

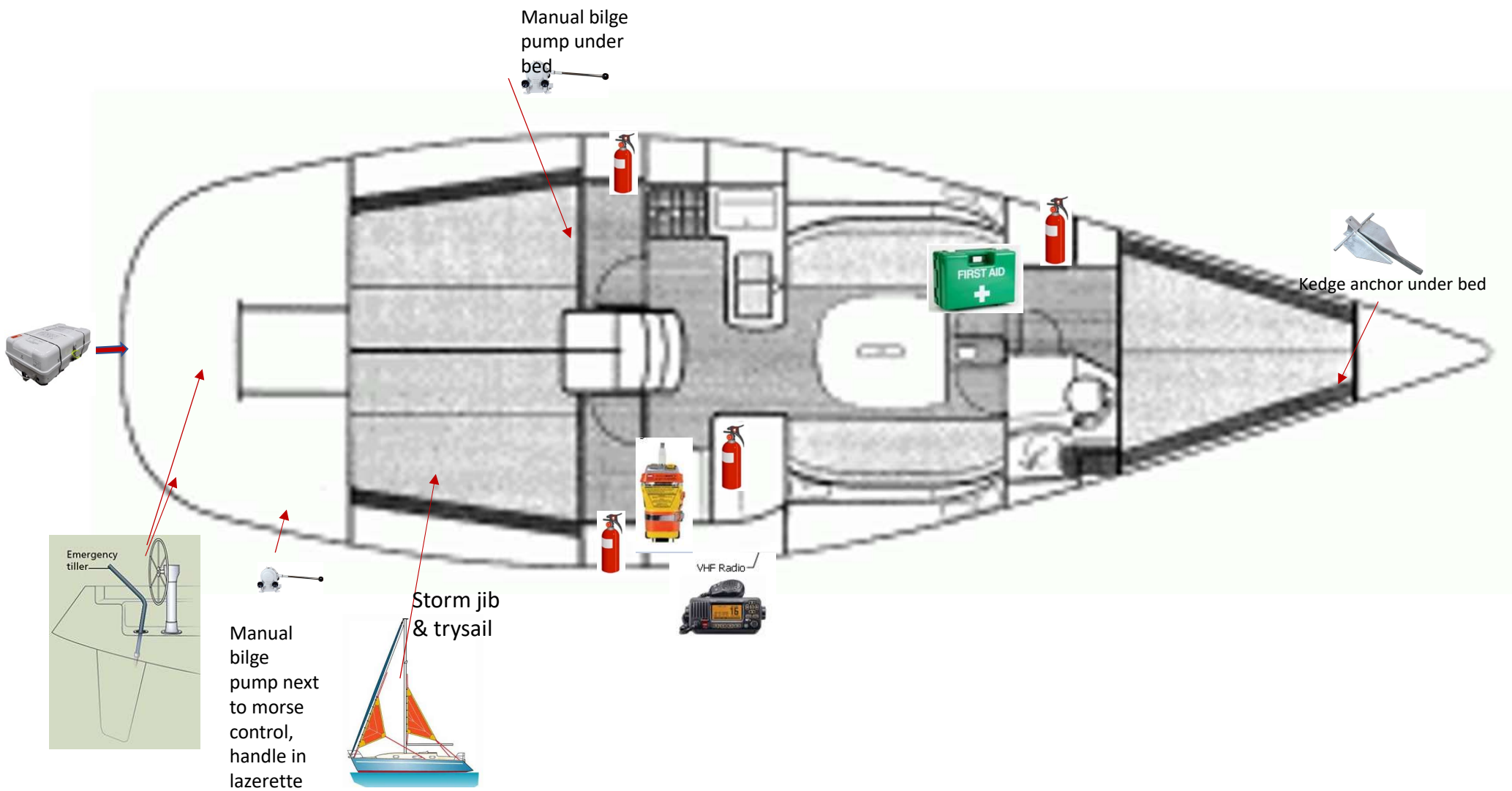


FUN | PROFESSIONAL | ADVENTURE

TRAINING MANUAL for
"MOHAWK"
(Beneteau First 40.7)

Location and use of safety equipment.





Manual bilge pump under bed

Kedge anchor under bed

Emergency tiller

Manual bilge pump next to morse control, handle in lazarette

Storm jib & trysail

VHF Radio

FIRST AID



House batteries
under bed in
port cabin

Gas isolation
valve in
cupboard

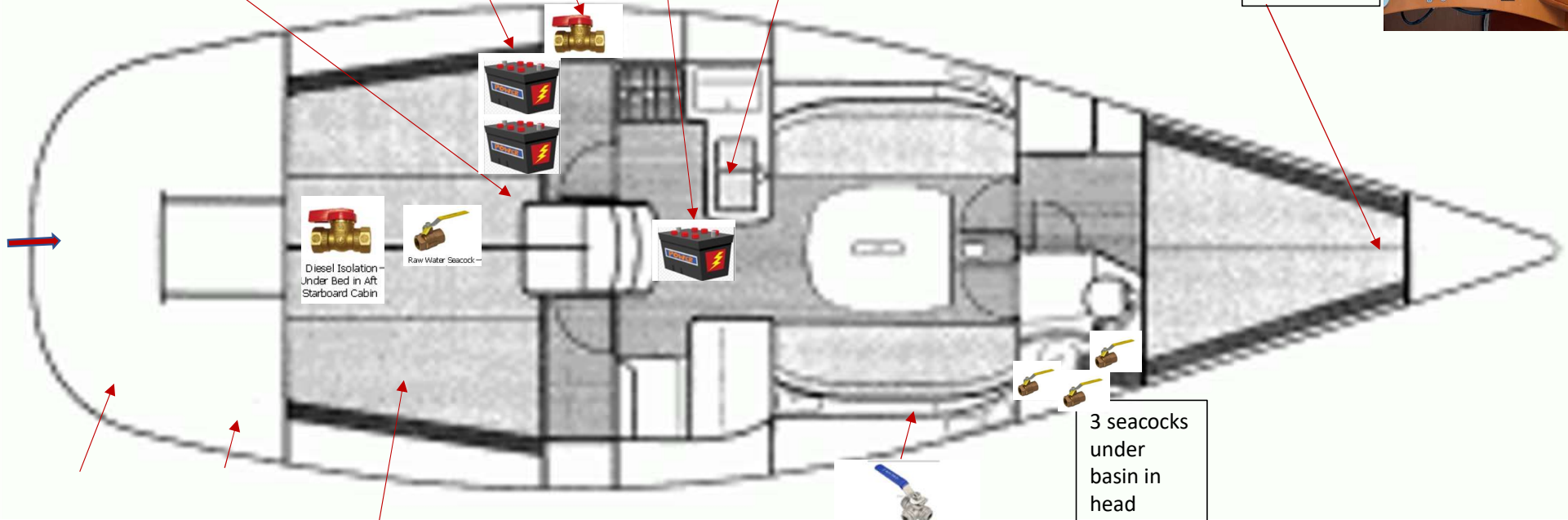
Starting
battery
under
floor at
stairs



1 Seacock in Cupboard —
Under Kitchen Sink

Isolator for
windlass

Isolator for
windlass



Diesel Isolation —
Under Bed in Aft
Starboard Cabin



Raw Water Seacock



Water Tank Changeover —
Valve on Side of Couch



3 seacocks
under
basin in
head

Engine starting and stopping Procedure:

• Starting Engine:

1. Before starting ensure engine seacock is open, Neutral is selected. Make sure that engine compartment is closed and that nobody is working on engine.
2. Turn on engine power switch, and listen for alarm.
3. Press black start button and hold to crank engine, release once engine fires and starts running.
4. Ensure that alarm sound stops, and check for water coming out of exhaust.

• Stopping Engine:

1. Gradually slow down engine speed and select neutral.
2. Press and hold the stop button until engine has completely stopped.
3. Alarm will sound.
4. Turn off engine power switch.



Engine Controls: (Morse control)

NEUTRAL POSITION
SHOWN. (LEVER IS
VERTICAL)

To select FORWARD, gently push lever forward to engage gearbox, and then push further forward to increase speed.

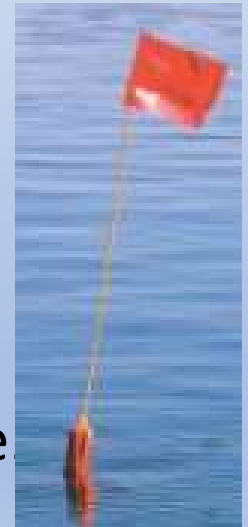
To select ASTERN (reverse), gently pull lever back.



Pull out lever to disengage the gear selector.
(this allows the engine to be sped up or slowed down without the propeller being engaged.)

Man Overboard Procedure:

- Point
- Stop or slow the boat
- Throw life rings, danbuoy, lights
- Press MOB button.
- Use DSC alert.
- Distress call
- Turn boat around and recover MOB.
- Prepare and use lasso, boat hook, SOS ladder, Dingy, Throw line



MOB

on “Mohawk”
(or any other similar yacht)



MOB

on “Mohawk”
(or any other similar yacht)



SOS Ladder-Parbuckling



Using the tender:

01

Before launching, ensure that the bung is inserted and locked in place.(it is stored in the pocket on the port side of the dingy)

02

Ensure that the painter is attached to both , dingy and yacht.

03

Check petrol. (it is 4-stroke so does not need to have oil mixed in fuel)

04

Once dingy is in water, ensure safety kill switch and cord are in place and on drivers wrist. Pull on choke, and start engine after checking that it is in neutral.(no lines in water)

05

Gear lever is on starboard side of outboard.

06

Ensure that you know how to use engine tilt control / lock.

07

Make sure that you have life jackets, paddles, anchor and any other safety equipment that you may need.

SOLAS GRAB BAG



The Emergency Tiller:

- If there is a malfunction of the steering system between the steering wheels and the rudder, you will need to make use of the emergency tiller.
- It is located in the starboard side stern lazarette.
- Lift the wooden floorboard at the helm station directly above the rudder post .Place the emergency tiller on the spline on the top of the ruder post.
- Good luck.

Cleaning the Log:

- Do not do it unless instructed by master.
- Make sure that blank is ready.
- Check direction of arrow.
- Have cleaning equipment ready and close by.
- Never attempt this alone, always have a back up person.
- Do not use force.
- Ensure that arrow points forward when replacing.



Checking the depth sounder, and where it is reading from.

- When in shallow water (in marina or at anchor) compare the depth sounder with a lead line to establish where the sounder is calibrated from.
- Do not try to alter the setting without direct supervision of the master.
- If a safety factor has been programmed in ,do not alter it, just note it down.
- If it is calibrated from anywhere other than the water line , you must ensure to make allowance for it when calculating depths and tidal variations.

Compass deviation card:

| DEVIATION WEST | | DEVIATION EAST | | | | | | |
|----------------|----|----------------|----|----------------------------|----|----|----|-----------------------------|
| 8° | 6° | 4° | 2° | 0° | 2° | 4° | 6° | 8° |
| | | | | Ship's head (° COMPASS) | | | | Ship's head (° MAGNETIC) |
| | | | | 0° | | | | |
| | | | | 15° | | | | |
| | | | | 30° | | | | |
| | | | | 45° | | | | |
| | | | | 60° | | | | |
| | | | | 75° | | | | |
| | | | | 90° | | | | |
| | | | | 105° | | | | |
| | | | | 120° | | | | |
| | | | | 135° | | | | |
| | | | | 150° | | | | |
| | | | | 165° | | | | |
| | | | | 180° | | | | |
| | | | | 195° | | | | |
| | | | | 210° | | | | |
| | | | | 225° | | | | |
| | | | | 240° | | | | |
| | | | | 255° | | | | |
| | | | | 270° | | | | |
| | | | | 285° | | | | |
| | | | | 300° | | | | |
| | | | | 315° | | | | |
| | | | | 330° | | | | |
| | | | | 345° | | | | |
| | | | | 360° | | | | |

YACHT _____ Date _____

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Life Jackets on Mohawk and their use:

- There are a few different types of life jacket on board so that you can become familiar with a broad selection.
- Each student is issued with a life jacket with a built in harness and automatic light at the start of the course.
- Each life jacket is numbered, and that is the crew member number for the duration of the course.
- Some life jackets are automatic and some are manual inflation.
- Ensure that you know what type you have and how to use it.
- If you inflate your life jacket, or suspect that any damage has occurred to it, please notify your instructor immediately.



BLADDER



Due to Crewsaver's policy of continual improvement, we reserve the right to amend specifications where necessary without notice. Information correct at time of printing.

| PART NUMBER | PRODUCT NAME | SIZE |
|-------------|---|-------|
| 9020 BKM | CRB/FIT 160N PRO MANUAL | ADULT |
| 9020 BKA | CRB/FIT 160N PRO AUTOMATIC | ADULT |
| 9026 BKM | CRB/FIT 160N PRO MANUAL WITH HARNESS | ADULT |
| 9026 BKA | CRB/FIT 160N PRO AUTOMATIC WITH HARNESS | ADULT |
| 9020 HBA | CRB/FIT 160N PRO ART EMB AUTOMATIC | ADULT |
| 9026 HKA | CRB/FIT 160N PRO ART EMB AUTOMATIC WITH HARNESS | ADULT |

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 Web: www.crewsaver.com Email: crewsaver.sabs@survitecgroup.com

Crewsaver is a registered trademark of the Survitec Group Ltd

survitecgroup



Crewsaver®
 Safer By Design™

Newtons

200
 276
180
 166
 60

Type

Buoyancy Aid
Lifejacket

Floatation

Inflatable
 Foam
 Combination

Chambers

Single
 Twin

Harness

Fall Arrest
Deck

Cover

Fine Mesh/anti
 Wipe Clean
 Hard Wearing

Approval

ISO approved 12402-3



FUSION 3D

www.crewsaver.com

CREWFIT 180^{PRO}

The first of its kind, an everyday floating lifejacket designed using 3D technology to radically increase comfort levels. Successful integration of a high volume shaped bladder design, a peninsular chin support and increased buoyancy to 180N provides you with maximum in water performance. The Crewfit 180N Pro wraps all of these safety features into a fun, stylish, 3D shaped and super comfy cover.

KEY FEATURES

- A transparent 'window' on the front of the jacket showing the status of the inflator, allowing you to check your lifejacket is in working order without having to unpack and repack the jacket
- Dual buckle system and side waist adjusters, uniquely designed to ensure swift donning - essential if the wind gets up and it's all hands on deck.
- Light weight soft loop D-ring for attaching safety line (harness version)
- A built in peninsular chin support tilts your neck back and keeps your airways clear.
- AIS compatible, allows for automatic activation on inflator





- 1 Open the lifejacket
- 2 Put your arm in
- 3 Other arm in
- 4 Buckle up the waist belt harness
- 5 Tighten harness waist belt together – Grip ends of harness waist belt and pull “Comfortably Tight”
- 6 Tidy excess of waist belt and fold into Velcro sleeve pocket
- 7 Pass the two crutch straps through your legs and clip both into place
- 8 Using the adjustable buckles adjust up so they are “comfortably tight”
- 9 Fold up excess of the crutch strap webbing and fold into the Velcro sleeve pocket
- 10 Ensure that your lifejacket does not ride up. An ill fitted or loose lifejacket will not provide the level of performance required when inflated
- 11 You are now wearing your lifejacket correctly and can confidently go to sea



- 2 Whistle that can be used for attracting attention
- 3 Light starts flashing when the lifejacket is deployed by water activation
- 4 Pull hood over your face and elastic straps over the bladder to ensure your face is free from water swamping you
- 5 Two lifting loop points folded webbing in amara wrap located in the bottom of lifejacket
- 6 When lifting by a halyard or manually the twin becketts spread the load and enable two persons to effect the rescue

ACCESSORIES: LARGE RANGE OF ACCESSORIES FOR YOUR LIFEJACKETS ARE AVAILABLE FROM CREWSAVER INCLUDING: SAFETY LINES, HOODS, LIGHTS, WHISTLES, REARMING KITS ETC

These accessories can form an important part of your lifejacket, know your kit and what's included.

SUMMARY

When donning your Crewsaver Lifejacket:

- Ensure that the jacket is in correct tension "Comfortably Tight"
- Tension the sides
- Ensure the lifejacket does not ride over your head
- Fit your crutch straps to the correct tension and ensure they are "Comfortably Tight"
- Tidy away excess waist belt harness and crutch straps to avoid snagging

Register your lifejacket on line at www.crewsaver.co.uk | Do Not Forget To Service Your Lifejacket Each Year

The above photographs are taken using a Crewsaver 190N Automatic with harness and a Crewsaver 275N Advanced Plus which has a light and hood. Please ensure that you know what features your lifejacket contains before using as many lifejackets have different features.

Crewsaver would recommend that you always have crutch straps, light and hood to ensure maximum safety whilst afloat.

PLEASE REMEMBER TO WEAR YOUR LIFEJACKET AT ALL TIMES WHILST AFLOAT



HOW TO WEAR YOUR LIFEJACKET CORRECTLY

Crewsaver recommend that you check your lifejacket prior to wearing, please refer to the Crewsaver user manual or check

www.crewsaver.co.uk

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CARE & MAINTENANCE OF YOUR LIFEJACKET



Crewsaver

PERIODICAL CHECKS

- A complete inspection of your lifejacket is to be carried out every three months
- Check the fabric for cuts, tears, abrasion and signs of damage caused by heat
- Leak testing is an important part of the periodical checks
- Inflate your lifejacket orally until firm. Leave overnight or for a minimum of 12 hours. A lifejacket that is leaking will not hold its firmness and must be replaced. Re-pack your lifejacket using the repacking instructions your manual.

NOTE: Avoid wide variations in temperature when performing this test. Temperature variation can cause the inflatable chamber to loose firmness.

Examine the lifejacket for signs of damage, wear and tear or contamination. Pay particular attention to the webbings and the stitching on your lifejacket.

Perform the oral inflation valve test as follows:

1. Fully inflate the lifejacket
2. Place the oral tube into water and check for bubbles
3. If bubbles appear a replacement valve is required

Check the expiry date on the automatic firing capsule. If it has expired it should be replaced.

CLEANING & STORING YOUR LIFEJACKET

It is important that the lifejacket is stored in a dry, well-ventilated space. If the lifejacket is wet or damp, and it is fitted with an automatic firing capsule, it is advisable to remove the capsule until the lifejacket is completely dry. Any dampness in the lifejacket may penetrate the capsule and eventually cause it to operate the lifejacket. It is advisable to hang the lifejacket to dry on a coat hanger until it is completely dry before stowing.

To avoid inflation, do not submerge the lifejacket in water unless the lifejacket has been used or the capsule has been removed. Periodically rinse the lifejacket in fresh water, particularly if it has been in contact with salt water. Oil and similar marks should be removed by washing with warm soapy water. Never put your lifejacket in a washing machine, spin or tumble dryer. After washing always allow your lifejacket to dry naturally before stowing in a dry place.



WARNING: If you are not confident in self-inspection of your lifejacket using these instructions, refer to your closest Crewsaver approved service station for details. Crewsaver approved service stations can be found via our website: www.crewsaver.com



CARE & MAINTENANCE OF YOUR LIFEJACKET



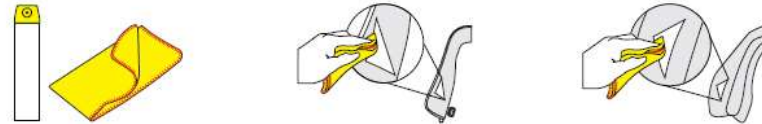
Crewsaver

MAINTENANCE OF LIFEJACKET WINDOWS

It is important to ensure visibility through your lifejacket window at all times, should there be a problem with your lifejacket inflation system it should become clear very easily by looking at the status indicator through the window, if it is showing red you know there is a problem with your lifejacket.

If for whatever reason you cannot see through your window this can be easily rectified by following the following steps:

- Unpack your lifejacket, see instructions on unpacking your lifejacket in your product manual
- Use some silicone based polish and a duster and rub the window until it is completely visible again, both the internal and external side of the window



- Repack the lifejacket, see instructions on repacking your lifejacket in your product manual

STATUS INDICATORS – Pro-Sensor or Hammar Inflators

Your lifejacket is an important item of technical safety equipment. The working life of the lifejacket will be prolonged if the following instructions are adhered to: Check that status indicators (x2 Pro-Sensor automatic and x1 Pro-Sensor manual or Hammar) are displaying green.



- Check the expiry date; if any items have expired they MUST be replaced before use
- Refer to your product manual for instructions on re-arming your lifejacket for details on how to fit a new capsule
- Ensure a fully charged cylinder is tightly fitted
- Ensure that the manual pull toggle is accessible

IF A RED INDICATOR SHOWS, CHECK THE FOLLOWING ITEMS:

- Ensure a fully charged cylinder is tightly fitted
- Ensure an automatic capsule is tightly fitted (on Pro-Sensor automatic)
- Check that the expiry date has not passed and check that there is a plate in the base of the capsule. If there is no plate and a red dot is visible the capsule has been fired and must not be used. See re-arming your lifejacket in your product manual for how to fit a new capsule onto your operating mechanism.
- Ensure that the manual pull toggle is accessible

Using the VHF Radio:

- Only use when instructed by the master / skipper / Instructor.
- MMSI Number.
- PTT
- Calling channel 16 for calling and listening only, change to a working channel once contact has been made, or when told to do so by other station.
- Sequence of radio speak. You,You,You this is Me,Me,Me Over. (out at close of conversation)

VHF Radio Controls

IN THE NAV STATION



At the helm station



Watch out for magnetic deviation on steering compass when this radio is being used near the binnacle!

REF: Australian 406 MHz Distress Beacon and MMSI Register

Dear beacon owner,

The extract below confirms your beacon registration and Australian Maritime Mobile Service Identity numbers.

Please check your details carefully and let us know if there are any errors. It is important you let us know if the beacon (EPIRB/ELT/PLB) has been transferred to another vessel, aircraft, vehicle, or piece of equipment is ever sold to someone else.

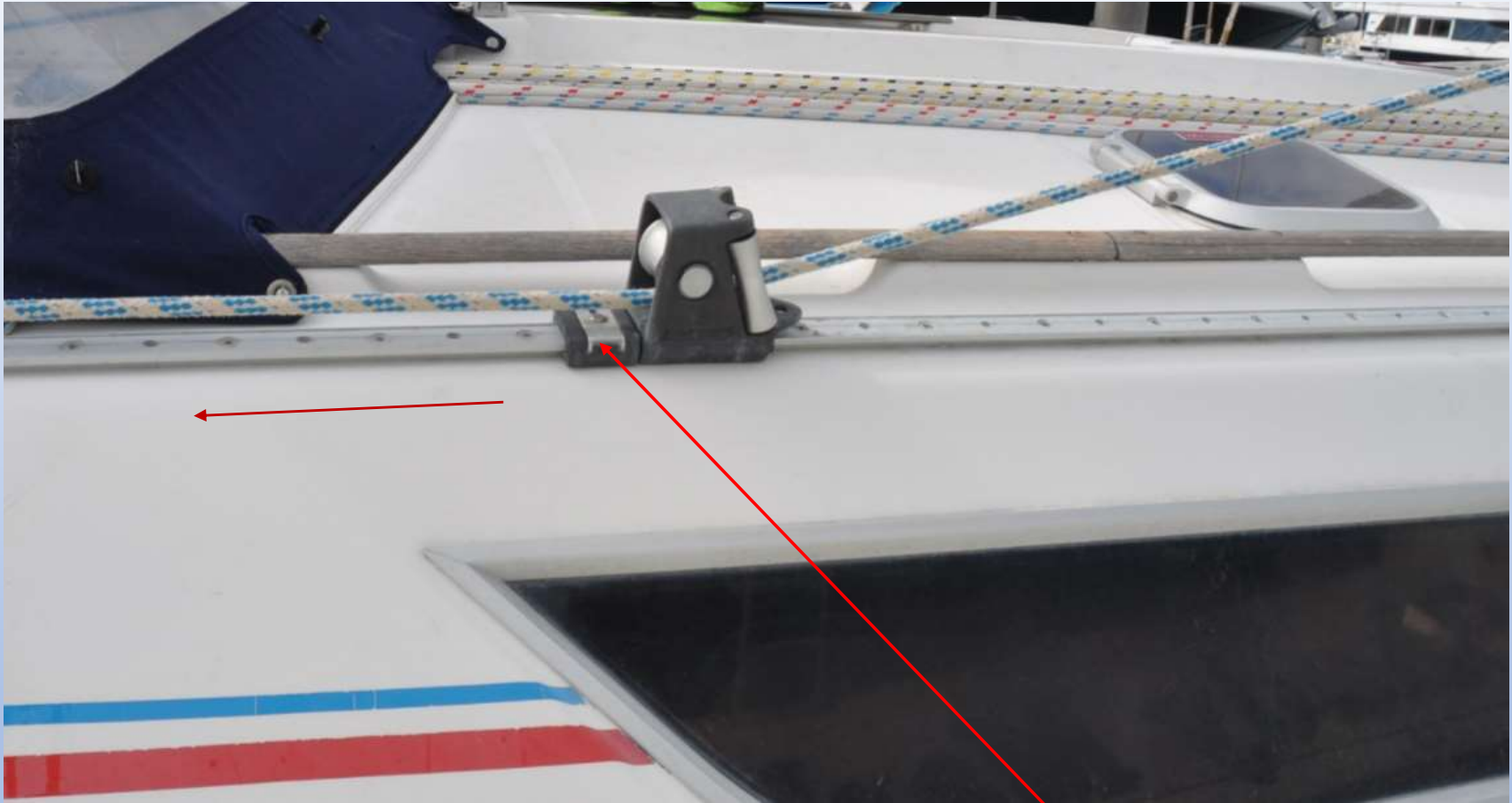
You may be required to carry proof of registration. If you received this letter by email, you can save it on your mobile phone. Otherwise you can carry this letter as proof of registration. If you would prefer a printed registration preference go to www.amsa.gov.au/beacons.

The information on the register is important to your personal safety in the event of a search and rescue operation. Please ensure you take the time to keep your details up to date.

| Contact Details | | | | Phone | Email | |
|--|---|----------------|--|---|--|-------------|
| ROY M WHITE PO Box 5997 Manly, QLD, 4179 | | | | (H) 0401530057 (W) 0401530057 (M) 0401530057 | rmwconsult@gmail.com | |
| Emergency Contacts | Home Phone | Work Phone | Mobile Phone | | | |
| Gillian Steele | 07 3217 4931 | | 0414 015 707 | | | |
| SUE WHITE | 07 31615219 | | 0432584106 | | | |
| Lizelle Smith | 0732099893 | | 0415048107 | | | |
| Registered | Beacon Hex ID/UIN | Serial Number | Beacon Model | Craft Name | Reg/Callsign | Reg. Expiry |
| 22/12/2015 | 3EEC6ED934FFBFF | 531740 | SA1G Safety Alert GPS EPIRB HASTA LA VISTA | | 26239QD | 22/12/2017 |
| Allocated | MMSI | Craft Name | Rego/Callsign | Radio Devices | | |
| 17/08/2017 | 503058010 | HASTA LA VISTA | 26239QD | device type: VHF DSCmake/model: Icom IC-M423Gserial no.: 25004007 | | |

Storm Gib Use:





Adjust the car to suit (start as far aft as possible)

USING THE ANCHOR WINCH (windlass).

DO

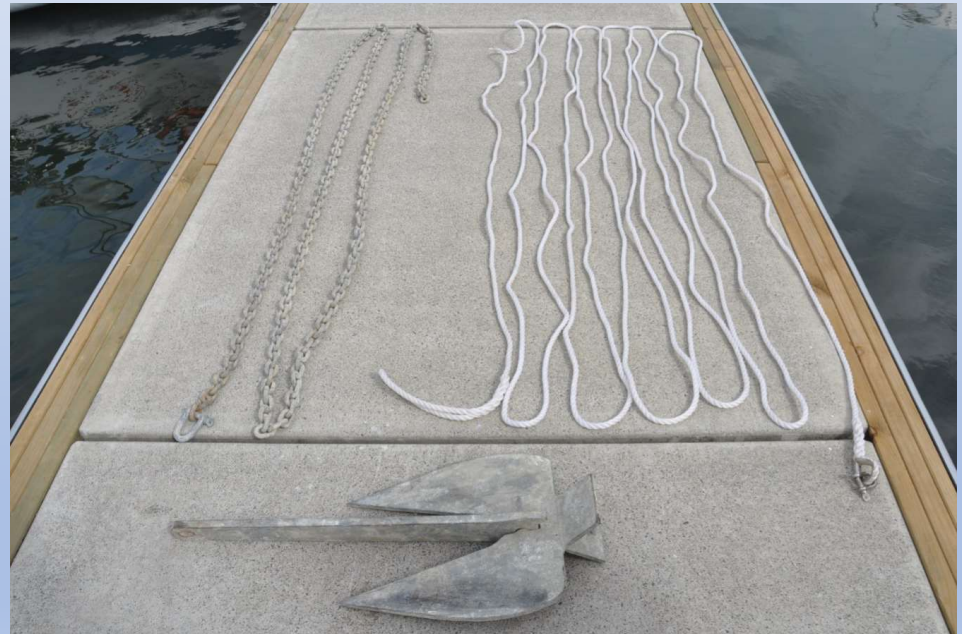
- Make sure that the engine is running
- Hook open the hatch so that it does not slam closed on your hands.
- Keep hands and feet well away from chain and anchor warp when in use.
- Make regular eye contact with the helm.

DON'T

- Get fingers or toes near the gypsy.
- Do not allow coiled hose or snubber line to get into the chain or gypsy.
- Do not put hands or feet near it .
- Ensure that the chain does not pile up under the hawse-pipe and jam the chain.
- Do not keep winching when you hear the winch motor straining.
- Ensure that manual clutch lever when is removed from spindle before operating the winch.

The Kedge Anchor

- 14 Kg Danforth Anchor
- 5m of 10 mm chain
- 30m of 12mm warp
- Stored under bed in forepeak.



The Life Raft:



Life Raft Contents:



The Life Raft:



The Life Raft:

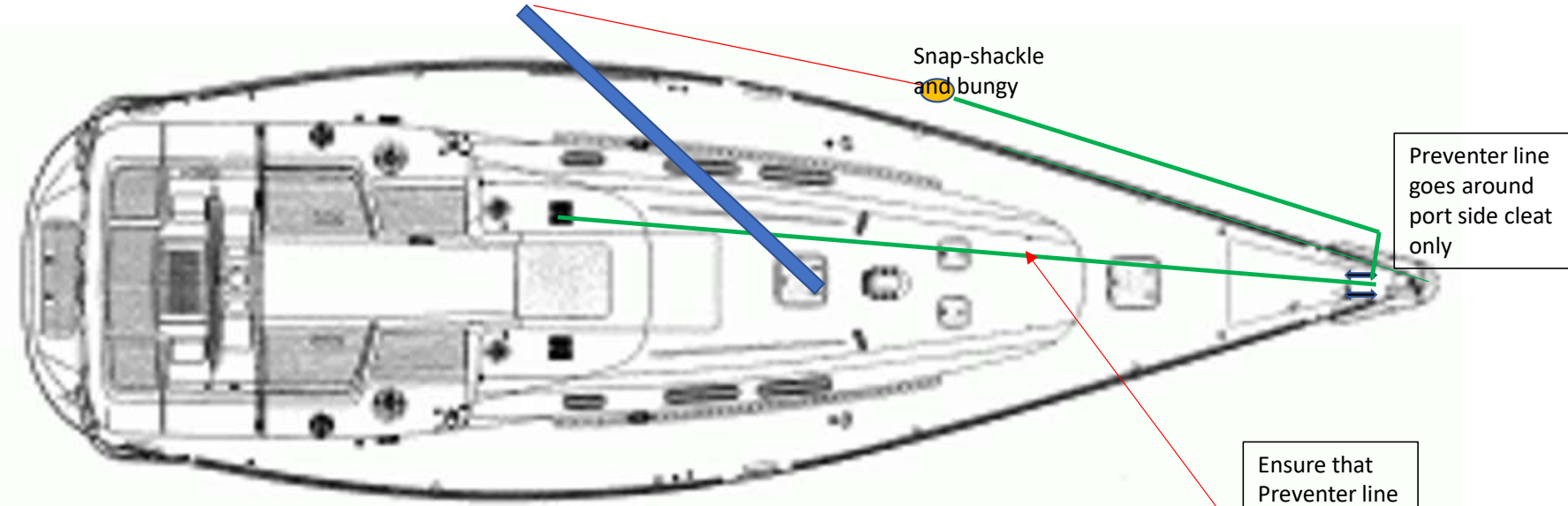






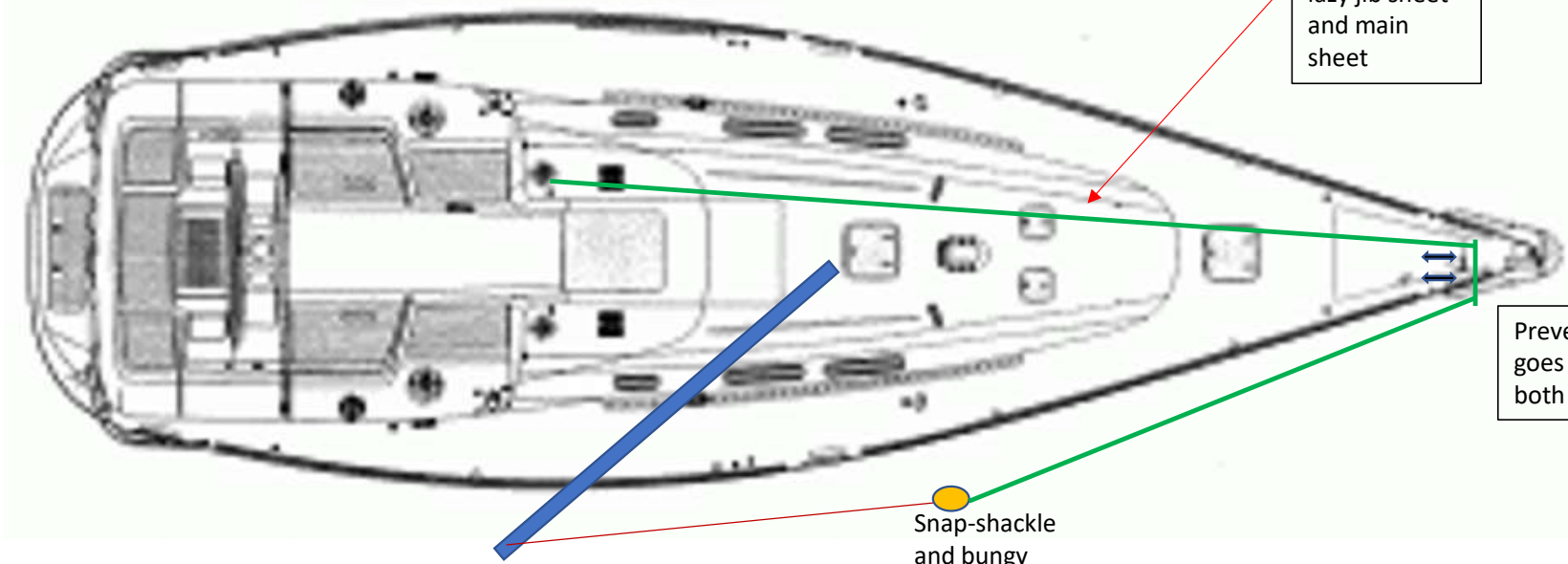
Setting up the preventer:

- There is a preventer line permanently attached to each side of the boom and held in place with a bungy cord.
- There is a preventer line (white nylon with a snap-shackle) stored in the port cockpit lazarette.
- Undo the bungy cord on the appropriate side of the boom, and attach and feed the preventer lines as shown on the diagram.



Preventer line goes around port side cleat only

Ensure that Preventer line passes under lazy jib sheet and main sheet



Preventer line goes around both cleats

Snap-shackle and bungy