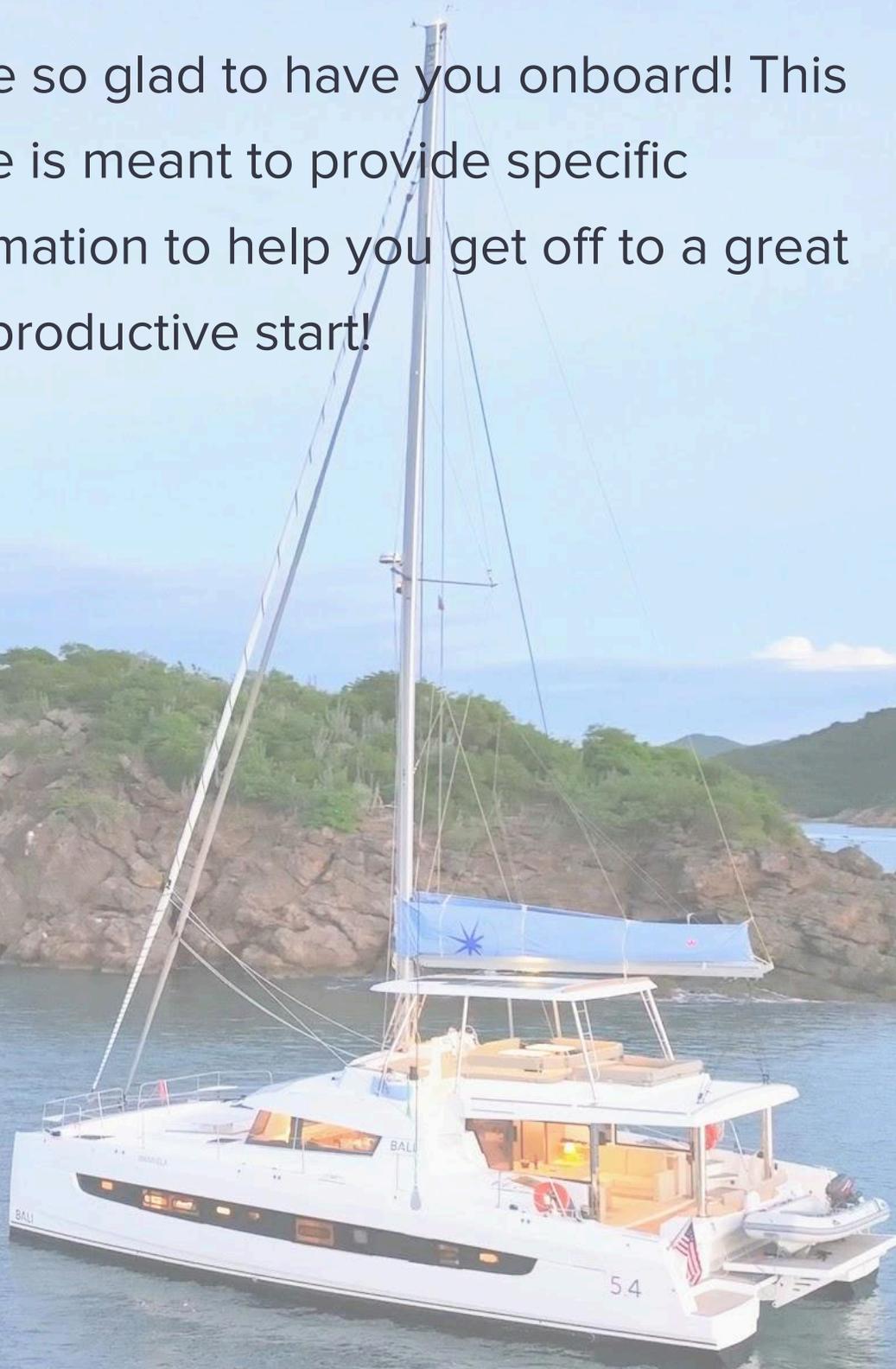


# Welcome to **MARAVELA** Quick-start guide!

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 a fantastic time onboard MARAVELA! That everyone enjoys an unforgettable BVI sailing experience combining 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 Roussillon, France (Bali factory), across the Atlantic to the BVI via the Canary Islands. All five of us completed the journey. It was a fantastic experience we will remember for the rest of our lives! We take pride in every detail and will work to maintain MARAVELA's beauty and function. 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: +1 284 544 5643

Navigare technical support 2: +1 284 540 5000

MARAVELA website: [www.mar-a-vela.com](http://www.mar-a-vela.com)

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

WiFi: SSID: MARAVELA Password: 7EE304E3EE7EE

Please see page 27 below, "MARAVELA WITH STARLINK" if you'd like to get on MARAVELA's super-fast internet connection and even enjoy streaming and watching 4k movies on the Smart TV!

## 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.

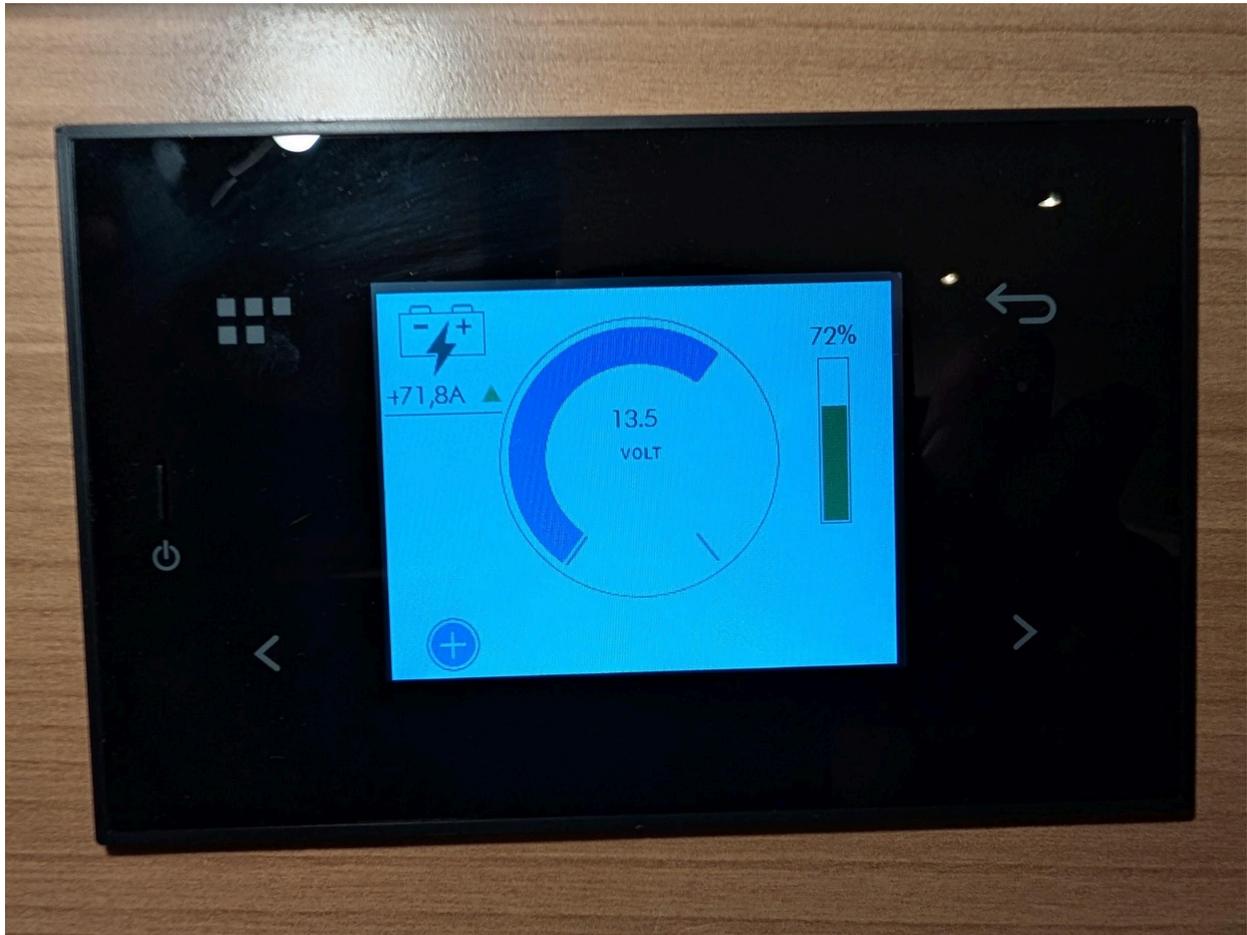
**Bilge Pumps:**

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

Please ONLY turn on systems that will be in use to avoid excessive battery consumption and equipment wear and tear. Same after use, make sure you turn them off. For example, there is no need to turn on the anchor windlass while sailing, just turn it on when you to anchor and off after you are done anchoring, similarly with instruments, autopilot, underwater lights, lights, etc.

More on anchoring later, but it's preferred that you always grab a mooring instead. Moorings provide peace of mind that you won't be dragging anchor around or swinging into another boat in the middle of the night. It's peace of mind and ensures everyone a good night's sleep!

## BATTERIES CHARGING



In the above mode, the Bali Multifunction Display shows discharge (red) or charge (green) of 12 V house batteries along with percentage charge level. Towards the right of that display is the new Victron Energy display that shows similar information albeit more detailed.

Please **DO NOT** allow battery voltage 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 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.

MARAVELA is also equipped with eight 110W solar panels on the fly bridge hardtop. To fully optimise the panels it is recommended that when on a mooring, the boom is secured to the side that will provide the most sun. This can be done by tying a rope from the end of the boom to one of the cleats on the side. See the picture below and please do not step on panels!

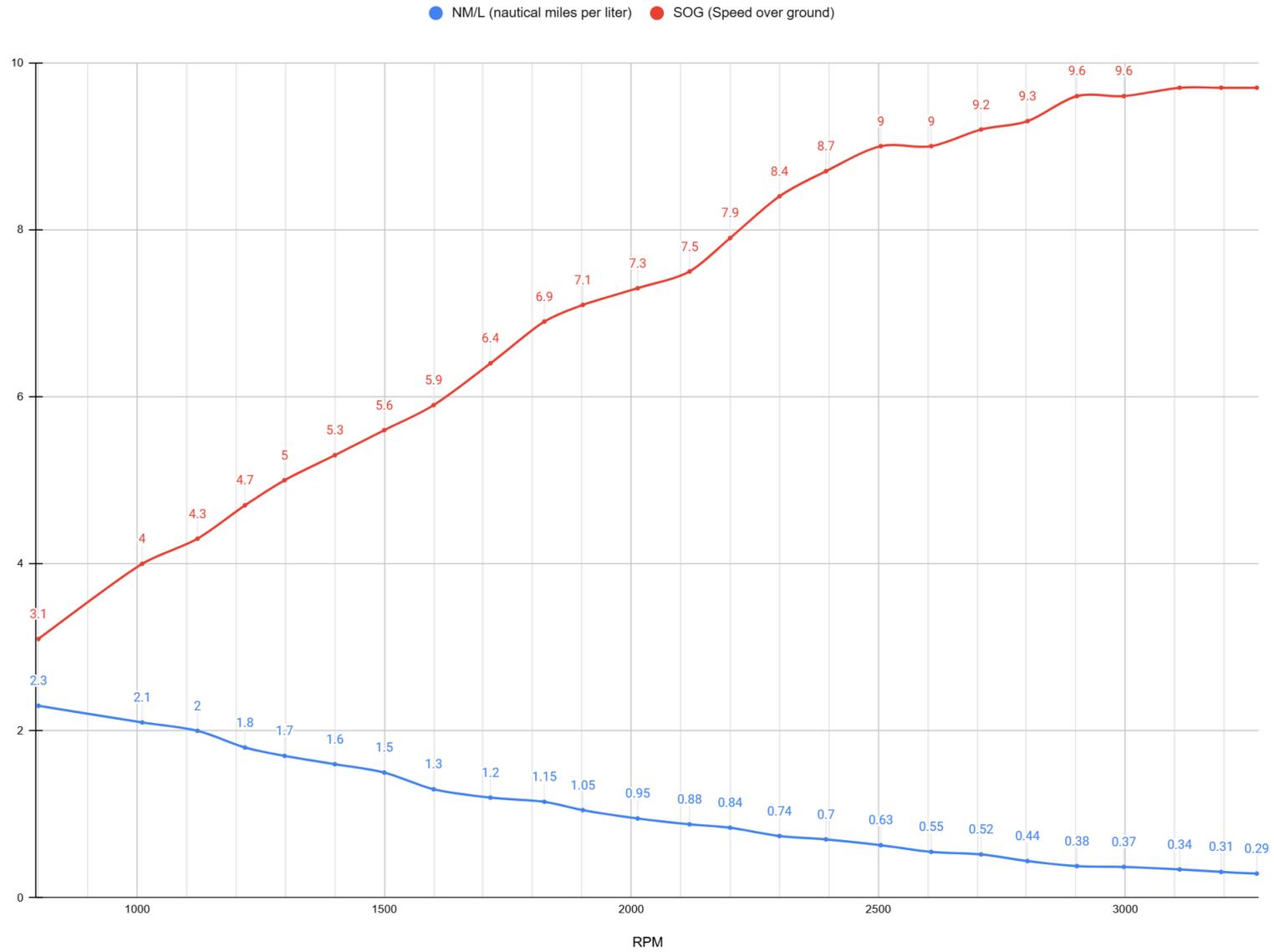


## **FUEL CONSUMPTION**

The following chart shows 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 diesel! Full speed of about 9 knots more than triples the fuel consumption! Please always run both engines at the same time so we keep them with even engine hours.

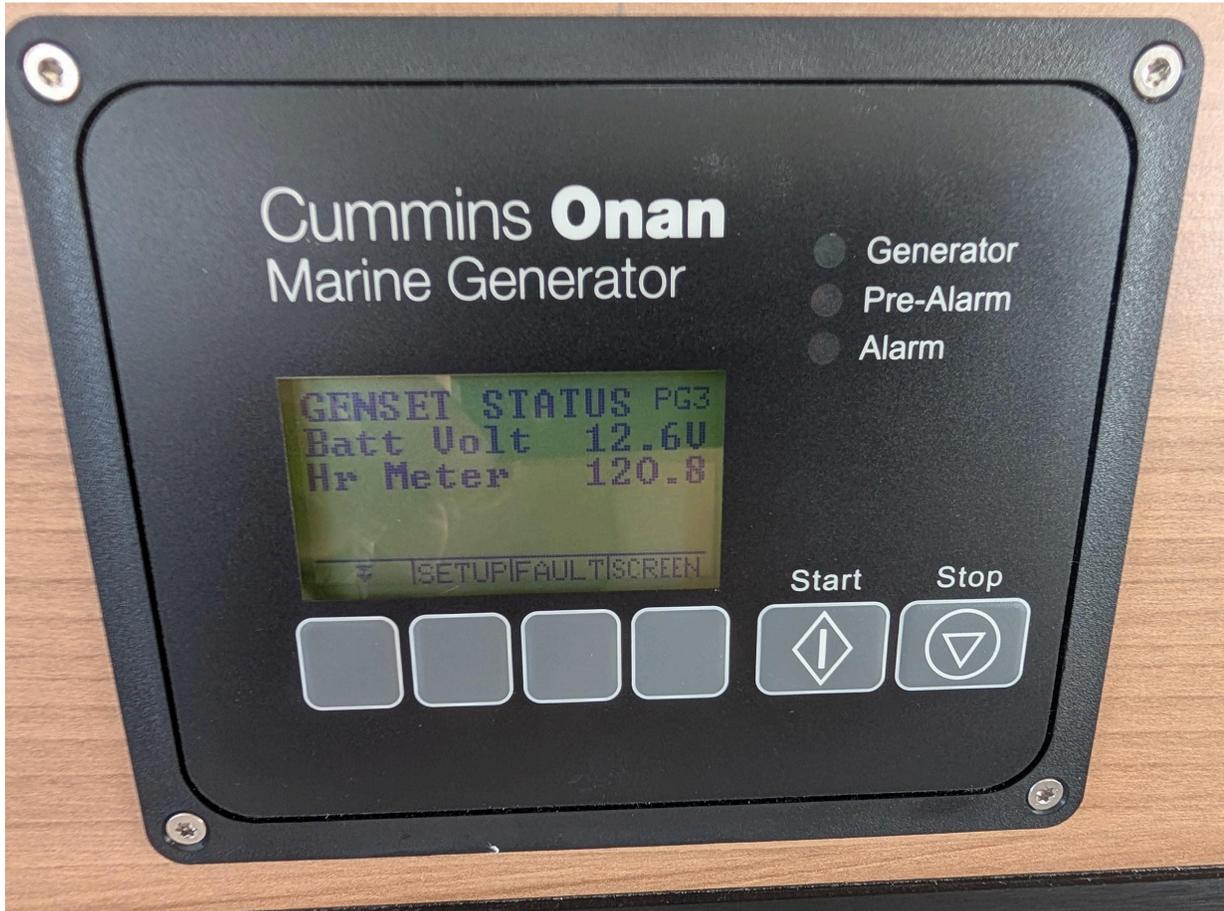
# MARAVELA QUICK START GUIDE v2026

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 the red switch is on, like in the pic. The generator is located outside, in the forward cockpit and in front of and under the saloon window.



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 it shuts off. Remember to turn off each AC unit first, along with waiting for the dishwasher to complete its cycle and watermaker if it's running too.

## 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 the 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:



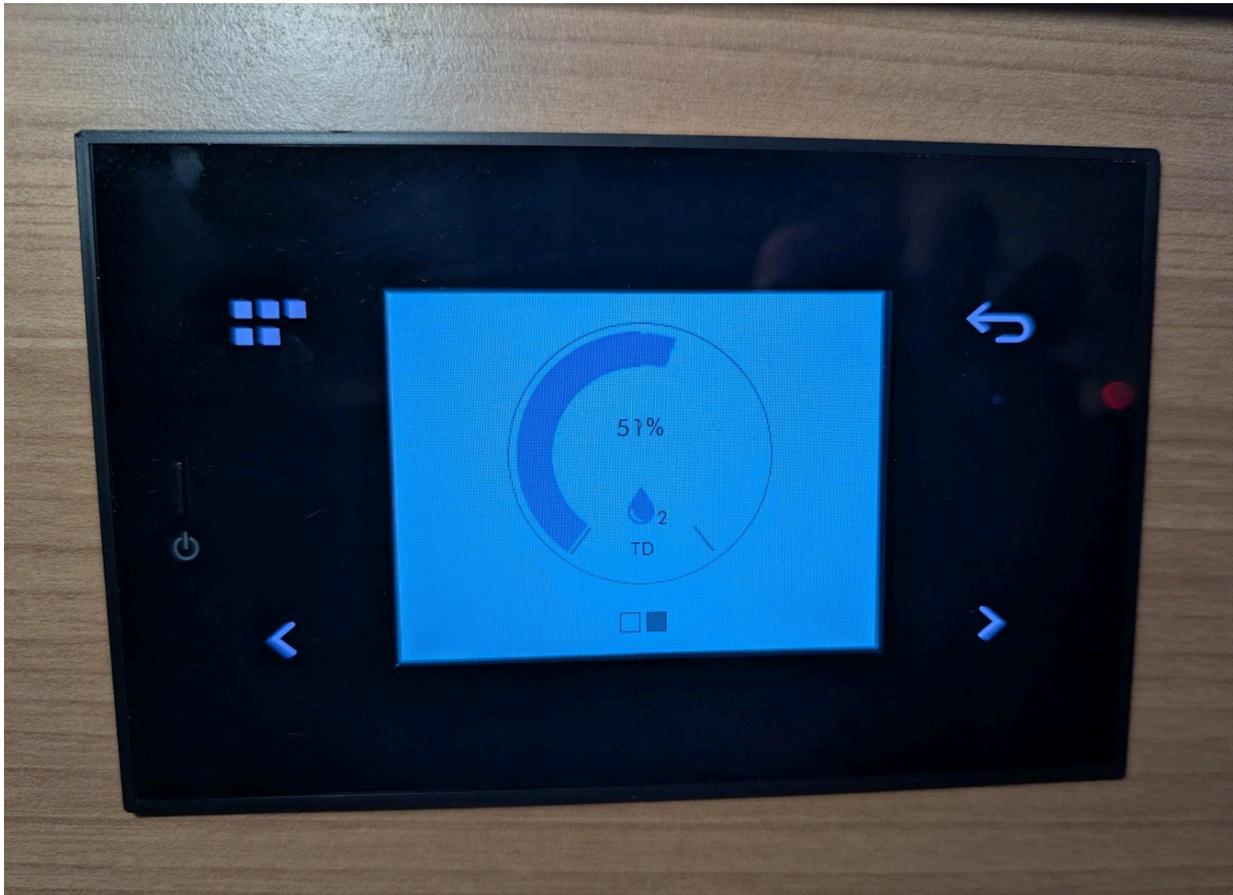
The picture below shows the unit on and sleep mode enabled. Sleep mode increases the set temperature by 1 degree Celsius after the first and second hour of running. It will turn the unit off after eight hours.



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

Please do not remove the **exterior white sunshades** that wrap around the forward windows. Not only do they help MARAVELA stay cool, but they also protect the inside from harmful sunlight and provide some privacy.

## FRESH WATER



Fresh water tank indicator shows the water levels on each tank, starboard (TD) and port (BD). 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! From the main switch panel below, you can 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). Use a hose in the marina or gas station. You can also make water using the onboard water maker (see procedure below).

## WATER MAKER



It 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 anchored 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 the tanks are low. It makes 250 liters per hour. Remember to switch to the other tank if needed. Always leave the generator running while making water.

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 fuel burned 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” and Main switch to “AUTO FLUSH”.

Check this video for a live explanation: <https://youtu.be/42yj-eLrYM8?si=Uve8XSZBbrRvmgd6>

If you see water leaking from under the watermaker, stop and contact Navigare as filters might need replacing.

**MARAVELA IS A 220 VOLT BOAT!**

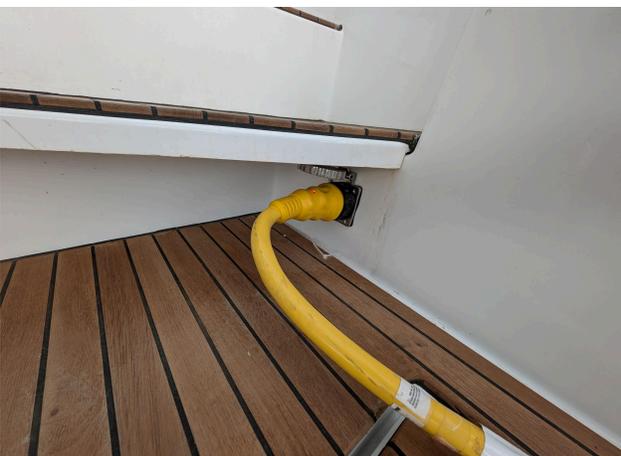
All receptacles on board are 220 volts. Please make sure whatever you plug in can take 220. Most of the outlets have an American adapter, but the voltage is still 220. There is a dedicated transformer above the microwave that has 110 output voltage. Use that if your device can't handle 220. See pic:



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. Before plugging to shore power, turn off the 50 Amp circuit breaker at the dock and set the selector switch located in the starboard engine compartment to “DOCK”. Then plug the boat end and dock end. Then switch the dock circuit breaker on.





## SMART TELEVISION

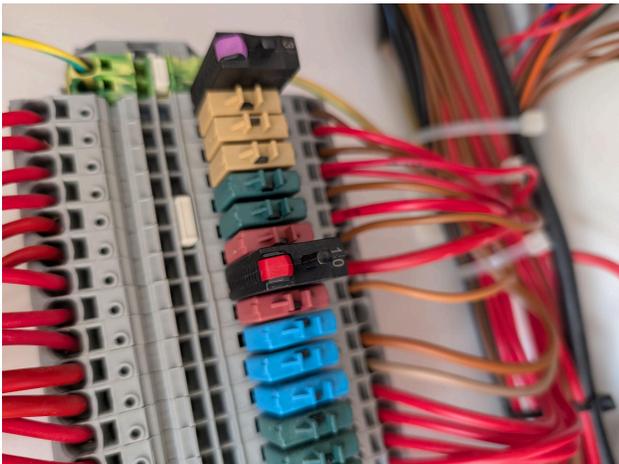
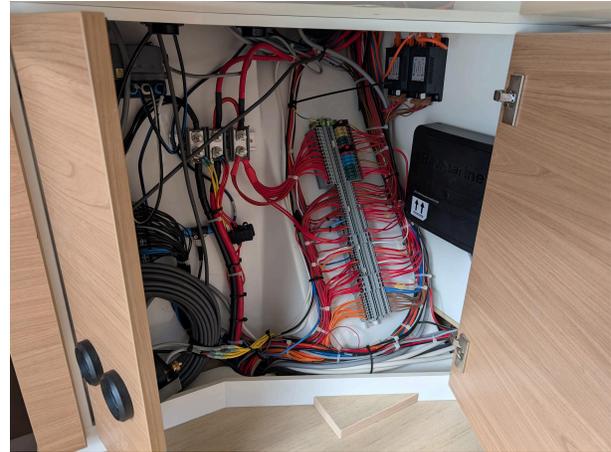
Located behind the sofa and concealed inside the framing is a 43 inch Samsung Smart TV. Use the top button on the control to raise it and the second button to lower it (raise/lower control seen next to the TV in the pic below). Please store both remotes by Nav station. Lower TV when not in use. TV can 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).

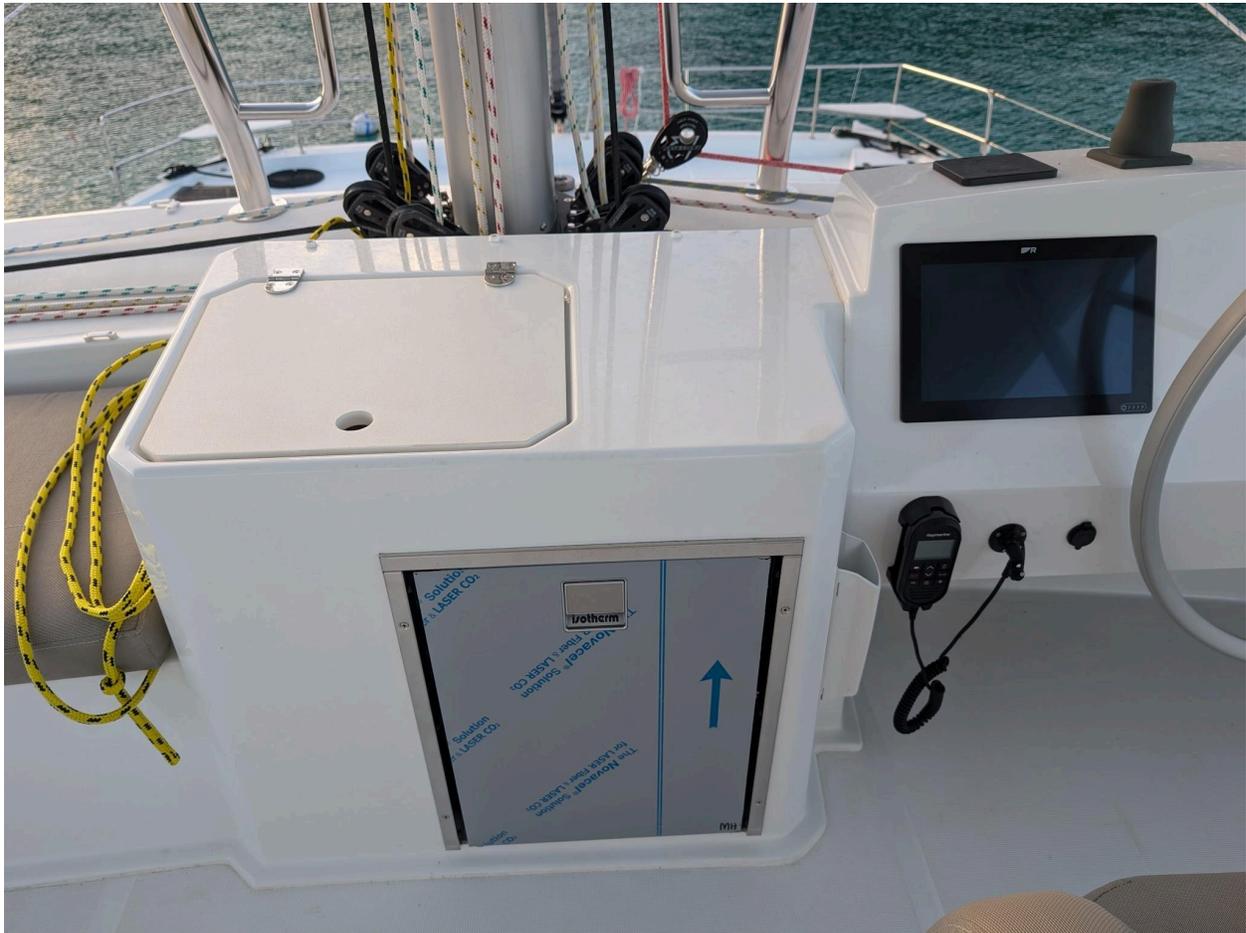
Remember to turn it off when you have finished your charter or when not in use.



## 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



We allow use of our own Nespresso machine for those Nespresso Coffee lovers. Please use filtered water in the coffee maker reservoir. Use Nespresso compatible pods (not provided). Note that as of 2026 the bin that holds the empty capsules is gone.

## PLANCHA/BBQ GRILL

Located on the port rear transom is the BBQ PLANCHA, which 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 it gets emptied often.



## HOUSEKEEPING

You must always place a towel on the floor for when folks come out of the shower. Ask Navigate for six extra full-size blue towels! Do not let the floorboards get wet! Even greater special consideration should be given to the starboard forward cabin, where the electronics for the bow thruster are located under the floorboard.

It is also recommended that you place a towel by the aft section of the saloon and by the door going to the forward cockpit. This ensures that the inside stays clean and dry.

Please take off your shoes as soon as you step onboard. You only need shoes when you head to shore in the dinghy! This will keep MARAVELA deck, inside saloon and cabins clean!

We've had issues with the hinges of the cabinet doors, and believe it is because folks are leaning on them and putting too much weight on them. Please avoid doing that.

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

Use a blue bucket of fresh water and a capful of boat shampoo as a cleaning solution. Cleaning supplies are kept on the starboard side aft locker (see the pic below pic). Diluted vinegar with water and a shammy work great for cleaning salty windows.



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

Be mindful of getting cushions dirty. Their light color makes them very prone to stains. Throw a towel over them if you have kids or while eating. If they do get a stain, immediately use a wet

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## MARAVELA QUICK START GUIDE v2026

sponge with mild soap to soak and absorb it. Yellow side of sponge; do not use the 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. **PRESS ONLY ONCE** and wait a few seconds until it activates. Please **ONLY** what comes out of our body into the head. **DO NOT** put anything else (no paper, no personal hygiene, nada) in the system, as that will clog it and be a mess to fix.

If 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 continuing to press the flush button.

## **MARAVELA WITH STARLINK**

If you'd like to use Starlink, you will need to purchase data, which is currently 25 US dollars per 50 GB. You should disable automatic synchronisation on all cell phones connected to the MARAVELA WiFi, along with any picture backup to the cloud; if not, 50 GB can easily be used per day. If interested, please send an email to [info@mar-a-vela.com](mailto:info@mar-a-vela.com), and we'll get back to you with the details.

Starlink will be powered on when the inverter is turned on from the Digital Multi Control.



## **CLOSE PORTHOLES AND HATCHES WHEN UNDERWAY!**

It is VERY important to close all hatches, portholes, windows, and doors when underway and when leaving 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 saltwater. It's best 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.

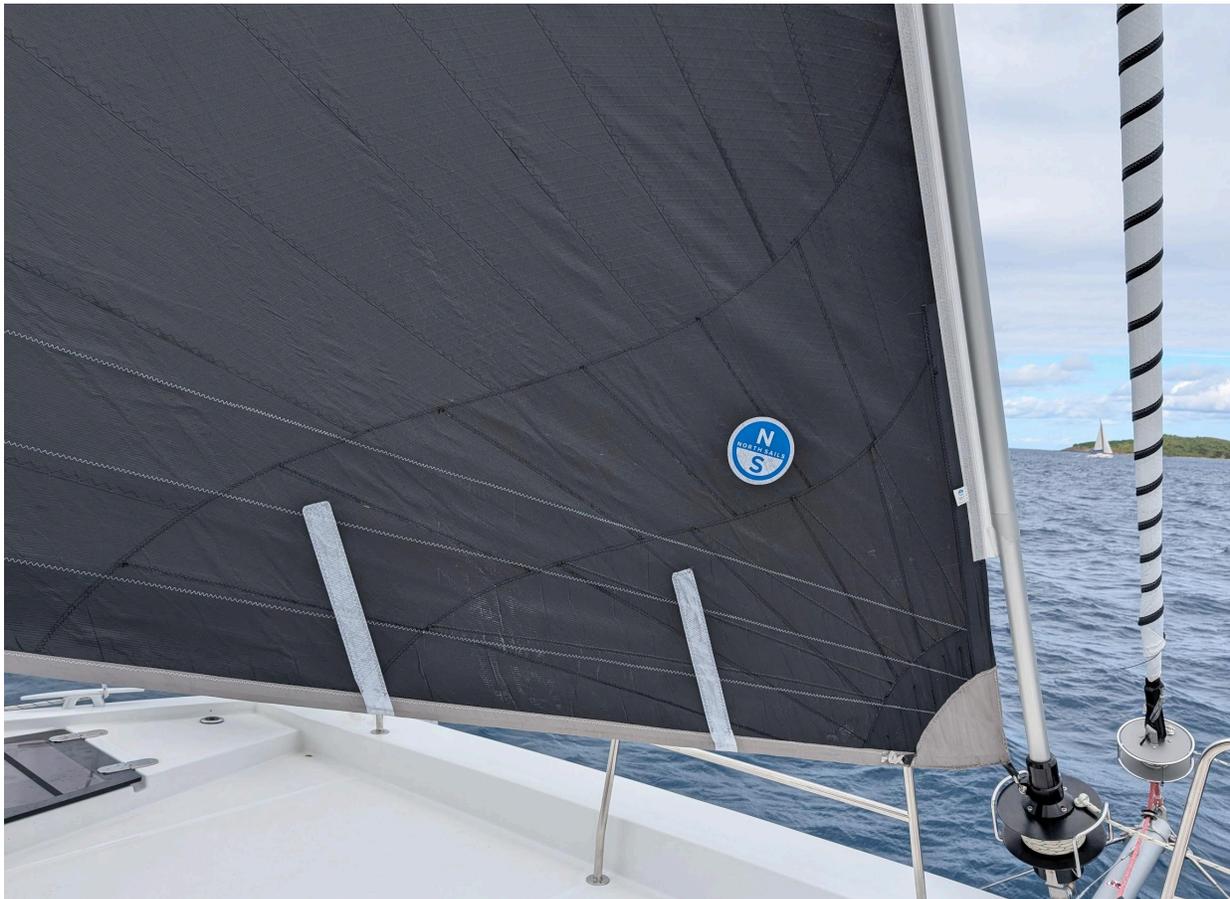
### **Self-Tacking Jib**

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.

For unfurling, it is best to minimise the sail luffing into the wind as this creates a violent flapping that can easily break the furler block and self-taking cart. Unfurl as much as you can without putting too much tension on the sheet, and for the final bit, especially if you will be sailing close-hauled (beating into the wind), luff a bit while sheeting in.

For furling, it is best to bear away and head slightly downwind to reduce the apparent wind speed. You can then release the sheet and furl it in with the furler line and starboard winch.

There are two 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 the 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, unlike the jib, doesn't furl. It lies in the lazy bag folded. The bag should be tied shut with the white straps to minimise sun and rain falling on the sail. The sail doesn't have UV protection like the jib, so it's essential 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 or bang against it, making that annoying noise that won't let you sleep.



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. Keep the boom at center and keep both sheets tight so the boom doesn't move around.

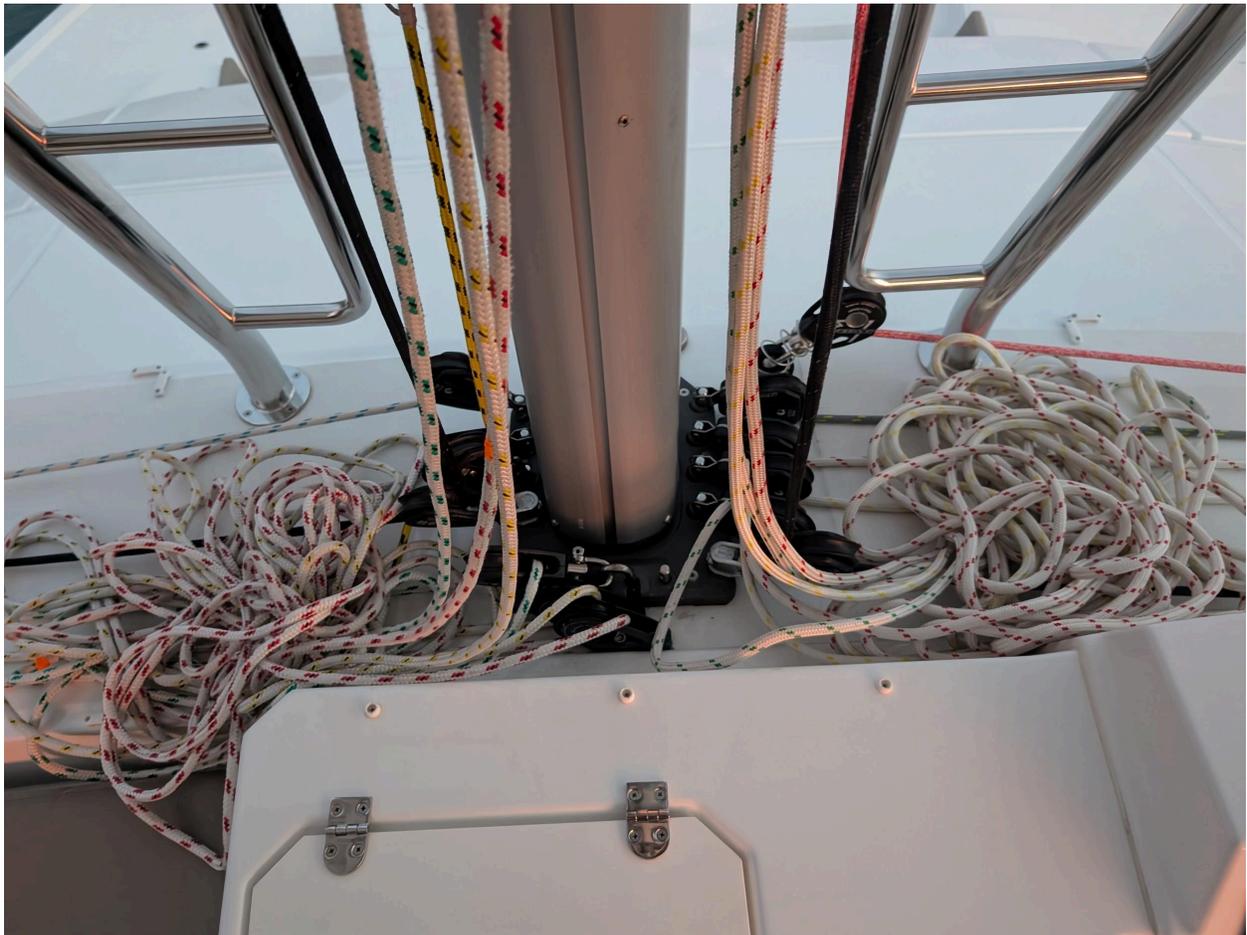
Have someone climb on top of the flybridge hardtop to untie the white lazy bag straps that keep it closed, along with the strap holding the halyard tight. Please **DO NOT** step on the glass nor on the solar panels (ok to step in between panels).

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 correctly in the last car. You will need to pull down on the sail and help the shackle mount using your hands. See the pic below for how the shackle should mount to the car. Make sure it looks like that before continuing to hoist.



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 essential 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. One person operates the winch, and another 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 the batten clears the lazy jack and proceed with 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). Release both sheets so the boom is free to move. Continue raising the sail until you see the luff tighten while leaving the topping lift to one side of the sail. An indicator that you have reached the correct height is that the winch will start to struggle. Stop and make sure you have at least five turns on the winch. Don't overdo 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 sheet out the main so that it rests on the shroud or spreader. Always use both sheets to keep the boom 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 should 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. Immobilise the boom at the 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, 18 knots; Reef 2, 24 knots; Reef 3, 28 knots

Self tacking jib only has two reefs. Furl it in if you have 28 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 labelled. 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 provide peace of mind that you won't be dragging anchor around or swinging into another boat in the middle of the night. It's peace of mind and ensures a good night's sleep! For you and for us!

Use the long boat hook to pick up the mooring eye line. Once you have it up, pass the end of the port and starboard lines through the eyelid. Run the end back to the cleat 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, HYDRAULIC LIFT AND LADDER

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** raise the dinghy engine **BEFORE** positioning it over the platform. Avoid all dinghy contact with the platform and help us minimize the rubbing which chips off the paint and exposes the bare aluminum. Don't leave the platform in the water for an extended period of time. The longevity is greatly reduced if it is kept under sea water. Best is in and then all the way out! If you leave the dinghy in the water make sure you give it plenty of line so that it stays far out and never gets caught against or under the platform. Keep it away from rubbing against MARAVELA. Best is to place dinghy on platform and raise it all the way up when you are done using it, and definitely overnight.

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.



When lowering swim ladder be gentle so it doesn't bang against the side of MARAVELA. There's a line you can use to ease lowering. Also, remember to pick it up when done swimming. **NEVER** start engines or set sail with the ladder down!

## 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.

USE ONLY WHEN NEEDING TO DOCK PARALLEL TO A DOCK. DO NOT USE IT ON MOORINGS.

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.

The bow thruster electronics lie under the floor board in the forward starboard cabin. Please always use a full size blue towel on the floor as a shower mat for when you step out after a shower.



## STORAGE ASTERN

There is 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.

This is a good place to store some of the fenders and you can also tie them up vertically to the railing on the handbar right above the aft cabins.



## **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 GARAGE 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 THE AFT SECTION OF ENGINE BAYS ARE OWNER USE ONLY. PLEASE DO NOT TOUCH. SAME AS THE WASHING MACHINE AND THE FORWARD CABINET, WHERE WE KEEP SOME OF OUR BELONGINGS. THESE TWO LAST ONES ARE LOCKED.**

