



**Information & operations manual for
Lagoon 450 Fly Catamaran 2018
'Brie II'**

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Welcome



Welcome to Horizon Yacht Charters and your Lagoon 450 "Brie II". 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.

This manual is here to guide you through the operation 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

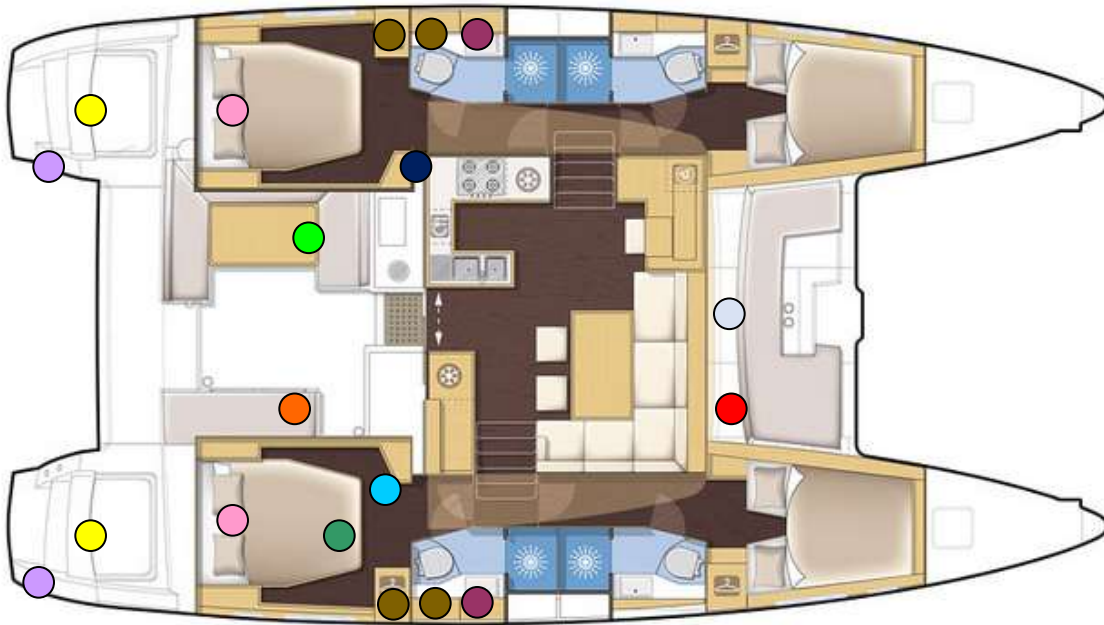
Duty Manager: (284) 542 8788 (Emergency Only)

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1. Yacht Specifications



| | |
|-------------------|--------------------------------------------------------------|
| Length | 45' 10" |
| Beam | 25'10" |
| Draft | 4' 4" |
| Fuel | 2 x 137 gallons |
| Water | 4 x 46 gallons (2 tanks on the same hull are interconnected) |
| Engines | 2 x 45hp Yanmar 4JH45 |
| Generator | Onan MDKDN-8140A 13.5KW |
| Watermaker | Horizon Seafari Versatile SFC-450-1 |

- **Engines** (starboard and port transom lockers)
- **Generator** (beneath bow seating)
- **Two manual bilge pumps** (in cockpit)
- **Propane tank** (beneath cockpit seating)
- **Water tank refills** (amidships both sides)
- **Electric winch breaker** (starboard aft cabin cupboard)
- **Windlass breaker** (starboard aft cabin below bunk)
- **Diesel refills** (port and starboard transom)
- **Fuel shut off valves** (below the port and starboard aft berths)
- **Water change over valve** (Port aft cabin locker opposite head door)
- **Waste Tank Access** (amidships port and starboard)
- **Watermaker** (beneath bow seating)

2. The 12-volt panel and 110 V systems

12-volt DC panel:

(Located in cabinet above starboard side stairs in saloon)



Monitoring Levels

- **Battery Gauge**
- **Water Gauge**
- **Fuel Gauge**

12v switches

- **Cabin Lights and Fans**
- **Navigation Lights** – Dual toggle switch for sailing lights or motoring lights.
- **Anchor Light**
- **Panel Light**
- **Deck Light**
- **Navigation Instruments**
- **Fridge Unit** – Operates both the fridges and the freezer.
- **LPG Solenoid**
- **Water Pressure**
- **Secondary Bilge Pump** – Three position switch.

110-volt AC panel:

(Located in cabinet above starboard side stairs in saloon)



- Battery Charger
- Water Heater (Normally off)
- 110 V outlet breaker
- 110 V outlet breaker

Air conditioning, 110 V outlets, Generator and Electric Winch Breakers
(Located in the starboard aft cabin cupboard)

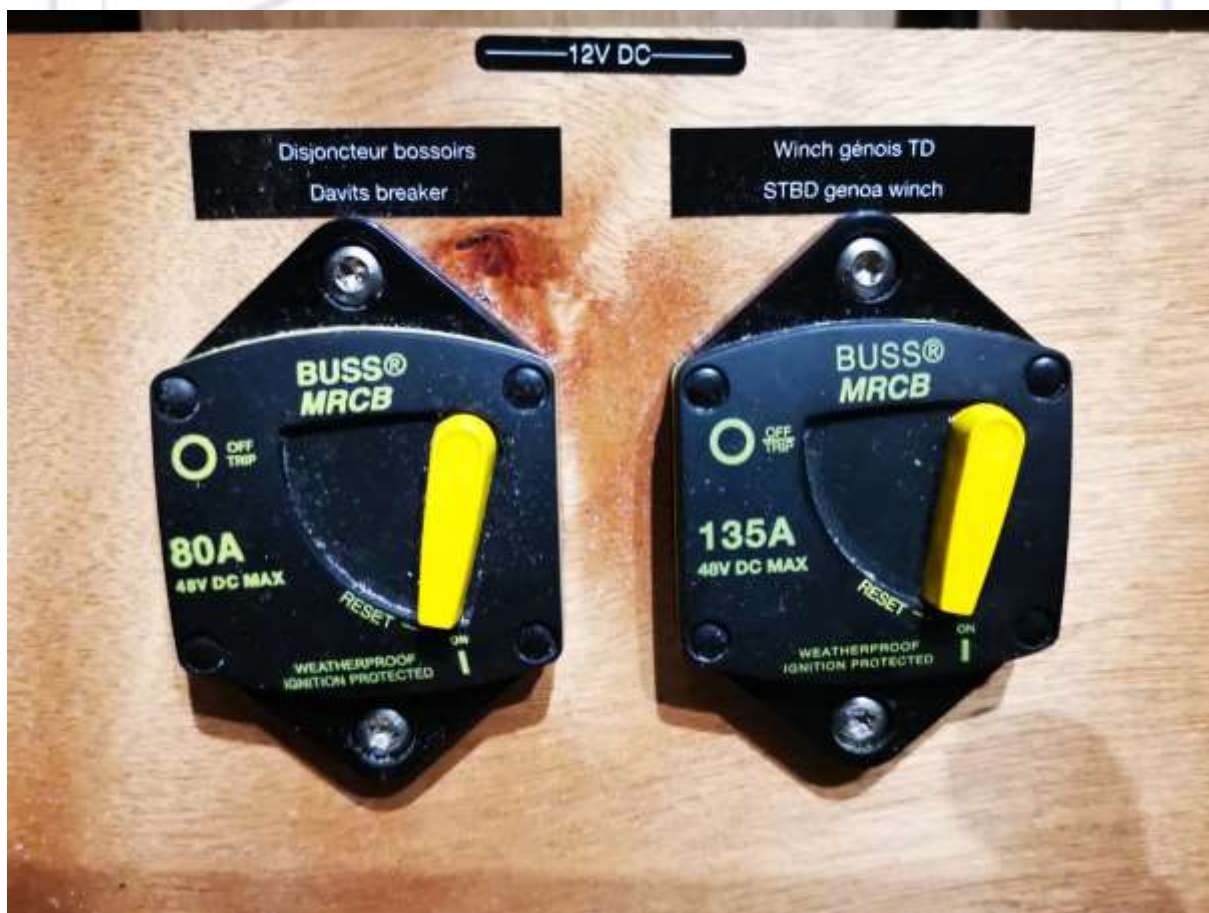
110V Breakers



AC Breakers



Electric winch breakers



Shore power breakers

(located in the starboard engine compartment)



Battery switches

(located beneath the berth in both aft cabins)

Port cabin



Coupling Battery Switch

Starboard cabin



Windlass Breaker

Shore Power/ Generator Breakers

(Located in cabinet above starboard side stairs in saloon)



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3. Inverter

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 there is no need to use the Inverter. Always ensure that you have switched the inverter off by checking that the light on the panel is no longer illuminated. The inverter will not operate the air conditioning units.

To use the inverter:

(Control below 12-Volt panel)

Start engines and bring to 1400 rpms. Press the "Power" button on the Inverter control panel located below the main 12v panel in the salon. The green light on the switch will then illuminate. All the 110 V outlets are now live.

Inverter breaker behind 12-Volt panel



4. Daily Engine Checks

KEEP HANDS CLEAR OF ALL MOVING PARTS.

ANY PROBLEMS CALL HORIZON

The engines are located at the transom, one in each hull. It is important that you complete the following checks on **both** engines.

- Check the oil level using the dip stick located on the right of the engine. The level should be at least halfway between the empty and full marks. To add oil, open the yellow oil filler cap on the top of the engine.
- To the back left of the engine is the engine coolant reservoir (hidden from view on the picture). 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.



Oil refill

Coolant fill

Oil dip stick



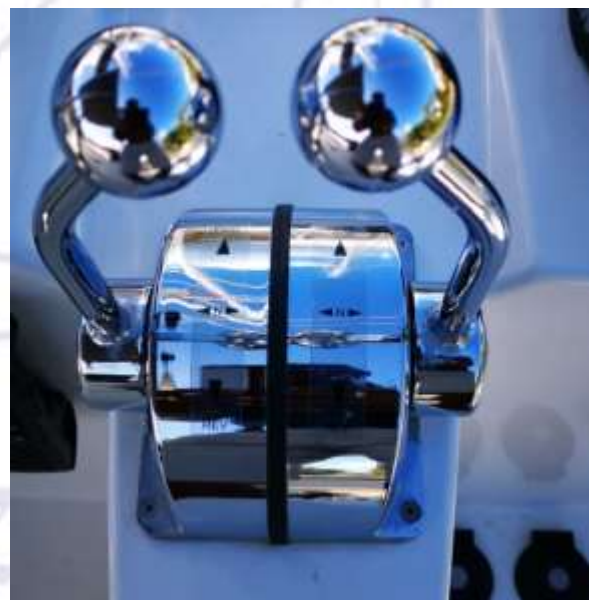
5. Engine Start/Stop Procedure

Emergency fuel shut off valves are located beneath the berth in both aft cabins.

Should you hear an engine alarm during operation, check which light is on and immediately shut down the engine - CALL HORIZON

All our yacht engines run with diesel fuel. There is a diesel filler cap on each transom which is clearly marked "DIESEL" DO NOT PUT WATER IN HERE.

You have two engines and therefore two start panels. You must switch on both engines to maneuver the vessel.



To Start the engines:

- Check that the throttle is in neutral.
- Turn on each engine ignition by pressing the lower button on the panel
- Wait for the audible alarm
- Press the start button at the top of the panel
- Once the engine is running, check that cooling water is coming out of the exhaust

To Stop the engines:

- Check that the throttle is in neutral.
- Press the stop button until the engine stops
- Turn off the ignition panel using the lower button (hold until screen goes blank)

6. Generator

You must not run the generator when underway. Emergency fuel shut off valves are located beneath the berth in both aft cabins.

Brie II has a generator which will run the 110 V AC outlets and air conditioning. It will also charge the batteries. The generator is located under the starboard seating at the bow.

Control panel, Transfer switches from Ship to Shore (Generator to Shore power):

Transfer switch for Air Conditioning also doubles as the watermaker breaker.

(Located in cabinet above starboard side stairs in saloon)



To Start the generator:

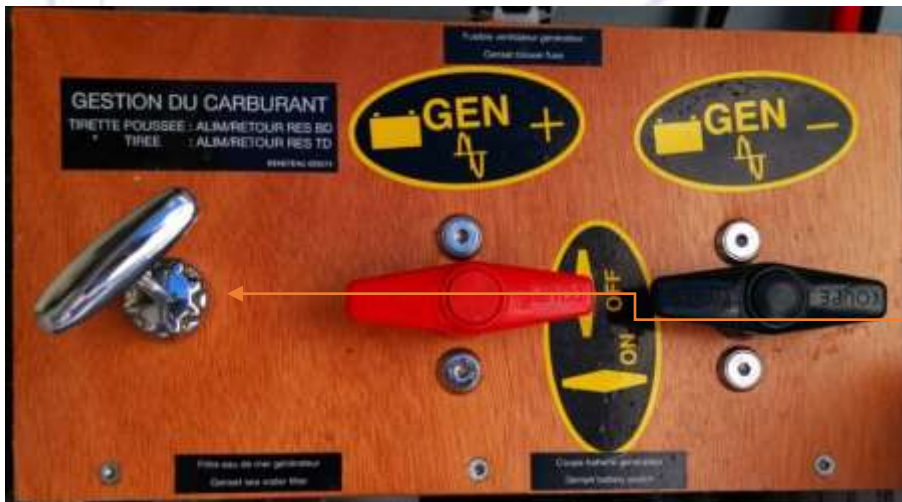
- Turn off all the breakers on the 110V AC panel.
- At the shore power/generator breakers, turn off the Shore Power Breakers and turn on the Generator Breakers.
- At the Generator Control Panel, Press and Hold the Start side of the control switch.
- After a slight delay the light on the switch will start flashing and go green and the generator will start. Release the switch.
- Move transfer switches from shore to ship.
- Turn on the water heater breaker as needed.
- Allow the generator to warm up for 5 minutes and then gradually load up the system, adding one air conditioner unit every 5 minutes.

To Stop the generator

- Allow the Generator to cool down for 5 mins under no load before shutting it down. (Switch off all AC Units)
- At the Generator Control Panel, Press and Hold the Stop side of the control switch until generator shuts down.
- Release the control switch.

Fuel Change Over Valve

The fuel change over valve for the generator is located next to the generator itself. This allows you to select the tank that the generator draws fuel from. You can change over tanks whilst the engines are running, simply push down or pull up the lever to change the tank



Fuel Change Over Valve

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

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7. Air conditioning

Load up the generator with one air conditioning unit every five minutes so that the generator does not overload.

The air conditioning unit will operate when the vessel is plugged in to shore power or when the generator is running. Each cabin has its own individual air conditioning unit and there is a 5th unit located in the saloon.

If all the air conditioning control units fail to turn on:

- Turn off the AC units at the breakers (Located in the starboard aft cabin cupboard)
- Turn On the reset breaker on the left side of the generator.
- Turn on the AC units at the breakers (Located in the starboard aft cabin cupboard)



Reset Breaker

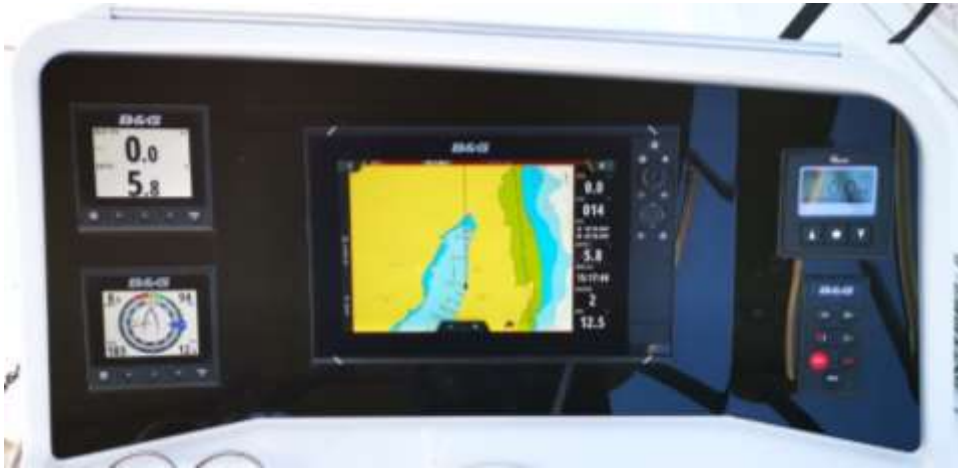
To Start an air conditioning unit at each individual controller:

- Switch on the power button
- Select "cool" via the mode button
- Select your base temperature using the up and down arrows.
- Select fan strength using the fan control

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8. Instruments

Located at the helm



Located on the Flybridge are **a B&G Triton² digital display** and autopilot controller, **B&G Triton² Autopilot control** and a **B&G Zeus³ 12 Chartplotter**.



**B&G Triton² digital display
and autopilot controller**



B&G Triton² Autopilot control



B&G Zeus³ 12 Chartplotter



B&G V50 wireless handset

9. VHF Procedures

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.

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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 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 or 999 from any BVI cell phone or call 494- HELP (4357).

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10. Batteries

There are 3 ways to recharge your batteries.

Engines:

The batteries will need to be recharged as often as you deplete them. Conserving power will result in less time needed for charging, so turn off the systems that you are not using. Your batteries will charge when the engines are running at 1400rpms or more, whether sitting at a mooring or motoring to a destination.

- Check the battery levels and make note of them before charging.
- Run the engines at 1400rpms or more for 1-1 1/2hrs **twice daily**
- Shut the motor off.
- Wait 5 minutes before checking the battery levels, (directly after turning off the motor they will remain in an excited state for about 10 minutes).

Shore power:

Ensure that the battery charger breaker is selected on the 110 V panel and that 'Shore power' is selected rather than 'Generator' on the Selector switch.

Generator:

Ensure that the battery charger breaker is selected on the 110 V panel and that 'Generator' is selected rather than 'Shore power' on the Selector switch.



Battery parallel switch – this should always be left out, unless needed to start the port engine.

House battery and engine battery isolator switches can be found in the cupboard under each of the aft cabin bunks.

9. Anchoring & the windlass

Setting your anchor:

Preparation:

- Establish a non verbal communication system between helms-person and windlass operator, as with the noise of the engine and wind, verbal communication proves difficult.
- Shorten the painter so that it cannot go under the yacht and wrap around the prop.

Location:

- Choose a clear area to anchor in and you can see the bottom. A white bottom is sand and perfect for anchoring. A brown or green bottom will be grass, rock or coral. **Only anchor in sand.** Maximum depth would be 1/5th of your anchor rode. Remember the depth is set from the bottom of your keel so keel draft should be added to the reading of your depth gauge.
- Anchoring on a lee shore is not recommended and would recommend using both your primary and secondary anchor if you choose to anchor off a lee shore. (see below)

Action:

- Always have your engine revs increased to @ 1400 rpms before windlass operator touches the windlass remote. The windlass needs optimum energy to operate correctly.
- Minimum scope is 5:1. In heavy weather you may want to increase that, always ensuring your swing area is clear of any obstacles.
- Use the elements; approach from down wind or current, whichever prevails.
- Have the anchor ready to deploy. This may require you to slack the chain and manually push the anchor slightly over board so that it will go deploy when you press down on the remote.
- Once the yacht is stationary use the electric windlass to drop the anchor to the sea floor. The elements will push you back and away from the anchor. Keep deploying chain until you have acquired the correct scope. Attach the snubbing line.
- **Always attach the snubbing line before setting the anchor with the engine and whilst you are anchored. 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. You may need to hold slight tension on the snubbing line as you deploy more chain until the snubber takes the load of the anchorage. Engage reverse, slowly building up to 1500 rpm to really drive your anchor into the sand. Take transits as you set the anchor so that you know that the anchor is not dragging.
- It is always advisable to snorkel the anchor and ensure it is bedded in correctly and not just lying on its side or hooked on a rock.

- **Retrieving Primary Anchor:**

- Never use the windlass to pull the yacht to the anchor. The windlass operator should point in the direction of the anchor chain so that the helmsman can move slowly in that direction. As soon as there is some slack on the anchor chain the bowman tells the helmsman to put the engine in neutral and then increase RPMs. Bowman then retrieves all the slack chain. When the chain becomes taut then you repeat the process from the beginning. Ensure the anchor does not swing into the bow of the yacht.

Manual operation of the windlass

If you lose power to your windlass, start the engine and rev to 1500 rpms to make sure you have not got low battery voltage. Check that the breaker (shown below has not tripped in the starboard aft cabin. If you still have no power, you can operate the windlass manually.

To drop the anchor, insert the windlass handle into the central hole on the top of the windlass.

Turn the handle anti-clockwise so that the gypsy loosens its grip on the chain. Your anchor is now ready to drop.

Remove the safety line or safety pin, and push the anchor over the bow, keeping hands and feet clear. Control the rate the chain pays out by tightening or loosening the wing nut with the stainless handle.

When you have paid out enough chain, between 5 to 8 times the water depth, push the handle forward to tighten the wing nut. Next, fit the bridle and release more chain on the gypsy so that the load is taken up on the snubbing line.

To raise the anchor, put the handle in the outer hole and turn the whole drum clockwise, this will wind in the chain. However, it is quicker if you pull the anchor up by hand as the helmsperson motors forward a little at a time, to give you slack on the chain. If you are reasonably fit and strong, it is possible to heave an anchor aboard.

Windlass Breaker

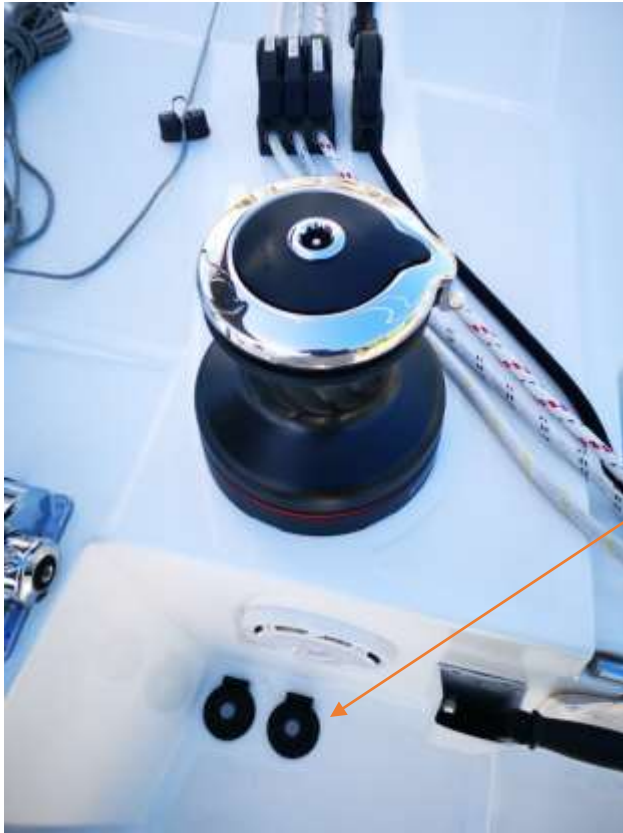
There is a windlass breaker that will trip if the windlass is overloaded. It is in the cupboard below the bunk in the starboard aft cabin. To reset it simply push down on the yellow lever to the '1' position.

Windlass Breaker



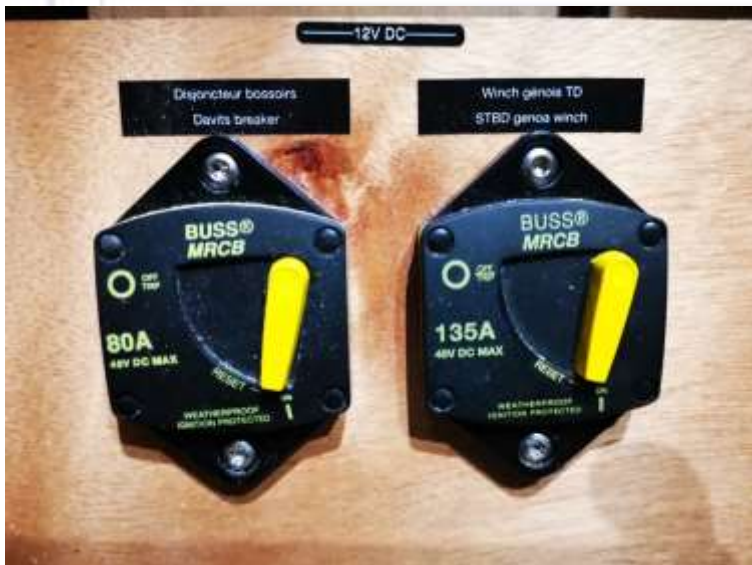
Electric Winches

Brie II has two electric winches, one for the dinghy davits and one for the genoa. Each electric winch has a foot control with safety covers, ensure that the safety covers are in place if the winch is not in use.



Electric winch foot control

Electric winch breakers in starboard aft cabin locker behind door



12. Picking up a mooring buoy

- Ensure dinghy painter is tied off short on the bow or amidships and clear of the prop.
- Ensure there are 2 long dock lines at the bow, one attached to each bow cleat.
- Approach 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 ever unsure about a mooring buoy's integrity, choose another mooring.
- Pick up the mooring pennant using the boat hook.
- Pass one dock line through the eye on the pennant and fasten the dock line back to the same cleat.
- Pass the second dock line, on the opposite cleat, through the eye on the pennant and fasten the dock line back to the same cleat.
- Once you have secured your lines remember to centralize the wheel and lock in place to avoid excessive swinging on the mooring.

To depart from mooring:

- Slowly motor the yacht forward to create slack.
- Release one end of the dock line from the cleat and allow to slip through the pennant eye.
- Release one end of the second dock line from the cleat and allow to slip through the pennant eye. Allow the pennant to fall into the water.
- Fall back with the wind or current and be careful not to foul your prop on any moorings.

13. Bilge Pumps

Your yacht is equipped with two manual and Four electric bilge pumps (Two in each hull). The **primary bilge pumps** are on float switches and operate automatically. The primary pumps can be forced to operate by pushing the switch located at the helm station.

The engine compartments drain into the main bilges.



The **secondary bilge pumps** can be operated from the 12 V panel. It is important that you check all the bilges once a day.

Secondary Bilge Pump – 3 position switch
(Located in cabinet above starboard side stairs in saloon)



Starboard Pump Override
Off
Port Pump Override

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The manual pumps are in the cockpit.



Manual Bilge Pumps



Manual Bilge Pump Handles

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14. Freshwater system

Brie II is equipped with four water tanks with a combined capacity of 184 gallons. There are two 46gallon tanks on either side. The two starboard tanks are interconnected as are the two port tanks.

Before filling the tank let the water run from the hose for a while before placing the end into the fillers located amidships on either side. Please ensure that the correct fillers are used, NOT the waste tanks or the diesel fill.

To use the freshwater system, turn on the fresh water breaker on the 12v panel and open a faucet. When the tanks run 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. Change tanks by turning the freshwater change over valve handle which is in **the port aft cabin locker opposite the head door.**

Water Change Over Valve



The water levels in each tank can be read by pressing the center button under the LCD display on the 12v panel.



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15. Heads

- **Nothing is to be put down the head unless it has been digested first.**
- Brie II is fitted with electric heads.
- Prior to use, press the lower left button for a few seconds to wet the pan.
- Use the head, remembering that all non-human waste must be put into the waste bin.
- Press the left side of the lower button to add water to the bowl.
- After use, press the upper button for at least 10-15 seconds to flush the bowl.
- Lastly, press the lower right button to leave the bowl with minimal water.
- Wherever possible please use the heads ashore as this keeps our waters nice and clean.

Blocked heads due to any other blockage other than mechanical failure of parts is at the charterers expense as per your charter contract. This includes the chase boat and technicians fee.



Each head on Brie II has a fully operational holding tank which can be used by closing a valve on the waste seacock. These are located under each of the companionway floorboards near the aft cabin doors. Check that the holding tanks are empty before returning the vessel and please flush each one through to minimize residual odors.

16. Showers

Your yacht has a hot & cold, fresh-water shower in each head and on each of the transoms. If the engine has been running, the hot water can be very hot – be cautious! Hot water is generated automatically through running the main engines. Hot water can also be created by turning on the water heater breaker on the 110 V panel with the generator running or on shore power.

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

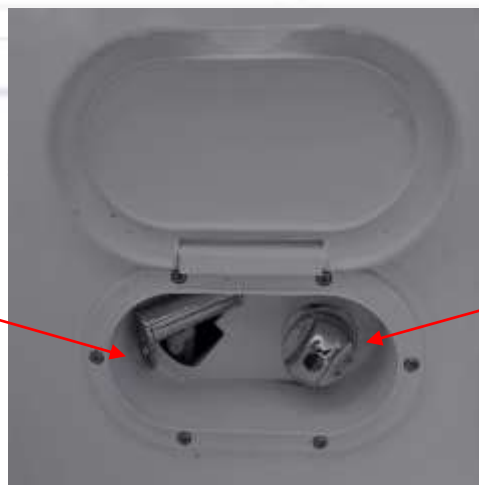


Shower drain button

Transom Showers

The valve next to the shower head will switch the water on and off and control the temperature.

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 and the shower hose is not kinked.



Shower head

Water flow and temperature

17. Propane and stove

The propane tank locker is in the cockpit beneath the fwd seating. There are two propane tanks, one connected to the supply and one spare.



To use:

- Turn on the Propane switch on the 12v panel. This opens the solenoid on the tank.
- To light, turn the knob that corresponds to the burner that you wish to use through 90 degrees anticlockwise, push the knob in and light the burner using the matches provided.
- Hold the knob in for 10-15 seconds, then release. Make sure that the flame goes all the way around. Reduce any wind that may hinder this by closing hatches or switching off fans.
- Light the oven in the same way, pressing the knob in whilst holding your match to either the top or bottom burner. The stove is also equipped with a timer.
- If you cannot get it to light, check the manual shut on the propane tank itself.

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

Propane Alarm

Brie II has been fitted with a **Firebouy-Xintex dual channel propane detector**. The propane 'sniffers' are in each hull 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!!



Silence Alarm

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 the 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.

18. Refrigeration

There are two 12-volt refrigerators and a 12-volt freezer on board your vessel. There is also a top loading cooler in the cockpit. This system is 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 10 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.

Each unit can be individually controlled using the thermostats located in each unit. On your arrival, the dials will all be set to their coolest setting. Keep it on this setting until all your food has chilled thoroughly. Then you can turn the system down or off if you wish. Or if it is not cold enough you can augment the system with ice.

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. There is also an in-build cooler for drinks just forward of the salon seating.

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

The fridges and freezer have no drain facility.



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.



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20. Fire Safety

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 inside.
- 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, Brie II has automatic fire extinguishers in each compartment, there is also a fire hole in each aft cabin behind the mattress.

- Pull the yellow key out.
- Stick the nozzle into the fire hole.
- Press down on the red button until all the contents of the extinguisher have been discharged.
- Do not open the engine compartment even if you think the fire has been extinguished, dying embers can easily be re-ignited by a fresh supply air.



of



Fire hole behind the mattress in each aft cabin.

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.

Galley fire:

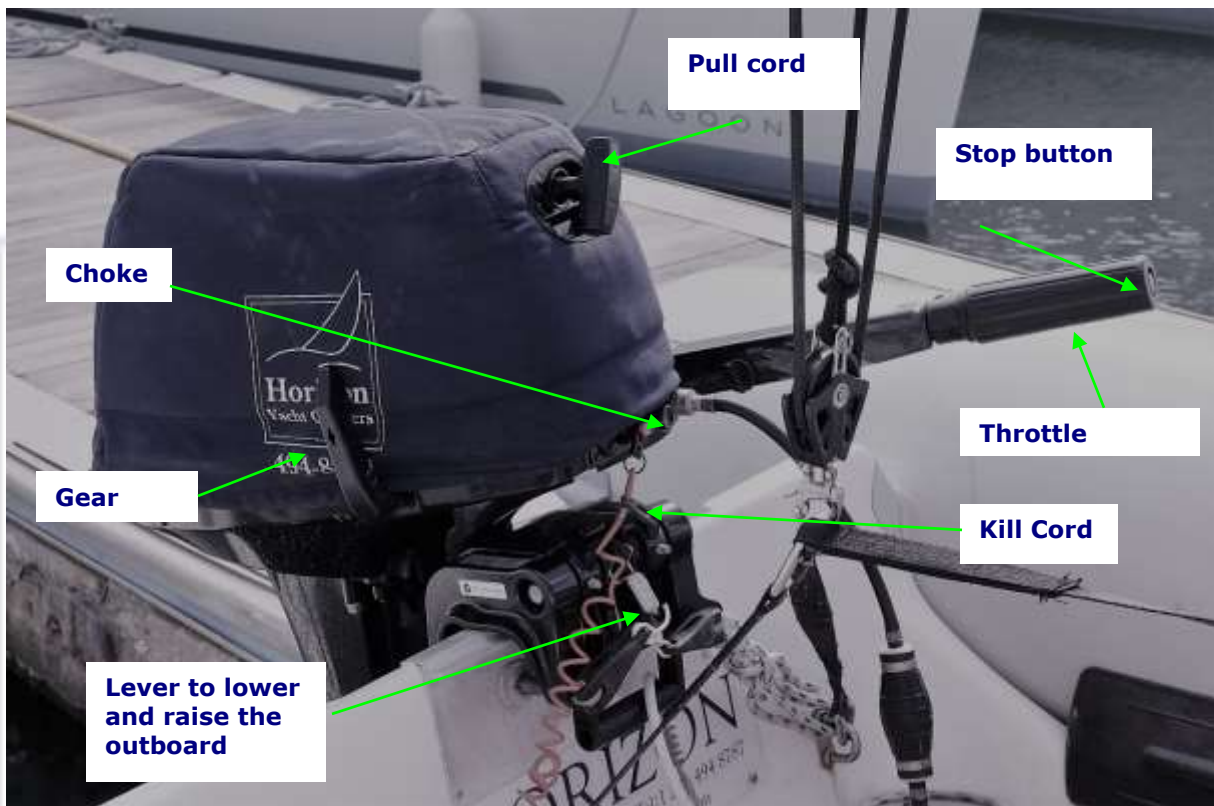
- Take the fire blanket out of its container.
- Ensure hands and limbs are protected from the fire by the blanket.
- Carefully lay the blanket over the fire, laying the blanket away from you and always keeping yourself protected from the flames.
- Once in place leave the blanket until all heat has gone from the scene of the fire, this way you can be sure that the fire has 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 on a short line while motoring and a long line while sailing, always tow with the engine leg up as it gives you an extra half knot.
- 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 gallon: 3 ounces.**



Watermaker:

Watermaker system start-up procedure:

1. Turn diverter valve above Watermaker to select the tank you want to fill.
2. To start the system, press the start button directly on the Watermaker or at the remote-control pad above the nav desk. (If the system automatically shuts off after several seconds of operation, look at the control pad to determine whether a fault has occurred. **Contact the Manager on duty if there is a fault.**)
3. The digital display should say "Diverting to sea, HP Pump is ON". The next screen will say "Diverting to sea, High Salinity". Slowly turn the back-pressure regulator valve clockwise increasing the PSI on the high-pressure pump. Keep turning the valve until the high-pressure gauge is around 850 PSI. **(Always listen for any abnormal sounds during operation).**
4. The next screen on the digital display will say "Diverting to sea, the quality ppm number). Once the water quality is around 285 ppm the Watermaker will automatically divert to tank and is in production.

Hitting the start button at the remote start panel above nav desk starts the booster pump and after a short delay starts the High-Pressure Pump motor. **You are still required to go to the Watermaker to manually increase and decrease the back-pressure regulator valve.**

Watermaker shutdown procedure:

1. Fully turn the back-pressure regulator valve counter clockwise decreasing the PSI.
2. Momentarily press the stop button on the control pad. Listen to ensure all pumps have stopped running.
3. The system will now do an automatic fresh water flush for approximately 10 minutes and stop on its own.

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Do NOT adjust any electrical or mechanical settings on the Watermaker itself other than the Pressure Control Valve.

Water maker control pad

High Pressure Gauge

Back pressure regulator valve



START: This switch initiates the start cycle. The Booster Pump starts first and after a short delay, the High-Pressure Pump Motor

STOP: This switch stops all the system functions when pressed. Each time the system is stopped, the Fresh Water Flush system is initiated. The Fresh Water Flush cycle is aborted by pressing the Stop switch a second time.



Fresh Water Flush: This switch initiates the Fresh Water Flush cycle. **DO NOT TOUCH**

BOOST PUMP: This switch controls the Booster Pump independent of the High-Pressure Pump. When pressed, the booster pump starts and runs by itself, until the "Start" switch is pressed. **DO NOT TOUCH**

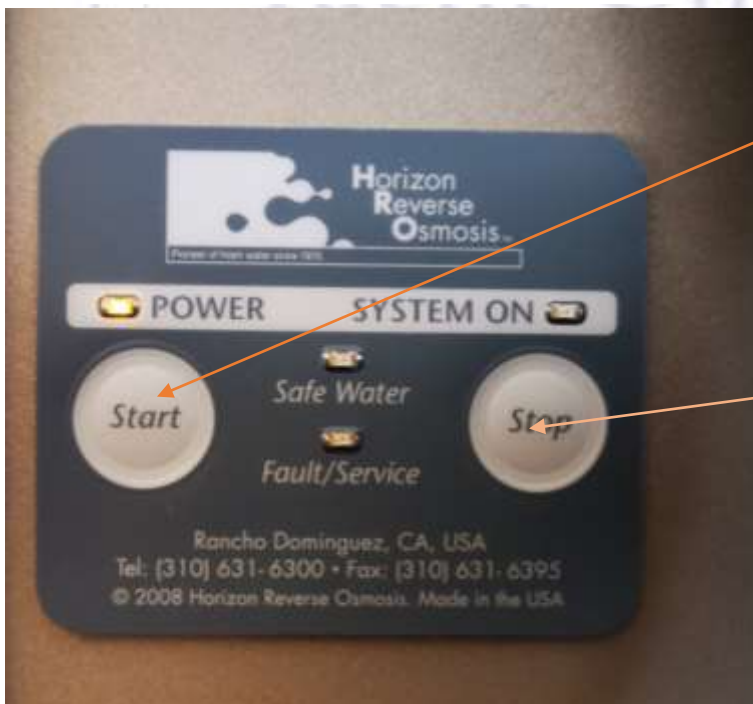
High Pressure Gauge



Back pressure regulator valve

Watermaker control panels:

Watermaker start panel above nav desk



Start: This switch initiates the start cycle.

Stop: This switch stops all the system functions when pressed. Each time the system is stopped the fresh water flush system is initiated.

Watermaker tank fill valve under bow seating (anchor locker).



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