

Dear charter customer,

Welcome aboard the "Tutana". Let me introduce myself. My name is Oleg Gaier, I am the co-owner of the "Tutana".

I hope you have a pleasant time on the "Tutana". However, the condition is that you take a little time to get to know the "Tutana".

Some important details for the transfer and intake of the "Tutana" can be found on the following pages.

Further details can be found in the red folders in the card table. It contains documentation of all equipment on the "Tutana". Please take the time to at least look at the manuals of the devices you want to use. Regularly I experience that system settings of the chartplotter are changed, after which important parts no longer function. You must avoid that!

If something breaks - it just happens - replace the part or report it to the "Tutana" intake. It is often possible to solve this with a minor intervention, at least if you are informed in time.

If you have technical problems along the way, please contact me on tel.: +49 176 22 13 55 44 or with Jitze Sirag Tel.: +31 613 057 831.

For detailed arrangements regarding transfer and collection of the "Tutana" please contact Hendrikje Pries, Tel.: +31 6 289 303 37.

I wish you a nice time.

Oleg Gaier

Marina Warns Important telephone numbers:

Repairs: Jitze Sirag,
 +31 613 057 831

Rental mediation: Own Ship
 +31 73 657 06 07

Emergencies

In the event of an emergency, please only call the Dutch Coastguard, preferably by telephone: +31 223 542 300. The Coastguard will then alert the KNRM. This voluntary rescue service will help you free of charge, but only in emergencies. In the case of "breakdown assistance" such as towing, the coastguard forwards the calls to commercial rescue companies. They claim that the insurance will cover the costs of this assistance. Help from these companies costs money, a lot of money, **your money, as the insurance companies do not cover these costs!** Therefore, please be extremely careful and prevent any emergency if possible!

Supermarket

The nearest supermarket is in Stavoren. To do this, leave the harbor area and turn left at the exit and then take the first left in the direction of Stavoren. Keep following this street. Then turn left before the railway crossing and follow the sign Stavoren for 1 km. Before the built-up area, where there are large parking spaces on the left and on the right the "Zwaan" sailmaker's shop, turn left into the Meerweg and take the first street on the right, De Bleek. The supermarket is at the end of this street. The opening hours of the supermarket: Monday to Saturday from 8 a.m. to 8 p.m., Sundays from 10 a.m. to 1 p.m.

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Instructions for use "Tutana"

1.) General Draft 2.10 meters, height 18.90 meters. The propeller effect pulls the keel to port when reversing. Always hold the rudder when reversing, otherwise the rudder blade may break! Provide – if possible – good ventilation in the ship. For example, leave a gap in the hatches or the doors in the bow at night. Otherwise your sleeping bag – and my pillows – will get quite wet due to the condensation running off the walls. If you need help on your sailing trip, please contact mr. sirag. Telephone: 0031/(0)514/68 12 32. In case of emergencies, damage, etc., only telephone contact recording with the KNRM (0900 0111) or via VHF channel 16 "Kustwachtcentrale". This voluntary rescue service will help you free of charge. With other services it can get very expensive!

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2.) The main points for transfer and collection of the "Tutana"

Tank only at the service station of the company Sirag in Warns. In 2015, there were major problems with contaminated diesel. In Warns the diesel is clean, it also contains an additive against the growth of bacteria in the diesel tank. The gas station closes at 6 pm and is not open on Sundays.

The gas station of Marina Stavoren Binnenhaven (+31 (0)88 05 04 110) is also open on Sundays until 6 pm. The marina is located shortly after the lock from the IJsselmeer into the Johan Friso Canal, coming from the IJsselmeer on the right hand side.

Please empty the waste water tank at the gas station in the inner harbor of Stavoren. If you come from the IJsselmeer and have passed the lock, there is a gas station with a waste water pump on the right immediately after the lock.

Please do **not** top up drinking water.

Damage to the ship, the sails or irregularities to the engine always report! Not all damage can be determined upon ingestion, but may have unpleasant consequences for the next crew.

Before taking

- * Check with the checklist whether the equipment is still complete;
- * Connect the shore power cable and check whether you have shore power;
- * Please leave 8 fenders on the railing;
- * Please check the oil level;
- * Please empty the bilge and motor bilge. If there is oil in the bilge water, have it done by the company Sirag!
- * If you have opened the spare gas bottle, please replace it. Gas bottles are available from the company Sirag;
- * Please collect the life belts and check if ten are present;
- * Clean the "Tutana" as clean as you would like to find her as a charter customer;
- * In particular, the toilets should not smell. above
- * After cleaning, please put all cushions upright, so that the underside can also air. Make sure that the cushions remain in the correct order as they should be placed;
- * Please turn off the two main switches at the bank in front of the card table;
- * Close the gas tap on the gas bottle.

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3. Power supply

3.1.) 220 Volt

- * There is 220 Volt on the socket under the chart table when the shore power cable is connected. The socket for the shore power cable is located in the cockpit, starboard of the steering wheel. There are various adapters for the shore power cable in the drawers next to the chart table.
- * The battery charger is under the chart table. It can charge all kinds of current batteries and does not need to be switched.
- * The water heater also works on shore power, if it is switched on. The boiler switch is located at

the seat in front of the chart table.

* The RCD is located behind the left part of the fuse panel. Skip to content

3.2.) 12 Volt

* The Tutana has five batteries. These are located under the floor near the stairs. The main switch for the electrical installation is located at the bench in front of the chart table. In the "Normal" position of the Service switch, two batteries are reserved for the service. In the "Emergency" position, are two more batteries available for service. The main switch for the starter motor is also located by the bench in front of the chart table. In the "Normal" position, the starter battery is reserved for the starter motor. In the "Emergency" position, the starter motor is powered by the "Emergency" service battery.

* In the normal position, the tips of the two main switches point away from each other.

* The for service batteries and the starter battery are supplied by the alternator and the battery charger charged and do not need to be switched.

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4.) Thruster

The bow thruster is only an aid to maneuver within a tight space. Please only use the bow thruster with short thrusts and never longer than a maximum of 2 minutes. Take a break after two minutes! The bow thruster controls are located in the cockpit to the right of the compass. To switch on the bow thruster, both "On" buttons must be pressed simultaneously. Then an indicator light will come on. Now you can use the arrow keys to move the bow in the direction of the arrows. The control switches off automatically after half an hour. If you adjust the bow thruster If you think you need a maneuver, you should activate it well in advance and not just at the moment. The bow thruster is built into the bow under the starboard cabin. An emergency switch is located on the vertical rear wall of the cabins in the foreship . If it is not switched on, the bow thruster will not work. The battery for the bow thruster is also located under the starboard cabin in the bow. This is charged by the alternator and the battery charger.

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5.) Gas installation

The gas installation has two shut-off valves: One on the gas bottle in the port box next to the steering wheel and a second and a second one behind the hatch under the stove. [Skip to content](#)

6.) Valves

The valves must always be closed at sea.

6.1.) The shut-off valves for the port-side wet room are located under the sink (holding water tank shut-off valve, sink shut-off valve) and under the floorboard in front of the rear wet room (toilet supply, this tap is open when it points to the toilet!).

6.2.) The valves of the toilet amidships starboard are located under the floor section immediately behind the mast (toilet supply and discharge).

6.3.) The shut-off valves for the shower cabin amidships port are located under the floorboard immediately aft of the mast and below the lower berth (sink) in front of it.

6.4.) The shut-off valve for the kitchen sink is located in the cabinet under the sink.

6.5.) The foot pump valve in the kitchen (sea water: tap points to starboard side and fresh water: tap points to port side) is located in the cabinet under the sink.

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7.) Bilge pumps The bilge must be checked daily!

All bilge pumps are switched on by switches on the switch panel.

7.1.) The electric bilge pump for the engine compartment and the main bilge is located in the engine compartment. There is also the filter for the pump, which must be cleaned regularly, and the tap with which the pump can be switched to bilge or motor bilge . The pump is switched on by means of the "Bilge Motor" switch.

7.2.) There are also two bilge pumps for the toilet in the aft, shower and the toilet amidships. By means of a switch (under the floorboard at the opening of the bilge) the toilet can be switched on or off amidships to the bilge pump. There is also the filter (left corner) for this pump. The filter for

the rear toilet pump is located under the port bench seat, where the pumps are.

7.3.) The manual bilge pump is installed at the very bottom of the seat behind the steering wheel . The handle for the pump is located in the bottom drawer under the chart table. [Skip to content](#)

8.) Tools

The most important tools can be found in the cupboard under the card table. The boatman's seat is located in the large starboard locker in the cockpit. Skip to content

9.) First- aid box

The first-aid box is located behind the flap in the wet cell amidships.

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10.) Engine

The Yanmar has 75 HP and, depending on the sailing behavior, uses about 4 liters per hour. The fuel gauge is located above the radio by the chart table. The speed at cruising speed is about 2,500 revolutions p/m, the maximum speed is 3,500 revolutions p/m.

The oil level and cooling water level should be checked daily. The oil dipstick is on the left (starboard) side of the engine, as seen from the companionway.

Even if it is a matter of course: **Please check after every start of the engine whether sufficient cooling water is coming out of the exhaust. Otherwise the engine will not be cooled.**

When switching off the engine, always press the red button first and then switch off the ignition.

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In the past, there have been occasional instances of the starter motor failing to disengage from the running engine after starting. As a result, it was destroyed in no time . Therefore, a horn is connected parallel to the starter motor, which sounds during starting. **This horn should go out when the engine is running. If not , stop the engine immediately and restart after a short pause.**

If you want to check the cooling water level, open the cover on top of the engine block. If you feel cooling water there with your fingers, there is enough cooling water in the cooling water circuit.

The expansion tank located in the engine compartment above the engine (it is connected with a hose to the cooling water opening on top of the engine block) only takes in the water that expands when the engine heats up. **It is therefore empty when the machine is cold!** Do not fill this container! Otherwise, the excess cooling water will run into the bilge during the next inspection.

The engine hour counter on the engine panel is unfortunately out of order. Instead, there is a new counter left in the engine room.

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11.) Tanks

11.1.) Water tanks

The Tutana has four water tanks, which together contain 800 liters of water. the tanks are located under the floorboards in the salon. They can be filled via the filling necks amidships on the starboard and port sides ("Water" is written on it). Important: The tanks must be filled separately!

When one tank is empty, it is necessary to switch to the other tank. The changeover switch is located behind the door to the left of the sink.

The tanks are only full when a full, airless jet of water comes out of the overflow on the side wall at the height of the filling neck .

11.2.) Diesel tank

The diesel tank is located between the two rear cages, behind the engine and has a capacity of 170 liters. The engine consumes about 4 liters of diesel per hour at medium speeds. The filler neck is located at the stern (it says "diesel" on it).

The shut-off valve for the diesel supply is located in the engine compartment at the front of the diesel tanks.

A fender is clamped under the fuel hose in the rear port locker. This must not be removed, otherwise diesel will remain in the fuel hose and diesel will spray from the filler neck when refueling! If the diesel filter is clogged, there is a switch for the reserve diesel filter.

The diesel consumption at a speed of at 2000 rpm is around 4 litres per hour. At 2000 revolutions the Tutana makes 6.5 knots.

If the diesel filter should become clogged, there is a switch in the engine compartment switch for the reserve diesel filter.

11.3.) Waste water tank aft

The holding tank for the aft toilet is located in the port side wardrobe of the aft cabin. If the toilet drain valve under the sink is closed, the waste water remains in the waste water tank. After opening this valve, the waste water tank empties. The extraction opening is located on deck above the wardrobe. It is marked with "Waste".

11.4.) Waste water tank foreship

The waste water tank of the forward toilet is located behind the wall paneling of the forward toilet. When the recovery tank drain valve is closed, the waste water remains in the recovery tank. This valve is located under the floorboard directly behind the mast. After opening this valve, the waste water tank empties. The exhaust vent is on deck in the center of the toilet window. The opening has a silver colored lid. The key for this is on the key for the water tank. **Attention: Directly behind it is the filler neck of the starboard drinking water tank! It is marked with "Water".**

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12.) Sails

12.1.) Furling mainsail The basic principle of the furling mainsail is that the sail must always be kept under tension when rolling in and out. Otherwise folds will form on the roller and the sail will get stuck in the mast. Also, the boom with the crane line must be turned up so high that it has an angle of 90 degrees with the mast and the rear and bottom are under equal tension. When hoisting the mainsail, therefore, tighten the foot puller, keep the inhaler under tension and let it celebrate slowly. When ironing, tighten the inhaler and keep the underbreather under tension and let it loosen slowly. If the sail does get jammed when rolling out, turn the aluminium profile in the mast by hand.

12.2.) Furling genoa The reefing line of the furling genoa must be kept under tension especially on the course downwind. Otherwise, the reef line on the reel may tangle. That makes rolling up difficult.

12.3.) A spinnaker with tunnel cover is available on request at an additional cost.

12.4.) There is a spare main in the forward forward forward berth. A reserve genoa is in the forecabin box in the saloon bb under the cushions. The reserve sails are currently not on board.

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13.) Anchor

13.1.) Main anchor

The remote control can be connected to the socket on the ceiling of the forward cabin. The winch can also be operated with the switch near the steering wheel. The anchor has a 50 meter chain and can be operated by hand or with the electric windlass, when switched on. The fuse, 100A, is located behind the right portion of the fuse panel. The relays for the control are located behind the wall panel in the toilet amidships starboard. **The electric windlass may only be used with a running engine, because it draws a lot of current: 100 amps.**

After use, secure the anchor so that the shaft is secured close to the starboard foot rail. This is

the only way to prevent the aluminium profile of the roller jib rubs against the shaft and is thus damaged .

13.2.) Spare anchor

There is a spare anchor in the large starboard locker in the cockpit.

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14.) Heater

The heater is located in the starboard locker in the cockpit. The diesel heater controls are located on the side near the chart table.

If the heating does not come on or if it turns off on its own, the green light in the rotary knob will flash. The number of times the light flashes indicates an error code, which can be found in the documentation of the heater. Please switch off the heating only with the rotary knob. This will take about 5 minutes.

Since the heater consumes a lot of power at start-up, it is connected directly to the service batteries. Thus, the energy consumption is not displayed by the ammeter on the switch panel.

Never switch off the main fuse for automatically switching off the heating, as this will be destroyed by the heat that has not been dissipated.

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15.) Refrigerator

The Tutana has two refrigerators. If possible, only use the refrigerators when the engine is running, or when there is shore power. When returning the ship, turn off the refrigerators on the switch panel - there are two separate switches.

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16.) Instruments

For all electronic devices manuals are available on board the Tutana in the red folders. Take the time to look through them. Please do not change the plotter's system settings, as important components may no longer function. All instruments at the steering position are switched on with the Nav-Cockpit switch.

Echo sounder transducer

The echo sounder transducer is about 50 cm below the waterline. An offset is not set in the echo sounder - if nobody has adjusted it. Please check this before you set off: the water depth at the mooring in Warns is around 2 metres. The depth gauge should then show 1.5 metres.

Autopilot

The autopilot is connected to the plotter. He can therefore follow the routes set there. It can also follow the built-in compass or the wind when sailing.

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17.) VHF and DSC VHF Radio

The DSC radio is switched on with the "Radio DSC" fuse. It is connected to the chart plotter, from which it receives the current position in case of an emergency. **Only use the old VHF radio in an emergency, as it is not DSC has.** The device is switched on with the "Funk" switch. This switch also turns on the handheld GPS next to the VHF radio.

The Tutana has two antennas in the masthead. One for the radio and the second for the AIS receiver. The antenna on the radar bracket is connected to the old VHF radio.

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18.) Chart plotter and Radar

The chart plotter is turned on with the "GPS" switch and then on the unit itself . The radar is switched with the switch "Radar|". When switching on the plotter, please press and hold the power button for a while . Then read the warning message and confirm with Enter. After start-up, the plotter shows the current position on the chart. The scale can be changed with the "+" and "="

buttons. The map can be moved with the cursor . With the ESC button, the screen jumps back to the current ship position. The radar is turned on with the switch. With the Display button you can switch from the switch the map view to the radar view. With the menu button and “Übertragen” you can switch the radar from standby to transmitting. The radius is changed with the “+” and “-” buttons, sensitivity, sea state and rain turbidity is set with the menu button and “Radar adjustment”. In the Page 10 map view, the menu item “Radar Overlay” can be used to overlay the radar image on the map.

If you are no longer using the radar, please switch it off again with the switch.

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19.) Rescue Equipment

- * The distress signals are located in the large locker on the starboard side of the cockpit in a yellow crate. This also includes the recently expired sea distress signals.
- * The liferaft is attached to the swimming platform. The key for this is attached to the engine key.
- * The emergency tiller is also located in the locker on the starboard side;
- * The 10 life jackets are located under the sofa in the salon in front of the rear toilet.
- * The 10 lifebelts are in the salon in front of the rear toilet.
- * The EPIRB can be found above the bench seat at the chart table.
- * Two rescue collars, a rescue belt on a long safety line and two light buoys are located on the pushpit. Please put the light buoys in the holdersfix the cabin entrance, when not in use;
- * In the kitchen, behind the door to the left of the sink is a fire extinguisher. A second is located under the chart table, furthermore there are fire extinguishers in the cupboards of the aft cabins.

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20.) Toilet

use The Tutana has two toilets, one in the bow and one in the stern. Please do not throw paper or other objects in the toilet! If the pumping is very difficult, do not continue pumping because then the toilet is clogged. The valves are described in section 6. Skip to content

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21.) Sea charts

The following charts are available on board: 1801 – North Sea coast de Panne to Den Helder 1810 – IJsselmeer, Randmeren and North Sea Canal 1811 – Wadden Sea Westblad (Texel to Ameland)

The sea charts are no longer provided annually by the Hydrographic Service, only with major changes. You can view the changes after the last publication at <http://www.defensie.nl/onderwerpen/bericht-aanzeevarenden/content/database/per-kaart> . Please enter the chart numbers on the internet form:

The chart table also contains printed changes and additions to the nautical charts up to March.

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09.12.2024