salona 380

# Owner's/ skippers Manual

salona
performance cruiser

***NOTICE: Warranty starts from the day of the signed commission protocol form (commission certificate check list with copies of page 84 and 85 in the owner manual).***

# INDEX page

## Introduction

This manual will help you handle your yacht safely and with pleasure. Apart from information about the yacht itself, this manual contains a number of useful information about installed or additionally supplied fittings, as well as about its operation and maintenance. Please familiarize yourself with all this before you start your voyage with the yacht.

We recommend you to copy essential parts like warning notes or some diagrams of this manual and have these copies always available to be of help in case of troubleshooting and/or repair.

If this yacht is your first one, or in case you are not really familiar with the special characteristics of a keeled yacht, please make sure you get properly trained before you put it into operation. Do not hesitate to contact our shipyard for information about further training possibilities.

A manual is a technical document describing the yacht and its technical systems. It enables the skipper to operate the yacht and its systems safely and will aid you in troubleshooting and repair activities. Furthermore, it helps the owner maintain the yacht and keep up its value. Still, remember that a manual cannot replace necessary knowledge and skills of seamanship.

**PLEASE KEEP THIS MANUAL IN A SAFE PLACE AND HAND IT OVER TO THE NEW OWNER IF YOU SELL THE YACHT!**

**AD BOATS** welcomes you most cordially to the circle of **SALONA** owners and would like to thank you for placing your confidence in our products by acquiring this yacht.

Your sailing yacht is a product made in accordance with the latest technological knowledge and technologies in combination with many years of experience of highly qualified and motivated staff. This yacht has an **EC type examination certificate,** as well as a **Serial certificate of Germanischer Lloyd**. Moreover, thismanual contains the necessary Declaration of Conformity in accordance with the EU regulations. Since the notified body is a German firm and the manufacturer a Croatian firm, the identification, the builder’s plate, the Declaration of Conformity and the Certificates are made in English. Please understand that we can produce the complete manuals in English only. Explanations for the drawings are also made in respectable languages.

For each of our products please find attached proof of identity with all important data on your yacht, like the hull identification number, engine number, commission number, details on the inboard diesel engines etc.

Our R&D Department invests a great deal of effort into improving our products constantly by considering recommendations and wishes of our customers.

Our representatives are always at your disposal in respect to the proper use, questions on warranty conditions, improvements, retrofitting and novelties.

Do not forget to read this manual carefully and you will find that it contains a lot of important information and notes. It will help you operate your yacht successfully and familiarize you with the functions of its equipment.

Your partner to the contract, as well as the management and staff of
**AD BOATS d.o.o.** wish you much pleasure in your new sailing yacht.

***Always have a safe and pleasant voyage.***

AD BOATS d.o.o.
Management

## Category of design

Following the European Recreational Craft Directive, each boat has to be classified according to a category of design.

**All sailing yachts of AD BOATS belong to the category of design A**

designed for extended voyages where conditions may exceed wind force of 8 (Beaufort scale) and significant wave heights of 4m and above.

## Certification

For yachts with a length of up to 12 m hull length, the EC Directive intends the certification module B (EC type examination) .

**Germanischer Lloyd** was placed in charge of serving as a notified body (see: Declaration of Conformity).

**For reasons of safety for the crew, GL was charged with conducting extensive EC type examinations following the Directive 2003/44/EC.**

## Identification

The hull identification was formed into the transom on the starboard side. This is a unique sequence of digits and letters. It is:

***HR-ADBS380011505***



This sequence of digits and letters stands for the following:

| | |
|---|---|
| **HR** | Country of production: Croatia |
| **ADB** | Unique manufacturer's code |
| **S380XX** | Unique serial number chosen by the manufacturer |
| **X** | Month of manufacture in X (A-January, B-February, etc.) |
| **X** | Year of manufacture (last numeral) |
| **XX** | Final digits of the year 20XX of the model year |

## Builder's plate

The builder's plate on the front wall of the cockpit is required by the Directive because certain information is required as explained next:

**Builder's plate**

**AD BOATS Ltd.**

Matoševa 8, 21210 Solin Croatia

**Sailing Yacht**

**"SALONA 380"**

**Category of design A**

Max. = 8

Max. + = 1,200 kg

CE

**Explanation:**

| | |
|---|---|
| **Category of design A** | Ocean |
| **Max. = 8** | Maximum number of persons recommended by the manufacturer if the is situated in the sea area corresponding to the category of design. The number of crew can be increased under consideration of the maximum additional loading capacity if the yacht is on a voyage in non-ocean areas. |
| **Max. + = 1200 kg** | Maximum additional loading including 10 persons, stores, provisions and personal equipment (excluding tank capacities). |
| CE | CE marking which includes the conformity of the yacht withal provisions of the Directive. |

## Warnings label

Many chapters of this manual will support a trouble free operation, maintenance or draw your attention to dangers. They are marked clearly (in frames or bolded text). We advise you to study them carefully, although the experienced skipper might be quite familiar with most of them.
The following chapters contain such warnings/notes or other important information for operating the yacht.

| | |
|---|---|
| 1.1.9 | Fixing points for cranes, resting points for slipping and transport |
| 1.3.6 | Further advice |
| 2.1.2 | Sea-water circulation |
| 2.1.3 | Toilet, holding tank |
| 2.2.1 | Fuel – main engine |
| 2.2.2 | Fuel – heating |
| 2.3.2 | Rudder blade and rudder bearings |
| 2.4.1 | Description of the bilge pump installation |
| 2.6.2 | Liquid gas system |
| 2.7.1 | Preventive fire protection |
| 2.8 | Anchor, towing and warping facilities |
| 2.9 | Engine cooling system |
| 2.10 | Exhaust gas system |
| 2.12 | Heating system |
| 2.13 | Board ducts and sea water valves |

There are three different sign of warning you will find in this book and on the boat:




Please read it carefully, and familiarise yourself with the craft before using it.

**EC Declaration of Conformity**
**corresponding to the EC Recreational Craft Directive 2003/44/EC, Annex I**



With this we declare that the design and type of the following yacht, as well as the construction that was brought into service by us conforms to essential health and safety requirements of the European Recreational Craft Directive. This declaration becomes void if anyone changes anything on board relevant to essential safety requirements without our prior consent.

| | |
|---|---|
| Certificate no.: | 2015 1.00 - 2015-01-01 |
| Manufacturer's marking: | SALONA 380 |
| Description: | Sailing Yacht, $L_H$ = 11,60 m, $B_H$ = 3,72 m, $T_{max}$ = 2,15 m |
| Hull serial number: | |
| Boat design category: | A – "Ocean" |
| Module: | Aa - "Internal production control plus tests", Annex VI of the directive |
| Ce Marking: | The CE marking is followed by the identification number of notified body. |

Basis of examination:
The examination is based on ISO 12217-2.

Result of examination:
The product described above meets the essential safety requirements of Directive 2003/44/EC, Annex I

**3.2 Stability and freeboard**
**3.3 Buoyancy and floatability**

Other documentation:
Examination Reports Nos. 7/29 and 8/29 dated 2011-06-30 Ref. No. 11-055913/Rue including pertinent design documents.
Hamburg, 13.01.2016.
Germanischer Lloyd, EU-Certification for Recreational Craft, Code-No. 0098

Date/Signum of manufacturer

**13.01.2016.** Quality&Design Manager

General Manager

## ISAF plan approval

Hull design and scantlings were reviewed in accordance with the provisions of the ISAF and found to be in accordance based on the application of relevant parts of the current versions of following standard:

ISO 12215 Part 5: Design pressure for monohulls, design stresses, scantling determination. All parts and annexes where applicable to design category A ("Ocean")- Sailing craft

ISO 12215 Part 8: Rudders
All parts and annexes where applicable to design category A ("Ocean")- Sailing craft

ISO 12215 Part 9: Appendages and rig attachment
All parts and annexes where applicable to design category A ("Ocean")- Sailing craft

## Builders Certificate



We: AD BOATS Ltd

Hereby certify that we did build in our yard at: MATOŠEVA 8 - 21210 SOLIN -CROATIA

On the year of two thousand and sixteen (2016 Model).

| | |
|---|---|
| Name of the Vessel and Yard number: | SALONA 380, HRADB380001E211 |
| Boat Type: | sailing boat with auxiliary engine |
| Length over all: | 11.60 m |
| Breadth: | 3.72 m |
| Depth: | 2.15 m |
| Particulars of engine, type: | Yanmar 3YM30 SD25 |
| Engine Number: | E17809 |
| Displacement: | 6.2 t |

We further certify that we have built the aforementioned ship to the order of:

| | |
|---|---|
| **Name in full:** | **AD Boats Ltd** |
| **Address:** | **Matoševa 8, 21210, Solin, Croatia** |

Solin, 13.01.2016.

Production Manager Quality&Design Manager General Manager

# 1. SHIP-GENERAL

## 1.1 Main particulars

### 1.1.1 Principal dimensions

| | | | |
|---|---|---|---|
| Length overall | LOA | | 11.60 m |
| Length of hull | LH | | 11.60 m |
| Length on waterline | LWL | | 10.01 m |
| Breadth max. | B max | | 3.72 m |
| Lightweight/Displacement | | app. | 6200.00 kg |
| Ballast | | app. | 2200 kg |
| Draught – standard keel* | D max | app. | 2.10 m |
| Draught – deep keel* | D max | app. | 2.25 m |
| Headroom** | $H_D$ | app. | 17.50 m |

* Standard keel is cast iron, epoxy coated, other keels are led with 4% antimony

** The headroom can become a critical dimension when passing bridges etc. It is the height between the waterline and mast top (without antenna, radar reflector, top light or other attachments).
Please enter the real headroom into the owner's manual after the installation of devices.

### 1.1.2 Sail plan

| Standard Rig | $m^2$ |
|---|---|
| Main sail (fully battened) | app. 44.70 |
| Genoa 140% | app. 39.30 |

### 1.1.3 Displacement and weights

| | |
|---|---|
| Weight of empty yacht – incl. safety equipment | 6200 kg |
| Weight of fully equipped yacht – ready for sail | 6600 kg |
| Ballast | 2200 kg |

### 1.1.4 Motorization

| | |
|---|---|
| Diesel engine manufacturer: | YANMAR |
| Type: | 3YM30 SD25 |
| Output: | 21.3 kW |
| Cooling: | indirect (sea/fresh-water) |
| Reverse-reduction gear: | Saildrive SD25 |
| Reduction ratio: | 2.64:1 |
| Max. inclined position (continuously): | 30 deg. |

(for further details please see: engine operation manual)

### 1.1.5 Electric installations

**220 V AC installations - optional**
The yacht is equipped with a battery charger to recharge the batteries. Furthermore you will find a plug box for the operation of household appliances and electric tools.

**12 V DC systems**
Normal on-board power supply of navigation and cabin lights, pumps and other devices is supplied by a common 12 V DC system.

For details please see ”Electric manual”

### 1.1.6 Battery capacities

The yacht is equipped with 2 batteries.
Start battery 1 x 12 V, 100 Ah, maintenance-free, drain-protected
Load batteries 1 x 12 V, 180 Ah, maintenance-free, drain-protected

The batteries are charged by a buffer diode on a generator. Charging the starter battery always takes priority to ensure a safe start of the engine. As soon as a battery charger (option) is connected, it takes over charging the load batteries.

### 1.1.7 Tank capacities

| | | |
|---|---|---|
| 1 fresh water tanks | app. 200 l | on portside side below the aft cabin berth |
| 1 fuel tank | app. 200 l | on starboard side below the aft cabin berth |
| 1 holding tank | app. 40 l | in the WC room |
| 2s gas cylinder | app. 3 kg each | cylinder (Butane) |

For more details on tanks and complete installation, please see 2.2.

### 1.1.8 Max. number of persons, additional loading

**Max. number of persons**
The Directive requires that for each boat there is a recommendation for the maximum number of persons being aboard if the boat is cruising in relevant waters. This yacht is designed for ocean navigation i.e. for extended voyages between ports. Therefore the recommendation is the following:

- For ocean voyages, lasting several days, not more than 8 persons should be aboard.

| ⚠NOTICE | THERE SHOULD BE LIFE JACKETS FOR EACH PERSON ON BOARD. THE INFLATABLE LIFE RAFT SHOULD HAVE A CAPACITY OF 8 PERSONS. |
|---|---|

-

- For day cruises not more than 10 persons should be on board for which there is enough room in the cockpit and on deck.

| ⚠NOTICE | THERE SHOULD BE LIFE JACKETS FOR ALL PERSONS ABOARD. |
|---|---|

**Additional loading**
The Directive requires that the maximum additional loading is recommended by the yard. It includes persons, personal equipment and provisions. It is recorded on the builder's plate. For the SALONA 380 the maximum additional load is 1,200 kg. The stability of the yacht is designed for this load.

### 1.1.9 Fixing points for cranes, resting points for slipping and transport

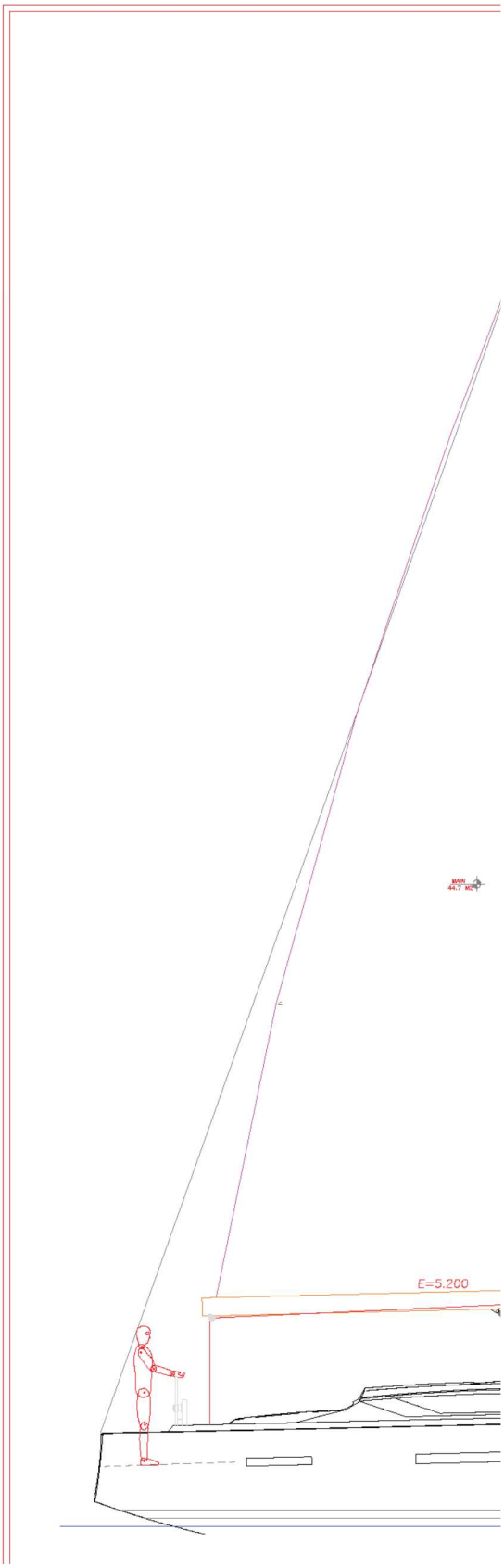
**Craning**
In many ports yachts are launched or put ashore with cranes and hoisting gear. The webbings must be placed so that the stability of the hull and the stability by weights is paid attention to. Correct position of the webbings is marked with stickers next to the toe-rail.

| ⚠NOTICE | THE WEBBING WILL BE PLACED IN THE AREA OF THE SAIL DRIVE. |
|---|---|

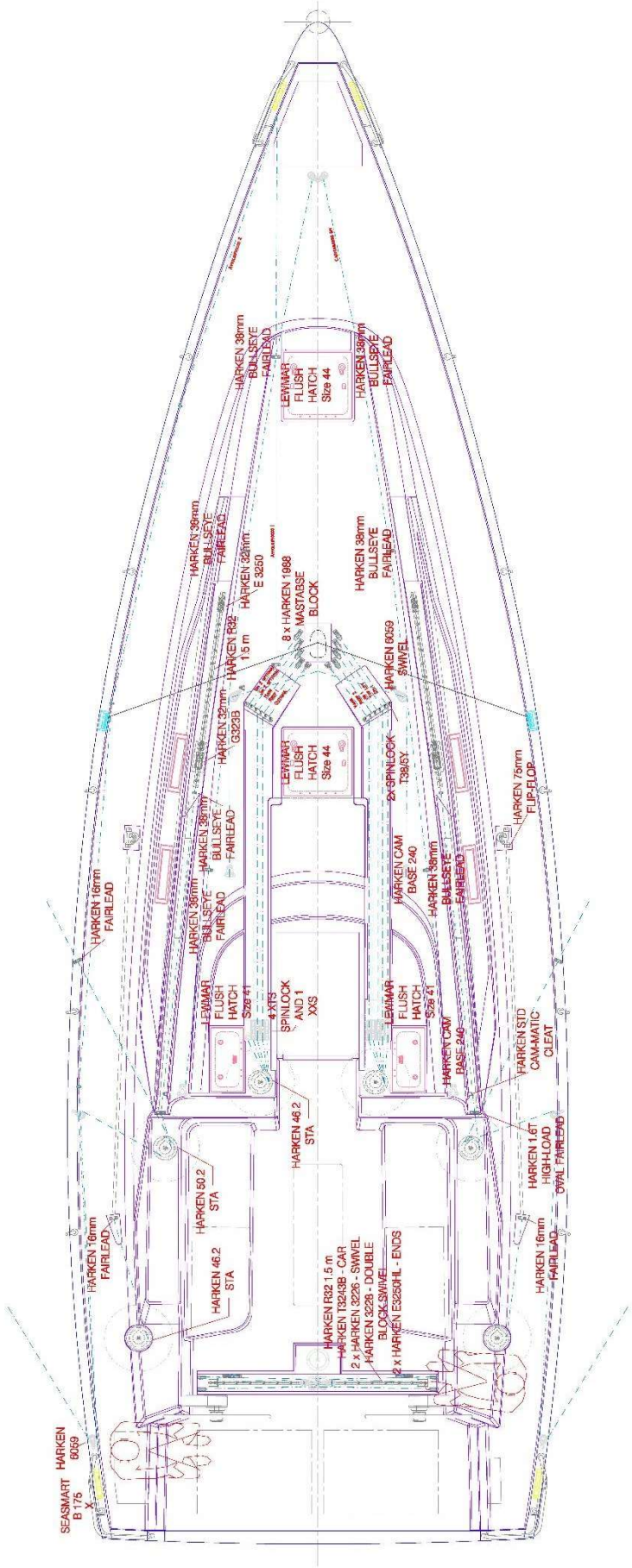
**Slipping**
If the yacht is slipped with a conventional marine railway, it may stand on its keel. At this moment the yacht is in an unstable position and has to be protected against tipping over. Therefore it is recommended to slip the yacht with a suitable railway cradle.
If the yacht is put ashore on its keel for a longer period, bow and stern sections should be supported effectively to prevent the overhangs to subside and to relieve the strain on the construction.
It is strongly recommended to use a transport and store trestle for a longer storage.

**Transport**
The guidelines for transport are generally the same as for slipping and storage.

## 1.2 General arrangement
### 1.2.1 Rigging plan



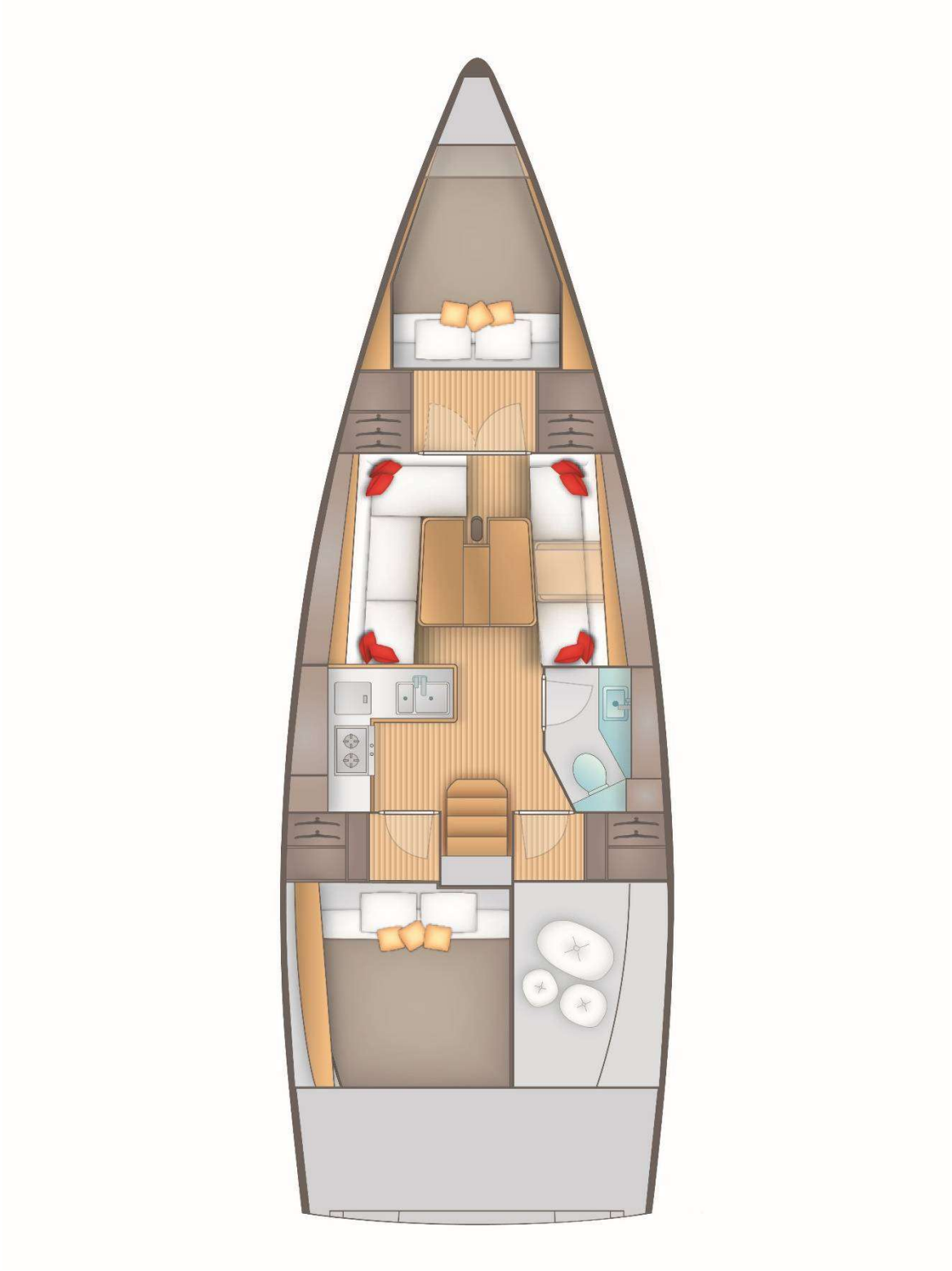
## 1.2.2 Deck arrangement



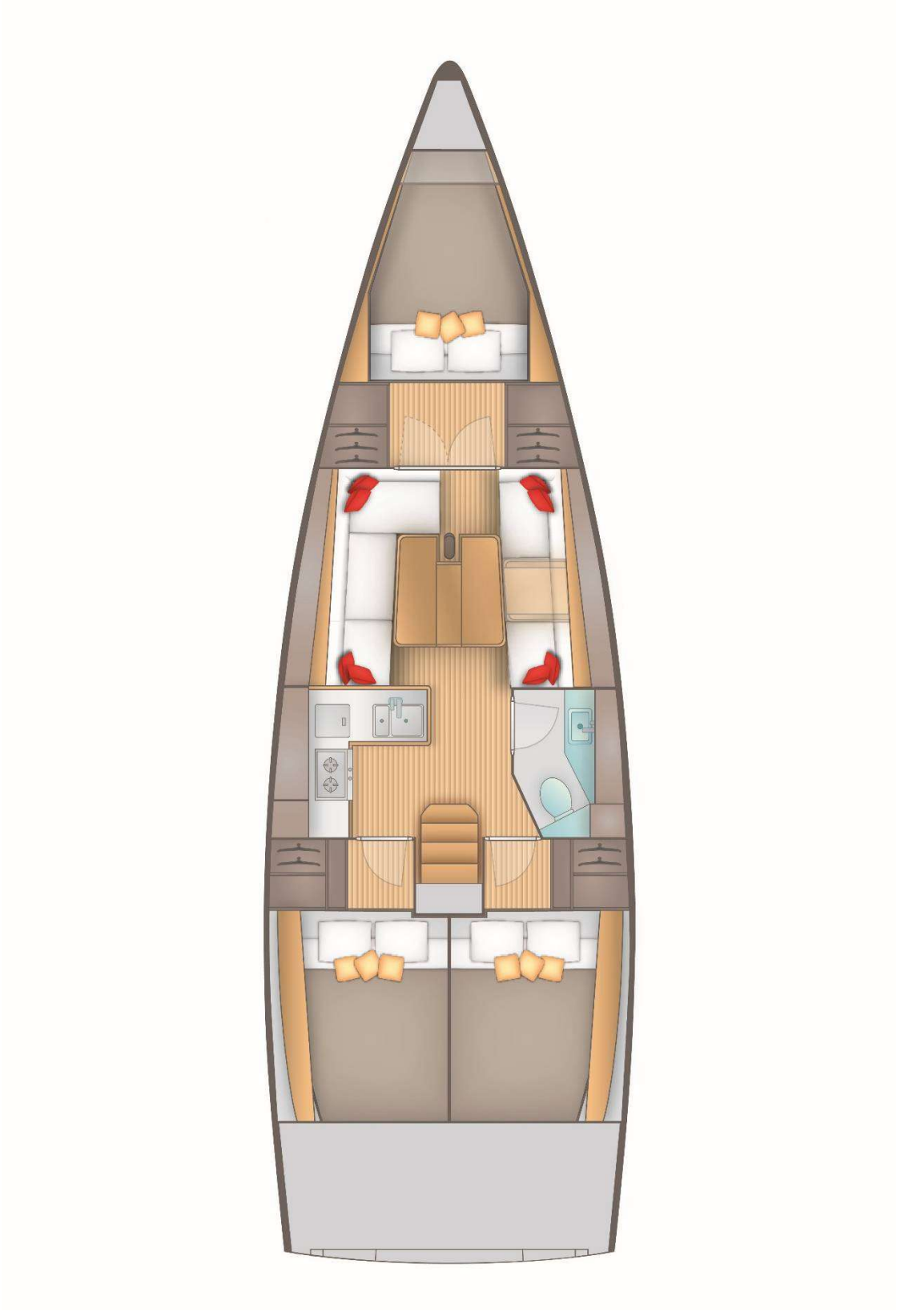
### 1.2.3 Accommodation plan

**Optional interior layout (A): 2 cabins, aft head**

## Standard interior layout (B): 2 cabins, saloon head



**Optional interior layout (C): 3 cabins, saloon head**



### 1.2.4 Brief description

**Type**
The SY SALONA 380 is a sloop rigged round-framed sailing yacht with separating, lateral plan, a suspended hydrofoil rudder and a fixed ballast keel.

**Type of construction**
The yacht is a GRP construction. The hull and the deck are solely made in vacuum infused in vinylester epoxy. The deck is a sandwich construction. The hull above the waterline is a sandwich construction; below the waterline it is a solid laminate.
The hull was strengthened by securely laminated GRP/CFRP innerliner with stainless steel inside and main bulkheads made of plywood and GRP fittings.

**Preservation**
Osmosis formation is prevented by the use of isopthalical gel coat and isopthalical resin for the fiberglass mats of the body of the yacht. Additionally, inside the laminate surfaces exposed to water are preserved with a topcoat.

**Ballast**
The yacht has a ballast keel made of nodular cast iron (lead keel optional). The keel is safely fixed to the hull by a bolted and glued flange connection capable of withstanding highest operational stress in heavy seas and storms. Please bear in mind that collision with underwater obstacles may affect this connection badly.
It is important to check tightness of bolts once a year and to tighten if necessary.
It is normal that spots of rust appear after some time on iron keel. Sand spots to the metal shine and paint with 3 layers of epoxy primer and with antifouling.

**Stability**
Molding, distribution of weight, dimensions and ballast shares have all been taken into consideration when determining stability. The yacht has a sufficient stability. Even in a critical situation, with a tilt of 95°, the yacht has an enormous righting moment. Only at 120° does the righting moment become zero. This generally fulfills the criteria of seaworthiness for ocean navigation.

**Deck covering**
The running areas on deck as well as the cockpit seats are provided with an anti-slip molded surface or teakwood if optioned.

**Fittings and hatches**
All fittings and hatches are made of stainless and seawater resistant material. They are screwed to the deck in a carefully conducted watertight manner. Reinforcements of marine plywood or seawater resistant aluminum are laminated into the deck at mounting points so that existing forces can be discharged into it safely.

**Woodwork and other components**
Bulkheads are made of marine plywood.

**Guardrail**
The yacht is fitted with bow and stern pulpit made of stainless steel .Between them, there is a guardrail of a general height of 610 mm. The stanchion sockets, made of seawater resistant stainless steel are are properly screwed to the deck. The rail stanchions are conically fixed and the two lifelines of mantled stainless steel wire (Ø 5 mm) running through them are put up with railing turnbuckles.

## ⚠NOTICE

- **STAINLESS STEEL FITTINGS:** PLEASE POLISH MAT AND DARK PATCHES, SO THE STAINLESS STEEL CAN KEEP ITS CORROSION RESISTANCE QUALITY,
- **WINCHES, BLOCKS:** FOR WINTER STORAGE YOU SHOULD DISMOUNT, CLEAN AND TREAT THEM WITH SUITABLE OIL;
- **WINDOWS, HATCH WINDOWS:** PLEASE RINSE WITH FRESH WATER AND POLISH WITH SOFT CLOTH,
- **TEAKWOOD:** PLEASE RINSE WITH FRESH WATER REGULARLY. IF YOU WANT RICHER COLORS, RUB IT DOWN SLIGHTLY AND SOAK IT WITH TEAK OIL.

# 2. Hull (glass reinforced vinylester epoxy)

## 2.1 General

The boat is a glass reinforced vinylester epoxy. All GRP parts are solely made in vacuum infused vinylester epoxy.
Osmosis formation is prevented by the use of isopthalical gel coat and isopthalic resin for the the fiberglass mats of the body of the yacht. Additionaly, inside the laminate surfaces exposed to water are preserved with a topcoat.

## 2.2. Structure main parts

1. Hull

- plating –PVC in whole hull area
- bottom innerliner – single laminate with additional carbon fibre layers
- stainless steel frame

Bottom of the hull is framing by innerlinner and Inox framig in the saloon area. Inox framing is situated between the hull botoom and innerliner and bonded by the construction adhesive.

2. Deck

- plating
- deck innerliner

Construction glue is used for joining hull and deck.

3. Watertight bulkheads (bow and stern) - made from sandwich.

4. Interior bulkheads- made from marine plywood. Additional laminating between hull and bulkheads improving stifnesss and strength of the boat.

# 3. Deck equipment

## 3.1 Sails

The SY SALONA 380 is equipped with the following standard sails:

| | |
|---|---|
| Main sail (fully battened) | app. 44,7 $m^2$; weight of cloth: 481 $gr/m^2$ |
| Furling Genoa | app. 39,3 $m^2$; weight of cloth: 423 $gr/m^2$ |

The sail cloth quality was chosen in accordance to the wind loads. All necessary mast and deck fittings for setting a spinnaker (optional) or other downwind sails are mounted (optional).

| | |
|---|---|
| ⚠**NOTICE** | VIEWPOINT IS LIMITED AMONG SAILS. |

## 3.2 Rigging

The dimensions of mast and main boom profiles are higher than the needed moment of inertia and the resisting moment. All halyards, track tackles, reefing and tripping lines on the conventional mast are led into the cockpit via guide rollers. The mast is placed in a mast step on the keel.

**Mast**

- Al profile, tapered; 15°, triple spreaders, angular; 3 halyards, topping and boom lifts.

- tipping line and fittings.

**Boom**

- Al profile; clew outhaul; 2 reefing lines; eye for mainsheet; eye for tipping line, 2 eyes for reefs, boom vang with gas pressure.

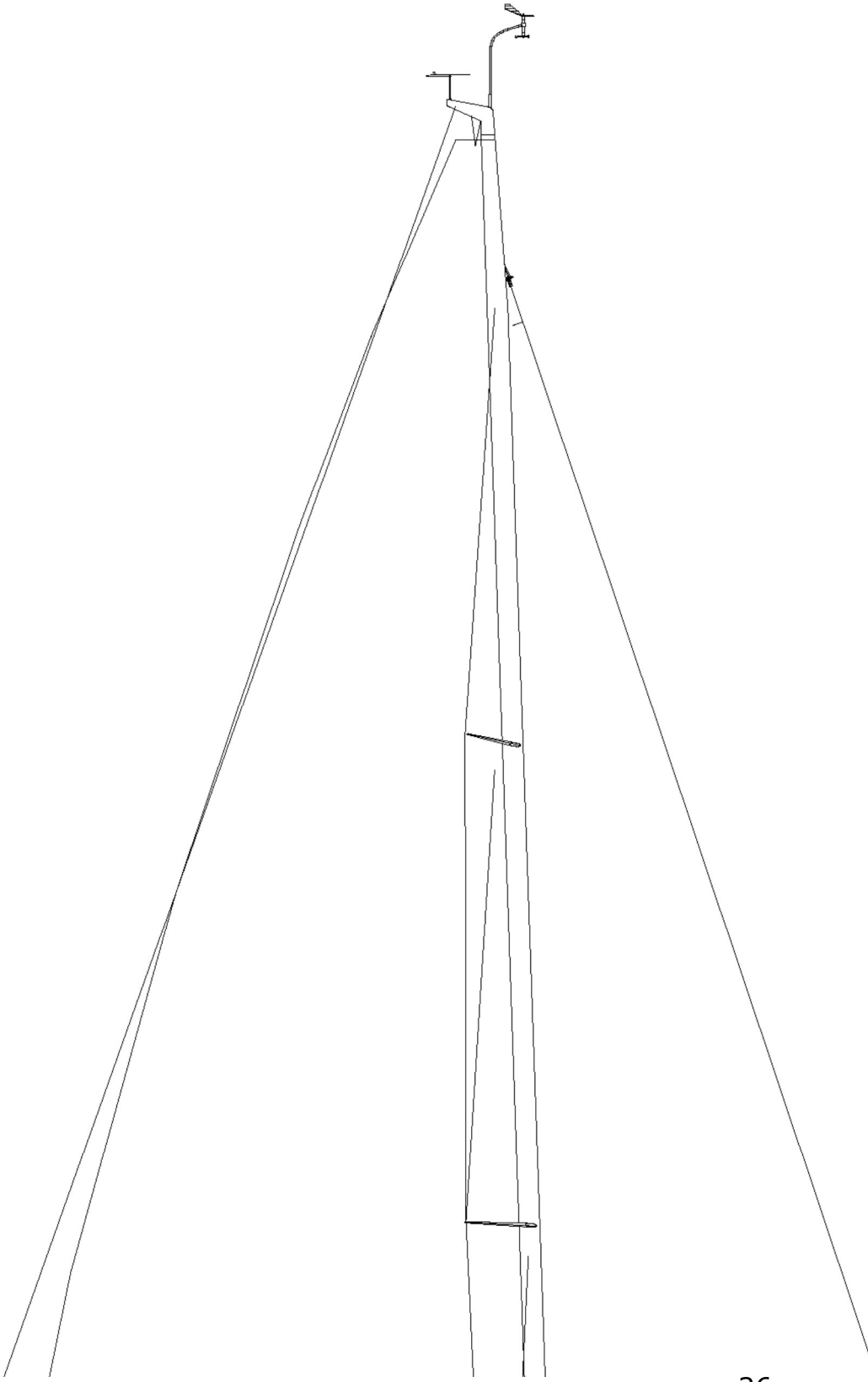
**Running rigging**

Inside the mast:
- Main halyard
- Genoa halyard
- Boom lift
- Spinnaker halyard (attached)
- Spinnaker uphaul

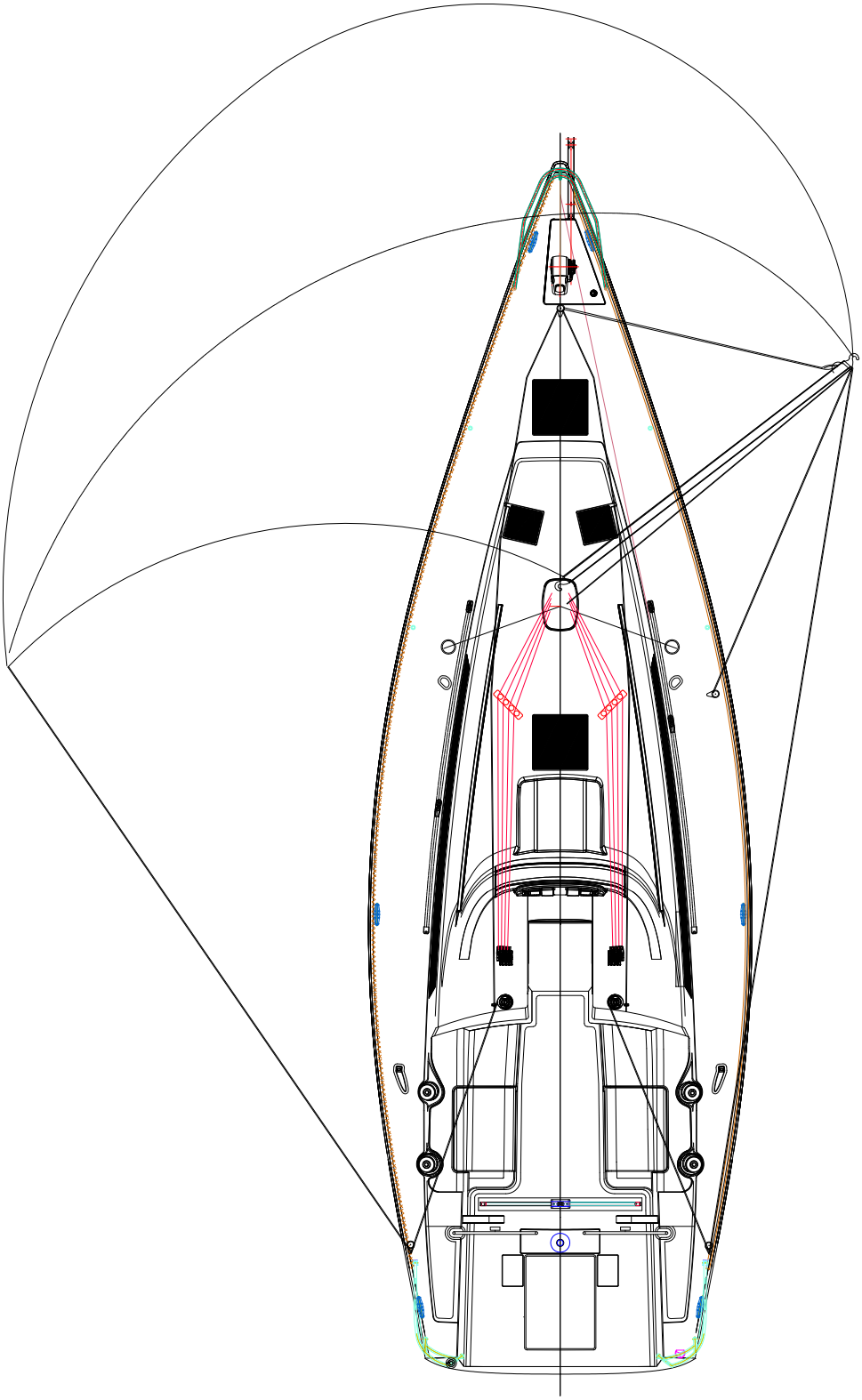
Option:
- Second genoa/spinnaker halyard
- Spinnaker downhaul

Inside the boom: 2 reef lacings (battened sail); 1 foot jig

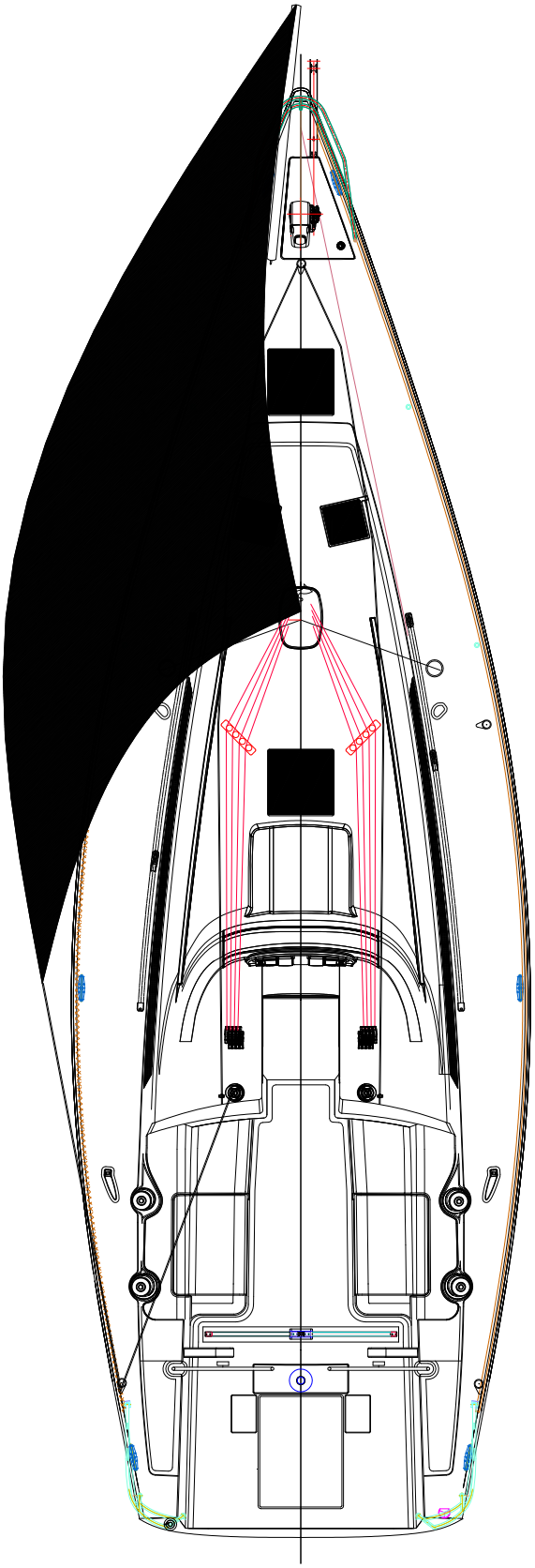
## 3.3 Halyard and sheet leading at conventional mast



## 3.4 Spinnaker (Optional)



## 3.5 Gennaker (Optional)



## 3.6 Further remarks

**Rigging:**

- Rinse the complete rigging carefully with fresh water before winter storage.
- Check the running and standing rigging, blocks, halyard sheaves and rigging screws. If bolts of guide rollers show striations it is very important that you replace them.
- Grease all movable parts with suitable lubricants. For rigging screws graphite is especially suitable. From time to time spray the mast slides with special lubricant.
- Chafing spots on mast and boom should be cleaned and covered with clear varnish suitable for aluminum.
- Polish all stainless steel fittings showing films or rust to preserve their quality.

**Sails:**

- Synthetic sail cloth is sensitive to UV rays. If the sails are not removed from the boom, they should be covered.
- All sails should be rinsed with fresh water before winter storing to avoid stains of rot.
- Seams and thimbles should be inspected carefully and mended when necessary.

**Please study the enclosed manufacturer's trim instructions carefully.**

**⚠NOTICE**

BEFORE YOU START A SAILING TURN:

1. CHECK ALL WIRES, ROPES AND LINES, RIGGING SCREWS AND SPLINTS.
2. THE LATTER SHOULD BE SECURED WITH TAPE OR BENT.
3. REPLACE ANY DAMAGED OR DEFORMED BOLTS.

# 4. SHIP EQUIPMENT

## 4.1 Steering gear

### 4.1.1 Description of the system

The rudder is a suspended, balanced hydrofoil midship rudder. It is operated by hand from the steering posts in the cockpit. Transmission of power goes through a wire and chain system to the rudder quadrant. With the autopilot (optional) there is an electromotor installed.

### 4.1.2 Rudder blade and rudder bearings

The rudder blade is profiled. It consists of a FRP body. The rudder post with a diameter of 68 mm is made of stainless steel and is laminated into the blade. The post runs in two easy-going and special rudder bearings. The rudder is fixed by a mounting clip at the upper end of the post that also functions as a rudder tiller placeholder.
The mounting clip is additionally secured with a straight stud bolt on the rudder post.

**⚠NOTICE**

CHECK REGULARLY AND REPAIR IF NECESSARY:

TIGHT HOLD OF THE MOUNTING CLIP ON THE RUDDER POST.

CHECK FOR STEERING CABLES TIGHTNESS REGULARY AND TIGHTEN VIA TURNBUCKLE ON THE CABLE IF NECESSARY

The rudder bearings used by AD BOATS are self-setting bearings. Since rudder bearings are subject to wear and tear, they should be inspected and maintained regularly.

Replacing the liners requires a dismounting of the rudder blade:
- unscrew the lock-up screw cap (on top of the emergency tiller fitting),
- unscrew or bolt the rudder quadrant,
- pull off the rudder blade.

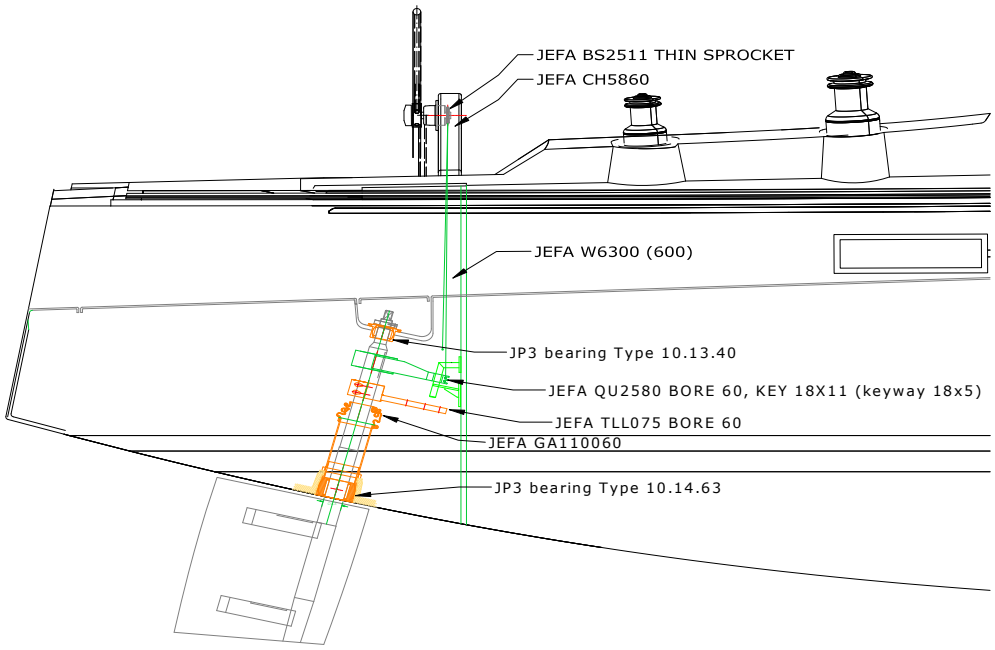
**Emergency tiller**

The emergency tiller is stored in the aft locker port.
In case of emergency remove the steering wheels, the rudder quadrant for push rod and/or the quadrant for the auto pilot (optional).
Moreover, the rudder head cover has to be removed and the emergency tiller mounted and secured.

**⚠NOTICE**

PLEASE ENSURE A SUITABLE BEARING LUBRICATION OF THE RUDDER PARTS WITH WATER RESISTANT LUBRICANTS (OR TEFLON).
BEARING CLEARANCE HAS TO BE AVOIDED AND CAN BE ADJUSTED AT THE TOP BEARING.
THE POST MUST HAVE NO CLEARANCE BUT SHOULD NOT REQUIRE HEAVY MOVEMENTS.

You can brake or even fix the steering wheels by turning a screw home. Always make sure that this brake is not drawn when sailing with the auto pilot. This would mean a overload for the electric motor.
When steering manually, on the other hand, with a small crew you will quickly learn how to use this brake to keep the yacht on a constant course for a short time. When berthed in a port this brake should always be drawn to reduce the effect on the steering gear, caused by the wash of the waves.
The sockets of the steering gear are integrated into the deck. The wheel hue case is placed on the base and a chain is laid over a tooth wheel of the hub.



## 4.2 Anchor, towing and warping facilities

For using the anchor, towing and warping facilities, it is recommended to follow the Yacht Rules of Germanisher Lloyd:

### 4.2.1 Anchor

1 stern folding anchor (4-fluke grapnel anchor), 15 kg, hot-galvanized,. 6 m chain forerunner of 10 mm thickness, 40 m polyamide anchor rope, 20 mm thick, 3-strand hawser laid. It is stored in the stern seat. The rope is stored aft.

**Optional**
The bow anchor (trefoil) of app. 15 kg, hot galvanized is well known for its holding power. It is ready-to-fall in an anchor stowage device and is secured with a bolt. The chain has a length of 50 m and is 8 mm thick. It is weighted and run out by an electric anchor windlass operated by remote control. The remote control is located in the chain locker before use and its function is activated at the switchboard.

When using the electric windlass, the diesel engine should always be on stand-by. You can support weighing by going slow ahead on engine power in the pull direction of the anchor chain. This way you protect your battery. Moreover, the yacht is manageable right after the anchor appears.

It is advisable to have a stern anchor, as well as sufficient mooring and towing lines of adequate power on board.

### 4.2.2 Mooring lines (recommendation)

3 strand polyester lines, 18 mm thick, 16 m long.
These lines can be replaced by other materials; either a polyamide (18 mm thick) or polypropylene (20 mm thick).

### 4.2.3 Towing lines (recommendation)

In case the yacht has to accept towage service, you should have a towing line on board which should be only used for this purpose: 20 mm thickness, 42 m long, 3-stranded hawser laid.
This line is married to a second one of same qualities. Both have exes to be fixed to mooring bitts. This results in a crowfoot when towed.

**⚠NOTICE**

BEFORE STARTING A VOYAGE THE SKIPPER HAS TO MAKE SURE THAT:

- THE WINDLASS IS IN WORKING ORDER,
- THE ANCHOR CHAIN IS BENT TO THE BOWER ANCHOR,
- THE NECESSARY MOORING AND TOWING LINES ARE ON BOARD AND IN PROPER CONDITION.

# 5. EQUIPMENT FOR CREW AND PASSENGERS

## 5.1 Tanks and piping – water

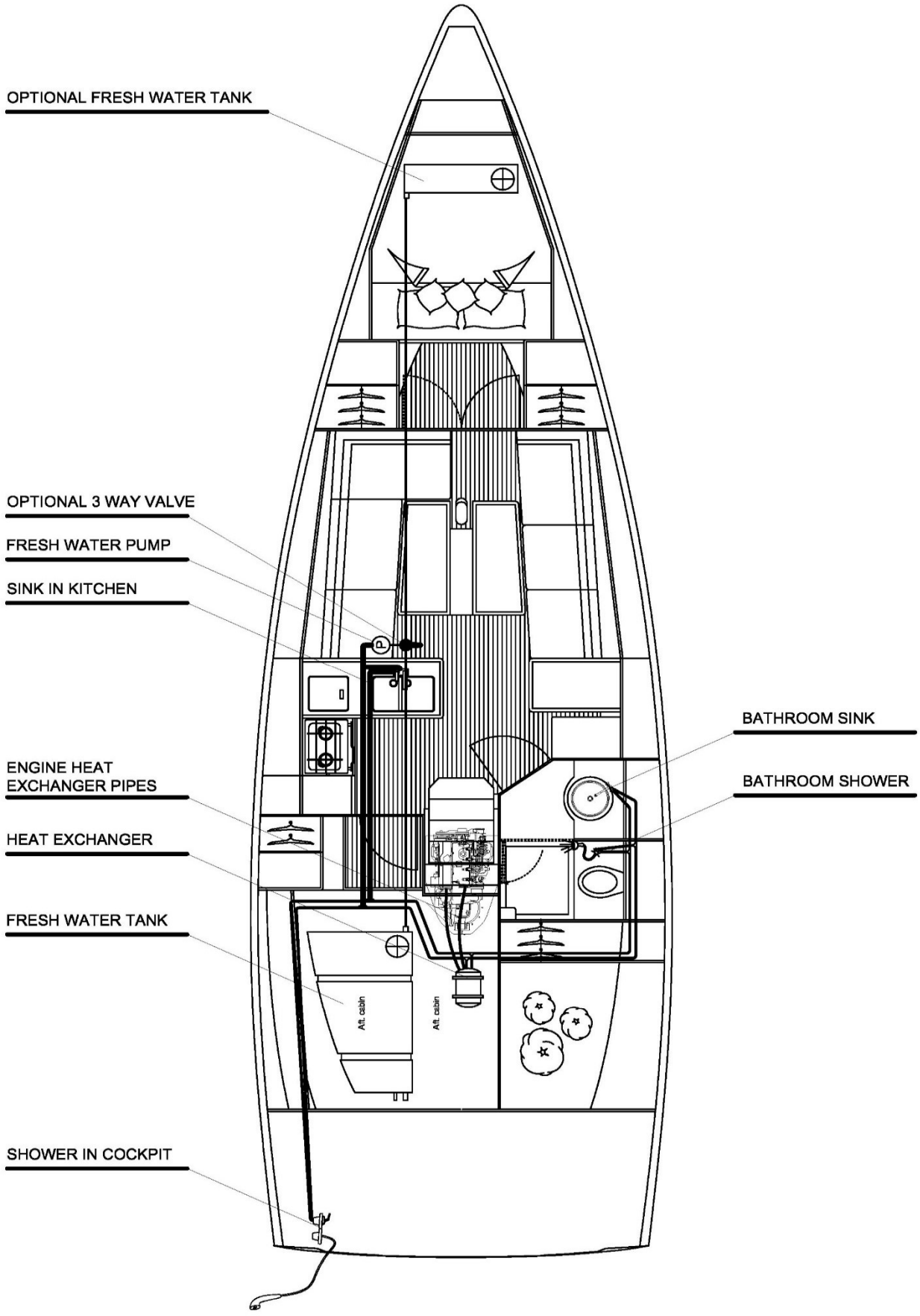
### 5.1.1 Fresh water, drinking water – cold

The yacht has one water tank with a capacity of200 l. Fresh water is supplied through a water inlet at the transom, port side. You can take water from the tank with a hose connected to the pressure water pump.

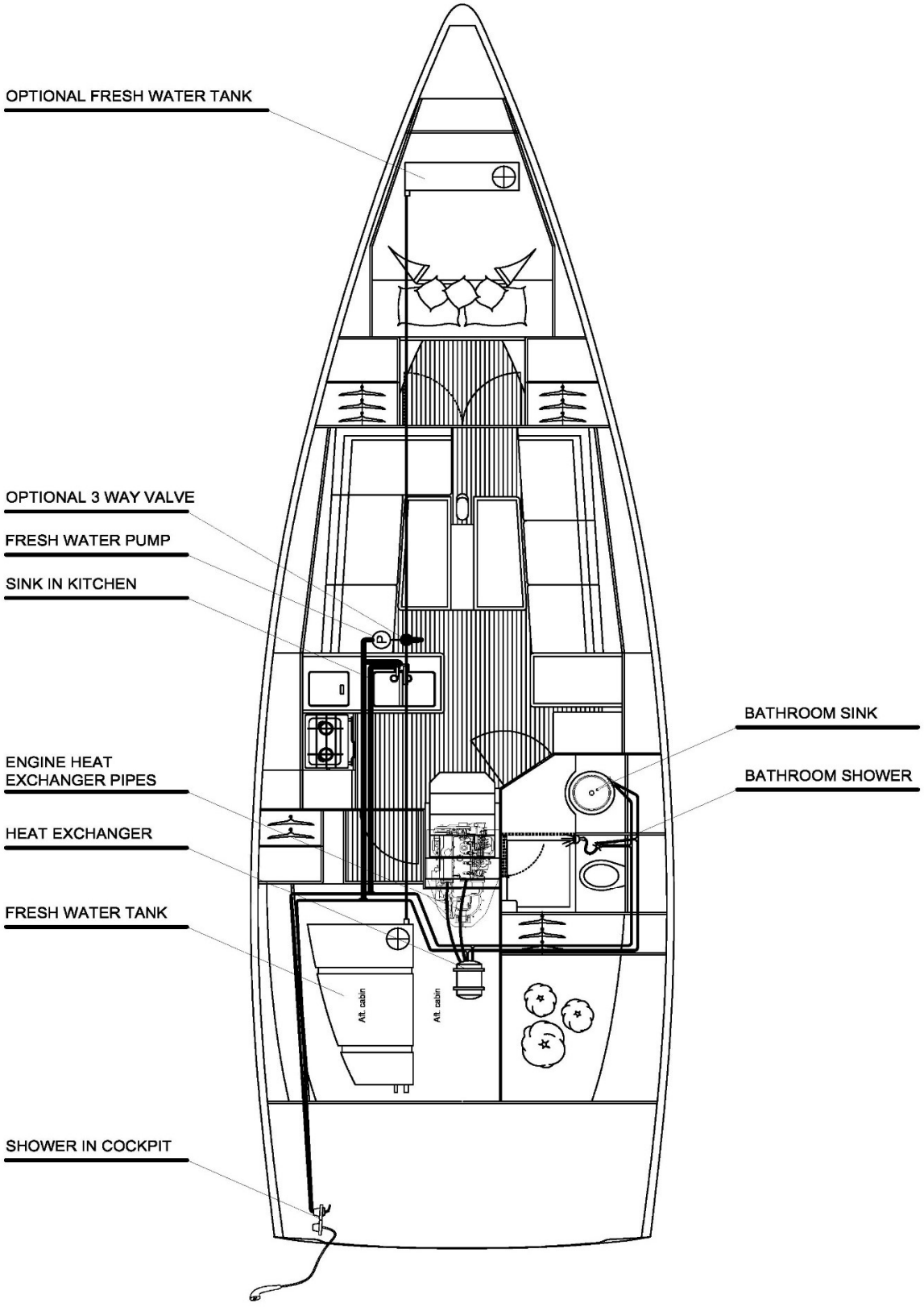
This pump, fitted in saloon, services all cold water requirements. The pressure pump operation can be interrupted by cutting off all ducts. All pipes/hoses should be checked for leaks if the pump continues working after all ducts have been cut off properly.

| | |
|---|---|
| ⚠**NOTICE** | EXCHANGE THE WATER IN THE TANK FROM TIME TO TIME. IN ADDITION, USE THE USUAL PURIFIERS. |

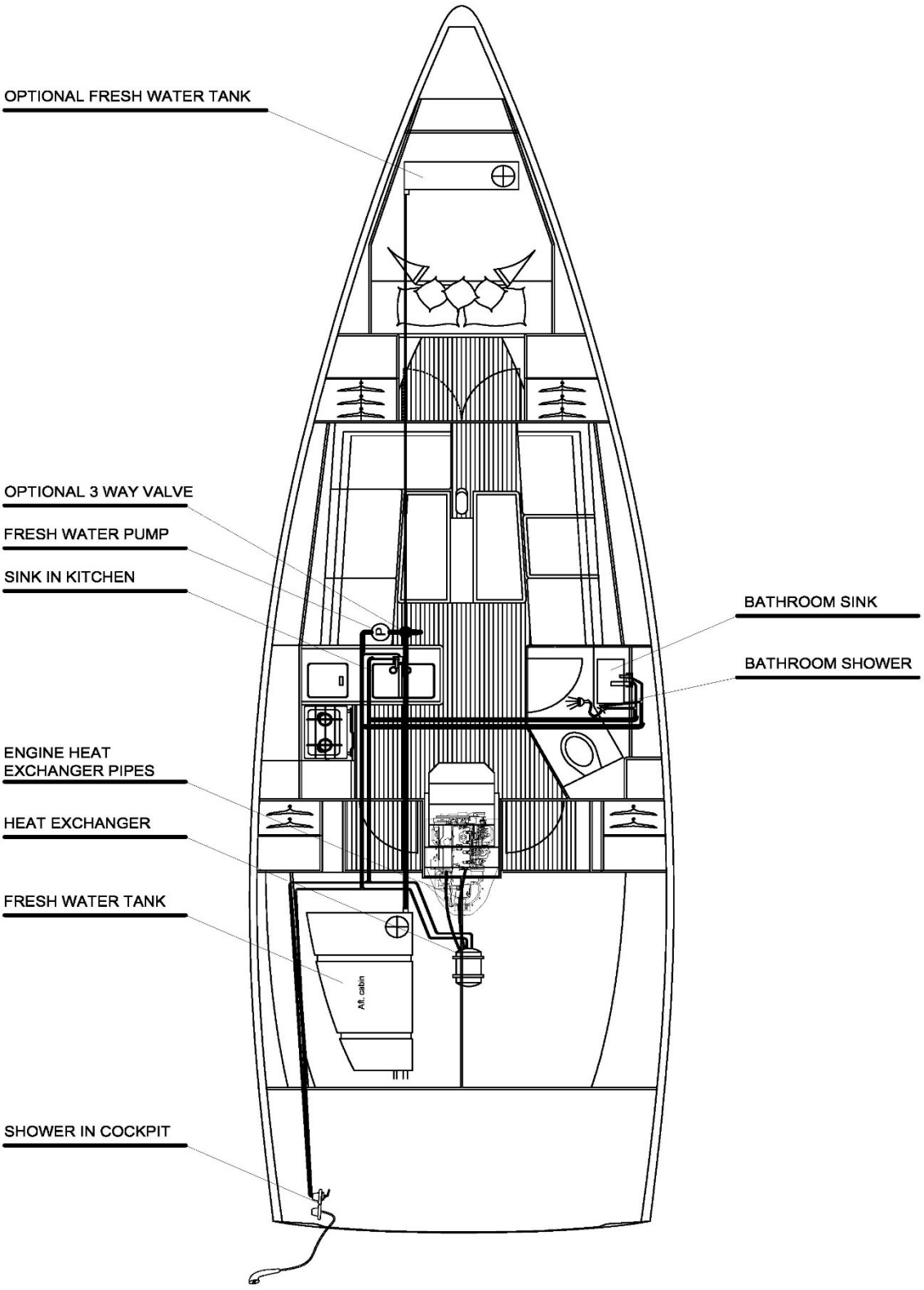
## Fresh water system (2 cabins, aft heads):



## Fresh water system(2 cabins, saloon head):



## Fresh water system (3 cabins, saloon head):



**Shower water installation:**

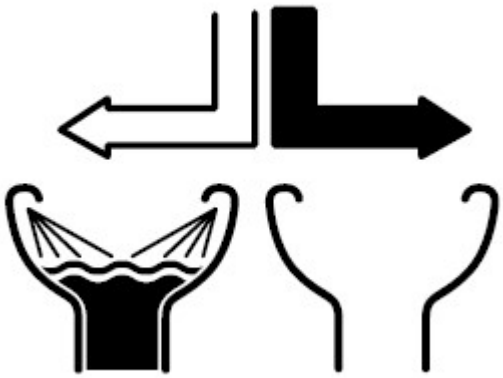
Shower water is pumped outboard with an electrical pump. The switch for operating it is next to the wash basin.

| ⚠NOTICE | IF YOU ARE NOT ABOARD FOR AN EXTENDED PERIOD OF TIME, YOU SHOULD CLOSE ALL SEA VALVES. |
|---|---|

### 5.1.2 WC installation, feces tank

The yacht's toilet is a commercial pump WC. For flushing the supply valve is opened and the content of the bowl is pumped out into the holding tank or outboard, resp.

***Open*** ***Close***



**Holding tank**

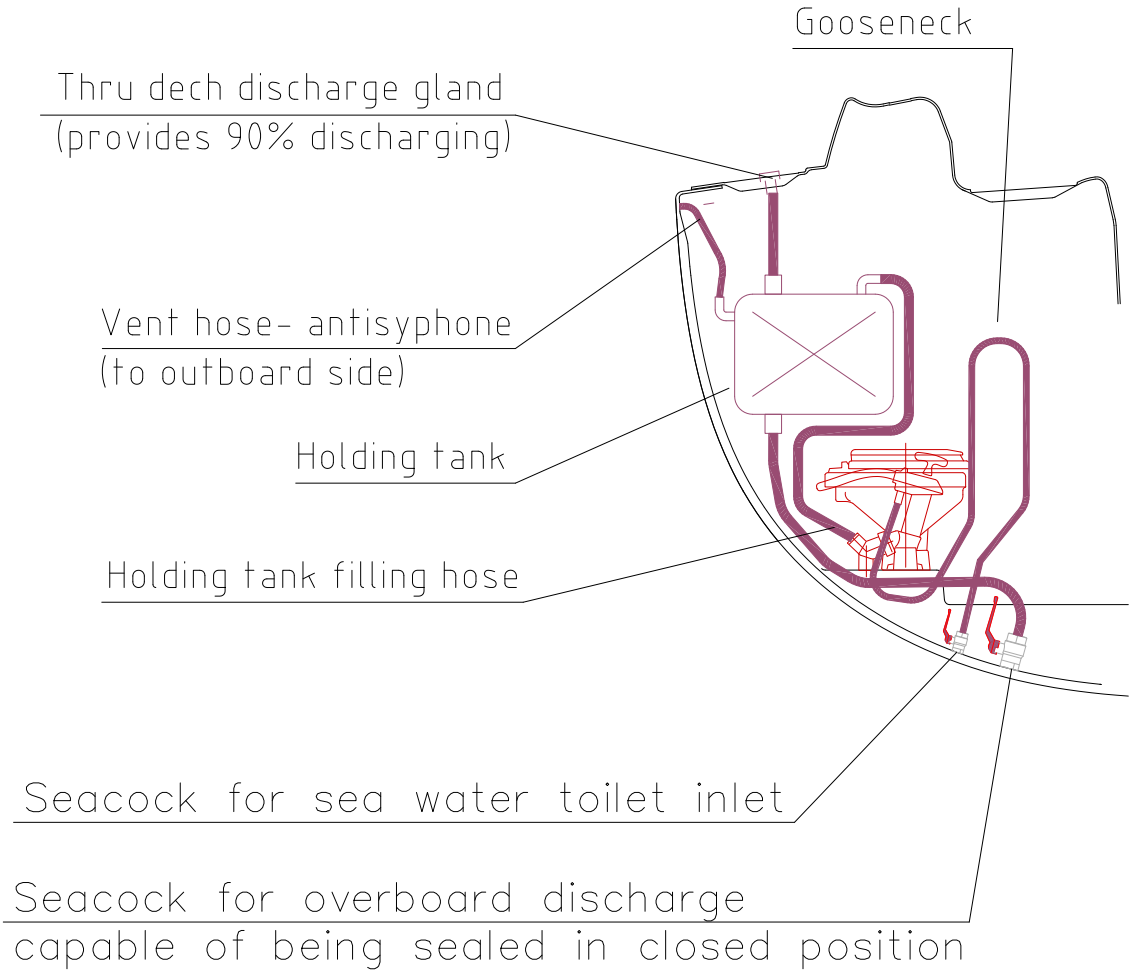
This tank is pumped out through a hose pipe to a standard deck connection, via a sea valve or in a combination of both.

| ⚠NOTICE |
|---|
| OPEN SUPPLY HOSES TO WC ONLY FOR USE (LEVER IN DIRECTION OF THE HOSE).<br>ONE PUMP LIFT CARRIES ABOUT ½ L OF WATER. FOR FLUSHING YOU WILL NEED ABOUT 2.5 L. THE TANK'S CAPACITY IS DESIGNED FOR AT LEAST 20 USES.<br>THE VALVE OF THE DISCHARGE HOSE IS NORMALLY CLOSED (LEVER POSITION CROSSWISE TO THE HOSE).<br>IN THIS POSITION THE LEVER MAY BE SEALED IN PORTS OR SEA AREAS WHERE WASTE WATER MUST NOT BE PUMPED OUTBOARD. |

**WC installation:**

Waste water is pumped outside by means of a hand pump next to the toilet through a gastight hose (diameter 1 ½" or 38 mm resp.) and a WC trap. When sailing or motoring, all valves should be locked (lever position crosswise to the hose). The same goes for the sea water hose supplying flushing water. The hose has a diameter of ½" or 12.7 mm resp. and is protected by a spherical safety valve.

**Principle of WC installation components:** (Waste water pump and three way valve are optional)



**Tank cleaning**

Do not fill chemicals into the flush water. Once a year the tank's inside should be cleaned with environment-friendly household detergents. Do not use aggressive WC cleaners.

A correct use of the WC installation is always a difficult procedure…
That is why it is highly recommendable to instruct guests about the use carefully, especially if this is their first stay aboard. Simply show them how to operate the installations.
The necessary valves are below the wash basin in the toilet room. A small lever is fitted to the hand pump for choosing the two functions of the pump.

**⚠NOTICE**

TAKE NOTICE OF THE MANUFACTURER'S INSTRUCTIONS:

1 – PUMPING OUT AND FLUSHING SIMULTANEOUSLY, OR
2 – PUMPING OUT ONLY.

**For flushing the bowl after use:**

1. Open both valves,
2. Pump about 10 times in position 1
3. Pumping out and cleaning; pump about 15 times in position 2.

This will clean out the waste water hose completely. It is recommended to fill the bowl a little with sea water before using the toilet.

**Important:**
Never use the hand pump with the valves closed.
Do not throw large or solid objects into the bowl (see instructions for the use of WC installations with the optional holding tank).

**⚠NOTICE**

1. SINCE THE CAPACITY OF THE HOLDING TANK IS LIMITED, YOU SHOULD USE SHORE TOILETS AS OFTEN AS POSSIBLE.
2. YOU NEED NOT USE DEODORIZERS BECAUSE IT IS A CLOSED SYSTEM.

## 5.2 L.P.G. installation

The gas installation for the stove meets the European norm EN 10239. A Test Certificate is attached.

The gas pipe leading to the stove from the standard 3 kg gas cylinder is an 8 mm copper pipe. It is placed into a self-bailing casing molded into the deck in the rear cockpit area. The best by date for the soft connection hoses connecting the gas cylinder and the fixed copper pipe and the copper pipe and the stove is printed on the hoses. They have to be replaced after the expiry date.

The reducing valve in the gas cylinder casing has an operating pressure of 30 mb. The flow rate is 1 kg/h.

### 5.2.1 Operation

Gas installations require care. You should follow this sequence:

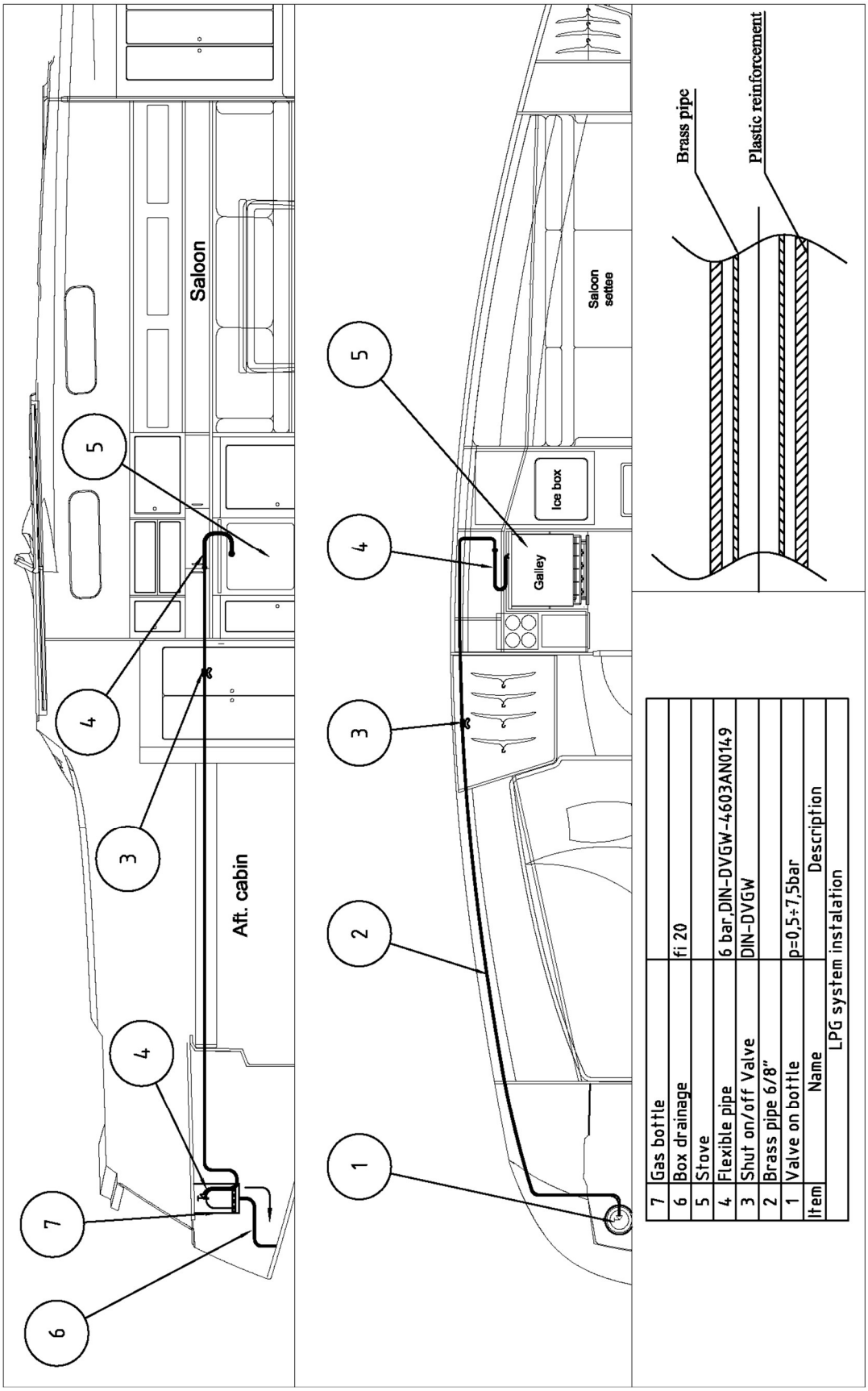
**⚠WARNING**

YOU SHOULD NEVER:

- ~ OPEN THE STOP VALVE IN THE GAS CYLINDER CASING.
- ~ OPEN THE VALVE BEFORE THE STOVE.
- ~ OPEN A STOVE VALVE AND IGNITE THE FLAME.
- ~ KEEP THE VALVE OPEN UNTIL THE GLOW TIMER ALLOWS FURTHER BURNING.

TO FINISH, FOLLOW THE SAME (ABOVE) SEQUENCE FROM THE VALVE IN THE GAS CYLINDER CASING TO THE STOVE VALVE TO ALLOW ALL GAS IN THE PIPING TO ESCAPE AND BURN.

## 5.2.2 Components



**Here is some more advice on preventing difficulties with the gas installation:**

- Close all gas valves if the stove is not in use. In case of emergency, you should close the valves immediately.
- The stove valves have to be closed before the gas cylinder valve is opened.
- Check the L.P.G. installation for possible leakages regularly. Check all connections with soap suds or similar means (to do this, the stove valves have to be closed – all other valves in the installation have to be open).
- If you find any leakages, close all valves and have the installation repaired by a specialist before further use.
- Since the flames consume oxygen, a proper airing and ventilation is necessary. Do not use the stove for heating the cabin.
- Valves of empty gas cylinders have to be closed and disconnected from the installation. Have the covers ready.
- Do not use the gas cylinder casing for storing other equipment.
- Never leave your yacht unattended if the stove is in use.
- Check the hose pipes at least once a year. Have them replaced if necessary.
- If you install a new stove, make sure that it has the same working pressure.
- Check the exhaust gas pipes at least once a year. Replace if defective.

**⚠WARNING**

- DO NOT USE LIQUIDS CONTAINING AMMONIA FOR CHESKING THE PIPES.
- NEVER HANDLE WITH OPEN FLAME AND DO NOT SMOKE IF LOOKING FOR LEAKAGES OR CONNECTING A FRESH GAS CYLINDER.

## 5.3 Ventilation/Airing

We have taken the following steps to provide proper ventilation in all the spaces.

**Chain locker**
Certain ventilation goes through the hawser port in the cover of the chain locker and through its bilge holes.

**Fore cabin**
3 hatches (layout „B")

**Saloon**
hatch, 2 portlights

**Toilets**
Hatch

**Engine room**
Four ventilation openings close to cabin entrance.

**Aft cabins**
4 portlights each

## 5.4 Optional

**Cooling/Heating System**
To be less dependent on the weather, and to make your stay aboard more pleasant, we have installed cooling/heating system on the yacht. It is fitted under deck in the stern space, accessible through the deck cover. Its operation panel is situated at the control panel by the saloon unit.
The temperature can be controlled by the switch located in the cabins and saloon.(four unit).

For details see Fan-coils operators manual

## 5.5 Board ducts, sea water valves

Openings below the water line are possible weak points. That is why we pay special attention to them.
All board ducts in the underwater part, with the exception of the duct for the transmitter of the echo sounder, consist of stainless steel screwed joints with spherical sea valves and hose nipples. All hose connections are secured with two clips each. For the steering wheel drain, special plastic joints are used.

**Cockpit draining**
The cockpit is drained through open stern. The steering wheel drain is permanently open and screwed with the cockpit sole and the skin.

**Leak plugs**
In case of damage of sea water valve or a board duct, we recommend you have leak plugs on board. They should be made of soft wood in various diameters to go well into different sizes of board ducts and capable of closing every opening efficiently.

**⚠NOTICE**

CLOSE ALLSEA VALVES IF YOU LEAVE THE YACHT FOR AN EXTENDED PERIOD OF TIME. VALVES THAT ARE NOT CLEARLY VISIBLE, LIKE THE ONES IN THE TOILET ROOM, SHOULD ONLY BE OPENED WHEN IN USE.

MAINTENANCE:

THE TIGHTNESS OF BOARD DUCTS SHOULD BE INSPECTED REGULARLY. CHECK AND RETIGHTEN ALL HOSE CLIPS AND VALVE STUFFING BOXES IF NECESSARY.

IN CASE OF SPHERICAL VALVES A TRANSVERSE LEVER DIRECTION INDICATES CLOSED, AND A LONGITUDINAL DIRECTION INDICATES OPEN.

# 6. MACHINERY MAIN COMPONENTS

## 6.1 Motorizing, engine room, gear

This yacht is equipped with an inboard diesel engine with sail drive gear and a fixed propeller. The engine and sail drive gear are mounted as a unit on a common base. The engine room is separated from the living quarters by a plywood bulkhead covered with soundproof insulation materials. Access is available through:

- a shutter below the companionway,
- a detachable hatch in the aft cabin beside the engine room.

The fuel tank is located under the aft berths on the starboard side.
The engine cooling water supply is provided by the sail drive gear.

## 6.2 Propeller

An original propeller, adapted to the type of the boat and normal working speed is fitted.

Standard: 2 – blade folding propeller
made in bronze

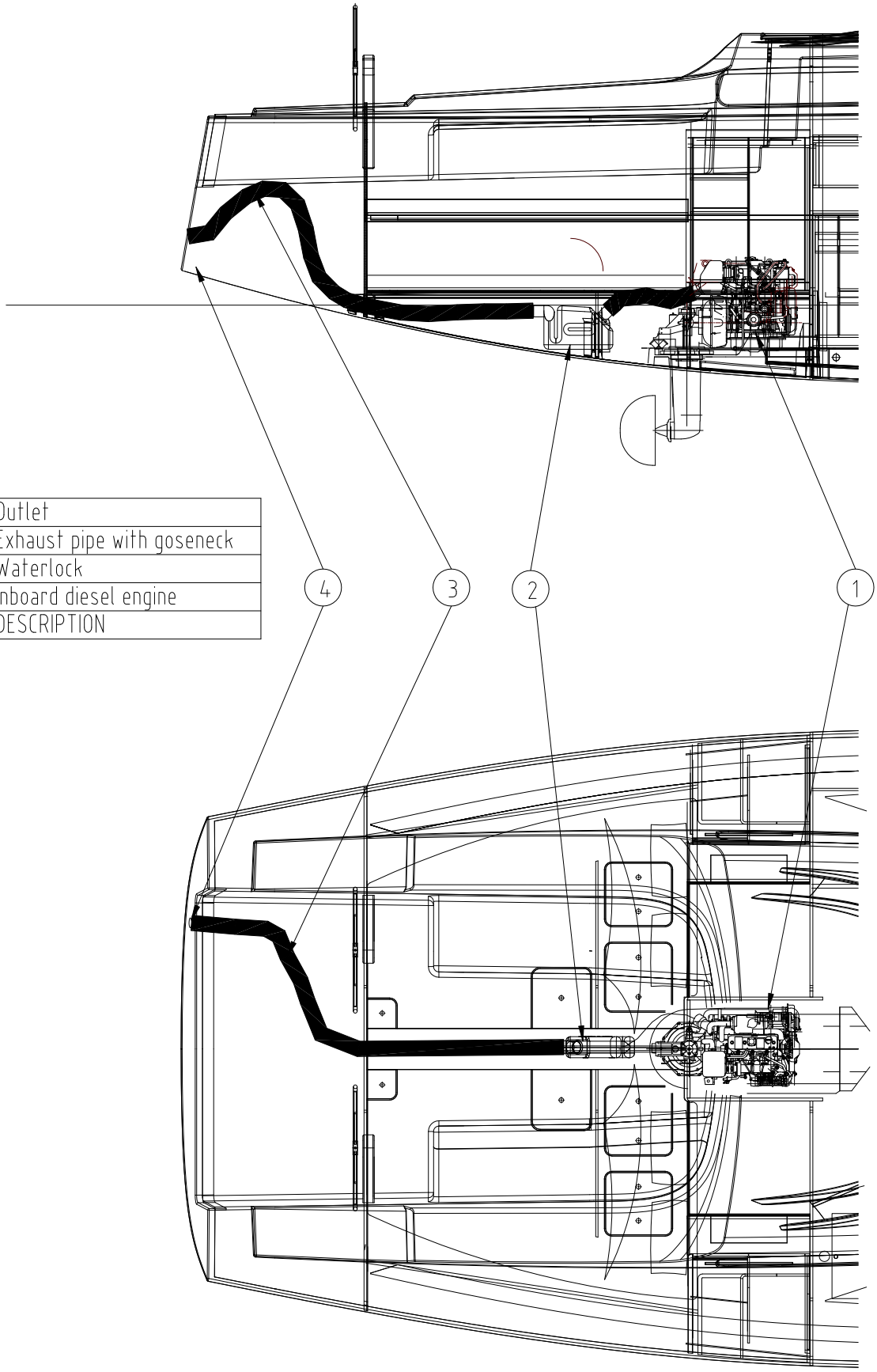
**Maintenance notes:**

For operation and maintenance of the engine please follow the instructions found in the manufacturer's engine manual.

**⚠NOTICE**

PLEASE INSPECT THE PROPELLER BEFORE WINTER STORAGE AND CLEAN IT IF THERE IS MARINE GROWTH. YOU SHOULD REPAIR EVENTUAL DEFORMATIONS, DENTS OR NICKS. AFTER THAT, YOU SHOULD HAVE THE PROPELLER BALANCED AGAIN.

## Engine installation




| | |
|---|---|
| 4 | Outlet |
| 3 | Exhaust pipe with goseneck |
| 2 | Waterlock |
| 1 | Inboard diesel engine |
| | DESCRIPTION |

# 7. Machinery main components system

## 7.1 Tanks and piping – fuel

**Storage tank**
There is a 200 l diesel tank with an inspection opening on the starboard side below the aft berths. It is filled through a fuel inlet with a red cover (marked FUEL) at the transom of the yacht. The fueling is done through a fire-proof fuel hose in accordance with ISO 7840. The vent line is led to upper deck.

**Supply to the engine**
The engine is supplied with fuel through a suction pipe from the upper edge of the tank. Due to the short distance, a fire-proof fuel pipe is used. This leads through a wide-meshed filter/water separator, fuel pump and a fine filter to the engine and then back to the tank. There is a manually operated stop valve fitted in front of the tank in the aft cabin on the starboard side.

**⚠NOTICE**

A TROUBLE FREE OPERATION OF THE ENGINE AND HEATING IS ONLY POSSIBLE IF THE FUEL IS CLEAN. REGULAR INSPECTION AND CLEANING OF THE FILTER/WATER SEPARATOR IS UNAVOIDABLE. THE FUEL TANK SHOULD BE COMPLETELY EMPTIED AND CLEANED ONCE A YEAR.

**⚠WARNING**

WHEN REFILLING THE TANK:
- ~ SWITCH OFF THE ENGINE, HEATING AND THE STOVE!
- ~ DO NOT SMOKE OR USE OPEN FLAME.

**⚠DANGER**

IF THERE IS DANGER OF FIRE:
- ~ CLOSE THE FUEL STOP VALVE IMMEDIATELY!

## 7.2 Engine cooling system

**Engine cooling**
The engine has a two-circuit cooling system. Water enters through the sail drive, is led to the heat exchanger and then injected into the exhaust gas pipe. Together with the exhaust gas, the cooling sea water is exhausted through the silencer and the exhaust pipe at the stern. This guarantees a trouble-free engine operation. Moreover, the engine noise is reduced. All hose connections of the system are secured by double stainless steel clips.

**Cooling sea water circuit**
Sea water enters the sail drive trough a duct with a sea valve. This is followed by a filtration unit positioned high. With the sea water pump by the engine and the high vacuum valve, sea water is pumped through the engine. When the sea water leaves the engine block, it is injected into the exhaust gas elbow pipe and finally leaves through the exhaust gas outlet at the stern.

**Fresh water circuit**
In the engine there is an internal fresh water circulation with a corresponding expansion tank. The branching to the hot water heater are made of heat and fire resistant hoses. The secondary return is made into the engine.

**⚠NOTICE**

- CHECK AND CLEAN THE SEA WATER FILTER REGULARLY, DEPENDING ON WATER QUALITY.
- BEFORE STARTING THE ENGINE, MAKE SURE THAT THE COOLING WATER INLET IS OPEN.
- HAVE A QUICK LOOK INTO THE ENGINE ROOM FOR POSSIBLE LEAKAGES.
- WHEN THE ENGINE IS RUNNING, IT IS HIGHLY RECOMMENDED TO CHECK REGULARLY IF THE COOLING WATER IS PUMPED OUT THE EXHAUST GAS OUTLET.

| ⚠NOTICE |
| --- |
| MAINTENANCE:<br>BEFORE WINTER STORAGE:<br>~ FREE THE FRESH AND SEA WATER CIRCUITS OF WATER ACCORDING TO THE DETAILED INSTRUCTIONS IN THE ENGINE MAINTENANCE MANUAL AND CARE FOR THE AIRING OF THE PIPES AND HOSES.<br>~ DISMOUNT AND CLEAN THE VACUUM VALVE TWICE A SEASON ACCORDING TO THE INSTRUCTIONS OF THE ENGINE MANUFACTURER. |

## 7.3 Exhaust gas system

The yacht is fitted with a "wet" exhaust system, i.e. cooling sea water is injected into the exhaust gas elbow causing a cooling of the exhaust gases. This mixture is led into the silencer/water lock, run through the pipe to the space between stern cabins, then led upwards at the stern and let to escape to the side above the waterline.
The exhaust gas hose consists of a synthetic rubber material with an integrated steel spiral. The hose is heat-resistant (for a time) and should be checked and replaced when necessary. A constant flow of sea water has to be guaranteed. The hose is secured at the joints with two clips.
If there is an interruption of sea water flow, the temperature sensor in the exhaust gas hose will release a visual and acoustic alarm. In this event, you should stop and switch off the engine immediately until the problem has been resolved (see the engine manufacturer's manual).

| ⚠NOTICE | A REGULAR INSPECTION OF SALTWATER COMING OUT THE EXHAUST OUTLET IS HIGHLY ADVISABLE. |
| --- | --- |

# 8. Ship common system

## 8.1 Bilge pumps, bilge lines

The chain locker is made watertight against the yacht. It is self-bailing through two holes in the shin.
All SALONA yachts have self-bailing cockpits. The drain wells are situated at the rear and the lowest part of the cockpit and re led outboard through the transom with hoses.

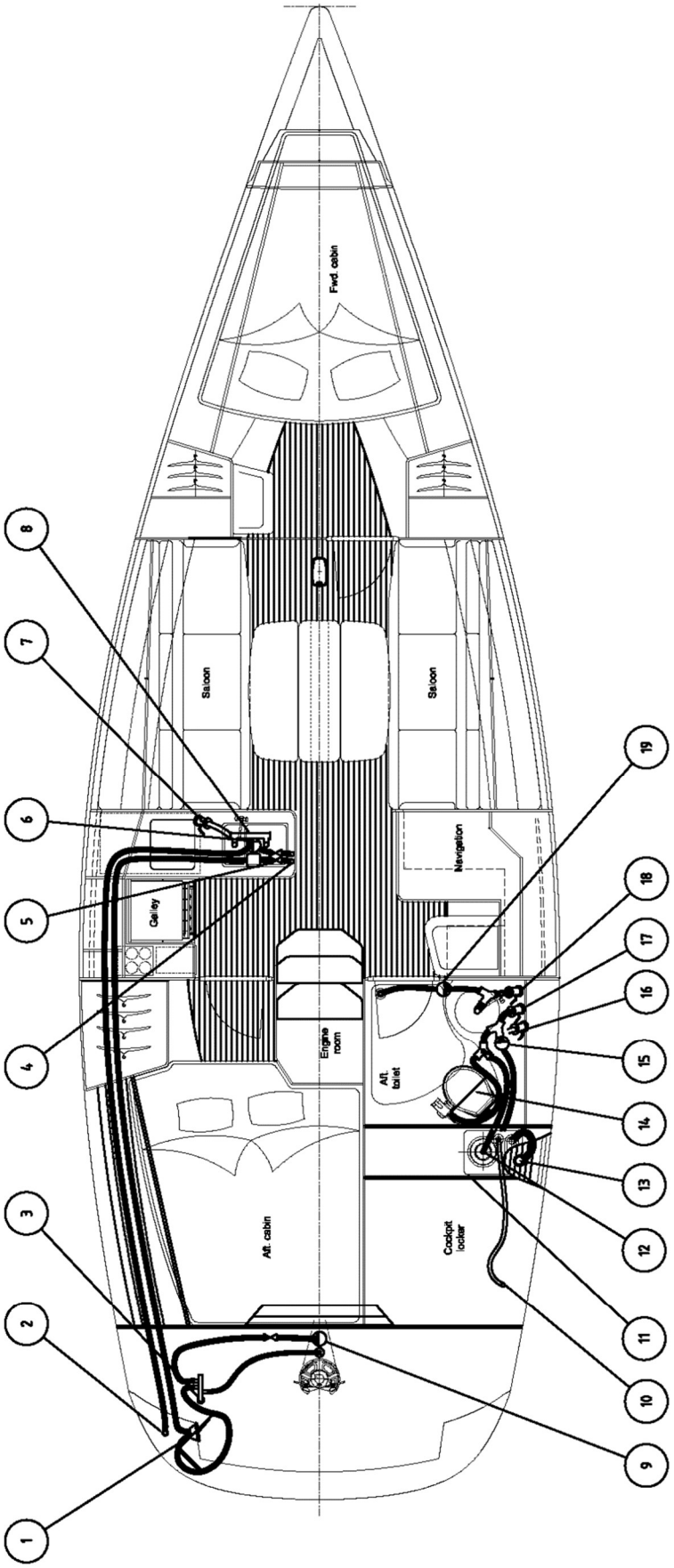
### 8.1.1 Description of the pumping arrangement

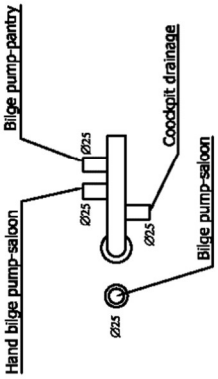
The yacht is equipped with both a manual pump and electric bilge pumps. The saloon bilge suction has a capacity of app 19 l/min (membrane pump).

**Manual pumping**

The suction strainer of the manual pump is located in the bilge behind the mess room table. The electric bilge pump is located in the aft space, below the deck. The frame floors in the mess are connected by opening to let water through so that in case of a sudden rush of water both pumps can be operated. Before using the manual pump in the cockpit, the pump's cover has to be opened and the pump handle, which is placed under the hatch, is inserted into the provided opening and then moved to start pumping.

## WC flushing, board ducts and bilge system installations




| Item | Name | Description |
|---|---|---|
| | Parts List | |
| 19 | Shower pump | 3m, 19 lit/min, 40W; 1" |
| 18 | Discharging shower/sink valve | 1" |
| 17 | Discharging toilet valve | 1 1/2" |
| 16 | Toilet flush valve | 1/2" |
| 15 | Waste water drain pump | 120W; inlet 1 1/2"; outlet 1" |
| 14 | Toilet | |
| 13 | Discharge tank on land | |
| 12 | Discharge toilet to tank | |
| 11 | Waste water tank | 42 lit |
| 10 | Waste water tank vent | 3/4" |
| 9 | Bilge pump-centrifugal | 1m, 60lit/min; 36W; 1 1/8" |
| 8 | Sink siphon | |
| 7 | Sink valve | 1 1/2" |
| 6 | Bilge pump-diaphragma | 3m, 19 lit/min, 40W; 1" |
| 5 | Nonreturn valve | After every pump inlet |
| 4 | Hand bilge pump inlet | |
| 3 | Hand bilge pump outlet/pantry drainage | |
| 2 | Electric bilge pump outlet | |
| 1 | Hand bilge pump | 0,9 lit/stroke 45lit/min ;1" |

A draw bucket is an ideal mans for bailing out water. It should always be ready in a cockpit seat locker.

## ⚠NOTICE

THE YACHT IS EQUIPPED WITH A MANUAL PUMP. THE PUMP IS IN THE COCKPIT PORT SIDE. IT IS INSERTED INTO THE PUMP OPENING AND MOVED TO START PUMPING.

## ⚠WARNING

IN A SERIOUS SITUATION, E.G. IN CASE OF A HEAVY INRUSH OF WATER AS A CONSEQUENCE OF A COLLISION, THE PUMPING CAPACITY MIGHT NOT BE SUFFICIENT. TAKE MEASURES FOR DAMAGE CONTROL WITH COLLISION MATS OR OTHER SUITABLE MEANS.

**Fathering means**
In case of damage to a sea valve or any board ducts, we recommend you have leak plugs with different diameters on board for damage control. They should be made of soft wood and go well with different sizes of ducts to close every opening safely.

## ⚠WARNING

CLOSE ALL SEA VALVES IF YOU LEAVE YOUR YACHT FOR A LONGER PERIOD. VALVES NOT CLEARLY VISIBLE, LIKE E.G. THOSE IN THE TOILET ROOM, SHOULD ONLY BE OPENED BEFORE USE AND CLOSED IMMEDIATELY AFTER.

## ⚠NOTICE

1. IN CASE OF SPHERICAL VALVES, A TRANSVERSE LEVER DIRECTION INDICATES: CLOSED, AND A LONGITUDINAL ONES MEAN: OPEN.
2. THE TIGHTNESS OF DUCTS SHOULD BE INSPECTEDREGULARLY. RETIGHTEN ALL HOSE CLIPS AND THE STUFFING BOXES OF VALVES.

## 8.2 Fire protection

### 8.2.1 Precaution

In constructing the yacht, special attention was paid to reducing the risk of fire. This includes the choice of materials, the distance between the stove flames and the surrounding built-in furniture and the position of the engine. The engine room is lined with fire resistant insulating material.

As the yacht owner, you should keep maintain this and heed the following advice:

**⚠NOTICE**

KEEP THE BILGE CLEAN AND CHECK REGULARLY IF THERE IS A SMELL OF FUEL OR GAS PRESENT.

DO NOT HAVE ANY FREELY SUSPENDED CURTAINS ABOVE OR CLOSE TO THE STOVE OR OTHER DEVICES WITH OPEN FIRE.

INFLAMMABLE MATERIAL MUST NOT BE STORED IN THE ENGINE ROOM. IF YOU STORE NON-FLAMMABLE MATERIALS IN THE ENGINE ROOM, MAKE SURE THAT IT IS PROTECTED FROM FALLING ONTO THE ENGINE INSTALLATION AND NOT IN THE WAY.

You and your crew can further ensure proper fire protection if you follow the following advice:

**⚠WARNING**

NEVER:

- ~ OBSTRUCT ANY EXITS OR HATCHES,
- ~ ALTER SAFETY INSTALLATIONS RELATING TO FUEL AND GAS,
- ~ LEAVE THE YACHT UNATTENDED IF A STOVE OR HEATING IS IN USE.
- ~ USE GAS LIGHTS ON THE YACHT,
- ~ FUEL THE TANK OR REPLACE THE GAS CYLINDERS IF THE ENGINE IS RUNNING OR THE STOVE AND/OR HEATING IS USED,
- ~ SMOKE OR USE OPEN FLAME WHILE HANDLING FUEL OF GAS.

### 8.2.2 Active fire protection

The well-known sources of danger on board are:
- the stove in the pantry, and
- the engine room.

If, despite all precautions, a fire should break out on board, following equipment are situated :

1. **Powder extinguisher** in the aft locker port, at least fire grade 10A/68B

2. **Powder extinguisher** near the navigation desk, at least fire grade 10A/68B

3. **Ampoule** at engine room for automatic fire fighting

Additionally, you should place a light **fire retarding cloth** in the pantry. It is made of glass cloth and is very useful in case of fire caused by overheated fat.

### 8.2.3 Fire fighting

If, despite all precautions, a fire should break out on board, you should do the following:

All persons who cannot actively participate in fighting the fire should go on deck through the companion way, or if the fire broke out in the pantry or engine room, through the escape hatch above the fore berths.

**In case of a fire in the pantry:**
First close the gas valve!
Next, smother the flames with the fire retarding cloth. It can be used again after this. If the fire has reached parts of the furniture, use the fire extinguishers.

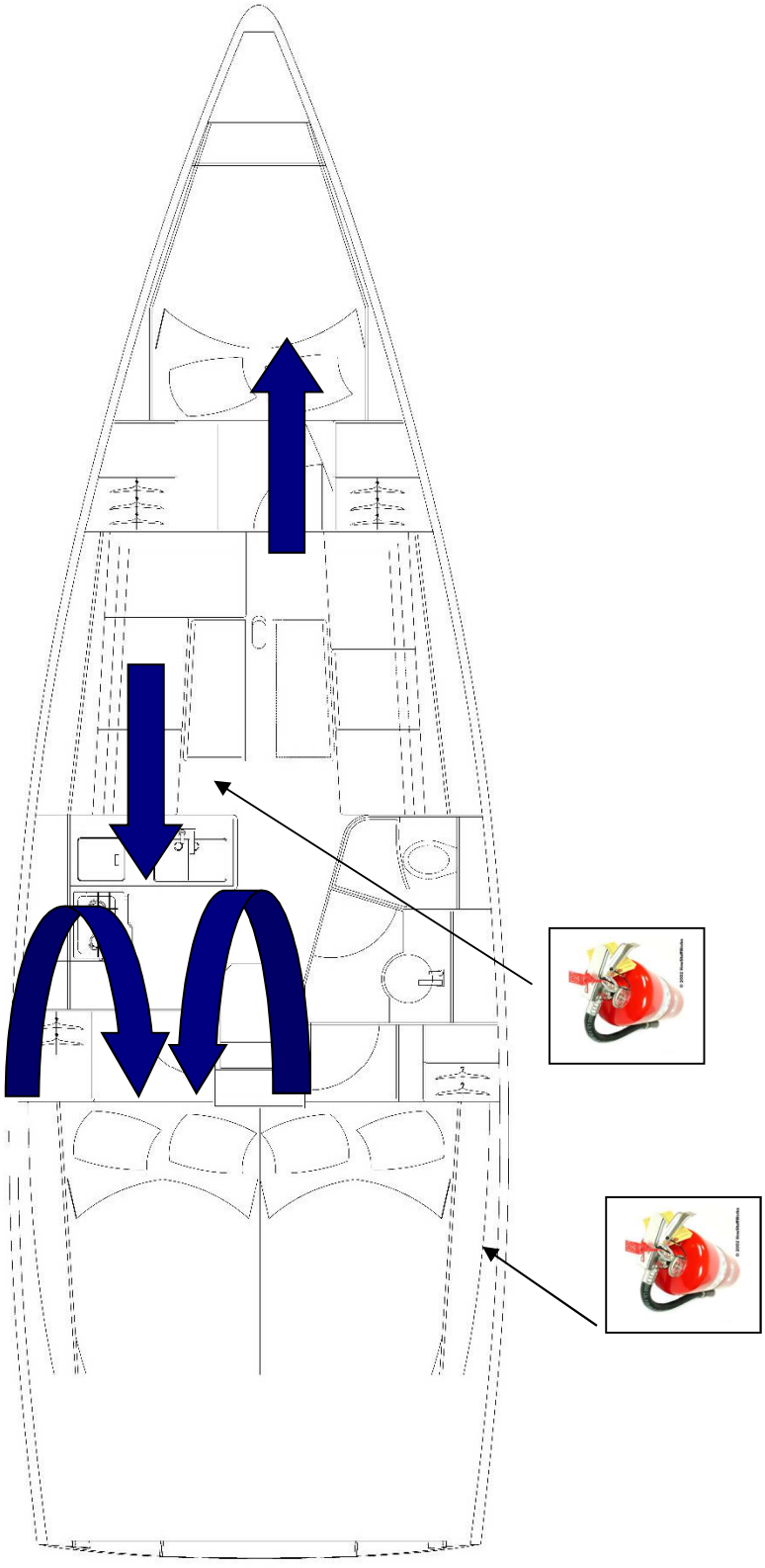
**In case of fire in the engine room:**
Engine room is self protected by ampoule.

**In case of fire in the living cabin:**
The fire retarding cloth can be effective in this case too. A draw bucket should be ready at hand in the locker seat of the cockpit. Use the fire extinguishers only in case of emergency.

Exit in case of fire

Emergency exit

Recommended fire extinguisher location



### 8.2.4 Important notes

**It is the yacht owner's duty**

- to have all fire extinguishers regularly checked and maintained;
- to have fire extinguishers and ampoule replaced after the expiry date. The same goes if the extinguishers had been used. The new extinguishers should at least have the same capacity as the discarded ones.

**It is the yacht owner's or skipper's duty** to make sure that all extinguishers are freely accessible and to inform all persons aboard about:
- the location and use of all fire extinguishers and the fire retarding cloth,
- the location and operation of ampoule in the engine room,
- the exit through the escape hatch above the fore berths.

# 9. Delivery

The yacht will be transported to its destination by lorry. After the arrival, several preparations have to be made for launching, rigging and making the yacht operational. All this can only be carried out successfully if it is done under the supervision of a competent and experienced person. That is why we recommend you to have it done by your AD BOATS expert or an expert team under contract. Still, there are some tasks you can do yourself. If you follow the steps recommended in this manual, you will be fine.

## 9.1 Unloading the lorry

In large marinas, unloading and storage is usually performed in suitable frames (floor stands). A travel lift and experienced personnel will usually be available. If you use a mobile crane or a common port crane, please follow our recommendations for the safe unloading as follows:

- Lifting the yacht should be done with straps or belly bands only.
- Check the quality and bearing capacity of the straps.
- Sling all straps and ropes in such a way as to keep the yacht in a level position.
- Fend the straps off.
- To prevent the straps from slipping, connect them with ropes or belly bands.
- Be careful with the rails and rail stanchions if they have been fitted already.
- If the straps run closely around the toe-rail, you should place blocks of wood below the toe-rail in order to protect it.
- Make sure that the transmitters of the speedometer and the echo sounder do not rise from their casings.
- The yacht should stay in a level position on its keel and should be additionally protected with four wooden blocks or steel pillars.
- The size of the seats to the hull should be not less than 25x25 cm and they should be covered with some soft material to avoid scratches in the gel coat.

## 9.2 Checking the completeness of the yacht

To check the completeness of the yacht, please refer to the description on the serial construction and the invoice or order confirmation of your party to the contract.

## 9.3 Underwater coating

An antifouling coating of the underwater hull is recommended because marine growth will reduce the performance of the yacht enormously within a short period.

If the yard does not supply you with a suitable antifouling paint, you should follow the advice of the manufacturer.

If the antifouling coating has to be slightly grinded, you should consult the harbor officials or the person responsible for the facility. Always cover the ground under the yacht with plastic sheets to collect the dust and toxic waste.

## 9.4 Mast and rigging

Composition of the rigging:
The mast is a 15/16 rig with two pairs of angular spreaders. The backstay with a straining rig serves as an additional protection and is used for bending the mast.

### Preparations and erecting the mast

- The mast should be placed on wooden or softly coated frames at a proper working height.
- The supports for the instruments (wind gauge, antennas), that are fitted after the erection of the mast are mounted first.
- Pass the cables for the instruments through the mast (when ordered at the yard, the cables have already been placed in their respectable places).
- Devices or instruments that have to be fitted before, must be protected against damage.

### Mounting the spreaders

- Fasten the spreaders at the designated mast fittings.
- Safeguard the locking bolts and its wires with strong tape to prevent damage to sails (especially the spinnaker)

### Fitting the standing rigging

- Unpack the wires and arrange them. Make sure that the turnbuckles are not damaged by dragging them over hard ground. They are best protected if you wind some tape around them.
- Grease the threads of the turnbuckles properly.
- Fix the single wires to the corresponding mast positions.

- Give medium tension to the upper shrouds, pay attention to equal lengths and secure them. The spreads should keep their given positions and should not be pressed up or down by the shrouds.
- The fitting of the supplied furling stay is done according to the manufacturer's instructions (enclosed in the box). The completed furling stay is fitted to the mast and secured.
- The shrouds should also be protected so that they cannot cause any damage to the mast and its anodized coating when erecting the mast.

## 9.5 Preparation of the engine and propeller

- Check the oil level in the engine and gear, refill if necessary.
- Check the screwed connection of the propeller and its locking.

## 9.6 Launching

If the rails have not been fitted by the yard:

- Fit the bow pulpit and secure it.
- Insert the stanchions into the stanchion bases and secure them. Draw all rails through the stanchions (with the strainers aft).
- Fit the cross-wires at the aft pulpit.
- Close all board ducts.
- Insert the transmitters of the speedometer and the echo sounder (if that has not been done by the yard already).
- Fix sufficient fenders at the rails.
- Prepare the mooring lines.
- Pay attention to the instructions of the handling team during launching with a travel lift. If a mobile crane is used, observe items 3.1 (unloading the lorry).

**Important**

- To control the ships movements when hanging freely in the air, use two lines; one fixed to the bow and the other to the stern.
- While using the crane, no one may be aboard the yacht.

| | |
|---|---|
| ⚠**NOTICE** | NEVER STAND UNDER PENDULOUS LOADS. |

As soon as the yacht is afloat for the first time, take these precautions before removing the straps:

- Open all sea valves and check them for tightness.
- Check the transmitters of the speedometer and the echo sounder in the fore hull for tightness.
- Open the cooling water valve for the engine.
- Start the engine and check if cooling water is ejected.
- Test the mechanism and functioning of the control lever for the built-in diesel engine.
- Check the rudder mechanism and the lower bearing for tightness.

## 9.7 Sails

### Main sail

- Main sail get lifted with main halyard by winch
- It is strongly recommended to sail up wind by engine while hoisting and lowering main sail to prevent damage of the sail
- "Lazy-jack" shell make it easier to fold the sail when lowered

### Furling Genoa

- The revving line should already be in place, coiled up in the furling drum.
- Lead the fore leech through the feeder that is fitted at the upper part of the furling device.
- Bend the Genoa halyard.
- Pull the Genoa slowly over the halyard winch. Fasten the Genoa tack after lifting and set the sail up again.
- Bend the Genoa sheet to sail with a bowline knot and furl it slowly without crumpling. Lead the sheet through the tack car to the winch.

There may be some technical changes which are referred to in out technical description and plans.

## 9.8 Before setting sail for the first time

a) Deck fittings and running gear
b) Mast and standing gear
c) Engine and propulsion systems

**Recommendation**

If possible, you should go on the first trial run with your contractual party (see check list for handover). The same goes for running the engine. Your inboard engine is an essential, sometimes even a vital part of the equipment of your yacht:

- it is an untiring workhorse,
- it is irreplaceable for port maneuvers,
- it emits heat,
- it allows you to enter a port even it the yacht is calmed,
- it can become a true help in case of emergency.

For these reasons the engine should always be maintained carefully (see: operational instructions of the manufacturer).

**Starting the engine**

- Close the power circuit using the master switch.
- Step on the gas slowly with the throttle control and check if gear and propulsion are in neutral position.
- Press the start button at the engine panel after a few seconds.
- If the engine does not catch, do not try for longer than 10 seconds. Wait for 30 seconds and try again.
- Do not run the engine too high.
- Check the control lights.
- Check to see if the cooling water circuit is working.
- During engine operation the main switch must not be switched off to avoid damage.

## 9.9 Maneuvering with the engine

- Before starting, check to see if there are any lines, chains or ropes in the water so that the propeller does not get caught.
- Make sure that the 220 V shore connection has been disconnected.
- Make sure that there are no influences of (tidal) current or wind you had not taken into count.
- Do not hoist sail before you have left the port and are in clear waters.
- Please bear in mind that the yacht always needs some speed to steer it. Adequate space is also required in the direction you want to move in.
- You should test and train the necessary operations in sheltered waters first.
- Make yourself familiar with the turning radius for both the engine going ahead and astern. Learning about the propeller efficiency will be a great help when berthing or casting off.
- Familiarize yourself with the stopping distance under different speeds. Use a buoy as the target. Apply care when reversing gear; explain this to your crew also.

- Go "engine astern" and watch the rudder movements and the forces affecting it. Although the rudder has limiters on both sides, you should get used to holding it tight when going by engine.

**Stopping the engine**

- Reduce the revolutions down to idling.
- Push the engine stop button.
- An alarm will sound, press the OFF button.
- Switch off the power supply with the engine switch.
- After stopping the engine, reestablish the standby mode for starting.

***Please familiarize yourself with the additional descriptions provided by the manufacturer.***

# 10. Environmental protection

AD BOATS has complied with regulations relating to exhaust gas regulation when making its choice about the inboard diesel engine.

Excessive noise and swell is to be avoided, especially in port areas. All waste collected during the voyage has to be deposited in the port's special waste containers.

In case of oil and fuel leakages that cannot be removed with the usual on-board means, a specialist should be engaged. Any leaked liquid must be collected in a canister and should be disposed of in a port. Furthermore, you should prevent any discharge of pollutants (detergents and similar substances) overboard. Such substances should be used ashore exclusively.

## 10.1 Fuel and oil

You should take special care when filling the tank. A (wet) cloth around the fuel inlet can prevent fuel from dripping into the water. Further notes on the maximum filling level can be found under 2.2.1. In your engine manual you can also find a diagram with a curve about the specific fuel consumption thus offering you some good hints on the most favorable engine speeds.

For a necessary exchange of oil you should use a suction pump because you cannot drain it off like with a car. The oil has to be exchanged at least once a year, even if you have operated the engine little.

A well maintained engine should never leak. Still, to prevent even the smallest amount of oil from being discharged overboard with the pumped out bilge water, the engine bed was designed to form a closed oil sump. All water from this sump, possibly mixed with oil, must be pumped into a separate canister and deposited ashore. You should always have oil-binders aboard.

## 10.2 Waste

All seafarers honor the rule: **waste is not thrown overboard**. This applies to biodegradable waste as well. Every yacht should have a regular waste bin or bag in a locker seat.

## 10.3 Noise

The wet exhaust pipe of the diesel engine reduces the engine noise considerably. Additionally, the rubber bearings, elastic couplings and the engine room insulation minimize emission of sound. Nevertheless, you should not turn up the engine too quickly and reduce engine speed whenever in waters with dense traffic.

## 10.4 Swell

Natural bank areas are sensitive to swell. Please keep sufficient berth. Formation of waves, caused by your yacht, is an indicator of where nad when you should reduce speed to avoid unnecessary swell. Pay attention ot relevant signs.

## 10.5 Exhaust gas

Check the escape exhaust gas regularly. The exhaust gas should show neither black smoke nor blue clouds. If it does, you need to clean the air filter or have a repair shop readjust the engine.

## 10.6 Antifouling coatings

The underwater part of the hull has to be protected with antifouling coats against marine growth because growth means more energy for propulsion. Today, there is a wide range of protective paint with various effects for different bodies of water. Trust the recommendations of specialists for your decision. Coatings that are effective for years without any grinding in between are especially recommendable.
Still, if the coating has to be grinded to some extent, you should arrange these activities with the port officials. Generally, the ground under the yacht has to be covered with some plastic sheets to collect the discarded dust and dispose of it.

## 10.7 Varnish removers

Most varnish removers contain aggressive substances and should not be used or should be used as little as possible. A mechanical removal of paint is much better.

## 10.8 Waste water

If the yacht is equipped with a holding tank on a temporary basis in areas of use where the discharge of human waste is restricted or prohibited, you should make sure that the direct outlets are closed.
The tank’s capacity is limited. You should use shore toilets whenever possible.

## 10.9 Conservation of nature

Please follow all official as well as unofficial rules for practical conservation of the nature.
This is especially valid for nature reserves where navigation is allowed.
Watch and take photographs of animals only from a distance.
Do not enter areas of seal banks in mud flats to avoid disturbing or scaring the animals. Keep a distance of at least 300 m from seal banks and bird sanctuaries. Stay close to the marked fairways. Go only with "dead slow ahead" in such areas.

### Ten golden rules for water sportsmen

1. Avoid entering reed belts or other densely grown bank areas, gravel, sand and mud banks (resting grounds for birds). Also avoid shallow waters, especially those with water plants (spawning grounds).
2. Keep sufficient minimum berth to reed belts and grown bank areas; in wide rivers this distance should be 30 – 50 m.
3. In nature parks you should strictly follow the official rules. Often water sports in nature parks are temporarily or generally prohibited or allowed under special conditions.
4. Please take "damp areas of international importance" into special account. These regions serve as life areas for rare kinds of animals and plants and are especially worth protecting.
5. For berthing use such places where you obviously cannot cause any damage.
6. You should not enter these areas from the shore side for the same reasons.
7. Watch and take photographs of animals only from a clear distance.
8. Do not enter areas of seal banks in mud flats to avoid disturbing or scaring the animals. Keep a distance of at least 300 m from seal banks and bird sanctuaries. Stay close to the marked fairways. Go only with "dead slow ahead" in such areas.
9. Help keep waters clean. Do not throw any waste, especially those of chemical toilets, overboard. This kind of waste, used oil and the like have to be deposited in collecting points on shore. While in the port, you should generally use sanitary installations ashore. When berthed, do not operate the engine unnecessarily to prevent any stress by noise or exhaust gas.
10. Make these rules your own and inform yourself about regulations in force in the area where you intend to navigate. Your own positive environmental behavior will have a great influence on the young as well as unorganized water sportsmen.

# 11. Maintenance

## 11.1 Maintenance, cleaning

### 1. Mast and rigging

see notes by the manufacturer

### 2. Sails

The sails are made of Dacron. This material is very robust and resistant. Dacron sails keep their form for a very long time, especially if you follow the recommendations for proper handling as listed below:

- **rolling sails with a furling device:**
  Please do not roll up the cloth too tightly to avoid formation of harmful creases. Such creases can also be caused if the furling stay has not been set up properly. To avoid losing and shaking of the clew in strong wind, you should secure is with sheets and additional earrings or lanyards.

- **rolled up sails:**
  When berthed, you should generally protect the sail with sail cloth. This should be UV resistant cloth. Like any other cloth, it should not unnecessarily be exposed to harmful environmental influences. The cloth-hose of the Genoa should not be too wide in diameter to avoid shaking in strong wind. It should be made of breathing cloth to allow a proper ventilation of the sail.

- **folding sails:**
  If the main sail is taken in or unbent for winter storage, it should be folded slightly and stowed away in a spacious sail bag.
  Pressing the cloth into a small bag causes harmful creases and lasting negative effects on the stability of the form.
  It is best to fold the cloth gently into about 60 cm wide folds starting with the foot of the sail. Never stow away in wet conditions because this can leave moldy spots.

- **storing sails:**
  Try to store sails always in a dry and well ventilated space.

- **removing stains and moldy spots:**
  Rinse the sails with fresh water regularly to free them of salt. Lukewarm water and mild detergents mostly do, even for cleaning very dirty sailcloth. Moldy spots should be removed as soon as possible because they can weaken the laminate. They are best treated with a 1% chloride solution. First soak the spots for about two hours and then scrub them with fresh water and a soft brush.

~ **avoiding damage:**
Inspect all your running and standing rigging carefully for sharp edges, splints, protruding ends of wire and the like because laminated cloth is especially sensitive to contact with them. Those parts of the cloth that can chafe at spreaders or shrouds should be protected on both sides by sticking self-adhesive cloth to them. The same applies to the foot of the sail if there is a possibility of chafing at the rails.

~ **handling sails:**
Stick to the recommended wind force for your sails. This is especially important for laminated sails. Remember, one heavy squall is enough to damage the aerodynamic shape of your sails forever.

~ **halyard tension:**
Be careful with the tension of the halyards because laminated cloth are much more sensitive to overstretching than traditional cloth.
As a general rule, you should tighten the halyard only to such an extent that the cross pleats at the cuff have just disappeared.

~ **hauling points:**
Please do not forget to shift the hauling points after revving or furling the sail. If you fail to do so, a wrong direction of pull prevents the optimal standing of the sail.
This may result in overstretching of the foot after revving, for example, while the leech is twisted heavily causing it to shake. The sail cannot pull properly and it wears early. It is recommended to attach different colored marks onto or close to the tracks, e.g. for a 130% Genoa: green at 100%, yellow at 70% and red at 40%. Things can also be made easier if you adjust the track cars with low-strain lines which can also be marked with colored wrappings.

## ⚠NOTICE

~ PLEASE REMEMBER THAT DAMAGE TO THE CLOTH IS MAINLY CAUSED IF IT IS IMPROPERLY TREATED OR HANDLED. THIS ESPECIALLY APPLIES IF YOU LET IT SHAKE, EXPOSE IT TO UV RAYS CONSTANTLY OR STORE IMPROPERLY.

~ IF YOU HAVE ANY QUESTIONS ABOUT THE CLOTHS DO NOT HESITATE TO CONTACT THE MANUFACTURER OR YOUR SAIL-MAKER.

~ NEVER REMOVE TRACK CARS WITH BALL BEARINGS FROM THE TRACKS CARELESSLY. ALWAYS USE SHEET TRACKS WITH END-STOPS.

## Hull and deck

Winter is the right season to inspect the hull and all load-bearing components of your yacht. If the gel coat or protective coatings are damaged, you should repair them or renew them completely. Sound advice on this is available in the yard. You will find manufacturer's notes for maintenance and caring for all parts of the equipment in relevant paragraphs of this manual.

## Cleaning

Please clean your yacht immediately after you have it taken out of the water. High pressure cleaning devices will remove any growth. This is followed by maintenance of the surface of the yacht. All paint manufacturers provide detailed instructions for their coating systems.
**For ships sailing salt waters:** Leftovers of salt absorb water and can cause a faster corrosion. Whenever possible, you should rinse the yacht with fresh water.

## Furniture and upholstery

Moisture is the worst enemy of all inner spaces of the yacht. For preserving the furniture and upholstery it is important that the yacht is well aired or ventilated constantly or at least as often as possible.

You should first inspect your yacht for eventual leakages and repair them immediately. Next, make sure that your bilge is always dry and clean. Dirt can damage the bilge pump and cause a breakdown. All furniture is made of high quality wood that has been varnished several times. The surfaces should not be cleaned with aggressive cleaning agents.

**⚠NOTICE**

IT IS RECOMMENDED TO RE-VARNISH ALL SCRATCHES OR OTHER DAMAGE IMMEDIATELY TO PROTECT THE WOOD FROM WATER AND SALT. THOSE SPOTS SHOULD BE GRAINED WITH FINE GRAIN ABRASIVE PAPER BEFORE VARNISHING THEM WITH THREE COATS.

### Airing

Regardless of the place where you store your yacht during winter (in a shed or open air), good airing prevents corrosion, moldy spots and mildew. The low humidity in clean winter weather dries the yacht out very well.

### Rigging

During the winter storage, the rigging should also be inspected carefully. This includes not only all running and standing rigging, but also the halyard sheaves as well as the mast and the boom themselves. Small damages can be repaired easily if the rigging is stored in a horizontal position.

### Electric installation

Contacts must be free of corrosion and connected tightly. Please check all connecting parts once a year. The batteries require special care. The inscription "maintenance free" should not tempt you to leave the batteries connected on board if id is freezing. Only a well charged battery, disconnected from the mains, will guarantee a trouble-free operation in the next season.

### Hose clips

All water-containing systems below the waterline are secured with double hose clips. Check weather they are tightly fixed.

### Tanks

Fuel tanks:
If there are any leftovers of diesel in the tank you should empty and air it.
Water tank:
Empty the fresh water tank completely and open it.
Wastewater (holding) tank and pipes/hoses:
Clean them with light cleaning agents and open them for airing. Opened tanks and hoses should be covered with a cloth or gauze to prevent dirt from entering and allow airing.

## 11.2 Coatings

You may contact your marina or the yard if you have any questions concerning the coatings. It is preferable to rely on one producer and one of their systems.

## 11.3 Wearing and spare parts

As an experienced skipper, you will not have difficulties getting original spare parts. If you need help, please contact the yard.
If you need spare parts but cannot find original ones, you should pay attention to the stability values and keeping the yacht on a high technical standard it had at the time of delivery.

## 11.4 Repair work

When your hull needs repair, you can consult a reliable workshop. The interior construction was designed in such a way that a non-destructive elimination of defects can be conducted. For repairs to your equipment you can contact a reliable workshop or the shipyard.

## 11.5 Winter storage

Some sound advice on winter storage already exists in this manual. Generally speaking, all firms offering winter storage should meet the latest technology standards as far as environmental conditions, storage blocks, fire protection and accessibility to your yacht is concerned. Moreover there should be fixed rules for work done by the owner himself, to prevent any interference with other sportsmen.

If possible, the following objects should be taken from the yacht and stored in a dry and frost-free place:

- Ship papers and relevant documents
- Charts, books and instruments.
- Mattresses, upholstery, blankets and sleeping bags,
- Sails and lines/ropes,
- Food,
- Gas cylinders,
- Safety equipment,
- Life rafts and rubber dinghy,
- Batteries

**Before storing for the winter, you should pay special attention to the following parts and protect them accordingly:**

- Rinse and clean the transmitters of the speedometer and the echo sounder.
- Maintain the electrical systems and clean them with appropriate materials.
- Water pipes can be successfully cleaned with soft acids, e.g. white vinegar.
- Water valves should be taken apart and greased.
- The toilet and appropriate pipes are cleaned with fresh water.
- The rudder should be fixed so no movement is possible (e.g. by fixing the tiller or wheel).

## Engine

- Fill the fuel tank full.
- Replace the propeller's sacrificial anode if necessary.
- Empty the engine of all cooling water and follow instructions given by the manufacturer.
- Slacken all belts (lighting engine and other engine driven devices).

## Winter storage

- Observe all notes in the engine manual.
- Store fully charged batteries in a ventilated frost-free space.
- Lubricate the steering wire and components.
- Remove all water from the ship and protect it against rainwater.
- Replace all components that seem unreliable.

## Mast and rigging

It may not always be possible, but it is recommendable to:

- Unship the mast.
- Refit all standing and running rigging.
- Inspect the cables and other wires.
- Inspect bolts, spanners and other tie points for possible fatigue of material or cracks.
- Rinse all aluminum parts with fresh water.
- Rinse all lines/ropes with fresh water and store them in a dry space.
- Rinse and grease all guide rollers of the mast and boom.

# 12. Final remarks and notes

This manual is in conformity with the directives of the harmonized European Norm EN 10240. Much of it might go without saying for you. Nevertheless, we hope that dealing with the different chapters of this manual will help you understand the technical systems and the ideas behind them. As mentioned earlier in the introduction, the purpose of this manual is to contribute to a pleasing used of the yacht.

Among the things that are not dealt with are e.g. the personal safety equipment. This is the sole responsibility of the skipper. It goes without saying that rescue means for all persons on board must exist. This includes procurement and maintenance of a life raft, signaling means, first aid and a tool kit.

Since the European Recreation Craft Directive pays special attention to fire protection, fire extinguishers must be maintained in regular intervals. The skipper has a duty to train his crew for operating this equipment.

Those who are trained for an emergency are usually never involved in one. Just in case, the yacht is properly equipped for these situations.

We are constantly working on further developing sailing yachts. We hope you will understand that we have to reserve the right to carry out changes as far as form, equipment and technology is concerned. For reasons you cannot lay claim to a complete correspondence of your yacht with the information, figures and descriptions in this manual.

If your yacht is equipped with any details not found in this manual or in the owner's file, your contractual party will inform you about the correct operation and maintenance.

Since all yachts manufactured by the **AD BOATS l.t.d.** are exclusively sold by official dealers there is no contractual relationship between the yard and the customer/owner.

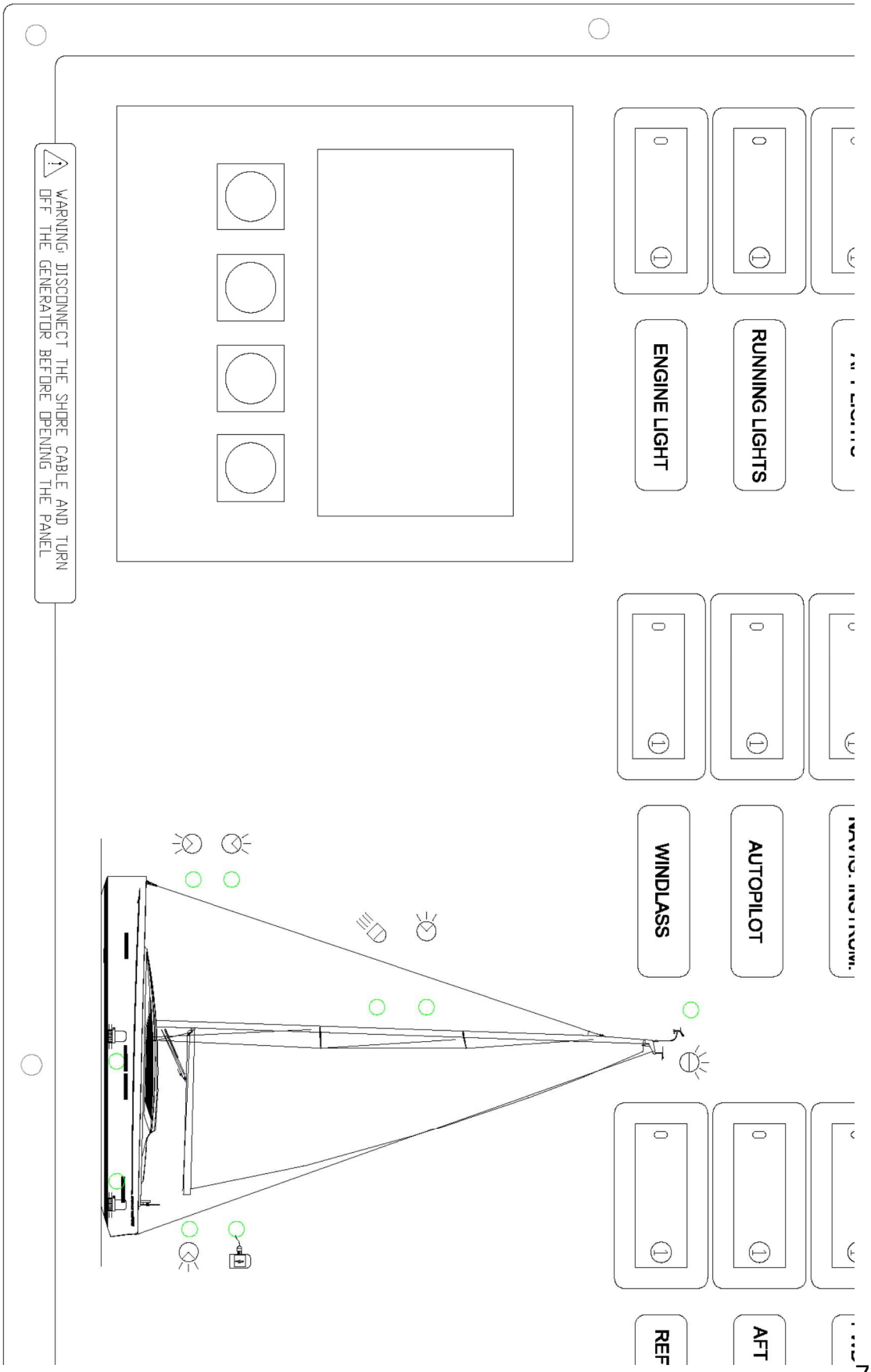
**AD BOATS l.t.d.** is thus not familiar with details of the contract between the dealer and the customer. This is why it is not urgent that your contractual party takes over the full extent of our warranty conditions.

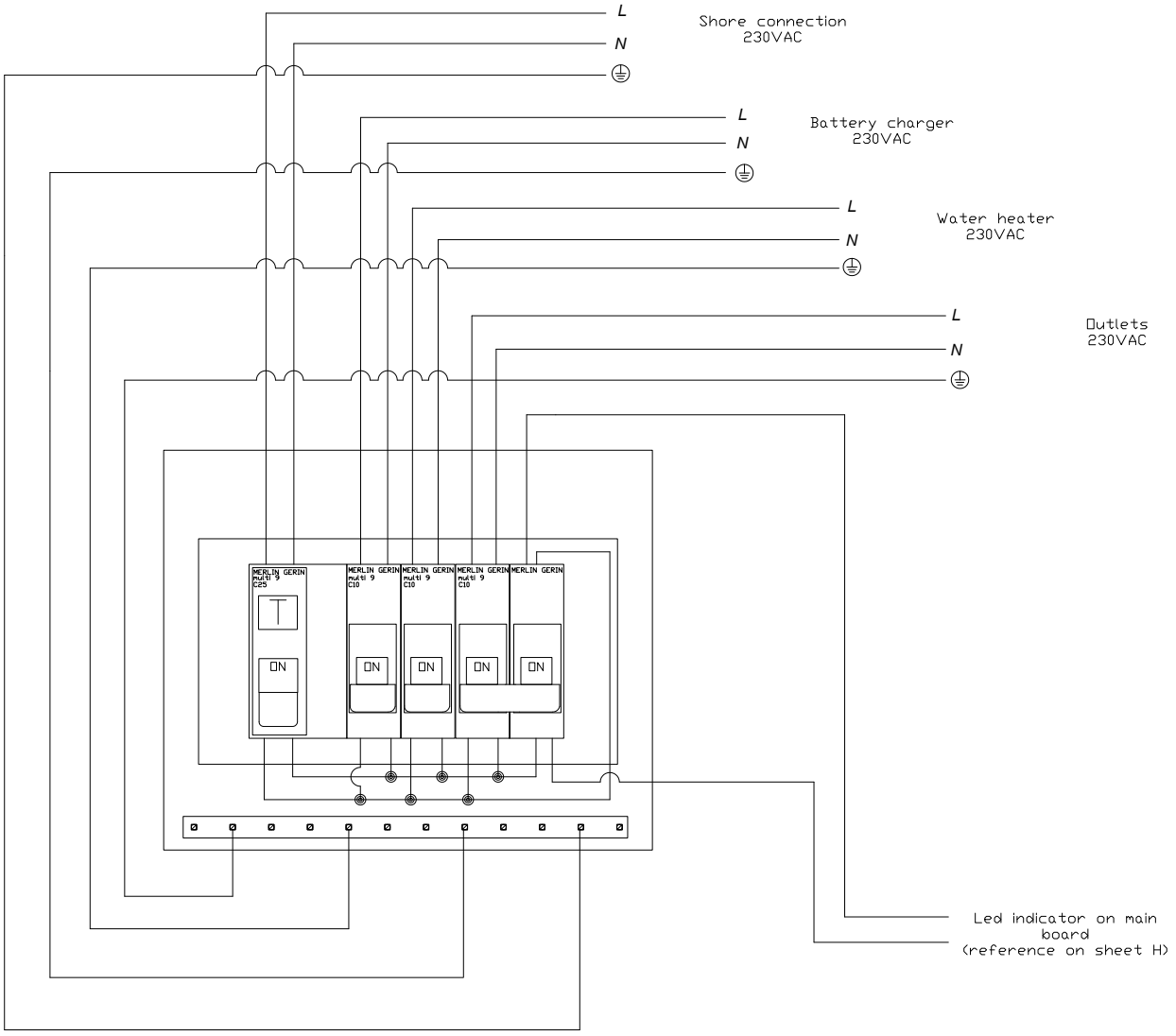
# 13. List of manuals supplied

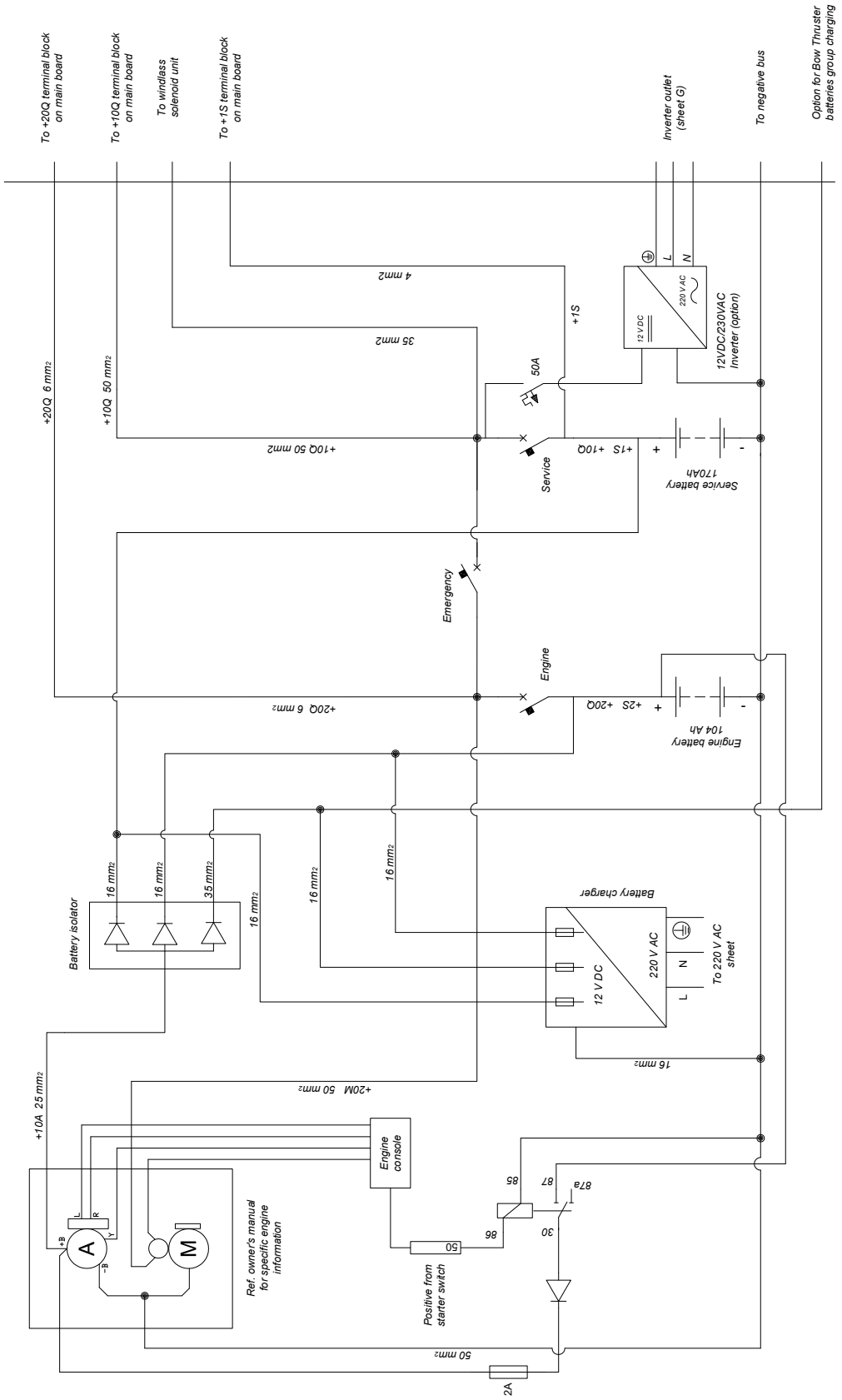
- Manual with the Declaration of Conformity
- Engine Assurance board with corresponding instruction
- Gas test document
- Release checklist
- Mast tuning manual
- Working instructions: hand operated bilge pump
  bilge pump
  WC installation
  Tri data

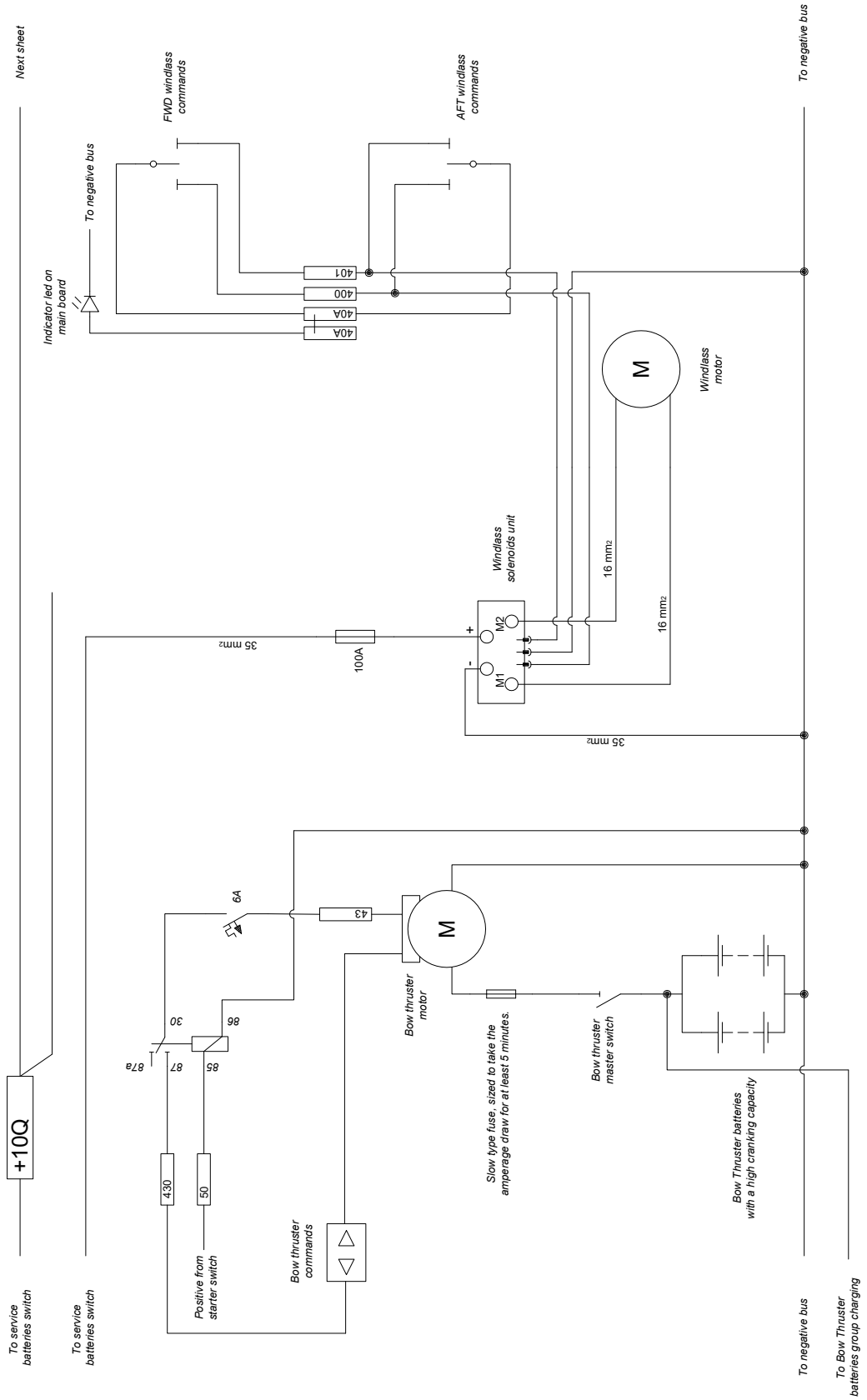
*others manual

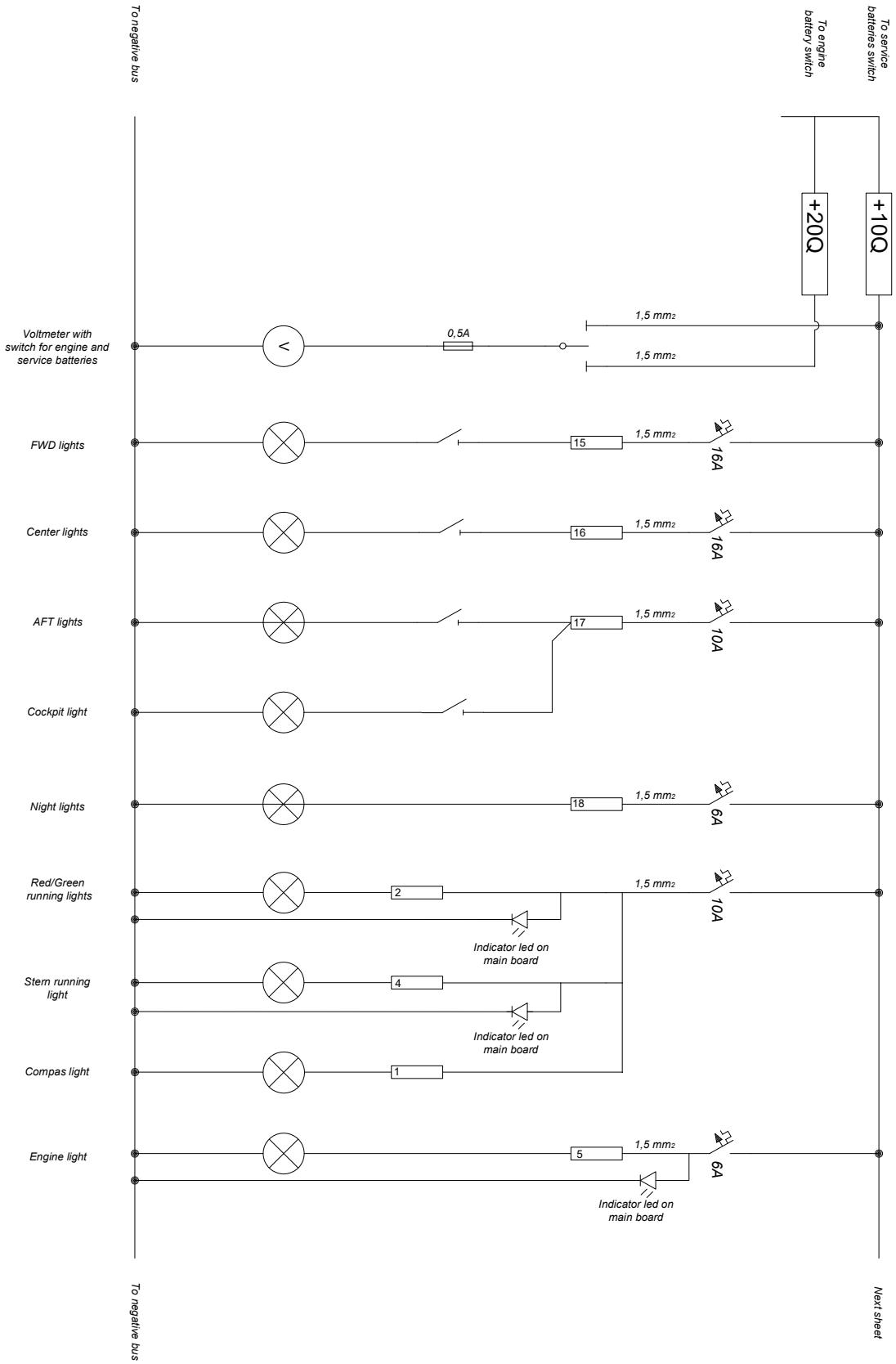
# 14. Electric manual

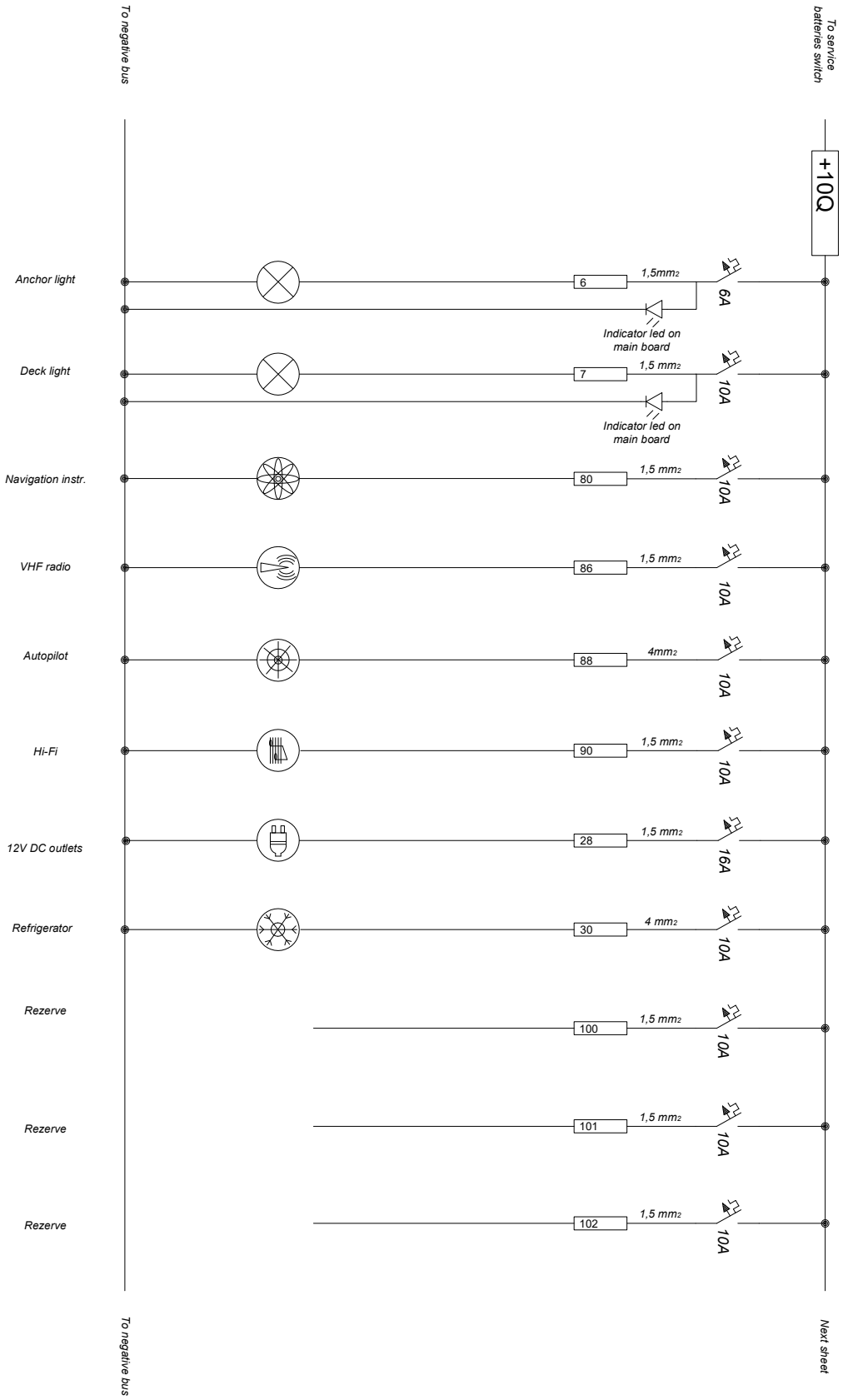


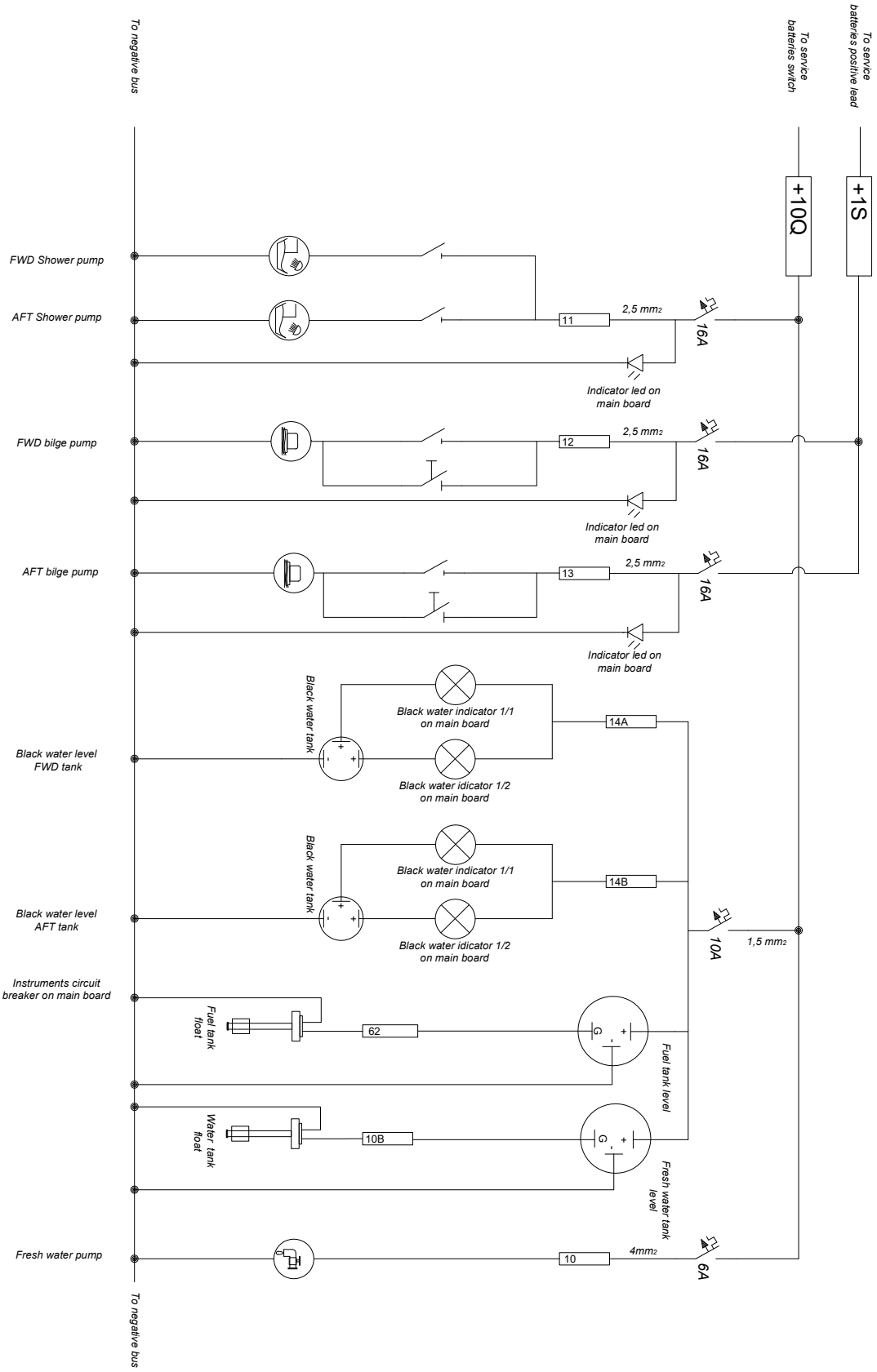

L
N
Shore connection
230VAC
L
N
Battery charger
230VAC
L
N
Water heater
230VAC
L
N
Outlets
230VAC
MERLIN GERIN
multi 9
C25
MERLIN GERIN
multi 9
C10
MERLIN GERIN
multi 9
C10
MERLIN GERIN
multi 9
C10
MERLIN GERIN
ON
Led indicator on main
board
(reference on sheet H)

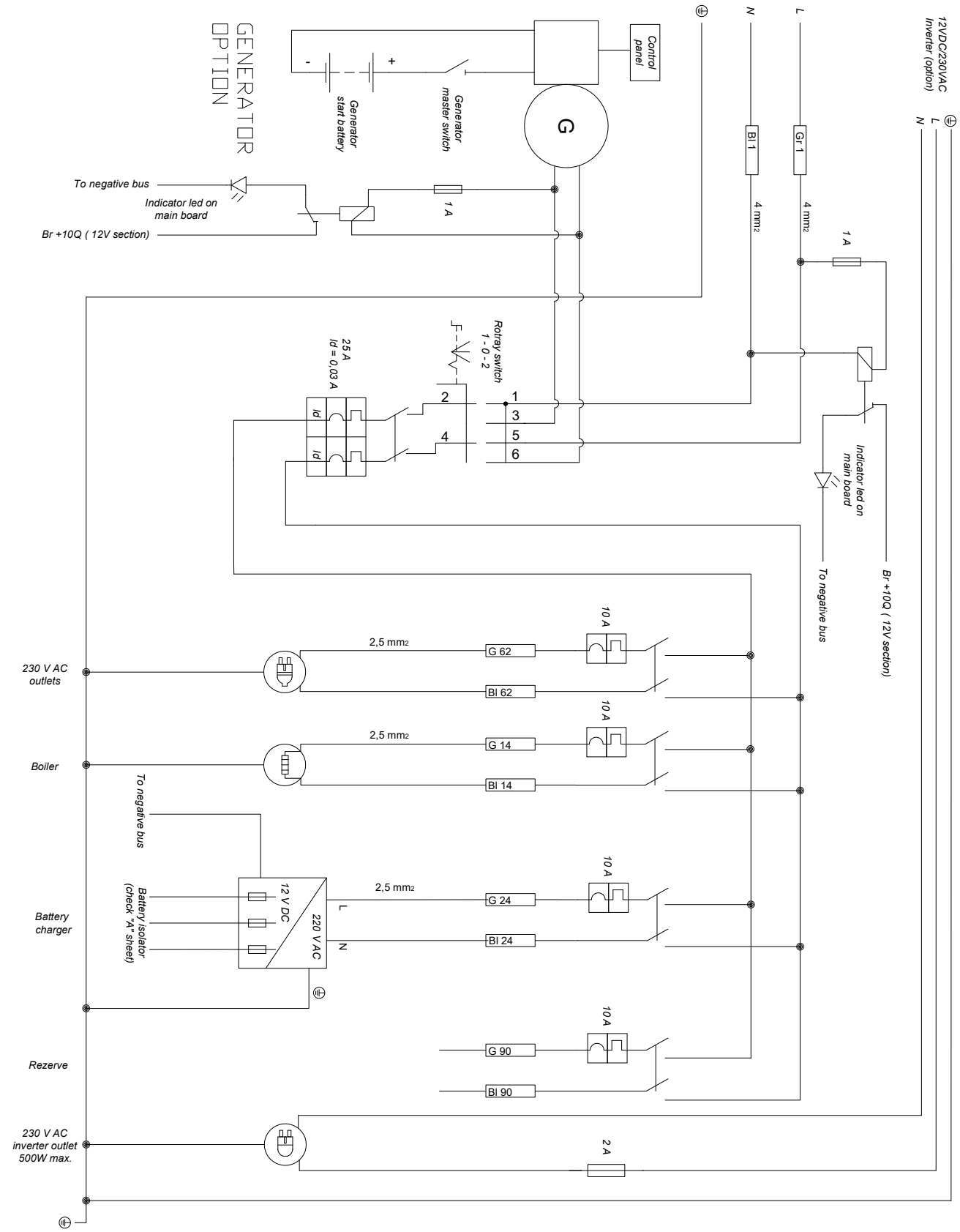

To +200Q terminal block on main board
To +100Q terminal block on main board
To windlass solenoid unit
To +1S terminal block on main board
Inverter outlet (sheet G)
To negative bus
Option for Bow Thruster batteries group charging
+20Q 6 mm2
+10Q 50 mm2
35 mm2
4 mm2
+1S
50A
12VDC/230VAC Inverter (option)
12 V DC
220 V AC
L
N
+10Q 50 mm2
Service
+1S +10Q
Service battery 170Ah
Emergency
Engine
+20Q 6 mm2
+2S +20Q
Engine battery 104 Ah
16 mm2
16 mm2
35 mm2
16 mm2
16 mm2
Battery isolator
Battery charger
12 V DC
220 V AC
To 220 V AC sheet
16 mm2
+20M 50 mm2
+10A 25 mm2
Engine console
87a
87
85
86
30
50
Positive from starter switch
Ref. owner's manual for specific engine information
50 mm2
2A

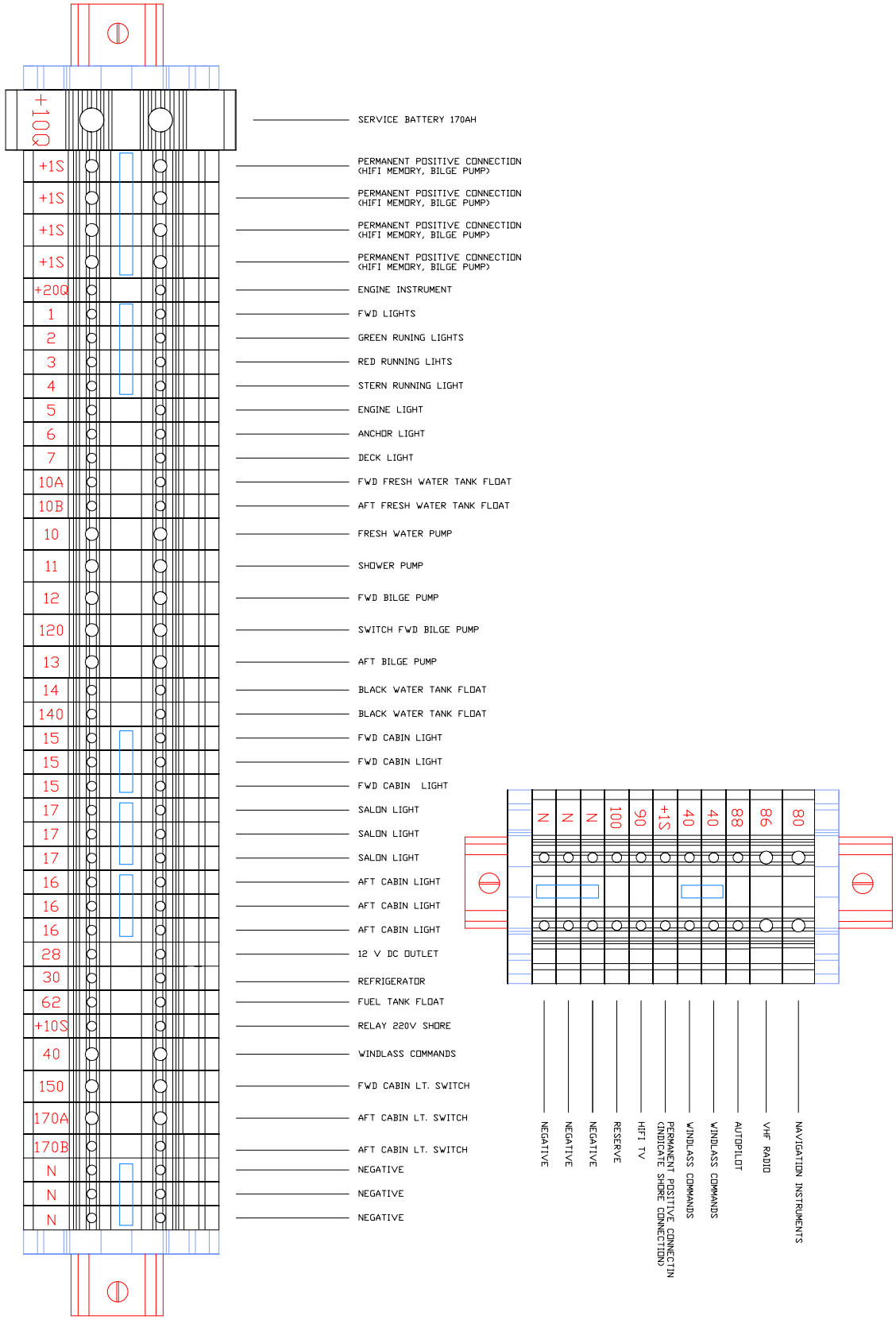

Next sheet
To negative bus
FWD windlass commands
AFT windlass commands
To negative bus
Indicator led on main board
401
400
40A
40A
M
Windlass motor
Windlass solenoids unit
16 mm2
16 mm2
M2
M1
+
-
35 mm2
100A
35 mm2
6A
43
M
Bow thruster motor
30
86
85
87
87a
Slow type fuse, sized to take the amperage draw for at least 5 minutes.
Bow thruster master switch
Bow Thruster batteries with a high cranking capacity
+10Q
430
50
Positive from starter switch
Bow thruster commands
To service batteries switch
To service batteries switch
To negative bus
To Bow Thruster batteries group charging


To negative bus
To engine battery switch
To service batteries switch
+20Q
+10Q
Voltmeter with switch for engine and service batteries
V
0,5A
1,5 mm2
1,5 mm2
FWD lights
15
1,5 mm2
16A
Center lights
16
1,5 mm2
16A
AFT lights
17
1,5 mm2
10A
Cockpit light
Night lights
18
1,5 mm2
6A
Red/Green running lights
2
1,5 mm2
10A
Indicator led on main board
Stern running light
4
Indicator led on main board
Compas light
1
Engine light
5
1,5 mm2
6A
Indicator led on main board
To negative bus
Next sheet


To negative bus
To service batteries switch
+10Q
Anchor light
6
1,5mm2
6A
Indicator led on main board
Deck light
7
1,5 mm2
10A
Indicator led on main board
Navigation instr.
80
1,5 mm2
10A
VHF radio
86
1,5 mm2
10A
Autopilot
88
4mm2
10A
Hi-Fi
90
1,5 mm2
10A
12V DC outlets
28
1,5 mm2
16A
Refrigerator
30
4 mm2
10A
Rezerve
100
1,5 mm2
10A
Rezerve
101
1,5 mm2
10A
Rezerve
102
1,5 mm2
10A
To negative bus
Next sheet


To negative bus
To service batteries switch
To service batteries positive lead
+10Q
+1S
FWD Shower pump
AFT Shower pump
11
2,5 mm2
16A
Indicator led on main board
FWD bilge pump
12
2,5 mm2
16A
Indicator led on main board
AFT bilge pump
13
2,5 mm2
16A
Indicator led on main board
Black water level FWD tank
Black water tank
Black water indicator 1/1 on main board
14A
Black water idicator 1/2 on main board
Black water level AFT tank
Black water tank
Black water indicator 1/1 on main board
14B
Black water idicator 1/2 on main board
10A
1,5 mm2
Instruments circuit breaker on main board
Fuel tank float
62
G
Fuel tank level
Water tank float
10B
G
Fresh water tank level
Fresh water pump
10
4mm2
6A
To negative bus


GENERATOR OPTION
Control panel
Generator start battery
Generator master switch
G
To negative bus
Indicator led on main board
Br +10Q ( 12V section)
1 A
Bl 1
4 mm2
Gr 1
4 mm2
1 A
12VDC/230VAC Inverter (option)
N
L
25 A Id = 0,03 A
Id
Id
Rotray switch 1 - 0 - 2
1
2
3
4
5
6
Indicator led on main board
To negative bus
Br +10Q ( 12V section)
10 A
2,5 mm2
G 62
Bl 62
230 V AC outlets
10 A
2,5 mm2
G 14
Bl 14
Boiler
To negative bus
10 A
2,5 mm2
G 24
Bl 24
Battery charger
Battery isolator (check "A" sheet)
12 V DC
220 V AC
L
N
10 A
G 90
Bl 90
Rezerve
230 V AC inverter outlet 500W max.
2 A


+100
SERVICE BATTERY 170AH
+1S
PERMANENT POSITIVE CONNECTION (HIFI MEMORY, BILGE PUMP)
+1S
PERMANENT POSITIVE CONNECTION (HIFI MEMORY, BILGE PUMP)
+1S
PERMANENT POSITIVE CONNECTION (HIFI MEMORY, BILGE PUMP)
+1S
PERMANENT POSITIVE CONNECTION (HIFI MEMORY, BILGE PUMP)
+20Q
ENGINE INSTRUMENT
1
FWD LIGHTS
2
GREEN RUNING LIGHTS
3
RED RUNNING LIHTS
4
STERN RUNNING LIGHT
5
ENGINE LIGHT
6
ANCHOR LIGHT
7
DECK LIGHT
10A
FWD FRESH WATER TANK FLOAT
10B
AFT FRESH WATER TANK FLOAT
10
FRESH WATER PUMP
11
SHOWER PUMP
12
FWD BILGE PUMP
120
SWITCH FWD BILGE PUMP
13
AFT BILGE PUMP
14
BLACK WATER TANK FLOAT
140
BLACK WATER TANK FLOAT
15
FWD CABIN LIGHT
15
FWD CABIN LIGHT
15
FWD CABIN LIGHT
17
SALON LIGHT
17
SALON LIGHT
17
SALON LIGHT
16
AFT CABIN LIGHT
16
AFT CABIN LIGHT
16
AFT CABIN LIGHT
28
12 V DC OUTLET
30
REFRIGERATOR
62
FUEL TANK FLOAT
+10S
RELAY 220V SHORE
40
WINDLASS COMMANDS
150
FWD CABIN LT. SWITCH
170A
AFT CABIN LT. SWITCH
170B
AFT CABIN LT. SWITCH
N
NEGATIVE
N
NEGATIVE
N
NEGATIVE
N
NEGATIVE
100
RESERVE
90
HIFI TV
+1S
PERMANENT POSITIVE CONNECTIN (INDICATE SHORE CONNECTION)
40
WINDLASS COMMANDS
40
WINDLASS COMMANDS
88
AUTOPILOT
86
VHF RADIO
80
NAVIGATION INSTRUMENTS

## ***Proof of identity***

(to be completed by the dealer or your contractual party)

**1.** First launch: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

**2.** Date of delivery to owner: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

**3.** Type of boat: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

**4.** Hull identification number: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

**5.** Name of the yacht: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

**6.** Manufacture and type of engine: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

**7.** Engine number: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

**8.** Gear (manufacture, type, ratio): _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

**9.** Propeller (manufacture, type, dim.): _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

**10.** Dealer, representative (name/address): _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

**11.** Signature/stamp dealer: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

**Please return signed to:**

(address of the dealer)

## Acknowledgement of receipt

**Name:**

**Address:**

Owner of the yacht SALONA 380

**This recreational craft has the guarantee mentioned with the yacht.**

**This guarantee begins on _____ (date of commencement)**

**Signature: _____**