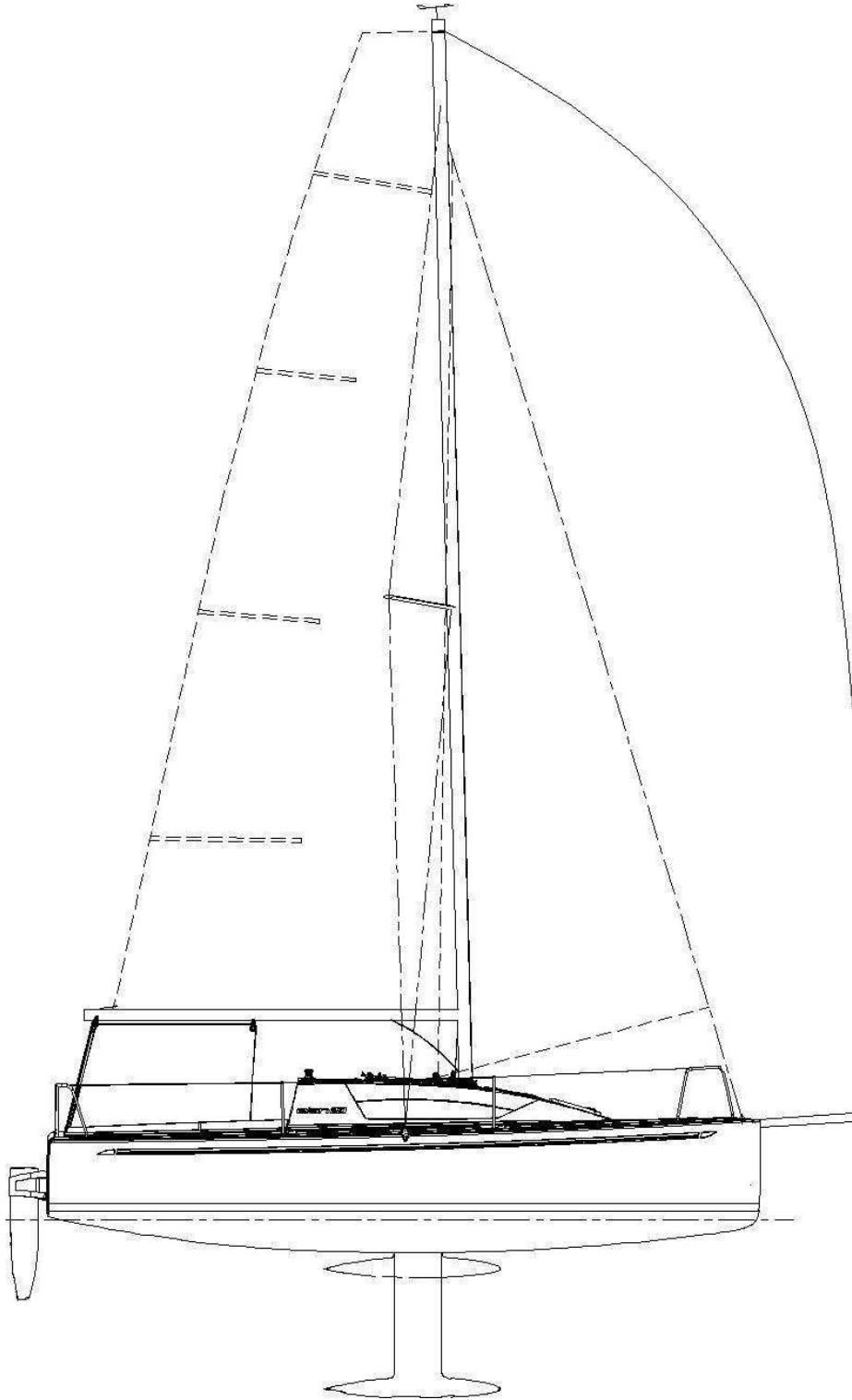


OWNER'S MANUAL



CIN: _____

OWNER'S MANUAL PREFACE

Dear ELAN owner,

We are proud you have chosen an ELAN sailing yacht and we would like to thank you for your trust!

We wish you fair winds on the seas wherever you go....!

Your sailing yacht represents an investment for you, and we therefore hope that you will follow our advice in order to protect its value over time.

To become fully acquainted with your ELAN sailing yacht, we suggest dedicating adequate time to carefully reading the owner's manual and its supplements.

In order to obtain optimum performance from your ELAN sailing yacht and to make the best use of its advanced performance features, as well as for your personal safety, you should carefully follow the instructions and standards set forth in this manual.

The manual describes the full equipment provided at the moment of printing. ELAN Marine reserves the right to modify said equipment without prior notification and without the obligation to upgrade products already built and/or sold.

Features indicated with (*) are available as optional equipment.

The ELAN boatyard works unceasingly to enhance all our sailboat models. So please bear with us, and understand if we must reserve the right to make modifications in manufacture, shape, equipment and technology without giving prior notification.

This manual and the data, illustrations and descriptions it contains do not constitute grounds for making claims against the manufacturer.

ELAN, d.o.o. reserves the right to modify specifications without prior notice or obligation.

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1. FOREWORD

Dear sailor,

Setting sail towards distant shores and pristine ocean sunsets has always been a little boys dream. Sailing is an act of nature: it is one of the last means to freely live your passion. We filled this ELAN sailing yacht with passion – passion of design, traditional craftsmanship and beauty.

We gave her passion – all you need is to give her love...

Your ELAN team

Even if everything has been planned and designed for the safety of the sailing yacht and its users, boating is highly dependant on the weather conditions, the sea conditions, the experience and physical shape of the crew, etc. and one can never ensure full safety.

This manual has been compiled to help you operate your sailing yacht with safety and pleasure. It contains details of the sailing yacht; the equipment supplied or fitted, its systems and information on its operation and maintenance. Please read it carefully, and familiarize yourself with the sailing yacht before using it.

If this is your first sailing yacht or you are changing to a type of sailing yacht you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the sailing yacht. Your dealer, national sailing federation or yacht club will be pleased to advise you about local sea schools or competent instructors.

PLEASE KEEP THIS MANUAL IN A DRY AND SECURE PLACE AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THIS SAILING YACHT.

2. WARRANTY CONDITIONS OF YOUR ELAN

GENERAL WARRANTY CONDITION

The warranty is valid for two years, starting to run from the date of delivery and is strictly limited, at the sole builder's discretion, to the free replacement or repair of any parts which have been recognized as being defective by its technical departments.

No indemnity whatsoever shall be paid in connection thereto. However by derogation at what is said above:

- The warranty is limited to one year with respect to:
 - boats being used for professional purposes, including but not limited to charter, sailing schools, fishing or workboats,
 - boats built for competition specifically when equipped and/or conceived for racing,
 - one-design boats,
 - parts that rapidly deteriorate due to wear and tear, including but not limited to sails, running rigging batteries, external decorations, cushions, hull bottom protection...,
- Parts or accessories visibly bearing the trademark of another supplier only benefit from the warranty provided by that supplier.

The costs of transporting the boat or any defective part as well as any additional related costs due to the impossibility of using the boat and/or its equipment are to be borne exclusively by the purchaser.

This warranty is only valid after establishing and sending of all bellow documents to ELAN QA and AS Dept., according to the conditions specified on each of them

- hand over and commissioning certificate,
- control certificate after first year of use,

Cost related to handling, transportation, standing, sailing for delivery, etc... with regards to these hand over and control are to be borne exclusively by the purchaser.

The application of this warranty prolongs the warranty period for the sole part or accessory thus repaired or exchanged, during a period equal to the necessary time to perform the warranty work only, provided that said work necessitates at least 7 consecutive days of labour to be performed.

The following and potential consequences thereof are specifically excluded from the warranty:

- effects of normal wear,
- gel-coat fissures, cracks or discoloration,
- deterioration of parts that were replaced by maladapted parts, or from another origin or which were modified or repaired, even partly by a shop not authorized by the builder,
- damage resulting from:

- non-observance of maintenance recommendations as described in the book remitted with the boat, or non-compliance with the normal rules of boat maintenance,
- improper use, especially negligent, reckless, abusive or abnormal use,
- participation in competitions,
- negligence with regards to the use of protective measures when necessary,
- an accident or disaster such as explosion, fire, storm, lightning, transportation, riot, theft or shock.

In order to be covered by the contractual warranties set out above, the purchaser / user of the boat must present its certificate of origin and notify his distributor / seller of any defect(s) in writing. Notification must be detailed and precise and made within 15 days from the day the defect discovered. Upon receipt of notice from the purchaser / user, the distributor / seller shall then have 8 days to notify the builder. His failure to notify the builder within 8 days shall result in his liability for the consequences of his delay.

The dealers, agents or re-sellers of the builder are not qualified to modify the above described warranty but are authorized, for their own account and under their sole responsibility, to grant other warranties that would in no way be under the builder's responsibility.

HULL DECK WARRANTY

The warranty is valid for 5 years against any manufacturing defect which is recognized as such by the builder's technical departments, and starts to run from the day the boat is put into use or upon the last day of its model year at the latest, that is on August 31 of said year.

However, the warranty is limited to one year after date of first handover for boats:

- being used for professional purposes, including but not limited to charter, sailing schools, fishing or workboats,
- boats built for competition specifically when equipped and/or conceived for racing,
- of one-design nature.

The warranty is strictly limited to the free repair of above-mentioned manufacturing defects, either in the builder's yards or by a repair shop or shipyard chosen by the builder. No indemnity whatsoever shall be paid in this respect.

Any event which affects the structure of the boat and which is not the result of a manufacturing defect under warranty, which may or may not have qualified for a reparation of the hull and deck, will result in the immediate cancellation of the warranty, without prejudice.

The costs of transportation, as well as the possible costs resulting from the loss of use of the boat will be entirely borne by the buyer.

The application of the warranty prolongs the warranty period on the repair works during a period equal to the necessary time to perform the warranty-work only, provided that said work necessitates at least 7 consecutive days of labor to be performed.

The following and potential consequences thereof are specifically excluded from the warranty:

- effects of normal wear.
- gel-coat fissures, cracks or discoloration,
- damage resulting from:
 - non-observance of maintenance recommendations as described in the book remitted with the boat, or non-compliance with the normal rules of boat maintenance,
 - improper use, especially negligent, reckless, abusive or abnormal use,
 - participation in competitions,
 - negligence with regards to the use of protective measures when necessary,
 - an accident or disaster such as explosion, fire, storm, lightning, transportation, riot, theft or shock.

In order to be covered by the contractual warranties set out above, the purchaser / user of the boat must presents its certificate of origin and notify his distributor / seller of any defect(s) in writing. Notification must be detailed and precise and made within 15 days from the day the defect discovered. Upon receipt of notice from the purchaser / user, the distributor / seller shall then have 8 days to notify the builder. His failure to notify the builder within 8 days shall result in his liability for the consequences of his delay.

The dealers, agents or re-sellers of the builder are not qualified to modify the above described warranty but are authorized, for their own account and under their sole responsibility, to grant other warranties that would in no way be under the builder's responsibility.

3. IMPORTANT INFORMATION

3.1. DEGREE OF DANGER

This manual used the following degrees of danger:

DANGER:	Denotes that an extreme intrinsic hazard exists which would result in high probability of death or irreparable injury if proper precautions are not taken.
WARNING:	Denotes that a hazard exists which can result in injury or death if proper precautions are not taken.
CAUTION:	Denotes a reminder of safety practices or directs attention to unsafe practices which could result in personal injury or damage to the sailing yacht or components.

3.2. LABELS ON BOARD



General warning label



Fire extinguisher position



Main switch label



Inlet & outlet seacock



Emergency exit

Figure 1

3.3. LIABILITY OF THE OWNER/OPERATOR

Before sailing, the sailing yacht owner/operator should read this manual and familiarize himself / herself with its contents, in particular with all the warnings relating to safe use and emergency procedures. It is the responsibility of the owner to ensure that, when sailing, the sailing yacht is equipped with all the (safety) equipment required under the law. The owner/operator shall also inform all the other crew members about the proper use of the craft and equipment and the emergency procedures.

3.4. FIRE PROTECTION AND ESCAPE PLAN

This sailing yacht is equipped with portable fire extinguisher of the following extinguishing capacity and at the following location: (see Fig. 2)

No.	Location	Capacity
1	Under companionway (steps)	1 kg

In case of need for evacuation, use the following escape routes:

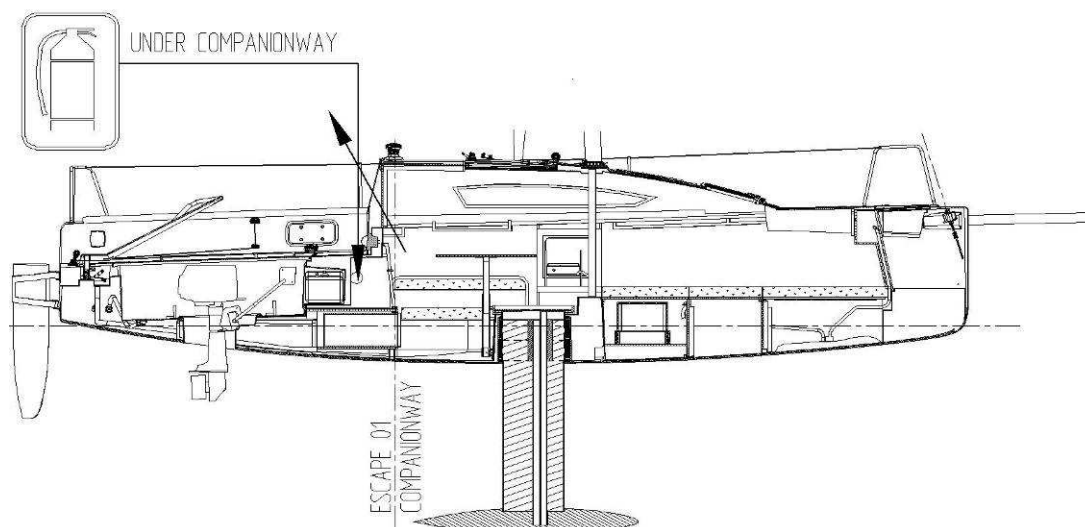


Figure 2

It is the responsibility of the sailing yacht owner/operator to:

- Have the fire-fighting equipment checked at the intervals indicated on the equipment.
- Replace the fire-fighting equipment if expired or discharged by devices of identical or greater fire-fighting capacity.
- Inform members of the crew about the location and operation of the fire-fighting equipment and the location of the escape routes.
- Ensure that the fire-fighting equipment is readily accessible when the craft is occupied.

WARNING: NEVER obstruct passageways to exits and hatches.
 NEVER obstruct safety controls, e.g. fuel valves, gas valves, switches of electrical system.
 NEVER leave the craft unattended when cooking appliances are in use.
 NEVER use gas light in the craft.
 DO NOT modify any of the craft's systems (especially electrical, fuel and gas).
 NEVER fill the fuel tank or replace alcohol bottles when the engine is running or when cooking appliances are in use.
 NEVER smoke while handling fuel or alcohol.
 DO NOT fit free hanging curtains or other fabrics in the vicinity of or above the cookers or other open flame devices.
 DO NOT store combustible material in the engine compartment.

3.5. PRE-DEPARTURE CHECK LIST

- Close the portlights and hatches.
- Check the position of all the inlet/outlet seacocks in the hull.
- Switch on the main switches of the users.
- Check if the bilges are clean and if the bilge pumps operate properly.
- Check the navigations lights.
- Check the required safety equipment.

3.6. WATER INTAKE DURING SAILING

If during sailing you notice water in the craft, stay calm and immediately check if all the seacocks are closed and turn on the bilge pumps. Use a manual bilge pump as well to pump the water out. Try to find out the cause of the leak as quickly as possible. If you fail to find out the cause and if the water level in the craft continues to rise, start evacuation procedures.

If you run aground while sailing, check for any leaks at the keel screws and any other possible area. Through the aft bulkheads check the installations and steering system as well. In case of a leak, follow the directions in the previous paragraph and have the sailing yacht lifted from water as soon as possible.

3.7. CLOSING UP YOUR CRAFT AFTER SAILING CHECK LIST

1. Close all inlet/outlet seacocks in the hull.
2. Turn off the electrical system.
3. Turn off the valve on the alcohol burner.
4. Switch on bilge pump (if automatic) and pump the bilge.
5. Close all the portlights and hatches.

3.8. CRAFT IDENTIFICATION, BUILDER'S PLATE

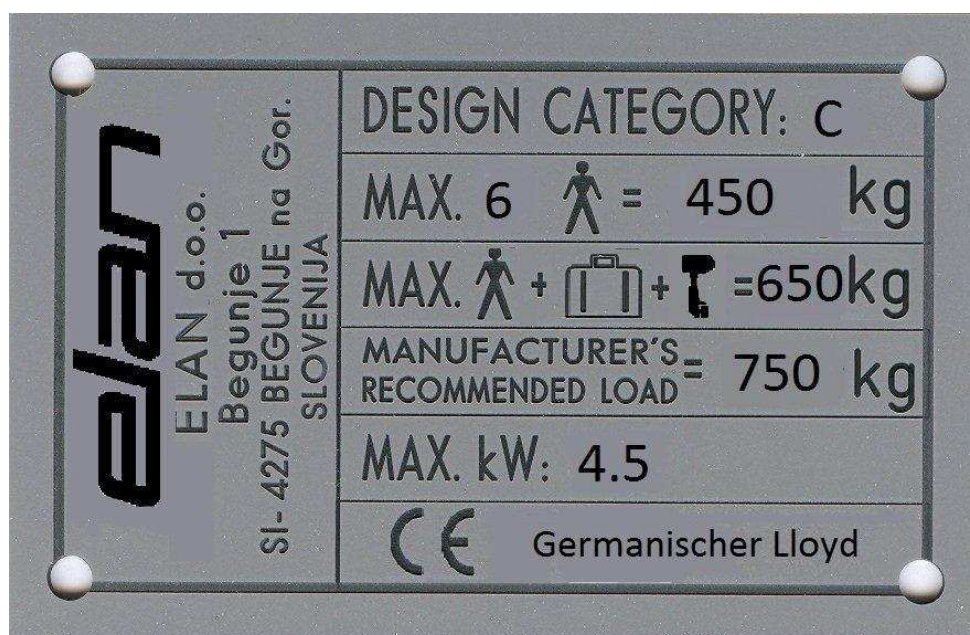
The sailing yacht has molded Craft Identification Number (CIN) visible on the starboard side of the transom.

S	I	-	E	L	A	2	1	E	0	1	D	4	1	1
Country code			Manufacturer's identification			Serial Number			Month of manufacture (letter: January = A, February = B etc.)			Year of manufacture (last numeral)		
Model year														

The duplicate CIN plate is fastened on inner hull structure in the starboard cockpit stowage.

The builder's plate is readily visible, located in the cockpit, with the following information:

- Manufacturer's name.
- The CE mark followed by the identification number of the notified body ("0098" for "Germanischer Lloyd").
- The design category: ☐ A ☐ B ☐ C ☐ D
- The number of persons recommended by the manufacturer for which the craft is designed to carry when underway.
- Manufacturer's recommended load.



3.9. DEFINITION OF DESIGN

ELAN E210 is designed and built in conformity with the requirements of the **"C" design category – "inshore sailing"**. The "C" category sailing yacht is designed and built for voyages in coastal waters, large bays, estuaries, lakes and rivers, where conditions up to and including wind force 6 and significant wave heights up to and including 2m may be experienced.

3.10. MAXIMUM TOTAL LOAD

Keep the total weight of boat provisions, miscellaneous equipment not supplied by manufacturer and persons on board, below maximum total load and suitably distributed.

4. TECHNICAL SPECIFICATIONS

4.1. TECHNICAL DATA

Boat Type	Elan E210
Boat Class	Sailboat
Boat Design Category	C "Inshore"
CIN	SI-ELA21E_____
Manufactured by	ELAN, d.o.o. Begunje 1, 4275 Begunje na Gorenjskem, Slovenia
Certification	EC Type Examination Module Aa
Certificate No.	IN PROGRESS
Notified body	GERMANISCHER LLOYD AG Head office Brooktorkai 18, D-20457 Hamburg, Germany
Length over all	6,34 m
Hull length	6,34 m
Length at waterline	6,13 m
Beam max.	2,50 m
Draft	1,55 / 0,50 m
Air draft	10,60 m
Unladen weight	1000 kg
Manufacturer's recommended load	750 kg
Displacement max.	1750 kg
Ballast	360 kg
Outboard engine max. (optional)	4,4 kW / 6 hp
Fuel capacity (optional)	12 litres
Water capacity (optional)	55 litres
Maximum crew	6 persons
Cabins	1
Berths	2 + 2
Mainsail (cruising / racing)	14,70 / 16,70 m"
Jib	11,60 m"
Gennaker	52,00 m"
I	8,65 m
J	2,54 m
P	8,54 m
E	3,06 m
Design	Humphreys Yacht Design & Elan Design Team

5. GENERAL ARRANGEMENT

5.1. DECK LAYOUT

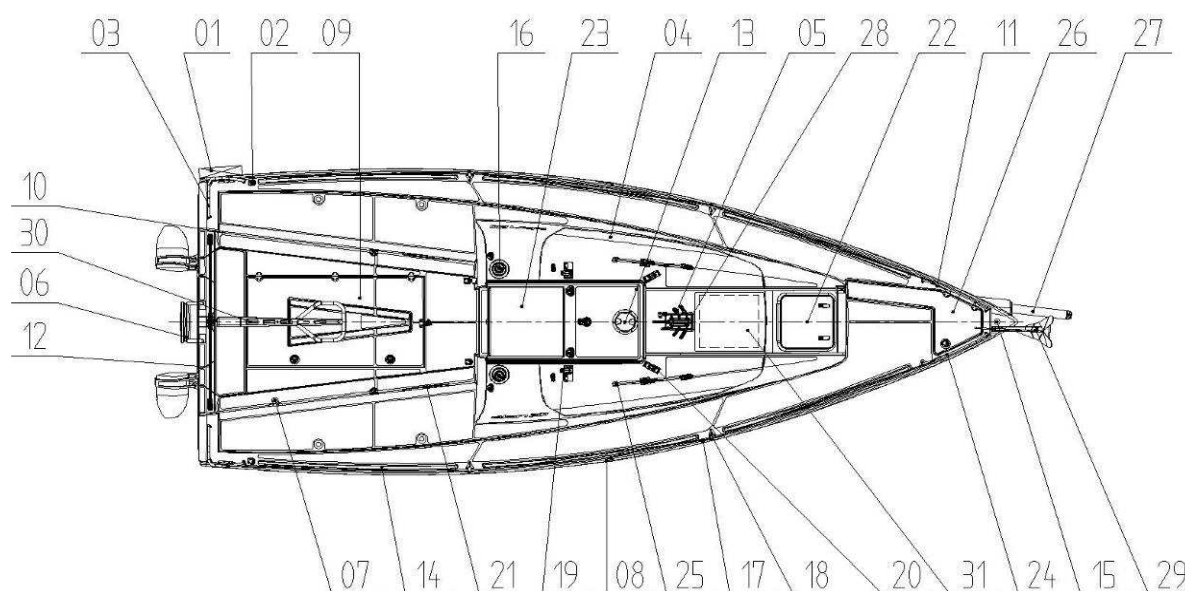


Figure 3

- | | |
|------------------------------|---|
| 1. Horseshoe lifebuoy | 17. Lifelines |
| 2. Pad eyes | 18. Stanchions |
| 3. Pushpit | 19. Cleats |
| 4. Custom glass portlights | 20. Guiding eyes |
| 5. Mastbase block | 21. Cockpit portlights (optional) |
| 6. Swimming ladder | 22. Hatch |
| 7. Engine lever (optional) | 23. Sliding hatch |
| 8. Chainplates | 24. Bow pulpit |
| 9. Outboard engine storage | 25. Genoa track & system |
| 10. Hand bilge pump | 26. Anchor storage |
| 11. Mooring cleats | 27. Sliding bowsprit |
| 12. Mainsheet track & system | 28. Mast deck step |
| 13. Hatches for keel lifting | 29. Anchor bow roller (optional) |
| 14. GRP toe rail | 30. Steering tiller |
| 15. Forestay fitting | 31. Liferaft provision (optional solar panel) |
| 16. Winches | |

WARNING:

Keep portlights, windows, washboards, doors, hatches and ventilation openings closed when appropriate, e.g. in rough weather or at higher sailing speeds.

Secure unfixed equipment safely when underway.

If a liferaft shall be fitted, recommended place is on the deck in front of the mast. Please strictly follow instructions of liferaft manufacturer.

In case if somebody falls overboard, use swimming ladder to climb back.

5.2. INTERIOR LAYOUT

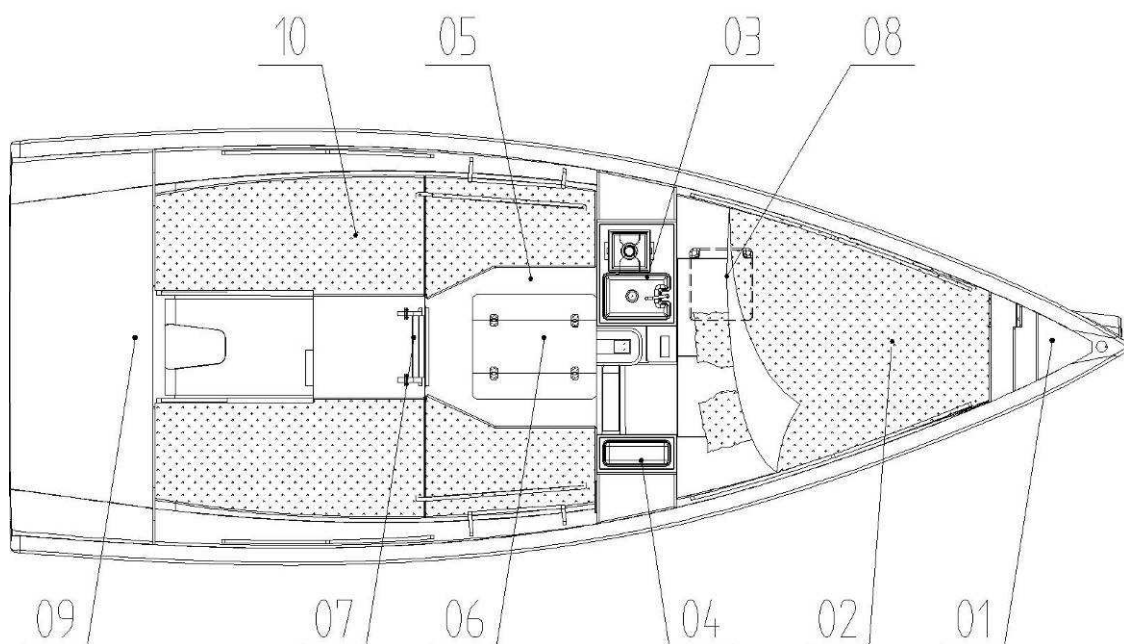


Figure 4

- | | |
|-----------------------------|-------------------------------|
| 1. Anchor locker | 6. Removable table (optional) |
| 2. Forward berth | 7. Companionway |
| 3. Galley | 8. Chemical toilet (optional) |
| 4. STB locker and electrics | 9. Storage |
| 5. Central area | 10. Aft berths |

5.3. PROFILE

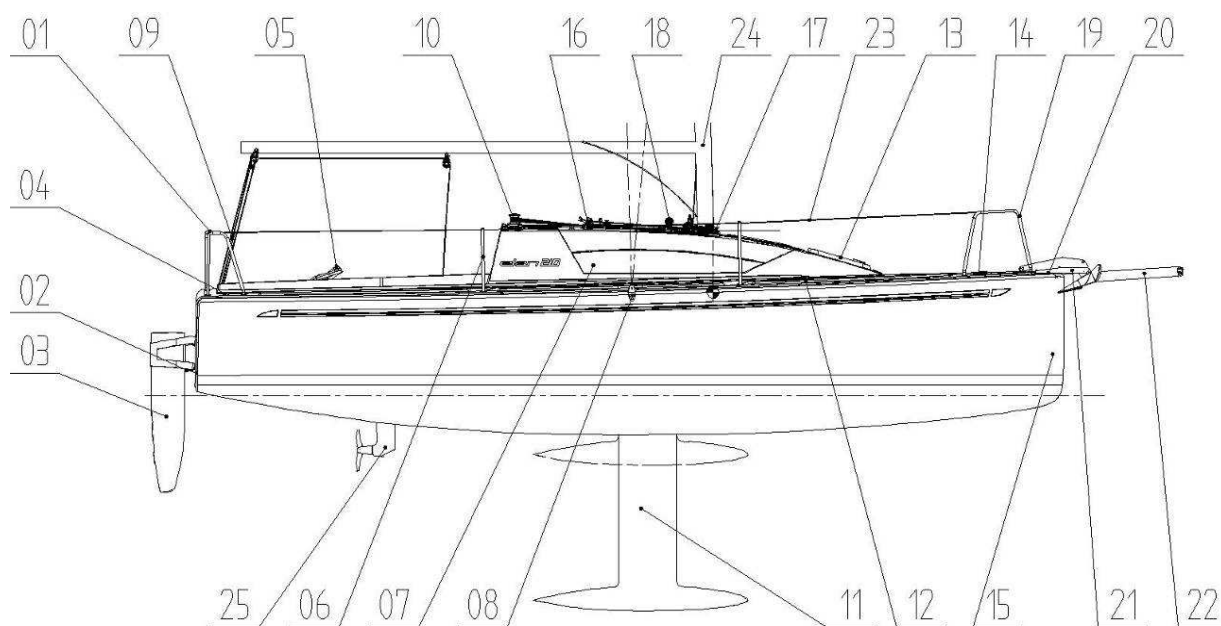


Figure 5

- | | | |
|----------------------------|---------------------|------------------------------|
| 1. Swimming ladder | 9. Winches | 17. Genoa track & system |
| 2. Twin rudders | 10. Lifting keel | 18. Bow pulpit |
| 3. Mooring cleats | 11. GRP toe rail | 19. Forestay |
| 4. Steering tiller | 12. Hatch | 20. Anchor bow roller |
| 5. Stanchions | 13. Mooring cleats | 21. Sliding bowsprit |
| 6. Custom glass portlights | 14. Anchor drainage | 22. Life lines |
| 7. Chainplates | 15. Cleats | 23. Deck stepped mast Selden |
| 8. Mainsheet system | 16. Mast deck step | 24. Outboard engine (option) |

6. PROPULSION SYSTEMS

6.1. SAILS AND MAST

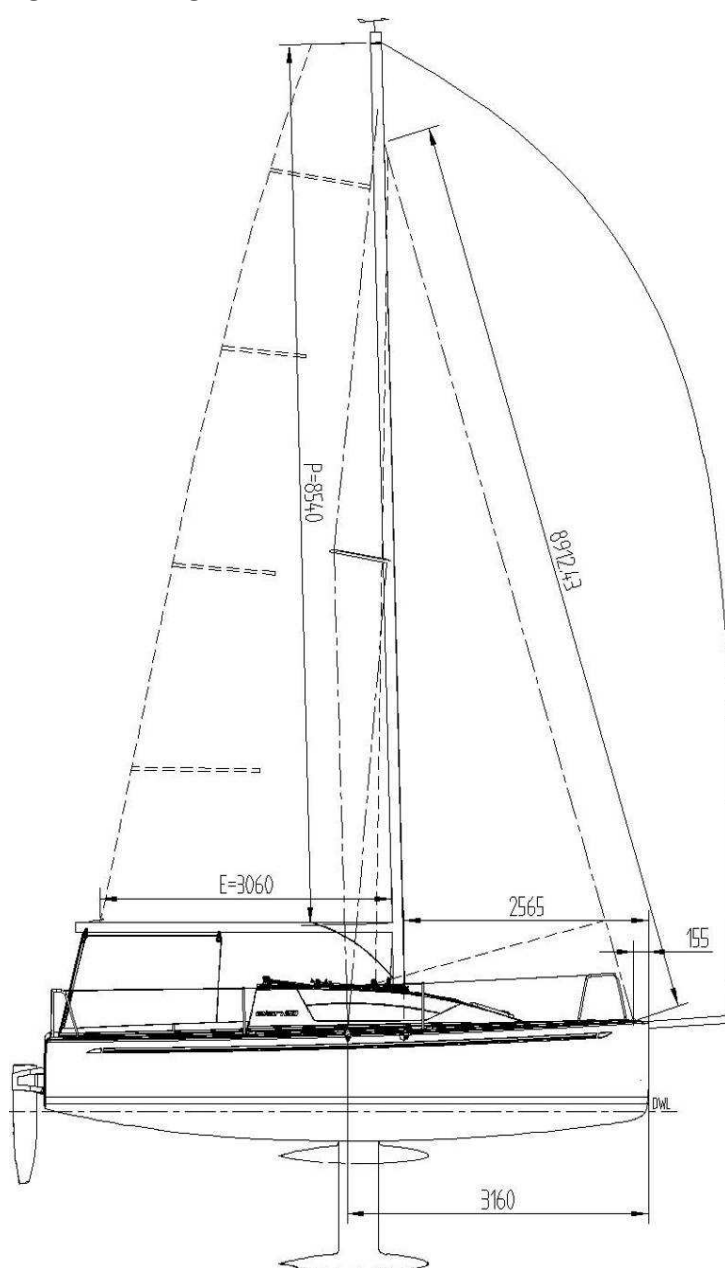


Figure 6

6.2. ENGINE SYSTEM (OPTIONAL)

CAUTION: Follow the instructions for the use supplied by the engine manufacturer, especially with regards to the RPM and load of a new engine.
When shifting from one gear to another via the idle position, keep the handle in the idle position long enough for the engine to rotate at the minimum RPM. When putting in the reverse, hold the steering tiller firmly to avoid breaking the steering system.
Check the engine oil level.
Shut down the engine before putting it into storage position. The engine has rotating and moving parts that can be dangerous.

6.2.1. ENGINE OPERATION

For detailed information see the operation instructions, supplied by the engine manufacturer, which are included to the Owner's Manual. Before operating the engine, you should familiarize yourself with those instructions.

CAUTION: When sailing with inclination over 20 degrees, stop the engine.
Make sure that the tank will be filled over 10% of its capacity.

6.2.2. ENGINE INSTALLATION (OPTIONAL)

The standard version of E210 is not equipped with an engine system. There is possible an optional installation of the engine into central cockpit storage box. If you have chosen this particular system please check the instruction for assembly and operation in the Annexes.
For all other options we have prepared reinforcements on the deck transom, so any other engine bracket is possible for installation. For proper installation, operation and dimensional properties see the instructions, supplied together with the engine.

WARNING: Do not obstruct any fuel lines (possible damage).
Do not put flammable material in contact with hot engine parts.

6.2.3. FUEL SYSTEM (OPTIONAL)

The fuel required for optional engine operation is stored in a fuel tank. The fuel tank has a capacity of 12 liters. The fuel tank is stowed and accessed under the cockpit central cover.

DANGER: When filling the tank, turn off the engine and do not smoke.

7. SYSTEMS AND CIRCUITS

7.1. POSITION OF SEACOCKS AND THROUGH-HULL FITTINGS

CAUTION: Keep the seacocks closed when not in operation to avoid the possibility of water penetration or leakage.
When sailing, the seacocks must be kept closed.
When sailing close the water tank connection valve.

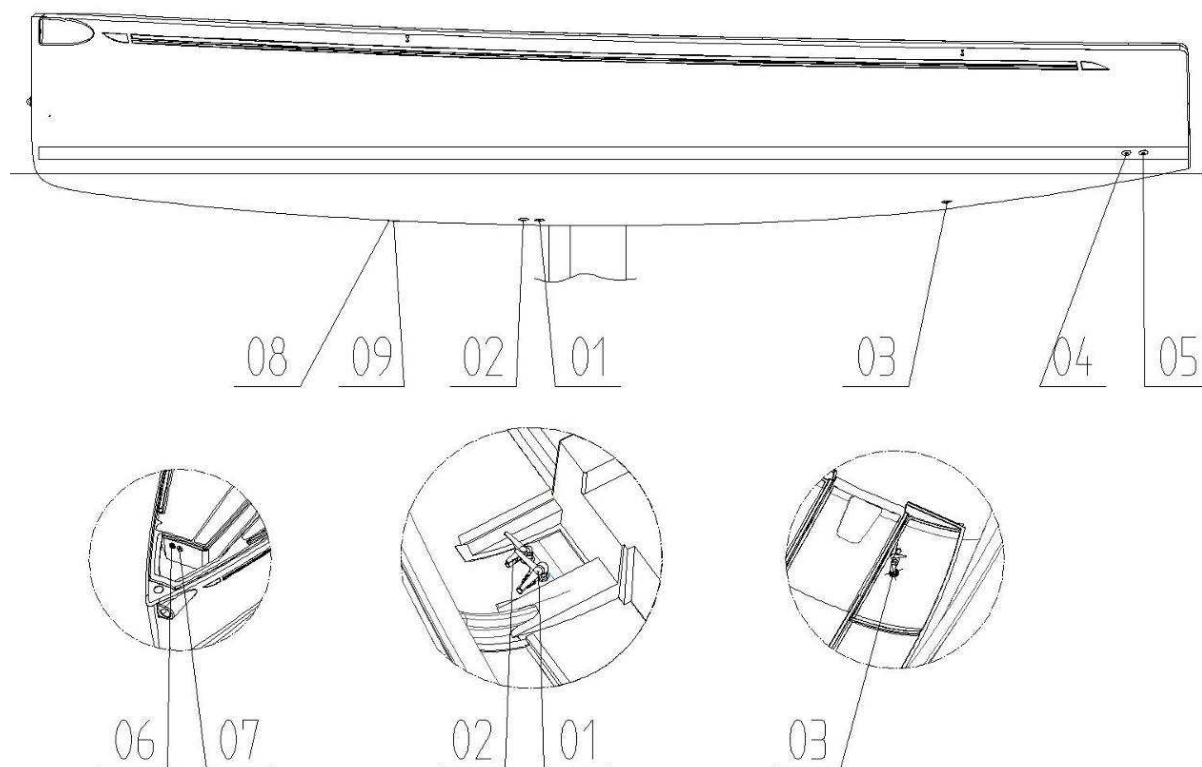


Figure 7

- | | |
|--|---|
| 1. Seacock – Galley sink waste outlet | 6. Fresh water inlet (optional) |
| 2. Seacock – Sea water inlet | 7. Fresh water tank air vent (optional) |
| 3. Seacock – Cockpit box outlet | 8. Depth sounder (optional) |
| 4. Manual bilge pump outlet | 9. Speedometer (optional) |
| 5. Electric bilge pump outlet (optional) | |

OPERATION:

The seacock is **OPEN** when the lever is in line with the pipe.

The seacock is **CLOSED** when the lever is at right angle (90 degrees).

CAUTION: Keep seacocks, cockpit drains, bungs and other opening/closing devices in the hull closed or open, as appropriate, to minimize the risk of flooding.

7.2. SEA AND WASTE WATER SYSTEM

Sea water is used for the sink (standard specification). The sea water for the sink is pumped via foot pump. The waste water from the sink is emptied via outlet seacock.

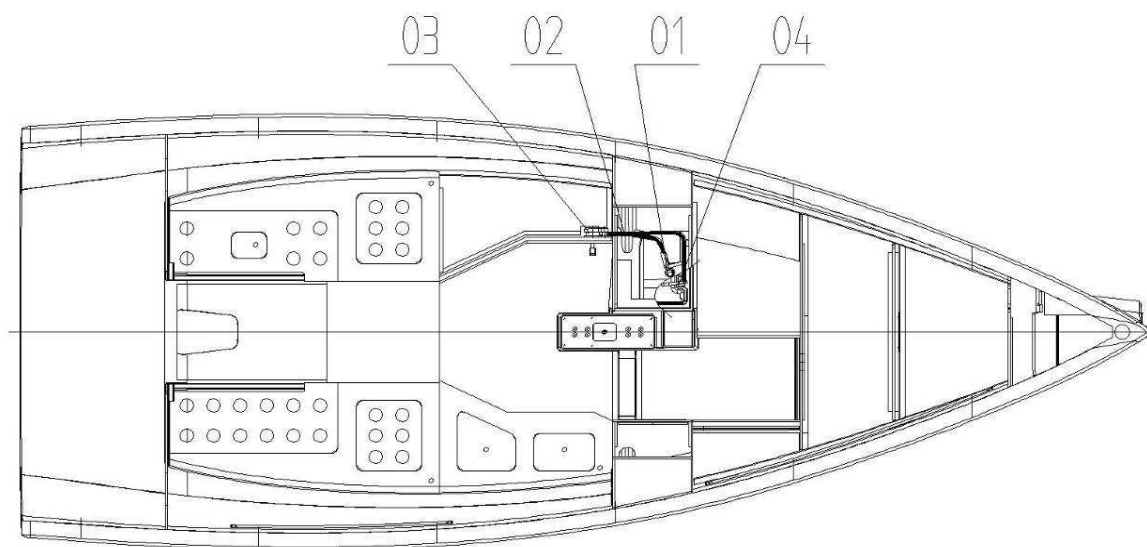


Figure 8

- | | |
|------------------------------|------------------------|
| 1. Seacock – Sea water inlet | 3. Sea water foot pump |
| 2. Sea water hoses | 4. Galley tap |

CAUTION: NEVER use the sea water pump with the outlet seacock closed.
NOTE: Observe local regulations on discharge!!!

7.3. FRESH WATER SYSTEM (OPTIONAL)

The sailing boat is equipped with optional fresh water tank (see Fig.9). It is filled via fresh water filler in the anchor locker. Connect the hose for filling via normal fast connection (same as for garden usage).

Fresh water is used via foot pump (same as for standard sea version) – see Fig.8.

CAUTION: After filling the tanks, disconnect the connection.
 To avoid the risk of contaminating one liquid with the other one, never fill different liquids at the same time.

CAUTION: Always open the sink and waste water seacocks when using fresh water from the tank.

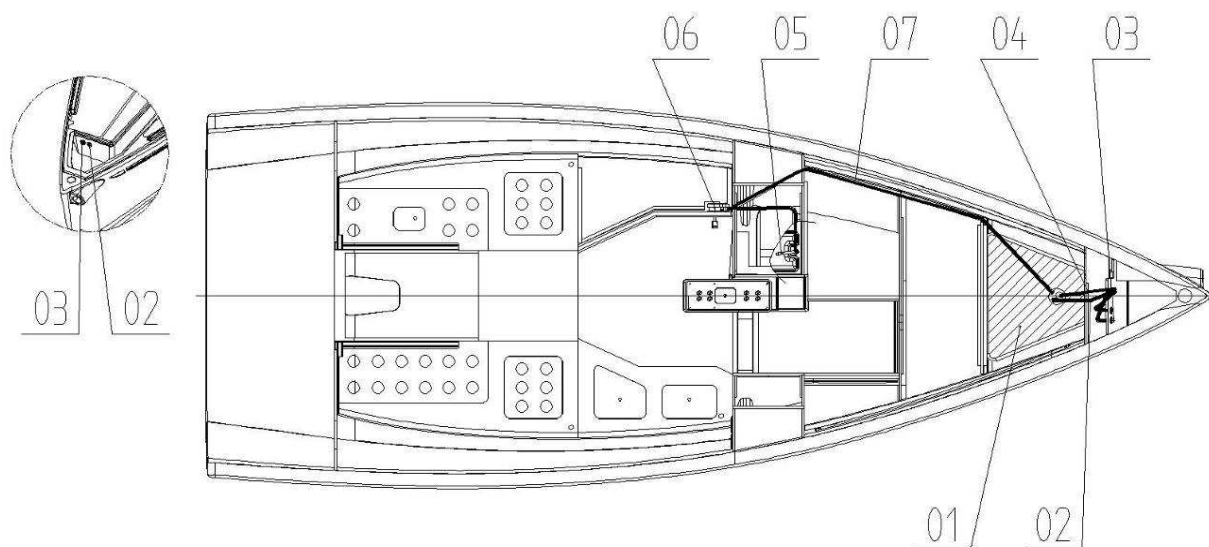


Figure 9

- | | |
|----------------------------|----------------------------|
| 1. Fresh water tank – 55 l | 5. Fresh water foot pump |
| 2. Air vent | 6. Galley tap |
| 3. Fresh water deck filler | 7. Fresh water filler hose |
| 4. Fresh water filler hose | |

7.4. **BILGE WATER SYSTEM**

The bilge strainer is located under the saloon floor. Lifting the boards in front of the companionway will allow you access to the bilge pump via a bilge strainer.

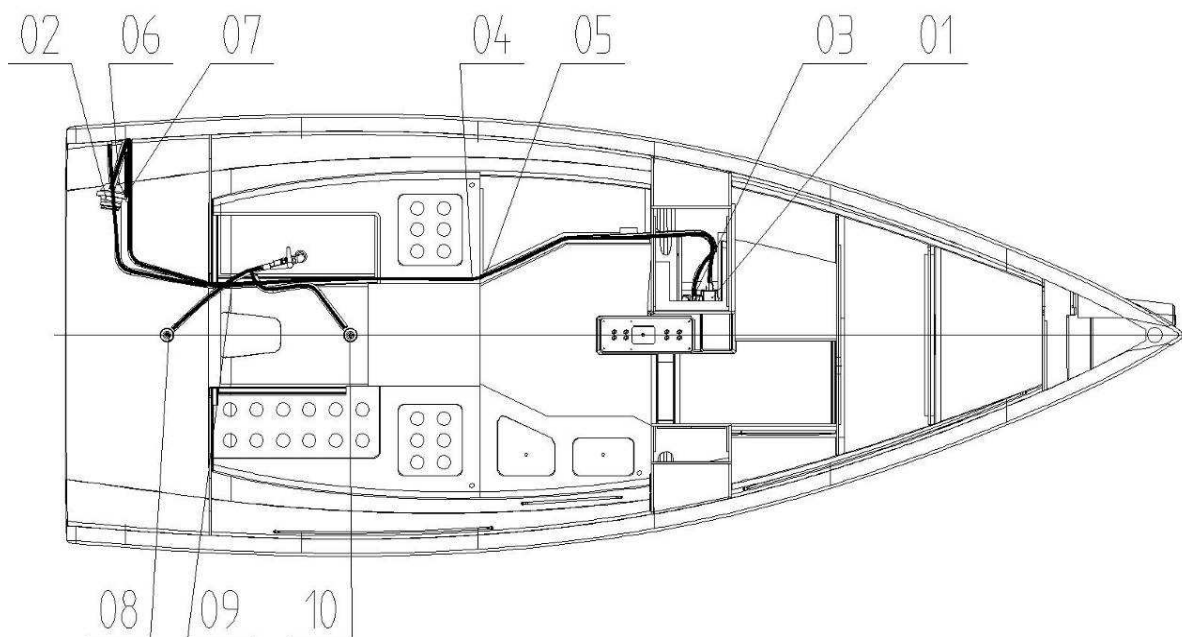


Figure 10

- | | |
|---------------------------------|---|
| 1. Bilge strainer | 7. Electric bilge pump outlet (option) |
| 2. Manual bilge pump | 8. Cockpit box drainage |
| 3. Electric bilge pump (option) | 9. Cockpit box drainage (optional – if outboard engine installed) |
| 4. Manual bilge hose | 10. Cockpit box drainage hose |
| 5. Electric bilge hose (option) | |
| 6. Manual bilge pump outlet | |

CAUTION: Check the bilge pump for bilge water before leaving the dock, during sailing and when leaving the boat for a longer period.
Switch on the bilge water pump switches on the control panel and check the operation of the bilge pump.
Follow carefully the instructions for use and precautions marked on the pump.

7.5. **CHEMICAL TOILET (OPTIONAL)**

As an option portable chemical toilet can be installed below the port aft side of forward berth. If not supplied by Elan please make sure the installation is firm to prevent any over spillage and other malfunctions.

CAUTION: To make the most of new portable chemical toilet, read the user's instructions carefully and keep them for consultation in the future.
The instructions are supplied together with the item portable toilet.
DO NOT over fill the tanks.
DO NOT put any detergents into the upper tank.

7.6. **GEL ALCOHOL FUEL STOVE (OPTIONAL)**

The boat is optionally equipped with a gel alcohol cooker.

CAUTION: Carefully read and understand the instructions, before using your gel alcohol / fuel stove.
The instructions are supplied together with the item portable toilet.

WARNING: You must always be extremely careful when operating, always remember that you are operating with a bare flame. The instructions are to be followed carefully to avoid fire risks or burning.

DANGER: Avoid asphyxiation. Provide ventilation when the stove is in use.
DO NOT use for space heating.
DO NOT smoke or use open flame when recharging.

1. Assure that the stove is mounted properly, eventual repairs must be done by qualified persons. Ask your wholesale or retail dealer.
2. Wear proper clothes when you use the stove, in order not to catch fire.
3. Assure that all parts of the stove are cold before touching them: when the burner is turned off, some parts are still hot enough to provoke burns.
4. Make sure that the stove is cleaned well, especially around the burners.
5. Keep children at a safe distance; if not with an adult, do not permit them to get close to any part of the stove, while it is operating.
6. Never use the stove as a heating system for places or people.
7. Never use the stove unguarded while you are using it: an unexpected event may cause damage to things or people.
8. Avoid that clothes, or any other inflammable material, make contact with the burners, before they are adequately cooled.
9. Never leave plastic or wooden utensils near the stove during use.
- 10. IT IS ABSOLUTELY FORBIDDEN TO MODIFY OR ALTER THE STOVE OR ANY OF ITS PARTS.**
11. Remember you are operating with a bare flame, therefore, to avoid asphyxia or lack of oxygen, keep the room well ventilated when your are using the stove.
12. Before first ignition, take off all the plastic protection film, from the inner and outside parts of the stove, to prevent it from melting.

DANGER:

SAFETY OF THE GEL /ALCOHOL FUEL:

Only use the Gel alcohol/fuel; never use gasoline, Kerosene, methanol, diesel or other flammable substances. Uncontrolled operation can cause serious fire risks or damage and injuries to people.

Keep the Gel/alcohol fuel containers away from the stove, from the engine, fuel tanks and any other heat source.

Do not smoke while working with the fuel.

Remove immediately any spill-out of the fuel.

DANGER:

SAFETY DURING RECHARGE:

DO NOT recharge the container of the gel/alcohol fuel if it is still positioned in the stove. The excessive filling up, or the hot surface of the stove, can cause serious fire risks.

DO NOT pour the Gel/alcohol fuel through the burner, always pull-up the upper part of the stove, take out the recharge and then fill it.

Store the recharge in a safe place, away from flames and other heat sources. Before refilling assure that the recharge is sufficiently cooled.

The Gel/alcohol fuel could be burning even if it seems there is no flame at first sight. Carefully make sure that the flame is absent before refilling. The flame can cause unwanted lighting, personal damages or fire risks.

Do not refill the recharge excessively. If the recharge is too full, the fuel with overflow causing uncontrolled fire ignition.

At the moment of lighting do not keel your hands over the burner, remove them as quickly as possible.

7.7. ELECTRICAL SYSTEMS

7.7.1. 12V SYSTEM

The boat is equipped with 12 V AGM (gel) batteries. The number of batteries depends on the equipment installed (standard 1 – 45Ah). The batteries are optionally charged via battery charger when the boat is connected to an external 230 V supply.

CAUTION:	In case of disassembly, first interrupt the minus cable.
CAUTION:	It is recommended that any faulty original battery be replaced with a similar GEL battery. In case you fitted an ACID battery, it is obligatory to put it in an acid proof box to prevent eventual acid spillage.

All electrical consumers are connected via control panel. Each consumer is equipped with an automatic circuit breaker, a signal light and a switch to turn it ON/OFF.

The main switch is located in the starboard bottom saloon locker (beside the battery).

WARNING:	Never work on the electrical installations without disconnecting the power supply. The batteries must be kept carefully fastened. Do not store conducting objects near the batteries (metal tools). Never modify an electrical installation. When leaving the boat, switch off the main switch.
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CONTROL PANEL 12V:

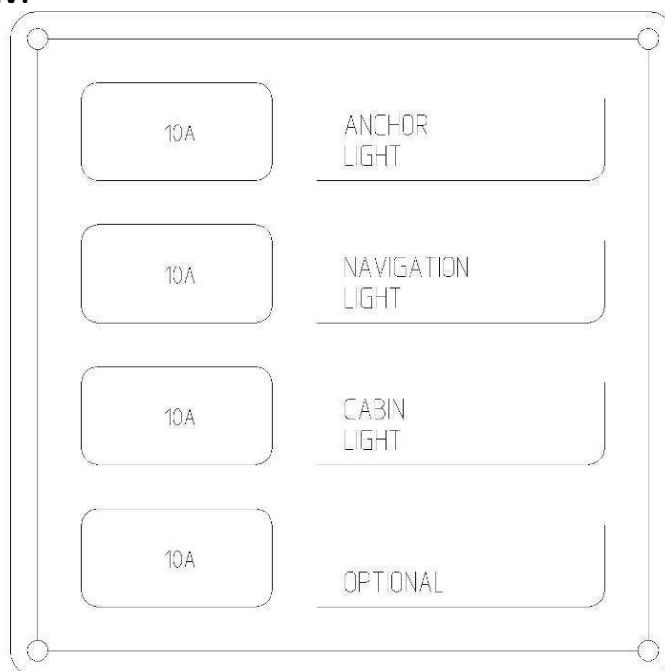


Figure 11

The control panel is installed on starboard saloon locker. The number of control panels differs from options selected (standard one panel, the rest optional). All circuit breakers on the control panel are 10A.

7.7.2. 230V SYSTEM (OPTIONAL)

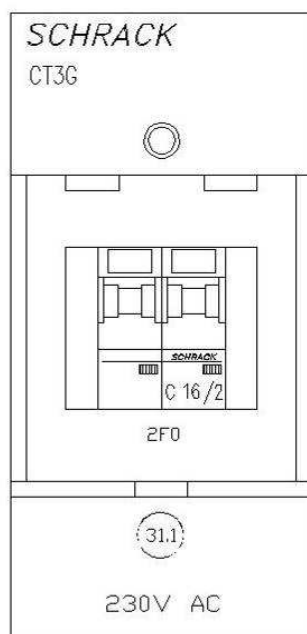
The boat is optionally equipped with a 230 V electrical circuit. The socket is located in the cockpit.

When the boat is connected to an external 230 V supply then green light is on.

WARNING: Never work on electrical installation without disconnecting the power supply. An electrical shock can cause fire.
 Before connecting the cable on the shore, connect it to the boat first.
 Disconnect the cable after use.
 First switch off the main switch in the boat, then disconnect the cable on the shore and last, disconnect it on the boat.
 Do not soak the catches of the cable in water.
 Do not modify any terminals of the electrical cable.
 Never modify an electrical installation.

CONTROL PANEL 230V:

BOX UNDER COCKPIT LEFT BACK SEAT



2F0-SHORE POWER FUSE

Figure 12

7.8. RUDDERS AND STEERING SYSTEM

The boat is fitted with two GRP rudder blades. The blades are removable, when in place they must be secured with transverse safety pins – going also through the AL rudder sleeves.

WARNING: Rudders are operated via central aluminum tiller. Any contact of the rudder with the ground can cause the blade to break or split. It requires immediate checking and consultation with an expert. **DO NOT** let go the steering tiller when you navigate backwards. Self-turning of the rudder can damage the steering mechanism. Recommended speed should not exceed 2 knots.

CAUTION: It is recommended to disassemble the steering mechanism every two years to lubricate it and thoroughly check. Clean the bearings and when reassembling, lubricate them with a lubricant resistant to sea water.

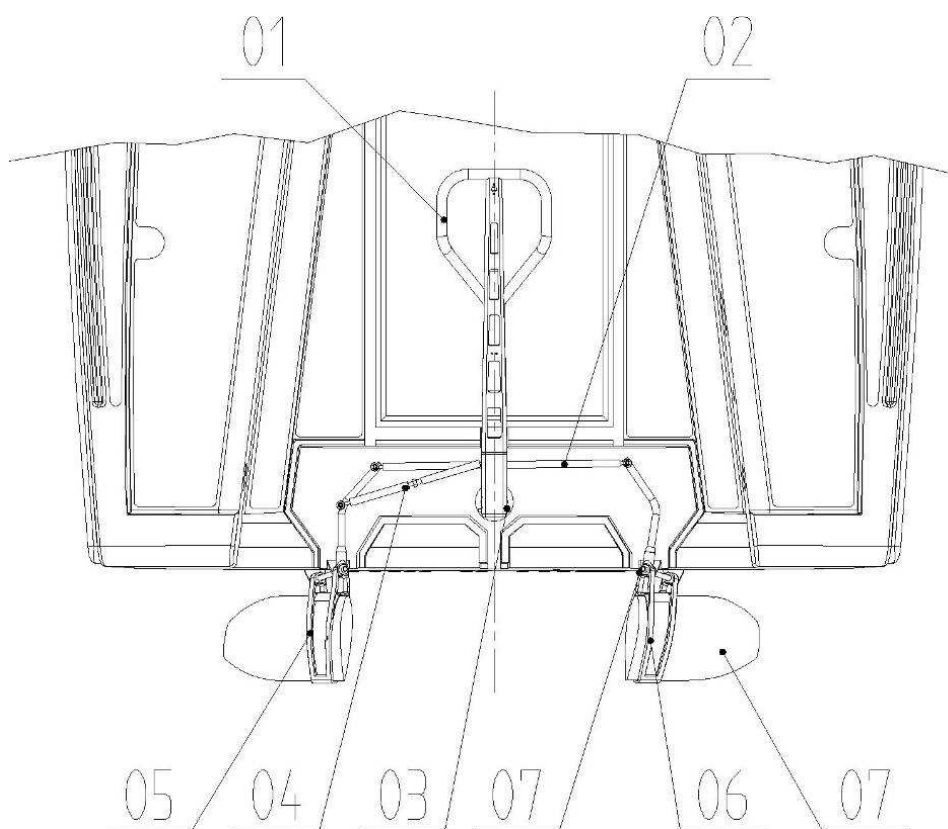


Figure 13

- | | |
|-----------------------------|--------------------------|
| 1. Steering tiller | 5. Custom rudder sleeves |
| 2. Draglink | 6. Safety pin |
| 3. Steering central bearing | 7. Rudder blades |
| 4. Adjustable draglink | 8. Rudder hinges |

8. GARBAGE DISCHARGE

Annex V of the MARPOL Treaty is an International Convention providing for a cleaner, safer marine environment.

IT IS THEREFORE ILLEGAL FOR ANY VESSEL TO DUMP PLASTIC GARBAGE INCLUDING SYNTHETIC ROPE, FISHING NETS AND PLASTIC GARBAGE BAGS ANYWHERE IN THE OCEANS OR NAVIGABLE WATERS.

Violations of these requirements may result in civil penalties being imposed upon offenders in the form of fines and/or legislation.

Garbage must be disposed of as described in the ship's Garbage Management Plan and details of all garbage disposals must be kept in the garbage record book.

WARNING: WITHIN 3 NAUTICAL MILES OF NEAREST LAND, ALL INLAND WATERS & FROM OR WITHIN 500m OF FIXED OR FLOATING PLATFORMS:

You cannot throw anything overboard.

WITHIN 3-12 NAUTICAL MILES OFFSHORE:

You cannot throw overboard paper, crockery, rags, metal, glass, food, plastic, dunnage and lining and packing materials that float.

You can throw overboard paper, crockery, rags, metal, glass and food, provided it is ground to less than 25mm.

WITHIN 12-25 NAUTICAL MILES OFFSHORE:

You cannot throw overboard plastic, dunnage, lining and packing material that float.

You can throw overboard paper, crockery, rags, metal, glass and food etc.

OUTSIDE 25 NAUTICAL MILES OFFSHORE:

You cannot throw overboard plastic.

NOTE:

In each case, plastic includes, but is not limited to synthetic rope, netting & plastic garbage bags.

All garbage discharges must be recorded in the garbage record book.

9. MAINTENANCE

9.1. HAULAGE

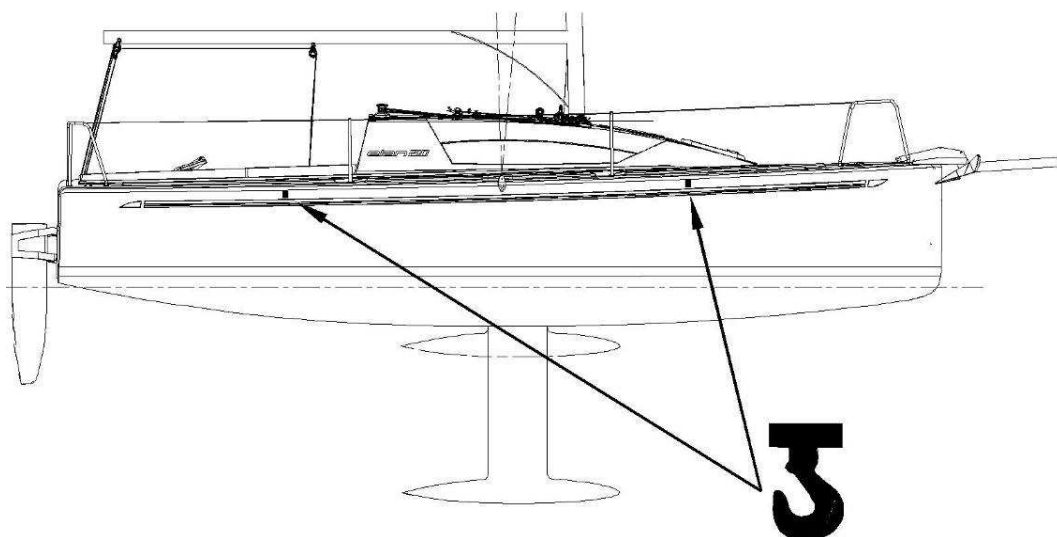


Figure 14

CAUTION: Look for labels on the boat to place the lifting stripes (see Fig.14).
Make sure the straps do not damage the propeller or sail-drive.

DANGER: It is not allowed to stay on board or stand under the boat when the boat is being hauled out.
Make sure that the lifting straps meet all the safety requirements and that they are not damaged.

9.2. UNDERWATER STRUCTURE

9.2.1. HULL

An antifouling protects the underwater structure against fouling by marine growths that run down the performance and sailing ability of the boat. It is applied on the hull section that is immersed in water and up to about 100 to 150 mm above the waterline or up to the top stripe. It needs to be serviced at least once a year.

For a new boat it is very important to observe the following steps:

Use a 95% proof alcohol to remove all traces of the mould release agents and then wipe with absorbent paper or cloth.

To prepare the hull for the antifouling, gently sand it with sandpaper (400 grade).

Rinse thoroughly with cold fresh water without applying pressure or detergent and allow it to dry.

Apply the antifouling with a spray gun or a roller in accordance with the antifouling manufacturer's instructions.

For maintenance of the hull follow the next steps:

- Remove all algae and shells using a brush and fresh water.
- When cleaning with a high pressure hose and cold water, do not bring the hose any closer than 0,5 m.
- Allow the hull to dry.
- Apply the antifouling with a spray gun or roller in accordance with the antifouling manufacturer's instructions.

CAUTION: When applying the antifouling, do not apply it on the instrument probes and terminal ends.
Some antifouling paints are compatible which is why particular care is required. When choosing another antifouling, consult a professional and keep records of the antifouling paints used.
Follow the specifications and instructions laid down by the antifouling manufacturer.

WARNING: When cleaning the underwater structure:

- **NEVER** use any solvent other than alcohol.
- **NEVER** use hot water under pressure.
- **NEVER** use cleaning agents under pressure.
- **NEVER** use a scraper.

9.2.2. PROTECTION OF TERMINALS

The zinc terminals of the underwater metal components (cast iron keel, propeller shaft, and propeller) have to be replaced as soon as the terminals corrode up to half their length in order to ensure an adequate protection of the terminal ends.

WARNING: Improper positioning or inadequate protection of terminal ends can cause irreparable damage to the metal parts.

9.3. HULL AND DECK

9.3.1. CLEANING

We recommend that you wash the exterior fiberglass surfaces of your boat several times each season using a mild detergent and large amounts of fresh water in order to remove the salt and dirt accumulated during use and as a result of air pollution.

After the boat has dried, use a good quality wax for protection against UV rays. We suggest that you should use a wax that does not contain silicone.

CAUTION: DO NOT use aggressive (alkaline) cleaning agents for cleaning because they may cause changes in the gelcoat.

9.3.2. STAINS, SCRATCHES AND ABRASION

Use 95% proof alcohol to remove the stains, which cannot be removed with a detergent and fresh water. If the surfaces are not cleaned regularly, the top gelcoat layers can change color. Such stains can only be removed using a medium grade-rubbing compound. If this is ineffective, rub the area lightly with wet 800 to 1200-grade paper (used with water) until the mark disappears. A cleaning agent with fine abrasives can also be used to remove stains and minor scratches. After the stain has been removed, apply a wax polish.

WARNING: Rubbing with abrasive compound and materials removes the gelcoat. As this is only thin layer, great care should be taken.
DO NOT use organic solvents other than alcohol because they can cause in permanent damage to the gelcoat and discoloration.

Gelcoat that is used as the exterior layer on your boat is very hard and resistant to shocks and scratching. However, it is practically impossible to avoid scratches when the boat is used. Minor scratches can be removed by sanding and polishing like stains. You will probably not be able to remove them completely but they will be less visible. Any scratches reaching to the fiberglass layer need to be repaired by applying gelcoat or another putty. If a scratch goes deep into the laminate or if it is a major scratch, we recommend you to have it repaired by a professional.

Any customer must be aware, if ordering a blue hull, that there may be white pixels visible in the blue hull. When sanding or polishing the hull the micro porosity of the laminate may be exposed. After final production, ELAN Yachts are sanded and polished, therefore extreme care must be exercised should further polishing be required.

DANGER: In case of a crack or possible delamination, immediately consult an expert on laminates or contact the boat builder or his official representative.

9.4. MAST, SAILS AND RIGGING

The standing rigging on your sailing yacht should be inspected regularly to ensure safe and trouble-free sailing. New rigging will often form a thin layer of rust, especially at the terminal ends. This is caused by impurities surfacing when the wire is cold-worked during manufacture. The oxidation should stop after a certain period of time, and when it does, remove the stain with a non-chlorinated cleaner or a stainless steel polish. Rinse the turnbuckles and grease them lightly each season. Inspect the mast parts as well. Make sure that the furling system rotates easily. Wash away the salt, and then lubricate the bearings.

The sails need constant attention as the slightest wear in the stitching or at reinforced parts can quickly lead to their deterioration. Keep a small sail-maker's kit at hand. Bigger repairs should be made by a professional sail-maker.

Sails dislike salt water and sunshine, so whenever you have the possibility, rinse the sails with plenty of fresh water and dry them completely before folding them.

To protect the sails from UV rays, always cover the mainsail folded on the boom with the mainsail cover. Remember to relieve outhaul tension before you start folding the mainsail. Genoa leech and foot already have sewn-on protective stripes that give a complete UV protection to a furled sail. When leaving the boat for a longer period or after the season, always remove, fold and store the sails in the sail sacks.

WARNING: DO NOT ever let the sails flatter in the wind while drying as heavy damage to the stitching and sailcloth may result.

9.5. DECK EQUIPMENT

9.5.1. LIFELINES, PULPITS AND STANCHIONS

Lifelines and other rigging should be checked periodically. The terminal ends should be engaged properly in the barrels of the turnbuckles and the lock nuts tight. As the lines stretch, the slack should be taken up.

Stainless steel hardware can now and then show signs of rust that should be removed using a non-chlorinated rust remover or a stainless steel polish. Rinse the equipment with fresh water and grease turnbuckles every year.

9.5.2. WINCHES AND BLOCKS

The winches should be cleaned and inspected before you go sailing. Check that the holding bolts are tight. Blocks require little maintenance, except for periodic washing in fresh water and a light oiling with a silicone lubricant.

9.5.3. TEAK

A teak deck is exposed to sunlight and heat and salt water. If exposed to UV rays, it begins to put on a grey appearance and lose its original color. Scrub the teak deck, always across the grain of the wood with fresh water and a mild detergent several times a year and let it dry out. Then apply teak oil. Some teak treatments are not compatible with original. We recommend SIKa Marine Teak Deck Maintenance System according to recommendations.

WARNING: DO NOT clean teak deck with alcohol, acetone or gasoline or use teak maintenance systems based on the afore-mentioned substances.
DO NOT use for teak strong or aggressive cleaners and brighteners.

9.5.4. PLEXIGLASS, PORTLIGHTS AND HATCHES

Wash your acrylic hatches and other acrylic components on your boat with a mild soap and plenty of warm water. Use a clean, soft cloth, applying only light pressure. Apply wax or non-acidic oil to such frames after cleaning.

WARNING: To avoid cracking, never use any type of solvent when cleaning acrylic glass.
DO NOT subject acrylic material to high temperature.
DO NOT use cleaning agents like acetone, gasoline etc.

9.6. INTERIOR

9.6.1. INTERIOR WOOD SURFACES

Clean the varnished wood surfaces with fresh water and a clean cloth. Do not use organic solvents or expose surfaces to high temperatures to prevent permanent damage to the varnish. Please keep in mind that wood is a natural product, therefore minor differences in color can occur.

WARNING: Worn wood parts can be painted with good quality polyurethane varnish. The varnish used must be compatible with the original one. Before applying the varnish, prepare the surface in accordance with the manufacturer's recommendations.

9.6.2. CUSHIONS AND CURTAINS

Use an upholstery shampoo of the foam type. When you leave the boat for a longer period of time, lift the cushions, allowing them to dry completely in order to prevent the growth of mildew underneath.

9.6.3. REFRIGERATOR (OPTIONAL)

Clean your refrigerator before each sail and when leaving the boat for a longer period. Remove all the food and clean the fiberglass interior surfaces with a sponge and an appropriate cleaning agent. Leave the refrigerator cover open when you leave the boat to let the interior dry completely.

9.6.4. COOKER (OPTIONAL)

Because only a clean cooker is safe, after any use clean the cooker thoroughly including the burners.

9.6.5. BILGE STRAINERS AND PUMPS

After cleaning the boat's interior, proceed to inspect the bilge pump strainer and bilge, removing the dirt and drying it to prevent odor and mildew.

WARNING: Dirt, hair etc. should not be directly washed into the bilge during any cleaning process because they may plug the bilge pump and prevent it from regular functioning.

9.6.6. FUEL AND WATER TANKS

Inspect your tanks for any dirt regularly. Pay particular attention to any dirt accumulating at the bottom. The best way to clean the tanks is with a vacuum cleaner.

WARNING: Inspect the fuel and water tanks only when you are sure that they are empty. Never unscrew the inspection hole when the tank is not empty.

10. WINTERISATION

It is recommended that all yachts should be lifted from water annually to allow the hull to dry out. The GRP that the hull is made of absorbs moisture when immersed in water, which can result in osmosis.

10.1. BLOCKING THE HULL

A sailing yacht is properly supported when the weight of the hull is resting on the keel. The purpose of cradle bulkhead is just to keep the boat balanced in an upright position. Before hauling the boat out, check that the crane straps are positioned on the signed marks on the hull (see Fig.14).

10.2. ELECTRICAL SYSTEM

Remove all the batteries from the boat and clean the poles. Store the batteries in a warm and dry location. The batteries should be completely charged before storing. The rest of the electrical system requires little maintenance.

Extremely adverse weather conditions may cause corrosion. In that case we recommend you to clean off any corrosion and apply an anti-corrosive agent.

10.3. WATER SYSTEM

Pump tank as dry as possible, then add a non-toxic water system winterizer. Pump this solution through the entire fresh-and waste-water systems. Clean the seacocks carefully from inside and outside of the boat and put some water resistant grease on moving parts.

WARNING: Leave all the seacocks open.
DO NOT use antifreeze or other poisonous substances.

10.4. ENGINE

Thoroughly clean oil and fuel from the engine compartment. Winterization should be done in accordance with the engine manufacturer's recommendations. Inspect all the electrical connections and spray them with an anti-corrosion spray.

10.5. SAILS

Thoroughly wash all the sails, inspecting them at the same time. Fold the completely dried sails and store them in a dry and dark place. If necessary, use a mild soap to remove the stains. If you find any damage, bring the sail to a sail-maker for inspection and repair.

10.6. COVERING

It is much better to store a sailing yacht under cover than to leave it exposed to the weather conditions. The teak and gelcoat will fare far better during the winter and the boat will not be exposed to the pressure of the freezing water, a common cause of gelcoat stress cracks.

10.7. CUSHIONS

Remove the cushions from the boat for winterization, let them dry out and store them in a dry place.

10.8. INTERIOR

Make sure that the interior is well ventilated. Open all the lockers, covers and doors to allow for adequate air circulation.

11. INSTRUCTIONS FOR USE OF INSTALLED EQUIPMENT

1. Refrigerator
2. Water heater
3. Instruments
4. Engine
5. Etc.

	ELEMENT	MANUFACTURER	TYPE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

NOTES:

Make notes of any modification on your sailing yacht.

A series of horizontal dotted lines for taking notes.