

Operations Manual for

A Little Endeavor



2014 Beneteau Oceanis 45

Welcome!



Welcome aboard *A Little Endeavor*! We hope you had a pleasant journey and are looking forward to a fantastic holiday and some of the finest sailing in the world here.

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

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

Happy Sailing!

Brad & Robyn Little
A Little Endeavor Owners

Marina Sailing Office Hours:
Monday – Sunday 08:30 – 17:30

Telephone:	(562) 432-4672
Vessel Assist:	(800) 392-4869
Emergency:	911

Contents

- 1. Yacht specifications**
- 2. Electrical Systems**
 - 12 V DC
 - 120 V AC & Inverter
 - AC Plugs
 - Charging the Batteries
 - Battery Breakers
- 3. Diesel Engine Systems**
 - Start Up
 - Shut Down
 - Alarms
 - Daily Engine Checks
- 4. Navigation Instruments**
 - Audio Control
 - Bow Thrusters
- 5. VHF System**
 - Using the VHF Radio
 - Channels to use
 - Emergency Calls
- 6. Freshwater systems**
- 7. Heads & Showers**
- 8. Galley**
 - Refrigeration
 - Propane & Stove
- 9. BBQ**
- 10. Fire safety**
- 11. Dinghy & Outboard**
- 12. Swim Platform**
- 13. Anchoring & Mooring**
 - Setting the Anchor
 - Mooring at Catalina

Updated 11/1/2020
submit manual discrepancies here:



House Rules

Please zip up the stack pack to limit unnecessary UV exposure to the mainsail. Releasing the mainsheet and guiding the boom to one side can help you reach the zipper. Please employ the winch (4), navigation instrument (3), helm (2), bimini window (2), dodger (1), and cockpit table (1) covers when checking out. Loss of covers will result in a replacement fee.

Only liquid waste in the port side head. The release valves are too small to support solid waste. Go crazy in the starboard head.

Review the Electrical System & Swim Dock sections in this manual.

Give her a full rinse when you get back. The cockpit drains to an aft compartment below deck that houses the life raft. When finished, make sure this drain isn't clogged.

If you see whales or dolphins, let us know by signing the guestbook at ALittleEndeavor.com!



(or if anything needs maintenance, let us know there too)

1. Yacht specifications



4 cabins - 2 head compartments

GENERAL SPECIFICATIONS

• L.O.A	13,94 m	45'9"
• Hull length	13,50 m	44'3"
• L.W.L.	12,98 m	42'7"
• Beam	4,50 m	14'9"
• Deep draught	2,27 m	7'5"
• Deep ballast weight	2 808 kg	6,191 lbs
• Shallow draught	1,75 m	5'9"
• Shallow ballast weight	3 036 kg	6,693 lbs
• Air draught	20,60 m	67'7"
• Light displacement	10 549 kg	23,257 lbs
• Fuel capacity	200 l	53 US Gal
• Freshwater capacity (standard)	370 l	98 US Gal
• Freshwater capacity (Optional equipment)	200 l	53 US Gal
• Engine power	54 HP	54 HP
	POD 90	POD 90

ARCHITECT / DESIGNERS

- Naval Architect: Finot - Conq And associs
- Interior design: Nauta Design

EC CERTIFICATE

- Category A - 10 persons
- Category B - 11 persons
- Category C - 12 persons

STANDARD SAIL LAYOUT AND AREA

• Mainsail (classic)	50,00 m ²	538 sq ft
• Genoa (104 %)	50,00 m ²	538 sq ft
• Asymmetric spinnaker	156,00 m ²	1,679 sq ft
• I	17,43 m	57'2"
• J	5,65 m	18'6"
• P	16,36 m	53'8"
• E	5,43 m	17'10"

Length	45
Beam	14'9"
Draft	7'5"
Fuel	53 gallons
Water	98 gallons
Engine	54 hp Yanmar

2. Electrical Systems

The electrical system has two main components. 12 V DC and 120 V AC. (You may notice the electrical panel lists 230 V AC. This is how the vessel was previously configured before arriving in the US.)



12 V DC

The 12 V DC switches can be used at any time with no consequence other than battery usage.

- The fridge unit has high energy consumption. It is recommended to only run the fridge and/or freezer while the engine is running.
- The Bilge pump should be left on Auto at all times.

120 V AC & Inverter

While on shore power all switches may be used. Easy.

To access 120 V AC while off shore power:

- Ensure the Water Heater & Battery charger are turned off (to obtain hot water while off of shore power, run the engine)
- Turn on the inverter which converts and directs 12 V DC from the batteries to 120 V AC

AC Plugs

Although the AC plugs are European type F receptacles, they will deliver the appropriate voltage for US 110-125v accessories. Where you must be cautious is overloading the adapters that plug into the receptacles. We try our best to keep adapters in each outlet but these adapters have low wattage tolerance and therefore the wiring inside will melt if high wattage appliances are operated through them.

Do not use items that create heat or have high wattage such as hairdryers, space heaters, electrical kettles, or coffee makers.

Charging the Batteries

Run the main engine as little as possible while still maintaining battery charge. The batteries are happiest when kept above 50 percent, and diesel engines are happiest when under load.

Main Engine:

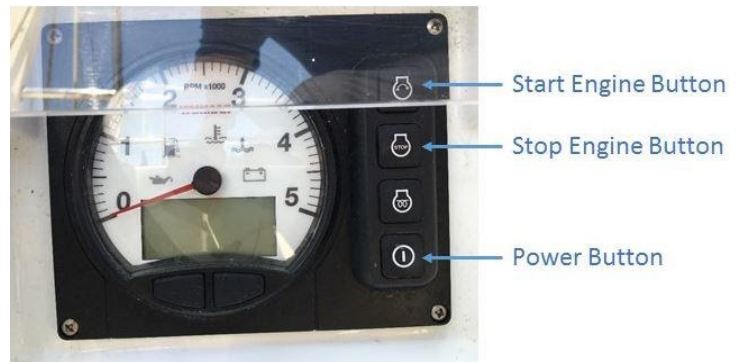
Your batteries will be charging whenever the main engine is on. Ensure that you are in neutral and that the tachometer is registering 1400 revs.

Battery Breakers

The battery, windlass, electric winch and swim platform breakers are located in the starboard aft cabin.



3. Diesel Engine System



Start-up

- Unplug from shore power to reduce chances of surge in electrical system
- There is no key required to start the engine
- Push the power button to turn on the unit
- Push the start engine button
- Engage the red neutral button on the side of the throttle handle and set the handle forward to apply some revs.
- Once the engine starts, adjust the revs if necessary and check that there is water coming out of the exhaust. **Please note, it is very important that you let the engine warm up for about 5 minutes before cranking the engine in order for the engine oil to heat up and begin lubricating. It is recommended to begin open throttle load around 5 minutes of engine running time. ****
- When the throttle handle is returned to neutral, the button in the center of the handle will pop-out, allowing you to select forward or reverse.

Shut-down

- Put throttle handle to neutral
- Allow engine oil to cool while idle for about 5 minutes**
- Push button to stop the engine
- Push and hold the power button until the unit powers off.

Alarms

Should you hear an engine alarm during operation, check which alarm light is on and then shut down the engine and contact Marina Sailing.

All yacht engines run with diesel. There is a diesel filler cap on the port transom which is clearly marked 'Diesel'.



Daily engine checks

To avoid possible breakdowns, and damage to the engine, please do the following checks on a daily basis. It is best to do these checks in the morning, when the engine is still cold. NEVER REMOVE THE CAP ON THE HEAT EXCHANGER WHEN ENGINE IS WARM!

1. Check the oil level, dipstick. Ensure the level is at least half way between the empty and full marks. Do NOT overfill oil, as this can damage the engine. The yellow cap is the fill point.
2. Check the fresh water coolant level. There is a fairly rich mixture of coolant already in the tank. If it is below the 'minimum' line, remove the cap on the top of the header tank and top off with fresh water.
3. The fan belt is protected by the metal plate at the front of the engine which means you cannot easily check the tension of the belt. If you hear any 'screeching' from the engine please call Marina Sailing as it is likely that the fan belt is the cause of the noise.
4. Visually inspect the engine and the engine bilge for any signs of oil or water leaks. If any are seen please call Marina Sailing.

4. Navigation Instruments



Audio Control:

- Zone 1: Cabin speakers
- Zone 2: Cockpit speakers

Bow Thruster

Our Bow Thruster has seen better days. It is currently disconnected from power, therefore will not operate.

5. VHF System

Using the VHF radio:

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



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

If no response then wait two minutes and repeat the call. If still no response, wait a further two minutes before trying again. If calling on Channel 16, it is very important to switch to a working channel after the contact is established. Do not use Channel 16 for your conversations – this channel is for hailing and distress only.

Channels to use:

- 16 Hailing and Distress
- 09 Contact Marina Sailing (when in range)

In the event that your vessel is involved in a non-life threatening incident with an object or with another vessel, it is important that you contact the Marina Sailing Office immediately at (562) 432-4672. Please remember to get as much information as possible about your location, the other vessel's description and what damage has been done to your vessel so that we can best assist you.

Failure to report any accidents or incidents in a timely manner may result in nullification of your hull damage insurance.

Emergency Calls:

In the unlikely event that you are involved in an emergency stay calm and follow these steps. You will also have an Emergency Procedure card next to your VHF.

Distress: "MAYDAY, MAYDAY, MAYDAY." This is an International Distress signal and an imperative call for assistance. It is used only when a life or vessel is considered to be in grave and imminent danger. *This is not something to be toyed with...you can get into serious legal trouble for fraudulently issuing a MAYDAY distress signal...Jokes will absolutely not be tolerated by the authorities.*

Mayday Relay: used to summon help for a vessel which is either too far offshore to contact the coastguard directly, without radio capabilities or whose radio has been damaged or destroyed.

Urgency: "PAN-PAN, PAN-PAN, PAN-PAN" This is the International Urgency Signal and is used when a vessel or person is in some jeopardy but is not considered to be in grave and imminent danger.

Medical emergency: "PAN-PAN MEDICO, PAN-PAN MEDICO, PAN-PAN MEDICO" (Pronounced med-ick-oh). This is an International Urgency Signal that should be used when medical advice is needed.

Safety: "SECURITE, SECURITE, SECURITE" (Pronounced Say-cure-it-tay). This is an International Safety Signal and is a message about some aspect of navigational safety or a weather warning.

How to issue an emergency message

Select Channel 16 and press transmit button on handset

Say slowly and clearly 'MAYDAY, MAYDAY, MAYDAY, CALLING ALL STATIONS This is "A Little Endeavor", "A Little Endeavor", "A Little Endeavor"

Give position – vessel's position in degrees of latitude and longitude or nautical miles from, and bearing to, a navigational landmark

Describe emergency – list the problem, the type of assistance needed; number of passengers aboard (boat length, hull color and type is also useful)

Wait 1 minute for a response, repeat message

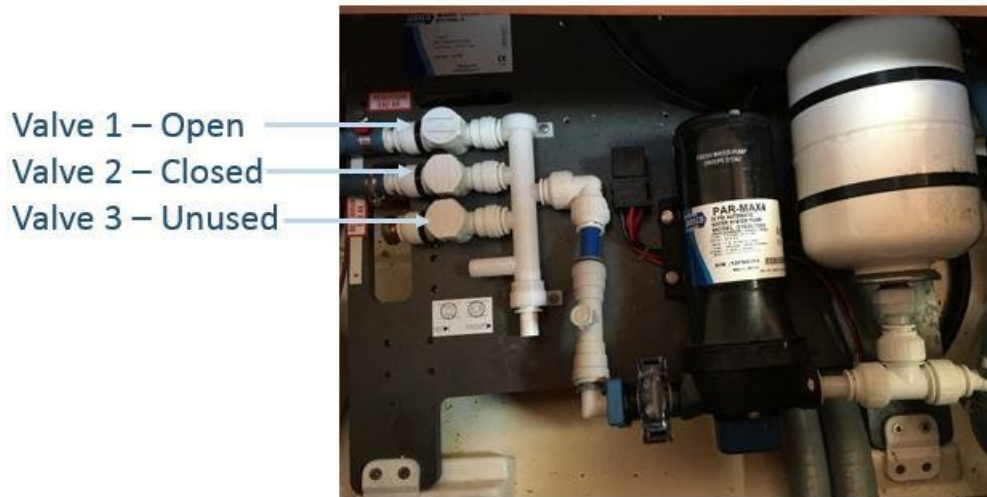
ALTERNATIVELY: Dial Marina sailing and Vessel Assist @ 1.800.392.4869 or 911 from any cell phone.

6. Fresh water system

A *Little Endeavor* is equipped with two water tanks with a capacity of 98 gallons split between them. To fill the tanks, let the water run from the hose for a while before placing the end into the fillers that are located on the starboard aft, on the transom, and on the bow next to the chain locker. Please ensure that the correct fillers are used, **NOT** the holding tanks or the diesel fill.

To use the fresh water system, turn on the water pump breaker on the 12v panel and open a faucet. When the tank runs out of water the pump will run at high speed, the faucet will start to cough air. As soon as you hear the pump running continuously, check to see if anyone is using water. If not, switch off the pump immediately to prevent the pump from drawing more air into the system or the pump overheating, and proceed as follows:

- Switch off water pump
- Select the next full tank: the valves are located beneath the saloon seats on the starboard side. The open valve has its flat ends turned horizontally so that they are in line with the water pipes
- Note that although there are 3 valves only the top two valves are connected to water tanks, the third valve is not in use.



- Switch on pump
- Open cold water faucet at galley and purge system of air, approx. 45 second.
- Turn off faucet, pump will continue to run until adequate pressure has built up to operate the pressure switch to cut the pump out.
- If pump does not cut out, it may be necessary to repeat the purging process and open other faucets
- If you have any problems, call Marina Sailing.

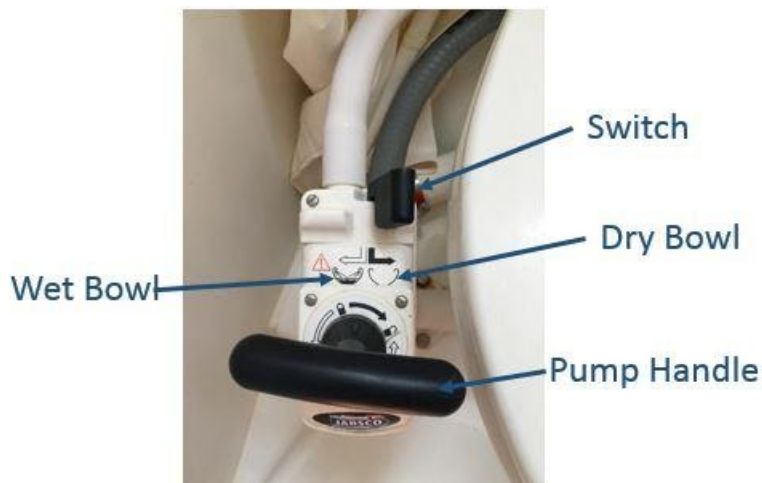
7. Heads & Showers

Only liquid waste is to be flushed in the port side head. The release valve is too small to handle solid waste.

- Nothing is to be put down the head unless it has been digested first, with the exception of 3 sheets of toilet paper.
- Ensure that the lever is set to dispose of waste to the head holding tank and not out the through hull! See below picture for correct position of lever.



- Prior to use, move the lever to wet bowl to add water - 4/6 pumps.
- Move lever to dry bowl to pump out waste to holding tank.
- Move lever to wet bowl to flush the pan and pipes, 20-25 pulls will keep your heads smelling fresh.
- Move lever back to dry bowl and pump the pan and pipes dry, the lever must be left in dry bowl mode as leaving it in wet bowl mode will result in a backwash of water.
- Wherever possible please use the restrooms ashore as this keeps our waters nice and clean.
- **Blocked heads will be cleared at a cost to you of \$250.00 sewage fee, plus a technician's fee of \$60 per hour, plus the cost of all replacement parts needed.**



Showers

Your yacht has a hot & cold, fresh-water shower in each head and on the transom. If the engine has been running, the hot water can be very hot – be cautious! In order to use the showers, the fresh-water pump must be activated on the 12v panel. The shower drains in the heads are on buttons that can be used to drain the water from the head.

The cockpit shower is located beneath the central helm seat. To operate the transom shower the fresh water pump must be activated on the 12v panel. To switch the water on or off move the switch up and down, to change the temperature move left to right. Finally, press down on the small button located on top of the shower head to release the water from the hose.



8. Galley

Refrigeration

The system on this boat is an upgraded 12v refrigerator with a separate freezer. If you get excessive ice in your freezer do **not** chip away at the ice. If something is frozen to the side do not force it away. Use warm water if you need to melt the ice.

There is a thermostat in the fridge. It is a white dial with numbers on it going from 1-6. Putting 6 at the apex of the dial is the coldest setting. Keep it on this setting until it is cold. If necessary you can turn the system down or off if you wish. If it is not cold enough, augment the system with ice.

You may consider bringing a deck cooler for storing your drinks. It will keep the drinks cold and help maintain the temperature in the fridge, as people will not be going in it every 5 minutes for a drink.

There is no drain for this type of fridge.

Refrigerator:



Freezer:



Propane and stove

The propane tank locker is located under the swim platform seat on the port side.

To use:

- Turn the LPG switch on (located in port aft cabin). This opens the solenoid on the tank. To light, turn the knob you want 90 degrees counterclockwise, push the knob in and light the burner using the automatic ignition.
- Hold the knob in for 10-15 seconds, then release. Make sure that the flame goes all the way around. Reduce any wind that may hinder this.
- If you cannot get it to light, check the valve on top of the connected tank is open. Also, ensure the lever is parallel to the gas hose under the sink.
- When you have finished using the burners or the stove switch off the solenoid on the 12v panel **before** you turn off the knob on the stove. This will burn the gas out of the lines and you can test whether the solenoid is working. If the burner remains lit after switching the solenoid off **you must** manually close off the tank in the cockpit.

The 12v solenoid system is USCG approved device. You do not need to shut any manual valves unless you wish (or unless the solenoid stops working, as indicated above).

In the event that the alarm goes off follow these steps:

- Close the valve on the propane tank.
- Check the stove and surrounding area for propane smell.
- If detected, open up the bilges and hatches. Point the boat downwind and use the manual bilge pump to pump out the bilges.
- Call Marina Sailing immediately

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

9. BBQ

- Make sure the Bimini is not too close to the BBQ
- Never use the BBQ while sailing
- Never use the BBQ on a dock
- Never change propane tanks when using the BBQ
- When in use make sure someone is always tending the BBQ

10. Fire Safety

Prevention is the best answer to fire safety.

- Always switch off the safety solenoid when stove is not in use
- Never leave the stove or oven burning unattended.
- Never change propane tanks while barbequing.
- Smoking is not allowed on board *A Little Endeavor*
- Safely store any flammable liquids.
- Keep matches away from children.

Engine compartment fire:



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

- Pull the fire hole key out
- Press down on the red button until all the contents of the extinguisher have been discharged.
- Do not open the engine compartment even if you think the fire has been extinguished, dying embers can easily be re-ignited by a fresh supply of oxygen.

Open fire:

- Pull out the yellow safety tab.
- Point the extinguisher at the base of the fire and press down on the red button to discharge contents.

Generously cover the base of the fire and surrounding area to ensure the fire is under control and cannot spread. Continue discharging extinguisher until the fire is out. **6.**

11. Dinghy & Outboard

The driver of the dinghy must be over 18, and must at all times be wearing the kill cord. Never operate the dinghy under the influence of alcohol or drugs.

- To bring the dinghy back on board, use the spinnaker halyard and winches. Tie down to reduce chances of movement while underway.
- The outboard needs to be mounted on the push-pit.
- When going ashore for an evening's entertainment allocate a dinghy captain, someone who will bring the whole crew back to the boat safely, allowing the rest of the crew to enjoy various local cocktails.
- To start the engine, lower the motor into the water using the lever on the starboard side of the engine. The lever position corresponds to the motor position, up and fwd for towing and back and down for driving. Check you are in neutral and **the safety cord is in place**. For starting an engine that has been at rest for 3 or more hrs use the choke. Pull the choke out, and set a few revs with the throttle. Do not twist the throttle trying to prime the engine. You will only flood it. Face the engine and pull the start cord and push the choke back in as soon as it runs. If it runs for a second but cuts out, try again without the choke.
- To stop the engine, press the button on top of the kill cord, or pull the kill cord out.
- Keep the kill cord with you to prevent anyone from borrowing it. You have been provided a dinghy lock and cable. Use them.
- Do not drag the dinghy onto a beach; anchor it off or put it on a dock with a stern anchor to prevent damage from going under or hitting the dock.
- Do not speed in and around other yachts.
- At night an all-round white light must be displayed along with red & green side lights, and it is always a good idea to have a flashlight with you, to show the way, and warn other vessels of your presence.
- Wear the life preservers provided on board when in the dinghy.
- GAS to OIL ratio, 1 Gall = 3 ounces.

12. Swim Platform

The swim platform is operated from a switch on the port side helm station. **Before pressing the switch**, unlatch the swim dock by pulling down on the chord connecting the latching mechanism under the seat. Continue downward pressure on this chord while pressing the switch until clear.

13. Anchoring & Mooring

Setting the anchor

Preparation:

- Establish a non-verbal communication system from bow to stern, as with the noise of the engine and wind, verbal communication proves difficult.

Location:

- Choose a clear area to anchor in, normally in 12 to 25 feet. A white bottom is sand and perfect for anchoring. A brown or green bottom will be grass, rock or coral. **Only anchor in sand.**
- Make sure that you are not on a lee shore; i.e. that the land mass is protecting you from the elements and that you are not being pushed onto the shore. **A lee shore is the most dangerous place to anchor your yacht.**



Action:

- Manually lift the anchor over the bow roller and feed the chain so the anchor is just above the water surface.
- Use the elements; approach from downwind or current, whichever prevails.
- Once the yacht is stationary use the electric windlass (remote located in the nearby sail locker) to drop the anchor. The elements will push you back and away from the anchor.
- Minimum scope is 7:1. In heavy weather you may want to increase that, always ensuring your swing area is clear of any obstacles.
- Engage reverse, slowly building up to 1500 rpm to really drive your hook into the sand.
- Once set, put the engine in neutral and allow the yacht to settle, take transits around the bay to ensure you are not dragging.

Attaching the snubbing line:

- Once you are happy that the anchor is set you must attach the snubbing line. The snubbing line protects the windlass and it is important that you attach the snubber every time you set the anchor.
- Attach the hook around the chain link and cleat off the bitter end of the line to a bow cleat. Pay out enough chain so that the snubbing line becomes taut.
- If the hook falls off the chain it means that there is not enough tension on the line. In this case re-attach the hook and pay out more chain until the line is once again taut.

Setting a secondary anchor:

- If a second anchor is required, e.g. you are anchoring in a mooring field and need to control your swing room, deploy the primary as above and attach the secondary at the bow. Drive the boat forward at a 45 degree angle to the primary. Once in line with the primary deploy the secondary and allow the elements to push you back. Increase astern to 1500 rpm to drive in the secondary. There is a high amperage fuse that will trip if the windlass gets overloaded. The fuse is located in the starboard aft cabin below the bed as you face into the cabin. If the breaker is in the down position the fuse has tripped, flick the breaker up to reset the windlass.
- If you have any doubts or concerns, please call Marina Sailing.

Manual operation of windlass

If you lose power to your windlass, start the engine and give it some revs, to make sure you have not just got a low battery voltage. Then make sure the windlass breaker in the starboard aft cabin is set to "on". If there is still no power, check the location of the



the windlass fuse in this manual, and replace it with the spare in your navigation table. If you still have no power, you can operate the windlass manually.

To drop the anchor, insert the windlass handle into the central lock on the top of the windlass and loosen the gypsy. This loosens the windlass's grip on the chain and allows the chain and anchor to free fall.

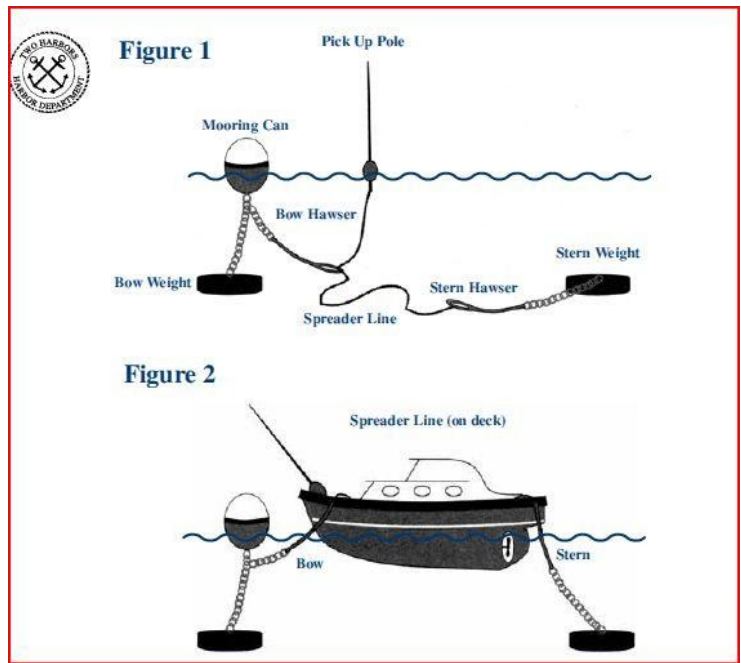
Remove the safety line or safety pin, and push the anchor over the bow, keeping hands and feet clear. Control the rate of fall by tightening or loosening the lock.

When you have paid out sufficient chain – approx. 7 times the water depth, tighten up the central lock to stop any more chain from being released. Increase revs to 1500 rpm, to set the anchor. If you drag, pay out more chain, and re-try 1500 rpm in reverse. When the anchor is set, fit the snubbing line, and cleat it off, then release more of the chain, as described above, until the load is taken up on the snubbing line.

To raise the anchor, put the handle in the outside lock of the windlass and begin turning. However it is sometimes quicker if you pull the anchor up by hand. Whether raising the anchor by hand or with the remote control the helmsperson should always motor gently forward in the direction of the chain to assist the windlass/person in pulling up the anchor. If you are fit and strong, it is possible to heave an anchor aboard, even on a 45 footer.

Mooring at Catalina

- Locate your mooring buoy and float with a pick-up pole.
- Approach from the shore side of the mooring if possible.
- As you approach, note the wind direction and how other boats on your row have cleated their lines (port or starboard).
- Have someone on the bow grab the pick-up pole.
- Position your boat so your forward and wind momentum will stop with your bow at the float with pick-up pole and your stern toward shore. This is the hardest part. Be careful not to over-run the wand and use as little reverse as possible to avoid swinging the stern from the engine torque.
- As soon as the bow person can grasp the pick-up pole, pull it on deck. The boat should have drifted to a stop by now. Put the boat in neutral and go forward to assist. Cleat the heavy yellow bow line on the same side as the boats around you and hold it in place. The bow person hands you the smaller yellow spreader line (the one with the small lead sinkers on it) and holds the bow line in place. Walk the sand line on the side you cleated the bow. Pull up the slack as you walk to the stern and place the spreader line on deck. Cleat the heavy yellow stern line. Drop the sand line. GOOD JOB, you're now safe and sound at the Island.
- To depart, release the bow hawser from the bow cleat first, then release the stern hawser. LET THE LINE DROP TO BOTTOM BEFORE MOTORING! Slowly motor away taking into account winds and other boats.



ALE Manual

