

A horizontal strip at the top of the page. On the left is a small Sunseeker logo. To its right is a partial view of a white yacht's hull. Further right are three circular punch holes.

Owners Handbook

75 Yacht



7

JK

16

1. The first part of the report is a general introduction to the subject of the study. It discusses the importance of the study and the objectives of the research. It also provides a brief overview of the methodology used in the study.

2. The second part of the report is a detailed description of the study area. It provides information about the location of the study area, the population of the area, and the characteristics of the area.

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Before You Start

Before You Start



Declaration of Conformity explained



DECLARATION OF CONFORMITY TO THE EUROPEAN RECREATIONAL CRAFT DIRECTIVE 94/25/EC

Boat Type and Description:

Boat Model Name:

Serial No:

Design Categor

Unladen weight of craft:

Number of persons recommended by manufacturer for which the boat was designed to carry when underway:

Maximum Weight of craft:

Maximum rated engine power:

This craft has been built to the European Recreational Craft Directive 94/25/EC Essential Safety Standards & RINA specifications in accordance with: EC Type Examination Certificate No: DIP76398 Issued by Registro Italiano Navale, Via Corsica, 12 - 16128 Genoa Italy.

ISSUED BY:

J Braithwaite. Director.

Sunseeker International Ltd, 27-31 West Quay Road, Poole, Dorset, BH15 1HX England. Telephone: 44 (0) 01202 381111 Fax: 44 (0) 01202 241651

Class of Boat

Model of Boat

Serial No. of certificate (Not the boat)

Classification of Boat

Weight of boat when totally empty

Maximum weight allowable

Maximum engine size

Build Standard

Luxury Motor Yacht

75 Yacht

75Y 1 02.06.03 4020475

A

37.7 Tonnes

20 Persons

49 Tonnes

3000 PS

2206 KW



About your owner's manual

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

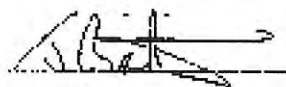
If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the craft. Your dealer or national sailing federation or yacht club will be pleased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

PLEASE KEEP THIS MANUAL IN A SECURE PLACE AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT

Declaration of conformity**Declaration of conformity
To the European recreational craft directive 94/25/EC**

Boat Type and Description:	Luxury Motor Yacht
Boat Model Name:	75 Yacht
Serial No:	75Y 04.12.2003 4040475
Hull No:	GB-XSK-03041 I506 (4350675)
Design Category:	A
Unladen weight of craft:	49.98 Tonnes
Number of persons recommended by manufacturer for which the boat was designed to carry when underway:	20 Persons
Maximum Recommended Weight of craft:	38.67 Tonnes
Maximum rated engine power:	2 x 1103 KW

This craft has been built to the European Recreational Craft Directive 94/25/EC Essential Safety Standards and RINA specifications in accordance with: EC Type Examination Certificate No: DIP16903/XU Issued by Registro Italiano Navale, Via Corsica, 12 - 16128 Genoa Italy.

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Stability information for 75 yachts

(a) A Maximum Weight of craft of 49,980 kg has been used for assessing stability and buoyancy. This assessment has been made assuming that

The boat in the Light Craft Condition has a mass of	38,670 kg
Fuel, fresh water, other fluids to maximum tank capacity	5820 kg
Crew mass (at 75kg per person)	1500 kg
Provisions and personal effects	1300 kg
Stores and spare gear	750 kg
Optional additional equipment	750 kg
Inflatable life raft(s)	100 kg
Other small craft carried aboard	550 kg
Total Maximum Weight of craft	49,980 kg

THE INFORMATION GIVEN ON THE BUILDERS PLATE:

MAX PERSONS + LUGGAGE = 2000 kg

THE TOTAL WEIGHT OF PERSONS AND THEIR LUGGAGE MUST NOT BE GREATER THAN 2000 kg

(b) This boat has been given Stability Category A with a Crew Limit of 20 in accordance with ISO 12217-1. This category is considered to be suitable for use in waves up to 7m significant

height and a typical steady wind force of Beaufort Force 9 or less, subject to: The Crew having suitable skill and experience. Satisfactory construction and maintenance of the boat and equipment.

(c) Users of this boat are advised that:

All Crew should receive suitable training.

The boat should not carry more than the Maximum Load.

Bilge water should be kept to a minimum.

Stability is reduced by any weight added high up.

In rough weather, hatches, lockers and doorways should be closed to minimise the risk of water ingress.

Stability may be reduced when towing or lifting heavy weights using a davit or boom.

This owner's manual is based on a standard European Specification Type 75 Yacht. Every attempt has been made to provide accurate information. Sunseeker International Boat's Ltd, build craft to specific customer specifications. Due to different configurations this will at times cause items to be re-located. Therefore there may be areas contained in this manual, which do not refer directly to your personal craft. Sunseeker International Boat's Ltd reserve the right to modify the here described specifications at any time without prior notice, with the purpose of improving the product.

Stability information for 75 yachts

Sections marked with an open book symbol have additional information available in the users manual.



Warnings, Cautions and Dangers are marked with these symbols.



Failure to comply with these sections may result in damage to equipment or personal injury.



WELCOME! To the exclusive world of SUNSEEKERS

Performance and reliability resulting in many years of boating pleasure.

Your SUNSEEKER is built to a very high specification using the most modern materials and techniques. The hull is constructed in high-impact, multi-laminate fibreglass (GRP). All components and fittings have been chosen or purchased to the highest standards.

To enjoy your quality boat to the full it is most important that you become thoroughly familiar with every aspect of its operation and care.

This handbook is divided into sections covering everything from launching to winter storage, and includes hints and tips on driving and safety, as well as how to take good care of your valuable investment.

Your SUNSEEKER powerboat has been designed by Sunseeker International and Don Shead, the World's top Powerboat designer to give the highest standards of seaworthiness and rugged durability. In order to preserve these qualities it is important to follow the User Care instructions, which have been prepared in order that all aspects of high performance, good looks and reliability might be maintained over the years. All SUNSEEKER boats are luxuriously appointed and the interior decor is designed to satisfy the most discerning of tastes while retaining easy to clean characteristics. The facilities provided vary according to the size and specification of the boat.

With reasonable care and attention your SUNSEEKER will give you many years of pleasurable and safe boating. This Owner's Manual has therefore been specially prepared to guide you in keeping your boat in tiptop condition.

If any points arise that you do not completely understand, your dealer will be glad to assist you. We wish you many years of pleasurable boating.

Insurance

Insurance

It is absolutely essential that you obtain adequate insurance cover both for the boat and boat equipment and for your personal and third party liability.

If the boat is intended for water ski-ing or any other special use, make sure your Insurance Company is notified in advance.

There is available an insurance policy which is specifically designed for SUNSEEKER owners, with more advantageous rates. Contact your dealer for further information.

Sunseeker Owners' Insurance, 8 Albany Park, Cabot Lane, Poole, Dorset, United Kingdom. BH 17 7AZ.

Coleman
INSURANCE BROKERS

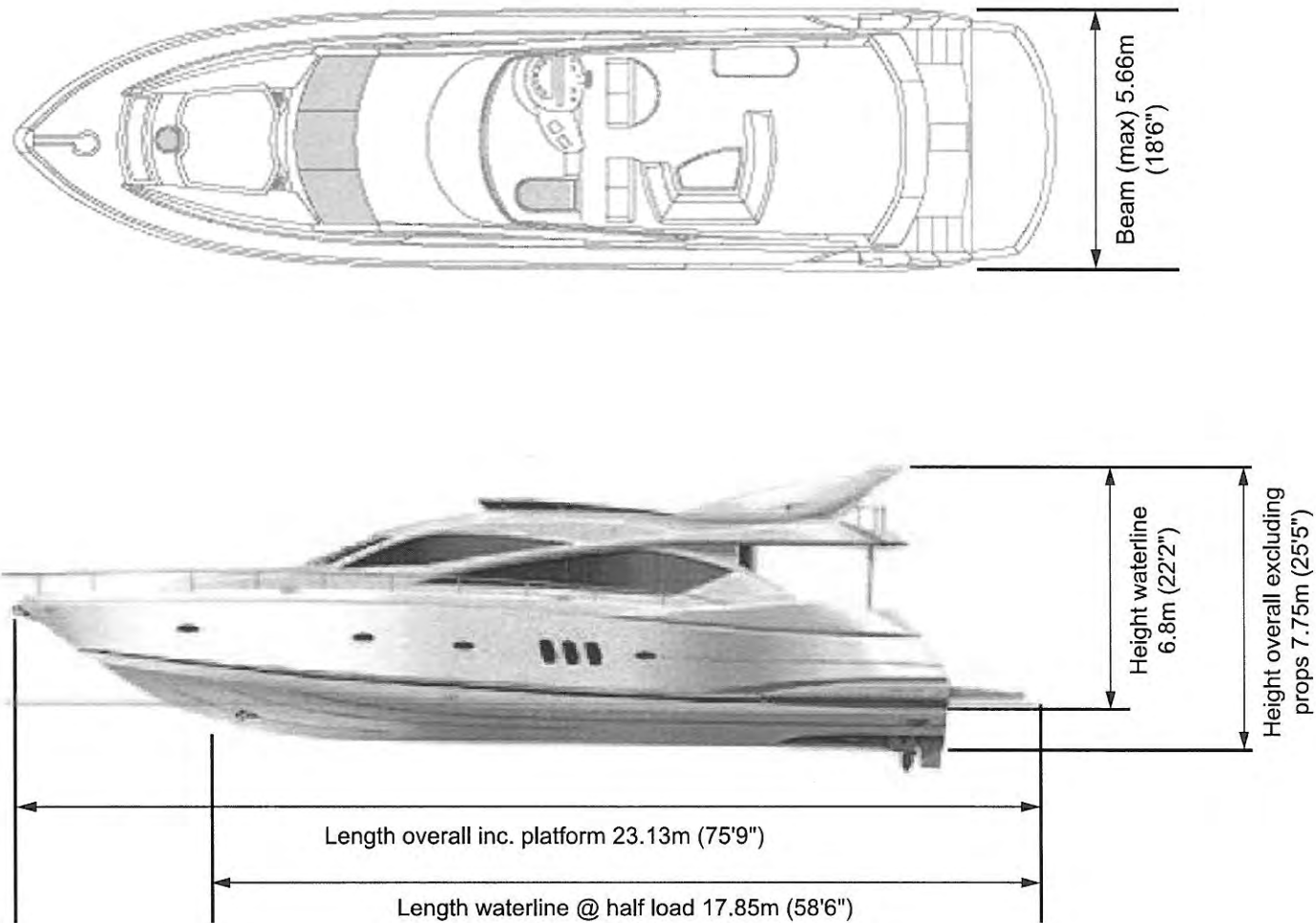
Your dealer is required to carry out a series of checks and inspection tasks on the boat. This is a very thorough commissioning of the boat carried out by a factory-trained engineer from the dealer to ensure the boat is performing and functioning correctly.

Please ensure that your boat, its engines and generator are regularly serviced by the appropriate dealer. In the event of a warranty claim and when you come to re-sell the boat you can show that your SUNSEEKER has been well cared for.

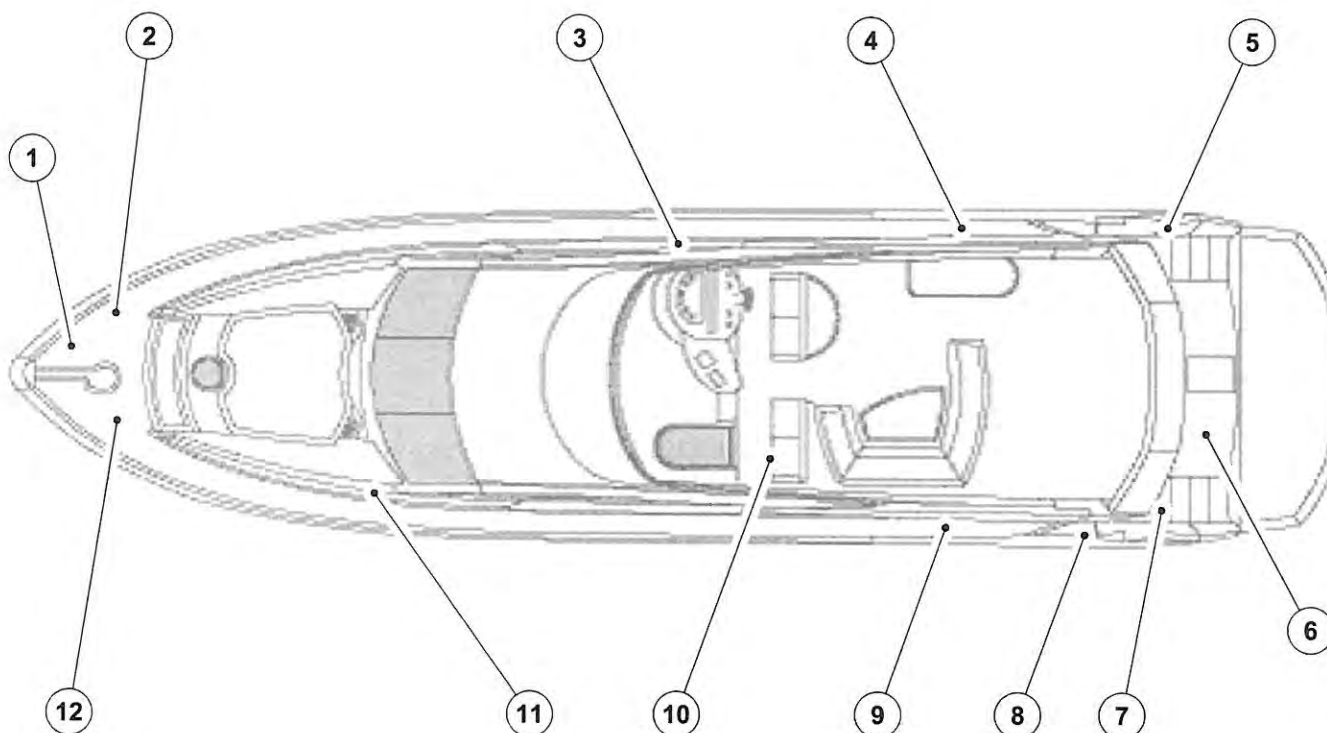
A Sunseeker P.D.I Form

Sunseeker 75 Yacht Dimensions

Sunseeker 75 Yacht Dimensions



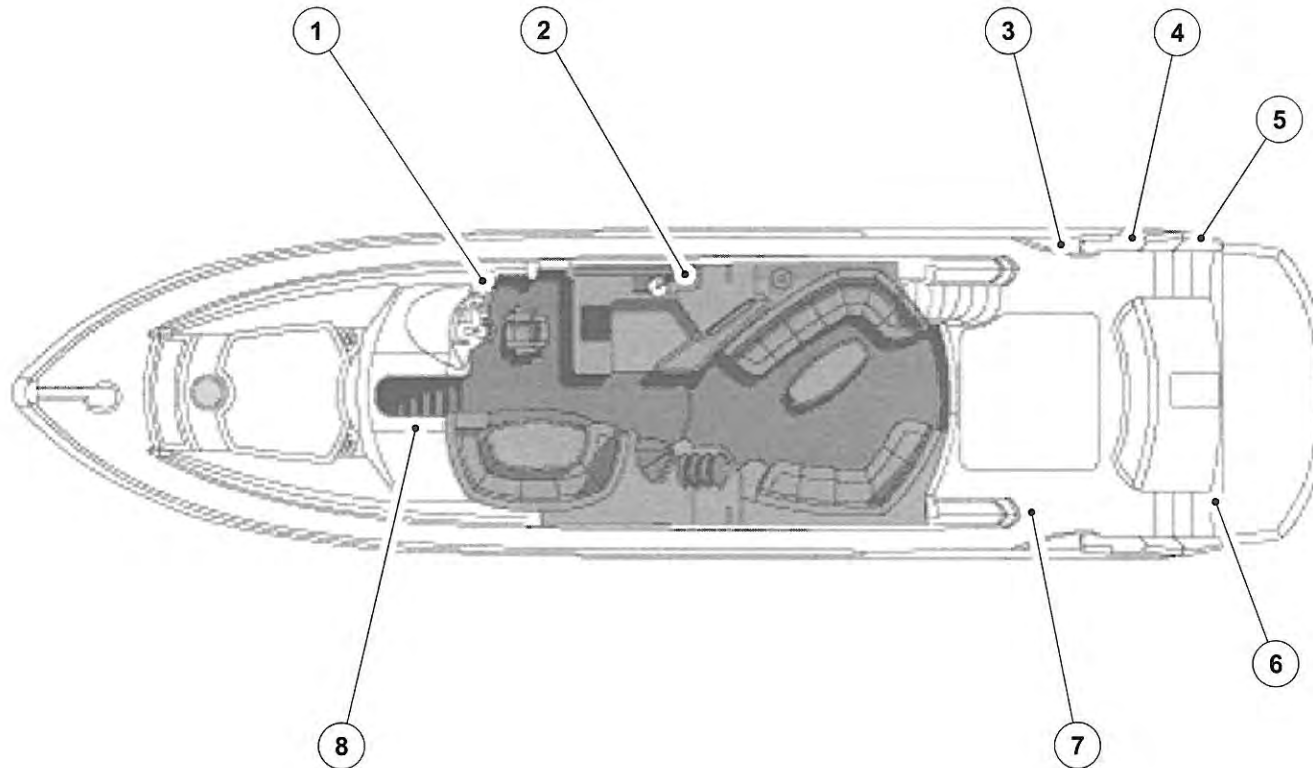
Sunseeker 75 Yacht Flybridge Plan Layout



- 1 Electric operated winch
- 2 Anchor locker (handle for manual operation of winch)
- 3 Flybridge console
- 4 Starboard fuel tank filler
- 5 TV/Radio shore connection
- 6 Crew holding tank waste outlet
- 7 Electric shorepower connection
- 8 Fresh water tank filler
- 9 Port fuel filler and emergency fuel cut off and fire suppression handles
- 10 Wet bar
- 11 Holding tank waste outlet
- 12 Chain locker(remote control for anchor)

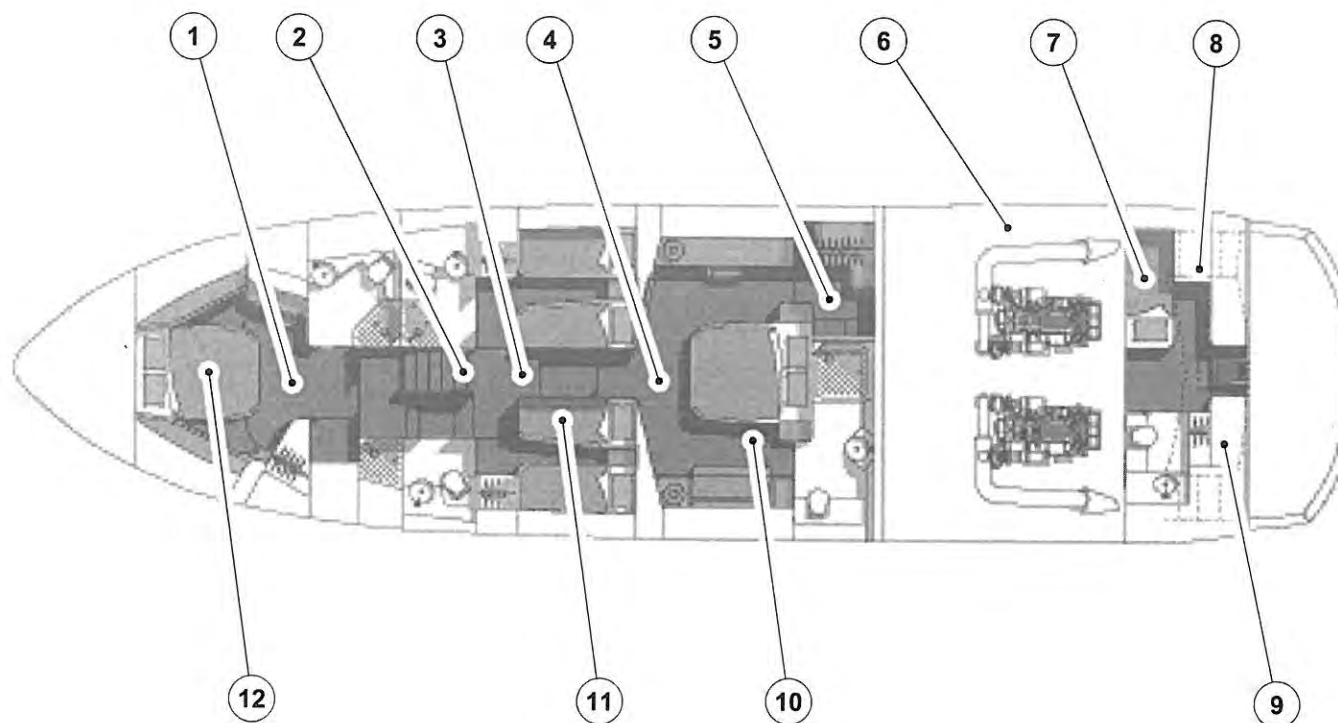
Sunseeker 75 Yacht Saloon Deck plan layout

Sunseeker 75 Yacht Saloon Deck plan layout



- 1 Console switch panel
- 2 Galley switch panel
- 3 Wash down connection
- 4 Bathing platform personal shower
- 5 Fresh water shore connection
- 6 Bathing platform switch
- 7 Battery isolation switches
- 8 Switch panel cockpit stairwell

Sunseeker 75 Yacht lower Deck Plan Layout



- 1 FWD bilge area access panel
- 2 Companion way switch panel
- 3 Grey water holding tank access panel
- 4 Master bedroom suite bilge access panel
- 5 Master bedroom suite stbd sump box access panel
- 6 Engine room
- 7 Crew quarters
- 8 Switch panel
- 9 Stern thruster fluid reservoir location
- 10 Master bedroom suite port side sump box access panel
- 11 Guest cabins
- 12 VIP suite



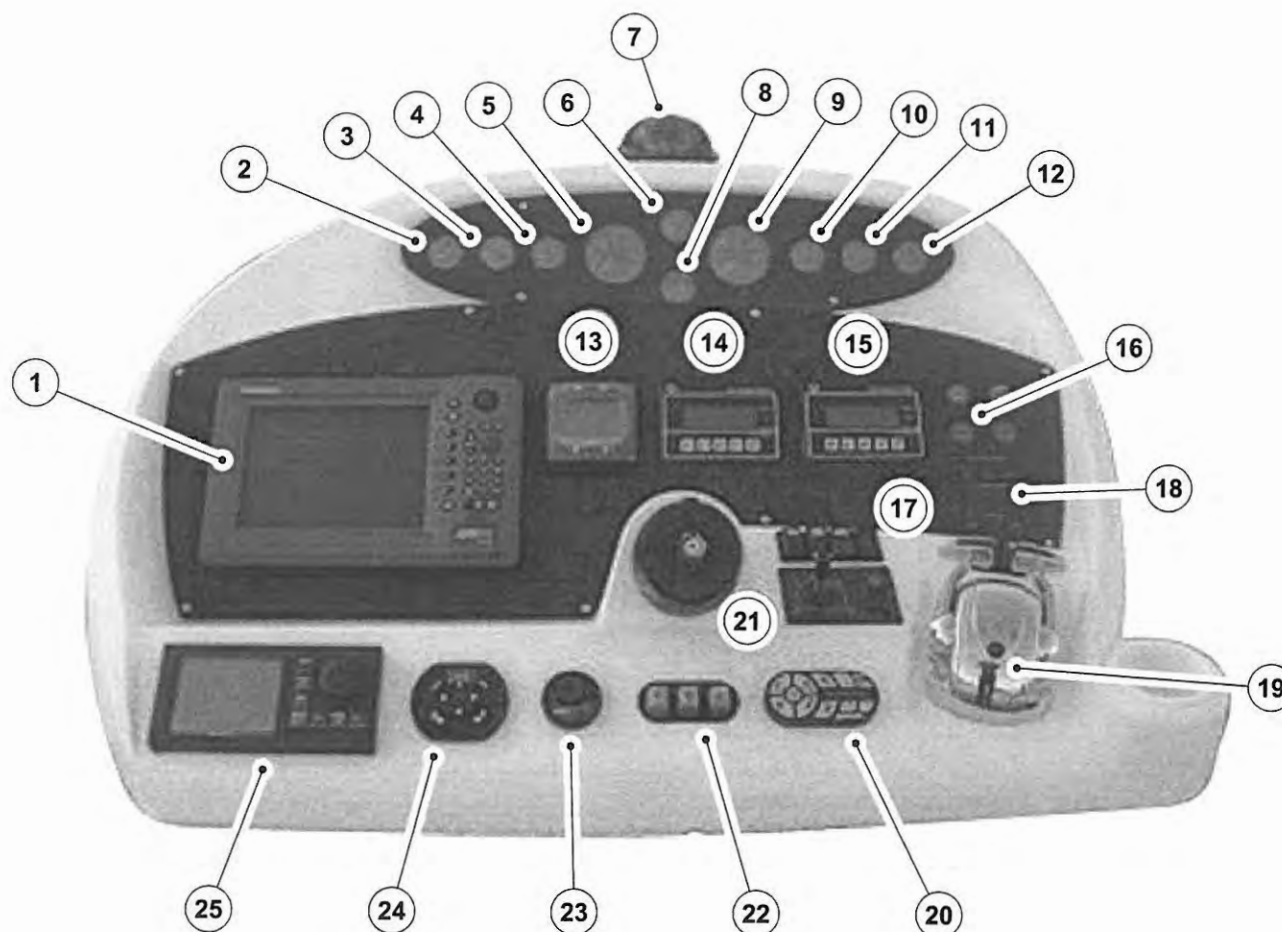
Sunseeker 75 Yacht lower Deck Plan Layout



Console Layout



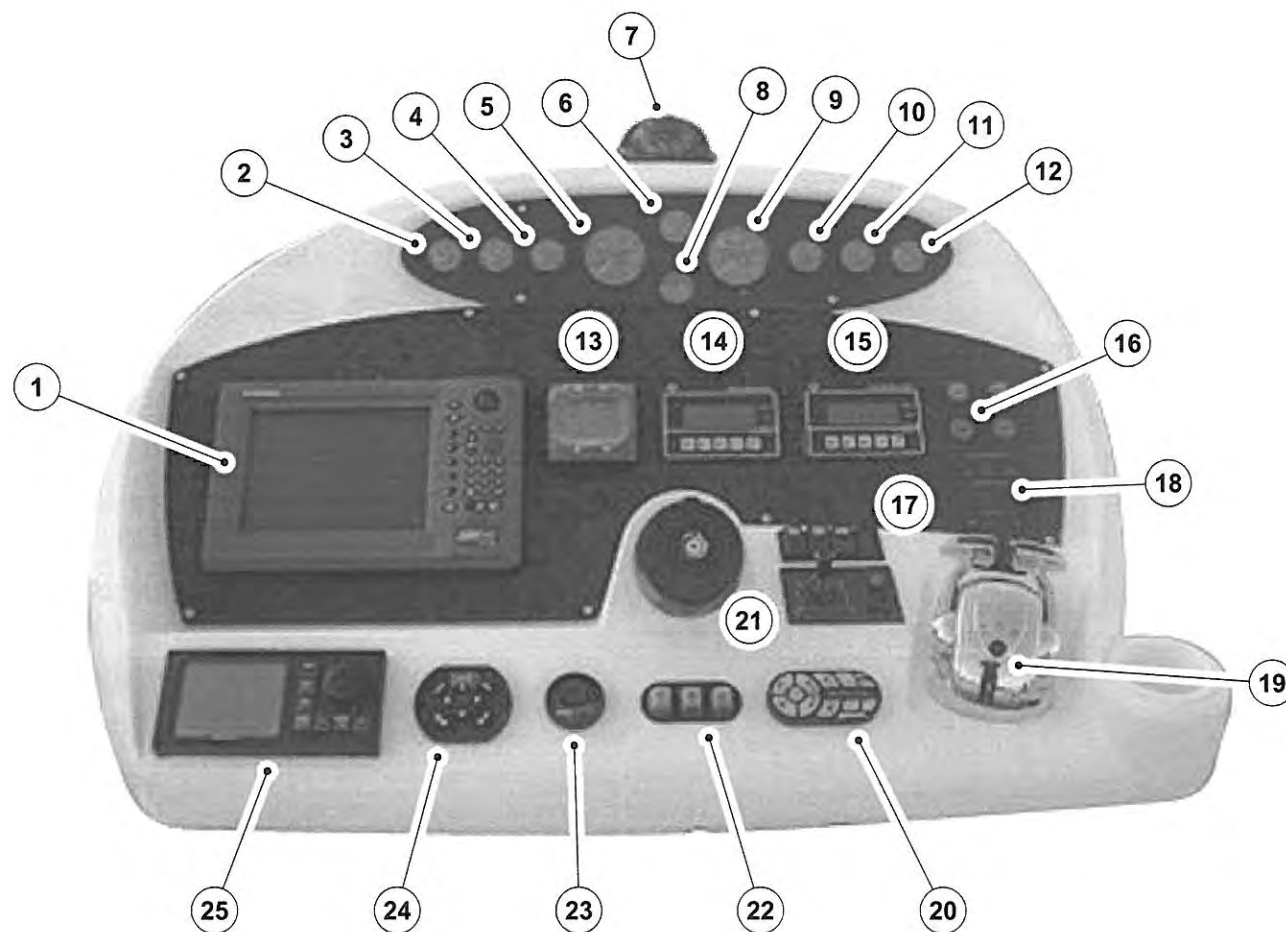
Flybridge Console Layout



- 1 Navigation unit
- 2 Voltmeter (Port engine)
- 3 Oil pressure gauge (Port engine)
- 4 Water pressure gauge
- 5 Revolution counter (Port engine)
- 6 Fuel level gauge
- 7 Compass
- 8 Helm position
- 9 Revolution counter (Stbd engine)
- 10 Water temperature (Stbd engine)
- 11 Oil pressure gauge (Stbd engine)
- 12 Voltmeter (Stbd engine)
- 13 Depth indicator
- 14 Port engine monitoring panel
- 15 Stbd engine monitoring panel
- 16 Engine start/stop controls
- 17 Switch panel
- 18 Trim tab switches

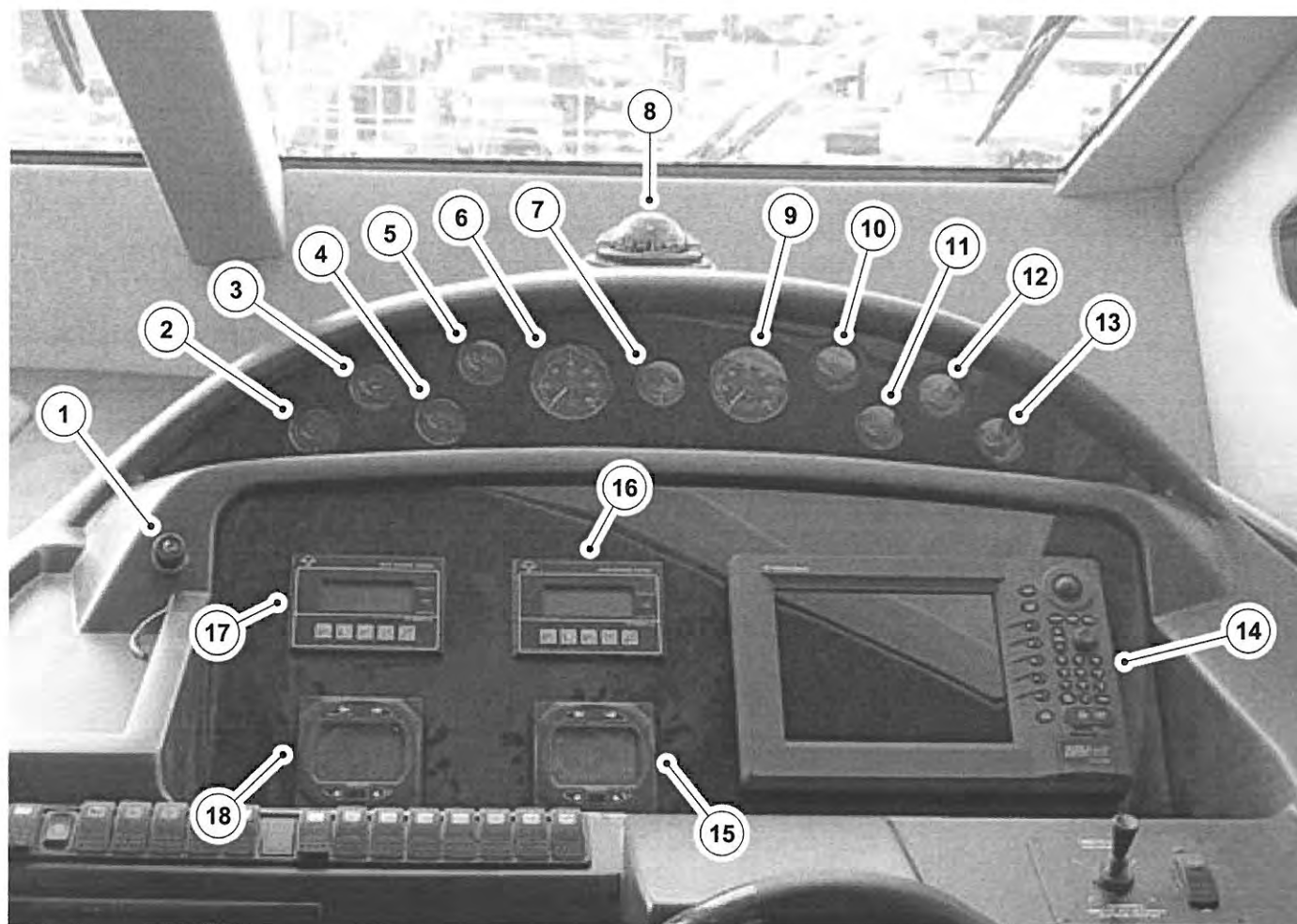
Flybridge Console Layout

Flybridge Console Layout



- 19 ZF Mathers engine and transmission control levers
- 20 Audio remote keypad
- 21 Bow and stern thrusters controls
- 22 gauge breakers
- 23 Sea-fire monitoring gauge
- 24 Spotlight controls
- 25 Autopilot

Cockpit Engine and Console Instruments



- 1 Cigar lighter
- 2 Fuel gauge
- 3 Voltmeter (port engine)
- 4 Oil pressure gauge (port engine)
- 5 Water temperature (port engine)
- 6 Revolution counter (port engine)
- 7 Helm indicator
- 8 Compass
- 9 Revolution counter (stbd)
- 10 Water Temperature
- 11 Oil Pressure (stbd)
- 12 Volt meter (stbd)
- 13 Fresh water tank level
- 14 Navigation unit
- 15 Sumlog
- 16 Starboard engine monitoring panel
- 17 Port engine monitoring panel
- 18 Depth gauge

Cockpit Engine and Console Instruments

Cockpit Engine and Console Instruments



- 19 Trim tab switches
- 20 ZF Mathers engine and transmission control levers
- 21 Engine start/stop switch panel
- 22 Bow and stern thruster controls
- 23 Sea-fire extinguisher monitoring panel
- 24 Switch panel
- 25 Autopilot
- 26 Spotlight controls

Tachometer

The Tachometer indicates the engine speed in revolutions per minute (RPM). This is the most important instrument fitted to the boat. You should set your running speed with reference to the RPM. The tachometers basically give you a continuous indication of the efficiency of your engines and propellers.

Sumlog (depending on option)

This gives the approximate speed of the boat in knots. The distance travelled is also recorded which is also useful when navigating. It works on a through hull fitting which incorporates an impeller. This impeller has small magnets mounted inside the blades, which, as it spins send pulses up to the gauge. The speed of the pulses are converted into the knots or miles per hour and displayed on the gauge. It is important that this unit is checked regularly for any build up of debris or barnacles.

Helm Indicator

This gauge indicates the rudder position, which is the most useful indicator when manoeuvring. The normal procedure is to leave the steering in the central position and steer the boat by using the forward and reverse gears. This gives the boat good manoeuvrability in confined spaces.

Fuel Gauge

The Fuel Gauge provides an accurate indication of how much fuel is in the tank. The most accurate reading is obtained when the boat is not moving and the fuel tank is in a horizontal position.

Water Tank Gauge

The water tank gauge provides an accurate indication of the fresh water level in the tank. The ignition must be on for the gauge to work.

Compass

The compass is your main navigational instrument. Please ensure that both the lower helm and flybridge compass have been swung and corrected by a professional compass adjuster. It is essential that this be carried out with all the electronic equipment fitted to the boat, (radar G.P.S, vhf radio etc.). If any additional electronic equipment is fitted at either helm station, it may be necessary to have the compass re-checked for accuracy. Always carry the compass correction card on board.

Echo Sounder (depending on option)

This instrument indicates the depth of water below the bottom of the boat. An alarm can be programmed to sound if the depth reaches a predetermined minimum. See instruction book for information.



The echo sounder contains various settings for anchor alarm's and display. Please refer to the appropriate manual for full operating instructions.

Engine Temperature Gauge

The temperature gauge indicates the running temperature of the engine.

Cockpit Engine and Console Instruments

Engine Oil Pressure Gauge

The oil pressure gauge indicates the oil pressure in the engine.

Gearbox Temperature Gauge (optional)

The gearbox temperature gauge indicates the oil temperature pressure in the gearbox.

Gearbox Oil Pressure Gauge (optional)

The gearbox pressure gauge indicates the oil pressure in the gearbox.

Voltmeter

The voltmeters on the instrument console indicate the charging of the engine batteries. The instruments also include a charge-warning lamp. If it remains on or lights up at any time with engines running, this indicates a fault in the charging which should be rectified immediately.

Engine Monitoring Panel

The engine monitoring system incorporates the following international symbols on the console equipment of the 75 Sunseeker Yacht.

This is a series of warning lights and symbols conforming to ISO 7400 specification, which may indicate a fault within the engine or ancillary system. These lights are also connected to an audible alarm. Please note that they may not all be present on your boat or the electronic systems of the engines.

Engine coolant level



This light will illuminate should the coolant level in the engine fall below the minimum mark. The engine coolant level must be topped up before continuing engine usage otherwise overheating could occur.

Engine oil pressure



This light will illuminate should the engine oil pressure fall below the minimum safe level. The cause must be investigated and rectified before further use. Oil level in engines should be checked daily.

Transmission oil temperature



This light will illuminate should the transmission oil temperature rise beyond the maximum temperature. The cause must be investigated and rectified before further use. If the oil level is too low for example, continuing to use the boat could result in severe gearbox failure.

Transmission oil pressure



This light will illuminate should the transmission oil pressure fall below the minimum level. The cause must be investigated and rectified before further use. Oil level in the transmission should be checked weekly.

Engine intake air temperature



This light will illuminate should the temperature of the air in the engine room become too high. Check operation of blowers and extractors.



Caution!
Should a warning light illuminate or flash, stop the engine and investigate the cause. Do not run the boat until the problem has been rectified.

Cockpit Engine and Console Instruments

Engine Control Panel



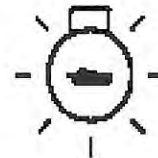
Caution!

Due to the high electric load of the block heaters they should be switched off when not required, especially in warmer climates.

Console Equipment

Located on the Sunseeker 75 Yacht console are the switches for the equipment required to operate the boat safely. Each switch on the console is protected by a circuit breaker on the main DC Circuit Breaker Panel. Beneath the lower helm below is the standard row of switches found on the boat.

The battery switches and the appropriate circuit breakers must be in the ON position in order to use this equipment.



Navigation lights (lower helm and flybridge)

The navigation light switch is a two-way switch, which operates the navigation lights and the anchor light. By selecting NAV LIGHTS the instruments and switches will illuminate.



Cockpit lights (lower helm and flybridge)

This is the switch for the low-level lights in the cockpit and walkway areas



Radar arch lights (lower helm and flybridge)

This switch is for the lights in the radar arch or on the underside of the flybridge.

Bilge Pumps (Lower helm)

These are the manual switches for the bilge pumps

Bilge pump 1



Located in the forward bilge compartment.

Bilge Pump 2 and 3



Located in the middle bilge compartment



Bilge pump 4 and 5



Located in the bilge compartment under engine room floor



Bilge pumps 6 and 7 are located under the stern crew cabin floor

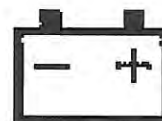


Echo sounder (depending upon model)



This is the switch to activate the echo sounder mounted on the console. Ensure the circuit breaker is switched ON.

Battery crossover



This momentary switch is the control for the battery crossover solenoid.

Cockpit Engine and Console Instruments

Trim tabs (2 switches)



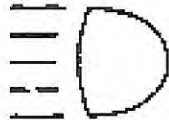
These two switches are the controls for the trim tabs. Pushing forward will activate trim tabs down and pushing backwards will raise the trim tabs. Ensure circuit breaker is switched on before use.

Horn (lower helm and flybridge)



This momentary switch is for the air horns.

Bow Lights (optional)



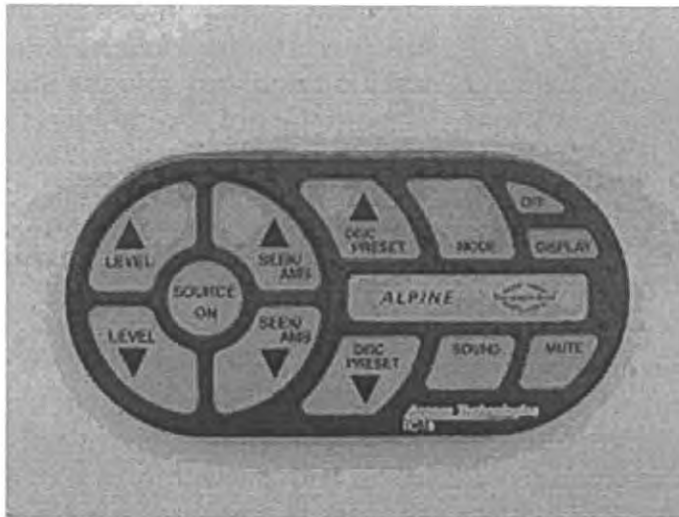
If fitted these two switches control the bow and stern lights.

Electric Windows (optional)



These two switches are located in the aft saloon and are for the operation of the electric windows.

Stereo Remote Control Panel on Flybridge Console



A Waterproof Remote Controls AOU-60/AOU-61

BUTTON LEGEND

ALPINE FUNCTION

	Volume UP
	Volume DOWN
	Radio: Seek UP CD: Track UP
	Radio: Seek DOWN CD: Track DOWN
	Radio: Preset UP Changer: Disc UP
	Radio: Preset DOWN Changer: Disc DOWN
	Source Selection
	Same as SOURCE ON (Source Selection)
	Sound MUTE
	Same as SOURCE ON (Source Selection)
	Radio: Band Selection CD: Slot/Changer
	Power ON/OFF (Toggle)

Cockpit Engine and Console Instruments

Engine Controls



Warning!

Only qualified operator to pilot this boat. Do not operate the boat while under the influence of alcohol or drugs.

Ensure all passengers remain seated whilst boat is underway and that the cockpit door is securely closed.
Ensure that all shower doors are locked in the closed position.

The 75 Yacht is fitted with single lever ZF Mathers Electronic Controls. Single lever controls all work on the same principle by operating both the speed and gearshift in one operation. When the lever is in the central detent position, the engines are in neutral at idle speed. When the lever is pushed forward, this engages gear, and further movement forward will increase the throttle speed.

The same controls are at either helm. Before starting the engines, the controls must be activated at the helm you are operating the boat. This is done by pressing the CTRL button on the control base.



Warning!

Do not shift too quickly from forward to reverse. Stay in the neutral or idle position until the boat has lost most of its headway before completing the shift to reverse. Never shift the boat to reverse when the boat is planning.

To operate the throttle when the control is in neutral, the gearshift mechanism has to be disengaged. Each type of control has a different method.



From the neutral position, press and hold the CTRL button. Whilst holding the CTRL button, move the lever forward into the forward detent position and then release the button. The small light should start flashing, which indicates throttle only. To return to normal operation, return the lever to its neutral position. The light should then remain constant.

The Same controls are able to Synchronise the engine RPM. This however is not a standard option. If the full Synchronisation option has been fitted this will switch on when the engines are started. When both engines are in ahead with more than 10% above idle RPM and are within 15% of equal RPM the control system will work to synchronise, this is indicated by a blinking green light in the centre of the control head. The blinking will become steady green within a few seconds, showing that the engines are synchronised. Moving either control head lever beyond the 15% window of RPM will deactivate synchronisation and turn the green light off.

Depressing the station transfer button for one second while the engines are in Synchronisation Mode may disable synchronisation Mode, the control levers are matched and above 10% throttle. Synchronisation Mode may be re-enabled by depressing the station transfer button for one second while the control levers are matched in ahead and above 10% throttle.

If the ZF Mathers controls are using the Cruise Command processors it is possible to use single lever control for both engines. This mode must be programmed in the processor..



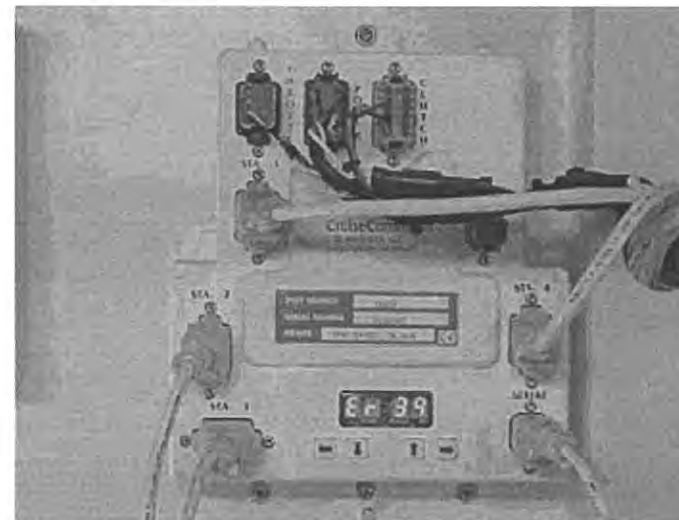
Warning!

Only engage gearshift when throttles are in the idle position. Failure to do this could result in serious damage to the gearbox.



This information is given as a guide only. Please refer to the appropriate manual for full operating instructions of the controls.

ZF Mathers Cruise Command



The Mathers processors are located in the engine room. These would have been pre-programmed in the factory for the vessel. In the event of a problem they will display an error code. A description of these codes can be found in the Mathers cruise command manual.

If a fault code is displayed which is not reset by powering down the system, please contact your local dealer for advice



Caution!

Qualified personnel only should enter the programming mode. Incorrect programming may result in mechanical or electrical damage.

Cockpit Engine and Console Instruments

Boat System Monitoring Panel



The engines will not start if the bathing platform is in the lowered position.

Running Instructions



Running Instructions

An experienced operator should accompany a new boat owner who lacks operation experience until they become familiar with the controls. After learning the fundamental rules of manoeuvring, practice will perfect these fundamentals and make the operator adept in handling the boat.

Pre-start Checks

Before starting the engines make sure that you inspect engine room:

1. There is no FUEL LEAKAGE.
2. There is no WATER LEAKAGE from the engine or hull.
3. There is no OIL LEAKAGE.
4. The OIL LEVEL is correct (Refer to Engine Handbook).
5. CHECK COOLING WATER LEVEL in the expansion tank for the correct amount of fresh water.
6. There is enough FUEL on board for the planned voyage.

Instruct all passengers and crew on board the workings of the boat and where to find the lifejackets and the fire extinguishers etc. Also tell them everything else you think necessary from the point of view of safety. Should something unexpected happen during the voyage, very often it is too late to tell those on board how the safety equipment works.

Starting the Engines



Danger!
Failure to properly ventilate all areas of the boat can result in dangerous accumulation of carbon monoxide gas. Ensure proper ventilation of the cabin and cockpit areas at all times when the engines or generator are running.

If engines do not start check the emergency stop button on the engine control panel in the engine room.

1. Check seacocks are open.
2. Switch on the main battery switches.
3. Turn on fuel taps.
4. Turn on the engine room blowers. Allow the blowers to run for a few minutes before starting the engine.
5. Ensure controls at the lower helm and the flybridge are in the NEUTRAL position.

MAN Engines

Turn the key switch one step to the right. The ignition alarm will activate and the preheat light on the engine monitoring panel will illuminate and stay constant. When this light starts flashing, turning the key to the right and start the engine until the engine is running.

Check immediately after starting that the instruments display normal readings. In the event of abnormal readings, stop the engine immediately and investigate the cause.

Occasionally, the light on the voltmeter may remain illuminated when the engine has started. This is not abnormal. If you

Running Instructions

increase the speed of the engines slightly, the light should extinguish which indicates the alternator is charging.



Caution!

Monitoring the engine instrumentation is an important part of correct operation. In many circumstances, small problems can be detected before they develop into more serious hazards.

To obtain good operating economy the engine should not be run at maximum speed for long periods. See engine manual for correct maximum rpm.

Note that the maximum operational speed for long periods (cruising speed) is 200-600 rpm less than the normal maximum speed.

Check that the engine temperature is normal when running (75-95°C) (167-205°F) and that the instruments for charging and oil pressure show normal values. If abnormal values are shown the engine must be stopped immediately and the cause investigated.

If when starting, the engine will only turn over slowly and will not start, operate the Battery-crossover system and keep it depressed whilst starting engine. This links the main battery banks together. (See Battery Crossover section)

Check the instruments! Expensive repair bills and much unnecessary trouble can be avoided if the instruments are checked frequently, especially when first starting the engine. By keeping a careful watch it is possible to detect a malfunction before any serious damage occurs.

Running In

A new engine must be run in with special care during the first 20 hours of operation. Do not run the engine under full load during this period. Oil consumption can be expected to be higher than normal during the running-in period, and so it is necessary to check the engine oil-level at frequent intervals.

The warranty inspection is to be carried out between 20 to 50 hours of operation, or before 180 days from the date of delivery, or before the end of the first season, whichever occurs first. This service inspection has to be carried out by an authorised service workshop in order for the warranty to be valid. The same applies to the generators.

Maximum Engine Speed

Refer to the engine handbook for exact details for the particular engine fitted. The following figures are provided as a general guide only.

During the running in period the maximum engine speed should be restricted to approximately 300 rpm below maximum. Following the running in period the normal recommended maximum engine speed is:

ENGINE	Max RPM.
MAN	2300
CATERPILLAR	2300

The recommended engine speed for extended periods of operation (cruising speed) is 200-600 rpm below the maximum speed:

If the boat has been in the water for some time the speed and the maximum engine RPM can drop as a result of weed growth on the boat hull. Reduce growth by painting boat hull with antifouling paint.

In areas of high algae, performance of the boat can drop by 2-3 knots after one month so it is very important to ensure that the hull is kept clean.

Shutting Down

Before stopping the engine it should be allowed to idle for a minute or two with the control lever in neutral.

MAN diesel engines are stopped by pressing the stop button and holding it there until the engine has stopped. Then turn the key switch to the 'OFF' position.

Caterpillar engines are stopped by pressing the STOP button marked on the main control panel at the lower helm. When the engines have stopped return the ignition keys to the OFF position. The start and stop controls can be found on both the lower and the flybridge console. Please note that there are no ignition keys on the flybridge, so to start the engines from the flybridge, the ignitions keys must be in the ON position at the lower helm.

When returning to the marina, ensure the trim tabs are returned to the up position to avoid the possibility of growth on the rams. It is also good practice when the engine room has cooled down to check the engines and generator for leaks and ensure the bilge is dry.

Running Instructions

Engine Room Ventilation

The engine room of the 75 Yacht has two large extractor fans located in the aft end. These extractor fans are AC. Whenever the boat is run, it is necessary to run the generator to provide electricity for the fans to operate.

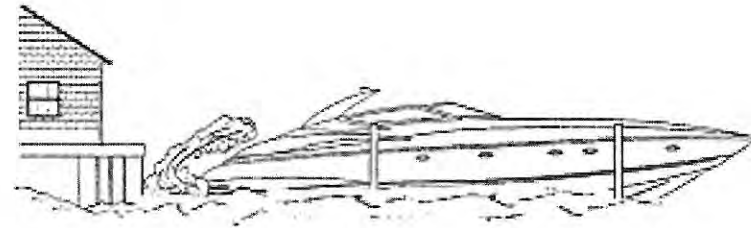
The engines are commissioned under strict conditions at the factory and cool air temperatures in the engine room are a critical requirement for the warranty conditions of the engines. Without these fans, the engine room temperature will increase to a point where the engines will lose performance.



The fans are controlled by individual timers. Start-up is controlled by the ignitions and the shut down of the fans relies on a pre set timer. When the ignitions are switched off the extractor fans will continue to operate until the timer setting has elapsed.

Ensuring a generator is running, by turning one of the ignition keys on, after 2-3 seconds, one of the extractor fans will start. After a 4-5 second delay the second fan shall start and continue running until the timer setting has elapsed. If an ignition key is switched on momentarily, to check the fuel level gauge for example, the fans will still operate for the duration of the timer setting.

Carbon Monoxide Fumes



Warning!

Any blockage of hull exhaust by a seawall bulkhead or any other obstruction, can cause excessive accumulation of carbon monoxide in the boat's

interior.



Warning!

When you are tied to a dock and/or immediately alongside other vessels, pay particular attention to the generator exhaust emissions from the nearby vessels. Pay attention to the exhaust outlet against a seawall.

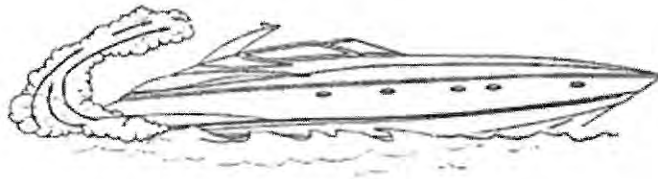


Warning!

When operating boat and generator with boat at slow speed or dead in the water, pay particular attention to the exhaust emissions to ensure that emissions do not accumulate in interior due to wind conditions.

**Warning!**

When operating boat with high bow angle, pay particular attention to the exhaust emissions as to insure that emissions do not accumulate in boat interior.

**Boat Handling**

It is impossible to teach someone in two or three pages how to operate a boat at sea and manoeuvre it safely in the marina. Driving and manoeuvring skill only come with a lot of practice and miles at sea. Every time you go out on your boat, you may experience different weather and sea conditions so it will take many miles of sea time to become fully confident. Proficiency will only be achieved by practice.

International regulations are now calling for licensing and competence certificates to be a mandatory. In Spain for example, the International Certificate of Competence is a legal requirement to operate a boat in Spanish waters. Many other countries are slowly implementing similar licensing regulation.

The following information is to be used as a guide only. Sunseeker strongly recommend attending local navigation and boat handling courses before operating this boat.

Operating the boat correctly and with confidence is far more enjoyable and satisfying than struggling to enter a berth every time.

Running Instructions

Leaving the Berth

The experienced sailor will check that all equipment is stowed well and safely. In bad weather the side windows and portholes must be closed. Keep the boat hook and warps within easy reach. Ensure the V.H.F is working, by calling the Coast Guard for a radio check.



Caution!

When going out to sea, ensure that the safety equipment is on board with easy access. As the skipper of the boat you are responsible for the crew and passengers on board. Ensure there are enough lifejacket's for all crew and passengers.

Once the engine(s) are running smoothly, let go of the mooring lines fore and aft, and the spring lines, taking care not to let the lines become entangled in the propellers or allow any items to trail in the water.

Go slowly out of the harbour. Once free of the quay and of other boats, pull the fenders aboard and stow them in a place where they are easily accessible.

Rough Weather Driving

Inform coast guard when leaving on a voyage and your expected time of return.

Although SUNSEEKER boats are built to withstand bad weather conditions, an experienced skipper will naturally consider the welfare of his passengers, before taking to sea when weather reports are unfavourable. It is always advisable to check the weather forecast before leaving on a voyage.

Please do not venture out into deteriorating weather conditions.

Avoid letting the boat ride parallel to the waves, unless they are large swells. Extra high, unpleasant waves should be negotiated carefully. Experienced skippers can successfully manipulate boats through heavy seas.

It must be remembered, however, especially in rough weather, that all equipment and loose objects should be stowed away securely. Windows and portholes checked, with special care to ensure that they are securely closed.

It is advisable to position passengers in such a way that the best possible balance is obtained, and it is important to ensure that the boat is well trimmed.

With a side wind, a boat with a deep Vee construction will always tend to heel over to the wind. There are perfectly good reasons for this.

When the boat is planing, only the aft of the hull remains in the water. Therefore, if the wind (for example) comes from starboard the boat will lean towards port. To keep on course the steering wheel is turned to starboard resulting in the boat leaning towards the wind. Under these circumstances it is important that your passengers and equipment are positioned correctly.

Docking

Nowadays it is often necessary to 'squeeze' the boat into a comparatively narrow docking space. Have the fenders in place along both sides of the boat, in good time, have the boat hook and mooring lines at hand.

When mooring, handle the boat with extreme caution, ideally at idle speed, because the momentum of a heavy boat moving forward can be difficult to stop if the boat is moving too quickly. As described using a combination of your gearshifts and the bow thruster (if necessary) provides your best manoeuvrability. At very slow speeds the steering becomes almost ineffective so it is good practice to leave the wheel amidships.

To moor alongside a quay, for example, on the port side, head the boat towards the dock at an angle of about 45 degrees, proceeding at a slow speed. As the bow approaches the dock, Put the port engine astern and the stern will then swing to port (towards the dock) bringing the boat neatly into position. This does take practice, but eventually it will become like parking a car!

To turn within a narrow space, utilise the twin engines. Set the steering in the centre. To turn to starboard, put the starboard engine into reverse and the port engine into forward (vice versa if you wish to turn to port). In this way the boat will turn on its axis. However, this operation requires some practice.

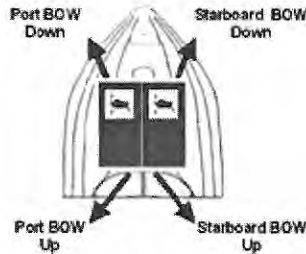
For the comfort of the passengers, always operate the lever controls gently with a steady hand, especially with electronic controls. A sudden jerk or thrust of the lever can result in the

passengers being flung violently about. A loss of balance on deck may well result in a man overboard or injury. Harbour manoeuvring in strong wind may demand more vigorous manoeuvring, in which case advance warning should be given to passengers and crew.

The key to successful docking is patience. Docking a boat slowly but perfectly is far better than trying to dock a boat quickly, when mistakes can happen. Plan your manoeuvres carefully.

Running Instructions

Trim Tabs



Any boat with a deep Vee hull will tend to lean towards the wind. This can be counteracted by sensible positioning of passengers and equipment, but is more conveniently overcome by means of trim tabs. For example, if the wind is blowing from starboard, the port flap should be raised and the flap to starboard lowered, until the boat is completely trimmed. The trim tab controls are located on the right hand side of the console. Operation is very simple. Pushing forward on the switches will operate the trim tabs down, forcing the bow to come down. Pushing backwards will operate the trim tabs up, in turn allowing the bow to rise. It normally takes a few seconds for the boat to react so you need to be patient. When running at sea, the use of trim tabs will depend on the sea conditions, speed of the boat and boat loading. In a head sea for example, pushing the trim tabs down will stop 'slamming' of the boat. Before accelerating, always ensure the trim tabs are in the up position.

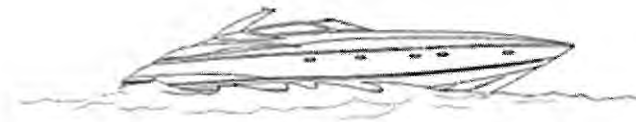
When returning to the marina or leaving the boat for extended periods, it is important to bring the trim tab's right up. If the rams are left extended, growth can build up on the ram and damage the oil seal. Below is an example of trim angles.



High Running Angle, due to boat loading. This causes higher fuel consumption and the tendency to 'fall' off the plane. By using trim tabs, a better running angle can be achieved.



Low Running Angle, due to boat loading or by too much use of the trim tabs. The boat will tend to bow steer, and a speed loss will be noticed. By bringing up the trim tabs, a better running angle will be achieved.



Good running Angle. Normally, the most suitable running angle will achieve the best boat speed.

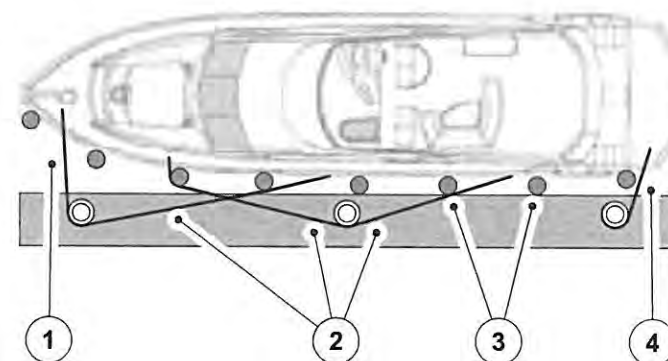
Tying the Boat

Your 75 Yacht is supplied with four high quality mooring warps and six fenders. It is very important to learn how to tie the boat correctly and in different situations. It would be useful to learn how to tie a few simple knots by purchasing a book. Practice makes perfect.

It is very important to position the fenders at the correct height for the quay wall or pontoon correctly and have the mooring warps ready. As the captain of the boat, it is your responsibility to ensure your crew understands your intentions.

When mooring alongside a pontoon for example the four mooring lines should be positioned as follows. One on the BOW cleat, one on the STERN cleat and two lines which would be used as spring lines from the CENTRE cleat. The mooring lines on the bow and stern stop the boat moving away from the pontoon and the spring lines stop the boat moving fore and aft.

If you are mooring alongside another boat, the same basic principles apply. It is important however to attach extra lines from your boat on the outside to the pontoon or quay wall normally one from the bow and one from the stern.



- 1 Bow Line
- 2 Spring Lines
- 3 Fenders
- 4 Stern Lines

Running Instructions

Mooring Tips!

Ensure your crew knows your mooring intentions in advance.

Attach mooring warps to the cleats and have them coiled and ready.

Ensure the fenders are positioned to the same height as the mooring wall or pontoon.

Ensure your crew are wearing suitable life preservers whilst on deck.

Manoeuvre the boat slowly at idle speed with full regard for your crew on deck.

Never allow your crew members to jump ashore. Practice your manoeuvring so they can step ashore!

Relax!

Safety

Irrespective of whether the boat is being used for long cruises or short bathing trips, it should be equipped with the safety equipment listed below.

It can, of course, be supplemented further according to personal preference. Investigate at regular intervals to ensure that there is safety equipment on board and that it is all in proper working order.

It is essential to ensure your life raft is serviced every two years.

Life rafts	Large enough for all on board.
Life jackets	For all on board.
Fire extinguishers	This must be of an approved and suitable type. At least one must be fitted and installed in an easily accessible position. Ensure that all crew and passengers are familiar with operating instructions.
Distress rockets	Daytime smoke and night rockets.
First aid box	Ensure that all personnel know where it is kept.
Tools	These should be suitable for the type of engine fitted.
Anchor and chain	Make sure these is an adequate length of line.

Radar reflector	Folding type useful for stowing away.
Radio	For listening to weather reports etc.
Compass	Ensure that this has been swung and corrected also that you have the correction card on board.
Fog-Horn	Hand air canister types are very good.
Charts	Of the area you are cruising.

It is very important that at least one of your crew members or a family member is familiar with the boat and it's controls. If you were injured for example out at sea, you can be confident that someone else can operate the boat.

Safety

Etiquette

Never throw rubbish or refuse overboard while in harbours, at sea or in rivers.

Always proceed slowly when passing a ship, when in crowded waters or when passing equipment where divers may be working.

Never make a nuisance of yourself with the horn, searchlight or radio and do not pass too close to swimmers.

Recognise elementary distress signals and never pass a ship in distress.

Keep an alert look out. Serious personal injury or damage to a boat can be caused through negligence.

Always cruise at a safe speed with constant regard for other boaters. Watch your wake!



Useful Information

Boat Speed and Engine Efficiency

Boat speed is dependent on many variable factors and therefore no catalogue or advertised speed can be guaranteed. A list of some of the more important factors affecting boat speed are presented below.

With normal care and maintenance the engines will maintain peak efficiency. However, if they are neglected, the power will fall off and expensive repairs can become necessary.

Atmospheric Conditions

Engines will develop more power when the ambient air and water temperatures are cool. Power variations due to temperature can be as much as ten per cent and for this reason greater speeds are generally obtained in spring and autumn, rather than in the summer.

Personal Equipment and Accessories

All personal equipment, accessories and extra passengers will tend to decrease the speed. Often the effect of this added weight is not taken into consideration when considering the performance of the boat.

Marine Growth

In order to obtain maximum speed, the bottom of the boat must be kept free of marine growth, including moss. Any growth on the boat's bottom will significantly increase the resistance of

the boat as it moves through the water, thus decreasing speed. The use of a good anti-fouling paint is advised.

Damaged Underwater Equipment

Loss of speed and excessive vibration can result from damaged propellers, shafts, or struts. If this occurs have this investigated immediately.

Propeller's

It should be noted that the propellers fitted to your boat are ideal for average use. If you use the boat in fresh water or in very hot conditions, propeller performance may differ. Also, if the propellers have been damaged, the boat performance can drop dramatically. To check the boat/propeller match is correct, the engine should reach maximum RPM with a normal load. See engine specification for your particular engine. If you are not certain contact your nearest dealer.





Electrical System



Electrical System

Batteries and Battery Switches



Warning!

Do not tamper with any electrical connections or attempt installation of any electrical equipment, unless you are thoroughly familiar with the systems and experienced in making such connections.

There are independent battery circuits fitted for the domestic supply and for each engine. All batteries fitted to SUNSEEKER boats are low maintenance and will require the electrolyte level to be checked on a regular basis and may require topping up with distilled water.



Warning!

Extreme caution must be taken when topping up battery electrolyte levels. Wash hands after use and clean up any spills. No smoking and no naked flames.

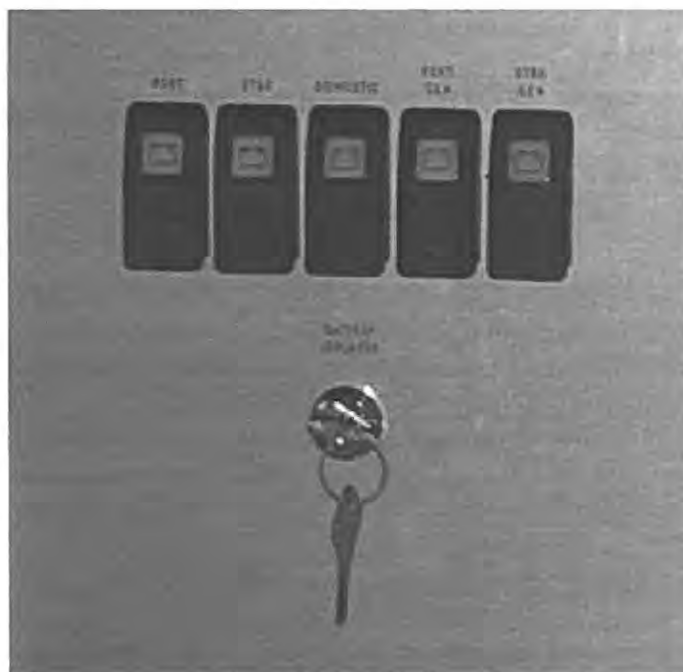
In the engine compartment, there are four sets of batteries located either side of the engines. The batteries are divided into banks and are configured as follows:

Port engine	2 Batteries	(wired for 24V)
Starboard engine	2 Batteries	(wired for 24V)
Domestic services	6 Batteries	(wired for 24V)
Generator and services	2 Batteries	(wired for 12V)

Each set of batteries has its own battery switch mounted in the engine room. These switches are remotely controlled, on and off, by the switches illustrated. It is possible to isolate all the battery switches by turning off the battery isolator key. This will stop any of the battery switches being turned on or off.

The battery switches are located in the cockpit locker on the port side. There are five switches in total which when selected on, the battery light on the switch face will illuminate. Before switching the battery switches on it is wise to ensure that the majority of DC electrical equipment is off.

Electrical System



These switches totally isolate the batteries from all electrical equipment, except for automatic bilge pumps, sump box pump, and radio memory supplies. Each battery box incorporates a ventilation pipe, which is designed to carry out any gas build up from the batteries and rid the batteries of any heat. It is important to ensure that these vent pipes do not become obstructed or crushed.

When leaving the boat for a long period of time, you should switch the battery switches off. This eliminates the chance of the batteries discharging and is also a deterrent against thieves as it makes it very difficult to start the engines.

It is worth noting the Battery chargers work from AC only, so turning the battery switches off will not affect them.

When the battery switches are switched on, DC voltage is supplied to the engines, generator and the Domestic internal panel. This can be confirmed by monitoring the appropriate voltmeters and power on LED's (Light Emitting Diode) on the DC Control Panel.

It is unwise to allow the batteries to discharge. Equipment such as the battery chargers, water heaters and engine room fans are remotely switched by DC relays. If the battery voltage is too low, the relays will not switch therefore this equipment will not function.



Caution!
Never turn the batteries off when the engines are running; otherwise severe damage may occur to the charging circuit.



Caution!
Do not connect other items of electrical equipment without fitting an appropriate circuit breaker. Circuit protection is essential.

Automatic Power Selector (APS)

Installed within the DC electrical system on the 75 Yacht are special units known as voltage sensor relays (APS). These units are mounted in the engine room and are primarily designed to maintain a good DC voltage to vital pieces of equipment.

A typical APS unit will have two power supplies i.e., one from the port engine batteries and one from the starboard engine batteries. There is a single power supply outlet terminal, which will use the stronger battery supply from either the port or starboard inputs. If the port engine battery bank is discharged for some reason, the APS unit will automatically switch over to the starboard battery bank.

Important items of equipment such as the ZF Mathers Cruise Command system will use a power supply via an APS unit. This will ensure the Cruise Command engine control system will always have a good voltage. A suitable DC power supply is critical for the safe working of the Cruise Command System. Without the APS unit's, should the battery supply drop below 21 volts the Cruise Command System will fail to operate which may have serious consequences, especially if the boat is out at sea.

Other items of equipment such as the G.P.S and radar (depending upon boat specification) will also have dedicated power supplies through an APS unit.

Due to certain electrical requirements, these individual power supply outlets will also have a circuit breaker to prevent any overloading of these units.

DC (Direct Current) System

The DC system on board the 75 Yacht is divided into three areas. Domestic, Engine and Generator.

Domestic

The main domestic system relies on DC24v, supplied from the domestic battery bank. The majority of DC electrical items throughout the boat are DC24v. The circuit breaker panels are located under the helm and in the engine room, indicated with red labels. The circuit breakers are divided into rows, depending upon which battery bank the voltage is sourced. When the batteries are switched on, DC power will be available at these circuit breaker panels.

Included in these rows are the circuit breakers for the permanent supply equipment. Permanent supply means a voltage source available even when the batteries are switched off. Equipment which may require a permanent supply will include the five bilge pumps, radio memories and the shower sump pumps. In the event of a water leak when the boat is unattended, the bilge pumps will still operate and the sump box pumps will still work. It is normal on the 75 Yacht to have DC12v and DC24v permanent supply circuit breakers.

By turning on a circuit breaker, voltage is supplied to that particular piece of equipment. It is important to note that circuit breakers are not switches. In general equipment should be turned on and off by it's own power switch. A circuit breaker is considered a safety device, which prevents overloading an electrical supply.

Electrical System

Certain items such as the sump box pumps do not have a separate manual switch, but the circuit breakers would normally be left in the ON position. The sump box pumps are switched on and off automatically by their own float or air control switch.

Should an individual piece of equipment develop a fault, the circuit breaker will 'trip' to the off position. This will lock in this position until the fault is rectified.



Warning!

If a circuit breaker keeps 'tripping' it is important to investigate the cause. Do not attempt to bypass any circuit protection of the equipment or the Sunseeker

Electrical System.

Engine

The engine system relies on DC24v, supplied from the engine banks of batteries. This is for the engine starting, the engine supplies to the V.S.R unit's and the majority of DC electrical items located in the engine room such as the DC engine room lights. For those DC electrical items in the engine room, the circuit breakers will be located locally and indicated by a red label.

Generator

The generator system relies on DC12v only. Voltage is supplied from the generator set of batteries, for the generator starting and to supply DC12v items of equipment throughout the boat such as the cabin reading lights and the small stereo systems.

Generally, the DC12v supply within the cabin environment is known as DC12v domestic

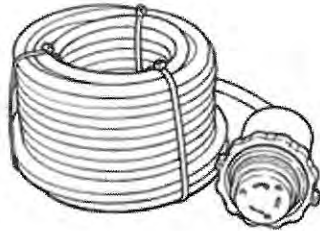
APS

Automatic power selector. These units are mounted in the engine room and primarily designed to maintain a good DC voltage to vital pieces of equipment. The power supply for the navigation equipment runs through the APS unit and similar for engine controls such as the ZF Mathers cruise command. A typical APS unit will have two power supplies i.e., one from the port engine batteries and one from the starboard batteries. There is a single power supply outlet terminal, which will use the stronger battery supply from either the port or starboard inputs.

AC (Alternating Current) System

There are two possible sources of AC Voltage available on the 75 Yacht. One is from the vessel's generator/s, and one from a suitable shoreline supply.

Shorepower



For the shore power to operate you must connect the craft to a suitable A.C mains marina supply via the power leads supplied with your boat. It is extremely important to ensure the marina supply voltage and frequency is suitable for the electrical installation of the craft.



The input socket is located in the port side stairwell. A connecting plug for the Marina supply is not provided with the

boat. This should be supplied by your dealer and installed by a qualified electrician.

A circuit breaker for the shore power will be located in the engine room. This main load circuit breaker will trip in the event of overloading the A/C system. Should this circuit breaker trip it is highly likely that the circuit breaker located on the marina dockside may have tripped as well.

Careful monitoring of A/C loads specific to your craft will prevent system overload.

A residual current circuit device (R.C.C.D) is fitted for protection from faulty equipment, water and bad connections. There is an RCCD fitted to each separate AC circuit breaker panel. These panels are known as sub-boards. There are two accommodation and two engine room sub-boards. Depending upon the layout of the craft there may be an additional sub-board for the crew cabin, which may have its own RCCD.

The main AC monitoring panel is equipped with circuit breakers instead of fuses to protect all the mains equipment fitted to the boat. There is an individual breaker for each circuit. This panel is located in the upper saloon hallway.

Supplied with the 75 Yacht is two shore power leads (European boats only). These two leads are rated at 50 AMPS each.

Electrical System

It is important to connect the shorepower leads into the boat before connecting to the marina supply. It is good practise to ensure that the AC high load electrical equipment such as air conditioning is switched OFF. The A/C selector switches on the A/C Power System Panel must be switched to open (OFF).

The amount of current which is being drawn from the boat can be monitored by the gauges on the AC Power System Panel located in the stairwell. These gauges will indicate:

Main A/C Power System Panel

Choosing between generator AC voltage and Shorepower AC voltage is done electrically by the switches on this panel. These three switches control large contactors in the engine room and it is extremely important to have a basic understanding of the system before attempting to operate the system.

The contactors, circuit breakers, corresponding control connections and circuits are housed in a large cabinet located in the engine room.

The electrical output to each sub board originates from this changeover cabinet. Each sub board is also protected by a main load breakers located in this cabinet.

Selecting the appropriate A/C power source is done by rotating one of these switches to close the contact. By closing the contact this allows the voltage to pass through the contactor to the appropriate sub-board. Each generator and each shore power has it's own contactor. Port generator and port shore power are controlled by one switch and the starboard

generator and starboard shore power are controlled by another.

Shorepower Warning!

- To minimise shock and fire hazards.
- Ensure contactor switches are set to OPEN before connecting or disconnecting shorepower cable.
- Connect shorepower cable to boat inlet before connecting.
- If polarity indicator is activated, immediately disconnect.
- Disconnect shorepower cable at shorepower source first.
- Close shorepower cover tightly.



Caution!

If the reverse polarity light illuminates when the shorepower cable is connected, disconnect immediately and consult a qualified electrician. This light indicates live and neutral are crossed.



Caution!

When connecting to shorepower, it is good practice to ensure that the AC Electrical equipment on the boat is off. Failure to ensure this may result in high surges of current, causing the load breaker to trip.



Warning!

Do not allow shorepower cable end to hang in the water. An electrical field can be caused which can cause injury or death to nearby swimmers.

Generators

The generators are located in the engine room, on the Port and Starboard sides. The generators have two control panels for starting and stopping. One is mounted on the generator set and the other is on the AC monitoring panel in the saloon.

The main cooling of the generators is done by seawater. The generator seacock is located in the forward bilge compartment of the engine room. This seacock must remain on when using the generator and the strainers regularly checked and cleaned.

There is also an electric water valve located in the sea water supply line between the seacock and generator water pump. The water valve is controlled by a supply from the run wire, which is energised from the alternator output on the generator set. When the generator set stops, this supply is interrupted therefore the valve closes. This stops water being forced into the generator set whilst running the boat without operating the generator.



Caution!

Failure to open the seacock when running the generator may cause the engine to overheat and cause internal damage. Ensure the seacock is opened and remains open when running the generator.

Electrical System

Control Panel on Generator



Main A/C Power System Panel located in hallway



To start the generator...

1. Ensure Generator seacock is open.
2. Ensure Generator battery switch is on.
3. Press the STOP/PREHEAT for 10 seconds.
4. Press the START and hold until generator is running. (The green light will illuminate).
5. Check voltage at AC Monitoring panel. Check generator outlet for water flow.

To stop the generator...

1. Turn off AC Electrical Equipment.
2. Press the STOP/PREHEAT once.

The main load breaker for the genset is located on the control panel on the generator itself, together with the start and stop controls and a small DC circuit breaker for the generator control circuit.

Located on the monitoring panel at the helm are two warning lights (one for each generator), which will indicate if the generator has stopped running. When the generator ignition switch is turned on this light will illuminate and will extinguish when the generator starts running.



Warning!

The generator and shorepower supply high voltages of electricity. Do not interfere with any AC equipment or the electrical system on board the boat.



Warning!

If a circuit breaker keeps 'tripping' it is important to investigate the cause. Do not attempt to bypass any circuit protection of the equipment or the Sunseeker Electrical System.

In a marina, as the maximum supply available is usually 50 AMPS, it is necessary to utilise both shore power leads at the same time from two sources on the marina. When running the boat, because the current available is twice the capacity, one generator is usually sufficient.

Before switching off the generator, it is very important to reduce the load by turning off any AC electrical equipment, Switch off any AC equipment that may be running and return the changeover switch to the OFF position.

The same rules apply to the shore power. You must ensure that AC equipment is switched OFF before using any of these switches.

Electrical System

Whenever a power source is selected, it is very important to monitor the system voltage gauge and the appropriate ammeter on the A/C Power System Control panel.



Please consult the manual for correct operating instructions.

A.C. Control Do's and Don'ts

- When starting the generators or connecting the shorepower leads, ensure the changeover switch is in the OFF position.
- Always monitor the system voltage gauge and the load gauge periodically.
- On returning to a marina, before changing from generator to shorepower, wait until the extractor fans have stopped.
- Before changing from generator to shorepower ensure there is no other AC load. (Check gauge)

System Loading

The generator and shorepower supplies can only supply a limited amount of AC current. Some marinas will only supply 10-15 amps of power on a shoreline, when the boat requires perhaps 32 amps, so it is possible to 'overload' the circuit by running too many appliances at the same time. When purchasing kettles and irons for example, care should be taken to select units with relatively low power consumption. If the system becomes overloaded, it will cause the circuit load breakers to 'trip'. This may happen at the marina supply, the shorepower load breaker on the boat or the generator load breaker. The AC electrical equipment should be turned off or at least reduce some of the load before the load breakers are reset.

It is extremely important to monitor the load gauges on the monitoring panel regularly and become familiar with the amount of load certain equipment will draw. Below is an example of current rating of equipment fitted on the boat.

One Air Conditioning Compressor	18 Amps
Calorifer (water heater)	10 Amps
One DC24v Battery Charger	15 Amps
Water Maker	16 Amps
Combination/Microwave	12 Amps

It is quite easy to overload the system by running too many appliances at one time. In the case of shorepower, it is nearly always necessary to ensure that both shorelines are used. The maximum rating from a shore supply is 50 AMPS, which is just enough to run the air conditioning units. You must not forget that in a marina, it is also necessary to switch on the battery chargers as well!

One shorepower lead would only be suitable to run the battery chargers and a calorifier. Don't forget, even without running too many AC appliances, turning on all of the DC lighting throughout the boat will increase the load on the batteries therefore increase the current draw of the battery charger in order to maintain a suitable charge of the batteries.

The generators can supply a higher current for the electrical system (typically between 80-100 AMPS per generator depending upon specification) therefore running one generator is usually sufficient to operate the boat comfortably.

If you exceed the loading of the shorepower or generator supplies, the load breakers will 'trip'. Before re-setting, ensure the AC load is reduced. Don't forget, when running the boat at sea, the extractor fans will be running which draw nearly 18 AMPS.

Battery Charging

There are two methods of charging the batteries on board the boat. One is via the battery chargers in the engine room and the other is via the alternators on the engines and generator.

Electrical System

Battery Chargers

An automatic charging system is fitted to the 75 Yacht to enable all the batteries to be charged when the engines are not running. This can be monitored on the main electrical panel via CHARGE AMPS gauge, which indicates rate of output from the charger. The charger automatically floats the charge down to a nominal 1 amp when the batteries are fully charged. This allows you to leave the shorepower connected with the battery charger on while the boat is left unattended.

There are three battery chargers on the 75 Yacht, mounted in the engine room. These charger's are turned ON and OFF by the appropriate switch on the DC Systems panel in the upper saloon stairway and engine room.

Voltmeters are provided to monitor the state of charge in the batteries. In essence, whenever you arrive at a marina, plug in your shorepower and make sure the battery charger is on. This will ensure that the batteries are always well charged, prolonging their life and assuring you trouble-free power.

In the event of a battery charger failure, there is an additional fuse mounted on the front panel of each charger. If replacement is necessary, ensure that the fuse is replaced for one of the same voltage and rating.



Caution!
High Voltage! When changing any fuses ensure the equipment is switched OFF and there is no AC voltage on the boat.

Due to current electrical regulations, each battery charger output circuit must be independently protected. As each DC24v battery charger has three separate outputs each output passes through a circuit breaker. These circuit breakers are located in close proximity to the battery boxes in the engine room and protect the battery charger from outputting high current should a battery develop a problem.

Alternator Charging

Each engine is fitted with a high output alternator, designed to charge the batteries when the engines are being used. Whenever the engines are running, these alternators will supply a charging current to the batteries.

Each engine will charge its own set of batteries, i.e., port engine will charge the port bank of batteries, but included in the charging circuit, is a V.S.R. (Voltage Sensing Relays). When the engines are running, the charge from the alternator will divide through the VSR units to provide a charging current to both the engine and the domestic battery bank's.

The alternator charging from the engines can be monitored by the appropriate voltmeters on the console.

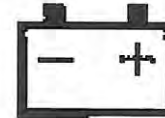
The generator alternators charge their own DC12v batteries only. It is very important to ensure that the batteries are always well charged. By periodically monitoring the DC Voltmeter's on the internal panel you can ensure that all of the battery banks are in a good state of charge.

If your boat were fitted with ZF Mathers electronic engine controls for example, should the voltage drop below 21 Volts, it would not be possible to take command at the controls. Therefore you would not be able to start your engines.

When at anchor, the generator must be running so that the battery chargers can be operated to keep the batteries well charged. Without any form of charging, running a D/C fridge and the saloon lights for example will cause a heavy voltage loss, even after three to four hours. If you did not wish to run the generator, you should ensure that DC equipment is turned off, especially if you plan to leave the boat for a few hours.

It is good practice, when running the boat for extended periods of time, to turn the battery charger OFF before starting the engines and leaving them switched OFF until the engines are stopped again. The charging of the domestic engine batteries is maintained by the alternators on the engine's through a split charge system and the charging of the generator batteries is maintained by the alternator fitted on the genset.

Battery Crossover



The 75 Yacht is equipped with a battery crossover system. This allows the separate battery circuits to be momentarily linked together, to enable the engine to be started when the batteries are low on charge.

The control for this can be found on the console switch panel. To operate, first start the engine with the fully charged batteries (check voltmeters). With the engine running, hold the crossover switch on for 3 seconds, release and start the other engine (switch holds on for 10 Mins).

The generators also have an emergency start crossover, which is located on the generator remote panel on the D/C control panel in the saloon. Please note that the start and stop controls on the generator do not include an emergency crossover switch.

Location of these items can be found on the Electrical System diagrams





Fuel System

Fuel System

Fuel System

The fuel system on a standard 75 Yacht comprises of the following items: -

1. One Fibreglass fuel tank
2. Two Fuel fillers located on the deck
3. Fuel breather system
4. Manual engine and generator fuel shut off valves
5. Twin engine primary fuel filters
6. Generator primary fuel filter
7. DC24v Fuel gauge on console and flybridge

Location of these items can be found on the Fuel System Diagram

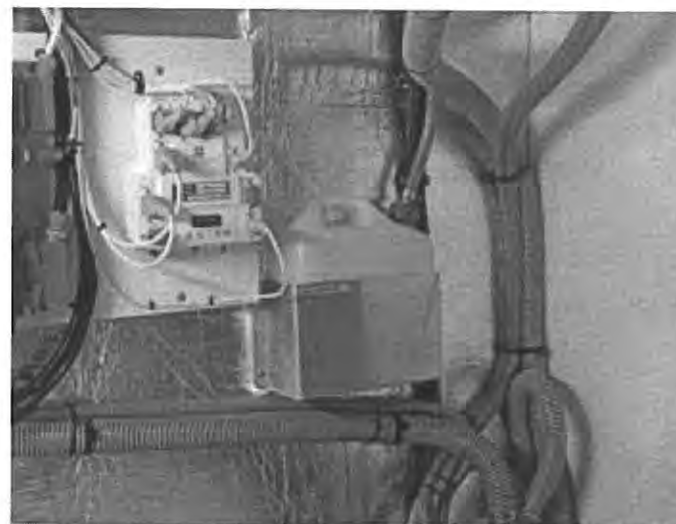
Fibreglass Fuel Tank

The 75 Yacht has a single fibreglass fuel tank located across the boat, forward of the engines. It is of extremely high construction built to CE certification and approved by the United States Coast Guard.

Fuel Fillers and Fuel Breathers

There are two fuel fillers located in the small lockers either side of the boat, one for each tank. The tank also has its own separate breather pipe with a fuel/vent separator in line. This will slow down the possibility of fuel overflowing back up the filler pipe.

In this locker is a drain, which is for any spilt diesel fuel. This drains into two plastic containers (one either side). Also fitted are fuel tank full warning lights.



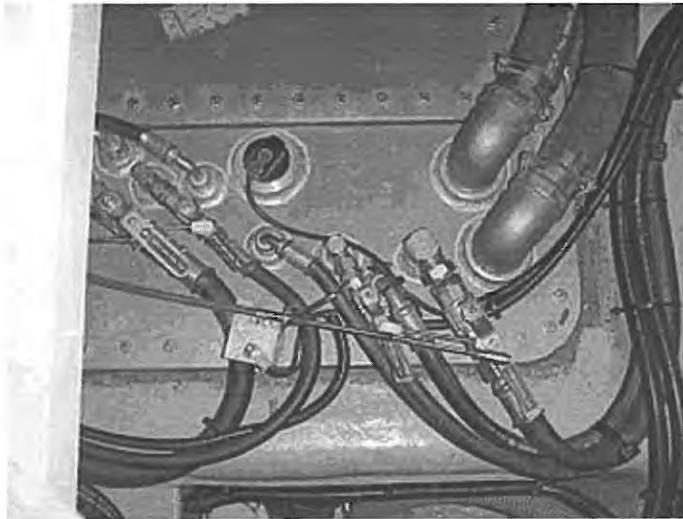
Caution!

It is very important to periodically check the level of liquid in these containers. Failure to do this may result in overflow into the engine room. When full the liquid must be disposed of properly.

Fuel System

Manual Engine and Generator Shut Off Valves

The engine and generator fuel shut off valves are located in the engine room under the access panel at the forward wall.



Only the fuel feed lines incorporate gate valves. Turning the handle at 90 degrees to the valve is the OFF position. Turning the handle in line with the valve is the ON position. There is one per engine, one per generator and a return line for each item.

Electric Engine and Generator Fuel Shut Off Valves (Optional, depending on local regulations)

Some Country's have different regulations, and may require the fuel system to have electric fuel valves. These are also located on the fuel feed lines and are controlled by the starting circuits on the engine's and generator. The control is automatic, i.e., turning on the engine ignition will open the fuel valve and turning off the engine ignition off will close the fuel valve.

Emergency Main Engine and Generator Fuel Shut Off



Located in the port side fuel filler locker are the two handles for operating the fuel cut off valves.

Engine and Generator Primary Fuel Filters

The primary fuel filters for the engines and generator are mounted at the front of the engine room. These are primary fuel filters only and are used as a pre-filter for the engine and generator fuel filters mounted on the engines.

Engine Fuel Filters (one set of two)



There are twin filters per engine and a single filter for each generator. Selection of the engine filters is done by a selector handle above the filters. Under normal circumstances only one filter would be selected. This allows the safety factor of keeping one filter clean should any problems arise after taking on contaminated fuel for example.

These primary fuel filters need to be changed at regular intervals, depending upon boat usage and the quality of fuel used. It is very good practice to check the filter bowls regularly for water contamination. This can be done by opening the valve at the base of the filter bowl and draining off a small amount of liquid until neat diesel is apparent, then close the valve.

Fuel System

There is an electrical contact switch mounted inside the filter bowl, which is made in the event of water in the bowl. Should the water level rise to an unsafe level, this switch will be made and illuminate the warning light located on the lower console and also sound the localised alarm. Should the alarm and light illuminate, the water must be drained off immediately.

Generator Fuel Filter



Please consult the fuel filter manuals for service intervals and instructions for changing the filters.

DC24v Fuel Gauge

The fuel gauge accurately measures the amount of diesel fuel in the tank. There is a fuel gauge on the lower console and also on the flybridge console. For the fuel gauge to work, one of the ignition keys must be on. (Don't forget! By turning the ignition key on, the extractor fan will start and remain on until the timer setting has elapsed).

Refuelling



Danger!

- Fuel and Fuel Vapours can explode.
- Do not smoke while filling fuel tank.
- Switch off engines and remove keys from ignition.
- Do not remove the anti-siphon valves.
- Replace or repair promptly if valves become clogged.
- Do not store fuel in unventilated areas.
- Before fuelling, close all portholes, windows and doors.
- Do not operate engines, electrical equipment, or bilge extractor while refuelling.
- Use diesel fuel only as recommended by the engine manufacturer.

The main precaution when obtaining diesel fuel is to try and ensure that it is clean and water free. For this reason it pays to obtain your fuel from a regular source that you know to be reliable.



Caution!

When re-fuelling, never leave the filler unattended. Make sure the flow rate is controlled, especially with high-pressure fuel filler. Failure to do this may result in a 'blow back' of fuel from the filler neck.

If you are only making short trips, it is unnecessary to fill the tank completely. By having extra fuel on board will result in extra weight, which may reduce the performance of the boat unnecessarily.

If however the boat is to be left unattended for a long period of time, due to varying temperatures over a 24 hour period, it is

suggested that the fuel tank be kept as full as possible (without over-filling) in order to minimalism condensation and accumulation of moisture in the fuel system.

When re-fuelling, it is advisable to wet the side decks with water. If there is any spillage of diesel fuel, it will float on the water and be easier to clean.



Caution!

It is very important to periodically check the level of liquid in the fuel overflow containers in the engine room. Failure to do this may result in overflow into the engine room bilge. When full the liquid must be disposed of properly.

Location of these items can be found on the Fuel System diagram.





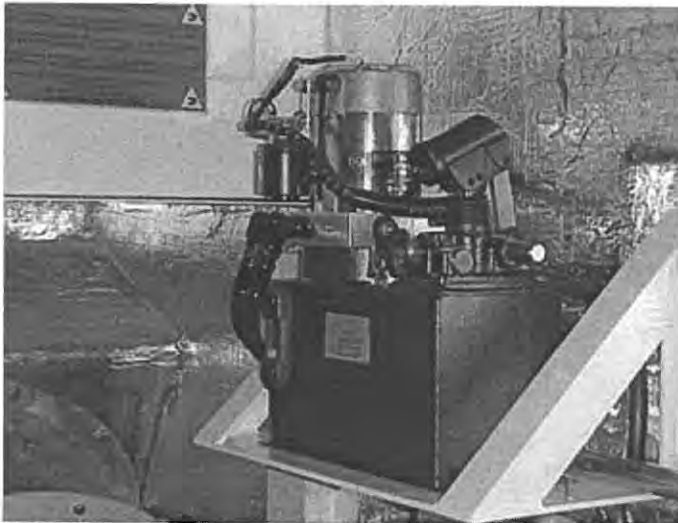
Hydraulic Systems

Hydraulic Systems

**Caution!**

Hydraulic pressures can reach as much as 3000 PSI. Do not interfere with any pressure settings and do not obstruct the safe travel of any hydraulic equipment.

There are two hydraulic packs on board the 75 Yacht one for the passerelle and one for the bathing platform and the trim tabs. The hydraulic packs are located in the engine room. Below is an example of a hydraulic pack.



A hydraulic 'pack' consists of an oil reservoir, oil pump, valve blocks, and electronic solenoid valves. Operating a gang plank switch up for example, activates the pump and opens one gang

plank solenoid valve, forcing hydraulic fluid through the relevant pipe at a very high pressure, in turn causing movement of the gang plank ram. Each hydraulic operation has it's own valve which is opened electrically.

There is no mechanical servicing of the hydraulic packs except maintaining the correct oil level in the reservoir. The correct oil and grade is listed in the oil and fluid specification.

Should any of the electronic controls of the hydraulic system fail, it is possible to operate the bathing platform manually. By manually opening a solenoid valve, it is possible to pump hydraulic fluid through the system by hand, causing movement of the appropriate ram. Follow the instructions on the next page to manually operate a piece of equipment.

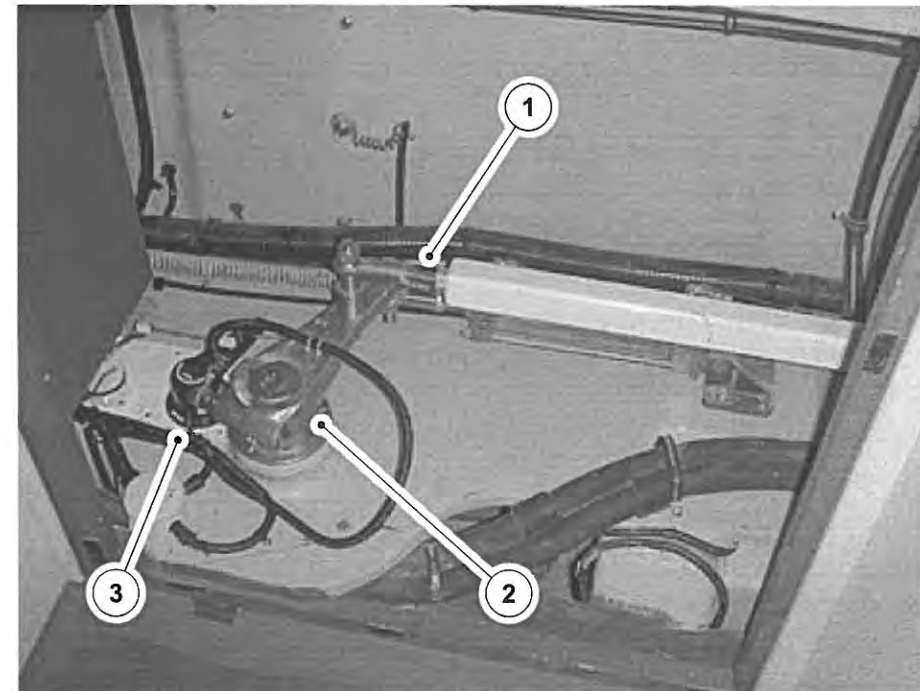
Hydraulic Steering

Hydraulic Steering

The steering system comprises of the following items: -

- Steering helm pump
- Power steering pump (mounted on engine)
- Oil reservoir and valve block
- Steering ram and servo cylinder
- Bronze rudders and tie bar

The steering ram is located in the aft of the engine room. This is the unit, which actually moves the rudders when the steering wheel is turned. On the underside of the ram is a servo cylinder with a bleed valve. This valve is for bleeding purposes only.



- 1 Rudder arm
- 2 Rudder tiller arm
- 3 Autopilot rudder indicator

The power steering pump, mounted on the engine is purely to increase the flow of hydraulic fluid around the system, allowing a faster and easier response from turning the steering wheel to the rudders actually moving.

The direction of the steering is controlled by the helm pump mounted directly onto the steering wheel. This pump has three oil lines to the pump. One for PORT direction, one for STARBOARD direction and the third as a RETURN. When the steering wheel is turned, the directional port opens in the pump allowing fluid to pass through and return to the steering ram, thus causing movement of the ram.



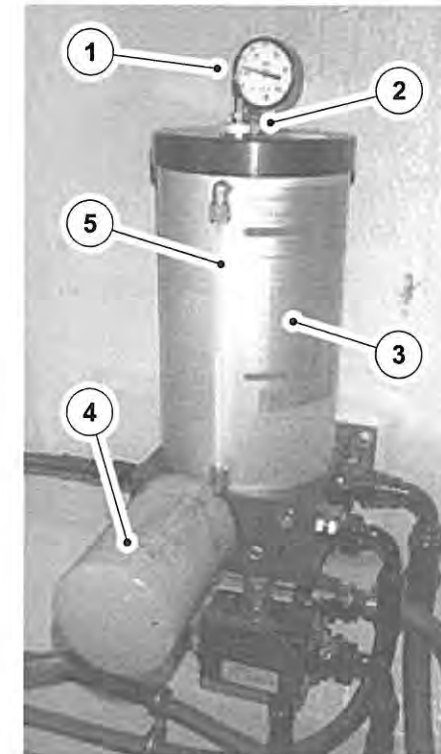
Caution!

Beware of moving parts on the steering system. Keep hands and feet clear of the steering ram and tie bar in the engine room when the steering is being operated.

It is important to maintain the fluid level in the steering reservoir between the minimum and maximum marks. Should the level drop below minimum, topping up is described on the opposite page. Topping up the fluid level should only be done with the correct oil (Hyspin 15 Hydraulic Oil). The pressure should also be maintained between 25-30 PSI. Instructions for topping up the reservoir are overleaf.

If the fluid level should fall below the sight gauge tube, or in the event of a severe fluid loss, it will be necessary to bleed the entire steering system, especially if the steering quality is effected. Bleeding the system is a relatively simple operation but if in any doubt, it is best to contact a Sunseeker Dealer or a qualified marine engineer. (Bleeding instructions can be found on the steering reservoir).

Hydraulic System



- 1 Pressure Gauge
- 2 Air Pressure Valve
- 3 Fluid Reservoir
- 4 Oil Filter
- 5 Sight Tube

Hydraulic Steering



De-pressurise the steering reservoir until no more air escapes.



Attach the hand pump to the pressure valve and pump the pressure up to 30 PSI.



Using a suitable spanner, undo the bleed valve nut. (Take care not to damage the rubber o-ring on the valve base.) Top up the reservoir to the maximum level with the correct fluid and replace the valve. Do not over tighten.



Toilet System



Waste System

The toilet system on your 75 Yacht comprises of the following items.

- Four vacuum toilets
- Four vacuum generators
- Three diverter valves
- One Jabsco electric toilet
- Three diverted valves
- Two plastic holding tank's
- Two macerator pump's
- Two black water/holding tank 'pump out' switch panel's



Caution!

The vacuum toilet system uses fresh water from the vessels water tank so please ensure there is water in the tank before using the toilet system.

Forward Bilge Area



Toilet Vacuum Generators

The toilet system is a vacuum flush type, which is designed for ease of use and servicing. Each toilet has its own vacuum generator, which creates the vacuum to pull the waste out of the bowl. This waste passes through the pump and either passes straight out to sea or into the holding tank.

The vacuum generators are all factory pre-set and no adjustment is necessary. When the toilet is flushed, the pump will start to operate and continue until the pre-set vacuum pressure is reached, at which time it will stop. The pump will remain off until the next time the toilet is flushed.

Toilet Operation

Toilet Operation

1. Ensure seacocks are open before use.
2. Ensure appropriate circuit breakers are on.
3. Add water to the bowl before use by raising the flush lever. Only a small amount of water is needed (1/4 pint for liquids, 1 pint for solids as a guideline).
4. To flush the toilet, press the flush lever sharply to the floor until the bowl is emptied. A sharp popping noise will be heard and the waste will be removed from the bowl. The lever should be held for at least three seconds to allow water to flush through the pipe work. If the flush lever is accidentally released before waste clears the bowl, wait until the vacuum pump stops running before flushing the toilet again.

Should the toilet vacuum generator cycle on and off frequently when the toilet is not in use, a vacuum leak may have developed in the system. This is commonly caused by the absence of any water in the bowl, which allows the bowl seal's to dry. It is good practice therefore to ensure a small amount of water remains in the bowl when the toilet is not in use.

Due to atmospheric conditions it is not abnormal over a period of 12 hours or so that the toilet vacuum pump may cycle once or twice for a short while. This is to maintain the vacuum pressure in the system and would be considered normal.

Please ensure that all persons on board are familiar with the correct operating procedure of the toilet system. Most blockages in a vacuum toilet system are caused by flushing inappropriate materials and objects into the toilet.

Vacuum toilets should be cleaned regularly (at least once a month and/or before leaving the boat for an extended period). Clean the toilet bowl with a mild bathroom cleaner; do not use solvents or caustic chemicals, as these will damage the seals in the system.



Caution!

Under no circumstances should any household bleaching agents be used in the toilets. This will cause irreversible damage to the interior lining of the toilet pipe work. Only use marine toilet approved products.



Caution!

Do not put anything in any marine toilet except human waste and toilet paper. Do not put in:
Sanitary Towels, wet strength tissues, cotton wool, cigarettes, matches, chewing gum or any solid objects, petrol, diesel, oil, solvents or any kind of water other than hand hot.

Toilet Diverter Valve



Caution!

If the toilet waste is being pumped out to sea, please ensure the TOILET OUTLET seacocks are open. Damage to the pump valves may result otherwise.

The waste from the toilet can be diverted straight to sea or into the vessel's holding tank. This is done by means of the diverter valve's located in the forward bilge compartment area by selecting TO SEA or TO TANK with the diverter valve handle. The longer end of the lever should be pointed towards the required flow direction.

Please note that there are only two diverter valves in this compartment, although there are four toilets.

This is because two toilets share the same diverter valve and toilet outlet seacock. This reduces the number of thru hull fittings that need to be installed.

Location of these items can be found on the Black Water System diagram

Holding Tank Operation

Holding Tank Operation

Please check local regulations regarding holding tank usage before discharging waste into the sea or river.

If your vessel is fitted with a holding tank please remember that this is of limited capacity and is for short term use only. It must be fully flushed out every two to three days. If waste is stored in the tank longer than two or three days unpleasant odours may build up and will be very difficult to remove from the boat. If the holding tank is used, the system must be flushed with holding tank deodorant every few days to keep the system clean.

Holding Tank Label



To divert the waste from the toilet to the holding tank, move the diverter valve lever to the TO TANK position. This will ensure any waste flushed through each toilet will pass directly into the holding tank.

When the holding tank becomes full, the HOLDING TANK FULL light will flash in each bathroom and on the Black Water Control panel. Also included on this control panel is a $\frac{3}{4}$ FULL LED that allows better monitoring of the holding tank level.

If the FULL lights are flashing, do not use the holding tank until it has been pumped out.



To empty the holding tank, ensure the holding tank circuit breaker is switched on, open the outlet seacock then press the switch on the Black Water Control panel located in the stairway. The light showing "Pumping out" will illuminate and the pump will start operating. When the holding tank is empty, the pump will automatically shut off. It is always a good idea to put some deodorant into the holding tank after use and to close the outlet seacock. Deodorant can be added by flushing via a toilet or adding via the deck waste pump out. If the holding tank is not to be used for some time, it is good practice to turn the seacock off.



Fitted to the outlet seacock is an electrical sensor that will illuminate the LED on the panel to indicate when the seacock is in the OPEN position. The holding tank pump will only work if the seacock is in the open position and the OPEN light illuminated. If the seacock lever is in the closed position it will not be possible to operate the pump. This will prevent any accidental pumping out of the holding tank.

The holding tank pump only stops when the holding tank is empty. Should it be necessary to stop the pump operating before the tank is empty, the appropriate circuit breaker must be switched off. The holding tank system is also equipped with an outlet on the deck for pumping the waste out at an appropriate station. Depending on the area and local regulations, pumping the waste out to sea may be against the law carrying large penalties, so the deck pump out must be used. The pump out stations are normally equipped with

Holding Tank Operation

suitable adapters to fit the deck outlet and pumping is done from the shore.

A special key will be supplied which is for removing the deck waste fitting caps. It is important to ensure the cap is replaced and re-tightened after use. Failure to ensure this fitting is closed correctly will allow air to enter the system and prevent any pumping of waste should it be used to pump out to sea next time.

For the holding tank pumps to operate and the 'Holding Tank Full' lights to work, the holding tank circuit breakers must be on!

Crew Cabin Toilet System

The crew cabin toilet system uses an electric pump to pump the waste to the holding tank. The holding tank is much smaller however and is not shared with any other toilet. There is a seacock for direct overboard discharge and a seacock (with a sensor) for the holding tank. These items are located in the centre service area.

Operation is exactly the same as the system in the main accommodation. There is also a separate deck waste pump out fitting which is normally located at the stern of the boat.

Holding Tank





Air Conditioning



Air Conditioning

The air conditioning system on board the 75 Yacht is a Reverse Cycle Chilled Water system.

Basic Outline

Travelling around the boat is a series of pipe work, which is known as a chilled water loop. This sealed loop carries fresh water that is heated or cooled by the chiller compressor units. The water in this loop is pumped around the boat by a single circulation pump. Branching off this loop are supply and return pipes carrying water to and from each individual air handler, located in the various compartments of the boat.

An air handler is basically a fan unit mounted onto a matrix through which the chilled water passes through. When the fan is operating, it draws air through this matrix and blows out into the cabin space. This air will be warm or cold depending upon selected chiller mode. The fan speed can be adjusted manually or the control pad has an automatic program.



Each unit has its own individual electronic control pad, designed so the temperature in each individual cabin can be controlled independently.

The salt water pump is used to pump water through the chiller units to allow the compressors to heat or cool the chilled water loop. The compressors will cycle on and off to maintain the chilled water at the chosen temperature.

The temperature set points are normally factory preset. When operating in COOL mode the compressors will cool the water down to approximately 40°F. When operating in HEAT mode the compressors will heat the water to approximately 114°F. The compressors will cycle on and off to maintain these temperatures.

The number of times the compressors will start and stop depend upon the demand. If only one air handler is running for example the temperature difference it will make to the main chilled water loop is very small, therefore the compressor will not run very often. If all the air handlers are running the frequency of the compressors actually running will be much higher.

All components of the air conditioning system are AC220V. The air conditioning will only work when a generator is running or the shorepower is connected. In some cases, depending upon specification, the chiller units may be fitted with a Variable Frequency Drive (VFD). This unit converts a single phase electricity supply to a three phase supply to power larger compressor units. These units have the benefit of reducing the start up current of each compressor, thus avoiding the

Air Conditioning

dimming of lights for example of typical high load electrical equipment.

The chiller units are controlled separately from the air handlers. There is a single switch for each chiller unit, located on the DC control panel, Selection is either HEAT or COOL. All switches **MUST** be switched the same. It is worth noting there is no electrical connection between the air handler's and the chiller units.

The standard 75 Yacht system has has four chiller units and nine air handlers (Depending upon layout). The chiller units, salt and fresh water pumps are normally located in the engine room and normally an air handler is located in each individual cabin normally, installed under berths or under seating.

Location of the air conditioning items can be found on the Air Conditioning drawing

Area	Unit Location
1 Forward V.I.P cabin	Underneath floor in wardrobe
1 Port guest cabin	Underneath port berth
1 Starboard guest cabin	Underneath stbd berth
1 Master stateroom	Front port side
2 Upper saloon	1 Underneath seating 1 Underneath console
2 Lower saloon	Underneath seating
1 Crew cabin	Behind rear panel
2 Air con pumps	Engine room
2 Air con chillers	Engine room

Chilled Water Circulation Pump

The chilled water circulation pump is mounted on a special tray, which incorporates a fill valve, pressure gauge and accumulator tank. The fresh water from the boats system is introduced into the air conditioning system by means of a fill valve. The water passes through a pressure regulator, which is preset to charge the chilled water loop to between 12-18 PSI.



Caution!

When the unit is running, it is very important to check there is water flow through the system. Check the outlet for a continuous flow of water.

Basic Operation in HEAT mode.

1. Ensure seacocks are open before use.
2. Ensure generator is running or shorepower is connected.
3. Check circuit breakers are on for the two chillers, fresh water circulating pump and salt water circulating pump.
4. Switch BOTH switches to HEAT.

The chilled water circulating pump will start and after the preset delay time the salt water pump will start. A few second later, the first compressor will run, followed by the second.

1. Turn on the air handler unit by pressing the on/off button on the control pad. This energises the fan.
2. The display will light up and display the current room temperature.
3. Select the desired temperature HIGHER than the displayed room temperature using the up and down arrows.
4. After a few minutes, the RED light will illuminate which indicates the water valve has opened and the fan speed will increase.
5. The fan speed 1-6 is selected by pushing and holding the fan button. For complete automatic control, keep the fan button pressed until 'A' is displayed on the screen. The unit will automatically adjust the fan speed depending on the differential between set point and ambient temperature.
6. To turn off the unit, press the on/off button on the control pad.

If operating in cold mode, when the chilled water temperature is low enough, the blue light will illuminate.

Air Conditioning

Because of the nature of chilled water systems, it is not possible to run one cabin in HEAT mode and another for example in COOL mode. Individual cabin temperature is controlled by the water valve and automatic variable fan speed on each air handler. When the cabin temperature reaches the desired set point, the fan speed will automatically reduce and the water valve will close. By closing the water valve, this stops the main flow of chilled water through the matrix, so the fan will slowly re-circulate the return air from the cabin.

Beware that the start-up current and running load of the air conditioning system is very high. When operating on a marina shore supply Ensure the suitability of the shorepower connection and the current rating before attempting to operate.



This is a basic guide only. For complete operation instructions, please refer to the Air Conditioning manual supplied with the boat.



Each air handler unit whether under the saloon seating or under a berth, is fitted into an area which is insulated with soundproof material. There is however, an opening for each area, usually with a grill. This is for the return air supply for each unit so it is very important to ensure that these grill's or opening's do not become blocked by personal equipment etc.

This grill must be cleaned at regular intervals because a build up of dust particles will restrict the air flow returning to the unit.

When lifting the boat out of the water it is good practice to close the air conditioning salt water pump seacock before the boat is raised. This will stop the water draining out of the pump otherwise it may be necessary to bleed the system when the boat goes back into the water.

Included with the Marine Air Conditioning system are quick reference guides. These are extremely useful and should be kept by each individual control so you and your guests can learn how to use the system correctly and efficiently.

Location of these items can be found on the Air Conditioning System diagram.



Windscreen covers must be used to ensure efficient function of air conditioning. If screen covers are not used the air conditioning may not reduce the temperature to the desired level. The air conditioning will not reduce temperature below 18°C.



Bilge Pump System

Bilge Pump System

The 75 Yacht is equipped with electric submersible bilge pumps in each watertight bilge area.

The pumps fitted to your Sunseeker, are extremely reliable and they have the ability to run dry without damaging any of the seals within the pump. All of the pumps are operated by float switches which are activated should the water level rise in the bilge. There are in total five pumps on a standard 75 Yacht.

In addition, there are manual switches on the console, which are used to override the float switches. (See below). These switches are protected by circuit breakers, which can be found on the internal DC Circuit Breaker Panel beneath the lower helm.



On the console monitoring panel are three warning lights, connected to an alarm, which will be activated if the flood pump operates in that particular area (See Table). The alarm and lights will also work when you turn these pumps on using the manual switch.



It is important to note that the automatic bilge system is permanently connected to the batteries. Even if the batteries switches and circuit breakers are turned off, the automatic bilge pump system will still work.

Please beware that if the boat is left unattended for a long period time without any battery charge, the pumps will drain the batteries and eventually stop operating

It is very good practice to keep the bilge's dry; firstly to keep excess weight down and also to note any foreign leaks appearing, particularly in the engine room.

Bilge Pump System

No.	Location	Size	Alarm
1	V.I.P Cabin under floor	large	YES
2	Under floor in companion way between guest cabins	large	YES
3	Under floor in companion way between guest cabins	small	NO
4	Engine room under the floor by aft wall HIGH LEVEL	large	YES
5	Engine room under the floor by the Aft wall LOW LEVEL	small	NO
6	Stern crew cabin under floor between cabin and toilet	large	YES
7	Stern crew cabin under floor between cabin and toilet	small	NO

In addition to the electric bilge pumps, there is also a manual pump, which is located in the engine room. It is a flush mount type, and very simple to use. This suction side of the pump incorporates a diverter valve so the stateroom under floor or the engine room can be pumped out. Operation is simply by lifting the flap and inserting the handle in the pump socket. Select, which area you wish to pump out by turning the handle

on the diverter valve than using long hard strokes, pump the handle. Water will then be pumped overboard.

Location of these items can be found on the Black Water System Diagram.



Caution!

Take care to ensure that no debris is left in the bilge such as rags or cloth as this could prevent the unit's from pumping water.



Water System

Fresh Water System

The fresh water system on board your Sunseeker comprises of the following items:-

- Aluminium Alloy Tank
- AC fresh water pump and coarse filter
- Deck water filler and tank breather
- One DC24v water tank level gauge's
- Hot water calorifier
- Accumulator tank
- AC Hot water circulating pump.

Location of these items can be found on the Fresh Water System location diagram.

There is a single aluminium alloy water tank on the 75 Yacht, which is located in the engine room between the engines. It is filled by the deck filler on the starboard side.

The water is pumped around the system in high quality 22mm and 15mm PVC pipe through two separate circuits, hot and cold. The cold circuit starts from the fresh water pump and the hot circuit starts from the calorifier located in the crew cabin, normally on the port side of the boat.

The water pump is fully automatic with an in-built pressure switch, which pumps the water around the system. When the pressure in the system drops below 30 PSI, the pump will cut in and run until pressure increases to approximately 65 PSI. The cold water pump is controlled by a relay and there is a circuit breaker in the engine room and separate switch on the

monitoring panel. Both must be on and left ON for the pumps to operate. As the water pump is AC you must have either the shore power connected or the generator running for the pump to operate.

Next to the water pump is a coarse water filter this must be inspected and cleaned regularly.

The accumulator tanks are pre pressurised reservoirs incorporating an internal valve, which is designed to aid the water system by maintaining a constant head of pressure on the water circuit. The accumulator tanks are normally remote mounted and depending upon the model of cold water pump, will normally be two in the system; one for the cold water circuit and one for the hot water circuit. The water pump and filters are located in the engine room and the accumulator (if fitted) is normally located in one of the forward service areas.

Priming the System

- 1 Fill the tank with fresh water.
- 2 Ensure AC Power is available. (Generator or Shorepower.)
- 3 Open all tap's, hot and cold.
- 4 Switch water pump on and allow time for water to pump around the system and fill the calorifier.
- 5 As flow becomes steady and free of air, turn off the taps. Turning off the last tap should cause the pump to shut off.

Fresh Water System

When the water tank is completely full, water will overflow through the tank vent. Therefore it is important to check the water level gauge on the console when filling and turn off the water supply when the tank is full. The water level gauge will only work when either one of the ignition key's is on.



Caution!

If the water tank is completely emptied, the fresh water pumps will run continuously, causing the pump to overheat and be severely damaged. Please ensure the pumps are switched off if the tank is empty and when the boat is left unattended

Each item of water fed equipment such as toilet's washing machine, sink's, shower's etc is supplied in 15mm PVC pipe from the 22mm ring main. Serviceable items such as toilets will have an isolator tap on this 15mm branch to avoid draining the whole water system should a problem arise with one piece of equipment.

Hot Water

A hot water storage cylinder is fitted in the engine room. A standard 75 Yacht will have one 30 gallon cylinder. Depending upon the boat specification, if a Jacuzzi or extra bath tubs are fitted, there may be two of these cylinders.

Unlike some of the smaller boats in the Sunseeker range, the fresh water is heated by electric immersion heater elements only.

Providing the generator is running or the shorepower is plugged in to the boat, the water can be heated by switching on

the electric AC water heaters on the main DC Control Panel. The circuit breakers for the water heaters are located in the engine room. The immersion heater's are thermostatically controlled and will cut out automatically when the water temperature reaches the set point .

The heater element(s) are normally 2KW each. Although the generator's produce more than sufficient current to power these, the marina shorepower supply may not. Check the current rating of the marina shorepower supply before switching on the heater elements. It may be necessary to operate one element only if the shore power supply is poor.



Warning!

Never operate the electric immersion heater when the water system is empty as this could result in an explosion.



Caution!

Hot water can scold! Be careful when using hot water, especially when the boat is running.

Shore Water Support

Located on the starboard side is a unit, which provides for shore water support. This enables you to connect a hose pipe from a marina fresh water supply directly into the fresh water system of the boat. The boat uses shore water and relies on the water pressure from the shore to pressurise the system.



It is very important to remember when using the shore water support to turn the water pumps OFF, otherwise the pump will still operate and use the fresh water from the water tank on board the boat.

Please note!

If the shore water connection is made, it will NOT fill the fresh water tank whether the water pumps are ON or OFF

If the pressure of the water from the shore is extremely high, the unit will automatically reduce this pressure to 30 - 35 PSI. This will avoid the risk of damaging any water fed equipment on board the boat.

It is safe practice never to leave the shore water connected and pressurized if there is nobody on board. Should any leak develop on board the boat, there is a risk of flooding as the shore water support does not switch off automatically.

It is worth remembering that the shore water support connection does not use the coarse filter, which services the AC fresh water pump in the engine room. The hose connection has a small coarse filter in the unit. If you plan to use marina shore water to supply and pressure the 75 Yacht please check the water quality. It may be advisable to utilise a set of pre-filters between the marina connection and the boat.

Don't forget to disconnect the water connection and turn on the water pumps when leaving the berth!



Caution!

Be sure to check the quality of the marina fresh water supply, especially if planning to drink it or use it for cooking. Don't forget, the icemakers will use this water as well!

Sump Boxes

Sump Boxes

The 75 Yacht is fitted with one main shower sump box in the companion way compartment. It has a clear Perspex lid for inspection purposes, which can be easily removed for cleaning and maintenance. The water from the showers, sink's and the condensation from the air conditioning unit's, drain directly into this sump box, and is pumped out automatically. This water is referred to as GREY water. In addition to this main sump box, there may be smaller individual sump boxes located throughout the boat, depending upon specific location of equipment and more specifically drain heights.

The crew cabin on the 75 Yacht has it's own independent sump box.

The main sump box uses air switches to turn the sump pumps on and off. The smaller individual boxes use mechanical float switches, which are located in the box. When the water level rises, the air or float switch activates a pump and discharges the water overboard. The sump boxes requires cleaning internally at regular intervals to avoid build up of shower materials. The pumps are fully automatic but you must ensure the circuit breakers are ON. Should these air or float switches fail, there are manual switches to override these. These manual switches are normally located in close proximity to the sump pumps and must be kept depressed to operate the pumps.

Inside the main sump box only is an additional float switch, which is mounted at high level. This float switch does not activate the pump but will switch the warning light and audible alarm on at the lower helm to indicate a high water level in the sump box. This may be due to pump failure, blocked outlet or the accidental switching off of the circuit breakers!

These sump pumps are supplied with a DC24v permanent. These permanent circuit breakers are located beneath the console on the DC Circuit breaker panel. When the boat is unattended and the batteries are switched off the pumps will still operate. This may be for a leak in one of the showers for example or on many occasions boats are left unattended with the air conditioning running. When running in COLD mode, air handlers produce a lot of condensation. With up to 12 separate air handlers on the 75 Yacht, this is a lot of water, which must be drained to avoid the risk of flooding.

Location of these items can be found on the Fresh Water System diagram







Miscellaneous

Miscellaneous

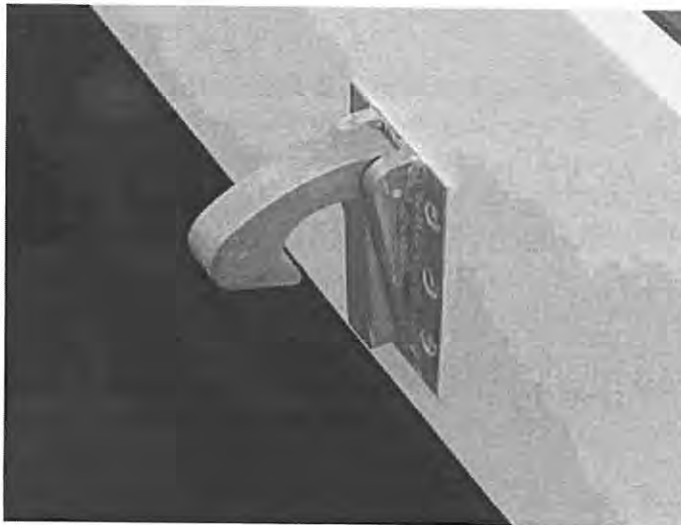


Bathing Platform and Tender

The bathing platform is lowered and raised by two large hydraulic rams. The hydraulic pack for the bathing platform is located in the engine room, which is controlled by the switch located on the port side stairwell.

When lowering the bathing platform it is, very important to ensure no restrictions exist and that all personnel are clear and are off the bathing platform. As a safety precaution, only lower the platform in calm conditions.

When the platform is lowered to it's full extent, it will be submersed but once the tender is launched, it must be raised so it is clear of the water. This will avoid any damage from any wash caused by other vessels.



Bathing Platform Lock



When depressing the down button it is normal for the platform to rise prior to lowering. This is to allow the solenoid pin to disengage the claw.

The tender should only be launched and retrieved in calm conditions. The following instructions should be carried out to launch the tender.

1. Remove the securing straps (if fitted) and place to one side.
2. Ensure the tender is tied loosely to the boat to stop it floating away.
3. Ensure the bilge bung's are in place in the dinghy.
4. Ensure the bathing platform circuit breaker is on.
5. By pressing the DOWN button, the platform will lower.
6. When the dinghy is floating, ensure you secure the dinghy to a cleat than disconnect the winch strap.

Bathing Platform and Tender

7. Float the tender off the platform and raise the platform back up.



Caution!
When operating controls for bathing platform, keep hands and feet clear at all times. Ensure garage supports are in place before entering garage area.



Caution!
Do not stand behind dinghy when it is being launched. Ensure personnel stand at each side.



Caution!
Max operating weight for Hydraulic Bathing Platform 400KG

Retrieval of the dinghy is basically the opposite sequence, however care must be taken when winching into the garage to keep the dinghy central. When the dinghy nose is touching the forward end of the garage, completely retrieved and the tender is securely fastened, close the bathing platform. Don't forget to remove the bungs in the tender to allow water to escape.



Please consult the tender manual for the correct operation, safety and servicing of the craft.

The bathing platform also incorporates an override sensor. This sensor is mounted in the transom of the boat and is activated when the platform is lowered. When the platform is lowered, it is not possible to start the engines and when the engines are running, it is not possible to open the door. This is a safety system designed to avoid any risk of personal injury.

Do not attempt to bypass the system!



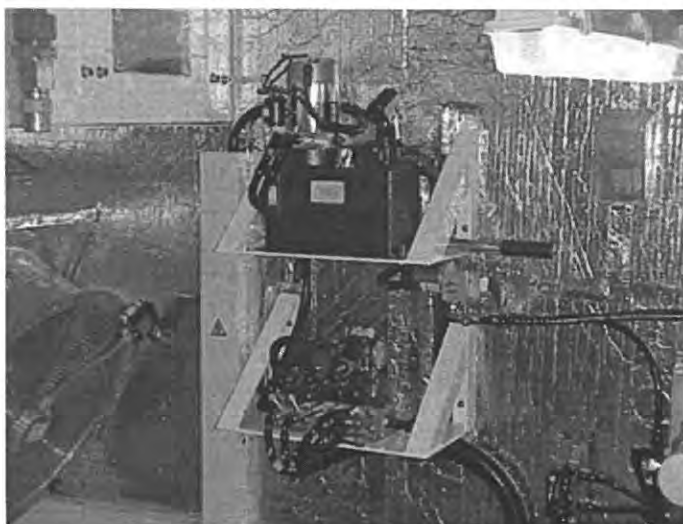
In the case of malfunction, there is an override facility available to start the engines. This is a momentary switch, which is located in the engine room. To start the engines, this switch must be pressed and held while turning the ignition keys. In the event of failure, please consult your Sunseeker dealer.



Warning!
To avoid the risk of personal injury and damage to the boat, do not attempt to drive the tender onto the stern door.

If your 75 Yacht is supplied with a tender, it is very important to follow the instructions contained in the tender manual. Please ensure you follow the safety instructions below when using and stowing the tender.

In the event of an electrical failure it is possible to raise the bathing platform Hydraulically. The hydraulic pack is located on the aft wall in the engine room.



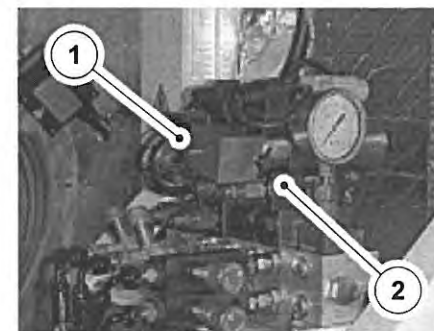
Recovering the bathing platform manually takes a long time.

To recover the bathing platform carry out the following.



Slacken off the override valve.

The bathing platform has been fully recovered, remove the spool valve plunger tool and close the override valve. Secure the spool valve plunger tool to the hydraulic pack.



- 1 Plunger
- 2 Locknut

Bathing Platform and Tender

- a Fit the manual spool valve plunger over the spool valve.
- b Lock in place using the lock nut.
- c Screw in the plunger to open the spool valve.
- d Pump the handle.

**Warnings!****Petrol Driven Craft.**

Before starting the engine, operate the engine room blower for five minutes and check for fuel odours. **NO SMOKING!**

Leaking fuel is a fire and explosion hazard. Inspect system regularly.

Do not smoke while filling fuel tank. Switch off engine and remove key from ignition.

Use only the correct type and grade of fuel as recommended by the engine manufacturer.

Do not store petrol in unventilated areas.

Read operators manual fully before operating boat. Ensure operator is wearing a life vest and the safety lanyard is connected.

Use extreme caution with water skier in tow. To avoid personal injury, do not use excessive speed.

Turn the fuel valve OFF when the tender is not being used or when stowed in the garage.

Anchor and Anchoring



The anchor winch fitted to the Type 75 Yacht is a fully remote controlled unit, the anchor can be lowered or raised from the lower helm position, the flybridge or from the foredeck.



From the helm position and the flybridge, the boat is fitted with the chain counting system (optional). Operation is via a separate control unit on the console and a hand held control unit stowed in the port anchor locker. The controls are either up or down but there is also an L.C.D Display indicating the amount of chain released (optional).



Before lowering the anchor first check the suitability of the anchorage. Disconnect the safety lanyard from the anchor. Ensure the main circuit breaker is on, which can be found in the engine room switch locker. The anchor can now be lowered by switching the control switch on the console panel, to the lowering position. Normally the amount of chain required is 5-6 times the depth of water below the boat.

To raise the anchor reverse the operation, when the anchor returns to the bow roller, it will automatically guide itself into its parked position. It is very important to re-connect the safety lanyard to the anchor.

In a heavy swell the winch is not designed to take the full weight of the boat; under such conditions it is necessary to use a bridle to transfer the load to a mooring cleat.

Anchor and Anchoring

If you wish to operate the anchor from the foredeck, operation is via the remote control unit, which is mounted inside the port anchor locker. Operation is the same as the fixed units.

When the anchor is raised, the chain wash (optional) uses fresh water to clean the chain. It is switched on automatically when the UP button is pressed on the control. Please note, the fresh water pumps must be switched on for the chain wash to work.

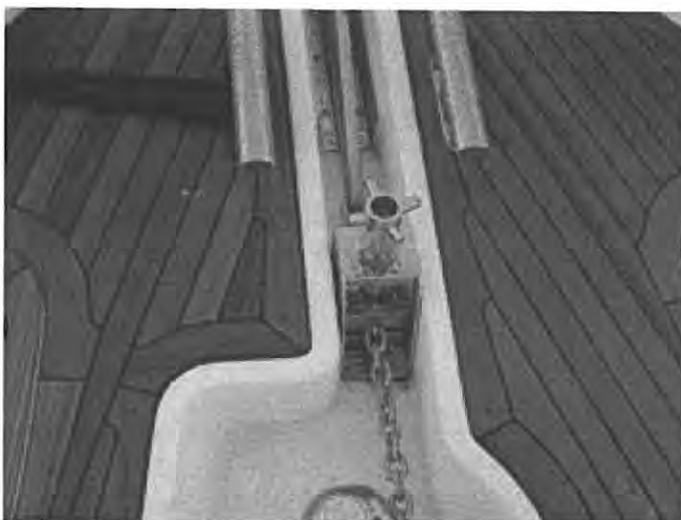
In an emergency the anchor can be raised or lowered manually. To lower manually, release the clutch on top of the winch. To raise the anchor manually insert the handle provided into one of the prongs on top of the capstan and turn clockwise. This will slowly raise the anchor and return the chain into the locker. The tools for manual operation are located in the starboard foredeck anchor locker.



To manually raise the anchor in the event of an electrical failure, the following must be carried out.



- 1 Insert the handle into the top of the capstain.
- 2 Rotate the handle counter-clockwise to release the capstain.
- 3 Rotate the handle clockwise to raise the anchor.



- 4 Secure the anchor.
- 5 Remove the handle



Warning!
When using the anchor winch electrically or manually, keep hands and feet clear at all times. Ensure no objects come into contact with the winch.

The anchor winch can also be used to heave in mooring lines when mooring 'stern to' please consult the manual for your anchor winch for instructions.

If the winch is overloaded or jammed the circuit breaker on will cut out automatically. Be extremely careful when resetting the breaker; and ensure the winch is free from any obstruction. The

breaker is located in the port cockpit locker together with the battery switches on the same panel.



Caution!
It is important to connect a safety lanyard or safety pin to the anchor when using the boat at high speed and also in heavy seas. Periodically check the winch is fully tightened.



Please refer to your winch manual for specific operating instructions.

Anchoring Tips!

- Only anchor in calm sheltered conditions.
- Always position the boat 'up-wind' when lowering or raising the anchor. (Point the bow into the wind).
- Always pay enough chain out for the depth of water. (Minimum 5 times the depth).
- E.g. 3 metres depth = 15 metres of chain.
- When raising the anchor, use the engines to move the boat slowly forward to take the load off the anchor winch.
- If the chain or anchor should become severely snagged, do not try to pull it free with the boat.
- Disconnect the chain from the boat and tie two fenders to the chain. Consult a diver!

Navigational Equipment

Navigational Equipment

The standard 75 Yacht is fitted with radar, autopilot, and G.P.S. plotter. The specification will depend upon the area in which the boat is to be used.

The radar and autopilot are interfaced together and can be used in conjunction with the G.P.S to provide accurate navigational information. Please consult the user manuals before attempting to use this equipment.

The autopilot can be used to steer the boat along a chosen track automatically. It is very useful when undertaking long passages as it can steer a far straighter course than any human! It also has the ability to receive navigational data so can steer the boat to a selected waypoint and automatically change course for a new waypoint. If coupled with a G.P.S, providing the unit has been set up correctly, the waypoints can also be displayed on the radar.



Caution!
When using autopilot, ensure a good look out is kept at all times. The autopilot cannot detect debris or other vessels in the water.

Radar is one of the most useful devices for navigating at night or at times of poor visibility. There are many features included in a radar set such as electronic bearing lines and range markers, used to identify the course and speed of another vessel.

Radar works by sending electronic pulses from the radar scanner (mounted on the radar arch) into an arc around the boat. The strength of these pulses depends upon the range setting. On most radar sets, this can be from 0.25 miles to 36 miles. These pulses are reflected by objects such as buoy's, landmasses and other vessel's. The reflections are processed and displayed on the screen in relation to your boat.

Due to the curvature of the earth, using a set at 36 mile range will only pick up objects, which from sea level are very high.



Caution!
Do not stand in front of the radar scanner when it is operating. Ensure all persons remain seated and do not allow anyone to walk on the deck, whilst using radar.

These items are an aid to navigation only and are not a substitute for basic principles of navigation. Sunseeker International Boats (Ltd) strongly recommend that boat users should attend navigational classes and obtain basic navigational knowledge and pilot skills before using the boat. As well as the safety of yourself, your family and your craft you have to consider the well being of other water users.

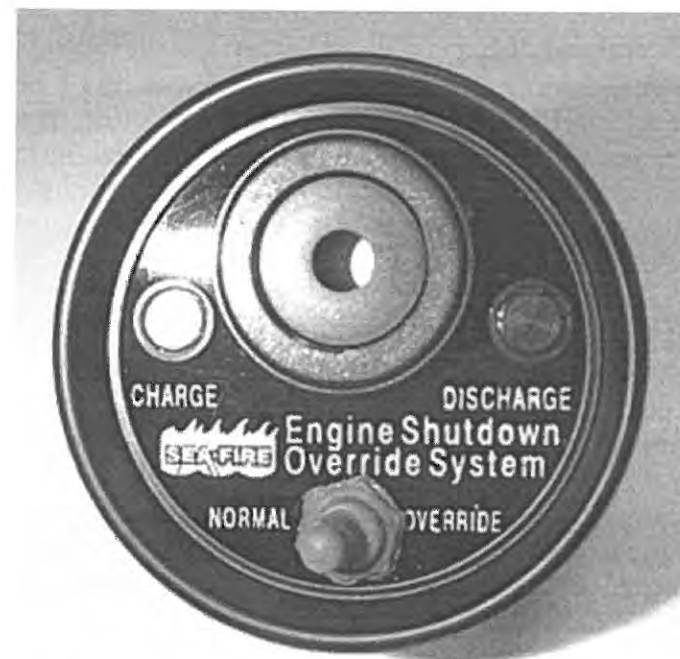


This is a basic insight only into the use of radar and navigational aids. Please refer to the appropriate user manuals to learn about the correct operation of these electronic devices.

Fire System

The engine room on the 75 Yacht is fitted with a fully automatic fire extinguishing system. In the event of a fire in the engine room, both engines and both generators will shut down automatically.

Additionally, the air flaps will close and lock shut. The extinguishing shall take place in the engine room and the alarm will activate.



The pictured above is mounted on the console. Under normal circumstances, the CHARGE light will remain on when the battery switches are in the ON position. If the extinguishing system is activated, the alarm will sound and the DISCHARGE light will illuminate.

Navigational Equipment

Depending upon the seriousness of the fire and the amount of damage sustained, it is possible to override the shutdown system. The fire system gauge on the console has a small toggle switch on the front face. Moving this switch to the **OVERRIDE** position will reset the circuit and allow restarting of the engines and generators. It won't however open the air flaps. These will have to be opened manually. Do not attempt to run the boat with these flaps closed.

If the heat detectors do not set the extinguisher system off, there is a manual release handle, which is located in the port fuel filler cupboard. Ensure that personnel are aware of the system and do not allow any tampering.

As the generator will shut down, this will cause the AC extractor fans to close. These extractor fans incorporate sprung vents. When the fans are not running, these vents will automatically close. The force of the air when running pushes them open.

The boat is also fitted with portable fire extinguishers. It is important that these extinguishers are checked annually and serviced as appropriate. Your guests on board should be familiar with the location of these extinguishers.



Located in the port fuel filler cupboard is the fire suppression system remote pull handle.



Warning!

Before operating the remote fire suppression, make sure the engine room is free of personnel and the access hatch is closed.

To operate remove the safety pin and pull the knob.



Warning!

It is essential for the safety of your passengers and vessel that the complete fire system is checked and serviced every six months. This includes the portable fire extinguishers mounted throughout the vessel.



Danger!
Do not enter the engine room after release of extinguishing chemical, without proper breathing apparatus. Ensure area is well ventilated before entry.

Seacock Gate Valves and Strainers

Seacocks are fitted to all the water intakes below the water line, i.e. toilets, engine, seawater cooling, generator, air conditioning etc. We recommend that all seacocks be left in the closed position except when the system requiring seawater is in use. Seacock's should be returned to the off position after use and visually checked regularly for water tightness.

It is very important to check the seacock strainer's regularly for any blockage or debris. If any foreign matter is evident, this should be removed and the strainer cleaned before placing back inside the housing.



Warning!
Make sure the strainer seacock is in the fully closed position before removing the strainer.

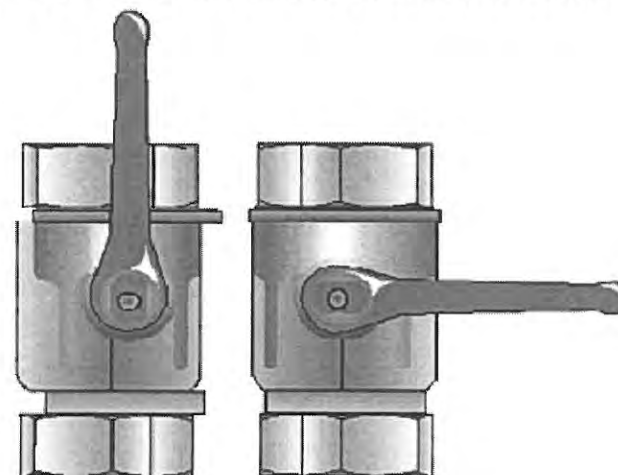


Caution!
All of the gate valves throughout the boat require regular cleaning and lubrication. Failure to lubricate the valves may result in a seized valve, which could have very serious consequences.

Strainer Seacock Closed Position



Certain items throughout the boat will have similar gate valves on outlets through the hull, which are above the waterline. These are to close off the outlets should it become necessary.



Navigation Equipment

Strainer Cleaning Instruction



1. Firstly, remove the access hatch (If fitted) above the strainers. Turn off the sea-cock valves by turning the red handle's through 90 degrees.



2. Using a suitable spanner undo the four retaining bolts securing the lid and put somewhere safe.



3. Carefully remove the retaining bracket and plastic see through lid. Ensure the 'O' ring stays in position on the strainer housing.



4. By pulling the basket handle, withdraw the basket completely. It is now possible to clean the basket, which includes any particles trapped in the mesh. It is best to use fresh water and a stiff scrubbing brush.



5. Once clean, the basket can be placed in the strainer housing and the lid re-fitted.



6. Do not over tighten the four retaining bolts. When secure, re-open the seacock by turning the handle so it is in-line with the pipe.

Navigation Lights

Navigation Lights

The Navigation lights are manufactured and mounted according to International regulations. Some areas have local changes to these regulations i.e. inland waterways.

Never run the boat at night without using navigation lights. Restrict speed to within the limits of visibility. Keep alert and watch out for other boats, buoys etc. Before leaving the marina, check all of the navigation lights are working including the anchor light.

International regulations also call for the use of the horn in fog or restricted visibility. The use of radar, if fitted, is necessary and always ensure that the compass has been swung.

When operating the boat at night, it is advisable to limit the use of interior lights. Even a flame from a match will decrease your night vision for up to fifteen minutes.



Caution!

Navigating at night or in poor visibility, demands skill, competence and patience. Inexperienced boaters should attain suitable experience before attempting this. Speed of the boat should be kept to a minimum.

Boarding Ladders

You should apply great care when using the bathing platform and boarding ladder as the propeller's are in close proximity.

The bathing ladder locates in the two sockets, which are on the bathing platform. Carefully locate the ladder rail into the socket and pivot the lower half of the ladder outwards and drop slowly in the water.



Caution!

Ensure engines are not running and the keys removed from the ignitions when using the bathing ladder.



Warning!

Keep hands and feet clear of hinge joints of the bathing ladder. Ensure the ladder is fully extended before use.

It is advisable to obtain local advice on the safest areas in which to swim. Make sure the ladder is returned to the stowage position and secured before starting the engines.

Side Mount Ladder (optional)

Supplied with the 75 Yacht is a side mounted boarding ladder. This is particularly useful when moored alongside a pontoon. It is a self-levelling ladder, which automatically compensates for any height differential you may encounter. There are also four wheels which are located on the base of the ladder so the ladder can move easily should there be any wakes or surges in the marina.

It is stored in a PVC protective cover and is located in the side moulding on one side of the boat. By each cockpit door, there are two brackets, which are the locating brackets for the ladder to secure in to. To affix the ladder, please follow these instructions.

1. Remove ladder from bracket and place on pontoon.
2. Locate the four wheels in their sockets.
3. Clip the levelling arm in place on the underside of the top step.
4. Open the side cockpit door and using the assistance of another person, locate the two fixing points in the brackets on the boat. It may be easier to hold the ladder off the pontoon when sliding the brackets in.
5. Gently lower the ladder onto the pontoon and apply some pressure to the top step. The ladder will now level itself to the pontoon.
6. Install the hand-rail in the sockets and tighten.
7. Locate securing pins in the brackets.



Caution!
Beware of trapped fingers when installing ladder. Do not use ladder until the safety pins are in place.

Electric Crane (optional)

If the boat is fitted with a crane on the flybridge, the control is via a remote handset. The crane has four switches depending upon the function required. The max weight that can be supported on the flybridge is no more than 250kg.



Caution!
To avoid personal injury, ensure all personnel stay clear of crane while it is being operated. Only attempt to lift or retrieve the tender in calm conditions.



Caution!
Heavy object.! Do not attempt to launch or retrieve the tender without the help of other personnel.

The crane is a DC24v unit and will only operate if the battery switches and the crane circuit breaker are switched on. When the tender is safely back on board, it is very important to ensure it is secured to the flybridge securely before running the boat.



Please consult the use manual for operating guidelines for the crane fitted on your boat.

Navigation Lights

Electric Side Doors

On the 75 Yacht is an electric side door, next to the console. This unit is DC24v. The battery switches and side door lock circuit breakers must be on for the units to operate.



Caution!
Ensure personnel are clear outside before opening door. Beware of trapped fingers when closing the door.

To open the door: -

1. Turn the key to the ON position.
2. Press the DOOR Open button and hold until the lock's raise.
3. When the locks have risen push the door outwards to open.

To close the door: -

1. Ensure the key is in the ON position.
2. Pull the door into the frame. (It is not necessary to slam the door)
3. Hold the door firmly into the frame for 2 seconds and the locks will lower to secure the door.
4. Turn the key switch to the OFF position.

Water-maker (optional)

If a water-maker is fitted, it will be located in the engine room, normally on the starboard side. The water-maker will have it's own seacock in the centre of the bilge in the engine room. A water-maker requires special care and attention and maintenance of the unit should be priority.

The production rate of water-maker depends very much on the quality and salinity of the raw water, which is being used. The filters should be replaced regularly and the system flushed periodically to ensure longevity of the unit.



Caution!
The water-maker pumps produce extremely high pressures. Do not attempt to use the system without consulting the manual.



Caution!
Do not let the pumps run dry. Ensure the seacock is turned on before use.

The main control panel is mounted on the front of the water/ maker itself, but some systems have a remote panel so the unit can be started and stopped from a remote location. Normally on the 75 Yacht, this remote panel is located in the cockpit. Before using this panel to operate the water-maker, the pressure- regulating valve must be set to the correct working pressure of the system. Be careful not to exceed this setting.



Please consult the user manual for correct instructions for operation and servicing procedures.

Fridge's, Freezer's and Icemaker's

The boat is fitted with one AC Fridge Freezer, two AC Ice makers and a DC24v fridge on the flybridge. The AC units will only operate when the generator is running or the shorepower is connected and the DC fridge will only operate if the DC circuit breaker is on and the battery chargers are running. Without any charging of the batteries, the fridge will discharge the batteries to below 20 volts in one day. This will make it very difficult to start the engines.

When leaving the boat for a period of time it is a good idea to clean the fridges and leave the units switched off. By leaving the door open will avoid the possibility of any unpleasant odours developing.

The water for the icemaker is supplied from the fresh water tank. In order to make ice cubes, the fresh water pump must be on. Before the water enters the Ice Maker, it passes through a charcoal filter, which is located in the engine room. This filter must be changed every three months.

Your Ice Maker has been designed to provide a continuous and automatic supply of ice cubes. With normal use very little attention is required. The following suggestions are made for best results.

When the Ice Maker is full the ice making mechanism will shut off but the refrigeration system will continue to cycle to maintain the cube supply. Under this condition the cubes may stick together however, they may be separated easily by hand or with a blunt tool. **NEVER USE AN ICE PICK, KNIFE OR**

OTHER SHARP INSTRUMENT, which may damage the plastic interior.

If the Ice Maker is not used regularly we suggest that the ice be emptied periodically, (every seven to ten days) to ensure fresh cubes.

AVOID SOLVENT CLEANING AGENTS, ABRASIVE, AND ALL CLEANERS THAT MIGHT IMPAIR TASTE TO THE ICE CUBES. The exterior may be cleaned with polish as used on fine furniture. The condenser behind the grill should be cleaned periodically, generally three to four times per year. To remove the grill, put fingers in the slot and lift up and out.

Do not use any type of electrical heater to defrost the fridges or icemaker, as it will damage the inner liner.

Shut-down: - If the Ice Maker is to be shut off the switch located behind the grill (See Ice Maker Manual Fig 1 Ice) should be snapped off. The ice should be removed and the **DOOR SHOULD BE PROPPED OPEN** at least 25mm to permit air circulation to dry the interior and prevent mould and odour.



Please consult the user manual for the correct operation and maintenance of the fridge's freezer's and icemaker fitted on your boat.

Navigation Lights

Hob and Microwave

As standard, the 75 Yacht is fitted with a four burner electric hob in the galley. This is an AC unit so therefore require the shore power connected or the generator running in order to work.

The boat is also fitted with a microwave, as with the hob, will only work from AC. Due to the different specification microwaves fitted, please consult the owners manual for correct operation.

Behind the hob is an extractor fan, which is to extract the galley cooking area of any unwanted cooking smells. Once the circuit breaker is on, the switch for the fan and the light is on the underside of the unit. The filter will need regular cleaning.



For correct operation and maintenance of the hob and microwave (if fitted) on your boat, please consult the appropriate manual.

Washing Machine and Dish-Washer

The washing machine if fitted is located in the companion way and the dishwasher (if fitted) in the galley. They will only work from AC, therefore the generator has to be running or the shore power plugged in. The circuit breaker is located on the AC circuit breaker panel in the saloon and must be on for the units to operate.

The washing machine uses fresh water from the water tank on board the boat. For correct operation, the fresh water pumps must be on, to supply water to the units.

The used water from the washing machine is directed straight overboard.

**Caution!**

When using these appliances be sure to check the water tank level gauge frequently. Damage to this equipment may occur if there is no water supplied to

them.



For correct operation and maintenance of the washing machine and dishwasher on your boat, please consult the washing machine instruction manual.

Television and Audio Equipment

The standard 75 Yacht is fitted with high quality television and audio equipment throughout the boat. The majority of these units require AC and are protected by their own individual circuit breakers.

The televisions receive their signal information from the TV aerial mounted on the radar arch on the fly bridge. This is connected to a power amplifier, which must be ON for a picture to be received. This amplifier has a separate circuit breaker on the DC circuit breaker panel in the saloon. All of the televisions use this one aerial and amplifier and are split accordingly behind the monitoring panel. Please refer to the user manual for correct tuning of the televisions.

The only stereo units, which are not AC are the audio units located in each individual cabin. These units work from DC12v only. The battery switches and the appropriate circuit breakers must be on in order for this equipment to operate.

These small units also have a DC12v permanent supply, which is for the radio memories. This will avoid losing any stored information for radio stations.



For correct operating instructions of the television and audio equipment please refer to the appropriate manual supplied with the boat.

Spotlight

On the radar arch of the 75 Yacht is a spotlight. This is very useful at night when mooring stern-to or when picking up mooring buoys. It is extremely valuable in the event of an emergency Man Overboard Situation in darkness.

The unit is powered from DC24v and has its own circuit breaker on the monitoring panel in the saloon. There are two controls for the spotlight, one at each helm. The unit has two modes of operation, firstly as a continuous beam which can be moved up, down, left or right and the second mode is as a flashlight for signalling other vessels or appropriate land stations.



For correct operating instructions of the spotlight please refer to the appropriate manual supplied with the boat.

Bilge Extraction

Bilge Extraction

The 75 Yacht has a bilge extraction system, which is designed to draw air from the bilges and vent it externally.

By pulling the air from the bilges, this reduces the possibility of any unwanted odours rising up into the cabin areas.

There are two in-line extractor fans, which are operated from AC. Although protected by their own circuit breakers, these are hidden and there are no separate switches. Whenever the shore power is connected or the generator is running these fans will work automatically.

One extractor fan is located in the under floor service area beneath the hallway and the second is located under the floor in the stateroom.

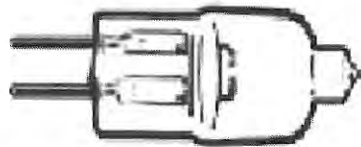
These extractors vent into the durade boxes, which are located either side of the boat by the teak step on the side deck.

Lights and Light Bulbs

The light bulbs throughout the whole boat vary in voltage and wattage. It is very important when changing any bulbs to replace them with bulbs of the same type and wattage. Below is a list of the bulb voltages on a standard 75 Yacht.

Light	Type	V	W
Roof Panel	halogen	12	10
Overhead SMALL			
Wardrobe interior lights	festoon	24	10
Shower cubicle only	halogen	12	10
Cabin reading lights	halogen	12	10
Engine room lights	SES	24	40
Engine room lights (fluorescent)	tubes	220	
EXTERNAL panel lights	halogen	12	10
EXTERNAL side deck lights	halogen	24	10
Navigation lights			
port/stbd	bayonet	24	25
stern/anchor	bayonet	24	10
Step lights	halogen	12	10
Service area lights	SES	24	40

Although the main lighting circuits in the boat are supplied DC24v, the overhead lighting circuits are wired in series. This means that two DC12v bulbs share a single DC24v supply. This is designed to allow more lighting to be installed.



Halogen type bulb



Bayonet type bulb



DC12v Reading light bulb

Camper Covers

SUNSEEKER canopies are designed to enclose the entire cockpit area. If travelling with the canopy up and the back open please be aware that exhaust fumes may enter the cockpit.



Caution!

When securing the camper covers, keep hand's and clothing clear of frame when it is being moved. Beware of Trapped fingers.

The side sections are secured into the underside of the flybridge by sliding the edge through the aluminium track. When the three sections are located in the track, the sidepieces can be zipped together in position, to form the complete camper style cover.

The side section's of the cover secure to the boat by hooking the elastic onto the fixing's mounted on the boat.

Bilge Extraction

Folding the Covers

When folding the covers, unhook the elastic from the nipples, unzip the sections then remove the side and rear pieces by sliding out of the track. If complete removal is not required, the covers can be rolled up and secured to the underside of the flybridge by the straps sewn into the top of the cover.

When stowing the camper covers, ensure they are totally dry. Any moisture will cause them to become affected by mildew and mould growth. Ensure the cover is folded correctly and in a manner where creases do not appear in the plastic see through sections. Stow them in a dry and ventilated position.

There is also a windscreen cover supplied with the boat. Sunseeker International strongly recommends the use of this cover to protect the interior of the boat from ultra violet rays. This cover will also help in reducing the heat penetration through the glass, to maintain a cooler interior.

There is also a console cover for the flybridge. It is very important to ensure that this cover is installed when the boat is not in use and when running the boat in bad weather. This is a protective waterproof cover, which is designed to protect the console and electronic equipment from damage by water and UV rays from the sun. It must be used, especially when the sun is shining. If the walnut instrument panel is exposed to UV rays

for a long period of time, the lacquer will discolour and give a 'milky' appearance.



Caution!

Failure to use the protective cover, especially when it is raining and when running the boat in poor conditions may result in water ingress. This may cause damage and failure to the equipment installed on the console.

Maintenance



Maintenance



Warning!

It is essential these checks be carried out daily before the boat is started.

Daily Checks

1. Check engine and generator oil levels (see engine handbook), and make sure that the oil level is within the marked limits on the dipstick.
2. Check that the engine and generator coolant level is filled to maximum. (See engine handbook.)
3. Make a visual check of the engine room, check bilges are dry and everything looks in order also check there are no gas or fuel fumes.
4. Visually check steering reservoir oil level and hydraulic system oil levels (engine room).
5. Check the bow and stern thrusters reservoir oil level.

Periodic Maintenance

'PERIODIC' is a term to indicate a time scale based on the actual usage of the boat. For a boat that is used for only a few weekends during the summer, 'PERIODIC' could mean 'ANNUAL', whereas if the boat is used continually on a daily basis it could mean 'WEEKLY'. Your SUNSEEKER is a fast, well-equipped powerboat. To maintain the safety and reliability of your vessel Sunseeker International recommend that the whole boat is serviced by a Sunseeker Service Dealer every 50 hours or 6 months whichever comes sooner. Sunseeker has a checklist, which our service dealers are trained to look through on each model.



Warning!

Servicing and maintenance of the engines, transmissions and generators should be regular and only performed by qualified personnel.

Maintenance

Battery Electrolyte Level

All batteries fitted to SUNSEEKER boats are not maintenance free and will require the Electrolyte Level to be checked on a regular basis and may require topping up with distilled water.

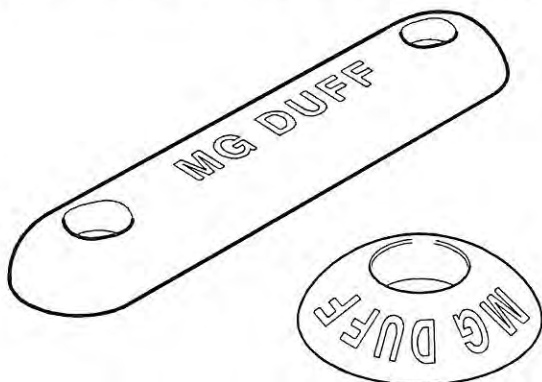
Alternator Vee Belt Adjustment

The Vee belt must be properly tensioned in order to get full alternator output and correct cooling water temperature. The Vee belts are properly tensioned when it is possible to depress them 10mm (3/8") midway between the pulleys.



Please consult the engine and generator manual's for correct lubricating oil specifications and level's

Corrosion Protection (Sacrificial Anodes)



Sacrificial anodes are fitted to the boat to protect the underwater metallic parts i.e. propellers, shafts, skin fittings etc, from corrosion. On the 75 Yacht anodes are on the trim

tabs and bar anodes fitted to the underside of the hull and on the transom should the need require. They are also fitted on the thruster units.

These should be changed when about half of the anode has been consumed. The life expectancy of anodes depend very much on the environment in which the boat is moored. It can range anything from 3 months to 9 months. Sunseeker strongly recommend all the anodes are carefully inspected every 2 month's, possibly while swimming for example.



Caution!

If anodes are allowed to corrode away totally, this could result in serious damage to the underwater mechanical parts with the possibility of sinking.

Mechanical

Periodically check the control mechanism for loose fastenings and signs of wear on moving parts, particularly the cable terminals. Lubricate all moving parts with good quality marine grease. Spraying the engine and mechanical parts with a good quality damp proof lubricating spray such as W.D.40 will keep the engine free from corrosion.

Trim Tabs

Check the hydraulic fluid levels, which can be seen through the side of the hydraulic fluid reservoir on the auxiliary hydraulic pack. To add fluid, remove the black plastic screw top to expose the filler and slowly replenish with fluid. The fluid used in the hydraulic 'pack' is Hyspin 32 Hydraulic oil.

Engine Cooling System

Main Engines: (Sea Water Strainers). The sea water filters are located in the centre of the engine room, one on either side. These should be checked regularly for any build-up inside the filters. They have a clear plastic top to facilitate easy inspection. To clean these filters the main seacocks must be turned off first. These are located in the forward end of the engine room below the generator on the centre line. The top can then be removed from the filter. This is held in place by a stainless steel clamp. When removed, the basket on the inside of the filter can be drawn out and cleaned. When replacing the basket and the top, please ensure that they are fitted securely and correctly. The seacocks should now be switched on again.

Generator and Air Conditioning Unit Water Pump Strainers

The generator and air conditioning unit sea-cock's have the same cleaning instructions.

Fresh Water Cooling System (Engines and Generator)

The fresh water should be checked periodically to ensure that the level is up to the full capacity. On the main engines the header tank is on the highest point of the engine in the aft of the engine room. The level should be to the point of nearly overflowing. On the generators the front part of the acoustic housing should be removed. The header tank can be found in the highest point of the engine to the starboard. Check that it is filled to the top.

If the coolant level requires topping up it is very important to use PRE-MIXED antifreeze and water (50% Antifreeze and 50% Fresh Water). Failure to do this may result in a sludge build up inside the engine as the solutions will not mix properly in the cooling system of the engine.

Shower Drain Sump Boxes

These should be cleaned about four times a year. To clean, first remove the inspection hatch fitted on the top of the box. Remove any build up of hairs from around the base of the sump and clean out any dirt from the sump. Run the shower to check that the pump and the float switch are operating correctly. Replace the top.

Fresh Water Pump Strainers

This can be found next to the water pressure pump (see location diagram). This should be cleaned periodically, depending on how clean the fresh water is. In some areas it is advisable to fit an additional carbon filter and add water-purifying tablets to the fresh water whenever the tanks are filled. Your dealer should be able to advise you how good the local water is.

Ice Maker Filters

The ice maker filter for the ice makers should be changed every three months. The cartridge is removed by carefully unscrewing the base until the cartridge detaches from the holder. Replace with a new one of the same type.

Maintenance**Fire System and Extinguishers**

The automatic fire extinguishers should be removed and checked every six months by a reputable agent and the fire system in the engine room should be checked and serviced every six months.

Hydraulic Steering Oil Level only.

The hydraulic steering fluid level should be checked regularly and topped up as necessary. Do not allow the level to drop below the Minimum mark on the reservoir.

Transmission Oil Level

The oil level in the transmission should be checked weekly. Please consult the transmission manual for oil checking instructions because transmissions do differ in the manner in which the oil level should be checked. Ensure the correct servicing is carried out according to the manufacturers schedule. Access to the port side engine transmission is through the access panel at the front wall in the engine room. Access to the starboard engine transmission is from under the floor below the A/C units.

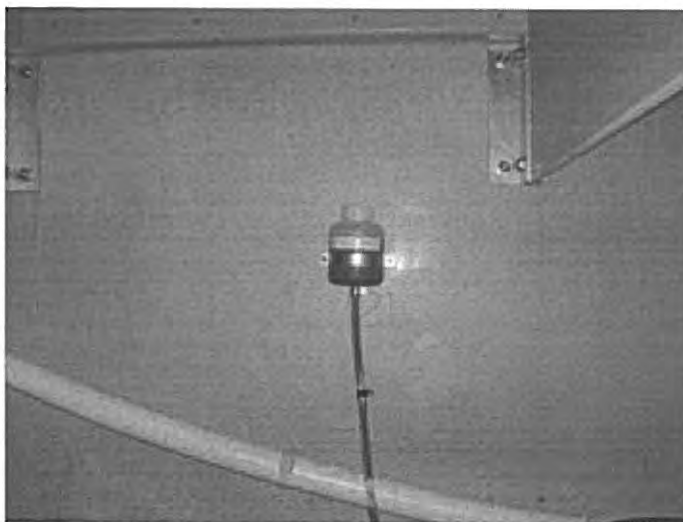
Air Conditioning System

The air conditioning pumps and the units should regularly be checked for any leaks and the strainers checked and cleaned for any debris.

When cleaning the strainer for the sea water pumps, or when the boat has been lifted out of the water, it may be necessary to bleed the pump. This is done by releasing the bleed tap on the pump until a steady stream of water flows out, then re-tightening the tap.

The air conditioning units should be checked regularly and the material grills covering the matrix should be cleaned regularly. This is done by removing the grills and washing in soapy water. The grills must be completely dry before re-fitting.

Bow Thruster



The small bow thruster oil reservoir is located in the forward bilge compartment and must be checked daily to ensure the oil level is maintained between minimum and maximum. Do not allow the oil level to fall below the minimum mark as the gearbox may become damaged if there is no lubrication. The thruster unit itself should be checked regularly for any signs of water leaks.

When the boat is out of the water, check the bow thruster propeller for any signs of damage. Check the anode fitted on the unit and replace as necessary. Remove any barnacles or debris from the unit, propeller and the bow thrusters tube.

Stern Thruster (if fitted)

The stern thruster reservoir is located behind the port side stairway lower panel leading into the crew cabin.

Stern Thruster Reservoir





Shaft Seals

The shaft tide seals should be checked regularly for any signs of water leaks and wear. There is little maintenance involved with this type of seal although the seal should be replaced on average every two years. The spare seal is located on the shaft inside the plastic protective cover.



Bathing Platform

The oil level in the bathing platform hydraulic pack should be checked regularly and topped up as necessary. The oil type is Hyspin 32 Hydraulic Oil. The main hydraulic rams connected to the bathing platform should be checked for any signs of oil leaks. Should any leaks be visible, please contact your Sunseeker Dealer.

Fridge/Freezers Ice makers

These should be switched off periodically and allowed to defrost. The door seals should be cleaned and the doors left open for a period of time. If the boat is being left unattended for a long period of time the fridges should be switched off and the doors left open to allow air circulation inside the units. This will prevent any unwanted odours developing.

Diesel Fuel Filters

Diesel Fuel Filters

The fuel filter bowls should be checked weekly for any water contamination. This is done by opening the tap at the base of the bowl and draining off a small amount of liquid. When neat clean diesel is present the tap should be closed.

The generator fuel filters can be checked visually through the glass bowl at the base of the filter. If any water or debris is present, this must be drained off. Do not over tighten the bung.

Engines and Generator Servicing

It is very important to have the engines and generators serviced at the appropriate times. The service frequency will depend on the usage of the boat, but nevertheless, whenever a service is due, it must be carried out by a recognised service agent on behalf of the engine manufacturer. Service dealer listings can be found in the engine and generator literature.

Fuel Tank Care

It is recommended that fuel lines and fuel tank be regularly inspected for damage or corrosion. Sunseeker take the utmost care in the positioning of fuel tank and the assembly of fuel lines and only the most suitable materials are used - Fibreglass for the tank and high-pressure hoses and couplings for the lines. The fuel tank is pressure-tested prior to installation into your Sunseeker.

The fuel tank balance pipes and gate valves should all be inspected every year to check for any deterioration. Any unsafe components should be replaced as a matter of course.

Sumlog



The sumlog is mounted underneath the stateroom floor. It is good practice to remove the sumlog occasionally and check the impeller is spinning freely and that there is no debris or barnacles on the shaft end. To remove the sumlog, ensure you have the sumlog dummy close at hand. Undo the securing plastic top by rotating anti-clockwise. Withdraw the unit and replace with the dummy immediately, securing the dummy onto the through hull fitting. Clean the impeller and shaft and replace. Do not forget to tighten the grey securing nut.

**Maintenance!**

Regular maintenance is an extremely important part of owning and looking after your boat.

It is important to use the correct certified oils and lubricants, which the systems require.

It is good practice to lift the boat out of the water at least once a year so the hull can be cleaned and checked.

Replacing the antifouling paint and the anodes play a very important part in the prevention of hull and equipment damage.

Always ensure the engines and generators are only serviced by recognised service agents for the engine manufacturers.

Failure to have the engines and generators serviced at the correct scheduled periods will result in a loss of warranty.

Remember, poor maintenance will lead to poor performance.



Diesel Fuel Filters



Cleaning Instructions



Boat Exterior

Introduction

The boat hull is constructed from fibreglass, otherwise known as glass reinforced plastic (GRP). Maintenance consists essentially of keeping the finish in an 'as new' condition. A fibreglass boat does not need painting to protect it from deterioration. The only recommended painting for the exterior is to add Antifouling paint to protect the fibreglass bottom from barnacles and other marine growth.

The low maintenance characteristics of fibreglass boats eliminates many time consuming seasonal maintenance jobs, reducing the frequency of others and bringing about a change in materials and techniques.

The one piece construction eliminates seams and the 'working' of the hull, with all the attendant maintenance problems. Barring accident, the well-built fibreglass hull stays solid, safe and sound through the years, and all the owner has to do is to maintain the good appearance of the surface.

The key to the appearance of a fibreglass boat is the surface finish, which is usually a half millimetre thick layer of pigmented resin, called Gelcoat. It is this Gelcoat that takes all the weathering, dirt and minor scrapes.

Cleaning of Fibreglass

Depending on water conditions and use, the boat can pick up a film of dirt. To keep fibreglass looking fresh and clean, wax and buff the surface at least once a year, and wash regularly. It is essential that salt deposits be washed off with fresh water before leaving the boat.

For washing, a solution of warm water and a mild detergent should be used, followed by a thorough hosing with fresh water.

A seasonal buffing and waxing of the hull and deck help prevent soiling and preserve the surface gloss and colour. In most cases an ordinary fine grade auto polish or combined polish/cleaner will serve this purpose. However, if the finish has faded or exhibits a chalky film, a fine grade auto-rubbing compound such as T-CUT, should relieve the condition.

Whether a power buffer is used or the polishing is done by hand, it is undesirable to use more than a lightly abrasive rubbing compound care should be taken, especially at corners and edges of the hull, not to cut through the Gelcoat. Any high quality wax may be applied after buffing. Generally speaking treat the finish of the boat in the same way as the finish of a car. It is advisable to use rubber soled anti-slip shoes when aboard, for the protection of the boat as well as for personal safety.

Boat Exterior

Colour Fading

Extensive tests by SUNSEEKER INTERNATIONAL (BOATS) LTD., in co-operation with the Gelcoat manufacturer have succeeded in finding mainly weatherproof colours. However some pigments fade somewhat in time, especially when exposed to intense sunlight.

Surface Crazing

The hairline crazing that sometimes appears after a time on the surface finish, requires only cosmetic treatment. This crazing goes no deeper than the Gelcoat. Should this occur or if the surface is scratched in use, this can be simply rectified by someone who is experienced at Gelcoat repairs.

Marine Growth and Parasites

We would recommend the bottom of the boat is painted with a good quality Antifouling paint, to prevent marine growth and barnacles as this can severely impair the speed of your vessel. When Antifouling out drive units use only a non metallic paint. Also leave a 12mm gap between the Antifouling paint on the bottom of the boat and the housing.

Metal Fittings

Maintenance of chrome is largely the same as stainless steel, however, here you can achieve a really good result by using specialised chrome cleaning such as Solvol Autosol followed by wax polish.

Stainless Steel Fittings

Stainless steel is not totally as the name describes, for if it is not cleaned regularly you will find an accumulation of surface staining caused by several different factors. A good quality chrome cleaner will remove any staining also regularly wash over with a solution of mild detergent and warm water will keep it looking in good condition.

Upholstery

Cockpit Upholstery

Cockpit upholstery is water resistant for normal use, but it is essential that the cockpit area be covered with either the canopy or the Tonneau cover, when the boat is unattended, this is most important during periods of rain. When cleaning, do not hose down the cockpit upholstery but wipe down with a damp cloth, or the seat foam could become water logged. Any surface water should also be removed from the seat with a damp cloth.

Cabin Upholstery

The cushions in the SUNSEEKER are made of foam and some of the covers can be zipped off for dry cleaning and drying purposes.

Below you will find a detailed list of cleaning instructions.

Novasuede Linings

The interiors of some boats are covered in 'Novasuede', the attractive appearance and soft touch of which are long lasting and easy to maintain. Any dirt spot should be treated immediately in the following way. Wipe stains from the border of the spot to the centre to prevent the stain from spreading outwards. Use the type of cleaning agent recommended in the list below according to the type of stain. Gently remove any free matter with a spoon or table knife and immediately pat the stain with a clean white cloth. If the spot remains continue as follows. When using a solvent do not pour it directly, but sprinkle it on a clean cloth. After applying spot remover wipe it away with a clean dry cloth. Brush against the nap. Allow the material to dry; do not sit on wet fabric. When dry remove any residue with a vacuum cleaner.

Upholstery

Recommended Cleaning Agents

Type of Stain	Cleaning Agent and Action
Liquor/spirits	Shampoo. Then pat with de-natured alcohol, e.g. Methylated Spirits.
Beer	Pat with a 3% solution of de-natured alcohol and luke warm water (max. 50°C).
Coffee	Shampoo. If necessary pat with 10% solution of de-natured alcohol or ammonia.
Chocolate/sweets	Pat with luke warm water (max. 50°C) or with a 5% ammonia solution.
Colours	Oil paints - pat with ethyl alcohol and shampoo. Water colours - pat with cold water. Spots can be removed if cleaned immediately. If left too long cleaning may be difficult. Expert advice is recommended.
Cosmetics	Use ethyl alcohol or perchloroethylene and shampoo. If necessary, use a 5% solution of ammonia or de-natured alcohol.
Fruit	Pat with luke warm water (max. 50°C) and shampoo.
Chewing gum	Pat with acetone or perchloroethylene.

Type of Stain	Cleaning Agent and Action
Ink	Remove as much as possible with blotting paper and pat with a solution of 30% de-natured alcohol and 70% water. Then shampoo. Lemon juice also can give good results.
Jam/Syrup	Pat with luke warm water (max. 50°C).
Fruit juice	If necessary use ethyl alcohol or perchloroethylene.
Ball-point pen	Use perchloroethylene or de-natured alcohol.
Wine/Soft drinks	Use water and vinegar (50%) and shampoo.
Fat/Oil	Pat with de-natured alcohol or perchloroethylene and shampoo.

These instructions do not apply to any vinyl or Lorica surfaces.



Cabin Carpets

Use a proprietary dry foam shampoo according to the manufacturer's instructions.

Vinyl Cockpit Seating, Cabin Lining and Hood Material

A soft cloth and warm soapy water should be used to clean the surface of the material. Mild soap or soap flakes are recommended, and residual soap should be removed with cold water. The surface should then be dried with a clean soft cloth.

Teak

Teak requires very little maintenance, it is possible to leave teak to weather. For cleaning there are many products available. Sunseeker do not recommend excessive use of teak oil, or acid cleaners.

Walnut Dashboard

On boats fitted with a walnut dashboard, we would strongly recommend that an instrument cover be used to protect the surface, when not in use, from strong sunlight. We would recommend any salt to be removed with a soft cloth.





Winter storage

Winter Storage

Supporting the Boat Out of Water

It is essential that you follow the recommendations listed below to ensure that the boat is in good condition and ready for the coming season.

Lifting the Boat

It is preferable to use wide straps. Make sure the balance is correct and have some kind of padding between the straps and the fender to avoid damaging the fender.

Support for the Boat During Winter Storage

It is important to have the boat off the ground and efficiently supported on either side. Pad the supports that rest against the boat bottom to avoid scratching the Gelcoat.

A shipping cradle is the ideal support for the boat whenever it is not in the water. It supports the boat where it is most necessary. If no cradle is available ensure that the boat is level. The main weight of the boat should be evenly supported on the keel and, to avoid damage to the Gelcoat, the side supports should be fitted with suitable pads.

Cleaning

The best time to remove marine growth, barnacles etc., is immediately after the boat has been lifted out of the water, while the bottom of the boat is still wet. Most modern boat yards are able to do this with a high pressure water hose, simplifying the operation greatly. If this facility is not available the bottom will have to be scraped and then scrubbed. If the growth is left to dry and harden it becomes very difficult to remove.

The remainder of the exterior should be thoroughly washed down with a solution of warm water and a mild detergent to completely remove any salt deposits, followed by thorough hosing with fresh water.

The chromium and stainless steel should be cleaned with a good quality chrome cleaner such as Solvol Autosol. It is recommended that a very light coat of an acid free Vaseline or a proprietary rust inhibitor be applied to protect stainless steel and aluminium and chromium parts from corrosion.

Air Conditioning

It is very important to flush the air conditioning unit through with freshwater and thoroughly drain it for the winter.

Optional Fire Pump (if fitted)

The fire pump and hoses should be flushed through with fresh water and the hoses left to dry totally before storing away.

Supporting the Boat Out of Water

Toilet

Drain the complete system both as a protection against frost damage, and to discourage the growth in the pipe work of bacteria that could cause unpleasant smells.

If the boat is afloat during the winter the sea-cock's should be closed and wired shut with a warning notice attached. The hoses should then be disconnected from the seacocks to drain them of water. Then re-connect the hoses to the seacocks.

Holding Tank

The holding tanks should be flushed through with a suitable deodorising cleaner and then totally emptied.

Domestic Water System

It is very important to thoroughly drain the system. Because of the check valve mechanism built into the pump, blowing the lines will not remove the water from the pump and the tanks. For best results follow the steps below:

(a) Drain the water from the tank by opening one of the taps in the cabin allowing the pump to empty the tank. Ensure the fresh water pump is turned off when the tank is empty.

(b) Remove the outlet hose on the pump. Turn the pump on allowing it to pump out any remaining water (about a cup full). Should you wish to blow the lines out with air, apply the nozzle to the system where the outlet hose has been removed and be sure that all taps are open.

(c) Having removed the water from the system the pump should now be reconnected.

There is a filter fitted on the input line by the water pump, which should be cleaned.

Hot Water System

The calorifier should be drained by opening the safety valve and disconnecting the water pipes. The location of the calorifier can be found on the Location Diagram at the end of this book. Be sure the pipes are connected after the calorifier has been drained.

Electrical Equipment and Batteries

Batteries

The batteries should be removed from the boat. They should be charged periodically during the winter and stored in a dry warm place.

Electrical system

The back of the instrument panel on the flybridge only should be sprayed with an electrical damp spray such as WD 40. The same treatment should also be applied to the electrical wiring and equipment in the engine room, air conditioning unit, etc. The ignition keys and battery switch keys should be greased with good marine waterproof grease.

Seacocks (Sea Valves)

All sea valves should be opened and cleaned of dirt and algae. All parts should be greased in acid free Vaseline. Check all clamps on tubes and replace where necessary.

Refrigerators, Icemakers and Freezer

These should be emptied and cleaned, preferably with a cleaner recommended for the interior of refrigerators and then leave the doors or lids partially open to ventilate over the winter.

Electric Winch

This is a good time to service and grease the electric anchor winch and the stern winches.

Ventilation and Covering the Boat

Covering the Boat



Remember air holes are important on covers. Even if the boat is stored indoors ventilation holes are still necessary. A poor covering job can cost more in repairs than a well made cover.

The most important aspect of storing a boat for the winter is keeping the interior of the boat dry. First ensure that all bilges are thoroughly dry. Remove carpets and soft furnishings and store in a dry place. The hatches in the cabin should be left slightly open.

Electrical Equipment and Batteries

The advantage of fibreglass are numerous, but it does not breathe like wood and can create a problem of dampness through condensation. SUNSEEKER INTERNATIONAL have somewhat counteracted this by moulding insulating balsa wood into the cabin top and deck and covered the cabin sides with foam-backed material. Regular ventilation is recommended throughout the boat. If the boat is to be left for a long period, remember to leave a small opening into the cabin. In some models there are permanent vents in the cabin roofing and the port holes can be kept ajar. If the climate is hot and sunny keep the hatch to the aft cabin ajar.

Leave drawers, clothes lockers, cabinets and all other doors partially open

Clean all compartments thoroughly, as well as under the cockpit flooring. Make quite sure no water is left anywhere in the boat and leave floor hatch covers open. The importance of ventilation throughout the boat cannot be over emphasised.

If it is possible it is a good idea to use a low wattage greenhouse heater in the cabin during winter to keep the boat dry and free from damp and condensation. An alternative is to place several silica gel water absorption capsules around the cabin. Keep the engine hatch slightly open and keep the main cabin open if possible. Also lift all cockpit floor hatches.

Electrical Equipment

Batteries

Check that these have been charged and correctly refitted. Ensure that the connections are clean, free from corrosion and protected with a coating of Vaseline (petroleum jelly).

Electrical Circuits

Check that all electrically operated accessories operate correctly including the bilge blower, lights, fresh water pump, etc.

General

All mooring lines and gear should be inspected and replaced or repaired as required.

Check that all safety equipment and all other gear is intact and in place.

Engines and Generator

Engines should be serviced and prepared for the coming season, also any generators, air conditioning etc.



Read the Engine and Generator Operator's Manual for proper engine service procedure.

Domestic Fresh Water System

(a) Fill the water tanks with fresh water then drain the system by opening all taps. To cleanse the system then refill again, adding water purifying tablets (to manufacturers recommendations).

(b) Open all taps, hot and cold.

(c) Switch pump to on position. Allow time for the hot water tank to fill. Shut off each tap as the flow becomes steady and free of air. Shutting off the last tap should cause the pump to shut off.

Antifouling

Use a good quality non metallic Antifouling paint for the bottom of your boat.



Caution!

Do not paint over the anodes, on the bottom of the boat, as this would render them ineffective. Do not paint over the echo sounder transducer or the sumlog impeller.

Sacrificial Anodes

Replace all sacrificial anodes on the engines and boat. Do not forget the anodes on the trim tabs and on the bow thruster.

**Recommended Oil and Fluid Types for the 75 Yacht****Recommended Oil and Fluid Types for the 75 Yacht**

(Based on European Climate. Please check for other areas)

CAT Marine Engine	S.A.E 15W/40
M.A.N Marine Engines	S.A.E 15W/40
ZF Marine Transmissions	S.A.E 40
Kohler Generators	S.A.E 15W/40
Onan Generators	S.A.E 15W/40
Hydraulic Steering	Hyspin 15 Hydraulic Oil
Bathing Platform Hydraulic Pack	Hyspin 32 Hydraulic Oil
Auxiliary Hydraulic Pack	Hyspin 32 Hydraulic Oil
Passerelle Hydraulic Pack	Hyspin 46 Hydraulic Oil
Bow and Stern Thruster Oil	Hyspin 32 Hydraulic Oil
Rudder Grease	Heavy Grease
Engine Coolant	50% Water 50% Antifreeze MIXED (extended life coolant)



Troubleshooting

Troubleshooting

This information is given as a basic troubleshooting guide only. By following this manual, user guides and common sense, many problems can be avoided.

Owners should make themselves aware of the location of the circuit breakers. Equipment should be switched on and off by using the appropriate switch and not the circuit breaker.

**WARNING:**

If a circuit breaker keeps 'tripping' it is important to investigate the cause. Do not attempt to bypass any circuit protection of the equipment or the Sunseeker Electrical System.

Water System

Water System

Problem	Cause	Solution
No water coming out of taps.	Batteries or circuit breaker switched off.	Turn batteries or circuit breaker on.
	Water Pump seized.	Renew the water pump.
No water coming out of taps, but water pumps are running.	Fresh water Tank is empty.	Re-fill fresh water tank.
	Strainer is blocked.	Turn water pumps off, remove strainer, clean and re-fit.
Water Pump's running continuously but water tank is full.	Tap is open.	Close tap's, check engine room faucet's.

Toilet System

Problem	Cause	Solution
Toilet pump cutting in and out frequently.	No water in the bowl.	Raise handle to allow water in bowl.
	Dirt around toilet seal.	Turn water pump's off, depress toilet handle and clean rubber seal.
	Vacuum leak in system.	Have the system pressure checked.
Toilet waste does not leave bowl and water level rises when the flush lever is depressed.	Toilet circuit breaker is off.	Turn on the breaker.
	Blocked Toilet.	Turn water pumps off. Depress the toilet handle and using a long thin instrument, gently place in the outlet in the base of the bowl until blockage clears.
	Toilet diverter valve is in the TO SEA position and the seacock is closed.	Open seacock.
Sump Box pump running continuously.	Debris or Trapped Float switch.	Clean sump box internally.
Jabsco electric toilet not working	Circuit breaker tripped.	Check circuit breaker. If circuit breaker keeps tripping check the electrical circuit.
	Pump seized or blocked.	Renew pump or clear blockage.

Air Conditioning

Air Conditioning

Problem	Cause	Solution
System will not start. No power to chiller	Circuit Breaker at ship's panel is off.	Turn on breaker(s) and monitor operation.
	Miswiring or bad connection at terminal strip in electrical box.	Check wiring diagram and correct if inconsistent or repair bad connection.
System will not start. Chiller has power.	Water temperature satisfied.	Turn on air handlers to load chilled water loop.
"LAC" appears on DDC display	Insufficient AC power on start-up	Monitor voltage drop during start-up. If a significant drop occurs, check main wiring connections. Access larger power source if necessary.
System starts but trips circuit breaker	Breaker is undersized.	Verify breaker size against specifications on chiller data plate.
	Electrical short	With power off, check between ground, L1, L2, and if applicable L3 for continuity. Check components for continuity between same. Correct or replace components where necessary.
	Loose or corroded electrical connections.	Check and repair as necessary.
"FrE" appears on DDC display.	System cycled on freeze stat in cool mode.	Insufficient water in chilled water loop, see "Filling & Purging the Circulation Circuit" section of this manual.

Problem	Cause	Solution
		Temperature set point too low, see the “DDC” section of this manual
		Circulating pump not operating (see below).
“HiL” appears on DDC display	System cycled on high limit switch in heat mode.	Insufficient water in chilled water loop, see “Filling & Purging the Circuit” section of this manual
		Temperature set point too high, see the “DDC” section of this manual
“HiP” appears on DDC display in COOL mode.	System cycled on high-pressure switch.	Check for seawater flow. Service pump or clean strainer or condenser coils as necessary.
	Seawater pump is air locked.	Bleed air from seawater circuit.
	Seawater pump circuit breaker is blown.	Reset circuit breaker and repair if necessary.
“HiP” appears on DDC display in HEAT mode.	Circulating pump not operating.	Pump air locked. Open fresh water fill valve and bleed system.
		Circuit breaker for pump turned off. Turn on circuit breaker.
		Insufficient water in chilled water loop, see “Filling & Purging the Circulation Circuit” section of the manual
“Sen” appears on DDC display.	Return water sensor has failed.	Check connections, repair or replace failed sensor.



Air Conditioning

Problem	Cause	Solution
"FSn" appears on DDC display	Supply water sensor has failed	Check connections, repair or replace failed sensor.

Electrics

Problem	Cause	Solution
No DC power on boat. Voltmeter reads zero.	Battery switches are off.	Turn on battery switches.
No AC power on boat. Voltmeter reads zero.	Is generator running or shorepower connected?	Ensure generator is running or shorepower is connected.
	AC Control Panel is switched incorrectly and/or is in the OFF position.	Select GEN or SHORE as appropriate.
	Generator load breaker has tripped.	Reset load breaker on generator.
	Shorepower load breaker has tripped.	Reset shorepower load breaker in engine room.
	Shorepower R.C.C.D has tripped.	Reset R.C.C.D breaker in engine room.
	Marina shore supply has tripped.	Reset shore supply breaker.
Battery voltage is low.	Battery charger circuit breaker's are off.	Turn circuit breakers on. Check charging voltage on DC monitoring panel.
	Fuse blown in battery charger.	Turn off AC and replace fuse as necessary with the same type ONLY.
Shore power load breaker keep's tripping.	Too much AC load.	Reduce AC load by turning off some AC equipment such as an air conditioning unit.
	Shore power supply is only 16 AMPS.	Upgrade shore power supply or reduce AC load.
R.C.C.D keep's tripping.	A faulty piece of equipment has been plugged in or a fault has developed on board the boat.	Investigate the cause by turning off some AC equipment until the R.C.C.D will remain on.

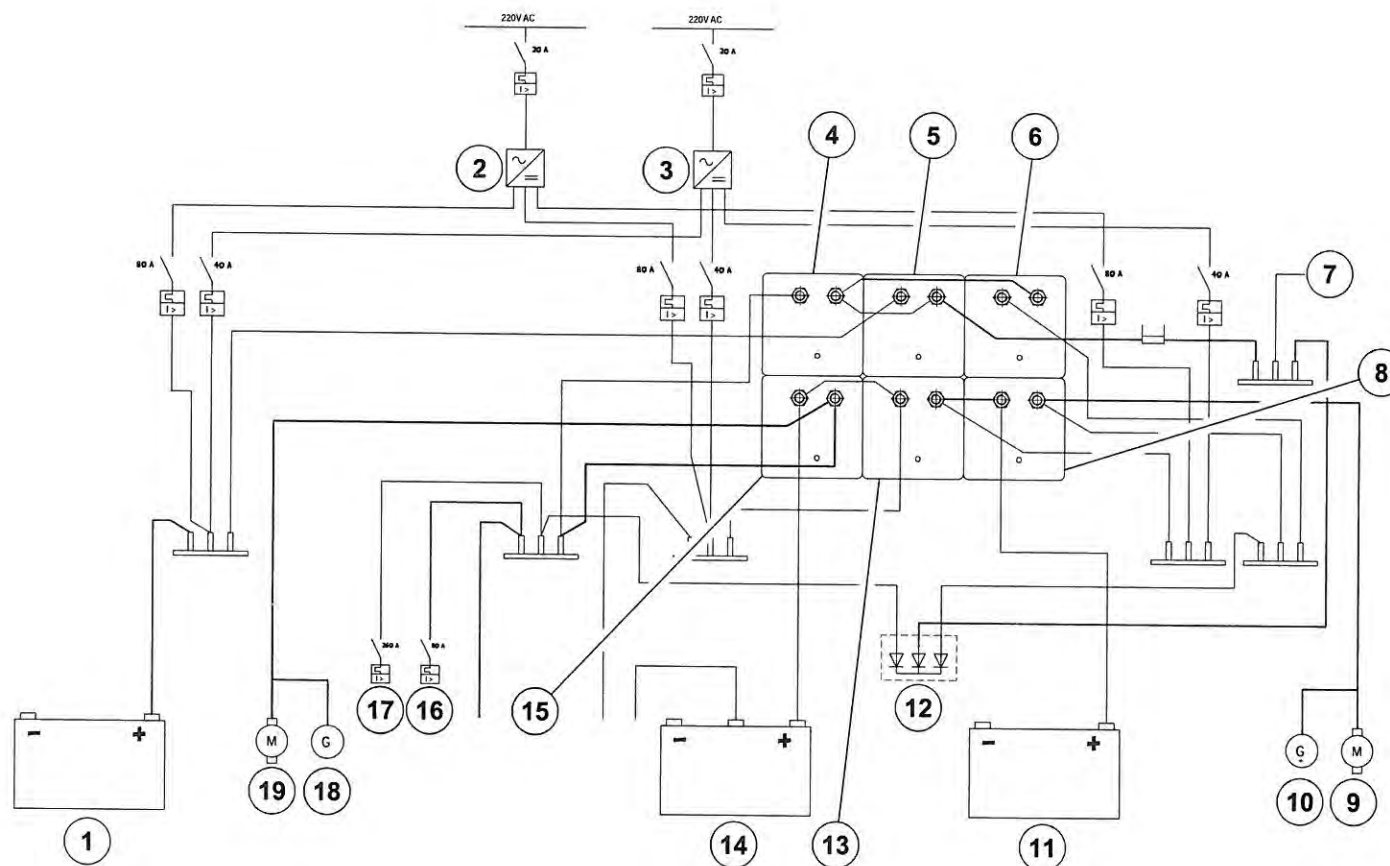




System Diagrams



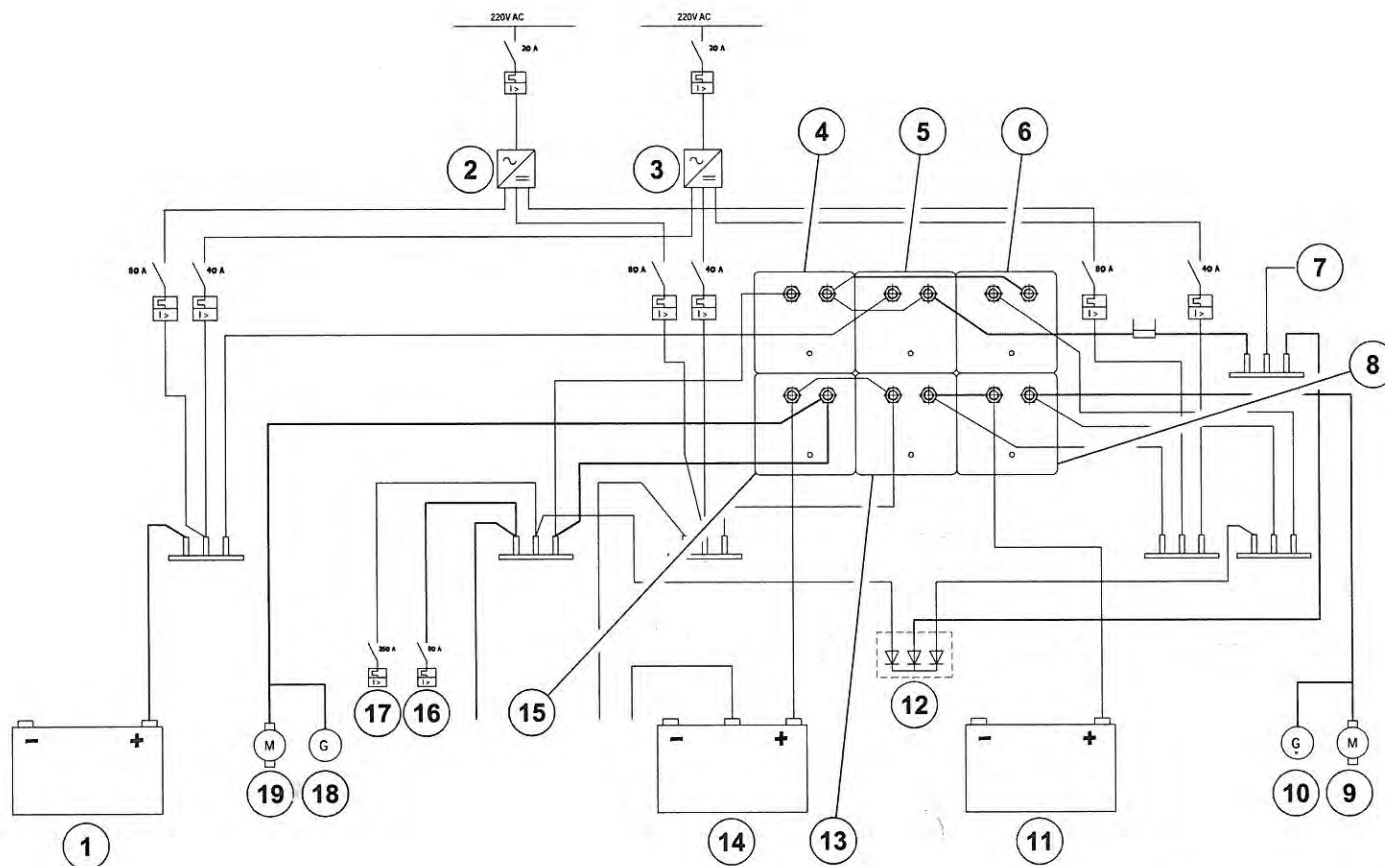
Electrical System



Electrical
24V DC System

- 1 Domestic battery
- 2 Battery charger 1
- 3 Battery charger 2
- 4 Stbd main engine voltage sensitive relay module
- 5 Domestic battery isolation switch
- 6 Port main engine voltage sensitive relay module
- 7 Domestic switched distribution
- 8 Port main engine isolation switch
- 9 Port engine starter motor
- 10 Port engine alternator
- 11 Port battery
- 12 Console APS distribution
- 13 Emergency crossover switch
- 14 Stbd battery

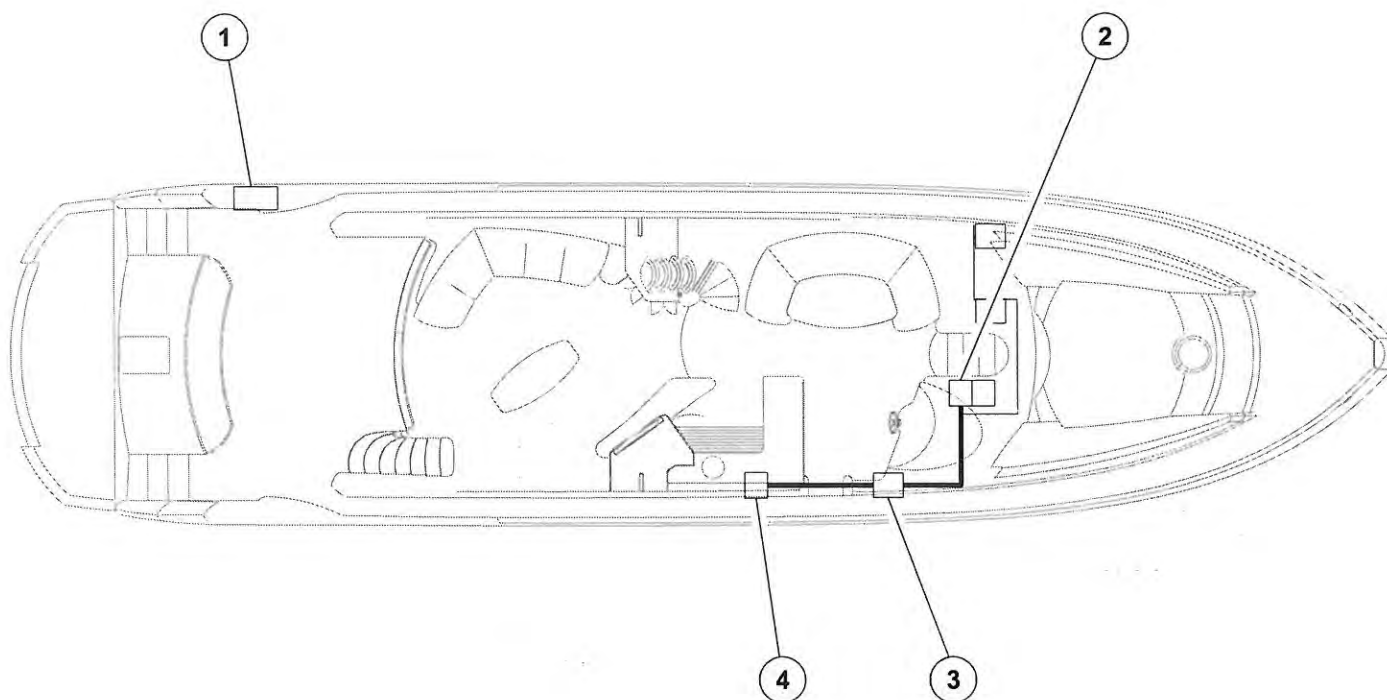
Electrical System



- 15 Stbd main engine battery isolation switch
- 16 Anchor winch
- 17 Bow thruster
- 18 Stbd engine alternator
- 19 Stbd engine starter motor

Electrical
24V DC System

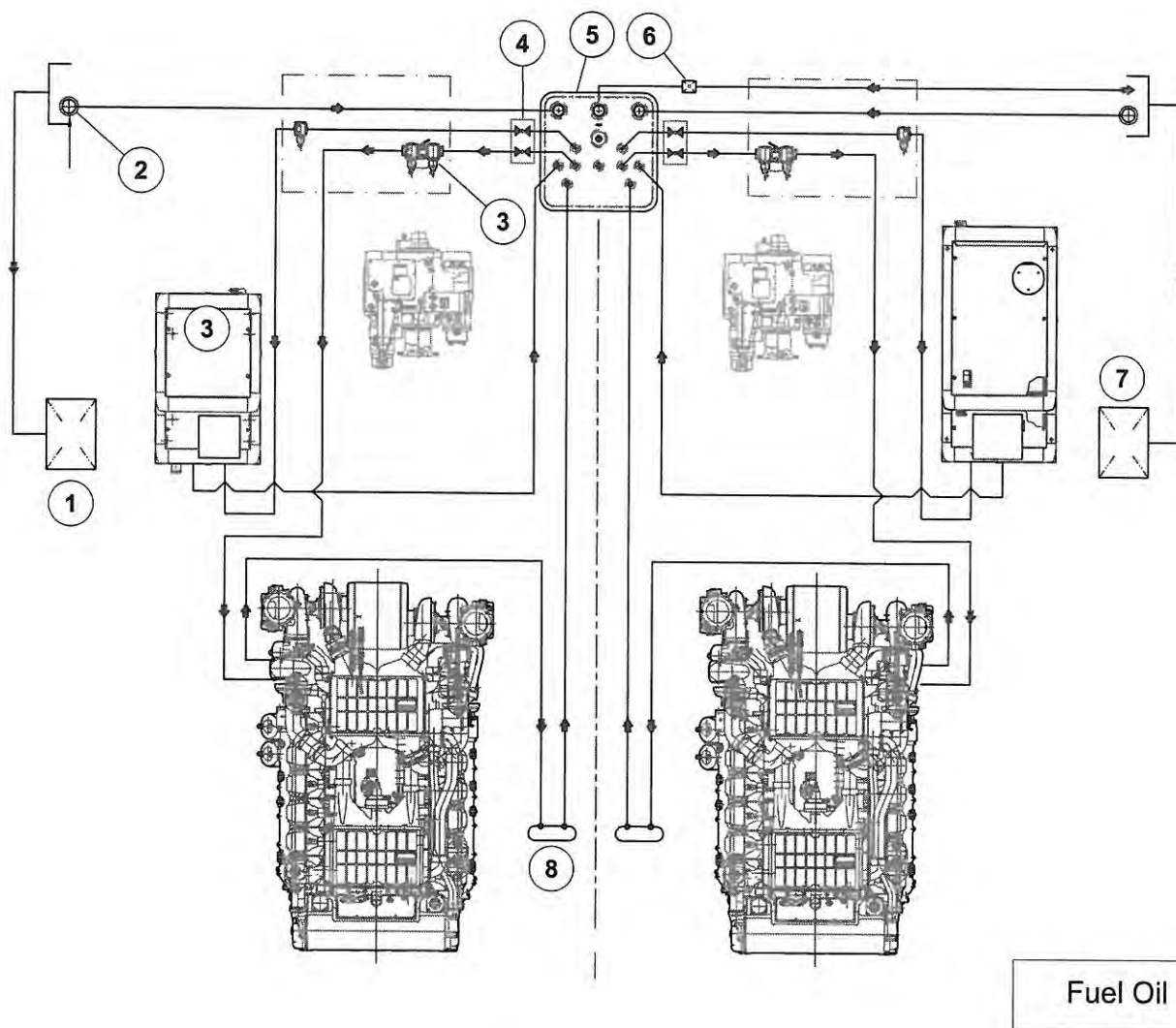
- 1 Battery isolation switches
- 2 AC/DC monitoring switch panel cockpit stairwell
- 3 Helm and saloon switch panel
- 4 Galley switch panel



Electrical
Main DC Routes
Console/Saloon

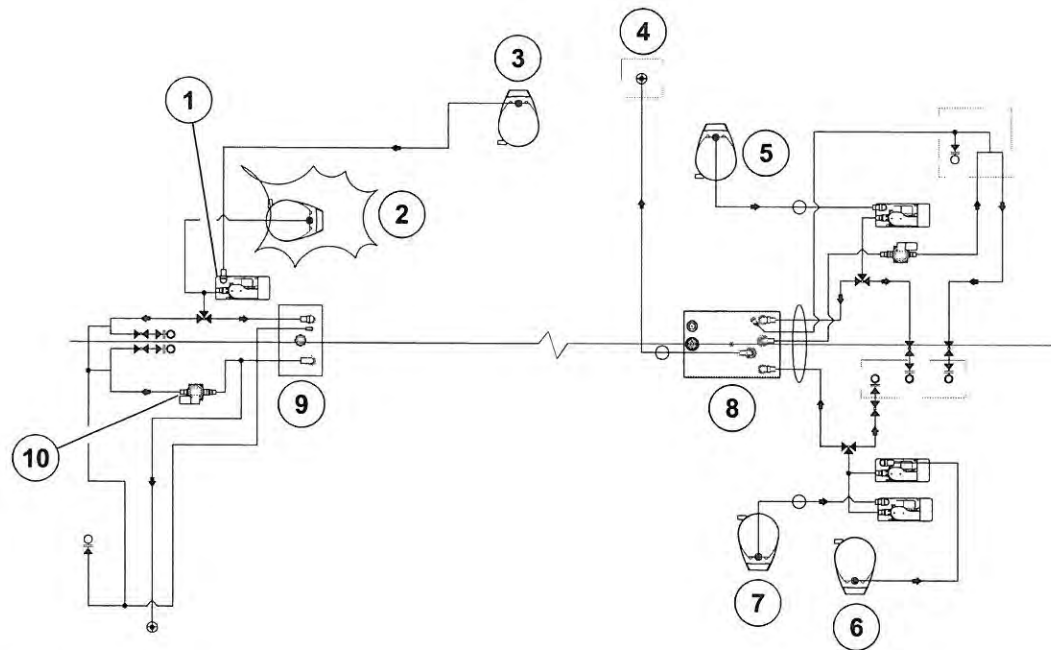
Fuel System

Fuel System



- 1 Port fuel drain overflow tank
- 2 Fuel filler
- 3 Fuel filters
- 4 Engine/generator shut off valves
- 5 Fuel tank hatch
- 6 Fuel air seperator
- 7 Stbd fuel drain overflow tank
- 8 Fuel cooler

Black Water System



- 1 Vacuum generator
- 2 Crew cabin
- 3 Master cabin
- 4 Dockside pump out
- 5 Port guest cabin
- 6 VIP stateroom
- 7 Stbd guest cabin
- 8 70 gallon holding tank
- 9 11 gallon holding tank
- 10 Macerator pump

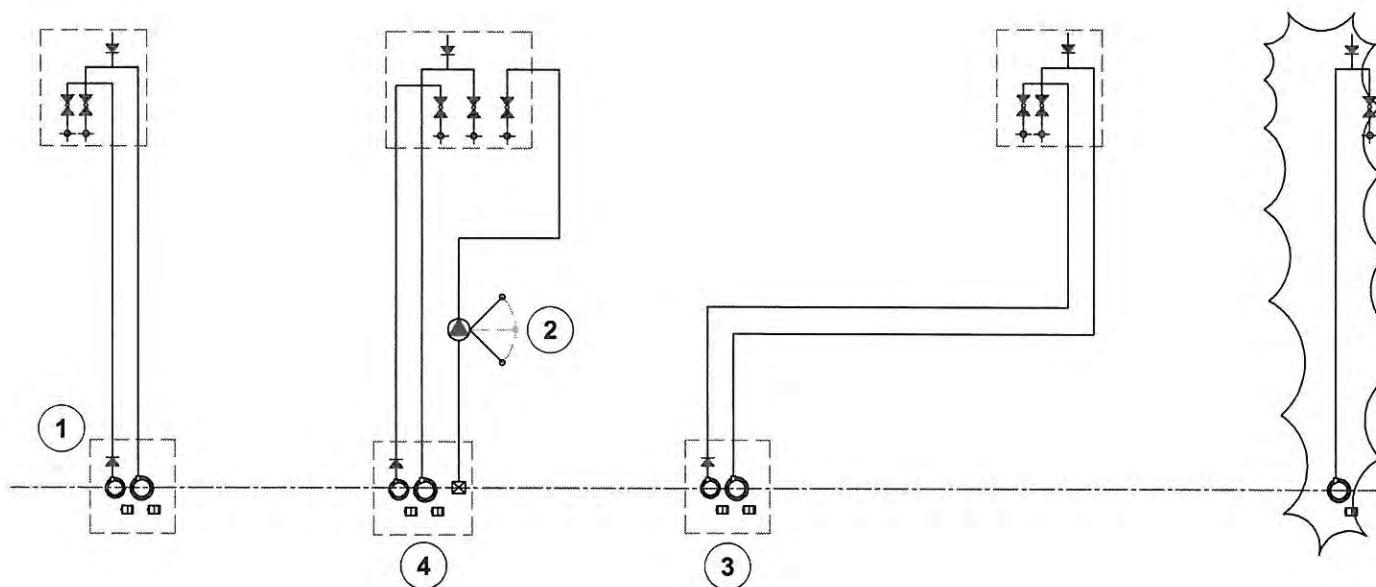
SYMBOL LEGEND	
	Description
	Valve 3-Way
	Valve 2-Way
	Valve Non-return
	Seawater Discharge
	Seawater Inlet
	Strainer/Filter

Black Water

Bilge Water System

Bilge Water System

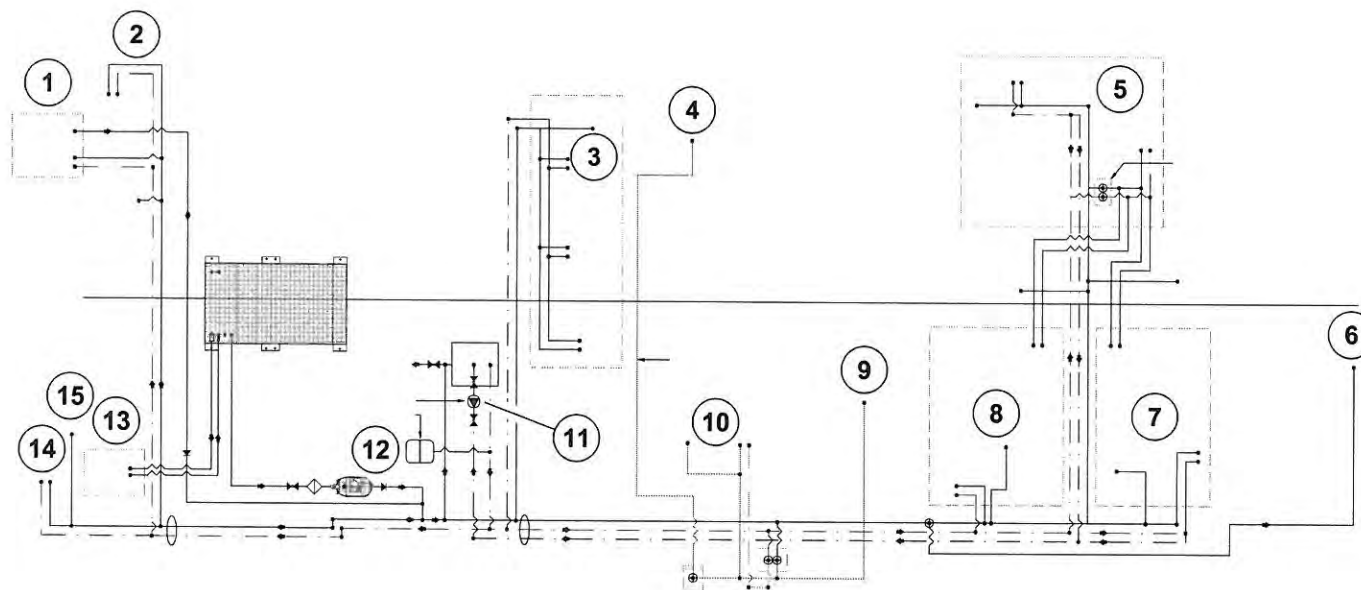
- 1 Bilge pumps crew compartment
- 2 Hand bilge pump (engine room)
- 3 Bilge pump (forward bilge compartment)
- 4 Bilge pump (engine room)



SYMBOL LEGEND	
	Description
	Valve 3-Way
	Valve 2-Way
	Valve Non-return
	Seawater Discharge
	Seawater Inlet
	Strainer/Filter

Bilge Water

Fresh Water System



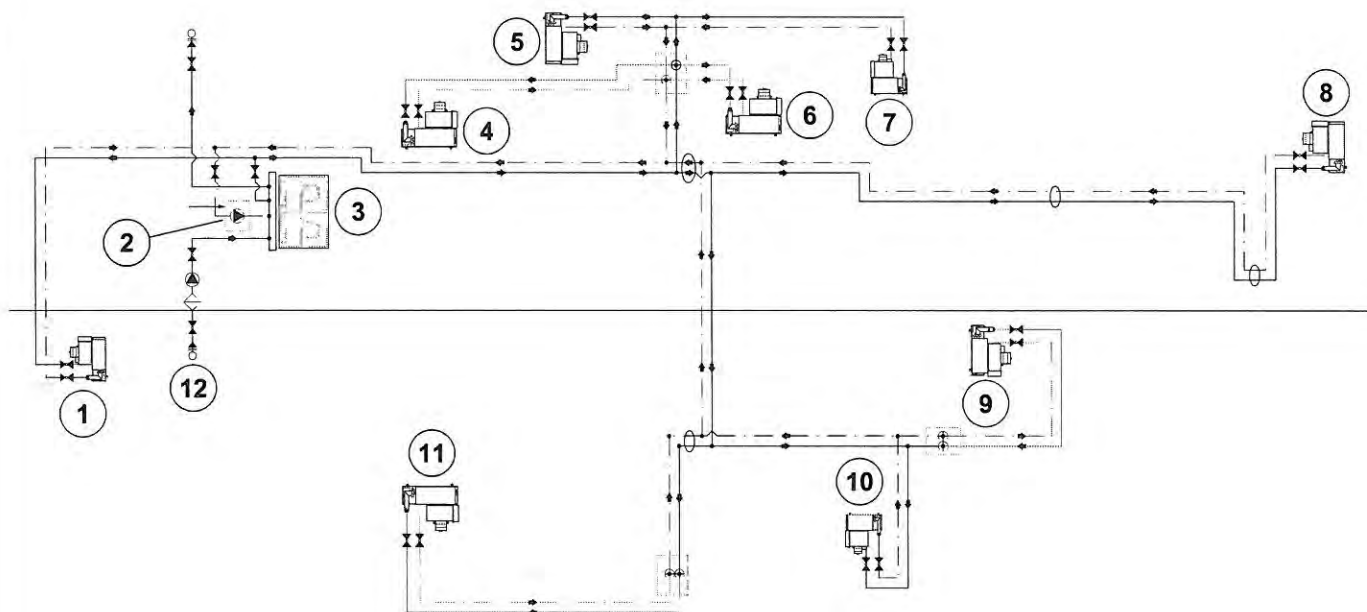
- 1 Shore supply/crew shower
- 2 Crew compartment
- 3 Master stateroom
- 4 Ice maker (flybridge)
- 5 Port guest cabin
- 6 Deck wash
- 7 VIP cabin
- 8 Stbd guest cabin
- 9 Dishwasher
- 10 Galley
- 11 Hot water circulation pump
- 12 Expansion tank
- 13 Tank filler
- 14 Deck shower
- 15 Deck washer

SYMBOL LEGEND	
	Description
	Valve 3-Way
	Valve 2-Way
	Valve Non-return
	Seawater Discharge
	Seawater Inlet
	Strainer/Filter

Fresh Water

Air Conditioning

Air Conditioning



SYMBOL LEGEND	
	Description
	Valve 3-Way
	Valve 2-Way
	Valve Non-return
	Seawater Discharge
	Seawater Inlet
	Strainer/Filter
	Pump

- 1 Crew cabin (4,000 BTU)
- 2 Chilled water pump
- 3 CHC chiller rack
- 4 Port aft saloon (18,000 BTU)
- 5 Master cabin (18,000 BTU)
- 6 Port fwd saloon (18,000 BTU)
- 7 Port guest (6,000 BTU)
- 8 VIP cabin (12,000 BTU)
- 9 Console (12,000 BTU)
- 10 Stbd guest (6,000 BTU)
- 11 Stbd aft saloon (18,000 BTU)
- 12 Sea water pump

Air Conditioning



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Pro-Forma Warranty Report

Dealer:	Sunseeker Club	Claim Date:	8/23/04	Claim#	1786
Boat No:	1800568	Boat Name:			
Customer:	BALSOME 68	Location:			
PDI Num:		Cast Number:	CAST1550		

Description: SALON CARPET

SALON CARPET COVERED STORAGE HATCH. HAD TO CUT CARPET. NEED
BINDING MATERIAL. SEE E-MAILED PARTS ORDER.

Comments:
(for factory use only)

OK

Regards

Russell

