

## CLOVA - A BRIEF GUIDE

Welcome on board Clova, our Amel Maramu ketch. Whilst we have tried to keep her as simple as possible, the following guide is written to try and help you enjoy the boat as much as you can.

### ACCOMMODATION

Clova can, in her current configuration, sleep up to seven people as follows:

#### **Aft Cabin** – 2 berths in one double

There is a fill in board under the berth that allows the berth to be increased in size – the cushion for this is located in the aft shelf.



#### **Forecabin** – 2 berths – either as two singles or one small double.

Again, there is a board (hinged) under the port berth which folds out to increase the size of the berth



**Saloon** – one double and one single berth. The backrest on the single berth (starboard side) folds over to form a padded lee board. The double berth (on the port side) is formed by folding out the extension board which is under the seat, and resting this on the forward seat base and table support. The back rest is then used as the cushion for the infill. **Note** that this cushion is located in position with a bolt rope when being used as the seat backrest.

We are adding an eighth berth for the 2009 season above the fuel tank in the walk way to the aft cabin. Extra privacy can be provided for those sleeping in the saloon by using the curtain which slides across between the galley and chart table.

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## PLUMBING

- Freshwater capacity is 1,000 litres; water filler is white nylon plug between the helm's footrest and the companionway;
- Hot water is, at present, heated by only the engine;
- Water pump pressurises hot and cold water to the galley and both heads; there is a foot pump at all three locations in case the electric pump should fail.
- Shower in aft heads (ie pull out hand held tap) discharges directly to the main bilge, where the water is pumped out via the automatic electric bilge pump;
- ALL SEACOCKS CAN BE LEFT OPEN as only three are below the waterline (the inlet for both heads, plus engine inlet).
- 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. Twist pump handle to unlock. 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. Twist handle to lock. Leave heads in this conditions.

## 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 at aft end of galley at head height above the thermos jug.
- Gas locker is at deck level next to the helm's position - **turn gas off at night**
- Gas alarm is located beside the chart table - if it sounds extinguish all naked lights, turn of gas at source, and ventilate boat using the manual bilge pump and open all hatches.
- Main fridge is powered via the inverter (ie boats batteries) – switch for this is above the galley at head height.
- Cold box is under the saloon table and is powered by 12v switch at companionway.
- There is a further insulated cold box under the saloon seat which runs across the boat.

## VENTILATION

Fresh air ventilation to the boat is controlled by the switches above the cooker. There are outlets in all cabins which are opened by turning the large wooden ellipses.

## COCKPIT TABLE

The cockpit table is stored in the walk through to the aft cabin. It rests on the winch mounting bracket and the helm seat (can be a tight fit).

## SALOON TABLE

For larger groups there is an extension piece for the saloon table which is stored against the fuel tank in the walk way through to the aft cabin.

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## **ENGINE**

- Clova's engine is a 75hp Beta BV-3300 engine with a hydraulic gearbox delivering the power to a three bladed fixed propeller – the engine was commissioned in 2008.
- Cruising speed of approximately 7 knots at 1,700 rpm.

**There is little to be gained by exceeding 2,000 rpm, so please don't!**

- Engine room is under the cockpit floor which hinges up to allow access.
- Please check engine room and engine oil daily. At the same time please give the stern gland greaser a half turn.
- Engine spares are in the black toolbox in the cockpit locker.
- Engine tools are below the chart table.
- **ENGINE HAS A SIGNIFICANT KICK TO PORT WHEN GOING INTO REVERSE.**

## **Starting Engine**

1. Switch battery on at main switch, under the helm's seat;
2. Check gearbox is in NEUTRAL (throttle lever vertical);
3. Move key to left (heat setting) and hold there for about ten seconds (20 beeps);
4. Turn key fully to right to start engine;
5. To pick up engine revs pull out throttle handle at base and turn by about 20 degrees. Leave key in first setting to right (Run) when engine is running – **DO NOT SWITCH OFF!**
6. Check cooling water is coming out (port side next to cockpit).
7. 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 pull out strangler; located underneath and behind the helm's feet.
2. Turn off power at engine control panel.

## **FUEL SYSTEM**

- The fuel tank is located on the starboard side of the boat outboard of the walk through to the aft cabin.
- It has a capacity of over 400 litres; fuel consumption (engine only) is approximately 3.0 to 3.5 litres per hour at cruising speeds (<2,000 rpm).
- Filler for the fuel is located on the starboard side deck, opened by a winch handle.  
**ENSURE FILLER IS TIGHTENED UP AFTER USE.**
- Fuel gauge is a vertical dip-batten which is suspended from the filler cap.
- Fuel supply is isolated when the engine battery is switched off. In addition to this there is also a manual shut off valve on base of the tank itself.

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

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## SAILS

- Furling genoa is permanently rigged; keep LIGHT tension on sheets when furling sail and when in harbour;
- Furling system is electronically operated using the handheld control next to the companionway – please do not abuse this system.
- Mainsail furls within the mast using the red and white line. Outhaul is the thicker of the two black and white lines.
- The boombrake serves as both a kicker and a preventer, depending on the point of sail. When being used as a brake/preventer it needs to be secured to the eye on the relevant side deck.
- Mizzen sail is fully battened with a single reef. Ensure that the boat is head to wind before hoisting this sail.
- Forward starboard deck locker houses the storm sails, spinnaker and cruising chute. Please ask for advice if you intend to use the cruising chute, and the spinnaker is not to be used unless previously agreed with the charter operator at the handover.

## ANCHOR

- Main anchor is 45lb CQR, attached to 90m chain which is in turn attached to the anchor locker;
- Anchor chain marked as follows:
  - 10m Red
  - 20m Yellow
  - 30m Green
  - 40m Red etc
- Second (kedge) anchor ( CQR again) together with chain and warp are located in forward port deck locker; kedge warp is 100 metres long.
- Third anchor (Brittany) and warp are stored in the aft deck locker.
- Anchor windlass can be operated using the switches on the windlass itself, or those which are next to the helm.
- **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.**

## TENDER AND OUTBOARD

- Tender is a 2.8m Avon dingy with a solid transom which hangs from the davits.
- Pump, paddles etc are in forward port deck locker;
- Outboard is a 3.5hp Yamaha Malta 2-stroke, 1:100 oil:petrol mix, spare fuel in aft deck locker;
- To operate outboard:
  1. Turn on fuel, open breather on top of fuel tank
  2. Pull out choke lever and turn throttle approximately 1/3 to start position
  - 3. Check engine is in neutral**
  4. Pull starter handle until engine starts
  5. Once engine is running, push choke switch back to off, and set throttle to even tickover before engaging gear.
  6. To stop push the stop switch

**THE DINGY CAN BE TOWED BEHIND THE BOAT IN LIGHT WINDS,**

## BUT ONLY AFTER THE OUTBOARD HAS BEEN REMOVED

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#### ELECTRICAL SYSTEM

Clova has a vast domestic battery bank (over 800 AH) on the port side of the engine room. The batteries on the starboard side are used for both the engine start and the bowthruster.

**Battery isolators are under the helm's seat – top switch is the domestic circuit, lower switch is the engine one.**

**Shorepower** plugs in to socket under the aft port cockpit seat; lead is also stored here.

240 volt system throughout the boat operates from either the shorepower or, where this is not available, the inverter (located in the engine room). **The inverter will quickly draw down the batteries if it is not used carefully.**

#### Domestic Electrics

Primary switch panel is at the companionway:



Navigation Lights

Compass Light

Engine Blower #1 (leave on)

Engine Blower #2 (leave on)

Cold Box

Fresh water pump

Bilge Pump (leave on)

Chartplotter/Radar

12v sockets (three pin horizontal ones)

Starboard lighting

Forward port lighting

Ventilation fans (internal)

Power to navigation station

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Navigation station switches operate as follows:

Instruments – all navigation instruments except the chartplotter

AM/FM radio – stereo/CD player

Dome Lights – spot lights

Search Light – socket for search light at the helm

12v socket – cigarette lighter socket at 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;

Mast lights are all switched on via panel outside forward heads on top of main bulkhead.

The following should only be used with the engine running:

- Anchor Windlass
- Bowthruster
- Autopilot

Bowthruster has separate on/off switch within the control – forward is on, aft is off.

PLEASE USE SPARINGLY.

**DEPTH = Depth below keel**

**DRAUGHT = 2.0m**

### SAFETY EQUIPMENT

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

- Flares and grab bag are located cockpit locker
- Lifejackets and safety lines are in each cabin.
- First Aid kit is in saloon (sbd cbd); **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!);**

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 on top of fuel tank.

Passerelle/Boarding ladder is suspended from starboard side safety rail.

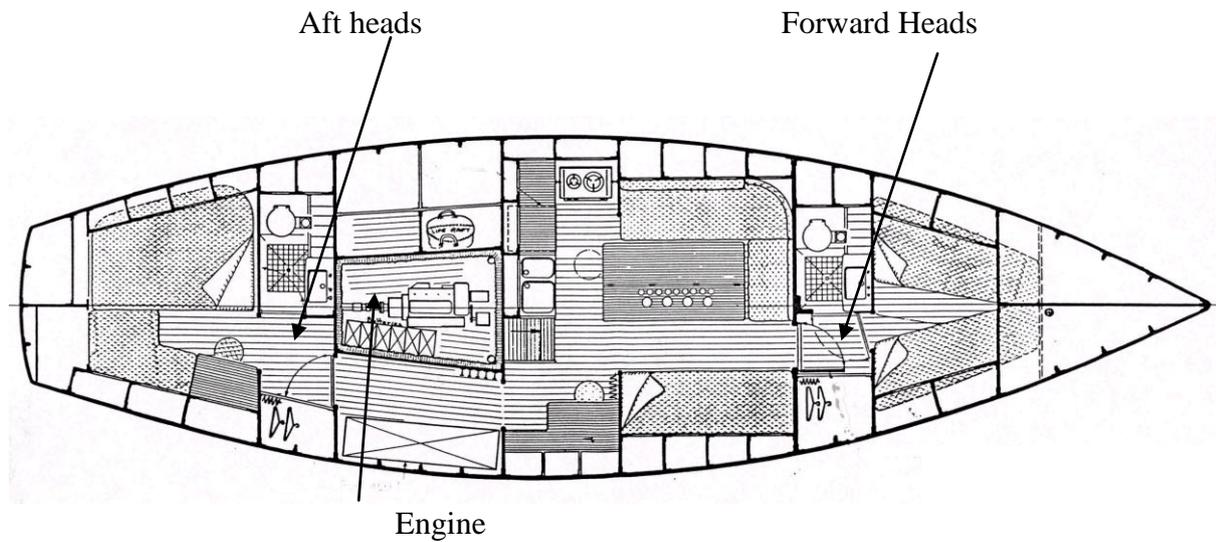
Smaller boarding ladder is in forward port deck locker

Fenders stow in cockpit locker and deck lockers

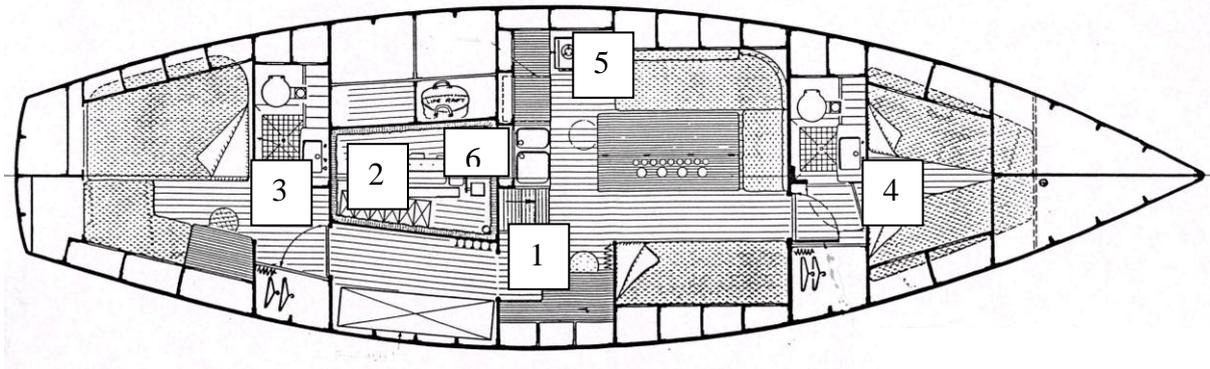
Warps and lines stow as preferred.

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## Seacocks



## Fire extinguishers



- |  |                  |
|--|------------------|
| 1. Main extinguishers at companion way | 4. Forward cabin |
| 2. Automatic in engine compartment (2) | 5. Galley        |
| 3. Aft cabin                           | 6. Cockpit       |

Emergency steering gear on top of fuel tank  
Lifejackets in each cabin  
Fire blanket is next to galley – aft end  
Gas alarm is next to navigators seat  
Gas shut off is at aft end of galley  
Manual fuel shut off valve is on base of tank