

L A S T A

Impression 45 Skipper manual

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1.LIABILITY OF THE SKIPPER

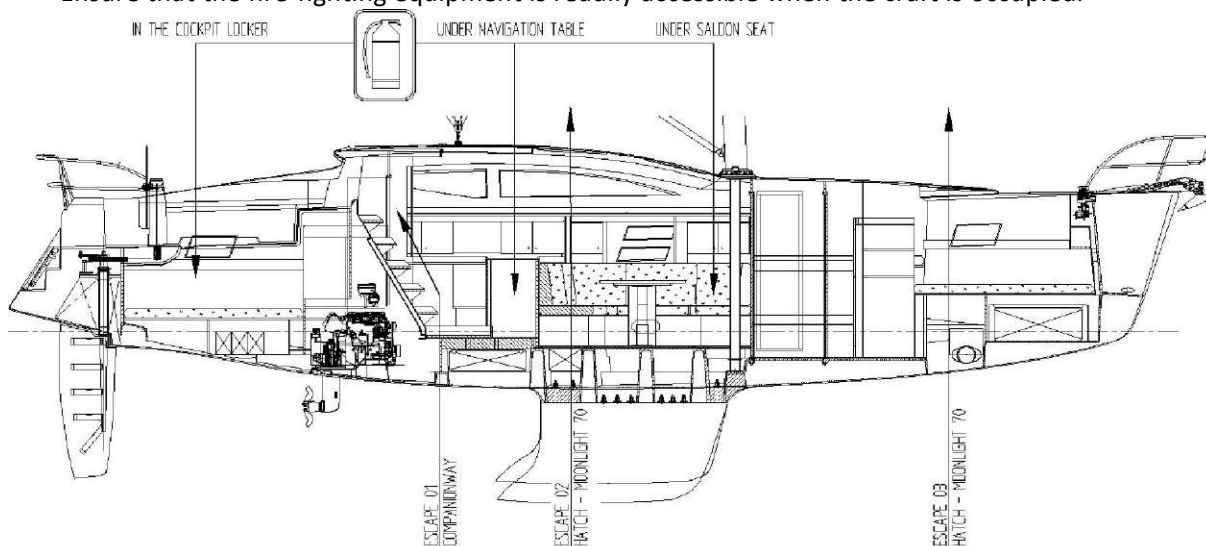
Before sailing, the sailing yacht skipper should read this manual and familiarize himself / herself with its contents, in particular with all the warnings relating to safe use and emergency procedures. It is the responsibility of the skipper to ensure that, when sailing, the sailing yacht is equipped with all the (safety) equipment required under the law. The skipper shall also inform all the other crew members about the proper use of the craft and equipment and the emergency procedures.

2.FIRE PROTECTION AND ESCAPE PLAN

This sailing yacht is equipped with portable fire extinguishers of the following extinguishing capacities and at the following locations: (see Fig. 2)

No.	Location	Capacity
1	Under the skipper seats	1 kg
2	Under saloon seat behind mast support	1 kg

- Inform members of the crew about the location and operation of the fire-fighting equipment and the location of the escape routes.
- In case the fire in engine room use fire port hole located on the companionway.
- Ensure that the fire-fighting equipment is readily accessible when the craft is occupied.



- WARNING:**
- NEVER** obstruct passageways to exits and hatches.
 - NEVER** obstruct safety controls, e.g. fuel valves, gas valves, switches of electrical system.
 - NEVER** obstruct portable fire extinguishers stowed in lockers.
 - NEVER** leave the craft unattended when cooking appliances are in use.
 - NEVER** use gas light in the craft.
 - NEVER** fill the fuel tank or replace gas bottles when the engine is running or when cooking appliances are in use.
 - NEVER** smoke while handling fuel or gas.
 - DO NOT** fit free hanging curtains or other fabrics in the vicinity of or above the cookers or other open flame devices.
 - DO NOT** store combustibile material in the engine room.

3. Fire Safety

Prevention is the best answer to fire safety.

Always switch off the valves when stove is not in use

Never leave the stove or oven burning unattended.

Never smoke inside the yacht.

Never smoke when changing propane tanks.

Safely store any flammable liquids (for example charcoal lighter fuel).

Keep matches away from children.

Engine compartment fire:

In the event of a fire in the engine compartment use the fire extinguisher positioned under the skipper seats and position the mouth of the extinguisher to the fire hole.

Pull the yellow key out. Press down on the red button until all the contents of the extinguisher have been discharged.

Do not open the engine compartment even if you think the fire has been extinguished.

Open fire:

1. Pull out the yellow safety tab.

2. Point the extinguisher at the base of the fire and press down on the red button to discharge contents.

3. Generously cover the base of the fire and surrounding area to ensure the fire is under control and cannot spread.

Continue discharging extinguisher until the fire is out.

Galley fire:

-Take the fire blanket out of its container. Read the instructions for use carefully.

-Ensure hands and limbs are protected from the fire by the blanket.

-Carefully lay the blanket over the fire, laying the blanket away from you and keeping yourself protected at all times from the flames.

-Once in place leave the blanket until all heat has gone from the scene of the fire, this way you can be sure that the fire has definitely gone out and will not re-ignite.



Boiling batteries:

If you recognize the smell of a chemical reaction. Switch-off the main switches of service and starter battery. Opening a hatch to ventilate the inside the yacht and soonest contact with technical support.

4.PRE-DEPARTURE SKIPPER CONTROL

- Close the portlights and hatches.
- Check the position of all the inlet/outlet seacocks in the hull.
- Open the engine cooling valve and close all the other valves; do not forget to close them if they are used during sailing.
- Switch on the main switches of the engine and other users.
- Check if cooling water runs through the engine exhaust; if not, check the water pump.
- Check if the bilges are clean and if the bilge pumps operate properly.
- Check the navigations lights.
- Check the required safety equipment.

5.WATER INTAKE DURING SAILING

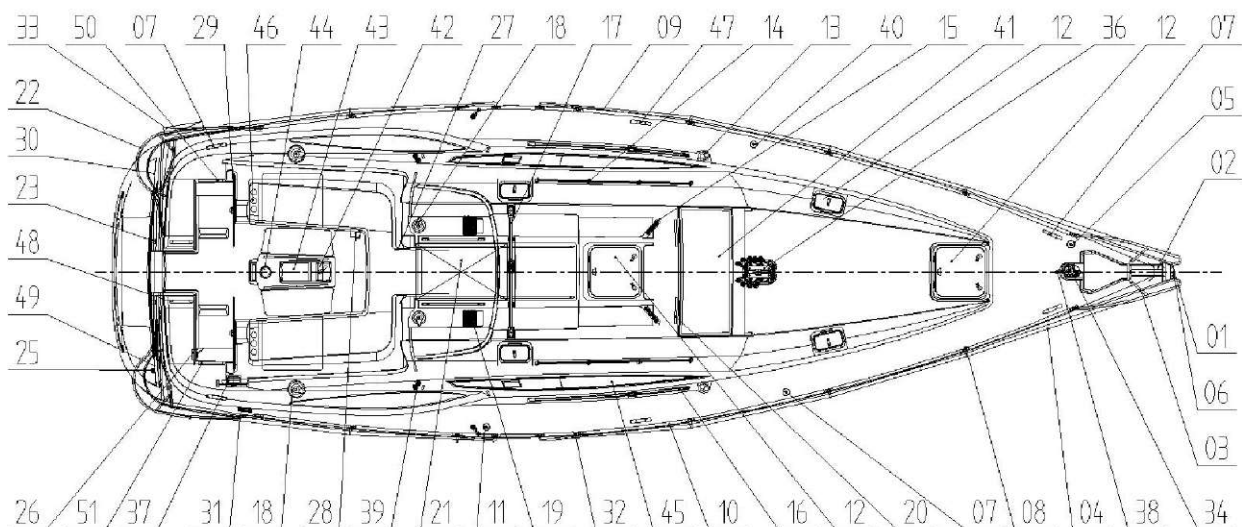
CALL NOVA EUROSPECTRA.

If during sailing you notice water in the craft, stay calm and immediately check if all the seacocks are closed and turn on the bilge pumps. Use a manual bilge pump as well to pump the water out. Switch off the engine and close the engine cooling valve. Close the tank valves as well. Try to find out the cause of the leak as quickly as possible. If you fail to find out the cause and if the water level in the craft continues to rise, start evacuation procedures.

If you run aground while sailing, open the inspection covers in the saloon floor and immediately check for any leaks at the keel screws. Through the stowage compartment check the installation of the steering wheel as well. In case of a leak, follow the directions in the previous paragraph and have the sailing yacht lifted from water as soon as possible.

. 6. TECHNICAL SPECIFICATIONS

Boat Type	Impression 45 by Elan
Boat Class	Sailboat
Boat Design Category	A
Maximum length	13,37 m
Hull length	13,00 m
Length at waterline	11,44 m
Beam max.	4,18 m
Draft	1,90 m
Air draft (incl. 1 m antenna)	19,50 m
Light craft mass (mLCC)	10419 kg
Persons + luggage	2183 kg
Manufacturer's recommended load	3298 kg
Loaded displacement max.	13717 kg
Ballast	3310 kg / 3460 kg
Engine power max.	59,0 kW / 80,0 hp
Fuel capacity	270 litres
Water capacity	516 litres
Holding tank (optional)	130 litres
Gas bottles (propane/butane)	2 kg
Maximum crew	11 persons
Cabins (version 1)	4
Berths (version 1)	8 + 3
Mainsail	46,79 m ²
Genoa	52,47 m ²
Spinnaker	135,45 m ²
I	15,90 m
J	4,78 m
P	14,80 m
E	5,37 m



7.DECK LAYOUT

- | | | |
|----------------------------|--------------------------------|------------------------------|
| 1. Bow navigation lights | 12. Hatch | 23. Backstay chainplate |
| 2. Bow fitting | 13. Main shrouds | 25. Stern light |
| 3. Bow pulpit | 14. Grabrail | 26. Hand operated bilge pump |
| 4. Life lines | 15. Deck organizer | 27. Engine ventilation inlet |
| 5. Water inlet | 16. Genoa track | 28. Winch handle pocket |
| 6. Anchor chain locker | 17. Mainsheet track | 29. Steering wheels |
| 7. Mooring cleats | 18. Winch | 30. Cockpit shower |
| 8. Stanchions | 19. Stoppers | 31. Furling jammer |
| 9. Teak toe rail | 20. Stainless steel protection | 32. Sidewalk passage |
| 10. Rope passage | 21. Sliding hatch | 33. Horseshoe lifebuoy |
| 11. Fuel inlet | 22. Pushpit | 34. Windlass |
| 36. Mast step | 42. Cockpit table sink | 47. Spring cleat |
| 37. Engine lever | 43. Cockpit table storage | 48. Handle |
| 38. Spi pole padeyes | 44. Compass | 49. Shore power socket |
| 39. Genoa sheet cam cleats | 45. Fixed portlight | 50. Gas locker |
| 40. Waste tank | 46. Cockpit drink hole | 51. Engine panel |
| 41. dockside suction | | |
| Front coachroof windshield | | |

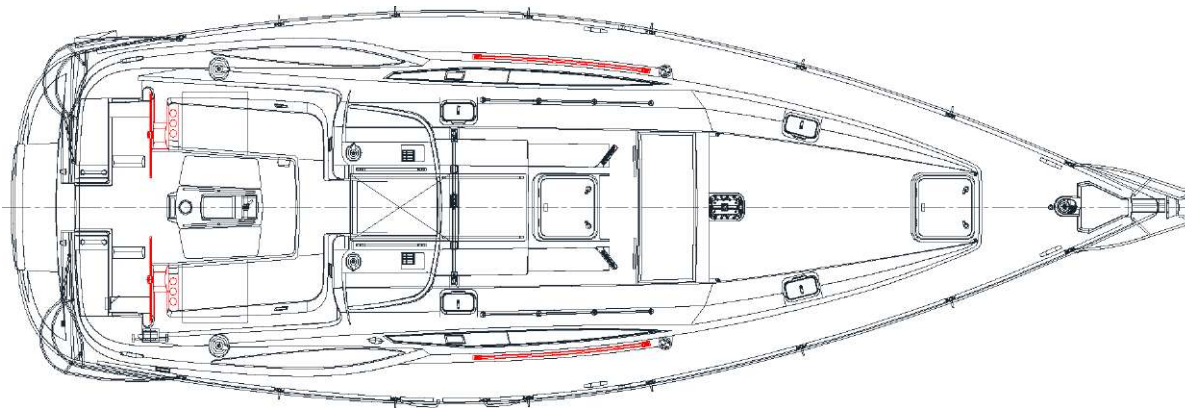
WARNING: Keep portlights, windows, washboards, doors, hatches and ventilation openings closed when appropriate, e.g. in rough weather or at higher sailing speeds. Secure unfixed equipment safety when underway. Folding platform should be loaded only at 100% open position. Maximum load is 200 kg or 2 persons.

8. VISIBILITY FROM STEERING POSITION

WARNING: When navigate under the sails make sure that the additional person on board provides sufficient outlook of sailing route.

WORKING DECK AND MEANS OF REBOARDING

The working deck shell provides safe access to following areas such as boat steering, strong points,



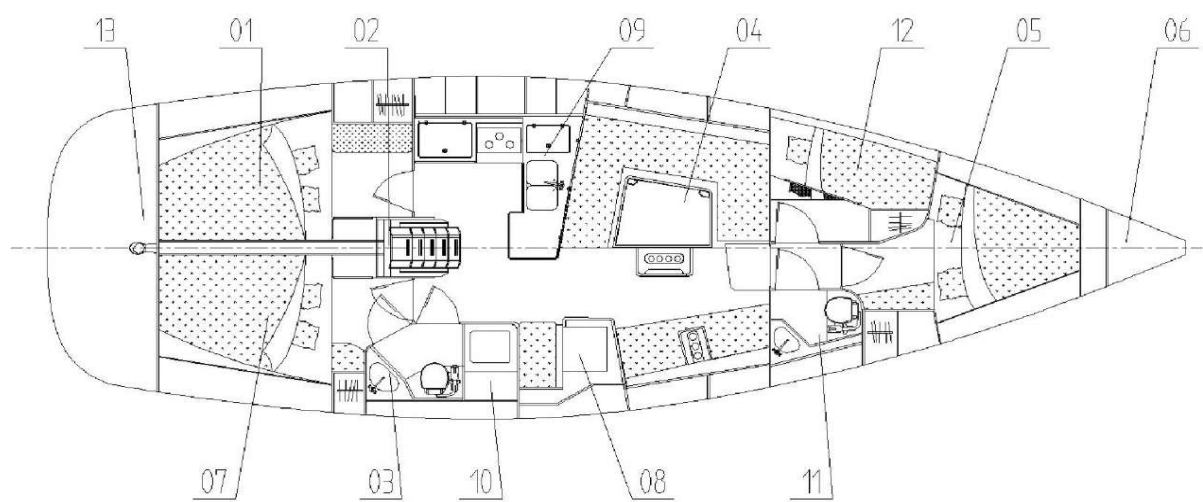
anchoring, sail handling and trimming etc. It is well secured with foot stopper and guard rails and occupies practically the whole area except parts marked red in the figure bellow.

Life raft is storage on the deck . The sailboat is equipped with swimming ladder and with emergency swimming ladder on transom as well. The swimming ladder is stored in the transom compartment under swimming platform and can be placed on swimming platform when it is opened. The sailboat is extra equipped with emergency swimming ladder fastened on the pushpit. In a man-overboard situation, pull the pull cord on the protective covering and release the ladder to climb aboard

WARNING: It is recommended that the swimming ladder is placed on the aft when crew onboard during mooring and anchoring as well.

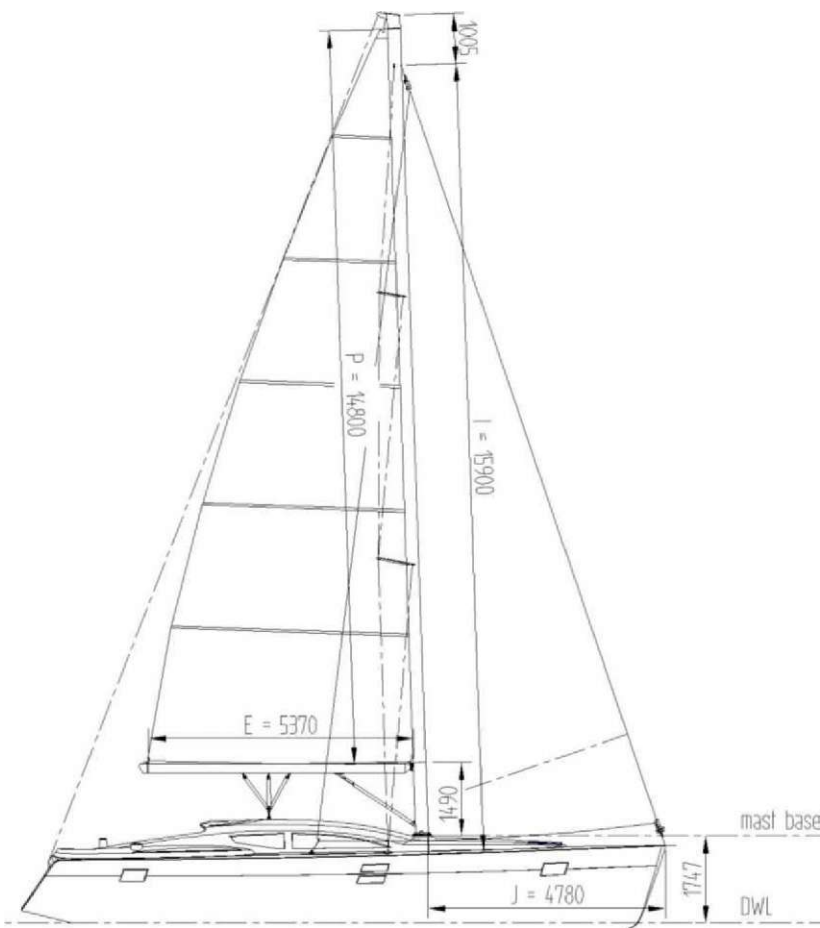
Swimming ladder is a life saver and if in case somebody falls overboard, use the swimming ladder fitted on the platform or the emergency swimming ladder fitted on transom / fastened on the pushpit, to climb back.

9.INTERIOR LAYOUT



1. Aft cabin - port	8. Navigation table
2. Companionway / engine	9. Galley
3. Central head	10. Shower
4. Saloon	11. Forward head
5. Forward cabin	12. Forward double bunk cabin
6. Anchor locker	13. Stern transom volume
7. Aft cabin - stb	

10.SAILS AND MAST



11.ENGINE SYSTEM

Max RPM during sailing is 2200!!

When shifting from one gear to another via the idle position, keep the handle in the idle position long enough for the engine to rotate at the minimum RPM.

Check the engine oil level.

When putting in the reverse, hold the steering wheel firmly to avoid breaking the steering system.

Shut down the engine before opening the engine compartment. The engine has rotating and moving parts that can be dangerous. Never turn of the main engine switch when the engine is running.

Do not operate the starter for more than 10 seconds at a time. If the engine does not start, wait for at least 30 seconds before next try.

12.ENGINE OPERATION

Daily Engine Checks

-Check the oil level using the yellow dip stick located to the left rear of the engine. The level should be at least halfway between the empty and full marks. To add oil open the oil filler cap on the top of the engine.

-To the rear left of the engine is the seawater filter. Please do not touch this unless instructed to do so.

-To the rear right of the engine is the engine coolant reservoir. The coolant level should be between the maximum and minimum lines.

-Check for any engine leaks or bilge water below engine.

-Check the belt for any damage and correct tension.

KEEP HANDS CLEAR OF ALL MOVING PARTS. ANY PROBLEMS CALL Technical support.

Before starting the engine:

-Check the handle in the idle (neutral) position

-Switch on the main engine switch.

-Check and open the engine coolant water intake valve.

Starting and stopping the engine:



Stop button

The engine stops running when the button is depressed.

On/Off button Depress the button to start or stop the system. The panel cannot be switched off when engine is running.

Start button

When the button is depressed the pre-heat function is activated and the start motor engaged.

Multi-function button

- Confirm the alarm. If an alarm occurs, a flashing warning symbol will be displayed in the tachometer window and an audible alarm will sound. The alarm is confirmed by depressing the multi-function button. The audible alarm is silenced and the warning symbol is lit continuously until the fault is remedied.
- Backlighting. To switch tachometer window backlighting on or off, depress the button for 1-5 seconds. The backlighting can be adjusted in five steps by depressing the button for less than 1 second.
- Adjust the tachometer window contrast by holding down the button for more than 5 seconds.

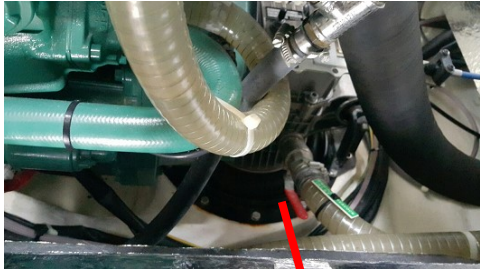
CAUTION: When sailing with inclination over 20 degrees, stop the engine. All fuel capacity cannot be used.

Make sure that the tank will be filled over 10% of its capacity.

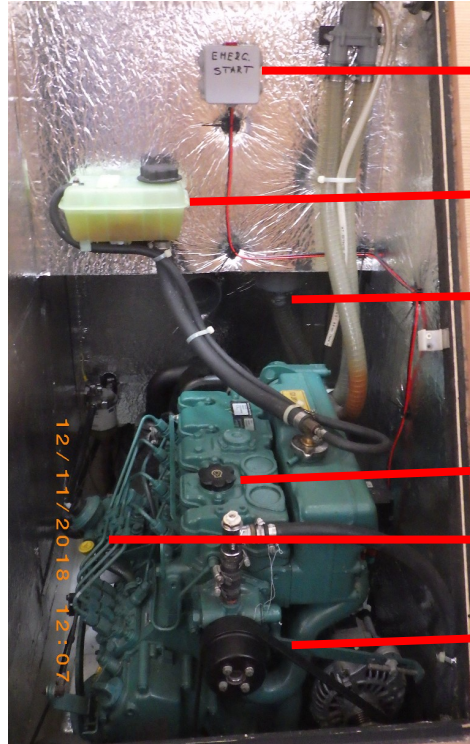
Fuel level instrument shows the diesel level of the tank with a large deviation and helps you to be informed when tank will be empty, and not to indicate the exact diesel level of full tank. Average fuel consumption 5-7 liters per hour. MAXIMUM WORKING SPEED OF ENGINE ARE 2200 RPM

13.ENGINE AND PROPELLER INSTALLATION

IMPRESSION 45.1 are equipped with a VOLVO D2-50 engine - sail drive version. The engine runs on normal diesel fuel. It is cooled with seawater in a closed cooling circuit. Access to the engine is possible from the front by lifting the companionway and via the engine compartment cover in the aft cabins or head compartment.



Engine cooling water inlet
Gear oil refill and dipstick



Emergine start

Coolant reservoir
Oil refill

Sea water filter

Oil refill

Oil dipstick

Engine belt

14.FUEL SYSTEM

The fuel tank has a capacity of 250 liters. The fuel tank is stowed under the galley floor. Fuel tank is accessed from the saloon by lifting the floor panels.

Filling the fuel tank:

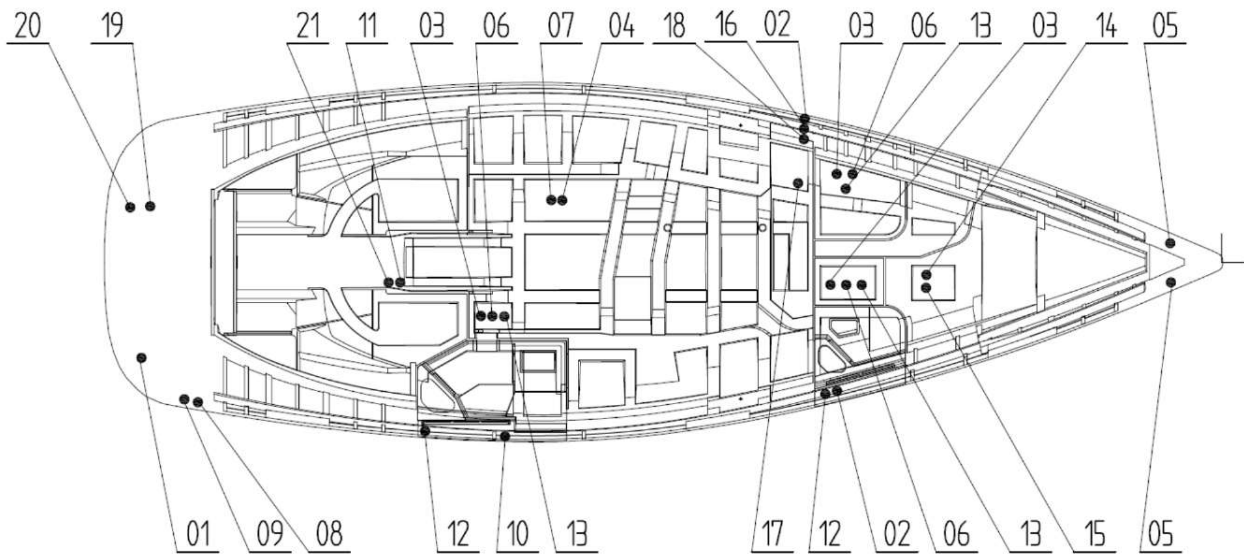
Fill the fuel tank with diesel via the deck filler located on the middle of starboard deck



- The fuel filler is marked "DIESEL". Unscrew the plug using a winch handle.
- Before filling the tank, close the portlights in vicinity of the fuel filler.
- Fill the fuel tank slowly in order to avoid spilling fuel on the deck.
- In case of spilling fuel on the deck, clean it immediately using a detergent and a large amount of fresh water.
- Keep the fuel tank full because a low fuel level can cause air penetration and improper engine operation and stoppage.
- Close the fuel filler carefully and screw it tight.

When filling the tank, turn off the engine and do not smoke

15.POSITION OF SEACOCKS AND THROUGH-HULL FITTINGS



- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Engine exhaust outlet 2. Water tank ventilation 3. Toilet waste water outlet / head 4. Toilet waste water outlet / holding tank 5. Anchor locker draining 6. Head sink waste water outlet 7. Galley sink waste water outlet 8. Electrical bilge pump outlet 9. Manual bilge pump outlet 10. Fuel tank ventilation | <ol style="list-style-type: none"> 11. Engine cooling water inlet 12. Shower draining outlet 13. Toilet seawater inlet 14. Depth sounder 15. Speedometer 16. Holding tank vent (out) 17. Air-conditioner inlet (out) 18. Air-conditioner outlet (out) 19. Cockpit sink drainage (out) 20. Generator exhaust outlet (out) |
|---|--|

OPERATION:

The seacock is **OPEN** when the lever is in line with the pipe.

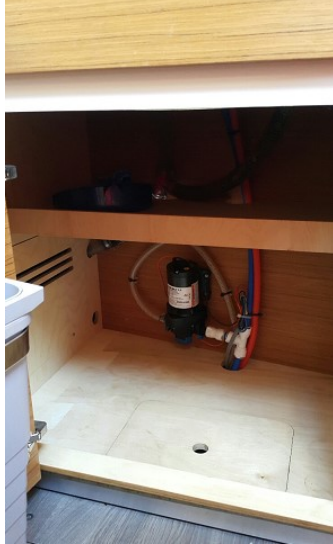
The seacock is **CLOSED** when the lever is at right angle (90 degrees).

16.FRESH WATER SYSTEM

The sailing yacht is equipped with 3 fresh water tanks .They are filled via fresh water fillers marked "WATER". Unscrew the plug using a winch handle. A fresh water level indicator is located on the electrical control panel. The tanks are connected, so that the water level is equal in all tanks. At the top of the tanks, there is an opening for inspection and cleaning.

CAUTION: After filling the tanks, close the fillers carefully and screw the tight to avoid the risk of seawater entering the fresh water tanks. To avoid the risk of contaminating one liquid with the other one, never fill fresh water and fuel at the same time.

An electrical fresh water pump located inside the galley is used to pump fresh water to the consumers. The fresh water pump is automatically shut off by a pressure valve when pressure reaches 1.5 bar.



Please ensure that the correct fillers are used, NOT the holding tanks, NOT the diesel tank.

To use the fresh water system, turn on the fresh water breaker on the 12v panel and open a faucet. **When a tank run out of water and almost empty, the pump will run at high speed and the faucet will start to cough air. As soon as you hear the pump running continuously, check to see if anyone is using water. If not, switch off the pump immediately to prevent the pump from drawing more air into the system or the pump overheating.**

Use the menu key on the 12v panel to confirm if your tank is empty.

CAUTION: Take care not to operate the electric pump when the fresh water tanks are empty.

Always open the sink and waste water seacocks when using fresh water from the tanks.

When sailing close the water tank connection valve.

17.HOT WATER SYSTEM

A separate hot water system leads hot water from the water heater to the users. The hot water system is filled with fresh water from the fresh water system. When the empty hot water system is being filled, open the hot water seacocks at the taps to let air out of the system. With Fresh water is heated in two ways:

- the coolant water from the engine when the engine is in operation. The coolant water runs through the water heater where it is used to heat the fresh water filled from the fresh water system.
- With an electrical spiral that can be turned on when the boat is connected to a 230V supply.

CAUTION:

Do not operate the water heater if the fresh water system is empty.

Do not turn the water heater on if the fresh water system is empty.



Water heating switch

18.HEAD AND WASTE SYSTEM

Sea water is used for flushing the toilets. The toilets are flushed with a manual pump that is built into the toilet. The waste water from the toilets is emptied via outlet seacocks.

CAUTION: Nothing is to be put down the head included all kind of paper to be kept in plastic bags.

Prior to use, move the lever to wet bowl to add water - 4/6 pumps.

Pump out waste in the wet bowl position ; this must be done when you are more than 300 m off shore!

After the bowl has been cleared of it's contents, an additional 20 - 25 pulls on 'wet' bowl will flush the bowl and pipes and will keep your heads smelling fresh.

Move lever back to dry bowl and pump the bowl and pipes dry, the lever must be left in dry bowl as leaving it in wet bowl will ingress water.

Wherever possible please use the marina's WC as this keeps our waters nice and clean.

When you stay on anchor or buoy close the WC valve outlet located behinde the door under the sink . 130 l waste tank will concume all from wc.

Blocked heads will be cleared at a cost to you of eur200.00.

Valve must be open during waste pumping



Handle to switch between waste tank and sea



Switch on to release waste tank



Wast pump

19.BILGE WATER SYSTEM

The bilge strainer is located under the saloon floor. Lifting the boards in front of the companionway will allow you access to the bilge pump via a bilge strainer.

To check the bilge pump operation press the bilge switch on the electrical panel on "manual" position. For checking in automatic operation turn switch on "automatic" and lift the bilge float by hand. You will hear the pump performance in the case of the present of water in the bilge check the outflow.

CAUTION: Check the bilge pump for bilge water before leaving the dock, during sailing and when leaving the boat for a longer period.
Switch on the bilge water pump switches on the control panel and check the operation of the bilge pump.



Bilge pump switch



Manual bilge pump



Handle of manual bilge pump

20.GAS SYSTEM

The boat is equipped with a gas cooker. A copper tube leads from the gas bottle to the cooker. A certified rubber hose is used to connect the cooker and the gas bottle to the copper tube. The screw valve on the gas bottle is connected to a safety non-return valve. There is an extra gas valve installed in the galley, marked with a label. The gas bottle is stowed in the stowage compartment under the starboard helmsman's seat in the cockpit.

Close gas supply valves and cylinder valve when appliances are not in use. **Close valves immediately in an emergency.**

WARNING: NEVER USE FLAME TO CHECK FOR LEAKS!

Changing the gas bottle:

1. Close the gas valve under the cooker.
2. Close the screw valve on the gas bottle.
3. Put the gas bottle into the compartment under the helmsman's seat.
4. Open the screw valve on the gas bottle.
5. Open the gas valve to the left of the cooker and turn the cooker on.



Gas valve

The propane tank locker is located in the cockpit at the helm seat on the port side.



To use:

1. Open the manual shut offs on the propane drum.
2. Open the manual shut offs of the pipeline in the galley under the shelf above the stove.
3. To light the stove, push the knob in, turn the knob you want 90 degrees counter-clockwise, and light the burner (to light oven put the flame in the tube that is inside/center bottom).
4. Hold the knob in for 10-15 seconds, then release. Make sure that the flame goes all the way around. Reduce any wind that may hinder this.

In the event that the propane smell goes off follow these steps:

1. Close the both valve on the propane tank and pipeline.

2. Switch –off all electricity on board, bilges, water, shower pump.

3. open up the bilges and hatches. Point the boat downwind and use the manual bilge pump to pump out the bilges.

4. Call Nova Eurospectra.

12V SYSTEM



Solar panel switch and charger located under the bed of starboard aft cabin

230V SYSTEM

The boat is optionally equipped with a 230 V electrical circuit. The socket is located in the cockpit. In addition to the battery charger, the circuit also comprises sockets for 230 V consumers. Control panel for 230 V is located above the chart table. When the boat is connected to an external 230 V supply then red light is on. When water heater is in function then also red light is on.

Main switch is located in port aft cabin behind the wall hatch.



WARNING: Before connecting the cable on the shore, connect it to the boat first.
Disconnect the cable after use. First switch off the main switch in the boat, then disconnect the cable on the shore and last, disconnect it on the boat.
Do not soak the catches of the cable in water.

22. Showers

Your yacht has a hot & cold, fresh-water shower in each head and on the transom.

If the engine has been running, the hot water can be very hot - be cautious!

In order to use the showers, the fresh-water pump must be activated on the 12V panel. There is also a shower-drain pump switch on the 12v panel. Switch this on also.



The shower-drain pump is operates by switch located under the sink.

Transom Shower

The valve below the shower head has two functions:

- By pushing the valve up or down you can turn the water on or off.
- By turning the knob clockwise and counter clockwise you can adjust the temperature of the water. Be careful. The water can be very hot. Test before showering.

To use the shower head simply pull it out and press the button on the back. If no water comes out make sure that the 12V water switch is on, that the shower hose is not kinked (access from aft cabin, same side as shower) and that the water pressure valve is in the correct position.



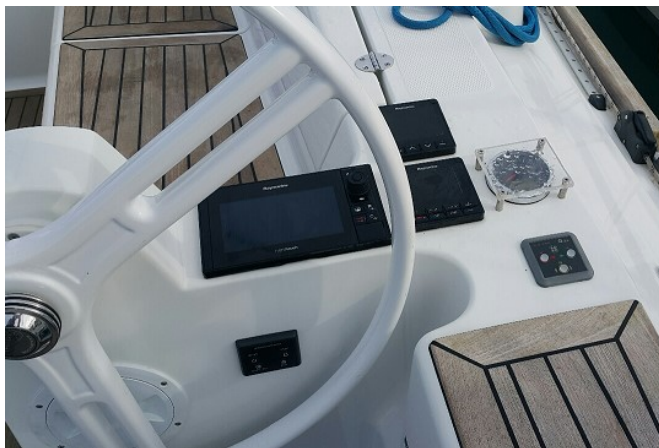
23.Instruments

Yacht is equipped with the following instruments on board:

VHF Ray52 Raymarine located above the skipper table (<http://www.raymarine.com/vhf-radio-communication/ray52/>)



Starboard helm contain :



Engine switch on/out; Volvo engine **tachometer (max 2200 rpm)**

Raymarin i70 multifunction instrument (<http://www.raymarine.com/display/?id=17721>),

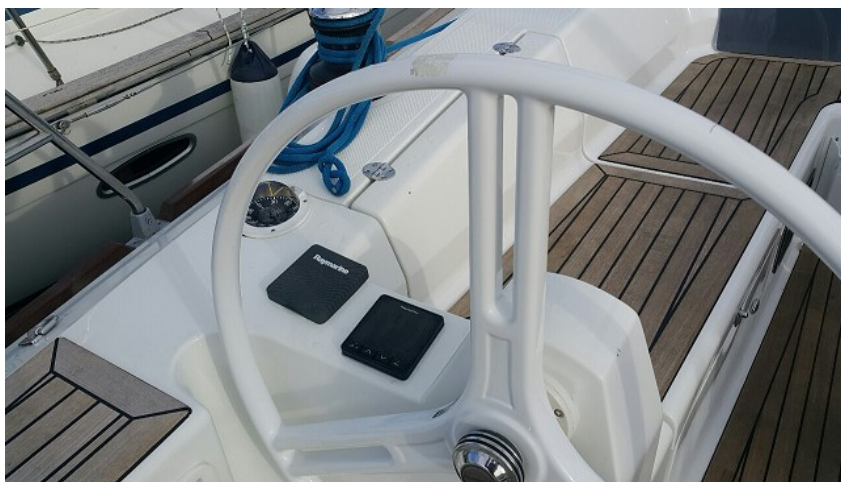
Raymarin p70s auto pilot controller (<http://www.raymarine.com/view/index.cfm?id=15032385934>)

Remote control of bowthruster Quick (**maximum time of continuous operation 5 seconds**)

Chart plotter Raymarin eS97 MFD

(<http://www.raymarine.com/view/?id=12164>)

Additional **Raymarin i70 multifunction instrument** and compass located at the port side helm,



IMPORTANT: Please never change the English language, do not reduce the brightness, do not change the settings and alarm on all kind of instruments and plotter.

24. VHF Procedures

The VHF radio is located at the Skipper desk. Using the VHF radio:

Familiarize yourself with the method for switching channels, and with the squelch and volume controls on your radio. Most radios have a button to instantly select Channel 16 - ensure you understand how this operates or you could end up speaking on Ch. 16 when you think you are on some other channel.

1. Make sure the radio is switched on, volume quite high, power to high unless the station you are calling is very close.
2. Squelch up until loud hissing, and then back a little until the noise *just* stops.
3. Select the channel for calling (Channel 16, unless specified otherwise).
4. Press switch on microphone when speaking. Release immediately.

If no response then wait two minutes and repeat the call. If still no response, wait a further two minutes before trying again. If calling on Channel 16, it is very important to switch to a working channel after the contact is established. Do not use Channel 16 for your conversations - this channel is for hailing and distress only.

Channels to use:

16 - Hailing and Distress

17 - Marinas and Yacht Clubs - for reservations

06 - Ship to Ship - along with Channel 68 and 77 can be used for contact between boats. In the event that your vessel is involved in a non-life threatening incident with an object or with another vessel, it is important that you contact the Nova Eurospectra immediately. Please remember to get as much information as possible about your location, the other vessel's description and what damage has been done to your vessel so that we can best assist you.

Failure to report any accidents or incidents in a timely manner may result in nullification of your deposit.

Types of emergency:

In the unlikely event that you are involved in an emergency stay calm and follow these steps. You will also have an Emergency Procedure card next to your VHF.

Distress: "MAYDAY, MAYDAY, MAYDAY." This is an International Distress signal and an imperative call for assistance. It is used only when a life or vessel is considered to be in grave and imminent danger.

Mayday Relay: used to summon help for a vessel which is either too far offshore to contact the coastguard directly, without radio capabilities or whose radio has been damaged or destroyed.

Urgency: "PAN-PAN, PAN-PAN, PAN-PAN" This is the International Urgency Signal and is used when a vessel or person is in some jeopardy but is not considered to be in grave and imminent danger.

Medical emergency: "PAN-PAN MEDICO, PAN-PAN MEDICO, PAN-PAN MEDICO" (Pronounced med-ick-oh). This is an International Urgency Signal that should be used when medical advice is needed.

Safety: "SECURITE, SECURITE, SECURITE" (Pronounced Say-cure-it-tay). This is an International Safety Signal and is a message about some aspect of navigational safety or a weather warning.

How to issue an emergency message

Select Channel 16 and press transmit button on handset

Say slowly and clearly 'MAYDAY, MAYDAY, MAYDAY, CALLING ALL STATIONS This is.... (vessel name)....' and repeat vessel name 3 times. Give position - vessel's position in degrees of latitude and longitude or nautical miles from, and bearing to, a navigational landmark. Describe emergency - list the problem, the type of assistance needed; number of passengers aboard (boat length, hull colour and type is also useful)

Wait 1 minute for a response, repeat message.

25. Batteries / Battery switches

The systems on your yacht are all 12volt. The batteries will need to be recharged as often as you deplete them.

Conserving power will result in less time needed for charging, so turn off systems that are not being used.

Your batteries will charge when the engine is running at 1400rpms or more, whether sitting at a mooring or motoring to a destination. Check the battery levels and make note of them before charging.

Run the engine at 1400rpms or more for a minimum of 2hrs **twice daily**.

Shut the motor off. Wait 15 minutes before checking the battery levels, (directly after turning off the motor they will remain in an excited state for about 10 minutes).

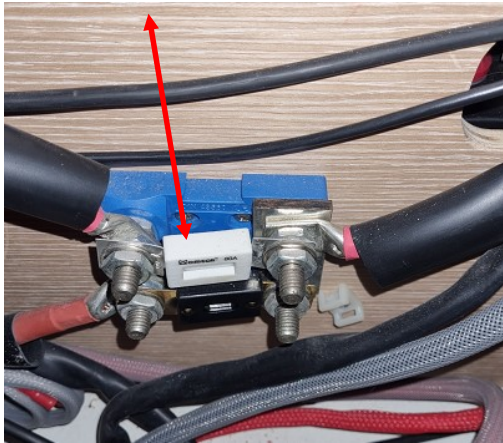
The service batteries should come to rest at 12.8 v. and then slowly get lower. When the batteries gets to 12.2 you should start to re-charge the batteries soon.

Yacht has service battery systems and starter battery which are isolated from each other. The service batteries have a capacity of 285 AHrs.

The services batteries are located under the bed in starboard cabin.



The service batteries ,main breakers with red key, anchor windlass fuse are located on the wall starboard cabin .



Bowthruster batteries and fuse are located under the bed of bow cabin.



Start battery is located under the bed of aft port cabin



Solar panel charger and switch in starboard aft cabin.

26. Anchoring & the windlass

Setting your anchor:

Preparation:

- Establish a non verbal communication system from bow to stern, as with the noise of the engine and wind, verbal communication proves difficult.
- Tie the dinghy painter close to the boat at the bow or amidships to avoid wrapping it around the prop.

Location:

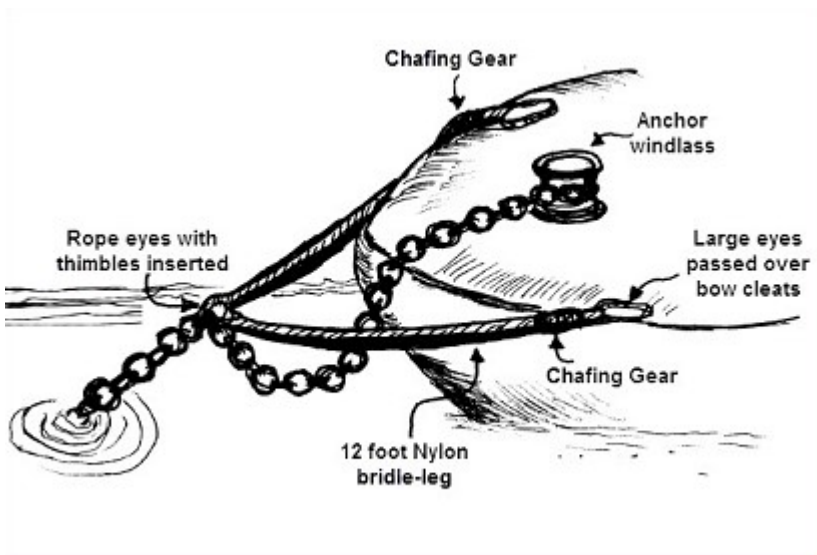
- Choose a clear area to anchor in, with deep in 5 to 10 m. A white collar of bottom under the sea water is sand and perfect for anchoring. A brown or green bottom will be grass, rock or coral. **Only anchor in sand.**
- Make sure that the land relief is protecting you from the wind and that you are not being pushed onto the shore.

Action:

- Carefully lift the anchor over the bow roller and slowly put the chain till the anchor is just above the water surface.
- Use the external forces; approach from down wind or current, whichever prevails.
- Once the yacht is stationary use the electric windlass to drop the anchor. The external forces will push you back and away from the anchor.
- Minimum scope is 4:1. In heavy weather you may want to increase that, always ensuring your rotation area is clear of any obstacles. Chain has red painted indication for each 10 m. You can issue 40m chain max. The chain is connected to the hull by a 10mm rope which serves to drop out the chain in case of danger, and not for the preservation of the chain.
- Engage reverse, slowly up to 1500 rpm to really drive your anchor into the sand.
- Once set, put the engine in neutral and allow the yacht to settle, it is always advisable to snorkel the anchor and rotation area to be ensure it is bedded in correctly and not underwater rock in area.

Attaching the snubbing line:

- Once you are happy that the anchor is set you must attach the snubbing line. The snubbing line protects the windlass and it is important that you attach the snubber every time you set the anchor.
- Attach the hook around the chain link (the hook is too big to go though the link) and cleat off the bitter end of the line to a bow cleat. Pay out enough chain so that the snubbing line becomes taut.



There is a high amperage fuse that will burn out if the windlass gets overloaded.



The fuse is located on the space between left and right stern cabins on starboard wall.

The anchor windlass fuse is 100 amps. You can replace the fuse if it is burn out.

If the windlass is not workable, but the windlass breaker on the 12v panel is switched on, and that the green light is illuminated, this indicates that the yacht service battery power is too low to run the windlass. Please run the engine @1500 rpm for 15 min, and try again. If the windlass still refuses to operate, please call technical support.

Manual operation of the windlass

If you lose power to your windlass, start the engine and give it to 2000rpm in neutral, to make sure you have not just got a low battery voltage. Then make sure the windlass breaker with the anchor icon is in the 'on' position on the 12 volt panel. If there is still no power, check the the windlass fuse in on position. If you still have no power, you can operate the windlass manually.

To drop the anchor, insert the windlass handle into the star fitting on the top of the windlass. Continue to pull back on the windlass handle, so that the brake cap loosens. Your anchor is now ready to drop.



Remove the safety line and push the anchor over the bow, keeping hands and feet clear. Control the rate the chain pays out by tightening or loosening the brake with the windlass handle.

When you have paid out sufficient chain - 3 to 5 times the water depth, push the handle forward to tighten the brake. Increase revs to 1500 rpm, to set the anchor. If you drag, pay out more chain, and re-try 1500 rpm in reverse. When the anchor is set, fit the snubbing line, and cleat it off, then release the chain on the gypsy as above, so that the load is taken up on the snubbing line.

27.Picking up a mooring buoy

Ensure the dinghy painter is tied off short on the bow or amidships and is clear of the prop.

1.Approach the mooring buoy, keeping the bow into the wind or current, whichever prevails.

2.Have a crew member on the bow to pick up the mooring pennant with the boat hook.

3.The bowman will direct the helmsman to the mooring, using the already established non verbal communication system. Once at the mooring, inspect the buoy and line for any signs of wear and tear; if you are unsure about a mooring buoy's integrity, choose another location to moor up.

4.Once set your mooring buoy will be attached either on the port or starboard cleat and the yacht will be head to wind. Remember to centralize the wheel and lock in place to avoid the yacht sailing around the buoy.

5.Next attach a second back up line directly to the mooring ball. There will be a metal ring at the top of the ball or a shackle just under the ball. Attach a line from the opposite bow cleat and if possible run the line through the ring or shackle and back to the cleat. It is always easier to do this from the dinghy. Do not try to make the lines of equal length, the first line should be taking all the weight of the boat.

6.To depart, release the back up line first. Slowly motor the boat forward to create slack, release the line from the cleat and allow the pennant to slip from the line into the water. Fall back with the wind or current, and be careful not to foul your prop on the pennant.

7.Remember to tie your dinghy away from the stern whenever you are maneuvering in close quarters.

28.Refrigeration

The system on this boat is an upgraded 12v refrigerator. This system is designed to run 4hrs continuous without charging of service batteries then the units off they keep the low temperature some hours more . There is a top loading fridge and a front loading unit with a small freezer compartment. To ensure that it does not fail there are two things you should do.

1.Firstly, keep your batteries charged. If the level goes below 12v the system will malfunction. Refer to section 25 for charging instructions.

2.Secondly, do not chip at the ice or use any other sharp items in the fridge. If something is frozen to the fridge do not force it away. Warm water on it if you need to melt it away.

There is a thermostat in the fridge. It is a white dial with numbers on it going from 1-7. Putting 7 at the apex of the dial is the coldest setting. Keep it on this setting until it is too cold. Then you can turn the system down or off if you wish.

Front loading fridge

Top loading fridge



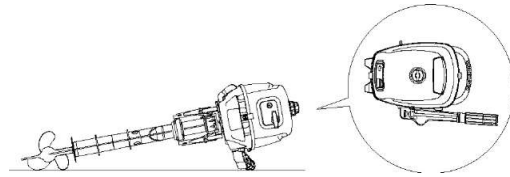
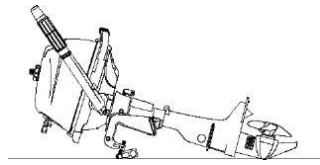
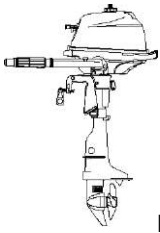
29. Dinghy & Outboard

When transporting or storing the outboard motor while removed from a boat, keep the outboard motor in the attitude shown.

figure 1

figure 2

figure 3



Note:

- Place a towel or something similar under the outboard motor to protect it from damage when as shown in the figure 2 or figure 3 above.
- Please make sure the tiller handle faces down to make the throttle handle point to the direction of propeller

Starting engine:

1. Loosen the air vent screw on the fuel tank cap. One turn for built-in tank.
2. Open the fuel cock.



Place the gear shift lever in neutral. The engine must be started in neutral otherwise damage to the starter can occur. Place the throttle grip in the "START" (start) position



3. Pull out the choke knob fully



- It is not necessary to use the choke when starting a warm engine.
- If the choke is left in the "START" (start) position while the engine is running, the engine will run poorly or stall.

4. Pull the manual starter handle slowly until you feel resistance. Then give a strong pull straight to crank and start the engine. Repeat if necessary.



5. After the engine starts, slowly return the manual starter handle to its original position before releasing it.
6. Slowly return the throttle grip to the fully closed position.

CAUTION: When the engine is cold, it needs to be warmed up. If the engine does not start on the first try, repeat the procedure. If the engine fails to start after 4 or 5 tries, open the throttle a small amount (between 1/8 and 1/4), and try again.

Warming up engine

- After starting the engine, return the choke knob to the half Way position. For approximately the first 5 minutes after starting, warm up the engine by operating at one fifth throttle or less. After the engine has warmed up, push the choke knob in fully.

- If the choke knob is left pulled out after the engine starts, the engine will stall.**

Check for steady flow of water from the cooling water pilot hole.



CAUTION:

- If water is not flowing out of the hole at all times while the engine is running, stop the engine and check whether the cooling water inlet on the lower case or the cooling water pilot hole is blocked.
- If the problem cannot be located and corrected, contact technical support.

Shifting

To shift from forward to reverse or vice versa, first close the throttle so that the engine idles (or runs at low speed).

Forward

- Place the throttle grip in the fully closed position.



- Move the gear shift lever quickly and firmly from neutral to forward



Reverse

WARNING:

When operating in reverse, go slowly. Do not open the throttle more than half. Otherwise the boat could become unstable, which could result in loss of control and an accident.



- Place the throttle trip in the fully closed position.
- Turning the outboard motor around 180°.



- Move the gear shift lever quickly and firmly from neutral to reverse.

Stopping engine

NOTE: Before stopping the engine, first stop at low speed. Stopping the engine at high speed is not recommended.

let it cool off for a few minutes at idle or low engine immediately after operating at high speed

PROCEDURE:

- Push and hold the engine stop button until the engine comes to a complete stop.

NOTE:

If the outboard motor is equipped with an engine stop switch lanyard, the engine can also be stopped by pulling the lanyard and removing the lock plate from the engine stop switch.

- Tighten the air vent screw on the fuel tank cap and set the fuel cock lever or knob to the closed position.





IMPORTANT:

The driver of the dinghy must be over 18. Never operate the dinghy under the influence of alcohol or drugs.

Always tow your dinghy on a short line while motoring and a long line while sailing, always mount the engine on the push-pit during the sailing.

If weather conditions are very rough, the outboard needs to be mounted on the push-pit.

Do not allow the tender and outboard propeller to touch with the sea bottom and grounding. Only sea urchins are the reason for blowing the dinghy.



30.BOW THRUSTER

Fuse of bowthruster located in space under the bed of bow cabin and spare engine propeler also.



Thruster button must be on when use the bowthruster.



Remote control of bowthruster Quick
(maximum time of continuous operation 5
seconds to avoid overloading)

31.Swim Ladder and bathing platform



Yacht is equipped with retractable transom (bathing platform) .There is a swim ladder. While under sail, the transom should remain closed and secure. After you have gotten to your anchorage feel free to deploy the transom for easy access to your dinghy, swimming or snorkeling.

Attention:Keep the platform closed while sailing, as well as in the anchor, when a high wave hits the platform. Otherwise, the platform will be damage.

32.WIFI access

Mobile access point must always be included in electricity for tracking and internet access located behind the shelves door with WIFI.



Use the net name and passport specified in boat documents.

33. Heating

Turn on the heating by pressing the lower button on the remote control, after which the fuel pump will make a click every second.



After 5 minutes, the heating will begin to work.

Turn off the heating by pressing the lower button on the remote control.

34. Risk of damage

! Always keep close the hatch windows shown below to avoid damage of hatches by rope of Genoa and boom.



! In reverse gear when the yacht is going astern, with the propeller "walking" the stern to starboard (right side).

! Due to the overload of coastal sea , please book in advance Marinas, Restaurants and buoys parking for your restful sleep on the yachts:

- a. <https://my-sea.com/en>
- b. <https://book.aci-club.hr/>

- https://meteo.hr/prognoze_e.php?section=prognoze_specp¶m=jadran

- <https://www.windy.com/-Wind-gusts-gust?gust,43.196,15.691,8,m:eREagCc>

! Be very carefully with the sheet, mooring line in order to avoid winding on the engine and bowthruster propeller.

Spare engine propeller located under the saloon seat.