank discharge valve is closed. It is recommended to flush through your holding tank daily.

The holding tank valves are accessed from the underfloor hatches of the port aft cabin & starboard forward cabin.

The closed position is with the valve handle at 90 deg to the valve body

Open position is with the handle in line with the body.

To empty the holding tanks open the holding tank discharge valve. After discharging your waste, rinse the toilet and holding tank by flushing through with water. Once closed, add 50mL of blue toilet treatment to the bowl.



BLACKWATER

Your briefer will advise where and when you can empty your holding tanks. Non permitted areas are:

- In any Marine Park "Green" area (refer to 100 Magic Miles)
- Within 1 Nautical Mile (approx 1.8km) from the nearest reef or shore.
- In any harbor or marina.
- Whilst in a mooring bay.

VESSEL SAFETY, PROCEDURES & OPERATIONS MANUAL

WATER TANKS

There are two water tanks with a total capacity of 600L.

You may be required to switch tanks, once empty, during your charter.

The water tank changeover valves are located underneath the galley sink.

The water filler points are located on the port & starboard sides of the mast.

ENSURE YOU HAVE IDENTIFIED THE CORRECT FILLERS BEFORE ADDING WATER.

There is no water tank gauge on this vessel.

There are spare water containers, located in the port forward deck locker.

Hot water is made when the engines are running.

A deck shower is located on the port transom.

BILGE PUMPING

ELECTRIC & MANUAL PUMPS

This vessel is fitted with 4 Electric Bilge pumps.

The bilges are fitted with an automatic float switch. It is always by default on automatic. The bilge alarms will sound if the float switch is activated.

The bilges also have a manual function at the 12V panel. Activate this by pressing the switch in and holding. They are clearly marked as per below.

Before pumping, ensure that no oil or other contaminants are inside the bilges. There are two manual hand operated bilge pumps located in the cockpit. To use this, pull the handle out from the top of the pump and pump vigorously to prime. These will pump from each main hull.



WATER CHANGEOVER VALVES



WATER FILER



DECK SHOWER



BILGE CONTROLS



MANUAL BILGE PUMPS

GALLEY/GAS/OVEN/BBQ/FRIDGES

PLEASE NOTE: DEEP FRYING IS PROHIBITED ON BOARD ALL QYC VESSELS

GAS STOVE AND OVEN

- Check that all elements are in the "OFF" position & gas valves are closed before starting. Your gas valves are located in the cupboard underneath the sink.
- Turn on the gas at the bottle in the locker, located in the starboard side cockpit locker.
- Return to the galley and turn on the required gas valve for the stove/oven.
- The valves will be marked; one for stove and one for the oven
- Light the stove or oven by pressing in, turning and holding in the black knobs and using the supplied lighter (or match) to light the gas.
- Release the gas knob 10 seconds after ignition, to ensure the stove or oven stays lit.
- When finished, ensure you close all gas valves and turn the gas OFF at the bottle.

BARBECUE

- Make sure the BBQ lid is open.
- Ensure that the gas is turned on at the bottle.
- The gas isolation valve is located on the gas line.
- To light the BBQ push the knob in and light the gas with the BBQ lighter.
- When you have finished, turn the gas off at the bottle, then close your inline valve and ensure the knob has then been turned off. It is important to follow these steps in order to burn off any leftover gas trapped in the lines.

PLEASE NOTE: GAS MUST BE TURNED OFF AT THE BOTTLE AFTER EVERY USE

FRIDGE AND FREEZER

There are 2 fridge/freezers on board this vessel. One is located in the galley and one is located underneath the cockpit seat, closest to the saloon entrance.

There is a fridge trip switch, located underneath the port aft bunk.

It is important to ensure your battery voltage stays above 12V in order to keep the fridges running for your charter.



GAS VALVES



GAS LOCKER



BBQ



GAS ISOLATION VALVE



FRIDGE



FRIDGE



FRIDGE TRIP SWITCH

VESSEL SAFETY, PROCEDURES & OPERATIONS MANUAL

ANCHOR

Always ensure the engine is running & you have sufficient battery power for either dropping or raising the anchor.

Ensure that your tendercraft is tied up alongside the vessel, and the painter is secured out of the water. This vessel also has a multifunction bridle that can be used for mooring and anchoring.

This vessel has foot pedals that can be used to raise and drop the anchor.

TO LOWER THE ANCHOR

- Open the anchor locker.
- Unclip the short safety stop on the chain and locate your anchor windlass controller (in the saloon, mounted to the wall).
- Always let out a minimum of 30 m of chain, or 4 times the overnight high tide depth.
- Ensure the anchor is holding and set it by gently reversing. Check this 10 min later.
- Now attach the anchor bridle and let out enough chain for it to take the strain (the bridle is the fixed bit of rope attached to each bow with a hook that takes the strain off the windlass when anchored).

Please note that in a strong wind warning, you will be advised to let out all your anchor chain. Ensure you have maximum swing room in all directions.

TO PICK UP THE ANCHOR

- Retrieve anchor chain until the bridle can be unhooked.
- Unhook the anchor bridle and motor very slowly forward until chain is vertical.
- Press the "UP" switch on the handheld controller.
- Make sure the chain comes up vertically; don't run over it as it will damage the underside of the vessel. Keep your skipper informed so that the vessel moves forward as needed.
- Ensure that the chain drops away below the windlass. If it piles up it could jam the windlass.

WINDLASS BREAKER

Overloading the anchor windlass may cause it to trip. The anchor windlass breaker is located in the cupboard below the port aft cabin berth. You will need to reset the breaker if it trips.

MANUAL WINDLASS OPERATION

In case of a power failure, the chain may be released manually. Using a winch handle, release the windlass break.

Always keep fingers and toes away from the windlass, chain, anchor bow roller and anchor. Do not touch the remote switches. Accidentally trapping fingers will cause serious injury.

When you have enough chain out, tighten the windlass with moderate force. Tighten further if it is slipping.



ANCHOR FOOT PEDALS



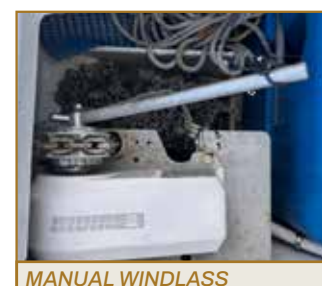
ANCHOR WINDLASS CONTROLLER



ANCHOR BRIDLE

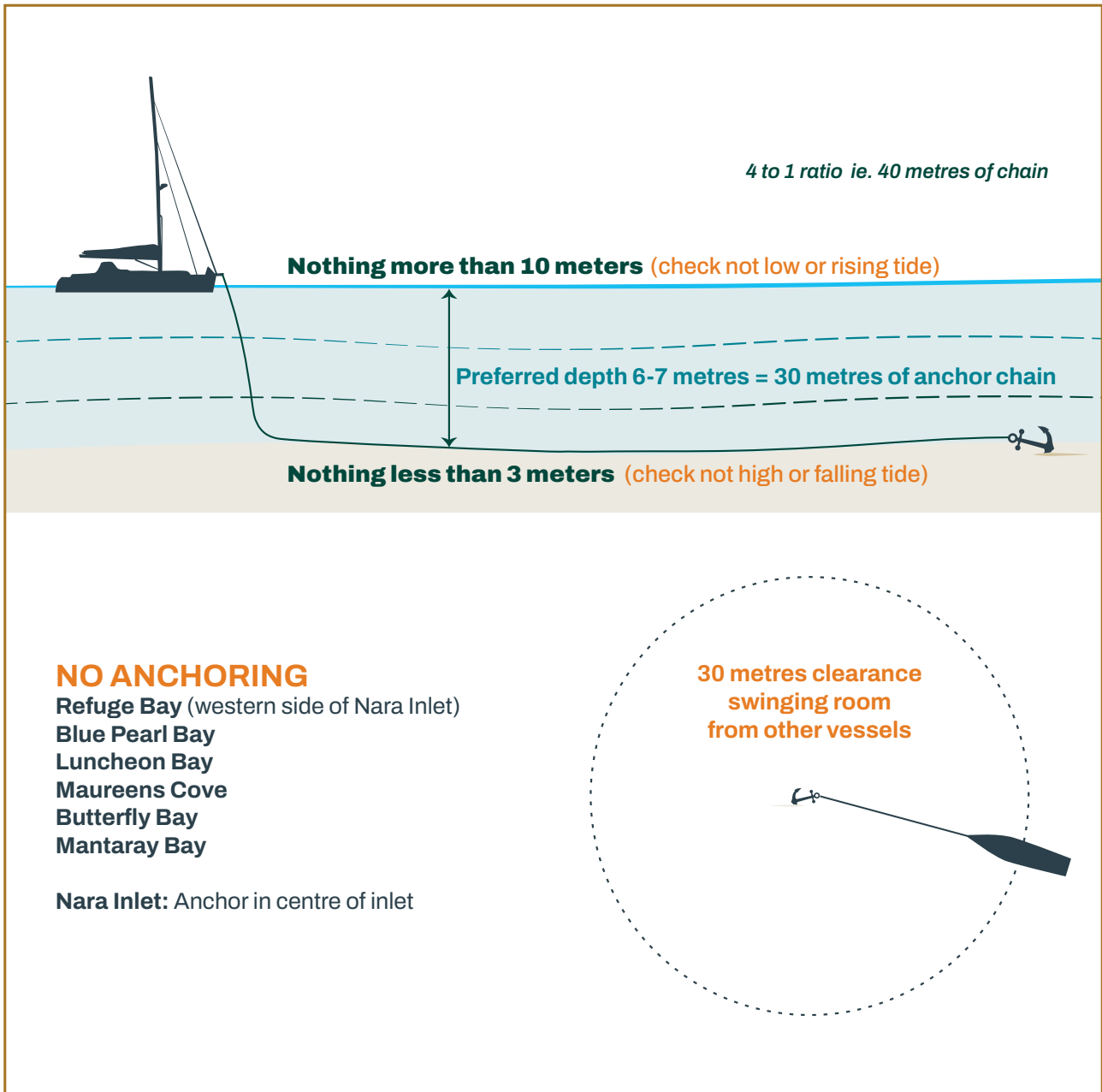


WINDLASS CIRCUIT BREAKER



MANUAL WINDLASS

SAFE ANCHORING



VESSEL SAFETY, PROCEDURES & OPERATIONS MANUAL

TENDER

Below is important information to keep in mind when using the tender. Please consult the dedicated chapters for Tender/Dinghy in the onboard QYC Operations & Procedures Manual.

- This vessel does not have davits. The tender must remain secured alongside.
- The motor on the tender can only be lifted when the gear is in forward position.
- Ensure the breather on the fuel tank is open when in use.
- The pull cord must be in the correct position and gear in neutral position, prior to starting the engine.

NAVIGATION INSTRUMENTS

This vessel is equipped with several different navigation instruments. Before using, check that the "Electronics" switch is on at the 12V electrical panel. Please ensure you have familiarized yourselves with them all before departing.

CHART PLOTTER

A GPS Chart plotter will provide navigation information and position.

AUTOPILOT

The Autopilot is used to steer a course towards a compass bearing. Auto pilot is not used to steer a route or course. A person must remain at the helm when autopilot is in use.

DEPTH

A depth sounder gives depth under the keel. Never rely solely on the sounder when in shallow water. It gives depth below the keel, not in front of the boat. Post a crew member to look for coral heads (bombies) from the bow and go slow. In shallow water/anchorages you can check the depth sounder reading against the onboard hand held lead line, which will be stored in one of the cockpit lockers.

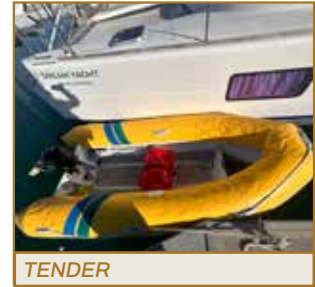
COMPASS

The Compass will provide direction.

WIND

Wind speed and direction as well as boat speed are displayed at the helm station. It is a dual instrument.

PLEASE NOTE: INSTRUMENTS AND PLOTTERS ARE ONLY AN AID TO NAVIGATION AND ARE NOT TO BE SOLELY RELIED ON.



TENDER



CHART PLOTTER



AUTOPILOT



DEPTH GAUGE



COMPASS



WIND SPEED & DIRECTION

VESSEL SAFETY, PROCEDURES & OPERATIONS MANUAL

SAIL HANDLING

Please consult the dedicated chapters for sail handling in the onboard QYC Operations & Procedures Manual.

MAINSAIL GUIDELINES

Reefing: Hoist mainsail carefully, watching batons do not get caught in ropes.

Open reefing jammers when hoisting mainsail.

Reef one and two tighten both luff (front) and leech back of sail together.

HEADSAIL GUIDELINES

Keep slight pressure on the furling line when pulling the sail out.

Ensure locking cars are in position on the head sail track before unfurling the sail.

Never use winch to refurl sail.



JAMMERS



JAMMERS



JAMMERS



EMERGENCY TILLER

EMERGENCY STEERING

PLEASE NOTE: In the event that you lose your steering, you are required to contact QYC immediately.

Stop sailing and start the engines.

Locate the Emergency Tiller, in the port foredeck locker.

Remove access plate at the transom with a winch handle and insert the tiller through the

opening, directly onto the rudder stock.

Use the emergency tiller to steer the vessel to the closest safe anchorage or harbor.

Alternatively the engine controls may be used to steer the vessel to the closest safe anchorage or harbor. More port engine throttle will turn the vessel to starboard and more starboard throttle will turn to port.

MAINSAIL GUIDELINES

FULL SAIL Wind under 15 knots

Reef 1. 15 knots to 20 knots

Reef 2. 20 knots to 25 knots

No Sailing over 25 knots.


 Reef 1:
 15-20 knots

 Reef 2:
 20-25 knots

 Sailing Not Permitted:
 25-30 knots