
# Nautitech 44

DESIGN CATEGORY A

# Owner's Manual

According to European directive 2013/53/UE

NAUTITECH

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**Your dealer**

Name _____
Address _____
_____

is the representative of **NAUTITECH CATAMARANS** and will provide you with all the necessary help to solve the problems you might have upon launching and masting, as well as for the technical checks when putting your craft into service or doing its maintenance. He will assist you, if need be, for the administrative formalities of licensing your boat.

As soon as you become owner, read the owner's manual delivered with your craft, date and sign the receipts here below and give (or send) the last one to your dealer.

**Owner's manual receipt to keep in your manual**
I, the undersigned:
Name
Address

Owner of the **Nautitech 44** n° CIN : FR-_____

acknowledges having received the owner's manual of ---------- and accepts its writing in English.

On:

Signature :

**Guarantee conditions**: see page §-Warranty

Cut following the dotted lines

✂----------

**Owner's manual receipt to keep in your manual**
I the undersigned:
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Owner of the **Nautitech 44** n° CIN : FR-_____

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Le :

Signature:

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# 1. INTRODUCTION

Dear Madam, dear sir,

Welcome aboard and welcome to the family of happy owners of sailing crafts **NAUTITECH CATAMARANS**.

The present manual has been elaborated to help you use your craft safely and
enjoy it. It contains details about the craft, the supplied or fitted instruments, its systems and information on their use, their setting and their maintenance, as well as prevention and management of risks. Please, read it carefully and familiarize yourself with the craft before using it.
This owner's manual is not a lesson on sailing safety or seamanship. If this is your first boat or if you have changed to a new boat style you are not familiar with, for your comfort and your safety, make sure to gather experience on its handling and its use before you « take the helm ». Your dealer, your national sailing federation or powerboat federation or your yacht club will be happy to inform you about navigation schools or trained instructors of the region.
Make sure that the forecasted wind and sea conditions correspond to your craft's design category, and that your crew and yourself are able to navigate the craft safely in these conditions.
Even when your craft is categorized for such conditions, the sea and wind conditions which correspond to design categories A, B and C vary from strong wind for category A crafts to severe conditions for the upper range of category C crafts, subject to the dangers of abnormal waves or gusts of wind. Consequently, these are dangerous conditions in which only an experienced and trained crew, in good shape, manoeuvring a well-maintained craft, can navigate in a satisfying way.

This owner's manual is not a detailed maintenance or troubleshooting guide. If you experience any difficulty, call the craft builder or its representative. If a maintenance guide is provided, use it for the maintenance of the craft.
Always use the services of a seasoned professional and qualified for maintenance, repairing or modifications. Modifications can affect the safety characteristics of the craft, they have to be assessed, carried out and documented by competent people. The craft builder cannot be held responsible for modifications he would not have approved of.

In some countries, a driving licence or an authorization are necessary, or specific regulations are in effect. Local requirements regarding road transport can also apply.

Always maintain you craft correctly and take into account its wear with time or, if need be, important or inappropriate use.
Any craft, as sturdy as it may be, can be severely damaged if not used properly. Inspect the craft regularly, particularly after any type of suspected damage. Always adjust the speed and direction of the craft to the sea conditions.

If your craft is equipped with a liferaft, carefully read its user's manual. The crew should have on board all the safety equipment (life jacket, harness, etc.) corresponding to the type of craft, to the weather conditions, etc. This equipment is mandatory in some countries. The crew should be familiar with the use of all the safety equipment and with all the safety emergency manoeuvres (man overboard recovery, towing, etc.). The navigation schools and clubs regularly organise training sessions.

All the persons on the deck should wear appropriate individual floating equipment (life jackets/buoyancy aid). Please note that, in some countries, it is mandatory to wear an individual floating equipment in accordance with national legislation at all times.

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

WARNING: Our crafts are constantly improved in relation with the experience of our customers and the research carried out by the shipbuilding yard, therefore the specifications given in this owner's manual are not binding and can be changed without notice and without any obligation to update.
The aim of this manual is to cover a maximum of information and thus it is possible that some equipment or some paragraphs are not related to your craft. In case of doubt, please refer to the inventory which should be provided by your dealer when ordering.

# 2. Craft design category

Your **NAUTITECH 44** falls into the design category A.

A pleasure craft given design category A is considered having been conceived to navigate with winds superior to Beaufort scale 8 and the associated waves of a 4 metre significant height, with the exception of exceptional conditions such as storms, tempests, tornadoes and extreme marine conditions or huge waves.

NOTE: Such conditions can typically be met during great crossings, for instance across oceans, but may also occur near the coasts when the zone is not protected from the wind and waves along hundreds of nautical miles. According to the atmospheric conditions, the wind can blow in gusts of up to 32 m/s.

This capacity to navigate will also depend on the crew's skills, its physical capacities, the maintenance of the craft and of the fitting-out of the craft.

So stay alert before setting sail.

The **NAUTITECH CATAMARANS** shipyard cannot guarantee the perfect running of the craft in exceptional sea conditions (violent storm, hurricane, cyclone, waterspout...).

**Design categories**

| | Navigation type | Wind force (Beaufort) | Wind speed | Significant considered wave height |
|---|---|---|---|---|
| A | Open ocean | Beyond 8 | Up to 28 m/s | Beyond 4 m |
| B | Offshore waters | Up to 8 included | Up to 21m/s | Up to 4 m included |
| C | Inshore and close to the shore | Up to 6 included | Up to 17 m/s | Up to 2 m included |
| D | Protected and sheltered waters | Up to 4 included | Up to 13 m/s | Up to 0,5 m included |

Be aware of the weather forecast before setting to sea.
In the port: the harbour's master's office daily displays the weather forecast for the current day and the days to come.

Météo France (French national weather channel) when you dial 3550
VHF: the CROSS broadcast several reports every day, after scheduled broadcast on canal 16.

**GO TO SEA, DON'T RUN A RISK**

The **NAUTITECH CATAMARANS** shipyard has chosen the ICNN (Institute for Certification and Normalisation in Nautical Field) as notified body to verify compliance to European standard CE 2013/53/UE, according to module B. and C.

### Identification

The hull identification number is made of a series of letters and numbers starting by **FR-** …

### Degree of danger

| | |
|---|---|
| **DANGER** | **Indicates an imminent dangerous situation which, if it is not avoided, can result in death or serious wounds.** |
| **WARNING** | **Indicates a potentially dangerous situation which, if it is not avoided, could result in death or serious wounds.** |
| **CAUTION** | **Indicates a potentially dangerous situation which, if is not avoided, could result in minor or moderate wounds.** |
| **NOTICE** | **Indicates information considered as important, but not linked to danger, for instance with regard to material damages.** |

# 3. Technical characteristics of the craft

## 1. General characteristics

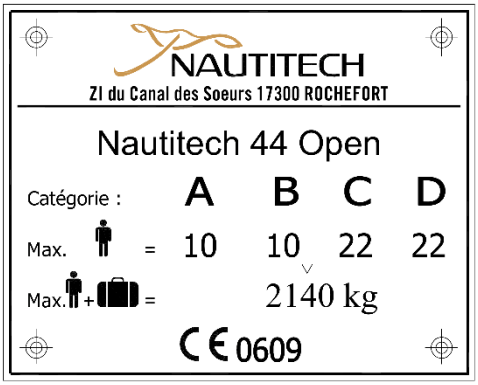
| | | |
|---|---|---|
| | Model | **Nautitech 44** |
| | Architect | Marc Lombard |
| | Builder | NAUTITECH CATAMARANS |
| | Design category | A |
| | N° of the notified body | CE0609 |
| | N° CIN | |
| $L_H$ | Length overall | 13,30 m |
| $L_{WL}$ | Waterline length | 13,02 m |
| $B_H$ | Beam of the hull | 7,36 m |
| $B_{MAX}$ | Maximum beam | 7,36m |
| T | Draft (full load) | 1,44 m |
| $H_A$ | Air draft (light load) | 21,4 m |
| $m_{LC}$ | Light draft | 11 250 kg |
| $m_{LDC}$ | Load displacement | 16 050 kg |

| | |
|---|---|
| Main sail surface | 75,00 m² |
| Surface Genoa | 53,30 m² |
| Self-tacking Solent Surface | 30,00 m² |
| Spinnaker surface (Option) | 157,00 m² |
| Surface Code 0 (Option) | 71,50 m² |
| Surface Gennaker (Option) | 97,60 m² |

| | |
|---|---|
| Water capacity apart from hot water system (Approximately) | 300 L x 2 |
| Diesel capacity (Approximately) | 250 L x 2 |
| Black water capacity (Approximately) | 54 L*2 |
| Engine battery (standard) | 92 Ah x 2 |
| Service battery (standard) | 140 Ah x 1 |
| Main means of propulsion | Sail |
| Maximum engine power allowed on board | 50 CV / 36 kW x 2 |
| Total mass of all liquids (all tanks full) | 1 173 kg |

***Nota bene***: the capacity of the various tanks of freshwater and diesel cannot generally be fully used according to the boat trim or the craft's load. For diesel, it is recommended to keep a reserve of 20%.

## 2. Builder's plate (EN ISO 14945)




Part of the information is given on the builder's plate set in the cockpit. A full explanation of this information is given in the chapter here below.

The maximum load for the builder's plate is given, $m_{MBP}$ includes the mass of recommended crew, of all the provisions and the personal belongings, of all the equipment included in the mass of the light draft, of the cargo (if applicable), minus the liquids in the fixed tanks.

Design category = **A** ; (see 1.1)

Maximum number of persons :

Catégory A = **10**
Catégory B = **10**
Catégory C = **22**
Catégory D = **22**

: recommended by the builder when the craft sails in sea conditions which correspond to its design categories.

**WARNING**
Do not exceed the maximum recommended number of persons. Whatever the number of persons on board may be, the total mass of persons and equipment must never go beyond the maximal recommended load.

Maximal recommended load:

Category A = **2140 kg**
Category B = **2140 kg**
Category C = **2140 kg**
Category D = **2140 kg**

: including the mass of all the persons on board, the provisions and the personal belongings, all the equipment not included in the light draft of the boat except for the content of the tanks.

The mass of the boat in full load condition ($m_{MC}$) [kg], is the sum of the mass of the boat in light draft condition plus the maximal load.

**WARNING**
Upon loading the craft, never exceed the maximal recommended load. Always load the craft with care and place the loads in an appropriate manner so as to keep the theoretical trim (approximately horizontal). Avoid placing heavy loads in the upper parts of the cabins.

**CE 0609:** CE marking indicating the compliance of the craft to all the requirements of the Directive. The number sequence is the code of the Certification body, in this case the IMCI (International Marine Certification Institute), (see also: Declaration of conformity)

# 4. Draining and plumbing system (EN ISO 15083)

## 1. Characteristics of the bilge pumping system

| Type of pump by float | Theoretical flow by float |
|---|---|
| Manual x 1 | 50 L / min for 45 strokes |
| Submerged electric pump x 1 per low point | 47 L / min |
| Submerged electric pump per engine comp. x 1 | 47 L / min |

Manual bilge pumps portside and starboard cockpit bench

Carefully read the operating and maintenance manual of the bilge pumps of your boat.

**CAUTION !**
- Bilge water should always be kept to a minimum.
- The priority is always to set the three-way valve orientation on central bilge suction.

Location of three-way valve of the portside and starboard cockpit benches

## 2. Bilge systems

**CAUTION!**
**Safety precautions**
- Make sure that the bilge pumps are in working conditions before going to sea then check at regular intervals the good running of each bilge pump.
- Regularly clean the bilge and the points or suction strainers of the pumps from the debris which could clog them. If the watertight bulkheads insulating the fore and aft peaks are equipped with valves, these have to be kept closed, they have to be opened only to drain the water from the main hold.
- Locate each hand pump and its lever (here, when not used, the detachable lever is stored in the cockpit chests port and starboard).
- Locate the switch of the electric bilge pumps in the electrical panel.

Electric bilge pump 12 V

**WARNING**
The bilge pump system is not intended for the control of the water coming from breaches into the hull. It is meant to empty water from ocean spray, from a valve leak or any other moderate leakage.

### 3. Pressure freshwater pump

The whole circuit is powered by an electric pump located on the mast bulkhead in the starboard floater.
A filter is installed upstream from the pump, it has to be cleaned regularly.

Water unit

Water boiler under the starboard back berth

**Never turn on the pump if the tank is empty, switch to the other tank (if there is one) or refill.**

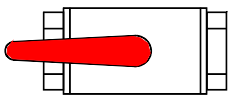
It is possible to sterilize the tanks thanks to Clonazone tablets (sold in pharmacies). Each year, dismantle the access hatch to clean them by filling them with antibacterial detergent, allow a few hours for the product to work then rinse two or three times. For wintering, fill the tanks to the top to avoid the development of algae or bacteria, or empty the tanks if there is a risk of frost, never use antifreeze.

Hot water heating is ensured by a boiler linked to the engine's cooling system and the craft dock electrical plug. After draining the boiler, make sure the heating element is submerged before you turn on the power again.

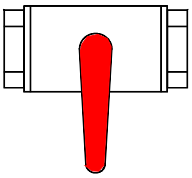
### 4. Valves

They are quarter turn valves:
- position OPEN: lever along the body of the valve,
- position CLOSED: lever perpendicular to the body of the valve.

Open valve



Closed valve



**CAUTION!**
- Never touch the tightening of the valves on the hull (seacocks). In case of leakage, consult a professional.
- In adverse weather or when leaving your craft, close all the valves of the waste system.
- Keep the valves closed when they are not used.
- During wintering, clean and rinse the seacocks and the valves. Examine the brass accessories; a slight superficial corrosion is normal.
- In case of a more serious corrosion, consult your dealer.

### 5. Operation of a marine toilet

- Open the seawater inlet valve.
- Open the toilet bowl joker valve.
- Put the lever in the « FLUSH » position.
- Operate the pump.
- To empty the bowl and avoid any water movement while navigating, position the lever on « DRY BOWL ».
- Operate the pump until the until the bowl is dry.
- Repeat these operations of flushing / drying of the bowl as many times as necessary to ensure a complete emptying of the pipework.
- When the toilet is not used, put the lever on the position « DRY BOWL »,
- **Close the valves after use, since the toilet may be located under the waterline.**

Regularly change the seals and the filters of the toilet.

### 5 bis. Operation of the electric toilet (Option)


The control panel has a double function flush switch and water level control. It allows indeed to select « normal flush » for a normal flow or « bowl-fill/bowl-empty flush » to determine the water level wanted in the toilet bowl.

### 6. Operating the blackwater holding tanks (EN ISO 8099)

- Each black water holding tank (36 L) is operated with the toilet manual valve.
- Periodically check the proper functioning of the tank vent.
- The content of the bowl is discharged in the holding tank.
- A plug hole has been set to empty the tank. The pumping technique consists in opening the plug hole located near the toilet, vertically aligned with the tanks.
- A discharge valve is located under the passageway floors. It is a stainless-steel valve with mechanical locking which can be sealed in locked position by padlock.
- Plan a cleaning of the tank with a disinfectant and biodegradable product once per season. Use a biodegradable deodorant and without formaldehyde to limit odours. Leave the system empty if the craft is going to sit in the dock in sub-zero temperatures. In case of wintering, use a non-toxic food-grade antifreeze, that complies with local regulations.

**CAUTION!**
- In case of a holding tank set-up, think of locking the discharge valve in order to avoid any accidental discharge during wintering.
- Respect local discharge regulations.

Open discharge valve

Locked discharge valve

# 5. Downflooding (EN ISO 8849)

To avoid the risks of downflooding on the craft:

- Check the closing of portholes and deck hatches or any other opening allowing water ingress before each departure to navigate.
- When navigating, close all the valves when they are not used, except for the engine seawater suction.
- Do not exceed the maximal recommended load.

Periodically check:

- the watertightness of the seacocks, valves and pipes.
- the proper flow of the cockpit drainage pipes.
- the watertightness of the cable glands or the sail drive seals.

**WARNING**
The cockpit locker lids have to be closed and locked before going navigating. This is particularly important for the lockers which pose an important risk of water ingress.
In heavy weather, panels, lockers and doors should be closed to minimise the water ingress risk.

# 6. Electric systems (EN ISO 10133)

## 1. Safety measures and use of the electric system

If a fuse or a circuit breaker keeps on switching off, you need to call a specialist in order to determine the origin of the short-circuit.

**WARNING**
Fire or explosion hazards may result from the improper use of direct current and/or alternating current systems.
Risks of electric shocks can result from an improper use of alternating current systems.
The system should be controlled every two years.

**Always:**
● Check the condition of the batteries (the charge level and the electrolyte level) and the charging system before going to the sea.
● Disconnect and remove the battery for wintering.
● Maintain the voltage of the battery at more than 11 V during wintering, 12 V if there is a risk of freezing
● Bring spare bulbs for all navigation lights and inside lighting. Respect the powers, notably for the navigation lights.
● Check the good running of the navigation devices.
● Check the good running of the navigation lights before night sailing.

**Never:**
● Work on an electrical installation while the system is energized.
● Modify the craft's electrical system or relevant drawings, except if it is performed by a competent marine electrical technician.
● Alter or modify the rated current amperage of overcurrent protection devices.
● Replace electrical appliances or devices with components which exceed the rated current amperage of the circuit without recalibrating the conductors and their protection.
● Leave the craft unattended with the electrical system energized, except automatic bilge pump, fire protection circuits, theft protection circuits and fire alarm circuits.

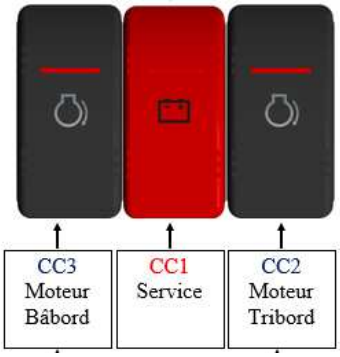
### 2. Setting up new equipment

Since January 1st 1996, electrical equipment is subject to the “electromagnetic compatibility” European directive (Ref. 89/336/CEE). It is therefore necessary to install new equipment that meet the requirement of this standard and bear the ‘CE’ marking. The device must also be delivered with a certificate of conformity and a user’s manual.
Only use electrical devices which have double insulation (class II) or grounded in case of a 220 V installation. Upon setting these devices, respect the assembly instructions (cross section of the wires, protection), in particular, link the connector cases or metal shields of the installed electrical devices to the protection conductor of the ship (green or green with yellow stripes conductor, or green with a yellow stripe).
To avoid maintenance problems, note down any possible alteration of the electrical diagram in the manual.

### 3. Battery

The capacity of the set of batteries has been studied to fill the energy need of on-board accessories: three 140 Ah service batteries (Plus two optional additional ones), located under the port aft berth, and two 80 Ah starting batteries, located under the starboard aft berth. To avoid any problems, it is necessary to ensure that the batteries are well charged and well maintained.

Fleet of service batteries and engine under port aft berth

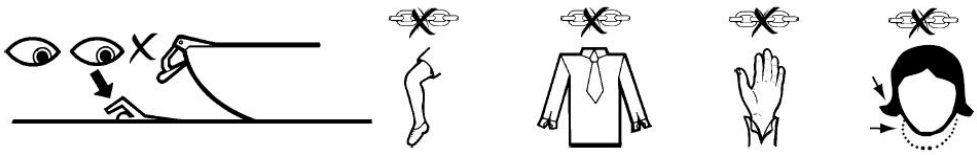



Bipolar circuit breakers batteries on the left side of the chart table

**WARNING!**
- When using new electrical appliances, make sure the overall electricity consumption of these appliances is relevant to the capacity of the batteries.
- Always disconnect the (negative) – terminal of the battery before the (positive) + terminal.
- Never bring into contact the two terminals of a battery through conductive objects (Tools, etc…).
- When handling the batteries, avoid any electrolyte liquid leakage by maintaining them horizontal. Wear adapted gloves and clothes in order to avoid any contact risk with the electrolyte liquid in case of leakage.
- In case of electrolyte spilling, rinse abundantly and thoroughly the part of the body which came into contact and see a doctor.

### 4. Electric anchor windlass

**WARNING!**
When you use the electric anchor windlass, it is imperative to make your engine run slightly faster.



A knife is provided near the bitter end ring in order to severe the rope in case of emergency.

**WARNING!**
When dropping the anchor chain in the water, make sure loose clothing, watches, bracelets, etc… stay far enough from all mobile parts and from the chain when it's moving.

### 5. Installation 220/110 Volts (EN ISO 13297) (optional)

**DANGER!**
The on-board 220V installation is protected by a circuit-breaker and provided with a differential unit. The wiring of additional on-board accessories in 220 V has to be performed by professionals, if necessary, with a recalibrating of the general circuit-breaker.

**DANGER!**
Your craft is delivered without a craft / shore power supply cable and without male plug on the shore power outlet. The cable will have to be designed for outdoor use. Its section will have to be adapted according to its length and the power of the main circuit-breaker (See electrical diagram). The plug will have to be adapted to the female plug of the shore power outlet (ask a professional if needed). It will have to be as close to the **IP 67 / IEC529** type as possible.
● Cut the shore power at the level of the disconnecting device installed on-board before connecting or disconnecting the craft / dock power supply cable.
● Connect the craft / shore power supply cable on the craft before connecting it to the shore power outlet.
● Disconnect the craft / shore power supply cable on the dock before disconnecting it on the craft.
● Make sure the power input connector protection on the dock is closed.
**Never:**
● Swim next to a craft connected to a shore power supply outlet plug: electric shock hazard!

**WARNING:**
Do not allow the shore power cable or craft power cable to hang in the water. An electrical field can result which can cause injury or death to nearby swimmers.

Shore power plug at the starboard steering station

# 7. Configuration

### 1. Outside configuration

#### a.) Fore deck

- Chain locker
- Trampoline fixed to the hull and to the front crossbeam
- Front balcony with teakwood seats
- Rotating mooring cleats

#### b.) Cockpit

- Large cockpit which can be used as a deck lounge fully covered by rigid roofing:
  - 4-person yacht bench seat with storage on port side
  - 4-person yacht bench seat with storage on starboard side
  - 2-person yacht bench seat on back crossbeam
  - Cockpit table

#### b.) Steering stations

On each helm stations:
- a stainless steel seat with surface seat and backrest
- a wheel steering
- electronic navigation equipment

On the starboard steering station:
- Motor control and control panels

#### c.) Swim platforms

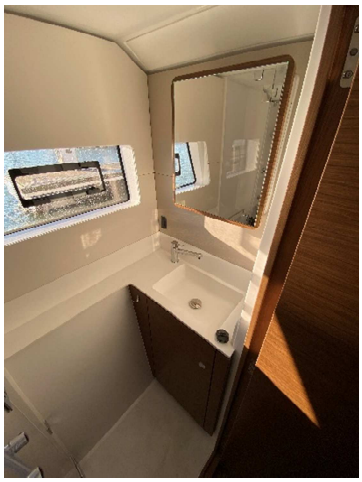
- Access hatch to the motor compartments
- Swimming ladder on starboard side
- Hand-rails
- Emergency tiller plug hole
- Small deck shower on starboard
- Rotating mooring cleats for the dinghy

**2. Inside configuration wardroom / wet deck (all versions)**

- Lined Ceiling with LED lighting
- floor in laminated plywood
- 360° panoramic view
- sliding entrance door on one level
- Access to the safety hatch under the stairs
- Wardroom table which can be converted into a chart table
- yacht bench seats
- Storage space under seating
- storage furniture on starboard
- chart table on port
- kitchen on starboard:
    - Stainless steel gas or electric stove 3 burners
    - Gimballed pan holder
    - Built-in oven
    - Stainless steel refrigerator 12 V
    - Stainless steel sink with mixer tap
    - Storage closet
    - Bin under the sink

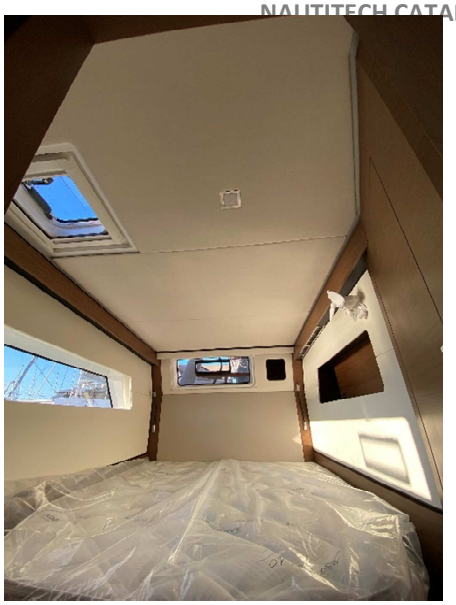
**3. Inside configuration starboard floater (all versions)**

- 1 aft cabin with:
    - Double bed of 160 x 200 cm
    - 12 cm mattress with washable cover
    - Storage space under the bed.
    - Wardrobe closet on the outer planking
    - Yacht storage shelf along the planking
    - LED ceiling lighting and 2 book lights
    - Cabin blinds and blackout curtains
    - Lined planking and ceiling, laminated floor
    - Opening « headboard » porthole
    - Planking glazing with opening porthole



- 1 shower room with:
    - Toilet area with basin and mixer tap
    - Mirror on front
    - Shower area with tap mixer
    - Planking glazing with opening porthole
    - Shower head holder
    - Ceiling lighting
    - Manual marine toilet
    - Toilet paper holder
    - Towel holder

- passageway
    - Storage and wardrobe area (large volume)
    - (Optional feature: washing machine, refrigerator, etc.)
    - Float companionway handrail
    - LED ceiling lighting



- 1 bow cabin with
  - Double bed about 160 X 200 cm.
  - 12 cm mattress with washable mattress cover.
  - Wardrobe with shelves.
  - Storage space under the bed.
  - Yacht storage shelf along the planking.
  - Planking glazing with opening porthole
  - A deck hatch
  - LED ceiling lighting and 2 reading lights.
  - Cabin blinds and blackout curtains
  - Lined planking and ceiling, laminated floor.
- 1 forepeak that can be converted according to selected option

**4. Interior configuration portside floater**

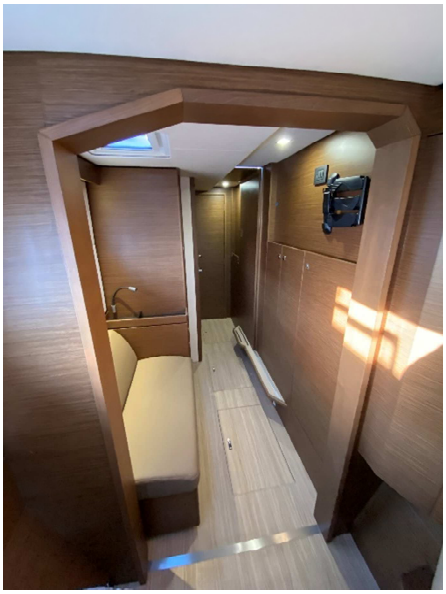
● ***4-cabin versions***

Portside configuration similar to starboard floater

● ***Master version***

- 1 aft cabin with:
  - 1 master bed of about 160 x 190 cm
  - Yacht storage shelf along the planking
  - LED ceiling lighting and 2 book lights
  - Cabin blinds and blackout curtains
  - Planking glazing with opening porthole
  - Drop-leaf desk with ottoman seat
  - 1 planking glazing with opening porthole
  - Wardrobe with shelves.

- 1 shower room with:
  - 1 separated toilet.
  - 1 toilet cubicle with basin and tap mixer
  - 3 door piece of furniture / 6 storage spaces and 3 mirrors
  - 1 planking glazing with opening porthole
  - 1 separated shower.



# 8. Gas installation

## 1. Directions for use

- Before any use or maintenance, carefully read the user instructions for the burner stove and the gas regulator.
- Make sure the gas bottle and the gas regulator comply with the recommendations of the stove (flow, pressure, type of gas).
- Make sure that the gas bottle and the gas regulator comply with the applicable standards in the country of use.
- Do not block the quick access to the elements of the gas installation (gas bottle housing, shut on/off gas valve).
- The gas bottle must always be kept in the gas-tight and ventilated housing provided for the purpose. The same goes for the spare and empty bottles. No other equipment must be kept in this housing.
- Never leave the ship unattended when the gas appliances are working.
- Close all the gas system valves when the craft is not used (shut-off valve, gas regulator valve), even when the bottle is considered as empty.
- Never smoke inside the craft when it has been closed, make sure there is no gas smell.
- If you notice a gas smell, close the valves of the system and that of the gas regulator, check the craft, detect the leakage before you put it back in service.
- Open the vents used to extract the burnt gases: opening hatch in front of the wardroom and the companionway door.
- the valves set on the empty bottles have to be closed and disconnected. Protective cowling, lids or caps should remain in place. The spare bottles have to be stored in housings or trunks for LPG bottles which have a ventilation system opened on the outside or stored outside of the ship, protected from weather damage and from mechanical damage and the escaping gas of which can only be evacuated towards the outside of the craft.

3-burner stove

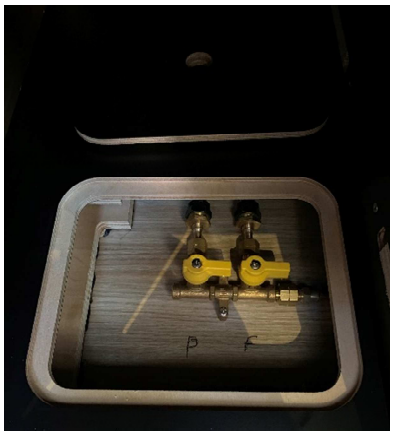
**WARNING**
The valves of the system have to be immediately closed in case of emergency.

**CAUTION!**
Precautions are to be taken to avoid any contact with open flames and other hot areas.

**CAUTION**
Open flame appliances that burn fuels consume cabin oxygen and exhaust the products of combustion in the craft. Do not use a stove or oven to warm the living areas. A ventilation is necessary when these appliances are running. Open the ventilation openings meant for that purpose when using these appliances. Never hinder the passage destined for ventilation. The ventilation requirements have been calculated for LPG appliances the way they are set. Additional ventilation openings can be required if other appliances are used simultaneously.
Check the good running of the appliances which use flues.

### 2. Checking the system

- The gas system has to be periodically checked:
  - Close all the valves of the stove.
  - Open the gas supply valve of the stove as well as that of the gas regulator.
  - Check the gas tightness of all the joins using a leaking detection device or by applying soapy water.

Double shut-off valve gas supply under kitchen sink

**AT CAUTION!**
Do not use ammonia-based solutions.

**DANGER!**
Never use a flame to look for leakage.

**WARNING**
All repairs and alterations of the system have to be performed by a competent person. Have the system checked at regular intervals or set by national requirements.
The flex lines (gas hoses) have to be:
- checked regularly, at least once a year,
- replaced if an expiry date indicated on the hose is past,
- replaced five years after the manufacturing date fabrication of the pipe, possibly indicated on it,
- replaced in case of deterioration.

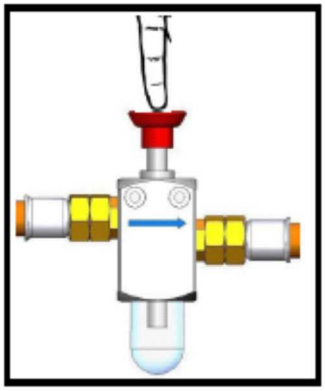
### 3. Changing the gas bottles

**DANGER!**
- Shut-off all the stove valves as well as the one which is before the stove.
- Do not smoke, nor use open flames while replacing the gas bottle.
- Thoroughly ventilate the compartment which houses the gas bottle when changing it.

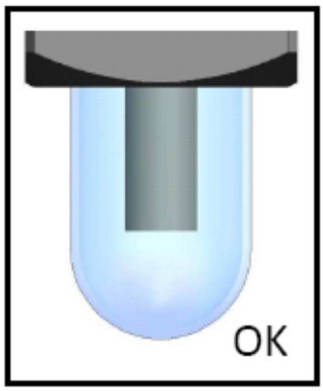
**WARNING**
In case of LPG installation:
- Do not smoke, nor use open flame while replacing LPG bottles.
- Close the valve of the empty bottle before disconnecting it to replace it.
- In case of LPG leakage or fire from a LPG tank, shut off the bottle valve and have the installation repaired by a competent person before putting it back in operation.

### 4. Leak detector in the gas box

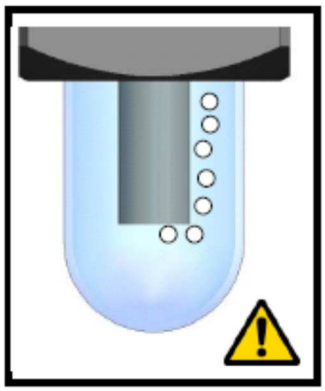
Operation principle / procedure:



Push the button and hold it for 10seconds.




If no bubble appears in the receptacle, no leakage.



If bubbles appear, the system has a leak.

**WARNING**:
If an LPG leak is detected or suspected, immediately take the following measures:
- Shut off the LPG supply at the level of the main supply valve(s);
- Put out the open flames and other sources of combustion (heating device, cooking appliances, pilot lights, etc.) and do not use LPG appliances;
- Do not activate an electrical switch;
- Evacuate the area, if possible.

Do not use an installation which has a leak before it has been inspected ad repaired by a competent person.

The above tests carried out by the user do not replace a checking of the LPG system by a competent person.

# 9. Engine (EN ISO 16147)

## 1. Engine maintenance

It is necessary to perform a regular maintenance which follows the recommendations of the builder.
Carefully read the user manual of the engine provided with the craft.
In particular follow the instructions related to wintering.
Do not hesitate to ask for advice from your dealer or a qualified professional.
In the absence of details, proceed as follows:

- Switch off the water intake valve of the engine,
- Disconnect the pipe of the valve of the engine water intake,
- Empty the seawater circuit,
- Dip the pipe in a can of–25° C permanent liquid,
- Let the engine run until the liquid is discharged through the exhaust,
- Reconnect the hose to the valve at the end of the operation,
- Put a sign on the electrical panel and on the battery disconnect switch indicating that the water intake valve of the engine is shut off.

**CAUTION!**
Do not sail with the sails or the engine if the angle of heel exceeds 10°.
Any change of engine must respect the capacities of the craft and be performed by an engine mechanic specialized in marine mechanics.

## 2. Launch of the craft / settings

Put the engine throttle in neutral position before starting the engine to prevent any movement of the craft and/or any rotation of the propeller.

**CAUTION!**
After the first launch of the boat and the tensioning of the rigging, check the alignment of the shaft or the flange of the sail drive.
● Make sure that the water intake valve of the cooling circuit is open, and that there is some water coming out of the engine exhaust.
● Make sure that the ducts and vents are clear.
● Crafts equipped with stuffing box with turning nut: purge the air from the stuffing box after each time the boat is put in the water.

**WARNING**
● Precautionary measures if fixed propellers are installed: do not engage them in reverse with sails; risk of seawater suction by syphon effect.

A brief inspection of the attachment of the propellers in the next trips to sea can be done. The malfunctioning of a propeller can trigger vibrations and cause the loss of the propeller.

### 3. Emission of exhaust gas

**DANGER !**
Combustion engines produce carbon monoxyde. A prolonged exposure to exhaust gas can cause serious consequences, possibly cause death.

### 4. Safety

**DANGER!**
The engine must not be running when there are people swimming near the ship in order to avoid any serious wound risk with the propeller.
If possible, the engine has to be stopped for any maintenance or inspection operation of the engine. Otherwise, special attention will have to be paid to the moving parts (drive shafts, belts, etc…) in order to avoid any risk of injury.

## 10. Fuel (EN ISO 10088)

The flex lines (hoses) EN ISO 7840 for fuel have to be replaced at the first signs of deterioration by flex lines (hoses) bearing the same marking.

**CAUTION!**
- The nominal fuel capacity cannot be fully used according to the trim and the loading of your craft. For safety, keep a 20% reserve.
- Avoid contact with inflammable materials and the hot parts of the engine.

**Never:**
- Store inflammable materials in places unintended for that use.
- Store equipment containing fuel (speed boat engines, tanks, gasoline power generators, etc.) in compartments unintended for that use. All the equipment containing fuel has to be stored outside.
- Smoke when filling the tanks.
- Deliberately or inadvertently obstruct the ventilation of the compartments or spaces, in particular those containing fixed gasoline engines, fixed gasoline tanks and fixed batteries;
- obstruct access to portable fire extinguishers or fire ports;
- Alter the installation, except if it is performed by a technician who is qualified in this field.

# 11. CHECK LIST

## ***STARTING THE ENGINE:***

Opening of the engine suction valve
Opening of the fuel valve
Check the engine oil level
Check the engine coolant level
Check the position of the engine batteries' circuit breakers
Check the charge of the batteries
Check the terminal screws and plugs of the batteries, grease them if necessary
Throttle control level, clutch in neutral
Switch on
Start
Check the water output
Turning off the alarms and indicators
Let the engine run at idling speed to warm up for 5 to 6 minutes
Check the good tightness of all the cooling circuits of fuel, of lubricant and exhaust
Check for the presence of fuel vapours or gas

In case of doubt or problem, check the owner's guide, the technical information, the plans or ask your dealer.

## ***STOPPING THE ENGINE***

* Put the engine in idling for 5 minutes
* Press the Stop push button
* Turn off the ignition
* Close the different valves.

In case of doubt and problems, check the owner's guide, the technical information, the plans or ask your dealer.

## ***FILLING THE TANK:***

* Keep the extinguisher handy
* Engine stopped
* Electrical devices stopped
* Deck hatches and portholes closed
* Do not fully fill the tank to allow the fuel to expand

In case of doubt or problems, check the owner's manual, the technical information, the plans or your dealer.

## ***BEFORE LEAVING PORT***

* Weather report
* Supplies and provisions
* Clothes for sailing
* Mandatory documents and equipment on board and in good working condition
* Safety equipment (life jacket, harnesses, extinguishers, distress flares, emergency tiller)
* Safety recommendations given to the crew with indication of the location of the equipment
* Bilge pumps in working condition
* Navigation lights in working condition
* Fuel tanks filled
* Water tank filled
* Check the good (water)tightness of all the circuits
* Check the level of liquid coolant
* Check the good working of the rudders
* Clean diesel fuel filters and in good working condition
* Engine oil levels
* Charge of the batteries
* Rigging in good condition (tension in shrouds) and check handrail.
* Deck fittings in good condition (pulley blocks, winches, ropes, reel, crank handles, clam cleats)
* Sails in good condition (stitching, bolt ropes, roller furler)
* Close the portholes and deck hatches

In case of doubt or problems, check the owner's manual, the technical notes of use, the blueprints or your dealer.

## ***ONCE YOU'RE BACK :***

* Boat correctly moored with fenders in place
* Sails dried and stored
* Safety equipment dried and stored
* Rinse the boat with soft water
* Move aside the halyards so they don't beat
* Coil the various ropes
* No leakage in the fuel circuits
* No leakage in the sanitary and draining circuits
* Shut off the valves
* Open the refrigerator
* Shut off the electric circuit

In case of doubt or problems, check the owner's manual, the technical notes of use, the blueprints or your dealer.

# 12. Fire fighting equipment (EN ISO 9094)

Firefitghting equipment is subject to national regulations, therefore your craft is delivered without it.
We recommend equipping your craft with fire extinguishers, according to standard EN ISO 9094, with the following specifications:

a) Minimal capacity per extinguisher: 5A/34B (*)
b) Combined minimal capacity of the extinguishers: 10A/68B, according to EN ISO 9094 standards
c) 1 fire extinguisher within:
   - 1 m for a ship<10 m or 2 m for a ship>10m from cockpit
   - 2 m from the fire port to flood the engine,
d) 1 fire extinguisher within 2m of the stove,
e) 1 fire extinguisher within 5m of the berths.
f) The carbon dioxide fire extinguishers can only be placed inside living quarters where flammable liquids are present (Ex.: kitchen) or containing energized electrical equipment. There must be only one $CO_2$ fire extinguisher per risk zone and its maximal capacity must not exceed 2 kg/4.4092 lb
g) 1 fire blanket to store near the flame

Only compatible replacement parts must be used for fire protection systems. They must bear the same markings and be technically equivalent.

**CAUTION!**
It is the owner/skipper's responsibility:
● to check the firefighting equipment according to the builder's recommendations and the regulation of your country.
● to ensure that the firefighting equipment is in serviceable condition or replace it by fire-extinguishing equipment of equal or superior capacity if otherwise.
● to inform craft occupants about:
  - **the location and operation of the firefighting equipment**
  - **the location of any fire port discharge into the engine compartment**
  - **the location of escape routes and fire exits**
● to ensure that the firefighting equipment is readily accessible when the ship is occupied.
● to unlock any deck hatches or any other locked escape openings.
● to keep your bilges clean and check them for fuel vapor or gas.

**Never:**
● Obstruct passageways to fire exits and hatches (deck panels).
● Obstruct the safety controls (gas shut-off valve(s), fuel shut-off valve(s), electric switches)
● Obstruct access to portable fire extinguishers or fire ports.
● Leave the craft unattended when cooking and/or heating appliances are in use.
● Use a gas lamp in the craft.
● Fill any fuel tank or replace a gas bottle when the engine, the stove or heating appliances are in use.
● Smoke while handling fuel or gas.
● Set loose curtains or other type of cloth near open flame appliances, radiant heat appliances or electric heating appliances and kitchen appliances…
● Store combustible materials in the engine compartment.
● If non-combustible materials are stored in the engine compartment, they must be firmly tied up in order not to fall on machine elements and must not obstruct access to the engine compartment or its exit.

**WARNING**
If a $CO_2$ fire extinguisher is installed, the following information has to be displayed near its location:
***« This fire extinguisher contains $CO_2$ – Do not use it to fight fires of electric origin or kitchen fires. To avoid asphyxiation after discharge, leave the area immediately. Ventilate before entering. »***
After extinguishing the fire, do not open the engine compartment immediately to avoid any spreading of toxic fumes and spattering of glowing materials (oil, water).

Fire port discharge engine fire extinguisher on steering station floor

Detection system
The craft has to be equipped with a fire detection system (smoke detector, heat detector, etc..). The recommended location is indicated on the escape route plan in appendix. This detection system emits a sound signal in case of alert. It has an independent battery, which has to be replaced as soon as it signals its load loss, according to the builder's recommendations or indicated on the device.
Smoke alarms have to be tested as part of the boarding routine or every week in case of prolonged presence on board. In case the test signals that the device is defective, replace it with an equivalent device.

# 13. Lightning protection

For your safety, it is necessary to take certain precautions.

### 1. Maintenance

If the ship has been struck by lightning:
- the protection installation has to be inspected to detect material damages and verify the integrity of the device.
- compasses, electric and electronic devices have to be inspected to determine if damage or calibration changes have occurred.

### 2. Protection of persons during a storm

**WARNING**
During a storm, it is preferable to heed the following requirements:
● People should remain as often as possible inside the ship.
● No one should be in the water nor let their arms and legs hang in the water.
● While ensuring a satisfying control of the ship and navigation, occupants must touch no part linked to a lightning protection device, especially not in a way that links these parts.
● It is advisable that people avoid any contact with the metallic part of the rigging, the spars, deck equipment parts and safety handrail cables.

# 14. Rudder (EN ISO 8847)

## 1. Standard steering wheel

The steering apparatus is a key element for safety and comfort. The direct transmission system by tiller rope, chosen for its ergonomic and professional qualities, gives your **Nautitech 44** an excellent helm hold.

Periodic inspections to carry out:

- Examine the slack of the different elements (rudder stocks/pipe collars, the tightening of the bolts)
- adjust the tightness of the quadrants

In case of doubt or problem, see your dealer.

The operator's view from the piloting location can be obstructed due to one or several of the following evolving conditions:

1) load and load distribution;
2) speed;
3) sea conditions;
4) reduced visibility (i.e., by rain, darkness and fog);
5) reduced visibility (i.e. changing and raising the sails);
6) inside lights;
7) ship covers or curtains;
8) persons or mobile equipment located in the field of vision.

The piloting area includes several steering devices, when moving from one wheel to the other make sure to take the necessary precautions.

## 2. Emergency tiller

**CAUTION!**

- The **Nautitech 44** is equipped with an emergency tiller which has to remain easily accessible, we recommend storing it in a locker of the cockpit wet deck.
- It is only designed to navigate at reduced speed if the helm is damaged.

To use it:

- Unscrew the plug hole located on the port side and starboard rear swim platforms.
- Set the tiller on the rudder stock head.


Emergency tiller plug hole on back swim platform

# 15. Navigation

**WARNING**
In any situation, adapt the speed of your craft to the surrounding conditions and maintain a safety margin. Pay special attention to:
- sea conditions, currents, wind speed.
- traffic
- harbour manoeuvres
- moving in anchorage areas
- respect the rules of right of way the way they are defined by the navigation rules and imposed by the COLREG.
- make sure you always have enough distance to stop or manœuvre if necessary, in order to avoid a collision
- respect the restricted speed areas.
- by courtesy and for safety towards the other ships, make sure not to make too important a wake when near other crafts

**WARNING**
- You have to equip your craft with handrail lifelines. There are anchor points on the deck. Refer to the rigging plan of your craft.
- The stability of your craft has been studied by taking into account the mass of the craft in light load condition, the standard on-board equipment and the shipyard catalogue options. Any change in the location of the on-board loads (for instance: adding a radar, changing the engine etc…) can significantly affect the stability, the trim and the performances of your craft.

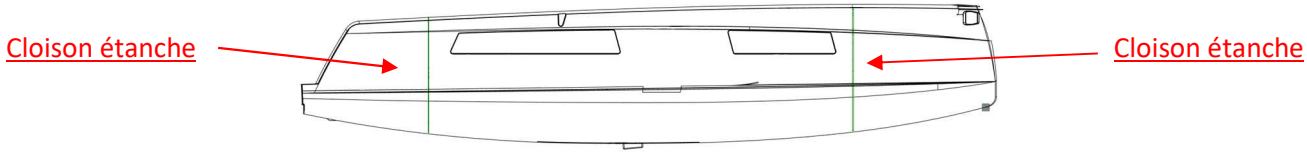
The air tanks must not be punctured.
Cresting waves are an important threat to stability.
Towing a boat can create a major overload, which has a negative impact on the stability of your craft.
Stability is reduced by adding any mass above the main deck.
- **Never:** lift important weight by means of the boom.

Stability has been evaluated in light load condition.
This craft could capsize and stay turned over if it bears an excessive sail surface. It is designed not to sink in such circumstances. The sail plan should be reduced according to the speed (25 knots) and the force of the wind and to respect the following precautionary measures:

- in case of strong gust EASE THE SHEETS
- close hauled LUFF
- in cross wind conditions EASE THE SHEETS
- in downwind conditions LOWERING THE SAILS

The surface above the roof is considered as a work deck to manoeuvre the sails.

**DANGER!**
The **Nautitech 44** could capsize.
Therefore, the integrity of the front and rear watertight bulkheads must absolutely respected



# 16. Safety equipment

The safety equipment is not harmonised at European Union level. You should be informed of the national requirements to which your craft is subjected according to the vessel registration flag. In France, recreational crafts bearing the marking CE must include on board the safety equipment intended for the sailing category chosen by the yachtsman.

### 1. Reducing sail (see plan and reducing sail table in annex)

This craft can capsize and stay upside down if it carries too much sail. It is conceived not to sink in that case. The average surface of the sails must be reduced if the average windspeed is excessive (see the reducing the sail surface).

To limit the risk of capsizing, of failure of a rigging part or the mast (which can cause a dismasting), the sail surface will be reduced according to the force of the wind but also of such elements as:

- sea conditions,
- comfort and skill of the crew,
- entering of exiting the harbour, proximity of the hazard,
- gusts of wind or fog.

### 2. Evacuation hatches in case of capsizing

**Each floater is equipped with an evacuation panel, ensure that they are well shut before departing.**

### 3. Falling overboard

Your craft is equipped:

- with lifelines, do not hesitate to hook the harness to it as soon as you are manoeuvring in difficult sea or wind conditions,
- with a telescoping bathing ladder on the starboard swim platform to bring back a man fallen to sea.

### 4. Liferaft (EN ISO 9650)

The liferaft is located in the rear beam locker with access above and below in case of capsizing. The liferaft is held by straps that have to be detached or severed.
Carefully read their user's manuals. The crew has to be familar with all the safety equipment (harness, flares, liferaft, etc.…), sailing schools and clubs regularly organise training sessions.

**If you lock the liferaft case, don't forget to unlock it before setting off to sea.**

### 5. Davits

**CAUTION!**
Davits are limited to 110 kg per davits


## 17. Mooring, anchoring and towing (EN ISO 15084)

**CAUTION!**
Information on the breaking strength of the strong points: each strong point is designed and installed in order to receive a horizontal load, Pn, in kilonewtons, without any technical failure at the strong point level or on the structure to which it is fixed:

- To the front, for mooring and towing: 5,5 metric tons (53,7 kN)
- To the front, for anchoring: 4,5 metric tons (43,8 kN)
- To the rear: 3,8 metric tons (37,4 kN)

• The resistance to breaking of the lines/chains shall in general not exceed 80 % of the breaking strength of the strong points
● Where the purpose of a strong point is not self-evident, the boat manufacturer shall label the strong point (strong point destined for anchoring and/or mooring).
● Always towed or be towed at slow speed. Never exceed the hull speed of a displacement craft when being towed
● A tow line shall always be made fast in such a way that it can be released when under load.

### 1. Responsability

It is the owner's/operator's responsibility to ensure that the mooring lines, towing lines, anchor chain(s), anchor lines and anchors are adequate for the vessel's intended use i.e., the lines or chains do not exceed 80% of the breaking strength of the corresponding strong point.

The owner should also consider what action will be necessary when securing a tow line on board.

### 2. Non-metallic strong points

If non-metallic strong points are installed on the craft, their limited life time should be taken in consideration. They shall be replaced once they show any signs of deterioration, visible surface cracks, or permanent deformation.

***Nota bene***: black items are less prone to UV degradation than the light-coloured ones.

### 3. Use of the mooring Y-shape bridle

The craft is delivered with a split backstay which has to be used during mooring and towing operations to transfer and distribute the pull forces on the two fixed points / front cleats. This will relieve the boat and bring more safety during these manœuvres.

The mooring y-shape bridle connected to the chain at the proper length according to the mooring will also allow to relieve the anchor windlass from the tensile stress of the mooring.

## 18. Handling, transport, dry-docking

Upon cranage, make sure the slings are well-positioned they don't rest on propellers, propeller shafts or a fragile craft sensor.
The lifting gantry will be large enough or equipped with spacers so as not to apply excessive effort on the crosswise rubbing strakes.
Avoid the slings to rest on the guard line.
The ship cradle pads have to be place at the level of structural elements and only exert the pressure needed to the good balance of the boat.
When the boat is out of the water, take the opportunity to examine the propellers, the rudders, the sea cocks and the probes.

Advice to hoist a person at the top of the mast

# 19. Protecting the environment

We invite you to stay informed on local environment rules, and to respect international regulations against marine pollution (MARPOL) as well as about the codes of good practice.

**ATTENTION!**

- Most cleaning products, motor oils and hydrocarbons are not neutral for the environment, therefore they will have to be discharged in regulated places (enquire this matter at the harbour master's office).
- Do not switch on the bilge pumps when oil or hydrocarbons are present in the motor compartment because these products have to be discharged in regulated places.
- Some products can also pose health risks; this is why it is important to read and respect the instructions for use.
- The substances used have to be labelled and stored in an appropriate place of the craft.
- Do not discharge the toilets or the content of the holding tanks near the coasts or in forbidden zones and use the pumping systems of the ports or the marinas to empty the holding tanks before leaving the port.

# 20. Warranty

**A) CONTRACTUAL WARRANTY**

Note: the present guarantee does not apply to crafts used for business purposes (it being specified that any rental business operation falls into this category) nor to craft which participate in competitions which can benefit from specific warranties.

**8 - Warranties**

**a) Watercrafts and new equipment:**

8.1.1 – The seller must supply the professional buyer as well as the consumers who reside out of the European Union with the legal guarantees such as defined in the scope of the sale of watercrafts by articles 1641 and 1648 of the Civil Code and in the scope of the shipbuilding contract by articles 7 and 8 of the law n° 67.5 of January, 3rd, 1967 on the status of watercrafts.

8.1.2 – The seller must supply the buyer who resides in the European Union territory, and contracting as a consumer, with the guarantees such as defined in the scope of a ship sales contract by articles 7 and 8 of January, 7th, 1967 on the status of watercrafts, and in the scope of ordinance (2005-136) of 17 may 2005 included in the French consumer code. Independently from the guarantee thus granted, the seller must answer any breaches in conformity with the product in the contract and the unacceptable defects in the conditions provided for in articles 1641 to 1649 of the Civil Code (cf. 8.1.1).

8.2 – Apparent defects: when the product is received, accepting the delivery frees the seller from his obligation of the legal warranty on conformity and on apparent defects.

8.3 – Contractual warranty:

Except expressly agreed warranty clauses or penalties upon acceptance of the order, the seller's warranty is granted in the following conditions:

- The purchaser benefits from a two-year contractual warranty, starting when the craft is received, inscribed on the record receipt.
- It is limited, by the shipyard choice, to the replacement or the free repair of all parts acknowledged defective by the technical services of the builder and so, without compensation of any kind.
- For the parts and accessories of the boat which visibly bear the brand name of another supplier, the warranty is limited to the warranty provided by that supplier.
- It is specified that any costs of handling, transport, immobilizing, delivering of the craft incurred to perform these operations are exclusively borne by the purchaser-user, unless the **NAUTITECH CATAMARANS** shipyard proposes to change that provision in a partial or total way.

- The following are excluded from the shipbuilder warranty:

- The transportation of the boat and of all parts as well as their consequences, as well as the expenses or the possible material damage resulting from the impossibility to use the craft and/or the equipment;
- The normal wear and tear;
- The cracks or the loss of colours of the gelcoat;
- The damages resulting from:
  - Fortuitous events or force majeure;
  - Alterations, modifications, or repairs even partial carried out outside of authorised workshops
  - Failure to observe the maintenance recommendations specified in the owner's manual given with the craft;
  - The misuse, notably, the careless, reckless, improper or abnormal use;
  - Participation in competitions;
  - carelessness concerning taking the appropriate precautionary measures;
  - inappropriate storage or transport conditions.

To benefit from the manufacturer contractual warranty, the purchaser-user must produce the craft's delivery certificate properly completed and the warranty document each time he will ask to benefit from it and, under penalty of lapse of rights, notify in writing to his dealer-seller, about the fault and defect, in a detailed and motivated manner within 15 days from the date of its discovery.

8.4 – The warranty covers a marine use in wind and sea conditions acceptable for safety and corresponding to the approval category of the craft. In these conditions it cannot in any case cover events which occurred as a result or following boarding, grounding, breaking waves, tidal wave, cyclones, heavy storms, and any other event and/or resulting from a navigation error.

8.5 – Loss or damage of products which occurred after the transfer of risks to the purchaser does not free him from paying the price.

**b) Second-hand crafts and equipment:**

The purchase order stipulates whether the craft or the equipment is second-hand.

The purchaser benefits from a one-year warranty, only on the hull and the engine, starting from the receipt date of the craft or the goods, written on the formal record of receipt.

c) In addition to the above detailed contractual warranty, the seller remains liable for non-conformity of the property and hidden defects as provided in articles 1641 to 1649 of the Civil Code and where applicable, in the provisions of the ordinance of February, 12th 2005.

**B) COMMON CONDITIONS TO GUARANTEES**

Any request to be taken into account in the scope of the present warranty conditions will have to be formalized in writing addressed to **NAUTITECH CATAMARANS** starting from the discovery of the defect and within eight (8) days regarding the implementation of the contractual warranty. The serial number of the concerned craft will have to be specified with any request and if needed the reference of the part corresponding to the guarantee claim.

On the other hand, the claim will have to specify the exact circumstances under which the damage occurred

**NAUTITECH CATAMARANS** will, to examine the claim, ask for any precision and appoint an expert or a technician of their choice at their own expense to establish the circumstances of the appearance of disorders and to obtain all the necessary information.

No immobilizing resulting from the failures found and/or the replacement and/or repair work regardless of the duration shall entitle to compensation.

The immobilization and parking fees, customs duties and other ancillary expenses will be borne in any case by the owner.

Any repairs and/or replacements will be carried out by an authorized **NAUTITECH CATAMARANS** agent or by any professional duly mandated by the shipyard. If the nature of the repairs requires that the work be done in the NAUTITECH **CATAMARANS** shipyard workshop or in any other place different from the place where the Product is located, the transport costs to and from the workshop will be borne by the owner.

When it is necessary to dry dock the craft, the costs of removing the craft from the water and putting it back to the water will be borne by the owner.

**C) WARRANTY TRANSFER**

The guarantees are granted to the first purchaser of the craft in question. They can only be transferred after prior and written agreement from **NAUTITECH CATAMARANS**.

A transfer of ownership note is supplied with the vessel's documentation. The latter has to be sent to **NAUTITECH CATAMARANS** within thirty (30) days from the transfer.

This note will bear the names, the addresses and phone numbers of the former owner and the purchaser, the date of the second purchase, the hull number of the product.

Upon receiving the note **NAUTITECH CATAMARANS** will send out the warranty expiration dates and specify if the product has been subjected to an annual check entitling to maintain the contractual warranty.

**D) LEGAL NOTICES**

**Article L.211-4 of the Consumer Code:**

*« The seller is required to deliver a product that conforms to the contract and to answer for any breaches in conformity which exist upon delivery of the product.*
*He must also answer for any breaches in conformity resulting from the packaging, assembly instructions or installation when it has been placed under his responsibility by the contract or has been carried out under his responsibility ».*

**Article L. 211-5 of the Consumer Code:**

*« To be in conformity with the contract the product must:*

*1º Work in a manner as would usually be expected from similar equipment and, if necessary:*

*- correspond to the description given by the seller and possess the qualities presented to the buyer in the form of a sample or model;*

*- present the qualities that a buyer could legitimately expect based on the public statements made by the seller, by the manufacturer or his representative notably in the advertising or the labelling;*

*2º or present characteristics defined by common accord between the parties or be adequate for any special use sought by the buyer expressed clearly to the seller and accepted by the seller. »*

**Article L.211-12 of the Consumer Code:**

*« The action resulting from the breach in conformity must take place within two years from the date on which the product was delivered. »*

**Article 1641 of the Civil Code:**

*« The seller is obligated to honour the warranty in the case of hidden defects in the sold product which render it incapable of being used for its intended purpose, or which significantly diminish its capacity to be used in this manner, such that the buyer would not have acquired this product, or would have offered a lower price, had he been aware of the defects. »*

**Article 1648, line 1 of the Civil Code:**

*« The action resulting from the product defects must be filed within two years following discovery of the defect. »*

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# 21. Certificate of transfer of Ownership

## TRANSFER OF OWNERSHIP

Modèle du bateau / Boat model: .....

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

**NAUTITECH CATAMARANS**, le : .....

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

*NAUTITECH CATAMARANS*
*Z.I du canal des Sœurs*
*17300 ROCHEFORT*

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## 22. Sea users'charter

# charte pour la mer et les rivières

*L'eau est un milieu vivant, fragile.*
*C'est aussi une ressource précieuse.*

Pour protéger ce milieu,

- Je respecte la mer et les rivières, je n'aborde pas les sites protégés, je limite ma pêche aux espèces et tailles autorisées, j'observe les animaux sans les toucher ni les déranger.

- Avant de mouiller, je m'informe de la nature du fond pour éviter sa dégradation. De préférence, j'utilise les bouées d'amarrage.

- Je dépose mes déchets ménagers dans les containers et mes déchets toxiques, solides et liquides à la déchetterie portuaire.

- J'utilise les installations sanitaires portuaires. Je vidange mon bac à eaux noires dans les stations de pompage. J'utilise les produits détergents les plus respectueux de l'environnement.

- Je m'assure que toute opération d'entretien (bateau, matériel, équipement) est effectuée dans le respect de l'environnement. Je manipule avec précaution tous les liquides susceptibles de polluer lors de leur transvasement.

Décembre 1999

CONSEIL SUPÉRIEUR de la NAVIGATION de PLAISANCE et des SPORTS NAUTIQUES

FÉDÉRATION DES INDUSTRIES NAUTIQUES

FONDATION NICOLAS HULOT POUR LA NATURE ET L'HOMME SOS MER PROPRE

# 23. SNSM

## Au service des plaisanciers et des professionnels de la mer

***Les sauveteurs en mer veillent...***

Tous les marins savent qu'on ne badine pas avec la grande bleue ... Malgré les progrès considérables réalisés en matière de sécurité par les constructeurs de bateaux, un événement de mer est toujours possible et vous pouvez avoir un jour besoin des « sauveteurs en mer ».
A toute heure du jour et de la nuit, 7 jours sur 7, 3 500 bénévoles sont prêts à appareiller dans la demi-heure pour aller porter secours à ceux qui sont en difficulté ... et cela parfois au péril de leur propre vie !
C'est grâce au maillage très serré de ses 255 stations en France et dans les D.O.M. que « Les Sauveteurs en Mer » assurent aujourd'hui près de 50% du sauvetage en France.

***En mer, vous pouvez avoir besoin d'eux, à terre ils ont besoin de vous...***

Le sauvetage des vies humaines est gratuit mais les moyens mis en oeuvre coûtent cher. Les sauveteurs en mer, qui se recrutent de plus en plus parmi les plaisanciers, ont besoin de vous pour entretenir, moderniser et remplacer leurs moyens nautiques (1 canot tous temps coûte 4,2 MF !).
Venez donc soutenir ou même rejoindre ces marins, hommes et femmes, désintéressés, discrets et efficaces : prenez contact avec le responsable de la station la plus proche du port d'attache de votre bateau ou avec notre siège à Paris.

**ENTRE MARINS…**

- avant de prendre la mer, informez vos proches de vos intentions
- renseignez vous sur les conditions locales (météo, courant, etc)
- possédez des moyens radio VHF fiables et contrôlez-les
- faites porter un gilet de sauvetage aux enfants

**UNE VIE HUMAINE N'A PAS DE PRIX …,**
**UN CANOT DE SAUVETAGE EN A UN !**

*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.snsm.com.fr*

COMITÉ DE LA CHARTE donner en confiance

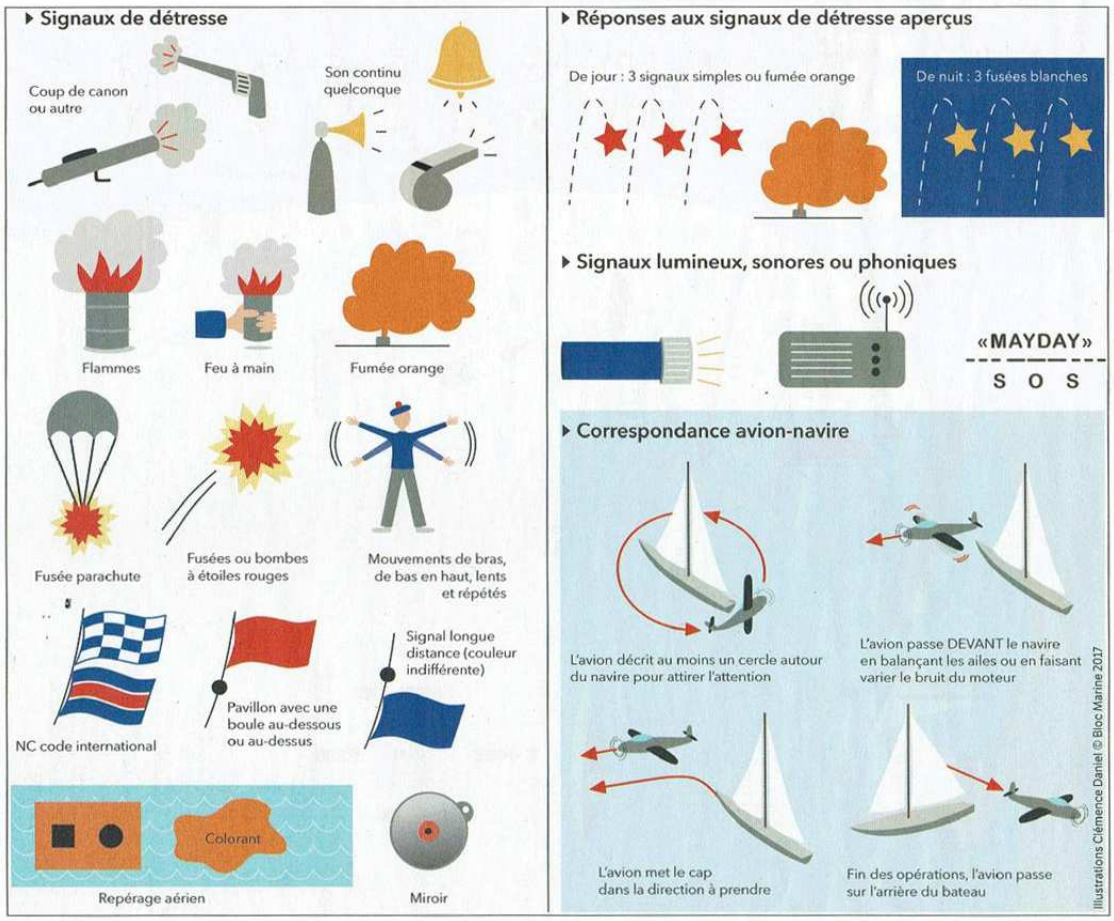
……

***Je soutiens la SNSM et j'adhère !***

*Je joins un chèque de: 130 FF min (20 €) - 300 FF (45 €) (donateur) - 2500 FF (380 €) (bienfaiteur)*
*Un reçu de déductibilité fiscale me sera adressé avec la carte et l'autocollant de membre*

NOM:……..PRENOM:……
ADRESSE……
Téléphone::……email::……

# 24. Rescue at sea




Use of your radio:

**VHF Canal 16**

How to proceed:

- May day may day / may day
- Name of the boat
- Position
- Type of distress
- Type of safety request

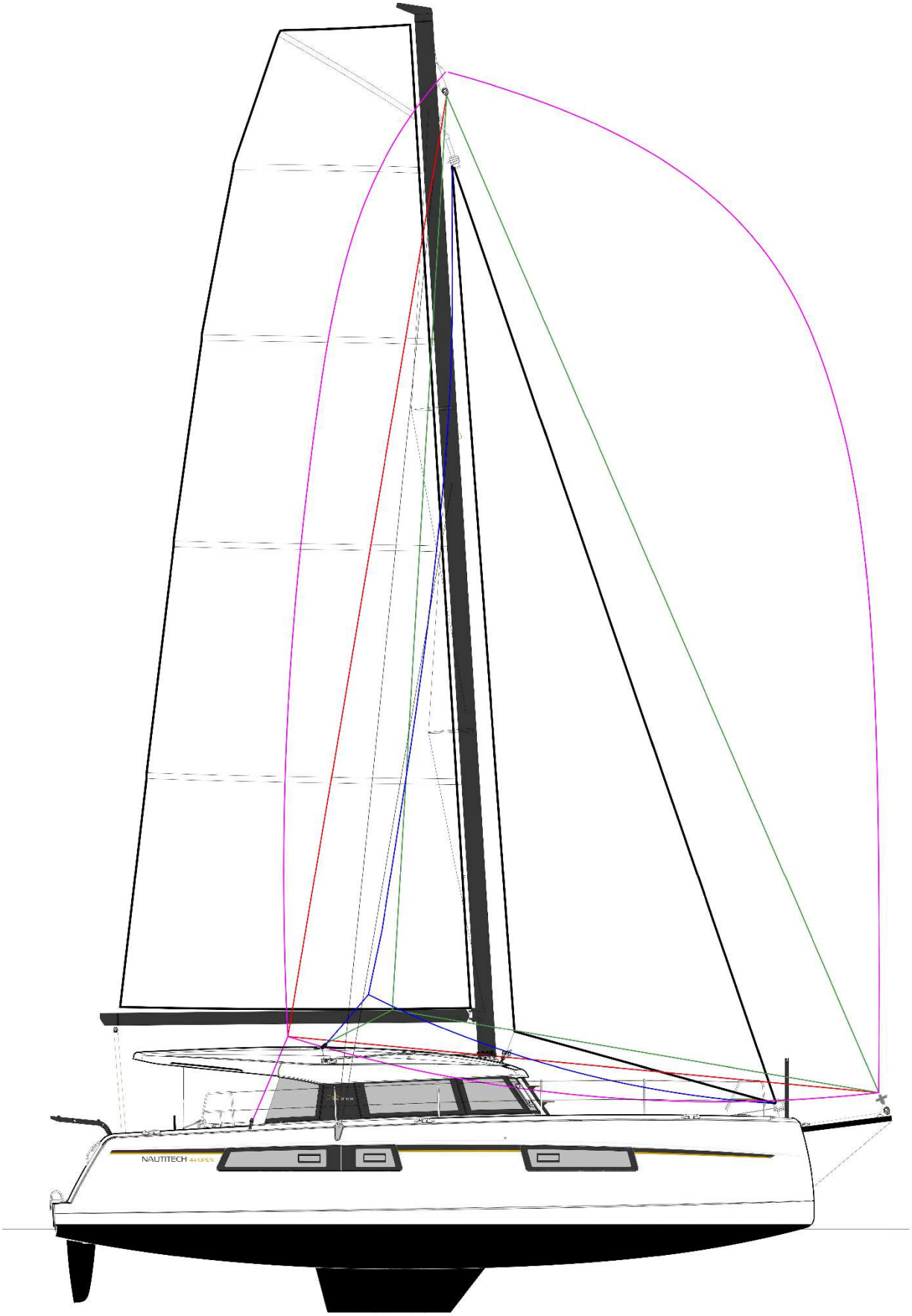
**Never try to swim to the shore in case of distress**

# DOCUMENTS AND DRAWINGS

# Nautitech 44

## Présentation

| | |
|---|---|
| L.O.A max: | 13,30 m |
| L.WL.: | 13,02 m |
| Beam: | 7,36 m |
| Draft: | 1,44 m |
| Air draft : | 21,4 m |


NAUTITECH 44 OPEN

# Nautitech 44

## 4-cabin version

4 double cabins
2 shower cabins with integrated toilet
2 crew cabins in the front

* Optional

NAUTITECH

# Nautitech 44

## 3-cabin version

1 double cabin with shower room
2 double cabins
1 shower room with integrated toilet
1 bow crew cabin

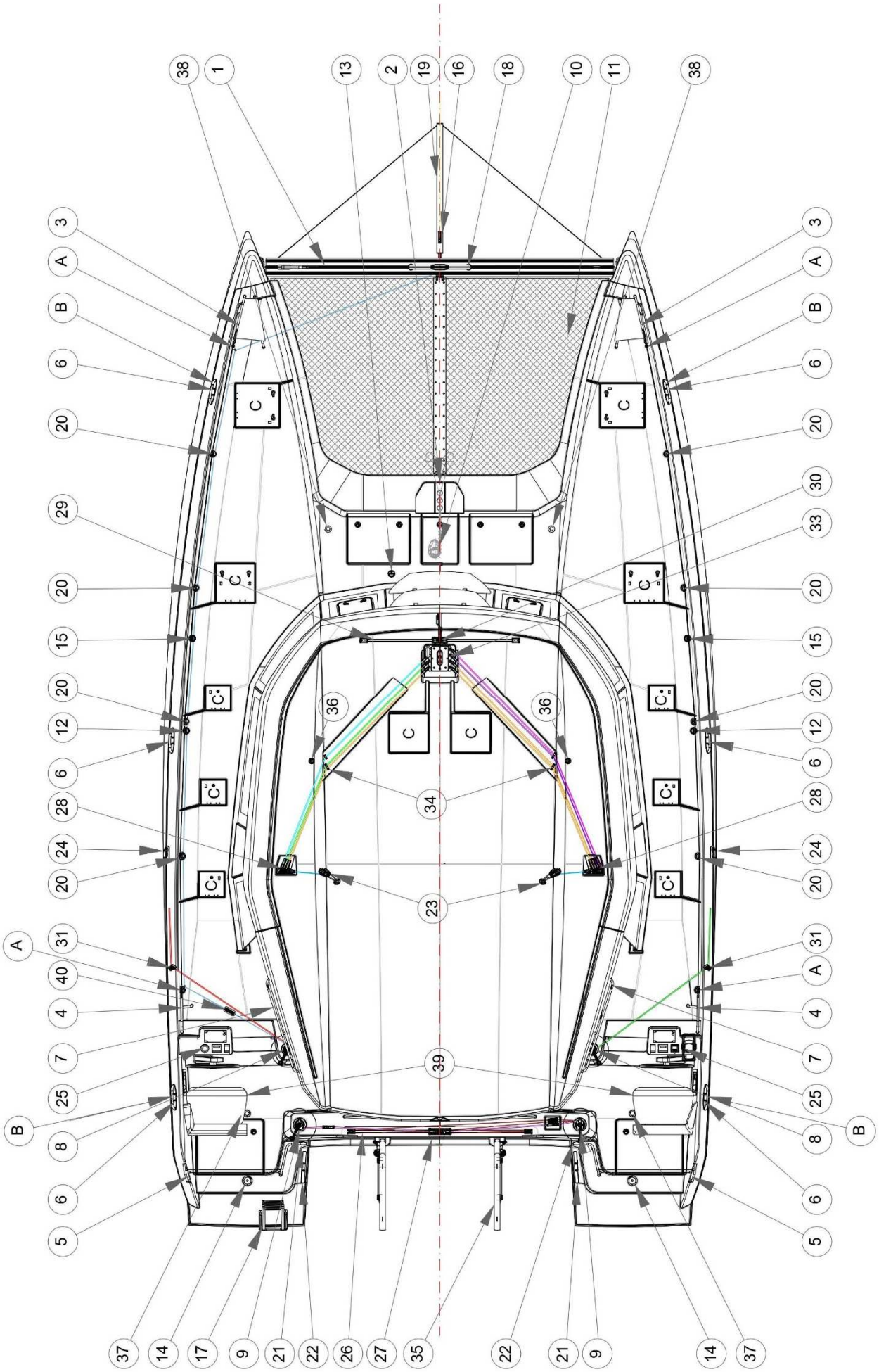
* Optional

NAUTITECH

# Nautitech 44

## Deck fittings

| *Label* | *Description* |
|---|---|
| 1 | Front beam |
| 2 | Davit |
| 3 | Bow pulpit |
| 4 | Aft pushpit |
| 5 | Swim platform handrails |
| 6 | Docking cleat |
| 7 | Roof handrails |
| 8 | Rope “hub” Sheet winch |
| 9 | Mainsail sheet winch |
| 10 | Electric anchor windlass |
| 11 | Trampoline |
| 12 | Diesel plug hole |
| 13 | Freshwater filing plug hole |
| 14 | Tiller plug hole |
| 15 | Holding tank plug hole |
| 16 | Tack blocker* |
| 17 | Swim ladder |
| 18 | Martingale |
| 19 | Bowsprit* |
| 20 | Stainless steel stanchion |
| 21 | Swim platform pulpit |
| 22 | Dinghy docking cleats |
| 23 | Code 0 return pulley block* |
| 24 | Jumper stay chainplate |
| 25 | Compass and steering wheel |
| 26 | Rail d‘écoute de GV |
| 27 | Chariot de GV |
| 28 | Rope « hub » return pulley block |
| 29 | Solent railing with stops |
| 30 | Solent roller furler |
| 31 | Gennaker sheet return pulley block* |
| 32 | Solent furling system |
| 33 | Mast return pulley blocks and mast foot |
| 34 | Return spinlocks / clutches (rigging piece to change direction of rope) |
| 35 | Davits |
| 36 | Genoa return chainplate* |
| | |
| A | Point d'accrochage des lignes de vie sur taquets |
| B | Points de remorquage |
| C | Panneaux impérativement fermés en navigation |
| | |
| * | Optional |

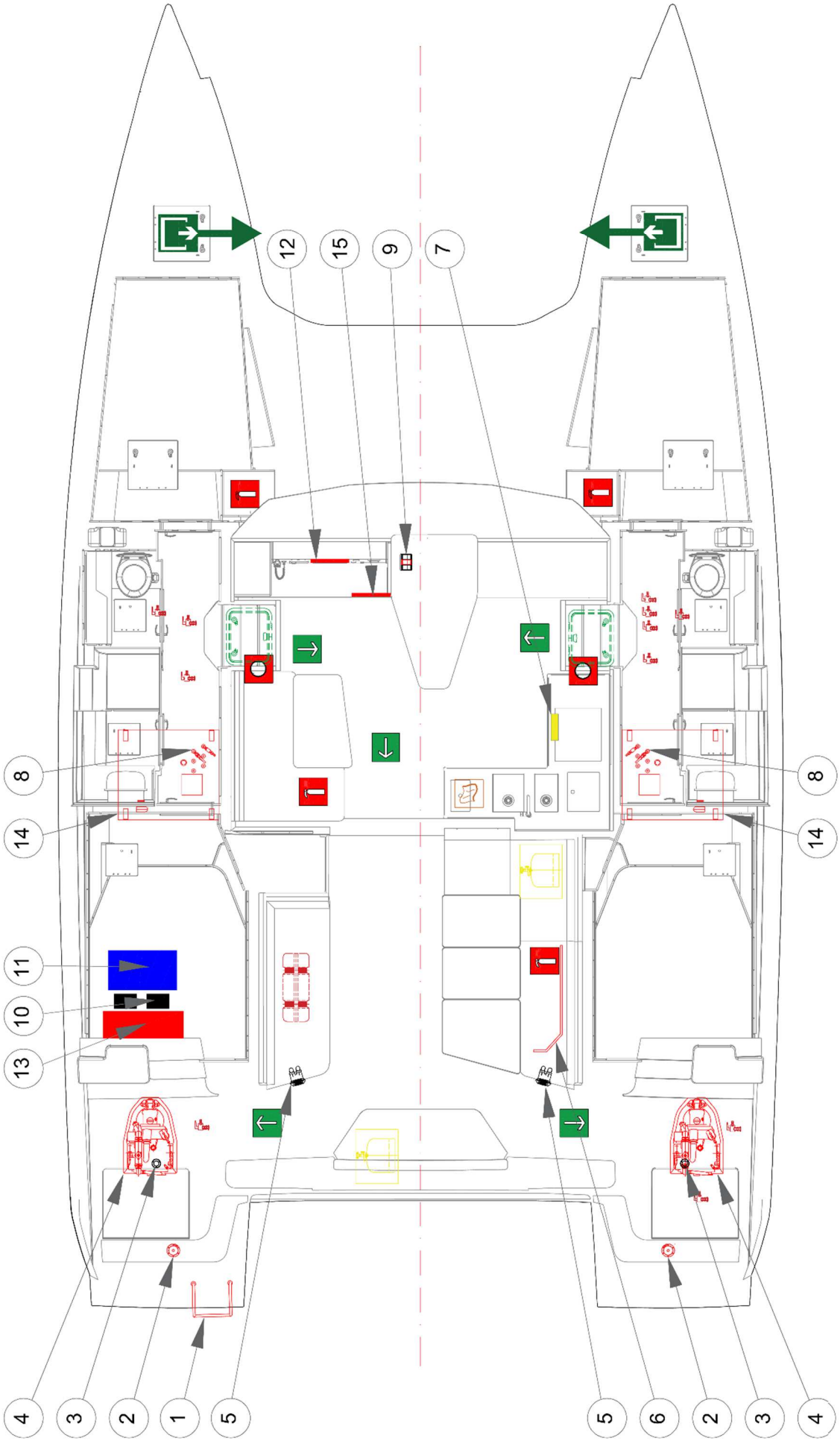

38
1
13
2
19
16
18
10
11
38
3
A
B
6
20
29
20
15
20
12
6
28
24
20
A
31
40
4
7
25
B
8
6
5
C
36
34
23
39
37
14
17
9
21
22
26
27
35
22
21
9
14
37

NAUTITECH

# Nautitech 44

## Safety equipment

| *Label* | *Description* |
|---|---|
| 1 | Swim ladder |
| 2 | Tiller plug hole |
| 3 | Fireport plug hole |
| 4 | Diesel engine |
| 5 | Hand bilge pump |
| 6 | Emergency tiller storage |
| 7 | Gas shut off valve (under the oven) |
| 8 | Gas oil / Diesel shut off valve |
| 9 | Service and engine battery shut off |
| 10 | Fleet of engine batteries |
| 11 | Fleet of service batteries |
| 12 | 12V Panel (Monitoring) |
| 13 | 12V Power panel |
| 14 | Diesel tanks |
| 15 | 12V Panel (Emergency) |
| |  Fire blanket<br>  Liferaft storage<br> Gas locker<br>  Valve under flooring<br>  Emergency exit<br>  Extinguisher location<br>  Exit<br>  Smoke detector |
| * | Optional |


12
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4

## Standard sail Plan

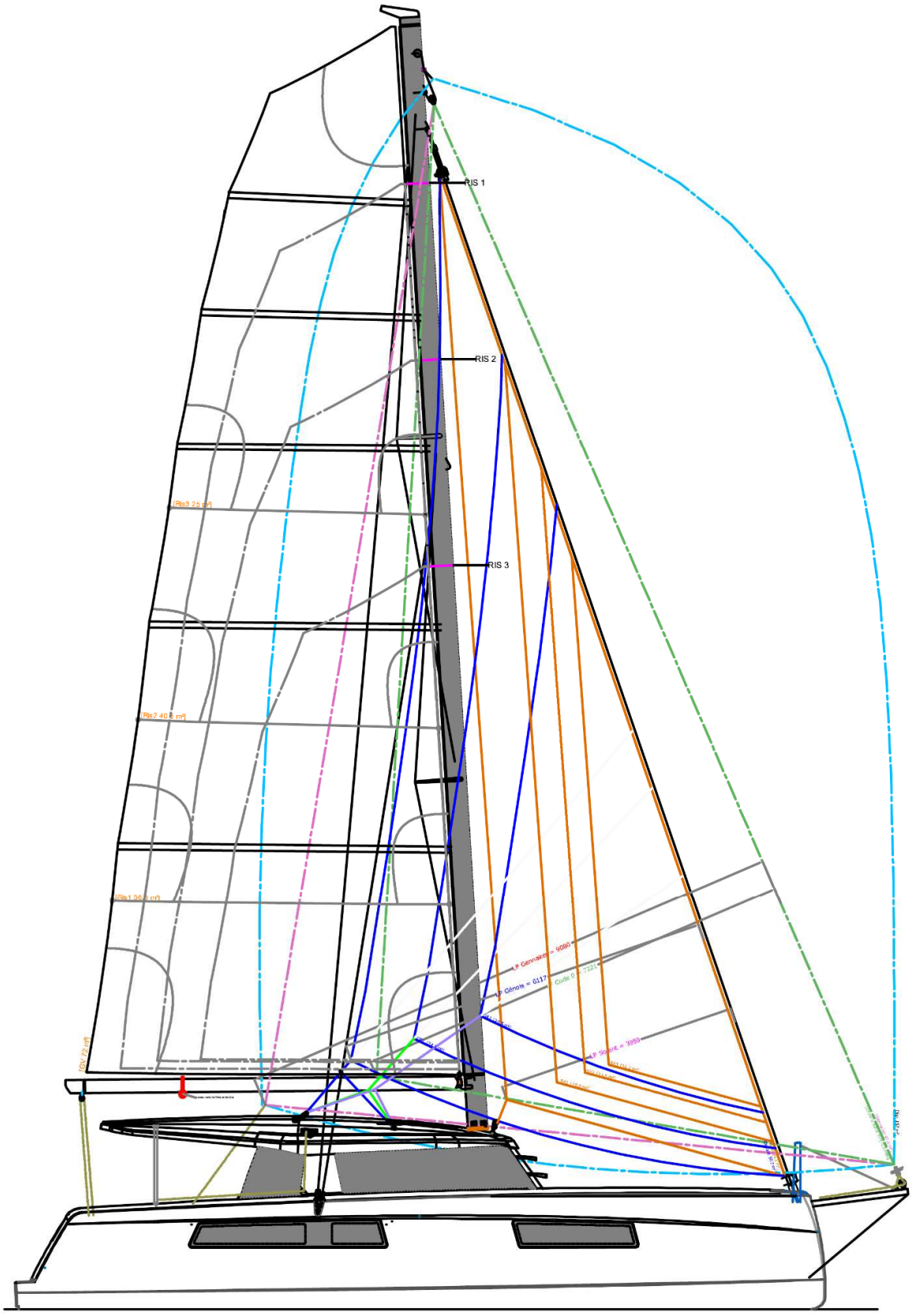
| *Description* | |
|---|---|
| I | 17,685 m |
| J | 5,024 m |
| P | 17,25 m |
| E | 6,23 m |
| LP (solent) | |
| Main sail surface | 75,00 m² |
| Genoa surface | 53,30 m² |
| Solent surface | 30,00 m² |
| Code O surface | 71,50 m² |
| Gennaker surface | 97,60 m² |
| Spinnaker surface | 157,00 m² |

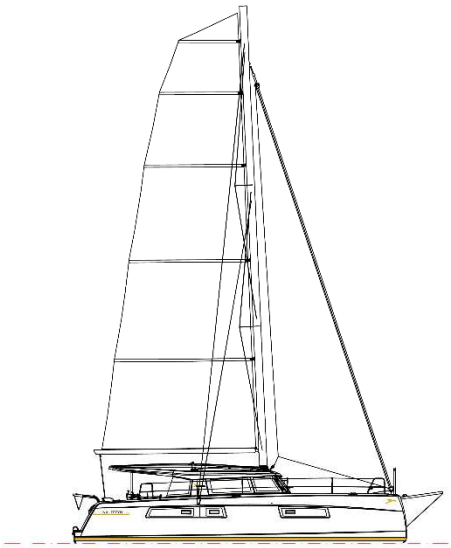
## Sail reducing plan

| *Description* | | |
|---|---|---|
| **Reducing sail** | | |
| **Sail arrangement** | **Sail surface** | ***Apparent wind**** |
| 1 – Full mainsail + code 0 | 140,6 m² | 20 knots |
| 1 – Full mainsail + Genoa / Solent | 122,7 / 106,1 m² | 25 / 27 knots |
| 2 – Full mainsail 1st reef + full solent or furled genoa | 90,4 m² | 30 knots |
| 3 – Full mainsail 2nd reef + furled solent 1 or furled genoa 1 | 61 m² | 35 knots |
| 4 – Full mainsail 2nd reef + furled Solent 2 | 55 m² | 38 knots |
| 5 - Mainsail 3rd reef + furled Solent 3 | 35,2 m² | 55 knots |
| Mainsail + gennaker | 169,6 m² | 24 knots (true wind) |
| Mainsail + spi | 229 m² | 25 knots (true wind) |
| *Except for the spi or gennaker configuration, the indicated wind is the apparent wind | | |
| To limit the risk of capsizing, the sails will be reduced according to the force of the wind but also according to elements such as:<br>**Sea conditions**<br>**Crew comfort and skills**<br>**Entering and exiting the harbour**<br>**Wind gust and fog** | | |

**Pictograms**

# Nautitech 44





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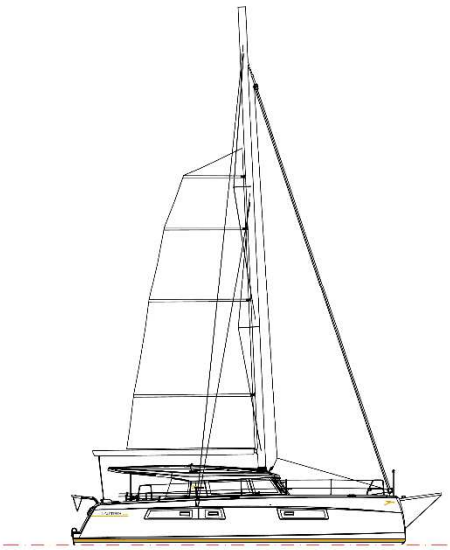
2



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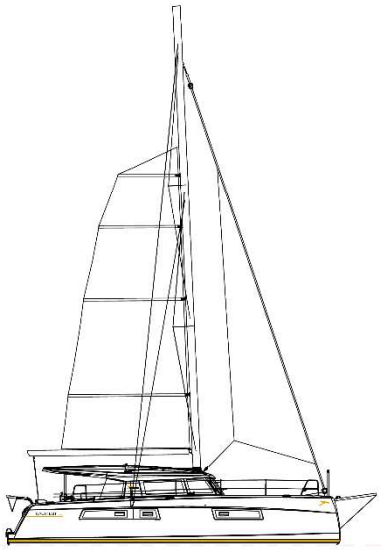

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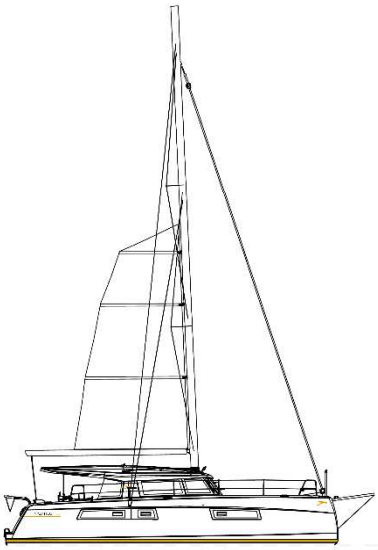

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NAUTITECH

# Nautitech 44

## Performance Sail Plan

| *Description* | |
|---|---|
| I | 17,685 m |
| J | 5,024 m |
| P | 17,25 m |
| E | 6,23 m |
| LP (solent) | |
| Main sail surface | 76,60 m² |
| Genoa surface | 50,70 m² |
| Solent surface | 34,10 m² |
| Code O surface | 68,60 m² |
| Gennaker surface | 97,60 m² |
| Spinnaker surface | 157,00 m² |

## Sail reducing plan

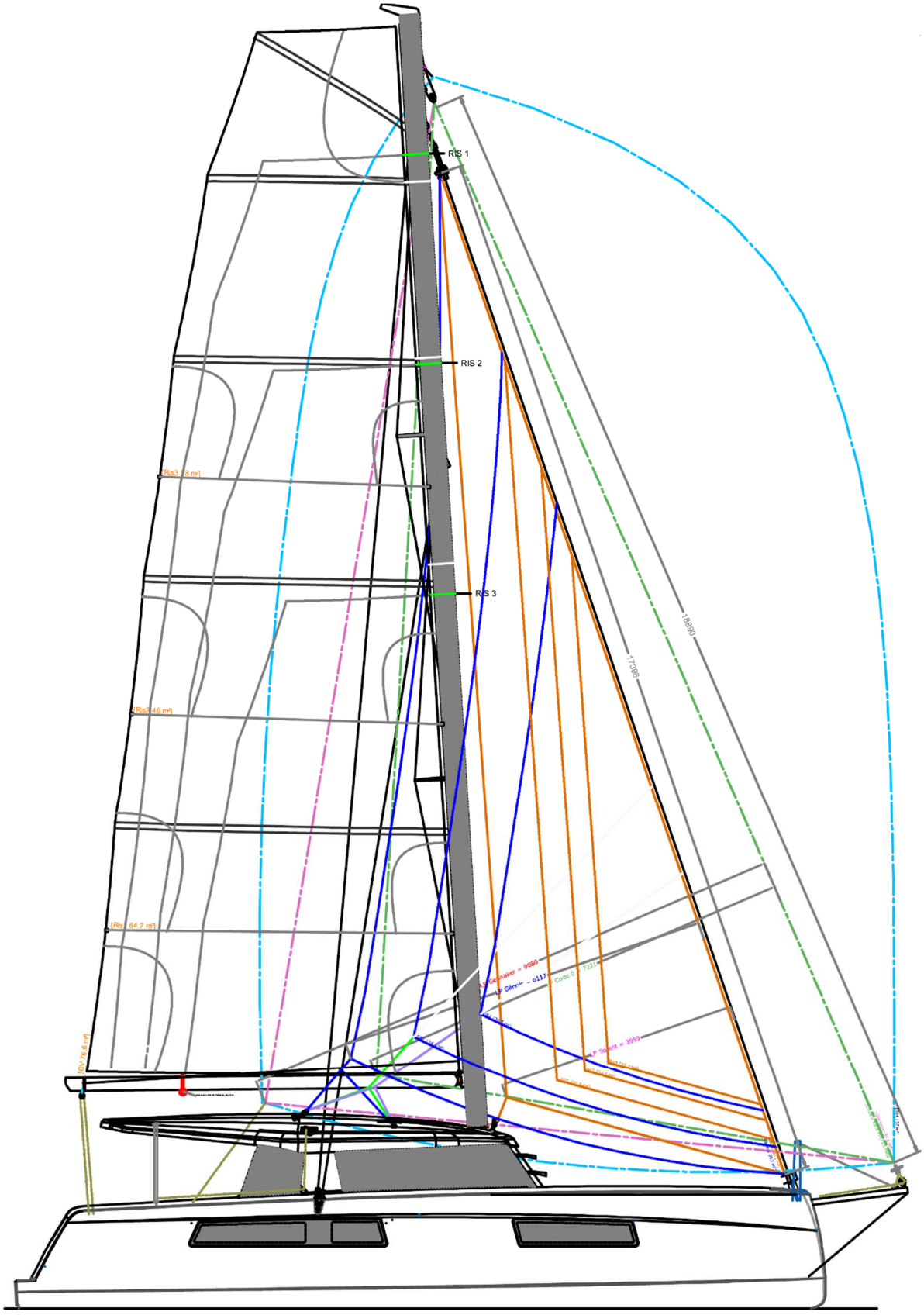
| *Description* | | |
|---|---|---|
| **Reducing sail** | | |
| **Sail arrangement** | **Sail surface** | ***Apparent wind**** |
| 1 – Full mainsail + code 0 | 145,2 m² | 20 knots |
| 1 – Full mainsail + Genoa / Solent | 127,3 / 110,7 m² | 25 / 27 knots |
| 2 – Full mainsail 1st reef + full solent or furled genoa | 98,3 m² | 30 knots |
| 3 – Full mainsail 2nd reef + furled solent 1 or furled genoa 1 | 66,5 m² | 35 knots |
| 4 – Full mainsail 2nd reef + furled Solent 2 | 60,5 m² | 38 knots |
| 5 - Mainsail 3rd reef + furled Solent 3 | 38,2 m² | 55 knots |
| Mainsail + gennaker | 174,2 m² | 24 knots (true wind) |
| Mainsail + spi | 233,6 m² | 25 knots (true wind) |

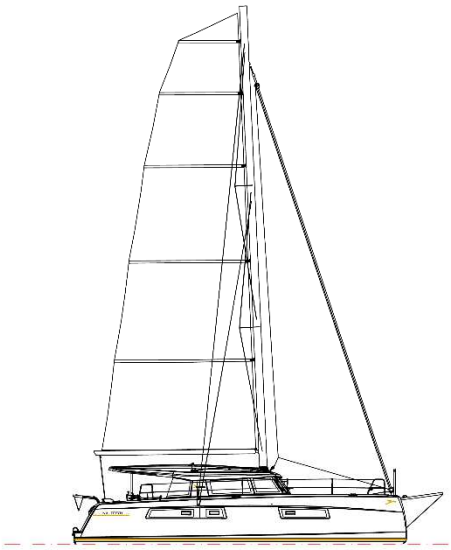
*Except for the spi or gennaker configuration, the indicated wind is the apparent wind

To limit the risk of capsizing, the sails will be reduced according to the force of the wind but also according to elements such as:
**Sea conditions**
**Crew comfort and skills**
**Entering and exiting the harbour**
**Wind gust and fog**

**Pictograms**

# Nautitech 44





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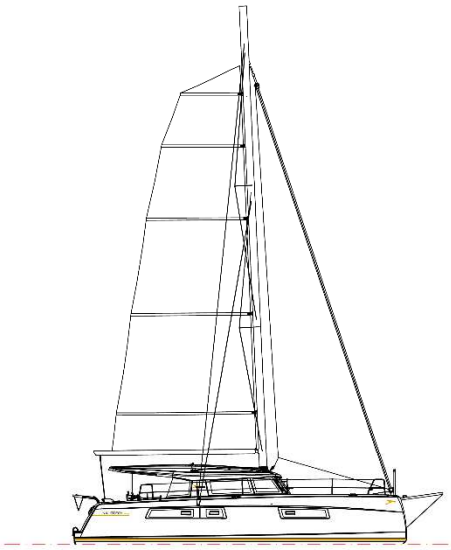

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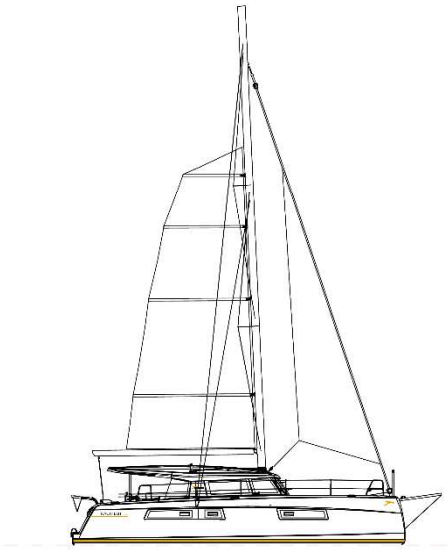
4



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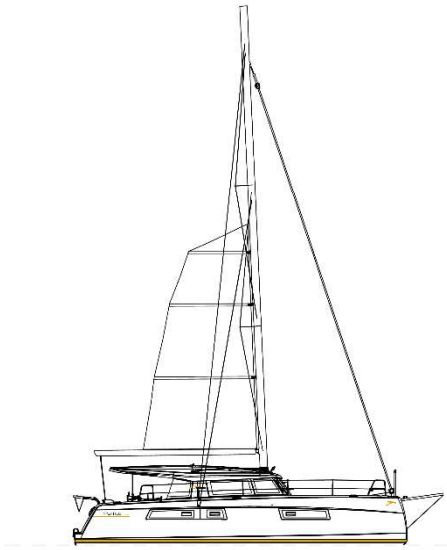

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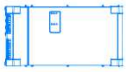
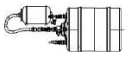
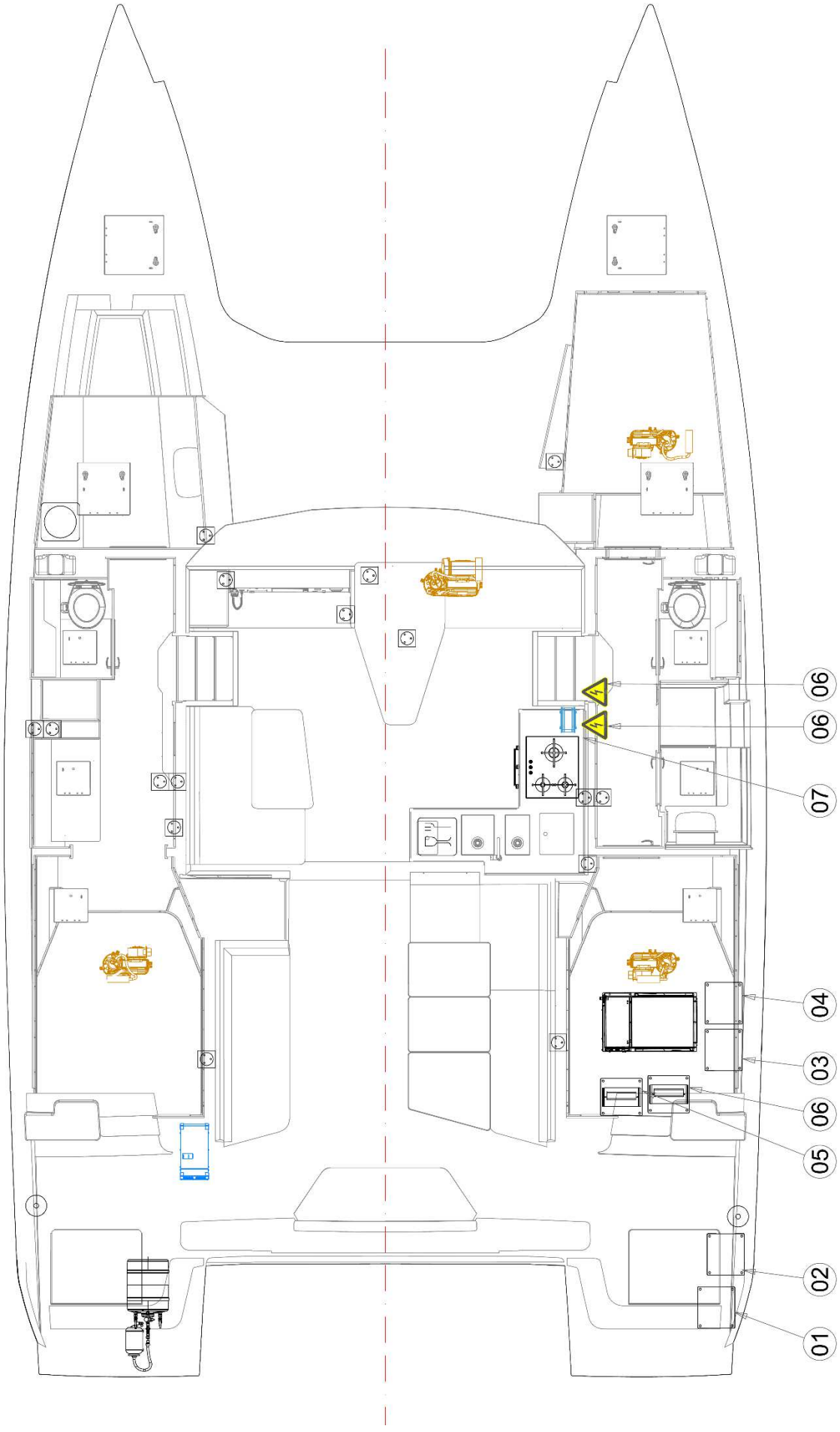
NAUTITECH

# Nautitech 44

## 230V AC *Electrical layout, 3-cabin version

| *Label* | *Description* |
|---|---|
| 1 | Service protection cabinet – Shore power plug |
| 2 | Air conditioning protection cabinet – Shore power plug |
| 3 | Service protection cabinet – Power generator |
| 4 | Air conditioning protection cabinet – Power generator |
| 5 | Service switch box cabinet – Power generator |
| 6 | Air conditioning switch box cabinet — Power generator |
| 7 | 12V - 230V converter present in 110V version (Household and kitchen appliances) |
| 8 | 230V Electric panel — Service |
| 9 | 230V Electric panel – Air Conditioning |
| |  Switch box |
| |  Multiplus casing |
| |  230V panel |
| |  Power generator* |
| |  Air conditionoing unit* |
| |  Oven+gas burner |
| |  Shore power plug |
| |  230V plug |
| |  40L boiler |
| |  Dishwasher* |
| |  Washing-machine |
| |  protection box |
| * | Optional |

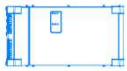
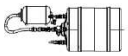
## 3-cabin version



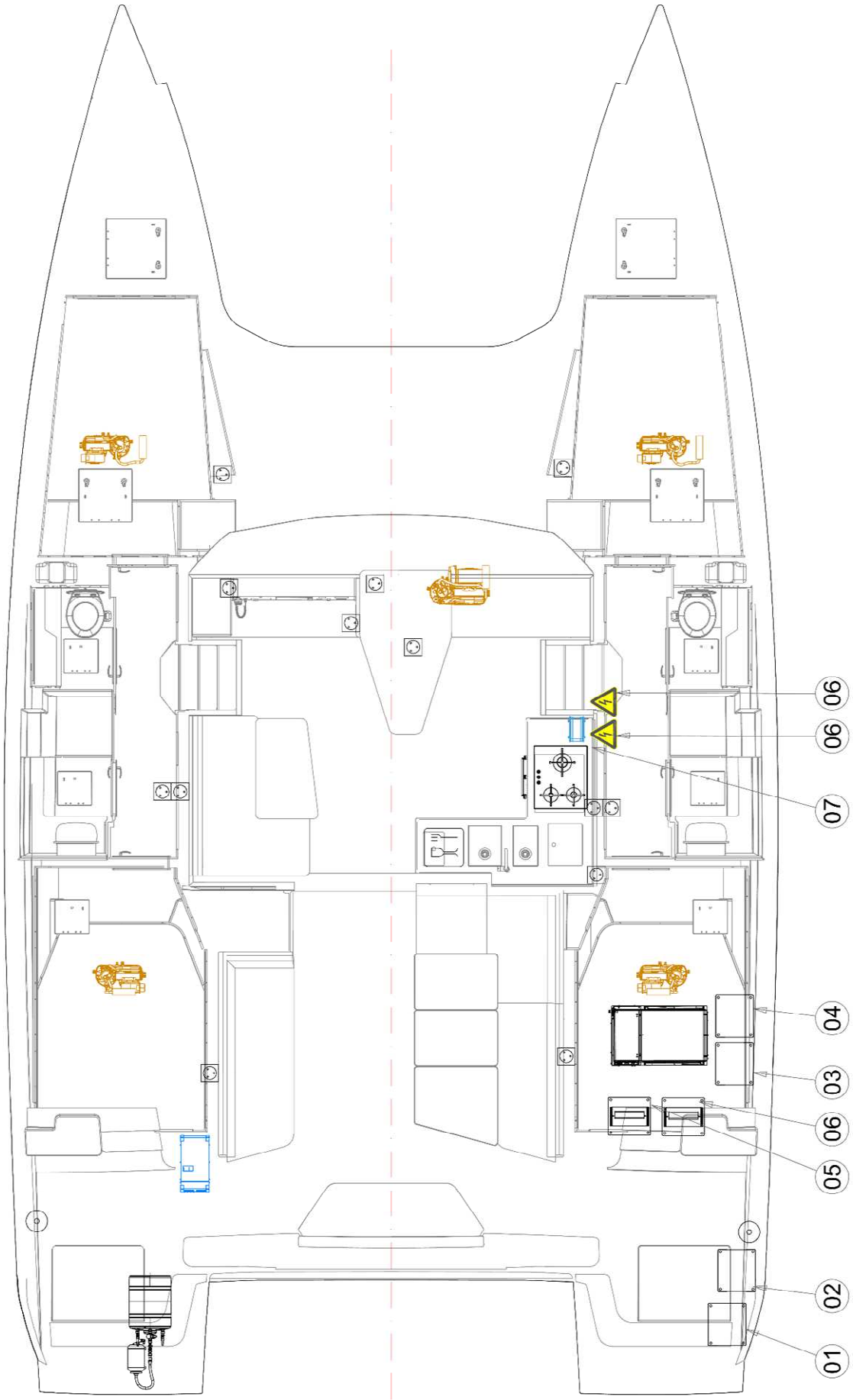
NAUTITECH

Nautitech 44

## 230V AC *Electrical layout, 4-cabin version

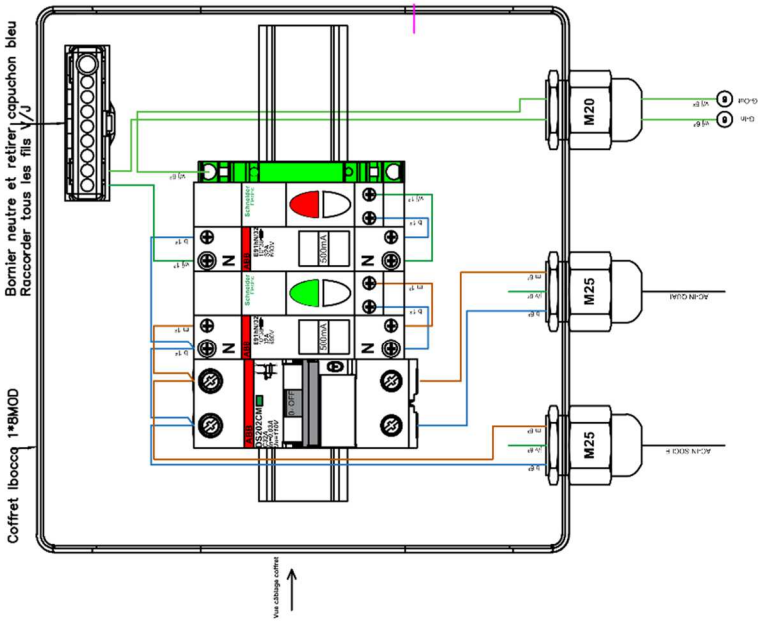
| *Label* | *Description* |
|---|---|
| 1 | Service protection cabinet – Shore power plug |
| 2 | Air conditioning protection cabinet – Shore power plug |
| 3 | Service protection cabinet – Power generator |
| 4 | Air conditioning protection cabinet – Power generator |
| 5 | Service switch box cabinet – Power generator |
| 6 | Air conditioning switch box cabinet — Power generator |
| 7 | 12V - 230V converter present in 110V version (Household and kitchen appliances) |
| 8 | 230V Electric panel — Service |
| 9 | 230V Electric panel – Air Conditioning |
| |  Switch box |
| |  Multiplus casing |
| |  230V panel |
| |  Power generator* |
| |  Air conditionoing unit* |
| |  Oven+gas burner |
| |  Shore power plug |
| |  230V plug |
| |  40L boiler |
| |  Dishwasher* |
| |  Washing-machine |
| |  protection box |
| * | Optional |

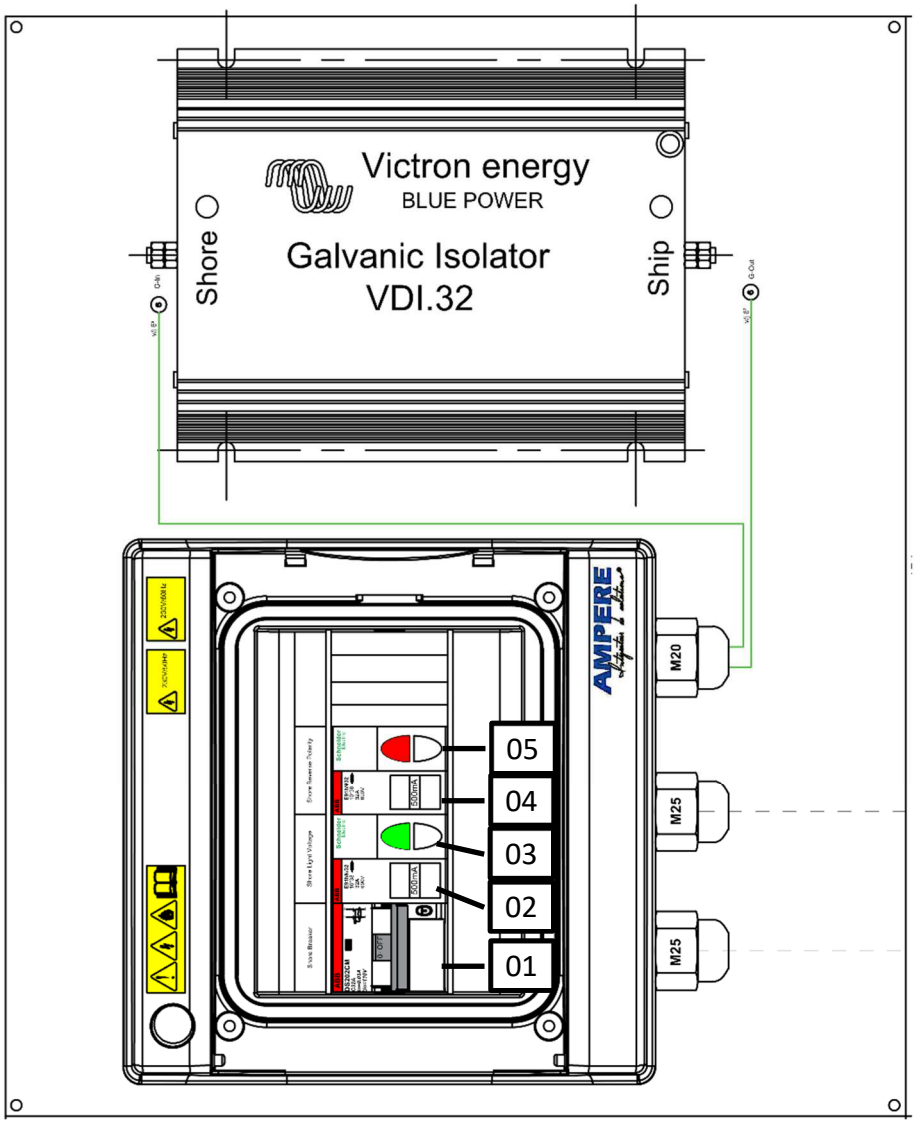
## 4-cabin version

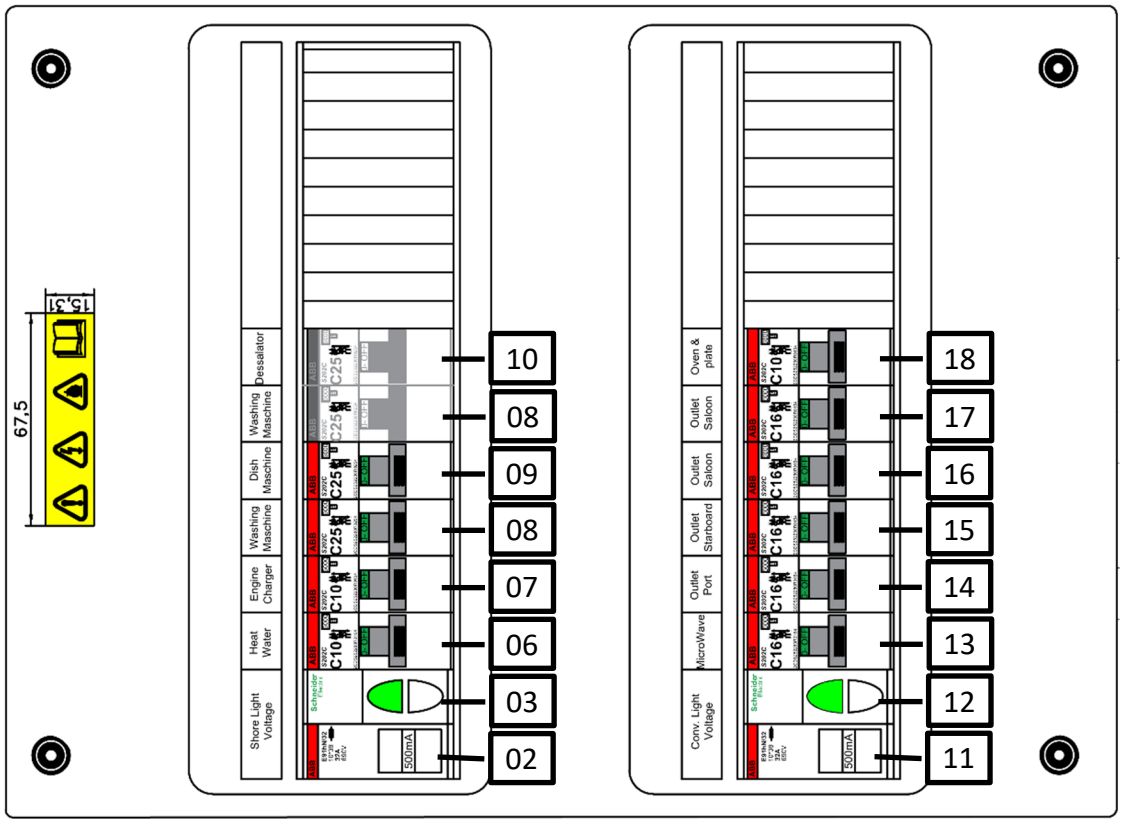


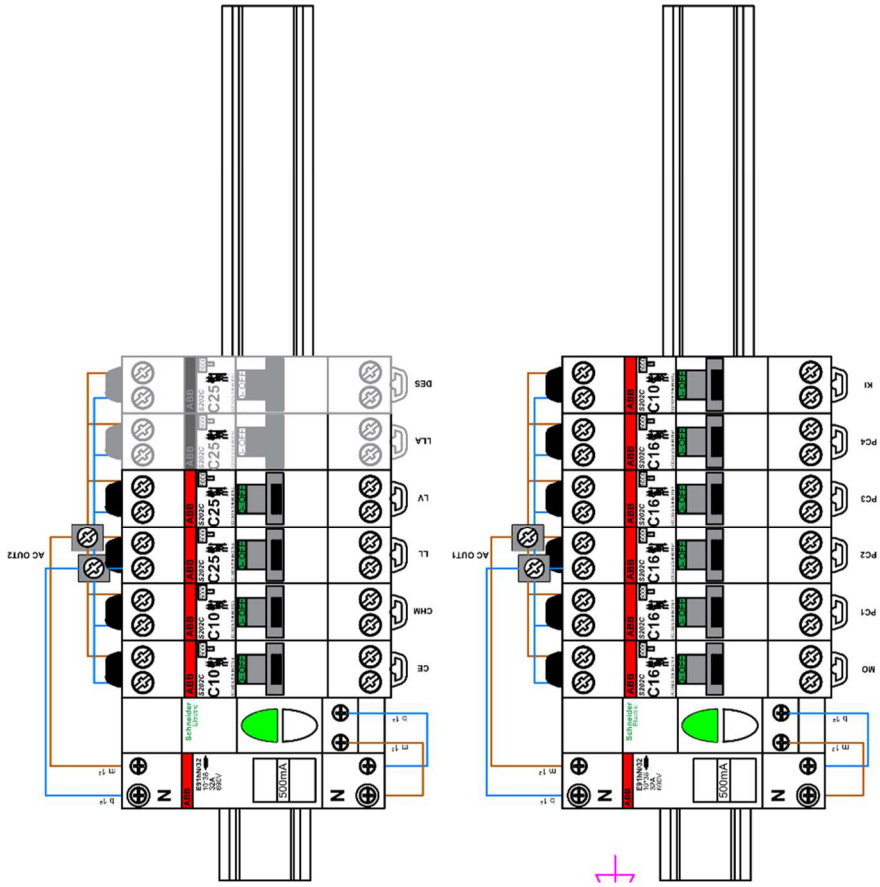
## A. 230V AC Service electric distribution box

| *Rep.* | *Designation* |
|---|---|
| 1 | Shore power main circuit breaker |
| 2 | Protection fuse of the voltage presence light |
| 3 | Shore voltage presence light |
| 4 | Hot water tank circuit breaker |
| 5 | Engine charger circuit breaker |
| 6 | Service charger Circuit breaker 1 |
| 7 | Service charger Circuit breaker 2 |
| 8 | Washing machine circuit breaker |
| 9 | Protection fuse switching Shore power/converter |
| 10 | Converter main circuit breaker |
| 11 | Protection fuse of the « voltage presence » light |
| 12 | Converter voltage presence light indicator |
| 13 | Available |
| 14 | 220V port plugs |
| 15 | 220V starboard plugs |
| 16 | 220V wardroom plugs |
| 17 | 220V kitchen plugs |
| 18 | Shore power/converter switching relay |
| * | Optional |


Bornier neutre et retirer capuchon bleu
Raccorder tous les fils
Coffret Ibocco 1*8MOD
M20
M25
M25


Victron energy
BLUE POWER
Galvanic Isolator
VDI.32
Shore
Ship
AMPERE
M20
M25
M25
05
04
03
02
01


67,5
15,51
Shore Light Voltage
Heat Water
Engine Charger
Washing Maschine
Dish Maschine
Washing Maschine
Pessalator
10
08
09
08
07
06
03
02
Conv. Light Voltage
MicroWave
Outlet Port
Outlet Starboard
Outlet Saloon
Outlet Saloon
Outlet Saloon
Oven & plate
11
12
13
14
15
16
17
18


AC OUT2
DES
LLA
LV
LL
CHM
CE
AC OUT1
XI
PC4
PC3
PC2
PC1
MO

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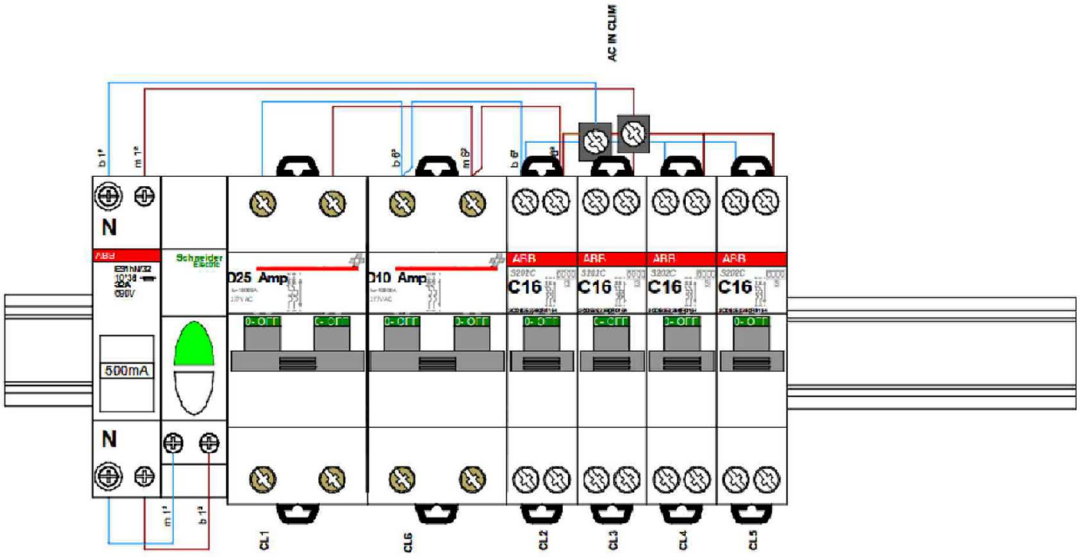
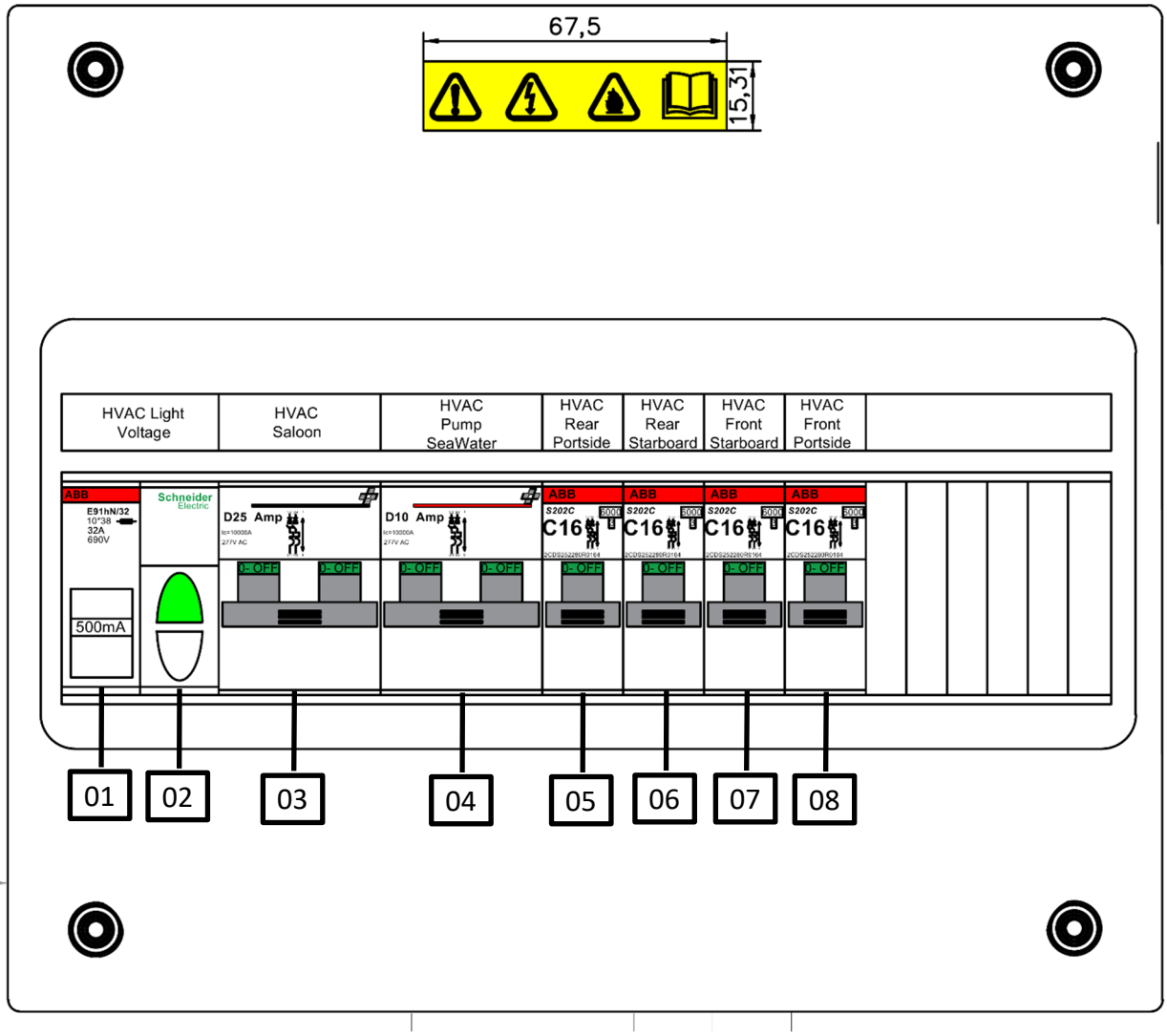
## B. 230V AC Air-conditioning Electric distribution box (OPTIONAL)

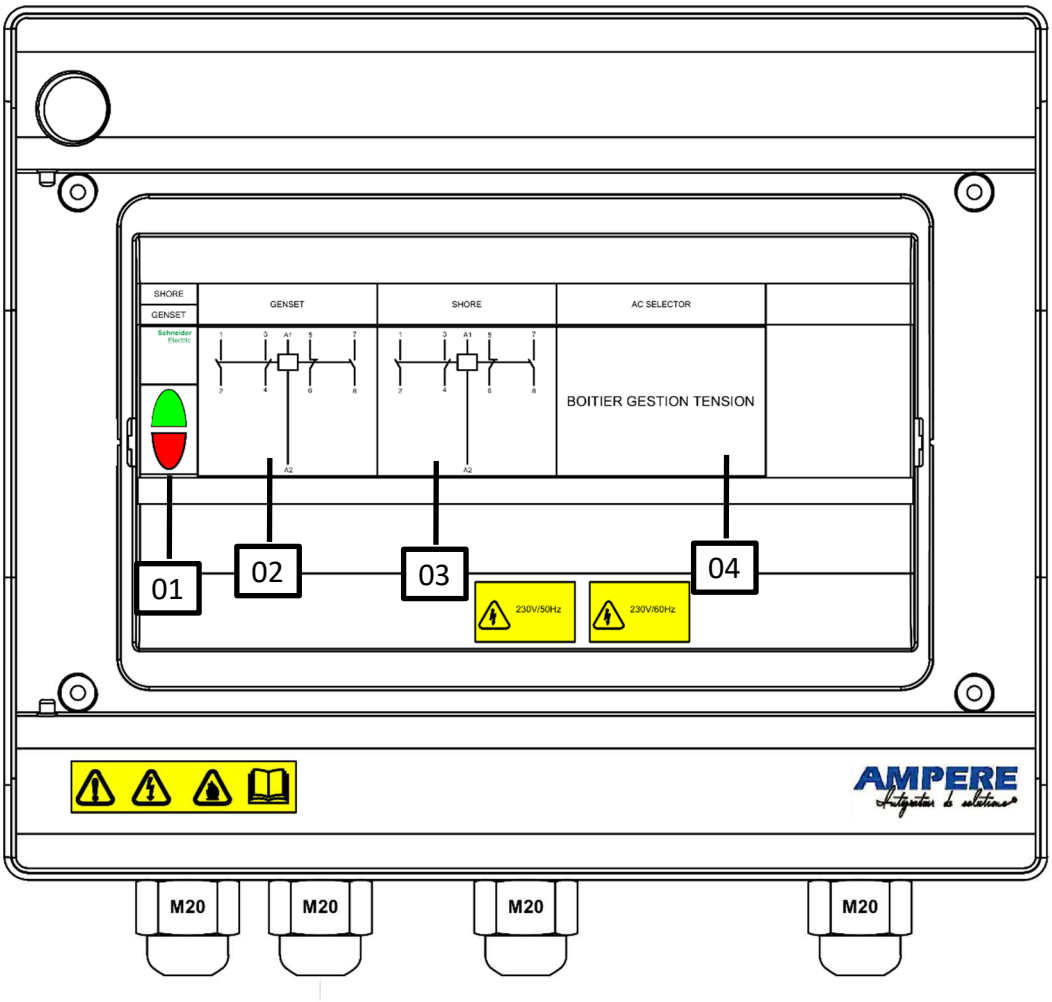
| *Rep.* | *Designation* |
|---|---|
| 1 | Air conditioning shore power main circuit breaker |
| 2 | Voltage presence light indicator protection fuse |
| 3 | Air conditioning shore power voltage presence light indicator |
| 4 | Wardroom air conditioning unit circuit breaker |
| 5 | Air conditioning Portside / starboard sea water pump circuit breaker |
| 6 | Rear portside conditioning unit circuit breaker |
| 7 | Rear starboard conditioning unit circuit breaker |
| 8 | Front starboard conditioning unit circuit breaker |
| 9 | Front portside air conditioning unit circuit breaker |
| * | Optional |

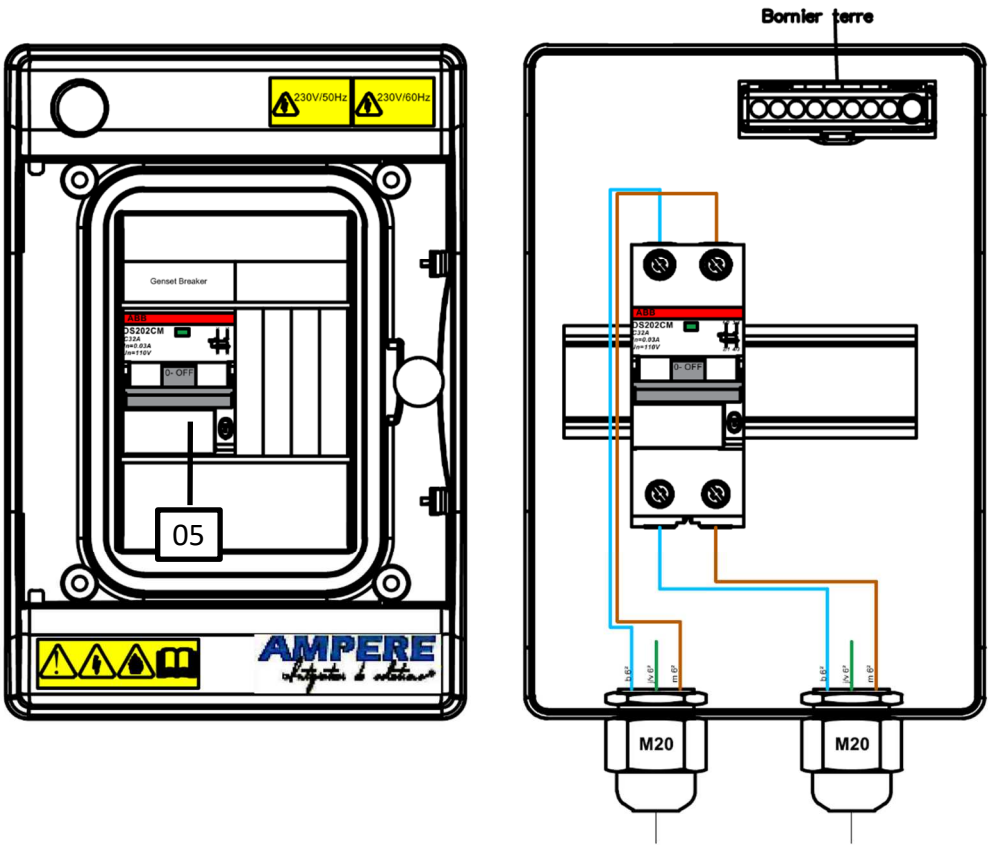

AC IN CLIM
N
Schneider Electric
D25 Amp
D10 Amp
ABB
C16
500mA
N
CL1
CL6
CL2
CL3
CL4
CL5


67,5
15,31
HVAC Light Voltage
HVAC Saloon
HVAC Pump SeaWater
HVAC Rear Portside
HVAC Rear Starboard
HVAC Front Starboard
HVAC Front Portside
ABB
E91hN/32
10*38
32A
690V
Schneider Electric
D25 Amp
D10 Amp
S202C
C16
500mA
01
02
03
04
05
06
07
08

## C. 230VAC Distribution box switching generator/shore power/air conditioning (OPTIONAL)

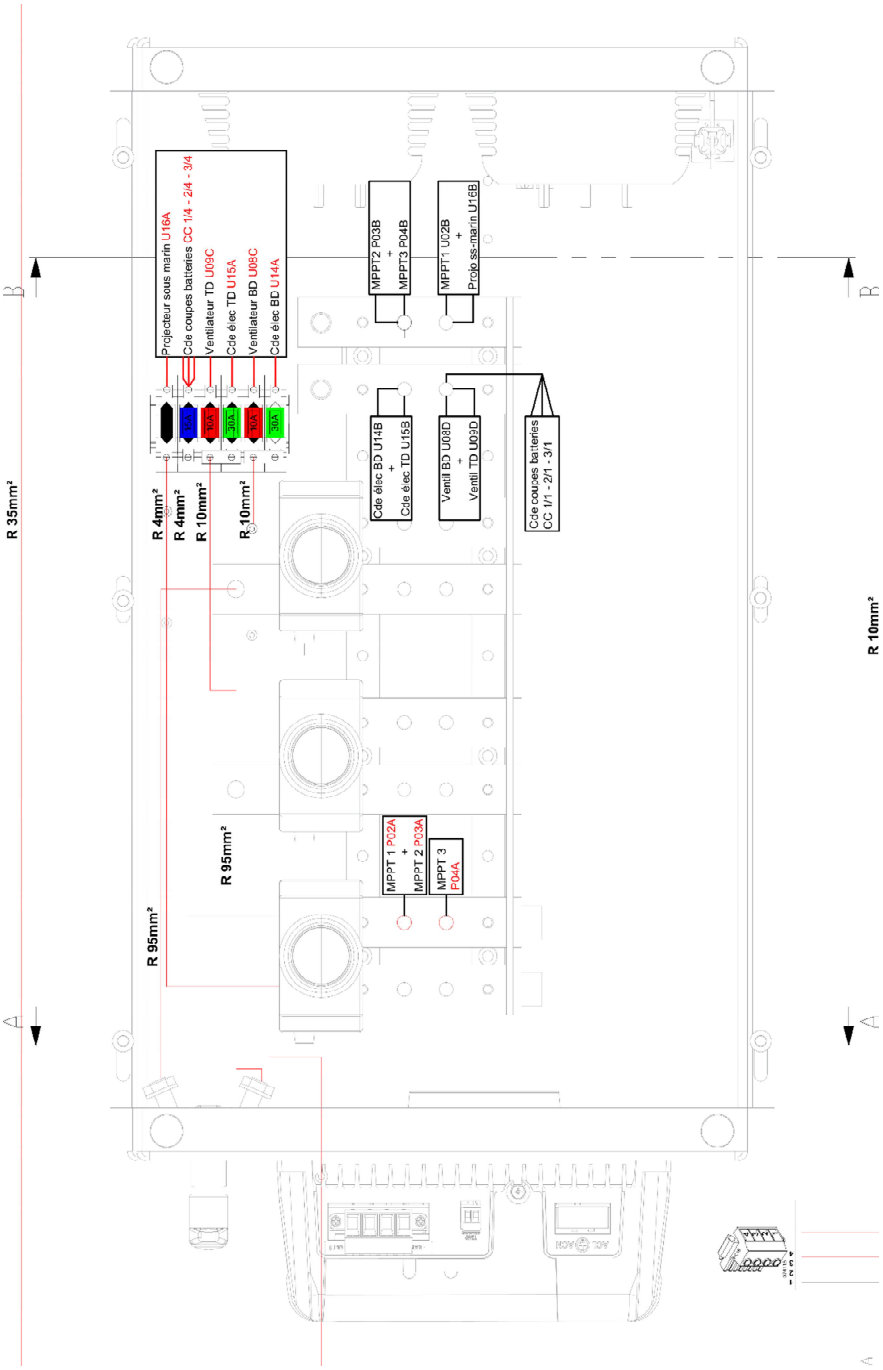
| *Rep.* | *Designation* |
|---|---|
| 1 | Shore power voltage presence light indicator |
| 2 | Air conditioning switching relay generator / air conditioning |
| 3 | Air conditioning switching relay generator / air conditioning |
| 4 | Shore power voltage presence light indicator fuse |
| 5 | GE circuit breaker |
| * | Optional |

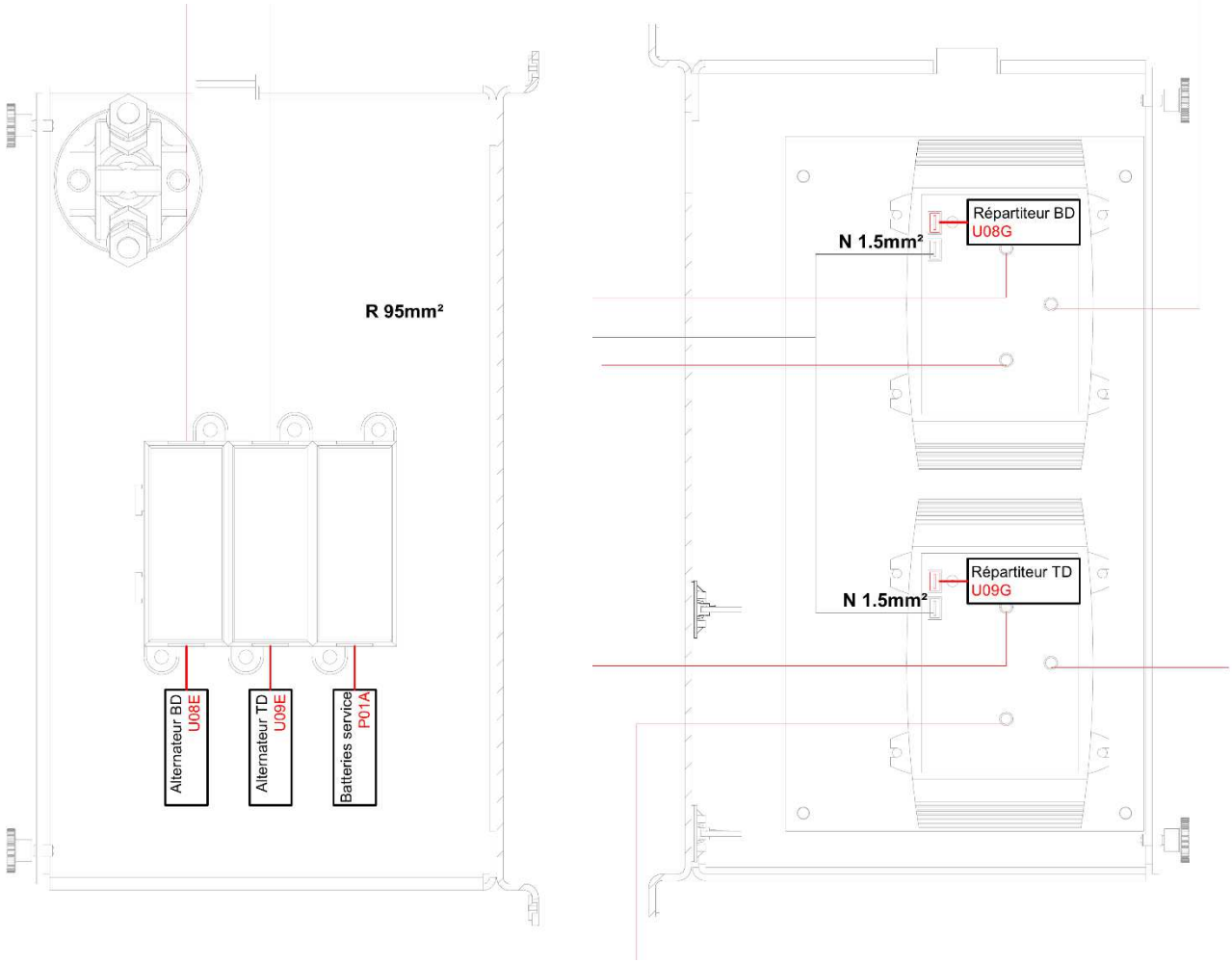

SHORE
GENSET
GENSET
SHORE
AC SELECTOR
BOITIER GESTION TENSION
01
02
03
04
230V/50Hz
230V/60Hz
AMPERE
M20
M20
M20
M20

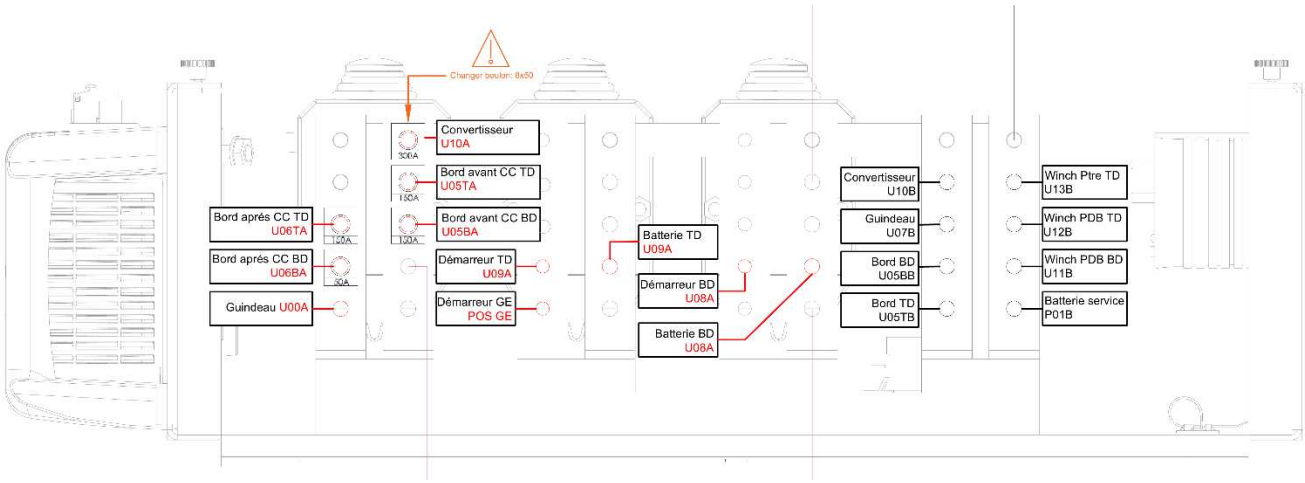

230V/50Hz
230V/60Hz
Genset Breaker
05
AMPERE
Bornier terre
M20
M20

# Nautitech 44

## 12V Distribution box

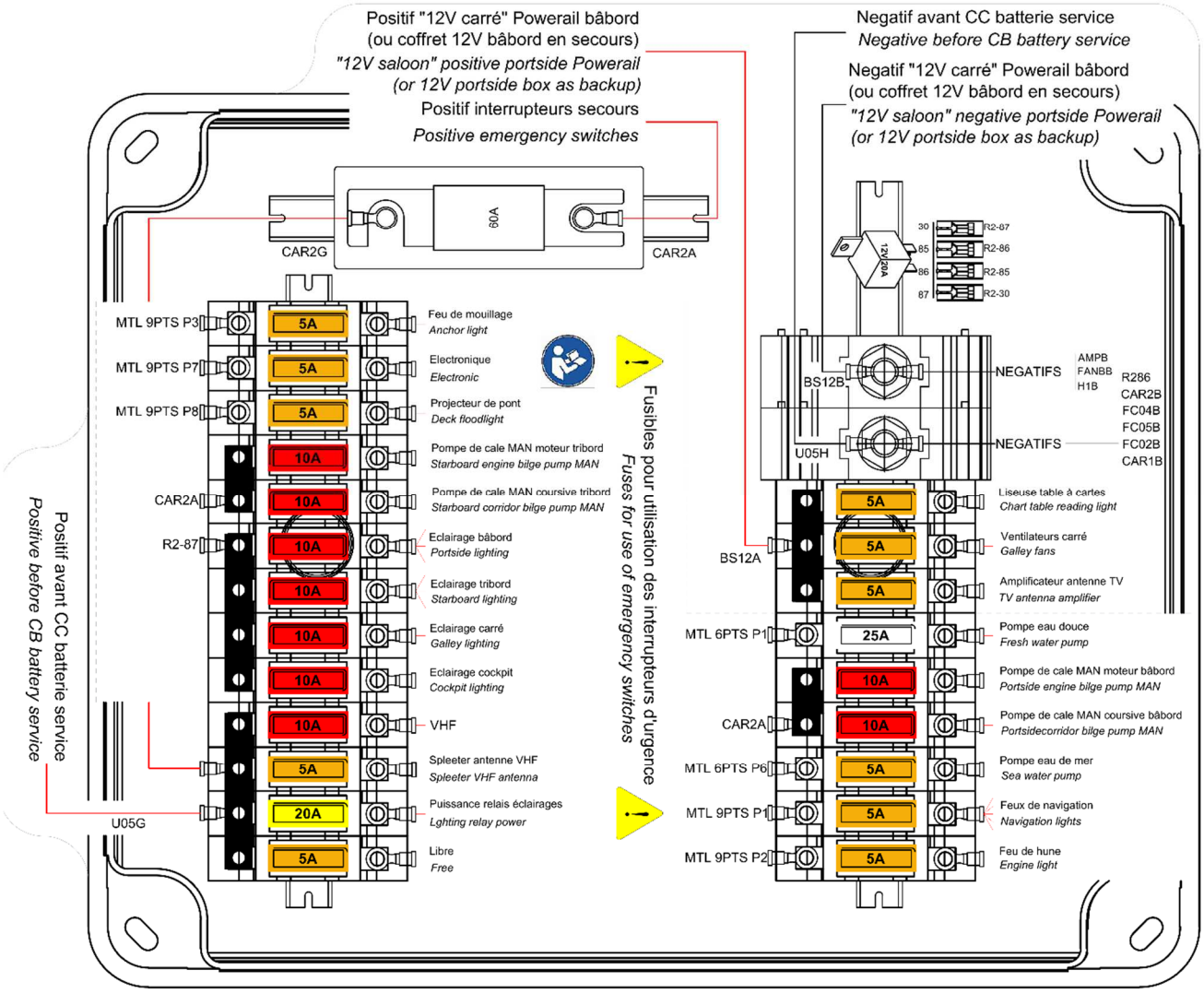



R 95mm²
Alternateur BD U08E
Alternateur TD U09E
Batteries service P01A
N 1.5mm²
Répartiteur BD U08G
N 1.5mm²
Répartiteur TD U09G

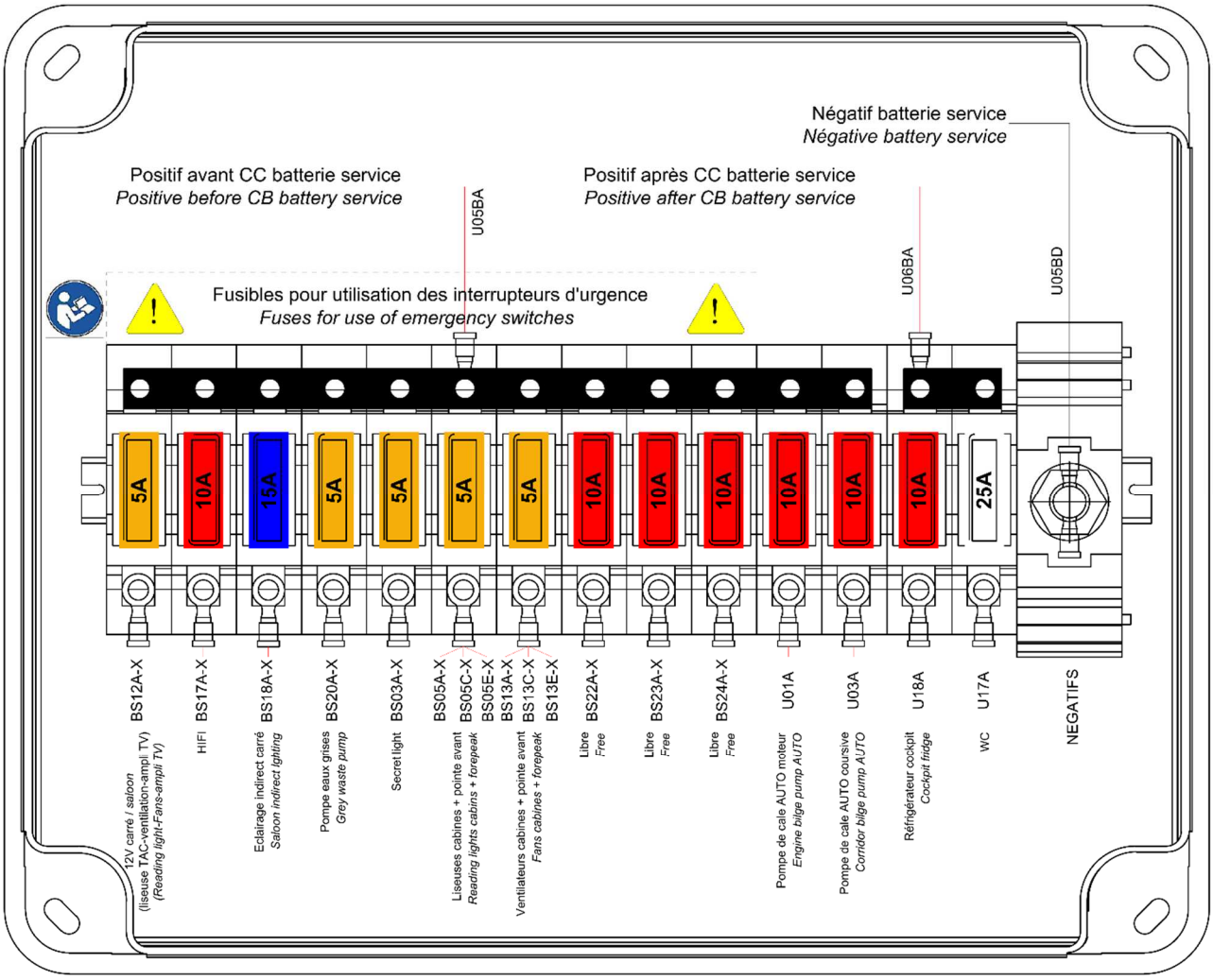

Changer boulon: 8x50
Convertisseur U10A
Bord avant CC TD U05TA
Bord avant CC BD U05BA
Démarreur TD U09A
Démarreur GE POS GE
Bord aprés CC TD U06TA
Bord aprés CC BD U06BA
Guindeau U00A
Batterie TD U09A
Démarreur BD U08A
Batterie BD U08A
Convertisseur U10B
Guindeau U07B
Bord BD U05BB
Bord TD U05TB
Winch Ptre TD U13B
Winch PDB TD U12B
Winch PDB BD U11B
Batterie service P01B

# Nautitech 44

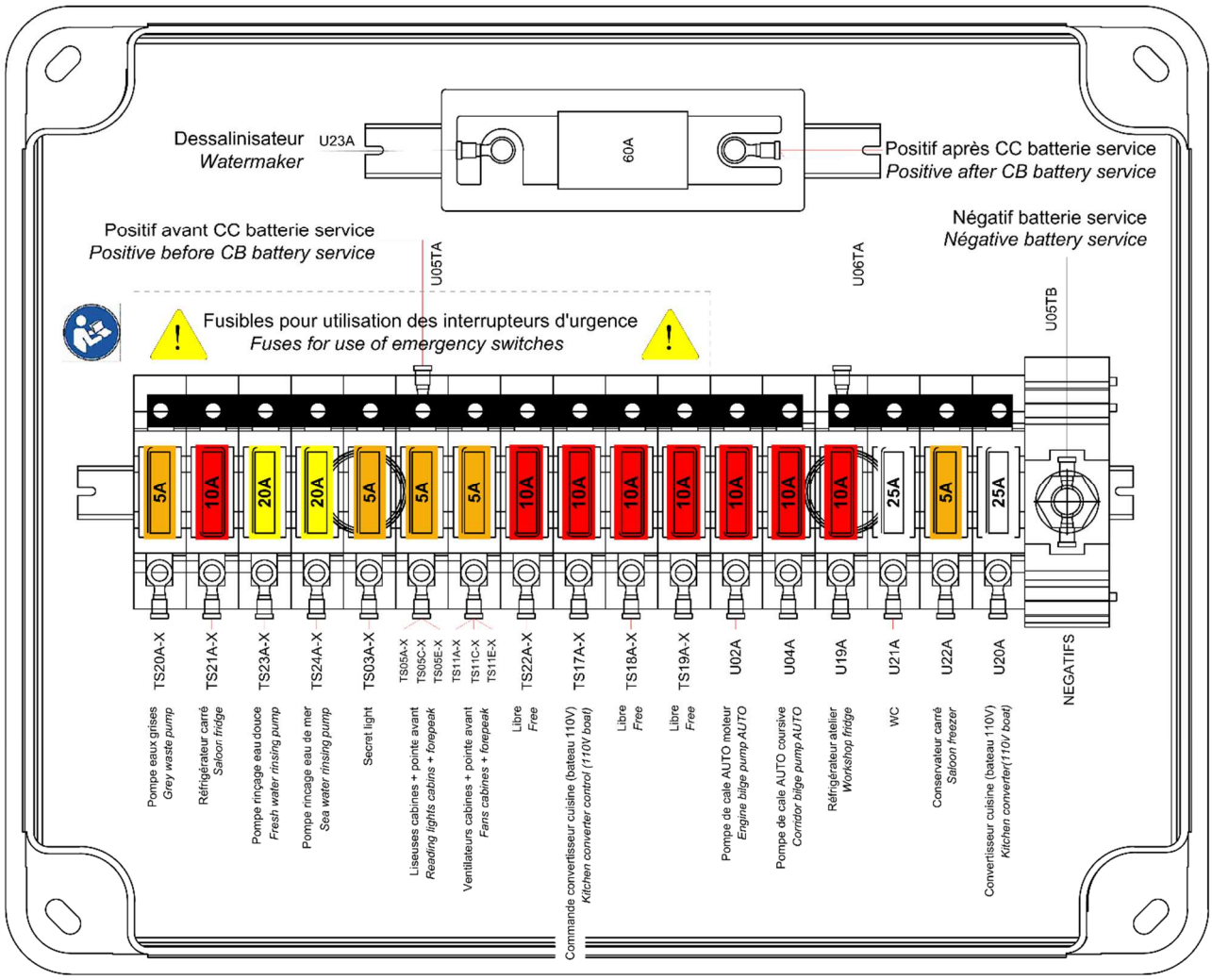
## A. Wardroom 12V terminal block



## B. port side 12V terminal block



## C. Starboard 12V terminal block



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NAUTITECH

# Nautitech 44

## 12V DC Electrical layout

| *Label* | *Description* |
|---|---|
| 1 | Autopilot hydraulic cylinder* |
| 2 | Rudder angle indicator |
| 3 | Autopilot relay box* |
| 4 | Autopilot engine* |
| 5 | Solar panel relay box* |
| 6 | Portside electric engine control box* |
| 7 | Compass lighting |
| 8 | 12V power box |
| 9 | WIndlass electric box |
| 10 | Engine batteries |
| 11 | Starboard power generator electric Winch relay box* |
| 12 | Fleet of service batteries |
| 13 | Refrigerator/Ice—maker* |
| 14 | Relay box of the roof solar panels* |
| 15 | Diesel gauge |
| 16 | Electric toilets pump* |
| 17 | Portside 12V casing |
| 18 | Freshwater pump |
| 19 | Electric toilet |
| 20 | Holding tank gauge |
| 21 | Portside Powerail Casing |
| 22 | VHF |
| 23 | LED strip |
| 24 | Water tank gauge |
| 25 | Main monitoring screen |
| 26 | Multiplus control |
| 27 | Anchor windlass box |
| 28 | Electric anchor windlass |
| 29 | Battery master |
| 30 | Freezer* |
| 31 | 180L Refrigerator |
| 32 | Starboard Powerail box |
| 33 | Starboard 12V box |
| 34 | Kitchen seawater pump* |
| 35 | Navigation instrument |
| 36 | Cockpit washpump* |
| 37 | Wardoom 12V box |


Reading lights


Electric winch


Bilge pump


Speakers*


Courtesy lighting


Navigation lights


Fore peak lighting

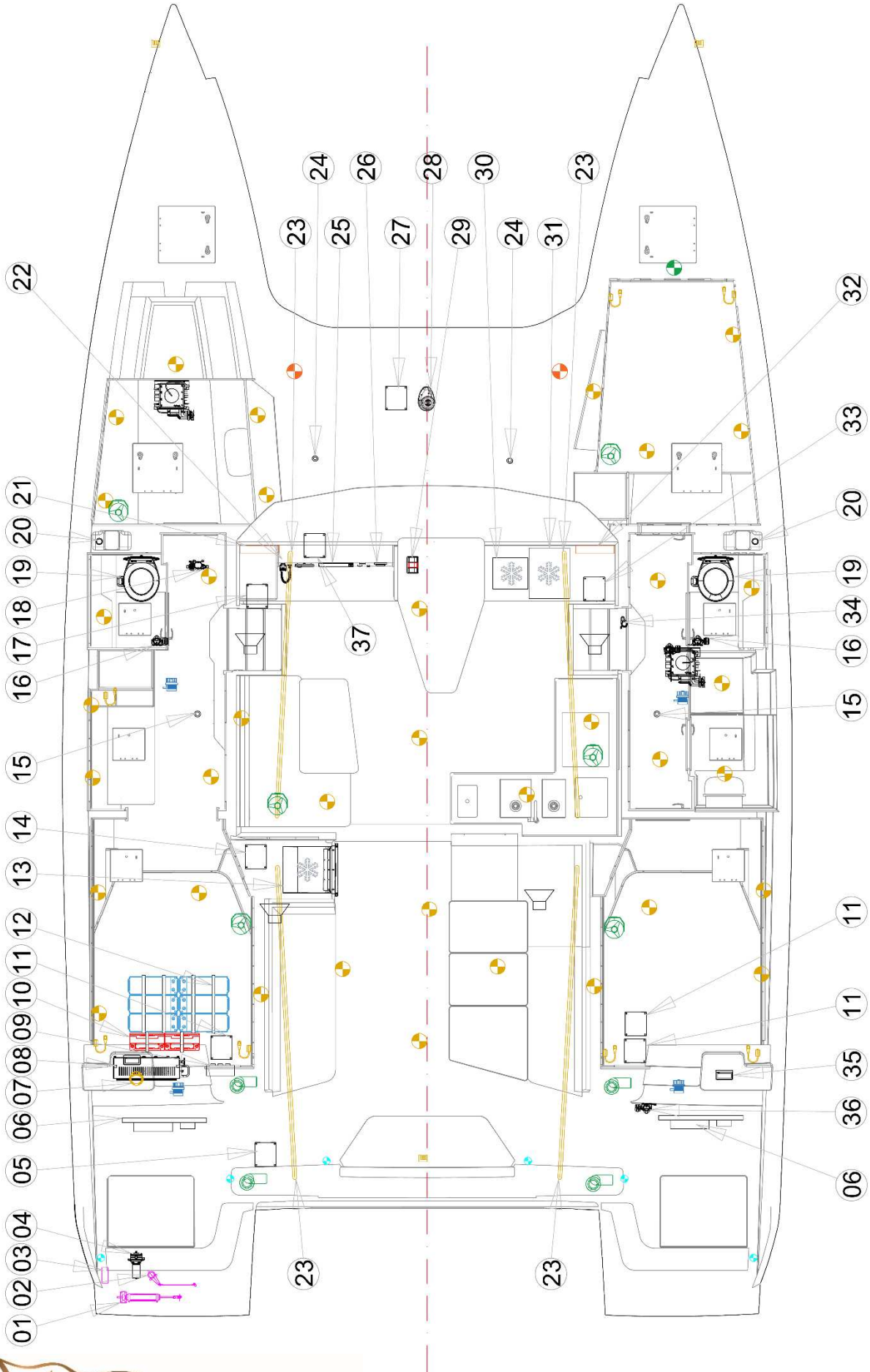

Fan*


Grey water tank + pump

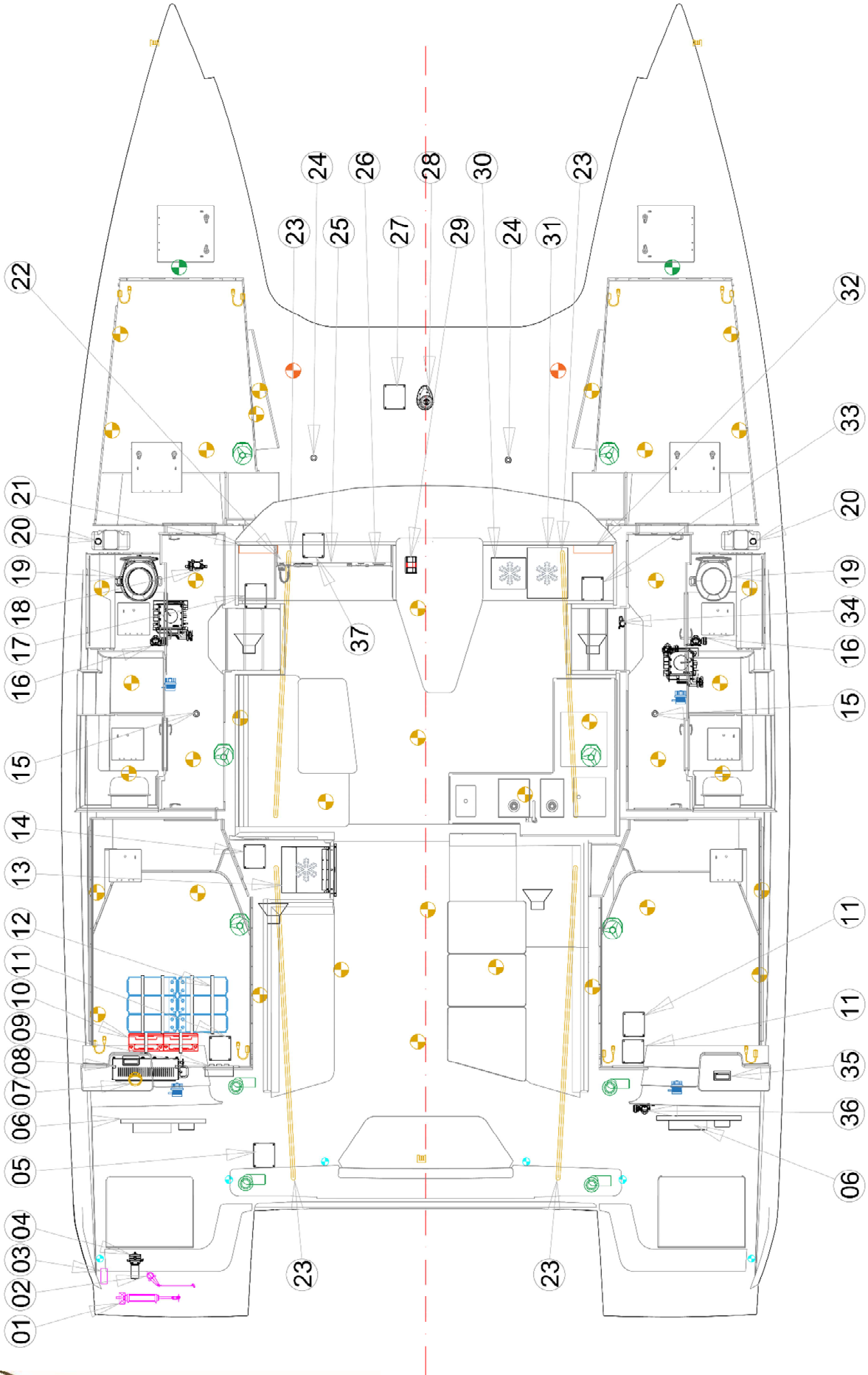

Ceiling light


Secret light*

## 3-cabin version



## 4-cabin version



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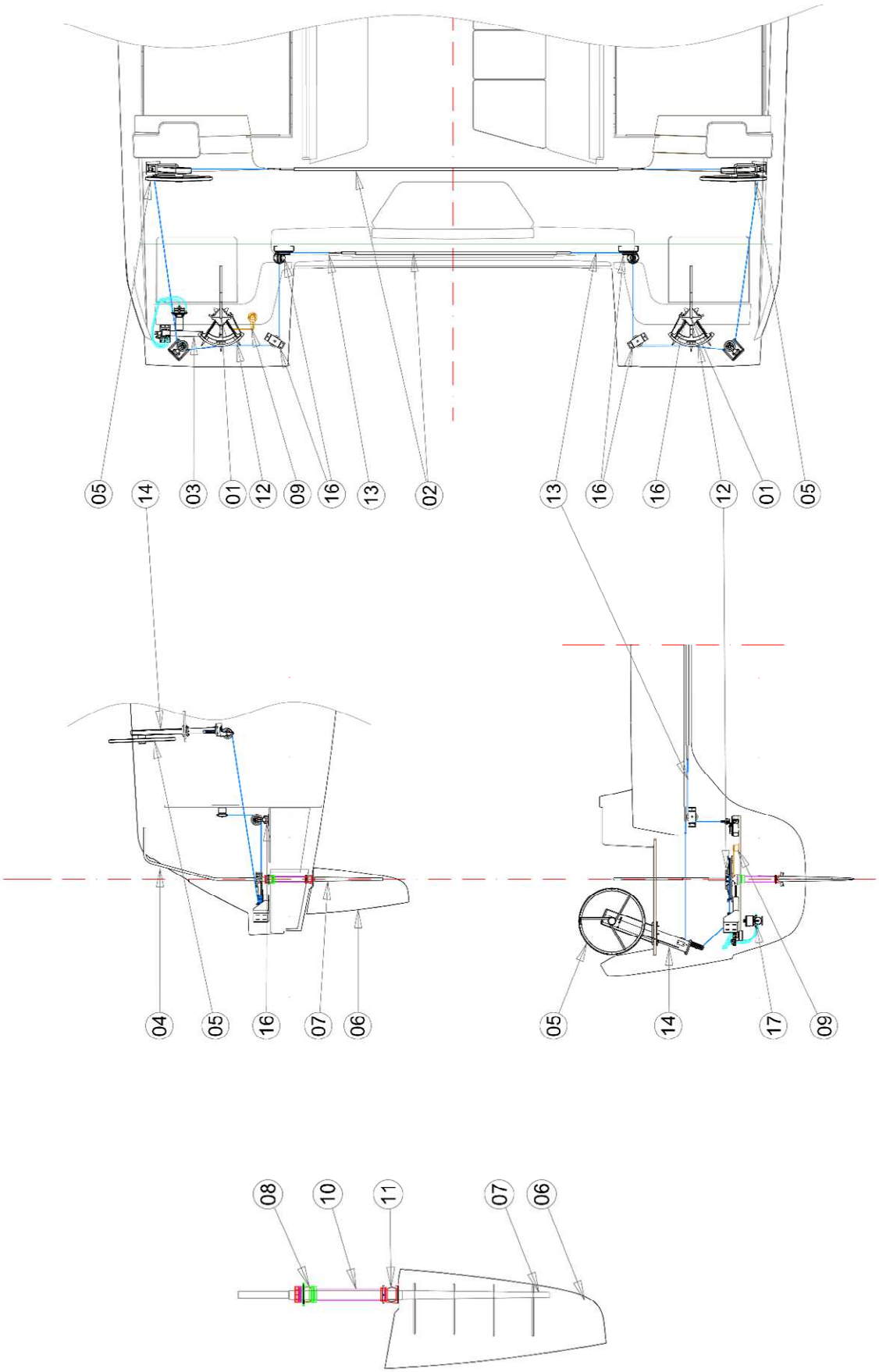
## Tiller system

| *Label* | *Description* |
|---|---|
| 1 | Tiller plug hole |
| 2 | Linking bar |
| 3 | Automatic pilot hydraulic cylinder* |
| 4 | Spare tiller |
| 5 | Stirring wheel |
| 6 | GRP rudder flat surface |
| 7 | Rudder stock |
| 8 | Self aligning top bearing |
| 9 | Rudder angle indicator |
| 10 | Rudder post |
| 11 | Self aligning bottom bearing |
| 12 | Mains |
| 13 | Cable |
| 14 | Steering wheel mount |
| 15 | Stainless steel chain set |
| 16 | Transfer pulley block |
| 17 | Autopilot hydraulic pump* |
| * | Optional |


05
14
03
01
12
09
16
13
02
13
16
16
12
01
05
04
05
16
07
06
05
14
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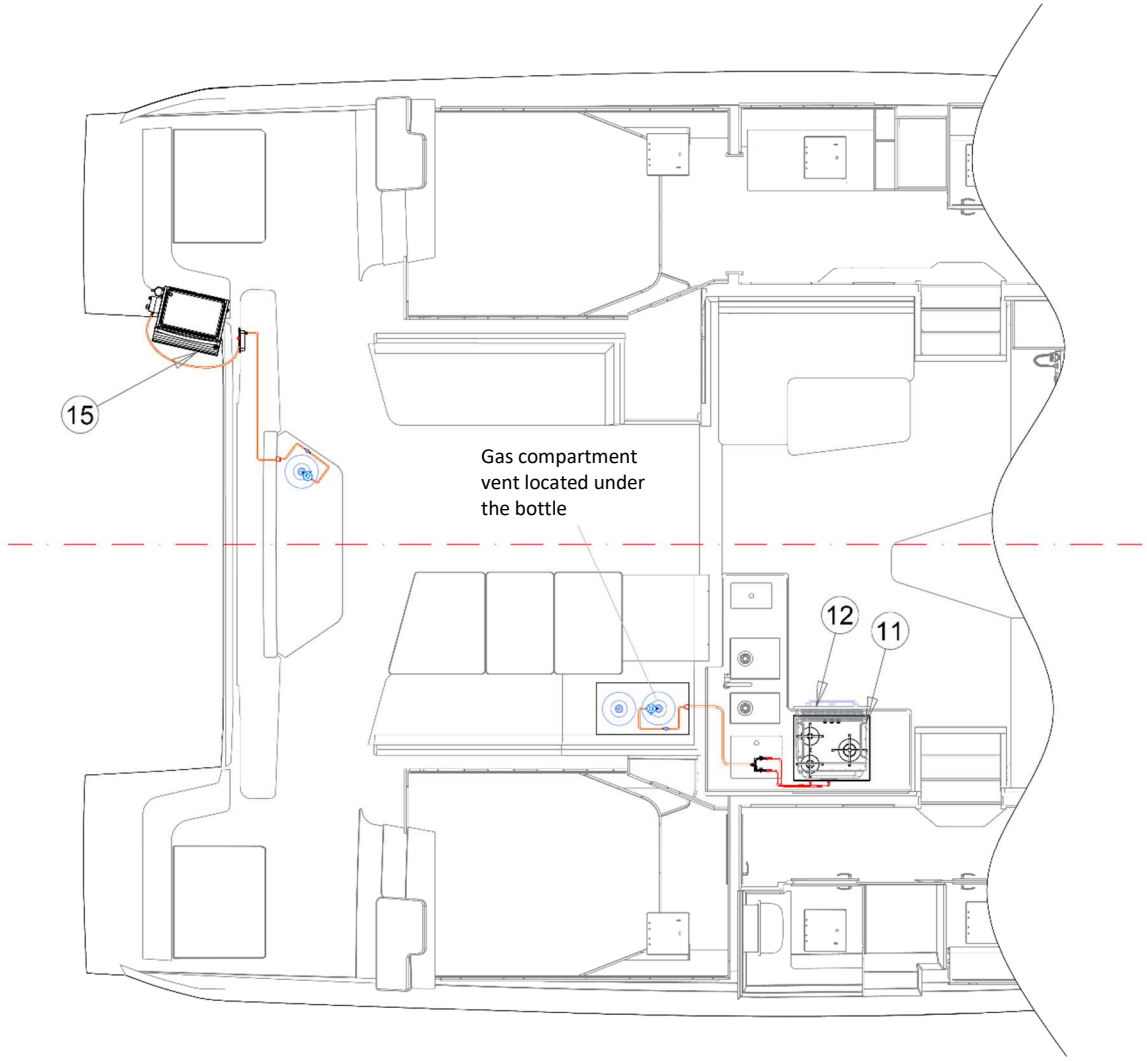
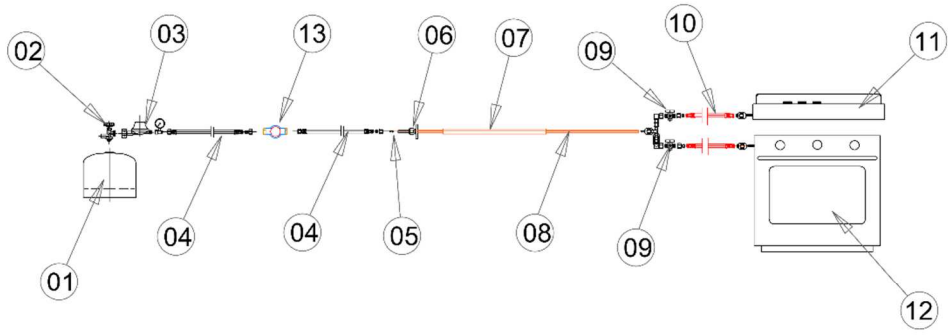
08
10
11
07
06

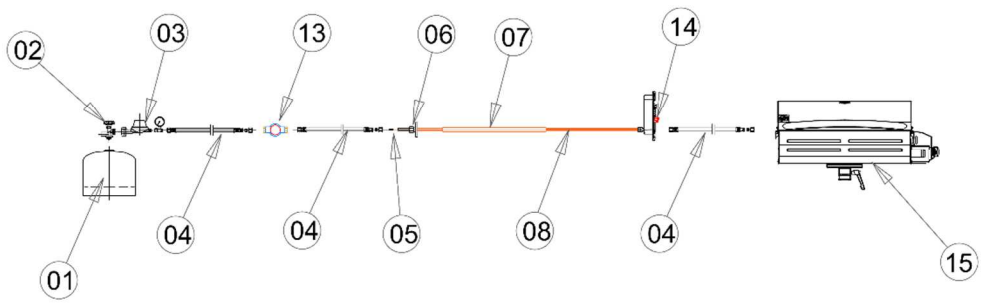
## Gas piping layout

| *Label* | *Description* |
|---|---|
| 1 | Gas bottle** |
| 2 | CE valve |
| 3 | 30mbar CE regulator + manometer |
| 4 | Medium length connecting flexible hose |
| 5 | Connecting piece / Pipe 8x10 |
| 6 | Gas tightness |
| 7 | Gas hose PVC sheath |
| 8 | Copper pipe 8x10 |
| 9 | Multi-valve 2 ways CE gas valve |
| 10 | Long length connecting flexible hose |
| 11 | 3 burner stove |
| 12 | Built-in oven |
| 13 | Bubble gas leak detector |
| 14 | Outside tight box for plancha |
| 15 | Plancha |
| ** | Not included |




Oven-burner circuit schematic




Plancha circuit schematic

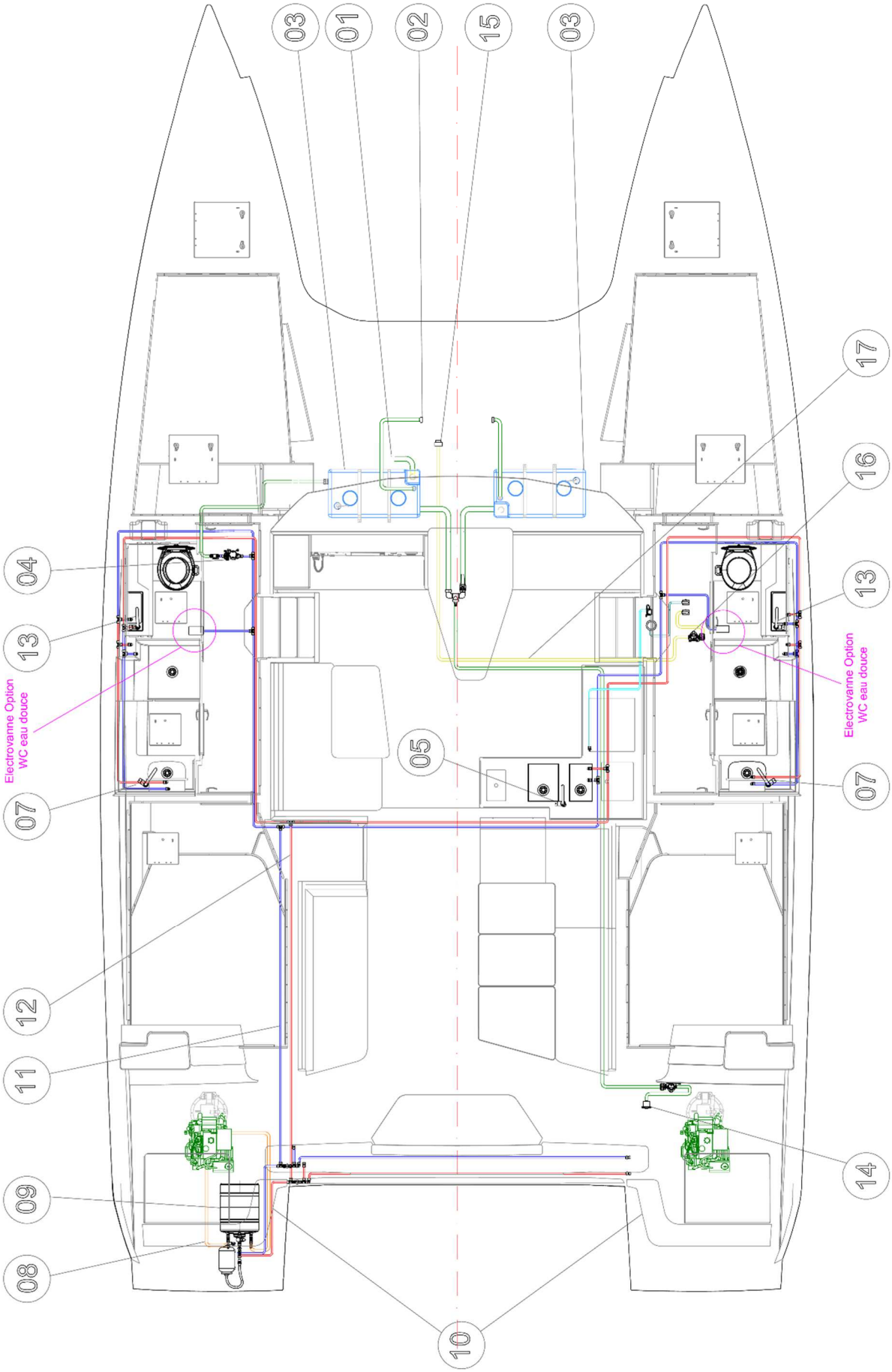
NAUTITECH

# Nautitech 44

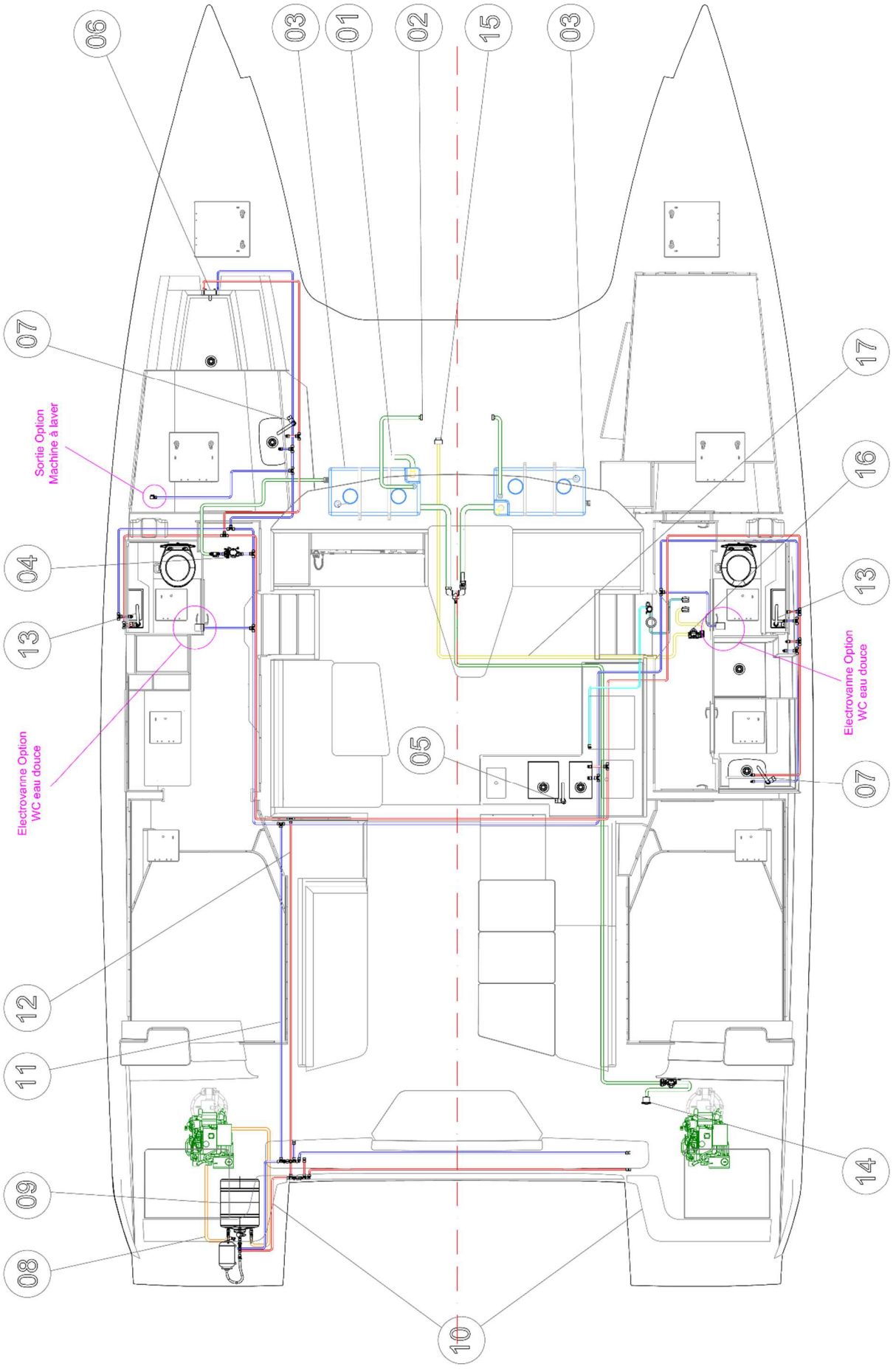
## Freshwater system

| *Label* | *Description* |
|---|---|
| 1 | Freshwater plug hole |
| 2 | Fill pipe vent |
| 3 | Freshwater tank (2 x 300L) |
| 4 | Pressurised freshwater pump |
| 5 | Kitchen sink mixer tap |
| 6 | Shower mixer tap |
| 7 | Bathroom mixer tap |
| 8 | Hot water exchanger |
| 9 | 40L boiler |
| 10 | Deck showers (Starboard version optional) |
| 11 | Cold water pipe |
| 12 | Hot water pipe |
| 13 | Toilet mixer tap |
| 14 | Deck washpump output |
| 15 | Windlass washpump output |
| 16 | Kitchen seawater pump circuit |
| 17 | Seawater pipe |
| 18 | Hot water pipe |
| | MDPE pipe cold water flow Diam. 15 |
| | MDPE pipe hot water flow Diam. 15 |
| | Tricoclair pipe seawater flow Diam. 13 |
| | Springvin pipe seawater flow Diam. 13 |
| | Tricoclair pipe seawater flow Diam. 20 |
| | Coolant liquid flow pipe 19 x 27 |
| | Freshwater filling Springvin pipe Diam.38 |
| * | Optional |

## 4-cabin version



## 3-cabin version



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NAUTITECH

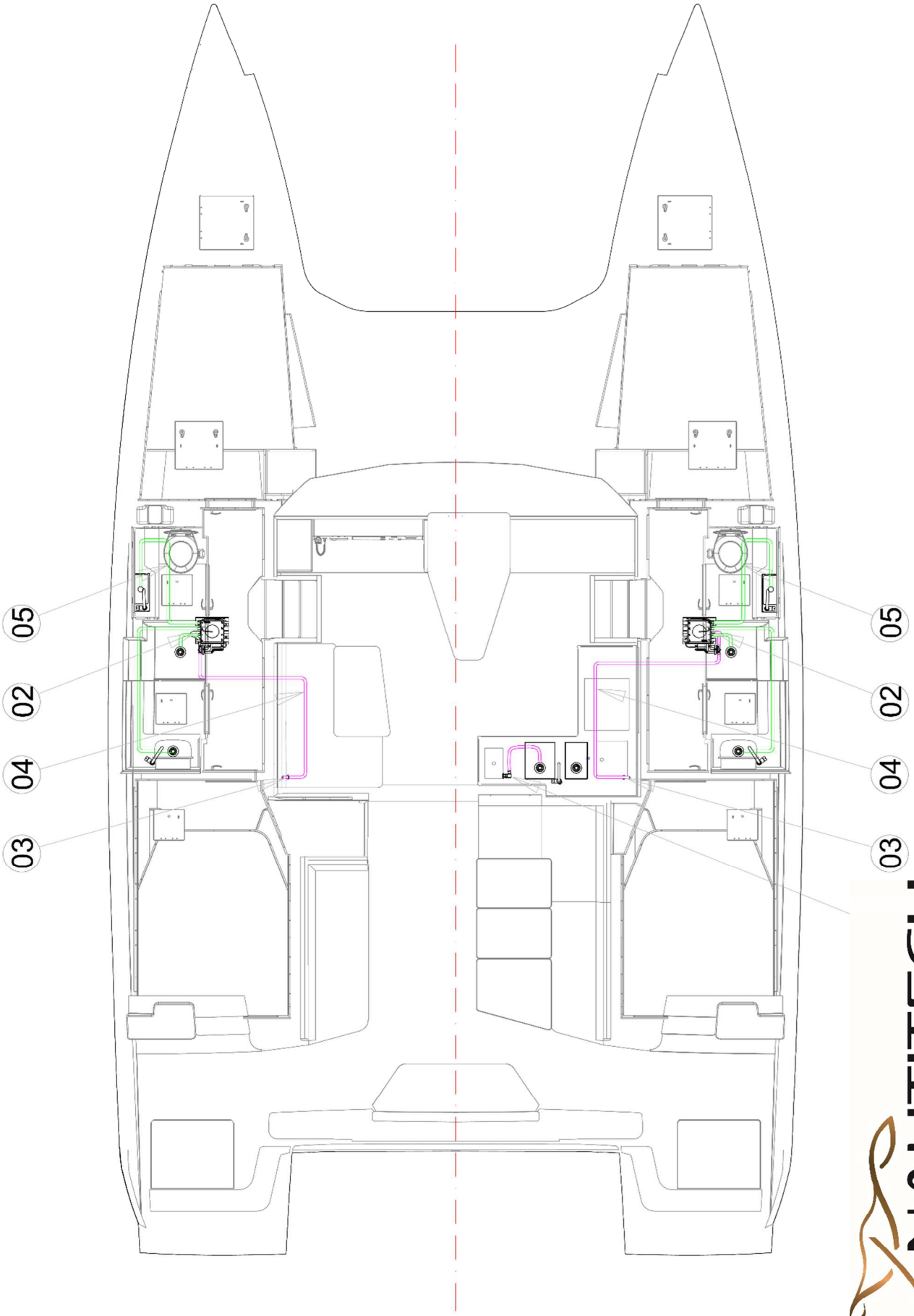
Nautitech 44

## Grey water

| *Label* | *Description* |
|---|---|
| 1 | Grey water tank |
| 2 | Grey water drain pump |
| 3 | Sea cock drain collector |
| 4 | Drain spiral pipe |
| 5 | Drain spiral pipe |
| 6 | Sink drain sea cock |
| | Flow Springvin pipe Diam.25 |
| | Drain Springvin pipe Diam.20 |
| * | Optional |

## 3-cabin version

## 4-cabin version



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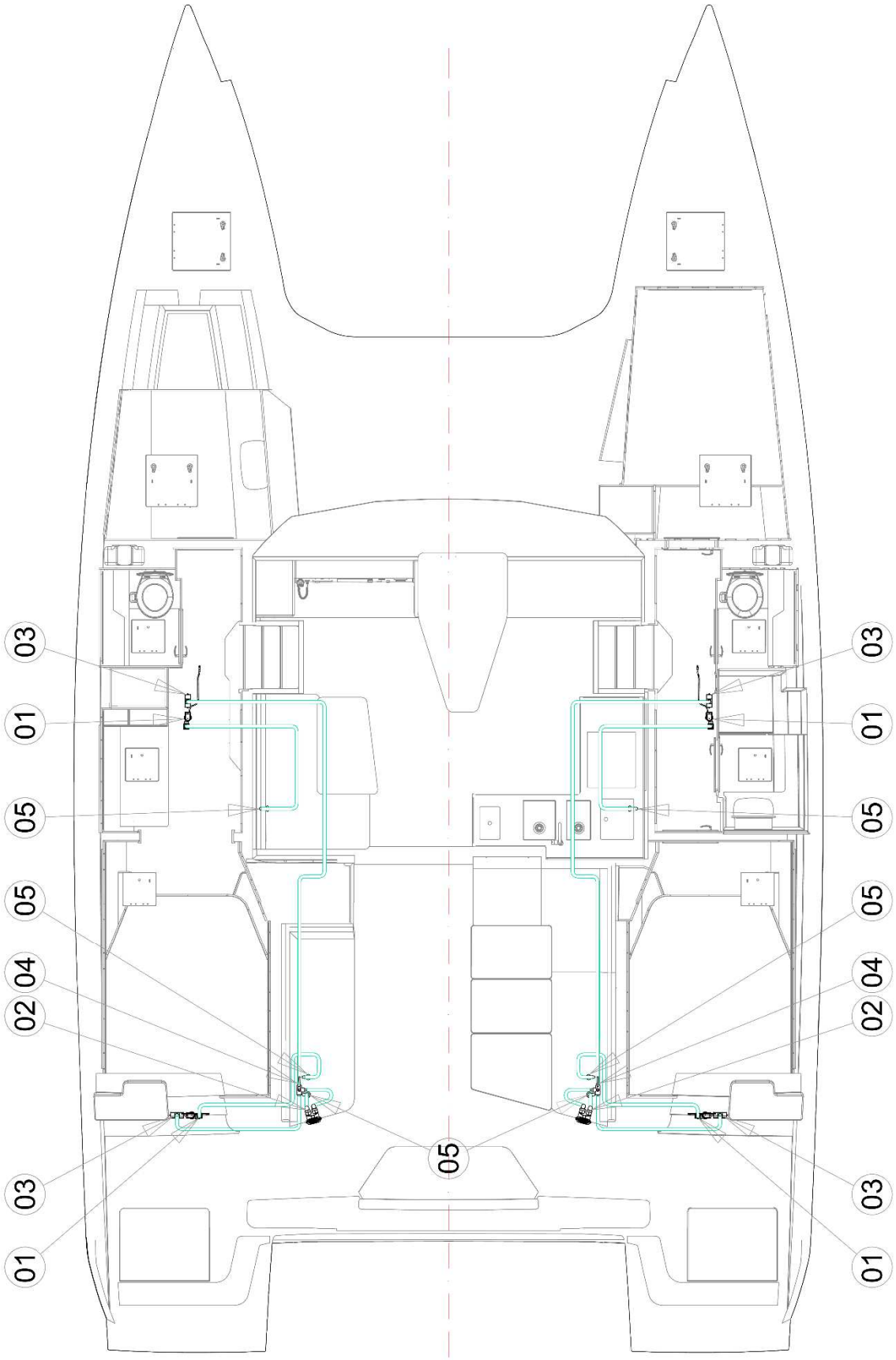
NAUTITECH

Nautitech 44

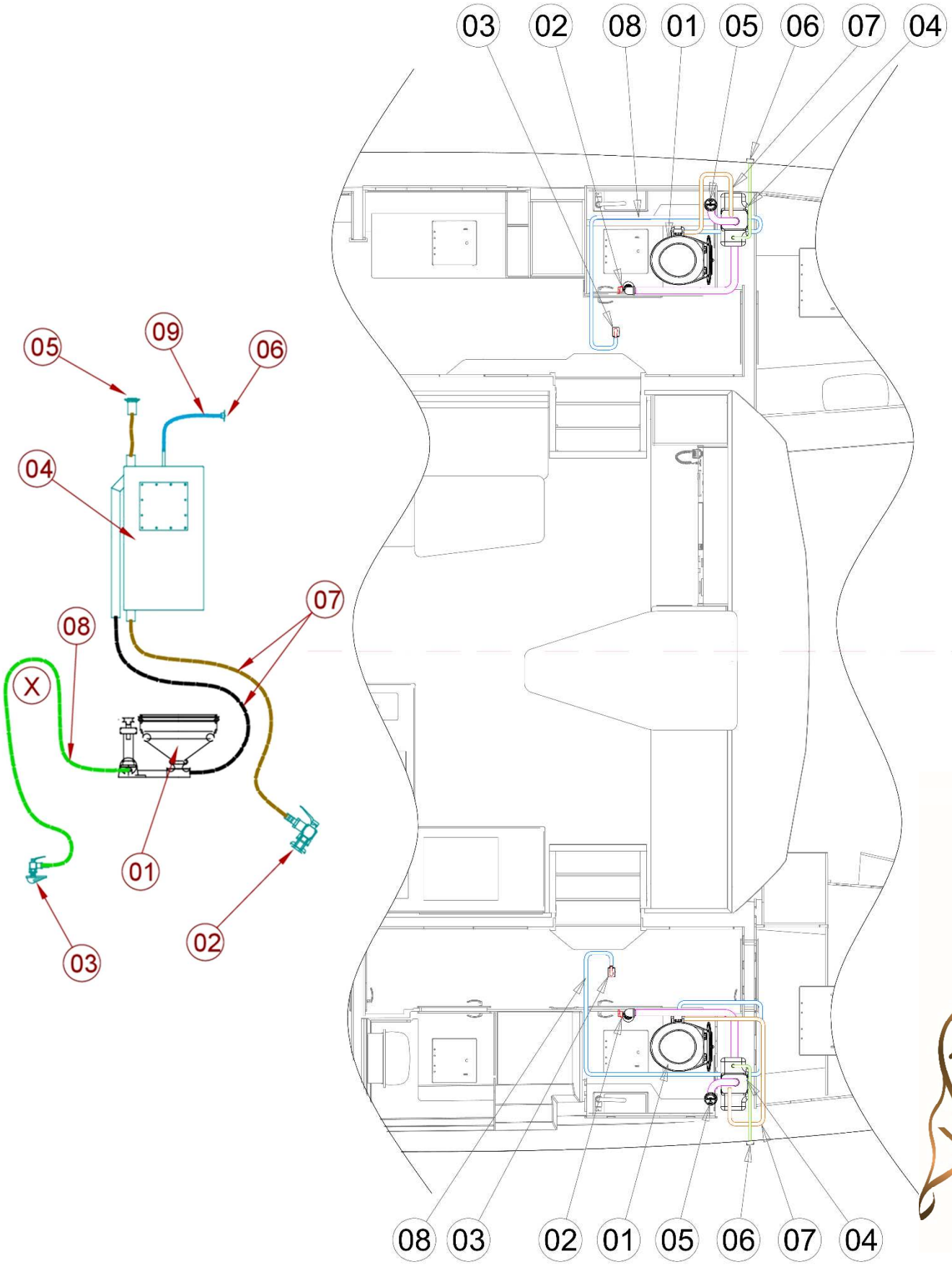
## Bilge pump circuit

| *Label* | *Description* |
|---|---|
| 1 | Automatic electric pump |
| 2 | Hand pump |
| 3 | Hand pump strainer |
| 4 | Three-way valve |
| 5 | Bent sea cock Ø 25 mm |
| | Tuyau springvin Ø 25 mm |


03
01
05
05
04
02
05
03
01
03
01
05
05
04
02
03
01

## Black water system

| *Label* | *Description* |
|---|---|
| 1 | Manual toilet |
| 2 | Sea cock + valve that can be blocked + barbed fitting:<br>Black water tank drain (to be used in high sea) |
| 3 | Sea cock + right angle valve + barbed fitting:<br>Sea water inlet for toilet |
| 4 | Black water tank |
| 5 | Plug hole to drain the tank |
| 6 | Tank vent |
| 7 | Odour filter |
| 8 | Sea water pipe |
| 9 | Vent pipe |
| X | Swan neck pipe |
| | Holding tank draining pipe Diam.038<br>Draining pipe Diam.038 (Diam.25 in electric toilet)<br>Holding tank vent pipe Diam.25<br>Seawater suction pipe Diam.20 |


03
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07
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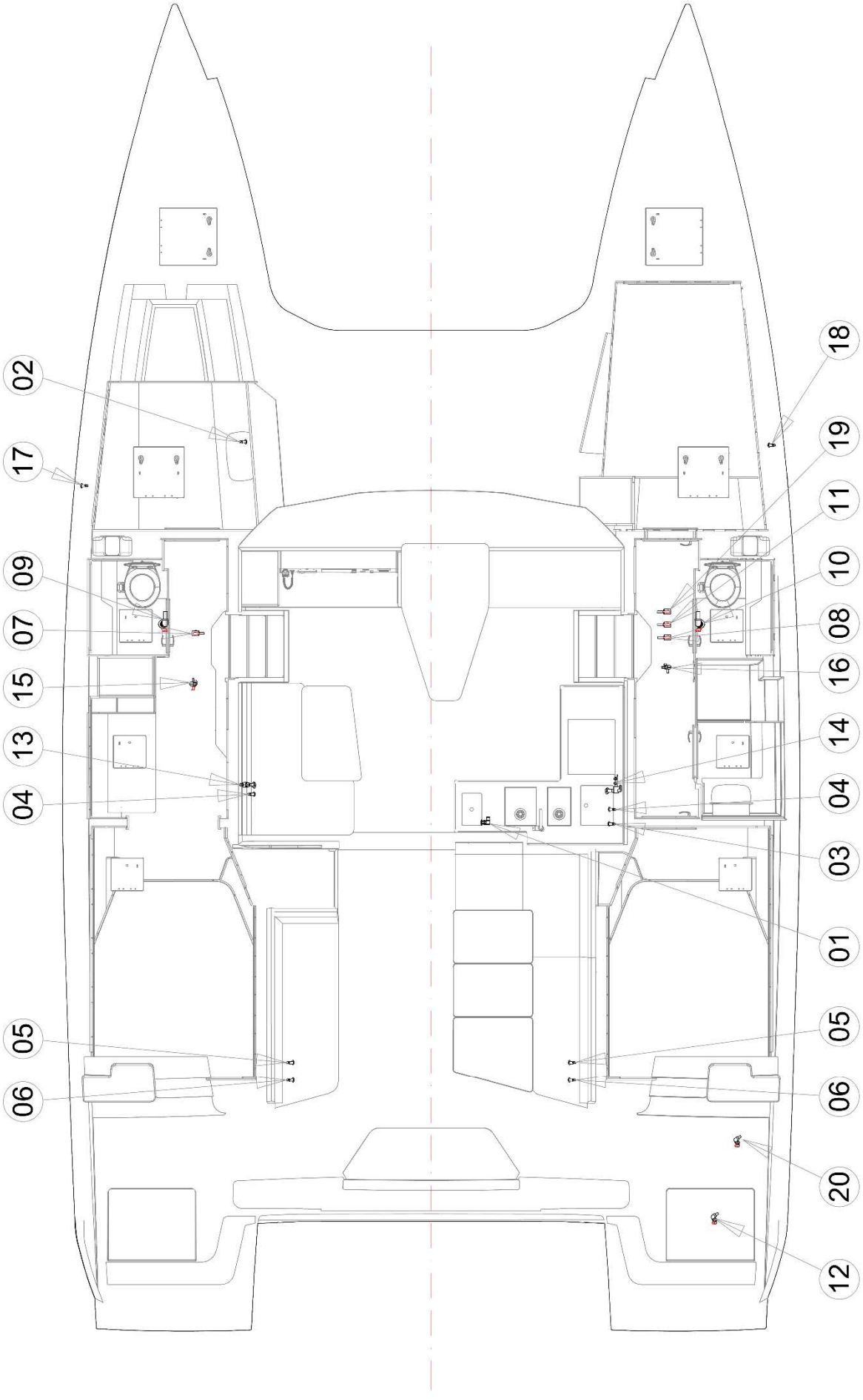
X
01
03
02
08
03
02
01
05
06
07
04

NAUTITECH

Nautitech 44

## 3-cabin sea cock and valve

| *Label* | *Description* | |
|---|---|---|
| | ***Sea cock*** | |
| | | Height in relation to waterline |
| 1 | Sink drain | 750 mm |
| 2 | Portside Bthrm washbasins drain + shower collector | 327 mm |
| 3 | Starboard Bthrm washbasins drain + shower collector | 138 mm |
| 4 | Catch basin electric bilge system drain | 138 mm |
| 5 | Engine electric bilge system drain | 589 mm |
| 6 | Manual drying system drain | 589 mm |
| 7 | Owner shwr rm toilet sea water inlet | -675 mm |
| 8 | Starboard shwnr toilet sea water inlet | -675 mm |
| 9 | Toilet drain / Owner shower rm holding tank | -666 mm |
| 10 | Toilet drain / Starboard shwr rm Holding Tank | -666 mm |
| 11 | Sea water inlet windlass washpump* | 138mm |
| 12 | Sea water inlet power generator* | -358 mm |
| 13 | Port side floater air conditioning drain* | 138 mm |
| 14 | Starboard floater air conditioning drain* | 138 mm |
| 15 | Port side floater air conditioning sea water inlet* | -693 mm |
| 16 | Starboard floater air conditioning sea water inlet* | -693 mm |
| 17 | Own bthrm washing machine drain* | 327 mm |
| 18 | Workshop washing machine drain* | 327 mm |
| 19 | Kitchen pump sea water inlet* | -675 mm |
| 20 | Power generator sea water drain | -435 mm |
| * | Optional | |


02
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19
11
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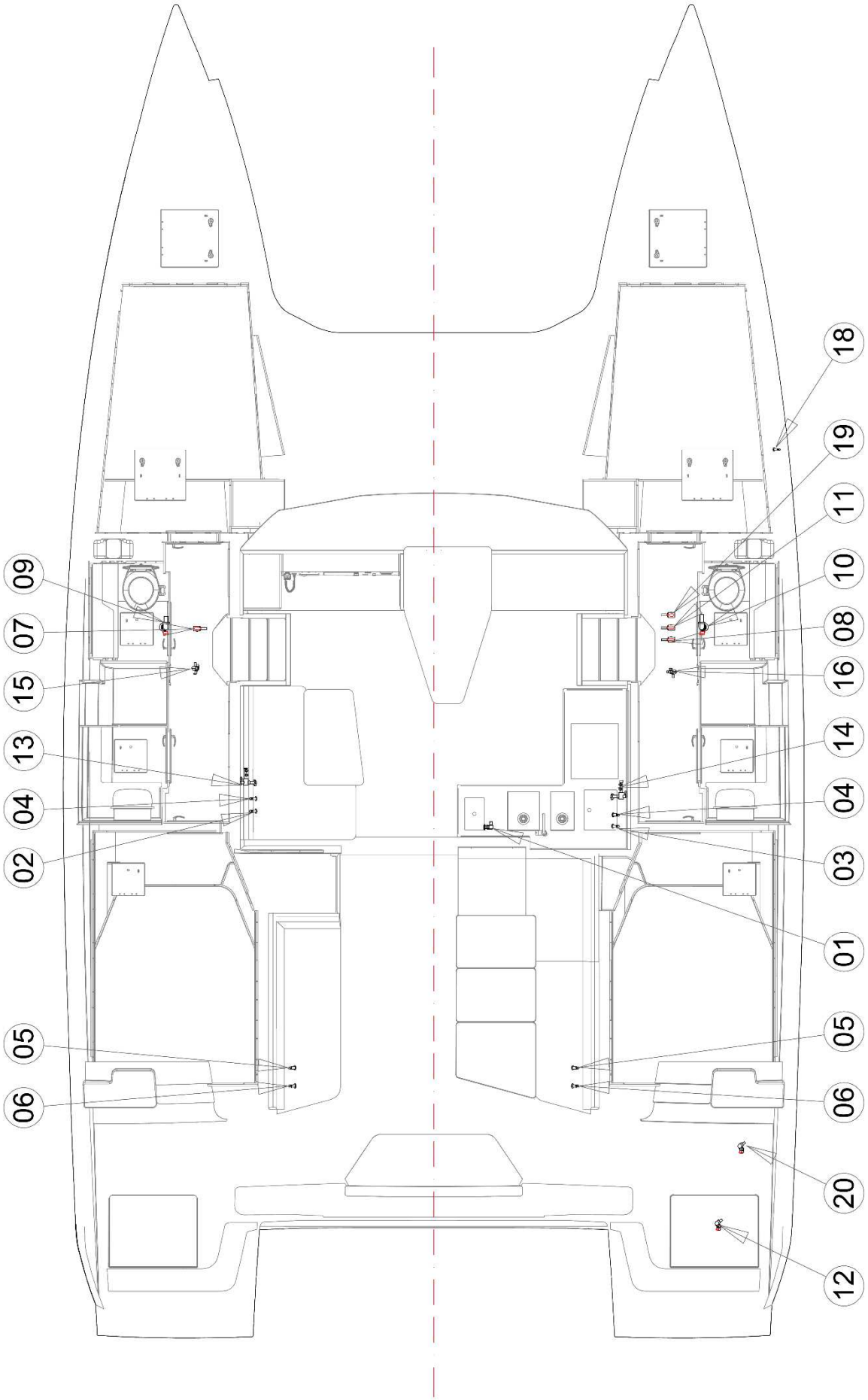
16
14
04
03
01
05
06
20
12

NAUTITECH

Nautitech 44

## 4-cabin sea cock and valve

| *Label* | *Description* | |
|---|---|---|
| | ***Sea cock*** | |
| | | Height in relation to waterline |
| 1 | Sink drain | 750 mm |
| 2 | Port side bthrm washbasins drain + shower collector | 138 mm |
| 3 | Starboard bthrm washbasins drain + shower collector | 138 mm |
| 4 | Catch basin electric bilge system drain | 138 mm |
| 5 | Engine electric bilge system drain | 589 mm |
| 6 | Manual drying system drain | 589 mm |
| 7 | Owner shwr rm toilet sea water inlet | -675 mm |
| 8 | Starboard shwr rm toilet sea water inlet | -675 mm |
| 9 | Toilet drain / Owner shwr rm Holding tank | -666 mm |
| 10 | Toilet drain / Starboard shwr rm Holding tank | -666 mm |
| 11 | Windlass washpump sea water inlet* | 138mm |
| 12 | Power generator sea water inlet* | -358 mm |
| 13 | Portside floater air conditioning drain* | -675 mm |
| 14 | Starboard floater air conditioning drain* | 138 mm |
| 15 | Port side floater air conditioning sea water inlet* | -693 mm |
| 16 | Starboard floater air conditioning sea water inlet* | -693 mm |
| 17 | Owner bthrm washing machine drain* | 327 mm |
| 18 | Workshop washing machine drain* | 327 mm |
| 19 | Kitchen pump sea water inlet* | -675 mm |
| 20 | Power generator sea water drain | -435 mm |
| * | Option | |


18
19
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08
16
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07
15
13
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02
05
06

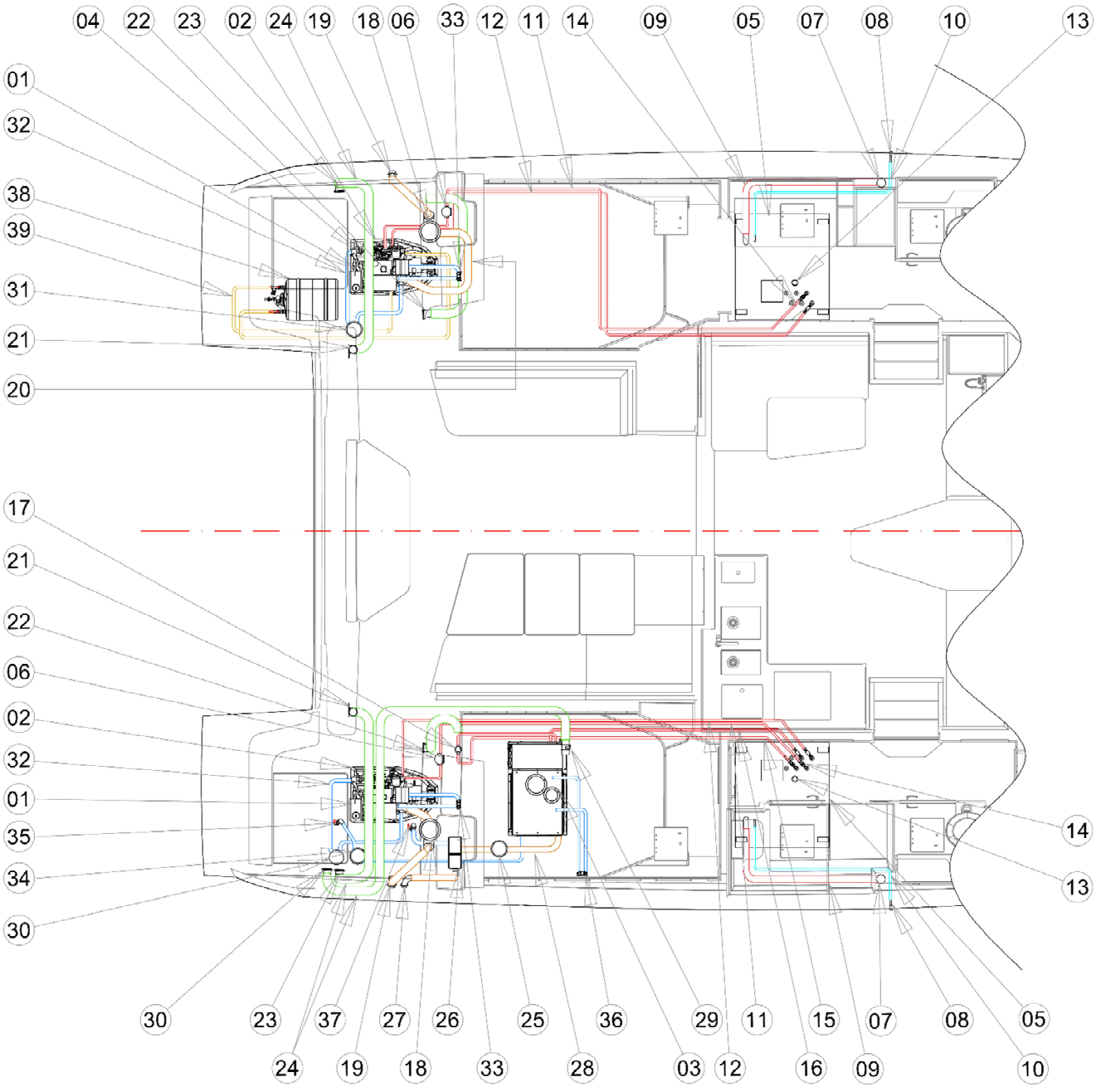
NAUTITECH

Nautitech 44

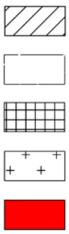
## Mechanical layout

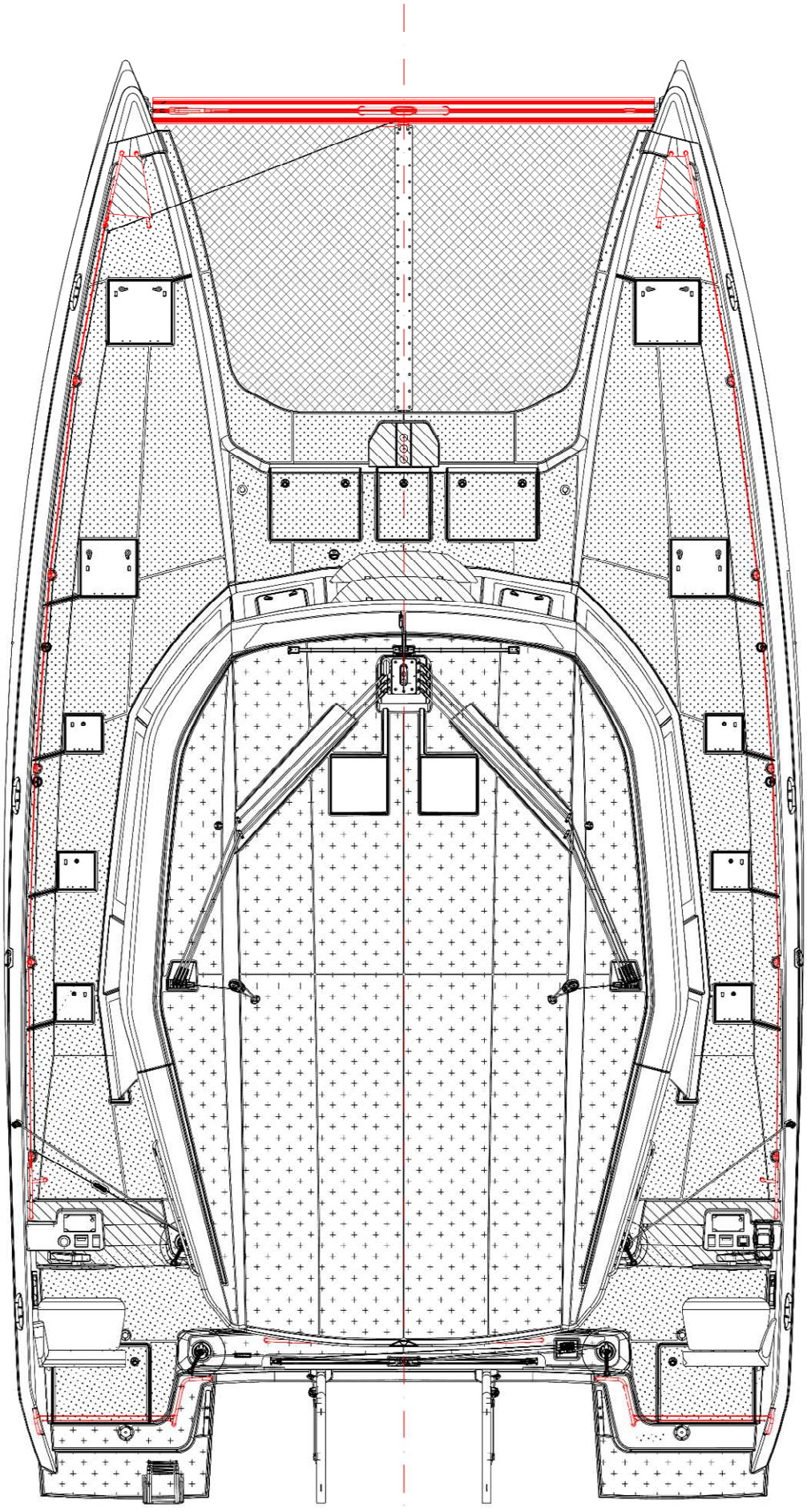
| *Label* | *Description* |
|---|---|
| | ***General*** |
| 1 | Sail-drive engine |
| 2 | Engine polyester base plate |
| 3 | Power generator* |
| 4 | Engine oil filling |
| | ***Diesel circuit*** |
| 5 | Diesel tank 250 L (x 2) |
| 6 | Diesel filter |
| 7 | Diesel plug hole |
| 8 | Vent |
| 9 | Diesel filling pipe |
| 10 | Diesel vent pipe |
| 11 | Engine feed pipe |
| 12 | Engine return pipe |
| 13 | Diesel gauge |
| 14 | Shut-off valve |
| 15 | Power generator feed pipe* |
| 16 | Power generator return pipe* |
| 17 | Power generator diesel filter* |
| | ***Exhaust system / Ventilation*** |
| 18 | Waterlock |
| 19 | Exhaust outlet |
| 20 | Exhaust pipe |
| 21 | Engine hold fan |
| 22 | Ventilation grid (suction) |
| 23 | Ventilation grid (discharge) |
| 24 | Ventilation duct |
| 25 | Power generator Waterlock* |
| 26 | Water/gas separator* |
| 27 | Power generator Exhaust output* |
| 28 | Power generator exhaust pipe* |
| 29 | Power generator compartment fan* |
| 30 | Power generator ventilation grid (air ouput)* |
| | ***Cooling system*** |
| 31 | Sea water filter |
| 32 | Sea water pipe |
| 33 | Anti-siphon bent pipe |
| 34 | Power generator sea water filter* |
| 35 | Power generator sea water inlet* |

| | |
|---|---|
| 36 | Power generator anti-siphon bent pipe* |
| 37 | Power generator sea water drain* |
| 38 | 40L water boiler |
| 39 | Water-boiler exchange pipe |
| * | Optional |

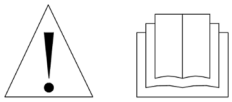


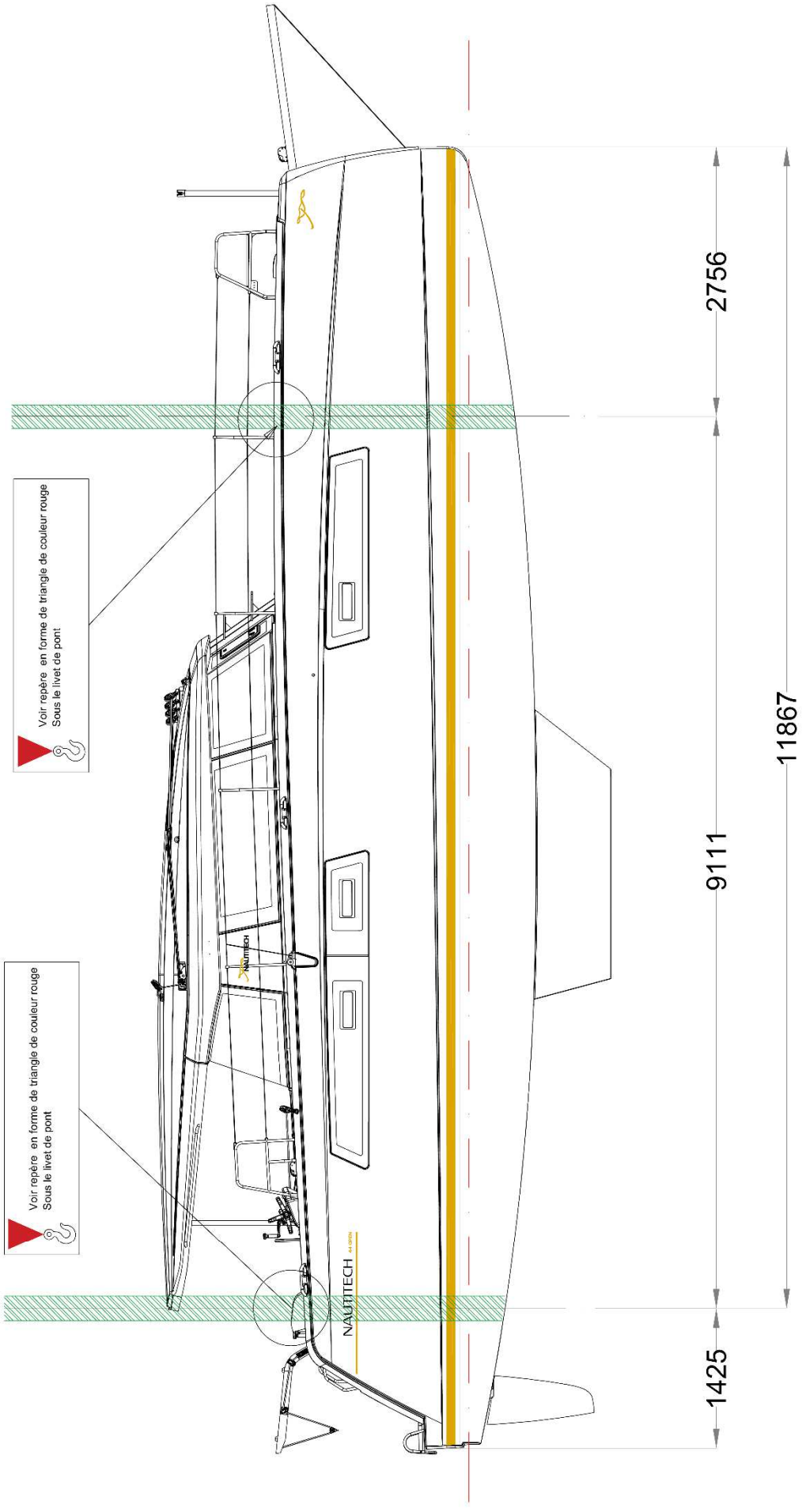
## Working deck

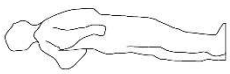
| *Label* | *Description* |
|---|---|
| | Deck area<br>  <br>Teak<br>Non-slip<br>Trampoline<br>Non-slip outside of working deck<br>Working area delimitation |
| * | Optional |



## Location of straps

| *Label* | *Description* | |
|---|---|---|
|  | See the mark: a red triangle shape<br>Under the share line<br><br>  <br><br>Mind the presence of the speedometer | |


Voir repère en forme de triangle de couleur rouge
Sous le livet de pont
Voir repère en forme de triangle de couleur rouge
Sous le livet de pont
NAUTITECH
2756
9111
11867
1425



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ELEVATE YOUR DREAM

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Non contractual document