

Golondrina - Familiarisation Notes

Please take time to familiarise yourself with these notes before you go on board Golondrina - they explain the basics of how to handle the yacht and how things work. I hope the knowledge gained will add to the enjoyment of your holiday.

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1. Contacting the Owner

Golondrina's owner endeavours to keep her in good condition and has a policy of keeping her up-to-date by renewing equipment. However, things on boats inevitably go wrong and if the item is essential for safety or just for comfortable living they should be put right quickly. Whilst some charterers enjoy making repairs, others find the experience a major inconvenience. I apologise for this and in mitigation offer an advisory service to frustrated charterers! Therefore if a fault or breakage occurs when you are on Golondrina, please telephone me if you are not sure what to do. I am familiar with most equipment on board because I've probably already had it to pieces!

Peter Manly - mobile 07767 346 716

2. Golondrina's Home Port

Berth C44, Haslar Marina, Gosport, Hampshire PO12 1NU.

The code on the security gate is (Phone for number).

3. Directions to Haslar Marina by Road

You can find a map of the Gosport area on the Internet at the address www.streetmap.co.uk using the postcode PO12 1NU to locate the marina.

From Junction 11 of the M27 follow the road to Fareham. At the first roundabout turn left into Gosport (under the viaduct); straight over the next roundabout, then fork left (signposted A32 Gosport) and continue along this road for two miles.

At Fort Brockhurst turn right on the second of a pair of small roundabouts (signposted Submarine Museum) and this will lead you past HMS Saltan with its two brick forts. Turn left at the next roundabout (public house 'The Cocked Hat') and after a mile there is a small one-way system. Follow the road round to the right then turn immediately left into South Street (signposted Town Centre). Turn right at the 'George and Dragon' public house into Haslar Road. The marina car park is on the right hand side before you go over Haslar bridge and is marked by two large green buoys either side of the entrance. Visitors should park in the right hand car park. Trolleys are by the shops.

4. Directions to Haslar Marina by Train from London Waterloo

There are about two trains an hour from Waterloo to Portsmouth Harbour station and the journey time is 1 hour 40 minutes. At Portsmouth take the passenger ferry from the terminal (which is just outside the station) to the Gosport side of the harbour – this takes 4 minutes. At Gosport turn left outside the ferry terminal and walk south west along the foreshore for half a mile to the entrance to the marina by Haslar bridge.

5. Things to Bring with You

In addition to personal clothing you will need to bring with you:

- i) wet weather gear,
- ii) non-slip shoes (clear soled),
- iii) towel,
- iv) sleeping bags,
- v) pillow cases (pillows are provided),
- vi) tea towels, and
- vii) food and drink.

6. Safety Briefing

The skipper should ensure that all crew are briefed on the stowage and use of all personal safety equipment such as lifejackets (forecabin - port under bunk), safety harnesses (forecabin - starboard under bunk), wet weather gear, and lifebuoys. In addition the skipper should brief at least one other crew member with the following:

- i) Location of liferaft and grab bag (starboard cockpit locker) and the method of launching;
- ii) Procedures for the recovery of a person from the sea;
- iii) Location and use of flares (starboard cockpit locker);
- iv) Procedure and operation of the VHF radios - (1) fixed by chart table and (2) handheld in port aft cabin;
- v) Location and operation of navigation and other light switches;
- vi) Location and use of equipment - extinguishers, fire blanket and buckets - for fighting fires;
- vii) Location and use of bilge pumps:
 - (1) manual - under port bunk in saloon with fixed strum box in bilge,

- (2) manual - in starboard cockpit locker with moveable hose under berth in starboard aft cabin berth,
- (3) electric - in engine compartment with switch above which should be left in the 'auto' automatic position, and
- (4) manual – the pump in the heads can be used as a bilge pump with the valve set to 'pump shower tray'.

viii) Method of starting, stopping and operating the engine.

7. Miscellaneous Cautions

Please:

- i) **respect the the cooker and formica surfaces.** Only cut food on plates or the cutting board provided and **do not use abrasive cleaners on the cooker or kettle.** A table cloth is provided to protect the table in the saloon;
- ii) **keep the port lights in the two aft cabins firmly closed** whilst at sea and during the day in harbour – otherwise water running down under the seats in the cockpit will soak the bunks below. **Keep your feet away from the port lights** when sitting in the cockpit;
- iii) clean Golondrina properly before you leave and **read the instructions** on the last page of these notes;
- iv) **do not smoke** below deck;
- v) **check engine oil and fresh water** coolant levels every day;
- vi) **do not put sails or lifejackets away** when they are damp;
- vii) **treat the Radar with care** – particularly connectors and screen; and
- viii) **when using the Setamar winches do not pull in the sheet by hand** when it has been placed behind the roller guide - always use a winch handle – see below for detailed instructions.

8. Ship's Log and Manufacturer's Instruction Manuals

The Ship's Log Book contains a lot of useful information. It includes a full inventory of items stowed on board indexed by: (i) description of item and (ii) location. Please remember to look in the inventory if you can't find something. The Log Book also includes a full indexed list of charts (about 40) on board, a list of waypoints set-up on the GP and many other items of useful information.

There is a blue file containing manufacturer's instruction manuals for most equipment installed on Golondrina. This is kept on the bookshelf in the main cabin. It contains manuals for the engine, outboard, Simrad instruments, Autohelm, Furuno radar, Simrad VHF and GPS amongst other things. Please treat them carefully as they are the manufacturer's original copies.

9. Going Foreign

The yacht's owner requires notice of your intention to cross the Channel. Passports will be needed for each member of the crew. There is no need to report to Customs on arrival in an EC country or to fly a Q flag; nor do you need to report on arrival at the Channel Islands even though they are not part of the EC for HM Customs and Excise purposes.

On returning to the UK from EC counties do not fly the Q flag or report to Customs unless you have dutiable or prohibited goods on board. If you have returned from the Channel Islands **you must fly a Q flag and report to Customs within two hours of arrival** at a recognised entry port. A customs form is needed for the Channel Islands.

10. The Yacht's Seacocks

There are six through the hull skin fittings on Golondrina. Only the first four on this list are normally used:

Purpose	Location	Seacock Size	Normal position of lever when boat: In Use	Unattended
i) Heads washbasin outlet	Locker under washbasin	Small	'Up'	'Horizontal' (closed)
ii) Heads inlet/shower tray	Locker under seat in saloon	Small	'Down' ('Up': Tray pumped by loo)	'Horizontal'
iii) Heads outlet	Locker under seat in saloon	Large	'Up'	'Horizontal'
iv) Galley sink outlet	Locker under galley	Large	'Up'	'Horizontal'
v) Galley handpump Fresh/sea water	Locker under galley	Small	Not normally used.	Leave 'Up' (i.e. closed)

- | | | | | |
|--------------------------------|--------------------|-------|----------------------|-------------------------------|
| vi) Engine cooling water inlet | Engine compartment | Small | Do not touch. | Leave 'Up' (permanently open) |
|--------------------------------|--------------------|-------|----------------------|-------------------------------|

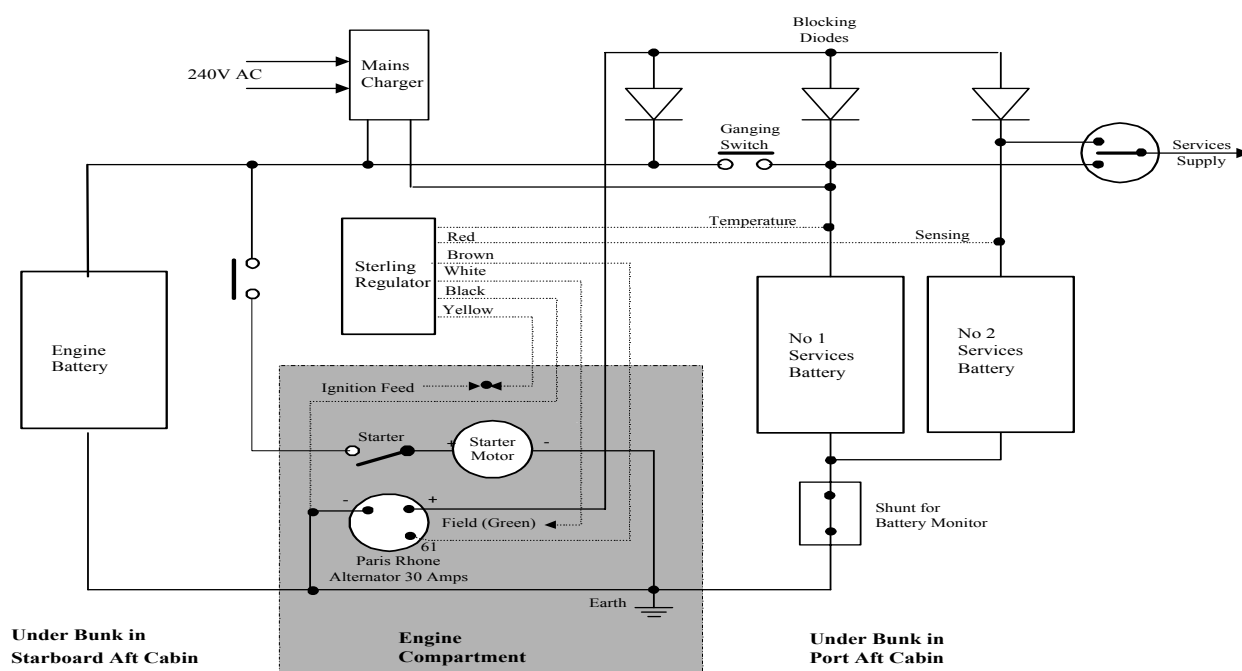
11. Golondrina's Battery Supply

Golondrina is powered by two banks of batteries: the engine bank (1 x 60 AH) is located under the berth in the starboard aftercabin and the services bank (2 x 100 AH) is located under the port aftercabin berth. Each supply has a separate isolator switch. To connect the engine supply, turn the red key clockwise in the isolator switch in the starboard aftercabin and to connect the services supply turn the rotary switch in the port aftercabin to '1' or '2' or 'Both'. 'Both' is the normal operating position for the services supply but it is safer, say for a long overnight voyage, to use the services batteries independently.

Do **not** insert and turn the red key in the isolator switch in the port aftercabin - this is used to gang together the engine battery and the Number 1 service battery in emergencies should the engine battery fail.

You still need to be sensible with the use of battery power. Note that Eberspacher warm air heater and fridge are particularly greedy. Power consumption can be measured using the battery monitor that is fitted to the instrument panel. This displays voltage, amps, amp-hours used since last re-charge and time left at current rate of discharge.

Golondrina is fitted with a Sterling electronic regulator. It is fitted in parallel to the standard regulator that is built into the alternator so if the electronic regulator should fail no rewiring is necessary to revert to the old system.



12. Shore Power Supply

The shore power lead is plugged into a socket in the starboard cockpit locker. It feeds:

- i) the 240V mains sockets on board,
- ii) the battery charger and,
- iii) the hot water immersion heater under the bunk in the aft starboard cabin. This is switched 'on' with the white switch which is also in the aft starboard cabin under the bunk. A neon light indicates when it is 'on'.

13. Battery Charging

There are two methods of charging the batteries: (i) by using the Golondrina's on board battery charger when she is connected to the shore mains supply or, (ii) by using the engine's alternator.

- i) The mains charger is located under the bunk in the port aftercabin and controlled from the instrument panel. It is set to come on for about 3 hours a day when the shore supply is connected and it can be manually overridden. The charger is rated at 8 amps, so only use it in harbour with light loads otherwise it will quickly overload, i.e. do not run the Eberspacher heater with all the lights on when the charger is also 'on'.
- ii) You must run the **engine under load** to charge the batteries using the engine's alternator. At sea, place the engine in gear with the revs above about 2,100 but in harbour it will be necessary to provide an artificial load. To do this tie the yacht up properly, i.e. using bow, stern and spring lines and plenty of fenders, with an extra stern line and gradually bring the engine up to about **2,100 revs in gear** to provide the load.

When the engine is first started all ignition lights on the ignition panel should be extinguished and the alternator should be giving a boosted charge at about 14.6V, as measured on the battery monitor by the chart table. The current will be up to 40 Amps or so depending on the state of discharge of the batteries. This high charge rate is indicated by the top green light and No 2 red light glowing on the Sterling regulator. The alternator will stay at the high charge rate for 1 to 6 hours at which point the top green light and No 2 red goes out and No 3 Green comes on. The bottom yellow light is permanently on and indicates the type of battery – lead acid. If all the lights are flashing, it indicates a serious problem. The engine must be stopped immediately and the problem investigated.

14. Starting the Engine

Before starting the engine make sure you are familiar with the operation of the throttle/gear control lever in the cockpit and that **the engine battery is connected**. Experiment with the throttle/gear lever in ‘neutral’ (red button pushed ‘in’).

Put the throttle/gear lever into ‘neutral’ at about 9 o'clock. When starting from cold turn ignition key anti-clockwise to ‘heat’ position and hold for 10 seconds, turn key clockwise to ‘run’ position at which point the instrument panel should illuminate, an alarm buzzer will sound and three warning lights will illuminate (battery charge, oil pressure and power on). Turn key to ‘start’ position and starter motor will engage, hold in position until engine fires. Release key when engine has started to ‘run’ position.

Ensure alarm buzzer is not sounding and that the red warning lights are all extinguished. The green ‘power on’ light will remain illuminated. If the alternator warning light remains on increase engine speed to excite the alternator – then return to idle speed. The light should then go out.

Check for sea water flow. If no flow switch off engine immediately and check sea water system. Do not hold the ignition key in the ‘heat’ position for more than 15 seconds – this will damage the heater plugs.

Should you experience difficulty starting the engine preserve battery power by ganging the number one services battery to the engine battery by inserting and turning the red key in the isolator switch in the port aftercabin clockwise. **Remember to disconnect** the battery ganging switch when the engine is running.

15. Engine Speed

Diesel engines like to be worked hard so do not use it for long periods with light or no load, for example, when motor sailing to give you just one extra knot of speed. Above 2,100 revs is a good working speed under most circumstances except when working in close quarters and confined spaces. Maximum engine revs is about 3,300.

Golondrina had a new engine fitted in 2003 and the transmission is a little noisy between about 1,700 and 2,000 revs despite being carefully aligned, so this range of speed is best avoided.

The engine consumes about ½ gallon of diesel an hour. The fuel gauge indicates of the amount of diesel in the tank but a more reliable check is to note that the capacity of the tank is 18 gallons, i.e. 36 hours, and compare the current engine-hour reading against the engine-hour figure which should be noted in the ships log when Golondrina was last refuelled.

16. Stopping the Engine

To stop the engine simply press the ‘stop’ button and hold it in until the engine stops, then turn the ignition key from ‘run’ to the ‘off’ position. **Under no circumstances turn the ignition switch to the ‘off’ position with the engine running** as this will burn-out the blocking diodes, regulator or worse still the alternator. Also do not depress the ‘stop’ button for more than 10 seconds as this will lead to overheating and the solenoid to fail.

In an emergency shut off the fuel supply by pulling the red fuel cut-out button in the starboard cockpit locker.

17. Engine Checks

It is essential to do various checks daily:

- i) engine oil level
- ii) fresh water cooling level
- iii) drive belt tension
- iv) ensure sea water inlet strainer is clear.

If engine oil is low fill from the spare can of oil kept in the starboard aft cockpit locker. Fill to the mark on the dip stick and **be careful not to overfill**.

Bilge water in the engine compartment is drained by an electric pump which is controlled by the switch by the engine tachometer - drain it periodically and leave the switch in the 'auto' automatic position

18. The Propeller

The propeller shaft protrudes through the hull between the fin keel and rudder skeg. It is supported underwater by a cutlass bearing in a P-bracket. The propeller is exposed and liable to fouling by loose ropes and other underwater debris, so be careful to check that no warps are dangling over the side and avoid lobster pots, etc. at sea.

Symptoms of a fouled propeller are excessive knocking from the engine and/or loss of power. If this happens there is no alternative but to jump overboard and clear the mess. A face mask, flippers and divers knife, tied to wrist, are all on board! If the fouling is so bad it stalls the engine, it is possible to bend the propeller shaft and loosen the P-bracket in the fibreglass. Check before proceeding.

19. Manoeuvring under Engine

Golondrina has a right hand propeller (i.e. rotation is clockwise when going ahead). Therefore the stern of the boat kicks to port when the engine is put astern and she is much easier to **berth port side to**.

Golondrina is awkward when going astern, especially if there is a tide running or a cross wind blowing, in which case the wind catches the bow and knocks her off course. She can be motored astern directly into the wind easily.

Golondrina has a preference to turn to starboard when going forward under motor and the stern kicks sharply to port when going backwards. This knowledge can be used to advantage to turn the boat **clockwise through 180°** in 1½ times her length. The manoeuvre is performed in stages a bit like a three-point turn in a car:

- i. go **forward** with the tiller to **port**
- ii. then give the engine a burst in **reverse** with the tiller to **starboard**
- iii. when the boat is going backwards put the tiller sharply to **port** and then put the engine in **forward** and give another quick burst and so on ...

Never attempt this manoeuvre by trying to turn the boat anti-clockwise through 180° in a confined space and neither should it be tried if you are inexperienced - practice beforehand in open water. It can be very difficult in a breeze especially with the wind on the beam and in this situation the inexperienced and faint hearted should resort to using warps to someone on land to turn her around. Always have crew on deck with loose fenders and the boat hook to hand!

20. Leaving the Berth

Allow the engine to warm up - never apply full throttle to a cold engine! - make a note of the wind direction and check for traffic in the fairway. In other than strong northerly winds, put the gear lever into 'reverse' and with the tiller 'amidships' aim straight out of the berth. Because of the effect of 'prop walk' the stern will be pushed into the berth but the intention, when the boat is clear of the berth, is to reverse up the fairway towards the marina entrance. Remember to take a firm hold of the tiller when motoring astern and align the tiller (and rudder) in the direction you want to go. To protect the side of the boat scraping the jetty as you start out, have a strong member of the crew on the pontoon to manhandle the boat out of her berth who jumps on board at the last moment

When leaving the berth with the wind coming from the north, reverse out in the opposite direction to the above, and when clear of the berth put the gear lever into 'forward' and motor towards the marina entrance.

21. Handling under Sail

Under sail Golondrina performs best when she is not over-canvassed - as evidenced by excessive weather helm - so reef early. There are two genoas on board:- a Number 1 genoa and a smaller Number 2. The latter is most popular and is the one normally rigged. It is a high cut working jib which is more comfortable than the Number 1 in wind speeds above about 15 knots apparent and gives much better visibility. Both are roller reefing and fitted with UV strips.

When reefing the genoa have the boat head to wind and ensure the forestay is tight (by tightening the backstay tensioner to within 1 and 1½ inches of the top of the screw thread) and that the halyard is not bar tight otherwise it will jamb the swivel at the top of the forestay. If the halyard is too loose it can wind itself around the forestay and this can also cause a jamb! Be aware that the halyard is lead from the sheeve in the mast to the top of the swivel via a halyard diverter on the front of the mast, and that the small Number 1 genoa must have the wire strop fitted between the top of the sail and the bottom of the swivel. The genoa not in use is kept under the bunk in the forecabin but please do not put it away unless it is completely dry and folded properly. Changing genoas at sea is best avoided because the sail already fitted has to be unfurled before it can be lowered, so it is advised to do this job in harbour before you leave.

There is technique to raising and lowering genoas. The luff wire that is fed up the forestay groove in the foil tends to snag at the joins in the aluminium sections. If this happens, lower the sail a few inches and then give the halyard a sharp tug to get it over the join - but do not apply excessive force by winch.

When raising the mainsail make sure the main halyard and topping lift are not twisted and the latter is slack. The topping lift is on the port sheave at the top of the mast and the mainsail halyard is on the starboard side. The shape of the mainsail is controlled by the tension in the following lines: halyard, kicking strap, mainsheet, mainsheet traveller control lines, clew outhaul and backstay.

The mainsail is equipped for slab reefing. There are only two reefing lines for the three slabs. In a strong breeze, therefore, (above 30 knots) when you may want to reduce the area of the mainsail down to the third slab, move the reefing line from the bottom position and re-tie it at the top one. The middle reefing line and the outhaul should not be touched.

A storm jib is stored in the forecabin under the berth. To use it set-up a spare wire halyard as a forestay and hank the storm jib onto it.

Place the engine controls in reverse when sailing to stop the propeller and drive shaft turning.

22. Simrad VHF DSC Radio

This is equipped with Digital Selective Calling but can be used in conventional analogue mode. It is simple to use but you should make sure you know how it works before you go to sea.

23. Navtex Receiver

The Navtex receiver automatically displays weather and general navigational information. It should be configured to receive transmissions from Niton only. That is with 'S' set to upper case and all the other characters set to lower case. The following message types should be set: gale warnings 'B', weather forecasts 'E' and Sat Nav 'J'.

The Navtex is powered on the same circuit as the GPS and gas alarm – i.e. they are switched on together.

24. Simrad Speed Log

The speed log transducer is fitted in the hull by the door to the heads. It occasionally gets clogged with weed and this can be cleared by carefully withdrawing the paddle wheel and replacing it (quickly) with the keeper, and then cleaning the wheel. To replace the paddle wheel reverse this procedure.

25. Simrad Depth Guage

The depth instrument is set up so that it reads 0m with the keel just touching the bottom. The yacht's draft is 2m and the transducer is fitted 1.4m above the keel. The shallow alarm is normally set to 1.0m but this should be checked by the skipper in case someone has changed the setting.

26. Furuno Radar

The radar is stored in a special lined box on the shelf above the berth on the port side in the saloon when not in use. Be careful as you fit the radar to the mounting bracket in the cockpit because the connectors are fragile and the screen can be easily scratched. The connecting cables are stored inside the little box behind the radar mount beside the companionway.

The radar mast on the starboard quarter has three other aerials mounted on top: (i) GPS, (ii) Navtex, and (iii) spare VHF. The inboard (unconnected) end of this aerial cable is behind the panel holding the radio. The main VHF aerial, which is permanently connected to the radio, is on top of the mast.

27. Autohelm

The Autohelm is kept in the cave locker behind the port saloon berth. When in use be careful with magnetic interference to the in-built compass from the outboard engine stored in the locker behind. Also be careful not to over-stretch the Autohelm; it is a delicate and will not handle Golondrina in heavy seas especially if the wind is on the beam or behind you. The electrical connections to the Autohelm can be problematic. Spaying the plug and socket in the cockpit with WD 40 is usually the solution.

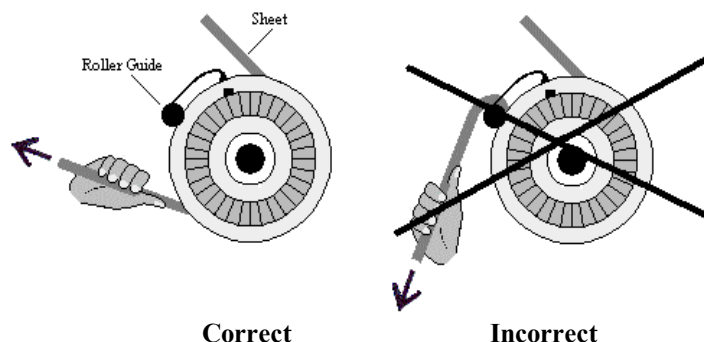
28. Sony Radio/CD Player

This will take up to 10 CDs in the autochanger. Please treat it with respect. The loudspeaker volume level in the cockpit is adjusted with the "Fad" control.

29. Setamar Winches

Operation of the two primary genoa winches is slightly different to conventional winches, e.g. Lewmar, so please take time find out how they work before attempting to use them.

When pulling in sheets, **always pull in as much of the load by hand before placing the sheet behind the roller guide arm.** Once the sheet has been placed behind the roller always use the winch handle. Hand pulling sheets that are placed around the roller guide will result in damage to the roller arm.



When **pulling-in sheets**, the gear ring must be set to the “black” position. In this mode the Setamar winch behaves like a conventional two-speed self-tailing winch, i.e. when the handle is turned in the normal direction the gear ratio is 1:1 and when the handle is turned in the reverse direction the sheet will be hauled in at a lower gear.

Trimming Sheets. Gear position “red” is for trimming sheets after they have been pulled-in. This is done by turning the winch handle in the low gear direction a little bit further and at the same time rotating the gear ring in the direction of the turn. When the gear ring is in position “red” it is possible to close-haul or slacken off at the low gear ratio. Slackening off releases a breaking system in the winch which enables it to control the slackening off process precisely.

Releasing Sheets. Place the loose end of the sheet in a small curve over the roller so it is not secured by the roller anymore, and either:

- i) unwind the winch in trim mode until all the load is released. This is the safest way of releasing a fully loaded winch, or
- ii) with hands well clear of the winch, flick the loose end of the sheet so that it clears the drum instantly. This is the quickest way of unloading a winch but it is also very dangerous especially under high loads. It can also break the roller arm if executed badly.

To reduce the load when tacking, leave the sheet on the winch until the genoa empties when the boat is going through the eye of the wind.

30. Anchoring

You must not leave Golondrina at anchor without a competent watch on board. To do so could be considered an act of negligence in the event of an accident.

The main CQR anchor (35lb) is stowed in the pulpit locker and is attached to 25m of chain, which is marked at 5m intervals, and 50m of warp. The Danforth kedge with 10m of chain and an additional 50m of line, is stored in the port cockpit locker.

The Lofrans windlass is simple to operate but be careful not to use excessive force. ‘Free-off’ the wingnut that tightens the gypsy on the side of the windlass to pay-out the chain, using the wingnut controlled break to keep an even pace. Sit in the anchor well to do this. The chain is marked every 5m (1 marker = 5m, 2 markers = 10m, etc.) When the anchor and chain is set, **do not take the strain on the gypsy** - secure the chain using the chain grab (hook) that is tied to the U bolt fitted in the deck - and ‘free-off’ the wingnut to stop it jamming and bending the windlass shaft. To raise the anchor, tighten the wingnut, wind-in the chain, and when the anchor is stowed ‘free-off’ the wingnut again.

If you stow the anchor on the bow roller when you are underway (this is not recommended), make sure it is secure. Lock the anchor in position with the drop-nose pin to secure the forward end of the shank and the snap hook fitted to the bungy line in the anchor locker, to secure the chain. Also lash the fluke to the pulpit to make sure it does not swing around.

Depth on the instrument display is calibrated so that it reads 0m when the keel just touches the bottom. Since the yacht's draft is 2m remember to add this figure to the depth shown on the instrument when you calculate the amount of chain to lay out. I.e. Length of chain > 3 x (depth showing on instrument + 2m)

31. Ship's Warps

There is a large selection of warps in the port aft cockpit locker. The wipping on the rope ends is colour coded to indicate length:

White	< 8m
Blue	> 8m and < 14m
Red	= 2 x 24m

Please be careful to protect warps against chaff. There are some rough old warps (with white wipped ends) suitable for tying-up to buoys, etc.

There is also a cockpit table stored in the port aft cockpit locker. This comes in handy on warm summer evenings at gin and tonic time.

32. Outboard and Avon Dinghy

The inflatable dinghy **must be stowed on board** whilst underway and not towed behind.

The outboard and dinghy are stored, along with the floor boards and oars in the centre cockpit locker. The best place to inflate the dinghy is on the foredeck or on land. Be careful not to drop parts over-board - especially the engine which is not insured for this eventuality. Make sure the engine is secured to the transom properly. **Do not leave the outboard on the dinghy when it is unattended** because it is so light the dinghy is likely to overturn and soak the engine even if there is only a slight breeze blowing. Also do not leave the outboard on Golondrina's pushpit when she is unattended without first securing it with a padlock.

To start the engine loosen the air vent screw on the fuel cap, make sure the gear shift lever is in 'neutral' and the fuel stop cock is 'open'. Set the choke to 'closed' (except when the engine is still warm from previous use), set the throttle lever to 'start', ease out recoil starter until it just engages and then give it a sharp tug. When the engine has started return the choke lever to 'open' then move the throttle lever downwards to slow speed. Confirm the cooling water telltale (just under the body of the engine). Let the engine warm up at low revs for a couple of minutes before moving off. **Be sure to have low engines revs** before engaging F(orward) gear otherwise the shear pin on the propeller will break. Spares are in the engine spares bag in the locker under the port bunk in the saloon.

To stop the engine, reduce the revs to idling speed and 'press' the stop switch until the engine stops completely. To stop the engine before stowing it away, 'shut-off' the fuel stop cock and let the engine run dry. 'Close' the air-vent screw on the fuel tank cap. The engine requires fuel mixed in the ratio **50 parts petrol to one part 2-stroke oil**; 2-stroke oil is stored on-board.

33. Fresh Water

Fresh water is supplied from two tanks under the berths in the main saloon and the amount of water in the tanks is indicated by the neon lit gauge on the instrument panel. Graduations are in quarters of a tank, i.e. about 6 gallons. Total capacity is 50 gallons, i.e. about 25 gallons per tank.

Water may be drawn from each tank separately or they can be ganged together. This is controlled by the two taps below the port saloon berth. With the forward tap pointing 'forward' water is drawn from the port tank and when the aft tap is pointing 'forward' it is drawn from the starboard tank. With both pointing 'forwards' water is taken from both and the level in both tanks equalises.

Fresh water is supplied under pressure by an electric pump housed under the bunk in the port aftercabin. Spares for this are kept on-board. The pump is self priming but can be assisted (to remove air locks) by using the Avon dingy pump to blow down the breather tube which overflows into the galley sink.

The handpump at the galley sink is only used when the pressurised water system has failed. It delivers fresh or sea water. It is controlled by the small seacock in the locker under the sink (lever 'forward' = seawater, lever 'up' = valve closed, lever 'backwards' = freshwater) and is normally left 'closed' otherwise air may be drawn into the pressurised water system and cause an air lock.

34. Hot Water

Golondrina is fitted with a 5 gallon calorifier (hot water tank), under the berth in the starboard aftercabin. Please exercise caution in its use. Make sure there is plenty of water in the tanks under the saloon berths to feed the system. There are two ways of heating it:

- i) by mains immersion heater when connected to the mains shore supply. The switch (white with neon) is in the starboard aftercabin and it takes about an hour to heat a full tank;
- ii) by engine cooling water when the engine is running. A reasonable quantity of hot water takes about 20 minutes to heat.

35. The Heads

The on-off trigger on the flexible hose controls the supply of hot and cold water to the basin, but water flow is best stopped altogether by the two taps mounted behind otherwise the flexible hose leaks and makes a mess in the heads and the water pump comes on intermittently.

The skipper is responsible for explaining to the crew how the loo operates. They are prone to failure especially if they are abused. The golden rules are: use plenty of water, never use excessive force, use limited quantities of soft toilet paper only and never put anything down it that you have not first eaten (e.g. teabags, galley waste and tampons). Spares for the loo are kept on board.

The best way to lubricate the loo pump is to put some ordinary cooking oil down the pan. Bleach or proprietary cleaners are not recommended as they have the effect of destroying the rubber seals in the unit.

The heads are fitted with a fresh water shower but we do not recommend its use because it makes such a mess.

36. Cabin Heating

The Eberspacher hot air heater comes in very handy when it is cold or damp. **Do not control heat output with the thermostat** as the effect of lowering the operating temperature of the diesel burner chokes it up with carbon deposits. To control the cabin temperature turn the heater 'on' and 'off' using the rotary switch and leave the thermostat in the 'high' position.

Do not turn the heater 'off' using the toggle switch on the electrical panel - use the rotary switch so that the fan continues to run for five minutes to cool the burner unit. If the toggle switch is used to turn the Eberspacher 'off' by mistake, no electricity will supply the cooling fan and the burner unit may overheat. If this happens the overheat cut-out on the burner will operate. This can be reset by pressing the button inside the rubber gasket which is on the top right of the heater located in the port cockpit locker.

When the Eberspacher is cold and has not been used for some time, it can be sensitive to battery voltage for starting. If you experience problems try starting the boat's engine first to raise the battery voltage. Also check the overheat cut-out, see above.

37. The Cooker

Please take care of the chrome surface and **do not use abrasive cleaners.**

The cooker is fitted with flame detectors which turn-off the gas supply when a flame has blown out. To ignite a burner, 'press and turn' it's knob using the electronic ignition switch to give a spark. Keep the knob 'pressed-in' for a few seconds to enable the gas detector to heat up. The electronic ignition requires a small battery that is fitted in a battery holder on the back of the cooker.

Gas is very dangerous in the confined space of a boat - so treat it with respect. It is heavier than air so leaking gas finds its way to the boat's bilge. A gas alarm is fitted at the chart table with its detector in the bilge just in front of the engine compartment. The alarm is wired on the same circuit breaker as the GPS.

There are two valves in the gas supply - one on the gas cylinder in the small locker on the boat's stern, and the other in the locker under the cooker. The one on the gas cylinder should be kept turned 'off' except when cooking and the one under the cooker is normally kept 'on'. Both valves are turned clockwise for 'off' and anti-clockwise for 'on'.

Spare gas cylinders are stored at the bottom of the port cockpit locker but safer storage is the stainless steel frame on the pushpit. This is also suitable for red plastic petrol cans. Please replace used gas cylinders.

38. Fridge

The fridge's primary purpose is for cooling drinks but it is also useful for storing food. It is a heavy drain on the batteries. Because there is a fan to circulate air across the cooling plates, you may want to turn the fridge off at night. A practical working temperature for the fridge is with the knob set to '4' but '7' cools it much faster when it is first switched on - with the yacht on its berth or with the engine running.

39. Ships Stores

We normally leave basic ships stores on board. These include: coffee, sugar, tea, marmalade, Jif (for scrubbing decks) and toilet paper. We don't mind you using what you find (not the booze!) but we would ask you to replenish the basics.

40. Cleaning-up Golondrina Before you Leave

Please leave Golondrina clean, tidy and bunkered. Top-up fuel, replace Gaz and refill the fresh water tanks.

The following is a checklist for clearing up the boat which takes an **organised team** of three or four people about an hour to complete. The Charter Fee for Golondrina does not include cleaning the boat after use and £50 will be deducted from the Security Deposit where the following jobs have not been completed satisfactorily.

Jobs below Deck

- i) Transfer all personal effects to pontoon. Stow all ships equipment (charts in order, pilot books, life jackets, safety harnesses, binoculars, tools, compasses, cutlery, crockery, etc.) in proper place. Leave items that are damp out to dry.
- ii) Complete the ships log, particularly the entries relating to engine hours, faults and discrepancies.
- iii) Clean the heads thoroughly. Fill washbasin with hot water mixed with disinfectant and sponge-down the toilet and surrounding area. Wash-off compartment using fresh water from the wash basin hose and drain-off the water that has accumulated in the shower tray using a sponge.
- iv) Clean cooker, hob, sink, wood surfaces and cool box. Leave cool box lid open. **Do not** use abrasive cleaner on hob.
- v) Brush floor and carpets. There is small electric Hoover on board to pick-up dry waste.
- vi) Dry out bilges, wash floor and companionway steps.
- vii) Close the yacht's seacocks.
- viii) Bring loose deck equipment below and stow, i.e. radar, winch handles, boat hook, ensign, etc. (Leave danbouy, lifebouys and lights in situ in their holders)
- ix) Lift up cushions and leave them to air, particularly the ones which touch the hull because they get damp.
- x) **Turn 'off' all switches at control panel.** Disconnect engine battery and make sure the services battery switch is set to 'both'. Check that the shore mains supply is 'on' and that the time switch for the battery charger is set to come on for about 3 hours a day (middle position of timeswitch). Make sure the mains immersion heater is 'off' (neon light in starboard aft cabin). **Leave engine bilge pump switch on 'auto'matic.**
- xi) Close curtains. Leave all hatches secure 'one stop' ajar.
- xii) Place ignition key in secure position.

Jobs on Deck

- i) Make sure the five shore lines are fitted properly. The two bow lines cross-over on the foredeck and should be lead in a straight line over the gunwhale onto the cleats and not go through the fairleads on the bow. In winter months (1st October to 31st March) double up on the shore lines by fitting the extra long warp (hairy and about 1" in diameter!).
- ii) Connect shore mains electricity line and check that it is working.
- iii) Tidy mainsail reefing lines. Stow mainsail and fit cover. Ensure genoa is rolled neatly and secure with a sail-tie. Loosen backstay and genoa halyard. Secure and tidy all halyards and sheets. Fit fender protector cloth.
- iv) Thoroughly clean decks and cockpit. Remove marks on deck and in cockpit area by scrubbing (with hard brushes) with a slurry mixture of water and Jif cleaner. Hose down afterwards with fresh water. Make sure all hatches are fully closed and the companionway boards are in position before starting this job.
- v) Make sure the warps in the port cockpit locker are properly tidied and stowed in a seamanlike way.
- vi) Fit compass and instrument covers and turn off gas at the cylinder.
- vii) Lock-up. There are three padlocks for the cockpit lockers and one lock on the companion way door.

Jan 2003