



EN

LAGOON 52

OWNER'S MANUAL

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OWNER'S MANUAL 

Updated 11. 2013

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Dear Sir / Madam,

You have just taken delivery of your new LAGOON and, first of all, we thank you for the trust you have shown in buying a boat of our brand.

A LAGOON is made to last. From its design to its construction and eventually to its launching, every boat, including the smallest details, is considered with the very care it deserves in order to ensure you the years of joy you expect.

This manual is intended to help you enjoy your boat in safety. It includes many details about the boat specifications, the provided or installed equipment and also information on how to use it. Read it carefully and familiarize yourself with the boat before sailing.

This Owner's manual is not a course on safety at sea or good sailing sense. If this is your first boat, or if you are changing to a new type of boat with which you are not familiar with, both for your comfort and your safety, we would advise you to obtain some training before taking the helm of your new boat. Your retailer, your national sailing or motor vessel federation or your yacht club would be delighted to inform you about the local sailing schools or skilled instructors in the area.

Make sure that the forecast wind and sea conditions match with the build category of your boat, and that you and your crew are capable of sailing safely your vessel in such conditions. Even when your boat is suited, the sea and wind conditions corresponding to the build categories A, B and C may vary from heavy storm for the A category to severe conditions for the C category. These situations, during which may occur exceptional waves and gusts, are therefore dangerous and only an experienced crew, well trained and prepared is able to sail a vessel, provided it is properly maintained.

This Owner's manual is not a course in maintenance and repair. In case of difficulty, do not hesitate to ask your builder or representative. If a maintenance manual is provided, do not hesitate to

use it. Always ask an experienced professional for the maintenance of your boat, for the installation of further accessories or for any modification. Any modification which may alter the safety specifications of the boat have to be estimated, carried out and documented by qualified people. The builder can not be liable for modification that would not have been approved.

Please note that, in some countries, a sailing license or authorization is required or specific regulation has to be observed.

Always keep your boat correctly maintained and take into account the damages due to time or, if applicable, due to an intensive or inappropriate usage of the boat. Any boat, as solid as it can be, may be severely damaged if not sailed properly. This is not compatible with a safe sailing experience. Always adapt the speed and the direction of the boat to the sea conditions.

If your boat is fitted with a life raft, read carefully its user's guide. It is necessary that the crew can find on board all the safety equipment (life jacket, harness, etc.) corresponding to the vessel, to the weather conditions, etc. This equipment has been made mandatory by some countries. It is necessary for the crew to be familiarized with the use of all the safety equipment and with the emergency safety procedures (MOB, towing, etc.). Sailing schools and yacht clubs often offer training sessions.

It is recommended that everybody wears appropriate safety equipment (life jacket, individual buoyancy aids) when they are on the deck. Please note that, in some countries, always wearing a buoyancy aid in conformity with the local standards has been made compulsory.

INTRODUCTION

The users of this boat are informed that:

All the crew members have to be properly trained.
Do not sail at maximum speed in areas of dense traffic or in case of reduced visibility, strong winds or high waves. Reduce the speed and the wake of the boat, by respect to others but also as a measure of safety, both for them and for yourself. Respect the speed and wake limits when zones are defined.

Respect the priority rules set by the navigation regulations and laid down by the COLREG.

Make sure that you always have a sufficient distance to stop or steer the boat in order to avoid a collision.

The different warning used throughout this guide are as follow :

KEEP THIS MANUAL IN A SAFE PLACE AND PASS IT TO THE NEW OWNER SHOULD YOU SELL THE VESSEL.



DANGER

Warns you about the existence of an extreme hazard that is very likely to induce serious or fatal consequences if the appropriate precautions are not taken.



WARNING

Warns you about the existence of a hazard that may have serious or fatal consequences if the appropriate precautions are not taken.



ATTENTION

Warns you about safety practices or draw your attention to dangerous practices that may hurt people or caused damages to the boat, its components or to the environment.

2. SPECIFICATIONS

2.1 • Identification sheet of your boat :

Builder's plate: certain information is given on the builder's plate fixed to the vessel.

NAME OF THE BUILDER	CONSTRUCTION NAVALE BORDEAUX
BUILD CATEGORY	A
MAXIMUM RECOMMENDED POWER	2 X 75 CV (2 X 54 KW)
CERTIFYING ORGANISATION NUMBER	CE0607

Category	Wave height (m)	Wind force (Beaufort)
A	> 4	> 8
B	< 4	≤ 8
C	< 2	≤ 6
D	< 0.5	≤ 4

Number of people recommended per build category

Category	Maximum number of people
A	14
B	14
C	16
D	30

REMINDER OF THE CATEGORIES

Category A: the boat is designed for sailing in winds that may exceed force 8 on the Beaufort Scale and in waves of a significant height of 4 m or more and the boat is to a large extent self-sufficient. Unusual conditions such as hurricanes are excluded. You may meet with such conditions when sailing long crossings, for instance across the oceans, or close to the shore when you are not protected from the winds and waves over several hundreds of nautical miles.

Category B: the boat is designed for sailing in winds that may not exceed force 4 on the Beaufort Scale and in corresponding waves (waves of a significant height of 4 m or less (see Note below)). You may meet with such conditions when sailing at open sea during quite a sufficient time, or close to the shore when you are not protected from the winds and waves over several dozens of nautical miles. You may also meet with such conditions when sailing quite important inland seas which could produce waves of this height.

You will find an extensive explanation of this information in the dedicated chapter of this manual.



WARNING

Do not overcome the recommended maximum number of people. Regardless of the number of people on board, the total weight of the people and of the equipment should not exceed the maximum recommended load. Always use the seating provided.

2.2 • Dimensions

LENGTH OF THE HULL	15,85 m*
BEAM OF THE HULL	8,60 m*
MAXIMUM LENGTH	16,75 m
MAXIMUM BEAM	8,60 m
MAXIMUM DRAUGHT	1,60 m
MAXIMUM HEIGHT	27,70 m

* according to ISO 8666

The sails are the principal means of propulsion of the Lagoon 52.

The Lagoon 52 is in conformity with the Directive 2003 44 CE .

Category C: the boat is designed for sailing in winds that may not exceed force 6 on the Beaufort Scale and in corresponding waves (waves of a significant height of 2 m or less (see Note below)). You may meet such conditions when sailing exposed inland waters, estuaries and inshore waters with moderate weather conditions.

Category D: the boat is designed for sailing in winds that may not exceed force 8 on the Beaufort Scale and in corresponding waves (occasional waves of 0.5 m maximum (see Note below)). You may meet such conditions when sailing non exposed inland waters and inshore waters under good weather conditions.

NOTE - The significant height of a wave is the average height of the upper third of the waves, which corresponds more or less to the height an experienced observer can assess. Some waves will be twice as high as this value.

SPECIFICATIONS

2.3 • Load

NAVIGATION CATEGORIES	A	B	C	D
Light vessel	27 000	27 000	27 000	27 000
Anchoring (anchors + chain + anchor chain)	450			
Outside mobile equipment	170			
Light displacement	27 620	27 620	27 620	27 620
Life raft (2)	160			
Individual safety equipment	50			
Crew	1050	1050	1200	2250
Water : (960 liters max)	1000			
Fuel : (2 x 650 liters max)	1000			
Waste holding tanks	295			
Supplies and personal belongings: ICNN instructions: 30kg minimum Cat A, 20kg - Cat B, 10kg - Cat C, 5kg - Cat D	420	280	160	150
Tableware, cutlery, linen	30			
Books, maps, portable navigational instruments	20			
Spare equipment	80			
Tender and motor	450			
Day charter equipment				700
Others	60			
Minimum load condition for sailing	32 235	32095	32125	33865
Optional equipment				
Spinnaker rigging + spinnaker	95			
Electric winches (17 x 3 + cables)	70			
Lazy bag	50			
Bimini top	110			
Swimming ladder	13			
Sunbathing cushions	7			
Cockpit cushions	25			
Cockpit shower	2			
Inlet valve for shore fresh water	3			
Deck wash pump	11			
Microwave	21			
Dishwasher	57			
Watermaker	95			
Icemaker	18			
Freezer	20			
Washing machine	90			
Ventilators in the saloon	2			
Ventilators in the cabins	2			
Water cooled air conditioner	431			
Starboard or port bow berth cabin	106			

NAVIGATION CATEGORIES	A	B	C	D
Entry door curtain		3		
4 additional batteries		315		
Battery chargers		18		
Inverter		9		
Generating unit		480		
Chart table motor control		10		
Various supports		85		
Antifouling		55		
Saloon TV		9		
Raymarine joystick		1		
Cabin radio systems		11		
Cabin TV sets		21		
Saloon hifi equipment		13		
Cockpit loudspeakers 4		2		
VHF		1		
GPS		2		
Electronic pack		40		
Autopilot computer		5		
Radar		17		
Diving equipment		60		
2 cameras under flybridge roof		9		
4 submarine spotlights		32		
Teakwood cockpit		80		
Teakwood cockpit flybridge		40		
Gennaker + fittings		96		
MAXIMUM LOAD DISPLACEMENT (kg)	34877	34737	34767	36507
MAXIMUM LOAD (kg)	7877	7737	7767	9507

MAXIMUM LOAD = maximum load displacement - light vessel

The recommended maximum load includes the weight of all people on board, of the supplies and personal belongings, of all the equipments which are not included in the weight of the light vessel, of the freight (if applicable) and of all the consumable liquids (water, fuel, etc.).



WARNING

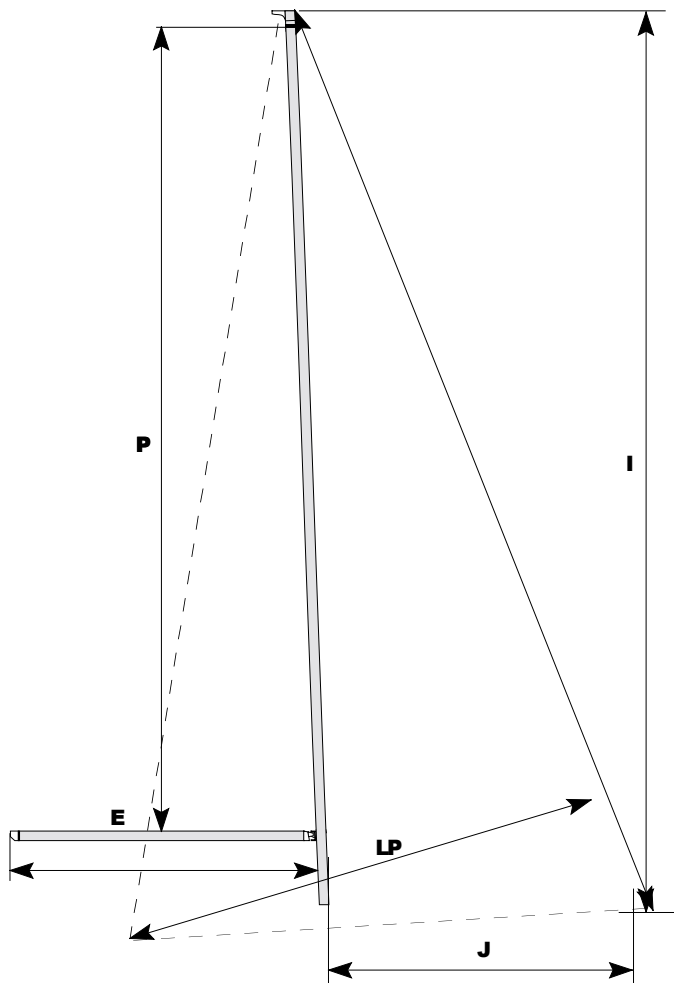
When loading the boat, you should never exceed the recommended maximal load. You should always load the boat with caution and distribute the loads thoroughly in order to preserve the theoretical trim (approximately horizontal). Avoid placing heavy loads in the upper storage space.

SPECIFICATIONS

2.4 ● Rigging & sails

2.4.1 ● Sails specifications:

SAIL	SURFACE AREA	Dimensions	
MAIN SAIL	101 m ²	I	21.730 m
GENOA (MAXI)	70 m ²	J	7,527 m
STAYSAIL	44 m ²	P	21,197 m
CODE 0	152 m ²	E	6,475 m
SPINNAKER	255 m ²		



2.4.2 ● Maintenance of the rigging:

Regularly check the standing and running rigging, at least once a year.

Considering the metal cables:

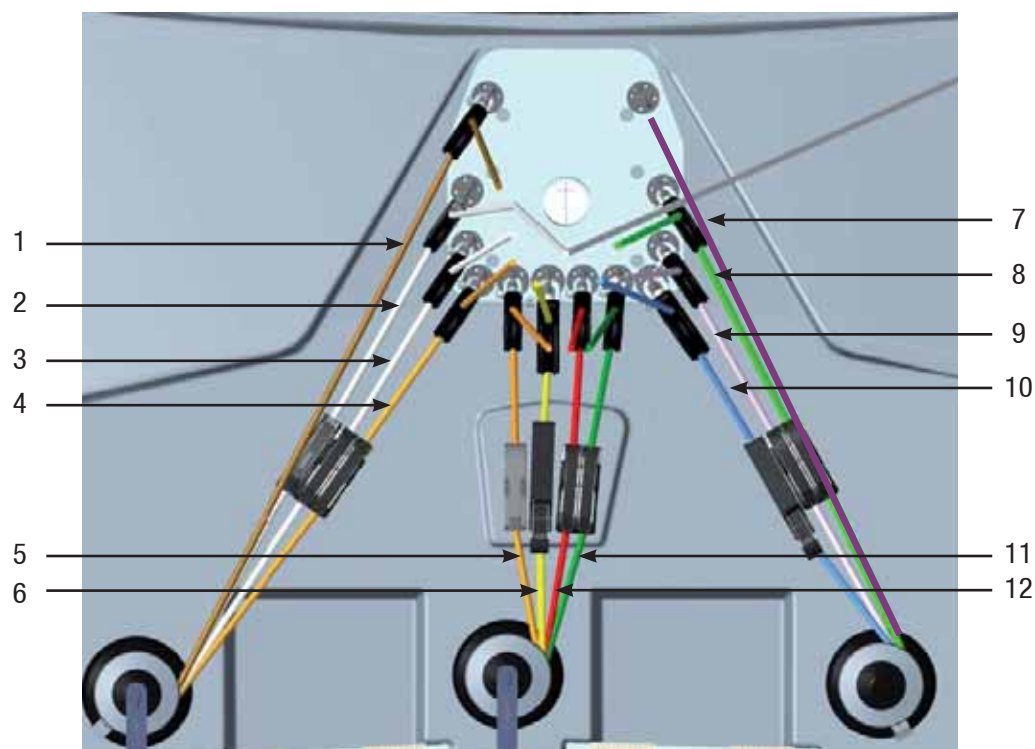
Have them changed as soon as the first rust-spot appears. Check for corrosion, particularly at connections with the turnbuckles. Check that the end fittings and the turnbuckles are in good condition.

Considering the synthetic ropes of the backstays, halyards, sheets, mooring lines, etc.:

Have them changed as soon as the first signs of wear and tear or chafing appear.

Regularly check the other parts of the rigging, sheets, mooring lines, etc. and have them replaced if worn.

2.4.3 ● Mast handling diagram



1 - Jib / genoa halyard tensioner.
 2 - Jib / fore staysail sheet.
 3 - Boom topping lift.
 4 - Reef cunningham 3.
 5 - Reef pendant 3.
 6 - Spinnaker / gennaker / code 0 halyard (optional extra).

7 - Fore staysail halyard (optional extra).
 8 - Reef cunningham 2.
 9 - Reef cunningham 1.
 10 - Mainsail halyard.
 11 - Reef pendant 2.
 12 - Reef pendant 1.

SPECIFICATIONS

SAIL REDUCTION



ATTENTION

Any adjustment differing from these instructions may cause the rupture of the mast. In particular, the 100% jib with 2 reefs in the mainsail must be absolutely avoided.

MAX. TRUE WIND

WIND FORCE 1 - 4	KNOTS 20	SAILS MAINSAIL 100 % JIB 100%
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WIND FORCE 5	KNOTS 25	SAILS MAINSAIL 1 REEF JIB 85%
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WIND FORCE 6	KNOTS 30	SAILS MAINSAIL 1 REEF JIB 70 % OR STAYSAIL 100%
-----------------	-------------	----------------------------------------------------------



WIND FORCE 7	KNOTS 35	SAILS MAINSAIL 2 REEFS STAYSAIL 85 %
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WIND FORCE 8	KNOTS 40	SAILS MAINSAIL 3 REEFS JIB 40%
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WIND FORCE 9	KNOTS 45	SAILS MAINSAIL 3 REEFS JIB 30%
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3. SAFETY

3.1 ● Fire

3.1.1 ● Risks

The main risks are related to the motorization (§4.1), to the electrical system (§4.3) and to the gas system (§4.4).

Please refer to the appropriate sections.

3.1.2 ● Fire fighting equipment

Portable extinguishers: to be provided by the owner. The enforcement of the national regulation under the flag of which you are sailing is your responsibility. The boat, when sailing, must be fitted with portable extinguishers.

and, eventually, 1 extinguisher within 1 meter of the steering wheel.

We advise a total capacity of at least 8A / 68B for all the portable extinguishers, each of them with a least a capacity of 5A / 34B. The CO2 extinguishers have to be used for the kitchen or electrical fires.

We advise you to provide at least 1 extinguisher within a 5 meter distance to each berth, within a 2 meter distance of the extinguisher access hole to the engine compartment, within a 2 meter distance to every appliance using a naked flame

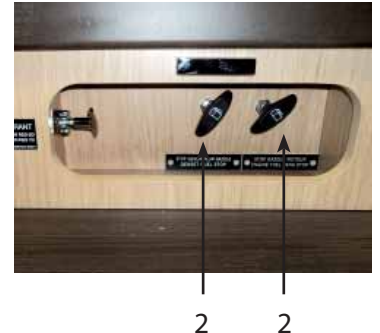
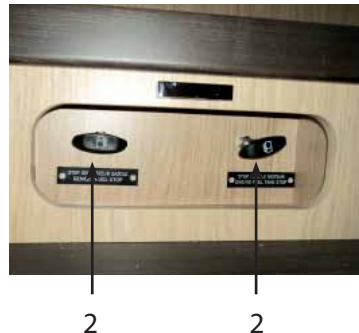
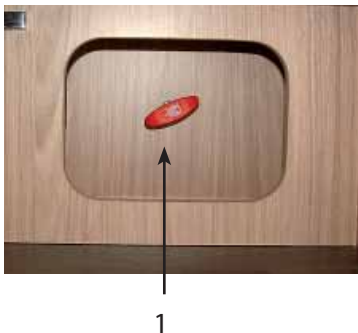
The vessel is delivered with 1 CO2 extinguisher in every engine compartment.

The location is defined in the diagram below. This location is the same for any of the 3 versions.

In the rear baseboard of the bed in the aft starboard cabin
At the foot of the companionway to the aft port cabin

At the bottom of the companionway to the forward port cabin

At the bottom of the companionway to the starboard passageway



1 - Engine hold extinguisher release mechanism
2 - Tank power cut off



Fixed extinguisher system in the engine hold (access through the engine holds)

3.1.3 ● EMERGENCY EXITS

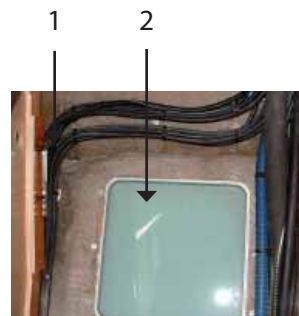
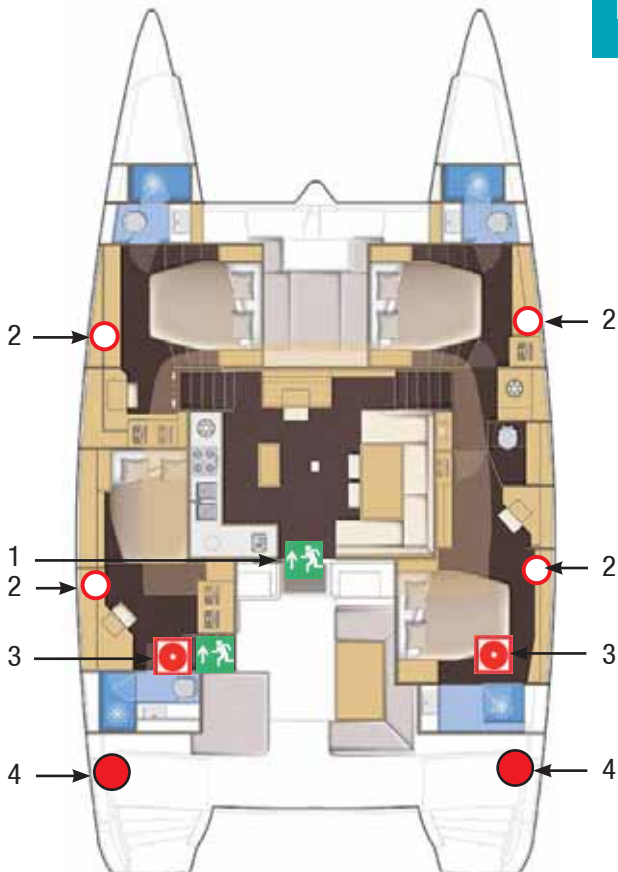
The recommended emergency exits are indicated on the opposite diagram:



- 1 - Emergency exit
- 2 - Extinguisher
- 3 - Release pull handle of engine extinguisher
- 4 - Engine extinguisher
- 5 - Distress flares
- 6 - First aid kit
- 7 - VHF (optional)
- 8 -
- 9 -
- 10 -
- 11 -
- 12 -
- 13 -
- 14 -
- 15 -

RECOMMENDATION

Some elements do not have pre-determined location. Fill-in this diagram with your own safety equipment.



- 1 - Hammer to break the glass in case of overturning
- 2 - Manhole hatch

General points



WARNING

Do not install free hanging curtains or any other textile next to or over the cooking appliances or any other naked flame devices.

Ensure the bilges remain clean and check regularly there is no vapor or leaks of fuel and gas.

Do not store flammable products in the engine compartment.

Do not leave the boat unsupervised when using cooking and or heating devices.

Do not smoke while handling fuel or gas.

Make sure the fire fighting equipment can be reached easily when people are on board. Inform the crew of:

- the location and functioning of the fire fighting equipment.
- the location of discharge valves in the engine compartment.
- the location of routes and exits.

In case you had to replace some elements of the fire fighting equipment, only use appropriate appliances, bearing the same reference or having similar technical specifications and fire resistance.

If non flammable products are stored in the engine compartment, they must be stored in order not to fall on the machinery and they should not prevent neither the entrance nor the exit of the engine compartment.

- Do not block the way out nor the hatchways.
- Do not block the safety control such as: fuel valves, gas valves, electrical system switches.
- Do not block the access to the portable extinguishers fitted in the cupboards.

- Do not use gas lamp in the boat.
- Do not alter any equipment on board (especially the electrical, fuel and gas systems) nor allow non qualified people to alter any equipment of the boat.
- Do not fill up the fuel tanks nor the gas cartridges when the engine is running or when cooking or heating devices are in use.

Fire fighting equipment maintenance

It falls to the owner / user:

To have the fire fighting equipment regularly checked, respecting the frequency indicated on the equipment

- If the portable fire fighting equipment has passed its use-by date or if it is discharged, to replace it with devices of same or superior extinguishing capacity.
- If the fixed extinguishing systems have passed their use - by date or if they are discharged, to have them filled up or replaced.

3.2 • Visibility

Visibility from the command post may be hindered because of extreme leaning due to the vessel's trim or because of other factors linked to one or several of the following conditions:

- Load and load distribution
- Speed
- Sea conditions
- Rain and spray
- Obscurity and fog
- Light in the boat
- Position of the upper or lateral awnings
- People or removable equipment in the helmsman's field of view
- In motor-driven boats, rapid acceleration or transition from drive-limit to hydroplaning
- Angle of the trim regulator with regard to the engine (for the vessels equipped)

- Angle of the trim regulator with regard to the hull (for the vessels equipped)
- Sailing heel, the sails reducing the visibility leeward.

The international regulation to prevent collisions at sea (COLREG) and course regulations make mandatory a permanent and proper supervision and the observance of priority. To observe these rules is essential.

3.3 • Stability, danger of infiltration

Reduce your speed before making tight bends in order to avoid losing control.

While sailing, keep every porthole, window and removable door closed.

Stability is reduced when upper storage spaces are loaded.

Stability may be reduced when another boat is towed or when heavy weights are lifted with the davits or the boom.

Breaking waves are serious dangers both for stability and water infiltration.

Fasten the doors and hatchways in case of rough seas.

Never sail a boat with a negative trim adjustment (low stem) when sailing high speed.

This can induce the boat to heel over and therefore cause an instability in the turns. Use a negative trim when going from limit speed to hydroplaning and at lower speed in the chop.

The compartment marked as being air pockets should not be pierced.

If your boat is certified as unsinkable, it is capable of bearing its passengers, even in case of infiltration.

On boats where a bilge pump is not required, it is the responsibility of the user / owner to have on board at least a bucket / bailer equipped with a mean to prevent its loss overboard.

3.4 • Prevention of man overboard

A swimming ladder is located on the aft starboard transom.



1 2

1 - Swimming ladder
2 - Safety ladder

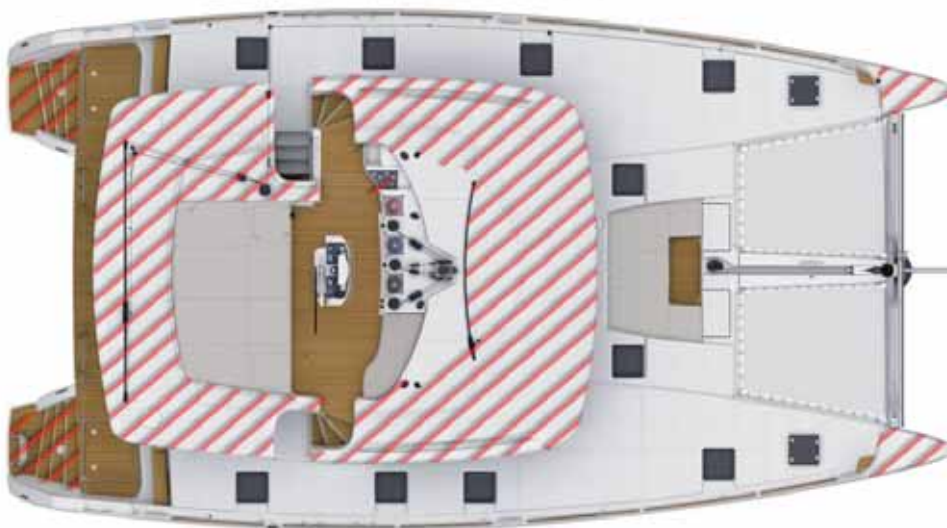
A safety ladder is integrated in the aft starboard transom.



Ensure that the means of returning on board is immediately accessible and usable by a person alone and in the water.

The deck areas which are not considered as being part of the working deck and which should not

be used when sailing are hatched on the diagram below.



Regularly check the lifelines:

Considering the metal lifelines, check the appearance of rust-spots and corrosion, particularly at connection points.

Considering the synthetic lifelines, have them changed as soon as the first signs of wear and tear appear because of chafing or of UV.

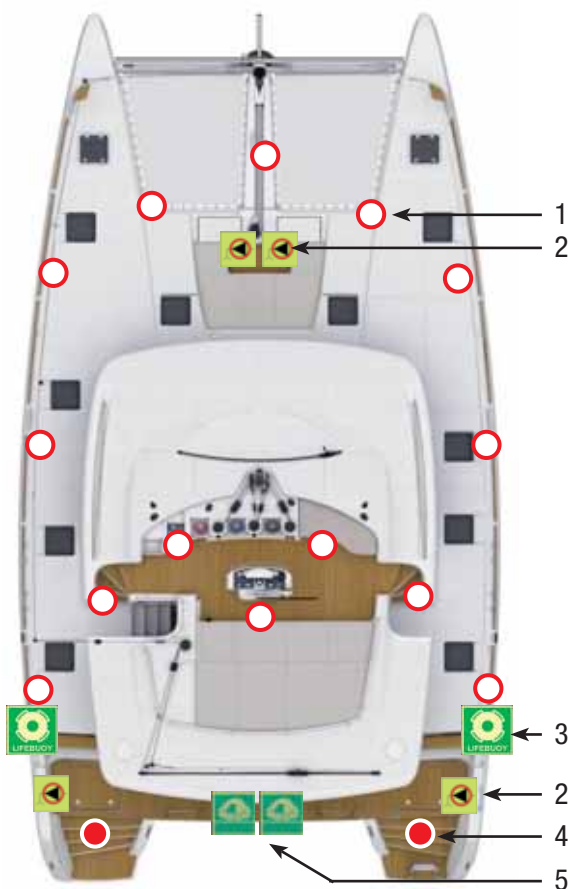
3.5 • Life raft (not provided)

Carefully read its user's guide.

Security equipment location (to complete with your own safety equipment if necessary).

- 1 - Bridge fitting for the fastening of the life line
- 2 - Manual bilge pump
- 3 - Life buoy location
- 4 - Emergency tiller cover
- 5 - Life raft location
- 6 - Extinguisher

- 7 -
- 8 -
- 9 -
- 10 -
- 11 -
- 12 -



RECOMMENDATION

Some elements do not have pre-determined location.

Fill-in this diagram with your own safety equipment.

4. EQUIPMENT

For more information on the fitted devices, read the provided manuals attached to the boat documentation.

4.1 ● Motorization

4.1.1 ● Directions for use

Do not install on this vessel a heavier or more powerful engine than what has been recommended: this may induce a risk for the stability.

Stop the engine. Do not smoke when filling up the fuel tank.

For outboard engines fitted with a jerrican, fill up the portable tank outside the boat in a well ventilated area, far from any fire risk.

Fuel stored somewhere else than in the tanks (jerricans, feed tanks...) must be kept in a ventilated place.

Before starting, ensure that the engine hold is clean and dry. Any trace of fuel in the bilges should make you postpone your departure.

Avoid any contact between flammable products and hot parts of the engine.

Locate the extinguisher access hole which would allow you to knock down a fire in the engine hold. For boats equipped with a petrol engine, ventilate the engine compartment using the engine blower during 4 minutes in order to evacuate any possible petrol vapors.

For certain models, a fixed extinguisher system, allowing knocking down a fire in the engine hold, is provided. Learn where to find its activation switch and how it works (see 3.1.2). It is necessary to ventilate the engine hold after having used it.

Check that the apertures for ventilation are clear of any obstruction.

Do not block nor modify the ventilation system.

Before starting, ensure that:

- the engine control is not engaged,
- the water control intake valve of the cooling system is open and check that there is some water actually coming out of the exhaust when the engine has started (water may be mixed with exhaust gas in case of wet exhaust).

It is not recommended to work on moving parts or next to them (engine, line shaft, etc.).

If an intervention is made necessary:

- stop the engine and or the rotation of the line shaft before working on one of their parts.
- beware of loose - fitting clothing, hair, rings which may get caught up. Wear appropriate clothes (gloves, hat, etc.).

If equipped with a petrol engine, beware of the danger of falling asleep because of carbon dioxides fumes.

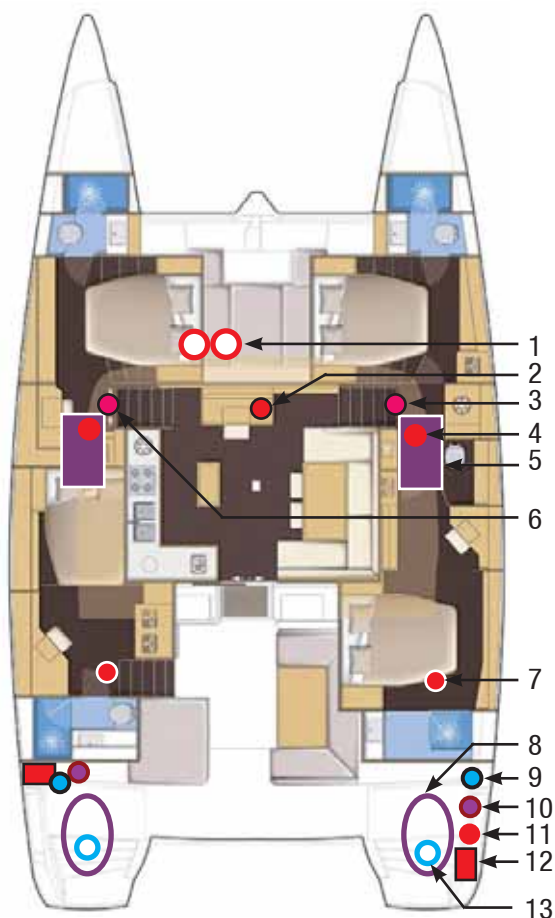
In case of fuel spillage on the deck when filling up, have it cleaned before starting.

Anticipate the deterioration of fuel pipes.

Fuel hoses have to be replaced by hoses bearing the same markings.

EQUIPMENT

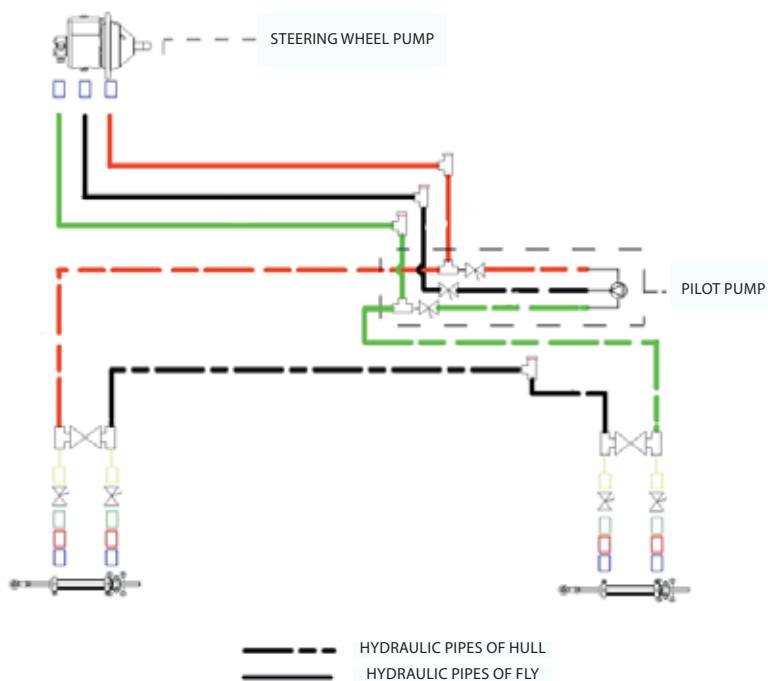
4.1.2 ● Fuel tanks: 2 x 500 liters DIESEL



- 1 - Fuel tanks deck fillers
- 2 - Inside engine controls (optional extra)
- 3 - Engine fuel shut-off handle
- 4 - Fuel valve
- 5 - Fuel tank
- 6 - Engine / generator fuel shut-off handle
- 7 - Release pull handle of engine extinguisher
- 8 - Engine
- 9 - Sea water filter
- 10 - Fuel filter
- 11 - Engine cut outs + coupling (starboard)
- 12 - 12 V battery
- 13 - Engine water inlet valve

4.2 ● Steering system

The steering system is hydraulic.



Emergency tiller

For the boats equipped with a steering wheel, an emergency tiller is provided. Ensure it can be easily reached anytime.

Unscrew the tiller cover on the aft step, push the emergency tiller in the print in the rudder head.

Fasten the emergency tiller with the screw and the nut (#3).

The emergency tiller is designed for sailing at reduced speed only, in the event of a wheel failure.



1



2



3

- 1 - Valve of the ram in the by-pass position
- 2 - Emergency tiller
- 3 - Emergency tiller screw and nut

4.3 • Electrical system

4.3.1 • Electrical panel and circuit and 12V – 24V

Never work on a live electric circuit.

The batteries must be thoroughly fastened.

Do not block the battery ventilation conducts: some of them let out hydrogen, which could be an explosion risk.

Batteries have to be handled with care. In the event of electrolyte projection, abundantly rinse the part of the body which has been affected and consult a doctor.

In order to avoid short-circuiting between the two poles of the battery, do not store any conductive objects next to the batteries (metallic tools...).

When charging, connecting or disconnecting the batteries, switch off the battery cut-outs.

Never modify the specifications of the appliances protecting against overloads.

Never modify an installation. Ask a technician skilled in marine electricity to do so.

Never install or replace electrical equipment or

appliances by new components exceeding the circuit amperage.

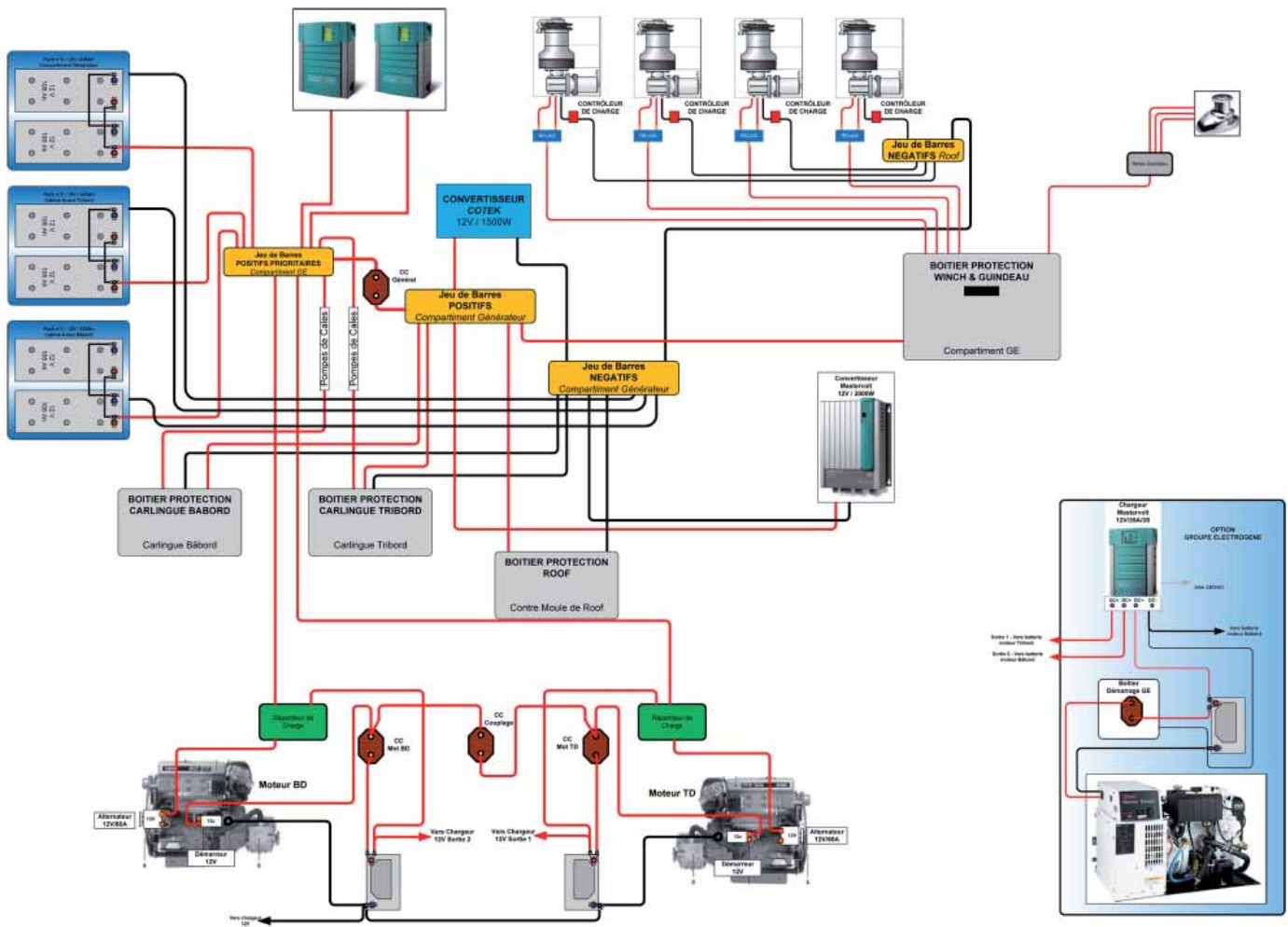
Do not leave the boat unsupervised when the electrical system is under power, this excepting the automatic bilge pump and the fire and burglar protection systems.

Please note that the 12V circuit wires are red for live and black for negative.

Those of the 24V circuit are white or brown for live and blue for negative.

EQUIPMENT

12 V CIRCUIT



General 12 V cut-out

220 V CIRCUIT



MULTIFUNCTION TOUCH SCREEN



EQUIPMENT

4.3.2 • 110V - 220V Electrical system

Some boats are fitted with a 110 V or 220 V circuit (in their standard version or as an option according to the model).

It is necessary to observe the following rules in order to avoid electric shocks and fire:

Never work on the live electric circuit.

Connect the boat shore supply cable in the boat before plugging it to the shore supply socket.

Never let the end of the boat shore supply cable fall into the water.

When the shore supply socket is plugged, there could be a difference between the "earth" on the boat and the one of the power grid. This could create a danger of electrical cross - currents and therefore electrocution (particularly for nearby swimmers).

Turn off the shore power with the cut off device fitted on board before plugging or unplugging the boat shore supply cable.

Unplug the boat shore supply cable first on the shore side.

If the reverse polarity indicator is on, immediately unplug the cable. Solve the polarity problem before using the electrical system of the boat.

Thoroughly close the shore socket cover.

Do not modify the connections of the boat / shore supply cable; only use compatible connections.

Do not modify the boat electrical system nor the relevant diagrams. It is necessary that any modification and maintenance are carried out by a technician skilled in marine electricity. Have the system checked at least twice a year.

Unplug the vessel's supply when not in use, in order to avoid any fire risk.

Connect the electrical appliances metallic covers or boxes to the protective conductor of the boat (green conductor with yellow stripes).

Only use electrical devices with double insulation or earth.

Please note that live wires are blue, neutral wires are brown and earth wires are green and yellow.

MULTIFUNCTION TOUCH SCREEN



MANAGEMENT OF 110 V - 220 V SUPPLY

The chart table multifunction touch screen enables you to choose the power supply source (shore power socket, generator or inverter) for the different 110 V - 220 V appliances on board.

110 V - 220 V PROTECTION PANELS

The starboard passageway electrical cabinet groups 2 automatic breaker busbars for 110 V - 220 V appliances and equipment:

The upper line concerns the HIGH LOAD busbar (220 V - 50 or 60 Hz).

The lower line concerns the COMFORT busbar (220 V - 50 Hz or 110 V - 60 Hz).

The automatic breakers for the air conditioning units are located in the port engine room.

Nota: all the automatic breakers of the 110 V - 220 V circuit are bi-polar automatic breakers.

Automatic breakers 110 V - 220 V



Air conditioning unit automatic breakers



4.3.3 ● Emergency starting

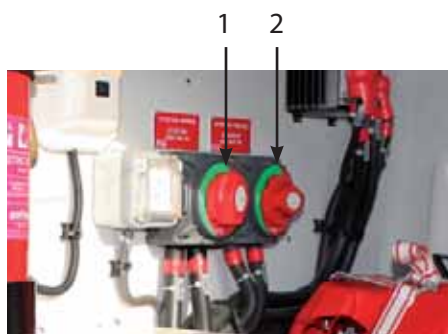
If the engine batteries are not available, a coupling system of the port and starboard 12 V starting batteries is available (in the starboard engine compartment).

To select the battery coupling:

- Activate (ON position) the general cut out, the

starboard and port side engine cut outs and then the coupling cut out located in the starboard engine compartment.

- Start the engines, both port and starboard sides.
- When both engines have started, switch off (OFF position) the coupling cut out.



- 1 - Battery coupling (12 V) cut out
- 2 - Starboard engine (12 V) cut out

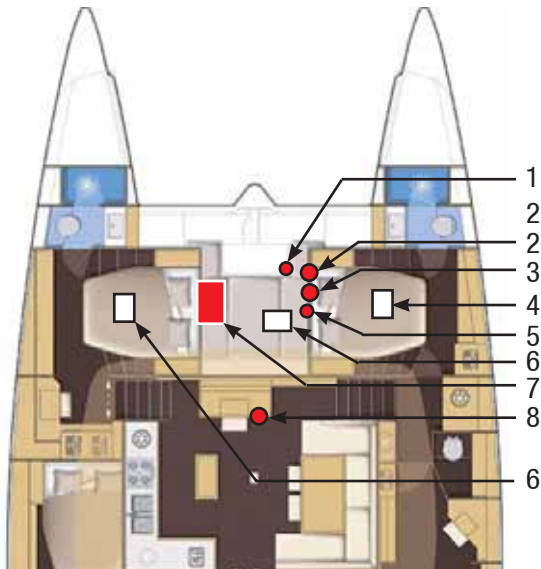
Please note: in a normal configuration, the 12 V engine starting batteries would then be charged by the engine 12 V alternators.

EQUIPMENT

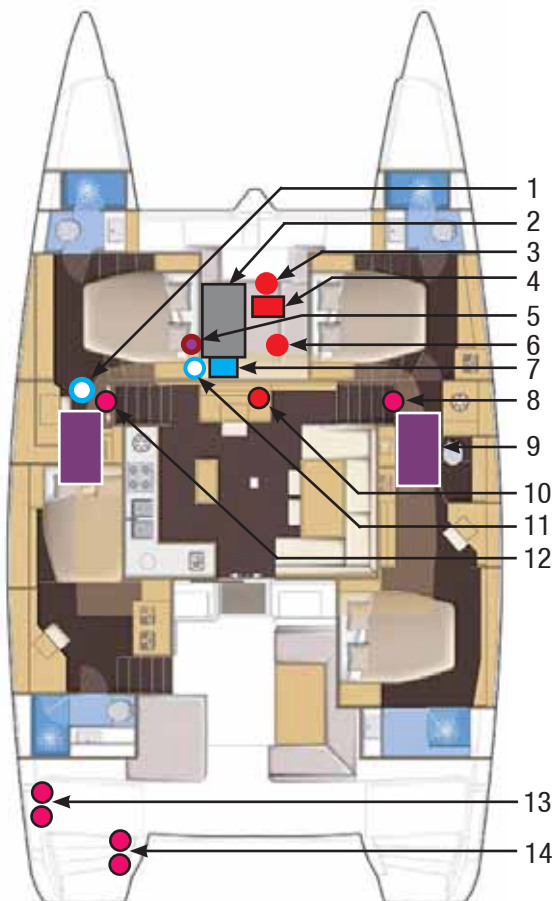
4.3.4 ● Location of the battery cut outs, electrical panels and appliances...

Before replacing a fuse, switch off the cut outs.

Some equipment appearing on the panel below may be optional.



- 1 - 12 V / 110 V - 220 V / 1500 Va inverter (standard)
- 2 - 12 V / 220 V / 100 Ah charger (standard)
- 3 - 12 V / 220 V / 100 Ah charger (optional extra)
- 4 - On board battery bank (standard)
- 5 - 12 V / 110 V - 220 V - 3000 Va inverter (optional extra)
- 6 - On board battery bank (optional extra)
- 7 - Generator
- 8 - General on board 12 V cut-out



- 1A - Generator sea water inlet valve
- 1B - Generator sea water filter
- 1C - Fuel booster pump
- 2 - Generator
- 3 - Battery charger of the generator
- 4 - Generator start battery
- 5 - Generator fuel filter
- 6 - Generator automatic breakers
- 7 - Water / gas separator
- 8 - Fuel / generator stop pull handles
- 9 - Fuel tank
- 10 - Chart table remote control
- 11 - Drain valve of separator
- 12 - Generator / tank selection pull rod
- 13 - Automatic breakers of the shore power sockets
- 14 - Shore power sockets

4.4 • Gas and fresh water system

4.4.1 • Stove unit

Never put flammable products over the stove unit (curtains, papers, towel...).

Do not leave the boat unsupervised when gas or alcohol devices are in use.

In the case you smell an odour of gas or if the flames are extinguished accidentally (even though gas supplying is automatically cut in case of extinction), close the taps and create a draft to evacuate remaining gas. Find the cause of the problem.

Do not smoke or use a naked flame when looking for a gas leak or changing a gas cartridge or during any other intervention the gas system.



WARNING

Naked flame devices using fuel use the oxygen of the cabin and let out combustion products in the boat. It is necessary to ventilate when these devices are in use. Do not block air vents and check that devices with smoke conducts function properly.

Close the supplying pipe valve and the taps on the gas cartridges when the devices are not in use.

For stove units with fitted cartridge, the cartridge must be changed outside the boat. Test the stove before bringing it back in the galley. Carefully lock the stove brackets into position when reinstalling them.

Never use cooking devices as heating devices.

Never obstruct the air vents.

Check that the tap burners are closed before opening the supplying pipe valve and cartridge tap.

Close the taps before changing the cartridge and immediately in case of emergency.

Store the spare bottles in the ventilated spaces on the deck or in the lockers intended to this purpose, being gas tight and ventilated to the outside.

Do not obstruct the access to the components of the gas system, particularly to the taps (cartridges and stove unit).

The gas hoses connecting the cartridge and the stove unit must be changed according to the local regulations. Only use hoses complying with your local regulations.

Never use gas cartridge spaces to store other equipment.

Be careful not to damage the cartridge thread to which you will connect the pressure-regulator. Check the pressure-regulator every year and have it replaced if necessary. Use the same pressure-regulators as those already fitted.

Ensure the taps of empty cartridges are closed and disconnected. Keep all protection devices, covers and plugs.

Do not use ammoniac-based solvents for cleaning or finding a leak.

EQUIPMENT

4.4.2 • Gas system layout

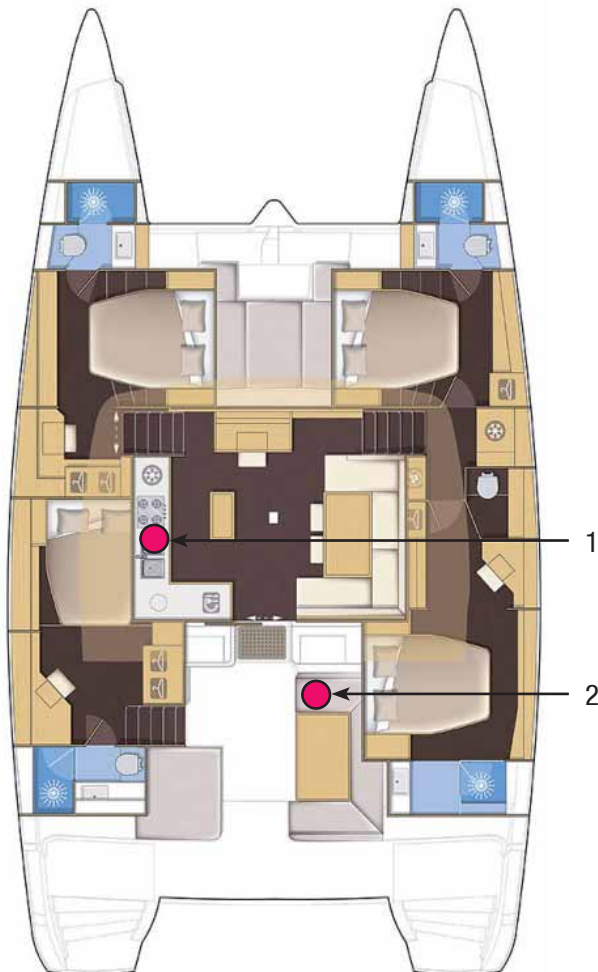
The locker under the forward cockpit seat is designed to hold two gas bottles.
The circuit opening / closing valves are located in the under-sink cupboard.

The boat in her U.S. version has an electrovalve located in the locker where the bottles are stored.
Switch on the electrovalve using its switch located under the microwave oven unit, at the port entrance to the galley.

1 - Gas valves

2A - Locker / storage space of gas bottles

2B - Electrovalve (U.S. version)



4.4.3 • Alcohol stove



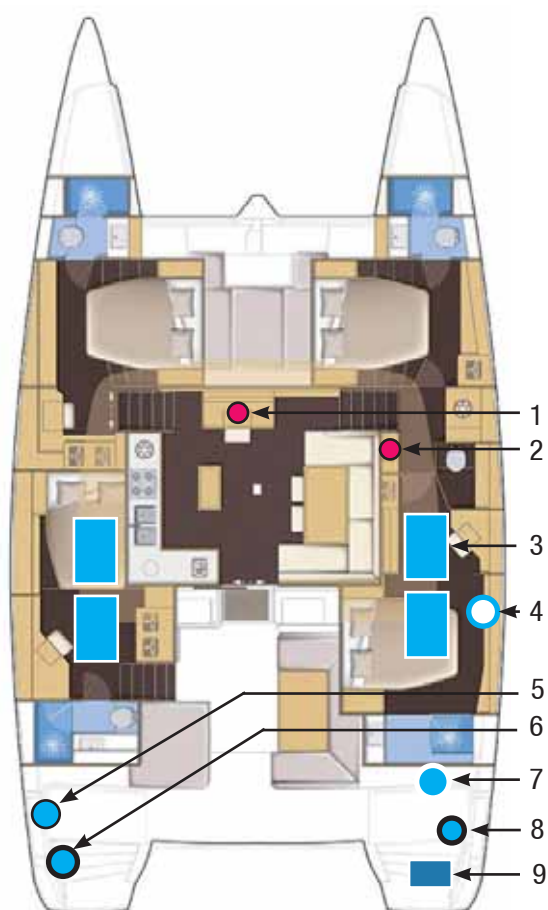
WARNING

Do not smoke while handling fuel.
Keep the fuel in a container dedicated to this purpose, away from the stove unit and from any other heat sources.
Follow the builder's instructions for filling up the burners. Do not pour alcohol directly in the burner over the stove.

Only use denatured alcohol. Gasoline, petrol, propane, fuel oil or any other fuel or flammable product should not be used.

Immediately wipe up any spill out of the burner tank.

4.4.4 ● Fresh water circuit



- 1 - Multifunction touch screen
- 2 - Starting switch of the water pump
- 3 - Fresh water tank
- 4 - Deck filler
- 5 - Pressure water pump
- 6 - Valve for shore fresh water supply
- 7 - Shore fresh water supply
- 8 - Cockpit shower
- 9 - Water heater

4.5 ● Waste holding tanks

4.5.1 ● Specifications

1 waste holding tank (73 liters) per toilet.

These capacities may not be completely usable depending on the trim, the load and the position of the possible filling and drainage point(s).

Do not empty toilets near the coasts.

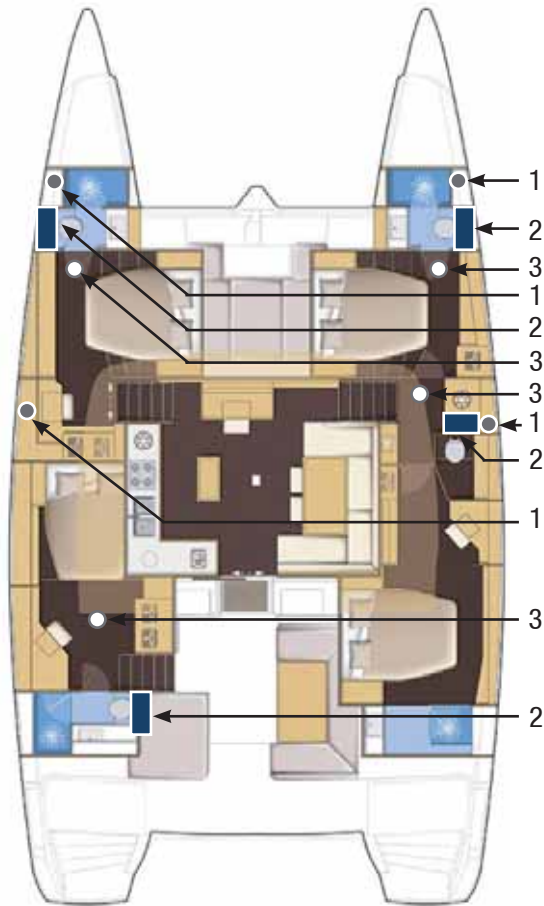
Keep yourself informed of the local regulations about the respect of the environment and always follow rules of best practice.

Follow the international rules concerning marine pollution (Marpol).

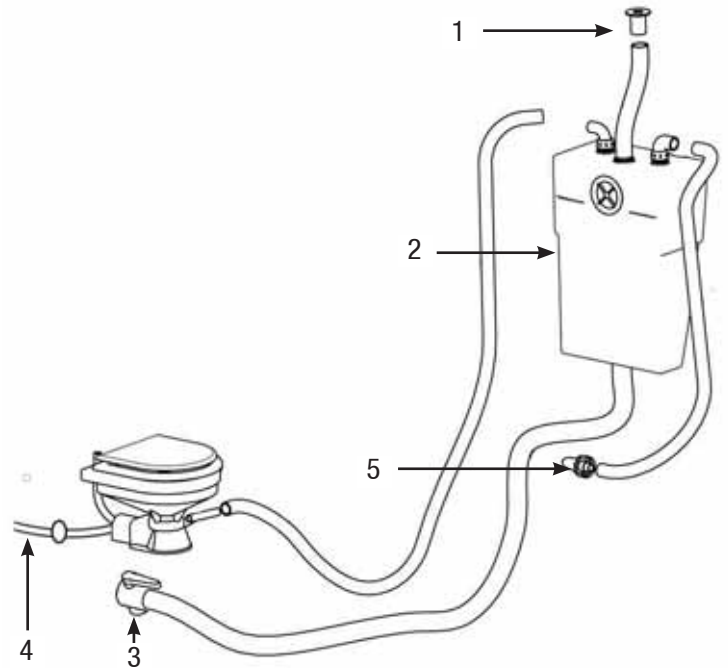
EQUIPMENT

4.5.2 ● Functioning of the black waters retention system

The system functions as described on the diagram below.



BLACK WATERS CIRCUIT



1 - Drainage cover on the deck
2 - Waste holding tanks
3 - Outlet valve on the hull

4 - Fresh water tank feed channel
5 - Vent

The toilets are only drained in the waste holding tanks which are then drained either:
by pumping: cover on the deck (1)
or by drainage in the sea: valve (3)

After each use, rinse the whole system: fill in the tank with fresh or sea water then empty it.
Use domestic products for cleaning.
The whole system has to be drained when the boat is halted and the temperature is negative.

For the respect of the environment:

Do not unload the retention tanks close to the coasts, use the pumping systems provided by harbours or marinas to empty the tanks before leaving.

Please check that the outlet valve is closed in order to avoid any accidental unloading.

4.6 ● Pumps, valves and sea-cocks fittings

4.6.1 ● Pumps

The bilge pump system is not designed to ensure buoyancy for the boat in case of damages.
Do not let the pump turn empty. This may cause damages to the pumps.
The water in the bilges must be kept at a minimum.
Check visually and regularly the correct functioning of each bilge pump.



ATTENTION

Check regularly the correct functioning of each bilge pump.
Clean the strainers or suction pumps from any debris which may obstruct them. If there are watertight partitions separating the forward and aft valve points, these should be closed under normal conditions and opened only in order to drain off water from the main bilge.

4.6.2 ● Valves, sea-cocks and drainage

DRAINAGE

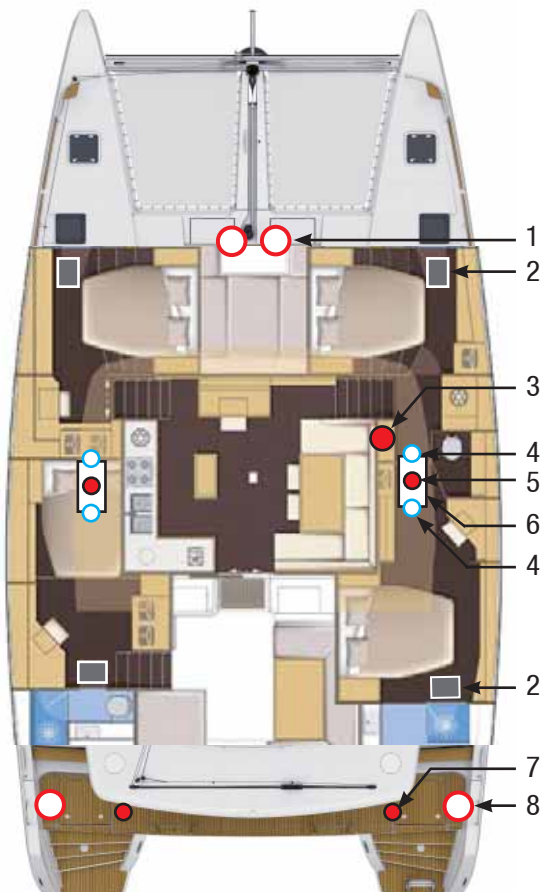


WARNING

The bilge pump is not designed to control water entering the boat through breaches in the hull.

Capacity of an electrical bilge pump:
135 liters / minute.

Capacity of a manual bilge pump:
0.9 liter / cycle ou 40.5 liters / minute.



OPEN SEA-COCK



CLOSED SEA-COCK

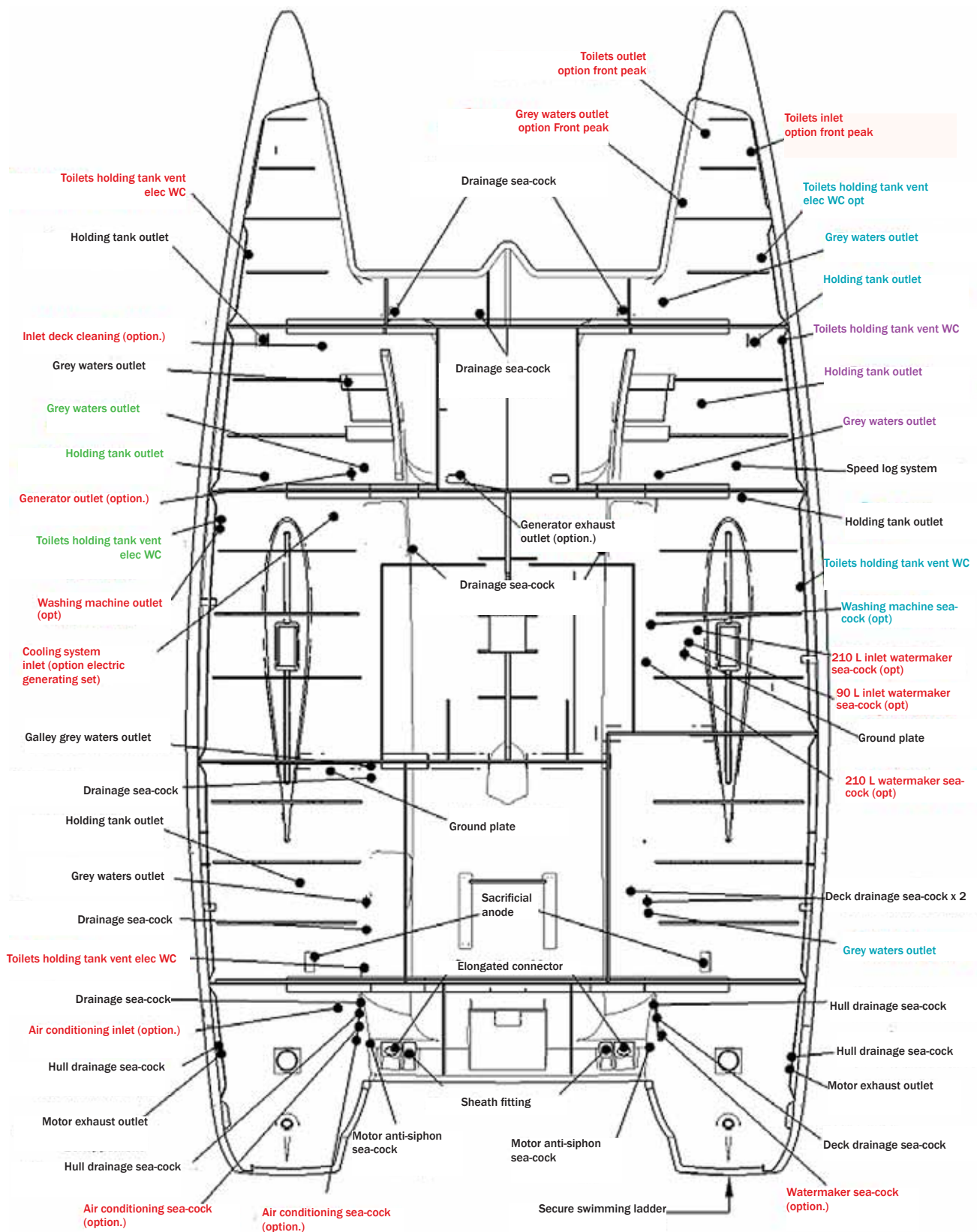


- 1 - Bow bilge pump
- 2 - Grey water collecting box
- 3 - Electric bilge pump switches
- 4 - Venting forward / aft compartment
- 5 - Electric bilge pump / sump
- 6 - Hull sump
- 7 - Electric bilge pump / engine bilge
- 8 - Manual bilge pump engine bilge

The same elements will be found in each hull
Please note: each valve of the boat is identified



EQUIPMENT



Standard
 Optionnal extra

3 cabins version only
 5 cabins version only
 4 and 5 cabins version only

ANCHORING, MOORING AND TOWING




Keep the hatch or the well door sea tight.

Always tow at low speed.

Secure the tow line in such a way that it can be released under tension.

The owner must ensure that mooring and towing ropes as well as fastening points and chains correspond to the condition of use of the vessel.

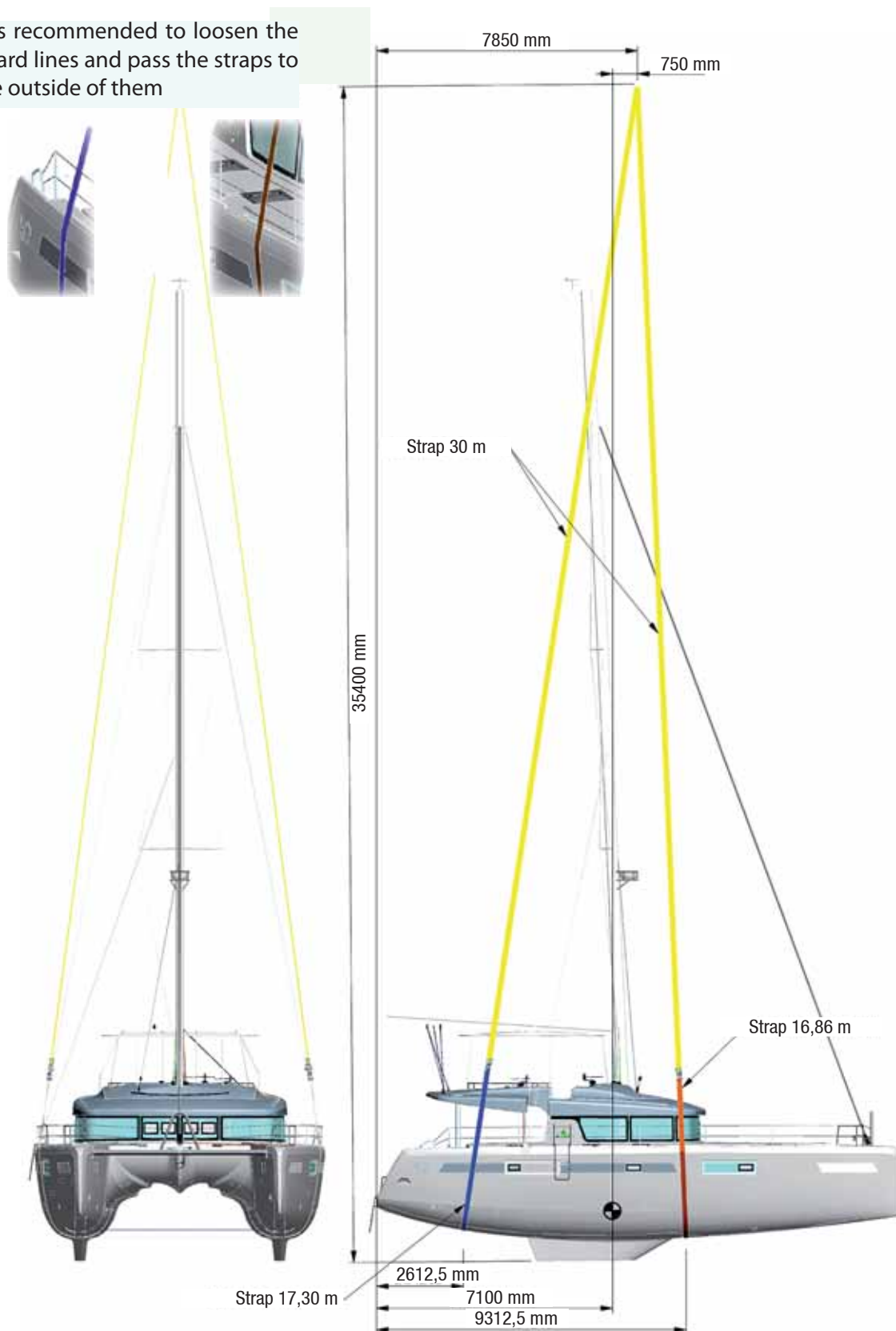


-  Towing cleat
-  Swimming ladder + safety ladder
-  Anchor bridle fastening

Diagram, dimensions and positions of the hoisting belts.

Make sure the boat is stable on its tow line, as much lengthways as widthways.

It is recommended to loosen the guard lines and pass the straps to the outside of them



● *Waste management*

- Dispose of packaging in the recyclable waste containers provided.
- When an appliance is permanently out of use, please ask your nearest recycling centre or dealer for information on the applicable disposal regulations.
- Ensure that the appliance is discarded in accordance with locally applicable laws.
- Some appliances on board can have harmful effects on the environment and human health, caused by the specific substances they contain; do not throw appliances into household waste containers or the sea.
- Used batteries are harmful for health and the environment. Therefore, batteries must not be mixed with domestic waste but recycled separately.

Contact the port authorities or specialised companies for their recycling.

- Check the international regulations on pollution in the marine environment (MARPOL Convention) and respect them.

Article 12 of the standard ISO/FDIS 8099

Appendix B of the standard EN/NF- ISO 9094-2

Appendix A of the standard EN/NF-ISO 14895

Appendix A of the standard EN/NF-ISO 15083

This owner's manual is in accordance with European directive 94/25/CE of 16 June 1994 amended by European directive 2003/44/CE of 16 June 2003 and to French standard NF EN ISO 10240 of February 2005.

As part of our commitment to the ongoing improvement of our products, Lagoon reserves the right to modify their design, outfitting or equipment.

Therefore, our models may undergo certain changes or improvements to the standard without notice.



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