USER GUIDE

Excess14

WELCOME ABOARD

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

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

This user guide is intended to help you to enjoy your boat in comfort and safety.
It contains detailed information on the boat's specifications, on-board supplied or installed equipment, fittings and systems, along with further information on their use and maintenance.
We advise you to read this manual carefully and familiarize yourself with the boat before setting sail and to ensure you get maximum enjoyment when at sea.

Our network of authorised EXCESS dealers is ready and waiting to help you discover your boat and will be the best placed to carry out all the necessary maintenance.

PREAMBLE

■ This user guide is a tool that will help you get to know your boat and learn how to use the equipment necessary for sailing it. Some of the equipment mentioned in this guide refers to optional fittings.

■ HOW TO MAKE THE MOST OF THIS USER GUIDE

To aid understanding, this guide offers two complementary reading levels:
. the pages with text on the right-hand side develop the various topics dealt with in each chapter,
. the pages on the left-hand side contain all the related photos, layouts or block diagrams.

■ The various warnings used throughout this guide break down as follows:

RECOMMENDATION

Gives advice on appropriate handling or manoeuvres to carry out according to the planned action.

WARNING

Draws your attention to hazardous practices that may injure people or damage the boat or its components.

DANGER

Warns you of the existence of a hazard that may have serious or fatal consequences if the appropriate precautions are not taken.

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

CONTENTS

01
SPECIFICATIONS

01 | SPECIFICATIONS

01.1 | Your boat

NAME OF THE BOAT: .....

VERSION: .....

DELIVERY DATE:.....

REGISTRATION NUMBER: .....

DOOR KEY NUMBER: .....

HULL NUMBER: .....

MAKE OF THE ENGINES: .....

ENGINE KEY NUMBERS .....

SERIAL NUMBER OF THE STARBOARD ENGINE: .....

SERIAL NUMBER OF THE PORT ENGINE: .....

FURTHER INFORMATION: .....

.....

.....

.....

NAME OF THE OWNER: .....

ADDRESS: .....

.....

.....

EMAIL ADDRESS: .....

TELEPHONE: .....

CELLPHONE: .....

EMERGENCY CONTACT

DESIGN CATEGORIES

CATEGORIES	MAXIMUM WIND			MAXIMUM WAVES
Category A	Force 9	Established 47 knots	Gusts approximately 61 knots	10 metres
Category B	Force 8	Established 40 knots	Gusts approximately 52 knots	8 metres
Category C	Force 6	Established 27 knots	Gusts approximately 35 knots	4 metres
Category D	Force 4	Established 16 knots	Gusts approximately 23 knots	0.5 metres

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

01| SPECIFICATIONS

01.2| Technical specifications

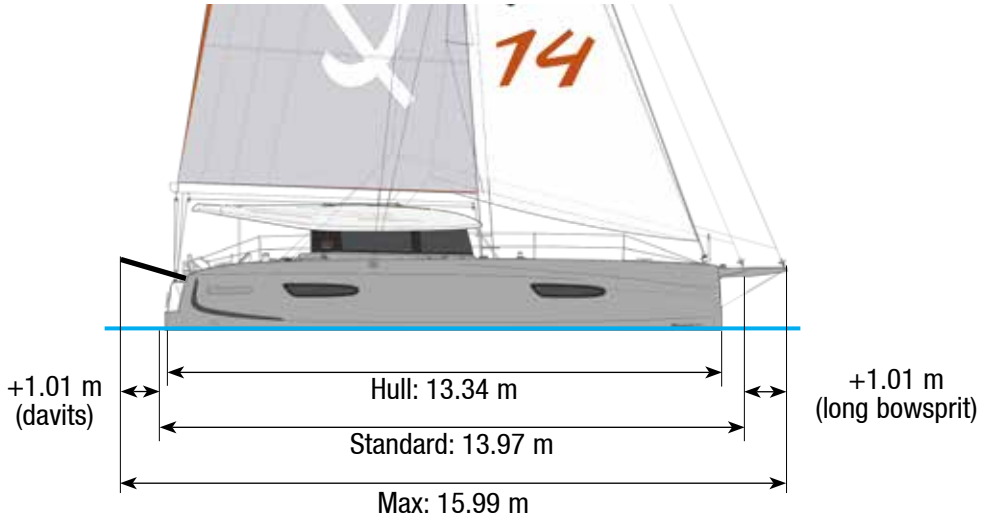
Maximum length.....15.99 m / 52’ 5"
Length overall (L.O.A.) .....13.97 m / 45'9"
Hull length .....13.34 m / 43'9"
Max. width.....7.87 m / 25'9"
Standard air draught.....19.78 m / 64'11"
Air draught - Pulse line version.....21.54 m / 70'8"
Draught .....1,48 m / 4'1"
Light displacement ..... 12 800 kg / 28219 lbs
Full load displacement..... 17 700 kg / 39029 lbs

Water capacity..... 300 l + 300 l (option)
79 US Gal 79 US Gal (option)
Black water capacity .....2 x 80 l / 2 x 21 US Gal
Fuel capacity .....2 x 200 l / 2 x 53 US Gal
Refrigeration capacity ..... 130 l + 75 l + 130 l (option) + 90 / 65 l (option)
34 US Gal + 20 US Gal + 34 US Gal (option) + 24 / 17 US Gal (option)

BATTERY CAPACITY
Ancillary batteries..... 2 (std) + 4 (opt) x 95 Ah AGM (12 V)
Option Lithium batteries ..... 2 x 200 Ah ()(12 V)
Engines ..... 2 x 50 Ah AGM (12 V)

Engine power .....2 x 45 CV / 2 x 57 CV (option)

CE category	Maximum number of persons
A	10 persons
B	12 persons
C	16 persons
D	20 persons

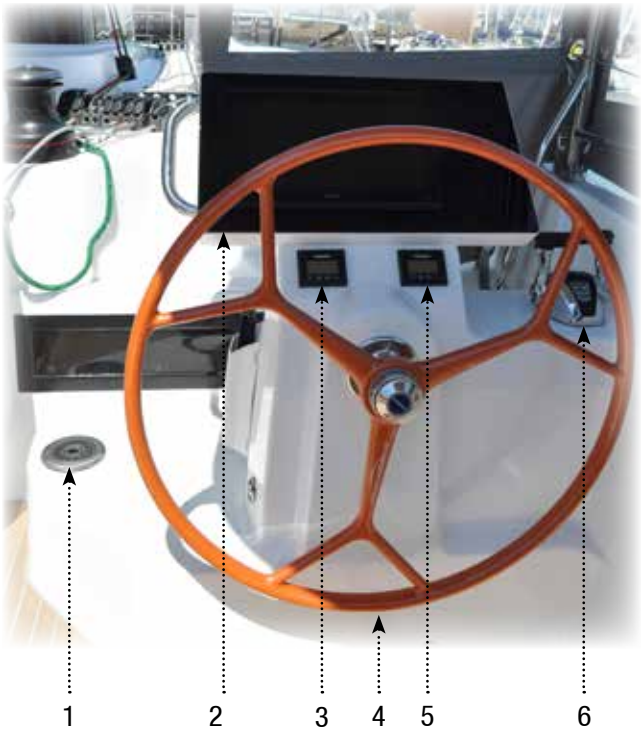


HELM STATIONS

PORT HELM STATION

1 - Secondary engine control (option).
2 - Shore socket (option).
3 - Electronic console (option).
4 - Steering wheel.
5 - Emergency tiller hole.

STARBOARD HELM STATION



1 - Emergency tiller hole.
2 - Electronics console (option).
3 - Port engine hatch.
4 - Steering wheel.
5 - Starboard engine hatch.
6 - Engine control.

01.4| Electrical panel

1 - Master control screen: management of 110 V - 230 V power supplies, battery bank charge status, gauges, lighting.
2 - 12 V panel.
3 - Inverter control (option).
4 - Reading light.
5 - Support for tablet PC (option).
6 - Compass.

1 - Electronics.
2 - Navigation lights.
3 - Masthead lights.
4 - Deck floodlight.
5 - Mooring lights.

6 - Interior lighting.
7 - Port bilge pump.
8 - Starboard bilge pump.
9 - Water unit.
10 - Refrigeration unit.

02
HULL / DECK

2.1 Construction
2.2 Careening
2.3 Helmsman seats
2.4 Deck fittings and equipment
2.5 Cockpit
2.6 Gangway
2.7 Steering system
2.8 Anchoring
2.9 Deckwash pump
2.12 Davits

HULL PROTECTION - HELMSMAN SEATS

FENDERS (OPTION)

HELMSMAN'S SEAT (OPTION)
HIGH POSITION

HELMSMAN'S SEAT (OPTION)
FOLDED POSITION

HELMSMAN'S SEAT (OPTION)
OPEN POSITION

HELM STATION BIMINI (OPTION)

02.1| Construction

The Excess 14 hull is made of infused polyester resin with top-quality anti-osmotic resin on a balsa wood core with outer fibreglass layers.
The deck is also made of infused polyester resin on a PET foam core, with outer fibreglass layers.

WARNING

Do not let the hull's large plexiglass windscreens come into contact with fenders or hawsers: surface damage would be irreparable.

02.2| Careening

Regular careening of your boat will maintain its original performance level and avoid any adhesion of marine vegetation (surface of underwater area: approx. 61 m²).

During careening periods, the Excess 14 can be laid on its keel supports on a firm, horizontal floor, taking all the necessary precautions.

The water type where you sail determines the choice of antifouling paint and careening frequency.
Please contact a professional for advice.

02.3| Helmsman seats

• HELMSMAN SEATS (OPTION)
The helm stations have an optional benchseat with fold-down back that provides access to the aft transoms.

- Fold down the seat back on the helmsman's benchseat.
- Raise the benchseat up to the side of the hull.
- Open the lifelines to access the aft transoms.

Repeat this operation in reverse order to replace the helmsman's seats.

When sailing, lock the helmsman's seat with the ropes / elastic cord provided for this purpose.

• HELM STATION BIMINI
Helm stations may be optionally fitted with a bimini with integrated windshield.
Rinse the windshield with fresh water on a regular basis.
Store biminis furled; do not fold them.

DECK EQUIPMENT

EXTERIOR LOCKING SYSTEM
FOR THE ENTRANCE DOOR

INTERIOR LOCKING LATCHES
FOR THE ENTRANCE DOOR

AFT SWIM LADDER

ROOF STAIRS

AFT TRANSOM
SHOWER

02.4| Deck fittings and equipment

• DECK FITTINGS

The deck fittings on the Excess 14 have been selected according to quality criteria.

They should be cleaned regularly to keep them looking at their best.

- Rinse fittings with fresh water, especially stainless steel parts.
- Lubricate the various blocks, sheaves, turnbuckles, winches, tracks and travellers.
- In the event of oxidation, clean and polish stainless steel parts with a chrome and stainless steel polish.

• PULPITS

Regularly rinse stainless steel parts with fresh water.

• LIFELINES

Monitor the wear and tear of textile lifelines.

Check for corrosion, in particular on the connections.

• PLEXIGLASS

To protect the surface of your plexiglass windows, avoid any contact with alcohol, tanning creams, sand and all abrasive products in general.

- Rinse the plexiglass with fresh water; never use solvents.
- Polish with a soft rag soaked in a gentle cleaning product.

02.5| Cockpit

• ACCESS DOOR

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

RECOMMENDATION

When sailing, block the sliding door by locking it.

• ROOF STAIRS

The boat may be optionally fitted with roof stairs.

• SWIM LADDER

A stainless steel swim ladder is located on the portside aft transom.

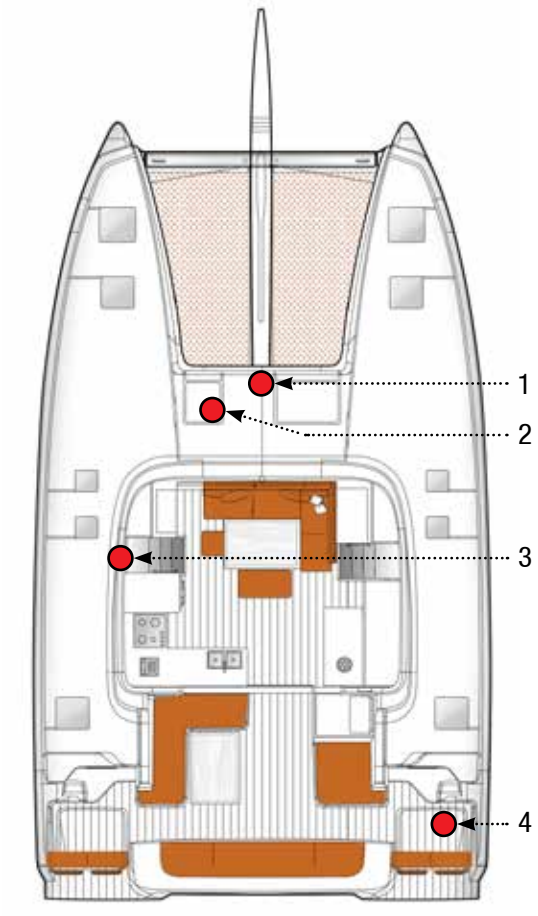
WARNING

For safety's sake, always sail with the ladder up and kept in position.

• SHOWER

A shower supplied with hot and cold water taps is located on the side of the port helm station.

WINDING TACKLE – ELECTRIC WINDLASS



1 - Electric windlass.
2 - Electric windlass remote control.
3 - Electric windlass automatic breaker.
4 - Windlass control (option).

WINDING TACKLE SYSTEM

ELECTRIC WINDLASS

WINDLASS REMOTE CONTROL

WINDLASS AUTMATIC BREAKER

02.6| Gangway (option)

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

WARNING

Never use the gangway as a diving board.

02.7| Steering system

The steering system consists of steering cables (textile cables) and an aluminium tie rod.
The steering system is accessed via the engine compartments to port and starboard.

The suspended rudders are fitted with stainless steel stocks.
The rudder bearings are roller bearings that limit friction.

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

02.8| Anchoring

• ELECTRIC
The electric windlass works with the 12 V domestic batteries.
Operate the windlass using the control in the port locker on the foredeck or the control on the chainmeter unit (optional) at the starboard helm station.

RECOMMENDATION

To conserve battery life, use the electric windlass with one or both engines are running.

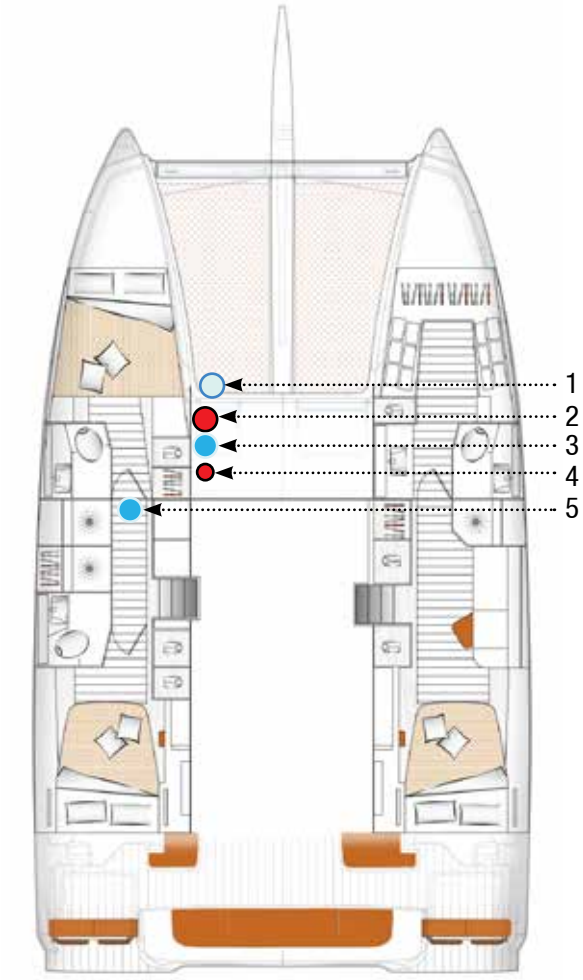
If the electric windlass does not function properly, check its automatic breaker located in the utility cupboard in the port passageway.
For the maintenance of the windlass, please refer to the manufacturer's guide.

• PREPARATION FOR MOORING
Fasten the winding tackle to the chainplates at the ends of the forward crossbeam.
Insert the winding tackle through the anchor roller.
Fasten the winding tackle to the central cleat when lowering the chain.

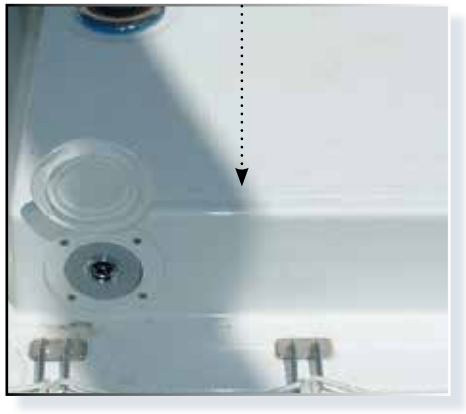
RECOMMENDATION

Before you anchor, check the seabed type, water depth and strength of the current.

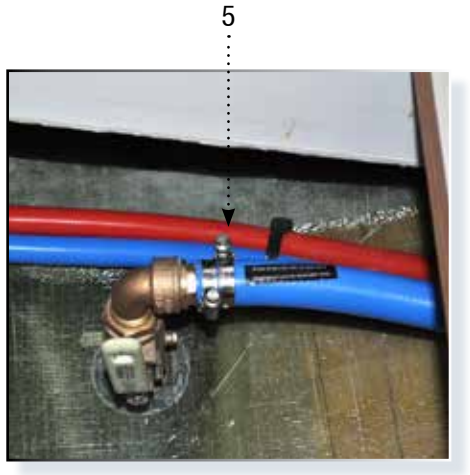
DECKWASH PUMP (OPTION)



Note: the layouts are the same in other boat versions.



1 - Intake to connect hose.
2 - Deckwash pump.
3 - Valve to select seawater / fresh water.
4 - Power switch. 5 - Seawater inlet valve.



• ANCHORING
Position your boat head to wind and without speed.
Pay out the chain while slowly reversing.
Secure the chain on the winding tackle.
Release the chain until the winding tackle is taut.
Watch out for the swinging space once the boat is anchored.

• LIFTING THE ANCHOR
Make sure that the chain is properly set on the cable lifter.
Operate the windlass upwards.
Advance slowly towards the anchor using the engine (do not use the windlass to winch the boat).
Visually check the final metres until the anchor makes contact with the anchor roller.
Remove the winding tackle.
Check the position of the anchor on the stem fitting.
Strike the anchor retainer on the cleat.

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

Please read the instructions for details on windlass and tackle operation and maintenance.

Note: the boat is fitted with an optional chainmeter at the starboard helm station.
The chainmeter unit has an integrated windlass control.
The standard zero calibration corresponds to the anchor's ready-to-drop position.

Please read the chainmeter's instructions for details on its calibration, operation and maintenance.

WARNING

- Always keep ground tackle clear and uncluttered.
- Always proceed with care, wearing gloves and always wearing shoes.
- Make sure that nobody leans on the windlass when operating the control.

02.9 | Deckwash pump (option)

The boat may be optionally fitted with a deckwash pump.

The deckwash pump is located in the port locker of the forward cockpit.
It supplies seawater or fresh water from tanks.
The fresh water or seawater selector valve is located next to the pump, in the port locker of the forward cockpit.

Switch on the deckwash pump using its switch located next to the 3-way valve.

Open the seawater intake valve located under the floor in front of the portside forward cabin.

DAVITS (OPTION)

DAVITS (OPTION)

DAVIT HOIST

02.10 | Davits

The boat is fitted with davits with manual winch (option).

WARNING

The davits are designed to bear a maximum load of 150 kg on each davit, and a tender with maximum length 3.10 metres.

• INSTALLING A TENDER ON THE DAVITS

After having emptied the tender of all its equipment and removed the water drain plug:

- Fix the davit line hooks to the front and rear parts of the tender.
- Lock the jammers located on the davits.
- Lift the front part of the tender half way up using the cockpit winch.
- Do the same for the rear part.
- Alternatively lift up the front part then the rear part of the tender until it touches the davits.
- Strap the tender firmly under the davits to prevent any movement when sailing.

• LAUNCHING A TENDER FROM THE DAVITS

Replace the water drain plug in the tender.

Secure the tender.

- Check that the jammers located on the davit system are closed and locked.
- Run the davit line attached to the rear of the tender around the winch (at least three turns).
- Open the jammer and play the line out half-way.
- Lock the jammer.
- Do the same for the front part.
- Lower the tender by the front and rear alternately until it touches water.

WARNING

Never allow anyone to remain in or under the tender when manoeuvring it using the davits.

Moor the tender when manoeuvring, securing it firmly to the davits when sailing.

When sailing, remove the tender engine and store it on board or on its bracket.

Moor the tender to the boat in accordance with the planned sailing route and sea condition.

Always secure the front and rear of the tender to the inner skirt cleats.

Store safety equipment in the tender in compliance with the boat's country of registration.

03
RIGGING / SAILS

3.1 Sailing
3.2 Standing rigging
3.3 Running rigging
3.4 Sails

RIGHTING MOMENT

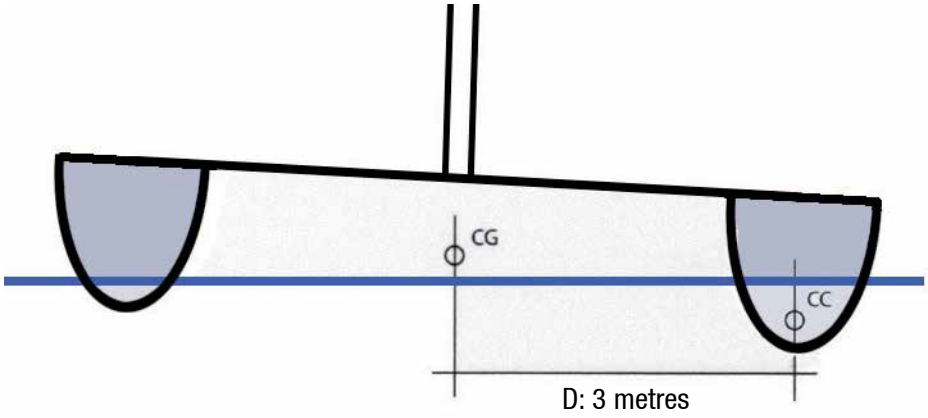
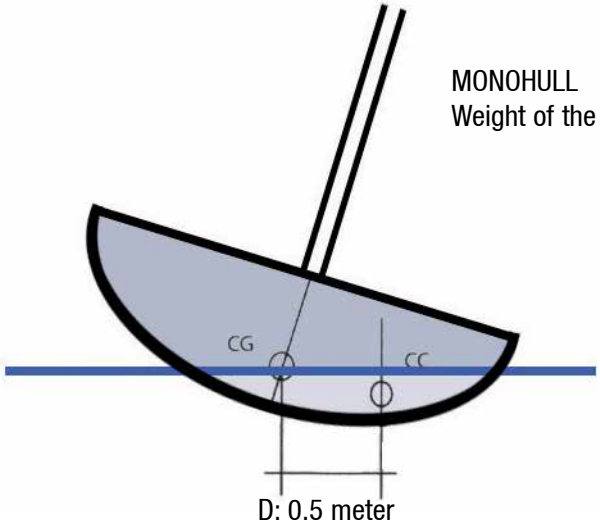


Illustration of the difference of the righting moment existing between a 10 m monohull and catamaran.

CATAMARAN
Weight of the boat: 10 tons



MONOHULL
Weight of the boat: 10 tons

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

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

RMmax monohull : 10 tons x 0.5 meter
: 5 tons.meters

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

03.1 | Sailing

• BEWARE

A catamaran is about 6 times more resistant to heeling than a monohull. Naval architecture refers to this as the righting moment (multiplication of the boat's weight by the transverse distance between the centre of gravity and the centre of flotation - or buoyancy).
See the illustration opposite.

This fact has real consequences as for the sailing and sail trimming of a catamaran.
The fact that the boat does not heel may mask overcanvassing, which can be extremely dangerous for the crew and the boat. It is therefore vital to keep a very close eye on the apparent wind speed, and to trim the sail area accordingly as a matter of priority.

The following trims apply in a calm sea. In choppy seas, take care to reduce the apparent wind speed in advance by 10%. Generally speaking, it is always better to try to ease up the boat rather than stress it.
Always try to have the leading edges of the sails facing the apparent wind, and make sure the sail is not over-sheeted to ensure laminar airflow behind the sail, i.e. the air exits the aft sail area smoothly.

Failing to follow these recommendations may be hazardous for the boat and its crew; in the event of an accident, the manufacturer would not be held liable.

DANGER

The sail shortening table is displayed at the helm station; it must be strictly adhered to in order to avoid any risk of dismasting or capsizing.

Consult the owner manual
Sailing configurations must be respected
Sea state must be taken into account

XCS Excess

Apparent Wind Angle | AWA : 30-70°				Apparent Wind Angle | AWA > 70°			
Apparent Wind Speed | AWS (Knots)	Main	Jib	Code 0	Apparent Wind Speed | AWS (Knots)	Main	Jib	Code 0
0-5	Full	0%	Full	0-16	Full	0%	Full
0-23	Full	Full	0%	0-20	Full	Full	0%
23-28	Reef 1	Full	0%	20-24	Reef 1	Full	0%
28-33	Reef 1	75%	0%	24-30	Reef 2	75%	0%
33-38	Reef 2	60%	0%	30-34	Reef 3 | 0%*	60%	0%
38-45	Reef 2	40%	0%	34-38	Reef 3 | 0%*	40%	0%
45-55	Reef 3 | 0%*	0%	0%	38-50	0%	25%	0%
> 55	0%	0%	0%	> 50	0%	0%	0%

* 0% IF MAINSAIL WITH 2 REEFS

WARNING

If there is a radar aerial on the mast, keep an eye on the genoa when tacking or gybing to avoid any risk of damage.

SAILS

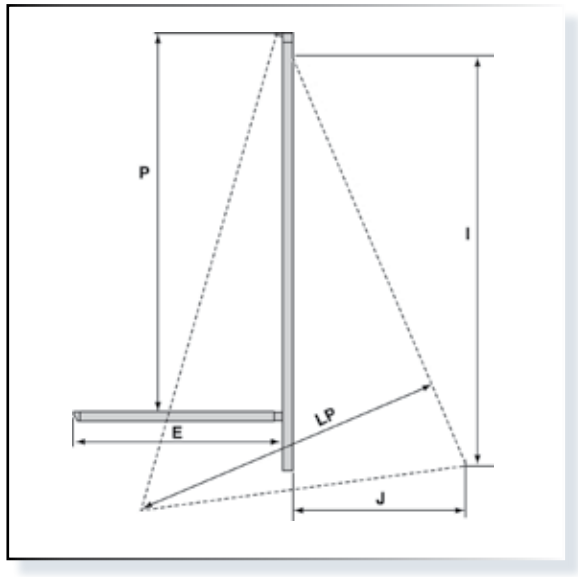
Sails

STANDARD VERSION:

Square top mainsail	83 m² / 893 sq.ft
Overlapping genoa	40 m² / 430 sq.ft
Code 0 (option)	72 m² / 775 sq.ft
I	15.50 m / 50’10”
J	5.09 m / 16’8”
P	16.00 m / 52’5”
E	7.15 m / 23’5”

PULSE LINE VERSION:

Square top mainsail	90 m² / 968 sq.ft
Overlapping genoa	45 m² / 484 sq.ft
Code 0 (option)	86 m² / 925 sq.ft
I	17.00 m / 55’9”
J	5.09 m / 16’8”
P	17.70 m / 85’0”
E	7.15 m / 23’5”



03.2| Standing rigging

The rigging and sails of the Excess 14 were adjusted by the shipyard and by the mast manufacturer at the time of the initial masting.
The cables stretch a little during the first sailings. It is therefore advisable to have the mast inspected and adjusted by a specialist.

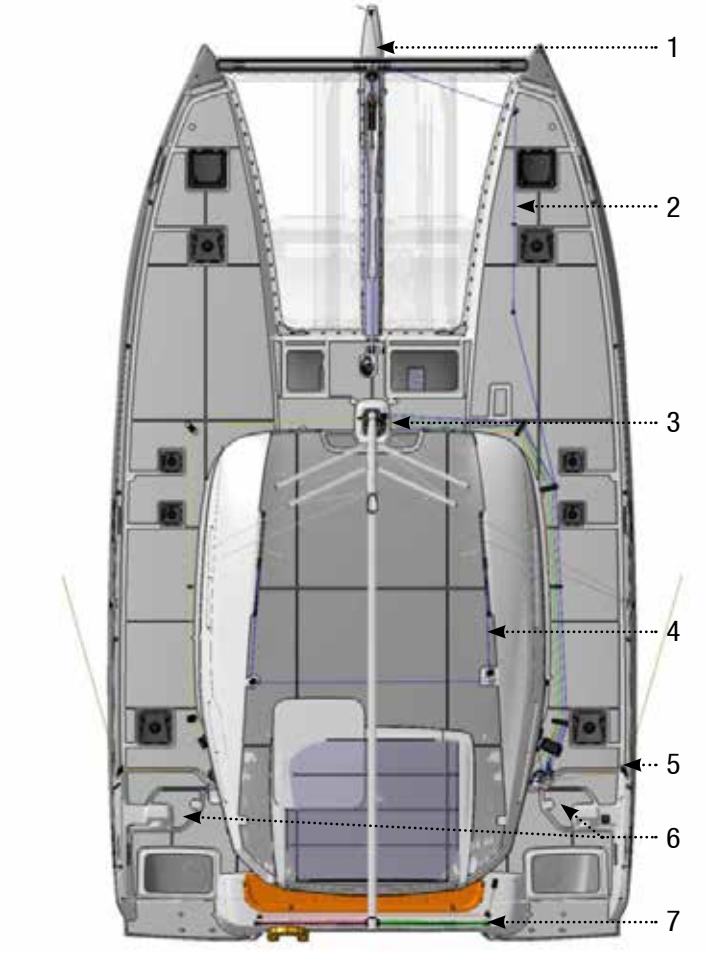
Before setting sail, it is vital to make sure that the standing rigging is in good condition: inspect the turnbuckles and check the condition of the shrouds.
If there is a long bowsprit (option), the bobstays are part of the standing rigging that must be managed. They must be correctly tensioned when using a Code 0 or asymmetric spinnaker.

RECOMMENDATION

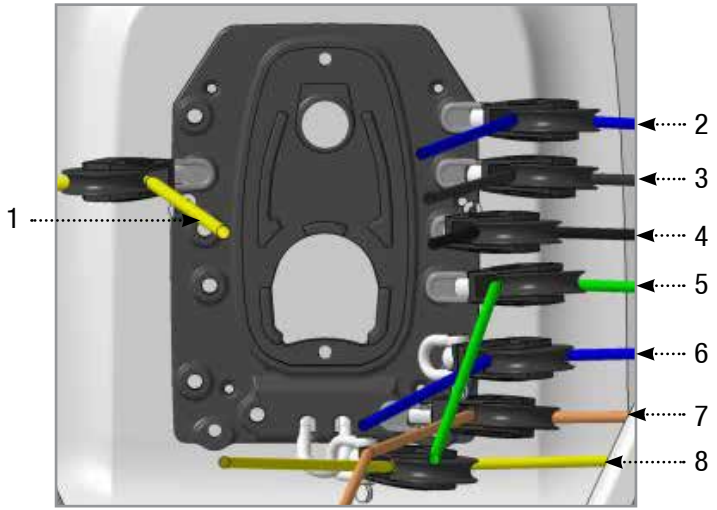
All work on standing rigging must be carried out by a professional.

To hoist a crew member up to the top of the mast, use the topping lift. Belay the crew member with a bowline on the bosun's chair ring (never use a snap shackle or shackle).

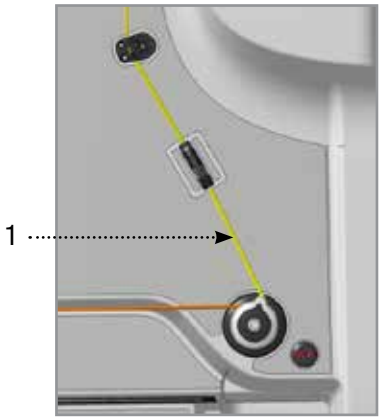
HANDLING PLAN – RUNNING RIGGING



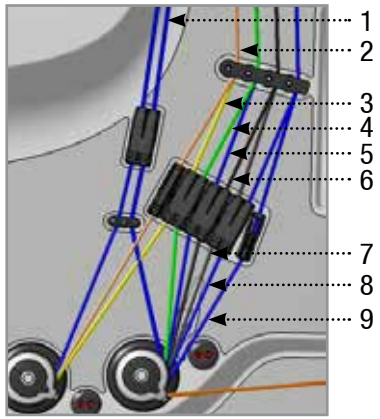
1 - Code 0 rostrum (option).
2 - Roller furler rigging.
3 - Mast foot rigging (see details opposite).
4 - Genoa.
5 - Code 0 sheet (option).
6 - Handling zones.
7 - Mainsail rigging.



1 - Spinnaker halyard (option).
2 - Genoa halyard.
3 - Mainsail halyard.
4 - Topping lift.
5 - Reef 2.
6 - Reef 3.
7 - Mainsail sheet.
8 - Reef 1.



1 - Spinnaker halyard (option).



1 - Genoa halyards.
2 - Mainsail sheet.
3 - Reef 1.
4 - Reef 2.
5 - Reef 3.
6 - Mainsail halyard.
7 - Topping lift.
8 - Genoa halyard.
9 - Genoa furling line.

WARNING

In flat-deck sheave boxes, between the mast and the piano, the mainsail and genoa halyards must pass through the lower sheaves.

03.3| Running rigging

The mainsail and genoa sheets, the topping lift, the reefing lines, the mainsail and genoa and code 0 halyards, lead back to the sail handling station.

Names of the ropes	Length (m)	Diameter (mm)
Mainsail halyard	65	10
Mainsail sheet	45	10
Mainsail topping lift	47	10
Reef 1	29	12
Reef 2	40	12
Reef 3	38	12
Mainsail control line	21+ 17,5	8
Liner driver control line	16.70	10
Genoa halyard	44	12
Genoa sheet	17+ 13	12
Spinnaker halyard / Code 0 (option)	70	10
Spinnaker sheet / Code 0 (option)	2 x 29	12
Spinnaker tack	10	10
Code 0 tack	6	10

• MANUAL OR ELECTRIC SHEET WINCHES AND HANDLING WINCHES (OPTIONAL)
The automatic breakers for the electric winches are located in the utility cupboard in the port passageway.

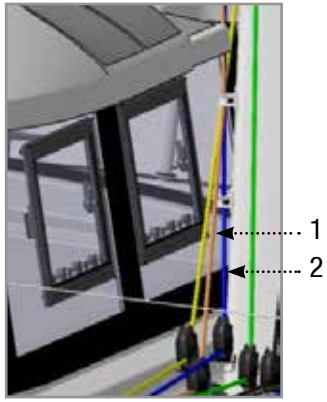
WARNING

Have at least 3 turns on the winch.
Electric winches generate an extremely powerful force and must be used with extreme care.
Never force a jamming point.
When using the winches, keep your hands away.
Close the pivoting rings of the switches after use.
Refer to the manufacturer's instructions for dismantling and refitting the winches.
Incorrect refitting may cause accidents (e.g. kick of the crank handle).

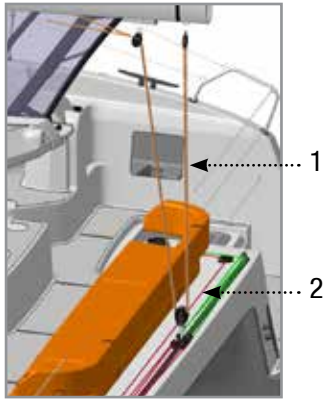
ELECTRIC WINCH (OPTION)
+ CONTROL

AUTOMATIC BREAKERS
FOR THE ELECTRIC WINCHES

RUNNING RIGGING - SQUARE TOP MAINSAIL RIGGING



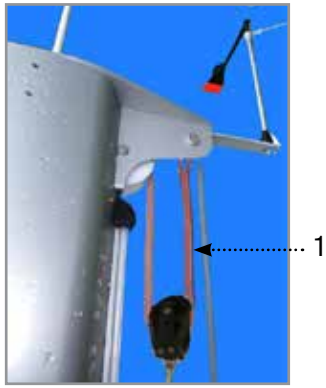
1 - Mainsail sheet.
2 - Reef 3.



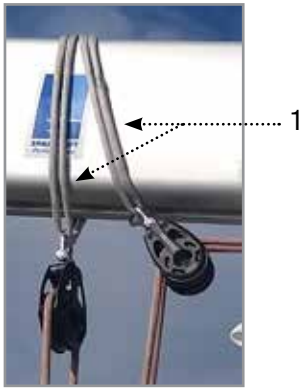
1 - Mainsail sheet.
2 - Mainsail sheet control line.

1 - Mainsail sheet fuse.

ELECTRIC FLAT WINDER

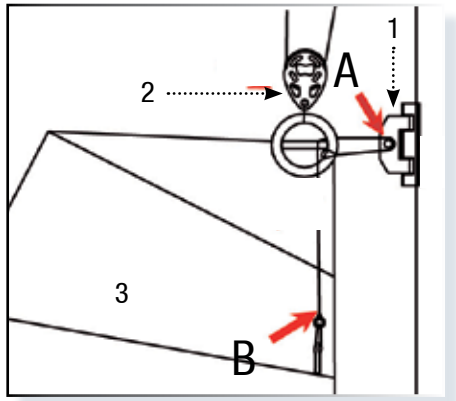


1 - Mainsail halyard.



1 - Strops used to secure blocks.

FASTENING OF THE SQUARE TOP MAINSAIL



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

03.4| Sails

• SQUARE TOP MAINSAIL

The square top mainsail halyard is lashed on the eyelet of the sail, not on the headboard traveller.

The square top will be properly set automatically once the sail is hoisted up.

FITTING THE SQUARE TOP MAINSAIL SYSTEM

See the illustration opposite.

- Remove the pin of the headboard car (ref. A).
- Prepare the 2-cable hoist as per the drawing on the opposite page.
- Replace the headboard car pin (ref. A), adding the sheave.

The length of the headboard line for a new sail is preset to the correct dimension at the sailmaker's.

The lashing (ref. B) compensates for any stretching of the rope due to ageing.

WARNING

A square top mainsail is more powerful than a standard mainsail. Shorten the sails earlier, depending on the wind conditions.

• HOISTING THE MAINSAIL

- Position your boat head to wind with the engine in gear.
- Make sure that the mainsheet is eased off and the reefs are free.
- Open the jammer.
- Hoist the sail making sure that the battens don't get jammed in the lazy-jacks (the lazy-jacks can get hoisted up the mast).
- Secure the halyard with the jammer.
- Trim the mainsail according to the wind and sea conditions.

To lower the mainsail:

- Haul up.
- Tighten the topping lift.
- Ease off the halyard, then lower the mainsail.
- Secure the boom retainer, then furl the mainsail.
- Tighten the sheet.

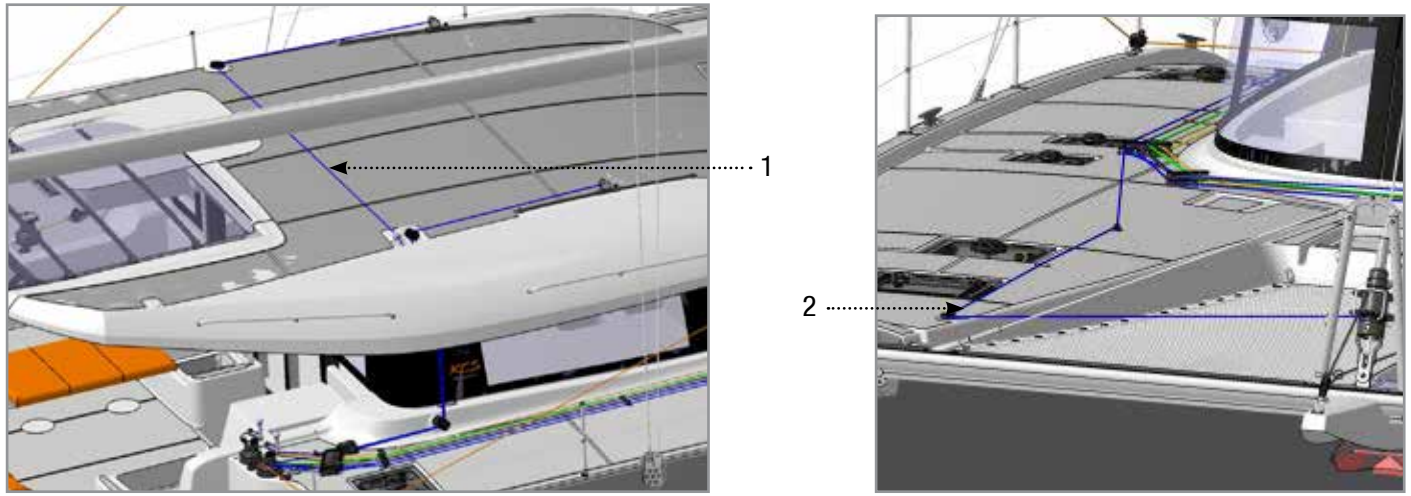
• REEFING THE SAILS

Automatic reefing system (reef 1 and 2):

- Position the boat head to wind.
- Ease off the mainsail a bit.
- Ease off the mainsail halyard.
- Take up the reef tack line.
- Tension the mainsail halyard.
- Set the mainsail.

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

RUNNING RIGGING - GENOA RIGGING



1 - Genoa sheet.
2 - Furling line.

• MAINSAIL FUSES
They help prevent dismasting or capsizing.

Operation:
- The fuse is installed at the end of the mainsail hoist, aft of the boom.
- Its breaking load for the Excess 14 is calibrated at 500 kg.
- When the fuse breaks, it releases 1 metre of mainsheet to relieve the strain. The sail must be shortened immediately, and the fuse replaced.

WARNING

Any mainsail sheet fuses must be replaced. They cannot be reused.

Each boat is delivered with 3 fuses (1 initial + 2 spares).
Additional fuses can be purchased from your boat dealer.

WARNING

Under no circumstances should the presence of this fuse replace strict compliance with the sail shortening table.

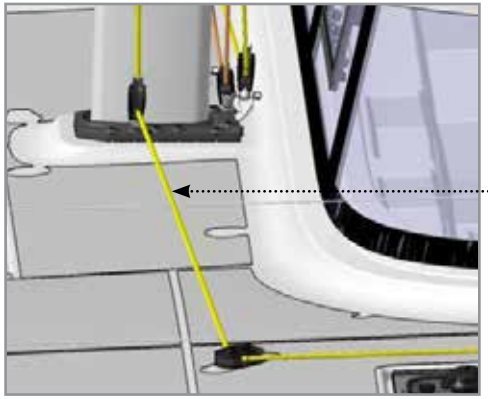
• HOISTING THE GENOA
Hoist the genoa before you get under way, taking advantage of a windless period.
- Secure the head.
- Secure the halyard to the slide-swivel.
- Secure the tack to the drum and the sheets.

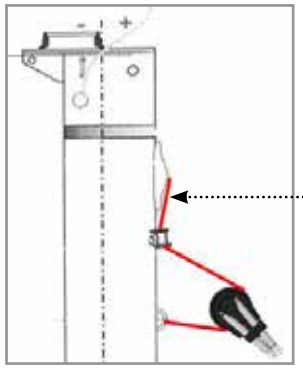
- Insert the boltrope carefully into the sailfeeder, then hoist the genoa, taking care not to tear it.
- Haul the halyard taut enough but sway it up less than a sail on a standard stay.
- Hoist it until the horizontal creases disappear (the tension of the luff will have to be adjusted after a few sea trips).
- Pull on the line from the cockpit to furl the genoa.

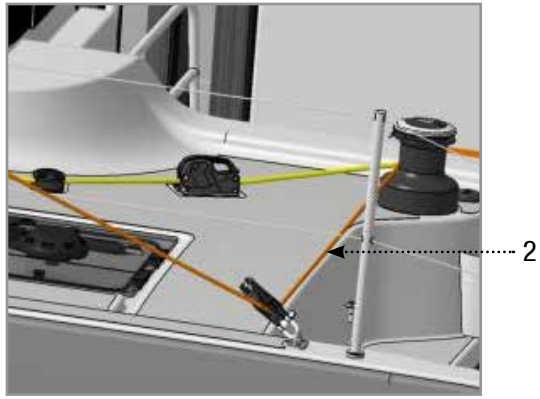
RECOMMENDATION

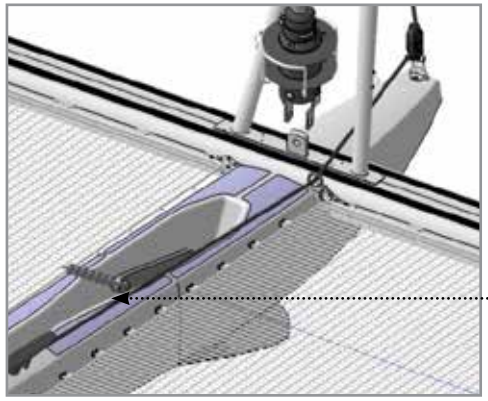
Pre-furl the drum manually to set the furling line on it.
Take care with the drum furling direction: the genoa's UV protection must be on the outside.
Never force the head sails when furling or unfurling them if they seize.
Make sure that no ropes are caught in the roller furler.

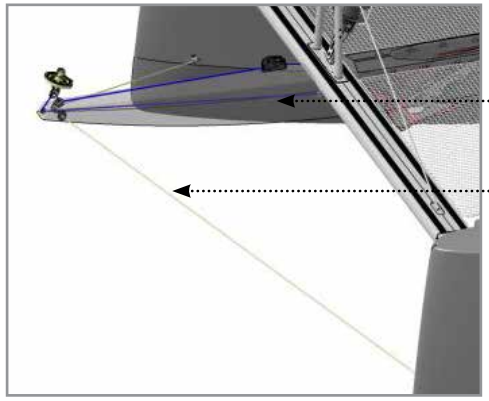
RUNNING RIGGING - CODE 0











1 - Code 0 halyard.
2 - Code 0 sheet.
3 - Code 0 tack.
4 - Code 0 tack (Pulse Line version).
5 - Rostrum bobstay (Pulse Line version).

WARNING

Maintain a measured tension on the bob-stays.

• CODE 0 (OPTION)
If the boat is fitted with bow pulpits (optional), remove the bow lifelines when using code 0 (risk of damage).
Take advantage of a windless period to hoist the code 0.

- Attach the drum to the bowsprit (standard) or to the tack line (long bowsprit).
- Secure the swivel to the code 0 headboard.
- Secure the furling system to the tack clew.
- Secure the halyard to the headboard swivel.
- Hoist the code 0.

Code 0 sheets:
- Secure the sheets to the code 0 clew.
- Run the sheets outside the stay, the shrouds and above the lifelines.
- Secure the sheet leading blocks to the chainplates.
- Reroute the sheets to the genoa sheet winches.

Use the furling system line to furl or unfurl code 0 sails.

WARNING

Unrig code 0 sails when not in use (risk of being UV damaged and accidentally unfurled).

WARNING

In some sailing trims, the asymmetric spinnaker may hide the forward navigation lights.

04
ACCOMMODATION

SALOON – LIGHTING

LOCKING OF THE GALLEY WALL UNIT

SHORT TABLE LEGS

SALOON TABLE IN BENCHSEAT POSITION

SECURING THE SALOON BENCH

04.1| Saloon - Galley

• FLOORBOARDS
Hatches in the saloon floor provide access to storage areas.
The floorboards in the passageways can be lifted up to access the various onboard technical components.

RECOMMENDATION

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

• SALOON TABLE
The legs on the saloon table can be changed to adjust to a lower position.
The legs of the lower version are stored under the starboard benchseat.
Having the saloon table in the low position makes it possible to create an extra berth by placing the backrest cushions of the saloon benchseats.

• BENCH
The saloon can be optionally fitted with a removable bench.
Attach the bench before sailing or wedge it between the saloon benchseat and the chart table.

• GALLEY WALL UNIT
The boat can be optionally fitted with a wall unit with sliding drawer, located to starboard in the saloon.
Unlock the drawer using the latch on the inside, at the top of its side panel.

• DRAWERS
The drawers in the galley have an automatic closing function.

The drawers can be removed by pushing on the levers on each side.
To reassemble, clip the front of the drawer in, then push it back.

04.2| Lighting

There are various lighting options in the saloon, direct or indirect, depending on the desired ambience.
The main lights in the saloon and cockpit can be dimmed (option). A short press on the switch turns the lighting on or off, while a long press alternates between high and low lighting power.

After switching on the onboard 12 V system and the lighting system via the electrical panel on the chart table, turn on the desired lighting using its switch.

PORTHOLES - HATCHES - WINDOWS

AFT CABIN PORTHOLE (OPTION)

BLIND AND FLYSCREEN
ON DECK HATCH

GALLEY PORTHOLE (OPTION)

SALOON PORTHOLES (OPTION)

04.3| Portholes - Deck hatches

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

WARNING

Hull portholes must always be closed when sailing.

Deck hatches are fitted with a blind and flyscreen system that can be used even when the hatch is open.
Take care when handling them.

04.4| Curtains - Window blinds

All cabin windows have black-out curtains.
Black-out curtains can also be optionally fitted in the saloon.

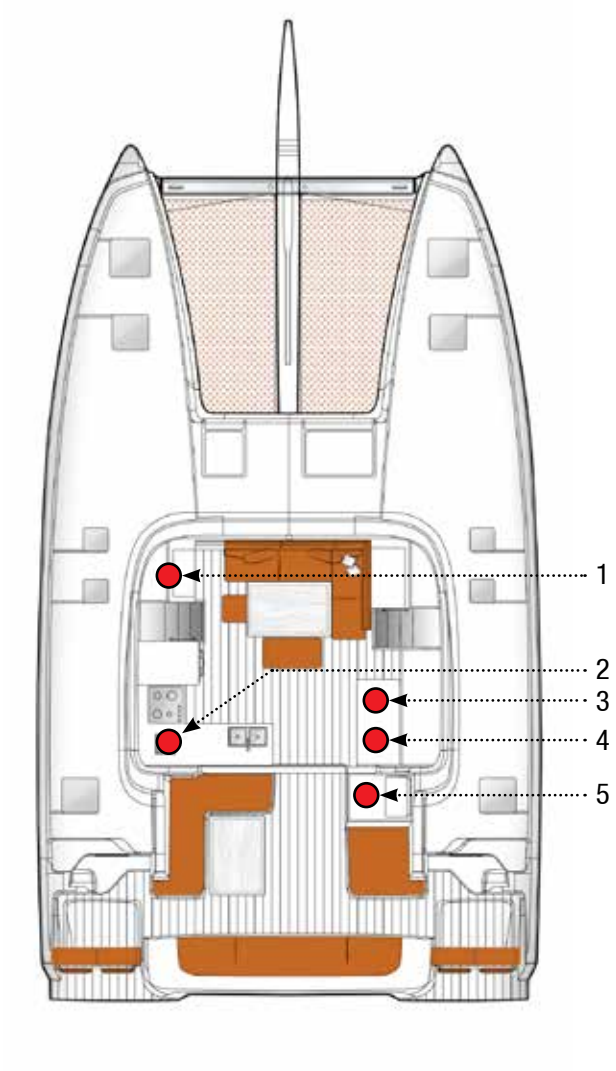
RECOMMENDATION

Handle curtains with care.
Take care to fasten them when they are fitted with the relevant systems.

05
ONBOARD COMFORT

5.1 Refrigerators - Icebox
5.2 Microwave oven
5.3 Oven, hotplates
5.4 Television
5.5 Air Conditioning

REFRIGERATORS - FREEZER - MICROWAVE OVEN



1 - Electrical panel.
2 - Microwave oven (option).
3 - Refrigerator / Freezer (option).
4 - Refrigerator.
5 - Cockpit refrigerator (option).

REFRIGERATOR 90 L / FREEZER 65 L (OPTION)

REFRIGERATOR 130 L

COCKPIT REFRIGERATOR 75 L (OPTION)

05.1| Refrigerators - Icebox

Standard features on the boat include a 130 l refrigerator in the galley.
It can be optionally fitted with a second 130 l refrigerator, or a combined refrigerator (90 l) / freezer (65 l) in the galley.
It can also be fitted with a 75 l refrigerator in the cockpit (option).

Once the general 12 V onboard system has been powered up, switch on the appliances using the refrigeration unit switch on the electrical panel on the chart table.

RECOMMENDATION

Defrost and then drain the refrigerators and the freezer before switching off the onboard 12 V system.

05.2| Microwave oven (option)

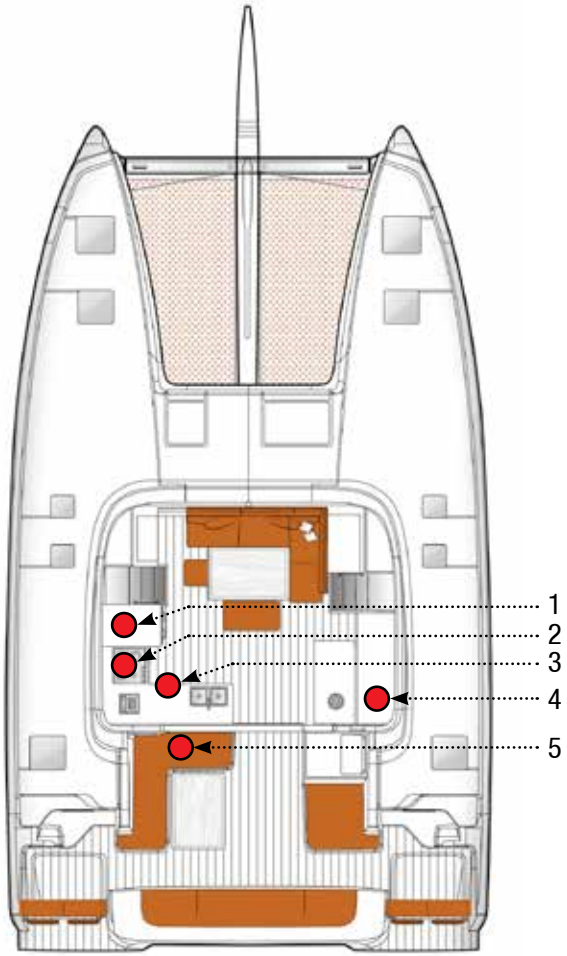
The boat may be optionally pre-equipped to be fitted with a microwave oven located to port in the galley.

- Check the microwave oven's plug connection.
- Check that the socket outlet automatic breakers in the electrical protection panel in the utility cupboard in the port passageway are switched on.

POWER SUPPLY
Select the power supply (generator or shore power socket) via the touch screen control on the chart table or the inverter using its switch on the chart table.

For details on the use and maintenance of the microwave oven, please refer to its instruction manual.

OVEN - HOTPLATES - TELEVISION



1 - Oven.

2 - Hotplates.

3 - Gas valves / gas electrovalve (US version).

4 - Location of the TV.

5 - Gas cylinder locker

HOTPLATES

SWITCH FOR THE GAS ELECTROVALVE (US VERSION)

GAS CYLINDER LOCKER

LOCATION OF THE TV

05.3| Oven, hotplates

The boat is fitted as standard with a gas oven and hotplates.

The gas valves are located in the cupboard next to the sink.
The gas cylinder is located in the cockpit's forward locker.

The gas cylinder locker can house:
- 1 cylinder with diameter 320 mm x maximum height 520 mm or
- 2 cylinders with diameter 205 mm x maximum height 325 mm.

RECOMMENDATION

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

RECOMMENDATION

Please refer to the chapter § 11.2 Safety for details on safety instructions.

05.4| Television (option)

The saloon can be optionally pre-equipped with pre-wiring for the TV on the cabinet at the saloon's starboard entrance.

The TV can be turned on after switching on the onboard 12 V system when the boat is equipped with a 12 V / 110 V - 220 V / 2000 W inverter.

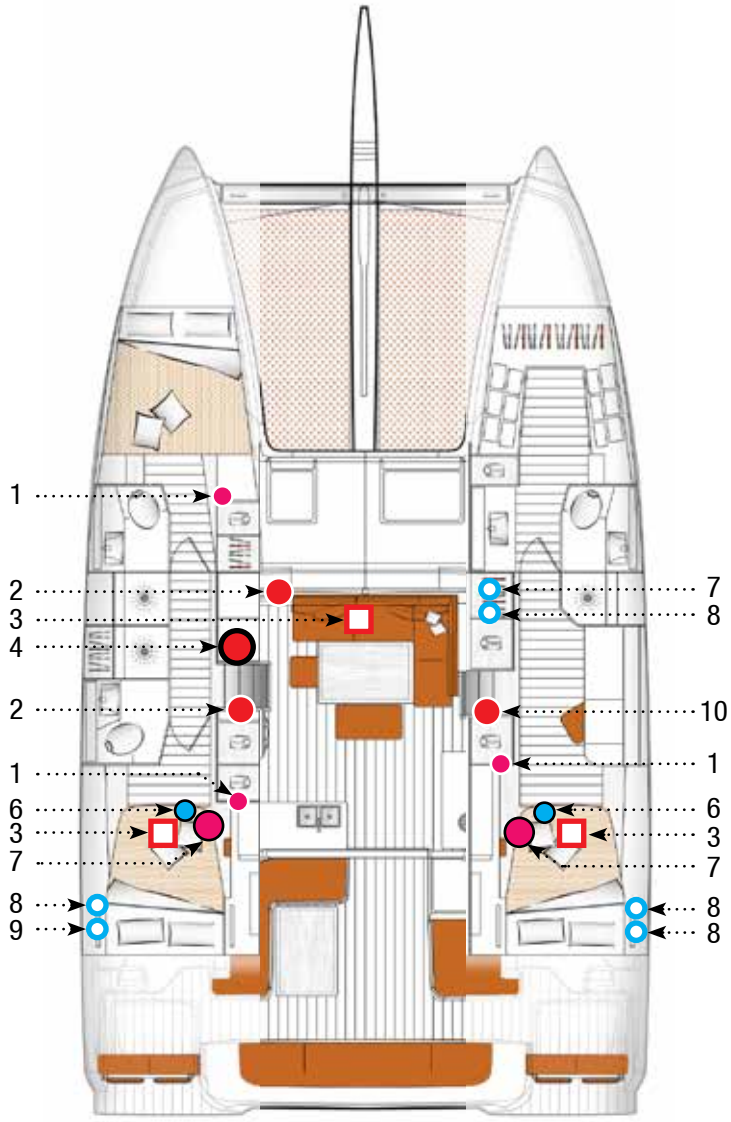
If there is no inverter, the TV is powered using the 220 V supply via the shore power socket or the generator.

- Check that the TV's socket outlet automatic breaker in the protection panel in the utility cupboard in the port passageway is switched on.

POWER SUPPLY
Select the power supply (generator or shore power socket) via the touch screen control on the chart table or the inverter using its switch on the chart table.

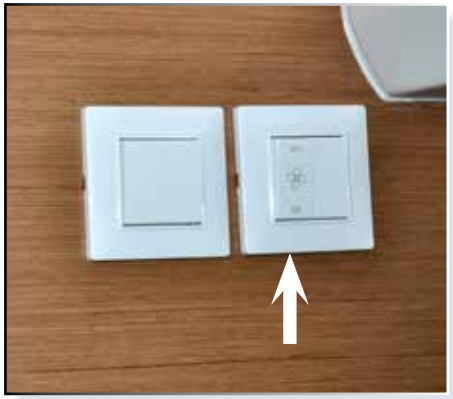
For details on use and maintenance of the television, please refer to its instruction manual.

AIR CONDITIONING



Note: layouts vary depending on the accommodation version.

SWITCH FOR AIR VENTILATION OF THE AIR CONDITIONING SYSTEM (CABINS)



AIR CONDITIONING AIR HEATER

1 - Switch for air ventilation of the air conditioning system.
2 - Air conditioning control.
3 - Air heater.
4 - Automatic breakers for air conditioning components.
5 - Air conditioning control for the port float.
6 - Seawater inlet valve + filter.
7 - Electric pump.
8 - Air conditioning drain valve.
9 - Drain for the air conditioning drain valve.
10 - Air conditioning control for the starboard float.

SEAWATER PUMP+ SEAWATER FILTER

05.5| Air Conditioning (option)

The boat can be optionally fitted with a reversible air conditioning system.
The Air Conditioning units are located in the aft cabins and the saloon.
There are air vents in each cabin and in the saloon.

Before switching the system on:
Open the seawater circulation systems (suction and discharge valves under the beds in the aft cabins and under the wardrobe in the starboard cabin).

POWER SUPPLY
Select the power supply (generator or shore power socket) via the touch screen control on the chart table.
- Check that the automatic breakers for the pumps and air conditioning units in the utility cupboard in the port passageway are switched on.

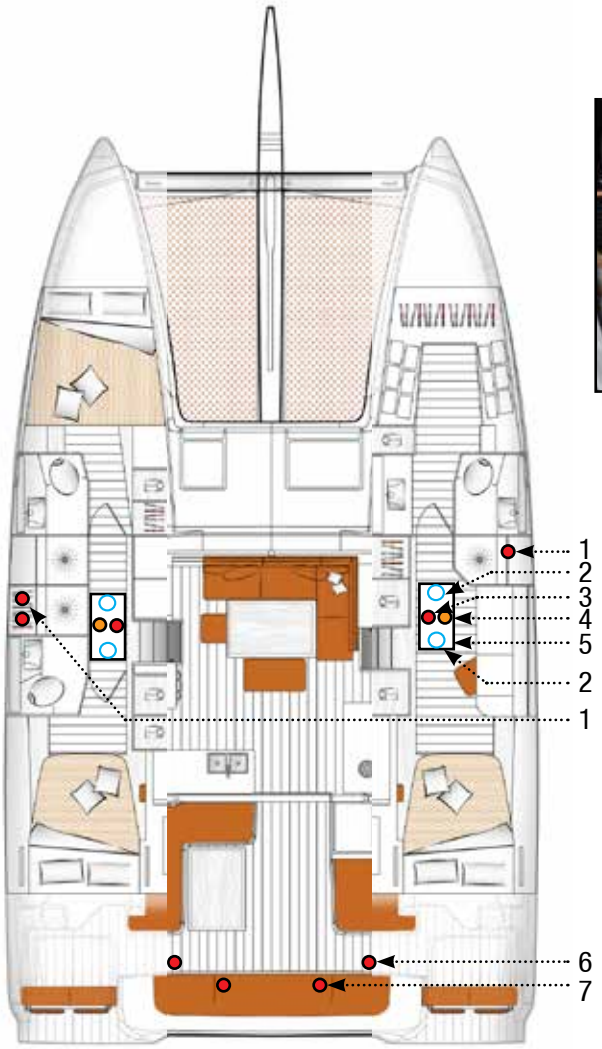
Switch on the air conditioning unit using the controls in the saloon and the port and starboard companionways; select hot or cold and set the temperature.
The controls in the cabins open and close the ventilation air ducts in their respective zones.

Clean the filters in the air conditioning system and seawater intake valves on a regular basis.

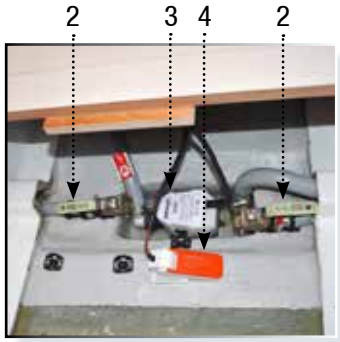
For details on how to drain, operate and service the air conditioning system, please refer to its instruction manual.

06
WATER SYSTEMS

BILGE PUMP SYSTEM - GREY WATER



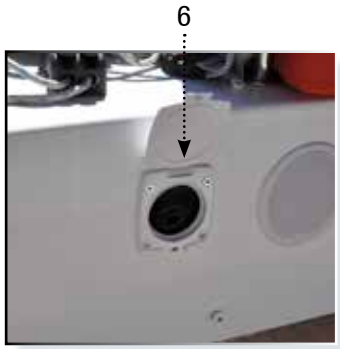
Note: each hull has the same components. The same layout can be observed in other versions.

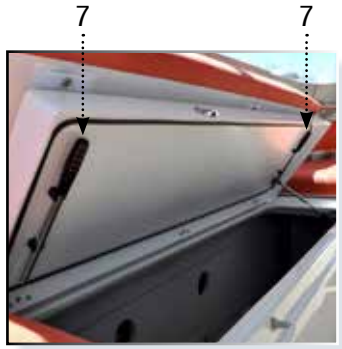


THRU-HULL FITTING OPEN

THRU-HULL FITTING CLOSED

1 - Shower drain pump.
2 - Front / aft compartment drain valve.
3 - Electric bilge pump.
4 - Seanapps alarm actuator.
5 - Hull sump.
6 - Manual bilge pump.
7 - Manual bilge pump lever.
Note: each valve in the boat is identified.





06.1 | Bilge pump system

There is a main sump under the floor of each hull.
The fore and aft compartments are connected to these sumps by a drain and a valve (access under the floors).
The drain valves must be closed when sailing.

Each sump is emptied by two bilge pumps:
- A manual cockpit pump (pump levers in the aft cockpit locker).
- An electric pump with automatic and manual trigger (switch on the electrical panel) located in the sump.

An alarm is triggered if the water level in the sump is too high:
- pump output insufficient for the volume to be discharged,
- pump failure,
- faulty pump actuator.

An additional actuator, located in each hull, detects the presence of water and warns the owner if they have subscribed to the Seanapps' application.

RECOMMENDATION

Regularly check valves and thru-hull fittings to ensure they are watertight and in proper working order.
Regularly make sure that the filters and strainers on drainage systems are clean.
Always keep the bilge pumps switched on automatic mode.
We advise you to systematically test the bilge pumps before putting out to sea.

WARNING

The bilge pump system is not designed to ensure the boat's buoyancy in the event of damage.
The bilge pump system is designed solely to evacuate water from sea spray or leaks; under no circumstances is the system designed to cope with water coming through a hole in the hull as a result of damage.

06.2 | Grey water

Grey water from each shower is evacuated by time-out pumps located behind hatches in the port and starboard head compartments.
The pumps are switched on using the 12 V onboard system.

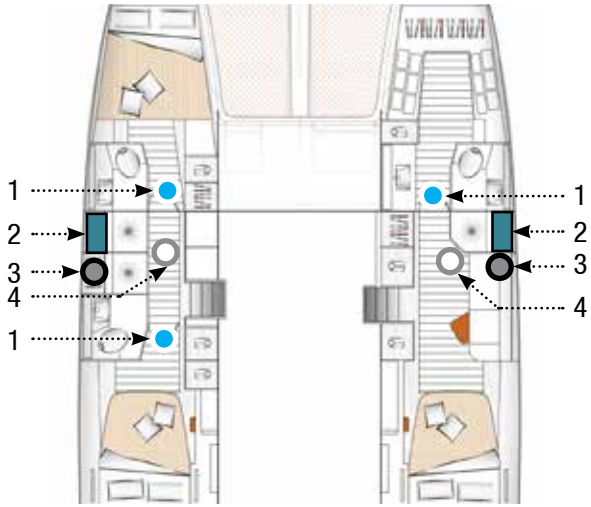
Grey water from the washbasins and galley sink is discharged directly into the sea by gravity.

RECOMMENDATION

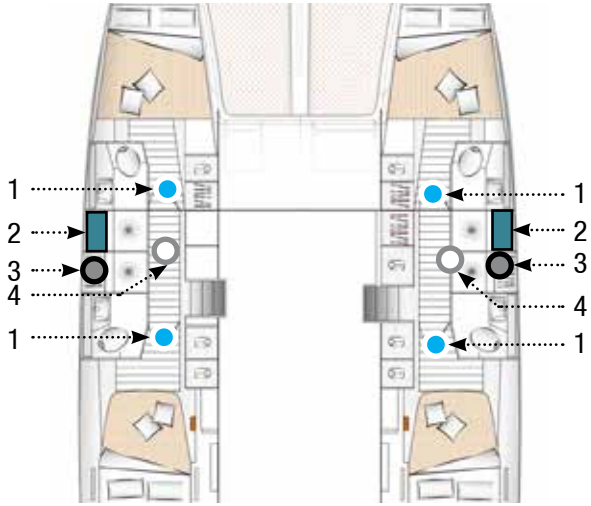
When mooring in a harbour, if possible, use the sanitary facilities provided by the port authority.

Please note: a valve is closed when its handle is perpendicular to the hose and it is open when its handle is in line with the hose.

BLACK WATER

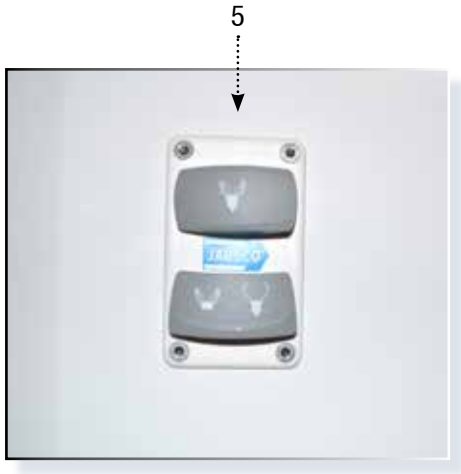


3-cabin version with 3 head compartments.



4-cabin version with 4 head compartments.

1 - WC water inlet valve.
2 - Black water tank.
3 - Deck hole.
4 - Tank drain valve.
5 - Electric WC switch.



06.3| Black water

The boat is fitted as standard with manual WCs and an 80-litre black water tank in each hull.
The boat may be optionally fitted with electric WCs.

• USING THE MANUAL WCs
- Open the water inlet and drain valves.
To empty the bowl:
- Set the control lever of the pump slantwise (FLUSH) and operate the pump.
To dry the bowl:
- Set the lever back to vertical (DRY) and operate the pump.
To avoid clogging the WCs, use water-soluble toilet paper only and pump until the emptying hose is completely empty (at least 10 strokes after emptying the toilet bowl).
Regularly rinse the toilets with fresh water.
Close the valves after each use.

• USING THE ELECTRIC WCs
The electric WCs are rinsed with seawater.
Electric pumps, filters, and water supply valves are located in the heads and under the floors in the passageways.
- Switch on the 12 V onboard system.
- Open the water inlet and drain valves.

One of the switches next to the WC actuates a water intake / drain cycle.
The second switch actuates a rinse cycle.
Rinse the WC with fresh water and regularly clean the filters.
Close the valves after each use.

For details on the use and maintenance of the electric WCs, please refer to their instruction manual.

RECOMMENDATION

To avoid clogging the WCs, use water-soluble toilet paper only and pump until the emptying hose is completely empty (at least 10 strokes after emptying the toilet bowl).
Warning: do not dispose of sanitary towels or similar products in the toilet or black water tank, as they may cause blockages.

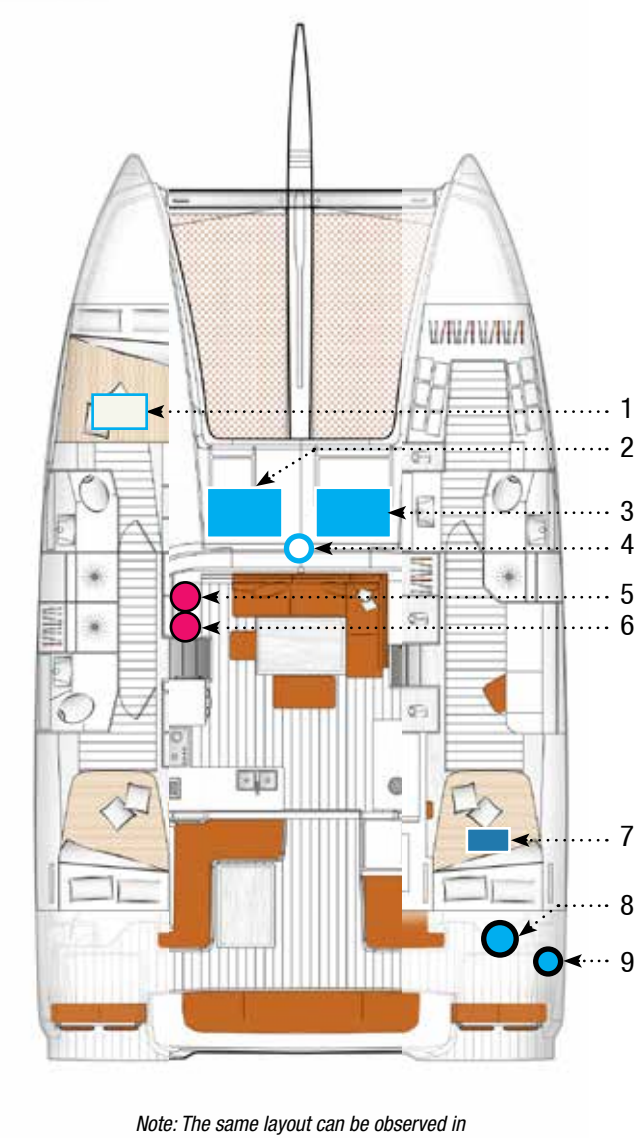
• USING THE BLACK WATER TANKS
The black water tanks can be accessed via the head compartments.
Make sure the tank's drain valve is closed in order to avoid any accidental discharge (the valve is closed when the handle is perpendicular to the hose).

WARNING

In some marinas or countries where wastewater disposal is forbidden, you will have to use the black water tank.
Use the pump systems in marinas to empty your black water tank.
To protect the environment, do not discharge your black water tanks near the coast.

Draining the tank:
- In an authorized area, open the drain valve.
- In a marina equipped with an organic waste suction system, fit the suction hose into the tank through the deck hole.
- Switch on the suction pump.
Regularly rinse the black water tank.
The tanks must be emptied when the boat is berthed in negative temperatures.

FRESH WATER



Note: The same layout can be observed in other version.

1 - Watermaker.
2 - Standard tank 300 l.
3 - Optional tank 300 l.
4 - Deck filler hole.
5 - Water unit switch.
6 - Touch screen control (tank gauge).
7 - Water heater.
8 - Water unit.
9 - Shore socket for fresh water supply.

• CLEANING AND MAINTENANCE OF BLACK WATER TANKS
The risk of unpleasant odours developing increases when waste water remains in the tank for a long time.
- Empty the tank regularly and as soon as possible, even before it is full.
- Each time the tank is emptied, add about 5 litres of fresh water and a suitable detergent additive (available from ship chandlers).
One very simple method is to add soda salt, which cleans and disinfects at the same time.
Before wintering, rinse the tank thoroughly with fresh water, filling it through the 'WASTE' deck hole, then empty it completely.

DISINFECTION
- Disinfect the tank once a year by filling it with a bleach solution (ratio of 1:1000).

06.4| Fresh water

• FRESH WATER TANKS
Standard features on the boat include a 300-litre fresh water tank located in the foredeck port locker.
The boat can be optionally fitted with a 300-litre tank located in the foredeck starboard locker.
The tanks are filled via a single deck hole in the foredeck.

RECOMMENDATION

Monitor the quality of the water used to fill up.
Check to make sure it is drinking water.
If the boat is not used for long periods, cleanse tanks and pipes with an appropriate treatment.

To prevent any handling errors, never fill water and fuel tanks at the same time.
During filling, avoid handling contaminants near the fillers.
Open and close filler caps using the appropriate key.
Check the condition of the filler cap seal during filling.

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

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

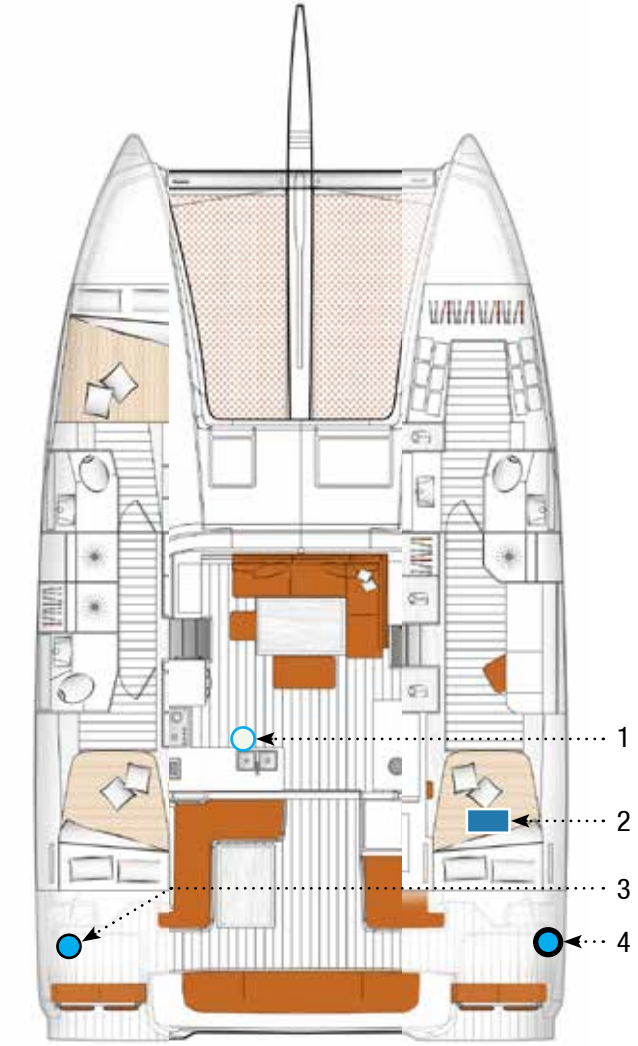
• WATER UNIT
The water unit is located in the starboard engine hold.
It is switched on via a switch in the electrical panel.

RECOMMENDATION

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

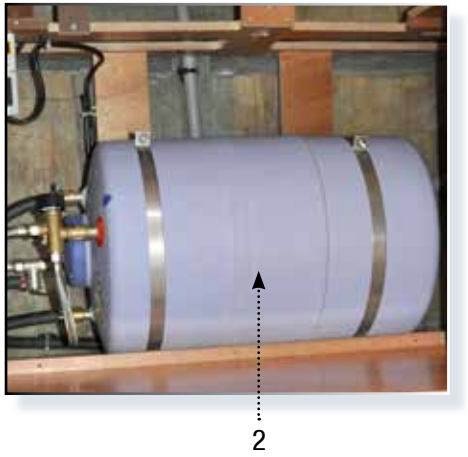
• WATER GAUGE
Check the water level in the tanks via the gauge displayed on the touch screen control on the chart table.

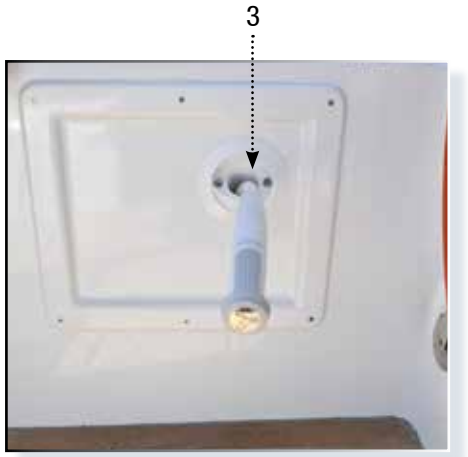
FRESH WATER SHORE SUPPLY SOCKET - WATER HEATER - SHOWER - SEAWATER PUMP



Note: the layouts are the same in other boat versions.

1 - Seawater pump (option).
2 - Water heater.
3 - Shower.
4 - Shore fresh water supply (option).





• SHORE FRESH WATER SUPPLY (OPTION)
The shore fresh water supply socket is located on the side of the starboard helmsman's seat.
To use the marina's fresh water supply:
- Connect the shore supply.
- Set the water unit switch to 'OFF'.

RECOMMENDATION

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

• EXTERIOR SHOWER
A shower supplied with hot and cold water taps (mixer tap) is located on the port helm station.

It is supplied by the pressure water pump.

WARNING

To avoid any leaks in the engine hold, make sure that the shower is completely closed before replacing it in its holder.
During periods of frost, remember to drain the cockpit shower, even if there is someone onboard the boat.

• WATER HEATER
The water heater is located under the berth of the starboard aft cabin.
It has a capacity of 40 litres.
The water heater functions automatically when the engine is running or when the 110 V - 220 V system is switched on (shore power socket or generator) after having activated its automatic breaker on the electrical panel in the utility cupboard in the port passageway.

RECOMMENDATION

When the water heater is not in use, switch it off using its 110 V – 220 V system.
Before you switch it on using the 110 V – 220 V system, check that the water heater is full of water.

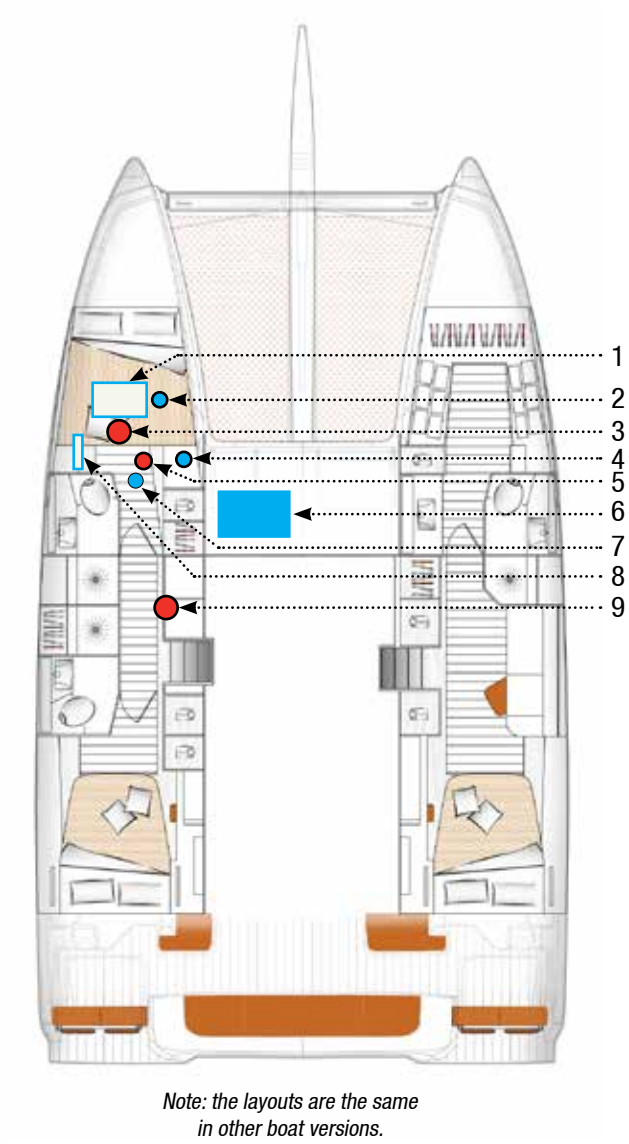
The hot water temperature is pre-set using the thermostatic tap located on the water heater.
In the event of a leak, use the valves on the engines to isolate the water heater system.

06.5| Foot-operated seawater pump (option)

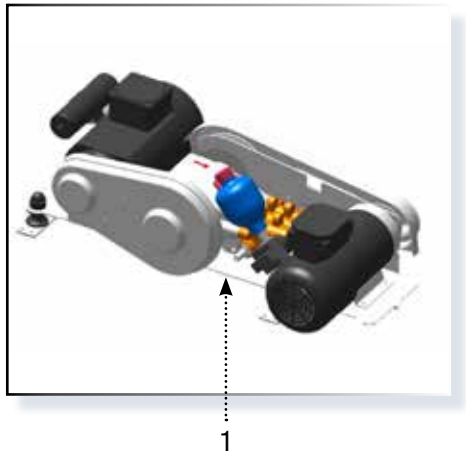
• FOOT-OPERATED SEAWATER PUMP
Depending on the version, the boat can be optionally equipped with a foot-operated pump that can supply a galley sink tap with seawater.

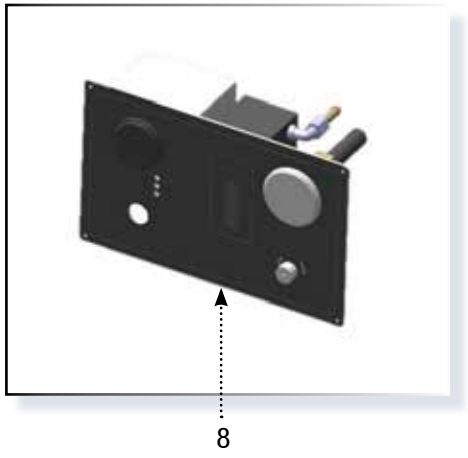
If the foot pump is hard to operate, check that the water supply pipe is not blocked, or that the tap is not obstructed.
In the latter case, remove the tap nozzle and clean it.

WATERMAKER

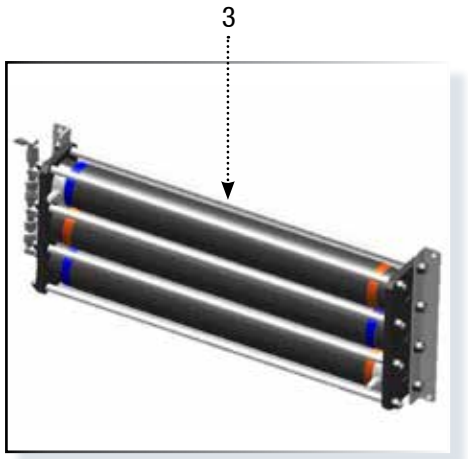


Note: the layouts are the same in other boat versions.





1 - Watermaker.
2 - Primary filter.
3 - Membranes.
4 - Thru-hull drain fitting.
5 - Booster pump.
6 - Tank.
7 - Seawater supply valve.
8 - Control panel.
9 - Automatic breaker.



06.6| Watermaker (option)

The boat can optionally be fitted with a watermaker located under the bed in the portside forward cabin.

OPERATION
The watermaker operates with the 12 V system, or with the generator running.
If using the 12 V system, it is advisable to operate the watermaker with the engine running, in order to conserve battery life.

Open the seawater supply valve (accessed via the floor of the portside forward cabin).

To switch on the watermaker:
- Check that its automatic breaker in the protection panel in the utility cupboard in the port passageway is set to “ON”.
- Switch on the watermaker using its control in front of the engine unit.

The watermaker supplies fresh water to the port tank

RECOMMENDATION

The watermaker must only be used in clear water.

Check the fresh water level in the tank when the watermaker is in operation.

The watermaker has an automatic rinse function at the end of the cycle.

Make sure that the water unit is switched on when using the watermaker.

For details on the use and maintenance of the watermaker, please refer to its instruction manual.

07
ELECTRICITY

12 V ELECTRICAL EQUIPMENT

1

2

3

4

1 - 12 V / 110 V - 220 V inverter.
2 - Automatic breaker for the inverter.
3 - 12 V auxiliary batteries.
4 - Touch screen control.
5 - Battery chargers.
6 - 12 V electrical panel.
7 - Battery switches for the onboard system + the port engine.
8 - Battery switches for the coupling / batteries + the starboard engine.

5

6

7

8

07.1 | 12 V system

The main onboard system is supplied in 12 V.
The auxiliary batteries are located under the bed in the aft port cabin.

WARNING

When the boat is equipped with lihium batteries (optional), a key-operated stop switch is provided in the port passageway.
If the boat is left unattended for more than five days without charging the batteries, or if the boat is being transported, turn the switch off to disable the circuit (risk of discharging the batteries).

The starboard engine battery and the port engine battery are located in their respective engine holds.
The generator battery (option) is located in the starboard foredeck locker.

The battery switches for the auxiliary batteries and the port engine are located in the port engine hold.
The battery switch for the starboard engine is located in the starboard engine hold.
For safety reasons, a coupling system for the engine batteries (battery switch located in starboard engine hold) can be used to start the engine with a faulty battery. Only open this battery switch if one of the engine batteries fails.
The generator has its own battery switches in the starboard foredeck locker.

BATTERY CHARGERS
The batteries can be charged either by the engine alternators (2 x 125 A) or by the 110 V - 220 V / 12 V - 40 A battery charger.
Depending on the layout, the boat may be optionally fitted with an extra 110 V - 220 V / 12 V - 40 A charger.

The battery charger(s) are located in the port engine hold.

CHARGER POWER SUPPLY
Select the power supply (generator or shore power socket) via the touch screen control on the chart table.

07.2 | Inverter

The boat can be optionally fitted with a 12 V / 220 V - 2000 VA inverter located in the utility cupboard in the port passageway.
The inverter power supplies the onboard sockets.

RECOMMENDATION

Monitor the battery charge when using the inverter.

The inverter operates once the 12 V onboard system is switched on.
The inverter switch is located on the card table.

Check that the switch on the inverter is in REMOTE position so that the main switch activates it operation.

If this fails, check its automatic breaker located under the inverter.

07.3 | Solar panels (option)

The boat may be optionally fitted with four solar panels (4 x 130 W) on the davits.

SHORE POWER SOCKETS - GENERATOR

SHORE POWER SOCKETS
ONBOARD + AIR CONDITIONING SYSTEMS

AUTOMATIC BREAKERS SHORE POWER SOCKETS AIR
CONDITIONING + ONBOARD SYSTEM

GENERATOR

GENERATOR FUEL FILTER

SEAWATER INLET + GENERATOR FILTER

GENERATOR
BATTERY SWITCH

07.4 | 110 V - 220 V system

• SHORE POWER SOCKETS
The shore power sockets are located at the port helm station.
They supply the 220 V system and the battery chargers + the Air Conditioning system.
A single socket supplies the 110 V system, the battery chargers and the air conditioning system.

Before plugging in or unplugging the boat / shore power supply cables, switch off the isolating device connected to the shore supply.
Plug in the boat / shore power supply cables in the boat before plugging them into the shore power sockets.
Unplug the boat / shore supply cables on shore first.
Close the shore power socket covers when the sockets are not in use.

The shore power sockets are protected by automatic breakers located in the port engine hold.

WARNING

Before using the shore power socket, it is vital to check that the shore is equipped with a 50 A power supply.

DANGER

Never let the end of the boat / shore supply cable hang in the water; this could create an electric field that could injure or kill any swimmers nearby.

• GENERATOR
The generator (option) is located in the starboard foredeck locker.
It is used to resupply the batteries via the chargers and to supply 110 V - 220 V to the onboard system.

OPERATION
After turning the battery switches in the starboard foredeck locker to “ON”, the generator can be switched on either via the generator itself or via the touch screen control on the chart table.

- Make sure that the generator’s seawater cooling valve (access under the floor of the starboard passageway) and the separator drain valve (access under the forward wardrobe in the starboard cabin) are open.
- Select the fuel tank using the pull rod at the rear of the starboard aft cabin.

For details on use and maintenance of the generator, please refer to its instruction manual.

SELECTORS – AUTOMATIC BREAKERS

MOTORISED SOURCE SELECTOR

SET OF AUTOMATIC BREAKERS (110 V – 220 V)

• CONTROL OF APPLIANCES RUNNING ON 110 V - 220 V
TOUCH SCREEN CONTROL (on the chart table):
The touch screen control is used to select the power source (shore power or generator) for the various 110 V - 230 V consumers on board.
The inverter operates independently once the 12 V onboard system is switched on.

RECOMMENDATION

Monitor the battery charge when using the inverter.

• USING APPLIANCES RUNNING ON 110 V - 220 V
SWITCHING ON THE APPLIANCES
To operate 110 V - 220 V consuming appliances (microwave oven, etc.), it is advisable to:
- Make sure that the automatic breakers are set to “OFF” on the 110 V - 220 V automatic breaker panel.
- Switch on the 110 V - 220 V power supply (start the generator or connect the shore power socket).
- Select this source on the touch screen control to supply the onboard system or activate the inverter for the electrical sockets.
- Set the automatic breakers for the relevant appliances to “ON” on the 110 V - 220 V automatic breaker panel.
Then start the appliance with its own controls.

When switching on 110 V - 220 V appliances, wait 10 to 15 seconds between starting up each separate appliance (to give the generator time to stabilise and deliver the power required for starting up).

SWITCHING OFF 110 V - 220 V POWERED APPLIANCES
To switch off 110 V - 220 V powered appliances (microwave oven, etc.), do as follows:
- Switch the appliance off using its own controls.
To switch off 110 V - 220 V appliances, wait 10 to 15 seconds between turning off each separate appliance (to give the generator time to stabilise).
- In the protection cabinet, switch off the automatic breaker of the relevant appliance.
- On the touch screen control, switch the 110 V - 230 V supply source to OFF (generator or shore power socket).
- Disconnect the shore power socket or, depending on which appliance is in use, switch off the inverter.

WARNING

Before switching the 110 V – 220 V source OFF, make sure that no other appliance is operating (danger of creating an electric arc that could destroy the switch and damage the generator).

MANUAL OPERATION OF 230 V SUPPLY SELECTORS
If the touch screen control on the chart table malfunctions, the source selectors can be operated manually to supply the boat with 230 V.
The selectors are located in the utility cupboard in the port passageway.

Use the handle provided to select Generator (I) or Shore power socket (II).
Turn the handle to OFF after use.

Note: when the system is in manual mode, the touch screen control is locked (Padlock icon displayed on the screen) and cannot be used to select the power source, even when the handle is in the OFF position.

ELECTRONICS

DEPTH FINDER / SPEED AND LOG SENSOR

AUTOPILOT ACTUATOR

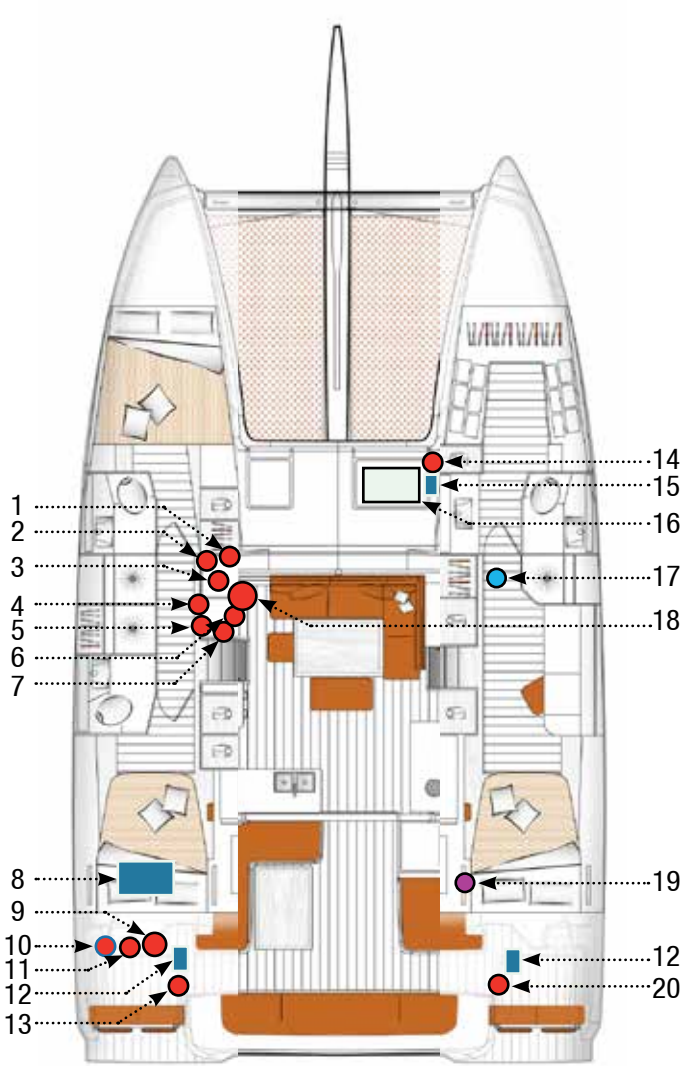
07.5 | Electronics

The boat may be optionally fitted with an electronic pack and various navigation aid accessories.
For details on the use and maintenance of all these components, please refer to their instruction manuals.

The actuator, the autopilot and the computer are located in the port engine hold.

The compass and depth / speed sensor are located under the floors of the passageway and the forward port head compartment.

ELECTRICAL INSTALLATION



Note: the layouts are the same in other boat versions.

1 - Source selector for the Onboard system.
2 - 12 V automatic breakers.
3 - 110 V - 220 V automatic breakers for the Onboard system.
4 - Automatic breaker for the 12 V / 110 V - 220 V inverter.
5 - 12 V / 110 V - 220 V inverter.
6 - Source selector for the Air Conditioning system.
7 - Automatic breakers for Air Conditioning components.
8 - 12 V auxiliary batteries.
9 - Battery charger(s).
10 - Shore power socket.
11 - Automatic breakers for the shore power socket.
12 - Engine battery.
13 - Battery switch for the port engine + Onboard system.
14 - Generator battery switch.
15 - Generator battery.
16 - Generator.
17 - Seawater inlet valve + generator water filter.
18 - 12 V electrical panel.
19 - Generator fuel filter.
20 - Starboard engine battery switch + coupling / engine batteries battery switch.

SUMMARY OF 12 V COMPONENTS

CHARGE AND ELECTRICAL CONVERSION

1 x 220 V / 12 V - 40 A charger	Engines + Onboard system
1 x 220 V / 12 V - 40 A charger (option)	Engines + Onboard system
1 x 220 V / 12 V - 25 A charger (option)	Supplied with the generator option
2 x 12 V - 125 A alternators	Recharging of auxiliary battery bank and engine batteries

BATTERIES / CONSUMING APPLIANCES

12 V CURRENT	VOLTAGE	SWITCHING ON (+ PROTECTION)	PROTECTION
Navigation electronics	12 V	12 V electrical panel	
Lighting	12 V	12 V electrical panel	
Navigation lights	12 V	12 V electrical panel	
Refrigerators, icebox (option)	12 V	12 V electrical panel	
Electric WCs (option)	12 V	12 V electrical panel	
Deckwash pump (option)	12 V	12 V electrical panel	
Bilge pumps	12 V	12 V electrical panel	
Winches	12 V	12 V Onboard system	Port passageway
Flat winder	12 V	12 V Onboard system	Port passageway
Windlass	12 V	12 V Onboard system	Port passageway
Watermaker (option)	12 V	12 V Onboard system	Port passageway
VHF,	12 V	12 V Onboard system	12 V terminal block
HiFi (option)	12 V	12 V Onboard system	12 V terminal block
Autoradio	12 V	12 V Onboard system	12 V terminal block
12 V sockets	12 V	12 V Onboard system	12 V terminal block

Onboard batteries: 2 (standard) + 4 (option)	12 V - 95 Ah
Engine batteries: 2	12 V - 50 Ah
Generator battery (option)	12 V - 50 Ah

SUMMARY OF 110 V – 220 V COMPONENTS

GENERATOR

Power rating 7.5 Kva at 220 V	100% load at 220 V - 50 Hz
Power rating 7.5 Kva at 110 V	100% load at 110 V - 60 Hz

SHORE POWER SOCKETS

Onboard shore power socket 220 V - 50 Hz	32 A Single shore power socket	Connection on the aft starboard transom
Shore power socket Air Conditioning 220 V - 50 Hz	32 A Single shore power socket	Connection on the aft starboard transom
Shore power socket Onboard system 110 V - 60 Hz (US Version)	50 A single shore power socket	Connection on the aft starboard transom
Shore power socket Air Conditioning 110 V - 60 Hz (US Version)	50 A single shore power socket	Connection on the aft starboard transom

ELECTRICAL DISTRIBUTION

The Onboard system is supplied by the generator, shore power or the inverter.
The Air Conditioning system is supplied by the generator or shore power.

CHARGE

1 x charger 220 V / 12 V - 40 A	Recharging of the auxiliary battery bank and engine batteries via the generator or shore power
1 x charger (option) 220 V / 12 V - 40 A	Recharging of the auxiliary battery bank via the generator or shore power
1 x charger (option) 220 V / 12 V - 25 A	Recharging of the generator battery via the generator or shore power

SUMMARY OF 110 V - 220 V COMPONENTS

CONSUMING APPLIANCES	VOLTAGE	PROTECTION
Socket outlets (option)	220 V	Inverter or 220 V panel
Television (option)	220 V	Inverter or 220 V panel
Water heater	220 V	200 V panel
Clothes washer-dryer (option)	220 V	200 V panel
Watermaker (option)	220 V	200 V panel
Air Conditioning (option)	220 V	200 V panel

8
MOTORIZATION

8.1 Engines
8.2 Fuel
8.3 Propellers – Anodes
8.4 Dashboard

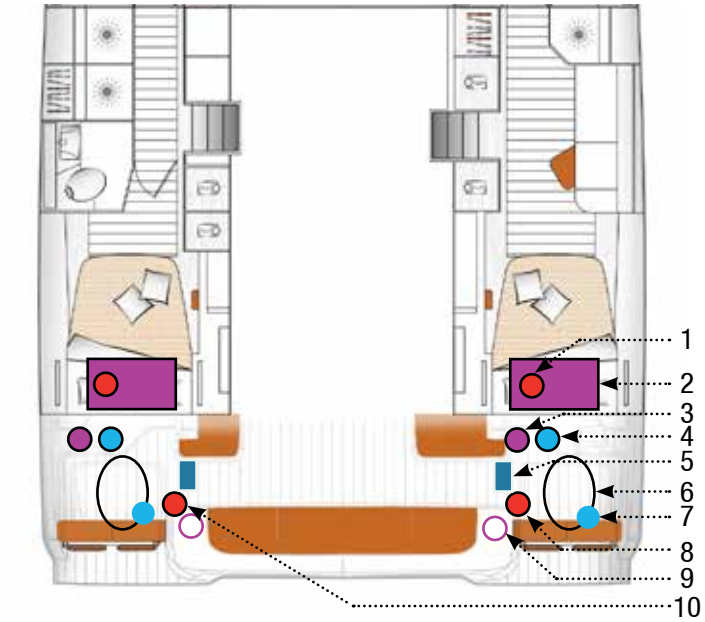
ENGINE INSTALLATION

BATTERY SWITCH FOR THE BATTERY COUPLING + STARBOARD ENGINE

BATTERY SWITCH PORT ENGINE

ENGINE KILL SWITCH

ENGINE WATER INTAKE VALVE



Note: The same layout can be observed in the other version.

1 - Fuel valve.
2 - Fuel tank.
3 - Fuel filter.
4 - Seawater filter.
5 - 12 V battery.
6 - Engine.
7 - Engine water inlet valve.
8 - Starboard engine battery switch.
9 - Fuel tank filler hole.
10 - Battery switch for the port engine + battery coupling.

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

WATER FILTER

08.1 | Engines

• ACCESS
The engines are accessed via the hatches in the helm stations.

WARNING

Stop the engines before opening the hatches.
If you have to intervene when the engine is running:
– Stay away from belts and mobile parts.
– Take great care with baggy clothes, long hair, rings, etc. (risk of getting caught up and pulled into the mechanism).
– Wear appropriate clothing (gloves, caps, etc.).

• SWITCHING ON
Before starting the engines:
- Check that the fuel valves are open (access under the berths in the aft cabins, and on the port and starboard tanks).
- Open the valves of the engine cooling system.
- Switch on the electrical system, setting the engine battery switches to 'ON' (access in the port and starboard engine holds).
- Check that the power supply switches on the engines (red knobs) are set to "RUN".

After having checked that the reverser handles are set on neutral, start the engines.

WARNING

Keep a close eye on the helm movements when reversing. Hold the tiller firmly when manoeuvring.

Read the engine instruction manual supplied with the boat carefully; it contains detailed explanations on how the engines work and all the necessary operations to optimise their use.

• ENGINE START WITH BATTERY COUPLING
If one of the start batteries is not available:
- Activate (ON position) the coupling battery switch in the starboard engine hold.
- Start the relevant engine.
- Switch the coupling battery switch back to the OFF position.

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

• ENGINE MAINTENANCE
Please follow the maintenance instructions detailed in the manual supplied with the engines.

• ENGINE WATER INLETS
The engine water inlet valves (access via the engine holds) must be open before starting the engines.

Make sure that the engine water inlet valve strainers and filters are always spotlessly clean.
Brush the strainers when the boat is careened.
Take care not to clog the strainers with antifouling paint.
Get used to checking immediately after starting the engines to see whether water is expelled with the exhaust gases.

If there is no water flow:
- Stop the engine immediately.
- Check whether the valve is open.
Close the water inlet valves if the boat is left unattended for long periods.

FUEL

FUEL GAUGE
ON THE TOUCH SCREEN CONTROL

FUEL VALVE

FUEL FILTER

Inspect and clean the water filters on a regular basis (access via the engine holds).

• VENTILATION OF THE ENGINE HOLDS
The fans in the engine holds start up automatically as soon as the engines are switched on.

08.2| Fuel

• FUEL TANKS
The boat has two fuel tanks.
Each of them is filled separately.
Check the fuel gauge on each tank using the touch screen control on the chart table.

• FILLING
To prevent any handling errors, 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 appropriate key.
Use both fillers to fill the fuel tanks.

DANGER

Stop the engines and do not smoke when filling the fuel tanks.

• MAINTENANCE OF THE TANKS
Regularly check the condition of the O rings on the fillers (to prevent ingress).
Do not turn off the fuel taps after each use (unless the boat is left unattended for long period).
Keep the fuel tanks as full as possible (to avoid condensation). Check the condition of the fuel system (hose, valves, etc.) on an annual basis.

Always ask a professional to carry out any work on damaged parts of the fuel system.

Note: the capacity of the fuel tanks indicated in the page 'SPECIFICATIONS' may not be completely usable depending on the trim and load of the boat.
Always keep 20% fuel as a reserve.

• FUEL FILTERS
To prevent any water ingress, the fuel passes through two filters; the first filter is on the pipe that links the tank to the engine (designed as a water decanter and primary filter), the second filter is an integral part of the engine (designed to filter fuel finely). For information on when to intervene on the filters and how frequently they have to be changed, please refer to the engine instruction manual.

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

Allow it to flow into a pan till the fuel looks clean. Repeat this operation several times a year.
Change the primary filter at least once a year (accessed by removing the decantation bowl).

08.3| Propellers - Anodes

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

• FOLDING PROPELLERS (OPTIONAL EXTRA)
Remove the folding propellers at the end of each season, dismantle them and clean them carefully.
Grease the thrust bearing surfaces and teeth.
Check that the blades move easily.
When the clutch is in reverse gear, make sure you apply enough power to open the propeller blades.

• ANODES
Check the anodes for corrosion on a regular basis.
The wear of the anodes depends on several factors; anode lifetimes may vary greatly. Change the anodes whenever necessary.
Never paint an anode.

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

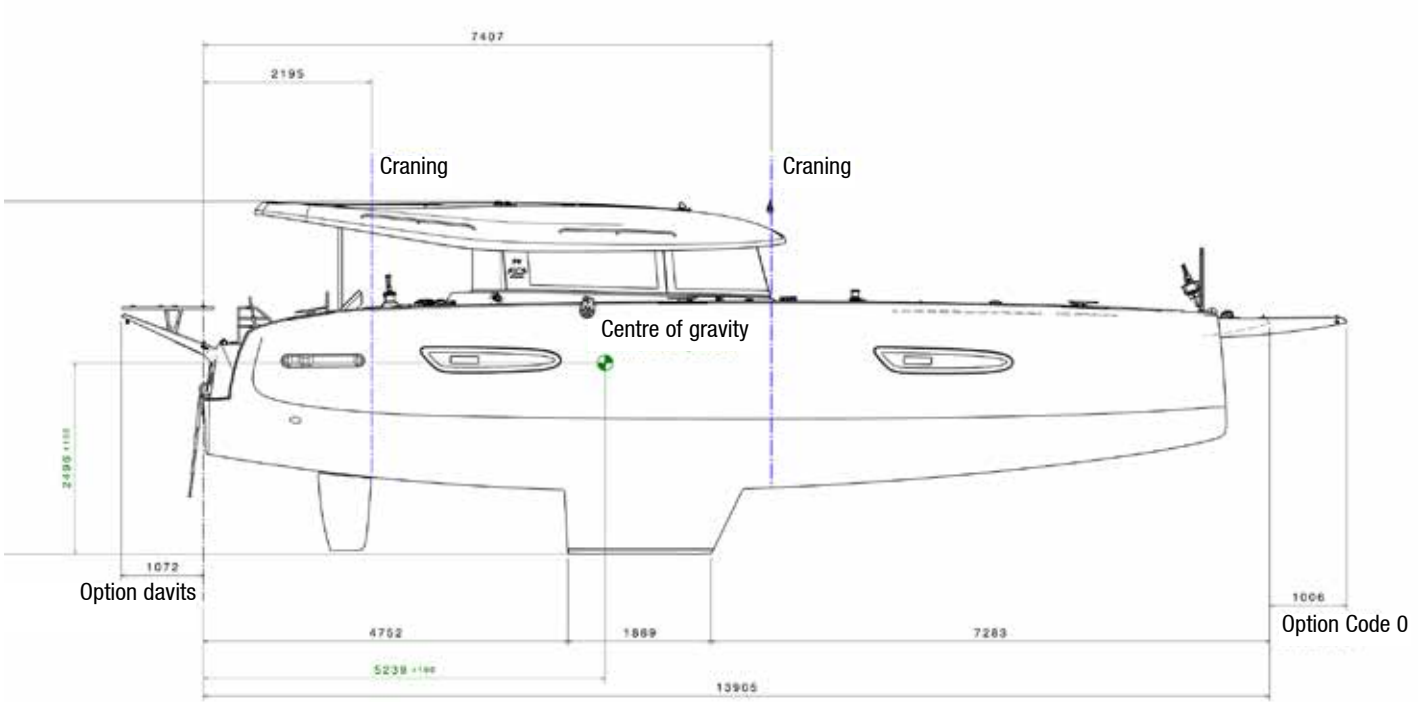
08.4| Dashboard

The starboard dashboard groups all the engine control functions.

Please refer to the engine instruction manual supplied with the boat for explanations on how the dashboard screen displays work.

9
WINTER STORAGE

CHOCK PLAN


7407
2195
Craning
Craning
Centre of gravity
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Option davits
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4752
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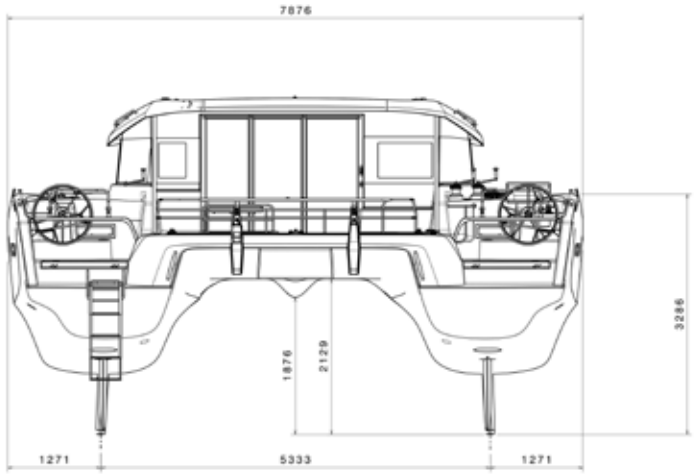

7876
3286
1876
2129
1271
5333
1271

09.1 | Laying up

- Take ashore all the boat's documents, any ropes not used for mooring the boat, galley equipment, supplies, clothes, safety equipment.
- Check the expiry dates of the safety equipment.
- Have the life raft overhauled.

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

09.2 | Protection

• WATER SYSTEM
- Drain the fresh water system.
Let water run from the taps until the system runs dry.
Check that there is no water left in the pipes and hoses (possible low points).
- Dismantle the filters, drain the water.
Clean the filters if necessary then replace them.
- Drain the water heater.
Check that there is no water left.
Close the drain.
- Lubricate all the water inlet valves and thru-hull fittings.
- Rinse and completely drain the head bowls.

• INTERIOR
- Install an air dehumidifier in the saloon and leave cabin and storage unit doors open (stowage cupboards, icebox).
- Leave deck hatches open to avoid condensation, mould and oxidation.
- Leave the cushions outside to air before replacing them in the boat on their side to minimise contact surface areas.
- Drain and clean the bilges.
- Where possible, place the floorboards upright to air all the various compartments.
- Open the refrigerator / icebox doors.

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

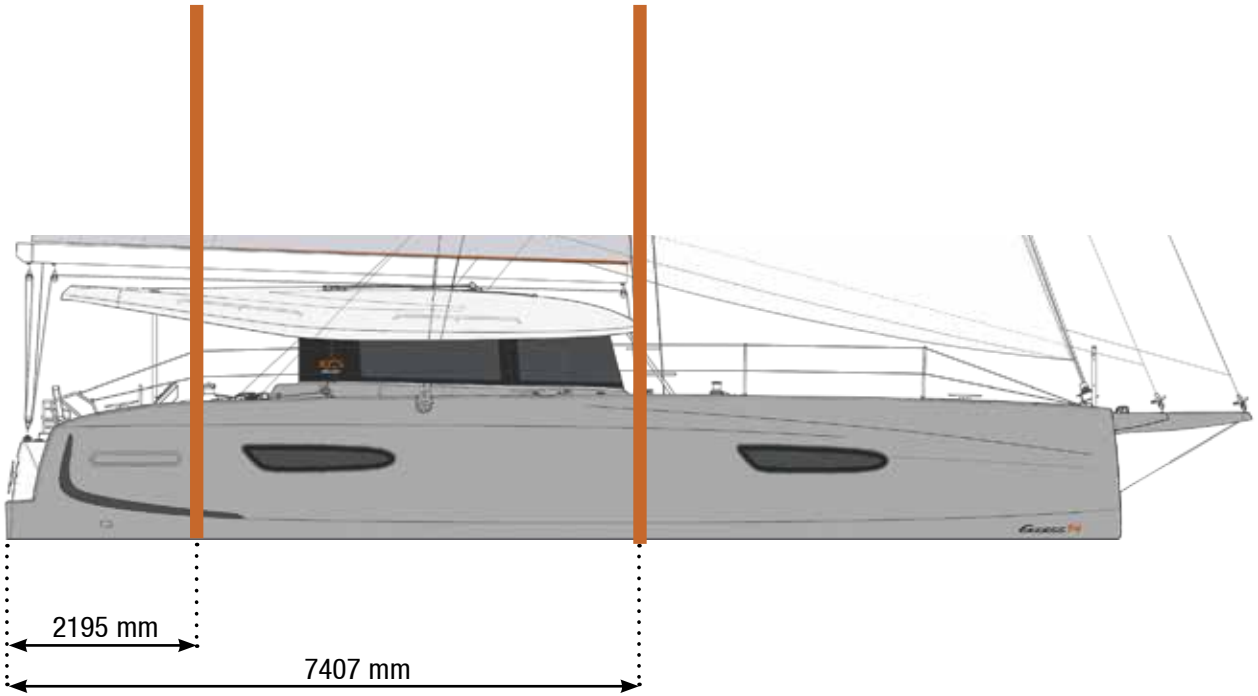
• ENGINES
Winterisation of the engines has to be prepared by a specialist.
Winterisation varies depending on the boat's location, afloat or ashore.

RECOMMENDATION

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

10
HANDLING

DIMENSIONS FOR CRANING



10.1| Preparation

To maintain the validity of the warranty in the event of an equipment failure, the first launching of the boat and preliminary testing of its various equipment must be carried out by your Excess dealer.

All further handling must be carried out meticulously by professionals
If the Excess boatyard is not in charge of your handling operations, it shall not it will not cover under warranty any accidents linked to handling.

If you subsequently have to launch your boat yourself, you should take the following precautions:
- Retract the sensors under the hull into their housings (they may be damaged by the handling slings).
- Check the water suction strainers for cleanliness.
- Close all water inlet and drain valves (sinks, washbasins, heads, engines).
- Check the condition of the anodes and that they are properly installed. Never paint anodes.

10.2| Craning

- Install a bow mooring rope, a stern mooring rope and fenders. When craning the boat, check that the slings are not over any device (depth finder, speedometer, etc.) nor the propellers.

The crane hook must be fitted with a gantry or a spreader system with two slings.
The slings must not be connected directly onto the hook, as this would cause abnormal compressive stresses on the hull.
- Craning should be carried out slowly.
- Control the movement of the boat using mooring ropes.

DANGER

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

10.3| Mast stepping – unstepping

Mast stepping and unstepping must be carried out by a professional.

11
SAFETY

11.1| Prevention

• THE CREW

For your own safety and that of your crew, it is essential to follow certain basic principles:

- Before setting sail, check the contents, location, and expiry dates of your safety equipment.
- Check the location and validity of all official documents as well.
- Tell the crew where the safety equipment is, how it works and the basic safety procedures to follow.

When sailing, always be able to indicate your precise position.
Should there be an incident on board that requires calling for help, this will be the very first question you will be asked.

RECOMMENDATION

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

WARNING

Do not exceed the number of persons indicated in Chapter 'SPECIFICATIONS'. Regardless of the number of persons, the combined weight of persons and equipment must never exceed the manufacturer's maximum recommended load.

• THE BOAT

As a precaution, and to be able to respond to any onboard hazards with ease (fire, ingress), learn to recognize and locate the various elements that could cause such hazards, as well as the equipment used to deal with them.

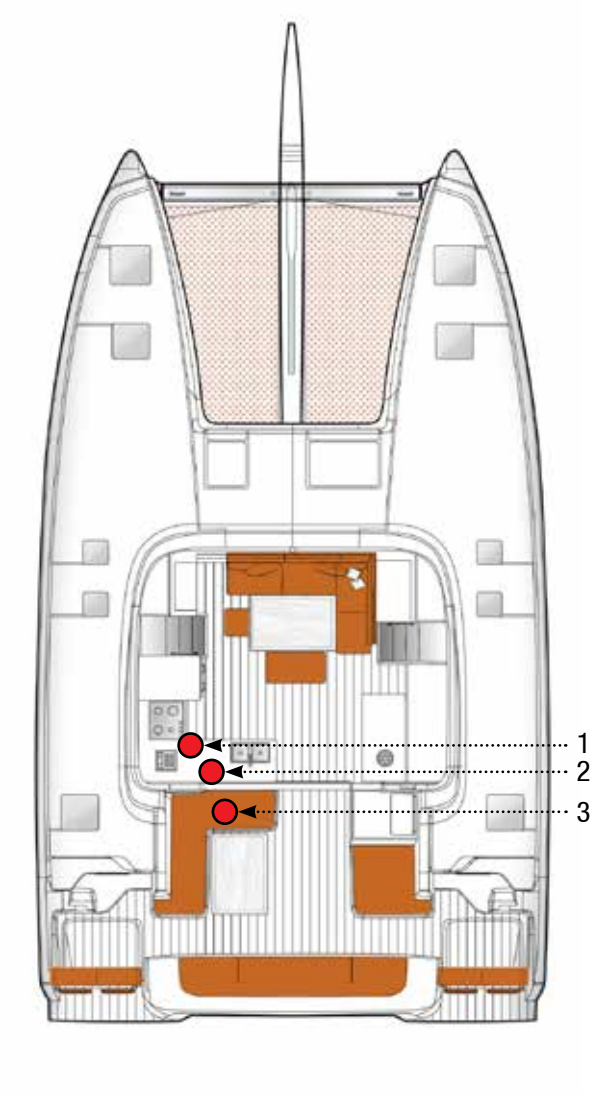
Risk of fire:
- Electrical system (chapter 7)
- Engine (chapter 8)
- Gas system (chapter 11)

Risk of ingress:
- Water systems (chapter 6)

RECOMMENDATION

In an emergency, it is vital to be able to quickly locate all the necessary and appropriate safety equipment.

GAS SYSTEM



ELECTROVALVE SWITCH

1 - Electrovalve switch (US version).

2 - Gas valves.

3A - Locker / storage space for gas cylinders.

3B - Bubble Leak Detector.

BUBBLE LEAK DETECTOR

GAS CYLINDER LOCKER
+ LEAK DETECTION GAUGE
(US VERSION)

11.2| Gas system

The forward cockpit locker has been designed to store one or two gas cylinders.
- 1 cylinder with diameter 320 mm x maximum height 520 mm or
- 2 cylinders with diameter 205 mm x maximum height 325 mm.

The opening / closing valves for the systems are located in the cupboard next to the sink.

The US version of the boat has an electrovalve in the gas cylinder storage locker.
Operate the electrovalve using its switch in the cupboard next to the sink.

RECOMMENDATION

Close the gas valves and the regulator tap when the oven and hotplates are not in use.

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

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

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

DANGER

If a leak is detected, close the gas circuit immediately.
Call a professional to repair the gas system.

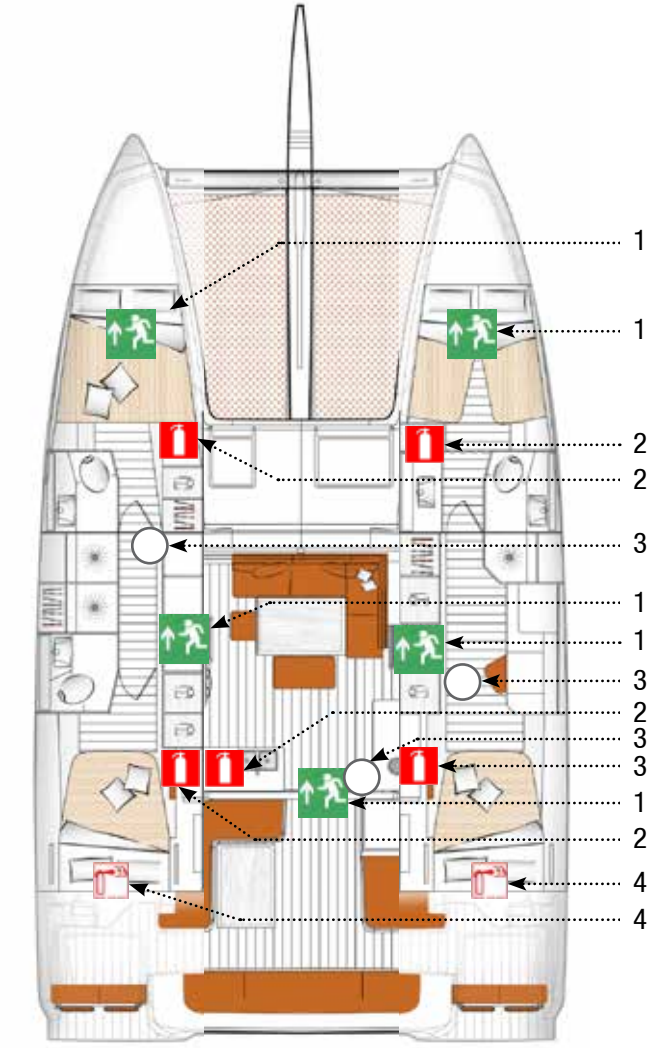
11.3| Fire prevention system

The boat is delivered with no extinguisher.

Make sure to:
- Fit the boat with extinguishers in compliance with the regulations of the country where your boat is registered.
- Have the extinguishers checked in compliance with the instructions.
- Refill or replace the extinguishers by similar equipment if the extinguishers have been used or are out of date.
- Make sure the extinguishers are accessible when people are on board.

Tell the crew:
- Where the extinguishers are and how they work.
- Where the fuel tank shut-off valves are (under the port and starboard cabin berths).
- Where the emergency exits are.

INTERIOR SAFETY EQUIPMENT



Note: the layouts are the same in other boat versions.

1 - Emergency exit.

2 - Fire extinguisher.

3 - Smoke detector.

4 - Fire extinguisher vent.

5 - Distress flares.

6 - First aid kit.

7 - VHF (option).

8 - .....

9 - .....

10 - .....

11 - .....

12 - .....

13 - .....

14 - .....

15 - .....

16 - .....

FIRE EXTINGUISHER VENT
(UNDER THE MATTRESS IN THE AFT CABINS)

RECOMMENDATION

Some equipment items do not have a pre-determined storage location.
Fill-in this drawing according to your own boat safety equipment.

• ESSENTIAL RULES OF CAUTION

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

Make sure that engine holds are clean at all times and regularly check that there are no fumes or fuel and gas leaks.
Never store flammable products in the engine holds.

WARNING

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

• PROCEDURE TO FOLLOW IN THE EVENT OF FIRE

DANGER

Use CO_2 extinguishers to fight electrical fires only.
Evacuate the area immediately after discharging the product to prevent asphyxia.
Air well before entering.

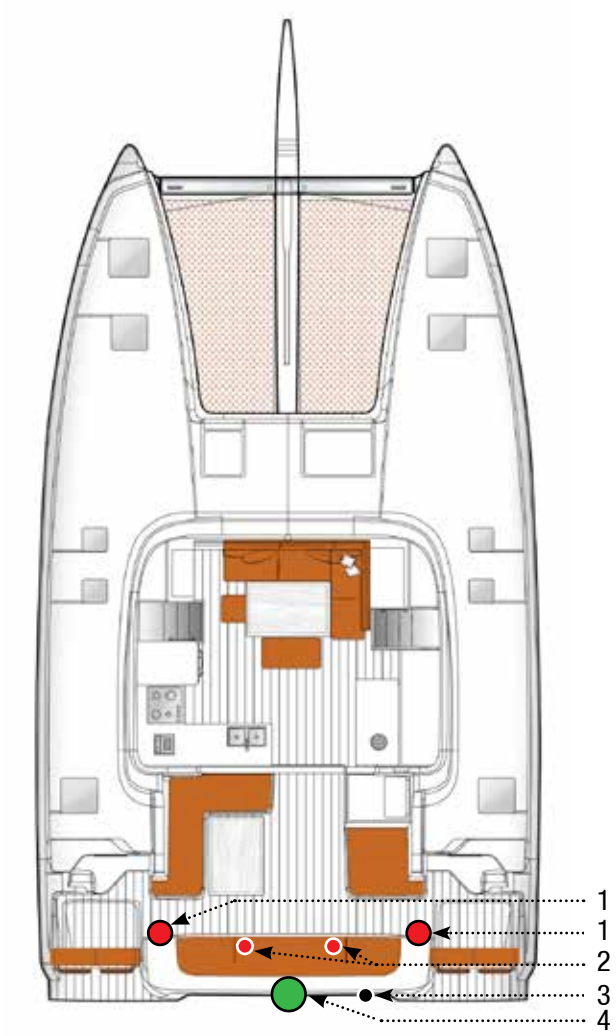
- Switch off the engines if in use.
- Cut off the power supply, and the fuel supply.
- Cut off all sources of air (smother the fire using blankets).
- Hold the fire extinguisher upright and aim at the heart of the fire.

If the fire broke out in an engine hold:
- Switch off the engines if in use.
- Cut off the power supply, the fuel supply and gas supply where necessary.
Where possible, shut off the air supply using towels to block off the engine air inlets, intakes and outlets.
- Spray the extinguishing agent through the extinguisher hole located at the rear of the aft cabin berths, under the mattress.
- Make sure that the fire is completely under control.
- Open the hatch to the engine hold to make any necessary repairs.

DANGER

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

EXTERIOR SAFETY EQUIPMENT



Note: the layouts are the same in other boat versions.

1 - Manual bilge pump.

2 - Location of the pump lever.

3 - Emergency hammer

4 - Location of the life raft.

5 - Fire extinguishers.

6 - Life buoy.

7 - .....

8 - .....

9 - .....

10 - .....

11 - .....

12 - .....

13 - .....

14 - .....

15 - .....

RECOMMENDATION

Some equipment items do not have a pre-determined storage location.
Fill-in this drawing according to your own boat safety equipment.

MANUAL BILGE PUMP

MANUAL BILGE PUMP LEVER

LOCATION OF THE LIFE RAFT

11.4| Bilge pump system

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

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

• MANUAL BILGE PUMPS
If the electric bilge pumps fail or are insufficient, manual bilge pumps can be used, with the aid of manual levers (stored in the aft cockpit locker).

• PROCEDURE TO FOLLOW IN THE EVENT OF A LEAK
Make sure that the electric bilge pumps are switched on.
If this is not enough to spread the water level, ask a crew member to operate a hand pump.

11.5| Safety equipment

Before setting sail, always take an inventory of compulsory safety equipment.
Do not exceed the number of persons indicated in Chapter 'SPECIFICATIONS'.

WARNING

The inventory of compulsory safety equipment corresponds to a certification category, a design category and the regulations in the country where the boat is registered.

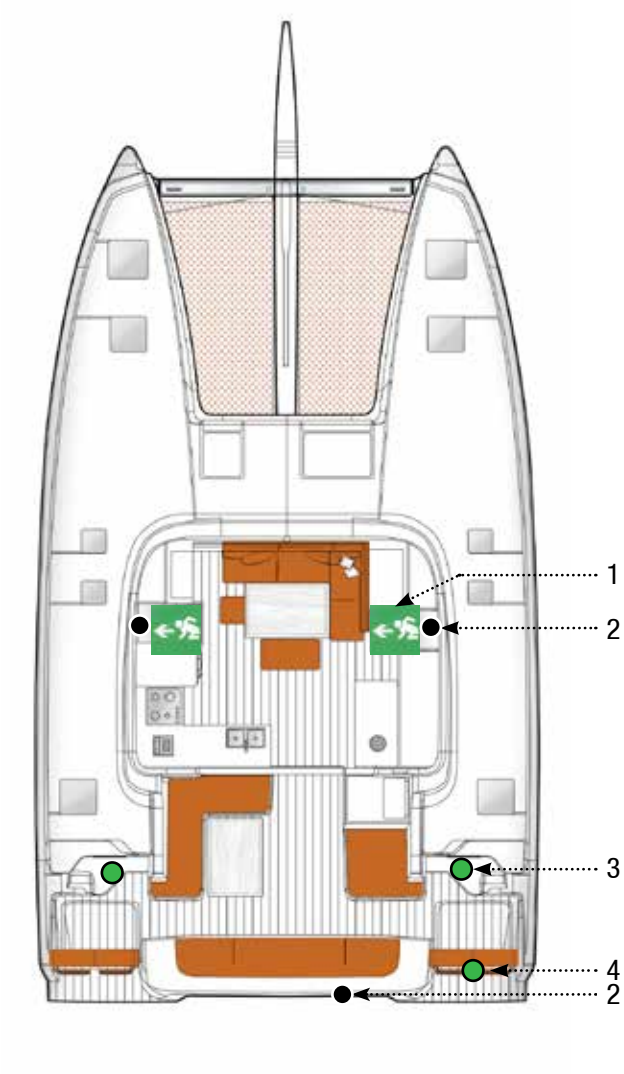
• LIFE RAFT
The life raft is located in the aft beam.

Fit your boat with a life raft in compliance with the regulations of the country where the boat is registered, and the number of people on board.

RECOMMENDATION

Before setting sail, carefully read the launching instructions for the life raft.

EMERGENCY TILLER - EMERGENCY EXIT HATCH



1 - Emergency exit hatch.

2 - Emergency hammer.

3 - Emergency tiller hole.

4 - Location of the emergency tiller.

EMERGENCY ESCAPE HATCH + EMERGENCY HAMMER

EMERGENCY HAMMER AFT BEAM

EMERGENCY TILLER HOLE

EMERGENCY TILLER

• EMERGENCY TILLER
If the steering system or cables break, the autopilot can sometimes be used to steer the boat without having to use the emergency tiller.

The emergency tiller is stored in the starboard engine hold.
It must be kept easily accessible.

To operate the tiller:
- Use a winch handle to unscrew one of the emergency tiller covers on one of the aft transoms.
- Insert the tiller into the rudder stock, making sure it is well fitted into the tiller head block.
- Unplug every device connected to the rudder stocks.

• CAPSIZING
Two "emergency escape hatches" are provided in each hull passage-way.
A glass-breaking hammer is provided under a step in the companion-way in each float.
A third hammer is found outside, near the bib, and can be used to break the panels from the outside if necessary.

WARNING

Watch out for sharp glass when breaking the emergency escape hatches. Beware of the risk of injury.

WARNING

Regularly check all safety equipment to ensure they are in proper working order.
Follow their servicing programmes without fail.
Generally speaking, take great care of all the safety equipment on your boat.

11.6| General specifications

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

• ENGINES
- Always stop the engines before you dive or swim around the boat.
- Never try to free a fishing net or a piece of rope that is caught on a propeller when the latter is rotating.
- Make sure the engine control is in neutral before pressing the starter.

• TOWING
If you have to tow another boat, tow it at a reduced speed and as smoothly as you can.
Take great care when throwing or catching the towing line (it could catch on the propellers).

12
UPKEEP

12.1 Upkeep schedule

12.1 | Upkeep schedule

The information given below is only indicative and is not an exhaustive list.
It will have to be adapted, according to the planned use of your boat.

WARNING

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

DECK / DECK FITTINGS / HULL

Clean the hull with appropriate products ..... QUARTERLY
Clean stainless steel parts ..... QUARTERLY
Dismantle, clean and grease winches ..... ANNUALLY
Check the watertightness of thru-hull fittings ..... BI-ANNUALLY
Clean thru-hull fittings and strainers from the outside ..... BI-ANNUALLY

MOORING / WINDLASS

Rinse ground tackle and the anchor locker with fresh water ..... AFTER USE
Check the cable lift and anchor/chain fastening system ..... BI-ANNUALLY
Check locking / braking system ..... QUARTERLY
Check mooring lines and fenders ..... BI-ANNUALLY
Check electrical connections (remote control, relays, etc.) ..... QUARTERLY

RUNNING RIGGING / STANDING RIGGING / SAILS

Lubricate all travellers with Teflon ..... QUARTERLY
Check and tighten all the shackles ..... QUARTERLY
Check the tension of standing rigging ..... QUARTERLY
Check halyards and sheets for wear points ..... QUARTERLY
Rinse the entire running rigging and sails ..... QUARTERLY
Check mainsail battens and main seams ..... QUARTERLY

UPHOLSTERY AND COVERS

Rinse / clean the various protective covers ..... QUARTERLY
Dry exterior upholstery prior to storage ..... AFTER USE

REFRIGERATION EQUIPMENT

Defrost refrigerators + icebox ..... QUARTERLY
Check door seals ..... QUARTERLY

AIR CONDITIONING

Check thru-hull fittings and clean / change all the seawater filters ..... QUARTERLY
Dust fans and air heaters ..... ANNUALLY
Periodic maintenance ..... REFER TO THE MANUFACTURER'S GUIDE

ELECTRICITY

Check and tighten the connectors on battery terminals and main switches ..... BI- ANNUALLY
Check and tighten the connectors on battery terminals on the main relays (winches, windlass, etc.) ..... BI-ANNUALLY

ENGINES AND GENERATOR

Check oil level ..... QUARTERLY
Check belt tension ..... QUARTERLY
Clean seawater filters ..... QUARTERLY
Check for leaks (oil, water, fuel) and smoke ..... QUARTERLY
Check and drain decanter filters (fuel) ..... QUARTERLY
General overhaul ..... REFER TO THE ENGINE MANUFACTURER'S GUIDE

WATERMAKER

Check and clean seawater suction filters ..... QUARTERLY
General inspection by the manufacturer ..... ANNUALLY
Periodic maintenance ..... REFER TO THE MANUFACTURER'S GUIDE

PLUMBING

Check the automatic bilge pumps and alarms ..... QUARTERLY
Rinse the black water tanks ..... QUARTERLY
Check the manual bilge pumps ..... QUARTERLY
Check the pressurised water unit ..... QUARTERLY
Check the various drains and scuppers ..... QUARTERLY
Open and close the various valves on board + grease if necessary ..... BI-ANNUALLY

PERSONAL NOTES