



**Information & operations manual for
Jeanneau 42DS 2007
'Tatiana'**

Welcome



Welcome to Horizon Yacht Charters and your Jeanneau 42DS "Tatiana". 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 don't hesitate to ask any of our professional, friendly staff if you have any questions.

All of 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

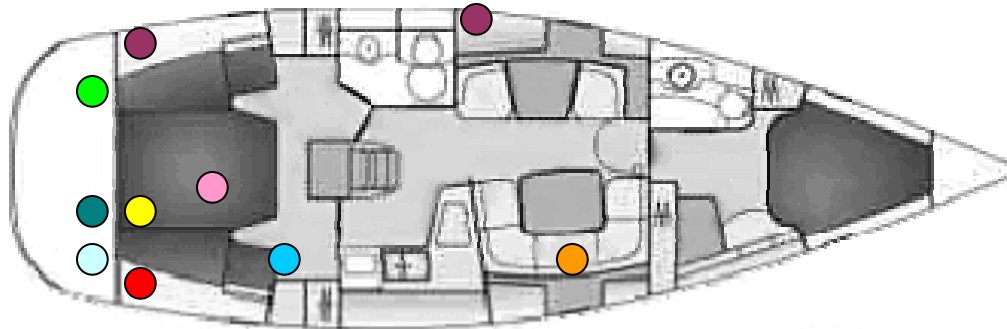
Telephone: (284) 494 8787

Duty Manager: (284) 496 0653 (Emergency Only)

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1. Yacht specifications



Length	42' 5"
Beam	13' 6"
Draft	5' 2"
Fuel	34 gallons
Water	94 gallons
Engine	54 hp Volvo

Location of:

- Fresh water refills (1 port aft quarter, 1 amidships port side)
- Diesel refill (starboard aft quarter)
- Manual bilge pump (at port helm)
- Propane tank (at port helm)
- Windlass breaker and battery breakers (aft cabin below berth on starboard side)
- Diesel cut off valve (aft starboard cabin, beneath the berth)
- 110 volt breakers (aft starboard cockpit locker)
- Water tanks change over valve (behind starboard mid seating)
- Generator (accessed through hatch at the back of the aft cabin)

2. 12v & 110v Panel



110v panel

12v panel

fuel/water gauge

12 volt panel

First column:
Cabin lights
12 volt outlet

Second column:
Fridge
Cell amp (for owner use only)
Fresh water pump
Bilge pump (note that this should always be switched to 'auto')

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

The circular button to the right of the 12v panel allows you to check the levels of your water tanks, fuel tank and your battery levels

110 volt systems:

First column:
Water heater
110v outlets

Second column:
Battery charger
Air conditioning unit



Located above the 12v and 110v panel are these breakers and switches. When on shore power, ensure the 'shore 1' and 'shore 2' breakers are on. When using the generator, ensure the 'generator' and 'transfer' breakers are on.

The 3 switches on the right hand side operate 110v systems:
Inverter: must be switched on when charging the batteries via shore power or generator. Must also be on when using the 110v outlets.
Air conditioner and a/c pump: See the separate instructions for operating the air conditioning for further information.

3. Inverter interface panel

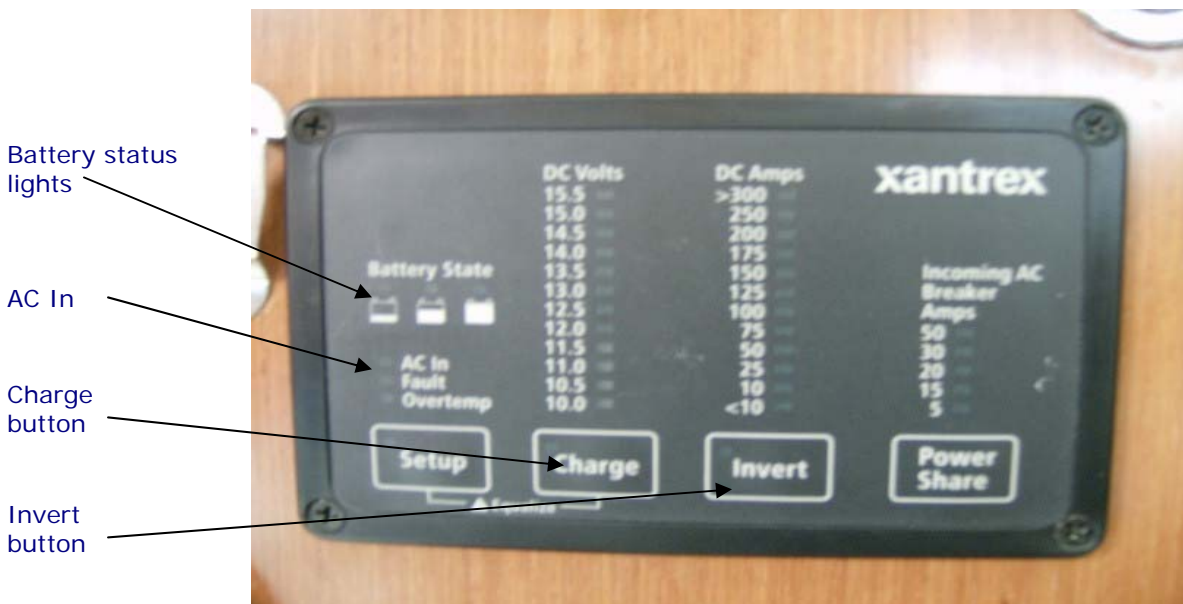
When plugged into shore-power, the "ac in" and one of the three battery status lights will be illuminated in the status bar. Under the control heading, the "charge" light will be illuminated.

TO USE THE INVERTER:

1. Start the yacht's engine; bring the rpm up to 1400.
2. Press the "invert" button under the control section of the panel. The green light on the switch will then illuminate.
3. All of the 110v outlets are now live.
4. Reverse steps 2 & 3 to switch off the inverter, but run the engine for ten minutes after the inverter is switched off, and check the battery levels 15 minutes after the engine is turned off.

Note that you also have to switch on the inverter switch on the 110v panel to use the 110v outlets.

Always ensure that you have switched the inverter off by checking that the switch on the panel is no longer illuminated. Leaving the inverter on will cause your batteries to rapidly lose their charge.



4. Engine start procedures



Stop button

Ignition key

- Engage the neutral button on the side of the throttle handle and set the handle forward to apply some revs.
- Turn key anti-clockwise for 10 seconds to heat the glow plug.
- Turn key one click clockwise to 'on' (an audible alarm will sound).
- Turn key further to clockwise 'start' and hold in this position until engine is running, (like a car ignition).
- Once the engine starts, adjust the revs if necessary and check that there is water coming out of the exhaust.
- When the throttle handle is returned to neutral the button springs back in, so the next time you move the throttle your gears will be engaged.

To stop the engine:

- Put throttle handle to neutral
- Push button to stop the engine, audible alarm will sound.
- Turn ignition key to 'stop' position.
- Leave ignition key in 'stop' position as per the above photograph.

Should you hear an engine alarm during operation, check which alarm light is on and then shut down the engine and contact Horizon.

All yacht engines run with diesel. There is a diesel filler cap on the transom which is clearly marked 'Diesel'. **DO NOT PUT WATER IN HERE!**



Bow Thrusters

Only operate the bow thrusters when the engine is switched on.

To switch the bow thrusters on; press the ignition button at the bottom of the pad.

The bow thrusters will automatically switch off after 5 minutes. To manually turn them off press the ignition button.

5. Daily engine checks

- Check the oil level using dip stick located to the left rear of the engine. The level should be at least halfway between the empty and full marks. To add oil open the oil filler cap on the top of the engine.
- To the back 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.

KEEP HANDS CLEAR OF ALL MOVING PARTS.

ANY PROBLEMS CALL HORIZON



Oil dip stick



Coolant reservoir

Coolant refill

Oil refill

6. Generator

Tatiana is fitted with its own generator which will run the 110v outlets, the air conditioning and will also charge the batteries in place of the engine. The generator is located behind the back panels of the aft cabin.



To start 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.
- Press the top switch down for 5 seconds. Whilst holding the top switch down, pinch the bottom switch up. Hold them both until the generator starts up and the psi reaches 58.
- The generator should continue to run when you release the switches.
- Allow the generator to warm up for 5 minutes and then gradually load up the system, adding one load every 2 minutes.

Stopping the generator

- Turn off all 110v systems
- Push down quickly on the bottom of the switch and release.
- The generator will close down.

Resetting the generator:

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

YOU MUST NOT RUN THE GENERATOR WHEN UNDERWAY

7. Air conditioning

The air conditioning breakers 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 ac pump first.
- Switch on the required units; there are 2: forward cabin and main saloon and aft cabin.
- 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 'fan' button.
- Set the temperature using the 'set' button and the 'up' and 'down' controls.
- The units will work best if the minimum temperature is set no lower than 63 degrees. Set it below this and you risk frosting up the unit and causing it to shut down.
- Only select the 'cool' mode.
- The remote panel will automatically display the ambient temperature.
- Switch the units off by pressing the 'off' button.



Bleeding the system:

When sailing in rough seas the air conditioning unit can become air blocked. When the unit is turned on the display will read '**Hi**' and only hot air will blow out of the vents.

If this happens open the bilge compartment in the saloon just before the forward cabin and located the bleed valve.

Open the bleed valve and purge the air out of the system. When water starts to flow out of the valve the air lock has dispersed and you must now close the bleed valve.

The air conditioning units can be either on or off during this process.



8. Instruments

Located at the starboard helm are the following Raymarine instruments:



ST60 Wind Indicator

ST60 Tridata

ST6002 Autopilot

Located at the port helm are the following Raymarine instruments:



ST60 Tridata

ST60 Wind Indicator

Located at the cockpit table is a Raymarine E120 chart plotter.



9. VHF procedures

Using the VHF radio:

Familiarise 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 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 to switch to a working channel after the contact is established. Do not use Channel 16 for your conversations – this channel is for hailing and distress only.

Channels to use:

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

In the event that your vessel is involved in a non-life threatening incident with an object or with another vessel, it is important that you contact the Horizon Office immediately at 494 8787 or 496 0653. Please remember to get as much information as possible about your location, the other vessel's description and what damage has been done to your vessel so that we can best assist you.

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

Types of emergency:

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

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

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

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

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

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

How to issue an emergency message

Select Channel 16 and press transmit button on handset

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

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

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

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

Wait 1 minute for a response, repeat message

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

10. Batteries

There are 3 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.

- Check the battery levels and make note of them before charging.
- Run the engine at 1400rpms or more for 1-1 1/2hrs.
- Shut the motor off.
- Wait 15 minutes before checking the battery levels, (directly after turning off the motor they will remain in an excited state for about 10 minutes).

Shore power:

Engage the two shore power breakers above the 12v panel. Ensure the battery charger button on the link 2000 panel is illuminated and that the 110v battery charging and inverter breakers are also on.

Generator:

Switch the two breakers at the navigation station from shore power to generator power. Ensure the battery charger button on the link 2000 panel is illuminated and that the 110v battery charging and inverter breakers are also on.

11. Anchoring & the windlass

Setting your anchor:

Preparation:

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

Location:

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

Action:

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

Attaching the snubbing line:

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

Setting a secondary anchor:

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



Manual operation of the windlass

If you lose power to your windlass, start the engine and give it some revs, to make sure you have not just got a low battery voltage. If you still have no power, you can operate the windlass manually.

To drop the anchor, insert your windlass handle into the central opening on top of the windlass. Turn the windlass handle so that the hold on the chain loosens and pull the break away from the windlass.

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 windlass with the handle.

When you have paid out sufficient chain, between 5 to 8 times the water depth, tighten the windlass completely to stop more chain from falling. Increase revs to 1500 rpm to set the anchor. If you drag, pay out more chain, and re-try 1500 rpm in reverse. When the anchor is set, fit the snubbing line then release more chain on the gypsy so that the load is taken up on the snubbing line.

To manually haul the anchor back up place your windlass handle in the outer opening and turn in the opposite direction. Apply the brake against the windlass.

12. Picking up a mooring buoy

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

13. Bilge pumps

Your yacht is equipped with 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. If the float switch fails to function flick the switch to 'on'. The manual bilge pump is operated from the cockpit and is located in front of the starboard helm.



14. Fresh water system

Tatiana is equipped with two water tanks with a capacity of 94 gallons split between them. To fill the tanks, let the water run from the hose for awhile before placing the end into the fillers that are located port and starboard amidships. Please ensure that the correct fillers are used, NOT the refills labeled waste or diesel.

To use the fresh water system, turn on the fresh water breaker on the 12v panel and open a faucet. When the tank runs out of water the pump will run at high speed, 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 pump
- Locate the change over valves behind the starboard saloon seating. The open valve will have its 'flat' ends in line with the pipe. Turn the valve 90 degrees to close the tank and open the other tank.
- Switch on the fresh water 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 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



Closed valve
(flat ends
lying across
the pipe)

Open valve
(flat ends in
line with the
pipe)

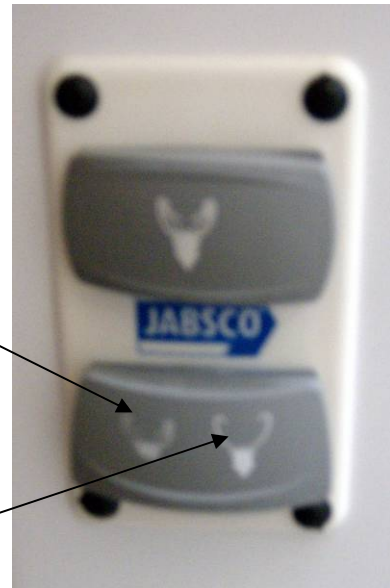
15. Heads

- Nothing is to be put down the head unless it has been digested first, with the exception of 3 sheets of paper.
- Prior to use, add some water to the bowl by pressing the left side of the bottom switch.
- To rinse out the bowl and rinse through the lines press the top button. This draws water into the bowl and through the lines. Make sure that the bowl **and** the lines are rinsed clean.
- To empty the bowl press the right side of the bottom switch until all the water has disappeared from the bowl and lines.
- Always leave the bowl empty of water in between uses.
- Wherever possible please use the heads ashore as this keeps our waters nice and clean.
- **Blocked heads will be cleared at a cost to you of \$120.00 sewage fee, plus a technician's fee of \$60 per hour, plus the call out fee.**



Add water
to the
bowl.

Remove
water
from the
bowl



16. 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 cautious!

In order to use the showers, the fresh-water pump must be activated on the 12v panel. The shower drains in the heads are also operated via switches on the 12v panel.

The transom shower is located on the transom behind the port helm. To operate the transom shower the fresh water pump must be activated on the 12v panel. There is also a toggle switch located next to the shower 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 temperature move left to right. Finally, press down on the small button located on top of the shower head to release the water from the hose.



17. Refrigeration

The system on this boat is an upgraded 12v refrigerator. This system is designed to run 24hrs a day if you wish. To ensure that it does not fail keep your batteries charged. If the level goes below 12.2v the fridge 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 to the cooler plate do not force it away. Use warm water if you need to melt the ice.

The thermostat is located in the unit; it is a black dial running from 1-7 with 7 being the coolest setting. 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 may not last as long as 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.

There is no drain for the fridge.



18. Propane and stove

The propane tank locker is located next to the helm seat on the port side.

To use:

- Turn the LPG switch on, this is located to the left of the fridge. This opens the solenoid on the tank. To light, turn the knob you want 90 degrees anticlockwise, push the knob in and light the burner using the automatic ignition.



switching the solenoid off **you must** manually close off the tank in the cockpit.

- 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 on the 12v panel **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

The 12v solenoid system is USCG approved device. You do not need to shut any manual valves unless you wish (or unless the solenoid stops working, as indicated above).

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

In the event that the alarm goes off follow these steps:

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

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

19. BBQ

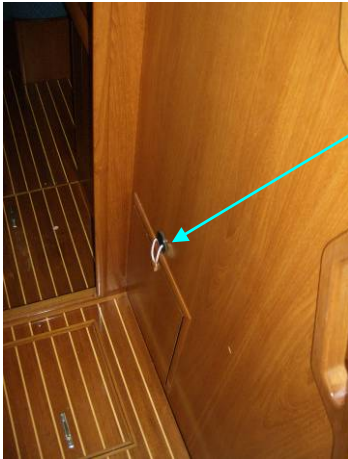
- When using the BBQ, tie your dinghy off at the side of the yacht, not off the stern
- Never use the BBQ while sailing
- Never use the BBQ on a dock
- Never change propane tanks when using the BBQ
- Make sure someone is always tending the BBQ when hot
- Call us if you have too much food



20. Fire Safety

Prevention is the best answer to fire safety.

- Always switch off the safety solenoid when stove is not in use
- Never leave the stove or oven burning unattended.
- Never change propane tanks whilst barbecuing.
- 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 to the companionway hatch steps and position the mouth of the extinguisher to the fire hole.

- Pull the red key out
- Squeeze the handles together 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. Read the instructions for use carefully.
- Ensure hands and limbs are protected from the fire by the blanket.
- Carefully lay the blanket over the fire, laying the blanket away from you and keeping yourself protected at all times from the flames.
- Once in place leave the blanket until all heat has gone from the scene of the fire, this way you can be sure that the fire has definitely gone out and will not re-ignite.

21. Dinghy & Outboard

The driver of the dinghy must be over 18, and must at all times 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 maneuvering in close quarters and a long line while sailing in open water, always tow with the engine tilted forward as it gives you an extra half knot and prevents unnecessary damage.
- If conditions are very rough, the outboard needs to be mounted on the push-pit.
- When going ashore for an evenings entertainment allocate a dinghy captain, someone who will bring the whole crew back to the boat safely, allowing the rest of the crew to enjoy various local cocktails and concoctions.
- To start the engine, lower the outboard 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 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.
- **Oil to gas ratio: 3oz per 1gallon**

