

**OPERATIONS MANUAL
FOR**

Bella

58' NAVIGATOR PILOT HOUSE

Updated June 13, 2022

Bella was manufactured in Parris, CA, USA by Navigator Yachts. Navigator Yachts are strong durable yachts designed for the pleasure boater. Navigator Yachts systems are very straight forward. Navigator Yachts are very easy to cruise and maneuver.

SPECIFICATIONS:

Length:	58 feet
LOA:	58 feet
	Beam: 15 feet & 4 inches
Draft:	4 feet & 9 inches
Displacement:	64,500 Lbs.
Fuel:	750 Gallons
Water:	170 Gallons
Waste:	70 Gallons
Electrical:	50 Amp 125/250 volts 2800 Watt Inverter 10 K.W. Generator
Fuel:	Diesel, only, filler ports are in the cockpit

ACCESSORIES LIST :

Tool Box:	Located under galley
Other Tools and Repair Items:	Located under galley
First Aid Kit:	Located in drawer labeled "Safety" under desk in salon
Emergency Locator USCG Light	Located in drawer labeled "Safety" under desk in salon
Flashlights:	Located in desk drawers
Power Cord Converters:	Located in cabinet by salon TV
Davit Cord:	Located in cabinet forward of main electrical panel
Fluids & oils for Engines:	Located under galley
Life Jackets:	Located under galley

Familiarize yourself with the various systems outlined in this manual. This boat has many features that are designed for easy use, comfort, convenience, and safety. Proper use and thoughtful care will ensure your trip will be safe and relaxing.

There are operational manuals with individual manuals of the engines, instrumentation, and most of the systems on Bella. These operational manuals cover repairs and maintenance of major items as well as operating procedures for use of the various accessories and systems on the boat. These operational manuals underneath the couch in the pilot house, just aft of the captain's chair.

All the required licenses, permits, and documentation information are in the AYC Grey Book located at the helm in the pilothouse.

QUICK GUIDES

PRE-START CHECK LIST

Before you operate the vessel for the day, do an inspection of the mechanical systems and the engine room. Any problem is much easier to fix while securely tied up at a dock, or even at anchor, than it is adrift.

MAIN ENGINES :

1. Turn on engine room lights breaker on 12-volt panel.
2. Grab a flashlight and enter engine room via hatch in cockpit or below the galley. Engine room light switch is on the wall next to the inverter and fire extinguisher below the galley and door leading into engine compartment.
3. Check oil level in main engines. Dipsticks are down low near center of engines facing centerline of boat. **You need to pull the dipsticks, wipe, then reinsert and pull again to get a proper reading.** Generally, there won't be a need to add oil but please check, especially if you've been running hard.
4. Check the coolant level in each engine. The easiest way to do this is to take filler cap off and feel for coolant. The coolant level should be one inch from top.
5. Check for water in bilge, general condition of belts, hoses, and fuel lines.
6. Check sea strainers directly in front of engine for obvious obstructions.

NOTE: In case of engine overheating or lack of raw water coming from exhaust shut down engine immediately. Then close thru hull for engine raw water intake, and disassemble sea strainer and clean basket. Re-assemble sea strainer, open thru hull and restart engine. Check immediately for water flow out of exhaust. Make sure raw water system has picked up a prime, If not, shut down close the thru hull and open top of sea strainer and fill to brim with water in order to get a prime. Re-assemble sea strainer, open thru hull, restart engine and check for raw water flow.

7. Check transmission fluid levels. Take care in reinserting dipsticks.
8. Check fuel filters for water and other contaminants and drain as needed into a bucket for disposal. The fuel filters for both engines and generator are along the aft wall.
9. Engine oil, transmission fluid/oil and filters are stored in the engine room under the galley.

GENERATOR:

1. Enter engine room from the lazarette or the galley
2. Open sound shield hatch to the right of the digital display.
3. Check oil — dipstick is down low on engine.
4. Check coolant level.
5. Check sea strainer for obvious obstructions.
6. Check fuel filter for water and contaminants and drain as needed.
7. Close sound shield and close lazarette or galley hatches.

BATTERIES :

Check water level in bow thruster batteries, starting batteries, house-inverter batteries, and generator battery. The bow thruster battery bank is under the galley, starboard side. The house battery bank is opposite of the bow thruster battery bank, under galley, port side. The engine battery bank is located just aft of the port engine. The generator battery is just forward of the generator. Add distilled water as necessary. Distilled water and the distilled water dispenser are located under the galley.

STARTING MAIN ENGINES:

After your engine room check, you are ready to start main engines.

1. Turn on both of the engine start switches at the pilothouse (one notch to the right) and give it a minute to bring up and self-test the gauges.
2. Make sure throttles are in neutral. **Engines will not start unless gearshifts are in neutral.**
3. If piloting from the pilothouse turn engine keys to full clockwise position to start the engines and release after the engines start.
4. Observe readings on tachometer, voltmeter gauge, and oil pressure. Engine temperature should rise slowly.
5. Start each engine independently and monitor each set of gauges. Immediately after engine start. Look over the port and starboard sides to confirm that water coolant exhaust is operating. If not, then immediately shutdown. Start the port engine first. The port engine alternator charges the port engine battery and house batteries. The starboard engine alternator charges the starboard engine battery and the generator battery.
6. If operating from the bridge you will need to press the “key” button on the digital engine control module to set that station as the active station. Simply press the start buttons for the corresponding engine when ready to start. The SeaTalk engine display will provide your critical engine gauges to monitor.

Visibility from the bridge is much better, other than to the stern, where there is a camera installed to aid with visibility. After departing the dock you may want to move from the bridge to the pilothouse. To transfer helms place the throttles in neutral, move to the other helm and then hit the “key” button on the engine controller to transfer throttle to the new helm. Reverse this process when docking to transfer throttle to the bridge for docking. Do this outside of the marina with plenty of room around you because you will be adrift while you transfer stations.

ENGINE SHUTDOWN :

Turn off the engines, with the engine keys by fully turning the keys counter clockwise. From the bridge you can stop the engines with the stop button on the digital engine controller but you will still need to turn the keys at the pilot house station to off.

ELECTRICAL SYSTEM:

Bella has a straightforward electrical power system. The electrical system is divided into two subsystems: 110 volt AC and 12 volt DC. The 110-volt system consists of two legs of 110 volts, each at 50 amps. Bella does not have 220-volt power. Bella can operate on dual 30 amp shore power (from same pedestal) using the dual 30amp to 50amp Y Adapter in the cabinet by the salon TV. However, you will be limited on the number of high power items you can use simultaneously - washer/dryer, toaster, hairdryer, stove top, HVAC or other power drain items.

The electrical panel on Bella is very straight forward. The electrical panel is divided into the DC side or batteries and the AC side which is shore power or generator power. Care should be taken not to exceed the boat's limit to provide electrical power. All breaker switches on the electrical panel are labeled. If you overload the generator the breaker on the generator will pop and will need to be reset.

This vessel's electrical demand can exceed the dock or generators capacity to provide. When an electrical device or circuit is not needed, be sure the device is turned off. Try not to run too many high load items at the same time. There is an effective 100 amp of power available throughout the boat, which is a lot, but you might overload the generator or the shore power circuit so it's best to try and manage your usage accordingly. The most common overload scenario comes from overloading Load Group 2. As group 2 has the inverter, house battery charger and water heater. After a night at anchor, turning on the generator in the morning it will turn on the house battery charger (part of inverter system) and the water heater. These two items alone will consume most of the available power. If you turn on the heater and run the Kuerig coffee maker you're pretty much guaranteed to trip the generator breaker. Because the house battery charger uses so much power, as does the Kuerig, it's best to turn the Charger off while making coffee via the Charger button On/Off button on the generator panel near the coffee maker.

It's not hard to overload the inverter system, especially when it's charging the batteries. The inverter powers all of the outlets in the boat as well as the ice maker, refrigerator, wine fridge, oven/microwave and freezer. Be mindful of high load items like space heaters, hair dryers, coffee maker, etc. and try not to run more than one high load item at a time.

I suggest using the icemaker only as needed and not leaving it on. It's very good at making ice but it's horribly inefficient and it generates a lot of heat which greatly impairs the wine fridge adjacent to it.

110 VOLT SYSTEM:

110 Volt electricity is used to run the TV/VCR, Stereo, Microwave, Wall Outlets, etc.

1. The 110-volt system breakers are on the right hand side of the electrical panel
2. 110-volt power can be obtained from three sources:
 - a. Shore power

- b. Generator
- c. Inverter

SHORE POWER :

There is a 50 foot and a 25 foot 50 Amp shore power cord joined together running along the starboard side. This cord will enable you to easily connect to 50 amp shore power when your connection is off of the bow. For stern power disconnect the shorter 50amp cable at the bow junction and disconnect the 50 foot cable at the stern plug. Use the 25 foot cable for your stern power connection. If you plan on remaining on stern power you may want to place the longer 50 foot power cord in the lazarette to get it out of the way.

NOTE: When connected to shore power, priority should always be given to all battery charger breaker that charges all batteries from and thru the inverter. These breakers should always be left on.

Be certain to check thru Line 1 and Line 2 on the AC panel for voltage and amperage on both lines. Some marinas can experience poor shore power facilities. The quick fix is to tighten your connections or shut off the shore power and then change.

GENERATOR :

When shore power is unavailable, the generator can provide ample 110-volt power.

1. Turn off the shore breaker, located on the bottom of the 110 volt panel.
2. Press and briefly hold the generator start toggle switch to start the generator.
3. Turn the main generator breaker on (you'll need to slide the guard over)
4. Switch on the desired breakers for 110 volt service from the generator.
5. To turn off generator, Turn off main generator breaker and push toggle switch.

NOTE OF CAUTION: The main generator breaker must always be off before the generator is started or stopped. A mechanical lock on the electrical panel will allow only generator power or shore power. If the generator fails to fire the first time (rare, but can happen if it hasn't been run for a while) you'll need to start the generator from the panel on the generator itself. Switch it from "Auto" to "On" and it will start. Once it's warm you can switch it back to "Auto" and it should be fine the rest of your trip.

If at anchor you'll need to run the generator in the mornings and the evenings in order to keep the house batteries charged. Nearly everything runs off the inverter and the inverter is powered from the house batteries. If the house batteries get low the inverter will turn off. The port engine also charges the house batteries so you'll usually arrive to your destination with a full charge. The electrical panel has a voltage readout with a legend for both the house and engine batteries. Be mindful.

INVERTER:

The inverter is truly automatic and you should not find it necessary to adjust any of its settings. The best thing is leave it alone unless there is an issue. If so, then please take a picture of it and forward to AYC for a discussion.

110-volt power can be provided by the inverter, which uses 12-volt battery power to make 110 volt AC current. 110-volt power is very limited with the inverter because it comes from a limited source (the house batteries). You cannot run on the inverter, electric heaters, microwave, hair dryers, TV/VCR, etc. at the same time or for any length of time. It will drain the batteries.

The inverter's best use is to provide low wattage, or intermittent 110 volt power during an evening at anchor to save the generator from constant short start-ups and shut downs.

When the boat is on shore power or has the generator running, the inverter becomes a battery charger for the house batteries.

The remote switch and indicator panel for the inverter is located on the starboard side of the salon as you go up into the pilothouse. When there is no shore power or generator power, then turn off 110-volt power sources which are not needed. This should be done at night while at anchor, etc.

The battery charger takes a lot of power when the batteries are low and you'll likely trip the inverter breaker if you try and run the charger along with a heavy electrical load. The Keurig coffee is a great example. Turn off the charger by hitting the charger button on the panel, make your coffee and turn the charger back on. If you inadvertently trip the breaker, you will lose AC power and the batteries will not charge. Simply turn the Inverter breaker back on (top right of AC panel)

12 VOLT SYSTEM:

The 12-volt system runs the electrical systems necessary to operate the vessel, bilge pumps, electric toilets, navigation lights, house lights, electronics, etc.

The 12-volt circuit breakers are located on the left-hand half of the electrical panel console. Use only the circuits needed while keeping the others off. There are enough lights and other 12-volt devices to drain the house batteries of power if they were all left on during a long evening when not connected to shore power of the generator. Turn off the "Electronics" breaker when not underway as powering the helm electronics at both helms will draw a lot of power.

BATTERY SWITCHES :

The battery switch box is in the engine room, port side above the engine starter batteries. Leave these switches on. Each switch is marked as to which battery bank it corresponds to. The crossover switch is used to jump the engine starting batteries with the house battery. Leave this switch off unless the starting batteries have insufficient power to crank the engines. The simplest thing is to just leave all of this alone unless there is a real problem and then it might be best to photograph contact AYC for discussion.

FRESH WATER SYSTEM

The quality of fresh water at remote island outposts can vary considerably, depending on the island and time of year. Please monitor the quality of the island water so to avoid refilling with brackish or silty water.

Bella has the factory installed water tank, 170 gallons. There is a freshwater filtration system located below the galley with additional filters. However, we recommend that you purchase your potable water for drinking water.

Bella will be full of water when you start your charter. The water level gauge is located to the right of the pilothouse chair, on the half-wall. It tends to be “sticky” so don’t be fooled into thinking your tanks are full when they aren’t. Once it comes off the full mark it’s fairly accurate.

To fill with water: use the fresh water dedicated hose stored in the lazarette (white). The filler is port side on the swim platform and a deck key is in the cockpit cabinet opposite of the filler port.

Don’t put water into the diesel tanks or the waste water tank.

FRESH WATER PUMPS

Bella has a single water pump located forward of the water heater, which is forward of the thruster battery bank under the galley, starboard side. The pumps activate upon water demand. It is a good idea to cruise, sleep or go ashore with the water pump off. You will hear the water/pressure pump come on periodically for the freshwater pressure. There is a spare water pump onboard in case of failure.

ELECTRIC WATER HEATER:

The electric water heater runs off the 110-volt system. It should be used only on shore power or with the generator operation. The circuit breaker is on the 110-volt panel. There is also a heat exchanger from the starboard engine that will heat the water while underway. **EXTREMELY IMPORTANT: Do not use the electric water heater if the water tanks are very low or if they run dry. The electric element may burn up if the tank has no water.**

SANITATION SYSTEM:

Bella has two heads, each with electric vacuum toilets. These electric vacuum toilets have macerators to “grind” the wastes and thence vacuum pump the waste into the holding tank. The water supply for the toilets is fresh water. There is one holding tank. The only water going into the holding tank is toilet water. All other water sources are pumped or gravity fed overboard.

TOILETS :

It is critical that every member of the crew be informed regarding the proper use of marine toilets. NEVER dispose of paper towels, tampons, Kleenex, sanitary napkins, household toilet tissue, undigested food, etc., in the marine toilets. In the event of seasickness, DO NOT USE THE MARINE TOILETS. The valves, openings, and pumps are small and will clog very easily. A clogged toilet can be very expensive to repair, leave a huge mess, and potentially ruin a vacation.

To operate the electric toilets, make sure the breaker is on at the 12-volt panel. You flush the toilet by stepping on the pedal and holding it while the bowl empties. Release the pedal abruptly (don't ease it up) in order to ensure the toilet re-seals. Water will automatically fill the bowl for the next use. If you need additional water in the bowl pull up on the pedal. Flush for at least 5 seconds to ensure waste is carried into the holding tank and not left in the lines between the toilet and holding tank. This will help with odor control. Keep the lid down on the toilet.

If you hear one of the toilet pumps continuing to cycle it means the flap in the toilet didn't seal properly and it will continuously cycle until it gets a good seal. This can drain the battery and ruin the pump. Usually cycling the toilet again will resolve, make sure the flap in the bottom of the toilet slams shut. You may want to turn the breaker for the head off when not in use to help avoid this potential situation.

HOLDING TANK:

The holding tank is located under the floor at the base of the bed in the forward stateroom. It has a capacity of 70 gallons.

IMPORTANT: You must be mindful of the extent of your crew's use of the holding tank. Both toilets flush directly into the holding tank. The waste level indicator for the holding tank is on the panel at the helm in the pilothouse. The sensor lives in a very hostile environment and tends to be a little “sticky” but is accurate overall. The only wastewater going into the holding tank is the water from the toilets

NEVER overfill the holding tank. It is possible to break a hose, clog a vent, or burst the tank if it is used when it is full. The result is very unpleasant and a costly repair bill.

Pumping out the holding tank is done one of two ways. There is a deck pump-out on the starboard side, by the pilothouse door, for use with marina pump out stations. The contents of the holding tank can be pumped overboard with the macerator in appropriate areas. (SOME

CANADA LOCATIONS ONLY).

MACERATOR:

It is very important to understand the macerator operation. Brief the waste tank macerator operation with your AYC fleet captain prior to shoving off.

1. The macerator seacock is located under the forward stateroom floor. It is normally left open.
2. Turn on the macerator pump on 12-volt panel. There is a guard on that switch.
3. When the tank is empty, discontinue operations.
4. NEVER run the macerator for lengthy periods or when holding tank is empty so to prevent pump burnout. Five minutes of pumping out with the macerator will usually empty the tank. The discharge for the macerator is on the starboard side, under the water line and just below the starboard side pilothouse door. When running in calm quiet conditions you will hear it chirping.

DISCHARGING THE HOLDING TANK OVERBOARD IS NOT PERMITTED IN ANY U.S.A. WATERS. YOU ARE PERMITTED TO DISCHARGE OVERBOARD IN CANADIAN WATERS, BUT NOT IN HARBORS OR MARINAS IN CANADA.

WINDLASS AND DAVIT:

The anchor windlass and davit motors use a large amount of electrical power. It is always good to have main engines running or 50 amp shore power or generator when operating the windlass or davit. When the dinghy davit is used at anchor, use generator power or engine power. The ships batteries are not enough power for the windlass or the davit. The breaker for the windlass and davit is in the electrical panel bottom left. Keep the main power to the anchor windlass and davit off when not in use.

WINDLASS:

1. Turn on the windlass breaker.
2. Always use proper anchoring procedures when anchoring.
3. Bring boat to complete stop before setting anchor.
4. Pay out enough scope before setting anchor. The chain is painted to indicate length. Green every 10 feet and red every 50 feet. It pays out roughly 1 foot per second and it helps to keep a count going in case it's hard to see the fading paint colors on the chain.
5. Monitor vessel's position periodically while setting anchor to see that anchor remains solid. This is important if it becomes windy or if there is a current.
6. Always start main engines before you begin to weigh anchor.
7. Care should be taken that the anchor does not swing into bow and that the shank is guided over pulpit rollers.
8. When finished with windlass, turn off breaker at panel.
****NOTE: When recovering of chain, ALWAYS HAVE SOMEONE AT THE RODE LOCKER (V-BERTH) to push the chain pile over so it will not jam the winch.**
9. There is a freshwater pump water faucet at the windlass. A washdown hose is in the lazarette cabinet. Line the adapter up with the grooves, press down and turn clockwise to lock it in place. Wash down the anchor and all chain before storing into the anchor locker. If you do not, then it will really smell in the staterooms. You may need to run fresh water over the chain in the chain locker. If so, then use the water hose provided. The chain locker gravity drains the water.

DAVIT SYSTEM :

1. Locate davit remote in cabinet to the left of the electrical panel and plug into the davit outlet on flybridge.
2. Make sure dinghy bridle is securely fastened to dingy. **Make certain that the drain plugs in the dinghy are in tight and closed.** Remove tie downs for the dinghy
3. Operate davit with the remote. BE SURE to check the cable to make sure that it is feeding from the bottom of the drum, that it is not frayed, and that it is in the groove on the roller in the nose.
4. IMPORTANT: It is best to use two people to lower dinghy, one person on fly-bridge and one ready to move along starboard side decks to guide dinghy safely past salon windows into the water.
5. Be sure to have a line on the dinghy. Life jackets for the operators are a good idea.
6. Detach davits from tie down and attach to lifting harness of dinghy.
7. Using the remote control, lift the dinghy clear of the deck and high enough to clear the railing. Remember to lift straight up, do not pull sideways. **It swings real fast.** Keep it from swinging by holding the line on the davit.
8. Using a line attached to the bow or stern of the tender, swing the tender to the launching position. Pulling the tender into position will automatically swing the davit around. Do not use the davit to swing the load. It is easier to use the load to swing the davit.
9. When the tender is in the launching position, stabilize it, then use the remote to control to lower it into the water.
11. Secure the tender to the yacht then have someone board the dinghy and release the hook to the davit. Be sure to always keep the tension on the cable. Lifting the weight can allow the cable to go slack on the winch drum.
12. Use remote control to reel in the cable.
13. Swing the davit back toward its stowed position and reattach it to its tie down.
14. Unplug the remote control and replace the plug cover.
15. Turn power to the system off until ready to use again.

DINGHY USE

1. Lower the engine into the water. Pull up on the engine to unload the metal rod that secures the engine in the up position. Move the rod and allow the engine to slowly lower into the water.
2. The outboard is carbureted and will require priming. Squeeze the hand pump forward of the motor until it provides resistance. Pull the choke out on the engine and begin to crank. After the engine fires you'll want to slowly push the choke back in. There is a lever below the throttle that will let you adjust the idle speed. It can be a little temperamental when it's cold but is very reliable once it has warmed up. The fuel should be ethanol free, and the fuel tank is built into the dinghy. Make sure it is in neutral when starting. The dinghy fuel tank is 8 gallons.
3. The dinghy has a handheld VHF radio in the console drawer. The charger is in the desk drawer. The dinghy has an electric bilge and lights available with switches at the console. Don't forget to turn off the lights or the battery will drain.
4. Raise the dinghy motor before returning the dinghy to the bridge otherwise you will damage the fiberglass.

5. The ignition shutoff is not currently working. Once you turn the key it will cut off the fuel supply but it will not cutoff the ignition. This results in motor continuing to run for a brief time before shutting down. Usually pulling out the choke handle will kill the engine almost immediately.

ELECTRONICS

USE OF AUTOPILOT

Both helms have an autopilot controller. The “Engage” soft-key will engage the autopilot and hold your current heading. Course adjustments are the inner and outer black buttons in 1-degree adjustments. Hold for a 10-degree adjustment. Heading hold holds a magnetic heading and not a course heading. It will not compensate for winds and currents. You may be pointed in one direction but tracking in a different direction. Use the course lines on the GPS plotters to verify your actual course and adjust accordingly. It will need constant adjustments as winds and currents shift. Basically, aim the course line from the GPS at your destination and adjust with the heading buttons. It’s much easier to select a waypoint on the map and use the autopilot to navigate to that waypoint by selecting Menu on the autopilot and then “Follow Route”. If “Follow Route” isn’t on the first list of menu options, it’s under “GPS Steering”.

If you have a course defined in the GPS the autopilot will follow that course including turns at waypoints if it’s in “Follow Route” mode. It works best if you get it on course with manual adjustments before the autopilot will very aggressively turn to intercept your course line which can be undesirable.

IF THE AUTOPILOT IS ENGAGED, A HELMSMAN SHOULD NEVER LEAVE THE HELMSTATION! WHEN THE BOAT IS UNDERWAY, VIGILANCE MUST BE MAINTAINED! There are a lot of other boats, logs, crab and shrimp traps and other hazards. A collision with floating debris can cause severe damage to the boat’s props, shafts and rudders as well as the hull. Either hit the Standby button and navigate around the hazards with the wheel or use the heading adjustment buttons on the autopilot controller to alter heading manually.

USE OF GPS CHART PLOTTERS:

Bella has two independent 16” touch screen Garmin MFD’s. Both have AIS in and out as well as access to the Garmin radar for a radar overlay.

Depth information is displayed in the bottom left corner of the MFD’s under most modes and always available on the smaller Garmin MFD’s next to the larger MFD’s.

The Garmin MFD’s are touch screen and operate very similar to a tablet. Scroll around with your finger, zoom in and out by pinching, etc. Use the “Home” button and then “Favorites” to get into predefined modes that will suit most of your needs. The “Docking” favorite will display wind conditions as well as the stern camera. The split navigation mode will give you two moving maps with different range scales. The map on the right will allow for a radar overlay. If

you would like navigational assistance to your destination you can hit “Info” “Services” and search by the name of your destination. It will provide an option to auto-route to the destination which will plot a course (navigating around shallow water and land, but not hazards) to the destination for you. This is a reliable system but not fool proof, verify the routing.

The pilothouse has a keypad for the GPS to allow for more convenient access to the GPS system. The 4 buttons numbered 1 through 4 provide shortcuts to the 4 most common modes of operation.

If you prefer a more classic experience, there are charts and plotters located in the pilothouse.

CAUTION: When at the helm, and cruising, it is easy to forget to look up often from the GPS screen. As a result, you may run into logs, driftwood, kelp, or shrimp and crab traps. Ask your crew to help provide lookout while cruising anytime, but especially now! Hiring a diver to pull kelp off your prop, or assessing damage because you hit a log or have a crab trap line wrapped around the driveshaft is not vacation time! A haul-out plus damages, is not fun.

ENTERTAINMENT:

TV AND STEREO:

The salon TV has a built in Roku player and has apps available for pretty much every media streaming service available. You’ll just need to connect it to an Internet source via Settings/Network.

The Marantz surround system is hooked up to the TV and also supports Airplay and Bluetooth if you’d like to play music from one of your own sources.

The TV in the master stateroom is an LG Smart TV and has the most common streaming apps available. It too will need to be connected to an Internet source.

HVAC SYSTEM

REVERSE CYCLE HVAC UNITS

There are three HVAC units for air condition or heat on Bella. These can only be used on shore power or with the generator running because they draw a significant amount of AC power. The units are located in the salon, the pilothouse by the helm, and on the wall in the master stateroom. Each unit will deliver heat or air conditioning. Each of these units are a stand-alone compressor, evaporator, condenser and blower fan for air conditioning or heat. They are very much like a residential heat pump unit. The heat is provided by the heat from the compressor. The air conditioning is provided by the compressor, et al, and it uses Freon or just like a residential unit.

To operate: First turn on the AC Pump on the breaker. The AC pump must be turned on. This is extremely important. Failure to do so will damage the system and is very expensive to repair. Confirm that the AC Pump is operating by observing the circulating cooling sea water discharging from the port and starboard sides.

Then turn on the unit you desire at the unit and its associated breaker switch. After the breakers have been turned on, turn on the unit with the power button in the bottom left, select your mode (heat or cool) and dial in your temperature. Note that the temperature readings are not very accurate so use them as a relative number.

To turn off: First turn off each unit at the unit and then on its breaker. Then please allow about 10 minutes for cool down before turning off the AC Pump.

THE AC PUMP MUST BE ON FOR OPERATIONS FOR HEAT OR AIR CONDITIONING. FAILURE TO DO SO MAY DAMAGE THE UNIT.

MISCELLANEOUS

BBQ GRILL

The grill is stowed below the galley and has a pole mount to slide into the cockpit on the port side.

LAZARETTE LOCK

Bella has a lock for the lazarette hatch in the cockpit. The latch is opened and closed with a push/pull opener, which is located under the galley sink on the right side. You must open the latch to access the lazarette from the cockpit hatch. Please keep this latch in the locked position when you leave the boat.

WASHER/DRYER :

The washer and dryer are “typical residential units” and very easy to use and will allow you to wash and dry on board and not have to use shore facilities. Use the liquid laundry detergent provided.

Check to be sure the Washer breaker and the Dryer breaker are in the on position. Best to run either the washer or the dryer one at a time.

Before you turn the on the washing machine, check the water level gauge on the helm. Be sure there is plenty of water in the tanks. The washer consumes a lot of water.

Please clean the filter that is in the back of the dryer drum on the right for lint. Pull it out with 2 fingers, clean and then replace it in the back of the drum.

GENERAL VESSEL OPERATON:

Always operate the vessel from the helm station that provides enough visibility given your course, speed and sea conditions. It is best to center the wheel (gauge on both helms) and use only the engines to maneuver the boat backwards or at very low speeds.

When planning a day’s passage, it is good to have an alternative plan in the event of inclement weather, crew preference, etc.

It is a good idea to refuel before the tanks reach 1/4 full. One reason is so that you are not searching for fuel with dangerously low tanks. Another reason is to prevent any sediment that may be in the fuel tanks from entering fuel lines and prematurely clogging the fuel filters. Fuel capacity is 750 US gallons. Do not run out of fuel with a diesel engine.

SAFETY

Safety equipment and their locations are listed on the inventory sheet located in the gray binder on board.

FIRE FIGHTING

Bella has several fire extinguishers. They are all placarded. There is also a pair of fire blankets in the galley.

BRIDGE COVERS

Please cover the electronics on the bridge when you're not actively using them. The MFD is very expensive to repair/replace and is very exposed when not covered. Please also use the canvas helm cover for the bridge station when not in use.