



**Information & operations manual for  
Lagoon 42 Catamaran 2019  
'Rendezvous'**



# Welcome



Welcome to Horizon Yacht Charters and your Lagoon 42 "Rendezvous". 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*

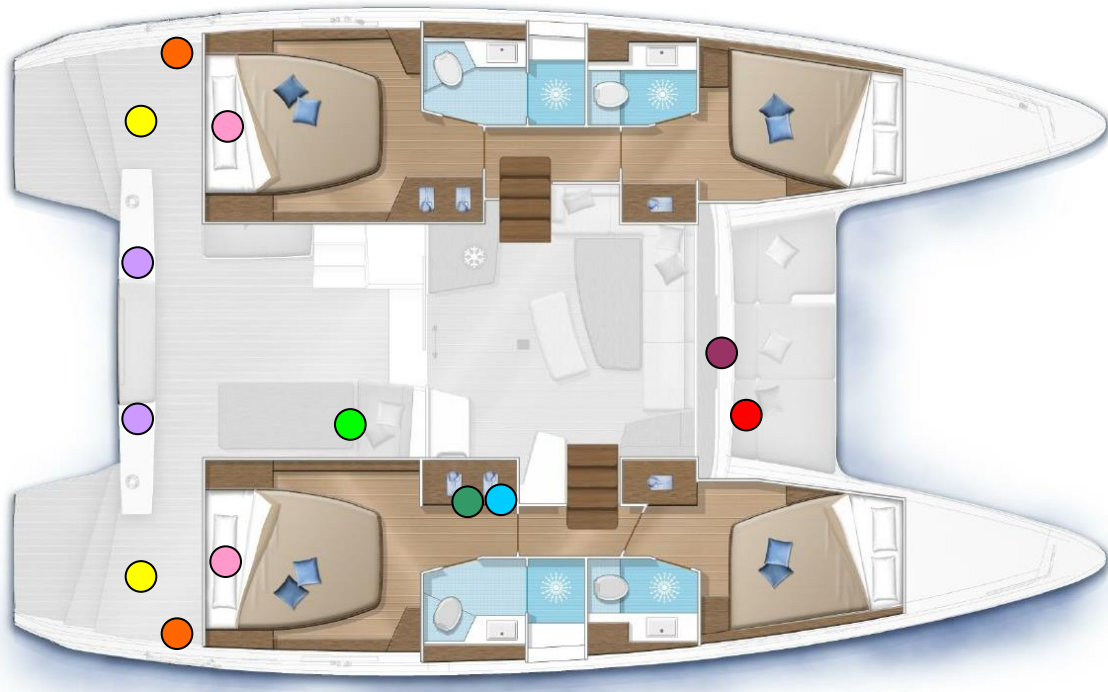
**Telephone:** (284) 494 8787

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

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## 1. Yacht Specifications



<b>Length</b>	42'
<b>Beam</b>	25' 3"
<b>Draft</b>	4' 1"
<b>Fuel</b>	2 x 75 gallons
<b>Water</b>	160 gallons
<b>Engines</b>	2 x 45hp Yanmar 4JH 57
<b>Generator</b>	Onan MDKDN-8140A 13.5KW

### Location of:

- **Engines** (starboard and port aft ENG rooms)
- **Generator** (beneath bow seating)
- **Manual bilge pumps** (cockpit both sides)
- **Propane tank** (beneath FWD cockpit seating)
- **Water tank refill** (centre bow)
- **Electric winch breaker** (STBD companionway)
- **Windlass breaker** (STBD companionway)
- **Diesel refills** (aft cockpit)
- **Fuel shut off valves** (below the port and starboard aft berths)

## 2. The 12-volt panel and 110v systems

### 12-volt panel:



### 12v switches:

- Cabin lighting / WIFI
- Fridges (operates both the fridges and the freezer)
- Propane
- Fresh water pump
- Bilge pumps (centre position is 'auto')
- Nav instruments
- Deck light
- Anchor light
- Steaming light or Nav light

The rotary panel on the right can be used to check Domestic battery voltage, Water and fuel levels.



### 110-volt panel

- Voltmeter
- Water heater
- Battery charger
- 110v outlets
- 110v outlets

## Breakers in starboard companion way locker

Main shore power breakers



Air conditioning breakers in



Windlass

Winch

Winch



### 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.**

Rendezvous is equipped with a built-in Marinco 2000-Watt power inverter that allows you to have access to all outlets when the boat is underway. There is a remote switch located below the 12V panel that enables you to turn the inverter on.

To avoid additional drain on your batteries while operating electrical appliances, the engine should be turned on and revved up to 1400 rpm **IN NEUTRAL**

**Switch the inverter off when you are not using it to help preserve battery power.**

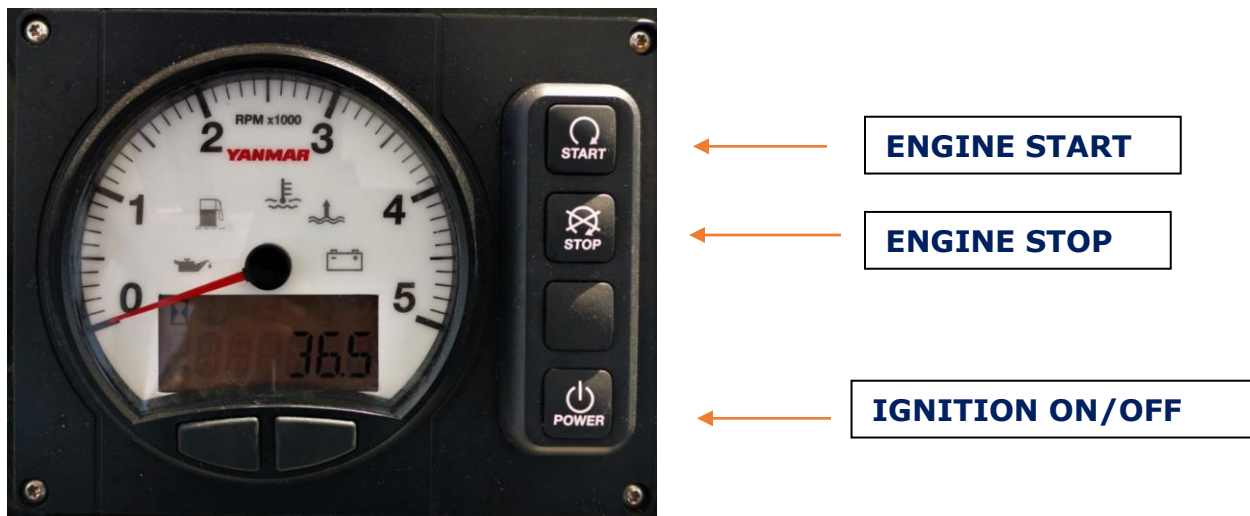


**Note:** The inverter will not operate the air conditioning unit; this is only available under generator power or shore power.

#### 4. Engine start procedure

You have two engines and therefore two start panels. You must switch on both engines to manoeuvre the vessel. Start the port engine first then the stbd afterwards.

- Make sure that the throttles are in neutral.
- Turn on the engine ignition by pressing the Power button on the panel.
- Press and hold the start button.
- Once the engines are running, check that you have cooling water coming out of the exhausts.
- To stop the engine, press and hold the stop button until the engine stops.
- Turn off the ignition panel by pressing and holding the Power button.



Should you have difficulty starting one of the engines then turn on the emergency parallel switch in the port engine room. Remember to turn this off again after starting the engines.



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



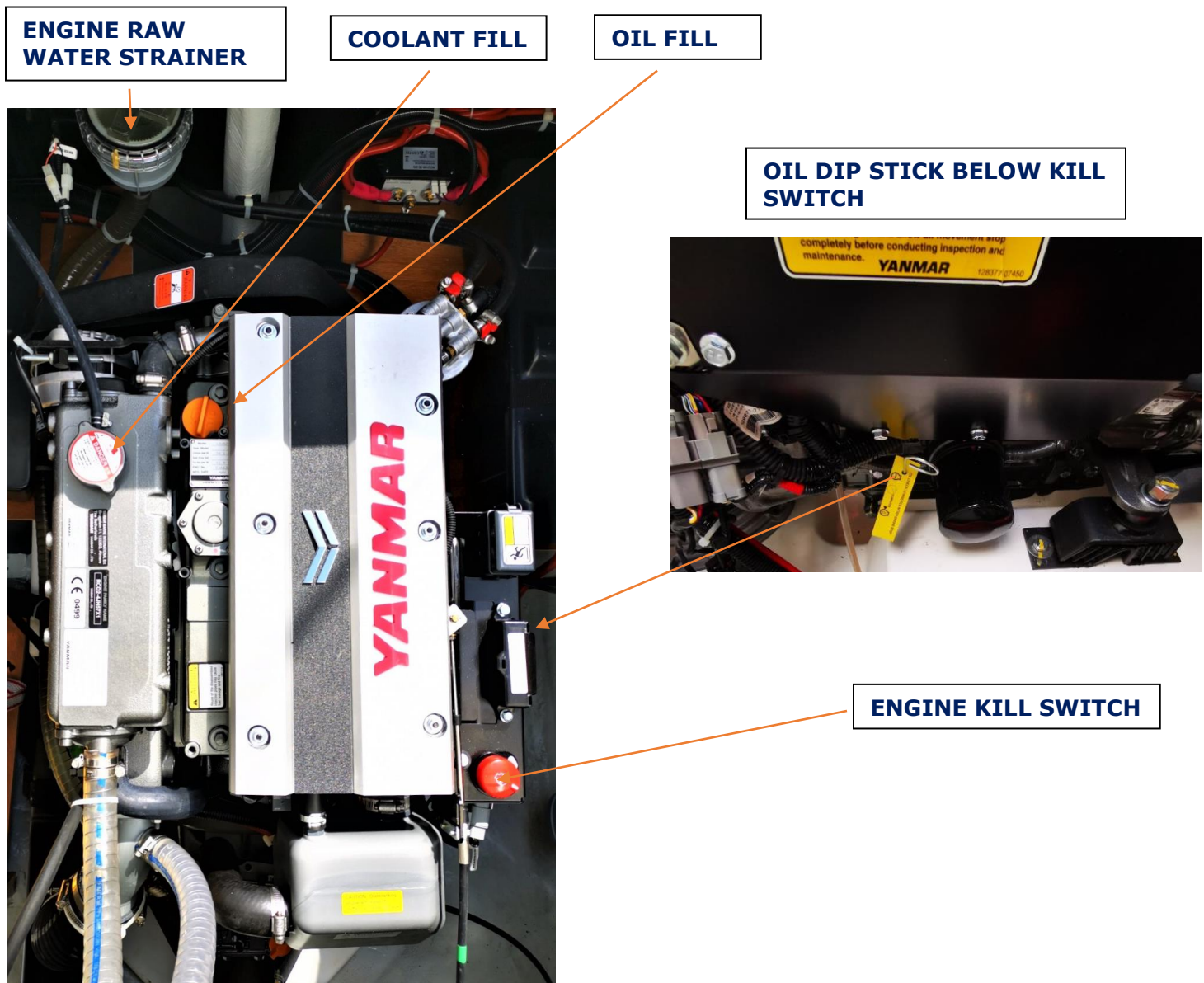
## 5. Daily Engine Checks

The engines are in the transoms, 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 orange oil filler cap on the top of the engine.
- In front of the engine, mounted on the bulkhead, 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.

**KEEP HANDS CLEAR OF ALL MOVING PARTS.**

**ANY PROBLEMS CALL HORIZON**

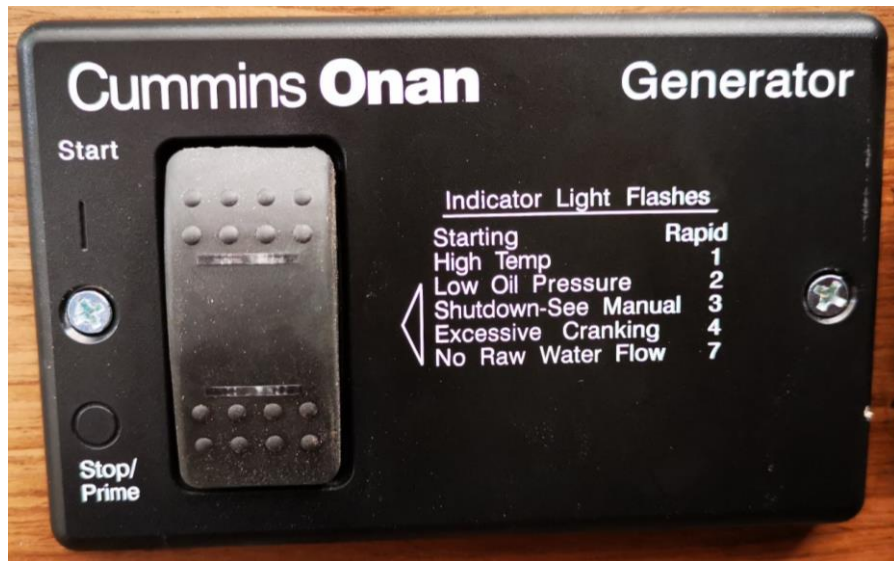


## 6. Generator

**YOU MUST NOT RUN THE GENERATOR WHEN UNDERWAY OR THE VESSEL IS UNMANNED**

Rendezvous is fitted with its own Onan generator which will run the 110v outlets, the air conditioning and will also charge the batteries instead of the engine. The generator is in the cockpit floor locker and is self-regulating and therefore there are no daily checks to perform.

**To start the generator:**



**Generator/Shore power transfer switches.**



Air Conditioning

Battery Charger

## Starting the Generator:

- Make sure the 110v systems are off prior to starting the generator.
- Ensure that you have switched from shore power to generator power (See Section 10)
- Press the Prime switch for 5 seconds.
- Press and hold the Start button until you hear the generator start.
- Allow the generator to warm up for 5 minutes and then gradually load up the system (battery charger and air conditioning units), adding one load every 2 minutes.



## Stopping the generator

- Turn off all 110v systems (air conditioning units and battery charger).
- **Allow the generator to run for 5 mins without load to cool down.**
- Push down quickly on the bottom of the switch and release.
- The generator will shut down.

## Generator breakers are in the generator compartment



## Resetting the generator

If the generator is running but the 110 sockets and AC units are not powering up, reset the breaker to the left of generator control panel.

Generator Reset Breaker



Cummins Onan Generator



DC Circuit Breakers,  
Emergency Stop, Hour  
meter and Start/Stop  
(Prime)

## Generator raw water strainer:

Please do not run the generator when sargassum seaweed is present. The generator raw water strainer is in the generator compartment to the right of the genset and can pick up seaweed and other debris in the water. This can cause your generator to malfunction because of the lack of water flow.

### Cleaning the raw water strainer:

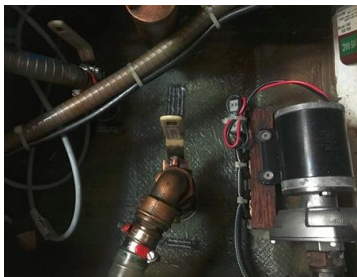
1. Before you clean the strainer ensure the raw water intake valve is closed (**stbd fwd cabin under floorboard**).
2. Remove the housing cover, this can be done with a filter wrench.
3. Remove and clean the strainer.
4. Refit strainer hand tight only.
5. Prime the strainer by pouring water into it until it overflows.
6. Refit housing cover.
7. Open the raw water intake valve.
8. Start the generator
9. Make sure water is coming out of the exhaust.

If you still have a problem running the generator after cleaning the strainer, check for water in the strainer. If there is no water in the strainer it means the raw water intake is blocked.

### Clearing a blockage from the generator raw water intake:

1. Get the dinghy air pump.
2. Close the intake valve (**stbd fwd cabin under floorboard**).
3. Remove cover and strainer from the housing.
4. Place the nozzle of the dinghy pump into the opening that is connected to the intake hose.
5. Open the intake valve.
6. Use the pressure of the dinghy pump to force the blockage out.
7. Once you have cleared the blockage, prime the strainer by pouring water into it until it overflows.
8. Refit housing cover and start generator.
9. Make sure water is coming from the generator exhaust.

If you are unable to open the strainer, remove the intake hose where it is connected to the strainer by undoing the hose clamps and use the dinghy pump to force out the blockage. **Contact the manager on duty for further instructions.**



**Generator pick up**



**Generator strainer**

## 7. Air conditioning

The air conditioning units 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 5<sup>th</sup> unit located in the salon.



The air conditioning units should be turned on **after** the generator has been running for 5 minutes (or once the boat is plugged into shore power) and the breakers should be shut **off** before stopping the generator or unplugging from shore power.

Ensure the companionway and all hatches are closed; otherwise, the compressors will freeze up.

### Starting the air conditioning:

- Switch on the required units 5 minutes apart.
- Each of these units also has an individual control which allows users to alter the settings for the individual units.

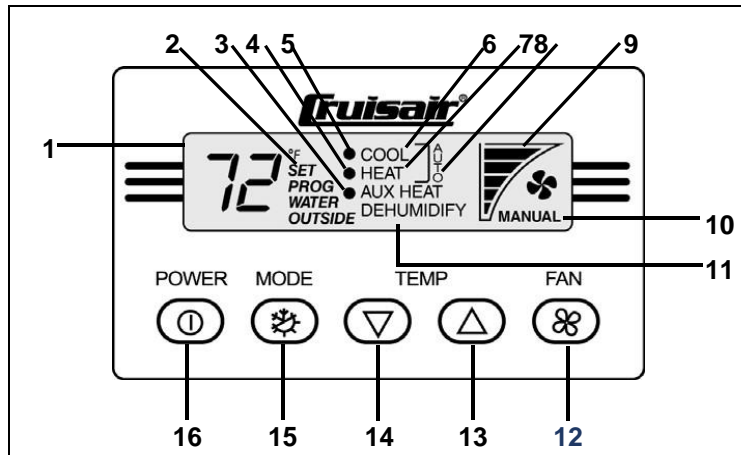
### Using the unit control panels:

- Switch the remote units on using the 'power' button.
- Set the temperature using the 'temp' arrow controls.
- The units will work best if the minimum temperature is set no lower than 70 degrees. Set it below this and you risk frosting up the unit and causing it to shut down.
- Only select the 'cool' mode. Press the mode button until the cool option is displayed on the unit.
- The remote panel will automatically display the ambient temperature.
- Control the fan strength using the 'fan' button.
- Switch the units off by pressing the 'power' button.

### AC Breakers:

AC Breakers are in the starboard aft cabin beside locker.





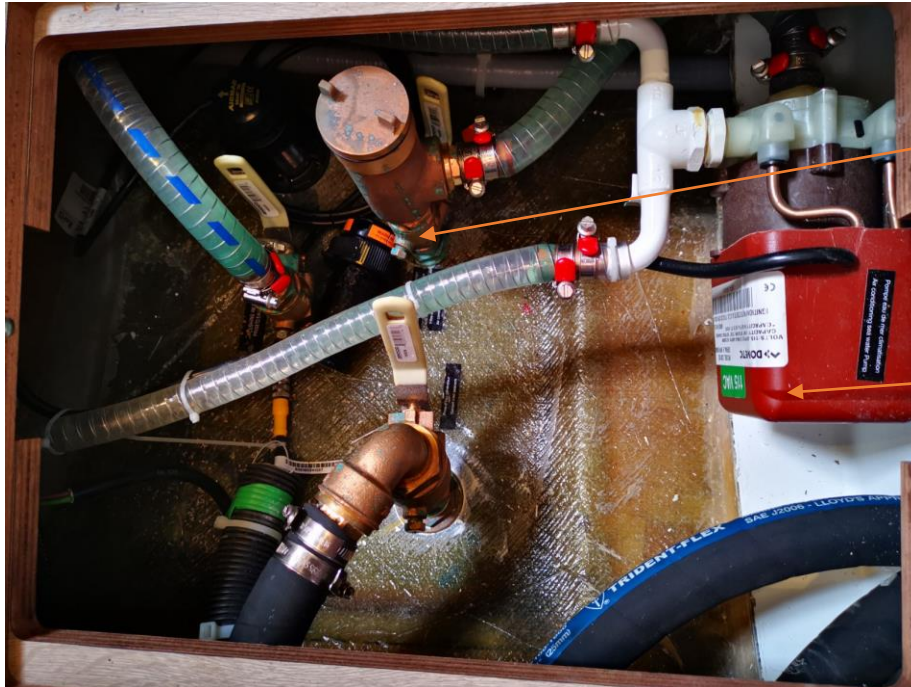
**Diagram Description of Control Display Panel and Indicators**

1	<b>Data Display</b> - Large LCD readout displays current temperature, set point, programmed values and error messages.	9	<b>Fan Speed Indicator</b> - A row of five bars indicate the current fan speed, with more bars indicating a higher fan speed and fewer bars indicating a lower fan speed.
2	<b>Set Point Indicator</b> - Display shows SET when set point is being adjusted. Normally display defaults to inside temperature.	10	<b>Fan Mode Indicator</b> - The word MANUAL displays when the fan is running in Manual Fan Mode. The word MANUAL does not display when the fan is running in Automatic Fan Mode.
3	<b>Aux Heating Indicator and Aux Heat Mode Indicator (optional)</b> - A solid dot displays next to the words AUX HEAT when the electric heater is on and running in Aux Heat mode. The words AUX HEAT display when you are in Aux Heat mode. (Press the MODE button to select the optional Aux Heat Mode.) See Programmable Function "23: Aux Heat Enabled/Disabled" on page 12.	11	<b>Dehumidify Mode Indicator</b> - The word DEHUMIDIFY displays when you are in Dehumidification Mode. It flashes if optional humidity sensor is connected and operating in the Cooling Mode. (Press the MODE button to select Dehumidification Mode.)
4	<b>Heating Indicator</b> - A solid dot displays next to the word HEAT when the compressor is on and running in Heat mode.	12	<b>FAN Button</b> - Press to select Manual or Automatic Fan Mode, indicated by the word MANUAL displaying or not displaying. In Manual Fan Mode, additional presses of the FAN button will adjust fan speed higher, then lower, then back to Automatic. In Automatic Fan Mode, fan speed is controlled by the microprocessor as a function of the difference between set point and inside temperature. See Programmable Function "4: Fan Response Differential" on page 9.
5	<b>Cooling Indicator</b> - A solid dot displays next to the word COOL when the compressor is on and running in Cool mode.	13	<b>UP Button</b> - Press to adjust set point up. In programming mode press to scroll through program modes and adjust values.
6	<b>Cool Mode Indicator</b> - The word COOL displays when you are in Cool mode. (Press the MODE button to select Cool Mode.)	14	<b>DOWN Button</b> - Press to adjust set point down. In programming mode press to scroll through program modes and adjust values.
7	<b>Heat Mode Indicator</b> - The word HEAT displays when you are in Heat mode. (Press the MODE button to select Heat Mode.)	15	<b>MODE Button</b> - Press to cycle through the modes of operation (refer to indicators). Mode sequence selections are COOL, HEAT, AUTO, AUX HEAT (optional), and DEHUMIDIFY.
8	<b>AUTO Mode Indicator</b> - A bracket and the word AUTO display to the right of the words COOL and HEAT when you are in Auto Mode. If optional Aux Heat is enabled (see Programmable Function "23: Aux Heat Enabled/Disabled" on page 12), a bracket and the word AUTO display to the right of the words COOL and AUX HEAT. (Press the MODE button to select Auto Mode.)	16	<b>POWER Button</b> - Press to turn the system on and off. Note that the Data Display remains on in the Off mode. You can continue to adjust set point, display temperature readings and activate the manual fan to circulate air while the system is in the Off Mode.

## Bleeding the system

If the air condition unit shuts down with a 'HI PF' error code, that means there is an air lock in the cooling system. This problem can be resolved by bleeding the air out of the line, but it is important that you **call the Horizon Duty Manager before attempting to do this.**

### Ac pump under floorboard starboard and port



AC Intake and Strainer

AC Pump, FWD Cabin Floorboard



## 8. Instruments at helm:



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



**B&G Triton² Autopilot control**



**B&G Zeus³ 12 Chartplotter**

## B&G Triton<sup>2</sup> digital display and autopilot display



### 1. Pages key

- With no menu active:
- Press to scroll through the enabled data pages (Wind speed + Direction, depth, boat speed and autopilot)
- Press and hold to display a list of enabled pages from where you can directly select the page to display
- Menu and dialog operation: Press to return to previous menu level or to exit a dialog.

### 2. Arrow keys

Press to move up and down in menus and dialogs. Press to adjust a value.

### 3. Enter key

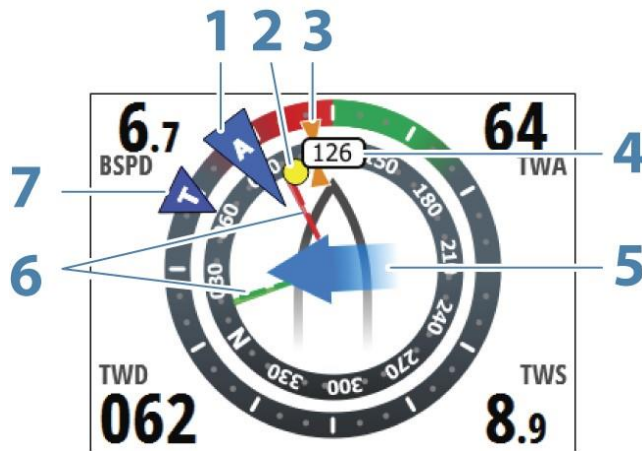
Press to select a menu option and to enter the next menu level.  
Press to activate/deactivate a menu/dialog option.

### 4. MENU/Backlight key

Press once to display the page menu.  
Double press to display the Settings menu.  
Press and hold to display the Display setup dialog from where you can adjust the display backlight.

## SailSteer page (Wind Speed and Direction)

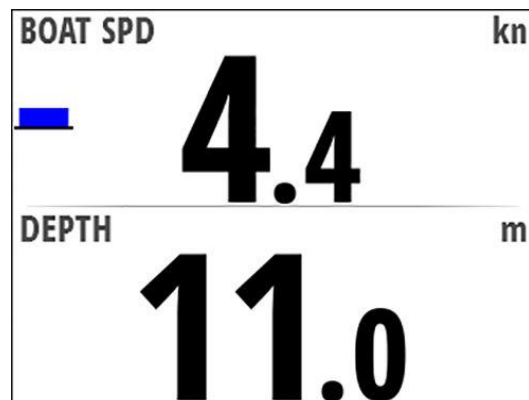
Core Sailing data displaying all key data relative to the yacht's bow for easy visualization.



- 1 Apparent wind \*
- 2 Bearing to current waypoint \*
- 3 COG (Course Over Ground) \*
- 4 Vessel heading
- 5 Tide rate and relative direction \*
- 6 Port (red) and Starboard (green) Laylines \*
- 7 TWA (True Wind Angle) - Green if on TWA upwind or downwind. Blue if off target by 10° or more, or on a free leg. The indicator will fade from blue to green the closer you get to the exact angle

## Speed/Depth page

Basic speed in knots and depth (Depth on Luna is in ft). **Depth is read from under the keel.**



## Autopilot:

### *Safe operation with the autopilot*

⚠ **Warning:** An autopilot is a useful navigational aid but **DOES NOT** replace a human navigator.

**Note:** You can disengage the autopilot at any time by pressing the **STBY** key on the Triton<sup>2</sup> Pilot controller.

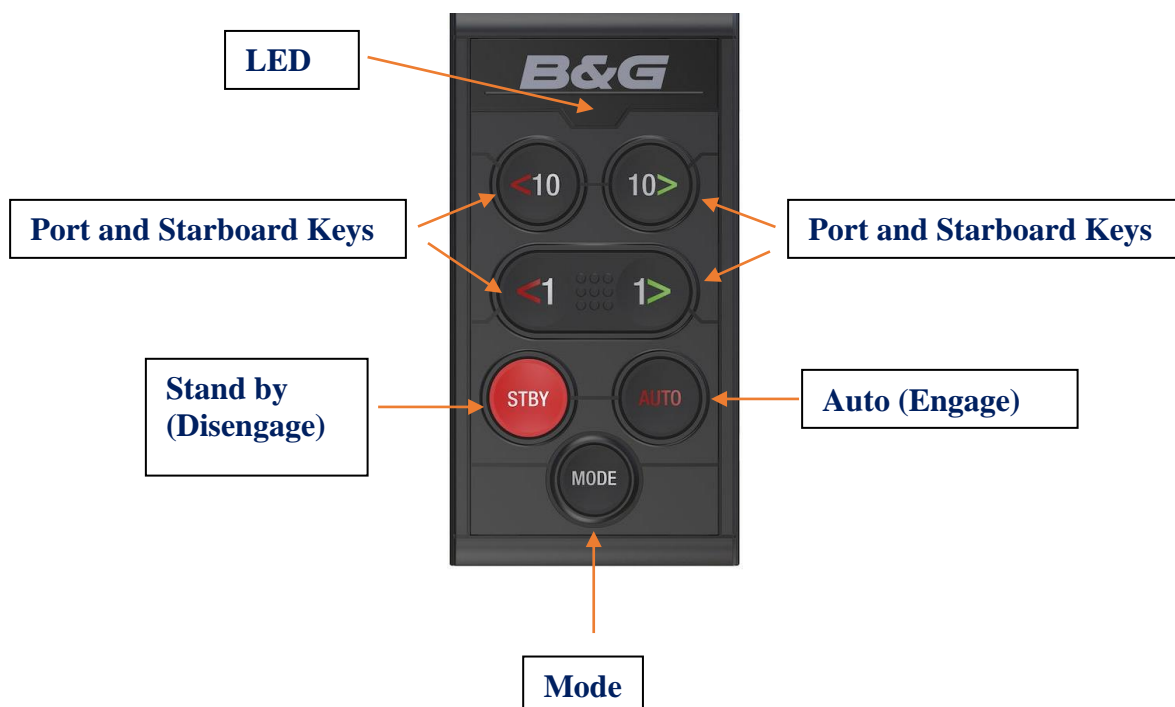
### **Do not use automatic steering when:**

- In heavy traffic areas or in narrow waters
- In poor visibility or extreme sea conditions
- When in areas where use of an autopilot is prohibited by law

### **When using an autopilot:**

- Do not leave the helm unattended
- Do not place any magnetic material or equipment near the heading sensor used by the autopilot system
- Verify at regular intervals the course and position of the vessel
- Always switch to Standby mode and reduce speed in due time to avoid hazardous situations

### **B&G Triton<sup>2</sup> Autopilot control**



## LED:

Mode and alarm indicator

## Port and starboard keys:

**In Standby mode:** press to activate Non-Follow Up mode (NFU).

### In AUTO mode:

- Press a key to change set heading 1° or 10° to port or starboard
- For boat type set to SAIL: Press and hold both port keys or both starboard keys to start a tack/gybe

### In NoDrift mode:

- Press a key to change set heading 1° or 10° to port or starboard

### In Wind mode:

- Press to change set wind angle 1° or 10° to port or starboard
- Press both 1° keys to start a tack/gybe

## AUTO key:

Press to activate AUTO mode.

## MODE key:

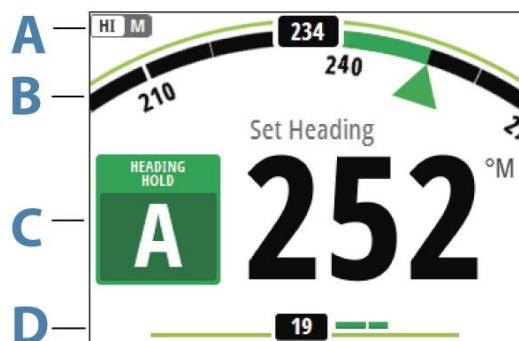
*Note:* Only used when the autopilot is in AUTO or NoDrift mode.

### Press once to select mode:

- For boat type set to SAIL: activates Wind mode (A)
- Press and hold to activate NAV mode (C)

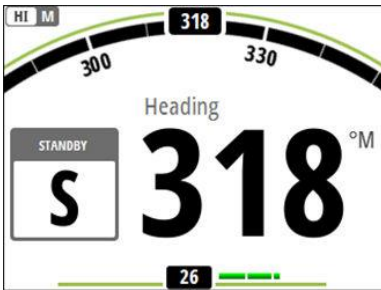
## STBY (Stand by) key:

Press to activate Standby mode.



- A.** Performance/Response/Profile mode
- B.** Heading indicator, analog and digital
- C.** Autopilot mode indication
- D.** Rudder indicator, analog and digital

## Autopilot modes

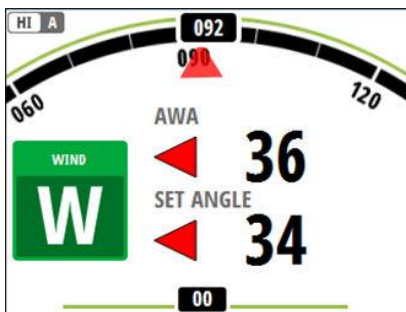


### Standby mode:

Standby mode is used when you steer the boat at the helm.

- Switch to Standby mode by pressing the **STBY** key.

**Note:** If you press one of the port or starboard keys while in Standby mode, the autopilot will switch to Non-Follow Up mode.



### Wind mode:

**Note:** Wind mode is only available when the boat type is set to SAIL. It is not possible to activate wind mode if wind information is missing.

When wind mode is engaged, the autopilot captures the current wind angle as steering reference and adjusts the heading of the boat to maintain this wind angle.

Prior to entering wind mode, the autopilot system must be operating in AUTO mode and with valid input from the wind transducer.

- Switch to Wind mode by pressing the MODE key when the autopilot is in AUTO mode.

The autopilot will now keep the boat on the set wind angle until a new mode is selected or a new wind angle is set.

**⚠ Warning:** In wind mode the autopilot steers to the apparent or true wind angle and not to a compass heading. Any wind shift could result in the vessel steering on an undesired course.

## B&G Zeus<sup>3</sup> Chartplotter

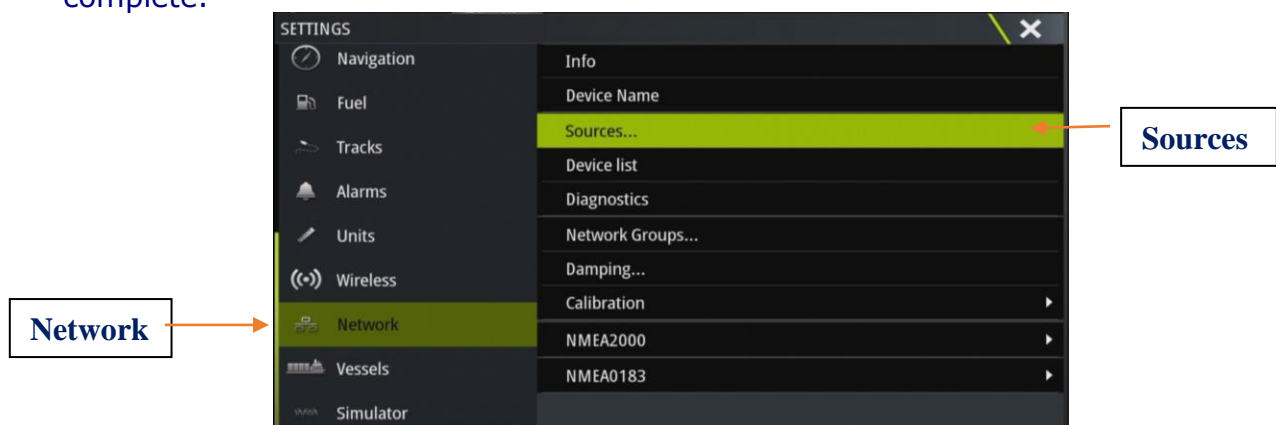


### Trouble Shooting Nav Instruments:

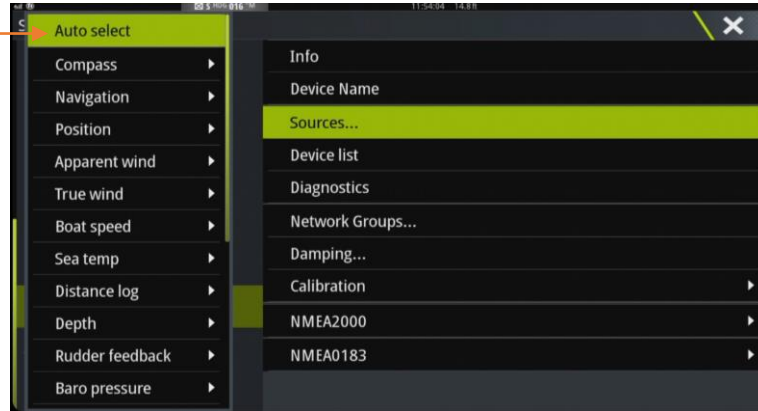
If you are no longer seeing data for specific sources (Depth, Windspeed, rudder position) on the chart plotter or the Triton digital display it means the data sources are no longer communicating with the system. This is an easy fix, just follow the steps below.

1. Select Settings.
2. Select Network.
3. Select Sources.
4. Hit Auto select.
5. Hit Start.

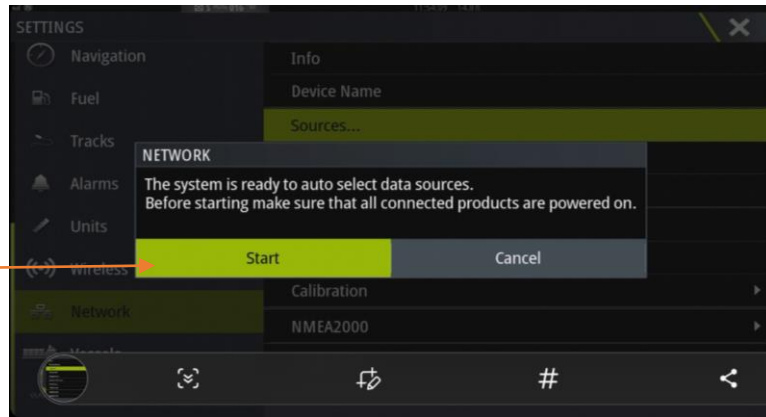
The system will then auto select all the relevant data sources. Hit okay to complete.



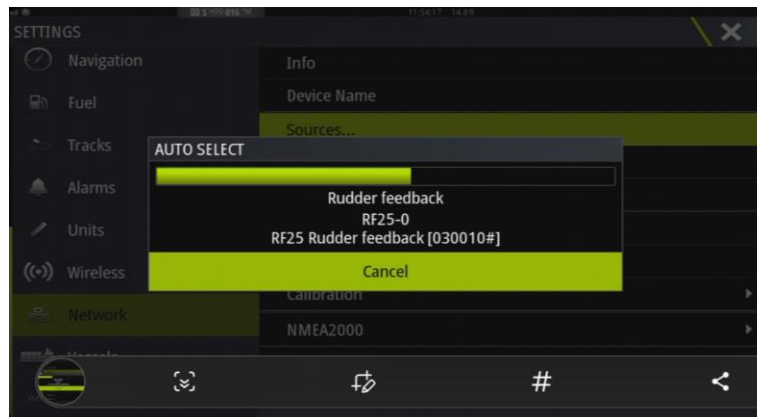
**Auto select**



**Start (System is ready to auto select data sources)**

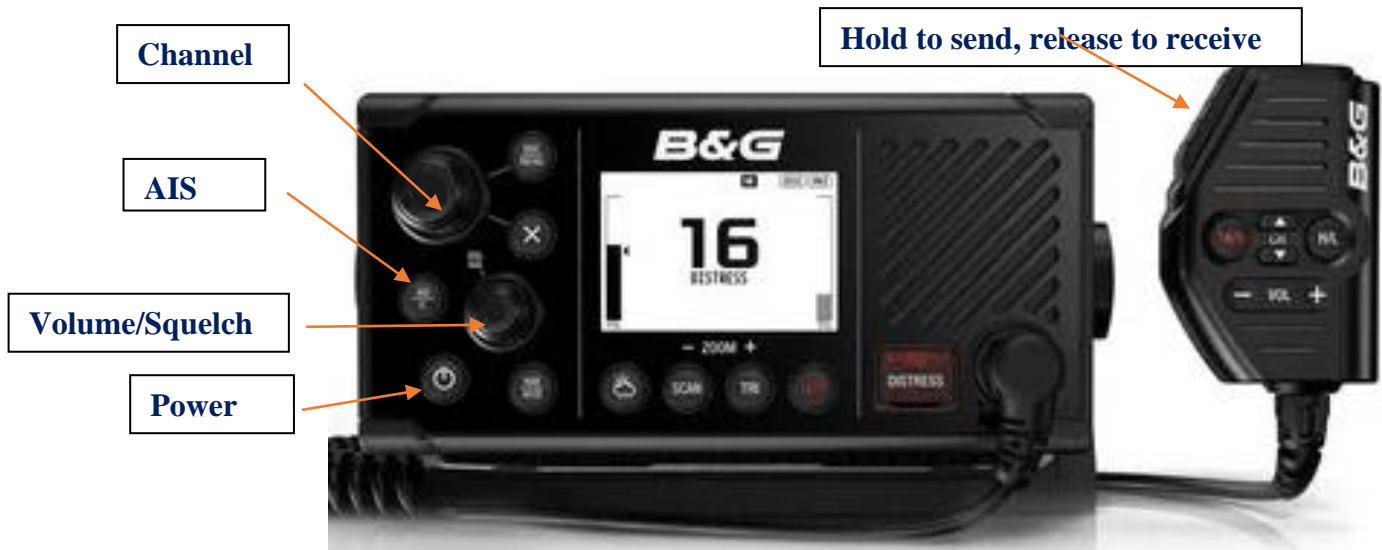


**System auto selecting data sources**





## 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

If 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 emergencies:**

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 are 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).**

## Fusion Entertainment MS-RA70N Marine Entertainment System with Bluetooth

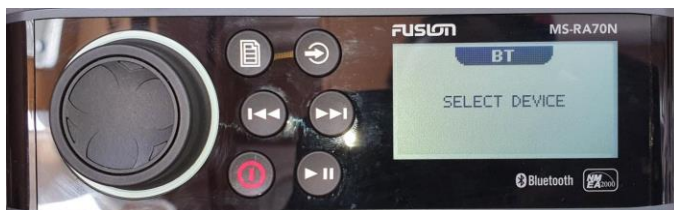


### Connecting your device via Bluetooth:

Hit the source button and select BT (Bluetooth).



The screen should display the select device option. Hit the menu button and select discoverable.



Open Bluetooth devices on the device you want to pair (Cell phone, Tablet, or laptop). Select Rendezvous to complete the pairing process.

## **10. Batteries**

Keeping your house batteries charged is essential to ensuring your 12-volt systems will work. Fridges, lights, fans, stereos, and Navigation instruments are some of the most important ones and of course using them draws power from your house batteries. If you conserve energy, you will not need to charge as often. If something is not being used, then turn it off. We often explain that 12-volt power is like water; you need to replace what you use. You can recharge your batteries with the auxiliary engine(s) or your 110-volt battery charger when running the generator or on shore power.

### **Engines:**

Motoring to a destination will automatically charge your batteries. When anchored or moored you can run your engine(s) in neutral at 1400 RPMs to charge your batteries.

If your batteries get to 12.2 volts, then it is time to recharge your batteries. At 12.2 volts it should take about 1.5 hours of charging to get them back to a good charge. It is important that you recharge the batteries completely every day. This may take 2 or 3 charges per day. But you can break this up into more charges of shorter periods of time. Once you think you have charged enough or you just want to go for a sail, turn off the charging system. Wait about 15 minutes and then check the voltage of your house battery. A fully charged battery should come to rest around 12.8 volts. If the batteries do not get to this level, then they need more charging. Please note that you will see elevated voltage readings when charging and just after charging. The latter is why you should wait 15 minutes before checking your voltage after charging.

### **Charging with shore power and generator:**

Using the 110-volt charger via generator or shore power will charge your batteries; Just check that the battery charger is turned on as this is not completely automatic. And check that you see your house battery has an elevated charge level, 13 volts or more whilst charging.

### **Generator not charging batteries:**

- Check battery charger breakers are in the on position.
- Check transfer switches. Ensure selector switches are turned to generator and not shore power.
- Check the main breaker on the left side of the generator. When this breaker is off the generator will run but there no power going to the chargers and air conditioning units.

## Not Receiving Power from Shore:

- Check selector switches are set to shore power and not generator.
- Check the cable is plugged in all the way, you should be able to twist the cable clockwise on both ends.
- If you are still not receiving power from shore move the shore power cable to another pedestal and ensure the breakers on the pedestal are in the on position.



## 11. Anchoring & the windlass



**Chain:** 200  
**Marked:** Everything 30ft  
**Minimum Scope:** 5:1  
**Always use bridle**  
**Test in reverse 1500 Rpm**

### Setting your anchor:

#### Preparation:

- Establish a nonverbal communication system between helmsperson 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 1/5<sup>th</sup> 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 downwind or current, whichever prevails.
- Have the anchor ready to deploy. This may require you to slack the chain and manually push the anchor slightly overboard 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.

### **Setting a secondary anchor:**

- Your secondary anchor is a quick set type of anchor and is usually stored in the cockpit locker. It has 30 feet of chain and about 170 feet of line. For this reason, we have always found it easiest to put this chain in the dinghy with two people and deploy it from there. Take note where your primary is and drive away from the yacht at a 45-degree angle of the primary. Drop the anchor with the shank pointed at the yacht and deploy the rode as you drive back to the bow of the yacht. Tie off at the bow. Once back on the yacht and dinghy secured, manually take the slack out of the 2<sup>nd</sup> rode and tie off. Now engage reverse to 1500 RPMs as before.



## **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 STBD cabin behind the door.** 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.

## ELECTRIC WINCH

There is a two-speed electric winch at the helm station. Turn cap to expose the buttons or the cover the buttons to prevent accidental use of the winch. When using the electric winch keep an eye on the sail as it is going up to make sure battens don't get caught in the lazy jack lines.



## Windlass and winch Breaker

The windlass and the winch breaker will trip if either of the units are overloaded. It is in the cupboard in the starboard companion way. To reset it simply push down the yellow lever to the '1' position.



## 12. Picking up a mooring buoy

- Ensure dinghy painter 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 - generally the overnight moorings are well maintained, the day balls to a lesser degree. If you are ever unsure about a mooring buoy's integrity, choose another location to moor up.
- Pick up the mooring pennant using the boat hook. Pass one dock line through the pennant and fasten the dock line back on its cleat. Repeat with the second line.
- Once you have secured your lines remember to centralize the wheel and lock in place to avoid the yacht sailing around the buoy.
- Now set up a back-up line. The line should lead from a bow cleat to the mooring buoy and fasten on to the buoy itself. It is always easier to do this from the dinghy.
- To depart, slowly motor the yacht forward to create slack, release one end of the dock lines from their cleats 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.
- **Remember to tie your dinghy on a short painter and away from the stern whenever you are manoeuvring in close quarters**

### 13. Bilge Pumps

Your yacht is equipped with two manual bilge pumps and two electric bilge pumps (one in each hull). The primary bilge pumps are on float switches and operate automatically providing that the bilge pump switch on the 12v panel is left in the center position. If the float switch fails, the pumps can be forced to operate by pushing the switch located on the 12v panel. It is important that you check all the bilges once a day.

**The engine compartments drain into the main bilges.**



The manual pumps are located either side of the cockpit at the rear and the handles for these are stowed under the central cockpit locker lid.

#### MANUAL BILGE PUMP



## 14. Freshwater system

Rendezvous is equipped with two inter-connected water tanks with a combined capacity of 160 gallons. **There are therefore no changeover valves.**

Before filling the tanks let the water run from the hose for a while before placing the end into the filler located amidships on the bow, just in front of the salon windows. Please ensure that the correct filler is used, NOT the waste tanks or the diesel fills.

To use the freshwater system, turn on the freshwater 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. The water level can be read by pressing the top button under the LCD display on the 12v panel.



**Water Gauge**

## 15. Heads

- Nothing is to be put down the head unless it has been digested first.
- Rendezvous is fitted with electric heads.

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



- Before use, ensure that there is enough water in the bowl.
- If the bowl is empty, hold the lower Flush Control Switch on Wet Bowl position until the flushing pump is primed, and water enters the bowl.
- During use, pump as necessary to keep the contents of the bowl low enough for comfort.
- After use, hold the upper Flush Control Switch Flush/Rinse bowl until the water in the bowl is clear (Flush for as long as possible so the waste travels all the way through the lines).
- When the water in the bowl is clear, hold the lower Flush Control Switch on the Dry Bowl side until the bowl is empty. Always leave the bowl empty to minimize odour and spillage.

AFTER USE DRY THE BOWL AND (SHUT) (  ) THE FLUSH CONTROL.

Each head on Rendezvous has a fully operational holding tank which can be used by closing a valve on the waste seacock. These are in the cupboards in the aft head /shower rooms. **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 110v panel with the generator running or on shore power.

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



**The waste shower water can be drained by pressing the black button on the shower wall.**

### Deck Shower

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.





## 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 the bottom burner.
- If you cannot get it to light, check the manual valve on the propane tank itself.



**PROPANE ALARM**

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

**THREE BURNER STOVE**

**OVEN**



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

## 18. Refrigeration

There are three 12-volt refrigerators on board your vessel. 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-built 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 fridge and that fruit, vegetables and other fresh produce may have a shortened shelf life. The top loading and galley fridge drains into the bilge.

**Cockpit Fridge**



**Top Loading Fridge**



**Galley Fridge**



## 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.



## 20. Fire Safety

Fire extinguishers are installed in each cabin and under the salon seating.

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 use the fire extinguisher positioned closest and discharge it through the access hole located centrally on each aft cabin headboard. There is a fully automatic fire extinguisher in each engine compartment.

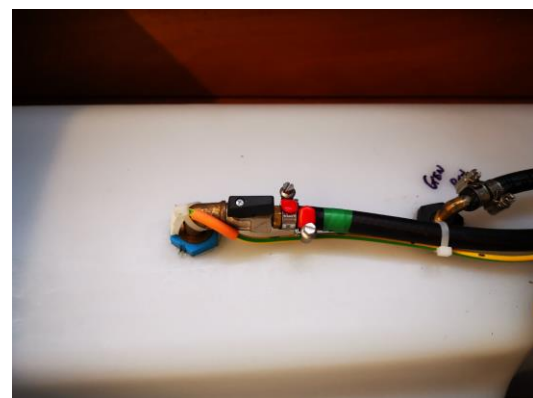
- Pull the yellow key out.
- Press down on the red button until all the contents of the extinguisher have been discharged.
- Fuel shut-off valves are under each aft bunk.
- Do not open the engine compartment even if you think the fire has been extinguished, dying embers can easily be re-ignited by a fresh supply of oxygen (air).



**Engine Fire Access Hole**



**Fuel Shut Off Valve**



### 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:

- Shut off the propane at the tank.
- Take the fire blanket out of its container.
- Carefully lay the blanket over the fire, laying the blanket away from you and keeping yourself always protected from the flames.
- Ensure hands and limbs are protected from the fire by the blanket.
- 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.

### Smoke alarm:

- There is a battery-operated smoke alarm mounted in the salon. This alarm will be triggered by smoke caused by cooking or burnt toast. Opening a hatch to allow ventilation will minimize triggering the alarm. For safety purposes, the 9v battery should not be removed from the smoke alarm.



## 21. Dinghy & Outboard

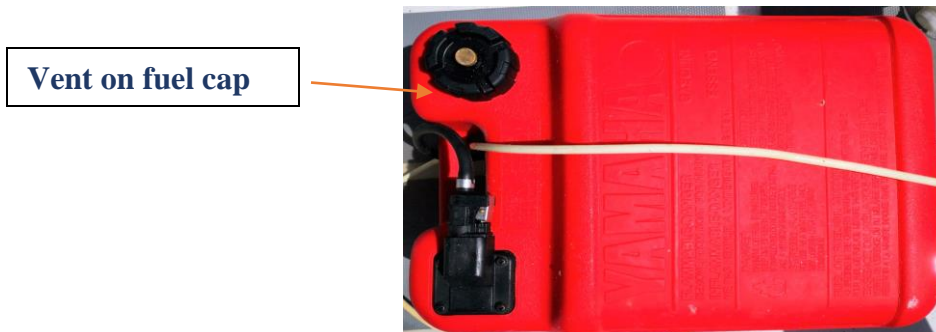
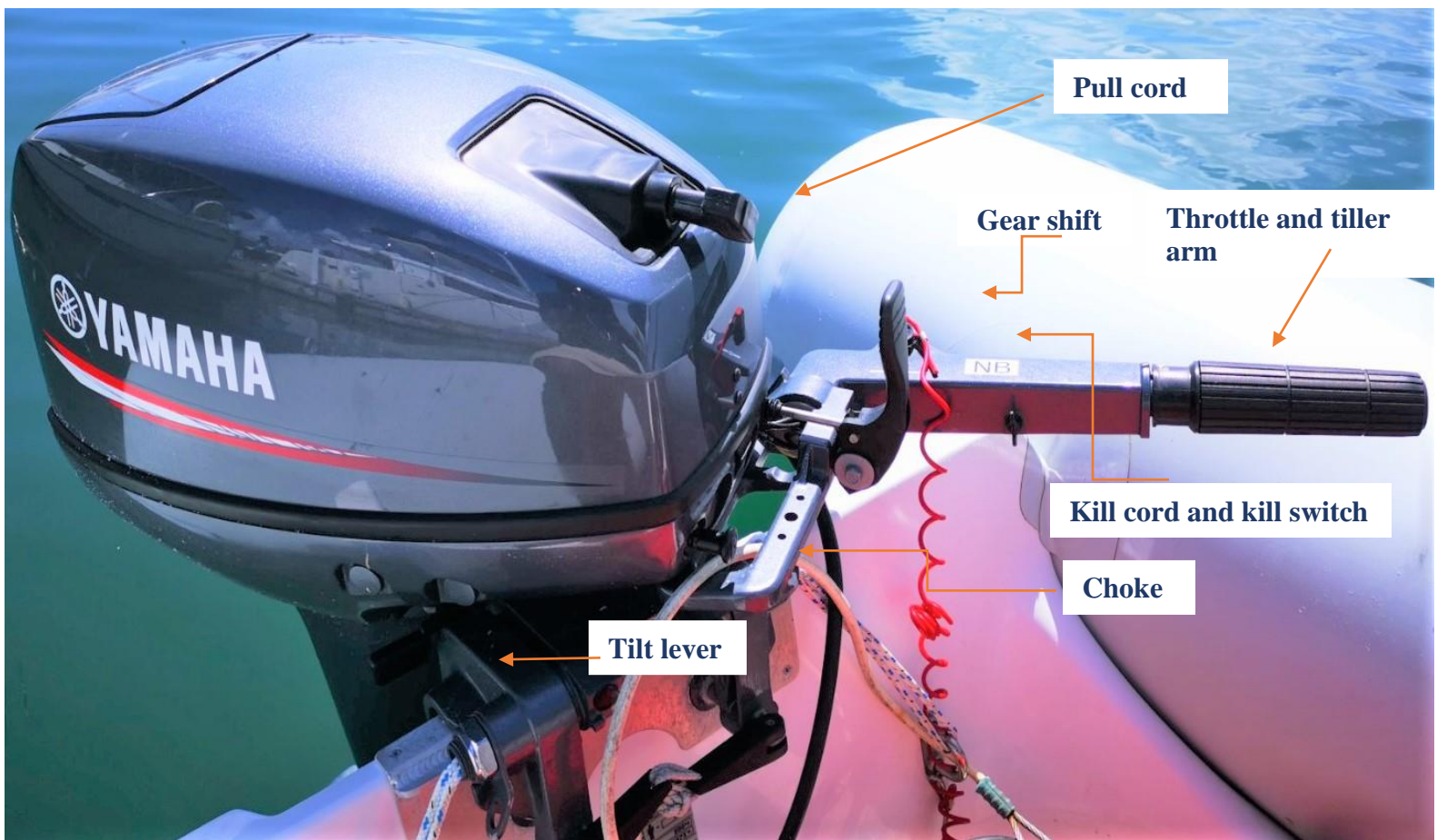
**The driver of the dinghy must be over 18 and must always be wearing the kill cord. Never operate the dinghy under the influence of alcohol or drugs.**

- 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 evening's 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.**

## Outboard start procedure:

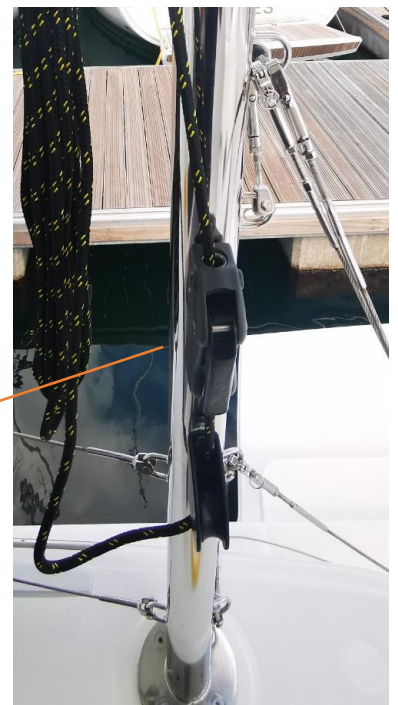
1. Place Kill cord under kill switch (Dinghy driver must always wear the kill cord).
2. Open vent on fuel tank cap (this vent can stay open; it allows air out but will not allow water to go in). **The fuel in the tank expands in this climate and if the vent is left closed it can damage the tank and cause a fuel leak.**
3. Few pumps on fuel line bulb.
4. Make sure outboard is neutral.
5. Add some revs using throttle on tiller handle.
6. Pull on start pull cord.
7. If the outboard does not start then pull choke and try again, as soon as the outboard starts push choke back in.

## Outboard



## Dinghy Davit Lift:

- Refit dinghy plug if it was removed to drain water from the dinghy while on the davits.
- Ensure the davit line is around a winch before opening the clutch to lower the dinghy.
- When lifting the dinghy, the davit line can go from the davits to the electric winch at the helm station.
- Ensure the clutch is closed when lifting the dinghy.
- Secure davit line so it can't fall in the water.
- Attach safety line to D-Ring at the bow of the dinghy





## 23. Watermaker

### Water Maker (Port aft locker)

Toggle: On, Off, Auto flush



High pressure gauge

Pressure valve

Low Pressure Gauge

GPH/LPH

Water quality

Flush timer

Diverter valve

Fly Again is equipped with a water maker unit from Rainman.

**IMPORTANT:** The water maker will only function when the generator is running. Fly Again has a water capacity of 158 gallons. The water maker will produce approximately twenty gallons of fresh water per hour. We recommend running the unit for two to three hours every other night when the generator is in use. You do not need to bring Fly Again back with a full tank of fresh water as it is preferable to fill the water tank with shore water.

## Using Control Panel

### Salinity Sensor

The Rainman control panel has an integrated salinity sensor to indicate water quality. It incorporates a salinity probe and related electronics to power a tri-colour LED to be green, yellow, or red.

Normal operating procedure is to have the product water three-way valve set to “Divert” when you start your system. Pressurize the watermaker as per normal operating procedures. When the water quality LED turns yellow or green, the product water has sufficiently low total dissolved solids (TDS) and the product water valve can be switched to “Tank.” At this point, product water is flowing into the vessel’s water tank.

#### LED colour:

- **Red** – High TDS – Consider not using the product water. It is expected that the LED will be red for at least a minute from when water is being made. This is to flush the stale product water or pickle solution out of the watermaker. If it stays red, there is a TDS issue to resolve. This may be related to worn RO membranes or a mechanical issue with your watermaker.
- **Yellow** – Medium TDS – Product water has slightly higher than normal TDS but is within operating range. If the LED stays yellow for an extended period, there may be a minor mechanical issue, or the RO membranes may be ageing. If this is due to the membranes ageing, consider changing them within the next year.
- **Green** – Good TDS – A normally operating system with young membranes and operating in seawater should reach green within two minutes of reaching full pressure. The system is operating within specification for water purification. It is not a comprehensive indicator that everything is perfect within your watermaker.
- **Off** – No TDS reading – Either extremely pure water is flowing through the system or no water at all is flowing. This may commonly indicate that the system has not been pressurised yet.



## Tank Divert Valve

This three-way valve controls the flow of product water. The system should always be started with the valve set to Test (Divert) when the water is being diverted overboard. After the water quality light changes from red to either green or yellow, the product water is sufficiently pure, and the valve can be changed to send water to the vessel's tank.



## Fresh Water Flush Trigger

If the optional freshwater flush system is installed, the control panel adds some functionality. If the auto flush is not installed, the features described below sit without function.

The power switch on the control panel has more function than the simple on-off switch on the pressure supply unit (PSU). The switch itself is powered by 12-24VDC and it controls a relay located either in the PSU capacitor box or the compatibility kit.

**ON** – The PSU is powered, and the motor will be running. At the same time, the auto flush timer box gets unpowered, so it is not possible for a flush cycle to initiate while making water.

**OFF** – The PSU is off, and the auto flush is not enabled.

**AUTOFLUSH** – A flush cycle will be triggered and then the flush timer will be set for a seven-day cycle.



The blue flush timer LED is effectively an extension of the blue LED in the flush timer box. It will not be illuminated during water making or when the system is off. When the control panel is switched to auto flush, the blue LED will be flashing to indicate the number of days remaining until the next flush cycle.



## Low Pressure Gauge

This gauge is monitoring the pressure at the outlet of the prefilter. The actual reading of this gauge is not particularly important, so long as it reads at least 0.2 bar (2.5psi). This is the pressure required to feed the high-pressure pump.

If the pressure drops below this level, it typically indicates one of three issues.

1. Prefilter is getting dirty and restricting flow.
2. Impeller is wearing and not providing sufficient pressure.
3. There is a blockage in the intake stream.

**Watermaker and watermaker filters are in the port engine compartment.**

**Toggle: On, Off or Remote**



**Watermaker Breaker in stbd aft companionway**

