

FROM THE OWNERS OF FIREFLY

Welcome aboard!

Sail in the comfort of our beautiful 2001 Bavaria 34 “Firefly”. With two private cabins and the ability to sleep six, this sailing yacht can carry friends and family fast and safely to all destinations. She is a fractional rig with roller furling genoa and main where all controls lead to the cockpit, which allows for easy short handed sailing. Firefly is fully equipped including a propane stove and oven, refrigeration, forced air heat, full electronics and handsomely finished interior. She is our dream come true.

Please respect our need to maintain FIREFLY as a totally smoke free vessel.

We are immensely pleased with this fine vessel and look forward to sharing her with you, our guests. We hope that you will appreciate our gear and equipment choices and that you will enjoy sailing her as much as we do. You will find FIREFLY is very well balanced and sails beautifully. She keeps her speed in light air and is very stable in heavy weather.

We’ve prepared these notes to bring you up to speed quickly and to make your vacation cruise as trouble-free and enjoyable as possible.

Happy Sailing!

Paula, Paulette and Scott
Owners

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SPECIFICATIONS

Hull Specifications	Engine & Electrical
Year: 2001 Bavaria LOA: 35' 4" LWL: 27' 7" Beam: 11' 4" Draft: 6' 1" Displacement: 9,912 lbs Ballast: 3,086 lbs Bridge Clearance: 53'	29HP Volvo Penta MD 2030 diesel engine with sail drive. Cruising speed: 6 knots at 0.5 gal/hr Max speed: 7 knots Shore power Battery charger Two battery banks with monitor 12v DC "cellular outlet" AM/FM CD stereo
Accommodations	Galley
Diesel forced air heat Sleeps up to 6, in two cabins (double berths) and two salon singles. Single head with shower	Propane stove with oven H/C pressure water 12v refrigeration Deep SS sink SS propane BBQ on stern rail
Navigation	Mast, sails, rigging & deck
Raymarine RL70C Radar/Chart Plotter at helm Raytheon RC73 Radar/Chart Plotter at Nav Station Raytheon Autohelm 4000 Autopilot Icom VHF with remote microphone at helm Knotmeter Depth Sounder Compass Seated Nav Station	Fractional rig 140% genoa with roller furling In-mast furling main All lines led aft Electric windlass with hand-held control 35lb CQR primary anchor with 150' chain Secondary anchor Dodger Dinghy Walk-through transom with swim step and shower
Comments	Tankage
This beautiful Bavaria offers classic luxury and sleek performance. She has a rich interior with quality workmanship throughout. All sails are roller furled to provide utmost convenience and flexibility. All lines are led to the cockpit allowing for easy short handed sailing. This is a gem that will please the entire crew!	Fuel: 24 gallons Water: 80 gallons Holding: 10 gallons

SPECIAL CHARACTERISTICS/NUANCES OF FIREFLY

Battery Switch

Firefly is unique in that the starting battery and the house battery are automatically isolated and do not require a manual battery switch. Instead, the **red t-handle switch** (located under the nav table) switches the ground side of the two battery banks. **Never shut off the ground switch.** Instead the power button on the helm instrument panel should be turned off when the engine is not in use. An isolator assures all batteries are charged, while protecting the engine start battery from draw-down by house usage.

Securing Dinghy

When at anchor and running the diesel heater, tie the dinghy to the portside as the heater exhaust is on the starboard side and can melt the painter in a very short time. Also, if winds are in excess of 25 knots, lift dinghy on to the deck using the spare halyard. Strap upside down on deck.

Chart Plotter

Firefly is equipped with two Raytheon Chart plotters. The chart plotter at the Nav Station (black and white) is the master unit and must be on before the Helm unit (color) can be operated.

Lights

Lights in the Head and Aft Cabin are located near the Ports/Windows. When the ports are open, the light can melt the plastic. Please ensure that ports do not touch lights.

Ports/Windows

Ports on the Starboard Salon will leak if they are not thoroughly tightened.

Throttle Controls

Firefly is operated by one gear shift/throttle instead of two. The gear shift/throttle handle has three distinct positions (detents): forward idle, neutral, reverse idle. Moving the handle beyond the idle detents, increases engine throttle/RPM's. From the neutral position, holding in the button at the base of the handle (gear handle button) allows you to increase throttle/RPM without putting the transmission in gear. When you bring the throttle back to the straight up position, the gear handle button will pop out. Now you may engage forward gear by pushing ahead on the throttle or reverse gear by pulling back on the throttle. ***Please remember to pause in the straight up position when changing shifting from forward to reverse and visa versa.***

When under sail, with the engine off, DO NOT put the gear shift in reverse as often done with other sailing vessels to prevent the propeller from rotating. This is hard on the sail drive.

Prop Walk

Firefly has a left handed prop and walks to starboard in reverse.

ANCHORS

Our boat is equipped with two anchors, one forward and one in the starboard cockpit locker. The primary bow anchor is a 35 # CQR style/plough with 150 feet of chain. The chain is marked in 30-foot intervals with colored tags. There are yellow nylon lines through the chain at 30, 90 and 150 feet.

The secondary/stern anchor is a Danforth with 20 feet of chain and 150 feet of nylon line is located in the starboard cockpit locker.

Anchor Scope

The appropriate anchor scope to use in the islands is 4-to-1. Of course if the wind comes up, don't hesitate to let out more scope. Most coves are 15'-30' deep, so expect to pay out about 60'-100' of rode. After you have paid out the suitable amount of rode, 30 seconds of reverse sets the anchor and tests its holding power. For a better nights sleep, we recommend putting the throttle at half speed in reverse to prove to yourself that the anchor is well set!

NOTE: Firefly has a fin keel and draws 6'1" ...so figure on 6 1/2 feet to be on the safe side.

Windlass

The engine must be running when you operate the windlass. The electric anchor windlass has a handheld control which is stored in the nav table. This plugs in to the electrical socket at the windlass. The breaker (i.e., the "on" and "off" switch) for the windlass circuit is on the main DC panel (#14).

Lowering Anchor

- Release locking pin on anchor shaft.
- Hand feed the anchor off the bow roller (use care not to hit the bow with anchor).
- Push down button on hand held control.
- After you have paid out the suitable amount of rode, 30 seconds of reverse sets the anchor and tests its holding power.
- Once the anchor is set with appropriate scope, attach the snubber line located next to the windlass control. The snubber line is used to remove the load from the windlass. Hook the chain and route the line to a bow cleat. This can be done so anchor locker door closes.

Retrieving Anchor

Note: When retrieving the anchor, *never* use a windlass to pull the boat up to where the anchor is set. **Safety note: Always keep hands clear of the windlass catwheel!**

- Head the boat under power toward the anchor while using the windlass to take up the stack chain.
- Retrieve slack chain and finally the anchor, use the windlass UP button.

- Once the anchor is out of the water, please retrieve it by hand, placing the anchor's shaft on the rollers (**please do not pull the anchor up onto the rollers using the power of the windlass.**)
- Lift and place the remaining slack chain over and onto the catwheel so as to take up the slack.
- Pull back anchor high enough so locking pin holes line up.
- **Secure the anchor with the locking pin.** (The chain over the catwheel on the windlass should not be the only thing keeping the anchor from returning to the sea bottom!)
- After securing the anchor, immediately switch the windlass breaker "off" to prevent draining the batteries.

BARBECUE

The stainless steel propane BBQ is mounted port side on the stern rail. The propane canisters for the BBQ are stored in the port cockpit locker.

As a courtesy to the next guest, please use the wire brush attached to the BBQ to clean it after use.

CAUTION: The outboard, if you have one, mounts on the rail (while underway) next to the BBQ. Never use the BBQ with the outboard on the rail mount. Put it on the dinghy. The outboard contains highly flammable gasoline and could explode from the heat of the BBQ!

BATTERIES

Batteries are located under the starboard salon berth. Firefly is unique in that the starting battery and the house battery are automatically isolated and do not require a manual battery switch. Instead, the red t-handle switch (located under the nav table) switches the ground side of the two battery banks. **Never shut off the ground switch.** Instead the power button on the helm instrument panel should be turned off when the engine is not in use. An isolator assures all batteries are charged, while protecting the engine start battery from draw-down by house usage.

Starting Battery was replaced in September 2005.

House Batteries were replaced in March 2006.

BATTERY CHARGER

When hooked up to shore power, always turn on the battery charger at the AC Panel.

BERTHS

FIREFLY sleeps six - two in the forward cabin; two in the aft cabin; and two in the main salon. Salon berths are 6'4". Four comforters are on board, queen-size for the V-berth and aft cabin

and twins for the salon berths. Main salon back rests flip up for additional sleeping space and storage.

The V-berth and Aft cabin have air flow venting under the cushions to help with condensation. **Cushions should be lifted up each morning to air dry.**

BILGE PUMPS

There are two bilge pumps. The bilge pump switch is (# 9) on the DC panel. The electric bilge pump has a float switch. When there is enough bilge water to “float” the switch, the pump engages automatically. The electric bilge pump can be found by carefully removing the bottom drawer of the salon table.

The manual bilge pump operates from under the helm seat. The handle (black) is located in the port cockpit locker. Monitor bilge water daily by opening the floor board aft of the salon table.

CAUTION: If you hear the bilge pump run, please investigate immediately. Report it to San Juan Sailing either by phone or VHF if a significant problem, or upon your return if a minor problem.

CELLULAR PHONE AND COMPUTER

Cellular coverage in the islands is better than VHF. A cigarette lighter 12 volt outlet is installed at the nav station to recharge your phone or computer. You must turn on the #8 circuit breaker at the panel to bring power to the outlet.

COCKPIT CUSHIONS

Firefly has custom cockpit cushions. Cockpit cushions may be cleaned with soapy water and sponge. Cushions can be stored under the dodger at night to keep dry. When dry and not in use, please store in the V-berth. Please beware of sharp objects! Also, please avoid stepping on the edges which cracks them. Thank you!

DINGHY

Firefly has an inflatable AquaDutch dinghy. Towing works best when the dinghy is brought close to the boat—about 4 or 5 feet off the stern. This lifts the bow, reduces drag, and lessens the chance of wrapping the painter around the propeller. Tie the painter off twice—once at a cleat then the bitter end to the stern rail. We’ve recovered dinghies “lost at sea” by others who relied on a single cleat hitch. If winds are in excess of 25 knots, lift dinghy on to the deck using the spare halyard. Strap upside down on deck.

Note: When at anchor and running the diesel heater, tie the dinghy to the port side as the heater exhaust is on the starboard side and can melt the painter in a very short time.

Please take special care when beaching the dinghy. The dinghy has a very soft bottom and can be damaged easily. Please refer to the dinghy beaching procedure in your charter guest book. Most of the beaches you will land at are strewn with barnacle covered, bottom slicing rocks. When approaching the shore, weight the dinghy aft by leaning or moving toward the back of the dinghy. Then offload everyone over the bow. Lift the dinghy above barnacle height using the hand lines on either side, and deposit it gently on the beach. Also remember to secure the painter under a rock or to a log—especially in the case of a rising tide.

A repair kit is located in the under the port side salon berth.

DODGER

The dodger’s plastic “glass” is vulnerable to scratching from salt crystals, especially after sailing into a challenging breeze. The salt spray on the glass dries in the wind, leaving behind tiny salt deposits that obscure your vision.

Please avoid directly touching the glass with a rag or sponge. It’s like rubbing the glass with sand paper!

To clean, use generous amounts of fresh water from a pan from the galley or a sopping wet sponge to “flood” the glass and dissolve the salt crystals away. If the dodger glass is really clear, you can thank previous guests for their diligence. And we thank you too!

ELECTRICAL PANEL

Most switches at the panel board are self explanatory, but some circuits are unique.

DC Panel

- #1: Anchor Light
- #2: Steaming/Masthead Light: This light is used when you’re underway with the engine running with reduced visibility (fog). (But please be advised that night passage-making is not permitted under terms of your agreement with San Juan Sailing.)
- #3: Running Lights
- #4: Deck Lights
- #5: Cabin Lights
- #6: Engine Instrument Panel Light
- #7: Sailing Instruments
- #8: 12 volt plug at Nav Station
- #9: Bilge Pump
- #10: Fresh Water Pump: This pump pressurizes an accumulator located beneath the galley counter, and it shuts down when the tank is at “working pressure”. If you don’t hear the pump start up when you turn it on at the panel board, hopefully it means that the system is at working pressure – you should hear the pump start again after you use some fresh water.

- #11: Shower Sump Pump
- #12: Refrigerator
- #13: Radar/Chart Plotter (once panel switch is on, you still need to manually turn on plotter)
- #14: Anchor Windlass
- #15: Radio/Stereo
- #16: Holding Tank Pump

AC (120V) Panel

FIREFLY has no inverter. The four AC outlets will only function while connected to shore power

- Main 30 amp breaker (shore power circuit breaker)
- Main cabin outlet (nav outlet)
- Water heater
- Battery charger
- AC outlets starboard (head and v-berth)
- Galley outlet

ELECTRONICS

- | | |
|---|-------------------------------------|
| • Raytheon ST60 speed/depth | • Raytheon 2KW Raydome on mast |
| • Raytheon Raychart RL70 Radar/Chart Plotter (at nav station) | • Raytheon Autohelm 4000 auto pilot |
| • Raytheon RL70C Chart Plotter at helm (replaced 2005) | • Icom VHF with remote |

The radar/chart plotter/GPS, depth sounder, wind instrument, and autopilot are all Raytheon products. There are laminated Raytheon-prepared quick operating reference guides in the Nav station. If you take them out during your charter, please return them for the next charter guest.

Cellular Telephones

Our boat is equipped with a 12-volt cigarette lighter type outlet that may be used for recharging your cellular telephone. It is located at the navigation station, for power turn on switch #8.

Depth sounder

The digital depth sounder will not give accurate readings beyond 600'. Use the depth sounder only as an aid to navigation in shallow water. However, the key to avoiding rocks is not the depth sounder—but knowing where you are at all times. (Rocks are the greatest navigational and safety hazard in the islands—but they are all clearly marked on the charts.) We do not recommend using the alarm. It is likely to sound at inappropriate times such as late at night while fish are passing beneath the transducer.

Instrument Covers

Please put on instrument covers at night. Covers can be stored in the Nav Table during the day.

Radar/Chart Plotter

Firefly is equipped with two Raytheon Chart plotters. The chart plotter at the Nav Station (black and white) is the master unit and must be on before the Helm unit (color) can be operated. The chart plotter may be used without the radar to minimize battery drain. GPS input to the Chart plotter comes from a Raystar 120 WAAS receiver mounted on the starboard stern rail.

How to Use Radar/Chart Plotter

- Turn on Chart Plotter at the electrical panel switch labeled plotter (#13).
- Turn on Nav Station Chart Plotter first. Press and hold the power button at the lower left corner of the unit until it beeps and turns on the display.
- Turn on Helm Chart Plotter.
- Use the power switch to toggle between Standby and Transmit. If you plan to save electricity and use the chart-plotter only, toggle to Standby. The unit will start up in its last pre-shutdown mode (radar only, chart only, or split screen).
- Use the display key located at the upper right corner of the unit to change modes.
- To shut off chart plotter, press and hold the power key for 3 seconds. (as with a computer, you need to hold the power button for the count of 1-2-3, so it shuts down properly).

Knotmeter

If the digital knotmeter shows a reading of “0.00” while underway, the impeller is most likely clogged with a piece of eelgrass. Sometimes it will float off overnight. You can also try removing it by traveling in reverse. However, the GPS input to the chart plotter provides an alternate and quite accurate speed indication.

VHF Radio

Turn on VHF radio at the DC Panel (#15), then plug in the remote access microphone into the port side of the binnacle. The main unit must be on for the remote microphone to work. The remote controls all radio functions of the unit mounted at the nav station from the steering station. We find this very convenient while entering and leaving moorings.

Radio Channels

You should monitor **channel 16** (the hailing and distress channel) during your cruise. After establishing contact on channel 16, switch to working channels 68, 69, or 79.

San Juan Sailing monitors **channel 79** during office hours (closed Sundays).

Weather Channels (1-8) should be scanned for the one with the best reception before sailing in the morning and prior to anchoring for the evening.

This is generally a light wind region but weather changes can be sudden. Listen for the “inland waters of western Washington”. You will hear “Strait of Juan de Fuca” (lies south of the San Juan’s), “Georgia Strait” (lies north), and “Rosario Strait” (runs through the eastern part of the San Juan’s).

Distress Calls/Emergencies

In case of a distress where you can no longer stand by the radio to pass your mayday, *use the red distress button on the radio.*

- First flip up the cover, then press the button. GPS input is automatically coded into your signal.

Refer to Charter Reference Manual for Maintenance Professional phone numbers and Emergency phone numbers. You can reach the San Juan Sailing office at (800) 677-7245 or SJS’s owner, Roger Van Dyken, at (360) 224-4300 (cell) or (360) 354-5770 (home).

EMERGENCY TILLER

The emergency tiller is located and mounted in the starboard cockpit locker. To use, carefully remove helm seat and stow, then mount tiller.

ENGINE

The 29 HP Volvo Penta engine is very reliable. Our cruising speed is 6.1 – 6.2 knots at 2900 RPM.

Throttle Controls

Firefly is operated by one gear shift/throttle instead of two. The gear shift/throttle handle has three distinct positions (detents): forward idle, neutral, reverse idle. Moving the handle beyond the idle detents, increases engine throttle/RPM’s. From the neutral position, holding in the button at the base of the handle (gear handle button) allows you to increase throttle/RPM without putting the transmission in gear. When you bring the throttle back to the straight up position, the gear handle button will pop out. Now you may engage forward gear by pushing ahead on the throttle or reverse gear by pulling back on the throttle. *Please remember to pause in the straight up position when changing shifting from forward to reverse and visa versa.*

When under sail, with the engine off, DO NOT put the gear shift in reverse as often done with other sailing vessels to prevent the propeller from rotating. This is hard on the sail drive.

Firefly has a left handed prop and walks to starboard in reverse.

Engine Starting

- Check the oil level. The dipstick is easily accessed on the starboard side of the engine. Access the engine by raising the companion way stairs. There is a wide gap on the dipstick between the full line and the fill line. **Do not overfill.** Use the onboard spare oil to add no more than a cup at a time. Then check the level again. Overfilling is a bad thing to do to a diesel. If the dipstick indicates no oil the first time you check it, reinsert and try again - the correct level will show when the air lock bubble is broken. Expect the oil to be blacker than that of a gasoline powered automobile engine...this is normal for a diesel after only a few hours of operation.
- While looking in the engine compartment, check the coolant level in the overflow bottle (white plastic container on port side of engine).
- Check for belt tightness and leaking fluids.
- Check raw water strainer/filter.
- Check water level in batteries (under starboard salon seat cushion). SJS Maintenance does this prior to charters going out.
- Look over the stern for things that could foul the propeller.
- Make sure the gearshift/throttle handle is in neutral (straight up). Push in gear handle button to allow throttle without shifting into gear.
- Push the throttle lever about 1/3 forward.
- From the Helm, push on the engine instrument panel power button.
- Push glow plug toggle up and hold for fifteen seconds (five if engine is warm).
- Press and hold the starter button. Expect the engine to start in 5 seconds or less. If the engine doesn't start, wait 15 seconds and try again.
- After the engine starts, release the start button, check for water gurgling out the exhaust, then gradually ease the throttle back to 1000 RPM's on tachometer.
- While the engine warms, check your fuel level. Fuel gauges sometime stick but hour meters seldom lie.
- **Please allow 5 minutes of warm up before placing a load on the engine.** It is very hard on a diesel to be placed under load when cold.
- When you bring the throttle back to the straight up position, the gear handle button will pop out. Now you may engage forward gear by pushing ahead on the throttle or reverse gear by pulling back on the throttle. ***Please remember to pause in the straight up position when changing shifting from forward to reverse and visa versa.***

Refueling/Fuel Consumption

To avoid the possibility of sucking air or sludge when the fuel level approaches 1/8 of a tank, refuel when the fuel drops below 1/4 full. **Please do not exceed 3200 RPM because it's hard on the engine (at very little increase in speed).**

Engine Overheat

If the buzzer sounds while the engine is running, immediately check the engine instrument panel for oil and/or coolant temperature lights. If the oil light is on, shut down the engine, check the oil level, and contact San Juan Sailing. The alarm buzzer is more likely to indicate engine overheating. Check for water gurgling out the exhaust before you shut down the engine. If you

had a wet exhaust, check the coolant level after the engine cools down. If there was no water gurgling out of the exhaust, the seawater strainer is likely plugged with eelgrass. Check the raw water strainer/filter in the engine compartment.

The best solution to this problem is prevention—keep an eye peeled for eelgrass masses, especially along those “soapy” tide and eddy lines in the water. When eelgrass gets sucked into the engine cooling water intake, it jams the raw water strainer.

Raw Water Strainer/How to Clear

- Raise the companionway stairs for access.
- The seacock does not need to be closed as the filter is above the waterline.
- Remove the top of the strainer by turning it counterclockwise.
- Extract the stainless steel filter element by pulling up on the filter element.
- Remove the eelgrass.
- Carefully reinsert the stainless steel filter element into the strainer.
- Replace the lid and tighten by turning it clockwise.
- If upon restarting the engine overheats again, check the seal between the strainer and its lid. If the strainer is drawing air, it won't draw water. (If needed, shut the engine down, and open and retighten the lid on the strainer.)

Engine Shutdown

Do not turn off the engine instrument panel power while the engine is running!

- First bring the engine gearshift/throttle handle to the neutral/idle position.
- Allow the engine 5 minutes to cool down.
- Then pull the engine stop t-handle on the starboard side of the helm.
- After the engine stops, push in the handle and turn off the engine instrument panel power.

FUEL TANK/FUELING

The 24-gallon tank is located under the starboard cockpit locker floor. The engine consumes half a gallon of fuel per hour. To avoid the possibility of sucking air or sludge when the fuel level approaches 1/8 of a tank, refuel when the fuel drops below 1/4 full.

Fueling

- Please be very careful when fueling. When removing the red fuel cap, please be careful not drop the lid.
- Never allow maximum flow from the filler hose.
- The fuel fill is located on the starboard side of the transom.
- The tank vent is located next to the filler.
- Use paper towel or oil absorbent pad over tank vent when fueling to prevent a spill.
- Fill slowly and carefully. Have someone watch the fuel gauge.
- When the pipe begins to gurgle like its full, you are probably full.

- If fuel burps out the vent, wipe up and clean with soap to avoid yellowing the stern and polluting the water.
- Also be very careful of drips when removing the hose. Diesel and shoe bottoms are a very slippery and dangerous combination.

Note: Unlike automobile fuel gauges, fuel gauges on boats are notoriously inaccurate. Firefly has been accurate, however, whenever the fuel level drops below ½ full, you should refuel at your next opportunity. NEVER let the fuel level fall below ¼ full or you're in danger of running out of fuel. (Towing and the cost of a mechanic to bleed the air from the fuel lines is an expensive proposition for a charter guest.)

HEAD AND HOLDING TANK

Please do not put anything in the toilet that you didn't eat first. Deposit toilet paper (and feminine items) in the receptacle next to the toilet, not down the toilet. FIREFLY has a 10-gallon holding tank mounted in the starboard cockpit locker. (San Juan Sailing staff will discuss holding tanks and pump outs on your arrival.)

A "Y" valve is located on the washbasin cabinet next to the head. In one position, the toilet will discharge overboard. In the other, it will discharge into the holding tank. If you use the holding tank, please monitor it carefully! **If the toilet pump starts to resist your flushing effort, don't force it!** Exploding or leaking sewage is most unpleasant! Search out the problem and correct it.

To empty the holding tank overboard (where appropriate to do so):

- Open the "tank out" seacock under the sink in the head.
- To activate the macerator pump, turn switch #16 on the DC panel.
- It usually takes no more than three minutes to empty to the tank. The pumping sound will change when the tank is nearly empty.
- Turn pump off immediately!
- If you pump out the holding tank at a shore facility, please fill it with fresh water through the deck fitting to rinse, then pump it out again. Thank you!

HEATER

The diesel fired Espar cabin heater is located aft, in the starboard cockpit locker. The heater exhaust is located on the starboard side of the hull. There are outlets at floor level in port side main salon, aft cabin, v-berth and the head. Check and make certain that vents to the part of the boat that you are trying to heat are open. The heat is dry, comfortable, and on those rainy days or cool evenings, makes a huge difference in cruising comfort! The heater should not be allowed to run overnight.

Operating Heater

- When at anchor and running the diesel heater, tie the dinghy to the portside as the heater exhaust is on the starboard side and can melt the painter in a very short time.

- Turn on Heater Control. The heater control is located at the Navigation Station, next to the VHF radio.
- The rocker switch above the rotary dial turns the heater on or off (a red light will illuminate when heater is on).
- Rotate the dial clockwise to increase the temperature setting.
- Run heater on HIGH until cabin warms up, then SHUT OFF. (do not run on low)
- Turn on again as needed.

NOTE: To maintain the heating unit and prevent carbon build-up it is important to have a “clean burn”. This means that we run the heater on high until the cabin is warm, then we shut off the unit versus keeping the unit on low for long periods of time.

LIGHTS

Cabin lights are turned on from the DC Panel #5. Please be careful, as the lights can get hot.

CAUTION: Lights in the Head and Aft Cabin are located near the Ports/Windows. When the ports are open, the light can melt the plastic. Please ensure that ports do not touch lights.

PORTS/WINDOWS

Ports are opened by turning knobs to the left. To close ports, turn knobs to right and hand tighten. **Note: Ports on the Starboard Salon will leak if they are not thoroughly tightened.**

REFRIGERATOR

The well-insulated refrigerator must be turned on at the DC panel # 12. The compressor is located under the port side salon berth. The thermostat is located inside the refrigerator and we recommend keeping it set at #5. If you wish to conserve the house battery, run the refrigerator during the day only, not at night.

There is no refrigerator drain. A hand pump is located under the sink.

SAILS/RIGGING

Mainsail

The mainsail has in-mast furling.

- When setting or shortening sail, keep a slight hand-over-hand tension on the opposing line – that is, slight tension on the furling line while pulling on the outhaul and a slight tension on the outhaul while pulling on the furling line.
- Stop off the furling line in the line stopper just before the mainsail is fully extended.

- Sails are best furled while you are close hauled in order to provide some tension on the sail (from the wind) for a nice, tight wrap. It may be helpful to release mainsheet to help in furling.
- In heavy winds, make sure that the furler control at the mast is on ratchet.

Headsail

The genoa/jib also has roller furling. As with the main, slight hand-over-hand tension on opposing lines – sheet and furling line – prevents problems such as a rat’s nest on the drum (should the wind catch the sail and unwrap it violently) or a baggy furled sail. Be sure to tie off and secure furling line to prevent unfurling.

SAILING & HANDLING CHARACTERISTICS

FIREFLY is a delight to sail. Her sail plan (small roller-furling genoa, in-mast furling main, and no spinnaker) was selected with consideration for single or short -handed sailing.

Under power, she backs to starboard. However, once she has sternway, FIREFLY is easily steered with small rudder changes.

Her perfect breeze is 15-20 knots with heel at 15-20 degrees. Full sail can be carried in winds up to 20 knots. If you reach the edge of your comfort envelope sooner, it’s easy to use the roller furling to incrementally shorten your sails.

SHORE POWER

The shore power cable is kept in the port cockpit locker. Shore power is connected on the transom. Shore power adapters are kept in under the port salon berth.

SHOWER

Hot water is stored in the insulated tank located under the aft cabin berth. It takes about 30 minutes of running the engine under load to get hot water. When on shore power, you can heat your water electrically.. The water heater is on the AC Panel.

To Shower

- Turn on Water Pressure #10 on DC Panel.
- Turn on the Sump Pump on at the DC panel #11, it is manually controlled by a silver push button switch located on the washbasin cabinet.
- Experienced cruisers know the sailor’s shower: get wet, turn it off, soap up, rinse off. If the shower basin overflows, you’re using too much water.
- Turn off Water Pressure and Sump Pump.

CAUTION: the engine can heat the water to scalding temperatures!

SWIM PLATFORM SHOWER

On warm, sunny days, an alternative to the below decks shower is the swim platform shower. This is also a good way to rinse off salt after swimming or dirt after going ashore.

STEREO/CD/FM

The FM stereo/CD player has both inside speakers and cockpit speakers. Upon applying power, the speakers are equally balanced between inside and cockpit. To adjust between the inside and out, use the FADE function, fading forward for inside, and fading back for outside. In quiet anchorages and in marinas, your neighboring boats will appreciate your courtesy in fading the sound to the “forward” inside speakers.

STOVE

The gimbaled propane stove has two burners and an oven. Propane is heavier than air and requires caution. For your safety, please follow these procedures:

- Open propane tank valve located in the propane locker (under helm seat on starboard side). Open the tank valve to the fully open position.
- **Make sure all stove control knobs are in the “off” position!**
- Turn the electric solenoid switch located just below the sink to “on”. A green light will appear, and you’ll hear a click in the propane locker as the solenoid valve opens. **Caution: The solenoid switch can be accidentally turned on or off if you brush up against it.**
- Use lighter stick or a match, push in the stove control knob and turn to the left to high. The burner should light immediately. Hold control knob in for the count of three before releasing.
- When finished with the stove, shut off the burner(s), then shut off the solenoid switch. (What little propane remains in the line from the tank to the galley is insignificant, and even if this tiny amount of propane were to leak into the cabin, it would not cause a problem.)

If you do not intend to use the stove again in the next several hours, it’s also a good idea to shut off the hand valve at the tank. Then you’ll have both the solenoid valve and the hand valve protecting against a potential propane leak into the main cabin. (You’ll sleep much better!) Please note that both propane valves – the hand valve and the solenoid valve – are located in the propane locker in the aft of the cockpit, which is vented and isolated from the rest of the boat. Any leaks there will move down, out, and away from the boat.

Propane tanks normally lasts for several weeks. San Juan Sailing’s staff fills the propane tank every 3 weeks.

TABLES

Main salon table should be latched down while under way. Two hooks are located at the forward end of the table.

THRU-HULL FITTINGS

A diagram of thru-hull fittings is attached in Appendix A. In the event of a thru-hull leak, wooden boat plugs are located in the nav table.

TOOLS & SPARES

A toolbox and selected spares, including filters, belts, etc., are located under the port side salon berth.

WATER – HOT & COLD PRESSURE

Water pressure

The fresh water pump switch is #10 on the electrical panel. Please switch this off when motoring or sailing. You could burn out the water pump should one of the tanks run dry (and you would not hear the pump running over the sound of motoring or sailing).

Water tanks

We have two water tanks, a 40 gallon tank (#1) located in the V-berth and a 40 gallon tank (#2) located under the aft cabin berth. The tank selection valve is under the galley sink. (please see directional note on sink door). The tank gauge is located on the main DC panel. Use the rocker switch to check the level of each tank. State parks have no pressurized water to refill tanks, but all points of civilization do. If you practice simple conservation, you shouldn't run out of water.

WINCH HANDLES

Winch handles are stored under the Nav Station at knee height when not in use.

Thank you in advance for taking special care of Firefly!

We're delighted to have you as our guests aboard FIREFLY!

Thru-Hull Fittings

