



LAGOON



UserGuide



43



# 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 ! JOIN THE 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.**

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)

**CLUB**  
LAGOON

## 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 ID of your boat**
- 1.2 Helm station**
- 1.3 Electrical panel**



## ID OF YOUR BOAT

---

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

SPECIFICATIONS

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LAGOON

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

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SPECIFICATIONS

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## DESIGN CATEGORIES

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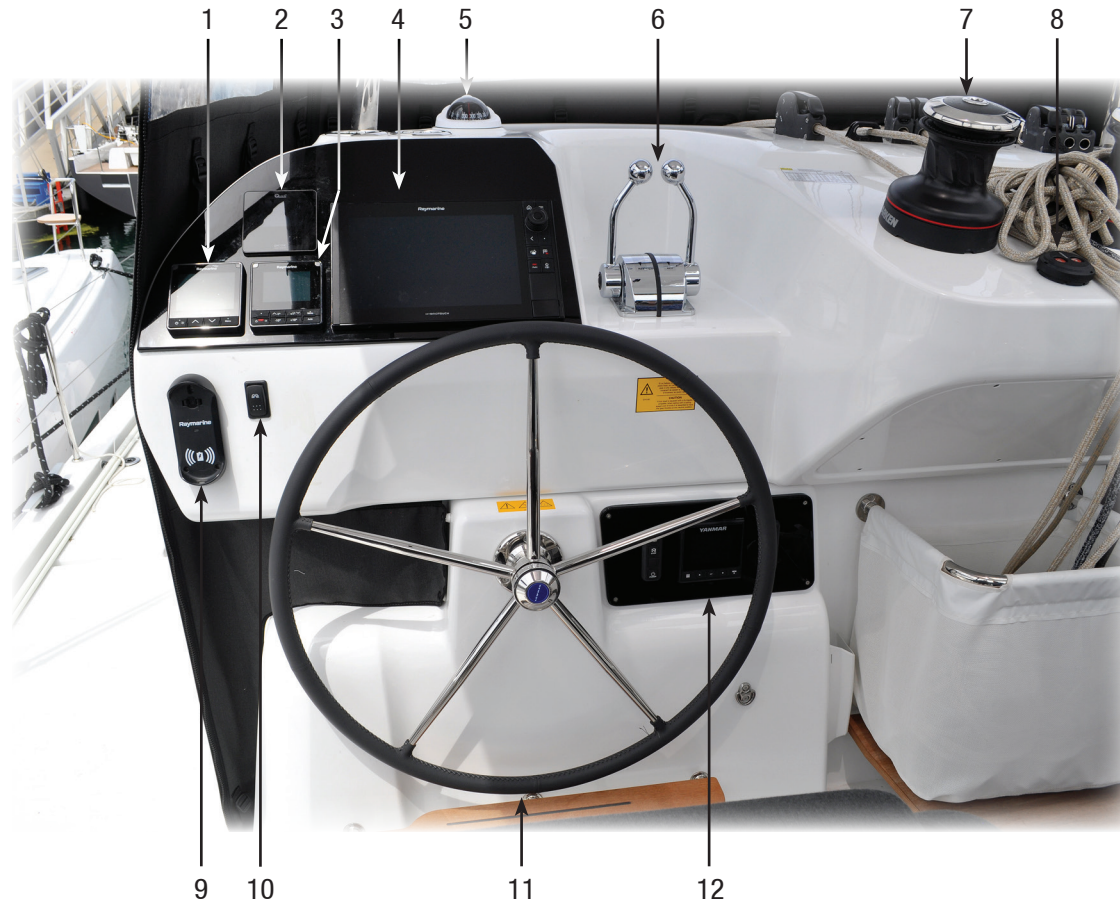
CATEGORIES	MAXIMUM WIND			MAXIMUM WAVES
Category A	Force 9	Established 47 knots	Gusts approximately 61 knots	10 metres
Category B	Force 8	Established 40 knots	Gusts approximately 52 knots	8 metres
Category C	Force 6	Established 27 knots	Gusts approximately 35 knots	4 metres
Category D	Force 4	Established 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 - Screen / repeater for electronic (optional).
- 2 - Windlass control + chain counter (optional).
- 3 - Automatic pilot control (optional).
- 4 - Screen / repeater for electronic (optional).

- 5 - Compass.
- 6 - Engines controls.
- 7 - Electric winch (optional).
- 8 - Electric windlass control (optional).

- 9 - Wireless VHF handset cradle.
- 10 - Underwater floodlights switch (optional).
- 11 - Steering wheel.
- 12 - Engine control panel.

## ELECTRICAL PANEL



- 1 - VHF microphone.
- 2 - VHF.
- 3 - Fusion control.
- 4 - 12 V electrical panel.
- 5 - Cockpit wireless VHF.
- 6 - Air conditioning control.

- 7 - 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.
- 8 - Voltage converter control.
- 9 - Generator control.
- 10 - Watermaker micro-control.

- 11 - Electronics.
- 12 - Navigation lights.
- 13 - Steaming lights.
- 14 - Deck searchlight.
- 15 - Mooring light.
- 16 - Internal lighting.
- 17 - Port bilge pump.
- 18 - Starboard bilge pump.
- 19 - Water group.
- 20 - Refrigerated 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 roof**
- 2.6 Gangway**
- 2.7 Steering system**
- 2.8 Anchoring**
- 2.9 Deckwash pump**
- 2.10 Davit**

# HULL PROTECTION

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## PROTECTIVE FENDERS



HULL / DECK

---

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### ■ 2.1 Construction

The LAGOON 43 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 windscreens 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 43 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

---

**COCKPIT  
SIDE DOOR**



**ENTRANCE DOOR  
INTERIOR LOCKING SYSTEM**



**ENTRANCE DOOR  
INSIDE HANDLE**



**SWIM LADDER IN TRANSOM**



**TRANSOM  
SHOWER**



**ACCESS TO THE ROOF**



HULL / DECK

---

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- 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

- COCKPIT SIDE DOORS

The boat can be optionally fitted with side doors.

**WARNING**

**When sailing, keep the side doors closed.**

- 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 locking it.**

- SWIM LADDER

A stainless steel swimming 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 roof

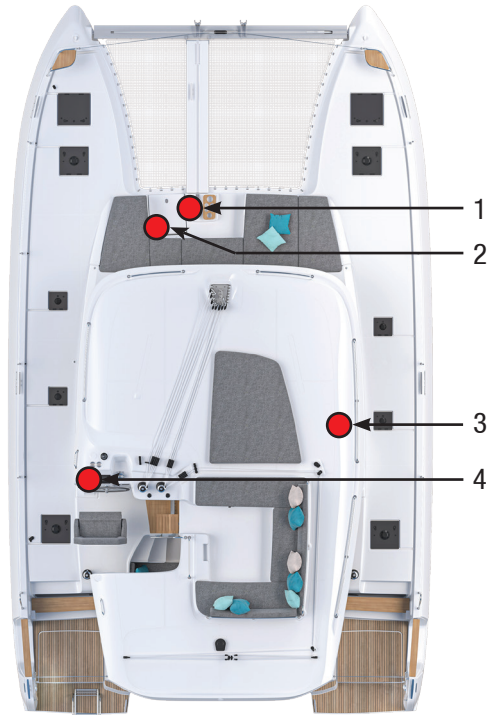
A stairway next to the helm station provides access to the roof. When the boat has a bimini (option), open the sliding panel before going out onto the roof.

During sailing, watch out for possible movements of the boat when using the staircase.

# STROP - ELECTRIC WINDLASS

HULL / DECK

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

## 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 to the right of the companionway to the starboard hull.

### **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 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.

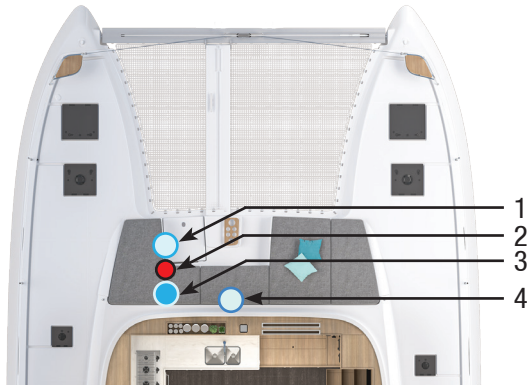
### **RECOMMENDATION**

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

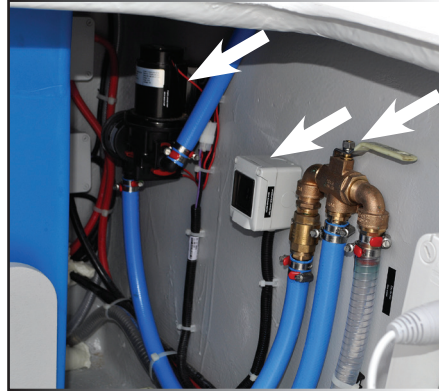
## DECKWASH PUMP

HULL / DECK

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



**HOSE CONNECTION  
SOCKET**



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

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

**SEAWATER INTAKE**



- 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.

Please 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 (optional)

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.

**DAVIT**

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**DAVIT**



HULL / DECK

---

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## ■ 2.10 Davit (optional)

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

### **WARNING**

**The davits are designed to support a maximum load of 200 kg and a tender which is maximum 3,40 metres long.**

### • INSTALLING A TENDER ONTO THE DAVIT

After having taken away everything from the tender:

- Lower the davit system as close as possible to the tender.
- Fix the tackle hooks located on the davit to the fore and aft of the tender.
- Close the jammer located on the roof's portside post.
- Raise the davit and tender using the manual winch.
- Once in the top position, secure the davit system and tender using the appropriate ropes.
- Remove the water drain plug from the tender.

### • LAUNCHING A TENDER FROM THE DAVIT

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

- Check that the jammer located on the roof's portside post is locked.
- Run the davit pennant around the winch (spin at least three times around it).

After having removed the hold safety devices and moored the tender:

- Open the blocker and let the line run until the tender reaches 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

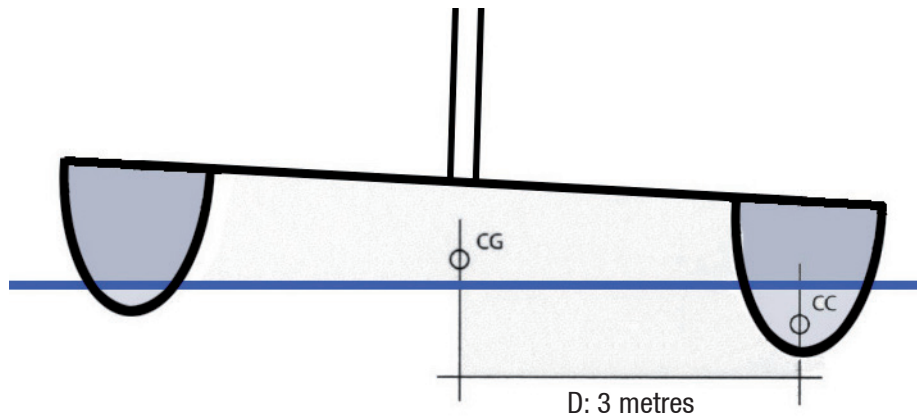


Illustration of the difference in the righting moment between a 10-metre catamaran and monohull.

RIGGING / SAILS

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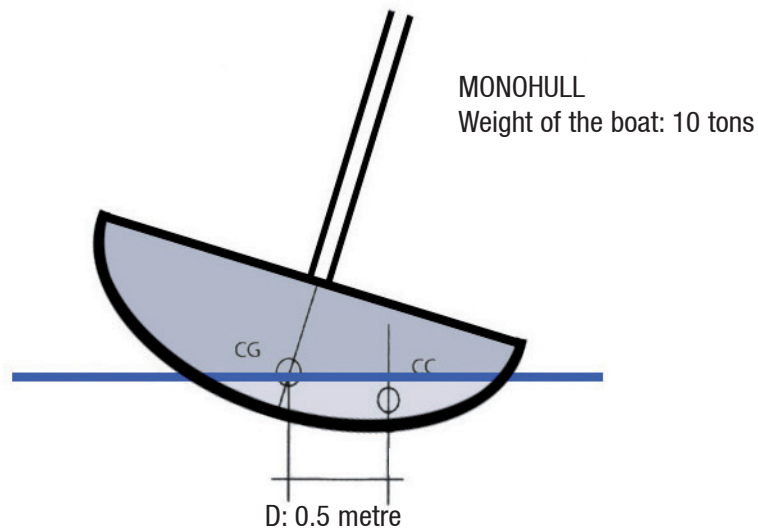
CATAMARAN  
Weight of the boat: 10 tons

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.

- TRIMMING WHEN CLOSE HAULED (between 75 and 50° of true wind)

Wind force given in apparent wind

- **From 0 to 16 knots:** full sail; sheet traveller 30 cm above the centre line of the boat, mainsail sheeted with a slightly open leech (boom on the centre line of the boat).

The jib is trimmed so that it skims the spreader, the jib traveller is set so that the angle of the jib sheet is the continuation of a straight line that goes through the sheet clew and the luff, at 40% of its height.

- **From 16 to 20 knots:** full sail; sheet traveller 60 cm above the centre line of the boat, mainsail sheeted with a slightly open leech (boom on the centre line of the boat). The jib traveller remains at the same place but the sheet is adjusted so that the leech is 10 cm far from the spreader.

- **From 20 to 26 knots:** 1 reef, full jib; the sheet traveller goes back to 30 cm above the centre line of the boat.

The jib traveller remains at the same place but the sheet is eased off so that the leech is 20 cm far from the spreader.

- **From 26 to 30 knots:** 1 reef, 75% of the jib; the sheet traveller goes up 60 cm above the centre line of the boat.

The jib traveller remains at the same place or slightly goes forward but it is adjusted so that the leech makes a propeller shape where the upper part let some air go off in increases of wind.

- **From 30 to 36 knots:** 2 reefs, 60% of the jib; the sheet traveller is back 30 cm above the centre line of the boat, the sheet is 50 cm eased off and the boom is leeward.

- **From 36 to 45 knots:** 2 reefs, jib 40%. The sheet traveller is on the centre line of the boat, the sheet is 1 metre eased off and the boom is leeward.

The jib traveller goes slightly forward, the sheet is eased off in order to open wide in gusts.

- **From 45 to 55 knots:** 2 reefs only (or try sail, or lying to), the traveller is on the centre line of the boat, the sheet is 1 metre eased off and the boom is leeward.

The boat would be more at ease scudding in such a weather.

- **Over 55 knots:** lying to, sea anchor, or preferably scudding.

- **TRIMMING WHEN DOWN WIND** (between 75 and 130° of true wind)

- **From 0 to 23 knots:** full sail; the traveller can be set at different places ranging from 1 metre off the centre line of the boat to the end of the track, depending on the angle of the wind, the sheet is eased off so that the boom may be leeward and 50 cm far from the traveller in dead calm then up to 2 metres when the wind strengthens.

In all cases, make sure that no more than one batten chafes against the capshroud, when sailing downwind.

The jib is eased off in order to have its average front edge facing the apparent wind.

- **From 23 to 28 knots:** 1 reef, full jib. The trimmings remain similar.

- **From 28 to 33 knots:** 2 reefs, jib 80%. The trimmings remain similar.

- **From 33 to 38 knots:** 2 reefs, jib 60%. The trimmings remain similar.

- **From 38 to 45 knots:** 2 reefs (or mainsail lowered and slightly more jib), jib 40%. The trimmings remain similar.

- **From 45 to 55 knots:** mainsail lowered, jib 40% to 30% quite hardened in order to avoid flapping.

- **Over 55 knots:** scudding, depending on the sea, you will set mooring ropes from one transom extension to the other one in order to reduce the speed of the boat.

These figures are given for reference only and are to be adapted regarding external conditions.

### 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.**

- **SQUARE TOP MAINSAIL**

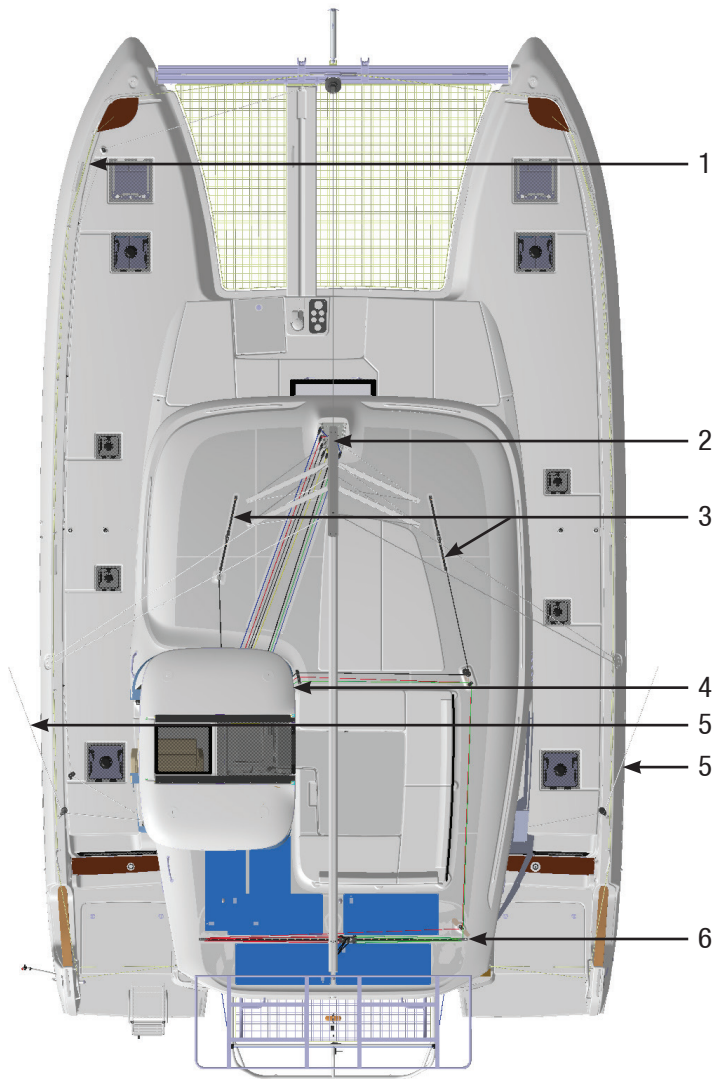
### WARNING

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

## GENERAL HANDLING PLAN - HANDLING ZONE

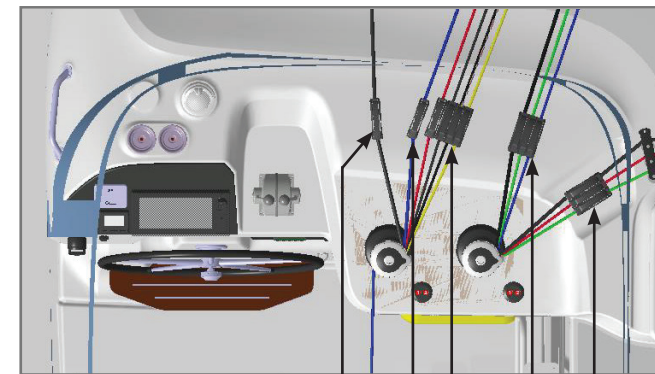
RIGGING / SAILS

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

### HANDLING ZONE



- 1 - Genoa sheet.
- 2 - Genoa halyard.
- 3 - Spinnaker halyard / Code 0 + reef.
- 4 - Mainsail halyard + reef.
- 5 - Genoa sheet + mainsail traveller.

### ■ 3.2 Standing rigging

The LAGOON 43 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.**

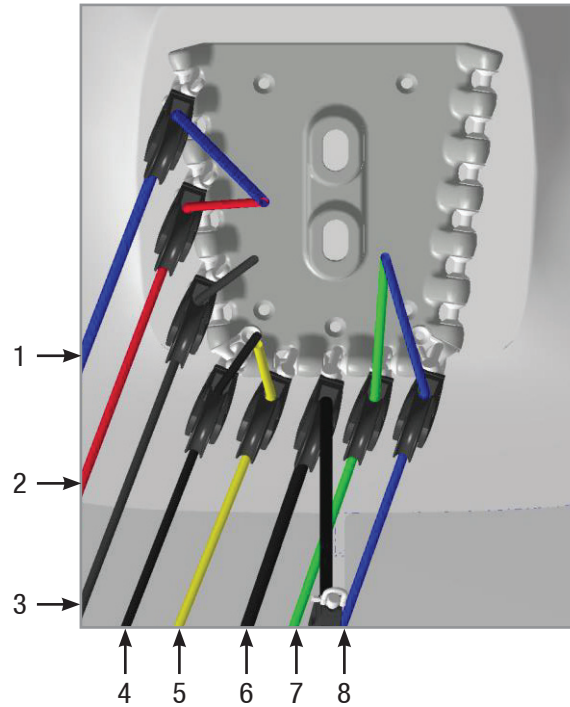
To hoist a crew member up to the top of the mast, use the topping lift. Belay the crew member with a bowline on the bosun's chair ring (do not use snap shackle or shackle).

Description of the ropes	Length (m)	Diameter (mm)
Genoa halyard	36	12
Jib sheet	19 x 2	14
Mainsail halyard - reefed	57	12
Mainsail topping lift	40	12
Mainsail sheet	34	14
Mainsail sheet strop	2 x 0.58	10
Port mainsail traveller	23	10
Starboard mainsail traveller	20	10
Line driver traveller	16.50	10
Reef 1	22	12
Reef 2	32	12
Reef 3	43	12
Spinnaker sheet / Code 0 (optional)	29	10
Spinnaker halyard / Code 0 (optional)	40	12
Spinnaker halyard / Code 0 reefed (optional)	57	10

## RUNNING RIGGING - MAST BASE

RIGGING / SAILS

34



- |                                 |                     |
|---------------------------------|---------------------|
| 1 - Genoa halyard.              | 5 - Reef 1.         |
| 2 - Spinnaker halyard (option). | 6 - Mainsail sheet. |
| 3 - Mainsail halyard.           | 7 - Reef 2.         |
| 4 - Boom topping lift.          | 8 - Reef 3.         |

## ELECTRIC WINCH AUTOMATIC BREAKERS



### ■ 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 (OPTION) SHEET OR HANDLING WINCHES**

The automatic breakers for the electric winches are located in the passageway locker facing 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**

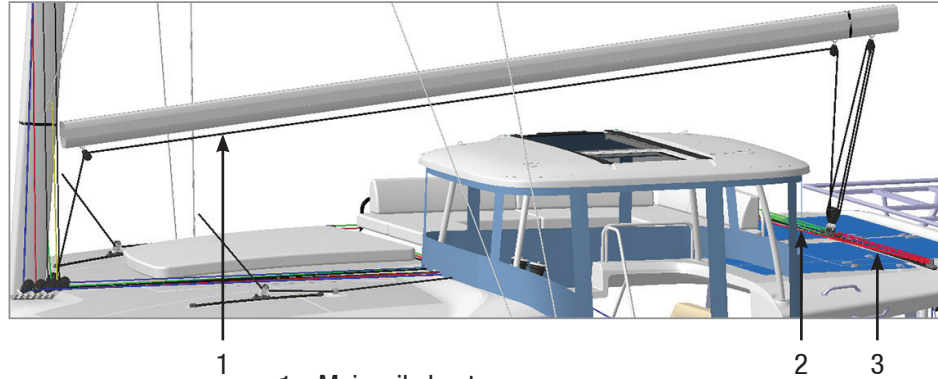
Automatic reefing system:

- 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, the mainsail halyard must not be dropped too far (risk of incorrect block positioning).

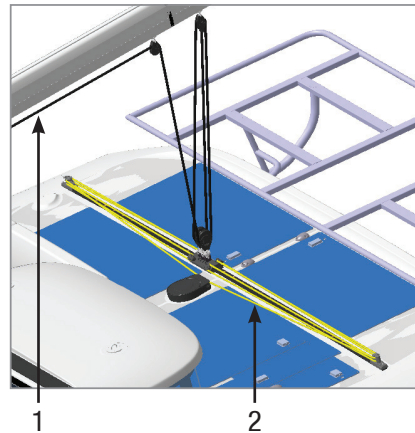
# RUNNING RIGGING - MAINSAIL RIGGING - SQUARE TOP MAINSAIL

## MAINSAIL RIGGING - STANDARD



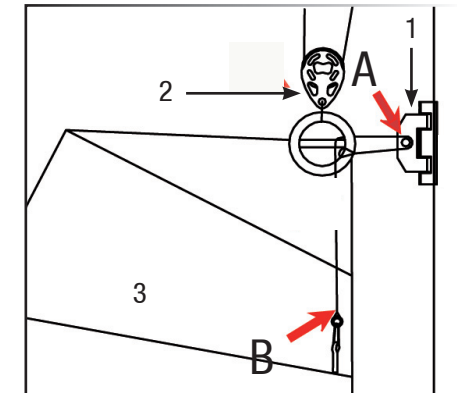
- 1 - Mainsail sheet.
- 2 - Mainsail starboard traveller.
- 3 - Mainsail port traveller.

## MAINSAIL RIGGING - OPTION



- 1 - Mainsail sheet.
- 2 - Line driver traveller.

## 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 opposite.

- 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.**

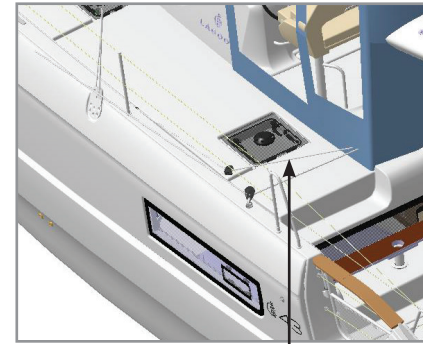
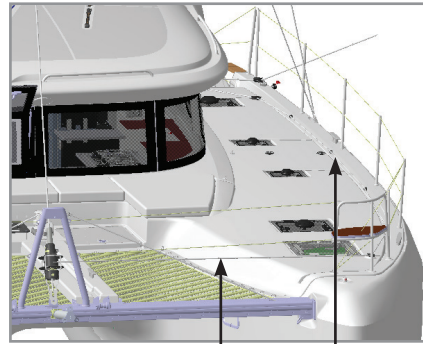
## RUNNING RIGGING - JIB FURLER - CODE 0

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RIGGING / SAILS

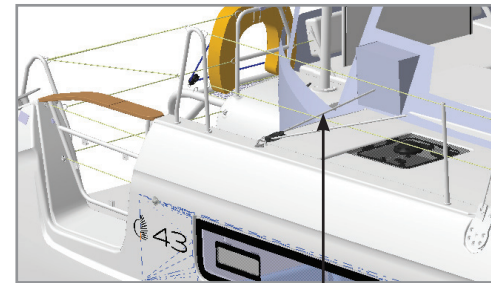
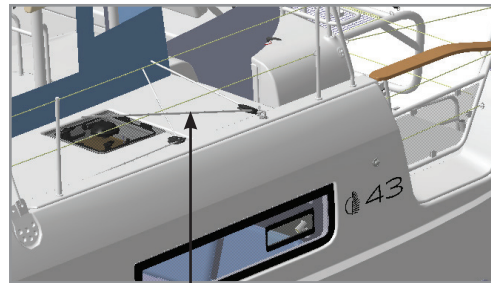
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### JIB FURLER



1 - Jib furling line.

### CODE 0



1 - Spinnaker sheet / Code 0.

- 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**

In some sailing trims, the code 0 may hide the fore navigation lights.

**WARNING**

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



# ACCOMMODATIONS

# 4

**4.1 Saloon - Galley**

**4.2 Lighting**

**4.3 Portholes - Deck hatches**

**4.4 Curtains - Window blinds**

**4.5 Opening saloon window**

# SALOON

ACCOMMODATIONS

42



**SALOON BENCHSEAT FASTENING SYSTEM**



**NAVICOLOR SCREEN**



**SALOON AND COCKPIT TABLE FEET BRACKETS**



### ■ 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 saloon table can be moved back towards the cockpit to create a large table that can seat up to 12 guests.

- REMOVABLE BENCHSEAT

The rear bench seat 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 screws.

- 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 hull companionway, you can turn the light on.

# 4

# PORTHOLES - HATCHES - WINDOWS

**OPENING PORTHOLE**



**BLIND AND MOSQUITO SCREEN ON DECK HATCH**



**SALOON CURTAIN**



ACCOMMODATIONS

44

**OPENING SALOON WINDOW**



### ■ 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 saloon window

The saloon may be optionally fitted with a large opening window at the front.

The saloon window is mounted on actuators.

Accompany the window as it opens and closes.

#### **WARNING**

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





# ONBOARD COMFORT

# 5

**5.1 Refrigerators - Icebox**

**5.2 Microwave oven**

**5.3 Oven, hotplates**

**5.4 Television**

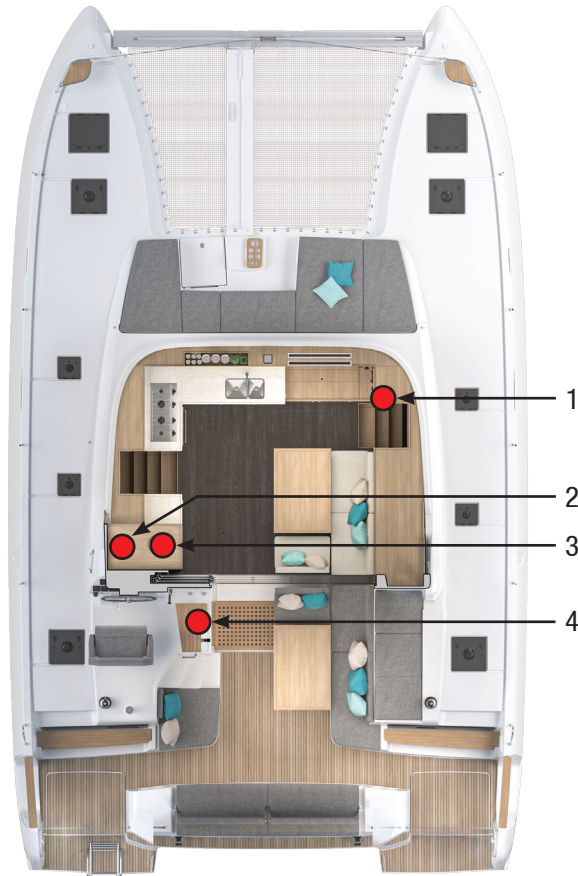
**5.5 Washer-dryer**

**5.6 Air conditioning**

# REFRIGERATORS - FREEZER - MICROWAVE OVEN

ONBOARD COMFORT

48



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

- 1 - 12 V electrical panel.
- 2 - Location of the microwave oven.
- 3 - Refrigerator / Freezer.
- 4 - Refrigerator.

## REFRIGERATOR / FREEZER



## COCKPIT REFRIGERATOR



## ELECTRICAL PANEL REFRIGERATION UNIT SWITCH



## LOCATION OF THE MICROWAVE OVEN (PRE-ARRANGED)



### ■ 5.1 Refrigerators - Freezer

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 / freezer to replace the standard refrigerator.

It can also be optionally fitted with a drawer refrigerator in the cockpit.

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 refrigerators and freezer before switching off the onboard 12 V circuit.**

### ■ 5.2 Microwave oven

The boat is fitted to port with a high drawer in the galley, that can be used to house a microwave oven.

- Check the connection to the microwave oven socket.
- Check that the automatic breaker for the socket outlets is switched on in the automatic breaker panel in the cupboard to the right of the companionway leading to the starboard hull.

#### **SUPPLY**

Select the power source (generator or shore power) using either the selector switch at the top of the 110 V - 220 V selection panel (in the cupboard to the right of the companionway to the starboard hull), or the voltage converter via its control under the electrical panel.

#### **RECOMMENDATION**

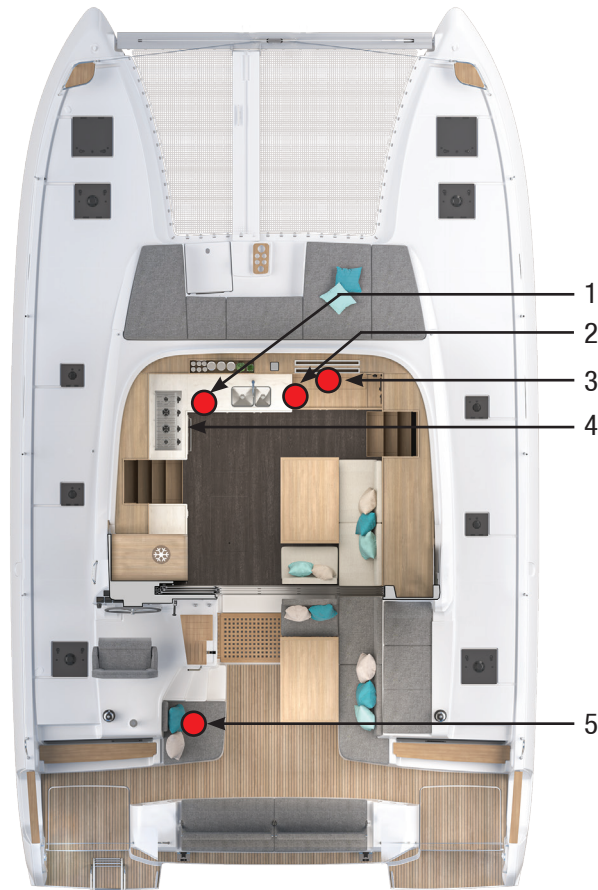
**Use of the microwave oven through the voltage converter should remain limited.  
Monitor the charge of batteries when in use.**

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

## OVEN - HOTPLATES - TELEVISION

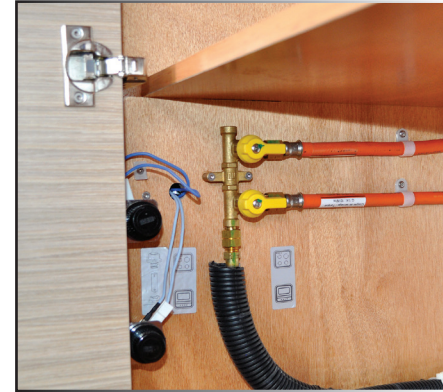
ONBOARD COMFORT

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

### GAS VALVES



### GAS PLATES + OVEN



- 1 - Gas valves.
- 2 - Up / down switch for the television hatch.
- 3 - Television hatch.
- 4 - Hotplates and oven.
- 5 - Gas bottle locker.

### HATCH UP/DOWN SWITCH + LOCATION OF THE SALOON TELEVISION



### ■ 5.3 Oven, hotplates

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

The gas valves are located in the bottom of the cupboard next to the oven.

The gas bottle is located in the cockpit's port aft locker.

#### **RECOMMENDATION**

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

### ■ 5.4 Television

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

The television is located under a hatch at the front of the saloon.

The switch to open or close the hatch is located next to the hatch.

#### **RECOMMENDATION**

**Never store anything on the hatch.  
Never try to force the hatch open.**

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.

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

# WASHER-DRYER

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WASHER-DRYER



FRESH WATER SUPPLY VALVE



ONBOARD COMFORT

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## ■ 5.5 Washer-dryer

The boat can be optionally fitted with a washer-dryer located in the aft cupboard in the starboard aft cabin (4 cabin version) or the cupboard in front of the starboard head (3 cabin version).

- Check that the valve located under the floor in front of the washer-dryer is open; that the water unit switch on the electrical panel is switched on and that the fresh water tank is full. In the US version, make sure the water heater is switched on and open both water supply valves (cold and hot water).
- Check that the automatic breaker for the washer-dryer is switched on in the automatic breaker panel in the cupboard to the right of the companionway leading to the starboard hull.

### 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 cupboard to the right of the companionway to the starboard hull).

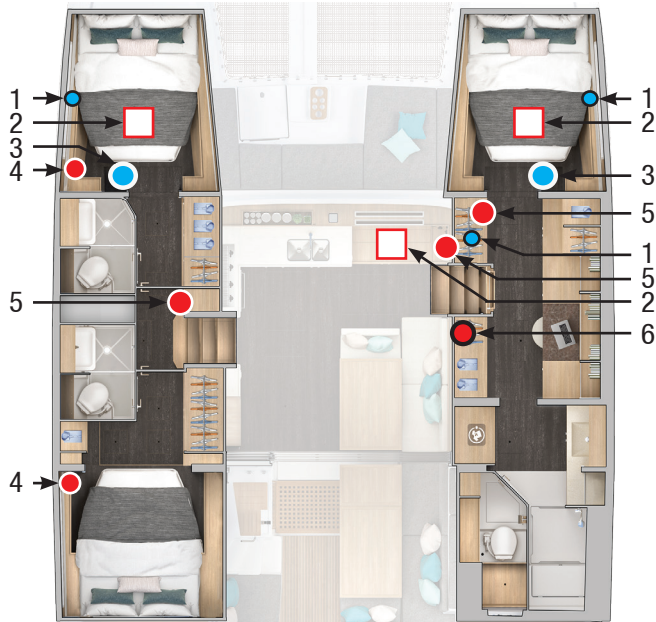
### RECOMMENDATION

**Do not use the washer-dryer when sailing.**

For the use and maintenance of the washer-dryer, please refer to its instruction guide.

# AIR CONDITIONING

3 cabin version



4 cabin version



AIR CONDITIONING CONTROL



AIR CONDITIONING VENTILATION SWITCH (CABINS)



FILTER + SEA WATER VALVE



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

### ■ 5.6 Air conditioning (option)

The boat may be fitted with an optional reversible air conditioning system.

The air conditioning units are located in the cabins and in the saloon. You will find air vents in every cabin and in the saloon.

Before you start the system:

- Open the seawater circulation systems (intake valves under the floorboards in front of 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 cupboard to the right of the companionway to the starboard hull).

- Check that the pumps and air conditioning units are switched on at the automatic breakers located in a cupboard to the right of the companionway to the starboard hull.

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 port 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.

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.

# 5

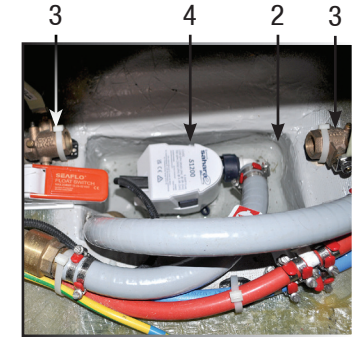
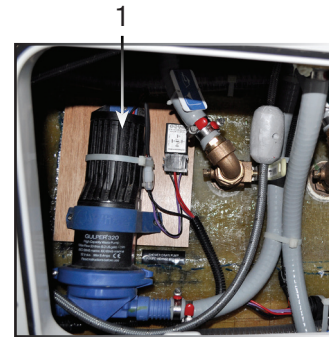
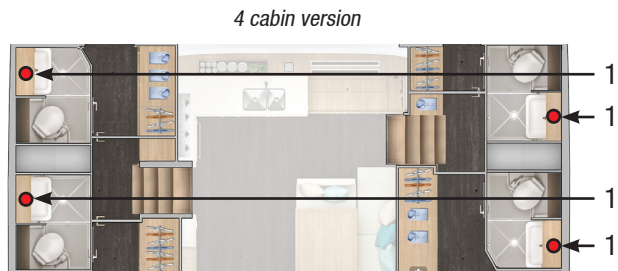
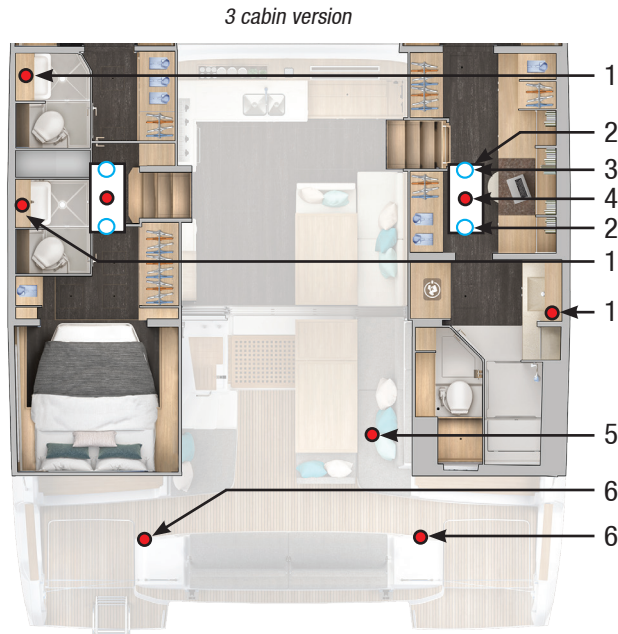


# WATER SYSTEMS

# 6

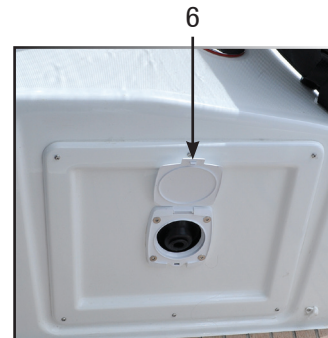
- 6.1 Bilge pump system**
- 6.2 Grey waters**
- 6.3 Black waters**
- 6.4 Fresh water**
- 6.5 Watermaker**

# BILGE PUMP SYSTEM - GREY WATERS



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

- 4 - Electric bilge pump.
- 5 - Manual bilge pump lever.
- 6 - Manual bilge pump.



Please 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.

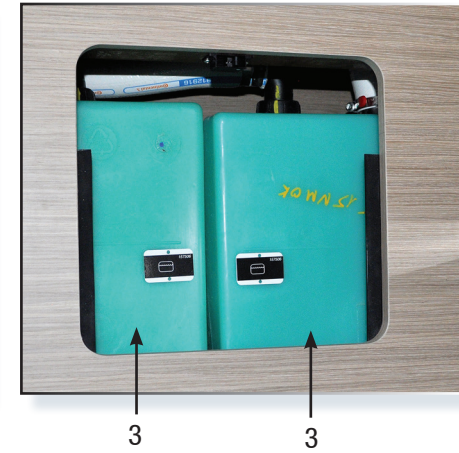
#### RECOMMENDATION

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

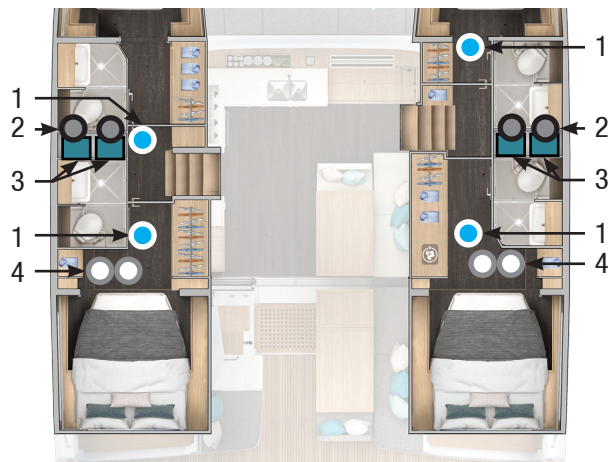


3-head version

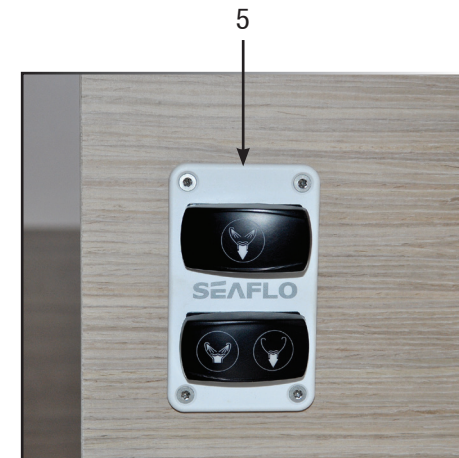


- 1 - WC water inlet valve.
- 2 - Deck filler.
- 3 - Black water tank.

- 4 - Drain valve of the tank.
- 5 - Switch of the electric toilets.



4-head version



### ■ 6.3 Black waters

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

She may be fitted with optional electric toilets.

#### • USE OF THE MANUAL TOILETS

- 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.

Electrical pumps, filters, and supply valves are located in the heads and under the floors of the passageways.

- 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 BLACK WATER 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 black water tank.

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

#### **WARNING**

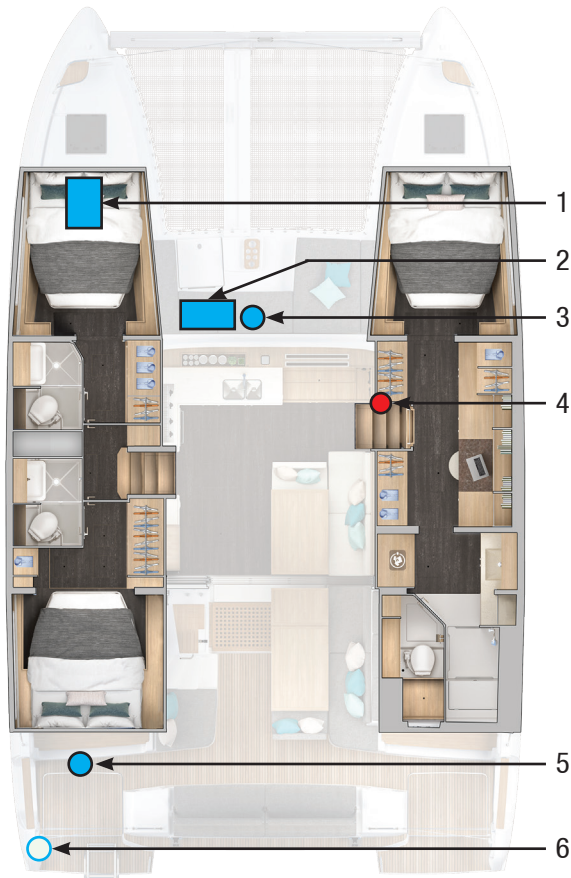
**Use the pump systems in ports or marinas to empty your black water tank.**

**In order to respect the environment, do not discharge your black water tanks close to shore.**

# FRESH WATER

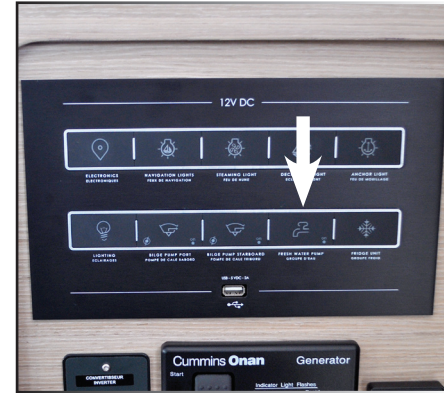
## WATER SYSTEMS

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

### WATER UNIT SWITCH



### WATER UNIT



- 1 - Fresh water tank 330 l (Option).
- 2 - Fresh water tank 300 l (Standard).
- 3 - Deck filler.
- 4 - 12 V electrical panel.
- 5 - Water unit.
- 6 - Shore fresh water supply (optional).

### FRESH WATER SHORE SUPPLY



### ■ 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 330-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 at the front of the saloon.

#### • SHORE FRESH WATER SUPPLY (OPTIONAL)

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

To use the marina fresh water:

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

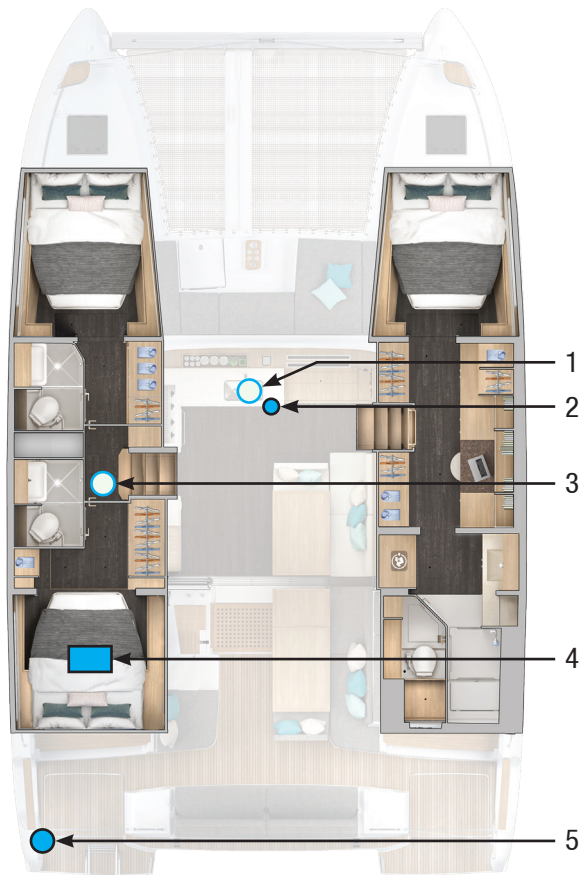
#### RECOMMENDATION

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

## SEA WATER PUMP - WATER HEATER- SHOWER

WATER SYSTEMS

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

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

**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 side of the 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 starboard cabin. It has a volume of 40 l. It can be optionally fitted with a 60 l version. 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 the lay-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.

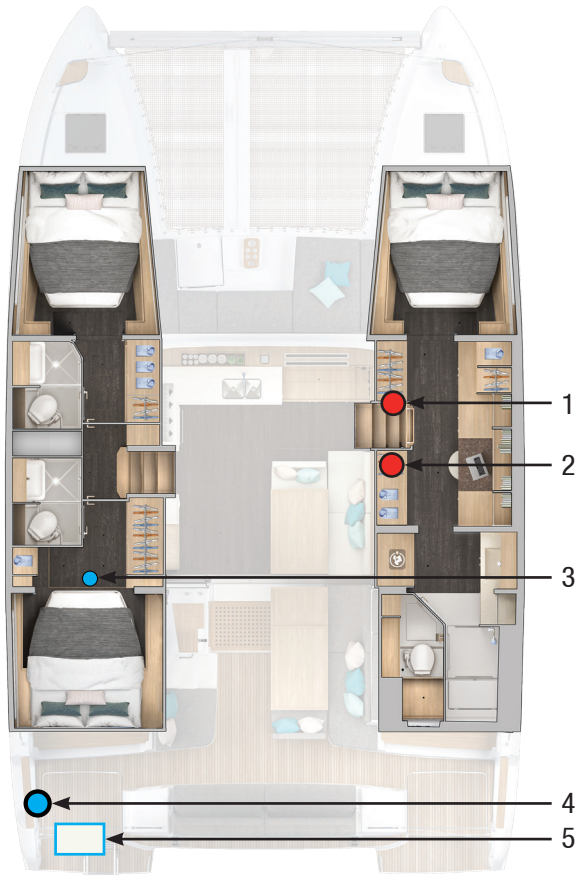
The seawater inlet valve is located under the floor in front of the companionway to the port hull.

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

# WATERMAKER

## WATER SYSTEMS

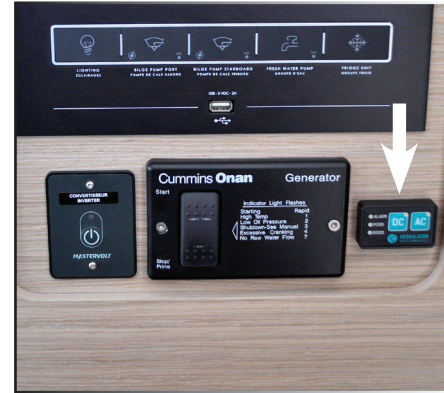
66



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

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

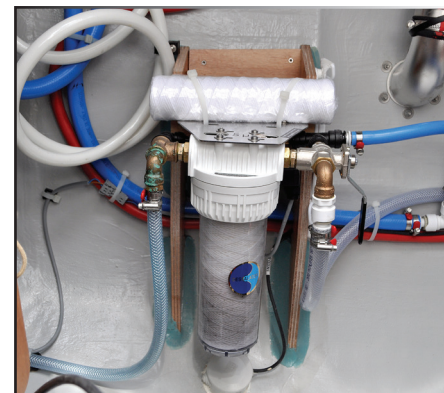
### WATERMAKER MINI-CONTROL



### WATER INLET + WATERMAKER BOOSTER PUMP



### WATERMAKER FILTER



### 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 in the port engine hold, is set to ON.

Check that the seawater supply valve (under the floor in front of the bed in the aft cabin to port) 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**

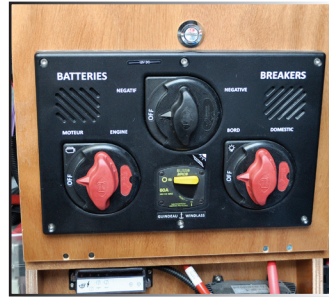
**7.5 Electronics**

# 12 V ELECTRICAL EQUIPMENT

### CUT-OUTS FOR BATTERY COUPLINGS, PORT ENGINE AND WATERMAKER



### CUT-OUTS FOR ONBOARD CIRCUIT, STARBOARD ENGINE AND SOLAR PANELS



### BATTERY CHARGERS



### CHANGEOVER SWITCH FOR THE LITHIUM BATTERIES BANK (OPTION)



ELECTRICITY

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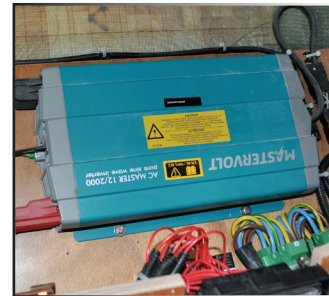
### VOLTAGE CONVERTER SWITCH



### AUTOMATIC BREAKER FOR THE VOLTAGE CONVERTER



### VOLTAGE CONVERTER



### SOLAR PANELS



## ■ 7.1 12 V circuit

The main onboard circuit is supplied in 12 V.  
The service batteries are located in the starboard engine hold.

### WARNING

**When the boat is fitted with lithium batteries (option), a stop switch with key is located in the cupboard to the right of the companionway to the starboard hull. If the boat is left unattended and uncharged for more than five days, or if it is being transported, turn the switch on to disable the circuit (risk of discharging the battery bank).**

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 - 60 A battery charger.  
According to the lay out, the boat may optionally be fitted with an extra 110 V - 220 V / 12 V - 60 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 cupboard to the right of the companionway to the starboard hull.

The 12 V consuming appliances automatic breakers are located in a cupboard to the right of the companionway to the starboard hull.

## ■ 7.2 Voltage converter

The boat is optionally equipped with a 12 V / 110 V - 220 V / 2000 Va voltage converter located in a cupboard to the right of the companionway in the starboard float.  
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 solar panels.  
In case of solar panel malfunctioning, check the automatic breaker located in the starboard engine hold.

## SHORE POWER SOCKETS - GENERATOR

**SHORE POWER SOCKETS  
AUTOMATIC BREAKERS**



**GENERATOR  
CUT-OUT**



**GENERATOR  
FUEL FILTER**



**GENERATOR AUTOMATIC  
BREAKERS + CHARGER**



**VALVE + WATER FILTER +  
GENERATOR PUMP**



**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 50 Ah.**

### **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 of the forward cabin to starboard) 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 on the right of the companionway to the starboard hull.

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

# TOUCH SCREEN - SOURCE SELECTORS - AUTOMATIC BREAKERS

TOUCH SCREEN



SOURCE SELECTORS 110 V / 220 V



CONSUMING APPLIANCES AUTOMATIC BREAKERS



ELECTRICITY

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- CHECKING 110 V - 220 V CONSUMING APPLIANCES SELECTION PANEL (in the cupboard on the right of 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 (washer-dryer, etc.), it is recommended that you:

- Make sure that the automatic breakers are switched OFF on the 110 V - 220 V automatic breaker panel.
- 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 (washer-dryer, 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.

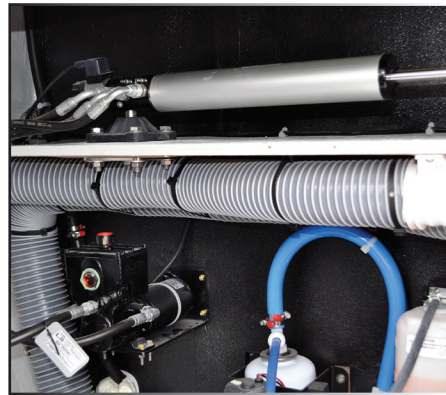
### WARNING

**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).**

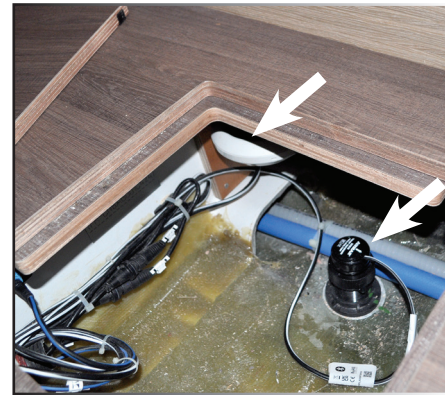
# ELECTRONICS

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**AUTOPILOT ACTUATOR**



**AUTOPILOT COMPASS + LOG DEPTH  
SOUNDER SENSOR**



ELECTRICITY

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### ■ 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 the calculator are located in the port engine hold.

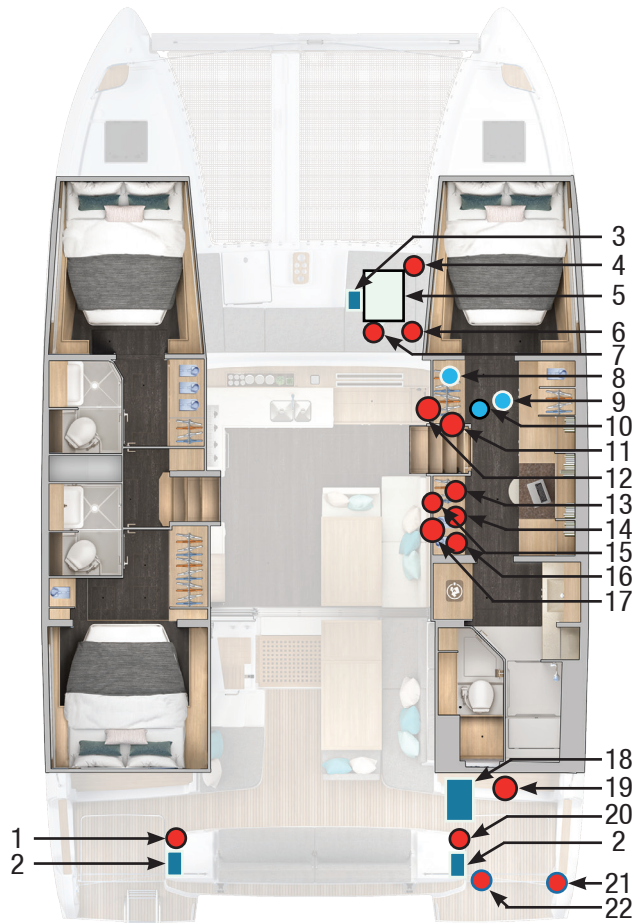
The compass and the sounder and depth finder are located under the floor in front of the entrance to the forward head to port.



## ELECTRIC LAYOUT

### ELECTRICITY

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

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

## SUMMARY OF 12 V COMPONENTS

---

### CHARGE AND ELECTRICAL CONVERSION

1 x 220 V / 12 V - 60 A charger	Engines + Onboard
1 x 220 V / 12 V - 60 A charger (option )	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	
Winches (according to fitting out)	12 V	12 V Onboard	Starboard passageway
Windlass	12 V	12 V Onboard	Starboard passageway
Watermaker (option)	12 V	12 V Onboard	Port engine hold
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

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### GENERATOR

Power 8.5 Kva in 230 V	100% of charge in 230 V - 50 Hz
Power 8.6 Kva in 110 V	100% of charge in 115 V - 60 Hz
Power 8.6 Kva in 230 V	100% of charge in 230 V - 60 Hz

### SHORE POWER SOCKETS

Shore power socket Onboard 220 V - 50 Hz 32 A	single shore power socket	Starboard transom connection
Shore power socket Air Conditioning 220 V - 50 Hz 32 A	single shore power socket	Starboard transom connection
Shore power socket Onboard 110 V - 60 Hz (US version) 32 A	single shore power socket	Starboard transom connection
Shore power socket Air Conditioning 110 V - 60 Hz (US version) 50 A	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 - 60 A charger	Recharging of the service battery bank by generator or shore power
1 x 220 V / 12 V - 60 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

---

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





# MOTORIZATION

# 8

**8.1 Engines**

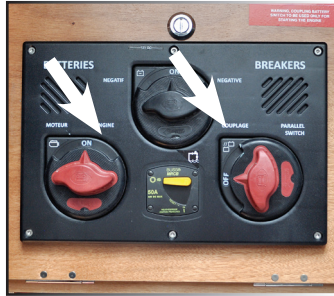
**8.2 Fuel**

**8.3 Propellers - Anodes**

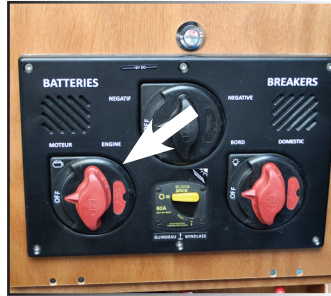
**8.4 Dashboard**

# ENGINE LAYOUT

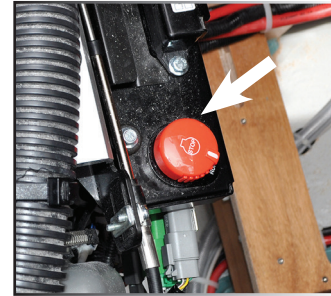
**BATTERY COUPLING + PORT ENGINE CUT-OUTS**



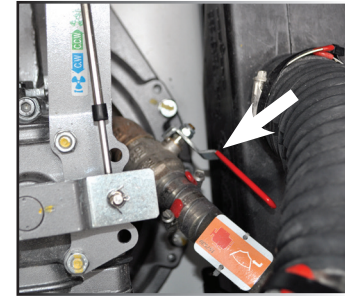
**STARBOARD ENGINE CUT-OUT**



**ELECTRIC POWER SUPPLY SWITCH**

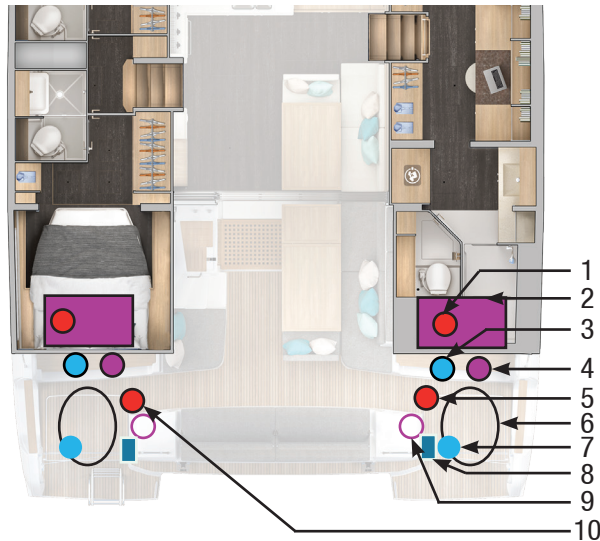


**ENGINE WATER INLET VALVE**



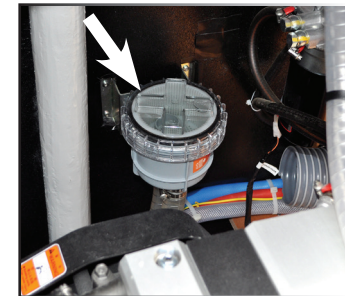
MOTORIZATION

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

**WATER FILTER**



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

Each hull has the same components. Please 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 port aft cabin and behind the starboard WC - 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).
- Check that the power supply switches on the engines (red knobs) are in the RUN position.

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).

Please 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) shall absolutely 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.

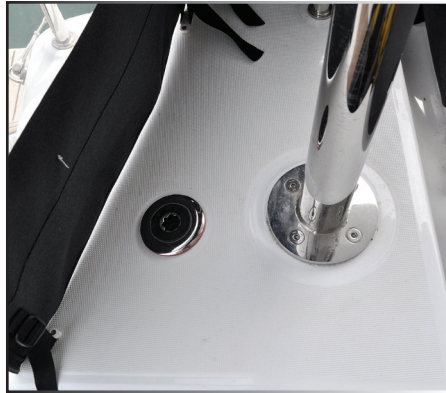
Close the water inlet valves if the boat is left unattended for long.



# FUEL

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**FUEL TANK FILLER**



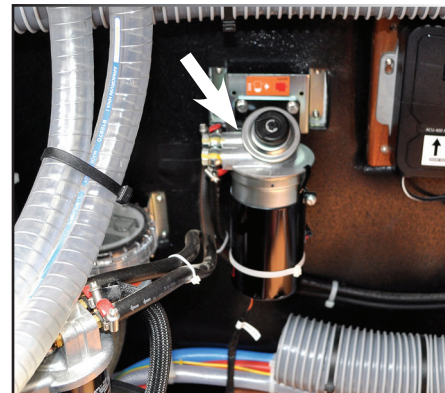
**FUEL GAUGE TOUCH SCREEN**



**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 of them is 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).



# DASHBOARD - FOLDING PROPELLER - ANODE

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DASHBOARD



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 dashboard 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 dashboard.





# 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, mold 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 refrigerators / icebox doors.

#### • 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**

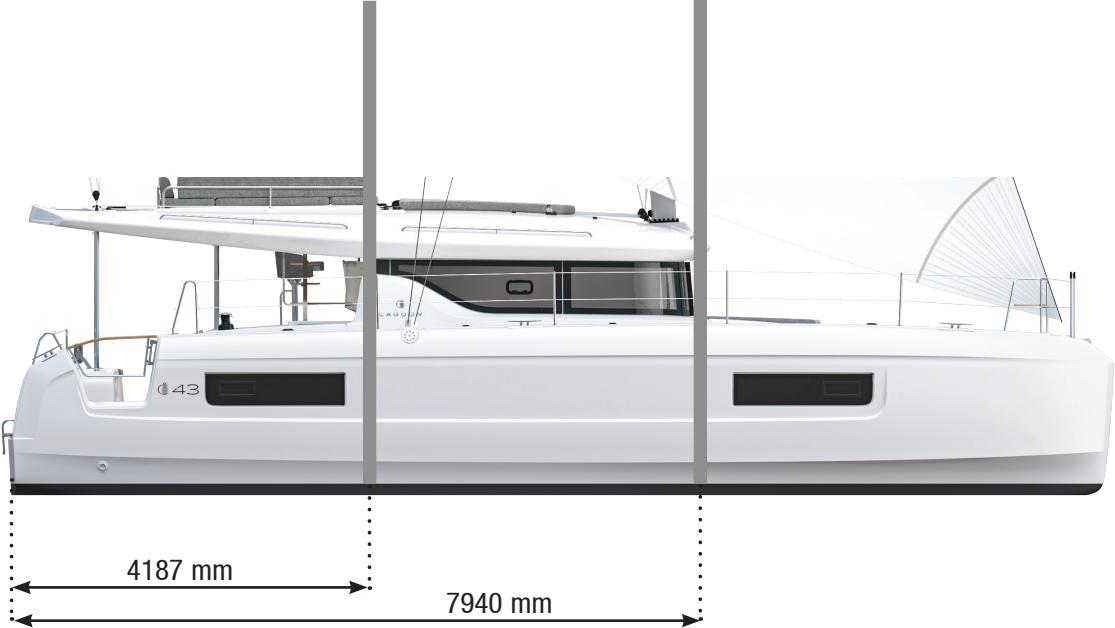
**10.2 Crane lifting**

**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 the sensors being damaged by the handling slings).
- 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 professional.



# SAFETY

11

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



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.

# 11

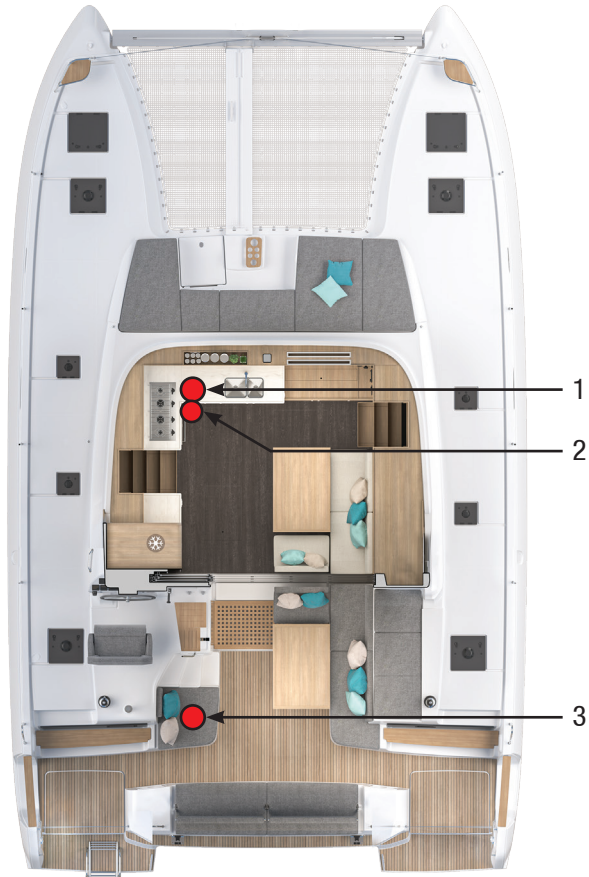
SAFETY

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# GAS CIRCUIT

SAFETY

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## GAS VALVES



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

## GAS BOTTLES LOCKER



- 3B - Bubble leak 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 aft locker is designed to hold a gas cylinder (13 kg). The gas valves are located at the bottom of the cupboard next to the hotplates.

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 next to 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

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.

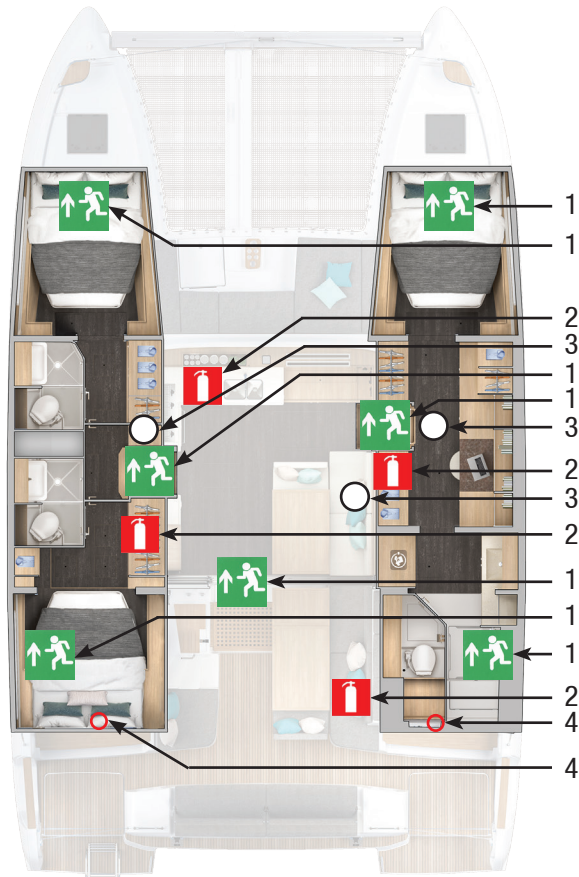
Tell the crew:

- 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

SAFETY

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

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

## SMOKE DETECTOR



## EXTINGUISHER VENT



## RECOMMENDATION

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

- **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 if required.
- Shut off the air supply using towels to block off the engine air inlets, intakes and outlets.
- Cast 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 EQUIPMENTS

SAFETY

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- 1 - Crank location.
- 2 - Manual bilge pump.
- 3 - Locations of the life rafts.
- 4 - Extinguishers.
- 5 - Life buoy location.
- 6 - .....
- 7 - .....
- 8 - .....
- 9 - .....
- 10 - .....
- 11 - .....
- 12 - .....
- 13 - .....

**MANUAL BILGE PUMP**



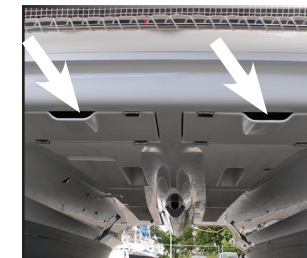
**LOCATION OF THE CRANK**



**LOCATION OF THE LIFE RAFTS**



**EXTERIOR ACCESS TO THE LIFE RAFTS**



**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 with a crank (stored in the cockpit's side locker).

- 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(s) are stored at the stern of the boat.

If overturned, remove the rings and push the pins until the life raft access panels are free.

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

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

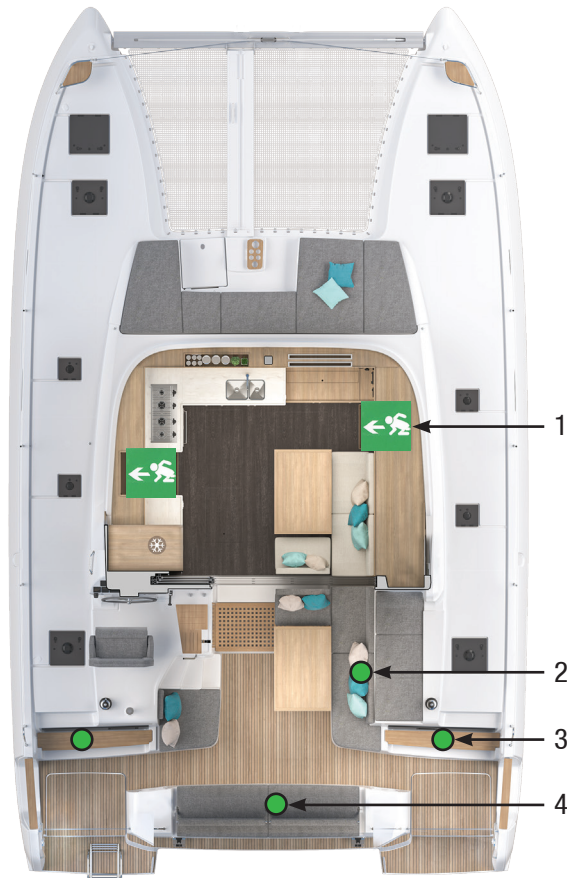
### RECOMMENDATION

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

## EMERGENCY TILLER - MAN HOLES

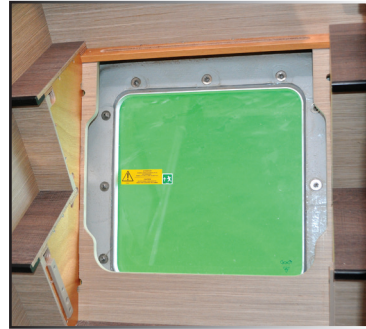
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*Please note: you can find the same locations in the other accommodation version.*

### MAN HOLE HATCH



### EMERGENCY HAMMER



- 1 - Man hole + emergency hammer.
- 2 - Emergency tiller.
- 3 - Emergency tiller cover.
- 4 - Emergency hammer in the life raft locker.

### EMERGENCY TILLER COVER



### EMERGENCY TILLER COVER



- **EMERGENCY TILLER**

The emergency tiller is stored in the cockpit's side 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 at the bottom of the life raft locker.

The life raft(s) is/are 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**

- Systematically 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 ..... 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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