

# PRESTIGE 440S



## OWNER'S MANUAL



PRESTIGE®

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SPORTS ET LOISIRS

128481  
Index E

<https://www.boat-manuals.com/>



# WELCOME ABOARD

Madam, Sir,

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

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

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

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

Read this user's guide/owner's manual carefully and get to know your boat before using it.

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

The sea is a source for learning. Caution based on a knowledge of one's own limits and those of the boat is the pre-requisite for an accomplished sailor.

Even when your boat has been adapted for them, the sea and wind conditions corresponding to the design categories A, B, C and D may vary, ranging from severe conditions to strong storms subject to the risks of exceptional waves and gusts of wind, this meaning they are dangerous conditions in which only an experienced, fit and well trained crew manoeuvring a well maintained boat can sail in a satisfactory manner.

This user's guide/owner's manual is not a course in safety at sea or about sailing sense. If this is your first boat or if you change to a new type of boat which you are not used to, get some training in boat control and sailing to ensure your safety and comfort. Your dealer, your international sailing association or your yacht club will be very happy to recommend local sailing schools or professional instructors.

Make sure the sea and wind conditions will correspond to the category of your boat and you and your crew are able to handle the boat in these conditions.

Always listen to the weather forecast before you put out to sea.

Keep this user's guide/owner's manual in a safe place and hand it over to the new owner if you sell your boat.

You are advised to keep all the instructions and manuals provided by the boat equipment manufacturers (accessories...) in the same place as this manual

PRESTIGE



# INTRODUCTION

## THE USERS OF THE BOAT ARE INFORMED OF THE FOLLOWING:

■ This user guide/owner's manual is not a maintenance or repair guide. In case of difficulty do not hesitate to call on the services of your concessionaire PRESTIGE.

■ Any alterations which may affect the safety specifications of the boat must be assessed, carried out and recorded by persons qualified to do so. Any change in the distribution of the vessel's mass (adding a radar, altering the mast, changing an engine, etc) may affect the stability, trim and performance of your boat.

The SPBI shipyards may not be held responsible for any alterations which they have not approved.

■ The complete crew must be equipped appropriately.

■ In numerous countries, a licence, an authorization or a training course is requested. Make sure you have this legal authorization before you use your boat.

■ Adapt the use of your boat to her condition that wears out with time and use.

■ Any boat, however solid she may be, may be severely damaged if badly used. This is not compatible with safe navigation. Always adapt the speed and direction of your boat to the conditions of the sea.

■ The boat shall not be loaded more with than the maximum load recommended by the builder, in particular the total weight of the food supplies, of the different equipment that are not supplied by the builder and of the persons on board.

■ The weight of the boat shall be properly distributed.

■ The stability is reduced when you add weight in the upper parts.

■ In case of heavy weather, the hatches, lockers and doors shall be closed in order to minimize the risk of water coming in.

■ Breaking waves are a serious threat to stability.

■ The water in the bilge shall be kept at its minimum.

■ The stability may be reduced when you tow a boat or when you lift heavy weights with the davits or the boom.

■ If your boat is equipped with a liferaft, carefully read the instructions. The boat must have on board all the proper safety equipment (lifejackets, buoys, harness, flares, liferafts, etc.) depending on the type of vessel, its certification, the country, the weather conditions encountered, etc.

■ The crew must be familiar with the use of all the safety equipment and the emergency safety procedures (MOB, towing etc.). Sailing schools organise regular training sessions.

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■ Anyone on the deck shall wear a life jacket or a buoyancy aid.

The safety regulations as defined by the sailing code and enforced by the "COLREG" should be observed.

#### **NAME PLATE:**

Some of the data is shown on the manufacturer's plate fixed to the boat. The explanation of the data is given in the appropriate chapters of this manual.

#### **IDENTIFICATION OF VESSEL:**

The vessel's identification is found on the builder's certificate delivered with the boat and is engraved on the starboard aft side.

So as to be able to continuously improve their product the SPBI shipyards reserve the right to make any alterations in design, layout or equipment which they judge necessary.

That is the reason why the specifications and information given are not contractual, they may be modified without prior notice or up dates.

This owner's manual is designed in accordance with the ISO 10240 standard requirements, it has a general purpose and it may sometimes list some equipment or accessories or deal with some points or questions that are not relevant to your own boat.

The different warnings used throughout this guide are broken down as follows.



#### **DANGER**

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



#### **WARNING**

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

#### **PRECAUTION**

Indicates a reminder of safety practice or draws attention to dangerous practices which could cause injury to persons or damage to the vessel or to its components.

#### **ADVICE - RECOMMENDATION**

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



# HISTORY OF UPDATES

•Index A .....	07/2010
•Index B .....	09/2010
•Index C .....	03/2011
•Index D .....	11/2012
•Index E .....	03/2013



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## PERSONAL NOTES





# SPECIFICATIONS AND WARRANTY

*TECHNICAL SPECIFICATIONS*

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*CERTIFICATION*

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*DESIGN CATEGORY*

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*YOUR BOAT*

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## TECHNICAL SPECIFICATIONS

L.O.A.....	13,36 m
Hull length.....	11,98 m
L.W.L. ....	10,20 m
Overall width.....	4,19 m
Beam .....	4,16 m
Waterline beam.....	3,67 m
Air draught - Empty vessel.....	4,04 m
Draught - Maximum .....	1,05 m
Light displacement.....	9 240 kg
Displacement with maximum load: Category B .....	12 890 kg
Displacement with maximum load: Category C, D .....	13 090 kg
Charge maxim registered: Category B .....	3 648 kg
Charge maxim registered: Category C, D .....	3 848 kg
Including the mass of the persons who are authorized on board (75 kg/175 lbs per adult), the supplies, the liquids that can be used (fresh water and fuel) in fixed completely full tanks, the additional loads, the optional equipments, the liferaft and the scope for load.	
Total mass of liquids (all tanks full).....	1 315 kg
Freshwater capacity.....	2 x 200 l
Capacity of sewage tank.....	120 + 50 l
Fuel oil tank capacity .....	2 x 466 l
Refrigeration unit capacity .....	218 l standard (or 150 l, if Optional equipment Dishwasher)
Recommended maximum power .....	2 x 272 kW
Maximum motorisation mass .....	2 x 900 kg
Battery capacity .....	5 x 110 Ah
Battery capacity .....	2 x 110 Ah (Engine)
Cabins.....	2
Sleeping capacity.....	4/6
<b>Note: The capacities indicated are maximum (including options).</b>	
Architect.....	Jernej JAKOPIN



The engine is the main propulsion means of the PRESTIGE 440S.



## CERTIFICATION

CE Category	Persons Maximum
B	10 persons
C	12 persons
D	12 persons

## DESIGN CATEGORY

Design category	Wind force (Beaufort scale)	Significant height of waves to be considered (in metres H 1/3)
Vessel designed for navigation: A - "At high sea" B - "In open sea" C - "Near to the coast" D - "In sheltered waters"	Over 8 Up to and including 8 Up to and including 6 Up to and including 4	Over 4 Up to and including 4 Up to and including 2 Up to and including 0,3

The PRESTIGE 440S model conforms to the directive 2003/44/CE.

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### **Category A: At high sea**

This craft is designed to operate in winds that may exceed wind force 8 (Beaufort scale) and in significant wave heights of 4 m and above.

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

### **Category B: In open sea**

This craft is designed to operate in winds up to Beaufort force 8 and the associated wave heights (significant wave height up to 4 m, see Note 1 below).

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

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

### **Category C: Near to the coast**

This craft is designed to operate in winds up to Beaufort force 6 and the associated wave heights (significant wave height up to 2 m, see Note 1 below). You may meet with such conditions in exposed inland waters, in estuaries and in coastal waters with moderate weather conditions.

### **Category D: In sheltered waters**

This craft is designed to operate in winds up to Beaufort force 4 and the associated wave heights (occasional maximum waves of 0,5 m height).

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

#### **NOTE:**

- The significant wave height is the mean height of the highest one-third of the waves, which approximately corresponds to the wave height estimated by an experienced observer. Some waves will be double this height.
- The creation of different design categories results from the need to distinguish between different levels of risk according to the construction of the boats. The parameters for the characteristics are established to define the conditions of navigation which each category may encounter; they serve purely to evaluate the boat designs and are not to be used to limit the geographical areas in which these boats may operate..
- One boat may be classed in several design categories at the same time, each with their different maximum capabilities.

## YOUR BOAT



### Version

NAME OF THE BOAT .....

NAME OF THE OWNER .....

ADDRESS .....

HULL NUMBER .....

SERIAL NUMBER .....

REGISTRATION NUMBER .....

DELIVERY DATE .....

DOOR KEY NUMBER .....

MAKE OF ENGINE .....

ENGINE SERIAL NUMBER .....

ENGINE KEY NUMBER .....

SPECIFICATIONS AND WARRANTY

Your agent

**PRESTIGE**

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# SAFETY

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***SAFETY EQUIPMENT***

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***GENERAL INFORMATION***

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***GAS SYSTEM***

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***RECOMMENDATIONS FOR GAS***

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***FIGHT AGAINST FIRE***

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***BILGE PUMP SYSTEM***

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***INSTRUCTIONS IN THE EVENT OF STEERING GEAR FAILURE***

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## SAFETY EQUIPMENT

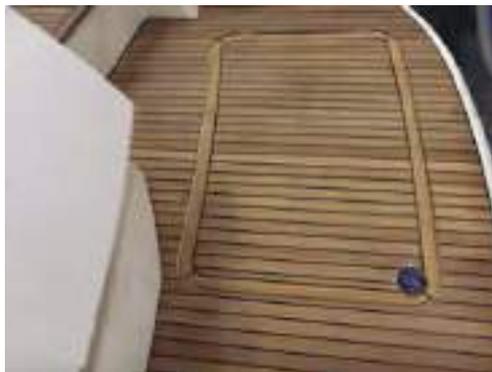


1. Position of swimming ladder.
2. Location of liferaft locker.

### Swimming ladder (means of coming back onboard)



### Liferaft (not supplied)



Liferaft in the aft quarterdeck locker

**Note: If over 10 persons on board, 2 liferafts compulsory.**

## GENERAL INFORMATION



### DANGERS

The major hazards concern:

- The gas system.
- The electrical system.
- The handling of the vessel.
- The motorisation.

Please refer to the relevant paragraphs.

**SAFETY**

### DANGER



- Fuel leaks or vapour represent a danger of fire and explosion.
- Leave the engine compartment ventilated for a long time before starting the engine.
- There may be danger of fire or explosion if direct or alternating current systems are incorrectly used. Refer to chapter Electricity.
- Some boats are equipped with a retractable ladder or removable. Make sure the ladder is in place and deployed as soon as you are on board.
- Reduce speed in waves.

### WARNING



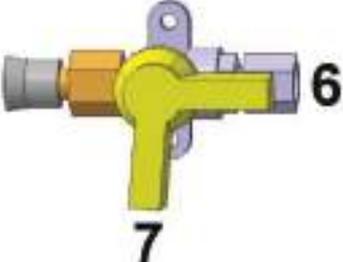
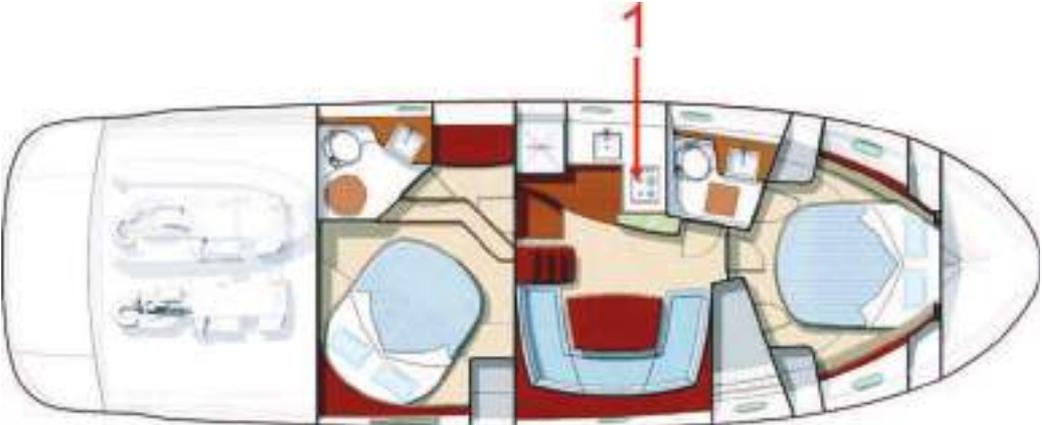
- Before you sail, list the compulsory safety equipment.
- Don't exceed the number of persons indicated in the chapter 'Specifications'.
- The total weight of the persons and equipment must never exceed the maximum load recommended by the manufacturer.
- Use the seats provided.

### ADVICE - RECOMMENDATION

- When sailing, never padlock or lock the liferaft locker.
- Before putting to sea, carefully read the launching instructions shown on the liferaft.
- Close the deck hatches and portholes before each trip (including the companionway hatch in heavy weather).
- Don't store anything below the floorboards.
- Ensure that movable items are firmly secured when the boat is under way.

## GAS SYSTEM

### LOCATION OF GAS VALVE



**Supply valve - Gas (Ref 1)**

**A pictogram helps to locate it easily**

**Valve**

REF	Designation
1	Valve on appliance
2	Valve on cylinder
6	Open valve
7	Closed valve



### WARNING

- For all recommendations concerning gas: Refer to chapter 2, «Safety».
- Don't use a solution containing ammonia.
- Don't use a flame to detect leaks.
- Don't smoke, don't use a naked flame when you change the gas cylinder.



**POSITION OF GAS BOTTLE  
(REF 2)**

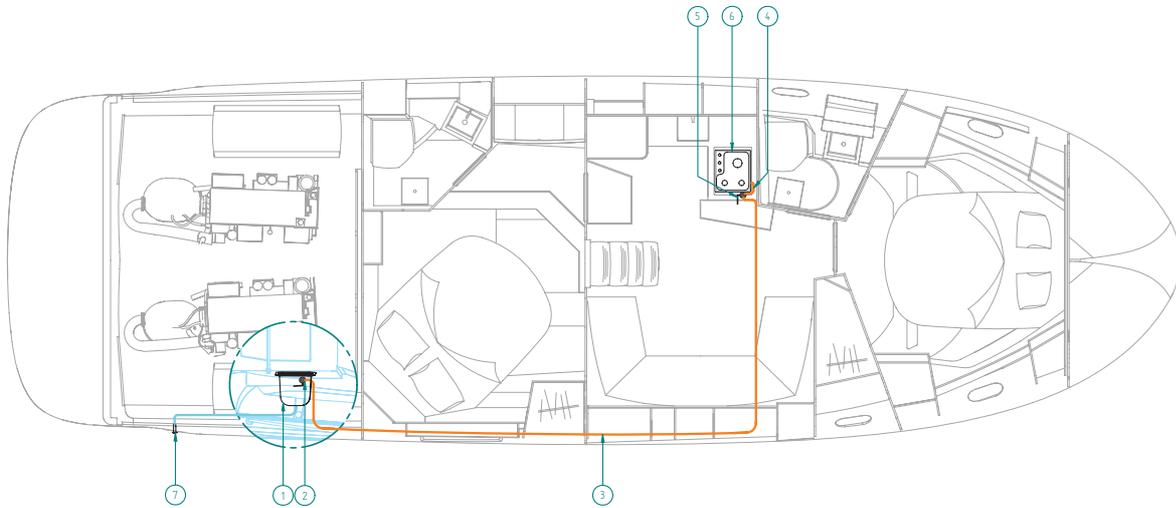


**SAFETY**



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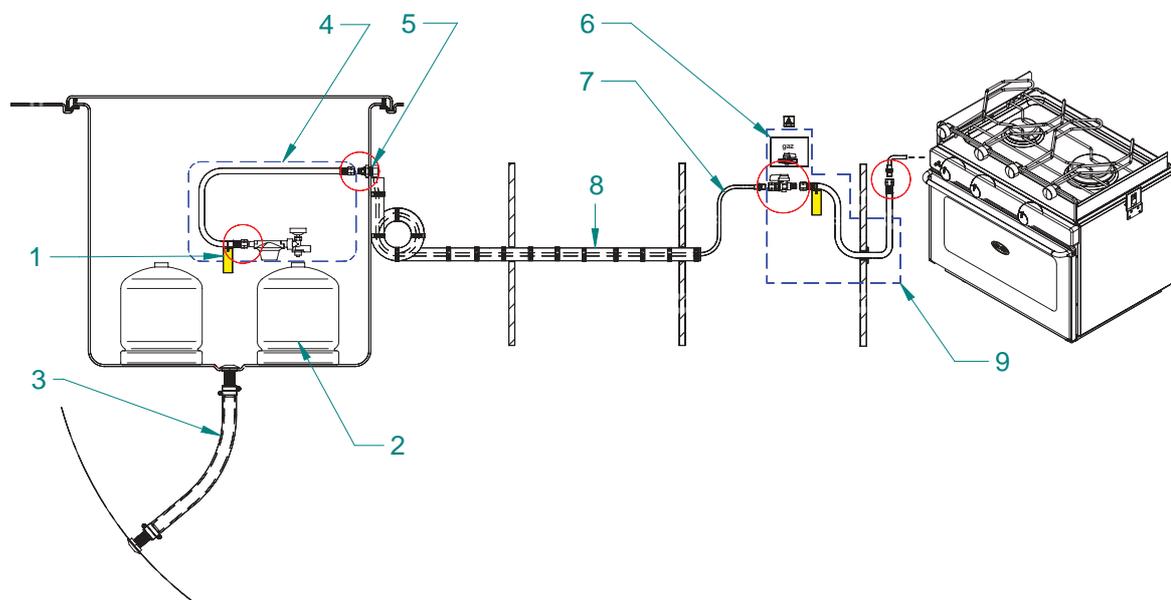
## DIAGRAM - LOCATION



REF	Designation
1	Gas cylinder locker
2	Tap to turn off the gas
3	Gas pipe
4	Gas rubber tubing
5	Tap to turn off the gas
6	Hot plate
7	Vent hole Gas cylinder locker



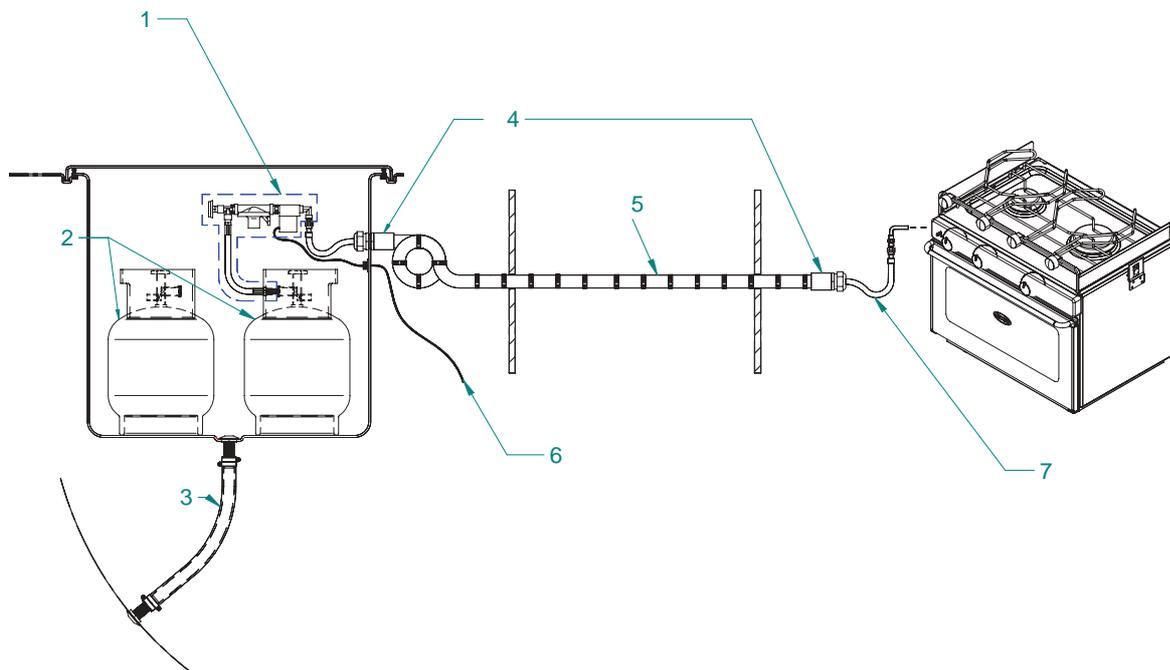
## SCHEMATIC DIAGRAM - GAS - EUROPE VERSION



**SAFETY**

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

## SCHEMATIC DIAGRAM - GAS - US VERSION



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

## RECOMMENDATIONS FOR GAS



**SAFETY**

Type of cylinder: butane, service pressure 10 kg/cm<sup>2</sup> or according to current standards of your country).

Close the valves on the system and on the cylinder when the appliances are not used. Close the valves before you change cylinders and immediately in case of emergency.

Never leave unattended an appliance that is working. Don't install or store flammable materials above or over the stove (curtains, papers, napkins etc.).

Make sure that the valves of the appliances are closed before you open the cylinder or hose valve.

In case you smell gas or find that the burners have gone out (although appliance models cut off automatically if the flames go out), turn off the valves of the appliances. Do ventilate the boat in order to get rid of any residual gas. Find the cause of the problem.

Regularly test the gas system in order to detect any gas leak.

Check all the connections using water and soap or detergent, closing the valves of the appliances and opening the valve on the cylinder.

If you detect a leak, close the valve of the cylinder and repair before you use it again.

The appliances use the oxygen of the cabin and release combustible gases. Ventilate your boat when using appliances.

Don't obstruct the air vents and at least leave the door open. Don't use the oven or stove as back up heaters.

Lock the stove oven when being not used in order to avoid damaging the tubes when sailing.

Never obstruct the fast access to the components of the gas system. Keep the taps of the empty cylinders turned off and the cylinders disconnected.

Keep the protection, lids, covers and taps in their places.

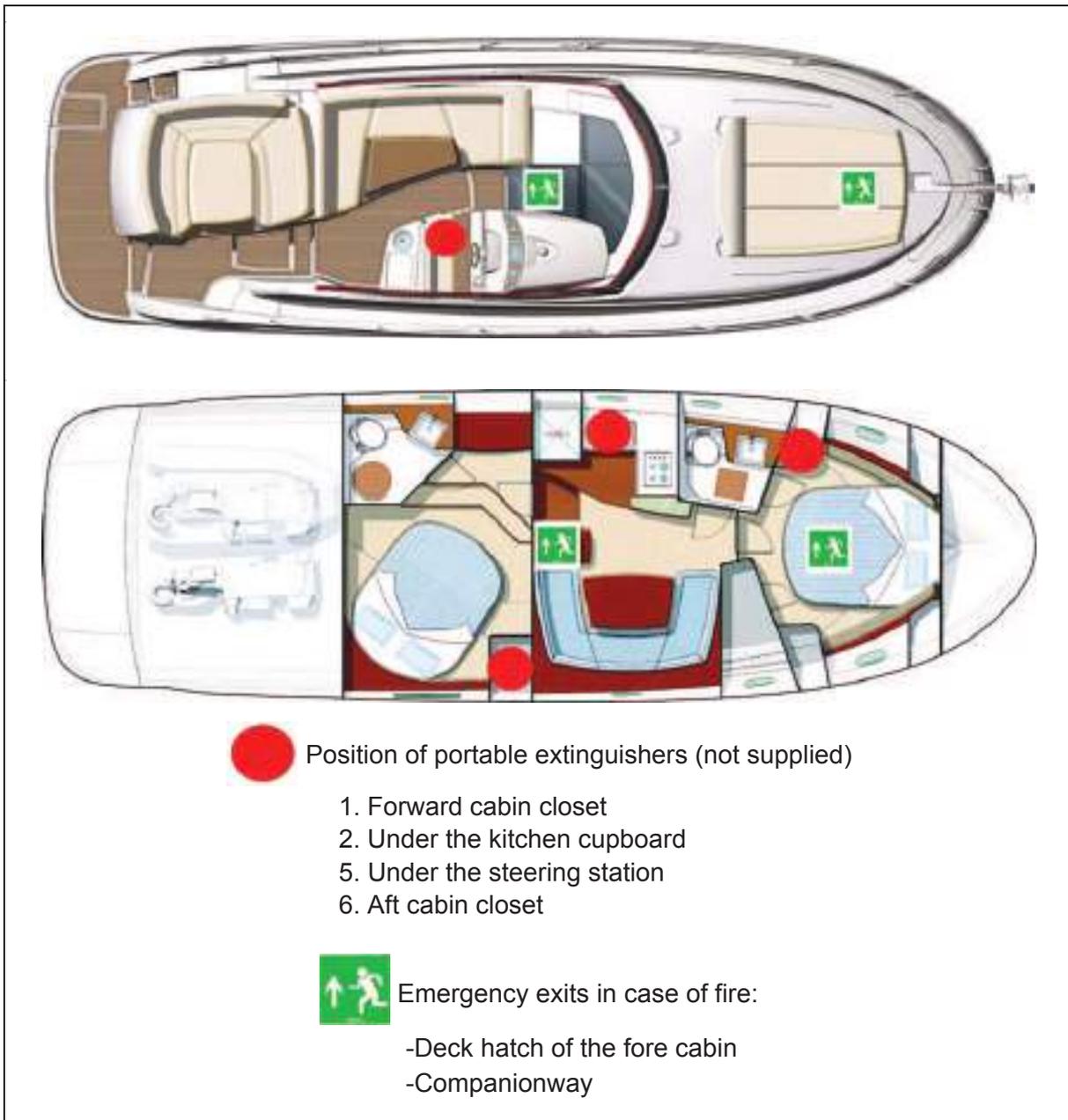
Don't use the gas cylinder storage place to store other equipment. Only use the proper locker to store the gas cylinders.

### ADVICE - RECOMMENDATION

- Shut off the gas supply at the bottle as well as the cooker tap.
- When changing the cylinder, refit the cap in place on the regulator threaded section (to avoid corrosion).
- For winter storage instructions and precautions, refer to Chapter 13.

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## EMERGENCY EVACUATION AND LOCATION OF EXTINGUISHERS



Regularly check and replace the rubber tubings that link the cylinder to one end of the circuit and the stove to the other one, depending on the norms and regulations in force in your country.

Pay particular attention to keep in good condition the screw thread of the cylinder on which the regulator is. Check the condition of the regulator every year and change it if necessary. Use regulators identical to the ones that are fitted.

Have the repairs carried out by someone skilled.



## POSITION OF GAS BOTTLE

The locker for storing gas bottles can be accessed through the cockpit, to starboard of the alley. The locker can accommodate 1 gas bottles. The locker is equipped with bottle fastening straps.

## FIGHT AGAINST FIRE

It is the owner's or the skipper's responsibility:

- To have the extinguishers checked in pursuance of the instructions given.
- Use extinguisher replacements with equivalent features (same capacity and fire resistance) if the ones in place are out of date or have been used.
- To tell the crew:
  - where the extinguishers are and how they work,
  - the position of the remote fixed extinguisher control,
  - where the emergency exits are.
- Make sure the extinguishers can be reached easily when people are on board.
- Make sure that the ventilation openings in the engine (and generator, if installed) compartment are well cleared.

Keep the bilge clean. Regularly check that there is no fuel or gas vapour.

Do not store combustible materials in the engine compartment.

If non-combustible materials are stored in the engine compartment they must be secured so there is no danger of them falling on machinery and they do not obstruct access to and from the compartment.

**Always fasten the curtains open when the gas cooker is working.**

Exits other than the doors and hatches of the main companionway, equipped with permanently fitted ladders, are identified with a symbol.



### WARNING

- Keep an extinguisher handy in case the fire should start again.
- Fire fighting equipment (portable extinguishers, fire blankets and buckets) must be permanently and immediately accessible.

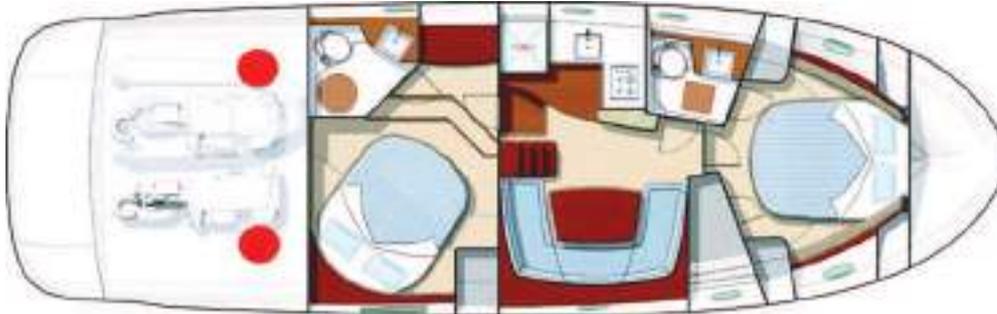
## INSTRUCTIONS TO FOLLOW IN CASE OF A FIRE IN THE ENGINE COMPARTMENT BILGE:

- Stop the engine.
- Switch off power and stop fuel supply.
- Block off the air supply from the air inlets and outlets of the engine.
- Activate the extinguisher controls.
- Wait.
- Open the access hatches and repair.

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## FIXED EXTINGUISHER SYSTEM

Location of fixed extinguishers (fitted)



Remote control for fixed extinguishers





## EXTINGUISHERS

The extinguishers are part of the compulsory equipment.

An extinguisher or a fire blanket shall be set less than 2 m from any flame appliance.

Extinguishers must be placed less than 5 m from any berth.

An extinguisher shall be less than 1 m from the steering station.

The extinguishers must be in position (see "Extinguisher positions" diagram).

Extinguisher, per unit, minimum capacity 5 A/34 B.

For the Prestige 440S: 20A/136B (4 extinguishers of this minimum capacity).

### DANGER



- To enable functioning of the fixed fire extinguishers, the safety pins on each extinguisher must all be removed completely.
- Fuel leaks or vapour represent a danger of fire and explosion.
- Leave the engine compartment ventilated for a long time before starting the engine.
- There may be danger of fire or explosion if direct or alternating current systems are incorrectly used (Refer to chapter Electricity).

### WARNING

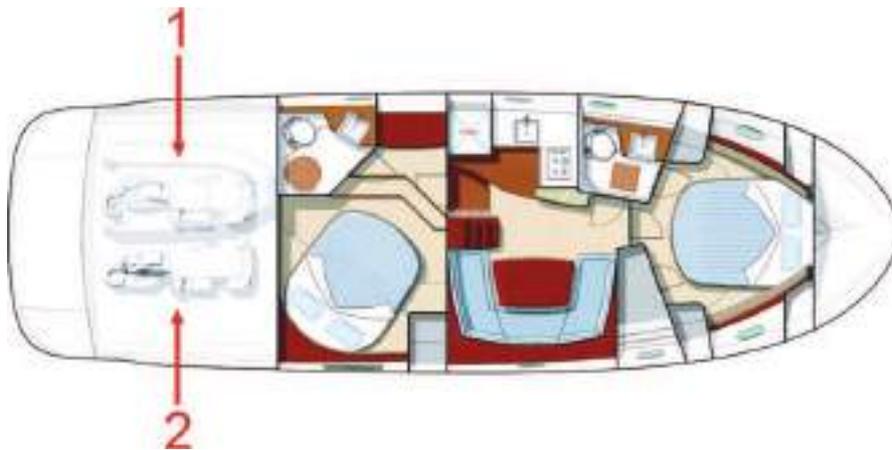


- Do not obstruct the ways to the emergency exits.
- Do not obstruct the safety controls (fuel oil valves, gas valves, power switches).
- Do not block the extinguishers placed on shelves.
- Do not leave the vessel unattended when a cooker or heater is in use.
- Do not use gas lamps in the vessel.
- Do not alter the vessel systems (electrical, gas or fuel).
- Do not fill up a tank or change a gas cylinder when an engine is running or a cooker or heater is on.
- Do not smoke while handling fuels or gas.

### WARNING



- The **CO<sup>2</sup>** extinguishers shall be used only to fight **electrical fires**.
- Clear the area immediately after use in order to avoid suffocation.
- Air before entering.



1. Opening valve / Diesel shut-off on port tank
2. Opening valve / Diesel shut-off on starboard tank
3. Remote pull switches for diesel shut-off (under tiller seat)



**Remote control -  
Fuel supply valve  
(Ref 3)**



**Fuel supply valve  
(Ref 1 & 2)**

**Note: Same position for the other layouts.**

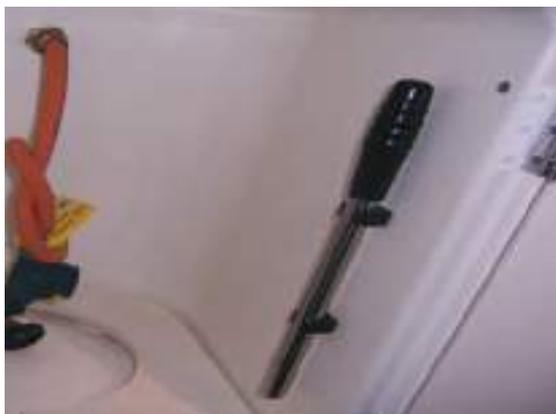


## USE OF THE MANUAL BILGE PUMP



**SAFETY**

### Location



### Operation

Capacity: 31,5 litre / minute



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## BILGE PUMP SYSTEM

### PROCEDURE TO BE FOLLOWED

- Switch on power to the electric bilge pumps.
- If necessary activate the manual pump.
- Identify the source of the leak by tasting the water and decide on the relevant action to be taken:
  - freshwater = watertank leak.
  - seawater = breach of hull.

### ELECTRIC BILGE PUMPS



Capacity: 15 litre / minute



Capacity: 50,5 litre / minute

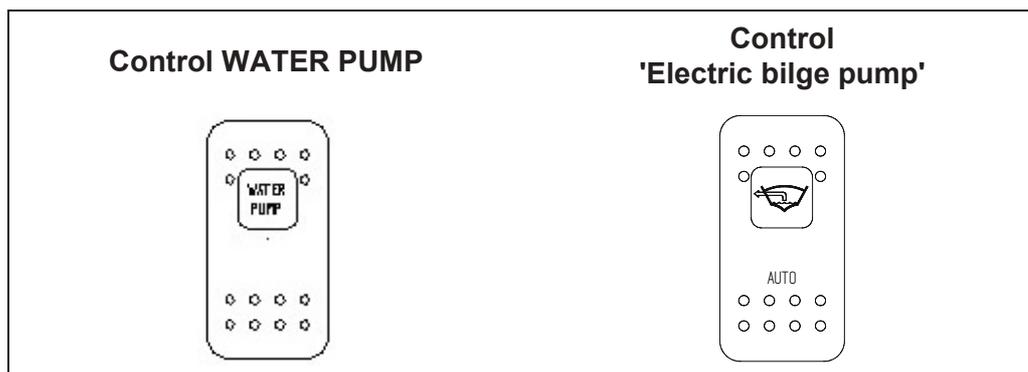
The first electric bilge pump is located on the plumbing board under the companionway.

The second electric bilge pump is located in the engine compartment between the two IPS seatings.

You can energize the electric bilge pump from the electrical panel.

The WATER PUMP switch energizes all the electric bilge pumps connected after the battery cut-out switch: They are energized in 'automatic' mode.

To run a bilge pump, press on the required bilge pump switch.



On the electrical panel - three possible positions : OFF / Automatic / Mechanically operated.

In the automatic position each pump is set off automatically by a trip switch located in the sump area or in the bottom of the hull.

Operation:

The electric bilge pumps are connected to the 12V service circuit. To enable operation the 12V circuit must be activated by turning on the battery switches.



## EMERGENCY BILGE PUMP

The manual bilge pump is in the cockpit.

The control arm of the pump shall be kept accessible whatever the circumstances. It is located in the gas compartment locker.

### 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.
- Do not let the pumps run while dry, this may cause them damage.
- The water in the bilge shall be kept at its minimum.
- Check the functioning of each bilge pump regularly.

**SAFETY**

### SAFETY PRECAUTIONS

- Clean off debris which could block the pump intake points or strainers. If the watertight partitions which seal off the fore and aft points are fitted with valves they must be closed at all times and only opened to drain water into the main bilge.

## INSTRUCTIONS IN THE EVENT OF STEERING GEAR FAILURE

The steering only works when the engine is running.

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





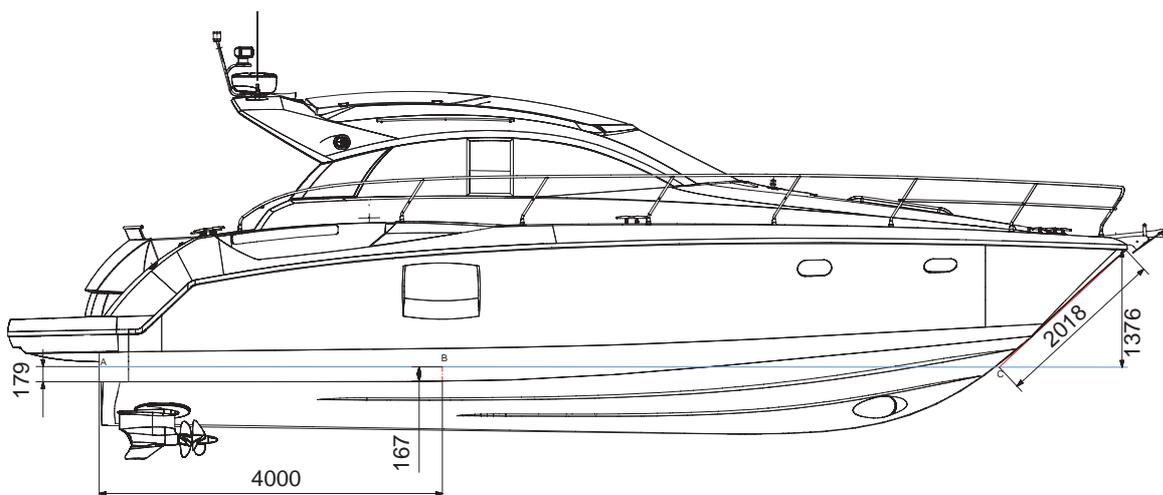
# HULL

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## *MAINTENANCE OF THE HULL*

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## *LIFTING*



**WETTED AREA: 34 M<sup>2</sup>**

The measures are fully loaded boat.

Measurements are expressed in mm.

### **PRECAUTION**

- Consult the harbourmaster's office to find out the conditions of water use and the maintenance area for cleaning your vessel.
- It is necessary to seek the advice of your concessionnaire with regard to gel-coat repairs.

### **PRECAUTION**

- When applying the anti-fouling paint do not paint over the electronic instrument sensors nor the anodes.

### **ADVICE - RECOMMENDATION**

- During the refit, check the anodes (See "Motorisation" chapter).
- When the boat is stored at a dry dock, the corrosion protection is not as effective due to oxidation of the anodes: even the new anodes oxidize the surface. Before returning the boat into the water, clean the anodes.
- Cleaning anodes: Use sandpaper.  
Do not use metal brushes or steel tools to clean the boat, it may damage the galvanic protection.
- Replacing the anodes: The anodes are fastened with screws and nuts. First, remove the screws and nuts that hold the anode, then clean the contact surface. Press the new anode to obtain a good electrical contact.

## MAINTENANCE OF THE HULL



The materials and equipments of your boat have been selected because of their high quality and performance and ease of maintenance. However you shall carry out a minimum maintenance in order to protect your boat from outside attacks (salt, sun, electrolysis ...).

Preferably wash your boat on shore.

Use as few cleaning agents as possible.

Don't use solvents or aggressive detergent agents. Don't discharge cleaning agents into the water.

HULL

## LIFTING

The lower hull of your boat should be covered with an anti-fouling paint which will prevent the adhesion of marine growth.

The nature of the water in which the boat sails will determine the choice of the anti-fouling paint as well as the frequency of hull stripping and painting. Do not hesitate to take advice from your specialists.

Refer to chapter 12 for launching instructions.

### **Before applying anti-fouling paint never:**

- Do any sandblasting.
- Use any other solvents than ethylic alcohol.
- Use detergents under pressure.
- Use scrapers.
- Do any sanding other than a light rubbing down by hand with a grade 400 wet abrasive paper (for the first application).

If cleaning of the anti-fouling paint has to be done with a high pressure hose:

- The water temperature must not exceed 15 °C.
- The water pressure must not exceed 150 bars.
- The distance between the hose nozzle and the hull must not be less than 10 centimetres.

Follow the supplier's instructions very closely when applying the anti-fouling paint.

All these hull maintenance operations can be carried out by your dealer.





# DECK

---

*NAVIGATION / DECK LAYOUT*

---

*MOORING LINES*

---

*TOWING*

---

*STABILITY*

---

*PREVENTION OF MAN OVERBOARD*

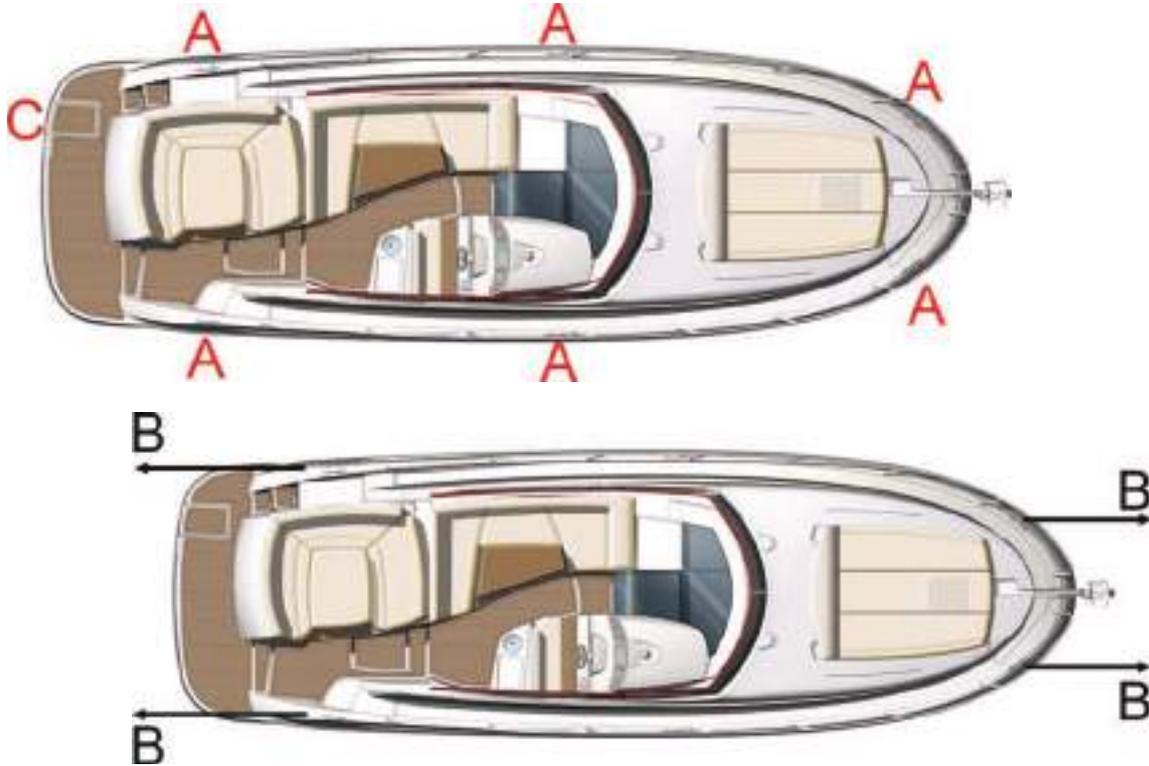
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*GROUND TACKLE*

---

*MAINTENANCE OF THE DECK*

## NAVIGATION - DECK LAYOUT



- A. Mooring cleats (Jack-lines to be fixed to the mooring cleats)
- B. Towing
  - at the bow, to be towed
  - at the stern, to tow
- C. Swimming ladder (means of coming back onboard)

### WARNING



The sudden closing of a locker due to a gust of wind or movement of the boat could result in injury.

### ADVICE - RECOMMENDATION

Close the deck hatches and portholes before each trip (including the companionway hatch in heavy weather).

## MOORING LINES



A sufficient number of mooring lines suitably sized and suitable for the environment shall be on board for mooring your boat.

- Always manoeuvre your boat using the engine.
- Make allowance for the current and wind when you handle your boat.
- Protect your boat to the highest degree with suitably sized fenders.
- Always keep the mooring ropes unfouled and stored away.
- Handle your boat at a reduced speed.

### AFTER MOORING

- Protect the mooring lines against chafing with plastic sleeves.
- Make allowance for the variations in tides if need be.

DECK

### DANGER



- Wear your life jacket.
- In heavy weather, wear your safety harness and fasten yourself to the boat.
- When at sea close the guardrail side-opening or openings.
- Do not try to stop the boat using a boat hook or your foot, your hand or any other part of the body.

## TOWING

### TOWING BOAT

- Tow another boat at a reduced speed and as smoothly as you can.
- Pay particular attention when you throw or catch the towing rope (it may foul on the propeller).

**Note:** *The stability may be reduced when you tow a boat.*

### TOWED BOAT

Keep steering your boat and see to it that you stay in the wake of the towing boat.

Inappropriate towing can damage your vessel, do not tow at more than 6 knots.

### Closure - Companionway



1. Sliding hatch
2. Lock and key
3. Door closing latch
4. Access to companionway

### Opening / Closure - Picture window



### Garage opening / Control



### Leaning post / Pilot seat



## STABILITY



Breaking waves represent a serious danger for stability and for taking in water. Close the companionway doors and hatches in heavy seas.

During sailing keep all the portholes, windows and doors closed.

- The stability is reduced when you add weight in the upper parts.
- Stability may be reduced when towing a boat or when heavy weights are lifted with the davits.

## PREVENTION OF MAN OVERBOARD

- Certain vessels are equipped with a retractable swimming ladder. The swimming ladder must be in position as soon as you are onboard.
- The parts of the deck which should not be used while under way are indicated on the diagram below:
  - Aft quarterdeck.
  - Sportop.
  - Sun deck.



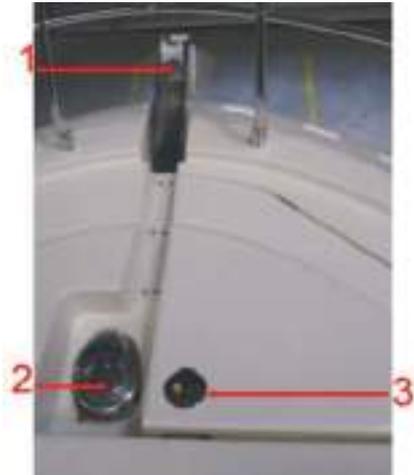
### Opening / Closure - Sportop



### WARNING

- It is dangerous to use with the Sport partially open.
- Avoid handling the sport top (opening / closing) in excess of 6 knots of wind or seas.

## ELECTRIC WINDLASS - BREAKER



1. Bow fitting
2. Windlass 12V 1000W
3. Opening - Mooring locker
4. Handle position
5. Chain rim - 10 mm diameter
6. Handle storage
7. Remote control

### Windlass circuit breaker Location: Technical room



### Location of circuit breaker and control



1. Windlass control
2. Windlass circuit breaker

## GROUND TACKLE



As a rule, set the anchor in at least 3 times the depth of water.

### ANCHORING WITHOUT WINDLASS

- Have your boat pointed into the wind and without speed.
- Pay out the chain while moving back slowly.
- Once the anchor snags, make it fast by reversing slightly.
- Secure the hawser or the chain to the cleat.

### ANCHORING WITH ELECTRIC WINDLASS

- Turn on the boat engine.
- Check that the electrical supply of the windlass is switched on (battery switch, circuit breaker).
- Use the remote control to activate the windlass in lowering mode. Let the chain feed out by keeping the lowering button on the remote control pressed down.
- Let the chain out while moving backwards slowly and as straight as possible.
- Once the anchor snags, make it fast by reversing slightly.
- Secure the hawser or the chain to the cleat.

DECK

### PRECAUTION

- Before anchoring check the depth of water, the power of the current and the nature of the sea bed.
- Anchoring manoeuvres with the electric windlass can only be carried out with the engine running.

### WARNING



Windlass operations are dangerous:

- Always keep the anchor chain or rode free and unfouled.
- Always proceed with care, using gloves and always wearing shoes.
- If your boat is equipped with the twin control optional extra, make sure you use **only one** control at the same time.

---

## **ANCHORING BY HAND WITH USE OF A MANUAL WINDLASS**

- Release the windlass brake using the handle located in the chain locker so as to allow the chain lifter to turn freely and to release the anchor from the stem fitting
- Re-engage the brake and let the anchor hang until the mooring position is reached.
- Have the boat pointed into the wind and without speed.
- Release the brake and pay out the chain slowly.
- Control the speed of anchor lowering using the brake.
- Once the anchor has taken hold re-engage the brake and secure the hawser to the cleat.

## **HEAVING UP THE ANCHOR**

- Lock the cable lifter snubber.
- Ensure the chain is properly set on the cable lifter.
- Slowly go near the anchor, using your engine (Don't use your windlass to winch the boat).
- Heave the anchor completely.
- Visually check the last meters till the anchor gets into contact with the davit.
- If you just change berth, check the position of the anchor on the stem fitting.
- For sailing, store the anchor in the chain locker or fasten the anchor to its roller.
- For electrical windlasses cut off the power supply as soon as the anchor has been lifted.

## **STERN ANCHORING**

Stern anchoring shall be performed with the engine declutched.

- Secure the required length of cablet on the mooring cleat.
- Pay out the anchor line slowly.
- Be careful not to damage the propellers or the engine housings.\*

### **ADVICE - RECOMMENDATION**

- After each trip rinse the windlass and anchor chain or rode with fresh water.
- Refer to the manufacturer's instructions for windlass maintenance at the beginning or end of the season.
- Check the swinging area once the boat is at anchor.

## **MAINTENANCE OF THE DECK**

Preferably wash your boat on shore.

Use as few cleaning agents as possible.

Don't use solvents or aggressive detergent agents (Refer to chapter 3 "Hull").

Don't discharge cleaning agents into the water.

Regularly brush the deck with a degreasing shampoo and fresh water.



### DECK FITTING

- Rinse thoroughly all your equipments with fresh water.
- Thoroughly and frequently wash off the pulleys and sheaves with clear water.
- Clean and polish with "Rénovateur chrome et inox Jeanneau" (supplied in the maintenance case) the stainless steel parts that may have small rusty spots or minor oxidation pits

### SOLID WOOD ON EXTERIOR WOODEN PANELLING

Regularly clean the woodworks with fresh water using a sponge (if need be add some gentle soap).

### PLEXIGLAS

- Rinse plexiglas with fresh water.
- Use a polish paste for thin scratches.
- Consult your dealer concerning deep scratches.

### PRECAUTION

- Consult the harbourmaster's office to find out the conditions of water use and the maintenance area for cleaning your vessel.
- Don't use solvent, alcohol, acetone on plexiglas.

### ADVICE - RECOMMENDATION

- Use only products similar to the ones that are included in the maintenance case you have been delivered with your boat.
- Don't use a pressure washer.

### GLASS

- Rinse down the side glass panes with freshwater.
- Clean off with a mild window cleaner.

### EXTERIOR CUSHIONS

Bring the removable cushions inside (washed with soapy water then dried) when the vessel is unoccupied.

### STAINLESS STEEL

Stainless steel is not incorruptible and requires a minimum of upkeep:

- The use of chrome tools is preferable whenever handling stainless steel.
- Re-nourish the protective film regularly with passivation paste (consult your dealer).

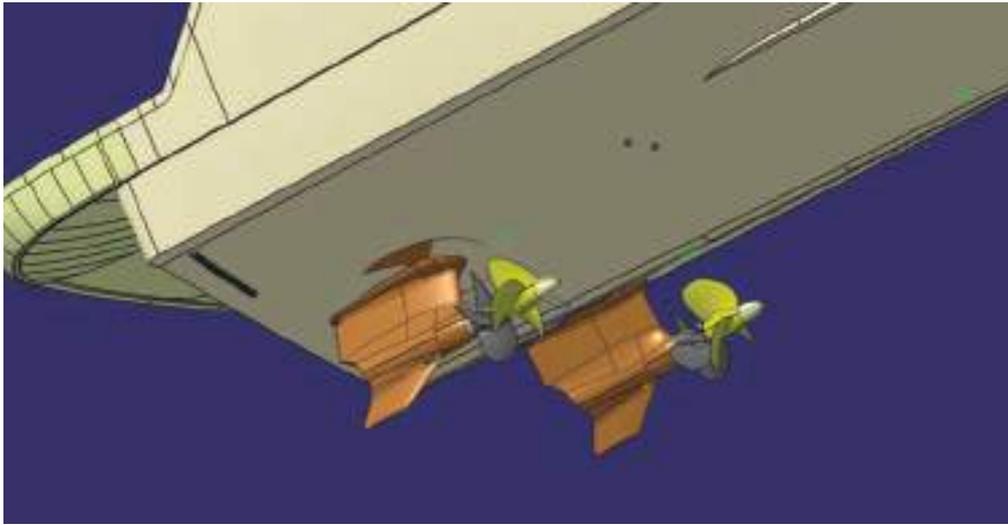




# STEERING SYSTEM

## *STEERING GEAR*

---



Steering is obtained through rotation of the IPS housings.

The steering is electric.

The steering only works when the engine is running.



1. Steering
2. Electrically controlled hydraulic reverse
3. Silentblocks and seal rings
4. Directional housing
5. Patented propellers

## STEERING GEAR



### STEERING AND TURNS

- The steering only works when the engine is running. It is impossible to make a turn without using the accelerator.
- To turn, reduce speed, turn the wheel and then accelerate sufficiently to make the turn.
- It stops under the effect of water resistance when the accelerator is released.
- The distance needed for the boat to stop depends on the sailing parameters: speed, sea conditions, wind direction and force...



### WARNING

- Learn how to judge the necessary distance of deceleration for the vessel to come to a complete stop.
- The reverse gear is not a brake.





# INTERIOR

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*INTRODUCTION*

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*INTERIOR MAINTENANCE*

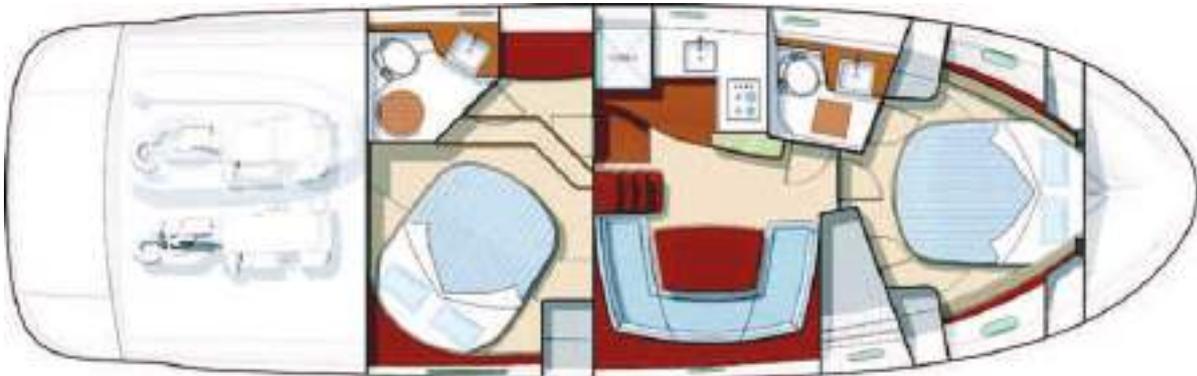
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*MAINTENANCE OF FABRICS*

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## INTRODUCTION



## INTERIOR MAINTENANCE

### INTERIOR

- Take advantage of the fine weather to take the settee and berth cushions out.
- Put the cushions vertically if you leave the boat for long.
- Use blinds to protect the inside of the boat against UV rays.
- Carefully remove all crumbs.
- Make sure the bilges are clean and dry.
- Installed in the square of a dehumidifier air leaving the cabin doors and open storage (cupboards, coolers).
- Defrost the fridge regularly.
- During long absence leave the fridge and icebox doors open to avoid mould developing.

### INSIDE VARNISH

- Rinse the inside varnish with fresh water mixed with spot remover and shampoo.
- Polish the interior varnishing with a chamois leather.

## MAINTENANCE OF FABRICS



### STAIN REMOVAL

- Dab with a clean rag.
- Remove the stain with a solvent poured onto a clean rag. Never pour the solvent directly over the stain.
- Rub with a clean and dry rag.
- Brush the fabric against the grain.
- Use the vacuum cleaner when the fabric is dry.

### PVC OR COATED FABRICS

- Use a sponge and water and soap (household soap type).

### ADVICE - RECOMMENDATION

- Preferably wash your boat on shore.
- Use as few cleaning agents as possible.
- Don't discharge cleaning agents into the water.
- Take the removable upholstery inside when the vessel is not being used.
- Place protective covers/awnings.
- Mark up each cover and foam when dismantling.

### PRECAUTION

- For the PVC fabrics, don't use any solvent or solvent based product (pure alcohol, acetone, trichloroethylene).

---

**Detail of interior curtains hanging**



**Sink**



**Cooker**



**100% POLYESTER/DRALON JACQUARD**

If you cannot remove the fabric:

- Clean with the vacuum cleaner.
- Clean with a foam for synthetic fabrics (please refer to the product instructions).

If you can remove the fabric:

- Hand wash with an ordinary washing powder at 30° C.

In both cases, dry cleaning is possible. Remove the stains as soon as possible with a damp rag.

**COTTON JACQUARD**

- Dry clean.
- Do not iron.
- Do not use hypochlorite.
- Remove the stains with fractionated petrol.

**ALCANTARA**

- Wash in warm water with a neutral pH soap.
- Dry it naturally.
- Dry clean with perchloroethylene.

**LEATHER**

- Use a leather cream for ordinary care.
- Do not use detergent.
- Do not use silicone based products.
- Clean with a sponge and soapy water.
- Remove ball point pen marks with methylated spirit.
- Remove the grease stains with an absorbent powder (e.g. talcum powder).





# WATER AND SEWAGE WATER

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**WATER TANKS**

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**WATER SYSTEM - DISTRIBUTION**

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**WASTE WATER DRAINAGE SYSTEM**

---

**SEWAGE WC**

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### Water tanks

Location: Under the companionway  
Capacity: 2 x 200 l



### Deck filler



### Gauge

Location: Wheelhouse



## WATER TANK



### WARNING

The tanks' nominal capacity cannot be fully used due to the load and the need to maintain the correct trim. A 20% reserve should be kept.

### OPERATION

In order to prevent any handling mistakes, 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 suitable key.

Check the filler cap seals for condition during filling.

The tanks are fitted with overflow outlets and vents.

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

### ADVICE - RECOMMENDATION

- Pay attention to the quality of the water for the filling up. Check if it is drinking water.
- It is possible to sterilize the tanks with a Clonazione tablet (sold at the Chemist's).
- If the boat is not used for long, purify the tanks and pipes with acetic acid (or white vinegar).
- For winter storage instructions and precautions, refer to Chapter 12.

## PLUMBING BOARD

Location: Under the companionway



1. Supply valves - Forward tank
2. Supply valves - Aft tank
3. Filter
4. Water pump 12V
5. Electric bilge pump - Interior
6. Accumulator tank

## WATER HEATER

Location: Starboard saloon

1. 220V water heater
2. Thermostatic mixer valve

### Control



### Supply valve - Water heater / Engine



### Operation:

The water heater works off of the starboard engine cooling system.  
This valve allows you to isolate a faulty circuit.

### PRECAUTION

- Never operate the water system equipment when the valve is closed or the tank is empty (the electrical equipment may be damaged).
- Check the water filter for condition (refer to manufacturer's instructions).
- Close the taps of empty tanks.
- Bleed the cockpit shower circuits and the deck washing pump to prevent freezing.

### Sink - Cockpit



### Deck shower Location



1. Mixer tap
2. Shower

## PUMP FOR DECK WASHING

Layout of components: Engine compartment - Port side



1. Pump for deck washing 12V
2. Filter
3. Seawater inlet

### Connection

Location: Port cockpit



### WARNING

Bleed the cockpit shower circuits and the deck washing pump to prevent freezing.

**Sink draining - Galley**  
Location: Under the kitchen cupboard



**Water shore power socket**  
Location





Operation:  
There is a non-return valve on the circuit directly supplying the water pump. There is no water valve selection of the wharf / House water.

**WARNING**



Before leaving the vessel you must turn off the shore water supply..

---

### Shower draining - Head version

Draining pump for shower



Drain plug - Shower draining + Control - Drainage



## WASTE WATER DRAINAGE SYSTEM

### ADVICE - RECOMMENDATION

- Regularly check the valves and thru-hull seacocks for proper operation and watertightness.
- Turn off the valves when the water system is not in use.
- Visually check the water pump flow.
- Check the clamps and flexible hose connections for tightness.
- Pay attention to the seals for condition.
- Regularly make sure that the strum box and bilge are perfectly clean.
- Immediately switch off the electric system in case a pump is running while all the water supplies are turned off.
- In case of a leak check the system.

### USE OF THE WASHBASINS AND SHOWERS

- Close the valves and turn off the taps after use.

## SEWAGE - WC



### OPERATION

Waste water from the sink, washbasins and heads is drained off by thru-hull fittings with ball valves (the valve is closed when the valve handle is perpendicular to the hose, the valve is open when the valve handle is in line with the hose).

All the floors have holes (limber holes) for the water flow.

A watertight bilge tray under the engine receives the possible oil leaks.

A main sump located above the ballast receives water from the bilges.

.The main sump is partially drained by an electric or a manual pump. Regularly dry the sump with a sponge.

### WC - AFT

1. WC evacuation to sea
2. Seawater inlet - WC



### Sewage tank - aft

Location: Aft washroom  
Capacity: 50 l



### WC - FORWARD

1. Seawater inlet - WC
2. WC evacuation to sea

1. Sewage tank - aft
2. Masher 12V (Pump - Thru-hull seacock)

Location: Passageway  
Capacity: 120 l



1. Masher control (Thru-hull seacock)  
(the valve must be opened before starting the pump)
2. Gauge

### DECK DRAINAGE



**TOILET OPERATION QUIET FLUSH (OPTIONAL)**

**Control**




1. Rinsing out the bowl
2. Water filling to the left and bowl draining to the right

1. WC pump 12V
2. Filter



---

## USE OF THE MARINE HEADS

Before you use the heads, check that the water intake valve and draining valve are open.

To empty the bowl:

- Set the control lever of the pump slantwise (FLUSH).
- Operate the pump.

To dry the bowl:

- Set the lever back vertical (DRY).
- Operate the pump.

To avoid blocking the toilets only use absorbent paper in reasonable quantities.

Schedule a regular rinsing through of the heads with fresh water.

Close the valves after each use (in particular when the boat is unattended).

## ELECTRIC TOILET

The electric toilets operate with seawater only. A switch enables the water intake and drain cycle of the bowl to be activated. A switch enables the bowl to be rinsed.

### ADVICE - RECOMMENDATION

- When you are in a marina, use the club-house sanitary facilities (if there are).
- Since it is prohibited to discharge sewage water in certain marinas or countries it may be necessary to use the foul water holding tank ('WHT').

## RESPECT OF THE ENVIRONMENT

- Remain informed of local regulations concerning the environment and follow the codes of best practice.
- Do not drain the contents of the sewage tank near the coast or in zones where it is forbidden.
- Make use of the port or marina pump facilities to drain the sewage tank before leaving port.
- Find out the international regulations against marine pollution (Marpol) and follow them as far as possible.

### ADVICE - RECOMMENDATION

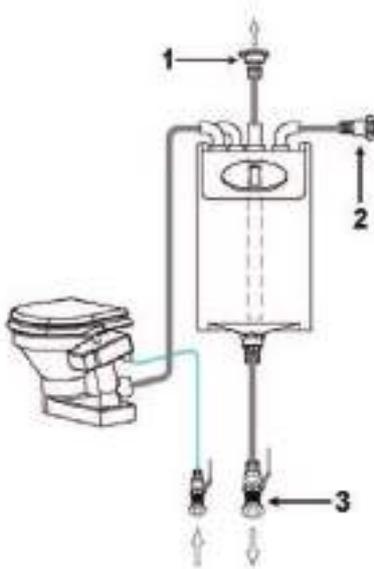
- Completely empty the black water system before leaving the vessel unattended in temperatures below freezing.



### WARNING

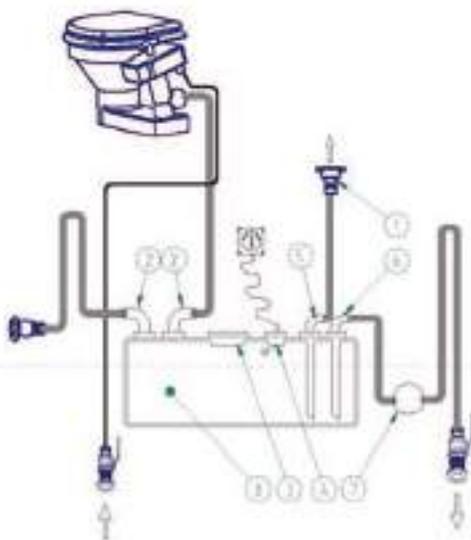
- The tanks' nominal capacity cannot be fully used due to the load and the need to maintain the correct trim. A 20% reserve should be kept.

**DIAGRAM - SEWAGE TANK - AFT WASHROOM**



1. Deck filler - Suction and Rinsing
2. Tank vent hole
3. Thru-hull seacock

**DIAGRAM - SEWAGE TANK - FORE WASHROOM**



1. Filler cap (Deck drainage)
2. Thru-hull fitting - elbowed
3. Inspection hatch
4. Electrical gauge
5. Elbowed plunger
6. Elbowed plunger
7. Masher
8. Sewage tank

---

## USE OF MARINE HEADS EQUIPPED WITH A WASTE HOLDING TANK (WHT)

Open the water intake valve (valve handle parallel to the pipe).

In the case of a direct discharge into the sea: Open the draining valve.

In case you store the waste waters in the tank: Make sure the draining valve is closed (valve handle perpendicular to the pipe).

To drain the bowl, set the control lever of the pump slantwise (FLUSH) then operate the pump.

To dry the bowl, set the lever vertical (DRY) then operate the pump.

In order to avoid clogging the heads:

- Only use absorbent paper in reasonable quantities.
- Schedule a regular rinsing through of the system with fresh water.
- Always retain a little water in the bottom of the bowl to avoid smells

To empty the tank:

- In an authorized area, open the draining valve.
- In a marina equipped with a system to suck the waste waters, put the sucking hose into the tank through the deck filler. Start the pump of the sucking system. The filler caps are opened and closed with an appropriate key. When the tank is empty, check the cap seal for condition then close the filler.



### WARNING

- Ask for information about the laws in force in your country or your marina about discharging your waste waters into the sea.

### PRECAUTION

- Close the valves after each use and above all when the boat is unattended.

### PRECAUTION

- Regular check the tank level. High pressure due to too high a level may cause leaks or more unpleasant troubles.
- To prevent odors caused by organic waste in pipes one should clarify the circuit after each use. For this procedure, drive about ten times the manual pump of the toilet or for a minute if it is an electrical pump
- .When you leave the ship for several days, flush the toilets circuit assembly with fresh water. Purify with specific products (for example a health additive to clean, disinfect and neutralize odors).



# ELECTRICAL EQUIPMENT

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*GENERAL INFORMATION*

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*ELECTRICAL CIRCUIT, 12 V*

---

*ELECTRICAL CIRCUIT, 110-220 V*

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*EQUIPMENT*



### Electric battery switch controls

Location: Starboard saloon

1. Service positive
2. Common negative
3. Positive engine - Starboard
4. Positive engine - Port side
5. Positive - Power



### Electric battery switch

Location: Engine compartment

1. Battery switch "service positive"
2. Battery breaker - "positive terminal - engine" - Port side
3. Battery switch "Positive - Power"
4. Battery breaker - "positive terminal - engine" - Starboard
5. Battery switch "common negative"



### WARNING

- In case of power failure, it is possible to initiate the battery switch manually by pressing the top.

## GENERAL INFORMATION

### ELECTRICAL PANEL

The electrical switchboard does not require any routine maintenance. In case an electric appliance is not energized, check:

- The main power supply (batteries, battery switches).
- The switches and circuit breakers on the line.
- the relevant electrical unit.
- The circuit breakers can be put back on by turning on the relevant device switch on the wheelhouse panel.

## ELECTRICAL CIRCUIT, 12 V



### GENERAL RECOMMENDATIONS

- Never work on a live electric fitting.
- The batteries must be strongly fastened.
- Do not block the battery ventilation ducts, some of them may give off hydrogen which represents a danger of explosion.
- The batteries must be handled with care. In the case of contact with electrolyte thoroughly rinse off the affected part of the body and consult a doctor.
- To avoid short-circuiting between the battery poles do not store conducting objects near to the batteries (metal tools, etc...).
- Turn off the electrical circuit with the battery switches when installing batteries or during their connection/disconnection.
- Never modify the specifications of power overload protection devices.
- Never modify an installation. Use the services of a qualified marine electricity technician.
- Never install or replace the electric appliances (or any electric equipment) by components exceeding the capacity (amperage) of the circuit.
- Do not leave the vessel unattended when the electrical system is switched on
- Certain lights represent a significant heat source, be careful of surrounding objects.

Note that the 12 V circuit wires are red for positive and black for negative..



### DANGER

- There may be danger of fire or explosion if direct current systems are incorrectly used.



### WARNING

- Handle the batteries with care (Please refer to the manufacturer's instructions).
- In case of electrolyte splashing, thoroughly rinse the part of the body that has been in contact with it. Obtain medical advice.

### ADVICE - RECOMMENDATION

- Keep the batteries clean and dry in order to avoid premature wear.
- Periodically check the electrolyte level. Add distilled water when needed.
- Tighten and maintain the terminal connectors by greasing them regularly.
- Disconnect the batteries during winter storage or long periods of inactivity.

---

## BATTERY SET

Location: Engine compartment



Engine batteries: 2 x 110A  
: 2 x 110A battery power  
Service batteries: 3 x 110A



## Voltmeter



### Battery charger

Location: Engine compartment

Power: 2 x 40A



### BATTERIES

Battery charging is achieved through the alternator coupled to the engine or through use of the 220 V shore charger.

Keep the batteries charged enough (essential to ensure them a correct service life).

Make the most of time alongside to use the 220 V shore charger so as to start out sailing with fully charged batteries.

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

### BATTERY CHARGER

#### Operation

The battery charger operates based on a signal processor that converts alternating current (220V or 110V) into a direct current (12V). The operation of the charger is fully automatic, after selecting the type of battery and load type (Refer to the instructions for use).



## WARNING

- Never work on a live electric fitting.
- Do not touch the battery terminals, danger of electric shock.

## PRECAUTION

- Switch off the electrical system with the battery switches when the boat is unattended.
- Never leave the vessel unattended with the mains electricity switched on.
- Turn off the electrical system with the battery switches and circuit breakers before gaining access to the rear of the electrical panels.
- Check the level of maintainable lead batteries.

## ADVICE - RECOMMENDATION

- It is recommended that you switch off all electrical devices before turning off the battery switches.
- Turn off all battery switches when the vessel is unoccupied (risk of total battery park).

## MAIN COMPONENTS 12V Visibility from the steering station

### Demister

Location: Forward cabin



### Demister outlets on the windscreen



### Supply valve - Cooling system - Engine / Demister



### Operation:

The demister works off the port engine cooling system.

Heating takes place only when engine is warm and running.

**Wiper**

Engine fitting: Deckhead - Head version



**Windscreen washer**

Location: Forward cabin



**Control**

Location: Starboard wheelhouse



1. Demister
2. Windscreen washer
3. Port windscreen wiper
4. Starboard windscreen wiper
5. Horn

## SUN ROOF - SPORTOP

**Control - Opening / Closure**



**Connecting box**



**Engine**



### WARNING

- The sport top has to be absolutely open or closed Navigation. It is dangerous to use with the Sport partially open.
- Avoid handling the sport top (opening / closing) in excess of 5 knots of wind or seas.

## HYDRAULIC GANGWAY - FITTED



### Operation

The gateway combines the functions of gateway and davit.

Maximum permitted load: 110 kg: 110 kg.

Open length: 2,5 m.

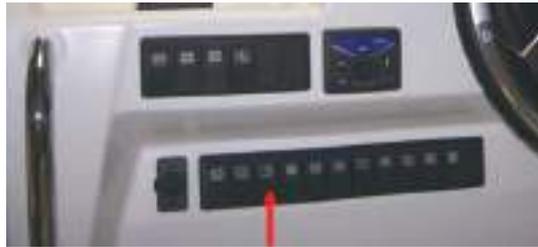


### WARNING

Refer to the apparatus instructions for use and maintenance.

### DECK SEARCHLIGHT

Location: Sportop  
Control



### REFRIGERATION UNIT



### WARNING

- Defrost the fridge regularly.
- During long absence leave the fridge and icebox doors open to avoid mould developing.





REF	Designation
144	Breaker - Electric windlass - 30A
149	General house fuse - 100A
164	Bridge circuit breaker (Optional equipment) - 100A
170	Fuse - bilge ventilator - 60A
183	Circuit-breaker box 1
184	Breaker - Relay supply + Port engine post-contact - 8A
185	Breaker - Stand-by (port heating option) - 20A
186	Breaker - Stand-by (starboard heating option) - 20A
187	Breaker - Stand-by (forward cabin TV option) - 15A
188	Breaker - Stand-by (saloon TV option) - 15A
189	Breaker - Stand-by (aft cabin TV option) - 15A
190	Circuit-breaker box 2
191	Breaker - Relay supply + Starboard engine post-contact - 8A
192	Breaker - Sun roof - 10A
193	Breaker - Electrical piston - 20A
194	Breaker - Switch lighting - Electrical piston - 6A
195	Breaker - Bilge pump - aft - 15A
196	Breaker - Control panel of the battery switches - 15A
198	Breaker - Flap supply - 20A
485	Breaker - Electrical rack (Optional equipment) - 20A

---

## 220V SHORE POWER



**220V shore power**

**220V breaker**  
Access to garage - On the port side



### ADVICE - RECOMMENDATION

- In order to reduce the risks of electric shock and fire:
- Before you plug in or unplug the boat/shore supply cable, switch off the shut off device connected to the shore supply.
- Plug in the boat/shore supply cable in the boat before you plug it into the shore supply socket.
- Unplug the boat/shore supply cable on shore first. Close the shore socket cover.
- Do not modify the connections of the boat/shore supply cable.

## ELECTRICAL CIRCUIT, 110-220 V



### GENERAL RECOMMENDATIONS

Certain vessels are equipped (as either standard or optional features depending on the model) with a 110 V or 220 V circuit.

The following measures are recommended in order to avoid the danger of electrical shock and fire:

- Never work on a live electric fitting.
- Plug in the boat/shore supply cable in the boat before you plug it into the shore supply socket.
- Never let the end of the boat/shore supply cable hang in the water.
- Turn off the shore supply with the onboard cut-off switch before connecting or disconnecting the vessel/shore supply line.
- Disconnect the ship/shore power cable at the shore socket first.
- Check the polarity indicator for the shore connections (110V AC version).
- If the reverse polarity indicator is activated immediately disconnect the cable. Rectify the polarity fault before using the vessel's electrical installation.
- Close the shore supply input cover firmly after use.
- Do not modify the vessel/shore supply line connections; only use compatible connections.
- Do not alter the vessel's electrical system. The installation, modifications and maintenance must be carried out by a qualified marine electricity technician. Check the system at least twice a year.
- Disconnect the vessel supply when the system is not being used. This is to prevent the danger of fire.
- Use double insulated or earthed appliances.

Note that the live wires are brown, the neutral ones are blue and the earth wires are green and yellow.



### DANGER

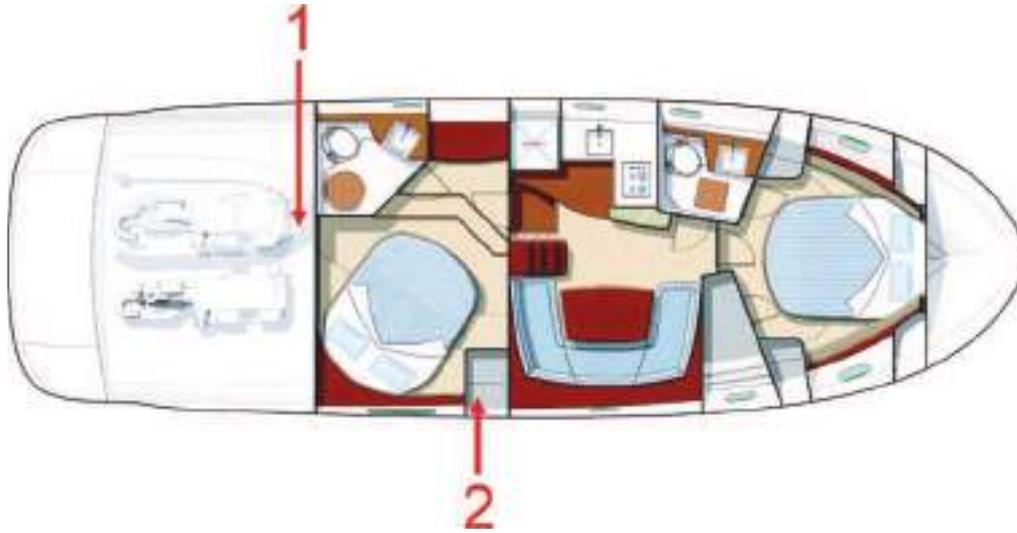
- Never let the end of the boat/shore supply cable hang in the water: The result may be an electric field liable to hurt or kill the swimmers nearby.
- There may be danger of electrocution if alternating current systems are incorrectly used.

### PRECAUTION

- Never modify an electric fitting and relevant diagrams yourself.
- Call in a technician skilled in marine electricity to carry out any electric modification.
- Never change the breaking capacity (amperage) of the overcurrent safety devices.
- Never install or replace the electric appliances (or any electric equipment) by components exceeding the capacity (amperage) of the circuit (Watt for bulbs).

---

**ELECTRONIC**



**Lead lines (Ref 1)**

**Gyrocompass (Ref 2)**



## ELECTRONIC



### LEAD LINES

The loch and depth sounder transducers are located in the engine compartment to port. Keep the log sensor cowl close to the instrument so as to be able to intervene in complete safety.

Do not store material on top of the sensors.

### AUTO PILOT

The pilot consists of several elements listed as follows:

- For use and maintenance of the material consult the manufacturer instructions.

### MAINTENANCE

Clean the transducer probe during each dry dock and the log sensor regularly. Read the instructions for maintenance recommendations.

Refer to chapter 12 "Launching" for the precautions to be taken concerning the sensors during hoisting.

### ADVICE - RECOMMENDATION

- For best results, remove any metal compass.
- Do not store material close to the calculator and electrical connections.

Camera - Engine compartment



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## EQUIPMENT

### GENERAL INTRODUCTION

(As far as possible) use electric appliances with double insulation or with three conductors (Neutral-Live wire-Ground).

### ELECTRONIC

Wire runs are available to complete the boat equipment.

Do not install electronic instruments or repeaters less than 1,50 m away from the radio loudspeakers.

***Advice: For further information refer to the appliance instructions.***

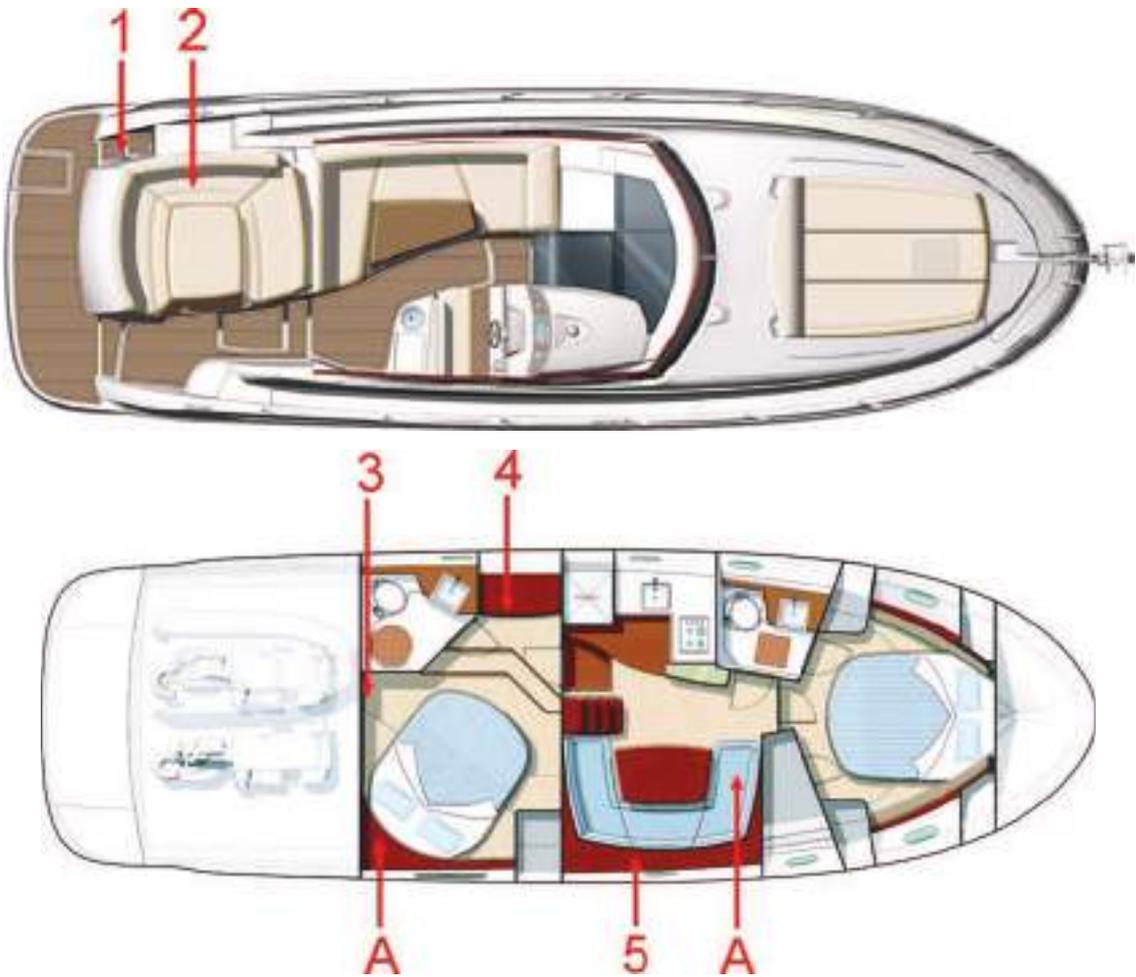
### MAINTENANCE

Clean the repeater dials with freshwater. Refer to the instructions before using any other produce. The use of alcohol must be avoided.

#### **ADVICE - RECOMMENDATION**

- Place the protective covers on the repeaters when unused for long periods.
- When sailing store the protective covers inside the boat to avoid losing them.
- The various repeater displays are back-lit.
- The onboard radio is fitted with two outside speakers.
- When mooring be careful to adjust the sound so as not to disturb your neighbours.

Layout of components



220 V socket  
(Ref 1)

220V breaker  
(Ref 2)



**Circuit breakers +  
Relay box - Seawater pump  
(Ref 3)**



**Compressor  
(Ref A)**



**Seawater inlet +  
Seawater pump  
(Ref 4)**



**Maintenance of filters (to engage in regular):**

- Close valves taken seawater.
- Unscrew the top of the filter.
- Clean the strainer.
- Put everything back in place.

**Drainage - Sea water  
(Ref 5)**



**Control  
(Ref 6)**



**WARNING**

- Refer to the manufacturer's manual given with your boat.



# ENGINE

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*GENERAL INFORMATION*

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*ENGINE FITTING*



## DANGER

- Stop the engine and refrain from smoking during fuel tank filling.
- Make sure that the ventilation openings in the engine (and generator, if installed) compartment are well cleared.



## WARNING

- The tanks' nominal capacity cannot be fully used due to the load and the need to maintain the correct trim. A 20% reserve should be kept.

## PRECAUTION

- Never run the engine when the boat is hauled out.

## PRECAUTION

- Stop the engine before you open the companionway hatch and side hatches.
- In case of an intervention when the engine is running:
- Stay away from belts and hot or mobile parts.
- Be careful with full clothes, long hair, rings etc. (you may be caught).
- Wear appropriate clothes (gloves, caps etc.).

## ADVICE - RECOMMENDATION

- Carefully read the engine instructions given with your boat.

## GENERAL INFORMATION

### TYPE OF MOTORISATION

Your vessel is fitted with an in-board diesel engine.

The transmission is IPS type (directional housings).

### PRECAUTIONS OF USE, OPERATING ADVICE

#### General point

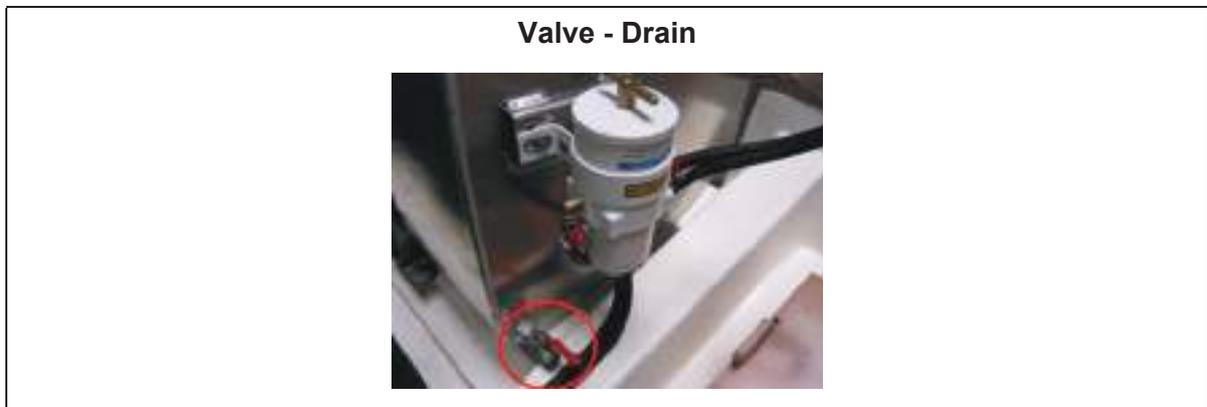
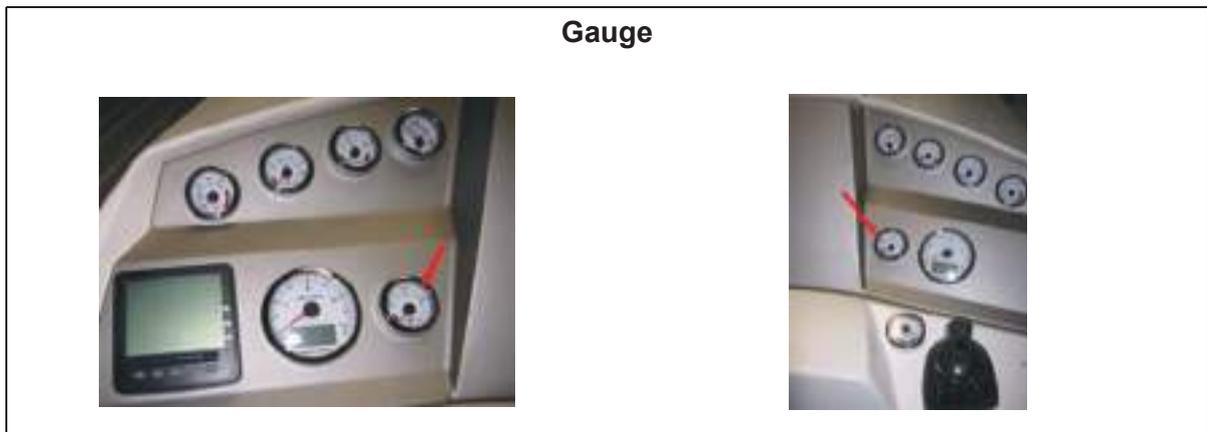
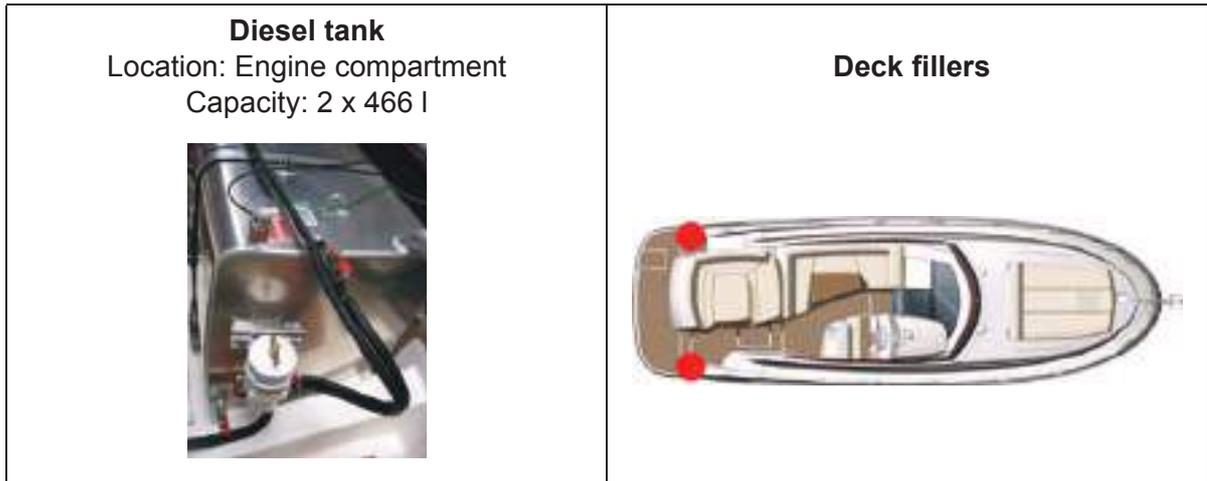
- In this vessel, do not install an engine with a greater power and weight than that recommended, this will create a danger for its stability.
- Fuel which is stored elsewhere than in the fuel-tanks (portable tanks, jerrycans, etc...) must be kept in a ventilated space.
- Make sure that the engine compartment is clean and dry.
- Avoid contact between inflammable substances and the hot parts of the engine.
- On certain models there is a fitted extinguisher system which enables a fire in the engine compartment to be put out. Make sure you know where the activating mechanism is and how it works (Refer to chapter 2).

## Filling

Take the general precautions stated in chapter 8 about the water tank filling.

Fill the fuel tank using the filler. In order to protect the deck from possible fuel splash, wet the area around the filler with sea water before you remove the filler cap. In case of splashing rinse the deck thoroughly (deck filler closed).

The level of fuel is transmitted to the indicator on the wheelhouse thanks to the dipstick.



## MAIN COMPONENTS OF THE ENGINE



REF	Designation
1	Sea water filter
2	Coolant filling hole
3	Engine oil gauge
4	Oil filters
5	Volvo diesel filter
6	Seawater intake valve
7	Filler hole + Reverse gear oil gauge
8	Hydraulic reverse gearbox
9	Diesel oil decanter valve
10	Engine oil filler hole
11	Air filter
12	Diesel drain valve



## ENGINE FITTING



### Engine

These instructions give detailed explanations on proper operation of the engine.

- Refill before the fuel tanks have almost run dry (the fuel system may be stopped for lack of fuel).
- Make sure you have enough fuel before sailing.

### Access to the engine

Access to the engine is gained through the engine compartment.

### Engine water intake valve

The water inlet valve of the engine is essential in the engine operation.

- Keep the strainer under the hull as clean as possible.
- Brush the strainer whenever the boat is lifted out.
- Do not cover the strainer with antifouling paint.

It is essential that this valve is open before the engine is started (danger of rapid wear and substantial damage to engine installation).

If water does not flow out:

- Stop the engine immediately.
- Check that the valve is open.

Close the water inlet valve if the boat is unattended for long.

Regularly inspect and clean the seawater filter.

### Engine operation

Before starting the engine:

- Turn on the fuel valve.
- Open the seawater inlet valve located by the housings.
- Operate the battery switches and energise the electric system.
- Disengage the reverse gear (it will make the acceleration possible when in neutral).

### ADVICE - RECOMMENDATION

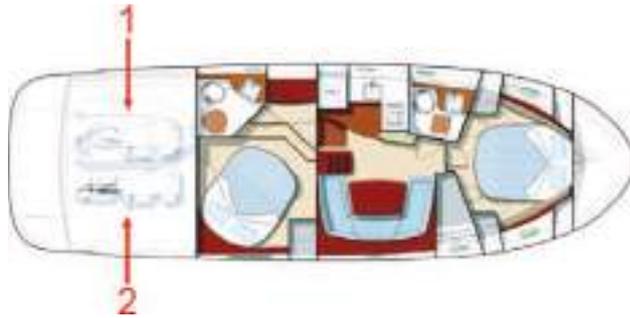
- Get used to checking immediately after starting the engine if water is expelled with the exhaust gases.



### WARNING

- Never switch off or de-energise the electric system when the engine is running.
- Imperatively operate the stop pull handle (or button) before using the ignition key to switch off a diesel engine.

### Fuel supply valve



### Seawater intake valve

View Outside



View interior



### Anodes



REF	Designation
1	Port and starboard engine earthing plate
2	Vessel earth
3	Anode - Engine base
4	Anode - Flaps



### Fuel filter

Engine running problems may have different origins, including dirty fuel. The injection pump may wear out if there is water in the system.

The water results either from the condensation resulting from an insufficiently filled tank, or from a filler cap either not closed properly or with a damaged seal.

In order to prevent any water infiltration, the fuel runs through two filters:

- One filter is an integral part of the engine, its role is to filter fuel very finely. To know when you have to intervene and how frequently you have to change it, please refer to the engine's manual.
- The second filter is on the pipe that links the tank to the engine, it plays the role of a water decanter and prefilter.

Drain by undoing the knurled screw at the base of the decantation bowl (but not removing it).

Allow to flow into a box till the fuel looks clean.

Do this several times a year.

Change the pre-filter at least once a year (access to it when you remove the bowl).

As for the procedures in case of fire, refer to Chapter 2.

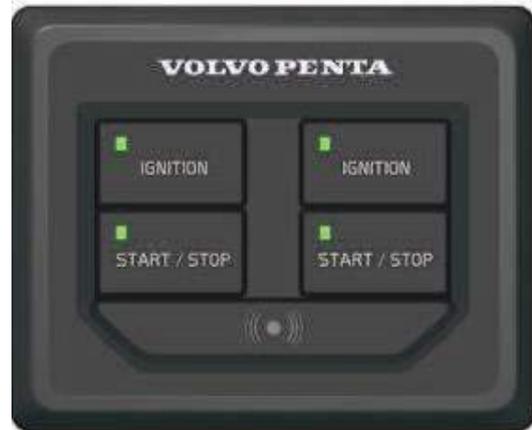


### DANGER

- Never obstruct access to the fuel valve.

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**Instrument panel - Engine  
Electronic key**



**Flaps**

**Location**



**Control**





The instrument panel has all the testing functions of the engine and it does not require any special precaution (refer to engine leaflet).

Check the clutch and accelerator cables (lubricate the end fittings and forks).

### **VISIBILITY FROM THE STEERING STATION**

The international regulations to prevent collision at sea (COLREG) and the course regulations make mandatory a permanent and proper surveillance and the respect of priority.

Make sure there is no other boat on your way.

The visibility from the steering station may be obstructed in the following conditions:

- Speed.
- Position of the upper and side awnings.
- Load and load distribution.
- Sea conditions, rain, spray, fog or darkness.
- Lights on inside the boat.
- Persons and removable equipment in the helmsman's field of visibility.

### **ADVICE - RECOMMENDATION**

- When the engine is running, avoid making noise and chops near the other users.
- Respect speed limits.

### **ADVICE - RECOMMENDATION**

- Have the whole driving and steering systems checked and maintained by a professional.
- Refer to the manufacturers' instructions supplied with your boat.
- Regularly check the O ring of the filler for good condition (in order to prevent water entries).
- Do not turn off the fuel tap after each use (except in case the boat is unattended for long).
- Keep the fuel tank as full as possible (to avoid condensation).
- Every year check the fuel system for condition (hose, valves, etc.).
- Have a professional to carry out the works on the damaged parts of the fuel system.
- Refer to the manufacturer's manual given with your boat.
- Be careful with any possible risk of oil and fuel spillage.



### **WARNING**

- Change systematically anodes at the end of the first 3 or 4 months of launch of the new boat: their wear is accelerated during this period.

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## NAVIGATION: REMINDER OF SOME ADVICE

### Stability

During sailing keep all the portholes, windows and doors closed.

- The stability is reduced when you add weight in the upper parts.
- Stability may be reduced when towing a boat or when heavy weights are lifted with the davits.
- Breaking waves represent a serious danger for stability and for taking in water. Close the companionway doors and hatches in heavy seas.

### Propellers

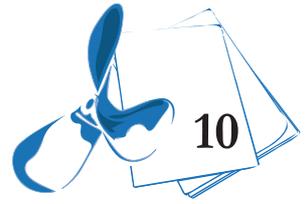
The propellers fitted as standard to your boat result from trials carried out in collaboration with the engine manufacturer.

#### ADVICE - RECOMMENDATION

- Several times a year examine the engine housing assemblies.
- Change the anodes if necessary.

#### ADVICE - RECOMMENDATION

- Have the whole driving and steering systems checked and maintained by a professional.
- Refer to the manufacturers' instructions supplied with your boat.
- Regularly check the O ring of the filler for good condition (in order to prevent water entries).
- Do not turn off the fuel tap after each use (except in case the boat is unattended for long).
- Keep the fuel tank as full as possible (to avoid condensation).
- Every year check the fuel system for condition (hose, valves, etc.).
- Have a professional to carry out the works on the damaged parts of the fuel system.
- Refer to the manufacturer's manual given with your boat.
- Be careful with any possible risk of oil and fuel spillage.



# LAUNCHING

## *LAUNCHING RECOMMENDATIONS*

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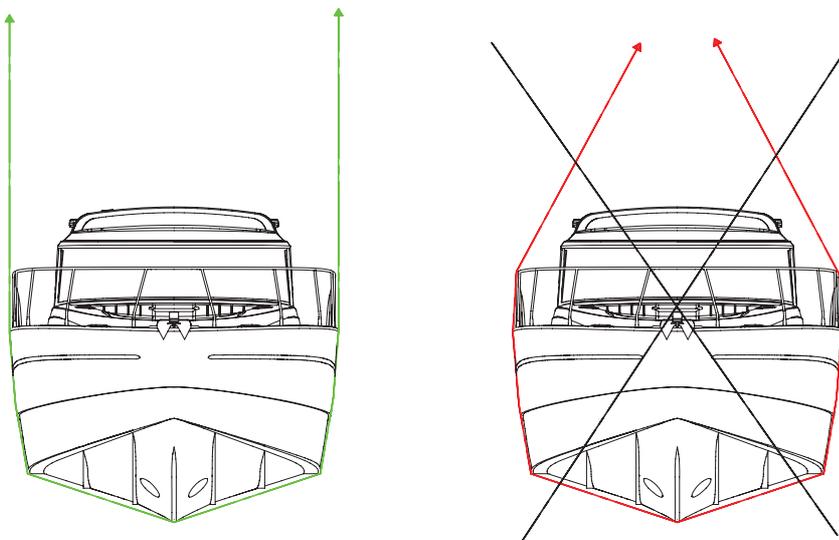
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## POSITIONING OF HOISTING STRAPS



*Note: Measurements are expressed in mm.*

## DIAGRAM FOR POSITIONING OF HOISTING CRADLE AND STRAPS



## LAUNCHING RECOMMENDATIONS



A lot of skill and care is required to commission your PRESTIGE boat. The proper working of all your boat's equipment is the result of the quality of the commissioning operations.

In order to remain completely under guarantee in the case of any failure of parts or materials the first launching and the first trials of different equipment must be carried out by your PRESTIGE dealer.

If later you have to launch your boat yourself, you should take the following precautions:

### BEFORE LAUNCHING

- If your boat is to be fitted with sounder and speedometer, allow for the relevant fittings and their installation.
- Check the water intake strain box for cleanliness.
- Check the engine and reduction gear oil levels (refer to engine manual).
- Turn off the engine cooling water drain valves.
- Retract the speedometer into its housing (it may be damaged by the handling belts).
- For the on-line engines, check the anode at the end of the shaft is in place. Check the nut tightening (the lock washer shall be turned over onto the nut). The anode shall not be painted.
- Turn off all the water inlet and drain valves (sink, washbasin, heads, engine).

### HANDLING

- Install a fore rope, a rear rope and fenders.
- When craning, check that no device is crushed by the belts (sounder, speedometer, shaft, etc.).
- Locate the strap positions using the stick-on markers. The belt position will be useful during the craning for a future launching.



### WARNING

- Do not stay on board or under the boat during hoisting.

### ADVICE - RECOMMENDATION

- The proper working of all your boat's equipment is the result of the quality of the commissioning operations.

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## **AFTER LAUNCHING**

- Check the sounder and speedometer fittings for tightness if need be.
- Open the valves and make sure that they are tight with the hull and relevant hose.
- Check the stuffing box for watertightness (Refer to chapter 11 "Stuffing box").

Before starting the engine, refer to chapter 11 "Engine".



# WINTER STORAGE

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*LAYING UP*

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*PROTECTION AND MAINTENANCE*

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## LAYING UP

- Take ashore all the ship's log, the ropes that are not used for mooring, the galley equipment, supplies, clothes, the safety equipment, batteries, the gas cylinder.
- Mark again the safety equipment, check the expiration dates, have the liferaft overhauled.
- Take advantage of this laying up to draw up a complete inventory of the equipment.

## PROTECTION AND MAINTENANCE

### INTERIOR

- Drain all the fresh water pipes and rinse them with water and vinegar (do not use a chlorine based product).
- Lubricate and close all the water inlet valves and thru-hull fittings. Rinse and completely drain the heads bowls and pumps.
- Remove the depth sounder and log sensors.
- 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.
- Installed in the square of a dehumidifier air leaving the cabin doors and open storage (cupboards, coolers).
- During long absence leave the fridge and icebox doors open to avoid mould developing.
- Leave refrigerator door open to prevent mildew.



## EXTERIOR

- Thoroughly rinse the hull and deck.
- Grease all moving and mechanical parts (latches, hinges, locks, etc).
- Protect all ropes and mooring lines against chafing.
- Protect the boat as well as possible with fenders.
- Make sure the boat is properly moored.
- Bring the removable cushions inside (washed with soapy water then dried) when the vessel is unoccupied.

This is not an exhaustive list of recommendations. .

### ADVICE - RECOMMENDATION

- You alone know all the particularities of your boat and its equipment:
- To lay up your vessel carefully and methodically is the best guarantee to avoid problems when re-fitting out.
- This is not an exhaustive list of recommendations. Your dealer will give you the advice you need and will carry out the technical maintenance of your boat.
- Take advantage of this laying up to draw up a complete inventory of the equipment.

## ENGINE

The engine winterization shall be carried out by a professional. Depending on the boat location, afloat or ashore, winterization is different.

Here are a few major tasks to carry out:

### Afloat

- Drain the cooling system and fill it with antifreeze.
- Shut off the battery switches, grease the terminals and check the battery voltage.
- Fill the fuel tanks to a maximum in order to avoid condensation.
- Please refer to the engine manual for anything relating to the engine.

### Ashore

- Take the batteries ashore and keep them on maintenance charge.
- Change the anodes.
- Carry out the winterization operations specified by the manufacturer, keeping in mind that the freeze hazard is more significant when the boat is ashore.
- Slacken the a.c. generator and pump belts.





