Owner's manual
Pilot Saloon 55

Vaquier

Introduction

You have just taken delivery of your new WAUQUIEZ boat and we would like to congratulate you first of all for the confidence you showed to us in choosing a boat of our mark.

A WAUQIEZ boat is built to last : each boat is subject to particular care in the slightest details, as early as when she is designed and she is launched, this way she will come up to your expectations for many years.

This instruction guide is intended to help you to enjoy your boat with comfort and safety. It includes the boat specifications, the equipment provided or installed, the systems on board and tips on her use and maintenance.

Read this manual carefully and get to know your boat before using her.

Always listen to the weather forecast before you put out to sea.
Make sure that the sea and wind conditions will correspond to the category of your boat and that you and your crew are able to handle the boat in these conditions.

This manual is designed in accordance with the ISO 10240 standard requirements and has a general purpose. It may sometimes mention some equipment or accessories or deal with some points that are not relevant to your own boat; If in doubt, refer to the inventory you were given when you bought your boat.

Our boats are constantly improved with the company experience and our customers' experience too. This is why the specifications and information given are not contractual and may be modified without notice and without obligation of updating.

If this is your first boat, or if you change to a new type of boat which you are not used to, get some training in boat control and sailing to ensure your safety and comfort. Your dealer, your international sailing association or your yacht club will be very happy to recommend local sailing schools or profesional instructors.

Although everything possible has been planned and designed with the safety of the boat and her users in mind, remember that sailing is highly dependent on the weather conditions and the sea state, and that only an experienced and very fit crew, handling a well-maintained boat, can sail satisfactorily.

INTRODUCTION

The sea and wind conditions that correspond to design categories A, B, C and D are changeable and are still susceptible to the risk of unusually large waves or strong gusts of wind. Total safety cannot therefore be guaranteed, even if your boat meets the requirements of a category.

Adapt the use of your boat to her condition that wears out with time and use.

Any boat, however solid she may be, may be severely damaged if badly used. This is not compatible with a secure navigation. Always adapt the speed and direction of your boat to the conditions of the sea.

The "COLREG", international regulations for preventing collisions at sea, published by the International Maritime Organization, specify the rules relative to steering and courses, navigation lights, etc. throughout the world. Make sure you know these regulations and you have on board a manual that explains them.

In numerous countries, a licence, an authorization or a training course is requested.
Make sure you have this legal authorization before you use your boat.

Always ensure an experienced professional carries out the maintenance of your boat, installs any accessories and makes any small modifications. The written authorization of the builder or his legal representative is compulsory for modifications that alter the specifications of the boat, in particular the vertical layout of the weights (installing a radar, modifying the mast, changing the engine, etc.).

For essential or optional equipment (engine, electronics, etc.) refer to their respective manuals supplied with your boat.

The users of the boat are informed of the following:

- The entire crew must be properly trained.

- The boat must not carry a load heavier that the maximum load recommended by the builder, in particular the combined weight of food supplies, equipment not supplied by the builder and people on board. The load carried by the boat must be properly distributed.

- The water in the bilge must be maintained at a minimum.

- Stability is reduced when you add weight in the upper sections.

- Any modification in the mass layout may notably affect the stability, trim and performance of the boat.

- In the event of heavy weather, the hatches, lockers and doors must be closed in order to minimize the risk of water coming in.

- Stability may be reduced when you tow a boat or lift heavy weights using the davits or the boom.

- Breaking waves are serious dangers to stability.

- The valves must be closed and the fresh water shore supply link must be disconnected when the boat is left unattended.

- If your boat is equipped with a life raft, read the instructions carefully. All the proper safety equipment must be carried on board (harness, flares, life raft, etc.) according to the type of boat, the country in which it is used, the weather conditions etc.

INTRODUCTION

- The crew must be familiar with the use of all the safety equipment and all emergency safety procedures (MOB, towing, etc.).

- Anyone on deck must wear a life jacket or a buoyancy aid. Please note that in some countries it is compulsory to wear an approved buoyancy aid permanently.

- A part of the data is given on the builder's plate fixed on the boat. The explanations of these data are given in the appropriate chapters of this manual.

- The loads shown on the builder's plate do not take into account the mass of the liquids of the boat.

- An improper use of the systems either in direct current or in alternating current may entail risks of fire or explosion.

- Carefully attach mobile elements when the boat is sailing.

- Be informed of the international regulations against marine pollution (MARPOL) and respect them as much as you can.

Keep this manual in a safe place and hand it on to the new owner if you sell your boat.

The various warnings are broken down as follows:

DANGER	Indicates the existence of an intrinsic serious risk, capable of giving an increased likelihood of death or serious injury, if the appropriate precautions are not taken.
WARNING	Indicates a risk capable of leading to injury or death if the appropriate precautions are not taken.
BEWARE	Indicates a reminder of safety practices, or draws attention to dangerous practices capable of causing personal injury or damage to the boat or its components.
RECOMMENDATION	Indicates a recommendation or advice to take appropriate measures or carry out manoeuvres according to what is being considered.

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General Specifications

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DESIGN CATEGORIES

Category A

This boat is designed for sailing in wind that may exceed force 8 on the Beaufort Scale and in waves of a significant height of 4 m and more and the boat is to a large extent self-sufficient. Unusual conditions such as hurricanes are excluded.
You may meet with such conditions when you sail long crossings, for instance across the oceans, or close to the shore when you are not protected from the wind or waves over several hundreds of nautical miles.

Category B

This boat is designed for sailing in wind that do not exceed force 8 on the Beaufort Scale and in the corresponding waves (waves of a significant height inferior or equal to 4 m).
You may meet with such conditions when you sail offshore or close to the shore when you are not protected from the wind or waves over several dozens of nautical miles. You may also meet with such conditions in inland seas of a sufficient size to be able to give the wave height in question.

Category C

This boat is designed for sailing in wind that do not exceed force 6 on the Beaufort Scale and in the corresponding waves (waves of a significant height inferior or equal to 2 m).
You may meet with such conditions in exposed inland waters, in estuaries and in coastal waters with moderate weather conditions.

Category D

This boat is designed for sailing in wind that do not exceed force 4 on the Beaufort Scale and in the corresponding waves (occasional 0.5 m high waves at a maximum).
You may meet with such conditions in sheltered inland waters and in coastal waters in fine weather.

• Note:

The significant height of a wave is the average height of the upper third of the waves ; this corresponds more or less to the height of a wave an experienced observer can assess. Some waves will be twice as high as this value.

Boat

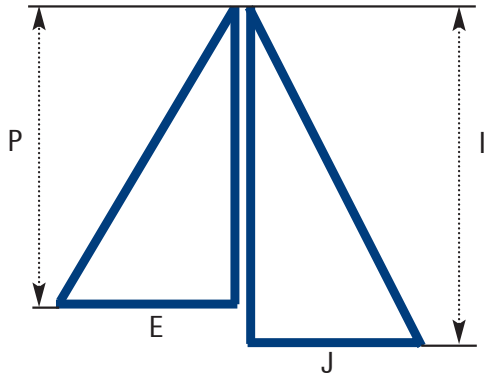
L.O.A. (maximum) ..... 17,40 m
L.W.L. ..... 15,40 m
Main beam (maximum) ..... 4,95 m
Draft - standard ballast ..... 2,30 m
Draft - Shallow keel (full load) ..... 2,10 m
Draft - Deep keel (full load) ..... 2,50 m
Air draft in light condition ..... 24,00 m
Weight - standard ballast (about) ..... 6900 kg
Weight - Shallow keel (about) ..... 7100 kg
Weight - Deep keel (about) ..... 6240 kg
Light displacement (about) ..... 20700 kg
Maximum load displacement (about) ..... 24030 kg
Maximum load recommended by the builder ..... 3330 kg
Including the mass of the people who are authorized on board (75kg per adult), the supplies, the liquids that can be used (fresh water and fuel) in fixed completely full tanks, the additional loads, the optional equipments, the life raft, the scope for load.
Total mass of the liquids with full tanks ..... 1760 kg
Water capacity ..... 2x415 l
Fuel capacity ..... 600 l
Refrigeration unit capacity ..... 150l/ icebox + 160l / fridge
Battery capacity (12 V) ..... 75 Ah/engine + 88 Ah/generator
Total capacity of the batteries (24 V) ..... 540 Ah/service + 75 Ah/thruster
Maxi engine power ..... 110 CV

CE certification category	Number of persons
A	8
B	9
C	12
D	12

Sails

Mainsail 86 m2
Furling solent 50 m2
Asymmetric spinnaker 187 m2
Code 0 ..... 100 m2

I ..... 20,60 m
J ..... 6,33 m
P ..... 19,80 m
E ..... 7,50 m



The sails are the main propulsion means of the Pilot Saloon 55.

The WAUQUIEZ boats are homologated for the European Community by the ICNN, a notified body n° 0607.

Safety

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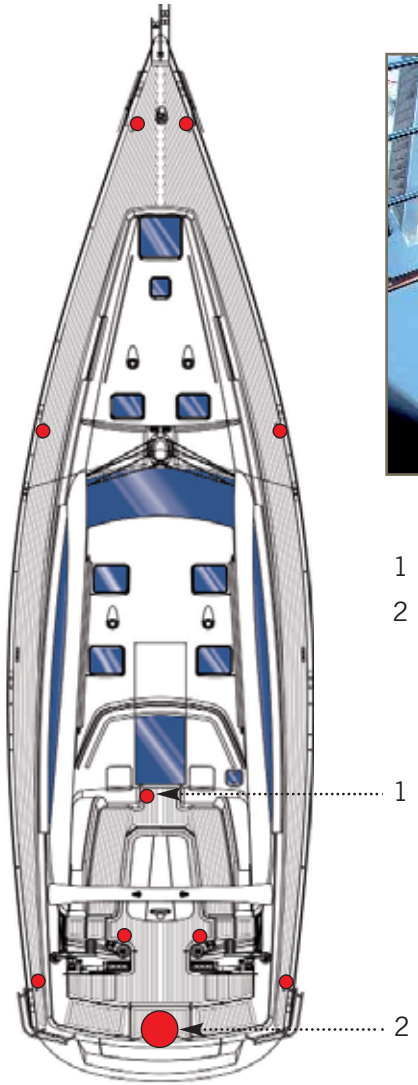
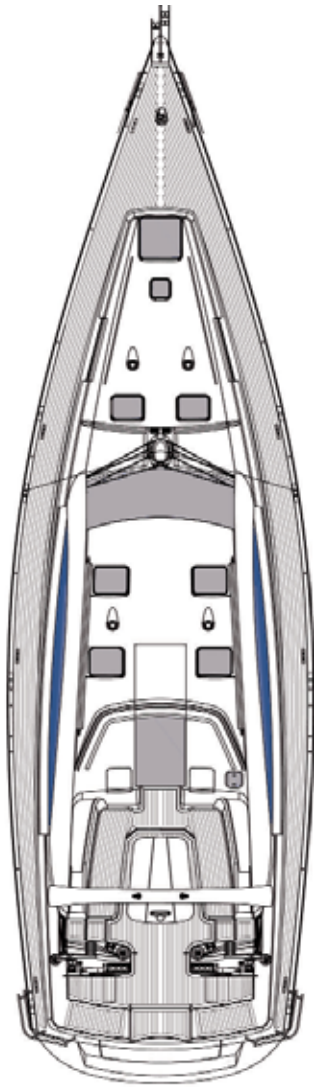
POSITION OF THE LIFE RAFT - FIXING PLACE OF LIFE LINE / WORKING DECK



1 - Fixing place of life line.

2 -Position of the life raft.

zones excluded from the working deck



Safety equipment

WARNING
The list of the compulsory safety equipments corresponds to a certification category.

- Before you sail, list the compulsory safety equipments;

- Do not exceed the number of persons indicated in chapter 'SPECIFICATIONS'.

- When you don't take into account the number of persons, the combined weight of the persons and equipment should never exceed the maximum load recommended by the builder.

- Use the seats provided.

WARNING
When loading the boat, never exceed the recommended maximum load. Always load the boat carefully and distribute the loads properly so that you may keep the theoretical trim (approximately horizontal). Avoid putting heavy loads in the upper sections.

RECOMMENDATION
Close the deck hatches and portholes before each trip.

• LIFE RAFTS

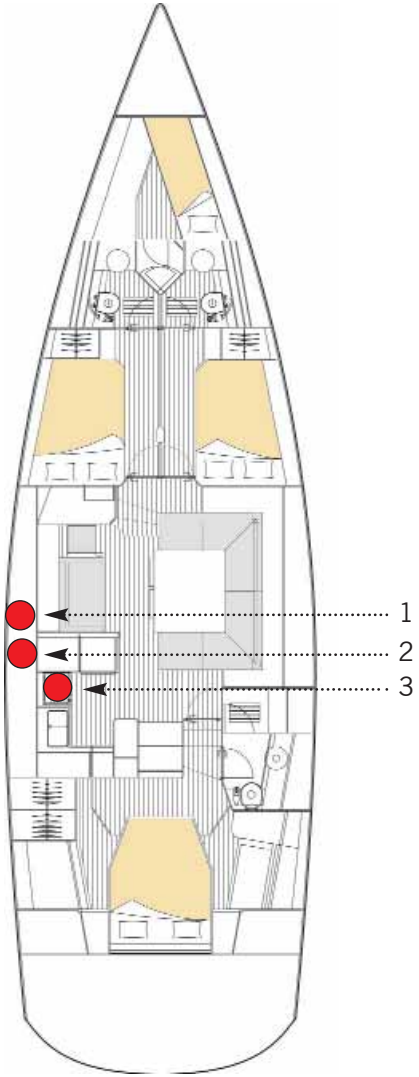
The life raft is located below the cockpit floor.
To have access to it, open the electric swim platform and lift the locker cover (Refer to Chapter 'HULL AND DECK').

To have access to the life raft in case of power failure, you should "force" open the swim platform.
For this, it would be necessary to press on the platform with your feet, lying on the bottom of the cockpit - or in the most appropriate way depending on your size, till you get the deformation of the intermediary mechanical parts.

When sailing, never padlock or lock the life raft locker.

RECOMMENDATION
Before you sail to sea, carefully read the instructions on the life raft to launch it.

GAS VALVE



1 - Gas cylinders.

2 - Electrovalve.

3 - Gas valve.

GAS VALVE

ACCESS TO ELECTROVALVE

Gas system safety instructions

The gas cylinders are located in the locker of the portside side deck.

Type of cylinder : 10 kg (butane) or according to current standards of your country.

Close the valves on the system and on the cylinder when the appliances are not used.
Close the valves before you change cylinders and immediately in case of emergency.
Never leave unattended an appliance that is working.
Do not install or store flammable materials above or over the stove (curtains, papers, napkins etc.).
Make sure that the valves of the appliances are closed before you open the cylinder or pipe valve.

In case you smell gas or find that the burners have gone out (although appliance models cut off automatically if the flames go out), turn off the valves of the appliances. Do ventilate the boat in order to get rid of any residual gas. Find the cause of the problem.

Regularly test the gas system in order to detect any gas leak.
Check all the connections using water and soap or detergent, closing the valves of the appliances and opening the valve on the cylinder.
If you detect a leak, close the valve of the cylinder and repair before you use it again.

Do not use a solution containing ammonia.

WARNING
The appliances use the oxygen of the cabin and release combustible gases. Ventilate your boat when using appliances. Never use a flame to detect leaks. Do not smoke, do not use a naked flame when you change the gas cylinder.

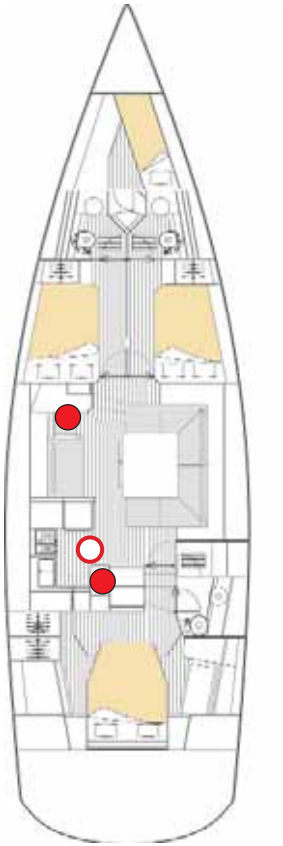
Do not obstruct the air vents and at least leave the door open.
Do not use the oven or stove as back up heaters.
Lock the stove oven when it is not being used in order to avoid damaging the pipes when sailing.
Never obstruct the fast access to the components of the gas system.
Keep the taps of the empty cylinders turned off and the cylinders disconnected.
Keep the protections, lids, covers and taps in their places.
Store the empty and spare cylinders on the deck or in a locker with a ventilation to the open air.
Do not use the gas cylinder storage place to store other equipment.
Only use the proper locker to store the gas cylinders.

Regularly check and replace the rubber tubings that link the cylinder to one end of the circuit and the stove to the other one, depending on the standards and regulations in force in your country.
Pay particular attention to keep in good condition the screw thread of the cylinder on which the regulator is. Check the condition of the regulator every year and change it if necessary. Use regulators identical to the ones that are fitted.

Have the repairs carried out by someone skilled.

SUGGESTED LOCATION OF THE FIRE EXTINGUISHERS

- Other locations are possible. The extinguishers shall be less than 5 m from all the berths.
- An extinguisher shall be compulsorily set less than 2 m away from the extinguisher apertures.
- An extinguisher or a fire blanket (ISO 1869) shall be set less than 2 m away from any flame appliance.
- An extinguisher shall be set less than 1 m away from the steering station.
- The extinguishers shall be easily accessible, likely to be quickly reached for using, inspecting or maintaining them without using any tool or dismantling all the structure of the boat including drawers and shelves.

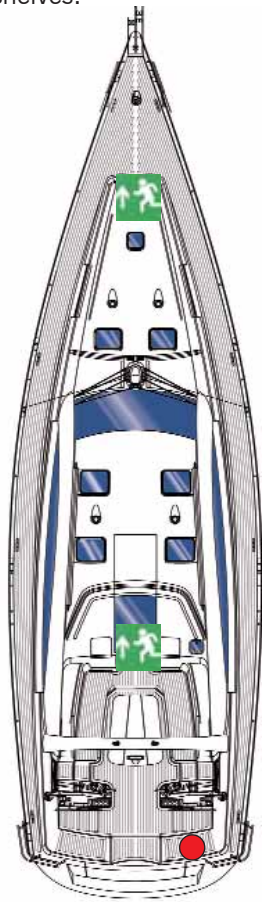


ACCESS TO ENGINE

Extinguisher

Extinguisher aperture

Emergency exit



Fire extinction

WARNING
The boat is delivered without extinguisher, it is your own responsibility to apply the national regulation of your country (number of extinguishers, capacity, type, location).

Have the extinguishers with an easy access and keep them away from a possible fire source.
The engine compartment has an aperture that makes possible the release of the extinguishing substance without opening the access hatches in the saloon.

Procedure to follow in the event of fire in the engine compartment bilge:
- Stop the engine.
- Switch off power and stop fuel supply.
- Remove the tap then throw the extinguishing substance inside using the aperture to port on the galley step.
- Wait a minute.
- Open the access hatches to make any necessary repairs.

WARNING
Keep an extinguisher handy in case the fire should start again.

It is the owner's or the skipper's responsibility:

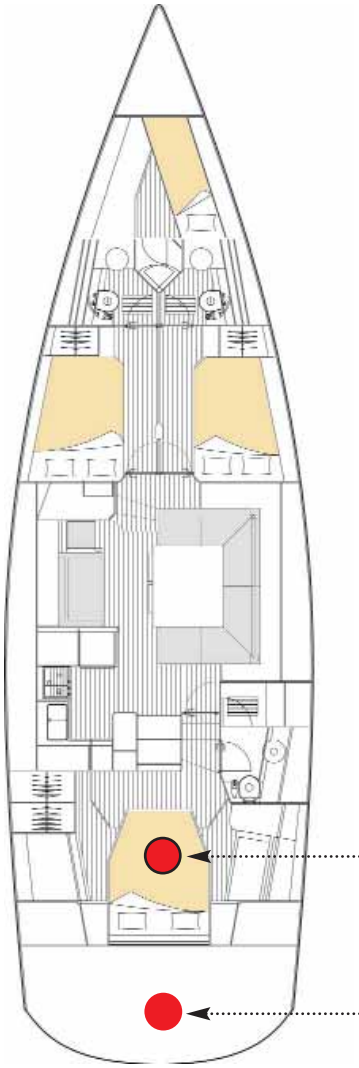
- To have the extinguishers checked according to the instructions given.
- To replace the extinguishers by others with an equal or a greater capacity if the extinguishers have been used or are out of date.
- To ensure the extinguishers are accessible when people are on board.

And also to inform the crew of:

- The location and operation of the extinguishers
- The location of the discharge aperture in the engine compartment.
- The location of the emergency exits.

WARNING
Never:
- Obstruct access to the emergency exits.
- Obstruct safety controls (fuel valves, gas valves, power switches).
- Obstruct the access to the extinguishers placed in lockers.
- Leave the boat unattended when a stove or heater is in use.
- Use gas lamps in the boat.
- Alter any of the boat's systems (electricity, gas or fuel).
- Fill up a tank or change a gas cylinder when an engine is running or a stove or heater is on.
- Smoke while handling fuels or gas.

FUEL VALVES / EMERGENCY TILLER



1 - Fuel valves for engine and generator.

2 - Emergency tiller cover.

FUEL VALVES FOR ENGINE AND GENERATOR

EMERGENCY TILLER

Keep the bilge clean. Regularly check that there is no fuel oil or gas vapour.

Use only compatible spare parts for the extinguishers. The parts shall have the same specifications or be technically equivalent to their resistance to fire.

Flammable products should not be stored in the engine compartment. Non-flammable products stored in the engine compartment should be attached to prevent them from falling on the engine and obstructing access.

WARNING
Use only Carbon Dioxyde (CO2) extinguishers to fight electrical fires.
Evacuate the area immediately after discharging the product to prevent asphyxia and ventilate before entering.

Bilge pump system

When sailing, close all the valves except the engine and shaft stuffing box cooling water inlets.

ELECTRIC BILGE PUMPS
You can energize the electric bilge pumps from the electrical panel. The electric bilge pumps can work even when the 12 V and 24 V are turned to OFF if their breakers are turned to ON on the electrical panel.

Regularly clean the drip tray under the saloon and sail locker floors.

EMERGENCY BILGE PUMP
The manual bilge pump is located in the cockpit.
The pump handle shall be kept accessible whatever the circumstances.

Emergency tiller

The emergency tiller is located in a cockpit locker and shall be kept easily accessible.

To operate the tiller:
- Use a winch handle and unscrew the tiller cover situated at the back of the cockpit.
- Insert the tiller into the rudder stock.

RECOMMENDATION
The emergency tiller is designed only to sail at a reduced speed in case of wheel failure.

Hull and Deck

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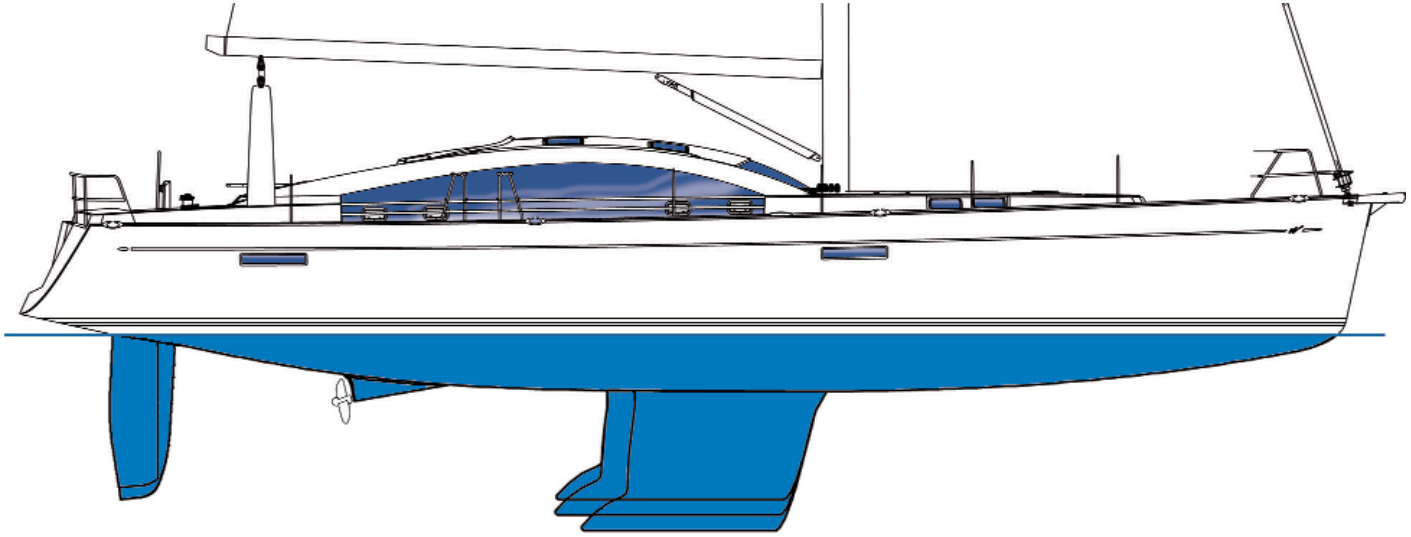
CAREENING



Wetted surface: about 70 m^2

Construction

The hull is built in a GRP/resin and balsa sandwich, with the infusion process.
It is protected by the application of a biphenolic resin on the external layers of this sandwich.

The one piece composite structure integrating lateral and longitudinal reinforcements, bonded to the bottom of the hull, spreads the rig and keel efforts throughout the hull.

The deck is in a GRP/resin and balsa sandwich fitted on the hull with a polyurethane bonding and a mechanical fastening at bulwark level.

Maintenance

The materials and equipments of your boat have been selected because of their high quality and performance, and ease of maintenance too.
However you shall carry out a minimum maintenance in order to protect your boat from outside attacks (salt, sun, electrolysis etc.).

Preferably wash your boat on shore.
Use as few cleaning agents as possible.
Do not use aggressive detergent agents or solvents.
Do not discharge cleaning products into the water.

Regularly brush the deck with a spot remover - shampoo and fresh water.

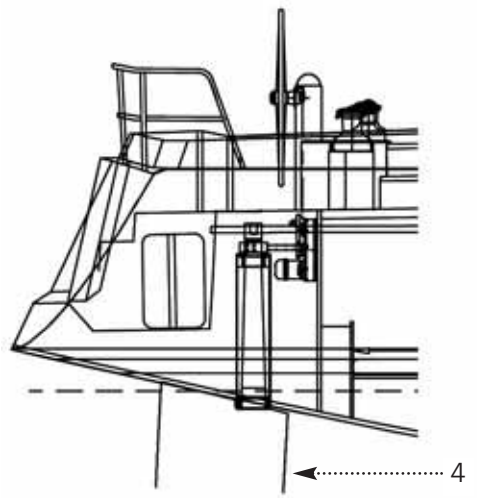
RECOMMENDATION
We strongly advise you against using a pressure washer.
Hot water or steam are prohibited.

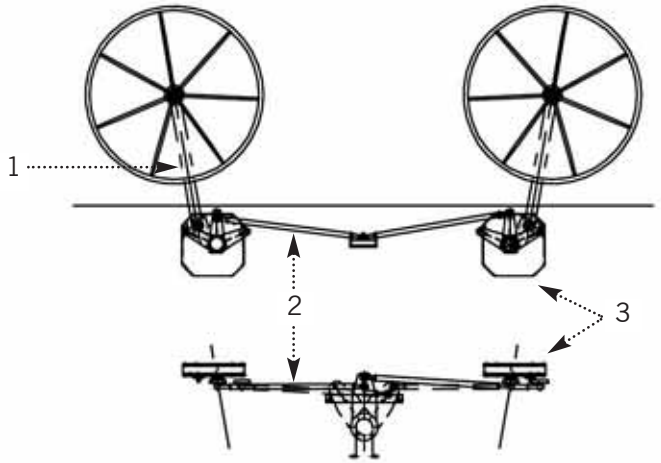
DECK FITTING
- Rinse thoroughly all your equipments with fresh water.
- Periodically lubricate blocks, sheaves, bottle screws, winches, rails and travellers with a water-repellent grease.
- Clean and polish with a chrome and stainless steel restorer, the stainless steel parts with small rusty spots or minor oxidation pits.

OUTSIDE TEAK WOOD / TEAK DECK
Regularly clean the woodworks with fresh water using a sponge (if need be, add some gentle soap).

PLEXIGLAS
To protect the surface of your windows in plexiglas, avoid any contact with alcohol, resistor or burn, tanning cream, sand and all abrasive products, generally speaking.

- Rinse the plexiglas items with fresh water, do not use solvents.
- Brighten up with a soft rag soaked with a gentle cleaning product.
- Use polish paste to remove scratches.





1 - Chain.

2 - Rod.

3 - Gear box.

4 - Rudder.

Gel coat repair

For any repair, contact your dealer.

MIXING RATIOS
Our products contain an accelerator, you just have to add the catalyst (a colourless liquid). The usual ratio is 2%.
Getting gelled (working time) takes about half an hour, curing takes about 10 hours.

WARNING
To repair successfully, respect the following conditions:
- Dry weather.
- Temperature between 15°C and 25°C.

APPLICATION
- To fill up a blister hole or a scratch, sand and clean the area with acetone.
- Prepare the necessary amount of gel coat, preferably on a glass plate.
- Apply the product with a spatula and the layer shall be thick enough to make possible a further sanding.
- In order to blend minor touching up on smooth surfaces, stick sellotape on the freshly applied gel coat.
- Remove the sellotape after curing.
- To get a highly shiny finish, sand with extra fine abrasive and water then polish.

STORAGE
To keep them properly, store the gel coat components in a cool, dry and dark place.
Keep the components 6 months maximum.

Polyester products are flammable : take the usual precautions.

CLEANING YOUR TOOLS
Clean all your tools with acetone.

DANGER
The catalyst is a dangerous product :
- Keep it out of the reach of children.
- Avoid contact with skin and mucous membranes.
- In case of contact, wash with soapy water and rinse thoroughly.

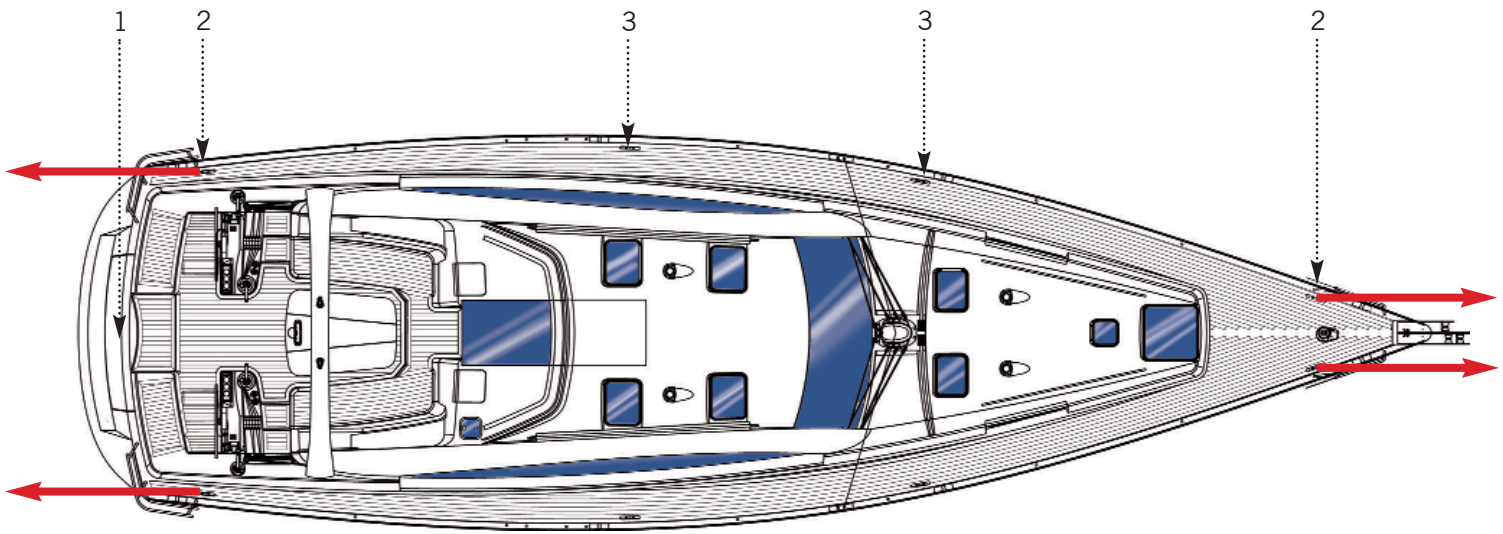
Careening

A (tin-free) antifouling paint every year will make possible to avoid tedious and frequent careening. An epoxy coat is recommended beforehand. You are reminded that any sanding before your antifouling paint attacks your gel coat and impairs its reliability.
ADVICE : Gently sand.
Your boat may regain her shine as new if polished. If a lasting and isolated problem arises, contact your distributor.

Steering gear

The steering gear is mechanically driven.
The rudder has a composite rudderstock.
Lubricate all the components except the rudder bearings (needle bearings).
In case of play in a steering gear (chain clearance exceeding 3 cm), contact your dealer to have the concerned chain tightened by lowering the gear box.

DECK LAYOUT



1 - Sliding boarding ladder integrated in the aft platform.

2 - Mooring and towing cleat.

3 - Mooring cleat.

Mooring

A sufficient number of wraps suitably sized and suitable for the environment shall be on board for mooring your boat.
- Always manoeuvre your boat when the engine is running.
- Make allowance for the current and wind when you handle your boat.
- Protect your boat to the highest degree with suitably sized fenders.
- Always keep the mooring ropes unfouled and home.
- Handle your boat at a reduced speed.

DANGER
Do not try to stop the boat with your foot, your hand or a boat hook.

AFTER MOORING
- Protect the warps against chafing using plastic sleeves.
- Make allowance for the variations in tides if need be.

Towing

TOWING BOAT
- Tow another boat at a reduced speed and as smoothly as you can.
- Be particularly careful when throwing or catching the towing line (it may foul on the propeller).

NOTE: stability may be reduced when you tow a boat.

TOWED BOAT
- Keep steering your boat and see to it that you stay in the wake of the towing boat.

Anchoring

As a rule, slip the anchor at least three times the depth of water.

RECOMMENDATION
Before anchoring, check the depth of water, the power of the current and the nature of the sea bed.

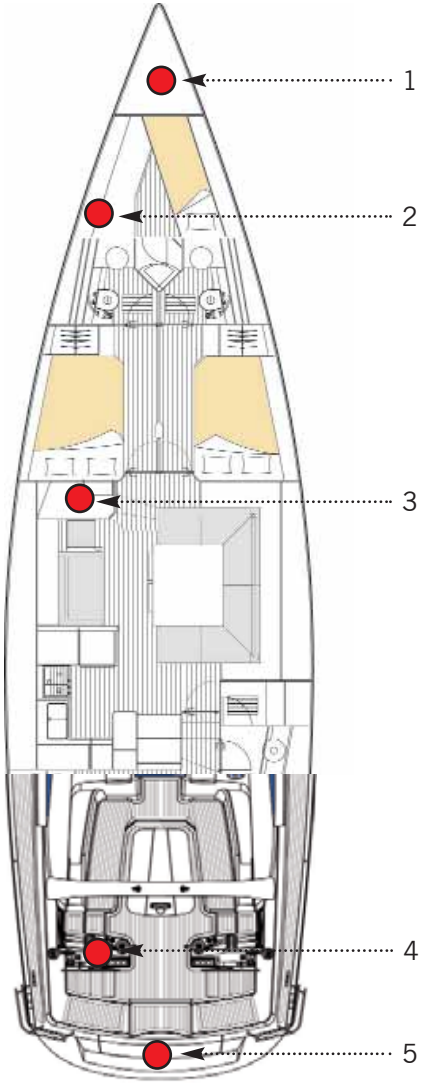
- Have your boat head wind and without speed.
- Pay out the chain while moving back slowly.
- Control the lowering of the chain with the windlass brake.
- Secure the cablet on the cleat.

ELECTRIC WINDLASS POWER SUPPLY
Refer to drawings next page.
- Turn the battery switch to ON.
- Push the GUINDEAU ELECTRIQUE switch on the electrical panel.
- Start the engine, then throttle before using the windlass (read procedure to follow in chapter 'ENGINE').
If it does not work, check its breaker located under the chart table.

The windlass remote control is in the sail locker.

To stop the power supply of the windlass, turn the engine ignition key to OFF.

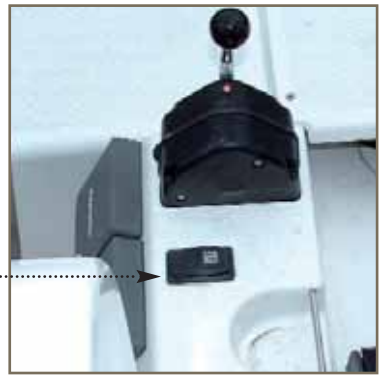
ELECTRIC WINDLASS / ELECTRIC SWIM PLATFORM



WINDLASS REMOTE CONTROL

WINDLASS BREAKER

1 - Electric windlass.
2 - Windlass remote control.
3 - Windlass breaker.
4 - Electric swim platform control.
5 - Swim plaform.



SWIM PLATFORM

• RAISING THE ANCHOR

- Lock the cable lifter snubber with the winch handle.
- Ensure the chain is properly set on the cable lifter.
- Slowly go near ther anchor using your engine (do not use the windlass force to advance the boat).
- Raise the anchor line completely.
- Visually check the final metres till the anchor makes contact with the davit.
- Check the position of the anchor on the stem fitting.
- Switch the power off as soon as the chain is fast.

• STERN ANCHORING

Stern anchoring shall be performed with the engine declutched.
- Secure the required length of cablet on the mooring cleat.
- Pay out the anchor line slowly.
- Take care you do not damage the propeller or rudder.

WARNING
Windlass operations are dangerous:
- Always keep the anchor line unfouled and free.
- Always proceed with care, using gloves and always wearing shoes.

• MAINTENANCE

After each trip rinse the windlass and anchor line with fresh water.

Refer to the manufacturer's instructions for windlass instructions at the begining or the end of the season.

Electric swim platform

- Energize the swim platform controls on the electrical panel (DIVERS breaker).
- Make it open or close using the switch on the port wheel pedestal or using the remote control.

DANGER
Never climb on the platform before it is completely wide open to the stops.
Never stay on the platform when closing.

To have access to the life raft in case of power failure, you should "force" open the swim platform.
For this, it would be necessary to press on the platform with your feet, lying on the bottom of the cockpit - or in the most appropriate way depending on your size, till you get the deformation of the intermediary mechanical parts.

Rigging and sails

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Rigging and sails

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Standing rigging

Contact your dealer for your boat's mast stepping and unstepping.

• BEFORE MAST STEPPING

- Protect the mast against possible chafing by the crane hook and cable.
- Tie down the shrouds and all the rigigngs to the base of the mast with a lashing long enough to guide the mast heel when stepping the mast.
- Protect the spreader end fittings and the roller furler drum.
- Put a rope of about 1.50 m with an eye and thimble at both ends and covered with rags round the mast. Place the rope under the second tier of spreaders . Link together both thimbles (that are placed in front of the mast) with a shackle large enough to receive the crane hook.
Raise the whole till it is taut under the spreader bases.

DANGER
Before you lift the mast, make sure you have room that is clear enough (risk of electrocution when in contact or near electric cables).

• DURING MAST STEPPING

- Take the necessary steps to avoid damaging the mast head equipments.
- Use the backstay and lashing at the base of the mast to control the handling.
- Make sure the base of the mast integrally bears on its base plate.

• AFTER MAST STEPPING

- Check the spreaders for tight fastening and position (always above the horizontal position).
- Lubricate all the bottle screws.
- Stretch tightly the rigging (refer to paragraph 'CABLE ADJUSTMENT').
- Reconnect the electric cables (refer to chapter 'ELECTRICITY').
- Check the tight fastening of the bottle screw fastening pins. Protect the fastening pins with adhesive tape.
- Put the boom back. Refit all ropes.
- Adjust the mast after a few trips.

• UNSTEPPING

- Mark the rope locations with stickers.
- Proceed in reverse order compared with the mast stepping procedure.

Rigging and sails

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• CABLE ADJUSTMENT

A professional carried out the pre-adjustment and the cable tightening.
After a few sea trips, adjust the mast definitively to get a perfect widthwise rectitude of the mast.

To keep the mast straight lengthwise while sailing, get a balanced adjustment when in port:
- Slightly pre-bend the mast lengthwise, the middle of the mast bending forwards and the head backwards.
- The distance between the straight and curved mast shall be about half the section of the profile.
- Before you fasten the backstay, tighten the upper shrouds (because the boat is rigged with swept back spreaders).
- Tighten hard the whole rigging (when sailing with 15 to 20 knots, the leeward rigging is slightly slack and it is normal).
- To end the lengthwise adjustment, tighten hard the backstay bottle screw till you get a fair stability of the forestay when sailing with a wind of 15 to 20 knots.

Keep all the bottle screws adjusted and use the pins. Keep the adjustment throughout your sailing season.

• MAINTENANCE

Before each trip, carefully inspect the mast from top to bottom.
Periodically check the rigging tightening and the locknut or pin locking (you should check it for the first time after a few days sailing in all types of weather).
Secure and lubricate the bottle screws with tallow, graphite grease or other.
Never lubricate the bottle screws with silicone.
Check the bottle screw tightening.
Inspect the bottle screws for possible wear (due to the chainplate friction if the rigging is slack).
Change any shroud or stay with severed wires or kinks.
Regularly check the chainplates and inside tie rods for condition.

DANGER
To hoist a crew member up to the top of the mast, make a bowline with the halyard directly on the bosun's chair ring (never use the halyard snap shackle or shackle).
Do not hoist a crew member when sailing in heavy weather.

ADVICE: your dealer can carry out all the maintenance operations.

Rigging and sails

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Running rigging

Lubricate the sheaves with silicone. Change any distorted or dented sheave. Inspect the pins of the sheaves at the top of the mast once a year.
Regularly check the jam cleat jaws for condition.
Inspect the halyards for wear and condition.
Regularly clean the blocks (waste grease, corrosion spot).
Slightly lubricate the block pins.
Avoid untimely gybes in order to reduce the premature wear on the sheets and attachment points.

Winches

Avoid rope jamming during winch handling. Do not leave loose ropes on the winches but fasten them by stoppers and on cleats.
Rinse the winches regularly during the season.
The winches should rotate freely, they need overhaul as soon as they slightly seize.

• MAINTENANCE

Carry out the complete maintenance of the winches regularly (before and during the sailing season).
- Remove the drums and clean them.
- Lubricate the drums with a film of white grease or Teflon to reduce the friction and fight against corrosion (this type of grease is clean, non toxic and biodegradable).

WARNING
Refer to the manufacturer's instructions to remove the winches and put them back.
Improper refitting may result in accidents (e.g. Kick of the crank handle).

• SELF TAILING WINCH ADJUSTMENT

To get a good operating efficiency, you should adjust the width of the winch loaded plates according to the diameter of the line that is used. This way you will avoid a premature wear of the material.
- To adjust the width of the loaded plates, push down the upper part and turn it anticlockwise till it opens completely.
- Place the line inside the loaded plates and press them to make them come closer then turn them clockwise till the line catches the winch.
- If the line slips, have one or two turns more or tighten the upper part.

RECOMMENDATION
A winch drum is calculated to keep the necessary number of line turns so that the line might not slip and the stress be transferred onto the self tailing system.
Have at least 3 or 4 turns on the winch.
Tighten the lines on the winches before you release the stoppers.

Rigging and sails

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• ELECTRIC WINCHES

Electric winches are controlled by push buttons after being energized on the electrical panel.
If they do not work, check their breakers under the chart table.

WARNING
Pay attention to the power developped by electric winches when a sail is hauled in.

■ Sail setting

• FURLING GENOA

Before getting under way take advantage of a windless period of time and hoist the genoa.
Hand pre-roll the drum to set the genoa furling line on it.
Pay attention to the drum winding direction: the sacrificial strip of the genoa shall be wrapped outside.

- Secure the head and halyard to the swivel. Secure the tack to the drum and sheets.
- Insert the bolt rope into the hole and hoist it and take care that you do not tear it.
- Have the halyard taut enough but sway up less than a sail on a normal stay.
Hoist it until the horizontal creases disappear (the tension of the luff shall be adjusted after a few sea trips).
- Pull on the line from the cockpit to furl the genoa.
Never force it in case it seizes when you furl or unfurl the head sails. Make sure a halyard is not jammed in the furler.

MAINTENANCE
- Regularly rinse the drum and swivel.
- Lubricate the bearings if recommended by the manufacturer.
- Unrig the sails if the boat is not to be used for long.

• MAINSAIL

To hoist and lower the standard mainsail:
- Be head to wind.
- Ease off the main halyard and boom kicking strap.

- Hoist the main taking care of the battens: they shall not get jammed in the lazy jacks.

To furl and unfurl the furling mainsail :
- Be head to wind.
- Ease off the main halyard and boom kicking strap.

- Unfurl the main, pulling on the foot and easing off the furling line.

Rigging and sails

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Sails

How long a sail lasts mainly depends on its regular maintenance. Advice: at the end of the sailing season, and if possible before winter, leave your sails to a specialist to have efficient maintenance and repairs.

When sailing, trim the sails properly in accordance with the stresses in order to reduce the harmful strains on the fabric.
Avoid tears and wears : use protective items against chafing on the accessories with rough surfaces (protective items for spreaders, stanchions, etc.).

Between two sea trips, slacken the halyard (for the sails on furler) and the mainsail foot tuning line.

Have a sailmaker's kit and a user's manual so that you may carry out the emergency repairs waiting for the sailmaker's assistance.

• CLEANING AND MAINTENANCE

Rinse the sails with fresh water from time to time and dry quickly in order to avoid mildew.
Avoid drying the sails to windward when on the mast (when the sails lift, the seams are worn, the sails may be torn by the rigging).

• SAIL STORAGE / FOLDING

Avoid storing a wet sail to prevent mildew from appearing.
Accordeon fold the sail parallel to the foot, then roll it up to the bag dimensions.

• PROTECTION

UV rays are harmful to polyester and nylon.
If the sails remain on the mast, even for 24 hours, protect them with a cover or a protection fabric placed on the leech and foot of the furled sails.

Our agents' network offers you accessories that have been selected by the yard and are consistent with your needs.

Accomodations 5

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FABRICS 45

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FLOORBOARDS 45

DISHWASHER 47

WASHING MACHINE 47

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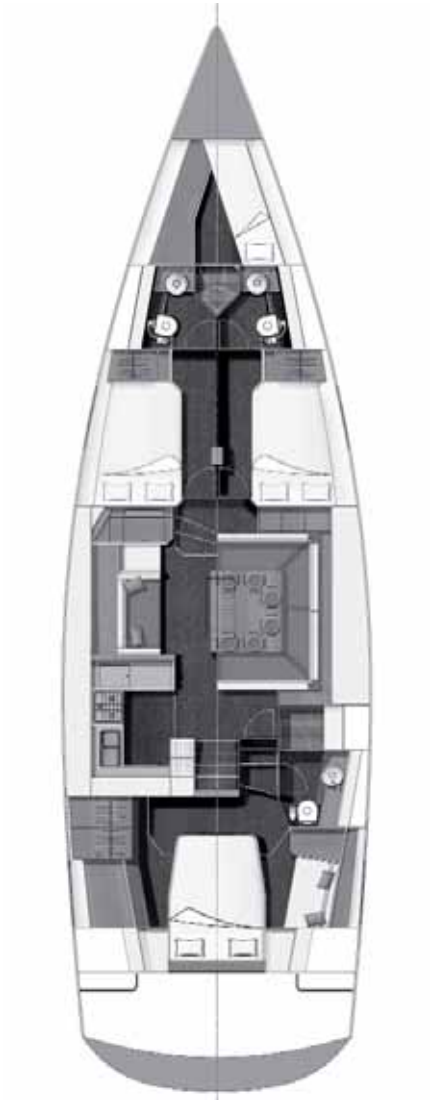
AIR CONDITIONING 49



SLILDING
COMPANIONWAY DOOR

FLOORBOARD HOLD BACK JACK

Accomodations

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Inside maintenance

- Take advantage of the fine weather to take the settee and berth cushions out.
- Put the cushions vertically if you leave the boat for long.
- Use blind to protect the inside of the boat against UV rays.
- Carefully collect all bread crumbs.
- Make sure the bilges are clean and dry.

• INSIDE VARNISH

- Wipe the inside varnish with a moistened duster.
- Polish the inside varnish with shammy leather.

RECOMMENDATION
Preferably wash your boat on shore.
Use as few cleaning agents as possible.
Do not discharge cleaning product into the water.

Fabrics

Advice: mark up each cover and foam when dismantling.

• MAINTENANCE

ALCANTARA
- Wash in warm water.
- Dry it naturally.

Some stains can be treated with lemon juice, if you do not have a special product.
For further information, consult the website : www.alcantara.com.

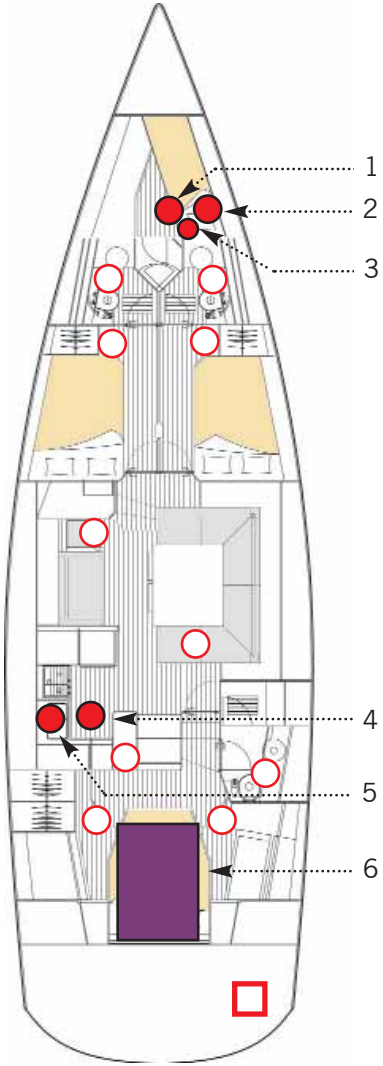
Companionway door

The sliding two-part companionway door fits inside the deck.
Check the opening of the door drain valve (this valve is common with the one of the generator separator). You can get to this valve through the service room port, under the companionway, in the aft cabin.

Floorboards

The saloon floorboards are kept open with hold back jacks.
Lift the mobile part of the jack and close the floorboard.

DISHWASHER / WASHING MACHINE / HEATING



1 - Washing machine drain valve.
2 - Washing machine.
3 - Washing machine water supply valve.
4 - Dishwasher drain valve.
5 - Dishwasher.
6 - Gas oil tank.

Unit heater.
Heating boiler.

Dishwasher

The boat is equipped on standard with a dishwasher located in a unit in the galley.

The dishwasher is working with 110 V - 220 V.
- Connect the shore power supply or start the generator (refer to Chapter 'ELECTRICITY').
- Select the 110 V or 220 V power source on the electrical panel (shore or generator).
- Push the DIVERS 1 breaker on the electrical panel.
- Open the dishwasher drain valve (access to it under the galley floorboard).
- Bring into service the dishwasher.

For use and maintenance of the dishwasher, refer to the instruction guide.

Washing machine (optional extra)

The boat is equipped, as an optional extra, with a washing machine/ tumble dryer located in the sail locker.

The washing machine is working with 110 V - 220 V.
- Connect the shore power supply or start the generator (refer to Chapter 'ELECTRICITY').
- Select the 110 V or 220 V power source on the electrical panel (shore or generator).
- Push the DIVERS 1 breaker on the electrical panel.
- Open the drain valve (access to it under the sail locker floorboard) and the water supply valve (access to it in front of the washing machine).
- Bring into service the washing machine.

For use and maintenance of the washing machine, refer to the instruction guide.

Microwave oven

The microwave oven socket is in the unit in which the oven is fitted.

The dishwasher is working with 110 V - 220 V (or with the 24 V - 220 V optional converter).
- Connect the shore power supply or start the generator (refer to Chapter 'ELECTRICITY').
- Select the 110 V or 220 V power source on the electrical panel (shore or generator).
- Push the PRISE AC2 breaker on the electrical panel.
- Bring into service the microwave oven.

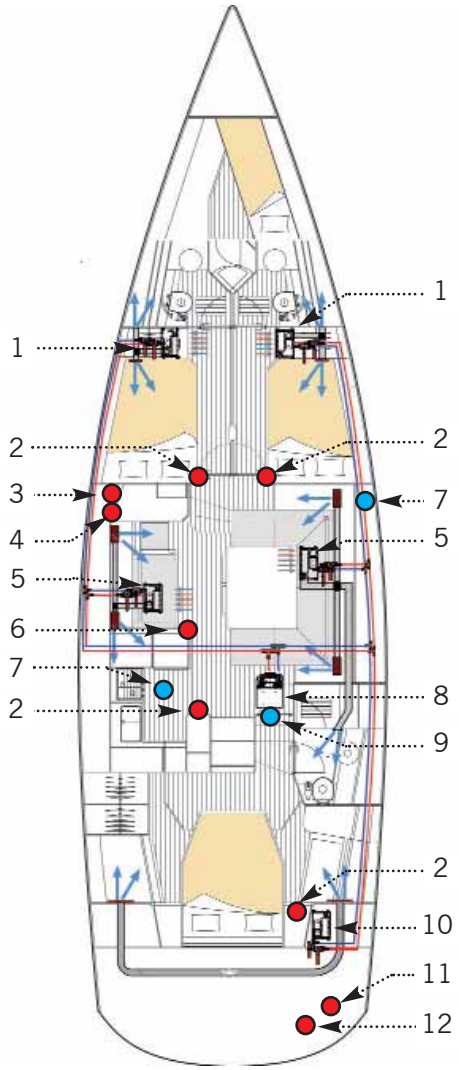
For use and maintenance of the microwave oven, refer to the instruction guide.

Heating (optional extra)

The heating system works on the same principle as a boiler, supplied by the gas oil tank.
It is brought into service by its control on the partition to port of the companionway.

For use and maintenance of the heater, refer to the instruction guide.

AIR CONDITIONING



1 - Air conditioning unit 6,000 Btu + unit heater.
2 - Control / thermostat.
3 - Generator / Shore power selector.
4 - Pressurized water pump breaker.
5 - Air conditioning unit 16,000 Btu + unit heater.
6 - Air conditioning component breakers (service room).
7 - Sea water drain valve of air conditioning.
8 - 2 compressor power station.
9 - Sea water supply valve of air conditioning.
10 - Air conditioning unit 9,000 Btu + unit heater.
11 - Air conditioning shore power breaker.
12 - Air conditioning shore power.

Air conditioning (Optional extra)

Air conditioning is working with 110 V - 220 V.
- Connect the shore power supply of air conditioning or start the generator (refer to Chapter 'ELECTRICITY').
- Select the 110 V or 220 V power source on the electrical panel (shore or generator).
- Check the breakers of the different components of the air conditioning system are turned to ON (access in the service room).
- Switch on the GROUPE D'EAU breaker on the electrical panel.

- Open the sea water draining and supply valves of the air conditioning system (access under floorboards to starboard in front of the companionway, of the galley and behind the saloon settee).
- Check both valves on the unit heaters (draining and supply) are open.

- Bring into service the air conditioning system with its control/Thermostat, then set temperature and ventilation.

Note: considering the temperature you set to and the ambient temperature, the system will set either to air conditioning or heating mode.

For use and maintenance of the air conditioning system, refer to the instruction guide.

Plumbing 6

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WATER SUPPLY SYSTEM 53

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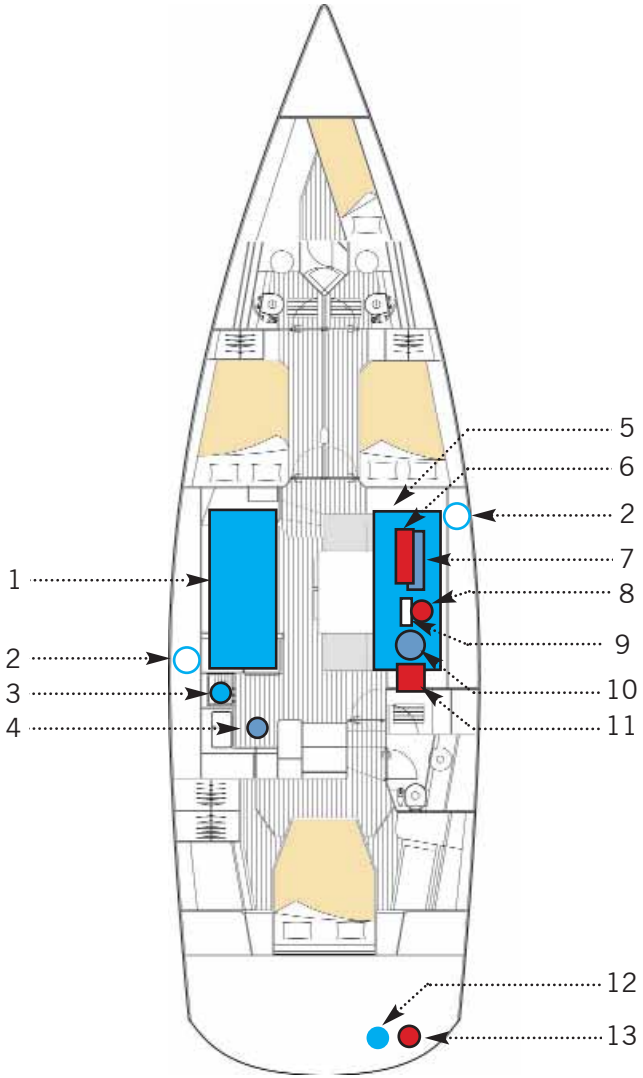
WATER SUPPLY SYSTEM



1 - Port water tank.
2 - Tank deck filler.
3 - Selection valve of foot pump.
4 - Sea water inlet valve.
5 - Starboard water tank.
6 - Hot water manifold.
7 - Cold water manifold.
8 - Selection valve of tanks.
9 - Manifold to select tanks.
10 - Pressurized water pump.
11 - Water heater.
12 - Shower with mixer tap + fresh water shore supply.
13 - Valves of cold water, hot water and fresh water shore supply.

TANK SELECTION VALVE + MANIFOLD

PRESSURIZED WATER PUMP

Water tanks

• FILLING

To prevent any handling mistake, never fill the water and fuel tanks at the same time.
During filling, avoid handling contaminants near the fillers.
Open and close the filler caps with the suitable key. Check the filler cap seals for condition during filling. The tanks are fitted with overflow outlets and vents.
Never insert the water filling hose deep down into the system in order to prevent any over-pressure in the systems.

• MAINTENANCE

RECOMMENDATION
- Pay attention to the quality of the water for the filling up. Check if it is drinking water.
- It is possible to sterilize the tanks with a Clonazone tablet (sold at the Chemist's).
- If the boat is not used for long, purify the tanks and pipes with acetic acid (or white vinegar).

Inspection ports are provided on tanks and make possible the cleaning of the inside.
For winter storage instructions, refer to Chapter 'WINTER STORAGE'.

NOTE: the capacity of the fresh water tank(s) indicated on the page 'SPECIFICATIONS' may be not completely usable depending on the trim and load of the boat.

Water supply system

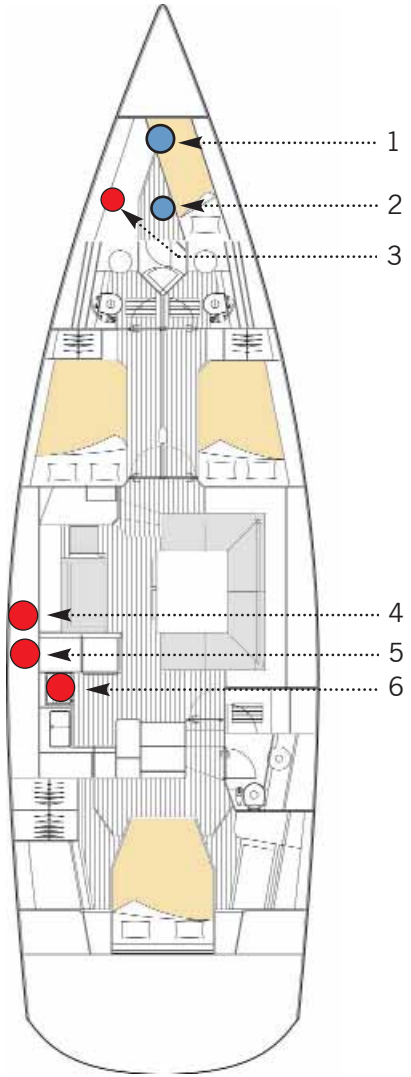
RECOMMENDATION
- Never operate water system equipment when the valves are closed or when the tanks are empty (the electrical equipment may be damaged).
- Check the water filter for condition (refer to the manufacturer's instructions).
- Close the taps of empty tanks.

The pressurized water pump gets to work via its breaker on the electrical panel.

The tank selection valve is located under the starboard front seating of the saloon.
If one of the tanks is completely emptied, select the other tank then flush out the system, pressurizing the water system.

The end on the transom to starboard (near the shower) makes possible the connection of a hose in order to supply the board system from a shore fresh water point.
After connecting the hose, open the valve (access to it through the aft cokpit locker to starboard).
This does not replace the filling of the tanks. It makes possible to spare the water in the tanks while you remain in port.
Disconnect the fresh water shore supply when the boat is unattended.

DECK WASH PUMP / GAS



1 - Deck wash pump.
2 - Sea water inlet valve.
3 - Pump switch.
4 - Gas cylinders.
5 - Electrovalve.
6 - Gas valve.

DECK WASH PUMP SWITCH

GAS VALVE

ACCESS TO ELECTROVALVE

The foot pump (optional extra) enables fresh water or sea water to be supplied to a sink tap.
The selection valve (fresh water / sea water) is located in the cupboard under the stove.
You can reach the sea water inlet valve under the floorboard in front of the stove.
If the foot pump becomes stiff, make sure the water supply hose is not chocked or the tap blocked.
If so, remove the tap end and clean it.

• WATER HEATER
The water heater works as soon as the engine starts.
The hot water temperature is set using the thermostatic tap located on the water heater (access by the service room).

■ Deck wash pump

The deck wash pump is located in the sail locker.
It provides sea water after your opening the valve located under the floorboard of the sail locker.
To operate it, turn on the WATER PUMP breaker on the electrical panel then the switch located near its end in the sail locker.

■ Gas system

Refer to chapter 'SAFETY'.
Before you use gas, energize the electrovalve with the SOLENOID GAZ breaker on the electrical panel.
You can reach the electrovalve if you open the hatch located on the upper part inside the cupboard above the ice-box.
The gas valve is located in the cupboard under the stove.
When changing the cylinders, refit the cap in place on the regulator threaded section (to avoid corrrosion).

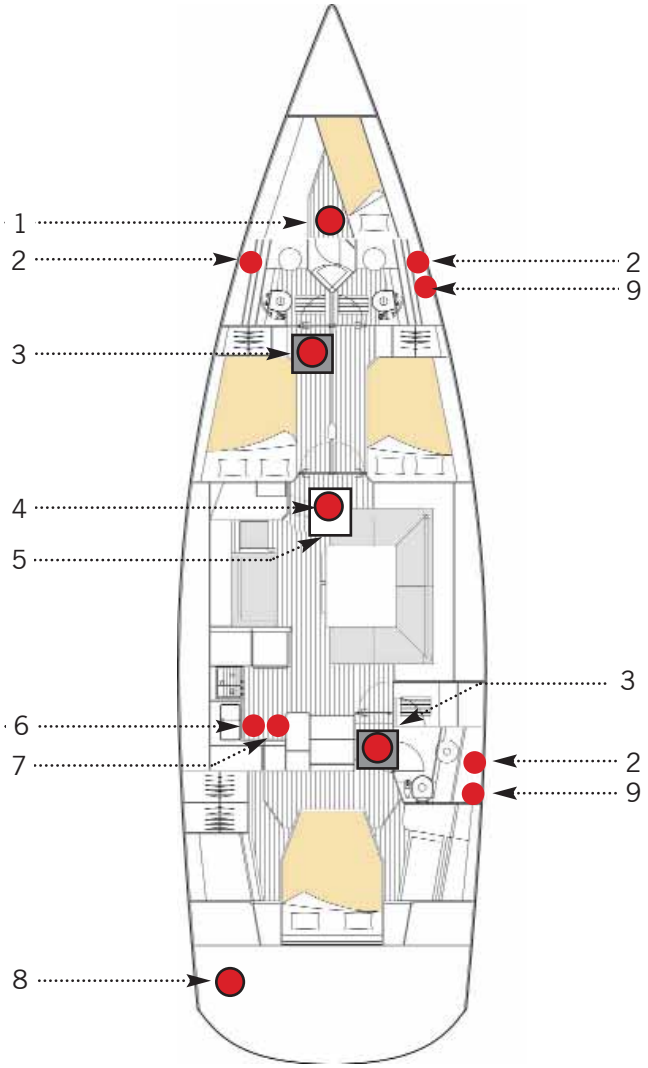
RECOMMENDATION
Close the gas valve and turn off the regulator tap when the stove is not in use.

■ Drainage system

Waste water from the sink, washbasins and heads is drained off by sea-cock fittings with ball valves.
A valve is closed when the valve handle is perpendicular to the hose, the valve is open when the valve handle is in line with the hose.

All the floors have holes (timber holes) for the water flow.
A watertight bilge tray under the engine receives the possible oil leaks.
A main sump above the ballast receives the water from the floorboard.
The sump is drained by an automatic start electric pump or a manual pump.

GREY WATER DRAINAGE SYSTEM



1 - Electric bilge pump.
2 - Washbasin drain valves.
3 - Grey water tank + bilge pump /shower.
4 - Main sump.
5 - Sink drain valve.
6 - Ice box + oilskin hanging locker drain valve.
7 - Cockpit manual bilge pump.
8 - Grey water tank drain valve.

VALVE WHEN OPEN

VALVE WHEN CLOSED

A sound signal starts to inform you of the automatic start of the electric bilge pump.
The sail locker is drained by an automatic start electric pump.
The electric bilge pumps work even when the 12 V and 24 V circuits are turned to OFF if the breaker is turned to ON on the electrical panel.

• MAINTENANCE

- Regularly check the valves and sea cock fittings for proper operation and watertightness.
- Turn off the valves when the water system is not in use.
- Visually check the water pump flow.
- Check the clamps and flexible hose connections for tightness, pay attention to the seals for condition.
- Regularly make sure the strumbox and bilge are perfectly clean.

RECOMMENDATION
Immediately switch off the electric system in case a pump is running while all the water supplies are turned off.
Check the water system and repair.

WARNING
The bilge pump system is not designed to provide buoyancy to the boat in case of damage.
The bilge pump system is designed to drive out the water being either sea spray or leaks but absolutely not the water coming through a hole in the hull, this hole being the result of a damage.

■ Sanitary facilities

• USE OF THE WASHBASINS AND SHOWERS

- Close the valves and turn off the taps after use.
The shower waste waters are collected in grey water tanks.
The grey water tanks are drained by an automatic start pump.
- Regularly clean the filters and tanks.

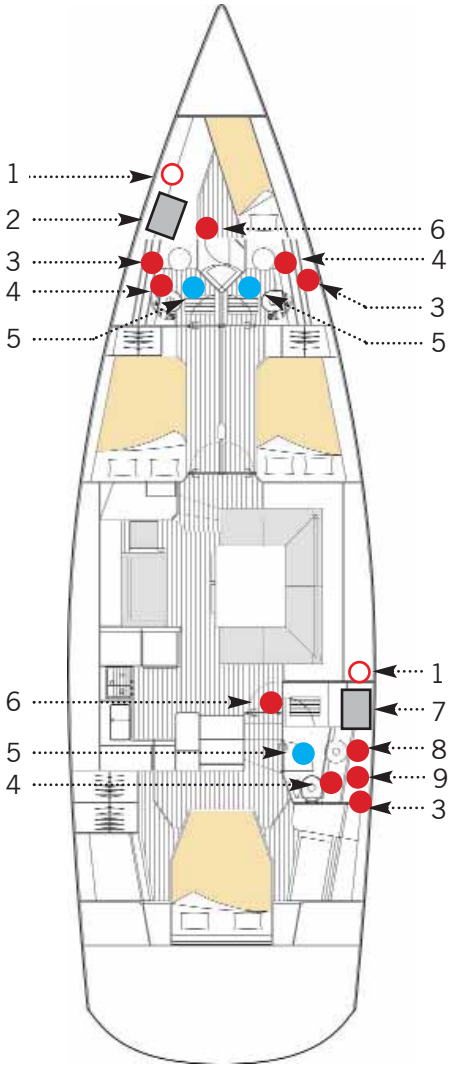
RECOMMENDATION
When you are in a marina, use the club-house sanitary facilities (if provided). Since it is prohibited to discharge the waste waters in some marinas or countries, you shall use a waste water tank.

• USE OF THE MARINE HEADS FITTED WITH BLACK WATER TANKS

Before you use the heads, check that the water inlet and drain valves are open and check the 3 way valve (that determines the place to discharge the waste from the heads) is selected (refer to drawings on next page and those annexed).
Make sure the tank drain valves are closed in order to avoid any inadvertent discharge.

The aft shower room is fitted with electric heads.
After energizing them using the WC ELECTRIC switch on the electrical panel, open the water supply valve, the safety stop valve then select the supply in fresh water or sea water by the 3 way valve (refer to drawing on next page and those annexed).

BLACK WATER DRAINAGE SYSTEM



1 - Black water tank draining filler.

2 - Black water tank - heads in fore shower room.

3 - 3 way valve - draining to sea or black water tank.

4 - Heads drain valve.

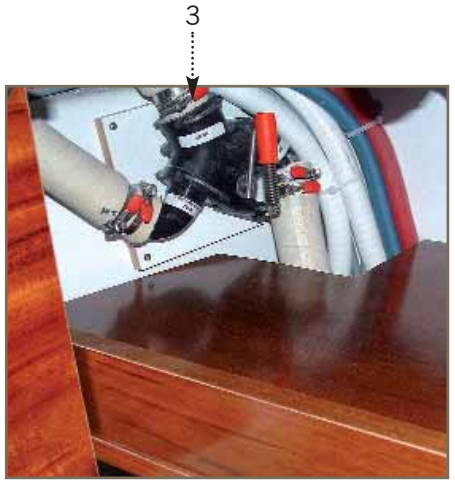
5 - Heads sea water supply valve.

6 - Black water tank drain valves.

7 - Black water tank - heads in aft shower room.

8 - Valve to select fresh water / sea water for heads.

9 - Safety stop valve / supply valve for Heads in aft shower room.



STANDARD HEADS
To empty the bowl:
- Set the control lever of the pump slantwise (FLUSH).
- Operate the pump.

To dry the bowl:
- Set the lever back vertical (DRY).
- Operate the pump.

STANDARD HEADS + ELECTRIC HEADS
In order to avoid clogging the heads, use absorbent paper only.
Rinse the heads regularly with fresh water.
Close the valves after each use (in particular when the boat is left unattended).

To empty a black water tank:
- In an authorized area, open the drain valve
- In a marina equipped with an organic waste suction system, put the suction hose into the tank through the deck filler.
- Start the pump of the suction system.
The filler caps are opened and closed with an appropriate key.
When the tank has been emptied, check the cap seal for condition then close the filler.

RECOMMENDATION
Periodically empty the tanks, rinse them with fresh water or sea water then disinfect them using household cleaning products.

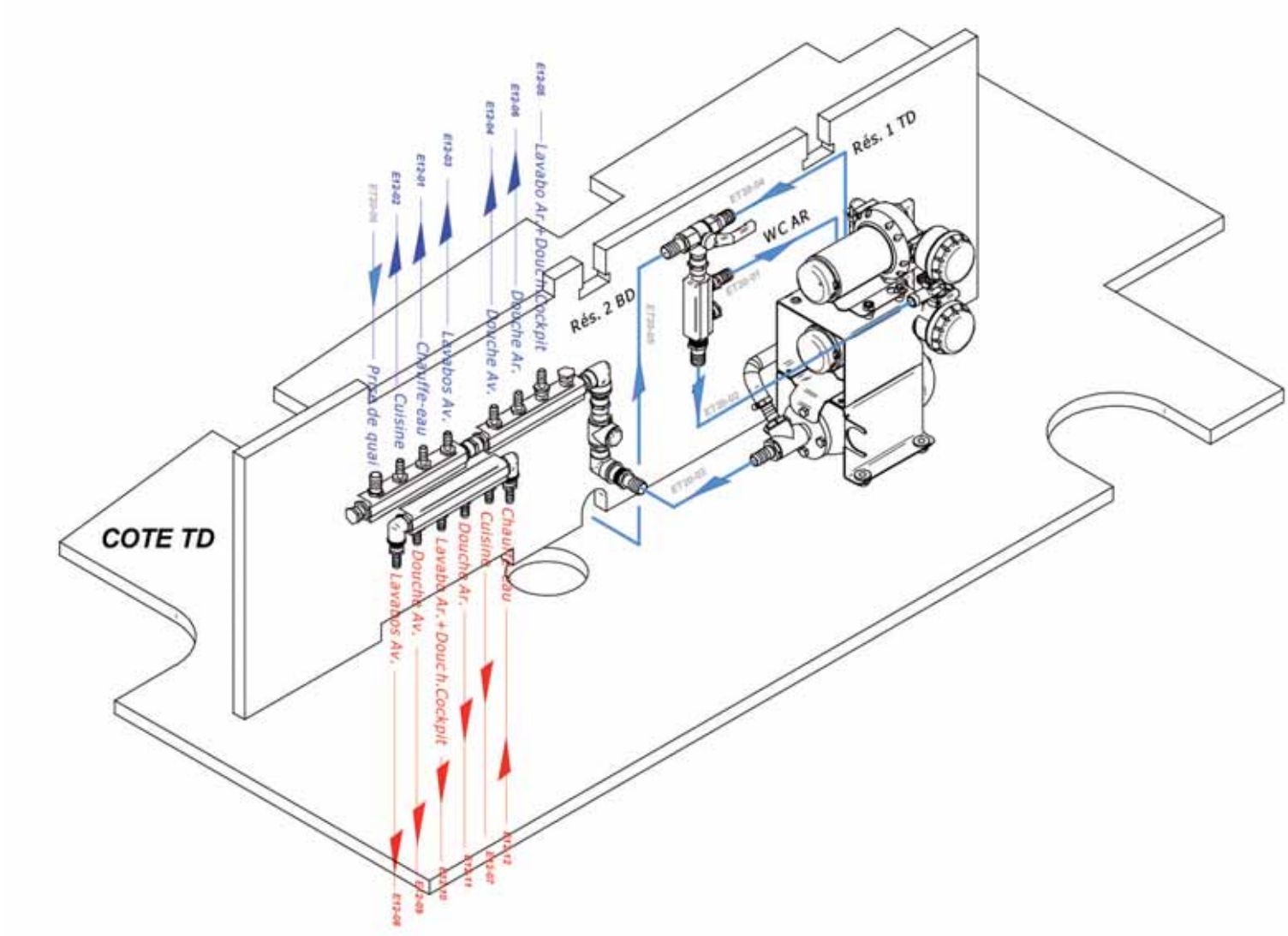
The tanks must be empty when the boat is moored in negative temperatures.

RECOMMENDATION
In order to respect environment, do not discharge your holding tanks near the shore.

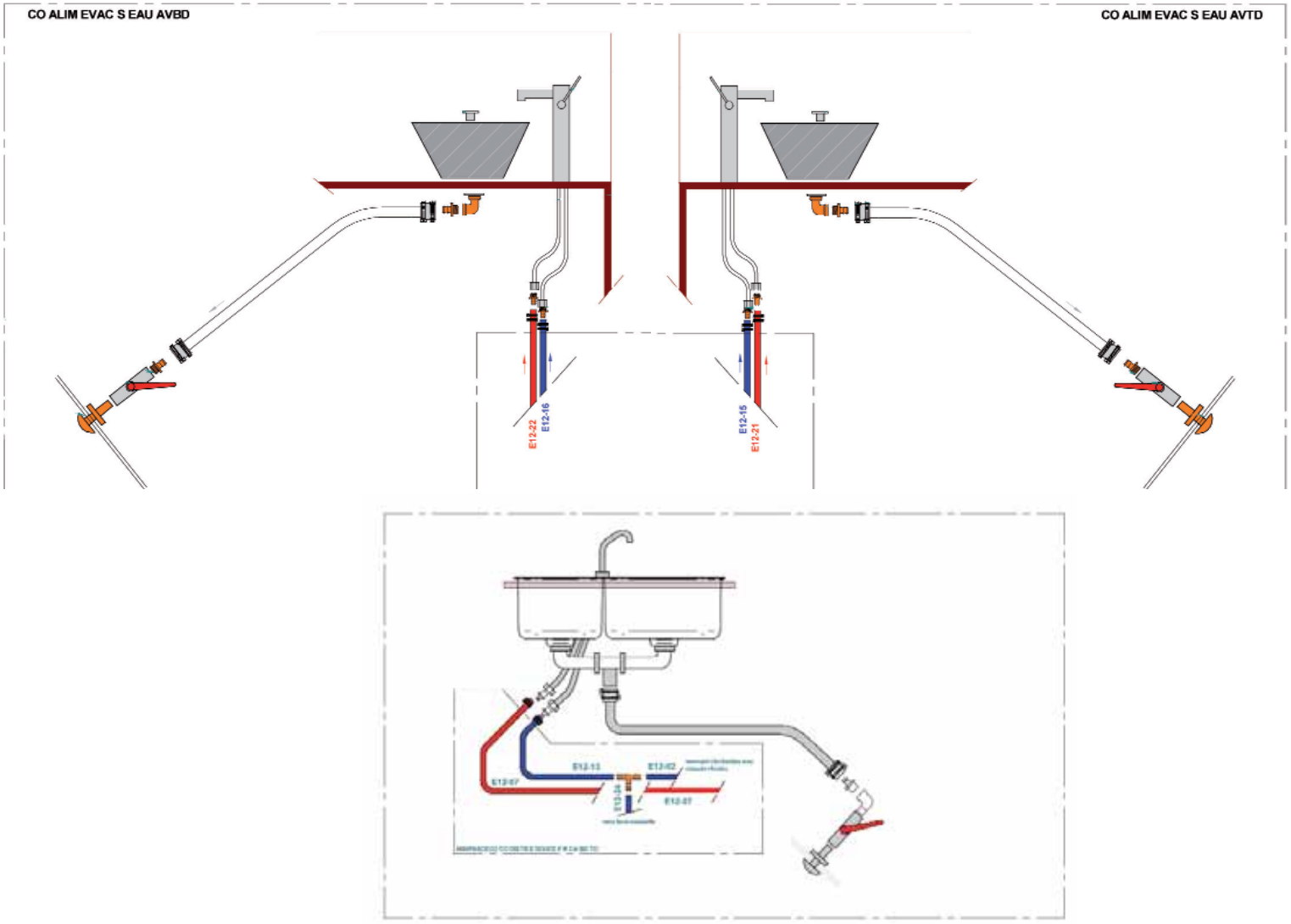
RECOMMENDATION
Use the suction systems in marinas to empty your holding tanks.

WARNING
Ask for information about the laws in force in your country or your marina about discharging your waste waters from heads into the sea.

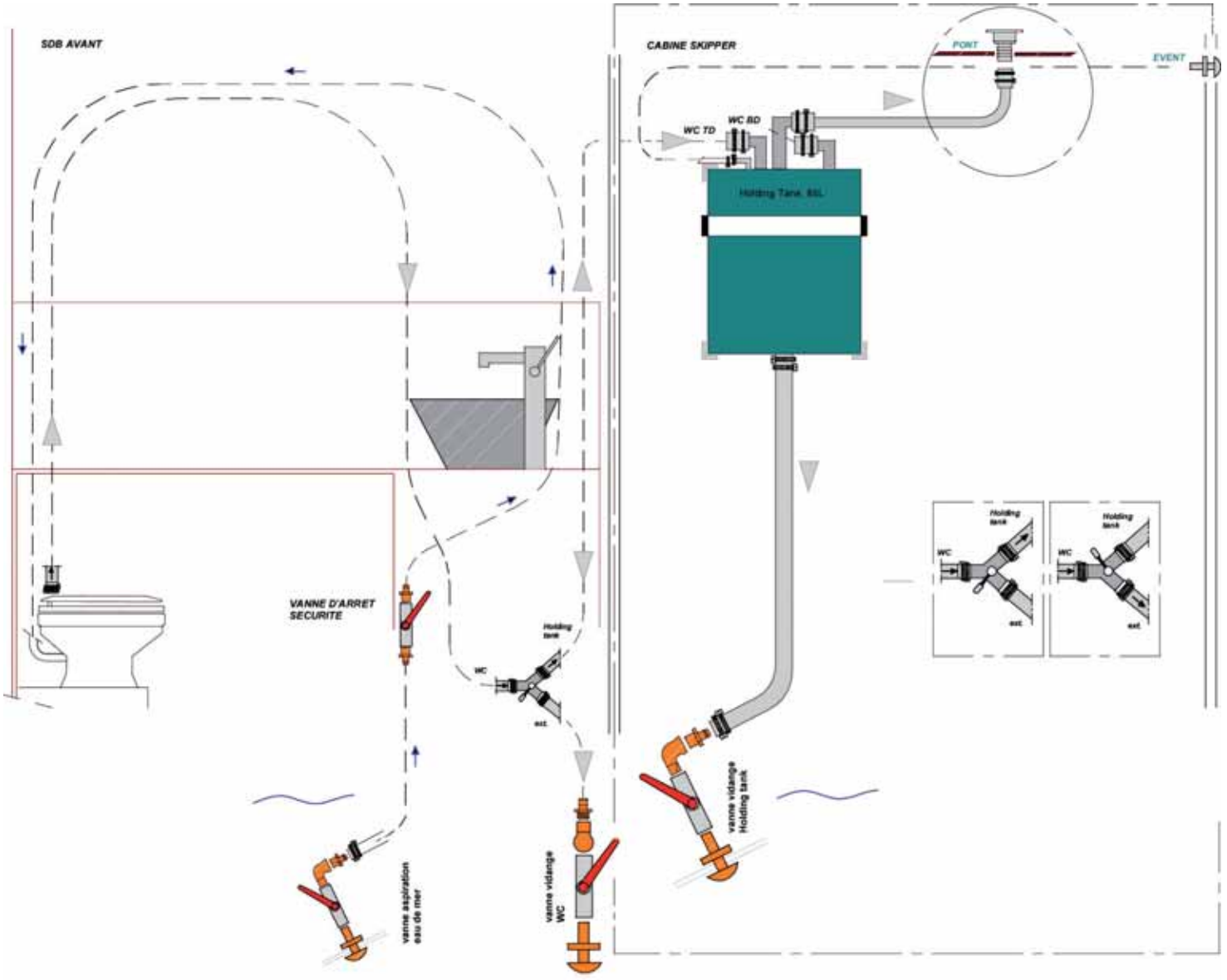
ANNEX - PLUMBING DIAGRAM



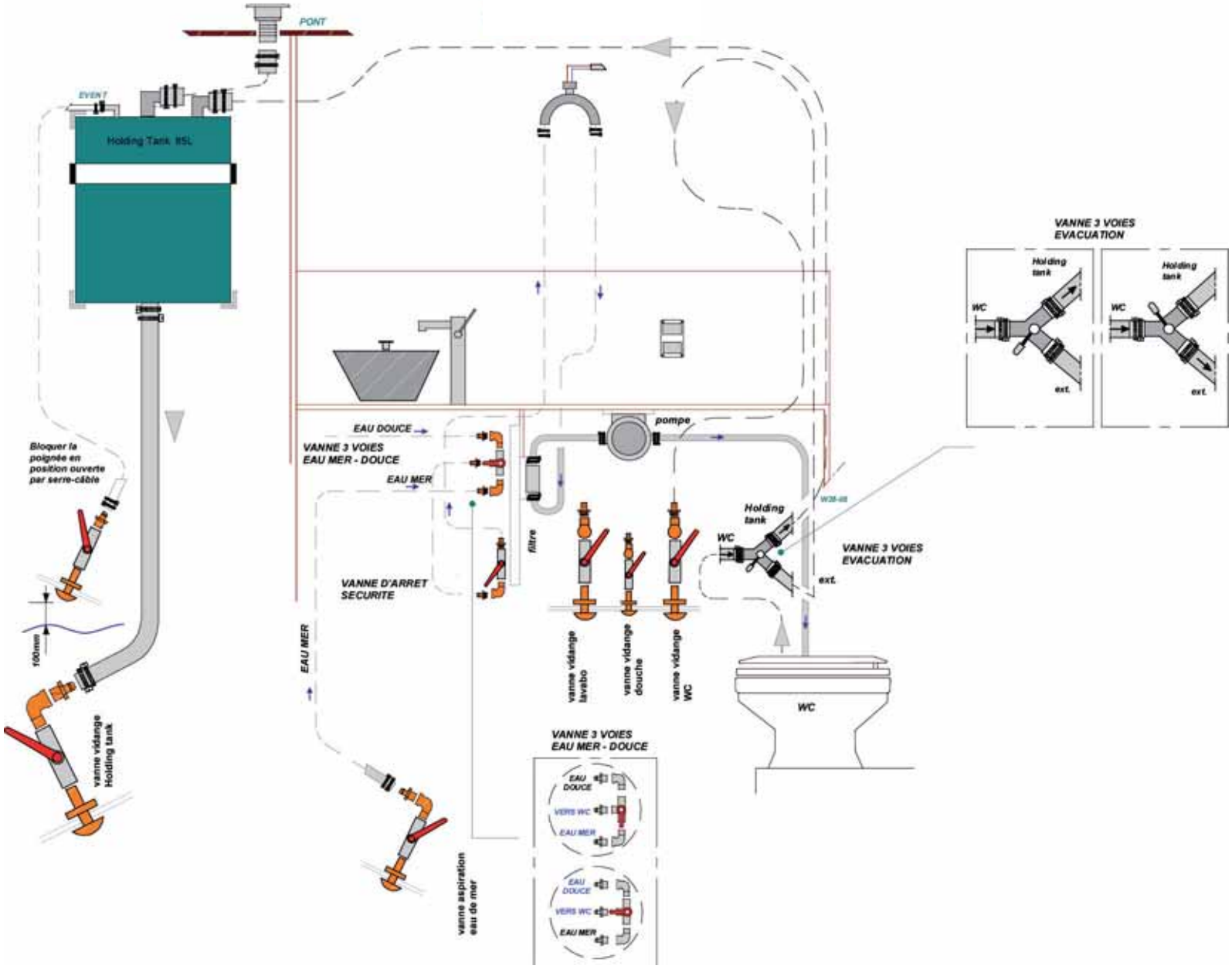
ANNEX - SUPPLY AND DRAINAGE OF PORT AND STARBOARD FORE SHOWER ROOMS + GALLEY



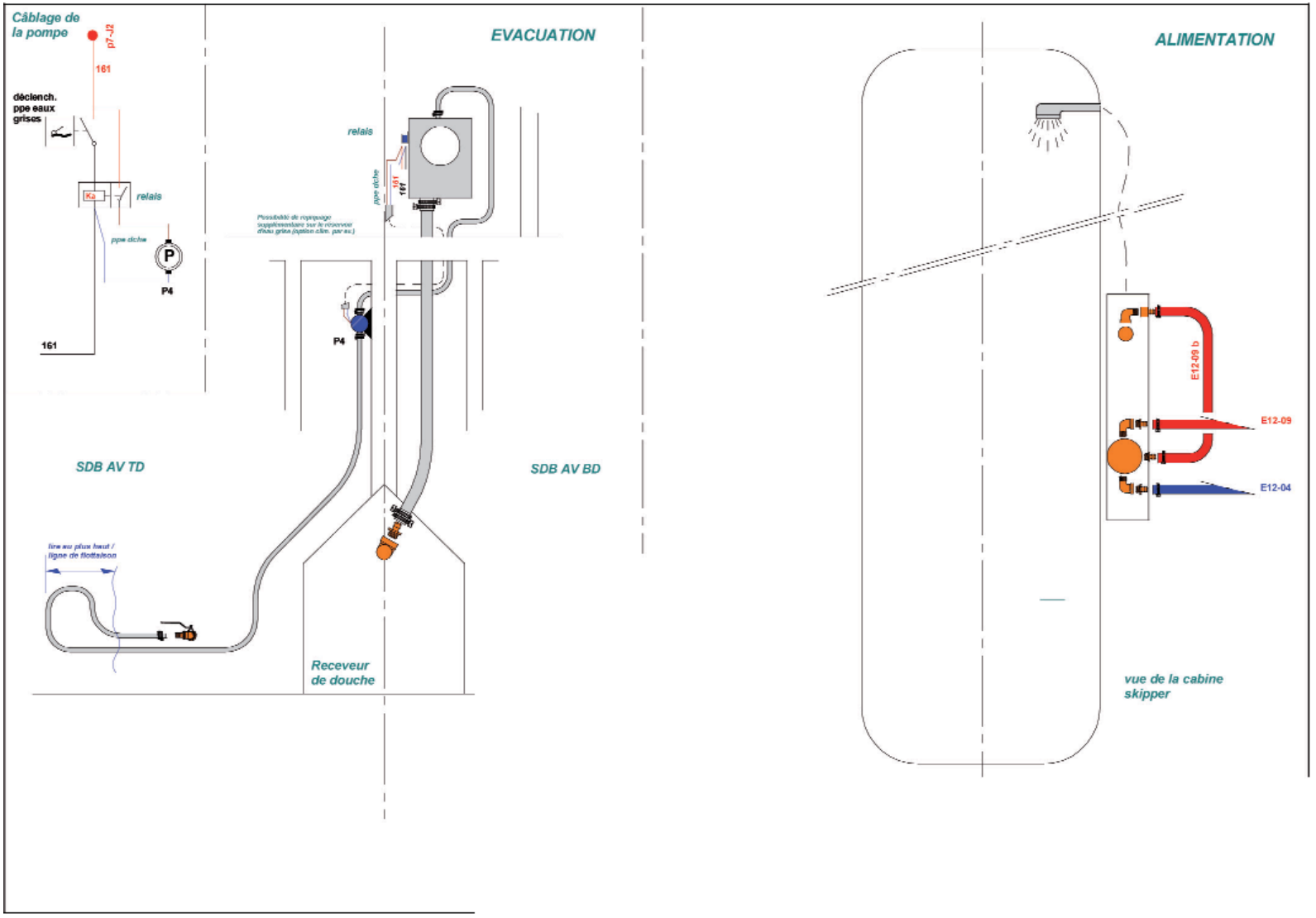
ANNEX - PRINCIPLE - FORE HEADS



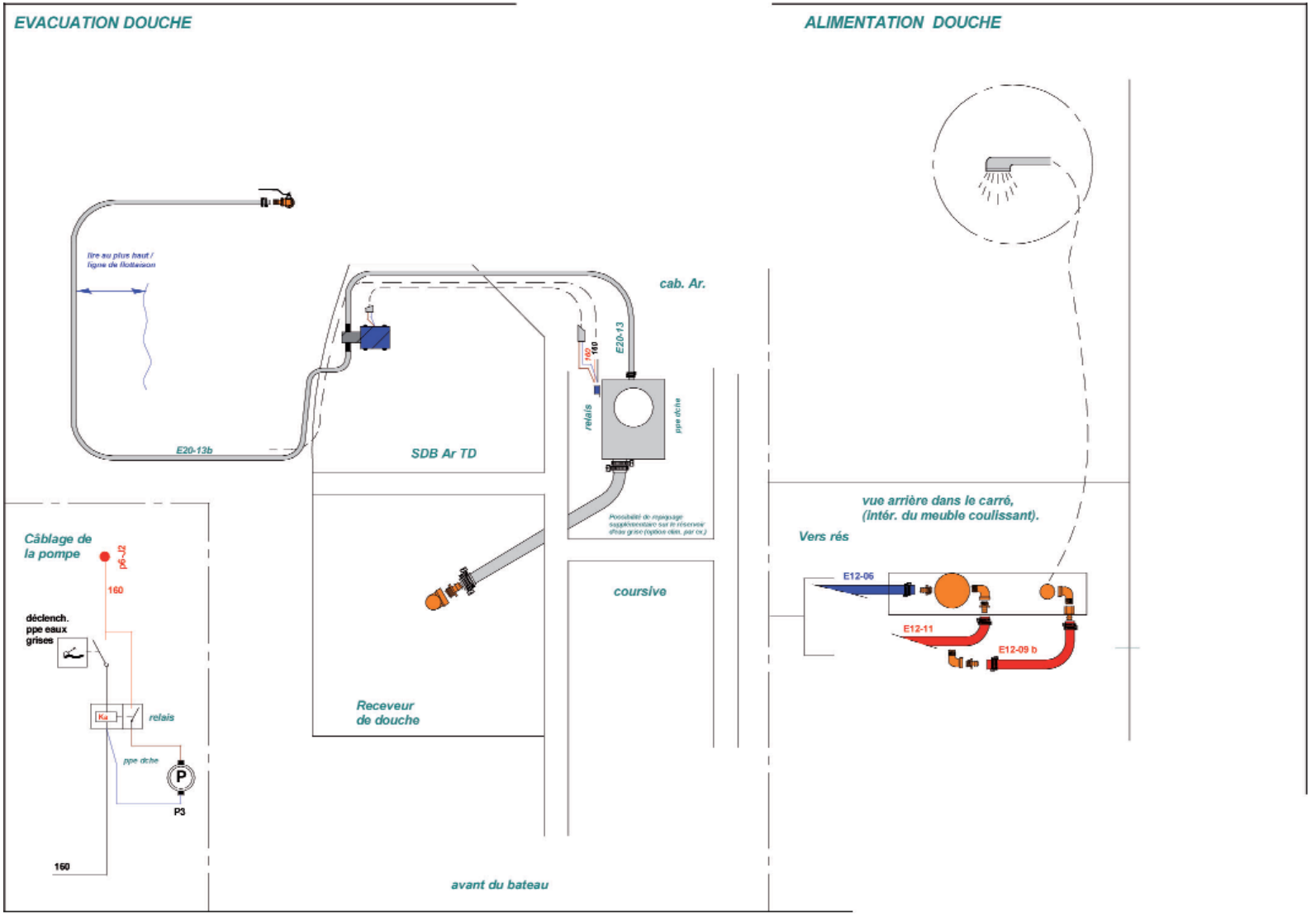
ANNEX - PRINCIPLE - STARBOARD AFT HEADS



ANNEX - SUPPLY AND DRAINAGE OF SHOWER IN FORE SHOWER ROOMS



ANNEX - SUPPLY AND DRAINAGE OF SHOWER IN AFT SHOWER ROOM



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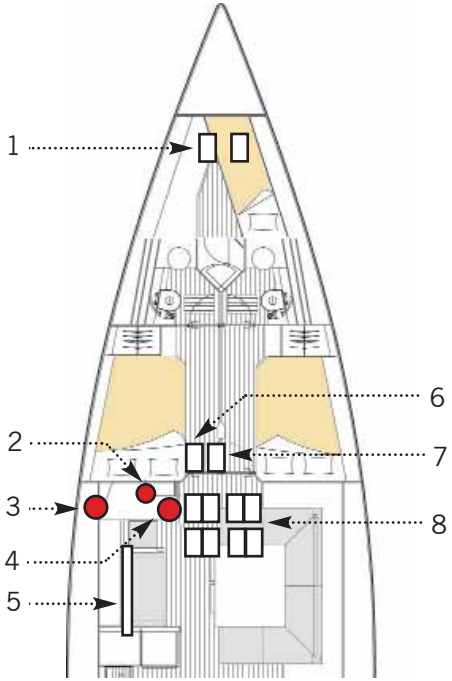
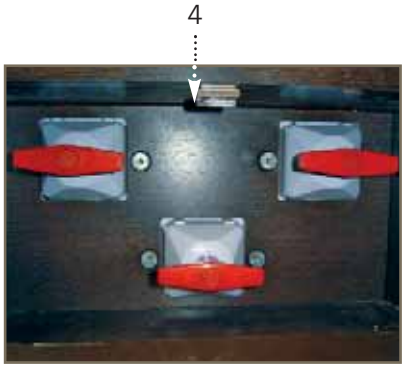
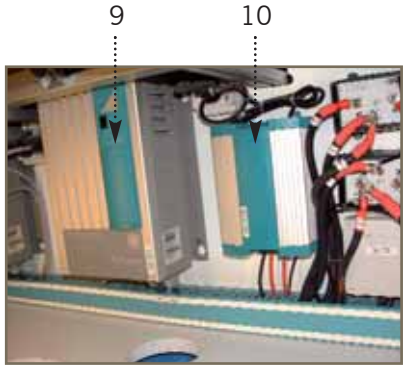
12 V - 24 V CIRCUIT

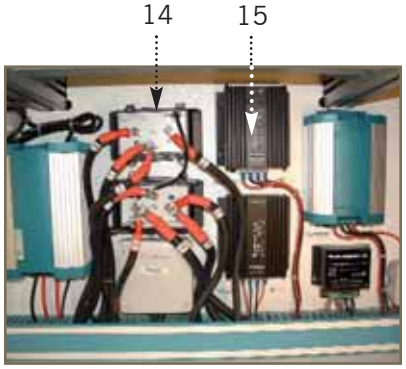


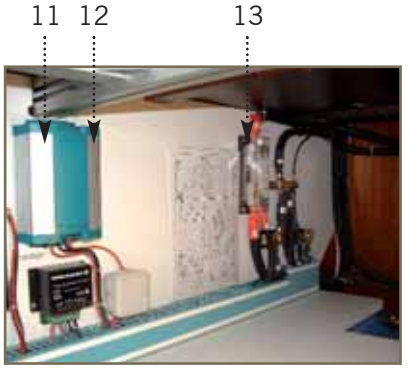
1 - 24 V Battery set /Bow thruster.
2 - Power board.
3 - Electric panel.
4 - Battery switch - 12 V and 24 V circuits.
5 - Electricity board (service room).
6 - Battery - Optima 12 V - 75 Ah - engine.
7 - Battery - 12 V - 88 Ah - generator.
8 - 24 V battery set - Service / Power.
9 - 24 V battery charger.
10 - 12 V battery charger.
11 - 24 V / 12 V - 20 A converter.
12 - Inverter.
13 - 425 Ah fuses.
14 - Load dispatcher.
15 - 24 V / 12 V - 8 A converters.



DETAILS OF THE ELECTRICITY BOARD







12 V - 24 V circuit

The 12 V circuit supplies the engine and generator batteries.
The 24 V circuit supplies all the boat and bow thruster batteries.
The boat and engine circuts can be used simultaneously or separately, depending on your needs.

• BATTERIES

The batteries are located under the floorboards of the forecabin (engine and generator), in the service room (boat) and in the sail locker (bow thruster).
Refer to chapter 'SPECIFICATIONS' as for their capacities.
The 12 V and 24 V battery switches are located under the chart table.
Energize the batteries turning the battery switches to ON.
Turn all the battery switches to OFF when the boat is left unattended.

WARNING
Never run the engine when its circuit breaker is turned to OFF (it may destroy the alternator).

The battery get charged with 12 V alternators (one on the engine, one on the generator) and a 24 V alternator (which are connected to the engine) and 12 V and 24 V chargers (located in the service room on the electricity board).

The chargers can be used with the shore power link or the generator after selecting shore or generator on the electrical panel, and operating their switches on the electrical panel.

Keep the batteries charged enough to ensure them a normal service life (do not discharge the batteries beyond 50% of the rating).

Regularly check the charge condition of the batteries using the battery tester close to the electrical panel.

Three converters (1 x 24 V / 12 V - 20 A for 12 V sockets and 2 x 24 V / 12 V - 8 A for the VHF and radio) are located in the service room on the electricity board. They are automatically energized.

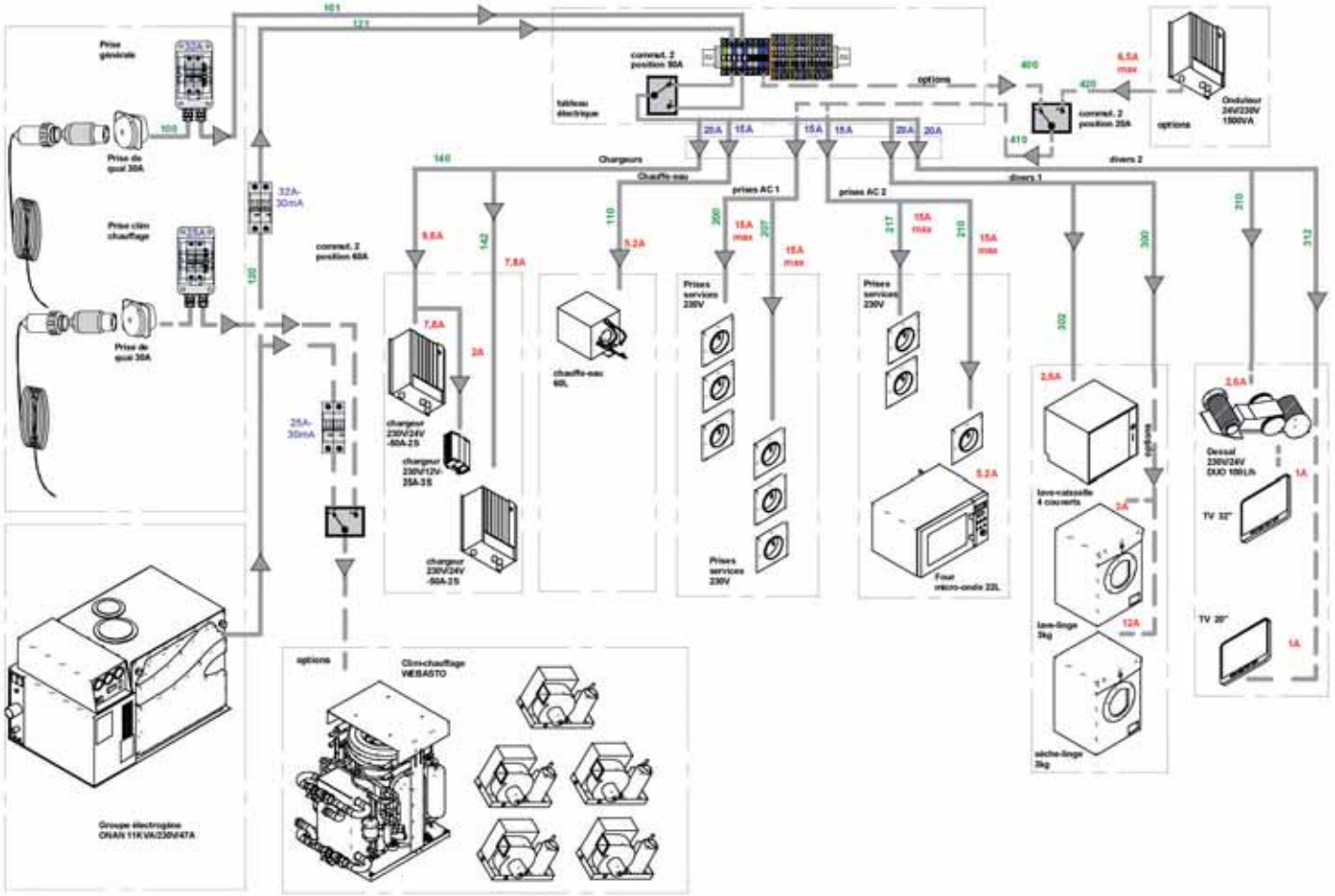
• MAINTENANCE

- Keep the batteries clean and dry to avoid premature wear.
- Tighten and maintain the tags on terminals lubricating them regularly.
- Disconnect the batteries and remove them if winter stored or unused for long.

In case of a problem on the circuit, call in a professional skilled in marine electricity.

DANGER
Handle the batteries with care.
In case of electrolyte splashing, thoroughly rinse the part of your body that has been in contact with it.

110 V - 220 V PRINCIPLE DRAWING



Electricity

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Operation

• ELECTRICAL PANEL

The electrical panel powers all the functions on board.
Some equipments are energized directly from the panel (navigation lights ...) and others via the panel by their own switches (inside lighting...).

Some equipments have several protection levels (circuit breaker, fuse ...).

Power circuit breakers (for heavy consuming equipments such as the electric windlass, etc.) and the fuses can be reached on the power board, located under the desk of the chart table.

In the event an electrical appliance is not energized, check:
- The main power supply (batteries, battery switches).
- The switches and circuit breakers on the line.
- The relevant electrical unit.

RECOMMENDATION
Never leave the boat unattended when the electric fitting is on (except the safety equipments directly connected to the battery and protected by a circuit breaker).

WARNING
Never work on a live electric fitting.

• PRECAUTIONS

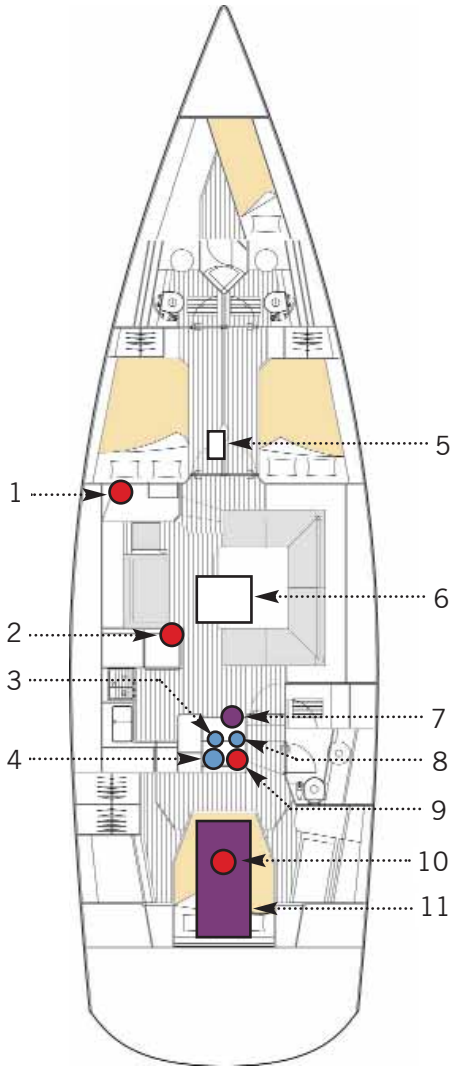
- Never modify an electric fitting and relevant diagrams yourself.
- Call in a technician skilled in marine electricity to carry out any electric modification.
- Never change the breaking capacity (amperage) of the overcurrent safety devices.
- Never install or replace the electrical appliances (or any electrical equipment) by components exceeding the capacity (amperage) of the circuit.

110 V - 220 V circuit

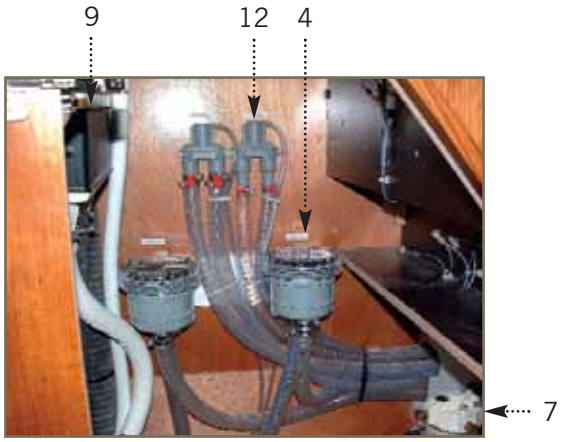
• ENERGIZING THE 110 V - 220 V APPLIANCES

In order to be able to use the 110 V - 220 V powered appliances (washing machine, air conditioning, etc), it is advisable:
- To make sure that the circuit breakers are turned to OFF on the general electrical panel.
- Select the 110 V - 220 V source (start the generator or connect the shore supply cable).
- Select this source on the electrical panel.
- Push the circuit breaker of the appliance to be used (washing machine, air conditioning, etc.) on the electrical panel.

GENERATOR



1 - Starting control.
2 - Air extractor of the generator compartment.
3 - Sea water inlet valve.
4 - Sea water filter.
5 - Starting battery.
6 - Generator.
7 - Fuel filter.
8 - Separator drain valve.
9 - Water / gas separator.
10 - Fuel valve for generator supply.
11 - Fuel tanks.
12 - U bend.



After this, start the appliance with its own controls.

• STOP OF THE 110 V - 220 V APPLIANCES

To stop the 110 V - 220 V powered appliances, it is advisable:
- Stop the appliance with its own controls.
Wait for 10 to 15 seconds after each stop of each new element.
- On the electrical panel, turn off the circuit breaker of the appliance that is used.
- Turn to OFF the 110 V - 220 V source selector (generator or shore power).
- Stop the generator or disconnect the shore supply.

• PROTECTION

Connect the metallic covers or boxes of the fitted electrical appliances to the protection conductor of the boat (green conductor with yellow stripes).

WARNING
Before turning the 110 V - 220 V source selector to OFF, make sure no other appliance is working (danger of an electric arc that would destroy the commutator and risk of damaging the generator).

DANGER
Never work on a 110 V - 220 V electrical fitting when the shore supply cable is plugged in.

Generator

The generator is located in the service room under the saloon floorboards.
Its function is to re-supply the batteries via the chargers and to supply 110 V - 220 V onboard.
The generator is supplied by the gasoil tank.

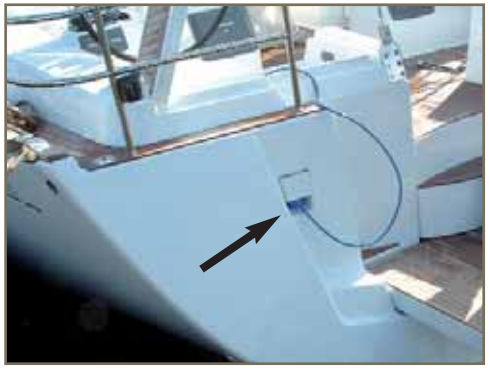
To start the generator :
- Select GENERATEUR on the electrical panel.
- Turn to ON the generator battery switch.
- Open the fuel valve located on the tank under the berth in the aft cabin.
- Open the sea water supply valve (access to it in the service room under the companionway).
- Open the separator drain valve (access to it in the service room under the companionway).
- Make sure the switch integrated to the generator is turned to ON.

- Push about ten seconds on "START" on the control close to the electrical panel in the saloon.
When the generator starts cold, keep pushing the button during about five seconds after the generator started.

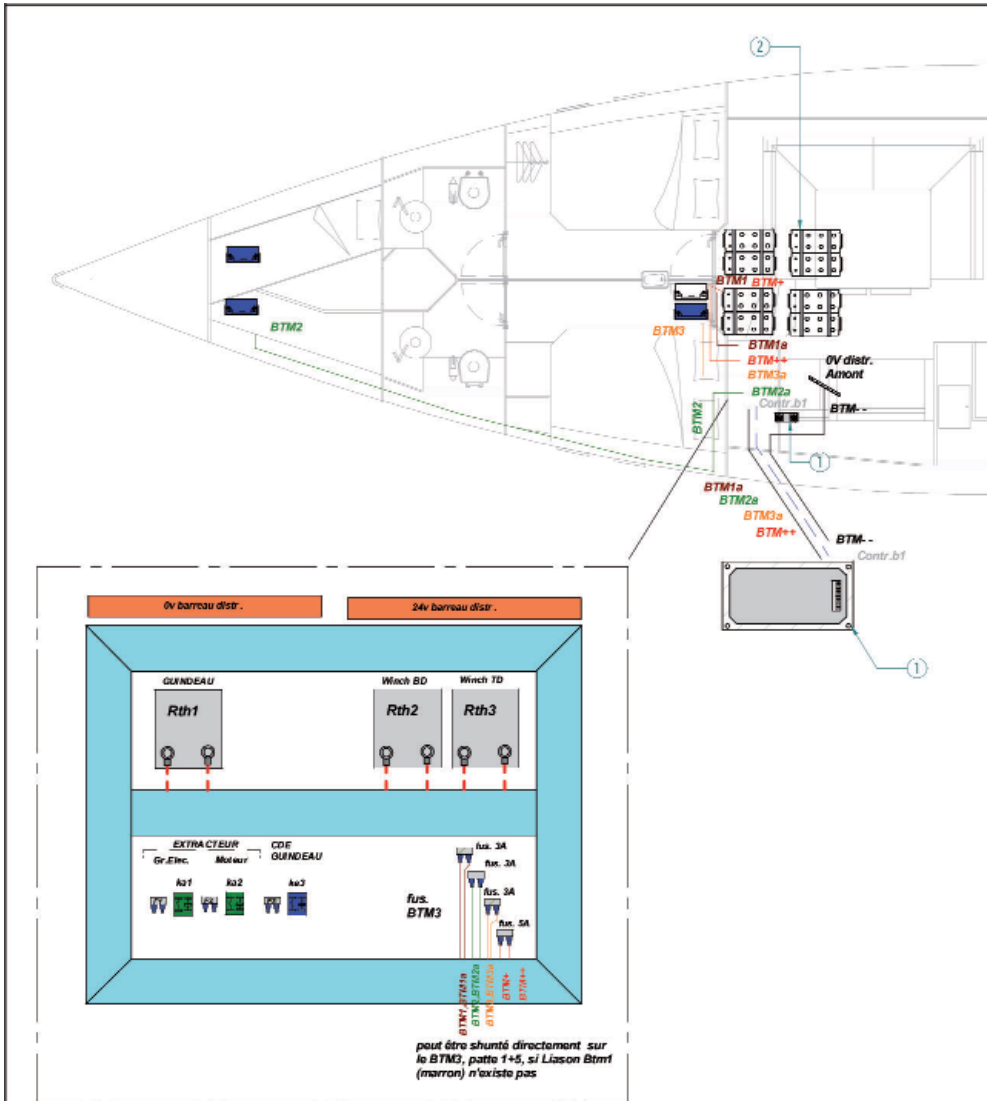
For use and maintenance of the generator, refer to the instruction guide.

Note: the generator is fitted on rails; if needed (access to the ballast fastening, to the rear part of the generator..) it is possible to move it.
To have a complete access to it, it is possible to dismantle the floorboard mountings. Your dealer shall carry it out.

SHORE POWER SOCKET / BATTERY SET MONITOR



SHORE POWER SOCKET



Shore power socket

Before you plug in or unplug the boat/shore supply cable, turn off the switch of the shore power socket (access in the port aft cockpit locker).
Plug in the boat/shore supply cable in the boat before you plug it into the shore socket.
First unplug the shore end of the boat/shore supply cable. Close the shore socket cover.

Do not modify the connections of the boat/shore supply cable.

DANGER
Never let the end of the boat/shore supply cable hang in the water ; the result may be an electric field liable to hurt or kill the swimmers nearby.

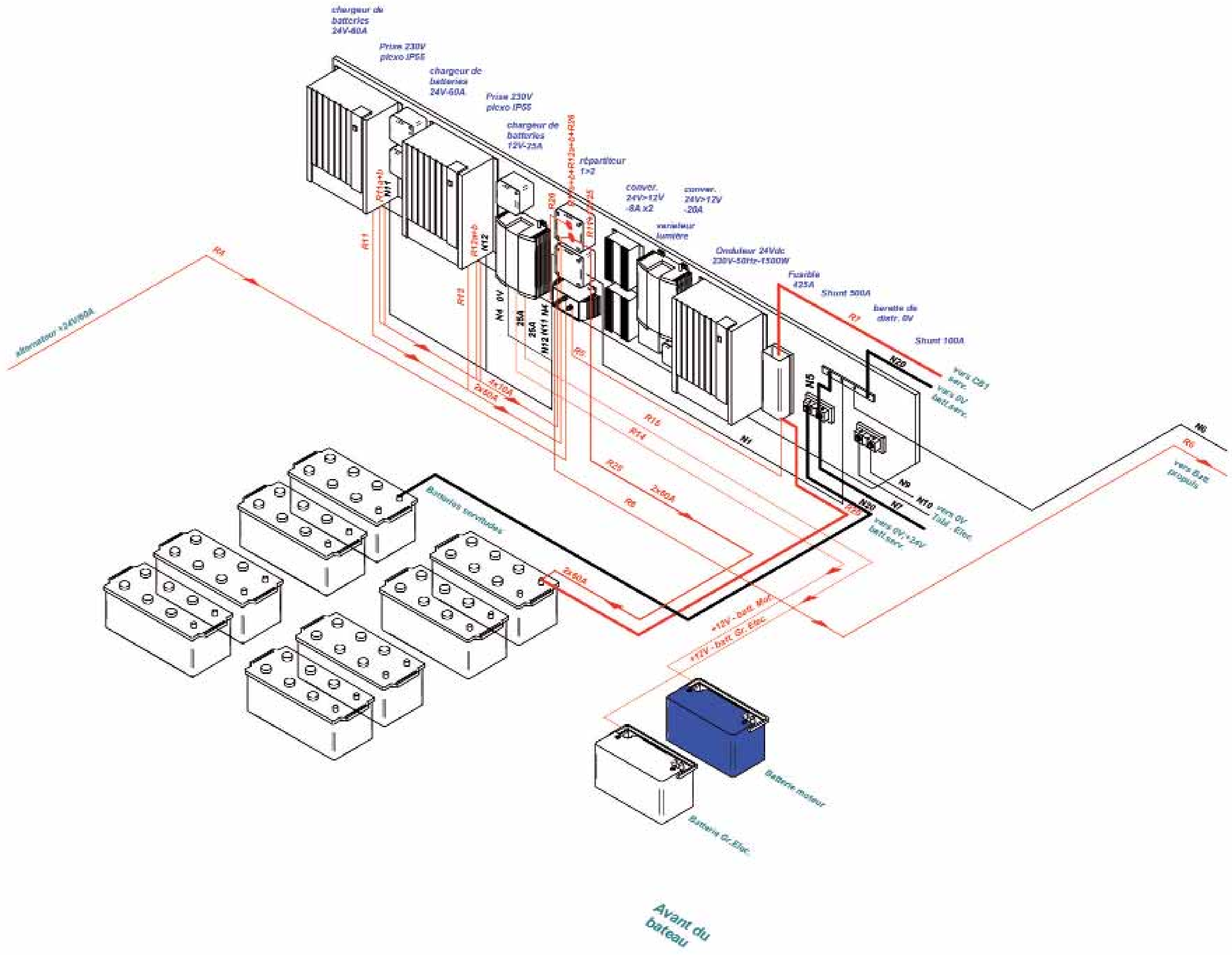
Mast harness

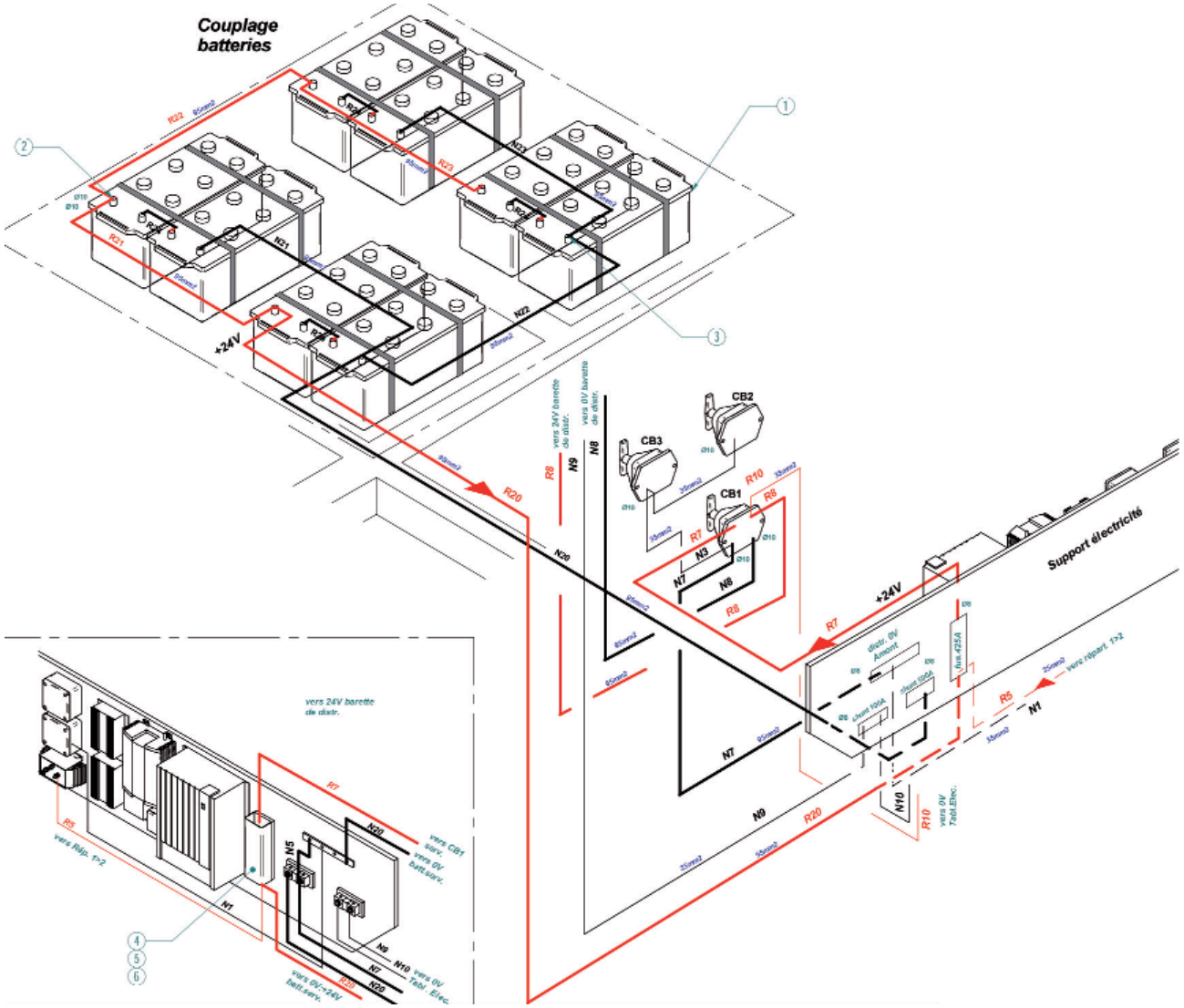
Connect the mast harness after mast stepping.
You can have access to the harness in the dividing box under the floorboard of the port aft cabin.

Electronics

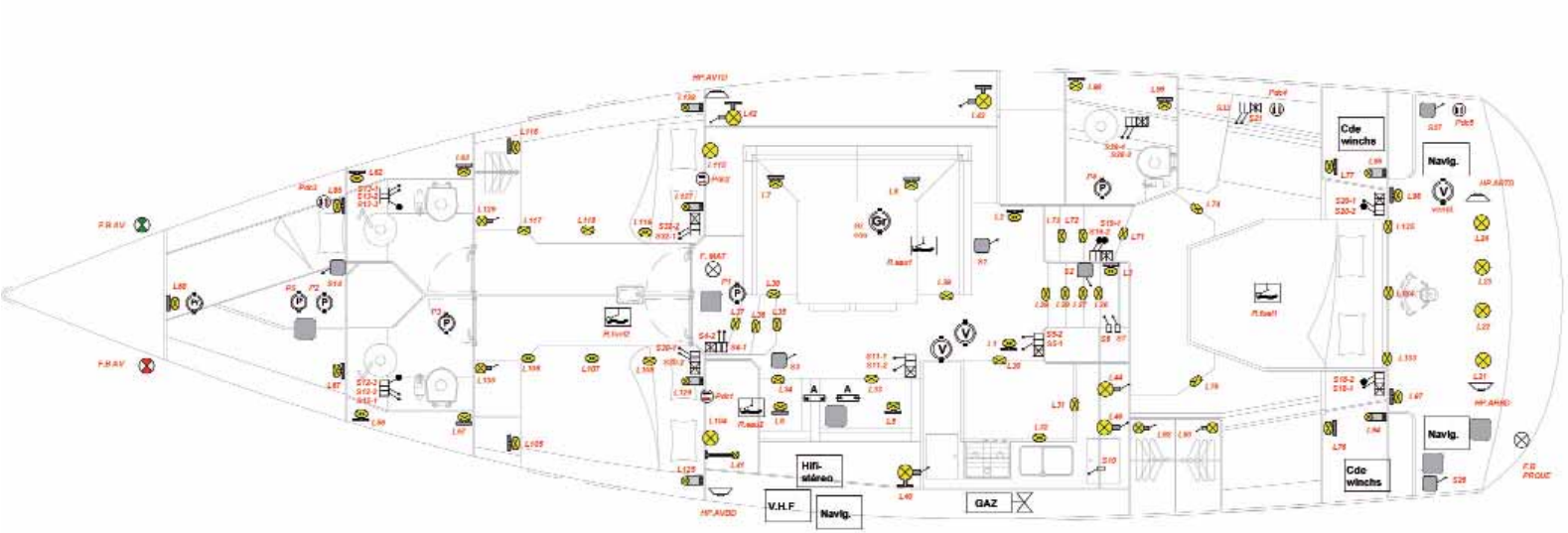
Wire runs are available to complete the boat equipment.

RECOMMENDATION
To carry out the different electrical works, we advise you to have them carried out by a specialist or the technicians of our network.


chargeur de batteries 24V-60A
Prise 230V plexo IP55
chargeur de batteries 24V-60A
Prise 230V plexo IP55
chargeur de batteries 12V-25A
répartiteur 1>2
conver. 24V>12V -8A x2
conver. 24V>12V -20A
variateur lumière
Onduleur 24Vdc 230V-50Hz-1500W
Fusible 425A
Shunt 500A
barette de distr. 0V
Shunt 100A
Batteries servitudes
Batterie moteur
Batterie Gr.Elec
Avant du bateau


Couplage batteries
+24V
CB1
CB2
CB3
Support électricité
vers 24V barette de distr.
vers 0V barette de distr.
vers CB1 serv.
vers 0V batt.serv.
vers 0V Tabl. Elec.
vers 0V+24V batt.serv.
vers Rép. 1>2
vers répart. 1>2

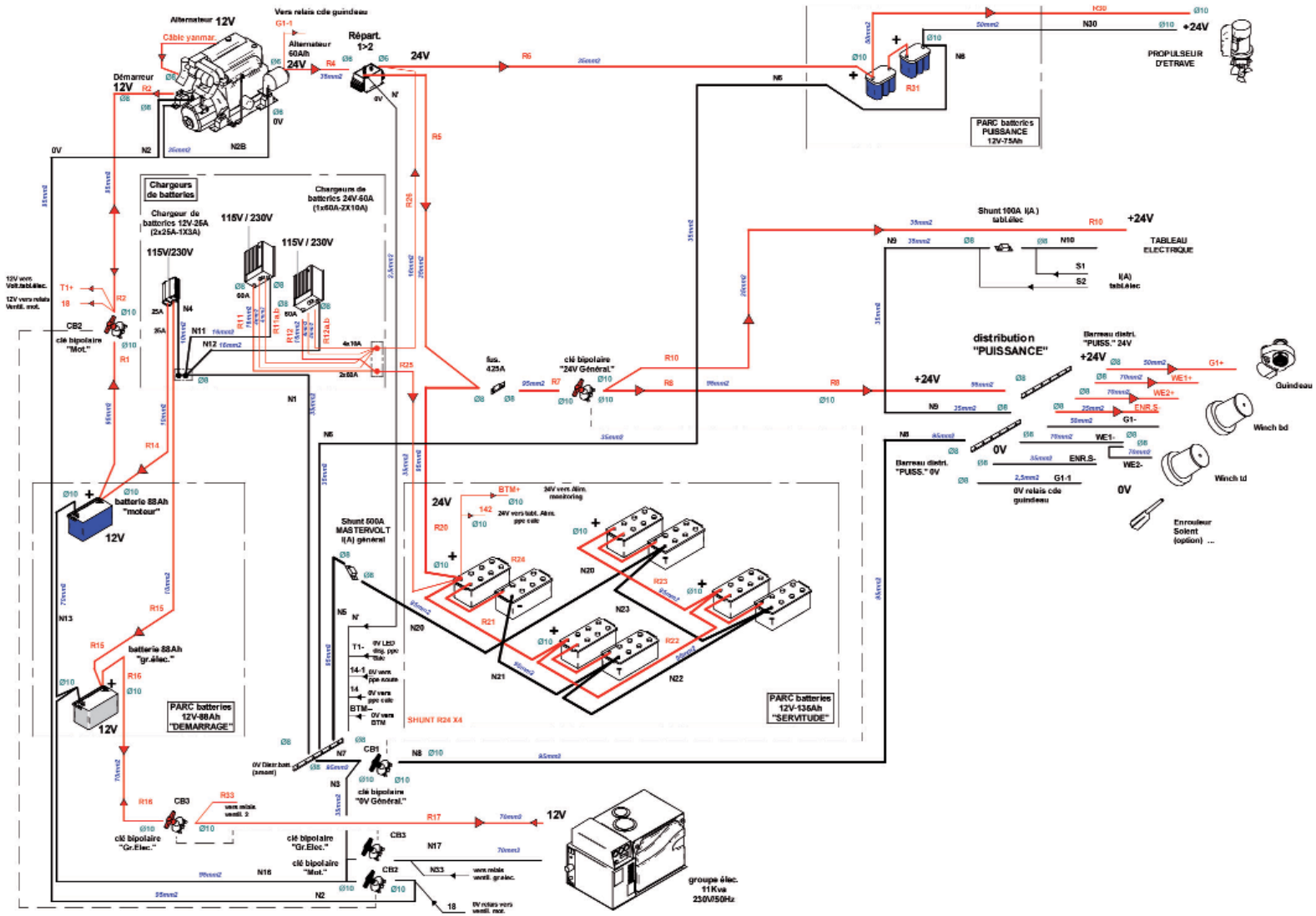
ANNEX - 24 V HARNESS LOCATION INSIDE THE HULL



Légende:

- inter. va & vient (24v)
- inter. simple (24v)
- poussoir (24 v)
- réglette 24v (10W)
- plafonnier 24v (10W)
- lampe articulée 24v (10W)
- lampe fluo 24V (8W)
- écl.penderie 24v (5W)
- veilleuse (nez de marche, 0,5W)
- spot liseuse (10W)
- tac-flex (10W)
- prise DC 12V
- shunt
- pompe de cale, soute,douche,...
- ventilation salle machine
- jauge eau, fuel...
- haut-parleur
- bte dérivation 100x100x100
- gr. eau
- bte dérivation 155x110x75

ANNEX - 12 V - 24 V POWER DIAGRAM



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BOW THRUSTER 89

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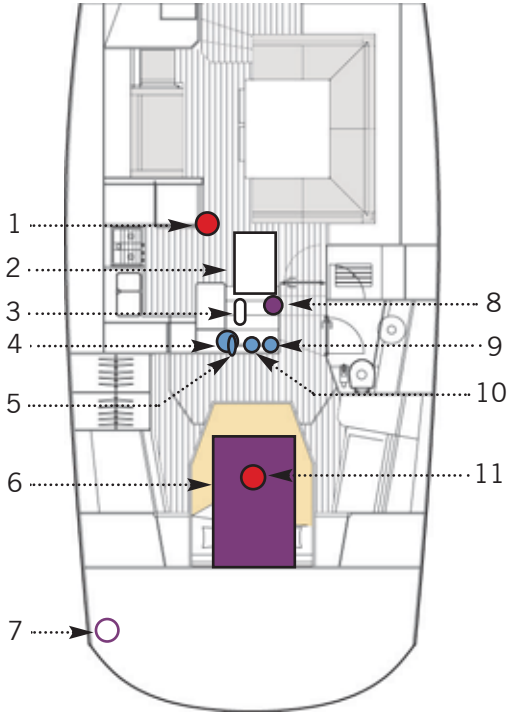
SAILING 91



1 - Engine compartment fan.

2 - Engine.

3 - Silencer.

4 - Water filter.

5 - U bend.

6 - Fuel tank.

7 - Tank filler.

8 - Fuel filter.

9 - Stuffing box water inlet valve.

10 - Engine water inlet valve.

11 - Fuel valves.

Fuel tanks

• FILLING

Take the general precautions stated in the chapter 'PLUMBING' about the water tank filling.
Fill the fuel tank using the filler.
In order to protect the deck from possible fuel splash, wet the area around the filler with sea water before you remove the filler cap.
In case of splashes, rinse the deck thoroughly (after fitting back the filler cap).

DANGER
Stop the engine and put out your cigarettes during fuel tank filling.

Thanks to the dipstick, the level of fuel is transmitted to the indicators on the engine panel in the cockpit.

• MAINTENANCE

- Regularly check the O ring of the filler for good condition (in order to prevent water entries).
- Do not turn off the fuel tap after each use (except in case the boat is unattended for long).
- Keep the fuel tank as full as possible (to avoid condensation).
- Every year check the fuel system for condition (hose, valves, etc.).

RECOMMENDATION
Have a professional to carry out the works on the damaged parts of the fuel system.

NOTE: the capacity of the tank or tanks indicated in the page 'SPECIFICATIONS' may be not completely usable according to the trim and load of the boat.
Always keep 20% fuel as a reserve.

Before putting out to sea, make sure you have got enough fuel.

Fuel filter

The engine running problems may have different origins, among which dirty fuel.
The injection pump may wear out if there is water in the system.
The water results either from the condensation resulting from an insufficiently filled tank, or from a filler cap either not closed properly or with a damaged seal.

In order to prevent any water infiltration, the fuel runs through two filters:
- One filter is an integral part of the engine; its function is to filter fuel very finely. To know when you have to intervene and how frequently you have to change it, please refer to the engine's manual.
- The second filter is on the pipe that links the tank to the engine, with a water decanter function and a pre-filter function (access in the service room under the companionway).

FILTER + FUEL VALVES / WATER INLET VALVE

ENGINE FUEL FILTER

ACCESS TO ENGINE

Motorization

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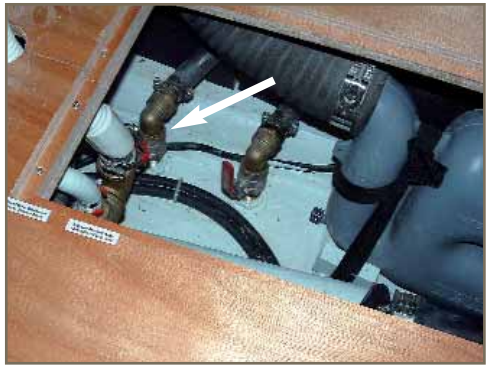
ENGINE FUEL VALVE



ENGINE WATER INLET VALVE

Drain it by undoing the knurled screw on the base of the decantation bowl (but not removing it).
Allow to flow into a box till the fuel looks clean.

Do it several times a year.
Change the pre-filter at least once a year (access to it when you remove the bowl).

Engine

RECOMMENDATION
Carefully read the instructions given with your boat.

WARNING
Never run the engine when the boat is hauled out.

• ACCESS TO THE ENGINE

You have access to the engine via the floorboard in the saloon.

RECOMMENDATION
Stop the engine before opening the access hatches.
In case you have to intervene when the engine is running:
- Stay away from belts and mobile parts.
- Be careful with full clothes, long hair, rings, etc..(They may be caught).
- Wear appropriate clothes (gloves, caps, etc.).

Note: to reach the engine more easily, it is possible to dismantle the floorboard supports. Your dealer shall have to carry it out.

• ENGINE WATER INLET VALVE

The water inlet valve of the engine (Access in the service room under the companionway) is essential in the engine operation.

This valve must be open before starting the engine (risk of quick wear out of the exhaust muffler and of a great damage of the engine).

ADVICE: get used to checking immediately after starting the engine if water is expelled with the exhaust gases.
If water does not flow out:
- Stop the engine immediately.
- Check that the valve is open.

Close the water inlet valve if the boat is unattended for long.
Inspect and clean the water strainer regularly (access to it in the service room under the companionway).

• FUEL SYSTEM VALVE

The supply valve of the fuel system is located under the berth of the aft cabin.

WARNING
Never obstruct the access to the fuel valve.

VISUAL SIGNAL ON ENGINE CONTROL

STUFFING BOX VALVE

• PROCEDURE TO FOLLOW TO START THE ENGINE

Before you start the engine :
- Open the fuel valve.
- Open the valve of the engine cooling system.
- Open the stuffing box valve.
- Turn the battery switches to ON.

- Operate the servo-motor switch on the electrical panel (a sound signal starts).
- Engage the control on the side of the wheel you want, by pushing the button on the front part of the control (a visual signal appears).
- Turn the ignition key on the instrument panel to start the engine.

To speed up when in neutral:
- Press the button on the front part of the control during about two seconds.
- Operate the accelerator control till you get to a notch.
- The visual signal on the control flashes.
- Speed up in neutral.

To change the control side:
- Set the control to neutral.
- Press the button on the front part of the opposite control.

To start the engine, refer to the manufacturer's instructions.

WARNING
Never switch off or de-energize the electric system when the engine is running.
Imperatively operate the stop pull handle (or button) before using the ignition key to switch off and smother a diesel engine.

WARNING
Avoid contact between flammable materials and the hot parts of the engine.

• MAINTENANCE

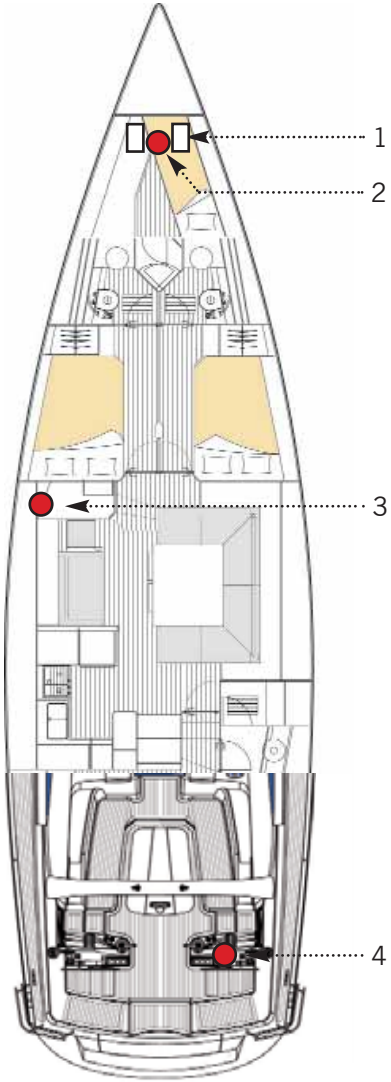
Refer to the manufacturer's instructions given with your boat.
Be careful with any possible risk of oil and fuel spillage.
Check the exhaust gas colour.

■ Stuffing box

The stuffing box valve is located in the service room under the companionway.
You have access to it in the same place.

ADVICE: after launching your boat, drive the air out of the sleeve pinching it with your fingers.

BOW THRUSTER

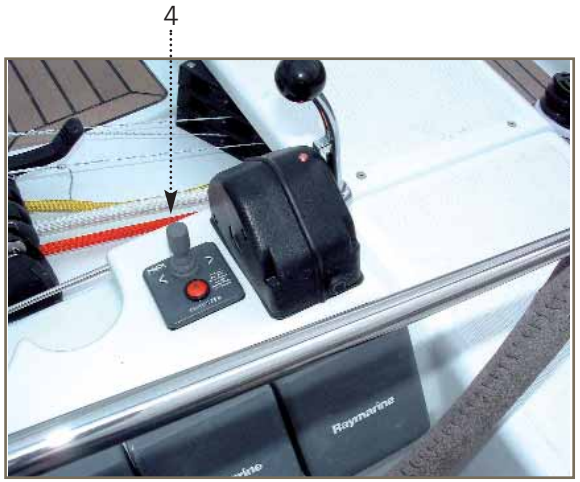


1 - Batteries.

2 - Bow thruster.

3 - Switch on the electrical panel.

4 - Control on desk.



Instrument panel

On the instrument panel, you can find all the functions to monitor the engine and the instrument panel does not require particular precaution (refer to the engine manual).

Propeller and anode

The propeller supplied as a standard with your boat is the result of tests carried out jointly with the engine manufacturer.

RECOMMENDATION
Do not change the propeller without specialist's advice.

Check the whole propeller shaft several times a year.
Regularly check the anode (at the end of the driving shaft) for corrosion.

RECOMMENDATION
Change the anode if necessary.
Check and change the cutlass bearing if necessary.

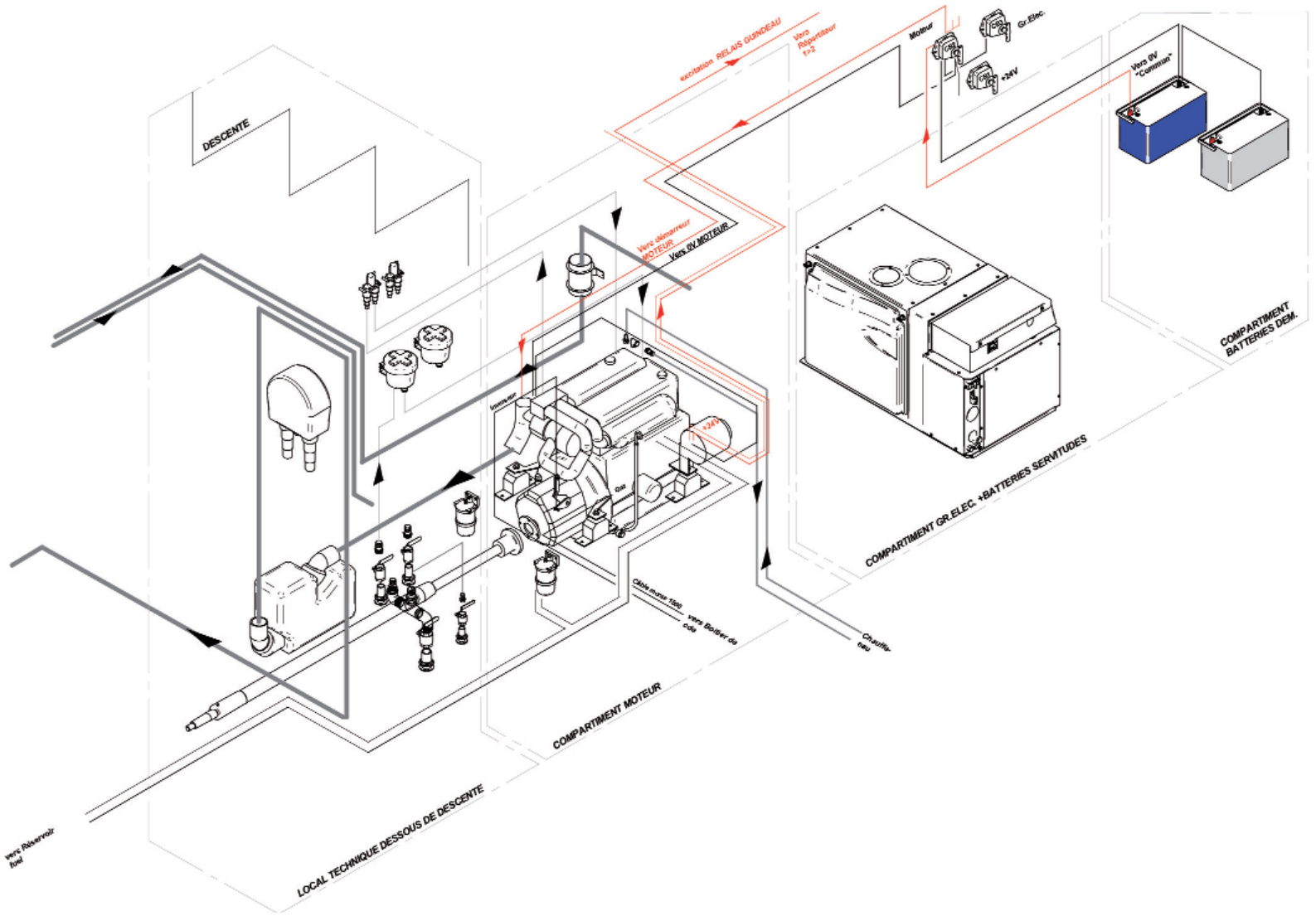
Bow thruster

The bow thruster and its batteries are located in the sail locker.

To operate the bow thruster :
- Turn the switch to ON on the electrical panel
- On the starboard control desk in the cockpit, push the red button and move the joystick to the right during about ten seconds.
A sound alarm indicates then that the bow thruster is working.

To stop the bow thruster, follow the reverse procedure.

When the bow thruster has not been operated during 10 minutes, it stops automatically (A sound alarm lets you know it).


DESCENTE
excitation RELAIS DUPONDEAU
Vers Régulateur 1+2
Moteur
Gr.Elec.
+24V
Vers 0V "Commun"
Vers démarreur MOTEUR
Vers 0V MOTEUR
COMPARTIMENT BATTERIES DEM.
COMPARTIMENT GR.ELEC. +BATTERIES SERVITUDES
COMPARTIMENT MOTEUR
LOCAL TECHNIQUE DESSOUS DE DESCENTE
vers Réservoir fioul

Visibility while sailing

The international regulations for preventing collisions at sea (COLREG) and rules relative to courses make mandatory a permanent and proper surveillance and the respect of priority.
Make sure that there is no other boat on your way.

The visibility from the steering station may be obstructed in the following conditions :
- Load and load distribution
- Sea conditions, rain, spray, fog or darkness.
- Lights on, inside the boat.
- Persons and removable equipments in the helmsman's field of visibility.

Navigation

When the engine is running, avoid making noise and chops near the other users.
Respect speed limits.

When sailing, set the lever to reverse gear in order to fold the propeller, then put it back to neutral for sailing.

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Lauching

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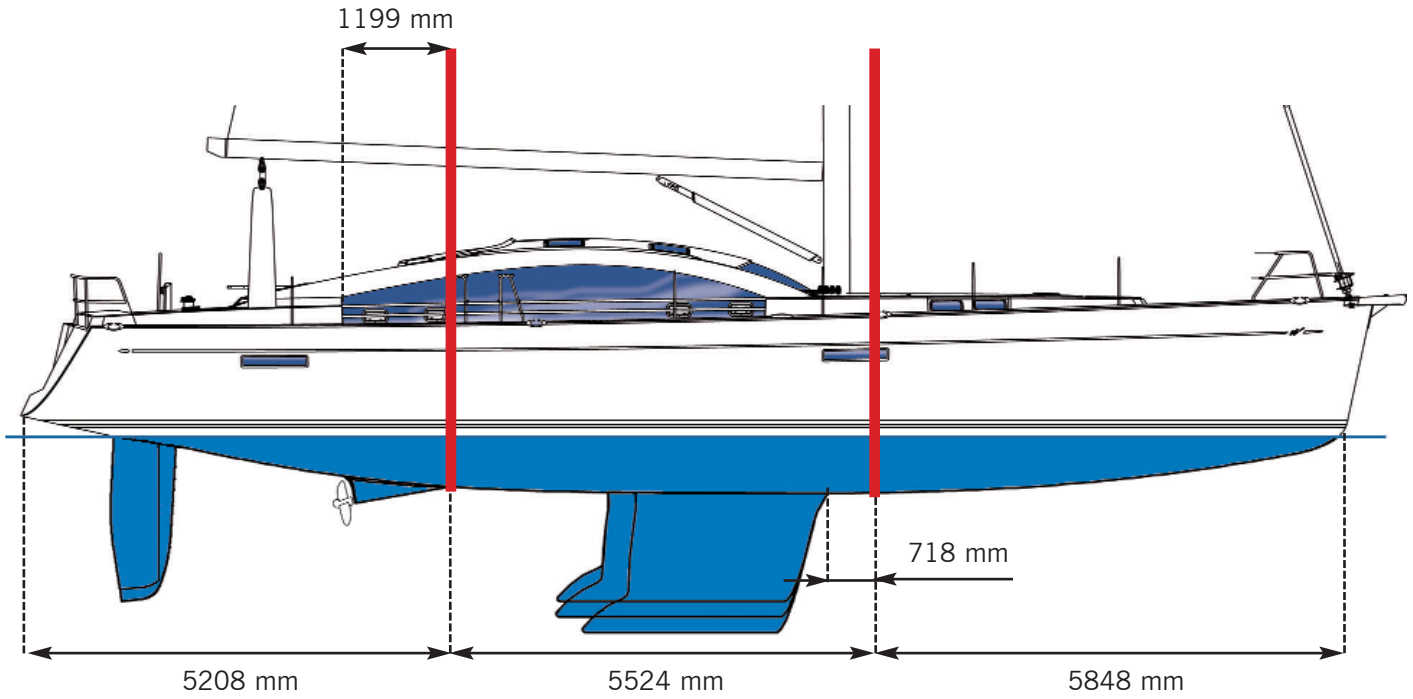

Recommendations

A lot of skill and care is required to commission your boat.
The proper working of all your boat equipments in the future results from the quality of the commisioning operations.

The initial launching and the first tests of the different equipments shall be carried out by your dealer so you can expect to enjoy the warranty in case of some equipment failure.

If later you have to launch your boat yourself, you should take the following precautions:

• BEFORE LAUNCHING

- If your boat is to be fitted with sounder and speedometer, allow for the relevant fittings and for their installation.
- Check the water intake strain box for cleanliness.
- Check the engine and reduction gear oil levels (refer to engine manual).
- Turn off the engine cooling water drain valves.
- All the optional accessories shall be sealed with paste.
- Retract the speedometer into its housing (it may be damaged by the handling straps).
- For the on-line engines, check the anode at the end of the shaft is in place. Check the nut tightening (the lock washer shall be turned over onto the nut). The anode shall not be painted.
- Turn off all the water inlet and drain valves (sink, washbasin, heads, engine).

• FILTING WITH A CRANE

- Install a fore mooring rope, a rear mooring rope and fenders.
- When lifting, check that no device is crushed by the straps (sounder, speedometer, shaft, etc.).
- Mark the strap position with adhesive tape on the toe rail. The strap position will be useful during the craning for a future launching.

The crane hook will be fitted with a gantry or a spreader system with two straps. The straps shall not be connected directly on the hook, since it would result in unusual compressive stresses on the hull.

- Crane lifting should be carried out slowly. Control the movement of the boat using mooring ropes.

DANGER
Do not stay on board or under the boat during craning.

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• AFTER LAUNCHING

- Check the sounder and speedometer fittings for tightness if need be.
- Open the valves and make sure that they are tight with the hull and relevant hose.
- Check the stuffing box for watertightness and drain it (refer to chapter 'MOTORIZATION').
Before starting the engine, refer to Chapter 'MOTORIZATION'.

■ Mast stepping

Refer to Chapter 'RIGGING AND SAILS'.

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LAYING UP 101

PROTECTION AND MAINTENANCE 101

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Laying up

- Take ashore all the ship's log, the ropes that are not used for mooring, the galley equipment, supplies, clothes, the safety equipment, batteries, the gas cylinder.
- Mark again the safety equipment, check the expiry dates.
- Have the liferaft overhauled.

Take advantage of this laying up to draw up a complete inventory of the equipment.

Protection and maintenance

• INSIDE

- Drain all the fresh water pipes and rinse them with water and vinegar (do not use a chlorine based product).
- Lubricate and close all the water inlet valves and sea cock fittings.
- Rinse and completely drain the heads bowls and pumps.
- Retract the sounder and speedometer sensors.

- Seal air inlets as much as you can.
- Install an air dehumidifier in the saloon and leave the cabin and storage unit doors open (lockers, ice boxes).
- Leave the cushions outside for long before putting them back into the boat in the upright and side position in order to have minimum contact surfaces.

• OUTSIDE

- Thoroughly rinse the hull and deck.
- Lubricate all the mechanical and mobile parts with vaseline (bolts, hinges, locks, etc.).

- Protect all ropes and mooring lines against chafing.
- Protect the boat to the highest degree with fenders.
- Make sure the boat is properly moored.

RECOMMENDATION
All these recommendations do not make up an exhaustive list. Your dealer will give you the advice you need and will carry out the technical maintenance of your boat.

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• ENGINE

RECOMMENDATION
The engine winterization shall be carried out by a professional. Depending on the boat location, afloat or ashore, winterization is different.

Here are a few major tasks to carry out:

AFLOAT

- Drain the cooling system and fill it with antifreeze.
- Switch off the battery switches, lubricate the terminals with vaseline and check the battery voltage.
- Change the anode.
- Fill the fuel tanks to a maximum in order to avoid condensation.

ASHORE

- Take the batteries ashore and keep them on maintenance charge.
- Drain all the cooling, exhaust, oil and fuel systems.

Carry out the winterization operations specified by the manufacturer, keeping in mind that the freeze hazard is more significant when the boat is ashore.

- Remove and lubricate the sea cock fittings with valves of the cooling systems, leave them open and check the hoses.
- Slacken the alternator and pump belts.

Refer to the manufacturer's instructions as for the engine.

PERSONAL NOTES

ABOUT YOUR BOAT

NAME OF THE BOAT: .....

VERSION: .....

DELIVERY DATE: .....

REGISTRATION NUMBER: .....

DOOR KEY NUMBER: .....

HULL NUMBER: .....

MAKE OF THE ENGINE: .....

NUMBERS OF THE ENGINE KEYS: .....

ENGINE SERIAL NUMBER: .....

NAME OF THE OWNER: .....

ADRESS: .....

.....

.....

Phone number and Address to contact in case of emergency

.....

.....

.....

Stamp of your dealer

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