

VELASCO 37 F



OWNER'S MANUAL



162541
Index A



CONTENTS

INTRODUCTION	7
Welcome	7
Notes on reading this manual.....	9
1 TECHNICAL SPECIFICATIONS	11
1.1 CONSTRUCTION	11
1.2 GENERAL DIMENSIONS	11
1.3 ENGINE	11
1.4 ELECTRICITY.....	11
1.5 CAPACITIES	12
2 DESIGN CATEGORIES AND DISPLACEMENT	13
2.1 DESIGN CATEGORIES.....	14
3 STABILITY AND BUOYANCY	15
3.1 STABILITY DATA.....	15
3.2 ACCESS TO THE BOAT.....	16
4 MANOEUVRABILITY	19
4.1 VISIBILITY FROM THE STEERING STATION	20
4.1.1 Demister.....	21
4.1.2 Wiper	22
4.1.3 Windscreen washer	23
4.1.4 Deck searchlight	24
4.1.5 Horn.....	25
4.1.6 Navigation lights	25
5 SAFETY	27
5.1 PREVENTING MAN OVERBOARD SITUATIONS AND THE MEANS OF GETTING SOMEONE BACK ONBOARD.....	27
5.1.1 Prevention of man overboard	27
5.1.2 Getting back onboard	28
5.2 STORING THE LIFE-RAFT	29
5.3 SECURING MOVEABLE ITEMS.....	29
5.4 INFORMATION ABOUT THE RISKS OF FLOODING AND ABOUT THE BOAT'S STABILITY	30
5.4.1 Openings in hull	30
5.4.2 Bilge pumps and drainage	32

6	INFORMATION RELATING TO FIRE RISKS AND RISKS OF EXPLOSION	39
6.1	PROPULSION ENGINES AND OTHER FUEL-BURNING EQUIPMENT	39
6.2	ELECTRICAL SYSTEM	39
6.3	GAS SYSTEM	39
6.4	FIRE-PREVENTION AND FIRE-FIGHTING EQUIPMENT	40
6.4.1	Fire-fighting equipment	40
6.4.2	Fixed extinguishing system with manual control (Version: EUROPE)	42
6.4.3	Automatic fire extinguishing system (Version: US).....	44
6.5	EMERGENCY EXITS IN CASE OF FIRE	46
6.6	EMERGENCY SYSTEMS IN CASE OF STEERING GEAR FAILURE	48
7	ELECTRICAL SYSTEM	49
7.1	GENERAL INFORMATION ABOUT THE ELECTRICAL SYSTEM	49
7.2	DC INSTALLATION (12 V OR 24 V)	51
7.2.1	Battery use and distribution	51
7.2.2	Battery switch	54
7.2.3	Power distributor	55
7.2.4	Connection of battery set	55
7.2.5	Battery charger	56
7.2.6	Layout of the wiring looms in the hull - DC circuit.....	58
7.2.7	Layout of the deck wiring looms - DC circuit	59
7.2.8	Bundles installation - Flying bridge - DC circuit	60
7.2.9	Steering station	61
7.2.10	Circuit breakers	62
7.2.11	Fuses	63
7.2.12	Relay box.....	64
7.2.13	Touch screen	64
7.3	AC SYSTEM (110 V OR 220 V)	76
7.3.1	AC shore socket	78
7.3.2	DC/AC converter	80
7.3.3	Bundles installation - Hull - AC circuit	82
7.3.4	Bundles installation - Deck - AC circuit	83
7.3.5	Anodes	84
7.3.6	Earthing plates.....	86
8	LIQUEFIED PETROLEUM GAS(LPG)SYSTEM (GPL).....	87
8.1	THE ONBOARD GAS SYSTEM	87
8.2	LAYOUT DIAGRAM.....	92
9	DOMESTIC APPLIANCES	95
9.1	FRIDGE / COOLER.....	95
9.2	MICROWAVE.....	97
9.3	HOT PLATE	98

10 AUDIO-VISUAL EQUIPMENT.....	99
10.1 TELEVISION	99
10.2 HIFI.....	100
11 ONBOARD COMFORT	101
11.1 AIR CONDITIONING.....	101
11.2 ELECTRONIC EQUIPMENT.....	108
11.3 EQUIPMENT OTHER THAN FOR PROPULSION, WHICH BURNS FUEL (GENERATOR, HEATING).....	111
11.3.1 General points	111
11.3.2 Generator	112
11.3.3 Warm air heating system.....	119
12 WATER SYSTEMS.....	123
12.1 GENERAL POINTS.....	123
12.2 USING A VALVE.....	124
12.3 FRESH WATER FILLING SYSTEM	125
12.4 FRESH WATER DISTRIBUTION SYSTEM.....	127
12.5 MAIN PLUMBING EQUIPMENT.....	127
12.5.1 Water unit.....	127
12.5.2 Cockpit shower	128
12.5.3 Deck wash pump.....	129
12.5.4 Shore freshwater supply	132
12.5.5 Water heater	133
12.6 BLACK WATER SYSTEM (WC).....	134
12.6.1 Location diagram of black water system	136
12.7 WASTE WATER SYSTEM.....	143
13 ENGINE	147
13.1 INFORMATION ABOUT THE RISKS OF FIRE AND OF EXPLOSION OF ENGINES ..	147
13.2 DANGER FROM MOVING MECHANICAL PARTS	148
13.3 GENERAL POINTS.....	148
13.4 STARTING THE ENGINE	150
13.5 ENGINE WATER INTAKE VALVE	151
13.6 FUEL FILTER.....	152
13.7 ENGINE INSTALLATION	153
13.8 ENGINE CONTROL	155
13.9 ACCESS TO THE ENGINE.....	156
13.10 FLAPS.....	156
13.11 PROPELLER SHAFT.....	159
13.12 STUFFING BOX.....	160
13.13 PROPELLER.....	160

14 STEERING SYSTEM	161
14.1 GENERAL POINTS	161
14.2 HYDRAULIC STEERING	164
14.3 BOW THRUSTER / STERN THRUSTER.....	165
15 DECK FITTINGS.....	169
15.1 GENERAL POINTS.....	169
15.1.1 Polyester	169
15.1.2 Plexiglas.....	169
15.1.3 STAINLESS STEEL.....	169
15.1.4 Solid wood on exterior wooden panelling	170
15.1.5 Exterior cushions	170
15.2 EQUIPMENT.....	171
15.2.1 Gangway.....	171
15.2.2 Tender inflator	174
15.3 BERTHING, ANCHORING, TOWING	175
15.3.1 Anchor points	175
15.3.2 Towing	176
15.4 MAIN ELEMENTS OF THE CHAIN LOCKER	177
15.5 ELECTRIC WINDLASS.....	179
16 HULL FITTINGS.....	181
16.1 UPHOLSTERY	181
16.2 INTERIOR WOODWORK.....	184
16.3 INTERIOR MAINTENANCE	184
17 HANDLING, TRANSPORT	185
17.1 LIFTING PLAN	185
17.2 LIFTING.....	186
17.3 UPPER LIMIT OF ANTIFOUL	187
17.4 LAUNCH/LIFT OUT.....	188
17.5 WINTER STORAGE	189
17.6 TRANSPORT.....	190
18 ENVIRONMENT.....	191
DINGHY 1: MEANING OF THE LABELS	193

INTRODUCTION

Welcome

You have just taken delivery of your new JEANNEAU boat and we thank you for the confidence you have shown us in ordering a vessel of our brand. The whole JEANNEAU team welcomes you aboard.

A JEANNEAU is made to last, in order to bring you all the pleasure you expect from a vessel over a period of many years. Each boat is subject to the utmost attention to detail from the design stage right through to launching.

This manual is meant to help you to enjoy your boat comfortably and safely. It includes the boat specifications, the equipment provided or installed, the systems and tips on her operation and maintenance. Some of the equipment described in this manual may be optional.

Your JEANNEAU dealer will be able to help and advise you in the use and maintenance of your boat.

The initial commissioning of your boat will require a lot of skill and care. The proper working of all your boat's equipment is the result of the quality of the commissioning operations. This is why the initial launch must be overseen by your dealer.

Read this Owner's Manual carefully and take the time to get to know your boat before you use it.

The better you know your vessel the more pleasure you will get from being at the helm.

Keep this manual somewhere safe and should you sell your boat, hand it to the new owner.

You are advised to keep any user's guides supplied by the manufacturers of any equipment for your boat (accessories...), together with your manual.



For all the equipment on your boat,
please read the instruction manuals provided by the manufacturer.

■ This manual has been produced to help you enjoy using your boat in all safety. It contains the details of the boat and of all the equipment provided and installed on your boat, as well as the instructions for their use. Read it carefully and really get to know your boat before using it.

■ This owner's manual is not in any way a navigation or mariner's training manual. If this is your first boat or if you have changed to a type of boat with which you are not familiar, make sure that you learn how to use it and manoeuvre it safely and with ease, before taking the helm alone. Your dealer, or national sailing or motorboat association, or your yacht club will be very happy to tell you about the navigation schools or qualified instructors in your area.

■ Make sure that the wind and sea conditions forecast are appropriate for the design category of your boat and that you and your crew are capable of manoeuvring the boat in these conditions.

■ Even with a well-adapted boat, the wind and sea conditions which correspond to the design categories A,B and C range from storm force winds for category A to severe storm conditions at the upper end of category C and would put the boat at risk from massive waves and extreme gusts. These are dangerous conditions in which only an experienced, fit and well-trained crew, manoeuvring a well-maintained boat, could navigate sufficiently well.

■ This owner's manual is not intended as a detailed maintenance or repairs manual. Should any problems arise please contact your dealer. If a maintenance manual is provided, please use it.

■ Always use the services of an experienced professional for the maintenance of your boat, for fitting accessories and for any modifications. Any alterations which may affect the safety specifications of the boat must be assessed, carried out and recorded by persons qualified to do so. The boat manufacturer cannot be held responsible for any modifications not approved by them.

■ Some countries require you to hold a Certificate of Competency or other qualifications, or other specific regulations may be in force.

■ Always maintain your boat well and make note of any deterioration due to wear and tear or to heavy or inappropriate use.

■ Any boat – no matter how well-built– could suffer serious damage if used recklessly. This is not compatible with safe navigation. Always adjust the speed and heading of your boat according to the sea conditions.

■ If your boat is equipped with a life-raft, read the instruction manual carefully. The crew must have available onboard all the safety gear (lifejackets, harnesses etc) appropriate for the type of boat and for the weather conditions etc.. In some countries it is mandatory to have this safety equipment onboard. The crew must be fully familiarised with the use of the safety gear and with emergency manoeuvres (Man Overboard procedures, towing another vessel etc). Sailing schools and clubs regularly run training sessions for these.

■ It is advised that, when on deck, everyone should wear the appropriate buoyancy aids (lifejackets, personal buoyancy aids) Be advised that in some countries, it is mandatory to wear a buoyancy aid which meets the national regulations at all times.

Notes on reading this manual

The various symbols used throughout the manual for crucial safety information are as follows:



DANGER

Indicates the existence of a serious inherent danger with a high risk of death or serious injury if the appropriate precautions are not taken.



WARNING

Indicates the existence of a danger which could lead to injury or death if the appropriate precautions are not taken.



WARNING

Indicates either a reminder of safety procedures or alerts you to dangerous manoeuvres or operations, which could result in injuries to those onboard or in damage to the boat or to components of it, or to the environment.

ADVICE-RECOMMENDATION

Indicates a recommendation or advice for carrying out manoeuvres appropriate for the planned manoeuvres.

- While some of the information and illustrations in this manual may show details which are slightly different from those found on your boat, the key information remains the same. Future versions of this manual will show any possible modifications as required.
- Due to the constant desire to improve the products, SPBI S.A. reserves the right to make any changes considered necessary to the design or to the equipment. That is the reason why the specifications and information given are not contractual, they may be modified without prior notice or up dates.
- This owner's manual complies with the European Directive 94/25/CE of the 16 June 1994 amended by the European Directive 2003/44/CE of the 16 June 2003; and with the standard NF EN ISO 10240 of February 2005 .



- This owner's manual is written in several languages. French is the authentic reference language.
- This owner's manual was written and made up into pages by SPBI S.A.. Any reproduction of this manual, direct or indirect, provisional or permanent, by whatever means this may be, whether in whole or in part, and any modification of this manual by a third party for commercial reasons, are forbidden.



1 TECHNICAL SPECIFICATIONS

1.1 CONSTRUCTION

Model	VELASCO 37 F
Architect / Interior design	Tony Castro Yacht Design / Jeanneau Design
Builder	SPBI S.A
Principal means of propulsion	Motor
Deck construction material	Single skin laminated fibreglass / Polyester / Balsa wood
Hull construction material	Single skin laminated fibreglass / Polyester / Balsa wood
Application	Wet laid fibre

1.2 GENERAL DIMENSIONS

L.O.A - standard (L_{max})*	11,43 m
L.O.A - with options (L_{max})*	11,95 m
<i>(Including removable parts that can be dismantled (bow roller, pulpit, bowsprit), without affecting the structure of the boat)</i>	
Hull length (L_h)*	9,98 m
<i>(Excluding: removable parts that can be dismantled, without affecting the structure of the boat)</i>	
Overall width (B_{max})*	3,84 m
<i>(Including: removable parts that can be dismantled, without affecting the structure of the boat)</i>	
Beam(B_h)*	3,80 m
<i>(Excluding: removable parts that can be dismantled, without affecting the structure of the boat)</i>	
Air draught – Empty vessel (with options - Cradle)	4,99 m
Air draught – Empty vessel (without - Cradle)	4,37 m
Draught - Boat fully laden	0,89 m
Wetted surface area	Approximately 35 m ²

1.3 ENGINE

Nominal maximum propulsion power	2 x 243 Kw
Maximum recommended engine size	1 354 kg

1.4 ELECTRICITY

Circuit type - Direct current	12V
Circuit type - AC	220V
Circuit type - AC (US version)	110V

1.5 CAPACITIES

Total mass of the liquid content of fixed tanks when they are full 1098 kg

Fuel capacity: Tank 1 (*): 400 l

..... Tank 2 (*): 400 l

Fresh water capacity: standard: 330 l

..... specification for SWITZERLAND: 2 x 80 l

Black water capacity (WC): 88 l

Waste water capacity (Washbasin, Shower, Domestic appliances) specification for
SWITZERLAND 80 l

It may not be possible to use these capacities fully depending on the trim and load of the boat.

It is recommended to keep a reserve of 20% in the fuel tanks.

(*): Refer to the corresponding chapter to locate the position of the tank (relationship between the tank number and its position on board).



2 DESIGN CATEGORIES AND DISPLACEMENT

- Some of the data is shown on the manufacturer's plate fixed to the boat. The explanation of the data is given in the appropriate chapters of this manual.
- The recommended maximum load includes the weight of all the people onboard, of provisions, personal belongings, of all equipment not included in the weight of the boat in ballast, of the cargo (if relevant) and of all liquids contained in fixed tanks when full (fuel, water, grey water, black water).
- The maximum recommended weight shown on the manufacturer's plate does not include the weight contained in the fixed tanks of liquid when full (fuel, water, grey water, black water).

Design category	B	C	D
Maximum number of people to be allowed onboard	10	12	12
Maximum number of people to be allowed on the flybridge	6	7	7
Light displacement	8 271 kg		
Recommended maximum load	3 704 kg		
Displacement with maximum load	11 975 kg		

If some of those onboard are children, the total number of people allowed onboard may be increased, provided that::

- The total weight of the children does not exceed 37,5 kg;

AND THAT

- the total weight of all allowed onboard (based on about 75 kg per adult) is not exceeded.



- Do not exceed the recommended maximum number of people onboard. However many people are onboard, the total, combined load of people and any gear or equipment must never exceed the recommended maximum load.
- Always use the seats or seating areas provided.



- When loading the boat, never exceed the recommended maximum load. Always load the boat with care and distribute the loads in order to maintain the theoretical trim (more or less horizontal).
- Avoid placing heavy loads high up in the boat.

2.1 DESIGN CATEGORIES

Category A: At high sea

The boat is designed to sail in winds that may exceed Beaufort force 8 and in waves of a significant height of 4 metres and more.

This craft is largely self-sufficient. Abnormal conditions such as hurricanes are excluded. Such conditions may be encountered on extended voyages, for example across oceans, or inshore when unsheltered from the wind and waves for several hundred nautical miles.

Category B: In open sea

The boat is designed to sail in winds not exceeding Beaufort force 8 and in corresponding seas (waves of a significant height of less than or equal to 4 metres).

Such conditions may be encountered on offshore voyages of sufficient length, or on coastal waters when unsheltered from the wind and waves for several dozens of nautical miles.

These conditions may also be experienced on inland seas of sufficient size for the wave height to be generated.

Category C: Near to the coast

The boat is designed to sail in winds not exceeding Beaufort force 6 and in corresponding seas (waves of a significant height of less than or equal to 2 metres). You may meet with such conditions in exposed inland waters, in estuaries and in coastal waters with moderate weather conditions.

Category D: In sheltered waters

The boat is designed to sail in winds that may exceed Beaufort force 4 and in waves of a significant height of 0,5 metres and more.

Such conditions may be encountered in sheltered inland waters, and in coastal waters in fine weather.

NOTE:

- The significant wave height is the mean height of the highest one-third of the waves, which approximately corresponds to the wave height estimated by an experienced observer. Some waves will be double this height.

- The creation of different design categories results from the need to distinguish between different levels of risk according to the construction of the boats.

"The parameters for the characteristics are established to define the conditions of navigation which each category may encounter; they serve purely to evaluate the boat designs and are not to be used to limit the geographical areas in which these boats may operate".

- One boat may be classed in several design categories at the same time, each with their different maximum capabilities.



3 STABILITY AND BUOYANCY

3.1 STABILITY DATA

- Fully laden displacement was used to evaluate the stability and buoyancy of the boat. The value of this displacement can be found in paragraph ' Technical specifications ' at the beginning of this manual.
- Any changes in the distribution of loads onboard (for example by adding a raised structure for fishing, fitting a radar or in-mast furling, changing the engine etc.) can significantly affect the boat's stability, trim and its performance;
- It is important to keep water in the bilges to a minimum;
- The boat's stability is affected by adding to the weight of the superstructure;
- In heavy weather it is important to close all the hatches, lockers and doors to minimise the risk of water pouring in;
- The boat's stability can be reduced when towing a boat or when using a davit or boom to lift a heavy load;
- Breaking waves are a serious threat to stability.



- Reduce speed in waves.
- Always adjust the speed and heading of your boat according to the sea conditions.
- All of the watertight hatches must remain closed when at sea.

3.2 ACCESS TO THE BOAT

Access to the cockpit



Access - Wheelhouse - Side



Holding



Access to the engine compartment



Access - Cockpit locker



Access - Cave





- It is imperative that both the cockpit and the engine compartment are kept closed when at sea.
- When at sea close the guardrail side-opening or openings.
- Slamming an access hatch may cause injury : always close the hatch gently and carefully.
- Do not allow children to open or close the hatches unsupervised.



- It is imperative that the access doors to the saloon are kept closed when at sea.
- Close the deck hatches and portholes before each trip.
- Close all access doors and hatches in heavy weather or when the sea is rough.

ADVICE-RECOMMENDATION

- When under way, keep hull valves and fillers in the closed position to minimise the risk of flooding.



4 MANOEUVRABILITY

- This boat was found to be capable of carrying its crew, even when flooded.
- It is important to take additional precautions in very strong winds or in a confused sea or breaking waves.
- Maximum rated power of boat propulsion: 2 x 243 Kw.
- Do not install an engine in this boat with a higher rated power than that indicated on the manufacturer's plate.
- Use a negative trim to make the transition from displacement speed to planing speed, and at lower speeds in choppy seas (applicable to boats equipped with a system for directing the propeller thrust).
- Do not drive the boat at high speed with a negative trim of the propulsion equipment (bow down). This can make the boat heel and cause it to be unstable when turning.
- Do not drive at top speed in areas of heavy boat traffic or in situations of reduced visibility, strong winds or heavy seas. Reduce the boat's speed and wake out of courtesy and for your own safety and the safety of others. Observe speed limits and "NO WASH" signs.
- Observe the rules of priority as defined in the Navigation Rules and imposed by the international regulations for preventing collisions at sea (Collision Regulations - COLREG).
- Ensure that you always have sufficient room to stop or manoeuvre if necessary in order to avoid a collision.
- Avoid abrupt manoeuvres at full speed.
- Do not sit on the forward section of the cockpit when the boat is moving at high speed.
- Reduce speed in big waves for your comfort and safety.

4.1 VISIBILITY FROM THE STEERING STATION

Visibility from the steering station may be obstructed when the boat is trimmed at a steep angle or due to other factors caused by one or more of the following conditions:

- Angle of engine trim control switch (in boats equipped with an engine trim control switch);
- Angle of hull trim control switch (in boats equipped with a hull trim control switch or trim tabs);
- Load and load distribution;
- Speed;
- Rapid acceleration;
- Transition from displacement mode to planing mode;
- Sea conditions;
- Rain and mist;
- Darkness and fog;
- Lights on inside the boat;
- Position of the upper and side awnings;
- Persons and removable equipment in the helmsman's field of visibility.

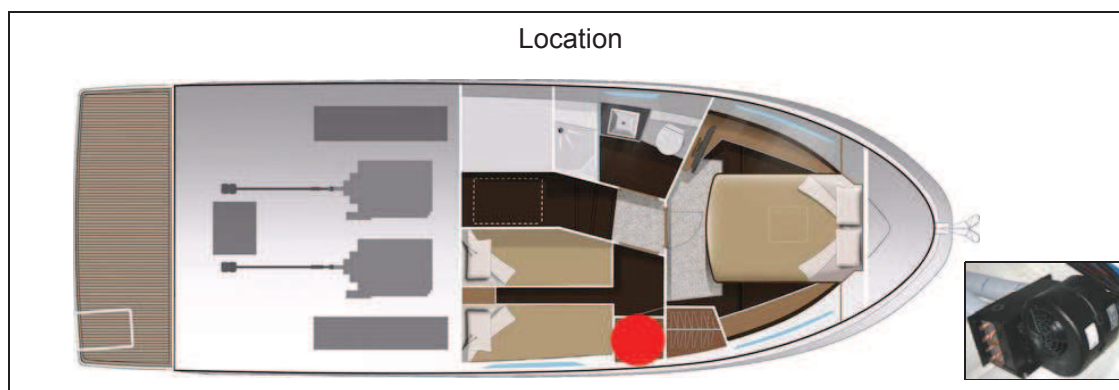
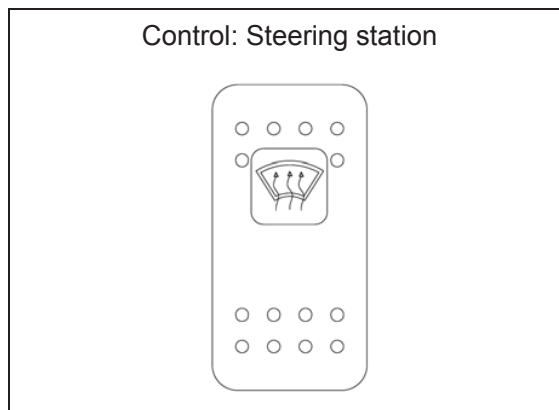
The international rules for preventing collisions at sea (COLREG) and the navigation rules demand constant vigilance and observance of priority rules. Observance of these rules is essential.



- Manoeuvrability is reduced at excessive speeds.
- There is a risk of loss of control during tight turns.
- Reduce speed before making a turn in any direction.

4.1.1 Demister

- The demister runs on DC power.
- The demister uses heat recovered from the boat's engine to demist the windscreen. It operates via the heat exchanger in the starboard engine cooling system.
- The demister operates only when the engine is warm and running.
- A valve on the engine allows the demister to be isolated from the engine cooling system (for maintenance or to isolate a faulty circuit).



outlets - Demister (Windscreen)



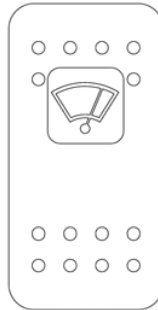
Supply valve - Cooling system - Motor / Demister



4.1.2 Wiper

The windscreen wipers run on DC power.

Control: Steering station



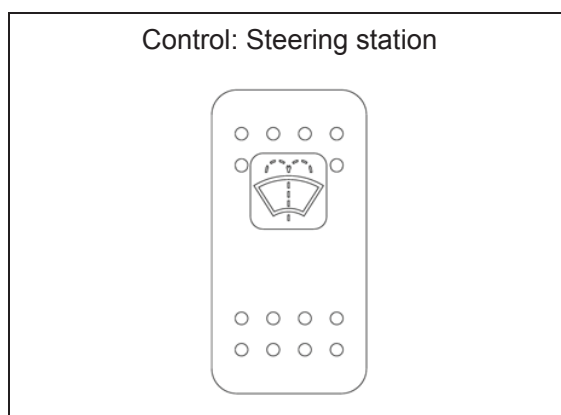
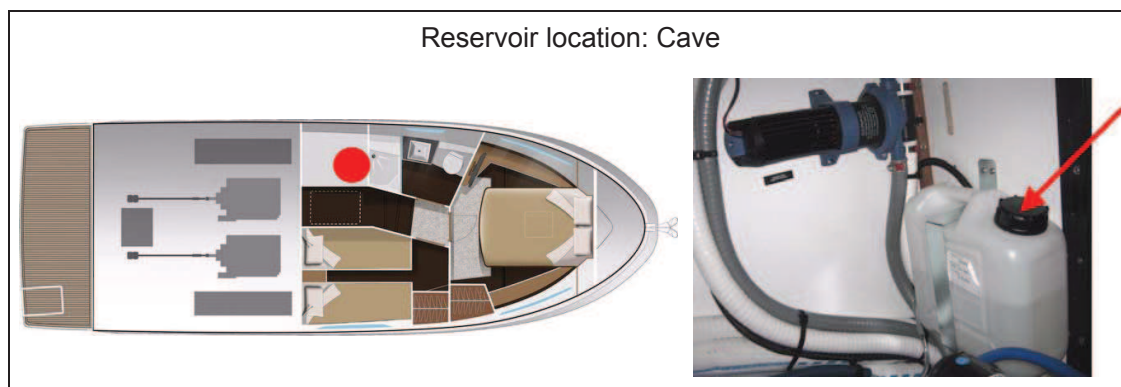
Location



Engine access:
Deckhead - Forward cabin

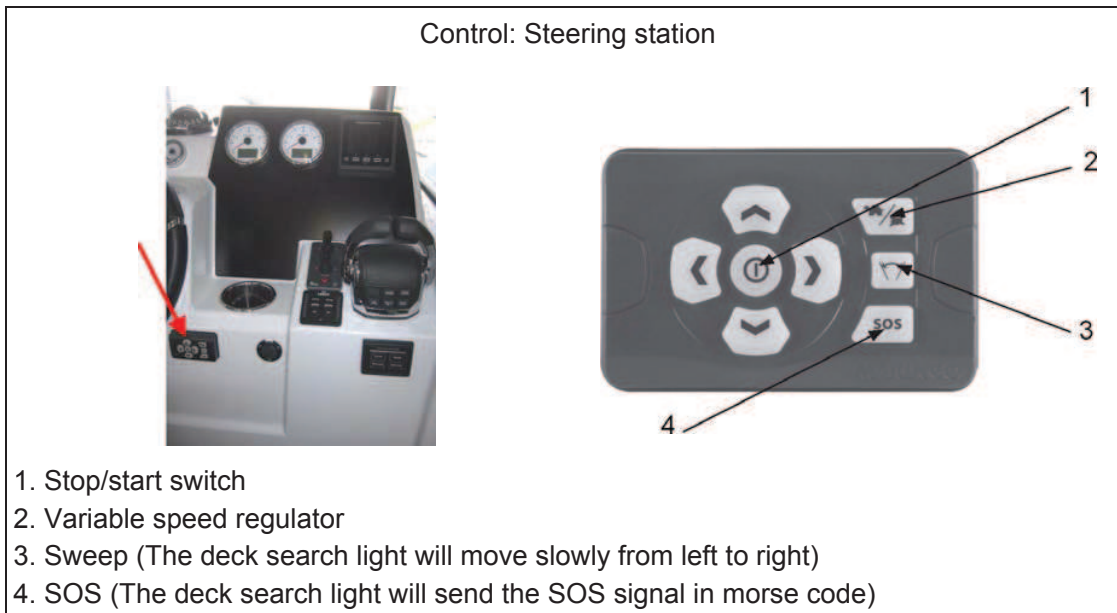


4.1.3 Windscreen washer



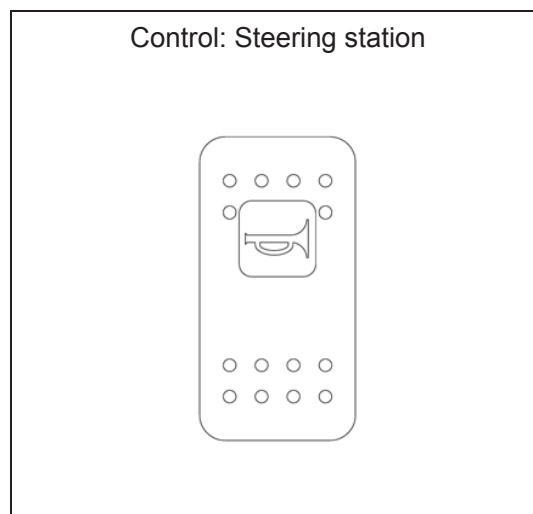
4.1.4 Deck searchlight

- The deck searchlight runs on DC power.
- A fuse protects the electrical circuit.



4.1.5 Horn

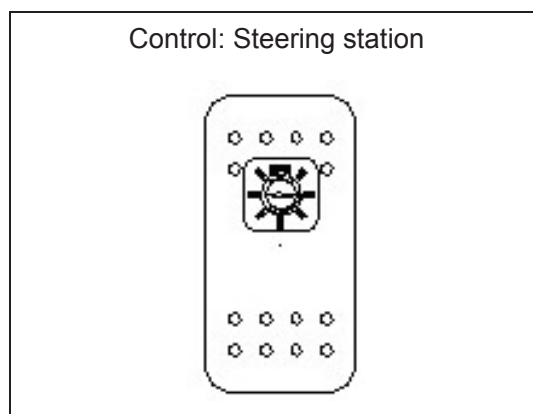
The foghorn runs on DC power.



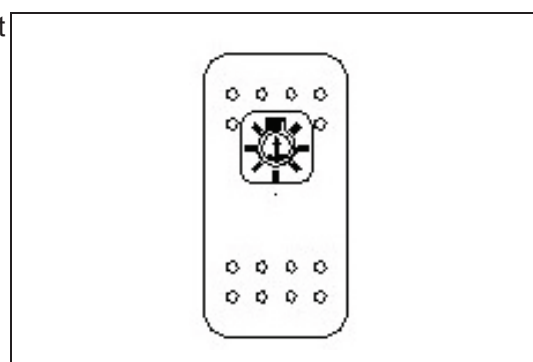
MANOEUVRABILITY

4.1.6 Navigation lights

The navigation lights run on DC power.



The only function of the samson post is to support the navigation light. Any other use is dangerous and forbidden.



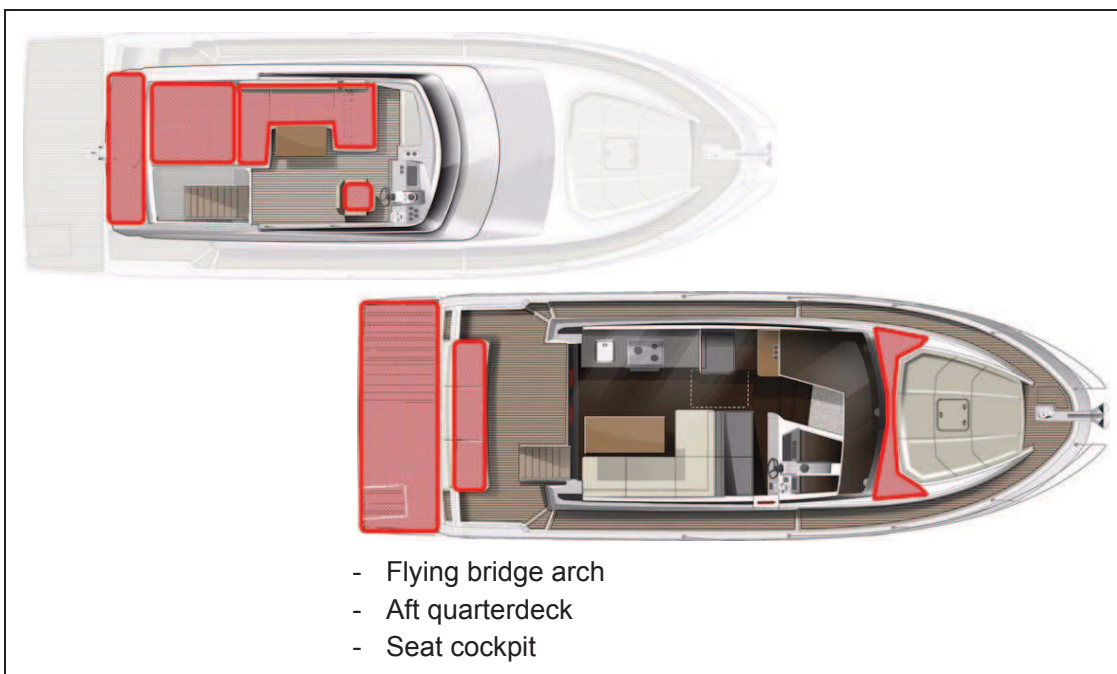
5 SAFETY

5.1 PREVENTING MAN OVERBOARD SITUATIONS AND THE MEANS OF GETTING SOMEONE BACK ONBOARD

5.1.1 Prevention of man overboard

- The zones outside the working deck area are the hatched areas below 
- The 'working deck' means those areas outside where people stand or walk during normal use of the boat.

SAFETY





- Use the seats provided.

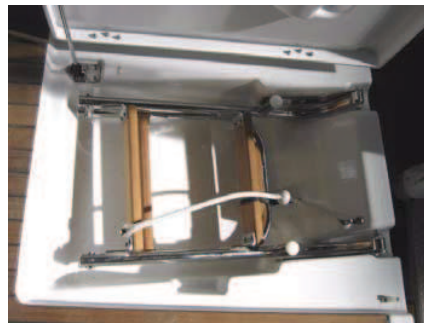
Regularly check the guard-rails:

- With metal guard-rails, watch for corrosion particularly at connecting points.
- With synthetic guard-rails, change them as soon as they show signs of wear due to chafing or UV.

5.1.2 Getting back onboard

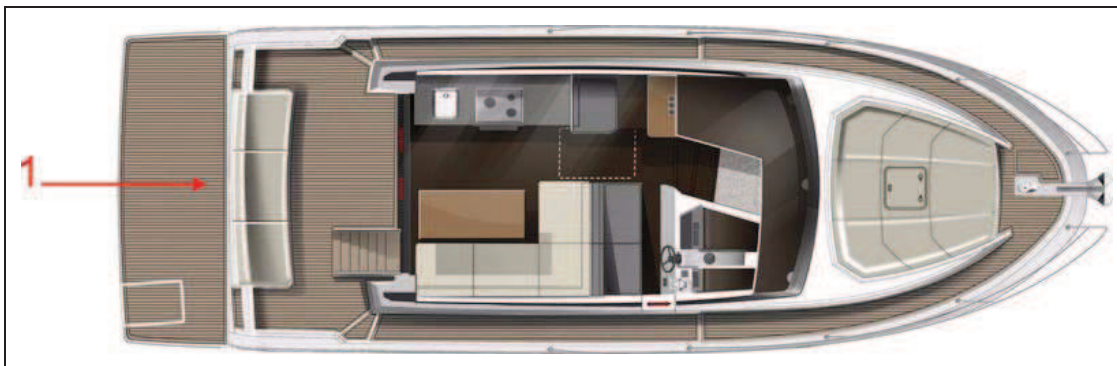
The means for getting back onboard must be able to be deployed by one person alone in the water, with no other help.

Fitting a means of climbing back onboard:



- Some types of equipment for getting back onboard have a locking device when folded up: It is important to keep the means for getting back onboard deployed and ready to use once the boat is in use (at anchor, moored or at sea).
- Make sure that the means for getting back onboard are readily accessible and easy to use by someone alone in the water.

5.2 STORING THE LIFE-RAFT



SAFETY

The life-raft(not supplied) must be stored in the space provided for it (Ref 1). A pictogram helps to locate it easily.



Before putting to sea, carefully read the launching instructions shown on the liferaft.

When at sea, never padlock or lock the stowage locker for the life-raft.

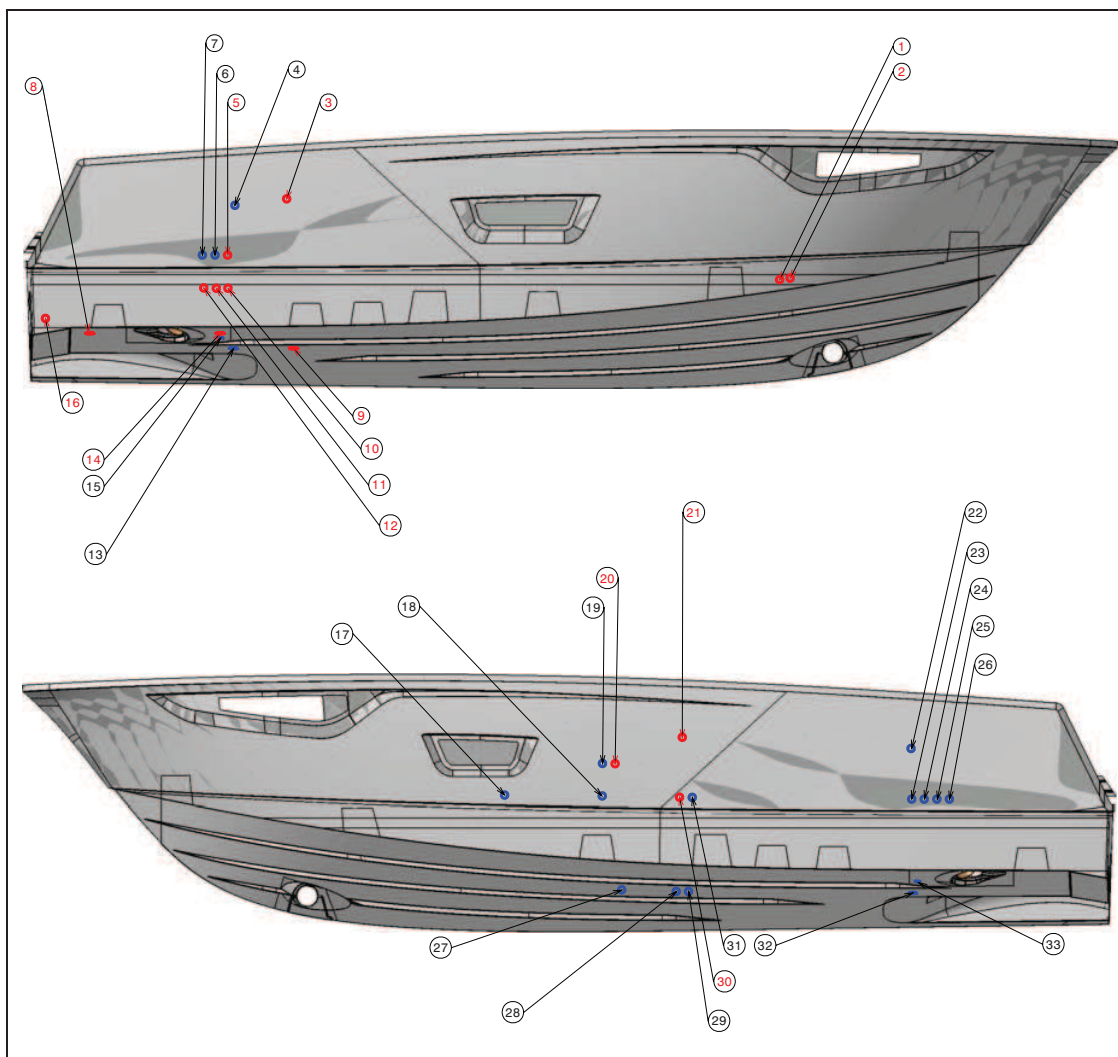
5.3 SECURING MOVEABLE ITEMS



- Ensure that movable items are firmly secured when the boat is under way.
- Don't store anything below the floorboards.

5.4 INFORMATION ABOUT THE RISKS OF FLOODING AND ABOUT THE BOAT'S STABILITY

5.4.1 Openings in hull





Reference	Designation	Valve
1	Condensation drain - Air conditioning	Yes
2	Condensation drain - Air conditioning	Yes
3	Heating exhaust	Not
4	Vent hole - Fuel tank	Not
5	Sink draining - Flying bridge	Not
6	Drainage - Gangway	Not
7	Drainage - Flying bridge	Not
8	Sea water intake - Deck wash	Yes
9	Sea water intake - Air conditioning	Yes
10	Drainage - Air conditioning (Sea water) - Side cabin	Yes
11	Drainage - Air conditioning (Sea water) - Steering station	Yes
12	Condensation drain - Air conditioning	Yes
13	Sea water inlet valve for engine	Yes
14	Sea water intake - Generator	Yes
15	Sea water intake - Stern frame	Yes
16	Drainage - Generator	Yes
17	Bathroom washbasin evacuation	Yes
18	Electric bilge pump draining	Not
19	Black water tank (WC)	Not
20	Tank vent hole - Waste water	Not
21	Heating exhaust	Not
22	Vent hole - Fuel tank	Not
23	Galley sink drain	Yes
24	Draining of manual bilge pump	Not
25	Electric bilge pump draining (Engine compartment)	Not
26	Drainage - Gangway	Not
27	Sea water intake (WC)	Yes
28	Drainage - Shower pump	Yes
29	WC evacuation to sea (Sewage)	Yes
30	Water tank vent	Not
31	Water tank vent	Not
32	Sea water inlet valve for engine	Yes
33	Water inlet - Stern frame	Yes

5.4.2 Bilge pumps and drainage

General points

- The inner moulding of the hull has channelling: the drainage channels. The drainage channels allow the water to drain down to the lowest point in the boat, where it can be discharged. So it is important to allow the water to flow freely down to this lowest point of the boat, which includes.
- Regularly cleaning the lowest point of the boat and the drainage channels.

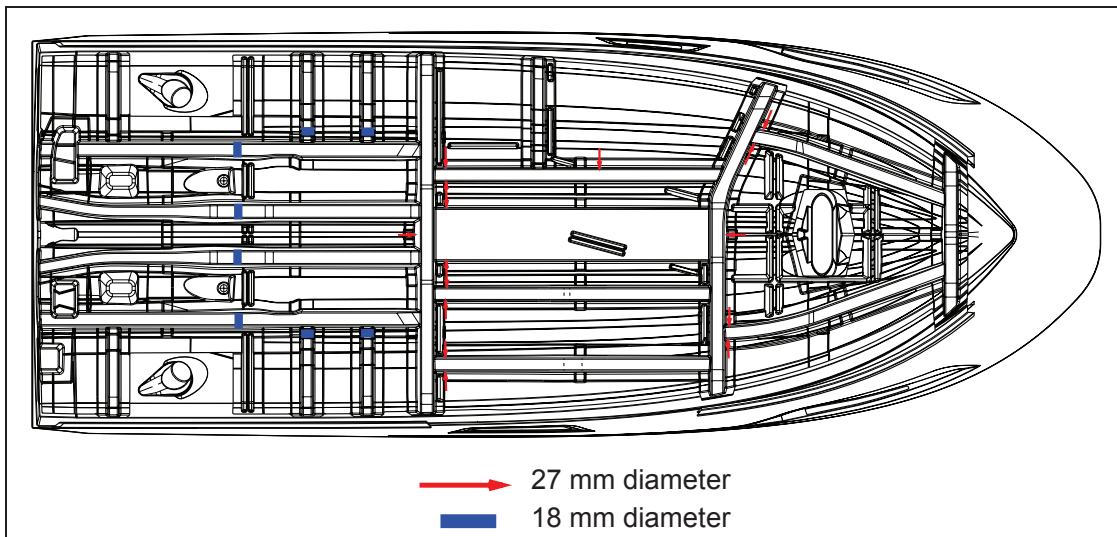
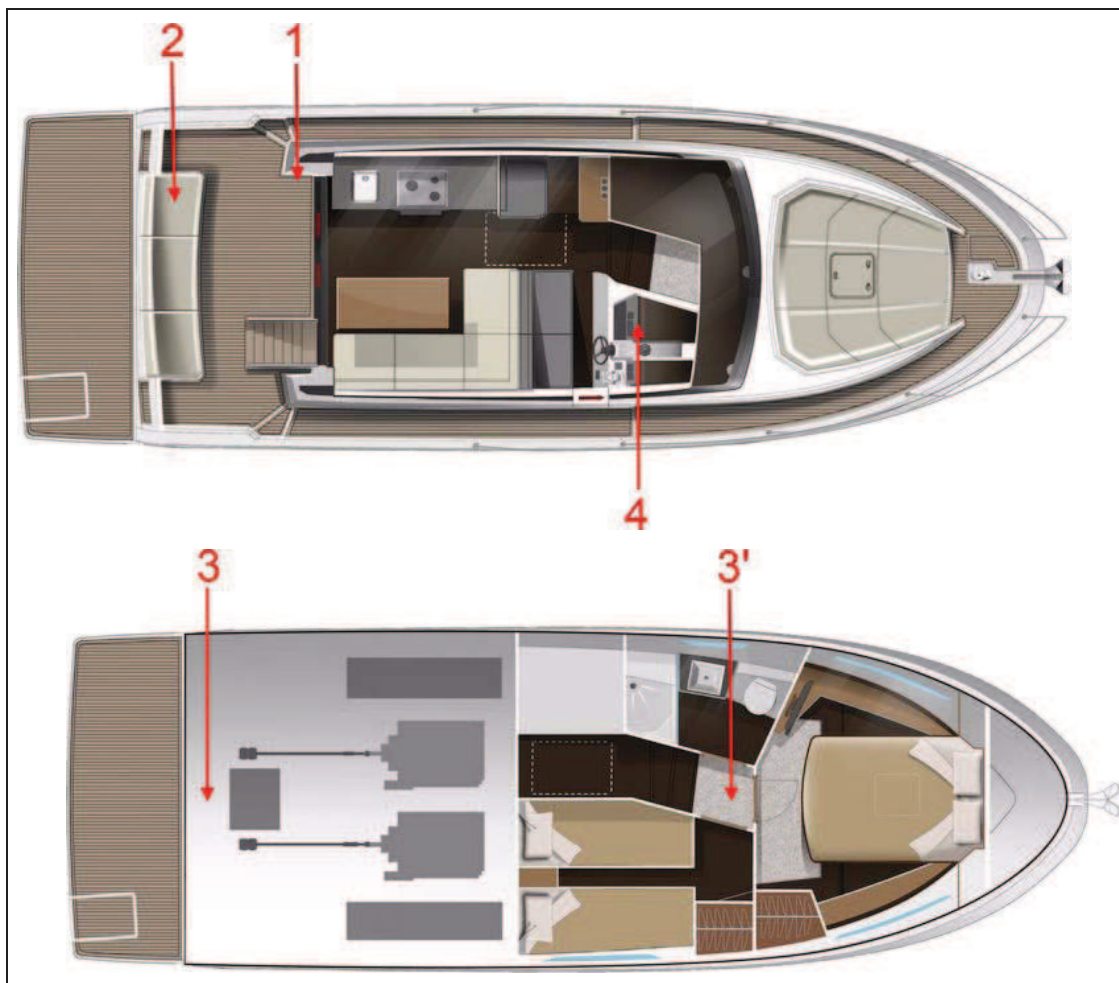


Diagram of the layout - Bilge pumps



SAFETY

Reference	Designation	Rate
1	Manual bilge pump	32p/minute (*)
2	Manual bilge pump lever	
3	Electric bilge pump (Engine compartment)	30p/minute
3'	Forward electrical bilge pump	54p/minute
4	Electric bilge pump switch	

(*) 45 strokes/minute

If 70 stroke/minute: rate 35p/minute

5.4.2.1 Secondary drainage system

Manual bilge pump

The manual bilge pump is in the cockpit (Ref 1).

The bilge pump lever is located close to it (Ref 2).

Ref 1



Ref 2



Operation:

I- Put the lever on the manual bilge pump.

II- Repeatedly work the lever up and down to its fullest extent.

The manual bilge pump lever must remain accessible at all times.



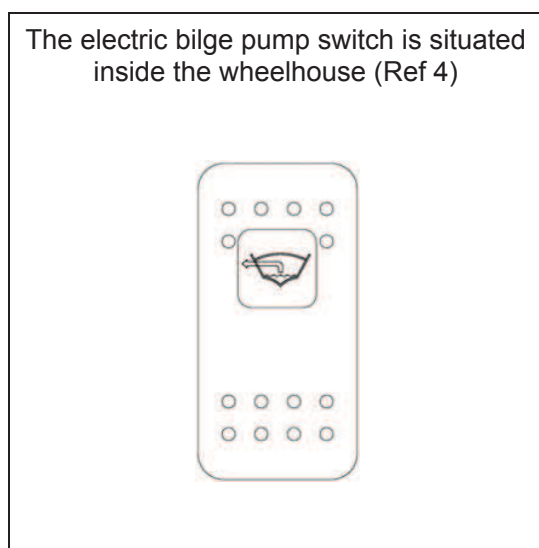
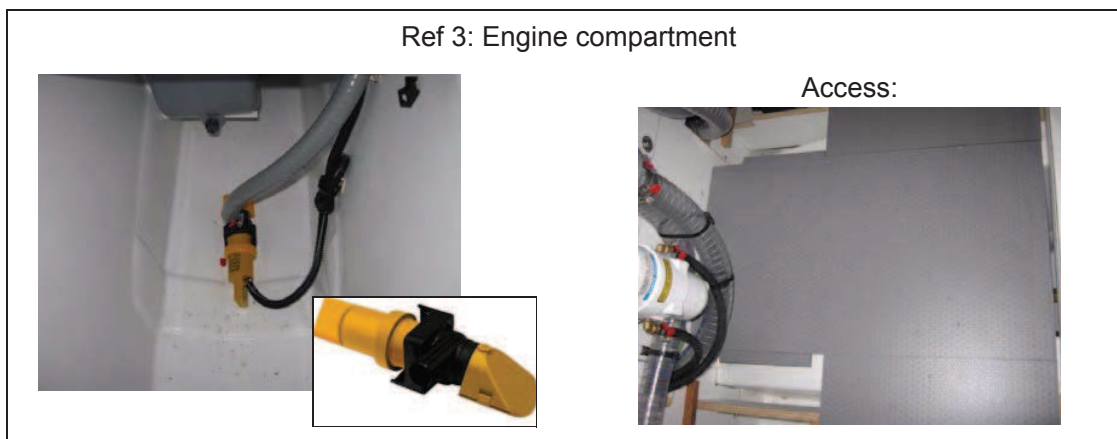
5.4.2.2 Main drainage system

Electric bilge pumps

- The bilge pumps are powered by DC.

Location of the electric bilge pumps

SAFETY



- The electric bilge pump must only be used to discharge stagnant water at the bottom of the bilge. It must not be used to pump out any oil-based products (petrol, oil) or inflammable liquids.

Bilge pump maintenance

Please refer to the manufacturer's notes on the instructions for checking and maintaining the bilge pumps.

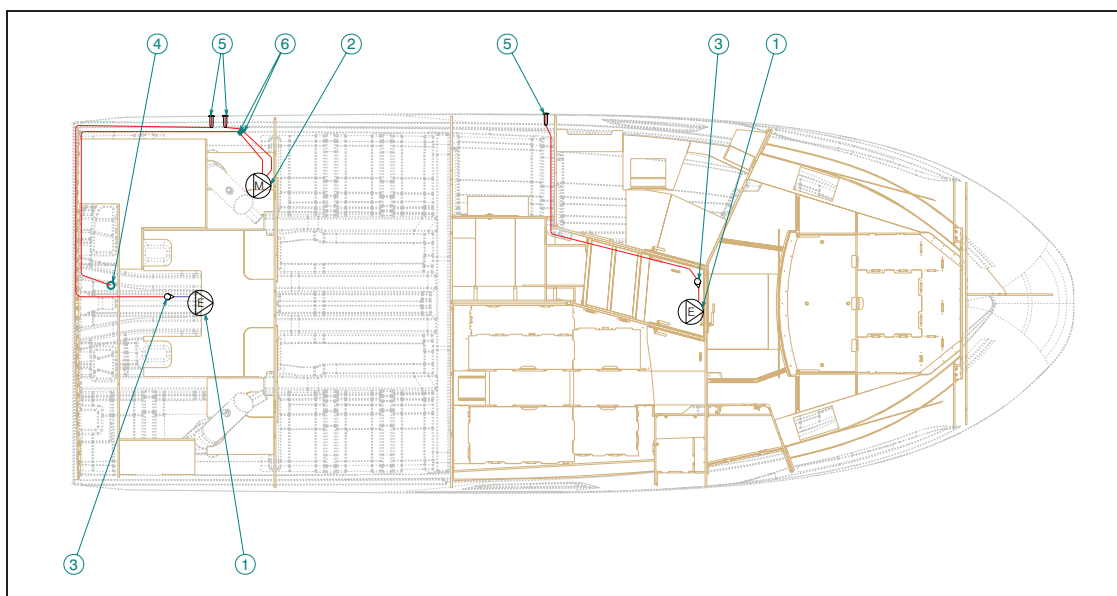


- The bilge pumps system is not designed to deal with water coming in through breaches in the hull.
- Keep the water level in the bilges to the minimum.
- Never store anything right at the bottom of the boat: Allow bilge water to flow freely down to the lowest point of the boat.

SAFETY PRECAUTIONS

- Check that each bilge pump is working at regular intervals.
- Clear the bilge pump points or strainers of any debris that could clog them.
- If the watertight partitions which seal off the fore and aft points are fitted with valves they must be closed at all times and only opened to drain water into the main bilge.

Diagram of the layout - Drying out the bilge



SAFETY

	Pipe - Bilge pump system - 25 mm diameter
---	---

Reference	Designation
1	Electric bilge pump
2	Manual bilge pump
3	Non-return valve
4	Intake strainer
5	Bilge pump draining
6	Connection



6 INFORMATION RELATING TO FIRE RISKS AND RISKS OF EXPLOSION

6.1 PROPULSION ENGINES AND OTHER FUEL-BURNING EQUIPMENT



The risks associated with motorisation are described in the **MOTORISATION** chapter.



The risks associated with other fuel-burning equipment are described in the **OTHER FUEL-BURNING EQUIPMENT** chapter.

6.2 ELECTRICAL SYSTEM



The risks associated with the electrical systems are described in the **ELECTRICITY** chapter.

6.3 GAS SYSTEM



The risks associated with the gas system are described in the **GAS** chapter.

INFORMATION RELATING TO FIRE RISKS AND RISKS OF EXPLOSION

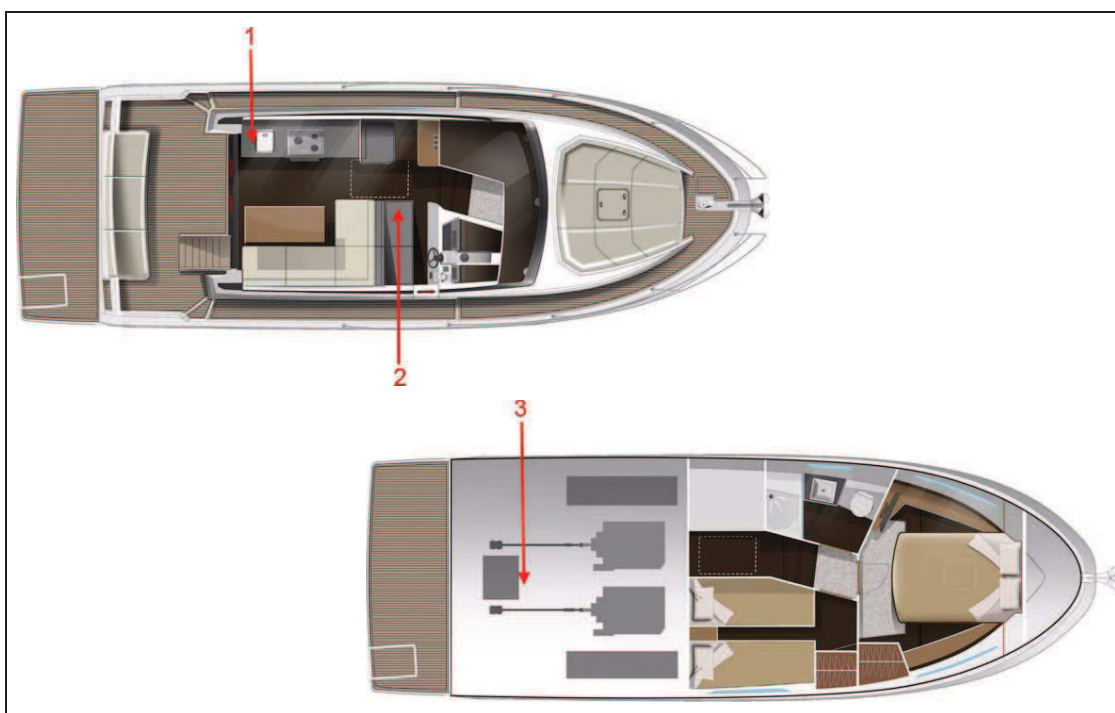
6.4 FIRE-PREVENTION AND FIRE-FIGHTING EQUIPMENT

6.4.1 Fire-fighting equipment

Portable fire-extinguishers and fire blanket (not supplied)

- When in use, this boat must be equipped with portable fire extinguishers of the following extinguishing capacity and located in the following places:

The location of the portable fire extinguishers is shown by the pictogram below:



Reference	Designation	Location	Minimum extinguishing capacity
1	Portable fire extinguisher	Galley	5A / 34B
2	Portable fire extinguisher	Steering station	5A / 34B
3	Portable fire extinguisher	Cockpit locker	5A / 34B

- When in use, this boat must be equipped with a fire blanket to protect the cooking equipment and/or the galley, installed in the following place: near the cooking equipment.



Maintenance of the fire-fighting equipment

The owner/person operating the boat must:

- Get the fire-fighting equipment checked at the frequency shown on the equipment;
- Replace portable fire extinguishers, if outdated or discharged, by extinguishing apparatus of equal capacity;
- Provide at least one fire bucket with a lanyard, in a readily accessible place, for protection on deck;
- Get the fixed fire extinguishing systems filled or replaced if they are discharged or have expired.

Responsibility of the owner/boat operator

It is the responsibility of the owner/boat operator to:

- Ensure that the fire-fighting equipment (portable extinguishers, bucket and fire blanket) is readily accessible when there are people onboard;
- Ensure that the engine compartment fire extinguisher discharge port is readily accessible;
- Show the members of the crew:
 - The location and use of the fire-fighting equipment;
 - Location of discharge ports in engine compartment;
 - The location of evacuation routes and fire exits.

Notes for the attention of the boat user

General points

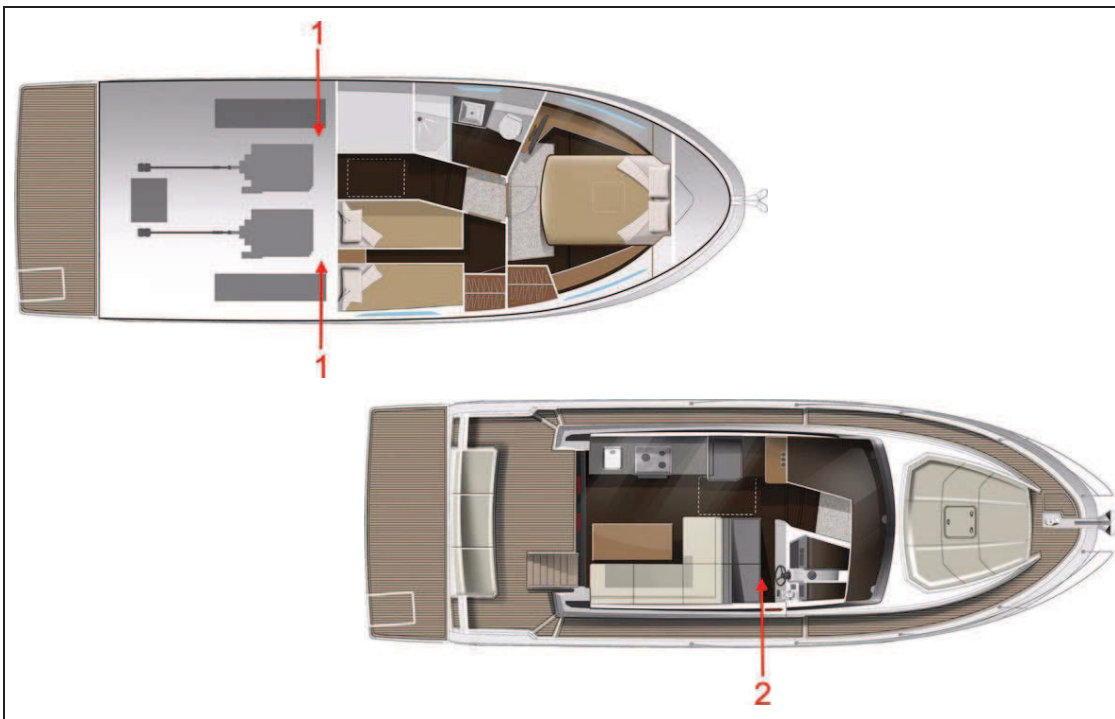
- Check that the bilges are clean and frequently check that there are no fuel/gas vapours or fuel leaks.
- In the case of replacement of components of the fire-fighting equipment, use only the appropriate components of the same code designation or having the equivalent technical capacity and fire resistance.
- Do not install free-hanging curtains or other fabrics near or above the cooking appliances or other equipment with a naked flame.
- Do not store combustible materials in the engine compartment. If non-combustible materials are stored in the engine compartment they must be secured so there is no danger of them falling on machinery and they do not obstruct access to and from the compartment.
- The fire exits other than the door or main companionway are identified by the following symbol:



- The **CO₂** extinguishers shall be used only to fight **electrical fires**.

6.4.2 Fixed extinguishing system with manual control (Version: EUROPE)

- This boat is fitted with a fixed fire extinguishing system protecting the engine compartment.
- Procedure to follow in the event of fire in the engine compartment:
 - Stop the engine and fan,
 - Switch off power and stop fuel supply,
 - Close access to the compartment,
 - Pull the extinguisher remote control for 20 seconds,
 - Wait,
 - Ventilate the compartment after the fire has been extinguished,
 - Open the access hatches and repair.



Reference	Designation	Location
1	Fixed extinguisher (Port and starboard) 	Engine compartment
2	Remote pull switches 	Inside wheelhouse

The position of the remote control handles is indicated by the pictogram shown below:





To enable functioning of the fixed fire extinguishers, the safety pins on each extinguisher must all be removed completely.

6.4.3 Automatic fire extinguishing system (Version: US)

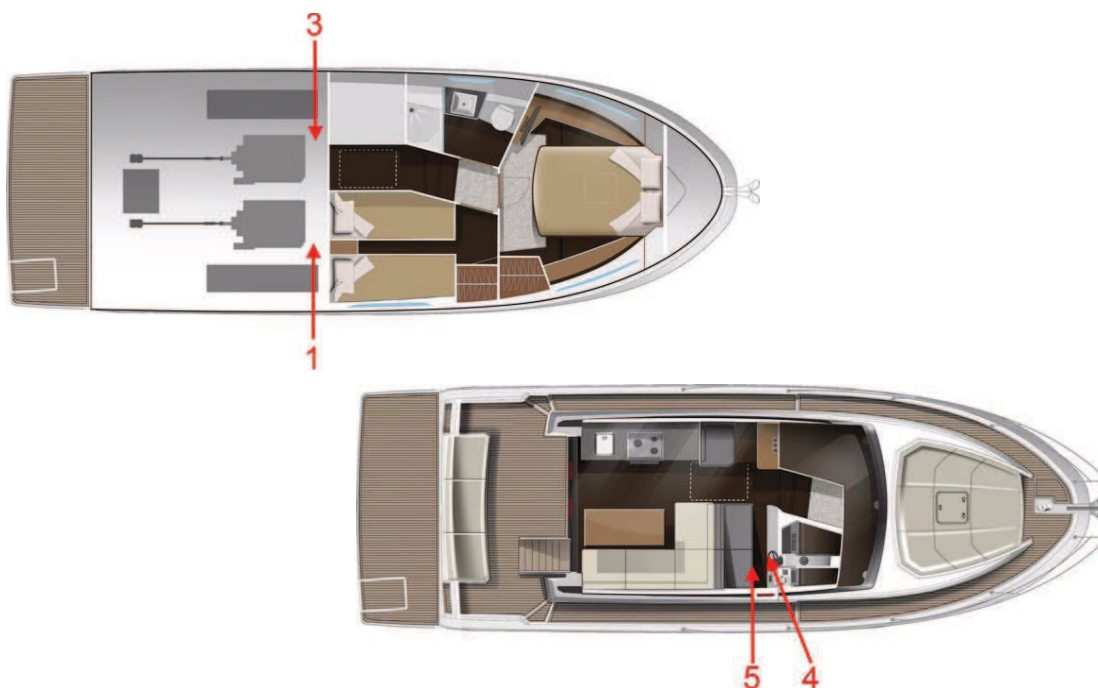
General points

The system protects the vessel engine compartment.

It is comprised of the following elements:

1.	Fixed inert gas extinguisher	
2.	Temperature sensor (located on the extinguisher)	
3.	System box	
4.	Control panel	
5.	Remote pull switches	

Layout of components



Operation

The mechanism works automatically.

When the sensor detects a temperature above 79° Celsius (175° Fahrenheit) it immediately activates the control unit which:

- Shuts down the engines and the bilge fan,
- Discharges the contents of the fire extinguisher into the engine compartment.



- To avoid suffocation, leave the area before discharge. After discharge, ventilate before entering. After discharge, ventilate before entering.
- Refer to the manufacturer's instructions for use and maintenance.

6.5 EMERGENCY EXITS IN CASE OF FIRE



Location
Sliding hatch (Saloon & Steering station)
Ladder - Flying bridge
The forward cabin deck hatch
Passageway



NEVER:

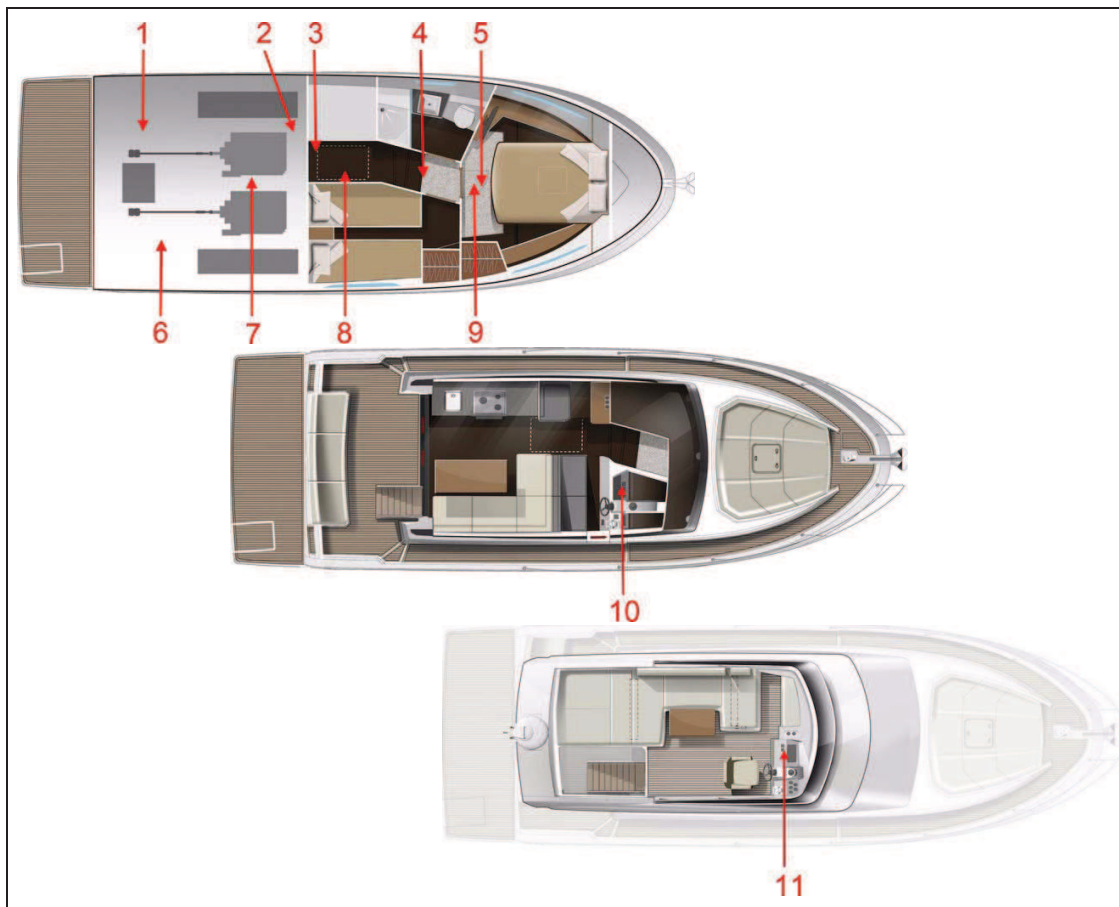
- Obstruct the passages leading to the emergency exits and the hatches;
- Obstruct or block safety controls, for instance fuel shut off valves, gas taps, electrical system circuit-breakers;
- Obstruct the access to the portable extinguishers stored in lockers;
- Leave the boat unsupervised when cooking equipment and/or heating equipment is in use;
- Modify any of the boat's installations (especially the electrical, fuel or gas installations) or allow unqualified personnel to proceed with modifying these installations;
- Fill the fuel tanks or replace gas bottles while the engine is running or while cooking or heating equipment is in use;
- Use gas lamps in the boat;
- Smoke when handling fuel or gas.

6.6 EMERGENCY SYSTEMS IN CASE OF STEERING GEAR FAILURE

On a twin-engined vessel the emergency tiller system works on the difference in drive between the port and starboard engines (difference in throttle and/or forward/aft).

7 ELECTRICAL SYSTEM

7.1 GENERAL INFORMATION ABOUT THE ELECTRICAL SYSTEM



DC INSTALLATION

Reference	Designation
1	Battery - Stern thruster
2	Battery charger
3	Windlass circuit breaker & Inverter
4	Battery switch
5	Bow thruster batteries
6	Generator battery
7	Engine batteries
8	DC breakers
9	Service batteries
10	Circuit breakers / Switches - Inside wheelhouse
11	Circuit breakers / Switches - Flying bridge wheelhouse



- The risks of fire or explosion may result from careless use of the DC and AC systems.
- The risks of electrocution may result from careless use of the AC system.



NEVER:

- work on a live electrical system;
- modify the electrical system of the vessel or the relevant diagrams: It is important that the installation, maintenance and any modifications be carried out by a technician qualified in marine electricity;
- change or modify the strength of the safety devices protecting against power surges;
- install or replace electrical equipment or materials with components which exceed the system's nominal electrical power capacity;
- leave the boat unsupervised when the electrical system is live, apart from when the automatic bilge pump and the boat's fire protection and security systems are in use.



7.2 DC INSTALLATION (12 V OR 24 V)

7.2.1 Battery use and distribution

General points

The boat is equipped with a direct current electrical system.

The boat's electrical system comprises service batteries and the engine battery or batteries. The service batteries serve as the power supply for all the boat's electrical components. The engine battery is used solely to power the engine's starter motor.

The boat may also be equipped with:

- a generator powered by its own battery;
- a bow thruster, powered by its own battery bank;
- A stern thruster, powered by its own battery bank.

the batteries are charged either by a load distributor or:

- by the alternator linked to the engine when the engine is running,
- by the battery charger (if the boat has one).

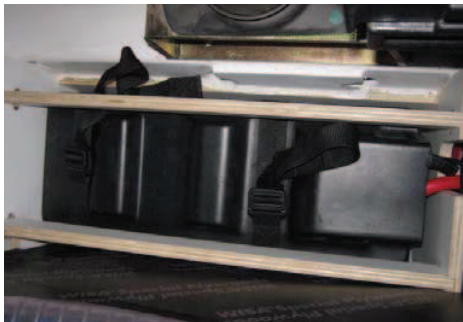
It is imperative that when the boat is first launched, a professional engineer connects the batteries.

Always check the condition of the batteries and charge system before putting to sea.

The battery banks are isolated from one another by a charge divider (see below).

Battery set

Engine battery: 2 x 140A



Service batteries: 2 x 115A
Spare service batteries: 1 x 115A



Generator battery: 1 x 50A



Batteries - Stern thruster: 2 x 50A



Battery - Bow thruster: 2 x 50A





Maintenance

- Avoid charging batteries to a voltage greater than 14,6 V.
- Keep the batteries clean and dry.
- Regularly check that the terminals and connection cables are clean. If necessary, apply a thin coating of paraffin on the terminals, to prevent corrosion.
- Regularly recharge all of the batteries onboard.
- Continuously maintain the charged batteries: this determines their length of life.
- Avoid long periods of electrical inactivity (for example when wintering the boat).



- All work carried out on a battery must only be carried out by someone qualified to do so. Whenever working on a battery, wear safety goggles and protective clothing.
- Never smoke or produce a spark near a battery: risk of an explosion.
- If any acid accidentally splashes on your skin or in your eyes thoroughly rinse it off immediately with fresh water. See a doctor immediately.
- Never touch the battery terminals: danger of electric shock.
- Refer to the manufacturer's instructions for use and maintenance.

- IT IS IMPERATIVE TO DISCONNECT THE BATTERY CHARGER BEFORE DISCONNECTING THE BATTERY TERMINALS FOR MAINTENANCE.

Maintenance of lead batteries

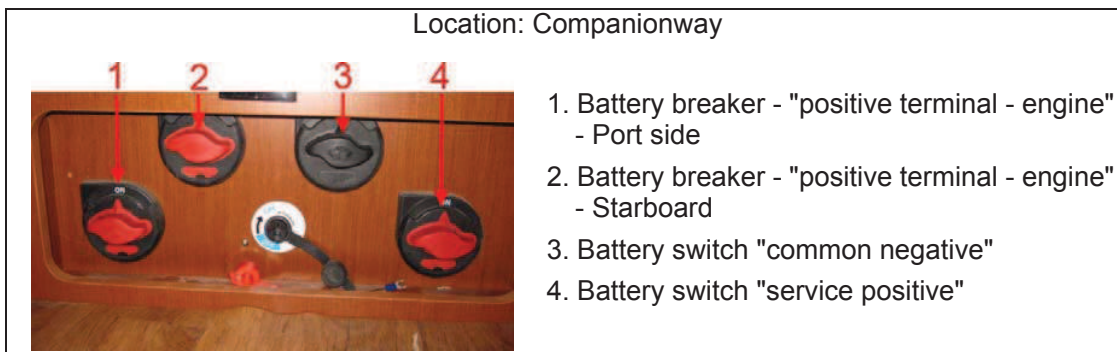
- Every year check the water levels in the batteries, and if they are low top them up with distilled water.
- Keep all metallic objects away from the batteries.
- Lead batteries contain sulphuric acid: Be careful not to knock them over whenever handling them.

Maintenance of watertight batteries

- This type of battery needs no maintenance and does not produce any gas during normal use. No ventilation is needed.
- The optimum temperature for use is between 10 degree C and 30 degrees C. Lower temperatures will reduce the available capacity. Higher temperatures will increase the batteries' self-discharge rate.
- Never open watertight batteries.
- Never add acid or distilled water.
- The pressure valves are used to seal the batteries and cannot be opened without being destroyed.
- If the batteries overheat, a build-up of gas may develop: Keep away from the batteries.

7.2.2 Battery switch

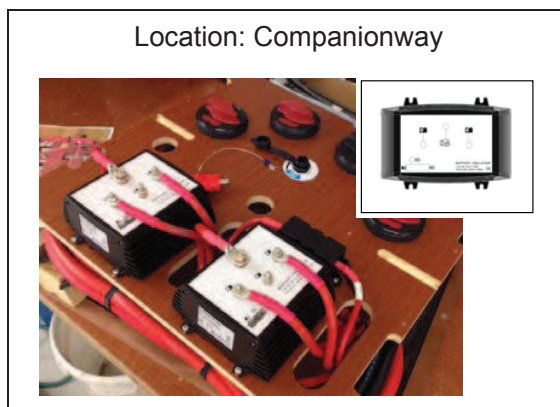
- Manual battery switches: to make the system live, manually turn the positive and negative battery isolator switches.



- Turn off all battery breakers before leaving the vessel: **risk of complete discharging of whole battery bank.**
- Avoid touching the battery breakers when they are live.
- Never switch off the battery breakers when the boat's engine is running (risk of serious damage to the charging circuit).

7.2.3 Power distributor

- The electronic charge dividers isolate the battery banks from each other and allow the charge to be directed automatically to the battery with the lowest charge. They give the advantage of preventing a drop in voltage.
- The charge divider is electronic. It is designed to distribute the charging current with a low voltage drop between the battery banks (engine and service batteries). It prevents the current from circulating from one battery to another. When the voltage of the charger or alternator is available, the charge divider's green indicator comes on.



7.2.4 Connection of battery set

If one of the engine batteries is low on power, use the battery link function by actuating the linking system.

Coupling handle

Put the handle in the place provided for it. Turn the handle to connect the coupling circuit when starting the engine. Remove the handle once the engine is running.



7.2.5 Battery charger

General points

- The battery charger runs on AC power.
- A breaker protects the electrical circuit.
- The battery charger charges all of the batteries onboard, while keeping the service battery bank isolated from the engine's battery bank.
- Within its power limits, the DC equipment can be supplied directly.



Operation

- The charger runs fully automatically. It can remain permanently connected to the batteries and does not need to be disconnected when starting the engine.
- In some electrical circuits, there may be battery chargers coupled in parallel.

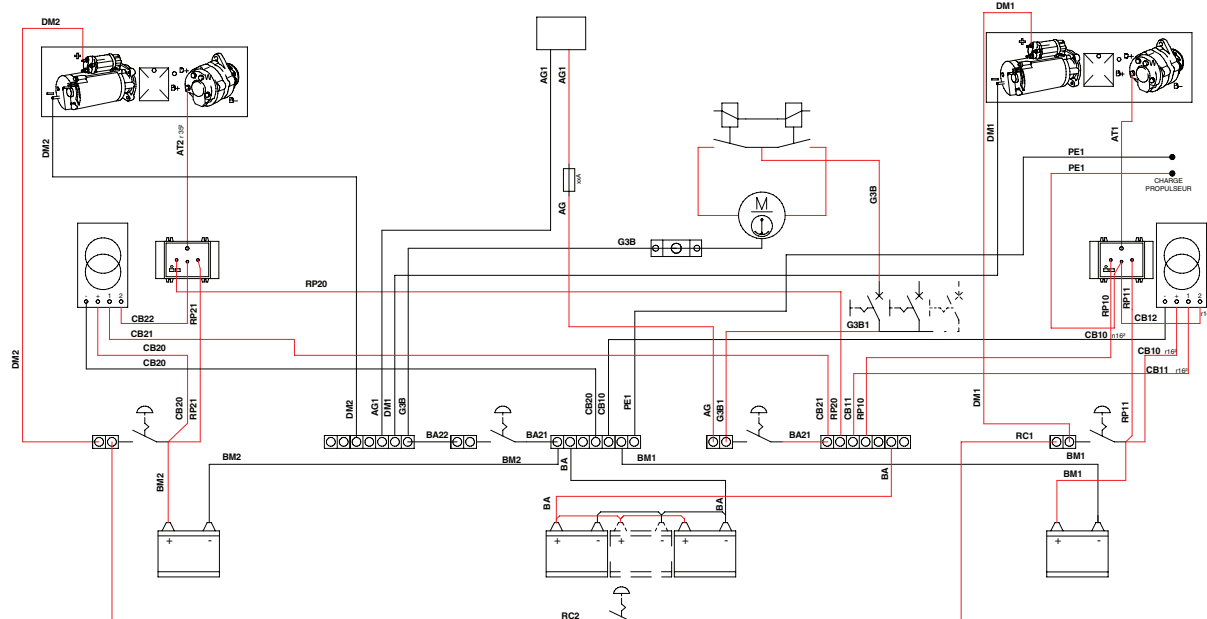
Maintenance

- Before doing any maintenance, cut the AC supply.
- Regularly vacuum out any dust particles which may accumulate in the charger. An annual check of the tightness of the nuts and bolts is necessary to ensure the correct operation of the charger.



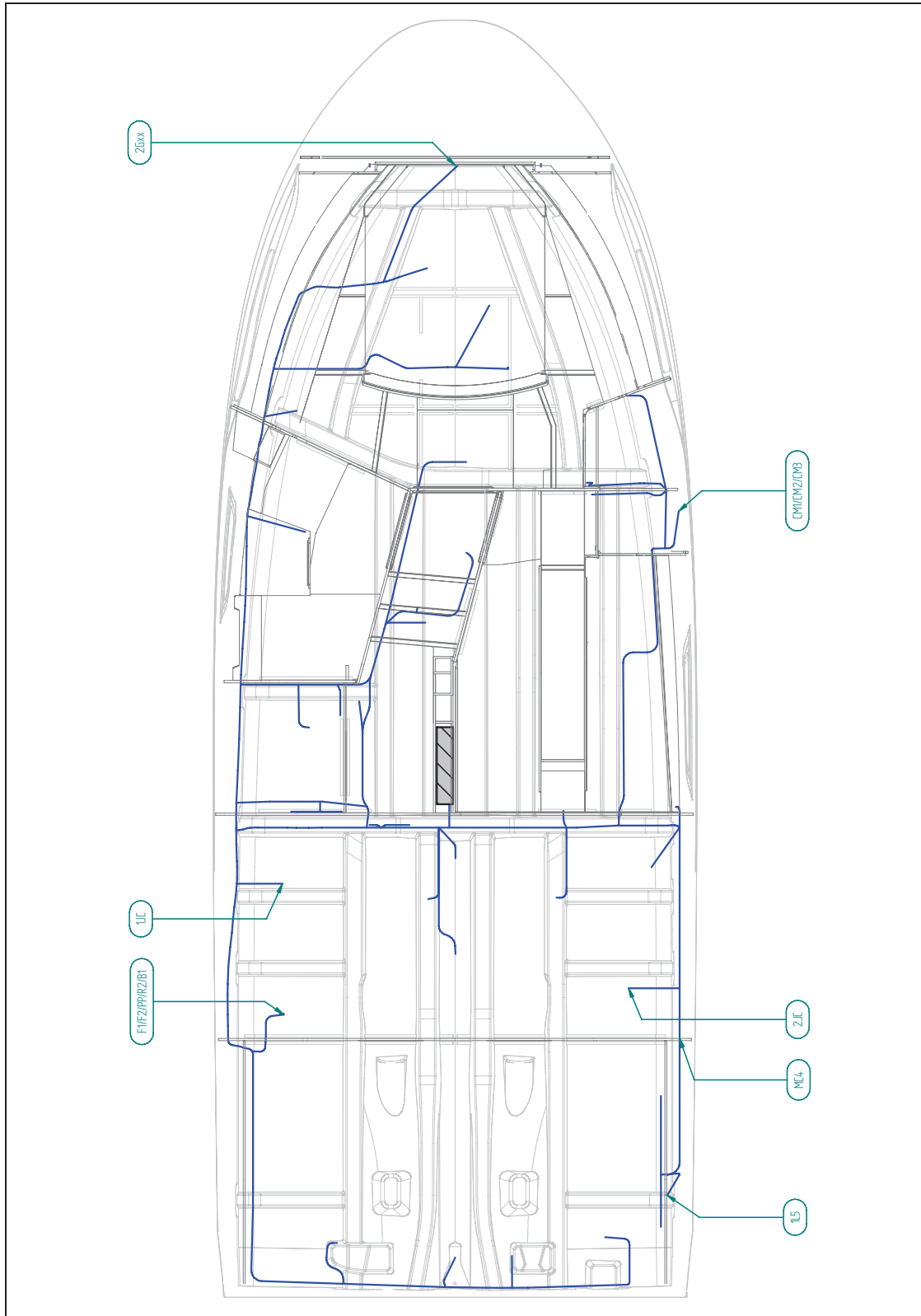
IT IS IMPERATIVE TO DISCONNECT THE BATTERY CHARGER BEFORE DISCONNECTING THE BATTERY TERMINALS FOR MAINTENANCE.

Layout diagram - Battery cables

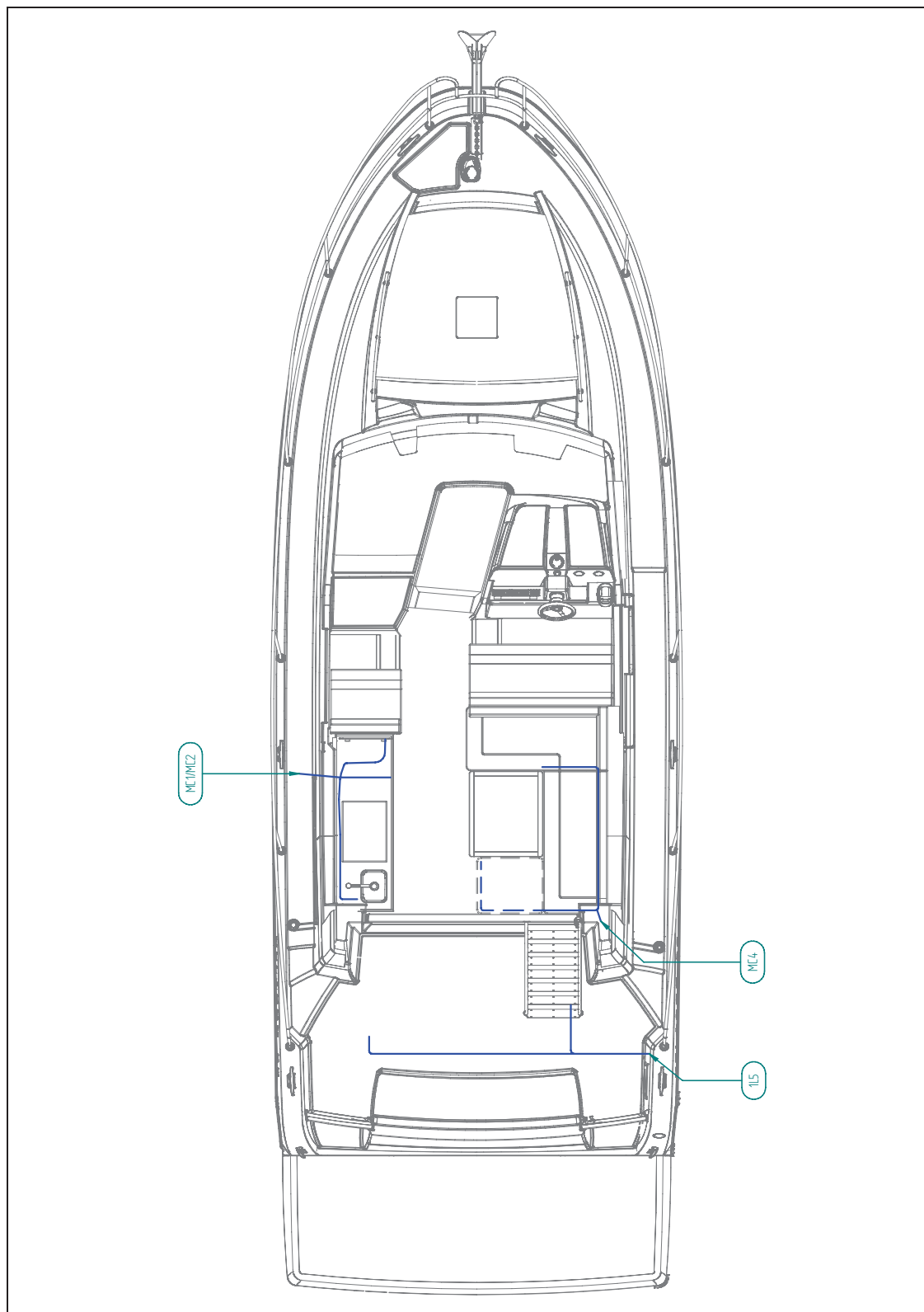


DC INSTALLATION

7.2.6 Layout of the wiring looms in the hull - DC circuit

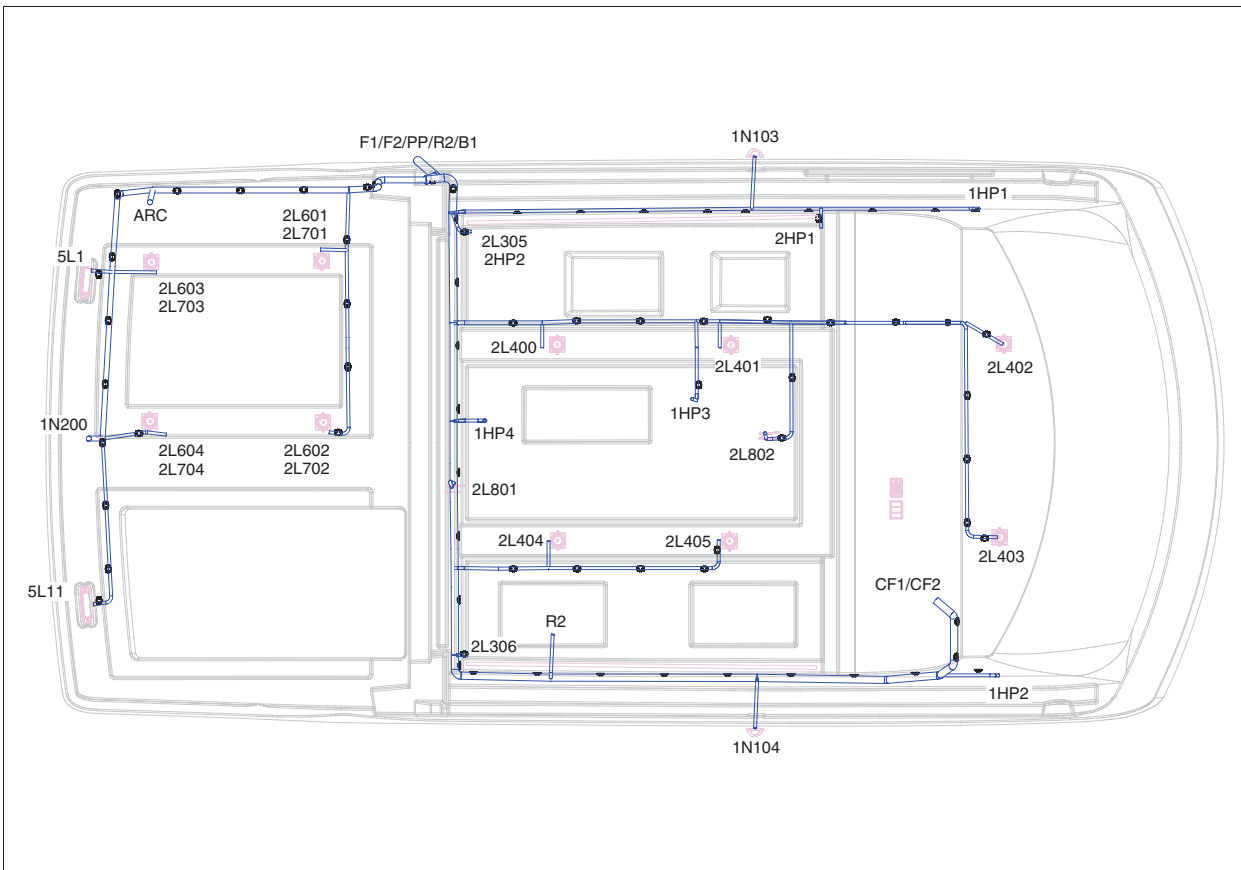


7.2.7 Layout of the deck wiring looms - DC circuit



DC INSTALLATION

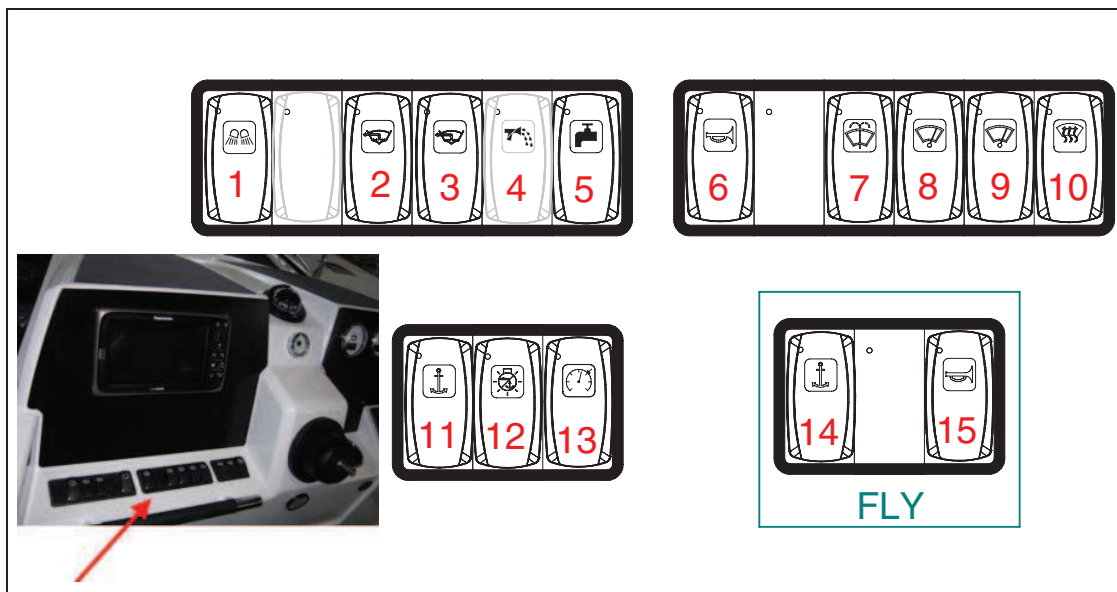
7.2.8 Bundles installation - Flying bridge - DC circuit





7.2.9 Steering station

Location: Saloon



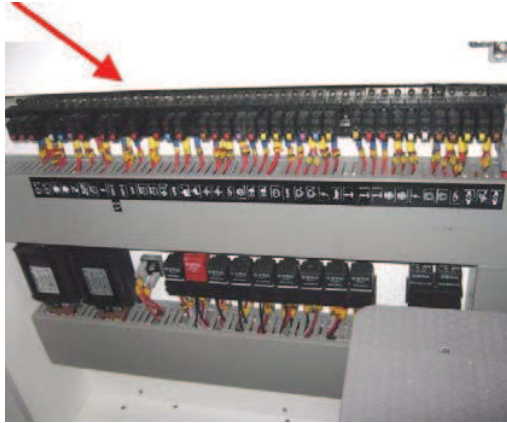
DC INSTALLATION

Reference	Designation
Interior steering station:	
1	Underwater projectors
2	Electric bilge pump
3	Electric bilge pump
4	Deck wash pump
5	Water unit
6	Horn
7	Windscreen washer
8	Port windscreen wiper
9	Starboard windscreen wiper
10	Demister
11	Windlass
12	Navigation lights
13	Electronic instruments
Flying bridge control house:	
14	Windlass
15	Horn

7.2.10 Circuit breakers

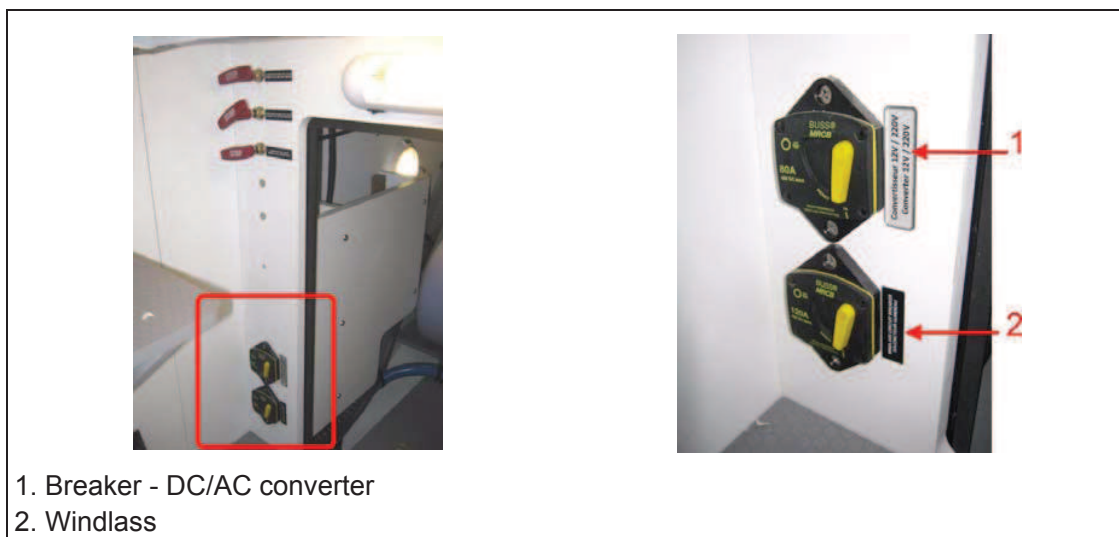
A circuit-breaker can be re-set (manually press the black button to restart it).

Location: Cave



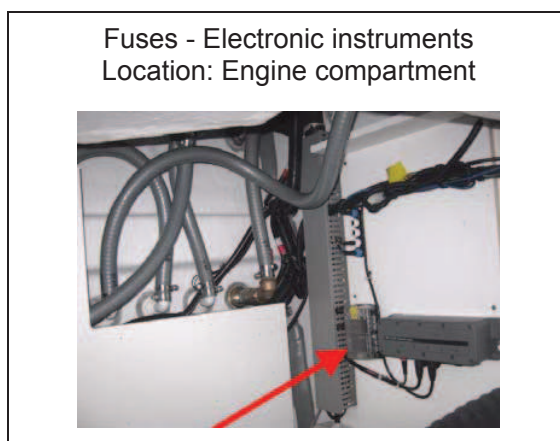
from left to right:

- Roller for shore power lead
- 12 V socket - Hull & Deck
- 12 V socket - Inflator
- Lighting
- Lighting
- Underwater projectors
- Electric pump (WC)
- Masher (Pump - WC evacuation to sea)
- Black water tank gauge
- Hifi - saloon & TV Antenna
- Hifi - Aft cabin
- VHF & AIS
- Draining pump for shower
- Drainage of the waste waters
- Demister
- Gas solenoid (US version)
- Deck wash pump
- Water unit
- Fridge
- Fridge - Wheelhouse
- Forward electrical bilge pump
- Navigation lights
- Deck searchlight
- Projector - Cockpit
- Windscreen washer
- Flaps
- Starboard windscreen wiper
- Port windscreen wiper
- Relay box - Horn / Demister
- Horn
- Windlass - forward
- Windlass - aft
- Flaps
- Bow thruster
- Stern thruster
- Touch screen
- Electronic
- Aft electric bilge pump
- Plus after contact - Starboard
- Engine compartment ventilator
- Plus after contact - Port side



7.2.11 Fuses

- A fuse protects an electrical circuit from a power surge. If it blows, you must replace it with another fuse of the same rating.

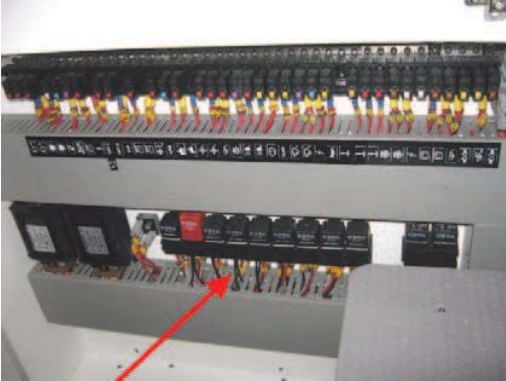


When replacing fuses/circuit-breakers, always ensure replacements are of the right capacity (see the colour-codes)



20A	15A	10A	5A	3A
-----	-----	-----	----	----

7.2.12 Relay box

Location: Cave	from left to right:
	- Horn - time delay - Shower - Demister - Demister - Masher (Pump - WC evacuation to sea) - Windlass - Electronic - Electronic - Engine compartment ventilator

7.2.13 Touch screen

The touch screen allows the boat's auxiliary functions to be driven and displayed:

- Lighting,
- Battery voltage,
- Fresh water gauge.
- Management of boat's AC supply sources.



Source selectors:

Location: Engine compartment



1. Source selector: "House" - is fitted if the boat is fitted with a generator.
2. Source selector: "Air conditioning" - is fitted if the boat is fitted with air conditioning.

A handle allows the selector to be engaged manually.

Handle



NOTES

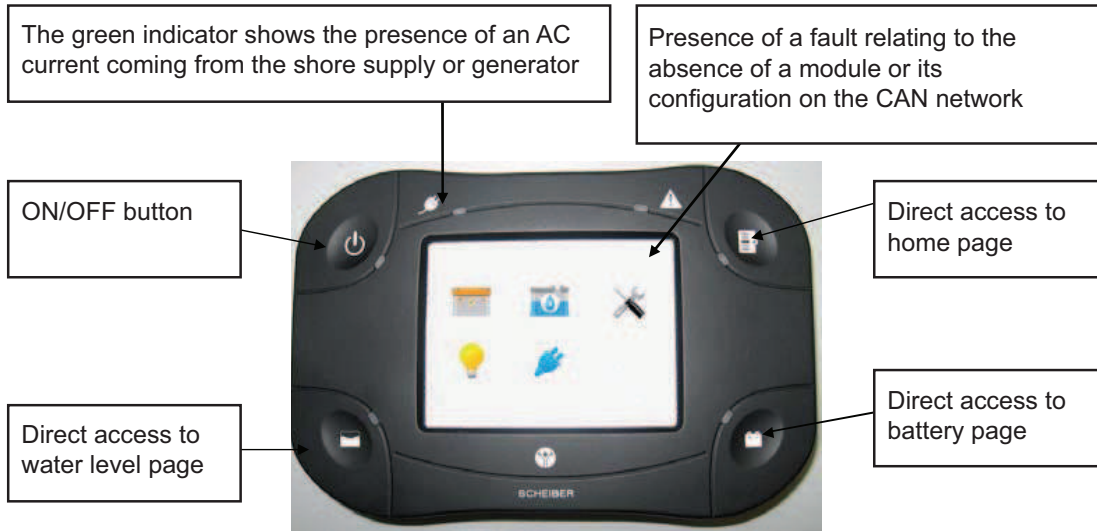
The switches are stand-alone, they operate without wires: they are automatically supplied with electricity by means of 'PIEZO' technology.

Each switch switches a lighting outlet on and off.

Each switch is fitted with a dimmer.

The switches do not require any particular maintenance. To clean them, simply wipe over the surface of the switch with a clean, damp cloth.

Touch screen operation



- Battery measurement menu access



- Fresh water tank level menu access



- AC supply distribution menu access

- Adjustment menu access (Access to it is restricted by a code supplied on request to the yard)



- CAN network display (Controller Area Network)
- Parameterization of lighting
- Configuration of the 'gauge' pack
- Configuration of source selectors

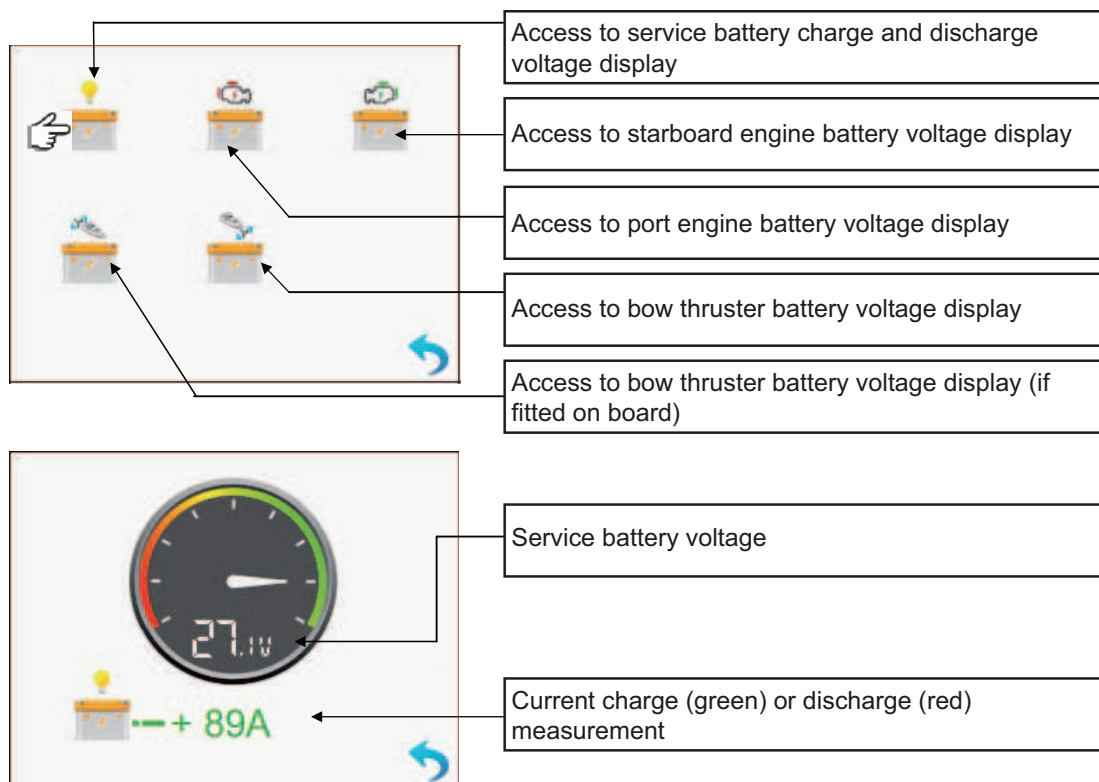


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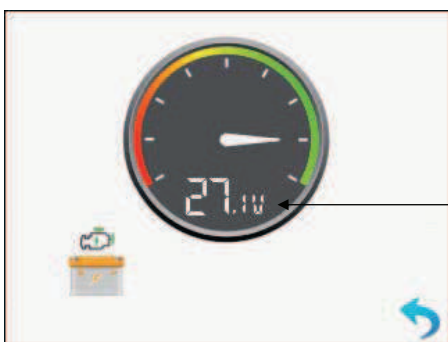
Battery menu



-A press of the finger on the required menu icon allows access to a sub-menu.



BATTERY MENU - STARBOARD ENGINE



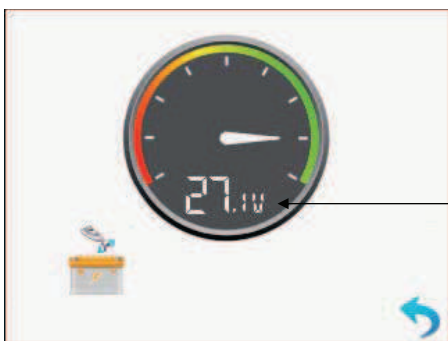
Battery voltage - Starboard engine

BATTERY MENU - STERN THRUSTER



Battery voltage - Stern thruster

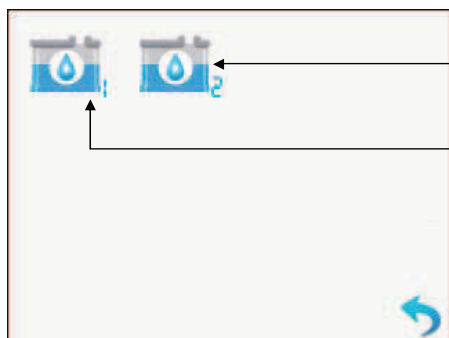
BATTERY MENU - BOW THRUSTER



Battery voltage - Bow thruster



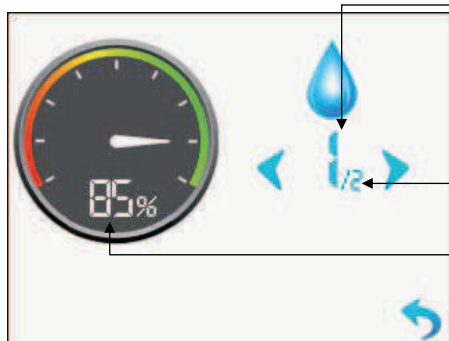
MENU ACCESS: - WATER GAUGE



Access to the 2 tank gauge

Access to the 1 tank gauge

MENU: - WATER GAUGE



Tank No.

Number of tanks in the boat

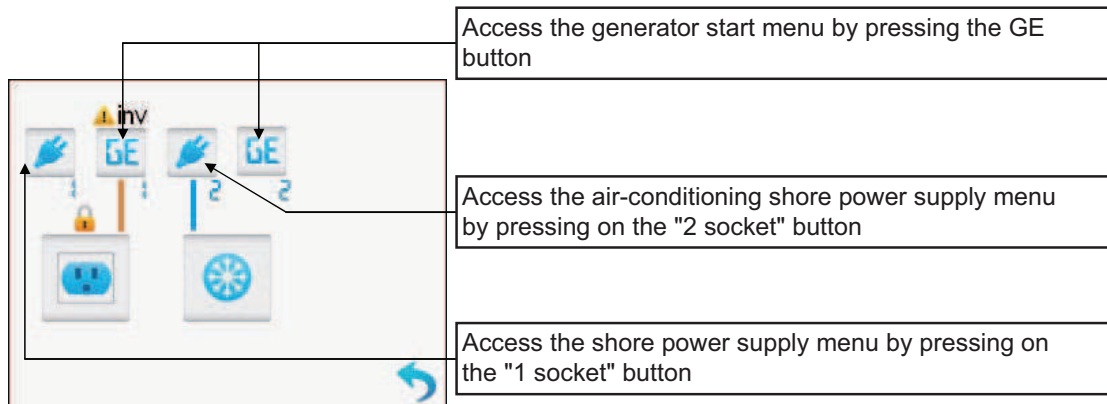
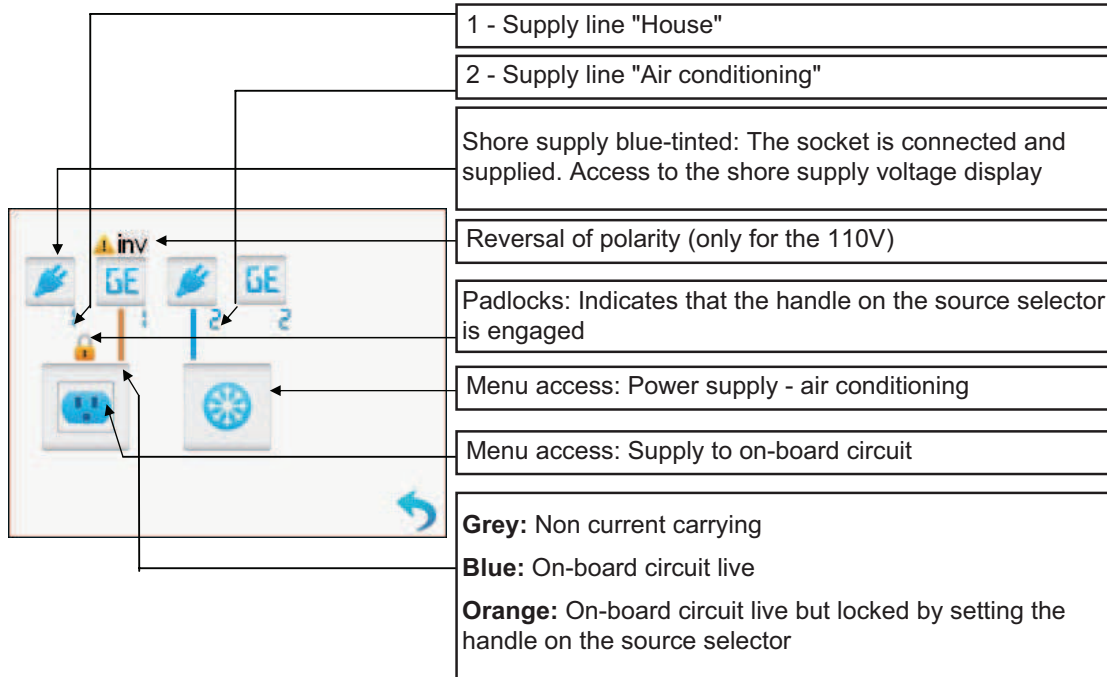
Tank level

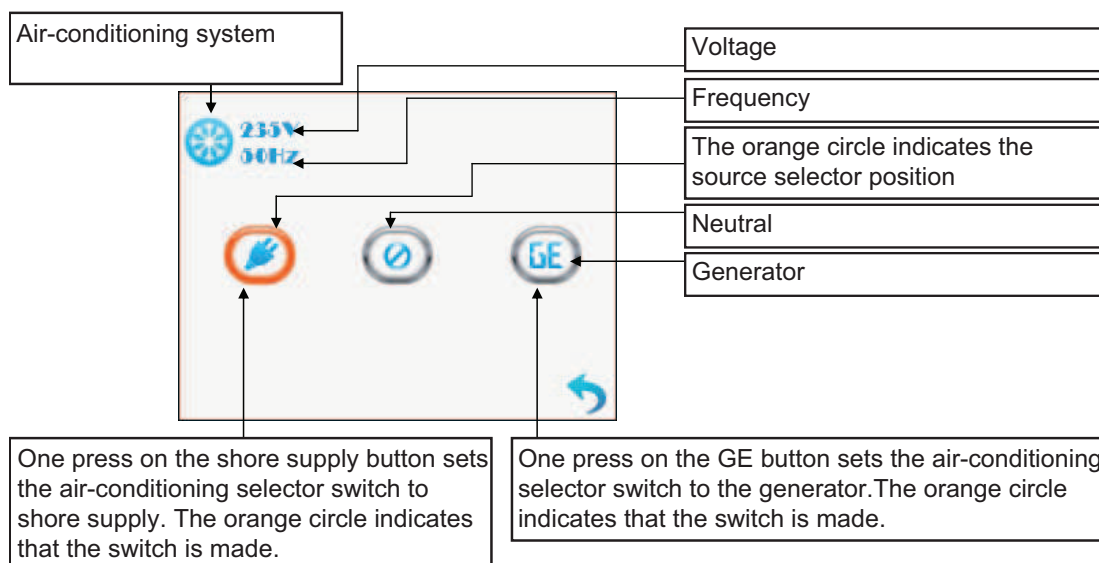
DC INSTALLATION

Menu: - AC source "Air conditioning"

This menu allows the AC current origin (shore supply or generator) to be chosen for operating the air conditioning.

This function drives an electromagnetic inverter located in the engine room *.

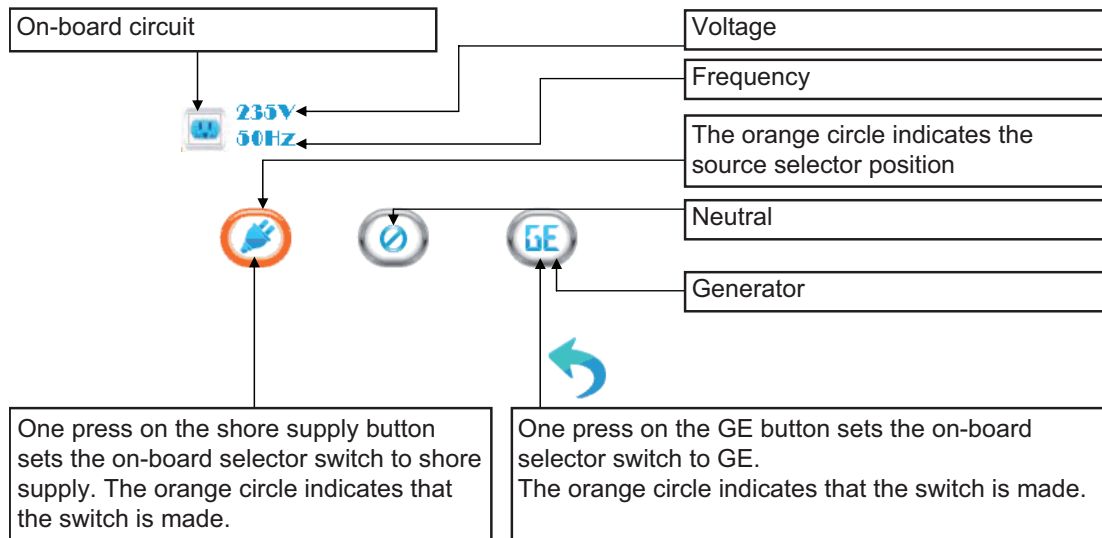




Menu: - On-board circuit source

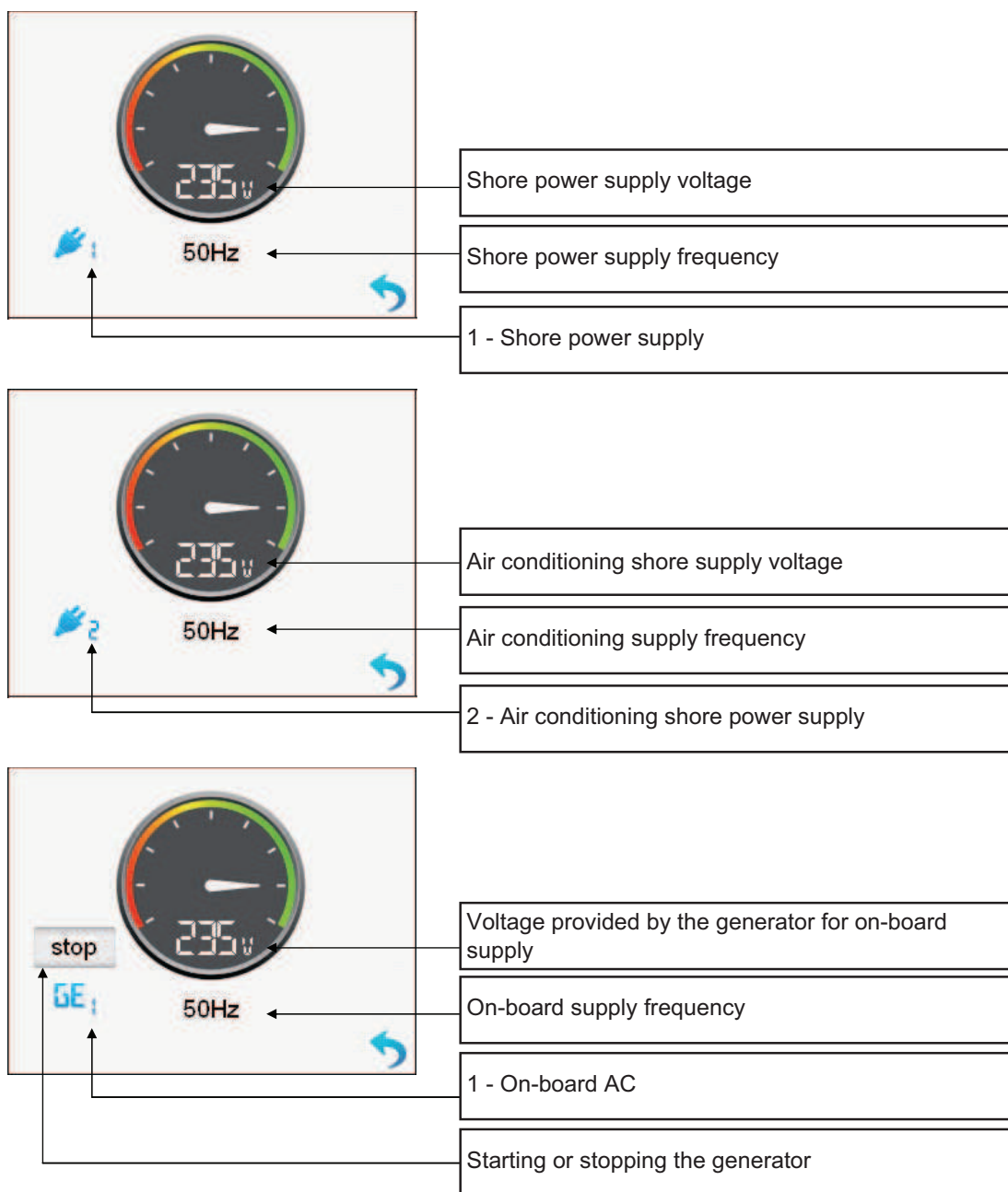
This menu allows the AC current origin (shore supply or generator) to be chosen for operating the air conditioning.

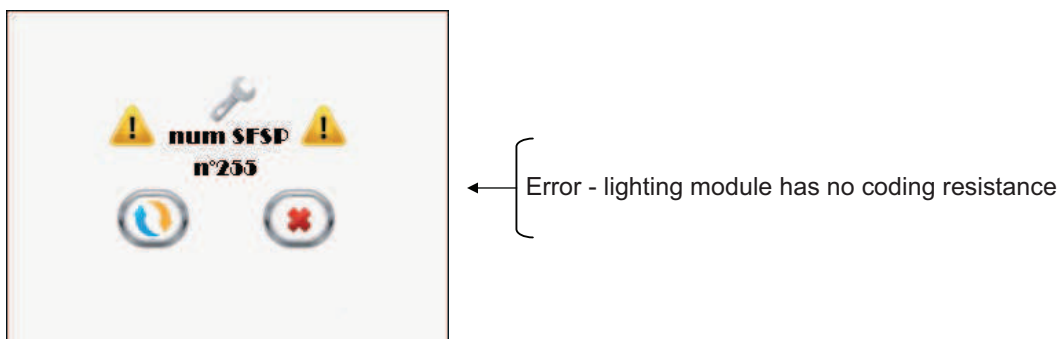
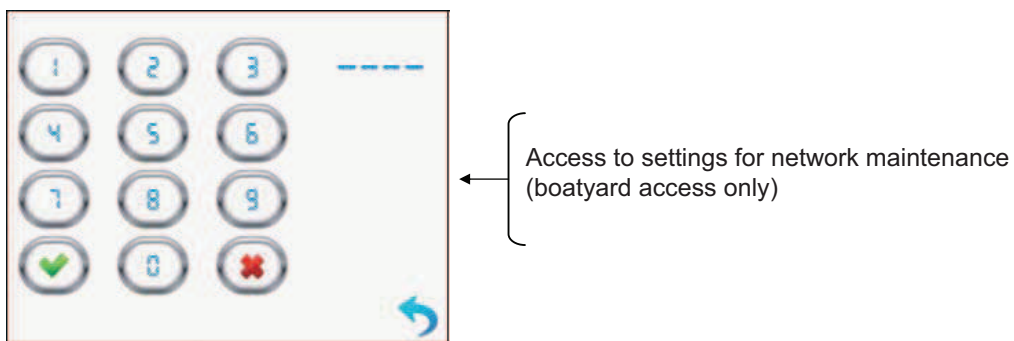
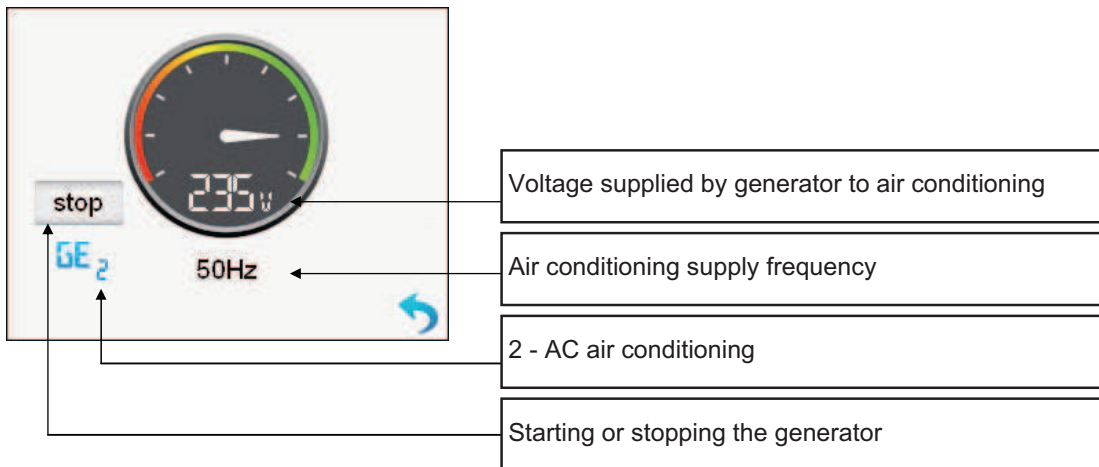
This function drives an electromagnetic inverter located in the engine room *.



* The source inversion packages installed in the engine room also have a removable handle to alter the source origin manually.

Menu access: - Shore supply source







← Error - several lighting modules with the same coding n°



← Error - the on-board source selector configuration is not up to date.
Confirm or cancel up-date

7.3 AC SYSTEM (110 V OR 220 V)

- The boat is equipped with an alternating current electrical system.
- The electrical system of the boat consists of an AC shore socket and if appropriate:
 - 1 Generator;
 - 1 DC/AC converter.
- The AC electrical system is used to power the following components (if the boat has one):
 - Water heater,
 - Household appliances,
 - Air conditioning,
 - Interior AC sockets.

Recommendations for using the AC electrical system correctly:



- 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.
- There may be danger of electrocution if alternating current systems are incorrectly used.
- Do not work on a live AC system.



To reduce the risks of electric shock and of fire:

- Turn off the shore supply with the onboard cut-off switch before connecting or disconnecting the vessel/shore supply line.
- Connect the ship/shore power cable on the boat before plugging it into the socket onshore.
- Disconnect the ship/shore power cable at the shore socket first.
- If the reverse polarity indicator is activated immediately disconnect the cable.
- After using the socket onshore, close its protective cover tightly.
- Do not modify the connections of the ship/shore power cable: only use compatible connections.

DO NOT MODIFY THE CONNECTIONS ON THE SHIP/SHORE POWER CABLE.



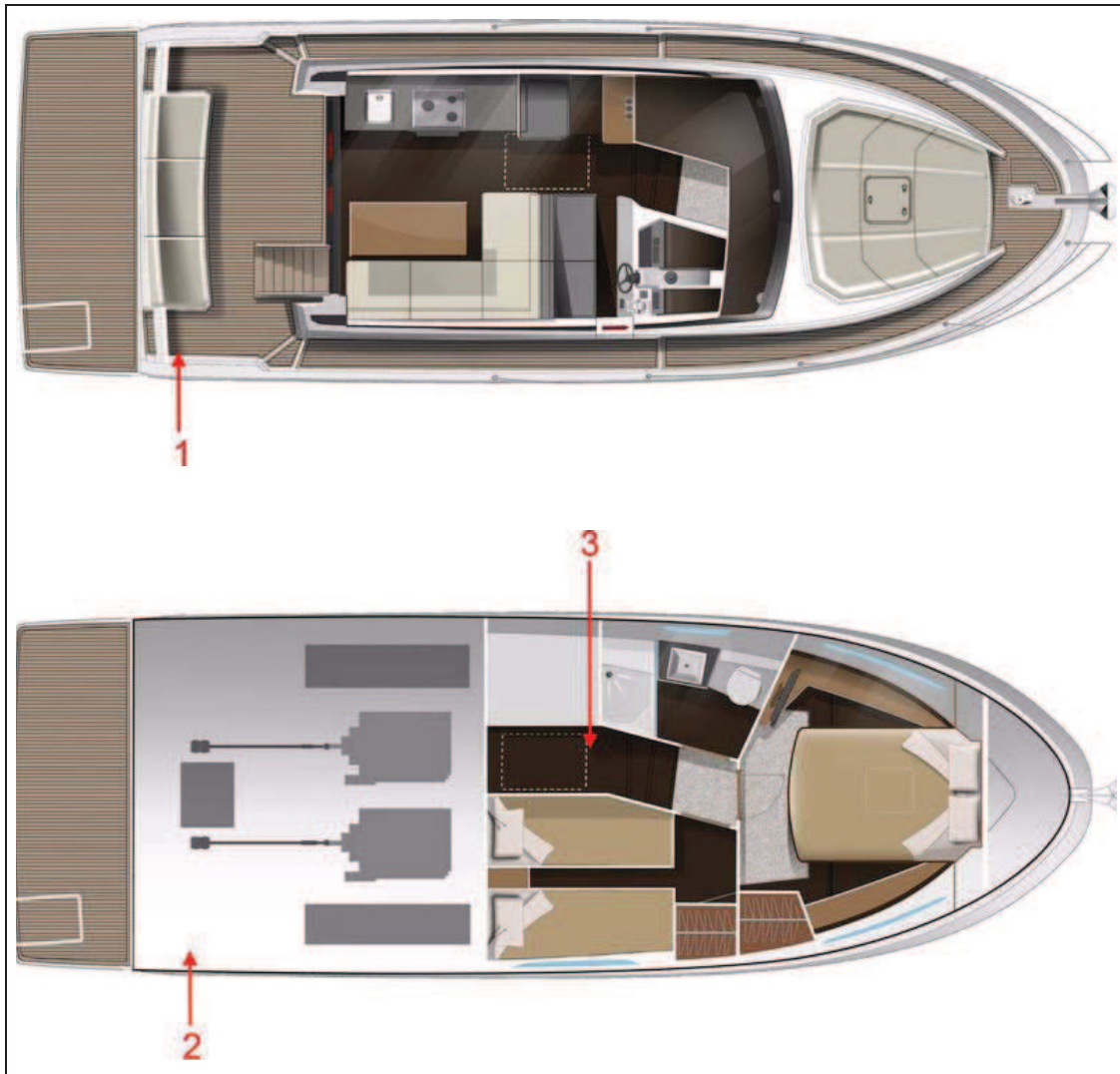
- Do not modify the vessel's electrical installation nor its relating diagrams. The installation, maintenance and any modifications must be carried out by an electrician qualified in marine electricity. Check the system at least every two years.
- Disconnect the boat's shore power when the system is not in use.
- Connect the relay cans or metal casing of the electrical equipment installed to the boat's protective conductor (green or green with yellow stripe conductor).
- Use double insulated or earthed appliances.
- If the reverse polarity indicator is activated, do not use the electrical installation. Rectify the polarity fault before using the vessel's electrical installation (this applies only to polarised circuits with a polarity indicator).



- If a DC/AC converter is fitted on board: it is essential to switch of the DC and AC circuits before working on the cabin AC sockets.

7.3.1 AC shore socket

location of components



AC shore socket & Air conditioning (Ref 1)



Source selectors & AC breakers
(Ref 2)



Circuit breakers - AC elements
(Shore & Air conditioning)
(Ref 3)



Operation

- First plug the extension cable into the AC socket on the boat, then into the socket onshore.
- First unplug the extension cable from the socket onshore, then from the AC socket on the boat.

7.3.2 DC/AC converter

Description

- The inverter converts the DC voltage of the service battery bank to AC voltage. The circuit between the inverter and the batteries is protected by a fuse or a circuit-breaker.
- The inverter is earthed by an earthing plate located under the hull (see earthing plate chapter).

Operation

Power supply for the AC electric sockets 220 V in the cabins:

Once there is sufficient nominal voltage coming from the AC switch panel, AC power is supplied by the socket onshore or by the generator.

If there is insufficient nominal voltage coming from the AC switch panel, the AC power supply automatically switches over to the inverter. In this way, the power for the 220 V sockets in the cabins can be supplied by the inverter, itself being supplied by the service battery bank. Be careful to disconnect the inverter circuit, to prevent the AC power supply automatic switching over and to prevent the accidental discharge of the service battery bank:

- either by putting the inverter's circuit-breaker in the OFF position,
- or by putting the switch located on the inverter in the OFF position.

Simply cutting the AC power supply at the switch panel does not cut the AC power supply to the cabins: it is also necessary to disconnect the DC supply.

Operation

- The inverter is fully automatic.
- A remote control is located near the boat's switch panel. To start the converter put the switch on the inverter in the "REMOTE" position then put the switch located on the remote control in the "ON" position.
- If the switch on the inverter is in the "OFF" position, you cannot use the remote control to start it.

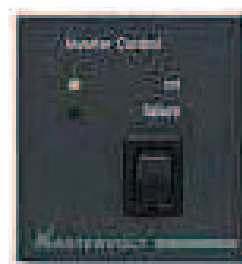
Maintenance

- Check at least once a year that the inverter cables and connections are properly bundled.
- Clean the inverter by removing any accumulated dust to ensure good ventilation.

The control located on the equipment
2 000 VA



Remote control
2 000 VA



700 VA



700 VA



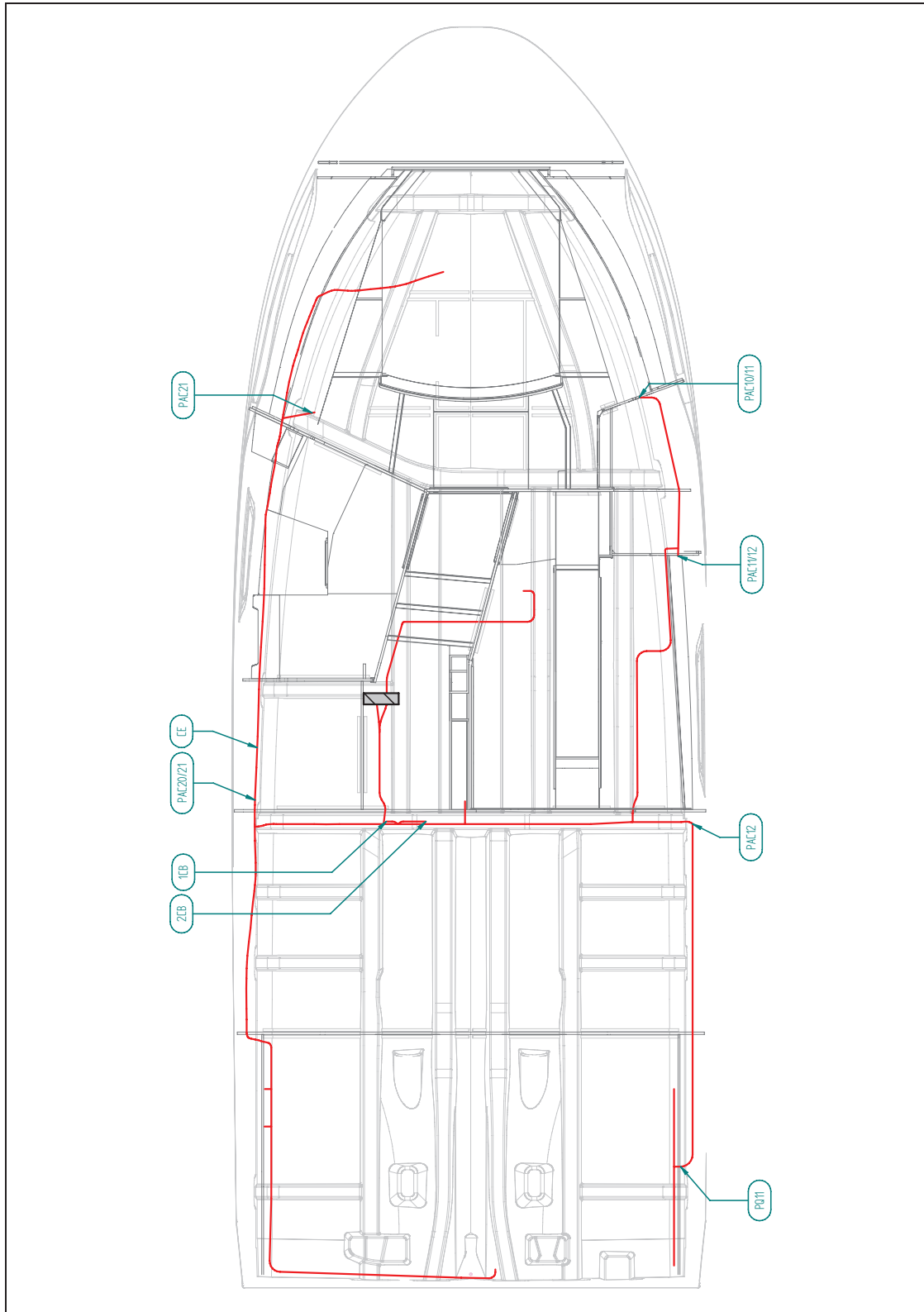
The power to the inverter must only be supplied by lead batteries.

Refer to the manufacturer's instructions for use and maintenance.

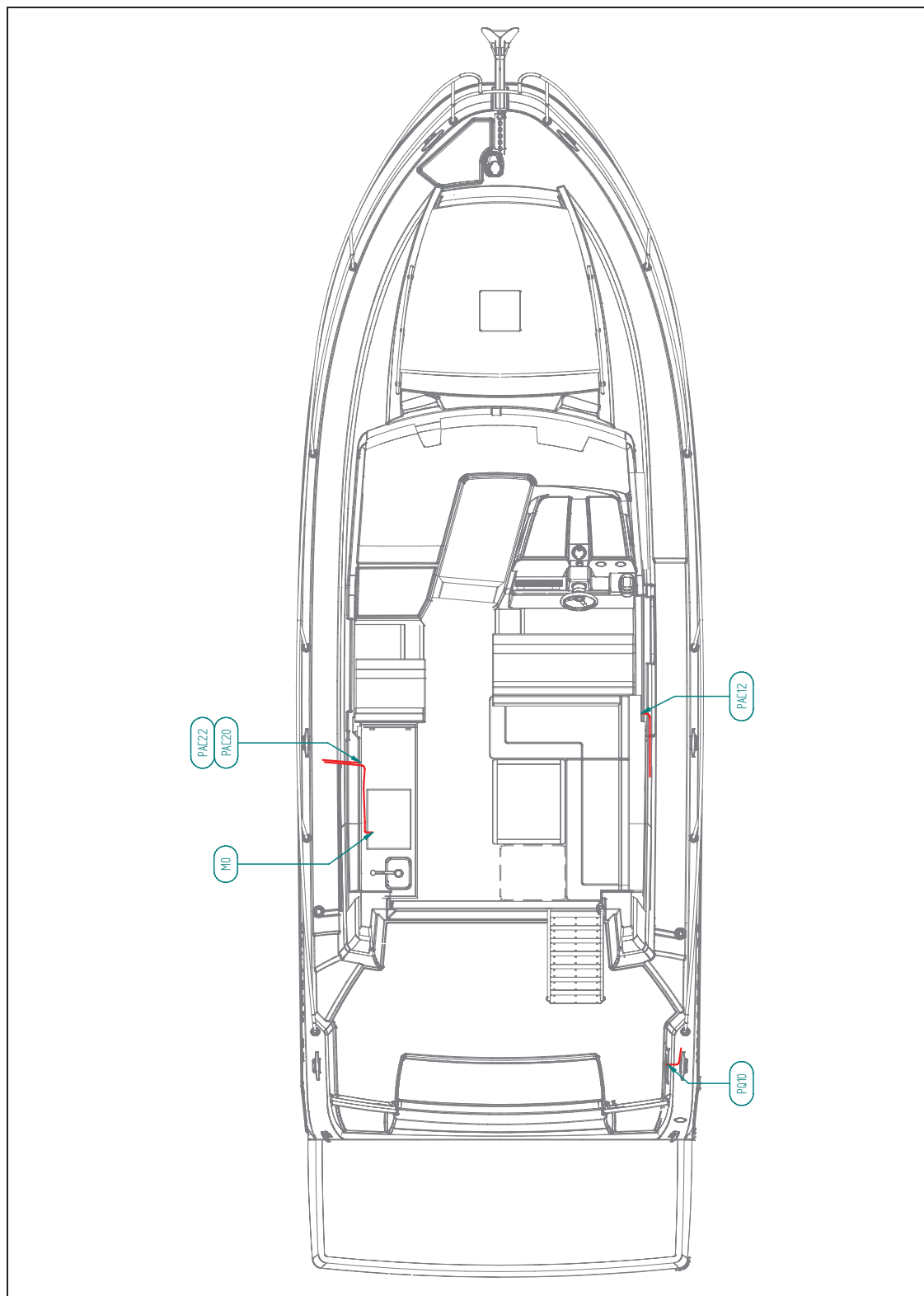
NEVER:

- connect the inverter AC lead to an AC terminal or to the generator onboard.
- disconnect the wiring from the inverter when in use.
- open the inverter.

7.3.3 Bundles installation - Hull - AC circuit



7.3.4 Bundles installation - Deck - AC circuit



AC SYSTEM

7.3.5 Anodes

General points

- The sacrificial anodes protect the boat's metal components from electrolysis.
- A sacrificial anode is an expendable part, that by eroding (oxydisation), allows the current to flow. The anodes used are made of a metal that is more readily reductive than the metal they are protecting.
- On a new boat, all the underwater metallic components try to be at the same electric potential, which leads to the rapid deterioration of the anodes in the first few weeks in the water.
- You can put several anodes on the hull.

Maintenance

- At least 2 times a year, check the corrosion on all of the anodes. Change the anode if necessary (Before it lost 50% of its weight).
- Use the appropriate anodes for the cruising area: fresh water/magnesium anodes; Sea water/zinc anodes.
- When the boat is stored at a dry dock, the corrosion protection is not as effective due to oxidation of the anodes: even the new anodes oxidize the surface. Before returning the boat into the water, clean the anodes.

Cleaning anodes

- Use sandpaper. Do not use metal brushes or steel tools to clean the boat, it may damage the galvanic protection.

Replacing the anodes

- The anodes are fastened with screws and nuts. First, remove the screws and nuts that hold the anode, then clean the contact surface. Press the new anode to obtain a good electrical contact.

Anode General



Anode - Bow thruster



Anode - Flaps



Anode - Stern thruster



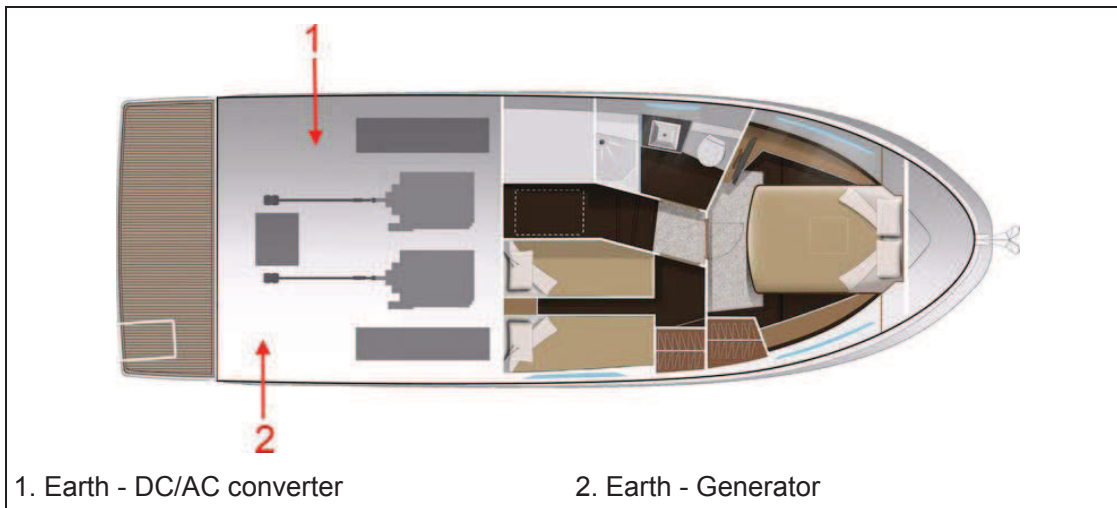
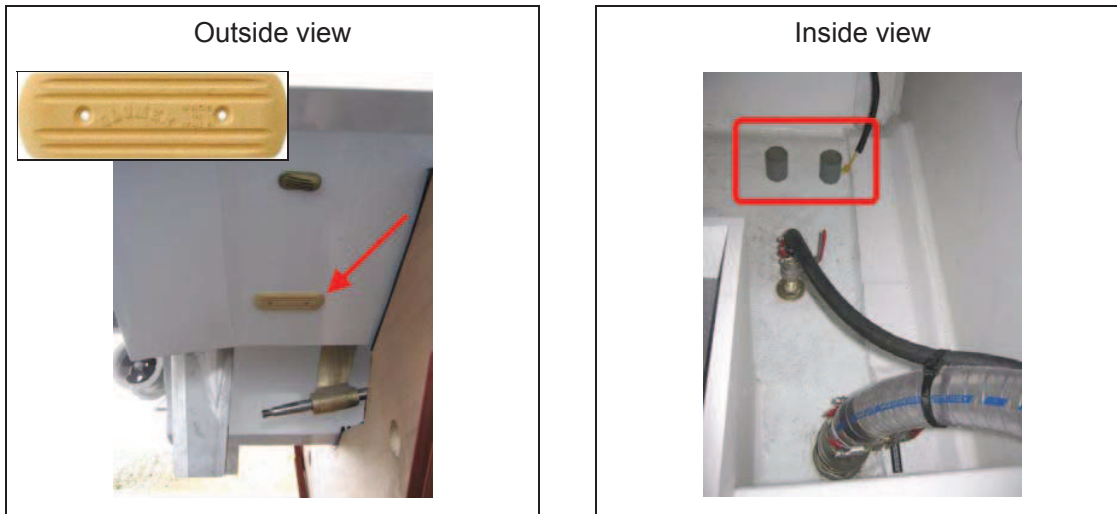
- Never cover the anodes in antifoul.
- During the first few weeks that the boat is in the water, check the anodes and if necessary replace them: they erode very rapidly during this period.

7.3.6 Earthing plates

- An earthing plate is a shot-peened plate mounted on the hull to recreate an earth neutral point on the electrical circuit of the equipment supplying AC power (generator and AC/DC converter). The earthing plate earths this equipment.

The earthing plate is not an anode: it must not be allowed to deteriorate.

- If it deteriorates, consult a professional immediately to determine the cause. As the earthing plate is mounted across the hull below the waterline, if the earthing plate deteriorates the boat is at risk of sinking.

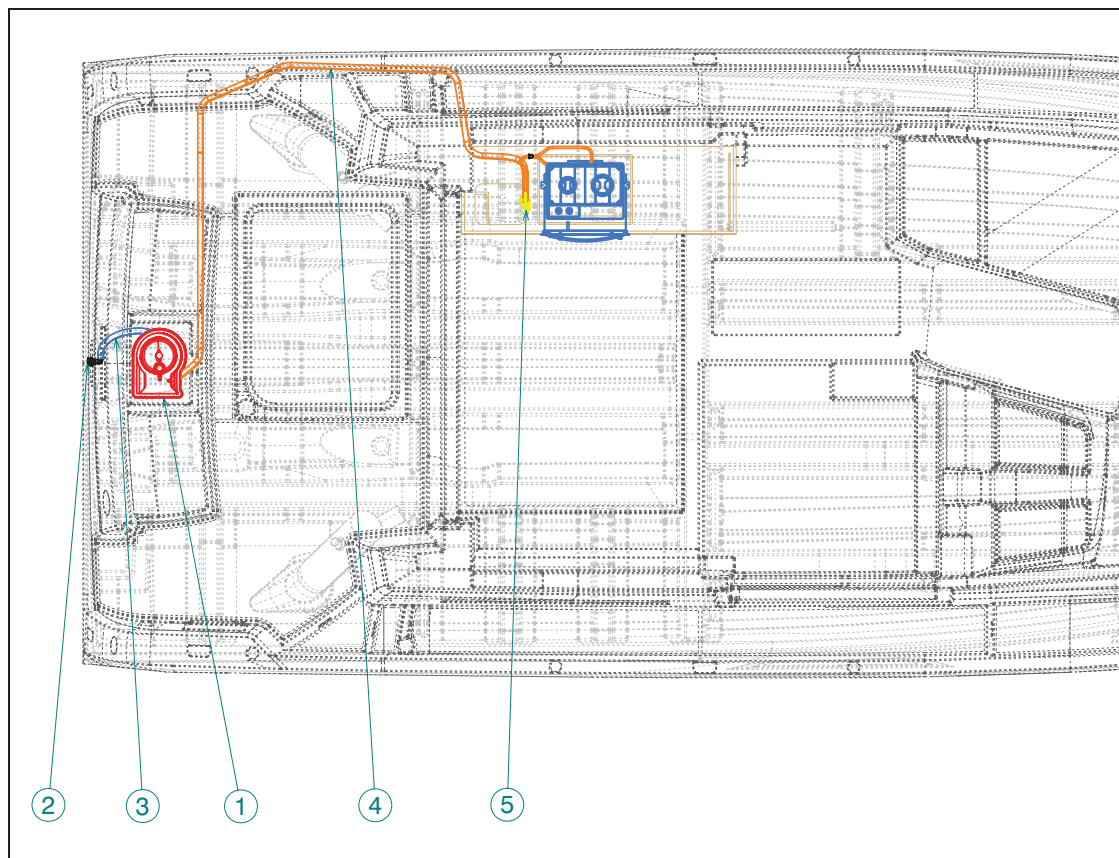


- Never antifoul over the earthing plates.

8 LIQUEFIED PETROLEUM GAS(LPG)SYSTEM (LPG)

8.1 THE ONBOARD GAS SYSTEM

location of components

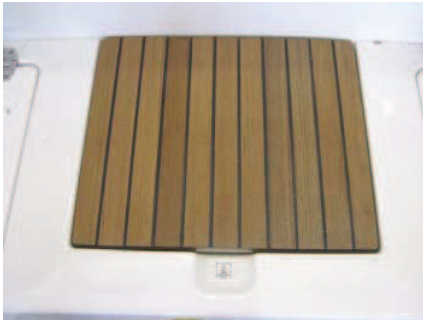


Reference	Designation
1	Gas cylinder locker
2	Gas locker outlet
3	Gas locker drain
4	Gas system
5	Gas supply valve

LIQUEFIED PETROLEUM GAS(LPG)SYSTEM (LPG)

-
- Systematically store the gas bottles only in the lockers or storage places provided for these.
 - It is recommended that you ensure good ventilation when using gas powered equipment, to prevent asphyxiation.

Gas cylinder locker



Gas supply valve



Cooker



Oven



Battery support (System PIEZO)



LIQUEFIED PETROLEUM GAS(LPG)SYSTEM (LPG)

Use and maintenance of the installation

- Please refer to the manufacturer's notes for the use and maintenance of the LPG cooker.
- When the equipment is not in use close the taps on the LPG hose and on the gas bottles. Close the taps before changing the bottles and immediately in an emergency.
- Make sure that the taps on the equipment are closed before opening the one on the bottle.
- Before using the LPG installation, check it thoroughly for gas leaks. Check that all of the connections are gas-tight in the following way:
 - Before each use, close the taps on the equipment;
 - Open the tap of the LPG bottle;
 - Allow the pressure of the pressure-gauge mentioned to stabilise;
 - Close the tap on the LPG bottle;
 - Watch the value shown on the pressure-gauge next to the tap on the bottle for 3 minutes. It is important that this value remains constant to establish the absence of leaks. **If the value shown on the pressure-gauge decreases, then there is a leak. Do not use any LPG powered equipment.**
 - Find and repair the leaks before any further use.
- Regularly observe the bubble leak detector (if there is one); or
- Carry out a manual search by applying a foaming solution, or soapy water or a detergent (with the taps of the burners closed and those of the installation and of the gas bottle staying open). The foaming solutions for detecting leaks in the gas installations conforming to the EN 14291 meet these requirements;
- If there is a leak, close the tap on the bottle and get the installation repaired before using it again. The repairs must be carried out by someone proficient in this.
- Do not in any way block the access to the components of the gas-powered installation.
- Make sure that the taps on the empty bottles are closed and put out of circuit. Keep in place the protection devices, the caps or stoppers. Store the spare bottles in ventilated housing on deck or in the lockers provided for this, gas-tight and with an external vent.
- Do not use the housings or the LPG bottle lockers to store other equipment.
- The flexible pipes of the LPG powered installation must be regularly checked, at least once a year and replaced if they have deteriorated.
- Check the vent pipes at least once a year. Replace them if they have deteriorated or split.
- Do not use the hot plate if the regular roll angles or heeling angles are likely to be significant. (if the boat does not have a gimballed hotplate).



To change an LPG bottle

1. Close the tap on the LPG bottle
2. Detach the LPG bottle
3. Replace the LPG bottle
4. Attach the new LPG bottle
5. Open the tap on the LPG bottle



When the cooker is on, ventilate well to prevent any risk of asphyxiation.
Do not use the cooker as a means of heating.

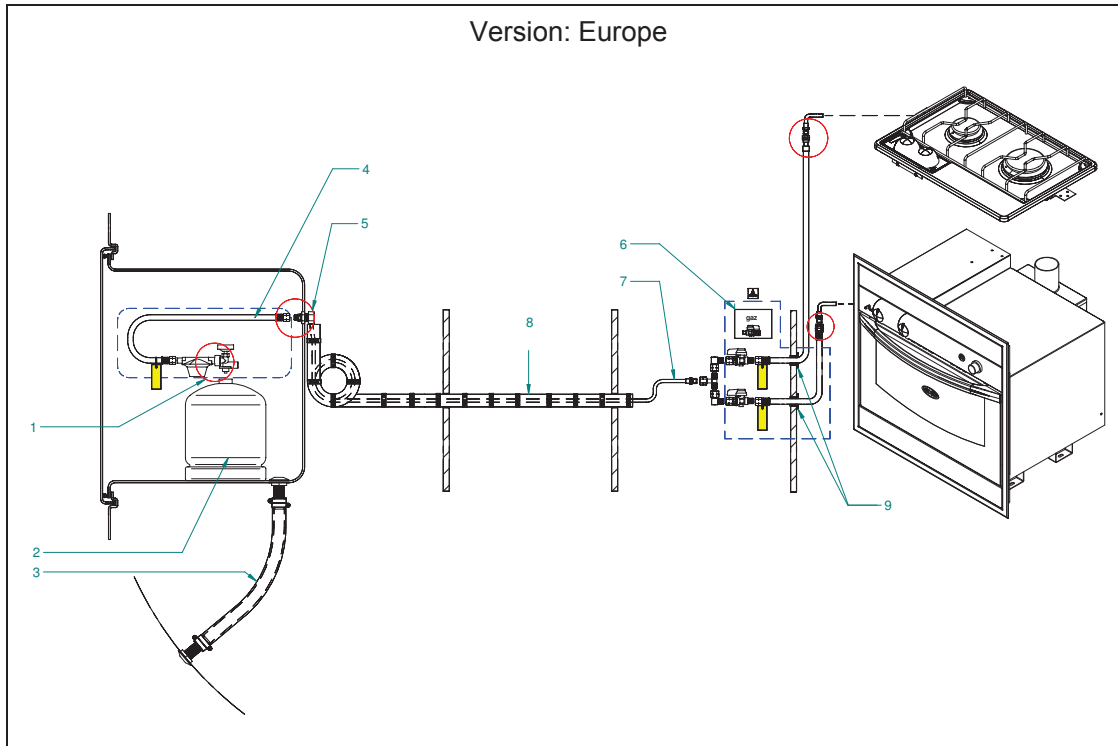


- Never use a naked flame to check for leaks.
- Do not use a hotplate or an oven to heat the living areas.
- Equipment with a naked flame burning fuel consumes the oxygen in the cabin and gives out combustion residue in the boat. Ventilation is necessary when this equipment is used. Open the vents provided for this when using this equipment. Do not use a hotplate or an oven to heat the living areas. Never obstruct the vents provided for ventilation.
- Never leave the boat unsupervised when equipment using LPG with a naked flame is on.
- Do not smoke or use a naked flame when replacing LPG bottles. Close the tap on the empty bottle before detaching it to replace it.
- To ensure sufficient ventilation, make sure that you open the hatches or ports near the hotplate when using it.

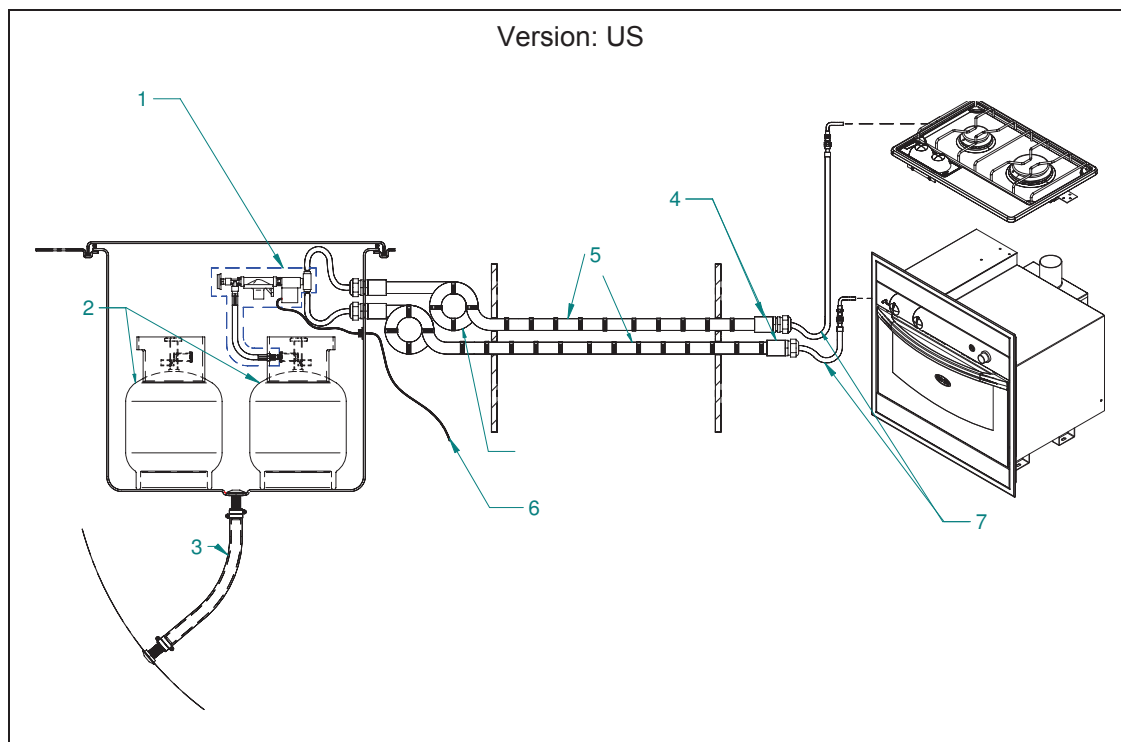


- Do not use solutions containing ammonia (ammonia, which is present in certain soaps and detergents, attacks brass connections. Although the damage may at first be impossible to detect, the cracks and leaks may appear several months after the contact with the ammonia)).

8.2 LAYOUT DIAGRAM



Reference	Designation
1	Regulator valve
2	Gas cylinder
3	Drain
4	Connection kit - gas bottle
5	Rubber washers
6	Pictogram
7	Connection kit - gas copper
8	PVC girdled sleeve
9	Gas appliance connection kit



LIQUEFIED PETROLEUM GAS(LPG)SYSTEM (LPG)

Reference	Designation
1	Regulator valve 12V
2	Gas cylinder
3	Drain
4	Stuffing box
5	PVC girdled sleeve
6	Electromagnetic valve for gas 12V
7	Pipe - Propane - Plastic



9 DOMESTIC APPLIANCES

9.1 FRIDGE / COOLER

General points

- The fridge is composed of 3 components: the compressor, the evaporator and the condenser. These components are connected by a closed circuit refrigerant gas circuit. The fridge is air-cooled.
- The fridge is DC powered. It is designed to chill food and drink. Any other use is dangerous and forbidden.
- A breaker protects the electrical circuit.
- The icebox without an evaporator keeps the food and drink chilled.
- The ON/OFF start button is located on the fridge.
- The thermostat is in the inside compartment of the fridge. It enables the selection of the desired temperature setting for the inside of the fridge.
- The refrigeration power can be affected by:
 - The ambient temperature,
 - The quantity of food to chill,
 - The frequency of opening the door.

Maintenance

- Clean the evaporator with a damp cloth at least once a year. Never use cleaners which are abrasive, acid or which contain solvents for cleaning the evaporator.
- Regularly clean the fridge/icebox door seal with a damp cloth.
- Regularly defrost the fridge.
- When winterising the boat, leave the fridge door/icebox cover open to prevent mould and smells from developing.

ADVICE-RECOMMENDATION

- Refer to the manufacturer's instructions for use and maintenance.
- Never heat or use tools to defrost the inside of the fridge more quickly (risk of damaging the interior surface).
- Never obstruct the heat exchanger of the fridge.

Fridge
Location: Galley



9.2 MICROWAVE

General points

- The microwave is AC powered.
- A breaker protects the electrical circuit.
- The microwave is designed to reheat food and drink or to cook food. Any other use is dangerous and forbidden.
- The microwave must never be started when empty.
- Remove all foil or metallic elements of the packaging before putting food in the microwave.
- Remove hermetic coverings from the packaging before putting food in the microwave.



Starting up

- Use the switch on the chart table to select the power source (shore power or generator).
- Put the microwave circuit-breaker in the ON position.

Maintenance

- Regularly check the door seals.
- Regularly clean the inside of the fridge with a damp sponge.

9.3 HOT PLATE

General points

- The hob runs on an AC power supply.
- A breaker protects the electrical circuit.

Starting up

- Use the switch on the chart table to select the power source (shore power or generator).
- Turn the hob circuit breaker to ON.



10 AUDIO-VISUAL EQUIPMENT

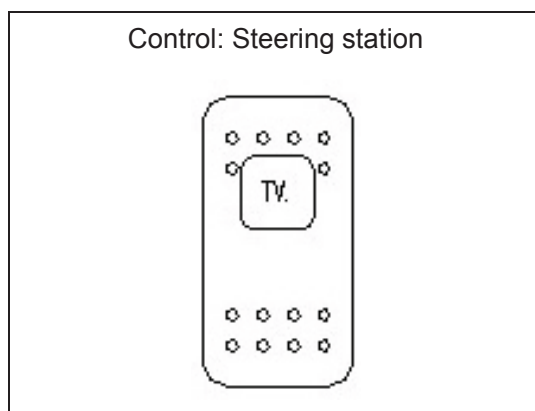
10.1 TELEVISION

General points

- The television is powered by AC provided by the DC/AC inverter which is powered by the service batteries. The inverter has an ON / OFF button.
- A circuit-breaker protects the circuit.
- Pre-cabling for the aerial is already installed on the boat.

Starting up

- First turn on the circuit breaker, then switch on the TV.
- The transformer is switched on and off automatically when you turn on or off the breaker.



10.2 HIFI

- The sound system is DC powered.
- The sound from the TV or from the DVD player is amplified by the boom box and the speakers.
- The sound from the TV comes out of the integral speakers.
- The sound from the TV can come from the speakers if AUX is selected on the DVD player.
- The sound from the DVD player comes from the speakers.
- The sound from the radio comes from the inside and outside speakers. It is possible to select either outside or inside speakers by adjusting the balance control.

ADVICE-RECOMMENDATION

Refer to the manufacturer's instructions for use and maintenance.