



Owner's Notes

ALLORA

Beneteau 37

Dear Guests,

Welcome aboard ALLORA!

We fell in love with the Pacific Northwest while vacationing here before moving to Seattle in 1998. Since then, we have continued to discover the endless beauty of our region, camping and hiking in the many national and state parks. Recently, we decided it was time to explore the area from the water. After looking at many boats, we purchased Allora, a 2011 Beneteau 37. She is everything we hoped for, combining nimble sailing with generous accommodations.

Even in the short time that we have had Allora, we have loved cruising her in the San Juan Islands, in rain or shine. We very much hope that you will enjoy her as much as we do. If you have any questions or any suggestions to make Allora more cruising friendly, please feel free to give us a call at 206-391 3408 or let San Juan Sailing know.

We wish you a very enjoyable stay aboard Allora. May the wind always be at your back and the sun upon your face.

Buon Viaggio!

Michel Goffin and Paula Rogness

Allora specifications



GENERAL SPECIFICATIONS

- Year built: 2011
- LOA: 37'8"
- LWL: 34'1"
- Beam: 12'10"
- Draft: 6'3"
- Dry/Light Displacement: 14,363 lbs
- Fuel Capacity: 34 gallons
- Potable Water Capacity: 95 gallons
- Holding Tank Capacity: 21 gallons

ENGINE

- Type: Yanmar 3YM30
- Power: 29HP
- Propeller: Fixed 3 blade
- Consumption: 0.5GPH @ 5.5 knt

SAILS

- Main sail: Hyde, 387 sq ft
- Genoa: Hyde 110% genoa, 403 sq ft
- Asymmetric spinnaker: Hyde, 944 sq ft

ELECTRONICS

All Raymarine

- Multi-function hybrid 9.7"
- ST 6002 Autopilot
- ST60 wind speed and angle display
- ST60 Tri-data (speed, depth, log)
- VHF with cockpit remote
- Radar, AIS detection

COMFORT

- Forward V-berth (6'6" long) with vanity
- Aft queen sized berth (7' by 5'2")
- Port and Starboard settees of respectively 6'9" and 6'5" long.
- Refrigerator Capacity: 4.1 cft
- Domestic Batteries: 230ah
- Headroom Saloon Center: 6'4"
- Heater: Webasco
- Air-conditioning: Cruiseair

Nuances

- Allora's design and layout is very similar to other European boats in her class. True to her French origin, she has room for at least 10 bottles of wine divided over 3 storage places! We turned one into a locker for books, and one for galley equipment.
- Because Allora is the two cabin version of the Beneteau 37, her aft stateroom is very large and extremely comfortable, with additional padding. We flip coins for it.
- For the same reason, her starboard cockpit locker is quite enormous. We prefer to store items as much as possible in boxes or bags for easy access and organization.
- For whatever mysterious reason, the cockpit light near the cabin entry is turned on using a remote (kept at the nav station), but the lamp for the cockpit table (kept under the fore berth) has a simple toggle switch at the forward end of the cockpit table. It makes for romantic dining at sunset. To keep warm on cooler evenings, we keep a yellow box with fleeces under the port settee.
- Because we often sail with people new to boating, we keep some extra sailing gloves (in a clear box) and foul weather gear under the port settee. They are there for you to use.
- The L-shaped galley has, on the port side of the countertop, extra storage. It may look a cool box and can be used to store drinks, it is not insulated and items won't stay cold very long. Instead, it is actually a place to dry or store dishes, with a drain connected to the grey water seacock. The back side of the lid is a cutting board. We find this setup very useful.
- The hatch over the companion way has an ingenious but somewhat cumbersome way of storing the cockpit facing part under the top part by having the grey handle of the cockpit facing part slide into a slot under the Plexiglass top part. A little practice and you will find it a handy way to store the hatch.



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1. Emergency Equipment

Our emergency and safety equipment includes:

- **Flares:** in cockpit, port lazarette.
- **Fire extinguishers:** we have 3 extinguishers on board: in the saloon, near the chart table, and under the sink in the galley
- **Fire blanket:** we have a fire blanket, located in the lower nav station cabinet
- **Life vests:** There are six inflatable life vests in the aft port cockpit locker.
- **Fog horn:** There are two fog horns and a set of flares in the aft port cockpit locker, next to the life jackets.
- **Bilge pump (manual):** located on the starboard side of the cockpit, behind the engine instrument panel. Pull the cover towards you and slide out the metal handle for pumping.
- **Bilge pump (electric):** There is a switch on the control panel at the nav station. We leave the switch on automatic.
- **Emergency tiller:** Metal T shaped bar located in the starboard aft cockpit locker. Remove the cover to the rudder stock (under helmsman seat) and insert the tiller.
- **Lifesling:** Attached to starboard stern pulpit. Please review the cartoons on the face of the case for procedures. The lanyard is secured to the boat so that tossing the floating harness allows it to tow behind the boat like a ski tow rope. Circling the person overboard will draw the recovery line near them.
- **VHF Radio:** channel 16 VHF at navigation station and at helm.
- **Cockpit cushions.** In case of COB, throw anything that floats.

A schematic overview of all through hulls can be found on the following page.

Through hull locations fore to aft:

- In the main cabin, under the front floorboard: transducers for depth and speed.
- In the main cabin, under the port settee: water intake for the air conditioning. Please keep closed unless you use the air conditioning (in port only with shore power).
- Under the galley sinks: discharge grey water from galley sink
- Under the engine cover: raw water intake for engine cooling. Should be open when running engine and when underway.
- Accessible from aft cabin: engine shaft
- Head, under the sink: water intake toilet
- Head, under the sink: drain holding tank
- Head, under the sink: discharge grey water from bathroom sink.

Universal seacock plugs are attached to all through-hulls

LOCATION OF ALL BELOW WATERLINE THRU-HULL FITTINGS



- 1. Raw water intake engine
- 2. Toilet flushing water intake
- 3. Holding Tank discharge (macerator)
- 4. Toilet waste discharge
- 5. Discharge grey water galley
- 6. Water intake air-conditioning
- 7. Depth sensor
- 8. Speed sensor
- 9. Head sink and shower drain discharge

2. Anchoring

- Main anchor: Rocna 20 (44 lbs)
- Ground Tackle: 200' of 3/8" chain
- Secondary anchor: Fortress FX 16 with 25' of chain and 225ft of rode.
- Windlass: Maxwell electric (vertical type)

A few reminders:

- **Windlass.** The windlass is operated using a remote, stored at the navigation table. Activate the remote by pressing both the up and down buttons at the same time for 5 seconds. Please use extreme caution when operating the windlass so that no fingers, hair, or other extremities get caught. No small children should be around near the windlass when operating it.
The windlass breaker is located in the aft stateroom, next to the main battery switches.
- **Check the tide tables.** Tides can be easily verified using the Raymarine chart display: on the chart, point at any nearby marker and choose "Nearby Tidal Station" from the pop-up menu. Alternatively, there is a tide book aboard. This way, you you how much margin to add to your depth when anchoring so you don't ground during the night.
- **Note where other boats are.** If the cove is windless, you may want to ask where they've placed their anchor, so you don't cross rodes.
- **Determine where you want your boat to be after anchoring.** Proceed upwind from that spot a couple boat lengths to make up for the drift back. Stop.
- Let the anchor down about the water depth, so the **anchor is on or just above the bottom.** As most modern boats, Allora's bow is nearly plumb meaning that careful attention is required when lowering or hoisting the anchor to prevent any damage to the bow. This is especially so when the anchor is coming out or going into the water. When the anchor is above or just below under water, always move the chain very slowly with the boat at a standstill.
- Signal your helmsman to slip into **idle reverse, as you pay out rode.** Allora's Rocna 44 pound anchor is very secure and 4:1 scope will normally suffice for the protected bays in the Pacific Northwest.
- **Check the rode markings.** Most anchoring has about 100' of rode out, assuming about a 25' bow to bottom depth and a 4 to 1 scope.
- At your desired mark, **stop the windlass,** but let the boat drift backward in reverse, idle speed. The anchor will set and stop the boat.
- Leave it **in reverse for a minute or two.** Line up with two fixed objects ashore to assure

that you are not dragging.

- **Set the snubber** so tension is on the cleat, not overnight on the windlass (important!)
- If winds **above 15 knots** are forecast, test the anchor set by running reverse up to $\frac{1}{2}$ the predicted winds (1,000rpm for winds to 20 knots, 1,500 for 30 knots, etc). If holding at that rpm, you have reasonable assurance of holding in those winds.
- In case of winds above **20 knots**, consider both increasing your scope to 5 or 6 to 1, and deploying the second anchor in a V type pattern. You will likely need to drop the second anchor with the dinghy, so set it **before the winds pick up**—too late later.

To retrieve the anchor in the morning:

- Start the engine, given that the windlass draws from the engine start battery.
- Activate the remote by pressing both the up and down buttons for 5 seconds, then depress the “up” button, always assuring the chain is vertical during retrieval—this avoids either towing the boat or dragging the chain against the hull. Into a breeze, we engage forward gear as needed, but exercise care that we don't drag the chain against the hull.
- As needed, we clean the chain with the salt water.
- A mountain of chain under the windlass can jam it and in rare cases cause a wild gravity runout of rode. If that happens, stand clear for safety. We avoid that chain “mountain” by bringing the chain forward in the well as it is retrieved, using the boat hook. We grab the chain with the boat hook and pull it forward as another crew feeds it by pressing the "up" switch, 2'-3' at a time. Important for the initial chain retrieved. Last 50' can stack under windlass ok.
- As the length of rode remaining approaches the water depth, the sound of the windlass laboring alerts us to immediately stop. Sometimes a brief pause will cause the anchor to break free, given the 90 degree angle of pull. A brief tap on the button, if laboring, says to break out the anchor with the engine in idle forward, not with the windlass.
- To nest the anchor without chipping the hull, the anchor may need to be swiveled. We use the windlass to bring the anchor shank up and over the bow roller in one continuous motion, then nest the anchor by hand.
- Note: the windlass remote will auto power off after 10 minutes of inactivity. To turn the remote off manually, press and hold the two smaller buttons of the transmitter down for 5 seconds. There are spare batteries for the remote in the side drawer of the navigation table.

A small pamphlet with more anchoring tips and description of the features of the Rocna anchor is located in a small ziplock bag under the navigation table. Similarly, there is a pamphlet on using the special features of the Fortress anchor, including how to change the shank angle (for soft mud) and the use of initial short scope for easier setting of the Fortress anchor.

We have a reel of 600ft braided yellow polytron line for use as stern line. It can be tied to the stern with the helmsman seat up, for easy unwinding and reeling the line back in. Deploy the line with the dinghy while the spool unwinds. If sufficient length, bring the line around a secure shore object and back to the boat to a transom cleat for ease of retrieval. Please do not cut this line except in case of dire emergency. There is some spare rope with the tools.

3. Barbecue

The propane fired stainless steel BBQ is mounted on the port stern rail and is permanently connected to the dual propane tanks below. To use the BBQ, there you will need to open the propane solenoid in the salon (marked spare on the instrument pane). Open the BBQ lid and use the lighting stick (from the galley) to ignite. Please find the BBQ cleaning brush, wiping pads and BBQ tools in a clear plastic box in the main port cockpit locker.

After use, always turn off the solenoid. Wind isn't a friend of the BBQ and can easily drain the tanks.

4. Batteries and charging

There is no need to touch the battery switches (in the aft cabin). An alarm will sound if voltage drops below 11.8 volts. Do not discharge below 11.8 volts.

The engine start battery is under the companionway, in front of the engine.

The voltage on the house battery bank and the start battery can be checked at the panel near the nav station. Press the "volts" button to rotate through the banks. We make it a practice to check the batteries before retiring at night and when rising in the morning.

Never turn a battery switch to "off" while the engine is running! This will blow the diodes on the alternator, may destroy important navigational equipment and the batteries will no longer charge.

5. Berths and accommodation

Allora is ideal for 5 but will sleep 6.

Forward, the V-berth cabin has generous standing room, a small dresser/vanity a spacious berth, and a variety of stowage options with a hanging locker, drawers, shelves, and storage under the berth cabinets,

The aft sleeping cabin has a queen size berth with sitting headroom at its head, decent dressing room, and three opening ports, one of them located in the transom. A space between the aft bulkhead and the transom creates an extra stowage area. For added comfort, we have added a memory foam topper.

Both port and starboard settees are sufficiently long to sleep an adult. The table does not convert to a berth.

6. Bilges and bilge pump

The switch for the electric bilge pump is at the bottom of the main control panel. It is recommended to always leave it on automatic (pushed to the right). If the bilge pump comes on but not sucking any water, please check the strainer to the inlet for any debris. That strainer is located in the central bilge (under the dinette).

A manual bilge pump is located in the aft starboard side of the cockpit. To operate the pump, pull the cover forward and use the metal bar to start pumping.

7. Dinghy and outboard

- **11.9 Baja inflatable with aluminum floor panels, capable to carry 6 people and gear**
- **Honda 2.3 hp outboard**
- **Tow 6' off stern, place loop over port aft cleat, tie off bitter end.**
- **Please do not leave outboard on dinghy when towing or overnight. It may flip.**

Additional guidance

1. There is a repair kit for the dinghy in an orange cylindrical container in the port cockpit locker hanging from the winch rack
2. Outboard:
 - The manual for the outboard is in under the chart table.
 - The outboard is only 30 pounds and thus easily transported. For security reasons, we use one of the davits to lower the outboard and to attach the outboard to the dinghy.
 - The outboard takes normal gasoline. When filling the gas tank, it is recommended to leave some room for expansion of the gasoline in hot weather.

- We Leave the spare tank in the dinghy (attached to the stern) or on Allora's stern . Never store the gasoline can in any locker.
 - To start:
 - Make sure the black safety clip is in place at the orange stop button
 - Open the gas tank vent on the gas cap
 - Open the fuel switch (starboard side of engine)
 - Use choke when engine is cold
 - Twist the throttle to the Start position
 - Slowly pull the cord- until you feel resistance. Then pull fast to start.
 - To stop: just pull the safety plug that keeps the stop button extended.
3. Painter
- The 50' yellow polypropylene dinghy painter floats. A large loop in the painter about 7' in front of the dinghy makes it convenient to drop over a stern cleat for towing. We suggest that you tow the dinghy about 6 feet off the port quarter, away from the starboard engine exhaust (to avoid any sooting of the dinghy). If we use the cabin heater, we make sure the painter stays away from heater exhaust (also on port quarter), which melts painters!
 - The 6' scope also avoids wrapping the painter around the engine shaft when in reverse! Plus, underway the bow is raised slightly, reducing drag, so you sail faster.
 - Dinghy painters inexplicably come loose (and dinghies disappear), so we suggest you tie the bitter end to the rail.
 - In a storm, towing on the low side makes it unlikely the dinghy will flip in the wind/waves.

8. Dodger and Bimini

- The central panel between the dodger and bimini can be easily removed or reinserted.
- If needed because of fog or salt crystals from spray, we clean the Strataglass windows with plenty of fresh water only (from the galley)

Additional guidance:

- To remove the covers on the windows of the dodger, please pull close to the snaps, not in between snaps, otherwise the snaps may come lose from the fabric. We store all covers together in the blue with "Grand Teton" imprinted on it, in the starboard cockpit locker
- Never use a sponge to clean the windows since it may scratch the windows by rubbing the salt crystals into the plastic. A special product (Strataglass Protective

Cleaner), located in the starboard cockpit locker, can be used afterwards. Never use any other products or soaps, such as Windex.

- *Please do not handle Strataglass with sunscreen on your hands.* This will permanently cloud the vinyl where handled.

9. Electrical Panel

The electrical panel is at the nav station. For ease of use, all switches have been labeled with colored dots as follows:

- Green: ON underway;
- Double Green: Always ON;
- Yellow: as needed
- Red: never use.

The “Spare” switch (middle right) controls the solenoid for the gas supply.

The Cabin Lights switch is not just for cabin lights but also powers the electric head and the sump pump.

The 110v master breaker is located on the forward bulkhead of the aft starboard cockpit locker. It is very rare that it pops but it should be checked if shore power does not charge the batteries and the 110v outlets aren't working.

Allora does not have an inverter. Thus the 110v outlets, the microwave and the air-conditioning only work on shorepower



10. Electronics

All electronics are powered by the Navigation switch on the main control panel

Autopilot (on the right side of the pedestal)

- Autopilot: press the “Auto” button to maintain your present course. Press “Standby” to return to manual steering.
- An automatic course can be altered using the plus and minus buttons in the stated increments.
- The bottom of the screen displays the rudder position.

Wind Indicator (on the left side of the pedestal)

We find the display very helpful when fine tuning sails, or keeping the boat headed into the wind when raising or lowering sails. For close hauled sailing, we find it more useful to display the apparent wind, rather than true wind, but that is a question of preference and debate over beers at the club.

The display also indicates the speed through the water.

Multifunction Display (in the center of the pedestal)

- A copy of the manual is in a white binder in the cabinet between the starboard settee and the forward bulkhead.
- The multifunction display combines the chart plotter, depth meter and radar with additional information such as tides and currents. The display can be controlled by touch or by using buttons.
- The display will give you the location of other vessels that have AIS (Automated Identity System). Allora does not subscribe to AIS yet, and thus Allora's position will not show up on other vessels' systems.
- Because the speed indicator is GPS derived, it indicates the speed over the ground (SOG). For speed through the water,
- We find it useful to have a dual screen (go "Home" and select "Dual Screen") which allows you to see both detailed information chart and a large scale overview. This makes it easier to set way points without losing sight of detailed information.
- Call us old fashioned but we like paper charts to set a course and verify progress using the GPS. Overview paper charts make it easier to avoid areas with rocks or lower depths. Please note: You cannot rely on the depth sounder to avoid rocks! It is possible to go from 300' to on the rocks in less than 30 seconds under sail in some areas! The answer is simple: we always plan our route on the chart and track our position on the chart plotter. Rocks are clearly marked.
- In the San Juans, 400'-600' are common depths in some channels and you may see false readings as the sensitivity on the transducer increases in an effort to give some reading, often from changes in water density, salinity, or underwater debris.

Tridata Display

The display (at the Nav station) repeats depth, speed and trip data from the Multifunction display.

VHF Radio

The radio comes with a handheld that is connected to the pedestal in the cockpit. The handheld will not work unless the VHF unit at the nav station is turned on.

We make a habit of monitoring channel 16 for any emergency messages but only use it in case of emergency or to haul another vessel and transfer the communication to another channel. San Juan Sailing can be hauled on channel 80.

We find the VHF useful for weather information (typically channel #4, 162.425 MHz). For frequencies of all Washington stations, see

<http://www.nws.noaa.gov/nwr/coverage/ccov.php?State=WA>.

11. Engine

- **Yanmar 29hp 3 cylinder diesel, with dripless shaft seal and 3 blade fixed-prop (clockwise rotation).**
- **Lift the cover (companion stairs) for daily engine “lookover”. This “before engine start” shows us in one quick view any black powder belt wear or loose belt, oil in bilge, eelgrass in strainer, or coolant spillage.**
- **Avoid excessive idling**
- **2200 rpm is economy cruise**
- **2500 rpm is fast cruise (green dot on tachometer)**
- **2800 rpm is emergency fast cruise**
- **Fuel tank gauge is on the central control panel at the nav station**
- **Allora has a fair amount of prop walk which helps with right hand turns while having the gear in reverse (so called standing turn).**

Additional guidance:

The manual for the Yanmar diesel engine can be found on a flash drive at the navigation table. Before starting the engine, ensure that. Always check that water is running through the exhaust. No water indicates a blocked impeller and will lead to overheating of the engine.

To stop the engine, push the stop button *before* moving the key back into the center position.

Sheets often get wrapped around the engine key. It is advisable not to leave the key in the lock while sailing.

Allora has excellent fuel efficiency at about 2200 rpm (less than 0.5 GPH). Fuel efficiency is still good at 2500 rpm but deteriorates rapidly at higher revs with relatively little gain in speed. We typically do not exceed 2200 rpm unless needed in rapid currents.

Fluid levels are checked weekly by Maintenance Pros. Therefore there is no need for guests to check fluids unless Allora is out for more than one week.

A daily "engine lookover" from the front of the engine is recommended, to check for its general condition: any oil or water in the bilge, belt powder or looseness, or other unusual items may require further investigation.

The raw water strainer is at water level. No need to open or clean unless the engine overheats. After cleaning, the strainer bowl should refill itself. If not, you may need to "blow out" eelgrass from the hose/seacock with the dinghy foot pump, very forcefully. When replacing the lid, please avoid over-tightening.

Oil dipstick access is via a panel in the starboard aft cabin. The engine is not known to use oil; nevertheless, a spare quart is available in the starboard cockpit locker. Mechanics check the oil levels weekly.

Most engines idle too long, causing carbon buildup. So if in a marina, we start the engine just before departing. Same protocol if hoisting anchor or untying from a buoy—minimal idle. If starting after sailing, we allow one minute at 1100 rpm, another minute or so in gear at 1500 before resuming cruising speed.

To Start:

1. Assure that the raw water intake valve (located under the companionway) is open.
2. Assure the throttle/gearshift is in neutral. Only in very cold weather, we depress the red button at the base of the throttle, and push the throttle forward slightly for starting. This disengages the transmission for cold weather 1100 rpm warm-up.
3. Listen/look for water coming from aft starboard end of hull.
4. No preheating (glow plug) is necessary. Move the key into the start position and the engine will typically start on the first try.

Running:

- 1400 rpm is about 4 knots—marina speed
- 2200 rpm is economy cruise, about 5.5 knots, approx. 0.5 gph, range: >60 hours, 330NM
- 2500 rpm is fast cruise, about 6 knots, approx 0.75 gph, range: 45 hours, 247 NM
- 2800 rpm is emergency max cruise, for short burst only.

We are careful to pause 1-2 seconds after the "click" into gear before accelerating, to protect the transmission. And, of course, we always pause when changing from forward to reverse.

Shutdown:

1. Cool at modest rpm for 2 minute after running at cruising speed, mainly if shutting down after the wind comes up (not necessary to cool down after entering a marina or anchoring, since the lower rpm will have cooled engine.)
2. *We don't touch the key yet!* Push the rubber-covered button on the engine panel to engage the electric shutoff solenoid. If the key is turned off prematurely, electrical damage can occur, and the solenoid will not engage to shut off the engine.

Engine overheat:

The temperature gauge is under the companionway. Normal engine temp is 180 degrees. If the needle climbs, or the alarm sounds, or steam comes out the exhaust, please check the amount of water coming out the exhaust. If it is little or none, the most likely cause is eelgrass plugging the raw water strainer, located at the forward starboard side of the engine, which you saw on your Daily Engine Lookover.

(Note: raw water impellers are replaced annually as part of preventive maintenance.)

If the engine overheats with adequate water flow out the exhaust, check the coolant level in the engine. Normally, the coolant level in the overflow plastic container is at the "low" level. If below the "low" level, we add coolant from the cockpit lazarette, but not before.

12. Emergencies

See section 1 of these Owner Notes on page 5.

13. Entertainment

Allora has a Sony Radio/CD player with speakers in the cabin and the cockpit. The CD player is capable of playing a variety of digital formats, including MP3. There is also an AUX cable to hook the entertainment system to your phone, tablet or laptop.

14. Fuel

- The fuel gauge is on the central control panel at the nav station.
- Fuel fill is starboard aft.

The fuel tank is located under the aft berth. Consumption rates are listed in section 11 on page 15.

When fueling, we find it useful to estimate the amount that we need to fill the tank (from reading the gauge), fill somewhat less, and then top of the tank very slowly while listening

carefully for any change in the noise coming from the tank opening that may indicate the tank is almost full.

We keep a few rags and absorbing pads in a bag in the main port cockpit locker

15. Head, Holding tank & Shower

Head

- Allora has an electric toilet. There are two gray rocker switches. The switch on top is “flush”. It brings in domestic fresh water and pumps it out simultaneously. The switch on the bottom separates those operations. Depressing one end brings in water, depressing the other end pumps it out.
- The electric toilet is powered by the Cabin Lights breaker on the DC panel (center bottom) at the nav station. The Water Pressure breaker also needs to be on to enable flushing water.
- There is a Y-valve installed in the toilet flushing hose. The Y-valve directs waste from the toilet to the holding tank OR directly overboard. The Y-valve must be set to the holding tank in U.S. Inland Waters (less than 3 miles offshore). The Y-valve is located below the head sink inside the cabinet at the aft end. When the valve is set to the holding tank the pointer end of the gray valve handle covers the overboard hose gray arrow. The gray toilet to holding tank arrows are uncovered.
- Here's what we do to make maximum use of the holding tank's capacity:
 - For *liquid* effluent:
 - 1 - use the toilet
 - 2 - depress the “drain” side of the lower rocker switch to pump out the liquid.
 - 3 - Briefly toggle it to “fill” to rinse, then back again to “drain” to pump out.
 - This method adds only a cup of water per flush and keeps the toilet fresh.
 - For *solid* effluent:
 - 1 - Depress the “fill” end of the lower rocker switch to bring in a quart or so of fresh water.
 - 2 - Use the toilet.
 - 3 - Depress the “drain” switch until the solids are evacuated, then press “fill” and “drain” as above. Sometimes the “flush” upper rocker switch is needed to remove everything.
- Although the system can deal with moderate use of marine toilet paper, we typically put all paper in the waste basket on the inside of the cabinet door, under the sink.
- The draining system has a Y valve, allowing for waste to be pumped to the holding tank or drain into the sea. USCG requires that the holding tank drain remains closed and secured in all US waters. The valve is located under the sink and locked with a zip tie. If you decide to drain the holding tank, please replace the zip tie.

Holding Tank

The capacity of the holding is tank 21 gallons of toilet waste and is located in the head. An electric level gauge is on the forward side of the sink cabinet. The tank has a deck pump out fitting on the port side, just above the tank for use at a pump-out facility.

The holding tank can also be discharged directly overboard if you are greater than 3 miles offshore in US waters or if you are in one of the straits in Canadian waters. The holding tank is discharged using the macerator pump as follows:

- Open the Macerator Outlet seacock located under the head sink and labeled MACERATOR OUTLET.
- Turn on the Cabin Lights breaker on the DC panel.
- Press and hold the black push button located in the head on the sink cabinet face just below the Shower Drain toggle switch. Listen to the pump motor. As the tank empties the pitch will be low and variable as the pump grinds the waste. When the tank is empty the motor will speed up and the pitch will increase and become steady.

Shower: in the Head

The use of the shower is straight forward. Just pull the faucet and install in the holder attached to the port wall of the head. Make sure the drain valve is open (see through hulls on page). A small toggle switch on the front of the cabinet operates the sump pump for the shower.

Shower: at the Transom

To access the stern shower, open the lower plastic door near the helmsman seat on the starboard side. The valve is behind the plastic door just above.

16. Heat and Air-conditioning

Allora has a Webasto diesel heater. The control panel is located on the starboard side, just forward of the navigation table. Its use is very simple: Press the On button, set the desired fan speed with the dial on the left, and the desired temperature with the dial on the right. Make sure that the vents are not covered when using the heater.



The air-conditioning requires a separate hookup to shore power, using the outlet on the stern that is closer to the middle of the boat. *You must open the water intake valve before turning on the air-conditioning.*



That valve is located under the port settee in the main cabin. The control panel for turning on shore power for the air-conditioning is on at the navigation table. The control panel for setting the temperature is on the side of the cabinet above the



navigation table.

17. Propane

Highlights

- The solenoid switch is at the nav station, on the central control panel, labeled **SOLENOID**.
- There are two small aluminum propane tanks located in the propane locker in the cockpit.
- For safety, we turn off the solenoid after stove use.

We typically keep one propane tank closed, so we empty one before starting the other one.

18. Sails and Rigging

Allora sails well and is easily controlled. The following tips will help you enjoying sailing her:

Raising or Lowering Sails: Keeping Allora perfectly directed into the wind will prevent the mainsail's battens from getting caught behind the lazyjacks. If the mainsail does get caught, loosening the halyard by about a foot and jerking the boom will typically do the trick. Make sure the reef lines are loose when raising the main. Conversely, tightening the reef lines concurrently with lowering the mainsail will prevent reef lines getting caught around parts of the sail.

Mainsail: Allora's sails have been trimmed for light to medium wind conditions. When the wind picks up, tightening the Cunningham moves the draft of the mainsail forward. This will reduce heel and weather helm. At higher wind speeds, lowering the traveler and

tightening the boomvang will further depower the rig, but at the cost of your ability to beat against the wind. If further depowering is needed, it is time to reef the mainsail. When reefing, ensure that there is sufficient tension on the reef line, and thus the sail's luff, so that the sail's draft remains forward.

Genoa: the traveler cars are set for normal conditions and when the genoa is fully unfurled. When beating against the wind, the genoa can be hauled in until the sail is entirely inside the lifelines. If partial furling is advised, it may be advisable to move the track car forward so that the trim angle (the extension of the sheet from the car) bisects the reefed luff. In general, no adjustment is needed because keeping the track cars in their original position will help flatten the sail, and thus reduce heel.

Asymmetric Spinnaker: the sail comes with a sock. Attach the bag to the lifelines. Attach the tack to the tack line, leaving about 18-24 inches between the sail tack and the block. Attach the spinnaker sheets to the clew of the asymmetrical and lead them through blocks on the port and starboard quarter and back to your cockpit winches. You can rig only one sheet if you are sure that you will not be jibing. If you are using two sheets, lead the lazy (windward) sheet around the headstay and back to the cockpit so that the asymmetrical will jibe outside of the head stay not through the fore triangle. Then attach the halyard to the top of the sock and bring the sock up with the control line.

The asymmetric spinnaker is easily damaged if it gets caught on any stanchions, fittings, or other pointy parts of the boat. Do not use the spinnaker unless you are comfortable launching, retrieving and flying the spinnaker in a controlled fashion.

Reefing: Reefing is truly effortless: with the boat headed into the wind, ease the halyard while, at the same time, tightening the 1st reef line. Ensure that there is no slack on the 2nd reef line. We only put the 2nd reef into the sail with the 1st reef already in place.

19. Spares and Tools

Common Spares: located in a marked plastic box in the main starboard cockpit locker. It includes oil filters, fuel filters, impeller and absorbent pads. Extra engine oil is on the shelf in the same locker.

Tools: there is an expansive tool set in a grey, flat toolbox in the port cockpit locker. Additional tools are in a clear plastic container in the same location.

20. Storage

Although there is ample storage on board, good organization helps. We have tried to combine all inventory in boxes and in relatively few spaces, thus leaving a wide array of

cabinets empty for our guests. We keep several extra plastic boxes on board to facilitate the use of storage under the berths, so socks do not disappear into the Allora's "black hole".

We have organized storage as follows:

1. Food: In the fridge, the counter cabinets in the galley and on the port side, as well as behind settee cushions. If that is not sufficient, we use spare room under the settees or in the empty plastic boxes in the main starboard cockpit locker.
2. Crockery/cutlery: in the cabinet above the stove and in the cabinet under the microwave.
3. Kitchen utensils: in the cabinet under the microwave. Various cutting boards are kept in the bottle cabinet left of the stove.
4. Clothes: each stateroom has a hanging locker and drawers, with additional room under the berths.
5. Fenders: while underway, we divide the four blue fenders between the two starboard cockpit lockers. The white "roving" fender is often kept in the anchor locker.
6. Dock lines: in the main starboard cockpit locker.
7. Tools: in the port cockpit locker
8. PDFs: in the port cockpit locker
9. BBQ tools: in plastic box in the main starboard cockpit locker.

21. Stove, Oven and Microwave

Before using the stove, check that gas tanks are open (turning valve counter clockwise). Then turn on the solenoid switch (see section 16 above on page 5). It will take up to 30 seconds for the gas to reach the oven/stove. The operation of the stove is straightforward: to light the oven or burner, turn the corresponding button counter clockwise while lighting. Once lit, keep button depressed for a few seconds and then release.

Caution: propane is heavier than air. If a leak is detected, extinguish all flames and ventilate the bilges.

The microwave oven only operates when hooked up to shore power.

22. Water

We think the water is perfectly drinkable but some crew may prefer bottled water.

There are two tanks. The level of water in each tank can be checked on the control panel near the nav station. You can either leave just one tank or both tanks connected to the pressure pump, by opening/closing the white mini valves (labeled 1 and 2) under the port settee.

If one tank is empty, close the valve for that tank; otherwise, the pump will draw in air from that tank and prevent water from the other tank to run.

Deck fill is on port (aft, for tank 1) and the starboard side (for tank 2). If both valves are open, both tanks will fill from a single opening but may take longer.



The hot water tank heats up quite quickly. To avoid draining the tank, we often turn off the hot water switch (on the left side of the main control panel – labeled “Water Heater”) when we have little need for hot water.