



BENĒTEAU



OWNER'S MANUAL

First 44.7

FR-BEY _ _ _ _ _

BENETEAU REF.: / .

CONTENTS:

1. INTRODUCTION	2
2. CHARACTERISTICS	4
2.1. THE BOAT'S IDENTITY SHEET	4
2.2. DIMENSIONS	4
2.3. LOAD	5
2.4. SAILS AND RIGGING	6
3. SAFETY	8
3.1. FIRE	8
3.2. VISIBILITY	10
3.3. STABILITY, RISK OF FLOODING	10
3.4. PREVENTION OF FALLING OVERBOARD	11
3.5. LIFE RAFT (NOT SUPPLIED).....	11
4. EQUIPMENT	12
4.1. ENGINE	12
4.2. STEERING SYSTEM	14
4.3. ELECTRICAL SYSTEM	15
4.4. GAS SYSTEM	18
4.5. FRESHWATER AND BLACK WATER TANKS	19
4.6. PUMPS, SEACOCKS AND SKIN FITTINGS	20
5. ANCHORING, MOORING AND TOWING.....	21
6. HAULING OUT AND TRANSPORTATION	22
7. SNSM.....	23
8. CHARTER FOR THE SEA AND INLAND WATERWAYS	24

1. INTRODUCTION

Dear Madam, dear Sir,

You have just taken delivery of your new BENETEAU, and we would first of all like to thank you for your confidence in choosing one of our products.

A BENETEAU is built to last: each boat is the subject of attentive care down to the slightest details, from her design until she leaves the factory and is launched, so that she will provide you with the many years of joy that you expect from her.

This manual has been drawn up to help you use your boat in safety and with pleasure. It contains details about the boat, the equipment supplied or fitted, her systems and information on their use. Some of this equipment is offered on option. Read it carefully and familiarise yourself with the boat before using her.

Even when your boat has been accordingly categorised, the conditions of sea and wind corresponding to design categories A, B and C vary from strong storm to severe conditions, open to risks of abnormal waves and gusts, and are consequently dangerous conditions, where only an experienced crew, physically fit and well trained, manoeuvring a well maintained boat may sail satisfactorily.

Make sure that the forecast wind and sea conditions correspond with the design category of your boat, and that you and your crew are capable of manoeuvring the boat in those conditions.

This owner's manual is not intended to be a course on sailing safety or seamanship. If this boat is your first boat or if you are changing to a type of boat you are not familiar with, for your comfort and safety, make sure you get experience on manoeuvring and using her before taking command. Your dealer, national sailing federation or powerboating federation or your yacht club will be delighted to direct you to competent sailing schools or instructors in the region.

This owner's manual is not a detailed maintenance or repair guide. In case of difficulty contact the manufacturer of the boat or one of its representatives.

Always use the services of an experienced professional for maintenance or the fitting of accessories. The modifications that might affect the safety characteristics of the boat should be evaluated, carried out and documented by competent people. The manufacturer of the boat cannot be held responsible for modifications that it has not approved.

NOTE : Any change in the weight distribution on board (for example the addition of a raised fishing platform, a radar, a furling mast, a change of engine, etc.) can effect the stability, the trim and the performance of your boat.

PLEASE KEEP THIS MANUAL IN A SAFE PLACE AND HAND IT TO THE NEW OWNER IF YOU SHOULD SELL THE BOAT.

The users of this boat are advised that:

- The entire crew should receive appropriate training
- In some countries, a driving licence or an authorisation is needed, or there are specific regulations in force.
- Always maintain your boat correctly and take into account deterioration resulting from time and significant or inappropriate wear of the boat.
- Any boat – however strong – can be severely damaged if poorly used. This is not compatible with safe boating. Always adjust the speed and direction of the boat to the state of the sea.
- If your boat is equipped with a life raft, carefully read its instruction manual. The crew should be familiar with the use of all safety equipment (harnesses, flares, life raft, etc.) and emergency safety manoeuvres (recovering a person overboard, towing, etc.), sailing schools and clubs regularly organise training sessions.
- Do not sail at maximum speed in zones of heavy traffic, or in case of reduced visibility, strong winds or big waves. Reduce the speed and wake of the boat, out of courtesy and for safety's sake for yourself and for others. Respect zones of speed and wake limits.
- Observe rules of priority such as defined by the rules of the road and imposed by the COLREGS (regulations for the prevention of collisions at sea).
- Make sure you always have sufficient distance to stop or manoeuvre if necessary in order to avoid a collision

Explanation of the typography used:

- DANGER

- **WARNING**

- **ATTENTION**

2. CHARACTERISTICS

2.1. The boat's identity sheet

- NAME OF BUILDER Chantiers Bénéteau
- DESIGN CATEGORY A
- MAXIMUM RECOMMENDED POWER Inboard engine 75 kW
- N° OF NOTIFIED BODY CE 0607

CATEGORY	HEIGHT OF WAVES (m)	WIND FORCE (BEAUFORT)
A	> 4	>8
B	< 4	≤8
C	< 2	≤6
D	< 0.5	≤4

MAXIMUM RECOMMENDED NUMBER OF PERSONS BY DESIGN CATEGORY/

CATEGORY	MAXIMUM NUMBER OF PERSONS
A	12
B	12
C	12
D	12

2.2. Dimensions

LENGTH OF HULL		13.35 m*
BEAM OF HULL		3.97 m*
LENGTH OVERALL		13.68 m
BEAM OVERALL		3.97 m
MINIMUM DRAUGHT :	SHALLOW DRAUGHT	2.10 m
	DEEP DRAUGHT	2.60 m
MAX AIR DRAUGHT		20.72 m

* according to ISO 8666 standard

2.3. Load

DESIGN CATEGORIES	A	B	C	D
Lightship:	9675	9675	9675	9675
Safety equipment:	25	25	25	25
Sails:	85	85	85	85
Lightship displacement:	9785	9785	9785	9785
Life raft:	110	110	110	110
Crew:	900	900	900	900
Water:	540	540	540	540
Fuel:	160	160	160	160
Reserves and stores	240	240	240	240
Optional equipment				
Teak deck:	120	120	120	120
Teak cockpit floor:	30	30	30	30
Rigid tank:	200	200	200	200
Air conditioning:	70	70	70	70
Autopilot:	20	20	20	20
Spinnaker gear:	15	15	15	15
Genoa furler:	10	10	10	10
Microwave oven:	20	20	20	20
Hood:	20	20	20	20
Bimini top:	20	20	20	20
Marine fridge 2000 series:	20	20	20	20
4 th battery:	20	20	20	20
Extra water tank:	20	20	20	20
Generator:	70	70	70	70
Thruster:	80	80	80	80
Tender + engine:	80	80	80	80
Diving gear:	70	70	70	70
Margin for extra equipment:	100	100	100	100

MAXIMUM LADEN DISPLACEMENT(kg)	12720	12720	12720	12720
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MAXIMUM LOAD (kg)	2935	2935	2935	2935
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MAXIMUM LOAD = maximum load displacement – lightship displacement

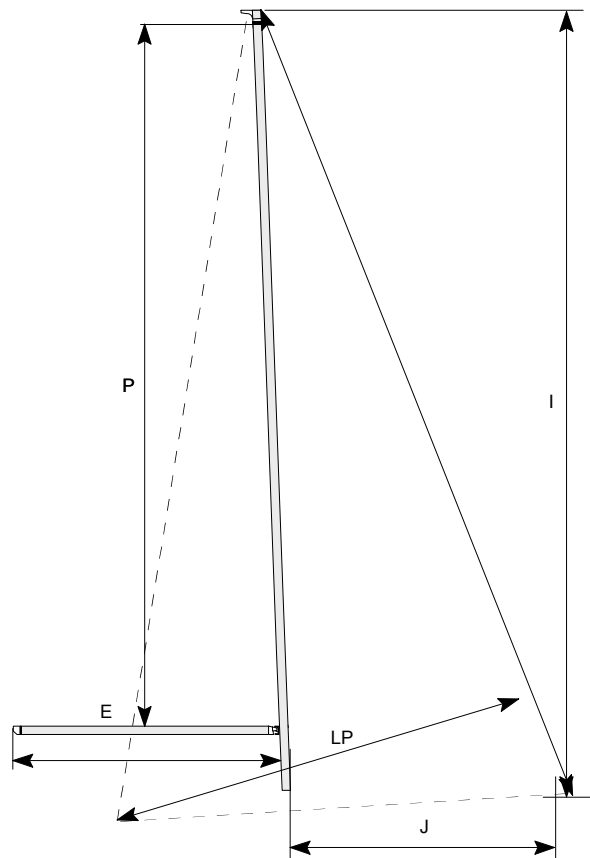
Any excess may lead to flooding or loss of stability

2.4. Sails and rigging

2.4.1. Sail plan characteristics:

SAIL	CLASSIC SAIL AREA
MAINSAIL	64.50 m ²
GENOA (145%)	63.30 m ²
SPINNAKER	141.80 m ²

DIMENSIONS	
I	17.50 m
J	4.81 m
P	17.27 m
E	6.23 m



2.4.2. Maintenance of the rigging:

- Check the standing and running rigging regularly, and at least once per year.

For wire cables:

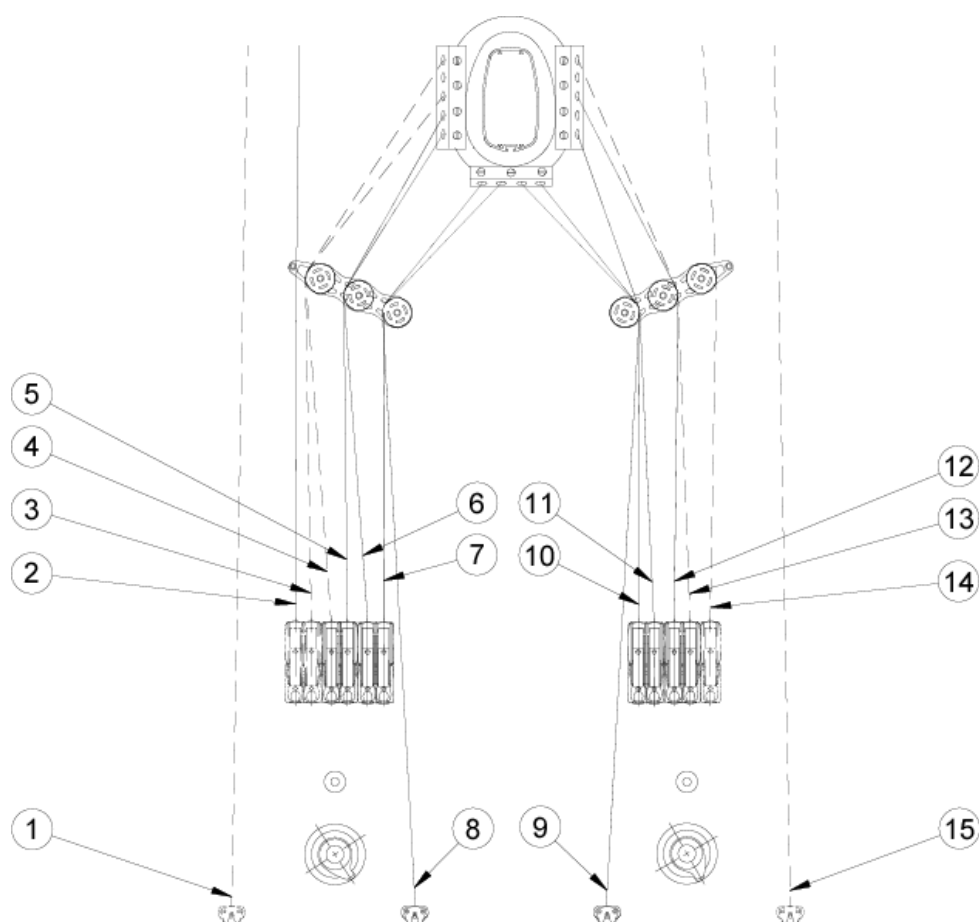
- Change them as soon as the first frays appear
- Check for corrosion, especially at the terminals with rigging screws.
- Check the good condition of swages and rigging screws.

For synthetic cables (Kevlar, Twaron, etc.) used for running backstays, halyards, sheets, docklines, etc.:

- Change as soon as signs of fray or wear appear.
- Regularly check the other elements of the rigging; sheets, docklines, etc. ; and replace if worn.

2.4.3. Running rigging plan

REF.	DESCRIPTION
1	Port spinnaker boom downhaul
2	Genoa furler
3	2 nd spinnaker halyard
4	Spinnaker boom uphaul
5	Genoa halyard
6	2 nd reef
7	1 st reef
8	Port boom downhaul
9	Starboard boom downhaul
10	Mainsail outhaul
11	3 rd reef
12	Mainsail halyard
13	1st spinnaker halyard
14	Foresail furler
15	Starboard spinnaker boom downhaul



3. SAFETY

3.1. Fire

3.1.1. Risks

The main risks are associated with the engine (§ 4.1), the electrical system (§ 4.3) and the gas system (§ 4.4). Please consult the relevant chapters.

3.1.2. Fire fighting equipment

Portable extinguishers

The boat is delivered without extinguishers, the application of the national regulations of the country of registration of your boat are your responsibility. The boat must be equipped, when in service, with portable extinguishers

We recommend the installation of at least one extinguisher at least 5 metres from each berth, at least 2 metres from the engine compartment extinguishing aperture, at least 2 metres from any naked flame appliance and at least 1 metre from the fire escape. We recommend a total portable extinguishing capacity of 8A/68B, each appliance having at least a 4B. CO₂ extinguishers should be dedicated to galley or electrical fires.

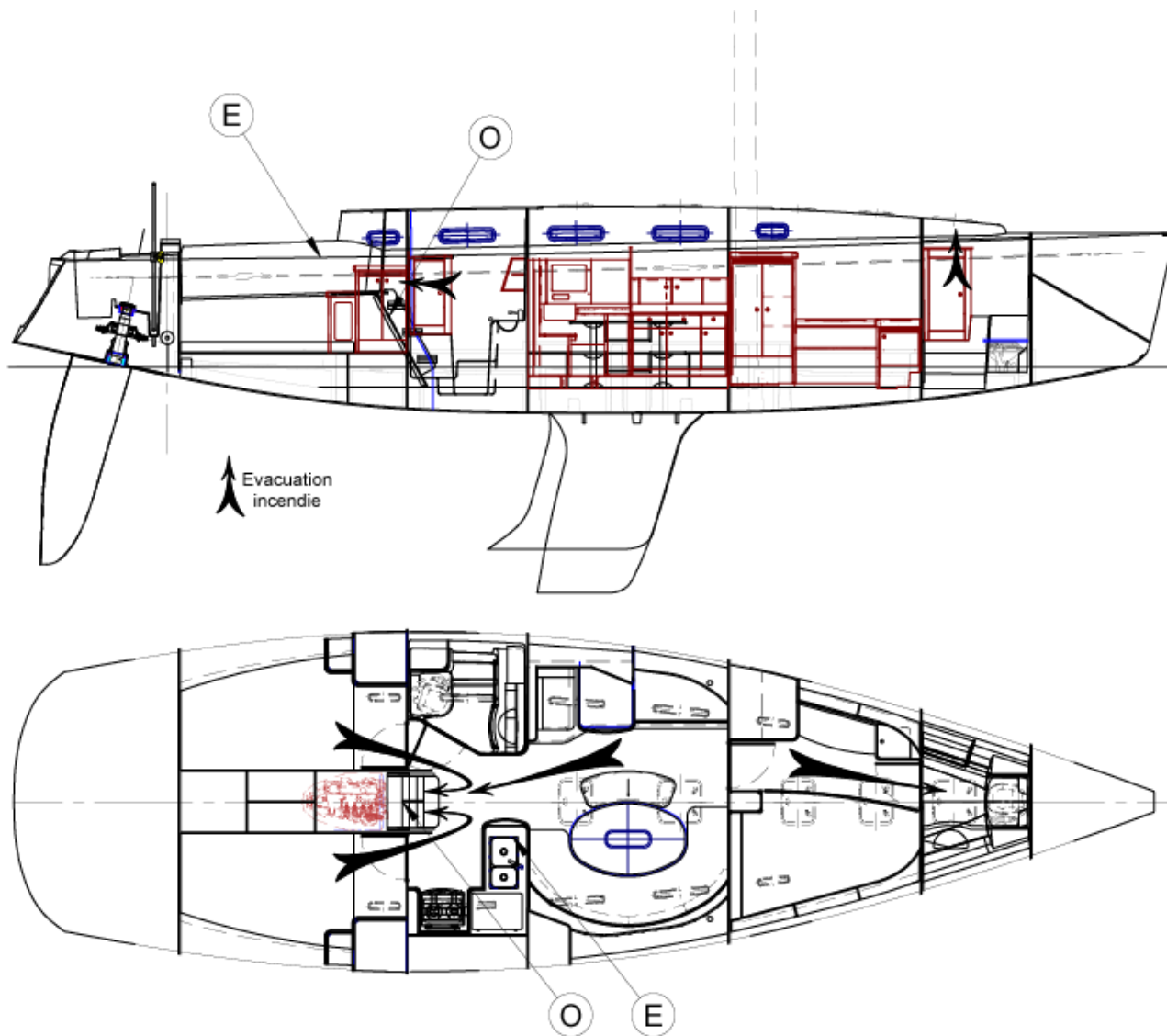
The recommended places for the extinguishers are identified with the symbol 

On boats fitted with an inboard engine, there is a discharge aperture for the engine compartment whose location is identified on the following diagram by the symbol:



3.1.3. Escape routes

The recommended escape routes are indicated on the opposite diagram by the arrow:



3.1.4. Preventive advice

General

- | |
|--|
| <ul style="list-style-type: none">- Do not freely hang curtains or any other fabrics close to or above cooking appliances or other naked flame appliances.- Keep the bilges clean and regularly check for the absence of vapours and fuel or gas leaks.- Do not stow combustible materials in the engine compartment.- Do not leave the boat unattended when cooking and/or heating appliances are in use.- Do not smoke when handling fuel or gas. |
|--|
- Make sure that fire fighting equipment is readily accessible when the boat is occupied.
 - Show members of the crew:
 - the location of fire fighting equipment and how to use it,
 - the location of the engine compartment extinguisher aperture,
 - the emergency exits and routes.
 - If any elements of the fire fighting installations need replacing, only use appropriate elements, bearing the same description or having the same technical capacities and an equivalent resistance to fire.
 - If non-combustible materials are stowed in the engine compartment, they should be lashed so that there is no risk of them falling onto the machinery and they should neither obstruct access to the engine compartment nor exit from it.
 - Do not obstruct passages towards the exits and hatches.
 - Do not obstruct safety controls, i.e.: fuel shut-off valves, gas shut-off valves, electrical system switches
 - Do not obstruct access to portable fire extinguishers stowed in lockers.
 - Do not use gas lamps in the boat.
 - Do not modify any of the boat's installations (especially electrical, fuel or gas) or let unqualified personnel modify any of the boat's installations.
 - Do not fill fuel tanks or replace gas tanks when the engine is running or when cooking or heating appliances are being used.

Maintenance of fire fighting equipment

The owner / user of the boat should:

- Have the fire fighting equipment serviced according to the frequency indicated on the equipment.
- Replace portable fire extinguishers if they have passed their use-by-date or have been discharged, with appliances having equal or superior extinguishing capacity.
- Fill or replace fixed fire extinguishing systems if they have been discharged or have passed their use-by-date.

3.2. Visibility

Visibility from the helm station can be obstructed because of high angles of the boat's trim or because of other factors caused by one or several of the following conditions:

- Load and distribution of the load
- Speed
- Sea state
- Rain and spray
- Darkness and fog
- Light inside the boat
- Position of overhead and side awnings
- People or movable equipment located in the helmsman's field of visibility
- Fast acceleration and transition from the displacement mode to the planing mode in the case of powerboats
- Angle of trim tabs associated with the engine (for boats thus equipped)
- Angle of trim tabs associated with the hull (for boats thus equipped)
- Heel of sailing boats, the sails reduce visibility to leeward.

The international regulations for the prevention of collisions at sea (COLREGS) and rules of the road impose a correct and permanent watch and the respect of priorities. Respect of these regulations is essential.

3.3. Stability, risk of flooding

- **Reduce speed before going into tight turns, to avoid losing control.**
- When underway, maintain portlights, windows and opening doors closed.
- Stability is reduced when weight is added aloft.
- Stability can be reduced when towing a boat or lifting a heavy weight with davits or the boom.
- Breaking waves constitute great danger for stability and can cause flooding. Close doors and companionway hatches in a rough seaway.
- Do not drive the boat with negative trim (bows down) at high speed. This could make the boat heel and could result in instability in turns. Use negative trim for passing from displacement speed to planing speed, and at lower speeds in chop.
- Compartments marked as being air tanks should not be perforated.
- If the boat is qualified as unsinkable, it is capable of supporting its passengers, even when flooded.
- On a boat where a bilge pump is not required, it is the responsibility of the user / owner to have at least a bucket / bailer on board fitted with a means of preventing its accidental loss.

3.4. Prevention of falling overboard

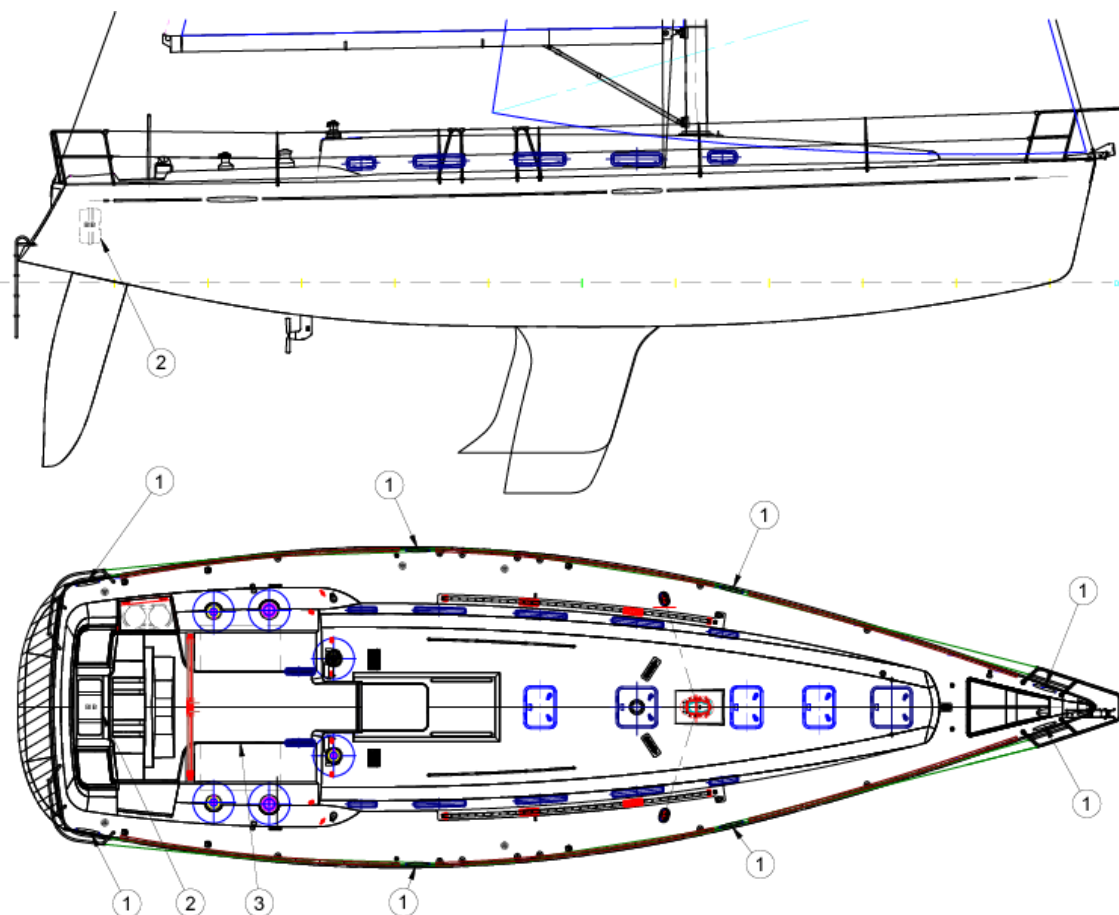
- Some boats are fitted with folding bathing ladders. The bathing ladder should be in place as soon as anybody is on board.
- The parts of the deck that are not considered as part of the working deck and which should not be used underway are shaded on the diagram below.
- Regularly check the guardrails:
 - For metal cable guardrails, check for fraying of strands and corrosion especially at terminals.
 - For synthetic fibre guardrails, change them as soon as any signs of wear appear due to fraying or UV.

3.5. Life raft (not supplied)

Carefully read its instruction manual.

REF.	Description
1	Cleats
2	Life raft stowage
3	Swimming ladder stowage

 : zones excluded from the working deck



4. EQUIPMENT

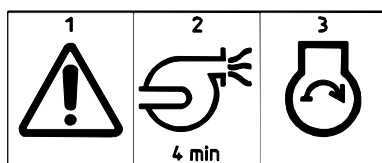
For further information on the different items of equipment installed, please refer to their manuals included with the boat's documentation.

4.1. Engine

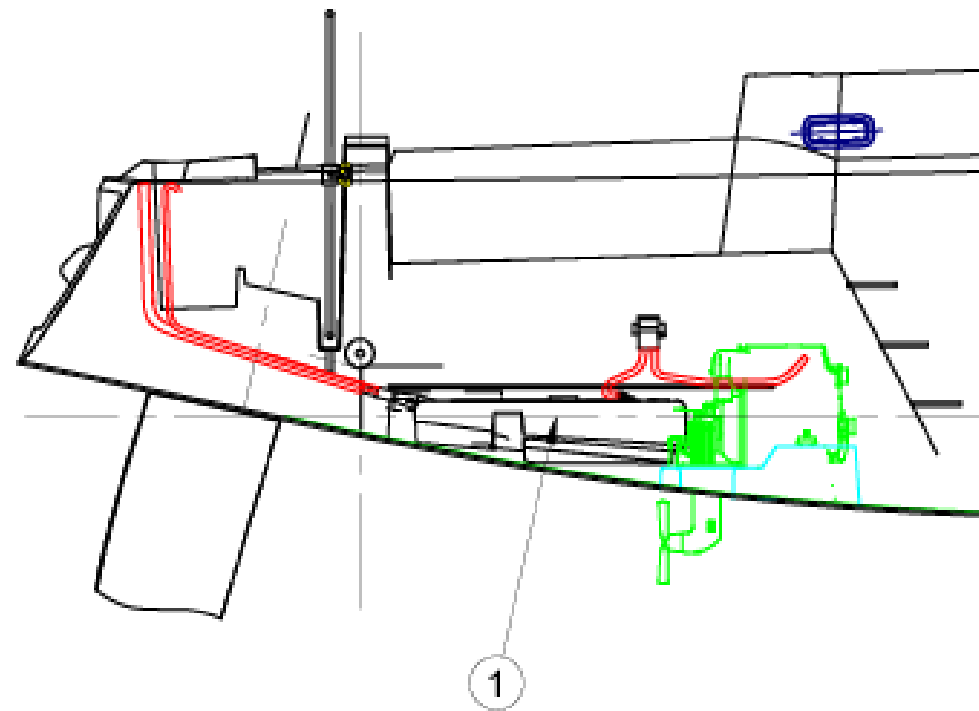
4.1.1. Operating advice

- Do not install in this boat an engine of superior power or weight than what is recommended, because this could hinder stability.
- Stop the engine and do not smoke when refuelling.
 - For outboard engines equipped with a separate portable fuel tank, fill the tank away from the boat in a well-ventilated place far from any risks of ignition.
 - Fuels not stowed in tanks (portable tanks, jerrycans...) must be stowed in a ventilated space.
 - Before starting, make sure that the engine bilge is clean and dry. Any presence of fuel in the bilges should be cause for not starting.
 - Avoid contact between flammable materials and the hot parts of the engine.
 - Locate the extinguisher aperture allowing the extinguishing of engine compartment fires.
 - For boats equipped with petrol engines, ventilate the engine compartment for 4 minutes with the help of a bilge fan to eliminate possible petrol fumes.
 - A fixed extinguishing system for fighting engine compartment fires is installed in certain models. Learn where to find the triggering system and how to operate it (see § 3.1.2). The engine compartment should be ventilated after triggering.
- Make sure that ventilation openings are well clear.
 - Do not obstruct or modify the ventilation system.
 - Before starting, make sure that:
 - the engine controls are not engaged
 - the raw water inlet seacock is open then check that water is being discharged from the exhaust (the water may be mixed with exhaust gases in the case of a wet exhaust) once the engine has started.
 - It is not recommended to work on or near moving mechanical parts (engine, propeller shaft, etc.).
 - If work is necessary, stop the engine and/or the rotation of the propeller shaft before working on one of their elements.
 - Be careful with ample loose clothing, hair or rings that could get caught up. Wear appropriate clothing (gloves, hats, etc)
 - Be careful about drowsiness due to carbon monoxide with petrol engines
 - In case of spillage on deck when refuelling, clean up before starting
 - Anticipate the deterioration of fuel lines and hoses.
 - Flexible fuel hoses should be replaced by hoses bearing the same markings.

Meaning of symbols



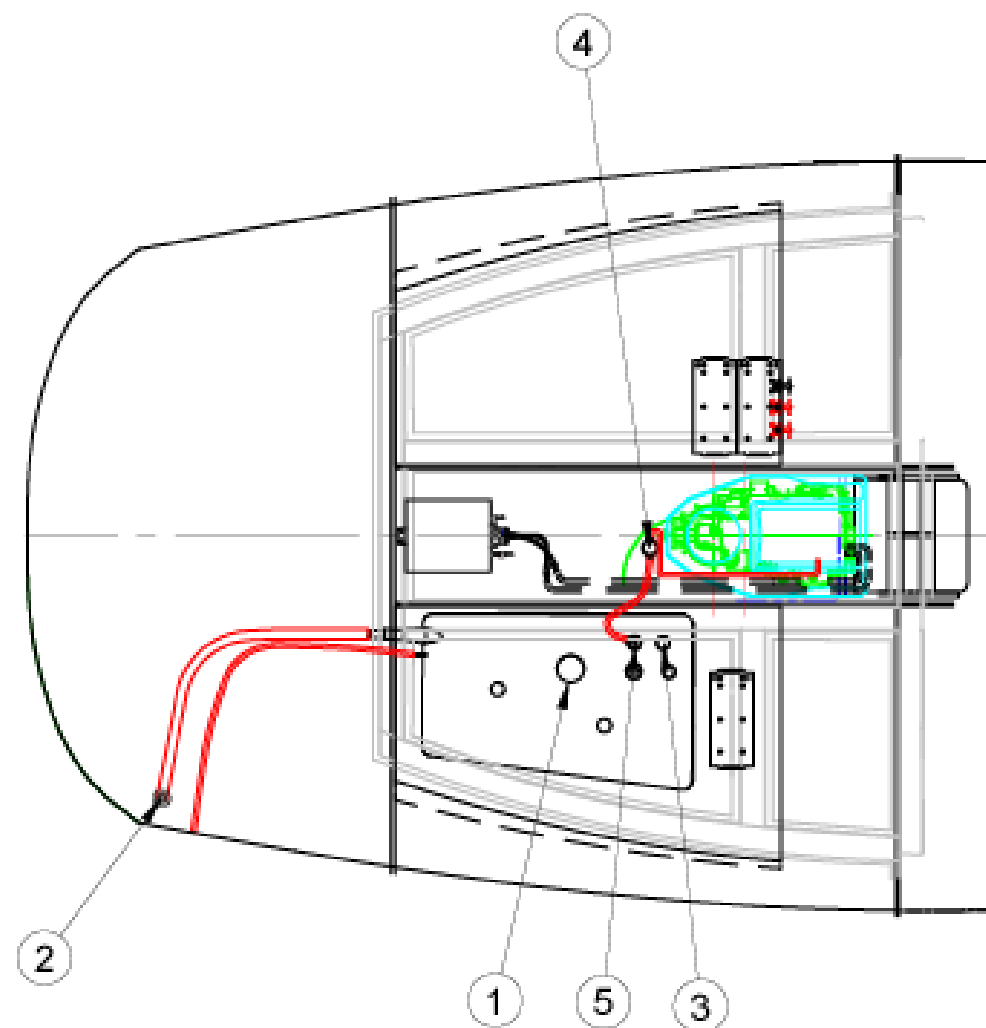
- 1 : Attention
2 : Ventilate for 4 minutes
3 : Start

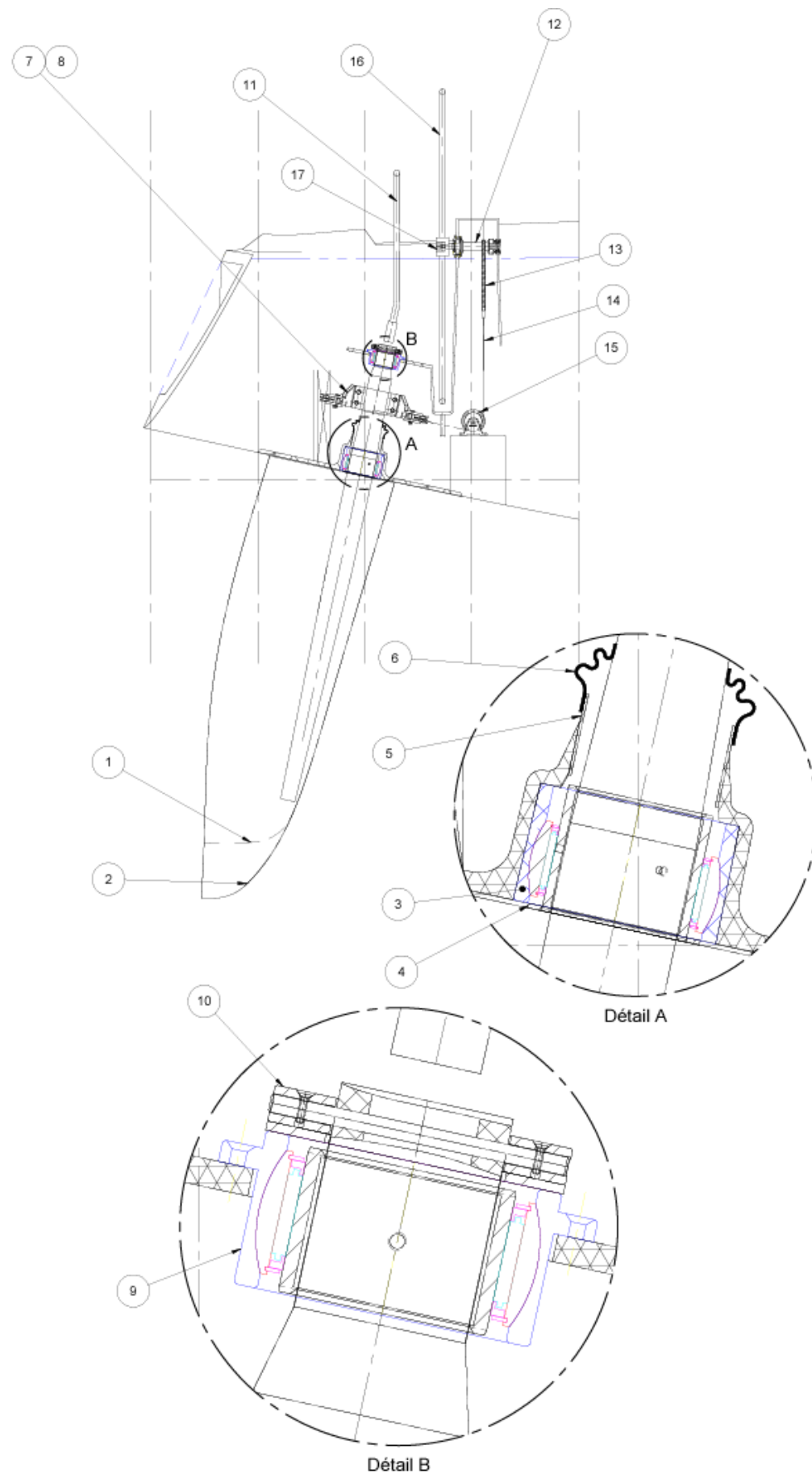


4.1.2. Fuel tanks

REF.	Description
1	Fuel tank 200 l
2	Fuel filler
3	Fuel gauge
4	Fuel Filter
5	Fuel closing latch

The indicated capacities cannot be totally used depending on trim, load or the position of filling and possible places of draining.





4.2. Steering system

- At least once per year check the tension of the cables; in case of doubt, consult your dealer.
- Boats equipped with a steering wheel are provided with an emergency tiller, make sure that it is accessible at all times.
- Remove the deck plate, fit the tiller into the socket on the top of the rudder stock and operate the valve.
- The emergency tiller is designed for running at reduced speed only in the event of a steering failure.

REF.	DESCRIPTION
1	RUDDER SMALL GLASS STOCK
2	RUDDER LARGE GLASS STOCK
3	LOWER BEARING
4	COMPENSATING RING
5	RUDDER TRUNK
6	BELLOW STOCK EXPANSION JOINT
7	QUADRANT
8	PIN
9	UPPER BEARING
10	FLANGE.
11	EMERGENCY TILLER
12	STEERING GEAR ON BULKHEAD
13	CHAIN
14	STEERING CABLE
15	SHEAVE
16	STEERING WHEEL
17	LOCKING NUT

4.3. Electrical system

All the functions or switchboards where the voltage is not stated are in 12 or 24 volts

4.3.1. 12V-24V electrical system

- **Never work on a live electrical installation.**
- Batteries should be carefully lashed.
- Do not obstruct the battery ventilation ducts, some of them discharge hydrogen presenting a risk of explosion. Do not obstruct the battery ventilation ducts, some of them discharge hydrogen presenting a risk of explosion.
- Batteries should be handled with precaution. In case of the spillage of electrolyte, rinse the part of the body that has entered into contact with it abundantly and call a doctor.
- To avoid a short circuit between the two battery poles, do not stow conductive objects close to the batteries (metal tools,...).
- When charging or connecting / disconnecting batteries, close the battery switches.
- Never modify the characteristics of devices for the protection of overvoltage.
- Never modify an installation. Call on the services of a qualified marine electrician.
- Never install or replace electrical equipment or appliances with components exceeding the amperage of the system.
- Never leave the boat unattended when the electrical installation is switched on, except for the automatic bilge pump and systems for fire protection or burglar alarms.

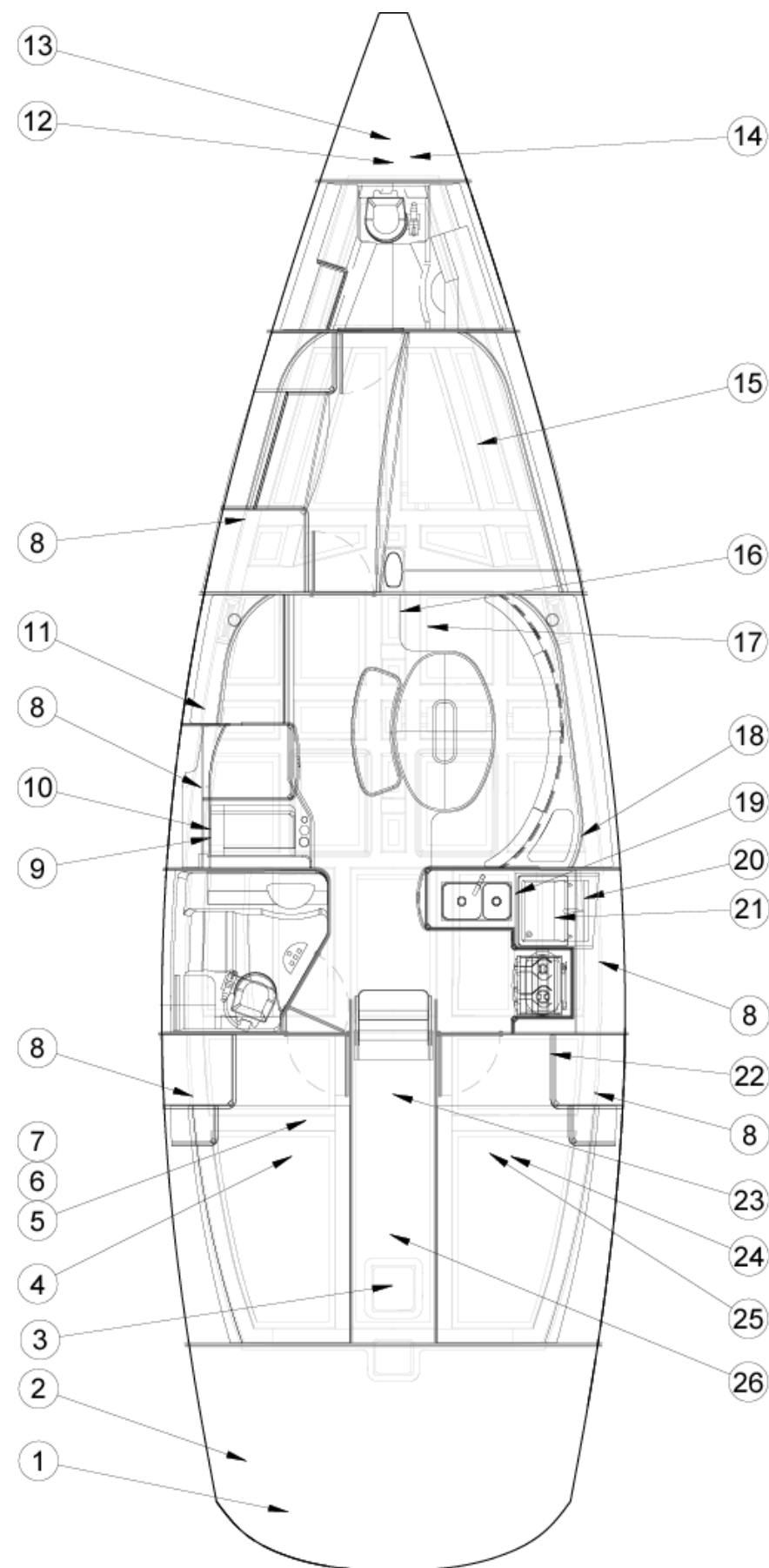
Please note; the wires of the 12v system are red for the positives and black for the negatives.
The 24v system conductors are white or brown for the positive and blue for the negative.

4.3.2. 110V-220V electrical system

Some boats are fitted (as standard or on option depending on the models) with a 110V or 220V system. The following measures should be taken to avoid the risks of electric shocks and fires.

- **Never work on a live installation.**
- **Connect the shore power cable at the boat end before connecting to the shore power outlet.**
- **Never let the end of the shore power cable hang in the water.**
- **When the shore power cable is connected, there can be a difference between the boat's "earth" and that of the mains, therefore there is a risk of an equalising current and electrocution (notably of swimmers bathing close by).**
- **Cut off the shore power supply at the breaking device installed on board before connecting or disconnecting the shore power cable.**
- **Disconnect the shore power cable at the shore end first.**
- **If the reverse polarity indicator is activated, immediately disconnect the cable. Rectify the polarity error before using the boat's electrical installation.**
- **Make sure the shore power input protection is closed.**
- **Never modify the connections of the shore power cable: only use compatible connections.**
- Never modify the boat's electrical installation or the pertinent diagrams. Any installation, modification and maintenance should be carried out by a qualified marine electrician. Check the system at least twice per year.
- Deactivate the boat's power supply when the system is not being used. This is to prevent fires.
- Connect the boxes or metal envelopes of the electrical appliances installed to the boat's protection lead (green with yellow stripes lead)
- Use electrical appliances with double insulation or with earthing.

Please note: the live conductors are brown, the neutral ones are blue et the earth wires are green and yellow



4.3.3. Location of battery switches, switchboards and electrical appliances...

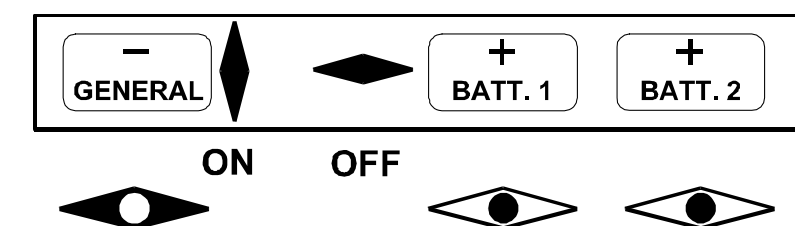
- **Before changing a fuse, switch off the battery switches.**

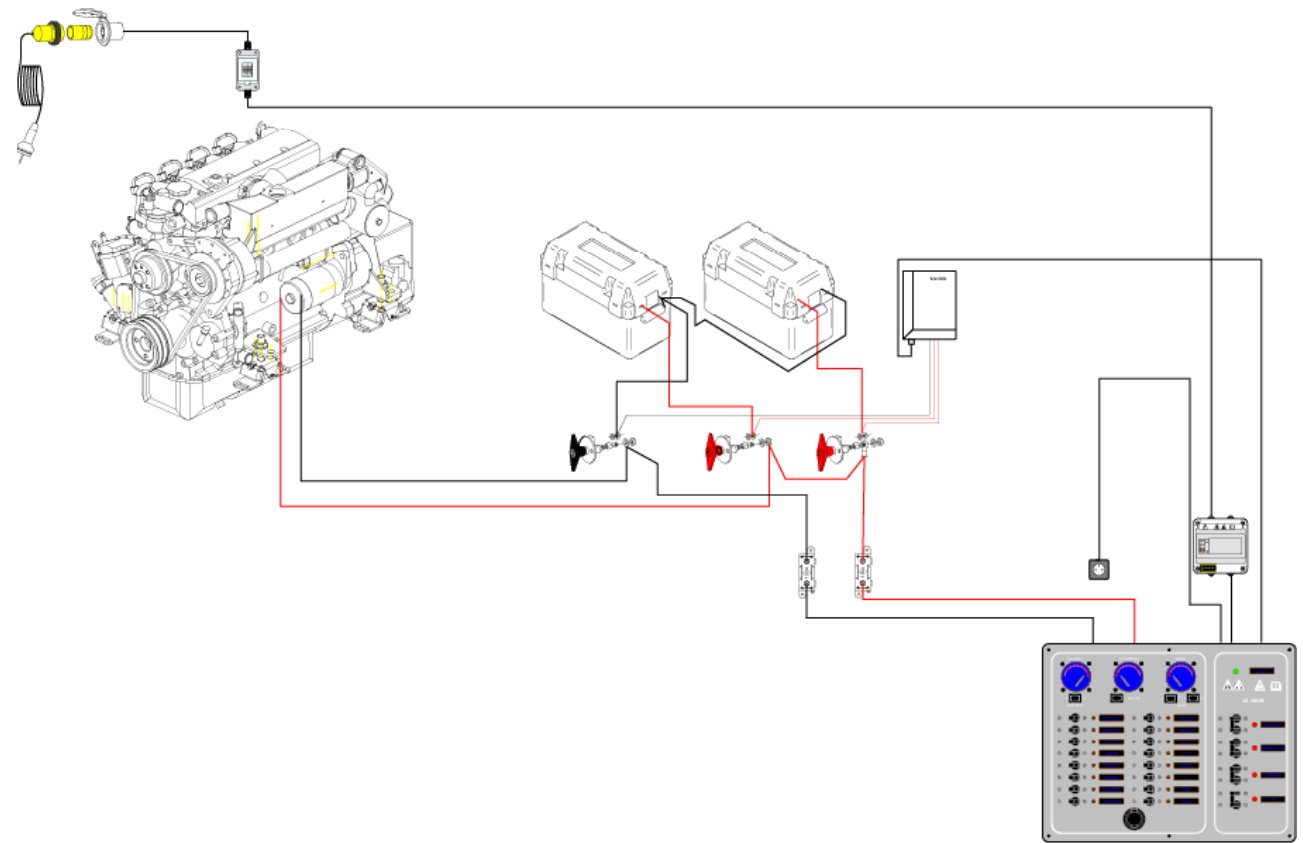
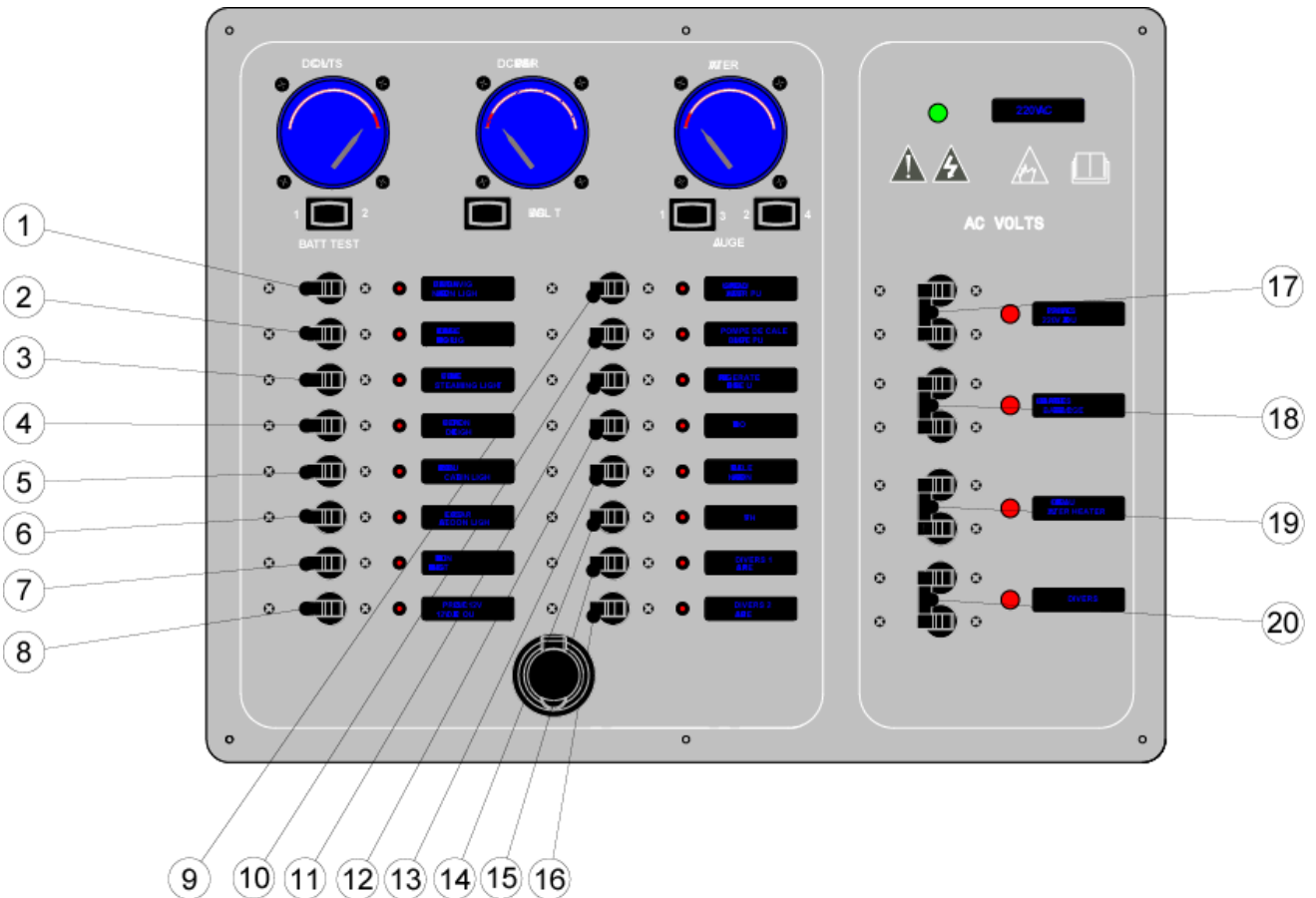
Some of the equipment in the following table could be on option.

REF.	DESCRIPTION
1	Shore power socket
2	220/110v Circuit breaker
3	Water heater
4	Domestic batteries
5	Windlass circuit breaker
6	Port winch circuit breaker
7	Starboard winch circuit breaker
8	220v socket
9	Electric distribution panel
10	Car Radio
11	Port speaker
12	Thruster
13	Electric windlass
14	Thruster fuse
15	Thruster battery
16	Saloon, Fwd cabin air conditioning control
17	Saloon, Fwd cabin air conditioning

REF.	DESCRIPTION
18	Starboard speaker
19	Fridge thermostat
20	Microwave oven
21	Fridge
22	Aft cabin air conditioning control
23	Battery charger
24	Engine battery
25	4 th battery
26	Aft cabin air conditioning

Operation of battery switches





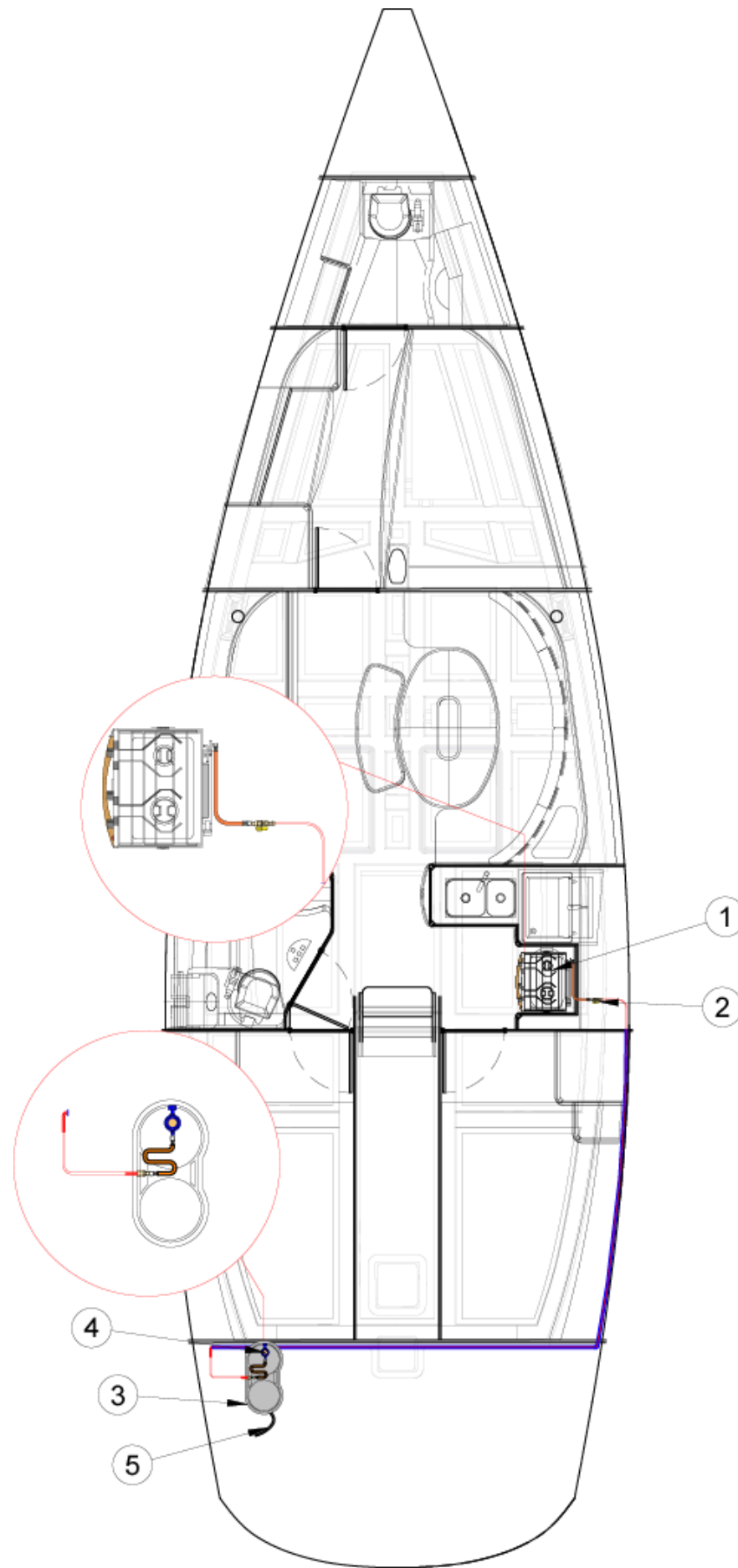
4.3.4. Switchboard and electrical systems

- Before changing a fuse, switch off the battery switches.

The fuses of functions presented on the switchboard are found behind it.

Some equipment could be on option.

REF.	FUNCTION	Fuse
1	Navigation lights	10
2	Anchor light	5
3	Masthead light	5
4	Deck light	10
5	Interior lighting	15
6	Saloon lighting	10
7	Instruments lighting	5
8	12v DC socket	10
9	Pressurised water unit	15
10	Bilge pump	15
11	Fridge	10
12	Comfort	15
13	Navigation central unit	10
14	VHF	10
15	Spare 1	10
16	Spare 2	15
17	220v AC socket	10
18	220v AC Battery charger	10
19	220V AC Water heater	10
20	220v AC spare	10



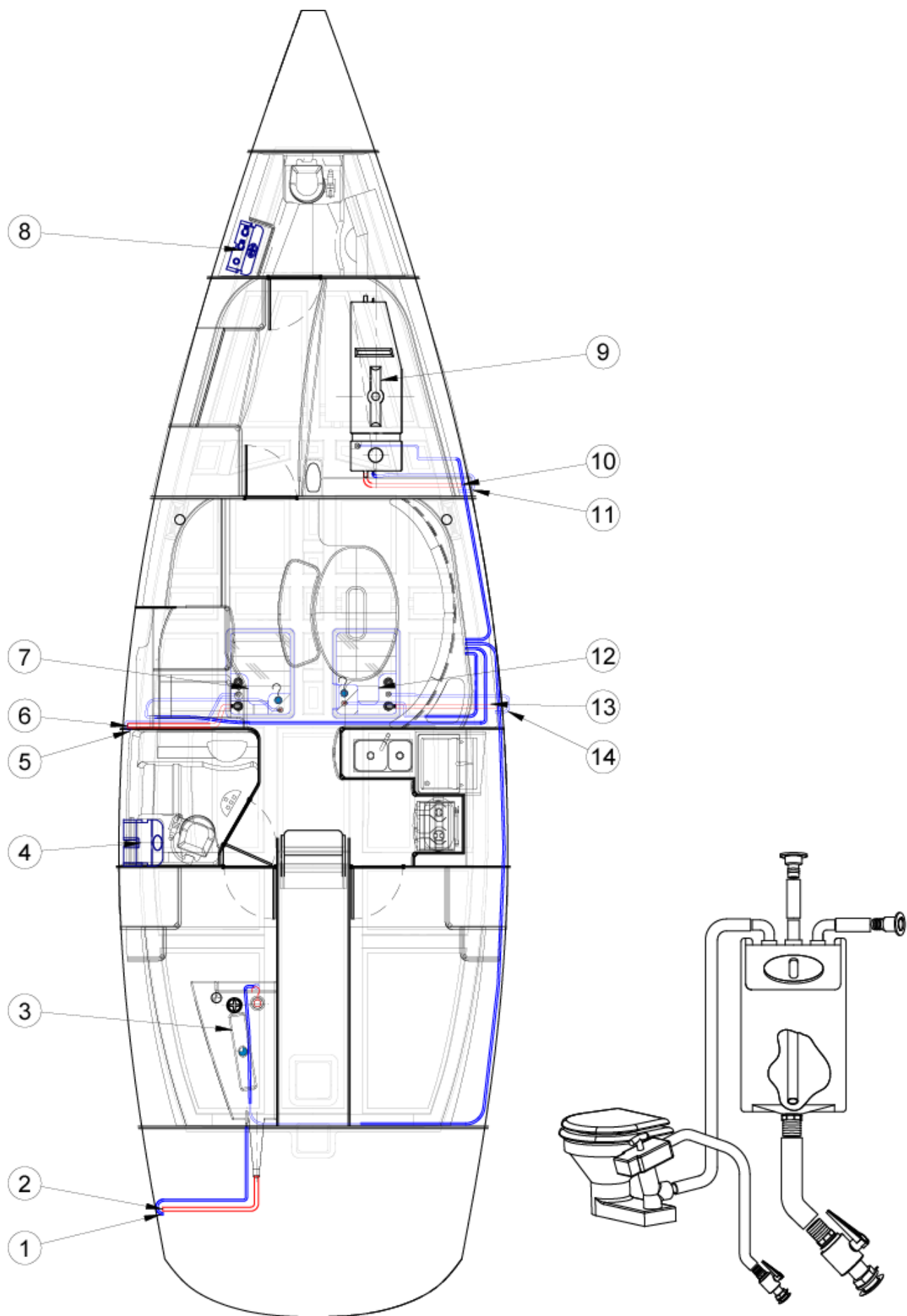
4.4. Gas system

4.4.1. Gas cooker

- Never install flammable materials above cooker (curtains, papers, serviettes, etc...).
- Never leave the boat unattended when gas or spirit appliances are operating.
- In the case of gas smells or the accidental extinguishing of the flames (even though the gas supply is automatically shut-off in case of extinction), close the taps and create a draught of air to evacuate residual gas. Look for the cause of the problem.
- Do not smoke or use a naked flame when looking for a gas leak or when changing a gas tank or when working on the gas system.
- Appliances burning combustible fuels consume cabin oxygen and reject combustion gases into the boat. It is therefore necessary to ventilate the boat when cooking or gas appliances are being used. Do not obstruct ventilation holes in the boat (ventilator cowls) and at least leave the door open.
- Close the gas supply line valve and the gas tank valves when the appliances are not in use.
- For cookers with integral gas cylinders, change the cylinders outside the boat. Test before replacing the cooker in the galley. Make sure that you lock the cooker gimbals after replacing it.
- Never use cooking appliances to heat the boat.
- Never obstruct openings intended for ventilation.
- Make sure that the burner knobs are closed before opening the supply line or tank valves.
- Close the valves before changing a tank and immediately in case of an emergency.
- Stow spare tanks in ventilated housings on deck or in lockers provided for this, which should be gas tight and ventilated towards the outside.
- Never obstruct access to components of the gas system notably to the valves (tank and cooker).
- The flexible hoses connecting the tank to the extremity of the system at one end and the cooker at the other should be changed in accordance with regulations in force in your country. Use only hoses complying with the standards of your country.
- Do not use gas tank lockers for stowing any other equipment.
- Be careful not to damage the thread of the tank onto which is fitted the regulator. Check the condition of the regulator every year and change if necessary. Use regulators identical to those installed.
- Make sure that empty tank valves are closed and disconnected. Keep protective devices in place; caps and bungs.
- Never use ammonia based solutions for cleaning or leak detection.

4.4.2. Plan of the gas system

REF.	DESCRIPTION
1	Hob / Oven
2	Stopcock under sink
3	Gas locker
4	Pressure regulator
5	Gas locker drain



4.5. Freshwater and black water tanks

4.5.1. Characteristics

REP	Designation	REP	Designation
1	Aft port tank breather	8	Fwd port black water rigid sump tank 85 l
2	Aft port tank filler	9	Fwd std tank 136 l
3	Aft port tank 200 l	10	Fwd std tank filler
4	Aft port black water rigid sump tank 85 l	11	Fwd std tank breather
5	Port saloon tank breather	12	Std saloon tank 100 l
6	Port saloon tank filler	13	Std saloon tank filler
7	Port saloon tank 100 l	14	Std saloon tank breather

- These capacities cannot be totally used depending on the trim, loading and the position of filling point(s) and / or eventual emptying point(s).
- Do not discharge the toilets close to shore.
- Inform yourself about local environmental protection regulations, and the respect of codes of good practice.
- Respect international regulations against pollution of the marine environment (Marpol).

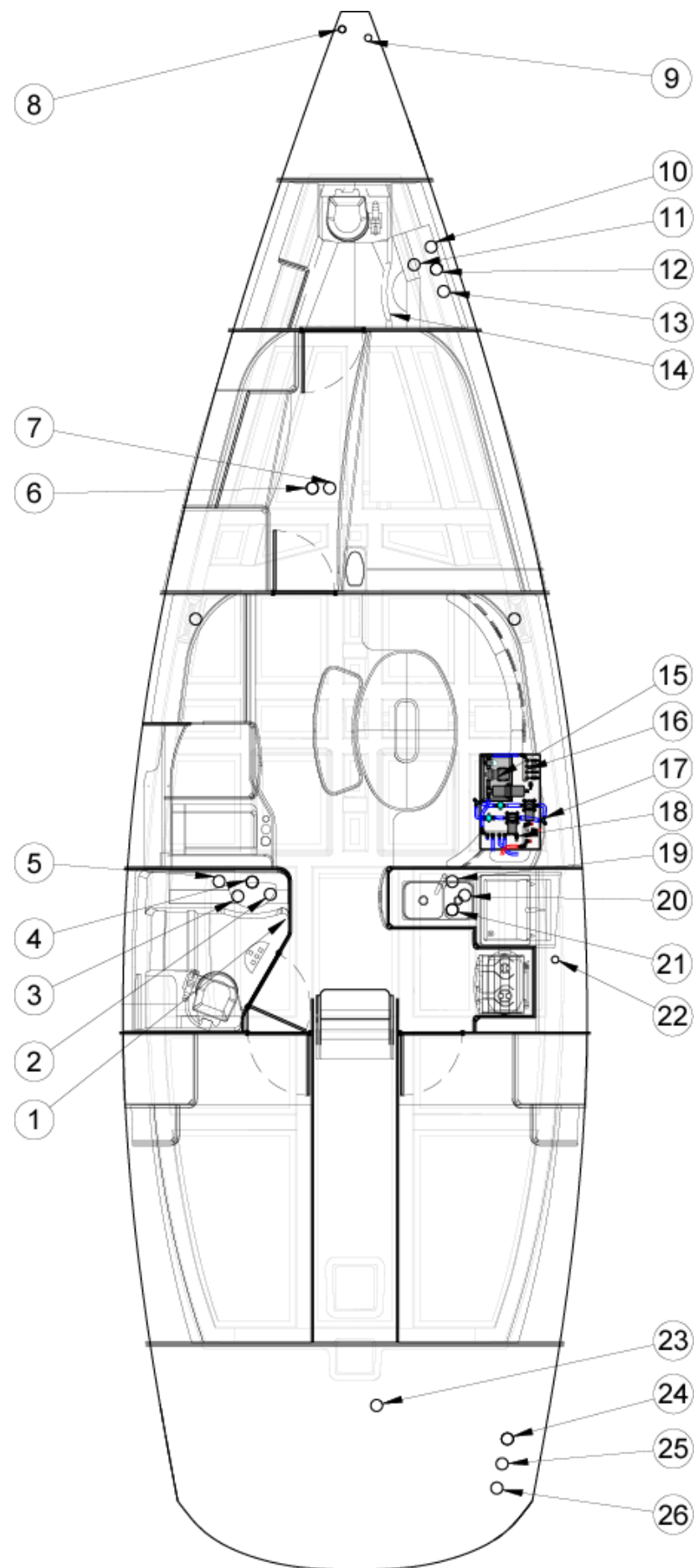
4.5.2. Operating the black water holding system

The operating principle for the system is described in the attached schematic diagram.

- After each use, rinse the system: fill the bowl with fresh or sea water then empty.
- Products to use for cleaning should be domestic cleaning products.
- The system should be empty during immobilisation of the ship in negative temperatures.

For the respect of the environment:

- Do not discharge the contents of the holding tanks close to the shore; use the pumping systems of ports or marinas for emptying the holding tanks before leaving port.
- Make sure that the holding tank discharge cock is closed in order to avoid any inadvertent discharging.



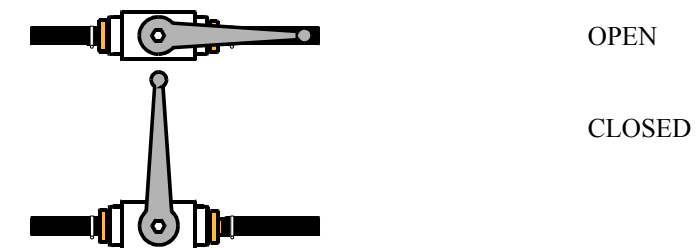
4.6. Pumps, seacocks and skin fittings

4.6.1. Pumps

- **The bilge pump system is not intended to guarantee the buoyancy of the boat in case of damage.**
- Never let the pumps run dry, this could damage them.
- Bilge water should be kept to a minimum.
- Visually check at regular intervals the working condition of each bilge pump.
- Make sure that the suction points or pump strainers are not obstructed by debris.
- If there are watertight bulkheads isolating the fore and aft peaks fitted with cocks, they should be normally closed and only opened to drain water into the main bilge.

4.6.2. Seacocks and skin fittings

OPENING AND CLOSING OF SEACOCKS :



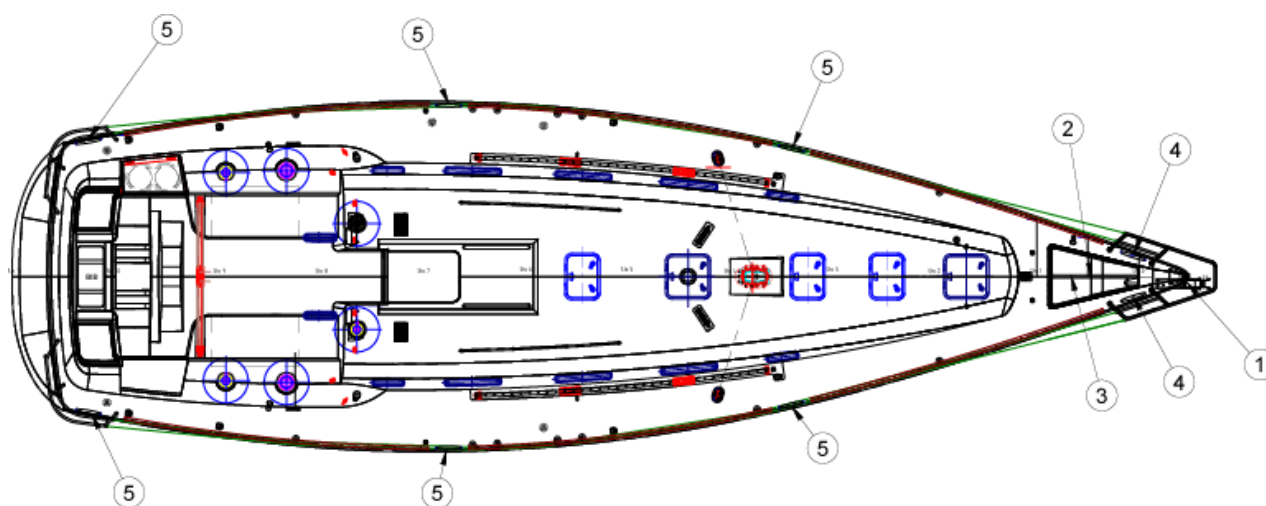
- Maintain seacocks, cockpit draining drains, deck plates and other opening / closing devices in the closed or open positions, depending on the case, to minimise the risk of flooding.

REF.	Description
1	Shower drain pump switch
2	Basin drain
3	WC inlet
4	WC outlet
5	Shower drain
6	Log through hull fitting
7	Sounder through hull fitting
8	Port chain locker scupper
9	Starboard chain locker scupper
10	WC outlet
11	WC inlet
12	Shower drain
13	Basin drain
14	Shower drain pump switch
15	Pressurised water unit
16	Pressurised water unit inlet stopcock
17	Electric bilge pump outlet
18	Cockpit shower tap
19	Kitchen sink drain
20	Electric fridge compressor water inlet
21	Sea water foot pump inlet
22	Electric fridge compressor water outlet
23	Cockpit lockers and wheel well drain
24	Electric bilge pump outlet
25	Manual bilge pump outlet
26	Engine exhaust

5. ANCHORING, MOORING AND TOWING

- Keep the chain locker hatch cover closed at sea
- Towing should be done at low speeds
- A tow should be secured in such a way that it can be released under load
- The owner should ensure that dock lines, tow ropes, attachment points and chains correspond to conditions of use of the boat.

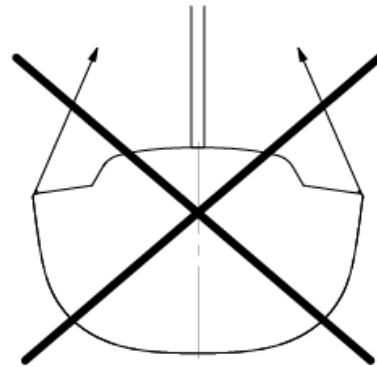
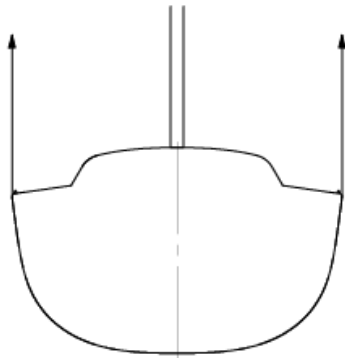
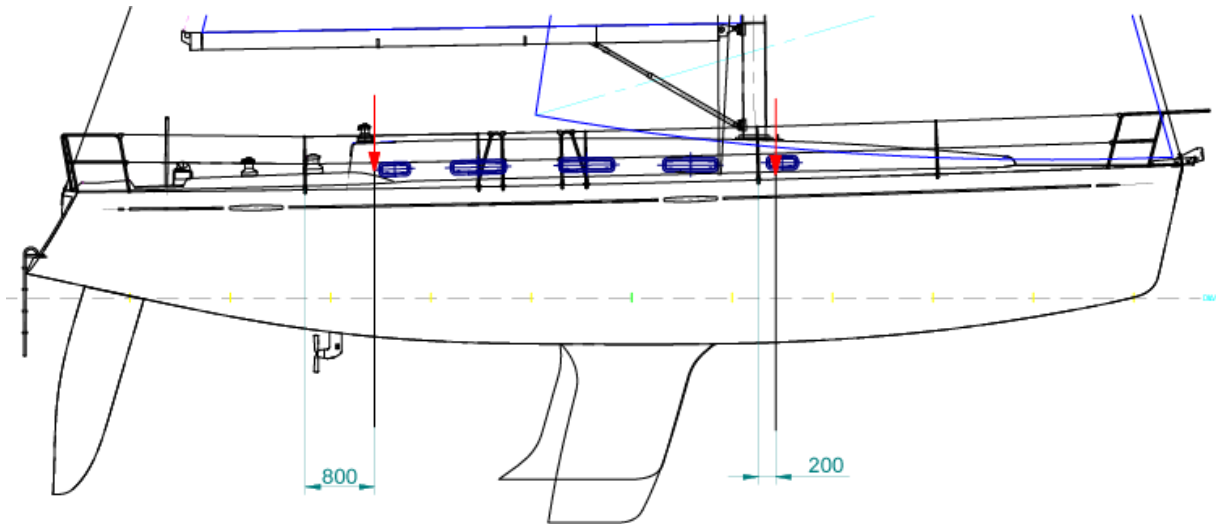
REF.	Description
1	Anchor fairlead
2	Chain locker
3	Windlass
4	Mooring and towing cleats
5	Mooring cleats



6. HAULING OUT AND TRANSPORTATION

DIAGRAM AND MEASUREMENTS OF POSITIONING CENTRELINES FOR CRADLES AND LIFTING SLINGS

- Make sure that the boat is stable on its trailer, both longitudinally and laterally.
- Do not forget to tighten the straps or belts.



7. SNSM



Au service des plaisanciers et des professionnels de la mer

Les sauveteurs en mer veillent...

Tous les marins savent qu'on ne badine pas avec la grande bleue ... Malgré les progrès considérables réalisés en matière de sécurité par les constructeurs de bateaux, un événement de mer est toujours possible et vous pouvez avoir un jour besoin des « sauveteurs en mer ».

A toute heure du jour et de la nuit, 7 jours sur 7, 3 500 bénévoles sont prêts à appareiller dans la demi-heure pour aller porter secours à ceux qui sont en difficulté ... et cela parfois au péril de leur propre vie !

C'est grâce au maillage très serré de ses 255 stations en France et dans les D.O.M. que « Les Sauveteurs en Mer » assurent aujourd'hui près de 50% du sauvetage en France.

En mer, vous pouvez avoir besoin d'eux, à terre ils ont besoin de vous...

Le sauvetage des vies humaines est gratuit mais les moyens mis en oeuvre coûtent cher. Les sauveteurs en mer, qui se recrutent de plus en plus parmi les plaisanciers, ont besoin de vous pour entretenir, moderniser et remplacer leurs moyens nautiques (1 canot tous temps coûte 4,2 MF !).

Venez donc soutenir ou même rejoindre ces marins, hommes et femmes, désintéressés, discrets et efficaces : prenez contact avec le responsable de la station la plus proche du port d'attache de votre bateau ou avec notre siège à Paris.



ENTRE MARINS...



- avant de prendre la mer, informez vos proches de vos intentions
- renseignez vous sur les conditions locales (météo, courant, etc)
- possédez des moyens radio VHF fiables et contrôlez-les
- faites porter un gilet de sauvetage aux enfants

**UNE VIE HUMAINE N'A PAS DE PRIX ...,
UN CANOT DE SAUVETAGE EN A UN !**

LES SAUVETEURS EN MER (S.N.S.M.)
Siège social: 31, cité d'Antin 75009 PARIS
Tel: 01 56 02 64 64 - Fax: 01 56 02 64 63 - E-mail: www.snsn.com.fr



Je soutiens la SNSM et j'adhère !

Je joins un chèque de: ☐ 20 € min - ☐ 45 € (donateur) - ☐ 380 € (bienfaiteur)

Un reçu de déductibilité fiscale me sera adressé avec la carte et l'autocollant de membre

NOM: PRENOM:
ADRESSE:

8. Charter for the sea and inland waterways

charte pour la mer et les rivières

*L'eau est un milieu vivant, fragile.
C'est aussi une ressource précieuse*

Pour protéger ce milieu,

- Je respecte la mer et les rivières, je n'aborde pas les sites protégés, je limite ma pêche aux espèces et tailles autorisées, j'observe les animaux sans les toucher ni les déranger.
- Avant de mouiller, je m'informe de la nature du fond pour éviter sa dégradation. De préférence, j'utilise les bouées d'amarrage.
- Je dépose mes déchets ménagers dans les containers et mes déchets toxiques, solides et liquides, à la déchetterie portuaire.
- J'utilise les installations sanitaires portuaires. Je vidange mon bac à eaux noires dans les stations de pompage. J'utilise les produits détergents les plus respectueux de l'environnement.
- Je m'assure que toute opération d'entretien (bateau, matériel, équipement) est effectuée dans le respect de l'environnement. Je manipule avec précaution tous les liquides susceptible de polluer lors de leur transvasement.

