Silver Wind - Guide for Captains

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Dinghy

The maintenance and correct use of the dinghy is essential for crew safety. Always check the correct procedure before assembling/disassembling or using the snap davits.

Don't guess and don't take shortcuts!

Assembly

The following procedure must be followed ***in the correct order***.

Before inflating any section, carefully open the valve cover and ensure the valve is primed (if necessary, turn the button 90 degrees until it pops out). Close the valve cover immediately when done.

Step one:

- Lay the dinghy flat and pull the transom vertical.
- Inflate the bow then the sides to 50-75%.
- Fit the seat to the grooves on the port and starboard.

Step two:

- Ensure the wooden support batten is inserted in the underside of the air mattress.
- Insert the air mattress ensuring (1) it's pushed fully under the partially-inflated sides and (2) the keel valve is accessible through the hole in the mattress.
- Inflate the mattress then the keel fully.

Step three:

- Complete inflation of the bow and sides.
- Launch the dinghy carefully and secure to the boat.

Stowing

The dinghy must be either:
- secured to the stern using the snap davits
or
- deflated and packed into its bag, which should be secured to the deck.

The dinghy must not be towed except for very short distances (e.g. during berthing) Use the following procedure to attach to the snap davits

- Come alongside the stern port side-to.
- Step off the dinghy and tie it off with the painter.
- Remove the engine if necessary and secure to the pushpit.

- Lift the hooks on the dinghy over the davits and ensure the davits are closed over the hooks.
- Pull the dinghy upright from the starboard side and secure to the pushpit using the two lines.

  Note that the dinghy obscures the stern light when secured to the stern.

Dinghy attached to stern

If you are leaving the boat for more than a day, take the dinghy back on deck. If left floating in a marina, a surprising amount of dirt gets attached very quickly to the underside.

Headsail furler

The headsail must be furled ***by hand only.*** The sail must be depowered by bearing away until the headsail is in the shadow of the mainsail, then furled under control.

Always furl/unfurl the headsail under control using the sheet and furling line.

Never use a winch on the furling line. If the furler is jammed and not furling by hand, ensure the sail is depowered and attempt to locate the source of the jam. If the furler cannot be unjammed, drop the sail to the deck until the problem with the furler can be fixed.

Winching a jammed furler damages the forestay which could result in a serious incident.

6-month-old forestay compromised by winching furling line

Gas

The gas needs to be open at two locations in order to flow:

1. The valve on the top of the bottle must be open (turn anticlockwise)
2. The tap under the cooker must be in-line with the pipe (turn 90 degrees)

Remember to turn the gas off again after use.

Gas alarm

The gas alarm is located in the forward galley locker.

There are two gas sensors - one under the cooker beside the gas tap, and one in the bilge. These are vulnerable to damage from dirt and water.

Batteries

Silver Wind has two 12V domestic ("Bord") batteries, wired in parallel.

These domestic batteries are **deep discharge** batteries, i.e. they are designed to power the electrics on board for a full day while shore power is disconnected and the engine is switched off. They can tolerate being discharged to 50% hundreds of times.

The engine starter battery is like a car battery, and should never be discharged. It is designed to deliver a surge of power to start the engine, and is then recharged immediately by the alternator.

The domestic battery state can be monitored on the voltmeter by selecting "Bord". The readings indicate the following:

Voltage State	
>= 13.2V	Fully charged
12.2V	50% charged. Battery should be charged before further use.
< 12V	Dangerous level of discharge; battery life shortened.

To charge the batteries:

With **shore power:**
- Attach the shore power cable and check the shore power light is on - Switch the battery charger (in the AC panel) to 'on'. If the shore power light doesn't come on, check the connection (including the inboard end of the cable) and ensure the electricity supply has credit if required.

With **the engine:**
- Start the engine and run at 1500rpm or above. This should be done underway, with the engine in gear, as running a diesel engine in neutral (no load) causes engine wear.

On a multi-day cruise it's good practice to check and record the battery voltages regularly to avoid any surprise loss of power.

Anchoring

The anchor windlass is powered by the engine battery, so the engine should always be running while deploying or recovering the anchor.

Despite appearances, the windlass can't be operated by a winch handle. To release the chain to run freely (and deploy manually) insert a winch handle and 'unlock' the winch with a sharp anti-clockwise turn.

Engine and Fuel

Starting the engine

- Ensure throttle is in neutral.
- If engine is starting cold, turn key to 'Glow" and hold in place for 5-10 seconds - Turn key to 'Start' then release as soon as engine starts
- Check the raw water flow immediately

Stopping the engine

- Hold in the stop button until the engine stops and the alarm sounds - Turn key to off

In the event there is a problem with the panel and the normal engine stop isn't working, there is an emergency shut off button on the engine itself (seen below in red), accessible from the rear cabin. Hold it in until the engine stops.

Refuelling

Always double check which cap you are opening when refuelling or adding water, as they look identical. Clean the filler cap before and after fuelling to avoid any water or debris entering the fuel tank.

Fuel tank

The fuel tank is located under the bunk in the aft cabin, and the connections are as shown below:

Fresh water system

Silver Wind has two 160l fresh water tanks (Forward and Aft), which provide pumped hot and cold water to the galley and the heads sink.

The tanks are filled independently:

- Forward tank inlet on the starboard
- Aft tank inlet on the stern (port side)

The fuel tank inlet is also on the stern (starboard side) and looks the same. Don't put water in here! Don't let anything else get in the water tanks – only open and close as required, using the key hanging in the wet locker.

The water pump and accumulator tank are on the port side behind the cushions:

Aft tank shut-off

Forward tank shut-off

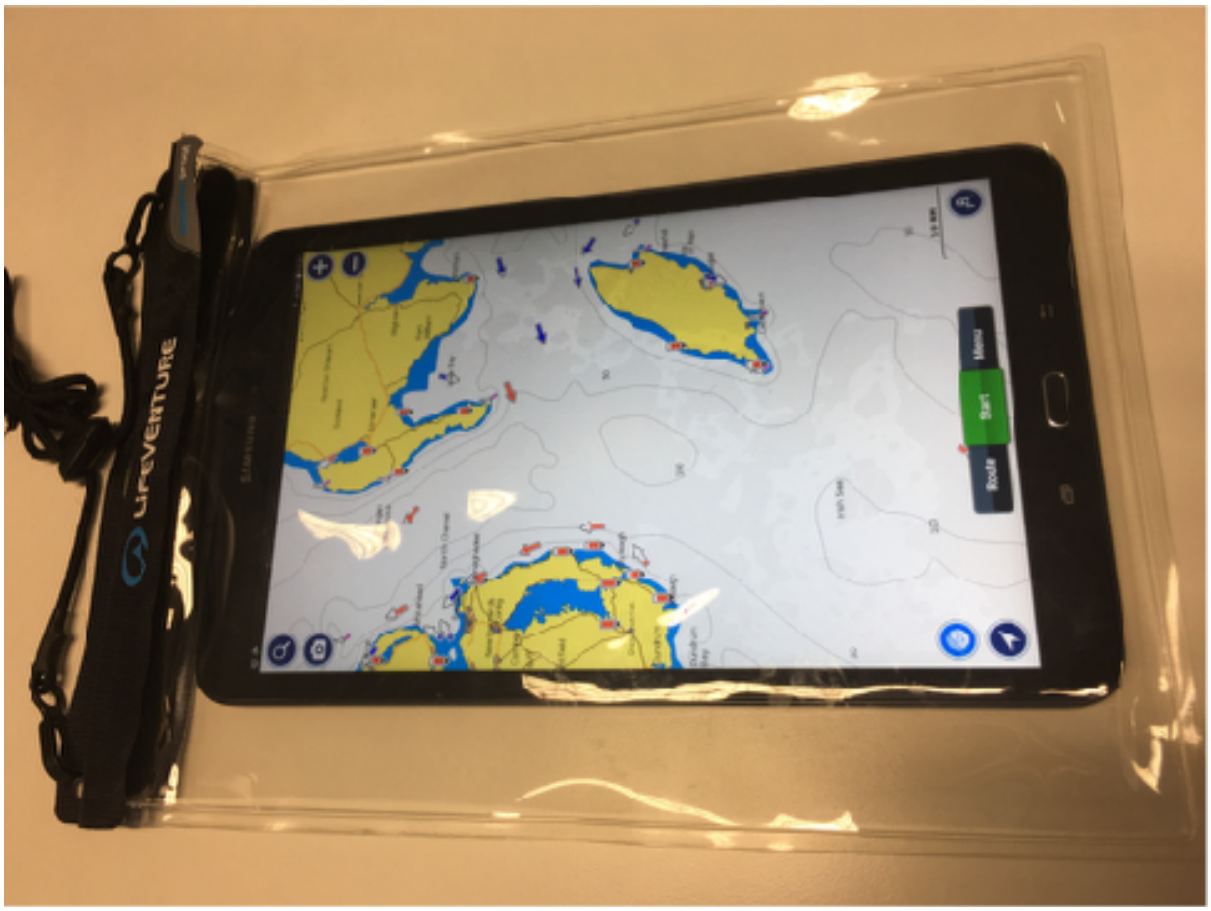
Using the taps

The Water pump switch must be 'on' to use the taps. Once it's on, you can check the water level meters near the galley.

When you open a tap (galley or heads) you'll hear the pump kick in after a couple of seconds. It should stop when you shut off the tap. If it doesn't, it's likely trying to pump water from an empty tank. You should shut off the empty tank immediately using the valves shown above.

The water heater is located under the seats behind the forward cabin. Water is heated continuously while the engine is running, and can also be heated by switching on the electric water heater (shore power only).

Navigation tablet



A Samsung tablet with Navionics is kept in the chart table. It can be charged from the 12V socket with the provided USB cable. Please be considerate to the following crew by leaving the tablet charged.

The PIN code is Obsession's sail number.

Do not remove the tablet from the waterproof case, except to connect the charger.