



Nautitech 46 Open

YACHT DESIGN CATEGORY: A

Owner's Manual

In accordance with European directive 2013/53/CE



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Your agent

Name	_____
Adress	_____

is **NAUTITECH CATAMARANS** representative and will give you all the help you need to solve any problems you may encounter during launching and mast stepping, as well as providing assistance with any tests that may be required for commissioning the boat into service and for maintenance. If necessary, he will help you with the administrative process of registering your boat.

As soon as you become the owner, familiarize yourself with the manual supplied with your boat, sign and date the receipt acknowledgements below, and give (or send) the last one to your agent.

Owner's Manual receipt acknowledgement to be returned to your dealer	
I, the undersigned:	
Name	
Address	
owner of Nautitech 46 Open CIN Nr.:	FR-_____
confirm that I have received the _____ Owner's Manual and accept its being written in the English language.	
Dated:	Signature:

Guarantee conditions: see page 49.

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Introduction

Dear Sir or Madam,

Welcome aboard and welcome to the family of satisfied owners of **NAUTITECH** their use. Read it carefully and familiarize yourself with the boat before using it.

This Owner's Manual is not a course in sailing safety or seamanship. If this is your first boat, or you are changing to a type of boat you are unfamiliar with, for your convenience and safety, make sure you gain experience handling and using it before taking command. Your agent, your national sailing or cruising federation or your yacht club will be happy to give you information about sailing schools or qualified instructors in your area.

Ensure that forecast wind and sea conditions correspond to the design category of your boat, and that you and your crew are capable of handling the boat in these conditions.

Even when your boat is suitable for them, the sea and wind conditions corresponding to design categories A, B, and C vary from severe storm for category A to severe conditions for the top end of category C, subject to dangers of abnormal gusts or waves; these are dangerous conditions in which only an experienced, trained crew in good condition, sailing a properly-maintained boat, can sail in a satisfactory manner.

This Owner's Manual is not a detailed maintenance or repair guide. In the event of problems, consult the boatbuilder or their representative. If a maintenance manual is provided, be sure to use it.

Always employ the services of an experienced professional for maintenance, fitting accessories, or modifications. Modifications that could affect the characteristics of the boat must be assessed, performed and documented by qualified personnel. The boatbuilder cannot be held responsible for modifications made without their approval.

In certain countries, a skipper's license or some form of authorization is required, or special rules and regulations are applicable.

Always maintain your boat correctly and make allowance for deterioration due to age, if you don't use it, or resulting, where applicable, from heavy or unsuitable use. Any boat, however sturdy it is, can be severely damaged if it is used incorrectly. This is incompatible with safe sailing. Always suit your speed and heading to the prevailing sea conditions.

If your boat is equipped with a life-raft, read its instruction manual carefully. The crew must have on board all safety equipment (life-jackets, harnesses, etc.) corresponding to the type of boat, weather conditions, etc. In some countries, this equipment is mandatory. The crew must be familiarized with the use of all the safety equipment and with emergency safety procedures (man overboard recovery, towing, etc.); training sessions are regularly organized by sailing schools and clubs.

It is recommended that all persons wear appropriate buoyancy aids (life-jackets, personal flotation devices) when on deck. It should be noted that in certain countries, it is compulsory to wear a buoyancy aid (complying with national regulations) at all times.

KEEP THIS MANUAL IN A SAFE PLACE AND PASS IT ON TO THE NEW OWNER IF YOU SELL THE BOAT.

Notes on reading this manual

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

DANGER

Indicates an extreme intrinsic risk that presents a high probability of death or permanent injury if proper precautions are not taken.

WARNING

Indicates a risk that presents a high probability of death or permanent injury if proper precautions are not taken.

CAUTION

Indicates a reminder about safety-related practices, or points out dangerous practices that could result in personal injury or damage to the boat or its components.

Our boats are regularly improved in the light of our customers' experiences and researched by the shipyard, and so the specifications given in this Owner's Manual are not contractually binding and may be changed without notice and without any obligation to update.

This manual is intended to cover as much information as possible, so certain equipment or paragraphs might not apply to your boat. In case of doubt, please refer to the inventory which should have been given to you by your agent when you placed your order.

Should this manual get lost, we advise you to contact your nearest **NAUTITECH** sales outlet to obtain a copy.

1. Design category of yacht

Your **NAUTITECH 46 Open** comes under the design category **A**.

Category A:

A yacht of design category A is considered to be designed for wind that may go up to force 10 (on the Beaufort scale) and waves that can exceed a significant height up* of 4 metres, but excluding exceptional conditions such as storms, severe storms, tornadoes and extreme sea conditions or very large waves.

Nota: Such conditions may be encountered on extended voyage (for example across oceans) or inshore when unsheltered from the wind and waves for several hundred nautical miles. Depending on the weather conditions, winds can gust up to 32 meters/second.

Category B:

A yacht of design category B is considered to be designed for wind that may go up to force 8 inclusive and waves that can reach a significant height up* to 4 metres inclusive.

Nota: Such conditions may be encountered on offshore voyages of sufficient length, or on coastal waters when unsheltered from the wind and waves for several dozens of nautical miles. These conditions may also be experienced on inland water (seas, lakes) of sufficient size for the wave height to be generated. Depending on the weather conditions, winds can gust up to 27 meters/second.

Category C:

A yacht of design category C is considered to be designed for wind that may go up to force 6 inclusive and waves that can reach a significant height up* to 2 metres inclusive.

Nota: You may meet with such conditions in exposed inland waters, in estuaries and in coastal waters with moderate weather conditions. Depending on the weather conditions, winds can gust up to 18 meters/second.

Category D:

A yacht of design category D is considered to be designed for wind that may go up to force 4 inclusive and waves that can reach a significant height up* to 0,3 metres inclusive, with occasional waves of a maximum height of 0,5 metres.

Nota: Such conditions may be encountered in sheltered inland waters, and in coastal waters in fine weather. Depending on the weather conditions, winds can gust up to 12 meters/second.

* The significant wave height is the average height of the top third of the waves, which roughly corresponds to the wave height estimated by an experienced observer. Some waves may have a height double of this value.

1.1. Sailing capability

TAKE TO THE SEA, DON'T TAKE RISKS

This sailing capability is equally dependent on the skills of the crew, their physical capacities, the maintenance of the boat and its equipment.

So always take care before putting to sea.

The manufacturer, **NAUTITECH Catamarans**, can not guarantee the perfect functioning of the boat in exceptionally adverse weather conditions (violent storms, hurricanes, cyclones, waterspouts, etc.).

- Check weather information before putting to sea.
- In port: every day, the Harbor Master's Office posts weather bulletins and forecasts over the next few days.
- Météo France on 35 50
- VHF: CROSS transmit several bulletins per day, preceded by an announcement on Channel 16.

1.2. Identification

NAUTITECH Catamarans as has chosen the Institut pour la Certification et la Normalisation dans le Nautisme as the notified body for verifying that your boat complies with European directive 2013/53/CE, as per module B and C.

It contains a series of letters and numbers that begin with FR-.

2. Boat technical specifications

2.1. General specifications

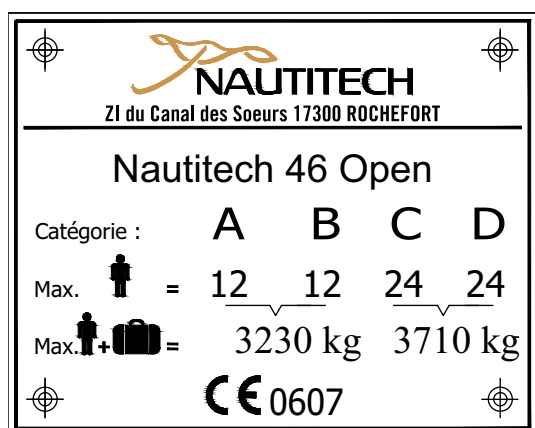
	Model	Nautitech 46 Open
	Designer	Marc Lombard
	Boatbuilder	NAUTITECH Catamarans
	Design category	A
	Notified body no.	CE0607
	Engine #	
L _{MAX}	Over all hull length (LOA)	13.71 m
L _{WL}	LWL	13.66 m
B _H	Hull beam	2.14 m
B _{MAX}	Maximum beam	7.55 m
T	Draught	1.45 m
H _A	Height clearance (at max. loading)	22.70 m
m _{LC}	Light displacement	12,300 kg
m _{LDC}	Laden displacement	16,720 kg

Mainsail area	74.63 m ²
Solent area	38.00 m ²
Spinnaker area (optional)	150.00 m ²
Gennaker area (optional)	95.00 m ²

Water capacity excluding water-heater (approximate)	300 L x 2
Diesel capacity (approximate)	300 L x 2
Sewage holding tank capacity:	
- 3 cabins layout	85 L + 65 L
Engine Battery (standard)	90 Ah x 2
Auxiliary battery (standard)	140 Ah x 3
Primary means of propulsion	Sail
Maximum permissible on-board engine power	55 HP/ 41.0 kW x 2
Maximum permissible on-board engine weight	253 kg
Total weight of liquids (all tanks full)	1,110 kg

NB: due to the trim and loading of the boat, is it not usually possible to use the whole of the various tank capacities for fresh water and diesel. You are recommended to maintain a diesel reserve of 20%.

2.2. Builder's plate (ISO 14945)



Part of this information is given on the builder's plate attached in the cockpit. A full explanation of this information is given in the chapter that follows.

Design category = **A**:

see: 1 Design category of yacht, page 9

Maximum number of people:

Recommended by the builder for navigation in sea conditions for category for which it was built.



Category A = **12**
Category B = **12**
Category C = **24**
Category D = **24**

WARNING

Do not exceed the maximum recommended number of people. However many people there are aboard, the total weight of the people and equipment must never exceed the maximum recommended loading.

Recommended max. load:

including the weight of all persons aboard, provisions and personal belongings, and all equipment not included in the boat's light displacement, excluding the contents of the tanks.



Category A = **3,230 kg**
Category B = **3,230 kg**
Category C = **3,710 kg**
Category D = **3,710 kg**

WARNING

When loading the boat, never exceed the recommended maximum load. Always load the boat carefully and distribute the weight in a suitable manner in order to maintain the theoretical trim (approximately horizontal). Avoid placing heavy loads high up.

CE 0607:

CE mark indicating that the boat complies with all the requirements of the Directive. The sequence of digits is the code of the Certifying Body. In this case, it is ICNN (Institut pour la Certification et la Normalisation dans le Nautisme), (see also: Safety Compliance Declaration)

3. Drainage and plumbing (ISO 15083)

3.1. Specifications of the drainage system

Type of pump per hull	Theoretical flow rate per hull
Manual x 1	43.5 L/min that is to say 0.97 L/stroke
Electric submersible x 1 lowest point	69 L / min
Submerged electric, engine comp x 1	69 L / min

Portside and starboard manual bilge pumps in portside and starboard cockpit seatings



Read the operating and maintenance instructions carefully for the bilge pumps that go with your boat.

CAUTION

- The level of water in the bilge must be kept to a minimum.
- The three way valve should always be left on suction of the central sump.

Location of the 3-way valve in portside and starboard cockpit seatings



3.2. Drainage system

WARNING

The drainage system is not designed to handle water entering as a result of holing of the hull. It is intended to remove water coming from spray, leaks from seacocks or other moderate leaks.

CAUTION**Safety precautions**

- Ensure that bilge pumps are in working order before putting to sea then check regularly operation of these pumps.
- Regularly clean away any debris that might obstruct the sump well and the pump intake points or strainers.
- If the watertight bulkheads that isolate the fore- and after-peaks are fitted with valves, they should normally be kept closed and should be opened only in order to drain the water into the main bilge.
- Locate the hand operated pumps and their operating handles (in this case the handle is integrated).
- Locate the switch for the electric bilge pump on the electrical panel. Put the switches on "auto" position (default settings).

12 V electric bilge pump



3.3. Pressurised fresh water pump

The entire circuit is supplied with fresh water by an electric pump located under the starboard passageway floor.

A filter is installed upstream of the pump, and must be cleaned regularly.

Never allow the pump to run if the tank is empty, change over to another tank or refill tank.

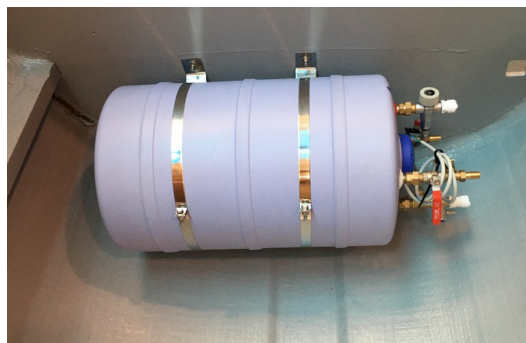


The tanks can be sterilized using Clonazone® tablets (available from pharmacies). Every year, remove the inspection covers and clean them by filling with water containing a bactericidal detergent; leave it to act for a few hours, then rinse two or three times. During wintering, fill the tanks up completely to avoid the development of algæ or bacteria, or if there is a risk of freezing, empty the tanks; never use anti-freeze.

Hot water is produced by a water-heater (500 W) connected to the engine cooling circuit and the shore electric supply.

After the water-heater has been drained, make sure that the element is covered before power is re-applied.

Water heater beneath starboard aft berth

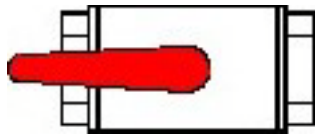


3.4. Sea-cocks

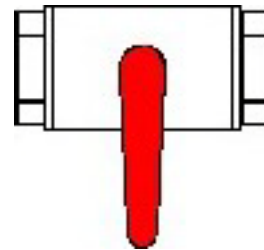
Seacocks are of the 1/4-turn type:

- OPENED position: handle in line with seacock body,
- CLOSED position: handle perpendicular to seacock body.

OPENED position



CLOSED position



CAUTION

- Never interfere with the tightening of the seacocks to the hull. In the event of a leak, consult a professional.
- In bad weather or when leaving your boat, close all the sanitation system seacocks.
- Keep seacocks closed when not being used.
- During wintering, clean and rinse the seacocks and skin-fittings. Inspect brass fittings; slight surface corrosion is normal.
- In the event of more serious corrosion, consult your agent.

3.5. Operation of the sea toilet

- Open the sea water inlet seacock.
- Open the bowl emptying sea-cock.
- Set the lever to the "FLUSH" position.
- Operate the pump.
- To empty the bowl and avoid any water slopping when heeling, set the lever to the "DRY BOWL" position.
- Operate the pump until the bowl is dry.
- Repeat these flushing / emptying operations as many times as is necessary to ensure complete emptying of the pipes.
- When toilets are not being used, set the lever to the "DRY BOWL" position,
- **Close seacocks after use, as the toilet can be below the waterline.**
- Change the toilet seals and filter regularly.



3.6. Operating the waste water holding tanks (ISO 8099: 2000)

- Each sewage tank (85 L + 65 L for 3 cabins layout) is operated using the manual or electrical toilet pump.
- Periodically check that the tank vent is working properly.
- The contents of the toilet bowl are discharged directly into the holding tank.
- A plate is provided for emptying the tank. The pumping technique involves opening the deckplate in line with the tanks.
- Each drain valve is located under the floor in the passageways. It is a stainless steel valve with mechanical interlock which can be secured in the closed position using a padlock.
- Once a season, arrange to clean out the tank using a biodegradable disinfectant chemical. Leave the system empty if the vessel is to be left in below-freezing temperatures.

To correctly maintain and optimize the sewage system, use the specific chemicals to clean, rub, rinse and disinfect and against standing waste water in order to avoid bad odours and for the fluidisation and decomposition of the holding tank content: cleaning materials, anti-odour and anti-freeze devices.

CAUTION

- Where a holding tank is fitted, take care to lock the discharge valve, to avoid any accidental discharge during wintering.
- Observe local discharge regulations.

Discharge valve opened



Discharge valve locked



4. Manoeuvrability

4.1. Visibility from the helm station

The helmsman's view from the steering station may be obstructed by one or more of the following variable conditions:

- 1) Load and load distribution;
- 2) Speed;
- 3) Sea conditions;
- 4) Reduced visibility caused by rain, darkness or fog;
- 5) Reduced visibility caused by changing or hauling up sails;
- 6) Interior lighting;
- 7) Position of the covers or curtains;
- 8) Persons or mobile equipment located in the helmsman's field of view.

4.2. Stability information

This boat is likely to capsize or be overrun if it is over-canvassed. In these circumstances, it may then sink. The sail plan should be adjusted according to wind and sea conditions and it is important to be particularly vigilant in case of gusty winds or squalls.

This vessel is likely to capsize and remain inverted if she carries an excessive sail surface. The sail plan should be reduced if wind exceeds 15 knots.

5. Flooding (ISO 8849)

To avoid the risk of flooding the boat:

- Before putting to sea, always check that portholes, deck hatches and any other openings that could allow flooding are shut.
- While under way, close all seacocks when they are not in use, except for the engine water intake.
- Do not exceed the maximum recommended loading.
- Periodically check:
 - skin fittings, seacocks and pipes are watertight,
 - proper emptying of the cockpit drains,
 - stern glands or sail-drive seals for watertightness.

WARNING

Engine access hatches and fore peak access hatches must be fastened shut before putting to sea. This is particularly important for those lockers that represent a major flooding risk.

6. Electrical systems (ISO 10133)

6.1. Safety and operating instructions for the electrical system

If a fuse or circuit-breaker blows continually, you should consult a specialist to determine the cause of the short-circuit.

WARNING

Improper use of the DC and/or AC systems may give rise to fire or explosion hazards.

Improper use of the AC systems may give rise to electric shock hazards.

Have the system checked every two years.

Always:

- Check the condition of the batteries (charge and electrolyte level) and the charging system before putting to sea.
- Disconnect and remove batteries for wintering.
- Do not let battery voltage drop below 11 V during wintering, 12 V in case of frost.
- Carry spare lamps for all navigation lights and interior lighting. Respect power ratings, particularly for navigation lights.
- Check operation of the navigational instruments.
- Check operation of navigation lights before night sailings

You must never:

- Work on an electrical installation that is live.
- Make any modification to an installation and the relevant diagrams, unless it is carried out by an electrician qualified in marine electrics.
- Change or modify the breaking capacity of overload protection devices.
- Replace electrical apparatus or equipment with units exceeding the rated capacity without upgrading wiring and protection.
- Leave the boat unattended when the electrical installation is powered, with the exception when applicable of the automatic bilge pump and the fire or theft protection circuits.

6.2. Installing new equipment

Since 1st January 1996, electrical equipment is subject to the European "electromagnetic compatibility" directive (Ref. 89/336/CEE). It is therefore necessary for any new equipment that you may wish to install to meet the requirements of this standard and bear the CE mark. Equipment must also be supplied with a compliance certificate and instructions for use.

In the case of a 230 V installation, use only double-insulated or earthed electrical appliances. When fitting such appliances, comply with the fitting instructions (cross-section of wires, protective devices) and connect electrical cases or metallic covers for installed electrical equipment to ship's protective conductor (green wire, or green with yellow stripe wire).

To avoid maintenance problems, make sure that any modifications that may be made to the electrical circuit are recorded in writing in the manual.

6.3. Battery

The battery set capacity has been designed to meet the power requirements of the onboard accessories. three 140 Ah auxiliary batteries (and optionally another one 140 Ah) beneath the aft portside berth, and two 90 Ah batteries for starting the engine, each one in its engine room.

To avoid any problems, it is necessary to keep a close eye on the maintenance and correct charging of the batteries.

Set of auxiliary batteries beneath the aft portside berth



Switch battery control in control panel



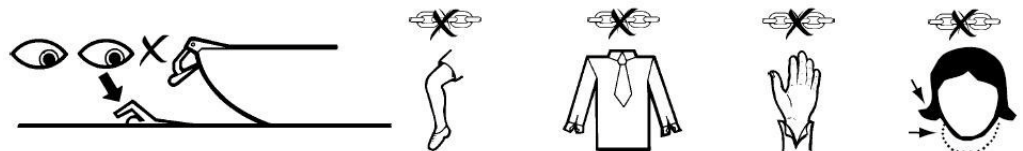
ATTENTION

- When installing new electrical appliances, take care that the overall consumption of these appliances remains within the capacity of your batteries.
- Always disconnect the -ve battery terminal before the +ve terminal.
- Never allow an object that conducts electricity (tools, etc.) to short circuit the two battery terminals.
- When handling batteries, keep them horizontal to avoid spillage of electrolyte.
- Wear gloves and protective clothing that will prevent any risk of contact with electrolyte in the event of a leak.
- In the event of electrolyte splashes, rinse the affected part of the body copiously and consult a doctor.

6.4. Electric windlass

CAUTION

It is essential to run the engine with the throttle slightly open when using the electric windlass.



Provide a knife near the bitter end bracket to cut off the polyester cable in case of emergency.

CAUTION

Make sure that the area near the windlass is clear of clothes, hands, ropes and any other obstructions before anchoring.

6.5. 230/125 volt installation (ISO 13297) (option)

DANGER

The on-board 230 V installation is protected by a circuit breaker fitted with a 30 mA residual current device. The wiring of additional 230 V on-board accessories must be carried out by professionals, and the master circuit-breaker updated if necessary.

DANGER

Your boat is supplied with a shore/boat supply cable and a male plug for the shore outlet. The cable is suitable for outdoor use. Its cross-sectional area is adjusted according to its length and the rating of the main circuit-breaker (see 4 - 230 V / 125 V Electrical installation, page 66). The plug must be suitable for the socket on the shore (if necessary, seek the advice of a professional). It should be as close as possible to type IP 67 / IEC529.

- Switch off the shore supply at the on-board mains switch before connecting or disconnecting the shore/boat supply cable.
- Connect the shore/boat supply cable at the boat end before connecting it to the shore outlet
- Disconnect the shore/boat supply cable at the shore outlet before disconnecting it at the boat end
- Close the shore outlet cover properly

You must never:

- Go swimming close to a boat connected to a shore supply socket: danger of electrocution!

WARNING

Never let the end of a ship/shore supply cable dangle into the water. It may create an electrical field that could injure or kill nearby swimmers.

CAUTION

When the boat is moored at the quayside, set the isolator to the 'on' position and check the voltage indicator light.

Shore power socket in starboard helm



6.6. Inverter

About the installation of the inverter 12/230 V or 12/125 V, please respect the following recommendations:

Please take note of safety instructions provided with the inverter before using it. The device has been designed and tested following the international standards. It must be used only for what it has been designed.



CAUTION

Electric shock hazard

The inverter is connected to a permanent source of energy (battery). Even if the inverter is turned off, the input and / or output terminals remain operational.

- Always switch off the AC power supply and the battery before maintaining or repairing the inverter. It is not user repairable.
- Do not remove the front panel and do not use the inverter if panels have been removed.
- Every repair must be done by a qualified technician.
- Do not use the inverter in explosion-hazard area or dust area.
- Keep enough empty space around the inverter for ventilation and insure that ventilation openings are not obstructed.
- Consult the battery manufacturer information to insure that the battery used fit with the inverter.
- Follow the safety instructions of the battery manufacturer.



MAINTENANCE: the inverter don't need any specific maintenance. The connections must be checked every year. Avoid moisture and oil/soot/steam and keep the inverter clean.

7. Layout

7.1. Exterior fittings

7.1.1. Fore peak

- Moorage chest
- Trampoline line laced to hull and forward beam
- Bow pulpits with teak seats
- Mooring cleats to be turned



7.1.2. Cockpit

Spacious cockpit that can be used as a deck saloon, completely covered with a hard canopy:

- Straight seating with locker on the portside, seating 4 people
- L-shaped seating with lockers on the starboard side, seating 6 people
- 2 straight seating on aft beam, seating 2 people each
- Polyester flip-top table



7.1.3. Helm stations

Each helm station is equipped with:

- Stainless steel helm seat with backrest
- Wheel
- Navigation electronics and compass

At the starboard helm station:

- Engine controls and electrical panels



7.1.4. Transoms

- Engines compartments access hatches
- Swimming ladder to starboard
- Handrails
- Emergency tiller deck plate
- Starboard deck shower
- Revolving mooring cleats for the tender

7.2. Saloon / cabin internal layout

- Planking on ceiling with LED lights on dimmer switch
- PVC laminate wood floor
- 360° panoramic view
- Sliding entrance door
- Access to escape hatches located beneath hull steps
- Table for 4 people
- Bench seats
- Storage spaces under seats
- Meridian with built-in storage
- Chart table with navigation instruments
- 2-drawer fridge (or chart table according to selected options)
- Galley to starboard:
 - Big stainless steel 3 hob
 - Built-in oven
 - Integrated ice box
 - Twin-bowl sink
 - Storage
 - Bin



7.3. Starboard hull internal layout

1 aft cabin with:

- 160 x 205 cm double bed
- Mattress (12cm) with washable cover
- storage space under and over the bed
- wardrobe along the side
- Stowage cubby-hole along the side
- LED light on dimmer switch + 2 reading lights
- Blinds and cabin curtains
- Planking on walls and ceiling, laminate floor
- deck hatch
- an opening port in hull side



2 shower rooms with:

- 1 head space with basin mixer tap, each with:
 - front mirror
 - ceiling light
 - manual sea toilet
 - toilet paper holder
 - towel holder
- 1 head shower:
 - head shower bar with shower head
 - teak gratings



1 passageway with:

- Hanging locker, storage (large space)
- In option :
- washing-machine to portside
 - wine cellar to portside
 - conservator to portside

- Handrail
- LED light on dimmer switch

1 forward cabin with:

- 2 head spaces with basin mixer tap, each with:
 - Approx. 190 x 159 cm double bed
 - Mattress (12 cm) with washable cover
 - Hanging space with shelf
 - Storage spaces under bunk
 - Stowage cubby-hole along the side
 - Opening port in hull side
 - Opening deck hatches
 - LED light on dimmer switch + 2 reading lights
 - Blinds and cabin curtains
 - Planking on walls and ceiling, laminate floor
- 1 fore peak fitted (option)



7.4. Portside hull internal layout

7.4.1. 3 cabins layout

- 1 aft cabin with:

- Approx. 160 x 200 cm double bed
- Storage cubby-hole along the side
- LED ceiling light + 2 reading lights
- Blinds and cabin curtains
- An opening port in hull side
- A deck hatch



- Desk with one folding flap and footstool
- Low locker with storage
- Hanging lockers and shelves



- 1 head with:

- 1 furniture towel rail with 2 basins and 2 mixer taps
- 1 high storage cupboard with 3 doors and 3 mirrors

- Opening porthole on plexi
- Deck hatch
- Separate shower



8. Gas installation

8.1. Advice on operation

DANGER

For all uses of the oven or the cooker, the inverter must be switched on. The switch is located next to the oven.

Cooker with electrical ignition



Oven



WARNING

- In the event of an emergency, the circuit valves must be closed immediately.
- Fuel-burning naked-flame appliances use up the oxygen in the cabin and release combustion products inside the vessel. Proper ventilation is necessary: open the designated vents while these appliances are being used.
- Do not use the oven or the cooker as a heating device.
- Never block the ventilation openings and check that appliances with flues are working properly.
- Do not modify the boat's LPG system. Installation, modification and maintenance should be carried out by a qualified individual. Have the system checked at regular intervals or as prescribed by national requirements.

CAUTION

Take all necessary precautions to avoid contact with naked flames and other hot areas.

- Read carefully all instructions for cooker and regulator before use or maintenance.
- Ensure that the gas cylinder and regulator are in accordance with the requirements of the cooker (flow rate, pressure, type of gas).
- Ensure that the gas cylinder complies with the regulations in force in the country where it is being used.
- Do not obstruct quick access to the elements of the gas installation (cylinder locker, shut-off valve).
- Never leave the boat unattended when gas appliances are alight.
- Close all valves in the circuit when the boat is left empty (shut-off valve, regulator valve), even if the cylinder is considered to be empty.

- After the boat has been shut up, never smoke when entering, and ensure that there is no smell of gas.
- If you smell gas, close the circuit valves and the cooker taps, ventilate the boat, and find the leak before using the installation again.
- Use the opening porthole of the front roof plexi pour ensure a good ventilation while using the cooker.
- Appliance valves must be closed before opening the cylinder valve.
- The working pressure of the LPG unit is 28 millibars.

8.2. Checking the system

DANGER Never use a flame to look for leaks.

WARNING Repairs and modifications should be done by a competent person.

CAUTION Do not use solutions containing ammonia.

The gas system must be tested periodically:

- Close all the cooker taps.
- Open the cooker supply and regulator valves.
- Check all joints are gas-tight using a leak-detector or by applying soap water.

Gas shut-off dual valve in the galley cubby-hole (see drawing 11 - Gas installation, page 86)



Repairs and modifications to the system should be carried out by a qualified person.

Flexible hoses must be:

- checked regularly, at least once a year,
- replaced if the expiry date marked on the hose is passed,
- replaced five years after the date of manufacture that may be marked on them,
- replaced in the event of deterioration.

8.3. Changing gas cylinders

DANGER

- Close all cooker gas taps.
- Close the supply gas tap.
- Do not smoke or use an open flame while the gas cylinder is being replaced.
- Ventilate the gas cylinder compartment well when changing the cylinder.

WARNING

In the case of an LPG installation:

- refrain from smoking or using a naked flame while LPG cylinders are being changed.
- close the valve on the empty cylinder before disconnecting it to change.
- in the event of a leak or of fire caused by a connected LPG cylinder, turn off the gas cylinder tap and have the installation repaired by qualified personnel before using it again.

- The gas cylinder must always be stowed in the sealed, ventilated space provided. The same applies to spare or empty cylinders. No other equipment must be stowed in this space.

- Taps attached to empty cylinders must be closed and disconnected. Protective covers, lids or caps must be held in place. Spare bottles must be stored outside on the boat and protected from weather and mechanical damage. If a gas leak occurs, it is essential that the gas escapes outside.

- Appliance valves must be closed before opening the cylinder valve.

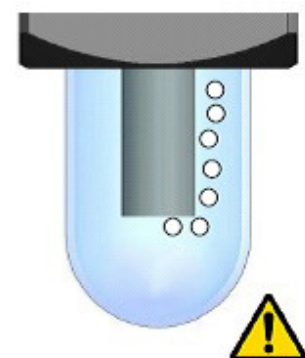
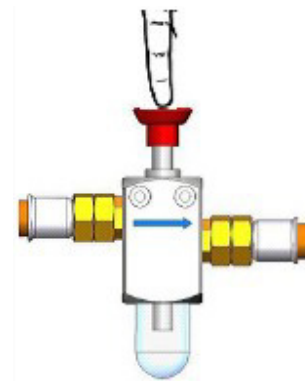
8.4. Leak detector in gas cylinder box

**Working principle / procedure:**

- Push the button and hold it for about 10 seconds.

- If no bubbles appear in the sight glass, no leakage.

- If bubbles appear, the system has a leakage. Localise and fix the leak.



9. Engine (ISO 16147)

9.1. Engine maintenance

CAUTION

- Any engine change must respect the capacities of the boat and be performed by an engineer specializing in marine mechanics.
- Do not install an engine in this boat with a higher power rating than indicated on the manufacturer's plate of the boat.

Regular maintenance must be carried out as per the manufacturer's recommendations.

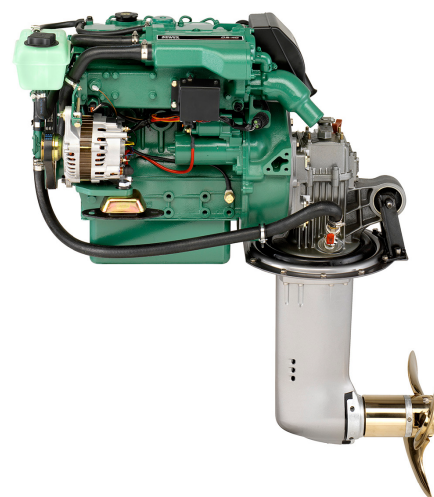
Read carefully the engine operating instructions that come with the boat.

In particular, follow the instructions for wintering.

Do not hesitate to consult your agent or a qualified professional.

In the absence of other instructions, proceed as follows:

- Close the engine intake seacock,
- Disconnect the pipe from the engine water intake seacock,
- Drain the sea-water circuit,
- Place the pipe into a drum of -25°C anti-freeze coolant,
- Run the engine until the fluid comes out of the exhaust,
- At the end of this operation, re-connect the pipe to the seacock,
- Attach a notice to the electrical panel and the battery switch to the effect that the engine water intake seacock is closed.



Tanks

- Oil tanks: The maximum capacity of the oil tanks is 12 liters per engine, the filling is done directly above the engine.
- Fuel tanks: The maximum capacity of the fuel tanks is 670 liters per engine, the filling is done using the diesel fillers, located on the gangways.
- Position of tanks : See 17 - Engine installation, page 106.

9.2. Launching the boat / settings

Put the throttle in neutral before starting the engine to keep the boat from moving and/or the propeller from turning.

WARNING

Cautions in case of boats fitted with fixed propellers: do not engage the propellers in reverse or forward speed while sailing; there is a risk of sea water suction by syphonic flooding and engine seizure.

CAUTION

- After first launching and tensioning of rigging, check the alignment of the propeller shaft or the sail-drive flange ring.
- Ensure that the cooling circuit water intake seacock is open, and that water is coming out of the engine exhaust.
- Boats fitted with rotating seal stern gland: bleed the air from the gland after each launch.

On subsequent launches, a brief check of propeller fixing can be made. An incorrectly running propeller will cause vibration and even the loss of the propeller.

9.3. Exhaust gas emission

DANGER

Internal combustion engines produce carbon monoxide. Prolonged exposure to exhaust gasses can have serious consequences, and may even cause death.

9.4. Safety

DANGER

- In order to avoid all risk of serious injury from the propeller, the engine must not be started when there are people swimming near the boat.
- Whenever possible, the engine must be stopped for any engine maintenance or checking operations. Otherwise, special attention must be paid to moving parts (propeller shafts, belts, etc.) in order to avoid any risk of injury.
- Take all necessary precautions to avoid contact with naked flames and other hot areas

CAUTION

If non-combustible materials are stored in the engine compartment they must be secured so there is no danger of them falling on the engine shaft.

10. Fuel (ISO 10088)

Fuel supply cut-off valve



The ISO 7840 fuel hoses must be replaced at the slightest sign of wear, using hoses bearing the same marking.

CAUTION

- Depending on the trim and loading of your boat, the whole of the nominal fuel capacity may not be usable. Always maintain a 20% reserve for safety.
- Avoid contact between flammable materials and hot parts of the engine.

You must never:

- Store flammable materials in inappropriate unventilated spaces.
- Smoke while filling tanks.
- Obstruct ventilation openings (vents, engine ventilation grilles).
- Modify the installation, unless this is carried out by a technician qualified in this field.

11. Check list

Starting the Engine:

- ☐ Open engine inlet sea-cock
- ☐ Open fuel valve
- ☐ Check engine oil level
- ☐ Check coolant level
- ☐ Check position battery switch engine
- ☐ Check battery level
- ☐ Check every battery terminals, grease if necessary
- ☐ Throttle lever to mid-travel, clutch into neutral
- ☐ Turn on ignition
- ☐ Start
- ☐ Check water output
- ☐ Warning and indicator lights go out
- ☐ Leave engine to warm up at idling speed for 5 to 6 minutes
- ☐ Check for leaks on all the cooling, fuel, oil and exhaust systems

In case of any doubt or problem, consult the Owner's Manual, the instruction books, the drawings, or your agent.

Stopping the engine:

- ☐ Leave engine idling for 5 minutes
- ☐ Press the 'Arrêt/Stop' button
- ☐ Turn off the ignition
- ☐ Close the various valves and sea-cocks

In case of any doubt or problem, consult the Owner's Manual, the instruction books, the drawings, or your agent.

Filling the fuel tank:

- ☐ Fire-extinguisher nearby
- ☐ Engine stopped
- ☐ Electrical equipment turned off
- ☐ Deck hatches and portholes closed
- ☐ To allow room for the fuel to expand, do not fill the tank completely

In case of any doubt or problem, consult the Owner's Manual, the instruction books, the drawings, or your agent.

Before leaving port:

- ☐ Weather forecast
- ☐ Refuel
- ☐ Sailing apparel
- ☐ Mandatory documents and equipment aboard and in working order
- ☐ Safety equipment (life-jackets, harnesses, fire-extinguishers, distress flares, emergency tiller)
- ☐ Safety instructions given to crew, including pointing out the location of equipment
- ☐ Bilge pumps in working order
- ☐ Navigation lights in working order
- ☐ Fuel tanks filled
- ☐ Water tank filled
- ☐ Check all systems for leaks
- ☐ Check coolant level
- ☐ Check proper rudder operation
- ☐ Diesel filters clean and in good working order
- ☐ Engine oil levels
- ☐ Battery levels
- ☐ Rigging in good order (shroud tension)
- ☐ Deck equipment in working order (pulleys, winches, ropes, furler, cranks, jam-cleats)
- ☐ Sails in good order (stitching, bolt ropes, lugs)
- ☐ Close ports and deck hatches

In case of any doubt or problem, consult the Owner's Manual, the instruction books, the drawings, or your agent.

Returning to port:

- ☐ Boat correctly moored and fendered
- ☐ Sails dried and stowed
- ☐ Safety equipment dried and stowed
- ☐ Rinse boat off with fresh water
- ☐ Dress the halyards to prevent them from flapping
- ☐ Stow the various ropes
- ☐ No fuel system leaks
- ☐ No sanitation or drainage system leaks
- ☐ Seacocks closed
- ☐ Fridge left open
- ☐ Electrical circuit isolated

In case of any doubt or problem, consult the Owner's Manual, the instruction books, the drawings, or your agent.

12. Fire protection (ISO 9094)

CAUTION

It is the responsibility of the owner / skipper to:

- Have fire-fighting equipment checked in accordance with the stipulations of the builder and the regulations in your country.
- Replace fire-fighting equipment if it has expired or been discharged, by extinguishers of equal or greater capacity.
- Indicate to the crew members:
 - The location and operation of fire-fighting equipment
 - The location of the engine compartment discharge hole
 - The location of escape routes and exits
- Ensure that fire-fighting equipment is readily accessible whenever the boat is occupied.
- Always keep the bilges clean and check that there is no fuel vapor or gas.
- Unlock all closed cabinets containing collapsible or deployable devices used to aid evacuation through fire escapes.
- Check if non-combustible materials are stored in the engine compartment make sure they are secured so there is no danger of them falling on the machinery.

You must never:

- Sit on the hulls when the boat is moving fast
- Obstruct gangways to emergency exits (deck hatches)
- Obstruct safety controls (gas valves, fuel valves, electrical switches).
- Obstruct fire extinguisher stowages.
- Leave the boat unattended with a cooker or heater alight.
- Use a gas lamp in the boat.
- Fill a fuel tank or change a gas cylinder while the engine is running, or the cooker or heater are on.
- Smoke while handling fuel or gas.
- Fit free-hanging curtains near the cooker or any other appliance with an open flame.
- Store flammable products in the engine compartment.
- Store fuel tanks or tanks containing petrol in any area not specifically designed for storing petrol.

12.1. Smoke alarm

The detector is a device which warns people onboard in the event of smoke (Location: see 18 - Abandonning ship and fight against fire, page 108).

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

The smoke detector must be routinely tested when boarding or weekly if staying onboard for a prolonged period of time.

If the device is faulty, change the battery. If the device is still faulty after changing the battery, replace the detector with a equivalent model.

12.2. Portable fire extinguishers

WARNING

If a CO₂ extinguisher is fitted, the following information must be displayed close to its location:

"This extinguisher contains CO₂ – use only on electrical or cooker fires. To avoid suffocation after discharging, leave the area immediately. Ventilate before re-entering."

Do not open the engine compartment immediately after putting out a fire, to avoid the release of toxic smoke or spraying of burning materials (oil, water).

Fire extinguishers are subject to national regulations, for this reason they are not supplied with your boat.

We recommend you to equip your boat with fire extinguishers meeting the ISO 9094-1 standard, with the following specifications:

- Minimum capacity per extinguisher: 5A/34B (*)
- Minimum combined extinguisher capacity: 10A/68B according to ISO/WD 9094 standards
- 1 extinguisher within:
 - 1 m (for boats <10 m) or 2 m (for boats > 10 m) of the cockpit
 - 2 m of the extinguisher opening for dowsing the engine,
- 1 extinguisher within 2 m of the cooker,
- 1 extinguisher within 5 m of the bunks.
- CO₂ extinguishers may be placed in accommodation areas only where flammable liquids are present (e.g. galley) or where there is powered electrical equipment. There must not be more than one CO₂ extinguisher per area at risk, and its maximum capacity must not exceed 4½ lbs (2 kg)

Recommended locations: saloon, portside and starboard hull passageways.

Only compatible replacement parts must be used in fire protection systems. They must bear the same markings and be technically equivalent.

13. Lightning protection

For your safety, it is necessary to respect certain precautions.

13.1. Maintenance

If the vessel has been hit by lightning:

- The protection installation must be inspected for damage and the integrity of the device checked.
- The compasses, electrical and electronic devices must be examined in order to ascertain if damage or calibration changes have occurred.

13.2. Protection of people during a thunderstorm

AVERTISSEMENT

During a thunderstorm, it is recommended that you should comply with the following instructions:

- People should stay below as far as possible.
- People should stay out of the water and not let their arms or legs hang into the water.
- Whilst maintaining satisfactory control of the boat and its sailing, people should not touch any part connected to a lightning protection installation, especially not in such a way as to form a link between such parts.
- It is desirable that people should avoid any contact with metal parts of the rigging, the spars, deck fittings and the lifelines.

14. Helm System (ISO 8847)

14.1. Standard steering wheel

The steering system plays a vital role in the safety and comfort of your boat. The direct cable mechanical system, chosen for its ergonomic and professional qualities, gives your **NAUTITECH 46 Open** helm an excellent feel.

Steering wheel

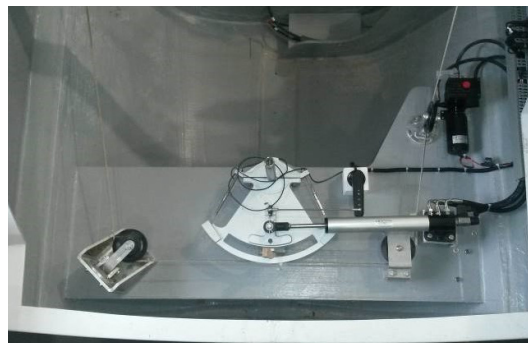


Checks to be carried out periodically:

- check for play in the various components (rudder stock/bearings, tight nuts and bolts),
- check the tension of the rudder cable.

In the event of any doubt or problem, consult your agent.

Steering system



14.2. Emergency tiller

CAUTION

- The **Nautech 46 Open** is fitted with an emergency tiller which must be kept readily accessible; we recommend stowing it away in one of the cockpit lockers.
- It is designed only for sailing at reduced speed in the event of damage to the steering system.

To use it:

- Unscrew the cap of the deckplate located on the port and starboard stern decks.
- Fit the tiller onto the head of the rudder stock.

Emergency tiller deckplate on stern deck



15. Sailing

15.1. Safety

WARNING

- In all situations, suit the speed of your boat to the surrounding conditions and always maintain a safety margin. Pay particular attention to:
 - Sea conditions, currents, the strength of the wind,
 - The movements of other boats,
 - Manoeuvres in port,
 - When passing through mooring areas.
- Obey the rules of right of way as set out in the Rules of the Road as established by COLREG.
- Ensure that you always have enough room for stopping or for any necessary manoeuvres to avoid a collision
- Respect speed limits.
- Out of courtesy and for the safety of other boats, exercise care and attention to minimise your boat's wake near other boats.

WARNING

- You must fit your boat with grab lines. Anchor-points are provided on the deck. Please refer to the deck fittings plan for your boat (see 3 - Deck fitting, page 64)
- The stability of your boat has been designed taking into account the boat's weight specification for light displacement, the standard equipment on board and the manufacturer's catalogue options. Any alteration to on-board weight distribution (for example: adding a radar, changing the engine, etc.) can affect the stability, trim and performance of your boat.
Breaking waves represent a significant threat to stability.
Towing another boat produces significant extra loading, which will have an adverse effect on the stability of your boat.
- **You must never:**
Lift heavy weights using the boom.

CAUTION

Manoeuvrability:

- Do not install an engine in this boat with a higher power rating than indicated on the manufacturer's plate of the boat.
- Avoid abrupt manoeuvres at full speed.
- Reduce speed in large waves for your comfort and safety.
- Do not sit on the forward section of the cockpit when the boat is moving at high speed.
- If a circuit breaker is provided, always attach this to the pilot. Always make use of the circuit breaker (if provided) should the pilot be ejected.

CAUTION

The **Nautitech 46 Open** may be overturned.

So, the integrity of the watertight bulkheads (fore and aft) must be ensured without fail.

The stability of this boat was evaluated under lightly loaded conditions.

The boat may capsize and remain upside down if too much sail is used. It is nevertheless designed not to sink even under these circumstances. The sail area should be reduced as a function of the speed and force of the wind in accordance with these recommendations:

- | | |
|---------------------------|--------------------|
| - In case of strong gusts | SLACKEN THE SHEETS |
| - Close-hauled course | LUFF |
| - Wind abeam | SLACKEN THE SHEETS |
| - Reaching | BEAR AWAY |

The roof surface can be considered as a working deck for sail manoeuvres.

Watertight bulkhead



15.2. Navigation lights

Prow lights (port and starboard) are accessible for the owner, directly on fore pulpits.

The stern light is accessible on the rear side of the deckhouse, and on the solar panel structure, in case of solar panel option.

The mast light is mounted at mast head.

Refer to the Hella marine manufacturer's instructions for bulb replacement procedure.

16. Safety facilities

There is no harmonization of mandatory safety equipment across the European Community. You should find out about the national requirements to which your boat is subject, according to the country of registration. In France, pleasure crafts bearing the CE mark must carry on board the stipulated safety equipment for the sailing category adopted by the yachtsman.

16.1. Reducing sail

(see drawings and tables: 5 - Reducing sail, page 68)

If carrying too much sail, this boat may capsize and remain upside down. It is nevertheless designed not to sink even under these circumstances. The sail area must be reduced if the average wind speed is too high.

To avoid the risk of capsizing, failure of part of the rigging or the mast (which can lead to dismasting), sail will be reduced depending on the strength of the wind, as well as on factors like:

- state of the sea,
- comfort and skill of crew
- entering and leaving port, proximity to hazards,
- gusty winds or fog.

16.2. Escape hatch in the event of capsize

Each hull is fitted with an escape hatch, make sure they are properly closed before putting to sea.



16.3. Man overboard

Your boat is equipped with:

- grab-lines; do not hesitate to hook the safety harnesses onto them whenever manoeuvring in difficult wind or sea conditions,
- a built-in aft starboard transom telescopic swimming ladder; use this for helping a person who has fallen overboard to re-board the boat.

Telescopic swimming ladder



16.4. Life-raft (ISO 9650) (optional supply)

The life-rafts (for 6 persons) have intended locations on aft transom lockers with access by the cockpit or below the nacelle. Each life-raft is fastened using straps that have to be undone or cut. Provide a knife nearby.

Read its instruction manual carefully. The crew should be familiarized with the use of all safety equipment (harnesses, flare, life-raft, etc.). Training sessions are organized regularly by sailing schools and clubs.

If you padlock the BIB mount, don't forget to unlock it before putting to sea.

BIB mount



17. Mooring, anchoring and towing (ISO 15084:2003)

CAUTION

Information about the breakage strain of the anchor points.

Each anchor point is design and installed to support an horizontal charge P_n ; in kilonewtons, to avoid device or structure failure.

Fore: for anchoring and towing: 5.5 tons (53.7 kN)

Fore: for mooring: 4.5 tons (43.8 kN)

Aft: 3.8 tons (37.4 kN)

- The breaking strain of the mooring lines / chains must not normally exceed 80 % of the breaking strain of the anchor points.
- If it is not obvious how to use some specific anchor point, the boat-builder must provide labeling at the anchor point (anchor point intended for anchoring and/or towing).
- Tow or be towed at a slow speed. Never exceed the hull speed of a displacement boat in tow.
- Tow line should always be made fast in such a way that it can be released when under load.

17.1. Responsibility

It is the owner/operator's responsibility to ensure that the mooring lines, towing cables, anchor chains and lines, together with the anchors, are suitable for the boat's intended use.

Furthermore, the owner must take into account the actions required when making fast a tow cable.

17.2. Non-metallic anchor points

If the boat is fitted with any non-metallic anchor points, allowance must be made for their limited life. They must be replaced as soon as they show signs of deterioration, visible surface cracking, or permanent deformation.

NB : Black fittings are less sensitive to UV than light-coloured ones.

18. Handling, transporting, haulout

When craning, take care that slings are correctly positioned and do not foul the propellers, prop shafts or fragile transducers.

Lifting frames must be wide enough, or fitted with spreaders, so as to avoid applying excessive lateral pressure on the rubbing strakes.

Avoid allowing slings to foul the life-lines.

Cradle pads must be positioned against structural elements in order to exert only the pressure necessary for the boat to be properly balanced.

Whenever the boat is out of the water, use the opportunity to inspect the propellers, rudders, skin fittings and sensors.

How to raise a person at the top of the mast



19. Environmental protection

We recommend you to find out about local regulations concerning respect for the environment, and to obey international regulations against pollution in the marine environment (MARPOL), together with the codes of good practice.

CAUTION

- Most cleaning products, engine oils and fuels are likely to affect the environment, so they should be discharged in authorized locations (check with the Harbor Master's office).
- Do not start the bilge pump where oil or fuel is present in the engine compartment, as these chemicals must be discharged in authorized locations.
- Certain products can likewise represent a risk for your own and others' safety, which is why it is important to read and obey the instructions for use.
- Chemicals used must be labeled and stored in an appropriate place in the boat.
- Do not discharge the toilets or the contents of the holding tanks near coasts or in prohibited areas; use port or marina pumping systems for emptying the holding tanks before leaving port.

20. Guarantee

A) CONTRACTUAL GUARANTEES

Note: This guarantee does not apply to boats being used for commercial purposes (it being specified that any hiring or chartering activity falls into this category) nor to sailing boats taking part in competitions, which may be covered by special guarantees.

8 - Guarantees

a) New boats and equipment:

8.1.1 – For both Commercial Purchasers and private consumers domiciled outside the territory of the European Union, the Seller grants the statutory warranties as defined in the context of the sale of vessels by Articles 1641 and 1648 of the French Civil Code and in the context of a marine construction contract by Articles 7 and 8 of Law nr. 67.5 dated 3rd January 1967 pertaining to vessels.

8.1.2 – For Purchasers domiciled within the territory of the European Union and taking out the contract as private consumers, the Seller is required to furnish the guarantees as defined in the context of a boat sales contract by Articles 7 and 8 of the Act dated 7/1/1967 pertaining to vessels, and in the context of the Order (2005-136) dated 17/2/2005 and incorporated into the French Consumer Code. Independently of this guarantee, the Seller remains liable for discrepancies between the goods and the contract and for redhibitory defects under the conditions provided for under Articles 1641 to 1649 of the French Civil Code (see 8.1.1).

8.2 – Visible defects: acceptance by the Purchaser releases the Seller from their obligation in respect of discrepancies and visible defects.

8.3 - Contractual guarantee:

Except for guarantee or penalty clauses expressly agreed at the time of accepting the order, the Seller's guarantee is granted under the following conditions:

- The Purchaser benefits from a contractual guarantee running for two years from the date of acceptance of the vessel, as noted on the acceptance report.
- This is limited to the replacement or free repair, at the yacht-builder's discretion, of any parts acknowledged as being defective by the yacht-builder's technical services; this being without any other compensation of any kind.
- For components and accessories visibly bearing the mark of another supplier, the guarantee is limited to the guarantee offered by that supplier.
- It is stipulated that any handling, transportation, parking, or conveying costs incurred in carrying out these operations remain the sole liability of the buyer/user, unless **NAUTITECH Catamarans** offer to waive such costs in whole or in part.

- The boat-builder's warranty excludes:
 - the cost of transporting the boat or any parts
 - as well as any consequences of such transportation, together with freight expenses and/or any damage arising out of the inability to use the boat and/or the equipment;
 - normal wear and tear;
 - cracking, crazing, or discolouration of the gelcoat;
 - damaging resulting from:
 - o fortuitous events or cases of force majeure;
 - o conversions and modifications, or repairs, even partial, carried out other than in workshops authorized by the maker;
 - o failure to observe the maintenance recommendations set out in the Owner's Manual supplied with the boat;
 - o improper use, in particular through negligence, carelessness, abuse, or abnormal usage;
 - o participating in competitions;
 - o failure to take necessary protective measures;
 - o unsuitable storage or transport conditions.

In order to benefit from the yacht-builder's contractual guarantee, each time they make a claim under it, the buyer/user will be required to submit the boat delivery certificate and the guarantee document, duly completed, and, on pain of rendering it void, must notify their dealer/vendor of the fault or defect in writing, in detail and with justifications, within 15 days of its being discovered.

8.4 – the guarantee covers usage at sea in wind and sea conditions acceptable for safety and in accordance with the vessel's approval category. Under these conditions, it cannot under any circumstances cover events arising during or resulting from collisions, groundings, breaking seas, tidal waves, cyclones, severe storms, and all other exceptional events and/or events arising out of an error of seamanship.

8.5 – Loss of or damage to products occurring after handover do not release the Purchaser from their obligation to pay the price.

b) Second-hand boats and equipment:

The order form specifies if the boat or equipment is second-hand.

The Purchaser benefits from a contractual guarantee, covering hull and engine only, running for one year from the date of acceptance of the vessel or goods, as noted on the acceptance report.

c) In addition to the contractual guarantee detailed above, the Seller remains liable for discrepancies in the goods and for latent defects under the conditions provided for under Articles 1641 to 1649 of the French Civil Code and the provisions of the Order dated 17/2/2005, where applicable.

B) COMMON GUARANTEE CONDITIONS

Any claim under these warranty conditions must be made formally in writing to **NAUTITECH Catamarans** as soon as the defect is discovered, and within eight (8) days for claims under the contractual warranty. Any claim will also be required to quote the serial number of the boat concerned, and where applicable the part number(s) of the part(s) involved in the guarantee claim.

Furthermore, the request must indicate the exact circumstances under which the problem occurred.

NAUTITECH Catamarans shall have the right to request details in order to investigate the claim and to appoint, at its own expense, an expert or a technician of its choice to examine the circumstances of the occurrence of the problem and demand any necessary supporting information.

Immobilization following problems encountered and/or replacement and/or repair work, whatever the duration, does not create entitlement to compensation.

The owner shall under all circumstances remain liable for parking fees, customs dues and other ancillary expenses.

All repairs and/or replacements will be carried out by an authorized **NAUTITECH Catamarans** agent or by a professional acting on behalf of the Boat builder. If the nature of the repairs requires the warranty repair work to be carried out in **NAUTITECH Catamarans** boatyard or in any location other than the place where the Product is located, then the cost of both the outward and the return transportation to place where the repairs will be made shall be borne by the owner.

In the event of the boat's needing to be taken out of the water, haul-out and re-launching costs will be at the owner's expense.

C) TRANSFER OF GUARANTEES

The guarantees are afforded to the first purchaser of the boat involved. Warranties can only be transferred with the express written consent of **NAUTITECH Catamarans**.

An ownership transfer note is supplied with the Product documents. This must be returned to **NAUTITECH Catamarans** within thirty (30) days of the transfer.

This note must bear the names, addresses and telephone numbers of the old owner and the Purchaser, the date of sale, and the Product's hull number.

Upon receipt, **NAUTITECH Catamarans** will confirm the warranty expiry dates and specify whether the unit has undergone the annual inspection that gives entitlement to the continuation of the contractual warranty.

D) STATUTORY DECLARATIONS**Article L.211-4 of the Consumer Code:**

"The seller is required to supply goods that conform to the contract and to assume liability for discrepancies existing at the moment of handover.

He shall likewise be liable for discrepancies arising out of the packaging, assembly instructions, or installation when he is liable for this under the contract or it has been carried out under his responsibility."

Article L. 211-5 of the Consumer Code:

"In order to conform to the contract, the goods must:

1) Be suitable for the normally-expected use for similar types of goods and, where applicable:

- correspond to the description given by the seller and possess the qualities the latter has presented to the buyer in the form of a sample or model;

- present the qualities that a buyer may reasonably expect with regard to public declarations made by the seller, by the producer, or by his representative, particularly in advertising material or labelling;

2) Either present the characteristics defined by joint agreement by the parties, or be suitable for any special usage sought by the buyer that the seller has been made aware of and has agreed to."

Article L.211-12 of the Consumer Code:

"Actions arising out of a discrepancy lapse after two years from the date the goods are handed over."

Article 1641 of the Civil Code:

"The seller is obliged to guarantee against latent defects in the article sold which render it unfit for its intended use, or which adversely affect this use to such an extent that the buyer would not have purchased it, or would have only paid a lower price, if he had known about them."

Article 1648, Para. 1 of the Civil Code:

"Actions arising out of redhibitory defects must be brought by the purchaser within two years of discovery of the defect."



TRANSFER OF OWNERSHIP CERTIFICATE

Boat model:

Hull no.:

From Mr/Ms: Address:

.....

ZIP/POST CODE: City:

Tel.:

Date of Purchase:

BEING SOLD TO:

Mr/Ms: Address:

.....

ZIP/POST CODE: City:

Tel.:

Date of Purchase:

Signed at : date :

Seller

Buyer

NAUTITECH Catamarans, date:

Return the copy within 15 days of completing the transaction to:

NAUTITECH Catamarans

Z. I. du Canal des Soeurs

17300 ROCHEFORT

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21. Sea Charter

Charte pour la mer et les rivières

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

Pour protéger ce milieu,

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

Décembre 1999



22. SNSM**Au service des plaisanciers et des professionnels de la mer****Les sauveteurs en mer veillent...**

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

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

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

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

Le sauvetage des vies humaines est gratuit mais les moyens mis en oeuvre coûtent cher. Les sauveteurs en mer, qui se recrutent de plus en plus parmi les plaisanciers, ont besoin de vous pour entretenir, moderniser et remplacer leurs moyens nautiques (1 canot tous temps coûte 5 M d'euros !).

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

ENTRE MARINS...

- Avant de prendre la mer, informez vos proches de vos intentions.
- Renseignez-vous sur les conditions locales (météo, courant, etc.).
- Possédez des moyens radios VHF fiables et contrôlez-les.
- Faites porter un gilet de sauvetage aux enfants.



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

Je soutiens la SNSM et j'adhère !

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

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

NOM : PRENOM :

ADRESSE :

LES SAUVETEURS EN MER (S.N.S.M.)

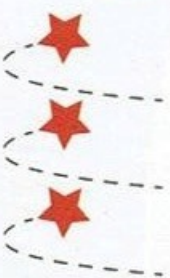
Siège social: 31, cité d'Antin 75009 PARIS

Tel: 01 56 02 64 64 - Fax: 01 56 02 64 63 - E-mail: www.snsn.org

23. Distress signals

► Réponses aux signaux de détresse aperçus

De jour : 3 signaux simples ou fumée orange



De nuit : 3 fusées blanches



► Signaux lumineux, sonores ou phoniques

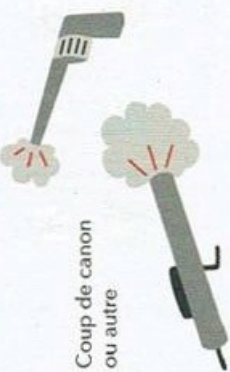
« MAYDAY »

S O S

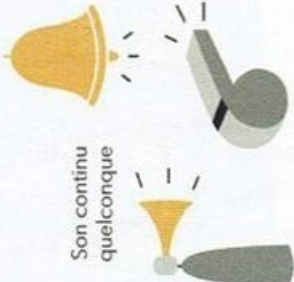


► Signaux de détresse

Coup de canon ou autre



Son continu quelconque



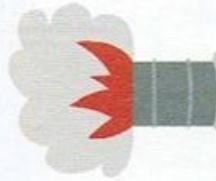
Fumée orange



Feu à main



Flammes



Mouvements de bras, de bas en haut, lents et répétés



Fusées ou bombes à étoiles rouges



Fusée parachute



Signal longue distance (couleur indifférente)



Pavillon avec une boule au-dessous ou au-dessus



NC code international



Miroir



Repérage aérien



Colorant



► Correspondance avion-navire



L'avion décrit au moins un cercle autour du navire pour attirer l'attention



L'avion passe DEVANT le navire en balançant les ailes ou en faisant varier le bruit du moteur



Fin des opérations, l'avion passe sur l'arrière du bateau



L'avion met le cap dans la direction à prendre

Illustrations Clémence Daniel © Bloc Marine 2017

Notes : _____

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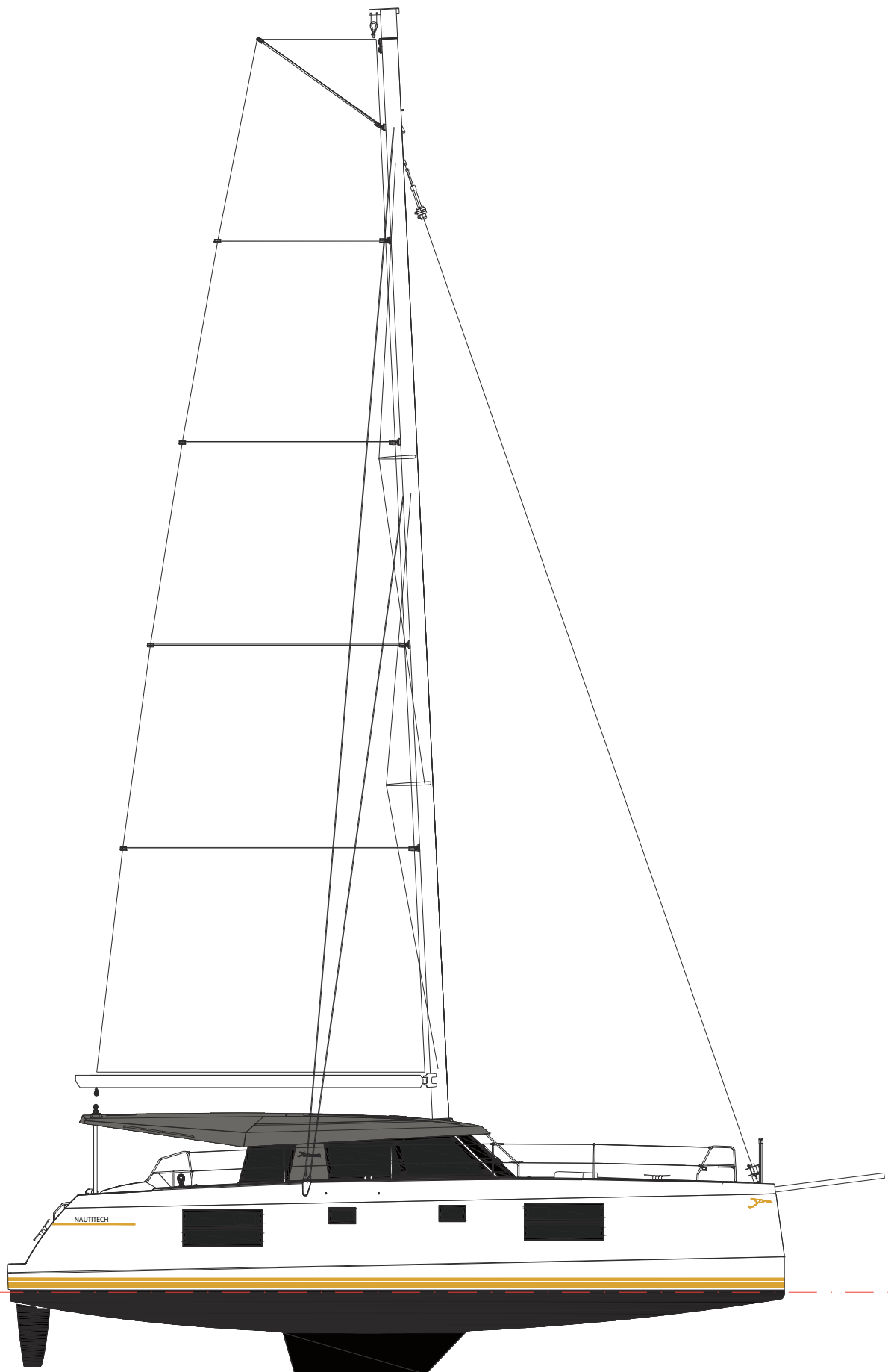
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Documents and drawings

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1 - Presentation

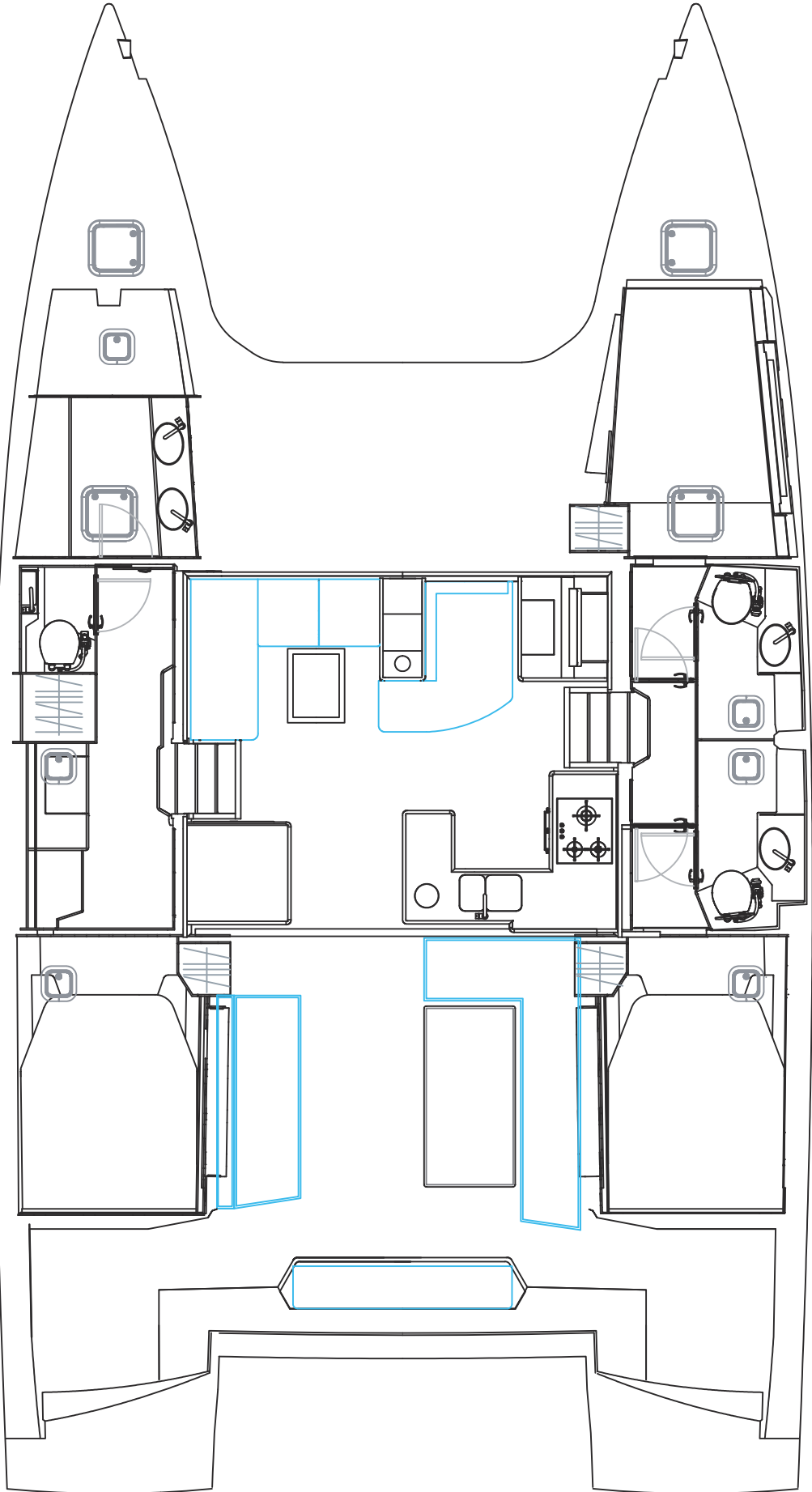


1 - Presentation

Designation	
Over all hull length (LOA):	13.71 m
LWL:	13.66 m
Hull beam:	2.14 m
Maximum beam:	7.55 m
Draught:	1.45 m
Height clearance (at max. loading):	22.60 m
Light displacement:	12,300 kg
Mainsail area:	74.63 m ²
Solent area:	38.00 m ²
Spinnaker area *	150.00 m ²
Gennaker area *	98.00 m ²

* Option

2 - Layout
3 cabins layout

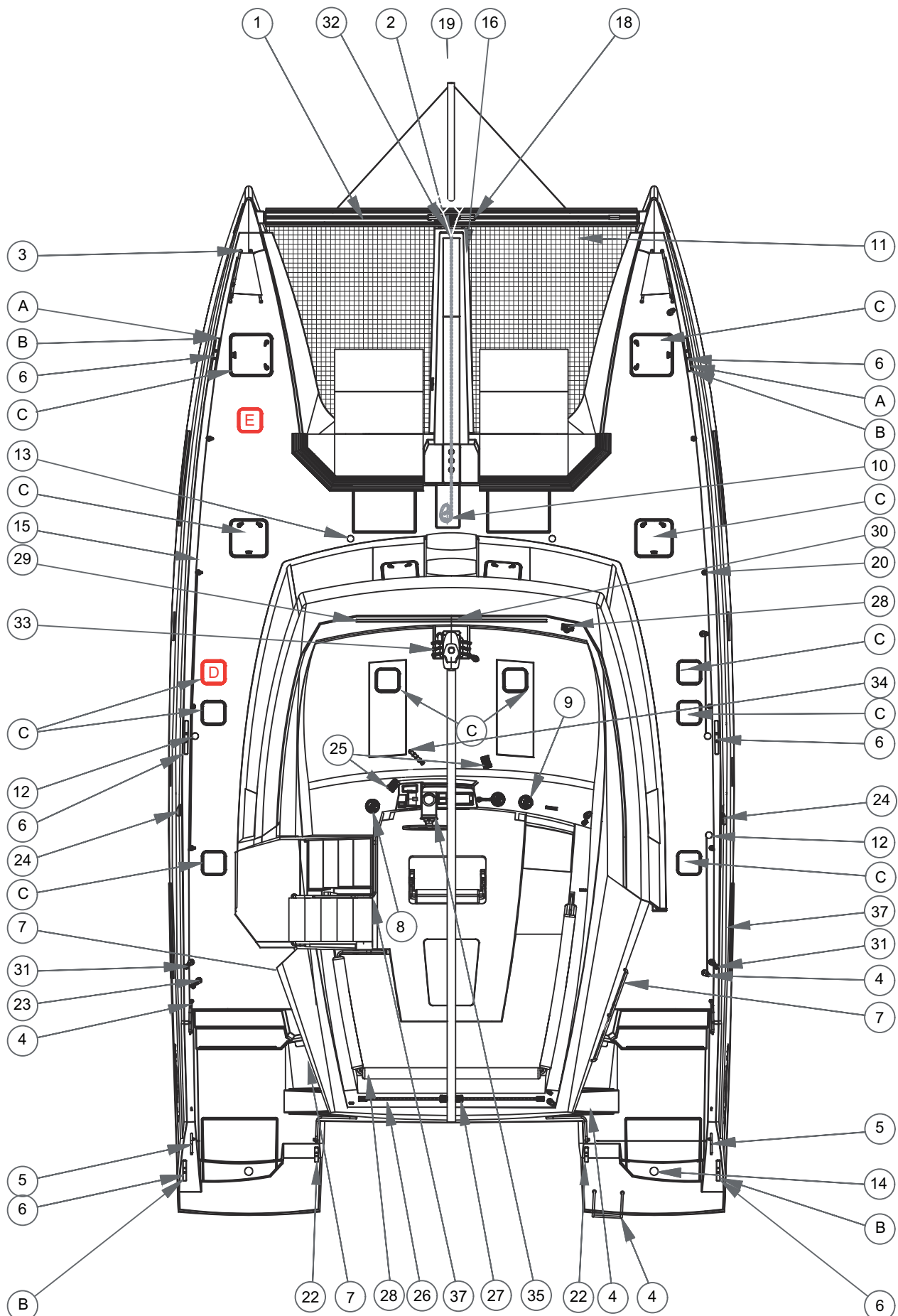


2 - Layout
3 cabins layout

Designation
1 owner's cabin with head 2 double cabins 2 heads 1 fore peak single bunks *

* Option

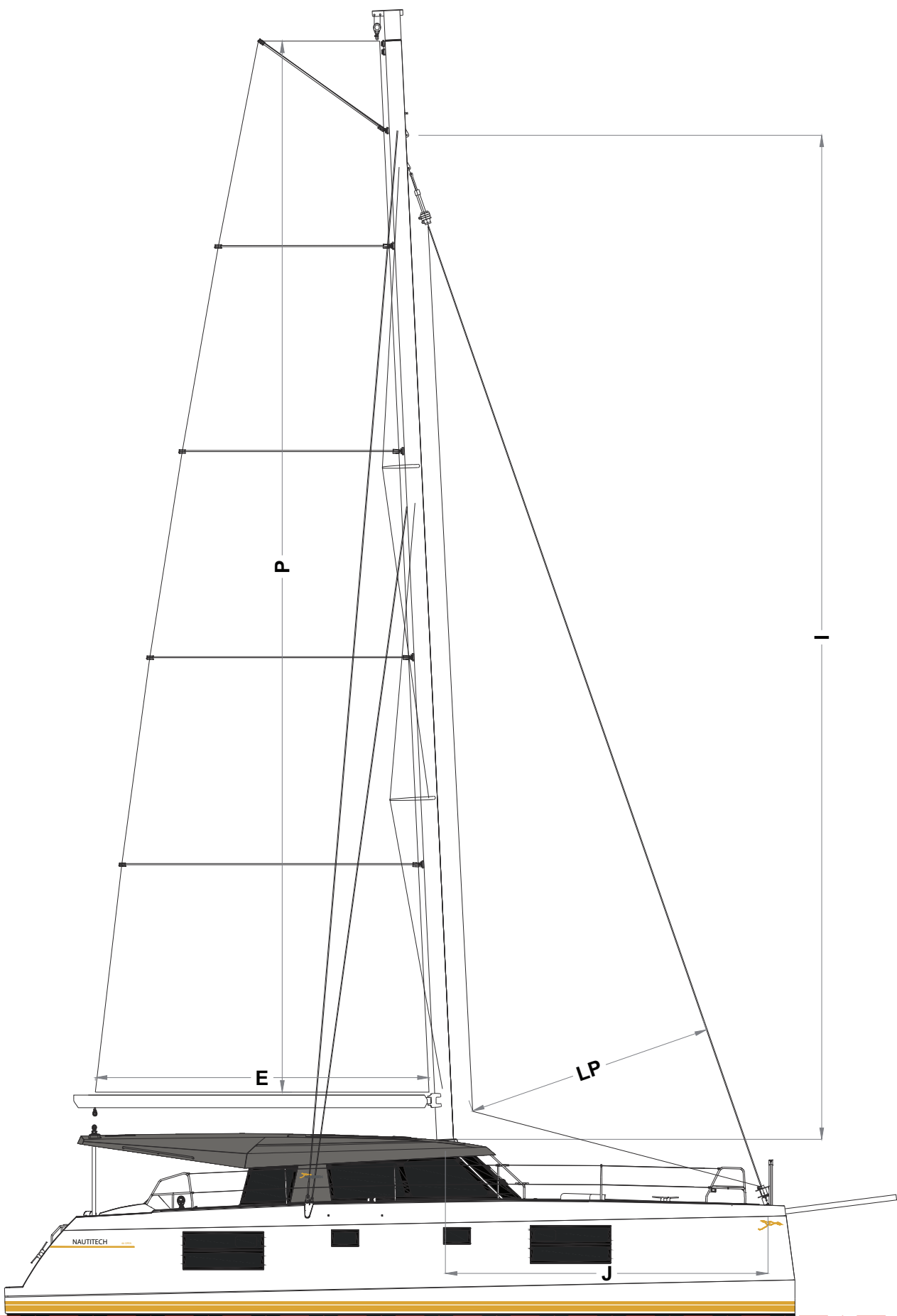
3 - Deck fitting



3 - Deck fitting

Label	Description
1	Forward beam
2	Stemhead fitting
3	Bow rail
4	Stern rail
5	Transom handrail
6	Mooring cleat
7	Roof handrail
8	Sheet winch
9	Mainsail sheet winch
10	Electric windlass
11	Trampoline
12	Fuel filler deck-plate
13	Fresh-water filler deck-plate
14	Emergency tiller deck-plate
15	Holding tank deck-plate
16	Tack jam-cleat
17	Swimming ladder
18	Martingale
19	Bow sprit
20	Stainless stanchion
21	Aft corner rails
22	Mooring cleat for tender
23	Furling return pulley
24	Upper shroud bolt plates
25	Jam-cleat
26	Mainsail sheet track
27	Mainsail traveller
28	Flat deck pulley
29	Genoa track with stops
30	Genoa traveller
31	Return pulley for gennaker sheet
32	Genoa furler
33	Mast foot and mast return pulley
34	Return flat deck
35	Compass et steering wheel
A	Grab-line fixing point on cleats
B	Towing points
C	Hatches must be closed when underway
D	Hatche (4 cabins layout only)
E	Hatche (3 cabins layout only)

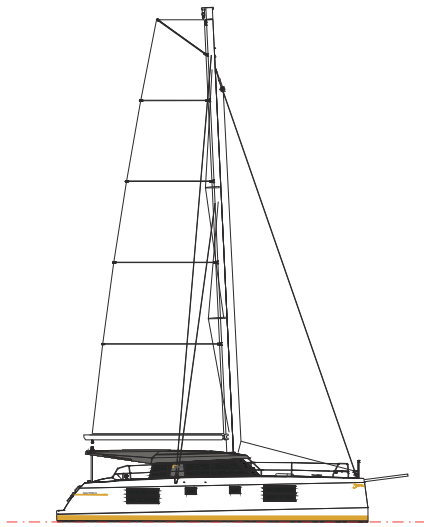
4 - Sail plan



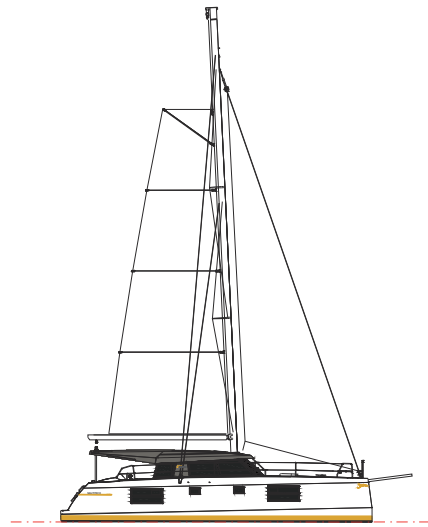
4 - Sail plan

Designation	
I	16 700 mm
J	5 650 mm
P	18 270 mm
E	5 830 mm
LP	4 300 mm
Surface grand-voile	74.63 m ²
Surface solent autovireur	38.00 m ²
Surface gennaker	95.0 m ²

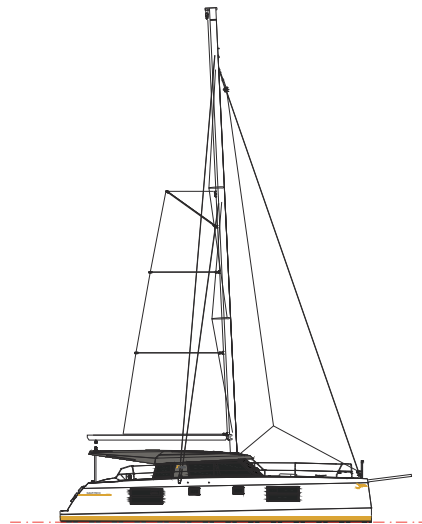
5 - Reducing sail



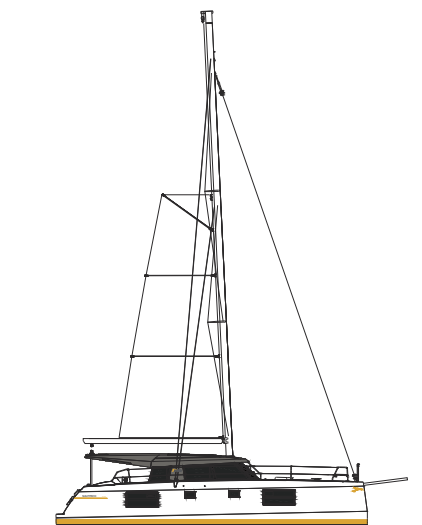
1



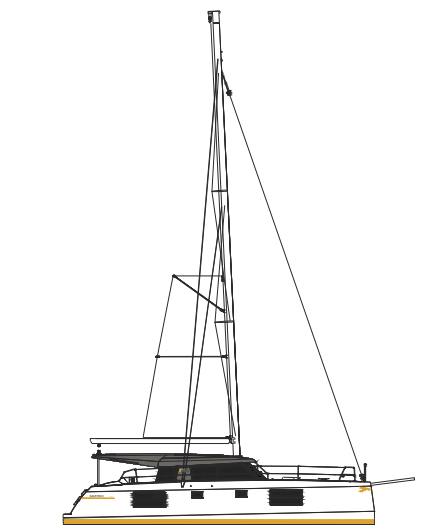
2



3



4



5

5 - Reducing sail

Sails set	Sails area	Apparent wind speed *
Mainsail high + Code 0 **	142.3 m ²	19 knots
Mainsail high + genoa	126.3 m ²	26 knots
Mainsail 1st reef + solent or rolled genoa (GR1)	95 m ²	31 knots
Mainsail 2nd reef + rolled solent (SR1) or rolled genoa (GR2)		36 knots
Mainsail 3rd reef + 6 m ² area storm jib or staysail TR1 or GR3	33 m ²	46 knots
Mainsail + gennaker ** and downwind	171.4 m ²	<u>24 knots (real)</u>
Mainsail + spi and downwind	225.5 m ²	<u>20 knots (real)</u>

* Except downwind where the wind speeds indicated are the real wind speeds

** Optional sails

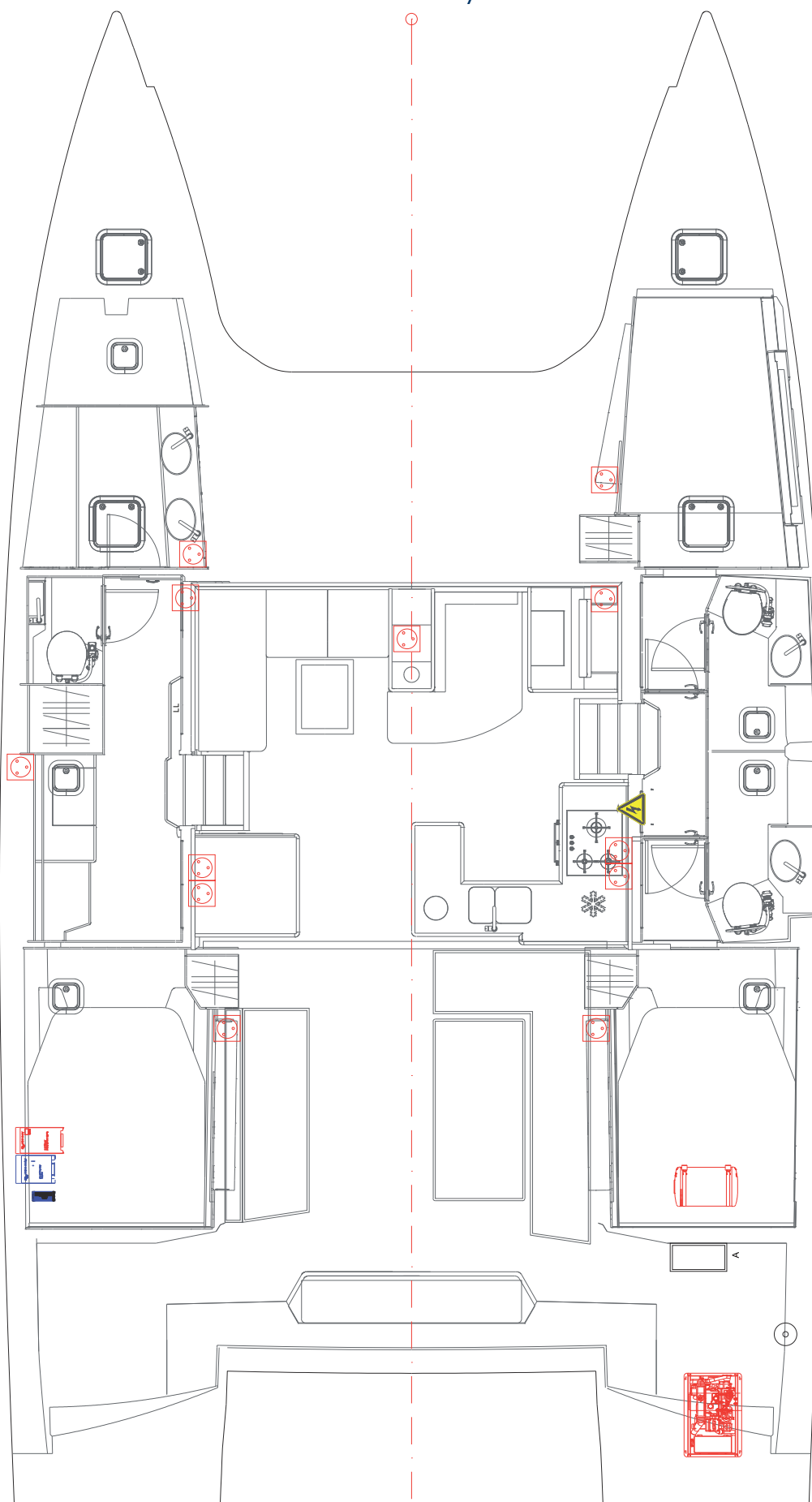
To limit the risk of capsizing, sail should be reduced according to the force of the wind, as well as factors such as:

- sea conditions
- comfort and skill of crew
- entering and leaving port
- gusty winds or fog

Pictograms at helm position



6 - 230 V / 125 V Electrical installation
3 cabins layout



6 - 230 V / 125 V Electrical installation

3 cabins layout

Label	Description
A	Shore socket box
LL	Washer



Service battery charger



Inverter



Engine battery charger



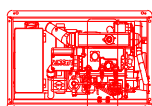
Shore power socket



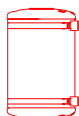
230V socket



230V panel



Electric generator



40L water heater

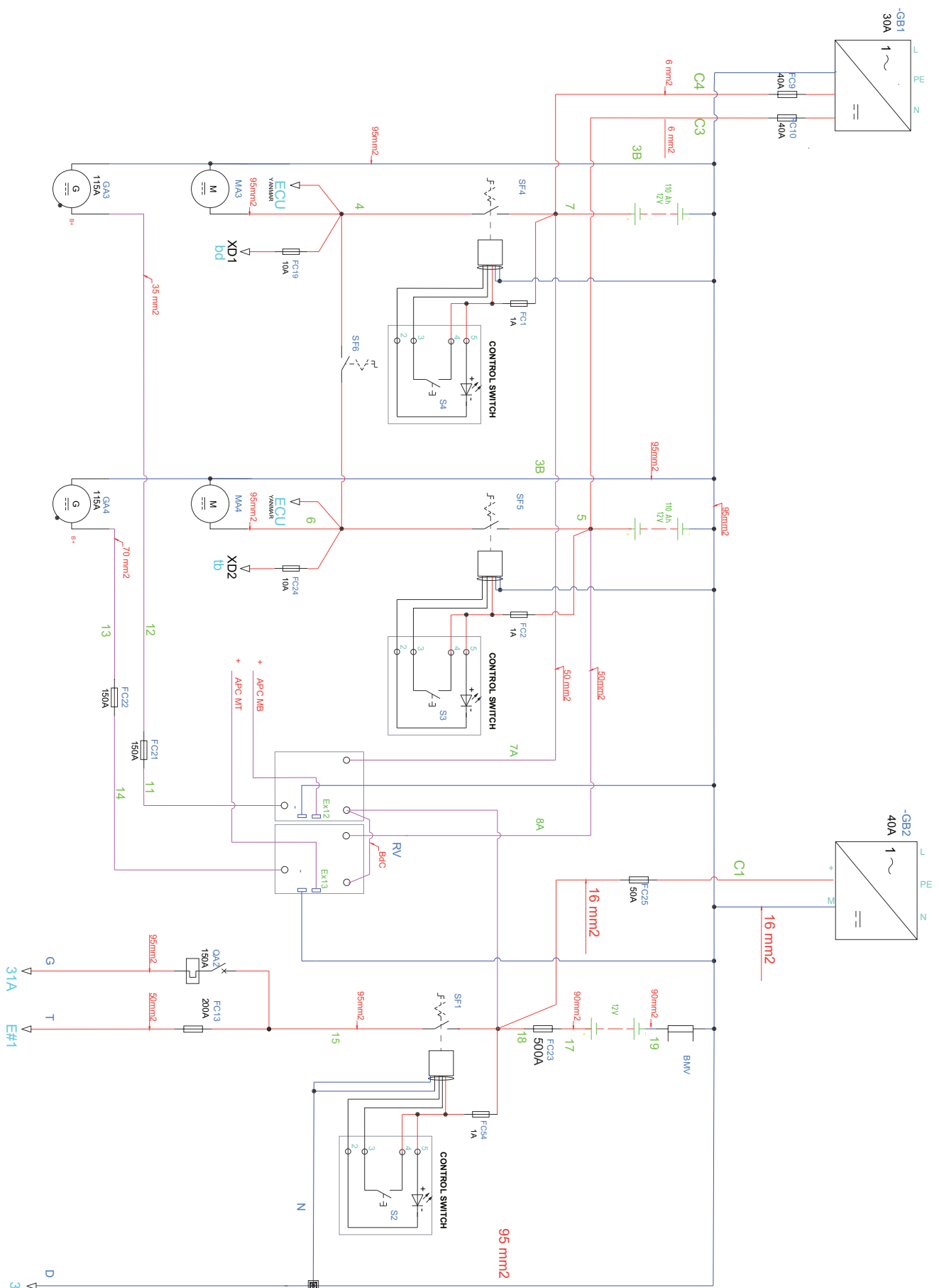
7 - 230 V Electrical panel



Label	Description
1	Shore AC connection main circuit-breaker
2	Polarity inversion warning
3	Voltage presence indicator light
4	Water heater
5	Auxiliary batteries charger
6	Engine battery charger
7	Portside electric socket
8	Starboard electric socket
9	Saloon electric socket
10	Saloon electric socket

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8 - Power system



8 - Power system

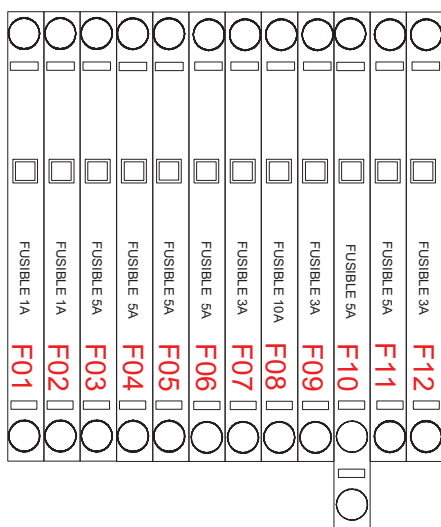
Label	Description
APC MB	Portside engine post-contact
APC MT	Starboard engine post-contact
BdC	Copper Bar
BMV	Shunt
D	Negative
Ex12	Distributor
Ex13	Distributor
FC1	1 Amp fuse
FC2	1 Amp fuse
FC9	40 Amp fuse
FC10	40 Amp fuse
FC11	1 Amp fuse
FC13	200 Amp fuse
FC19	10 Amp fuse
FC21	150 Amp fuse
FC22	150 Amp fuse
FC23	500 Amp fuse
FC24	10 Amp fuse
FC25	50 Amp fuse
FC54	1 Amp fuse
G	Windlass
GA3	portside alternator
GA4	Starboard alternator
-GB1	30 Amp engine batteries charger
-GB2	40 Amp Auxiliary batteries charger
MA3	portside engine
MA4	Starboard engine
N	Negative
QA2	Breaker
RV	Distributor (Cristec RCE 150A 21G)
S2	Battery switches
S3	Battery switches
S4	Battery switches
SF1	Auxiliary batteries circuit-breaker
SF4	Portside engine battery circuit-breaker
SF5	Starboard engine battery circuit-breaker
SF6	Emergency engine circuit-breaker
T	Distribution panel
XD1 bd	Portside engine fan
XD2 tb	Starboard engine fan

ECU connection is necessary for YANMAR engine.

9 - Fuses

Galley terminal block

ELECTRONIC



Fuses nomenclature

N°	Caliber	Function
F01	1 Ampere	Spleeter
F02	1 Ampere	Camera
F03	5 Amperes	Radar
F04	5 Amperes	NEP2
F05	5 Amperes	Chart table screen
F06	5 Amperes	Free
F07	3 Amperes	Starboard corridor NMEA network
F08	10 Amperes	Free
F09	3 Amperes	Hub forward scan
F10	5 Amperes	Fly screen
F11	5 Amperes	Fly screen
F12	3 Amperes	Engine NMEA network

SERVICE



Fuses nomenclature

N°	Caliber	Function
F01	25 Amperes	Electronic supply
F02	25 Amperes	Lighting options supply
F03	5 Amperes	Chart table reading light
F04	10Amperes	VHF Fly
F05	10 Amperes	Free
F06	15 Amperes	HI-FI
F07	10 Amperes	TV antenna
F08	10 Amperes	Fans galley
F09	15 Amperes	HI-FI Fly
F10	1 Ampere	BLOC7 Scheiber
F11	10 Amperes	VHF chart table
F12	2 Amperes	NSPL
F13	15 Amperes	Fly fridge

Portside terminal block

N°	Caliber	Function
F01	15 Amperes	Grey water pump
F02	5 Amperes	Under bridge deck lighting
F03	5 Amperes	Courtesy lighting
F04	25 Amperes	Electronic pilot
F05	15 Amperes	Port lighting
F06	25 Amperes	Back toilet
F07	10 Amperes	Cockpit fridge
F08	15 Amperes	Free
F09	15 Amperes	Corridor freezer
F10	25 Amperes	Front toilet
F11	10 Amperes	12V front cabin
F12	10 Amperes	12V back cabin
F13	10 Amperes	12V corridor
F14	10 Amperes	Galley fridge
F15	10 Amperes	Engine lighting
F16	10 Amperes	Free

☐	☐	☐	FUSIBLE 10A	F16	☐
☐	☐	☐	FUSIBLE 10A	F15	☐
☐	☐	☐	FUSIBLE 10A	F14	☐
☐	☐	☐	FUSIBLE 10A	F13	☐
☐	☐	☐	FUSIBLE 10A	F12	☐
☐	☐	☐	FUSIBLE 10A	F11	☐
☐	☐	☐	FUSIBLE 25A	F10	☐
☐	☐	☐	FUSIBLE 15A	F09	☐
☐	☐	☐	FUSIBLE 15A	F08	☐
☐	☐	☐	FUSIBLE 10A	F07	☐
☐	☐	☐	FUSIBLE 25A	F06	☐
☐	☐	☐	FUSIBLE 15A	F05	☐
☐	☐	☐	FUSIBLE 25A	F04	☐
☐	☐	☐	FUSIBLE 5A	F03	☐
☐	☐	☐	FUSIBLE 5A	F02	☐
☐	☐	☐	FUSIBLE 15A	F01	☐

N°	Caliber	Function
F01	15 Amperes	Courtesy lighting
F02	15 Amperes	Under bridge deck lighting
F03	15 Amperes	Grey water pump
F04	15 Amperes	Fresh water pump
F05	15 Amperes	Starboard lighting
F06	25 Amperes	Back toilet
F07	5 Amperes	Engine lighting
F08	10 Amperes	12V front cabin
F09	10 Amperes	12V back cabin
F10	15 Amperes	Galley fridge
F11	25 Amperes	Front toilet
F12	10 Amperes	Helm station VHF
F13	25 Amperes	Oven / Gas plate inverter

☐	☐	☐	FUSIBLE 25A	F13	☐
☐	☐	☐	FUSIBLE 10A	F12	☐
☐	☐	☐	FUSIBLE 25A	F11	☐
☐	☐	☐	FUSIBLE 15A	F10	☐
☐	☐	☐	FUSIBLE 10A	F09	☐
☐	☐	☐	FUSIBLE 10A	F08	☐
☐	☐	☐	FUSIBLE 5A	F07	☐
☐	☐	☐	FUSIBLE 25A	F06	☐
☐	☐	☐	FUSIBLE 15A	F05	☐
☐	☐	☐	FUSIBLE 15A	F04	☐
☐	☐	☐	FUSIBLE 15A	F03	☐
☐	☐	☐	FUSIBLE 15A	F02	☐
☐	☐	☐	FUSIBLE 15A	F01	☐

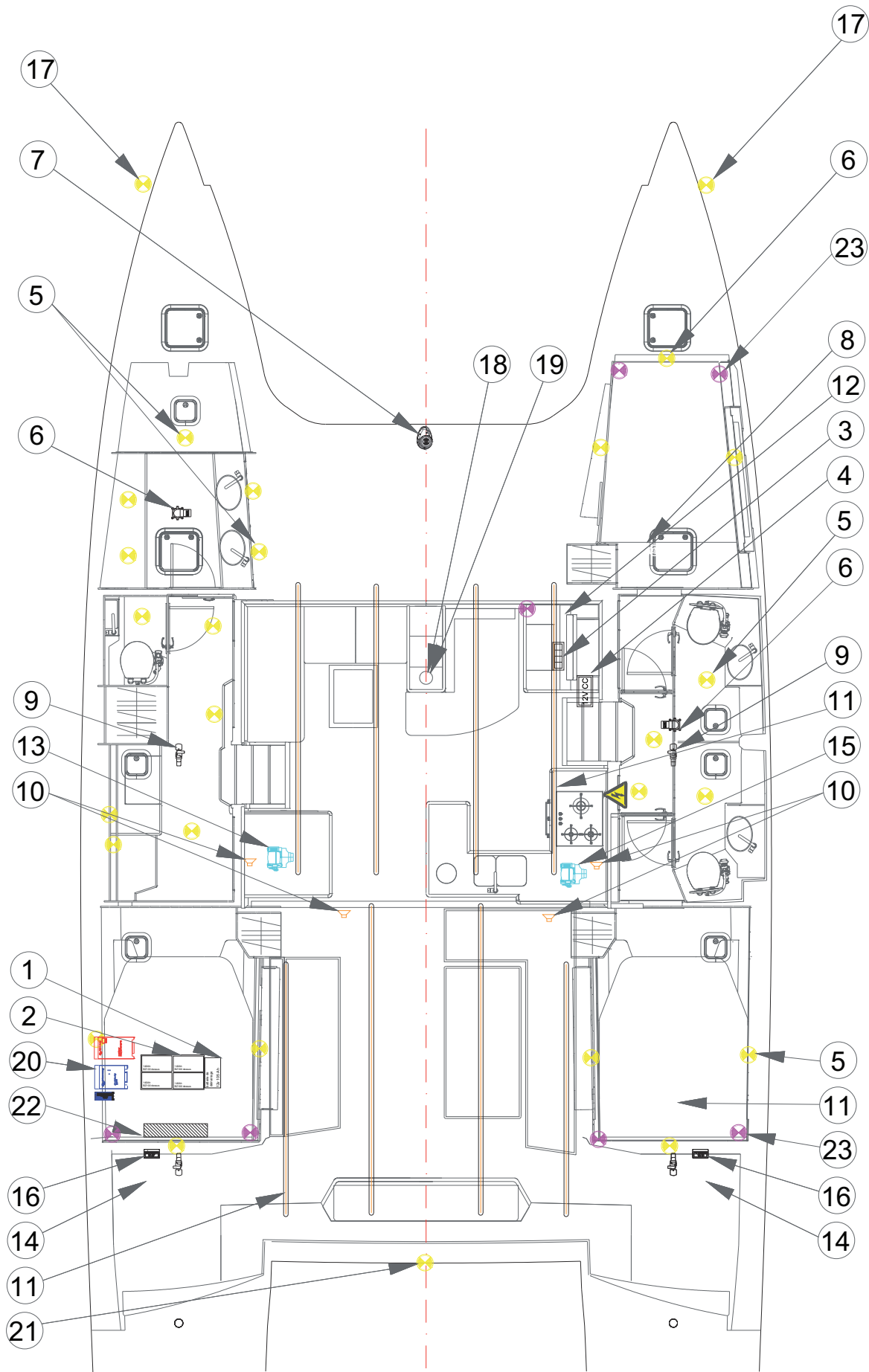
10 - 12 V Electrical Panel



Label	Description
1	Electronics
2	Navigation lights
3	Steering light
4	Deck floodlight
5	Anchor light
6	Courtesy lighting
7	Speaders lighting
8	Lighting
9	Bilge pump portside
10	Bilge pump starboard
11	Fresh water pump
12	Sea water pump
13	Underwater lighting
14	Bridge deck lighting
15	USB socket (5VDC - 2Ah)

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11 - 12 V DC Electrical installation 3 cabins layout

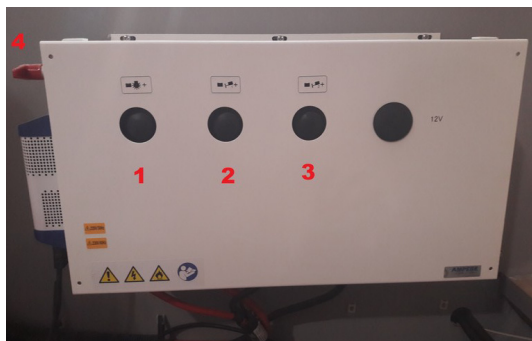


11 - 12 V DC Electrical installation 3 cabins layout

Label	Description
1	Engine battery (2 x 90 Ah)
2	Auxiliary batteries (3 x 140 Ah)
3	Battery monitoring (Chart table)
4	12 V electrical panel
5	LED spotlight
6	Grey water pump
7	Windlass
8	Water pump unit
9	Bilge pump
10	Loud speakers
11	LED strip
12	Chart table
13	Fridge*
14	Compass light
15	Refrigeration unit
16	Navigation instruments*
17	Masthead navigation lights
18	Deck light
19	Steaming light
20	Inverter + Engine battery charger
21	Stern light
22	Battery isolator switch box

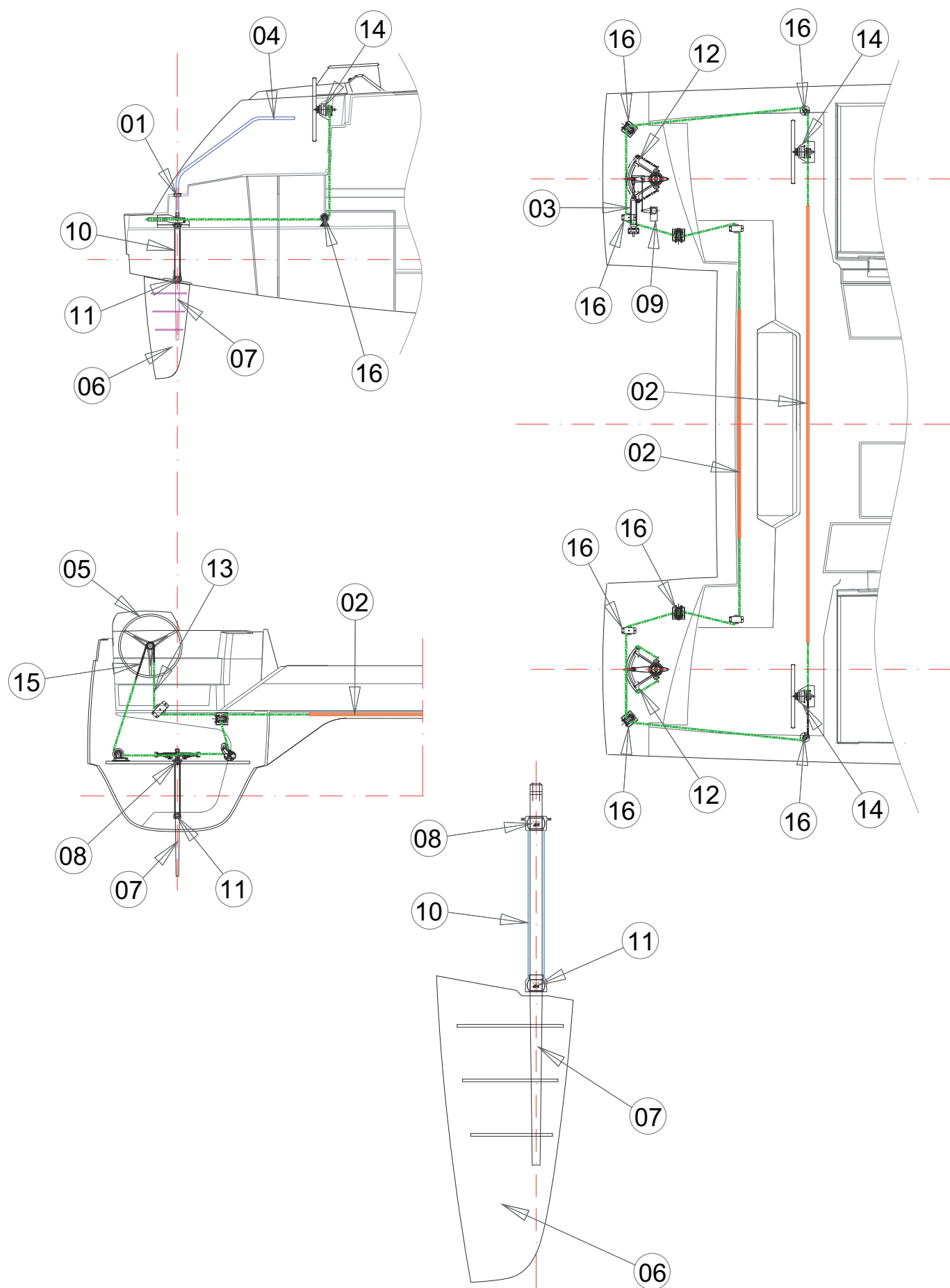
* Option

Battery switches:



- 1 - Service battery switch
- 2 - Port engine battery switch
- 3 - Starboard engine battery switch
- 4 - 12V general battery switch

12 - Stering system

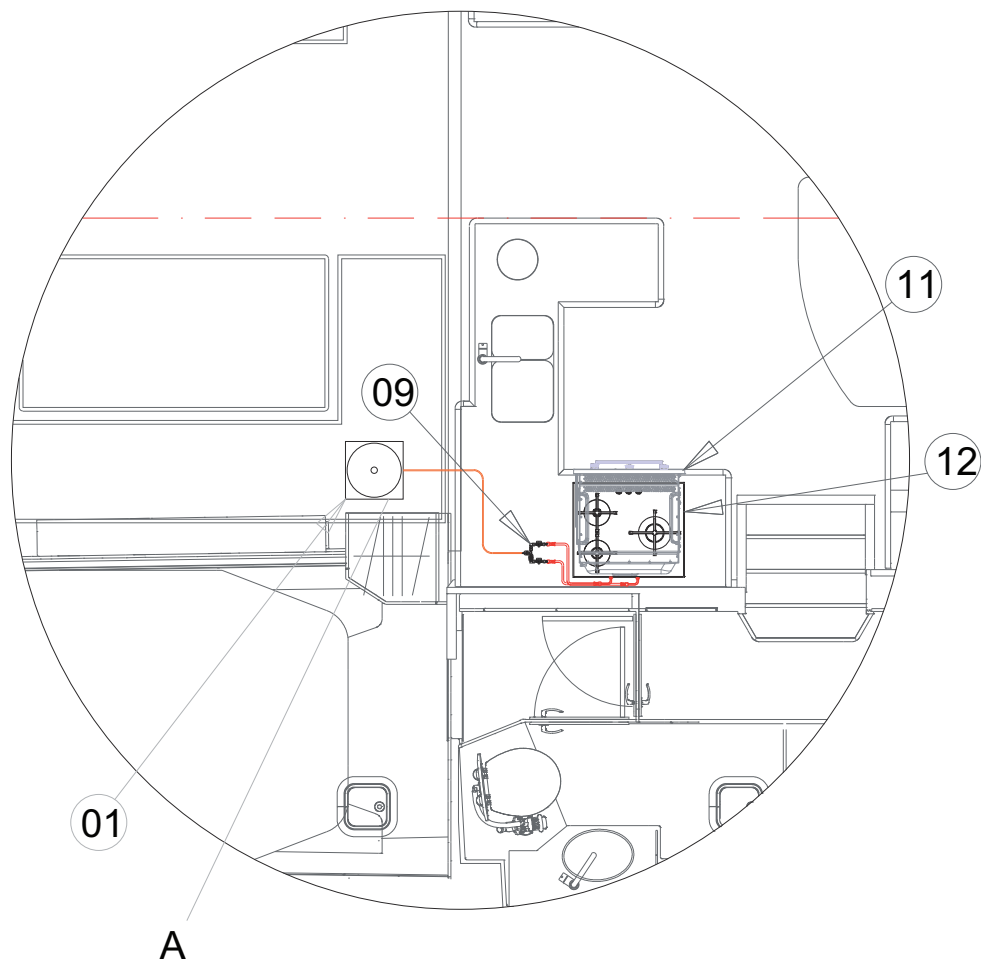
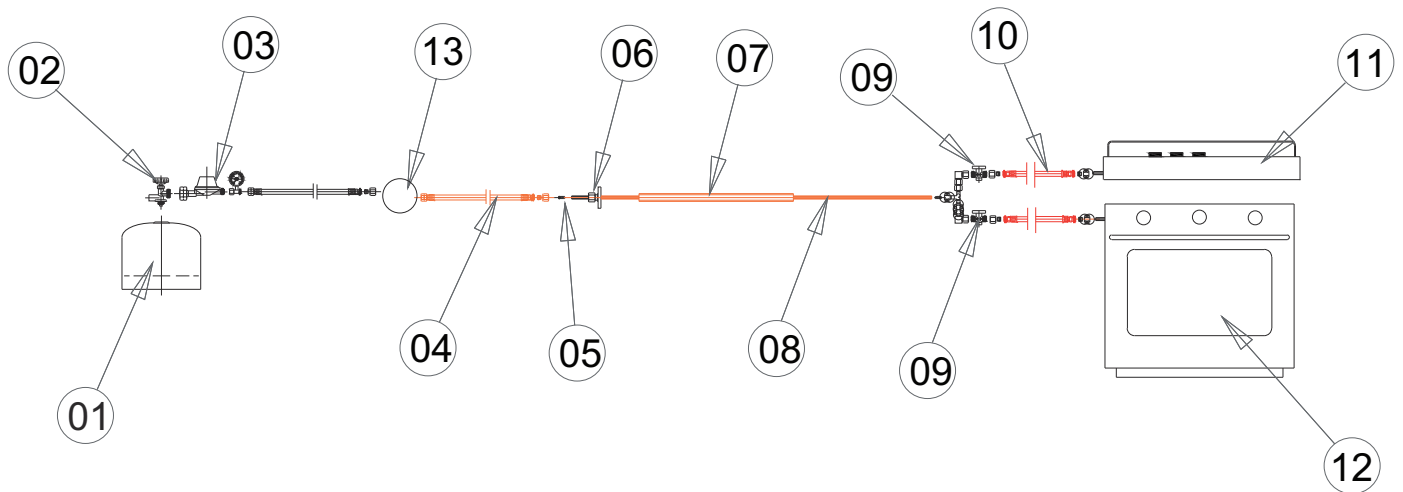


12 - Stering system

Repère	Désignation
1	Tiller deck plate
2	Link bar
3	Autopilot actuator *
4	Emergency tiller
5	Steering wheel
6	Rudder blade
7	Rudder stock
8	Upper bearing
9	Helm angle indicator *
10	Rudder trunk
11	Lower bearing
12	Quadrant
13	Cable
14	Bulkhead fitting + brake
15	Stainless chain assembly
16	Transfer pulley block

* Option

13 - Gas installation

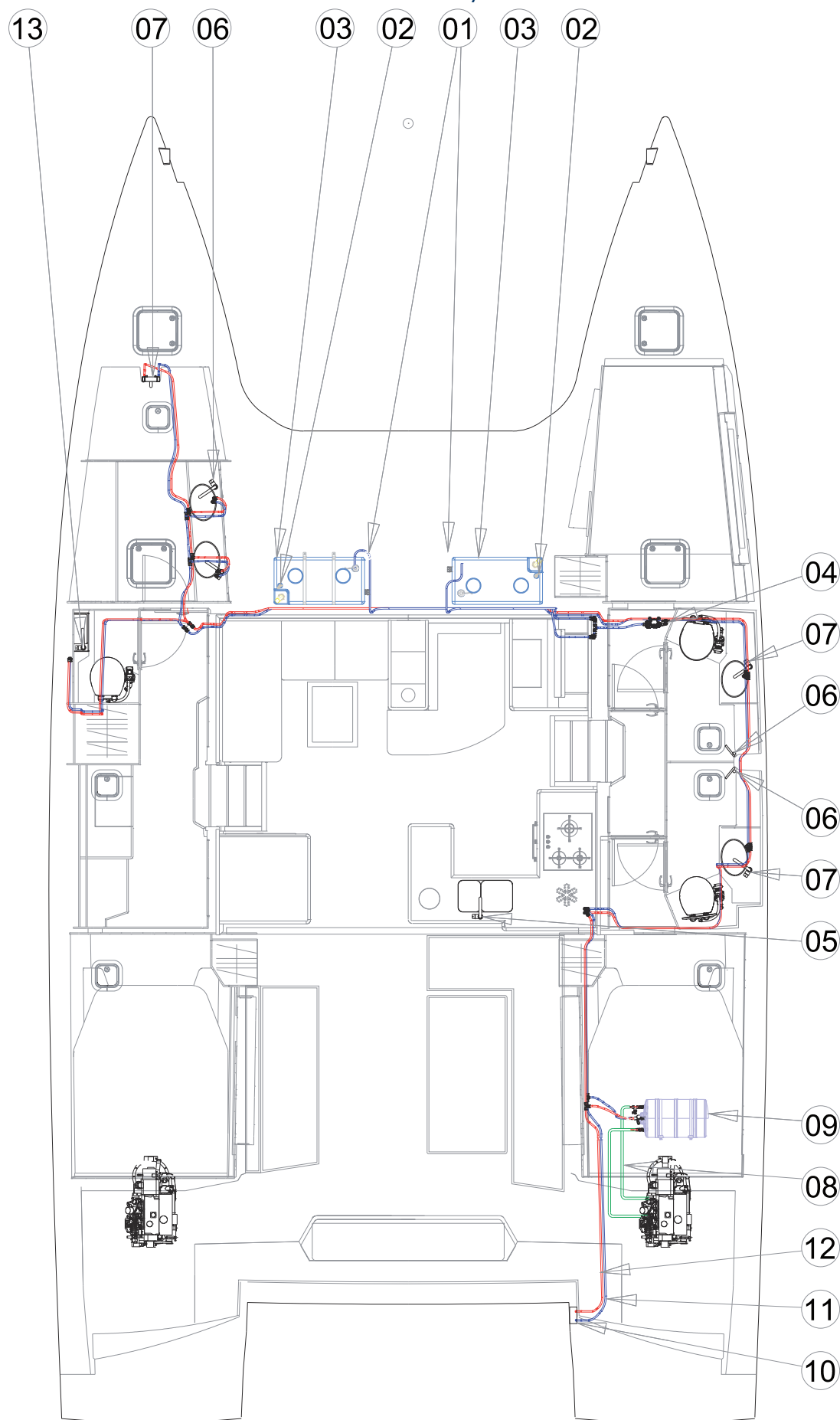


13 - Gas installation

Label	Description
1	Gas cylinder**
2	CE shut-off valve
3	30 mbar CE regulator + pressure gauge
4	Medium length connection hose
5	Spacer piece / 8x10 pipe
6	Seal
7	PVC sleeve
8	8/10 copper pipe
9	CE 2-way multiple gas valve
10	Long connection hose
11	3-ring hob
12	Built-in oven
13	Leak detector
A	Gas cylinder locker vent

** Not supplied

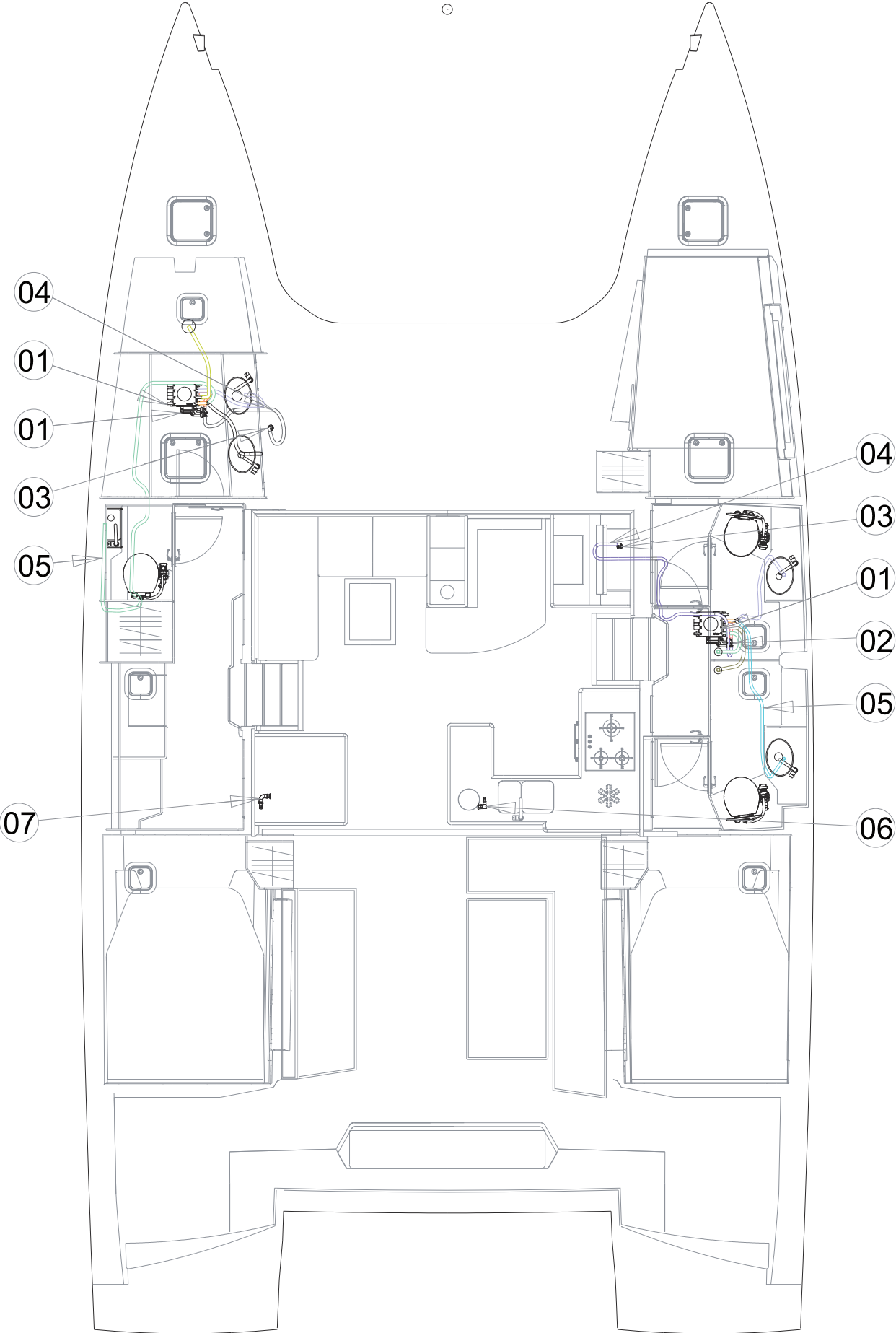
14 - Fresh-water system
3 cabins layout



14 - Fresh-water system
3 cabins layout

Label	Description
1	Fresh water filling drain plug
2	Vent
3	Water tanks (2 x 300 L)
4	Pressurized water unit
5	Galley sink mixer tap
6	Mixer shower
7	Bathroom mixing tap
8	Exchanger engine
9	Water heater (40L)
10	Deck shower (only starboard)
11	Cold water hoses
12	Hot water pipe
13	Master's toilet mixer tap

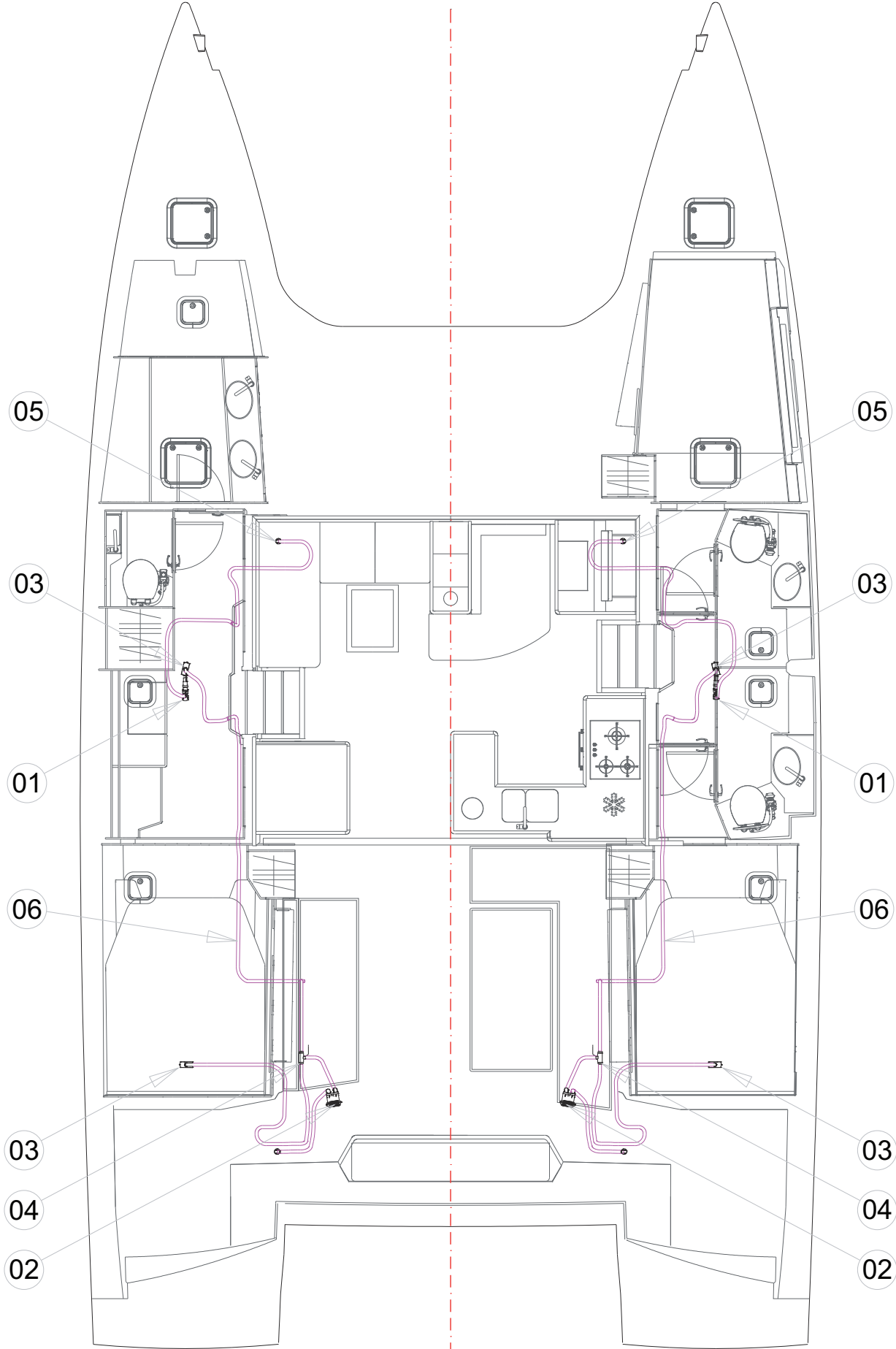
15 - Waste water
3 cabins layout



15 - Waste water
3 cabins layout

Label	Description
1	Waste water collector
2	Waste water drain pump
3	Thru-hull fitting collector drainage
4	Spiral evacuation pipe
5	Spiral flow pipe
6	Through-hull sink drain
7	Through-hull fridge drain

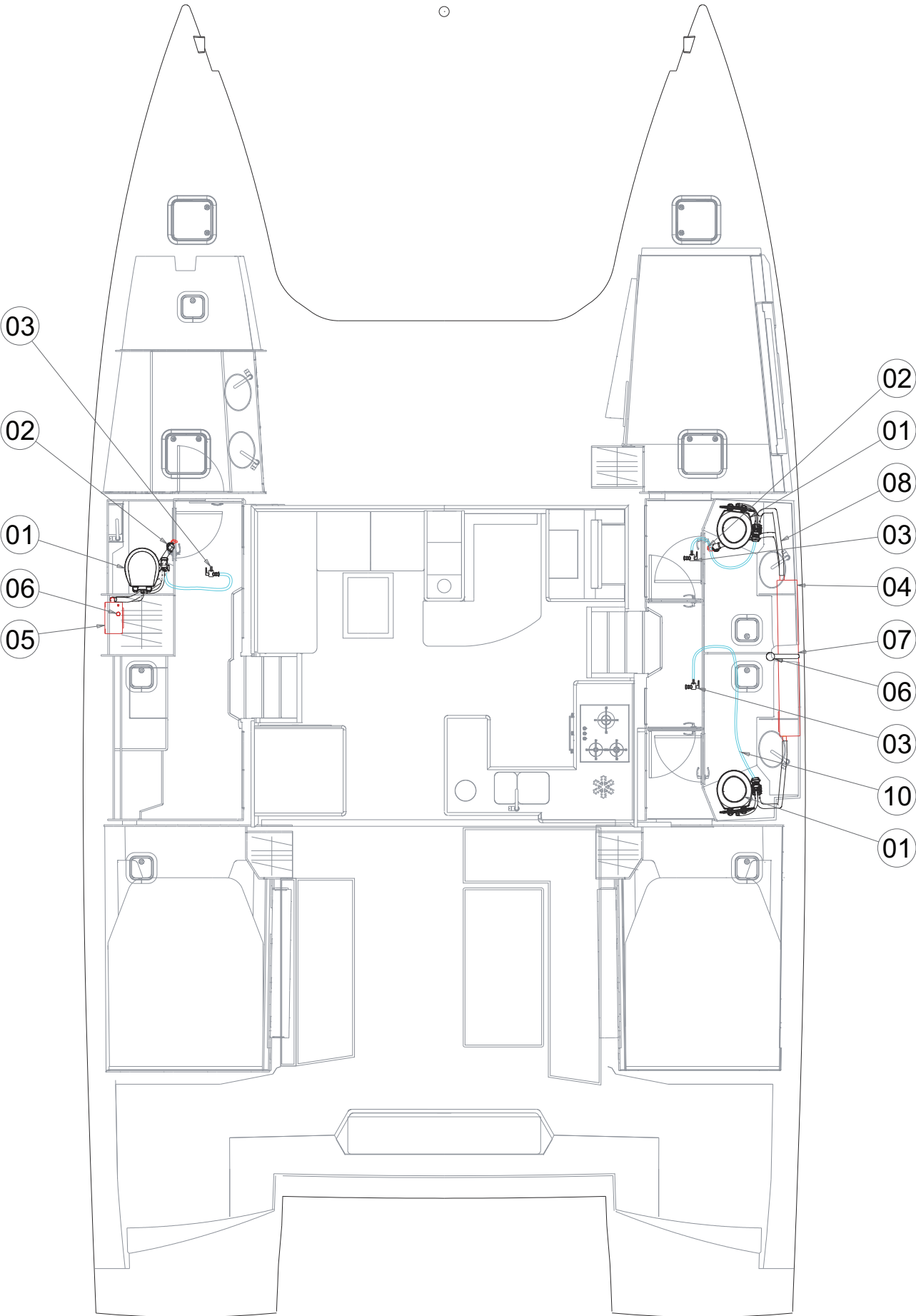
16 - Drainage system
3 cabins layout



16 - Drainage system
3 cabins layout

Label	Description
1	Automatic electrical pump
2	Hand pump
3	Manual pump intake strainer
4	3-way valve
5	25 mm Ø angled skin-fitting
6	25 mm Ø springvin hose

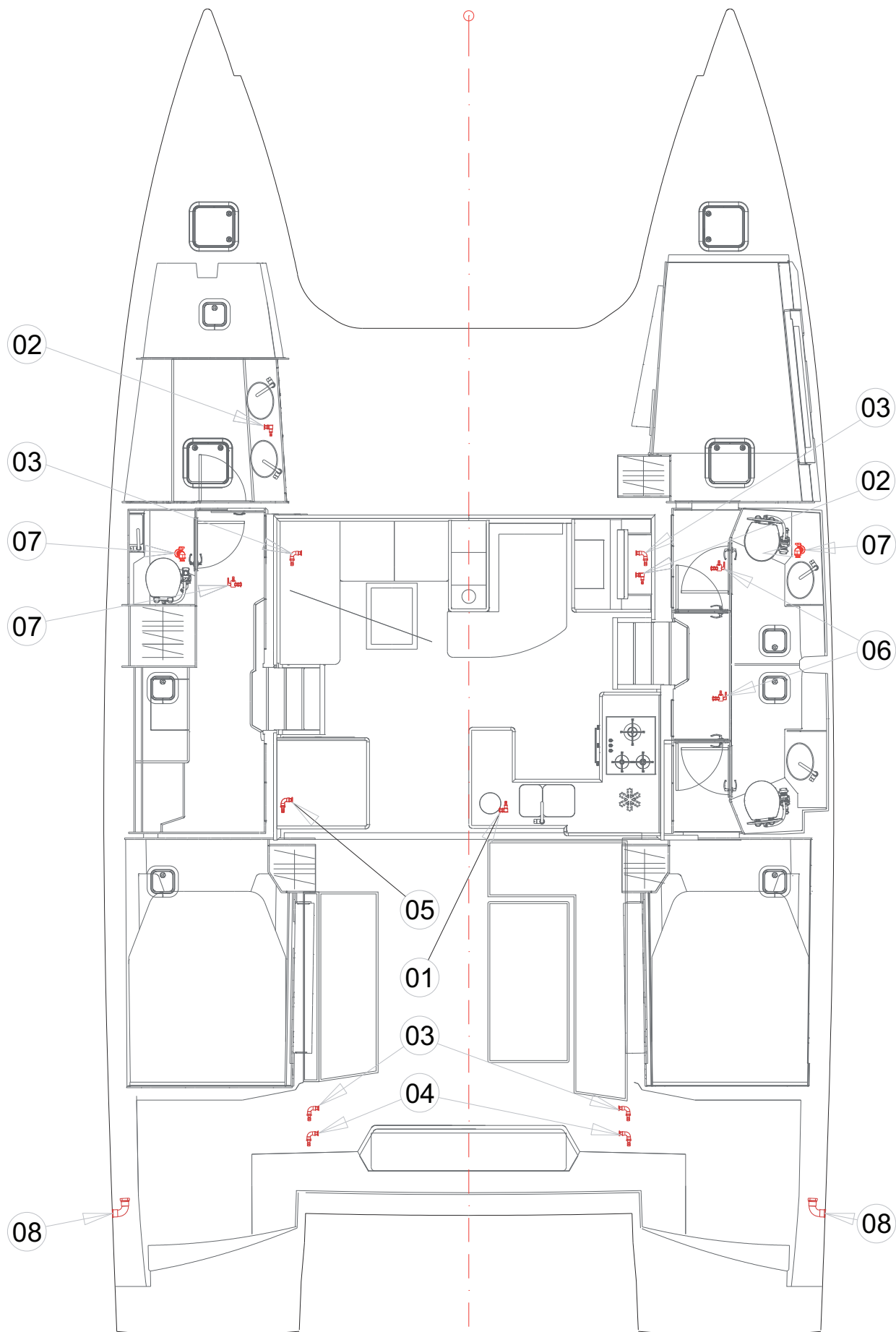
17 - Sewage water system
3 cabins layout



17 - Sewage water system
3 cabins layout

Label	Description
1	Manual W.C.
2	Seacock + lockable valve + connector joints
3	Seacock + valve + connector joints
4	Sewage water tank (85L)
5	Sewage water tank (65L)
6	Drain nozzle
7	Blackwater tank vent
8	Odourless whitepipe
10	Seawater pipe

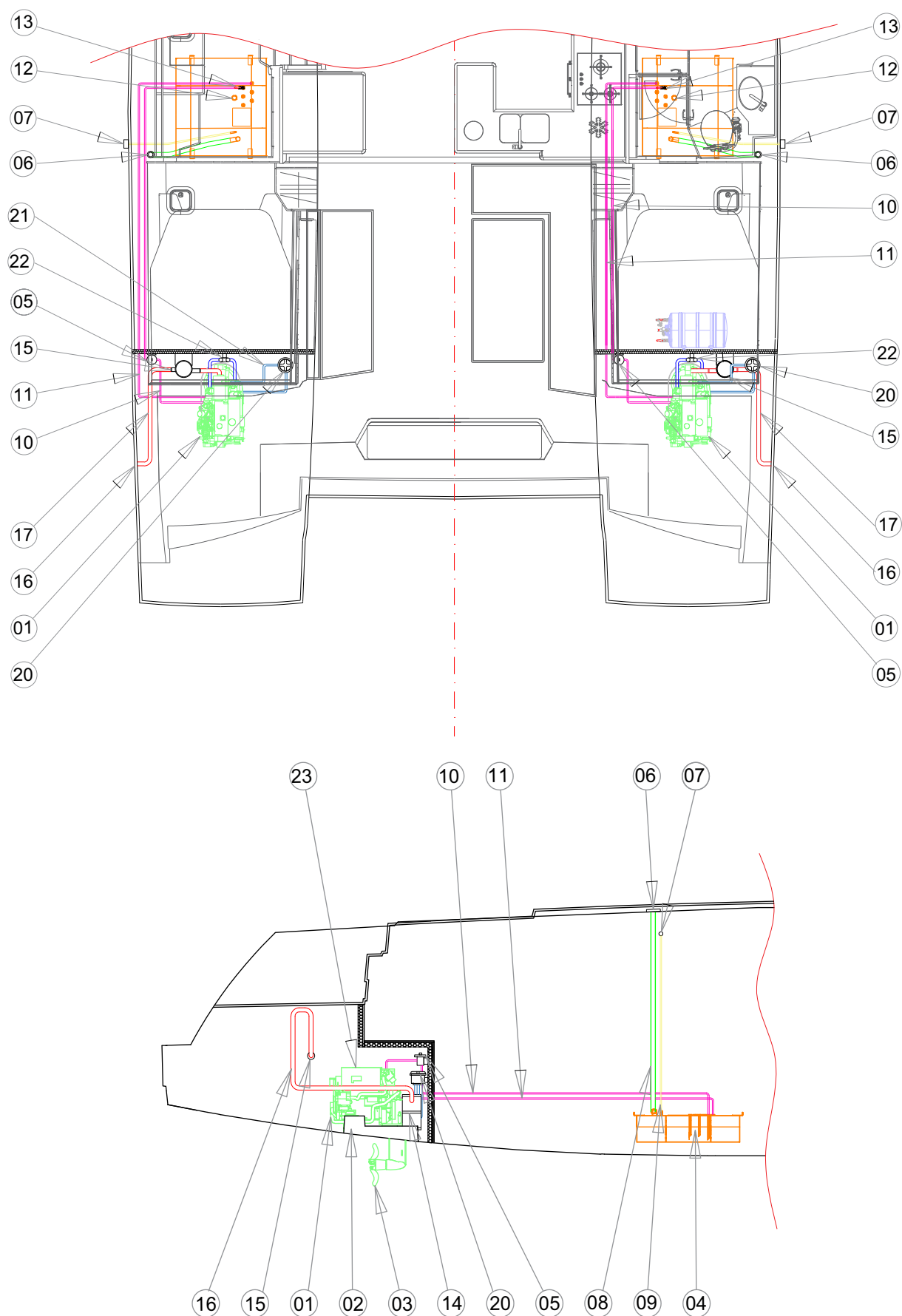
18 - Skin fitting
3 cabins layout



18 - Skin fitting
3 cabins layout

Label	Description
<u>Skin fittings</u>	
1	Galley sink discharge
2	Head wash-basin + shower discharge
3	Electrical bilge pump discharge
4	Manual pump discharge
5	Fridge discharge
<u>Skin-fittings & Seacocks</u>	
6	Toilet sea-water intake
7	Toilets / Holding tank discharge
<u>Gooseneck</u>	
8	Engine exhaust (Height: 1,130 mm)

19 - Implantation mécanique

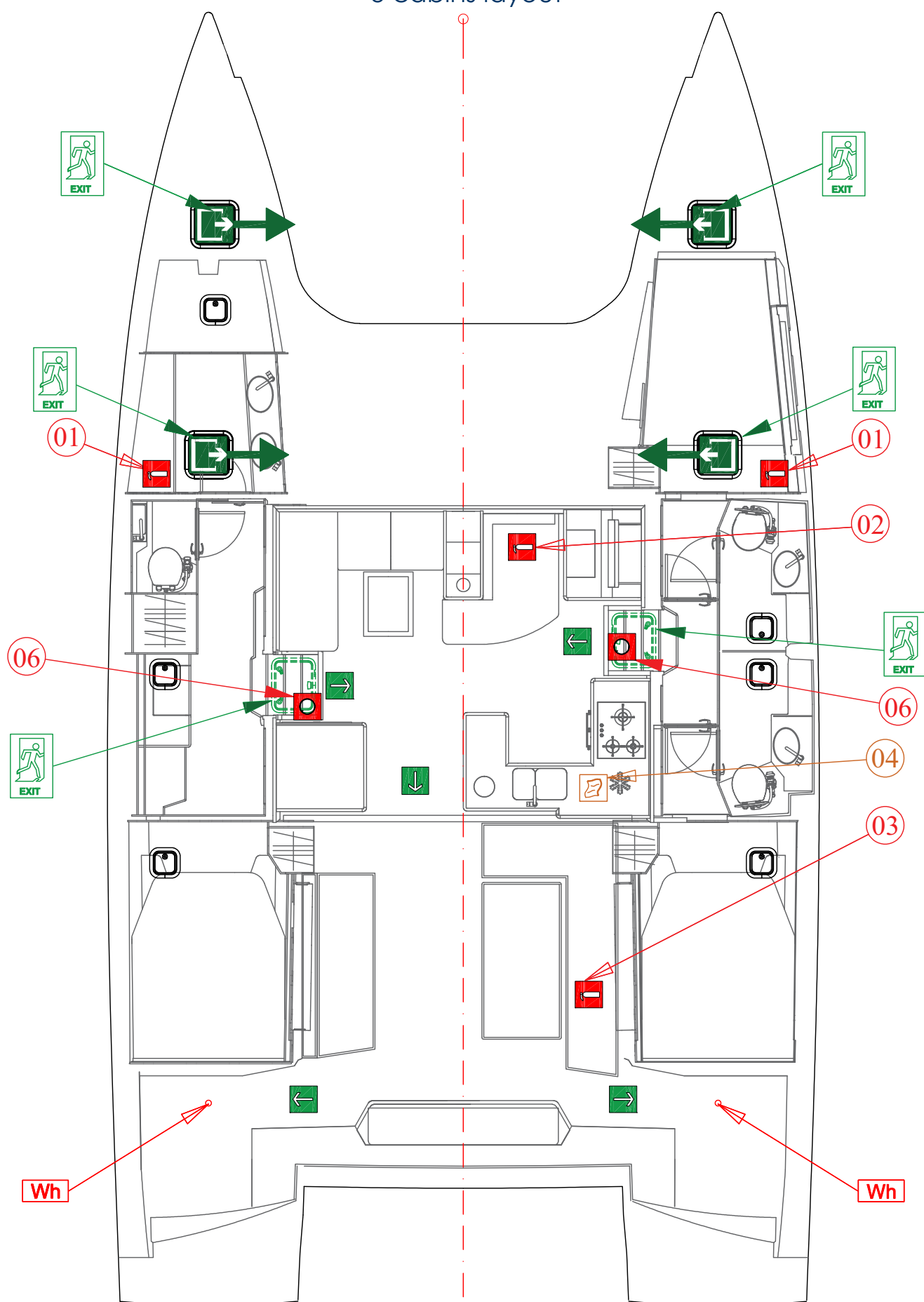


19 - Implantation mécanique

Repère	Désignation
<u>Général</u>	
1	Moteur sail-drive
2	Embase polyester
3	Hélice
<u>Circuit gasoil</u>	
4	Réservoir gasoil 300 L (x 2)
5	Filtre à gasoil
6	Nable de gasoil
7	Évent
8	Tuyau de remplissage gasoil
9	Tuyau d'évent gasoil
10	Tuyau d'alimentation moteur
11	Tuyau de retour moteur
12	Jauge gasoil
13	Vanne de coupure
<u>Échappement / Ventilation</u>	
14	Waterlock
15	Sortie d'échappement
16	Tuyau d'échappement
17	Ventilateur de cale moteur
18	Grille de ventilation
19	Gaine de ventilation
<u>Circuit de refroidissement</u>	
20	Filtre à eau de mer
21	Tuyau eau de mer
22	Coude anti-siphon
23	Remplissage reservoir huile (2 x 6,5 L)

20 - Abandoning ship and fight against fire

3 cabins layout



20 - Abandonning ship and fight against fire

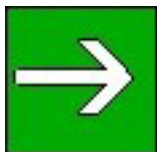
3 cabins layout

Label	Recommended locations for fire-extinguishers
1	Hull passageways **
2	Saloon**
3	Cockpit locker**
4	Fire blanket
5	Escape hatch in the event of capsize
6	Smoke alarm
Exit	Emergency EXIT
Wh	Engine compartment extinguishing hole

** Not supplied



Designated location for a portable fire-extinguisher or the locker where one is stowed



Escape direction



Nearest exit, for example, the deck hatches

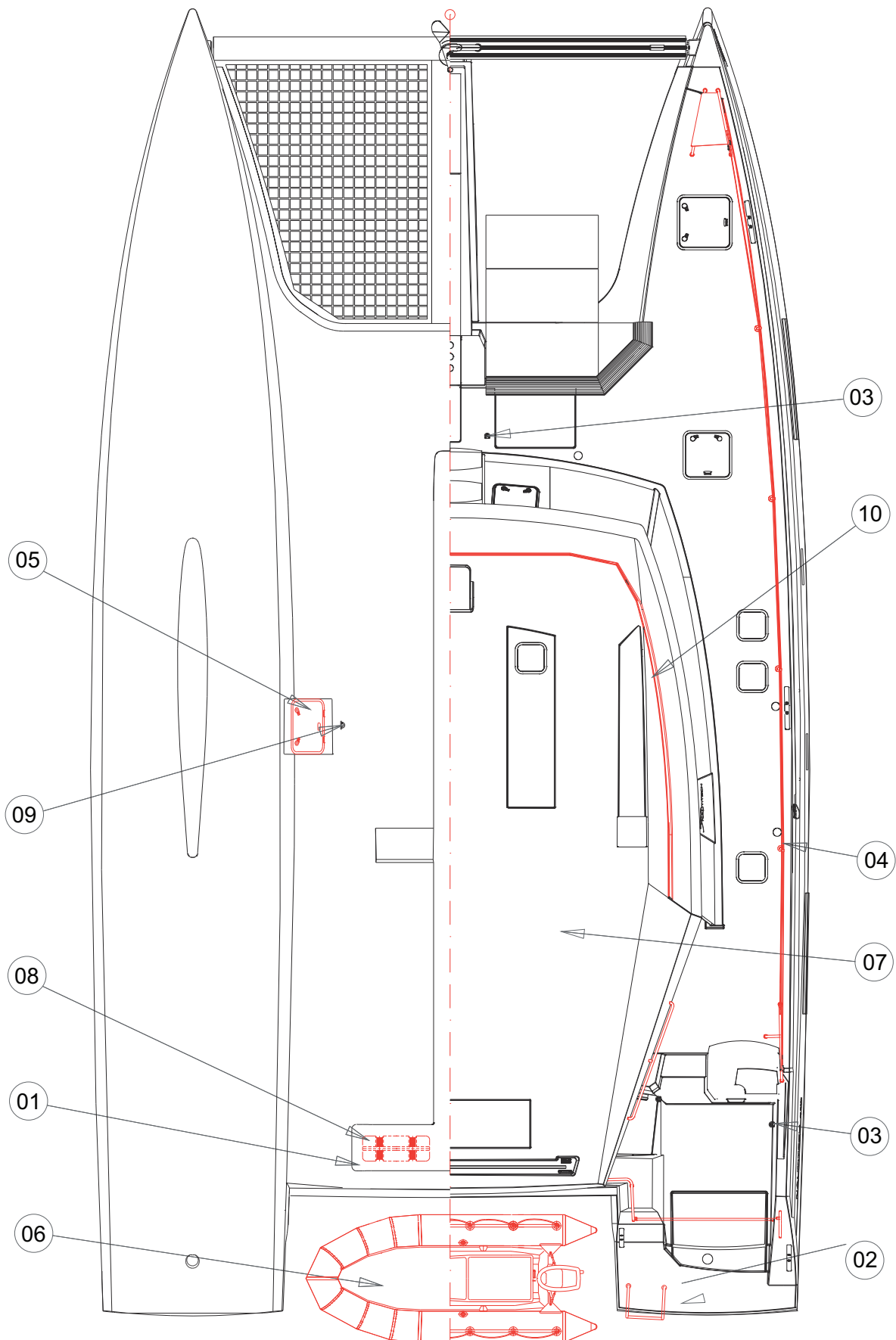


Close to flammable liquids

WARNING

Entering the fore peak cabins is strictly forbidden while sailing.

21 - Life-saving facilities

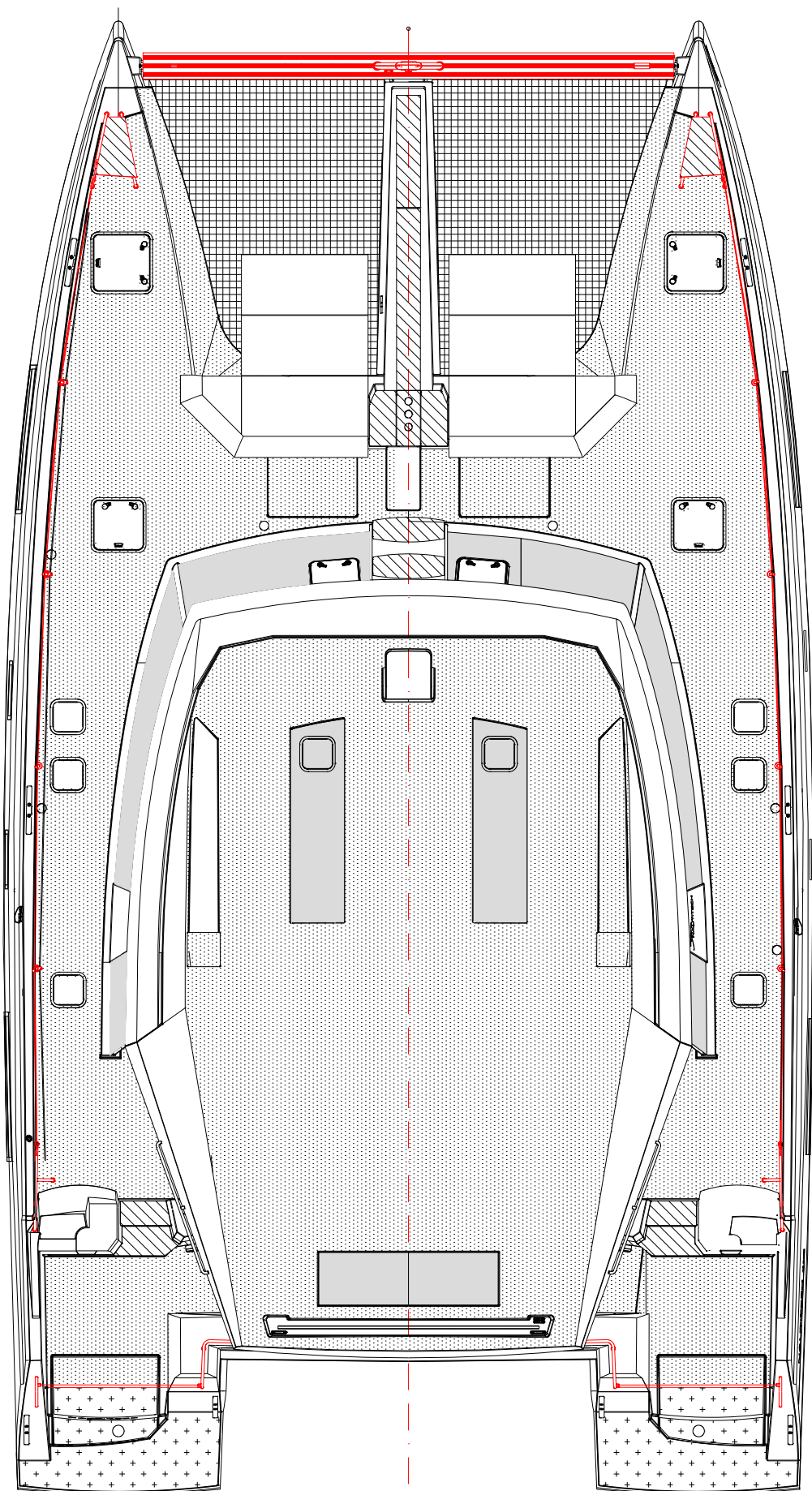


21 - Life-saving facilities

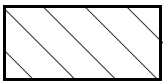
Label	Description
1	Life-rafts stowage
2	Rescue ladder for man-overboard recovery
3	Harnesses chainplate
4	Life-line on deck
5	Escape hatch
6	Tender
7	Wheelhouse cover
8	Life-raft **
9	Stainless steel bridge fitting
10	Coachroof handrail

** Not supplied

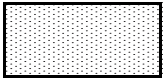
22 - Deck Layout



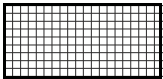
22 - Deck Layout

Workdeck areas

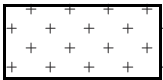
Teak



Non-slip surface



Trampoline

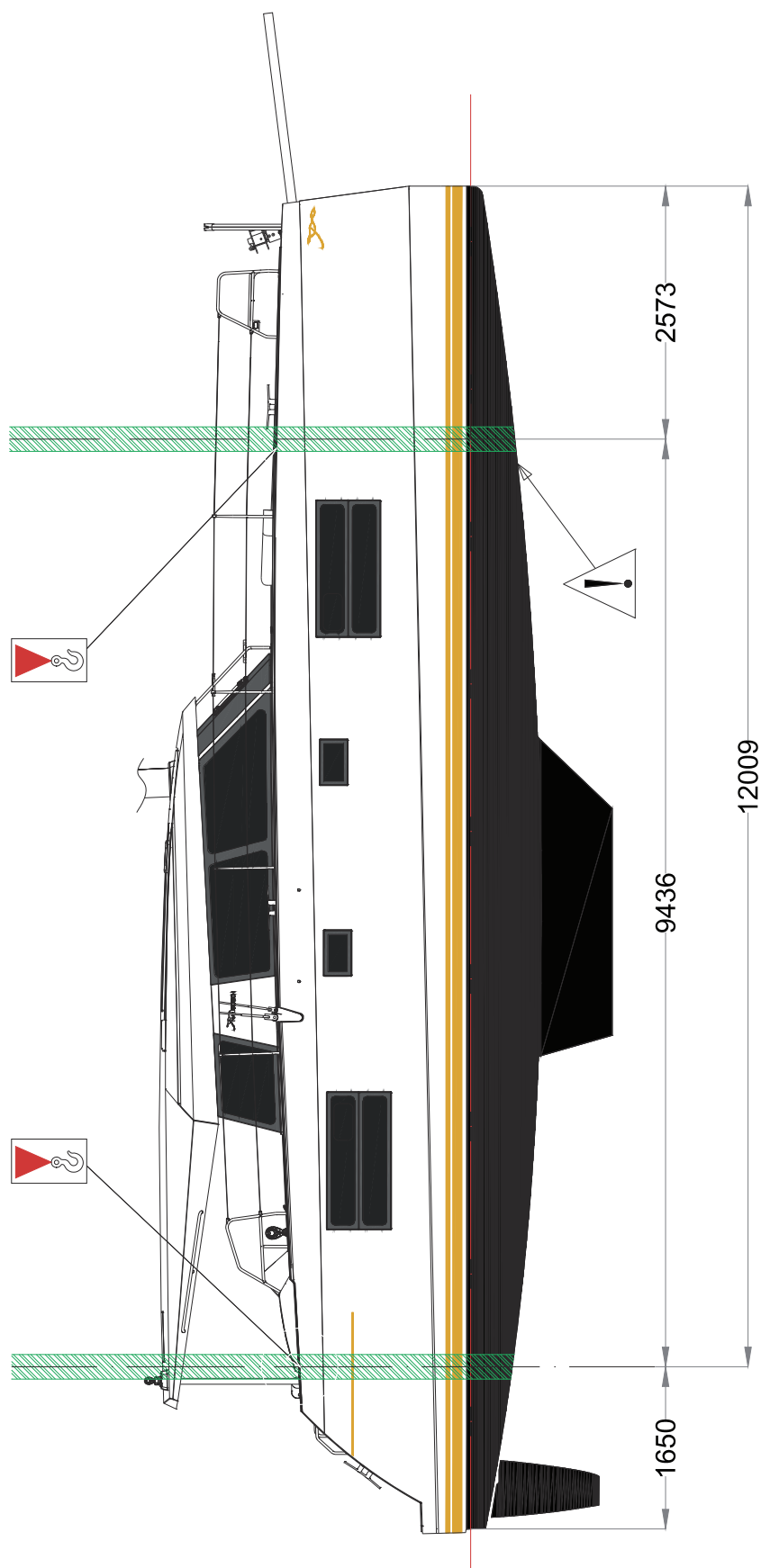


Non-slip surface, not workdeck area



Workdeck area limit

23 - Lifting diagram



23 - Lifting diagram

Designation	
Laden displacement	17,340 kg
Maximum beam	7.55 m
Over all hull length (LOA)	13.71 m



See red triangular marker under deck-line

CAUTION

Be careful of the position of the speed sensor.



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