



**Information & operations manual for  
Jeanneau 54 2017  
'Paradise Found'**



# Welcome



Welcome to Horizon Yacht Charters and your Jeanneau 54 "Paradise Found". 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 in's and out's of your yacht. Please take the time to read this manual and do not 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,

Andrew  
Director

***Office Hours:***

*Monday – Sunday 08:30 – 17:30*

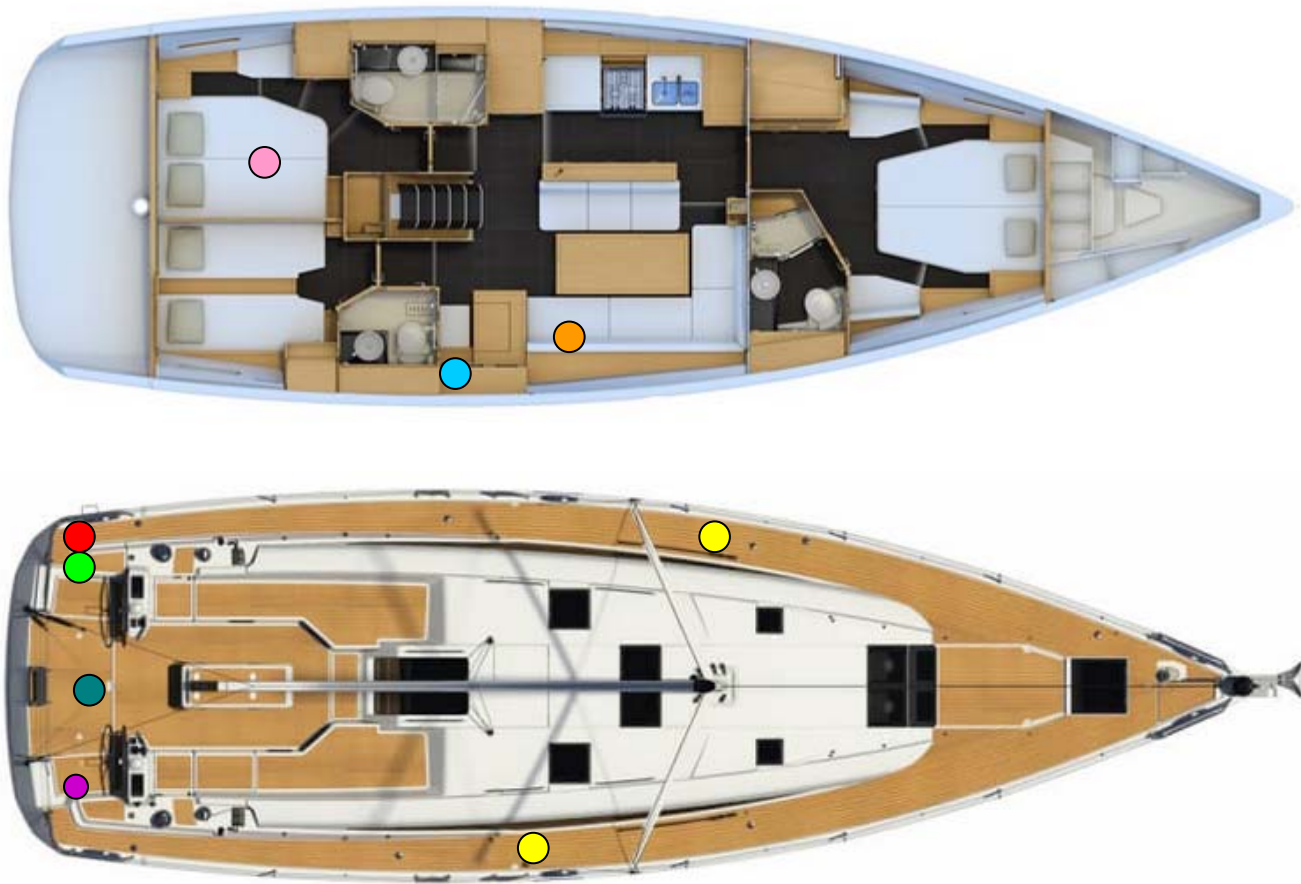
***Telephone:*** (284) 494 8787

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

## Contents

1. Yacht specifications
2. 12 volt and 110-volt panels
3. Batteries
4. Inverter
5. Breakers
6. Engine start
7. Daily engine checks
8. Generator
9. Air conditioning
10. Instruments
11. VHF Procedures
12. Anchoring and windlass
13. Picking up a mooring ball
14. Bilge pumps
15. Fresh water systems
16. Heads
17. Showers
18. Refrigeration
19. Using the stove and propane
20. Fire safety
21. BBQ grill
22. Swim platform
23. Dinghy and outboard

## 1. Yacht specifications



**Length** 54' 11"  
**Beam** 15' 11"  
**Draft** 7' 4"  
**Fuel** 1 x 62G  
**Water** 192 gallons (100G Pt, 92G stbd)  
**Engine** 100 hp Yanmar 4JH110  
**Generator** Onan BDKBJ/W

### Location of:

- Fresh water refills (**1 port forward, 1 starboard mid**)
- Diesel refills (**aft quarters**)
- Manual bilge pump (**at starboard helm**)
- Propane tank
- Windlass fuse (**resettable fuse behind 12V panel**)
- Diesel cut off valve (**under both aft bunks**)
- Water tanks change over valve (**behind starboard salon backrest**)
- Generator (**under aft cockpit floor**)

## 2. 12v & 110v Panel



### First column:

Cabin lights (Wi-Fi)  
12-volt outlet  
Cockpit Light

### Second column:

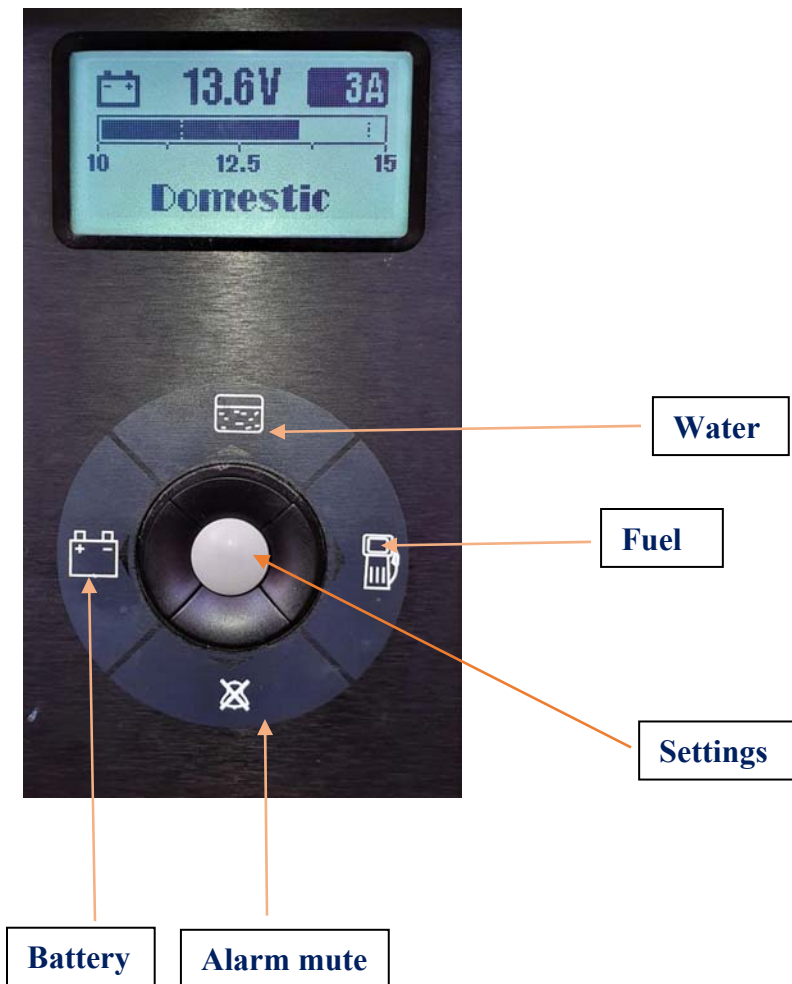
Fridge  
Aux (Propane Detector)  
Fresh water pump  
Bilge pump (note that this should always be on 'auto')

### Third column:

Navigation instruments  
Deck floodlight  
Anchor light  
Steaming/navigation lights (toggle switch)

## Gauges:

The circular panel to the right of the 12v panel allows you to check the levels of your water tanks, fuel tank and your battery voltages. Double press buttons to toggle through gauges and tanks.



## 110-volt panel

### Water heater

**Note:** Stays off unless Generator is running. The engine will heat the water. Switch off if it is not being used.

### Battery Charger

**NOTE:** Leave on.

**AC Plugs:**  
Leave on.

**AC Plugs:**  
Leave on.



### 3. Batteries

There are three ways to recharge your batteries.

#### Engine:

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 systems that you are not using. Your batteries will charge when the engine is running at 1400rpms or more, whether sitting at a mooring or motoring to a destination.

1. Check the battery levels and make note of them before charging. You should check your batteries at least three times daily. Consider charging if the Domestic/Main Battery is at 12.2 volts, do not allow your batteries to go below 12.2 volts. Most of the systems on board are 12-volt systems including your fridge and freezer which will stop working if the batteries were to go below 12-volts.
2. Run the engine at 1400rpms or more for a minimum of **1.5 Hours twice daily**.
3. Shut the motor off when charging is complete. **(Do not leave on the ignition)**
4. Wait 15 minutes before checking the battery levels, (directly after turning off the motor they will remain in an excited state for about 10 minutes).
5. Domestic/Main battery should rest at 12.8 volts after charging.
6. Please repeat this process if the batteries are not fully charged.



**Hold button and move shifter to disengage transmission.**

#### Generator and Shore Power:

Batteries are also charging when on shore power and when the generator is running. Always ensure your battery levels are elevated when running the generator or using shore power. Do not assume the batteries are charging because the air conditioning is running. If the battery levels are not elevated when running the generator or when on shore power, check your battery charger breakers are on and your selector switches are in the correct position.

## Generator:

Switch the two selector switches at the navigation station from shore power to ship (generator power). Ensure the battery charger switch on the 110v panel is on.



In all instances, ensure the battery charger switch on the 110v panel is on.

## Not Receiving Power from Shore:

1. Check the shore power cable is plugged in properly, you should be able to twist the cable clockwise on both ends when plugging in.
2. If you are still not receiving power from shore, move the shore cable to another pedestal and ensure the breakers on the pedestal are in the on position.

## Battery Switches:

**Domestic (Main) and Engine battery switches** (Locker at entrance to stbd aft cabin).  
Battery switches must remain in these positions unless instructed to do otherwise.

**Generator Battery switches**  
(Behind stbd aft cabin door)



#### 4. 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.**

Paradise Found has a built-in Marincor 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.**



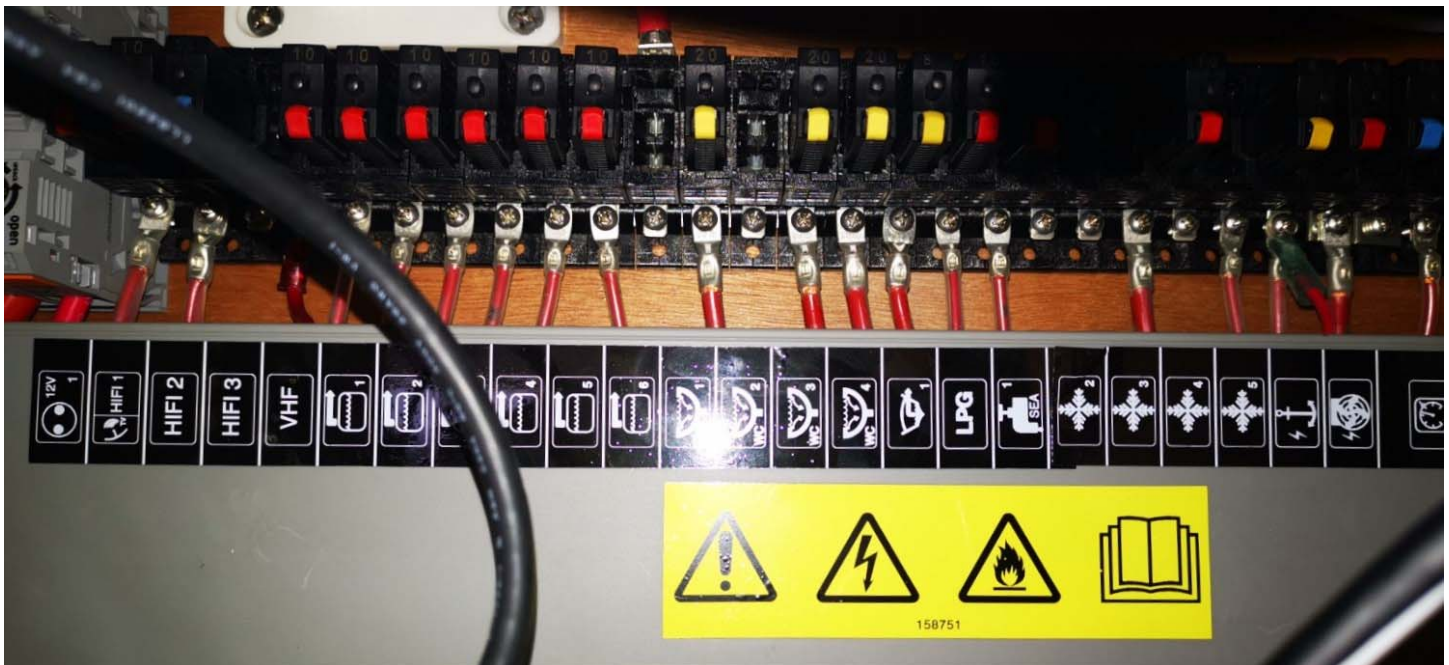
**Note:** The inverter will not operate the air conditioning unit; this is only available under generator power or shore power.

**Inverter breaker located below nav desk.**



## 5. Breakers and fuses

All 12v system fuses are located behind the right-hand panel at the nav desk.



1	Ventilator - Generator compartment
2	Ventilator - Engine compartment
3	Interior lighting (Forward cabin, Fore washroom, Skipper's cabin / Sail locker, Saloon)
4	Interior lighting (Aft cabin, Aft washroom, Engine compartment)
5	Outside lighting (Cockpit table, Ambiance, Bimini)
6	12 V socket
7	Hifi - Saloon & TV Antenna
8	Hifi - Forward cabin
9	Hifi - Aft cabin
10	VHF & AIS
11	Draining pump for shower (Starboard forward)
12	Draining pump for shower (Port forward)
13	Draining pump for shower (Starboard aft)
14	Draining pump for shower (Port aft)
15	Draining pump for shower (Skipper's cabin)
16	Pump - Galley sink drain
17	Electric toilet (Starboard forward)
18	Electric toilet (Port forward)
19	Electric toilet (Starboard aft)
20	Electric toilet (Port aft)
21	Forward electrical bilge pump
22	Gas solenoid (US Version)
23	Deck wash pump
24	Refrigeration unit (Aft galley)
25	Refrigeration unit (Bar)
26	Refrigeration unit (Cockpit)
27	Refrigeration unit (Wine cellar)
28	Windlass
29	Bow thruster
30	Electronic
31	Electronic
32	Mechanism for raising/lowering the TV
33	Electric table pedestal
34	Motorised transom skirt - Piston 1

The fuses are numbered 1-34 from left to right and they are designated as show on the left.

If a fuse trips, simply push the black button at the top to reset it.

Ice maker breaker (locker above 12V panel)



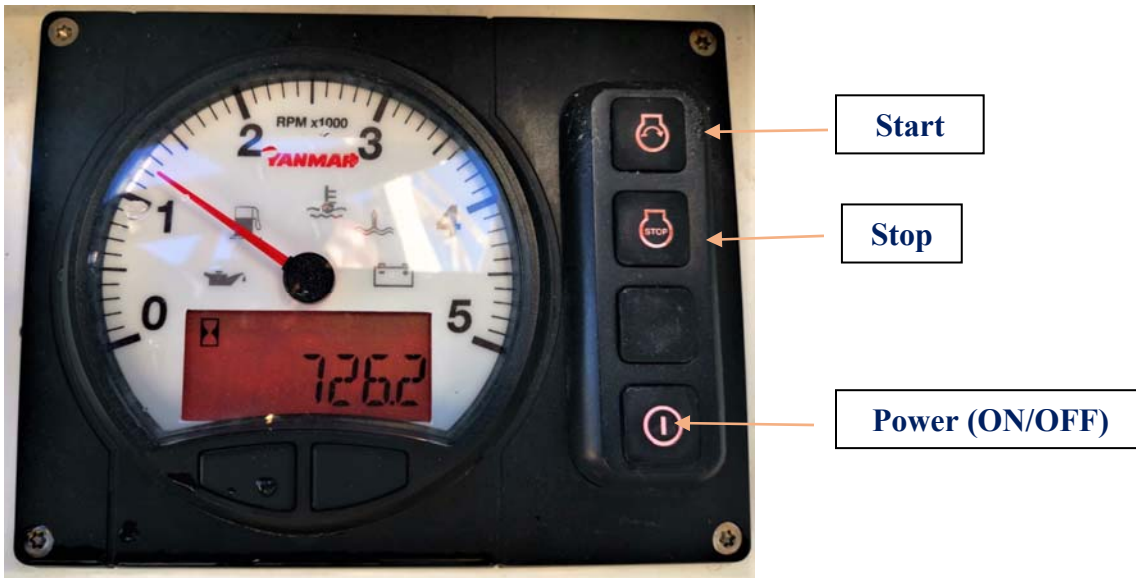
Generator/Shore power 110V breakers in Stbd lazarette



Generator/Shore power breakers in starboard lazarette



## 6. Engine start procedures



### Engine Start:

- Make sure the throttle is neutral.
- Turn on the engine ignition by pressing the lower button on the panel (an audible alarm should come on).
- Press the start button at the top of the panel.
- Once the engine is running, check that you have cooling water coming out of the exhaust.

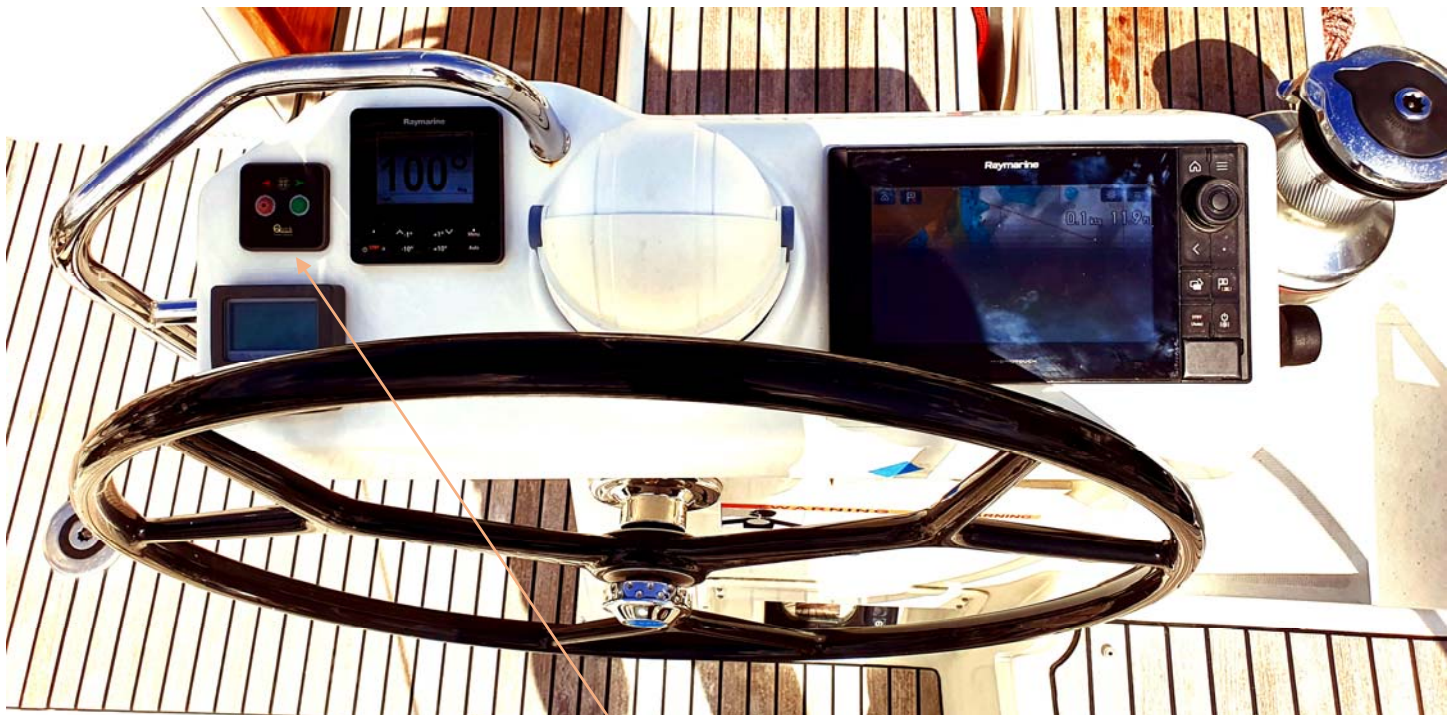
### Engine Stop:

- To stop the engine, push the stop button until the engine stops. T
- Turn off the ignition panel using the lower button (press and hold until you see all five red lights lit, then release).

Should you hear an engine alarm during normal operation, check the LCD display for an identifying symbol and immediately shut down the engine - **CALL HORIZON**

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

## Bow Thrusters (Owner Use Only)



**You should only operate the bow thrusters when the engine is switched on.**

To switch the bow thrusters on, press the red and green buttons together. The LED will illuminate, and you will hear one beep. The bow thrusters will automatically switch off after 5 minutes. To manually turn them off press the two buttons together until you hear two beeps.

- Before using the bow thrusters, make sure the bow line is secure and not in the water.
- Shorten dinghy painter if docking stern to with the dinghy attached to the bow.
- You should only use the bow thrusters when docking, never use bow thrusters when picking up mooring balls.

## 7. Daily engine checks

- Check the oil level using the dipstick located to the left side of the engine. Access the dip stick from the starboard cabin engine hatch. The level should be at least halfway between the empty and full marks. To add oil, open the oil filler cap on the top of the engine.
- To the left side of the engine is the seawater filter.
- To the front right of the engine is the engine coolant reservoir. The coolant level should be between the maximum and minimum lines.
- Check for any engine leaks or bilge water below engine.
- Check the fan belt, located at the front of the engine, for any damage and correct tension.

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

**ANY PROBLEMS CALL HORIZON**

Raw water strainer

Oil dip stick. Open engine hatch in starboard cabin for access

Coolant fill

Oil fill

Coolant reservoir



Oil dip stick



## 8. Generator

**YOU MUST NOT RUN THE GENERATOR WHEN UNDERWAY.**

Paradise Found 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.**



- 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.



**GFCI switches are below 12-Volt panel. If there is no power coming from your outlets, ensure these switches are in the on position.**

## 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.

## Resetting the generator

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



## 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.
2. Remove the housing cover, this can be done with a filter wrench.
3. Remove and clean the strainer.
4. Refit strainer.
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.
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.

Please contact the manager on duty for further instructions.

Generator raw water strainer



Fit dinghy pump nozzle and force the blockage out



## 9. Air conditioning

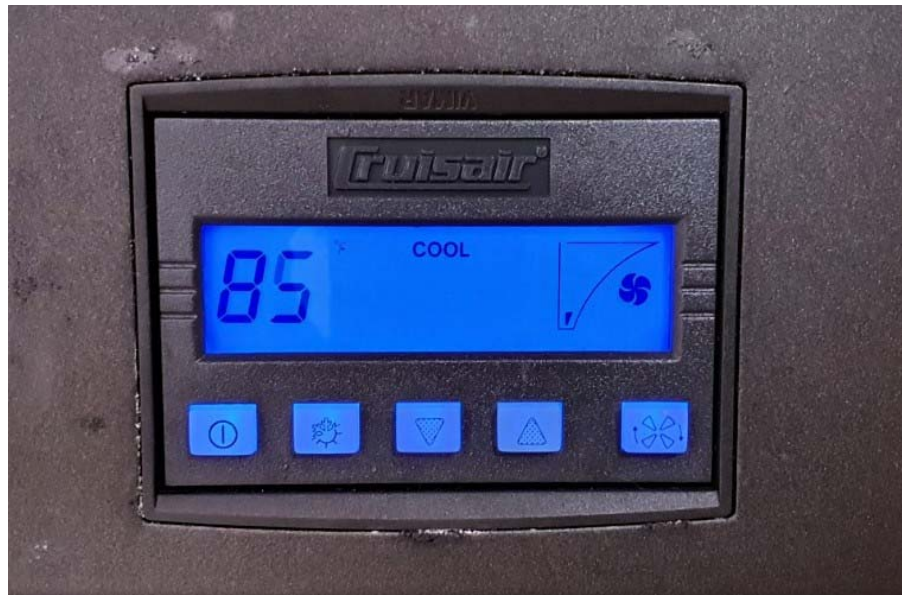
You should only turn on the air conditioning units **after** the generator has been running for 5 minutes (or once you plug the boat into shore power) and you should shut **off** the breakers before stopping the generator or unplugging from shore power.

Ensure you close the companionway and all hatches; otherwise, the compressors will freeze up.

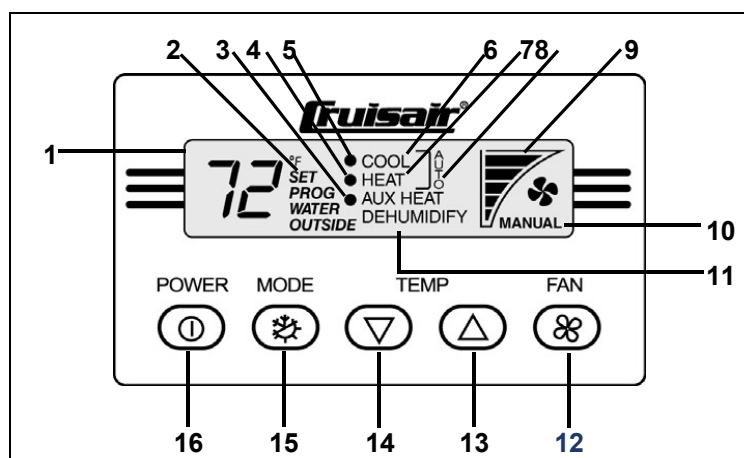
### Starting the air conditioning:

- 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.



**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.

## AC Breakers:

AC breakers are behind the locker above nav desk and left of the 12v panel.

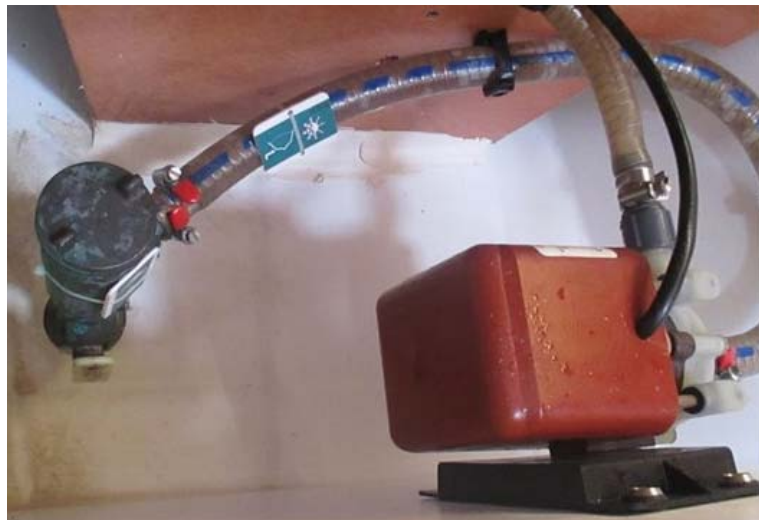


## Bleeding the system

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.

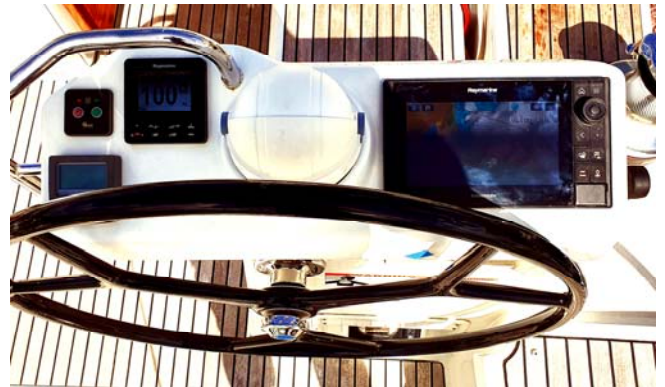


Ac pump under saloon floorboard (saloon and aft)



Ac pump under forward cabin floorboard.

## 10. Instruments



Located at the port starboard helm are the following Raymarine instruments:

Raymarine Hybrid Touch 9"



P70s Autopilot



Chain counter (Not in use)



Located at the port helm are the following Raymarine instruments:

Raymarine Hybrid Touch 9"



i70s Multifunction instrument



## Raymarine I 70s multifunction (Only at Nav Desk)

At the helm you can use one of the chart plotter displays for Windspeed direction, depth and Boat speed.

**Up:**  
Move up through pages,  
Increase adjustment  
values

**Down:**  
Move Down through  
pages, Decrease  
adjustment values

**Power:**  
Power on, Power off,  
Open brightness menu,  
Cancel, Back

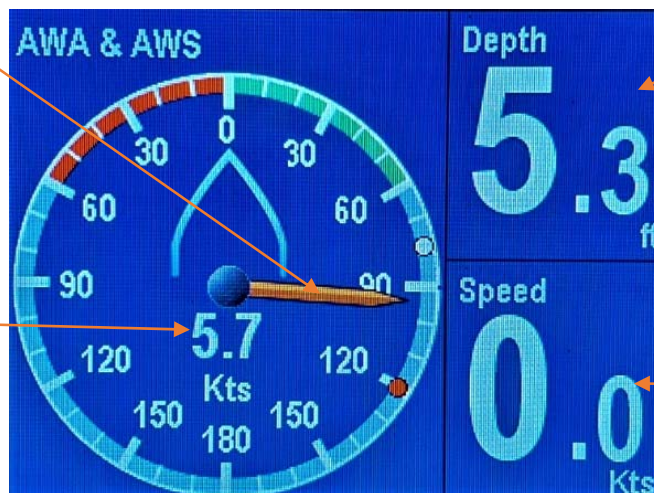
**Menu:**  
Open menu, OK, Save



**Note:** When powered off, the unit will still draw a small amount of power from the battery, if this is a concern switch off instruments at 12-Volt panel.

## Raymarine I 70s Pages:

**Apparent Wind Angle**



**Depth (In Feet)**

**Apparent Wind Speed**

**Speed (In Knots)**

### Depth (In Feet)

**Note:** Depth is read from below the keel and not the water surface.



### Wind Speed and Direction (True):

**Note:** Reef 1 at 18Kts  
Reef 2 at 23Kts



## Raymarine P70s Autopilot control

**Up/-1:**  
Up navigation, adjust up, Decrease angle

**Down/+1:**  
Down navigation, adjust down, Increase angle

**Left Soft:**  
Cancel, Back, Mode Selection

**Right Soft:**  
Menu, Select, OK, Save

**Standby:**  
Disengage pilot, Manual control, Power, Brightness

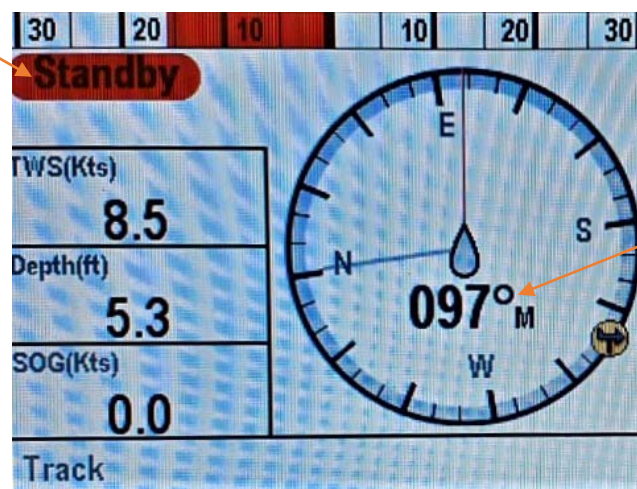
**Auto:**  
Engage Auto Pilot

**-10:**  
Decrease angle

**+10:**  
Increase angle

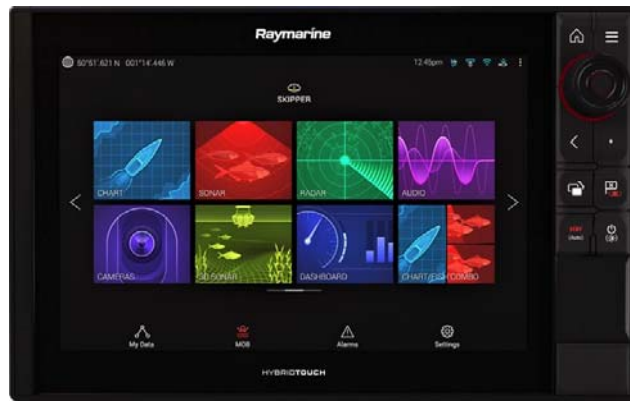
### Rudder position

**Standby** (Auto pilot disengaged) You have the helm



**Heading**

## Raymarine Axiom 7-7" Multifunction Display (Stbd Helm)



Select chart

### Dashboard:

Displays data from Nav instrument (Wind, Depth, Boat Speed)



Man Overboard/Waypoints

### Dashboard



### MOB/Waypoint:

Hold to do a man overboard,  
tap to put in a waypoint

Find Ship

Options/Menu

Home



Zoom

**Note:** Man overboard will alarm until it is cancelled. Please do not test the man overboard as it will send an alert to other AIS vessels.

Cancel man overboard



## 11. VHF procedures

### Raymarine 260 modular VHF



#### 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 another channel.

1. Make sure the radio is switched on, volume quite high, power to high unless the station you are calling is 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 there is no response, then 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 you 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 you can use for contact between boats.

If your vessel is in a non-life-threatening incident with an object or with another vessel, it is important that you contact the Horizon Office immediately on 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 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 is damaged or destroyed.

**Urgency:** "PAN-PAN, PAN-PAN, PAN-PAN" This International Urgency Signal 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 you should only use when you need medical advice.

**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)**

## 12. Anchoring & the windlass



**Chain:** 230ft  
**Marked:** Every 30ft  
**Minimum Scope:** 5:1  
**Always use the snubbing line.**  
Test anchor in reverse 1500rpms

### 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.** The maximum depth would be  $\frac{1}{5}^{\text{th}}$  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 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 do not have low battery voltage. Check that the breaker shown below has not tripped behind the panel at the nav desk. 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 fit and strong, it is possible to heave an anchor aboard.

## Windlass Breaker

The windlass breaker is behind the starboard aft cabin door below the generator battery switches and next to the electric winch breakers.

Windlass breaker



## Electric winches:

Paradise Found's cockpit is fitted with four electrical winches, each winch has a two-speed control next to it, slow and fast (one and two). A lot of care must be taken when using electric winches since user error can cause serious bodily harm.



Electric winch

Electric winch controller

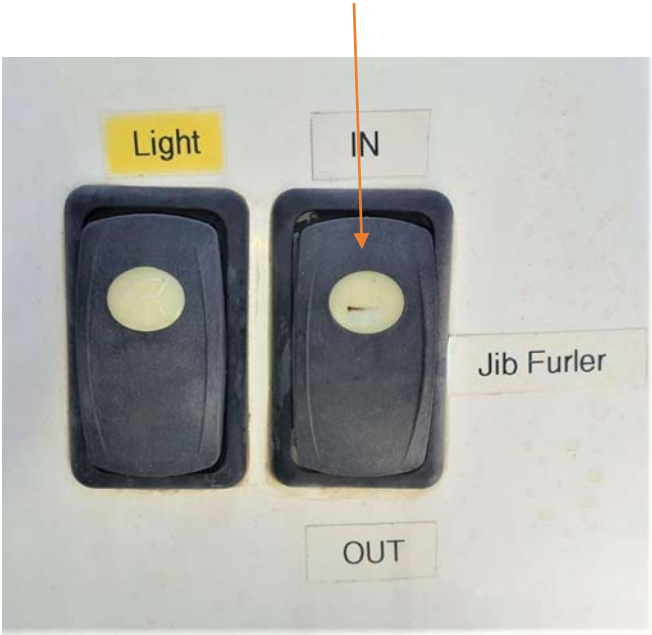
Electric winch breakers are behind the starboard aft cabin door below generator battery switches.



Electric Jib Furler:



Electric Jib Furl Controller (In and Out)



Electric jib furl breaker

### 13. Picking up a mooring buoy

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

## 14. Bilge pumps

Your yacht is equipped with an automatic and a manual bilge pump. The primary electric pump is operated by a switch on the 12v panel which should be left in the '**AUTO**' position as the pump is operated by a float switch which will automatically operate the pump when there is water in the bilge. The manual bilge pump is operated from the cockpit and is located at the stbd helm.



**Manual bilge pump located at stbd helm. The handle is mounted in holders under the cockpit floor lid.**



**Manual bilge pump handle**

## 15. Freshwater system

Paradise Found is equipped with two water tanks with a capacity of 185 gallons split between them. **The fwd tank is 100 US gallons. The salon tank is 85 US gallons.** To fill the tanks, let the water run from the hose for awhile before placing the end into the fillers that are located port fwd and starboard amidships. Please ensure that the correct fillers are used, NOT the refills labeled waste or diesel.



To use the freshwater system, turn on the freshwater breaker on the 12v panel and open a faucet. When the tank runs out of water the pump will run at high speed, 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, and proceed as follows:




- Switch off the pump.
- Locate the changeover valves behind the starboard salon seat backrests. Switch off the tank currently in use and open the other.
- Switch on the freshwater pump.
- Open cold-water faucet at galley and purge system of air, approx 45 second.
- Turn off faucet, pump will continue to run until adequate pressure has built up to operate pressure switch to cut the pump out.
- If the pump does not cut out, it may be necessary to repeat the purging process and open other faucets.
- If you have any problems, call Horizon.



## 16. Heads

- **Nothing is to be put down the head unless it has been digested first.**
- 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 charterer's expense as per your charter contract. This includes the chase boat and technician's fee.**



- Before using it, 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 odor and spillage.

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

## Holding Tanks

Each head on Paradise Found has a fully operational holding tank which can be used by closing a valve on the waste seacock. These are located as shown below. Check that the holding tanks are empty before returning the vessel and please flush each one through to minimize residual odors.



**Fwd head valve under sink  
through access panel.**



**Port aft valve under floor just  
aft of galley**



**Stbd aft valve under floor at  
Nav desk**

## 17. Showers

Your yacht has a hot & cold, fresh-water shower in each head and on the transom. If the engine has been running, the hot water can be very hot – be careful!

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

The transom shower is located behind the port helm. There is a toggle switch located next to the shower head which controls the flow and temperature of the water. To switch the water on or off move the switch up and down, to change the water temperature, move it clockwise or anti-clockwise.

Finally, press down on the small button located on top of the shower head to release the water from the hose.



A toggle switch in each aft cabin internal shower drains the shower floor. In the fwd cabin, a foot pump is provided.



## 18. Refrigeration

The system on this boat is an upgraded 12v refrigerator and separate freezer. The fridge and freezer can run 24hrs a day if you wish. To ensure that it does not fail to keep your batteries charged. If the level goes below 12.2v the fridge and the freezer will automatically cut out. Refer to section 6 for instructions on how to charge your batteries. If you get excessive ice on your cooler plate **do not** chip away at the ice. If something is frozen on the cooler plate do not force it away. Use warm water if you need to melt the ice.

The thermostats are on the front of the units. If necessary, you can turn the system down or off if you wish. If it is not cold enough, augment the system with ice. We are in the tropics so please note that fruit, vegetables, and other fresh produce might not last if you expect.

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

**Galley fridge and freezer**



**Cockpit table fridge**



## 19. Propane and stove

Paradise Found is fitted with a three-burner stove and oven.



The propane tank is below the port helm seat.

### To use:

- The solenoid control panel is located to the right of the stove. Hold the red safety switch down and press in on the top of the button. A green LED will indicate that the solenoid is now open.
- To light, push and turn the knob you wish to use through 90 degrees anticlockwise and light the burner using the automatic igniter.
- 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.
- If you cannot get it to light, check the valve on top of the connected tank is open.
- When you have finished using the burners, or the stove, switch off the solenoid **before** you turn off the knob on the stove. This will burn the gas out of the lines, and you can test whether the solenoid is working. If the burner remains lit after switching the solenoid off, **you must** manually close off the tank in the cockpit.

**If you smell propane:**

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

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

## 20. Fire Safety

**Fire extinguishers are installed in each cabin, in the galley, at the Nav desk and in the cockpit locker.**

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.

- Pull the yellow key out.
- 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 of oxygen (air).



### 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.
- 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. 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.

**Magma Propane Grill**



**Regulator**



**Propane canisters needed for Grill**



22.

## Swim Platform

The swim platform toggle switch is at the port helm above the cockpit light switch. Safety switch/latch located at the center of swim platform, if this switch/latch is in the wrong position the swim platform is inoperable.

- The swim platform is either all the way up or all the way down.
- Engage the safety switch when the platform is up.
- Stay clear of the swim platform when it is motion.
- No standing on the swim platform when it is moving.
- No sailing or motoring of the yacht with the swim platform down.
- Swim platform should be down when on a mooring ball or anchored, the transom is very high when the swim platform is up.



Swim platform toggle switch



Swim platform safety switch



## 23. Dinghy & Outboard

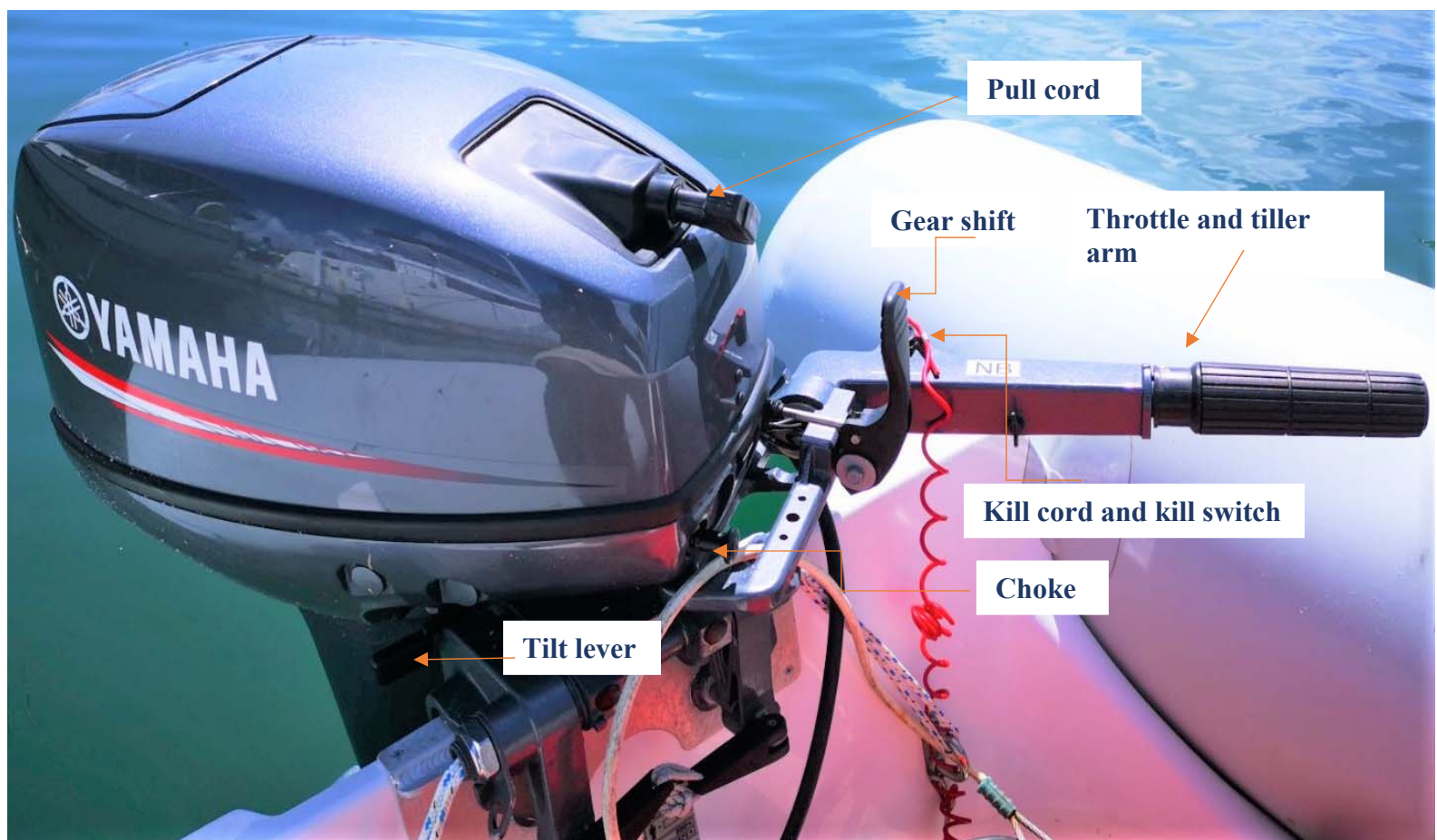
**The driver of the dinghy must be over eighteen and must always be wearing the kill cord. Never operate the dinghy under the influence of alcohol or drugs.**

- 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 choking.
- 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 with 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 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 in 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 start push choke back in.

## Outboard



## Fuel tank

