

Operator's Manual Guide
2015 Bavaria Vision 46
'Twelfth Night'



Welcome

Welcome to NESC and your Bavaria Vision 46 *'Twelfth Night'*.

This manual is provided as a quick guide through the ins and outs of the yacht. It is not however a replacement to the official Operator's Manual. Please take the time to read and understand both manuals. Don't hesitate to ask any of our professional, friendly staff if you have any questions.

All yachts in our fleet are maintained to the highest standards so you may enjoy a trouble-free charter. Please remember that these yachts are all privately owned. We kindly ask that you care for it like it was your own.

Best wishes for a great vacation,

New England Sailing Center

Contact Numbers:

Telephone: 401 619-1697 (General concerns)

Duty Manager: 401 825-5275 (Technical concerns, damage reports and emergencies)

Owner: 832 977-8831 (If NESC persons are unavailable)

Contents

- 1. Specifications and Key Systems**
- 2. Fire Safety**
- 3. Emergency Equipment**
- 4. 12 Volt, 110 Volt and Inverter Panels**
- 5. Engine Start / Stop Procedures**
- 6. Daily engine checks**
- 7. Instruments**
- 8. VHF Procedures**
- 9. Batteries**
- 10. Bilge Pumps**
- 11. Anchor Windlass and Anchoring**
- 12. Picking up a Mooring Buoy**
- 13. Fresh Water System**
- 14. Heads**
- 15. Showers**
- 16. Freezer / Refrigeration**
- 17. Propane and Stove**
- 18. Barbeque**
- 19. Table and Bed Adjustments**
- 20. Dinghy and outboard**
- 21. Swim Platform**

1. Specifications and Key Systems

Length 45' 10"
Beam 13' 8"
Draft 7' 0"

Fuel 55 gallons
Water 153 gallons
Engine 55 hp Volvo Penta D255F



Key System Locations

- 12 Volt and 110 Volt Electric Breakers Panel
- Anchor windlass and bow thruster battery switch
- Starter battery switch
- Refrigerator drain
- Fresh water refill
- Black waste access/removal
- Diesel refill
- Manual bilge pump
- Propane tank
- Shore power cable storage/connection

2. Fire Safety

Prevention is the best answer to fire safety.

- Smoking is not allowed on board
- Always switch off the safety solenoid when stove is not in use
- Never leave the stove or oven burning unattended
- Never change propane tanks whilst barbequing
- Never store portable flammable liquids, except for the stove igniter, below deck or in the lazarette (i.e. dinghy gasoline)

There are 3 fire extinguishers on board. Ensure you know where they are located and how to use them.

Fire extinguisher locations (fwd to aft):

- Under the V-berth
- Under the galley sink
- In the starboard aft helm locker

Engine compartment fire:

- In the event of a fire in the engine compartment stop the engine
- Position the mouth of the extinguisher to the fire hole in the companionway stairs (shown below)
- Do not open the engine compartment even if you think the fire has been extinguished, dying embers can easily be re-ignited by a fresh supply of oxygen (air)

Fire Hole



Galley fire:

Always shut off the propane to the stove as quickly as possible.

NEVER PUT WATER ON A GREASE FIRE! Use the Fire Blanket provided.

The **Fire Blanket** is located under the port aft navigation seat. Familiarize yourself with the instructions during the pre-sail walk through.

Fire Blanket use:

- Take the fire blanket out of its container
- Ensure hands and limbs are protected by the blanket
- Rollup your hands inside the blanket
- Carefully lay the blanket over the fire, laying the blanket away from you and keeping yourself protected at all times from the flames
- Once in place leave the blanket until all heat has gone from the scene of the fire. Lifting the blanket too soon can easily allow re-ignition

3. **Emergency Equipment**

Excluding fire extinguishers described above, many of the emergency equipment items are stored in the port forward salon locker. Some of those items include:

- Hand held VHF radio
- Hand held flare
- Rocket flares
- Flash light and high intensity signal light
- Spare fuses
- Batteries

An **Emergency Tiller** can be found in the lazarette locker aft. The connection point is located in the center cockpit between the helm stations.

Buckets, sponges, towels and tool boxes can be found below the salon deck hatch.

4. 12 Volt, 110 Volt and Inverter Panels

12 Volt Panel

Use the up and down switches to toggle between water gauge and battery voltage displays.

The following function icons are available on the 12V panel from left to right:

Top row

Compass light
Navigation instruments & Auto pilot
Stereo system
Anchor windlass
Primary bilge pump*

Middle row

Fresh water pump Shower sump
pump Panel light
Not in use
Fridge and Freezer

Bottom row

F1 – Aft electric head
F2 – Fwd electric head
F3 – Cabin Fans
F4 – Salon Fans
F5 – Spare



110 Volt Panel and Inverter Panel

The 110V outlets will operate while plugged into shore power or while the inverter is turned on. Twelfth Night is equipped with a 1800W power inverter that enables you to have access to 110v outlets while underway.



To avoid additional drain on your batteries while operating electrical appliances, the engine should be turned on and revved up to 1400 rpm IN NEUTRAL. Make sure that the inverter is turned off at all times when not in use.

5. Engine Start / Stop procedures

Start

- Ensure the raw water through hull valve is open
- Energize the starter battery switch (vertical position)
- Ensure engine is in neutral
- Press the ignition button ('On/Off')
- Press and hold the 'Start' button until the engine is running
- **Check for raw water flow (port side exhaust)**

Stop

- To stop the engine press and hold the 'Stop' button until the engine has stopped
- An alarm will sound after the engine has stopped
- Press the ignition button ('On/Off') once to turn off the ignition
- **Isolate the starter battery switch (horizontal position)**

Engine Starter Battery Switch / Fire Extinguisher



Engine Start / Stop Panel (Starboard Helm Station)



Maintain engine RPMS below 1800. **MAXIMUM ENGINE REVS 2200 RPM**

Should you hear an engine alarm during operation, check the tachometer to identify the reason for the alarm (over heating/oil pressure etc.). Immediately shut down the engine. **(Call NESCC)**

All our yacht engines run with diesel fuel. There is a diesel filler cap above the engine start panel which is clearly marked 'DIESEL'. **NO LIQUIDS OTHER THAN DIESEL SHOULD BE ADDED HERE.**

6. Daily Engine Checks

Access to the engine can be had by lifting the companion way stairs, and from the port aft cabin through the side panel, under the inboard bunk or by lifting the inboard bunk top panel.

- Check the oil level using the yellow dip stick located to the left of the engine. The level should be at least halfway between the empty and full marks. To add oil open the oil filler cap on the top of the engine.
- Check the seawater filter/strainer access by the engine rear.
- Check the engine coolant reservoir access by the engine rear. The coolant level should be between the maximum and minimum lines.
- Check for any engine leaks or bilge water below engine.
- Check the belt for any damage and correct tension.

KEEP HANDS CLEAR OF ALL MOVING PARTS.

ANY PROBLEMS CALL NESCC



7. Instruments

Twelfth Night is equipped with a full Garmin instrument package to assist with sailing and navigation.



GMI 20 multi data unit at each helm GHC 20 Autopilot at stbd helm



Garmin GPSmap 820 at the stbd helm

8. VHF Procedures

Familiarize yourself with the method for switching channels, and with the squelch and volume controls during your pre-sail walk through. The VHF radio is located to the left of the 12V panel. It can be turned on manually by pressing and holding the power button. It is turned on automatically when the 12V navigation icon is depressed. It has a Channel 16 instant select.

- Make sure the radio is on, volume quite high, and in low power mode unless the station you are calling is distant.
- Squelch up until hissing occurs then back a little until the noise just stops.
- Select the channel for calling (Channel 16, unless specified otherwise).
- Press microphone switch when speaking. Release immediately.

If no response then wait two minutes and repeat the call. If still no response, wait a further two minutes before trying again. If calling on Channel 16, it is very important to switch to a working channel after the contact is established. Do not use Channel 16 for your conversations – this channel is for hailing and distress only.

Channels:

Check the sailing guides available on board for various port services channels.

16 Hailing and Distress

74 Contact NESC (when in range)

12 Yacht Companies working channel – assigned for *Twelfth Night* breakdown servicing and emergency only

68 Marinas and Yacht Clubs – for lunch/dinner reservations etc.

06 Ship to Ship – along with Channel 68 and 77 can be used for contact between boats CH/WX 06 for local marine forecast

In the event that your yacht is involved in a non-life threatening incident with an object or with another yacht, it is important that you contact the NESC Office immediately at 401 619-1697.

Please remember to get as much information as possible about your location, the other yacht's description and what damage has been done to your yacht so that we can best assist you.

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

Types of Emergency:

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

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

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

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

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

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

How to issue an emergency message

Select Channel 16 and press transmit button on handset

Say slowly and clearly 'MAYDAY, MAYDAY, MAYDAY, CALLING ALL STATIONS This is the sailing vessel *Twelfth Night*' (and repeat *Twelfth Night* name 3 times)

Provide your position in degrees of latitude and longitude or nautical miles from, and bearing to, a navigational landmark

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

Wait 1 minute for a response, repeat message

ALTERNATIVELY: Use the contact numbers provided on page 2.

9. Batteries

Twelfth Night is equipped with one engine starter battery (in the engine compartment), one windlass/bow thruster battery (beneath the V-berth bunk) and 3 house service batteries (beneath the port forward salon seat flooring).

The systems are all 12V except for battery charging and 110V outlets. The batteries will need to be recharged as often as you deplete them. Conserving power will result in less time needed for charging, so turn off systems that are not being used.

Your batteries will charge when the engine is running at 1400rpms or more. They can also be charged while connected to shore-power or 'assisted' when the solar panel(s) are connected just forward of mast. **Do not sail with the solar panel(s) connected. Ensure the solar panel(s) is/are secured in place using bungy cords provided.**

Check the battery levels often. Batteries remain in an excited state for about 10 minutes after charging.

The house service batteries should come to rest at 12.8 volts. The batteries should not be allowed to deplete below 12.2 volts.

Location of house service bank



10. Bilge Pumps

Twelfth Night is equipped with one primary electric and one manual bilge pump. The primary electric pump is automatic and located below the salon floor just forward of the companionway stairs. The 12V breaker (Top row right) should be left on at all times.



Manual bilge pump located aft of starboard helm



11. Anchor Windlass and Anchoring

Setting the anchor:

Twelfth Night is equipped with an electric windlass, 150 ft of chain rode and a plow type anchor which provides excellent holding in most seabed conditions. A minimum 5:1 payout scope ratio (chain to water depth) should be observed. Maximum water depth is 30 ft. The depth gauge measures true water depth (Seven ft must be subtracted for the keel clearance). A secondary delta type anchor and short length of chain is and a light river type anchor can be used for the dinghy or to assist chain uplift prevention with the primary anchor (both stored in the lazarette).

Preparation:

- Establish a non-verbal communication system (i.e. hand signal) between helms-person and windlass operator.
- Shorten the dinghy painter so that it cannot go under the yacht and wrap around the prop.

Location:

- Choose a clear area to anchor in and preferably one which you can see the bottom. A white bottom is sand and perfect for anchoring. A brown or green bottom is likely grass, rock or coral. It could also be mud. **Only anchor in sand or soft mud.**
- Anchoring on a lee shore is not recommended and would recommend using both your primary and secondary anchor if you choose to anchor off a lee shore. (see below)

Action:

- Always have your engine revs increased to @ 1400 rpms before windlass operator touches the windlass remote. The windlass needs optimum energy to operate correctly.
- Minimum scope is 5:1. In heavy weather you may want to increase that, always ensuring your swing area is clear of any obstacles.
- Use the elements; approach from down-wind or current, whichever prevails.
- Have the anchor ready to deploy. This may require you to slack the chain and manually push the anchor slightly over board so that it will deploy when you press down on the remote.
- Once the yacht is stationary use the electric windlass to drop the anchor to the sea floor. The elements will push you back and away from the anchor. Keep deploying chain until you have acquired the correct scope. Attach the snubbing line.
- **Always attach the snubbing line before setting the anchor with the engine and whilst you are anchored. The snubbing line protects the windlass and it is important that you attach the snubber every time you set the anchor. Attach the hook around the chain link (the hook is too big to go through the link) and cleat off the bitter end of the line to a bow cleat. Pay out enough chain so that the snubbing line becomes taut.**
- If the hook falls of the chain it means that there is not enough tension on the line. You may need to hold slight tension on the snubbing line as you deploy more chain until the snubber takes the load of the anchorage. Engage reverse, slowly building up to 1500 rpm to really drive your anchor into the sand. Take transits.

- Set up a system of anchor watch. Monitor the yacht position with bearings and Garvin chart positions to ensure the anchor is not dragging.
- It is advisable to snorkel the anchor and ensure it is bedded in correctly and not just lying on its side or hooked on a rock.

Retrieving Primary Anchor:

- Never use the windlass to pull the yacht to the anchor. The windlass operator should point in the direction of the anchor chain so that the helmsman can move slowly in that direction. As soon as there is some slack on the anchor chain the bowman tells the helmsman to put the engine in neutral and then increase RPMs. Bowman then retrieves all the slack chain. When the chain becomes taut then you repeat the process from the beginning. Ensure the anchor does not swing into the bow of the yacht.

Setting a secondary anchor:

- The secondary anchor is a quick set delta type of anchor and is stored in the cockpit lazarette locker. It has 30 feet of chain and about 150 feet of line. If used it should be deployed using the dinghy with two people. Take note where your primary is and drive away from the yacht at a 45 - 60 degree angle from the primary. Drop the anchor with the shank pointed at the yacht and deploy the rode as you drive back to the bow. Tie off at the bow. Once back onboard and dinghy secured, manually take the slack out of the 2nd rode and tie off. Now engage reverse to 1500 RPMs as before.

Always review where windlass switches and breakers are and the manual operation (next section) before anchoring in case the windlass trips a breaker etc. Be aware that the chain can sometimes get jammed in the windlass or in the anchor locker. That is the first place to look if the windlass stops moving. If the windlass stops working, let the helms-person know and then look for the reason. Do not keep pressing the buttons on the remote.

There is a high amperage fuse that will blow if the windlass gets overloaded. The fuse is located behind the backrest of the Nav station seat in the salon. There are six large fuses next to each other; the anchor windlass fuse is the smaller of the six (second from right) and is 100amps.

You can tell if the fuse is blown by the tab that pops up. Compare the fuse you have removed with the one in the salon emergency gear locker (port side forward of the navigation station). To replace, first turn windlass switch off on the 12v panel, pull the blown fuse straight out and replace with a new.

If you have any doubts or concerns, please call NESC first. Before replacing the fuse, however, ensure that the windlass breaker on the 12v panel is switched on, and that the green light is not illuminated. If it is illuminated, this indicates that the fuse is NOT blown, and that the yacht battery power is too low to run the windlass. Please run the engine @1500 rpm for 15 min, and try again. If the windlass still refuses to operate, call NESC.

Manual anchor deployment

In the event that the windlass becomes inoperable, to deploy the anchor insert



the windlass handle into the center star fitting on the top of the windlass. Turn this center fitting counter clock wise to loosen the brake. It will take some force. Turning clockwise again will act as your brake to slow the anchor and chain decent. It's important to control the speed of the anchor deployment or risk losing the entire rode.

Push the anchor over board with a slight tension on the brake. Ease the anchor to the sea floor. Deploy enough anchor rode for the depth and conditions and then tighten the brake/center star fitting. Fit your snubber and set your anchor as described in previous section.



Manual recovery of the anchor

In the event is in operable, retrieving the anchor and chain must be by hand or using the cockpit winches to assist. This is a two-person operation. Run a line from one of the cockpit winches forward over the chain / windlass shoot, and using the snubber to assist, recovery the chain in bights back to the deck or locker directly.

12. Picking Up a Mooring Buoy

Mooring buoys are arranged differently from harbor to harbor. There may be a 'pick up stick' however in preparation to receive a buoy it's prudent to have a dock line and a boat hook available at the bow ahead of time. Some mooring fields require use of your own lines through a raised floating eyelet. Others are standard floating pendants requirement a boat hook retrieval.

- Ensure the dinghy painter is tied off short on the bow or amidships and is clear of the propeller
- Approach the mooring buoy, keeping the bow into the wind or current, whichever prevails
- Have a crew member on the bow to pick up the mooring arrangement
- The bowman will direct the helmsman to the mooring, using the already established non-verbal communication system
- Once at the mooring, inspect the buoy and pennant for any signs of wear and tear. If you are unsure about a mooring system integrity, choose another location
- Secure the pendant eyes to the port and starboard cleats. If there is only one pendant, it's prudent to run a second dock line using the dinghy. This will better stabilize the swing and provide back up to the first. If possible, run the line from the cleat through the buoy ring or shackle back to the cleat. Ensure the second line cannot become jammed in the primary pendant eyelet or other gear
- Remember to center the helm and lock both wheels in place
- To depart, retrieve the back-up line first. Slowly motor the boat forward to create slack, release the primary line from the cleat and allow the pennant to slip from the line into the water. Fall back with the wind or current, and be careful not to foul your prop on the pennant
- **Remember to tie your dinghy with a short scope and away from the stern whenever you are maneuvering in close quarters**

13. Fresh water system

Twelfth Night has a water capacity of 153 gallons shared between two inter-connected tanks. The quantity remaining can be checked by using the menu keys on the 12V panel.

Before filling the tank let the water run from the hose for a while before placing the end into the filler that is located on the stbd deck amidships. Please ensure that the correct filler is used; NOT the holding tanks or the diesel fill.

To use the fresh water system, turn on the fresh water breaker on the 12V panel and open a faucet. If the tank runs out of water, the pump will run at high speed and the faucet will start to cough air. As soon as you hear the pump running continuously, check to see if anyone is using water. If not, switch off the pump immediately to prevent the pump from drawing more air into the system or the pump overheating.

Check your water level by scrolling through the menu keys illustrated below.

14. Heads

Twelfth Night is equipped with two electric pump heads; one starboard forward and one starboard aft. The heads are activated at the 12V panel (F1 Aft and F2 Fwd).

Operation of the head is by a push and hold of the button on the vanity next to the head. Usage of the Holding Tanks will be demonstrated to you during your pre-sail walk through.

Nothing is to be put down the head unless it has been digested first.

Passengers must observe the regulatory requirements for discharge.

Head Button



Blocked heads will be cleared at a cost to you of \$150.00 sewage fee, plus a technician's fee of \$75 per hour and the call out fee.

15. Showers

Twelfth Night has hot and cold fresh-water showers in each head and one on the transom. **If the engine has been running, the water can be very hot for several hours – be cautious!**

In order to use the showers, the fresh-water pump and the shower drain sump pump (heads only) must be activated on the 12V panel.

The shower drains are fitted with float switches which evacuate the water automatically from the shower floor.

Transom Shower

The shower valve, nozzle and hose can be found under the cover on the center inboard transom bulkhead. A folding nozzle mount for showering hands free on the swim deck can be found under the aft cockpit access/lift seat.

To use the shower simply pull out the nozzle head and hose. If there is resistance check that the hose is not caught inside the lazarette below. Water supply is turned on by lifting the valve up and turning it off by pushing it down. Water temperature is controlled by rotating the valve clockwise and counterclockwise. **Be careful. The water can be very hot. Test before showering.**

The nozzle head has a lever trigger. It can be locked open by squeezing the lever and pushing it up to a lock position.

If no water comes out make sure that the 12V water switch is on, that the shower hose is not kinked, and/or that the water pressure valve is in the correct position.



16. Freezer / Refrigeration

The freezer/refrigeration system is quite efficient and designed to run 24hrs a day if required. However, ideally the system should not be on unless the engine is running or on shore power to reduce battery drain. The solar panels will help reduce battery drain but not overcome it when the system is running. **Note: Keeping a blanket on top of the freezer/refrigerator reduces temperature loss significantly.**

To ensure the system does not fail keep your batteries well charged (minimum 12.3 volts). **If the battery level goes below 12V the system will malfunction.**

Do not chip at ice or use any other sharp items in the fridge. If something is frozen to the side of the fridge do not force it away. Defrost it or pour warm water on it.

Each unit is equipped with a thermostat inside. Higher number selection is colder. Lower selection is warmer.

Ask one of our staff for a deck cooler if you would like one for storing your drinks. It will keep the drinks cooler and reduce refrigeration colder, as people will not enter the refrigerator as often.



17. Propane and Stove

The propane tank locker is located in the cockpit under the helm seat on the port side. The on/off valve is on top. The propane tank supplies the stove and oven in the galley only.

First however the propane line passes a fume leak sensor and solenoid valve (shown below). Control is located to the right of the 12V panel. This valve must be opened (On) before the stove will be supplied. It should be closed (Off) before shutting off the stove switches.



The propane line also passes an isolation valve to the left and below the stove/oven which must be opened.

Stove/Oven Operation:

- To light the stove, push the knob in, turn the knob you want 90 degrees counter-clockwise, and light the burner (to light oven put the flame in the tube that is inside/centerbottom).
- Hold the knob in for 10-15 seconds, then release. Make sure that the flame goes all the way around. Reduce any wind that may hinder this.

Note: The 12V fume leak detector / solenoid system is USCG approved device. You do not need to shut the propane tank valve or the isolation valve during the voyage unless you wish.

The detectors are sensitive to several types of gas and will trigger the alarm. The alarm can also be triggered if there is moisture in the bilge. If the alarm sounds it does not necessarily mean that the propane system is leaking, so don't panic.

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

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

- bilges.
- Call NESC immediately

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

18. Barbeque

Twelfth Night is supplied with a propane rail mounted barbeque. It can be found in the lazarette in a black canvass zippered bag. The propane nozzle is stored in the galley top drawer.

Barbeque Operation:

- Mount the barbeque on the starboard aft rail only
- Secure the dinghy along the port side or away from the yacht; not off the stern
- Attached the propane nozzle to a mini propane bottle
- Insert the nozzle on the right side hole in a horizontal position then rotate the bottle into a vertical position to lock it in.
- **Hold on to the bottle until you are certain it has locked in place! It can be a little tricky**
- Never use while sailing
- Never use on a dock
- Never change propane tanks when using the BBQ
- Make sure someone is always tending the BBQ when hot
- **Do not over load the BBQ particularly with high fat meats which can cause a very high flame**
- Call us if you have too much food

19. Table and Bed Adjustments

Twelfth Night is fitted with fully adjustable salon, cockpit and nav station tables. Please do not attempt to adjust the height of any of these until the correct method has been demonstrated to you during your boat briefing.

The interior salon table is electric for vertical adjustment. The exterior table is manual.

20. Dinghy and Outboard

The *Twelfth Night* is supplied with a 2019 (5) person Highfield dinghy and a 2016 (6) HP Tohatsu gasoline engine.

The driver of the dinghy must be over 18, and must at all times be wearing the kill cord. Never operate the dinghy under the influence of alcohol or drugs.

- Always tow your dinghy on a short line while motoring and a long line while sailing
- Tow with the engine leg up or secured in the dinghy. If the dinghy is secured inside ensure the throttle arm is up to prevent oil leakage
- When going ashore for an evening's entertainment designate a dinghy captain; someone who will bring the whole crew back to the boat safely

Dinghy Operation:

- To start the engine, lower the motor into the water using the lever on the starboard side of the engine
- Check you are in neutral
- Connect the fuel line. Prime the engine by pumping the fuel bulb
- If an engine has been at rest for 3 or more hours pull the choke out
- Set the throttle to start. Do not twist the throttle trying to prime the engine. You will only flood it.
- Face the engine and pull the start cord and push the choke back in as soon as it runs. If it runs for a second but cuts out, try again without the choke
- To stop the engine, press the red kill button on top of the kill cord, or pull the kill cord out
- Keep the kill cord with you
- Do not drag the dinghy onto a beach; anchor it off or put it on a dock with a stern anchor to prevent damage from going under or hitting the dock
- Do not speed in and around other vessels, speeding fines have been issued
- At night use a white light to warn others of your position
- Wear the life preservers provided in the cockpit lockers when in the dinghy

21. Swim Platform

Twelfth Night is equipped with a retractable transom and swim platform. There is a removable swim ladder stowed in the large cockpit locker/lazarette. While under sail, the transom should remain closed and secure. After you have gotten to your anchorage feel free to deploy the transom for easy access to your dinghy, swimming or snorkeling. The swim platform can be released by pulling on the release line behind the starboard helm seat. To recover it pull on the line attached from the stairwell to the platform.



Ensure that the swim ladder feet are fully engaged in the mounting holes and that the security line is attached to the boat securely!