

STORMER- A BRIEF GUIDE

ENGINE

- Stormer's engine is a 29hp Volvo 2003 with a saildrive gearbox delivering the power to a two bladed fixed propeller.
- Cruising speed of approximately 6 knots at 2,300 rpm.

There is little to be gained by exceeding 2,500 rpm, so please don't!

- Engine and gearbox oil dipsticks are accessed via the port engine room hatch, adjacent to the navigator's berth. **Check daily in the morning when engine is cold, and do not overfill.** (both use a little oil)
- Both engine and gearbox use the same oil; spare oil is behind navigators seat, together with the tool kit and engine spares.

Starting Engine

1. Switch battery on at main switch, under to navigator's seat;
2. Check gearbox is in NEUTRAL (throttle lever vertical);
3. Turn power switch on engine control panel ON - panel lights will illuminate;
4. Check alarm is operating by pushing down alarm button on panel;
5. Depress the button in the centre of the base of the throttle to engage neutral, and move the lever forward approximately 35°;
6. Lift and then depress the strangler handle to enrich the fuel supply;
7. Press the START button to start the engine, and then bring revs back to c. 1000;
8. Check cooling water is coming out of telltale on starboard side of hull
9. 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 up strangler;
2. Turn off power at engine control panel;
3. DO NOT RUN THE ENGINE WITHOUT A BATTERY SWITCHED ON.

FUEL SYSTEM

- The fuel tank is located under the cockpit, at the aft end of the engine room. It has 130 l capacity. Fuel consumption is approx 1.5 litres per hour, increasing rapidly above 2500 rpm.
- Filler for the fuel is located on the port aft quarter deck;
ENSURE FILLER IS TIGHTENED UP AFTER USE.
- Spare fuel (10 litres) is located in the cockpit locker.
- Manual shut off valve is
- Fuel supply also serves the domestic heating - if this is used continually remember to adjust consumption figures!

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

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SAILS

- 140% Furling genoa is permanently rigged; keep some tension on sheets when furling sail and when in harbour;
- Storm jib is under berth in forward cabin.
- 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 (slab reefing) – the reefing eyes will need to be hooked over the cringle when reefing. Stormer benefits from reefing early in a blow;
- Outhaul should not normally need to be adjusted;
- For downwind sailing the 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 30lb plough, attached to 50m chain which is in turn attached to the anchor locker;
- Anchor chain marked as follows:

10m Green

20m Yellow

30m Red

40m Red & Green

50m Red and yellow

THINK TRAFFIC LIGHT – GREEN IS GO, RED IS STOP

- Second (kedge) anchor (25lb CQR) together with 20m chain and is located under the forward berth.

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.

Please lift the last 2 metres or so by hand to prevent damaging the furling drum.

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TENDER AND OUTBOARD

- Tender is a 2.6m XM dinghy with a solid floor and transom. - roll out on foredeck, inflate and lower over side (pump is in cockpit locker);
- Outboard is a 3.3hpMercury, 50:1 mixed unleaded petrol, spare fuel in cockpit locker;
- To operate outboard:
 1. Set choke button , set the throttle to start position and open breather on fuel tank;
 2. Check that fuel supply is on, and pull handle to start engine;
 3. Once engine has started, push in choke and set throttle to tickover;
 4. Engine has forward and neutral only.

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

ELECTRICAL SYSTEM

Domestic Electrics

The fridge should only be used with the engine running.

Switches do as they say.

Water pump pressurises the domestic hot and cold water throughout the boat;

Socket switch also powers water gauge!

Shower pump powers the shower pump, which is switched inside the heads;

Specific points to note include:

- There are full manuals for all instruments on board in the boat file;
- There are plenty of lights on the boat, mostly individually switched. Be selective with their use, otherwise the batteries will quickly draw down;

Batteries are located under the navigator seat. There are two105 AH cells.

The engine will need to be used for a minimum of 1-2 hrs per day to keep the batteries charged.

HEATER

Only start the heater with the engine running; once it has started the engine can be turned off. The heater will take a few minutes to shut down when it is switched off, **during which time the batteries should not be switched off.**

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GALLEY

- All rings and the oven have a thermocouple; hold button in for a few seconds once the gas has lit;
- Gas shut off valve is below the cooker;
- Gas locker is port side deck- **turn gas off at night**
- Gas alarm is located above the starboard engine inspection hatch- if it sounds extinguish all naked lights, turn off gas at source, ventilate boat and pump out bilge **WITH MANUAL BILGE PUMP**.

PLUMBING

- Freshwater capacity is 250 litres;
- Water filler is on starboard aft quarter deck - tighten up after use;
- Spare 20 litres of water behind navigators seat;
- Hot water is heated by the engine;
- Water pump pressurises hot and cold water to the galley and both heads;
- Foot pump located under galley sink;
- Shower discharge pump needs to be turned on at the main switch panel, and then the black switch in the heads should be used to pump out as shower 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 in locker above port side saloon berth;
- Lifejackets and safety lines are under starboard saloon berth;
- First Aid kit is in locker above port side saloon berth; **please use the orange 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 behind navigators seat
- Manual bilge pumps are situated starboard aft cockpit and in starboard aft cabin.

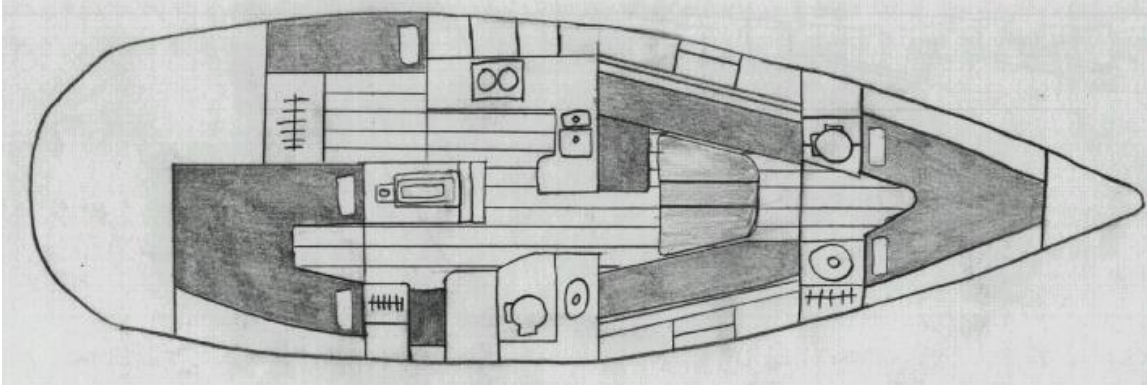
Liferaft is self launching as a last resort, but for this to happen the boat has to be under water! Only launch the raft in an extreme emergency (ie on fire or sinking) and remember that you are supposed to step up into the raft!

Emergency steering gear is located in the cockpit locker ;

Bungs for seacocks etc are taped to pipes at seacocks .

STORMER

Seacocks



Fire extinguishers

