



LAGOON



User Guide





# WELCOME ABOARD

We share a common passion for the sea; we, LAGOON, as catamaran builders and you who want to live your passion on the seven seas.

We are delighted to welcome you to the family of LAGOON catamaran owners and we congratulate you on it.

This user guide is intended to help you to enjoy your boat in comfort and safety.

It includes the boat specifications, the equipment provided or installed, the systems on board and tips on their use and maintenance.

We advise you to read this guide carefully before setting sail in order to get the most out of your sailing.

Our network of LAGOON authorised dealers will be delighted to help you discover your boat. They will also be the best placed to carry out the maintenance on your boat.



# REJOIGNEZ LE CLUB LAGOON !

Vous venez d'acquérir un catamaran Lagoon ! Saviez-vous qu'un club de propriétaires existait ? En tant que propriétaire Lagoon, vous bénéficiez d'un accès exclusif à ce club.

## POURQUOI LE CLUB LAGOON ?

Il s'inscrit dans la logique de la *Lagoon Attitude* qui nous est chère : entretenir des relations simples et amicales avec nos clients, leur proposer des rendez-vous privilégiés, aller à leur rencontre. Avec le *Club Lagoon*, nous voulons concrétiser cet état d'esprit en vous faisant bénéficier de certains avantages.

## QUELS AVANTAGES POUR LES MEMBRES DU CLUB LAGOON ?

En tant que membre du *Club Lagoon*, vous avez accès au site privé [www.club-lagoon.fr](http://www.club-lagoon.fr) : des informations sur le chantier, nos catamarans et nos événements, des fiches techniques, des invitations aux salons nautiques, une boutique privée, et des offres exclusives de nos partenaires (à voir sur le site !).

**L'adhésion au *Club Lagoon* est simple et gratuite. Nous serons très heureux de vous y accueillir, alors n'hésitez plus, rendez-vous sur notre site pour vous inscrire.**



# JOIN THE CLUB LAGOON!

You have just purchased a Lagoon catamaran! Did you know that an owner club exists? As Lagoon owner, you get an exclusive access to this club.

## WHY JOIN CLUB LAGOON?

The Club reflects the *Lagoon Attitude* that we value so highly: in other words, our desire to develop warm, open relations with our customers, organise special events for you and meet you in person. With *Club Lagoon*, we wish to follow through with this way of thinking by giving you access to some specific benefits.

## WHAT BENEFITS DO CLUB LAGOON MEMBERS ENJOY?

As a member of *Club Lagoon*, you can access the private website [www.club-lagoon.fr](http://www.club-lagoon.fr): here you will find exclusive information about the shipyard, our catamarans and our events, technical documents, invitations to boat shows, an exclusive boutique and special offers from our partners (you can see them on the website).

***Club Lagoon* membership is free and it couldn't be simpler to join. We look forward to welcoming you to the Club, so go to our website to register.**

[club.catamarans-lagoon.com](http://club.catamarans-lagoon.com)



## PREAMBLE

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■ This user guide is a tool that will help you get to know your boat and learn how to use the equipment and components required to sail it. Some of the equipment mentioned in this guide concerns optional fittings.

### ■ HOW TO GET THE MOST OUT OF THIS USER GUIDE

To make it easier to understand, this guide offers two complementary reading levels:

- . The text on the right-hand pages of the document develops the various topics in each chapter,
- . The pages on the left hand side contain all the related photos, layouts or block diagrams.

■ The various warnings used throughout this guide are as follows:

#### RECOMMENDATION

Provides advice on how to perform the appropriate activity or manoeuvres according to the planned action.

#### WARNING

Draws your attention to hazardous practices that may result in injuries to persons or damage to the boat or its equipment and components.

#### DANGER

Warns of the existence of a risk that could have serious or fatal consequences if the appropriate precautions are not taken.

■ Before you put out to sea, it is vital to have read the owner's manual (CE standard manual) delivered with your boat and to follow its instructions.

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# SPECIFICATIONS

# 1

- 1.1 Your boat**
- 1.2 Helm station**
- 1.3 Electrical panel**



## YOUR BOAT

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NAME OF YOUR BOAT: .....

VERSION: .....

DELIVERY DATE:.....

REGISTRATION NUMBER: .....

DOOR KEY NUMBER: .....

HULL NUMBER: .....

MAKE OF THE ENGINES: .....

NUMBERS OF THE ENGINE KEYS: .....

SERIAL NUMBER OF THE STARBOARD ENGINE: .....

SERIAL NUMBER OF THE PORT ENGINE: .....

FURTHER INFORMATION: .....

.....

.....

.....

OWNER'S NAME: .....

ADDRESS: .....

.....

.....

E-MAIL ADDRESS: .....

LANDLINE PHONE NUMBER: .....

MOBILE PHONE NUMBER: .....

EMERGENCY CONTACT

1



LAGOON

[www.catamarans-lagoon.com](http://www.catamarans-lagoon.com)

162, quai de Brazza - 33100 Bordeaux - France • Tel. 33 (0) 557 80 92 80 • Fax 33 (0) 557 80 92 81 • E-mail: [info@catamarans-lagoon.com](mailto:info@catamarans-lagoon.com)

SPECIFICATIONS

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## DESIGN CATEGORIES

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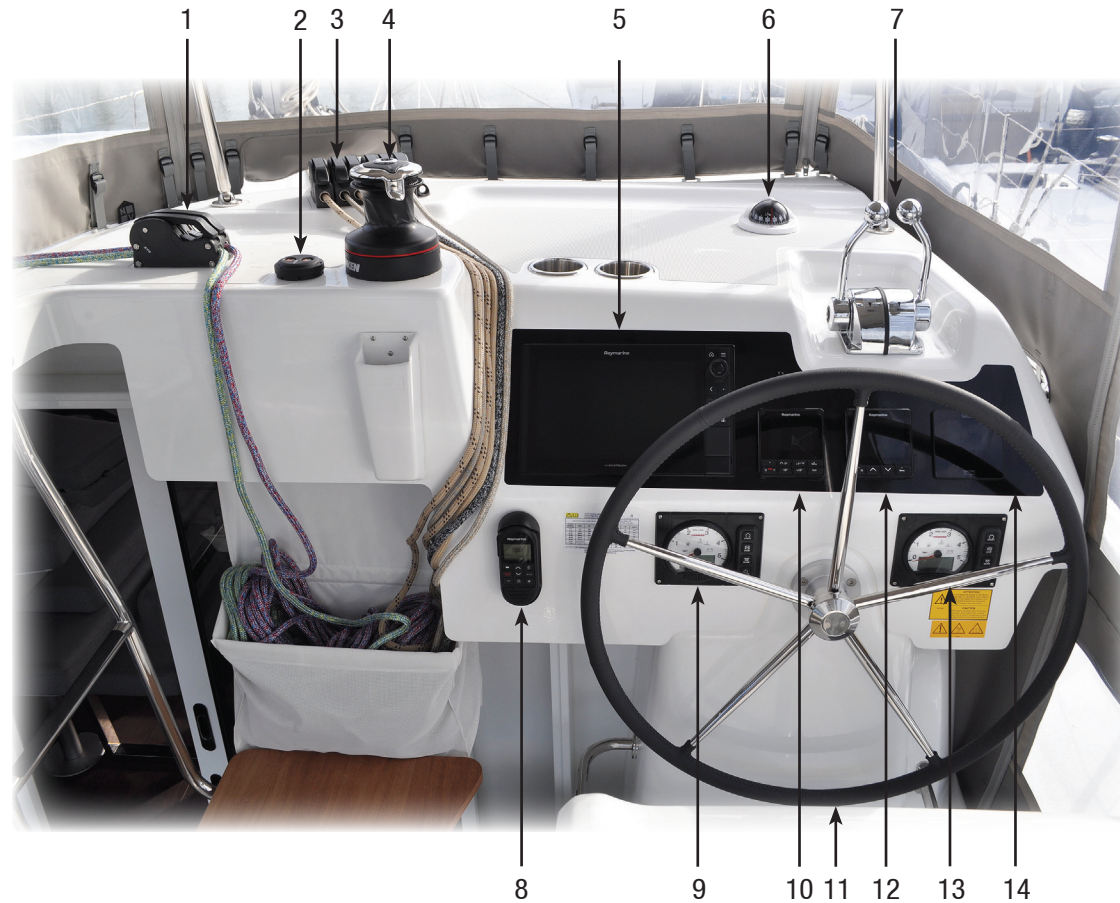
CATEGORIES	MAXIMUM WIND			MAXIMUM WAVES
Category A	Force 9	Established 47 knots	Gusts approximately 61 knots	10 metres
Category B	Force 8	Established 40 knots	Gusts approximately 52 knots	8 metres
Category C	Force 6	Established 27 knots	Gusts approximately 35 knots	4 metres
Category D	Force 4	Established 16 knots	Gusts approximately 23 knots	0.5 metre

The maximum height of waves is measured from trough to crest. The European regulations use the concept of significant height of waves ( $H_{1/3}$ ).

The wind force (Beaufort scale) is the average actual wind speed over a period of 10 minutes at 10 metres above the sea.



## HELM STATION



### SPECIFICATIONS

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- 1 - Handling system (see § Rigging / Sails).
- 2 - Electric winch control (fitted out version).
- 3 - Handling system (see § Rigging / Sails).
- 4 - Electric winch (fitted out version).
- 5 - Screen / repeater for electronics (optional).

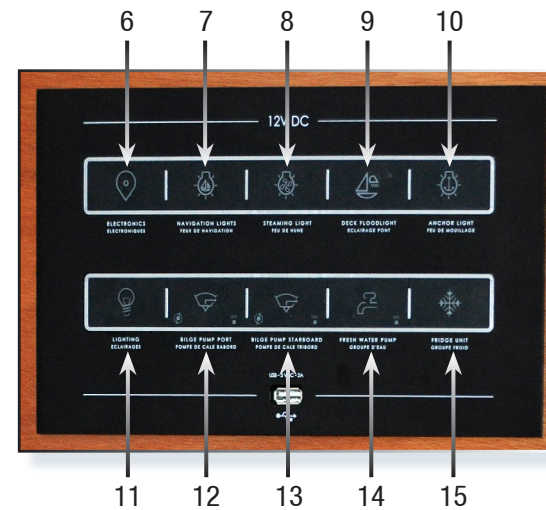
- 6 - Compass.
- 7 - Engine controls.
- 8 - Wireless VHF handset cradle.
- 9 - Port engine controls.
- 10 - Screen / repeater for electronics (optional).

- 11 - Steering wheel.
- 12 - Automatic pilot control (optional).
- 13 - Starboard engine controls.
- 14 - Windlass control  
+ chain counter (optional).

# ELECTRICAL PANEL



- 1- 12 V electrical panel.
- 2 - Touch screen control panel, used to:
  - check the levels of charge and voltage in the battery banks, as well as the gauges for the freshwater and fuel tanks.
- 3 - Generator control.
- 4 - Watermaker micro-control.
- 5 - Voltage converter control.



- 6 - Electronics.
- 7 - Navigation lights.
- 8 - Steaming lights.
- 9 - Deck searchlight.
- 10 - Mooring light.
- 11 - Internal lighting.
- 12 - Port bilge pump.
- 13 - Starboard bilge pump.
- 14 - Water group.
- 15 - Refrigeration unit.



## SPECIFICATIONS

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# HULL / DECK

# 2

- 2.1 Construction**
- 2.2 Careening**
- 2.3 Deck equipment**
- 2.4 Cockpit**
- 2.5 Access to the helm station**
- 2.6 Gangway**
- 2.7 Steering system**
- 2.8 Anchoring**
- 2.9 Deckwash pump**
- 2.10 Davits**

# HULL PROTECTION

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## PROTECTIVE FENDERS



HULL / DECK

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### ■ 2.1 Construction

The LAGOON 38 is built according to the resin infusion process using a polyester resin and a high quality anti-osmotic resin on a balsa core and fibreglass skins.

#### **WARNING**

**Do not let the hull's large plexiglass windows come into contact with fenders or hawsers: surface damage would be irreparable.**

### ■ 2.2 Careening

A periodic careening of your boat will upkeep its original performance by preventing the adhesion of marine vegetation.

The nature of the water where your boat sails determines the choice of anti-fouling paint and the careening schedule.  
Please contact a professional for advice.

### ■ 2.3 Deck equipment

#### • DECK FITTINGS

The fittings on the deck of your LAGOON 38 were selected according to quality criteria.

To keep them to their best look, a regular maintenance is necessary.

- Rinse the equipment with fresh water, particularly the stainless steel parts.
- Lubricate the different blocks, sheaves, turnbuckles, winches, tracks and travellers.
- Clean and polish the stainless steel parts with a chrome and stainless steel polish in case of oxidation.

#### • PULPITS

Regularly rinse the stainless steel parts with fresh water.

#### • LIFELINES

Inspect the metal lifelines for 'hairy wires'.  
Check for corrosion, in particular on the connections.

#### • OUTSIDE WOODWORK

Regularly rinse and brush the outside woodwork with fresh water.  
There are teak cleaners and brighteners on sale.  
The use of a pressure washer is not advisable on teak.

## DECK EQUIPMENT

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**ACCESS VIA THE TRANSOMS**



**ENTRANCE DOOR  
EXTERIOR LOCKING SYSTEM**



**ENTRANCE DOOR  
INSIDE HANDLE**



HULL / DECK

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**SWIM LADDER IN TRANSOM**



**TRANSOM  
SHOWER**



**ACCESS TO THE HELM STATION**



- PLEXIGLASS

To protect the surface of your plexiglass windows, avoid any contact with alcohols, tanning creams, sand and, generally speaking, all abrasive products.

- Rinse the plexiglass with fresh water, do not use solvents.
- Polish with a soft rag soaked with a gentle cleaning product.
- Use polishing paste to remove scratches.

### ■ 2.4 Cockpit

- EMBARKING

The boat is equipped with opening guardrails on the port and starboard transoms.

**WARNING**

**For safety's sake, always close the aft guardrails before setting sail.**

- ENTRANCE DOOR

The sliding door is fitted with a mechanism allowing its locking in an open position. A latch on the door jamb allows its locking from inside the saloon.

**RECOMMENDATION**

**While sailing, block the sliding door by locking it.**

- SWIM LADDER

A stainless steel swim ladder is located on the port transom.

**WARNING**

**For safety's sake, always sail with the ladder up and kept in position.**

- SHOWER

A shower supplied with hot and cold water is located on the port transom.

### ■ 2.5 Access to the helm station

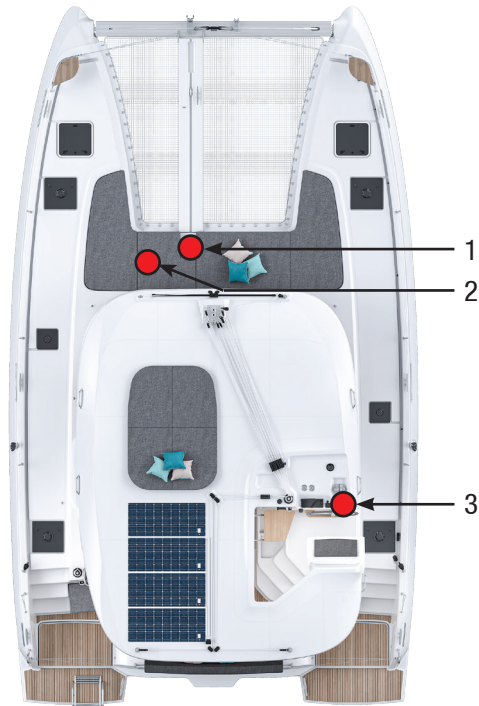
The helm station is accessed via stairs leading from the cockpit. The roof is accessed via a ladder at the helm station.

When sailing, watch out for possible movements of the boat when using the ladder or stairs.

# STROP - ELECTRIC WINDLASS

HULL / DECK

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- 1 - Electric windlass.
- 2 - Electric windlass control.
- 3 - Windlass control + chain counter (option).
- 4 - Electric windlass automatic breaker.

## STROP CIRCUIT



## ELECTRIC WINDLASS



## CONTROL OF THE WINDLASS + CHAIN COUNTER



## WINDLASS AUTOMATIC BREAKER



## ■ 2.6 Gangway (optional)

The boat may optionally be fitted with a foldable carbon gangway. Remove, store and stow the gangway when sailing.

### **WARNING**

**Do not use the gangway as a diving board.**

## ■ 2.7 Steering system

The steering system is made up of steering cables (stainless steel cables) and two aluminium quadrants.

You can reach it through the engine compartments both starboard and port sides.

The suspended rudders are fitted with stainless steel stocks.

Only WD 40 should be used to maintain nylon, ertalon or teflon bushings.

Please refer to Chapter 'SAFETY' as for the emergency tiller use.

## ■ 2.8 Anchoring

### • WINDLASS

The electric windlass works with the 12 V onboard batteries.

The windlass is operated using the controls located in the port locker on the forward deck or those located in the chain counter box (optional) in the helm station.

If the electric windlass malfunctions, check its automatic breaker located in the cupboard under the bed in the aft starboard cabin.

### **RECOMMENDATION**

**Use the electric windlass when one or two engines are operating.**

For the maintenance of the windlass, please refer to the manufacturer's guide.

### • PREPARING TO ANCHOR

Fasten the strop to the chainplates located at the ends of the main beam.

Insert the strop inside the stem anchor roller.

Make fast the strop to the central cleat when lowering the chain.

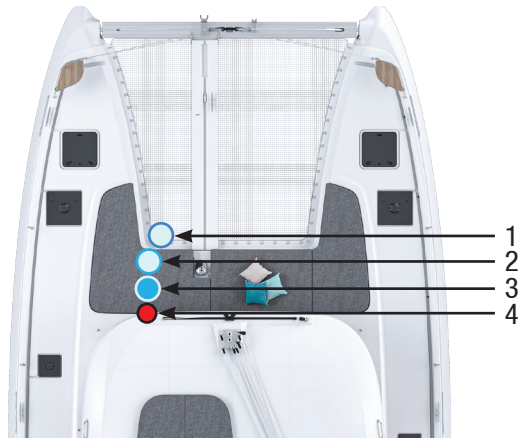
### **RECOMMENDATION**

**Before you anchor, check the type of the sea bed, the depth of water and the strength of the stream.**

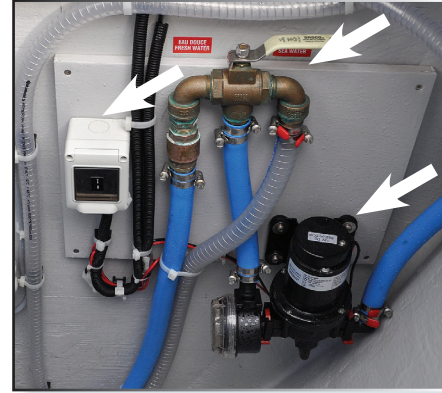
# DECKWASH PUMP

HULL / DECK

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**SWITCH + SEAWATER - FRESH WATER SELECTOR VALVE + DECKWASH PUMP**



**HOSE CONNECTION SOCKET**



- 1 - Intake to connect hose.
- 2 - Deckwash pump.
- 3 - Seawater / fresh water selector valve.
- 4 - Power switch.
- 5 - Seawater intake valve.

**SEAWATER INTAKE**



*Please note: you can find the same locations in the other accommodation version.*

- ANCHORING

Have your boat head wind and without speed.

Pay out the chain while moving back slowly.

Secure the chain on the strop.

Release the chain until the strop is taut.

Pay attention to the swinging space when mooring.

- LIFTING THE ANCHOR

Ensure that the chain is properly set on the gypsy.

Activate the windlass in the upward position.

Slowly go near the anchor using the engine (do not use the windlass force to winch up the boat).

Visually check the final metres until the anchor makes contact with the anchor roller.

Check the position of the anchor on the stemhead fitting.

Rinse the windlass and the ground tackle with fresh water after each trip.

In case of electric failure, use the winch handle on the windlass to raise the ground tackle.

Refer to the manufacturer's instructions for windlass maintenance.

Note: the boat may be optionally fitted with a chain counter in the helm station.

The chainmeter box has a fitted windlass control.

The standard measurement "Zero" corresponds to the position of the anchor ready to be dropped.

Refer to instructions for its use and maintenance.

### WARNING

Windlass operations are dangerous:

- Always keep the ground tackle clear and free.

- Always proceed with care, wearing gloves and always wearing shoes.

- Make sure that nobody leans on the windlass when operating the control.

## ■ 2.9 Deckwash pump (fitted out version)

The deckwash pump is located in the port locker on the foredeck.

It provides sea water or fresh water from tanks.

The fresh water / seawater selector valve is located in the port locker on the foredeck.

The seawater inlet valve is located under the floor at the bottom of the companionway to the port hull.

Turn on the deckwash pump using its switch located in the port locker on the foredeck.

**DAVITS**

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HULL / DECK

---

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**DAVITS**



## ■ 2.10 Davits (fitted out version)

Depending on its fitting out, the boat may have a system of davits with a manual winch.

### **WARNING**

**The davits are designed to support a maximum load of 150 kg and a tender with a maximum length of 2.90 metres.**

### • INSTALLING A TENDER ON THE DAVITS

After having taken away everything from the tender:

- Fix the tackle hooks on the davit lines to the fore and aft of the tender.
- Close the jammers located on the davits
- Use the cockpit winch to raise the front part of the tender up to half-way.
- Do the same with the rear part of the tender.
- Raise the front and then rear of the tender alternately until it comes into contact with the davits.
- Once in the top position, secure the davit system and tender using the jammers located on the davits.
- Remove the water drain plug from the tender.

### • LAUNCHING A TENDER FROM THE DAVITS

Put the water drain plug back into position in the tender.

- Check that the jammers on the davits are locked closed.
  - Run the davit line fixed to the rear of the tender around the winch at least three turns).
  - Open the jammer and let the line run out half-way.
- After having removed the hold safety devices and moored the tender:
- Open the jammer and let the line run out half-way.
  - Close the jammer.
  - Do the same with the front of the tender.
  - Lower the rear and then front of the tender alternately until it comes into contact with the water.
  - Cast off the tackle hooks on the davit to the fore and aft of the tender.
  - Remount and secure the davit system.

### **WARNING**

**Nobody should be on board or under the tender during manoeuvres carried out with the davit. Tie up the tender during manoeuvres.**

When sailing, remove the tender's motor and store it on board, or on the optional outboard motor mount.

Moor the tender considering the sea state and the route.

Put in the tender the security equipment in conformity with the registration country of the boat.



# RIGGING / SAILS

# 3

- 3.1 Sailing**
- 3.2 Standing rigging**
- 3.3 Running rigging**
- 3.4 Sails**

## RIGHTING MOMENT

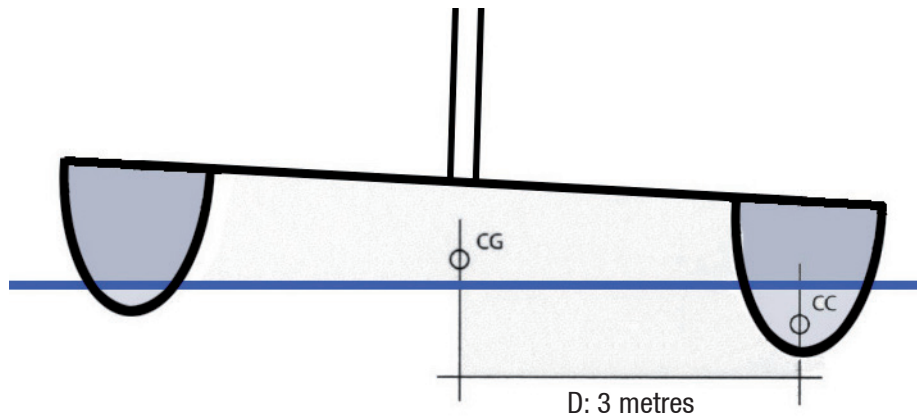


Illustration of the difference in the righting moment between a 10-metre catamaran and monohull.

RIGGING / SAILS

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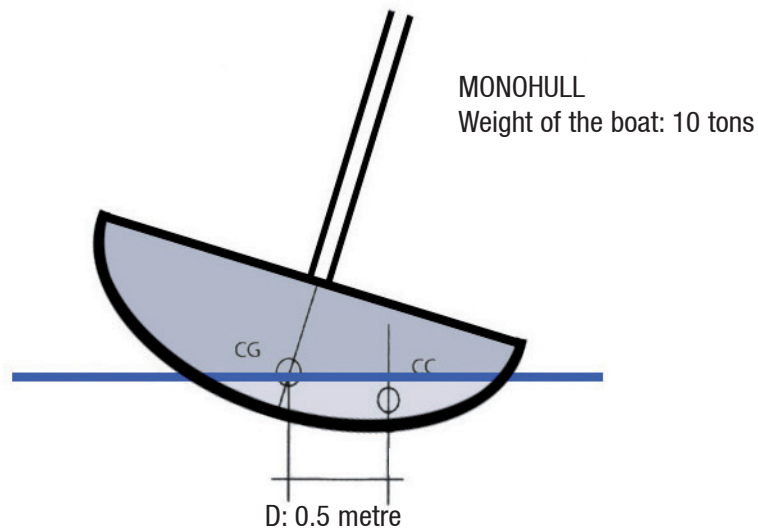
CATAMARAN  
Weight of the boat: 10 tons

D: distance between the centre of buoyancy and the centre of gravity.

RMmax: Weight of the boat x D  
(RMmax: moment of maximum uprighting)

**RMmax monohull:** 10 tons x 0.5 metre  
**: 5 tons.metres**

**RMmax catamaran:** 10 tons x 3 metres  
**: 30 tons.metres**



MONOHULL  
Weight of the boat: 10 tons

### ■ 3.1 Sailing

- BEWARE

A catamaran is about 6 times more resistant to heeling than a monohull. Naval architecture refers to this as the righting moment (weight of the boat multiplied by the transverse distance between the centre of gravity and the centre of buoyancy - or hull).

See illustration on the opposite page.

This fact has real consequences for the sailing and sail trimming of a catamaran.

The fact that the boat does not heel may mask overcanvassing, which could be very dangerous for the crew and the boat. It is therefore vital to keep a close eye on the true wind speed at all times, and to trim the sail area accordingly as a matter of priority.

The following trims apply in a calm sea. In choppy seas, it is recommended to trim 10% in advance in terms of true wind speed. Generally speaking, it is always better to try to ease up the boat rather than to stress it.

Always try to have the leading edges of the sails facing the apparent wind, and make sure the sail is not over-sheeted to ensure laminar airflow behind the sail, i.e. the air exits the aft sail area smoothly.

Failing to follow these recommendations may be hazardous for the boat and its crew; in the event of an accident, the manufacturer would not be held liable.

# SAILS

RIGGING / SAILS

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## ■ Sails

Battened mainsail 50 m<sup>2</sup> / 538 sq.ft

Square top mainsail 56 m<sup>2</sup> / 603 sq.ft

Self-tacking jib ..... 23 m<sup>2</sup> / 248 sq.ft

Code 0 (option) ..... 59 m<sup>2</sup> / 635 sq.ft

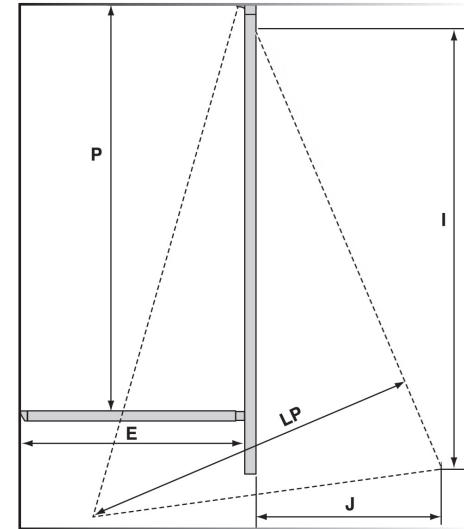
I ..... 13.19 m / 43'26"

J ..... 4.61 m / 15'12"

P ..... 13.97 m / 45'82"

E ..... 5.5 m / 18'04"

LP ..... 76%



Apparent wind: 30 - 70°			
Apparent wind (Knots)	Mainsail	Genoa	Code 0
0 - 10	Top	100%	100%
0 - 26	Top	100%	0%
26 - 31	1 reef	100%	0%
31 - 36	1 reef	75%	0%
36 - 40	2 reef	60%	0%
40 - 45	2 reef	40%	0%
45 - 55	3 reefs *	0%	0%
> 55	0%	0%	0%

Apparent wind: > 70° # or Apparent wind: 30 - 70° & Waves > 2 m			
Apparent wind (Knots)	Mainsail	Genoa	Code 0
0 - 16	Top	0%	100%
# 0 - 10	Top	0%	100%
# 0 - 20	Top	100%	0%
# 20 - 24	1 reef	100%	0%
# 24 - 30	2 reef	75%	0%
# 30 - 34	3 reefs *	60%	0%
# 34 - 38	3 reefs *	40%	0%
# 38 - 50	0%	25%	0%
> 50	0%	0%	0%

\* : 0% if the mainsail has 2 reefs.

• SQUARE TOP MAINSAIL

**WARNING**

If there is a radar aerial on the mast, keep an eye on the jib when you put about or gybe in order to avoid any risk of damage.

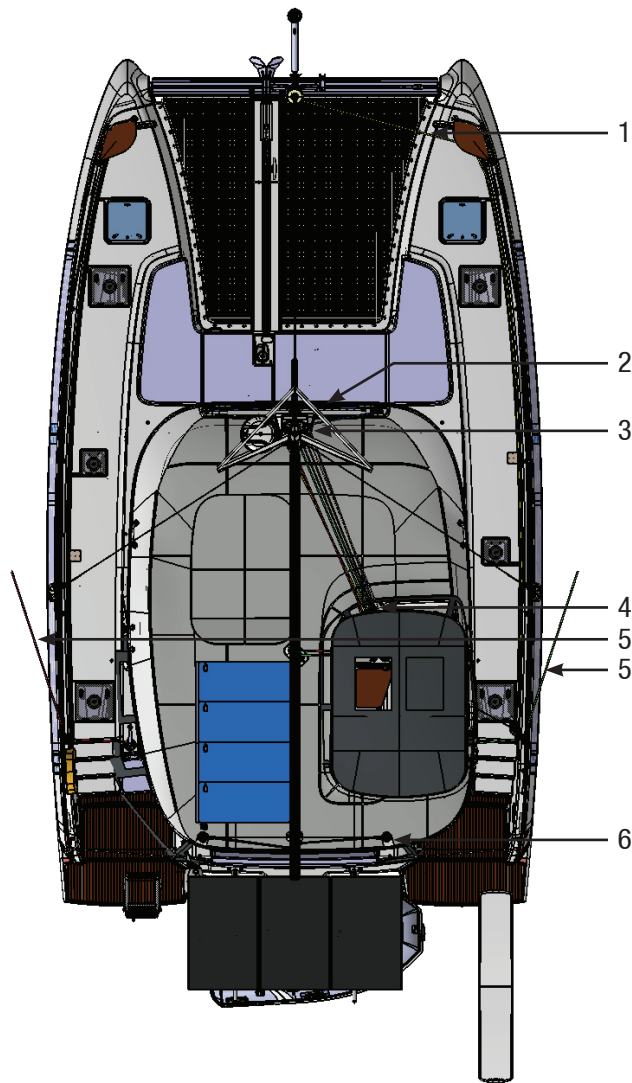
**WARNING**

A cruising square top mainsail is more powerful than a standard mainsail. Short on the sails earlier, depending on the wind conditions.

## GENERAL HANDLING PLAN - HANDLING ZONE

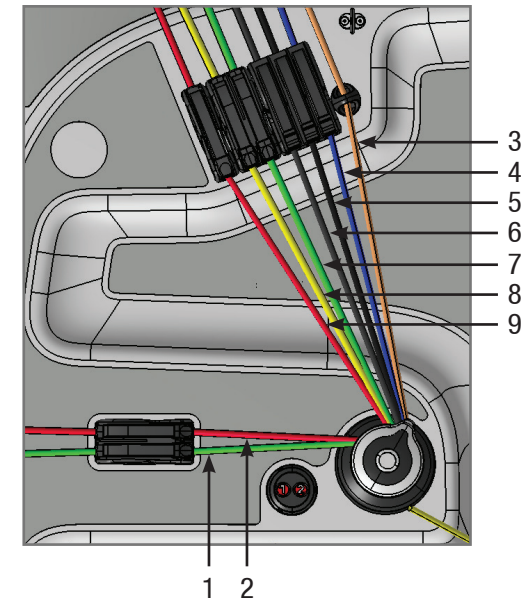
RIGGING / SAILS

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- 1 - Roller furler rigging.
- 2 - Self-tacking jib rail.
- 3 - Mast foot rigging.
- 4 - Handling zone.
- 5 - Spinnaker sheet (option).
- 6 - Mainsail rigging.

### HANDLING ZONE



- 1 - Starboard mainsheet.
- 2 - Port mainsheet.
- 3 - Genoa halyard.
- 4 - Self-tacking jib sheet.
- 5 - Mainsail halyard.
- 6 - Topping lift.
- 7 - Reef 2.
- 8 - Spinnaker halyard / Code 0.
- 9 - Reef 1.

### ■ 3.2 Standing rigging

The LAGOON 38 has been adjusted by the shipyard and by the mast manufacturer when first masting.

The cables stretch a little during the first sailings. Therefore it is advisable to have the mast inspected and adjusted by a specialist.

Before you put out to sea, it is essential to make sure that the standing rigging is in good condition: inspect the turnbuckles and check the condition of the shrouds.

#### RECOMMENDATION

Any intervention on the standing rigging comes within a specialist remit.

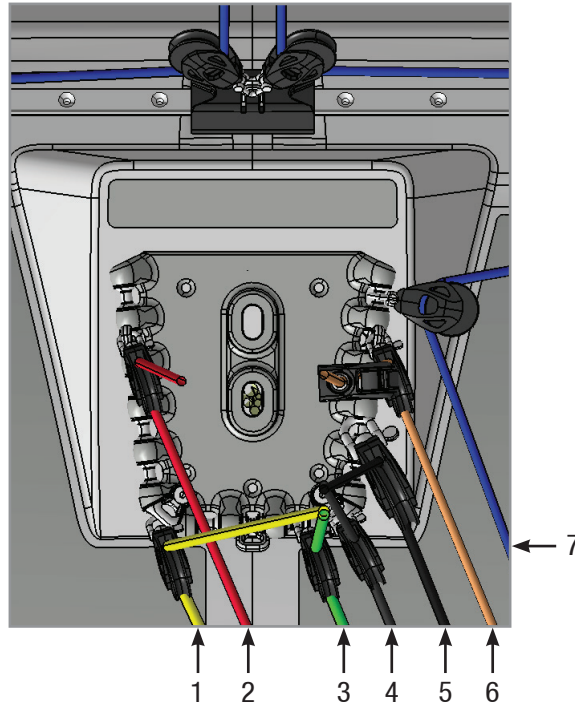
To hoist a crew member up to the top of the mast, use the halyard. Belay the crew member with a bowline on the bosun's chair ring (do not use snap shackle or shackle).

Description of the ropes	Length (m)	Diameter (mm)
Genoa halyard	31	12
Jib sheet	25	12
Mainsail halyard - reefed	48	12
Mainsail topping lift	37	12
Mainsail sheet	2 x 24	12
Mainsail sheet strop	3 x 0.58	10
Reef 1	24	12
Reef 2	32	12
Spinnaker sheet / Code 0 (optional)	2 x 29	14
Spinnaker halyard / Code 0 (optional)	40	12
Spinnaker halyard / Code 0 reefed (optional)	54	10

## RUNNING RIGGING - MAST BASE

RIGGING / SAILS

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- 1 - Spinnaker halyard (option).
- 2 - Reef 1.
- 3 - Reef 2.
- 4 - Topping lift.
- 5 - Mainsail halyard.
- 6 - Genoa halyard.
- 7 - Self-tacking jib sheet.

### ELECTRIC WINCH



### ELECTRIC WINCH AUTOMATIC BREAKER



### ■ 3.3 Running rigging

The mainsail and jib sheets, the topping lift, the reefing lines, the mainsail and spinnaker halyards, the control lines for the main traveller are led back to the manoeuvre station.

- **MANUAL OR ELECTRIC HANDLING OR SHEET WINCHES (FITTING OUT VERSION)**

The automatic breaker for the electric winch is located in the cupboard under the bed in the aft starboard cabin.

#### **RECOMMENDATION**

**Have at least 3 turns on the winch.  
Electrical winches generate an extremely powerful force and you should use them with much care.  
Never force when you find a jamming point.  
When using the winches, keep your hands away.**

#### **WARNING**

**Refer to the manufacturer's instructions to remove the winches and put them back.  
Improper refitting may result in accidents (for example: kick of the crank handle).**

### ■ 3.4 Sails

- **STANDARD MAINSAIL**

To hoist the standard mainsail:

- Point your boat into wind with engine in gear.
- Make sure that the mainsheet is eased off and the reefs are free.
- Open the jammer.
- Hoist the sail being careful for the battens not to get jammed in the lazy-jacks.
- Make fast the halyard with the jammer.
- Trim the mainsail according to the wind and sea conditions.

To lower the standard mainsail:

- Haul up.
- Tighten the topping lift.
- Slacken off the halyard, lower the mainsail then furl it.
- Tighten the sheet.

- **SHORTENING THE SAILS**

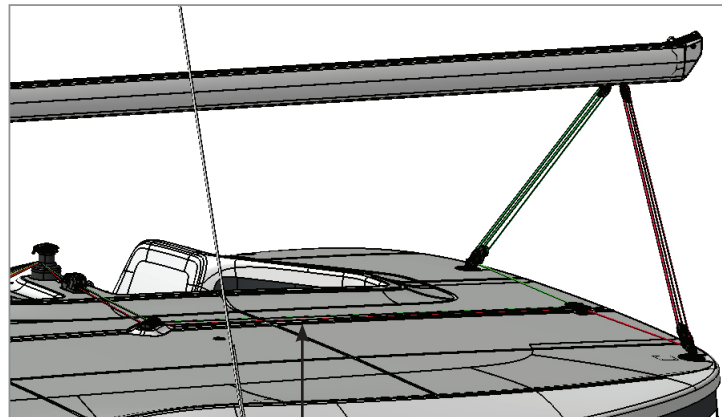
Automatic reefing system:

- Move into the wind.
- Ease off the mainsheet a bit.
- Ease off the mainsail halyard.
- Take up the reef tack line.
- Tension the mainsail halyard.
- Set the mainsheet rigging system.

During automatic reefing to shorten the sails, the mainsail halyard must not be dropped too far (risk of incorrect block positioning).

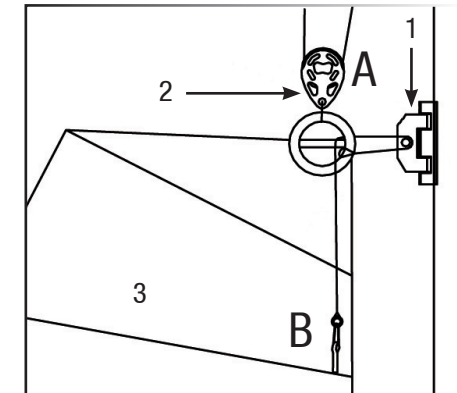
## RUNNING RIGGING - MAINSAIL RIGGING - SQUARE TOP MAINSAIL

### MAINSAIL RIGGING - STANDARD



1 - Mainsail sheet.

### FASTENING OF THE SQUARE TOP MAINSAIL



- 1 - Headboard traveller.
- 2 - Halyard block (to be fastened onto the headboard eye).
- 3 - Square top mainsail.

- **SQUARE TOP MAINSAIL** (optional extra)

The square top mainsail halyard is lashed on the eyelet of the sail, not on the headboard traveller.

The square top will be properly set automatically once the sail is hoisted up.

### FITTING THE SQUARE TOP MAINSAIL SYSTEM

See illustration on opposite page.

- Remove the pin of the headboard car (ref. A).
- Prepare the 2-cable hoist as per the drawing on the opposite page.
- Replace the headboard car pin (ref. A), adding the sheave.

The length of the headboard line for a new sail is preset to the correct dimension at the sailmaker's.

The lashing (ref. B) compensates for any stretching of the rope due to ageing.

- **ROLLER FURLING GENOA**

Hoist the genoa before getting under way, taking advantage of a windless period.

- Secure the head.
- Secure the halyard to the slide-swivel.
- Secure the tack to the drum and to the sheets.
- Insert the boltrope carefully into the sailfeeder, then hoist the genoa, taking care not to tear it.
- Haul the halyard taut enough but sway it up less than a sail on a standard stay.
- Hoist it until the horizontal creases disappear (the tension of the luff will have to be adjusted after a few sea trips).
- Pull on the line from the cockpit to furl the genoa.

### RECOMMENDATION

**Pre-furl the drum manually to set the furling line on it.**

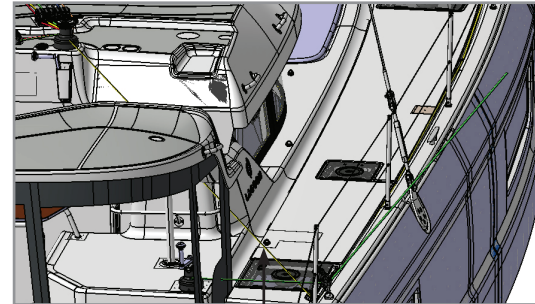
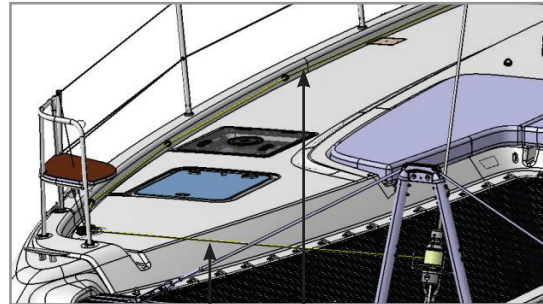
**Take care with the drum furling direction: the genoa's UV protection must be on the outside.**

**Never force the head sails when furling or unfurling them if they seize.**

**Make sure that no ropes are caught in the furler.**

## RUNNING RIGGING - JIB FURLER - CODE 0

### JIB FURLER



1 1

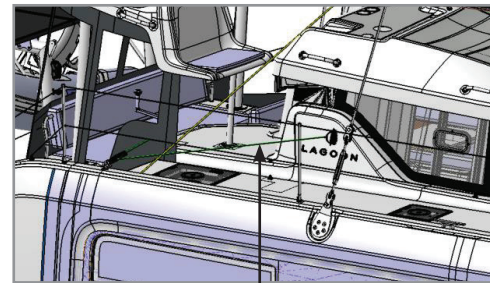
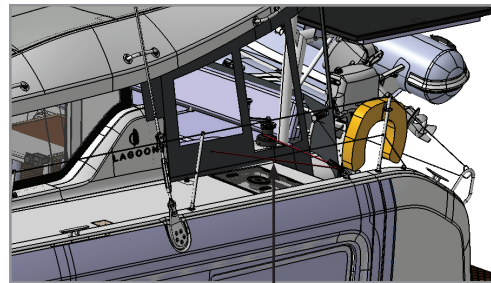
1 - Jib furling line.

1

RIGGING / SAILS

38

### CODE 0



2

2 - Spinnaker sheet / Code 0.

2

- CODE 0 (OPTIONAL)

Remove the forward lifelines when using the code 0 (risk of damage). Before getting under the way, take advantage of a windless period of time and hoist the code 0.

- Secure the swivel to the code 0 headboard.
- Secure the furling system to the tack clew.
- Put the furling system to the boomsprit with a snap shackle.
- Secure the halyard to the headboard swivel.
- Hoist the code 0.

Use the furling system line to furl or unfurl the code 0.

Code 0 sheets:

- Secure the sheets to the code 0 clew.
- Have the sheets go on the outside of the stay and shrouds and above the guardrails.
- Make fast the sheet leading blocks to the chainplates.
- Reroute the sheets to the genoa sheet winches.

### **WARNING**

**Unrig the code 0 when not in use (risk of being UV damaged and inadvertently unfurled).**



# ACCOMMODATION

# 4

**4.1 Saloon - Galley**

**4.2 Lighting**

**4.3 Portholes - Deck hatches**

**4.4 Curtains - Window blinds**

**4.5 Opening windows in the saloon**

# SALOON

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**COCKPIT AND SALOON TABLES**



**COCKPIT AND SALOON TABLES**



**TABLES WITH EXTENSIONS**



ACCOMMODATION

---

42

**EXTENSION IN THE LOW TABLE POSITION IN THE SALOON**



**EXTENSION IN THE HIGH TABLE POSITION IN THE SALOON**



**STORAGE LOCATION FOR THE TABLE EXTENSION**



**BENCHSEAT FASTENING**



### ■ 4.1 Saloon - Galley

- FLOORBOARDS

The floorboards can be lifted up to have access to the different technical components on board.

#### RECOMMENDATION

To avoid premature ageing of the floorboards (dents, scratches) it is recommended to keep them as clean as possible and to remove shoes inside the boat.

- TABLES - SALOON AND COCKPIT

There are several possible table configurations.

The tables in the cockpit and the saloon can be fitted with extensions to create a large table that can seat up to 10 guests.

The extension can also be used as a low table in the cockpit or the saloon.

The extension is stored behind the forward benchseat in the saloon.

- REMOVABLE BENCHSEAT

The benchseat in the saloon is removable, in particular to enable the saloon table to be moved towards the cockpit.

When sailing, block the benchseat using the fastening screw.

- DRAWERS

The drawers in the galley have an automatic soft closing function.

These drawer fronts can be removed pushing on the levers on each side.

To reassemble, clip the drawer front in before pushing it back.

### ■ 4.2 Lighting

There are many ways of lighting the saloon, directly or indirectly, depending on the atmosphere you want to create.

After having turned on the 12 V circuit on board and the lighting circuit using the switch located on the electrical panel in the starboard companionway, you can turn the light on.

# 4

## PORTHOLES - HATCHES - WINDOWS

---

**OPENING PORTHOLE  
(OPTIONAL FITTED OUT FOREPEAK)**



**BLIND + MOSQUITO SCREEN ON  
DECK HATCH**



**SALOON CURTAIN**



ACCOMMODATION

---

44

**OPENING WINDOWS IN THE SALOON**



### ■ 4.3 Portholes - Deck hatches

The portholes and deck hatches have locking systems to keep them in a closed position.

At anchor, intermediate opening position allows the ventilation of the boat.

The deck hatches are fitted with a blind and mosquito screen system that can be used even when the hatch is open.

Their handling shall be done carefully.

### ■ 4.4 Curtains - Window blinds

All the windows have blinds.

The opening hatches of the aft cabins are also fitted with curtains.

#### **RECOMMENDATION**

**Pull and push the blinds carefully.**

**Take care to fasten them when they are fitted with the relevant systems.**

### ■ 4.5 Opening windows in the saloon

The saloon may be optionally fitted with two large opening windows at the front.

Accompany the windows as they open and close.

#### **WARNING**

**When at sea, the saloon's opening windows MUST be closed.**





# ONBOARD COMFORT

# 5

**5.1 Refrigerator - Icebox**

**5.2 Television**

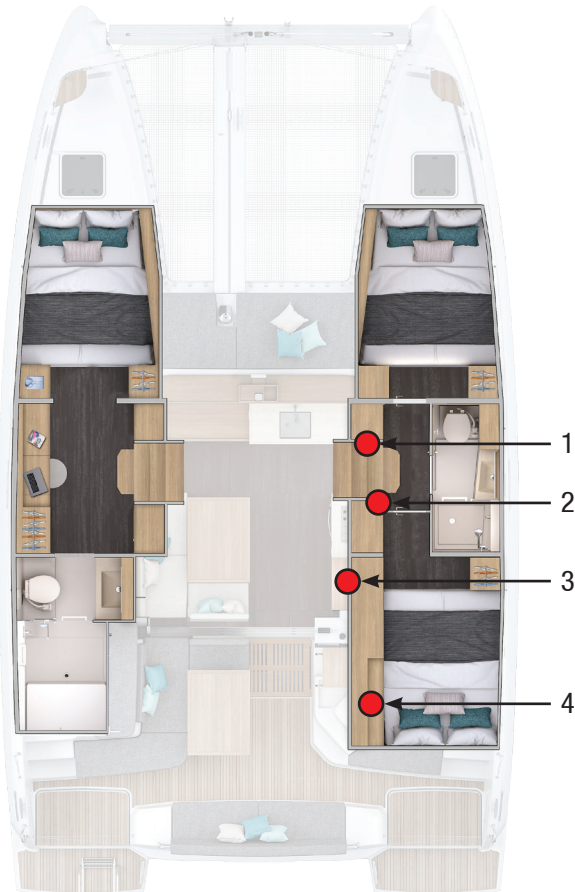
**5.3 Oven, hotplates**

**5.4 Air conditioning**

# REFRIGERATOR - ICEBOX

ONBOARD COMFORT

48



Please note: you can find the same locations in the other accommodation version.

- 1 - 12 V electrical panel.
- 2 - Source selectors.
- 3 - Refrigerator / Icebox.
- 4 - Automatic breakers 220 V.

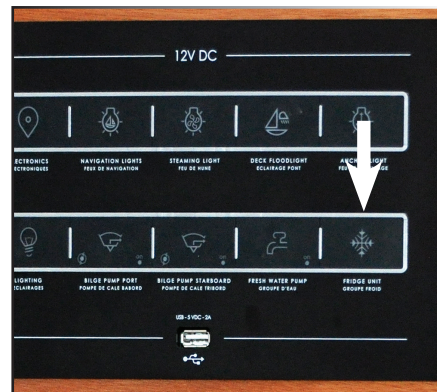
## REFRIGERATOR / ICEBOX



## SOURCE SELECTORS



## ELECTRICAL PANEL REFRIGERATION UNIT SWITCH



## AUTOMATIC BREAKERS FOR THE POWER SOCKETS



## ■ 5.1 Refrigerator - Icebox

The boat is fitted as standard with a 130 l refrigerator located in the galley.

It can optionally be fitted with a full-height refrigerator / icebox to replace the standard refrigerator.

Once the general 12 V onboard circuit has been powered up, switch on the elements using the refrigeration unit switch located on the electrical panel in the companionway leading to the starboard hull.

### RECOMMENDATION

**Defrost then drain the refrigerator and icebox before switching off the onboard 12 V circuit.**

## ■ 5.2 Television

The saloon has an optional pre-installation for a television in the saloon.

After switching on the 12 V circuit, the television can be operated provided that the boat is fitted with the 12 V / 110 V - 220 V / 2000 Va voltage converter option.

### RECOMMENDATION

**Use of the television through the voltage converter should remain limited.  
Monitor the charge of batteries when in use.**

If there is no converter, the TV is powered when 220 V is supplied from the shore or the generator.

- Check that the television is plugged in correctly to the corresponding socket.
- Check that the automatic breaker for the socket outlets is switched on in the automatic breaker panel in the cupboard in the aft starboard cabin.

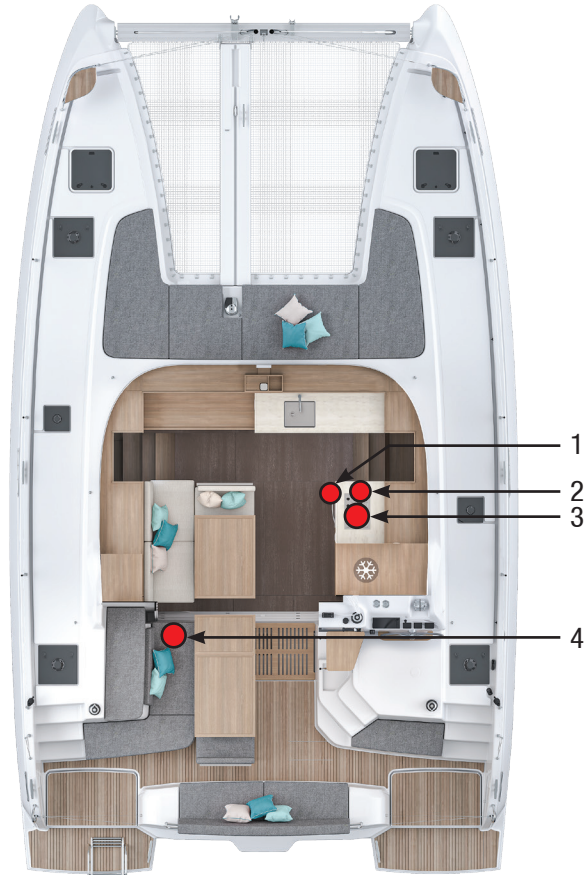
### SUPPLY

Select the power source (generator or shore power) using the selector switch at the top of the 110 V - 220 V selection panel (in the companionway to the starboard hull).

# HOTPLATES - OVEN

ONBOARD COMFORT

50



*Please note: you can find the same locations in the other accommodation version.*

## GAS PLATES



## OVEN + ACCESS TO GAS VALVES



## GAS VALVES + PIEZZO



- 1 - Electrovalve switch (US version).
- 2 - Gas valves.
- 3 - Hotplates and oven.
- 4 - Gas bottle locker.

### ■ 5.3 Oven, hotplates

The boat is fitted as standard with a gas oven and hotplates.

The gas valves are located in the cupboard under the oven.  
The gas cylinder is located in the cockpit's port forward locker.

#### **RECOMMENDATION**

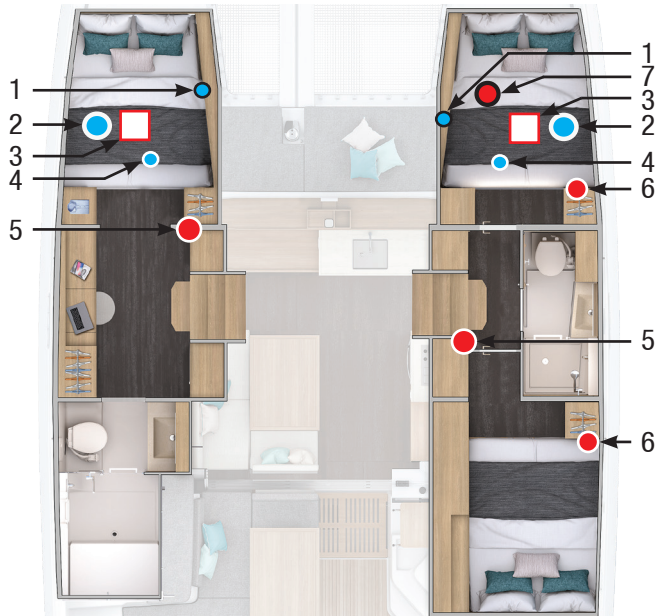
**Shut the gas valves and the regulator tap when the hotplates are not in use.**

The boat's U.S. version has a solenoid valve located in the locker where the gas cylinder is stored.

Switch on the solenoid valve using its switch located in front of the hotplates.

# AIR CONDITIONING

3 cabin version



4 cabin version



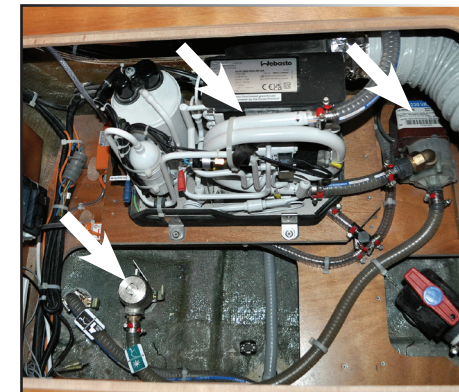
AIR CONDITIONING CONTROL



AIR CONDITIONING VENTILATION SWITCH (CABINS)



AIR CONDITIONING UNIT + SEA WATER INLET VALVE + SEA WATER PUMP



- 1 - Condensation + drain valves.
- 2 - Sea water pump.
- 3 - Air conditioning unit.
- 4 - Sea water supply valve + filter.
- 5 - Air conditioning control.
- 6 - Air ventilation switch.
- 7 - Automatic breakers.

### ■ 5.4 Air conditioning (option)

The boat may be fitted with a reversible air conditioning system (option).

The air conditioning units are located in the cabins, under the beds in the forward cabins.

Every cabin is fitted with air vents.

Before you start the system:

- Open the seawater circulation systems (intake valves under the beds in the forward cabins).
- Open the seawater drain valves and the condensation valves on each air conditioning unit.

#### SUPPLY

Select the power source (generator or shore power) using the selector switch at the bottom of the 110 V - 220 V selection panel (in the companionway to the starboard hull).

- Check that the pumps and air conditioning units are switched on at the automatic breakers located under the bed in the starboard forward cabin.

Start the air conditioning unit in the desired area, select hot or cold and set the temperature using its control.

The ON/OFF controls in the starboard cabins (3-cabin version) and in the port and starboard cabins (4-cabin version) open and close the air duct ventilation in their respective areas.

#### RECOMMENDATION

**When the air conditioning is not in use, place the switches on OFF.**

Regularly clean the filters on the conditioned-air systems and sea water suction valves.

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



# WATER SYSTEMS

# 6

**6.1 Bilge pump system**

**6.2 Grey waters**

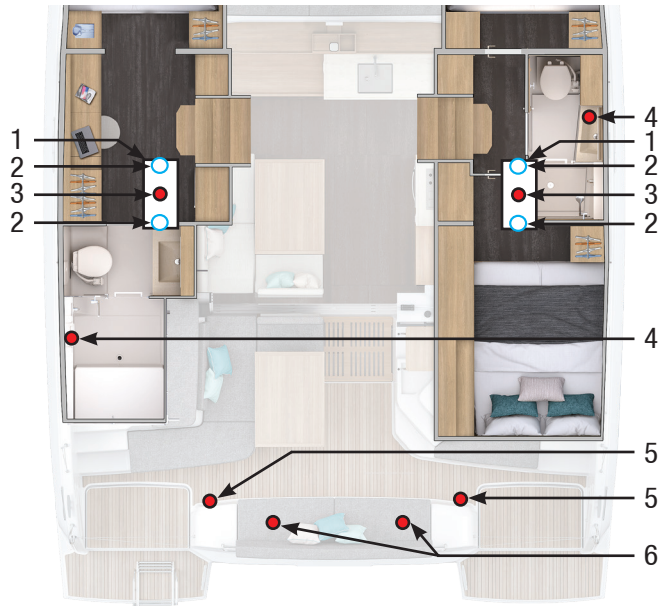
**6.3 Black waters**

**6.4 Fresh water**

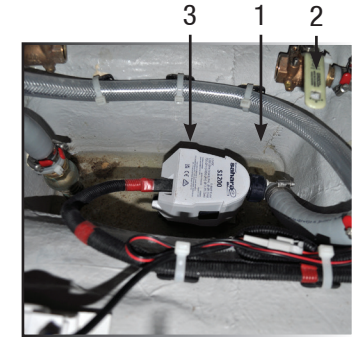
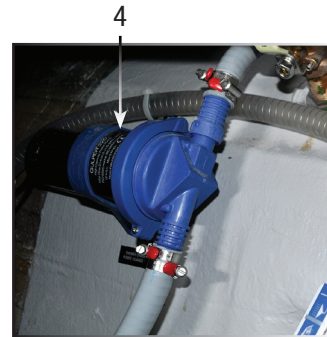
**6.5 Watermaker**

# BILGE PUMP SYSTEM - GREY WATERS

3 cabin version

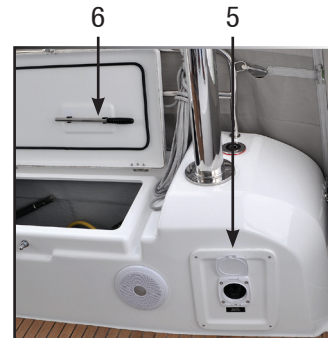


4 cabin version



- 1 - Hull sump.
- 2 - Forward and aft compartment drain valve.
- 3 - Electric bilge pump.

- 4 - Shower drain pump.
- 5 - Manual bilge pump.
- 6 - Manual bilge pump lever.



Note: each valve in the boat is identified.

### ■ 6.1 Bilge pump system

A main sump is under the floorboard of each hull. The forward and aft compartments are connected to these sumps by a drain and a valve (access under the floorboards).

Each well is emptied by two bilge pumps:

- A manual cockpit pump.
- An electric pump with manual and automatic release (electrical panel switch) located in the well.

#### RECOMMENDATION

Regularly check the valves and sea-cocks for proper operation and watertightness.  
Regularly make sure the filters and strainers on the draining system are clean.

#### 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.

#### RECOMMENDATION

Always keep the bilge pumps switched on the automatic mode with alarm.  
We advise you to test the bilge pumps every time you put out to sea.

### ■ 6.2 Grey waters

The grey waters (sink, washbasins) directly flow out via sea-cocks with valves.

Please note: a valve is closed when its handle is perpendicular to the hose and it is open when its handle is in line with the hose.

Shower grey waters are evacuated by the pumps behind the shower hatches.

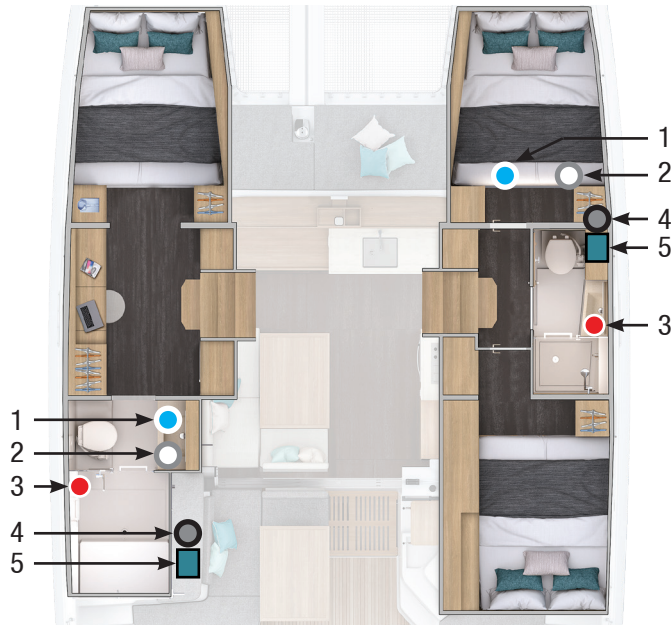
The pumps are switched on from the 12 V onboard circuit.

#### RECOMMENDATION

When mooring in a harbour, if possible, use the sanitary facilities provided by the port authority.  
In some harbours or countries, wastewater disposal is forbidden. You will then have to use the waste tank.

# BLACK WATERS

3 cabin version



1

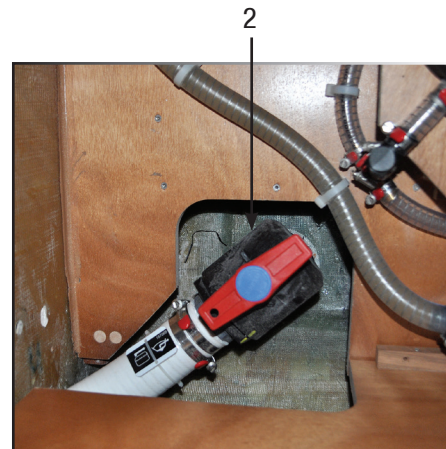
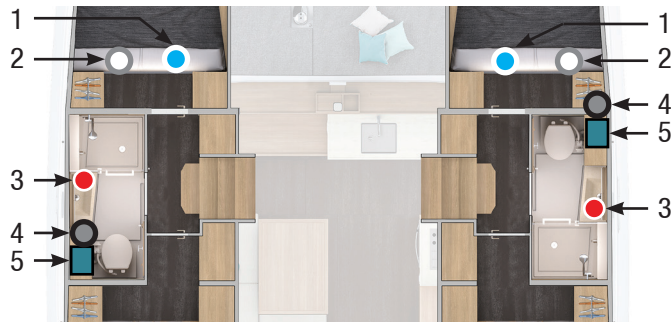


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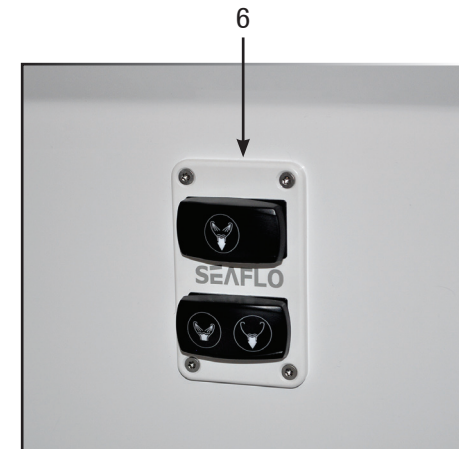
- 1 - WC water inlet valve.
- 2 - Drain valve of the tank.
- 3 - Electric pump + filter.

- 4 - Deck filler.
- 5 - Black water tank.
- 6 - Switch of the electric toilets.

4 cabin version



2



6

### ■ 6.3 Black waters

The boat is fitted as standard with manual WC and a 80 L black water tank in each head.

Depending on its fitting out, it may also be equipped with optional electric WC.

- USE OF THE MANUAL WCs

- Open the water inlet and drain valves.

To empty the bowl:

- Set the control lever of the pump slantwise (FLUSH) and operate the pump.

To dry the bowl:

- Set the lever back vertical (DRY) and operate the pump.

In order to avoid clogging the toilets, use absorbent paper only and pump until the emptying hose is completely empty.

Regularly rinse the toilets with fresh water.

Close the valves after each use.

- USE OF THE ELECTRIC TOILETS

The electric toilets are rinsed with sea water.

The electric pumps and filters are located in the heads.

The supply and drain valves are located under the beds in the forward cabins (4-cabin version), under the washbasin in the port head, and under the bed in the forward starboard cabin (3-cabin version).

- Switch on the 12 V onboard circuit.
- Open the water inlet and drain valves.

One of the switches next to the toilets makes possible a water intake cycle and a water outlet cycle.

The second switch makes possible to carry out a rinse cycle.

Rinse the toilets with fresh water and regularly clean the filters.

Close the valves after each use.

For the use and maintenance of the electric toilets, please refer to their instruction guide.

- USE OF THE HOLDING TANKS

The tanks are accessed via the heads.

Make sure the drain valve of the tank is closed in order to avoid any inadvertent discharge (the valve is closed when the handle is perpendicular to the hose).

Tank drainage:

- In an authorized area, open the drain valve.
- In a marina equipped with an organic waste suction system, fit the suction hose into the tank through the deck filler.
- Start the pump of the suction system.

Regularly rinse the holding tank.

The tanks shall be emptied when the boat is berthed in negative temperatures.

#### **WARNING**

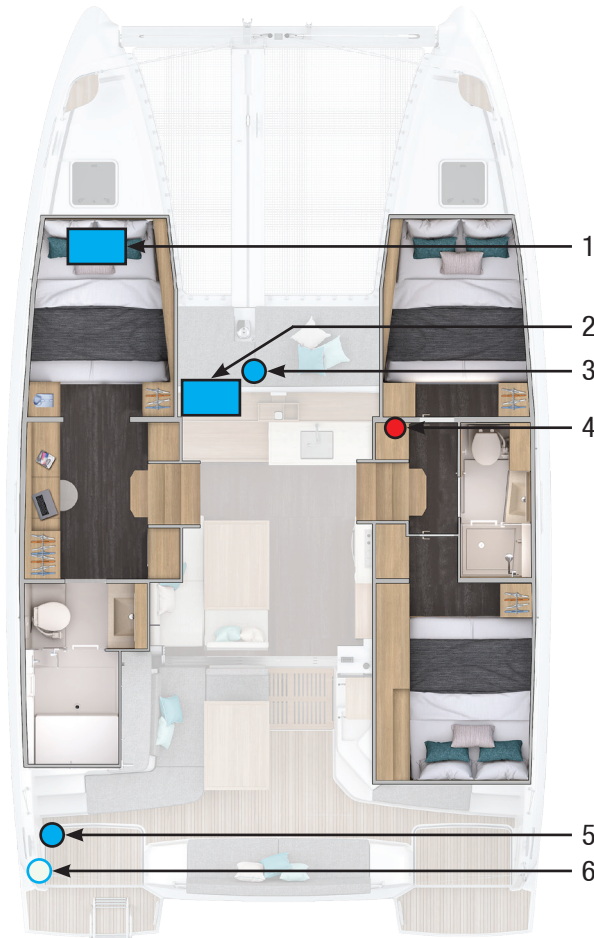
**Use the pump systems in ports or marinas to empty your black water tank.**

**To respect the environment, do not discharge your holding tanks close to shore.**

# FRESHWATER

## WATER SYSTEMS

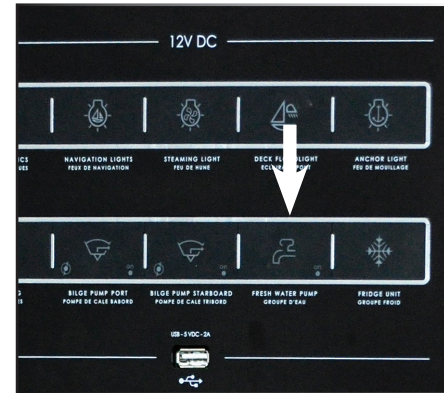
60



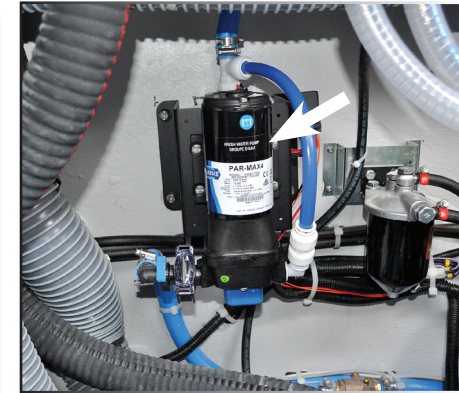
Please note: you can find the same locations in the other accommodation version.

- 1 - Fresh water tank 200 l (Option).
- 2 - Fresh water tank 300 l (Standard).
- 3 - Deck filler.
- 4 - 12 V electrical panel.
- 5 - Water unit.
- 6 - Fresh water supply shore socket (fitting out).

### WATER UNIT SWITCH



### WATER UNIT



### FRESH WATER SHORE SOCKET



### ■ 6.4 Fresh water

- FRESH WATER TANKS

The boat is equipped as standard with a 300-litre tank located in the port locker in the forward cockpit.

It can be optionally equipped with a 200-litre tank, located under the bed in the forward cabin to port.

To prevent any handling errors, never fill the water and fuel tanks at the same time.

A filler hole is provided in the forward cockpit to fill the tanks.

During filling, avoid handling contaminants near the fillers.

Open and close the filler caps with the right key.

Check the filler cap seal for condition during filling.

#### RECOMMENDATION

**Pay attention to the quality of the water for the filling up.**

**Check if it is drinking water.**

**If the boat is not used for long, purify the tanks and pipes with proper treatment.**

Never insert the water filling hose deep down into the system in order to prevent any over-pressure in the systems.

Please note: the capacity of the fresh water tanks indicated on the page 'SPECIFICATIONS' may be not completely usable depending on the trim and load of the boat.

- PRESSURE WATER PUMP

The water unit is located in the port engine compartment.

Its starting is done by using a switch on the electrical panel.

#### RECOMMENDATION

**Never operate the water system equipment when the valves are closed or when the tanks are empty (the electrical equipment may be damaged).**

**Check the different water filters for condition.**

- WATER GAUGE

Check the water level in the tank(s) via the gauge displayed on the touch screen under the electrical panel, in the companionway to the starboard hull.

- FRESH WATER SUPPLY SHORE SOCKET (FITTING OUT)

The shore fresh water supply is located in the port transom.

To use the marina fresh water:

- Connect the shore supply.
- Set the pressure water pump switch to 'OFF'.

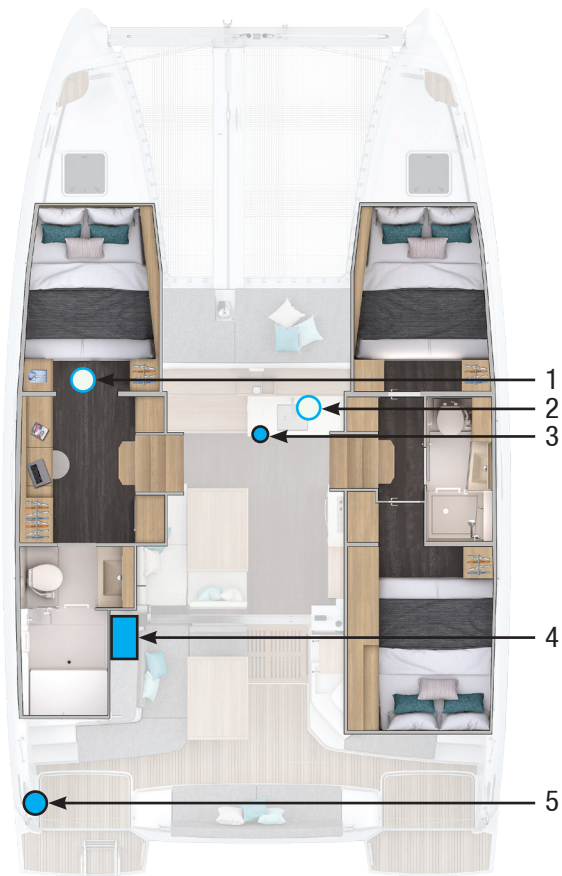
#### RECOMMENDATION

**When you leave the boat unattended, systematically disconnect the shore fresh water supply.**

## SEA WATER PUMP - WATER HEATER - SHOWER

WATER SYSTEMS

62



*Please note: you can find the same locations in the other accommodation version.*

- 1 - Sea water supply valve.
- 2 - Electric sea water pump + fresh water purifier.
- 3 - Electric pump switch.
- 4 - Water heater.
- 5 - Shower.

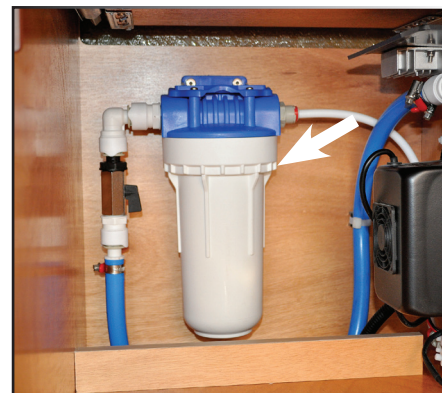
**SEAWATER TAP + SEAWATER PUMP SWITCH**



**WATER HEATER**



**FRESH WATER PURIFIER**



**TRANSOM SHOWER**



- EXTERIOR SHOWER

A shower supplied with hot and cold water (mixing faucet) is located on the port transom.

It is supplied by the pressure water pump.

### WARNING

**In period of frost, do not forget to empty the cockpit shower, even if there is someone onboard the boat.**

- WATER HEATER

The water heater is located under the berth of the aft port cabin.

It has a volume of 25 litres. It can be optionally fitted with a volume of 40 litres.

The water heater functions automatically when the engine is on or when set on the 110 V - 220 V circuit (generator or shore supply socket) after having activated its automatic breaker on the electrical panel in the saloon.

The hot water temperature is pre-set using the thermostatic tap located on the water heater.

### RECOMMENDATION

**When the water heater is not used, switch it off using its 110 V - 220 V circuit.**

**Before you switch it on using the 110 V - 220 V circuit, check the water heater is full of water.**

- FRESH WATER PURIFIER

Depending on its fitting-out, the boat can be optionally fitted with a fresh water purifier located under the galley sink.

Change the filter on a regular basis.

For the use and maintenance of the fresh water purifier, please refer to its instruction guide.

- SEA WATER PUMP

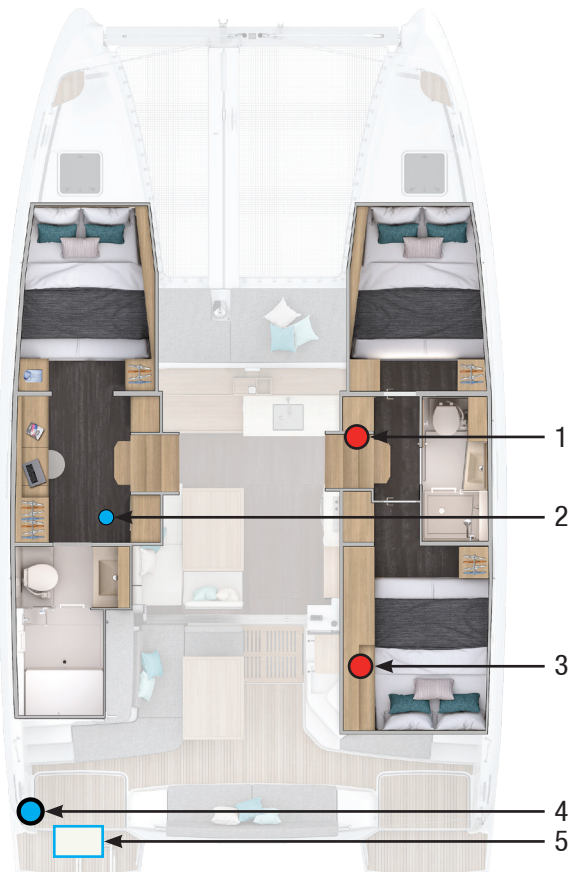
Depending on its fitting-out, the boat can be equipped with an electric pump that can supply a tap of the sink with seawater.

The electric pump is located under the galley sink.

The seawater inlet valve is located under the floor in front of the bed in the forward port cabin.

After switching on the on-board 12 V voltage supply circuit, press the switch in front of the sink.

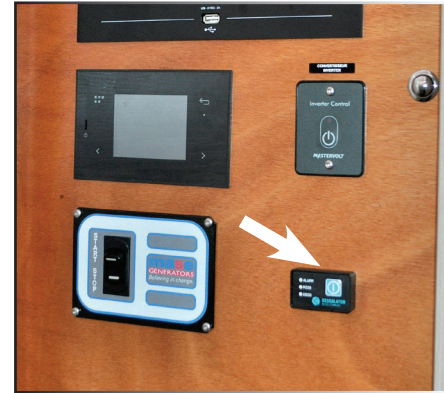
# WATERMAKER



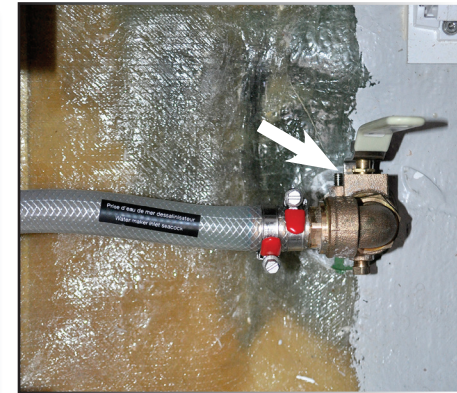
Please note: you can find the same locations in the other accommodation version.

- 1 - Watermaker micro-control.
- 2 - Sea water supply valve.
- 3 - Automatic breaker.
- 4 - Filter.
- 5 - Watermaker.

**WATERMAKER MINI-CONTROL**



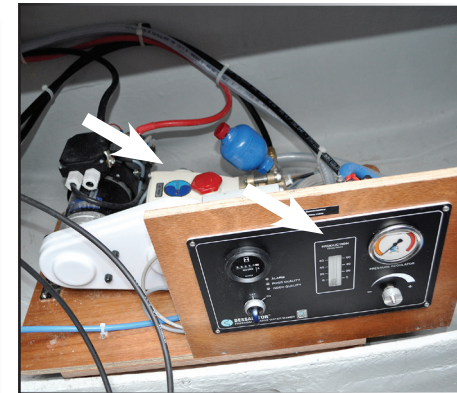
**WATER INLET**



**WATERMAKER FILTER**



**WATERMAKER + WATERMAKER CONTROL**



### ■ 6.5 Watermaker (option)

The boat may optionally be fitted with a watermaker (60 l / hour) located in the port engine hold.

#### OPERATION

The watermaker works in 12 V.

Check that its automatic breaker, located behind a panel in the aft starboard cabin, is set to ON.

Check that the seawater supply valve (under the floor in the port passageway) and the drain valve (accessed via the port engine hold) are open.

#### SUPPLY

Start the watermaker using its control located on its panel or using its remote control (on the electrical panel in the companionway to the starboard hull).

Check the level of fresh water in the tank when the watermaker is working.

Regularly clean the different system filters.

#### **RECOMMENDATION**

**The watermaker shall be used exclusively in clear waters.**

For the use and maintenance of the watermaker, please refer to its instruction guide.



# ELECTRICITY

# 7

**7.1 12 V circuit**

**7.2 Voltage converter**

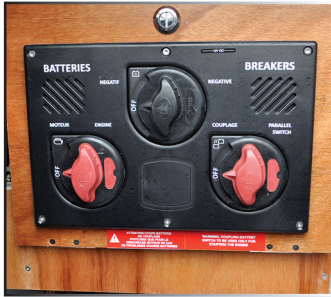
**7.3 Solar panels**

**7.4 110 V - 220 V circuit**

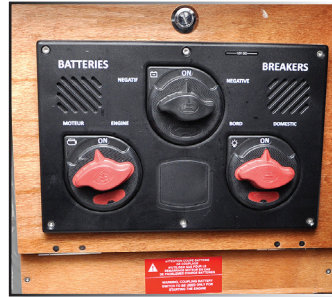
**7.5 Electronics**

## 12 V ELECTRICAL EQUIPMENT (SEE ELECTRICAL LAYOUT P. 76)

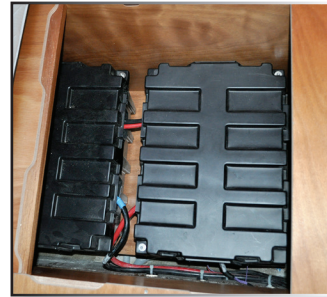
**BATTERY COUPLING +  
PORT ENGINE CUT-OUTS**



**ONBOARD + STARBOARD  
ENGINE CUT-OUTS**



**ONBOARD BATTERY  
BANK**



**BATTERY CHARGERS**



ELECTRICITY

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**VOLTAGE CONVERTER  
SWITCH**



**VOLTAGE CONVERTER +  
VOLTAGE CONVERTER  
AUTOMATIC BREAKER**



**SOLAR PANELS**



**SOLAR PANEL  
AUTOMATIC BREAKERS**



## ■ 7.1 12 V circuit

The main onboard circuit is supplied in 12 V.  
The service batteries are located under the bed in the aft starboard cabin.

The generator battery (option) is located in the starboard locker of the forward cockpit.

The engine batteries are located in their respective engine holds.

The cut-outs for the service batteries and the starboard engine are located in the starboard engine hold.

The port engine cut-out is located in the port engine hold.

For safety reasons, an engine battery coupling system (cut-out located in the port engine hold) enables the engine to start if its battery is faulty.

The generator includes its own cut-outs located in the starboard locker of the forward cockpit.

### BATTERY CHARGERS

The batteries can be charged either by the engine alternator or by the 110 V - 220 V / 12 V - 40 A battery charger.

According to its fitting-out, the boat may optionally be fitted with an extra 110 V - 220 V / 12 V - 40 A charger.

The battery chargers are located in the starboard engine hold.

### SUPPLY OF THE CHARGERS

Select the power source (generator or shore power) using the top selector switch located in the companionway to the starboard hull.

The automatic breakers for 12 V appliances are located in a cupboard under the bed in the aft starboard cabin.

## ■ 7.2 Voltage converter

The boat is optionally equipped with a 12 V / 110 V - 220 V / 2000 Va voltage converter located behind a hatch in the aft starboard cabin.

The voltage converter supplies the sockets with 110 V - 220 V.

The voltage converter power switch is located in the companionway to the starboard hull.

### RECOMMENDATION

**Check the battery charge during use of the voltage converter.**

Check that the switch on the voltage converter is in REMOTE position in order for the main switch to be turned on.

## ■ 7.3 Solar panels (option)

The boat may be optionally equipped with rigid solar panels on the davits (3 X 300 W).

It can also be optionally equipped with additional flexible solar panels on the roof (4 X 130 W).

In case of solar panel malfunctioning, check the automatic breaker located in the starboard engine hold.

# GENERATOR - SHORE POWER SOCKETS (SEE ELECTRICAL LAYOUT P. 76)

**SHORE POWER SOCKETS -  
AUTOMATIC BREAKERS**



**GENERATOR  
CUT-OUT**



**GENERATOR  
DIESEL FUEL FILTER**



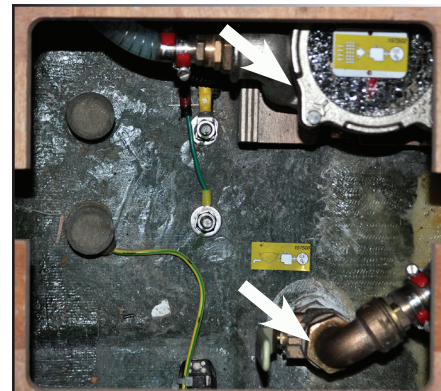
ELECTRICITY

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**GENERATOR  
AUTOMATIC BREAKERS + CHARGER**



**GENERATOR  
VALVE + WATER FILTER**



**FUEL TANK SELECTION  
PULL-HANDLE**



### ■ 7.4 110 V - 220 V circuit

- SHORE POWER SOCKETS

Both shore supply sockets are located in the starboard transom. They supply the 220 V circuit and the battery chargers, as well as the air conditioning.

One socket only supplies power to the 110 V circuit, the battery chargers and air conditioning.

Before you plug in or unplug the boat / shore power supply cable, switch off the shut off device connected to the shore supply.

Connect the boat / shore power supply cable in the boat before connecting it to the shore supply socket.

Unplug the boat / shore supply cable on shore first.

Close the protecting cover of the shore supply socket when you do not use the plug.

The shore sockets are protected by automatic breakers located in the starboard engine hold.

#### **WARNING**

**Before using the shore power socket, imperatively check the shore power is 32 A.**

#### **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.**

- GENERATOR

The generator (option) is located in the starboard locker of the forward cockpit.

Its function is to re-supply the batteries via the chargers and supply 110 V - 220 V electricity on board.

#### OPERATION

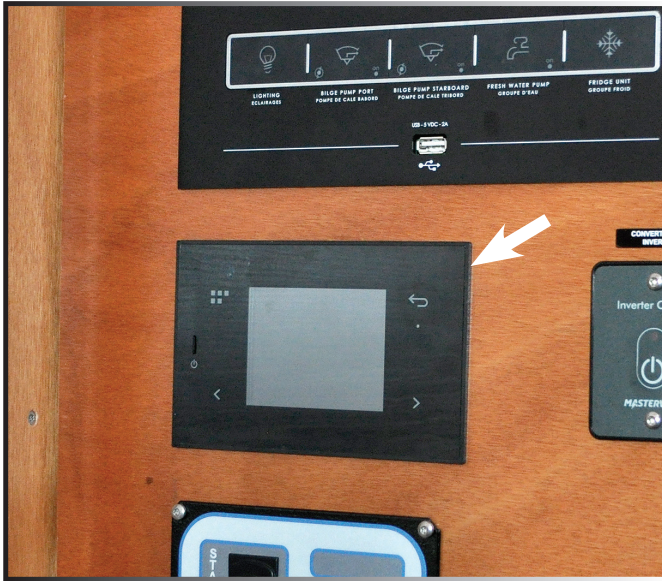
After turning ON the cut-outs located in the starboard locker of the forward cockpit, the generator can be switched on either at the generator itself or via its control in the companionway to the starboard hull.

- Make sure that its seawater cooling valve (access under the floor at the bottom of the starboard companionway) and separator drain valve (access via the forward cabin to starboard) are both open.
- Select the fuel tank using the pull handle located in the cupboard under the bed in the aft starboard cabin.

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

# TOUCH SCREEN - SOURCE SELECTORS - AUTOMATIC BREAKERS (SEE P.76)

TOUCH SCREEN



SOURCE SELECTORS 110 V / 220 V



AUTOMATIC BREAKERS FOR ONBOARD APPLIANCES



AUTOMATIC BREAKERS FOR AIR CONDITIONING COMPONENTS



- CHECKING 110 V - 220 V APPLIANCES

SELECTION PANEL (in the companionway to the starboard hull):

The panel features selectors used to choose the power source for the various 110 V - 220 V onboard consuming appliances.

TOP SELECTOR:

- Enables the use of appliances using 110 V - 220 V power from the generator or shore power.

TOP SELECTOR:

- Enables the use of air conditioning using 110 V - 220 V power from the generator or shore power.

- USE OF THE 110 V - 220 V POWERED APPLIANCES

SWITCHING ON THE APPLIANCES

To enable the use of the 110 V - 220 V powered appliances (watermaker, etc.), it is recommended that you:

- Make sure that the automatic breakers are switched to OFF on the 110 V - 220 V automatic breaker panel (for Onboard appliances, located behind a hatch in the aft starboard cabin; for Air Conditioning, under the bed in the forward starboard cabin).
- Switch on the 110 V - 220 V source (start the generator or connect a shore power socket to shore).
- Select this source on the selection panel to supply the boat (110 V - 220 V source selection electrical panel) or switch on the voltage converter for the socket outlets.

### RECOMMENDATION

Check the battery charge during use of the voltage converter.

- On the 110 V - 220 V automatic breaker panel, switch on the automatic breakers for the appliances to be operated. Then start the appliance with its own controls.

To start 110 V - 220 V elements, wait for 10 to 15 seconds between starting up each appliance (to allow the generator to stabilize and provide the power necessary for the starting up).

STOPPING THE 110 V - 220 V POWERED APPLIANCES

To switch off 110 V - 220 V powered appliances (watermaker, etc.), proceed as follows:

- Stop the appliance with its own controls.
- To stop 110 V - 220 V powered appliances, wait for 10 to 15 seconds between stopping each appliance (to allow the generator to stabilize).
- Switch off the appliances' automatic breakers via the automatic breaker panel.
  - Turn the 110 V - 220 V source selector (generator or shore power) to OFF or switch off the voltage converter.

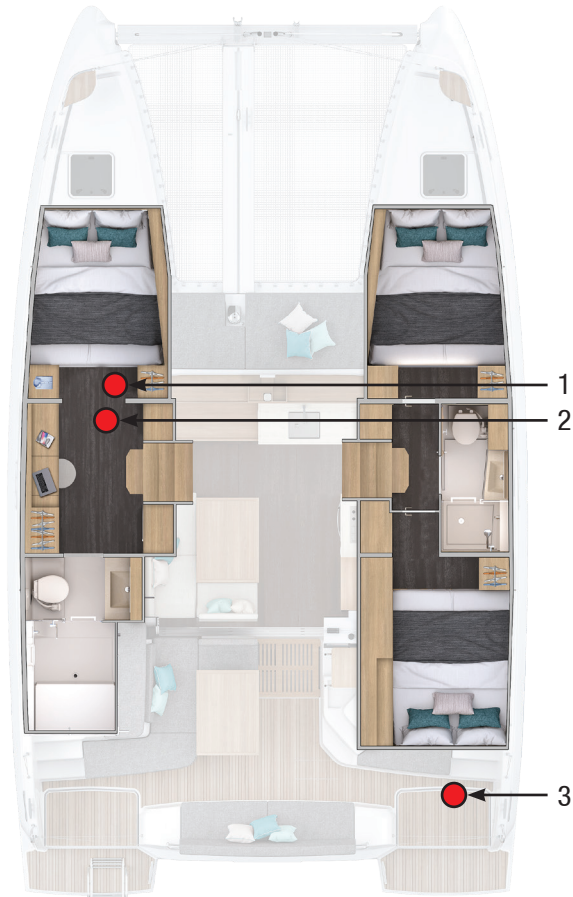
### WARNING

**Before you turn 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 changeover switch and risk of damaging the generator).**

# ELECTRONICS

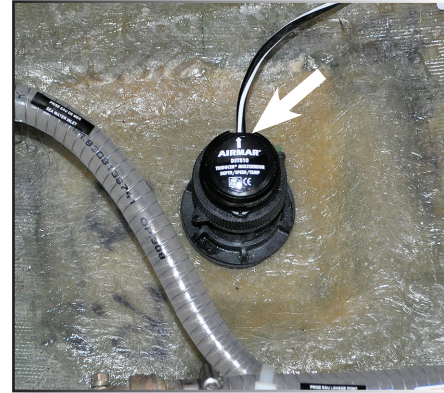
## ELECTRICITY

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Please note: you can find the same locations in the other accommodation version.

### DEPTH FINDER / SOUNDER

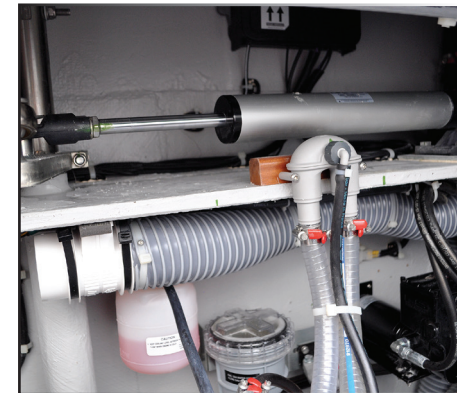


### AUTOPILOT COMPASS



- 1 - Depth finder / sounder.
- 2 - Autopilot compass.
- 3 - Autopilot actuator.

### AUTOPILOT ACTUATOR



### ■ 7.5 Electronics

The boat may be fitted with an optional electronic pack and different navigation aid accessories.

For the use and maintenance of all these components, please refer to their instruction guides.

The actuator, autopilot and computer are located in the starboard engine hold.

The compass is located under a floor in the port passageway.

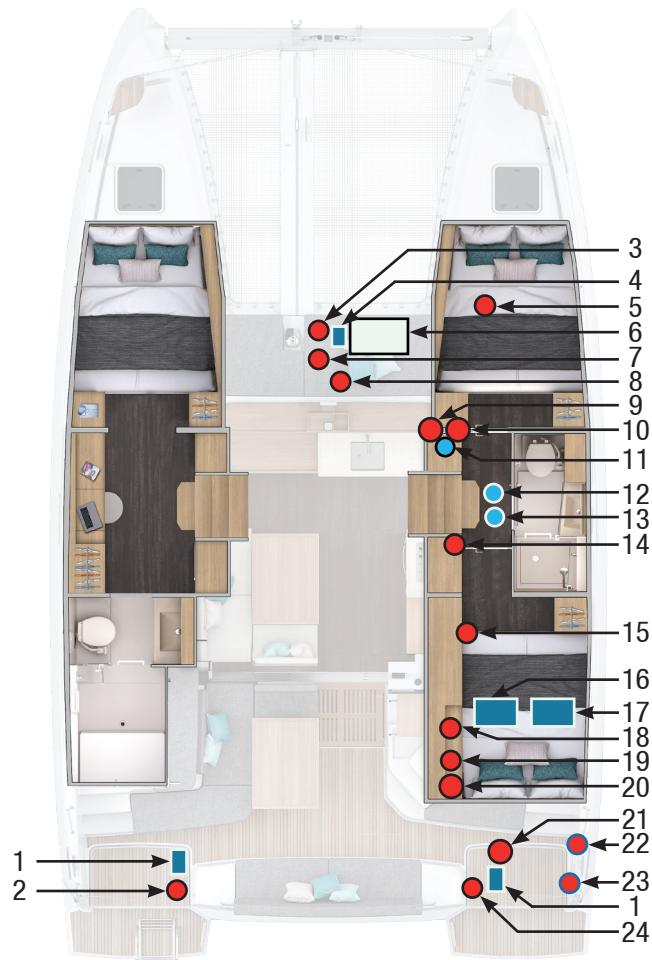
The depth finder / sounder are located under the floor in front of the bed in the forward port cabin.



## ELECTRIC LAYOUT

### ELECTRICITY

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Please note: you can find the same locations in the other accommodation version.

- 1 - Engine battery.
- 2 - Port engine cut-out + engine batteries / coupling cut out.
- 3 - Generator cut outs.
- 4 - Generator battery.
- 5 - Automatic breakers for air conditioning 110 V - 220 V.
- 6 - Generator (option).
- 7 - Generator battery charger.
- 8 - Generator automatic breaker.
- 9 - Touch screen.
- 10 - Electrical panel + voltage converter switch.
- 11 - Drain valve of generator.
- 12 - Generator water filter.
- 13 - Generator water inlet valve.
- 14 - Onboard and Air Conditioning power supply source selectors.
- 15 - Automatic breakers for 12 V appliances.
- 16 - 12 V service batteries (standard).
- 17 - 12 V service batteries (option).
- 18 - Automatic breakers for onboard appliances 110 V - 220 V.
- 19 - Automatic breakers for the voltage converter.
- 20 - 12 V / 110 V - 110 V - 2000 Va voltage converter.
- 21 - Battery chargers.
- 22 - 110 V - 220 V shore power sockets / Onboard and Air Conditioning.
- 23 - Automatic breakers shore power sockets - Onboard and Air Conditioning.
- 24 - On board and starboard engine cut-outs.

## SUMMARY OF 12 V COMPONENTS

---

### CHARGE AND ELECTRICAL CONVERSION

1 x 220 V / 12 V - 40 A charger Engines + Onboard	
1 x 220 V / 12 V - 40 A charger (fitting out)	Engines + Onboard
2 x 12 V - 125 A alternators	Recharge service battery bank, engine batteries, generator

### BATTERIES / CONSUMING APPLIANCES

CURRENT 12 V	VOLTAGE	STARTING UP (+ PROTECTION)	PROTECTION
Navigation electronics	12 V	12 V electrical panel	
Lighting	12 V	12 V electrical panel	
Navigation lights	12 V	12 V electrical panel	
Refrigerators, freezer (option)	12 V	12 V electrical panel	
Electric toilets (according to fitting out)	12 V	12 V electrical panel	
Deck wash pump (according to fitting out)	12 V	12 V electrical panel	
Bilge pumps	12 V	12 V electrical panel	
Winch (fitting out)	12 V	12 V Onboard	Aft starboard cabin
Windlass	12 V	12 V Onboard	Aft starboard cabin
Watermaker (option)	12 V	12 V Onboard	Aft starboard cabin
VHF	12 V	12 V Onboard	12 V terminal block
HiFi (option)	12 V	12 V Onboard	12 V terminal block
12 V sockets	12V	12 V Onboard	12 V terminal block
Engine batteries (x 2)	12 V - 50 Ah		
Generator battery	12 V - 50 Ah		
Onboard batteries (x 3 as standard + 3 according to the fitting-out)	12 V - 95 Ah		

# 7

ELECTRICITY

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## SUMMARY OF 110 V - 220 V COMPONENTS

---

### GENERATOR

Power 6.5 Kva in 230 V	100% of charge in 230 V - 50 Hz
Power 6.6 Kva in 110 V	100% of charge in 115 V - 60 Hz

### SHORE POWER SOCKETS

Shore power socket Onboard 220 V - 50 Hz	32A single shore power socket	Starboard transom connection
Shore power socket Air Conditioning 220 V - 50 Hz	32A single shore power socket	Starboard transom connection
Shore power socket Onboard 110 V - 60 Hz (US fitting out)	32A single shore power socket	Starboard transom connection
Shore power socket Air Conditioning 110 V - 60 Hz (US fitting out)	50A single shore power socket	Starboard transom connection

## ELECTRICITY

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### ELECTRIC DISTRIBUTION

Top Selector	Onboard circuit supplied by generator or shore power
Bottom Selector	Air Conditioning circuit supplied by generator or shore power
Voltage Converter 12 V / 220 V - 2000 Va	Socket outlets

### CHARGE

1 x 220 V / 12 V - 40 A charger	Recharging of the service battery bank by generator or shore power
1 x 220 V / 12 V - 40 A charger (option)	Recharging of the engine batteries by generator or shore power
1 x 220 V / 12 V - 25 A charger (option)	Recharging of the generator battery via shore power

## SUMMARY OF 110 V - 220 V COMPONENTS

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CONSUMING APPLIANCES	VOLTAGE	PROTECTION
Electric sockets	220 V	Voltage converter or 220 V panel
Television (option)	220 V	Voltage converter or 220 V panel
Water heater	220 V	220 V panel
Air conditioning (option)	220 V	220 V panel

7

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ELECTRICITY

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# MOTORIZATION

# 8

**8.1 Engines**

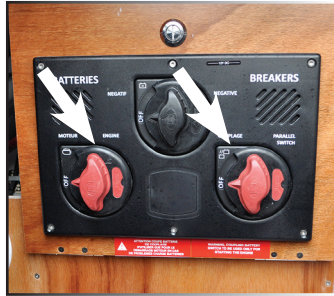
**8.2 Fuel**

**8.3 Propellers - Anodes**

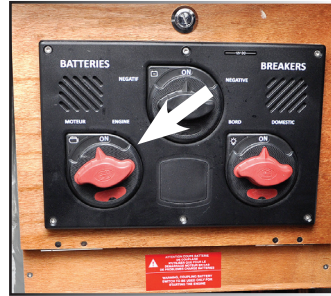
**8.4 Dashboard**

# ENGINE LAYOUT

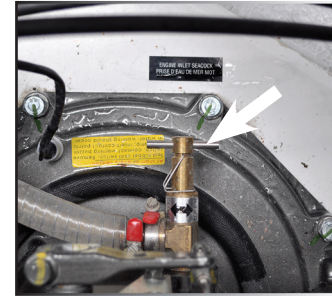
**BATTERY COUPLING + PORT ENGINE CUT-OUT**



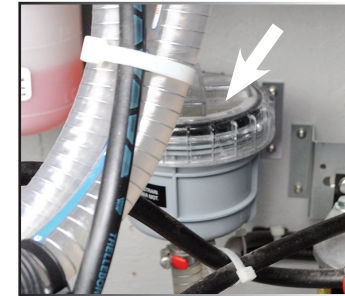
**STARBOARD ENGINE CUT-OUT**



**ENGINE WATER INLET VALVE**

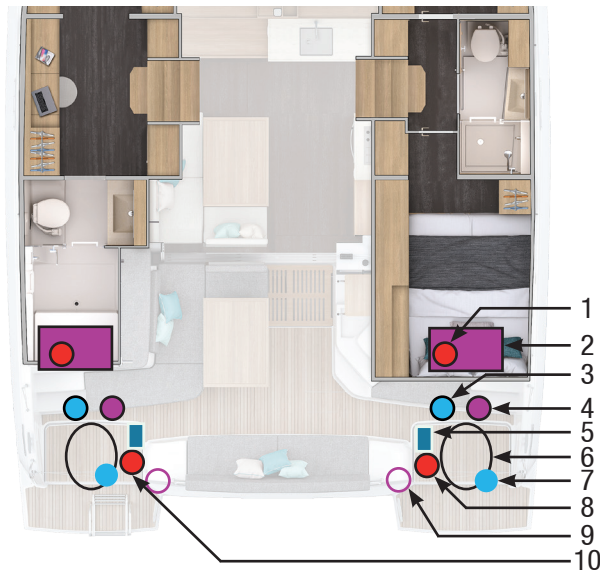


**WATER FILTER**



## MOTORIZATION

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Please note: you can find the same locations in the other accommodation version.

**ENGINES CONTROL**



- 1 - Fuel valve.
- 2 - Fuel tank.
- 3 - Sea water filter.
- 4 - Fuel filter.
- 5 - 12 V battery.
- 6 - Engine.
- 7 - Engine water inlet valve.
- 8 - Starboard engine cut-out.
- 9 - Fuel tank filler.
- 10 - Battery coupling + port engine cut-out.

Each hull has the same components.  
Note: each valve in the boat is identified.

## ■ 8.1 Engines

### • ACCESS

You have access to the engines through the transom extension hatches.

#### **WARNING**

**Stop the engines before opening the hatches.  
In case you have to intervene when the engines are running:**

- Stay away from belts and mobile parts.
- Take care with baggy clothes, long hair, rings, etc. (they may be caught).
- Wear appropriate clothes (gloves, caps, etc.).

### • STARTING

Before starting the engines:

- Check that the fuel valves on the port and starboard tanks are open (access under the berths in the aft cabins -4-cabin version-, or access under the berth in the starboard aft cabin and under the port shower hatch -3-cabin version-).
- Open the valves of the engine cooling system.
- Switch on the electrical circuit, setting the engines cut-outs to 'ON' (access via the port and starboard engine holds).

After having checked that the reverser handles are set on neutral, start the engines.

Please carefully read the engine instruction guide supplied with the boat; it gives you detailed explanations as to the best use of the engines and relative operations.

### • ENGINE START WITH BATTERY COUPLING

Should one of the start batteries be unavailable:

- Activate (ON position) the coupling cut-out located in the port engine hold.
- Start the engine concerned.
- Place the coupling cut-out in the "OFF" position (to prevent any discharge of a battery in good working condition).

Note: in the standard configuration, the engine batteries are recharged by their respective engines.

### • ENGINE MAINTENANCE

Please follow the instructions for maintenance appearing in the guide supplied with the engines.

### • ENGINE WATER INLETS

The water inlet valves of the engines (access through the engines compartments) **MUST** be open before you start the engines.

Keep the strainers of the engine water inlet valves in the best possible state of cleanliness.

Brush the strainers when the boat is careened.

Be careful: do not cover the strainers with antifouling paint.

Get used to checking immediately after starting the engines if water is expelled with the exhaust gases.

If water does not flow out:

- Stop the engines immediately.
- Check the valves are open.

Close the water inlet valves if the boat is left unattended for long.



# FUEL

**FUEL TANK FILLER**



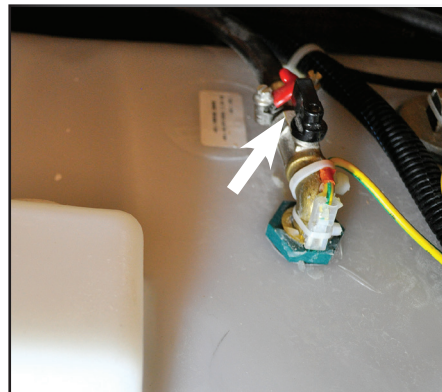
**FUEL TANK  
(3 CABIN VERSION)**



**FUEL GAUGE  
TOUCH SCREEN**



**FUEL VALVES**



**FUEL FILTER**



Inspect and clean the water strainers regularly (access through the engine holds).

- VENTILATION OF THE ENGINE BAY

The engine bay fans start up automatically as soon as the engines start.

### ■ 8.2 Fuel

- FUEL TANKS

The boat is fitted with two tanks - each with capacity 200 litres.

The tanks are filled separately.

Check the fuel gauge on each tank from the touch screen in front of the chart table.

- 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 right key.

Use both fillers to fill the tanks with fuel.

**DANGER**

**Stop the engines and put out your cigarettes when you are filling the fuel tanks.**

- MAINTENANCE OF THE TANKS

Regularly check the O rings of the fillers for good condition (to prevent water from entering the tanks).

Do not turn off the fuel taps after each use (except in case the boat is unattended for long).

Keep the fuel tanks as full as possible (to avoid condensation). Every year check the fuel system for condition (hose, valves, etc.).

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

Please note: the capacity of the tanks (that is indicated in the page 'SPECIFICATIONS') may be not completely useable according to the trim and load of the boat.

Always keep 20% fuel as a reserve.

- FUEL FILTERS

In order to prevent any water infiltration, the fuel runs through two filters: the first one is on the pipe that links the tank to the engine (designed as a water decanter and pre-filter), the second one is an integral part of the engine (designed to filter fuel finely). To know when you have to intervene and how frequently you have to change them, please refer to the engine instruction guide.

Drain it by loosening the knurled screw on the base of the decantation bowl (but do not remove 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).



**DASH BOARD - FOLDING PROPELLER - ANODE**

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**DASH BOARD**



MOTORIZATION

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**FOLDING PROPELLER**



**ANODE**



### ■ 8.3 Propellers - Anodes

- PROPELLERS

The propellers supplied with your boat are the result of tests carried out jointly with the engine manufacturer.

Do not change them without consulting a specialist.

- FOLDING PROPELLERS (OPTIONAL EXTRA)

Remove the folding propellers at the end of each season, dismantle them and clean them carefully.

Grease the thrust bearing surfaces and teeth.

Check that the blades move easily.

For all these operations, it is recommended to call in a professional.

- ANODES

Regularly check the sacrificial anodes corrosion.

The wear of the anodes depends on numerous factors and their lives may highly vary. Change them whenever necessary.

Never paint an anode.

Ask a professional to check and maintain the whole propulsion system.

### ■ 8.4 Dashboard

On the dash board you can find all the functions to monitor the engine.

Please refer to the engine instruction guide supplied with the boat; it gives you explanations about the indicator lights, dials and warning lights on the dash board.





# WINTER STORAGE

# 9

- 9.1 Laying up**
- 9.2 Protection**

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WINTER STORAGE

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### ■ 9.1 Laying up

- Take ashore all the ship's log, the ropes that are not used for mooring her, the galley equipment, supplies, clothes, the safety equipment.
- Check the expiry dates of the safety equipment.
- Have the liferaft overhauled.

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

### ■ 9.2 Protection

#### • WATER SYSTEM

- Drain the fresh water system.

Let water run from the taps until the system runs dry.

Check that there is no water left in the pipes and hoses (possible low points).

- Take off the filters, remove the water.

Clean the filters if necessary then put them back.

- Drain the water heater.

Check that there is no water left.

Close the drain.

- Lubricate all the water inlet valves and sea cock fittings.
- Rinse and completely drain the toilets bowls.

#### • INSIDE

- Seal air inlets as much as you can.

- Install an air dehumidifier in the saloon and leave the cabin and storage unit doors open (stowage cupboards, icebox).
- Leave the ventilators of the deck hatches in open position to avoid condensation, mould and oxidation.
- 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.
- Drain and clean the bilges.
- Possibly place the floorboards in a vertical position to make possible the ventilation of the different compartments.
- Open the refrigerator / icebox door.

#### • OUTSIDE

- Carefully drain the cockpit shower.
- 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.

#### • ENGINES

The engines winterizing has to be prepared by a specialist.

The preparation for winterizing is different according to the place where the boat will be stored - either in the water or on the shore.

#### **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.**



# HANDLING

# 10

**10.1 Preparation**

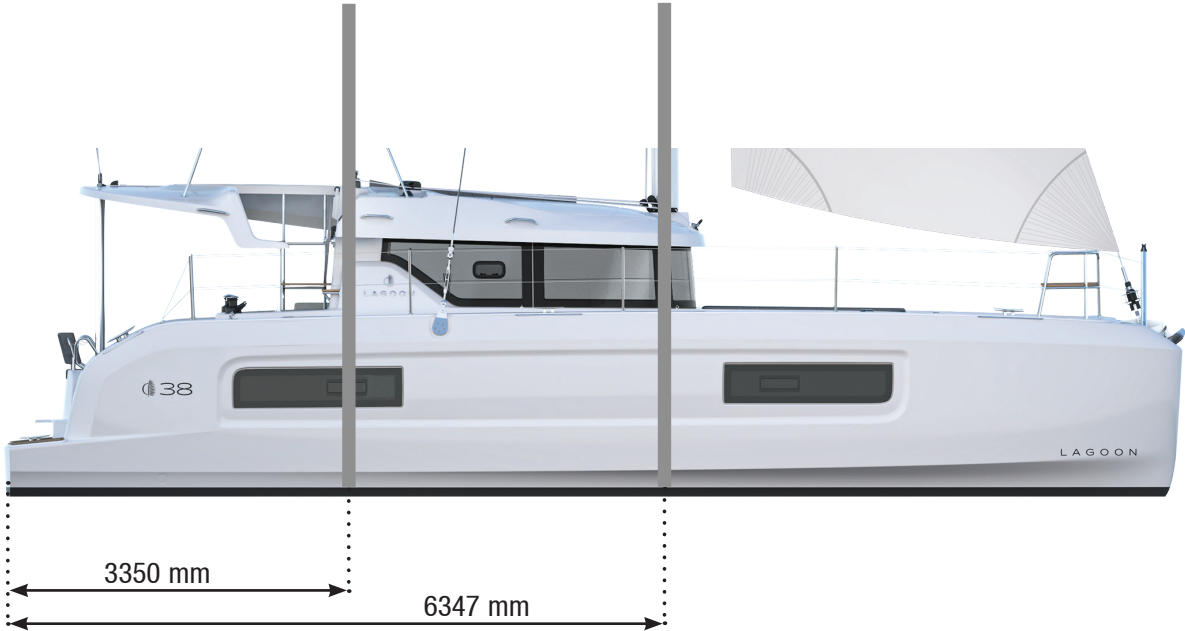
**10.2 Crane lifting**

**10.3 Mast stepping - Mast unstepping**

# DIMENSIONS FOR CRANE LIFTING

HANDLING

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### ■ 10.1 Preparation

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

All further handling shall be carried out with the highest care by professionals.

In cases where the Lagoon shipyard is not in control of the operation, it cannot be held liable for any handling-related accidents.

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

- Retract the sensors under the hull into their housings (risk of damage due to the lifting straps).
- Check the water suction boxes for cleanliness.
- Turn off all the water inlet and drain valves (sinks, washbasins, toilets, engines).
- Check the anodes are in good condition and properly installed. An anode shall never be painted.

### ■ 10.2 Crane lifting

- Install a bow mooring rope, a stern mooring rope and fenders. When using a crane to move the boat, check that slings are not in contact with any device (depth finder, speedometer, etc.), nor with the propellers.

The crane hook will be fitted with a gantry or a spreader system with two slings.

The slings shall not be connected directly onto the hook, as 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.**

### ■ 10.3 Mast stepping - Mast unstepping

Mast stepping and mast unstepping shall be carried out by a specialist.

# 10



# SAFETY

# 11

- 11.1 Prevention**
- 11.2 Gas system**
- 11.3 Fire protection system**
- 11.4 Bilge pump system**
- 11.5 Safety equipment**
- 11.6 General remarks**

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SAFETY

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## ■ 11.1 Prevention

### • THE CREW

For your own safety and your crew's, you shall respect some basic principles:

- Before you sail, check the different components of your safety equipment, their location and their expiry dates.
- Check the location and validity of the official documents as well.
- Tell the crew where the safety equipment is, how it works and the elementary safety procedures to follow.

When sailing, always be able to indicate your precise position.

In case an incident on board should happen and help be asked, this will be the very first question you will be asked.

### RECOMMENDATION

Equip the children (and depending on the weather, the whole crew as well) with life jackets or harnesses

### WARNING

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

If you do not take the number of persons into account, the combined weight of the persons and equipment should never exceed the maximum load recommended by the builder.

### • THE BOAT

For the sake of prevention and to be able to feel confident to face successfully the possible dangers on board (fire, leak), learn to recognize and locate the different elements which might be the cause of these disorders and the equipments to cope with them as well.

Risk of fire:

- Electrical system (chapter 7)
- Engines (chapter 8)
- Gas system (chapter 11)

Risk of leak:

- Water systems (chapter 6)

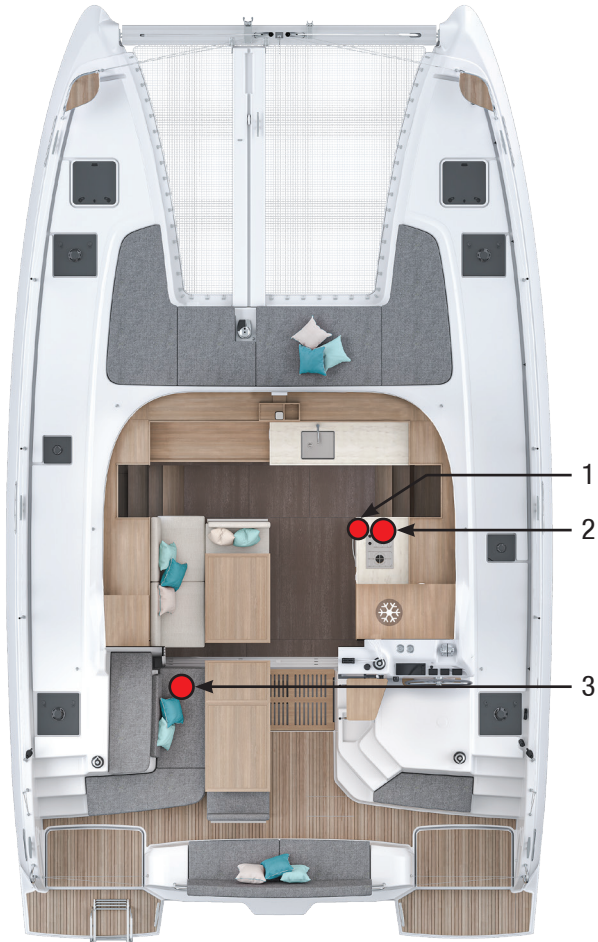
### RECOMMENDATION

In an emergency, it is vital to be able to quickly locate all the appropriate safety equipment.

# GAS CIRCUIT

SAFETY

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## GAS VALVES



- 1 - Electrovalve switch (version U.S.).
- 2 - Gas valves.
- 3A - Locker / storage space of gas bottles.

## GAS BOTTLES LOCKER



- 3B - BubbleLeak Detector.
- 3C - Electrovalve (U.S. version).
- 3D - Leakdetection gauge (version U.S.).

## BUBBLE LEAK DETECTOR



## LEAK DETECTION GAUGE (US VERSION)



## ■ 11.2 Gas system

The cockpit's port forward locker is designed to hold a gas cylinder (13 kg).

The gas valves are located in the cupboard under the oven.

The boat's U.S. version has a solenoid valve located in the locker where the gas cylinder is stored.

Switch on the solenoid valve using its switch located in front of the hotplates.

### RECOMMENDATION

Close the gas valve and turn off the regulator tap when the stove and oven are not used.

#### • GAS LEAK DETECTION

The gas circuit is equipped with a leak detection system.

Standard version: a bubble leak detector is placed on the circuit after the regulator in the bottle storage container.

When the bottle is open (system pressurised) and the valve under the gas appliance is closed, press the red button on the detector.

If nothing happens, the circuit is sealed.

The appearance of bubbles in the detector liquid signals a leak on the gas circuit.

US version: a pressure gauge is placed on the circuit after the regulator in the cylinder storage container.

When the bottle is open (system pressurised) and the valve under the appliance is closed, the pressure on the manometer must remain constant.

If the pressure drops then this means that there is a leak on the gas circuit.

### DANGER

In case of a leak, turn off the gas circuit immediately. Call a professional immediately to repair gas system.

## ■ 11.3 Fire protection system

The boat is delivered with no extinguisher.

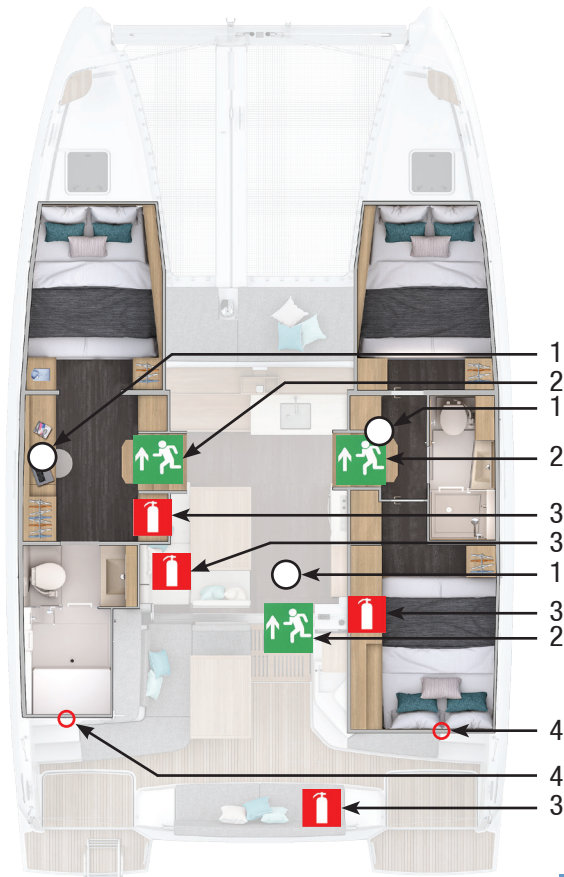
Be sure:

- To fit the boat with extinguishers in pursuance of the regulations of the country where your boat is registered.
- To have the extinguishers checked in accordance with the instructions given.
- To refill or replace the extinguishers by similar equipment if the extinguishers have been used or are out of date.
- Make sure the extinguishers are accessible when people are on board.

Tell the crew:

- where the extinguishers are and how they work.
- where the extinguisher hole in the engine bay is (under the aft cabins berths, both on the port and starboard sides).
- where the emergency exits are.

# INDOOR SAFETY EQUIPMENT



- 1 - Smoke detector.
- 2 - Emergency exit.
- 3 - Extinguisher.
- 4 - Extinguisher vent.
- 5 - Distress flares.
- 6 - First aid kit.
- 7 - VHF (optional extra).
- 8 - .....
- 9 - .....
- 10 - .....
- 11 - .....
- 12 - .....
- 13 - .....
- 14 - .....
- 15 - .....

*Note: locations may vary in the other accommodation version.*

**RECOMMENDATION**  
 Some elements do not have a pre-determined location for them.  
 Fill-in this drawing according to your own safety equipments.

## SMOKE DETECTOR



## EXTINGUISHER VENT



## EXTINGUISHER VENT (3 CABIN VERSION)



- ESSENTIAL PRECAUTIONARY MEASURES

NEVER:

- Obstruct access to the emergency exits.
- Obstruct safety controls (fuel valves, power switches).
- Obstruct the access to the extinguishers placed in cupboards or 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 when an engine is running or a stove or heater is on.
- Smoke while handling fuels.

Make sure that engine bays are clean at all times and regularly check that there are no fumes or fuel and gas leaks.

Do not store flammables products in the engine holds.

**WARNING**

**Should you replace components of the fire extinction system, only proper components with the same designation or with equivalent technical capacities and fire resistance should be used.**

**DANGER**

**Use CO2 extinguishers only to fight electrical fires. Evacuate the area immediately after discharging the product to prevent asphyxia. Ventilate before entering.**

- PROCEDURE TO FOLLOW IN THE EVENT OF FIRE

- Turn off the engines if operating.
- Cut off the power supply, the fuel supply.
- Cut off all sources of air (smother the fire using blankets).
- Hold the extinguisher upright and aim at the heart of the fire.

If fire broke out in an engine hold:

- Turn off the engines if operating.
- Cut off the power supply, the fuel supply and gas supply (where applicable).
- Shut off the air supply using towels to block off the engine air inlets, intakes and outlets.
- Discharge the extinguisher product using the extinguisher vent located at the back of the aft cabins berths.
- Make sure that the fire is completely under control.
- Open the bay access hatch to make any necessary repair.

**DANGER**

**Always keep an extinguisher handy in case the fire should start again.**

# OUTSIDE SAFETY EQUIPMENT

SAFETY

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1 - Location of the life raft.

2 - Manual bilge pump.

3 - Crank location.

4 - Extinguishers.

5 - Life buoy.

6 - .....

7 - .....

8 - .....

9 - .....

10 - .....

11 - .....

12 - .....

13 - .....

**MANUAL  
BILGE PUMP**



**LOCATION OF THE LIFE  
RAFT**



**RECOMMENDATION**

Some elements do not have a pre-determined location for them.  
Fill-in this drawing according to your own safety equipments.

## ■ 11.4 Bilge pump system

- BILGE PUMPS

The boat is fitted with two bilge pumps in each hull:

- An automatic release electric pump located in the sump.
- A manual pump in the cockpit.

For further information, please refer to Chapter 'WATER SYSTEMS'.

- MANUAL BILGE PUMPS

In the event of a malfunction, or if the electric bilge pumps are inadequate, the manual bilge pumps can be operated using cranks (stored in the lids of the cockpit's aft lockers).

- PROCEDURE TO FOLLOW IN THE EVENT OF A LEAK

Make sure that the electric bilge pumps are switched on.

If it is not enough to overcome the water level, ask a crew man to use a manual pump.

## ■ 11.5 Safety equipment

Before you sail, list the compulsory safety equipments.

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

### WARNING

The list of the compulsory safety equipments corresponds to a certification category, a design category as well as to the regulations in the country where the boat is registered.

- LIFE RAFT

The life raft is stored on the boat's aft beam.

Fit your boat with a life raft in pursuance of the regulations of the country where the boat is registered.

### RECOMMENDATION

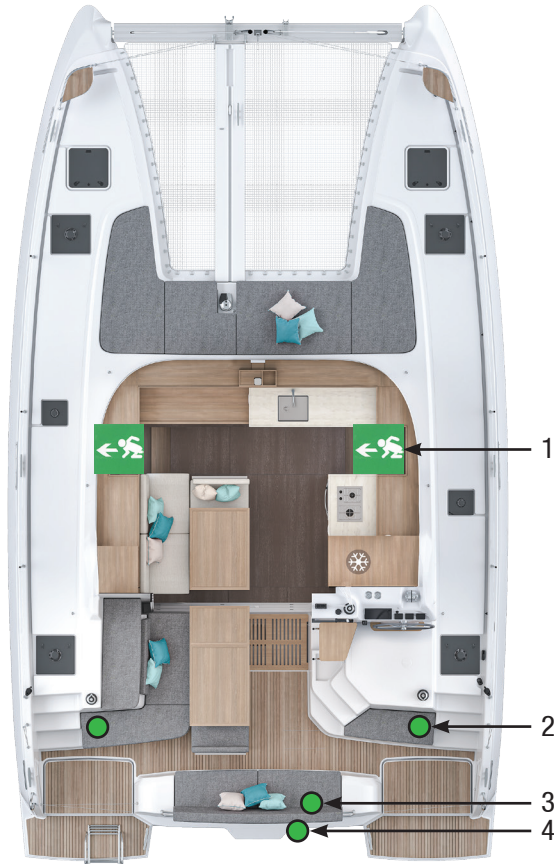
Before you sail to sea, carefully read the launching instructions on the life raft.

You shall use the life raft only if all else fails.

## EMERGENCY TILLER - MAN HOLES

SAFETY

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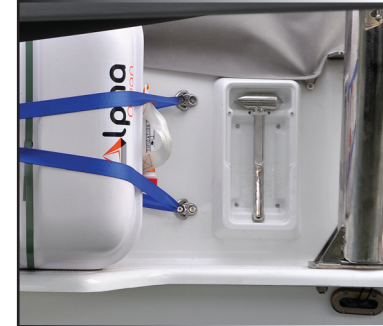


*Please note: you can find the same locations in the other accommodation version.*

### MAN HOLE HATCH + EMERGENCY HAMMER



### EMERGENCY HAMMER



- 1 - Man hole + emergency hammer.
- 2 - Emergency tiller cover.
- 3 - Emergency tiller.
- 4 - Emergency hammer located next to the life raft.

### EMERGENCY TILLER COVER



### EMERGENCY TILLER COVER



- **EMERGENCY TILLER**

The emergency tiller is stored in the cockpit's aft locker. It must be kept easily accessible.

To operate the tiller:

- Use a winch crank to unscrew one of the tiller panels located on one of the steps leading to the side deck.
- Insert the tiller into the rudder stock, making sure it is well fitted into the tiller head block.
- Unplug every device connected to the spindles of the rudders.

- **CAPSIZING**

Two "man hole" panels are provided, under the stairs to each hull.

An emergency hammer is provided under a step in the stairs to each hull and next to the life raft.

The life raft is located at the stern of the boat.

**WARNING**

**Regularly check the safety equipments are in good working order.**

**Follow the service programme without fail.**

**Generally speaking, take particular care of all the safety equipment of your boat.**

### ■ 11.6 General remarks

- **MANOEUVRES**

- Know where your crew members are and inform them before you manoeuvre on the boat.
- Carefully manoeuvre on the deck and always wear shoes.

- **ENGINES**

- ALWAYS stop the engines before you dive or swim next to the boat.
- Never try to free a fishing net or a piece of rope that is caught on a propeller when the latter is rotating.

- **TOWING**

If you have to tow another boat, tow her at a reduced speed and as smoothly as you can.  
Be particularly careful when throwing or catching the towing line (It may catch on the propellers).



# MAINTENANCE

# 12

## **12.1 Maintenance schedule**

### ■ 12.1 Maintenance schedule

The information given hereafter are only examples and it is not an exhaustive list.

They must be adapted, depending on the use of your boat.

**WARNING**

Follow without fail the recommendations given in the instruction guides by the manufacturers of the components added to your boat.

#### HULL / DECK FITTING / HULL

- Clean the hull with appropriate products.....QUARTERLY
- Clean s/s parts.....QUARTERLY
- Dismantle, clean and grease winches ..... ANNUALLY
- Check the watertightness of the sea-cock fittings..... BI- ANNUALLY
- Clean sea cock fittings and strainers  
from the outside ..... BI- ANNUALLY

#### MOORING / WINDLASS

- Rinse ground tackle and anchor locker  
with fresh water .....AFTER USE
- Check the gypsy and anchor/chain  
fastening device ..... BI- ANNUALLY
- Check the locking/braking system ..... QUARTERLY
- Check mooring lines and fenders..... BI- ANNUALLY
- Check the electrical connections  
(remote control, relay, etc.) ..... QUARTERLY

#### RUNNING / STANDING RIGGING / SAILS

- Lubricate the various travellers with Teflon ..... QUARTERLY
- Check and tighten the various shackles ..... QUARTERLY
- Check the tension control of the running rigging ..... QUARTERLY
- Check halyards and sheets for wear points..... QUARTERLY
- Rinse all running rigging  
and sails..... QUARTERLY
- Check the mainsail battens  
and main seams ..... QUARTERLY

## MAINTENANCE

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### UPHOLSTERY AND COVERS

Rinse / clean the various  
protective covers ..... QUARTERLY  
Dry exterior upholstery prior to storage ..... AFTER USE

### REFRIGERATION UNIT

Defrost the fridges and freezer ..... QUARTERLY  
Check the door seals ..... QUARTERLY

### AIR CONDITIONING

Check seacocks and clean / change the various  
sea water filters ..... QUARTERLY  
Dust off the unit heater fans ..... ANNUALLY

### ELECTRICITY

Check the tightness of battery terminals  
and main switches ..... BI- ANNUALLY  
Check the tightness of the main relays  
(winches, windlass, etc.) ..... BI- ANNUALLY

### ENGINES AND GENERATOR

Check the oil level ..... QUARTERLY  
Check the belt tension ..... QUARTERLY  
Clean the sea water filters ..... QUARTERLY  
Check for leaks (oil, water, fuel) and smoke ..... QUARTERLY  
Check and drain decanter filters (fuel) ..... QUARTERLY  
General overhaul ..... PLEASE REFER TO THE ENGINE  
MANUFACTURER'S GUIDE

### WATERMAKER

Check and clean the seawater suction strainers  
suction filters ..... QUARTERLY  
General inspection by the manufacturer ..... ANNUALLY

### PLUMBING

Check the automatic bilge pumps  
and alarms ..... QUARTERLY  
Rinse the black water tanks ..... QUARTERLY  
Check the manual bilge pumps ..... QUARTERLY  
Check the pressure water pump ..... QUARTERLY  
Check the various drains and scuppers ..... QUARTERLY  
Open and close the various onboard valves  
+ lubricate where necessary ..... BI-ANNUALLY

# 12

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## MAINTENANCE

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