LAGOON 42

User's guide

LAGOON

catamarans since 1984

www.cata-lagoon.com

WELCOME ABOARD

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

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

This instruction guide is intended to help you to enjoy your boat in comfort and safety.
It includes the boat specifications, the equipment provided or installed, the systems on board and tips on her use and maintenance.
We advise you to read this guide carefully before setting sail in order to take the greatest advantage of your sailing.

Our network of LAGOON official retailers is entirely at your disposal in order to help you discovering your boat. They will be the most able to do the maintenance on your boat.

LAGOON
catamarans since 1984

REJOIGNEZ LE CLUB LAGOON !

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

POURQUOI LE CLUB LAGOON ?

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

QUELS AVANTAGES POUR LES MEMBRES DU CLUB LAGOON ?

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

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

JOIN THE CLUB LAGOON!

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

WHY JOIN CLUB LAGOON?

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

WHAT BENEFITS DO CLUB LAGOON MEMBERS ENJOY?

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

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

www.**club**-lagoon.fr

Club Lagoon

PREAMBLE

■ This user guide is a tool that will enable you to get to know your boat and apprehend the use of the components that are necessary for running her.

■ A WAY TO MAKE THE MOST OF THIS USER GUIDE

In order to have an easier apprehension, this guide offers you two complementary reading levels:
. The pages with text on the right hand side of the document develop the different subjects dealt with in the chapters,
. The pages on the left hand side are given to the related photos, layouts or block diagrams.

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

RECOMMENDATION	Shows a piece of advice to do the appropriate actions or manoeuvres adapted to what you are thinking of doing.
WARNING	Draws your attention on dangerous ways of doing that may bring about injuries to people or damages to the boat or her components.
DANGER	Warns you about the existence of a hazard that may have serious or fatal consequences if the appropriate precautions are not taken.

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

CONTENTS

SPECIFICATIONS 1

NAME OF YOUR BOAT: .....

VERSION: .....

DELIVERY DATE: .....

HULL NUMBER: .....

MAKE OF THE ENGINES: .....

NUMBERS OF THE ENGINE KEYS: .....

STARBOARD ENGINE SERIAL NUMBER: .....

PORT ENGINE SERIAL NUMBER: .....

FURTHER INFORMATION: .....

.....

.....

.....

.....

OWNER'S NAME: .....

ADDRESS: .....

.....

.....

E-MAIL ADDRESS: .....

LANDLINE PHONE NUMBER: .....

MOBILE PHONE NUMBER: .....

EMERGENCY CONTACT

LAGOON
catamarans since 1984
www.cata-lagoon.com
162, quai de Brazza - 33100 Bordeaux - France • Tel. 33 (0) 557 80 92 80 • Fax 33 (0) 557 80 92 81 • E-mail : info@cata-lagoon.com

DESIGN CATEGORIES

CATEGORIES	MAXIMUM WIND			MAXIMUM WAVES
Category A	Force 9	Established 47 knots	Gusts approximately 61 knots	10 metres
Category B	Force 8	Established 40 knots	Gusts approximately 52 knots	8 metres
Category C	Force 6	Established 27 knots	Gusts approximately 35 knots	4 metres
Category D	Force 4	Established 16 knots	Gusts approximately 23 knots	0,5 metre

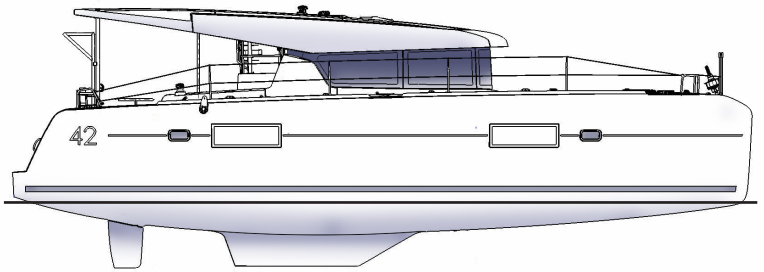
The maximum height of waves is measured from trough to crest; The European regulations use the concept of significant height of waves (H 1/3).
The wind force (Beaufort scale) is the average actual wind speed over a period of 10 minutes at 10 metres above the sea.

Length Over All ..... 12,80 m / 42’
Waterline length ..... 12,50 m / 41’
Beam ..... 7,70 m / 25’3"
Air draft ..... 20,65 m / 67’9"
Keel draft ..... 1,25 m / 4’1"
Light displacement ..... 12242 kg / 26990 Lbs
Full load displacement (cat. A) ..... 16030 Kg / 35340 Lbs
Full load displacement (cat. B) ..... 16030 Kg / 35340 Lbs
Full load displacement (cat. C) ..... 16270 Kg / 35870 Lbs
Full load displacement (cat. D) ..... 17020 Kg / 37522 Lbs
Maximum load (cat. A) ..... 3780 Kg / 8334 Lbs
Maximum load (cat. B) ..... 3780 Kg / 8334 Lbs
Maximum load (cat. C) ..... 4020 Kg / 8862 Lbs
Maximum load (cat. D) ..... 4770 Kg / 10516 Lbs

Water capacity ..... 300 l + 300 l (optional extra) / 79 Gal + 79 Gal (optional extra)
Fuel capacity ..... 285 l + 285 l (optional extra) / 75 Gal + 75 Gal (optional extra)
Cold capacity ..... 137 l + 100 l (optional extra) + 65 l (optional extra)

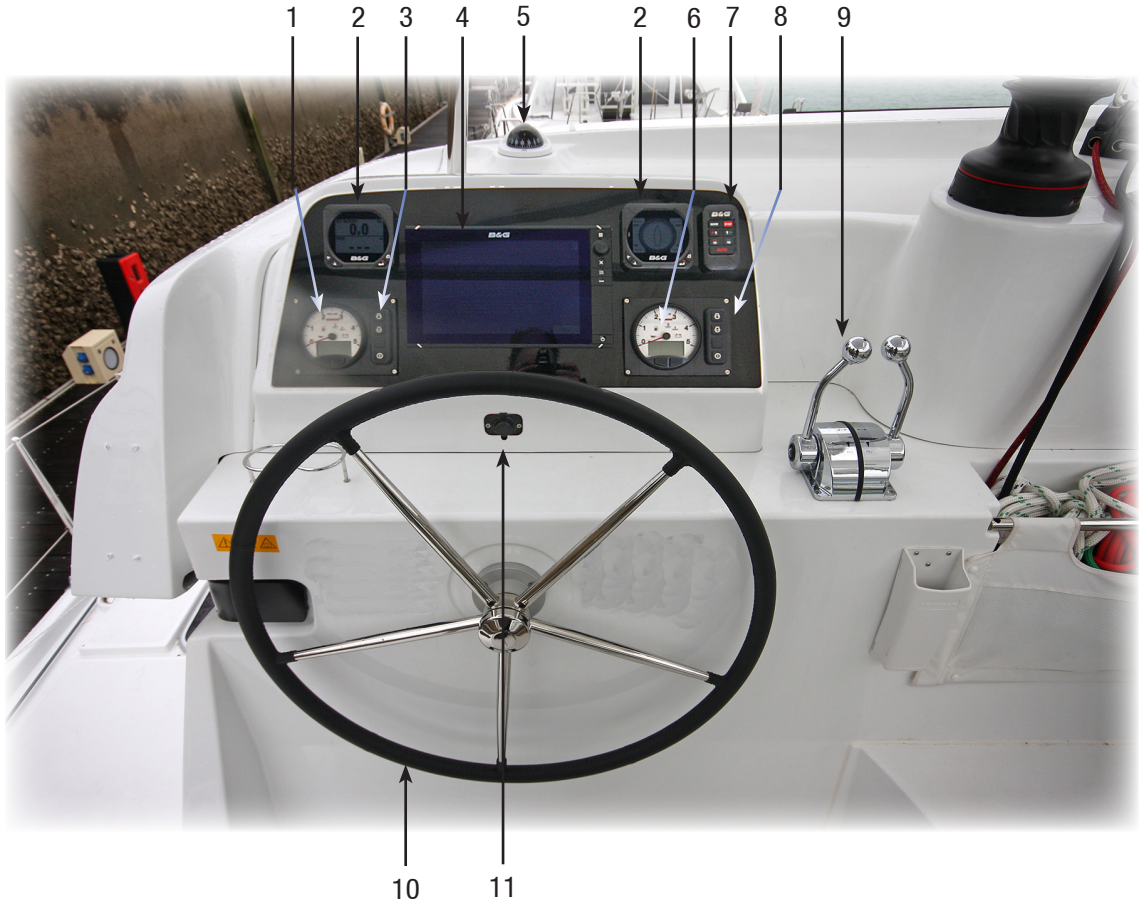
BATTERY CAPACITY
Standard ..... 2 x 140 Ah (12 V)
Optional ..... 2 x 140 Ah (12 V)
Engines ..... 2 x 110 Ah (12 V)
Generator ..... 110 Ah (12 V)
Maxi engine power ..... 2 x 57 CV

CE CATEGORY — Maximum number of persons
A ..... 12 persons
B ..... 14 persons
C ..... 20 persons
D ..... 30 persons



Bottom surface: approx. 55 m^2

HELM STATION



1 - Port engine panel.
2 - Screen / repeater for electronic (optional extra).
3 - Power, start and stop switches for the port engine.
4 - Screen / repeater for electronic (optional extra).
5 - Compass.
6 - Starboard engine panel.
7 - Automatic pilot control (optional extra).
8 - Power, start and stop switches for the starboard engine.
9 - Engine controls.
10 - Steering wheel.
11 - Double USB socket.

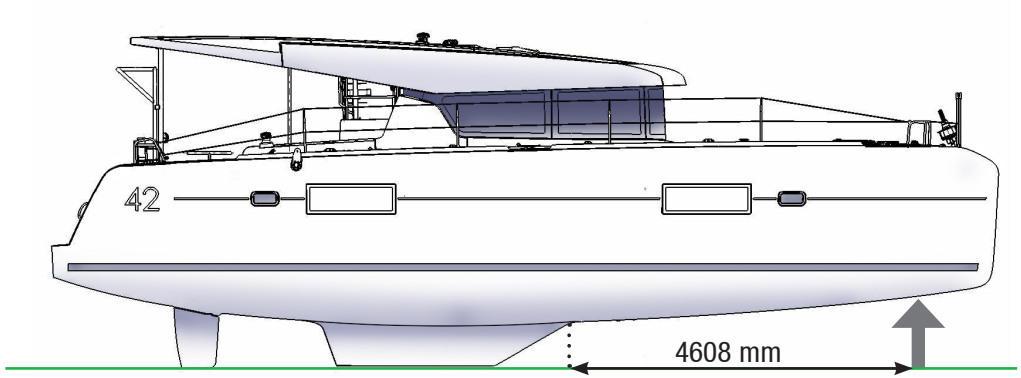
ELECTRICAL PANEL

1 - Water heater 220 V power switch.
2 - Voltmeter / 220 V.
3 - Battery charger switch.
4 - Internal lighting switch.
5 - Auxiliary unit (electro valve for U.S. version).
6 - Refrigerated unit switch.
7 - Deck floodlight switch.
8 - Navigation instruments switch.
9 - LCD screen.
10 - 220 V socket switch.
11 - Line-reversing switch (US version).
12 - 12 V socket.
13 - Pressure water pump switch.
14 - Bilge pump switch.
15 - Anchorage light switch.
16 - Engine light switch.
17 - LCD screen control (fresh water / fuel gauge, voltmeter, ammeter, battery alarm).

HULL / DECK 2

PROTECTIVE FENDERS

SECURED BY PROPS IN DRY HARBOUR



■ 2.1 Construction

The LAGOON 42 is constructed following the infusion process of a polyester resin and a high quality anti-osmotic resin on a core of balsa and fibreglass layers.

The hull bottoms and keels are made of monolithic laminates by infusion.

■ 2.2 Careening - Dry harbour

A periodical careening of your boat will keep her original performances and avoid any adhesion of marine vegetation.

The type of the water where you boat sails determines how to choose the antifouling paint as well as how often to carry out these careenings.
Please contact a professional for advice.

WARNING
When in dry harbour, it is vital to secure the boat's base by placing a prop under each hull as shown in the following diagram.

■ 2.3 Deck equipments

• DECK FITTINGS
The fittings on the deck of your LAGOON 42 were selected according to quality criteria.
To keep them to their best look, a regular maintenance is necessary.
- Rinse the equipments with fresh water, particularly the stainless steel parts.
- Lubricate the different blocks, sheaves, turnbuckles, winches, tracks and travellers.
- Clean and polish the stainless steel parts with a chrome and stainless steel polish in case of oxidation.

• PULPITS
Regularly rinse the stainless steel parts with fresh water.

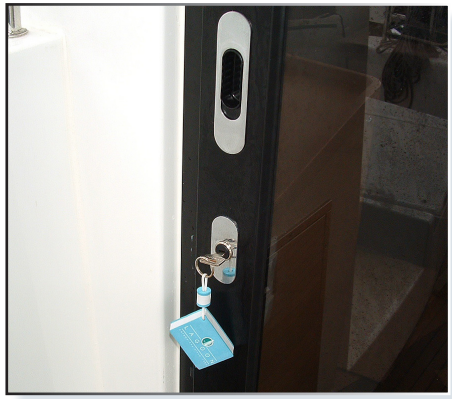
• LIFELINES
Inspect the metal lifelines for 'hairy wires'.
Check for corrosion, in particular on the connections.

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

DECK EQUIPMENTS

SLIDING WINDOW - ENTRANCE DOOR

ENTRANCE DOOR EXTERNAL LOCK SYSTEM



ENTRANCE DOOR INTERNAL BRAKE SYSTEM

SWIM LADDER

SHOWER IN TRANSOM

• PLEXIGLAS
To protect the surface of your windows in plexiglas, avoid any contact with alcohols, tanning creams, sand and all abrasive products generally speaking.
- Rinse the plexiglas with fresh water, do not use solvents.
- Brighten up with a soft rag soaked with a gentle cleaning product.
- Use polish paste to remove scratches.

■ 2.4 Cockpit

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

RECOMMENDATION
While sailing, block the sliding door locking it.

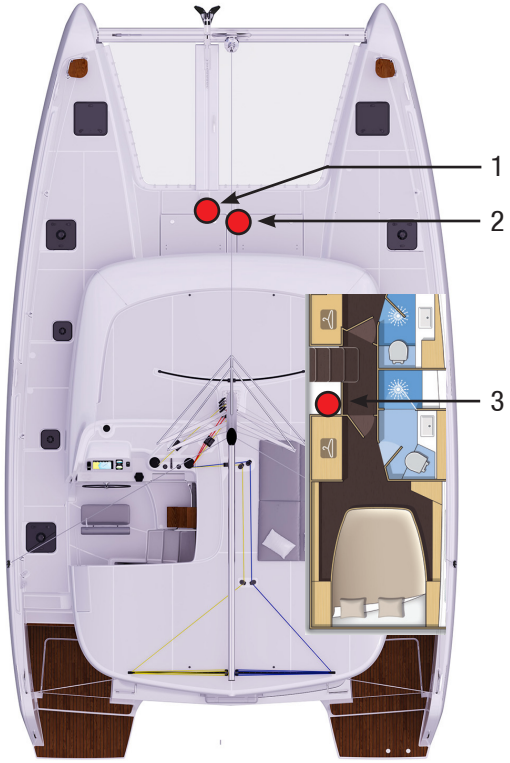
• COCKPIT TABLE
The cockpit table is removable.

• SWIM LADDER
A stainless steel swimming ladder is located on the aft starboard transom.
The boat may optionally be fitted with a second swimming ladder.

WARNING
For safety's sake, always sail with the ladder up and kept in position.
Unfold the ladder at the mooring whenever a crew member is lowered to the water.

• SHOWER
A shower supplied with hot and cold water (optional extra) is located on the side of the aft starboard transom.

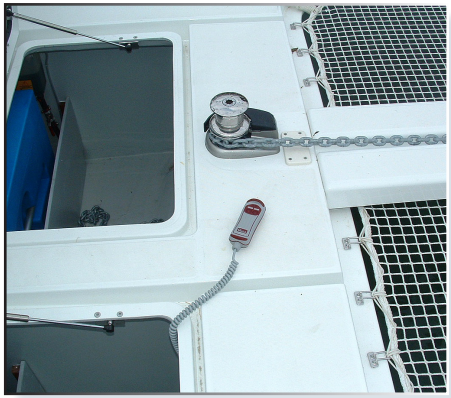
STROP - ELECTRIC WINDLASS



1 - Electric windlass.
2 - Control of the electric windlass.
3 - Windlass automatic breaker.

STROP CIRCUIT

CONTROL OF THE WINDLASS



AUTOMATIC BREAKER OF THE WINDLASS

■ 2.5 Gangway (optional extra)

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

WARNING
Do not use the gangway as a diving board.

■ 2.6 Steering system

The steering system is made up of steering cables (stainless steel cables) and two quadrants.
You can reach it through the engine compartments both starboard and port sides.

The suspended rudders are fitted with stainless steel stocks.

Only WD 40 should be used to maintain nylon ertalon or teflon bushings.
Please refer to Chapter 'SAFETY' as for the emergency tiller use.

■ 2.7 Anchoring

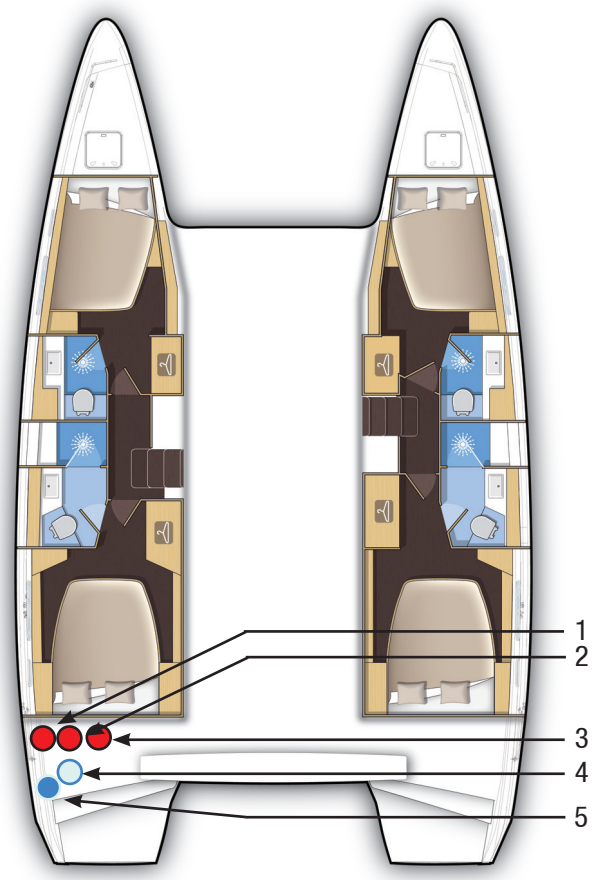
• WINDLASS
The electric windlass works with the 12 V domestic batteries.
Activate the windlass using its control located in the starboard side locker on the front deck.

If the electrical windlass does not function properly, check its automatic breaker located in the starboard passageway cupboard.
For the maintenance of the windlass, please refer to the manufacturer's guide.

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

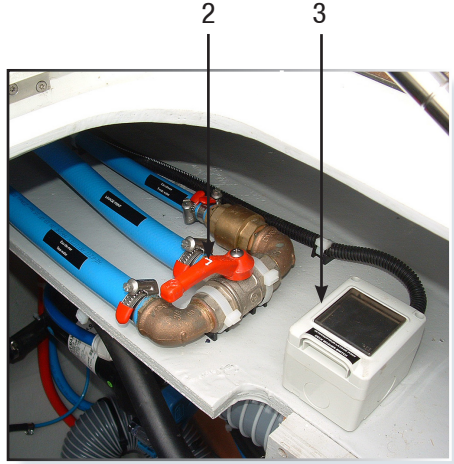
• PREPARING ANCHORING
Set the strop fastening it to the chainplates at the ends of the main beam.
Insert the strop inside the stem anchor roller.
Make fast the strop to the central cleat when lowering the chain.

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

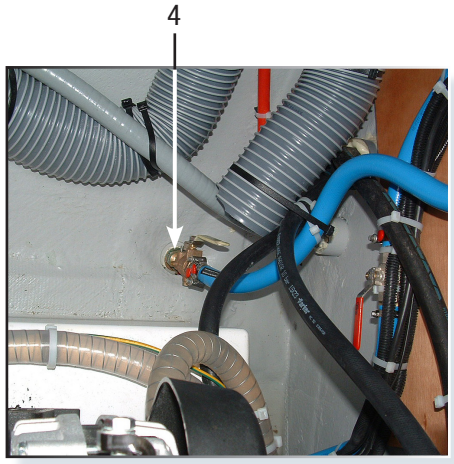


Nota: the same layout can be observed in the other version.

1 - Deckwash pump.
2 - Valve to select fresh water / sea water.



3 - Power switch.
4 - Sea water inlet valve.
5 - Intake to connect hose.



• ANCHORING
Have your boat head wind and without speed.
Pay out the chain while moving back slowly.
Secure the chain on the strop.
Release the chain until the strop is taut.
Pay attention to the swinging space when mooring.

• RAISING THE GROUND TACKLE
Check the chain is properly set on the grab.
Operate the windlass setting it to the 'upward' position.
Slowly go near the anchor using the engine (do not use the windlass force to winch up the boat).
Visually check the final metres until the anchor gets into contact with the anchor fairlead.
Check the position of the anchor on the stem fitting.

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

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

Refer to the manufacturer's instructions for windlass maintenance.

WARNING
Windlass operations are dangerous:
- Always keep the ground takle clear and free.
- Always proceed with care, wearing gloves and always wearing shoes.
- Make sure that nobody leans on the windlass when operating the control.

■ 2.8 Deckwash pump (optional extra)

The deck wash pump is located in the port engine compartment.
It can provide sea water or fresh water coming from the tank.

The freshwater / seawater selector valve, the seacock and the pump's power switch are located in the port engine compartment.

DAVIT SYSTEM

DAVIT SYSTEM + TENDER

■ 2.9 Davit system (optional extra)

The boat can be fitted with a davit system with manual winch (code 0 or genoa furling winch) as an option.

WARNING
The davit system is designed to support a maximum load of 250 kg and a tender which is maximum 3,50 metres long.

• INSTALLING A TENDER ONTO THE DAVIT
After having taken away everything from the tender:
- Lower the davit system as close as possible to the tender.
- Fix the tackle hooks located on the davits to the fore and aft of the tender.
- Close the blocker located on the port side of the davit system.
- Remount the davit and tender using the electric manoeuvring winch.
- Once in the top position, secure the davit system and tender using the appropriate ropes.
- Remove the water drain plug from the tender.

• LAUNCHING A TENDER FROM THE DAVIT
Put the water drain plug back into position in the tender.
- Check that the jammer located on the davit is locked.
- Pass the davit line around the winch (make at least three turns).

After having removed the hold safety devices and moored the tender:
- Open the blocker and let the line run until the tender reaches the water.
- Cast off the tackle hooks on the davit to the fore and aft of the tender.
- Remount and secure the davit system.

When sailing, remove the tender engine and store it on board.
Moor the tender considering the sea state and the route.
Put in the tender the security equipment in conformity with the registration country of the boat.

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

SOLAR PANELS - RIGID BIMINI

RIGID BIMINI + SOLAR PANELS

AUTOMATIC BREAKERS OF THE SOLAR PANELS

ROOF ACCESS LADDER

■ 2.10 Solar panels (optional extra)

The boat may be optionally fitted with flexible solar panels on the roof.
Should the solar panels fail, check the circuit breaker located in the starboard passageway cupboard.
Check battery charge levels on the screen in the chart table.

Refer to the manufacturer's manual for use and maintenance of solar panels.

■ 2.11 Access to helm station

A staircase to port in the cockpit enables access to the helm station. A second set of stairs (optional extra) provides access to the roof.

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

The helm station may be optionally equipped with a rigid protection (bimini) with opening panel and a security door on the port side.

RECOMMENDATION
Secure the rigging before accessing the mast step or sun bed.

RIGGING / SAILS

3

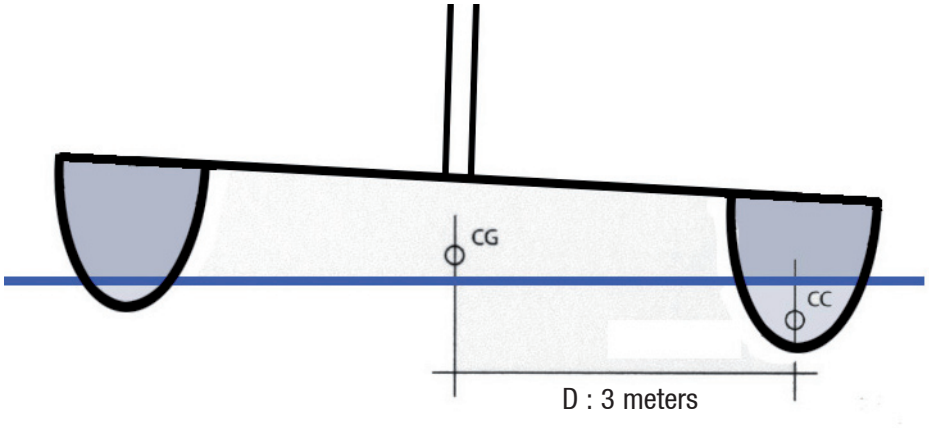
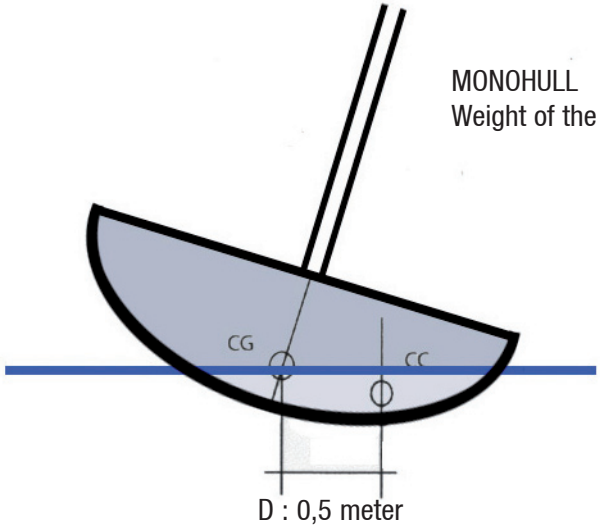


Illustration of the difference of the righting moment existing between a 10 m monohull and catamaran.

CATAMARAN
Weight of the boat: 10 tons



MONOHULL
Weight of the boat: 10 tons

d: distance between centre of the bottom and centre of gravity.

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

RMmax monohull : 10 tons x 0,5 meter
: 5 tons.meter

RMmax catamaran : 10 tons x 3 meters
: 30 tons.meters

■ 3.1 Sailing

• BEWARE
A catamaran is about 6 times more resistant to heeling than a monohull.
In naval architecture, it is referred to as uprighting moment multiplication of the weight of the boat by the transversal distance between the centre of gravity and the centre of flotation (or bottom).
See the illustration on the opposite page.

This fact has real consequences as for the sailing and sail trimming of a catamaran.
The fact that the boat does not heel may mask overcanvassing, which may be very dangerous for the crew and the boat. Therefore you must permanently keep a close eye on the speed of the true wind, and trim the sail surface according to the latter as a matter of priority.

The below-mentioned trims apply in a calm sea. When the sea is brown, you shall reduce earlier by 10% as far as the speed of true wind is concerned. And as a general rule, it is absolutely imperative to permanently try to ease up the boat rather than to stress her.
You will always try to have the forward edges of the sails facing the apparent wind, and to have the sail not sheeted home, so that the airflow behind the sail may be laminar, that is to say so that it may go off the aft part of the sail without any disruption.

In case you shouldn't follow the recommendations below, it might be dangerous for the boat and the crew, and, in case of an accident, the manufacturer's responsibility would not be involved.

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

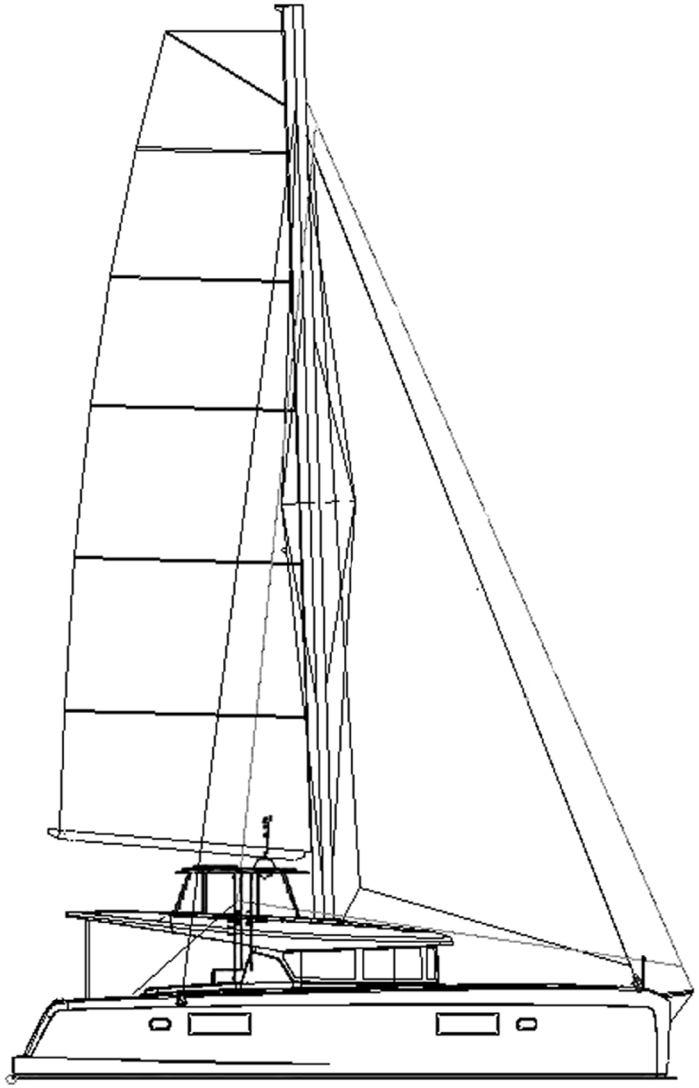
Wind force given in apparent wind
- From 0 to 16 knots: full sail; sheet traveller 30 cm above the centre line of the boat, mainsail sheeted with a slightly open leech (boom on the centre line of the boat).
The jib is fully unwound.

- From 16 to 20 knots: full sail; the sheet traveller goes up 60 cm above the centre line of the boat, mainsail sheeted with a leech a little more open (boom always in line: therefore you must ease off the sheet).
The jib is fully unwound.

- **De 20 à 26 noeuds :** 1 ris ; le chariot de GV revient à 30 cm au dessus de l'axe du navire.
The jib is fully unwound.

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

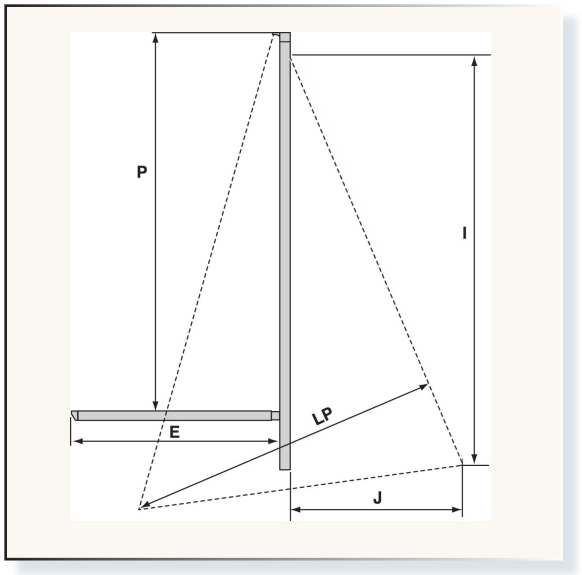
- From 30 to 36 knots: 2 reefs, 60% of the jib; the sheet traveller is back 30 cm above the centre line of the boat, the sheet is 50 cm eased off and the boom is leeward.



Sails

Fully battened mainsail.....55 m² / 592 sq.ft
Square top mainsail (optional extra).....59 m² / 635 sq.ft
Self-tacking jib .....35 m² / 377 sq.ft
Code 0 (optional extra).....68 m² / 732 sq.ft

I.....15,377 m / 50’5’’
J ..... 5,95 m / 19’6’’
P.....15,945 m / 52’4’’
E.....4,86 m / 15’11”



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

- From 45 to 55 knots: 3 reefs only (or try sail, or lying to), the traveller is on the centre line of the boat, the sheet is 1 metre eased off and the boom is leeward.
The boat would be more at ease scudding in such a weather.

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

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

- From 0 to 23 knots: full sail; the traveller can be set at different places ranging from 1 metre off the centre line of the boat to the end of the track, depending on the angle of the wind, the sheet is eased off so that the boom may be leeward and 50 cm far from the traveller in dead calm then up to 2 metres when the wind strengthens.
In all the cases, you will avoid having more than one batten chafing against the upper shroud, in the fairest points of saling.
The jib is eased off in order to have its average front edge facing the apparent wind.

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

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

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

- From 38 to 45 knots: 3 reefs (or mainsail lowered and slightly more genoa), jib 40%. The trimmings remain similar.

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

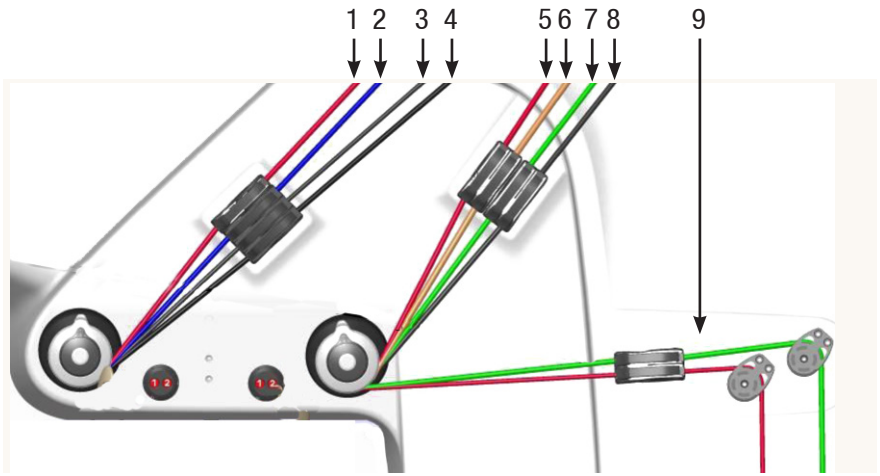
- Over 55 knots: scudding, depending on the sea, you will set mooring ropes from one transom extension to the other one in order to reduce the speed of the boat.

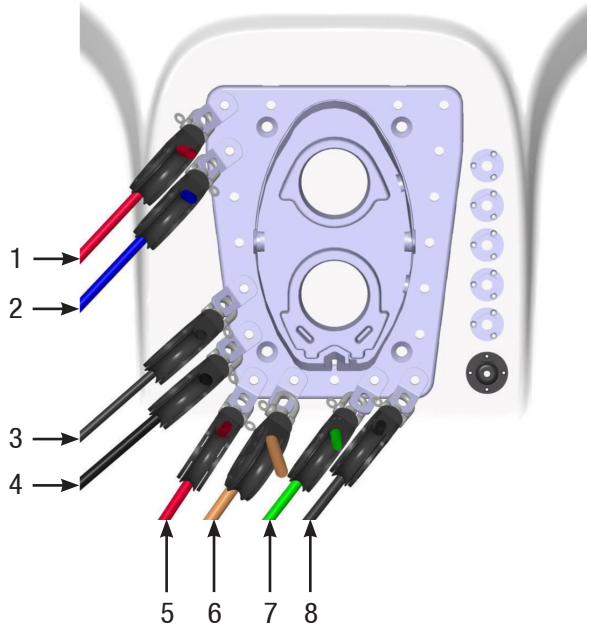
These figures are given for reference only and are to be adapted regarding external conditions.

• SQUARE TOP MAINSAIL

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

MANOEUVRING PLAN - MAST STEP CIRCUIT





1 - Code 0 halyard (optional extra).
2 - Self-tacking jib sheet.
3 - Topping lift.
4 - Main halyard.
5 - Reef 1.
6 - Mainsheet.
7 - Reef 3.
8 - Reef 2.
9 - Mainsail traveller.

■ 3.2 Standing rigging

The LAGOON 42 has been adjusted by the shipyard and by the mast manufacturer when first masting.
The cables stretch a little during the first sailings. Therefore it is advisable to have the mast inspected and adjusted by a specialist.

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

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

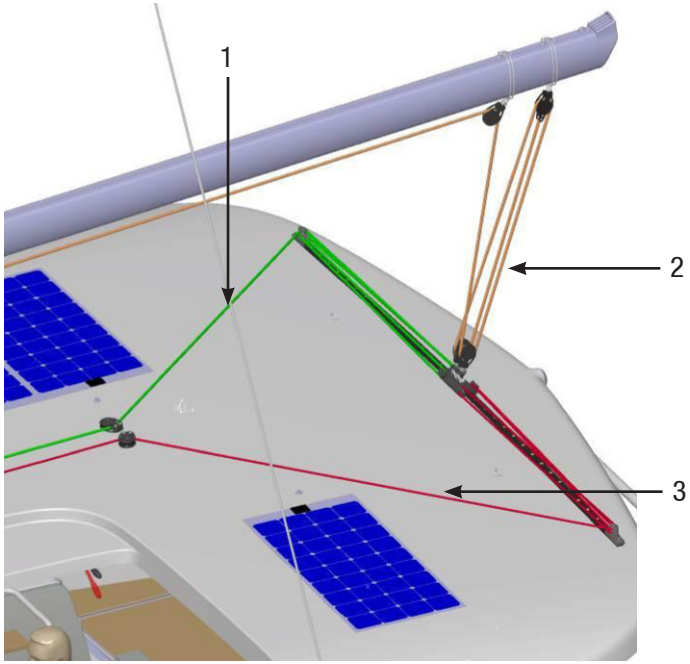
To hoist a crew member up to the top of the mast, use the man hoisting halyard.
Belay the crew member with a bowline on the bosun's chair ring (do not use snap shackle or shackle).

WARNING
The man hoisting halyard which is the only one to be authorized for this purpose, is only meant to hoist a crew member up to the top of the mast.

■ 3.3 Running rigging

Description of the ropes	length (m)	diametre (mm)
Jib halyard	41	12
Jib sheet	38	10
Mainsail halyard	57	12
Mainsail topping lift	40	10
Mainsheet	34	14
Mainsail traveller adjustment	19 x 2	10
Reef 1	19	12
Reef 2	32	12
Reef 3	46	12
Boom loop	0,6	10
Code 0 sheet (optional extra)	34	10
Code 0 halyard (optional extra)	65	10

The mainsail and jib sheets, the topping lift, the reefing lines, the mainsail and code 0 halyards, the control lines for the main traveller are led back to the manoeuvre station.



1 - Mainsail traveller adjustment / starboard.
2 - Mainsail sheet.
3 - Mainsail traveller adjustment / port side.

• SHEET WINCHES AND MANOEUVRE WINCHES (MANUAL OR ELECTRIC) (OPTIONAL EXTRA)

The circuit breakers for the electric winches are located in the starboard passageway cupboard.

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

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

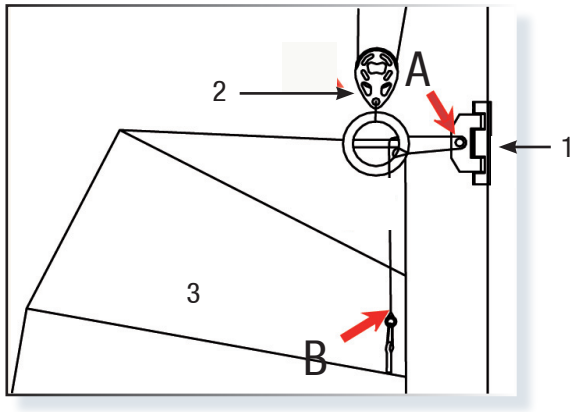
■ 3.4 Sails

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

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

• SHORTENING THE SAILS
Automatic reefing system:
- Move into the wind.
- Release the tension on the downhaul.
- Ease off the mainsail a bit.
- Ease off the mainsail halyard.
- Take up the reef tack line.
- Tension the mainsail halyard.
- Set the mainsail.
- Tension the downhaul if necessary.

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



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

FASTENING OF THE RUISING SQUARE TOP MAINSAIL

• CRUISING SQUARE TOP MAINSAIL (OPTIONAL EXTRA)
The cruising square top mainsail halyard is lashed on the eyelet of the sail, not on the headboard traveller.
The square top will be properly set automatically once the sail is hoisted up.

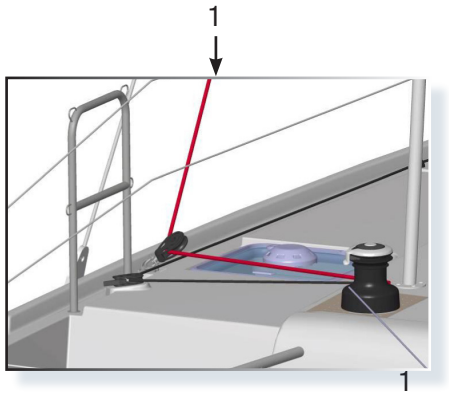
FITTING OF THE MAINSAIL CRUISING SQUARE TOP SYSTEM
Refer to the drawing on the opposite page.
- Remove the pin of the headboard car (mark A).
- Make the 2 strand tackle as per the drawing on the opposite page.
- Put back the headboard car pin (mark A), adding the sheave.
The length of the headboard line is adjusted to the right dimension for a new sail at the sailmaker's.
The lashing (mark B) makes possible to make up for the possible lengthening of the rope due to ageing.

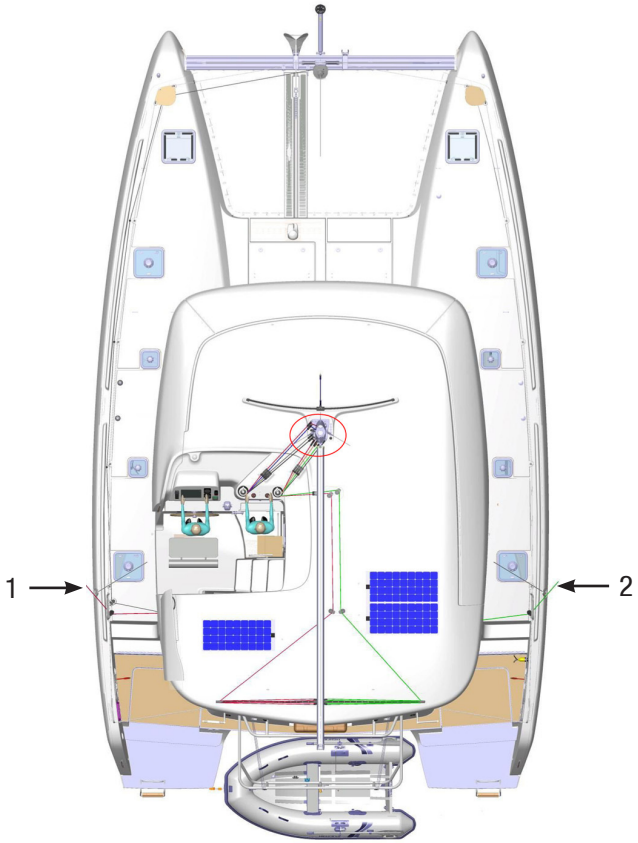
Nota: this system is patented by the INCIDENCES sailmaker.

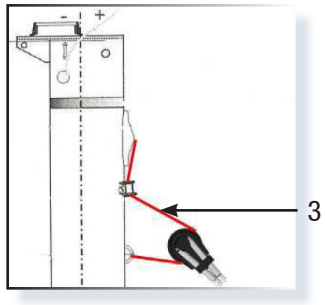
WARNING
A cruising square top mainsail has a more important power than a standard mainsail.
Shorten the sail earlier depending on the wind conditions.

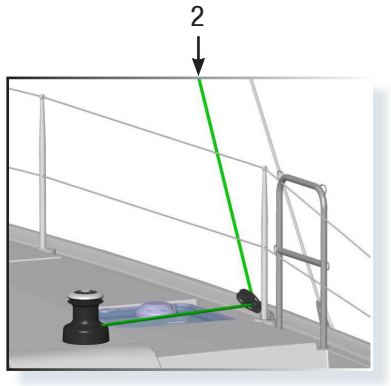
• ROLLER FURLING JIB
Hoist the jib before you get under way, taking advantage of a windless period of time.
- Secure the head.
- Secure the halyard to the slide-swivel.
- Secure the tack to the drum and secure the sheets.
- Insert carefully the bolt rope into the hole, hoist the jib and take care you do not tear it.
- Haul the halyard taut enough but sway it up less than a sail on a standard stay.
- Hoist it until the horizontal creases disappear (the tension of the luff shall be adjusted after a few sea trips).
- Pull on the line from the cockpit to furl the jib.

RECOMMENDATION
Hand pre roll the drum to set the genoa furling line on it.
Pay attention to the drum furling direction: the sacrificial strip of the jib shall be wrapped outside.
Never force when you furl or unfurl the head sails in case it seizes.
Make sure a halyard is not caught in the roller furler.









1 - Code 0 port sheet.
2 - Code 0 starboard sheet.
3 - Code 0 halyard.

• CODE 0 (optional extra)
It is possible to remove the front guard lines when using the code 0.
Before getting under the way, take advantage of a windless period of time and hoist the code 0.

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

Use the furling system line to furl or unfurl the code 0.
Code 0 sheets:
- Secure the sheets to the code 0 clew.
- Have the sheets go on the outside of the stay and shrouds and above the guardrails.
- Make fast the sheet leading blocks to the chainplates.
- Sheet the sails to the outer winches.

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

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

ACCOMMODATIONS 4

DRAWERS - REMOVABLE SEAT

SUCTION PADS FOR THE FLOORBOARDS

KITCHEN DRAWER

REMOVABLE SALOON SEAT

■ 4.1 Saloon - Galley

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

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

• REMOVABLE SEAT (OPTIONAL EXTRA)
The seat facing the table is mounted on a pantograph and can be moved to provide more deck space in the saloon.

• DRAWERS
The drawers in the galley have an automatic closing function.
Gently push the drawer till the movement ends itself.
These drawers can be removed pushing on the levers on each side, under the rails.
When you reassemble it, clip the drawer before you push it back.

■ 4.2 Lighting

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

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

PORTHOLE + CURTAIN

BLIND AND MOSQUITO SCREEN ON DECK HATCH

CABIN CURTAIN

SALOON SLIDING DOOR CURTAIN

■ 4.3 Portholes - Deck hatches

The portholes and deck hatches have locking systems to keep them in a closed position.
At anchor, intermediate opening position allows the ventilation of the boat.

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

■ 4.4 Window blinds

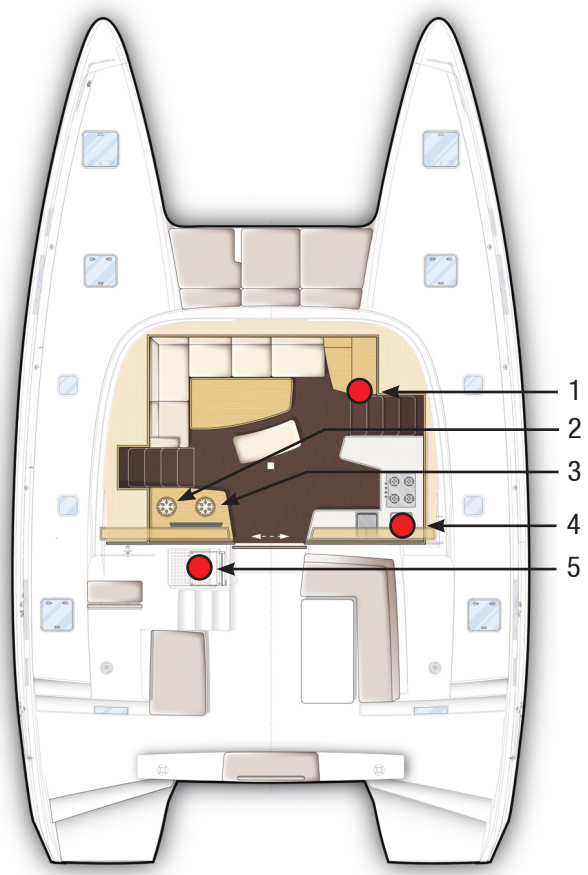
All the windows have blinds.
The opening hatches of the aft cabins are also fitted with blinds.

RECOMMENDATION
Pull and push the blinds carefully.
Take care to fasten them when they are fitted with the relevant systems.

ON BOARD UTILITY

5

REFRIGERATORS - FREEZER - ICEMAKER - MICROWAVE OVEN



Nota: the same layout can be observed in the other version.

1 - 110 V - 220 V selection panel.
2 - Freezer (optional extra).
3 - Refrigerator.
4 - Microwave oven (optional extra).
5 - Refrigerator / icemaker - cockpit (optional extra).

FREEZER (OPTIONAL EXTRA)

REFRIGERATOR - GALLEY

COCKPIT ICEMAKER (OPTIONAL EXTRA)

■ 5.1 Refrigerators - Freezer - Icemaker

The boat standard features include a 137 l refrigerator located in the galley.
It may optionally be fitted with a freezer (100 l) located in the cupboard in the saloon port entrance.

The boat may also be fitted with an optional refrigerator (65 l) or an icemaker located in the cockpit.

Once the general 12 V on board circuit has been powered, turn on the elements using the refrigerated unit switch located on the electrical panel in the starboard hull companionway.

• ICEMAKER USE
The icemaker requires 220 V.
It is supplied with water through the fresh water circuit.

- Check that the automatic breaker located in the starboard passageway cupboard.

POWER SUPPLY
Select the power supply source (generator or supply shore socket) using the right hand selector on the 110 V - 220 V selector board (in the starboard hull companionway).

Nota: the icemaker circuit is fitted with a filter.
Have this filter changed regularly.

For the use and maintenance of the refrigerators, freezer and icemaker, please refer to their instruction guides.

RECOMMENDATION
Defrost then drain the refrigerators, freezer and icemaker before you stop the domestic 12 V circuit.

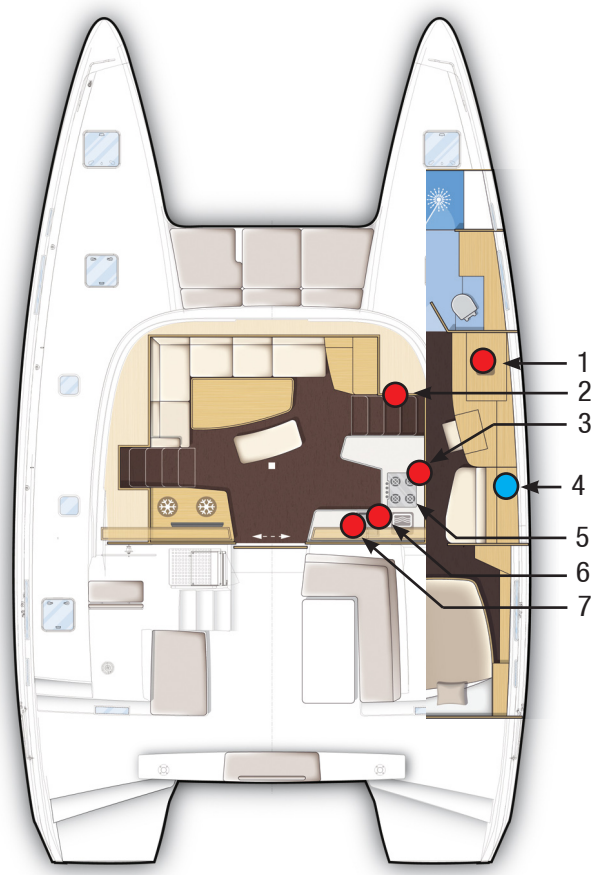
■ 5.2 Microwave oven (optional extra)

The boat is fitted with an optional microwave oven on a tabletop located on the kitchen cabinet.

- Check the microwave plugging.
- Check that the sockets switch has been powered on the electrical panel.

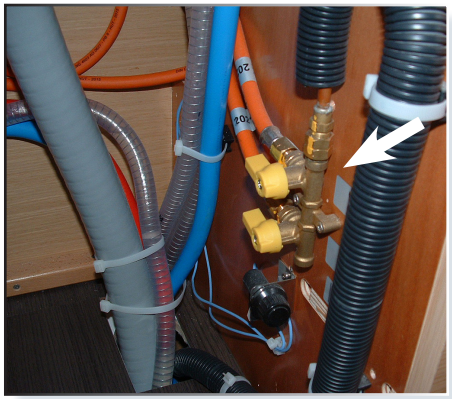
POWER SUPPLY
Select the power supply source (generator or supply shore socket) using the right hand selector on the 110 V - 220 V selector board (in the starboard hull companionway).

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



Nota: the same layout can be observed in the other version.

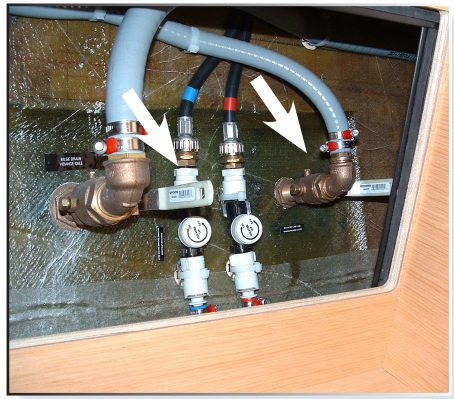
GAS VALVES



WASHING MACHINE

1 - Washing machine (option for 3-cabin version).
2 - 110 V - 220 V selection panel.
3 - Circuit breakers panel.
4 - Outlet valve + supply valve of the washing machine.
5 - Hotplates.
6 - Gas valves.
7 - Oven.

WATER SUPPLY VALVE (US VERSION) + OUTLET VALVE OF THE WASHING MACHINE



■ 5.3 Oven, hotplate

The boat is standard fitted with a gas cooking hob.

The gas valves are located in the cupboard at the left of the oven.
The gas cartridges are located in the starboard side cockpit locker.

RECOMMENDATION
Shut the gas valves and the regulator tap when you do not use the hob.

■ 5.4 Washing machine (optional extra)

The 3-cabin boat is fitted with an optional washing machine located inside a cabinet in the front starboard passageway.

It is supplied with water coming from the fresh water system.
Check the opening of its freshwater feed valve (valves in the US model) located in the central starboard passageway cupboard.
Water is drained via the valve located in this same cupboard.

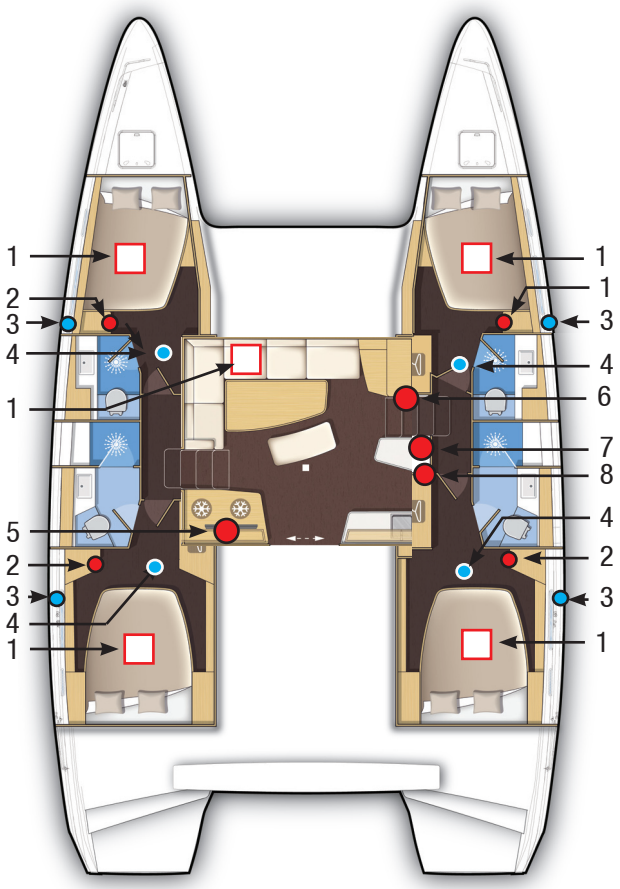
- Check that the automatic breaker located in the starboard passageway cupboard.

POWER SUPPLY
Select the power supply source (generator or supply shore socket) using the right hand selector on the 110 V - 220 V selector board (in the starboard hull companionway).

RECOMMENDATION
The washing machine shall not work while you are sailing.

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

TELEVISION - AIR CONDITIONING



Nota: the same layout can be observed in the other version.

SALOON TELEVISION

AIR CONDITIONING UNIT

1 - Air conditioning unit.
2 - Air conditioning control.
3 - Drain + condensation valves.
4 - Sea water supply valve + sea water pump / Air conditioning.
5 - Television.
6 - Selection panel / Air conditioning.
7 - Air conditioning units automatic breakers.
8 - 12 V / 110 V - 220 V Inverter.

AIR CONDITIONING UNITS AUTOMATIC BREAKERS

■ 5.5 Television (optional extra)

The saloon is optionally equipped with a television and CD / DVD player that may be used after turning on the 12 V domestic circuit.

The television is powered by the 12 V / 110 V - 220 V converter.

An antenna amplifier is located at the level of the pillar in the saloon.

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

■ 5.6 Air conditioning (optional extra)

The boat may be fitted with an optional reversible air conditioning system.
The air conditioning units are located in the cabins and in the saloon.
You will find vents in every cabin and in the saloon.

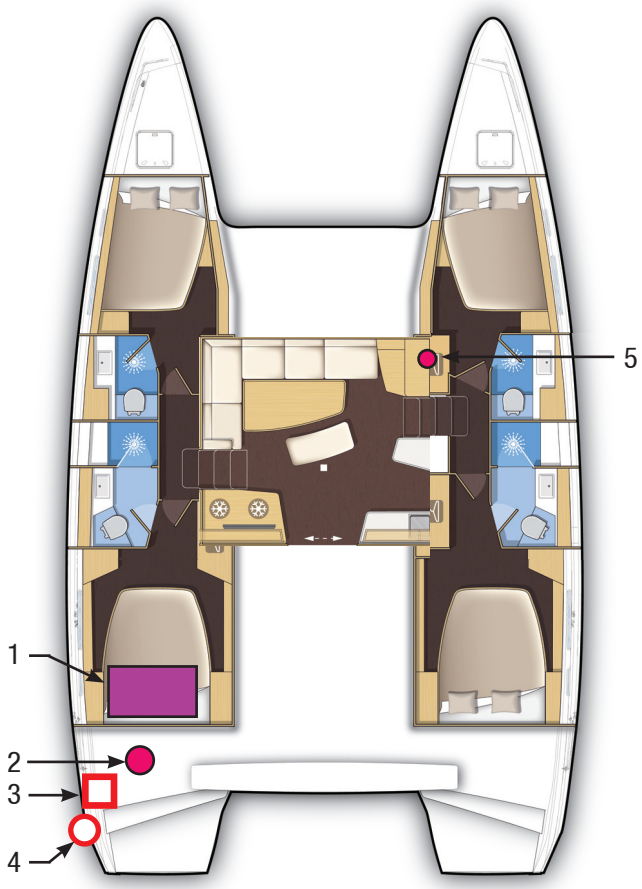
Before you start the system:
Open the circulating seawater systems (suction valves located under the floors of the passageways, drain and condensation valves in the cabins).

POWER SUPPLY
Select the power supply source (generator or supply shore socket) using the left hand 110 V - 220 V selector board (in the starboard hull companionway).
Check that the pumps and air conditioning units are turned on using the circuit breakers located in the locker in the starboard passageway cupboard.

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

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

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

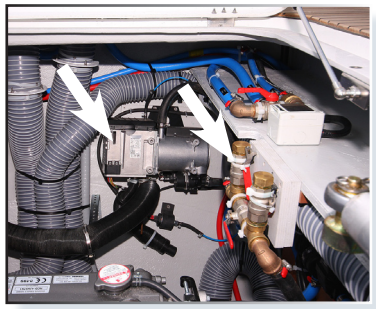


Nota: the same layout can be observed in the other version.

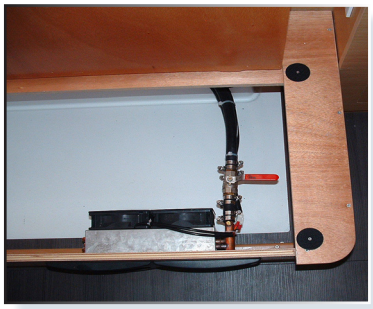
THERMOSTAT + VENTILATION SWITCH + HEAT CONTROL / TIMER

1 - Fuel tanks.
2 - Water system valves.
3 - Boiler.
4 - Boiler exhaust outlet.
5 - Control + ventilation switch.

BOILER + VALVES



HEATING SYSTEM VALVES



■ 5.7 Heating (optional extra)

The boat may optionally be fitted with a diesel heating system with circulating water.
The boiler is located in the port engine compartment.

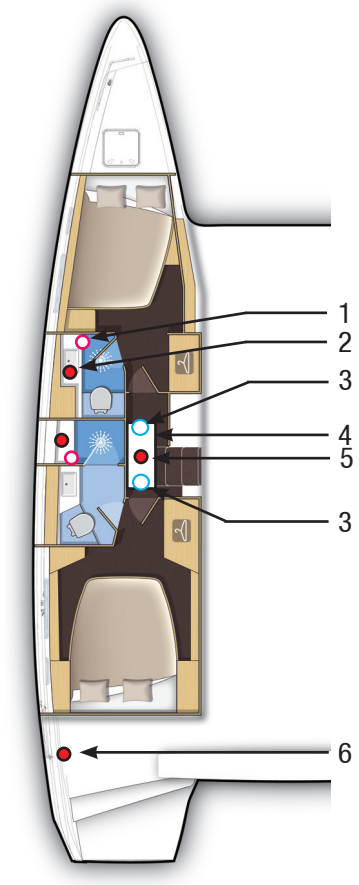
- Check that the water system valves are open (access through the port engine compartment).
- Turn on the boiler using the control / timer located at the chart table.
- Adjust the temperature using the cabin and saloon thermostats.
- Adjust the speed of the ventilator using the 2-speed switches.

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

WARNING
Do not place fenders near emergency exits of the heat system boiler.

WATER SYSTEMS 6

BILGE PUMP SYSTEM - GREY WATERS



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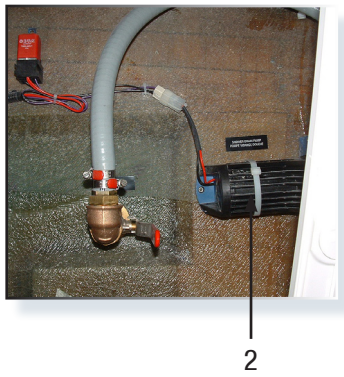
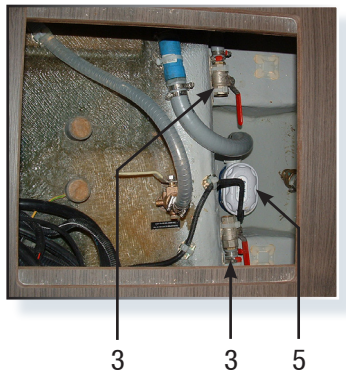




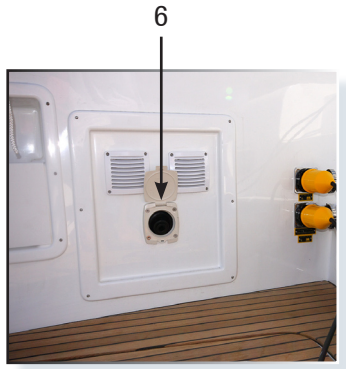
1 - Shower pump switches.
2 - Shower drain pumps.
3 - Front / aft compartment outlet valve.
4 - Hull sump.
5 - Electric bilge pumps.
6 - Manual bilge pumps.

Each hull has the same components.

Nota: each valve in the boat is identified.

SEA-COCK OPEN

SEA-COCK CLOSED



■ 6.1 Bilge pump system

A main sump is under the floorboard of each hull.
The fore and aft compartments are linked to these sumps by a bilge pipe and a valve (access under the floorboards).

Each well is emptied by two bilge pumps:
- A manual cockpit pump.
- An electric pump with manual and automatic release (electrical panel switch) located in the well.

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

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

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

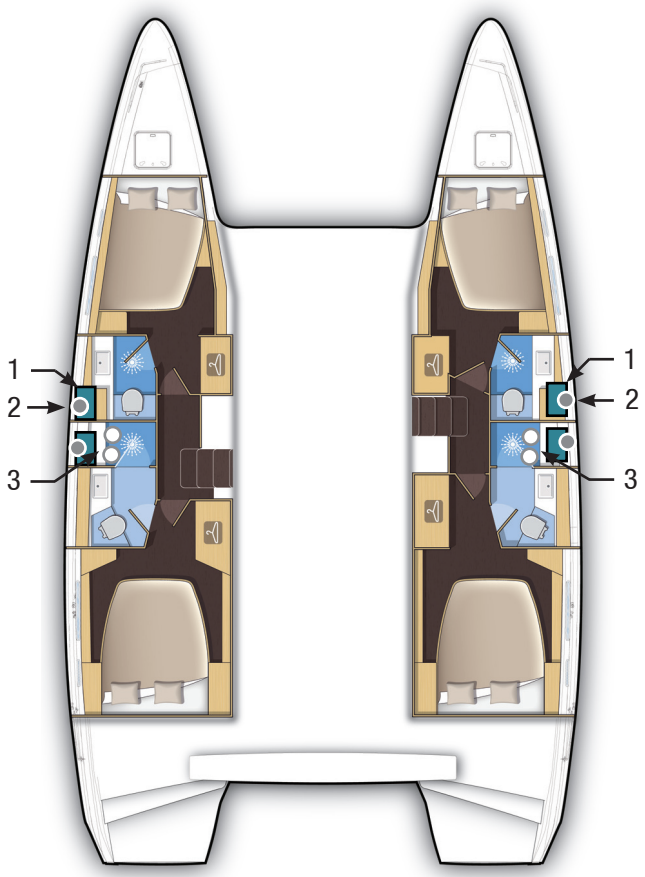
■ 6.2 Grey waters

The grey waters (sink, washbasins) directly flow out via sea-cocks with valves.
Please note: a valve is closed when its handle is perpendicular to the hose and it is open when its handle is in line with the hose.

Grey waters coming from the showers are emptied through pumps located in the port and starboard bathroom cabinets.
The pumps are switched on from the 12 V domestic circuit.

In order to empty the showers, use the pump switch located on the wet room cupboard.

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



Nota: the holding tanks are located behind showers in the other version.

1 - Holding tank.
2 - Drain bung hole on deck.
3 - Drain valve on hull.
4 - Switch of the electric toilets.

■ 6.3 Black waters

The boat is fitted with manual toilets and holding tanks in all the washrooms.
She may be fitted with optional electric toilets.

• USE OF THE MANUAL TOILETS
- Open the water inlet and drain valves.
To empty the bowl:
- Set the control lever of the pump slantwise (FLUSH) and operate the pump.
To dry the bowl:
- Set the lever back vertical (DRY) and operate the pump.

In order to avoid clogging the toilets, use absorbent paper only and pump until the emptying hose is completly empty.
Regularly rinse the toilets with fresh water.
Close the valves after each use.

• USE OF THE ELECTRIC TOILETS
The electric toilets are rinsed with sea water.
Electrical pumps, filters, and supply valves are located in different wet rooms under the washbasin.
- Switch on the 12 V domestic circuit.
- Open the water inlet and drain valves.

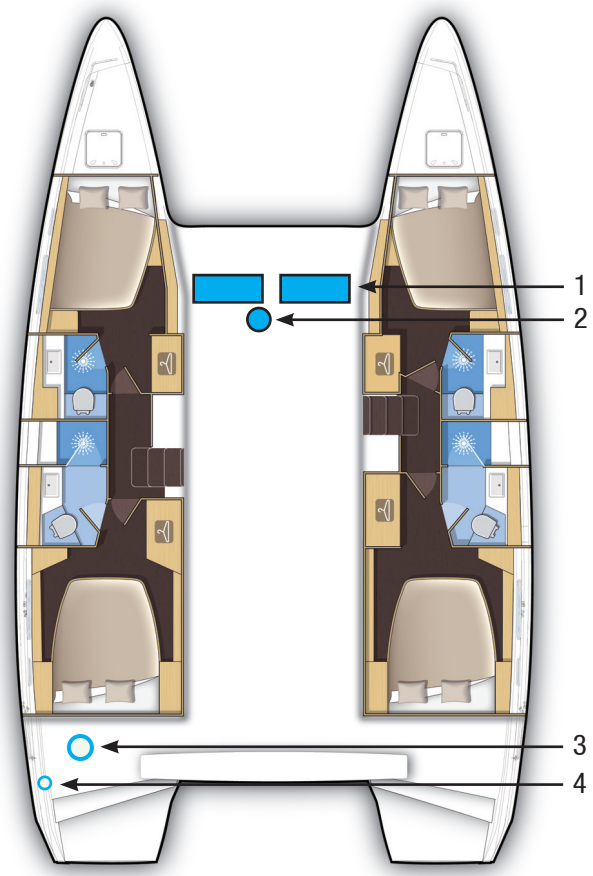
One of the switches next to the toilets makes possible a water intake cycle and a water outlet cycle.
The second switch makes possible to carry out a rinse cycle.

Rinse the toilets with fresh water and regularly clean the filters.
Close the valves after each use.
For the use and maintenance of the electric toilets, please refer to their instruction guide.

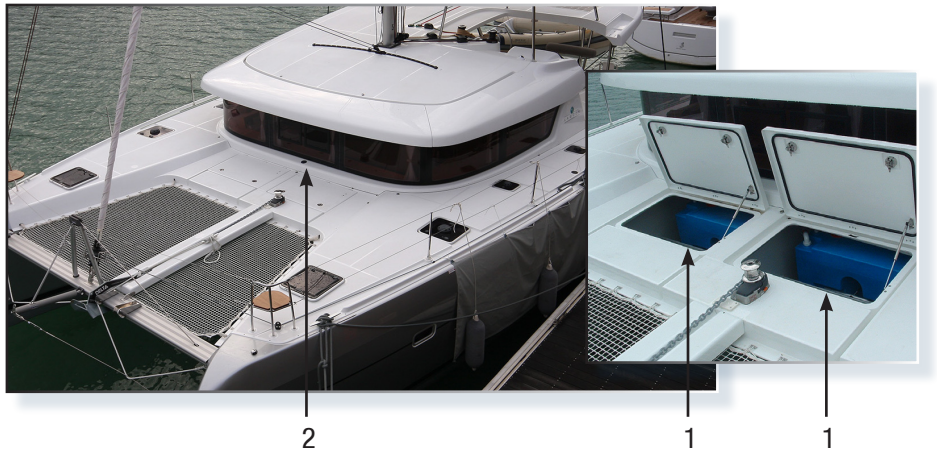
• USE OF THE HOLDING TANKS
Tanks can be reached through the wet rooms.
Make sure the drain valve of the tank is closed in order to avoid any inadvertent discharge (the valve is closed when the handle is perpendicular to the hose).
Tank drainage:
- In an authorized area, open the drain valve.
- In a marina equipped with an organic waste suction system, fit the suction hose into the tank through the deck filler.
- Start the pump of the suction system.

Regularly rinse the holding tank.
The tanks shall be emptied when the boat is berthed in negative temperatures.

WARNING
Use the suction systems in marinas to empty your holding tank.
In order to respect environment, do not discharge your holding tanks near the shore.



Nota: the same layout can be observed in the other version.

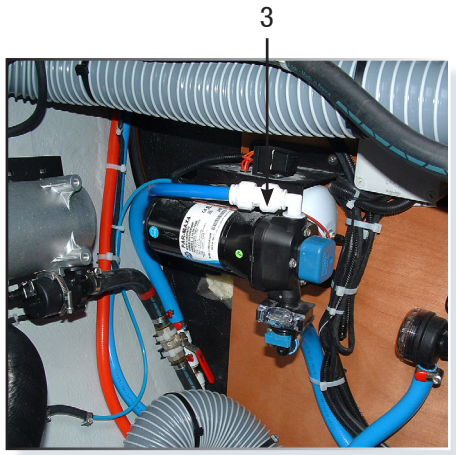


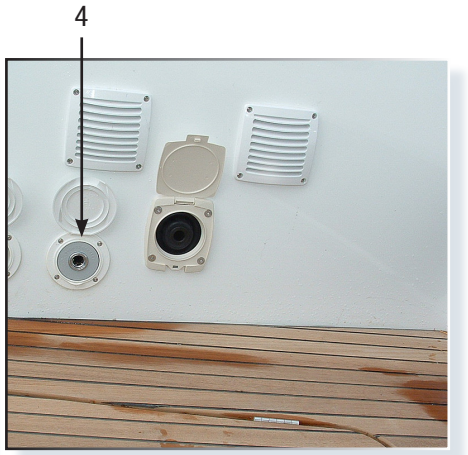
1 - Starboard tank (optional extra) / port tank (standard).

2 - Deck filler.

3 - Pressure water pump.

4 - Shore fresh water supply.





■ 6.4 Fresh water

• FRESH WATER TANKS
The boat is standardly equipped with a 300-litre tank located in the fore peak port locker.
The boat may optionally be equipped with a second 300-litre tank.

To prevent any handling mistake, never fill the water and fuel tanks at the same time.
A front filler is provided to fill the tank.
During filling, avoid handling contaminants near the fillers.
Open and close the filler caps with the right key.
Check the filler cap seal for condition during filling.

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

RECOMMENDATION
Pay attention to the quality of the water for the filling up. Check if it is drinking water.
If the boat is not used for long, purify the tanks and pipes with proper treatment.

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

• PRESSURE WATER PUMP
The pressure water pump is located in the port engine compartment.
Its starting is done by using a switch on the electrical panel.

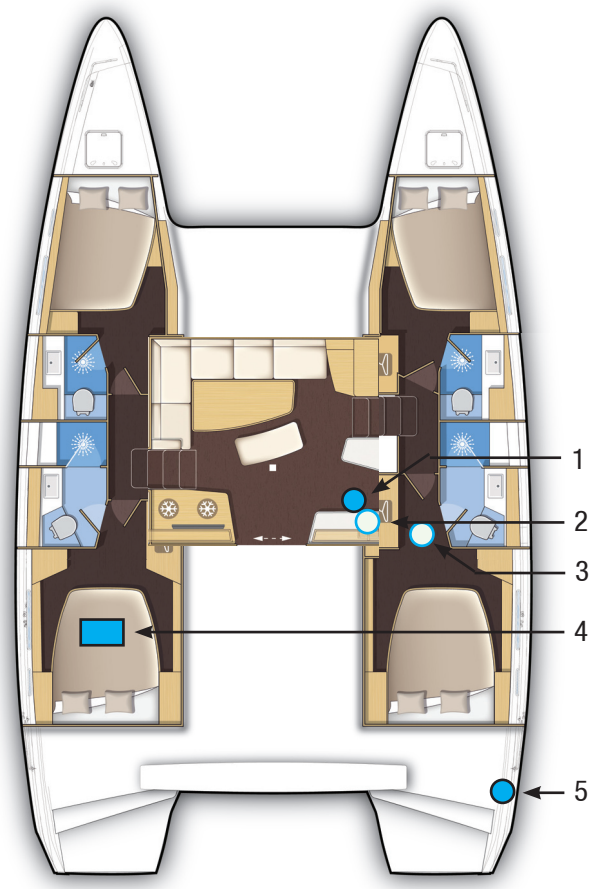
RECOMMENDATION
Never operate the water system equipment when the valves are closed or when the tanks are empty (the electrical equipment may be damaged).
Check the different water filters for condition.

• WATER GAUGE
Watch the water level in the tank(s) using the gauge located on the electrical panel in the companionway.

• SHORE FRESH WATER SUPPLY (OPTIONAL EXTRA)
The shore fresh water supply is located on the port fore peak.
To use the marina fresh water:
- Connect the shore supply.
- Set the pressure water pump switch to 'OFF'.

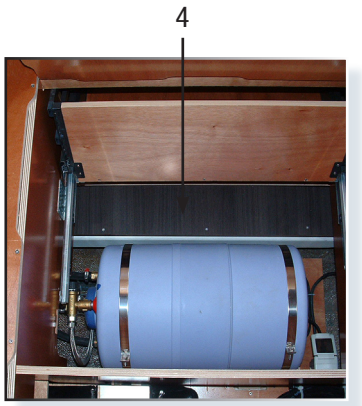
RECOMMENDATION
When you leave the boat unattended, systematically disconnect the shore fresh water supply.

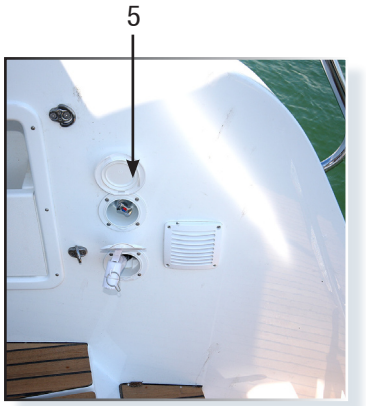
FOOT PUMP - WATER HEATER



Nota: the same layout can be observed in the other version.

1 - Foot pump.
2 - Valve to select fresh water / sea water.
3 - Sea water supply valve.
4 - Water heater.
5 - Shower.





• FRESH WATER / SEA WATER FOOT PUMP
The foot pump makes possible to supply a tap of the sink with fresh water and sea water.
The 3-way fresh / sea water valve can be reached through the sink unit.

In case of foot pump hardening, check if the water supply hose is not blocked, or if the tap is not choked.
In the latter case, remove the tap end and clean it.

• EXTERIOR SHOWER
A shower supplied with hot and cold water (mixing faucet) is located on the starboard side of the transom.

It is supplied by the pressure water pump.

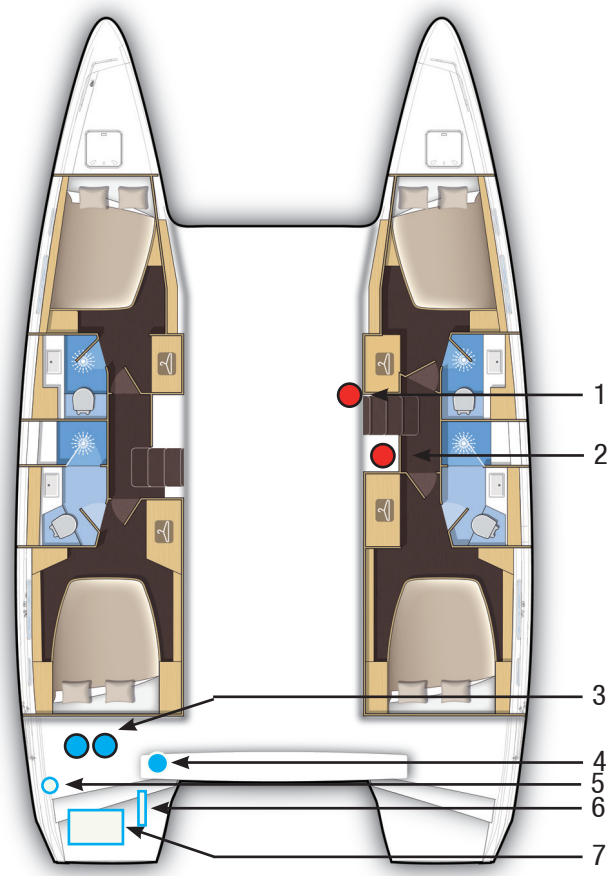
WARNING
In period of frost, do not forget to empty the cockpit shower, even if there is someone onboard the boat.

• WATER HEATER
The water heater is located in the aft port cabin.
It has a capacity of 40 litres.

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

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

RECOMMENDATION
When the water heater is not used, switch it off using its 110 V - 220 V circuit.
Before you switch it on using the 110 V - 220 V circuit, check the water heater is full of water.



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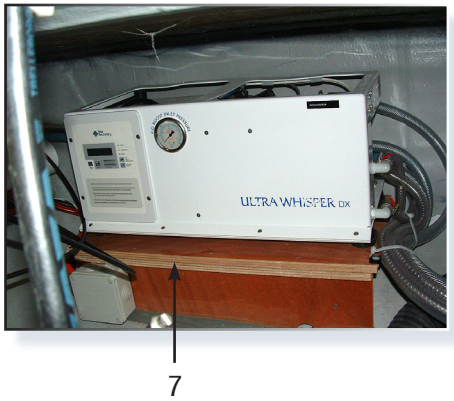
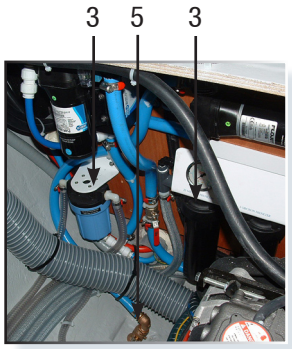
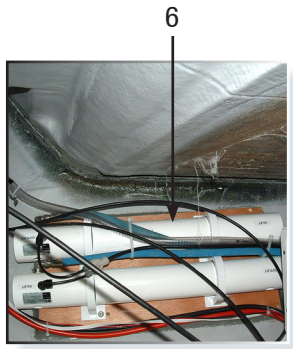


1 - Control.
2 - Automatic breaker.
3 - Filters + rinsing valve.
4 - Drain valve.
5 - Sea water supply valve.
6 - Membranes.
7 - Watermaker.

1 - Watermaker + pump.
2 - Filters + rinsing valve.
3 - Sea water supply valve.
4 - Drain valve.
5 - Control.
6 - Automatic breaker.





■ 6.5 Watermaker (optional extra)

The boat may optionally be fitted with a water maker (63 l / hour) located in the port engine compartment.

OPERATION
The watermaker works either in 12 V.
Check that the relevant circuit breaker located in the starboard passageway cupboard.
Check the openings of the seacock and the drain valve (accessed via the port engine compartment).

Start the water maker using its control located under the chart table.

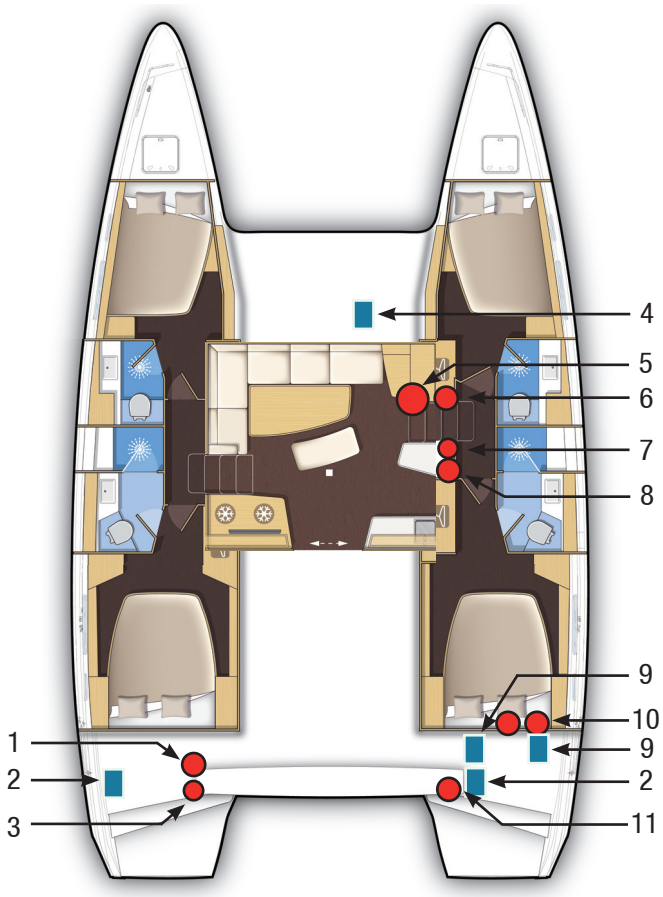
Check the level of fresh water in the tank when the watermaker is working.
Regularly clean the filters located in the port engine compartment.

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

RECOMMENDATION
The watermaker shall exclusively be used in clear waters and preferably at anchor.

ELECTRICITY 7

12 V ELECTRICAL PANEL - BATTERY CHARGERS - INVERTER



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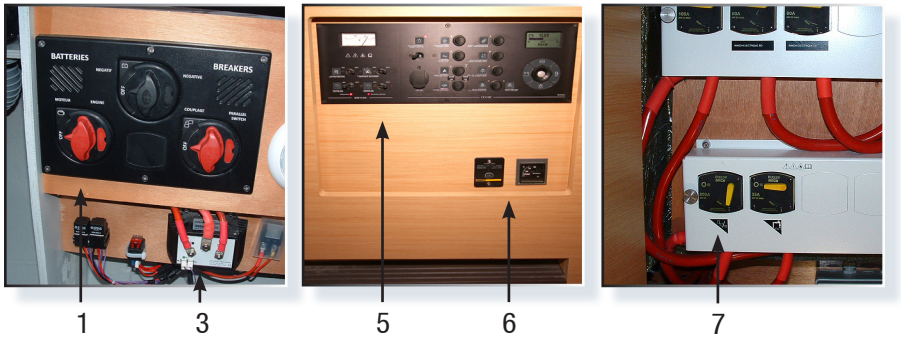
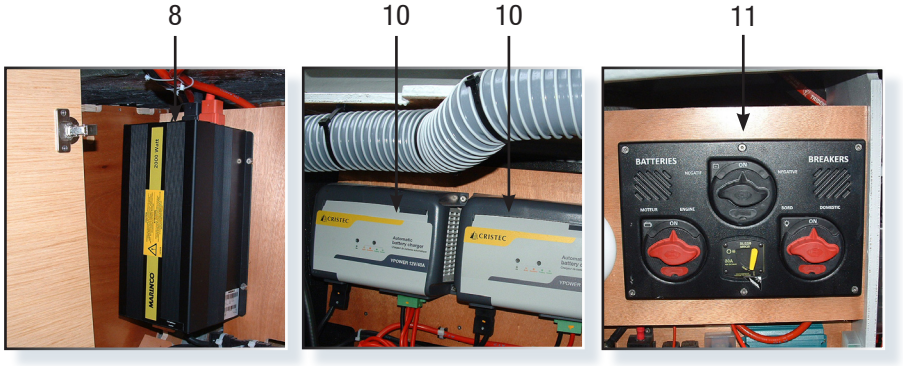


1 - Port engine battery and coupling cut-outs.
2 - Engine battery.
3 - Load balancer.
4 - Generator battery.
5 - Electrical panel.
6 - Switch of the inverter + voltmeter.
7 - Automatic breaker of the inverter.
8 - 12 V / 110 V - 220 V inverter.
9 - On board batteries.
10 - Battery chargers.
11 - On board and starboard engine cut-outs.



■ 7.1 12 V Circuit

The main domestic circuit is supplied in 12 V.

The auxiliary batteries (on-board) and the starboard engine battery are located in the starboard engine compartment.
The port engine battery is located in the port engine compartment.
The generator battery (optional) is located in the starboard locker of the forward swim deck.

The starboard engine and auxiliary cut-outs (on-board) are located in the starboard engine compartment.

For safety reasons, a coupling system for the engine batteries allows the engine to start if the relevant battery is faulty.
The port engine and coupling cut-outs are located in the port engine compartment.

The generator includes its own cut outs located in the starboard locker of the forward swim deck.

The batteries can be charged either by the engine alternator or by the 110 V - 220 V / 12 V - 40 A battery charger.
According to the lay out, the boat may optionally be fitted with an extra 110 V - 220 V / 12 V - 40 A charger.

The battery chargers are located in the starboard engine compartment.

Check battery charge levels on the screen in the chart table.

SUPPLY OF THE CHARGERS
Select the power supply source (generator or supply shore socket) using the right hand selector on the 110 V - 220 V selector board (in the starboard hull companionway).

The 12 V consuming appliances circuit breakers are located in a cupboard under the chart table.
They can be wound by pressing a black lug.

■ 7.2 Inverter

The boat is optionally equipped with a 12 V / 110 V - 220 V / 2000 Va inverter located in the starboard passageway cupboard.
The inverter supplies the galley sockets with 110 V - 220 V.

The power switch of the inverter and its voltmeter are located in the starboard hull companionway.
Check that the switch on the inverter is in REMOTE position in order for the main switch to be turned on.

RECOMMENDATION
Check the battery charge during the use of the inverter.

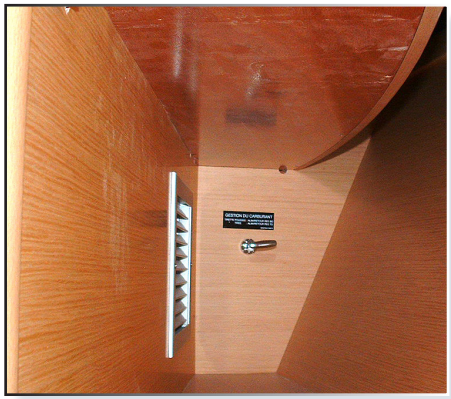
SHORE POWER SOCKETS - GENERATOR

AUTOMATIC BREAKER OF A SHORE POWER SOCKET

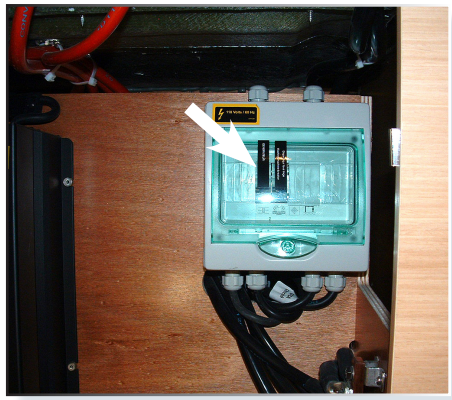
GENERATOR START-UP CONTROL

GENERATOR

TANK / GENERATOR SELECTION PULL ROD



AUTOMATIC BREAKERS OF THE GENERATOR



WATER FILTER + FUEL FILTER BATTERY + CHARGER

■ 7.3 110 V - 220 V circuit

• SHORE POWER SOCKETS (optional extra)
Both shore supply sockets (220 V) are located in the port transom.
They supply the 220 V circuit and the battery chargers, as well as the air conditioning units (a single 110 V socket).

Before you plug in or unplug the boat / shore power supply cable, switch off the shut off device connected to the shore supply.
Connect the boat / shore power supply cable in the boat before connecting it to the shore supply socket.
Unplug the boat / shore supply cable on shore first.
Close the protecting cover of the shore supply socket when you do not use the plug.

The shore power sockets are protected by circuit breakers located in the port engine compartment.

WARNING
Before using the shore power socket, imperatively check the shore power is 32 Ah.

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

• GENERATOR
The generator (optional extra) is located in the starboard locker of the forward swim deck.
Its function is to re-supply the batteries via the chargers and supply 110 V - 220 V electricity on board.

OPERATION
After turning ON the cut outs located in the starboard locker of the forward swim deck, the generator is powered up either on the generator or via its control in the starboard hull companionway.

- Make sure that the seawater cooling valve (accessed under the floor of the front starboard passageway) and separator drain valve (accessed in the wardrobe door of the front starboard cabin) are open.
- Select the fuel tank using the pull rod located on the side of the rear starboard berth.

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

ELECTRICAL PANEL

CONSUMING APPLIANCES CIRCUIT BREAKERS

110 V - 220 V SUPPLY SELECTION PANELS

AUXILIARY BATTERIES CHARGE STATUS CHECK SCREEN

• CHECKING OF THE 110 V - 220 V CONSUMING APPLIANCES SELECTION PANEL (in the starboard hull companionway):
The panel is composed of selectors allowing to choose the electrical power source for the different 110 V - 220 V consuming appliances on board.

RIGHT-HAND SIDE SELECTOR:
- allows to use the appliances requiring a 110 V - 220 V current coming from the generator, the shore power or the inverter.

LEFT-HAND SIDE SELECTOR:
- allows to use the air conditioning powered by a 110 V - 220 V current coming from the generator or from the shore power.

RECOMMENDATION
Keep an eye on the charge of the batteries when you use the inverter.

• USE OF THE 110 V - 220 V POWERED APPLIANCES
SWITCHING ON THE APPLIANCES
In order to be able to use the 110 V - 220 V powered appliances (washing machine, watermaker, etc), it is advisable:
- Make sure that the circuit breakers are switched OFF on the 110 V - 220 V circuit breaker panel.
- Switch on the 110 V - 220 V source (start the generator or connect a shore power socket to shore).
- Select this source on the selection panel so that this source supplies the boat (110 V - 220 V electrical selection panel) or turn on the inverter for the outlets.
- Turn on the circuit breakers for the units to be used by using the circuit breaker panel.
Then start the appliance with its own controls.

To start 110 V - 220 V elements, wait for 10 to 15 seconds between the start up of each new component (in order to allow the generator to become stabilized and be able to give the power necessary for the starting up).

STOPPING THE 110 V - 220 V POWERED APPLIANCES
To stop the 110 V - 220 V powered appliances (washing machine, etc.) it is advisable to do as follows:
- Stop the appliance with its own controls.

To stop 110 V - 220 V elements, wait for 10 to 15 seconds between the stop of each new component (in order to allow the generator to become stabilized).
- Turn off the unit circuit breakers by using circuit breaker panel.
- Turn to OFF the 110 V - 220 V source selector (generator or shore power) or turn off the inverter.

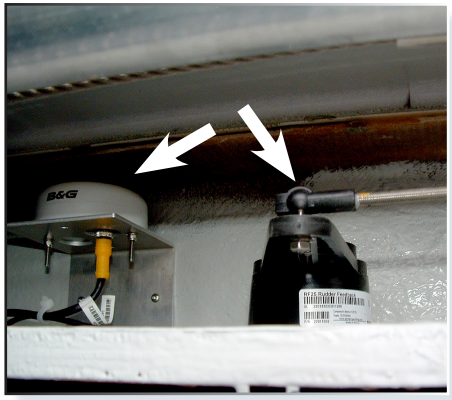
WARNING
Before you turn the 110 V - 220 V source selector to OFF, make sure no other appliance is working (danger of an electric arc that would destroy the changeover switch and risk of damaging the generator).

ELECTRONICS

ELECTRONIC BOXES

ELECTRONIC COMPASS

AUTOMATIC PILOT COMPASS + ANGLE INDICATOR



LOG + DEPTH SOUNDER SENSOR

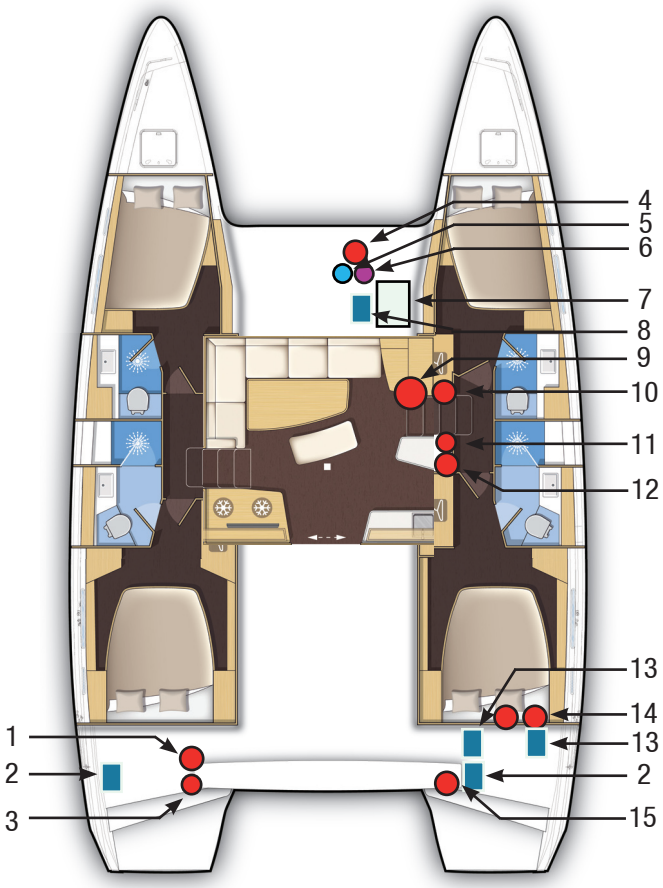
7.4 Electronics

The boat may be fitted with an optional electronic pack and different navigation aid accessories.
For the use and maintenance of all these components, please refer to their instruction guides.

The ram, the auto pilot and the calculator are located in the starboard engine compartment.
The auto pilot fuse is located under the chart table.

The sounder and depth finder under the forward floorboards of the starboard passageway.

ELECTRIC LAYOUT



Nota: the same layout can be observed in the other version.

1 - Port engine battery and coupling cut-outs.

2 - Engine battery.

3 - Load balancer.

4 - Generator cut outs.

5 - Generator water filter.

6 - Generator fuel filter.

7 - Generator.

8 - Generator battery.

9 - Electrical panel.

10 - Switch of the inverter + voltmeter.

11 - Inverter automatic breaker.

12 - 12 V / 110 V - 220 V inverter.

13 - Domestic batteries.

14 - Batteries chargers.

15 - On board and starboard engine cut-outs.

RECAPITULATION OF THE 12 V COMPONENTS

CHARGE AND ELECTRICAL CONVERSION

1 x 220 V / 12 V - 40 A charger	Engines + board
1 x 220 V / 12 V - 40 A charger (optional extra)	Engines + board
2 x 12 V - 125 A alternators	Recharge service bank, batterie engines, generator

BATTERIES / CONSUMING APPLIANCES

12 V CURRENT	VOLTAGE	START (+ Protection)	Protection
Service batteries	12 V - 140 Ah (standard)		
Navigation electronics	12 V	12 V electrical panel	
Lighting	12 V	12 V electrical panel	
Navigation lights	12 V	12 V electrical panel	
Refrigerators, freezer	12 V	12 V electrical panel	
Electric toilets	12 V	12 V electrical panel	
Deckwash pump	12 V	12 V electrical panel	
Bilge pumps	12 V	12 V electrical panel	
Winches	12 V	12 V board	Starboard passageway cupboard
Windlass	12 V	12 V board	Starboard passageway cupboard
VHF	12 V	12 V board	12 V terminal bloc
Hifi	12 V	12 V board	12 V terminal bloc
Autoradio	12 V	12 V board	12 V terminal bloc
12 V sockets	12 V	12 V board	12 V terminal bloc
Engine battery (x2)	12 V - 110 Ah		
Generator battery	12 V - 110 Ah		
Domestic batteries	12 V - 140 Ah		

RECAPITULATION 110 V - 220 V COMPONENTS

GENERATOR

Force 13,5 Kva in 220 V	100% of its charge in 220 V - 50 Hz
Force 13,5 Kva in 110 V	100% of its charge in 110 V - 60 Hz

SHORE POWER SOCKETS

Shore power socket Board 220 V - 50 Hz	32 A simple shore power socket	Port transom connection
Shore power socket Air conditioning 220 V - 50 Hz	32 A simple shore power socket	Port transom connection

US VERSION

Shore power socket Board 110 V - 60 Hz	32 A simple shore power socket (single phase)	Port transom connection
Shore power socket Air conditioning 110 V - 60 Hz	50 A simple shore power socket (two-phase)	Port transom connection

ELECTRIC DISTRIBUTION

Left selector	Air conditioning supplied by generator or shore power
Right selector	Board supplied by generator or shore power (or 12 V / 220 V - 2000 Va inverter)

CHARGE

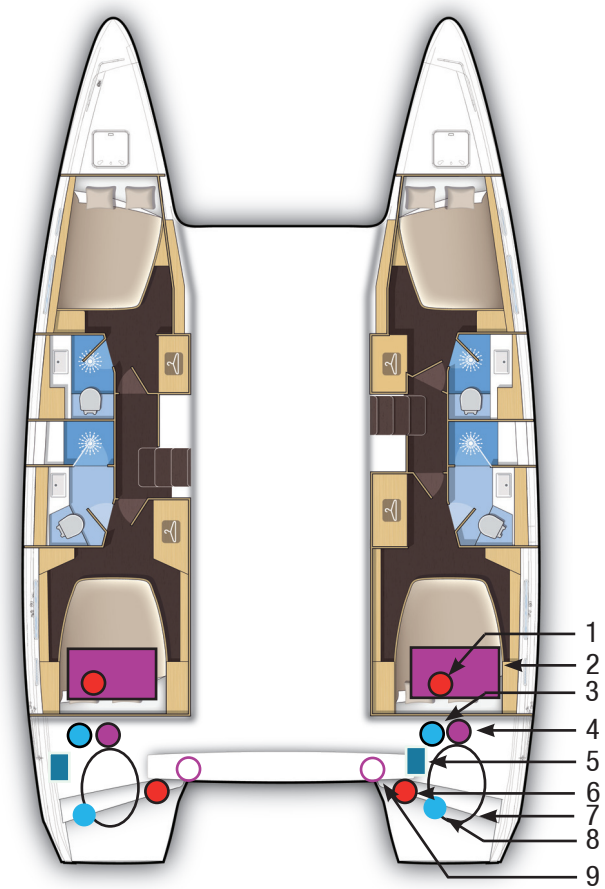
1 x 220 V / 12 V - 40 A charger	Recharge of the service bank by generator or shore power
1 x 220 V / 12 V - 40 A charger optional extra	Engine batteries charger supplied by the generator or the shore

RECAPITULATION 110 V - 220 V COMPONENTS

CONSUMING APPLIANCES	VOLTAGE	ELECTRICAL PANEL
Television	220 V	its own inverter
Outlets	220 V	Inverter or 220 V panel
Water heater	220 V	220 V panel
Washing machine	220 V or 110 V	220 V panel
Icemaker	220 V or 110 V	220 V panel
Watermaker	220 V or 110 V	220 V panel
Air conditioning	220 V	220 V panel

MOTORIZATION 8

ENGINE LAYOUT



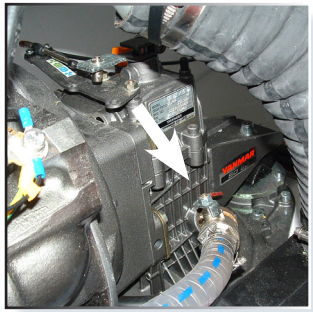
Nota: the same layout can be observed in the other version.

1 - Fuel valve.
2 - Fuel tank.
3 - Sea water filter.
4 - Fuel filter.
5 - 12 V batteries.
6 - Engine cut outs + coupling (port side).
7 - Engine.
8 - Engine water inlet valve.
9 - Fuel tank filler.

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

COUPLING CUT OUTS

ENGINE WATER INLET VALVE



ENGINE CONTROLS

■ 8.1 Engines

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

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

• STARTING
Before starting the engines:
- Check the fuel valves are open (access under the aft cabins berths, on the port and starboard tanks).
- Open the valves of the engine cooling system.
- Switch on the electrical circuit, setting the engines cutouts to 'ON' (accessed via the port and starboard engine compartments).
- After having checked that the reverser handles are set on neutral, start the engines.

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

• ENGINE START WITH BATTERY COUPLING
In case one of the start battteries is not available:
- Activate (ON position) the coupling cut out located in the port engine compartment.
- Start the engine concerned.
- Turn the coupling cutout back to the OFF position.

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

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

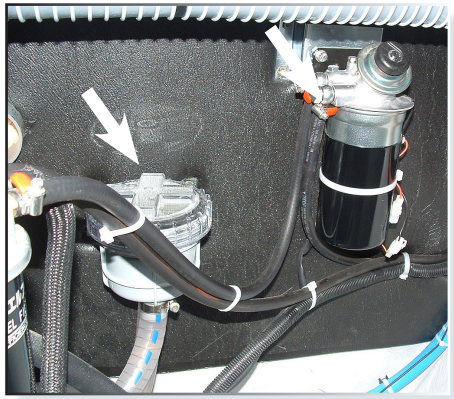
• ENGINE WATER INLETS
The water inlet valves of the engines (access through the engines compartments) shall absolutely be open before you start the engines.

Keep the strainers of the engine water inlet valves in the best possible state of cleanliness.
Brush the strainers when the boat is careened.
Be careful: do not cover the strainers with antifouling paint.
Get used to checking immediately after starting the engines if water is expelled with the exhaust gases.

If water does not flow out:
- Stop the engines immediately.
- Check the valves are open.
Close the water inlet valves if the boat is left unattended for long.

FUEL GAUGE

WATER FILTER + FUEL FILTER



Inspect and clean the water filters regularly (access in the engine bilges).

• VENTILATION OF THE ENGINE BAY
The engine bay fans start up automatically as soon as the engines start.

■ 8.2 Fuel

• FUEL TANKS
The boat is fitted with two tanks.
Each of them is filled separately.
Check the fuel gauge of each tank on the electrical board.

• FILLING
To prevent any handling mistake, never fill the water and fuel tanks at the same time.
During filling, avoid handling contaminants near the fillers.
Open and close the filler caps with the right key.
Use both fillers to fill the tanks with fuel.

DANGER
Stop the engine and put out your cigarettes when you are filling the fuel tanks.

• MAINTENANCE OF THE TANKS
Regularly check the O rings of the fillers for good condition (to prevent water from entering the tanks).
Do not turn off the fuel taps after each use (except in case the boat is unattended for long).
Keep the fuel tanks as full as possible (to avoid condensation).
Every year check the fuel system for condition (hose, valves, etc.).

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

Please note: the capacity of the tanks (that is indicated in the page 'SPECIFICATIONS') may be not completely useable according to the trim and load of the boat.
Always keep 20% fuel as a reserve.

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

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

Allow to flow into a box till the fuel looks clean.
Do it several times a year.
Change the pre-filter at least once a year (access to it when you remove the bowl).

DASH BOARD - FOLDING PROPELLER - ANODE

DASH BOARD

FOLDING PROPELLER + ANODE

■ 8.3 Propellers - Anodes

• PROPELLERS
The propellers supplied with your boat are the result of tests carried out jointly with the engine manufacturer.
Do not change them without consulting a specialist.

• FOLDING PROPELLERS (OPTIONAL EXTRA)
Remove the folding propellers at the end of each season, dismantle them and clean them carefully.
Grease the thrust bearing surfaces and teeth.
Check that the blades move easily.

• ANODES
Regularly check the sacrificial anodes corrosion.
The wear of the anodes depends on numerous factors and their lives may highly vary. Change them whenever necessary.
Never paint an anode.

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

■ 8.4 Dash board

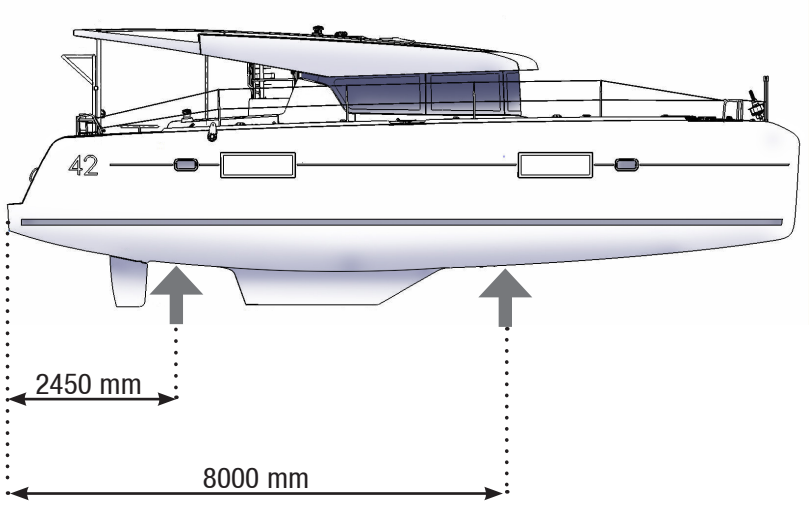
On the dash board you can find all the functions to monitor the engines.

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

WINTER STORAGE

9

DIMENSIONS FOR CRADLE POSITIONING



■ 9.1 Laying up

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

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

■ 9.2 Protection

• WATER SYSTEM
- Drain the fresh water system.
Let water run from the taps until the system runs dry.
Check that there is no water left in the pipes and hoses (possible low points).
- Take off the filters, remove the water.
Clean the filters if necessary then put them back.
- Drain the water heater.
Check that there is no water left.
Close the drain.
- Lubricate all the water inlet valves and sea cock fittings.
- Rinse and completely drain the toilets bowls.

• INSIDE
- Seal air inlets as much as you can.
- Install an air dehumidifier in the saloon and leave the cabin and storage unit doors open (stowage cupboards, icebox).
- Leave the cushions outside for long before putting them back into the boat in the upright and side position in order to have minimum contact surfaces.
- Drain and clean the bilges.
- Possibly place the floorboards in a vertical position to make possible the ventilation of the different compartments.
- Open the refrigerators / freezer doors.

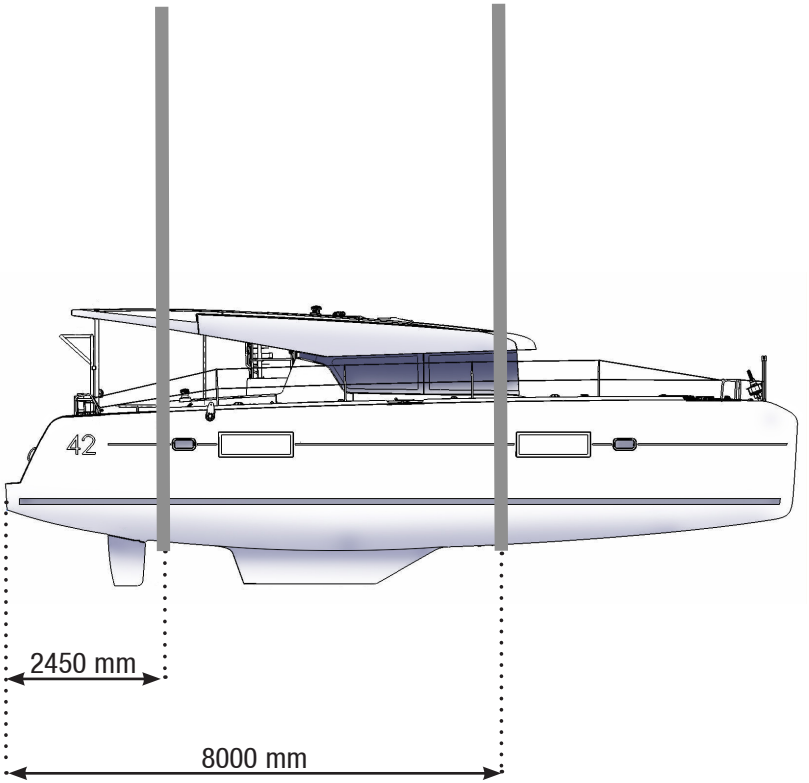
• OUTSIDE
- Carefully drain the cockpit shower.
- Thoroughly rinse the hull and deck.
- Lubricate all the mechanical and mobile parts with vaseline (bolts, hinges, locks, etc.).
- Protect all ropes and mooring lines against chafing.
- Protect the boat to the highest degree with fenders.
- Make sure the boat is properly moored.

• ENGINES
The engines winterizing has to be prepared by a specialist.
The preparation for winterizing is different according to the place where the boat will be stored - either in the water or on the shore.

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

HANDLING 10

DIMENSIONS FOR CRANE LIFTING



■ 10.1 Preparation

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

All further handling shall be carried out with the highest care by professionals.
If the LAGOON boatyard are not involved in your handling operations, they cannot cover under guarantee any possible accidents linked to handling.

If later you have to launch your boat yourself, you should take the following precautions:
- Retract the sensors under the hull into their housings (they may be damaged by the handling slings).
- Check the water suction boxes for cleanliness.
- Turn off all the water inlet and drain valves (grey waters, black waters, engines).
- Check the anodes are in good condition and properly installed. An anode shall never be painted.

■ 10.2 Crane lifting

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

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

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

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

■ 10.3 Mast stepping - Mast unstepping

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

SAFETY

11

■ 11.1 Preparation

• THE CREW
For your own safety and your crew's, you shall respect some basic principles:
- Before you sail, check the different components of your safety equipment, their location and their expiry dates.
- Check the location and validity of the official documents as well.
- Tell the crew where the safety equipment is, how it works and the elementary safety procedures to follow.

When sailing, always be able to indicate your precise position.
In case an incident on board should happen and help be asked, this will be the very first question you will be asked.

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

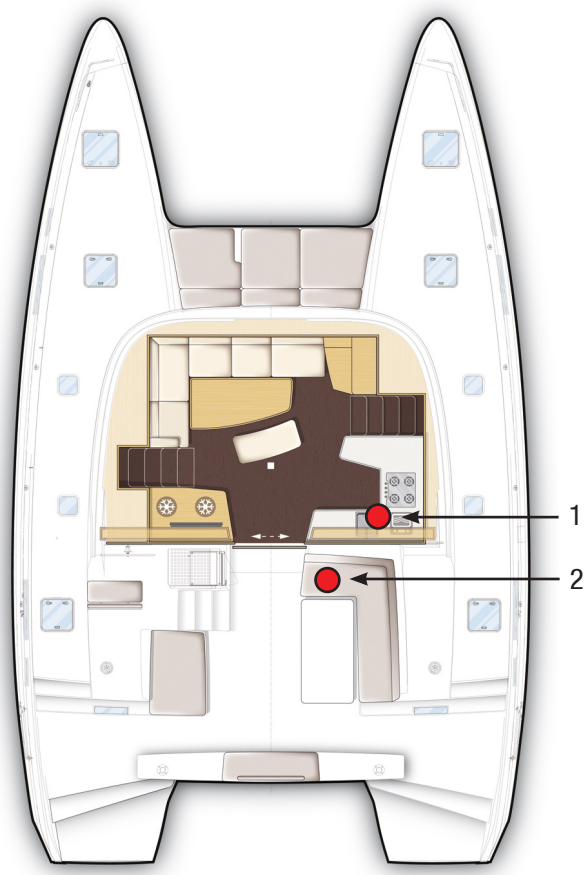
WARNING
Do not exceed the number of persons indicated in Chapter 'SPECIFICATIONS'.
If you do not take the number of persons into account, the combined weight of the persons and equipment should never exceed the maximum load recommended by the builder.

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

Risk of fire:
- Electrical system (chapter 7)
- Engines (chapter 8)
- Gas system (chapter 11)

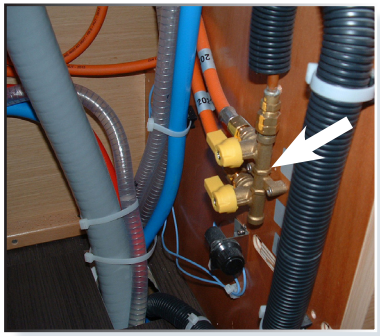
Risk of leak:
- Water systems (chapter 6)

RECOMMENDATION
In emergency situation, it is essential to be able to locate quickly all the appropriate safety equipments.



Nota: the same layout can be observed in the other version.

GAS VALVES

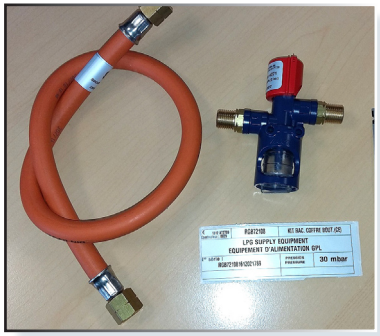


LOCKER / STORAGE SPACE

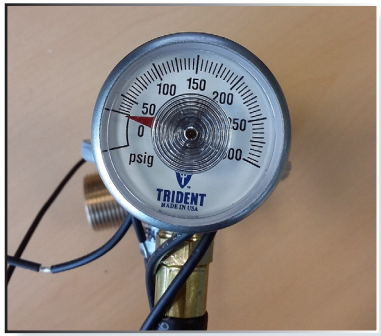
1 - Gas valves.
2A - Locker / storage space of gas bottles.
2B - BubbleLeak Detector.

2C - Electrovalve (U.S. version).
2D - LeakDetection Gauge (U.S. version).

BUBBLELEAK DETECTOR



LEAKDETECTION GAUGE (US VERSION)



■ 11.2 Gas system

The starboard cockpit locker has been designed to store two gas cartridges.
The circuits opening / closing valves are located in the cupboard at the left of the oven.

The boat in her U.S. version has an electrovalve located in the locker where the bottles are stored.
Turn on the electronically controlled valve using the related circuit breaker on the electrical panel.

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

• GAS LEAK DETECTION
The gas circuit is equipped with a leak detection system.

Standard version: a bubble leak detector is placed on the circuit after the regulator in the cylinder storage container.
When the cylinder is open (system pressurised) and the valve under the gas appliance is closed, press the red button on the detector.
If nothing happens, the circuit is sealed.
The appearance of bubbles in the detector liquid signals a leak on the gas circuit.

US version: a pressure gauge is placed on the circuit after the regulator in the cylinder storage container.
When the cylinder is open (system pressurised) and the valve under the appliance is closed, the pressure on the manometer must remain constant.
If the pressure drops then this means that there is a leak on the gas circuit.

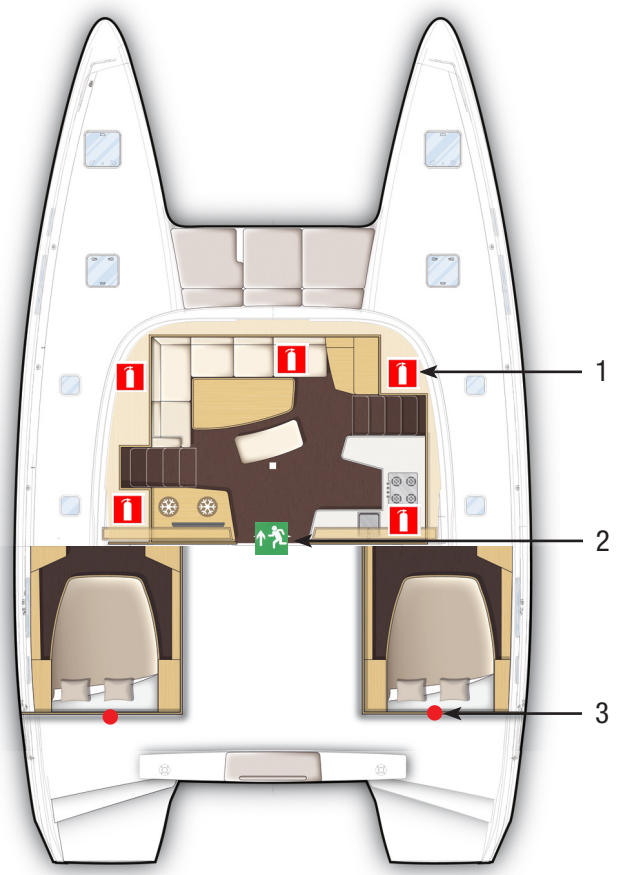
DANGER
In case of a leak, turn off the gas circuit immediately.
Call a professional immediately to repair gas system.

■ 11.3 Fire

The boat is delivered with no extinguisher.

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

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



Nota: the same layout can be observed in the other version.

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

RECOMMENDATION
Some components do not have a pre-determined place for them.
Fill-in this drawing according to your own boat safety equipments.

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

Make sure that engine bays are clean at all times and regularly check that there are no fumes or fuel and gas leaks.
Do not store flammables products in the engine holds.

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

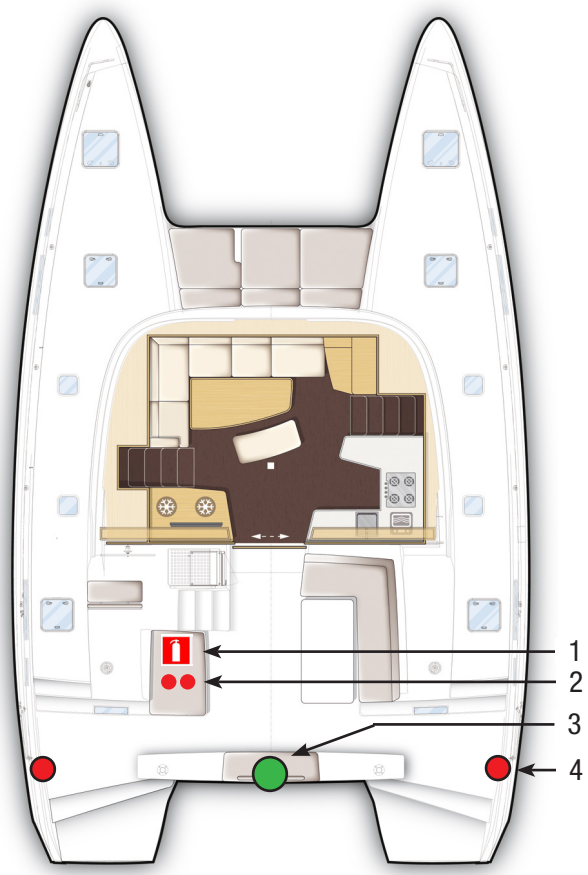
DANGER
Evacuate the area immediately after discharging the product to prevent asphyxia.
Ventilate before entering.

• PROCEDURE TO FOLLOW IN THE EVENT OF FIRE
- Turn off the engines if operating.
- Cut off the power supply, the fuel supply.
- Cut off all sources of air (smother the fire using blankets).
- Hold the extinguisher upright and aim at the heart of the fire.

If fire broke out in an engine hold:
- Turn off the engines if operating.
- Cut off the power supply, the fuel supply.
- Shut off the air supply using towels to block off the engine air inlets, intakes and outlets.
- Cast the extinguisher product using the extinguisher vent located at the back of the aft cabins berths.
- Make sure that the fire is completely under control.
- Open the bay access hatch to make any necessary repair.

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

OUTSIDE SAFETY EQUIPMENTS



Nota: the same layout can be observed in the other version.

1 - Extinguishers.

2 - Location of the cranks.

3 - Location of the life raft.

4 - Manual bilge pumps.

5 - Life buoy location.

6 - .....

7 - .....

8 - .....

9 - .....

10 - .....

11 - .....

12 - .....

13 - .....

14 - .....

15 - .....

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

MANUAL BILGE PUMP

LOCATION OF THE CRANKS

LOCATION OF THE LIFERAFT

■ 11.4 Bilge pump system

• BILGE PUMPS
The boat is fitted with two bilge pumps in each hull:
- an electric pump automatic release located in the well.
- a manual cockpit pump.

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

• MANUAL BILGE PUMPS
In case of failure or if the electric bilge pumps are not enough, you can use the manual bilge pumps with cranks (in the cockpit's port locker).

• PROCEDURE TO FOLLOW IN THE EVENT OF A LEAK
Make sure that the electric bilge pumps are switched on.
If it is not enough to overcome the water level, ask a crew man to use a manual pump.

■ 11.5 Safety equipments

Before you sail, list the compulsory safety equipments.
Do not exceed the number of persons indicated in Chapter 'SPECIFICATIONS'.

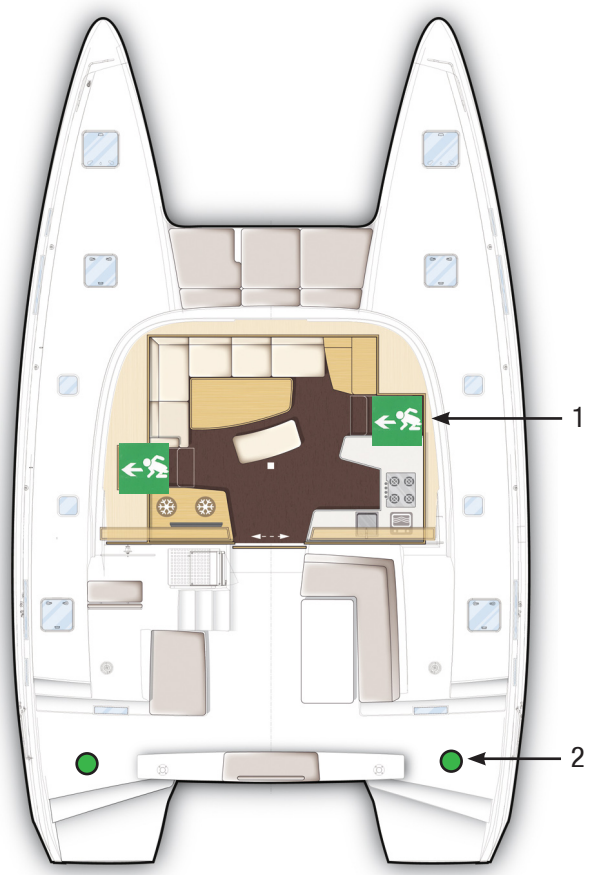
WARNING
The list of the compulsory safety equipments corresponds to a certification category, a design category as well as to the regulations in the country where the boat is registered.

• LIFE RAFT
The life raft is to be stored under the rear beam.
Fit your boat with a life raft in pursuance of the regulations of the country where the boat is registered.

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

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

EMERGENCY TILLER - MAN HOLES



Nota: the same layout can be observed in the other version.

EMERGENCY TILLER COVER

EMERGENCY HAMMER + MANHOLE HATCH

1 - Man hole.

2 - Emergency tiller cover.

• EMERGENCY TILLER
The emergency tiller is stored in a locker.
It shall be kept easily accessible.

To operate the tiller:
- Use a winch handle and unscrew one of the tiller covers situated on one of the aft transom extensions.
- Insert the tiller into the rudder stock, making sure it is well fitted into the tiller head block.
- Unplug every device connected to the spindles of the rudders.

• CAPSIZING
Two "man holes" are provided in each hull passageways.

An emergency hammer located next to each hatch and at the bottom of the bib locker.

You can gain access to the life raft under the rear beam.

WARNING
Regularly check the safety equipments are in good working order.
Follow the service programme without fail.
Generally speaking, take particular care of all the safety equipment of your boat.

■ 11.6 General remarks

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

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

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

MAINTENANCE 12

12.1 Maintenance schedule

■ 12.1 Maintenance schedule

The information given hereafter are only examples and it is not an exhaustive list.
They must be adapted, according to the use of your boat.

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

DECK / DECK FITTING / HULL

Careening, antifouling and chek the rudder ..... ANNUAL
Clean the stainless steel devices ..... MONTHLY
Clean the hull ..... QUATERLY
Clean the teaks and check the cocks ..... MONTHLY
Disassemble, clean and lubricate the winches and blocks ..... QUATERLY
Rinse and lubricate the sliding doors and hatches ..... QUATERLY
Check the structural bulkheads and ring frames ..... ANNUAL

UPHOLSTERY AND COVERS

Clean and check the outside upholstery ..... QUATERLY
Check the upholstery and cushion fitting points ..... WHEN USED
Clean the vinyl curtains ..... WHEN USED
Dry the outside upholstery before its storage ..... WHEN USED

RUNNING / STANDING RIGGING / SAILS

Lubricate the mast railand cars (Teflon) ..... MONTHLY
Check the cap's spreader ..... QUATERLY
Rinse and lubricate the blocks ..... MONTHLY
Control the halyard's exits ..... QUATERLY
Shroud turnblock and swage fitting ..... QUATERLY
Check the shackes and blockers ..... WHEN USED / QUATERLY
Check the running rigging ..... WHEN USED / QUATERLY
Rinse and clean the running rigging ..... ANNUAL
Check and rinse the sails ..... WHEN USED
Complete control the mast rigging ..... ANNUAL
Check the life lines ..... QUATERLY

MOORING / WINDLASS

Check the windlass break and chain poulley ..... WHEN USED
Rinse ground tackle and anchor locker with fresh water ..... WHEN USED
Check the mooring lights ..... WHEN USED
Check, rinse and clean the docking line and fender ..... WHEN USED
Check the windlass relay and electrical connections ..... QUATERLY
Check the windlass fitting points ..... BI-ANNUAL
Check the bow fitting ..... QUATERLY
Reverse the chain anchor ..... ANNUAL

REFRIGERATION UNIT

Defrost the refrigerators and freezer ..... QUATERLY
Check the door joints ..... QUATERLY

ENGINES

Control the oil and water cooling levels ..... WHEN USED
Clean the sea water filters ..... MONTHLY
Control the fuel prefilters and filters ..... WHEN USED
Check the belt tension ..... WHEN USED
Check the shafts, coupling, stuffing boxes
and cutlass bearings..... QUATERLY
Check the anodes, sail drive, and propellers..... MONTHLY
General inspection .....REFER TO MANUFACTURER NOTICE

RUDDER SYSTEM

Check the rudder hydraulic oil level ..... MONTHLY
Lubricate the rudder system ..... QUATERLY
Control the rudder bearing ..... ANNUAL
Control the autopilot oil level..... MONTHLY
Change the autopilot oil .....REFER TO MANUFACTURER NOTICE

ELECTRICITY

Check, tighten and grease the high load connnections ..... QUATERLY
Control the nav-lights and inside light (switches) ..... WHEN USED
Clean the speed, depth sensor..... MONTHLY

GENERATOR

Clean the sea water filter..... MONTHLY
Control the oil and water cooling level..... WHEN USED
Check the belt's tension ..... WHEN USED
Control the leak on exhaust line (smoke and water) ..... WHEN USED
General inspection by ONAN ..... REFER TO MANUFACTURER NOTICE

AIR CONDITIONING

Clean the sea water filter..... MONTHLY
Check the level and running pressure ..... WHEN USED
Clean the condensation drip trays..... QUATERLY
Check the air conditioning compressors.... REFER TO MANUFACTURER NOTICE

PLUMBING

Test the electrical and manual bilge pumps .....DEPARTURE
Control the fresh water pumps..... MONTHLY
Clean the grey sump box strainers..... DEPARTURE / MONTHLY
Check, use and lubricate seacocks and valves..... MONTHLY
Clean grey water collecting boxes..... QUATERLY
Rinse the black water and grey water tanks..... QUATERLY
Clean the sumps and engine room bilges..... MONTHLY
Clean the sea water inlets..... MONTHLY
Control the water heaters .....REFER TO MANUFACTURER NOTICE

WATERMAKER

Control the sea and fresh water connections..... WHEN USED
Check and clean the sea water filters ..... MONTHLY
General inspection by the manufacturer..... REFER TO MANUFACTURER NOTICE

PERSONAL NOTES

This document is not contractually binding. Descriptions, illustrations, etc are provided only for your guidance. Our models may undergo some standard modifications or improvements without notice.
Cover photo: Lagoon photographic library - Nicolas Claris