



S/Y ZELMA

**Information & operations manual for
Bavaria 40 2011
'ZELMA'**

Welcome



Welcome to Yachtcharter Sweden and your Bavaria 40 "ZELMA". We hope you had a pleasant journey and are looking forward to a fantastic holiday and some of the finest sailing in the world here.

This manual is here to guide you through the in's and out's of your yacht. Please take the time to read this manual and don't hesitate to ask any of our professional, friendly staff if you have any questions.

All of the yachts in the Yachtcharter Sweden fleet are maintained to the highest standards so that you may enjoy a trouble free vacation, on a beautiful yacht. Please remember that this yachts are a privately owned and we ask that you care for it like it was your own.

Best wishes for a great vacation,

Fredrik and Karin

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1. Yacht Specifications



Length	11,99
Beam	3,96
Draft	2.05
Fuel	210 Liter
Water	210 Liter
Engine	38 hp Volvo-Penta D1-30F

Location of:

- Fresh water refill (port quarter)
- Diesel refill (starboard quarter)
- Manual bilge pump (port helm)
- Propane tank (port helm)
- Windlass breaker (behind stbd saloon back rest)
- Emergency fuel shut-off (stbd aft cabin under bunk)
- Fridge drain/ Shower drain change over valve (below galley sink)
- Water tank Change over valve (below aft head sink)

2. The 12 volt panel

Use the up and down switches to toggle through your water tank gauges and your battery voltages.

The following functions are available on the 12v panel.

Top row functions from left to right:

- Compass light
- Navigation instruments, GPS and VHS
- Stereo system
- Anchor windlass
- Primary bilge pump override (float switch operates in 'Off' position)

Middle row functions from left to right:

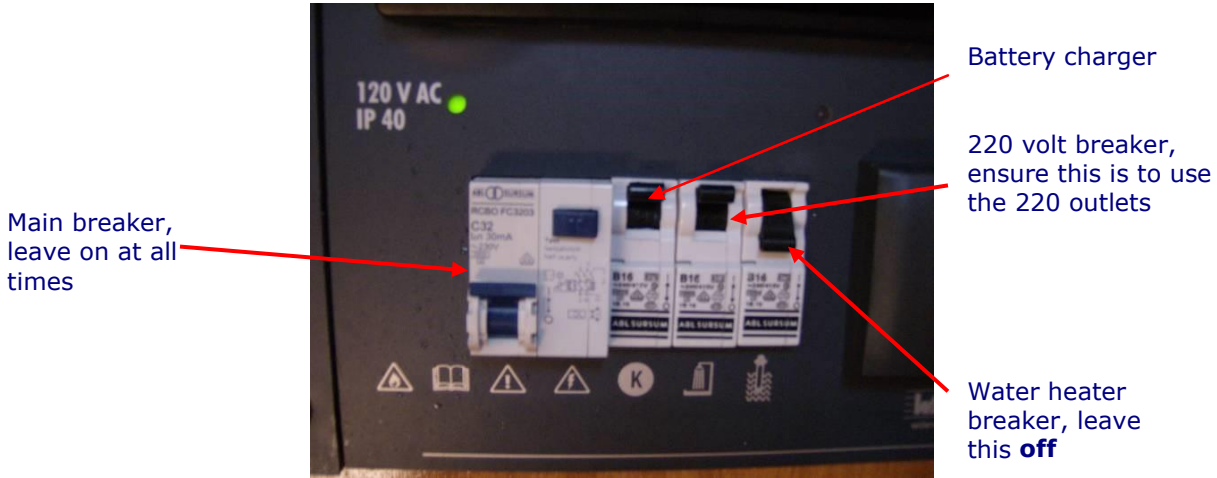
- Fresh water pump
- Shower drain
- Panel instrument light
- Not in use
- Fridge

Bottom row functions:

- F1 – Fans
- F2 – not in use
- F3 – Cockpit light
- F4 – not in use
- F5 – 2nd Bilge pump / Fridge drain



220v bre



The 220 volt outlets will operate whilst you are plugged in to shore power. There are 9 x 220V sockets on board: three in the galley, one in each cabin, one in the saloon and two at the nav desk.

Engine battery switch



The house battery switch is located under the chart table.



3. Engine start procedure.

- Make sure engine is in neutral.
- Press the ignition switch then press the start button until you hear the engine running.
- When the engine is running check you have water coming out of the exhaust.
- To stop the engine press the stop button until the engine has stopped **and then press the ignition switch.**



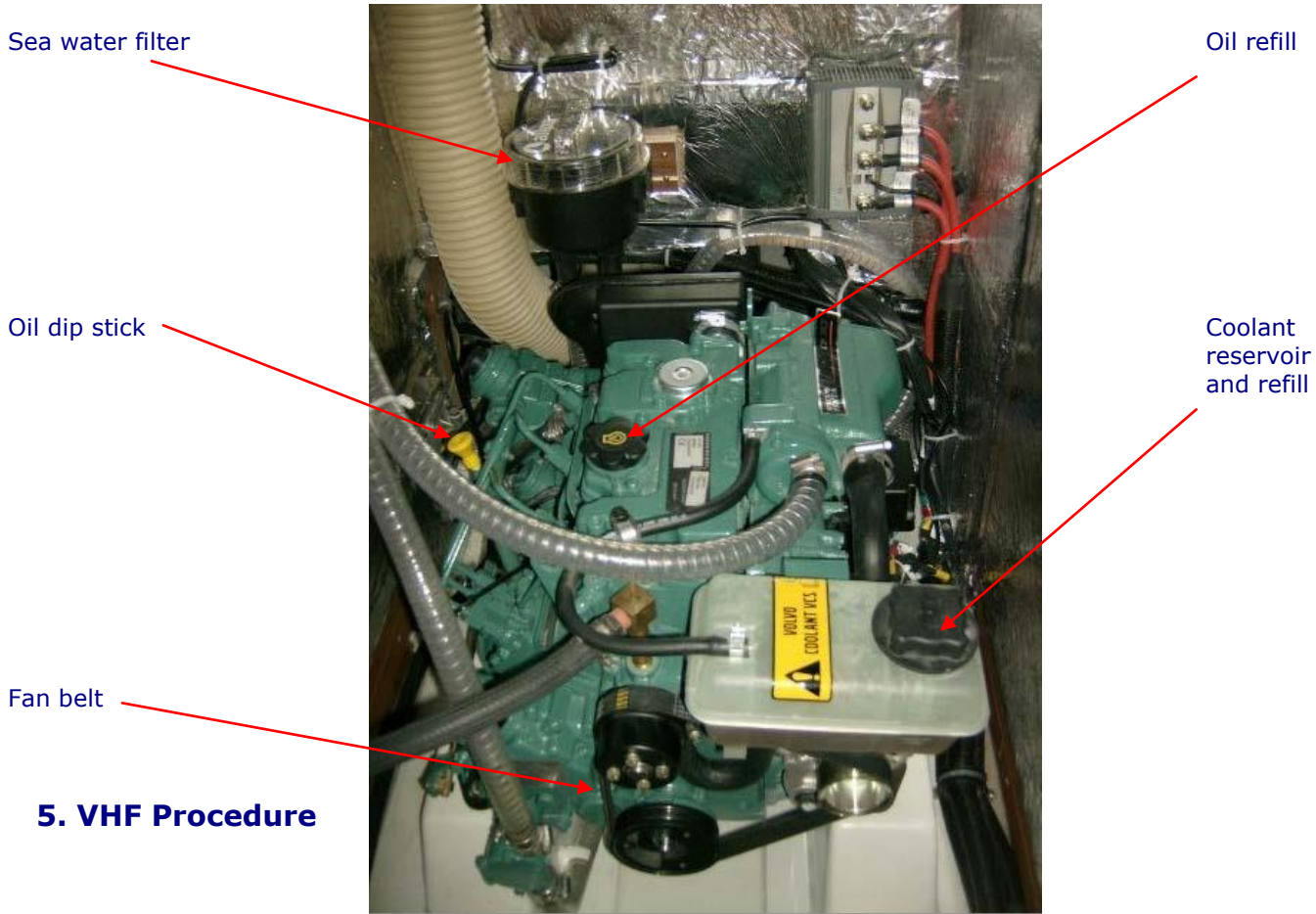
Should you hear an engine alarm during operation you will see a warning symbol on the LCD display on the Tachometer. If safe to do so, immediately shut down the engine and **CALL YACHTCHARTER SWEDEN**

All our yacht engines run with diesel fuel. There is a diesel filler cap on the stbd quarter which is clearly marked "DIESEL".... **DO NOT PUT WATER IN HERE.**

4. Daily Engine Checks

- Check the oil level using the yellow dip stick located to the left rear 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.
- To the rear of the engine is the seawater filter. **DO NOT OPEN**
- To the front right of the engine is the engine coolant which should be at the centre for correct level.
- 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 YACHTCHARTER SWEDEN



5. VHF Procedure

Using the VHF radio:

Familiarize yourself with the method for switching channels, and with the squelch and volume controls on your radio. Most radios have a button to instantly select Channel 16 – ensure you understand how this operates or you could end up speaking on Ch. 16 when you think you are on some other channel.

1. Make sure the radio is switched on, volume quite high, power to high unless the station you are calling is very close.
2. Squelch up until loud hissing, and then back a little until the noise *just* stops.
3. Select the channel for calling (Channel 16, unless specified otherwise).
4. Press switch on microphone 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 to use:

- 16 Hailing and Distress
- 09 Contact bridge control
- 72 Ship to Ship – can be used for contact between boats

For local marine forecast and traffic channels.

Strömstad, Grebbestad, 26, Kungshamn 23, Udevalla 84, Tjörn 81, Göteborg 24, Grimeton 22, Halmstad 62, Helsingborg 24, Malmö 27.

In the event that your vessel is involved in a non-life threatening incident with an object or with another vessel, it is important that you contact the Yachtcharter Sweden Office immediately at (+46) 315 110 07. Please remember to get as much information as possible about your location, the other vessel's description and what damage has been done to your vessel so that we can best assist you.

Failure to report any accidents or incidents in a timely manner may result in

Types of emergency:

In the unlikely event that you are involved in an emergency stay calm and follow these steps.

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

Mayday Relay: used to summon help for a vessel which is either too far offshore to contact the coastguard 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 vessel 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.... (vessel name)....' and repeat vessel name 3 times

Give position – vessel's 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 colour and type is also useful)

Wait 1 minute for a response, repeat message

ALTERNATIVELY: Dial 112 (SOS)

6. Batteries / Battery switches

The systems on your yacht are all 12volt. 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, whether sitting at a mooring or motoring to a destination. Check the battery levels and make note of them before charging.

Shut the motor off. Wait 15 minutes before checking the battery levels, (directly after turning off the motor they will remain in an excited state for about 10 minutes).

The House system should come to rest at 12.8 v. and then slowly get lower. When the system gets to 12.2 you should start planning to re-charge the batteries soon.

Transitions has two battery systems which are isolated from each other. The house batteries are located under the aft salon cushions.

The DC main breaker is located under the chart table and the engine battery breaker is located on the port side of the companion way.



House battery switch



Engine battery switch

7. Anchoring & the windlass

Setting your anchor:

Preparation:

- Establish a non verbal communication system from bow to stern, as with the noise of the engine and wind, verbal communication proves difficult.
- Tie the dinghy painter close to the boat at the bow or amidships to avoid wrapping it around the prop.

Location:

- Choose a clear area to anchor in, normally in 3 to 10 meter. A white bottom is sand and perfect for anchoring. A brown or green bottom will be grass or rock. **Only anchor in sand and clay.**
- Make sure that you are not on a lee shore; i.e. that the land mass is protecting you from the elements and that you are not being pushed onto the shore. **A lee shore is the most dangerous place to anchor your yacht.**

Action:

- Manually lift the anchor over the bow roller and feed the chain so the anchor is just above the water surface.
- Use the elements; approach from down wind or current, whichever prevails.
- Once the yacht is stationary use the electric windlass to drop the anchor. The elements will push you back and away from the anchor.
- Minimum scope is 5:1. In heavy weather you may want to increase that, always ensuring your swing area is clear of any obstacles.
- Engage reverse, slowly building up to 1500 rpm to really drive your hook into the bottom.
- Once set, put the engine in neutral and allow the yacht to settle, take transits around the bay to ensure you are not dragging, it is always advisable to snorkel the anchor and ensure it is bedded in correctly and not just lying on its side.

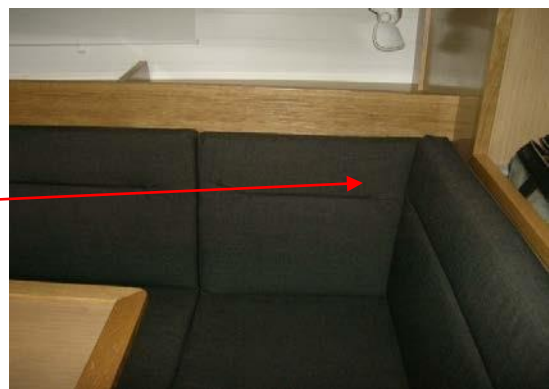
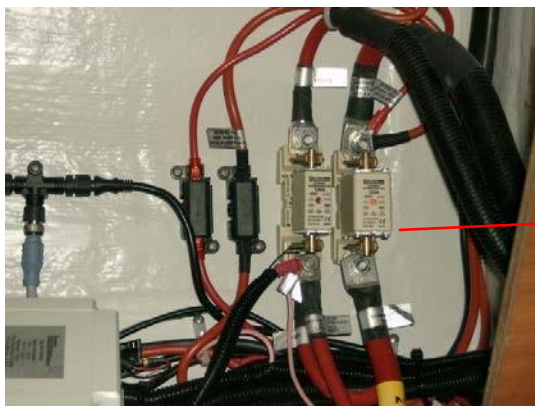
Attaching the snubbing line:

- Once you are happy that the anchor is set you must attach the snubbing line. 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 off the chain it means that there is not enough tension on the line. In this case re-attach the hook and pay out more chain until the line is once again taut.

There is a high amperage fuse that will blow if the windlass gets overloaded. **The fuse is located on the starboard side of the salon, behind the back rest of the salon cushion.** There are two large fuses next to each other; the anchor windlass fuse is the smaller of the two and is 100 amps.

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 chart table. To replace, first turn windlass switch off on the 12v panel, pull the blown fuse straight out and replace with the new one that is located in the chart table.

If you have any doubts or concerns, please call Yachtcharter Sweden 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, please call Yachtcharter Sweden.



Manual operation of the windlass

If you lose power to your windlass, start the engine and apply some revs to make sure you have sufficient battery voltage. Then make sure the windlass breaker with the anchor icon is in the 'on' position on the 12 volt panel. If there is still no power, check the location of the windlass fuse in this manual, and replace it with the spare in your navigation table. If you still have no power, you can operate the windlass manually.

To drop the anchor, insert the windlass handle into the star fitting on the top of the windlass.

Continue to pull back on the windlass handle, so that the brake cap loosens.

Your anchor is now ready to drop.

Push the anchor over the bow, keeping hands and feet clear. Control the rate the chain pays out by tightening or loosening the brake with the windlass handle.

When you have paid out sufficient chain – 5 to 8 times the water depth, push the handle forward to tighten the brake. Fit the snubbing line and cleat it off, then release the chain on the gypsy as above, so that the load is taken up on the snubbing line.



8. Picking up a mooring buoy

- Ensure the dinghy painter is tied off short on the bow or amidships and is clear of the prop.
- 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 pennant with the boat hook.
- 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 buoy's integrity, choose another location to moor up.
- The bowman should ready a line to a bow cleat to slip through the eye of the mooring pennant. This line is then shortened and brought back to the same cleat.
- Once set your mooring buoy will be attached either on the port or starboard cleat and the yacht will be head to wind. Remember to centralize the wheel and lock in place to avoid the yacht sailing around the buoy.
- Next attach a second back up line directly to the mooring ball. There will be a metal ring at the top of the ball or a shackle just under the ball. Attach a line from the opposite bow cleat and if possible run the line through the ring or shackle and back to the cleat. It is always easier to do this from the dinghy. Do not try to make the lines of equal length, the first line should be taking all the weight of the boat.
- To depart, release the back up line first. Slowly motor the boat forward to create slack, release the 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 away from the stern whenever you are maneuvering in close quarters.**

9. Bilge Pumps

Your yacht is equipped with one manual and two electric bilge pumps. The primary electric pump is automatic. In the event that the float switch on the primary pump fails, the pump can be forced to operate by pressing the switch on the 12V panel. The secondary bilge pump (also a Fridge drain) is operated by switch F5 on the 12v panel (check that the yellow selector handle **located under the galley sink** is in the correct position). The manual pump is located in the cockpit by the stbd helm and its operation will be demonstrated to you during your briefing.



10. Fresh water system

ZELMA is equipped with a water tank with a capacity of 210 liter.

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 transom and the bow. Please ensure that the correct fillers are 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. When a 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.

11. Heads

- **Nothing is to be put down the head unless it has been digested first.**
- Prior to use, move the lever to wet bowl to add water - 4/6 pumps.
- Pump out waste in the wet bowl position.
- After the bowl has been cleared of it's contents, an additional 5/6 pulls on 'wet' bowl will flush the bowl and pipes and will keep your heads smelling fresh.
- Move lever back to dry bowl and pump the bowl and pipes dry, the lever must be left in dry bowl as leaving it in wet bowl will ingress water.



12. Showers

Your yacht has a hot & cold, fresh-water shower in aft head and on the transom.

If the engine has been running, the hot water can be very hot – be cautious!

In order to use the showers, the fresh-water pump must be activated on the 12V panel. There is also a shower-drain pump switch on the 12v panel. Switch this on also.

To operate the shower-drain pump, there is a black push button on the sink which you will need to hold in to drain the water.



Shower drain button

Transom Shower

To use the shower head simply pull it out and press the button on the back. If no water comes out make sure that the 12V water switch is on, that the shower hose is not kinked (access from port aft cabin) and that the water pressure valve is in the correct position.



Shower head with push button

Water flow and temperature control switch

13. Refrigeration

The system on this boat is a 12v refrigerator. This system is designed to run 24hrs a day if you wish. To ensure that it does not fail there are two things you should do.

- Firstly, keep your batteries charged. If the level goes below 12v the system will malfunction. Refer to section 12 for charging instructions.
- Secondly, do not puncture the cold plate in your fridge! **Do not chip at the 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. Pour warm water on it if you need to melt the ice.



Thermostat dial

Draining the fridge

Please refer to Section 11 – Bilge pumps, for information relating to draining the fridge.

14. Propane and stove

The propane tank locker is at the port helm position.



To use:

- 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/center bottom).
- 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.
- If you cannot get the burner lit, check the manual shut offs - there are two. One on the propane tank and one in the galley under the shelf above the stove. Make sure these are both open and try again.
- **Always switch off the propaine taps after use.**

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

15. Hisingsbron (Hisingsbridge) Opening hours.

Opening every day, if a boat are waiting:

You can cal them on vhf channel 09 to confirm contact.

- 05.50
- 09.20
- 11.20
- 14.50
- 18.20
- 20.20

In addition to this opening takes place on Saturdays, Sundays and other public holidays at the following two times:

- 07.20
- 16.20

In addition opening takes place during summertime at:

- 13.20



16. Fire Safety

Prevention is the best answer to fire safety.

- Always switch off the safety solenoid when stove is not in use
- Never leave the stove or oven burning unattended.
- Never smoke below decks.
- Never smoke when changing propane tanks.
- Safely store any flammable liquids (for example charcoal lighter fuel).
- Keep matches away from children.



Engine compartment fire:

In the event of a fire in the engine compartment use the fire extinguisher positioned closest to the companionway hatch steps and position the mouth of the extinguisher to the fire hole.

- Pull the yellow key out
- Press down on the red button until all the contents of the extinguisher have been discharged.
- 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).

17. Swim Ladder

Transitions is equipped with a retractable transom that also doubles as a transom seat when the transom is closed. There is a removable swim ladder that is stowed in the port cockpit locker. 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. There is a lanyard attached to the swim ladder that enables you to secure the ladder while in use.

Always use the safety lanyard while using the swim ladder to prevent losing the ladder overboard and ensure that the ladder is mounted securely before use.

