

DRAFT ONLY OPERATION MANUAL

Rock n Roll

2012 Beneteau Sense 50'





Welcome aboard! We are happy you have chosen **Rock n Roll** for your sailing vacation. **Rock n Roll** is a Beneteau Sense 51' Sloop. She was built in Europe in 2012 and moved to USA in 2016.

The Beneteau Sense is a modern performance sailing machine with a wonderful layout. With 3 cabins and 2 heads it allows for privacy while still providing a large cabin for gatherings. The cockpit is spacious and ensures plenty of room for guests to enjoy the wonderful sights while sailing in the Pacific Northwest.

With its large sail plan and deep keel it moves nicely in the lightest of breezes. With furling main and headsail it is easy to reduce sail when the wind builds. It is hard to find a better yacht for vacation sailing in the San Juan's.

The information summarized in this manual is intended to assist all skippers, crew and guests aboard in feeling more comfortable with the basic systems and how they work. **If something isn't familiar to you, please check these notes.** If the information is unclear, incomplete, confusing, or otherwise less than helpful, please help us to add, change, or restate the information so that it conveys the desired results. Please feel free to add your suggestions for other information or clarifications at the end of this manual, or simply add a comment or two in the margin as appropriate. Your suggestions will be incorporated into future revisions.

In addition to the information contained in this manual; you will find a "Beneteau Sense" pouch aboard. This pouch contains information from manufacturers on various systems and items aboard **Rock n Roll**. There is also a manual for the Yanmar auxiliary engine located at the navigation station. Feel free to consult these manuals if the need arises.

You will see this is posted as a **no smoking and no pet's** vessel. We ask that you restrict smoking to the cockpit or decks and/or dockside in order to maintain a pleasant sailing environment for all guests. Your cooperation is appreciated.

There is a logbook stored by the navigation station. Please feel free to use the logbook to document your adventures if you wish. You may also use this logbook to make any comments and/or suggestions about improving **Rock n Roll** for future charters. Please feel free to email us if you would like to make any other comments or suggestions as well. We are interested in ensuring **Rock n Roll** is not only well maintained, but also improved over time. We look forward to hearing from you.

We are sure you will enjoy sailing the beautiful islands of the Pacific Northwest aboard **Rock n Roll**. If you have questions about the boat or about places to visit, please do not hesitate to ask the AYC staff. Have a great sailing adventure, and again thanks for choosing **Rock n Roll**!

Rock n Roll

2012 Beneteau Sense 50'

Max Passengers-	9
Cabins-	4
Heads-	2
Showers-	2
LOA-	50' 1"
LWL-	46' 1"
Beam-	15' 11"
Draft-	6' 11"
Engine-	Yanmar 4JH4TE 75 HP
Drive Unit-	Saildrive ZF
Fuel-	220 Gal in 2 Tanks
Water-	130 Gal in 3 Tanks
Sail Area-	1255 SQ Ft

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BOAT OPERATON

ENGINE

Rock n Roll has a Yanmar 75 HP auxiliary engine (Model – 4JH4-TCE). The engine drives a three-blade saildrive. There is a single control lever that operates both the throttle and transmission. The whole unit is controlled via computer. On the engine control panel there are gauges for RPM and warning lights for, ammeter, oil pressure, and water temperature. Fuel gauge is located in the panel above the Nav Table

Dock and Go- The dock and go system allows for computer-controlled docking from the joystick on the starboard helm. **This system should only be used in close quarter maneuvering and no more than 5-10 seconds at a time. If it's is over used it will lock up and the engine must be shut down and then restarted. During this time, you will have no controls.**

In most circumstances, the bow thruster and normal throttle and wheel controls are sufficient. This will be amply demonstrated during your sea trial check out.

A sound alarm is provided to indicate high fresh water temperature and low oil pressure. The engine will propel **Rock n Roll** at about 7.5 knots in calm water at 2800 RPM. We ask that you maintain engine RPM between 2400 and 2800 for cruising. Higher throttle settings will only minimally increase speed but will greatly increase fuel consumption and wear on the engine. Please limit higher throttle settings to 3200 only for emergency situations.

Bow Thruster- There is a bow thruster to assist in docking/ tight maneuvering. It is located at the Starboard helm. Push both buttons to activate. You will hear a single beep. To shut it off, press both buttons again and you will hear two beeps. As the bow of RocknRoll is flat, fast and light, the thruster is minimally effective. But the way this boat drives it is just a bonus to assist in controlling the vessel.



Engine Inspection

Each day you are planning to use the engine, you should check the COOLANT, OIL, BILGES, BELTS, and SEA STRAINER by remembering you're **"WOBBBS": Water (Coolant), Oil, Bilges (Inspect and Pump-out), Belts and Sea Strainer**

Engine Coolant:

Check the level of coolant in the expansion tank. Engine coolant is a mixture of 50% antifreeze and 50% water. There is coolant kept on board and located in the Starboard Lazzarette.



Engine Oil:

Check the oil level in the engine with the dipstick located on the starboard side of the Engine. The oil level should be anywhere between the high and low marks. Spare oil is kept on board in the starboard lazarette.



Bilges:

Remove the largest cabin sole panel under the dinette table to check the bilges. There is normally a small amount of water in the bilge. Check for debris, oil, or anything unusual. The Yanmar engine is cooled by a heat exchanger. The engine pumps sea water through a sea water strainer, then through a heat exchanger that cools the coolant fluid, thus cooling the engine. The sea water is then pumped overboard.

Belts:

Check the general condition of the belts, hoses, and fuel lines.

Sea Strainer:

The sea water strainer is located aft of the engine through the Port Lazarette. There is also one on the starboard side for the generator. They should be checked daily, as it can clog with seaweed and other debris. To check the strainer, shine a flashlight through the plastic bulb. If debris is visible it will have to be removed. To clear debris from the strainer, close the thru-hull valve located aft of the strainer. Unscrew the plastic bulb holding the strainer. Be careful not to lose the rubber O-ring. Rinse the strainer and plastic bulb and replace them with the O-ring in place. Do not fully tighten initially because the air needs to be removed. Slowly open the thru-hull valve and allow the air in the plastic bulb to escape. When the air has escaped, tighten the plastic bulb by hand and observe for leaks. The continued supply of seawater is critical to the operation of the engine.

Startup

Always leave battery selector switches to the **ON** position. The battery selector switch is located under the Nav Table.

Place the throttle/shift lever in neutral (straight up and centered). Push the switch to the ON position. You will hear the audible alarm sound. Turn the key to the start position until engine starts. When starting cold, **allow the engine to warm up at an idle for FIVE MINUTES** prior to applying a load. If load is applied before the engine warms it may seize. Normal idle speed is 800 to 1000 RPM. Be sure the audible alarm is not sounding. It should stop when the engine starts. **NOTE:** Do not hold the start button for more than FIVE SECONDS at a time. If the engine does not start the first time, wait a few seconds before trying again. Please remember NEVER TURN THE SWITCH OFF WHILE THE ENGINE IS RUNNING! You will do serious alternator damage. It should always remain on. While the engine is warming, check for water exiting the exhaust. You may not be able to see the water, but you should be able to hear it exit with the exhaust.

Shifting

To engage the transmission. Push throttle forward for forward propulsion, or back for backward propulsion. As this is a pivoting move of the saildrive, there is a 1-2 second pause between forward and reverse. Take your time.

Shutdown

Place the throttle/shift lever in neutral and allow the engine to cool down for several minutes. Usually this is about the amount of time it takes to secure your lines and plug into shore Power. Push the STOP button until the engine stops. The audible alarm will sound until the on/off button is switched off.



Fueling Up

The two fuel tanks hold 220 gallons. They are monitored from the tank display in the panel at the Nav Table. There are two deck fittings. One port and one starboard, both just forward of the cockpit.



If you are using more than 110 gallons (That's about 110 hours motoring at cruising speed) and need to switch tanks, the lever (silver push/pull) is located next to the battery switches in the bottom left corner of the battery panel. Pushed in is using the port tank. Pulled out is using the starboard tank.



You will need to fuel up before returning to the slip at the end of your charter. Before refueling, have an “oil/fuel sorbs” handy to soak up spilled fuel. You should have a rough idea of the number of gallons you will need by the fuel gauge, located at the Nav Table.

Rock n Roll uses approximately 1 gallon per hour at 2400 RPM.

CHECK THAT YOU HAVE THE CORRECT DECK OPENING!

DO NOT FILL WATER TANKS OR PUMP OUT WHILE YOU ARE FUELING. ONE TASK AT A TIME!!

ONLY USE DIESEL FUEL!

Place the diesel fuel nozzle into the tank opening, pump slowly and evenly, and note the sound of the fuel flow. Pumping too fast may not allow enough time for air to escape, which may result in spouting from the tank opening. As the tank fills, the sound will rise in pitch or gurgle. Pay attention to the tank overflow vent. The sound may indicate that the tank is nearly full. Top off carefully. Be prepared to catch spilled fuel.

Spillage may result in a fine from law enforcement. Replace deck cap. *Caution – Clean up splatter and spillage immediately for environmental and health reasons. Wash hands with soap and water thoroughly.*

Trouble Shooting Engine Problems

Engine Overheating:

1. **Immediately shut engine down.** The most likely cause is clogging of the sea water strainer. This condition may be preceded by black smoke from the exhaust. Follow procedure above to clear the strainer. Check to be sure water is exiting with the exhaust. If water is not exiting with the exhaust, then check the sea strainer. If it is full of sea weed or eel grass, close the raw water intake then open the sea strainer and clean out, replace cover and open the raw water intake valve.



2. If seawater is getting to the engine, the next likely cause is low coolant level. Check the coolant level by observing the expansion tank. If coolant level is low, add coolant from the pre-mixed jug. Never open the radiator cap when the engine is hot, as this could cause severe burns.

Low Oil Pressure:

1. **Immediately shut engine down.**
2. Check oil level. Add oil if necessary. Use care not to overfill oil.
3. If the engine oil level is not low, **DO NOT RESTART**. Contact AYC or other personnel listed on the emergency contact list in the gray manual.

Alternator Failure:

You may keep running the engine but be aware the batteries are not being charged. Conserve on engine and battery use. Contact AYC immediately.

Engine Dies/ Won't Restart:

Contact AYC immediately.

GETTING UNDERWAY

Close the portholes, windows, and forward hatch. Disconnect shore power and store cord. Once outside the marina, idle the engine while the crew brings in fenders and lines. Assign one crew member to be in charge of securing ports and assign one crew member to be in charge of the dinghy, if towing. Shorten the line on all close quartering maneuvers.

Steering Wheels

The steering wheels are connected. When one turns, so does the other. It is important to keep both wheels clear of gear that could become entangled in the steering spokes.

The starboard helm is the primary control point for the vessel. Throttle, Shifting, chain counter, and 3 buttons for lights and table are located there.

The first button is cockpit lights, the second is roll bar lights and the third raises and lowers the cockpit table. The chain counter is located directly below the three switches.



SAILS AND RIGGING

The furling mainsail is the main driver under sail in this sloop rig sail plan. It is this feature that allows for great sailing in light air. This sail plan however requires early reefing in stronger winds. 15 knots would not be too early for the first reef. This rig has swept back spreaders and a double backstay. This allows free access to the swim platform. It also means that dead downwind sailing places the sail on the spreaders. A broad reach, with close attention to keeping the sail off the spreaders, is recommended. As there is no “preventer,” take care with jibing – for your sake, and for the protection of the gear.

The jib is on a roller furler as well. The furling line is led aft to the cockpit. To unfurl the headsail, (a) uncleat the furling line, (b) wrap the sheet around the appropriate winch, (c) pull the sheet aft while maintaining light tension on the furling line, (d) cleat when desired position has been achieved.

To furl the jib, apply slight tension on the jib sheet while pulling on the furling line until it is fully furled. Place three or so wraps of the jib sheets to hold the sail.

Jib sheets are led to the cockpit to the winches. Use the jib sheet cleats as little as possible as they tend to fray the lines. Adjust fairleads forward in heavy wind, aft in light wind. The main and Jib are both reefable by furling. Jib sheets, mainsheet, halyards, and traveler are all operated from the cockpit. There is a rigid boom vang. There is no whisker pole, and no spinnaker.

Electric Winches

RocknRoll is equipped with 4 electric winches. These are controlled by the switches at the base of each winch. The inboard switch is low speed and the outboard switch is high speed. In the event of power loss, these winches can be turned in a conventional manner with a winch handle (located in Nav Table)

Troubleshooting Sails and Rigging

Important points to remember before setting sail

The Main Sail must always be rolled with the boom slightly to the starboard side of the luff extrusion. Turn the reefing winch clockwise!

The leech should always be kept snug when reefing or furling. Use the topping lift for the main!

Never leave the handle in the reefing winch – it will rotate very fast when unfurling the sail.

Lock the reefing winch at the mast when reefing in heavy weather.

Lock the Reefing winch when you leave the boat.

DINGHY

When towing the dinghy, pull the painter up tight to the boat when maneuvering in the marina to avoid getting the line wrapped around the propeller. The line may be lengthened when underway. Consider assigning one of your crew “dinghy duty” to monitor the status of the dinghy. In rough weather, lift the dinghy with a halyard onto the foredeck and tie down upside down or deflate and compress into bag. If dinghy is tied onto the foredeck, please place a cockpit throw cushion under the dinghy transom to prevent scratching of the forward hatch or cabin top.

Be sure when towing your dinghy, that someone is always keeping an eye on the painter when slowing down or stopping. When rowing your dinghy to shore, use **EXTREME CAUTION**. Choose an area free of any large rocks that might cause harm in beaching. Lift up on and carry the dinghy to bring it up to higher ground. Please never drag it. Secure it when leaving as the tides come up quickly. The foot pump for the dinghy is stored in the starboard cockpit lazarette. There is a patch kit onboard if the dinghy is ruptured.

DOCKING

Have your crew make ready the lines and fenders, give clear instructions on how you will be docking. Have bow, stern, and spring lines ready. Often times it is best to lead dock lines to the mid section of the boat where your crew member can easily step off and secure either line. As you are coming in to dock, have your best communicator midships to give you distances from the dock. It is often hard to judge how close the dock is. Calling out distances (i.e. 20 feet, 10 feet, 4 feet, etc.) will only add to a successful docking. If you find you are too far off the dock, **BACK OFF** and re-approach. It is better to re-approach than to lose crew over the side...

MOORING CANS (BUOYS)

You need to register at the kiosk, usually located at the head of the docks. Mooring cans have a metal triangle at the top, upon which is a metal ring. The metal ring is attached to the chain which secures your boat. **IT IS VERY HEAVY**. The strongest member of your crew should be chosen for this job. Come up to the mooring can into the wind as you would for anchoring. Have crew members on the bow, one with a boat hook and one with a mooring line secured like a bow line. As you are coming slowly up to the can, have the crew holding the boat hook point at the can with the hook so the skipper always knows where it is. Hook the can and bring the ring up to the boat to allow the second crew member to thread the ring with the line. Release the boat hook. If your mooring line is led out the starboard cleat, bring the end of the line back to the port side cleat. You will essentially create a bridle with about 10 feet of slack from the cleats to the can.

ANCHORING

Rock n Roll carries a plow type anchor on the bow attached to 300 feet of chain and 25 feet of 1" inch rode. There is a windlass which is controlled by a pendant in the locker. There is also a chain counter located at the starboard helm. The aft controls for the windlass are in the chain counter on the starboard helm.

Setting the anchor:

Let out sufficient anchor rode (chain and line) before setting the anchor. Color markers are placed every 30 feet on the chain and nylon rode. If the anchorage is crowded, put down at least a 3 to 1 scope (60 feet of rode for 20 feet of water at highest tide). Back the anchor in with a short burst in reverse from the engine. Then let out additional scope dependent upon conditions. If the anchorage is less crowded, more scope is always a better option. The holding power of the anchor increases greatly as more scope is added. There is a second anchor in the starboard cockpit lazarette. This can be set off the bow or the stern as needed. Be sure to secure the bitter end, as it is not secured in the lazarette.

Raising the anchor:

Coordinate the maneuver with the helmsperson to remain steady above the anchor as it is raised. As the anchor rises, be careful not to allow it to swing against the hull.

BOAT SYSTEMS

ELECTRICAL SYSTEMS

Rock n Roll has three electrical systems, 110 volts AC, 24 volt on Generator, and 12 volts DC. It is important to understand these two systems are completely separate and isolated from one another. There is no inverter. Both AC and DC systems are controlled at the electrical panel at the navigation station.

110-Volt AC System

Rock n Roll is equipped with the capacity to plug into dockside shore power (110v AC) using the heavy yellow shore power cord. This system powers everything on the AC circuit breaker panel:

- 110v AC wall outlets
- Battery charger
- Water heater

Connecting to shore power:

Check the power rating/plug size of the nearest dock receptacle (that is 30 amps, 20 amps, or 15 amps). If necessary, add a shore power cord adapter located in the starboard lazarette. The procedure to hook up to shore power is as follows:

1. Make sure the "AC Main" circuit breaker is off.
2. Turn off the circuit breaker located at the shore side outlet on the dock.
3. Connect the plug to the shore side outlet, located beneath the port helm. Give the plug a small twist clockwise to lock.
4. Turn on the circuit breaker at the dock.
5. Turn on the "AC Main" circuit breaker and any of the circuit breakers for the 110volt AC systems desired.

On shore power, the electrical outlets will be functional under the 110volt AC system. They will not work under the 12-volt DC system.

24 Volt System

Since the boat was originally built in Europe, it has some two components that are 24volt. These are the Dishwasher and Heater/Air Conditioning. Both of these appliances can only be run off the vessels generator.

GENERATOR

The switch for the generator is located next to the breaker panel above the nav table. To start the generator, hold the prime button for 20 seconds and then push start. Once the generator is running flip the double breaker labeled “generator” on the breaker panel.

12 Volt DC System

This system is powered by the marine batteries aboard **Rock n Roll** and powers everything onboard not powered by the 110volt AC system.

The battery switches are located under the Nav Table. Please leave all battery switches in the “On” position. There is no need to turn them off. ***Note -- Do not change the position of the battery switches while the engine is running, or the alternator diodes will be damaged. Change positions with the engine off.***

The running, steaming, and anchor lights are all controlled from the electrical panel above the navigation table. Interior lights are also powered from a circuit breaker on this panel. Each interior light also has an individual switch at each fixture. There are two 12volt auxiliary plugs (cigarette lighter plugs). One located on the electrical panel, and the other on the binnacle in the cockpit.

When not connected to shore power, the house battery is providing all power. Avoid draining the batteries by using power sparingly at anchor:

- Turn the refrigerator off at night, as it will still stay cold.
- Use only one or two lights at a time.
- Turn off systems not in use such as instruments, VHF, autopilot, running lights, steaming lights, tank indicators, stereo, etc.

SANITATION SYSTEM

Marine Head (toilet)

Both heads contain a vanity with sink, a showerhead, and electric marine toilets for flushing. Heads are easily plugged by 2-ply tissue, Kleenex, hair, tampons, or paper towels.

The only things that go into the head are body waste and a small amount of special marine toilet paper. The person who plugs a head is responsible for unplugging it.

The top button is for a normal flush.

The bottom button when pushed to the left is to wet the bowl and to the right is to empty or dry the bowl

To operate the head: **(HUMAN WASTE ONLY)**

1. Push button to the “wet” position to wet the bowl.
2. Use the head – minimal or no toilet paper (marine only).
3. Push the “Flush” button to empty the bowl.



Holding Tank

Head contents go to the holding tanks. Each has a capacity of only 20 gallons. Figure about 1 gallon per flush. With an overfilled tank, it is possible to break a hose, clog a vent, or burst the tank. The result will be a catastrophic and an expensive fix. Empty the tank every other day to avoid this problem. The tanks are visible for inspection and have a $\frac{3}{4}$ mark line on them. The starboard tank is located behind the panel in the starboard shower. The port tank is located behind the left cabinet door behind the port head.



Pumping out:

1. Locate the nearest pumpout station and consult the directions there.
2. The holding tank caps are located on the port/starboard decks.
3. Apply tight seal with the pump nozzle and remove effluent.
4. Rinse the tank with hose water and repeat the pumpout.
5. Flush the pumpout hose with sea water and replace.
6. Place ½ cup of holding tank deodorant in the toilet bowl and flush through.
7. Tighten the holding tank cap on the boat.

DO NOT CONFUSE THE HOLDING TANK CAP AND THE DIESEL FUEL TANK FILLER CAP. BOTH ARE LABELLED. READ BEFORE USING EVERY TIME.

PUMPING OVERBOARD

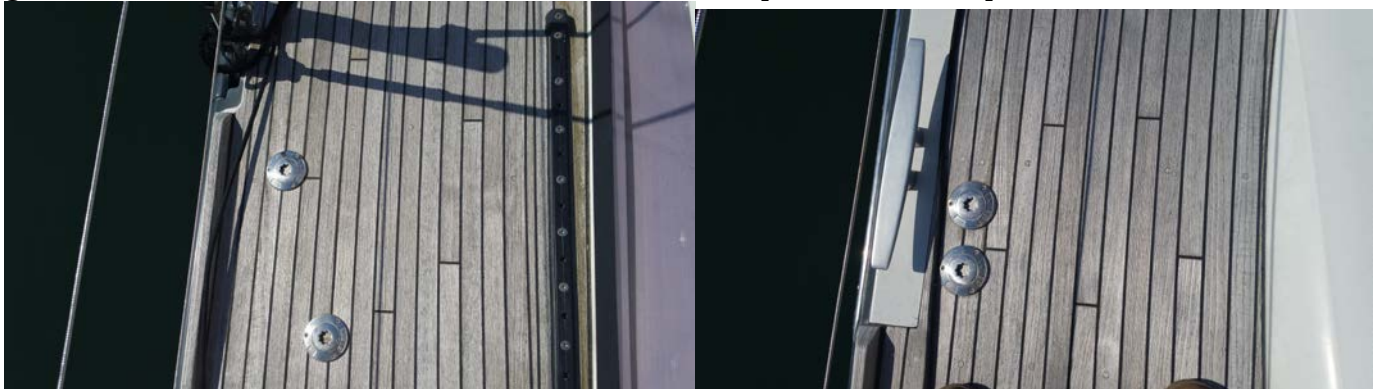
Both holding tanks are equipped with overboard discharge valves to only be used in areas where it is permitted to discharge overboard. The Starboard tank discharge valve is located below the floorboards in the double bunk cabin. The Port tank discharge valve is located in the bottom of the vanity cabinet in the Port side head.



WATER SYSTEM

Fresh Water Tank

RocknRoll has three water tanks with a total of 130 gallons. Budgeting 3 gallons per day per person is a good rule of thumb. To refill the tanks, remove the filler caps located on the port side forward.



While the two forward tank fills are obvious, use caution with the aft one located near the pump out cap. Accidentally filling the holding tank instead of the water tank will cause the heads to back up and fill the boat with effluent. A costly and vacation altering event.

Attach the hose to the dock spigot and let run for a minute before inserting into deck fitting. Avoid flushing debris from the deck into the tank opening. Please **DO NOT** fill water and diesel at the same time!

Waste water from the sinks drains overboard through various thru-hulls located under the sinks. The shower drains are pumped overboard by individual 12volt pumps with in-line fine mesh strainers.

Fresh Water Pump

The fresh water pump is located in the starboard lazarette. Activate the pump at the electrical panel by turning on the circuit breaker. If the water pump continues to run for more than a few seconds, you are either out of water or might have an air lock and need to bleed the system by opening a faucet. **If you run out of water, SHUT OFF THE WATER HEATER on the electrical panel, as serious damage can occur!**

Water Heater

The water heater has a 10 gallon capacity tank, and heats when connected to shore power or from the heat exchanger when the engine is running. To use in the AC (shore power) mode, turn on the water heater circuit breaker on the electrical panel. The water will heat automatically when the engine is running. Do not use the water heater if the water tank level is very low.

Shower

To keep shower tidy and the boat dry, wipe down the shower stall and floor when finished. Check for accumulation of hair in the shower and sink drains. An additional fresh water shower is located under the starboard helm. Ensure that the faucets and nozzle are completely off after use.

GALLEY SYSTEMS

Propane Stove/Oven

The galley has a three burner, gimbale propane stove with oven. It is fueled from a propane tank located in the cockpit locker by the starboard helm. The manual valve on the top of the tank should be kept closed whenever the stove is not in use. When opening the valve, turn until it is all the way open and just snug, otherwise gas may seep around the valve stem. Propane is heavier than air, so the gas will collect in the bilge. Therefore, the tank valve should be turned off prior to retiring for the evening, while cruising, and upon returning the boat at the end of your charter.

To turn the propane on:

1. Make sure the 12v panel is on and the propane tank gas valve is open.
2. To the left of the galley range is the Propane Control Valve.
3. To turn on push the power bottom left button. The lights on the panel will cycle through and settle to the on position.
4. This will provide power to the solenoid in the propane locker and open the gas flow.
5. If the gas detector smells gas the Propane Control Valve will sound an alarm and shut off the gas at the solenoid.
6. Once the gas clears you will need to push the power button again.
7. When finished cooking go to the Propane Control Valve and push the power button to turn off and turn off the propane tank.

To light the burners:

1. Turn burner knob on and continue to hold the knob in while pushing the spark button or clicking the handheld butane lighter to light the burner. (Should the burner not light, be certain that you push the knob in as you turn it back off).
2. Continue to hold the knob in for 10 to 15 seconds, as it needs to warm the thermo-coupler before it will stay lit to avoid gas leakage.

To light the oven or broiler:

1. Push and turn the oven/broiler knob to the desired position. Hold the button in while clicking the handheld butane lighter to light the broiler or oven. Hold the button in for 10 to 15 seconds, as it needs to warm the thermo-coupler before it will stay lit to avoid gas leakage. Should the broiler or oven not light, be certain that you push the knob in as you turn it back off.

For cooking underway, the stove is gimbale. Un-latch the base of the stove to allow it to swing freely. Re-latch upon returning to dock.

After using the stove or oven:

1. Turn the propane solenoid switch off.
2. Turn the "Gas Valve" switch off on the electrical panel.
3. Close the valve on the propane tank before retiring for the evening, and at the end of your charter.

Refrigeration

Turn on refrigeration circuit breaker at the electrical panel and set the desire temperature inside the refrigerator. The refrigerator is accessed from the top or front and to the right is a top accessed freezer. This area is hard to get to, so plan ahead. Turn off the refrigerator at night to conserve battery. Turn the refrigerator on while motoring, or when connected to shore power.

Barbeque

The barbecue is mounted on the port helm railing. Attach a propane bottle to the regulator. Carefully light the unit with its ignition switch. The barbecue generates a lot of heat and cooks hot and fast. Please clean up the BBQ when finished using it to prevent grease and dirt from soiling the boat.

Caution -- For safety reasons, do not store an opened propane bottle within the salon or engine compartment. Chances are these will leak slightly once opened and propane gas could settle into low spaces. Store these bottles in the bag on the starboard rail. Ensure flammable materials are not near the barbecue.

HEATING SYSTEMS

Forced Air Diesel Furnace

RocknRoll is equipped with a dual cycle heater/air conditioner that runs off the generator. Start the generator and then turn on the heater switch located above the Nav Table. Running your generator late at night or early in the morning, in a crowded anchorage, is considered impolite. Please try to minimize the run time needed to keep the boat comfortable. Making hot water for tea and coffee can quickly warm the main cabin without having to use the generator in most instances.

To turn on furnace:

Turn on the toggle switch located at the navigation station. Set the thermostat to the desired temperature. Check the furnace exhaust located on starboard side of the transom for any obstructions such as fenders or lines. Do not block this opening when operating the furnace, as the exhaust heat will damage fiberglass or rubber.

When using the forced air furnace, you may hear a slight clicking sound from under the mattress in the aft stateroom. This is a small fuel pump. Monitor fuel level and battery charge more often if forced air furnace is being used. Turn the forced air furnace off by turning the switch off.

Space Heater (110 Volt AC)

A 110 volt AC space heater can be used when connected to shore power. Be sure to place this heater away from flammable materials when it is turned on.

ELECTRONICS SYSTEMS

All electronics manuals are located in the forward cabinet behind the settee

VHF Radio

Rock n Roll is equipped with an “Raymarine” marine VHF radio. Monitor channel 16 while underway, this is also the frequency for contacting the USCG. Most vessel to vessel traffic occurs on 67. You should review the communications section of Chapman’s Piloting to familiarize yourself with these rules before using the transmitter. There is also a cockpit mic for radio use monitoring. It is stored in the nav table when not in use.

Depth Sounder/Knot Meter/Wind Speed

These instruments are Raymarine and mounted on both helm stations. Each has a cover which should be in place when not in use. When removed, store them below in the locker to the right of the navigation table.

The depth sounder should provide reliable readings in shallow waters. If in doubt, switch it off. Then turn it back on to reset. If your reading is blinking, it is a false reading. False readings can occur in depths of more than 200 feet, or in areas of strong currents or tides.

Global Positioning System (GPS)

A fixed mount Raymarine GPS is also mounted on the binnacle. Refer to the onboard Raymarine manual for operating instruction. The GPS does integrate with the Raymarine autopilot.

Autopilot

RocknRoll is equipped with a Raymarine Autopilot. Refer to the onboard Raymarine manual for operating instructions.

GPS is considered a navigation aid. Do not rely on it. Compasses, charts, and dividers are the tools to plot position, course, and speed.

AM/FM Stereo Radio – CD Player

The Sony brand AM/FM stereo radio CD player is located at the navigation station. It operates like a normal car radio. Turn the stereo on and off at the electrical panel with the “Instruments” switch.

AM/FM Stereo Radio – CD Player

The Sony brand AM/FM stereo radio CD player is located at the navigation station. It operates like a normal car radio. Turn the stereo on and off at the electrical panel with the “Instruments” switch.

TV/DVD Player with remote control

Installed at the center island of the galley, you will find the TV with built in DVD unit. It operates like a normal TV/DVD Unit. Turn the TV/DVD Unit on and off at the electrical panel with the “Instruments” switch marked “TV/DVD”. The remote control is located above the unit.

BILGE PUMPS

RocknRoll is equipped with several bilge pumps with a separate automatic float switches. The pump master switch located on the electrical panel will turn the pump from manual to automatic. Always leave in automatic unless needed in manual mode. You may occasionally hear the pump operate due to condensation. An auxiliary, hand operated, bilge pump is located in the starboard lazarette.

THRU-HULL SEA COCKS

Sea cocks are open when their handles are in line with plumbing (typically vertical) and closed when perpendicular to plumbing (typically horizontal). All sea cocks (except as noted herein) are normally left open while cruising. Please leave all open when returning the boat.

Below water line sea cock locations (also refer to thru-hull diagram):

- Raw water engine intake (behind engine, access through port lazarette)
- Galley sink drain (under sink)
Galley Raw Water (under Sink)
- Head sink drain (under head sink)
- Head seawater intake (under head sink)
- Depth sounder (V berth sole)
- Holding Tank overboard discharge (under sink in port head, under floorboard in starboard bunk room for starboard head)

DODGER AND BIMINI

RocknRoll is equipped with a dodger and bimini. The dodger windshields may be cleaned with “Mirror Glaze Clear Plastic Cleaner 17,” and a soft cloth found aboard. Please do not use regular window cleaner and/or paper towels, as they will scratch the material.

SAFETY EQUIPMENT

First Aid Kit

The ship's first aid kit is located in the Nav Table. Please notify AYC of any items used from this kit during your trip so they may be replaced.

Fire Extinguishers

There are four fire extinguishers aboard. One is located at the right foot of the V-Berth. The second is located in the port stateroom at the foot of the bed. The third is on the bulkhead opposite the galley near the floor. The fourth is located in the port side lazarette under the hatch leading to the crew bunk.

Signaling Flares

The emergency flares are in the Navigation table.

Life Jackets

Personal flotation devices (PFD – life jackets) are stored in the clear lifejacket bag (4) and 5 more hanging in the starboard lazarette.

Steering Gear Failure

In the event of steering gear failure, remove both of the round covers located under the helm seat and insert the emergency tiller into one. The emergency tiller is stowed in the starboard cockpit lazarette.

Engine Spares/Tools

The engine spares box is stowed under the port lazarette. This includes oil filter, raw water impeller, pump parts, and other small parts along with extra oil and coolant.