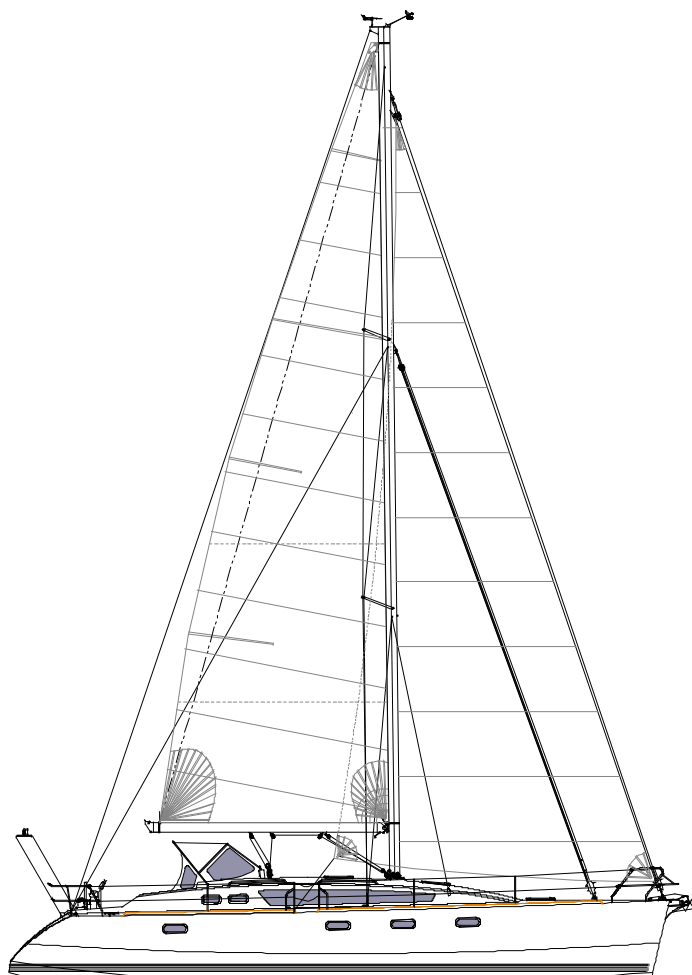




OWNER MANUAL

ACCORDING TO EUROPEAN DIRECTIVE 94/25/CE
AMENDED BY EUROPEAN DIRECTIVE 2003/44/CE



OVNI 445

DESIGN CATEGORY A

This document has 84 pages, numbered from 1 to 37, more than 47 pages of plans and diagrams.

Your vendor

Name _____

Address _____

Is the supplier of **SAS CHANTIER ALUBAT** and you can receive all the necessary assistance to solve the problems during launching and masting, as well as for technical control for commissioning of boat and maintenance of the boat. He will assist you for the administrative procedures of registration of your boat.

Once you become the owner, you should have knowledge of the user manual delivered with your boat. The receipts are dated and signed at the bottom and are sent to your vendor.

Guaranty conditions : see page 34

Cut along the pointed lines

Receipt of the user manual

I the undersigned :

Name _____

Address _____

Owner of the OVNI 495 n° _____

Declared to have received the user manual of the OVNI 445 sail ship having:

- The safety declaration of acceptability
- The acceptability certificate at the tonnage type pleasure boat series.

This pleasure boat is covered by guaranty conditions figuring at
The page 34 of the present user manual.

The guaranty starts at the _____ (date of the day)

Signature

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INTRODUCTION

Dear Sir, Dear Madam,

Welcome to the family of owners of **ALUBAT** sailboat

This Manuel has prepared for the owner to assist the usage of the sailboat with pleasure and safety. This manual contains the details about the boat, its equipments that are supplied and provided, its functional systems, and the information on their usage. Carefully read it and familiarize yourself with the boat before reaching the sea.

Even if the boat is approved and is well equipped for the wind and sea conditions, corresponding to the A, B, C categories, such as tempest, abnormal wind condition, abnormal waves or squall, the navigation presents the danger for which only the trained and experienced person can navigate in a satisfactory manner.

Ensure yourself about the wind condition and the sea condition corresponding to the category of the design of your boat, and make sure that you and your team are capable to operate the boat in these conditions.

This manual is not on the safety of the navigation or about the marine knowledge. If this boat is your first boat or if you change the boat with the boat in which you are not familiar, for your comfort and for your safety, ensure yourself that you acquire an experience on its operation and its usage before taking the controls. Your dealers, your national federation of ship or power boating or your yacht club will be happy to inform you about the navigation schools and the qualified instructors of the region.

This manual is not a detailed guide on the maintenance or on the repairing. In case of any difficulty call the constructor of the boat or its representative.

Always use the services of experienced professional for maintenance and mounting of the accessories. **The modification affecting the safety characteristics of the boat should be assessed, executed and documented by the competent persons. The boat constructors cannot be responsible for the modification that he has not approved.**

KEEP THIS MANUAL IN A SAFE PLACE AND GIVE IT TO THE NEW OWNER IF YOU SELL THE SHIP.

WARNING: *Our boats are regularly improved based on experience of our clients and the researches made by the shipyard, thus the specification given in the manual are not contractual and can be modified before and without obligation of any updation.*

This manual has for the aim to cover maximum number of information and thus the equipments or the paragraphs does not concern about the boat. In case of any doubt, refer to the inventor during your order.

1. CATEGORIE DE CONCEPTION DU NAVIRE

Your **OVNI 365** is in the design category of HIGH SEA (category A).

In the normal usage conditions, your boat is designed to navigate in the waves of significant height of 7m and the high wind force of 10 or more, and to resist in the very severe conditions.

This capacity to navigate depends also in the skill of the team, its physical capacity, maintenance of the boat and its fitting.

Be careful before launching in the sea.

The chantier Naval ALUBAT cannot guaranty perfect operation of the ship in the exceptional condition of sea (violent wind, hurricane, cyclone, tornado....)

DESIGN CATEGORY

Design category	Navigation type	Wind force (high force)	Speed of the wind	Significant height of the wind to be considered
A	In high wave	Beyond 8	Until to 28 m/s	Beyond 4 m
B	At high sea	Up to 8 inclusive	Until to 21m/s	Up to 4 m inclusive
C	Near the sides	Up to 6 inclusive	Until to 17 m/s	Up to 2 m inclusive
D	In protected water	Up to 4 inclusive	Until to 13 m/s	Up to 0.5 m inclusive

TAKE THE SEA, NO RISK

Check the weather before starting to the sea.

At the port : The harbor display the weather report and weather forecast for all the days.

France meteorological at 08.36.68.08.08.

Navifax - direct to 08.36.70.18.52.

VHF : the CROSS emits much report per day, after the announcement in the channel 16.

The chantier ALUBAT has chosen the institute for certification and standardization of water sports like the organization to verify the conformity of your boat at the European director office CE 94/25, in the frame of design category of the modules B and G.

Identification

The identification number of the hull is situated on the starboard side of the transom. It is constituted of series of letters and digits starting from **FR-ALU**

1.1 Degree of danger

DANGER	Indicates extreme intrinsic risk that results in large probability of death or irreparable wound if the appropriate precautions are not taken.
WARNING	Indicates that the risk can cause wound or death if appropriate precautions are not taken.
ATTENTION	Indicates practical safety measures or appropriate attention during dangerous practice which can result in the wound for persons or damage for the boat and its components.

2. TECHNICAL CHARACTERISTICS OF THE BOAT

2.1. General characteristics

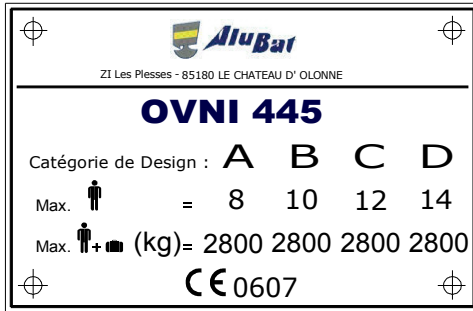
Model:	OVNI 445
Architecture:	Marc Lombard
Design category	A
No of notified organization	CE/0607
CIN No	FR -ALU _____
Hull length:	13.80 m
Waterline length:	12.66 m
Maximum breadth :	4.29 m
Draught	1.05/3.15 m
Beam :	19.50 m
Weight of the ballast :	3 725 kg
Slight displacement :	10426 kg
Displacement in load	13 182 kg

GV Surface	43.50 m ²
Genoa surface	53,90 m ²
Staysail	24,50 m ²

Water capacity without water heater (approx)	540 L+(100 L)
Fuel Capacity (approx)	500 L
Holding tank	75 L x2
Engine battery (according to the version)	90 Ah x 1
Service battery	90Ah x 3
Main means of propulsion	Voile
Maximum admissible engine power	40,4 kw / 75 cv

Note : The capacity of different tanks of fresh water and the fuel is not generally utilizable according to the trim or the loading of boat. For the fuel, it is recommended to save the 20% reserve.

Plate constructor



The manufacturer plate is situated in the cockpit. You will find certain important information there whose explanations are given below.

Design category = A

: Haute mer (voir 1.1)

Maximum number of persons = 8



: recommended by the constructor when the boat navigates in sea condition corresponding to its design category.

Maximum additional load = 3000 kg



: including 8 persons with equipment, articles of personal use and victualling (excluding different reservoir capacity (water, diesel fuel,...) and the load constituted by the mounting of different shipyard options.

CE 0607

CE marking indicating the conformity of the boat to all the prescriptions of the director. The sequence of the digits is the code of the certification organisation. In the case of ICNN (Institute for certification of the standardisation of the water sports), Bruxelles (see : conformity declaration)

3. ELECTRIC SYSTEMS

3.1. The electrical system safety and use guidelines

WARNING
Dos: - Verify the state of the batteries (charge and electrolyte level) and the charge system before launching in the sea. - Disconnect and set the batteries for the wintering. - Maintain the voltage of the battery more than 10.5 V during the wintering. - Bring the exchange bulbs for the navigation light and the inner lighting. Follow the power particularly for the navigation light. - Verify the operation of the navigation apparatus. - Verify the operation of the navigation light before the night navigation Don't: - Work on low voltage electrical equipment. - Modify the installation and pertinent schemas, except if it is executed by qualified electrician in marine electricity. - Change or modify the capacity of rupture of the protection apparatus against the over intensity. - Replace the apparatus or electrical material by excess components The prescribed capacity without recalibrating the conductor and their protection - let the ship without supervision when the electrical installation is low voltage, except the automatic bilge pump and the fire or theft proof circuits.

If a fuse or a circuit breaker does not cease to blow, a specialist has to be called to determine the origin of the short circuit.

3.2. Installation of new equipments

From the 1st January 1996, the electrical equipments are subjected to European Rules «electromagnetic compatibility (Ref 89/336/CEE). It is thus not necessary to install the new equipments which responds to the standard and which carries CE markings. The apparatus should also be delivered with conformity certificate and usage notice.

Only use electrical apparatus with double insulation in the case of 220V installation. During the installation of these apparatus, follow the mounting guidelines (wire sections, protection).

To avoid the maintenance problems, carry the manual for modification of electrical schema.

3.3 Batteries

The capacity of the batteries has been studied to meet the energy need of the accessories. To avoid the entire problem, it is necessary to ensure proper care and maintenance of the batteries.

Parc of 3 batteries of servitude of 90 Ah below rear berth Bd.

1 battery of 90 Ah for engine starting

Engine circuit breaker

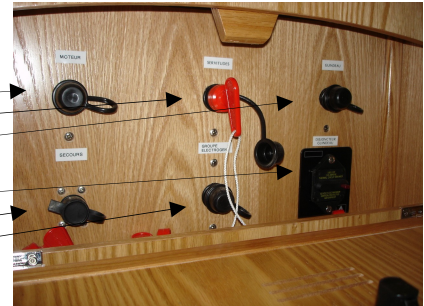
Servitude circuit breaker

Windlass circuit breaker

Windlass fuss

Single pole safety circuit breaker

GE circuit breaker in option



Circuit breaker box on the front side of the rear carbine berth Bd

ATTENTION

- When you install new electrical apparatus, note that the overall consumption of the apparatus remains with respect to the capacity of your batteries.

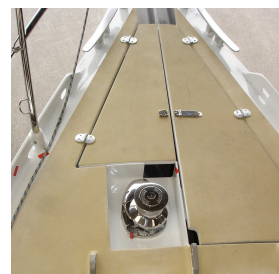
- Always disconnect negative terminal of the battery before the positive terminal
- Never set to terminals of the battery in contact with each other by intermediate of conductor objects (tools , etc...)
- During the manipulation of the batteries, avoid all the electrolytic liquid leakage by maintaining them horizontally. Wear pants and clothes which avoids the risk of contact with electrolytic liquid in case of leakage.

- In case of projection of electrolyte, rinse thoroughly the part of the body that contacts with the body and consult the doctor.

3.4 Electrical windlass

ATTENTION

When you use the electrical windlass, it is imperative to operate your engine with slight acceleration.



3.5 Installation 220 Volts

DANGER

The 220V installation is protected by a circuit breaker and is provided with a differential block. The cabling of the 220V accessories of supplementary board should be carried out by the professional with appropriate recalibration of the general circuit breaker.

During the maintenance out of sea water in closed position to have a **ground protection** via dock haul.



Grounding circuit breaker of sailboat besides the water

Location of general 220 v int. Circuit breaker in the rear cockpit Bd

Attention ! When the ship is at dock put the circuit breaker in open position.

DANGER

Your boat is delivered with a boat/platform supply cable and male plug near the terminal wharf. The cable is provided for outside usage. Its section is adapted according to the length and power of the main circuit breaker (see electrical diagram). The plug is adapted to the female plug of the wharf (you inform the profession if necessary). It is very near to the type **IP 67 / IEC529**

- Cut the supply to wharf at the level of the sectioning device installed before connecting or disconnecting boat supply cable/wharf.
- Connect the boat supply cable/wharf on the boat before connecting it on the wharf terminal
- Disconnect the boat supply cable/ wharf on the wharf terminal before disconnecting it from the boat
- Close the protection of the supply inlet at the wharf



220 v Table at the card board with voltage indicator

4. GAS INSTALLATION

4.1 Guidelines for usage

- Carefully read the usage notice of the stove and the pressure regulator.
- Ensure the conformity of the gas cylinder and pressure regulator to the specification of the stove (flow, pressure, gas type).
- Ensure the conformity of the gas cylinder to the current rules in the country of usage.
 - The apparatus burning the fuel consumes the oxygen of the cabin and rejects the combustion products in the ship. Ventilation is necessary when the apparatus functions. Open the windows of the roof when you cook.
- Do not close the rapid access to the gas installation elements (cylinder cover, shut-off cork).
- The gas cylinder should always be interposed in its housing.



Stove/Furnace



Gas supply valve under the stove

- Do not let the ship without supervision when the gas apparatus functions.
- Close the assembly of circuit valves when the boat is not occupied (shut-off valve, pressure valve tap), even when the bottle is empty.
- Do not smoke when you descend inside the boat when the boat is closed, ensures that there is absence of gas odor.
- If you smell a gas odor, close the valves of the circuit and valves of stove, ventilate the boat, detect the leakage before setting the installation in operation.

WARNING

The valves of the circuit should be immediately closed in case of emergency.

4.2 Verification of the circuit

- The gas circuit should be tested periodically:
 - ° Close all the galley valves.
 - ° Open the supply valve of the stove as well as valve of the pressure regulator.
 - ° Verify the sealing of all the connections by means of the leakage detection apparatus or by soap water application.

ATTENTION!

Do not use solution containing ammonia.

DANGER!

Do not use flame to detect the leakage.

It is necessary that the repairing and modification of the circuit is carried out by a competent person

The flexible pipes should be:

- Regularly controlled, at least once in an year,
- Replaced if the expiry date mentioned on the pipe has exceeded,
- Replaced five years after the fabrication date of the pipe which can be marked on the pipe,
- Replaced in case of deterioration

4.3. Changing of the gas cylinder

DANGER!

- Close the valves of the stove as well as valves that are found before the stove.
- Do not smoke, and Don not use any flame assuring replacement of the gas cylinder.



Gas Deck in starboard bathing platform

5. 3 CABINES INNER ARRANGMENT

All the Joinery works are made by rose oak under solid form. All the partitions and dividers are screwed and glued with the shell or deck. All the wood, are protected by several layers of polyurethane varnish.

The floors are made up of counter veneer roving light nets.

5.1. Companionway

Smoked Plexiglas sliding hatch

Smoked Plexiglas washboard in two parts with ventilation and s/s lock

Solid teak frame

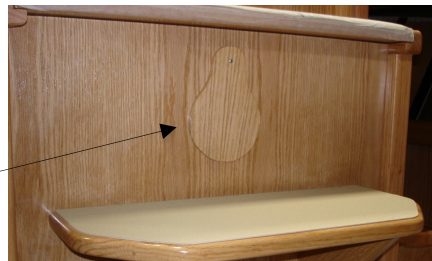
2 teak handrails

Companionway steps in solid wood with non-slip strips

Immovable lower panel (+ Fire extinguisher opening): Front side access to the motor.

In case of fire

Opening for the nozzle of the extinguisher



5.2. Navigation post

Chart table 780 x 550 mm

Library and storage space

Main switch panel 12 v: 20 functions – 220 v: 5 functions

1 Flexible chart table

Spotlight

Navigator seat with storage space

Chart storage unit

1 12 v socket + 1 220 v socket

Fuel gauge, fresh water flow meter

Electronic console

5.3. Saloon

Portside Lateral settee and settee in vis-à-vis on centerboard well
Cushions and backrests made up of fabric
Small side locker behind settee with storage space
Laminated teak striped floors
Ventilation and lighting by 2 portholes on fixed hull, and 2 deck hatches with curtains
4 spot lights
White headlining on roofs and oak wood on edges
Storage space under side settee and central bench
Saloon table

5.4. Galley

Functional Arrangement
Large worktop and numerous storages
2 s/s sinks
Pressurized hot and cold water mixing tap
Gimbaled s/s two burner stove with oven, s/s hand rail
160 L Refrigerator
Two self dressers with doors
Ventilation and lighting through 1 fixed hull porthole and 1 hatch on coach roof with curtains
Sea water foot pump
Trimmed work top
Ventilated storage space for cooking utensils
Laminated teak striped floors
1 220v socket, 1 spotlight



5.5. Front Carbine

Standard lateral double bed (central in option) with high density foam mattress. It is easily lift able.

Storage space under head of berth

Hanging locker unit in external gangway

1 deck hatch with curtain (safety escape in case of fire)

Thick cabin door

2 spot lights

Laminated teak striped floors

1 adjustable reading lamp

Small side locker with storage space



5.6. Front shower toilet compartment (std)

Access door with lock

Laminate bulkheads

WC manual

1 cupboard with shelves

1 mirror

Washbasin with pressurized hot and cold water tap/shower

1 electric shower discharge pump, teak grating

Light and ventilation through deck hatch with curtain

White laminate unit containing a hanging locker

1 spot light, 1 220v socket



5.7. Starboard AFT carbine

Standard lateral double bed with high density foam mattress. It is easily liftable.

1 large ventilated hanging locker

Storage space under the berth

Rudderstock along the edge

Ventilation and light through coaming portholes, and the cockpit (with curtain optionally) ≡

Door to saloon with lock

Inspection hatch to motor and technical zone (GE and water maker optionally)

1 spotlight and 2 directionless reading lights

Reservoir holding tank of 75 L (behind the hanging locker)



5.8. Portside AFT carbine

double berth with high density foam mattress. It is easily liftable.

1 large ventilated hanging locker

storage space under foot of berth

Rudderstock along the edge

Ventilation and light through coaming portholes, and the cockpit (with curtain)

Door to saloon with lock

Inspection hatch to motor

1 spotlight and 2 directionless reading lights



Motor and servitude batteries parc storage



12V electric circuit breaker under the bed (access in front of berth)

5.9. AFT Toilet-shower compartment (std)

Door to saloon with lock

Laminate bulkhead

WC manual

1 cupboard with shelves

1 mirror

Washbasin with pressurized hot and cold water tap/shower

1 electric shower discharge pump, teak grating

Light and ventilation through deck hatch with curtains

White laminate unit comprising a hanging lock

1 spotlight, 1 220v socket

5.10. Engine compartment

55 CV insulated two pole Diesel engine

Soundproof and ventilated by 1 input / 1 output engine

4 batteries 12v- 90 Ah (3 servitudes and 1 motor)

Battery charger and load distributor

22 L water heater; 220v power supply and via engine heat exchanger

1 electric bilge pump

Entire engine instrument panel on column; Single lever gas control

Three blade propeller on shaft with anode Ø 30 mm

Load distributor

Anti-siphon

Sea water filter



First compartment accessible behind companion ladder



Second soundproof compartment

GE sea water head gate (optional)

Engine sea water head gate



Placement under rear carbine floor Bd

6. DEWATERING AND SANITARY CIRCUIT

6.1. Characteristics of the dewatering system

Type of pump	Theoretical flow
Manual	39 L / 60 turns/min
12v well	16 l / mn

Carefully read the usage and maintenance notice of the bilge pump which accompanies your boat.



Placement of electric bilge pump and the pumping selection system,
Under main companionway lateral floor Bd

WARNING !

- Ensure the bilge pump is in functioning state before starting to the sea.
- Locate the hand pump and its lever,
- Locate the switch of the electric bilge pump at the switch board
- Regularly clean the well and the pump filters
- The bilge pump system is not provided to ensure that the floatability of the boat in case of damage. It is necessary to empty the water from spray, valve leakage or all other moderate leakage.



Localization of the manual bilge pump on Bd in the cockpit

The sink and the washbasins are supplied with soft water by an electric pump. A filter is installed upstream of the pump, it must be cleaned regularly.

Electric bilge pump of shower

Pressurized water unit

Filter

Flow meter

Water tank selection valve Bd or Td



Localization of pressurized water supply unit under lateral floor of main companionway Td

Do not turn the pump if the tank is empty. Fill it fully.

It is possible to sterilize the reservoir with the help of clonazone pellet (that is in sales in pharmacy).Each year, please demount the inspection panel in order to clean it by replacing the water added with bactericide detergent, let this product act some hours then make 2 to 3 rinsing. In winter, fill the tank fully to avoid the proliferation of algae or bacteria, or empty the reservoirs if there is a risk of frost, never use the antifreeze agent.

The hot water is produced by water heater connected on the cooling circuit of the engine and electric plug of wharf.

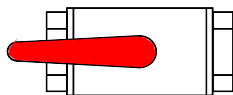
After emptying water heater, make sure that the heater is immersed before setting in low voltage.

6.3. Valves

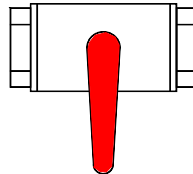
The valves are of type $\frac{1}{4}$ of turn:

- OPEN position : lever in the direction of the body of the valve,
- CLOSED position: level perpendicular to the body of the valve.

Vanne ouverte



Vanne fermée



- CLOSED position: level perpendicular to the body of the valve

ATTENTION !

- Never touch the locking of the valves on the hull. In case of leakage, consult the professional.
- During bad weather or while quitting your boat, close all the valves of the sanitary circuits.
- Maintain the valves closed when they are not used.
- During the wintering, clean and rinse the hull and the valve. Inspect the accessories . In case of serious repair, consult the retailer.

6.4. Operation of marine water closet

- Open the inlet sea water valve.
- Open the exhaust valve of the bowl.
- Set the lever on a « FLUSH » position (flushing).
- Operate the pump.
- To empty the bowl and to avoid all movement of water to the deposit, position the lever on the « DRY BOWL » (Drying of the bowl).
- Operate the pump till the drying of the bowl.
- Repeat this flushing/drying operation of the bowl as many times necessary to ensure complete evacuation of the pipes.
- When the water closet are not used, set the level in « DRY BOWL » position, or for certain models on the « KEY » position
- **Close the valve after usage, the water closet is situated below the waterline**

Regularly change the joints of the water closet filter



7. FLOODING

Risk of flooding of boat:

- Verify the closing of scuttles and the deck panels or other openings permitting the flooding before starting the navigation .
- During the navigation under sails, close all the valves, except the engine water outlet.
- Verify periodically:
 - The sealing of through hull, valves and hose.
 - The good flow of discharge from cockpit.
 - The sealing of stern tube gland.

WARNING !

The deck lid of cockpit should be closed and locked before starting the navigation. This is more important for the decks having high risk of flooding

8. PROTECTION AGAINST THE FIRE

8.1. Installation

- The extinguishers are subjected to national laws, due to that your boat is delivered without the extinguisher.
 - We invite you to equip your boat with extinguisher, according to the ISO 9094-1 standard, at following conditions :
 - a) Minimum capacity of extinguisher : 5A/34B,
 - b) Combined minimum capacity of extinguisher : 10A/68B,
 - c) 1 extinguisher at least for:
 - 1 m for boat <10 m or 2 m for boat >10m of cockpit
 - 2 m of the discharge orifice to clean the motor,
 - d) 1 extinguisher at least for 2 m of stove,
 - e) 1 extinguisher at least for 5 m of berth.
 - f) The carbon dioxide extinguishers can be placed only in the living room where the inflammable liquids are present (Ex. :Galley) or the low voltage electric equipments are present. There should be only one CO2 extinguisher per risk zone and its maximum capacity should not be more than 2 Kg.
- Only the compatible replacement parts should be used for the fire-proof system. The parts should have the same indications and are equivalent technically.

WARNING

-	If the CO2 extinguisher is installed, the following information should be displayed near its location :
---	---

	<i>« This extinguisher contains the CO2 – Only use this to put-off the fire coming from the electric apparatus or for the galley fire. To avoid the asphyxia after discharge, leave the zone immediately. Ventilate the zone before entering. »</i>
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-	After the extinction of fire, do not immediately open the engine compartment to avoid the exit of toxic fumes and projection of incandescent products (oil, water).
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8.2. Safety Guidelines

ATTENTION

It is the responsibility of owner/Skipper:

- To verify the fire fighting equipments according to the instructions of manufacturer and the rules of your country.
- To replace the fire fighting material if it is expired or off-loaded, by the extinguisher apparatus of equal or higher capacity.
- To indicate to the team members:
 - The location and the operation of the fire fighting material
 - **The location of the spill port of the engine compartment (situated on the front side of the main descent ladder).**
- To assure that the fire fighting material is easily accessible when the boat is occupied.

Don't:

- Close the passage to the emergency exit (deck panels).
- Close the safety control (gas valves, fuel valves, and electric switches).
- Close the storage containing the extinguisher.
- Leave the unoccupied boat with the ignited stove or heater.
- Use the gas lamp in the boat.
- Fill the fuel tank or change the gas cylinder when the motor, the stove or the heater functioning.
- Smoke during manipulation of the fuel or gas.
- Hook the curtains hanging freely close to the stove or other open flame apparatus.
- Store the combustible products in the engine compartment.
- Protect always the proper holds and verify whether there is no presence of fuel or gas

vapor .

CHECK LIST

FOR STARTING MOTOR :

- Open the engine suction valve
- Open the fuel valve
- Verify the level of engine oil
- Verify the level of cooling liquid
- Verify the level of batteries
- Gas control lever at dead point, clutch at dead point
- Make the contact
- Start
- Control the water outlet
- Extinctions of alarms and top marks
- Heat the engine slowly for 5 to 6 minutes
- Verify the good sealing of all the combustible, exhaust and lubricant cooling circuits

In case of doubt or problem, consult the proprietor manual, the technical guidelines, the plans or your retailer.

TO STOP MOTOR:

- Slow down the motor for 5 minutes
- Tie on the lazyjack handle or Push Stop button
- Disconnect the contact
- Close the different valves.

In case of doubt or problem, consult the user manual, the technical guidelines, the plans or your retailer.

FOR FILLING TANK :

- Extinguisher at proximity
- Off motor
- Disconnect electric equipments
- Close Deck panels and Scuttle
- Don't fill the tank completely for permitting the expansion of the fuel

In case of doubt or problem, consult the proprietor manual, the technical guidelines, the plans or your retailer.

BEFORE THE STARTING FROM PORT

- Meteorological condition
- Refueling
- Dress for the navigation
- Documents and equipments necessary at board and during the journey
- Safety equipments (life jacket, harness, extinguisher, distress spindle, emergency tiller)
- Safety guidelines given to the team with the mention of location of equipments
- Bilge pumps in running state
- Navigation light in good state
- Filled fuel tank
- Filled water tank
- Verify the good sealing of all the circuits
- Verify the level of cooling liquid
- Verification of good functioning of rudders
- Proper gas-oil filter in good state
- Level of engine oil
- Level of batteries
- Rigging in good condition (tension of shrouds)
- Fittings in good condition (pulleys, winches, ropes, furling, handles, camming device)
- Sail in good condition (seams, bolt rope, traveler)
- Close the portholes and hull panels

In case of doubt or problem, consult the user manual, the technical guidelines, the plans or your retailer.

AT RETURN :

- Boat correctly moored and protected
- Dried and stored sails
- Dried and stored safety equipments
- Rinsing of boat with fresh water
- Space the halyards so that the halyards do not flutter
- Coil the different fag ends
- No leakage of fuel circuits
- No leakage of sanitary and dewatering
- Closing the valves
- Open the fridge
- Close the electric circuit

In case of doubt or problem, consult the user manual, the technical guidelines, the plans or your retailer.

9 MOTEUR

It is necessary to perform a regular maintenance work by following the recommendation of motor company.

Read carefully the user manual of the motor that is accompanied with the boat.

Don't hesitate to consult your retailer or qualified professionals.

Particularly follow the instructions relative to the winter season.

In the absence of the precisions, proceed in the following manner :

- Close the inlet gate of the motor,
- Disconnect the tube from the water inlet gate of the motor,
- Empty the sea water circuit,
- Dip the tube into the liquid tank permanently maintained at temperature of -25° ,
- Turn the engine until to the release of liquid by the exhaust,
- Reconnect the tube on the gate at the end of the operation,
- Put a display at electric board and at battery main switch indicating that the Water Inlet gate of the motor is closed .

ATTENTION

- Do not navigate under the sail and motor if the angle of heel is greater than 10°
- All change of motorization should be made according to the boat capacity and should be realized by a motor manufacturer specialized in the marine mechanics.

9.1. Launching of boat/ controls

ATTENTION

- After the first launching and tensioning of rigging, verify the lineage of line shifting or the skirt of sail drive.
- Assure that the water inlet gate of cooling circuit is opened, and that there is the water that comes from the motor exhaust.
- Boats equipped with stern tube gland with rotating joint : purge the air of stern tube gland after each launching.

A succinct control of the fixation of the helix during the later launching can be effectuated. A bad functioning of the helix generates the vibrations

Verify regularly the state of anodes and assure that these are adapted to better environment (soft water, salt water). Change the anodes each year.

The role of active anode is to balance the potential appearing between the aluminum and the different materials (stainless steel, bronze, etc.). The average life duration of the 3 anodes is from 1 year to 2 years.



These anodes are made up of zinc, Those made up of magnesium are to be avoided imperatively.
The cathodic production system by impressed current is to be banned.

If the anodes are not corrupted, you should check the following:

They are not painted,

They are correctly fixed and in contact with shell,

They are in zinc

9.2. Emission of exhaust gas

DANGER !

The internal combustion engine produces the carbon monoxide. A prolonged exposure to the exhaust gas can cause the serious repercussion or even cause death.

9.3. Security

DANGER !

- The motor should not be in run when the swimmers swim close to the boat in order to avoid all risk of serious injury by the propeller.
- The motor, if possible, should not run for all maintenance or control operation of the motor. otherwise, a specific vigilance should be carrier to the units in movement (propeller shafts, belts, etc...) in order to avoid any risk of injury.

Control of gas engine with red button put at dead center

Localization on bar column



10. FUEL INSTALLATION

The flexible tube for fuel should be :

- replaced by the tubes having the same marking,
- replaced in case of deterioration.

ATTENTION !

- The nominal fuel capacity is not fully useable depending on the trim and loading of your boat. For safety, keep the reserve of 20%.

Never:

- Store the inflammable material in the non-ventilated spaces.
- Smoke during the filling of the tank.
- Block the ventilation orifices (vents, motor ventilation grid).
- Modify the installation unless it is executed by the qualified technician in this domain.

11. DOUBLE RUDDER STEERING SYSTEM

The steering system is a main element for the safety and the comfort of your boat.

11.1 Steering wheel

The **OVNI 445** is equipped with a help with mechanical transmission system by shaft and cardon. The final connection with the locks is made by the double link..

Periodic control to be effectuated:

- Control the clearance of different elements (main rudder blade/bearings, tie rod axles)



In case of doubt or problem, consult your retailer.

11.2. Backup hand tiller

ATTENTION

- The OVNI 445 is equipped of a backup hand tiller that should remain easily accessible, we advised you to store it in a near well deck of plug hole.

- It is only designed to navigate at reduced speed in case of damage of the bar

For the user:

- Unscrew the cap of the plug hole under the base duckboard of cockpit ,
- Install the bar on the header of main rudder blade.

12. NAVIGATION

WARNING

- In all the situations, adapt the speed of your boat to environment conditions and conserve a margin of safety. Take special care:
 - To the state of sea, to currents, to the wind force.
 - To traffic.
 - To maneuver of port.
 - To passages in the mooring zones.
- Observe the priority rules such as those are defined by the rules of the road and imposed by the COLREG
- Makes sure always you have a sufficient distance to stop or maneuver if necessary avoid the accident
- Obey the speed limitation zones .
- For the curtesy and safety of the other boats, make sure that you don't produce more waves near other small boats

WARNING

- You must equip your boat with life lines. The anchoring points are provided on the deck. At the level of anchoring cleats or pits of washboard rail..
- The stability of your boat has been studied by taking into account the yard catalogue options. All change in the disposition of aboard weights (for example: the addition of a radar, the changing of a motor etc...) can affect the stability, trim and the performances of your boat.
- The towage of a boat drives an overload, having unfavorable incidence on the stability of your boat.
- **Never :**
 - Lift more weights with the help of a boom. .

13. PROTECTION AGAINST THE LIGHTNING

Your boat is protected against the lightning. It is however necessary for your safety follow certain precautions.

13.1. Maintenance

If the boat was hit by the lightning:

- The safety devices should be checked to detect the damages and check the integrity of the device.
- The compasses, electric and electronic devices should be examined in order to determine whether the damages or the changing of compass calibration are happened.

13.2. Protection of persons during storm

WARNING

During a storm, It is preferable to follow the following instructions :

- The people must be held as much as possible inside the boat.
- The people should not be in water or let hang their arms and their legs inside the water.
- While ensuring adequate control of ship and the navigation, the people should not touch any part connected to the lightning protection installation, especially these parts should not be connected to the installation.
- It is desirable that the people avoid the contact with the metal parts of rigging, the spars, the fitting parts and the cables.

14. ENVIRONMENT PROTECTION AND SAFETY

We will inform you the local rules about the environment protection, and to follow the international rules against the pollution in marine medium (MARPOL) as well a good code of conducts.

ATTENTION !

- Most maintenance parts, engine oils, and hydrocarbon fuels are not neutral for the environment, but these things should be unloaded only in the regulated places (check yourself within the harbor).
- Some products may also present the risk for your safety and for others that is why it is important to read and follow the use advice.
- The used substances should be tagged and stored in the ventilated and appropriated place of boat.

15. SAFETY SHIPPING

The compulsory safety shipping is not harmonized within the European community. It should inform you about the current national requirements for the boats marked with CE.

In France, the pleasure boats having the CE mark should posses on board the provided safety and shipping material for the navigation category retained by the boater in the following limits:

Category of design	Category of possible navigation
A	1.2.3.4.5.6
B	2.3.4.5.6
C	4.5.6
D	6

Your boar should be equipped with survival raft, read carefully its user manual . The team should be familiarizing with the usage of all the safety material (harness, signal rocket, survival raft, etc...), The boat schools and the clubs organizing regularly the training sessions .



16. HANDLING, TRANSPORT, GROUNDING

During the craneage, Make sure that the slings are correctly positioned and these are not supporting on the propeller, propeller shaft or a brittle probe.

The Frame derricks will be wide enough or equipped with spacers so as not exert the excessive transversal force on the moldings.

Avoid that the slings carrying on the steel cable. During the transport or the grounding, it is convenient that the keel is well supported by its sole in small draught position and supports mainly the weights of boat.

The cradle duck foots should be positioned at level of structural elements and only exert the pressure necessary to good equilibrium of boat.

Enjoy water ridings to inspect the propeller, the rudder blade, the through-hull and the probes



17. CENTERBOARD

17.1 Maneuver of the Centerboard

On the OVNI 445 , the maneuver of the Centerboard is effectuated by hydraulic jack via the pump situated in the cockpit .

Your yacht is equipped of a reliable hydraulic material;

Some precautions are necessary for usage and maintenance.

ATTENTION

At the approach of shallow waters free your centre-board.



View of centerboard well under lateral settee of saloon.

Use always the same hydraulic oil (glycol or glycol water), observe the level and the property of this oil.

Have a complete overhaul of system of boat during the winter season.

Operate the Centerboard occasionally to prevent the sticking of joints and the formation of deposits on the ram-rod.

PRECAUTION

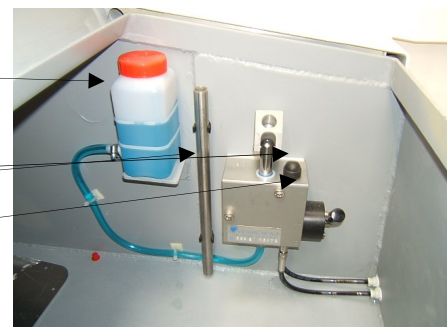
- In navigation, always bring the inverter in neutral position, in order to get the advantage of safety fuse of limiter.

Vessel with hydraulic liquid

Limiter : In case of tailgating, re-change fuses are situated under the black cap of fuse door

Maneuvering arm

Inverter hand lever



Localization of the pump inside the rear cockpit Td

17.2 Utilization of the pump

Companion way of the Centerboard:

Direct the inverter in stop position to the bottom (lower), the centerboard should brought down,

Pump out until to hardening of operating arm in order to lock in pressure,

Bring the inverter to the horizontal position (neutral)

Raise the centerboard

Direct the inverter in stop to the top (Up),

Pump out until the hardening of operating arm

Approximately 35 turns

Bring the inverter to the horizontal position (neutral)

It is advisable, at each winter, clean the wells of centerboard and its Fractal pads,

(If those are worn, it should be replaced)

ATTENTION

Put the centerboard in lifted position when you leave the yacht

During the wintering, or for all prolonged non-utilization position, maintain the centerboard and rudder in top position to :

Avoid the displacement of algae and seashell on the centerboard

Protect the ram rod of rudder

18. HULL – MAINTENANCE OF THE ALU.

18.1 Prevention

The protection of the aluminum exposed to the marine medium is not indispensable contrary to lot of other metallic materials. However, two types of protection are imposed for the modern pleasure boat:

Protection of all the immersed surfaces against the animal and vegetable deposits,

Cathodic protection of the aluminum structure in reason of the presence of materiel potentially different.

The painting of non immersed surfaces (dead works) is only for the purpose of aesthetics orientation.

18.2 Painting maintenance (dead works)

An integral riding sail made up of aluminum is particularly easy to maintenance, to condition of take some precautions as for the choice of products and to their application in order to avoid all chemical reaction among the products.

Use the same brand and quality paints,

Follow the manufacturer instructions,

Don't hesitate to request the advice from the manufacturer or your ALUBAT adviser.

It is possible to effectuate your self the partial distributions of paints and connections by respecting the following precautions :

Choose a room with the shelter for protection against the dust and wind, temperature greater than 15°C, humidity comprised between 40 and 70 %,

Store the paint buckets in the same room for 24 hours in advance,

Do not apply the paint on the surfaces having subjected to sudden variation of temperature (following to sand papering for example).

ATTENTION

At the occasion of Shock (crank of winch falls on the deck, etc...), the superficial layers of the paint can be damaged, you must, as soon as possible, provide a painting touch such that the moisture cannot penetrate inside the intermediate layers.

Delaying this operation can highly damage (blisters, unsticking) to the paint of your boat.

18.3 Repairing Damaged surfaces :

If the aluminum has been exposing to air:

- ✓Degreasing
- ✓Rinsing with the pure water
- ✓Drying
- ✓Rubbing with the abrasive (180-220) by putting the largely bare metal around the damaged area
- ✓First Epoxy layer (120 microns humid)
- ✓Epoxy coated putty 833 for leveling
- ✓1 Surfacer (120-140 microns humid)
- ✓2 Varnish Coat (2 x 120 microns humid)

If the intermediate layers have not been reached

- ✓Degreasing
- ✓ Rinsing with the pure water
- ✓ Drying
- ✓ Abrasive Sand papering with the water (250-300) without touch the intermediate layers
- ✓1 Primer (120-140 microns humidity)
- ✓2 Varnish coat (2 x 120 microns humidity)

18.4 Maintenance of none painted edges

In order to delay the development of the alumina on this not painted parts, Alubat has coated these parts with special wax.

The action of those has not exceeded for some months. And, in any case, the development of alumina, quite normal on the aluminum, cannot be detrimental at the durability of hull of your.

18.5 Five year maintenance of under works

The ALUBAT shipyard insists on the necessity of put the under works to the boat for every five years.

Sandblast

Degreasing

Rinsing with pure water

Drying

1st epoxy layer (120 microns humidity)

2nd epoxy layer (260 microns humidity)

Anti-fouling fixture (130 microns humidity)

2 layers of anti-fouling (2 x 110 microns humidity)

19. GURANTEE AND TRANSFER OF PROPERTY

We guarantee during the legal period for any defect that make our products unfit for navigation. All modifications of products, particularly by adding the parts other than the original parts results the forfeiture of the guarantee.

The guarantee permits the purchaser to obtain the repair and replacement of known defective parts, when the user has proceeded normally and properly to the required maintenance. Our guarantee does not cover the handling and transport costs, or any other damage, particularly related to the detention of the boat.

Statutory warranty

The construction site should give the statutory warranty defined in articles 7 and 8 of the law number 6765 DU 3/01/67 concerning the status of boats, and as follows:

Article 7 : The manufacturer guarantees defects of the boat despite the unconditional receipt by the Customer.

Article 8 : The action against the manufacturer is prescribed by a year. This time delay starts soon after the discovery of the defect.

Contractual Warranty

Without affect the statutory warranty, the owner, who is the owner of the company
.....Or.....a personal title holder of the Guarantee for an year, starting from
the defined day of the receipt of boat, versus, among others, all material or manufacturing failure.
The guarantee is applicable to the whole boat, materials and materials installed in the boat by the
shipyard, its suppliers and its sub-contractors who have been appointed by the ship yard.
The warranty is applicable to the parts and the labor
It is limited to the overhauling or to replacement of defective parts or materials at the usage, without
that the manufacturer has to cover the costs and the consequence of failure.
The guarantee is withdrawn and the manufacturer disengages from his responsibility when :
The material has been transformed, modified, or repaired out of shipyard without prior authorization of
the manufacturer.
A- If the usage does not correspond to its technical characteristics,
B- The damages are due to the perils of sea, negligence, improper maintenance.
The buyer can have the guarantee only if he notifies the manufacture by letter with acknowledgement
of receipt, within a month from the finding of defects.

Litigation

The manufacturer and the buyer are committed to find before any legal action an amicable
solution by the intermediate of a person chosen by common agreement between the two parties. The
intermediate person should give his opinion within a month

Attribution of jurisdiction

Any dispute is raised due to interpretation or the application of present contract will be the
exclusive jurisdiction of the courts in the manufacturer head quarters, acting in French law, even in
case of guarantee or of advocates .



PROPERTY TRANSFER CERTIFICATE
TRANSFER OF OWNERSHIP

Le bateau modèle / Modèle boat :

N° de coque / Hull N°:

De / From M / Mr: Adresse / Address:

.....

C-P / ZIP CODE : Ville / City : Tél :

Date d'achat / Date of Purchase :

A ETE VENDU A / BEING SOLD TO :

M / Mr : Adresse / Address :

.....

C-P / ZIP CODE : Ville / City : Tél :

Date d'achat / Date of Purchase :

Fait à le

Le vendeur / Seller

L'acheteur / Buyer

ALUBAT le :

Exemplaire à retourner dans les 15 jours suivant la transaction a
Return the copy within 15 days after the transaction to

20. CHART FOR THE SEA

Chart for the sea And the rivers

*The water is a living medium,
fragile. Hence this is a precious
resource.*

To protect this medium,

I respect the sea and rivers, I do not reach the protected sites, I limit my fishing to species and permitted sizes, I observe the animals without touching or disturbing them.

Before the berth, I know about the nature of sea bottom to avoid its degradation. Preferably, I use the mooring buoy.

I place my household wastes in the containers and my liquid and solid toxic wastes in the port.

I use port sanitary installations. I empty my black water tray in the pumping station. I use the detergent products the most environmentally friendly

I make sure that any maintenance operation (boat, material, equipment) is carried out with the care of the environment. I handle with care all liquids that could pollute during their transfer.

Décembre 1999





To services of yachtsman and professionals of the sea

To services of yachtman and professionals of the sea

The sea salvers ensure...

All the sailors know that they should not take lightly with the large blue ... Despite the considerable progress made in safety material by the Boat manufacturers, a peril of sea is always possible and you could have a necessary things for «sea salvers».

At any time of day and night, 7 days on 7, 3 500 volunteer are ready to sail in half an hour to go and bring relief materials to those who are in trouble ... and those sometimes risking their own lives!

Thanks to well interconnected network of its 255 stations in France and in the D.O.M. who « the Sea salvers » are carrying out close to 50% of rescue services in France today.

In sea, you might need them, at ground they will fulfill your need ...

The rescue of human life is free service but the operating means are very costly. The sea salvers, who are recruited more and more among the boaters, who needs your help to maintain, modernize and replace their nautical means (1 boat costs to 4,2 MF !).

Hence Come to support them or joint with these sailors, men and women, selfless, discreet and efficient: have contact with the responsible person of the station more close to the port attached with your boat or with our head office in Paris



ENTER MARINS...



- Before reaching the sea, inform your intentions to the family
- Yourself enquire the local conditions (meteorological, current, etc)
- Have reliable VHF radio means and check them
- Wear a lifejacket to children

**A HUMAN LIFE IS PRICELESS ...,
A LIFE BOAT IS THERE FOR YOU !**

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

Siège social: 31, cité d'Antin 75009 PARIS

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



I support the SNSM and I join it !

I enclose a cheque: D130 FF min (20 €) - D300 FF (45 €) (donor) - D2500 FF (380 €) (benefactor) A receipt for tax deductibility can be sent to my address with the membership card and sticker

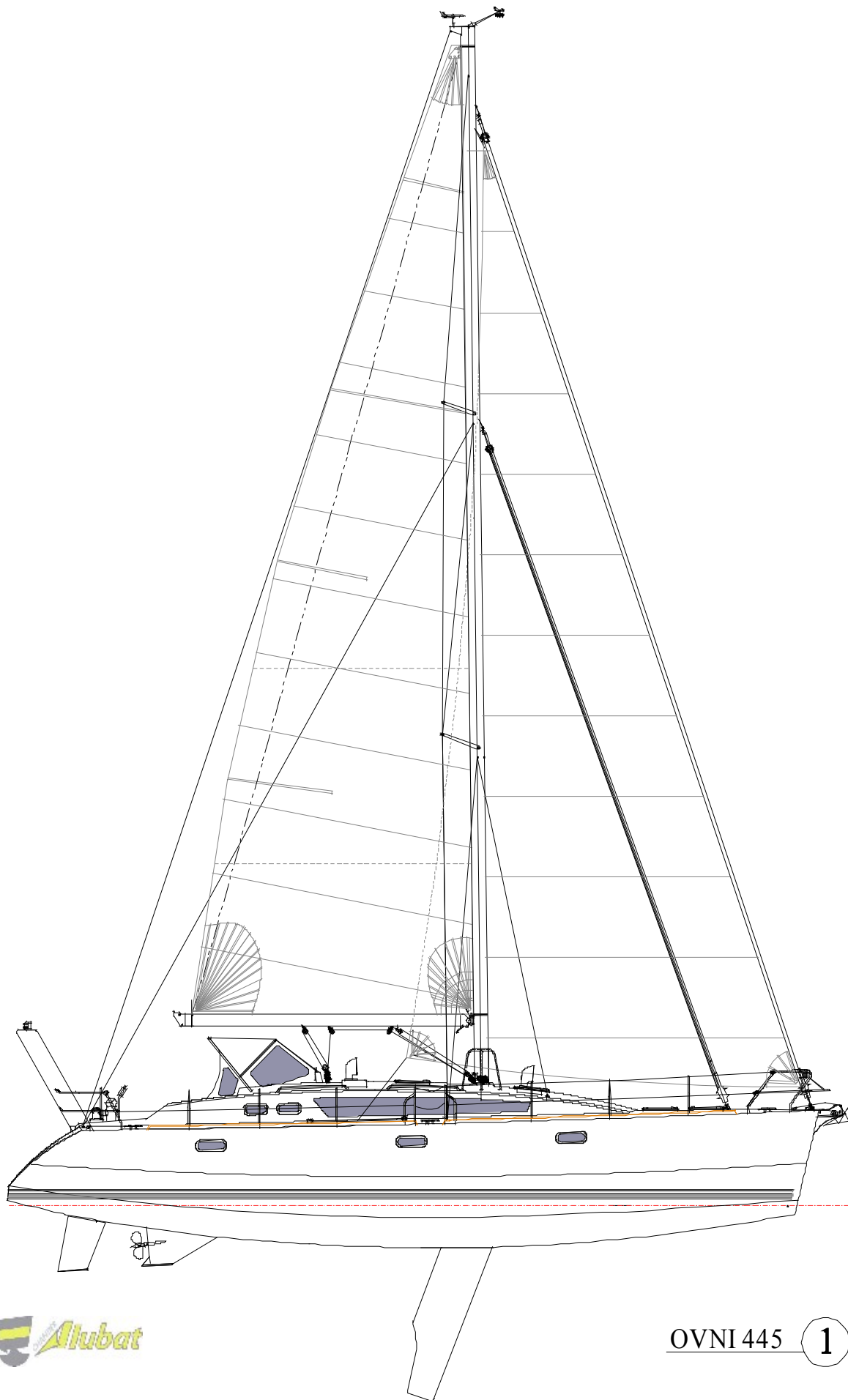
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ADDRESS:.....

Telephone:.....email:.....

PLANS

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OVNI 445

1



PRESENTATION

PRESENTATION

Plan de présentation

Plan of presentation

Lg de coque 13,80 m
Lg flottaison 12,66 m
Bau maximum 4,29 m
Tirant d' eau (dérive basse) 3,15 m
Tirant d' eau (dérive haute) 1,05 m
Tirant d' air 19,50 m
Déplacement 10426 kg

Poids du lest 3725 kg

Length of hull 13.80 m
Waterline length 12.66 m
maximum Breadth 4,29 m
Draught (Lower Centerboard) 3.15 m
Draught (Upper Centerboard) 1.05 m
Air draught 19.50 m
Displacement 10426 kg
Ballast weight 3725 kg

Length of hull 14,95 m

Qualification C.E. – Category A

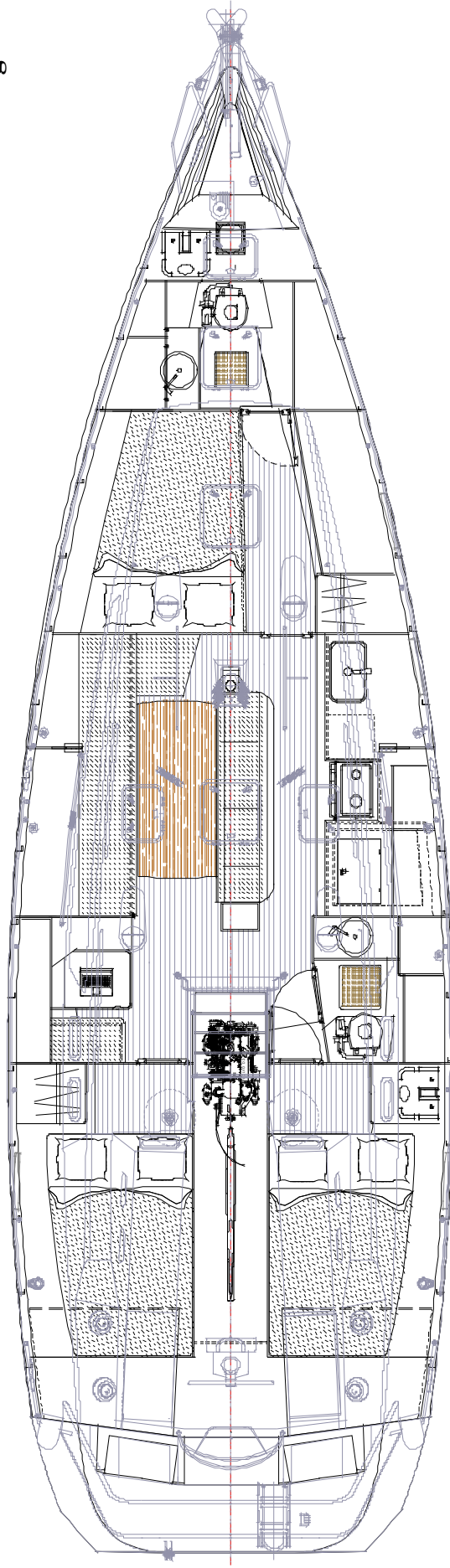
Homologation C.E. - Catégorie A

Index 1 : Plan de présentation
Index 2 : Plan d'aménagement
Index 3 : Plan d'accastillage
Index 4 : Plan de voilure
Index 5 : Plan de manœuvre
Index 6 : Circuit 220 V
Index 7 : Circuit de charge
Index 8 : Tableau électrique 12 V
Index 9 : Plan de dérive
Index 10 : Implantation 12 V
Index 11 : Implantation 220 V
Index 12 : Système de gouvernail
Index 13 : Circuit gaz
Index 14 : Evacuation et extincteurs
Index 15 : Circuit d'eau douce
Index 16 : Circuit d'assèchement
Index 17 : Evacuation et vannes
Index 18 : Implantation moteur
Index 19 : Circuit gasoil

Index 20 : Eaux grises et noires
Index 21 : Holding tank
Index 22 : Plan de grutage

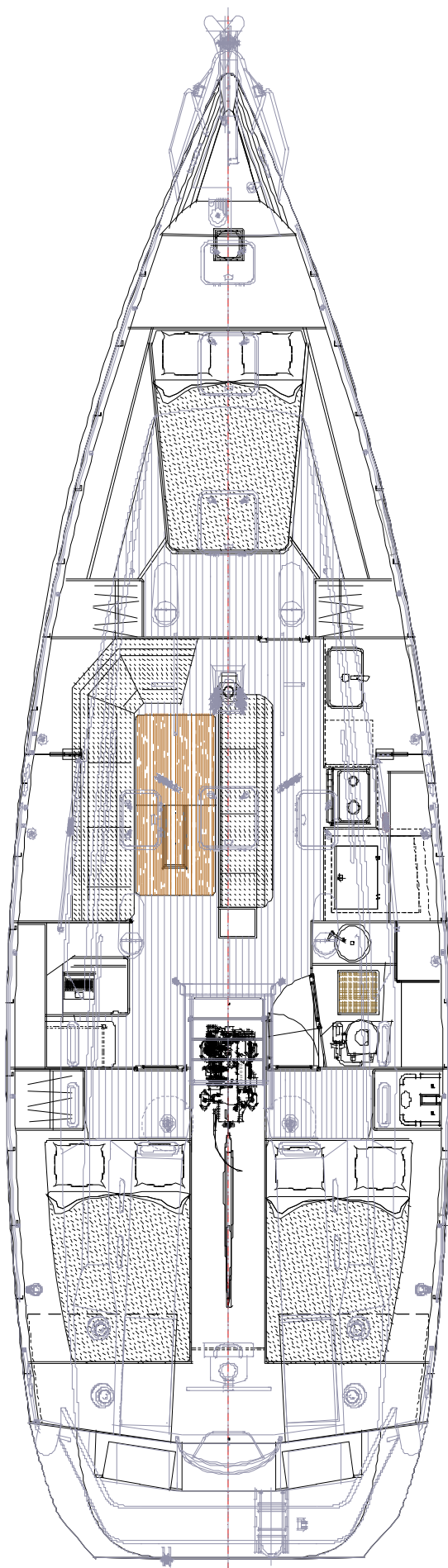
Index 1 : presentation plan
Index2 : Development plan
Index3 : Fitting plan
Index 4 : Boat plan
Index5 : Operation plan
Index6 : 220V circuit
Index7 : Charging circuit
Index8 : 12V electric panel
Index 9 : Centerboard plan
Index 10 : 12V electric installation
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Index 15 : pure water circuit
Index 16 : Dewatering circuit
Index 17 : Evacuation and valves
Index 18 : Motor installation
Index 19 : Diesel fuel flow circuit
Index 20 : Household wastewater and block water
Index 21 : holding tank
Index 22 : Cranage plan

Fig A

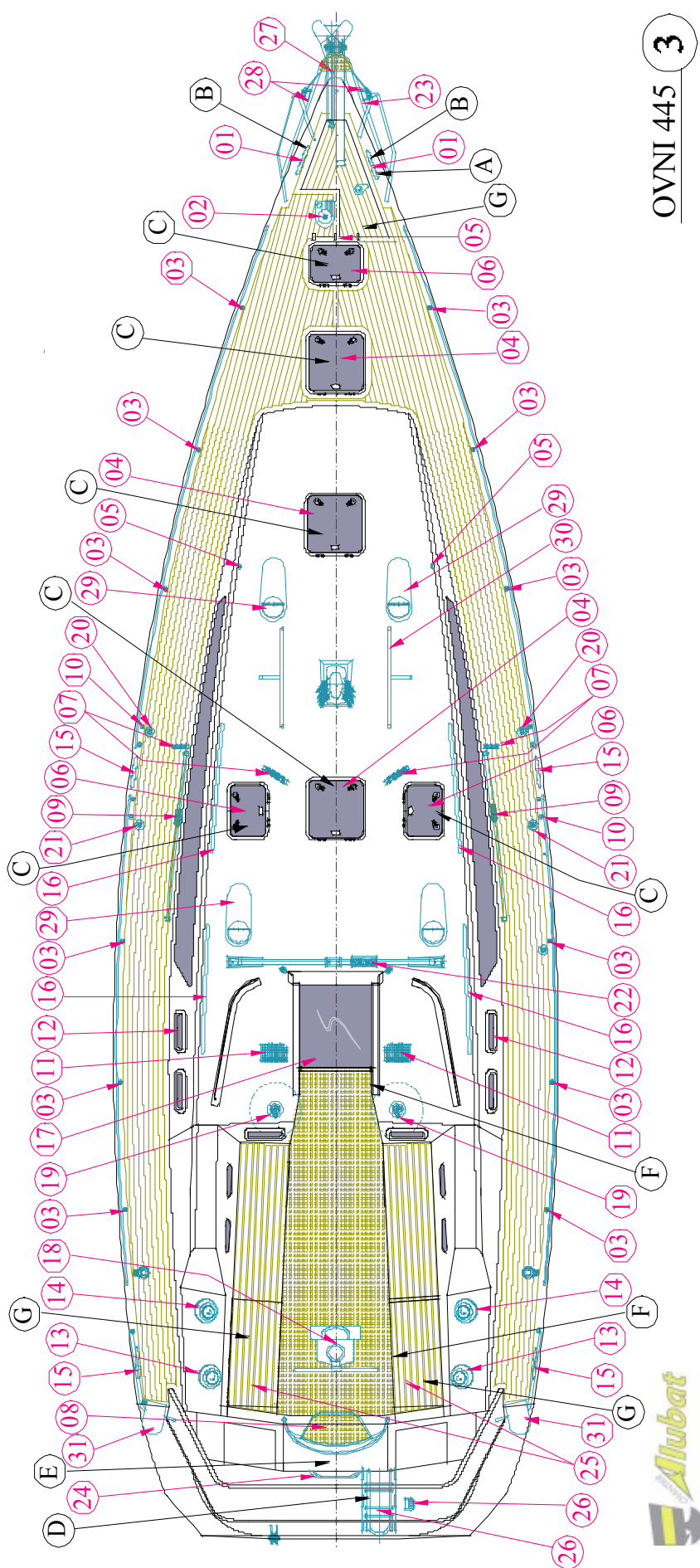


OVNI 445 02

Fig B

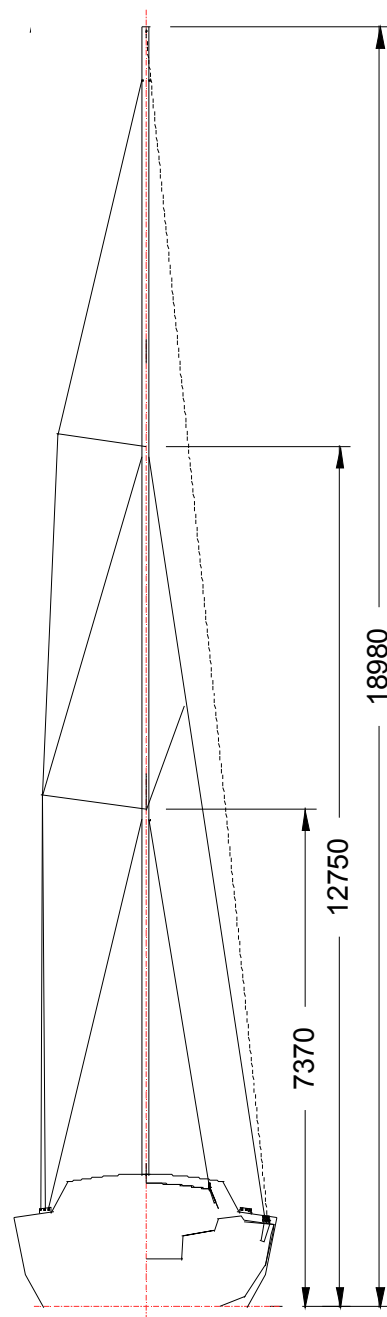
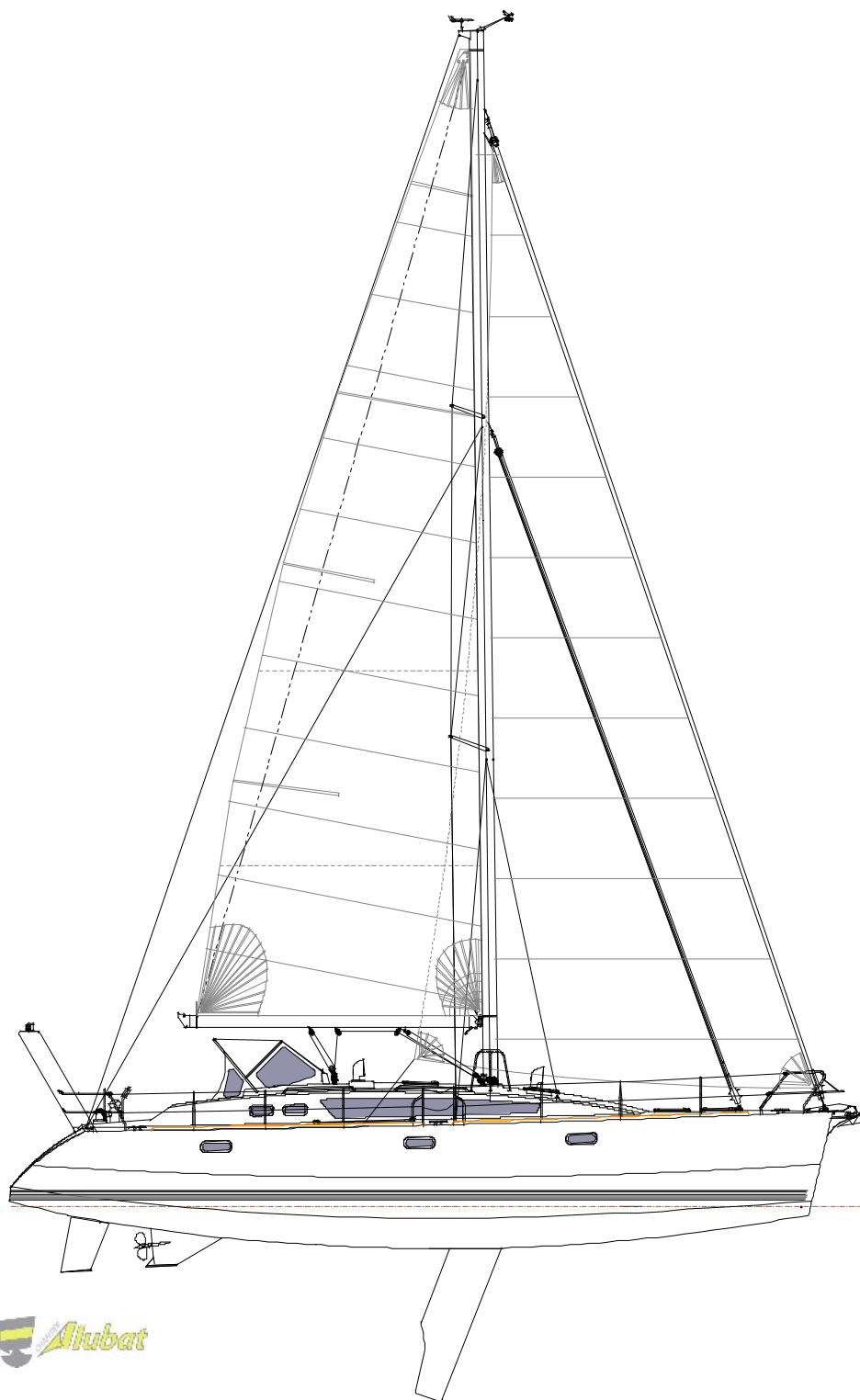


AN	EMENT		ACCOMMODATIONS
<u>Version 3 Cab. (Standard) Fib A</u> 2 Cabines double arrière 1 Carbine double à bâbord av. Carbine 2 lits superposés à tribord av. 1 1 Cabinet toilette à tribord arrière 1 Cabinet toilette centrale avant 1 Cuisine équipé		<u>Version 3 Cab. (Standard) Fig A</u> 2 Rear double carbine 1 Front portside double carbine Front Starboard superposed 2 birth carbine 1 Toilet cabinet with rear starboard 1 Front central toilet carbine 1 Equipped kitchen	
<u>Version 3 Cab. (Option) Fib B</u> 2 Cabines double arrière 1 Carbine double à bâbord av. 1 Cabinet toilette à tribord arrière 1 Cabinet toilette centrale avant 1 Cuisine équipé		<u>Version 3 Cab. (Option) Fib B</u> 2 Rear double carbine Front portside double carbine Rear Starboard toilet carbine Front central toilet carbine Equipped kitchen	

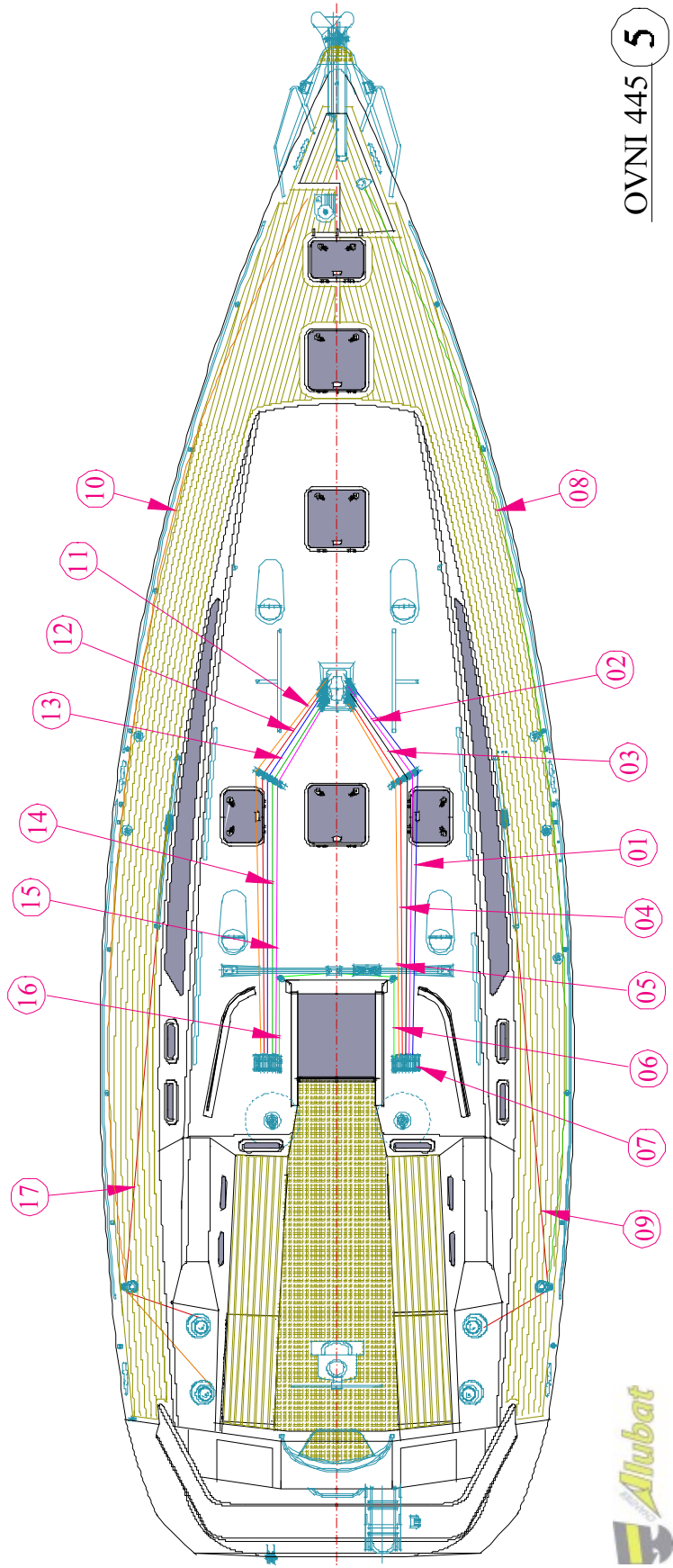
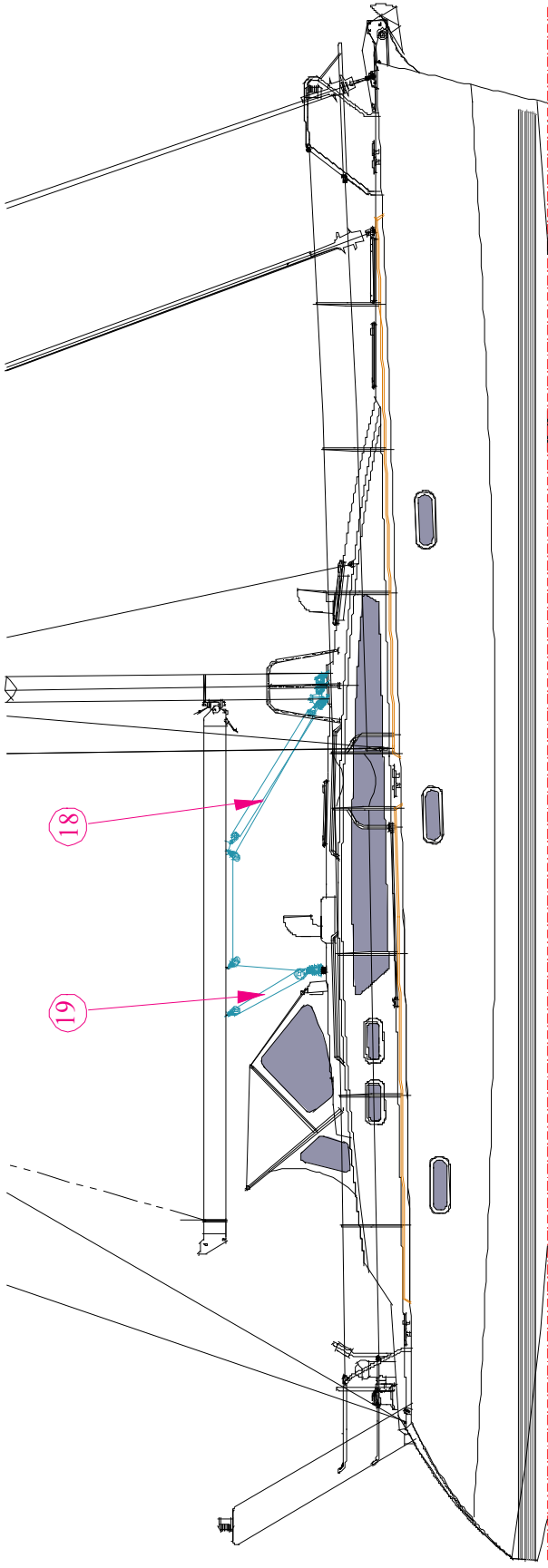


			
ACCASTILLAGE		FITTINGS	
Rep .	Désignation	Ref	Description
1	Taquet d'amarrage avant	1	Front lashing cleat
2	Guindeau électrique	2	Electric windlass
3	Chandelier Inox	3	Steel handhold stanchion
4	Panneau ouvrant 60 x 60	4	Open Panel 60*60
5	Cadène	5	Chain Plate
6	Panneau ouvrant 50 x 30 (* à l'avant)	6	Open panel 50 x 30 (*in front)
7	Boîte à réas plat pont	7	Box with flat deck sheave
8	Siège barreur	8	Windsail
9	Roller de Génôis	9	Genoa roller
	Chandelier Inox de coupée		Sectioned stainless steel
10		10	handhold stanchion
11	Bloqueurs	11	Blockers
12	Hublot latéral fixe	12	Fixed Lateral hull
13	Winch alu self tailing de Spi	13	Self tailing aluminum winch of spinnaker
14	Winch alu self tailing de Génôis	14	Self tailing aluminum winch of Genoa jib
15	Taquet d'amarrage	15	lashing cleat
16	Main courante	16	Hand rail
17	Panneaux coulissant	17	Sliding panel
18	Compas	18	Compass
19	Winch alu self tailing de manœuvre	19	Self tailing aluminum winch for maneuvering
20	Nable de remplissage d'eau	20	Water filling plug hole
21	Nable de remplissage fuel	21	Fuel filling plug hole
22	Chariot écoute G.V	22	G.V sheet trolley
23	Balcon avant	23	Bow rail
24	Balcon arrière	24	Stern rail
25	Coffre cockpit	25	Rear well deck
26	Echelle de bain	26	Swim ladder
27	Davier	27	Roller
28	Feux de navigation	28	Navigation light
29	Boîte dorade*	29	Snapper box
30	Balcon de mât	30	Mast balcony
31	Balcon Arrière avec (Siège* à ne pas utiliser en Navigation)		Rear balcony with (seat not to be used in Navigation)
A	Point d'accrochage des lignes de vie (sur les taquets bâbord & tribord)	A	Life line hooking point (on the portside and starboard cleat)
B	Point de remorquage (bâbord & tribord)	B	Towage point (portside and starboard)
C	Hublots et capot coulissant devant	C	Scuttle and front hatch cover imperatively remains closed in navigation

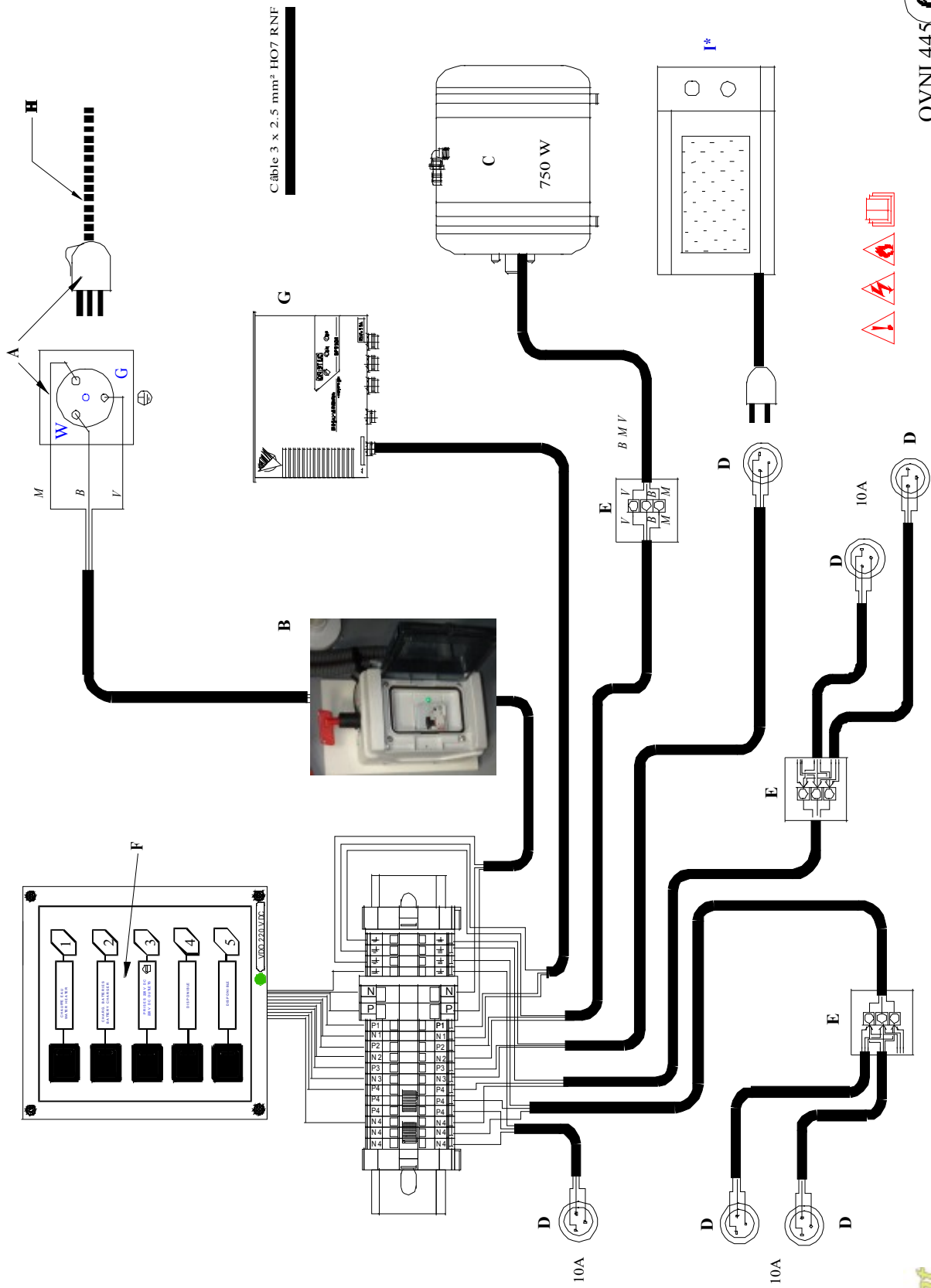
	impérativement rester fermés en navigation		
D	"Homme à la mer" : échelle de remontée à bord	D	‘ Man Overboard’, Climb up ladder on board
E	Emplacement prévu pour le stockage du radeau de survie	E	Location provided for the storage of survival raft
F	Point d'accrochage des harnais	F	Belt hooking point
G	Coffre devant impérativement rester fermés en navigation * Option	G	Front well deck imperatively remains closed in navigation * Option



			
VOILURE		SAIL PLAN	
I	15,78 m	I	15,78 m
J	5,34 m	J	5,34 m
P	15,58 m	P	15,58 m
E	4,65 m	E	4,65 m
LP	6,04 m	LP	6,04 m
Surface G.V	43,50 m ²	Surface G.V	43,50 m ²
Surface Génois	53,90 m ²	Genoa Surface	53,90 m ²
Surface Spi	135,00 m ²	Spinnaker Surface *	135,00 m ²
Trinquette (Enrouleur*)	24,50 m ²	Staysail(Furler*)	24,50 m ²
Tourmentin	4,00 m ²	Storm jib	4,00 m ²

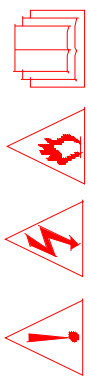
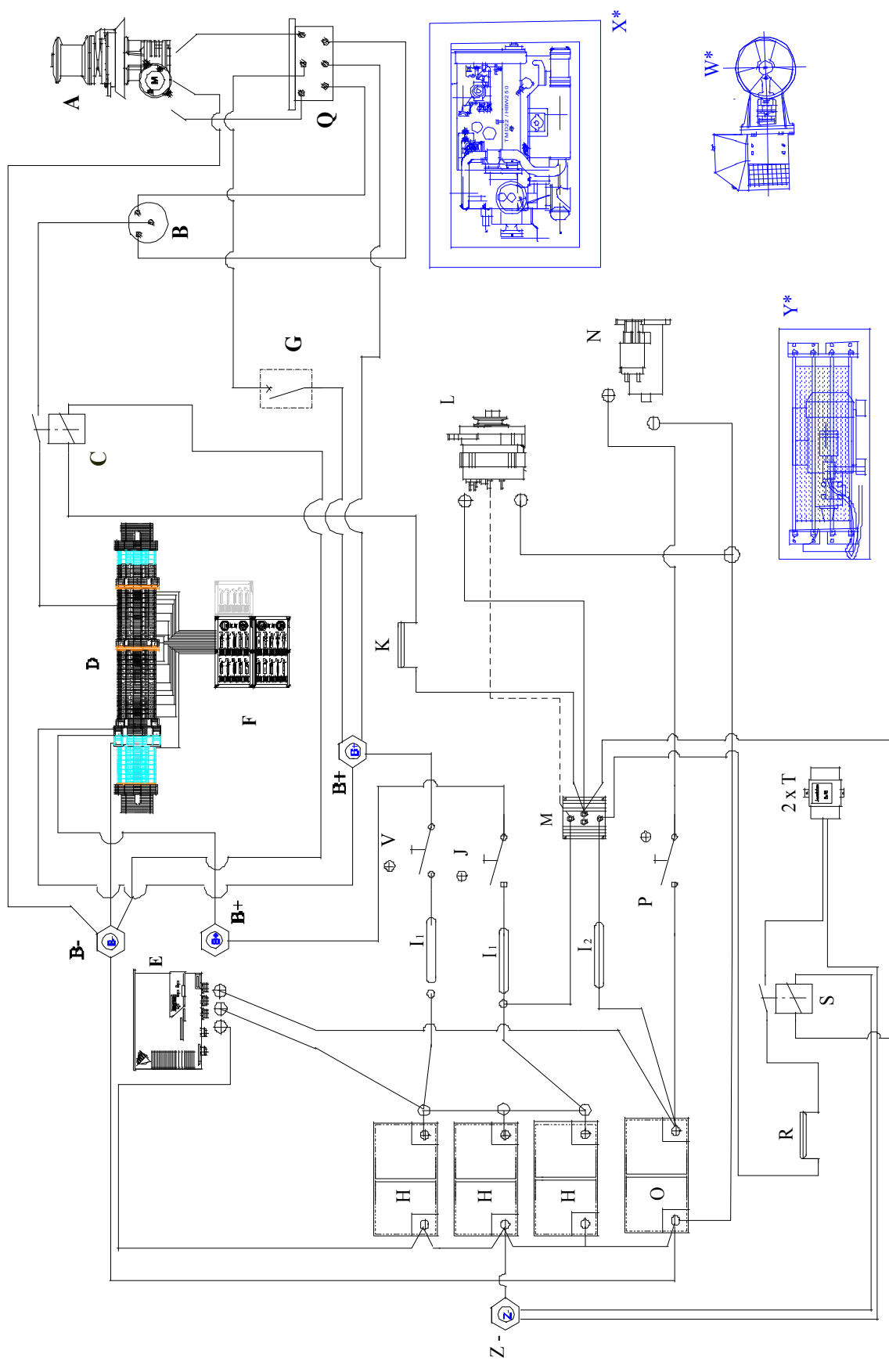


 CIRCUIT D'ES ET D'ECOUTES		 RUNNING RIGGING	
Rep .	Désignation mât classique	Ref .	Description standard mast
	Td		
1	Drisse de spi		Spinnaker Halyard
2	Drisse de GV		GV Halyard
3	Ris 2 (sur mât)		Reef 2 (auto) (on mast)
4	Bordure		Border
5	Ecoule de GV		GV sheet
6	Manœuvre de chariot de GV		GV dolley steering
7	Hale bas de tangon		Downhaul boom
8	Bout de manœuvre d'enrouleur de trinquette*		Maneuvering fag end of staysail furler*
9	Manœuvre de génois		Genoa maneuver
	Bd		Bd
10	Bout de manœuvre d'enrouleur de génois		Genoa hydraulic hose reel stopper
11	Drisse de trinquette*		Staysail Halyard
12	Drisse de génois		Genoa Halyard
13	Ris 3 (sur mât)		Reef 3 (on mast)
14	Ris 1 (sur mât)		Reef 1 (on mast)
15	Hale bas rigide		Rigid gown haul
16	Manœuvre de chariot de GV		GV dolley steering
17	Manœuvre de génois		Genoa maneuver
18	Palan de hale-bas de bôme		Tackle of boom wang
19	Palan d'écoute de GV		GV sheet tackle
	Option*		Option*



Cable 3 x 2.5 mm² HO7 RNF

Rep	Désignation	Ref	Description
	<i>Equipement</i>		<i>Equipment</i>
A	Prise de quai	A	Shore connection - plug and socket
B	Coffret électrique avec disjoncteur général	B	Electrical box with main circuit breaker
C	Chauffe-eau (22 L)	C	Water heater
D	Prises 220 V	D	220 V outlets
E	Ligne directe de connexion	E	Connection line box
F	Disjoncteur différentiel	F	Dual polar differential switch
G	Chargeur	G	Battery charger
H	Ligne de quai**	H	Shore cable**
I	Four*	I	Four*
	<i>Couleurs des fils électriques</i>		<i>Colours of electrical wiring</i>
b	Bleu clair	b	Light blue
g	Vert	g	Green
m	Marron	m	Brown
n	Noir	n	Black
r	Rouge	r	Red
v	Vert jaune	v	Green yellow
w	Blanc	w	White
* Option - ** Hors fourniture			



CIRCUIT DE CHARGE ET DE PUISSANCE		CHARGING AND POWER SYSTEM	
Rep .	Désignation	Ref .	Description
A	Guindeau	A	Windlass
B	Commande guindeau (montée, descente)	B	Windlass remote control
C	Relais télécommande guindeau	C	Remote control relay
D	Bornier	D	Terminal strip
E	Chargeur	E	Battery charger
F	Tableau 12 V	F	12 VDC panel
G	Disjoncteur unipolaire 80 A guindeau	G	Single pole 80 A circuit breaker
H	Batteries services 90 Ah (3 en std)	H	House batteries 95 Ah (3 as std)
I	Fusibles de protection puissance	I	
J	Coupe-batterie service	J	House battery switch
K	Fusible 5 A	K	5 A fuse
L	Alternateur	L	Alternator
M	Répartiteur	M	Isolator
N	Démarrreur	N	Starter motor
O	Batterie moteur	O	Engine battery
P	Coupe-batterie moteur	P	Engine battery switch
Q	Relais guindeau	Q	Windlass relay
B-	Boulon -	B-	- bolt
B+	Boulon +	B+	+ bolt
R	Fusible 5 A (ventilateur comp. machine)	R	5 A fuse
S	Relais ventilateur	S	Fan relay
T	Ventilateur électrique (2)	T	Fan (2)
V	Coupe batterie guindeau	V	Windlass battery switch
W	Propulseur*	W	Propeller
X	Groupe électrogène*	X	Electric generating set
Y	Déssalinisateur*	Y	Water maker
* Option		* Option	

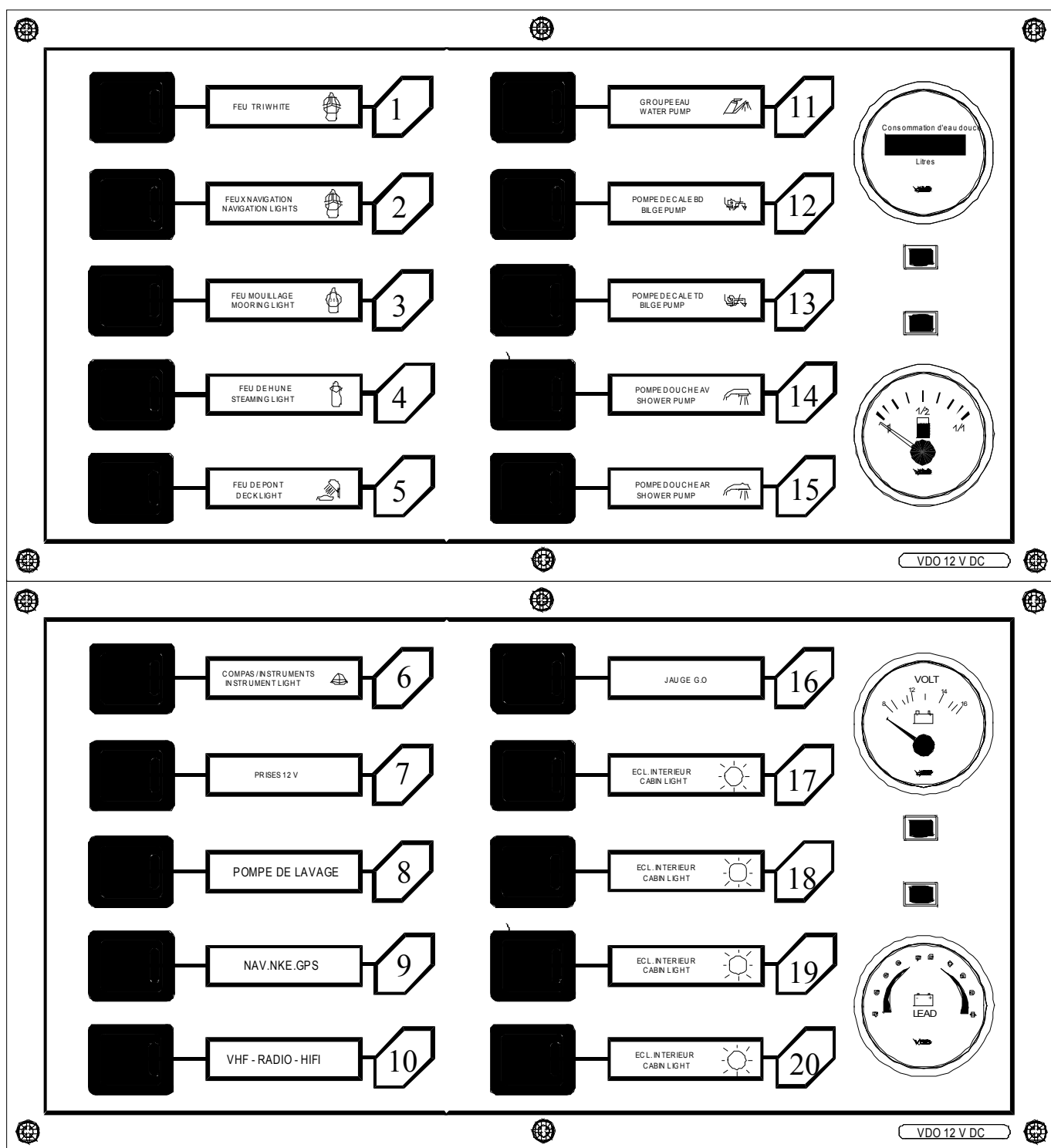
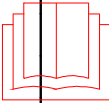
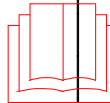
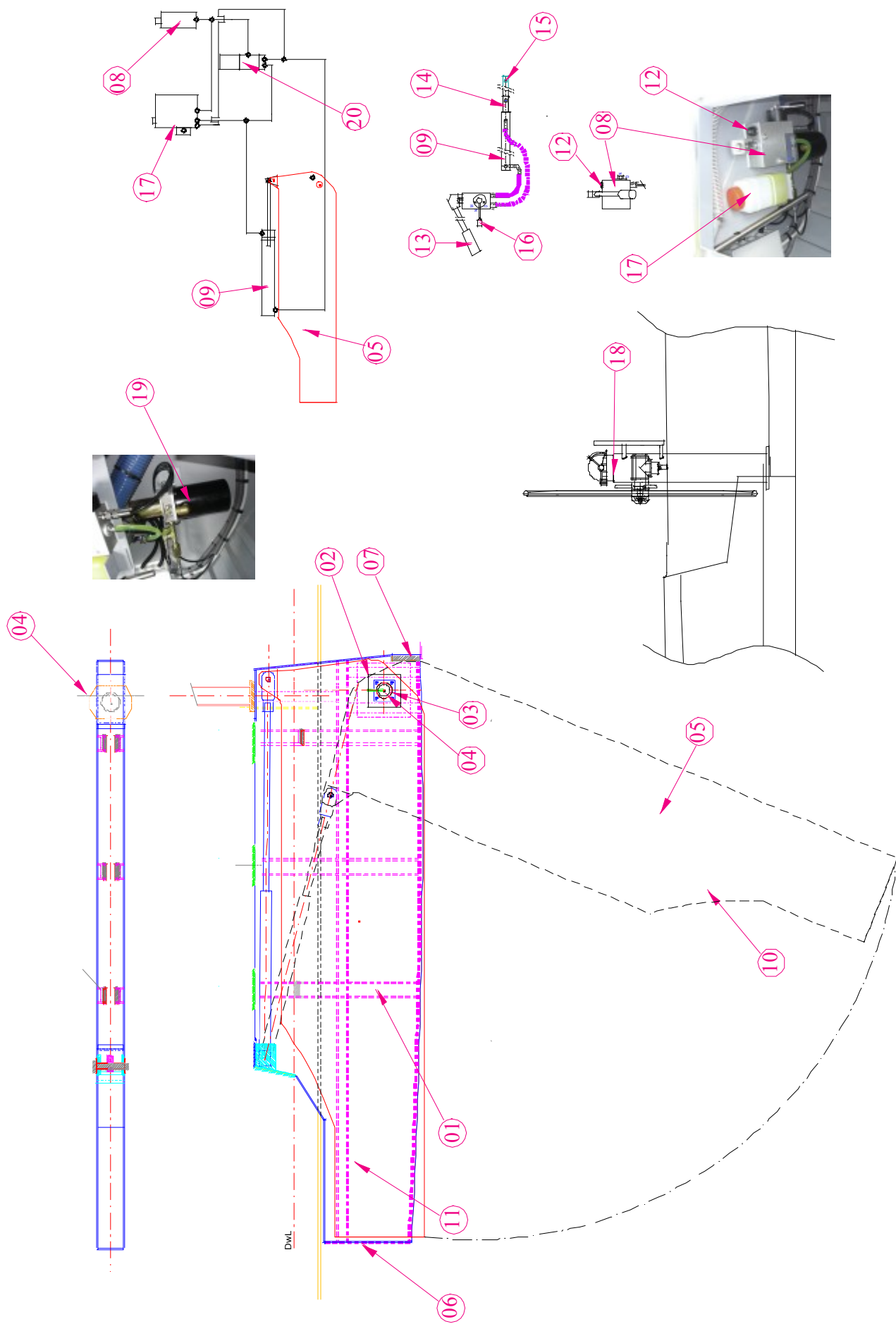


TABLEAU ELECTRIQUE 12V			12V ELECTRICAL PANEL		
Rep .	Désignation	Protection	Ref .	Description	Protection
1	Tri white		1	Tri white	
2	Feux de navigation		2	Navigation light	
3	Feu de mouillage		3	Anchor light	
4	Feu de hune		4	Masthead light	
5	Projecteur de pont		5	Decklight	
6	Eclairage compas		6	Compass lighting	
7	Prises 12 V		7	12V Outlet	
8	Pompe de lavage		8	Washing pump	
9	Centrale de navigation		9	Navigation system	
10	VHF - Hifi -Stéréo		10	Hifi –Stereo	
11	Groupe d'eau		11	Pressurized water system	
12	Pompe cale Bd		12	Bd Bilg pump	
13	Pompe cale Tb		13	Tb bilg pump	
14	Pompe de douche Av.		14	Front Shower pump	
15	Pompe de douche Ar.		15	Rear Shower pump	
16	Jauges G.O		16	G.O. Tonnage	
17	Eclairages intérieur		17	Interior lighting	
18	Eclairages intérieur		18	Interior lighting	
19	Eclairages intérieur		19	Interior lighting	
20	Eclairages intérieur		20	Interior lighting	
 Attention			 Warning		
 Risque de choc électrique			 Electrical shock hazard		
 Risque d'incendie			 Fire hazard		
 Consulter le manuel du propriétaire			 Read owner's manuel		



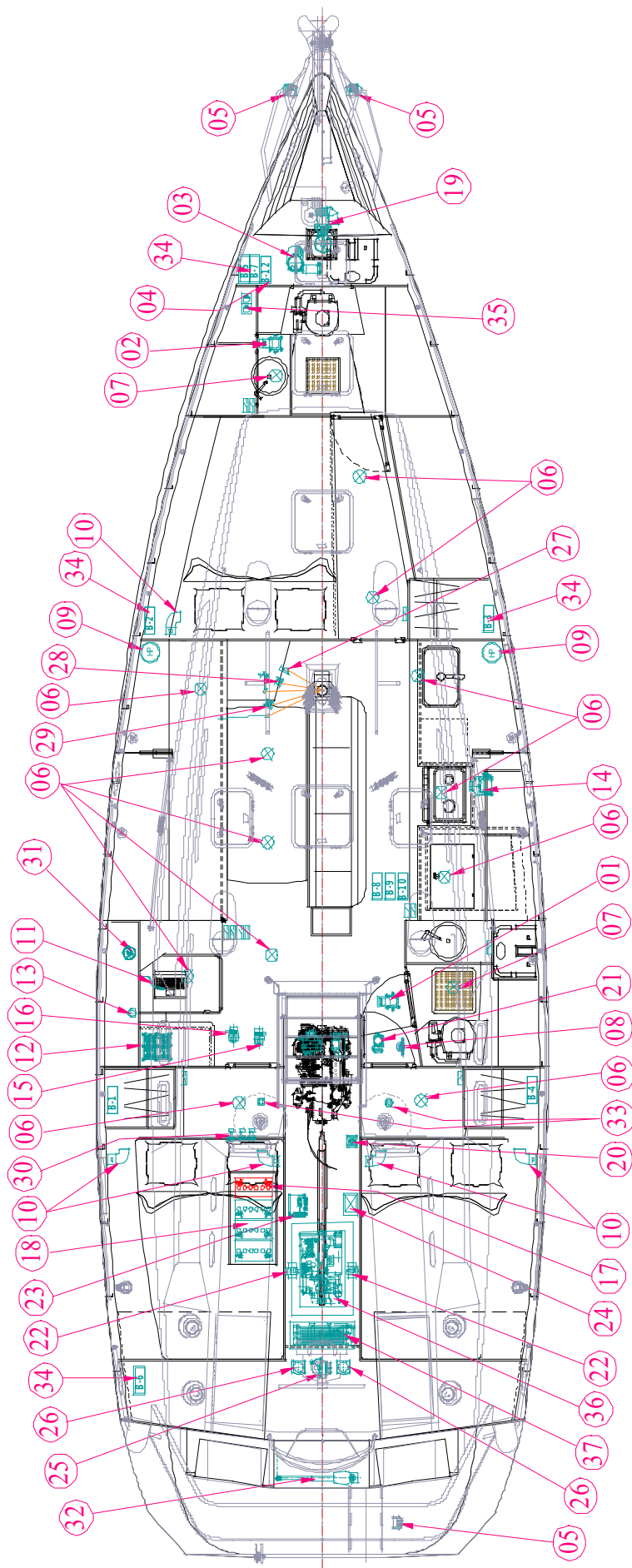


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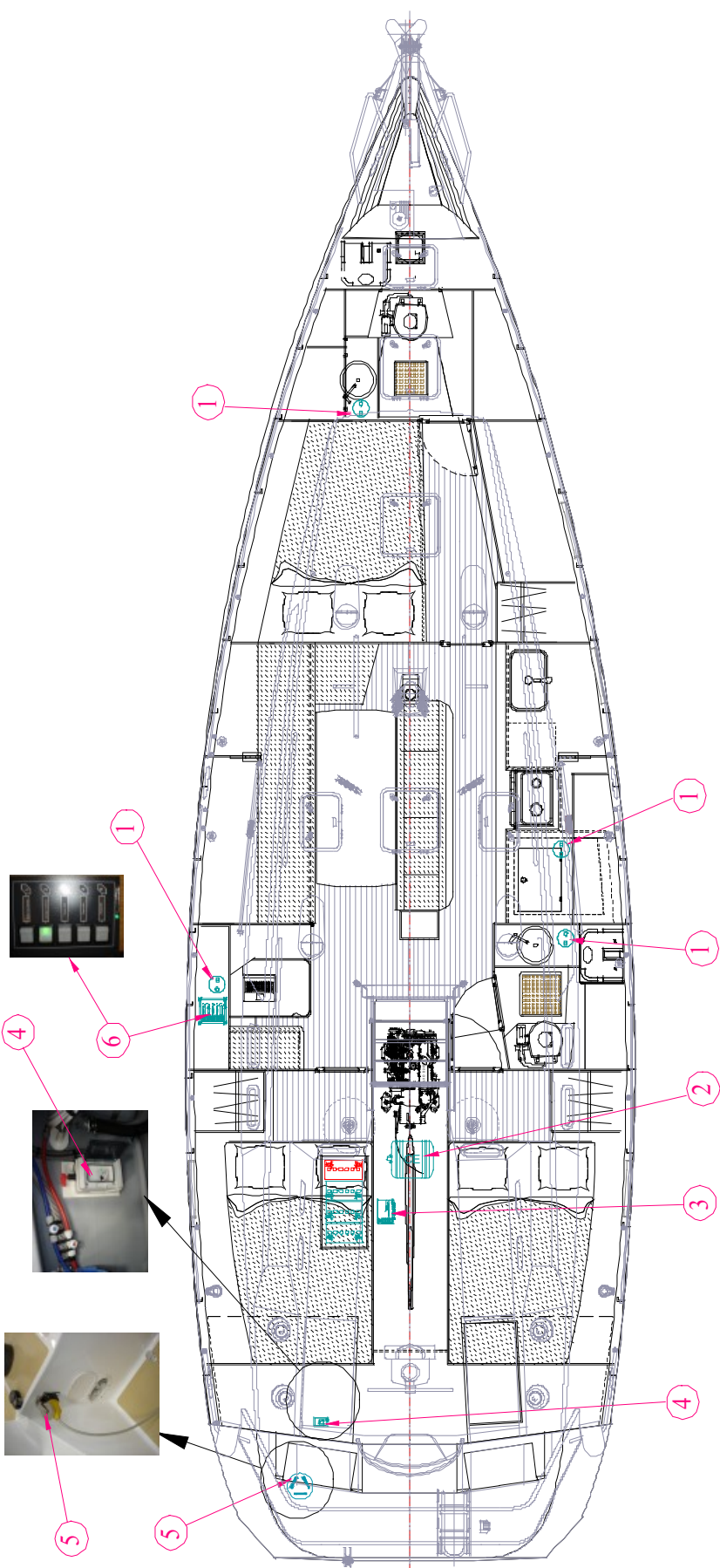


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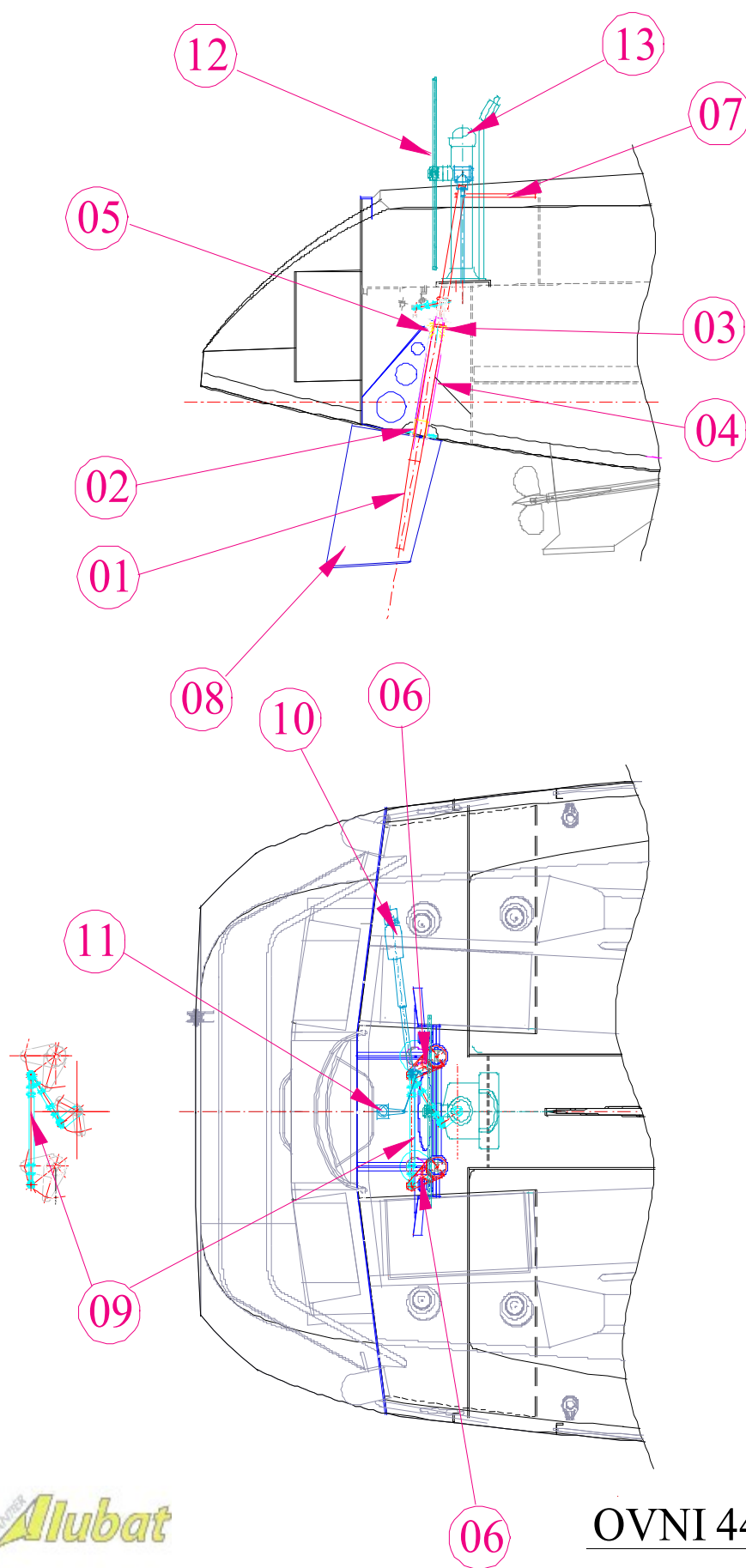
PLAN DE DERIVE		CENTERBOARD PLAN	
Rep.	Désignation	Ref.	Description
1	Glissières Ertacétal	1	Ertacetal runner
2	Patin Ertalite 170x170 Ep 10 mm	2	170x170 Ep 10 mm Ertalite slide
3	Bague épaulée Ø 80 -160 Lg 25 mm (2)	3	Ø 80 -160 Lg 25 mm (2) shoulder ring
	Bague épaulée Ø 80 - 60 Lg 46 mm (2)		Ø 80 - 60 Lg 46 mm (2) shoulder ring
4	Axe alu de dérive Ø 60 x 140	4	Aluminium Axle of centerboard Ø 60 x 140
5	Dérive acier 500 Kg	5	500Kg steel centerboard
6	Puits de dérive	6	Centerboard well
7	Butée de dérive position basse	7	Lower position centerboard stopper
		8	
	<u>Pompe hydraulique manuelle</u>	9	<u>Manual Hydraulic pump</u>
8	Pompe hydraulique manuelle	8	Manual Hydraulic pump
9	Vérin relevage / descente dérive	9	Centerboard downing/relifting jack
10	Dérive position basse	10	Low position Centerboard
11	Dérive position haute	11	High position Centerboard
12	Pastille de sécurité	12	Security pellet
13	Levier de manœuvre dérive	13	Centreboard operating lever
14	Vérin position rentré (dérive sortie)	14	Cylinder raised position (centreboard output)
15	Vérin position Sorti (dérive rentrée)	15	Cylinder output position (centreboard raised)
16	Manette 3 positions	16	Handlever in three positions
	- M : montée de la dérive		M- Raising of the centreboard
	- N : neutre dérive bloquée		N- Neutral blocked centreboard
	- D : descente de la dérive		D-Lowering of the centreboard
17	Réservoir tampon de l'hydraulique	17	hydraulic surge tank
	<u>Pompe hydraulique électrique</u>		Electric Hydraulic pump
18	Interrupteur relevage / descente dérive	18	Centerboard loweing/relifting switch
19	Système hydraulique électrique	19	Electric Hydraulic system
20	Pompe hydraulique	20	Hydraulic pump
	Option*		



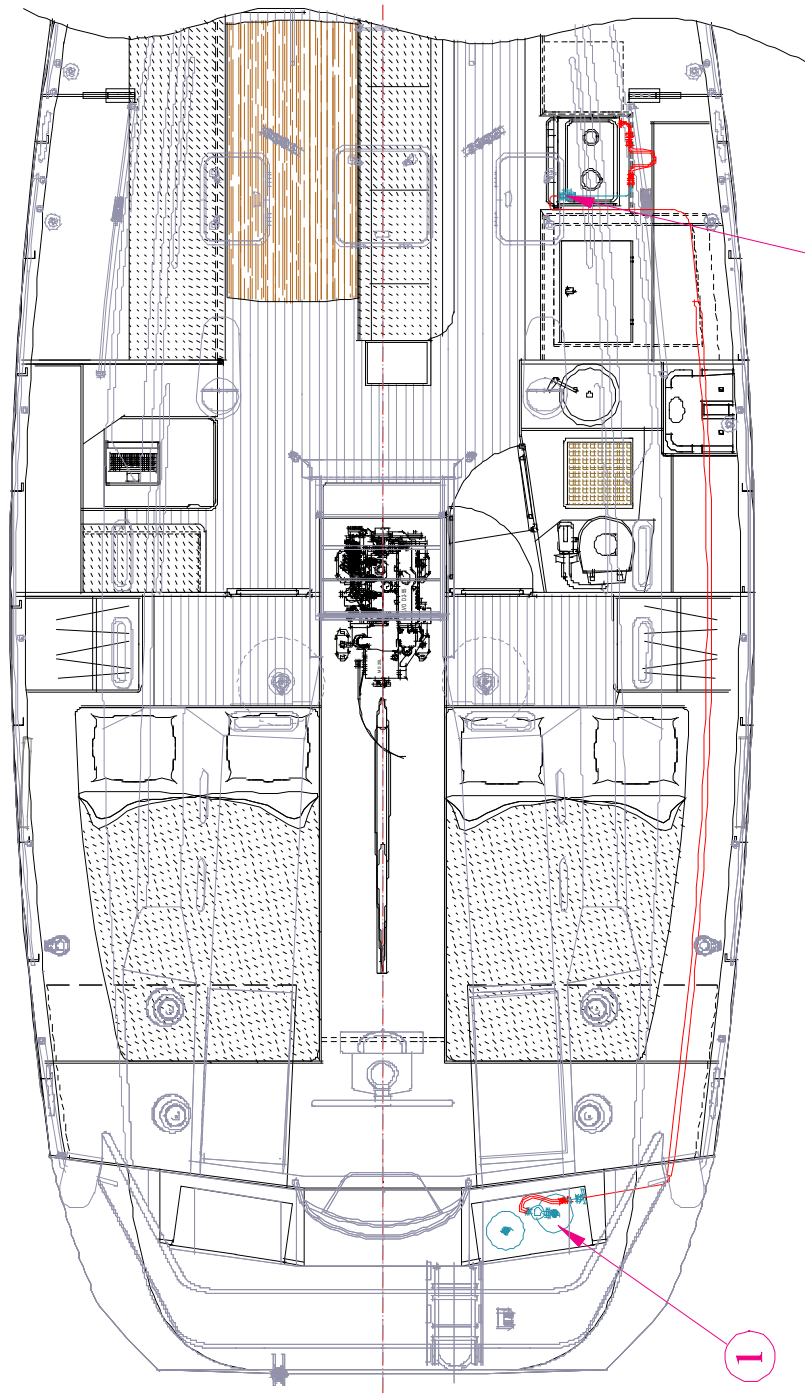
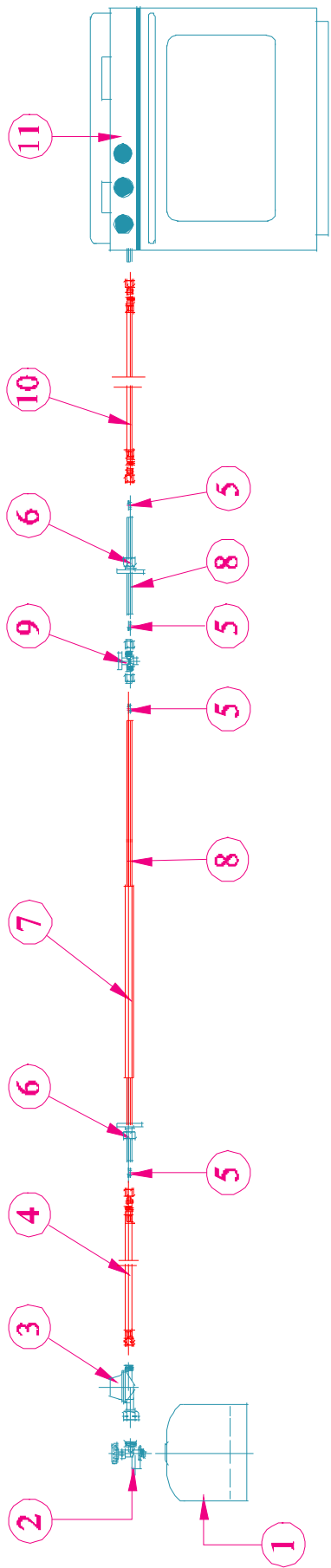
IMPLANTATION 		ELECTRIQUE 12 v DC 	
Rep	Désignation	Ref	Description
1	Pompe vidange de douche Ar.	1	Rear fresh water emptying pump
2	Pompe vidange de douche Av.	2	Front fresh water emptying pump
3	Guindeau	3	Windless
4	Relais guindeau	4	Windless relay
5	Feu de route	5	Navigation light
6	Plafonnier + inter	6	Surface mounted luminaire
7	Plafonnier SdB + inter	7	Surface mounted luminaire for bathroom
8	Débitmètre	8	
9	Haut parleur Hifi / radio CD	9	Hifi loud speaker/CD radio
10	Spot	10	spot light
11	Flexible lecteur de table à cartes	11	Flexible reader of card table
12	Tableau électrique 12 V	12	12V Electric panel
13	Prise 12 V	13	12V outlet
14	Groupe froid	14	Reefer
15	Pompe de cale Td (Voir Photos)	15	Td Bilge pump
16	Pompe de cale Bd (Voir Photos)	16	Bd Bilge pump
17	Batterie moteur 90 Ah	17	90 Ah Engine battery
18	Batterie de servitude 90 Ah (3)	18	90 Ah Engine compartment battery (3)
19	Propulseur d'étrave	19	Bow thruster
20	Répartiteur de charge	20	Load balancer
21	Groupe d'eau (Voir Photos)	21	Water system (refer photos)
22	Ventilateur de cale*	22	Hold fan
23	Chargeur batteries	23	Battery charger
24	Néon	24	
25	Compas	25	Compass
26	Centrale de navigation	26	Navigation system
27	Feu de pont	27	Decklight
28	Feu de hune	28	Masthead light
29	Feu triwhite *	29	Triwhitelight
30	Coupe batteries	30	Battery switch
31	Jauge gasoil	31	Fuel gauge
32	Vérin du pilote.*	32	control jack
33	Capteurs lock et sondeur	33	Lock sensors and probe
34	Boîtier de connexion	34	Connection box
35	Cde guindeau	35	Cde Windless
36	Groupe électrogène *	36	Power generation unit
37	Déssalinisateur *	37	Water maker
	* Option		



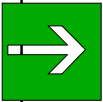
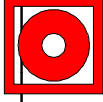
IMPLANTATION ÉLECTRIQUE AC		AC ELECTRICAL INSTALLATION	
Rep	Désignation	Ref	Description
1	Prise courant 220V	1	220 V outlet
2	Chauffe eau	2	Water heater
3	Chargeur de batteries	3	Battery charger
4	Disjoncteur général	4	Main circuit breaker
5	Prise de quai	5	AC Shore connection
6	Tableau électrique 220 V AC	6	220 V AC panel
7	Chargeur de batterie* (G.E)	7	Battery Charger
8	Prise courant 220V*	8	220V current socket
* Option			

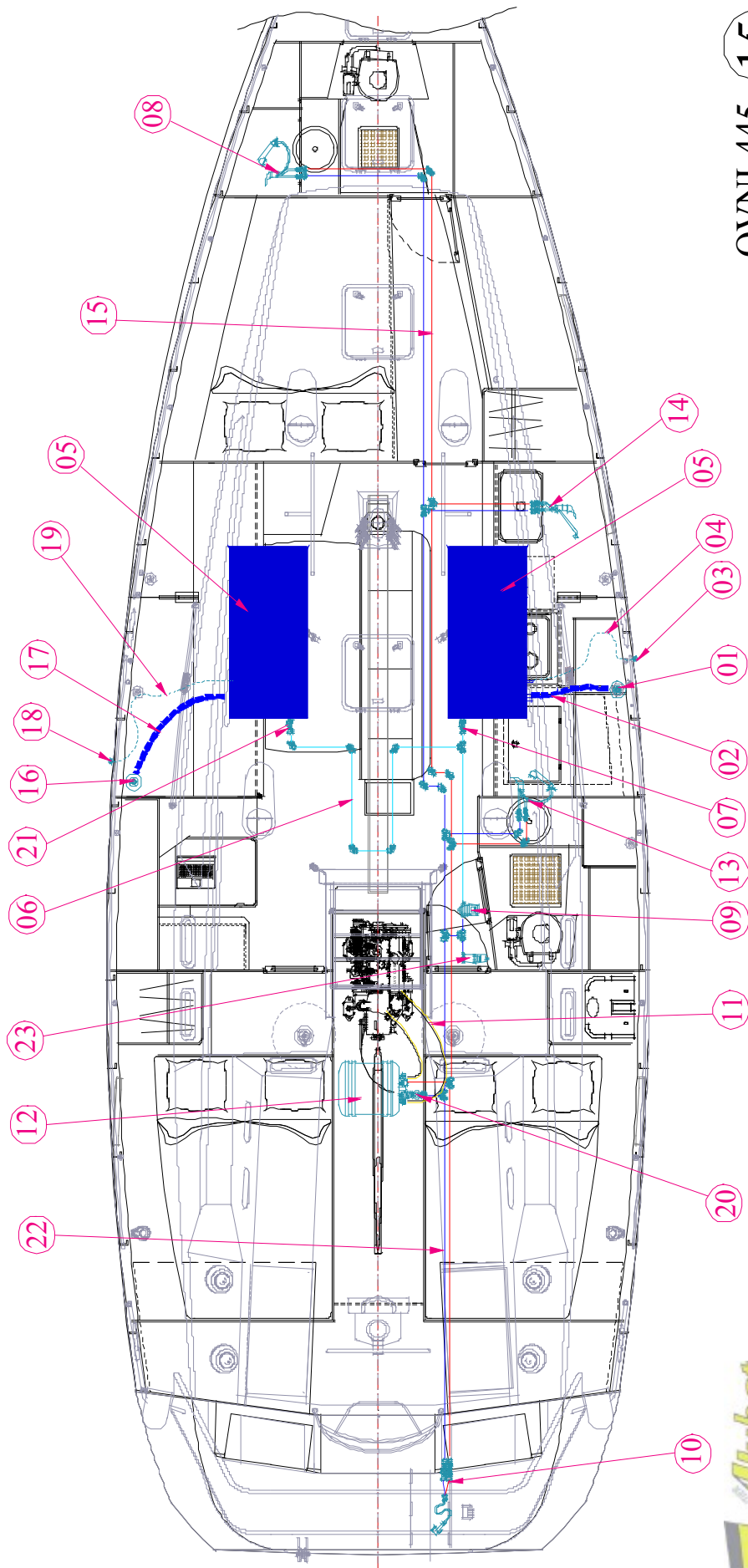


SYSTE  GOUVERNAIL		STEERING SYSTEM	
Rep .	Désignation	Ref.	Description
1	Mèche de safran	1	Rudderstock
2	Bague de jaumière inf. Alu	2	Inf. rudder trunk ring,
3	Joint Paulstra	3	Paulstra Joint
4	Tube jaumière	4	Rudder trunk tube
5	Bague de jaumière sup.	5	rudder trunk ring
6	Secteur	6	Sector
7	Barre franche de secours	7	Emergency tiller
8	Safran	8	Rudder
9	Barre de liaison	9	Tie rod
10	Vérin de pilote automatique *	10	Automatic control jack*
11	Indicateur d'angle de barre *	11	Bar angle indicator
12	Barre à roue	12	Helm
13	Compas	13	Compass
Option *			

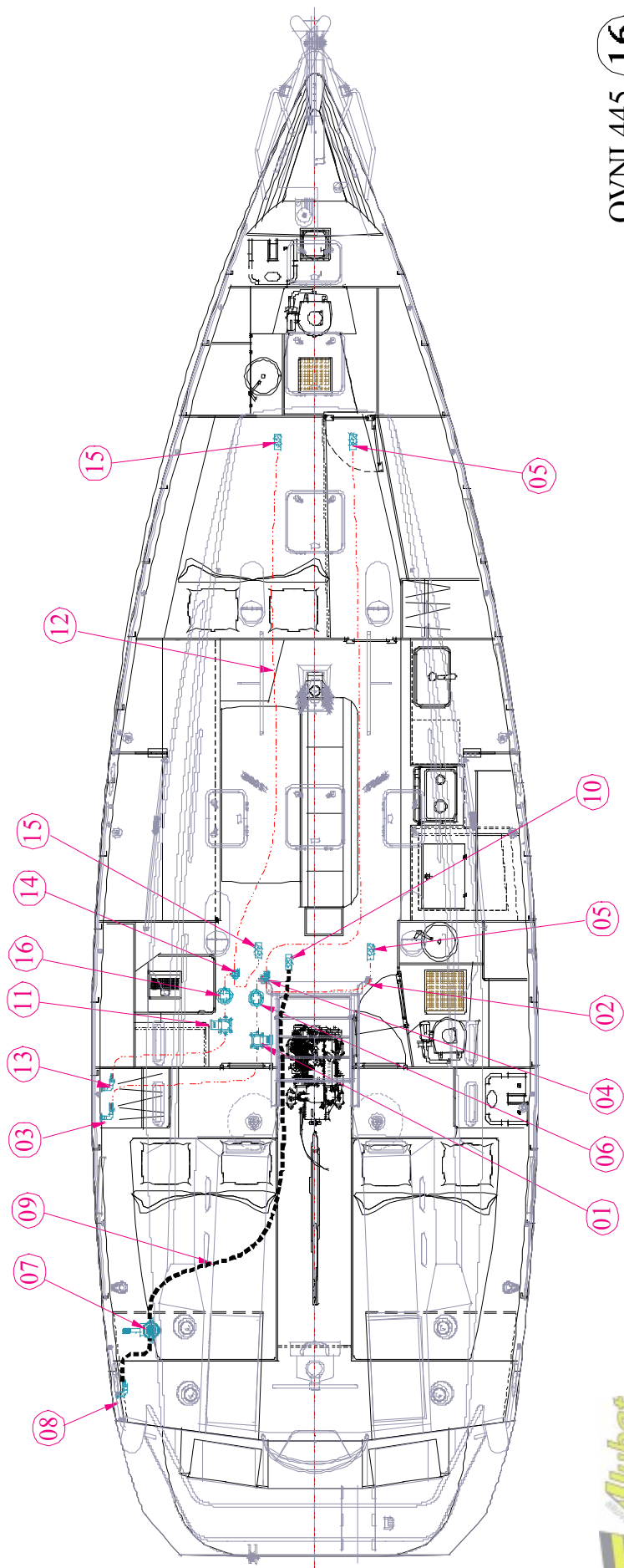


Rep	Désignation	Ref	Description
1	Bouteille de gaz 13 kg **	1	13 kg gas tank **
2	Robinet à valve CE (Fr. ou All)**	2	CE shut-off valve (Fr. or Ger.)**
3	Détendeur 30mbar CE (Fr. ou All)	3	30mbar CE regulator (Fr.or Ger)
4	Tuyau connexion moyenne longueur	4	Medium length conection hose
5	Entretoise / tube 6x8	5	Spacer piece / 6x8 pipe
6	Passe cloison étanche	6	Watertight bulkhead grommet
7	Tube PVC	7	PVC pipe
8	Tuyau de cuivre 6x8	8	6x8 copper pipe
9	Robinet de gaz CE (dans le compartiment. sous l'évier)	9	CE gas shut-off valve (in compartment under stove / oven)
10	Tuyau connexion grande longueur	10	Long length connection hose
11	Réchaud four 2 feux	11	2 burner stove / oven
**	Hors Fourniture		

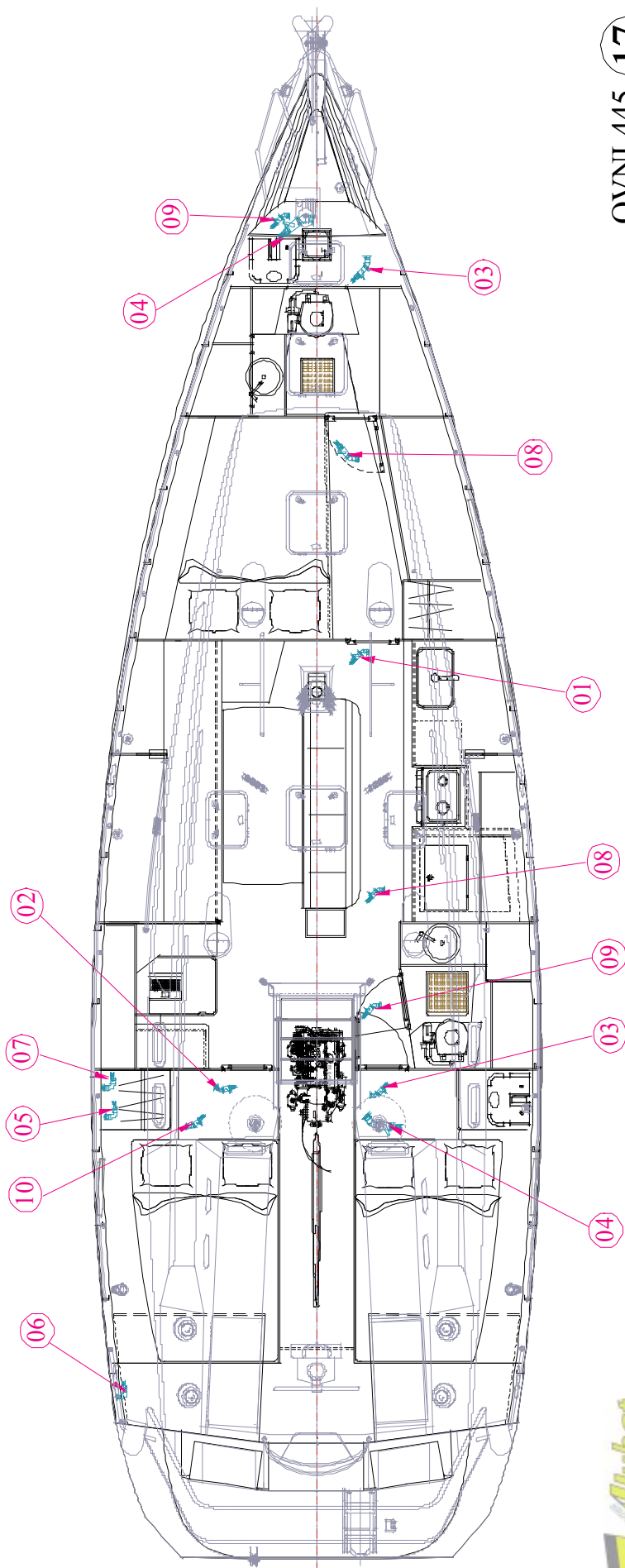
			
EVACUATION DU NAVIRE		ABANDONING SHIP	
Rep	Désignation	Ref	Description
Ex Wh Exit	Emplacement préconisé pour les extincteurs** Orifice extincteur machine Issue de secours	Ex WH Exit	Recommended places for extinguisher** Engine compartment extinguishing hole Exit
	Emplacements préconisés pour les extincteurs		Recommended place for extinguisher
1	Sous siège à cartes**	1	Under card seat
2	Coffre de cockpit barreur Bd**	2	Bd Helmsman cockpit deck
3	Placard tribord cabine avant**	3	Front starboard cabine cupboard
	 Emplacement désigné pour un extincteur portatif ou le placard où il est entreposé		Designated place for the portable extinguisher or Designated place for the portable extinguisher or The cupboard where it is inserted
	 Direction vers laquelle s'échapper		Direction to which Escape
	 Sortie la plus proche, par exemple panneaux de pont		Very near exit, For example Deck panels
	 Pour signaler la commande manuelle d'un système d'extinction fixe		TO signal the manual control of the fixed extinguisher system
	 Prés de liquides inflammables (bouchons, réservoirs, placard à gaz)		Inflammable liquid outlet (plug, tank, Gas locker)
**	Hors fourniture**		



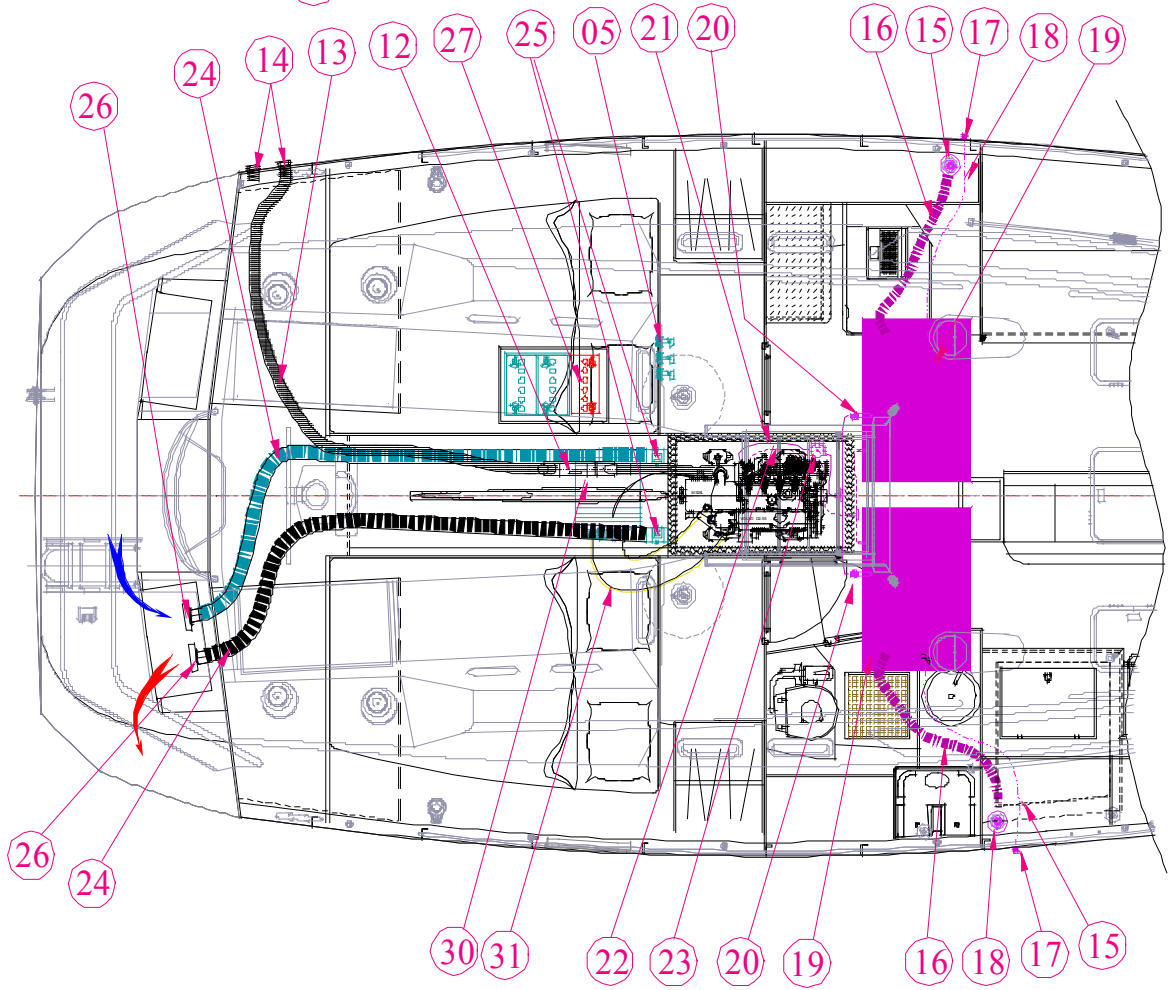
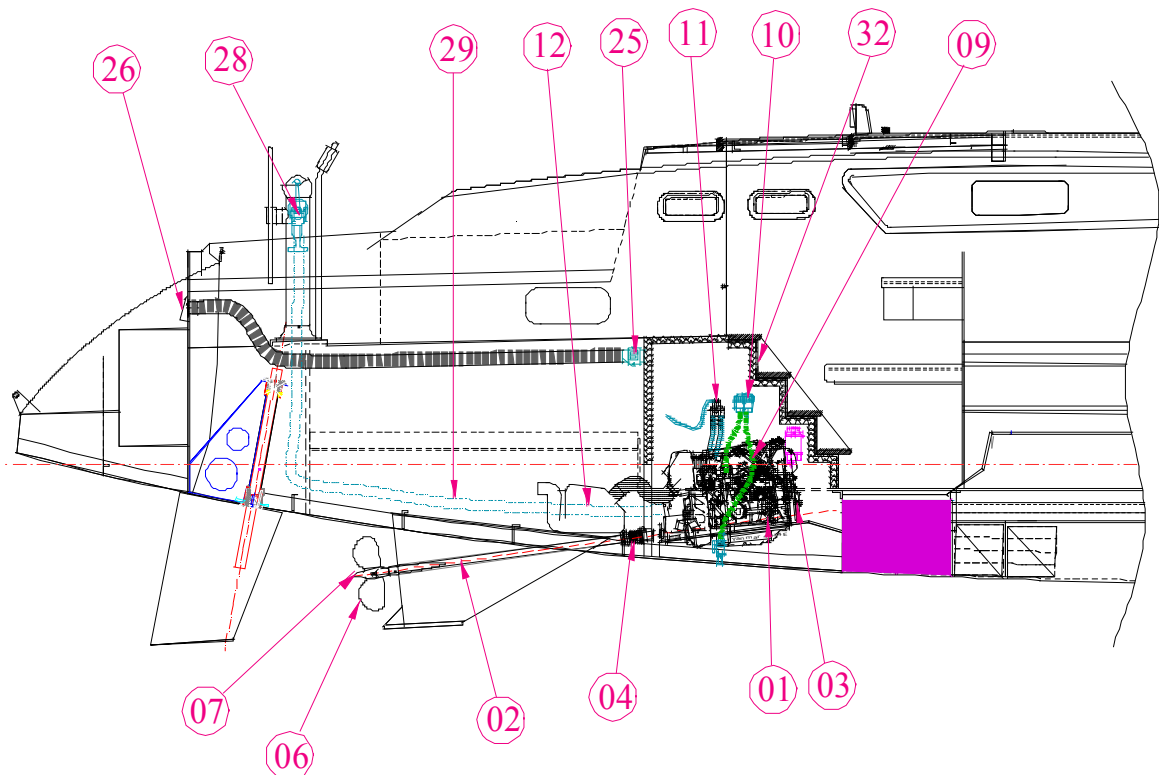
CIRCUIT D'EAU DOUCE		FRESHWATER SYSTEM	
Rep.	Désignation	Ref.	Description
1	Nable de remplissage Td	1	Td Filling plughole
2	Tuyau de remplissage Ø 37 mm Td	2	Ø 37 mm Td Filling tube
3	Event 1/2" Td	3	1/2" Td Vent
4	Tuyau d'évent Ø 13 mm Td	4	Ø 13 mm Td Vent hose
5	Réservoir eau douce 2 x 270 L	5	2 x 270 L Fresh water tank
6	Tuyau de distribution eau douce	6	Fresh water distribution pipe
7	Vanne coupure réservoir Td	7	Td Tank cut-off valve
8	Mitigeur douchette salle de bain Av.	8	Front Bath room hand spray Faucet
9	Groupe d'eau sous pression	9	Pressurized water system
10	Douchette de pont	10	Deck shower
11	Faisceau échangeur moteur / ballon	11	Motor/Balloon exchanger beam
12	Chauffe eau 22 L	12	22L Water heater
13	Mitigeur douchette salle de bain Ar.	13	Rear Bath room hand spray Faucet
14	Mitigeur Cuisine	14	Galley Faucet
15	Tuyau d'eau chaude	15	Hot water tube
16	Nable de remplissage Bd	16	Bd Filling plughole
17	Tuyau de remplissage Ø 37 mm Td	17	Ø 37 mm Td Filling tube
18	Event 1/2" Bd	18	1/2" Bd Vent
19	Tuyau d'évent Ø 13 mm Bd	19	Ø 13 mm Bd Vent hose
20	Purgeur ballon d'eau chaude	20	Hot water balloon air eliminator
21	Vanne coupure réservoir Bd	21	Bd Tank cut-off valve
22	Tuyau eau froide	22	Cold water tube
23	Vase expansion	23	Expansion silt



CIRCUIT I  EMENT		BAILING SYSTEM	
Rep.	Désignation	Ref.	Description
	<u>Pompe de cale électrique Td (16 l / mn)</u>		<i>Td & Bd Electric bilge pump (16l/mn)</i>
1	Pompe de cale 12 V avec contacteur		12V bilge pump with contactor
2	Tuyau Ø 19 mm		Ø 19 mm Tube
3	Passe coque coudée Ø 19 mm		Ø 19 mm bent through-hull
4	Vanne 3 voies		Three-way control valve
5	Crépine Ø 19 mm		Ø19 mm Rose box
6	Filtre		Filter
	<u>Pompe de cale manuelle (1,3 l / Coup)</u>		<i>Manual bilge pump (1.3l/turn)</i>
7	Pompe de cale manuelle (Double effet)		Manual bilge pump (double effect)
8	Passe coque coudée Ø 38 mm		Ø 38 mm bent through-hull
9	Tuyau Ø 38 mm int.		Ø 38 mm int. Tube
10	Crépine Ø 38 mm		Ø 38 mm Rose box
	<u>Pompe de cale électrique Bd (30 l / mn)</u>		<i>Bd Electric bilge pump (30l/mn)</i>
11	Pompe de cale 12 V avec contacteur		12V bilge pump with contactor
12	Tuyau Ø 19 mm		Ø 19 mm Tube
13	Passe coque coudée Ø 19 mm		Ø 19 mm bent through-hull
14	Vanne 3 voies		Three-way control valve
15	Crépine Ø 19 mm		Ø19 mm Rose box
16	Filtre		Filter

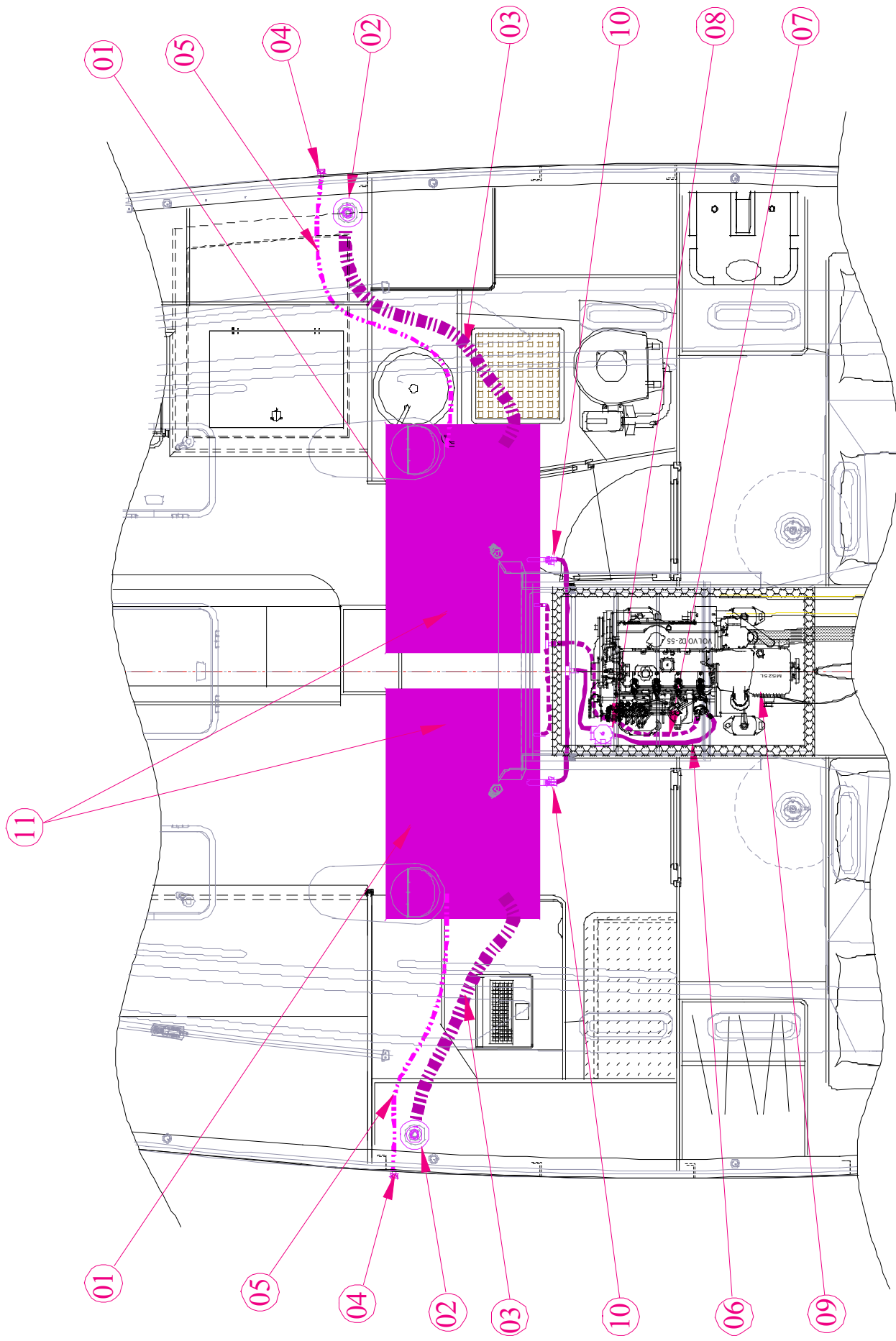


			
VANNE		SKINFITTINGS	
Rep.	Description	Ref.	Description
1	Evacuation évier cuisine	1	Galley Sink evacuation
2	Prise eau de mer moteur	2	Engine sea water outlet
3	Prise eau de mer WC	3	WC sea water outlet
4	Evacuation WC	4	WC evacuation
5	Evacuation assèchement pompe élect. Td	5	Td Electric discharge pump for dewatering
6	Evacuation assèchement pompe manuelle	6	Manual discharge pump for dewatering
7	Evacuation assèchement pompe élect. Bd	7	Bd Electric discharge pump for dewatering
8	Evacuation lavabo	8	Washbasin discharge
9	Evacuation bac à douche	9	Shower tub discharge
10	Prise eau de mer G.E*	10	G.E sea water outlet



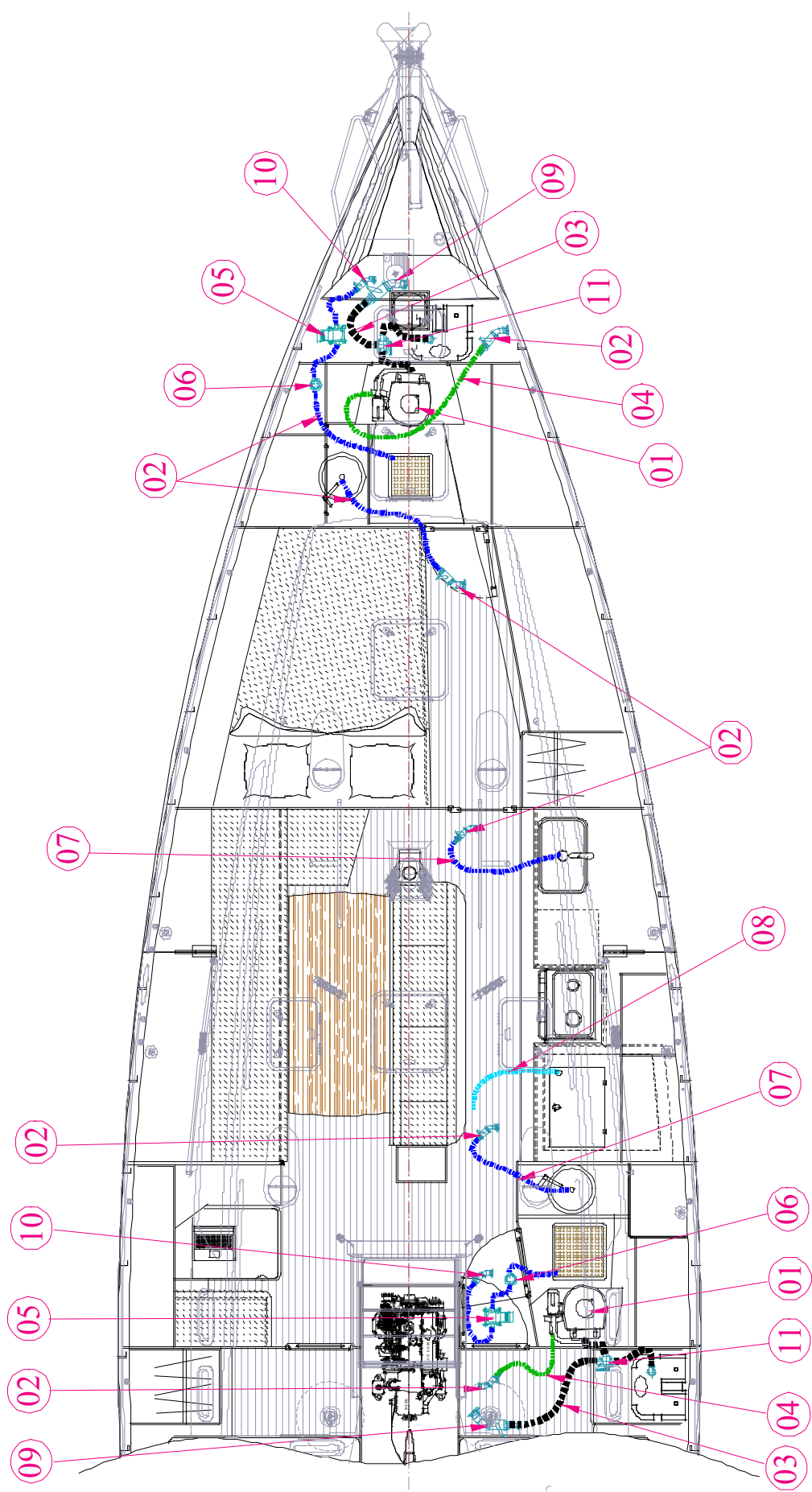


IMPLANTATION MECANIQUE		ENGINE INSTALLATION	
Rep.	Désignation	Ref.	Description
Général			
1	Moteur	1	Motor
2	Ligne d'arbre Ø 30 mm	2	Ø 30 mm Line shafting
3	Pompe eau de mer moteur	3	Motor sea water pump
4	Joint tournant	4	Swing joint
5	Coupe circuit batterie	5	Battery circuit breaker
6	Hélice	6	propeller
7	Anode	7	Anode
Circuit refroidissement/Echappement		Exhaust/Cooling circuit	
8	Prise d'eau de mer	8	Sea water outlet
9	Tuyau eau de mer	9	Sea water tube
10	Filtre eau de mer	10	Sea water filter
11	Coude anti-siphon	11	Anti-Syphon Bent
12	Pot à barbotage	12	Bladder washing pot
13	Tuyau d'échappement	13	Discharge tube Discharge passage
14	Sortie d'échappement	14	
Circuit G.O		G.O Circuit	
15	Nable de remplissage	15	Filling plug-hole
16	Tuyau de remplissage	16	Filling tube
17	Event réservoir G.O	17	G.O Tank blow-hole
18	Tuyau d'évent réservoir	18	Tank blow-hole tube
19	Réservoir G.O (2 x 250L)	19	G.O Tank (2 x 300L)
20	Vanne coupure réservoir G.O	20	G.O Tank cut-off valve
21	Tuyau alimentation gasoil	21	Fuel supply tube
22	Tuyau retour gasoil	22	Fuel return tube Fuel filter
23	Filtre gasoil	23	
Ventilation		Ventilation	
24	Gaine de ventilation Ø 75 mm	24	Ø 75 mm Air duct
25	Ventilateur de cale moteur*	25	Motor ramp ventilator Ventillation Grid
26	Grille de ventilation	26	
Divers		Manifold	
27	Batterie de démarrage	27	Starter Battery
28	Commande moteur	28	Motor control
29	Câble de commande	29	Control Cable
30	Chauffe eau	30	Water heater
31	Echangeur	31	Heat exchanger
32	Tableau moteur	32	Engine panel
* Option			



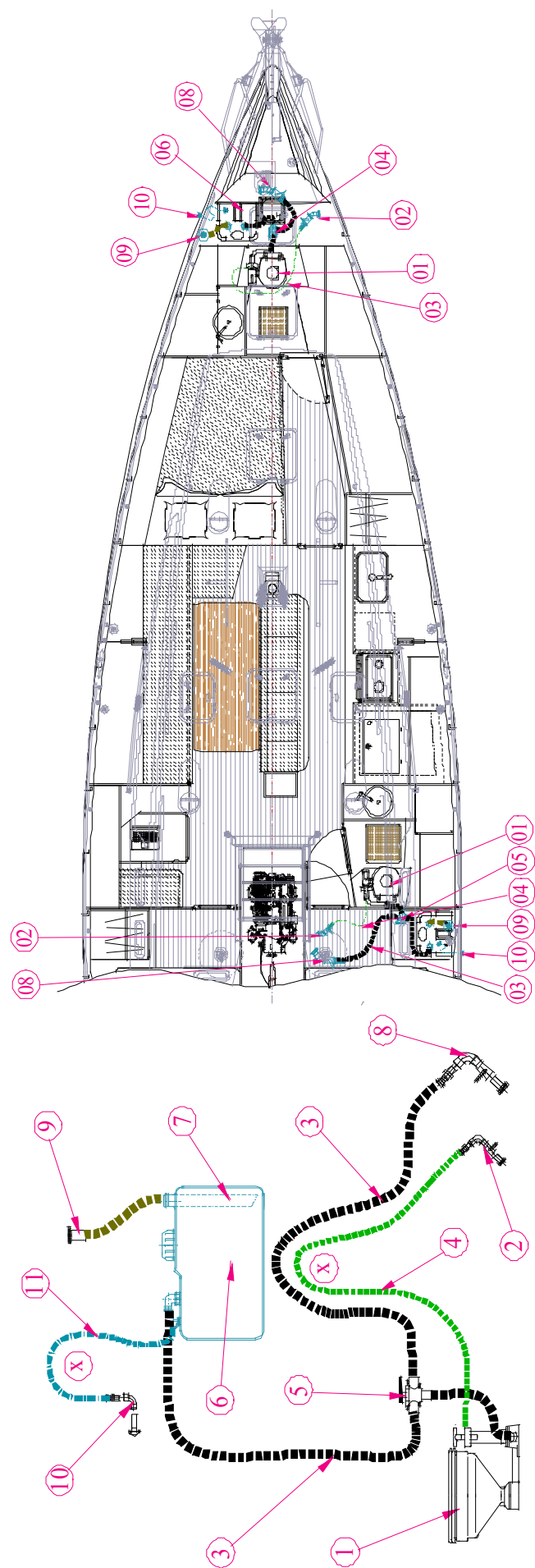
CIRCUIT FUEL

Rep.	Désignation	Ref.	Description
	<u>Circuit gasoil</u>		<u>Fuel system</u>
1	Réservoir de gasoil (2 x 250 l)	1	Fuel tank
2	Nable de remplissage gasoil	2	Fuel filler deck plate
3	Tuyau d'alimentation Ø 50	3	Fuel feed hose
4	Event Ø 15	4	Fuel tank vent
5	Tuyau d'évent gasoil Ø 15	5	Fuel tank hose
6	Tuyau d'aspiration gasoil Ø 8	6	
7	Tuyau de retour gasoil Ø 8	7	Fuel back hose
8	Filtre gasoil	8	Fuel filter
9	Moteur 55 cv (75 cv)*	9	Main engine
10	Vanne de coupure alimentation gasoil	10	Fuel supply cut-off valve
11	Jauge gasoil	11	Fuel Gauge



EA FR ISES		UK	
Rep.	Désignation	Ref.	Description
1	WC	1	WC
2	Ensemble passe coque vanne 3/4"	2	3/4" Gate through Hole assembly
3	Tuyau Ø 38	3	Ø 38 Hose
4	Tuyau aspiration Ø 20	4	Ø 20 Suction hose
5	Pompe douche élec. vidange eaux usées	5	Electric shower pump for emptying used water
6	Filtre	6	Filter
7	Tuyau anti-odeur Ø 20	7	Ø 20 Anti-odeur Hose
8	Tuyau évacuation glacière Ø 25	8	Ø 25 Cooler discharge hose
9	Ensemble passe coque vanne 1 1/4" évacuation W.C	9	1 1/4" Gate through Hole assembly WC evacuation
10	Passe coque 3/4" évacuation douche	10	Through hull 3/4" shower discharge
11	Vanne 3 voies	11	Three way control valve

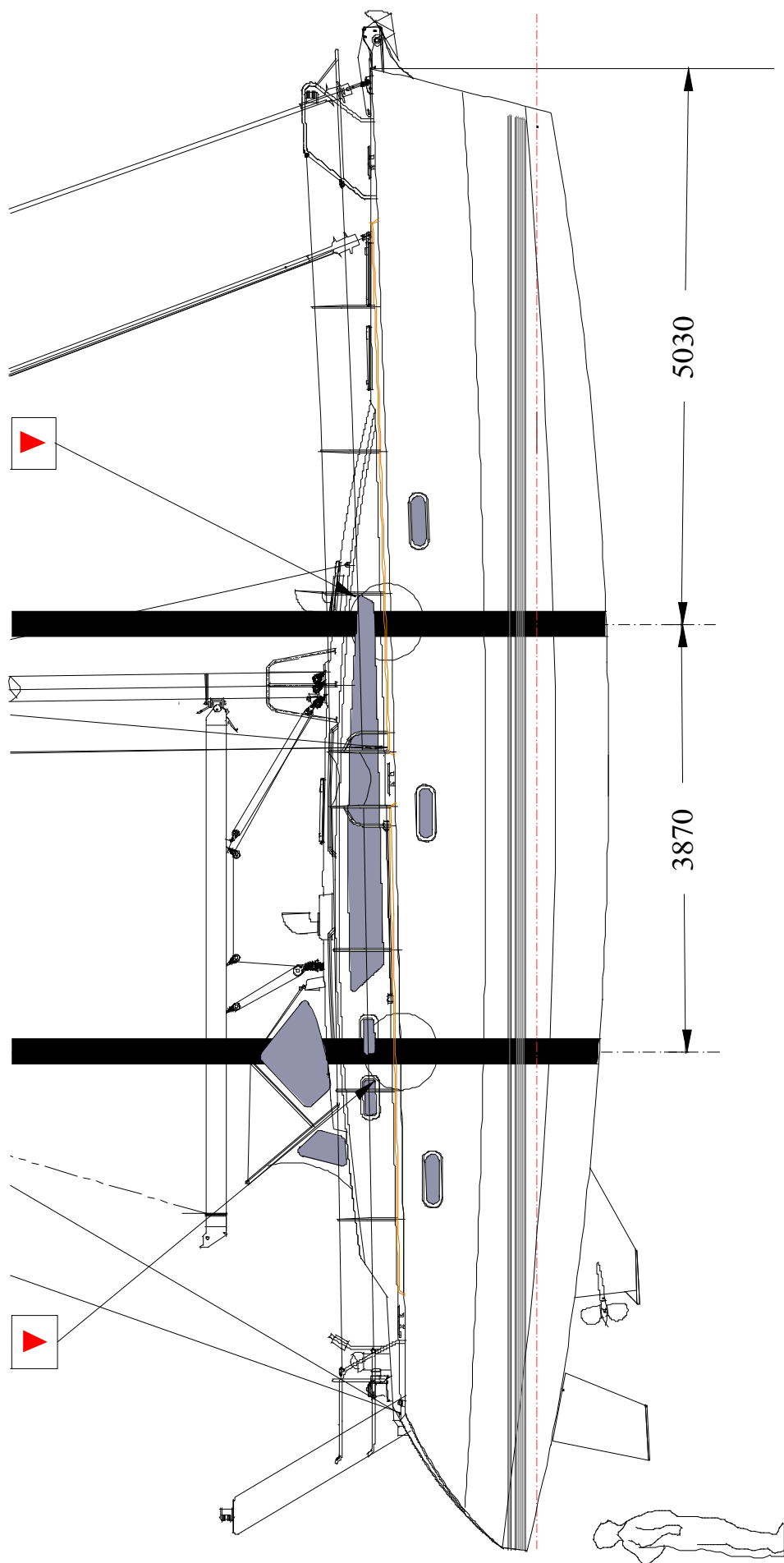
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HO TANK



Rep .	Désignation	Ref.	Description
1	WC	1	WC
2	Ensemble passe coque vanne 3/4"	2	3/4" Gate through Hull assembly
3	Tuyau Ø 38	3	Ø 38 hose
4	Tuyau aspiration Ø 20	4	Ø 20 Suction Hose
5	Vannes 3 voies PVC Ø 38	5	Ø 38 PVC 3 way control valve
6	Holding tank polyéthylène	6	Polyethylene Holding tank
7	Tube plongeur	7	Pick-up tube
8	Ensemble passe coque vanne 1"1/4	8	1"1/4 Gate through Hull assembly
9	Nable waste Ø 50 alu	9	Ø 50 Alu waste Plug hole
10	Event Diam. 16 mm	10	Diam. 16 mm Vent
11	Tuyau d'évent Ø 16mm int. Blanc	11	Ø 16mm int. White Vent hose
X	Col de cygne	X	Swan neck ventilator



PLAN  VAGE		Hoisting plan 	
Rep.	Désignation	Ref.	Description
	Voir repère en forme de triangle de couleur rouge sous le livet de pont		See mark in triangular shape of Red color under the deck line
	Lg de coque 13,80 m		Lengh of Hull 13.80m
	Bau maximum 4,29 m		Maximum beam 4.29m
	Tirant d' air 19,50 m		Air space 19.50 M
	Déplacement à vide 10426 kg		Loaded displacement 10426 Kg
	Poids du lest 3725 kg		Ballast weight 3725 Kg

LIST OF ATTACHED DOCUMENTS

- 1. Owner manual**
- 2. Franchization act**
- 3. Certificate for measurement**
- 4. An exemplory of request of mobile station license to be sent to French Telecom**
- 5. Instruction for use motor and Guaranty**
- 6. Guaranty and Instruction for use Charger**
- 7. Guaranty and Instruction for use refrigerator**
- 8. Guaranty and Instruction for use Electronics**
- 9. Electronic Folder with balance sheet**
- 10. Pump's user manual**
- 11. Instruction for use and mounting Furling system**
- 12. Winch Maintenance instruction**
- 13. Instruction for use Oven and stove**
- 14. Instruction for use Pressure reducing valve**
- 15. Instruction for use toilets**
- 16. Instruction for use car radio and guaranty**
- 17. Instruction for use the discharge pot**
- 18. Instruction for use motor water filter**
- 19. Instruction for use Windlass**
- 20. Instruction for use compass**
- 21. Notebook of the rescue rafts**
- 22. Water heater instruction**
- 23. Instruction for maintenance of helm system**