



OWNER'S MANUAL

MOTOR BOAT

COASTER 640 SUN DECK



Manufacturer

Corsiva Yachting

<http://coaster-boats.com/>

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1. INTRODUCTION

The Owner's manual, which you received together with a boat, will help you to operate your motor boat COASTER 640 SUN DECK safely and appropriately so you may use it with a pleasure. Manual contains the description of the boat, its equipment and installation systems as well as practical information about their use and maintenance.

Read the information carefully before using the boat.

This Owner's Manual is not a detailed guide boat maintenance or troubleshooting. In case of difficulties, contact to your manufacturer or his dealer.

Always employ trained and competent people for maintenance or repairs.

Repairs which may impact on safety characteristics of the boat should be evaluated, carried out and as documented by competent people.

Boat manufacturer not responsible for the modifications made after with his consent, therefore, any modification of boat shall be repeal entitled to guarantees.

Always keep your boat in good condition and Take into account the deterioration of that will followed over time and as a result intensive use or improper handling of the boat.

Each boat, regardless of how it is strong, can be severely damaged if is not properly used.

Always adjusting the speed and direction of the boat to the conditions on the waters.

This manual is for the owner is not a course for safe yachting or sailing skills.

If this is your first boat or if you change the type, you do not know, for your own comfort and safety, make sure that you got experience in leading the boat and its operation. Your dealer, national sailing federation or boats club is pleased to provide you with information on local marine schools or competent instructors.

**PLEASE KEEP THIS OWNER'S MANUAL
IN THE SAFE PLACE
AND HAND IT OVER TO A NEW OWNER WHEN
YOU SELL THE BOAT**

*With wishes of successful cruises
Corsiva Yachting*

**) We are an intensively developing company and our boats are constantly improved, therefore, some of the solutions and information included in this Manual might not apply to your boat.*

2. STAGE OF DANGER

The manual contains three kinds of sign, which are supposed to turn your attention to the actions and situations which may cause danger for health or life if not realized.

Following:



DANGER

The sign warns before appearing the highest danger, which can cause the durable damage of body or death unless the appropriate safety actions are taken.



WARNING

The sign warns before appearing the danger, which can cause the durable damage of body or death unless the appropriate safety actions are taken.



CAUTION

The sign reminds about applying the safety behavior or turns attention to inappropriate behavior, which may result in the injuries of body, the damage to the boat as well as its elements or damages to the natural environment.



A warning sign used in accordance with PN-EN ISO 11192 Graphical symbols

3. GENERAL SAFETY RULES

3.1. Safety

Even if it all planned the safety of the sailing remains heavily dependent on the weather, sea conditions and the experience and knowledge of the crew.

Always check to-date weather forecast before leaving and see that the circumstances should be expected to the category of construction of the boat.

Before you prepare your boat for sailing, check local legislations under which the waters what restrictions apply.

Check the restrictions for swimming; speed limit, restrict the use of outboard noise reduction, etc..

Stimulants

Never swim under the influence of alcohol or drugs.

The combination of noise, vibration, sun, wind and water movement causes fatigue. The effects of alcohol on the water are worse than on land.



WARNING

Stimulants and shipping not go hand in hand. Operate a boat while under the influence of drunkenness or other means is illegal and dangerous. Weakening eyesight or assessment of the situation could lead to disaster

3.2. Passengers on board

During the boarding of passengers, stop the engine.

By moving the lever of engine to the neutral position is not sufficient.



WARNING

Do not allow anyone to sit on the parts of the boat in places not intended for. In particular, seatbacks, colon, transom, bow, or anywhere that an unexpected acceleration or sudden stop will cause a person falls overboard or into the interior of the boat.

The helmsman of the is responsible for passengers and cargo.

Do not overload the boat.

The boat are evaluated relative to the maximum load and capacity.

If in doubt, contact your dealer or the yacht manufacturer.



WARNING

Always turn off the engine when the boat is located near people in the water. Even at low engine power screw can cause serious injury.

3.3. Life-saving equipment

On the boat should be appropriate safety equipment (life jackets, safety harnesses, etc.) as appropriate to the type of boat, weather conditions, etc. In some countries it is Required equipment.

Carefully read the manual of a life raft.

The crew should be familiar with the use of all equipment safety and emergency maneuvering (man overboard, towing, etc.). sailing schools and clubs regularly organize training sessions.



WARNING

Read instructions carefully contained on the life jackets label and follow it.
 Checking the condition of life jackets, make sure it fits in the body.
 Try vest before you fall into the water.

All persons should wear appropriate rescue measures (lifejackets / buoyancy aids), while they are on board. Please note that in some countries there is a legal requirement to wear a permanent rescue means that meets the requirements of their national legislation.



WARNING

It is important that children and unwary people who cannot swim were wearing life jackets. Children who cannot swim and require special instruction on how to use life jackets

3.4. Reboarding

Every boat its designed to minimize the risk of falling overboard and facilitate reboarding.

Depending on the customer wish manufacturer provides two solutions for ease of return man on board:



4. IDENTIFICATION OF BOAT

The boat COASTER 640 SUN DECK was manufactured by CORSIVA according to applicable requirements of Annex I to Directive 2013/53/UE of European Parliament and of the Council, Recreational craft and personal watercraft.

The boat COASTER 640 SUN DECK was put to the test by Polish Register of Shipping according with applicable requirements of Annex I to Recreational Craft Directive 2013/53/UE for design category C.

The design category C - INSHORE defines the craft has been designed for sailing in coastal waters, bays, lakes and the rivers, where conditions up to and including be a typical wind force Beaufort Force 6° and significant wave heights up to and including to 2 meters. Such conditions may be encountered on open inland waters, estuaries and coastal waters in moderate weather conditions.

4.1. Craft identification number (CIN)

The boat COASTER 640 SUN DECK has two places with the same identification number. First one is placed on the right side of a transom, second one is hidden inside the construction of boat in a place only known to his manufacturer. CIN is needed to identify a boat in case it was stolen.

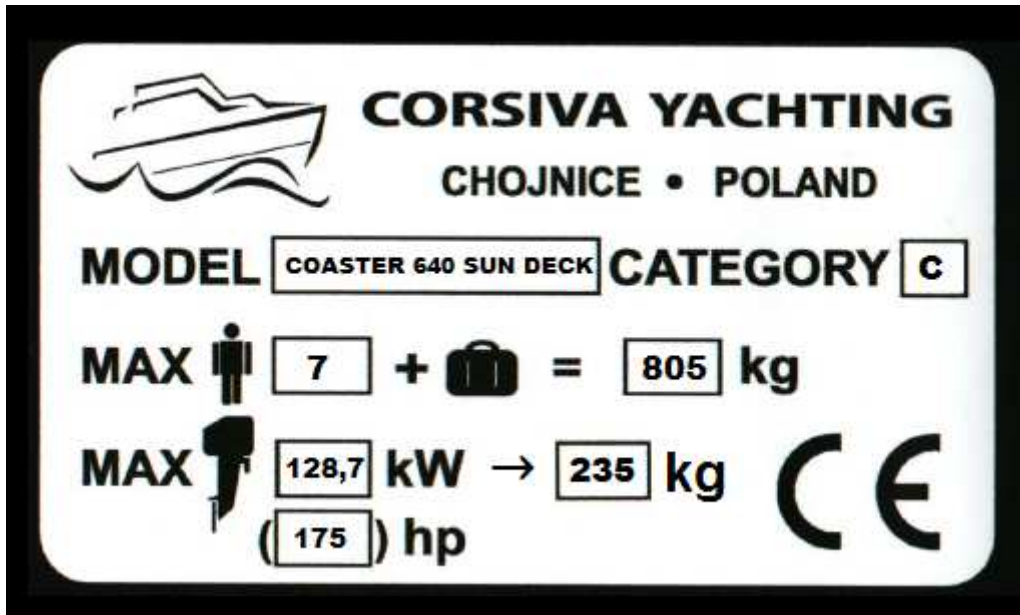
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The craft identifications number includes:

PL	– Country code
COR	– Manufacturer’s identification
64045	– Serial number
C	– Production month (A–January, B–February, C–March, etc.)
7	– Production year (e.g. 2015 – 5, 2016 – 6)
18	– Model of year (e.g. 2015 – 15, 2016 – 16)

4.2. Builder's plate

In the cockpit of COASTER 640 SUN DECK there is placed the builder's plate.



The builder's plate includes:

- C
Yacht design category – „INSHORE”.
- max. x 7 +
Max. number of people and personal equipment which cannot cross the boat capacity definite by the manufacturer, which includes: 7 people + personal equipment
- max.
Max. power of outboard engine (kW) with its max. weight.
- CE
The CE sign is the confirmation that the boat complies applicable requirements Recreational Craft Directive 2013/53/UE Recreational craft and personal watercraft.

4.3. Declaration of Conformity of Recreational Craft

Conformity assessment includes all information which are established for market controlling institutes.

In Declaration of Conformity the manufacturer is issued under the sole responsibility that the boat complies with all applicable requirements of the Directive.

5. STABILITY AND BUOYANCY



Polski Rejestr Statków

RAPORT Z BADAŃ (MODUŁ A1) EXAMINATION REPORT (MODULE A1)

Nr
No. CW/RCD/2522/2018

ZAŚWIADCZA SIĘ,

że Polski Rejestr Statków S.A. (PRS) przeprowadził odpowiednią procedurę badania wymienionej niżej jednostki rekreacyjnej i stwierdził, że spełnia ona zasadnicze wymagania określone w załączniku I do dyrektywy 2013/53/UE (RCD), w następującym zakresie:

THIS IS TO CERTIFY

that Polski Rejestr Statków S.A. (PRS) has undertaken the relevant examination procedure for the recreational craft identified below, which was found to meet the essential requirements of the Annex I to Directive 2013/53/EU (RCD), within the following scope:

A.3.2 Stateczność i wolna burta
Stability and freeboard

A.3.3 Wyporność i pływerność
Buoyancy and flotation

Producent Manufacturer	Corsiva Yachting Artur Grugel, ul. B.Chrobrego 21, 89-600 Chojnice, Poland		
Nazwa typu Brand name	COASTER 640 Sport Cruiser / / COASTER 640 Sun Deck	Rodzaj jednostki Type of craft	łódź motorowa / motor boat
Kategoria projektowa Design category	C	Materiał kadłuba Material of hull	łps / GRP
Długość kadłuba Length of hull	6,25 m	Szerokość kadłuba Beam of hull	2,50 m
Maksymalna moc silnika(ów) Maximum engine(s) power	128,7 kW	Powierzchnia ożaglowania Sail area	— m ²
Masa jednostki pustej wyposażonej Light craft condition mass	1200 kg	Maksymalna liczba osób Maximum number of persons	7
Maksymalna nośność Maximum load	980 kg		
Informacje dodatkowe Other information	Masę jednostki pustej podano bez silnika przyczepnego. The light craft mass is given without an outboard engine.		

Badania jednostki przeprowadzono zgodnie z normą
The examinations of the craft were carried out according to the standard

EN ISO 12217-1:2017
(PN-EN ISO 12217-1:2017-12)

Wyniki tych badań są opisane w sprawozdaniu nr
The results of these examinations are described in the report No.

KI/RW/ 1/18

Raport traci ważność po wprowadzeniu zmian w konstrukcji i wyposażeniu jednostki bez uprzedniego uzgodnienia z PRS.
This report becomes invalid after modifications in construction or equipment of the craft without prior agreement with PRS.

Nr Rejestru PRS
PRS Register No. 637440



Gdańsk, 2018-01-26

Papiński
Jacek Papiński



Nr jednostki notyfikowanej
No. of Notified Body
1463

C/080/18

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DANGER

Information about stability and freeboard, floatation and buoyancy is fulfilled only when:

- ✓ The weight of empty boat with equipment (with engine) does not exceed 1600 kg,
- ✓ The maximum power of engine does not exceed 128,7 kW

Remember:

- ✓ any change in arrangement of the masses on the side (eg. The addition of a fishing tower, a change in the engine etc.) can significantly affect the stability, trim and behavior of the boat,
- ✓ amount of bilge water should be as small as possible,
- ✓ stability is decreased by adding any high-mounted weight
- ✓ gaps in bad weather, lockers, doorways should be closed to minimize the risk of flooding,
- ✓ stability may be reduced when towing.
- ✓ air chambers can't be pierced,
- ✓ breaking waves are a serious threat to stability.



CAUTION

The fulfillment of the requirement of stability and freeboard as well as buoyancy and flotation does not guarantee the boat will not overturn or sink if all criteria of exploiting the boat are not kept.

The helmsman of boat is responsible for complying to proper sea practice in reference to safety of crew and boat.

5.1. Weight of boat and maximum capacity

Weight of an empty boat + engine (for transport on a trailer)	1600 kg
Total weight of boat including crew and equipment	2460 kg
Weight yacht in operating condition (outboard engine + fuel + water + instrumentation)	1865 kg
Maximum exploitation load (6 persons + personal + equipment + inventories)	595 kg



CAUTION

Never cross the safety limit definite by constructor in reference to the maximum load of boat.

COASTER 640 SUN DECK can accommodate maximum 7 people + fuel, + water + equipment + gear + outboard engine

⇒ maximum 1215 kg.

The maximum recommended load takes into account the weight of all persons on the boat, all stocks and personal items, all the equipment is not included in the weight of the empty boat, cargo (if any) and all of consumable liquids (water, fuel, etc.).

The total mass of liquid when all permanently installed tanks are full, is :

- fuel tank 207 L,
- water tank 56 L,



WARNING

By loading the boat, never exceed the maximum recommended load.

Always carefully loads the boat and properly placed weights to maintain design trim (approximately equal to the keel).

Avoid placing heavy weights high.

6. DESCRIPTION OF BOAT

The yacht is made of durable glass-reinforced laminate as a monolithic construction and of high class materials, guaranteeing trouble-free use of boat for years.

COASTER products are applied with such technical solutions which allow to get the optimal stability, reliability and control at the swerves as well as safety at overcoming waves.

6.1. Technical data

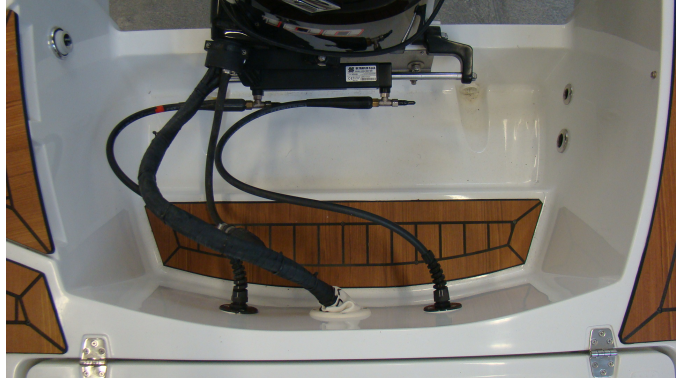
The boat is full deck design outboard.

Length of the hull	6,25 m
Beam of the hull	2,50 m
Draft	0,40 m
Displacement with maximum loaded	2460 kg
Displacement light craft condition	1200 kg
Maximum load	1215 kg
Fuel tank	207 L
Water tank	56 L
Maximum engine power	128,7 kW / 175 HP
Crew	7 people

7. ENGINE

The boat is sold with outboard engine .

The manufacturer leaves routed wiring in the engine sump to the dealer or customer in the future he could connect the motor (photo).



To drive the boat, you should apply the motor with the maximum power recommended by manufacturer of the boat – max. 128,7 kW. The engine might be with a long column.

Cavitation of screw reduces the engine efficiency and in consequence the towing power. The excessive diving of engine introduces the additional resistance of hull, which reduction the sailing speed.



CAUTION

Always follow the rules of maintenance and service included in the owner's book by the engine manufacturer, in particular:



- ✓ apply the suitable fuel or the mixture with the proper proportion of oil and the fuel,
- ✓ check the level of fuel tank before starting the engine,
- ✓ after starting the engine check if the cooling water is carried away through the exhaust,
- ✓ after turning the engine off, close the vent valve of fuel tank,
- ✓ do not make any noise or waves in the harbor, do not exceed the speed limit,
- ✓ follow the manufacturer's instructions while usage, maintenance and winter storage of the yacht,
- ✓ do not use the engine with power exceeding the acceptable power of the boat.



CAUTION

Carry out the inspection of driving screw after its intensive exploitation. It will prevent the damage, let to keep the screw in good state and lengthen the vitality of engine.

Swim to the shallow shore, especially stern can lead to damage or loss of the lower part of the engine.

8. STEERING SYSTEM

8.1. System of steering the boat

System of steering the boat's rudder by the steering-wheel.

Steering with an engine is regulated with the engine throttle, which is placed on the right side in cockpit.

The throttle changes the speed and the direction of driving screw.

The control handle has a neutral button, which allows you to run and heat the engine before switching gears.

At the same time they have a standard safety switch that prevents starting the engine when switching the gearbox.

The throttle changes the speed and the direction of driving screw.



The single throttle installed on the helmsman's right hand is used to:

- ✓ change the direction of driving screw rotation,
- ✓ increase or decrease the engine rotations,
- ✓ emergency stop of engine.



N – neutral position – the position of throttle lever to starting of engine.

F – Forward gear – be indicated to move lever from position N to F very slowly.

R – Reverse gear – shouldn't suddenly remove lever from position N to R – it can damage the gear.

You should lose speed of yacht before move the lever to position R.

Navigational aids. Current receiver.

Engine switch of

The emergency switch which stop the engine in moment of danger, for example: in moment of overboard the helmsman. You can't use in normal stop of the engine.



Navigation lights.

Navigation lighting is the same as positional lamps, which is: side lights, stern light, top light and anchor light. They have to be switched on (in accordance with the right of road) at night when the boat moves or when it stands on anchor.

Navigation lights control is done with the dashboard / control panel.

Bilge pump switch

Operates the work of bilge pump - through temporary switching on.



DANGER

Never use the anchor light and engine light at the same time.
 Never operate the boat at night or in poor visibility without the proper lighting.
 Turned on proper navigation lights in accordance with COLREG protect you and the boat.



CAUTION

Check proper working of navigation lights before sailing and make sure that the boat has always a spare bulb of the same power.

Fuel gauge

It indicates the amount of fuel in the tank in liters. The indication depends on the position of the boat.

Water gauge

It indicates the amount of ester in the tank in liters. The indication depends on the position of the boat.



8.2. System of steering

Boat COASTER 640 SUN DECK is equipped with a mechanical or hydraulic control boat, depending on the customer's order.

Mechanical control system for the boat consists of:	Hydraulic control system for the boat consists of:
<ul style="list-style-type: none"> ✓ steering wheel, ✓ gear, ✓ steering links. 	<ul style="list-style-type: none"> ✓ steering wheel on the control station, ✓ hydraulic pump, ✓ flexible pressure hoses and fittings, ✓ hydraulic cylinder.



CAUTION

The control system requires periodic inspection, especially pay attention to:

- ✓ proper conduct of steering links,
- ✓ safe connection to the steering wheel.

In the event of any failure of the control system immediately contact the manufacturer of the boat.

Lack of maintenance or improper maintenance will trigger the loss of control of the boat when sailing and consequently can lead to personal injury or death of crew members.

8.3. Field of visio from helm position

Helmsman of boat should be assured with the wide angle of sight from the main steering position.



CAUTION

For safety reasons, a helmsman of a boat should pay particular attention to:

- ✓ weight of load and its location,
- ✓ speed,
- ✓ sudden acceleration,
- ✓ state of water area,
- ✓ weather conditions, such as: rain, drizzle, fog,
- ✓ lighting of a boat at dusk and night,
- ✓ people and moveable elements around the steering area.

9. FUEL SYSTEM

The boat is equipped with a stationary fuel tank made of plastic with capacity of 116L, which is placed under the deck. Inspection of the tank can be made through the aft compartment.

The fuel tank has a fuel gauge on pulpit.

Every fuel of tank is made according to PN EN ISO 10088 and have sign CE.



DANGER

Explosion and fire hazard

Never:

- ✓ smoke, or use open fire while fueling or when you work over the system fuel.
- ✓ use the open fire to check the tightness of fuel tank,
- ✓ keep the fuel or flammable substances in tightly closed compartment,
- ✓ cover the ventilating checks of compartment in which is the fuel tank. They should be still open, that vapours of fuel could not gather.



WARNING

Check regularly the fuel installation – minimum twice a year.

When you notice, that the state of fuel installation get worse or damage you should immediately change affected elements.



WARNING

When you detect the leakage of fuel close the fuel valve and repairs system before starting operation.

The fuel system should be repaired by the competent person system.



CAUTION

Always

Follow to engine manufacturer instruction of service of engine

You guard against by errors and retain full rights to the guarantee.

10. ELECTRIC INSTALLATION

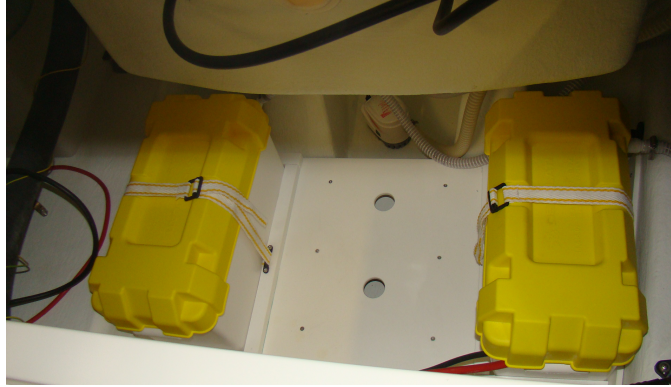
The boat is equipped with electric installation of direct current = 12V.

The main source of the boat is the battery with a capacity of 30 Ah to 72 Ah.

As an option, is on board the second battery when on boat is mounted a anchor winch.

The batteries are located in the back locker, on the right and left.

Before cruise, check the battery charge status.



CAUTION

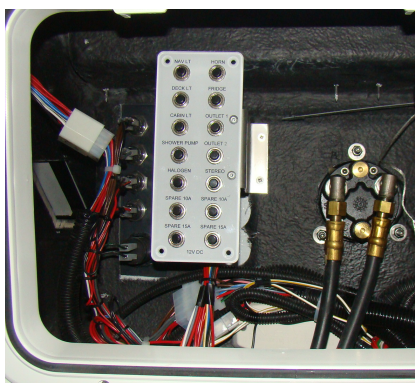
Always:

- ✓ check the battery and level of charging before sailing,
- ✓ take battery off from a boat before winter season or before long time when boat will not be exploited.

Distributed voltage from battery is protected by fuses, whose function is to interrupt the continuity of the electrical circuit in case of a sudden impact of current, by melting of one of its elements.

The panel with more fuse is located inside the cab to the right - this is opposite the steering wheel.

Panel with less of fuse is located under the rear hatch of compartment in the cockpit.





CAUTION

Never:

- ✓ work on the live electric installation,
- ✓ modify the craft's electric system or relevant schemes; any modifications and maintenance should be performed by a qualified marine electric technician,
- ✓ leave the boat unattended with the working electric system.



CAUTION

Remember, before starting work, turn off the main power switch!

Main switch of batteries

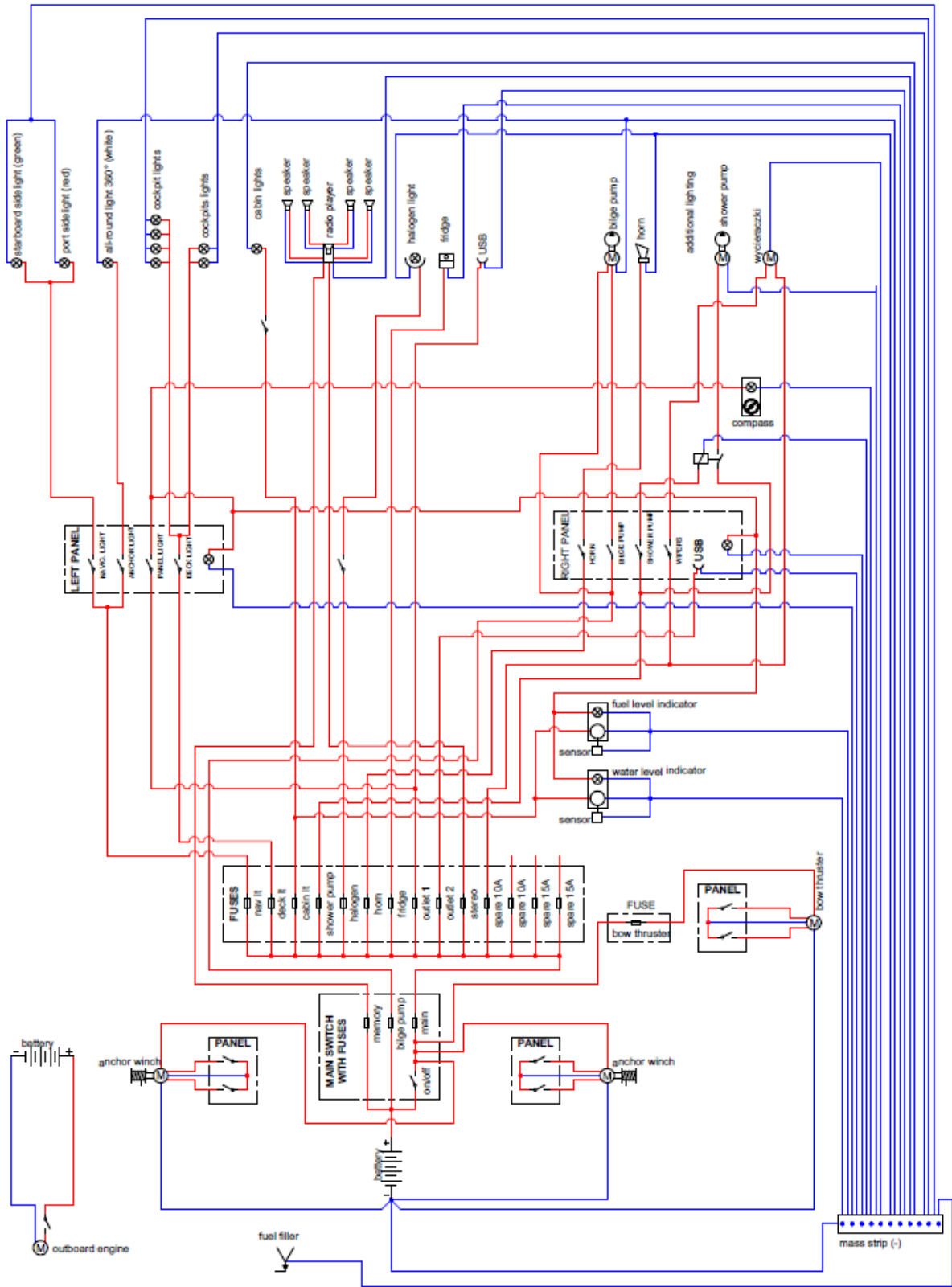
It includes electric circuits or it switches off it in emergency situations. It is placed is next to the rear seat flap in cockpit.



Scheme of electric installation*

*) Scheme of electric installation depends on the equipment ordered by customer.

Electrical installation diagram (simplified) Coaster 640 Sun Deck



11. SANITARY SYSTEM

On the boat is provided a chemical toilet.

The suggested storage location for a chemical toilet is cabine .



The rules of its use and maintenance are described in the manual book of WC manufacturer



CAUTION

Before using the toilet make sure it is open water intake valve.



CAUTION

While using WC **you should not:**

- ✓ throw rags, dressings and hard objects into WC,
- ✓ overflow the waste tank.

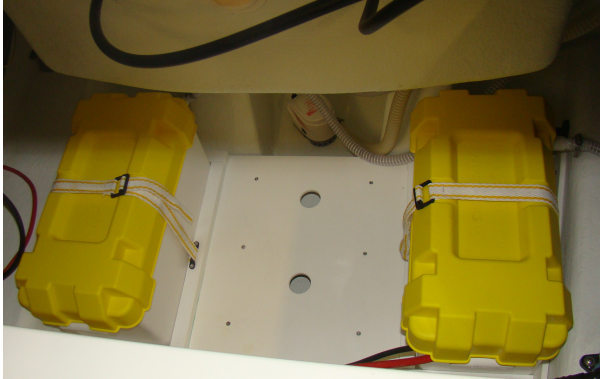
Tank waste should be emptied at the agreed appointed places (harbors).

12. BILGE INSTALATION

The bilge system is installed in the galley under the floor.

Bilge pump suction nozzle

Hand bilge pump inside locker



1. Electric bilge pump,
2. Bilge pump suction nozzle,
3. Bilge houses,
4. Bilge pump outlet,

On the boat is equipped with two automatic bilge pumps and one manual bilge pump. Automatic bilge pumps can work automatically after power-up the float switch (which is location near sucking pump basket) or by hand operating from the switch panel if it is necessary.



DANGER

Installed bilge installation is not intended to dry the damaged boat.



WARNING

Before each season check the state of connections and the tightness of bilge installation.

Check in regularly the work of the bilge pump.

Regularly remove dirt from inlet of sucking bilge pump basket.

Never use the flammable solvents to cleaning of bilge.



CAUTION

Do not discharge oily water overboard, in moment when boat is afloat.



CAUTION

It is recommended to have the bucket on boat which you can use in sudden cases.

13. BOTTOM, SIDE SEA OPENINGS

The openings in deck, bottom and side may pose a danger as water can get into the boat.
Sea valves are served manually, therefore they should be controlled.

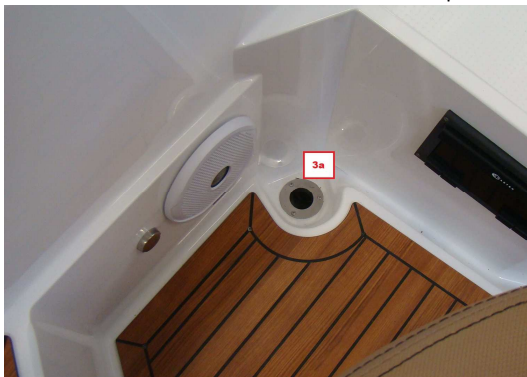
1 The outflow of anchor locker



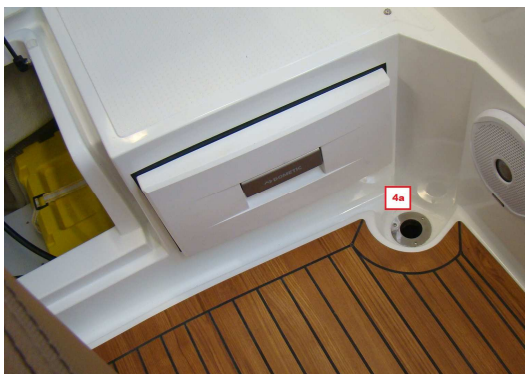
2 The outflow from fender locker



3 The outflow from the deck on the port side



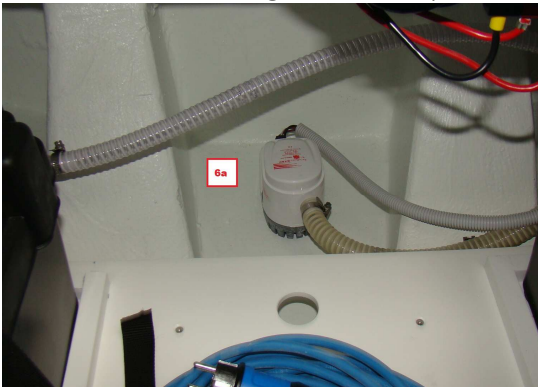
4 The outflow from the deck on the starboard



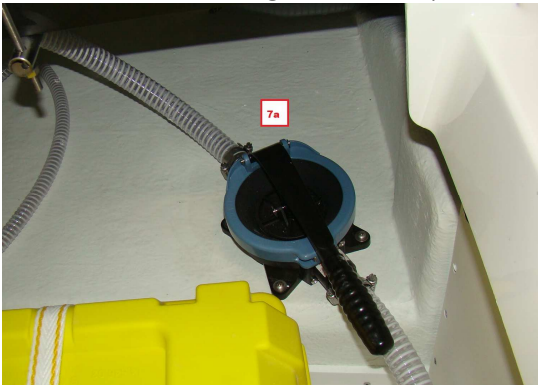
5 The outflow of the anchor locker in bathing platform



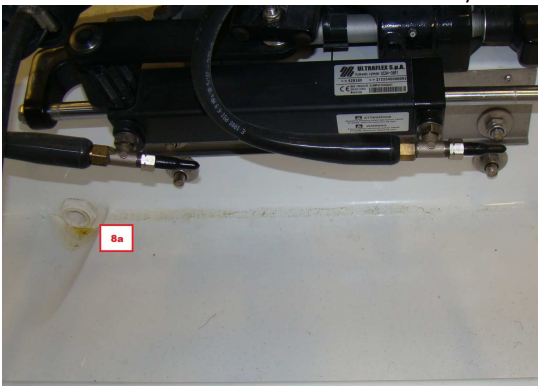
6 The outflow from bilge to stern by automatic bilge pump



7 The outflow from bilge to stern by manual bilge pump



8 The outflow from stern to outside by transom



9 The outflow from stern to outside by transom



DANGER

Never:

- ✓ leave the unattended yacht with open valves,
- ✓ change the construction of valves connection.

13.1. Vents



- 1 - vent of water tank
- 2 - vent of right battery
- 3 - vent of fuel tank
- 4 - vent of left battery
- 5,6 - vent of locker

14. FIRE PROTECTION

The main source of fire on the boat is open fire such as a lighter or candle.



WARNING

Before using you should:

- ✓ get to know with manufacturer's instruction in detail
- ✓ equip the boat with fire extinguisher and extinguishing blanket,
- ✓ pay attention to the usage of evacuation exits.



CAUTION

The owner/helmsman should:

- ✓ check the extinguishing equipment periodically according to requirements written on the equipment.
- ✓ replace the fire extinguishers after their expiration date or when they are used.

On your boat is a designated place to store fire extinguisher on the wall of the steering column.

15. SUNDECK

According with customer's wish the boat of superstructure can stand the place to sunbathing for crew.



You should turn the special attention on behaviors of principles of safety and proper care of mattresses.



DANGER

Forbidding of transport the children's less 5 years old on stern sundeck and juvenile without lifejackets and parents or the guardians control.

Never

- ✓ not come in on the stern sundeck, when boat is moving,
- ✓ not stand up on stern and bow sundeck, when boat is moving.

Always

- ✓ should lie or sit on sundecks, when boat is moving,
- ✓ should hold rails on during maneuvers of boat.



DANGER

The maximum speed where people are on the sun deck is 15 km / h and max. 0.5 m height wave.

To keep mattresses in good state you should clean it only with warmth water and gentle centers. Don't soak mattresses and after cleaning you should dry it because of mould.

**CAUTION**

Domestic and industrial cleaning agents should be applied in reasonable amounts, because they can damage or discolor mattresses. Cleaning of agents on dry and solvents use very carefully.

15.1. Upholstery

The upholstery should be installed according to the scheme as pictured.

Each pillow mattresses has its own designation - it will help you to replacement of individual cushions, when it will be destroyed.

Upholstery marked with the letter:

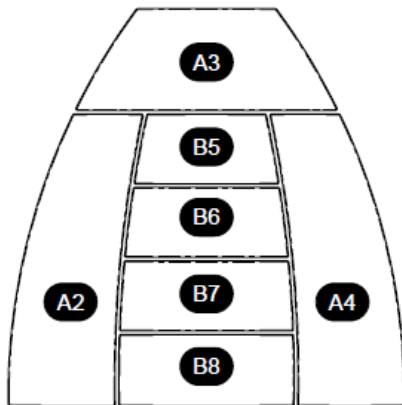
E - backrest

A - seats

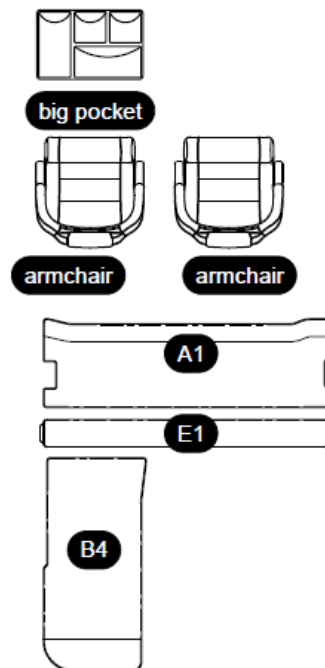
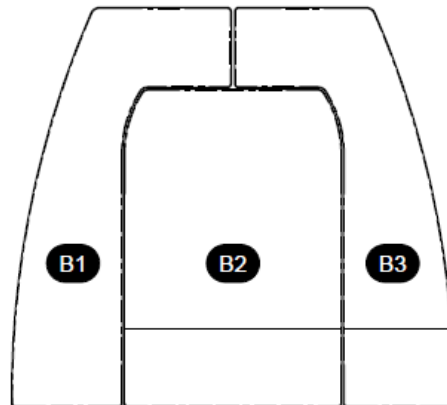
B - sun deck

And for that there is a big pocket.

interior upholstery



external upholstery



Maintenance

Upholstered elements will be protected well enough through regular cleaning with a solution of tepid water and gentle detergents or car vinyl cleaning agents.

After they have been cleaned, they should be washed and dried so as to avoid molding. Upholstered elements should be dried and covered with anti-molding spray.



CAUTION

Some car, domestic or industrial cleaning agents can cause damages or change of color of upholstered elements. Solvents and cleaning agents for dry cleaning, containing dyes or wax or paraffin wax, should be used carefully. Any stains should be removed immediately. If they are left for some time, they may become hard to remove.

16. MAINTENANCE, PAINTING, CLEANING

Your boat – the deck, hull and some interior parts were made of fiberglass.

To keep the boat in good condition, wash the fiberglass regularly. Wash the boat with clean water with soft detergents, e.g. water with soap.

Do not use abrasive cleaning, solvents, ammonia, chlorine or acetone as these will damage the gel-coat surface.

In extreme cases, special cleaners may be used to remove sea growth or algae from the hull. Growths and algae can worsen the efficiency of the boat.

Do not use wire brushes, abrasive paper or paste to remove growths and algae. The arisen scratches may store dirt, growth and algae.

The hull bottom should be painted with anti-fouling.

Before painting the boat, please consult with the manufacturer which paint is the best.



WARNING

Cleaning or washing with solvents can cause the fire, explosion and health problems. Always wear necessary protective clothing while cleaning (gloves, goggles, protective mask).



CAUTION

Get acquainted with safety code of environment protection before painting the boat. Get acquainted with suggestions and instructions of using products before you start using them. Follow the instructions of the paints' and varnishes' manufacturer. Consult the local authorities to learn the current regulations concerning environmental protection.



UWAGA

To maintain the warranty on the hull of the boat should be serviced every year and the hull to protect antifouling.

16.1. Stainless steel

Constructions of bow and stern railings, as well as other metal elements were made of corrosion resistant steel, which means polished stainless steel.



WARNIG

If you want to keep stainless steel fitting in good state,
you should:

- ✓ clean all fittings only with soap and water,
- ✓ use a good quality car wax to protect the stainless steel,
- ✓ wash the deck fitting with sweet water and clean from salt deposits after each sailing on salt water,
- ✓ check the fittings regularly, especially frequently if you sail on salt water and high level of humidity and temperature.

you should not:

- ✓ use abrasive materials or acids



CAUTION

The guarantee does not include the slight rust spots caused by lack of or inappropriate maintenance of stainless steel fitting.

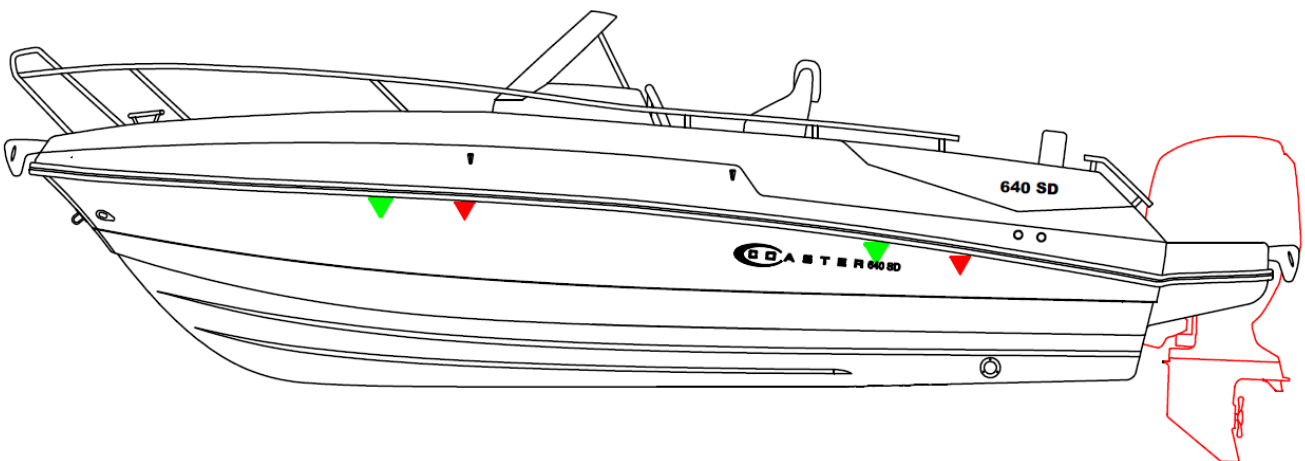
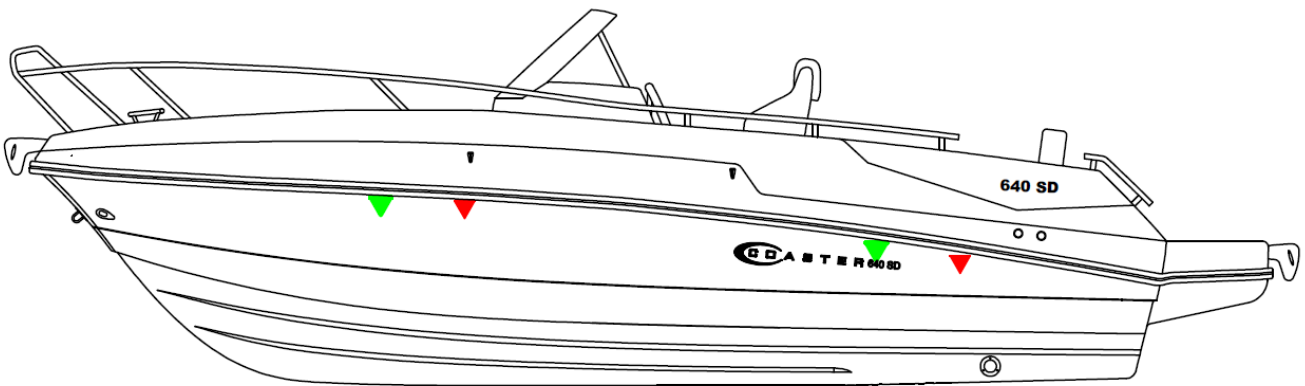
17. TRAILERING

During the boat transportation it is very important to keep the boat in the horizontal position.

Lifting belts should be in the places appointed with the red triangle on a hull according to the following drawing.

However, depending on the equipment of the boat, lifting places may change about several centimeters to stern or bow.

To control hull movements during lifting should fasten to bow and stern cleats lines, which make possible direct the boat in moment, when it is in air.



Red triangles marked places where you should put the lifting belts with engine.



Green triangles marked places where you should put the lifting belts without engine.



WARNING

People presence under lifted or in boat neighborhood is strongly prohibited.

During placement the hull on trailer one should pay attention that axis of symmetry of hull will be the same like trailer, because trailer rollers are the same support of boat.

Take care that the supports will be in places of fences boat.

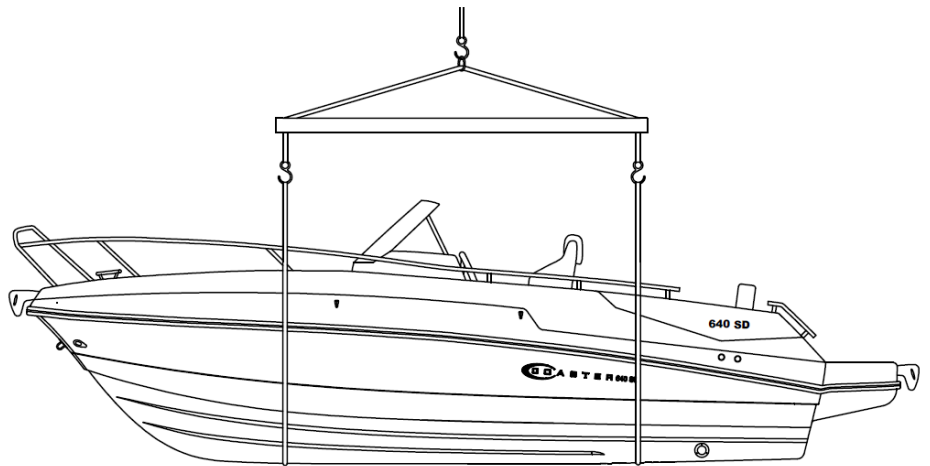
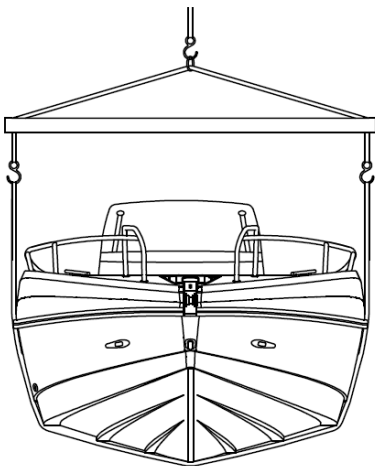
Bow should be placed in limiter of movement tightly and provide for across fastening to the tow ear placed on bow of boat.

Boat to trailer should be fastened whit pulling off belts.

Traverse raising.

Traverse regulates the lifting straps, to be in a certain spacing and not clutching a hull boat's at lifting time.

Another solution could damage the hull of boat.



18. ANCHORING, MOORING AND TOWING

The owner of a boat / helmsman is responsible for equipping the boat with an anchor, anchor chain / anchor rope, mooring and towing lines ready to use.

Anchorage equipment

Place the anchor in the anchor compartment. Anchor rope is secured to the cleats.

Recommended equipment

anchor: 7-8 kg

	Material	Diameter	Length
Anchor rope	poliamid	10mm	25-30m



CAUTION

Before going on a cruise every helmsman should check if there is an appropriate anchor with a rope or chain. You have to pay attention to have an anchor with rope always ready to use.

Mooring equipment

Be careful so the mooring ropes would not tangle in propeller or around rudder.

Recommended equipment:

	Material	Diameter	Length
Mooring rope	poliamid	10mm	2 × 15m

Towing equipment

Before towing, fasten the towing rope to both mooring cleats on a bow. Other places on the boat are improper to fastening the towing rope.

The anchor rope can replace the towing rope, but it is recommended to have a special rope, with the same diameter, designed for towing.

Recommended equipment:

	Material	Diameter	Length
Towing rope	poliamid	10mm	25-30m



CAUTION

The towing speed should be less than theoretical speed of the hull in order to prevent towing forces from damaging the boat.

19. ENVIRONMENTAL PROTECTION

The chapter contains the indispensable information how you should protect the natural environment during sailing, as well from the crew as from the boat side.

There are strict requirements concerning the respect of natural environment not only in many parts of Europe but also all over the world.

The owner is responsible for the knowledge of valid requirements on the particular water area and for obeying them.

19.1. Oil derivatives

The leakages of fuel or oil pollutes the environment and poses a danger to wildlife.



WARNING

Never pour fuel or oil out to water.
It is prohibited and you can be fined for that.



CAUTION

Treat any oils / oil derivatives as chemical waste.

Always

In case of oil leakage, try to recognize its source as fastest as possible.

Remove oil derivatives wastes (used oils) in a proper way.

Never

Overflow fuel tank during its fueling. All the works concerning the repair of an engine should be performed on land.

Throw dirty bilge water overboard.

Store any rags to wipe oil derivatives or chemical substances.

After using a rag, remove it on land according to valid regulations.

19.2. Sewage and waste removal

Removing sewages into navigation waters is strictly prohibited among many water areas.

The user of the boat is required to know all the valid local rights concerning the removal of liquid sewages into navigation waters.

Sewage removal should take place in appointed places on land.

Waste should be kept in small durable bags and throw out in appointed places on land.



WARNING

If the bilge water are dirty avoid the the work of automatic bilge pump, do not remove the illegal plants.

Do not remove the contaminated bilge water overboard.



WARNING

In case if you lack the place for storing waste on the boat, you can remove only organic waste to water.

20. REMOVING FAILURES

Do not make repairs alone, unless you are authorized; get only professional advice and information. Use only certified materials and replaceable parts.



WARNING

Do not interfere in the construction of the boat nor install any additional equipment or change anything in the boat construction.

Changes may be carried out only after consulting the boat manufacturer and obtaining his consent in writing.

If an owner makes changes to boat construction or equipment without the manufacturer's consent, it will cause the guarantee loss.

An owner takes responsibility for any consequences of changes made by himself.

21. WARRANTY

Terms of the guarantee of CORSIVA / COASTER / COASTLINER / NORDHVAL motorboats.

1. The manufacturer: CORSIVA YACHTING Artur Grugel shipyard with its registered office in Ciechocin; 4 Główna Street, 89-620 Chojnice, Poland.
2. The manufacturer provide the guarantee since the purchase date by the first owner:
 - a) 24 months on deck and hull structure as well as all the other laminate elements (i.e. lack of cracks, laminate delamination, blisters etc.) for purchaser's individual purposes,
 - b) 12 months deck and hull structure as well as all the other laminate elements (i.e. lack of cracks, laminate delamination, blisters etc.) for commercial use purchaser,
 - c) 24 months on laminate osmosis prevention.
3. The complaints should be addressed to the e-mail of the dealer, who sold the boat.
4. The failure complaint should be made forthwith after noticing it. It should also provide the following details:
 - a) the proof of purchase,
 - b) the craft identification number (CIN) of the boat,
 - c) the failure description in details,
 - d) the explanation on how it happened and its detection,
 - e) the photos of failure and define the expectations.
5. Based on the above information, the manufacturer will estimate the failure and analyze its causes.
In justified cases the manufacturer will carry out the guarantee repairs and remove the failure free of charges caused by its fault or material defects of the elements produced as well as installed by the shipyard. The guarantee actions will be performed directly at the boat owner, dealer or shipyard depending on the type and size of the failure.
6. The guarantee become invalid when boat's damage was caused due to:
 - a) mechanical damages,
 - b) not following the recommended usage and storage terms,
 - c) making unauthorized changes by the user,
 - d) improper servicing,
 - e) incorrect transport and handling.
7. The guarantee does not cover: the engine, additional elements not installed by Corsiva Yachting shipyard and consumable elements.
8. The guarantee is not provided for boats used for professional sports.
9. The relevant laws of the producer's origin Civil Code shall apply in matters not covered by this guarantee document.

Warranty records.

Claim raising date:	Repair note:	Date of finishing the repair:	Date, signature and stamp: