



36 Cryers Rd
Auckland
2013
New Zealand

Owner's Manual

Smart Wave 4200

Please keep this manual in a secure place and hand it over to the new owner when you sell the craft.

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

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1 WELCOME

Congratulations on becoming the new owner of a: Smart Wave 4200

Make sure you receive a full explanation of all systems from the person transferring ownership to you.

1.1 Boating Experience

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, ensure that you obtain handling and operating experience before assuming command of the craft.

Any boat dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors

Regardless of the craft's seaworthiness and its certified design category, protection from freak sea and wind conditions cannot be guaranteed. Beware of offshore winds and currents. The ability, experience and fitness of the crew, therefore, should be taken into consideration before making any voyage.

1.2 Responsibility

It is the boat owner/operator's responsibility to:

- 1 Know the limitations of your boat;
- 2 Follow the rules of the road;
- 3 Keep a sharp lookout for people and objects in the water;
- 4 Ensure that the anticipated wind and sea conditions will correspond to the design category of your boat and that you and your crew are able to handle the boat in these conditions;
- 5 Never sail when the operator is under the influence of drugs or alcohol;
- 6 Be aware of the crew/passenger's safety at all times;
- 7 Ensure all crew receive suitable training, particularly with regards to location and operation of safety equipment;
- 8 Reduce speed when there is limited visibility, rough water, people in the water nearby, boats, or structures;
- 9 Ensure the craft is properly maintained at all time;
- 10 Have the craft inspected by qualified personnel at regular intervals and whenever a cause for concern is raised; and
- 11 Ensure compliance with all legislation in place in the area of operation. These may include requirements for the carriage of life saving equipment, licensing of the helmsman and respect for the environment.

2 ABOUT THIS MANUAL

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft; the equipment supplied or fitted its systems and information on their operation. Please read it carefully and familiarise yourself with the craft before using it. Ensure that everyone who will operate the vessel reads this manual before setting out.

This manual complies with the EU Recreational Craft Directive (RCD) and should not be perceived as an exhaustive guide to the vessel. A manual is not a replacement for experience and common sense!

2.1 Original Equipment Manufacturer (OEM) Manuals

This manual includes important fundamentals regarding equipment supplied by other manufacturers. More detailed information regarding such equipment can be found in manuals provided by the OEM.





A list of these manuals is given here:





Outboard engine

Batteries






2.2 Safety Labels

The craft and this manual show symbols which advise the owner/operator and crew of imperative safety precautions to follow when operating and/or servicing equipment. The following symbols may be found on your craft. They should be respected at all times.

| | |
|---|---|
|  | Hazard - usually followed by text description (see following section) |
|  | Electrical Hazard |
|  | Fire Hazard |
|  | Location of fire extinguisher |

| | |
|--|---|
|  | Read the Owners Manual |
|  | Fuel fill point: letter 'D' denotes suitability for 'diesel fuel' |
|  | Sling position for safe lifting of the vessel |
|  | Dedicated discharge opening for extinguisher |

2.3 Explanation of Hazard Warnings

| | | |
|---|-------------|---|
|  | Danger | Denotes an extreme intrinsic hazard exists which would result in high probability of death or irreparable injury if proper precautions are not taken. |
|  | Warning | Denotes a hazard exists which can result in injury or death if proper precautions are not taken. |
|  | Caution | Denotes a reminder of safety practices or directs attention to unsafe practices which could result in personal injury or damage to the craft or components. |
|  | Information | Denotes useful or important facts or suggestions that can greatly enhance safety and efficiency of operations. |
|  | Caution | Do not remove or obstruct any safety label. Replace any label which becomes illegible. |

3 GENERAL ARRANGEMENT



3.1 Boat Identification & CE Marking Classification

| | | | | | |
|--|--|---|---|---|---|
| Type of Boat | Smart Wave 4200 Production Series | | | | |
| Manufacturer's Craft Identification Number | NZ-SMW00000B818 | | | | |
| Name of Boat Manufacturer | Galloway International Limited | | | | |
| RCD Design Category | | A | B | C | D |
| Maximum recommended number of people | adults | | | | 5 |

1 RCD = EU Recreational Craft Directive (2013/53/EU)

2 See table in section

3 For maximum weight limit see: 3.2.3

3.1.1 RCD Design Category Explanation

This vessel carries the CE marking (shown here) to indicate that it complies with the EU Recreational Craft Directive. It has been assigned the Design Category explained below:



A watercraft given design category D is considered to be designed to operate in typical steady winds of Beaufort force 4 or less and the associated significant waves heights of up to 0,3 m and occasional waves of 0,5 m height. Typically such conditions might be encountered on sheltered inland waters, and in coastal waters in fine weather. Depending on atmospheric conditions, winds can gust to about 12 m/s.

3.2 Principal Dimensions

3.2.1 Hull Size

| | | | |
|-----------------------|-----------|--------|-------|
| Length of Hull | L_H | 4.284 | (m) |
| Length on waterline | L_{WL} | 3.334 | (m) |
| Length - max. overall | L_{MAX} | 4.480 | (m) |
| Beam of hull | B_H | 1.930 | (m) |
| Beam on waterline | B_{WL} | 1.665 | (m) |
| Beam - maximum | B_{MAX} | 1.930 | (m) |
| Deadrise Angle | β | 17.410 | (deg) |
| Freeboard fwd | F_F | 0.547 | (m) |
| Freeboard amidships | F_M | 0.547 | (m) |
| Freeboard aft | F_A | 0.547 | (m) |
| Maximum draft | T | 0.600 | (m) |

3.2.2 Maximum Recommended Power

Power measurement to EN ISO 8665 Marine propulsion engines and systems - Power measurements and declarations

| | | |
|------------|----|---------------|
| Horsepower | 50 | (hp) (metric) |
| Kilowatts | 37 | (kW) |

3.2.3 Weights

All weights in kilograms (kg)

A 'maximum load' has been used for assessing stability and buoyancy, comprising:

| | |
|---------------------------------------|--------|
| Maximum Recommended Load (ISO 14946) | 425 kg |
| Essential safety equipment & liferaft | 13 kg |


| | |
|-----------------------------------|--------|
| Maximum Number of Persons | 375 |
| Baggage & other carry on weights | 50 |
| Heaviest allowable outboard motor | 90 |
| Max Load as on Builder's Plate | 515 kg |

| | |
|---|--------|
| The boat in the 'empty craft condition' has a mass of | 220 kg |
| Unladen weight (lightcraft) without engine | 249 kg |
| Weight Fully Laden | 764 kg |

4 SYSTEMS DESCRIPTIONS

4.1 Bilge Pumps

Information This boat is not fitted with any bilge pumps.
It is recommended that a bailer/bucket is carried aboard for emergency bailing purposes. Ensure the bucket is protected against accidental loss.

| | |
|--|---|
|  Warning | Never use flammable solvents (i.e. kerosene) for bilge cleaning, however oily it becomes. |
|--|---|




4.2 Electrical System

ALWAYS.....

- Check battery and charging system condition before going to sea
- Disconnect and remove the battery when the craft is in winter storage (cold weather areas) or long term storage

NEVER.....

- Work on the electrical installation while the system is energised;
- Modify the craft's electrical system or relevant drawings: installation, alterations and maintenance should be performed by a competent marine electrical technician;
- Alter or modify the rated current amperage of overcurrent protective devices;
- Install or replace electrical appliances or devices with components exceeding the rated current amperage of the circuit;
- Leave the craft unattended with the electrical system energised, except automatic bilge-pump, fire protection and alarm circuits.

| | |
|--|--|
|  Danger | Petrol vapour can explode. Only fit ignition protected, marine parts to replace such items as starters, distributors, alternators, generators, etc. |
|  Warning | Do not use jump leads in the petrol engine/tank space or carry out any activity that could create sparks. |
|  Warning | Protective terminal covers, such as rubber boots on electrical connections, must be in place at all times except when servicing equipment. |

4.2.1 DC System

Description

The direct current (DC) electrical system derives its power from the series of batteries listed below. The batteries supply the components listed in tables below which show the settings of the overload protection breakers/fuses.

Refer to the wiring diagrams at the back of the manual for further details.

The DC system consists of the following circuits:

| Battery Bank | Voltage | Rating | Battery Location | Disconnect Switch |
|---------------|---------|--------|-------------------------------|------------------------|
| Start Battery | 12V | 80 | Aft locker (under seat's lid) | Outside battery locker |

The battery selector switch is located at:

Outside battery's locker



Main DC Panel Board Location:

Helm Console

Removal of Batteries

To remove the battery cables:

- 1 Turn off all items drawing power from the battery.
- 2 Turn the battery switch to the OFF position
- 3 Remove the negative cable first, then the positive cable. To replace the cables, first replace the positive cable, then the negative.

| | | |
|---|---------|--|
|  | Caution | Ensure that the battery space is well ventilated at all times. |
|  | Caution | When charging and (dis)connecting a battery ensure that no water or metal objects can contact the terminals. |

Battery Disconnection

Battery selector switch location:

Outside battery's locker


Disconnect switch location(s):

See table of batteries on previous page.

Information

Batteries should be disconnected when not in use and especially while the boat is unattended.

Essential service such as electric bilge pumps are wired directly to the batteries and will run even if the battery disconnect switch is open.

| | | |
|---|---------|--|
|  | Caution | Do not disconnect all batteries while the engine is running; alternator and wiring damage could occur. |
|---|---------|--|

Battery Maintenance

1. Check the fluid levels in the cells (if appropriate for the battery type) approximately every 4 weeks, and weekly in summer and hot zones.
2. The fluid level must be between the lower and upper markings.
3. Replenish only with distilled water. Do not use metal funnel.
4. Coat battery terminal clamps with silicone grease.
5. Keep batteries clean and dry.
6. The life of some battery types is shortened if drained to zero charge. It is recommended that a battery not be discharged more than 50 percent. If the battery does become run down, recharge it as soon as possible.
7. Running the engine to recharge the battery may not be effective. The alternator only creates charging power at higher engine speeds, idling for long periods will not generate enough power to recharge the battery.
8. If you need to charge a battery, use only a battery charger designed to charge automotive/marine batteries. Use charger only when batteries are disconnected from the boat's electrical circuit. Follow the charger instructions.
9. If your boat will not be used for several weeks remove the batteries from the boat and connect them to a charger.





4.4 Steering System

Information The boat's steering system has the following components:

Steering Hardware: Wheel
 Turning device: Drive unit
 Mechanism: Direct link/Flexible cable


The craft is fitted with the following steering position(s):

Helm center console or outboard Tiller

| | | |
|---|---------|--|
|  | Caution | Refer to the system manufacturer's documentation for information pertaining to the steering gear. |
|  | Caution | All components of the steering system must undergo periodic inspection & maintenance to ensure safe operating conditions. Refer to the maintenance section of this manual for further details. |
|  | Warning | Failure of the steering system will cause loss of control of your boat. Any change in steering such as looseness, tightness, binding, etc., must be checked immediately by a qualified person. |
|  | Caution | A kill-chord is provided at the helm so that the engine will cut-out when pulled. The helmsman should connect him/herself to the kill-chord when the engine is running. |

5 PRE-LAUNCH OBSERVATIONS



5.1 Recommended Safety Equipment

| | | |
|---|---------|--|
|  | Caution | The sea can be unpredictable. Be prepared by carrying the following equipment, as a minimum, at all times. |
|---|---------|--|






- 1 Life jacket or buoyancy aid for each person
- 2 Appropriate weatherproof clothing
- 3 Compass
- 4 Charts
- 5 Anchor and line
- 6 At least 2 warps - see section 6.4
- 7 First aid kit including compress and thermal blanket
- 8 Bucket
- 9 Distress flares
- 10 VHF radio
- 11 Binoculars
- 12 Knife in protective sheath
- 13 Drinking water

5.2 Risk of Loss of Stability




The stability and buoyancy of this boat has been assessed on the basis of the weights specified in section: 3.2.3

| | | |
|---|---------|--|
|  | Warning | The boat should never carry more than the manufacturer's recommended load. The load should be suitably distributed, bearing in mind that stability is most significantly reduced by any weight added high up in the boat |
|  | Caution | Stability can also be adversely affected by sloshing fluid. Bilge water should be kept to a minimum |

| | |
|-------------|--|
| Information | This boat has been assessed as being capable of supporting the crew even when swamped. |
|-------------|--|


| | | |
|---|---------|---|
|  | Warning | Loose equipment can cause damage to the craft and affect stability. Ensure all loose equipment is properly stowed before setting out. |
|  | Caution | The stability of this boat is significantly reduced at speeds above displacement speed. |
|  | Caution | Stability may be reduced when towing or lifting heavy weights using a davit or boom. |
|  | Caution | Compartments marked as being air tanks should not be punctured. |
|  | Caution | Breaking waves are a serious stability hazard |

5.6 Risk of Flooding

| | |
|---|--|
|  Caution | The following openings are marked "WATERTIGHT OPENING - KEEP SHUT WHEN UNDER WAY" and care should be taken to observe this warning: 1. Drain plug |
|  Caution | In rough weather, hatches, lockers and companionway/doorways should be closed to minimise the risk of water ingress. |
|  Caution | Ensure all limber holes are clear |

5.7 Risk of Fire

Information Always keep the bilges clean and check for fuel regularly

| | |
|---|--|
|  Information | NEVER <ul style="list-style-type: none"> • obstruct portable extinguishers in lockers • obstruct safety controls (shut off valves, switches) • modify craft's systems, especially fuel. • fill any fuel tank whilst machinery is running • smoke while handling fuel or gas • use gas lights in craft |
|---|--|

5.8 Risk of Falling Overboard

Information The working deck is the area of the boat that is safe for use at all times. Areas outside the specified working deck should only be used whilst leaving or arriving at a mooring or whilst the boat is not underway.

On this boat, the working deck area is defined as:

cockpit

For maximum weight limit see: 3.2.3

For crew area limits, see section: 5.2

6 NAVIGATION & OPERATION

6.1 Use of Engines

The craft is fitted with the following motive power:

Engine 4 stroke spark-ignition

Outboard engine will be delivered by the owner, but the DOC is only valid if the brand is with CE mark according RCD II - 2013/53/EU Emission

Propeller depend




Information

Before starting the engine:

- Check the bilge water level.
- Ensure that ventilation openings are clear to prevent overheating
- Ensure there is sufficient fuel for the anticipated journey - including a margin for contingencies.





Take care not to damage fuel lines and check regularly that they are in good condition

Avoid placing flammable materials on or near hot parts.

| | | |
|---|---------|---|
|  | Danger | If a fuel leak or fumes are detected, do not start the engine. Ensure all crew leave the boat and have a qualified person repair the fault as soon as possible. |
|  | Warning | Controls installed with the motor must have a start-in-gear protection device. It is the owner's responsibility to ensure this is so, should the engine or its controls be repaired/replaced. |
|  | Caution | So as to avoid high-speed moving parts, never run a motor with the cover removed. |

6.2 Handling Characteristics

| | | | |
|-------------|---|----------|---------|
| Information | This craft is primarily intended to be supported by a combination of buoyancy and planing forces | | |
| Information | Maximum engine power: | 37 kW | 50 hp |
| Information | Maximum speed: | 27 knots | 50 km/h |
| Information | Periodic inspection of the propeller for excessive wear or damage is recommended in order to maintain peak performance and to maximise the longevity of the engine. | | |
| Information | Ensure all crew are informed about the craft's behaviour. | | |
| Information | Before conducting any rapid acceleration or high-speed manoeuvres, passengers must be warned to sit and hold-on. | | |
| Information | The helmsman may have to take sharp avoiding action at any time. Passengers should, therefore, be seated and holding-on when underway. | | |

| | | |
|---|---------|--|
|  | Warning | Manoeuvrability at high speed is limited. Sudden turns may cause loss of control. Reduce speed before making sharp turns in either direction. Max. speed recommended for making sharp turns: 18 knots |
|  | Caution | Seaways are infinitely variable and all craft can meet conditions that will challenge the boats handling characteristics and/or the helmsman's ability. Proceed with a margin for error at all times. Avoid making sharp turns at speed, particularly in a short seaway. |
|  | Caution | It is strongly recommended that helmsmen receive adequate training in boat handling before setting to sea for the first time. |
|  | Caution | Be aware that factors such as altitude, temperature, load, and bottom growth may affect performance. |

6.3 Visibility from the Main Steering Position

Information

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

- Propulsion engine trim angles
- Loading and load distribution
- Speed
- Rapid acceleration
- Transition from displacement to planing mode
- Sea conditions
- Rain and spray
- Darkness and fog
- Persons or movable gear in operator's field of vision




The international regulations for preventing collisions at sea (COLREG's) and the rules of the road require that a proper lookout be maintained at all times and observance of right of way. Make certain no other vessels are in the path before proceeding.

6.4 Anchoring, Mooring & Towing

Information

It is the owners / operators responsibility to ensure that the mooring lines, towing lines, anchor chains, and anchors are adequate for the vessel's intended use. Owners should also consider what action will be necessary when securing a tow line on board.


Breaking strength of forward strong point: 46.3 kN = 4.7 tonnesf = 4715 kg

| | | |
|---|---------|---|
|  | Caution | The breaking strength of lines / chains should not exceed 80% of the breaking strength of the strong point to which it is attached. |
|  | Caution | Always tow or be towed at slow speed. Never exceed the hull speed of a displacement craft when towing or being towed. |
|  | Caution | A tow line shall always be made fast in a way that it can be released when under load. |

Information

When at anchor, it is damaging to leave the full load of the boat resting on the windlass. It is recommended that the chain be tied onto a local strong point.

6.5 Filling With Fuel


| | |
|--|---|
|  Caution | Never smoke when refuelling, or inspecting or working with the fuel system. |
|--|---|

Information

For locations of filler caps, see: 3.2.3

Use the following procedure for filling tanks:

- Remove portable tank(s) from the craft for filling ashore.
- Open the filler cap & start filling the tank.
- Check the contents of the tank by monitoring the tank level indicator
- Don't fill the tank to its maximum: allow for expansion
- Close deck fittings tightly, but don't over-tighten since this will damage the rubber o-rings
- (make an entry in ship's log)



| | |
|--|---|
|  Caution | Fuel is considered chemical waste. Keep an absorbing cloth close by when filling tanks. |
|--|---|

7 MAINTENANCE

Regular inspection and maintenance is an essential activity to ensure the boat's longevity and the crew's safety.

This section includes a generic table which details typical inspection and maintenance intervals. This is not specific to your craft and some sections will not apply.


The necessary frequency of service or maintenance depends upon the environment in which the boat operates. The intervals listed in this section should be viewed as maximums.

| | | |
|---|---------|--|
|  | Caution | Modifications that may affect the safety characteristics of the craft should be assessed, executed and documented by competent people. |
|  | Caution | Any change in the disposition of the masses aboard may significantly affect the stability, trim and performance of the boat |


KEY: X - Activity required Y - Activity required by qualified individual


| | | INTERVAL | | | | |
|---------------------|---|---|----------------------|-----------------------|------------------------|------------------------|
| Item | Required Maintenance/Service | Before Every Use | After First 20 Hours | Every 25* Or 50 Hours | Every 50* Or 100 Hours | Every 6 mnth or Annual |
| Miscellaneous | | | | | | |
| Battery | Check water level | X | X | X | | |
| Bilge Area | Clean & limber holes free | | | | | X |
| Bilge Blowers | Hose connections tight | | | X | | X |
| Bilge drain plug | Installed and tight | X | | | | |
| Zinc anodes | Check and replace | As needed | | | | |
| Hull | Check for loose, damaged or missing parts | Whenever out of the water and always after striking an object | | | | |
| Controls | | | | | | |
| Steering | Check for proper operation | | | | | Y |
| Throttle | Lubricate. Include all shift linkage and pivot points | | X | | X | X |
| Electrical | | | | | | |
| Connections | Check for looseness | | | | | Y |
| Engine | | | | | | |
| Alarm | Check | X | | | | |
| Cooling System | Check for leaks with engine running | X | | | | |
| Crank vent system | Clean | | X | | X | |
| Drive belts | Check for wear | X | | | | |
| Flame Arrestor | Clean | | X | | X | |
| Fuel Filter | Replace | | | | X | |
| Mounts (Fasteners) | Tighten | | X | | | X |
| Oil and Filter | Replace | | | | X | X |
| Oil Level | Check | X | | | | |
| Propeller | Inspect for damage | Always after striking object | | | | |
| Fuel System | | | | | | |
| Connections & Lines | Check for leaks & wear | X | X | X | | |
| Tanks | Check for leaks & tightness of connections | X | X | X | | |
| Exterior | | | | | | |
| Topside & Supplies | Check for loose, damaged or missing parts | | | | | X |

7.1 Maintaining the Electrical System

| | | |
|---|---------|---|
|  | Warning | Work on electrical wiring can create shock hazards or sparks. |
|---|---------|---|

Always disconnect power sources and shut off battery switch, breakers and/or pull fuses before checking electrical wiring or connectors.

| | | |
|---|---------|--|
|  | Caution | To prevent arcing or damage to the alternator, always disconnect battery cables before doing any work on the engine's electrical system. |
|---|---------|--|

| | | |
|---|---------|---|
|  | Caution | Power feeds for accessory equipment must not be taken from the voltmeter terminals. |
|---|---------|---|

Information

Check all wiring for proper support.

Check all wiring insulation for signs of fraying or chafing.

Check all terminals for corrosion - corroded terminals and connectors should be replaced or thoroughly cleaned.

Tighten all terminals securely and spray them with light marine preservative oil.

7.2 Winter Storage

Your boat and the systems and fittings on board can be damaged if they are not properly prepared for the winter.

You should refer to the advice given in the various handbooks supplied with this manual. In addition to this you should, for example, consider the following:

- Remove, charge and store the batteries in a warm & dry ventilated place
- Grease the appropriate steering gear components
- Ensure the engine cooling water has the correct proportion of anti-freeze
- Take away any removable delicate on board electrics and electronics
- Check and protect all the systems on the boat
- Remove all water from the craft and protect it from rain
- Ensure deck drains are clear
- Check the sacrificial anodes and replace as necessary


8 ENVIRONMENTAL AWARENESS

The previous sections of this manual provide information on how to protect the boat and its crew from the environment. This section gives information on how the environment may be protected from the boat and its crew.

The environment should be understood as including one's neighbours as well as the world of plants and animals.

In many regions of the world, there are strictly enforced regulations regarding environmental protection. It is the responsibility of the owner/operator to be aware of applicable regulations and to ensure compliance with them.

8.1 Leakage of Petrochemicals

| | | |
|---|---------|--|
|  | Warning | Any oil must be treated as chemical waste. |
|---|---------|--|


ALWAYS: Investigate the source of any oil leaks as soon as possible.

Dispose of recovered spilt oil correctly.


Have oil-absorbing cloths or rolls on board.

NEVER: Dispose overboard of any oil, paint or other chemical that is potentially harmful to the environment. Sanctions are in place in most parts of the world for those who disregard this rule!

8.2 Black & Grey Water

| | | |
|---|---------|--|
|  | Warning | The discharge of effluent into navigable waters is forbidden by law in many areas. If such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water, violators may be subject to a penalty. It is the responsibility of the boat user to ensure that they are aware of local legislation regarding discharge |
|---|---------|--|

8.3 Household Waste

| | | |
|---|---------|---|
|  | Warning | When at sea for periods longer than space allows onboard storage of waste, only jettison organic waste. |
|---|---------|---|

ALWAYS Retain any household waste until it can be properly disposed of ashore.

8.4 Noise

NEVER


Make excessive noise. Most people take to the water for relaxation which is ruined by noise.

Run the engine or generator unnecessarily.

8.5 Wash / Waves

ALWAYS

Adapt your speed to the water in which you are navigating. Consider the comfort and safety of other (particularly small) boats around you.

| | | |
|---|---------|--|
|  | Warning | Be aware that in some areas speed restrictions are in place to avoid erosion of banks/coastline. |
|---|---------|--|