

Contents

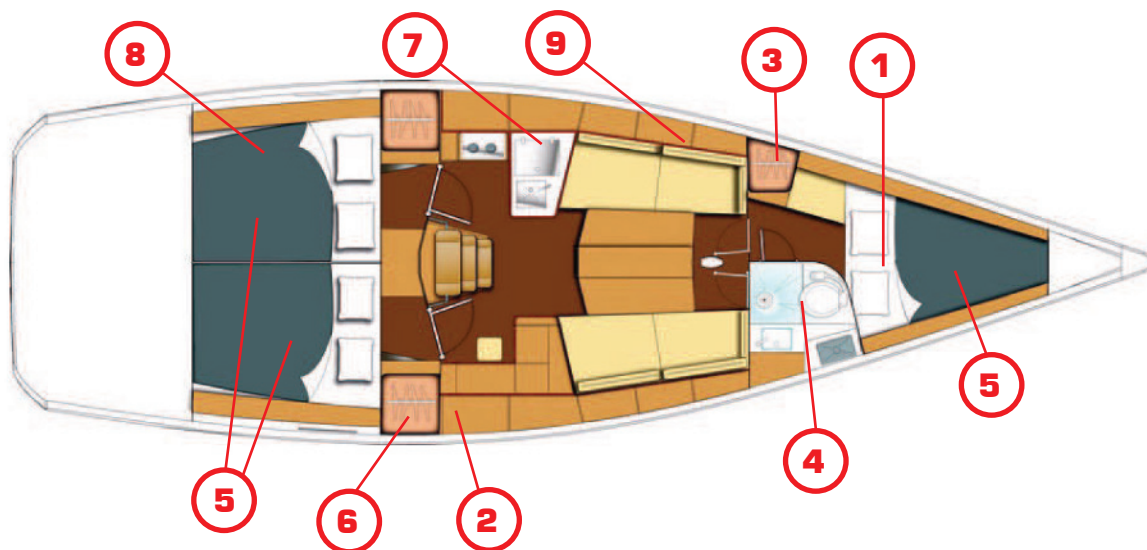
Useful Information About the Beneteau Sunsail F40.....	2
Safety Equipment below Decks	3
Safety Equipment above Decks	6
Electrical Panel	9
Toilets and Holding Tank	10
Bilges	11
Fridge	14
Gas & Cooker	15
Smoke Detector	18
Engine	19
Battery, water and fuel	21
Heating System on Board	22
Sail Drive	23
Emergency tiller	24
Windlass	25
Garmin Quick Guide to Operation	26
Spinnaker	32

Useful Information About the Beneteau Sunsail F40

SUNSAIL F40

- **MAKE**- Beneteau Sunsail F40
- **LENGTH OVERALL**- 12.58m
- **LENGTH ON WATERLINE**- 10.6m
- **OVERALL BEAM**- 3.89m
- **DRAFT**- 1.95m
- **FUEL CAPACITY**- 130 litres
- **WATER TANK CAPACITY**- 295 litres in two tanks
- **LOCATION OF WATER TANK CHANGE OVER VALVES**- Under cushion in saloon on port side
- **NO OF BATTERIES**- 3-2 domestic and 1 engine
- **LOCATION OF BATTERIES**- Domestic under cushion in Port and Starboard Aft Cabin and Engine inside Engine bay.
- **FRIDGE**- Runs off shore power and whilst the engine is running.
- **SEACOCKS AND LOCATIONS**
 - 3 in Aft Locker on deck
 - 3 in Galley Area
 - 4 in Heads
 - 1 on Engine

Safety Equipment Below Decks



1: Fore Cabin under bunk

Boat hook-on bunk
Storm Boards
Storm Jib

2: Navigation Station

Spotlight
Emergency VHF aerial
Fog horn
Lead line with 30M of line
Emergency Navigation Lights
Rigging Cutters with spare blades
Tool kit
Engine Spares
Morse signalling torch
Searchlight with long line
Handheld compass
Charts
Barometer
Clock
Binoculars
Handheld VHF

3: Fore Cabin-port locker

14 Lifejackets and 12 safety lines

4: Heads

Solas No 2 cards-on door

5: All 3 cabins

Emergency torches
Fire extinguishers
Smoke Alarms - only in Port and Starboard aft cabins

6: Starboard aft cabin

First Aid Cat C-Orange bag

7: Galley

Fire Blanket
Galley strop and attachment
Companion Way Steps
Fire Extinguisher
Knife

8: Port Aft Cabin under bunks

Bolt cutters
Portable bilge pump
Sail repair kit
Bosuns' Chair
Radar Reflector

9: Locker-Port side Saloon

General first aid and booklet
Wooden bungs are attached to all seacocks

Guidelines for use of safety equipment

1. Fore Cabin under bunk

Boat hook- On bunk. The boat hook is extendable and operates by lifting the pole vertical once attached to the object in the water

Storm Jib-to be hoisted when conditions require

Storm Board-to be used to protect the fore peak windows if sailing in rough weather

2. Navigation Station

Emergency VHF aerial - In case of aerial failure on the VHF, you will need to connect to the back of the VHF and attach onto an object which can be raised. An example of this might be a deck brush or boat hook.

Fog horn- The fog horn combines the powerful blast of sound of a gas fog horn, with the simplicity of a mouth horn which delivers over 100 dB. Just put your mouth over and blow.

Lead line with 30M of line-please use the lead line at the start of every charter/course to double check your depth gauge

Emergency navigation lights - these will need to be attached using cable ties. Please be aware that they are not as bright as normal navigation lights so keep a good look out

Rigging cutters- with spare hacksaw blades- for use in an emergency to cut rigging

Morse signalling torch- SOS is the commonly used description for the international Morse code distress signal **... — — — ...**

Searchlight with long line -please use 12V connection in cockpit when using the spotlight.

Handheld compass

Charts-covering Solent, Dorset and Channel Islands-if you require additional charts please speak to the Duty Manager.

Barometer-please record the barometer hourly with the ships Log-5mb in 3 hours equates to Force 6

Clock

Binoculars

Handheld VHF-This is located in a cradle which charges the handheld. Can you please turn on and check charge, on Channel 16 and on high wattage. This is to be used in emergency.

3. Fore Cabin-port locker

14 Lifejackets and 12 safety lines-please read section in safety manual on operation of lifejacket. It is always prudent to issue lifejackets and safety lines to each crew member before the start of any voyage and it is recommended you wear them at all times.

4. Heads

Solas No 2 cards-on door-please read for instructions on distress signals

5. All 3 cabins

Emergency torches-attached into clips in all cabins-only to be used in emergency
Fire extinguishers-if safe to do so, unclip from holder, remove pin and aim at the base of the fire.

Smoke Alarms-these do have a nuisance alarm if you burn food in galley

6. Galley

Fire Blanket-please read instructions on blanket. It is important to remember to keep the blanket over your hands as you place the blanket over the fire. It is located on the port side of the companion way steps.

Galley strop and attachment-To be used when cooking at sea-oilskins and shoes must be worn

7. Starboard aft cabin

First Aid Cat C-Orange bag. **THIS CAN ONLY BE OPENED UNDER MEDICAL SUPERVISION**

8. Port Aft Cabin under Bunk

Portable bilge pump handle-one litre pump with one metre tube, to be used to take out excess water. In the case of an emergency please use manual and electric first.
Sail repair kit-Instructions in bag. Please inform Technical Support of any tears in the sail.
Bosun's Chair-if you need to go up the mast please make sure you have two lines attached to the bosun's chair and a briefing on what will happen before anyone goes up the mast. Please call the Technical Support for advice.

Radar reflector-please use spinnaker halyard to hoist to the highest position and a line attached to the bottom of the radar reflector tied to the deck.

9. Locker-Port side Saloon

General first aid and booklet-please inform the duty manager of any first aid kit used during your charter/course. If medical assistance is required please call the coastguard first on CHANNEL 16-MAYDAY OR PAN PAN. Please report any accident as soon as it is safe to do to the duty manager

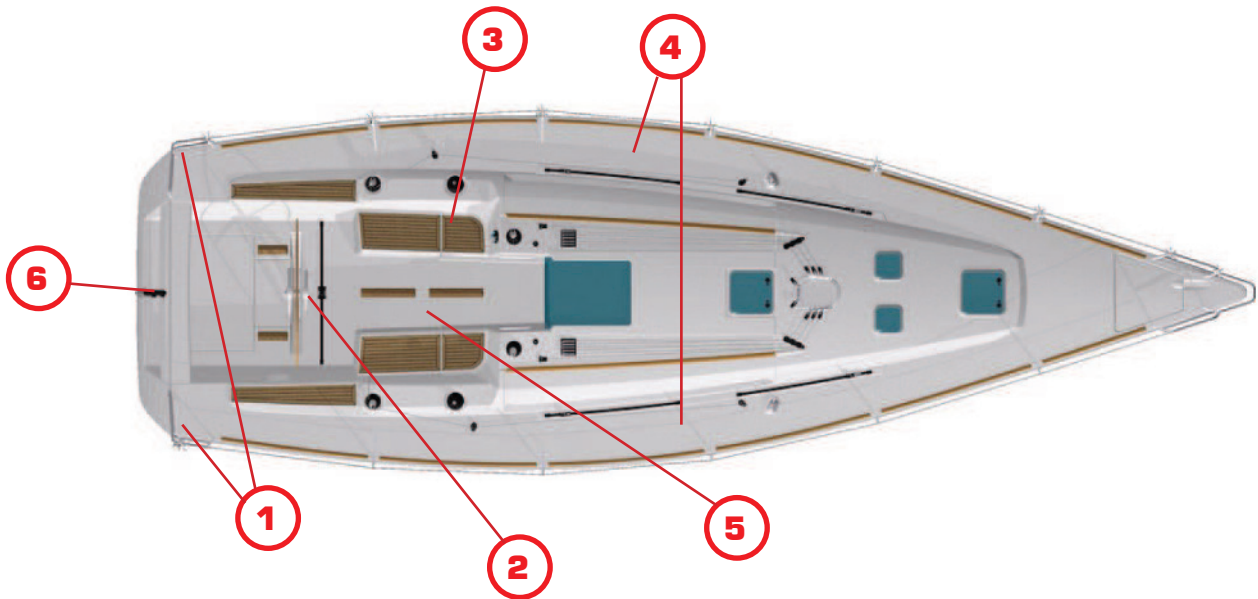
10. Companion Way Steps

Fire Extinguisher-please grab this when evacuating below decks

Knife-to be used in an emergency to cut lines. Please do not use unless it is an emergency

Wooden bungs are attached to all Seacocks-please see sheet on bulk head or in training manual for location of seacocks

Safety Equipment Above Decks



1: Pushpit

Horseshoe Buoys
Danbuoy
Throwing line

2: Lazarette Locker behind Helm

Liferaft in cradle
Spare fuel container 10lt
Spare water container 10lt
Rigging cutters
Kedge Anchor
Emergency tiller

3: Port Deck Locker

Two fire buckets with lanyards
Fire Extinguisher
Yellow Polly Bottle containing flares
Anchor ball/motoring cone

4: Decks

Jackstays

5: Cockpit

D-rings for clipping on

6: Transom

Swim ladder

Guidelines for use of safety equipment

1. PUSH PIT

Horseshoe Buoys-Each horseshoe buoy has a drogue and MOB light fitted. To deploy you must release the black elastic and throw towards the casualty.



Danbuoy-This is attached to the horseshoe buoy on starboard side. Please deploy this in the event of a Man over board. It will indicate the position of the casualty and will make it easier to spot the casualty.

Throwing line-This is attached to the pushpit on port side. This is used when you wish to throw a line to a casualty to assist them coming back to the yacht. Please ensure it is attached to the yacht before throwing.

2. Lazarette Locker behind Helm

Liferaft in cradle- In case of emergency lift the locker and secure with lanyard. Lift out the liferaft and tie onto the stern cleat. Pull out around 5m of lanyard before deploying into water.

Spare fuel container 10lt-please check this is full and when using please be aware of spillage.

Spare water container 10lt-it is advisable to refill with fresh water before setting sail.

Kedge Anchor- A lighter anchor than the main anchor. It can be used for extra security when at anchor or the warp can be used as a towing line.

Emergency tiller- Open the locker behind the helm. Insert the tiller in to the rudder stock and secure. If the auto pilot is connected and still working please use it.



1. Port Deck Locker

- Two fire buckets with lanyards- if you need to use the buckets the best advice is to drop into water upside down
- Fire Extinguisher- this has a directional hose and is very useful for either engine fire or if you cannot use the fire extinguishers below
- Yellow Polly Bottle containing flares-6 red hand held flares-these can be used day or night when rescue is in sight, visible for up to 7 miles
- 2 orange buoyant smoke-these can be used in daylight when rescue is in sight, visible for up to 3 miles
- 4 parachute flares-these can be used to alert another vessel you are in distress, visible for up to 28 miles. Point downwind from 15-45 degrees depending on cloud coverage and set off another parachute 1 minute after the first.
- 4 Anti-collision flares-these can be used to pinpoint your position in poor visibility.
- Preventer- If you are sailing broad reach or dead run it is recommended to rig the preventer. Attach onto the end of the boom and run forward to the bow cleat. As you release the main sheet, tighten the preventer and secure on cleat.

2. Decks

Jackstays- if you are working on the deck it is worth clipping onto these. They run from bow to stern on both sides of the yacht. Please bear in mind though you must still keep low and use grab rails to walk around the yacht.

3. Cockpit

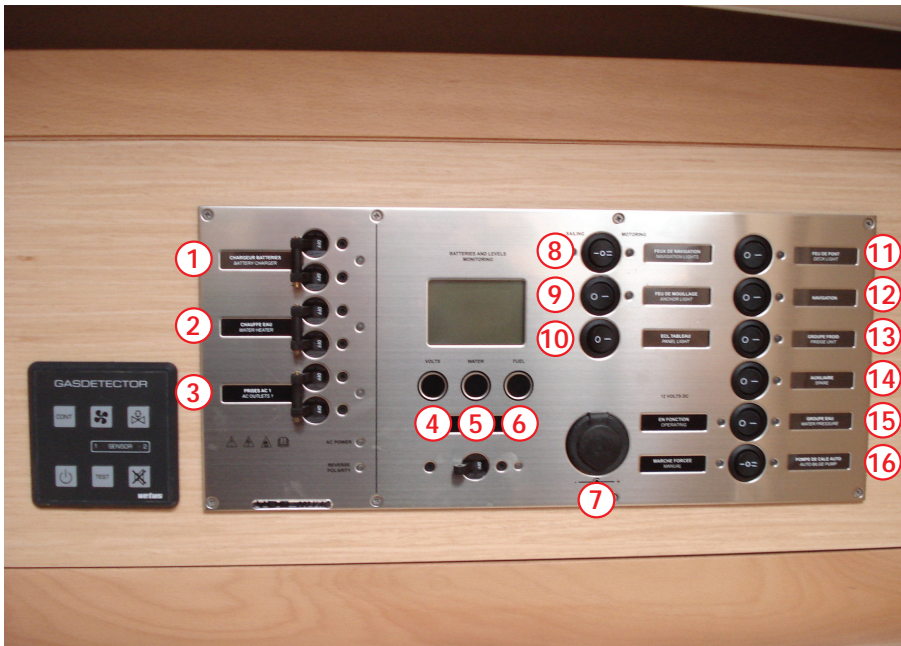
D-rings for clipping on- these are situated on the floor of the cockpit and can be used with your safety line to keep you clipped onto the yacht.

4. Transom

Swim ladder- Please unclip the ladder and push into the water. It can be used in the retrieval of a casualty in the water if the conditions are right.



Electrical Panel



ELECTRIC PANEL

- | | |
|--|-----------------------------------|
| 1. Battery Charger | 9. Mooring Light |
| 2. Water heater | 10. Navigation light |
| 3. 110-220 V AC socket | 11. Deck Light |
| 4. Volt meter | 12. Navigation Instruments |
| 5. Water Gauge | 13. Refrigeration |
| 6. Fuel Gauge | 14. Gas |
| 7. Socket for 12V | 15. Water pump |
| 8. Interior Lightning-switch for main lights
above companion way steps starboard side. | 16. Bilge Pump |

AC Power-you must be connected to shore power to use switches 1, 2 & 3. You will find the shore power socket situated near the gas locker on starboard side. Please plug into the yacht before connecting to the shoren to avoid potential risk. Always check cable is safe to use.



SHORE POWER SOCKET 220V - 30A

Toilet and Holding Tank

How to use the toilet/heads

- To drain the bowl, press the switch down (FLUSH) then operate the pump.
- To dry the bowl, set the lever vertical (DRY) then operate the pump

Please only use Ecover toilet cleaner.



To avoid clogging the heads

- Only use single sheet toilet paper in sensible quantities
- Rinse through the system with fresh water regularly
- Always retain a little water in the bowl to avoid smells



Holding Tank

SEWAGE TANK DRAINAGE TO SEA

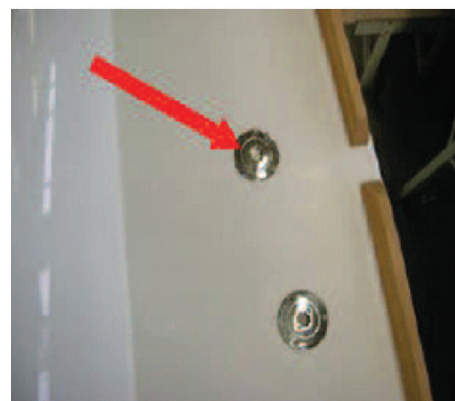


DRAINAGE THROUGH SUCTION OUTLET -

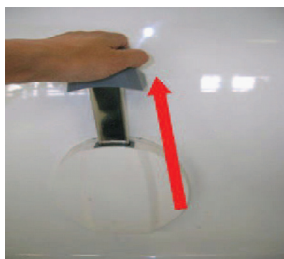


In order to empty the holding tank

- 1.** When more than 3 miles from shore, open the draining valve (see drainage to sea photo)
- 2.** In a marina equipped with a system to suck the waste waters, put the sucking hose into the tank through the deck filler. Start the pump of the sucking system. The filler cap is open and closed with the appropriate key.
- 3.** The capacity of the holding tank is 80 litres. Please see the section Base Operation for a list of all pump out stations.



Bilges

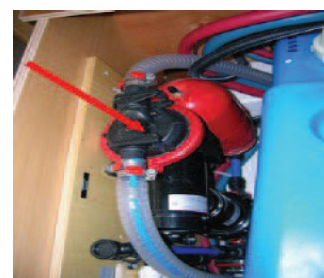


The manual bilge pump

The manual bilge pump is located in the cockpit behind the rudder wheel to port. The control arm of the pump shall be kept accessible whatever the circumstances. To operate lift up the grey handle and pump.

Electric Bilge pumps

You can energise the electric bilge pump from the electrical panel. On the electrical panel – there are three possible positions : OFF / Automatic / Mechanically operated. In the automatic position each pump is set off automatically by a trip switch located in the sump area or in the bottom of the hull.



Procedure to follow in case of water leakage

- Switch on power to the electric bilge pumps.
- If necessary activate the manual pump.
- Identify the source of the leak by tasting the water and decide on the relevant action to be taken:
 - a. Fresh water = water tank leak.
 - b. Sea water = breach of hull

Seacocks

When the seacock is in line with the pipe the seacock is open and when across the pipe closed.



The location of the seacocks-



SINK- IN GALLEY AREA BEHIND THE BIN



FRIDGE-UNDER THE BILGE BOARDS IN GALLEY AREA

Sea Water Foot Pump/ Fresh Water

The foot pump makes either seawater or freshwater available at the sink. The tap is located at the corner of the sink cupboard and the aft cabin door.

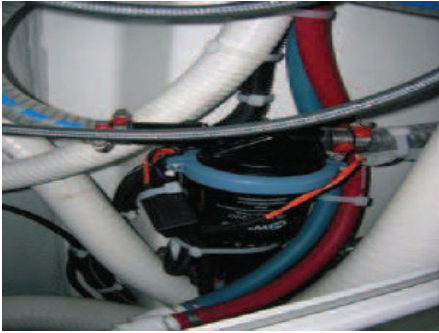
Operate the 3-way valve (to choose water) and push down on the pump pedal.

The 3-way valve is located under the floor in front of the cupboard.

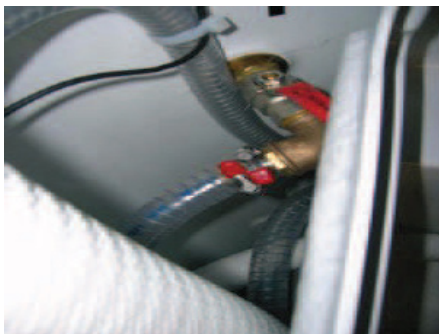


SINK IN HEADS-UNDER SINK





DRAINING PUMP FOR SHOWER –
UNDER SINK



TOILET SEAWATER INLET –IN
CUPBOARD IN HEADS



TOILET DRAINAGE-UNDER SINK
CUPBOARD IN HEADS

WHEN IN LINE WITH THE PIPE SEWAGE WILL GO OUT TO SEA

In the aft locker

- Port side-manual and electric bilge pump seacocks-please do not close unless taking in water
- Starboard side-water inlet
- Engine-Brass knob located In port aft cabin on sail drive

Cockpit shower.

Located by the Port transom. Please make sure after use you turn off the tap.



Fridge



To turn on the fridge

On the instrument panel there is a switch which must be on. Please make sure you turn off the switch if the engine is not on, or if you are not plugged into shore power.

Temperature control

Each refrigerator is fitted with a thermostat, which automatically maintains set temperatures. Set the desired temperature by the means of the adjustment knob. When the knob is on "0" or "STOP" the refrigerator is not in operation. The refrigerator is started by turning the knob to "1". Temperature settings range from 1 to 5 with 5 being cooler.

Gas and Cooker

GAS



Gas Bottle location

The gas bottles are located on Starboard and Port side by the transom.



Gas Bottle/Cooker cut off switch

To use the gas the gas switch on the main panel and the solenoid switch must be on. When you have finished with the gas please switch off the solenoid and gas switch.

The gas detector is situated under the cooker by the port aft cabin.

Gas Detector Panel

Switching ON/OFF

Briefly press the on button once to turn on, hold down for 5 seconds to turn off.

Continuous or intermittent check

The gas detector can be used to check for the presence of gas in either mode. In intermittent mode the gas sensor switches on for 1 minute and then off for 2 minutes. This saves power. The gas detector is set standard to continuous mode.

To change modes, press the CONT button. The green LED above the CONT button is on when in continuous mode. Always use continuous mode when on board the yacht.

Testing

The working of the gas detector can be tested by activating the test cycle. A false alarm is

given for 7 seconds after pressing the TEST button. The following are tested during this false alarm:

- 1.** The working of the sensors
- 2.** The working of the acoustic alarm
- 3.** The correct functioning of the operation of the gas valve and the fan.

Lights on Gas/CO detector

To check whether the levels are safe on board the yacht, please read SENSOR 1 & 2

- 1.** Green-safe, no gas or CO detected
- 2.** Green flash, off, short green flash, off - minimum amount of CO detected, this is the warning range.
- 3.** Green flash, off, short green flash, off, short green flash - minimum amount of gas detected, this is the warning range.
- 4.** Red flash, off, short red flash, off - CO is high and an alarm will sound
- 5.** Red flash, off, short red flash, off, short red flash, off - Gas level is high and an alarm will sound.
- 6.** Flashing red - sensor is faulty.

If the gas detector detects the presence of gas:

- 1.** Never switch on any electrical equipment
- 2.** No heat, sparks or naked flames
- 3.** Ventilate the yacht-if sailing open hatches turn off gas and sail downwind, if alongside open hatches, turn off gas and evacuate.

Acoustic Alarm

The alarm can be switched off by pressing the Alarm button, however if the situation still exists after 5 minutes the alarm will switch on again.

To use the cooker please make sure both the gas bottle and the cut off switch are on.

From Left to Right-

- 1.** Oven door locking system
- 2.** Oven knob
- 3.** Burner
- 4.** Burner
- 5.** Electronic Ignition button

To use either the oven or the burner, press in the knob and turn to the left. Press the electronic ignition button and keep the knob depressed for 5 seconds to fit the flame failure device, then release.

Whenever you are at sea the oven door must be kept in the locked position.

Underneath the cooker there is a lock which slides across to secure the cooker in an upright position. Please make sure this lock is off whilst at sea, if using the cooker.



PLEASE REMEMBER WHEN AT SEA AND COOKING TO USE THE STROP ATTACHMENT ON THE COOKER.

Smoke Detectors



These are located in all three cabins. **Please do not remove.** There is a hush button to pause nuisance alarms such as the alarm being activated by burning toast.

There is a test button for checking alarm operations.

The alarm is battery operated so if there is a problem please speak to the Technical Support Team.

The Engine

Instrument Panel

- 1.** Coolant high temperature indicator-when the coolant reaches a high temperature, the indicator will light and the alarm will sound. STOP the engine immediately to avoid damage. Please call the Technical Support Team.
- 2.** Engine oil low pressure indicator-If the pressure falls below normal, the indicator will light and an alarm will sound. STOP the engine immediately to avoid damage. Please call the Technical Support Team.
- 3.** Water in sail drive indicator - when water is detected between the seals of the sail drive, the indicator will light and the alarm will sound. Please consider if the use of the engine is required and call the Technical Support Team.
- 4.** Battery low charger Indicator - when the alternator output is too low, this light turns off when charging begins. Please engage neutral and put revs onto 1500 RPM.



Stop/ Start

- 1.** When starting the engine, push down the START ON button until the engine turns over. In cold weather please use the GLOW button. Check you have water coming out of the exhaust on starboard side.
- 2.** When stopping the engine, press down the STOP button and an alarm will sound as the engine stops. Press the OFF button.

Oil Levels

- 1.** Make sure the engine is level
- 2.** Remove the dipstick and wipe clean with a cloth
- 3.** Fully reinsert dipstick.
- 4.** Remove dipstick. The oil level should be between the upper and lower lines on the dip stick. Fully reinsert dipstick.
- 5.** If additional oil is required please contact the Technical Support Team.

Water Cooling System

Raw water. Please check you have water in the raw water filler. When the engine starts it is important you check for water coming out of the exhaust on port side. If there is no water coming from the exhaust, you must stop the engine and call the Technical Support Team.

Fresh water- In your daily checks, please check the water level on the fresh water header tank. If it needs topping up please contact the Technical Support Team for advice.



If you have water in the engine bilge it is important to know whether it is sea water or fresh water. If there is a lot please call the Technical Support Team for advice.

In the event of a fire

There is a cap on the side of the companion way steps. In the event of a fire please remove the cap and place the directional nozzle in the hole.



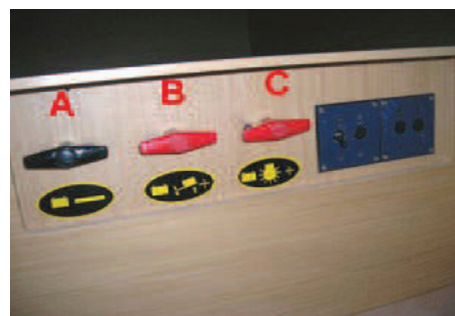
Battery, water and fuel

- 1.** Press the Volts button to give direct access to information concerning Main, Engine, Auxiliary batteries.
- 2.** Press and hold for more than 2 sec to acknowledge a battery alarm. If the battery alarm does go off please check voltage as it will be low.
- 3.** The isolation switches are situated in the starboard aft cabin forward of the bunk. These are in a vertical position when operational. There is no action required in order to shunt the batteries.

Voltage

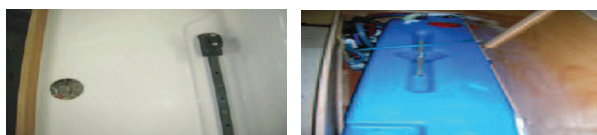
Lay out of: Starboard aft cabin

- A.** Battery switch of negative terminal
- B.** Engine battery switch - positive
- C.** House battery switch – positive



Water

- 1.** Press the Water button to give direct access to information concerning water tank levels.
- 2.** Press and hold for more than 2 sec to acknowledge a low level alarm. This sounds when you have less than 25% left.
- 3.** The filler caps are situated on both Port and Starboard side Please use the correct key to open the caps to re-fill the water.
- 4.** The change over valve for the water tanks is situated behind the saloon cushion, port side.



FILLER CAP AND WATER TANK-100 LITERS SITUATED MID-SHIPS

Fuel

- 1.** Press the Fuel button to give direct access to information concerning fuel tank levels.
- 2.** Press and hold for more than 2 sec to acknowledge a low level alarm. This sounds when you have less than 15% left.
- 3.** The filler cap is situated Port aft near the pushpit. Please use the correct key to open the caps to re-fill the fuel.
- 4.** Please be careful when refueling so not to spill excess into the water.

The heating system on board



Main switch ON/OFF- press the main switch ON/OFF and the heater is activated, this will illuminate and the indicator “ON/Status” lights to confirm the heater operation. After turning off and the heater has cooled, the status indicator switches off.

Eco – Energy saving mode. The heating is switched to electricity/fuel saving operation. This is an environmentally friendly mode.

Normal – Comfort heating. The heater runs at maximum nominal power. Air is heated to the desired temperature. Select this mode for fast warming of the interior or to maintain a moderate temp level.

Plus – Fast heating. This temporarily runs at an increased power, with the time for this mode limited.

Fan– Ventilation. This mode provides a flow of fresh air and can be used to cool the interior

Altitude – Altitude correction. Only used when over 1200m above sea level.

During an operational fault a flashing code is displayed by the status indicator. This function will enable a diagnosis to be made. Please call the Technical Support Team for advice.

Two Blade Sail Drive Propeller

- 1.** Shift gears at idling RPM 's only
- 2.** Check that the propeller functions in both forward and reverse before each journey
- 3.** When sailing, propeller must be stopped for the blades to fold. Stop the engine and put transmission into reverse.



- 1.** 1 Folding blade propeller
- 2.** 2 Anode
- 3.** 3 Base

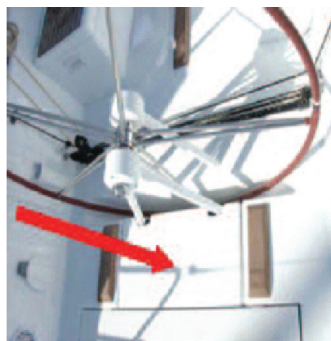
Emergency Tiller



- Emergency tiller is situated at the orange spot.



LOCKER OPEN



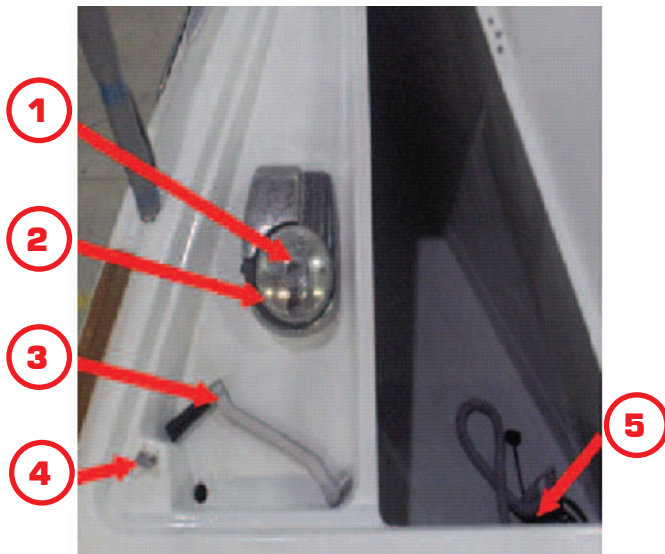
LOCKER CLOSED

- The emergency tiller is in the aft locker and shall be easy to get to and can be easily located.

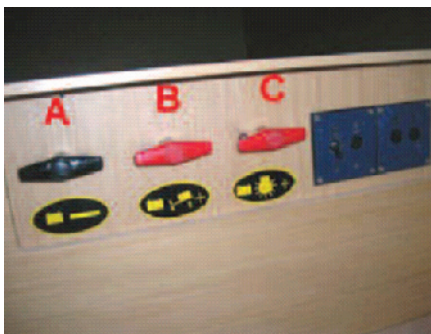
To operate the tiller:

- Insert the tiller into the rudder stock and make sure it is fully secure in the square.
- If the automatic pilot is connected and is working after the tiller damage, use it.
- Disconnect all apparatus linked to the rudder stock to use the emergency tiller.

Windlass



- 1.** Handle position (The handle is used to disengage the chain rim brake and to haul in the anchor manually in the case of electrical breakdown)
- 2.** Windlass
- 3.** Handle
- 4.** Clench
- 5.** Windlass Remote control

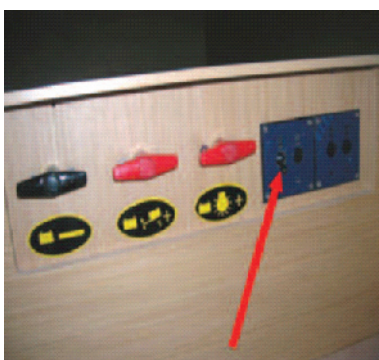


Battery switches to be turned on - Starboard aft cabin Operation relay Windlass circuit breaker 100A

- A** Battery switch "common negative"
- B** Battery breaker - "positive terminal - engine"
- C** Battery switch "service positive"

Windlass circuit breaker

The windlass circuit breaker is found in the starboard aft cabin alongside the battery switches. Please reset if you find the windlass remote control not working before calling the Technical Support Team.



Anchoring Procedures

Arrival

- 1.** Open the anchor locker and secure using the lanyard.
- 2.** Release tension in the anchor chain using the remote control
- 3.** Lift anchor out of locker and place over bow roller
- 4.** Press the down button on the remote control as the yacht slowly reverses.
- 5.** When you have enough chain/warp down, burst the reverse until the bow dips.
- 6.** Check for transits to ensure the yacht is not dragging.
- 7.** Hoist anchor ball and set anchor alarm on chart plotter

Departure

- 1.** Drop the anchor ball and turn off the anchor alarm
- 2.** Motor slowly towards the anchor using the remote control to lift the anchor.
- 3.** When the anchor is on the bow roller release some chain so that you have enough slack to lift the anchor back into the locker.
- 4.** Close the anchor locker and secure
- 5.** Cut off the power supply to the windlass when finished.

The length of anchor chain is 50m

The maximum depth you may anchor in is 6m

Allow for the rise and fall of tide

Please make sure after every use the windlass, chain, warp and anchor is rinsed down.

Garmin

GPSMAP® 750



Creating Waypoints

To enter a Lat and Long:

- From the HOME page or NAVIGATION CHART select MARK.
- Select EDIT WAYPOINT > POSITION
- Enter Co ordinates as required and select DONE
- The Waypoint Name can be edited by selecting NAME and DONE when finish
- The Waypoint will be stored in the waypoint list in WHERE TO on the HOME page.
- To enter a waypoint from the NAVIGATION CHART (Home > Charts > Navigation Chart).
- Select the position where you would like to mark the waypoint by touching chart
- Choose CREATE WAYPOINT
- The Waypoint will be given a number as an identifier
- Should you wish to rename the waypoint, select the waypoint number in the menu on the right and choose EDIT and then NAME (You may have to select review then select the way point number).

Setting up a Route

NB. Routes can be set up by selecting a series of waypoints from a pre-entered list of Solent waypoints that can be found in your GPSMAP® 750 Chartplotter. To setup a route using these waypoints please follow the method below: -

- From the HOME page select INFORMATION > USER DATA > ROUTES > NEW ROUTE > USE WAYPOINT LIST (It is also possible to select the waypoints from the chart by choosing USE CHART)
- Use the up and down arrows to scroll through the Waypoints list selecting the relevant way points in order to build the route (ensure to select start line as first waypoint)
- A route symbol to the right of the waypoint will show when it has been selected
- When the route is complete select BACK

- The Route is now saved with a defaulted name (name of first and last waypoint) and an overview of the route will be displayed to show all turns
- Select BACK and the newly created route will be displayed in the Routes list
- If you wish to edit the route name or the route itself reselect the route and choose EDIT

ROUTE

- This route can be activated by Selecting (from the HOME page) WHERE TO > ROUTES > select the route > NAVIGATE TO > FORWARDS
- To Edit a Route
- Choose the Route you wish to edit from the Routes List (INFORMATION > USER DATA > ROUTES)
- Select EDIT ROUTE > EDIT TURNS
- Select Either USE CHART (edit visually on the chart) or USE TURN LIST (edit using the waypoint list)

To set up a quick route from the chart

- On the NAVIGATION CHART select your final destination by touching on the chart
- Choose NAVIGATE TO > ROUTE TO from the menu on the right
- Work backwards towards your current position adding 'turns' by touching where you would like a waypoint and select ADD TURN
- When you are happy with the route select DONE to activate the route

NB. Tidal height information can be found by touching the chart and selecting INFORMATION

GMI™ 10 Digital Marine Instrument Display

The GMI™ 10 can display data such as Wind Information, Wind Tracking, Depth, Water Speed Navigation data, Countdown Timer etc, etc on up to 10 configurable pages. The device has the option to default to a series of preset pages or it can be customised to the personal preference of the user.

Default Pages

To setup default pages select MENU > SETUP > SET INSTRUMENT TYPE. You are now given the option to choose the relevant data from the list. Scroll up and/or down using the Left and Right Soft Keys and press SELECT to activate the required data.

When the desired option is selected, the Left and Right Soft Keys can be used to scroll through the selection of preset screens that display a variety of data.

Setting Up Custom Pages - Predefined

To set up the user defined custom page(s) select MENU > SETUP > SET INSTRUMENT TYPE. Now scroll and select CUSTOM (at the bottom of the list).

A list of preset pages will be given and it is possible to choose any one of the preset options as your first page. Again use the Soft Keys to scroll through and select the desired preset data option, press SELECT. Now scroll through the data options using the Left and Right Soft keys. Press SELECT to activate the chosen screen.

Once the first data screen is set up, you will be asked if you would like to “add another page?” If you wish to add another page choose YES and follow the same procedure as before. When you are finished select NO when asked “add another page?”

Setting Up Custom Pages – User Specified

It is also possible to entirely customise each page. To do this, again select MENU > SETUP > SET INSTRUMENT TYPE and scroll to and select CUSTOM.

NB. If the previous user has already added custom pages, when MENU is selected (as above), an option will be given to ADD/REMOVE PAGE. If this is the case choose ADD PAGE (If add page is not available you may need to remove some pages to create space or remove unwanted information – remember a maximum of 10 pages are available).

Select CUSTOM from the next menu and you will be asked how you would like the screen to be split. It is possible to choose anywhere between 1 to 4 data fields. You are then asked to select the data you would like to display in each section of the split and again use the three soft keys to scroll and select what is required.

When the data has been chosen and you select DONE you will be asked if you would like to “add another page?” follow the same procedure as before.

VHF 200i

The VHF will usually be operated on Dual Watch between Channel 16 and 11 or 12. When racing, the fleet will be operating on Channel 8.

To configure which Channels are to be 'watched' first rotate the large knob to alter the primary VHF channel. You will see the channel number change on the VHF display. When the correct channel has been selected, to activate Dual Watch between this channel and channel 16, select the Left Soft Key showing 'WATCH'. You are now given the option to choose Dual or Tri watch. Again Select the Left Soft Key showing 'DUAL'. The VHF will now display the channels which have been chosen to acknowledge that Dual watch is active.

Should the user wish to activate channel 16 at any time when operating on another channel, the Red 16+ button can be pressed and the VHF will automatically change to Channel 16. Should the vessel be deemed in 'grave and imminent danger and requires immediate assistance', a distress button can be pressed to transmit the vessel's position and activate a distress call. The distress button can be found under a red flap on the left hand side of the VHF. Only use this in extreme circumstances

A second station remote Handset can be found in the Starboard Locker aft of the Helm. All of the functions described above can also be performed on the remote handset.

AIS™ 600

Automated Identification System (AIS) is used to track and display your vessel and other vessel's positions. All ships over 300 gross tonnes or passenger vessels must have an AIS engine installed. These vessels must transmit their AIS signals when operating in the Solent and English Channel.

The vessels are displayed on the NAVIGATION CHART of the chartplotter. The standard target will be green triangles whereas the red target shown below signifies a 'dangerous vessel', meaning it passes within the predefined safety distance around your position. The bearing speed and name of the vessel are shown.

It is possible to further interrogate the target to gain additional information such as Closest Point of Approach (CPA) and Time to Closest Point of Approach (TCPA) etc, etc.

To do this (on the NAVIGATION PAGE) touch on the AIS symbol on the chart and select AIS TARGET from the menu on the right hand side (You may have to select REVIEW then select AIS VESSEL). The Left and Right arrows at the bottom of the screen can be used to scroll through the information on the vessel.

On the page you are now on you will also see CALL WITH RADIO in the top right. When the CALL WITH RADIO option is chosen the Chartplotter will activate a direct call to the vessel that is being interrogated. All of the Sunsail vessels will transmit their position meaning it is possible to search on the NAVIGATION CHART for any of the Sunsail Vessels that are within VHF range and activate a call to that specific vessel.

NB. The Chartplotter will default the AIS Alarm to ON therefore when one of the other Sunsail boats approaches, the Alarm will sound. The alarm will need to be deactivated when racing to avoid irritation. When the Chartplotter sounds the AIS Alarm, it can be deactivated by choosing CHANGE ALARM > switch the alarm to OFF. If you wish to turn the AIS Alarm off before the device first sounds the alarm (From the HOME page) select :

CONFIGURE > OTHER VESSELS > AIS ALARM > switch the alarm to OFF.

GHP™ 12 Sailboat Autopilot System

The GHP™ 12 Sailpilot has a variety of functions to include Heading Hold, Wind Hold, Route Tracking and Auto Tack and Gybe. The control unit for the autopilot can be found on the Starboard Side, aft of the Helm.

To engage the autopilot, simply press the Left Soft Key showing ENGAGE. The vessel will now hold a course as shown on the screen. "HEADING HOLD" will be displayed above the heading to confirm this. To make a turn using the autopilot the Left and Right soft keys are used. If the direction key is tapped the vessel will turn by 1°. If the direction key is pressed and held the autopilot will beep and initiate a 10° turn. If you continue to hold the direction control the autopilot will beep again and add a further 10° to the turn and so on.

To resume manual control of the helm press the red STBY (Standby) button to deactivate the autopilot. Please do not attempt to manually steer while the autopilot is engaged.

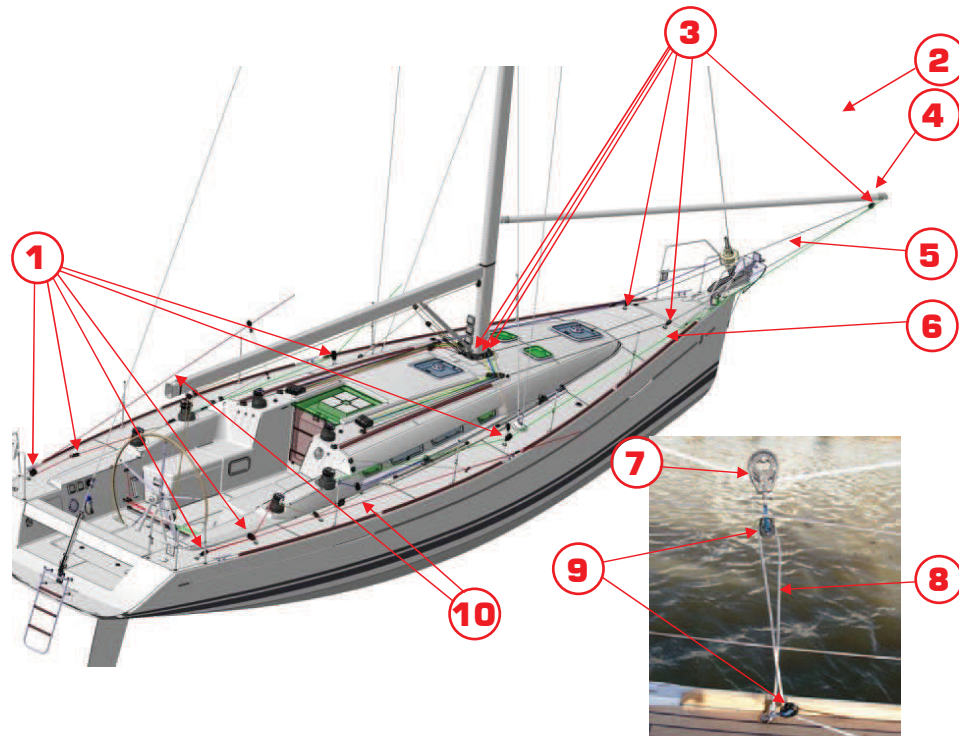
To activate a WIND HOLD (when on the page displaying the Heading) press the Centre Soft Key showing MENU. Choose the option for APPARENT or TRUE WIND HOLD and the device will lock to your vessels current wind angle. The wind angle can be adjusted using the Left and Right Soft Keys in the same way as described above for Heading Hold.

To initiate a Tack or Gybe (when on the page displaying the Heading) press the Centre Soft Key showing MENU. Select TACK/GYBE and press the relevant soft key for a tack or gybe.

It is possible to set up the device to delay the tack or gybe to give time to prepare for the manoeuvre, adjust the wind angle through which the vessel should tack and change the wind reference between True and Apparent wind. All of these settings can be found by (when on the page displaying the Heading) press the Centre Soft Key showing:

MENU > SETUP > USER AUTOPILOT CONFIGURATION > SAILING CONFIGURATION.

Spinnaker Hoist



REF	Designation	Number
1	Swivel single pulley - 57 mm	6
2	Boom lift	1
3	Swivel single pulley - 57mm	6
4	Snap shackle	1
5	Spinnaker boom downhaul	1
6	Spinnaker guy	2
7	Single pulley carbon - 57mm	2
8	Spi sheet barber hauler	2
9	Single pulley carbon - 40mm	4
10	Single pulley carbon - 40mm	2

Assume Starboard Pole, Port Hoist

Pole set up

- Attach the pole up and downhaul to the forward end of the pole.
- Attach the inboard end of the pole to the spigot on the mast
- Set the pole to the right height on the mast using the pole track.

Spinnaker Setup

- Ensure that there are no twists by running down each edge (tape) of the spinnaker with your hands
- Clip the bag securely to the guard-wires on the opposite side of the boat to the pole. (Attaching the clips each side of a stanchion helps keep the bag on the boat when heeled)
- Connect the leeward (port in this example) guy & sheet separately to the clew furthest aft, and the remaining sheet & guy to the clew furthest forward. Ensure that the guys and sheets run outside everything else on the boat.
- Attach the spinnaker halyard which is on the same side as the spinnaker bag. Again, the halyard should be run outside everything.
- Ensure leeward barber hauler is released

Pre-hoist pole Setup

- Ensure that the windward genoa sheet is free to allow the pole to be lifted.
- Remove the pole uphaul from the clip at the base of the mast
- Raise the inner end of the pole to be approximately 5-6' from the deck (The chosen height will depend upon conditions) using the rope attached to the car on the mast track. Ensure that the rope is locked off in both jammers on the mast.
- Raise the outer end of the pole by pulling on the pole uphaul. The bowman should assist by lifting the pole off the deck.
- Bowman should make sure sheets and guys are not stuck under furler, around pulpit or around deck cleats forward

Spinnaker hoist

- Sneak the guy-so the tack of the sail sits against the beak of the pole.
- The spinnaker is hoisted smartly

- The mast person shouts MADE when the halyard is fully tensioned.
- The guy should be tensioned to bring the pole back until it's angled at approximately 90 degrees to the wind direction
- Tension the sheet to open the spinnaker.
- Furl the head sail-the spinnaker will then be fully exposed to the wind, so the trimmer and grinder must be alert.
- Trim the pole and spinnaker for best speed

Tidy up – Pit man must flake spinnaker halyard to be ready for a fast drop at any time

Spinnaker Drop

- Unfurl the jib
- Prepare the spinnaker halyard on the winch and open the clutch-please make sure the halyard is flaked and free to run as the spinnaker comes down.
- Take the lazy guy and bring through the letterbox to the crew who are prepared to take in the spinnaker as it comes down.(the letterbox is the gap between the foot of the mainsail and the boom)
- On call from the skipper, the helm must hold the boat on a steady downwind course
- Release windward guy quickly so spinnaker flies behind the jib
- Release the halyard around 6 ft very quickly to allow the head to de power
- Start pulling the spinnaker through the letter box
- Ease the rest of the halyard as fast as the crews can pull the spinnaker down

Spinnaker Gybe

- Brief crew before gybe
- Prepare for gybe by pulling on Barber haulers
- Take up the slack in the windward spinnaker sheet so that the guy can be released without the spinnaker clew moving forward to the forestay
- Take the lazy guy forward to the pulpit
- Upon the skipper's call of trip:
- Helm steers a steady downwind course slowly moving the boat through the gybe
- Pole is tripped from inboard end
- Release the pole uphaul as the pole swings inward, to allow the pole to swing under the forestay

- Pole should fall away from the old windward guy then insert the new guy ensuring that it is not twisted – shout ‘made’
- On call of ‘made’ pull on the new guy and uphaul simultaneously so that the pole swings upwards and backwards to the normal sailing position.
- When the new guy is safely locked onto the winch, release the now windward spinnaker sheet which is now redundant
- the now windward spinnaker sheet which is now redundant

Important to steer a smooth course through the gybe

Broaching with the Spinnaker

The most common form of this occurs when the power of the spinnaker forces the bow down and the stern up. The bow digs in and the yacht begins to pivot (usually to windward). The natural reaction of the helm is to correct by bearing away but the rudder is in turbulence and over correction will merely cause the water to flow to separate and the rudder to stall, thus exacerbating the situation. The end result is that the yacht slews violently to windward and is laid flat by the pressure of the sails.

If the yacht begins to broach the following may help

- Ease the mainsheet quickly making sure no other crew member is in the way.
- Release the kicker
- Quickly ease the spinnaker sheet but at the same time try to keep the sail full.
- Bear away, being careful not to apply full rudder and thus stall out. A quick pumping motion, applying helm and then centring the helm, then applying the same again is often successful.

In the event the yacht broaches:

- Dump the spinnaker sheet until the sail collapses
- Straighten the rudder as the yacht slews to windward and, as the spinnaker collapses bear sharply away.

As the yacht bears downwind, sheet the spinnaker on, followed by the kicker and mainsheet.