

YACHT MANUAL



74400

KERKYRA

400^e
Hanse 

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Overview / Background

Design:

The Hanse 400e is designed by Judel / Vrolijk & Co., a company founded in 1978 by Fietje Judel and Rolf E. Vrolijk. Known for a series of successful international racing designs including the past two America's Cup wins, JVC also has a strong track record for production racing and cruising designs for Hanse, Dehler, Najad, Grand Soleil and Baltic Yachts.

Key Specifications:

- Length Overall: 39'3"
- Draft: 6'6"
- Mast Height above waterline: approx. 65'
- Hull Speed: 8.0 knots

Builder:

Hanse Yachts GmbH & Co. KG was founded in 1993 and located in Griefswald Germany, a heartland for boatbuilding since 1361. Hanse has accumulated a long list of awards for innovation, performance and cruising in the production boat community.

Hanse's current line of yachts ranges from a 31.5 to a 63-foot model.



The 400e:

The 400e incorporates Hanse's new crossover concept for easy-sailing, high-performing, comfortable cruising yachts. The 400e was launched in the fall of 2005 and won the 2006 "European Yacht of the Year Award" in the 10-12m class, overtaking competing nominees from Dufour, Grand-Soleil, Hallberg-Rassy and X-Yachts. This competition is judged by journalists from 10 leading European yacht magazines and awarded at the Dusseldorf boat show each January. Kerkyra is hull #57 of the 400e model.

Construction:

Epoxy GRP hull construction offers many advantages over polyester laminates, which result in a lighter, stiffer, more durable boat. Compared to polyester, epoxy resin has a higher tensile strength, superior adhesive properties, lower shrinkage and more resistance to water penetration and osmosis.

Name:

Kerkyra is named after a mythical Greek water nymph, daughter of the river-god Aesopos. The sea-god Poseidon fell in love with Kerkyra and took her away to the island of Corfu, which is still known as Kerkyra to the Greeks.

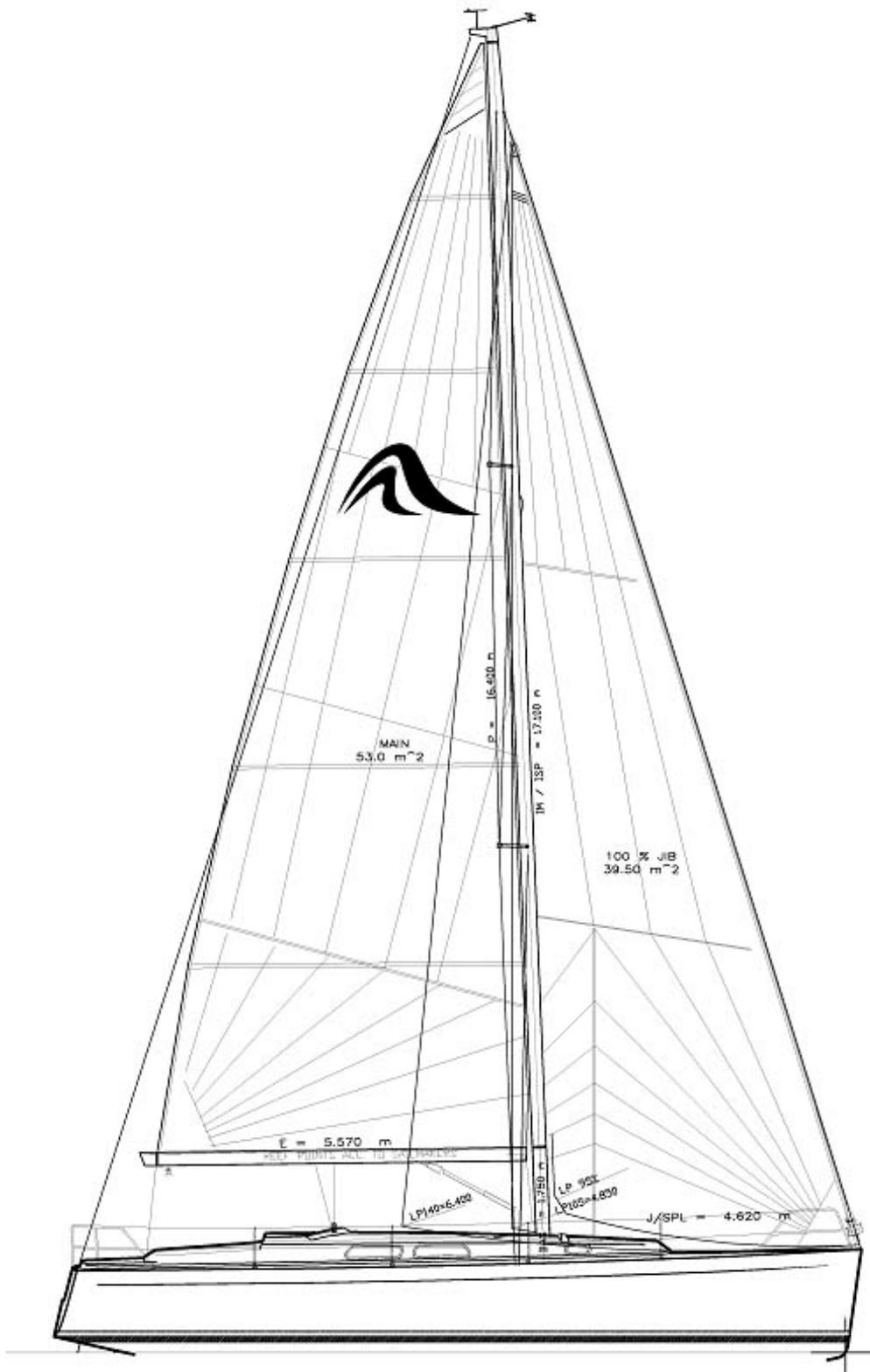
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Specifications

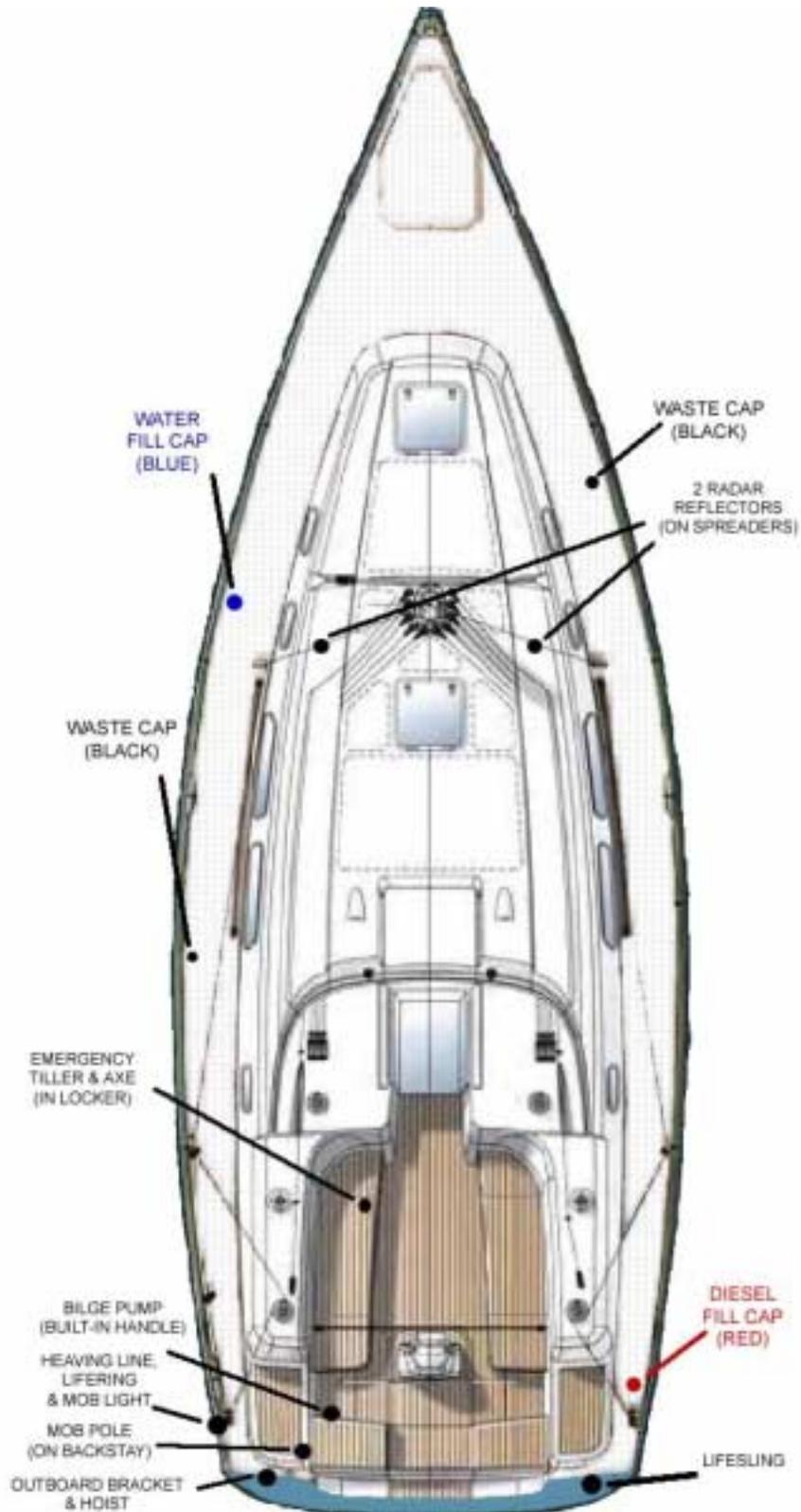
| | |
|------------------------------|--|
| LOA: | 11.96m / 39' 3" |
| LWL: | 10.6m / 35' 5" |
| Hull Length: | 11.99m / 39' 4" |
| Beam: | 4.04m / 13' 3" |
| Draft: | 1.98m / 6' 6" |
| Displacement: | Approx 7.9 t / 17,417 lb. |
| Ballast: | Approx 2915 kg / 6,426 lb. |
| Engine: | 29,5 kW / 40 HP 3 cylinder naturally aspirated diesel |
| Prop Walk: | Stern to starboard in reverse |
| Fresh Water: | Approx. 300 litres / 80 gal |
| Fuel Tank: | Approx. 140 litres / 37 gal |
| Holding Tank: | Approx. 30 litres / 8 gal (x2) |
| Mast length above WL: | Approx. 19.52 m / 64' |
| Total Sail Area: | Approx. 105.60 sq. m / 1137 sq. ft. |
| Main Sail: | Approx. 52.2 sq. m / 562 sq. ft. |
| Self Tacking Jib: | Approx. 36.20 sq. m / 390 sq. ft. |
| 140% Genoa: | Approx. 53.40 sq. m / 575 sq. ft. |
| Cruising Spinnaker: | Approx. 120.00 sq. m / 1292 sq. ft. |
| Rig: | I 16.50 m / 54'2" J 4.62 m / 15'2" P 16.20 m / 53'2" E 5.57 m / 18'3" |
| Design: | Judel / Vrolijk & Co. |
| Interior: | Hanse Yachts GmbH & Co. KG |
| CE Certificate: | A (Ocean) |
| SA/D Ratio (jib): | 22.5 "racer" |
| SA/D Ratio (genoa): | 25.7 "high performance racer" |
| D/L Ratio: | 195 "light displacement racer" |
| AVS: | 121 degrees |

Sailplan



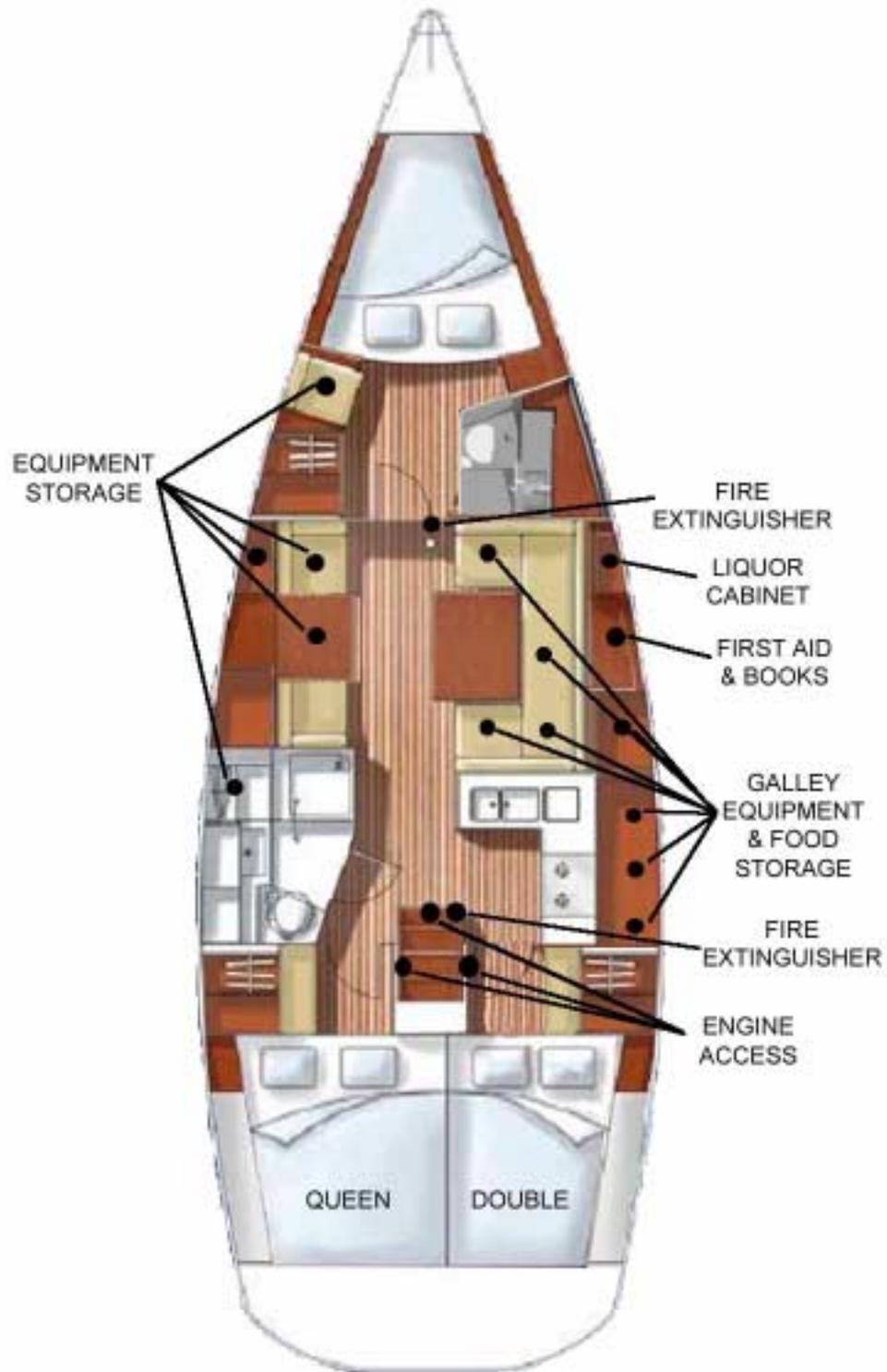
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Deckplan

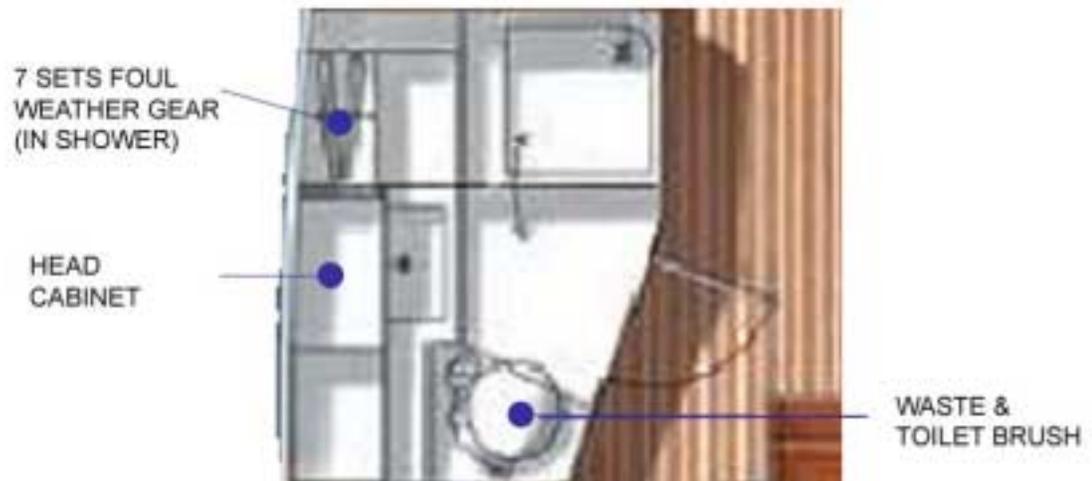
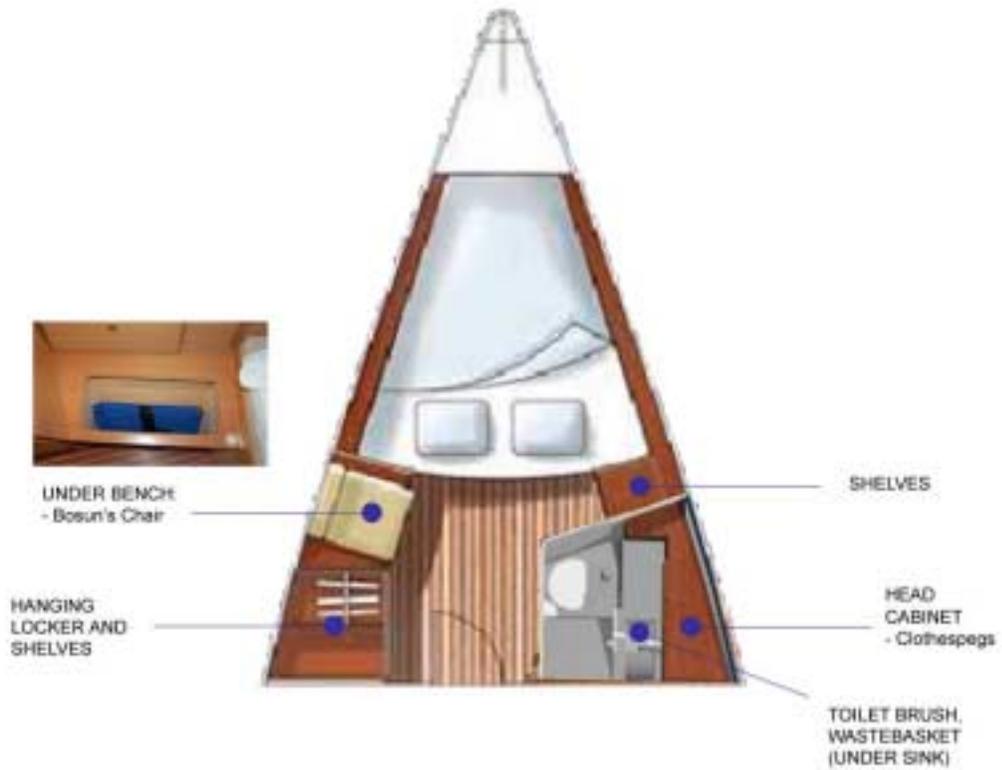


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Floorplan



Storage and Equipment Locations





SAFETY EQUIPMENT
NAVIGATION EQUIPMENT
GAMES



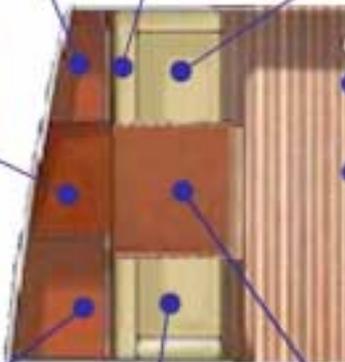
4 INFLATABLE PFD'S
5 Tethers
(behind seat cushion)



TOOLS & SPARES



CRUISING GUIDES
MANUALS



46 FEET
ANCHOR
CHAIN
WITH
SWIVEL
(In Bilge)

46 FEET
ANCHOR
CHAIN
(In Bilge)

HANDHELD VHF
SATELLITE RADIO



BATTERIES



CHARTS, NAVIGATION TOOLS,
LOCKS, KEYS





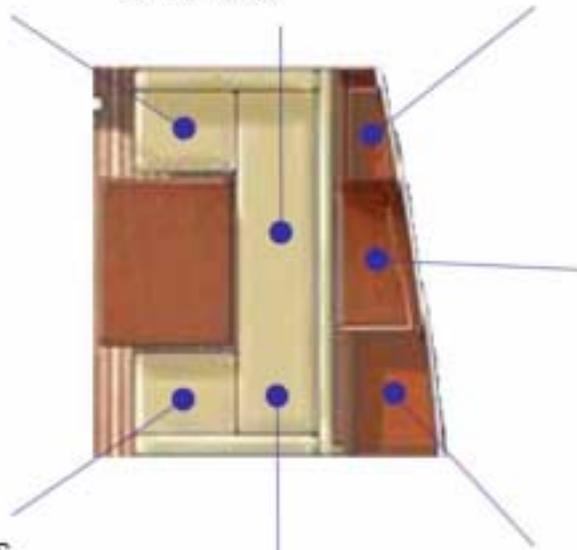
GALLEY SUPPLIES



ELECTRIC DINGHY PUMP
LEE CLOTH



LIQUOR
CABINET



EMPTY

GALLEY SUPPLIES

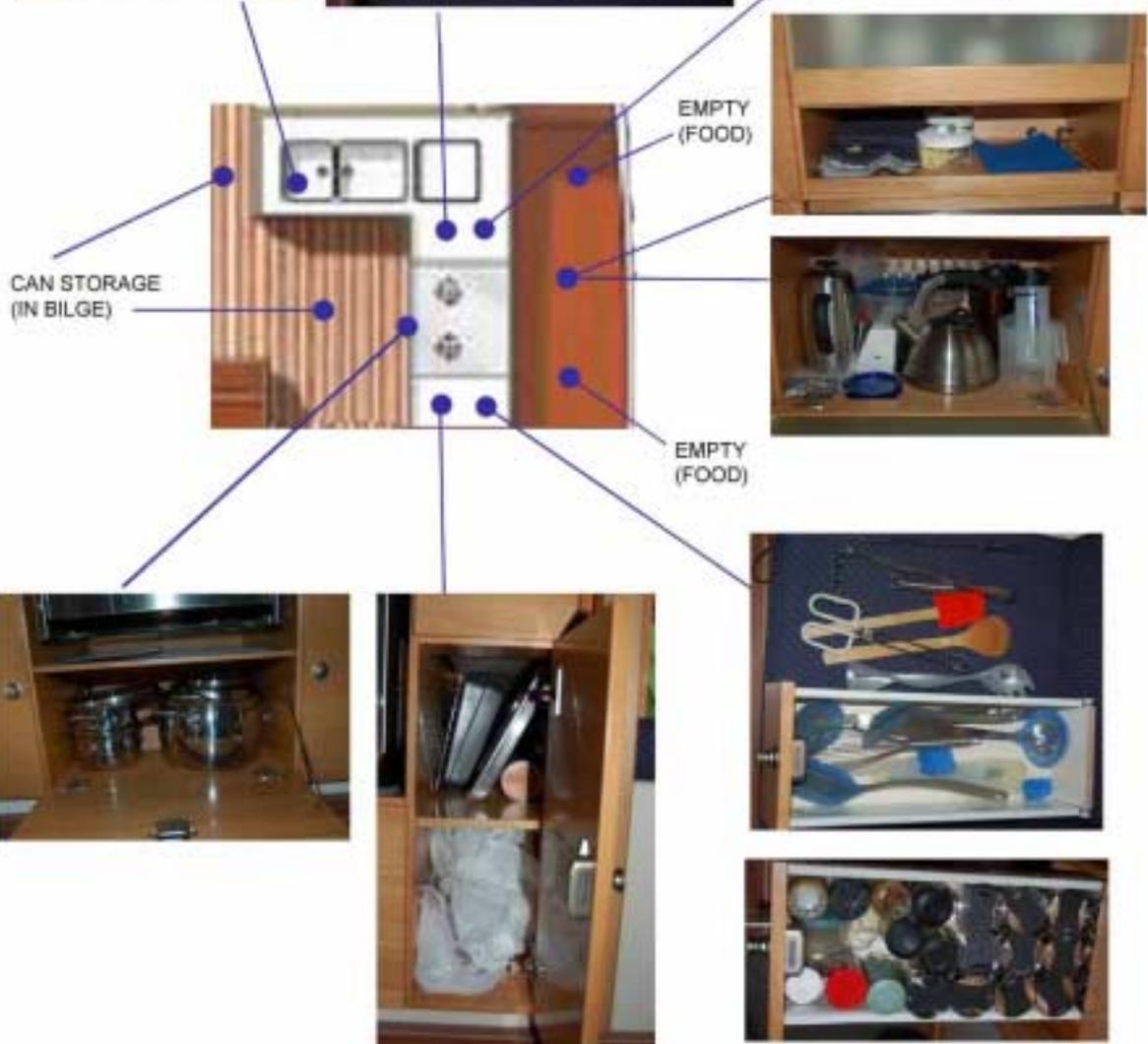


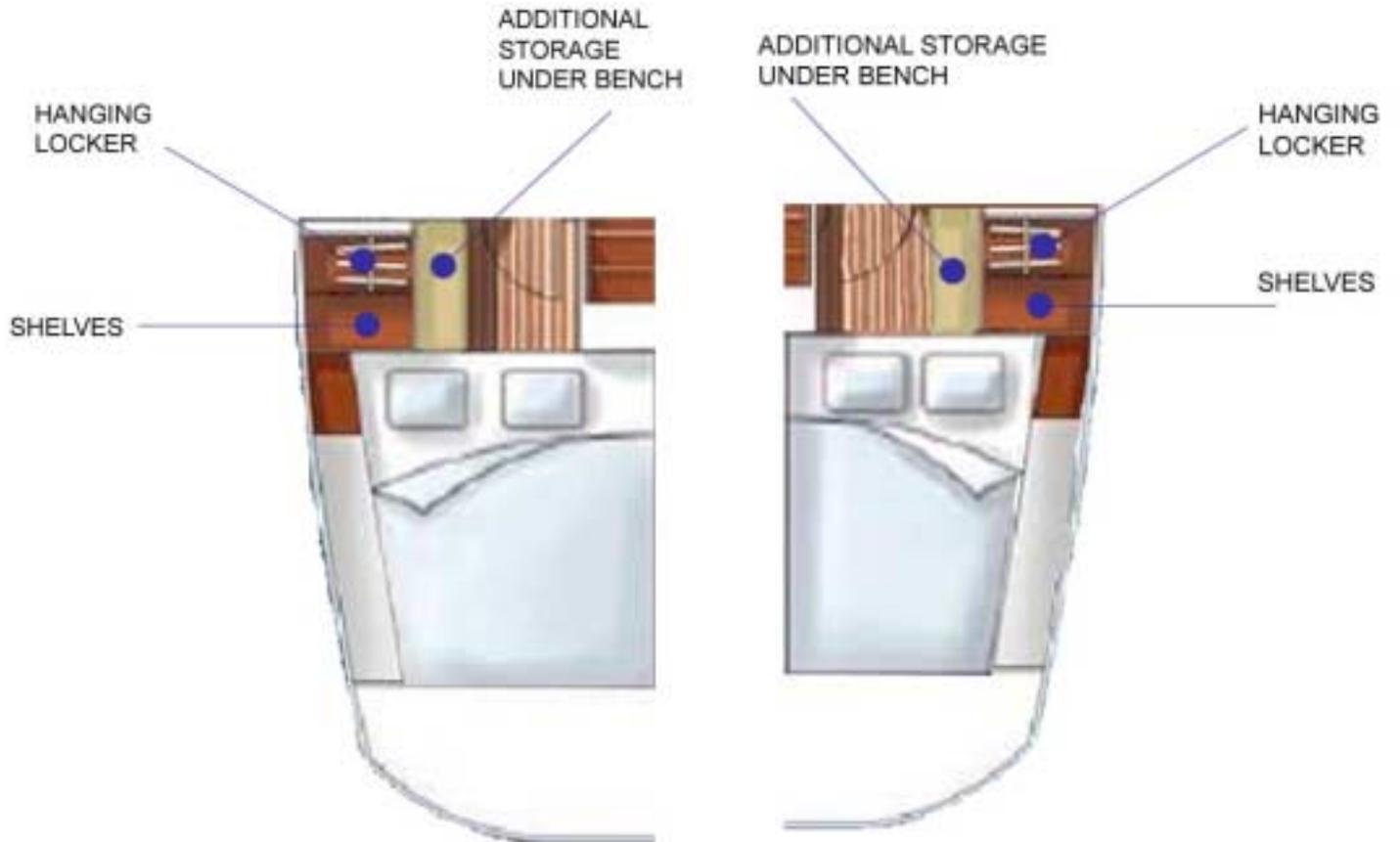
EMPTY



DISHES





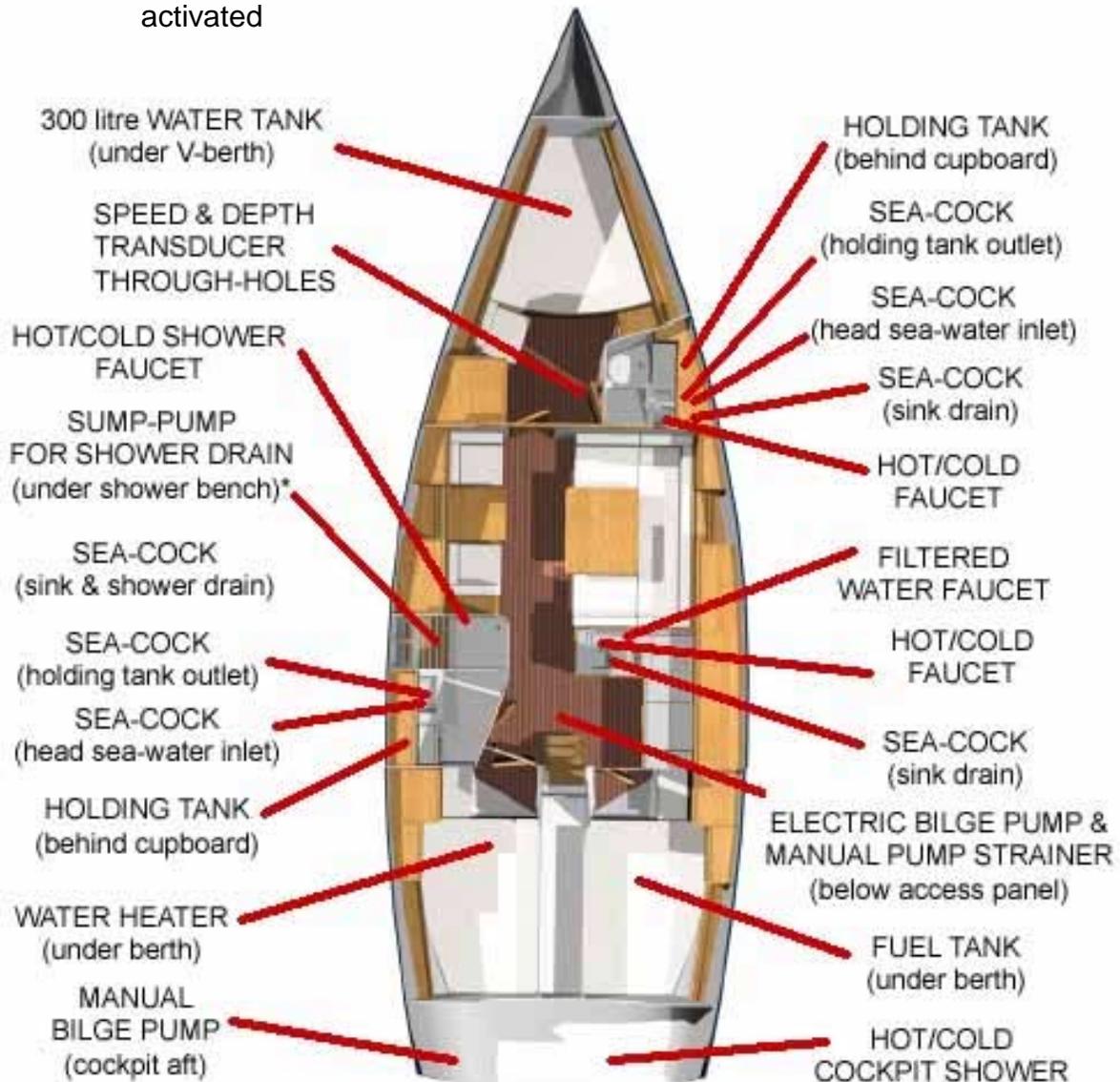




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Plumbing, Bilge, Water Tanks and Through-Hulls

- Holding tanks are gravity-drained
- Shower sump pump switch located next to shower bench
- Always put plug in sink drain when operating shower drain
- Water tank level indicated on left hand gauge when either battery gauge switch is activated
- Fuel tank level is indicated on left hand gauge when fuel gauge switch is activated



* PLACE DRAIN PLUG IN SINK WHEN USING SHOWER

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Personal Floatation Devices

Kerkyra is equipped with:

- 4 inflatable adult PFD's with harnesses*
 - Whistles and waterproof lights attached

The inflatable PFD can be inflated by 3 possible methods:

- Automatic inflation when the PFD is immersed in water
- Manual inflation by pulling the inflation cord
- Oral inflation using the oral inflation tube

* NOTE: A charge of about \$30 will apply for a replacement recharge kit if the PFD has been inflated



- 3 standard adult PFD's
 - One Small/Medium
 - Two Large/Extra-Large
 - Whistles attached



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Tethers, Harnesses, Strobes & Jacklines

Kerkyra is equipped with:

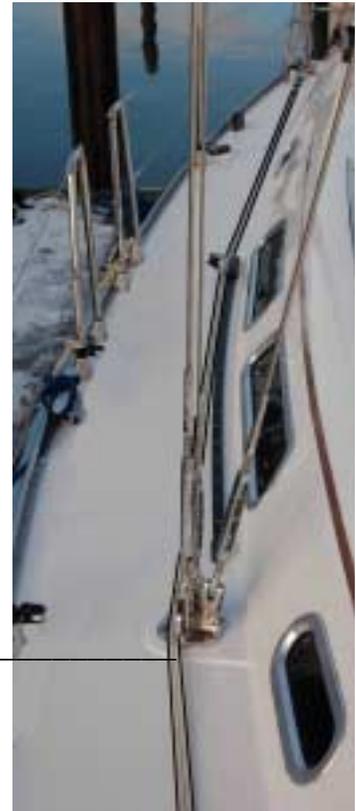
- 2 lifejacket strobe lights
 - Visible to 2 miles
 - Waterproof
 - 2 lithium AA batteries in each.
 - In cabinet by chart table
- 6 waterproof lights
 - 4 attached inside inflatable vests
 - 2 spares in cabinet
 - 2 lithium AA batteries in each.
- 7 safety tethers



- 4 harnesses (built into the inflatable PFD's)



- Jacklines



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Flares and Fire Extinguishers

Kerkyra is equipped with:

- 1 Flare Kit
 - In cabinet next to nav station
 - 6 flares included with kit
 - 6 additional flares in cabinet

- 2 Class 10BC fire extinguishers in cabin
 - One located under companionway step
 - One located on bulkhead behind mast compression post



Man Overboard Pole, Lifesling, Heaving Line & Boarding Ladder

- ❑ MOB Pole is mounted on the backstay and connected to strobe and drogue
- ❑ Life ring is mounted on the rail
- ❑ Lifesling is mounted on the rail
- ❑ Heaving line is mounted on the rail
- ❑ Boarding ladder is stored in cockpit locker. Push buttons on either side of the left ladder rail to disengage ladder from mounting socket.



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Chartplotter Man Overboard (MOB) button



MOB - MAN OVERBOARD

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- MOB** In case someone falls overboard, press the [MOB] key and hold for 2 seconds (or activate an external MOB switch - hold for 5 seconds).
- CLR** Press [CLR] to confirm and reset the alarm if activated by mistake.
- Before pressing [ENT] to start MOB navigation:
 - Reduce speed.
 - Turn off Autopilot.
- ENT** Press [ENT] to start MOB navigation with all relevant data available for an efficient rescue operation and a precise track record of the vessel's movements.

| | |
|-------------|-------------|
| Window 1 | Window 2 |
| Window 3 | |

Screen layout default after activating MOB.

Window 1: Data display will provide information of: Course, Bearing and Distance to MOB position, time elapsed since the incident occurred - first in seconds and then in minutes - if "99" is shown instead of numbers of minutes, means that the elapsed time has exceeded 9999 minutes. The two lines after the TIME shows the MOB position in Lat/Long.

Window 2: The chart display will provide a graphical impression of a man  floating in the water at the MOB position together with a course line from actual position to the incident.

Window 3: Data display will provide information of: Date, time and position of MOB incident.

To turn MOB navigation off:

Press [GOTO], [3].

To recall the last registered MOB position, see section 8.8.

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VHF Distress Calling

The installed VHF radio is capable of sending a DSC distress call on channel 70, which will include the station ID and GPS location. A section of the VHF radio manual outlining the DSC distress calling procedure is reproduced below*.

USING DIGITAL SELECTIVE CALLING (Ch 70) DISTRESS CALL PROCEDURE

1. While lifting up the switch cover, push and hold [DISTRESS] for 5 sec. until you hear 5 short beeps change to one long beep.
2. Wait for an acknowledgment from a coast station.
 - Channel 16 is automatically selected.
3. Push and hold [PTT], then transmit the appropriate information as at left. [See Below]

* Note that it is a criminal offence to send false distress signals.



A DSC distress signal should be followed with a voice distress signal on channel 16 so that any other vessels in the area that are not equipped with DSC will also receive the call. A section of the VHF radio manual outlining the standard distress call procedure is reproduced below*

USING CHANNEL 16 DISTRESS CALL PROCEDURE

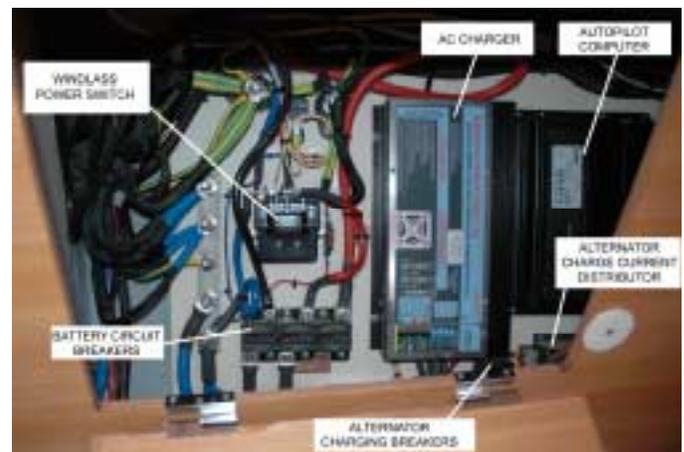
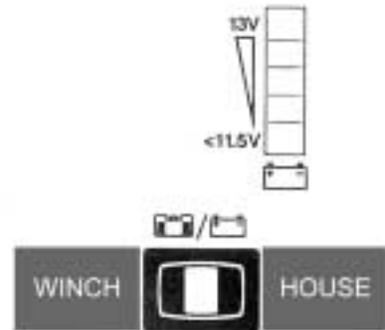
1. "MAYDAY MAYDAY MAYDAY."
2. "THIS IS **KERKYRA**"
3. Your call sign or other indication of the vessel (AND 9-digit DSC ID **316007956**)
4. "LOCATED AT" (your position)
5. The nature of the distress and assistance required.
6. Any other information which might facilitate the rescue.

* Note that it is a criminal offence to send false distress signals.

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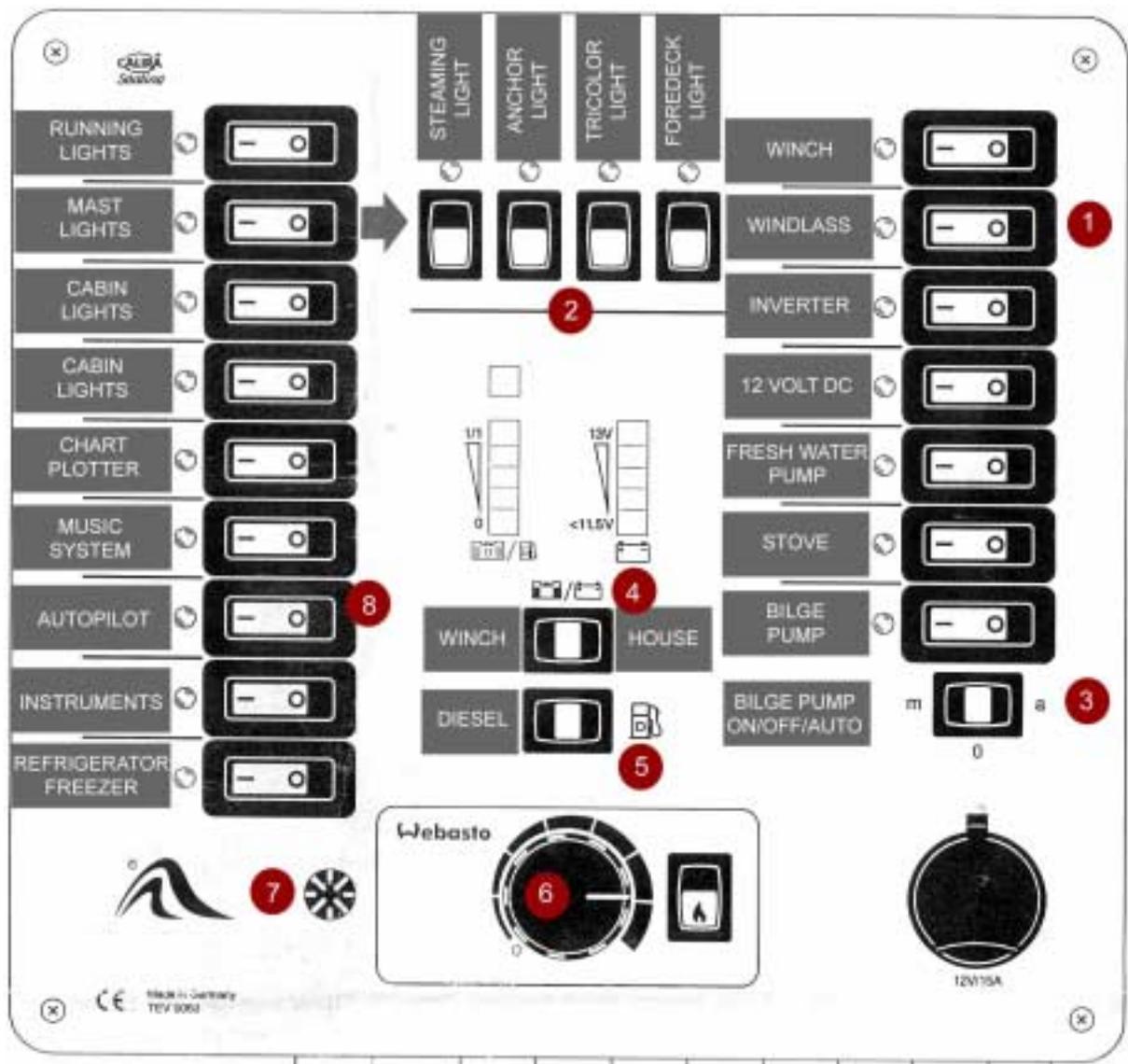
Battery Management

- Meter
 - Right hand meter shows House or Winch/Windlass battery condition
- Switches
 - Located under navigation table
- 4 Batteries located under nav station seat
 - 1 Engine Starter battery
 - 2 House batteries
 - 1 Winch/Windlass battery
- Charger
 - 50 amp charger located behind nav station seat-back.
 - Alternator charge distributor behind nav station seat-back
- Inverter
 - A small inverter in the nav station cabinet provides 120v AC from the house batteries.



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12 Volt Panel



NOTES:

1. Engine must be switched on in order to operate Windlass
2. "Mast Lights" switch must be on in order to operate steaming, anchor, tricolor or foredeck lights.
3. **Bilge pump should be left on (auto).**
4. Battery gauge switch shows condition of House or Winch/Windlass in addition to the water tank level.
5. Diesel gauge switch shows fuel level.
6. Flashing light on furnace thermostat indicates error condition – see next page.
7. Furnace sensor – leave cabinet door open during use to allow circulation
8. Turn autopilot on to power fluxgate compass to support other instrumentation.

FURNACE ERROR CODES:

A series of short flashes of the LED on the thermostat control indicates an error condition on the furnace. The number of long flashes following the short flashes indicates the error code:

- F 00 Control module error
- F 01 No start (after 2 attempts)
- F 02 Flame interruption (>5)
- F 03 Under-voltage or Over-voltage
- F 04 Premature flame detection
- F 05 not used
- F 06 Temperature sensor open-circuit or short-circuit
- F 07 Fuel pump open-circuit or short-circuit
- F 08 Blower moter open-circuit, short-circuit or other defect.
- F 09 Pilot light open-circuit or short-circuit
- F 10 Overheat – turn off for a few seconds and on again to reset.***
- F 11 Temperature limiter open-circuit or short-circuit
- F 12 Temperature set-point open-circuit or short-circuit

*This is the most likely error code. If the furnace shuts down with the F10 code, try ensuring that all the heater outlets are open and unobstructed, and keep the aft head door open at night.

EXTERNAL 12 VOLT SOCKET

There is an external 12 volt socket under the dodger near the electric winch. To enable the socket a toggle switch located on the starboard cabin ceiling must be switched on. An adaptor stored in the nav station cabinet can be used to convert this socket to a standard cigarette-lighter style socket.



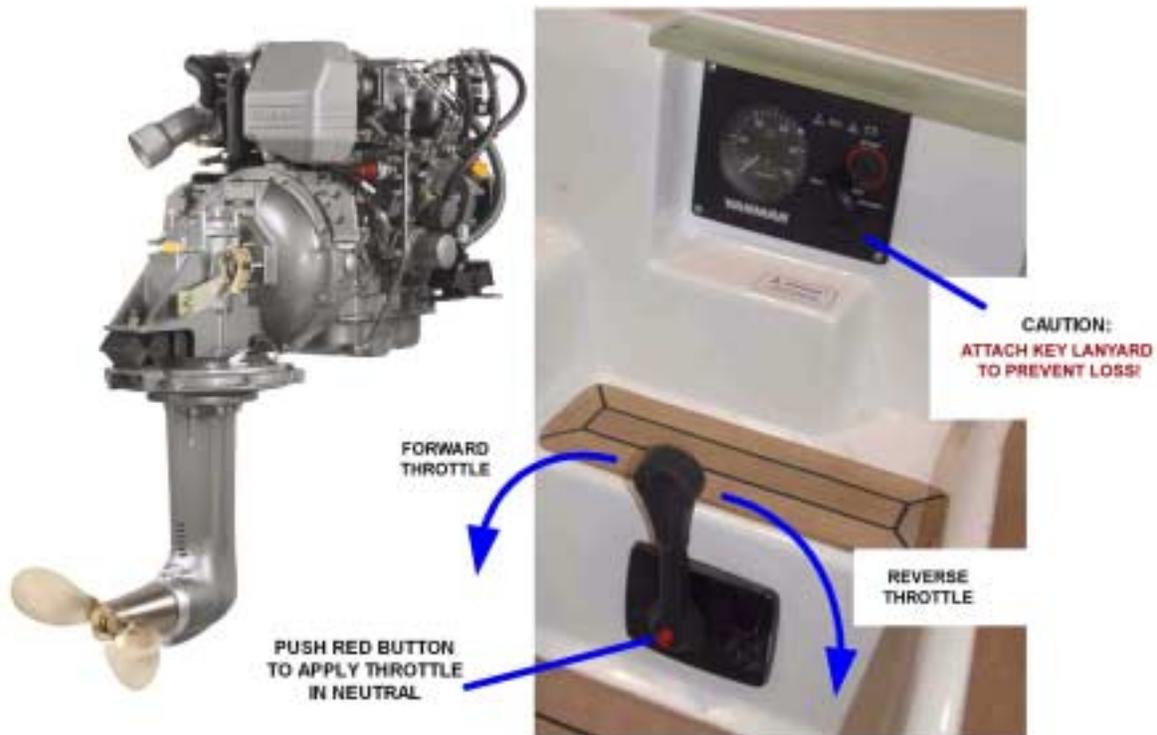
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AC Shore Power

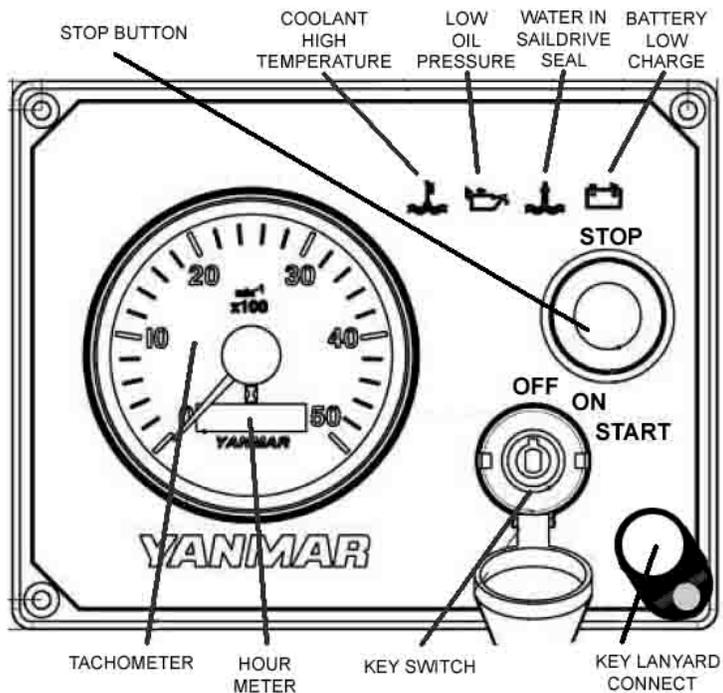
- 50 foot shore power cord and 12 foot extension located in port cockpit locker
 - ! Always connect to boat first and disconnect from shore power first.
- 20A and 30A shore power adaptors located in cabinet next to Nav station
- AC breakers located on wall under chart table
- 6 outlets located in:
 - Forward cabin (below hanging locker)
 - Forward head (in cabinet)
 - Saloon (under chart table)
 - Galley (in front of sink)
 - Main head (in cabinet)
 - Port cabin (below locker)
 - Starboard cabin (below locker)
- Power bar for low power AC adaptors located under shelf area at navigation station (for VHF charger, cellphone chargers, etc)



Engine & Fuel

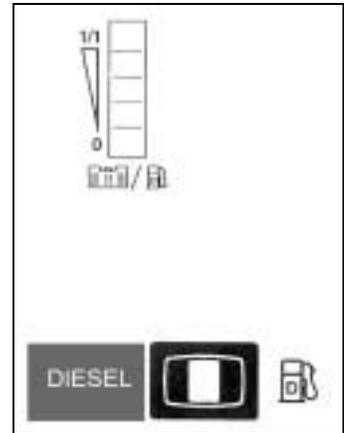


ENGINE: Yanmar 3JH4E naturally aspirated, freshwater cooled, 3 cylknder 39 HP



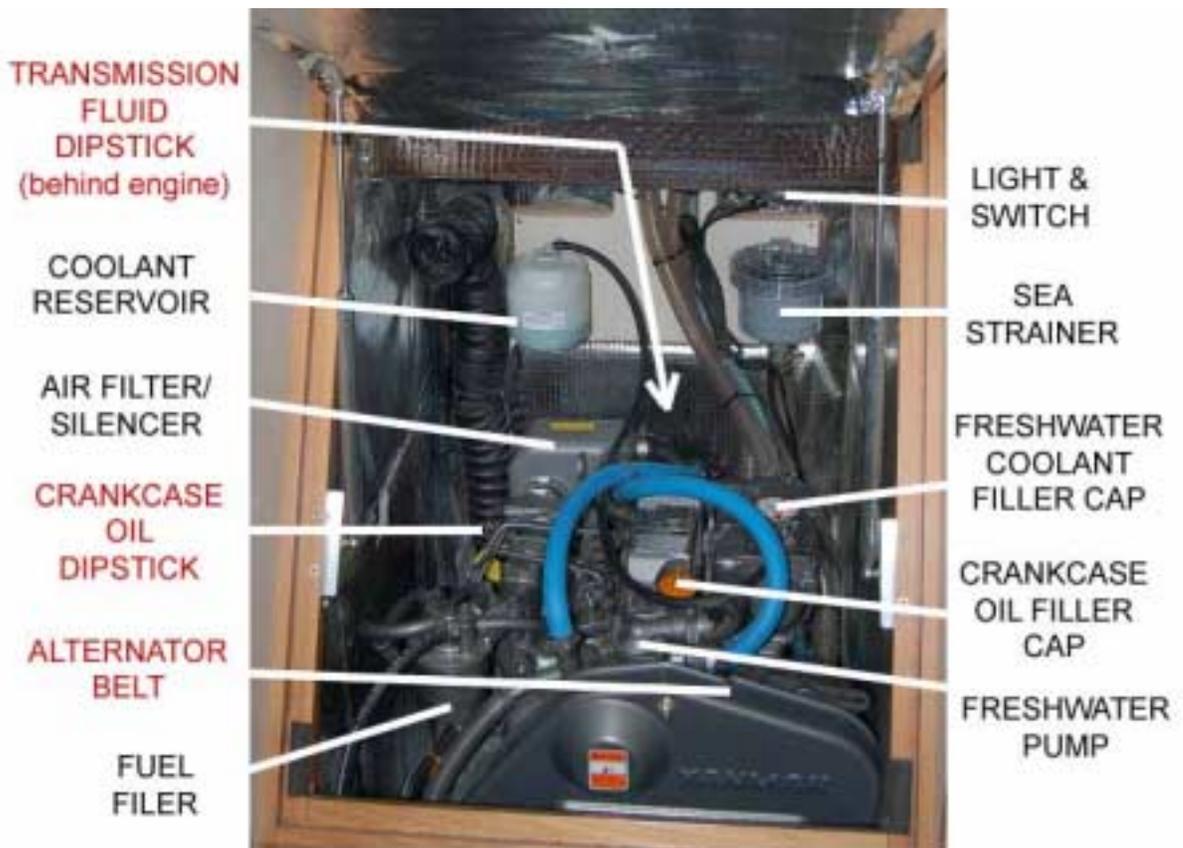
FUEL GAUGE

- Located on panel in Navigation Station
- Press fuel switch to view diesel level on leftmost gauge



DAILY CHECKS

- ❑ Check oil dipstick
- ❑ Check transmission fluid dipstick
- ❑ Check alternator belt tension and wear
- ❑ Check freshwater cooling level
- ❑ Check mounting bolts





**PORT
ENGINE
ACCESS**

**STARBOARD
ENGINE
ACCESS**



- FUEL FILTER
- AIR INTAKE FILTER/ SILENCER
- FUEL INJECTION PUMP
- OIL FILTER
- ENGINE MOUNT

- **STARTING**

- Open hatches and turn blower on (switch to “ON” position) to ventilate engine compartment. Confirm the following conditions:
 - Audible alarm on
 - Oil pressure light on
 - Alternator light on
 - Coolant temperature light off
 - Water in Seal light off
- Make sure gear shift is in “NEUTRAL”
- Set throttle to about 1/3 throttle (push red button and advance the throttle).
- Turn key to “START” position and release key to “ON” position as soon as engine starts. Do not return the key to the start position unless the engine is fully stopped.
- Confirm the following conditions:
 - Audible alarm off
 - Oil pressure light off
 - Alternator light off
 - Coolant temperature light off
 - Water in Seal light off
 - Water is coming out of the exhaust pipe.
- If any alarms are showing or cooling water is not flowing, **STOP ENGINE IMMEDIATELY.**
- Place transmission in forward and reverse to confirm operation before casting off.
- Monitor engine for 10 minutes before casting off.

- **STOPPING**

- Place gear shift in “NEUTRAL”
- Allow engine to idle for 5 minutes before stopping.
- Race the engine before shutdown to clean out carbon deposits (run throttle from low to high speed and back 5 times)
- Press and hold “OFF” button and then move key to “OFF” position.

- **FUEL FILLING**

- Fill cap located on aft starboard quarter deck
- Make sure there is no open flame when filling, including the cabin heater furnace.

- **PROPELLER: 18 inch 3-blade folding (flex-o-fold).**

- Put engine in reverse to fold propeller while under sail (don't forget to take out of gear before starting!).
- Propeller rotation: Left-hand (CCW in fwd when viewed from astern.)
- Prop walk: Stern swings to starboard in reverse. Prop walk is minimal because the saildrive places the prop further forward, provides more clearance from the hull, and provides a truly horizontal axis of rotation.

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Instruments

COMBI



IS12 Combi

Combines speed, depth and temperature information on one two-line display.

- ❑ **Upper Info:** Normally displays **depth**
- ❑ Shallow Depth Alarm: press UPPER INFO key once
- ❑ Deep Alarm: press UPPER INFO key twice
- ❑ Press ALARM TIMER while alarm is displayed to change setting (follow icons displayed above keys)
- ❑ **Lower info:** Normally displays **speed**
- ❑ Non-resettable log: press LOWER INFO key once
- ❑ Trip log: press LOWER INFO key twice
- ❑ Press ALARM TIMER to reset trip log. Resets automatically when instruments are turned off
- ❑ Water temperature: press LOWER INFO key three times
- ❑ Average speed: press LOWER INFO four times
- ❑ Maximum speed: press LOWER INFO five times
- ❑ Race timer: press LOWER INFO six times (6 minutes)
 - Press ALARM TIMER to pause
 - Press and hold ALARM TIMER to reset

DATA



IS12 Data

The data repeater will repeat all the information from other IS12 instruments on a two line display.

- ❑ Repeatedly pressing the **UPPER INFO** key cycles through:
 - Depth
 - Shallow Alarm Setting
 - Deep Alarm Setting
 - Apparent Wind Angle
 - True Wind Angle
 - Compass Bearing
 - Bearing to Waypoint
 - Course Over Ground
 - Lat/Lon
- ❑ Repeatedly pressing the **LOWER INFO** key cycles through:
 - Boat Speed
 - Log
 - Trip
 - Water Temperature
 - Average Speed
 - Maximum Speed
 - Race Countdown / Elapsed Timer
 - Apparent Wind Speed
 - True Wind Speed
 - Wind Speed Alarm Setting
 - Rudder Angle
 - Speed Over Ground
 - Cross-track Error
- ❑ **Page Display:** Pressing the PAGE key cycles through the following pre-programmed page settings:
 - Apparent Wind Angle / Apparent Wind Speed
 - True Wind Angle / True Wind Speed
 - Course Over Ground / Speed Over Ground
 - Bearing to Waypoint / Cross-Track Error

**IS12 Wind**

A clear analog display of apparent wind direction with accurate readout of wind speed makes for more efficient sailing.

WIND

- ❑ Press TRUE APP to toggle between true and apparent wind angle and speed
- ❑ Press WIND ALARM to view wind alarm setting. Follow icon prompts to adjust setting.
- ❑ Press INFO key to toggle between wind speed and close hauled wind angle on digital display.

BACKLIGHTING (ALL INSTRUMENTS)

- ❑ Press LIGHT button to turn on backlighting
- ❑ Follow icon prompts to adjust backlighting level

NOTE: For a full explanation of the instruments, refer to the complete manuals included in the binder in the boat.

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Navigation Station

Kerkyra is equipped with a Simrad Navstation in the cockpit with a repeater in the cabin. The Navstation includes the following functions:

- Radar
- Chartplotter
- Echo Sounder
- GPS Pilot

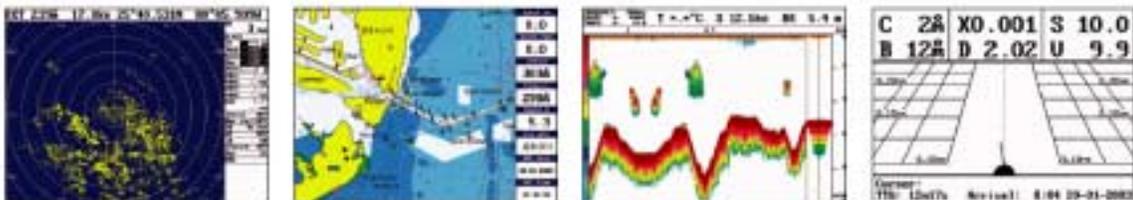
PWR

Power on - hold key depressed till you have a picture on the screen. Calls up a window where you can adjust the brightness in the screen, background light in keypad, and select Daylight displays, Night display or custom made color palettes. Hold two seconds to turn the power off.



PAGE

Short press will toggle between active pages under the main function keys. Long press will start automatic rotation of these pages (see section 2.1). Press any key to stop rotation.



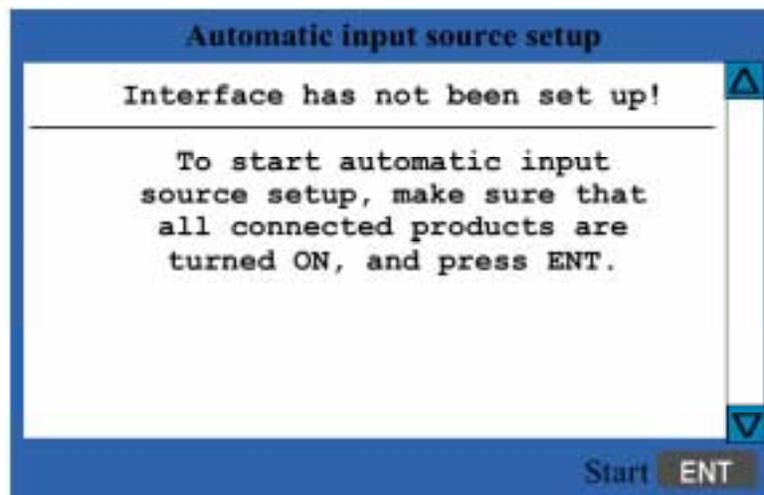
For the full manual refer to the collection of manuals in the binder in the boat.

1.3 How to get started

When starting up for the very first time, the first time after loading a new software or after a master reset: Make sure that all hardware installation and electrical connections are completed in accordance to the installation instructions.

PWR *Press and hold the [PWR] key until you have a picture on the screen*

The system will perform a software update and check for communication activity. When finished, a new start-up window will be presented on the screen:



After making sure that all connected products are turned ON:

ENT *Press [ENT] to start automatic input source setup, - if a new product is connected later on, refer to section 9.6 Interface setup.*

New window: Automatic input source setup listing Data type, Group and Source of connected units.

ENT *Press [ENT] to continue*

PAGE *Press [PAGE] to scroll through a quick guide which informs of the use of the keys and where you can enter owner's setup, etc.
- the quick guide is also accessible via [MENU], [7], [5].*

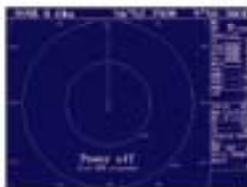
ENT *Press [ENT] when ready to assume normal operation
- go to [MENU], [7], [2] if you wish to make adjustments to the interface setup.*

Heading is only available if a compass was detected at start-up.

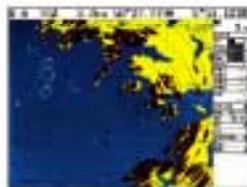
Your present position will automatically be updated within a few minutes. When ready, the ship symbol on the chart will flash, the position coordinates will stop flashing, and the *** will be replaced by actual course and speed figures.

1.3.1 Dedicated function keys

RADAR Short press will toggle overlay on/off:



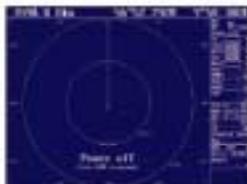
Radar display



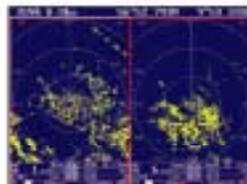
RadarChart overlay

The toggle function will require:
 1. Valid position.
 2. Valid heading from compass
 3. Orientation set to NU
 - refer to section 3.2.7.

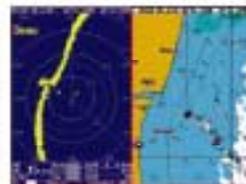
RADAR Long press will toggle between:



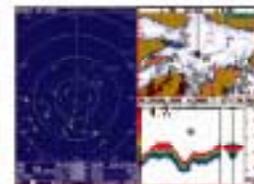
Radar display



Dual Radar



Radar & Chart



Custom screen

CHART Short press will toggle between:



Chart + data field at the right side or top, or optional echo data.

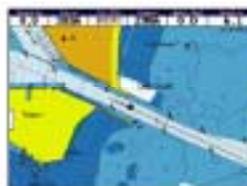


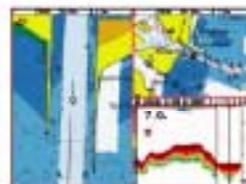
CHART Long press will toggle between:



Chart display



Dual Chart



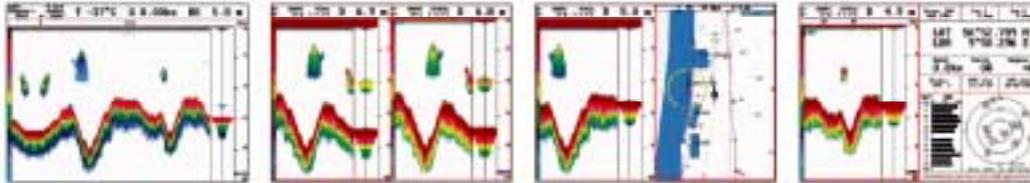
Custom screen1



Custom screen2

With built-in Echosounder:

ECHO Long press will toggle between:



Echo + A-scope

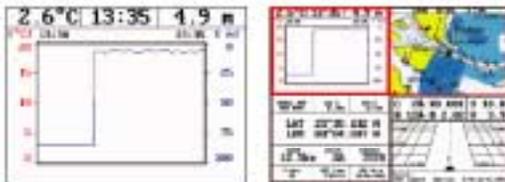
Dual frequencies
(CX44/54)

Custom screen1

Custom screen2

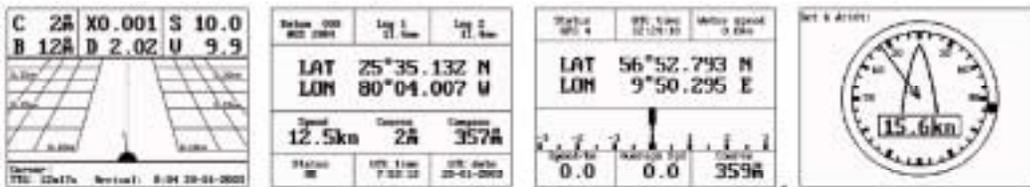
Without built-in Echosounder:

ECHO Long press will toggle between:



Depth & temp. diagram Custom screen

PILOT Short press will toggle between:



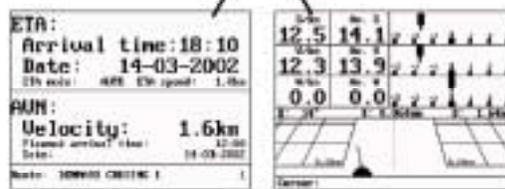
Highway

Position

Dual Speed

Set & Drift

When navigation mode is active, these two displays will be included:



ETA & AVN

Trim & Highway

PILOT Long press will toggle between:



Highway

Custom screen1

Custom screen2

Autopilot

Part of the Autopilot manual is reproduced below. For the full manual refer to the collection of manuals in the binder in the boat.

NOTE: Some instrumentation features rely on the use of the *fluxgate rate compass* that is part of the autopilot system. Examples include the orientation of the radar screen and calculation of Course-Made-Good. The autopilot should be powered on in order to support these features, even if the autopilot itself is not being used.

WARNING ! An autopilot is a very useful navigational aid, but **DOES NOT** under any circumstance replace a human navigator.

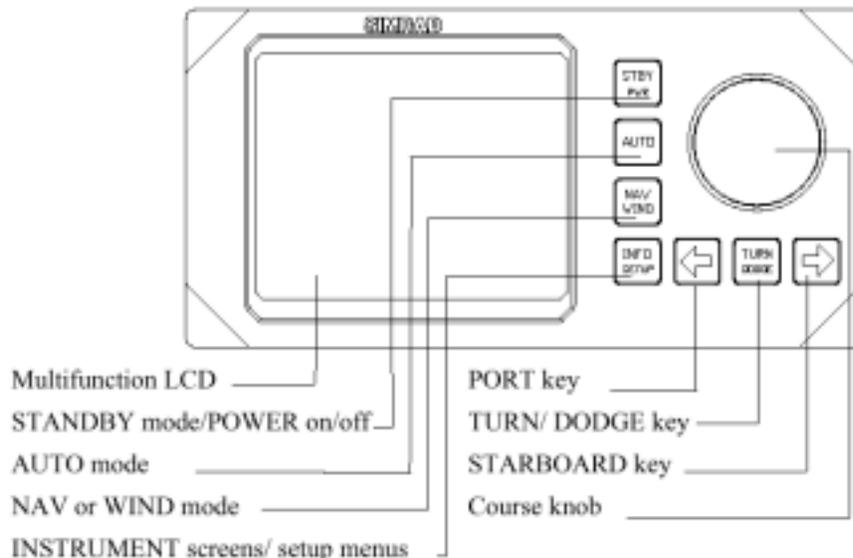
Do not use automatic steering when:

- In heavy traffic areas or in narrow waters
- In poor visibility or extreme sea conditions
- When in areas where use of autopilot is prohibited by law

When using an autopilot:

- Do not leave the helm unattended
- Do not place any magnetic material or equipment near heading sensor used in the autopilot system
- Verify at regular intervals course and position of vessel
- Always switch to Standby mode and reduce speed in due time to avoid hazardous situations

2.1 Overview



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VHF Radios

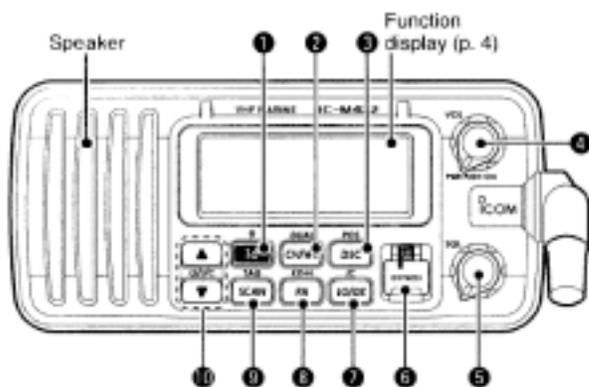
Kerkyra is equipped with a mounted VHF radio and a handheld radio. An operator's license is required in order to operate the VHF radio. Part of the VHF radio manuals is reproduced below. For the full manual refer to the collection of manuals in the binder in the boat.

Installed Radio

- MMSI number: 316007956
- Remote Access Mic located in cockpit
- **NOTE: DO NOT CONNECT OR DISCONNECT THE RAM MIC WHILE THE RADIO IS POWERED ON AS THIS CAN RESULT IN DAMAGE.**

2 PANEL DESCRIPTION

■ Front panel



1 CHANNEL 16/CALL CHANNEL KEY [16+9]

- Push to select Channel 16. (p. 5)
- Push for 1 sec. to select Call channel. (p. 5)
 - "CALL" appears when Call channel is selected.
- Push for 3 sec. to enter Call channel programming condition when Call channel is selected. (p. 8)
- While pushing [CH/WX-DUAL], push to enter the channel comment programming condition. (p. 9)
- Move the cursor backward while in the channel comment programming condition. (p. 9)
- While turning power ON, push to enter Set mode. (p. 32)

2 CHANNEL/WEATHER CHANNEL KEY [CH/WX-DUAL]

- Selects and toggles the regular channel and Weather channel when pushed momentarily. (p. 6)
- Push for 1 sec. to start Dualwatch or Tri-watch. (p. 12)
- Push to stop Dualwatch or Tri-watch when either is activated. (p. 12)
- Advance the cursor while in the channel comment programming condition. (p. 9)

3 DSC/POSITION KEY [DSC-POS]

- Push to select the DSC menu. (p. 13)
- Push for 1 sec. to show the current position from a GPS receiver. (p. 15)

4 POWER/VOLUME CONTROL [VOL] (p. 7)

- Push for 2 sec. to turn power ON and OFF.
- Rotate to adjust the audio level.

5 SQUELCH CONTROL [SQL]

- Rotate to set the squelch threshold level. (p. 7)

6 DISTRESS KEY [DISTRESS]

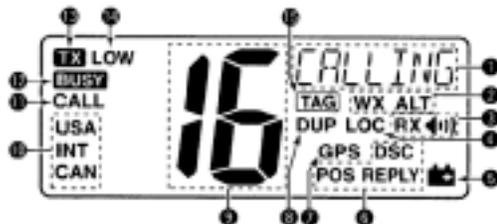
- Push for 5 sec. to transmit a Distress call. (p. 16)

7 ATTENUATOR/INTERCOM KEY [LO/DX-IC]

- Push to toggle the Attenuator function ON or OFF. (p. 7)
 - "LOC" appears when the Attenuator function is turned ON.
- Push for 1 sec. to activate an optional Intercom function. (p. 30)
- Push and hold to call the optional HM-157 COMMAND-MIC™ while in Intercom mode. (p. 30)

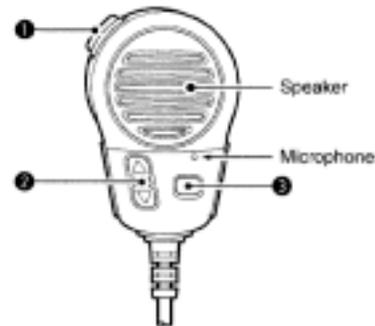
- ② PUBLIC ADDRESS/RX SPEAKER KEY [PA•RX ↔]**
- Push to turn the Public Address mode ON or OFF. (p. 31)
 - Push for 1 sec. to turn the RX Speaker mode ON or OFF. (p. 31)
- ③ SCAN KEY [SCAN•TAG]** (p. 11)
- Push to start and stop Normal or Priority scan.
 - Push for 1 sec. to set or clear the displayed channel as a TAG (scanned) channel.
 - While pushing [HI/LO] on the microphone, push for 3 sec. to clear or set all TAG channels in the selected channel group.
- ④ CHANNEL UP/DOWN KEYS [▲][▼]•[U/MC]**
- Push to select the operating channels, Set mode settings, etc. (pgs. 5, 6, 32)
 - Push and hold [▲] to move upward through the operating channels continuously.
 - Push and hold [▼] to move downward through the operating channels continuously.
 - While pushing [SCAN•TAG], push [▲] or [▼] to adjust the brightness of the LCD and key backlight. (p. 9)
 - Push both keys to select one of three channel groups in sequence. (p. 6)
 - U.S.A., International and Canadian channels are available.
 - Checks TAG channels, changes scanning direction or resumes the scan manually during scan. (p. 11)
 - Push [▲] or [▼] to adjust the audio level in Public Address mode. (p. 31)
 - While pushing [PA•RX ↔], push [▲] or [▼] to adjust the audio level in RX Speaker mode. (p. 31)

■ Function display



- ① CHANNEL COMMENT INDICATOR**
- Channel comment appears and scrolls if programmed. (p. 9)
 - "DW" or "TW" blinks during Dualwatch or Tri-watch, respectively. (p. 12)
 - "SCAN 6" or "SCAN" appears during Priority or Normal scan, respectively. (p. 11)
 - In Set mode, indicates and scrolls the selected item. (p. 9)
- ② WEATHER CHANNEL INDICATOR** (pgs. 6, 33)
- "WX" appears when a weather channel is selected.
 - "WX ALT" appears when the Weather Alert function is in use; blinks when an alert tone is received.
- ③ RX SPEAKER INDICATOR** (p. 31)
- Appears during the RX Speaker mode.
- ④ LOCAL INDICATOR** (p. 7)
- Appears when the Attenuator function is turned ON.
- ⑤ LOW BATTERY INDICATOR**
- Appears when the battery voltage drops to approx. 10 V DC or below.
- ⑥ DSC INDICATOR**
- Indicates the DSC status.
 - "DSC" appears when a DSC call is received. (pgs. 25, 26)
 - "POS REPLY" appears when a Position Request Reply call or Position Report Reply call is received. (pgs. 28, 29)
- ⑦ GPS INDICATOR**
- Appears while valid position data is received.
 - Blinks when invalid position data is received.
 - Disappears when no GPS receiver is connected.
- ⑧ DUPLEX INDICATOR** (p. 6)
- Appears when a duplex channel is selected.
- ⑨ CHANNEL NUMBER READOUT**
- Indicates the selected operating channel number.
 - "R" appears when a simplex channel is selected. (p. 6)
 - In Set mode, indicates the selected condition. (p. 32)
- ⑩ CHANNEL GROUP INDICATOR** (p. 6)
- Indicates whether a U.S.A. "USA," International "INT" or Canadian "CAN" channel is in use.
- ⑪ CALL CHANNEL INDICATOR** (p. 5)
- Appears when the call channel is selected.
- ⑫ BUSY INDICATOR** (p. 7)
- Appears when receiving a signal or when the squelch opens.
- ⑬ TRANSMIT INDICATOR** (p. 7)
- Appears while transmitting.
- ⑭ LOW POWER INDICATOR** (p. 7)
- Appears when low power is selected.
- ⑮ TAG CHANNEL INDICATOR** (p. 11)
- Appears when a TAG channel is selected.

■ Microphone



- ① PTT SWITCH [PTT]**
- Push and hold to transmit; release to receive. (p. 7)
- ② CHANNEL UP/DOWN KEYS [▲][▼]**
- Push either key to change the operating memory channel, Set mode settings, etc. (pgs. 5, 6, 32)
 - Checks TAG channels, changes scanning direction or resumes the scan manually during scan. (p. 11)
- ③ TRANSMIT POWER KEY [HI/LO]**
- Toggles power high and low when pushed. (p. 7)
 - Some channels are set to low power only.
 - While pushing [HI/LO], turn power ON to toggle the Microphone Lock function ON and OFF. (p. 9)

Handheld Radio

- Located at Nav Station

■ Front, top and side panels



7 CHANNEL UP/DOWN KEYS [▲][▼]•[TAG]

- Selects an operating channel. (pgs. 8, 9)
- Selects the SET mode condition of the item. (p. 17)
- Checks tag channels or changes scanning direction during scan. (p. 15)
- Sets or clears the displayed channel as a tag (scanned) channel when pushed both keys for 1 sec. (p. 15)
- While turning power ON, clears all tag channels in the selected channel group when both keys are pushed. (p. 15)

8 CHANNEL/WEATHER CHANNEL KEY [CH/WX•U/WC]

- Toggles the regular channels and weather channel when pushed. (p. 9)
- Selects one of 3 (or 2*) regular channel groups in sequence when pushed for 1 sec. (p. 9)
 - U.S.A., International and Canadian* channels are available.
 - *Canadian channels are available for the USA version only.
- Push to return to the channel selection before selecting the channel 16 or the call channel with [16•9].

1 POWER SWITCH [PWR]

Push and hold to turn power ON and OFF.

2 ANTENNA CONNECTOR (p. 2)

Connects the supplied antenna.

3 SCAN/DUAL KEY [SCN•DUAL]

- Starts and stops normal or priority scan. (p. 15)
- Enters watch mode when pushed for 1 sec. (p. 16)
- Exits watch mode when pushed during watch operation. (p. 16)

4 TRANSMIT POWER/LOCK KEY [H/L•LOCK]

- Selects high or low power when pushed. (p. 11)
- Toggles the lock function ON/OFF when pushed for 1 sec. (p. 13)

5 VOLUME UP/DOWN KEYS [•][–]•[VOL]

- Adjusts the volume level. (p. 10)
- After pushing [SQL•MONI], push to adjust the squelch level. (p. 10)

6 SQUELCH KEY [SQL•MONI]

- Push this key, then adjust the squelch level with [•][–]. (p. 10)
- Manually opens the squelch for monitoring the channel while pushed and held. (p. 13)
- While pushing this key, turn power ON to enter the set mode. (p. 17)

9 CHANNEL 16 KEY [16•9]

- Selects Channel 16 when pushed. (p. 8)
- Selects the call channel when pushed for 1 sec. (p. 8)
 - Channel 9 is factory default.
- Enters call channel programming condition when the call channel is selected and this key is pushed for 3 sec. (p. 12)
- Exits set mode when pushed during set mode operation. (p. 17)

10 PTT SWITCH [PTT]

Push and hold to transmit; release to receive.

Sails & Winches

1. Roller Furling Headsails

- ❑ Self-tacking 95% working Jib
- ❑ 140% genoa
- ❑ We highly recommend the self-tacking jib for the following reasons:
 - Boat is already heavily canvassed (SA/D=22.5) with jib
 - Genoa adds only ¼ knot and only in light winds (see polars)
 - In strong winds the genoa must be furled
 - Jib has better shape than a furled genoa
 - Jib has better sheeting angle than a furled genoa
 - Self tacking headsail makes tacking a joy.
 - We added the genoa for light wind racing and for cruisers who are looking for a workout.
- ❑ UV Cover
 - On jib only
 - Make sure jib is fully furled when not in use
 - Switch back to jib after using genoa

2. Main Sail

- ❑ Drop System
 - Lazy Jacks
 - Stack Pack sail cover
 - **NOTES:**
 - **AFTER DROPPING THE MAIN, BE SURE TO TIGHTEN THE TOPPING LIFT BEFORE TENSIONING THE MAIN SHEET TO AVOID PUTTING EXCESS STRAIN ON THE LAZY JACKS AND STACK PACK.**
 - **BE SURE TO COMPLETELY COVER THE MAIN SAIL WHEN NOT IN USE BY WRAPPING THE FRONT PART AROUND THE MAST AND BUCKLING IN PLACE.**

3. Cruising Spinnaker

- ❑ 180% asymmetrical tri-radial
- ❑ Removable bow-sprit
- ❑ Spinnaker sleeve (sock) - See instructions on following pages
- ❑ Spinnaker blocks with snap shackles attach to padeyes on quarter-deck. Please remove when not in use.
- ❑ **2 black spinnaker sheets – tie tapered ends of sheets to clew.**

4. Electric Halyard Winch

- ❑ High and Low speeds
- ❑ **“Clicking” indicates overload – breaker will trip if power is not removed.**
- ❑ **Must be turned off to insert a manual handle**

5. Manual Winches/Handles

- ❑ 1 8-inch handle for winch under dodger
- ❑ 2 10-inch handles for genoa winches
- ❑ Winch handle holders on either side of steering post.

SPINNAKER SLEEVE USE

SETTING



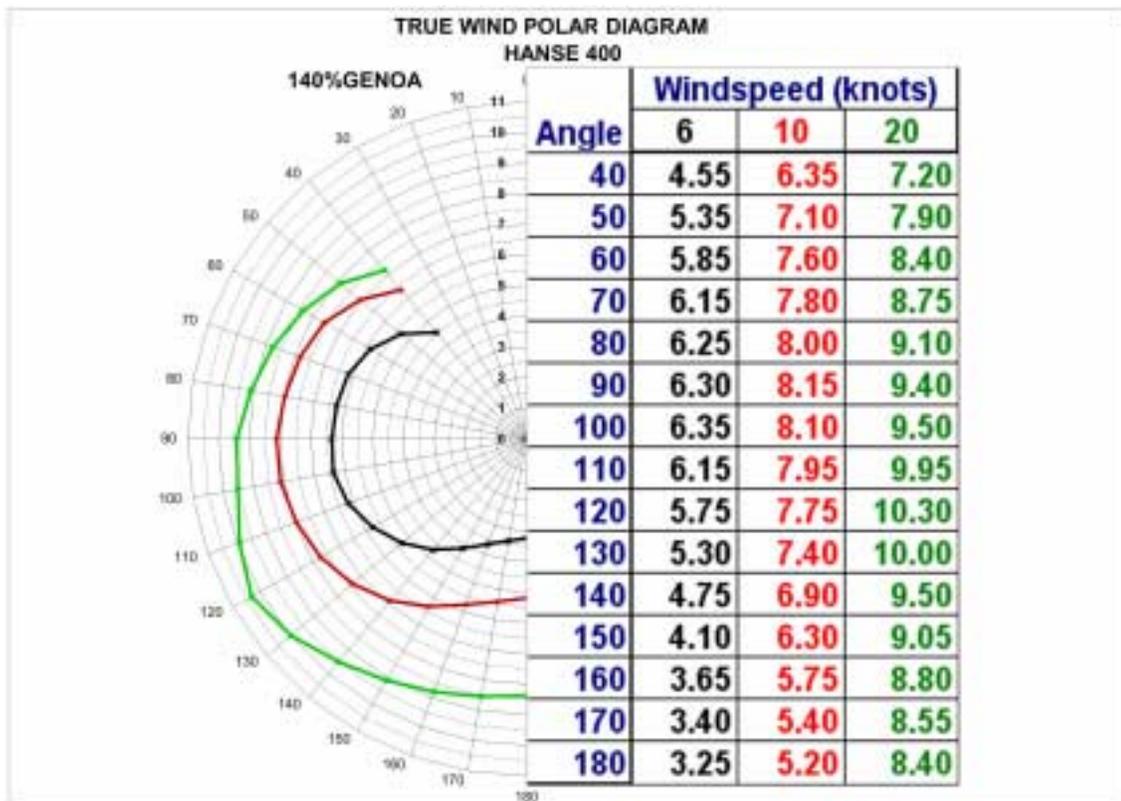
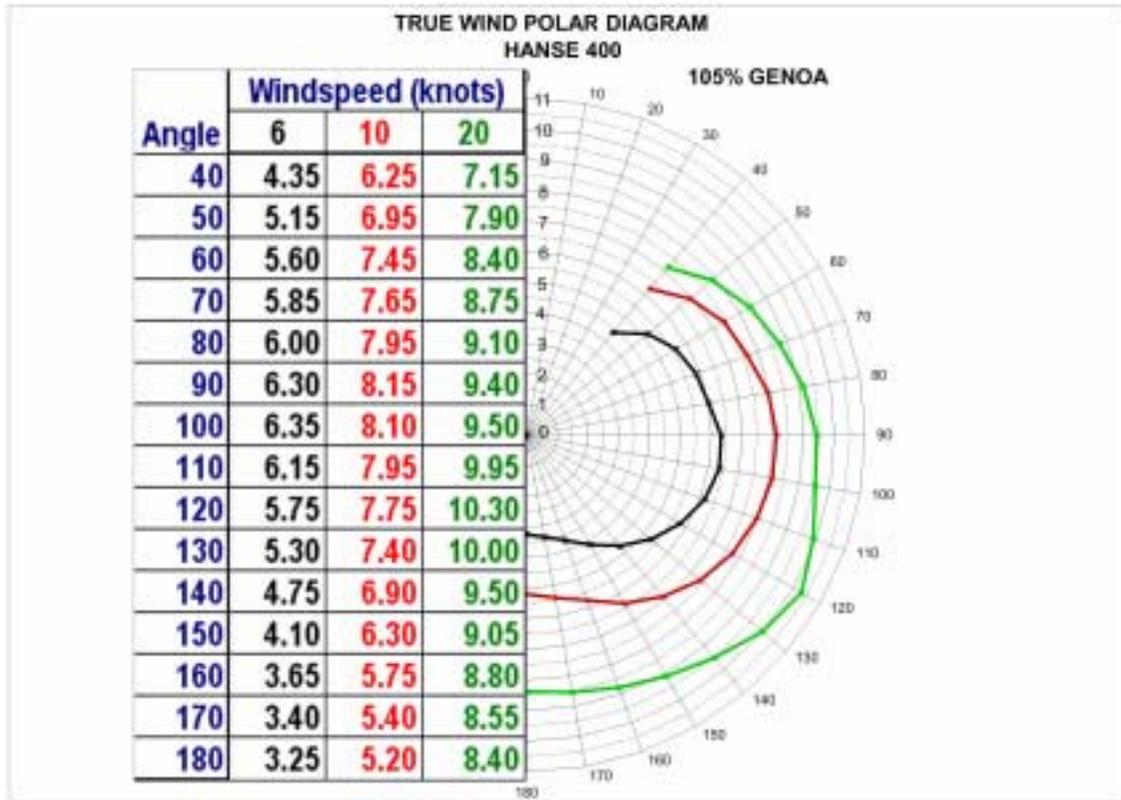
- Set the spinnaker while on a broad reach so that it is blanketed by the mainsail
- Raise the spinnaker and sleeve together with the spinnaker halyard.
- Do not keep the sleeve control lines taught or they may become stuck in the block at the top of the sleeve.
- Slide the sleeve to the top of the sail by pulling the control line.
- Once the sail is opened, allow enough slack in the control lines so that the head of the sail can become perpendicular to the mast.
- The fiberglass hoop of the sleeve should rest on the head of the sail with no visible gap between the hoop and the sail
- Tie off the control lines to the flag halyard cleat on the starboard shroud when finished.

TRIM

- Cruising chute can be sailed between ~70 and ~150 degree apparent wind angle.
- Tack line ~2 feet when sailing high, ~6 feet when sailing low.
- Ease the sheet until the luff is just starting to curl at the top.

DOUSING

- Douse the spinnaker while on a broad reach so that it is blanketed by the mainsail.
- Overtrim the spinnaker so that the sheet is tight under the boom. This will keep the sail well blanketed.
- Blow the tack rather than the clew, as this will keep the spinnaker in the lee of the mainsail.
- Lower the spinnaker sleeve by pulling down on the control line.
- Once the spinnaker is in the sock, lower both by easing the spinnaker halyard. Note that there is a halyard lock on the mast as well as at the cockpit so you can release the cockpit lock before going forward to drop the spinnaker.
- Stow the sail in the sailbag and away in the cockpit locker or down the forward hatch for future use.



NOTE: Charts assume a symmetric spinnaker is in use for downwind angles.

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Anchors & Windlass

- Main anchor
 - 44lb Delta
 - On bow roller
 - 300 ft. 8mm chain, marked with as shown below and on underside of anchor locker lid.

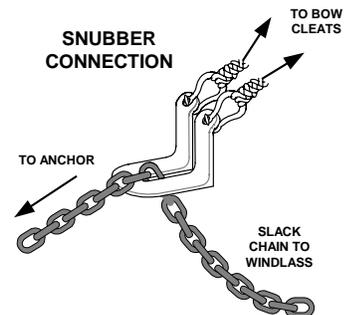
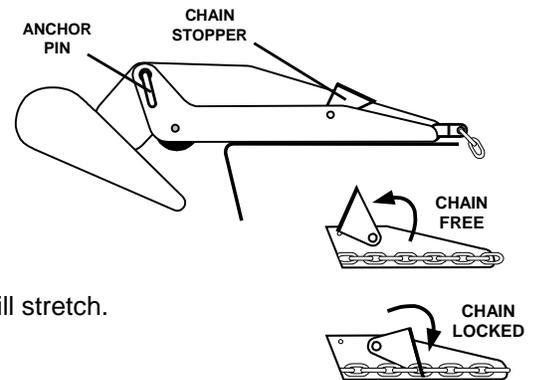
ANCHOR CHAIN LENGTH MARKINGS

| MARK | LENGTH (FEET) | DEPTH 7:1 SCOPE | | DEPTH 5:1 SCOPE | |
|--------|------------------|--------------------|--------|--------------------|--------|
| | | FEET | METERS | FEET | METERS |
| WHITE | 25 | 4 | 1 | 5 | 2 |
| RED | 50 | 7 | 2 | 10 | 3 |
| ORANGE | 75 | 10 | 3 | 15 | 5 |
| YELLOW | 100 | 14 | 4 | 20 | 6 |
| GREEN | 125 | 17 | 5 | 25 | 8 |
| BLUE | 150 | 21 | 7 | 30 | 9 |
| VIOLET | 175 | 25 | 8 | 35 | 11 |
| BLACK | 200 | 28 | 9 | 40 | 13 |
| WHITE | 225 | 32 | 10 | 45 | 14 |
| RED | 250 | 35 | 11 | 50 | 16 |
| ORANGE | 275 | 39 | 12 | 55 | 18 |
| YELLOW | 300 | 42 | 14 | 60 | 19 |

Length is measured from anchor swivel to marking.

NOTE: There should be two coloured tie-wraps per mark. If one is missing, please replace with a spare from the anchor locker.

- Bow Roller
 - Includes pin for securing anchor.
- Chain Stopper
 - Bolted to bow roller
- Snubber
 - In anchor locker
 - Loops go on cleats, chain hook on anchor chain.
 - Leave a lot of slack on windlass as nylon snubber will stretch.
- Electric Windlass operation
 - Control located in anchor locker or in cabin cabinet
 - Engine must be running and 12v switch turned on to operate
 - **DO NOT rely on the windlass to hold chain at anchor – it will break - use the chain stopper and snubber.**
- Second anchor
 - 15lb Fortress located in cockpit locker (assembly required)
 - 2 lengths 46 ft. 8mm chain located above keel in bilge
 - 150 ft. ½ inch 3-strand rode
- Shore Line
 - 180 ft. 3/8 inch floating line
 - In cockpit locker on a black plastic spool (clip spool across stern)



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Docking

- Fenders
 - In anchor locker and cockpit locker
- Mooring Lines
 - Bow, stern and 2 spring lines
 - In anchor locker and cockpit locker
- Lead Line
 - Use spare anchor rode and wheel wrench located in winch handle holder
- Shore Power lines
 - One 50 foot length
 - One 12 foot extension
 - In port cockpit locker
- 20A, 30A adaptors
 - In bag in nav station cabinet
- Water Hose
 - Flat hose on reel in port cockpit locker
- Fender Step
 - Snaps to side gates to form a step for boarding
 - Try to keep clean to avoid scratching hull

First Aid Kit

Red kit located on saloon shelf



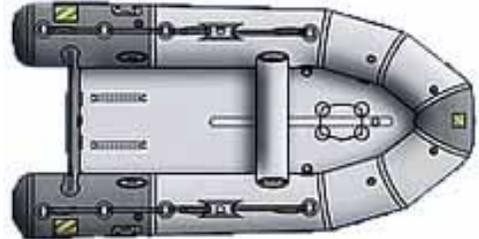
Miscellaneous Equipment

- Fridge/Freezer
 - Thermostat in freezer compartment
 - Power must be switched on at 12v panel.
- Stove/Oven
 - Valve must be open on tank.
 - Solenoid power must be on at 12v panel and at galley switch (by sink).
 - Press and turn knob to ignite.
- Navigation Equipment – in Nav Table
 - Charts (per chart inventory on underside of table top)
 - Rules, Dividers, pencils, erasers, protractor, etc.
- Navigation Equipment – Other
 - Binoculars with compass
 - Handheld compass
 - Located in cabinet to right of navigation table
- Flags
 - Canadian ensign and flag halyard on backstay
 - US Courtesy flag in cabinet to right of chart table
- Air Horn
 - Located in cabinet near navigation table
 - Spare Canister
- Radar Reflectors (2) mounted on shrouds
- Bosuns Chair
 - Located under bench in forward cabin
- Dodger
 - **Do not remove or fold!**
 - **Do not wipe window or salt crystals will cause scratches**
 - Rinse with fresh water to clean.
- Pullpit bench
 - Located in anchor locker
 - Rests on middle rail of pulpit
 - For sitting only – not a standing platform.



Tender

Kerkyra's Tender is a Zodiac Cadet 340FR. It is a fully inflatable boat with a high-pressure floor. Part of the Zodiac manual is reproduced below. For the full manual refer to the collection of manuals in the binder in the boat.



A good place to inflate or deflate the tender is on top of the cabin between the companionway and the hatch.

Included with the tender are:

- A 15hp outboard motor (see Outboard Motor section of this manual)
- A set of oars
- A bow bag and seat back for equipment storage (suggest putting heavier items such as anchor in the bow bag for balance)
- An anchor and safety kit (normally stored in the bow bag)
- A cover (stored in the lazarette).

The 15hp outboard is the maximum rated horsepower for the tender. This power is useful when the tender is fully loaded and can serve as a good backup propulsion method for the yacht by tying the tender alongside, but care should be taken when driving the boat with a light load as it is capable of high speeds and quick turns. The safety lanyard should be worn whenever operating the outboard motor.

BOAT REGISTRATION NUMBER **1H33931**



Electric Inflation Pump

There is an electric pump that can be used for inflating the tender. The pump is located under the settee in the salon.

This pump switches automatically from a high-volume blower mechanism to a high-pressure piston mechanism and shuts off automatically at the pressure set on the red dial. The pump is capable of inflating to a pressure of 11.2 psi which is required for the high pressure floor but is much too high for the tubes.

Inflate the tender on the cabin top. The power cord for the pump will reach through the dodger and plug into the socket next to the electric winch. A toggle switch located on the starboard cabin ceiling must be on to supply 12 volts.



CAUTION: Be sure to confirm that the pressure setting is no greater than 3.3 psi when inflating the tubes or you could damage the boat.

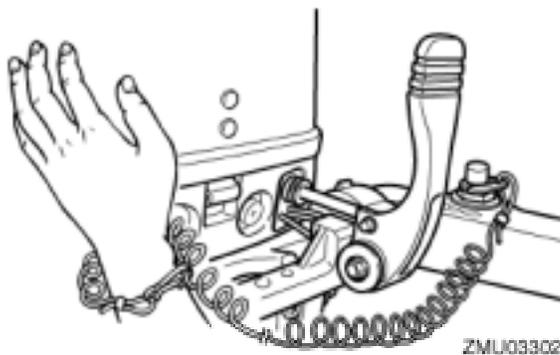
When using the electric inflation pump for the tender, follow these steps:

1. Latch the tube inflation valves in the open position (push and twist the stem in the valve opening) to improve the air flow into the valve.
2. Set the pressure dial to the minimum setting (**1.8 psi**) and inflate all tube chambers just until they are full but not pressurized.
3. Unlatch the tube inflation valves when you remove the pump hose.
4. Inflate the floor and keel to **11.2 psi**.
5. Top up the tube chambers with the dial set to **3.3 psi**.
6. Do not run for more than 15 minutes at a time, and allow at least 30 minutes to cool off.

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Outboard Motor

- Specifications:
 - 15 HP
 - 2 stroke cycle
 - **IMPORTANT:**
USE 100:1 GAS/OIL MIX !
 - Weight 79 lbs
- Starting / Running
 - **CAUTION: ALWAYS WEAR KILL-SWITCH TETHER!**
 - **CAUTION: THIS MOTOR POWER IS THE MAXIMUM RATING FOR THIS BOAT. IT SHOULD NOT BE OPERATED AT FULL THROTTLE WITH LIGHT LOADS OR UNDER ROUGH CONDITIONS.**



For the full manual, including a complete troubleshooting guide, refer to the collection of manuals in the binder in the boat.

HOIST MECHANISM FOR OUTBOARD MOTOR

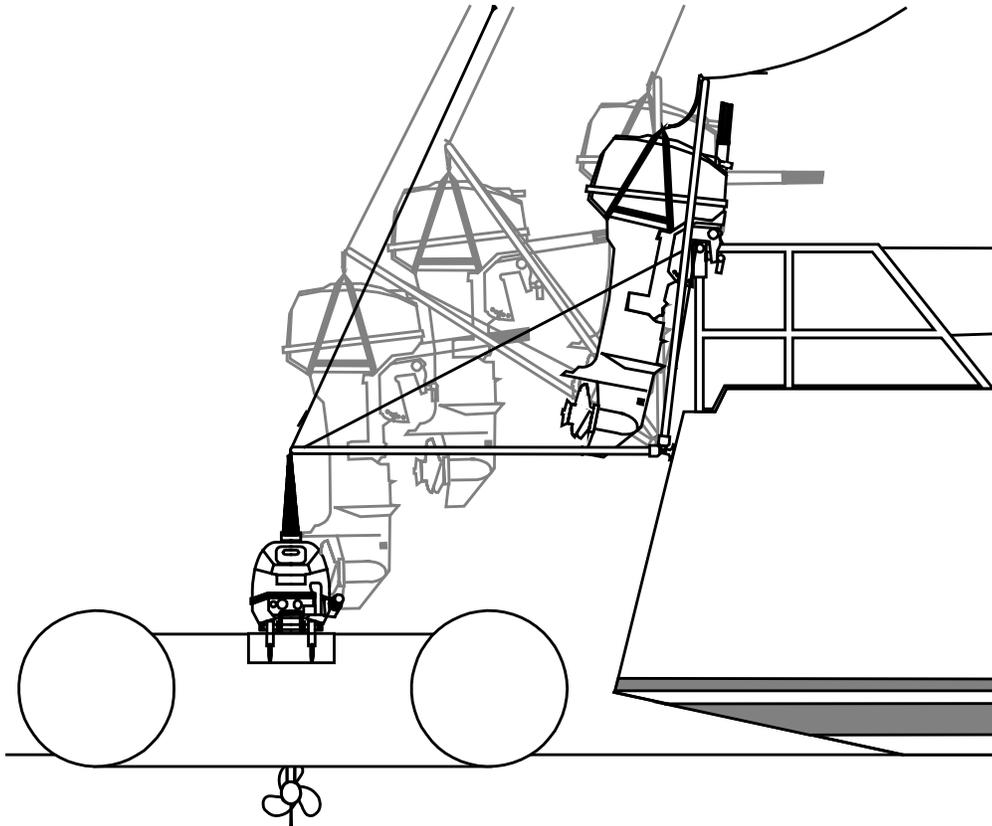
The outboard motor hoist mechanism provides a convenient and effortless way to move the outboard from the rail to the dinghy and back.

CAUTION:

This method makes use of the halyard winch, which is capable of applying strong forces. Always make sure that nothing is jammed before using the winch.

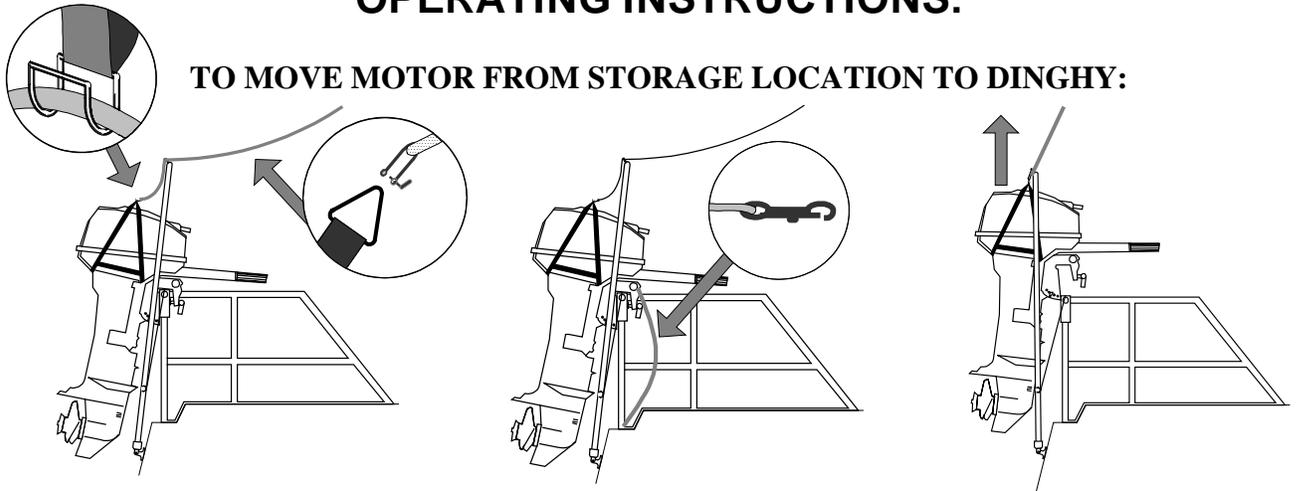
Do not attempt to move the motor by hand without the help of the halyard winch.

Always keep the motor tethered to either the dinghy or the yacht as a backup to prevent loss.



OPERATING INSTRUCTIONS:

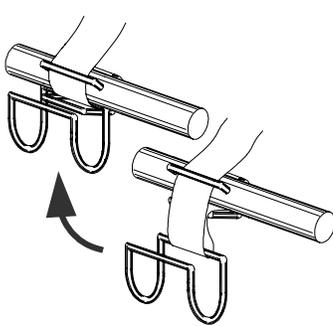
TO MOVE MOTOR FROM STORAGE LOCATION TO DINGHY:



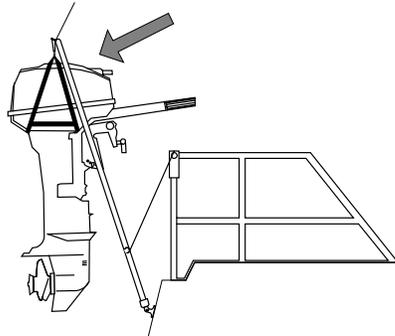
1. Connect halyard to lifting strap. Slide lifting hook under handle on motor bridle.

2. Tether motor to yacht.

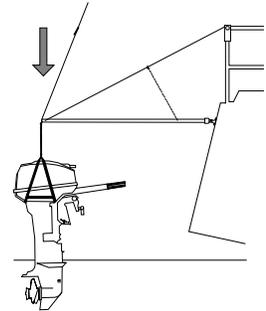
3. Loosen motor clamps and tighten halyard.



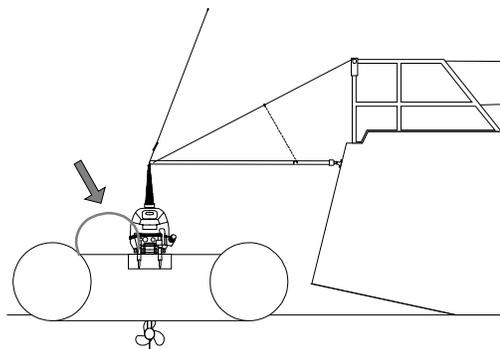
4. Raise motor until hook catches on frame.



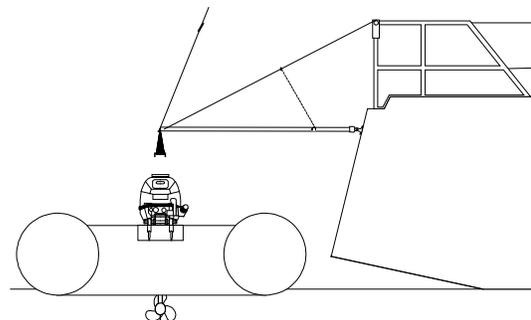
5. Ease halyard and swing motor back.



6. Lower motor to desired height.

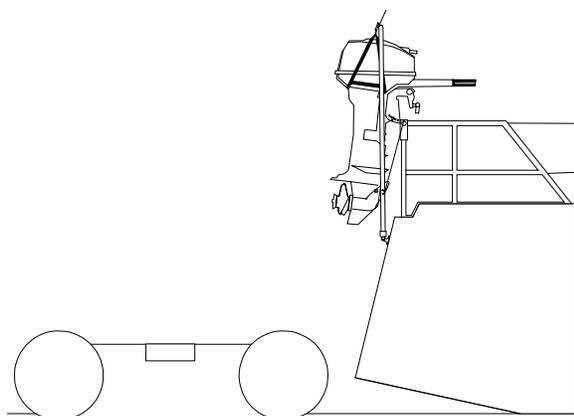


7. Place motor on dinghy, tighten clamps. Detach tether from yacht and attach to dinghy.

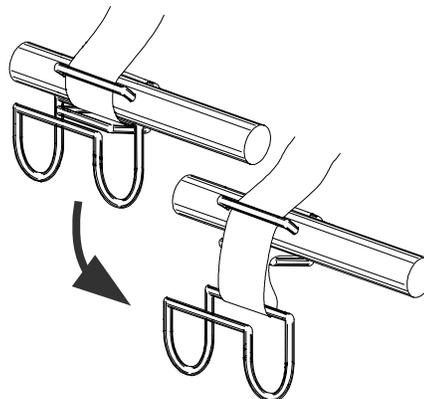


8. Release lifting hook from motor bridle.

TO MOVE MOTOR BACK TO STORAGE LOCATION:



1. Reverse process to raise motor.



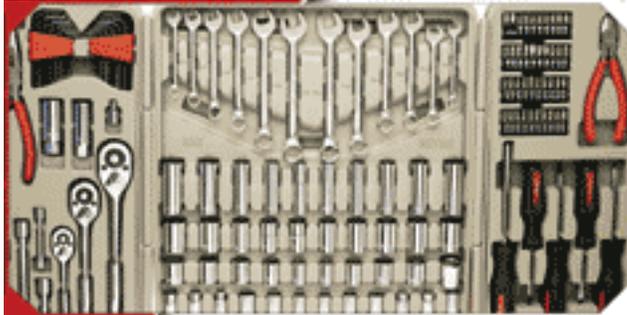
2. Push back to separate lifting hook from frame and lower motor to storage location.

CAUTION: TAKE CARE NOT TO PUSH THE MOTOR OFF THE LIFTING HOOK UNTIL IT IS FIRMLY MOUNTED ON THE DINGHY OR THE RAIL.



Tools & Spares

General Purpose Toolkit (plastic moulded case):



Kit contains:

1/2" DRIVE:

1 1/2" 72 TOOTH QUICK RELEASE DRIVE
 1 1/2" DRIVE 5" EXTENSION
 10 SOCKETS: 1/2", 9/16", 5/8", 3/4", 7/8", 15MM, 17MM, 18MM, 19MM, 21MM

3/8" DRIVE:

1 3/8" 72 TOOTH QUICK RELEASE DRIVE
 1 3/8" DRIVE 3" EXTENSION
 1 3/8" DRIVE 6" EXTENSION
 1 3/8" TO 1/4" DRIVE ADAPTER
 2 5/8" & 13/16" SPARK PLUG SOCKETS
 16 SOCKETS: 5/16", 3/8", 7/16", 1/2", 9/16", 5/8", 11/16", 3/4", 9MM, 10MM, 12MM, 13MM, 14MM, 15MM, 17MM, 19MM
 10 DEEP SOCKETS: 7/16", 1/2", 9/16", 11/16", 3/4", 12MM, 13MM, 14MM, 16MM, 17MM

1/4" DRIVE:

1 1/4" 72 TOOTH QUICK RELEASE DRIVE
 1 1/4" DRIVE 3" EXTENSION
 20 SOCKETS: 3/16", 7/32", 1/4", 9/32", 5/16", 11/32", 3/8", 7/16", 1/2", 9/16", 4MM, 5MM, 6MM, 7MM, 8MM, 9MM, 10MM, 11MM, 12MM, 13MM
 12 COMBINATION_WRENCHES: 5/16", 3/8", 7/16", 1/2", 9/16", 5/8", 8MM, 10MM, 12MM, 13MM, 14MM, 15MM
 2 PLIERS: 8" LONG NOSE CUTTING & 6" DIAGONAL CUTTING
 MAGNETIC SCREWDRIVERS:
 4 1/4" X 4" SLOTTED, 3/16" X 3" SLOTTED, #2 X 4" PHILLIPS, #1 X 3" PHILLIPS
 1 MAGNETIC BIT DRIVER
 44 1" DRIVER BITS & HOLDERS
 18 HEX KEYS & HOLDERS
 1 STORAGE CASE

Additional Tools (in fabric toolbag):

- Crescent wrench
- Vice Grips
- White electrician's tape
- Sail repair tape
- Duct tape
- Spray lubricant
- Ball-peen hammer
- Work gloves
- Chisel
- Leak-repair wrap
- Tie-wraps
- Measuring tape
- Yanmar tool kit

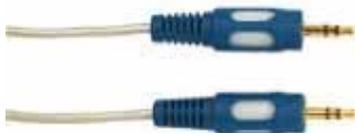


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Entertainment & Pastimes

Music

- The music system on Kerkyra will play CD's in standard CD, MP3 or WMA format including writable CD's.
- Use the fade function to switch between the cockpit and cabin speakers.
- A Sirius satellite radio receiver is connected to the auxiliary input on the front face of the stereo. It is activated and you are welcome to use it – see brief operating instructions and channel guide below.
- An external device such as an MP3 player can be connected to the auxiliary input in place of the satellite radio using the same male-to-male stereo cable.



Male – to – male stereo cable for connecting external audio device.

Games

- Playing cards
- Rook
- Wizard
- Five Crowns
- Chess, Checkers, Backgammon
- Cribbage

Crab & Prawn Traps

- 2 lead lines (50 ft for crab trap and 300 ft for prawn trap)
- One large orange “ball” float and one orange torpedo float
- Plastic bait basket
- Book “How to Catch Crabs” on bookshelf
- Fishing License is required, check regulations for size limits
- Bait suggestions: cat/dog food cans, chicken bones, bait pellets, discarded meat or bones.
- **CAUTION: Don't drop the trap from the Yacht – use the dinghy and float to avoid fouling prop -- Even when at anchor.**

Ice Cream Maker

- All you need is cream, ice, salt, sugar and flavour.
- Recipes and instructions are inside the ball.



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Appendix A – Chart Inventory

| Chart | Title | Scale |
|--------------|--|--------------|
| 3312 | Jervis Inlet and Desolation Sound | Various |
| 3313 | Gulf Islands and Adjacent Waterways | Various |
| 3410 | Sooke Inlet to Parry Bay | 20,000 |
| 3440 | Race Rocks to D'Arcy Island | 40,000 |
| 3441 | Haro Strait, Boundary Pass and Satellite Channel | 40,000 |
| 3442 | North Pender Island to Thetis Island | 40,000 |
| 3443 | Thetis Island to Nanaimo | 40,000 |
| 3461 | Juan de Fuca Strait, Eastern Portion | 80,000 |
| 3462 | Juan de Fuca Strait to Strait of Georgia | 80,000 |
| 3463 | Strait of Georgia, Southern Portion | 80,000 |
| 3476 | Approaches to Tsehum Harbour | 10,000 |
| 3478 | Plans - Saltspring Island | 20,000 |
| 3481 | Approaches to Vancouver Harbour | 25,000 |
| 3512 | Strait of Georgia, Central Portion | 80,000 |
| 3513 | Strait of Georgia, Northern Portion | 80,000 |
| 3601 | Juan de Fuca Strait to Vancouver Harbour | 200,000 |
| 3606 | Juan de Fuca Strait | 110,000 |
| 18421 | US - San Juan Islands | 80,000 |