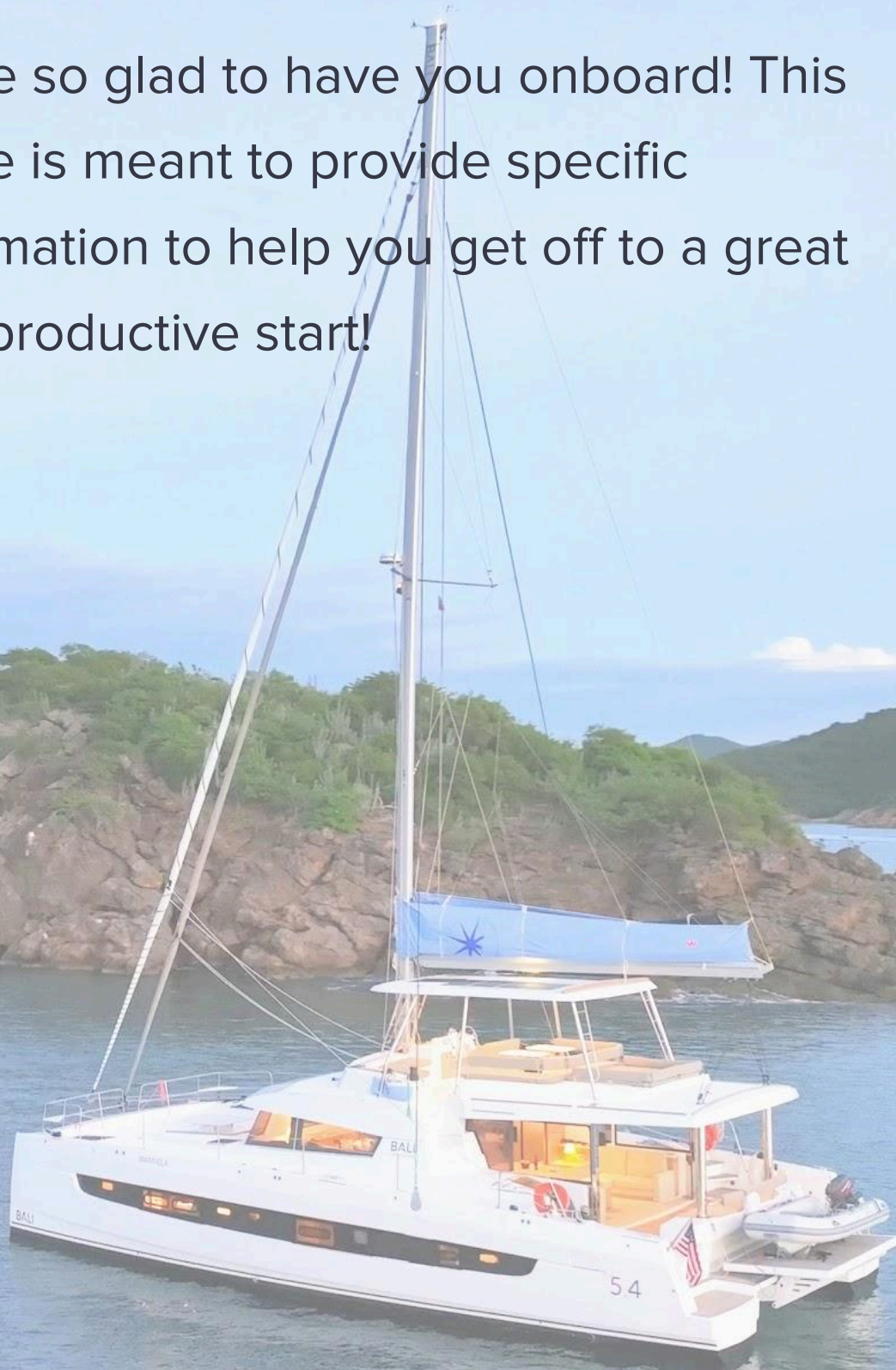


Welcome to **MARAVELA** Quick-start guide!

We're so glad to have you onboard! This guide is meant to provide specific information to help you get off to a great and productive start!



WHO WE ARE

Our Mission

That all charter guests have an amazing time onboard MARAVELA! That everyone enjoys an unforgettable BVI sailing experience that combines luxury, adventure, safety and pure relaxation!

The Team

We are a family of five (kids aged 11, 14 and 17) that love sailing and have made a dream come true with the purchase of this catamaran. We embarked on an incredible adventure to get MARAVELA to the Caribbean from Europe and available to charter through Navigare. In mid November 2024 we set sail from Canet en Rousillion in France (Bali factory) through the Atlantic to the BVI via the Canary Islands. All five of us completed the journey. It was an amazing experience we will remember for the rest of our lives! We take pride in every detail and will work to maintain the beauty and function of MARAVELA. We ask that you all do too! We took the time to make this handy guide. Please read it through!

RESOURCES

Numbers to call:

Navigare front desk: +1 284 540 5632

Navigare technical support: +1 284 346 5643

MARAVELA website: www.mar-a-vela.com

MARAVELA YouTube channel: <https://www.youtube.com/@MARAVELA-h6l>

WiFi: SSID: MARAVELA Password: 7EE304E3EE7EE

NAVIGATION STATION



First row:

Winch control: four winches.

Windglass control: anchor.

Davit control: hydraulic rear dinghy platform.

Radar: for overnight passages.

Autopilot: for holding a constant heading.

Compass light: back illumination of compass on flybridge.

Bimini light: lights on hardtop flybridge.

Anchor light: when at anchor or mooring at night.

Steaming light: when moving at night under engine power.

Second row:

Hydraulic Control: Rear fold door.

Capstan Control: not used but wired for Starlink DC/DC power.

Sea Water Pump: not installed.

Fresh Water Port: Port fresh water pump.

Fresh Water Stb: Starboard fresh water pump.

Rear Cockpit Light: Small LEDs on rear cockpit walls; ok to be kept on at night.

Front Cockpit Light: Small LEDs on front cockpit walls; ok to be kept on at night.

Sub Marin Light: Underwater blue lights X4. Do not leave on all night.

Deck Floodlight: Forward deck mast light.

Navigation Lights: for nighttime navigation, red and green lights.

Bilge Pumps:

Set them in “auto” mode so if there's water in the bilge, it will pump it out.

BATTERIES CHARGING



In the above mode, the Bali Multifunction Display shows discharge (red) or charge (green) of 12 V batteries along with percentage charge level.

Please **DO NOT** allow it to drop below 50%. Run the generator or engine before you hit the 50% mark. If you run the generator, make sure DIGITAL MULTI CONTROL toggle switch is set to “on”:

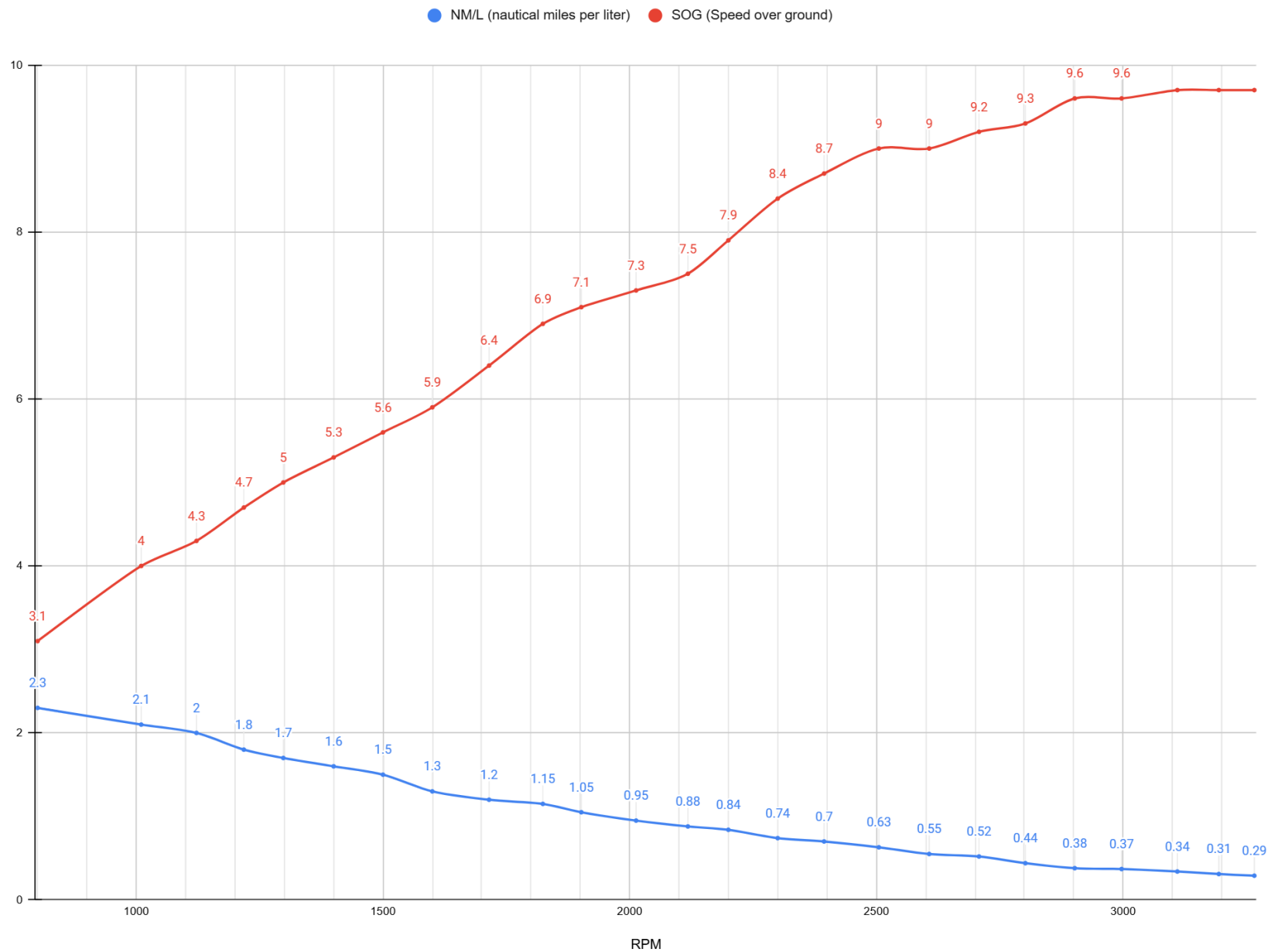


Another way to charge batteries is to run engines. This will charge them at a faster rate. If engines are not run in the day remember you need about four to six hours of generator use per day to maintain a good charge on the batteries. Some folks like running the generator at night while they leave the AC running. Remember that you can make water and/or run the dishwasher machine during the same time.

The following chart describes the fuel consumption vs rpm and boat speed. 1800 RPM provides a good and eco-friendly speed of 7 knots and about a mile per liter. Anything over that is just wasting gas! Full speed of about 9 knots more than triples the fuel consumption! Please always run both engines at the same time.

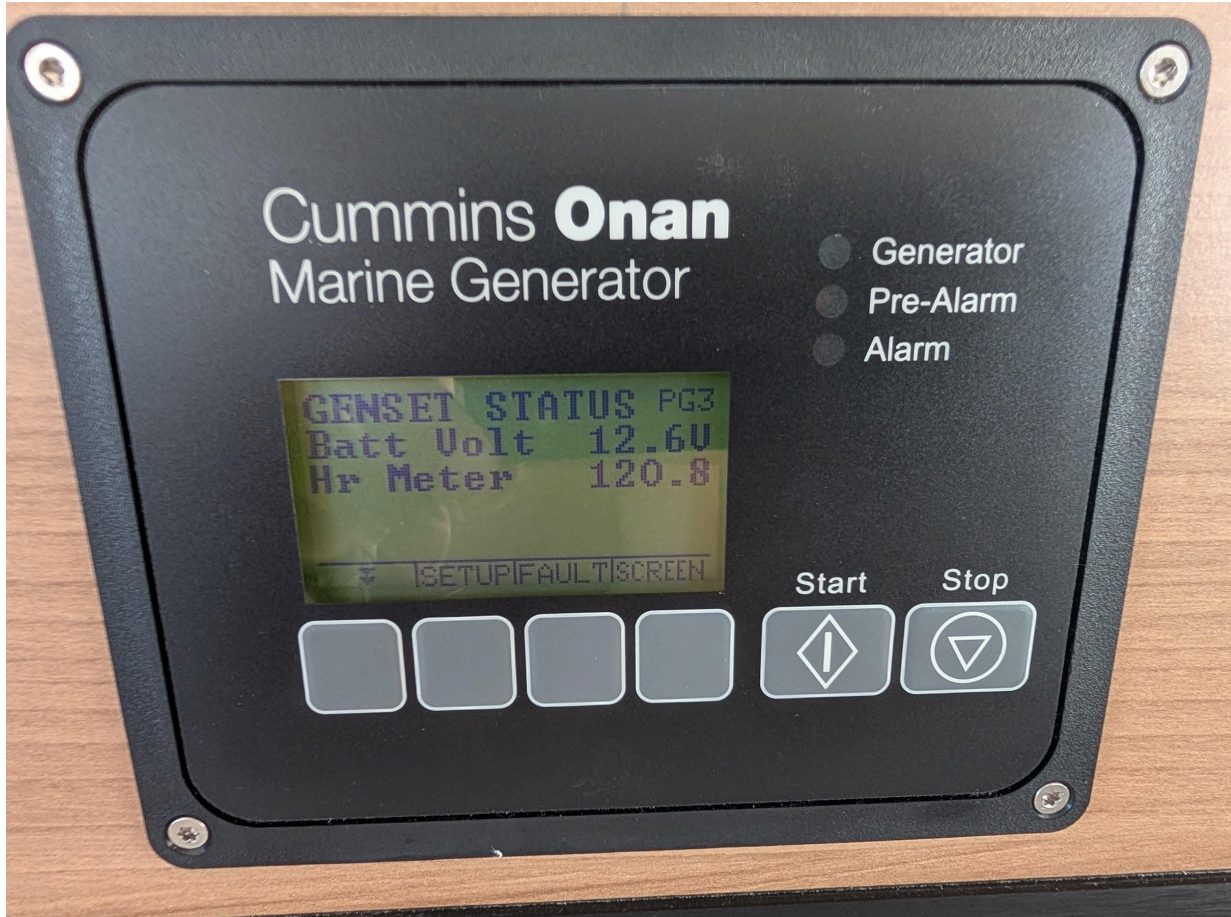
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MARAVELA fuel consumption



RUNNING GENERATOR

To start the generator, press “Start” then wait for it to establish communication. Once communication has been established press and hold “Start” until the generator starts running. If communication isn't established make sure switches on the generator are like in the following photo:





The generator has the following fuel consumption (liters per hour):

1/4 load, 2.6 1/2 load, 3.6 3/4 load, 4.8 full load, 6.1

To stop the generator press and hold “Stop” until the generator is off. Remember to turn off each AC unit first along with waiting for the dishwasher to complete its cycle (it will pop the door open).

AIR CONDITIONING

Most folks run the AC at night to sleep comfortably, avoid mosquitoes and charge the batteries. Four to six hours of generator use per day is needed to keep batteries charged if engines are not run. This is sometimes the case when at a mooring or anchor for more than a day.

Make sure the snowflake on the top left is selected and set temperature to 23 degrees (73 Fahrenheit) while the fan should be set to Auto mode. Although 23 looks high, it is a comfortable temperature that will save fuel on the generator since the ACs won't be running as hard. See fuel consumption in the generator section.

Check manual: <https://mar-a-vela.com/wp-content/uploads/2025/01/Frigomar-AC.pdf>

Set temperature to 23.

When it's time to sleep, turn off AC in the saloon and only keep AC in cabins.

Setting the ACs to 23 Celsius (73 Fahrenheit) will allow the generator to run at ½ load. Setting the sleep mode will allow for ¼ load.

In the following picture AC is off.



Tap the screen like you would press a button gently. Tap and release the power button to turn it on. It should look like this when it is on:



The picture below shows the unit on and sleep mode enabled. Sleep mode increases the set temperature by 1 degree Celsius after the first and second hour of running. It will turn the unit off after eight hours.



Remember to turn off each AC from the display before turning off the generator.

FRESH WATER



Fresh water tank indicator shows the water levels on each tank, starboard and port. 600 liters per tank. **DO NOT** let the level drop to zero as that will cause the pump to air lock and run continuously until it overheats and burns. Switch to the other tank by selecting “FRESH WATER PORT” or “FRESH WATER STB”. Never leave both pumps on at the same time. Turn off pumps if the boat will be unattended for a while or overnight.



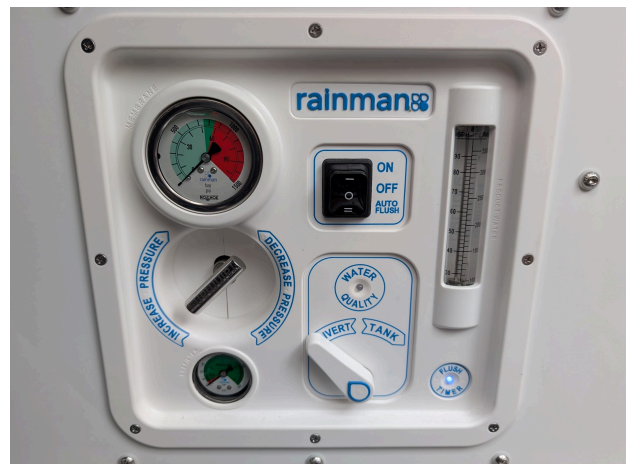
Tanks can be filled from starboard and port. The filler cap is marked with a blue ring below the cap (see pic below). Use a hose in the marina or gas station. You can also make water using the onboard water maker (see procedure below).

WATER MAKER



Is located in the port engine bay. It is important to note that the generator needs to run all the time while making water. **DO NOT** turn the generator off before the water maker.

To make water using Rainman water maker you need to be moored or at anchor where the sea water is clean (not at port). Then you need to have the generator running. The water maker is located in the port engine compartment. Go inside using the ladder facing towards the stern. Do not step on the engine. Do not go inside if you're wet.



Locate the control panel. Behind the panel select which tank to fill (port or starboard) depending on the water level shown in the Bali display by Nav station.

Turn switch lever to “DIVERT”

Main switch to “ON”.

Rotate the lever clockwise to increase pressure. Slowly increase until it reaches the dark green range. Be careful that it will continue to increase in the first minute of operation and you might need to decrease it so it stays in the green. **DO NOT** let it go in the red.

When “WATER QUALITY” light turns green:

Switch lever to “TANK”.

Let the water maker run for two hours per tank if tanks are low. It makes 250 liters per hour. Remember to switch to the other tank if needed. Leave the generator running all the time.

It's now a good time to take some showers as you're making water. Do not overfill as you would be wasting expensive carbon burned fueled fresh water. Set up a reminder.

Once tanks are full or you'd like to stop making water head down the port engine bay once again and follow these steps:

Decrease the pressure by rotating the lever counter-clockwise until it reaches zero.

Switch lever to “DIVERT”.

Main switch to “AUTO FLUSH”.

Check this video for a live explanation: <https://youtu.be/42yj-eLrYM8?si=Uve8XSZBbrRvmqdg6>

MARAVELA IS A 220 VOLT BOAT!

All receptacles on board are 220 volts. Please make sure whatever you plug in can take 220. Most of the outlets have an American adapter but the voltage is still 220. There is a dedicated transformer above the microwave that has 110 output voltage. Use that if your device can't handle 220. See pic:



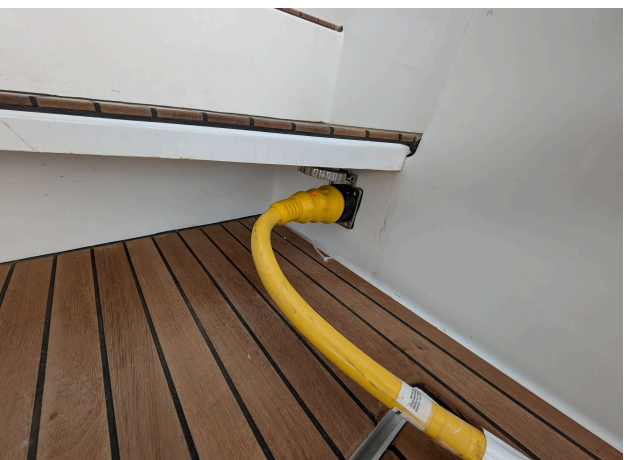
Since MARAVELA is a 220 volt boat, there's a special shore power cord. Use that cord whenever plugging into a Marina and make sure it is a 220 volts and 50 amp circuit.

Shore power cord is located in the starboard engine bay towards the back:

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Before plugging to shore power, lower the 50 Amp circuit breaker at the dock and set selector switch to shore power. Then plug boat end and dock end.



SMART TELEVISION

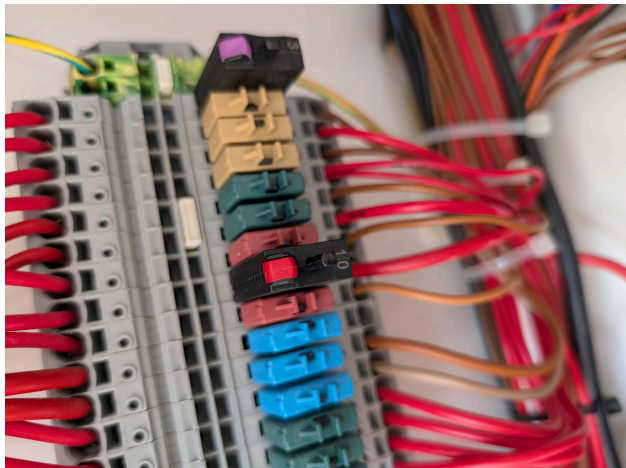
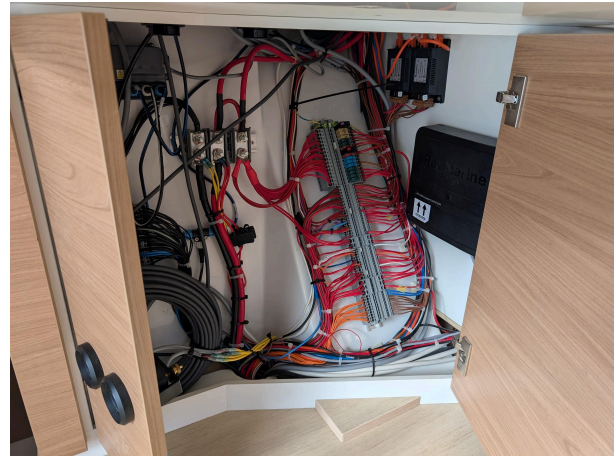
Located behind the sofa and concealed inside the framing is a 43 inch Samsung Smart TV. Use the top button on the control to raise it and the second button to lower it (raise/lower control seen next to the TV in the pic below). Please store both remotes by Nav station. Lower TV when not in use. TV can be used to play back videos through HDMI cable provided or as a Smart TV through an active internet connection. Remember to log yourself off of any subscribed App before the end of your charter.



WINE COOLER

Since the wine cooler doesn't have an integrated on/off switch you need to turn it on from the fuse below the nav station like in the pic below (red button on black fuse with number 10).

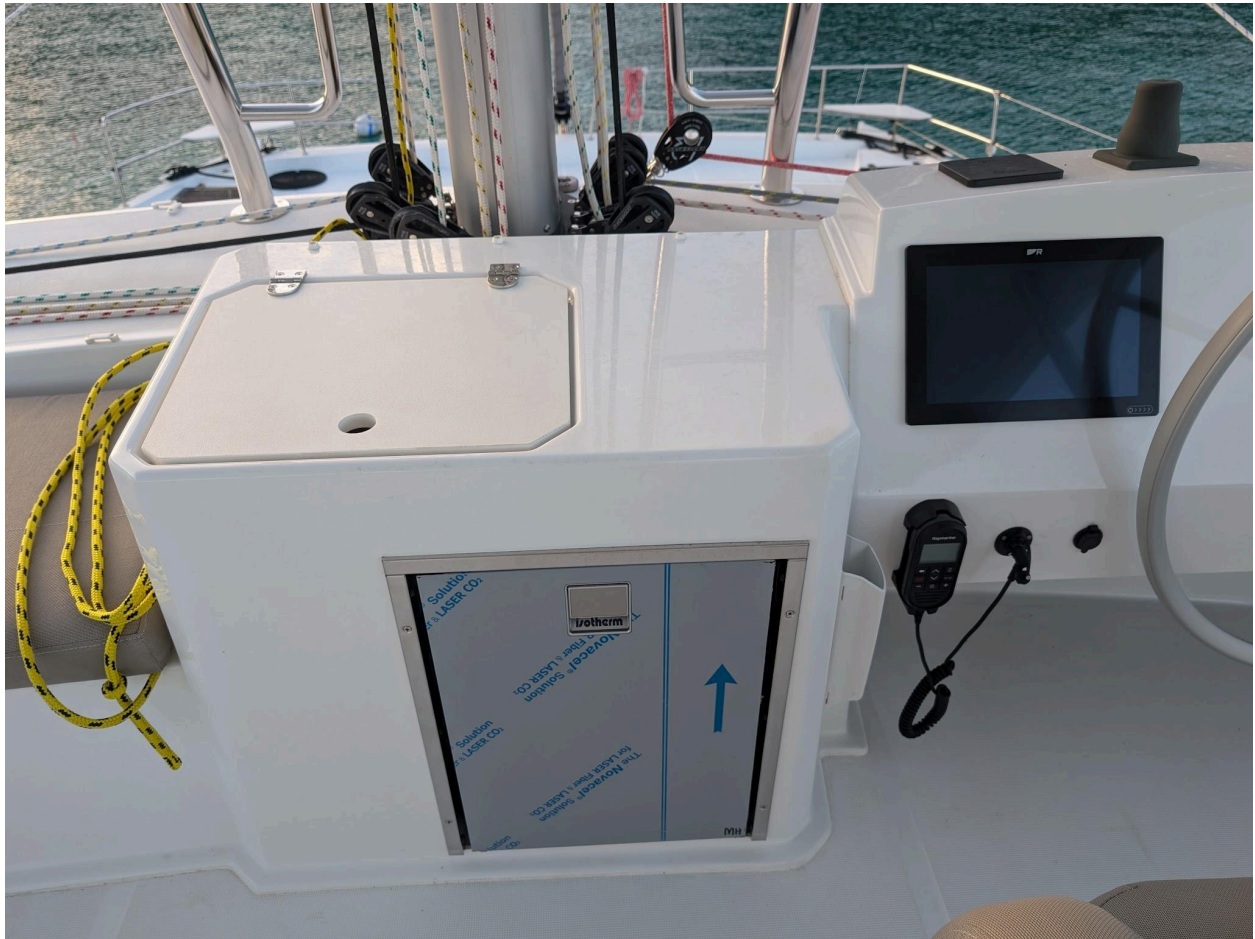
Remember to turn it off when you have finished your charter or when not in use.



FLYBRIDGE MINI FRIDGE

There's another fridge located on the fly bridge. That one can be turned on and off from inside the fridge itself. Again, turn it off when you are done with your charter or when not in use.

If it doesn't turn on, check the fuse that is located in the storage compartment under the mattress of the starboard forward cabin.



DISHWASHER

There's a small dishwasher located to the bottom right of the sink. Generator must be running at all times until the dishwasher cycle is complete. .

To turn it on, press and hold the “Reset 3 sec” button then press “AUTO Sensor Program”, add soap and close the lid. It takes about two hours to complete the cycle and the door will open automatically.



NESPRESSO MACHINE



Owner allows use of their own Nespresso machine for those Nespresso Coffee lovers. Please use filtered water in the coffee maker reservoir. Use Nespresso compatible pods (not provided).

PLANCHA/BBQ GRILL

Located on the port rear transom is the BBQ PLANCHA that runs on gas just like the oven. It has an electric spark starter that sometimes doesn't work. If so, carefully raise the cast iron plancha and light it with a match. Be careful lifting and lowering it as it is heavy and tricky to position. Please don't close the lid while the burner is on. Cook with the lid open. There's a hole where the excess fat drips into a tray. Make sure that gets emptied often.



HOUSEKEEPING

There are shammies in the bathrooms that you can use to clean the floor and wipe excess water. Use them or a hand towel to step out of the shower and onto the wooden floor.

Do not use any chemical other than the provided boat shampoo to clean teak, gelcoat or floor boards.

Use a blue bucket full of fresh water and a cap size of boat shampoo as a cleaning solution. Cleaning supplies are kept on the starboard side aft locker (see below pic). Vinegar diluted with water and a shammy works great to clean salty windows.



Stainless steel fridge out to be cleaned with a damp sponge only (yellow side, not the abrasive green side!).

All inside cushions have scotchgard applied to them. If they get a stain use a wet sponge with a little mild soap to soak and absorb stain. Yellow side of sponge; do not use green abrasive side.

Rinse the swimming ladder with fresh water after each use.

Rinse yourself with fresh water before stepping up and into the rear transom area.

The heads are equipped with an electric flush. Please **ONLY** what comes out of our body into the head. **DO NOT** put anything else (no paper, no personal hygiene, nada) as that will clog the system and it will be a mess to fix.

If, for some reason, the flush doesn't seem to be extracting everything don't keep pushing the buttons as that will cause it to overflow. By pressing both buttons simultaneously the extractor will activate without pumping water in. If this doesn't work, you will need to remove some of the water before you keep pressing the flush button.

MARAVELA WITH STARLINK

If you'd like to use Starlink you will need to purchase the equivalent to a month's use which is currently 250 US dollars. You might be lucky that the previous charter has already purchased and there's still a few days left. In any case, please send email to info@mar-a-vela.com and we'll get back to you with the details.



Just FYI, the Starlink router and power supply is located behind the nav station but please do not open or touch. The inverter powers it, so if you turn off the inverter from the Digital Multi Control it will turn off the Starlink.

MARAVELA QUICK START GUIDE v1.3



CLOSE PORTHOLES AND HATCHES WHEN UNDERWAY!

It is VERY important to close all hatches, portholes, windows and doors when underway and when you leave the boat unattended. Even though the seas might be calm, the wake of another vessel could be enough to spray the inside of a cabin with salt water. Best is to close them all just in case. Same thing when you head to shore as rain can hit unexpectedly.



SAILS AND RIGGING

MARAVELA is equipped with high performance laminated sails custom made by North Sails. Please read through the following guide to ensure proper use.

Self Tacking Jib

It's the easiest of both sails to use! It doesn't need hoisting; it just unfurls. It's also self tacking, so the sheets don't need to be eased while tacking either. There are three reef marks as shown in the pic below that will guide how much sail to let off depending on the wind speed.



When wind speed reaches 20 knots, place reef self tacking jib to first white vertical stripe by furling it on the winch. When wind speed reaches 25 knots reef to the second white stripe.

When furling, keep tension on the sheet so the sail doesn't flap in the wind but not too much tension as that will cause the sail to wrinkle.

Mainsail

The mainsail, as opposed to the jib, doesn't furl. It lays in the lazy bag folded. The bag should be tied shut with the white straps to minimize sun and rain falling on the sails. The sail doesn't have an UV protection like the jib, so it's important that when the sail isn't used the lazy bag remains shut. It's also important to tie off the halyard shackle to one of the white lazy bag straps and tension the main halyard slightly so it doesn't wrap around anything on the mast and doesn't bang against it either, making that annoying noise.



Before hoisting the mainsail make sure you are out in an open area, pointing straight into the wind with both engines giving a slight forward leeway of a couple of knots. Use the autopilot in wind vane mode and select zero degrees if you are short handed. Keep the boom at center and keep both sheets tight so the boom doesn't move around.

Have someone climb on top of the flybridge hardtop to untie the lazy bag white straps that keep it closed along with the strap that is holding the halyard tight. Please **DO NOT** step on the glass nor on the solar panels (ok to step in between panels).

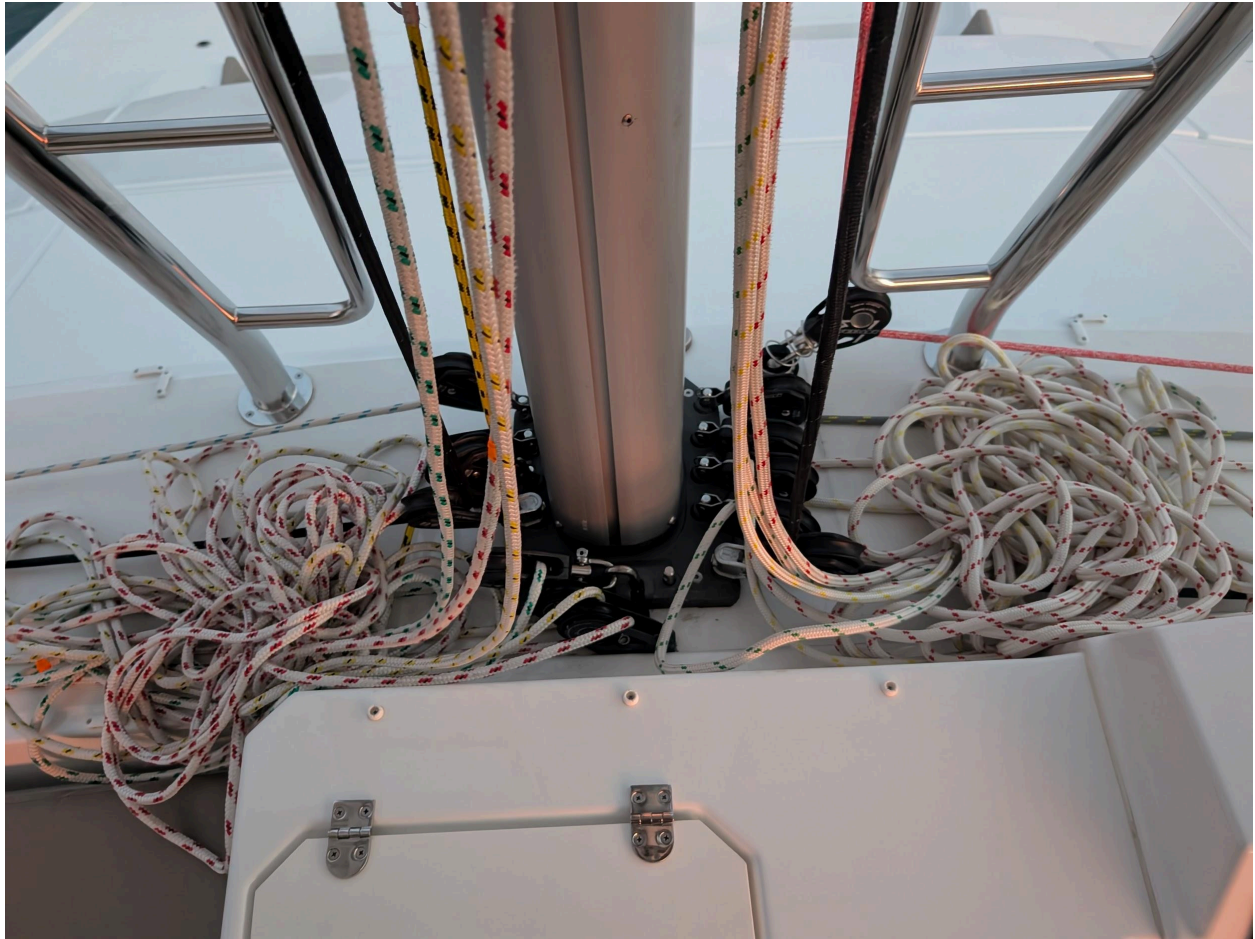
While on the hardtop have someone start hoisting the mainsail by wrapping five turns of the halyard on the winch and pressing the winch button. Once there's tension on the halyard please make sure the shackle mounts properly in the last car. You might need to push down on the sail giving it a jolt so they both mate properly. See above pic for shackle and below for car.

When mounted properly it should look like this:



Now the person on the hardtop can come down carefully using the forward steps by the mast.

That same person, or another one, needs to be in charge of the reef lines. They all need to flow without getting caught. We like leaving all the reef lines by the mast so there's less chance of them getting caught. It doesn't look as neat, but just one person is needed to control the easy flow of the lines when hoisting. When lowering, that person can be pulling them in to avoid slack by the boom. What's important is that reef lines should always have slack when hoisting mainsail to avoid any damage:



Now the tricky part starts. It is VERY important that the main sail get hoisted up without getting caught in the lazy bag's lazy jack. The person that operates the winch needs to be looking up and timing the operation so none of the battens get stuck in the lazy jack. There should be another person on the other side too. Slowly and patiently raise the sail. If battens get caught, lower the sail a little until batten clears lazy jack and proceed hoisting.

When all battens have cleared the lazy jack you can proceed to fall 20 degrees to either side so the sail now clears the boom topping lift (yellow and black line). Continue raising the sail until you see the Luff tightens while leaving the topping lift to one side of the sail. You will also see a special jacket for the halyard rope that has reached the stopper. Another indicator that you have reached the correct height is that the winch will start to struggle. Make sure you have at least five turns on the winch. Don't over do it as you WILL break something (either the sail or halyard)! When you finish, close the stopper and remove the line from the winch. Adjust the sail with both sheets depending on your heading. Never open the sail so that it rests on the shroud. Always use both sheets so the boom is immobile.

When done hoisting release all the tension of the boom topping lift (yellow and black line) by opening the stopper by the mast:



Another option that some folks like is to lower the lazy bag and bring all lazy jack lines forward to the cleat. Once this is done the main can be hoisted without worrying about battens being caught on lazy jack lines. You do need to remember to raise the lazy bag before lowering the mainsail though.

To lower the mainsail:

It is done similarly to the hoisting. Point into the wind. Immobilize boom at centerline. Tighten the boom topping lift till the rope mark reaches the mark on the mast.

Attach the halyard to the winch with five turns and gently give it some tension with the winch button. Open the stopper. Remove turns on the winch so you are left with one or two. Have a spotter on the other side and someone on the hard top. Start lowering making sure it doesn't get jammed on the lazy jack. The person on the hardtop can help make sure the sail is folding properly. When hoisted all the way down, separate the shackle by hand pulling on the halyard.

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Tie the shackle to the white lazy bag strap and close the lazy bag. There are a total of three straps to close the bag.

Lazy bag should be closed as much as possible like in below pic:



REEFING LINES

Please use the following chart for reefing the Mainsail and Self Tacking Jib:

Reef 1, 20 knots; Reef 2, 25 knots; Reef 3, 30 knots

Self tacking jib only has two reefs. Furl it in if you have 30 knots.

We strongly recommend that you simply motor when you have more than 20 knots of breeze as the maneuvers get complicated and chances of breaking things are a lot higher with those wind speeds.

The reefs are all labeled. We prefer to leave all lines by the mast and have a spotter tend to them when the mainsail is hoisted or lowered.



MOORING BALLS

Moorings offer peace of mind overnight. When picking up mooring balls you will need to have the person with the hook by either one of the sides to avoid the bowsprit metal shroud. You want to pick up the ball from outside the shroud. Once you have the mooring line up, pass the end of the port and starboard lines through the eyelid. Make sure that the opposite side line doesn't get hooked on the bowsprit. Run the end back to the clew like below pics.



ANCHORING

Use anchor mode on Raymarine Axiom chart plotter. Very handy as it will sound an alarm if the boat drifts outside a set radius. You would need to leave the “Instruments” switch on all night but make sure you turn off Flybridge plotter, autopilot display, etc. so batteries don’t drain unnecessarily. The only instrument that stays on is in the plotter by the Nav Station and in anchor mode.

The chain counter display on the fly bridge will give you an indication of how much anchor chain has been let out. To turn it on, tap and hold on the glass where the power button is located; right above the text “QNC CNC”. Double tap it again to unlock and operate the up and down function. It is recommended that the anchor be lowered and raised from the chain locker with the remote control that way one has a clear indication of how the chain is paying in or out.



DINGHY AND HYDRAULIC PLATFORM

Dinghy sits on top of a cradle that is mounted on the hydraulic platform. On the aft port side there is a control remote. Make sure that “Davit Control” is on at Nav station. Always lower and raise the Dinghy with the motor up. Don't leave the platform in the water for an extended period of time. There are two cleats that are used to lock the platform in place so it won't go up or down. If you want to lock you need to release the rope from the cleats. To activate the platform use the remote control located on the port side by the engine bay door.

The Dinghy has a two stroke engine and requires two stroke oil to be added to the fuel tank at a ratio of 100 to 1. 100 liters of fuel need 1 liter of oil. The 24 liter gas tank requires 240 ml of oil.



BOW THRUSTER

MARAVELA is equipped with an electrically actuated bow thruster located on the forward starboard side. It uses a bank of batteries that are located in the same compartment as the generator.

To turn it on you need to press the power button twice with a pause in between. Once on, there will be a solid blue light.

To actuate, move the lever to the side you would like to move the bow.

Be careful of mooring lines and people swimming just as you would with the aft propellers.



SNORKEL GEAR AND STERN ANCHOR

They are located in a storage floor compartment located aft of the saloon door. Be careful that it's a big and heavy cover to lift. It requires two people to lift forward as in the below pic. Always have two people grab it while someone else goes in and picks what's necessary. Then slowly lower it back into position.

Use caution when removing the anchor. You need at least three people to help you move it over to the dinghy making sure the chain and the anchor don't touch any part of the boat or dinghy in the process. Let it rest on the dinghy floor carefully. Tie end of line to the stern cleat on MARAVELA and use Dinghy to place anchor 100 feet astern when you want to avoid MARAVELA swinging side to side in tight anchorages. Be very careful and gentle when deploying and retrieving the anchor off the dinghy.



EPIRB

MARAVELA IS EQUIPPED WITH AN EPIRB (Emergency Position Indicating Radio Beacon). It activates automatically. Please don't open or tamper with it.



HYDRAULIC AFT SALOON DOOR

Turn on the “Hydraulic Control” switch located in the Nav station. Unlock all four door locks (one in each corner). Make sure the sliding door is securely closed with the latch. Operate the switch located on the side of the fridge cabinet and high up to open. Once fully opened, use the lock lever with a red handle located at the center of the lower part of the door.

To close follow the reverse order and slow down on the last few inches to avoid the rapid closure.



**ITEMS LOCATED IN AFT SECTION OF ENGINE BAYS ARE OWNER USE ONLY.
PLEASE DO NOT TOUCH.**

