



Owner's Notes

ALLORA
Bénéteau 37

Dear Guests,

Welcome aboard ALLORA!

We fell in love with the Pacific Northwest while vacationing here before moving to Seattle in 1998. Since then, we have continued to discover the endless beauty of our region, camping and hiking in the many national and state parks. Recently, we decided it was time to explore the area from the water. After looking at many boats, we purchased Allora, a 2011 Beneteau 37. She is everything we hoped for, combining nimble sailing with generous accommodations.

Even in the few years that we have had Allora, we have loved cruising her in the San Juan Islands, the Gulf Islands and South Puget Sound. We very much hope that you will enjoy her as much as we do. If you have any questions or any suggestions to make Allora more cruising friendly, please feel free to give us a call at 206-391 3408 or let San Juan Sailing know.

We wish you a very enjoyable stay aboard Allora. May the wind always be at your back and the sun upon your face.

Buon Viaggio!

Michel Goffin and Paula Rogness

Allora specifications



GENERAL SPECIFICATIONS

- Year built: 2011
- LOA: 37'8"
- LWL: 34'1"
- Beam: 12'10"
- Draft: 6'3"
- Dry/Light Displacement: 14,363 lbs
- Fuel Capacity: 34 gallons
- Potable Water Capacity: 95 gallons
- Holding Tank Capacity: 21 gallons

ENGINE

- Type: Yanmar 3YM30
- Power: 29HP
- Propeller: 3 blade feathering
- Consumption: 0.5GPH @ 5.5 knt

SAILS

- Main sail: Bellingham Sails, 387 sq ft
- Genoa: 105% genoa, 403 sq ft
- Asymmetric spinnaker: Hyde, 944 sq ft

ELECTRONICS

All Raymarine

- Multi-function hybrid 9.7"
- ST 6002 Autopilot
- i60 wind speed and angle display
- ST60 Tri-data (speed, depth, log)
- VHF with cockpit remote
- Radar, Active AIS

COMFORT

- Forward V-berth (6'6" long) with vanity
- Aft queen sized berth (7' by 5'2")
- Port and Starboard settees of respectively 6'9" and 6'5" long.
- Refrigerator Capacity: 4.1 cft
- Domestic Batteries: 230ah
- Headroom Saloon Center: 6'4"
- Heater: Webasco
- Air-conditioning: Cruiseair

Nuances

- Allora's design and layout is very similar to other European boats in her class. True to her French origin, she has room for at least 10 bottles of wine divided over 3 storage places! We turned one into a locker for books, and one for galley equipment.
- Because Allora is the two cabin version of the Beneteau 37, her aft stateroom is very large and extremely comfortable. We flip coins for it.
- For the same reason, her starboard cockpit locker is quite enormous. We prefer to store items as much as possible in boxes or bags for easy access and organization.
- For whatever mysterious reason, the cockpit light near the cabin entry is turned on using a remote (kept at the navigation station), but the lamp for the cockpit table (kept behind the starboard settee) has a simple toggle switch at the forward end of the cockpit table. It makes for romantic dining at sunset.
- Because we often sail with people new to boating, we keep some extra sailing gloves (in a clear box) and foul weather gear (in yellow box) in the SB cockpit locker. They are there for you to use.
- The L-shaped galley has, on the port side of the countertop, extra storage. It may look like a cool box and can be used to store drinks, but it is not insulated and items won't stay cold very long. Instead, it is actually a place to dry or store dishes, with a drain connected to the grey water seacock. The back side of the lid is a cutting board. We find this setup very useful.
- The hatch over the companionway has an ingenious but somewhat cumbersome way of storing the Plexiglass cabin door under the hatch. Easiest way is to slide both elements together, backwards or forwards. If you try to sneak out the companionway door without moving the hatch, the door may close behind you and may lock you out.



In addition to the guidance provided in these owner's notes, you can find the manuals for most of Allora's equipment (engine, outboard, electronics, etc.) at <https://www.dropbox.com/sh/j3id0odcgfssxkn/AACc6Ocb4tmW-55rOYGhVsS0a?dl=0> or by having your smartphone recognize this QR code:



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1. Emergency/Safety Equipment

You are not likely to need many of these items but must know their location.

Bilge pump (manual): located on the starboard side of the cockpit, next to the engine instrument panel. Pull the cover towards you and slide out the metal handle for pumping.

Bilge pump (electric): There is a switch on the control panel at the navigation station. We leave the switch on automatic.

Emergency tiller: Metal T shaped bar located in the starboard stern locker. Remove the cover to the rudder stock (under helmsman seat) and insert the tiller.

Fire extinguishers: we have 3 extinguishers on board: in the saloon, near the chart table, and in the cabinet under saloon table (starboard side).

Fire blanket: we have two fire blankets, located at the bottom of the navigation station cabinet.

Flares: Salon, starboard side, forward end of settee, behind seat back.

Horn (handheld, air): There are two handheld air horns: one at the navigation table and one with the set of flares.

Lifesling: Attached to port stern pulpit. Please review the cartoons on the face of the case for procedures. The lanyard is secured to the boat so that tossing the floating harness allows it to tow behind the boat like a ski tow rope. Circling the person overboard will draw the recovery line near them.

PFDs: There are six inflatable PFDs stored in the port stern locker.

Throwable Flotation (Cockpit cushions). In case of Person Overboard, throw anything that floats.

VHF Radio: Channel 16. VHF radios at navigation station and at helm.

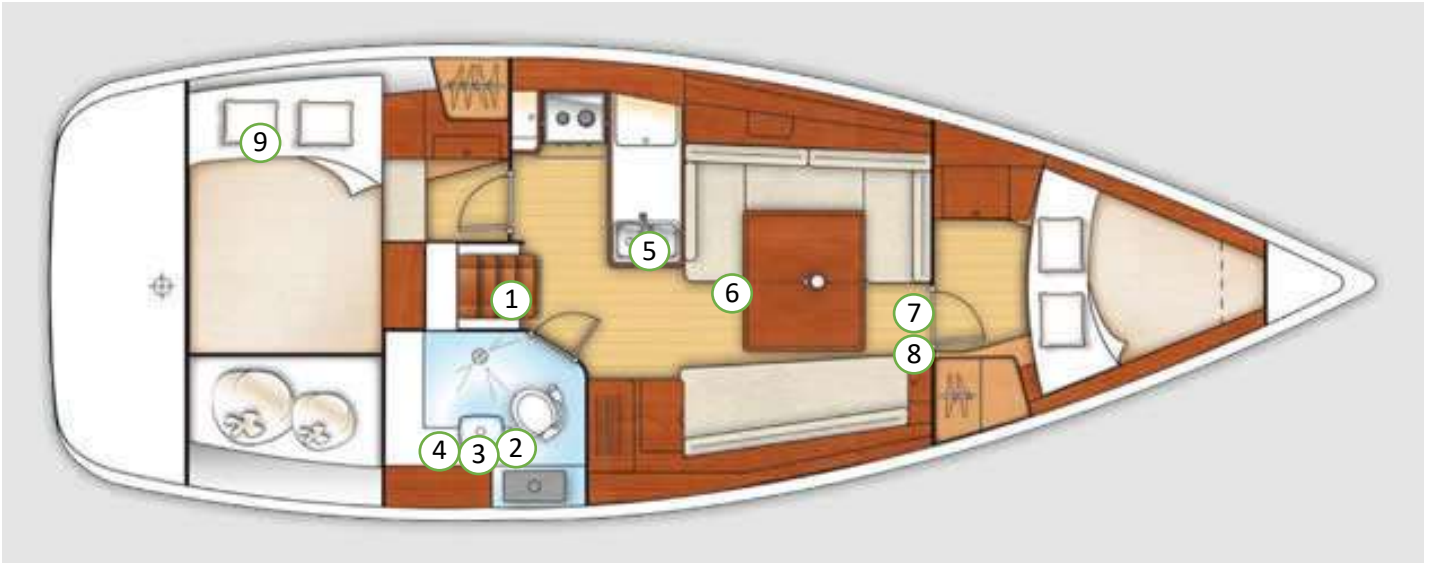
A schematic overview of all the through hull seacocks/transducers can be found on the following page. Through hull locations fore to aft are:

- In the main cabin, under the front floorboard: transducers for depth and speed.
- In the main cabin, under the dining room table: water intake for the air conditioning. Please keep closed unless you use the air conditioning.
- Under the galley sinks: discharge grey water from galley sink
- Under the engine cover: raw water intake for engine cooling. Should be open when running engine and when underway.
- Accessible from aft cabin: engine shaft

- Head, under the sink: water intake toilet
- Head, under the sink: drain holding tank
- Head, under the sink: discharge grey water from bathroom sink.
- Under the aft cabin (port side): bilge pump outlet

Universal seacock plugs are attached to or near all through-hulls. Extra plugs are in the port cockpit locker.

LOCATION OF ALL THRU-HULL FITTINGS



- | | |
|---------------------------------------|---|
| 1. Raw water intake engine | 2. Water intake toilet |
| 3. Toilet discharge (normally closed) | 4. Discharge grey water sink and shower |
| 5. Discharge grey water galley | 6. Water intake air-conditioning |
| 7. Depth sensor | 8. Speed sensor |
| 9. Bilge pump outlet | |

2. Anchoring

- | | |
|---------------------|--|
| • Main anchor: | Rocna 20 (44 lbs) |
| • Ground Tackle: | 300' of 3/8" chain |
| • Secondary anchor: | Fortress FX 16 with 25' of chain and 225ft of rode |
| • Windlass: | Maxwell electric (vertical type) |

A few reminders:

- **Windlass.** The windlass is operated using a remote, stored at the navigation table. Activate the remote by pressing both the up and down buttons at the same time for 5 seconds. Please use extreme caution when operating the windlass so that no fingers, hair, or other extremities get caught. No small children should be around near the windlass when operating it.

The windlass breaker is located in the aft stateroom, next to the main battery switches.

- **Check the tide tables.** Tides can be easily verified using the Raymarine chart display: on the chart, point at any nearby marker and choose “Nearby Tidal Station” from the pop-up menu. Alternatively, there is a tide book aboard. This way, you know how much margin to add to your depth when anchoring so you don't ground during the night.
- **Note where other boats are.** If the cove is windless, you may want to ask where they've placed their anchor, so you don't cross rodes.
- **Determine where you want your boat to be after anchoring.** Proceed upwind/up current from that spot a couple boat lengths to make up for the drift back. Stop.
- **Prevent the anchor from swinging.** As most modern boats, Allora's bow is nearly plumb meaning that careful attention is required when lowering or hoisting the anchor to prevent any damage to the bow from a swinging anchor. To prevent such swinging, guide the anchor of the pulpit and let it come to a rest before lowering it at slow speed with the boat at standstill.
- Let the anchor down about the water depth, so the **anchor is on or just above the bottom.**
- Signal your helmsman to slip into **idle reverse, as you pay out rode.** Allora's Rocna 44 pound anchor is very secure and 4:1 scope will normally suffice for the protected bays in the Pacific Northwest.
- **Check the rode markings.** Most anchoring has about 100' of rode out, assuming about a 25' bow to bottom depth and a 4 to 1 scope. The chain and rode are marked by 12" yellow markings at 25 ft intervals and two 12" markings at 100 ft intervals, as indicated on the hard plastic label in the anchor locker.
- At your desired mark, **stop the windlass**, but let the boat drift backward in reverse, idle speed. The anchor will set and stop the boat.
- Leave it **in reverse for a minute or two.** Line up with two fixed objects ashore to assure that you are not dragging.
- **Set the snubber** (stored in anchor locker) so tension is on the cleat, not overnight on the windlass (important!)
- If winds **above 15 knots** are forecast, test the anchor set by running reverse up to ½ the predicted winds (1,000rpm for winds to 20 knots, 1,500 for 30 knots, etc.). If holding at that rpm, you have reasonable assurance of holding in those winds.
- In case of winds above **20 knots**, consider both increasing your scope to 5 or 6 to 1, and deploying the second anchor in a V type pattern. You will likely need to drop the second anchor with the dinghy, so set it **before the winds pick up**—too late later.

To retrieve the anchor in the morning:

- Start the engine, given that the windlass draws from the engine start battery.
- Activate the remote by pressing both the up and down buttons for 5 seconds, then depress the “up” button, always assuring the chain is vertical during retrieval—this avoids either towing the boat or dragging the chain against the hull. Into a breeze, we engage forward gear as needed, but exercise care that we don't drag the chain against the hull.
- As needed, we clean the chain with salt water.
- A mountain of chain under the windlass can jam it and in rare cases cause a wild gravity runout of rode. If that happens, stand clear for safety. We avoid that chain “mountain” by bringing the chain forward in the well as it is retrieved, using the boat hook. We grab the chain with the boat hook and pull it forward as another crew feeds it by pressing the "up" switch, 2'-3' at a time. Important for the initial chain retrieved. Last 50' can stack under windlass ok.
- As the length of rode remaining approaches the water depth, the sound of the windlass laboring alerts us to immediately stop. Sometimes a brief pause will cause the anchor to break free, given the 90 degree angle of pull. A brief tap on the button, if laboring, says to break out the anchor with the engine in idle forward, not with the windlass.
- To nest the anchor without chipping the hull, the anchor may need to be swiveled. We use the windlass to bring the anchor shank up and over the bow roller in one continuous motion, then nest the anchor by hand if required.
- Note: the windlass remote will auto power off after 10 minutes of inactivity. To turn the remote off manually, press and hold the two smaller buttons of the transmitter down for 5 seconds. There are spare batteries for the remote under the navigation table.

A small pamphlet with more anchoring tips and description of the features of the Rocna anchor is located in a small Ziploc bag with other manuals in front of the SB settee. Similarly, there is a pamphlet on using the special` features of the Fortress anchor, including how to change the shank angle (for soft mud) and the use of initial short scope for easier setting of the Fortress anchor.

We have a reel of 600ft braided feet braided yellow polytron line for use as stern line. It can be tied to the stern with the helmsman seat up, for easy unwinding and reeling the line back in. Deploy the line with the dinghy while the spool unwinds. If sufficient length, bring the line around a secure shore object and back to the boat to a transom cleat for ease of retrieval. Please do not cut this line except in case of dire emergency. There is plenty of spare rope with the tools and under the SB locker.

3. Barbecue

The propane fired stainless steel BBQ is mounted on the port stern rail and is permanently connected to the dual propane tanks in the propane storage bin (port side of cockpit –see section 16 on page 23). To use the BBQ, you will need to open the propane solenoid in the salon (marked spare on the instrument pane). Open the BBQ lid and press the red ignition button or, alternatively, use the lighting stick (from

the galley) to ignite. Please find the BBQ cleaning brush, wiping pads and BBQ with other kitchen utensils in the cabinet near the navigation table.

After use, always turn off the solenoid. Wind isn't a friend of the BBQ and can easily drain the tanks. Please do not use the barbecue when the dinghy is on the davits.

4. Batteries and charging

There is no need to touch the battery switches (in the aft cabin). An alarm will sound if voltage drops below 11.8 volts. Do not discharge below 11.8 volts.

The engine start battery is under the companionway, in front of the engine. Behind the starboard settee, we keep an extra portable lithium-ion battery that is strong enough to jumpstart the engine (using direct cable connection). It can also provide additional battery power for the house bank or used to power portable devices. If you make use of this battery, please recharge it soon thereafter, either using the 110v outlet (when on shore power) or the cigarette lighter outlet (preferably when the engine is running). More detailed instructions are kept with this portable battery.



The voltage on the house battery bank and the start battery can be checked at the panel near the nav station. Press the “volts” button to rotate through the 2 banks of 2 batteries each. We make it a practice to check the batteries before retiring at night and when rising in the morning. There is a secondary battery display and alarm near the companionway (Blue Sea Systems). On this display, the two battery banks are referred to as respectively battery 3 and battery 4. If the alarm of this display sounds, pressing any button will silence the buzzer. Until the cause of the alarm is resolved, the ALARM LED will remain on and the channel that triggered the alarm (Voltage, Current, State of Charge, or Frequency) will blink.

Never turn a battery switch to “off” while the engine is running! This will blow the diodes on the alternator, may destroy important navigational equipment and the batteries will no longer charge.

For connection to shore power, see section 19 on page 25.

Allora has two 200W solar panels. The controller is in the aft cabin closet. It does not require any attention.

5. Berths and accommodation

Allora is ideal for 5 but will sleep 6.

Forward, the V-berth cabin has generous standing room, a small dresser/vanity a spacious berth, and a variety of stowage options with a hanging locker, drawers, shelves, and storage under the berth cabinets,

The aft sleeping cabin has a queen size berth with sitting headroom at its head, decent dressing room, and three opening ports, one of them located in the transom. A space between the aft bulkhead and the transom creates an extra stowage area.

Both port and starboard settees are sufficiently long to sleep an adult. The table does not convert to a berth.

6. Bilges and bilge pump

The switch for the electric bilge pump is at the bottom of the main control panel. It is recommended to always leave it on automatic (pushed to the right). If the bilge pump comes on but not sucking any water, please check the strainer to the inlet for any debris. That strainer is located in the central bilge (under the dinette).

A manual bilge pump is located in the aft starboard side of the cockpit. To operate the pump, pull the cover forward and use the metal bar to start pumping.

7. Dinghy and outboard

- 10.2' inflatable with a rigid floor, capable to carry 4 people and gear
- It has a Honda 2.3 hp outboard.
- **Be careful when beaching the dinghy since rocks may result in deep scratches.**
- Tow at least 6' off stern, place loop over port aft cleat, tie off bitter end.
- Please do not leave outboard on dinghy when towing or overnight. It may flip.
- Do not leave the dinghy on the davits when sailing. If hoisting the dinghy on the davits, have the bow of the dinghy facing the starboard side of Allora so the dinghy stays clear of the outboard, and stow the oars inside the dinghy to avoid the oars from scratching the stern of Allora.

Additional guidance

- There is a repair kit for the dinghy with the tools in the port stern locker.
- Outboard:
 - The manual for the outboard is available online (see link on page 3).
 - The outboard is only 30 pounds and thus easily transported. For security reasons, we sometimes use one of the davits to lower the outboard and to attach the outboard to the dinghy.
 - The outboard takes normal gasoline. When filling the gas tank, it is recommended to leave some room for expansion of the gasoline in hot weather.
 - We leave the spare tank in the dinghy (attached to the stern) or on Allora's stern. Never store the gasoline can in any locker.
 - To start:
 - Make sure the safety plug is in place at the orange stop button.
 - Open the gas tank's evaporation valve
 - Open the fuel switch (port side of engine)
 - Use choke in cold weather when engine is cold

- Slowly pull the cord- until you feel resistance. Then pull fast to start.
- To stop: just pull the safety plug that keeps the stop button extended. To stop: just pull the safety plug that keeps the stop button extended.
- Painter
 - The 50' yellow polypropylene dinghy painter floats. We suggest that you tow the dinghy about 6 feet off the port quarter, away from the starboard engine exhaust (to avoid soot from the exhaust on the dinghy). If we use the cabin heater, we make sure the painter stays away from the heater exhaust (also on port quarter), which melts painters and dinghies!
 - The 6' scope also avoids wrapping the painter around the engine shaft when in reverse! Plus, underway the bow is raised slightly, reducing drag, so you sail faster.
 - Dinghy painters inexplicably come loose (and dinghies disappear), so we suggest you tie the bitter end to the rail.
 - In a storm, towing on the low side makes it less likely the dinghy will flip.

8. Dodger and Bimini

- The central panel between the dodger and bimini can be easily removed or reinserted. It will improve visibility while sailing.
- If needed because of fog or salt crystals from spray, we clean the Strataglass windows with plenty of fresh water only (from the galley). Salt water may result in scratches.

Additional guidance:

- Never use a sponge to clean the windows since it may scratch the windows by rubbing the salt crystals into the plastic. Just use fresh water to hose off the windows. A special product (Strataglass Protective Cleaner), located in the starboard cockpit locker, can be used afterwards. Never use any other products or soaps, such as Windex.
- *Please do not handle Strataglass with sunscreen on your hands.* This will permanently cloud the vinyl where handled.
- Please do not remove the aft bimini which has the solar panels installed.

9. Electrical Panel

The electrical panel is at the nav station. For ease of use, all switches have been labeled with colored dots as follows:

- Green: normal use underway;
- Double Green: never turn off;
- Yellow: as needed
- Red: never use.

The “Spare” switch (middle right) controls the solenoid for the gas supply.

The Cabin Lights switch is not just for cabin lights but also powers the electric head and the sump pump.



The 110v master breaker is located on the forward bulkhead of the aft starboard cockpit locker. It is very rare that it pops but it should be checked if shore power does not charge the batteries and the 110v outlets aren't working.

Allora does not have an inverter. Thus the 110v outlets, the microwave and the air-conditioning only work on shore power.

10. Electronics

All electronics are powered by the Navigation switch on the main control panel.

Autopilot (on the right side of the pedestal)



Autopilot: press the “Auto” button to maintain your present course. Press “Standby” to return to manual steering.

An automatic course can be altered using the plus and minus buttons in the stated increments.

The bottom of the screen displays the rudder position.

To learn about some of the autopilot's advanced features, you can access the manual online (see reference on page 3).

Wind Indicator (on the left side of the pedestal)



We find the display very helpful when fine tuning sails, or keeping the boat headed into the wind when raising or lowering sails. For close hauled sailing, we find it more useful to display the apparent wind, rather than true wind, but that is a question of preference and debate over beers at the club.

The display also indicates the wind speed, either true wind or apparent wind.




The manual is available online (see reference on page 3).

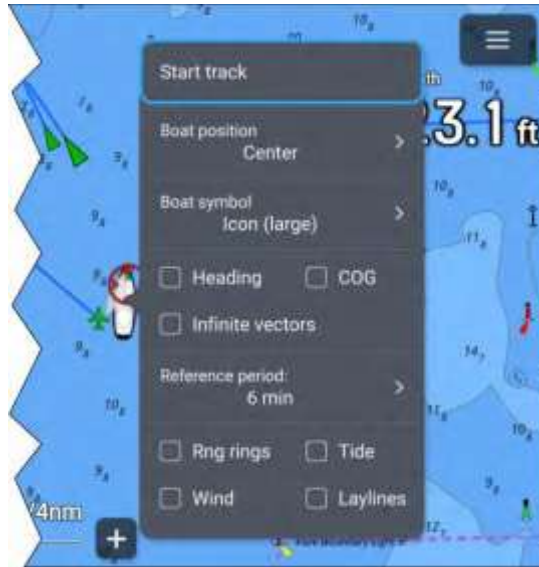
Multifunction Display (in the center of the pedestal)



An abbreviated manual is in the cabinet between the starboard settee and the forward bulkhead and can also be found online (see reference on page 3). The multifunction display combines the chart plotter, depth meter and radar with additional information such as tides and currents. The display can be controlled by touch or by using buttons.

Major functions:

- Finding the Navigational Chart:** From the Home screen , select the Chart Icon  either on its own (top left), in dual view (bottom left) or in combination with radar (bottom center) or the dashboard (top right). We often use the dual view to see both detailed information and a large scale overview. This makes it easier to set way points without losing sight of detailed information.
- Zooming in and out:** You can change the range displayed on the screen using the onscreen or button range controls (+/-) or by using the pinch-to-zoom touch gesture. You can pan the chart area by swiping your finger across the chart. When the chart is panned the screen will enter cursor mode and remain fixed until motion mode is activated by selecting the [Find ship] icon (see below under point 2).
- Returning the screen to the vessel's current location:** i.e. Stop Panning or Clear Cursor. Select Menu  and then "Find Ship".
- Changing or Clearing Pre-existing Waypoints, Routes and Tracks:** These can be managed from the chart screen [Chart app > Menu > Waypoints, routes, tracks > Routes].
- Chart Orientation:** subject to your preference, we recommend either Heading Up or North Up. The [Chart orientation] setting is available from the [View & Motion] settings menu: [Menu > Settings > View & Motion].
- Display Brightness:** The brightness of the screen is most easily adjusted using the uni-controller (round) button. Alternatively, you can use the Shortcuts menu. The display has an Ambient Light Sensor, which automatically adjusts the screen brightness to reflect the level of ambient lighting in the surrounding environment. To allow the display to adjust brightness automatically, enable the [AUTO] toggle switch in the Shortcuts menu. The Shortcuts menu can be accessed by swiping left to right across the [Power swipe] area on touchscreen displays or by pressing the physical [Power] button.
- Course over Ground (COG) and Heading Vector Lines:** We find it absolutely essential that both the COG and Heading vector lines are displayed. This facilitates an understanding of the impact of current and drift. If not displayed, tick the appropriate boxes in the Vessel Detail pop over:



7. **Radar Overlay:** Radar overlay can be enabled as follows: *Chart app > Menu > Targets > Radar settings > RADAR OVERLAY >*
8. **AIS Overlay & Targets:** Allora subscribes to the Automated Identification System (AIS). By default, AIS targets will be shown. If not, enable them by accessing [*Menu >Targets > AIS Settings*].
9. **Depth Sounding:** In the San Juans, 400'-600' are common depths in some channels and you may see false readings as the sensitivity on the transducer increases in an effort to give some reading, often from changes in water density, salinity, or underwater debris.

Tridata Display

The display (at the NAV station) repeats depth, speed and trip data from the Multifunction display. The manual is available online (see reference on page 3).



VHF Radio

The radio comes with a handheld that is connected to the pedestal in the cockpit. The handheld will not work unless the VHF unit at the NAV station is turned on. There is a spare handheld that we keep on the NAV table in its charging station.

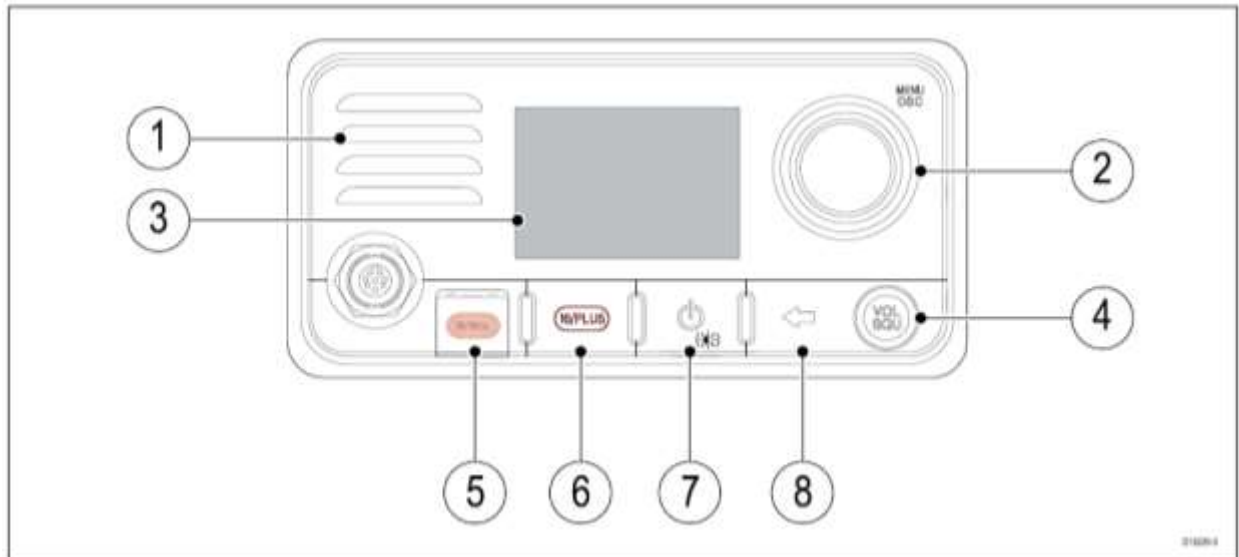
We make a habit of monitoring channel 16 for any emergency messages but only use it in case of emergency or to haul another vessel and transfer the communication to another channel. San Juan Sailing can be hauled on channel 80.

We find the VHF useful for weather information (typically channel #4, 162.425 MHz).

The manual is available online (see reference on page 3). A summary of most useful features is provided below:

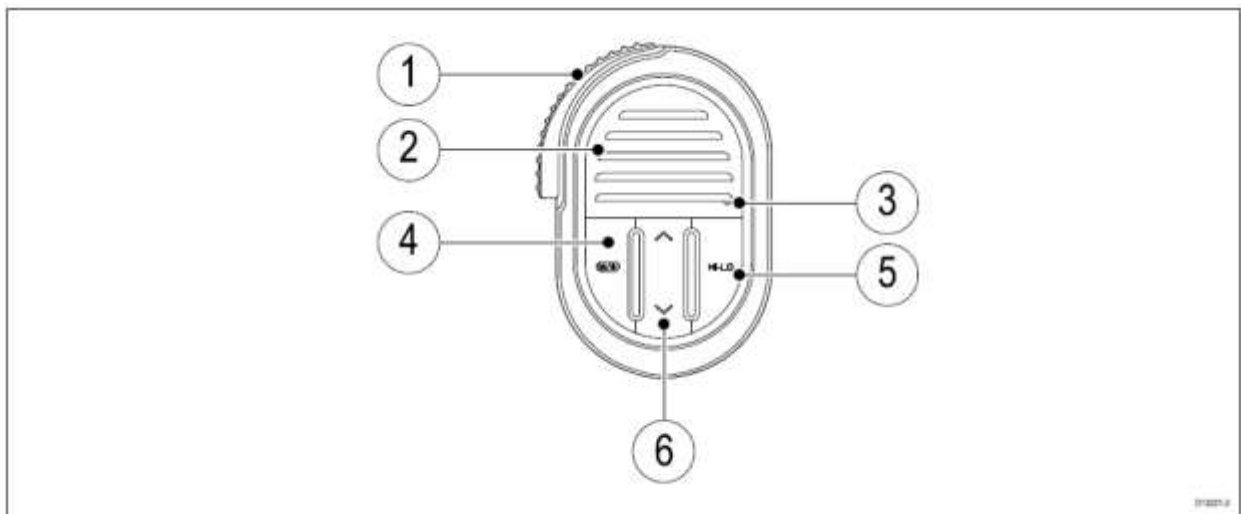
Controls and interface: The controls and interface available are as follows:

Base station



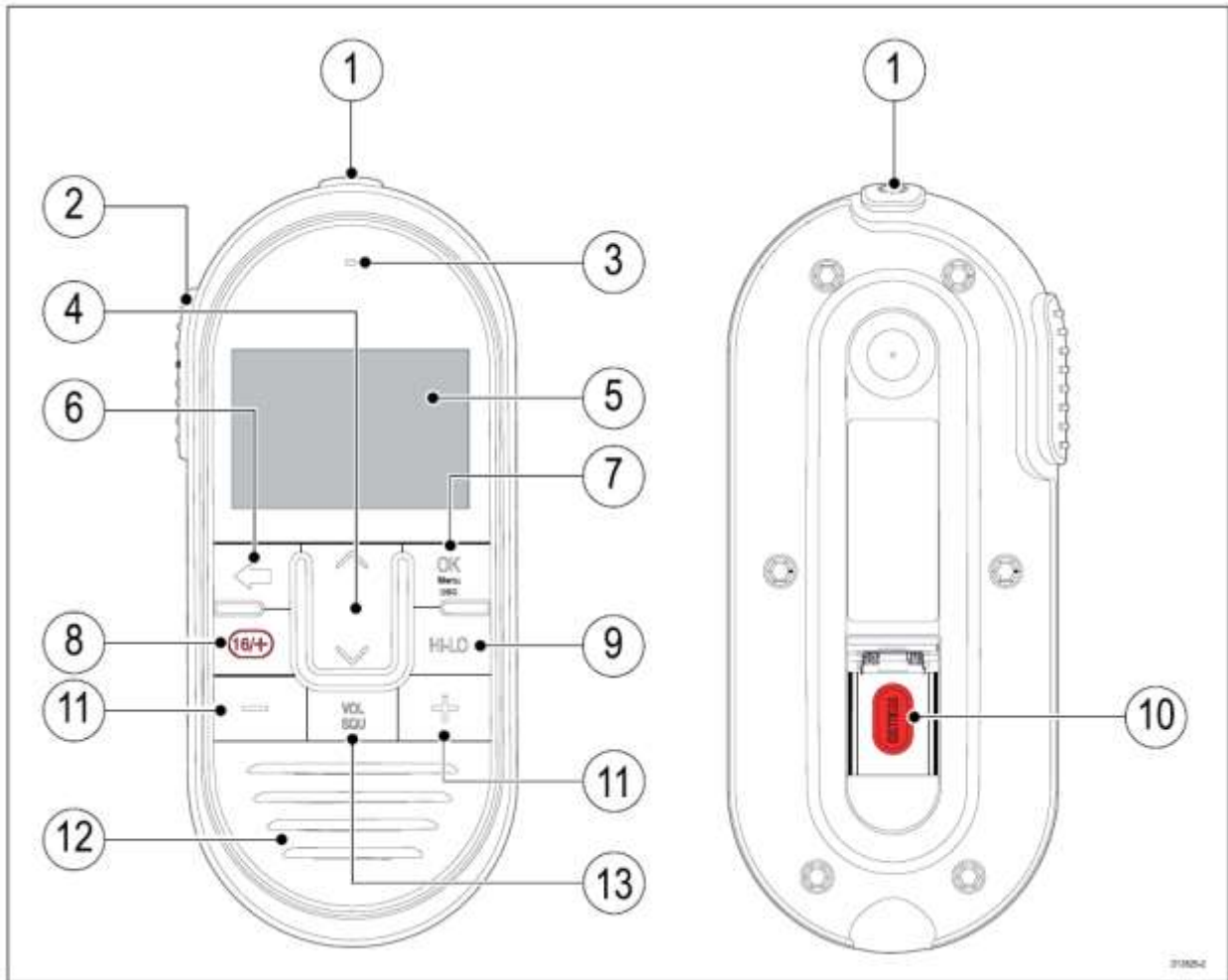
1. **Built-in speaker**
2. **Rotary knob** with center **OK** push button — Press knob in to access menu and DSC functions and to confirm selections. Turn rotary clockwise or anti-clockwise to move up and down through menu items or to change channel from the Home screen.
3. **Display**
4. **VOL/SQ** — Turn knob to adjust volume or squelch up and down. Press center button to switch between volume and squelch control.
5. **DISTRESS** — Push up the spring loaded cover and press this button to make a DSC distress call.
6. **16 / +** — When powered on press to switch between priority channels.
7. **Power** — Press to power the unit on. Press and hold for 3 seconds to power the unit off. Momentary press to access the shortcut list.
8. **Back** — Move back through menu options.

Fist Microphone



1. **PTT (Push to Talk)** — Press and hold to send a voice message. Release to return to receive mode.
Note: The maximum transmit time is limited to 5 minutes to prevent un-intentional transmissions from occupying the VHF channel.
2. **Speaker**
3. **Microphone location**
4. **16 / +** — When powered on press to switch between priority channels.
5. **HI/LO** — Press to switch between High (25 W) and low (1 W) transmit power.
6. **Channel Up / Channel Down** — Changes the channel up or down.

Handset controls



1. **Power** — Press to power the handset on. Press and hold for 3 seconds to power the handset off. Momentary press to access the shortcut list.
2. **PTT (Push to Talk)** — Press and hold to send a voice message. Release to return to receive mode.
Note: The maximum transmit time is limited to 5 minutes to prevent unintentional transmissions from occupying the VHF channel.
3. **Microphone location**
4. **Channel Up and Channel Down** — Changes to the next or previous VHF channel, also used to select or adjust options in the menu.
5. **Display**
6. **Back** — Go to the previous menu / screen. Press and hold to return to the Home screen.
7. **OK / menu button** — Press button to access menu / DSC functions and to confirm selections.
8. **16 / +** — When powered on press to switch between priority channels.
9. **HI/LO** — Press to switch between High (25 W) and Low (1 W) transmit power.
10. **DISTRESS** — Lift up the spring-loaded cover and press this button to make a DSC distress call.
11. **Volume Up and Volume Down** — Press to adjust volume or squelch intensity up or down.
12. **Built-in speaker**

Changing the Region: For those who decide to venture outside US waters:
From the Main Menu:

1. Select **Set-up**.
2. Select **Channel set-up**.
3. Select **Frequency band**.
4. Select the relevant region from the list.

The available options are:

- International
- USA
- Canada

Scan Mode

Scan mode enables automatic searching for channels that are currently broadcasting.

Scan mode will search through available channels and stop when it finds a channel that is currently broadcasting. If the broadcast stops or is lost for more than 5 seconds then the scan will resume.

Channels can be temporarily removed from an active scan, and the direction of scan can also be changed. When the scan reaches the last channel in the band the scan cycle is repeated.

The following scans options are available:

- **All Channels** — All channels in the frequency band the radio is set to are scanned in sequence.
- **All Channels + 16** — All channels in the frequency band the radio is set to are scanned, after each channel is scanned priority channel 16 is scanned.
- **Saved Channels** — Only channels saved to the radio's memory are scanned in sequence.
- **Saved Channels + 16** — Only channels saved to the radio's memory are scanned, after each channel is scanned priority channel 16 is scanned.

Note:

If the weather alert function is activated, the weather alert channel is included in the scan.

Setting Scan mode

Scan mode is started from the main menu.

From the **Scan Mode** menu: **Menu > Scan Mode**.

- Select the relevant Scan mode. The radio is now in Scan mode.
- Select **Edit Saved Channels** to select the channels that will be scanned when performing a Saved channel scan.
- During Scan mode, press the **Back** button at any time to end the Scan mode and resume normal operation.

11. Engine

- **Yanmar 29hp 3 cylinder diesel, with dripless shaft seal and a Max-Prop 3 blade feathering prop (clockwise rotation).**
- **Lift the companion stairs for daily engine "lookover". Also, access rear of engine via the aft cabin – lift up the shelf unit (held in place by Velcro) to inspect the cooling water strainer. See details below. This "before engine start" shows us in one quick view any black powder belt wear or loose belt, oil in bilge, eelgrass in strainer, or coolant spillage.**
- **Avoid excessive idling**
- **2200 rpm is economy cruise, 2500 rpm is regular cruise (green dot on tachometer)**

- **2800-3200 rpm is when needed for short bursts or in adverse conditions**
- **Fuel tank gauge is on the central control panel at the NAV station and overstates what is in the tank by about 1/8th.**
- **Allora has moderate prop walk to port. Very helpful when making right-hand pivot turns and when doing bow-in, port side dockings.**

Additional guidance:

After starting the engine, ensure that water is running through the exhaust. No water indicates a blocked impeller and will lead to overheating of the engine.

To stop the engine, push the stop button *before* moving the key back into the center position.

Sheets often get wrapped around the engine key. It is advisable not to leave the key in the lock while sailing.

Allora has excellent fuel efficiency at about 2200 rpm (less than 0.5 GPH). Fuel efficiency is still good at 2500 rpm but deteriorates rapidly at higher revs with relatively little gain in speed. We typically do not exceed 2200 rpm unless needed in rapid currents.

Fluid levels are checked weekly by Maintenance Pros. Therefore there is no need for guests to check fluids unless Allora is out for more than one week.

A daily “engine lookover” from the front of the engine is recommended, to check for its general condition: any oil or water in the bilge, belt powder or looseness, or other unusual items may require further investigation. And verify that the raw **cooling water intake seacock** is open – located in the forward starboard corner of the engine compartment.

The **raw water strainer** is at water level and is located on the starboard aft corner of the engine. Access via the aft cabin - **lift up the shelf unit below the cockpit floor underside (held in place by Velcro)**. Visually inspect for debris first by shining a flashlight down onto the transparent cover. No need to open the cover or clean if free of debris and the engine runs without overheating. If cleanout is needed, the strainer bowl should refill itself. If not, you may need to “blow out” eelgrass from the hose/seacock with the dinghy foot pump, very forcefully. When replacing the lid, please make sure the **o-ring seal** is in place and avoid over-tightening.

If necessary, the dipstick access is via a side panel in the aft cabin. The engine is not known to use oil; nevertheless, a spare quart is available in the starboard cockpit locker. Mechanics check the oil levels weekly.

Most engines idle too long, causing carbon buildup. So if in a marina, we start the engine just before departing. Same protocol if hoisting anchor or untying from a buoy—minimal idle. If starting after sailing, we allow one minute at 1100 rpm, another minute or so in gear at 1500 before resuming cruising speed.

To Start:

1. Assure that the raw water intake valve (located under the companionway) is open.

2. Assure the throttle/gearshift is in neutral. Only in very cold weather, we depress the red button at the base of the throttle, and push the throttle forward slightly for starting. This disengages the transmission for cold weather 1100 rpm warm-up.
3. Listen/look for water coming from aft starboard end of hull.
4. No preheating (glow plug) is necessary. Move the key into the start position and the engine will typically start on the first try.

Running:

- 1400 rpm is about 4 knots—marina speed
- 2200 rpm is economy cruise, about 5.5 knots, approx. 0.5 gph, range: 330NM
- 2500 rpm is regular cruise, about 6 knots, approximately 0.75 gph, range: 247 NM
- 2800-3200 rpm is when needed for short burst or adverse conditions.

We are careful to pause 1-2 seconds after the “click” into gear before accelerating, to protect the transmission. And, of course, we always pause in neutral when changing from forward to reverse and especially from reverse into forward.

Shutdown:

1. Cool at modest rpm for 2 minute after running at cruising speed, mainly if shutting down after the wind comes up (not necessary to cool down after entering a marina or anchoring, since the lower rpm will have cooled engine.)
2. *We don't touch the key yet!* Push the rubber-covered button on the engine panel to engage the electric shutoff solenoid. If the key is turned off prematurely, electrical damage can occur, and the solenoid will not engage to shut off the engine.

Engine overheat:

The temperature gauge is under the companionway. Normal engine temp is 180 degrees. If the needle climbs, or the alarm sounds, or steam comes out the exhaust, please check the amount of water coming out the exhaust. If it is little or none, the most likely cause is eelgrass plugging the raw water strainer, located at the forward starboard side of the engine, which you saw on your Daily Engine Lookover.

(Note: raw water impellers are replaced annually as part of preventive maintenance.)

If the engine overheats with adequate water flow out the exhaust, check the coolant level in the engine. Normally, the coolant level in the overflow plastic container is at the “low” level. If below the “low” level, we add coolant from the port cockpit locker, but not before.

The manual for the engine is available online (see reference on page 3).

12. Entertainment

Allora has a Sony Radio/CD player with speakers in the cabin and the cockpit. The CD player is capable of playing a variety of digital formats, including MP3. Under the chart table, you can find an AUX cable to hook the entertainment system to your phone, tablet or laptop. The manual is available online (see reference on page 3).

13. Fuel

- The fuel gauge is on the central control panel at the NAV station.
- Fuel fill is starboard aft.

The fuel tank is located under the aft berth. Consumption rates are listed in section 11 on page 18. The fuel gauge is not very precise. It is recommended not to let the gauge drop below $\frac{1}{4}$.

When fueling, we find it useful to estimate the amount that we need to fill the tank (from reading the gauge), fill somewhat less, and then top of the tank very slowly while listening carefully for any change in the noise coming from the tank opening that may indicate the tank is almost full.

We keep a few rags and absorbing pads in a bag in the main port cockpit locker

14. Head, Holding tank & Shower

Head

- Allora has an electric toilet. It will only work if the breaker “Master/Cabin Lights” on the main electric panel (center bottom) is turned on.
- There are two gray rocker switches. The switch on top is “flush”. It brings in domestic fresh water and pumps it out simultaneously. The switch on the bottom separates those operations. Depressing one end brings in water, depressing the other end pumps it out.
- The discharge hose from the toilet goes to a Y-valve that splits the flow to the holding tank (top hose) or directly overboard (middle hose - see photo on right). The valve is located inside the head sink cabinet. This valve should always be set to direct flow to the holding tank (the short end of the gray handle should point to the overboard hose – covers the flow arrow).
- Here’s what we do to make maximum use of the holding tank’s capacity:
 - For *liquid* effluent:
 - 1 - Use the toilet
 - 2 - Depress the “drain” side of the lower rocker switch to pump out the liquid.
 - 3 - Briefly toggle it to “fill” to rinse, then back again to “drain” to pump out.
 - This method adds only a cup of water per flush and keeps the toilet fresh.
 - For *solid* effluent:
 - 1 - Depress the “fill” end of the lower rocker switch to bring in a quart or so of fresh water.
 - 2 - Use the toilet.
 - 3 - Depress the “drain” switch until the solids are evacuated, then press “fill” and “drain” as above. Sometimes the “flush” upper rocker switch is needed to remove everything.



- Although the system can deal with moderate use of marine toilet paper, we typically put all paper in the waste basket on the inside of the cabinet door, under the sink.
- The draining system has a Y valve, allowing for waste to be pumped to the holding tank or drain into the sea. USCG requires that the holding tank drain remains closed and secured in all US waters. The valve is located under the sink and locked with a zip tie. If you decide to drain the holding tank, please replace the zip tie.

Holding tank

The holding tank can contain up to 21 gallons of waste. An electric gauge is on the side of the sink cabinet in the head. The tank has a deck fitting (on the starboard side, just above the head) for use at a pump-out facility.

Emptying the Holding Tank

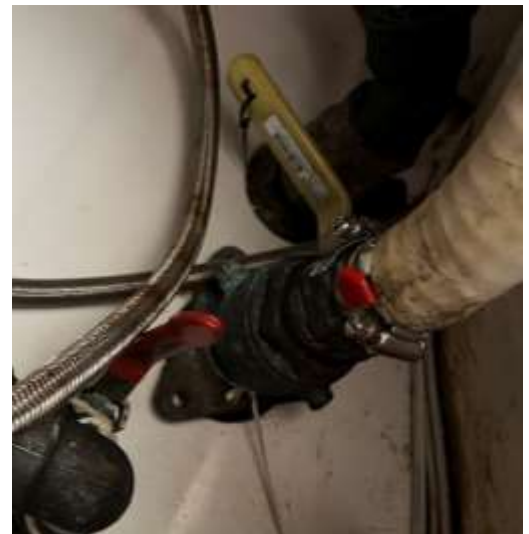
1. Deck Pump-out
2. Overboard Discharge (**where legal**)

1. Deck Pump-out

The holding tank can be pumped out via the labeled deck fill on the starboard side near the head. After pumping out the holding tank, please refill the tank with about 5 gallons of fresh water through the deck fitting to rinse, and then pump-out again. This will help keep the waste system smelling fresh! Thank you!

2. Overboard Discharge (**where legal**)

The holding tank is discharged with a macerator pump. The pump switch is labeled and is located on the face of the head sink cabinet. Make sure the discharge hose seacock is open (see photo on right). The seacock is located inside the head sink cabinet. The yellow handle should be in line with the hose when the valve is open. Please make sure you close the seacock after the tank empties.



Shower: in the Head

The use of the shower is straight forward. Just pull the faucet and install in the holder attached to the port wall of the head. Make sure the drain valve is open (see through hulls on page 6). A small toggle switch on the front of the cabinet operates the sump pump for the shower.

Shower: at the Transom

To access the stern shower, open the lower plastic cover near the helmsman seat on the starboard side. The valve is behind the plastic cover just above.

15. Heat and Air-conditioning

Allora has a Webasto diesel heater. The control panel is located on the starboard side, just forward of the navigation table. Its use is very simple: Press the On button, set the desired fan speed with the dial on the left, and the desired temperature with the dial on the right. Make sure that the vents are not covered when using the heater. The heater will only ignite if the voltage of the house battery is at least 12.5 volts. In case you expect to need the heater to come on during the night, it is best to ensure that the house batteries are fully loaded before going to bed. A manual is available online (see reference on page 3).



The air-conditioning requires a separate hookup to shore power, using the outlet on the stern that is closer to the middle of the boat. *You must open the water intake valve before turning on the air-conditioning.* That valve is located under the port settee in the main cabin. The control panel for turning on shore power for the air-conditioning is on at the navigation table. The control panel for setting the temperature is on the side of the cabinet above the navigation table.



16. Propane



Highlights

- The solenoid switch is at the nav station, on the central control panel, labeled “Solenoid”.
- There are two small aluminum propane tanks.
- For safety, we turn off the solenoid after stove use

The tanks are in a draining locker under the aft port cockpit seat. We typically keep one propane tank closed, so we empty one before starting the other one.

17. Propeller

Allora has a Max-Prop 3 blade feathering prop. The propeller will automatically open when the driveshaft is engaged. To ensure proper feathering after motoring, follow the following steps:

- Power at 2 to 3 knots in forward.

- Kill the engine with the transmission still engaged in forward. The drag of the mechanical transmission should result in sufficient drag on the shaft for the Max-Prop to feather. It will feather in a fraction of a second.
- If the propeller has not yet feathered (shaft still rotates under sail), more drag can be added to the shaft by engaging the transmission in reverse, with the engine OFF (**WARNING: engage reverse only after the engine has stopped completely**).
- After the Max-Prop has feathered, the transmission can be placed back into neutral.

18. Sails and Rigging

Allora sails well and is easily controlled. The following tips will help you enjoying sailing her:

Raising or Lowering Sails: Keeping Allora perfectly directed into the wind will prevent the mainsail's battens from getting caught behind the lazyjacks. If the mainsail does get caught, loosening the halyard by about a foot and jerking the boom will typically do the trick. Make sure the reef lines are loose when raising the main. Conversely, tightening the reef lines concurrently with lowering the mainsail will prevent reef lines getting caught around parts of the sail.

Mainsail: Allora's sails have been trimmed for light to medium wind conditions. When the wind picks up, tightening the Cunningham moves the draft of the mainsail forward. This will reduce heel and weather helm. At higher wind speeds, lowering the traveler and tightening the boomvang will further depower the rig, but at the cost of your ability to beat against the wind. If further depowering is needed, it is time to reef the mainsail. When reefing, ensure that there is sufficient tension on the reef line, and thus the sail's luff, so that the sail's draft remains forward.

Genoa: the traveler cars are set for normal conditions and when the genoa is fully unfurled. When beating against the wind, the genoa can be hauled in until the sail is entirely inside the lifelines. If partial furling is advised, it may be advisable to move the track car forward so that the trim angle (the extension of the sheet from the car) bisects the reefed luff. In general, no adjustment is needed because keeping the track cars in their original position will help flatten the sail, and thus reduce heel.

Asymmetric Spinnaker: the sail comes with a sock. Attach the bag to the lifelines. Attach the tack to the tack line, leaving about 18-24 inches between the sail tack and the block. Alternatively, use the ATN Tacker (found in the SB cockpit locker) over the furling jib and attach both the and the tack line to the ATN Tacker. instructions at <http://atninc.com/atn-sailing-equipment.shtml>.



Attach the spinnaker sheets to the asymmetrical and lead them through the port and starboard quarter and your cockpit winches. You can rig only



spinnaker
Further
[tacker-](#)

clew of the
blocks on
back to
one sheet if

you are sure that you will not be jibing. If you are using two sheets, lead the lazy (windward) sheet around the headstay and back to the cockpit so that the asymmetrical will jibe outside of the head stay, not through the fore triangle. Attach the halyard to the top of the sock and bring the sock up with the control line.

The asymmetric spinnaker is easily damaged if it gets caught on any stanchions, fittings, or other pointy parts of the boat. Do not use the spinnaker unless you are comfortable launching, retrieving and flying the spinnaker in a controlled fashion.

Helmsman position: We find it easiest to helm the boat seated on a cushion on the windward side while bracing a foot against the pedestal. It allows for a good view of the jib's telltales and the mainsail luff.

Reefing: Reefing is truly effortless: with the boat headed into the wind, ease the halyard while, at the same time, tightening the 1st reef line. Ensure that there is no slack on the 2nd reef line. We only put the 2nd reef into the sail with the 1st reef already in place.

A more elaborate tuning guide can be found online (see reference on page 3).

19. Shore power

Allora carries a 50ft yellow shore power cable. When attaching to a shore power outlet, first connect to the appropriate inlet at the stern. There are two well marked inlets:

- For the air conditioning
- For all other electric needs

When removing the power cable, remove from the shore outlets first. The breakers for the shore power inlets are under the aft starboard cockpit seat, near the inlets.

20. Spares and Tools

Common Spares are located in marked boxes in the port locker and includes oil filters, fuel filters, impeller, engine oil, etc. Extra belts are kept in the engine bay.

Tools: there is an expansive tool set in a grey, flat toolbox in the port locker. Additional tools are in an orange toolbox in the same location.

21. Storage

Although there is ample storage on board, good organization helps. We have tried to combine all inventory in boxes and in relatively few spaces, thus leaving a wide array of cabinets empty for our guests. We keep extra plastic boxes on board to facilitate the use of storage, so socks do not disappear into the Allora's "black hole".

We have organized storage as follows:

1. Food: In the fridge, the counter cabinets in the galley and on the port side, as well as behind settee cushions. If that is not sufficient, we use spare room under the settees or in plastic boxes in the main starboard cockpit locker.
2. Crockery: in the cabinet above the stove.
3. Cutlery: in the top drawer of the cabinet under the microwave.
4. Kitchen utensils: in the cabinet under the microwave. Various cutting boards are kept in the bottle cabinet left of the stove.
5. Clothes: each stateroom has a hanging locker and drawers, with additional room under the berths.
6. Fenders: while underway, we divide the large fenders between the two starboard cockpit lockers. The orange “roving” fender is often kept in the anchor locker.
7. Dock lines: in the main starboard cockpit locker.
8. Tools: in the port cockpit locker
9. PDFs: in the port cockpit locker
10. BBQ tools: with other utensils in the cabinet near the navigation table.

An inventory list with location can be found on page **Error! Bookmark not defined.** of this document.

Greater details on preferred storage methods are on the following pages.

22. Port cockpit locker



- Distilled water (for batteries)
- Engine spares
- Red toolbox
- General spares
- Miscellaneous spares
- Engine oil
- Grey toolbox
- Deck Cleaner
- Foghorn, flares
- Spare plugs

Organized this way, there is room left for all PFDs or luggage.

23. Starboard cockpit locker



- Sailing gloves, twines.
- Foul weather gear & cleaning products
- Spare propeller & ropes
- Empty box for provisions or other
- Spare anchor
- Flexible water hose and nozzle
- Bag for winch handles
- Boarding step
- Water hose
- Spinnaker and spinnaker sheets
- Extra ropes, halyards, sheets
- Diesel jerry can.

24. Stern locker



- Crab net
- Emergency tiller
- Roving fenders
- Dinghy pump
- Stern line on spool

There is room for fenders and/or luggage.

25. Galley



- Drying rack, garbage bags
- Dust pan and broom
- Utensils arranged in box
- Utensils arranged in box in side cabinet at nav station



- Colander, steamer, foils, tongs and
- When neatly stacked, all cutlery fits in the drawer.
- Cutting boards
- Place mats
- Trivets



There is room for the French press with the coffee mugs.

- Ensure pots and pans are properly stacked and locker door fully closed. If not, fridge door won't open completely.



26. Stove, Oven, Fridge and Microwave

Before using the stove, check that at least one gas tank is open (turning valve counter clockwise). Then turn on the solenoid switch (see section 15 above on page 5). It will take up to 30 seconds for the gas to reach the oven/stove. The operation of the stove is straightforward: to light the oven or burner, turn the corresponding button counter clockwise while lighting. Once lit, keep button depressed for a few seconds and then release.

Caution: propane is heavier than air. If a leak is detected, extinguish all flames and ventilate the bilges.

The microwave oven only operates when hooked up to shore power.

The fridge runs quite cold at high settings. A lower setting (#2) is preferred to avoid unnecessary drain on the batteries.

27. Water

We think the water is perfectly drinkable. Cold tap water in the galley is filtered by means of an under-sink carbon filter. Water in the head is not filtered.

There are two tanks. The level of water in each tank can be checked on the control panel near the nav station. You can either leave just one tank or both tanks connected to the pressure pump, by opening/closing the white mini valves (labeled 1 and 2) under the port settee.

If one tank is empty, close the valve for that tank; otherwise, the pump will draw in air from that tank and prevent water from the other tank to run.



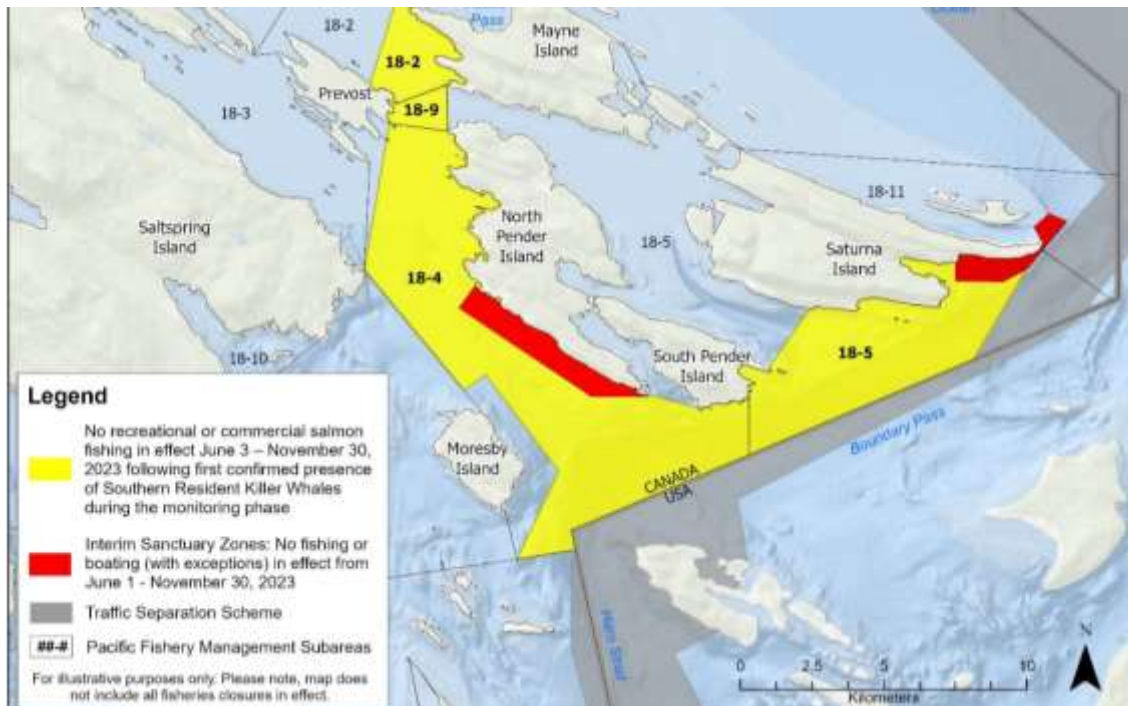
Deck fill is on port (aft, for tank 1) and the starboard side (for tank 2). If both valves are open, both tanks will fill from a single opening but may take longer.

The hot water tank heats up quite quickly. To avoid draining the batteries, we often turn off the hot water switch (on the left side of the main control panel – labeled “Water Heater”) when we have little need for hot water.

28. Being Whale Wise

Our local Killer Whales are a wonderful part of the local family. But they are having a difficult time surviving due to declining salmon runs. These whales use echo location to find and catch their food. Therefore, noise pollution from boats and ships make it harder for them to thrive. In an effort to decrease human impact both the Canadian and US governments have implemented rules. We provided you a summary of these rules in the packet you receive when you arrived and there is more information in section 10 of the white reference book onboard Allora. In general, stay at least 400 ft. away from the whales. Sometimes they come to you, if this happens shutdown the engine and turn off the instruments (assuming this is safe to do). They can hear the pings of the depth sounder – this is why we have you turn off the instruments.

In Canada they have gone a step further by creating some zones where boats are not allowed. This further improves the environment for the whales. The red areas in the diagram below show these zones.



And here is an example of what they look like on Allora’s chart plotter. The red lines have been added to help point out the dashed lines that you will see on the plotter.



Note this is just to the west of Bedwell Harbour, so on your way in or out of there be sure to avoid this area.

29. Inventory Listings – Equipment and Galley

Refer to Section 2 of the Charter Guest Reference binder normally located with the cruising guides at the nav station.

30. Tools and Spares (Detailed Lists)

Alphabetically

Item	Main location	Box
Allen wrench set	Port stern locker	Red Tool Box, Top Compartment
Batteries (Type D and 9V2 type). Other	Port stern locker	Large clear plastic box with white top (Spares #2)
Battery tester	Port stern locker	Red Tool Box, Main Compartment
BBQ Regulator (spare)	Port stern locker	Large clear plastic box with white top (Spares #2)
Belts for engine (extra set in engine co	Port stern locker	Clear plastic box with blue top (Engine Spares)
Beneteau lettering	Port stern locker	Large clear plastic box with white top (Spares #2)
Bilge pump	Port stern locker	Small clear plastic box with white top (Spares #3)
Bow aqnd Foredeck light	Port stern locker	Small clear plastic box with white top (Spares #3)
Bristle conduit cleaners	Port stern locker	Red Tool Box, Top Compartment
Bushings - small nylon, stainless steel a	Port stern locker	Red Tool Box, Hidden Compartment
Channel locks	Port stern locker	Red Tool Box, Top Compartment
Cleaning products	Port stern locker	SB cockpit locker
Clevis pins	Port stern locker	Large clear plastic box with white top (Spares #2)
Clips (carabiner and other models)	Port stern locker	Large clear plastic box with white top (Spares #2)
Cotter rings	Port stern locker	Large clear plastic box with white top (Spares #2)
Crescent wrench-10"	Port stern locker	Red Tool Box, Top Compartment
Curtain hooks and sliders	Port stern locker	Large clear plastic box with white top (Spares #2)
Digital voltmeter	Port stern locker	Red Tool Box, Main Compartment
Dinghy repair kit (PVC glue, patches, or	Port stern locker	Large clear plastic box with white top (Spares #2)
Dingy plug	Port stern locker	Small clear plastic box with white top (Spares #3)
Duct tape	Port stern locker	Red Tool Box, Main Compartment
Electric wires and connectors	Port stern locker	Red Tool Box, Hidden Compartment
Fender line attachment	Port stern locker	Large clear plastic box with white top (Spares #2)
Fuel filters for engine	Port stern locker	Clear plastic box with blue top (Engine Spares)
Fuses	Port stern locker	Large clear plastic box with white top (Spares #2)
Gas strut mount	Port stern locker	Large clear plastic box with white top (Spares #2)
Gloves (plastic)	Port stern locker	Red Tool Box, Main Compartment
Glues and sealants	Port stern locker	Big blue box (Spares #1)
Greases (waterproof, food grade, diele	Port stern locker	Big blue box (Spares #1)
Hack saw (small)	Port stern locker	Red Tool Box, Top Compartment
Hammer	Port stern locker	Red Tool Box, Main Compartment
Hose clamps	Port stern locker	Large clear plastic box with white top (Spares #2)
Impeller plate gaskets	Port stern locker	Clear plastic box with blue top (Engine Spares)
Impellers for engine	Port stern locker	Clear plastic box with blue top (Engine Spares)
Lanocote corrosion barrier	Port stern locker	Big blue box (Spares #1)
Lifeline clips	Port stern locker	Large clear plastic box with white top (Spares #2)
Light bulbs-LED and halogen	Port stern locker	Large clear plastic box with white top (Spares #2)
Loctite	Port stern locker	Big blue box (Spares #1)

Item	Main location	Box
Mainsail slider	Port stern locker	Large clear plastic box with white top (Spares #2)
Masking tape	Port stern locker	Red Tool Box, Main Compartment
McLube SailKote	Port stern locker	Red Tool Box, Main Compartment
Metal brush	Port stern locker	Red Tool Box, Top Compartment
Metal file (small)	SB cockpit locker	Red Tool Box, Top Compartment
Permatex	Port stern locker	Big blue box (Spares #1)
Pliers - small	Port stern locker	Red Tool Box, Top Compartment
Plugs (wooden and rubber)	Port stern locker	Big blue box (Spares #1)
Plumbers tape	Port stern locker	Big blue box (Spares #1)
Prop grease	Port stern locker	SB cockpit locker
Prop grease pump	Port stern locker	SB cockpit locker
Rearming canister for PFDs	Port stern locker	Large clear plastic box with white top (Spares #2)
Rescue tape	Port stern locker	Big blue box (Spares #1)
Sail repair kit (tape, needles, thread,	Port stern locker	Large clear plastic box with white top (Spares #2)
Scissors	Port stern locker	Red Tool Box, Top Compartment
Screw covers and nuts (interior lining)	Port stern locker	Large clear plastic box with white top (Spares #2)
Screws, nuts and bolts	Port stern locker	Large clear plastic box with white top (Spares #2)
Seizing wire	Port stern locker	Large clear plastic box with white top (Spares #2)
Sensor through hull housing	Port stern locker	Small clear plastic box with white top (Spares #3)
Shackle	Port stern locker	Large clear plastic box with white top (Spares #2)
Shower head (Stern shower)	Port stern locker	Large clear plastic box with white top (Spares #2)
Silicone	Port stern locker	Big blue box (Spares #1)
Spare propeller	Port stern locker	SB cockpit locker
Spark plug socket	Port stern locker	Red Tool Box, Top Compartment
Srew drivers: #1 and #2 slot (straight)	Port stern locker	Red Tool Box, Top Compartment
Stanchion tensioning screws	Port stern locker	Large clear plastic box with white top (Spares #2)
Stanley knife plus spare blades	Port stern locker	Red Tool Box, Top Compartment
Strap	Port stern locker	Large clear plastic box with white top (Spares #2)
Tachometer	Port stern locker	Clear plastic box with blue top (Engine Spares)
Toilet parts	Port stern locker	Big blue box (Spares #1)
Vice grips (large)	Port stern locker	Red Tool Box, Top Compartment
WD 40 lubricant	Port stern locker	Big blue box (Spares #1)
WD40 lubricant	Port stern locker	Red Tool Box, Main Compartment
Whipping twine	Port stern locker	Large clear plastic box with white top (Spares #2)
Wire cutter	Port stern locker	Red Tool Box, Top Compartment
Wood putty	Port stern locker	Big blue box (Spares #1)
Zinc	Port stern locker	Clear plastic box with blue top (Engine Spares)
Zip ties	Port stern locker	Large clear plastic box with white top (Spares #2)
Zipper (sail cover)	Port stern locker	Large clear plastic box with white top (Spares #2)

By location

Port Stern Locker

Red Tool Box, Hidden Compartment

Bushings - small nylon, stainless steel and bronze.

Electric wires and connectors

▶ *Red Tool Box, Top Compartment*

Allen wrench set

Bristle conduit cleaners

Channel locks

Crescent wrench-10"

Hack saw (small)

Metal brush

Metal file (small)

Pliers - small

Scissors

Spark plug socket

Srew drivers: #1 and #2 slot (straight) and Philips.

Stanley knife plus spare blades

Vice grips (large)

Wire cutter

▶ *Red Tool Box, Main Compartment*

Battery tester

Digital voltmeter

Duct tape

Gloves (plastic)

Hammer

Masking tape

McLube SailKote

WD40 lubricant

▶ *Clear plastic box with blue top (Engine Spares)*

Belts for engine (extra set in engine compartment)

Fuel filters for engine

Impeller plate gaskets

Impellers for engine

Tachometer

Zinc

Zip ties

Small clear plastic box with white top (Spares #3)

Bilge pump

Bow aqnd Foredeck light

Dingy plug

Sensor through hull housing

Red Tool Box, Hidden Compartment

Red Tool Box, Hidden Compartment

Red Tool Box, Hidden Compartment

Red Tool Box, Top Compartment

Red Tool Box, Top Compartment

▶ Red Tool Box, Top Compartment

Red Tool Box, Top Compartment

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Red Tool Box, Main Compartment

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Red Tool Box, Main Compartment

Red Tool Box, Main Compartment

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Clear plastic box with blue top (Engine Spares)

Clear plastic box with blue top (Engine Spares)

Clear plastic box with blue top (Engine Spares)

Clear plastic box with blue top (Engine Spares)

Clear plastic box with blue top (Engine Spares)

Clear plastic box with blue top (Engine Spares)

Clear plastic box with blue top (Engine Spares)

Clear plastic box with blue top (Engine Spares)

Small clear plastic box with white top (Spares #3)

Small clear plastic box with white top (Spares #3)

Small clear plastic box with white top (Spares #3)

Small clear plastic box with white top (Spares #3)

Small clear plastic box with white top (Spares #3)

SB cockpit locker

SB cockpit locker

Cleaning products

Spare propeller

Prop grease

Prop grease pump

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