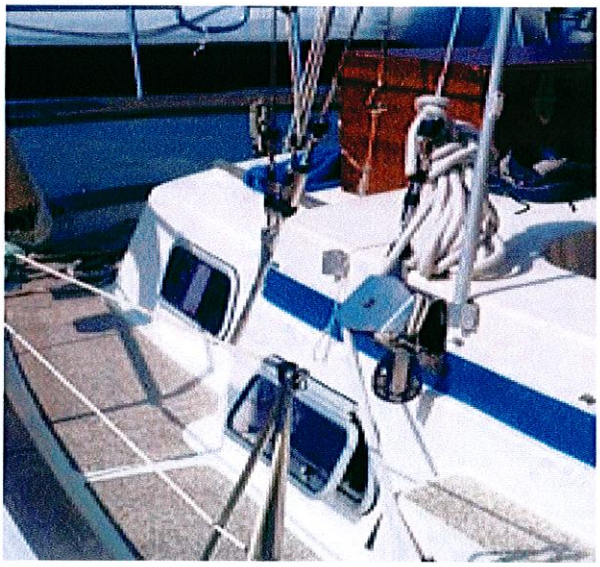
Short manual for Aragorn

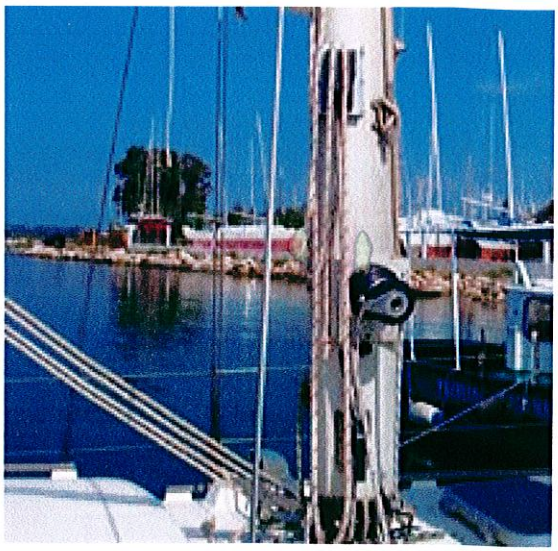
Rigging

To hoist the Genoa, see the original Hallberg Rassy manual.
The reef line for the Genoa goes to the right side of the drum, for the cutter jib to the left side.
The sheets go through the first deck runner and then through the wide black runner together with the jib sheet.



Cutter jib

It is hoisted with the steel halyard on portside of the mast. Keep the line rolled up nicely, otherwise it jams. The sheets go through the second deck runner.
Then both sheets go together trough the third deck runner.
. The Genoa sheet passes the SS roller; the Cutter sheet passes the brown roller.



Mainsail

The blue/white halyard comes from the mast foot and passes the stopper to the winch.
When setting the sail, lead the red and blue fore leach reefing lines through the stoppers.
To reef the sail:

Loosen the halyard, pull reefing line through the stopper, tide the reefing line on the boom as fast as you can, hoist the main halyard. The main sheet goes from the boom end to the foot of the missan.
The missan is hoisted with the halyard. The sheet goes from the aft side of the boom to the ring on the aft deck, then back to the boom and under the boom to the mast, then down and through the roller to the black winch.

Sprayhood
When the blue wintercover is taken of, you can mount the sprayhood on the same frame. To set the sprayhood correct, change the position of the frame a bit .

Bimini
The frame is in front of the windows. The fixed pipe stay fixed, the other one can be positioned in the front holders. The fabric has to be zipped around the pipes (there is a V-mark for the front end. The frontpipe is tensioned with the long straps to the handrail, the aftpipe with the short straps to the stay. To tension the fabric there was a telescopic pipe in former times, but it went over the side in a storm. If you want this again try to find one in Greece at a sailmaker.

Sun awning.
There is a light brown sun awning for over the cabin roof. You can make a thin line under the main boom and put this awning over the line and fix it to the see railing or to the wooden handrail. If you want more height, put two lines from the mainstay to the aft stay under the sun cover.
There are also blue sun covers for the aft deck and the foredeck.

Dinghy
Blow it first a bit, then the wooden bottom plates in with the black plastic connectors. On the floorboards are two lines to hoist the dinghy in the davids. It is recommended to use the painter to fix the dinghy whilst sailing. (see picture). Our experience is that, even with blue water sailing he can stay there when you hoist it against the davits.

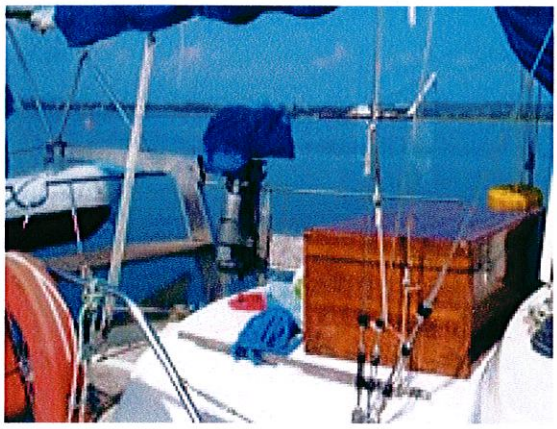
Lifelines
The deck lifelines are in the fore cabin. They have to be fixed with ropes on the deck eyes, but don't tie them to strong. They must lay flat on the deck. We used them only for ocean sailing and had them put away when sailing in the Med. In the cockpit you can tie yourself to the rollbar or to the two eyes on the deck behind you.
I think we left some lifejackets, but just ordinary ones, no inflatable ones.

Solar panels
The on/off switches for the panels are in the engine room. Now is only one in use, keeping the house batteries topped up.
The wind generator is broken (Bad bearings) and when you want one have a very good one, because this type is like a Boeing 747 when it runs and give very little power.

Windvane
The windvane is under the portside bed in the aft cabin. The manual is on the chart table, but it is Dutch. It works not on the wheel, but direct on the rudder shaft on the aft deck.

Engine

The engine manuals are on the chart table.
The oil dipstick is on portside of the engine. When you start the first time after a winter stop pump the diesel by hand with the primer pump. It is also recommended to charge the batteries fully with the shore power charger. Then switch to "both" to have full electric power. Glow for a minute, press the key and turn it further to start. When the engine runs, leave the key as it wants. To stop the engine, first pull the leaver on the portside of the steering column, and then turn the key. The alarm that goes is the oil pressure alarm. The handles on starboard are the controls, the big one is fore and aft, the small one is the throttle. By manoeuvring, push the forward handle complete down and give a little throttle so the gear can move the boat. Cooling fluid can be filled through the little white pressure can in the engine room.



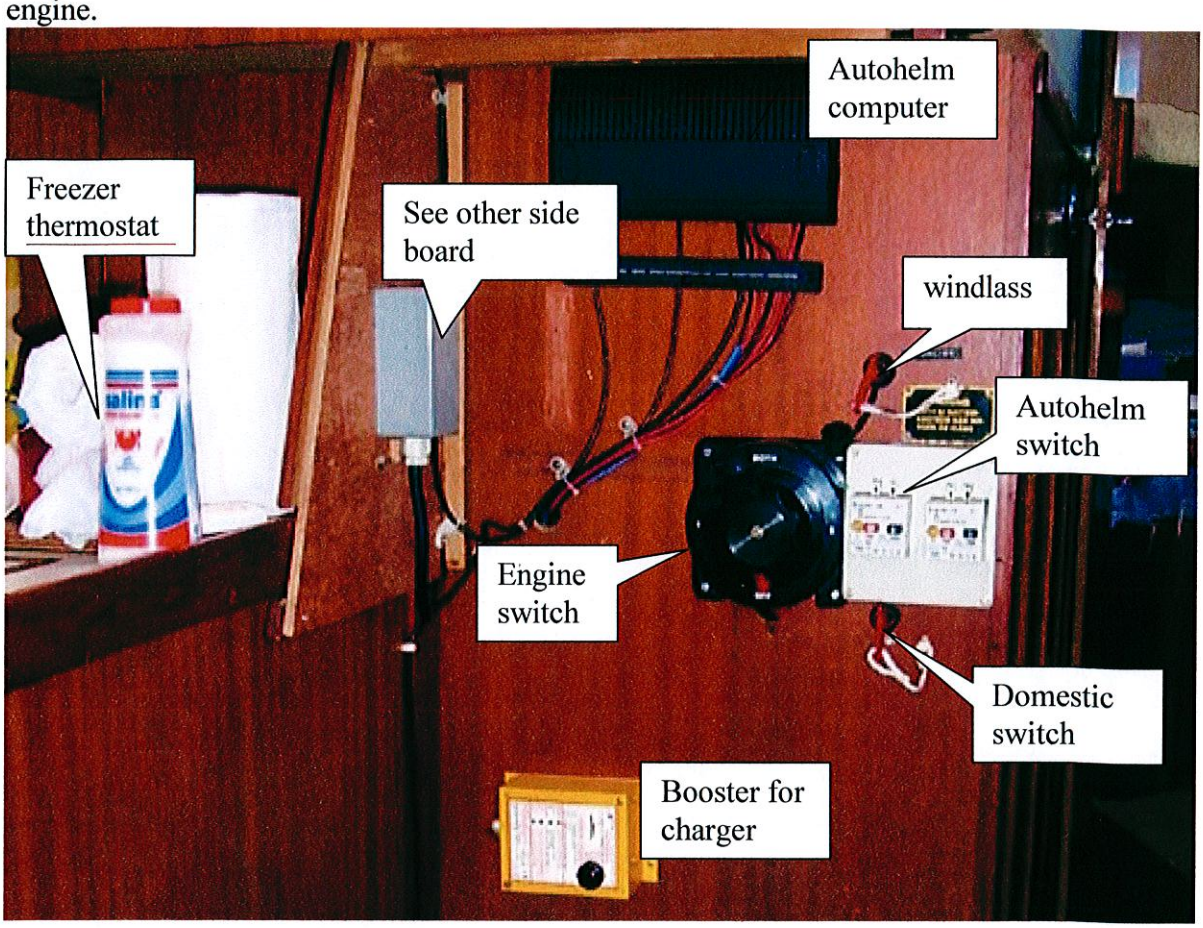
Dinghy engine

It runs on 1:100 mixed normal petrol. Use the loose tank to drive, the fixed tank can be spoiled with rust. If you make a cross line over the engine, you can hoist it with the missan sheet.

About the chart table aria from left to right

Behind you is the control panel for the navigation lights and the master fuse board. The "navigator 2" is an extra log which is connected with an electrical cable with spinner. (The cable is connected on portside outside of the cockpit).
"Huis" is voltage in house battery, (is ok)
"Start" is the voltage in the starter battery (New in April this year)
The house batteries are under the seat on starboard, the starter battery is in the cupboard behind the charttable seat.
"Water" is the % of the water tank, "Diesel" is the % of the diesel tank under the engine. (When you take diesel, the filling holes are on portside. It is better to use the forward one for the tank under the seat on portside and than have the fuel run from this tank to the one under the engine.
When taking fuel you have to open the top lid of the tank to breath the air out. The tap for the connection is just next to the tank. Remember that in line with the pipe is closed and what normally means closed is open now.)
"Uit/aan/licht" is for the navigator 2
The meter on the right side of the voltmeters is a "charching/decharching" meter for the house batteries in Amp/hr. The red button is for lightning. Under the panel is an extra loudspeaker for the VHF, The switch on the white board is for switching on and off the speaker outside. Under the chart table is the receiver box of the VHF with the main switch.
The Yaesu transceiver (which is a non registered ham radio) is on the hard only for receiving and never to be used as a transmitter when the boat is not in the water, it is recommended having checked the hamradio by an expert before transmitting. If it is not OK this can damage all the electronic equipment when there is no good earth contact.
The aerial of the Navtex is combined with the Yaesu, so when transmitting the red switch under the GPS has to be pushed in to break the connection, otherwise the Navtex will be damaged. Normal receiving on the Yeasu gives no problems for the Navtex.
The "black box" of the GPS, with its main switch, is in the cupboard behind the chart table seat above the starter battery.
The control unit for the autopilot is in the cockpit, the computer behind the stairs.
Here are also the charge booster and the main switches.

The big round one is for the engine: 1 = starting on start battery, 2 = starting on house batteries,
both = starting on the combination of all batteries, off = no power for the engine.
The left one on the grey box is for the autopilot, the right one is not in use.
The switch under the grey box is the main switch for the house batteries, the one above the grey box is for the windlass.
Above the fridge are four switches, one for the drink water pump, one for the fridge/freezer and one for the bilge pump. Nr four is extra.
The fridge may never be switched on when the boat is **not** in the water. The gas is cooled by a heat exchanger under the boat on starboard. The compressor cools the freezer and the fridge is cooled by a fan in the wall which is thermostat regulated. It is wise to put 4 or 5 plastic bottles with water on the bottom of the freezer and freeze them solid. This for keeping the temperature in the freezer constant.
Gas providing for the cooker is in the chain locker by camping gas.
The calorifier is in the engine room and is working on 220 V and on the cooling unit of the engine.



The engine switch:
1= starting through starter battery
2 = staring through domestic batteries
both = using all the batteries together
0 = engine not powered.

If the batteries are all fully charged, it is recommended to start the first time with all the batteries together.

The side board has switches for the fridge, the drinking water and the bilge pump.
The fridge has a mark inside on the thermostat to set for the best temperature.
The freezer thermostat is in the corner next to the fridge (difficult to find may be) Number 4 to the wall is minus 14 *C. Keep always some plastic bottles with water on the bottom to keep the temp.

Galley
The gas switch is in the chain locker on the gas bottle. There is also a switch next to the cooker. Spare bottles are in the deck locker.

The windlass

Only one way electric - to haul the chain, press the red button and keep the chain free from blocking in the locker.
For getting the anchor out of the mud, move the boat forward to free the anchor.
Don't overdo the motor.
The on/off switch is inside behind the stairs.

Charts
All the charts are on the fuel tank in the portside seat, they are not new, but in the Med there is not much changing.

Under the beds in the forepeak are:
Storm jib
Small cutter jib
Half wind sail
4 spare halliards
Old Avon soft bottom dinghy
with engine clamp
Cushion with board, for closing the gap between the fore beds

In the starboard locker:
2 sun awnings blue
1 sun awning brown
2 sail covers
6 landlines
1 white line ± 25 M
1 yellow line ± 25 M
2 long blue lines

In the portside locker:
8 fenders

On the beds are:
The Genoa
Mainsail
Mizzen sail
Cutter sail
Mizzen stay sail
All complete with sheets
The 2 deck life lines
A roll with 50 meter flat line
The bottom boards for the Zodiac dinghy
A cockpit table that fits behind the wheel
The reef drum for the cutter jib
Anti mosquito screens
for hatches and washboards
Orange Zodiac bag
with harnesses and 2 life jackets

Under the bed on portside in the aft cabin:
The windvane steering gear
Under the starboard bed is a boatman's chair with harness

In the chart table chair:
2 loglines for the Navigator two
VHF emergency aerial
Repair set for toilet
Spare depthmeter sounder
Spare inverter
Spare log reader
Spare bilge pump with automatic switch
12 V flashlight

Tools
Polishing machine
Some paint
A lot of hand tools like
Screwdrivers
Hammer
Saws
Drills
A wire cutter
Water hosepipe
Electrical cable for shore power

No electric tools