

Information & operations manual for Bavaria Cruiser 37



**GARANT
CHARTER**

Welcome



Welcome to Garant Charter and your Bavaria Cruiser 37. We hope you'll have a pleasant journey and are looking forward to a fantastic holiday and some of the finest sailing destinations in the world here.

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

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

Best wishes for a great vacation,

Zeljko Cvetkovic
Manager

Office Hours:

Monday – Saturday 08:30 – 17:30

Sunday 08:30 – 12:00

Emergency number: +385 98 472 572

GARANT
CHARTER

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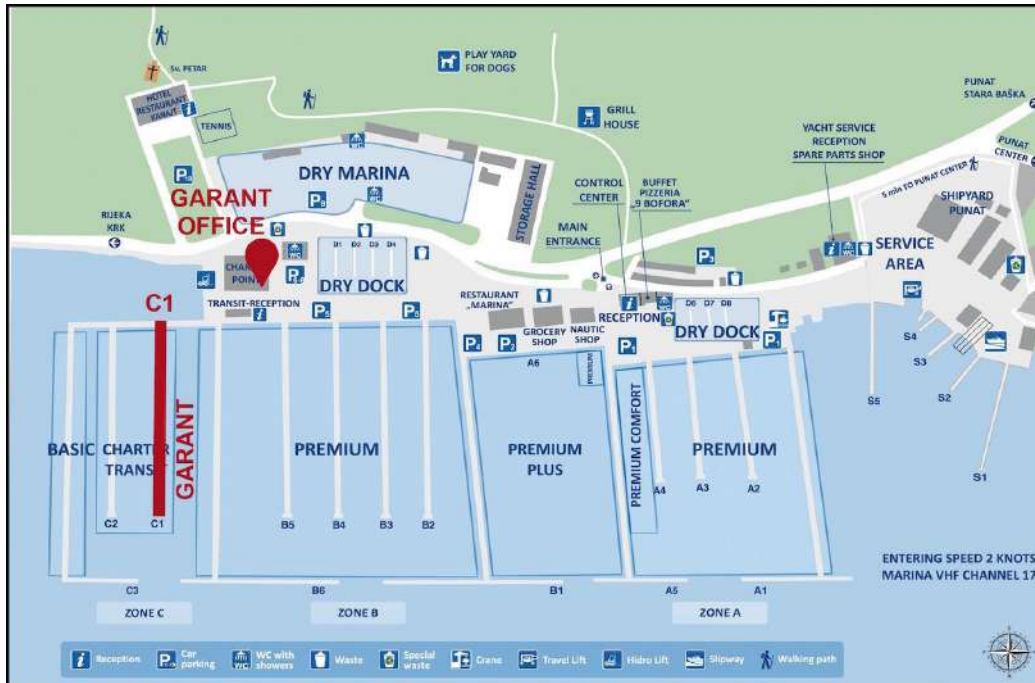
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**GARANT
CHARTER**

1. Embarkation

All our boats are situated on Peer C1, both left and right side. On the last day of sailing, please return to one of the places on the same side of the peer.

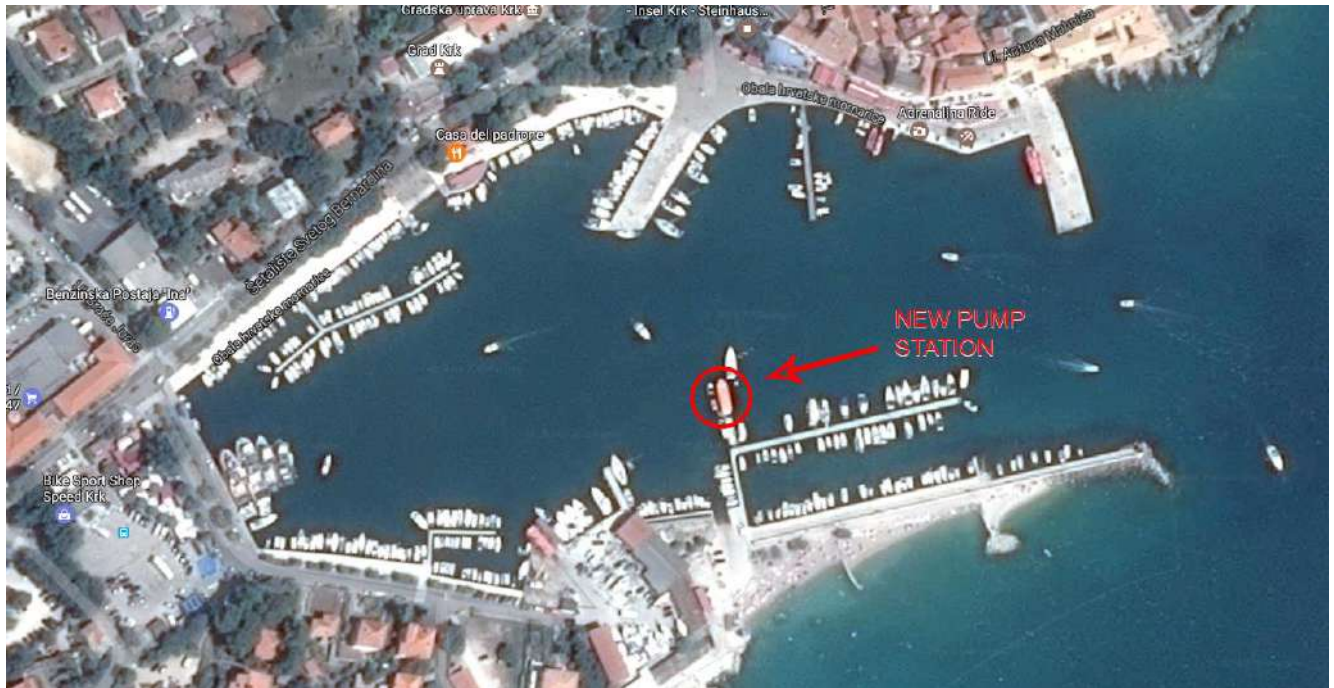


Gangway should always be tightened only to one point – peer or boat. Never to both. In a case of higher waves or stronger wind, the gangway can rip out the part of the boat or even make a hole in the boat.



Fuel

From 2015., there is a new tank station in Krk, suitable for the bigger boats as well. Before returning to the Marina Punat fill the tank to the maximum and take the invoice. Please remember that the Diesel makes a lot of foam so the first stop does not mean that the tank is full. Wait a minute and then try again 2-3 times.



2. Sailing in&out of Marina Punat (Bura conditions)

Jugo (Scirocco) is a warmer and more wet wind that comes from the South. Gives you a lot of time to prepare for it as it takes longer of time to become strong.

Bura, on the other hand comes quickly, plunges down from the mountains and can make perfectly calm sea into a rough 2 meters waves in just 15-20 minutes.

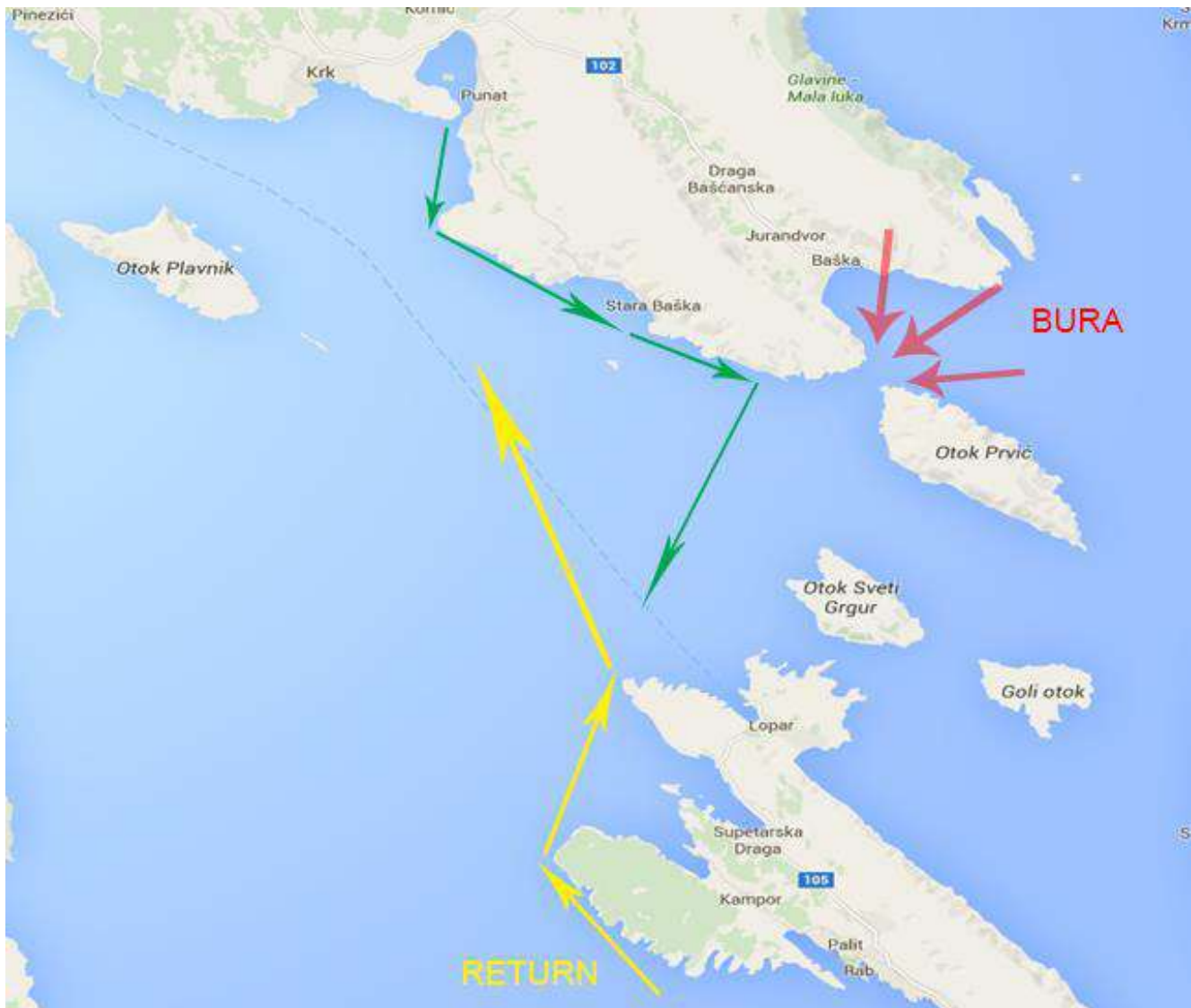
What to do?

First of all watch weather forecast. DHMZ (www.meteo.hr) is a National weather forecast service mostly used by the local fishermen and sailors because of it's reliability. Wind forecasts by hours, rain and sea conditions, temperatures, it's all there.

There is only one problematic wind area in the whole North Adriatic and that is Velebitski kanal (Velebit's channel) known for the Bura.

As long as you are in the shelter of Krk you're safe, but the North-East wind that plunges

down from mountain gets acceleration in a three miles wide passage throat between Krk and island Prvić. If you're still keen on passing the channel, you've seen the weather forecast and you're sure that the boat can do that, this what you can do:
 Head down from Punat close to the castline passing Stara Baška. Continue down into the channel and few miles afterwards turn 90 degrees right towards Rab. After a strong front wind you'll get a back wind to carry you to Rab. As soon as you get into the shelter from Prvić, the Bura will slow down as well.



Crossing the Velebit's channel in Bura conditions

Return to Punat:

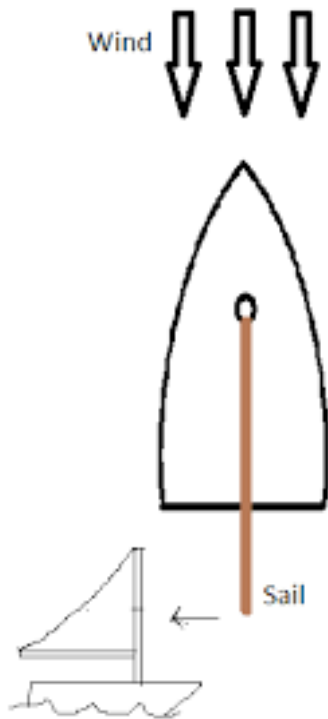
Stick close to the coastline of Island Rab up to lighthouse Kalifront. After the lighthouse, do not try to sail directly to Punat, but take NNE kurs to 3,5 miles distant lighthouse Sorinjski.

You will have a strong Bura blowing directly into you but after the lighthouse, you can take the NNW kurs directly to lighthouse Negrit.

3. Sails

OPENING:

- Keep the engine running to
- Set up the boat directly into the wind to release the pressure on sails
- Lift up the sails
- Turn off the engine



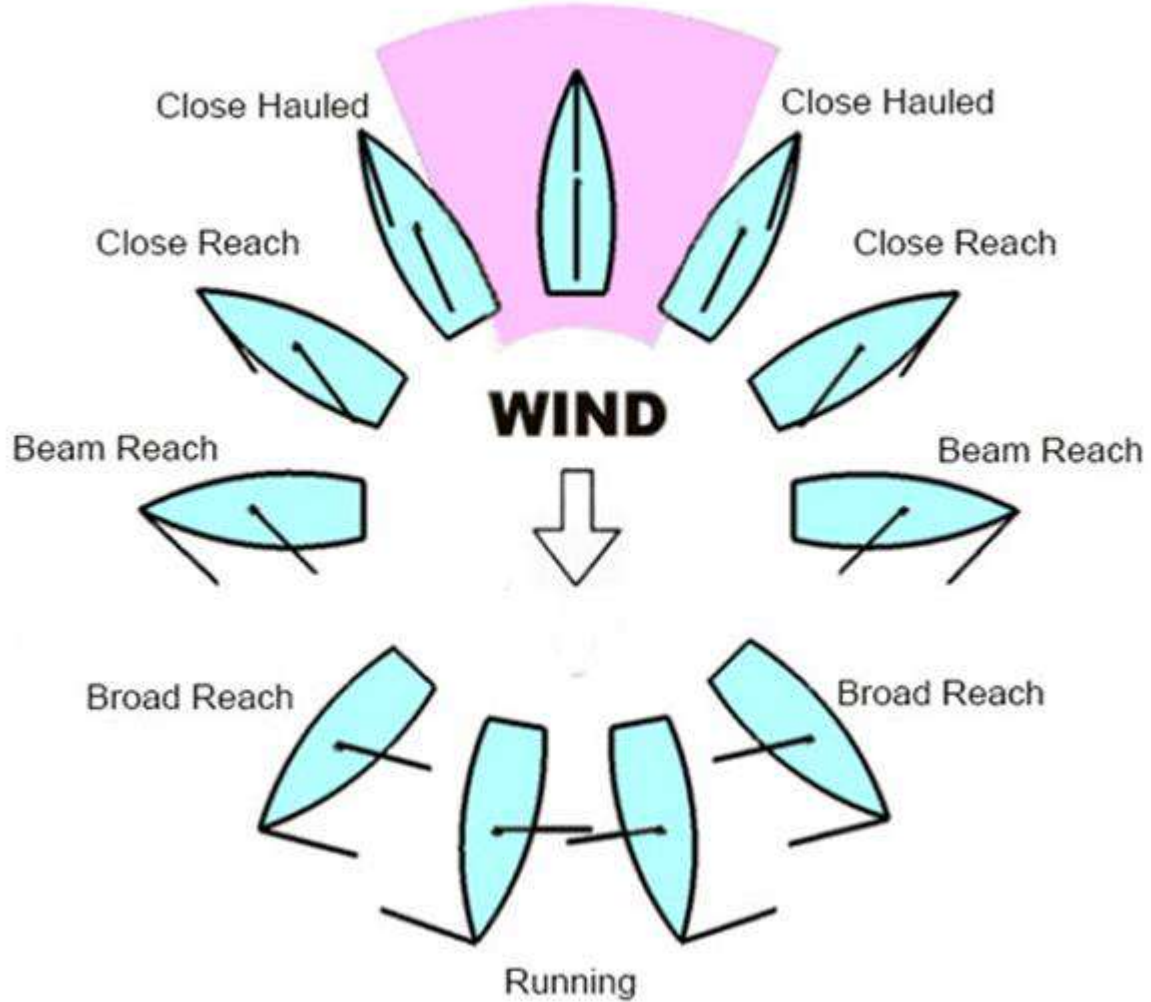
TAKE DOWN THE SAILS

- Turn on the engine to get the control
- Set up the boat directly into the wind again
- Take down the sails

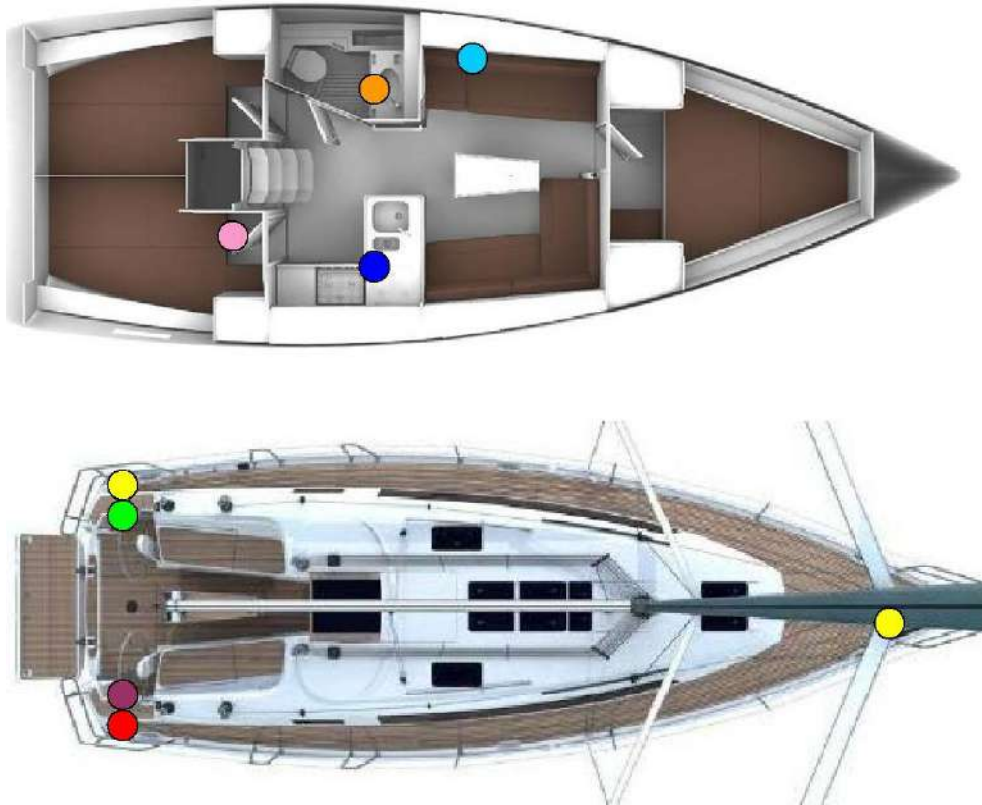
Fig. 1 - No driving force on the sail

Points of Sail

LIFT UP &
TAKE DOWN SAILS



3. Yacht specifications



Length	37'
Beam	3,67 m
Draft	2 m
Fuel	150 l
Water	210 l
Engine	30 hp Volvo Penta D1-30

Location of:

- Fresh water refills (port quarter and in the anchor locker)
- Diesel refill (starboard quarter)
- Manual bilge pump (stbd)
- Propane tank (port helm)
- Windlass breaker (behind port saloon seating)
- Diesel cut off valve (starboard aft cabin, below the berth)
- Fridge drain / 2nd Bilge pump selector (below galley sink) Water tanks change over valve (below head sink)

4. **Electricity**

If the boat has no electricity on board or some electrical is not working, there are a few basic possible problems:

- The device is not turned on on panel
- The batteries are low
- The device works only on 220V or when the engine is on
- The fuse is broken
- The main electrical switch is off (on 0)

2. The 12 volt panel

Top row of 12 volt panel from left to right:

- Compass light
- Navigation instruments / GPS / VHF
- Stereo system
- Anchor windlass
- Bilge pump (leave on: operates on a float switch)

Middle row from left to right:

- Fresh water pump
- Shower drain
- Instrument illumination light
- Not in use
- Fridge

Bottom row from left to right:

- F1 – Antena
- F2 – Not in use
- F3 – not in use
- F4 – TV
- F5 – not in use

At the top of the panel is a display and 3 toggle buttons. Use the left hand two buttons to check battery levels and your water levels.

Below the yacht diagram on the panel there is a 12 volt outlet.



Toggle these buttons to check your battery levels and water levels

220 volt systems:



Main fuse

1. Battery charger

2. 220 volt outlet breaker. These operate when connected to shore power.

3. Water heater. Leave this breaker

Bavaria 37 is equipped with 8 x 220v outlets: one located beside the 220 volt panel, two in the galley, one on each side of the saloon and one in each cabin. These will **only** operate when the boat is connected to shore power. There is an inverter installed which has two 220V sockets for use when away from shore power. See next page for further details.

There are two places to plug-in your phones, computers and other electrical devices on 220V. The first one is just next to the skipper's table and the second one is in the locker in toilette.

The 220V plug in works only when the boat is plugged on shore with cable.

WI FI

The router is set up inside the boat, behind the backrest in saloon, portside. It is on all the time. The week package includes 1GB of free traffic and is updated automatically every Saturday at 14:00 pm.

The password is written on the small paper on skipper's desk.

IF THERE IS NO SIGNAL while you're sailing, try to reset the router. Turn it off and on. The router will show like there is a password needed, but there is **NO PASSWORD NEEDED**. Continue the procedure and wait some 3-5 minutes while the router connects.

In certain bays and areas the signal cannot be reached.



3. Inverter

There is a 300W inverter installed which will allow the use of 220V appliances when no shore power is available.

Always ensure that you have switched the inverter off by checking that the light on the panel is no longer illuminated. Leaving the inverter on will cause your batteries to rapidly lose their charge.



4. Engine start procedure.

- Make sure engine is in neutral.
- Press the ignition switch then press the start button until you hear the engine running.
- When the engine is running check you have water coming out of the exhaust.
- To stop the engine press the stop button until the engine has stopped **and then press the ignition switch.**



Should you hear an engine alarm during operation you will see a warning symbol on the LCD display on the Tachometer. If safe to do so, immediately shut down the engine and **CALL GARANT**

All our yacht engines run with diesel fuel. There is a diesel filler cap on the stbd quarter which is clearly marked "DIESEL".... **DO NOT PUT WATER IN HERE.**

1. Engine

Every engine on every Garant's boat had a general servis and check before the season, during the winter remont. Also, upon your arrival and before embarkation in Saturday, Garant's mechanics are checking engine and the oil level.

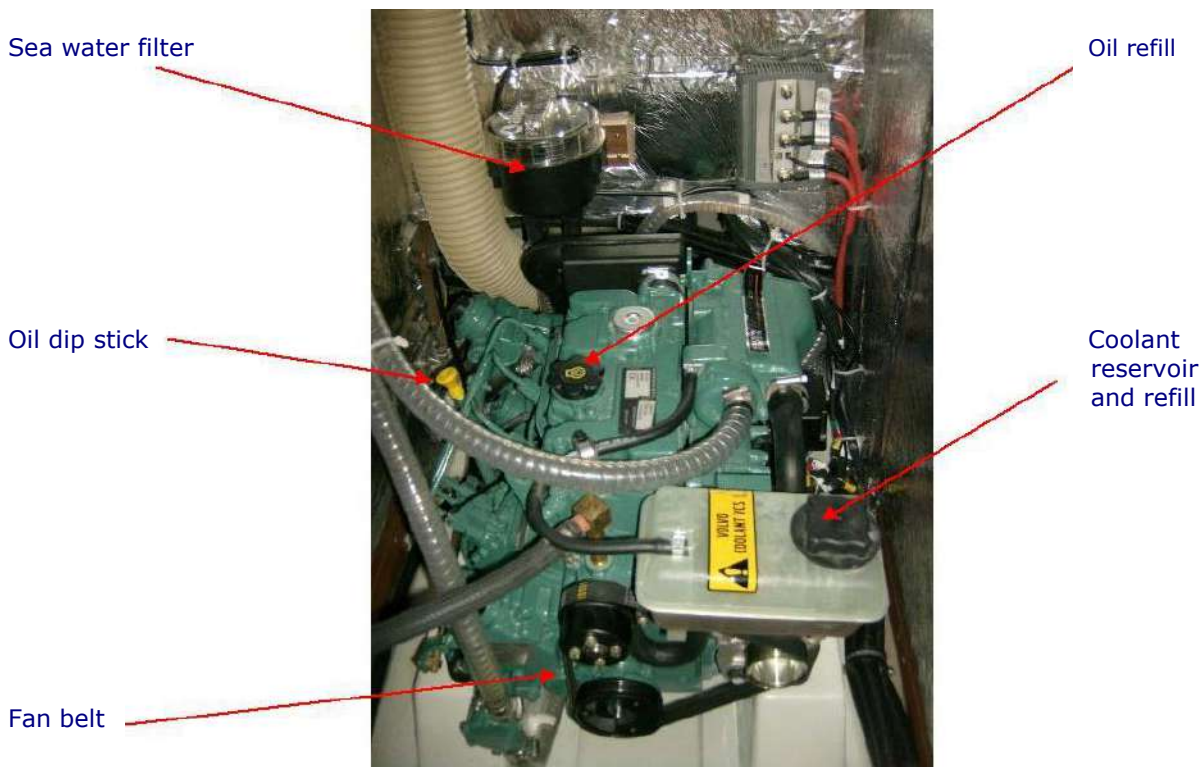
Therefore, all mechanical problems are in the domain of authorized expert.

- Check the oil level using the yellow dip stick located to the left rear of the engine. The level should be at least halfway between the empty and full marks. The oil level can be measured only when the engine is warm. To add oil open the oil filler cap on the top of the engine.
- To the rear of the engine is the seawater filter. **DO NOT OPEN**
- To the front right of the engine is the engine coolant which should be at the centre for correct level.
- Check for any engine leaks or bilge water below engine.

If the engine works and doesn't throw the water out, it will overheat. Turn it off immediately and call Garant as soon as possible.

KEEP HANDS CLEAR OF ALL MOVING PARTS.

ANY PROBLEMS - CALL GARANT



6. Instruments

Located at the helm are 2 x Garmin GMI 10 multi displays, 1 x Garmin GHC 10 autopilot, a stereo remote control and a compass. At the aft end of the cockpit table is a Garmin 4008 chartplotter:

This new generation of electronic devices is very easy to handle, but for any specific detail, manuals can be found in the saloon under the left seat.



7. VHF Procedure

Using the VHF 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
- 12 Yacht Charter Companies working channel – assigned for yacht breakdown servicing and emergency only
- 68 Marinas and Yacht Clubs – for lunch/dinner reservations etc
- 06 Ship to Ship – along with Channel 68 and 77 can be used for contact between boats

In the event that your yacht is involved in a non-life threatening incident with an object or with another vessel, it is important that you contact the Garant Charter's immediately at +385 98 472 572. Please remember to get as much information as possible about your location, the other yacht's description and what damage has been done to your yacht 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.



VHF and emergency:

The VHF is still used but quite old fashioned way to solve the situation. The VHF is more used on open waters and oceans than in Croatian sailing aquatorium.

In a case of emergency, use the phone first and call Garant +385 98 472 572. We shall organize you help and point you to the easiest solution procedure.

Still, the unlikely event that you are involved in an emergency stay calm and follow these steps.

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.

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.

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.... (vessel name)....' and repeat vessel name 3 times

Give position – yacht'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 colour and type is also useful)

Wait 1 minute for a response, repeat message

ALTERNATIVELY: Police number is 112

8. Batteries

The systems on your yacht are all 12volt. The batteries will need to be recharged as often as you deplete them. Conserving power will result in less time needed for charging, so turn off systems that you are not using.

Your batteries will charge when the engine is running at 1400rpms or more, whether sitting at a mooring or motoring to a destination.

- Check the battery levels and make note of them before charging.
- Run the engine at 1400rpms or more for 1-1 1/2hrs **twice daily**.
- Shut the motor off. Wait 15 minutes before checking the battery levels, (directly after turning off the motor they will remain in an excited state for about 10 minutes).
- The House system should come to rest at 12.8 v. and then slowly get lower. When the system gets to 12.2 you should start planning to re-charge the batteries soon.

The refrigerator is far the biggest electricity consumer on the boat. Therefore, when buying the water or beer bottles in shop, always take the cold ones.

The batteries are located beneath the seat on the port side of the saloon:



9. Anchoring & the windlass

Setting your 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.
- Tie the dinghy painter close to the boat at the bow or amidships to avoid wrapping it around the prop.

Location:

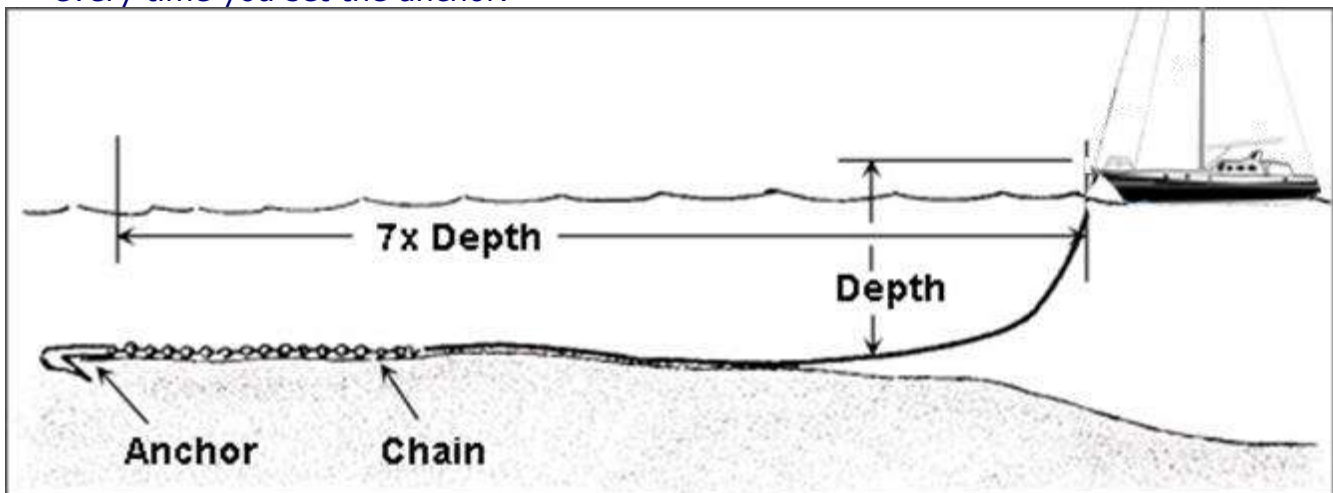
- Choose a clear area to anchor in, normally in 5-10 meters. A white bottom is sand and perfect for anchoring. A brown or green bottom can be grass or rock. **Only anchor in sand.**
- Make sure that you are not on a lee shore; i.e. that the land mass is protecting you from the elements and that you are 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 down wind or current, whichever prevails.
- Once the yacht is stationary use the electric windlass to drop the anchor. The elements will push you back and away from the anchor.
- Minimum scope is **5-7:1**. That means – **on 5 meters of depth throw 25-35 meters of chain**. 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, it is always advisable to snorkel the anchor and ensure it is bedded in correctly and not just lying on its side.

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.





Manual operation of the windlass

To drop the anchor, secure the windlass handle onto the wing nut on the side of the windlass.

Pull back on the windlass handle to loosen the wing nut. Your anchor is now ready to drop.

Remove the safety line and push the anchor over the bow, keeping hands and feet clear. Control the rate the chain pays out by tightening or loosening the wing nut with the handle. When you have paid out sufficient chain

- 5 to 7 times the water depth, push the handle forward to tighten the wing nut. Fit the snubbing line and cleat it off, then release the chain on the gypsy as above, so that the load is taken up on the snubbing line.

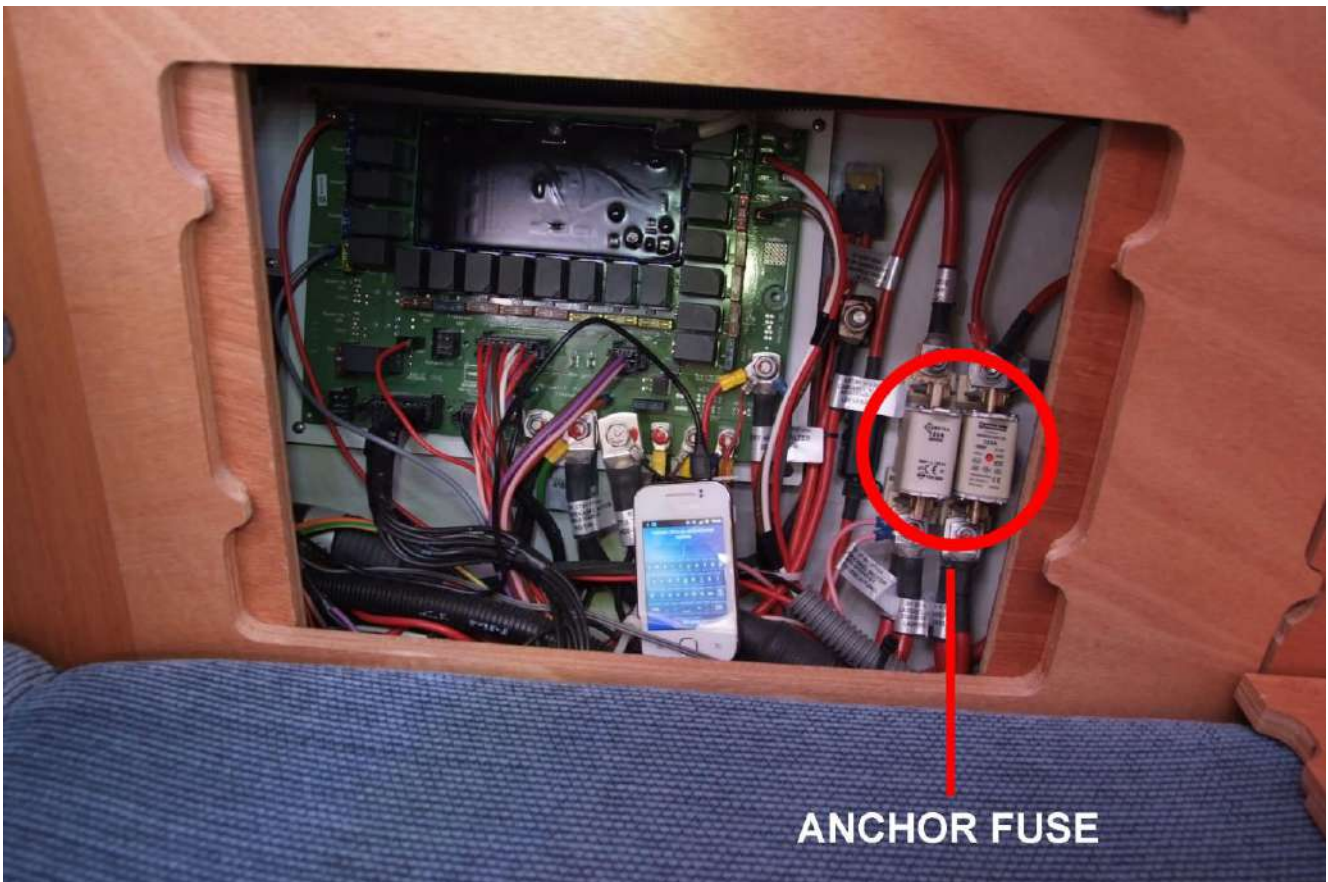
Anchor fuse:

There is a high amperage fuse that will blow if the windlass gets overloaded.

Before replacing the fuse, ensure that the windlass breaker on the 12V panel is switched on, and that the green light is not illuminated. If it is not illuminated, this indicates that the fuse is NOT blown, and that the yacht battery power is too low to run the windlass.

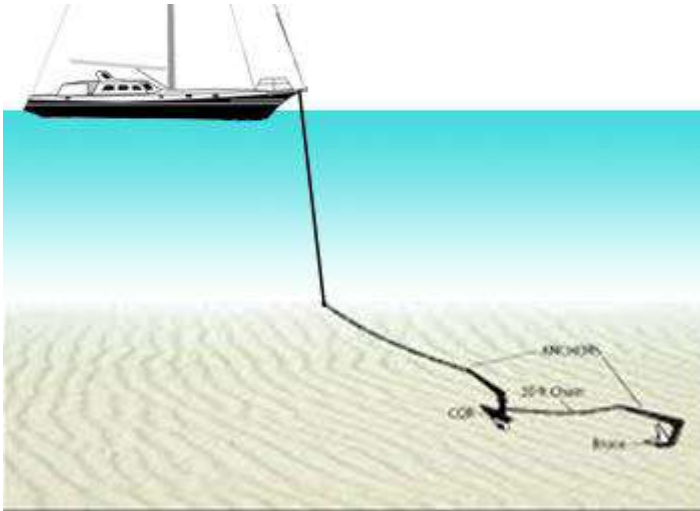
Please run the engine on 1500 rpm for 15 minutes and try again. The fuse is located on the port side of the salon, behind the cushion. There are two large fuses next to each other.

The anchor windlass fuse is the one on the right ("63 A")



Anchoring in storm conditions

The second anchor should be hanged up on a chain a few meters away from the main anchor. That way in a case of heavy waves the boat shall lift only the first anchor while the main anchor shall stay on place, if good anchored.



Lifting up the anchor

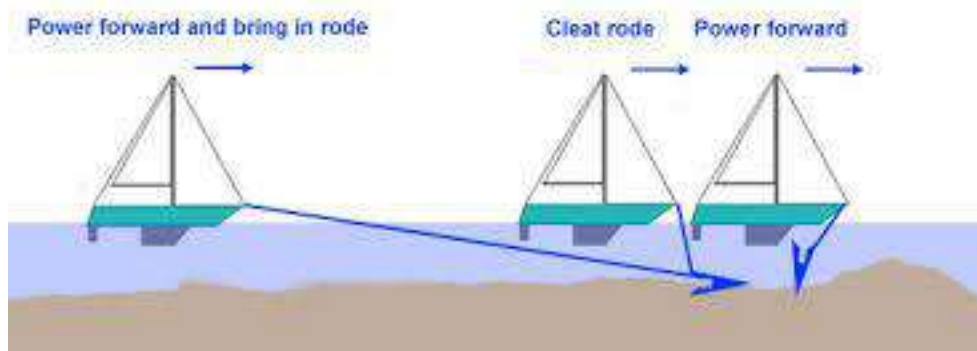
The anchor can be pulled up ONLY when the chain is at 90 degrees, NEVER on 45 degrees chain. Skipper moves the boat forward (towards the anchor), and when the chain is on 90 degrees, the sailor on the bow turns the windlass on.

When the chain gets to 45 degrees again, the sailor stops pulling it and signalize the skipper to move forward for a few meters. The sailor turns on the windlass again when the chain gets loose. Do it like that till the anchor gets to water line.

The last meter you should pull with hands, not to damage the hull.

The communication between skipper should be non-verbal, using agreed hand signs.

- Turn on the engine on 1500 rpm and check that the switch on control panel is turned on. Start moving slowly towards the central anchor position
- **Loose the chain before you start pulling it up**
- As the chain is pulling up, the skipper must slowly move the boat towards the anchor position
- Do not pull the chain if it's not loosen, **it will burn down the windlass**
- Do not pull the boat with windlass towards the anchor. The boat is too heavy and it **will burn down the windlass**



11. Bilge Pumps

Your yacht is equipped with one manual and one electric bilge pump. The electric pump is automatic (operated by a float switch), so check that the bilge pump switch is 'ON' on the 12V panel.

In the event of a malfunction of the primary pump there is the manual pump as well.

Manual bilge pump



Float switch for primary bilge pump, located in saloon bilge

Fridge drain / 2nd bilge pump selector handle



12. Fresh water system

Bavaria Cruiser 37 is equipped with two water tanks with a capacity of total 300 liters. The capacities are as follows:

To use the fresh water system, turn on the fresh water breaker on the 12v panel and open a faucet. When the tank runs out of water the pump will run at high speed and 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.

The water tank switch over valve is located under the sink in the head.

If the pump has pulled the air into the system, after re-filling the water tanks the pump will need some time to throw out the air and make the water pressure.

To switch tanks:

- Switch off pump
- Change the lever position. The lever is not 'on' or 'off' – it has two positions (horizontal and vertical) that select one tank or the other.
- Switch on pump.
- Open cold water faucet at galley and purge system of air, approx. 45 seconds
- Turn off faucet, pump will continue to run until adequate pressure has built up to operate 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



Main valve

Water valve

Third valve



13. Heads

- **Nothing is to be put down the head unless it has been digested first.**
- It's quite easy to block the toilette on a modern charter boats
- Prior to use, move the lever to wet bowl to add water - 4/6 pumps.
- Move lever to dry bowl to pump out waste; this must be done when you are more than 300 meters off shore.
- 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 as leaving it in wet bowl will ingress water.
- Wherever possible please use the heads ashore as this keeps our waters nice and clean.
- Please note that once the toilette gets blocked it's a very dirty job to unblock it. The repair can get complicated as well as the heads and hoses need to be dismantled sometimes.
- **Blocked heads will be cleared at a cost to you of 150.00 EUR sewage fee.**



The first toilette rule: 'Don't use it if you don't reeeally have to'. Marina, ports, bars, etc.. are much easier option.

14. Showers

Your yacht has a hot & cold, fresh-water shower in the 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.

Shower drain

To operate the shower-drain pump, switch on the shower drain switch on the 12v panel. The shower drain is fitted with a float switch so any water will then be removed automatically.

Transom Shower

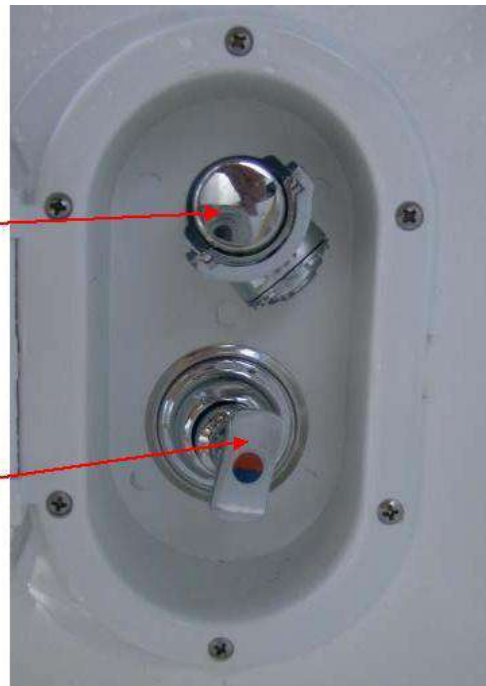
The valve to the right of the shower head has two functions:

- By pushing the valve up or down you can turn the water on and off.
- By turning the knob clockwise and counter clockwise you can change the temperature of the water. Be careful. The water can be very hot. Test before showering.

To use the shower head simply pull it out and press the button on the top. If no water comes out, make sure that the 12V water switch is on, that the shower hose is not kinked (access from port aft cabin) and that the water pressure valve is turned on.

Shower head with push button

Water flow and temperature control switch



15. Refrigerator

The system on this boat is a 12v refrigerator. This system is designed to run 24hrs a day if you wish. To ensure that it does not fail there are two things you should do.

- Firstly, keep your batteries charged. If the level goes below 12v the system will malfunction. Refer to section 12 for charging instructions.
- If using the fridge while anchoring, turn on the engine for a few hours every day to fill up the batteries. In marinas and ports plug in to electricity.

TIPS: When you go shopping, buy cold stuff - cold water, cold beer, cold food. This is not a home fridge and filling it with warm things will take 48 hours to cool them down.

There is a thermostat in the fridge - a white dial with numbers on it going from 1-7. Putting 7 at the apex of the dial is the coldest setting. Keep it on this setting until it is too cold. Then you can turn the system down or off if you wish.

Please note that we are in the tropics and we cannot guarantee that items will remain frozen when placed in the fridges and that fruit, vegetables and other fresh produce may have a shortened shelf life.

If you need a fast cooling, Marina Shop has bags of ice.



Thermostat dial

16. Propane and stove

The propane tank locker is located at the port helm position.

- Turn on the valve on a gas bottle
- The red valve must be parallel with the gas tube
- After turning on the gas, make sure that it burns equally all around the burner
- After use: Remember to turn off the red button (horizontal position)

After changing the gas bottle, press the gas button and wait 30-40 seconds for the gas to arrive to the burner.

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



18. 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 smoke below decks.
- Never smoke when changing propane tanks.
- Safely store any flammable liquids (for example charcoal lighter fuel).
- 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 yellow 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 (air).

Open fire:

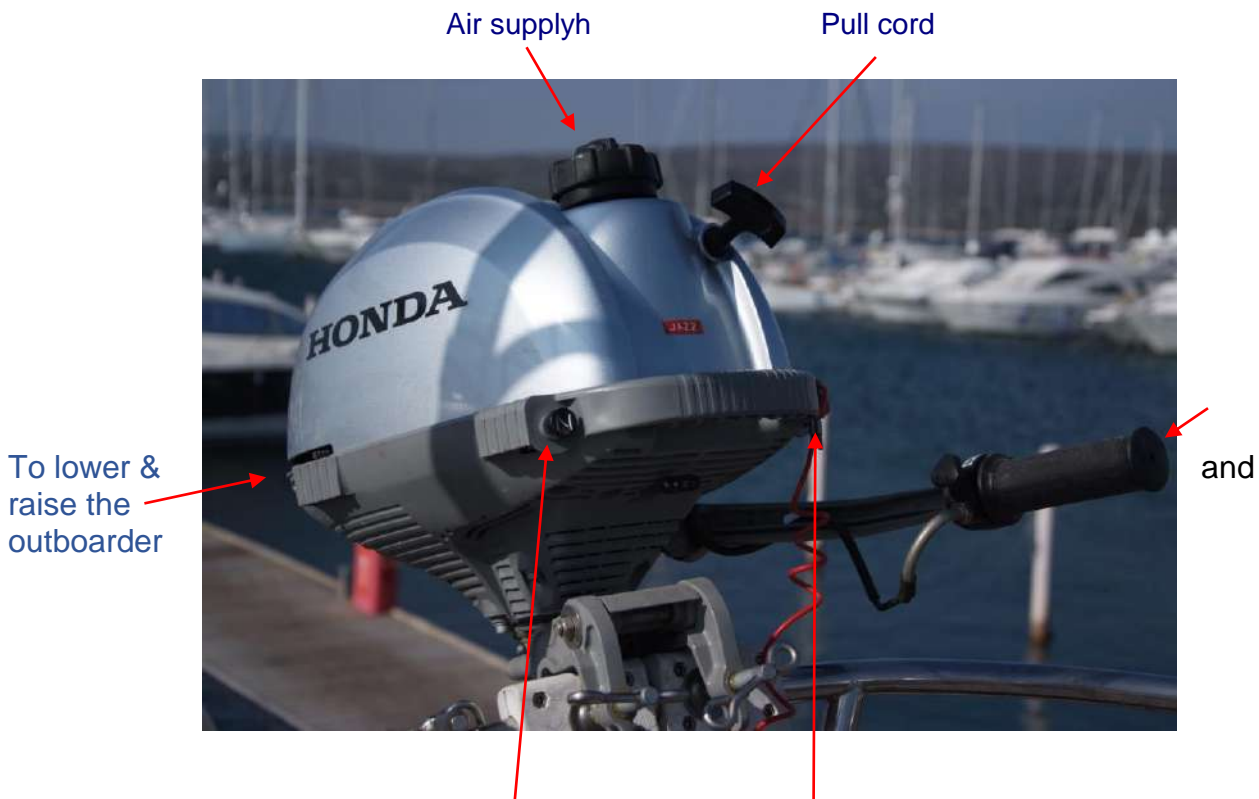
- Pull out the yellow safety tab.
- Point the extinguisher at the base of the fire and press down on the red button to discharge contents.
- Generously cover the base of the fire and surrounding area to ensure the fire is under control and cannot spread. Continue discharging extinguisher until the fire is out.



19. 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.

- *It is strictly forbidden to pull the dinghy by rope during the sailing.* The dinghy will probably get damaged and you'll lose a part of your deposit. It can even unhook during the sailing.
- *Open the air cap on the top of the filter.* 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.



The outboard is easy to use. It's a new generation of four stroke engines which basically always start from the first pull. They are silent, ecologically acceptable and consume a small amount of fuel.

- Use the choke for the start
- Set up the fuel on minimum (as shown on the throttle hand)
- Pull the cord
- Turn off the choke

There is an extra 5 liters fuel for the outboards, which is already prepared for the use



Pull cord

Choke

Lever to lower and raise the
outboard

Stop button

Shift lever

Kill cord

Throttle handle

20. Swim platform

The swim ladder is stored in the port cockpit locker. When you have lowered the swim platform, the swim ladder can then be located in the two mounting holes at the aft end of the platform. **Ensure that they are securely located and attach the safety lanyard to a secure point to ensure that the ladder cannot fall overboard.**

It is strictly forbidden to sail with lowered swimming platform. Must be always raised up and secured with a handle to the stern.



The platform has two holes to set up the swimming ladders