

## AYLA - A BRIEF GUIDE

### ENGINE

- Ayla's engine is a 55hp Volvo MD2-55 with a saildrive gearbox delivering the power to a three bladed fixed propellor
- Cruising speed of approximately 7 knots at 2,200 rpm.

**There is little to be gained by exceeding 2,300 rpm, so please don't!**

- Engine and gearbox oil dipsticks are accessed via the aft starboard cabin. **Check daily in the morning when engine is cold, and do not overfill.** (engine doesn't appear to burn oil)
- Both engine and gearbox use the same oil; spare oil is in cockpit locker.
- Engine tools are below the chart table.

### Starting Engine

1. Check gearbox is in NEUTRAL (throttle lever vertical);
2. Turn power switch on engine control panel ON - panel lights will illuminate;
3. Check alarm is operating by pushing down alarm button on panel;
4. Hold the HEAT button UP for approximately 10 seconds if engine is cold;
5. Press the START button;
6. Once engine is running, depress button on end of throttle lever and **gently** move throttle lever forward until the charge/alternator light on the engine control panel is extinguished;
7. Check cooling water is coming out of exhaust;
8. Once engine has warmed up, return throttle to vertical position.

**When using engine please do not over rev, and remember to pause in the neutral position when moving from forward to reverse.**

### Stopping Engine

1. To stop engine, return throttle to neutral and then pull out strangler;
2. Turn off power at engine control panel.

### FUEL SYSTEM

- The fuel tank is located under the berth in the starboard aft cabin. It has a capacity of 220 litres; fuel consumption (engine only) is approximately 2.5 to 3.0 litres per hour at cruising speeds (<2,300 rpm).
- Filler for the fuel is located on the aft starboard quarter.  
**ENSURE FILLER IS TIGHTENED UP AFTER USE.**
- Spare fuel (10 litres) is located in the cockpit locker.
- Fuel gauge is located on the aft end of cockpit table; it is switched on when power is switched on at the engine control panel.
- Fuel supply is isolated when the engine battery is switched off. In addition to this there is also a manual shut off valve on the tank itself.
- Fuel supply also serves the domestic heating - if this is used continually remember to adjust consumption figures!

**PLEASE REFUEL BOAT AT ARDFERN/CRAOBH HAVEN/CRINAN BOATYARD BEFORE RETURNING INTO THE CANAL AT THE END OF YOUR HOLIDAY**

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### SAILS

- Furling genoa is permanently rigged; keep some tension on sheets when furling sail and when in harbour;
- Removable inner forestay is tied off starboard; when it is needed attach to forward deck cleats with highfield lever which is under chart table;
- Storm jib is under central berth in forward cabin; this hanks into the inner forestay when needed;
- Mainsail is stowed inside stacpac system - unzip fully before use, and make sure that the main halyard runs **inside** the lazyjack lines;
- All reefing lines are led aft to cockpit; No 1 & 2 reefs are single line systems, whereas No 3 has leech line only – luff eye neds to be hooked over rams horn (sail also has a flattener eye);
- Outhaul should not normally need to be adjusted.
- For downwind sailing the spinnaker pole can be used to pole out the genoa. Under these conditions it is also advisable to slacken off the lazyjacks to reduce chafe on the mainsail.

### ANCHOR

- Main anchor is 44lb CQR, attached to 60m chain which is in turn attached to the anchor locker;
- Anchor chain marked as follows:

10m Red  
20m Yellow  
30m Green  
40m Red & Green  
with white markings at 5m intermediates

- Second (kedge) anchor ( bruce) together with chain and warp are located in forward deck locker;
- Anchor windlass switched on at main switch panel;
- **ONLY USE WINDLASS WITH THE ENGINE RUNNING**
- ‘Piggy’s tail’ fairlead is for picking up moorings.

**Please take care not to scratch the bow of the boat when retrieving the anchor, and under no circumstances should the boat be motored forward with the anchor still to be finally retrieved. We will check the bow after each charter for damage.**

### TENDER AND OUTBOARD

- Tender is a 3.1m Zodiac airdeck dingy with a solid transom - roll out on foredeck, inflate and lower over side (pump is in cockpit locker);
- Outboard is a 4hp Suzuki 2-stroke, 1:50 oil:petrol mix, spare fuel in port cockpit locker;
- To operate outboard:
  1. Turn on fuel, open breather on top of fuel tank
  2. Turn choke knob anticlockwise and lift throttle approximately 1/3 to start position
  - 3. Check engine is in neutral**
  4. Pull starter handle until engine starts
  5. Once engine is running, turn choke switch back to off, and set throttle to even tickover before engaging gear.
  6. To stop push stop button/remove deadman switch

**THE DINGY CAN BE TOWED BEHIND THE BOAT,  
BUT ONLY AFTER THE OUTBOARD HAS BEEN REMOVED**

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### ELECTRICAL SYSTEM

#### Shorepower

- Shorepower plugs in to socket on the transom.
- Shorepower lead kept in starboard cockpit locker;
- Trip switch for shorepower on main panel;
- Shorepower will operate the following:
  1. Battery charger - with both engine and domestic battery switches ON
  2. Water heater – switch between trip switch and plug socket
  3. 240v socket.

#### Domestic Electrics

Main switch panel is to right of navigation station

IT DOES WHAT IT SAYS ON THE SWITCH!

1	masthead tricolour	11	bilge
2	steaming	12	domestic water
3	bow and stern	13	shower drains
4	deck lamp	14	gps
5	interior	15	??
6	interior	16	fridge
7	gauge illumination	17	12v sockets
8	instruments and auto pilot	18	spare
9	vhf/radio-CD	19	spare
10	anchor windlass	20	anchor light

The following should only be used with the engine running:

1. Fridge
2. Anchor Windlass
3. Autopilot

Specific points to note include:

- The GPS will act as a repeater for the cockpit instrumentation;
- There are full manuals for all instruments on board in the boat file, located above chart table;
- There are plenty of lights on the boat, all individually switched. Be selective with their use, otherwise the batteries will quickly draw down;
- Stereo - press SOURCE to switch on - use the SOUND button to scroll through to fade, and then use volume to adjust sound from saloon to cockpit;
- The battery charger interferes with the stereo radio, but not the CD player

**DEPTH = Depth below keel**

**DRAUGHT = 2.3m**

Batteries are located midships under the saloon berths. There is one engine, and two domestic. **The engine will need to be used for a minimum of 1-2 hrs per day to keep the batteries charged.**

Top toggle switch indicates battery status

Lower toggle is water tank gauge for the two tanks

## AYLA IV - A BRIEF GUIDE

### HEATER

Only start the heater with the engine running; once it has started the engine can be turned off. To start the heater, press the wavy line button (bottom right) and then, once boat has warmed up, press this again to turn the heater off; it will take a few minutes to shut down, **during which time the batteries should not be switched off.**

### GALLEY

- Both rings and the oven have a thermocouple; hold button in for a few seconds once gas has lit;
- Gas shut off valve is at aft end of galley worktop;
- Gas locker is at the aft end of the cockpit under helm seat - **turn gas off at night**
- Gas alarm is located beside the chart table - if it sounds extinguish all naked lights, turn off gas at source, and ventilate boat.

### PLUMBING

- Freshwater capacity is 85 gallons/360 litres, with 200 litres in aft tank and 160 in forward. Changeover lever is in aft heads inside wet locker.
- Water fillers are both on port side – on transom for aft tank and on foredeck for forward tank - tighten up after use;
- Spare water in the cockpit locker;
- Hot water is heated by both the engine and 240v shorepower;
- Water pump pressurises hot and cold water to the galley and both heads;
- Shower discharge pump needs to be turned on at the main switch panel, and then the individual black switches in each heads are used to pump out shower as it fills;
- Heads - **USE PLENTY OF WATER, AND ONLY A (LITTLE) PAPER - NOTHING ELSE TO GO DOWN THE TOILET - CLEARING BLOCKED HEADS WILL INVOLVE A £50 SURCHARGE**
- To minimise the chance of blockage, operate as follows:
  1. Move pump switch to left and pump until there is about 5” (125mm) of water in the pan;
  2. Once ablutions have been finished, move pump switch to right and pump pan dry;
  3. Move switch to left position and **GIVE AT LEAST 20 PUMPS** to clear the pipes;
  4. Return switch to right position and pump again until pan is dry. Leave heads in this conditions.

### SAFETY EQUIPMENT

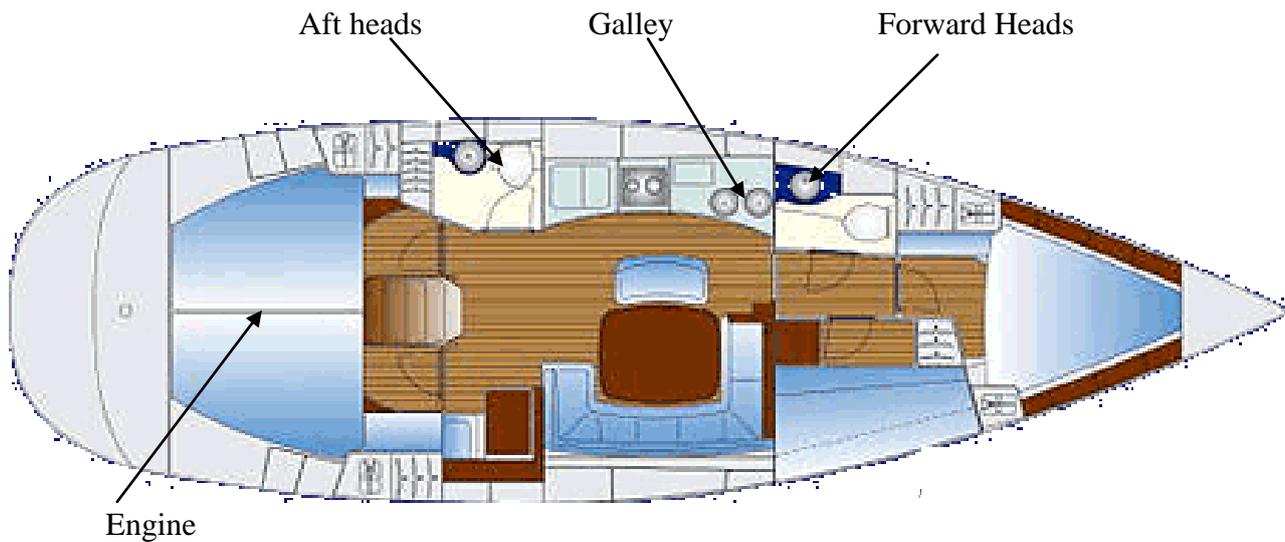
The location of seacocks and fire extinguishers are shown on the next page.

- Flares are located aft starboard cabin
- Lifejackets and safety lines are in each cabin, spares under navigators seat;
- First Aid kit is in saloon (sbd cbd); **please use the small kit for day to day issues, as breaking into the foil MCA kit will mean that it has to be replaced at a cost of £55 (to you!);**
- Grab bag for the liferaft is located in the aft starboard cabin

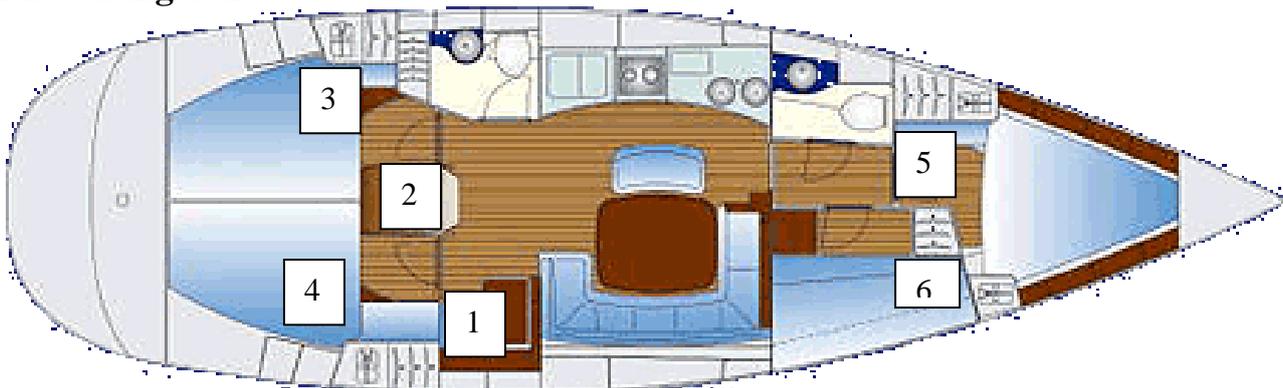
Liferaft is self launching as a last resort, but for this to happen the boat has to be under water! Only launch the raft in an extreme emergency (ie on fire or sinking) and remember that you are supposed to step up into the raft!

Emergency steering gear is located in cockpit locker.

## AYLA IV Seacocks



## Fire extinguishers



- |                                       |                        |
|---------------------------------------|------------------------|
| 1. Main extinguishers under nav. seat | 4. Starboard aft cabin |
| 2. Automatic in engine compartment    | 5. Forward cabin       |
| 3. Port aft cabin                     | 6. Twin cabin          |

Emergency steering gear in cockpit locker

Lifejackets in each cabin – spares under navigators seat

Fire blanket is next to galley – aft end

Gas alarm is next to navigators seat

Gas shut off is at aft end of galley

Manual fuel shut off valve is on top of tank under aft starboard berth