



**Information & operations manual for
FP Lucia 40 2016
'Love Knot'**

Welcome



Welcome to Horizon Yacht Charters and your Fountaine Pajot Lucia 40 "Love Knot". We hope you had a pleasant journey and are looking forward to a fantastic holiday and some of the finest sailing in the world here in the British Virgin Islands.

This manual is here to guide you through the in's and out's of your yacht. Please take the time to read this manual and don't hesitate to ask any of our professional, friendly staff if you have any questions.

All the yachts in the Horizon fleet are maintained to the highest standards so that you may enjoy a trouble-free vacation, on a beautiful yacht. Please remember that these yachts are all privately owned and we ask that you care for it like it was your own.

Best wishes for a great vacation,

Sylvia and Andrew
Directors

Office Hours:

Monday – Sunday 08:30 – 17:30

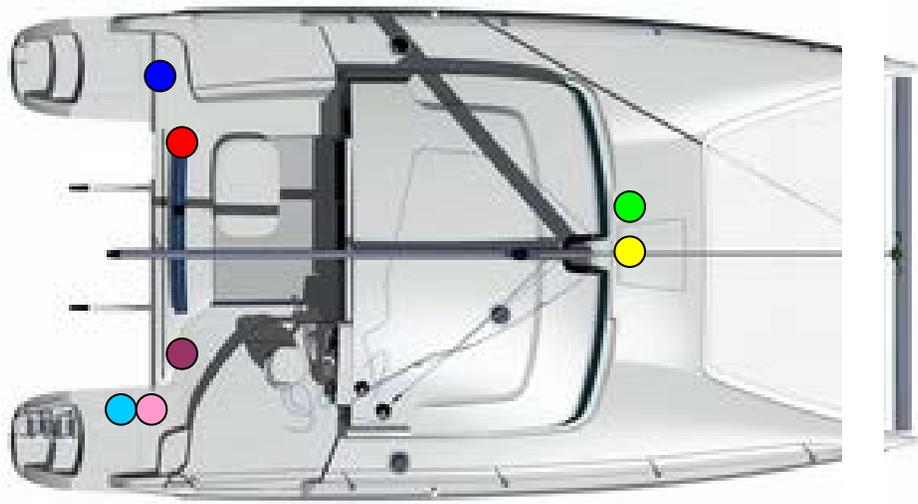
Telephone: (284) 494 8787

Duty Manager: (284) 542 8788 (Technical questions, damage reports and emergencies)

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1. Yacht specifications



Length	40'
Beam	22'
Draft	4"
Fuel	80 gallons
Water	140 gallons
Engine	2 x 30 hp Volvo Penta D1-30F
Generator	6KW Northern Lights M673L3.3

Location of:

- Fresh water refill (foredeck)
- Diesel refill (port aft cockpit)
- Manual bilge pump (stbd aft cockpit)
- Propane tank (foredeck locker)
- Windlass breaker (stbd eng compartment)
- Electric winch breaker (stbd eng compartment)
- Diesel cut off valves (port aft cabin, under bunk)

2. 12-volt panel

The following list corresponds with the photo below and tells you what each switch does from top to bottom, left column first.



1. Navigation lights
2. Steaming lights
3. Masthead light
4. Deck floodlight
5. Navigation instruments
6. Hull lights
7. Fridge
8. Fresh water pump
9. Sea water pump
10. Bilge pump – port hull (leave in auto)
11. Bilge pump – stbd hull (leave in auto)
12. Bilge pump – port eng (leave in auto)
13. Bilge pump – eng hull (leave in auto)
14. Not in use
15. Courtesy lights
16. Freezer
17. WIFI
18. Not in use

Love Knot has underwater lights at the stern of the yacht. These can be turned on by using the switch at the rear of the cockpit.

Underwater light switch



110v Breakers

The 110v breakers are in the port fwd cabin

The 110 volt outlets will operate whilst you are plugged in to shore power or running the generator. If the outlets do not work then ensure that the 110v breakers are in the 'On' position as shown below.



Outlets switches

Air conditioning switches

Shore / Generator selector switches

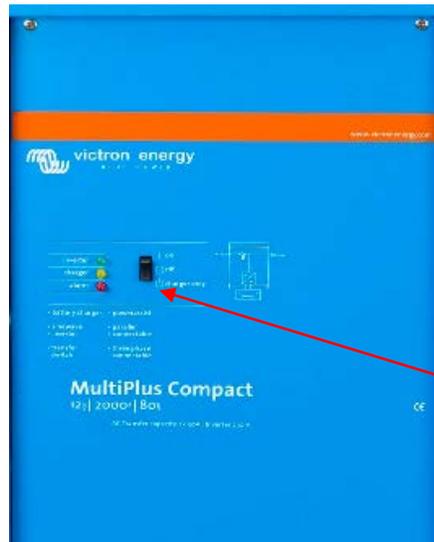


Main shore power breaker
in port eng room

3. Inverter / Charger

The combined battery charger and inverter is in the stbd engine room.

Warning: Leaving the Inverter turned on will severely deplete the house batteries. For that reason, it is better to run the engines at the same time. **If you have the Generator running you do not need to use the Inverter.**



Toggle switch

It is essential to ensure that the toggle switch on the battery charger (shown above) is left in the 'On' position **at all times**. The toggle switch on the Digital Multi Control (shown below) should remain in the 'charger only' position except when it is necessary to use the inverter as detailed below.

TO USE THE INVERTER:

1. Start the yacht's engines and bring the rpm up to 1400 **IN NEUTRAL**.
2. Move the toggle switch on the Digital Multi Control to 'On'. The 'Inverter On' light above the switch will then illuminate.
3. All the 110v outlets are now live.
4. **Switch off the inverter when you have finished with it to prevent your house batteries from becoming depleted.**
5. Run the engine for ten minutes after the inverter is switched off, and check the battery levels 15 minutes after the engine is turned off.



Toggle switch

Digital multi control located next to the 12v panel.

4. Engine start procedure.

- Make sure engine is in neutral.
- Press the On/Off switch to turn the ignition panel on.
- Press the start button until the engine is running.
- When the engine is running, check you have water coming out of the exhaust.
- To stop the engine, push the **STOP** button and hold until the engine has stopped and then push the **OFF** button.



There is an emergency parallel switch in the stbd engine compartment. It enables the engine battery to be combined with the house bank if the engine start battery is too low. **If you need to use this switch please call Horizon first.**



Emergency start switch

Should you hear an engine alarm during operation, check which symbol appears on the tachometer and immediately shut down the engine-**CALL HORIZON**

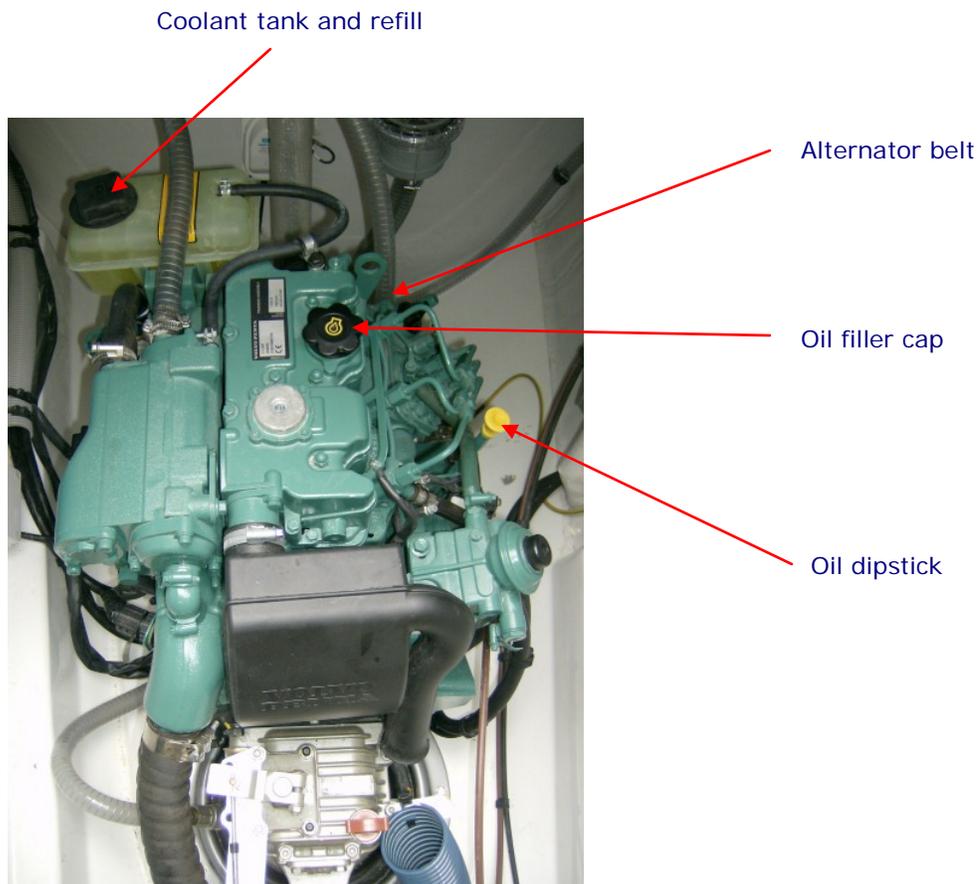
All our yacht engines run with diesel fuel. There is a diesel filler cap at the aft of the cockpit which is clearly marked "DIESEL" **DO NOT PUT WATER IN HERE.**

5. Daily Engine Checks

- Check the oil level using the yellow dip stick located to the right-hand side of the engine. The level should be at least halfway between the empty and full marks. To add oil, open the oil filler cap on the top of the engine.
- To the rear of the engine is the seawater filter, **do not** remove the cap.
- To the rear of the engine is the engine coolant reservoir. The coolant level should be between the maximum and minimum lines.
- Check for any engine leaks or bilge water below engine.
- Check the belt for any damage and correct tension.

KEEP HANDS CLEAR OF ALL MOVING PARTS.

ANY PROBLEMS CALL HORIZON



6. Generator

You must not run the generator when underway

Love Knot is fitted with its own Northern Light 6KW generator which will run the 110v outlets, the air conditioning and will also charge the batteries in place of the engine (at a lesser rate). **The generator is in the port engine room. The start panel is in the port fwd cabin.** The main breaker for the generator is located on the front upper left of the generator. The oil dip stick is also located on the front and must be checked daily along with the coolant level.

The reset breaker for the generator is located to the left of the generator.



- To use the 110v sockets you must switch on the 110v outlet switches in the port fwd cabin.
- The water heater will work when the generator is running but this is not usually needed. Hot water is primarily generated by running the main engines.

To start the generator (see photo below):

- Make sure the 110v systems are off prior to starting the generator.
- Push down the upper toggle for 5 seconds (glow plug) and hold.
- While holding the top toggle down squeeze up on the lower toggle to engage the generator starter.
- As the generator starts you will see the oil pressure start to increase. Release both the toggles when the oil pressure reaches 58 psi.
- The generator should continue to run when you let go of the upper toggle.
- **Allow the generator to warm up for 5 minutes.**

It is critical that load is then applied to the generator slowly. Air conditioning units must be turned on 5 minutes apart to avoid overloading the generator.



Resetting the generator:

If the generator trips out check the reset breakers on the front panel of the generator itself.

See the next section for Air Conditioning guidance

Stopping the generator

- **Allow the Generator to cool down for 5 mins under no load before shutting it down**
- Hold down the 'Stop' switch until the generator shuts down.

6. Air conditioning

It is critical that load is then applied to the generator slowly. Air conditioning units must be turned on a few minutes apart to avoid overloading the generator.

The air conditioning unit will operate when the vessel is plugged in to shore power or when the generator is running. Each hull has its own individual air conditioning control unit and there is one for the saloon.

Water from all three AC units drains to the shower drain sump boxes in the bilges and as a result you may hear intermittent pump operation when running the air conditioning. These are hard wired and no switches are needed for them to operate.



Operate the air conditioning as follows:

- Switch on the power button
- Select "cool" via the mode button
- Select your base temperature using the temperature controls. **Do not set the temperature below 70 degrees otherwise the unit may freeze up.**
- Select fan strength using the fan control

Note: If all the air conditioning units fail to turn on, check the reset breaker on the left side of the generator.

Reset breaker



8. Instruments

Located at the helm position are 2 Raymarine i70 multi units, a Raymarine P70 Autopilot, a Raymarine eS127 touch screen Chartplotter and Ray60 VHF remote



9. VHF Procedure

Using the VHF radio:

Familiarize yourself with the method for switching channels, and with the squelch and volume controls on your radio. Most radios have a button to instantly select Channel 16 – ensure you understand how this operates or you could end up speaking on Ch. 16 when you think you are on some other channel.

1. Make sure the radio is switched on, volume quite high power to high unless the station you are calling is very close.
2. Squelch up until loud hissing, and then back a little until the noise *just* stops.
3. Select the channel for calling (Channel 16, unless specified otherwise).
4. Press switch on microphone when speaking. Release immediately.

If no response, wait two minutes and repeat the call. If still no response, wait a further two minutes before trying again. If calling on Channel 16, it is very important to switch to a working channel after the contact is established. Do not use Channel 16 for your conversations – this channel is for hailing and distress only.

Channels to use:

- 16 Hailing and Distress
- 74 Contact Horizon Yacht Charters (when in range)
- 12 Yacht Charter Companies working channel – assigned for yacht breakdown servicing and emergency only
- 68 Marinas and Yacht Clubs – for lunch/dinner reservations etc
- 06 Ship to Ship – along with Channel 68 and 77 can be used for contact between boats

In the event that your vessel is involved in a non-life threatening incident with an object or with another vessel, it is important that you contact the Horizon Office immediately at 494 8787 or 542 8788. Please remember to get as much information as possible about your location, the other vessel's description and what damage has been done to your vessel so that we can best assist you.

Failure to report any accidents or incidents in a timely manner may result in nullification of your hull damage insurance.

Types of emergency:

In the unlikely event that you are involved in an emergency stay calm and follow these steps. You will also have an Emergency Procedure card next to your VHF.

Distress: "MAYDAY, MAYDAY, MAYDAY." This is an International Distress signal and an imperative call for assistance. It is used only when a life or vessel is considered to be in grave and imminent danger.

Mayday Relay: used to summon help for a vessel which is either too far offshore to contact the coastguard directly, without radio capabilities or whose radio has been damaged or destroyed.

Urgency: "PAN-PAN, PAN-PAN, PAN-PAN" This is the International Urgency Signal and is used when a vessel or person is in some jeopardy but is not considered to be in grave and imminent danger.

Medical emergency: "PAN-PAN MEDICO, PAN-PAN MEDICO, PAN-PAN MEDICO" (Pronounced med-ick-oh). This is an International Urgency Signal that should be used when medical advice is needed.

Safety: "SECURITE, SECURITE, SECURITE" (Pronounced Say-cure-it-tay). This is an International Safety Signal and is a message about some aspect of navigational safety or a weather warning.

How to issue an emergency message

Select Channel 16 and press transmit button on handset

Say slowly and clearly 'MAYDAY, MAYDAY, MAYDAY, CALLING ALL STATIONS

This is.... (vessel name)' and repeat vessel name 3 times

Give position – vessel's position in degrees of latitude and longitude or nautical miles from, and bearing to, a navigational landmark

Describe emergency – list the problem, the type of assistance needed; number of passengers aboard (boat length, hull colour and type is also useful)

Wait 1 minute for a response, repeat message

ALTERNATIVELY: Dial either 767 (SOS) or 999 from any BVI cell phone or call 494- HELP (4357)

10. Batteries

The House battery bank located in the stbd eng room will need to be recharged as often as it becomes depleted. Conserving power will result in less time needed for charging, so turn off systems that you are not using.

Your batteries will charge when the engine is running at 1400rpms or more whether sitting at a mooring or motoring to a destination, or when the generator is running (at a lesser rate). Check the battery levels and make note of them before charging.

Run the engines at 1400rpms or more (or the generator) for a minimum of 1-1 1/2hrs **twice daily**.

Shut the motor off. Wait 15 minutes before checking the battery levels, (directly after turning off the motor they will remain in an excited state for about 10 minutes).

The House system should come to rest at 12.8 v. and then slowly get lower. When the system gets to 12.2 you should start planning to re-charge the batteries soon.

Love Knot's house battery bank is isolated from the engine start batteries and they do not require any checks whilst on charter.



11. Anchoring, using the windlass and Electric winches

Setting your anchor:

Preparation:

- Establish a non-verbal communication system from bow to stern, as with the noise of the engine and wind, verbal communication proves difficult.
- Tie the dinghy painter close to the boat at the bow or amidships to avoid wrapping it around the prop.

Location:

- Choose a clear area to anchor in, normally in 12 to 25 feet. A white bottom is sand and perfect for anchoring. A brown or green bottom will be grass, rock or coral.
Only anchor in sand.
- Make sure that you are not on a lee shore; i.e. that the land mass is protecting you from the elements and that you are not being pushed onto the shore. **A lee shore is the most dangerous place to anchor your yacht.**

Action:

- Manually lift the anchor over the bow roller and feed the chain so the anchor is just above the water surface.
- Use the elements; approach from down wind or current, whichever prevails.
- Once the yacht is stationary use the electric windlass to drop the anchor. The elements will push you back and away from the anchor.
- Minimum scope is 5:1. In heavy weather you may want to increase that, always ensuring your swing area is clear of any obstacles.
- Engage reverse, slowly building up to 1500 rpm to really drive your hook into the sand.
- Once set, put the engine in neutral and allow the yacht to settle, take transits around the bay to ensure you are not dragging, it is always advisable to snorkel the anchor and ensure it is bedded in correctly and not just lying on its side.

Attaching the bridle:

- Once you are happy that the anchor is set you must attach the snubbing line. The snubbing line protects the windlass and it is important that you attach the snubber every time you set the anchor.
- Attach the hook around the chain link (the hook is too big to go through the link) and cleat off the bitter end of the line to a bow cleat. Pay out enough chain so that the snubbing line becomes taut.
- If the hook falls off the chain it means that there is not enough tension on the line. In this case re-attach the hook and pay out more chain until the line is once again taut.

Setting a secondary anchor:

- If a second anchor is required, e.g. you are anchoring in a mooring field and need to control your swing room, deploy the primary as above and attach the secondary at the bow. Drive the boat forward at a 45-degree angle to the primary. Once in line with the primary deploy the secondary and allow the elements to push you back. Increase astern to 1500 rpm to drive in the secondary. Snorkel over the anchor to ensure a good hold.

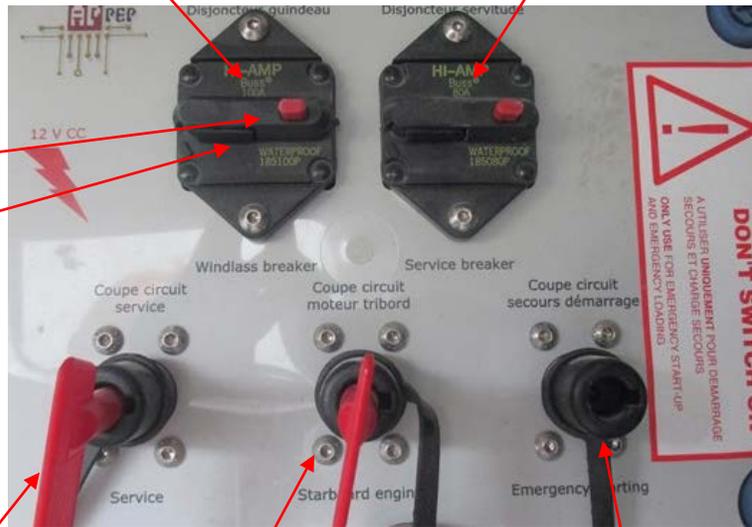
There is a breaker that will trip if the windlass gets overloaded. **This is in the starboard engine compartment.** When the breaker trips you will notice a black lever drops down from the bottom of the unit. To reset the breaker, simply push the lever back up until it 'click' back in place.

Windlass breaker

Service breaker

Test button

Reset lever



Service isolator

Stbd eng isolator

Emergency parallel

Manual operation of the windlass



If you lose power to your windlass, start the engine and fast idle the engine at 1400rpms **in neutral**, to make sure you have not just got a low battery voltage. Then make sure the windlass breaker has not tripped in the port eng compartment. If you still have no power, you can operate the windlass manually.

To drop the anchor, secure the windlass handle onto the top hole on the windlass (shown in the picture above).

Turn it counter-clockwise to loosen the wing nut. Your anchor is now ready to drop.

Remove the safety line or safety pinto release the anchor, keeping hands and feet clear. Control the rate the chain pays out by tightening or loosening the gypsy with the handle. When you have paid out sufficient chain – 5 to 8 times the water depth, turn the handle clockwise to tighten the gypsy. Increase revs to 1500 rpm, to set the anchor in reverse. If you drag, pay out more chain, and re-try 1500 rpm in reverse. When the anchor is set, fit the anchor bridle then release the more chain on the gypsy as above, so that the load is taken up on the bridle.

Electric Winches

The right hand of the three winches at the helm and the dinghy davit winch can be operated manually or electrically. **Extreme care should be taken if using the winch electrically as accidental damage or injury can easily occur.**



Should the electric winch be overloaded a breaker in the **stbd engine compartment** will trip. When the breaker trips you will notice a yellow lever drops down from the bottom of the unit. To reset the breaker, simply push the lever back up until it 'click' back in place.



Electric winch breakers

12. Picking up a mooring buoy

- Ensure the dinghy painter is tied off short on the bow or amidships and is clear of the prop.
- Approach the mooring buoy, keeping the bow into the wind or current, whichever prevails.
- Have a crew member on the bow to pick up the mooring pennant with the boat hook.
- The bowman will direct the helmsman to the mooring, using the already established non-verbal communication system. Once at the mooring, inspect the buoy and pennant for any signs of wear and tear; if you are unsure about a mooring buoy's integrity, choose another location to moor up.
- The bowman should ready a line to a bow cleat to slip through the eye of the mooring pennant. This line is then shortened and brought back to the same cleat.
- Once set your mooring buoy will be attached either on the port or starboard cleat and the yacht will be head to wind. Remember to centralize the wheel and lock in place to avoid the yacht sailing around the buoy.
- Next attach a second back up line to the mooring. Attach a line from the opposite bow cleat and if possible attach it directly to the mooring buoy. It is always easier to do this from the dinghy. Do not try to make the lines of equal length, the first line should be taking all the weight of the boat.
- To depart, release the back up line first. Slowly motor the boat forward to create slack, release the line from the cleat and allow the pennant to slip from the line into the water. Fall back with the wind or current, and be careful not to foul your prop on the pennant.
- **Remember to tie your dinghy away from the stern whenever you are maneuvering in close quarters.**

13. Bilge Pumps

Your yacht is equipped with one manual and four electric bilge pumps. There is an electric pump in each hull and one in each engine compartment. The electric pumps are operated by float switches and are fully automatic (**provided that the four switches on the 12v panel are left in the auto position**). In the event of failure of the float switches they can be overridden by moving these switches to the left (manual) position. The manual pump is in the cockpit and will be demonstrated to you during your brief.



14. Fresh water system

Love Knot is equipped with a single water tank with a total capacity of 140 gallons, therefore there are no change over valves. Before filling the tanks let the water run from the hose for a while before placing the end into the filler that is located on the foredeck. Please ensure that the correct fillers are used, NOT the holding tanks or the diesel fill.

To use the fresh water system, turn on the fresh water breaker on the 12v panel and open a faucet. When the tank runs out of water the pump will run at high speed and the faucet will start to cough air. As soon as you hear the pump running continuously, check to see if anyone is using water. If not, switch off the pump immediately to prevent the pump from drawing more air into the system or the pump overheating.



15. Heads

- **Nothing is to be put down the head unless it has been digested first.**
- Prior to use, push the left side of the switch to add water to the bowl.
- Push the right side of the switch to pump out waste; this must be done when you are more than 1000 yards off shore.
- Wherever possible please use the heads ashore as this keeps our waters nice and clean.
- **Blocked heads will be cleared at a cost to you of \$150.00 sewage fee, plus a technician's fee of \$75 per hour and the call out fee.**



- Each head has an operational holding tank and use of these will be demonstrated to you during your brief. The handles are located behind panels in each head.



Holding tank valves in each head

16. Showers

Your yacht has a hot & cold, fresh-water shower in each head and at the deck shower on the port transom.

If the engine has been running, the hot water can be very hot – be cautious!

To use the showers, the fresh-water pump must be activated on the 12V panel.

The head showers drain into a sump box which has an automatic float switch and pump, so the water will be pumped out automatically. These are hard wired not switch-operated.

Transom Shower

The valve on the left has two functions;

- By pushing the valve up or down you can turn on the water and adjust the water pressure.
- By turning the knob clockwise and counter clockwise you can change the temperature of the water. Be careful. The water can be very hot. Test before showering.

To use the shower head simply pull it out and press the lever on the back. If no water comes out make sure that the 12V water switch is on, the shower hose is not kinked (access from the stbd eng compartment) and that the water pressure valve is in the correct position.



17. Refrigeration

Love Knot has an internal 12v refrigerator, 12v freezer and a small 12v fridge in the cockpit for drinks. These systems are designed to run 24hrs a day if you wish. To ensure that it does not fail there are two things you should do.

- Firstly, keep your batteries charged. If the level goes below 12v the system will malfunction. Refer to section 12 for charging instructions.
- Secondly, do not puncture the cold plate in your fridge! **Do not chip at the ice or use any other sharp items in the fridge.** If something is frozen to the side of the fridge do not force it away. Pour warm water on it if you need to melt the ice.

There is a thermostat in the freezer. It is a white dial with numbers on it going from 1-7. Putting 7 at the apex of the dial is the coldest setting. Keep it on this setting until it is too cold. Then you can turn the system down or off if you wish. Or if it is not cold enough, augment the system with ice.

The thermostat for the fridge is on the fwd upper face.

Ask one of our staff for a deck cooler if you would like one for storing your drinks. It will keep the drinks cooler and the refrigeration colder, as people will not be going in it every 5 minutes for a drink.

Please note that we are in the tropics and we cannot guarantee that items will remain frozen when placed in the fridge and that fruit, vegetables and other fresh produce may have a shortened shelf life.

2 drawer fridge



Freezer



Draining the fridge

There are no drains for these units.

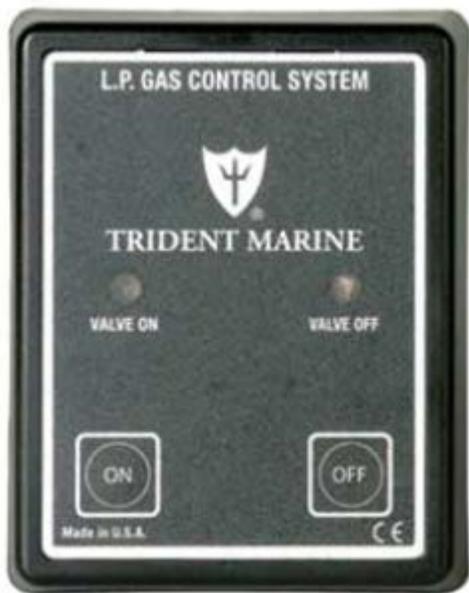
18. Propane and stove

The propane tank is in the central bow locker.

To use:

- Press the 'On' switch located in the galley.
- To light the stove, turn the relevant knob 90 degrees anti-clockwise, push the knob in and light the burner with the electric igniter button.
- Hold the knob in for 5-10 seconds, then release. Make sure that the flame goes all the way around. Reduce any wind that may hinder this.
- If you cannot get it to light, check the manual shut offs – there are three. One on the propane tank itself and two in the galley under the sink. Make sure these are all open and try again.

The 12v solenoid system is USCG approved device. You do not need to shut any manual valves unless you wish.



Gas shut off valves under sink



Gas safety

All our yachts are fitted with propane detectors. The propane 'sniffer' has been placed in the bilge (propane is heavier than air and so will sink into the bilge). The detectors are sensitive to several types of gas and will trigger the alarm. The alarm can also be triggered if there is moisture in the bilge. If the alarm sounds it does not necessarily mean that the propane system is leaking, so don't panic!!

If the alarm goes off follow these steps:

- Close the valve on the propane tank.
- Check the stove and surrounding area for propane smell.
- If detected, open all bilges and hatches. Point the boat downwind and use the manual bilge pump to pump out the bilges.
- Call Horizon immediately

Under no circumstances should you use the electrical bilge pumps or any other electrical system if you suspect a gas leak.

19. BBQ

- When using the BBQ, tie your dinghy off at the side of the yacht, not off the stern.
- Never use the BBQ while sailing.
- Never use the BBQ on a dock.
- Never change propane tanks when using the BBQ.
- Make sure someone is always tending the BBQ when hot.
- Call us if you have too much food.

To use the grill, first remove the cover and secure against loss then open the grill. Next, at the propane control panel (located below and to the left of the galley oven), turn the system to ON. At the grill, push in and turn the control valve counter-clockwise to START and push the igniter button. Once lit, turn the dials to the desired heat level. When cooking is finished, rotate the dial clockwise to the OFF position (pointing up); turn the propane control panel to OFF; and replace the grill cover when the unit has cooled.



20. Fire Safety

Read instructions on all safety equipment before setting off.

Prevention is the best answer to fire safety.

- Always switch off the safety solenoid when stove is not in use.
- Never leave the stove or oven burning unattended.
- Never change propane tanks whilst barbequing.
- Never smoke below decks.
- Never smoke when changing propane tanks.
- Safely store any flammable liquids (for example charcoal lighter fuel).
- Keep matches away from children.

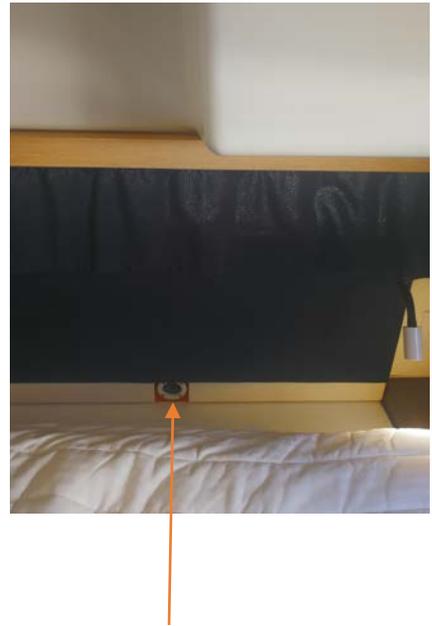
Engine compartment fire:

In the event of a fire in the engine compartment **do not lift the hatches to the compartments**. Remote access to these compartments can be gained from the rear of each aft cabin bunk via a round access hole.

- Pull the yellow key out.
- Press down on the red button until all the contents of the extinguisher have been discharged.

Open fire:

- Pull out the yellow safety tab.
- Point the extinguisher at the base of the fire and press down on the red button to discharge contents.
- Generously cover the base of the fire and surrounding area to ensure the fire is under control and cannot spread. Continue discharging extinguisher until the fire is out.



Round access hole to engine compartment.



Galley fire:

Read instructions on fire blanket before setting off.

- Take the fire blanket out of its container. Ensure hands and limbs are protected from the fire by the blanket.
- Carefully lay the blanket over the fire, laying the blanket away from you and keeping yourself protected at all times from the flames.
- Once in place leave the blanket until all heat has gone from the scene of the fire, this way you can be sure that the fire has definitely gone out and will not re-ignite.



21. Dinghy & Outboard

The driver of the dinghy must be over 18, and must always be wearing the kill cord. Never operate the dinghy under the influence of alcohol or drugs.

- Always tow your dinghy at full length while sailing and with the engine leg up as it gives you an extra half knot. **Be sure to shorten the painter before reversing the yacht if the dinghy is not on the davits.**
- Most of the time it is fine to leave the outboard on the dinghy, but if conditions are very rough, the outboard needs to be mounted on the push-pit.
- When going ashore for an evenings entertainment allocate a dinghy captain, someone who will bring the whole crew back to the boat safely, allowing the rest of the crew to enjoy various local cocktails and concoctions.
- To start the engine, lower the motor into the water using the lever on the starboard side of the engine. The lever position corresponds to the motor position, up and fwd for towing and back and down for driving. Check you are in neutral and **the safety cord is in place**. For starting an engine that has been at rest for 3 or more hrs use the choke. Pull the choke out, and set a few revs with the throttle. Do not twist the throttle trying to prime the engine. You will only flood it. Face the engine and pull the start cord and push the choke back in as soon as it runs. If it runs for a second but cuts out, try again without the choke.
- To stop the engine, press the button on top of the kill cord, or pull the kill cord out.
- Keep the kill cord with you to prevent anyone from borrowing it. You have been provided a dinghy lock and cable. Use them.
- Do not drag the dinghy onto a beach; anchor it off or put it on a dock with a stern anchor to prevent damage from going under or hitting the dock.
- Do not speed in and around other yachts, speeding fines have been introduced.
- At night, an all round white light must be displayed along with red & green side lights, and it is always a good idea to have a flashlight with you, to show the way, and warn other vessels of your presence.
- Wear the life preservers provided in the cockpit lockers when in the dinghy.
- GAS to OIL ratio, 1 Gall = 3 ounces.

Pull cord



Gear shift

Engine tilt

Kill switch

Choke

22. Owner advise

Love Knot

A to Z Guide

Ahoy and welcome aboard *Love Knot!* We hope you find her a great way to explore the British Virgin Islands, just as we have. Please direct all questions regarding equipment, operations, navigation, and safety to Horizon Yacht Charters. During or after the cruise, if you have comments or suggestions for us as owners, please feel free to email us at steve+luzma@loveknot-sailing.com. You're also encouraged to share your experiences, BVI recommendations, and photos with us and *Love Knot* followers at www.facebook.com/loveknotsailing.

Audio-visual components are controlled by the Fusion panel at the navigation station. Through this you can listen to audio devices via Bluetooth, USB or mini-plug; and you can control speakers in three zones: #1 saloon; #2 cockpit; #3 bow. Fusion volume and other functions also can be controlled through the Raymarine chartplotter/MFD at the helm station.

Auxiliary racks for a second kayak or a stand-up paddleboard are provided on the forward starboard side.



To prevent gouging the stainless-steel stanchions, PLEASE use the round knobs to loosen the attachment bolts if adjustment of the arms is needed, and then tighten the knobs when completed.

Bow storage lockers are organized as follows:

The port forward locker (adjacent to pulpit seat) is set up for safety equipment. Included are 8 blue-water lifejackets with lights and whistles. Please return all items to the locker after use and drying as needed.

The starboard bow locker is used for fenders and lines. Trash bags also can be placed here until they can be removed from the boat.

The large centerline locker, adjacent to the anchor and chain locker, is sized for storage of the large bow lounge cushions. Also in this locker are a backup anchor, scuba tank rack, and the propane tank fueling the oven, stovetop and BBQ grill. An extra propane tank may be provided for longer charters.



Cam-cleats are located at the helm station to help control sheets and halyards. Cam-cleats for the jib sheets have been added to help control and reduce flailing of non-working lines. However, when sailing, be sure to leave the mainsail sheet and working jib sheet uncleated and on winches so that they can be “blown” (i.e. rapidly removed from winch and slackened) in the event of sudden gusts.



Also please take care that lines from cam-cleats are not placed at more than a 45-degree angle to a winch under load. This will jam and eventually break a cam-cleat, an expensive component to be replaced at charterer expense.

Chartplotter / multifunction display (MFD) by Raymarine is located at the helm to assist in safe navigation (and not as a substitute for obligatory chart work and careful visual navigation and common sense). Its capabilities include route-planning using waypoints; an integrated fishfinder/sonar showing bottom contours in channels and anchorages; linkage to the Fusion sound system allowing the helmsman to control speaker volume; and the automatic identification system (AIS) receiver/transmitter to identify and determine course, speed, and closest point of approach (CPA) for other transmitting vessels. To access this information, touch an AIS contact shown on the chartplotter screen for these details. Note that ONLY contacts broadcasting AIS information appear on the screen.



Replication of the chartplotter screen is available at the navigation station using nearly many laptops, tablets and contemporary iPads. This allows route planning such as establishment of waypoints that can be transferred back to the chartplotter. Linking devices requires the RayControl app on your mobile device. To link devices, first search for Raymarine WiFi and join that network (no password required). Then open the RayControl app and the chartplotter screen should mirror on your device.



Note that cell phones generally are blocked from working due to smaller screen size. Also note that, for safety reasons, screen replication does not permit steering via autopilot.

Combination safe for storing cash, passports, and other valuables is on top of the closet next to the desk in the starboard hull and available for use by charterers. To open, enter 0917B and turn the knob clockwise. To close, enter 0917B and turn counter-clockwise. If the lock does not operate properly, the 9-volt battery may need replacement – in which case the safe door can be opened by the small key on the saloon key chain after removing the center panel labeled SECUSTAR SAFE.



Cushions outside may be left in place but please ensure that they are secured by runners, buckles and Velcro at all times – and especially when underway and in strong wind conditions. It should be noted that any lost cushions are at the expense of the chart guest regardless of how that were lost. When not needed, or when access is needed to centerline bow storage and anchor locker, the large bow lounge cushions can be stowed in the large area to port of the anchor and chain locker. When placing cushions there or removing them, please take care to keep the edges of the cushions away from hinges and fiberglass edges by partially folding them (see below). Replacement cushions are costly and charterers are responsible for any cushion damage or losses.



Dinghy “Slip Knot” is supplied for use by charterers. Take care not to overload the boat with people, provisions and gear: Two safe trips are better than one resulting in a capsized or sinking dinghy. Also be careful boarding and debarking from the dinghy – hence the name “Slip Knot.” The majority of boating injuries treated at Road Town’s Peebles Hospital come from dinghy-related accidents!

Be sure to insert the drain plug before lowering the dinghy. Then secure the line supporting the heavy, motor end of the dinghy with a few turns around the winch on the transom BEFORE opening the cam-cleat. Then lower the dinghy slowly, pushing it off the ledge on the stern as needed and taking care to keep the motor from hitting the lower transom step.

In recovering the dinghy, the electric winch can be used to help raise the heavy end of the dinghy, while the bow end is raised by hand. When the side of dinghy reaches the transom ledge, pause to push the inboard dinghy tube away from and then over the ledge before continuing to raise it.

Feedback: We would appreciate your comments on your experiences aboard Love Knot and any suggestions for us or future guests by emailing us (steve+luzma@loveknot-sailing.com or posting recommendations at www.facebook.com/loveknotsailing. Please advise Horizon directly of anything else that needs attention.

Grease from cooking in the kitchen should be poured in the jar provided in the rack adjacent to the oven and above the stovetop. This prevents grease buildup in the drain while protecting the environment.

Helm management is particularly important when using engines in reverse because the two saildrives are located aft of the rudder. Water driven by the props in reverse throttle forces water forward against the rudders and can cause them to turn quickly and disrupt steering. This effect can be avoided by pressing against the helm to keep it from turning and by using reverse throttle sparingly.

Sail management is especially important with Love Knot's large square-top main sail. Pay attention the wind and reef early. The first reef point is already set up with the "REEF 1" line and grommet. Likewise, the 2nd reef can be put in place with the canvas straps before the sail is raised. Other tips for the mainsail include:

1. Attach the main sail halyard to the top car before leaving dock or anchorage, using the fold-down mast steps as needed.
2. Be sure that the stackpack is fully unzipped before attempting to raise the main sail.
3. Keep the boat pointed into the wind to raise the sail between the lazy jacks.
4. When the sail is about two-thirds raised, relax the topping lift by two to three feet at the cam-cleat on the mast. Later, before lowering the sail completely, be sure to take all slack out of the topping lift to keep the boom from hitting the canvas bimini.
5. Lowering the main sail generally requires some pulling down of the final third of the sail because of the square-top headboard batten tension. The time and effort required can be minimized by reducing any points of friction and creating plenty of slack in the halyard between the mast and the cam-cleat at the helm station.

Love Knot's jib also should be reefed when conditions dictate. This is easily done by furling the jib with the circles at the foot of the sail as guides. The furling line is set up to be used on a winch at the helm station, but always be sure to allow slack in the working jib sheet when furling.

Owners' storage area: The locked door forward of the starboard shower is an owners storage area. There are no hull fittings, other equipment, or bilge access in this compartment but, if there is an emergency requiring access, contact Horizon for access.

Refrigerator drawers: Enjoy the spacious and easily accessed refrigerators but please be sure to use the locking tabs on either side of the drawers to secure them when underway.

Scuba tank rack is available for use to safeguard the deck and keep tanks stable when the boat is in motion. It should be well secured to the starboard stanchion as shown below, obstructing only the hatch above the starboard outboard closet. When not in use, the scuba rack can be stored in the aft port section of the large middle bow locker.



Sun screens for the saloon are available to reduce ultraviolet rays and heat entering the boat. The screens are stowed in the lower slot of the cabinet opposite the sink and vanity in the starboard hull. The screens are coded in the lower left-hand corners, starting with number 1 for the port window over the stovetop and steps down.

When removing the screens from the windows, please take care to pull from under the shade, as close to the snaps as possible, to avoid ripping the material or pulling out the snaps.

Storage space for provisions and kitchen items is plentiful. We have converted the trash chute cabinet into dishware storage and added a spice rack above the stove top. There is a large storage area under the bench seat adjacent to the navigation station. The two seating cubes each provide storage space. And there are three below-deck storage compartments that can be accessed using the suction device. For lengthy cruises, drawers in the large starboard-side standup locker (adjacent to desk) also can be used for provisions. Be sure to secure the drawers before getting underway.



Trash: Full trash bags can be stored in the forward starboard locker with fenders and lines, or in the centerline bow locker if not used for cushion storage. Please double-bag all trash and take care against leakage into these compartments.