

JEANNE - A BRIEF GUIDE

ENGINE

- Jeanne's engine is a 55hp Volvo MD2-55 with a saildrive gearbox delivering the power to a three bladed fixed propellor
- Cruising speed of approximately 7 knots at 2,200 rpm.

There is little to be gained by exceeding 2,300 rpm, so please don't!

- Engine and gearbox oil dipsticks are accessed via the aft starboard cabin or saloon. **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 under navigators seat.
- Engine tools are below the chart table.

Starting Engine

1. Check gearbox is in NEUTRAL (throttle lever vertical);
2. Turn power switch on engine control panel ON - panel lights will illuminate;
3. Check alarm is operating by pushing down alarm button on panel;
4. Hold the HEAT button UP for approximately 10 seconds if engine is cold;
5. Press the START button;
6. 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;
7. Check cooling water is coming out of exhaust;
8. 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 switch toggle switch on instrument panel to 'off';
2. Turn off power at engine control panel by returning switch to neutral.

FUEL SYSTEM

- The fuel tank is located under the berth in the starboard aft cabin. It has a capacity of 210 litres; fuel consumption (engine only) is approximately 2.5 litres per hour at cruising speeds (<2,300 rpm).
- Filler for the fuel is located on the aft starboard quarter.
ENSURE FILLER IS TIGHTENED UP AFTER USE.
- Spare fuel container (10 litres) is located in the cockpit locker.
- Fuel gauge is located on the aft end of cockpit table; it is switched on when power is switched on at the engine control panel.
- 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 AT THE END OF YOUR HOLIDAY

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SAILS

- Furling genoa is permanently rigged; keep some tension on sheets when furling sail and when in harbour;
- Removable inner forestay is tied off starboard; when it is needed attach to forward pad eye with highfield lever which is under chart table;
- Storm jib is under central berth in forward cabin; this hanks into the inner forestay when needed;
- Mainsail is stowed inside stacpac system - unzip fully 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 has leech line only – luff eye needs to be hooked over rams horn (sail also has a flattener eye);
- Outhaul should not normally need to be adjusted, but lazyjacks will need to be slackened when the boom is pulled down hard.
- Topping lift is set at the mast.

ANCHOR

- Main anchor is attached to 60m chain which is in turn attached to the anchor locker;
- Anchor chain marked as follows:

10m	Green
20m	Yellow
30m	Red

- Second (kedg) anchor together with chain and warp are located in port cockpit locker;
- Anchor windlass switched on at main switch panel;
- **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.

TENDER AND OUTBOARD

- Tender is a 2.6m airdeck dingy with a solid transom - roll out on foredeck, inflate and lower over side (pump, paddles and floor is in port cockpit locker);
- Outboard is a 3.5hp Yamaha 2-stroke, 1:100 oil:petrol mix, spare fuel in container in locker under helms seat
- To operate outboard:
 1. Turn on fuel (side of engine), open breather on top of fuel tank
 2. Turn choke on (pull out)
 - 3. Check engine is in neutral**
 4. Pull starter handle until engine starts
 5. Once engine is running, turn choke switch back to off, and set throttle to even tickover before engaging gear.
 6. To stop push stop button and then turn off fuel

**THE DINGY CAN BE TOWED BEHIND THE BOAT,
BUT ONLY AFTER THE OUTBOARD HAS BEEN REMOVED**

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ELECTRICAL SYSTEM

Shorepower

- Shorepower plugs in to socket on the transom.
- Shorepower lead kept in starboard 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 – switch between trip switch and plug socket
 3. 240v socket.

With all shore power switches up the systems are all live

Disconnect shore power cable from pontoon before disconnecting the end at the boat

Domestic Electrics

Three battery switches are under chart table – engine, domestics and bowthrusters. In general, leave all three switched on unless leaving the boat for extended periods of time, in which case please turn off engine battery. Domestic batteries are located midships under the saloon berths. **The engine will need to be used for a minimum of 1-2 hrs per day to keep the batteries charged.**

Main switch panel is to right of navigation station

IT DOES WHAT IT SAYS ON THE SWITCH!

1	masthead anchor	11	bilge
2	steaming	12	domestic water
3	bow and stern	13	shower drains
4	deck lamp	14	wastewater (not used)
5	interior	15	redundant
6	interior	16	fridges
7	gauge illumination	17	12v sockets
8	instruments and auto pilot	18	radio/CD (may be alternative to 19)
9	vhf	19	tri-colour
10	anchor windlass	20	spare

Top toggle switch indicates battery status

Lower toggle is water tank gauge for the two tanks

The following should only be used with the engine running:

1. Fridges
2. Anchor Windlass
3. Autopilot

Specific points to note include:

- There are full manuals for all instruments on board in the boat file, located below the chart table seat;
- 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 = 2.15m

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HEATER

Only start the heater with the engine running, or after checking that the voltage on the batteries is over 12.5 volts; 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 stop, **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 to the rear of the galley (left as you look at cooker)
- Gas locker is at the aft end of the cockpit under port helm seat - **turn gas off at night** – spare gas cylinder under starboard seat
- Gas alarm is located beside the chart table - if it sounds extinguish all naked lights, turn of gas at source, and ventilate boat.

PLUMBING

- Freshwater capacity is 85 gallons/360 litres, with approx 210 litres in aft tank and 150 in forward. Changeover lever is in aft heads under sink.
- Water fillers are on port side of transom for aft tank and on foredeck starboard side inside anchor locker for forward tank - 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 black switches in aft heads is used to pump out shower as it fills;
- 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.

SAFETY EQUIPMENT

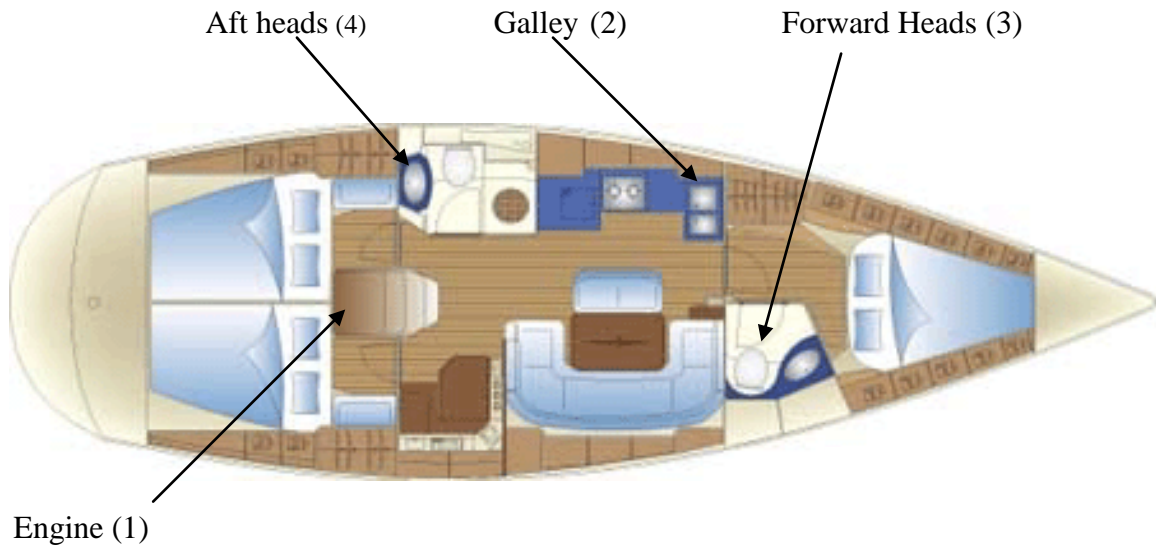
The location of seacocks and fire extinguishers are shown on the next page.

- Flares are located in port cockpit locker
- Lifejackets and safety lines are in each cabin, spares under navigators seat;
- 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!);**
- Grab bag for the liferaft is located in the port cockpit locker

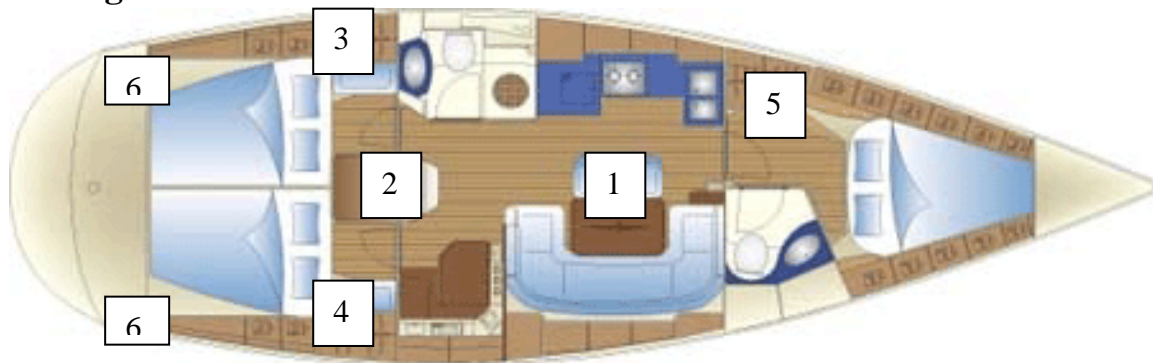
Liferaft is self launching as a last resort, but for this to happen the boat has to be under water! Only launch the raft in an extreme emergency (ie on fire or sinking) and remember that you are supposed to step up into the raft!

Emergency steering gear is located in cockpit locker.

**JEANNE
Seacocks**



Fire extinguishers



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

Emergency steering gear in cockpit locker
 Flares and grab bag are in port cockpit locker
 Lifejackets in each cabin – spares under navigators seat
 Fire blanket is next to galley – aft end
 Gas alarm is next to navigators seat
 Gas shut off is at aft end of galley in top cupboard
 Manual fuel shut off valve is on top of tank under aft starboard berth