OWNER'S MANUAL

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|43|

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BUILDER	**FIART MARE S.P.A.**
ADDRES	**80070 Baia NAPOLI (ITALY) - via Lucullo, 71**
TYPE OF DOCUMENT	**OWNER'S MANUAL**
EDITION	**04/04/2020**
REVISION	**REV 01 - 2022**
PRODUCT	**PLEASURE CRAFT**
MODEL	**FIART 43 SEAWALKER**
W.I.N. (Watercraft identification number)	IT-FRM22182C424
YEAR OF THE MODEL	2024
ENGINE TYPE	**INBOARD DIESEL**
ENGINE MODEL	2x440 HP Volvo Penta TD D6 IPS10 600
ENGINE SERIAL NUMBER	A1225287 - A1225290
TRANSMISSIONS TYPE	IPS 10
TRANSMISSIONS SERIAL NUMBER	3200006783 - 3200006782

OWNER'S MANUAL

1 INTRODUCTION

Before using the boat for the first time, read this Owner's manual in full. Always strictly follow the instructions given in this manual.
This document and all attached publications must be kept on board in a safe place, accessible and known to all those who board the boat.

In case of sale of the boat, this manual must be delivered to the new owner, together with the attached publications which form an integral part of it. (the list of publications is on the delivery note)

In relation to the updates that are sometimes carried out also during production, it may happen that some details of this manual do not perfectly correspond to the product.

With regard to standard equipment and options, reference will in any case be made to the price list of the year of production of the hull in question, or to particular contractual specifications

2 Generality

2.1 The Owner's Manual: purpose and structure

This manual has been prepared so that you can use your boat safely.

In addition to the description of the boat itself, there is information on its use, some behavioral rules, maintenance and safety on board.
Make sure for your safety and peace of mind that you have acquired the knowledge relating to the use and operation of the boat, before taking the "command".

The manual has been structured into five chapters, which correspond to an organic subdivision of the subject, with the aim of allowing you a quick and effective consultation avoiding unnecessary interference and repetition.

Chapter 1: contains general information on the “Owner's Manual”, the warranty conditions, and who to contact in case of technical problems on your boat. For the American market, the warranty conditions and information regarding assistance are provided in the annex.

Chapter 2: contains the characteristic data of the boat.

Chapter 3: contains a detailed description of the boat. Reading this section, which is particularly useful immediately after purchase, allows you to gain some knowledge of your boat.

Chapter 4: contains the rules of use that you must always have in mind to navigate in complete safety; however, these rules are not exhaustive.

Chapter 5: contains instructions for correctly carrying out routine and periodic maintenance and small repairs.

NOTE:

The first pages of this manual contain the identification data of the hull and the perimeter of the "working deck"

NOTE:

To quickly access the information of your interest, consult the general index.

NOTE:

The manuals of installed equipment and systems, however provided in the attachment, to which specific reference will be made during the course of the discussion, form an integral part of the Owner's Manual.

2.2 Symbols for safety prescriptions

safety requirements reported in the Owner's Manual are highlighted by the symbols shown below.

A WARNING LIKE THIS INDICATES THE EXISTENCE OF A SERIOUS RISK, WHICH HAS HIGH POSSIBILITY OF CAUSING DEATH OR SERIOUS INJURY, IF THE APPROPRIATE PRECAUTIONS ARE NOT TAKEN.

A WARNING LIKE THIS INDICATES THE EXISTENCE OF A RISK, WHICH COULD RESULT IN INJURY OR DEATH, IF THE APPROPRIATE PRECAUTIONS ARE NOT TAKEN.

A NOTICE LIKE THIS INDICATES A RECALL TO THE APPLICATION OF SAFETY PRACTICES, OR CALLS ATTENTION TO LITTLE SAFE BEHAVIOR THAT COULD CAUSE PERSONAL INJURY OR DAMAGE TO THE BOAT OR ITS COMPONENTS.

2.3 Labels with safety information

Some labels bearing safety information are attached to your boat. We point out below in particular:

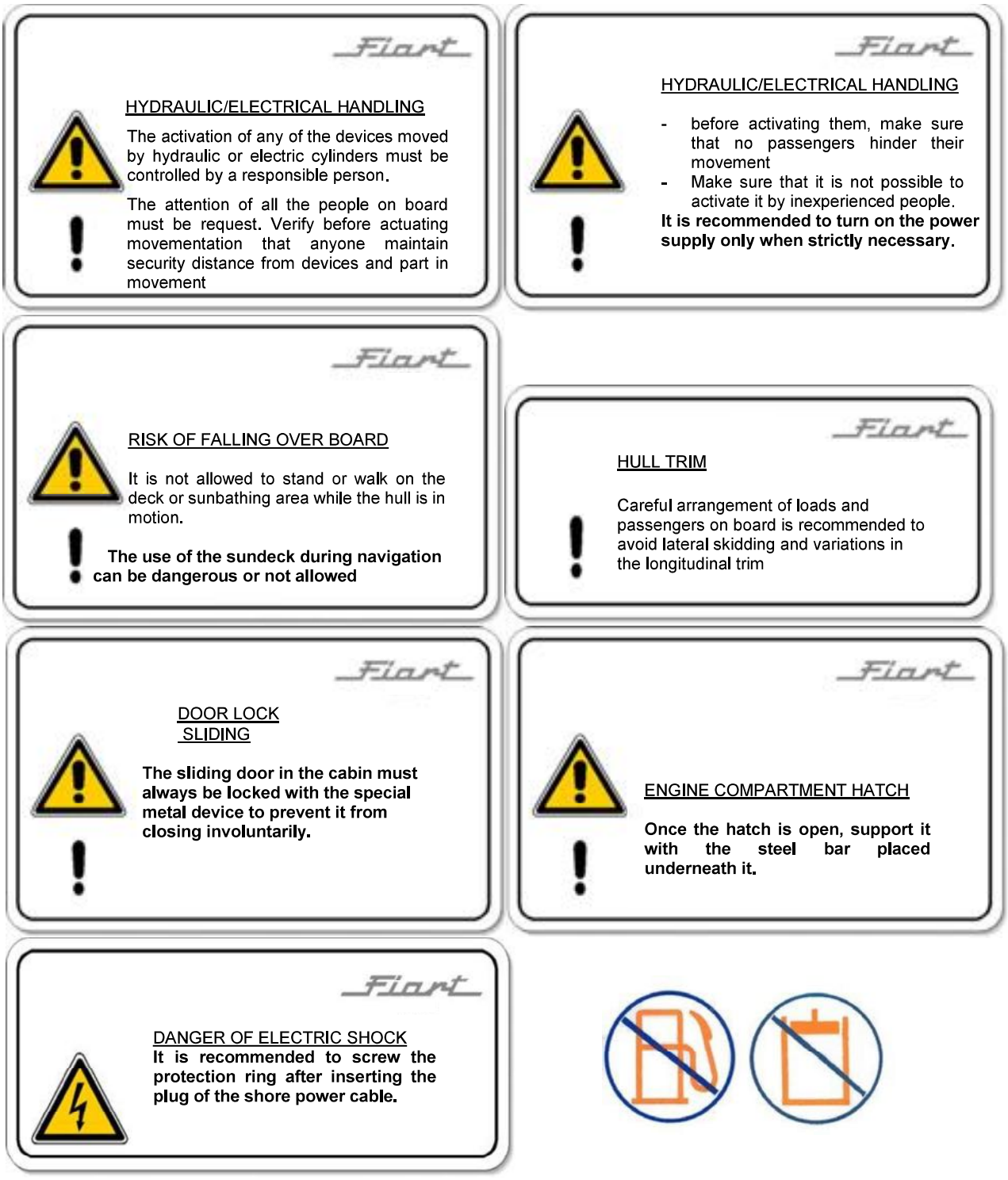


FIG. 2.3-1 - Safety instruction labels

2.4 General safety rules

Although not exhaustive, the warnings and rules of conduct contained in this manual and marked on the boat must be known and respected by all persons on board.

Any modification or replacement of parts of the boat, without the manufacturer's authorization, may constitute a danger of injury and relieves the latter from civil and criminal liability.

It is absolutely forbidden to tamper with and remove the safety devices, labels and warning signs of danger. It is the owner's responsibility to check the state of conservation and any tampering with each of them.
The Manufacturer declines all responsibility for the safety of the boat in the event of tampering or removal of the aforementioned devices

The commander of a pleasure craft is solely responsible for the safety of the boat and the life of the crew and passengers. It is necessary to always maintain a prudent and responsible behavior and make sure that the behavior of the people on board is correct. In the event of accidents, reminders to comply with behavioral rules caused by the owner of the boat or third parties, or in the cases expressly referred to in the previous notices, both the builder and the its representative, are relieved of any responsibility..

<u>Adding for USA Market</u>

USCG laws relating to recreational craft must be observed at all times. Attention, courtesy and common sense are essential for having fun on the boat in complete safety.

Nothing in the USCG safety package supplied with the boat can be breached, removed from the boat or not in operation; otherwise, the builder will not be responsible for the safety of the boat. It is the owner's responsibility to periodically check and properly maintain these items

Failure to comply with USCG laws and regulations and any misuse of the boat and / or its components will void and void our warranty.

2.5 Reference standards

By way of information, the Community Directives that are applicable to pleasure boats and to devices and systems installed on them are reported.

2.5.1 *Directives concerning essential safety requirements*

Directive 2013/53 / EU of 20 November 2013 relating to pleasure craft and personal watercraft.

EEC Directive n. 73/23 known as the "Low Voltage Directive".

EEC Directive n. 89/336 known as "Electromagnetic compatibility".

2.5.2 *Directives concerning the protection of the environment*

Directive 75/442 / EC on waste disposal

Directive 78/319 / EC on the disposal of toxic and harmful waste

Directive 75/439 / EC on the disposal of used oil

2.5.3 *Rules for the preparation of technical documentation*

In the preparation of this document, reference was made to the standard:

UNI EN ISO 10240 of 2015 Small craft - Owner's manual

2.6 Correct use and maintenance of the hull

Responsible and conscious use of the unit in one's possession is recommended both in terms of safeguarding one's own and others' safety and for aspects related to respect for the environment.

Constant and careful maintenance is also required, both of the unit and its equipment, in order to improve its durability and efficiency characteristics; therefore it is important to underline the fundamental importance of deepening the examination of the following chapters IV (Description), V (Use) and VI (Maintenance).

In emphasizing the importance of all the aspects mentioned, attention is drawn to the need to consider their treatment in this manual as non-exhaustive and therefore only integrative of concepts and behaviors that are useful and necessary for goods and activities of the same nature. .

Do not exceed the recommended maximum number of people. Regardless of the number of people on board, their total weight and equipment must never exceed the maximum recommended load. Always use the seats and seating spaces provided.

2.7 Instructions for requesting interventions

Customer requests for technical assistance must be sent in writing to the following address:

Fiart Mare s.p.a.
80070 Baia Napoli (Italy) - via Lucullo, 71
tel. +39/081/8040023 pbx - fax +39/081/8040043
service@fiart.com

Specifying:

- type of boat, model, serial number, year of construction or W.I.N. and owner;
- problems and defects found;
- mooring place of the boat;
- contact person.

2.8 Instructions for ordering spare parts

All requests for spare parts must be sent in writing to the following address:

Fiart Mare s.p.a.
80070 Baia Napoli (Italy) - via Lucullo, 71
tel. +39/081/8040023 pbx - fax +39/081/8040043
spareparts@fiart.com
magazzino@fiart.com

For faster and safer identification of spare parts, we ask you to always provide the following information:

- type of boat, model, serial number, year of construction or W.I.N. and owne;
- description of the part;
- required amount.

Please indicate the shipping and billing address as well as any shipping instructions.

Also include the name, telephone and fax number of the person who will be our future contact person for everything related to the supply of spare parts.

3 General Characteristics and technical data

3.1 General characteristics

Overall length (L_{max})	m	13,84
Hull lenght (L_H)	m	12.66
Maximum width (B_{max})	m	3.99
Height in the cabin	m ~	2,05
Fuel tank capacity	l ~	1148
White water tank capacity	l ~	620
Load recommended by the manufacturer	kg ~	3529
Beds	n°	4+1
Transportable people	n°	14
Max. Maximum installable power (sterndrive)	HP (kW)	2 x480 (2x353)

3.2 Weight and load recommended by the manufacturer

Engines	Volvo Penta 2X430 (2x321) V8	Volvo Penta 2X440 (2x324) DPI	Volvo Penta 2X440 (2x325) IPS	Volvo Penta 2X480 (2x353) IPS
displacement of the unit in the condition of ship vacant (unloaded) - (kg)	10098	10796	11041	11081
displacement of the unit in full load condition (including recommended max load) - (kg)	13627	14325	14570	14610

Do not exceed the recommended maximum number of people. Regardless of the number of people on board, their total weight and equipment must never exceed the maximum recommended load. Always use the seats and seating spaces provided.

3.3 MATERIAL OF CONSTRUCTION

Fiberglass

3.4 Manufacturer's plate

The **FIART 43 SEAWALKER** boat is designed and built in accordance with the EU Directive 2013/53 on recreational boating and subsequent amendments

FIG. 3.4-1 – builder's plate

3.5 WIN plate

The identification number of this vessel **(Watercraft Identification Number)** is:

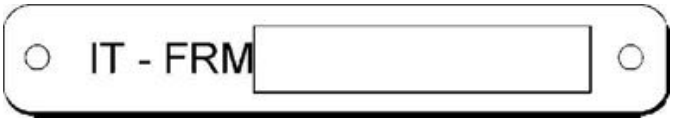


FIG. 3.5-1 – WIN plate

The identification plates of the boat and the manufacturer are fixed in the points indicated in the following figure:

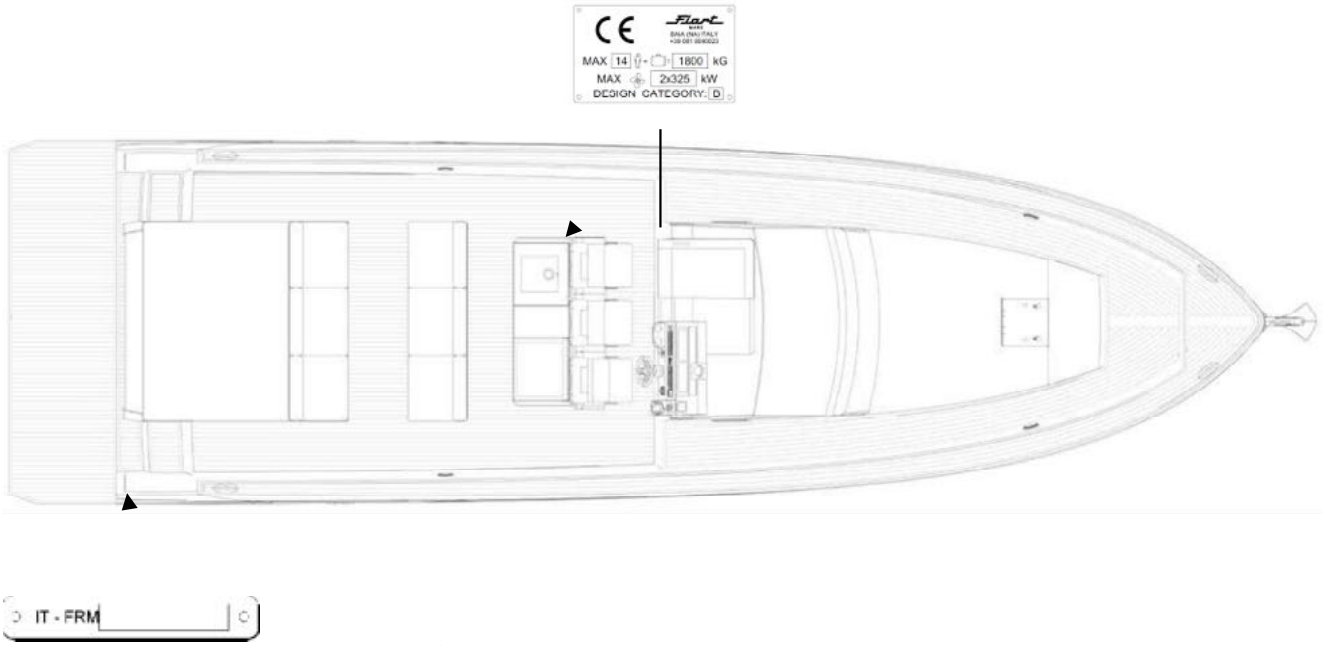
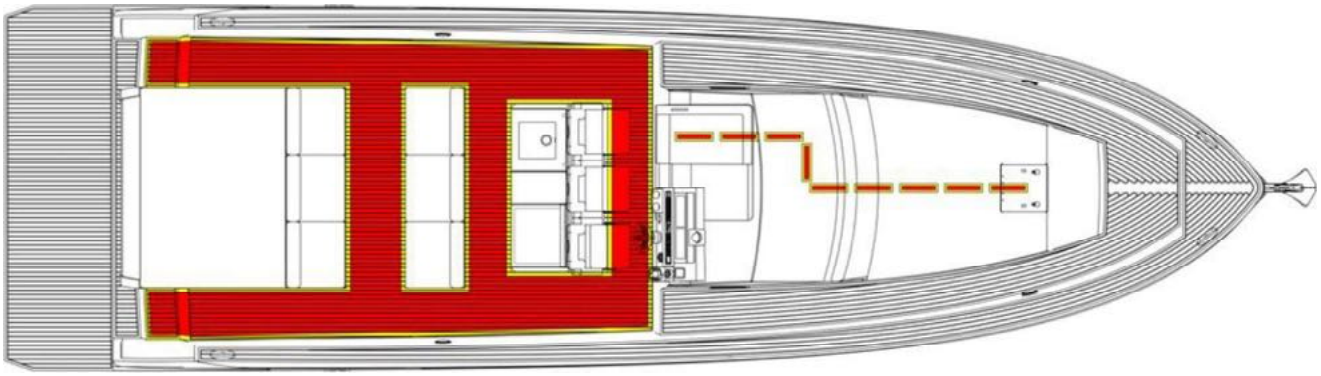


FIG. 4.5 - 2- Positioning of identification plates

3.6 Maneuvering deck



MANEIVERING DECK

ACCESSIBILITY TO THE FORE BARS THROUGH THE OWNER'S CABIN
ESCAPE THROUGH THE HATCH

FIG. 3.6-1 – Escape route deck and passage skylight in the bow

FOR SAFETY REASONS, ONCE ON BOARD, REMOVE THE MANHOLE BLOCKS, LOCATED INSIDE THE FORWARD CABIN.

3.7 Deck plan

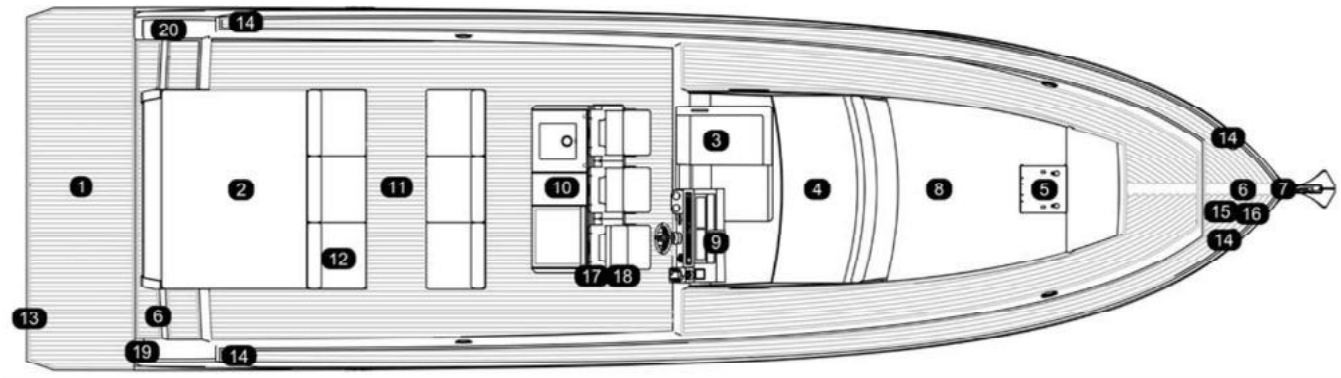


FIG. 4.7-1–Deck plan

1	stern platform	11	engine compartment access
2	stern sunbath	12	Liferaft storage compartment
3	cabin access door	13	Means of getting back on board - Swim ladder
4	windscreen	14	Retractable cleat
5	hatch (Access working deck)	15	Bow shower
6	winch compartment	16	Fresh water boarding
7	Anchor support and towing point	17	Battery disconnect panel
8	bow sunbath	18	External handling panel
9	Dashboard	19	Stern shower
10	Outdoor kitchen with fridge sink and hob	20	Dockside socket

3.8 Section and layout plan

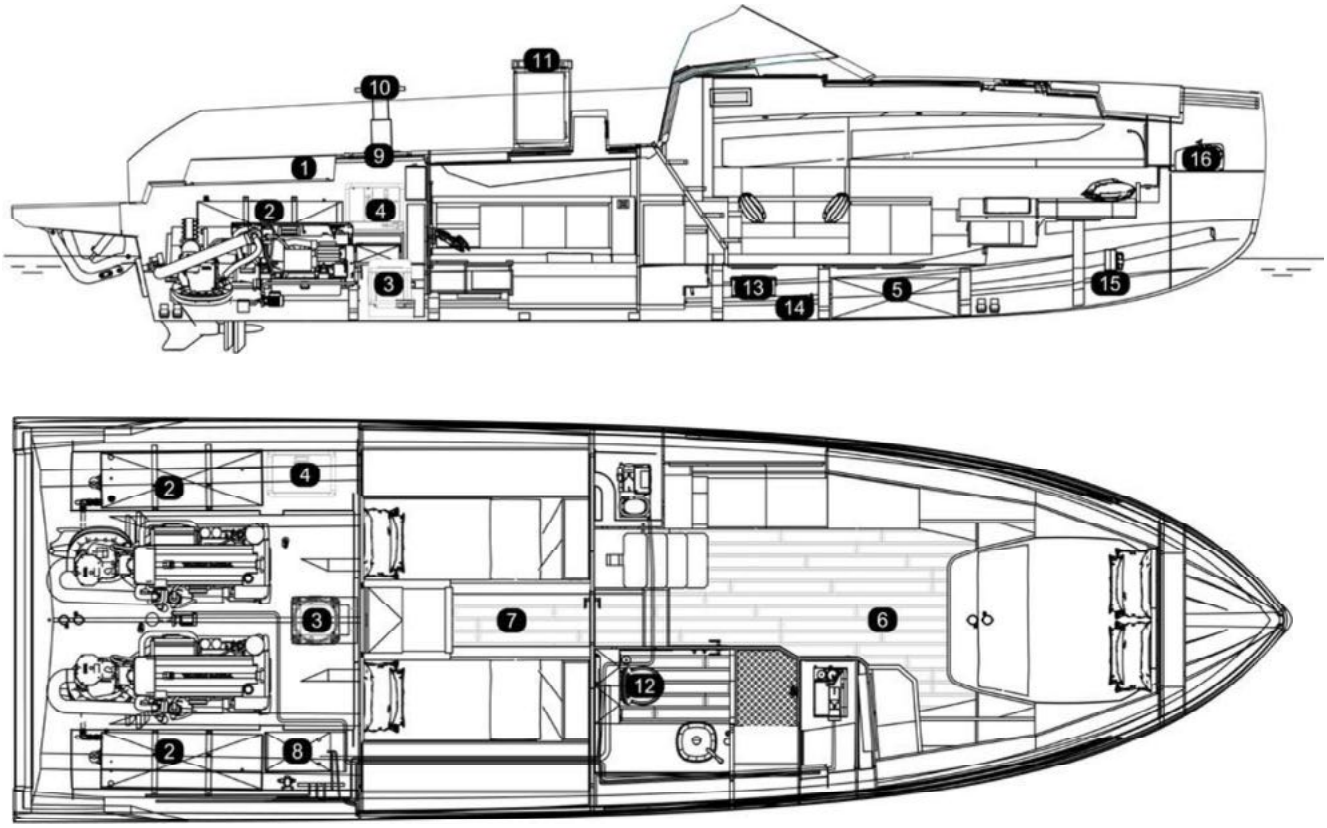


FIG. 4.8-1 - Lower deck layout

1	Stowage	8	Black water tank
2	Compartment fuel tank	9	Engine compartment access
3	Stabilizer gyroscopic	10	Electric lifting table
4	Generator 230 V 50 Hz	11	Outdoor kitchen
5	Fresh water tank	12	Shower cabin
6	Owners's cabin	13	Battery
7	Guest cabin	14	Fresh water tank

***For the positioning of the sea cocks see the diagram attached in par.* 4.13**

4 Description

The images and descriptions shown below may not fully correspond to what was actually created on your boat. Subsequent updates, particular versions, specific engines, etc., may have led to changes to what is reported here.

The information contained in this chapter is in any case important for general knowledge of the boat and can be deepened by consulting the manuals relating to the specific components..

4.1 instrumentation,led and comands

FIG. 4.1-1–dashboard

1. Compass
2. Multifunction touchscreens
3. Motor levers
4. Joystick
5. E-Key panel
6. Bow thruster control panel (opt.)
7. trim tab interface
8. steering wheel
9. Radio VHF with speaker
10. Cup holder

The commands and controls are carried out by the GARMIN multifunction-

screeen.From **HOME** you can access different pages:

- MAIN
- SWITCH
- TANKS
- LIGHTS

As well as to the alarms page (as well as from all other pages) when the alarm symbol appears. The control of the horn is shown on all pages to allow the kidnapped intervention.

FIG. 4.1-2–HOME page

FIG. 4.1-3– MAIN page

The MAIN page shows the data relating to the voltages of the various battery packs (right engine, left engine, services) and possibly the voltage of the 230V mains if powered (the 230V mains sources can be selected from the internal control panel).

This page also shows (only if the autopilot is present) the data relating to the trim of the boat.

FIG. 4.1-4– SWITCH page

The following utilities can be activated on the **SWITCH** page relating to the commands:

- Internal fridge (optional)
- External fridge 1
- External fridge 2 (optional)

FIG. 4.1-5–LIGHTS page

On the LIGHTS page relating to the commands, the following users can be activated:

- Top lights
- Stern courtesy lights
- Courtesy lights in the bow
- Submerged lights
- Compass light
- All lights on
- All lights off
- Cockpit light
- Bathroom light
- Dinette light

FIG. 4.1-6–TANKS page

On the TANKS page relating to the boxes, the status of the Diesel and black water tank can be viewed.

Also from this page it is possible to select the waste water discharge mode for manual or automatic management of the pump.

FIG. 4.1-7– ALARM page

The alarms page reports any malfunction of the speaker level sensors, any low voltage on a battery pack, any high water in the bilge, any malfunction of the navigation or anchor lights.

N.B. in case of automatic activation of the bilge pumps it will be displayed on the "multifunction display" indicating the intervention areas and will not be signaled on the manual control. Immediately check the cause of any access of water or any malfunction of the instrumentation and floating sensor

4.1.1 Compass

Each magnetic compass must be compensated to correct for deviations due to magnetic fields generated by metal parts and electrical circuits installed on board.
Once the compensation has been made, do not place metal objects near the compass; you could have even sensitive reading errors

FIG. 4.1-1 - Compass

The owner is responsible for the initial compensation and its correct maintenance: the compass must be checked by specialized personnel at least once every two seasons.

4.1.2 Layer page on the multi-function touchscreen

The customizable tools on the touchscreen panel can be edited and organized on different pages.

Some indicators that may be reported are:

- Fresh water level indicator is located in the tank
- Fuel gauge in one of the two connected tanks
- System voltage (The voltage is about 14, during motor operation. 12 V in motor stand by)
- Oil pressure (300-500 kPa (45-75 psi), while the engine is running)
- Water temperature

If the alarm goes on, stop the engine immediately and identify the cause.

During normal use, the thermometer must indicate 75-90 ° C. If the temperature becomes excessive, the alarm goes on

If the alarm goes on, reduce the speed to the minimum. Identify the cause that caused it and, if necessary, stop the engine and repair it.

• Tachometer (engine rotation speed rpm). The maximum speed is indicated in the engine manual. The speed of the cruising boat is that obtained with approximately 15% of the maximum engine speed.
• Rudder angle indicator
• Fuel consumption indicator

For all engine gauges, engine interfaces, alarms, etc. refer to the motors manual and the touch screen interface manual.

FIG. 4.1.2-8 – Multifunction display screen page

4.1.3 Motor control levers

FIG. 4.1.3-1–Controls on the engine throttles

On engine throttles there are several switches and indicators:
1 Speed control and direction control (forward or reverse)

2 Power trim / Trim tabs control (Z-Drive / IPS).

Set both transmissions in sync in double stern-drive installations (Z-Drive) or check the position of the trim tabs in IPS installations with intruder stabilization system to change the trim of the boat

3 Cover for disassembly

4 Electronic inversion and acceleration

5 Neutral switch and indicator; the led is on when the transmission is in neutral

6 Individual control of the stabilization and trim system (right)

7 Individual control of the stabilization and suspension system (left)

8 Cruise control (electronic speed regulator)

1 Course correction

2 Turn - Horizontal translation

3 Joystick activation / deactivation

D Docking mode switch and led (ON / OFF)

B Second speed docking mode switch and led (ON / OFF)

The IPS joystick should only be used for low speed maneuvers. With this joystick you can move the boat in any direction: sideways diagonally, forwards and backwards.

For a correct and safe use of the joystick we advise you to carefully read the motor instructions found in this manual and the instructions in the motor manual.

It is recommended that you try to use the joystick and get used to it before arriving in the confined spaces of a marina.

4.1.4 Pannel E-Key

Unlock the system

• Pass the E-Key near the RFID sensor

• The system is active; press on “IGNITION” to activate the

station

• Press the “START / STOP” button to start the engine

Once the engine is switched off, if the E-Key is not passed near the Volvo panel sensor, the system remains active, so by pressing on "IGNITION" the engine control system can be started and the engine can be started by pressing the "START / STOP" button

FIG. 4.1.4-9 – E-Key Pannel Volvo Penta

4.1.5 Bilge pump switches

The presence of bilge water is indicated by a led light on the boat's multifunction monitor on the dashboard control panel; the bilge pumps are activated automatically with the presence of water in the bilge.

For manual operation of the bilge pumps, the switches on the dashboard control panel must be used. Manual activation of the bilge pumps causes the switch lights to turn on.

The condition of reaching the maximum water level is signaled by an acoustic alarm from the switch panel.

FIG. 4.1.5-1 - Bilge pump switches and led lights

Before activating the bilge pumps, make sure that the drain water does not contain oil or fuel in order to avoid sea pollution (see par. 5.14 - Environmental protection).

4.1.6 Fresh water autoclave

Press the button on the control page of the multifunction monitor to start the pump to increase the pressure in the hydraulic system.

The starting of the pump is inhibited by the electrical system due to any low level of water in the tank.

Avoid that the pump works without water in the tank; this could damage the pump.

4.1.7 Parallel battery switch

Use this button if one of your boat's batteries or battery pack does not have enough voltage to provide the services in question.
Connect the discharged battery to the other to supply the required voltage.

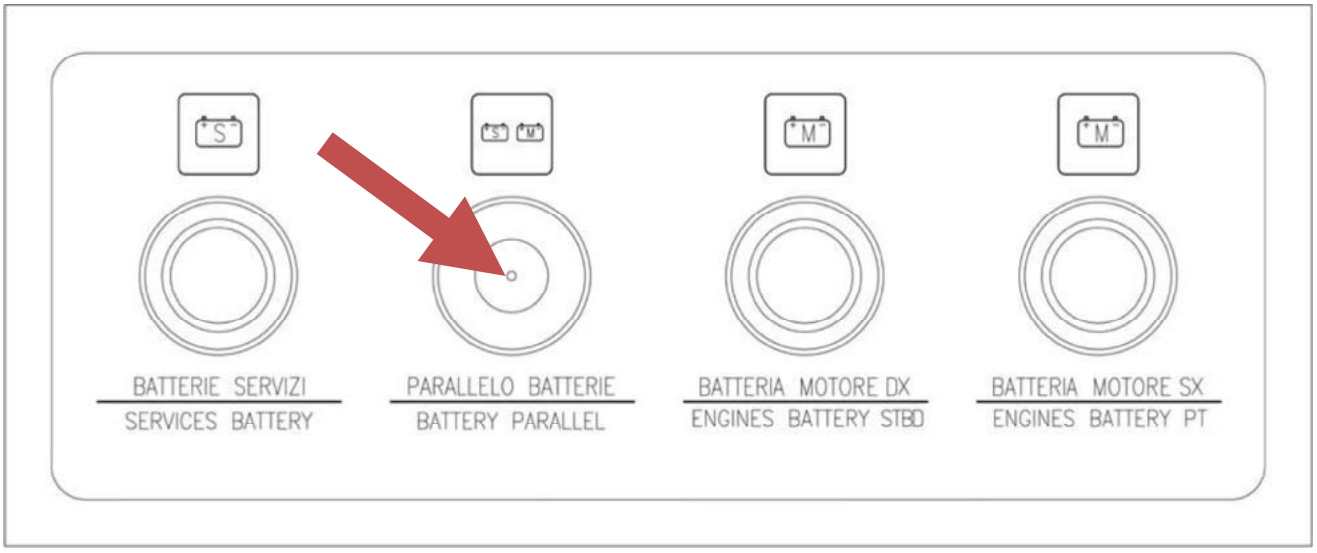


FIG. 5.1.7-1–parallel switch battery

4.2 auxiliary instrumentation

The configuration shown in the figure is purely illustrative

VHF, autopilot interface, multifunction touchscreen, radar plotter, bow thruster control, trim tab control, etc. They are installed on the dashboard and in the control area.

From the multifunction screen it is possible to view and / or control:

1 Autopilot interface
2 Remote control for multifunction screen
3 Radar
4 Camera screen
5 Command and control of the stabilizer position
6 Various customizable installations

FIG. 4.2-1–optional multiscreen

4.2.1 Depth sounder,log

It is electronic instrumentation capable of providing information on navigation regarding: depth, boat speed and miles traveled, as well as temperature. The data is accessible from the multifunction screen.

4.2.2 Multifunction screen with GPS plotter and digital cartography

It is an electronic tool capable of indicating the geographical position of the boat on the digitized nautical chart thanks to an internal GPS satellite receiver. On the plotter it is possible to trace and memorize the route, and obtain information during navigation to maintain the expected route.

If the plotter is connected to an autopilot, the turn commands will be automatically executed according to the set course. For further information refer to the instrument manufacturer's manual.

4.2.3 Automatic pilot (optional)

The autopilot is an electronic tool to which you can completely delegate the control of the boat.

4.2.4 Stabilization system (optional)

The stabilization system optimizes the trim of the boat during navigation (see par. 5.6)

To avoid the risk of collisions not foreseeable by the instrument, continuous and careful visual control is mandatory during navigation. For further information refer to the instrument manufacturer's manual.

4.3 VHF/Radiotelephone

The instrument is used for communications with the mainland and with similar devices mounted on other vessels.

The positioning in FIG. 4.3.4-1 is purely illustrative.

FIG. 4.3.4-1 – VHF position

4.4 Valves for opening and closing the fuel flow

The connection of the fuel tanks is allowed by the automatic opening of the safety valves which occurs when the motor contact is inserted. In the event of an emergency, the emergency shutdown of the fuel flow is guaranteed when the engine contacts are switched off

In the event of an emergency on board, stop the engines immediately and disable the engine start key panel. This behavior ensures the consequent restart of the fuel flow.

FIG. 5-1. Opening and closing valveof the fuel flow

The safety valves are equipped with an emergency lever (shown in the figure) or similar by-pass which allows them to be kept open even without the engine contact on, in the event of a malfunction..

In this case, upon returning to port, have the valve replaced before embarking on a new navigation.

4.5 fixed fire-fighting system

The boat is equipped with an automatic shutdown system. The extinguishing agent is non-toxic, biodegradable, safe and maintenance-free, this device is valid for five years and is very easy to use

FIG. 4.5-1 - manual activation of the fire extinguishing system

Indicated in the figure LED signaling intervention of automatic extinguishing system

4.6 Battery switch panel

The following figure shows the battery disconnect panel which contains the main switches. For further information refer to par. 4.19 "Electrical system"

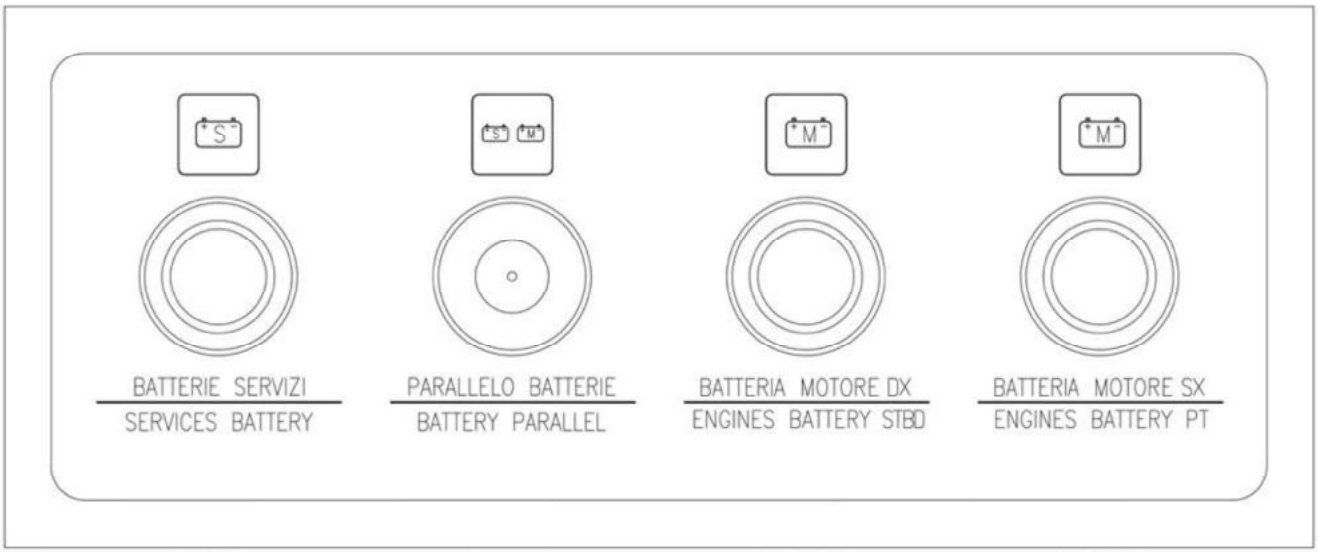


FIG. 5.6-1 – battery switch panel

BATTERY PARALLEL: EVC type motors require the relative switch to be mounted with the following warning:

"Warning: to avoid damages to the electrical system, the parallel switch must be in the 'off' position, switch it 'on' only in case of emergency""

4.7 Sliding door lock

The sliding door for access to the covered area, when in the open condition, must always be locked with the special metal device to prevent it from closing involuntarily.

FIG. 4.7-1 - Sliding door lock

4.8 Devices driven by hydraulic cylinders and electric actuators

The following devices driven by hydraulic cylinders are installed on your boat:

- Tender lift - Stern platform with hydraulic movement (optional)
- Gangway (optional)
- Outside cockpit tables (optional)
- Stern sundeck

To avoid the danger of crushing the upper and lower limbs, the operation of the hydraulic and electrical device controls must be performed by an adult and expert after having removed the other people present from the area. Turn off the thermals of these utilities when the boat is not manned by an expert

The activation of any of the devices moved by hydraulic cylinders causes the activation of an audible warning alarm. This sound must activate all the attention of all the people on board to get away from them moving parts.

4.8.1 Hydraulic system (opzionale)

The hydraulic system installed on the boat consists of the following main elements:

- Electronic control unit and electro-hydraulic pump (1) located in the engine compartment.
- Manual controls located on the side in the passage to the dinette entrance (see fig. 4-17).
- Oleo-dynamic cylinders moved with pressurized oil sent from the station through suitable pipes.

The calibration of the maximum pressure valve, carried out during the testing of the station, is 160 bar. This value must not be increased.

FIG. 4.8.1-1- hydraulic command system

Accidental or unconscious operation of the tender lift and gangway movement controls (if installed) causes a risk of crushing or injury to the lower or upper limbs.

CAUTION

The operation of these commands must be performed by an adult and expert after having removed the other people present from the area.

CAUTION

In case of malfunction of the oleo-dynamic pump or in the absence of battery voltage, it is possible to manually operate the pump; for this operation refer to the manufacturer's manual

4.8.2 hydraulic gangway (optional)

The gangway, operated hydraulically, allows the following movements:

For vertical movement and for extending the gangway, operate the command as shown in the following figure.

The remote control is ensured by an infrared transmitter supplied.

CAUTION

The extension movement of the hydraulic gangway is only allowed when its rotation movement (lifting / lowering) ensures that there are no structural obstacles (as well as structural obstacles in the boat) to the extension movement.

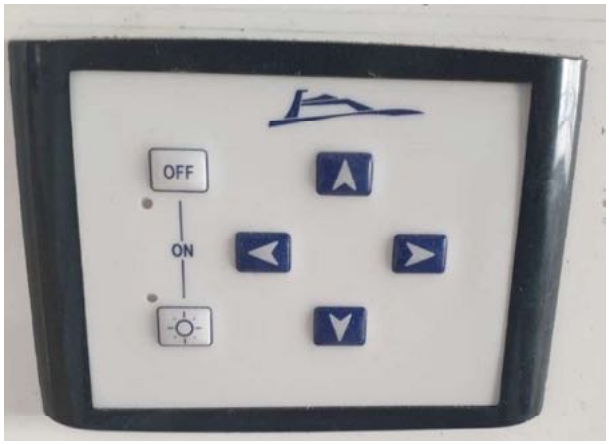


FIG. 4.8-1- command panel gangway

When using the gangway, strictly observe the following safety rules:

Do not stop within the range of action of the gangway.

Do not exceed the maximum capacity indicated on the gangway.

Do not use the gangway for purposes for which it was not designed (eg as a trampoline, etc.).

Do not tamper with the coding of the remote control system, it could create system malfunctions.

For the gangway to function properly, it is advisable to check the tightening of the anchor bolts cyclically and to lightly lubricate the joints.
Check the integrity of the infrared transmitter; periodically replace the power battery.

Any damage to the hydraulic circuit or mechanical joint, due to impacts and collisions, requires specialized maintenance, so you will need to contact our. Customer assistance service.

CAUTION ***For more information see the manufacturer's manual.***

4.8.3 Opening and closing of the aft sundeck compartment

Before opening the hatch to access the engine compartment, remove the seat cushions to prevent them from interfering with the hatch when opening

To open and close the sunbathing area, operate the hydraulic (or electric) cylinder with the relative command, keeping the ON panel activation key pressed (see blue arrow in the figure)

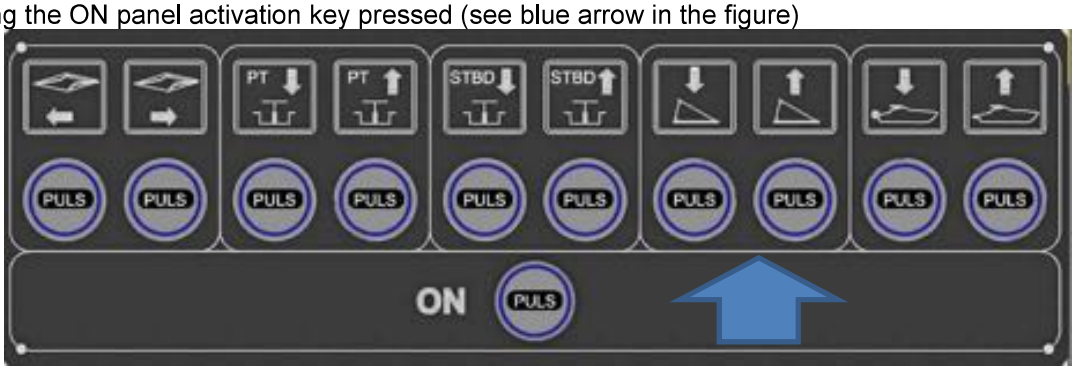


FIG. 5.8.3-1Opening and closing of the aft sundeck compartment

Once the sundeck has opened, it is recommended to support it with the steel bar placed inside the underlying channel

4.8.4 Vertical movement of the cockpit table

To form the dinette, move the table upwards by operating the relative command, keeping the panel activation key pressed ON. (See yellow arrow in the figure)

To form the sundeck, place the table at the height of the benches.

To enlarge the table for the dinette, prepare the aluminum shelves placed under the top in advance. When closing the well, repeat the operation in reverse

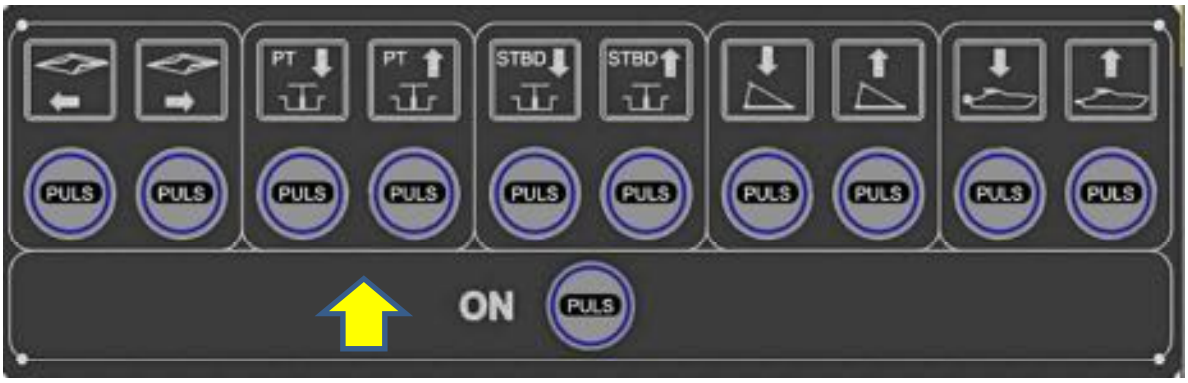


FIG. 4.8-2 – opening and closing cockpit table

4.9 Winch

The figure shows the bow area of the deck where the electric winch compartment with chain locker is housed.

The details are noted:

❶ Connection for mobile electric control

❷ gypsy cover handwheel to tighten or loosen the gypsy

The electric winch can be controlled from the dashboard or from the portable electric control **A**.

Downhill, the winch can also be used manually by loosening the clutch with the use of the special crank **B**.

FIG. 4.9-1–electric winch

Before starting navigation, check the tightening of the clutch. On long crossings, secure the anchor with a safety rope.

In case of automatic control, pay attention and keep a safe distance; in the event of blockage or failure, promptly call a technician.

4.10 Lockers for life rafts

The boat is equipped with 1 compartments (FIG. 4.11-1), suitable for containing ISO 9615 self-inflating life rafts of different capacities.

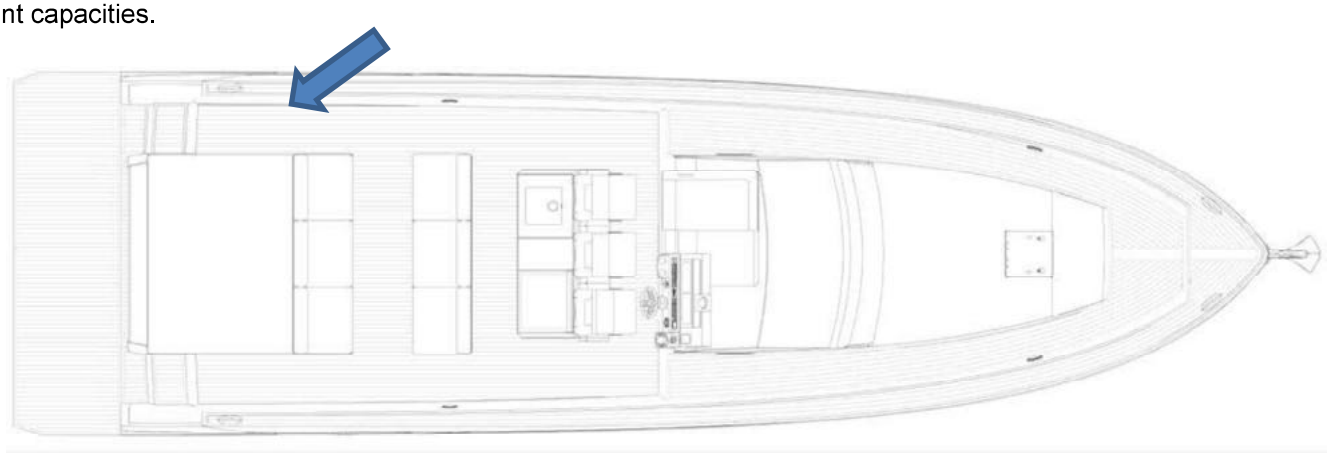


FIG. 4.11-1 -Compartments for rafts

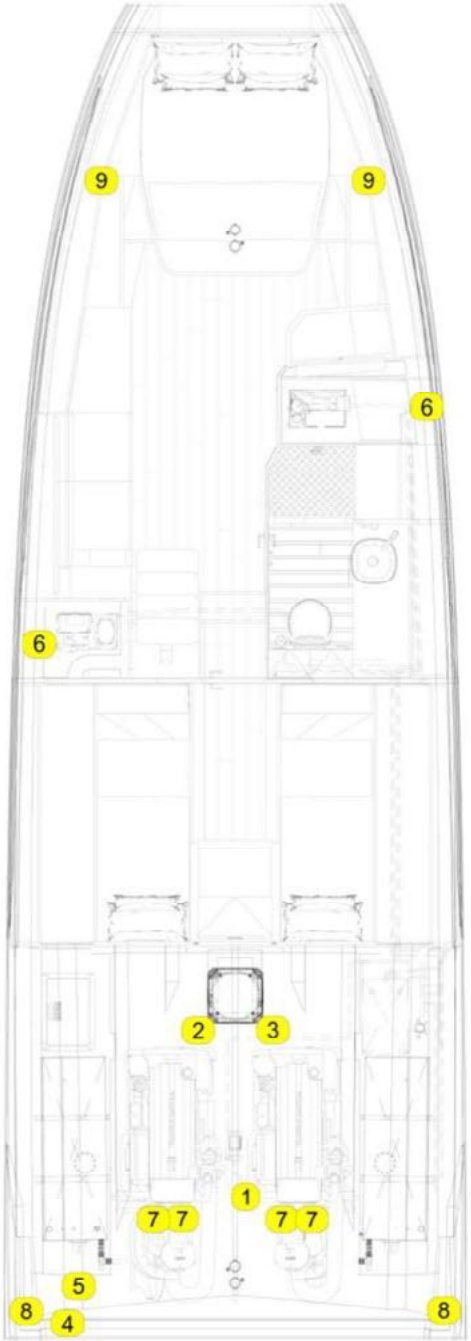
4.11 Stern sunbath area

The aft sofa, in the version with convertible cockpit sofa (optional version), can be transformed into a sunbathing area by lifting the table top to the height of the benches and positioning the retractable support.

In particular circumstances, there may be a sucking of outgoing fumes and sea water splashes (wagon-back effect). If this happens it is advisable to open the top window of the top a little, this phenomenon will disappear immediately.

4.12 *Arrangement of sea intakes and sea discharge sea*

N°	Description	note	spec
1	Air Conditioning seawater intake	on bottom in engine room	Ø 3/4" with ball valve
2	220V Generator seawater intake	under cockpit hatch on engine room bottom	Ø 3/4" with ball valve
3	Black water pump overboard discharge	under cockpit hatch on engine room bottom	Ø 3/4" with ball valve
4	220V Generator gas discharge	On transom	Ø 1 1/2" with ball valve
5	220V Generator water discharge	On transom	Ø 1 1/4" with ball valve
6	Air Conditioning overboard discharge	On side	Ø 3/4" with ball valve
7	Engine cooling seawater valve	see Volvo Penta IPS specification	see Volvo Penta IPS specification
8	Bilge pump drain	On transom	Ø 3/4" with ball valve
9	Bilge pump drain	On side	Ø 3/4"



FIART 43 SEAWALKER
Hull Valve

FIG. 4.12-1–system

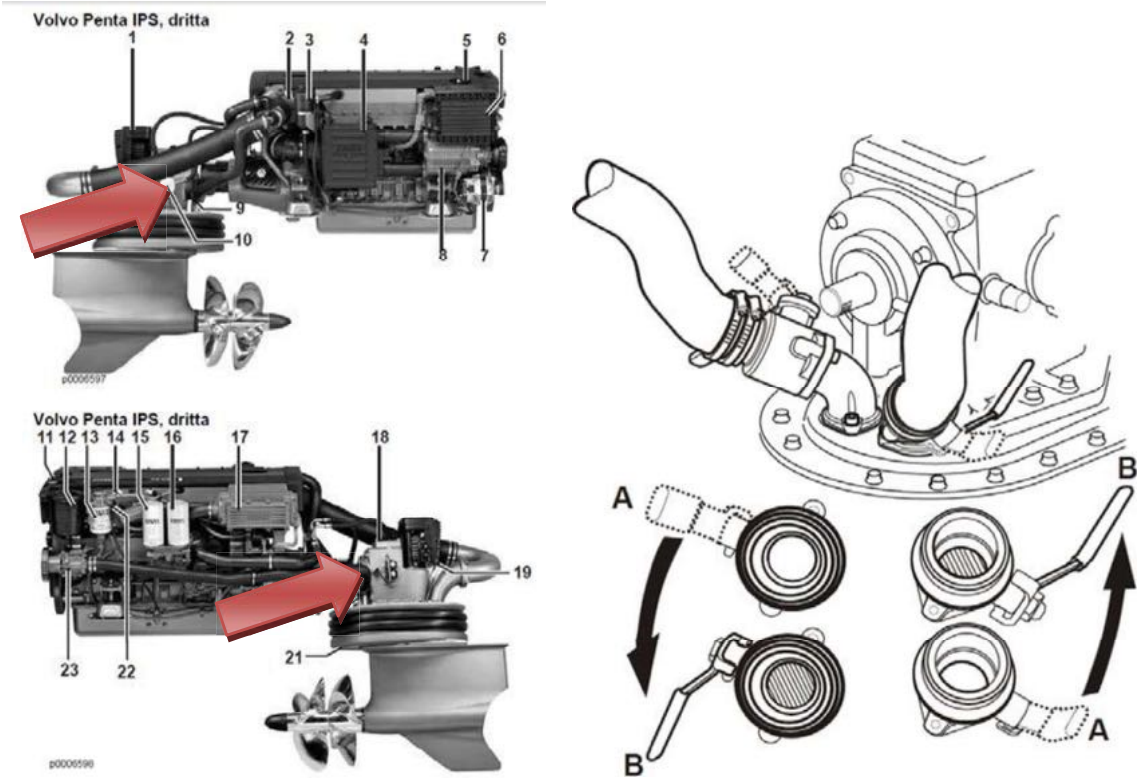


FIG. 4.12-2 - Volvo Penta IPS sea water circuit valves

There are two valves for each engine. A loading one as shown in the plan, fitted with a ball valve for closing; the other as indicated in the Volvo Penta documentation, shown above, for unloading.

4.13 Bilge pump system

An automatic water expulsion system is installed on board, which can accumulate in the deepest part of the boat (bilge); the system can also be activated manually.

The water enters the boat for various reasons, for example in the event of severe storms, very rough sea, due to a leak from the sea cocks, or washing the boat.

Four bilge pumps are mounted on the boat (2 in the engine compartment, 2 under the bow bed and 2 in the area sofa) equipped with level sensors.

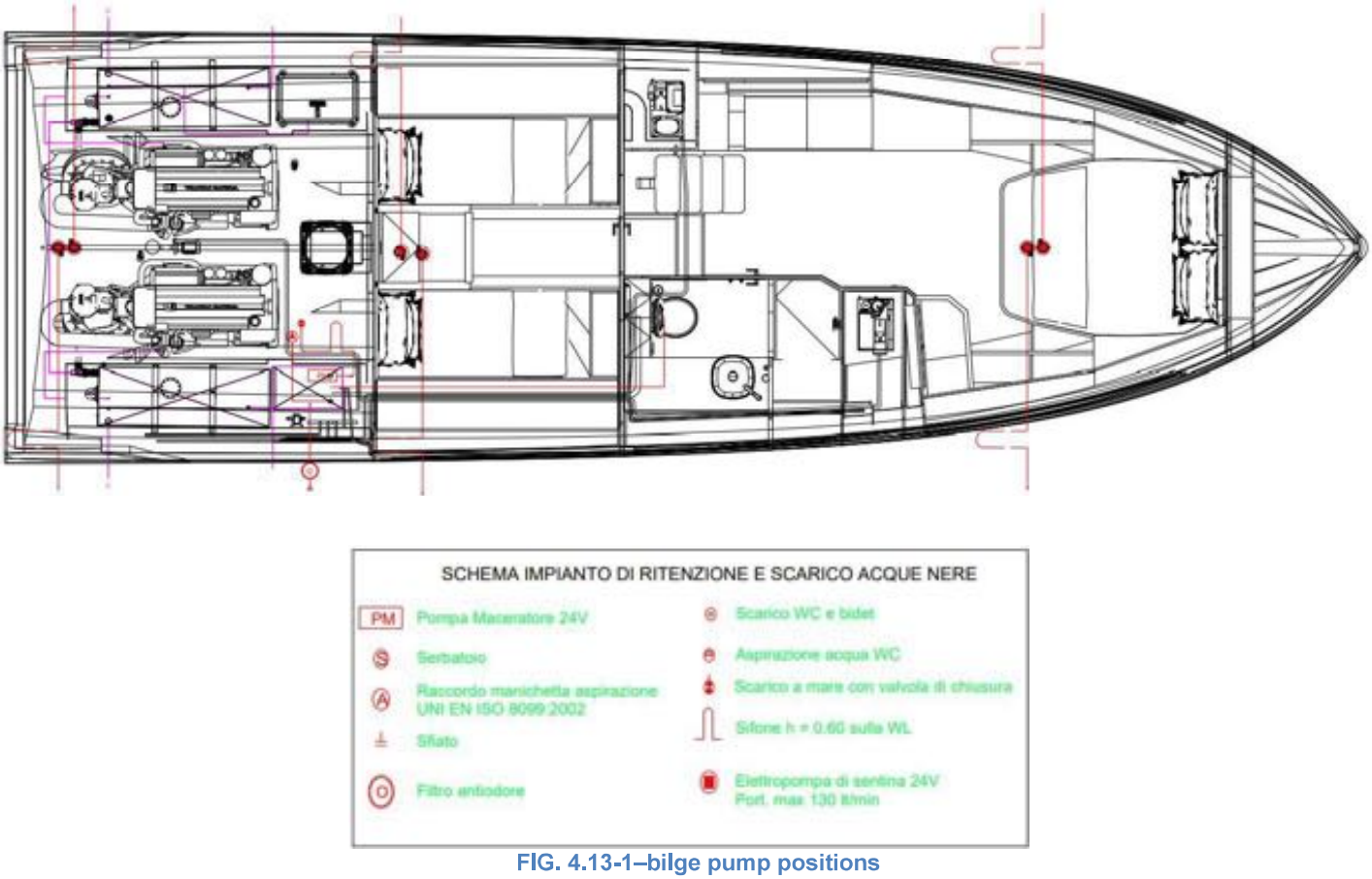


FIG. 4.13-1–bilge pump positions

The presence of high water in the bilges is signaled by an audible alarm placed on the general distribution panel; the activation of the related pumps will be automatic and signaled by an alarm on the multifunction screen on the dashboard if powered and active. To manually activate the pumps, you can use the switches on the command page on the multifunction screen.

When a pump is manually activated, the relative LED on the switch on the dashboard lights up.

NOTE:

The bilge pumps are powered directly by the batteries and cannot be excluded through the battery switches but by disconnecting the relative fuses on the general distribution panel in the engine room.

Prolonged operation of the pumps in the absence of water can cause the related electric motor to be disabled.

Bilge pumps are powered directly by batteries. They cannot be excluded except by disconnecting the relative fuse on the control panel in the central locker. Check the fuse frequently.

FIG. 4.14-2 – bilge pump position inside engine room

A failure in the automatic bilge water expulsion system activates the audible alarm indicating water in the bilge. In this case, activate the manual operation of the pumps and promptly check the status of the bilges.

NOTE

Never allow residues of fuel or lubricating oil to settle in the bilge, as they pose a fire hazard and cause pollution when bilges are emptied overboard.

Carefully read paragraph 5.14 "Environmental protection"

4.14 Fresh water system

The system is pressurized by an autoclave positioned in the engine compartment that supplies fresh water:

- at the kitchen sink
- to the shower on the stern platform
- to the shower and sink in the bathrooms
- at the cockpit sink
- to the shower in the bow
- to the boiler

The waste water is discharged directly into the tank. In the toilet, the water from the shower is collected in an underlying tub with emptying by means of an automatic pump

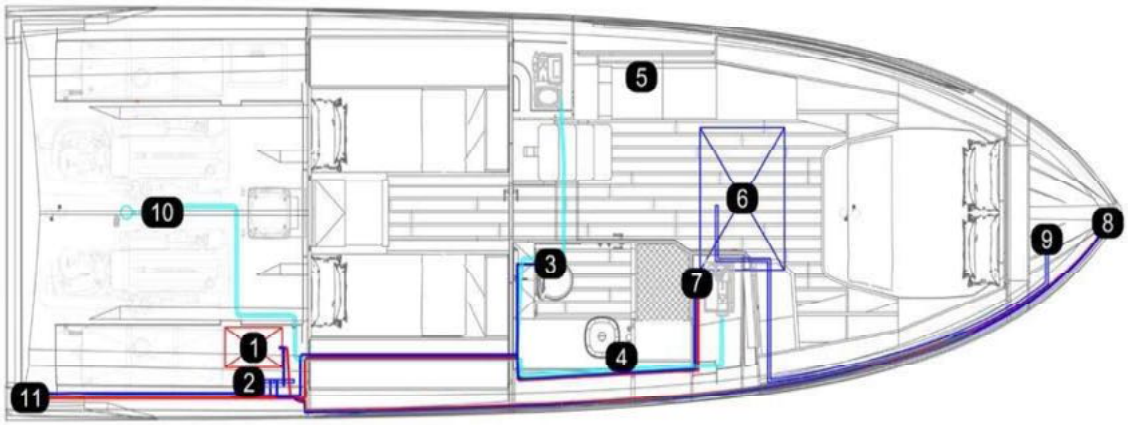


FIG. 4.15-1–black water system

1	Boiler	7	relief
2	autoclave	8	bow shower
3	toilette	9	inlet water
4	Bathroom sink	10	external kitchen sink
5	Internal kitchen sink	11	stern shower
6	Clear water tank		

4.14.1 *Fresh water tank*

It is located amidships accessible under the dinette floor.

For filling, a special water boarding is provided on the deck at the bow; a vent tube ensures the rapid escape of air from the tank.

The water distributed by the on-board system is not drinkable.

4.15 Boiler

The Boiler is positioned in the engine compartment and has a double function: It can work by automatically activating the heat exchanger in which the hot water from the engines circulates

when these are in motion. Conversely, with the boat stationary and with the dock socket inserted or with the generator (optional) activated, the boiler can be started using the switch located on the internal electrical management panel.

Do not activate the boiler if you are not sure that the fresh water available in the tank is sufficient to fill it completely.

The manufacturer suggests, in case of non-use in the winter period, to empty the boiler by acting on the ball valve, to avoid the danger of freezing.

Every twelve months replace the magnesium anode.

For more information see the manufacturer's manual.

FIG. 4.16-1– Boiler

In case of long voyages (longer than 2 hours) it is advisable to close the heat exchanger valves (FIG. 4.16-2) with the left propulsion motor, to avoid thermal overload of the boiler.

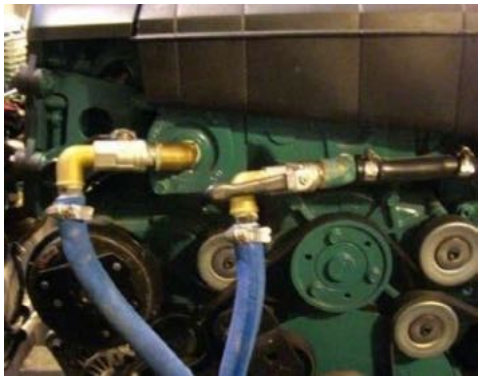


FIG. 4.16-2- Engine heat exchanger valves

4.16 WC system

The toilets installed on the boat, three of which one, the sailor's, optional, are electrically operated. For them to work, it is therefore essential to set the relative switches (wc1) on the internal control panel to ON. The control panel is located under the cabin access ladder.

The device uses water from the tanks to wash the vessel, then discharging directly into the black water retention tank..

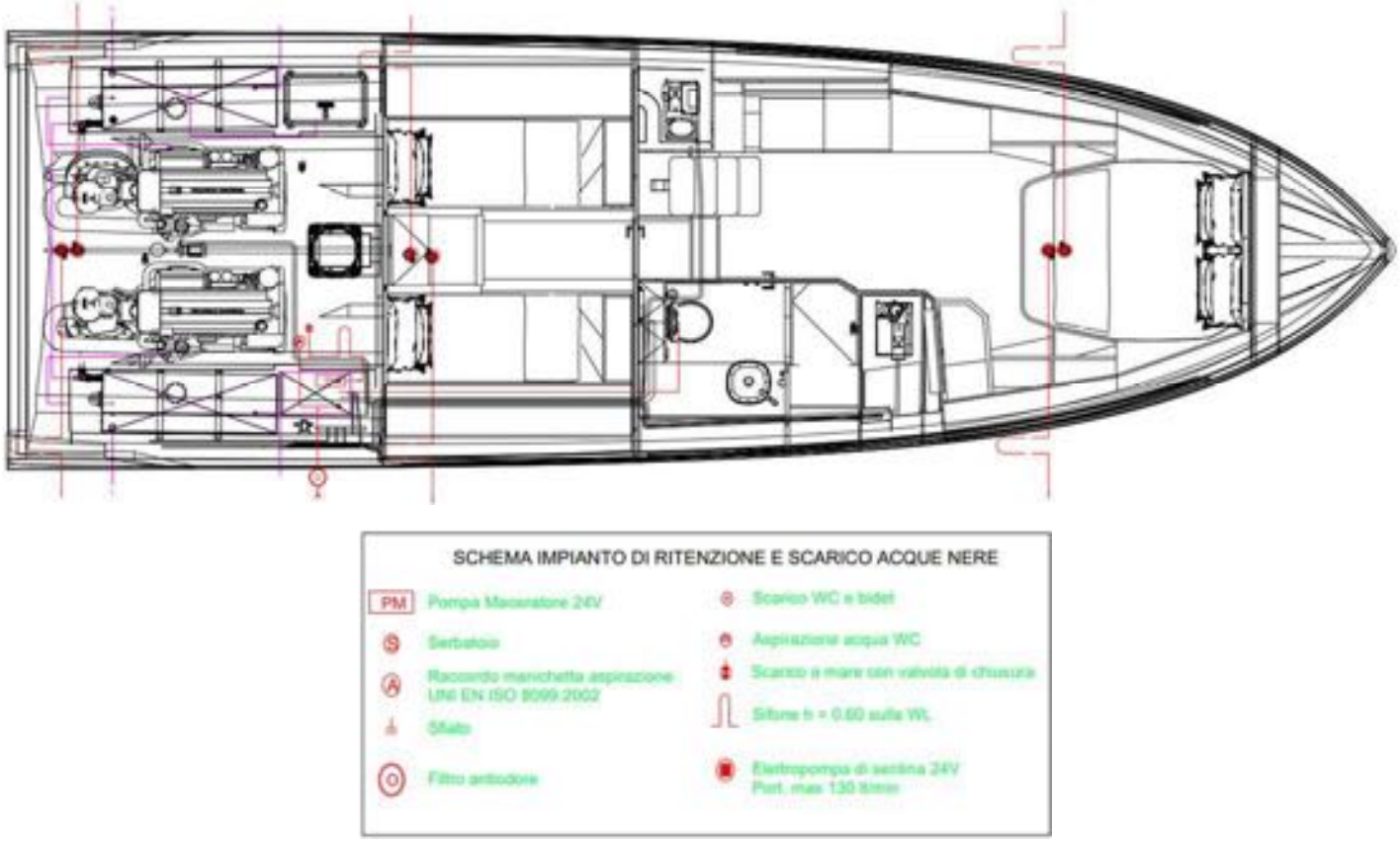


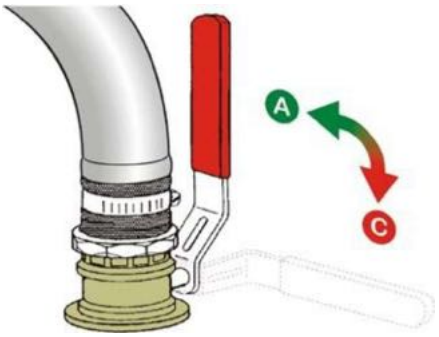
FIG. 4.17-1- black water system

To drain the tanks, the black water must be sucked through the pipes that end at the WASTE plugs, located in the engine room.

FIG. 4.17-2- Plug WASTE

In case of absence of sewage suction services or for other maintenance needs, but always paying attention to local environmental regulations and / or with regard to generic correct ecological behavior, it can, alternatively, be discharged through the pipes outboard exhaust. They allow you to divert the path of the black water which will therefore be discharged outboard, as long as the ball valves located at the end of these pipes are also in the ON position.

The figure shows the two positions of the ball valve:



A: TO OPEN C: TO CLOSE

FIG. 4.17-4- ball valve

To empty the tanks carry out the following operations as appropriate:

Emptying on the quay:	Open the 'waste' cap on the deck and insert the suction nozzle of the dockside system
Outboard emptying:	1. 1. Open the macerator seacock ball valve 2. 2. Activate the macerator pump switch on the dashboard control panel or on the control panel at the cabin entrance (inside, see 4.19.2). N.B .: After emptying, close the switch and the ball valve of the sea cock.

NEVER operate the toilet with the valves closed, this could cause damage to the system.

Carefully carry out the maintenance and checks provided for the sea cocks and intervene immediately in the presence of leaks.

Through the toilet drain only organic residues and suitable toilet paper.

The indicator of the water level contained in the tank can be viewed via the GPS plotter on the dashboard.

4.17 Fuel system

The fuel system has been designed and built to guarantee maximum safety.

During operation, it is good practice to frequently check the pipes and connections to the engine to prevent possible loosening possibly caused by engine vibrations; they could generate leaks or air entering the circuit. They would be capable of causing serious malfunctions..

To intercept the flow of fuel in the event of malfunction or emergency, on the respective deliveries from the tanks to the engines, rapid interception solenoid valves are installed which can be activated by contacting the engine panel from the cockpit (FIG 4-34)

For the positioning of the shut-off levers see paragraph 3.5 "Levers for immediate closure of the fuel flow".

The fuel level can be checked not only by the device on the dashboard, but also in the engine room by means of the special transparent column (mechanical level) mounted on the tank and equipped with a button valve.

4.17.1 Separator filters

The power supply circuit of the motors is equipped with separator filters that trap water and other impurities present in the tanks before they reach the engine.

FIG. 4.18.1-1 – separator filters

4.17.2 tanks

The boat has two stainless steel tanks of approximately 1150 liters. total; the one on the right is equipped with a visible level control column. At the base of the column there is an automatic shut-off valve to be activated only when checking the level.

FIG. 4.18.2-2–inlet fuel

Carefully read paragraph 5.14 on "Environmental protection"

4.18 Electric system

Two separate electrical systems are installed on your boat:

- Direct current (DC) system powered by on-board batteries
- Alternating current system (AC) powered by shore sockets or by the generator.

The two systems share a single electrical control panel, located in the living room. The control panel located on the dashboard manages users powered by the DC direct current system.

The direct current system powers all the main on-board utilities, such as lights (interior and navigation), bilge pumps, winch, electronic instrumentation, etc..

The 220 V alternating current system powers the electrical sockets, the boiler and the power rectifier when the shore power socket is connected or when the generator is running.

The electrical system on board is one of the main causes of fire on board: thorough and frequent checks on the state of the electrical system drastically reduce the risk of fire.

Particular care was taken in designing an extremely safe electrical system. Any modification to the system must always be authorized by the manufacturer not only to protect your warranty, but above all the safety of those on board.

To use the electrical system, carefully read chapter 5 "USE"

The sacrificial anodes (zincs) installed to divert galvanic currents are placed on the transom and must be kept under control. Carefully consult chapter 6 (MAINTENANCE)

With regard to the CC system, never:

a) work on the electrical system while the system is live;

b) modify the electrical system of the unit or the relevant drawings: installation, modifications and maintenance should be carried out by a competent marine electrotechnical technician;

c) alter or modify the rated current intensity of the overcurrent protection devices;

d) install or replace electrical equipment or devices with components that exceed the rated current intensity of the circuit;

a) e) leave the unit unattended with the electrical system powered on, except for the automatic bilge pump, fire protection and alarm circuits.

With regard to the AC system:

a) Do not modify the electrical systems of the unit or related drawings. Installation, modification or maintenance should be done by a competent marine electrician. Inspect the system at least every two years.

b) Disconnect the power connections from the ground when the system is not in use.
c) Connect the metal enclosures or protective boxes of the electrical equipment installed to the protective conductor of the unit (green or green conductor with a yellow line).

d) Use electrical appliances with double insulation or earth (ground).

e) If the reverse polarity indicator is activated, do not use the electrical system.
Correct the polarity error before activating the electrical system on the unit. 1

f) WARNING - Do not allow the end of the shore power cable to float in the water. An electric field can be created which can cause injury or death to nearby bathers.

g) WARNING - To minimize shock and fire hazards.
- Open the unit's shore power connection switch before connecting or disconnecting the shore power cable.

- Connect the shore power cable to the input socket of the unit, before connecting the shore power source. 2

- Disconnect the shore power cable from the shore power source first.

- If the reverse polarity indicator is activated, disconnect the cable immediately. 3

- Securely close the cover of the shore power socket.

Do not modify the connectors of the shore power cable, use only compatible connectors.

All electrical users are powered by batteries or 220V mains powered by shore or generator, or 220V mains powered by inverter, via the distribution panel, or protected by magnetic-thermal switches or fuses; the led lights of the cabins are protected by fuses located in the distribution compartment located behind the bottom of the cabin cabinet across.

The intervention of a thermal magnetic switch or a fuse indicates a short circuit or an overcurrent on the circuit. Please refer to the service center if you are unable to identify and fix the problem yourself.

1Required for polarized systems with polarity indicator.
2Not required for permanently connected ground wire installations.
3 Only required if a reverse polarity indicator is required in the system.

4.18.1 Battery disconnect switchgear and AC mains lifesaving differential

An electrical panel with the following switches is installed on the boat in a special compartment in the aft saloon:

- winch thermal switch
- hydraulic system thermal switch
- thermal switch or fuse for bow thruster
- right engine battery disconnect switch (or right engine electric battery disconnect switch)
- right engine battery disconnect switch (or right engine electric battery disconnect switch)
- parallel battery disconnect switch (or parallel electric battery disconnect switch)
- engine battery switch (or service electric battery switch)
- generator battery switch (or generator electric battery switch)

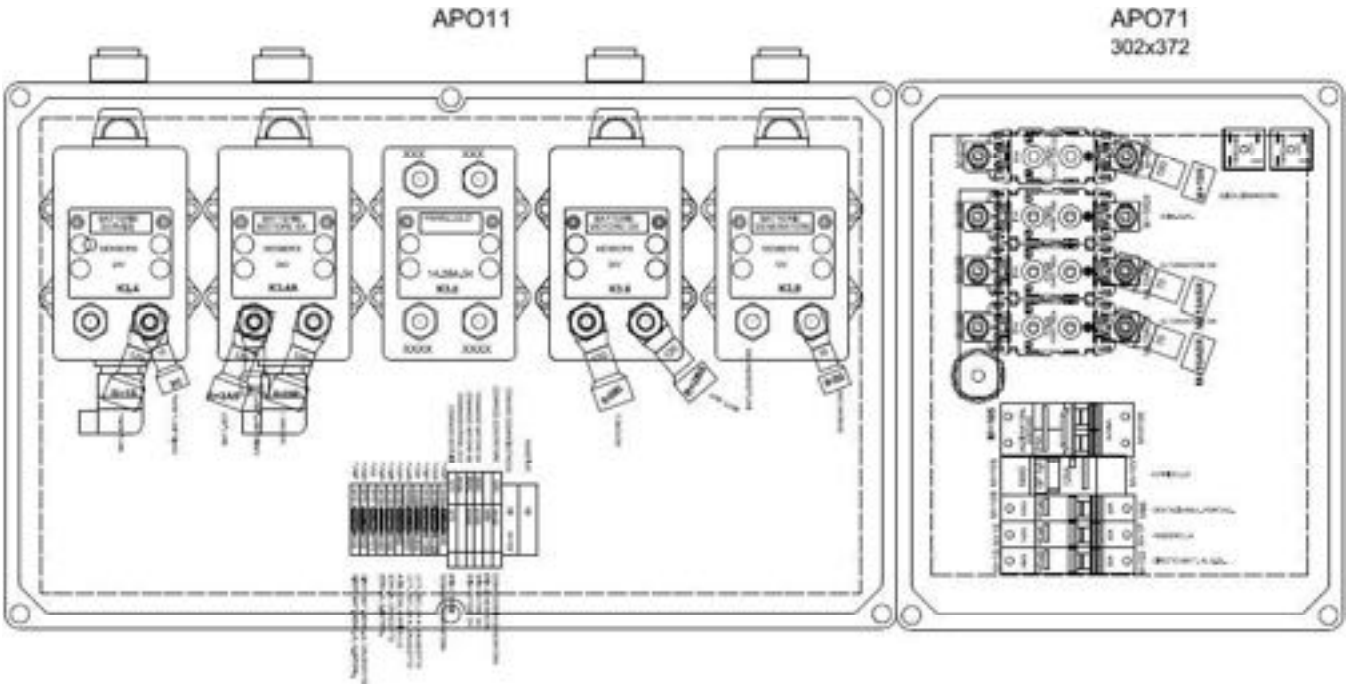


FIG. 5.19.1-1- Box battery switch

BATTERY PARALLEL: The EVC type motors require the relative switch to be mounted on the battery disconnect panel with the following warning:

Warning: to avoid damages to the electrical system, the parallel switch must be in the 'off' position, switch it 'on' only in case of emergency.

4.18.2 Internal control panel

FIG. 5.19.1-2-Internal control panel

All electrical utilities are powered by batteries via the distribution panel, or protected by thermal-magnetic switches or fuses, located in the central locker of the cockpit or partly behind the internal control panel (see attached wiring diagram)

In the lower part the users powered at 220 V AC can be activated, while in the upper part of the panel there are the controls relating to the generator battery disconnect, the 230V source selector and the control panel of the generator itself.

The intervention of a thermal magnetic switch or a fuse indicates a short circuit or an overcurrent on the circuit. Please refer to the service center if you are unable to identify and fix the problem yourself.

4.18.3 System specifications 220 V

220V-in AC system, supplied by the current generator or by connection to the shore power socket, it is protected by a magneto-thermal differential as per standard. This differential is located on the battery disconnect switch panel in the pit (Fig. 4.38).

Even the loads powered by the inverter are themselves protected by the magnetothermic differential separate from the previous one.

FIG. 5.19.4-1- internal control system – Sezione 220 V

❶	Battery charger switch	❼	Microwave oven switch
❷	Air conditioning switch	❽	Auxiliary switch 230V
❸	220V socket switch	❾	220V power switch (Shore-zero-Generator)
❹	Boiler switch	❿	Generator starter battery switch
❺	External grill / hob switch	⓫	230V voltmeter
❻	Internal hob switch (ice maker)	⓬	230V generator control panel

4.18.4 Battery

Six 145/160 Ah batteries are installed on your Fiart 43 SeaWalker. each and a 85 / 100Ah battery.

Four 145/160 Ah batteries are used to start the engines and to supply energy to the utilities used when the engines are running (bow thruster, winch), one of 85 / 100Ah for the power supply to start the generator. current. The other two are used to supply energy to onboard utilities. The alternators of the two engines, when they are in motion, recharge the starter and service batteries; similarly the generator for its starter battery.

The electrolyte liquid contained in batteries is a highly corrosive acid. Therefore avoid any contact.

Periodically check the condition of the battery cables and contacts as their deterioration can reduce the efficiency of the system or lead to overheating of the batteries.

When the boat is left unattended, even for short periods, it is advisable to disconnect the batteries using the main selector.

4.18.5 battery charger

The function of this device is to transform the 230 V alternating current into 24 V direct current, suitable for charging the batteries.
To start the battery charger, place the three-way selector on the internal electric control panel on the “dock”.

The operation of the battery charger is completely automatic: The voltage present at the battery terminals is measured by a control circuit which starts the charge if the voltage is lower than the foreseen threshold. Once the maximum value is reached, only a trickle charge is provided.

When the battery charger is powered, the battery switches must be inserted.

FIG. 4.19-1 – battery charger ed Inverter24V-230V –illustrative images

4.18.6 connection diagram

The wiring diagrams are attached to this manual.

4.18.7 Generator

The generator can be used to power the following users due to a lack of electricity:

- Battery charger rectifier
- Electric cooker and oven (opt.)
- AC sockets
- Boiler
- Air conditioning (opt.)
- Other utilities powered at 220V

The electrical power circuit switch is positioned together with the starter in the compartment that contains the battery disconnect panel.

FIG. 4.19-2– Generator

4.19 Bow thruster (optional)

The bow thruster is electric Ⓐ. The command Ⓑ it is mounted on the steering console.
Being a load with a high absorption, in order to avoid overheating of the cables and connectors, a continuous use of the propeller is foreseen that does not exceed 2 minutes in general; check in the user manual of the thruster installed.

Periodically check the tightness of all propeller components; provide for the necessary maintenance as provided in the user manual of the installed component.

The bow thruster is protected from corrosion due to galvanic currents by sacrificial zinc anode. Check the frequency of the inherent maintenance required in the thruster user manual.

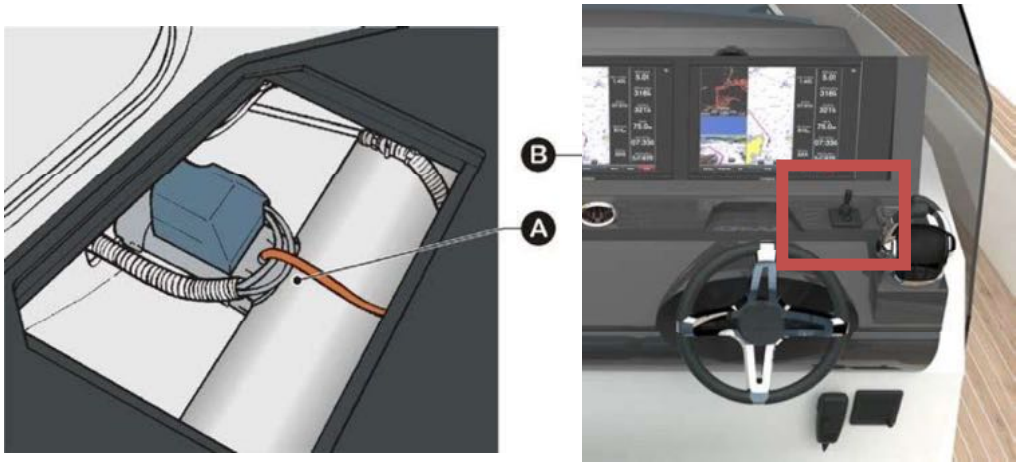


FIG. 4.20-1 – bow thruster

USE

The safety aboard

Remember that a careful and responsible behaviour is the main safety rule for the passengers and the people around the boat.

1.1.1. Safety equipment

It is Owner's responsibility assuring that the boat is provided with all the safety equipment required by the law and checking the efficiency.

It is important that all the passengers know the location and the operating of:

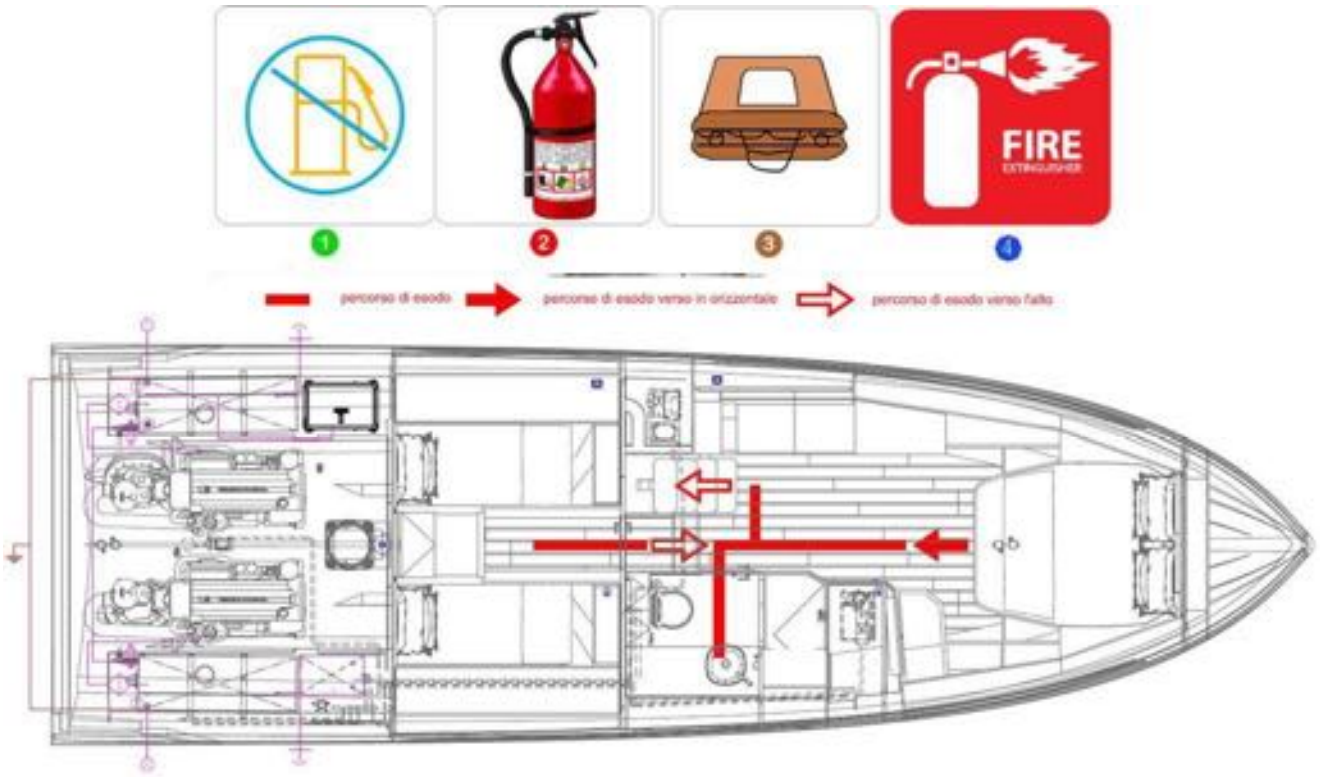
1) Fuel line shut-off system

2) Extinguishers

3) Self-inflating life raft

4) Permanent system for fire prevention.

The picture in the following page shows the location of the extinguishers, the fuel shut-off controls and the locker of the self-inflating life raft + the diagram of the extinguish system.



SIMBOLO	DESCRIZIONE
	Elettrovalvola 24 V - 100 lt/h ISO 1088 - ISO 8846 - ISO 10133 - ISO 13297
	Rubinetto d'arresto ISO 10088
	Prefiltro/Separatore carburante RACOR 900 10 Motore fino/no continuo 241 max. 270 - ISO 10088
	Sfiato a mirata con rete antifiamma ISO 11105 - ISO 8846
	A1 CEI 9474 SAE J 1527 - ISO 7840
	A1 CEI 93396 SAE J 1527 - ISO 7840
	Tappo imbocco carburante ISO 11192
	Targhetta del costruttore ISO 10088 Annesso C - C.3
	Indicatore livello ISO 10088 - ISO 10133 - ISO 13297
	Presa a terra serbatoi 10 mm² ISO 10088
	ESTINTORE FISSO AD ATTIVAZIONE AUTOMATICA 3 kg CE PED/863/CCS/001
	ESTINTORE PORTATILE
	ESTRATTORE DI FUMO CON COASSIALE

FIG. 4-1 - Safety equipment

Extinguishers typology:

1	Permanent system (engines room)
2	34 B Extinguisher (Bridge)
2	34 B Extinguisher (Ship owner's stateroom)
2	34 B Extinguisher (Guests stateroom)
2	34 B Extinguisher (Galley)
2	34 B Extinguisher (2nd Guests stateroom)
3	External housing for liferaft
4	Automatic fire extinguisher (Engine Room)

CAUTION

The disposition and the type of the extinguishers is in conformity with the ISO 9094/1. We recommend to verify the rules on the safety equipment of the country where the boat is registered.

1.1.2. General safety rules

1) Each person aboard must have at his disposal one life-jacket. Children and people who can not swim, must wear the life-jacket during the navigation.

FIG. 4-2

2) Keep aboard heavy and dry spare clothes and use shoes with not slippery soles.

FIG. 4-3

3) Check, often and carefully, all the devices aboard to be confident of their efficiency. Check often the hull, seacocks and engine room.

CAUTION

See the diagram enclosed for the seacock location.

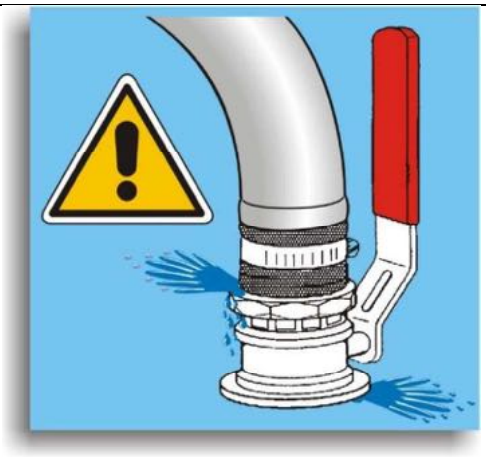


FIG. 4-4

4) Before leave the moorings, assure to have enough fuel for reaching the destination with enough reserve, even considering change of course caused by the weather conditions or emergency.

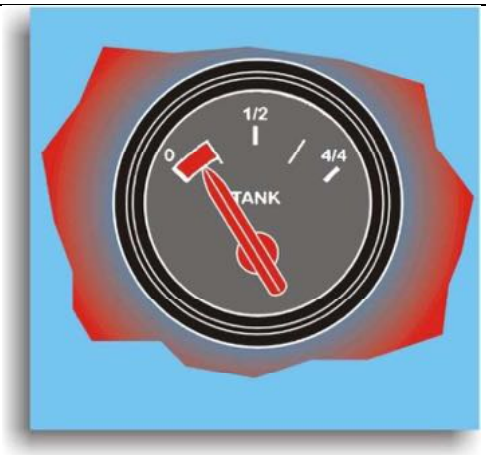


FIG. 4-5

5) Instruct at least one passenger about boat operation and the main manoeuvres.

Keep always aboard up-to-dated charts.

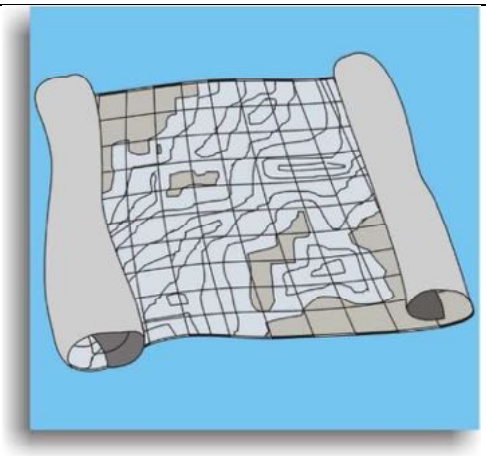


FIG. 4-6

7) Before starting a navigation, inform someone on land about the destination and the expected course.

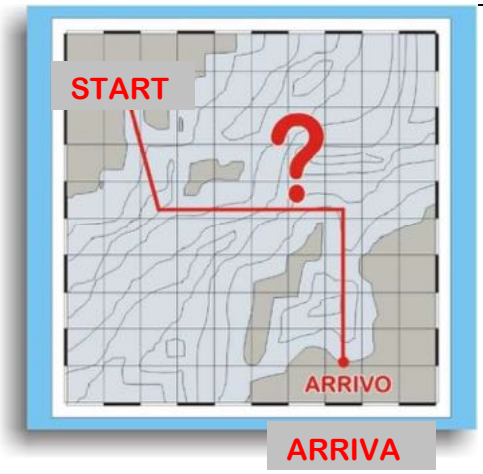


FIG. 4-7

8) Check the local weather bulletin before leaving.

FIG. 4-8

9) Do not overload improperly the boat.

10)It is necessary pay particular attention to the distribution of the loads and people aboard; a correct placement avoids, either in navigation or still, heeling and trimming.

CAUTION

Assign always a place aboard to each passenger.

1.1.3. Protection from falling overboard

The 94/25/CE Directive establishes that reducing the risk of falling overboard in the working deck is an essential requirement.

Our boats are equipped to be steered during navigation, for any eventuality, without moving from the working deck.

See page IV to know the perimeter of " Working Deck".

Ordinary checks

The following prescriptions are important for the correct use of the boat. We recommend to be very careful doing these checks.

1.1.4. Checks in engines room

- Engines oil level
- Engines coolant level
- Openings of fuel distribution line valves
- Loss of oil, fuel or excessive water in bilge

The instructions to do correctly these activities are in the Chapter 5 "Periodic Maintenance".

1.1.5. Electrical devices checks

a) electrical components efficiency

1 Turn on battery switches to supply the 12 V or 24 V system.
2 Put ON the electrical services on the circuit breaker panel
3 Check all the electrical components like horns, lights, and bilge pumps to be sure of their good operating conditions.
4 Be careful when use the shore power supply.

Do not start the engine with the battery charger supplied, nor by shore power nor by generator, check that the power supply (generator or dock) is not too high/low to prevent breaking of battery charger

Frequent verification of the state and the battery charge to prevent electrical malfunctions overall.

Do not start or switch loads with batteries under the rated voltage to avoid breaking of the control units, the loads, the engine control units

Be sure the protection of shore power socket be locked when not in use

1.1.6. Other checks

a) Operate the cable steering system and check the right functioning. Excessive resistance and stopping of the controls show bad operating.

b) Open the seacock (toilet discharge, WC washing, engine cooling). Be sure there are no losses.

FIG. 4-9

CAUTION

Intervene immediately in case of losses in the seacock! To the positioning of the seacock refer to the diagram enclosed

c) Check periodically that the sea water filters are not particularly dirty and blocked. If you sail in a not clear sea, the checks frequency must be higher.

To clean the sea water filter, follow this instructions:

- Close carefully the seacock before opening the filter.
- Once opened the filter, finish the operation avoiding to leave the circuit disassembled or unguarded.
- Avoid to damage the filter gasket during the reassembly.
- Do not forget to open again the seacock after the reassembly of the filter.

Engine starting

CAUTION

Leave the moorings only after starting the engine

a) Turn on the battery switches to supply the 24 V system.

b) Be sure that the windlass switch located on battery switch panel is ON

c) Put ON the engine ignition and other services switch on the circuit breaker panel.

CAUTION

Start the engine with the control lever in neutral.

DANGER

Before starting the engine be sure nobody is in the sea near the propellers!

d) Put the control lever in neutral

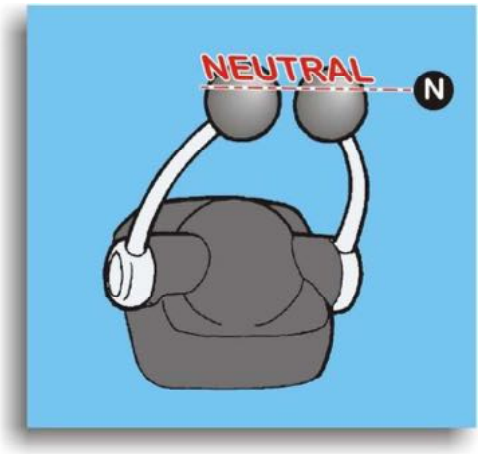


FIG. 4-10

e) Turn the key on starting and release the key as soon as the engine starts. **For the electronic version, consult carefully the engine manual.**

CAUTION

For avoiding to damage the cranking motor and circuit release the key just after starting the engines.

Do not operate the cranking motor longer than 20 seconds. Let it cool down before trying to start the engine again (about 2 minutes).

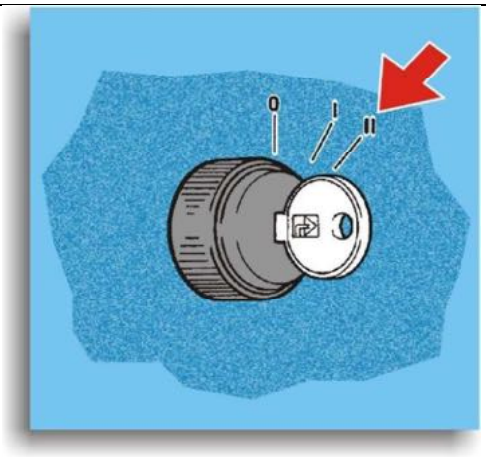


FIG. 4-11

g) Acceleration in neutral

Electronic remote controls

refer to par 4.1.3 - Engine lever

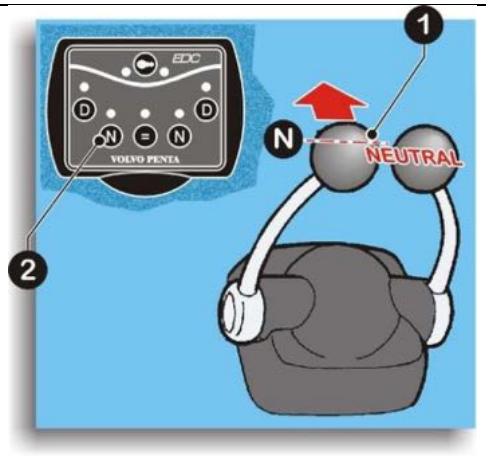


FIG. 4-12

h) Run the engines about 800 rpm.

Check the oil pressure gauge **.** If the oil pressure doesn't rise within 15-20 seconds from the starting **STOP IMMEDIATELY THE ENGINE** and discover the cause.

l) Repeat starting operations for the second engine.

m) Warm the engines for few minutes before leave the moorings.

During the normal use, the reading of the coolant temperature gauge must be 75-90°C. If the temperature becomes too high, stop the engine.

CAUTION

Before run the engines at maximum speed, wait for coolant temperature reading of about 80°C.

For further information it is recommended to read carefully the instructions of the engine's builder.

Engine stopping

CAUTION

After the use, it is important to run the engine at minimum for at least 1 minute before switching off it in order to lower the coolant temperature.

Stop the engine using exclusively the key switch.

Never disconnect the general switch on the electric panel before the engine is completely stopped. The alternator could be damaged.

CAUTION

Whether any person aboard could start the engine during the stay, disconnect the electric supply to the engine by switching OFF the beaker on the main panel.

In navigation

a. Before shifting forward or astern, be sure no obstacles are in front and back the boat)
b. The maximum cruising speed is obtaining at 80%of the maximum engine speed.
c. When sailing in shallow water reduce the speed and assure there is no sand in suspension which could damage the water pump and the cooling circuit.

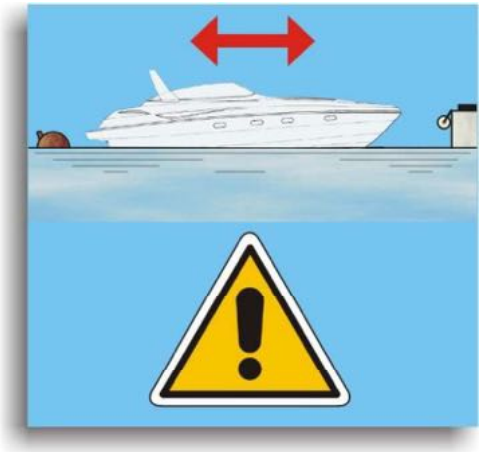


FIG. 4-13

If necessary rise the transmissions for not damaging the propeller and the drive (only for stern drive).

d. Check the instruments regularly during the navigation. Stop the engine and research the cause of possible anomalous indications.
e. Power Trim (inboard version):The trim function can be used to obtain more rapidly the best navigation trim. Raise or lower the bow of the small panel with buttons or levers on the engine. The instrument indicates the position of the transmission. When you are gliding stop the march gradually. A stop too quickly can cause the entry of water into the engine from the exhaust manifolds.

Shifting forward or astern possibly at the engine idle speed, taking care to move in neutral position before shifting. Not conforming to this advice you risk to cause serious damages to transmission.

It is recommended to keep the doors closed to avoid damages to the hinges.

The use of the fore sunbathing area can be dangerous.

Always check that the passengers do not have unsafe behaviour.

With bad weather-sea conditions reduce the speed in order to have a safety sailing.

If the weather-and sea conditions permit it, ensure ventilation in order to avoid that particular wind conditions or backwash, caused by awning and canvas, may draw exhaust gases in the cockpit and cabin.

Stabilization system (opt.)

Stabilization system allows to change boat's trim during navigation, to improve comfort, consumption or speed.

Depending on kind of stabilization system, boat may responds faster or slowly, but the kind of response is the same; activing right ones boat rotare to the left, activing left ones boat rotate to the right; activing both of them boat rotate to the bow.

Using stabilization system can increase fuel consumption or decrease speed.

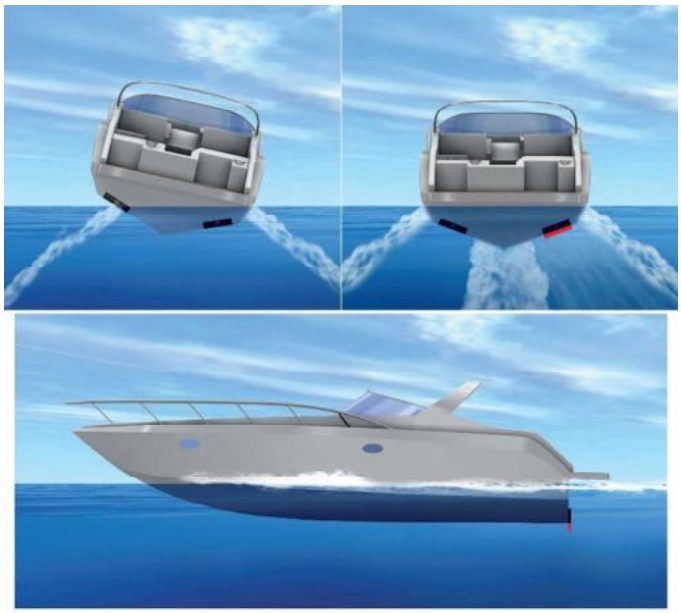


FIG. 4-14

CAUTION

Be sure that during reverse gear, stabilization system is in rest position.

Collision regulations

Respect always the following rules during the navigation:

Proceed always at a safety speed, taking into account the sea conditions and the traffic density in the area where you are sailing.

FIG. 4-15

If you are heading towards another boat (sailing or motor boat) alter the course to starboard in order to pass each other port to port.

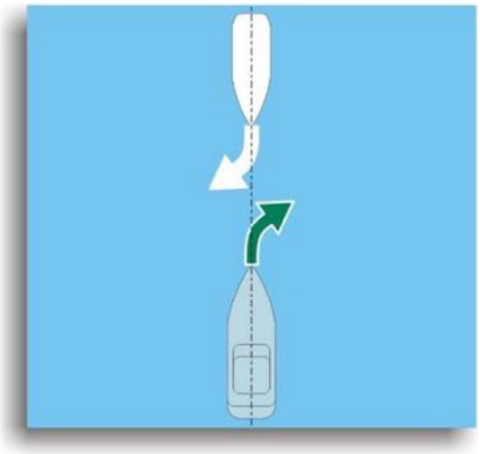


FIG. 4-16

If you and another boat on your starboard side are crossing in danger of collision give way turning on starboard.

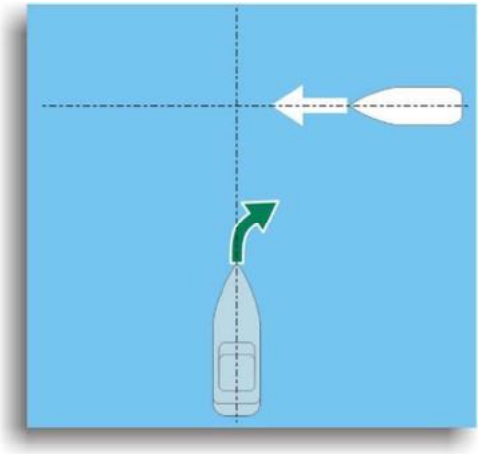


FIG. 4-17

Give way to any boat that :

- can not manoeuvre
- shows limited ability to manoeuvre
- is under sail
- engaged in fishing
- you are reaching on your course

Do not run the engines near bathers or divers.

FIG. 4-18

CAUTION

Respect the safety navigation rules when you see divers mark and boats exhibiting divers signals.

CAUTION

If the boat, that must give way, does not manoeuvre, DO NOT try to apply your right by holding the course and not reducing the speed.

Anyway be ready to manoeuvre in order to avoid the collision!!

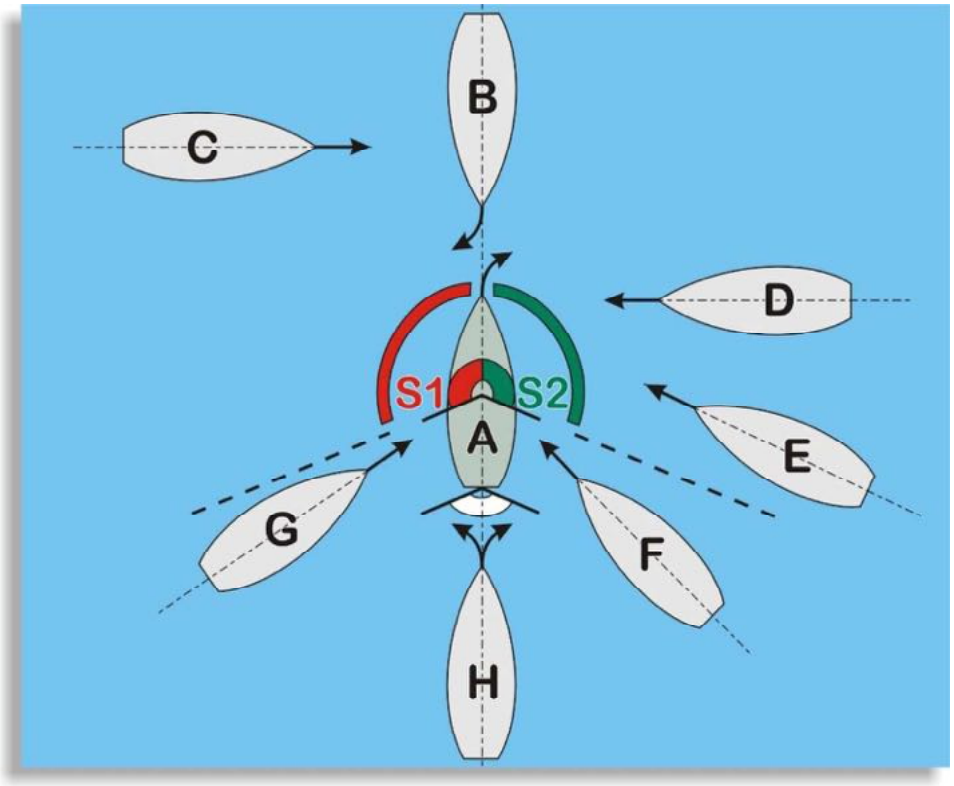


FIG. 4-19 - Steering and Manoeuvring rules (Summarising graphic)

Situation regarding the boat A:

1. A e B are boats in opposite course. They turn to starboard respectively;
2. C watches the red light on its own right and gives way to A;
3. D e E show the red light to A which gives way to them;
4. F e G are just reaching and so they give way to the boat A even if they are overtaking it;
5. H turn to starboard or port and overtakes the boat A, giving the way;
6. S1 sector in which the boat A has the right of way;
7. S2 sector in which the boat A gives way.

Manoeuvring advices

If it is the first time that you steer the Fiart 43 SeaWalker, it is important to practise for a while in calm sea without wind and in a wide area.

Instead of the terrestrial means of locomotion, boats feel greatly the effect of the external forces: wind and currents.

In manoeuvring it will be useful to know the external forces; consider the wind direction and its speed, so as the currents. With practise you learn to use in your favour the external forces.

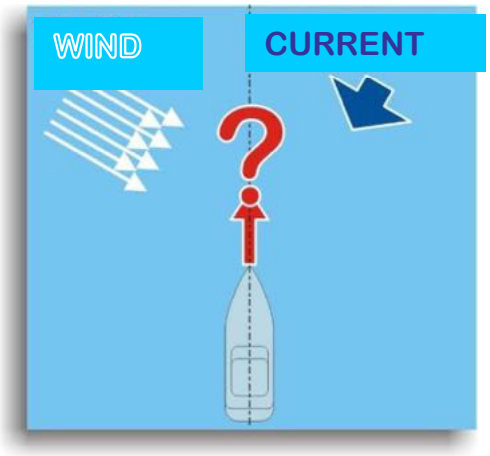


FIG. 4-20

For steering straight, if the boat has got two engines, it is necessary that the rudder is amidships and the engines have the same speed (the rudder position is indicated by the instrument ”steering angles”, if installed).

Remember that the variation of the revolutions of one of the two propellers, will change the course on the slowest propeller side.

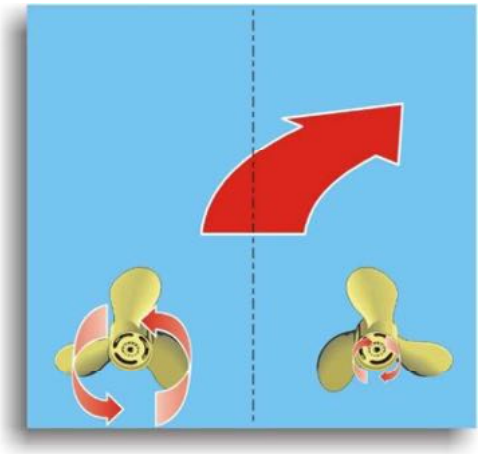


FIG. 4-21

CAUTION

Manoeuvring always carefully!

Manoeuvring astern, the bow shows an arc track much wider than the stern. Be careful to avoid collisions.

For being stationary in water against the action of the wind and current, keep the bow in wind and current direction, and with low engine speed do little corrections using exclusively the engine control levers.

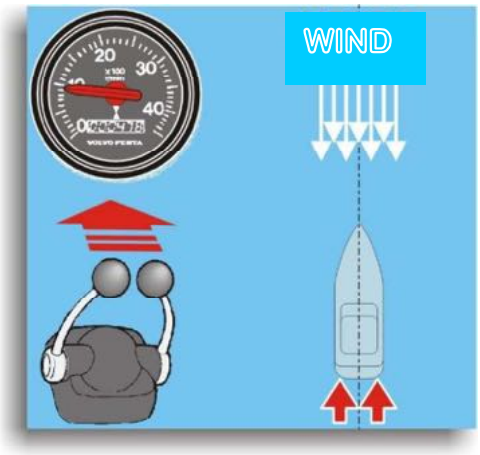


FIG. 4-22

In moorings it can happen to turn strictly at very low speed: engage the forward gear for one of the engines and the reverse for the other one. Use the throttle to change the turning speed.

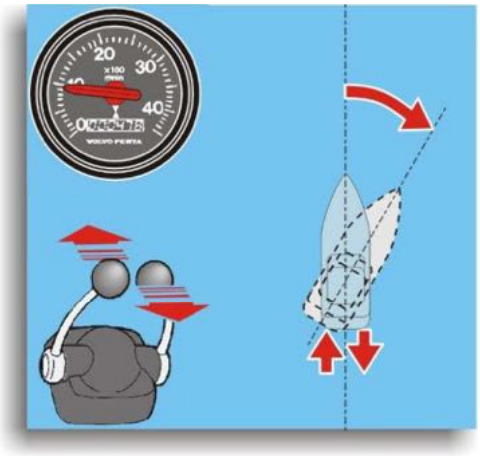


FIG. 4-23

At low speed (with the engines at 800 – 1000 revolutions) for stopping the movement of the boat, it is sufficient change the propellers rotation for a while; use the control levers in rewind and forward for short breaks to position the boat.

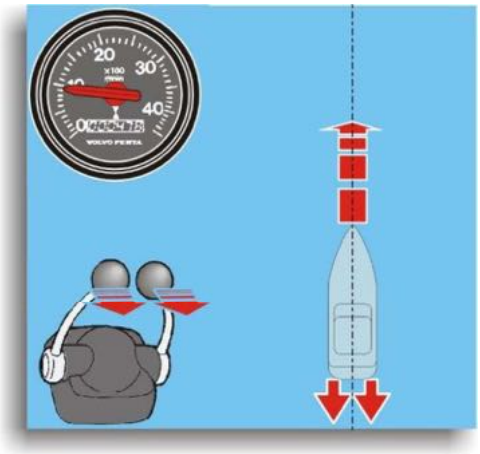


FIG. 4-24

Refuelling

For avoiding the firing danger during the refuelling, observe the following precautions:

- Be careful when you moor
- Smoking is absolutely forbidden to all the passengers
- Locate the closest fire extinguisher
- \- switch off the engines

FIG. 4-25

As soon as the refuelling is over, close carefully the filler cap and clean the fuel residual. Use a wet rag (fresh water) to wash around the filler cap and the vent.

WARNING

Absolutely avoid that fuel goes into the sea.

DANGER

In case of petrol engine open the engine room for at least 4 minutes before starting. The vapours can cause explosion.

Anchoring

CAUTION

Prepare in time for this manoeuvre, advert the passengers about what is going on recommending to keep their own seats until the manoeuvring is over.

Unlock the chain, if fixed, opening the safety lock.

Near the point in which the anchor must be dropped, manoeuvre so to put the bow to the wind or to the current.

CAUTION

Avoid to put the hands or feet near the running area of the chain and the gipsy.

Note:

Do not use the windlass with the engines turned off as the strong voltage supply required by this device can discharge the relevant battery group.

CAUTION

When the windlass is not used or the manual lever is going to be used, for avoiding casual starting switch off the supply to the electrical line connected to the windlass.

For dropping the anchor electrically use the relevant switch on the dashboard or the switch "DOWN" on the remote control.

By dropping electrically the anchor you will have a perfect control of this manoeuvre; in fact you can stop it in any moment and it permits a regular and constant running of the chain.

For dropping the anchor most quickly, release the windlass clutch using the manual lever (turn it anti-clockwise).

In this way the gipsy will be free to turn around its own axis dragging the chain into the water.

The falling of chain can be stopped turning the same lever clockwise. At the end tighten strongly the clutch.

It's advised to operate in this way when there are at least two experienced persons to do it, one at the helm position and the other near the windlass.

FIG. 4-26

As soon as the anchor will reach ground, proceed slowly back giving enough tension to the chain until the right length of chain is run out.

(Usually let out from three to five meters of chain for each meter of depth of the area where you anchor, but this suggest could not be valid in particular condition of sea, wind and for the kind of ground).

Before switching off the engines and considering ended the manoeuvring, we advise to verify if the anchor drags.

For being sure to have well anchored, consider a landmark on the shore and watch it regularly. If these object remains fixed, you have well anchored, otherwise the boat is dragging and you have to repeat the manoeuvre.

After anchoring, it is advisable for reducing the stress on the windlass, lock the chain or tie it, with a rope, at a fixed point.

For weighing:

Switch on the engines.

Assure that the windlass clutch is tightened using the lever for manual operating.

Use the relevant switch on the dashboard or the switch "UP" on the remote control operated by a member of the crew at bow.

Pay extremely attention to the last meters of chain for avoiding that the anchor can damage the bow of the boat.

- Before starting the navigation lock the anchor with a safety line.
- Periodically check the tighten of the clutch of gipsy.

Avoid pressing the button "UP" for more than twenty seconds if -windlass under stress stops and the breaker do not tip.

If the breaker tipped, wait few minutes before switch on it and try again the manoeuvre.

If this situation is repeated, we advice to manoeuvre the boat for bringing off the anchor: let out some meters of chain, and manoeuvring the boat around the anchor until to find an angle suitable to bring off the anchor.

1.1.7. Use of the electric services

Unless the boat is provided with generator, we recommend to use carefully the electric services in order to not risking to discharge the batteries.

We recommend not to use for a long time the electric services supplied by the engine battery group without starting before the engines.

Mooring

Before entering in the harbour, reduce the speed at minimum.

Recommend the passengers to keep their own seats until the mooring has taken place.

Give to each member of the crew a task in order that fenders, boathook, mooring ropes will be correctly used.

Pay attention to the wind direction and its intensity.

Be quite and reflect on the manoeuvres to do.

Be sure that in the manoeuvring sea area there are no ropes, anchors or other objects, which can obstruct the propellers.

1.1.8. Stop in quay with people aboard

Shore power supplying

In the case that the passengers decide to stay aboard at the quay, it is necessary to connect the AC system to the shore power.

This permit to:

- Use the 220 V sockets on the boat
- Use the 12V systems without discharging the batteries, which will be kept in charge by the battery charger.

Consider the following instructions:

Be sure that the battery switches are turned on; only in this way the batteries can be charged.

Be sure that the breakers of the 220V services on the general panel are in OFF.

Turn off the 220 V general supply on the battery switches panel putting on “0” the three-ways switch on the same panel.

Before using the connecting cable to the quay outlet, be sure that it is efficient and the both outlets are dry.

Connect the shore power cable to the socket.

DANGER

Models with inversion polarity warnings, check, when connect the shore power cable to the socket, that the green warning lights; whether the red warning lights, disconnect soon and ask a technical intervention

DANGER

Electrical Shock Hazard

It is recommended that the threaded ring be screwed after having connected the shore-power cable.

e) Turn ON the 220 V (110 V in USA) general supply on the batteries switches panel putting on (shore power) the three-way switch.

f) Turn ON the AC services and batteries charger switch on the general breaker panel.

N.B.: The manoeuvres (b) and (f) cannot be always made. They can be used to detect possible defects in one of the circuits.

The working of the batteries charger is completely automatic: The voltage on the batteries terminal is checked by a control which start the charge if the voltage is less than the limit expected. Once reached the max. value, a maintaining voltage will be supplied.

On the breaker panel there are two voltmeters which show respectively the AC voltage and the batteries charge (when the engines are switched off).

For further information about the battery charger operating, see the Builder's manual.

Water supply from the quay

If the boat is provided of a water intake from the quay, we recommend to switch off the pump breaker each time you want to supply the water system by this intake.

1.1.9. How to leave the boat for long time

Before going away from the boat do the following activities:

Verify there are no leakages from the engines and everything is normal in the engine room.

Close all the valves of the seacock.

WARNING

Pulled out the starting key from the dashboard and take care to protect by the bad weather the instruments panel using the appropriate cover-provided in the equipment.

Check the port-hole closing and manholes.

Turn off the battery switches and disconnect the shore power

CAUTION

If you do not want to supply the automatic bilge pumps switch off the relevant breakers on the breaker panel.

CAUTION

Before leaving the boat it is important to do a further checking on the tension of the mooring ropes and the placement of the fenders and the position of the gangway (if it is installed).

Fire-fighting rules

Aboard there are fire-fighting devices (extinguishers and fuel interruption levers).

For their placement see picture 5-1 to pag. 5.3 of this manual.

CAUTION

- ***In case of beginning of fire use soon and exclusively the fire-extinguishers.***
- ***In case of fire shut off the fuel distribution through the relevant controls. (see par. 3.5).***

In case of fire in the engine room consider that opening the hatch can cause an increasing of flames intensity. Pay extremely attention and open the hatch only if provided with a specific extinguisher.

In case of fire lock the closing valve of the gas cylinder and get rid of it (only for the gas stoves).

CAUTION

Never use water to extinguish fires originated by electrical panel, switches, electrical connections and by all the electric and/or electronic devices because water is a good conductor.

CAUTION

Never use water on fire caused by hydrocarbons or inflammable gas such as fuel, diesel, kerosene, etc. Inflammable fluids float on the water, as their specific weight is lower, and burn in the air. Addition of water helps the fluid to move around and extend the fire.

CAUTION

Intervene promptly if the electrical system and fuel installation do not work properly.

CAUTION

We advice to disconnect the electric supply when the boat is left unattended.

Safety advices for exhaust gas

The carbon monoxide contained in the exhaust gas is harmful for the health.

Follow these prevents:

a) As soon as possible switch off the engine if you are in narrow places and in crowded quay.

Consider that carbon monoxide is an uncoloured gas and it can come into the boat even if the windows, doors and hatchway are closed.

b) The depressions growing in navigation with particular wind conditions permit the exhaust gas to come into the cabin.

c) Grant always ventilation in the cabin during navigation.

Safeguard of environment

Follow these precautions:

a) Pay extremely attention in refuelling for avoiding escape by the filler or by the vent. The fuel in the sea is particularly polluting.

Keep cleaned the bilge, providing to remove the oily residuals in the engine room and deposited in the bilge manually or by a pump and discharge on land.

Water that comes from washbasins, showers and WC may damage the environment; therefore, use if possible biodegradable cleaning and washing products.

If black water tanks are present on board, discharge their content in equipped ports with the proper suck-up systems, or directly at sea but only when sailing far from the coast.

Each nation can have different regulation about the safeguard of the environment. It is compulsory to know and observe the anti-pollution laws of the nation in whose sea you steer.

Maintenance

To keep the boat always at the highest level of efficiency and safety it is necessary do a regular maintenance.

In this chapter are exposed the periodical checking to do and information on the ordinary maintenance of the several components and system installed.

We will refer you, for any aspect of maintenance, to the devices and system installed manuals enclosed.

Read carefully the information and safety prescriptions contained in the devices, systems and components installed manuals, which are part of the Owner's Manual.

Programmed Maintenance: Propulsion

Read carefully the Instruction Manual of the engine's Builder before starting the maintenance. Wrong workings can cause serious damages for things and persons.

For the information concerning the engines maintenance refer to the builder's manual.

Programmed maintenance: hull and systems

1.1.10. Daily checking before starting

a) Seacock – Check there are no losses. In case intervene readily.

b) Fuel system – Check there are no leakages, in the connections and pipelines. In case intervene readily.

1.1.11. Periodic checks

a) Check the condition of the propellers

The propellers must have no damages, differently replace. Refer to the builder's manual.

b) Check the condition of the mechanical seals of the axes and gussets of stern drives

Rubber hoses of the mechanical axis seals (inboard engines) should be checked at least twice per year to check whether there are signs of deterioration or breakage. Replace them at least every six years.

Rubber hoses of attack and exhaust (stern drive engines) must be checked at least once per year and replaced in any event every two years. For information concerning that maintenance, please refer to the manual of the engine manufacturer.

c) Fresh water system – Check there are no leakages.

d) Clean carefully the bilges.

Keep the bilges always clean and dry.

Remember to operate often the bilge pumps and periodically clean the bilges to remove amass of dirty and oil which can damage the pumps.

For cleaning well all the parts of the bilges, periodically use detergents suitable for this activity, following carefully the instructions reported on the packet.

Rinse abundantly and dry carefully.

CAUTION

To clean the bilges not use inflammable solvents.

e) Sea cocks – open and close the sea cocks to avoid that for un-useful the salt can block them.

f) Clean the windlass

g) Tighten the clutch of the barbotin (Pict. 4-27)

h) Cleaning of the hull and blanket

i) Anodes installed to defeat galvanic currents (zincs) have to be kept under a constant control to avoid corrosive phenomenon on metals. Replace the zincs when their volume reduces itself of 50%.

j) Fixed fire fighting system: if it is mounted on the boat it is recommended to perform all programmed ordinary and extraordinary maintenance indicated in the specific maintenance manual of that facility.

Ordinary maintenance

1.1.12. Engines

For the information concerning the engines maintenance refer to the instruction manual of the builder.

CAUTION

It is good safety rule that the engine room is always clean and dry.

1.1.13. Electrical system - Battery

The contacts on the terminals in the battery must be well tightened and not have oxidation. Keep in mind to grease the terminals with Vaseline. For breaks with escapes of acid replace immediately the damaged batteries. Check periodically the charge of the batteries.

Electrolyte level in the battery

The level in the battery must keep at 5-10 mm over the plates. Top up, in case, with distilled water.

CAUTION

Any type of battery, without maintenance, have special instructions which must be followed.

Risk of explosion. Avoid free flames and sparks. The electrolyte can cause damages to people.

If the eyes were in contact to it, wash them carefully and ask medical assistance.

FIG. 4-27

1.1.14. Winch

CAUTION

Before doing any maintenance on the windlass switch-off the circuit breaker on the panel in the cockpit and remove carefully the chain or the rope from the gipsy.

All the external parts of the windlass are built with metal alloy resistant to the contact of sea environment.

Anyway it is important to remove the salt that is collected periodically on the external surfaces of the windlass for avoiding corrosion which could prejudge the device integrity.

So it is necessary to wash periodically with fresh water and clean the surfaces, particularly those ones hidden and hardly accessible in which the salt could be entrapped. At least once every year disassemble the gipsy.

CAUTION

For this activity refer to the windlass' manual

If oil leaks from the gear reduction unit because of the deterioration of the packing, it is necessary to disassemble the reduction unit to replace the packing. Fill up with oil SAE 90.

CAUTION

For this activity refer to the windlass' manual

Checking: periodically the condition of the clamps of the electrical engine and Control box, removing possible dirties and scattering the clamps with grease.

CAUTION

The electric engine of the windlass can operate in presence of water sprays; If it will be often submerged by water, it can be damaged irreparably.

1.1.15. Cleaning of bilges

The bilges must be kept cleaned and dry. Be sure to remove dirt and oil residuals which could damage the pumps.

CAUTION

For cleaning of the bilges not use flammable solvents

Avoid discharging overboard oily residues or pollutants.

1.1.16. Cleaning of the hull and deck plan

It is advisable to wash the fibreglass parts, with a lot of fresh water, after each sea running. You can use also, sometime, a neutral detergent. Avoid detergent with ammonia and chlorine which can make yellow the superficial layer of the fibreglass.

You can use, for a persistent stain, alcohol or specific products.

CAUTION

Do not wash with running water the dashboard to prevent infiltration or malfunction; keep covered while hotelling to prevent condensation or excessive sunlight. Clean with special cloths or rags, use covering to avoid clouding of the plotter,of the plexiglass and tools, instrumentation malfunction, infiltration.

1.1.17. Cleaning of the stainless steel parts

The stainless steel parts, components and screws, are type "AISI 316L". The alloy of chromium and nickel which the parts are made of, is protected by a layer whose maintenance must be done carefully. A periodic washing with fresh water and detergent, will grant beautiful and lasting parts. Possible spots can be easily cleaned using a brush and specific products for steel stainless parts.

If the protective layer is damaged, the stainless steel becomes active and thus less noble of pure chromium. The oxidation, at this point, can begin. The iron slag in the air in every port located in the vicinity of the city easily can be deposited on the protective layer of stainless steels. Thus the protection due to the thin layer of chromium oxide is compromised quickly and aggressively. If subjected to regular cleaning, stainless steel keeps well its looks shiny bright. Fiart mare should wash steels with fresh water every time you wash the boat and then dry them thoroughly. Fresh water dissolves the salt, soot and all rust volatile in the air doing so breathe the protective film coating. Any surface specks of rust can be easily eliminated with the use of almost all products for the cleaning of metals present on the market.

We recommend, at last, to avoid that any spot persist because their dribbles could make the fibreglass parts dirty.

1.1.18. Cleaning of the floor and coverings

We advise to clean the floors and the coverings with only a cloth and delicate detergents.

Do not heap up water on the floors but dry earliest the wet surfaces. This will avoid spots not easy to clean.

Extraordinary maintenance

1.1.19. Internal tapestry cleaning

The fabrics used for coverings are of high quality. They must be treated with care. In case they get wet they must be promptly dried to avoid alterations. If the tapestry gets stained just dry clean.

1.1.20. Cleaning external seats and cushions

Wash the cushions with neutral soap using a soft sponge and rinse for a long time. Sun dry them in order to prevent the mould growing up.

1.1.21. Cleaning external table

Wash with fresh water and leave it drying in high position and open to prevent warping or get moldy

Wash with fresh water and lubricate pins and tubes of the extractable supports of the external table to avoid blockages

1.1.22. Cleaning external teak

Wash with fresh water and treat it with impregnating

Fiart mare uses only top quality teak. This type of wood In the course of time and exposure to weather conditions assumes a natural gray coloration without thereby that its features are compromised. Due to its resistance to weather conditions it is not necessary to treat it with protective coatings. For maintenance of teak Fiart mare recommends using only detergents that contain no components different from natural soaps. Aggressive additives such as phosphoric acid and oxalic acid, often used as additives in detergents, they attack junctions causing premature wear. It is advised to clean the teak deck using fresh water may also contain small amounts of soap and a rag used in the sense of the longitudinal fibers. It is advisable not make use of pressurized water.

To prevent mold or rot of teak of the cockpit and of the aft deck, avoid accumulations of water verifying the cleaning of drainage channels and possible obstruction of the drainage scuppers

CAUTION

To avoid stains on the internal parquet or on the external planked teak be careful while defrosting the refrigerator; dry thoroughly.

1.1.23. Cleaning of the fresh water tank

At least once every year it is advisable a cleaning of fresh water tank and system pouring in the tank, containing few tenth of litres of water, a light solution of disinfectant with chlorine.

Start the autoclave and open the users so to be sure that the solution turn in the system; permit it to have effect for few hours and discharge all the water.

1.1.24. Cleaning wells shower

Clean the filters and eventually flush of the well to avoid blocking of pumps and drains; to avoid breakage of the automatic switching floats.

1.1.25. Reparation of fibreglass

We suggest you to ask, for the reparations of fibreglass, even if small, only to the skilled staff.

1.1.26. Cleaning of the coverings

We suggest to follow these instructions:

Washing: with little spots, clean with a wet cloth in a solution of water and detergent in a ratio of 1/5.

Cleaning: brush the cover(dry) each 15/20 days.

Custody: put away the cover only if it is dry; this is necessary for a good repair**.**

1.1.27. Cleaning of the dashboard

Only wash it with a humid cloth with some neutral detergent.

Dry carefully in order to avoid stains.

Avoid to vaporize water directly on the dashboard.

Do not use diluents, acetone or similar products

Troubles research

1.1.28. Engine

Refer to the engine manual of the engine builder.

Towing and storage

1.1.29. Towing

Conform to the following instructions:

1) Empty the bilges of water

2) Use only fair belts with breadth of at least, 25 cm.

3) Please rightly the belts to avoid excessive pressures that can damages the boat; their placement can change according the charges aboard.

4) In phase of towing the bow must be higher than stern so to permit the ebb of water from the engines.

Lay the boat only on a solid grounded cradle.

Avoid to operate pressures on astern sets and propellers.

CAUTION

The towing and launching must be done only by experienced people.

1.1.30. Preparation for a long winter stay

1) Clean carefully the boat soon after the towing.

2) Check carefully all the parts, normally in sea, to single out possible damages.

CAUTION

Refer to the engines manual for the winter maintenances

Bilges pumps

1) Clean and dry carefully the bilges with a sponge

2) Spray a protection liquid the body of the pumps and the electrical contacts.

WC System

1) Wash with clean water.

2) Use for the cleaning a specifically product for W.C.

3) Rinse with clean water.

4) Close the seacock.

Fresh water system

Empty the water from the system opening all the cocks.

Fill the tank with water and detergent.

Let react the compound for some hours.

Open all the cocks aboard and definitely discharge the system.

Spray a protection liquid the body of the autoclave pump and the electrical contacts

Battery

1) Shed Vaseline and grease on the battery poles.

Maintenance of the inners

1) Clean inside carefully the boat.

2) Remove parts which can become moist like mattress, cork jackets, cushions, etc.

3) Be sure there is ventilation into the cabin, through a small opening made on purpose.

Maintenance of outside

Wash and dry.

Cover carefully the boat with a a water-proof cloth, leaving air entrances.

1.1.31. Preparation for launching

Inspect carefully the whole boat for finding possible damages due to the long winter stay.

1) Put the antifouling paint to the bottom of the vessel.

2) Do the disassembling, cleaning and lubrification of the sea cocks.

FIART 43

DATA	18.04.20	03	VPC DALLA N°2	05.02.21	
DISEGN.	EL	02	C.C.	23.06.20	
VISTO		REV.	MODIFICA	DATA	
APPR.		SOST. IL :	SOST. DA :	FILE : FIART 43	

FIART 43

N° Disegno

Commessa FIART 43

FG. 1

F.S. 2

COSTUMER :

PROJECT : MAIN ELECTRICAL DIAGRAM
VERSION : EUROPEAN 230V AC 50Hz
REF. DOCUMENTS : FIART F43

REV.	MODIFICA	DATA
03	VPC DALLA N°2	05.02.21
02	C.C.	23.06.20

DATA 18.04.20
DISEGN. EL
VISTO
APPR.
SOST. IL :
SOST. DA :
FILE : FIART 43

FIART 43

N° Disegno
Commessa FIART 43
FG. 1A
F.S. 1B

WARNING

DESCRIPTION OF DISCAIMER

This document, which also includes all the manuals and technical documentation of reference, provides information for putting the ELETTONSEA switchboard and board electric plants into service and using them in the correct way.

NON-OBSERVANCE AND RESPONSIBILITY

The even partial non-observance of the recommendations in the same, as well as causing malfunctions, can also damage the equipment and make the guara tee void.
ELETTROSEA is not responsable in the case, of non-conform use and installation of the equipment
ELETTRONSEA is not responsable for damage to things or injury to person caused by the improper use due to a non-compilance with the instructions in the documents provider
ELETTRONSEA disciaims any liability for accidents to persons and property resulting from tampering on the plants and all its components from third parties, and lack of maintenance or repair.

WARNING

Don't use the equipment if you notice the cover has deteriorated or if the power cable are worn or have been temperated with.
ELETTRONSEA is not responsable in the case of non-conform use and installation of the equipment.
ELETTRONSEA is not responsable for damage to things or injury to persons caused by improper use to a non-compilance with the instructions in the documents provider

GARANTEE

ELETRONSEA garantees the quality of is switchboard and board electric plants used in accordance with the instructions, the wiring diagrams and the specifications supplied for a period of 12 months from the date of installation.
The garantee is works of the ELETTRONSEA registered office
The garantee does not cover the malfuctions or damage to things or injruy to person resulting from:
- normal wear of the equipment,
- the inappropiate orv inadequate maintenance by the used,
- improser use or that is not conform to the instructions in this manual,
- operation that isn't conform to the environmental specifications indicated for the product
unauthorized opening of the external cover,
- unauthorized tempering and/or modifications,
- use non-original accessories or non-conform to the specifications,
ELETTRONSEA is only responsible in the hypothesis in which the repairs and modifications have been done by technicians of the services center or persond/firms specifically authorized to do the job,
The ELETTRONSEA system equipment must only be installed and used by qualified personal who have been traqined to use the same .

VOLTAGE

Electric voltage can caused electrocuntion and bums. Before doing any work on the connections, turn the power of. The non-observance of the safety regulations can belrthal.
One caused serius injuiry to person and extensive damage to material.

QUALIFIED PERSONNEL

The ELETTRONSEA equipment must only be used with external equipment and components conform to the relevant product stendards (directive 89/336/EEC)

INSTALLATIONS

The electrical board be instaqlled, connected and fixed as indicated in the diagrams and regulations in force

TYPE OF CABLE USED

Inboard (inside panel and box) : N07V-K with minimun 1 mmq
Outboard (in plant) : FROR 450/750V or N07V-K protected by insulating conduit or sleeving

ELETTRONSEA	DATA	18.04.20	03	VPC DALLA N°2	05.02.21		
	DISEGN.	EL	02	C.C.	23.06.20		
	VISTO		REV.	MODIFICA	DATA		
	APPR.		SOST. IL :	SOST. DA :		FILE : FIART 43	

FIART 43

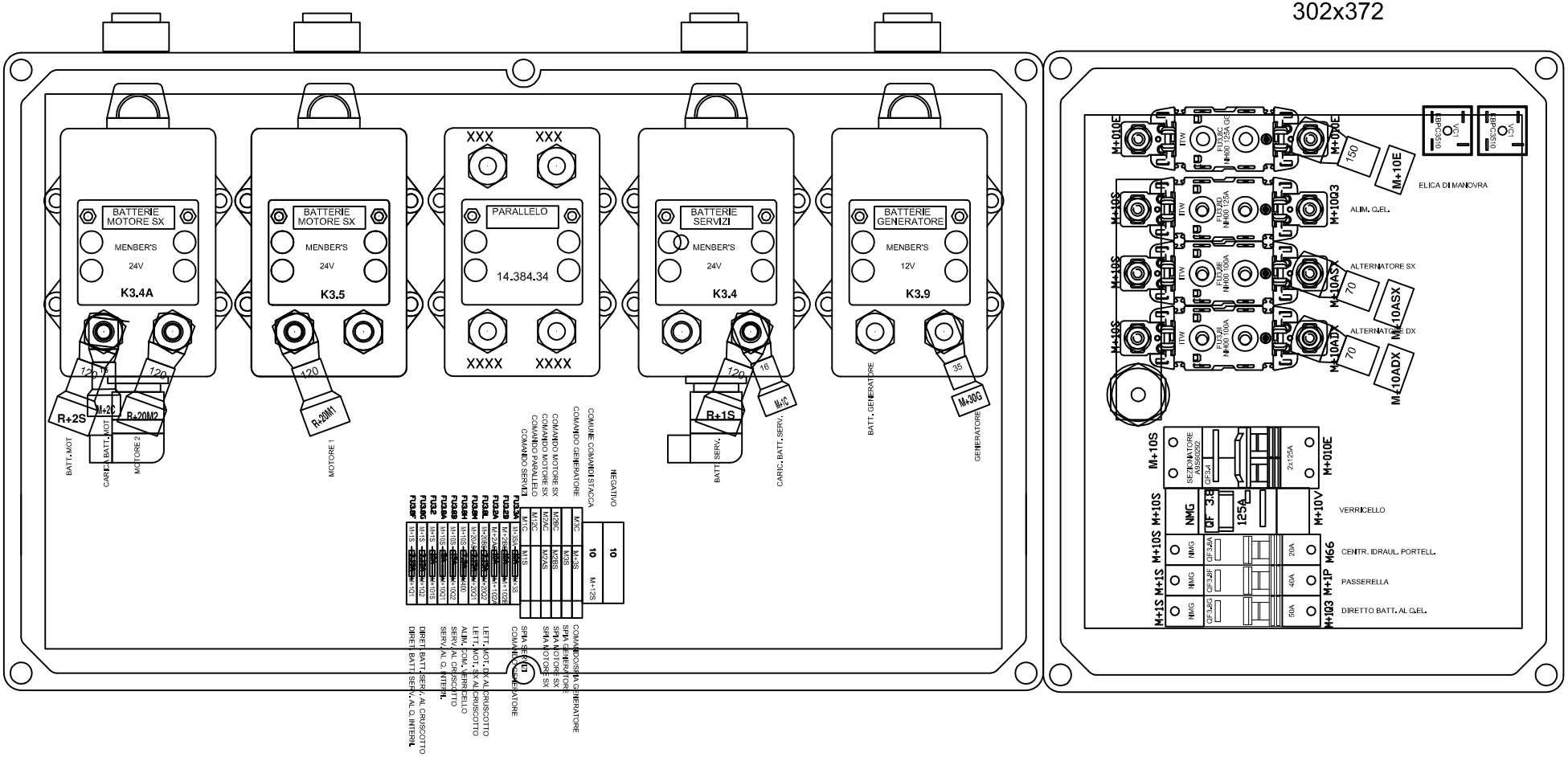
N° Disegno =
+

Commessa FIART 43

FG. 1B
F.S. 2

APO11

APO71
302x372



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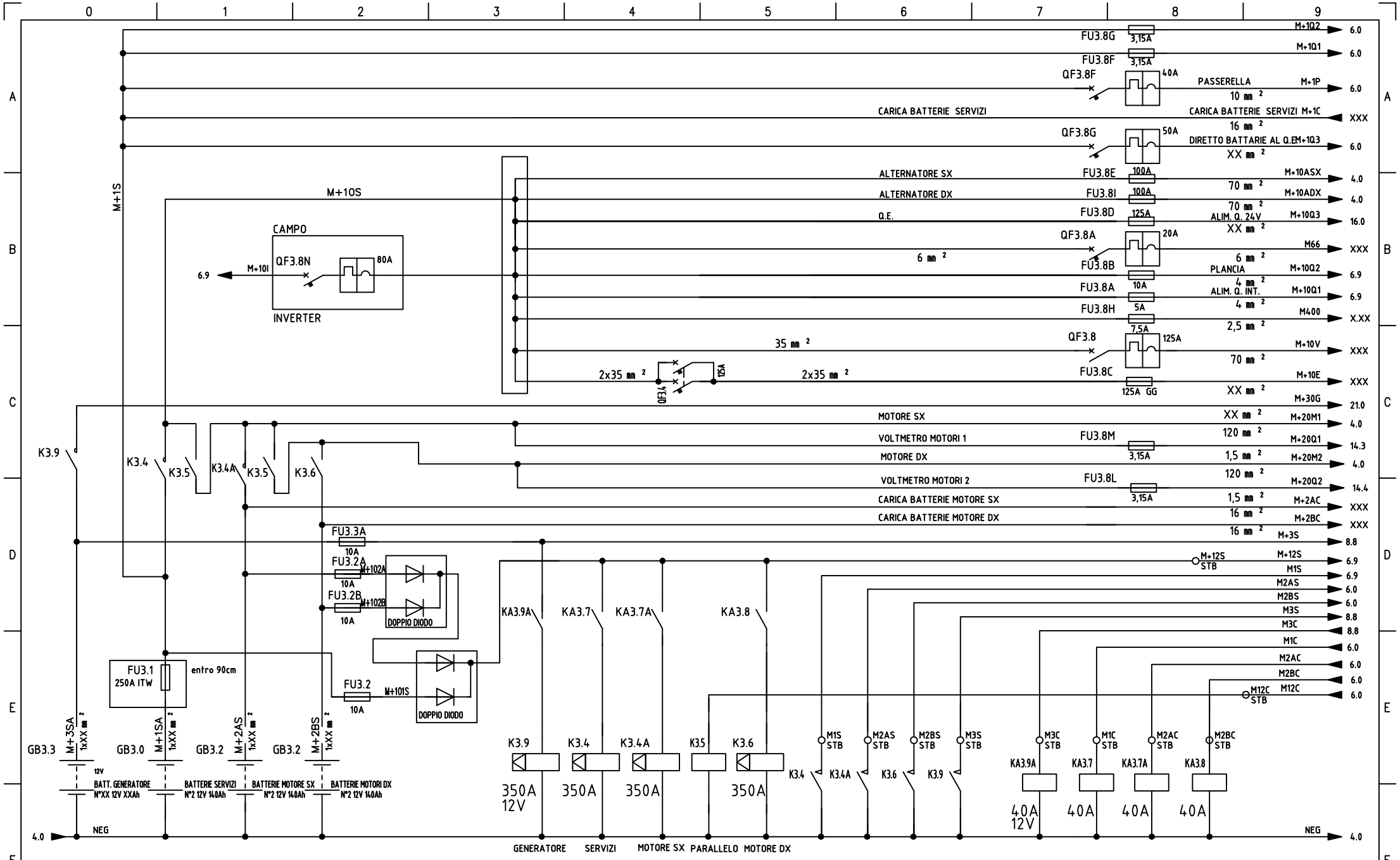

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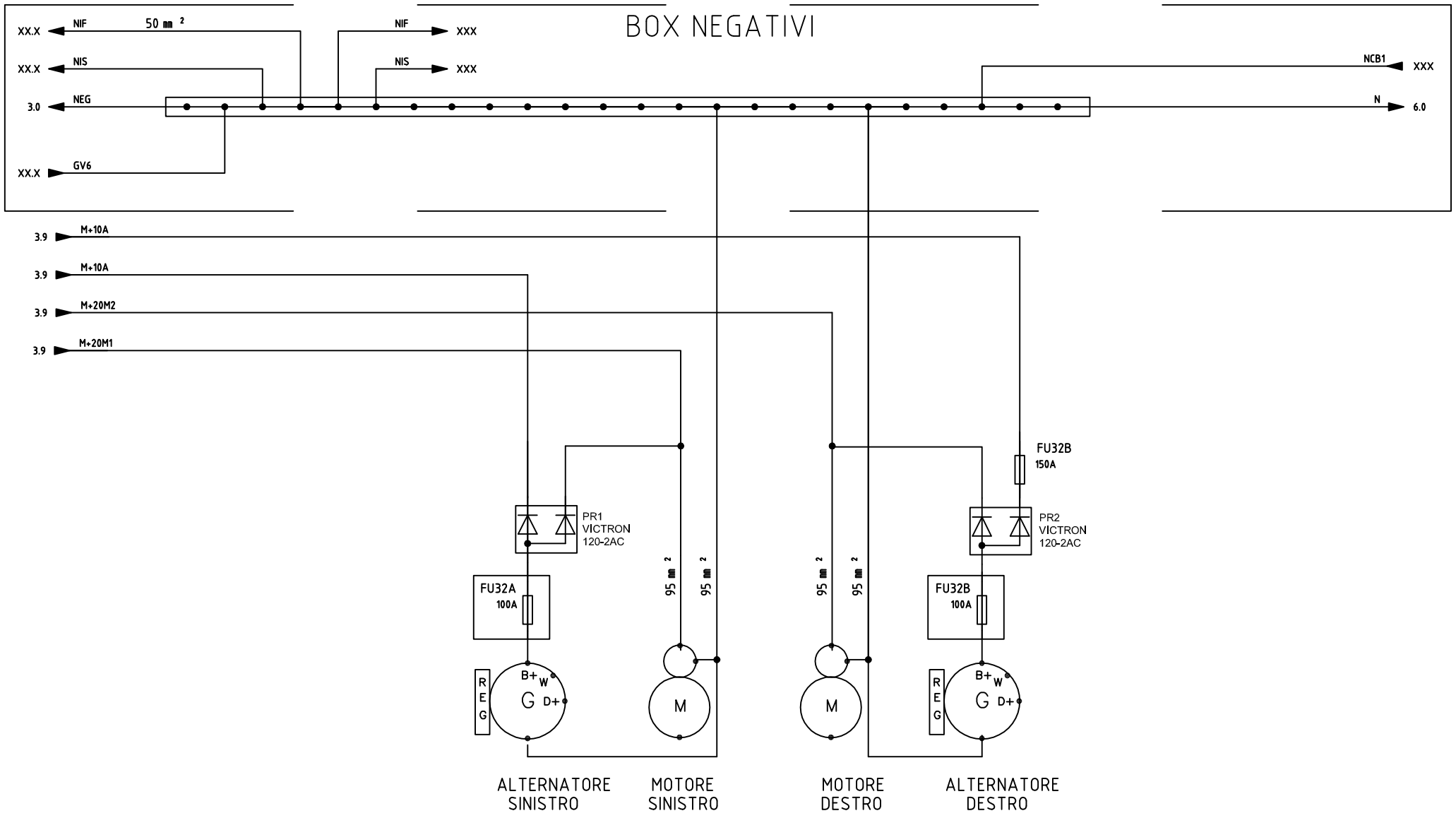
	APPR.		SOST. IL :	SOST. DA :	FILE : FIART 43		F.S. 4



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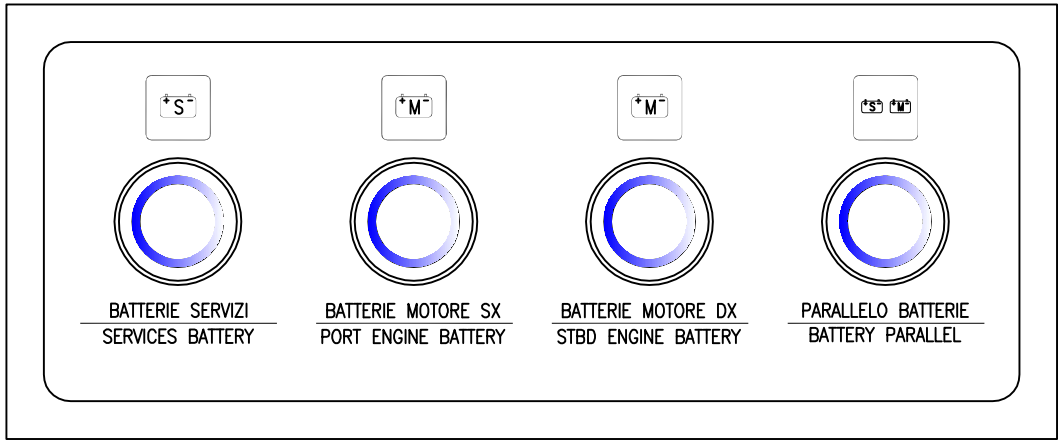
	VISTO		REV.	MODIFICA	DATA	Quadro Stacca Batterie – elettrico	Commessa FIART 43
	APPR.		SOST. IL :	SOST. DA :	FILE :FIART 43		FG. 4 F.S. 5



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VISTO		REV.	MODIFICA	DATA	
APPR.		SOST. IL :	SOST. DA :	FILE :FIART 43	

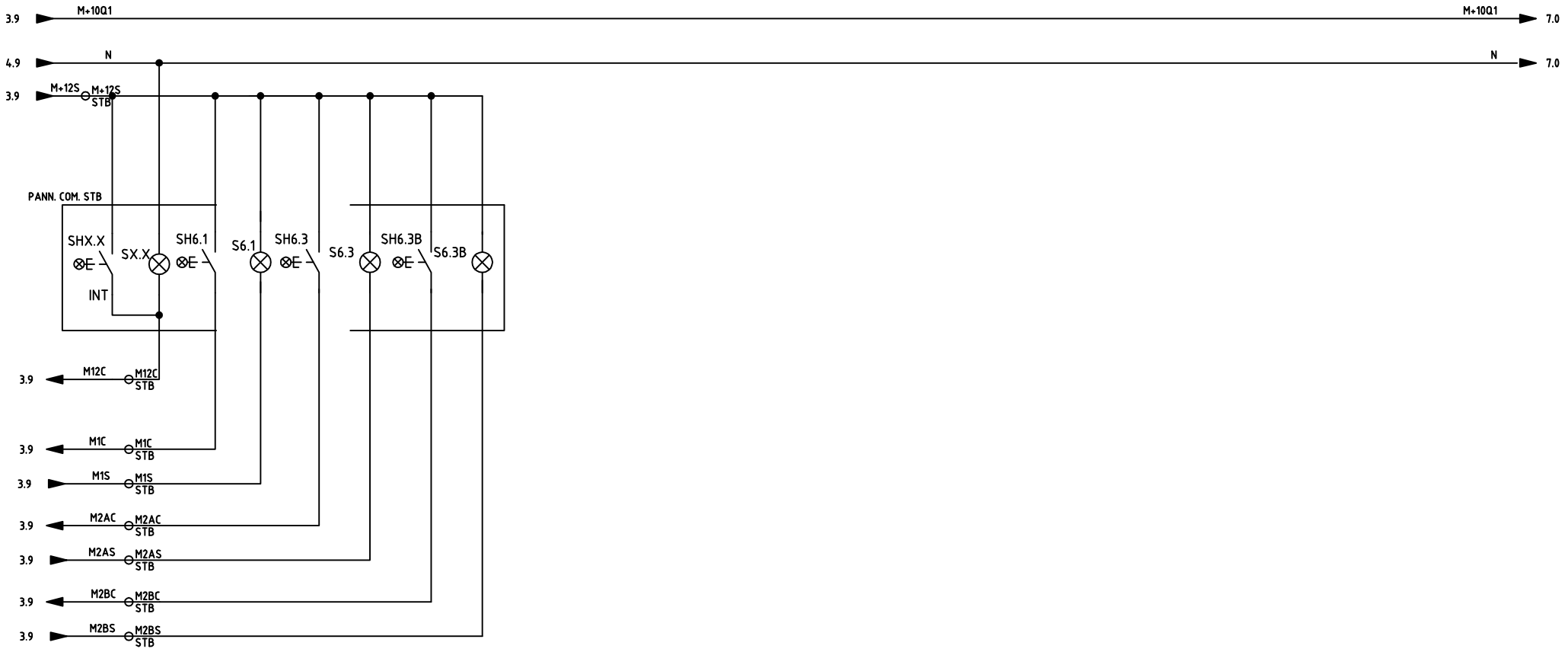
FIART 43
schema elettrico

PANN. COM STB

N° Disegno

Commessa
FIART 43

FG. 5
F.S. 6



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	APPR.		SOST. IL :		SOST. DA :	FILE : FIART 43	

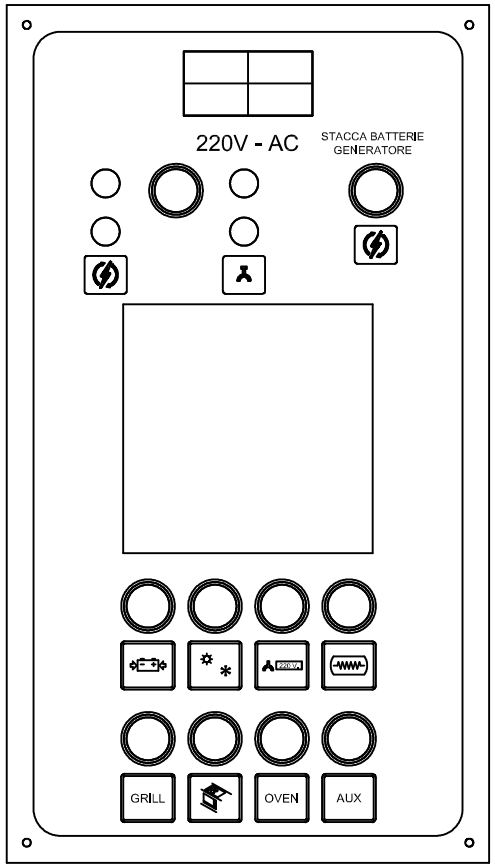
FIART 43
schema elettrico

PANN. COM STB

N° Disegno

Commessa FIART 43

FG. 6
F.S. 7



Staccabatterie prua

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DISEGN.	EL	02	C.C.	23.06.20	
VISTO		REV.	MODIFICA	DATA	
APPR.		SOST. IL :	SOST. DA :	FILE : FIART 43	

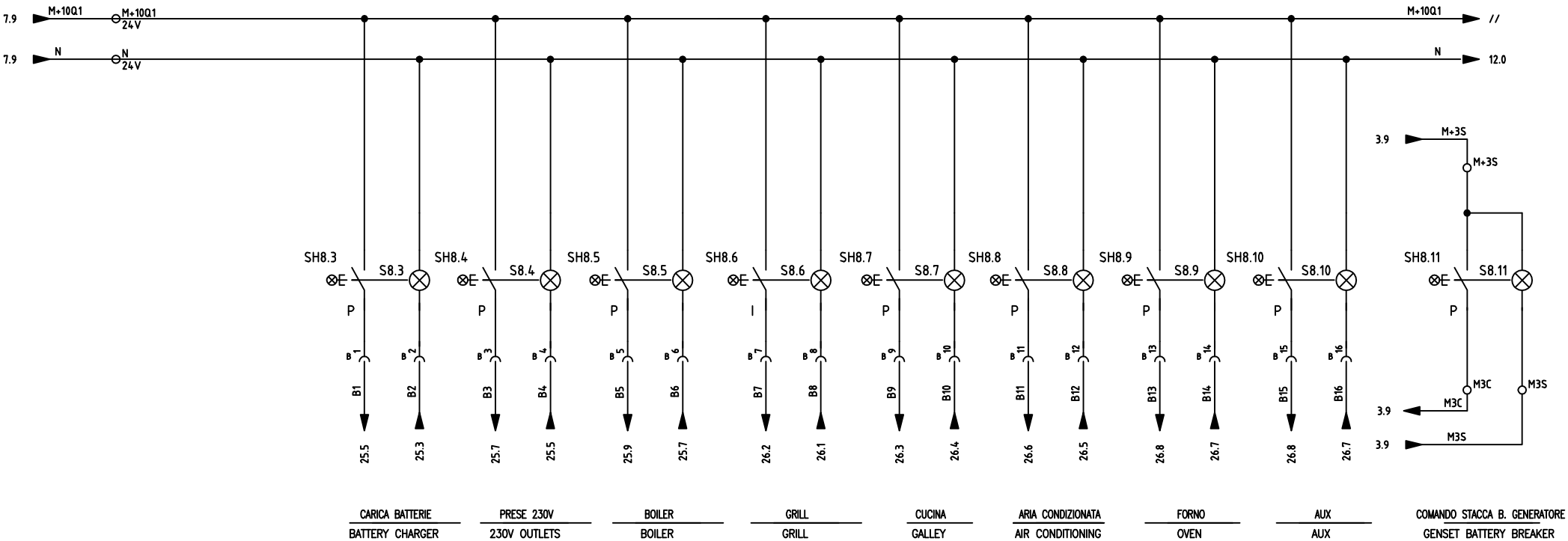
FIART 43
schema elettrico

QUADRO COMANDI INTERNO

N° Disegno

Commessa FIART 43

FG. 7
F.S. 8



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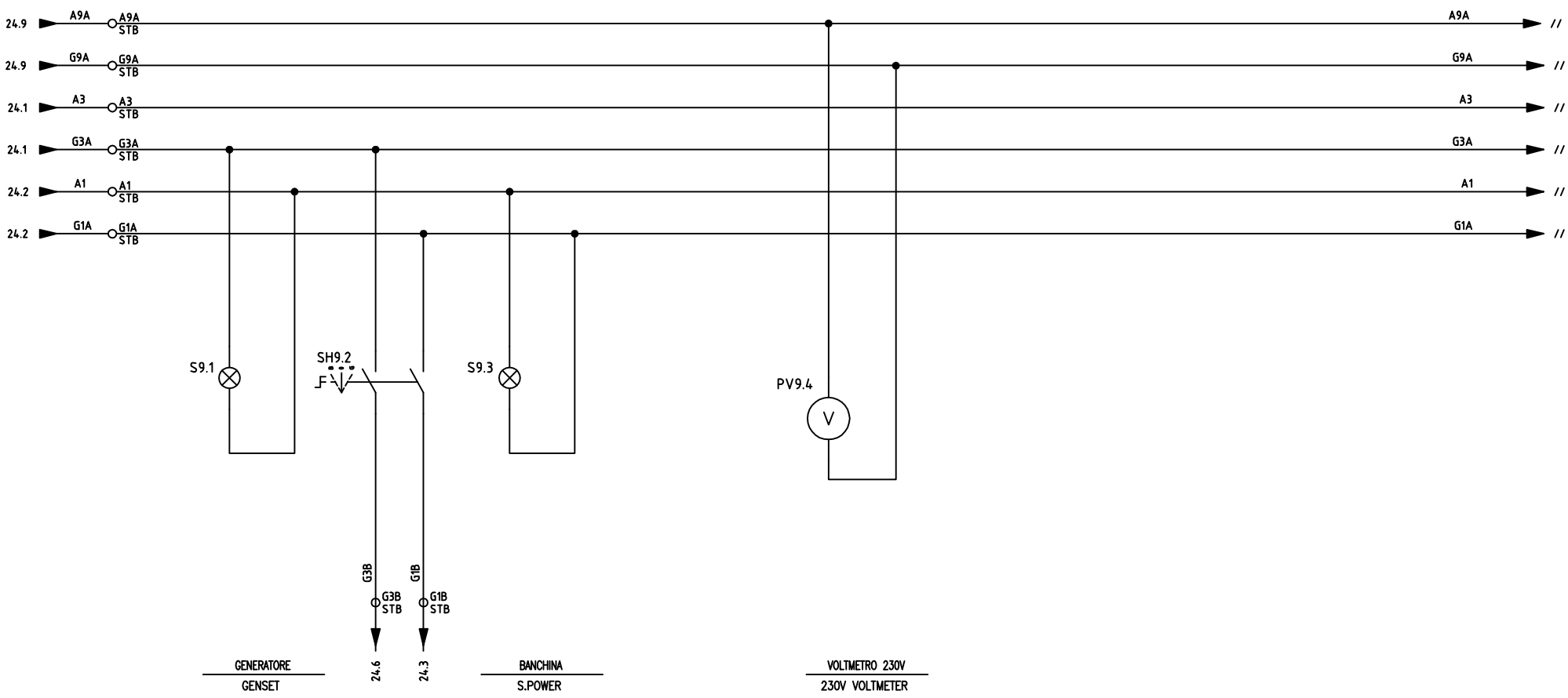
APPR.		SOST. IL :		SOST. DA :	FILE : FIART 43		

ELETTRONSEA



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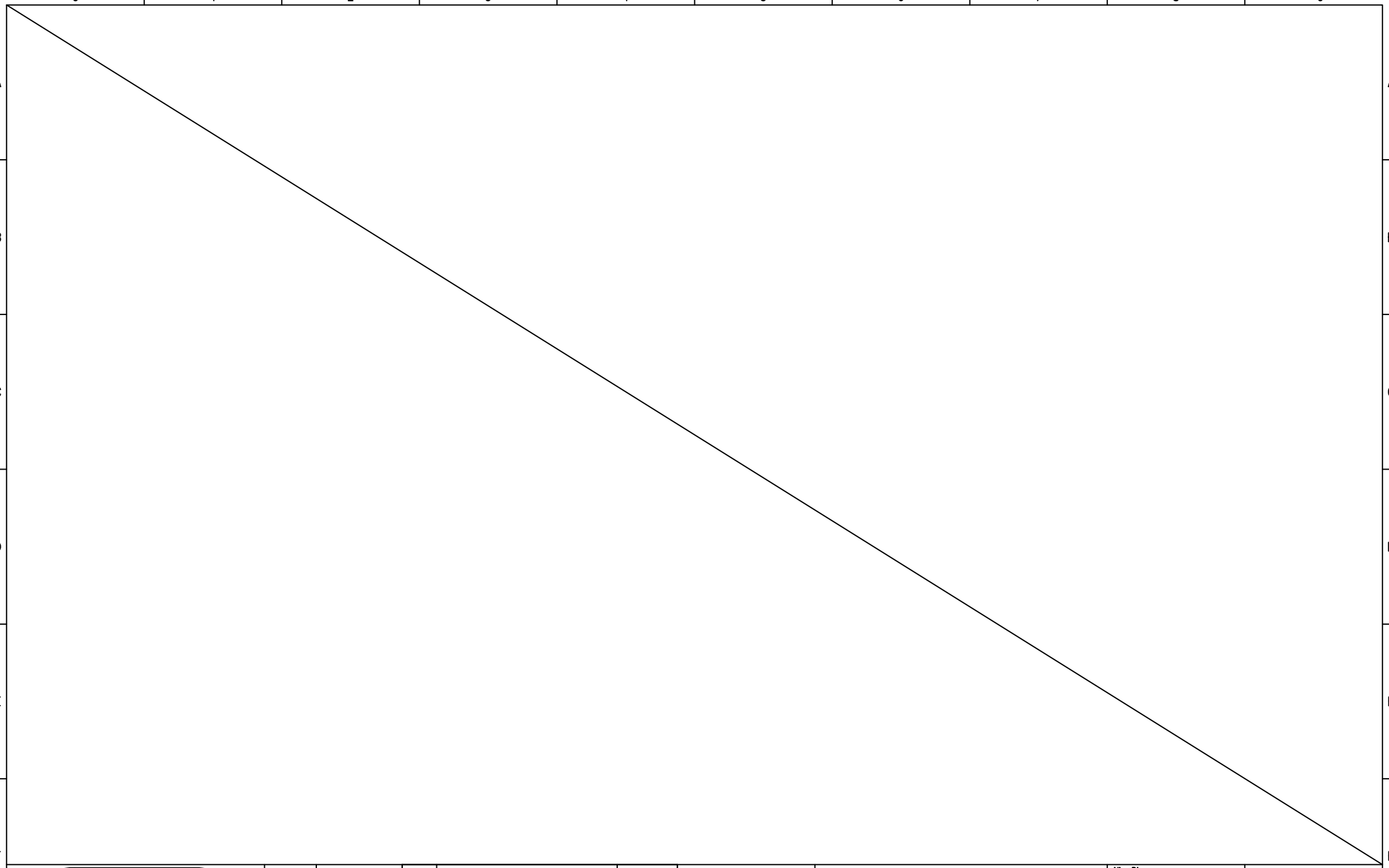

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	VISTO		REV.	MODIFICA	DATA		---	Commessa FIART 43 FG.10 F.S. 11
	APPR.		SOST. IL :	SOST. DA :		FILE : FIART 43		

EMPIREBUS50

DATA	18.04.20	03	VPC DALLA N°2	05.02.21		*FIART 43* *schema elettrico*	N° Disegno
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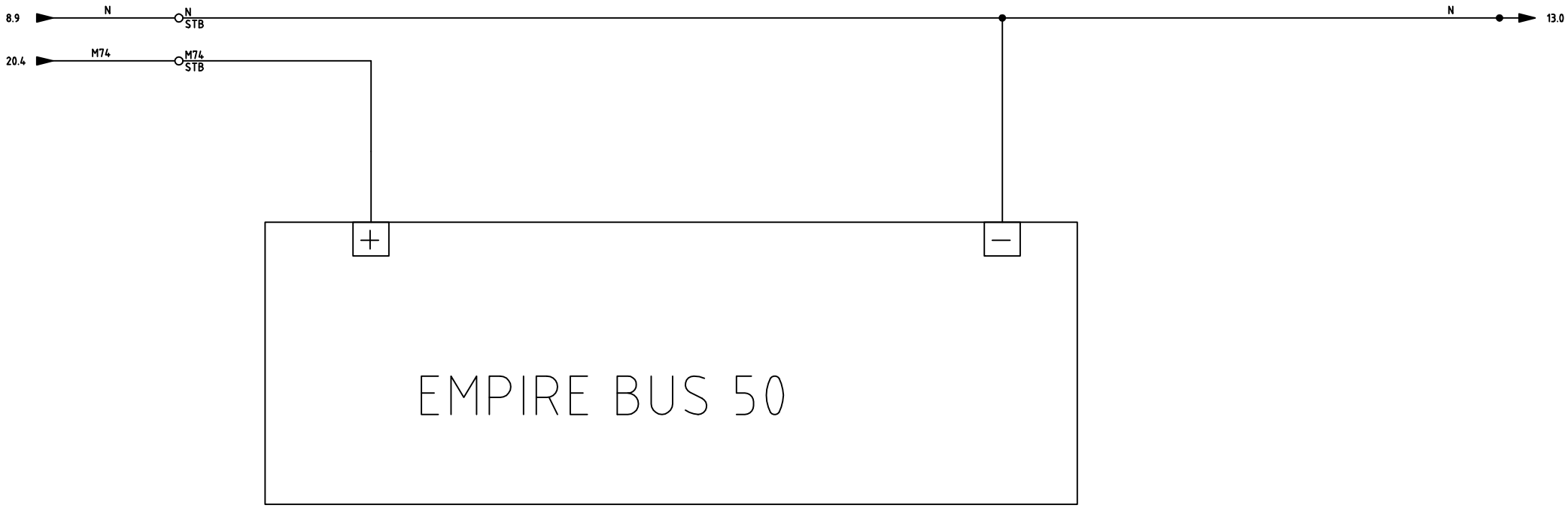
APPR.		SOST. IL :	SOST. DA :		FILE :FIART 43		FG. 11 F.S. 12



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ELETTRONSEA	DATA	18.04.20	03	VPC DALLA N°2	05.02.21		
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	VISTO		REV.	MODIFICA	DATA		
	APPR.		SOST. IL :	SOST. DA :		FILE : FIART 43	

FIART 43
schema elettrico

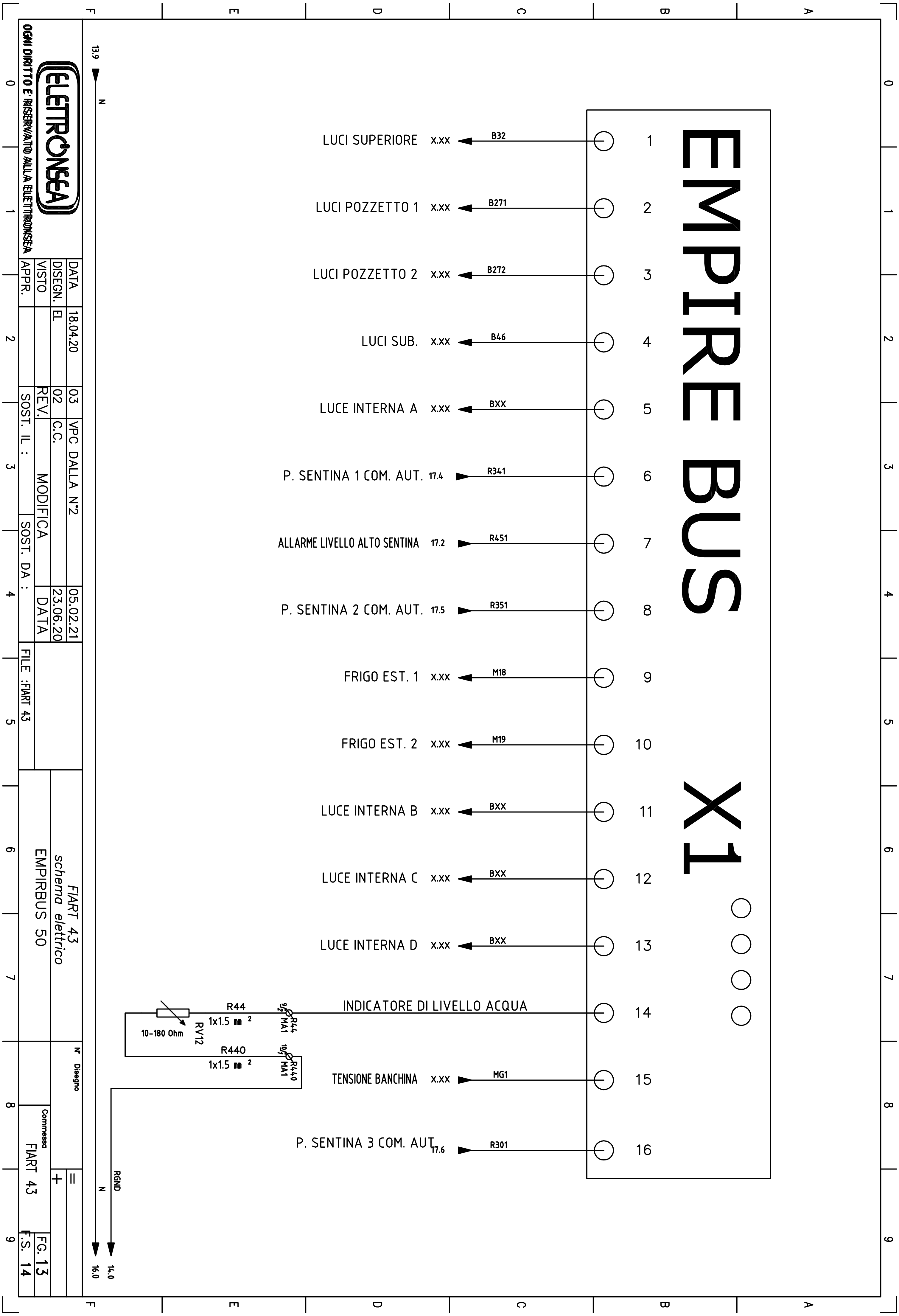
EMPIRBUS 50

N° Disegno

=
+

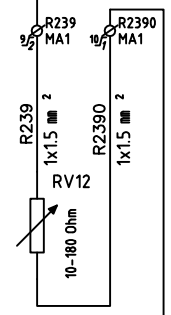
Commessa
FIART 43

FG. 12
F.S. 13


EMPIRE BUS X1
1 B32 x.xx LUCI SUPERIORE
2 B271 x.xx LUCI POZZETTO 1
3 B272 x.xx LUCI POZZETTO 2
4 B46 x.xx LUCI SUB.
5 BXX x.xx LUCE INTERNA A
6 R341 17.4 P. SENTINA 1 COM. AUT.
7 R451 17.2 ALLARME LIVELLO ALTO SENTINA
8 R351 17.5 P. SENTINA 2 COM. AUT.
9 M18 x.xx FRIGO EST. 1
10 M19 x.xx FRIGO EST. 2
11 BXX x.xx LUCE INTERNA B
12 BXX x.xx LUCE INTERNA C
13 BXX x.xx LUCE INTERNA D
14 INDICATORE DI LIVELLO ACQUA
R44 1x1.5 mm 2
R440 1x1.5 mm 2
10-180 Ohm
RV12
9/2 MA1 R44
10/2 MA1 R440
15 MG1 x.xx TENSIONE BANCHINA
16 R301 17.6 P. SENTINA 3 COM. AUT.
13.9 N
16.0 N
14.0 RGND
ELETTRONSEA
OGNI DIRITTO E' RISERVATO ALLA ELETTRONSEA
DATA 18.04.20
DISEGN. EL
VISTO
APPR.
03 VPC DALLA N°2 05.02.21
02 C.C. 23.06.20
REV. MODIFICA DATA
SOST. IL :
SOST. DA :
FILE :FIART 43
FIART 43
schema elettrico
EMPIRBUS 50
N° Disegno
Commessa FIART 43
FG. 13
F.S. 14

EMPIRE BUS X2

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
BXX	BXX	B28	BXX	BXX	M+2001	M+2002	BXX	R231	M17	XXX	XXX	BXX	R311	SENSORE DI LIVELLO ACQUA NERA	COMUNE SENS RESIST. DI LIVELLO
X.XX	X.XX	X.XX	X.XX	X.XX	3.0	3.0	X.XX	16.3	X.XX	X.XX	X.XX	X.XX	17.7		
LUCE INTERNA E	LUCE INTERNA F	LUCE BUSSOLA	LUCE INTERNA G	LUCE INTERNA H	TENSIONE MOTORI 1	TENSIONE MOTORI 2	LUCE INTERNA MASTERSWITCH	P. ACQUE NERE COM. RELE'	FRIGO INTERNO	DISPONIBILE	DISPONIBILE	LUCE POZZETTO 3	P. SENTINA 4 COM. AUT.		



13.9 RGND → 14.9 RGND

13.9 N → 16.0 N

ELETTRONSEA

DATA	18.04.20	03	VPC DALLA N°2	05.02.21	
DISEGN.	EL	02	C.C.	23.06.20	
VISTO		REV.	MODIFICA	DATA	
APPR.		SOST. IL :	SOST. DA :	FILE : FIART 43	

FIART 43
schema elettrico

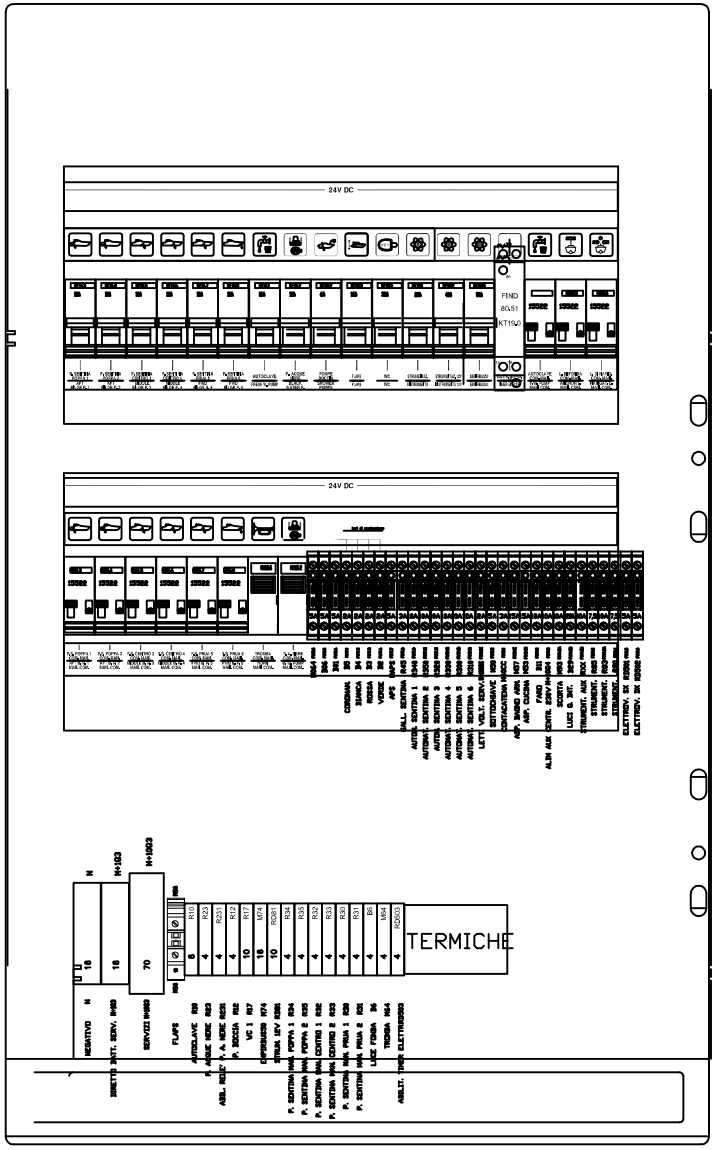
EMPIRBUS 50

N° Disegno

Commessa FIART 43

FG. 14

F.S. 15



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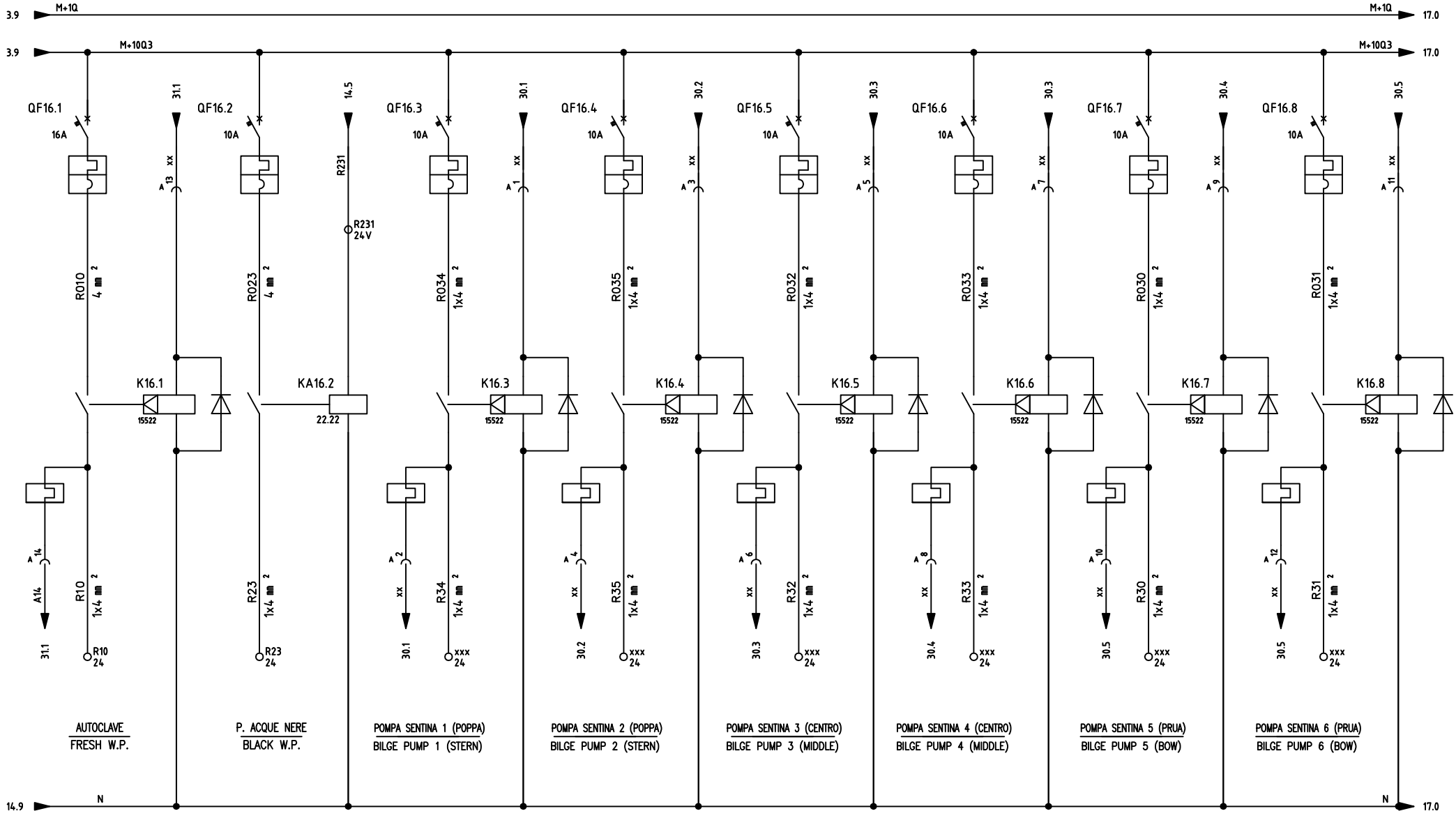
	VISTO		REV.	MODIFICA	DATA	QUADRO ELETTRICO S.M. 24V	Commessa FIART 43 FG. 15
	APPR.		SOST. IL :	SOST. DA :	FILE : FIART 43		F.S. 16



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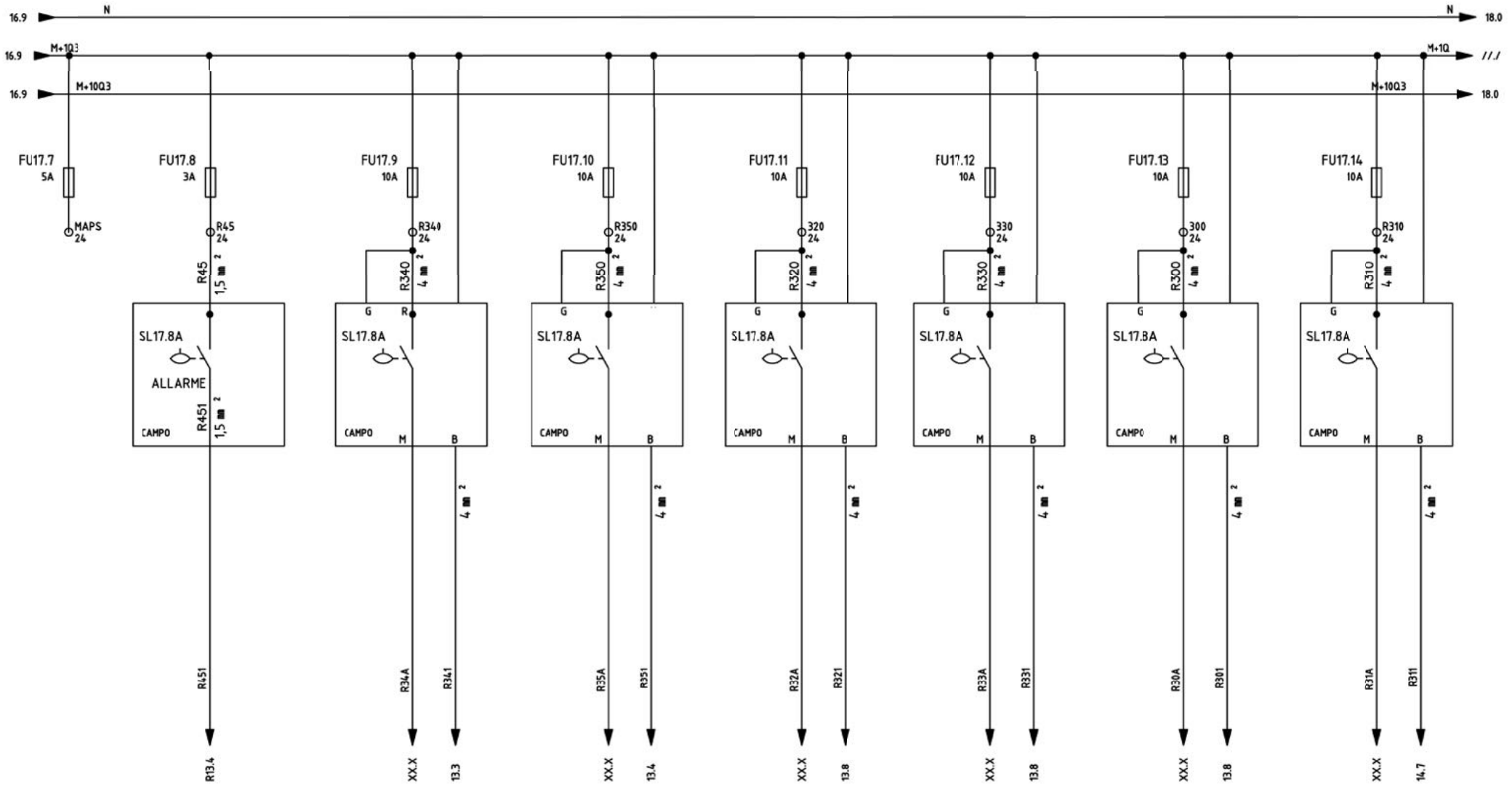
	APPR.		SOST. IL :	SOST. DA :	FILE : FIART 43		FG. 16 F.S. 17



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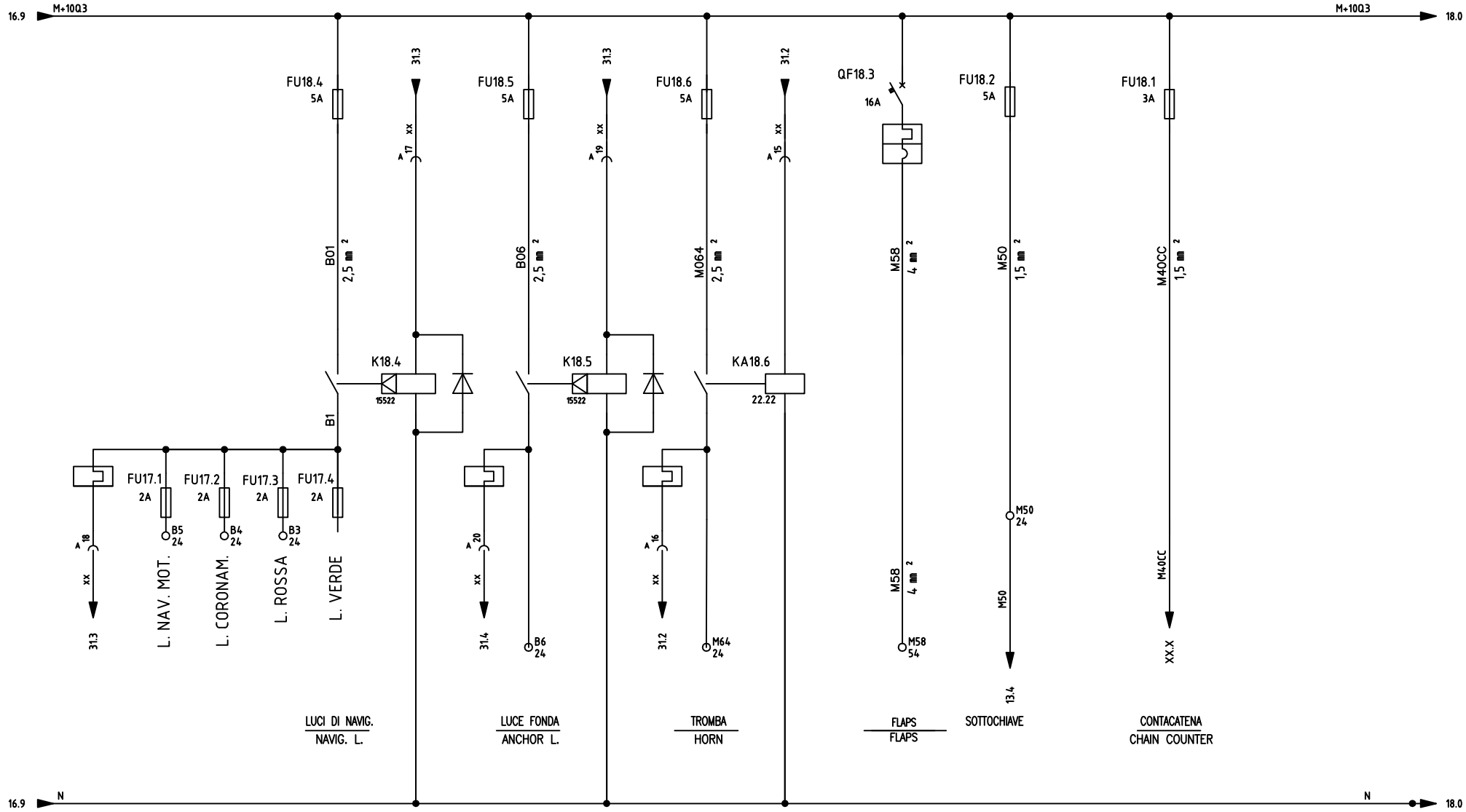
APPR.		SOST. IL :	SOST. DA :	FILE :FIART 43	

FIART 43
schema elettrico
QUADRO ELETTRICO S.M. 24V

N° Disegno

Commessa
FIART 43

FG. 17
F.S. 18



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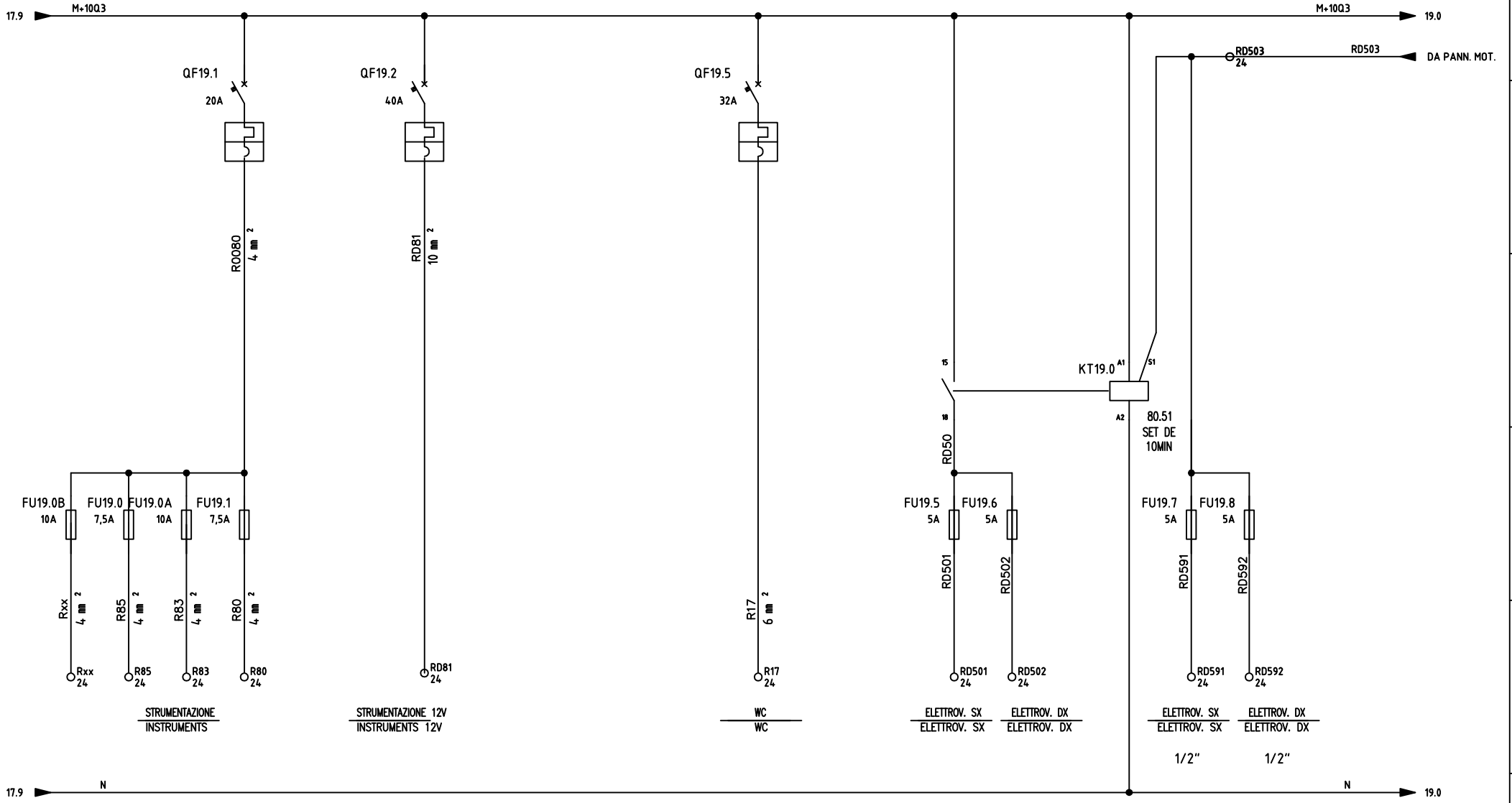

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	APPR.		SOST. IL :	SOST. DA :		FILE :FIART 43	

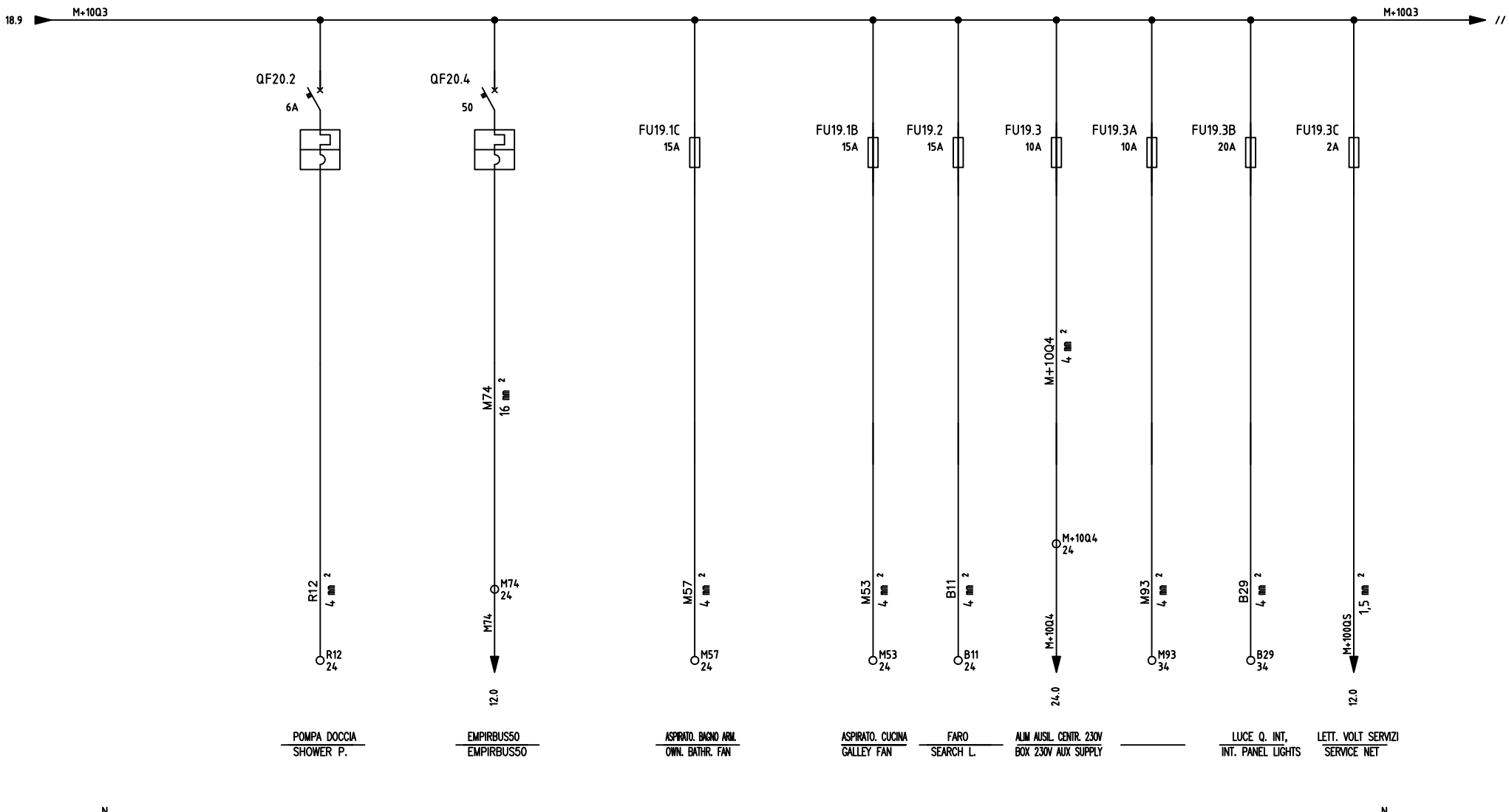
FIART 43
schema elettrico

QUADRO ELETTRICO S.M. 24V

N° Disegno

Commessa
FIART 43

FG. 19
F.S. 20



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VISTO		REV.	MODIFICA	DATA	
APPR.		SOST. IL :	SOST. DA :	FILE : FIART 43	

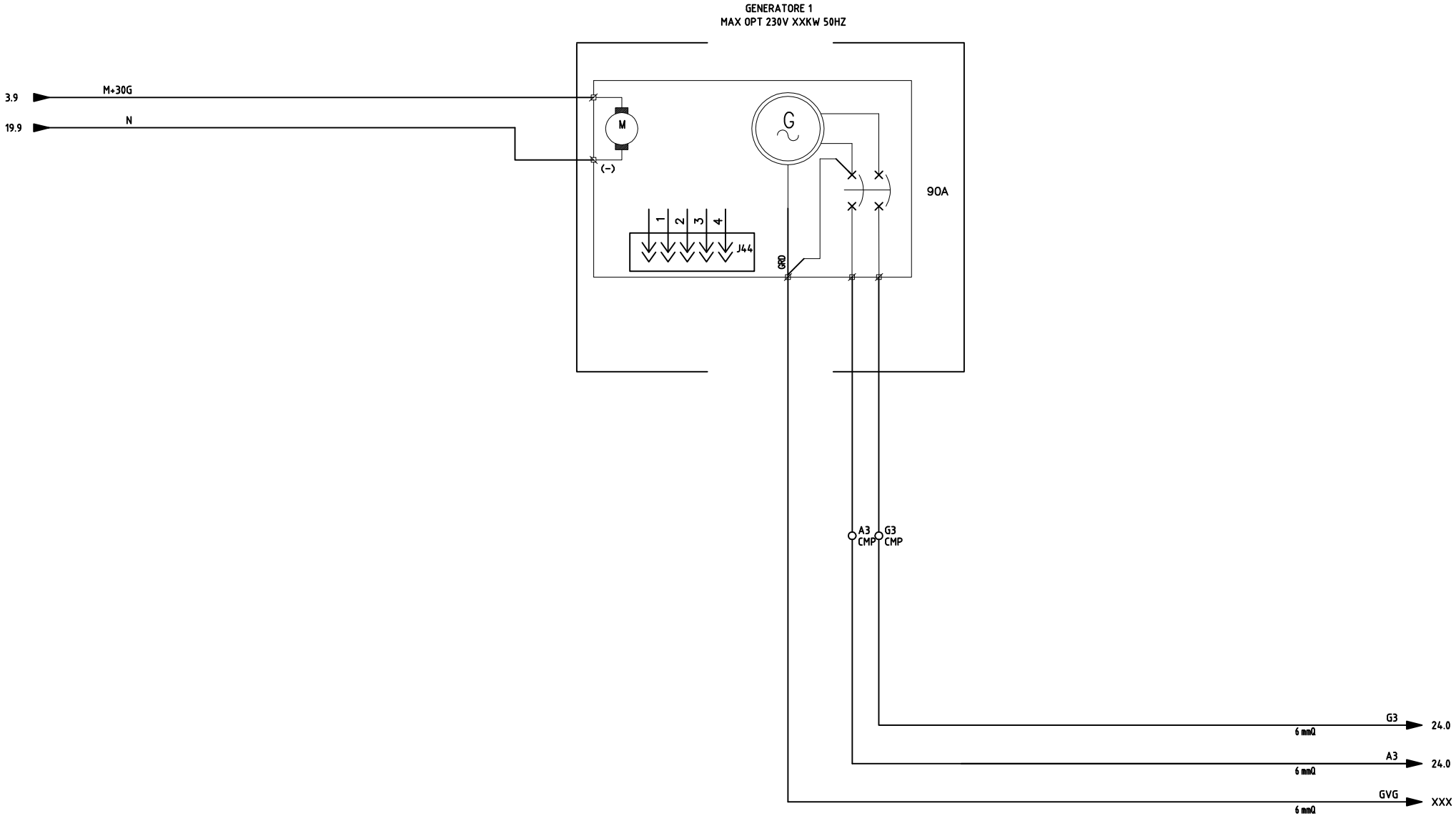
FIART 43
schema elettrico

QUADRO ELETTRICO S.M. 24V

N° Disegno

Commessa
FIART 43

FG. 20
F.S. 21



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DISEGN.	EL	02	C.C.	23.06.20	
VISTO		REV.	MODIFICA	DATA	
APPR.		SOST. IL :	SOST. DA :	FILE : FIART 43	

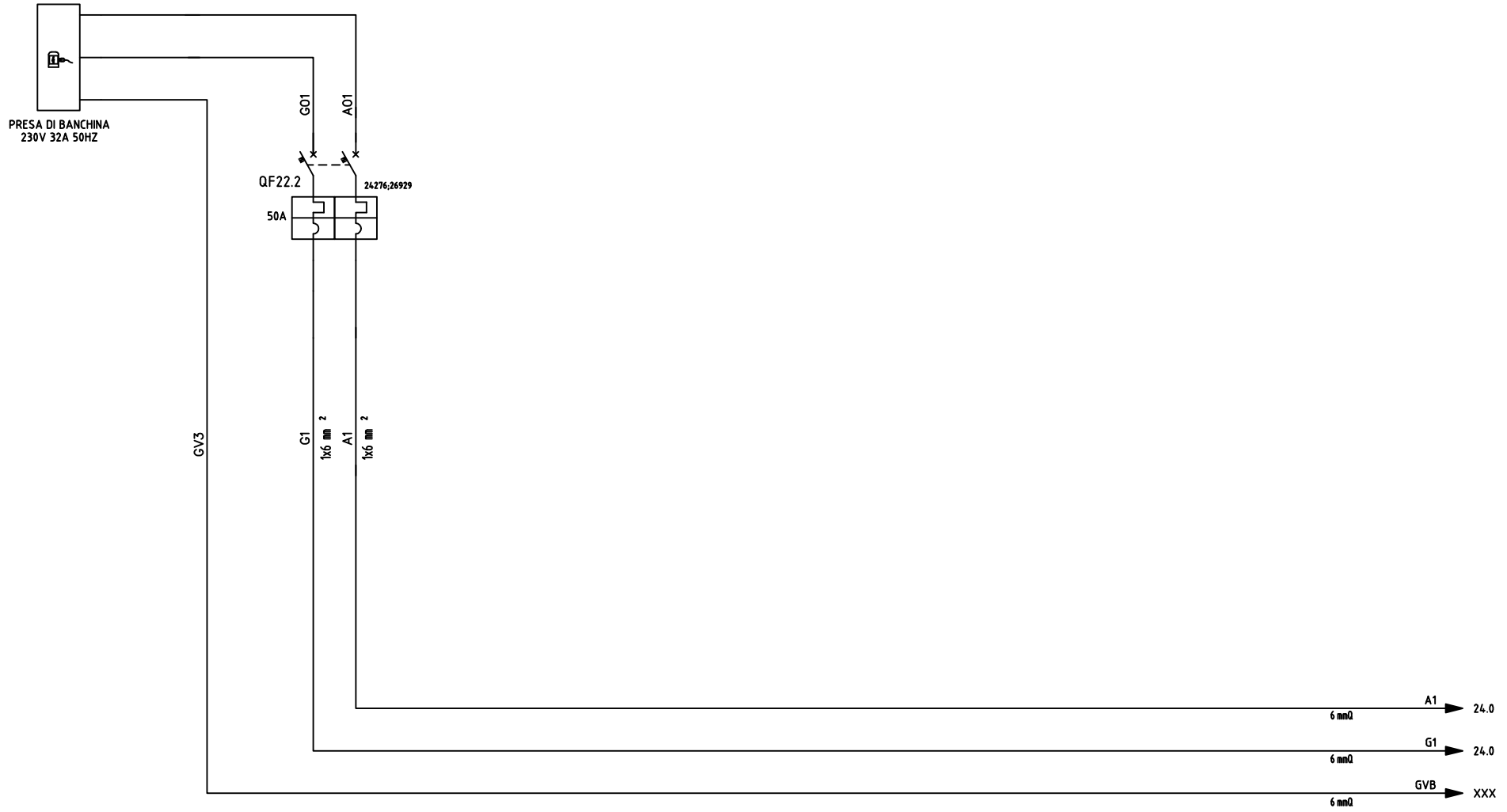
FIART 43
schema elettrico

CABLAGGIO GENERATORE 230V

N° Disegno

Commessa
FIART 43

FG. 21
F.S. 22



DATA	18.04.20	03	VPC DALLA N°2	05.02.21	
DISEGN.	EL	02	C.C.	23.06.20	
VISTO		REV.	MODIFICA	DATA	
APPR.		SOST. IL :	SOST. DA :	FILE :FIART 43	

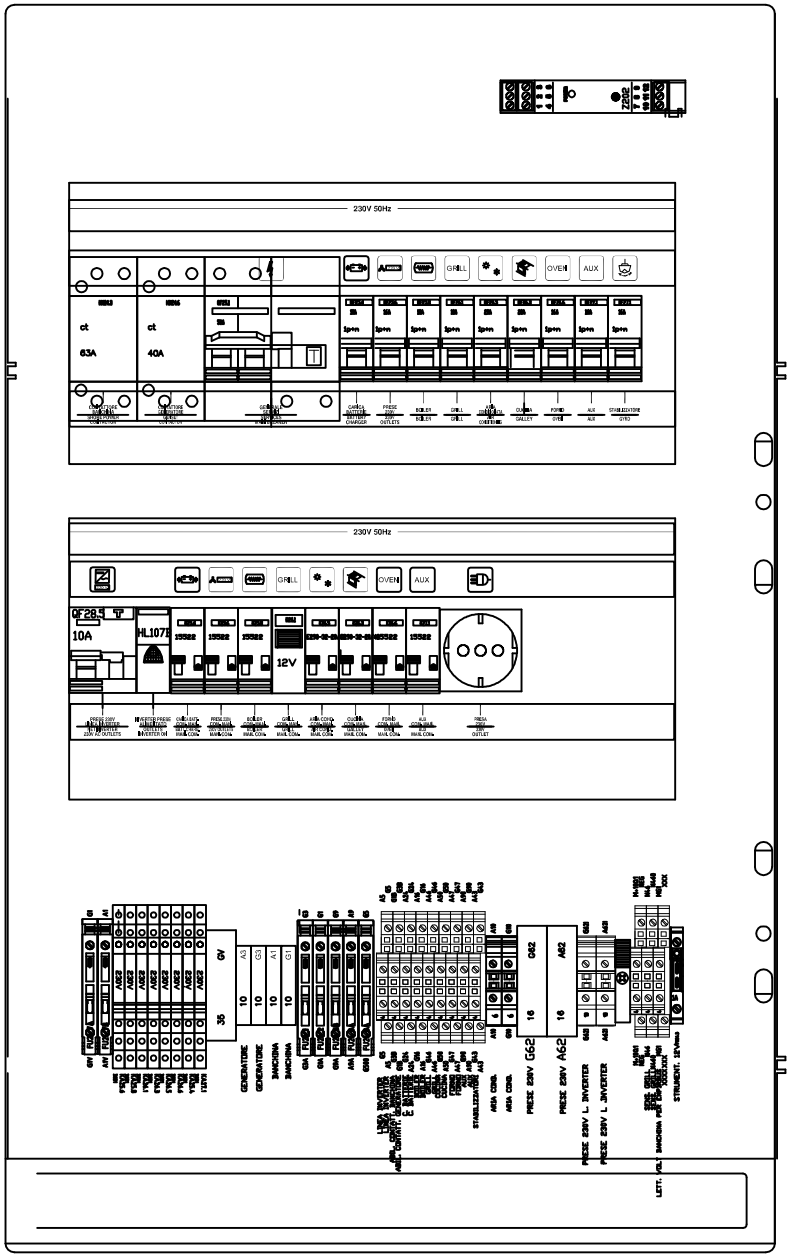
FIART 43
schema elettrico

CENTRALINO PRESA DI BANCHINA ENTRO 3m

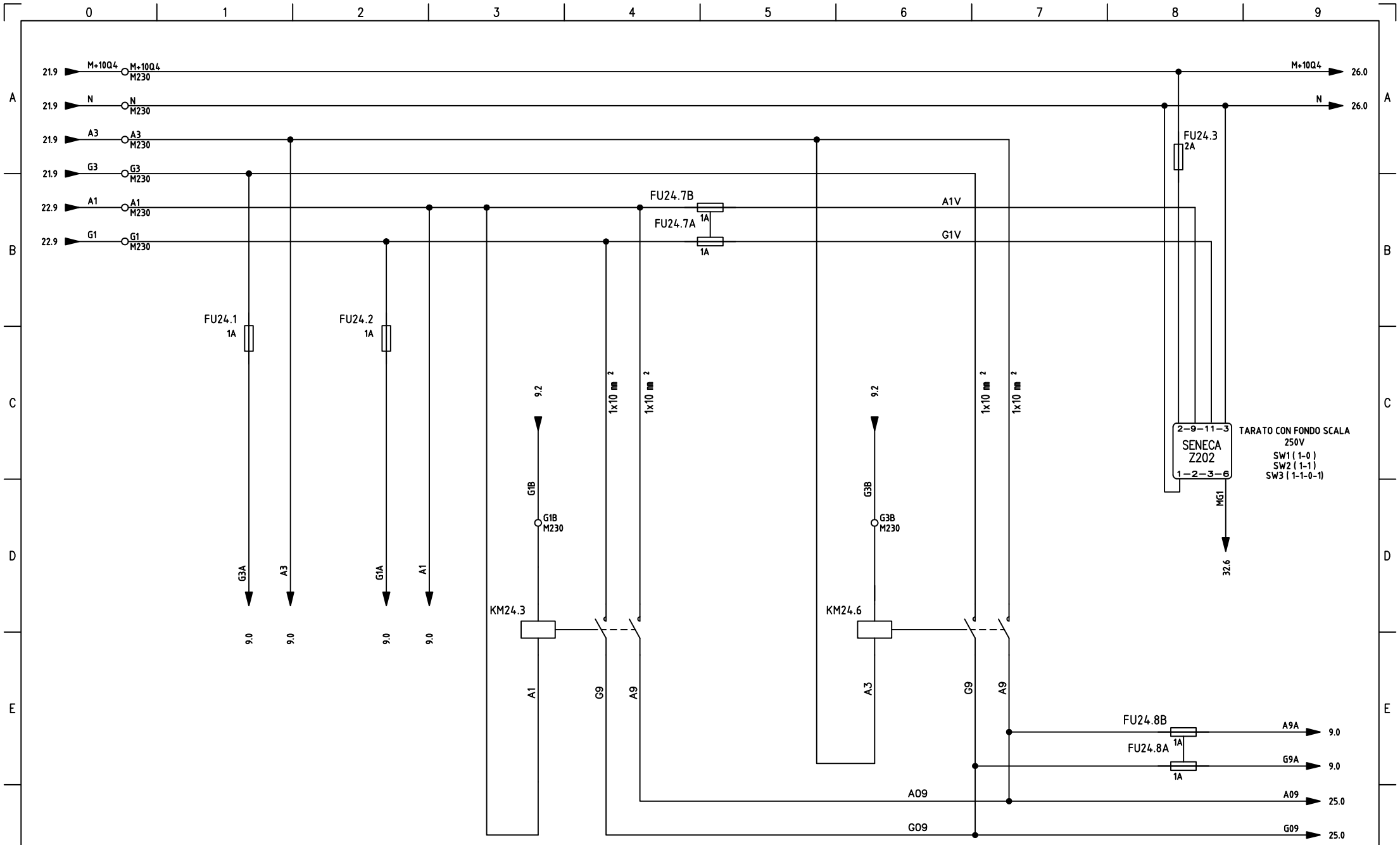
N° Disegno

Commessa
FIART 43

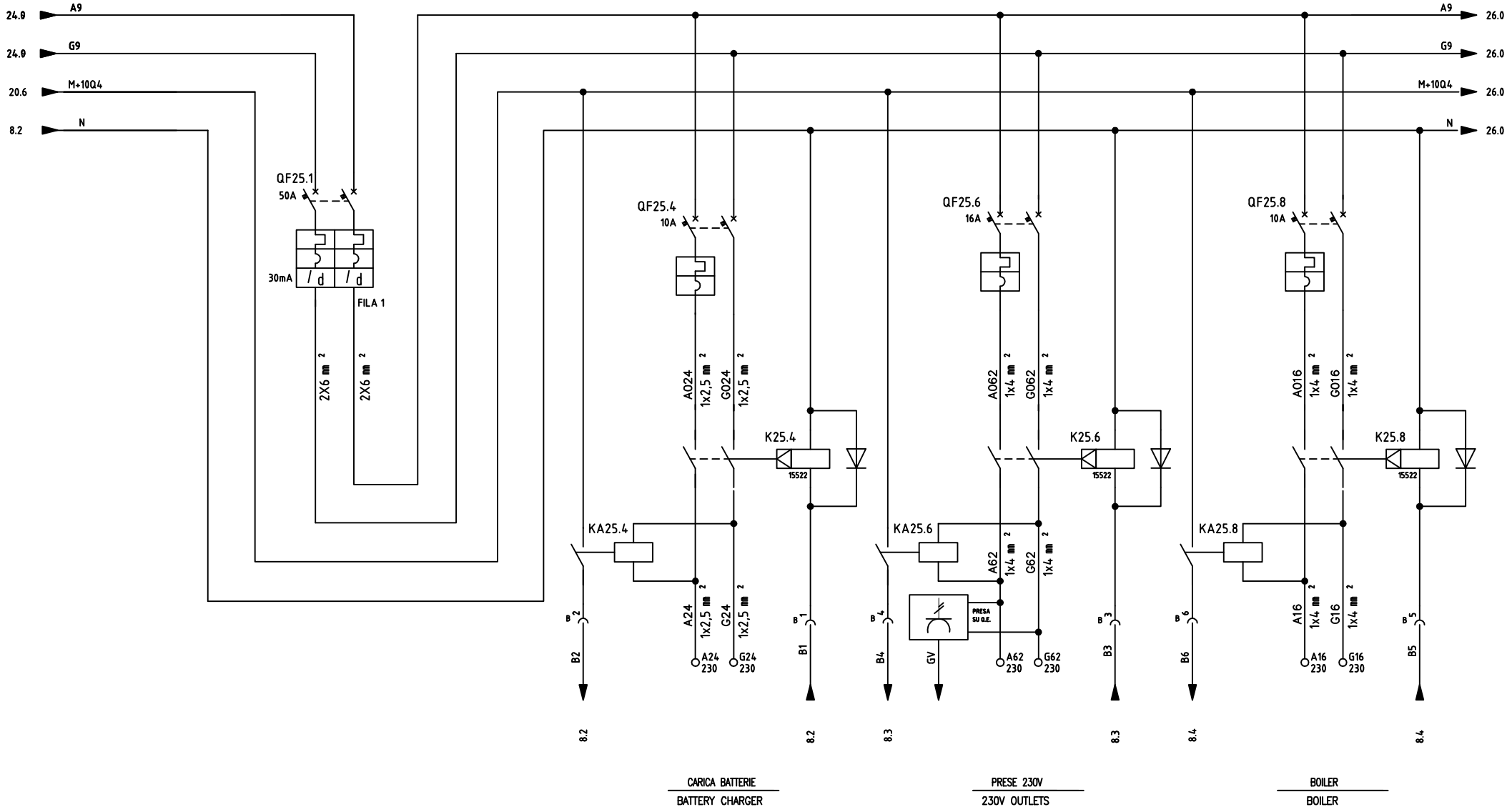
FG. 22
F.S. 23



ELETTRONSEA	DATA	18.04.20	03	VPC DALLA N°2	05.02.21		*FIART 43* *schema elettrico*	N° Disegno = +
	DISEGN.	EL	02	C.C.	23.06.20			
	VISTO		REV.	MODIFICA	DATA		QUADRO ELETTRINCO 230V SALA M.	Commessa FIART 43 FG. 23 F.S. 24
	APPR.		SOST. IL :		SOST. DA :	FILE :FIART 43		

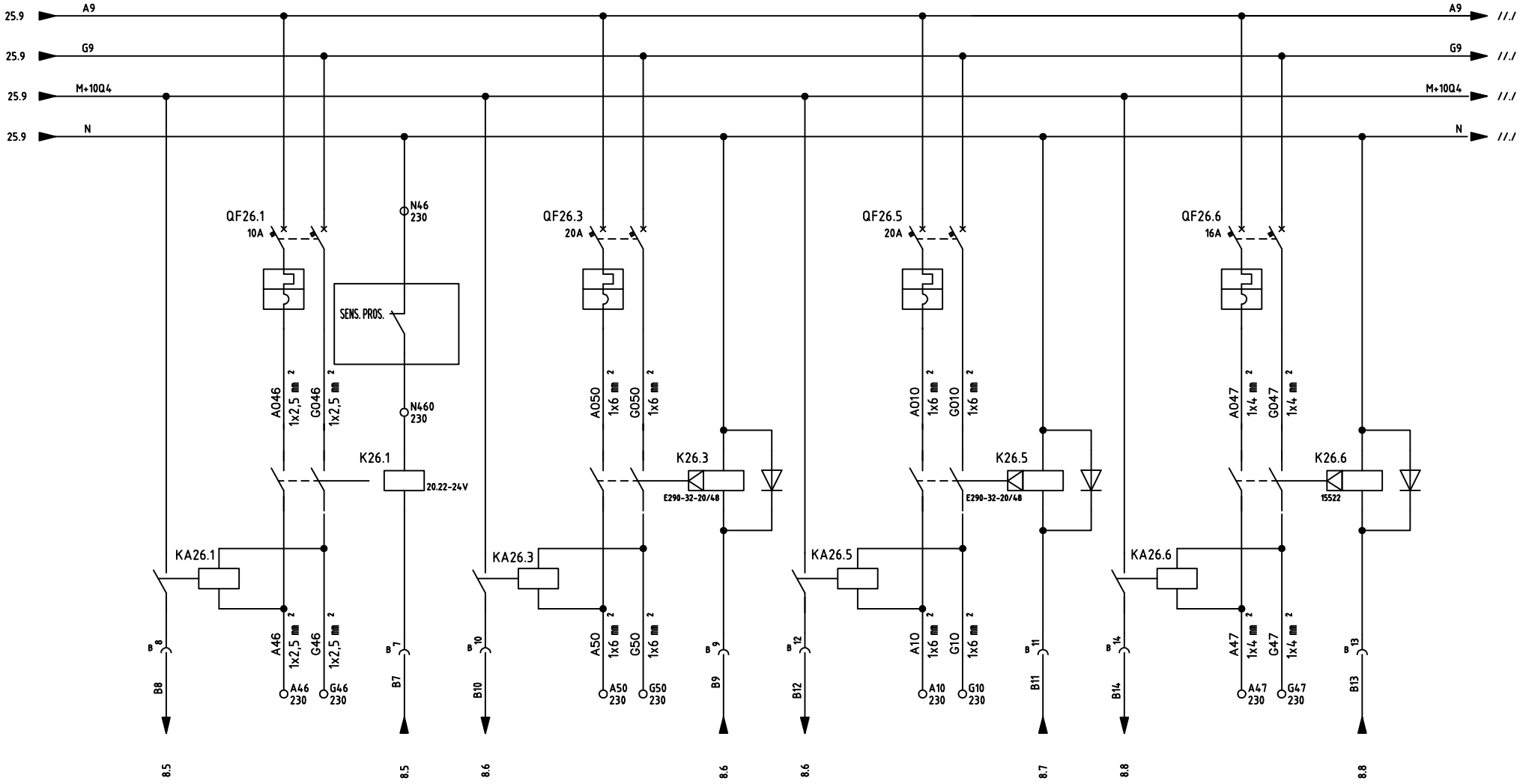


ELETTRONSEA	DATA	18.04.20	03	VPC DALLA N°2	05.02.21	*FIART 43* *schema elettrico*	N° Disegno
	DISEGN.	EL	02	C.C.	23.06.20		
	VISTO		REV.	MODIFICA	DATA	QUADRO ELETTRINCO 230V SALA M.	Commessa FIART 43
	APPR.		SOST. IL :	SOST. DA :	FILE :FIART 43		FG. 24 F.S. 25



DATA	18.04.20	03	VPC DALLA N°2	05.02.21		*FIART 43* *schema elettrico*	N° Disegno
DISEGN.	EL	02	C.C.	23.06.20			
VISTO		REV.	MODIFICA	DATA		QUADRO ELETTRINCO 230V SALA M.	Commessa FIART 43
APPR.		SOST. IL :		SOST. DA :	FILE : FIART 43		FG. 25 F.S. 26

ELETTRONSEA



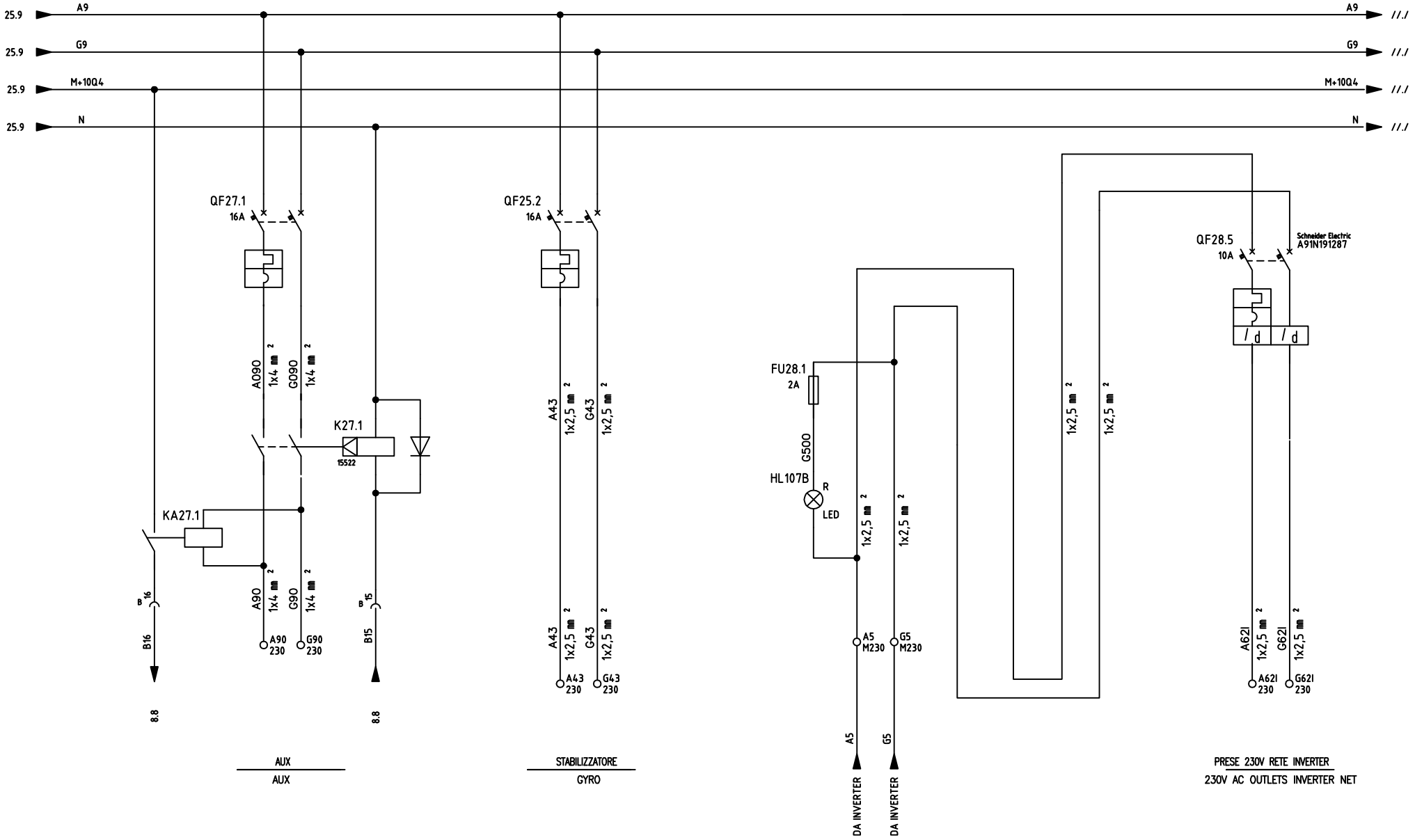
DATA	18.04.20	03	VPC DALLA N°2	05.02.21	
DISEGN.	EL	02	C.C.	23.06.20	
VISTO		REV.	MODIFICA	DATA	
APPR.		SOST. IL :	SOST. DA :	FILE FIART43	

FIART 43
schema elettrico
QUADRO ELETTRINCO 230V SALA M.

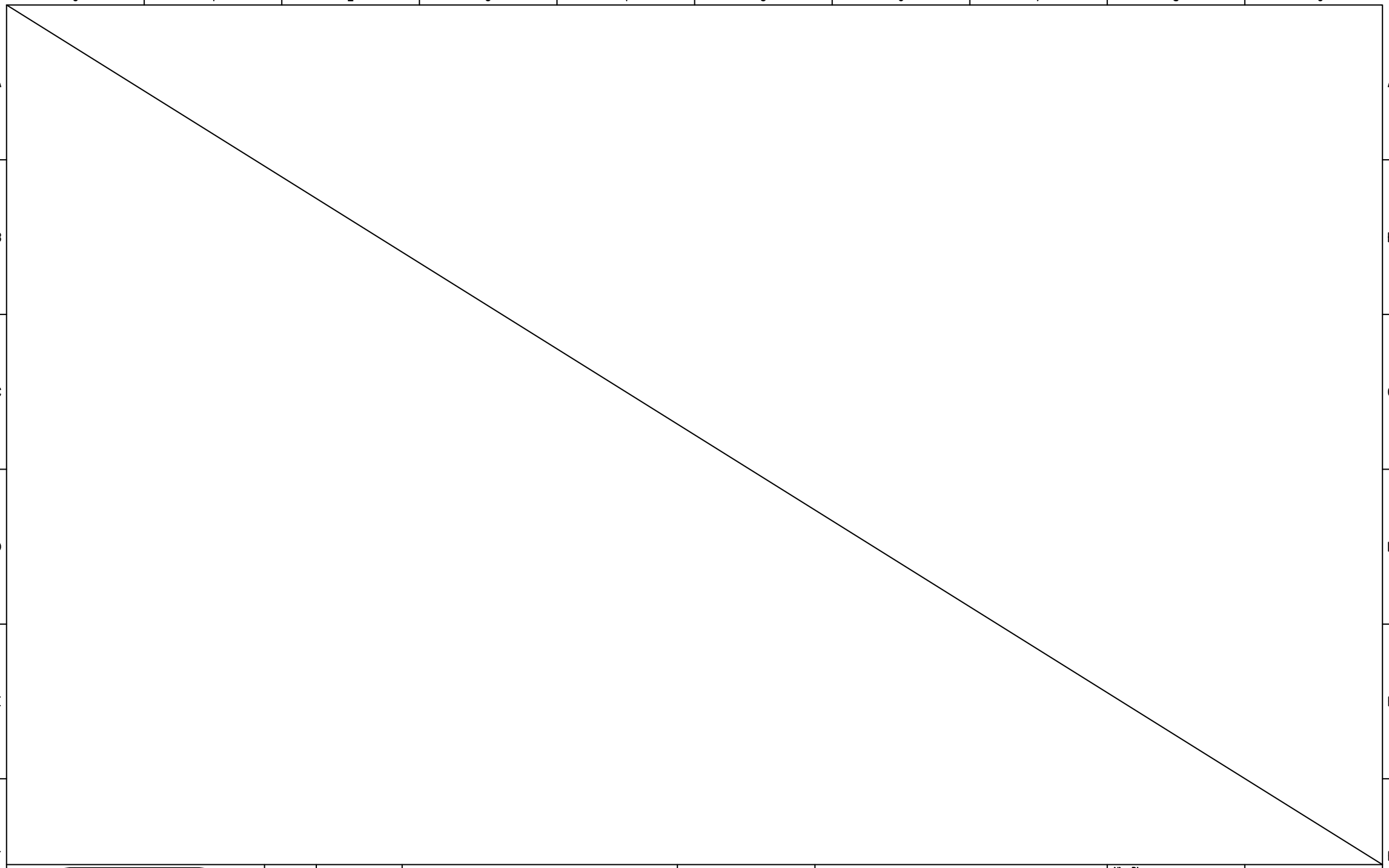
N° Disegno

Commessa FIART 43

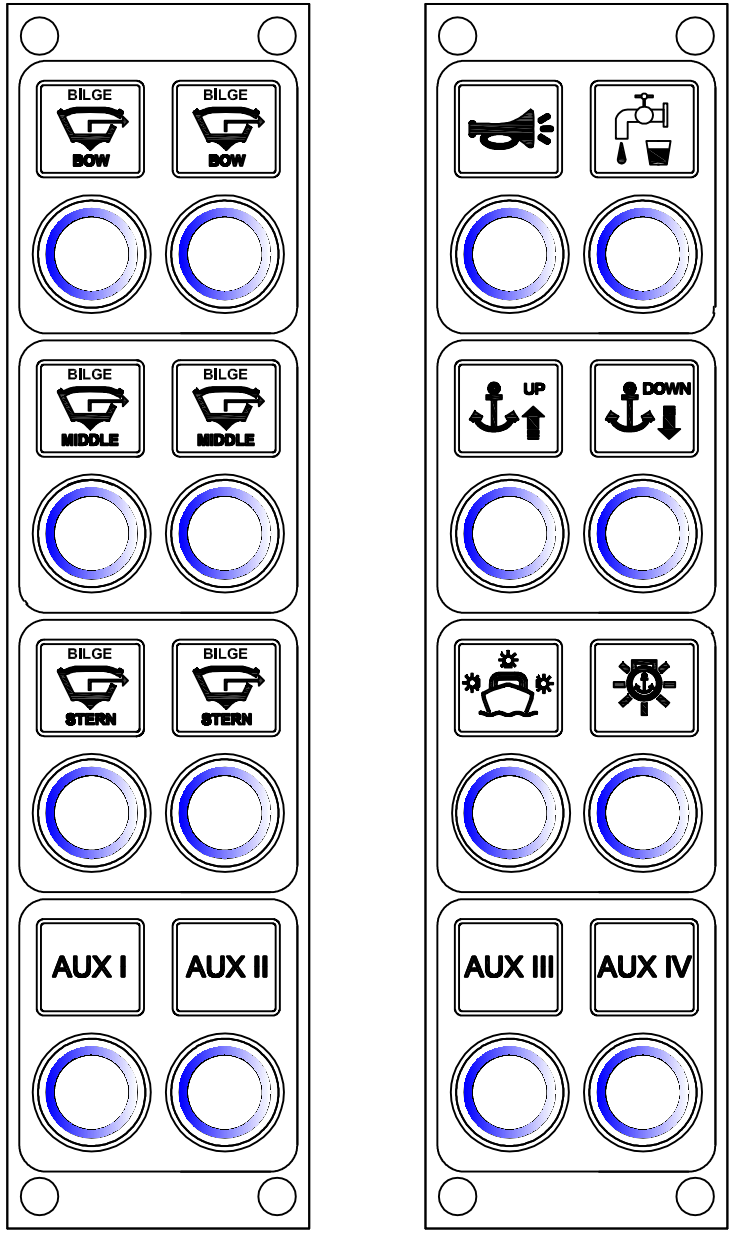
FG. 26
F.S. 27



ELETTRONSEA	DATA	18.04.20			FIART 43 schema elettrico	N° Disegno	=
	DISEGN.	EL					+
	VISTO				QUADRO ELETTRINCO 230V SALA M.	Commessa FIART 43	FG. 27
	APPR.		SOST. IL :	SOST. DA :	FILE FIART43		F.S. 28



ELETTRONSEA	DATA	18.04.20			FIART 43 Schema elettrico	N° Disegno	=	
	DISEGN.	EL					+	
	VISTO				---	Commessa	FG. 28	
	APPR.		SOST. IL :	SOST. DA :	FILE FIART 43	FIART 43	F.S. 29	



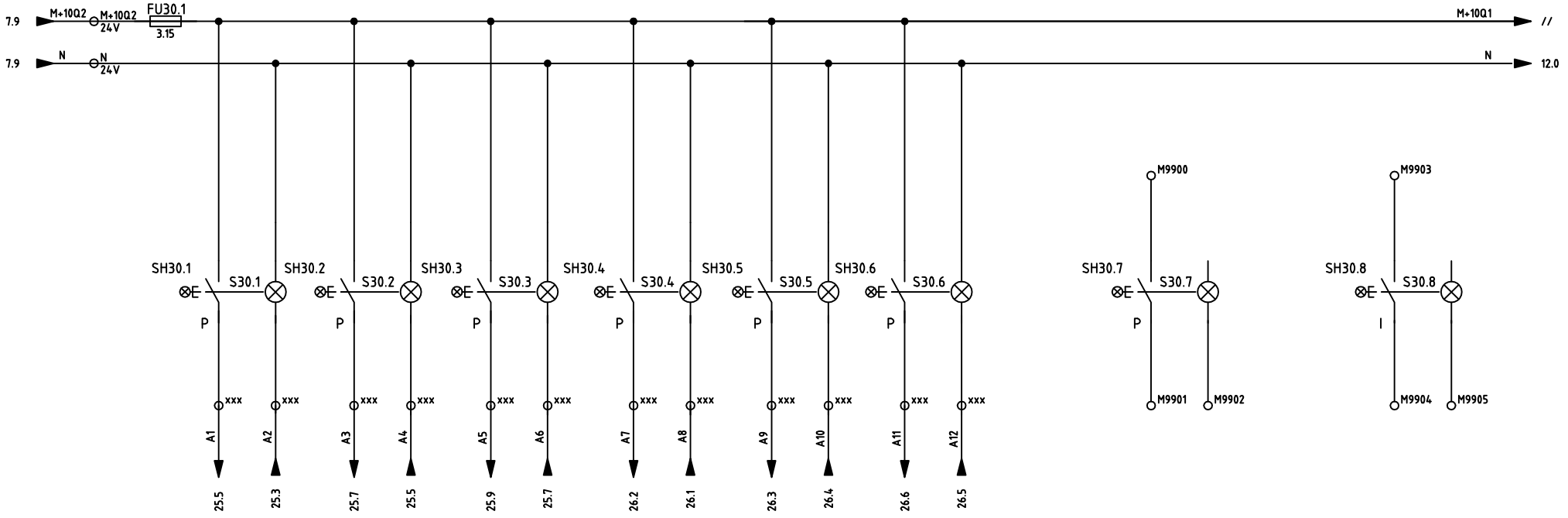
DATA	01/08/11	03	VPC DALLA N°2	05.02.21	
DISEGN.	EM	02	C.C.	23.06.20	
VISTO		REV.	MODIFICA	DATA	
APPR.		SOST. IL :	SOST. DA :	FILE FIART 43	

FIART 43
schema elettrico
CRUSCOTTI PLANCIA

N° Disegno

Commessa
FIART 43

FG. 29
F.S. 30



POMPA SENTINA 1 (POPPA) / BILGE PUMP 1 (STERN)

POMPA SENTINA 2 (POPPA) / BILGE PUMP 2 (STERN)

POMPA SENTINA 3 (CENTRO) / BILGE PUMP 3 (MIDDLE)

POMPA SENTINA 4 (CENTRO) / BILGE PUMP 4 (MIDDLE)

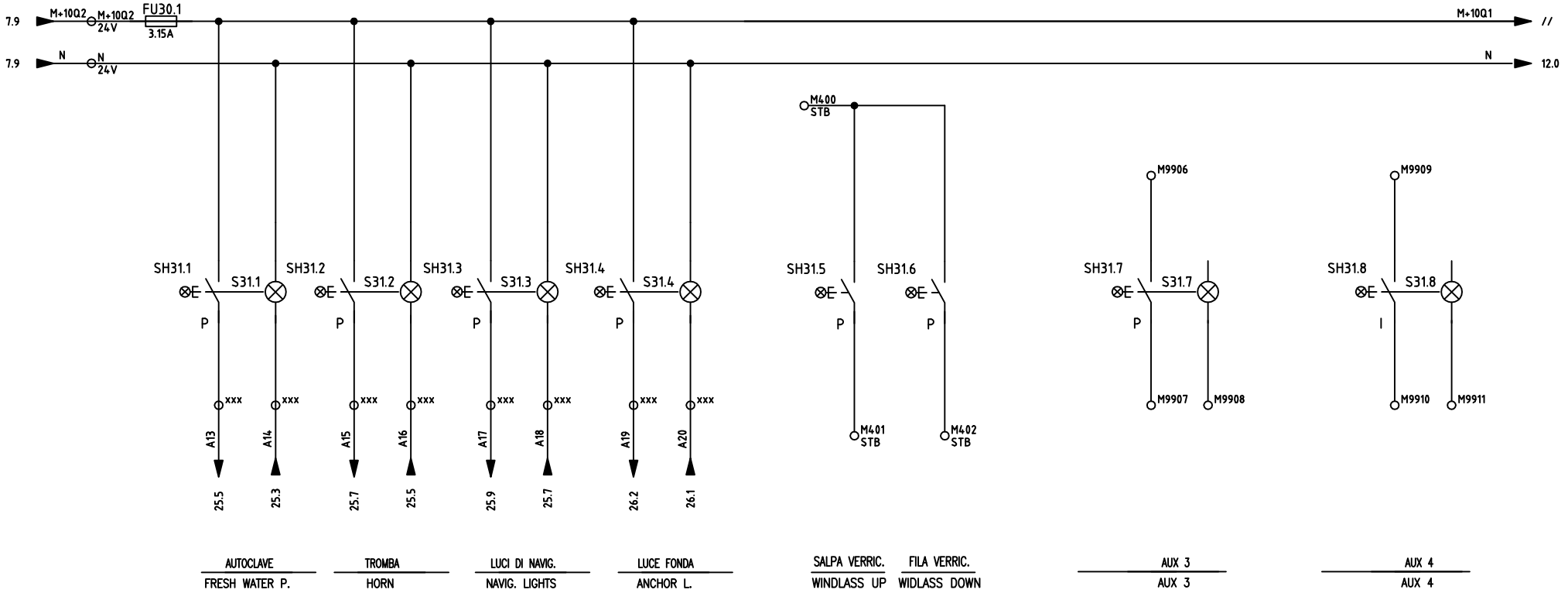
POMPA SENTINA 5 (PRUA) / BILGE PUMP 5 (BOW)

POMPA SENTINA 6 (PRUA) / BILGE PUMP 6 (BOW)

AUX 1 / AUX 1

AUX 2 / AUX 2

ELETTRONSEA	DATA	01/08/11	03	VPC DALLA N°2	05.02.21	*FIART 43* *schema elettrico*	N° Disegno
	DISEGN.	EM	02	C.C.	23.06.20		
	VISTO		REV.	MODIFICA	DATA	PLANCIA SX	Commessa FIART 43
	APPR.		SOST. IL :	SOST. DA :	FILE FIART 43		FG. 30 F.S. 31



DATA	01/08/11	03	VPC DALLA N°2	05.02.21	
DISEGN.	EM	02	C.C.	23.06.20	
VISTO		REV.	MODIFICA	DATA	
APPR.		SOST. IL :	SOST. DA :	FILE FIART 43	

FIART 43
schema elettrico

PLANCIA DX

N° Disegno

Commessa FIART 43

FG. 31
F.S. 32

Fiart

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