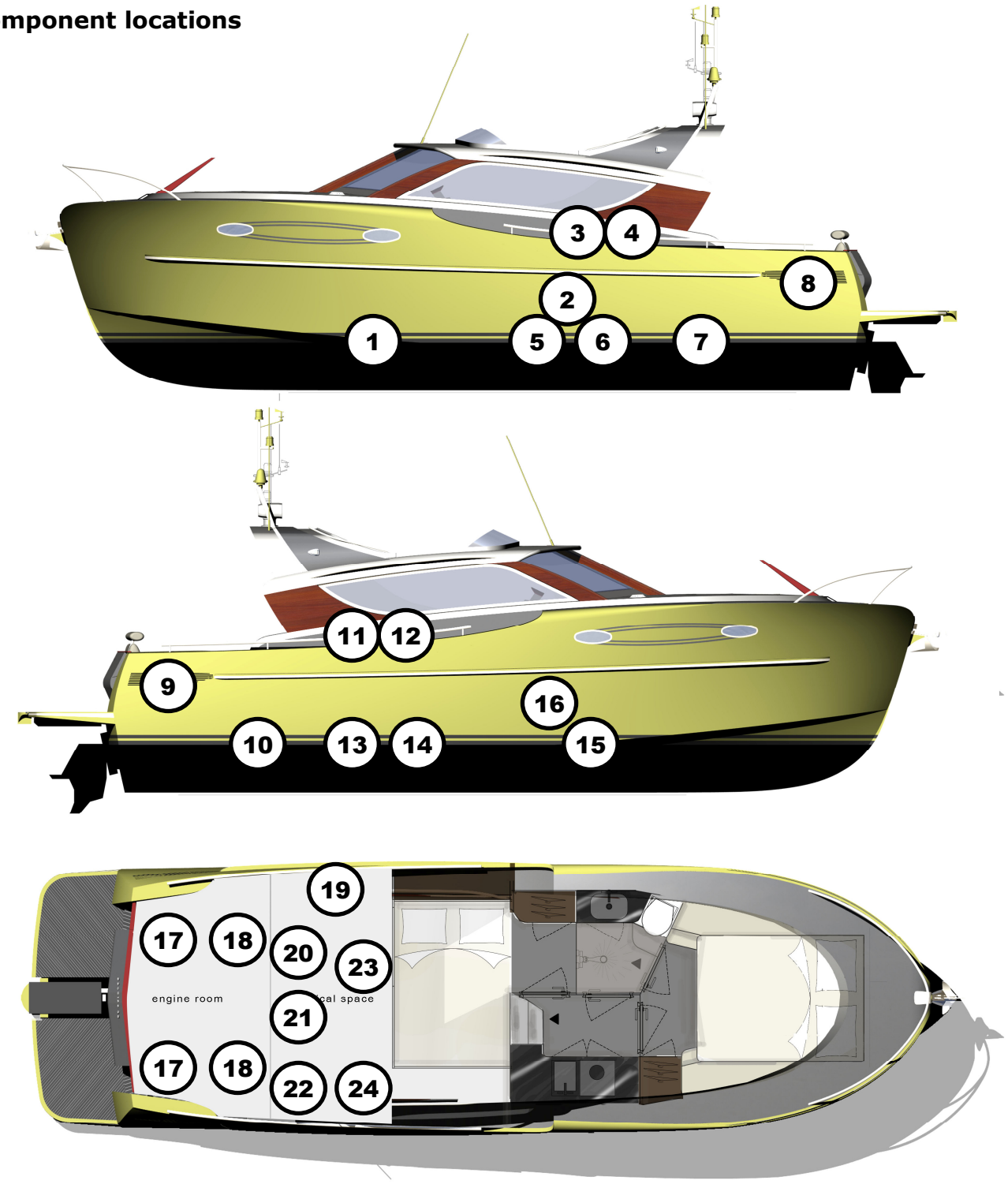
OWNER'S MANUAL

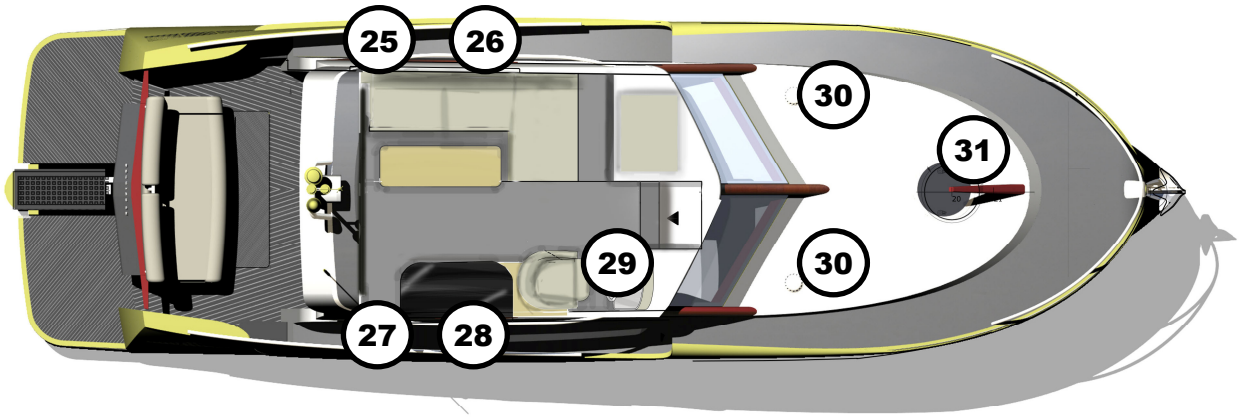
Esquire 35

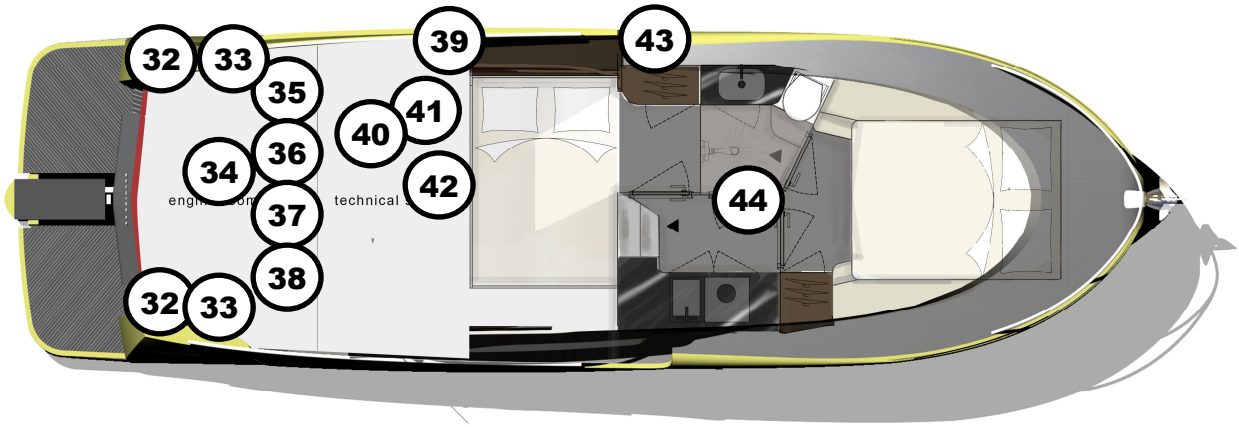
Component locations



1	Overboard bathroom sink
2	Heater exhaust
3	Black water tank vent
4	Fuel tank vent PS
5	Shower drain pump overboard
6	Bilge pump fwd overboard (1)
7	Cockpit drain
8	Engine compartment air intake PS
9	Engine compartment air intake SB
10	Cockpit drain
11	Fuel tank vent SB
12	Potable water tank vent
13	Bilge pump aft overboard (2)
14	Air-conditioning cooling water pump overboard
15	Galley sink drain overboard
16	Stove exhaust
17	Engines
18	Fuel tank
19	Webasto heater
20	Black water tank
21	Airconditioning
22	Potable water tank
23	Fresh water pump
24	Boiler (calorifier)

Component locations





25	Fuel filling point
26	Black water emtying point
27	Fuel filling point
28	Potable Water filling point
29	Emergency fuel shot-off
30	Cabin air vent
31	Escape hatch Owners cabin
32	Start batteries
33	Service batteries
34	Bilge pump aft (2)
35	Start battery main swithes
36	Service battery main switch + fuse box
37	220V combi gamma switchbox
38	220V shore power switchbox
39	Combi Gamma inverter/charger
40	Seacock black water overboard
41	Seacock air-conditioning cooling water pump intake
42	Bilge pump fwd (1)
43	Fire extinguisher
44	Shower drain pump

TABLE OF CONTENTS:

1 INTRODUCTION

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 of their operation. Please read it carefully, and familiarize yourself with the craft before using it.

This owner's manual is not a course on boating safety or seamanship. If this is your first craft, or if 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. A national sailing federation or yacht club should be pleased to advise you of local sea schools, or competent instructors.
Ensure that the anticipated wind and sea conditions will correspond to the design category of your craft, and that you and your crew are able to handle the craft in these conditions.
Even when your boat is categorized for them, the sea and wind conditions corresponding to the design categories A, B and C range from severe storm conditions for category A, to strong conditions for the top of category C, are open to the hazards of a freak wave or gust. These are therefore dangerous conditions, where only a competent, fit and trained crew using a well maintained craft can satisfactorily operate.

This owner's manual is not a detailed maintenance or trouble-shooting guide. In the case of difficulty, refer to the boat builder or his representative. If a maintenance manual is provided, use it for the craft's maintenance.
Always use trained and competent people for maintenance, fixing or modifications. Modifications that may affect the safety characteristics of the craft should be assessed, executed and documented by competent people. The boat builder cannot be held responsible for modifications that he has not approved.
In some countries, a driving licence or authorizations are required, or specific regulations are in force.

Always maintain your craft properly and make allowance for the deterioration that will occur in time and as a result of heavy use or misuse of the craft.
Any craft, no matter how strong it may be, can be severely damaged if not used properly or in a way not compatible with safe boating guidelines. Always adjust the speed and direction of the craft according to sea conditions.

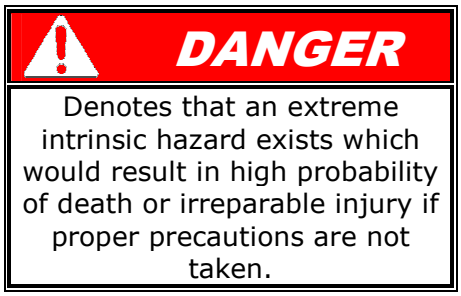
If your craft is fitted with a life raft, carefully read its operating manual. The craft should have onboard the appropriate safety equipment (lifejackets, harness, etc.) according to the type of craft, weather conditions, etc. This equipment is mandatory in most countries. The crew should be familiar with the use of all safety equipment and emergency manoeuvring (man overboard recovery, towing, etc.); sailing schools and clubs regularly organize drill sessions.

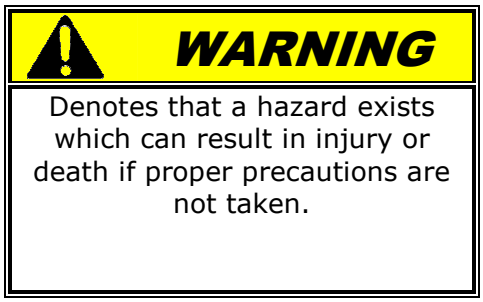
All persons should wear a suitable buoyancy aid (life jacket/personal floatation device) when on deck. Note that, in some countries, it is a legal requirement to wear a buoyancy aid that complies with their national regulations at all times.

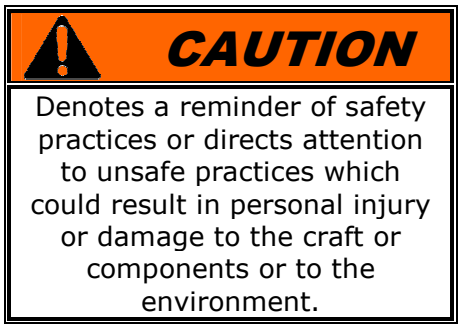
PLEASE KEEP THIS MANUAL IN A SECURE PLACE, AND HAND IT OVER TO THE NEW OWNER IN THE CASE OF THE CRAFT BEING SOLD/RENTED-OUT.

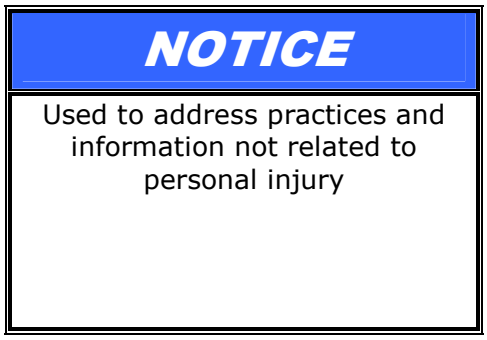
2 SAFETY ALERTS

Throughout this manual, specific precautions and symbols identify safety-related information. There are four types of alerts that may be used separately or together to convey the information:









3 GENERAL INFORMATION AND BOAT DATA

3.1 Boat data

General		
Manufacturer	DE WIT BROS	[-]
Address	Polsleatwei 5	[-]
ZIP code	8491 EK	[-]
City	Akkrum	[-]
Country	The Netherlands	[-]
Build Number	ES001	[-]
CIN	NL-DWWES001A313	[-]
Design Category	C – Coastal waters	[-]
Crew limit	6	[-]
Cruising Speed	30	[kn]
Dimensions and masses		
Length over all	10.71	[m]
Beam over all	2,62	[m]
Draft (fully loaded)	1.22	[m]
Air draught	1.68	[m]
Maximum load	1650	[kg]
Light Ship Weight	5673	[kg]
Engine, gearbox and propeller		
Engine make	Volvo Penta	[-]
Engine model number	D3 220 Aquamatic	[-]
Crankshaft power	162	[kW]
Propeller shaft power	154	[kW]
Engine serial number SB	1230452	[-]
Engine serial number PS	1230449	[-]
Gear drive type	1.78 DPS - B	[-]
Gear drive serial number SB	A209349	[-]
Gear drive serial number PS	A209347	[-]
Accessories		
Fuel tank capacity	2 x 336	[l]
Engine coolant type	Volvo Penta Coolant, ready Mixed	[-]
Gear drive oil type	API GL5 synthetic	[-]
Start battery size	2 x 128	[Ah]
Service battery size	856	[Ah]

3.2 Certification and builder's plate

This craft has been assessed to be in compliance with the relevant parts of the *Recreational Craft Directive 94/95/EC* as amended by *2003/44/EC* of the European Parliament. The CE mark means your craft meets all current *International Organization for Standardization* (ISO) standards and directives in effect at the time of manufacture.

The CE Mark is displayed on the builder's plate. The builder's plate is located near the dashboard.
The accompanying Declaration of Conformity is included with this manual as an appendix.

3.3 Craft Design Category

The Esquire 35 complies with the requirements of Design Category C:

INSHORE Category C - Craft designed to operate in winds up to Beaufort force 6 and the associated wave heights and significant wave heights up to 2m. Such as conditions may be encountered in exposed inland waters, in estuaries and in coastal waters in moderate weather conditions

NOTICE

Significant wave height is the mean height of the highest one-third of the waves, which approximately corresponds to the wave height estimated by an experienced observer. Some waves will be double this height.

3.4 Craft Identification Number

The Craft Identification Number (CIN) is located near the upper starboard corner of the transom on the outside of the boat. The CIN must remain clearly visible and may not be removed, altered or tampered with in any way.

3.5 Maximum number of persons

The manufacturer's recommended maximum number of persons is considered the number of persons for which the boat has successfully passed the requirements for freeboard, stability and flotation, and for which seating and standing space is assigned. The maximum number of persons limit is identified on the craft's builder's plate on the dashboard.

WARNING

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

3.6 Maximum load

Maximum load refers to "manufacturer's recommended maximum load". This shall not exceed the total load that may be added to the light craft mass without exceeding the requirements for stability, freeboard, flotation and seating requirements, and shall take into account the mass of the following:

The number of persons, at 75 kg each (average). If children are part of the crew, the maximum number of persons may be exceeded provided that each child's mass does not surpass a limit of 37,5kg (average) and the total person mass is not exceeded. This means that two children at 37,5kg can be carried as one person at 75kg.

WARNING

Never exceed the mass of craft limit, total weight of all persons, gear and fluid capacities. Exceeding craft limitations can cause sinking or drowning resulting in death or serious injury.

Basic equipment. stores and cargo or dry provisions, consumable liquids, and miscellaneous equipment not included in the light craft mass.

Item	***Mass***	***Unit***
Maximum Number of Persons (6 x 75 kg)	450	[kg]
Basic Equipment	67	[kg]
Stores and Cargo	150	[kg]
Consumable Liquids in portable tanks	49	[kg]
Consumable Liquids in permanently installed tanks		
Fresh water	170	[kg]
Fuel	676	[kg]
Waste water	88	[kg]
Maximum Load	**1650**	**[kg]**

3.7 Respect for environment

3.7.1 Noise emissions

Laws and regulations are in force in some countries limiting noise and exhaust emission from recreational craft and engines in order to protect human health, the environment and, where appropriate, domestic animal health. For recreational crafts with an inboard engine or stern drive engine with or without integral exhaust, it is necessary to maintain the craft and exhaust system in the condition that is recommended by the engine manufacturer. This will ensure compliance with specific noise limit values when in normal use.

See the Engine Operator's Manual for specific information on noise limit values.

3.7.2 Exhaust emissions

You are responsible for the exhaust emissions from your boat. Increased exhaust (ex-hydrocarbon) emissions, which are regulated by the *EPA*, pollute the water and air. Additional restrictions may apply and vary per country.

See the Engine Operator's Manual for specific information on exhaust limit values.

3.7.3 Waste

The discharge of any type of debris or waste into the water including, but not limited to, food, garbage, oil, fuel, liquids and human waste, is highly restricted and sometimes considered unlawful. Authorities recommend that you never discharge any of these types of waste into the water.

Pollution is a serious matter, and law enforcement authorities highly enforce these regulations. As a boat operator, you are responsible for your actions affecting the environment.

4 SAFE HANDLING AND OPERATION

The following basic boat manoeuvring and operation principles do not cover all conditions or situations you may encounter during operation.
Always advise all crew members and passengers on board of your steering, stopping and accelerating intentions to avoid personal injury or even death.

See the Engine Operator's Manual for instructions on starting and operating the engine, adjustments and maintenance.

See the Engine Operator's Manual for instructions on use of the Volvo Docking system.

You should thoroughly understand your boat's equipment and controls in order to drive and control your boat in at all speeds and in all conditions.

4.1 Leaving the craft unattended and re-entering.

The Esquire is equipped with a number of systems that shouldn't be left unattended for a long time. The boat should be manned while electrical systems are in use and water systems are pressurized. Although leaving the boat is not considering small visits to the shore during the stay on board, air conditioning or heating should never be in use while there is nobody on board.
Therefore this manual will give a description on how to make your boat ready to be unmanned and what to start up as you enter the craft.

4.1.1 Preparations for leaving the craft unattended

- Make sure the boat is properly moored to the quayside or dock according proper seamanship for all kind of weather types whether it is forecasted or not.
- Notify the marina that you intend to leave the boat unmanned for a certain period of time.
- Water pumps should be switched off.
- Make sure the air-conditioning, heater and stove are properly switched off according the manufacturers manual.
- Switch off the engine start battery switches.
- Make sure all lights in all compartments are switched off.
- It is wise to give the toilet a clean to avoid unpleasant surprises on your return.
- To make sure everything is in good shape for the next visit, the shower drain tank and pump should be cleaned.
- As the fuel oil supply valves are using electricity while open, the "emergency fuel switch" on the dashboard should be operated to close the valves. Operate this switch by opening the red cap and flick the switch forward.
- It is recommended not to leave the boat on shore power whilst unattended but you might be able to come to some type of agreement with the marina to keep the connection open in order to keep the batteries fully charged.
- If the shore power stays on, the electric heating of the boiler should be switched off by using its circuit breaker in the 220V shore power switchbox.
- In the case of the shore power being disconnected, the service battery should be switched off by the "service battery switch"

- Check the automatic bilge float switches as described in section 9.1.1 before leaving the boat unattended.
- Bilge pumps should always stay on automatic operation. The aft bilge pump in the engine compartment will always stay on even if all battery power is isolated by the battery switches.

4.1.2 Re-entering the boat

- Switch on the "service battery" switch.
- If shore power was disconnected, connect the boat to shore power again to charge the batteries before using any electrical equipment on board.
- Make sure all circuit breakers are in the proper position.
- Switch on the potable water pump.
- In case the boiler is switched off as the shore power was off, switch on the boiler.
- Make sure both bilge pumps are switched on to automatic mode.

4.2 Boat loading

The safety and performance of your boat depends on load, weight and the distribution of each. The person / load capacity is determined by *ISO 14946 – Small craft Maximum load capacity*.
The maximum load is displayed on the builder's plate.

WARNING

When loading the boat, never exceed the maximum load. Always load the boat carefully and distribute the load evenly. Do not place heavy loads in high places as this can affect the boat's stability

- Distribute weight equally from port to starboard and fore to aft.
- Stow and secure all loose gear in stowage areas to prevent load shifting.
- Do not stow gear on top of safety equipment. Safety equipment must ALWAYS be quickly accessible.
- In adverse weather, reduce the load in the boat. Person and load capacity ratings are calculated for normal boating condition.

4.3 Pre-departure checklist

The following checks are essential to safe use of the craft and must be performed before starting the engine and getting underway. Perform these checks every time you operate your boat.
Never launch the boat or leave the dock if any problem is found during the pre-departure safety check. A problem could lead to an accident during the outing, causing severe injury or death. Have any problems corrected before proceeding.

- Check the current and forecasted weather reports, as well as wind and water conditions.
- Make sure the operator is qualified to operate the boat and does not use drugs or alcohol while at the helm.
- Make sure all required safety equipment is on board.
- Make sure all necessary navigational charts and maps are available and updated.
- Always keep track of your position on an updated hard copy of the necessary navigational charts.
- Make all passengers and crewmembers aware of the safety procedures.
- Be sure the boat is not overloaded.
- Make sure that the emergency fuel shut-off switch is not in the closed position.
- Be sure the fire extinguisher is fully charged.

- Be sure all water has been pumped out of the bilge area.
- Be sure all required equipment is on board (mooring lines, anchor lines, tool kit, etc.)
- Be sure you have enough fuel for the return trip.
- Check that no fuel, oil or water is leaking or has leaked into the bilge compartment.
- Check all hoses and connections for leakage and damage.
- Check the hull for damage.
- Check that the batteries are fully charged and that the battery terminals are clean and tight.
- Check the electrical systems and navigation lights for proper operation.
- Be sure that no person or obstacles are near the propeller.
- Check that all the required maintenance has been performed.

4.4 Checks during and after operation

- Check gauges frequently for signs and abnormal conditions.
- Check that controls operating smoothly.
- Check for excessive vibration.

4.5 Visibility

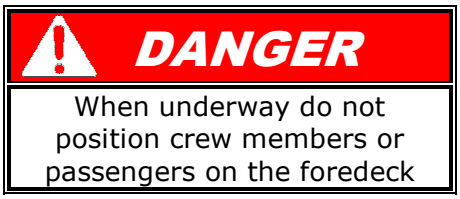
Operator vision from the helm can be obstructed by the high trim angles of the craft and other factors caused by one or more of the following variable conditions:

- loading and load distribution;
- speed;
- rapid acceleration;
- sea conditions;
- rain and spray;
- darkness and fog;
- Persons or movable gear in the operator's field of vision.

The International Regulations for Preventing Collisions at Sea (COLREGS) require that a proper lookout be maintained at all times and observance of right of way. Observance of these rules is essential.

4.6 Prevention from falling overboard

The foredeck is protected by a guard rail. The side decks are equipped with foot stops and a handhold rail on the superstructure.
Always use life vests when underway at sea.



4.7 Man overboard

The best method for avoiding a man overboard situation is to make sure that all passengers are seated in areas designated as occupant spaces when the craft is underway. DO NOT allow anyone to sit in the vicinity of a towing wire.

WARNING

Turn off the engines while re-boarding from the water

In the event of a man overboard situation, immediately react to the person who has fallen overboard. Keep the victim constantly in your sight. Safely return the victim as soon as possible. Throw the person a life jacket. Turn off the engines and help the person into the craft with use of the ladder on the transom.

4.8 Anchoring and mooring and towing

See the Maxwell anchor manual for manufacturers' instructions on the safe use of the anchor winch.

A 15 kg Bruce anchor is available with an electrical anchor winch located on the foredeck. It is operable from the dashboard by switching on the Anchor switch. After that the winch is operable with the *Maxwell* anchor winch panel.

NOTICE

Operate the anchor winch from the foredeck for better vision and safe operation

At all times, the anchor winch is operable from the foredeck. It is recommended to operate the anchor winch from the foredeck since there is better visual control. Also the manual chain stopper can only be operated from the foredeck.

Helpful guidelines when anchoring:

- Head the boat into the wind or current over the spot where you want to lower the anchor.
- Stop the boat before lowering the anchor.
- Slowly lower the anchor until it hits bottom.
- Allow the boat to back away keeping tension on the line.
- Release at least 6 or 7 times as much line as the depth of the water. Firmly pull the line to make sure the anchor is holding.
- Tie the line to the closest bollard on deck.
- Never leave the full tension of the line on the anchor winch
- Occasionally check your position against the shoreline or navigational equipment. If the anchor is dragging and the boat is drifting, reset the anchor.

CAUTION

Check with local authorities for additional regulations and restrictions

NOTICE

Never leave the tension of the anchor line on the winch

CAUTION

Occasionally check your position against the shoreline or navigational equipment

Helpful guidelines when pulling in the anchor:

- Start the engine.
- If necessary, move forward until enough tension is off the anchor line to allow for retrieval of the anchor. Avoid running over the anchor line; retrieve the line as you approach the anchor.
- Once the anchor line is straight up and down, lift the anchor from the bottom.
- If the anchor is stuck, attach the anchor line to the bow bollard so that it is tight. The up and down motion of the bow from wave action may loosen the

anchor from the bottom. If the anchor remains stuck, let out a few more meters of line and attach it to the bow bollard. While keeping tension on the line, slowly manoeuvre the boat around the anchor to help loosen it. Avoid running over the anchor line.

- Always stow and secure the anchor and line before departing.

4.8.2 Mooring

Helpful guidelines when mooring:

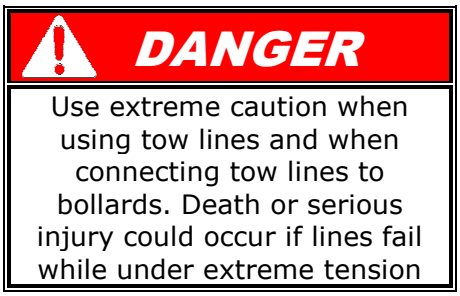
- Each mooring line should be of appropriate strength, material and type to safely secure the boat when moored.
- Each mooring line should be longer than the length of the boat.
- Use bow and stern mooring lines, as well as spring lines, for additional security.
- Never attach a mooring line to a point or part of the boat that is not designed to withstand the stress and the weight of the boat.

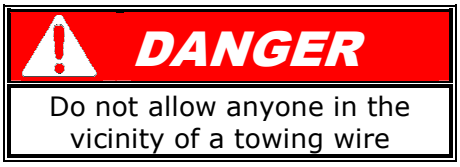
4.8.3 Towing

The designated strong points for towing or being towed are the two front bollards and the aft bollards.

Follow these guidelines when towing or being towed.

- Use extreme caution when throwing weighted lines to a boat. When in rough seas, use a light throwing line with a weight secured on the towing end and a heavier towing line secured to the other end.
- Never attempt to tow a boat larger or heavier than your own.
- Never attempt to tow a grounded, damaged or capsized boat.
- Use a tow line that is rated at least four times the gross weight of the boat being towed.
- Make sure tow lines are in good condition and are free of damage, cuts or abrasions.
- Attach a tow line to a strong point of the disabled boat.
- Attach the tow line to the aft bollard in the cockpit.
- Leave at least two boat lengths between the boats for adequate movement.
- Never allow anyone to be in line with the tow line. If the line should break or pull free, dangerous recoil could occur, resulting in severe injury or death to anyone in its path.
- Adjust the tow line to match wave action. Keep the boats on the crest or in the through of the waves at the same time. In protected, calm waters shorten the line for better handling.
- Tow at moderate speed, allowing for adverse wind and wave conditions.
- Have the operator of the towed boat steer with you if possible.
- Have a person watch the towed boat and, if necessary, be available to signal the operator of the towed boat.





Check with local authorities prior to towing for additional regulations and restrictions on towing other boats or equipment.

4.9 Fuelling

Close all doors, windows, hatches and ports that could allow fuel vapours to enter the craft's enclosed spaces. DO NOT overfill the fuel tanks. Allow for at least a 2% expansion of fuel when refuelling. If the fuel temperature is 0°C (32°F) or lower, allow at least 6% for expansion of fuel.

WARNING


FIRE/EXPLOSION HAZARD!

Fuel vapours are explosive to open flame or spark resulting in death or serious injury.

- Stop all engines, motors and fans before refuelling.
- DO NOT smoke or allow open flames or sparks nearby, within 15m (50ft), of the fuelling area.
- Maintain contact between the fuel nozzle and the fuel tank to prevent electrostatic spark.

The first time you fill the craft's fuel tank(s) and after each refuelling thereafter; check the entire fuel system for leaks and/or damaged parts. Leaks and/or damaged parts must be repaired and the area ventilated to remove explosive fumes.

Read and follow ALL warnings on the pump or in the vicinity of the pump.

If fire occurs, DO NOT panic!

- **DO NOT remove the nozzle from the gas tank.**
- **Evacuate all passengers from the craft and refuelling area and immediately tell the station attendant so they can use the emergency shut-off and fire extinguisher.**

The fuel fillers are located on starboard side and portside in the side decks. The tanks are connected by a cross-over pipeline. Depending on the flow-rate of the fuel station it may take some time for both tanks to level.

To prevent unwarranted engine damage, see your Engine Operator's Manual for manufacturer-recommended fuel and oil specifications.

When fuelling, observe the following:

- Have a proper and charged extinguisher ready.
- Secure the boat to the dock.
- Stop the engines.
- Never smoke or allow open flames or sparks within 15 meters of the fuelling area.
- To avoid spills, check how much fuel is already in the tank before adding fuel. Wipe up any spills immediately.

NOTICE

Have second person closely monitor the fuel level in both tanks during filling. Make sure the level is equal.

- Be sure the fuel tank crossover shut off valves are in open position.
- Maintain contact between the fuel nozzle and the fill pipe at all times, before and during refuelling, to prevent an electrostatic spark.
- DO NOT re-enter your craft during refuelling. Getting in and out of your craft might build up a static charge that could ignite the fumes at the fill pipe.
- Always fill the tank slowly.
- Never overfill the tanks.
- Monitor the fuel level display on the dashboard.
- Use only fuel approved by the engine manufacturer.
- Check for fuel leaks.
- If you are unable to pump fuel at a reasonable speed, check the fuel tank vents for restrictions.
- Close the fill cap(s) securely.

- Wipe up any spilled fuel completely. Dispose of the rags properly.

4.10 Lifting

Only qualified and experienced persons should attempt to lift or hoist the boat. This procedure requires special equipment and experience.

WARNING

Make sure the lifting cables are certified and suitable for the load.

If the boat is lifted or hoisted from the water using lifting cables, follow these guidelines:

- Attach guidelines to the bow and stern to control movement.
- Attach the lifting cables around the hull.
- Position the lifting cables to keep lifting pressure vertical.

5 BOAT FEATURES AND SYSTEMS

Regularly inspect and maintain all components and systems to prevent unexpected hazards due to worn or faulty components. Be sure to replace components and hardware with marine grade parts. Never use automotive components. Contact the boat manufacturer or a local professional to order parts.

5.1 Fuel system

The fuel system consists of two non-metallic fuel tanks which are connected by a crossover located in the engine room.

WARNING

Close the emergency fuel shut off valve to stop the engine when a fire is detected in the engine room

The starboard tank is connected to the stove and the starboard engine. The port tank is connected to the heater and the engine on portside.

The heater and stove are installed with in-line fuel filters. The heater filter is located direct next to the port side engine fuel filter and the stoves filter is located on top of the starboard fuel tank behind the isolation transformer. See pictures.

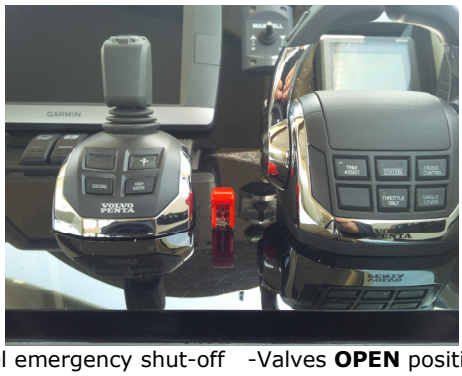
Stove in-line fuel filter

Webasto in-line fuel filter

The starboard engine is using fuel from the starboard tank and the port engine is using fuel from the port tank. The heater gets its fuel from the portside tank and the stove is connected to the starboard tank.

In case of an emergency e.g. fire; the fuel distribution to the engines can be shut off by the red-capped emergency shut-off valve located on the dashboard.

Fuel emergency shut-off -Valves **CLOSED** position-



Fuel emergency shut-off -Valves **OPEN** position-

5.2 Propulsion engines

The vessel is equipped with two 5 cylinder *Volvo Penta D3* marine diesel engines. The engines conform to CE and EPA emissions regulations.

Further information on engine type, capacities, fuel and coolant type, troubleshooting and general information are displayed in the Engine Operator's manual.

Standard engine configuration		***Unit***
Engine	Volvo Penta	[-]
Engine type	D3 Aquamatic Sterndrive	[-]
Cylinders	5	[-]
Fuel	Diesel	[-]
Power	2x220	[kW]
RPM	2500	[RPM]

5.3 Cooling and exhaust system

The engines have an internal cooling system which is cooled with outside water. The water intakes are located in the stern drives. The water intake filters are located on the front sides of the engines.

NOTICE

Check the water intake filters regularly

The calorifier is heated by electricity and the engine cooling water. For this purpose it is connected to the starboard engine. This is the reason why it may take a little longer for the starboard engine to reach operating temperature.

The exhausts of the engines are also located in the stern drive units under the waterline, providing a quiet exhaust.

For maintenance check the Engine Operator's manual.

5.4 Steering system

The Esquire 35 is fitted with an electrical/hydraulic steering system. This system uses an electronic signal from the helm to control a hydraulic cylinder connected to the stern drives.

NOTICE

Check the steering system regularly for leaks and/or damage

For maintenance check the Engine Operator's manual.

5.5 Docking system

The boat is equipped with the *Volvo Penta Joystick* docking system. It lets you move in any direction by just pointing the joystick in the direction you want to go.

For use of the docking system check the Engine Operator's manual.

5.6 Electrical system

Esquire is equipped with two electrical systems. A battery powered direct current (12V DC), and a shore powered alternating current (220V AC) system. A part of the AC system is powered by an inverter using battery power, while shore power is disconnected.

5.6.1 Fuses and Circuit breakers

All electric circuits are protected by the use of fuses or circuit breakers. In the event of an overload or short circuit, the fuse will blow or circuit breaker will trip. If a circuit continuously overloads under normal operating conditions, have your boat inspected by a competent marine electrical technician.

DANGER

FIRE/EXPLOSION/ ELECTROCUTION HAZARD

Improper use of AC and DC systems will cause fire, explosion or electrocution resulting in death or serious injury. DO NOT work on an energized system or swim near a craft when it is connected to shore power. Use caution when connecting or disconnecting to shore power.

IMPORTANT:
Never reset a breaker or fuse which has automatically tripped without first detecting and correcting the cause of the problem.

5.6.2 220V AC network

The network is divided in a shore power network and an inverter supplied network. Shore power network is supplying the electric heating element of the boiler and the Combi-Gamma inverter/battery charger. In the event of the shore power being disconnected, the inverter within the Combi-Gamma is automatically activated and takes over supply to the connected loads by using battery power.
These two networks are distributed from two separate switchboxes. The "220V shore power" switchbox and the "220V Combi Gamma" switchbox.

5.6.3 220V shore power switchbox

This switchbox contains the main shore power breaker of maximum 20 Amps. The shore supply is protected by a Residual-current device (RCD) and contains two automatic fuses. One fuse of 16 Amps for the shore supply to the Combi Gamma inverter/battery charger and one fuse of 6 Amps for the boiler.

WARNING

Do not work on electrical installation while the system is energized, modify the electrical system or relevant drawings. Installation, alterations and maintenance of electrical system should be performed by a competent marine electrical technician. Do not alter or modify the rated current amperage of over current protective devices, and only use electrical appliances or devices with components that do not exceed the rated current amperage of the circuit. When leaving the craft, turn off all electrical systems except automatic bilge pump and active corrosion protection.

220V shore power switchbox

5.6.4 220V Combi Gamma switchboard

220V combi Gamma switchbox

The 220V network on board supplied by the Combi Gamma inverter contains six fused sections:

- Salon cupboard (6A)
- Galley and Bathroom (6A)
- Salon table and aft cabin (6A)
- Microwave (10A)
- Owners Cabin (6A)
- Air-conditioning (10A)

When using the outlet sockets in the boat make sure not to overload the section fuse. These outlets should not be used by heavy electric equipment using over 1000W. Also the maximum load on each section should not be exceeding over a 1000W.

See the Combi Gamma Operator's Manual for specific information on operating and use.

5.6.5 Shore power

WARNING

Familiarize yourself with the proper use of the isolation transformer. A wrong connection on shore or when floating could cause electrocution resulting in death or serious injury.
Galvanic corrosion protection is serious influenced by being wrongly connected to the earth.

For a safe use of shore power there is an isolation transformer
installed. If the boat is floating in the water the input earth connection is separated from the boat earth.

If the boat is on shore, the input earth should be directly connected to the boat earth.

See the Victron Isolation transformer Operator's Manual for specific information on handling the electrical earth on the craft.

Make sure the supplied shore power of the marina is according the boats network standard. AC 220V and fused over 16 Amps.

To connect the shore power make sure the "service battery" main switch is switched on. Never connect the shore power when 12V service battery set is switched off. Plugging in the shore connector, the boiler will be heated, batteries (start and service) will be charged and the 220V on board will be supplied.

DANGER

While using shore power while the boat is not in the water, the boat will not be properly grounded to the electrical system on shore. Never apply shore power on shore without making the proper connection to the shores network earth.

Shore power requires a special, marine-grade three conductor cable to make a proper connection to the shore. The boat shore power connection is locked in position with a threaded locking collar. Make sure the shore power connection cover is in place when the power connection is not in use.

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

To connect:

- If the outlet on the dock has a disconnect switch, turn the switch off;
- Connect the shore power cable at the craft first;
- Allow a lot more slack than the mooring lines;
- Set the dock disconnect switch to the ON position;
- Make sure on the Combi Gamma panel next to the steering console if the shore power is distributed.

To disconnect:

- If the shore outlet has a disconnect switch, turn it off;
- Disconnect the shore power dock outlet;
- Disconnect the cable from the craft and close cap.

5.6.6 12V DC network

The main electrics of the boat are working on 12V DC. There are three separate battery sets. For each engine to start, there is an AGM battery with a capacity of 128Ah. Four AGM 214Ah batteries are on board for electrical consumption. These are also supplying the Combi Gamma inverter to create the 220V network on board.

The batteries must always be secured with the provided straps and the terminals need to be covered at all times. Keep the terminals clean and check periodically.

5.6.7 Batteries

Battery electrolyte is acidic. Handle with care. If electrolyte comes into contact with skin or any other part of your body, flush with water and seek medical attention. Keep the battery connections clean, tight and insulated to prevent them from shorting and causing an explosion or fire. Charging batteries a highly-explosive ex-hydrogen gas mixture is released, therefore never obstruct the engine room ventilation openings on the side of the boat.

5.6.8 Battery switch

There are three battery switches to isolate all battery power to the boat. The exceptions are:

- Automatic bilge pumps in the engine compartment. Powered by starboard start battery.
- *Volvo* active corrosion protection system. Powered by the service batteries.
- *Webasto* air heater. Powered by the service batteries.

These items may not be switched off for safety reasons. In case of maintenance on those items, the fuses should be removed to take them offline.

The start battery switches can be switched off as soon as the engines are not running. Although the start battery switches are isolating all battery power, charging of those batteries won't be obstructed by switching them off.
The service battery switch cannot be switched off while it is on charge.

Start battery switches

Service battery switch

5.6.9 Battery charging

Batteries are charged by the engine alternators separated by battery splitters for each alternator. The Gamma inverter/charger is charging the batteries when connected by shore power with two separate inverters. One is charging the service battery set and one is charging the two start batteries separated by a battery splitter.

5.6.10 Start batteries

Each engine has a dedicated battery to start. Start battery 1 on portside is dedicated to the portside engine and start battery 2 on the starboard side is dedicated to the starboard engine. Only in case of an emergency can this configuration be changed by two battery selector switches in the "engine start switchbox".

Start battery selector switches

The portside switch selects the battery dedicated to the portside engine and should be selected on battery number one (1). The starboard side switch selects the dedicated battery for starboard engine and should be selected on battery number two (2).
Never switch over the selector switches while engines are running.

5.6.11 Service battery

The main DC supply is from the service batteries. Most of the equipment is operated from the steering console area but the main distribution panel is situated in the engine compartment. This is the combined in the "main switchbox" and contains all the individual circuit breakers of the following sections:

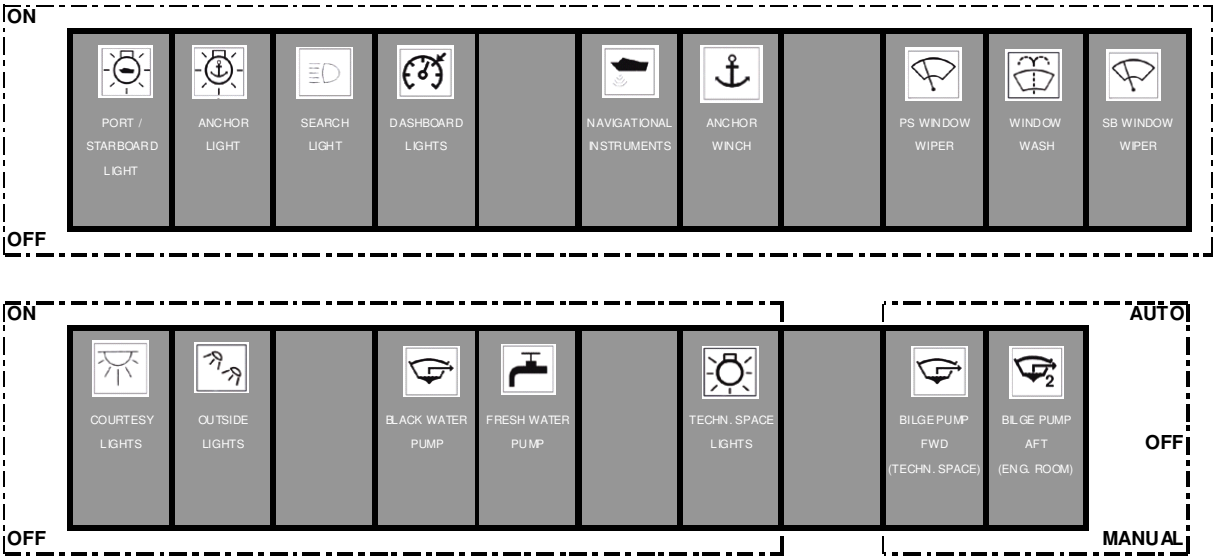
1. Shower drain pump;
2. Waste water pump;
3. Refrigerator;
4. Technical area lights;
5. Toilet;
6. Navigational equipment;
7. Spare;
8. Bilge pump forward;
9. Spare;
10. Window wipers including window wash;
11. Fresh water pump;
12. Stove;
13. General lights;
14. VHF;
15. Navigational lights;
16. Audio + relay switches for fuel valves and navigation equipment.

Main switchbox

The anchor winch has its own individual breaker situated next to the battery switch.

5.6.12 Operating electric equipment on board

As mentioned before, most equipment can be operated or controlled from the steering console area.



The rest of the equipment is always online as soon the battery switch is switched on. They can be operated locally such as the lighting and the stove or they should be always switched on for safety reasons like the shower drain pump. Always make sure the circuit breaker for this pump is on, to prevent shower area from flooding during the use of the shower.

5.6.13 Other fuse locations

Although the majority of the circuit breakers or fuses are located in a central area (engine compartment) there are a few local fuse boxes where necessary:

- All navigational equipment is separately fused in a fuse box located in the steering console. Reachable by taking out the *Garmin* chart plotter;
- The active corrosion system is fused at the service battery one (1) terminal on the portside of the engine compartment;
- The *Webasto* heater fuses are located in-between the two DC switchboxes;
- The aft bilge pump is fused in the bilge pump switchbox in the engine compartment.

NOTICE

Consult a qualified and knowledgeable technician for proper operation or repairs to the electrical system

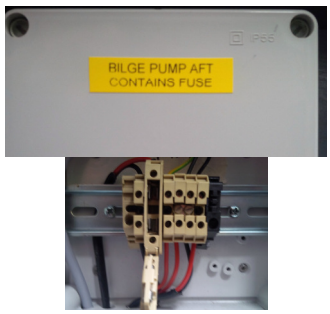
Navigation equipment

Fuse box dashboard navigational equipment

Device	Fuse (Amp)		Device
GPSMAP	7,5	1	TANK SOUNDING
NETWORK	3	7,5	RADAR
COMPASS	1	7,5	GSD

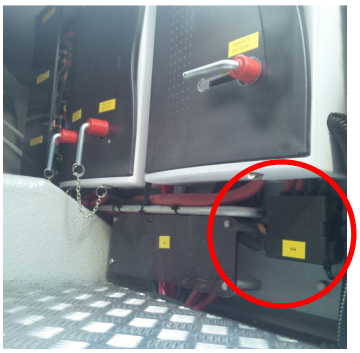
Active corrosion fuses (2x 1Amp)

Webasto heater (20Amp + 1Amp)

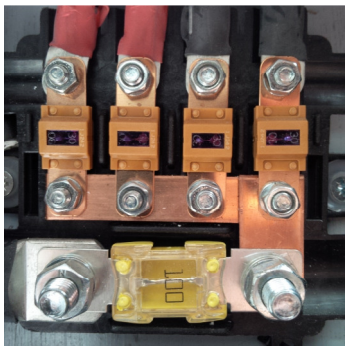


Aft bilge pump (5Amp)

The automatic circuit breakers in the main switchbox are divided into four (4) sections, fused by individual strip fuses located in a fuse box underneath the main switchbox.



Strip fuses



30A	30A	30A	30A
Main fuse 100A			

5.7 Navigational equipment

Esquire 35 is equipped with a *Garmin* navigation system. All individual equipment is connected by a NMEA2000 network as shown in the schematic. There is an extra NMEA2000 link supplied in the Volvo EVC system to make it possible to read engine date on the GPSMAP screen.

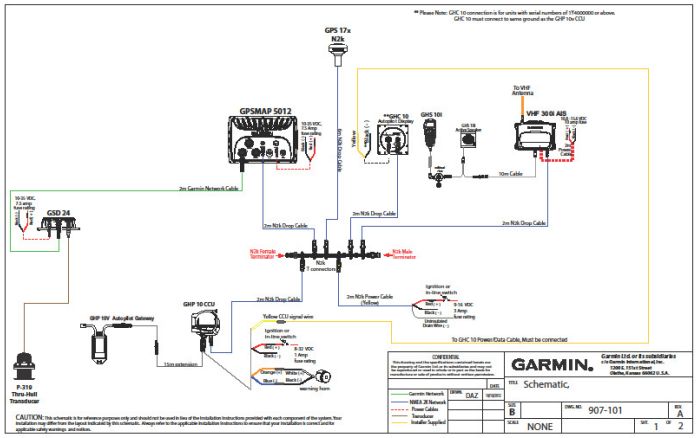
NOTICE

Beware that the VHF system fitted on board, must be operated by a person holding a Radio Operator's Certificate (ROC-M).

IMPORTANT

Familiarize yourself with local regulations on the use and registration of your communication devices VHF.

See the Garmin Operator's Manuals for specific information on operating and use.



Parts List

Description	QTY	Part Number	Power	Fuse Rating
GPSMAP 5012 with N2k 17x GPS Antenna	1	010-00594-00	10-35 VDC	7.5 amp
GSD 24 Sounder Module	1	010-00957-00	10-35 VDC	7.5 amp
VHF AIS 300i	1	010-00757-01	12 or 24 VDC	10 amp
N2k T- connector/VHF connection	1	010-11078-00		
2m N2k drop cable/VHF connection	1	010-11076-00	N/A	
GHP 10V, Autopilot for Volvo IPS Systems	1	010-00705-20	8-22 VDC	1 amp
15m CCU to ECU extension cable with threaded collar	1	010-11156-31	N/A	
Airmar P319, thru-hull , Depth/Temp	1	010-10194-21		

GARMIN.
907-101
NONE

5.8 Water systems

The water system consists of a potable water system supplying the craft's water taps and toilet flushing water. For drainage there is a black water system to handle the toilet water and a grey water system to pump the shower water directly overboard. The drainage from the galley and bathroom sinks is directly released overboard.

5.8.1 Potable water

The potable water is stored in the water tank on starboard side of the technical compartment. The tank level is readable on the tank capacity monitor on the dashboard. On the port side of the technical space there is a potable water pressure pump situated to pressurize the potable water system.
Water is heated by the boiler when shore power connection is established, when the boat is underway, the boiler uses the warm water generated by the starboard engine cooling system to keep the water in the boiler at the required temperature.

DANGER

The water in the potable water systems can be a hazard for legionnaire's disease whilst not in use for a long period of time.
Familiarize yourself with the legionnaire's disease hazards to keep your potable water system in good health.

The potable water pump is operated from the panel next to the dashboard. See chapter 5.6.12 for panel layout. During your stay on the boat, the potable water system should stay pressurized.
When leaving the boat for a long period of time, the potable water pump should be switched off as should the boiler.
After not using the potable water system for a long period, the system should be flushed by draining the tank and by leaving the taps running. Refill the water storage tank with fresh water after flushing through the system.

5.8.2 Black and grey water systems

The toilet drain water is stored in the black water storage tank. The tank has a capacity of eighty eight (88) liters and the level should be monitored on the tank level display on the dashboard to ensure it will not be overfilled.

WARNING

Every country or region has its own rules and regulations about the handling of black water on board of pleasure crafts.

As a boat owner you should familiarize yourself with the local environmental policies considering the handling of black water on board.

Emptying of this tank should be done by a black water extracting station at the marina. In case of emergency the water can be pumped overboard by using the black water pump. The black water pump is operated from the panel next to the dashboard. See chapter 5.6.12 for panel layout.

As this pump should only been used in case of emergency the circuit breaker in the engine compartment is standardly switched off and the overboard valve situated in the technical area should always be closed.

The shower drain water is collected in the shower drain tank situated under the hatch in the galley walkway. This tank will automatically be emptied after it reaches a certain level. Always be sure that the circuit breaker for the shower drain pump is switched on to prevent overflowing of the shower area.

The shower drain tank is also used for the draining of air-conditioning's condensed water and the boiler overpressure device.
To keep the shower drain system in good order, the drain tank and pump should be checked on cleanliness frequently. Soaps gathering in a tank will block the pump and pipelines; as a result the shower area could flood. It is strongly recommended that this procedure be carried out on a weekly basis when it is in use.

5.9 Galley and comfort

The galley is equipped with 220V AC electric appliances as the microwave and the coffee machine. The stove works on the ships fuel oil and the fridge is powered by the 12V DC network.

Before operating the galley equipment, familiarise yourself with its manufacturer manual provided.

5.10 Air-conditioning and heating systems

The boat is equipped with a *Webasto* diesel heater distributing warm air in all "living" compartments of the craft. This heater can also be used to de-condense the windscreens by closing all outlets through the boat so the only outlets remaining open are the windscreen openings.
The *Webasto* heater is located in the technical space at port side and is controlled by a thermostat and operating panel in the galley area.

Webasto panel

The owners' cabin can be cooled by use of a *Dometic* air-conditioning. The air-conditioning unit is situated in the technical area and is operated from the panel in the owners' cabin.


Air conditioning panel

An extra closable outlet in the "cold air" supply is situated in the aft cabin entrance. This unit is cooling as well as heating depending on the requested temperature on the thermostat panel. It is advisable to use the *Webasto* heater when in need of a heater and to use the *Dometic* air-conditioning for the hotter environments.

NOTICE

Do not run the air-conditioning for longer than 3 hours on battery supply only.

WARNING

A water system component failure can cause a flooding or drowning hazard which can cause death or serious injury. Maintain all water system components and keep seacocks closed during periods of inactivity.

The *Dometic* air conditioning unit is powered by the 220V Combi Gamma switchboard. This means it can be used even if there is no shore power available. As the use of air-conditioning is a high power consumer the unit should be used for no longer than three (3) hours on battery power before charging batteries by means of shore power or engines alternators again.

The air-conditioning unit is operating with the use of sea cooling water provided by its own dedicated sea cooling water pump situated in the technical area as well. A sea suction filter is installed and should be checked and cleaned regularly. Suction of seawater is not possible if the boat is sailing at full speed as the suction entrance might not reach the water due the hull being lifted.

NOTICE

To prevent damage on the air-conditioning, clean the strainer regularly and be sure of the seacock being open before starting up.

Air-conditioning installations have there own specific maintenance procedures and schedules to follow and therefore you should revert to the manufacturer manual supplied.

6 FLOODING AND STABILITY

6.1 Openings in the hull

The engine room is naturally ventilated by air-inlets which are located in the aft side of the hull.

CAUTION

Do not drive the boat with open hatches. Keep the hatches in closed position when the craft is underway.

In the hull of the craft four (4) portholes are placed which can be opened. In the front deck an escape hatch is situated to provide emergency exit from the owners' cabin. Two (closable) ventilation openings are situated on the front deck. Keep portholes, hatches and ventilation openings closed when in rough weather or at planning speed. Also the tent cover over the salon should be closed in rough weather.

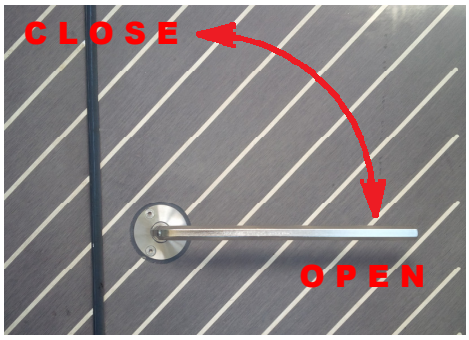
There are six (6) overboard draining openings in the hull above the waterline. They are: bilge pump overboard (2x), Shower drain pump, bathroom sink drain, and galley sink drain and airco sea cooling water overboard. See layout plan for exact locations.

Under water there are two seacocks located. One for black water overboard which should be kept closed at all times and one sea cooling water intake for air-conditioning cooling.

The engine compartment hatch is situated in the cockpit and should remain closed at all times. Opening and closing can be done with the provided Allen key.

Engine compartment hatch

Allen Key



Turning direction - open – close -

6.2 Stability and buoyancy

Keep in mind that:

- Bilge water should be kept to a minimum.
- Stability is reduced by any weight added in a high place.
- At all times hatches and lockers should be closed to minimize the risk of flooding.
- Stability may be reduced when towing or lifting heavy weights.

Changes in the vertical position of the masses aboard (for example, radar equipment, change of engine, excess bilge water), breaking waves, towing of excessive mass can significantly affect the stability of the craft.

WARNING

Breaking waves are a serious stability hazard.

WARNING

STABILITY HAZARD

Do not alter, drill into or make eventual changes to any structure that can affect the stability or buoyancy of the craft without the written authorization of the craft builder.

7 SAFETY AND EQUIPMENT

7.1 Bilge pump system

NOTICE

The bilge pump system is not designed for damage control.

Water will enter the boat for a number of reasons, including heavy seas, strong storms and long periods of rain. The bilge area is the deepest part of the hull and where the water settles.

The bilge pumps are located in the lowest part of the craft. One is situated in the technical area and one is located in the engine compartment. As the pumps are important safety devices, it is important to regularly check that they are working in the proper manner.

Bilge pump one (1) is located in the technical area underneath the boiler at mid ships. This pump is using the electricity from the service batteries and will not be operable when the service batteries are isolated. Bilge pump two (2) is located in the engine compartment underneath the flooring at the mid ship. This pump is powered by the starboard side start battery and will always be operable even when the battery switch is switched off.

WARNING

Always make sure the bilge pumps are in good working order. Never operate or leave the boat unattended without proper working bilge pumps.

7.1.1 Checking/maintenance of bilge pumps

Checking the automatic operation should be done monthly to ensure the boat is always protected from flooding. To check, manually flick the floating switch (located directly next to the pump) upwards so that the bilge pump starts running. Always make sure the floating switch is unobstructed. If the pumps are not starting, make sure the circuit breaker is switched on and that the fuse for bilge pump number two (2) is not blown. In the case that no visible problems can be found, it is necessary to call a professional marine technician to assess the problem.

NOTICE

Check the function of all bilge pumps at regular intervals. Clear pump inlets from debris.

7.2 Required safety equipment

As the owner of the craft, obtaining and maintaining necessary safety equipment is your responsibility. The required safety equipment you must have onboard can vary by region or body of water.

7.3 Recommended safety equipment for boating offshore:

- Medical first aid kit.
- 6 Life jackets.
- Required fire extinguishing equipment.
- Life buoy and safety line.
- Life-raft.
- (Bearing)Compass.
- Binoculars.
- Pyrotechnic Signal Kit
- Emergency position indicating radio beacon (epirb).
- Manual bailing device (bucket, hand pump, etc).
- Mooring lines and fenders.
- Spare flashlight and batteries.
- Spare fuses.
- Emergency VHF radio.

7.4 Life jackets

A life jacket can save your life, but only if you wear it. Always wear lifejackets when the craft is underway. Keep jackets in a directly accessible place, not in a closed compartment or stored under other gear. In addition, throw able flotation devices must be immediately available for use.

WARNING

Failure use life jackets in an emergency can cause death or serious injury. Make sure the boat is equipped with the proper number and type of life jackets.

IMPORTANT
Do not wear a life jacket inside closed compartments inside of the boat!

Inform all passengers and crew members of the location of safety equipment, man over board recovery equipment and the location of the ladder.
Check the condition of the life jackets regularly. Try on life jackets before heading out on the water and make adjustments for a comfortable fit. Read the label on the life jacket and follow the instructions exactly.

DANGER

Never open the engine room hatches when a fire is detected.

7.5 Life raft

If regulations require you to carry a life raft, always stow the life raft in its intended location, in a canister or valise to protect it from the elements.
The designated storage area for a life raft is in the cockpit. Always follow the manufacturer's instructions for deployments and maintenance.

DANGER

NEVER:
- Stow combustible material in the engine space.
- Modify any of the craft's systems.
- Smoke while handling fuel.
- Obstruct portable fire extinguishers stowed in lockers.
- Obstruct safety controls, fuel valves, switches etc.

7.6 Fire fighting equipment

Approved fire fighting equipment is required on most boats. Keep all fire fighting equipment readily accessible. All passengers or crew members should know the location and operating procedure of all fire fighting equipment/systems.
The locations on Esquire are:

- Foam Fire Extinguisher Aft cabin port side cupboard.
- Automatic extinguisher in the engine compartment
- Fire blanket in galley sink cupboard.

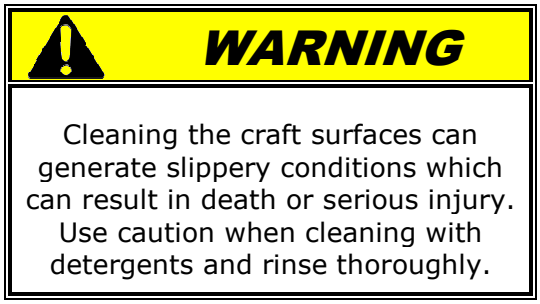
8 MAINTANANCE

8.1 Salt water worrosion

The entire boat should be rinsed with fresh water regularly after use in salt water. If the boat is used primarily in salt water, wax the hull monthly and apply corrosion inhibitor to all hardware.

8.2 Cleaning

Routine, periodic cleaning will keep the surface of your boat looking its best. Special cleaning products to remove mildew are available from most of the shops that deal in marine products. Boats left outdoors will gradually deteriorate from exposure to sunlight, water, dust and chemicals in the air.



When washing your boat, be sure to use a mild detergent and warm water solution. DO NOT use abrasive cleaners, solvents, ammonia or chlorine, because these will damage coat surface. DO NOT apply wax to textured or normally used portions of the floor, deck or gunwales. Under extreme conditions, special cleaners may be used to remove marine growth such as scum or algae from the hull.

8.3 Bottom maintanance

Any build-up of marine life from water will create drag and affect the boat's performance and efficiency. Never use wire brushes or scouring pads on the bottom of your boat. Small scratches can accumulate dirt and scum.

8.4 Upholstery

Regular washing with mild detergent, warm water or automotive vinyl cleaners is sufficient to keep the silverguard coverings in good condition. Keep the cushions from becoming soaked and dry them off thoroughly after washing to prevent mildew accumulation. Prop cushions up in the boat to allow air circulation and spray them with a mildew repellent.

IMPORTANT
Certain automotive, household and industrial cleaners can cause damage and discolouration. Solvents and dry-cleaning fluids or products that contain dyes such as waxes should be used with caution.

8.5 Bilge and pump

Electrically-operated bilge pumps are subject to malfunction and are no substitute for frequent inspection of the bilge, especially during periods of long rain, high seas or storm conditions. It is also important to keep the bilge clean as a safety precaution.

Check the bilge pump(s) regularly to make sure the inlet screens are clear of debris. Debris can clog the screen or become lodged in the bilge pump impeller, which can cause the pump to malfunction. Inspect all clamps and hoses for tightness on a regular basis.

Follow the bilge pump manufacturer's routine inspections and maintenance. Keep a bucket or a bailer on-board in the event of bilge pump failure. Keep bilge water to a minimum.

IMPORTANT
Bilge pumps and bilge pumping systems are not designed for damage control. Check the function of all bilge pumps at regular intervals. Keep inlets free from debris.

IMPORTANT
Do not discharge oil or cleaners into the water.
Refer to ENVIRONMENTAL CONSIDERATIONS.

8.6 Acrylic surfaces
The surfaces of the galley cupboard, salon cupboard, chart storage and the windscreen on top of the salon are made of acrylics. Acrylic surfaces are susceptible to scratching. When cleaning, always apply clean, lukewarm water and wipe with a soft, lint-free cloth. Do not use any aggressive or scrubbing cleaning products. If in need of soap preferably use soapy water with dishwater detergent.

8.7 Stainless steel
Stainless steel is not totally resistant to corrosion. Keep stainless steel hardware in top shape:

- Clean all stainless steel hardware frequently with soap and water. Never use coarse abrasives like steel wool, acids or bleach on stainless steel.
- Remove rust spots as soon as possible with a chrome or brass polish.
- Use a good quality car wax to protect stainless steel hardware.

Periodically inspect your boat for tightness and fit of screws, bolts, clamps and fittings.

8.8 Esthec® composite decking
For maintenance and treating of the cockpit and swimming platform decking you should follow up the factories instructions. Esthec documentation is supplied

8.9 Toilet
Refer to manufacturer's manual for proper care and operation information. Do not allow guests to place rags, sanitary napkins or hard, solid objects in the toilet.

8.10 Black water tank
The craft has a waste holding tank installed. There is an odour filter installed in the tank vent line that should be replaced yearly. The filter element is available at any Vetus dealership. Various chemicals are available to control odours and help break down solids. Consult your marine dealer to determine the best product to use. After the holding tank is emptied, fill tank with fresh water and pump it out again to rinse the tank.

IMPORTANT
Chemicals used to clean and deodorize during storage must be compatible for your holding tank system. The tank should be empty during storage, during long periods of non-use and at freezing temperatures. Overboard discharge of waste must only be done in approved areas and following the local regulations for discharging chemicals or waste.

There are many marinas that are certified to pump out your holding tank.

8.11 Galvanic corrosion

As the boat can be operated in salt, polluted, and brackish waters the hull is equipped with zinc anodes to prevent damage to metal parts coming in contact with the water. The anode is slowly eroded away by electrolytic action and requires periodic inspection for deterioration. If the zinc shows extreme erosion, it must immediately be replaced or it will cause damage to other metal parts. The stern drives are also protected by zinc anodes and must also be inspected regularly for deterioration.
The *Volvo* stern drives are also equipped with an active galvanic corrosion system which should be energized at all times while the boat is in the water. For maintenance refer to the engine manufacturer manual.

CAUTION

Never paint or coat zinc anodes or cathodes with any substance. Once covered, they do not provide protection from galvanic corrosion. Replace anodes if they have deteriorated 50% or more.
Repairs, removals and replacements
Do not attempt to make repairs unless you are certified to do so, have necessary authorized repair information, and use approved marine replacement parts.

8.12 Winter storage

Storage or winter lay-up requires special preparation to prevent damage to the boat. Without proper preparation, storage may cause rust or corrosion to metal parts, mildew damage to carpentry and upholstery, or freeze damage due to water inside components or pipes.
While the boat is out of the water make sure the batteries are fully charged and the active galvanic corrosion is switched off by taking out the fuses. Also bilge pump number two (2) should be manually switched off by taking out its fuse, located in the bilge pump switchbox in the engine compartment.
If you want to connect the boat to shore power while on shore there should be a jumper placed in the earth wiring of the earth separation transformer.

DANGER

While using shore power while the boat is not in the water, the boat will not be properly grounded to the electrical system on shore. Never apply shore power on shore without making the proper connection to the shores network earth.

Refer to the manual of the transformer to do this properly

8.13 Inspection

Visually inspect all hardware, clamps and fittings for tightness; all hoses, tanks, through-hulls and caulk for leakage; and all wiring for corrosion, fraying or other damage before launching the boat. Inspections must be performed at the start of the season and periodically during season.

9 ENVIRONMENTAL CONSIDERATIONS

As a boater, you already appreciate nature's beauty and the peace of the great outdoors. It is a boater's responsibility to protect the natural environment by keeping waterways clean.

Do not put anything in the water you wouldn't want to eat or drink!

Know the local laws for discharging holding tanks and refuse, and respect them.

9.1 Marpol treaty

The International Convention for the Prevention of Pollution from ships, commonly referred at as the *MARPOL Treaty* (MARine POLlution) prohibits the overboard dumping of all ship-generated plastics, chemicals, garbage and oil.

9.2 Fuel and oil spillage

The spilling of fuel or oil into our waterways contaminates the environment and is dangerous to wildlife. Never discharge or dispose of fuel or oil into the water; it is prohibited and you could be fined. There are two common, accidental types of discharge:

- **Overfilling the fuel tank.**
- **Pumping contaminated bilge water.**

Keep the bilge area clean from spilled fuel and oil. DO NOT store soiled rags on-board; dispose of them properly onshore.

9.3 Discharge and disposal of waste

Waste means all forms of garbage, plastics, recyclables, food, wood, detergents, sewage and even fish parts in certain waters – in short, nearly everything. We recommend you bring back everything you take out with you for proper disposal ashore.

For the proper disposal of black water, use an approved pump-out facility at your marina. Many areas prohibit the discharge of sewage overboard or even an operable overboard waste discharge. The circuit breaker of the black water pump should be switched of at all times and the sewage discharge overboard valve should remain shut.

9.4 Excessive Noise

Noise means engine noise, radio noise or even shouting. Many bodies of water have adopted noise limits. Music and loud conversation can carry a considerable distance on water, especially at night.

9.5 Exhaust Emissions

Increased exhaust (hydrocarbon) emissions pollute our water and air. Keep your engine(s) tuned and boat clean for peak performance. Consult your engine manual for information.

9.6 Paints

If your boat is kept in water where marine growth is a problem, the use of antifouling paint may reduce the growth rate. Be aware of environmental regulations that may govern your paint choice. Contact your local boating authorities for information.

9.7 Cleaning Agents

Household cleaners should be used sparingly and not discharged into waterways. Never mix cleaners and be sure to use plenty of ventilation in enclosed areas. DO NOT use products which contain phosphates, chlorine, solvents, non-biodegradable or petroleum-based products. Citrus-based cleaners are excellent for marine cleaning purposes and are safe for you and the environment.

10 LIST OF MANUFACTURER MANUALS

Box 1 – Propulsion & navigation

- Volvo Manual including Product bulletin
- Volvo Warranty & Service documents
- Manuals navigation & Dashboard Instruments
- Safety equipment documentation & manuals

Box 2 – Owners manual & safety

- Esquire Owners manual
- Schematics & drawings
- Safety equipment

Box 3 – Diverse

- Fuel tanks + hatches
- Sanitair equipment
- Heating
- Air-conditioning
- Esthec

Box 4 – Diverse

- Audio & Video
- Galley & bathroom equipment
- Electrical information

11 DECLARATION OF CONFORMITY

Declaration of Conformity of Recreational Craft with the Design, Construction and Noise Emission requirements of Directive 94/25/EC as amended by Directive 2003/44/EC

Name of craft manufacturer:	**DE WIT WORKBOATS**
Address:	**POLSLEATWEI 5**
Town:	**AKKRUM**
Post Code:	**8491 EK**
Country:	**NETHERLANDS**

Module used for construction assessment:	**A**
Module used for noise emission assessment:	**A**
Other Community Directives applied:	***No***

DESCRIPTION OF CRAFT

Craft Identification Number | **N** | **L** | **D** | **W** | **W** | **E** | **S** | **0** | **0** | **1** | **A** | **3** | **1** | **3** |

Brand name of the craft:	**Esquire**	Type of main propulsion:	**Diesel engine**
Type or number:	**35**	Type of engine:	**Inboard Stern drive**
Type of craft:	**Motorboat**	Deck:	**Open**
Type of hull:	**Mono-hull**	Length of hull [Lh]:	**10.71 m**
Construction material:	**Aluminium**	Beam of hull [Bh]:	**3.27 m**
Maximum Design Category:	**C**	Draught [T]:	**1.00 m**
Engine power max. recommended	**162 kW**		
Engine power installed:	**162 kW**		

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the craft manufacturer that the craft mentioned above complies with all applicable essential requirements in the way specified.

Name and function: Harm de Wit Signature and title: Director

Date and place of issue: **(yr/month/day) Akkrum, 2013 / 06 / 01**

Essential requirements ***(reference to relevant articles in*** Annex IA & IC of the Directive)	Standards	Other normative document/ methods	Technical file	Please specify in more detail (*: Mandatory Standards)
General requirements (2)	☒			EN ISO 8666:2002 *
Craft Identification Number – CIN (2.1)	☒			EN ISO 10087:2006 *
Builder's Plate (2.2)	☒	☐	☐	EN ISO 14945:2004
Protection from falling overboard and means of reboarding (2.3)	☒	☐	☐	EN ISO 15085:2009
Visibility from the main steering position (2.4)	☐	☒	☐	EN ISO 11591:2001
Owner's manual (2.5)	☒	☐	☐	EN ISO 10240:2004
Integrity and structural				
Structure (3.1)	☒	☐	☐	EN ISO 12215-5:2008
Stability and freeboard (3.2)	☒	☐	☐	EN ISO 12217-1:2002
Buoyancy and floatation (3.3)	☒	☐	☐	EN ISO 12217-1:2002, EN ISO 11812:2001
Openings in hull, deck and superstructure (3.4)	☒	☐	☐	EN ISO 12216:2002
Flooding (3.5)	☒	☐	☐	EN ISO 15083:2003
Manufacturer's maximum recommended load (3.6)	☒	☐	☐	EN ISO 14946:2001
Liferaft stowage (3.7)	☐	☐	☒	Specified in Technical File
Escape (3.8)	☒	☐	☐	EN ISO 9094-1:2003
Anchoring, mooring and towing (3.9)	☒	☐	☐	EN ISO 15084:2003
Handling characteristics (4)	☐	☐	☒	Specified in technical file
Engines and engine spaces (5.1)				
Inboard engine (5.1.1)	☐	☐	☒	Specified in technical file
Ventilation (5.1.2)	☐	☐	☒	Specified in technical file
Exposed parts (5.1.3)	☐	☐	☒	Specified in technical file
Outboard engine starting (5.1.4)	☐	☐	☐	N/A
Fuel system (5.2)				
General – fuel system (5.2.1)	☒	☐	☐	EN ISO 10088:2001
Fuel tanks (5.2.2)	☒	☐	☐	EN ISO 21487:2006
Electrical systems (5.3)	☒	☐	☐	EN ISO 10133:2000 EN ISO 13297:2000
Steering systems (5.4)				
General – steering system (5.4.1)	☐	☐	☒	Specified in technical file
Emergency arrangements (5.4.2)	☐	☐	☐	N/A
Gas systems (5.5)	☒	☐	☐	EN ISO 10239:2008
Fire protection (5.6)				
General – fire protection (5.6.1)	☒	☐	☐	EN ISO 9094-1:2003
Fire-fighting equipment (5.6.2)	☒	☐	☐	EN ISO 9094-1:2003
Navigation lights (5.7)	☒	☐	☐	COLREGS 1978
Discharge prevention (5.8)	☒	☐	☐	EN ISO 8099:2000
Annex I.B – Exhaust Emissions	See the Declaration of Conformity of the engine manufacturer			
Annex I.C – Noise Emissions[1]	☐	☐	☒	N/A
Noise emission levels (I.C.1)	☐	☐	☒	N/A
Owner's manual (I.C.2)	☐	☐	☒	N/A