

SEA FEVER - A BRIEF GUIDE

ENGINE

- Sea Fever's engine is a 40hp Yanmar 3JH4AE with a saildrive gearbox delivering the power to a folding propellor
- Cruising speed of approximately 7 knots at 2,400 rpm.

There is little to be gained by exceeding 2,500 rpm, so please don't!

- Engine and gearbox oil dipsticks are accessed via the aft starboard cabin and removable front steps (lower section of companionway). **Check daily in the morning when engine is cold, and do not overfill.** (engine doesn't appear to burn oil)
- Both engine and gearbox use the same oil; spare oil is in cockpit locker.
- Engine tools and general tool kit is in forecabin under seat below hanging locker.

Starting Engine

1. Check gearbox is in NEUTRAL (throttle lever vertical);
2. Press heat rocker switch to 'Glow' for approximately ten seconds if engine is cold;
3. Press switch to START until engine starts
4. Once engine is running, depress button on end of throttle lever and **gently** move throttle lever forward until the charge/alternator light on the engine control panel is extinguished;
5. Check cooling water is coming out of exhaust (port side, aft quarter);
6. Once engine has warmed up, return throttle to vertical position.

When using engine please do not over rev, and remember to pause in the neutral position when moving from forward to reverse.

Stopping Engine

1. To stop engine, return throttle to neutral and then move rocker switch to 'STOP'.

FUEL SYSTEM

- The fuel tank is located under the navigators seat at the chart table. It has a capacity of 150 litres; spare fuel (10l) is in cockpit locker.
- Fuel consumption (engine only) is approximately 2.0 to 2.5 litres per hour at cruising speeds (<2,300 rpm).
- Filler for the fuel is located on the starboard side deck.
ENSURE FILLER IS TIGHTENED UP AFTER USE.
- Fuel gauge is on the instrument panel at the chart table.
- Fuel supply is isolated when the engine battery is switched off. In addition to this there is also a manual shut off valve on the tank itself.
- Fuel supply also serves the domestic heating - if this is used continually remember to adjust consumption figures!

**PLEASE REFUEL BOAT
AT ARDFERN/CRAOBH HAVEN/CRINAN BOATYARD
BEFORE RETURNING INTO THE CANAL**

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SAILS

- Furling jib is permanently rigged; keep some tension on sheets when furling sail and when in harbour.
- Sheets are usually led inside shrouds. For extended downwind sailing then can be reset to use the main genoa cars.
- Set up on furling system is far from ideal – we are currently trying to resolve this with Arcona, who have acknowledged that there is a design problem with the setup they have installed. Until a permanent solution is found please keep a light tension on the furling line when pulling the sail out, and try to relieve the load on the jib when reducing the sail – if necessary bear away downwind and do this in the lee of the mainsail.
- Storm jib is under central berth in forward cabin; this hoists using the spinnaker pole lift when required;
- Mainsail is stowed inside sail cover - remove before use, and make sure that the main halyard runs **inside** the lazyjack lines;
- All reefing lines are led aft to cockpit; No 1 & 2 reefs are single line systems, whereas No 3 is a two line system.
- Guidance for reefs is 12-15 for first and 16-20 for second (apparent); she sails much more efficiently if reefed early.
- Be aware of the arrangement of the mainsheet and make sure you are not in the line of attack should the boat accidentally gybe; rig a preventer if necessary..
- Outhaul should not normally need to be adjusted unless ‘tweaking’.
- For downwind sailing there is a spinnaker under the fore cabin berth – use at your peril!! Less adventurous groups may instead use the pole for the jib.
- Beware of snagging spinnaker halyard with jib furler at top. Winds around it like a python. Keep tension on halyard when not in use. Cost the owner a trip up mast at Salen!
- At end of each day please remember to de-power the backstay and set the topping lift.

ANCHOR

- Main anchor is Bruce, attached to 40m chain which is in turn attached to the anchor locker;
- Anchor chain marked as follows:

10m	Red
20m	Yellow
30m	Green

- Second (kedge) anchors together with chain and warp are located in cockpit locker.
- Anchor windlass switched on at main switch panel; circuit breaker is well hidden in the aft starboard cabin.
- Anchor – BEWARE – clutch can peel off before anchor goes down over the stem head resulting a very fast drop and pile of chain plonked on the anchor. Press and HOLD up button to remedy; avoid panic.

ONLY USE WINDLASS WITH THE ENGINE RUNNING

Please take care not to scratch the bow of the boat when retrieving the anchor, and under no circumstances should the boat be motored forward with the anchor still to be finally retrieved. We will check the bow after each charter for damage.

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TENDER AND OUTBOARD

- Tender is an airdeck dingy with a solid transom - roll out on foredeck, inflate and lower over side (pump is in cockpit locker);
- Outboard is a 2.5hp Honda 4-stroke (ie NO oil needed for petrol), spare fuel in port cockpit locker;
- To operate outboard:
 1. Turn on fuel, open breather on top of fuel tank
 2. Turn **THE DINGY CAN BE TOWED BEHIND THE BOAT, BUT ONLY AFTER THE OUTBOARD HAS BEEN REMOVED**

ELECTRICAL SYSTEM

Shorepower

- Shorepower plugs in to socket on the transom.
- Shorepower lead kept in cockpit locker;
- Trip switch for shorepower on main panel;
- Shorepower will operate the following:
 1. Battery charger - with both engine and domestic battery switches ON
 2. Water heater
 3. 240v socket.

Domestic Electrics

Main switch panel is to right of navigation station

IT DOES WHAT IT SAYS ON THE SWITCH!

The following should only be used with the engine running:

1. Fridge
2. Anchor Windlass

Specific points to note include:

- The GPS will act as a repeater for the cockpit instrumentation;
- There are full manuals for all instruments on board in the boat file, located above chart table;
- There are plenty of lights on the boat, all individually switched. Be selective with their use, otherwise the batteries will quickly draw down;
- The battery charger interferes with the stereo radio, but not the CD player

DEPTH = Depth below keel

DRAUGHT = 2.1m

Batteries are located under the aft staoboard berths. There is one engine, and three domestic. **The engine will need to be used for a minimum of 1-2 hrs per day to keep the batteries charged.**

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HEATER

Only start the heater with the engine running; once it has started the engine can be turned off. To start the heater, press the wavy line button (bottom right) and then, once boat has warmed up, press this again to turn the heater off; it will take a few minutes to shut down, **during which time the batteries should not be switched off.**

GALLEY

- Both rings and the oven have a thermocouple; hold button in for a few seconds once gas has lit;
- Gas shut off valve is in locker underneath cooker
- Gas bottle (in service) is located in bow locker; spare is in starboard cockpit locker.

PLUMBING

- Freshwater capacity is 57 gallons/250 litres, in a single tank under port side saloon seat
- Water filler is on port side side deck - tighten up after use;
- Spare water in the cockpit locker;
- Hot water is heated by both the engine and 240v shorepower;
- Water pump pressurises hot and cold water to the galley and both heads;
- Shower discharge pump needs to be turned on at the main switch panel, and then the individual switch in each heads is used to pump out shower as it fills (NB – this pump also serves as the bilge pump – changeover valve is located under saloon floor between galley and nav station.
- Watch the cupboard above the washbasin in the heads. The spring must push away upwards or it will jam closed and you will not be able to open it.
- Heads - **USE PLENTY OF WATER, AND ONLY A (LITTLE) PAPER - NOTHING ELSE TO GO DOWN THE TOILET - CLEARING BLOCKED HEADS WILL INVOLVE A £50 SURCHARGE**
- To minimise the chance of blockage, operate as follows:
 1. Move pump switch to left and pump until there is about 5” (125mm) of water in the pan;
 2. Once ablutions have been finished, move pump switch to right and pump pan dry;
 3. Move switch to left position and **GIVE AT LEAST 20 PUMPS** to clear the pipes;
 4. Return switch to right position and pump again until pan is dry. Leave heads in this conditions.

OTHER NOTES

Saloon table

We have been disappointed with scratching, so please use mats and care to avoid further damage. Make sure the leaves are on the table rests when the table is open, and hooked down when closed.

Cockpit

There is a cockpit table stowed in the aft port locker; take care when removing this as the leg makes a bid for freedom, and it could be damaged easily. It was a remarkably expensive bit of luxury but wonderful on those perfect Scottish evenings.....

Chart Plotter

Treat as accurate to +/-100m. Error at Crinan and Duart is +60m W; error at Lochgilphead and western reach of canal is nil.

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Stowage

Please be careful opening cupboards especially those above the cooker when underway. We have had some good juggling on more than one occasion as the plates and bowls are not perfectly held in place. The knobs on the cupboards do not seem to be of the highest quality so careful use will ensure things do not remain trapped in cupboards. Cans are best stowed with the tool box underneath the seat in the forecabin.

SAFETY EQUIPMENT

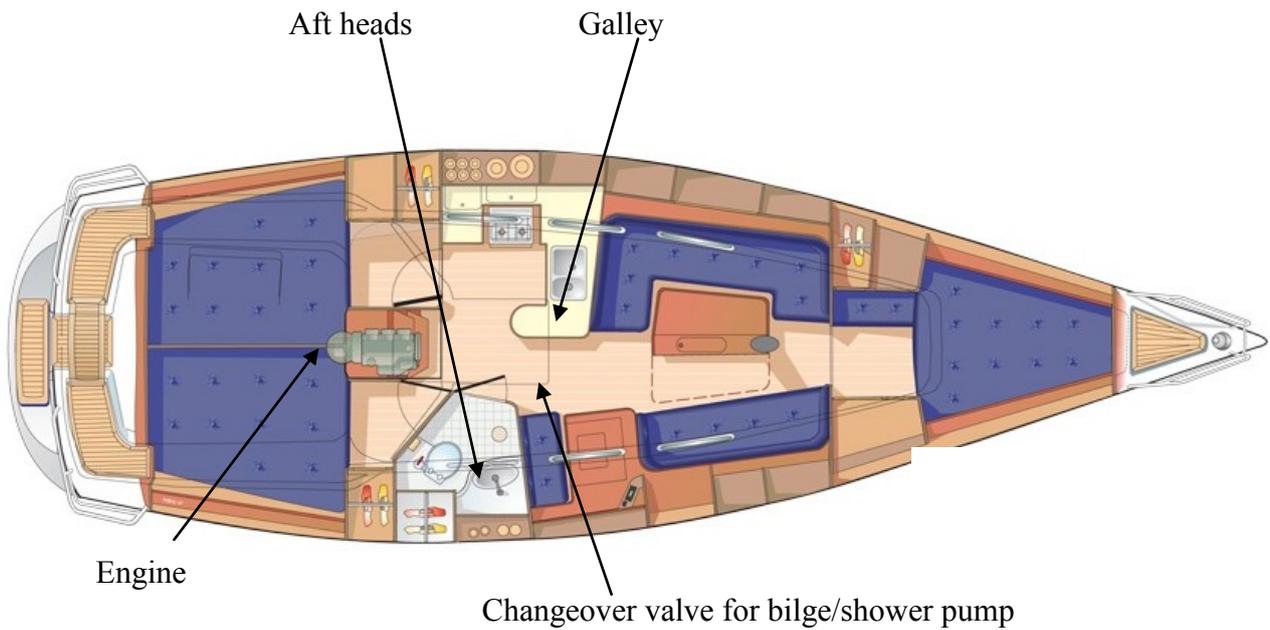
The location of seacocks and fire extinguishers are shown on the next page.

- Flares are located in the cockpit locker.
- Lifejackets and safety lines are in each cabin, spares under navigators seat; the eight primary lifejackets all have leg straps
- First Aid kit is in saloon; **please use the small kit for day to day issues, as breaking into the foil MCA kit will mean that it has to be replaced at a cost of £55 (to you!);**
- Grab bag for the liferaft is located in cockpit locker

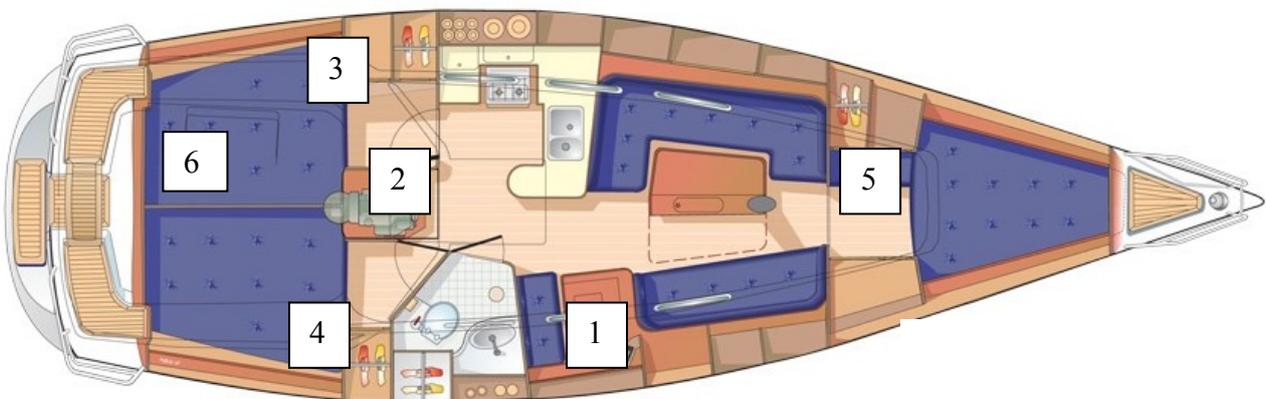
Liferaft is self launching as a last resort, but for this to happen the boat has to be under water! Only launch the raft in an extreme emergency (ie on fire or sinking) and remember that you are supposed to step up into the raft!

Emergency steering gear is located in cockpit locker.

SEA FEVER IV
Seacocks



Fire extinguishers



- | | |
|---------------------------------------|------------------------|
| 1. Main extinguishers under nav. seat | 4. Starboard aft cabin |
| 2. Automatic in engine compartment | 5. Forward cabin |
| 3. Port aft cabin | 6. Cockpit Locker |

Emergency steering gear in cockpit locker
 Lifejackets in each cabin – spares under navigators seat
 Fire blanket is next to galley – aft end
 Gas shut off is under galley
 Manual fuel shut off valve is on top of tank under navigators sea