



Congratulations. You are now the owner of a Nimbus, built and designed to the very highest standards of safety and quality. The purpose of the Owner's Manual is to ensure you and your crew enjoy your Nimbus and handle the boat safely and confidently. This Manual gives you information on your Nimbus's practical management and basic maintenance - including technical data and descriptions of the systems and equipment installed. We advise that you read it carefully and familiarize yourself with the boat in every detail before you start using it.

The owner's manual is not meant to be a guide to boating safety and seamanship. If this is your first boat, or you are changing to a different or unfamiliar type, ensure you obtain adequate, practical boat - handling knowledge and operating experience before assuming command, for your own comfort and safety. Your dealer, national sailing federation or organization, or yacht club can recommend sailing and boat handling courses with competent, licensed instructors in your area.

Before any trip in your Nimbus, ensure that the anticipated wind and sea conditions match the Design Category capabilities of your boat, and that you and your crew are confident and competent to handle the boat in these conditions. Even when your Nimbus is categorized for sea and wind conditions corresponding to Category B and to the top end of Category C, you are always open to the hazards of the freak wave or gust. These dangerous conditions require a competent, fit and properly trained crew to operate a well - maintained boat confidently and safely.

This Owner's Manual is a general guide only, not a detailed maintenance or trouble - shooting handbook. In case of any mechanical or maintenance difficulty, always refer to the boat - builder [Nimbus Boats Sweden AB], your local agent or representative. All maintenance and repairs should be carried out by qualified, experienced boat yards or workshops. We advise against

恭喜! 您现在成为 NIMBUS 的船主了, 拥有这在安全和品质都是以最高标准来设计和建造的游艇。本手册的主要目的是让你和你的船员能够安全和自信地操纵和享受 Nimbus 游艇。本手册提供了有关您的 Nimbus 的实用管理和基本维护的资料-包括技术参数、系统介绍、设备安装等。我们建议, 你在开始使用 Nimbus 游艇之前, 请先详细阅读本手册, 熟悉了解游艇的相关信息。

本手册并非游艇的安全出海和航海技术的指南。如果这是你的第一艘游艇、或者这是你刚更换的不同类型的游艇、又或是你不太熟悉的游艇类型, 为了你的安全和放心考虑, 应确保你在操纵它之前获得适当、实用的驾驶知识和驾驶经验。你的代理商、本地海事部门和机构、游艇俱乐部等, 必能为你提供航海驾驶培训课程, 并在你所在区域内安排适任和合格的指导员。

在你准备出航前, 请确保未来的风级和海况是在你的船所属类别的适航范围, 保证你和你的船员自信和适任在这类天气情况下出航。尽管你的 Nimbus 游艇是属于类别 B、最高级属类别 C, 你仍需警惕异常风浪可能出现的危险。你需要适任、强壮和经过适当培训的船员来安全驾驶这艘适当保养的船。

本手册仅是概括的指引, 并非详细的保养或疑难解决的指南。万一遇到任何技术上或保养方面的困难, 总是向造船者 (Nimbus Boats Sweden AB)、当地代理商或代表提出。所有的保养和维修应当由合格、有经验的船厂或工作室进行。我们建议不要



modifications to your boat and Nimbus Boats cannot be held responsible for such modifications carried out. For example, substantial changes to the centre of gravity – say, additional heavy equipment mounted high or a new/different type of engine – can seriously affect the stability, trim, safety and performance of the boat.

The Nimbus Owner should acquaint him or herself with the local regulations relating to crewing, equipment and boat handling. In some countries, a marine or motorboat driving license or other formal authorization is required by the local or national authorities. Always maintain your Nimbus properly, and make allowance for some deterioration that will occur over time or as a result of heavy usage – or misuse/abuse – of the boat. Any boat, however strong, well designed and constructed, can be severely damaged if not used properly or sensibly. This pattern of behaviour is not compatible with the concept of “safe boating”. Always adjust the speed and direction of your Nimbus to the sea conditions existing.

Your Nimbus should always have well - maintained and appropriate life - jackets, safety harnesses, life - raft and safely stored distress flares. This equipment is mandatory in some countries. These should be within easy reach, and correspond with the type of boat, your boating activity and the weather conditions forecast or prevailing.

Before sailing, it is highly recommended that all the crew should be familiar with the use and location of all safety equipment.

Additionally, they should be adequately versed in all the safety procedures - including man overboard, recovery, fire risk and personal injury. Knowledge of the basics for towing and anchoring is also useful. If in any doubt about current safety practices and/or boat handling, we recommend taking a sailing or motorboat training course at your local sailing club/sailing school. Your Nimbus and its equipment may deviate from the description in this manual: for example, added equipment, recent production modifications and equipment updates

对船做改装，同时 Nimbus 船业不会为改装所引发的状况负责。比方说，对船的重心做了重大改变，如在高位上额外加置了重型的设备，或者采用新的、不同类型的发动机，都可能严重地影响船的稳定、平衡、安全及其操作性能。

Nimbus 船主应当熟悉了解当地关于船员、设备和船舶的管理法规。在某些国家，根据当地或国家权力机关的要求，需要具备船舶执照、动力艇驾驶执照或其他规定的许可证等。船主要经常给你的 Nimbus 游艇做适当的保养，留意船舶的老化现象，这是经年时久可能发生的，也可能是过度使用（如不当使用、滥用）的结果。任何的船不管它原本多坚固、设计多优秀、构造多完善，如果不适当使用或不善待它的话，最终可能对它造成严重伤害。这种行为不符合“安全用船”的理念。出航时总是视乎海上情况来调整船速和方向。

船上应当总是备有保养好的、适用的救生衣、安全带、救生筏，和安全存放妥的遇险火焰信号弹。这类设备在某些国家是强制配备的。它们应当放置在易于取得的地方，根据游艇类型、用船计划、天气预报或主要天气条件来选用相应的设备。

在出航前，我们建议最好让所有的船员熟悉全部的安全急救设备的使用和存放位置。

另外，他们应当熟悉各种救生的程序，包括人员落水、急救复苏、火险和人身受伤。拖船和下锚的基础知识也是相当有用的。如果你对目前的安全措施和游艇操作有疑虑的话，我们建议你到当地的航海俱乐部或航海学校，参加帆船或动力艇的培训课程。在某些情况下，你所拥有的 Nimbus 游艇及其设备与本手册的描述有差异：比方说，在本手册付印后，可能



that have been made since this Manual was printed. Contact your local Nimbus dealer or agent for recent updates and additional information. Please keep this manual in a secure place, and hand it over to the new owner when you sell the craft. If the manual is lost or destroyed, a new manual can be ordered from your local Nimbus dealer or agent. See the Sales Agreement for details of the Warranty Conditions and claims procedures. The Certificate of Guarantee Form should be completed and sent to Nimbus Boats for confirmation. See the Purchase Contract/Order for details of your Nimbus boat. In case of malfunction of the boat, its standard equipment or systems, check the relevant section in the Service Documents or Owner's Manual and note where the fault can be rectified. If uncertain, contact your local Nimbus importer, agent or representative.

Please note that your Nimbus boat is a recreational craft, not intended for professional use. Nimbus Boats Sweden AB disclaims any liability for specifications, constructional data and illustrations in this publication. We reserve the authority to change the details contained without prior notice.

Göteborg 2013-05-24

发生在此后有增加的设备、最新的生产改良和设备升级等。联系你的当地的 Nimbus 经销商或代理商，获取最新的升级和新增信息。请把本手册存放在安全的地方，在你出售本船后转交给新一任的船主。如果不慎遗失或损坏了本手册，可以联系 Nimbus 经销商或代理商订购。请详细阅读销售合同里的保修条款和理赔程序。应当填写妥保修单并发回给 Nimbus 船厂以确认。请详细阅读购买合同或订单里你所订的 Nimbus 游艇的配置清单。万一游艇或其标准设备或系统出现故障，请参阅服务文档或船主手册的相关部分，明确从哪里可以修正故障。如果你觉得不太确定，请联系你当地的 Nimbus 进口商、代理商或代表处。

请注意你的 Nimbus 游艇仅是娱乐游艇，并非专业竞赛使用。对于这书里的规格参数、结构数据和插图等，Nimbus Boats Sweden AB 是免责的。我们保留对细节做更改的权利，并不做另行通知。

Göteborg 2013-05-24



INTRODUCTION

This handbook complies with ISO Standard 10240:2004. Symbols used in this handbook are:



Denotes that an extreme intrinsic hazard exists which would result in high probability of death or irreparable injury if proper precautions are not taken.



Denotes that a hazard exists which can result in injury or death if proper precautions are not taken.



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 or to the environment.

介绍

本手册符合 ISO 标准 10240:2004。在本手册里使用的符号有：



表示：本身存在极大伤害的危险，如果不小心操作，很可能造成死亡或不可修复的伤害。



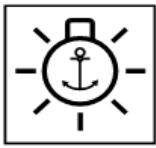
表示：存在危险，如果不小心操作，可能造成伤害或死亡。



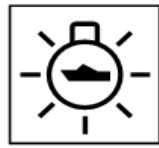
表示：安全措施的提醒或危险操作的警惕，这可能导致人身伤害、或造成船艇或其部件或环境的伤害。



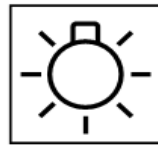
SYMBOLS 符号



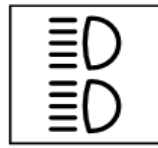
Anchor Light
锚灯



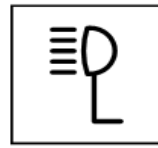
Running Lights
航行灯



Lighting
照明灯



Bow Search Lights
船首探照灯



Search Lights
探照灯



Interior Lighting
室内灯



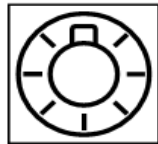
Underwater Light
水底灯



Working Deck Light
甲板工作灯



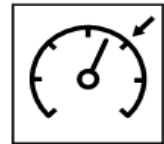
Flood Light (roof)
泛光灯 (船顶)



Step Light
梯级灯



Horn
信号笛



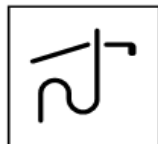
Instrument
仪表盘



Bilge Pump Shower
舱底泵,淋浴



Deck Wash
甲板冲洗设备



Pump, Septic Emptying
泵,黑水排空



Bilge Pump (Number 1)
舱底泵 1 号



Lead-free Petrol
无铅汽油



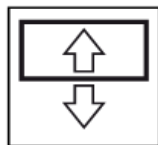
Diesel Fuel
柴油



Warning
警告



Warning Voltage
高压警告



Roof Hatch
船顶舱口



Heater Fan
加热扇



Windshield Wiper
挡风玻璃刮水器



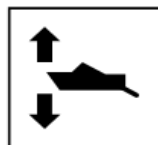
Windshield Washer
挡风玻璃洗涤器



Emergency Exit
紧急出口



Risk of Injury
伤害危险



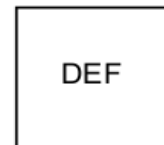
Trim Tab
压浪板



Read Manufacturer's Manual
阅读厂家手册



Fire Extinguisher
灭火器



Defroster
除霜器



Engine Hatch Lift On/Off
机房舱口梯开/关



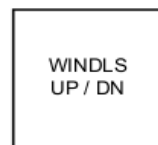
Engine hatch Lift Up/Down
机房舱口梯升降



Bow Propeller On/Off
船首推进器开/关



Windlass On/Off
绞盘 开/关



Windlass Up/Down
绞盘 升降



Auxiliary
地脚灯



CE-CATEGORY

Boats in each category must be designed and constructed to withstand the following parameters in respect of stability, buoyancy, and other relevant essential requirements stated, and to have good handling characteristics.

B. Offshore

This craft is designed to operate in winds up to Beaufort force 8 and the associated wave heights (significant wave height up to 4 m). Such conditions may be encountered on offshore voyages of sufficient length, or on coastal waters when unsheltered from the wind and waves for several dozens of nautical miles. These conditions may also be experienced on inland seas of sufficient size for the wave height to be generated.

C. Inshore

This craft is designed to operate in winds up to Beaufort force 6 and the associated wave heights (significant wave height up to 2 m). Such conditions may be encountered in exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions.

Significant wave height:

The 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.

CE 认证类别

在每个类别里，船艇必须依照以下的参数，就有关稳性、浮性和其他相关的基本规定的要求来设计和建造，并且要有良好的操纵特性。

B 离岸

本船设计适航于蒲福风力 8 级和相应浪高（有义波高达 4 米）。如此情况可能出现在离岸的足够远距离的航程中，或是沿海水域的无遮挡的有风有浪的几十海里的区域。这些情况也有可能出现在面积足够大的能产生如此高度海浪的内陆湖。

C 近岸

本船设计适航于蒲福风力 6 级和相应浪高（有义波高达 2 米）。如此情况可能出现在开放的内陆水域、河口，或是在温和天气条件的沿海水域。

有义波高：

是指最高的 1/3 波的平均波高，大约与有经验者的目测的波高一致。有些波浪会是 2 倍于这个高度。



IDENTIFICATION

Each boat is supplied with a unique identification code (CIN code) comprising 14 characters plus a hyphen. The height of the code text is 6 mm and it is applied to the starboard side of the stern. This reads as follow (example):

SE – NBSB0072E202

SE - Country of manufacture
NBS – Manufacturer: Nimbus (NBS)
B- Boat Model
0072 – Boat number
E – Month of manufacture (A: January, B: February...)
2 – Year of manufacture
02 – Model year

身份识别

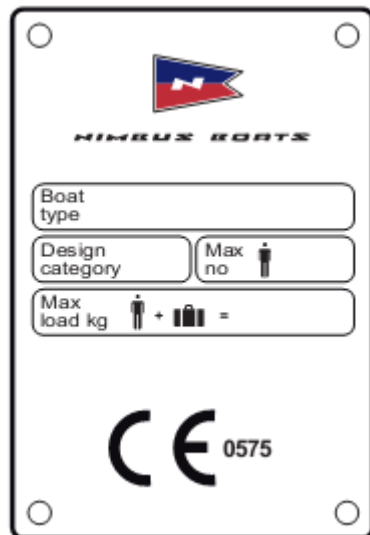
每艘船拥有唯一的船体识别代码（CIN 号），包括 14 个字符和连接符。识别号文字的高度是 6 毫米，标志在船尾的右舷。举例如下，

SE – NBSB0072E202

SE - 制造国籍
NBS - 制造商：Nimbus（简写 NBS）
B - 船型
0072 - 船序列号
E - 制造月份（A：1 月，B：2 月，如此类推）
2 - 制造年份
02 - 型号年份

MANUFACTURER'S PLATE AND DNV CERTIFICATION PLATE

Through cooperation with DNV (Det Norske Veritas) Box 6046, S - 171 06 Solna, all boats are type approved in accordance with DNV's Standard for Certification of Craft. In addition to this, DNV carries out production inspections through regular visits to manufacturers. The DNV certification plate is fitted close to the steering position in the boat. The manufacturer's plate gives the following information:

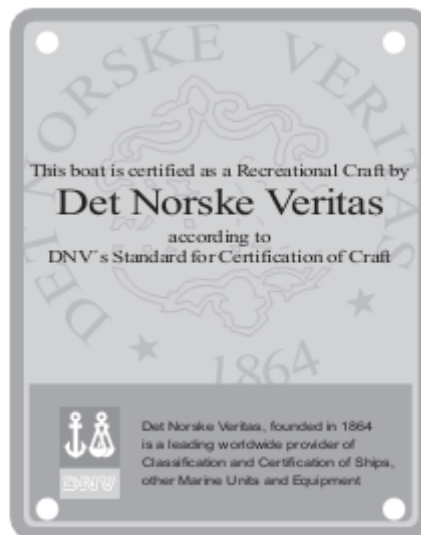


Boat Type – Boat Model
 Design Category - See separate description of CE categories
 Max. No. – Maximum number of persons on board
 Max. Load - Max. weight of persons and personal luggage, excluding fixed tank contents
 0575 = Notified Body CE - number (DNV)

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

制造商铭牌和挪威船级社 认证铭牌

通过 DNV（挪威船级社）的合作，所有船均得到符合 DNV 船级社认证标准的级别认证。除此之外，DNV 通过定期的造访制造商来实行生产检验的工作。DNV 认证铭牌装在船上靠近操舵员位置的附近。制造商铭牌提供以下信息：

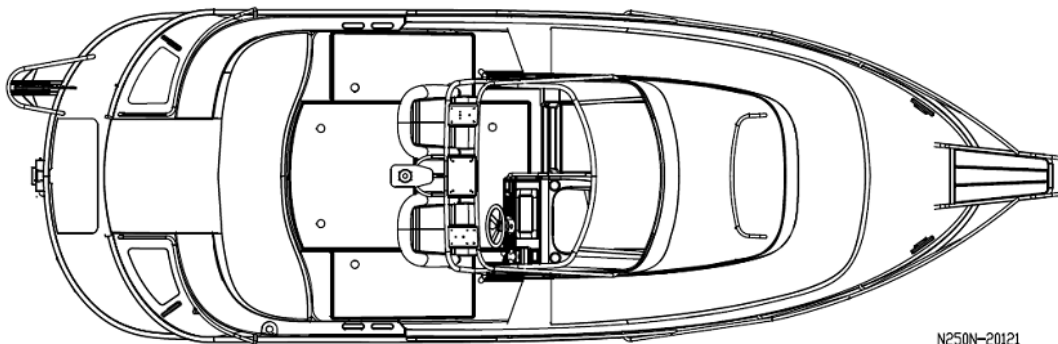
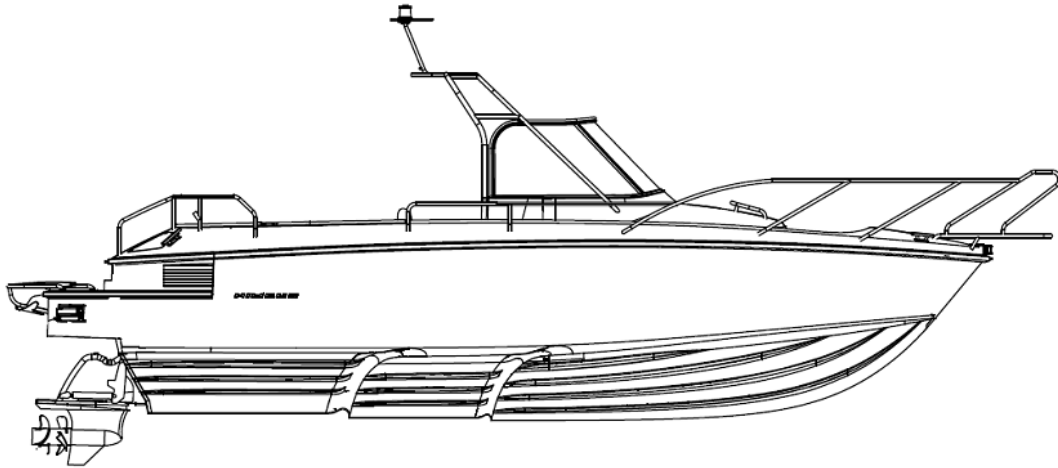


Boat Type -船型
 Design Category –设计类别，参考另页 CE 类别的描述
 Max. No. -最大载客人数
 Max. Load -可承受的人员和个人行李的最大重量，不包括固定储存箱的容量
 0575 = 公告机构的 CE 号（DNV）

警告！ 禁止超出建议的最大载客量。不管上船人数是多少，船上人员和设备的总重禁止超出建议的最大的载重量。在航行中，总是尽可能让乘客坐下。



LAYOUT 平面图



N250N-20121

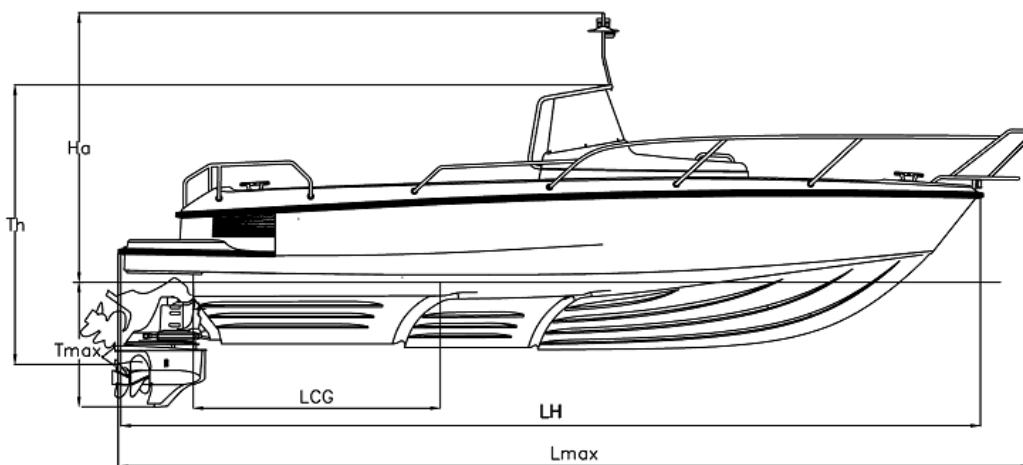


TECHNICAL DATA

技术参数

Boat model: Nimbus 250R
 CE-category: C
 Max. 6 persons on board
 Design: Nimbus Design Team
 Manufacturer: Nimbus Boats Sweden AB, Box 5152,
 S-426 05V. Frolunda, Sweden

船型: Nimbus 250R
 CE 类别: C
 最大载客数量 6 人
 设计: Nimbus 设计团队
 制造商: Nimbus 船厂 Sweden AB, Box
 5152, S-426 05V. Frolunda, Sweden



Lmx	7.96 米	Max. length 最大长度
Lh	7.50 米	Length of hull 船体长度
Bmax	2.60 米	Max. beam 最大宽度
Bh	2.56 米	Beam of hull 船体宽度
Ha	2.60 米	Max. height from waterline 水线以上最大高度
Th	2.65 米	Transport height without cradle 不计算支船架的运输高度
Tmax	1.09 米	Max. draft 最大吃水
LCG	2.04 米	Centre of gravity (measured from stern)max. 从船尾算起, 最大重心
MLDC	3.175 吨	Max. weight of boat with max. load, including fixed tank contents 包括固定储存箱的容量, 最大载重时的船的最大重量
MLCC	2.260 吨	Weight of boat, excluding load 无载重时船的净重
MMTL	0.915 吨	Max. load (fuel, water, persons, provisions etc.) 最大负载 (燃油、淡水、乘客、补给品等)



DRIVELINE

动力系统

Engine output (shaft power)
 Engine type
 Engine no.
 Gear type
 Reduction ration
 Gear no.
 Propeller
 Key no.

发动机输出 (轴输出功率)
 发动机类型
 发动机号
 齿轮类型
 减速比
 齿轮号
 螺旋桨
 钥匙号

GELCOAT

胶衣

Hull
 Deck
 Instrument module

船体
 甲板
 仪表板块

Tank Capacity 储存箱容量

205 升 Fuel tank 燃油箱
 70 升 Fresh water tank 淡水箱
 20 升 Hot water tank 热水箱
 70 升 Sewage tank 污水箱

ELECTRICAL SYSTEM 12V 电力系统 12V

1 x 12 伏 80 安 Start batteries 启动电池
 1 x 12 伏 80 安 Service batteries 服务电池

ELECTICAL SYSTEM 230V 电力系统 230V

50 赫兹 Frequency 电流
 230 伏 AC-12VDC, 16 安 Battery charger 电池充电器
 230 伏 AC Shore power intake 岸电接口

DECLARATION OF CONFORMITY

Declaration of Conformity is attached to the Owner's Manual upon receipt.

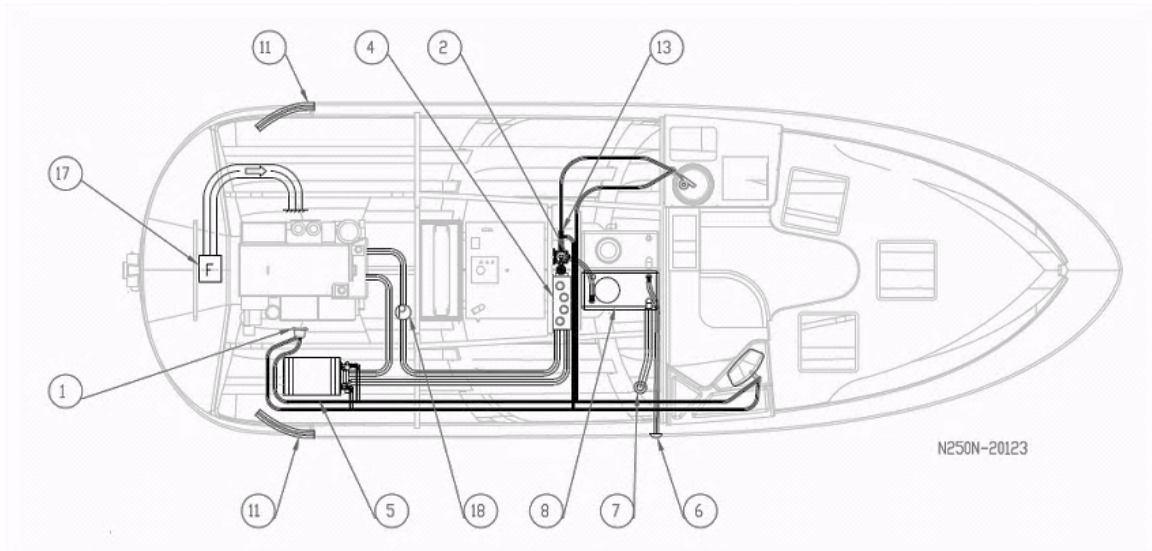
符合性声明

符合性声明是附在随船的船主手册内。



VENTILATION, FRESH WATER AND HEATING

通风、淡水和暖气设备



- 1 Shower 淋浴
- 2 Fresh water pump 淡水泵
- 4 Defroster unit 除霜单元
- 5 Fresh water, filling
- 6 Air vent Fresh water 淡水空气排出口
- 7 Fresh water tank filling 淡水箱注入口
- 8 Fresh water tank 淡水箱
- 11 Air intake engine room 主机房的通风口
- 13 Hose, washer fluid 水管, 清洁液
- 17 Ventilation Engine room (Gasoline only) 主机房的通风系统 (仅在汽油机)
- 18 Circulation pump (Gasoline only) 循环泵 (仅在汽油机)



CAUTION

The engine air intake must not be obstructed. Do not switch off the main electrical power when the heater is running. Read the manufacturer's manual for further information. Always leave the cabin air vents open for proper ventilation of the boat.



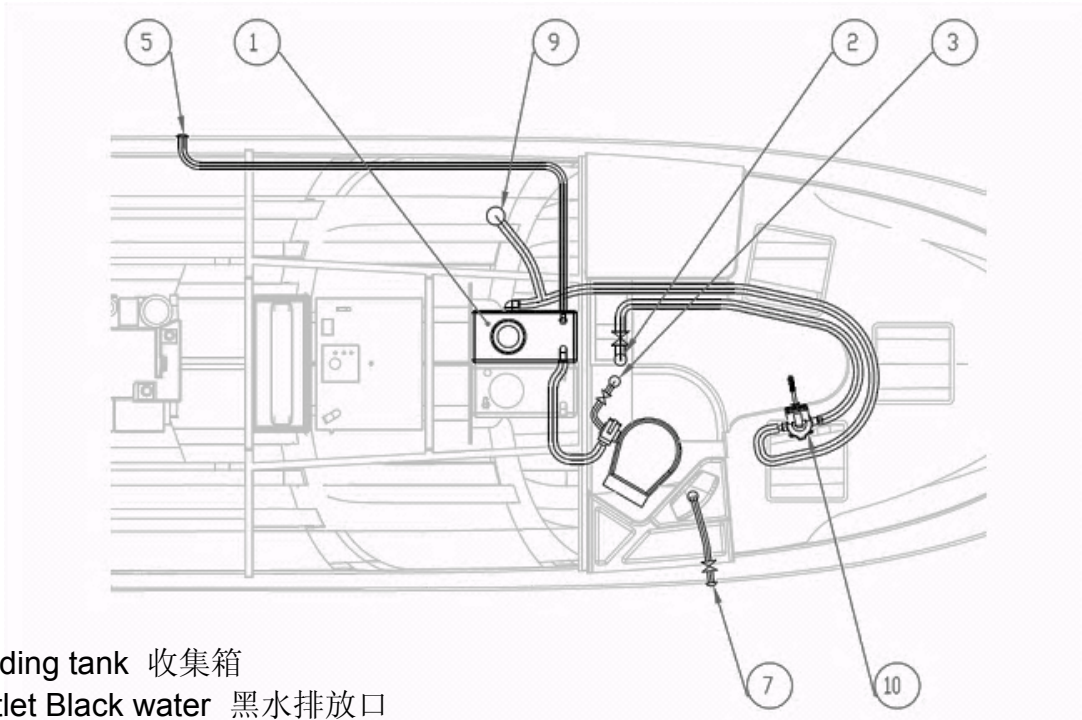
CAUTION 小心

禁止堵塞发动机的空气入口。当暖气机正在使用时，禁止关闭主电源。详细资料请阅读制造商手册。总是让船舱的通风口敞开，以保持船上的空气流通。



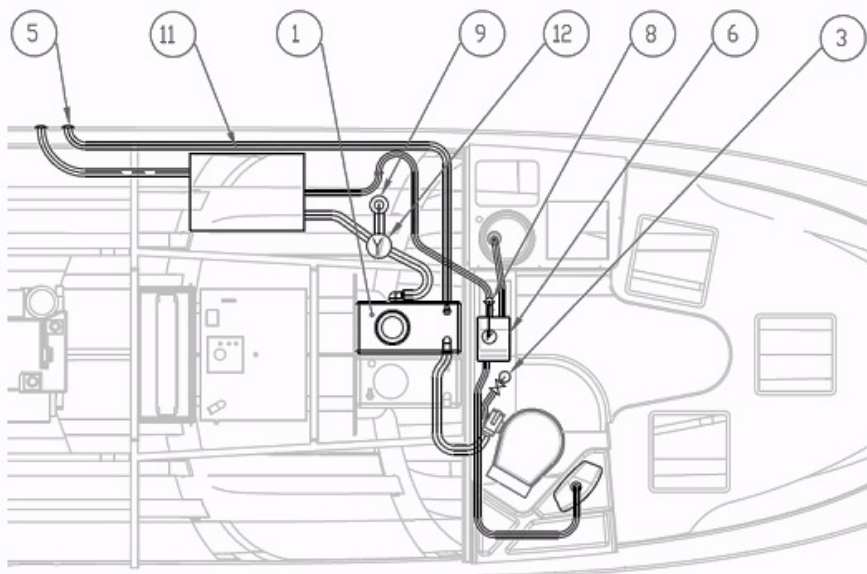
TOILET-, BLACK WATER AND GREY WATER SYSTEMS

马桶、黑水和灰水系统



- 1 Holding tank 收集箱
- 2 Outlet Black water 黑水排放口
- 3 Flush water intake 冲洗用水的进水口
- 5 Air vent black Water tank EXTRA 额外的黑水箱的通气孔
- 6 Draining pump Gray water 灰水排水泵
- 7 Outlet wash basin 洗手盆的排水口
- 8 One way valve 单向阀
- 9 Deck outlet, holding tank and gray water 收集箱和灰水箱的甲板排出口
- 11 Gray water tank 灰水箱
- 12 Y- Valve Y 型阀门

Installation with gray water tank below (EXTRA) 灰水箱的安装如下 (额外)





TOILET

Clean the toilet with a mild agent. Do not use cleaning agents or deodorants which contain pine oil, formaldehyde or chlorine. Do not use corrosive or petroleum based agents. These could damage plastic and rubber parts in the toilet. Lubricate the pump shaft with Vaseline to increase the service life of the seal. Flush the system thoroughly with fresh water when the boat is not in use. Never put foreign objects in the toilet. Never discard paper towels, fabric or rubber products, hard objects, oil products or solvents into the toilet. Water hotter than lukewarm could damage the toilet.

HOLDING TANK

Avoid pollution! The black water tank is fitted with a deck outlet using an international standard type connection for pumping out to permanent facilities ashore. These facilities must always be used. Be aware of international regulations against marine pollution (MARPOL) and respect them absolutely. Observe local regulation on sewage discharge. The discharge shutoff sea cocks can be sealed shut. Do not allow the tank to become full. This can lead to paper becoming compacted in the bottom of the tank, making it more difficult to empty. On the top of the tank, there is a cap which allows a blockage in the outlet to be cleared. See the procedure for winter storage.

SPRING FIT-OUT, TOILET

Lubricate the pump cylinder with Vaseline.
Flush the system with fresh water.
Connect the hoses and open both valves.
Check the connections thoroughly for leaks.

WINTER LAY-UP



For winter storage, the system must be cleaned and flushed through while the boat is still in the water. The whole system must be thoroughly drained of water when the boat is hauled out. This prevents frost damage, bacteria growth and smells. We do NOT recommend the use of antifreeze.

马桶

用温和的清洗剂清洗马桶。禁止使用含松油、甲醛或氯的清洁剂或除臭剂。禁止使用腐蚀性的或含汽油成分的清洁剂。这些产品有可能损害马桶的塑料和橡胶的部件。用凡士林润滑泵的转轴，有效延长密封的使用寿命。当不使用船的时候，用淡水彻底冲洗系统。禁止往马桶里扔异物。禁止往马桶里扔厨房用纸、布料或橡胶产品、硬物、油类产品或溶剂等。高温的水有可能损害马桶。

收集箱

避免污染！黑水收集箱装有甲板的排放口，采用国际标准型的连接，把黑水泵出、排放在离岸的永久设施。必须总是使用这些设施排放黑水。应当熟悉防止船舶污染的国际惯例（MARPOL），并严格遵守。同时也要遵守当地的污水排放的规定。排放封口的通海阀应当密封。不要让收集箱充满。这有可能导致纸巾积压在箱底，使得它更难于清空。在箱顶有个盖子，可以由此清理堵塞的出口。详见“冬季存放的程序”。

开春用船准备（马桶）

用凡士林润滑泵的缸体。
用淡水冲洗系统。
连接水管，打开两个阀门。
彻底检查连接处是否有渗漏。

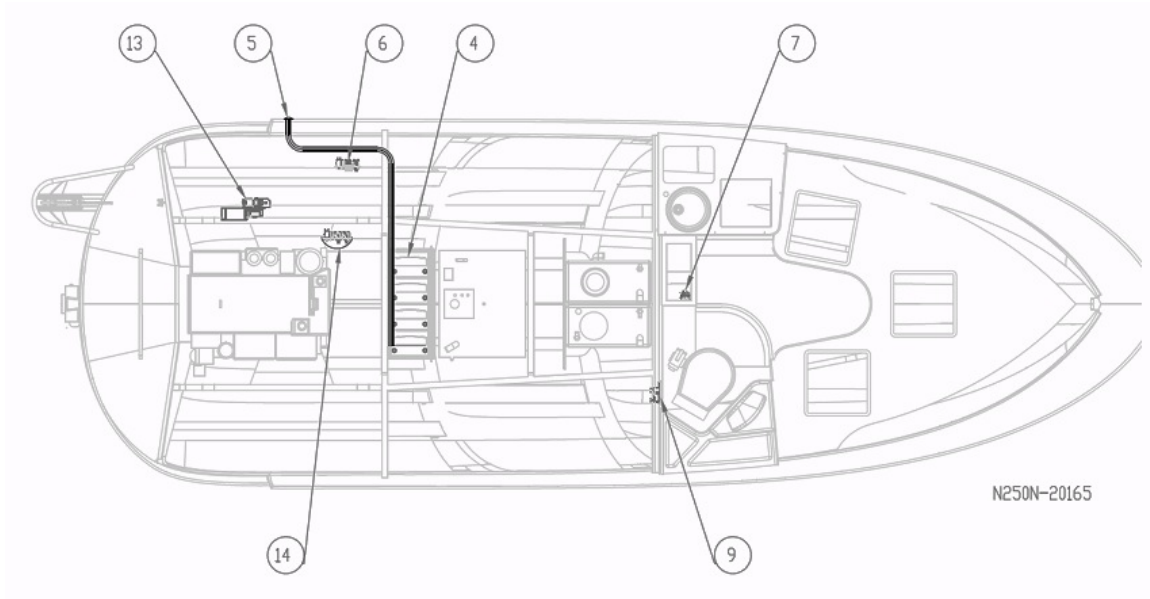
过冬存放准备



为了冬季的存放，当船仍然停在水里，厕所系统必须完全清洁和冲洗干净。当船是拖出水面时，整个系统必须排空所有的水。这可防止霜冻的损害、细菌滋长和异味产生。我们**绝不**推荐使用防冻剂。



ELECTRICAL SYSTEM 电力系统



- 4 Battery bank, consumption 服务电池组
- 4 Battery bank, start 启动电池组
- 5 Battery bank bleed 通风口
- 6 Main power switch 电源总开关
- 7 Speed and depth transducer 速度和水深的传感器
- 9 12 V fuses 12 伏 保险丝
- 13 Windlass aft. 船尾锚机
- 14 Main fuses 主保险丝



HIGH VOLTAGE SYSTEM 230 V WITH SHORE POWER

The high voltage installation consists of: 230 V 16 A earth - fault breaker, 230 V electrical sockets throughout the boat. 1 shore power cable. 1 shore power socket on deck. It is easy to connect the boat to the mains in harbour. All parts of the 230 V system are supplied with power.

LOW VOLTAGE SYSTEM

The boat's 12 V low voltage system is fed by the service batteries. The batteries can be disconnected from all circuits using the main power switches in the electrical panel. With the main power switches on, power is conducted to the electrical panel and distributed throughout the boat. The switches for controlling the different functions of the boat are located on a control panel.



The bleed hoses must be connected after battery replacement or service. When replacing batteries, marine batteries of same type or equivalent must be used, capable of being connected to the bleed hoses. The battery isolating switches are located in the main switch panel. The batteries are charged only when the engine is running, or through extra equipment (e.g. battery charger).

Minimize the risk of electric shock, short circuit and fire. Do not allow the shore power cable to hang in the water. An electric field could be created which could put swimmers' lives at risk. Locking ring on the shore power cord should always be engaged.

Switch OFF the shore power switch before connecting and disconnecting the cable. ALWAYS connect the shore power cable to the boat BEFORE connecting it ashore.

Disconnect the shore power cable ashore before disconnecting it from the boat. Close the hatch

高压系统 230V 配岸电

此高压装置由以下部件组成：230V 16A 的接地故障断路器、遍布全船的 230V 电源插座、1 条岸电电缆、1 个岸电的甲板插头。船与码头总电源的连接简单方便。所有 230V 系统的组成均是以电力供给。

低压系统

船上的 12V 低压系统是由服务电池提供电力。可以通过电力面板上总电源开关来切断所有电路的服务电池。打开总电源开关，电力就传送到配电板上、分送到船上各处。控制船上各种功能的开关是设在控制面板上。



电池的排气管必须在更换电池或做保养后连接上。在更换电池的时候，必须使用船舶专用的或同类的电池，适于连接排气管。电池的绝缘开关在主开关面板上。电池是在船开动的时候进行充电，或是借助其他设备（如电池充电器）。

尽量避免电击、短路和火警的危险。禁止让岸电的电缆悬在水里。电场可能让游泳者的生命有危险。岸电电源线的锁紧圈应当总是上紧。

在连接或断开电缆之前，必须先关闭岸电开关。**总是**先连接电缆到船，**然后**再连接岸上电源。

先断开电缆的岸上连接，而后断开与船的



to the shore power socket on the boat. Never modify the connections on the shore power cable. Use compatible connectors only.

If the earth fault breaker is tripped, disconnect the shore power cable immediately. Contact a qualified electrician for repairs before the system is used again. Never modify the boat's electrical system or diagrams. Service and maintenance must be carried out by a qualified electrician. Use electrical equipment equipped with earth protection only. Electrical equipment must always be connected to earth in the boat's electrical system.

All functions in the electrical system (except the anchor winch) are fitted with a circuit breaker. If a circuit breaker is tripped, this is an indication that a fault has arisen, e.g. overload or short circuit. Never switch off the main power switches while the engine are running. This damages the alternator.

连接。关闭电缆插头的舱口。禁止改装电缆的连接。只用可兼容的排座。

如果接地故障断路器跳闸了，应立即断开岸电的连接。在再次使用系统之前，应联系合格的电工来维修。禁止改装电力系统和电路图。应当由合格的电工进行保养和维修。仅能使用配有地线保护的电器设备。电力设备必须连接到船上的电力系统的地线。

电力系统上的所有功能都配置了电路断路器（锚绞盘除外）。如果电路断路器跳闸了，这是意味着有故障出现了，比如，过载或短路。禁止在发动机工作中关闭总电力开关。这会损害交流发电机。



BATTERIES, CHARGING

Remember that the batteries discharge an explosive oxyhydrogen gas at a voltage of 14.4 volts. Make sure that the airing of the batteries is working, enabling the gas to be vented safely. The voltage of a normal battery in unloaded status is 12.3 - 12.7 V. During charging, the voltage increases after the battery is charged. The charging regulator stops the charging process automatically at a pre - set level. The voltage is measured at the battery terminals, not the alternator, to achieve the correct reading.

CHARGING STATUS

The best method for determining charging status is to measure the specific gravity of the battery acid. This is done using a hydrometer (acid measurer). Normal specific gravity for a fully - charged battery at 20 °C is 1.26 - 1.28g/cm³. Note that the specific gravity varies with temperature. Batteries from different manufacturers can have a different specific gravity. Contact the manufacturer for the correct information. If the specific gravity varies from cell to cell, then the battery is not in good condition, and should be replaced.

WINTER/LONGTIME-STORAGE

During long-time storage, the batteries may be left on board. Batteries need to be charged on regular bases during long-time storage. (Ex. Charge every other month for two days.). Alternatively, disconnect ALL the cable terminals to avoid discharge and/or oxidation. A partially - discharged battery can dramatically reduce the lifetime of the battery and cause the battery to freeze and crack.

BATTERIES, CLEANING

In order not to compromise the function of the batteries, they must always be kept clean.

电池，充电

谨记，在 14.4V 的电压下蓄电池会释放具有爆炸性的氢氧混合气体。必须确保蓄电池的通风设备正常工作，保证气体的安全排放。普通蓄电池在空载时的电压是 12.3-12.7V。在充电过程中，电压会提升。充电调节器会在达到预设的水平时自动停止充电。要取得正确的电压读数，应当在电池接线柱读取，而不是发电机。

充电状态

最好的判定充电状态的办法，是测量电瓶水的比重。用比重计（酸度测量器）就可测出。一个满电的蓄电池的电瓶水比重在 20 °C 是 1.26-1.28 克/立方。注意电瓶水的比重会因温度变化而改变。不同生产厂商的电池的电瓶水比重也有差异。联系生产厂商获取正确的信息。如果单个的电池的比重都不一致时，说明蓄电池已经不好了，应该更换。

冬季或长期存放

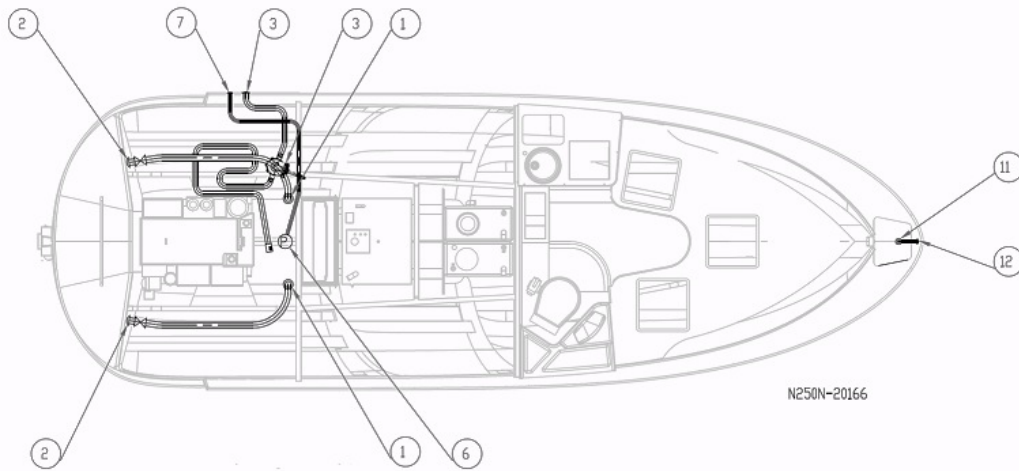
在长期存放的时候，蓄电池可以留在船上。期间应定期给电池充电。（比方，每隔一个月充电 2 天）。另外的选择是，断开接线处的所有电线，就无需充电和防止氧化。放电不彻底可能缩短蓄电池的寿命，引致电池冻结而破裂。

电池，清洁

为了不降低电池的性能，应当保持电池的清洁



BILGE PUMP SYSTEM 舱底泵系统



- 1 Scuppers 排水口
- 2 Seacock Cockpit draining 通海阀，座舱的排水
- 3 Manual bilge pump (32 l/min) 手动舱底泵（32 升/秒）
- 3 Seacock hand pump 手动通海阀泵
- 6 Electrical bilge pump (52 l/min) 电动舱底泵（52 升/秒）
- 7 Seacock, Electrical bilge pump 通海阀，电动舱底泵
- 11 Drainage, Anchorbox 排水，锚箱
- 12 Seacock, Anchorbox 通海阀，锚箱



Avoid pollution! The electrical bilge pumps are positioned so as to minimize the risk accidental discharge of oil polluted water. The owner should check the bilge water regularly for contaminants such as oil, diesel, glycol etc. and preventing this from being discharged by the bilge pump. If the bilge water is containing environmentally harmful substances, this must be disposed of at designated collection points ashore.



避免污染！ 安装电动舱底泵，是为了把意外排出的油类产品对海水造成污染的危险减至最小。船主应当定期检查舱底水的状况，看是否含有油、柴油、乙二醇等污染物，防止这些污染物随着舱底泵的排放而排出。如果发现舱底水含有污染环境的物质，应当设法把这些物质抛弃到岸上指定的收集点。

**CAUTION**

Bilge water containing harmful substances shall under no circumstances be pumped overboard. The bilge pump system consists of several pumps covering all bilge spaces in the boat. There are both manual and electrical bilge pumps installed onboard. There is a sign at the manual bilge - pump showing which area is being pumped with that pump. The electrical pumps are submersible. One is located in the engine compartment, and the other directly in front of the engine compartment. Bilge water level should always be kept at a minimum.

**DANGER**

Check the function of the bilge pumps regularly. Remove any waste from the intakes. The combined capacity of the bilge pump system is not designed to pump out the boat in the event of hull damage. The pumps are constantly activated and pump out the boat automatically as required. The pumps can also be started manually from the boat's main panel. **NOTE!** The pumps must not be run dry for any length of time.

**CAUTION 小心**

在任何情况下，应禁止把含有污染物质的舱底水排放海上。舱底泵系统由多个分布在船上各舱底区域的泵组成。在船上装配有手动、或电动操控的舱底泵。手动的舱底泵上有标示说明该泵是处理哪个区域。

电动的舱底泵是可沉入水里的。一个是放置在机房内，另一个直接就在机房的前方。舱底水的水平应当尽可能保持最低。

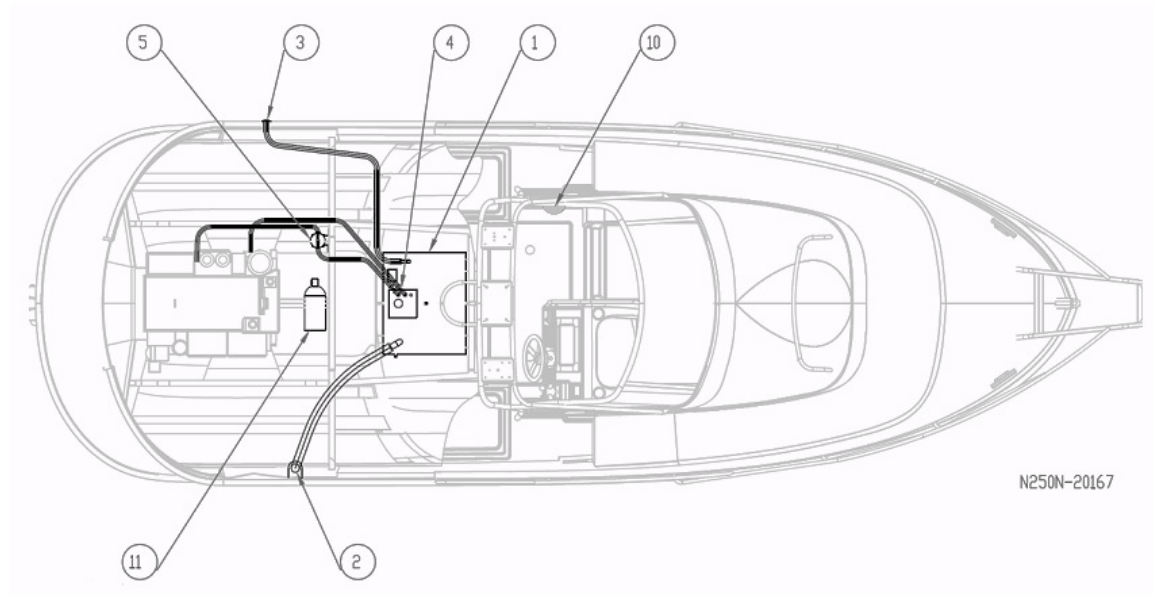
**DANGER 危险**

定期检查舱底泵的工作状态。总是清除缸体内废物。舱底泵系统的组合容量，并非设计来在船体受损时进水、排放污水之用。这些泵是持续地激活启动的，在需要时会自动排放。也可以采用手动启动，从船的主控制面板上操作。**注意！禁止**让这些泵干转任何时长。



FIRE CONTROL, FUEL-, COOLING- AND LPG SYSTEM

火警控制、燃油、冷却和液化气系统



- 1 Fuel tank 燃油箱
- 2 Fuel tank, filling 燃油箱的注入口
- 3 Ventilation, fuel tank 燃油箱的通风口
- 4 Fuel cocks 燃油开关
- 5 Fuel filter with water separator 燃油过滤，带水分离器
- 10 Fire extinguisher 2 Powder PD kg 2 公斤粉末灭火器
- 11 Fixed automatic fire extinguisher 固定自动灭火器



FIRE PROTECTION

The bilge pump system consists of several pumps covering all spaces in the boat.

BASIC SAFETY INSTRUCTIONS



Never block evacuation routes and emergency exits.
Never block access to safety equipment such as fuel valves or main power switches.
Never block access to fire extinguishers.
Never leave the boat unattended when the cooker or heater is switched on.
Never modify the boats systems (especially electrical, fuel or gas systems).
Never refuel or replace gas containers when the engines are running.
Never smoke when handling fuel or gas.
Avoid hot engine parts from coming into contact with flammable material.

The boat owner/user must ensure that:
The fire extinguishing equipment is checked regularly at the intervals specified for the equipment.
The crew and guests are advised of the location of evacuation routes and emergency exits, and the location and instructions for fire control equipment.
The fire control equipment is accessible at all times.
Equipment which has been used or has passed its expiry date is replaced immediately with equivalent or better equipment.

防火

舱底泵系统有多个分布船上各舱底区域的泵组成。

基本安全说明



禁止堵塞疏散通道和紧急出口。
禁止堵塞通往安全设施如燃油阀或总电力开关等的通道。
禁止堵塞通往灭火器的通道。
当有煮食炉或暖气打开的时候，决不能无人留守船上。
禁止改装船上的系统（尤其是电力、燃油或燃气系统等）
禁止在发动机运作中更换燃气罐。
禁止在处理燃油或燃气的时候吸烟。
避免让高温的发动机部件与易燃物料接触。

船主或用船者必须确保做好以下事项：
根据使用说明的规定，定期检查灭火装置的状况。
必须通告船员和乘客各疏散通道和紧急出口的位置，还有火警控制的设备的使用和存放的位置。
火警控制设备总是存放在易取的地方。
如果发现这些设备过期或被使用过的，必须马上更换新的同等质量或更好的产品。



FIRE FIGHTING IN THE ENGINE COMPARTMENT

The engine compartment has a fixed fire extinguishing system which deploys automatically.

ACTION IN THE EVENT OF FIRE IN THE ENGINE COMPARTMENT

- 1 Stop the engine.
- 2 Steer, if possible, into the wind.
- 3 All aboard put on their life jackets on.
- 4 If necessary, evacuate the passengers.
- 5 If necessary, call for sea rescue.
- 6 Shut off fuel, LPG and main power switches.
- 7 Check that the automatic fire extinguisher has been activated (the light on the panel not illuminated).
- 8 Wait until you are completely certain that the fire has been extinguished before opening the engine hatches. Carefully open the engine hatch and be prepared to use the handheld fire extinguisher if necessary.
- 9 Put out smouldering fires with water.

ACTIONS AFTER THE FIRE HAS BEEN COMPLETELY EXTINGUISHED

- Ventilate the engine compartment thoroughly after fire by means of open engine compartment hatches before you access the area.
- Open doors and windows for better ventilation ONLY if the fire has been extinguished completely.
- Make sure that the fire extinguishing equipment is refilled or replaced as soon as possible after use, before you use the boat again.

发动机机房灭火

机房内安装了自动开启的固定灭火系统。

机房火警的抢救行动

1. 停止发动机
2. 如何可能，转舵为逆风方向
3. 船上所有人员应穿上救生衣
4. 如必要，疏散乘客
5. 如必要，呼叫海上救援
6. 关闭燃油、燃气和总电力开关
7. 检查自动灭火系统是否已激活（在面板上的指示灯不亮）
8. 只有在你确定机房内火已完全扑灭的前提下，才能打开机房舱口。要小心地打开舱口，必要时，握住灭火器准备随时使用。
9. 用水扑灭闷火。

火完全熄灭后的行动

- 在进入机房前，先打开舱口，让机房内完全空气流通。
- 只有在火是完全扑灭后，才可以打开门窗，以便有更好的空气流通。
- 在下次用船之前，确保尽快填充或更换新的灭火设备。



FUEL SYSTEM

The engine has a separate fuel system and extra fuel filter on the main supply line. The extra fuel filter is water separating with drain cock in the bottom.

Prevent damages to the fuel lines.

See the engine's instruction manual for the care and maintenance of the engine's fuel system.

SAFETY TIPS

Smoking or using open flame is strictly forbidden when refuelling.

When refuelling, it is advisable to ask the crew to go ashore so they are safe from any danger.

When refuelling a boat with teak decks, the deck should be wetted down with water before refuelling. Any fuel spillage then lies on the water and does not penetrate the wood. Wipe dry and avoid spillage.

Water reaching the engine's fuel injection system can cause rapid corrosion and permanent damage to the precision components in the injection pump. For this reason, it is vital to check the extra fuel filter regularly for the presence of water. Every so often, drain a small quantity of fuel into a suitable container (avoid fuel spillage) and check that there has been no water condensation. If there is water in the filter, continue to drain until only clean fuel appears.

The fuel system on a diesel engine is sensitive to air bubbles in the fuel. Always fill the tanks before they are completely empty. If the system has been run dry, it must be bled before the engine can be started again. See the engine manufacturer's instruction manual before bleeding the fuel system.

燃油系统

发动机自有独立的燃油系统，在主输油管上有额外的燃油过滤器。这燃油过滤器配有水分离器，并在底部设有排出口。

防止损害燃油管。

详阅发动机的使用说明，了解有关发动机燃油系统的保养和维护。

安全提示

在加油过程中，严禁吸烟和使用明火。

在加油过程中，可建议船员到岸上，可免于他们可能受到伤害。

船上柚木甲板的话，在加油之前，应当先洒水在地板。

万一燃油溅出滴落地板上，只会附在水面上，而不损害柚木。擦干即可，尽量避免满溢。

水进入发动机的燃油喷入系统，可能对喷射泵的精密部件造成快速的腐蚀和永久损害。因此，定期检查燃油过滤器以防止水进入，是非常重要的。偶尔，排出少量的燃油到适当的容器里（注意不要溢满），检查油里是否存在水凝块。如果发现有水在油里，只能继续排出燃油，直到燃油显示干净。

柴油发动机的燃油系统对燃油里的空气气泡是非常敏感的。总是要在油缸清空前进行加油。如果运转系统直到燃油用光了，那么，必须在排出气体后，才能再次启动发动机。在排放气体之前，请详阅发动机的使用说明。

COOLING SYSTEM



See the engine's instruction manual for maintenance of the engine's cooling system.
Check the engine temperature gauge regularly to ensure that the engine's cooling system is working properly.

EXHAUST SYSTEM

The engines are fitted with water-cooled exhaust pipe which mixes cooling water with the exhaust gases. This helps suppress exhaust noise and cools the exhaust pipe.

COOLING SYSTEM

The engine cooling system consists of two parts: a Seawater System which cools the engine's freshwater system through the second part, a heat exchanger which is quite separate from the boat's fresh water system.

SEAWATER SYSTEM

A seawater filter is installed to prevent interruptions in cooling the engine. It is advisable to check this filter regularly, especially when running in shallow or silted water. If the filter has been opened for cleaning, it is vital that the cap is closed properly. If this is not done, air could pass into the seawater pump. This would stop water circulation and rapidly destroy the pump's impeller.

冷却系统



详阅发动机的使用说明关于冷却系统的部分。
定期检查发动机的温度记录仪，确保发动机的冷却系统正常工作。

排气系统

发动机配置水冷排气管，冷却水会与废气混合。这样有效减低排气噪音和冷却排气管。

冷却系统

发动机的冷却系统包括 2 个部分：一个是海水系统，通过冷却系统的第二部分、即一个热交换器，来冷却发动机的淡水系统，这是与船的淡水系统完全分离的部分。

海水系统

海水系统装配了的海水过滤器，它的作用是过滤海水的杂物，可以防止堵塞而不致影响冷却系统的正常工作。应当定期检查过滤器，尤其是船在浅水或淤泥多的水域航行。在打开过滤器进行清洗后，必须把盖子重新上紧。如果这没做好，空气可能进入海水泵。这可能阻止水循环和很快地损坏泵的叶轮。



Use the following procedure to check that the filter cap is tightly closed:

- 1 Start one engine and keep a hand on the seawater pump. If the pump becomes hot in 5 - 10 seconds, it is likely to be running dry.
- 2 Stop the engine immediately, locate the air leak and seal it.
- 3 Repeat the test.

FRESH WATER COOLING SYSTEM

Check the coolant level in the engine regularly. Top up if necessary, following the manufacturers' instructions.

If the seawater pump or coolant pump impeller has been damaged, then it is likely that pieces of rubber have been drawn into the cooling system. If an impeller has to be replaced, all fragments of the old one must be completely removed from the system during this procedure. Piece together the fragments of the damaged impeller to ensure that nothing is missing. A loose piece remaining in the system could damage the new impeller, or cause poor circulation of coolant with a resulting increase in engine temperature.

采用以下方法可以检验过滤器的盖子是否上紧:

1. 启动其中一个发动机，一只手按住海水泵。如果泵在 5-10 秒钟内热起来，意味着它是干转。
2. 立即停止发动机，找出漏气的地方并加以密封。
3. 重新第一步再次检验。

淡水冷却系统

定期检查发动机冷却液的液位。必要时，根据制造商的说明书进行添加。如果海水泵或冷却液泵的叶轮有损坏，很可能导致塑料碎片掉进冷却系统里。如果需要更换叶轮，必须把叶轮的所有碎片从系统里清除。把所有碎片组合，看是否是整个叶轮，确认绝不要有遗漏在系统里。如有碎片留存在系统里，将可能损坏新的叶轮，或引起冷却液流通不畅顺，导致发动机的温度升高。



LPG SYSTEM



Most of our boats are equipped with a LPG cooker as standard. The system is tested and approved before delivery.

The installation is fitted with one shut - off valve in the connection to the cooker; one on the LPG cylinder; and also a pressure reduction valve on LPG cylinder coupling. The gas cylinder container is vented to the outside of the hull to avoid build up of any leaked gas

LIGHTING THE COOKER

1 Open the two shut - off valves. Each burner has an ignition cut - out which cuts the gas supply when the flame is out.

2 Press in the knob for the required burner and turn to Max. position while holding the lighter beside the burner. Keep the knob pressed in for about 20 seconds after the burner lights. If it is released sooner, the burner may go out, as the ignition cut - out might not be hot enough. If the burner does not light, it may be because a valve is closed, the knob is incorrectly set or the gas cylinder is empty.

液化气系统



大部分 Nimbus 的游艇是标准配置液化气煮食炉。在运输前液化气系统必须经过测试并检验合格。

这系统装置了一个熄火阀在炉头的连接处；另一个装在液化气的气瓶；还有一个减压阀在气瓶的联接器上。气瓶的存放容器设有排放口到船体的外面，以防气体渗漏而累积在船内。

点燃煮食炉

1. 打开 2 个熄火阀。每个炉头都有点火式开关，一旦熄火，这开关会切断气体的供应。

2. 按下所需的炉头的按钮，转向最大火力的位置，同时稳住炉头旁边的点火器。按下按钮保持大概 20 秒，直至炉头点燃。如果太早松手，由于点火开关还没达到足够的温度，炉火会熄灭。如果炉头没法点燃起来，原因可能是其中的阀门关闭了、或没有按下正确的炉头选择按钮、或煤气用完了等。



THE LPG INSTALLATION

Valves

Close the valves on the supply pipes and the cylinder valve when no appliance is in use. Close the valves before replacing the gas cylinder. Close the valves immediately during an emergency or when re-fuelling. Check that the appliance valves are closed before opening the cylinder valve.

Keep the valves on empty cylinders closed and disconnected. Fit the protective covers, caps or plugs. Store spare or empty cylinders on an open deck or in well - drained and properly - ventilated area designed for the purpose.

The regulating valve does not last forever. It contains a thin rubber diaphragm which eventually dries out or swells up.

If the diaphragm breaks, then the full pressure of the cylinder can escape into the system, thus causing a fire. We recommend that the valve is replaced every 10 years.

Safety Checks

Test the LPG system for leakage before use.

- Close appliance valves and open LPG cylinder valve.
- Allow indicated gauge pressure to stabilize.
- Close LPG cylinder valve and observe pressure gauge reading near cylinder valve for three minutes. The pressure gauge reading should remain constant if no leak in the system is present. If pressure gauge reading falls, leak is present and the LPG appliances should not be used.
- If leakage is present: Close cylinder valve and have the system repaired before further use. System repairs should be made by a competent person.

液化气安装

阀门

在没有燃气用具使用时，关闭输气管和气瓶两端的阀门。更换气瓶时要关闭阀门。紧急情况或加油时立即关闭阀门。在打开气瓶阀门之前先检查炉具的阀门是否已关闭。

保持空气瓶的阀门关闭和断开连接，给它装上保护作用的套子、帽子或塞子等。把多余的或空的气瓶放置于露天甲板上、或排水和通风良好的专用空间里。

调节阀是有使用寿命的。它内含的一个薄的橡胶隔膜，经久了会变干或膨胀。

如果这薄膜破裂了，气缸的压力会逸入系统，容易引起火警。我们建议每10年更换一次阀门。

安全检查

在使用前应测试液化气系统是否有泄漏：

- 关闭炉具的阀门，打开气瓶阀。
- 等候气压表的度数稳定下来。
- 关闭气瓶阀，观察气压表的度数在三分钟内的变化。如果度数稳定，就表示系统无泄漏。如果度数有下降，有泄漏存在，不应使用液化气设备。
- 如果发现泄漏：关闭气瓶阀，必须维修妥再使用设备。必须使用合格技师进行维修。



Never use flame to check for leaks.

Appliances which burn fuel consume oxygen and produce combustion products in the boat which are toxic and highly suffocating. It is therefore essential to have good ventilation when using these appliances. Never obstruct the ventilation openings. Never use the cooker for heating the boat.

Never leave the boat unattended when LPG appliances are in use.

Do not smoke or use open flames when a cylinder is being replaced.

Close cylinder valves on empty cylinders before disconnecting for replacement.

禁止用明火来测试泄漏。

燃气设备在燃烧时消耗氧气、产生燃烧衍生物，这是有毒或让人窒息的。因此，在使用燃气设备时，保持良好的通风是必要的。禁止堵塞通风口。禁止利用炉火来暖和气温。

有燃气设备使用中，不能无人看守船只。

在更换气瓶时，禁止吸烟或使用明火。

在更换气瓶时，先关闭气阀再断开连接。

General

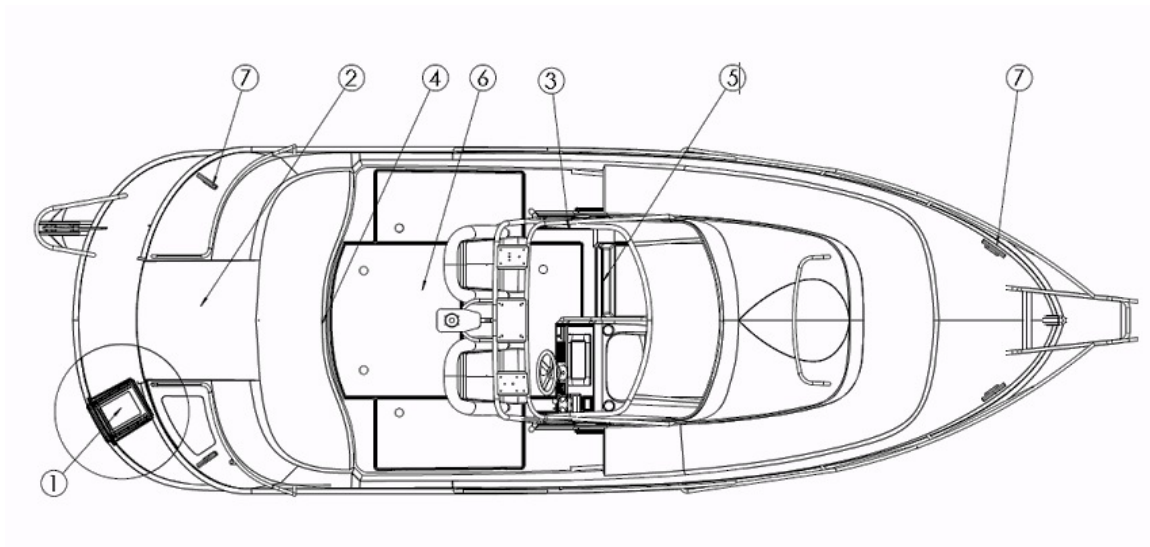
- Do not obstruct access to the LPG system in any way.
- Keep valves on empty cylinders closed and disconnected. Keep protective covers, caps or plugs in place. Store reserve cylinders in ventilated housings on open decks or in gas - tight lockers which are vented overboard and intended for that purpose.
- The ambient temperature for LPG systems is - 20° C to +60° C.
- Do not use areas intended for LPG cylinders for storing other equipment.
- Hoses and pipes in the system must be inspected regularly, at least annually, and replaced if there is any deterioration. LPG hoses, outside the cabin, should be replaced every second year. Hoses inside the cabin should be replaced every 3 to 5 years.
- Connection gaskets for the regulating valve must be checked when cylinders are replaced or must be replaced annually.

总体概况

- 无论如何不要堵塞液化气系统的通道。
- 保持空的气瓶的阀门是关闭，并断开连接。保持把保护作用的套子、帽子或塞子等装上。把储备气瓶存放在露天甲板的通风的空间里，或是专用的带有往船外排气口的密封储物柜。
- 液化系统安全的环境温度是 - 20° C 至 +60° C。
- 禁止在液化气瓶的存放处储存其他设备。
- 系统的有关管道必须定期检查，最少每年一次，一旦发现老化必须更换。在舱外的液化石油气管应当每 2 年更换一次。在舱内的气管应当每 3-5 更换一次。
- 在更换气瓶时，必须检查调节阀的垫片的状况，或是每年更换一次。



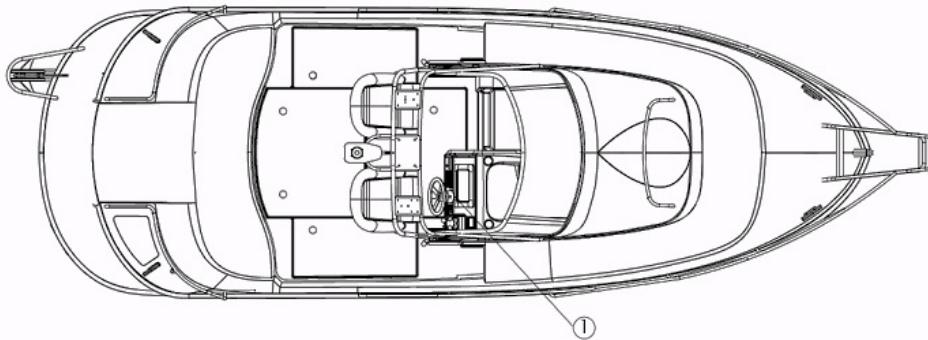
DECK and SECURITY EQUIPMENT 甲板和安全设备



- 1 Rescue ladder 急救梯
- 2 Location for life raft 救生筏的存放处
- 3 Fire extinguisher 2 Powder PK kg 粉末灭火器 2 公斤
- 4 Fire port
- 5 Emergency exit 紧急出口
- 6 Working deck area 4.4 m² 甲板工作空间 4.4 平米
- 7 Mooring bollards (breaking load 54kN) 系缆桩 (最大负荷 54 节)



Steering System 操舵系统



1. Steering pump 舵泵

CHECKING AND TOPPING UP HYDRAULIC OIL

The safety of the boat depends on effective steering, so the oil level in the pump should be checked before casting off.

Hydraulic oil is added to the steering system via the filling plug in the steering wheel pump. The oil level must be approx. 10 mm below the filler hole. Read the manufacturers' manual for oil recommendation for the steering system.

MAINTENANCE, STEERING

Check couplings, mountings and bearings. For maintenance of the steering system, see the manufacturers' instruction manual.

检查和加注液压油

船航行的安全取决于操舵的灵活性，因此，出航前必须检查泵里的液压油水平。

液压油是经过舵轮泵的注入塞加注到操舵系统里。液压油的水平必须大致在注入孔下 10 毫米处。详阅制造商说明书里有关操舵系统的推荐用油的内容部分。

舵的维护

检查离合器，配件和轴承。操舵系统的养护，请详阅制造商的使用说明书。



THE ENVIRONMENT



Be aware of local environment laws, and respect codes of good practice. When handling environmentally hazardous substances such as fuel, oils, solvents, grease, hull paint etc.:

Always take the greatest possible care, read the instructions thoroughly before using each product and handle them with care. Make sure that used packaging, cans and similar items are discarded in designated recycling collection points. If you are in any doubt, contact the supplier or vendor of the product.

Be aware of international regulations against marine pollution (MARPOL) and respect them absolutely.

Observe local regulations on sewage discharge. The discharge shut - off sea cocks can be sealed shut.

The wash from boats can damage the shoreline and create problems for other boats near you. Always adjust your speed to the surroundings to avoid unnecessary wash. Always drive your boat at the most economical engine revs possible in the prevailing conditions to avoid unnecessary emissions and noise. See that the engine is properly maintained so that noise and exhaust emission levels, stated by the manufacturer, are preserved. Read the engine manufacturers' manual.

环保



了解当地的环保法律，遵纪守法。当处理危害环境的物质（如燃油、机油、溶剂、油脂、油漆等）时，注意以下事项：

总是采取最大可能的关注，在使用这类产品之前，先详细阅读有关的说明书，小心处理。确保使用过的包装、金属罐及类似物品会被抛弃到指定的回收点。如果你有任何疑问，应与产品的供应商或贩主联系。

应当熟悉关于海洋污染的国际惯例《防止船舶污染国际公约》，并严格遵守。

了解当地有关污染物的排放规定。可以把排放的出口、通海阀封住。

船的浪花可能损害海岸线，也可能对于你附近的船只造成麻烦。总是根据周边环境调整船速以减少浪花。总是视乎当时的条件，以最经济的发动机运转功率来驾驶你的船，尽量避免不必要的废气排放和噪音。正确保养发动机，可以使得船的噪音和废气排放水平保持在出厂水平。详阅发动机的制造商的使用说明。



STARTING THE ENGINE

Read the engine manufacturer's manual thoroughly and make sure that you understand how the product shall be used and maintained.

RISK OF CARBON MONOXIDE POISONING



Be aware of engine exhaust fumes. Under certain conditions - rough seas or following winds - exhaust fumes can enter the cabins and other parts of the boat. Avoid running the engine on tick - over for a prolonged period. Should these problems occur under way, do not open hatches and ventilators, as this can make the situation even worse. Instead, try changing speed, trim - even direction when the wind is astern - and weight distribution.

Suggested operating procedure

- 1 Set the engine lever in neutral.
- 2 Turn the ignition on and check the fuel level.
- 3 Start the engine by turning the ignition key.
- 4 Check that the gauges for oil pressure, cooling temp and volt meter shows normal values.
- 5 Run the engine to operating temperature at idling speed. Never rev up a cold engine.

For further information read the engine manufacturers manual.

启动发动机

详阅制造商的使用说明，确保你理解本产品的使用和维护。

一氧化碳中毒的危险



发动机运转会排放废气。在特定的情况下，如恶劣的海洋条件或顺风时，废气可能进入船舱和船上的其他地方。避免发动机长时间怠速工作。当这些问题在航行中出现时，不要打开舱口和通风口，这样只会让情况更恶劣。相反的，你可以尝试改变速度、当风向向船尾时调整方向以平衡重量等。

建议的操作步骤：

1. 把发动机控制调到空挡。
2. 打开点火装置，检查燃油量。
3. 转动点火钥匙，启动发动机。
4. 检查油表的油压读数，冷却液温度和电压表是否显示正常数值。
5. 怠速运转发动机以达工作温度。禁止加速急转已冷却的发动机。

详阅发动机制造商说明书以获取更进一步的资料。

BEFORE LEAVING HARBOUR



- Never climb down the bathing ladder when the engine is running.
- Do not enter the engine room when an engine is running.
- Stop the engine before inspecting the steering and propellers.



- Before leaving harbour it is important that the boat and its equipment are in a seaworthy condition.
- All persons should wear a suitable buoyancy aid (life jacket/personal floatation device) when on deck. In some countries, it is a legal requirement to wear a buoyancy aid that complies with their national regulations at all times.
- Always get a local or national marine weather forecast before you are planning longer passages or making a local passage outside the harbour or estuary.
- Always make sure there is enough fuel and fresh water in the tanks to complete the voyage/passage planned.
- Keep the engine compartment closed and properly secured.
- Check that all items aboard are properly secured for rough seas and wind.
- Make sure that the bathing ladder is raised out of the water – and the safety strap is securely fastened when under way.
- Gates and guardrail openings shall be closed under way.

For safe navigation under all conditions of weather and visibility, sound signalling equipment capable of producing the sound signals set out in COLREG (Collision Regulations 1972) must be carried on board.

Make sure that you have appropriate sound signalling equipment on your boat.

离开港口之前



- 在发动机运转时禁止爬下游泳梯。
- 在发动机运转时禁止进入主机房
- 在检查舵和螺旋桨之前必须停止发动机。



- 在出航前，确保船和船上设备符合航条件是至关重要的。
- 船上所有人员应当穿上合身的浮水救助装备（如救生衣、个人救生器等）。在某些国家，穿着救生设备是符合该国的法律规定的法定要求。
- 当你需要计划较远的旅程、或是经过某地的港口或江河口，总是从当地或该国的海事机构了解天气预报信息
- 总是要确保有足够的燃油和淡水来完成计划的旅程。
- 保持主机房关闭和保证其安全。
- 检查船上的物件是否安全放置，是否适应恶劣天气的情况。
- 确保在航行时游泳梯已被收起，用扎带绑紧。
- 航行中要确定所有的门、出口要关闭。

为了在各种天气和能见度的条件下能安全航行，必须确保船上的声音信号装置能正常发送信号，并按照 COLREG（1972 年避碰规则）的规定操作。

确保船上有适当的鸣声信号装备。



CAST OFF

Before you cast off, consider how best to leave the jetty. What is the direction of the wind and current?

Using the bow - thruster, it is easy to move the bow out and then engage the propeller.

On boat models with two engines, it is also easy to move away from the jetty by engaging astern at idling speed on the engine nearer the jetty and ahead at idling speed on the other engine. The rudder should be in the neutral position. The boat will swing out from the jetty astern. As the bow will move against the jetty, it is important to fend off properly.

With only one engine this can be a little more difficult if the wind is pressing the boat firmly against the jetty. Use a “spring” line to help push the stern out, and use fenders to keep the bow off the jetty or dock. Firmly fend off the bow from the jetty. Take a line from the bow around a bollard or cleat on the boat, so that it can be easily let go. Engage ahead at idling speed and turn the rudder so that the stern glides away from the jetty. When the stern is safely clear of the jetty, release and retrieve the line, quickly centre the rudder and engage astern at idling speed.



Gather in all lines and fenders while you are still in sheltered water and it is safe to do so. A rope around the propeller can disable a boat.

离港

在离港前，应先考虑好离开码头的最佳方法。风向和水流方向怎样？使用船首推进器，轻松地把船首移出，然后调整螺旋桨。

在装有两个发动机的船上，按如下操作也可轻易地把船开出码头，离码头较近的发动机控制在怠速朝向后，另一发动机在怠速朝向前，船舵应在空挡位置。船将会船尾向舷外转地离开码头。由于船首会抵着码头移动，这时很要紧的是要正确地防撞。

在只有一个发动机的船上，当大风压吹得船压向码头时，要把船驶离码头是较为困难的。利用斜系的船缆帮助推动船尾移出，用防撞球保持船首与码头隔离。必须保持船首与码头隔离。从船首抛出一条缆绳绕着岸上的系缆桩或羊角，这样很轻松就可以让船离开。控制在怠速朝前，同时转动船舵，这样船尾就会滑离码头。当船尾安全地离开码头，松开缆绳并收回，迅速地把船舵调到中央，控制怠速向后。



当你仍在有掩护的水域时，把所有的缆绳和防撞球收起来，这是安全的做法。缆绳缠住了螺旋桨，船就无法行进了。



WEIGH BOW ANCHOR

- 1 Make sure that the windlass (extra) circuit breaker is turned on.
- 2 Use engine power to carefully move the boat to, and directly above, the anchor point.
- 3 Raise the anchor by pulling the anchor line straight up.
- 4 When the anchor is clear of the water, check that it is correctly positioned to run smoothly over the bow roller.
- 5 Haul up and lock anchor in place with the safety line before getting underway.

RUNNING THE BOAT

Going out in a motor boat involves a responsibility, not just to those on board but also to others we meet on the water. Showing consideration for others generates confidence and a sense of well - being at sea. Everyone has the same right to enjoy the sea in their own boat. The physical laws that apply to a boat are rather different from those affecting a car. For example, a boat has to be handled to optimise its sea keeping and handling characteristics and qualities. You can control a boat's attitude and the level of comfort while under way by adjusting its speed to match the prevailing weather, wind and wave conditions. With this, and the correct use of the trim tabs, a safer and smoother voyage is enjoyed by the crew. A planing boat rides almost level in the water at maximum speed. But, as speed is reduced, the bow rises and the stern settles, until the boat levels off again at idle engine speed. This is normal, and is a prerequisite for good performance.

Get to know how your Nimbus handles at higher speeds - but gradually. Day - by - day, explore how the boat responds to your steering inputs and different throttle settings. When in safe waters and clear of other vessels and the shoreline, try higher speed turns and emergency stops and collision avoidance manoeuvres. Use this knowledge and experience to enjoy safe, confident and economical cruising.

收起船首锚

1. 确认锚机绞盘（增加的）的断路器是已打开了。
2. 利用发动机的动力，小心地移动船到达恰好在下锚点的正上方。
3. 垂直地拉起锚链以升起锚。
4. 当锚升出水面、清楚看到时，检查船首的锚链滚转机是否顺畅地收起锚、并升出水面合适地放置。
5. 在起航前把锚收起并用安全索锁定。

操控船只

驾驶动力艇出航，要有责任感，不仅是对本身船上的人员，也要对在水上遇见的其他船只负责。为他人着想的表现，培养互相信任、愉快的海上气氛。大家都拥有平等的权利去驾驶自己的船，享受出海的乐趣。适用于行船的惯例非常不同于行车。比方说，操控船只，尽可能充分利用船的适航性和操控性。在航行中，你可以根据当时的天气、风力和海浪的情况，适当调整船速，来控制你的船的状态和舒适度。除此之外，正确地使用压浪板，能让你的船员享受更安全顺利的旅程。飞驰的船几乎可以最大速度取得水平，但是，随着速度减慢时，船首会抬升，船尾下压，直到在发动机怠速下，才会重新取得平稳。这是正常的，也是船的表现良好的前提条件。

要了解你的 Nimbus 在更高的速度是如何控制的，是需要时间、逐步地掌握。一天一天地，探索你的船是如何对转动方向盘、不同减速的设定等反应。当在安全水域、没有其他船只和清晰海岸线的条件下，你可以尝试高速转弯、紧急停车和避让操作等。利用这些知识和经验，好好享受安全、自信和节约的旅程。



Avoid using high speed along with large or violent rudder movements - particularly when going astern or at very high speeds. This puts large strains on the rudder and steering mechanism. Avoid sudden manoeuvres at high speed - except in an emergency or to avoid collision.

Stay out of the fore cockpit when the boat is moving fast.

Shift between forward and reverse gears only in speeds under 3 knots. Preferably, let the boat come to a complete stop, and the engine drop down to idle before shifting, as this otherwise strains the engine, can cause the engine to stop and in worst case, force sea water backwards into the engine. **IMPORTANT!** On boat models with twin engines, both must be running when reversing the boat. This is to prevent sea water from entering the engine backwards through the exhausts.

A right - handed propeller rotates clockwise and a left - handed propeller anti - clockwise, seen from the stern. The rotation of the propeller is critical to accurate and confident boat handling. A right - handed propeller pushes the stern of the boat to starboard when the engine is engaged ahead and to port when it is going astern. The direction of rotation of the propeller has a major impact on the turning radius. A right handed propeller gives a smaller turning radius to port than to starboard.

Never forget that that your propellers have considerable propulsion power that provides powerful acceleration and considerable “grip” to the water. Avoid dangerous situations that can arise from hard acceleration or insensitive use of the throttle. Remember that the view from the helming position can be reduced considerably by any of the following factors:

- Outdrive trim angle
- Trim tab angle
- Load and load positioning
- Speed

避免在高速时同时进行大角度或大力度的操舵行为 - 尤其是在后退或非常高速时。这会给舵和操舵系统造成很大的负担。避免在高速时进行快速调动- 除非是紧急情况或执行避碰。

当船高速行驶时，离开前座舱。

只能在低于 3 节的船速下变换前进和后退的挡位。较合适的操作方法是，在变换挡位前，先让船完全停止，发动机降到空挡。不然的话，发动机的过度操作，会引致发动机停机，严重的甚至会发生海水回流至发动机的情况。**重要!** 如果是双发动机的船型，在倒船时必须两个发动机都在运转中。这样是防止海水通过排气管倒流回发动机。

从船尾看去，右向旋转的螺旋桨是顺时针转动的，左向旋转的螺旋桨则是反时针转动的。螺旋桨的转动是准确而放心地操控船只的关键。当发动机向前进时，右向旋转的螺旋桨推动船尾向右舷，当发动机向后退时，它则推动船尾向左舷。螺旋桨旋转的方向是直接影响转向半径的主要因素。右向旋转的螺旋桨形成的左旋半径要小于右旋半径。

千万别忘了，你的螺旋桨拥有非常大的推进动力，提供强力的加速和有力地“抓住”水流。尽量避免因过强的加速或减速而可能产生的危险情况。

谨记以下这些因素可能让你在驾驶员位置的视野大大的缩小：

- 舷外挂机的俯仰角
- 压浪板的倾角
- 装载物和装载物品的位置
- 速度



- Rapid acceleration
- Changeover from displacement speed to planing (the hump)
- Sea conditions
- Rain and thunderstorms
- Darkness and fog
- Inner lighting when under way in the dark
- Position of curtains
- People and equipment that can block the helmsmen's view.

- 快速加速
- 从位移速度变为滑翔速度（驼峰航线）
- 海面情况
- 下雨和雷暴雨
- 黑暗和雾
- 在黑暗中行驶时的室内灯光
- 百叶窗的位置
- 挡住驾驶员视线的人和设备

The International Regulations for Preventing Collisions at Sea (COLREG) demand that a proper lookout is kept at all times, and the maritime "Right of way" rules must be observed at all times.

国际海上避碰规则要求航行中要求有观察员值班，遵守海上“先行权”的规则。



USING TRIM TAB AND POWER TRIM

Trim Tab



Make very small adjustments at a time. Holding down the button for one trim tab for any length of time can result in partial loss of control of the boat. Your boat does not need trim tabs to get up on the plane or to give good performance. Trim tabs are, however, a very useful aid, if used correctly in the following situations:

1. To trim the bow down in a rising sea and at speeds between the hump and cruising speed
2. When running with a strong cross - wind on the beam which causes the boat to list.

A planing boat always leans into a strong beam wind. This reduces the boat's sea - keeping qualities, which is why listing to one side should be eliminated by use of the trim tabs as far as possible. Lowering the trim tab on the windward side brings the boat back into level/even - keeled attitude.

For trimming the bow down, both trim tabs are used in parallel. Begin by retracting both trim tabs completely, and then lower both of them a little at a time, so that you retain complete control over how the boat is affected.

When running with a following sea, the trim tabs should always be fully raised. The reason for this is that boats have a tendency to "dive" in a strong following sea, which can result in uncontrollable slowing. So it is best to run the boat with a high bow angle in a following sea.

使用压浪板和 主机自动调整装置

压浪板



每一次只需做轻微的调整。按着压浪板的按钮不放，无论时间长短，都可能导致船的局部失控。

不需通过调整压浪板来让船提速滑翔或操作演示。

然而，如在以下状况下，适当使用压浪板的话，是非常有帮助的：

1. 在海面上升时、或速度介于驼峰和巡行之间，可把船首调低。
2. 当船是在强大的侧风下行驶时，可能引起船倾侧。

飞驰中的船总是引起强烈的横风。这样会减弱船的适航性能，正因此尽可能利用压浪板来尽可能地消除船的倾侧的情况。降低在顺风那边的压浪板，使得船恢复水平状态。

要降低船首，2个压浪板必须并行使用。开始先完全收起2压浪板，然后同时降低2压浪板，每次下降一点，这样你就能保持对船所受的影响的完全的控制。

当船行驶在尾随浪下，应当让压浪板全面升起。这么做的原因是，在情况下的船很容易陷入尾随浪，引起无法控制的慢行。因此，最好的办法就是让船以高的船首角度来行驶。



POWER TRIM (BOAT MODELS WITH STERN DRIVE)

Use the Power Trim to adjust the stern drive angle. The angle is displayed on the engine display. At low speed, the angle is adjusted towards a lower (or negative) value. The drive is angled forward, making the boat get up on the plane faster. At high speed, it is desirable to trim the bow up. This is achieved by angle the drive backwards, which gives a higher value on the engine gauge.

Read the engine manufacturers manual for additional information.

自动调整装置（船尾驱动的船型）

利用电动升降来矫正船尾驱动的角度。这可在发动机显示屏上读取。在低速时，这角度应调整为较低的数值（或负数）。驱动角度向前，可以让船更快达到滑翔速度。在高速时，合适的做法是调高船首。这可通过调整船尾驱动向后来达到，发动机的仪表读数会较大。

详阅发动机制造商说明获取更多的信息。



ROUGH SEAS

Never go out in rough seas if you are uncertain whether the boat and those on board can cope. There are some simple rules that should be followed:

- Be well prepared.
- Remember to secure loose equipment or possessions.
- Put storm hatches in place in the companionway opening.
- Always keep hatches, doors and lockers closed, to prevent risk of flooding.
- Always have emergency equipment easily accessible.
- Avoid breaking seas close to land and over shallows, as they can seriously affect the stability.
- Reduce speed if there is a rough sea running.
- Use the trim tab to trim the bow down to reduce hull slamming.

IN A HEAD SEA

- Adjust speed to suit the size of the waves.
 - Adjust the trim angle to the size of the waves.
- Avoid taking seas beam on.

IN A FOLLOWING SEA

- Remember to keep the bow high in a following sea. Avoid crashing through waves. Maintain low speed. If necessary, deploy the sea anchor to reduce speed.
- Planing boats can be particularly exposed in rough following seas. The stern of the boat rises and the rudder does not answer, so the boat broaches while the bow cuts down into the sea.



Remember that the non - slip molding can be slippery to walk on when the deck is wet.

恶劣海情

在海面情况恶劣的时候，如果你对船舶本身和船上人员的应付能力有疑虑的话，禁止出航。有以下简单的原则可以遵从：

- 做好充分的准备。
- 谨记给不牢固的设备或财产物品加固。
- 把手扶梯入口的防风舱门关紧。
- 总是把舱口、门和储物柜关上，以防海水泛滥。
- 总是把紧急救生设备放置在容易获取的位置。
- 避免在近岸或浅海的区域的破浪，因为这样会影响船舶的稳定性。
- 遇到恶劣海情时应当减慢船速。
- 利用压浪板降低船首，以减少船体的撞击海浪。

遇到顶头浪

- 根据浪的大小调整船速。
- 根据浪的大小调整压浪板的角度。避免海浪横压船舶。

遇到尾随浪

- 遇到尾随浪时，谨记保持船首高扬。避免船舶冲入大浪。保持低速。在必要时，放下船锚以减慢船速。
- 滑行的船舶尤其容易暴露于尾随浪。船尾升高，船舵无法回应，当船首切入海的时候，船会出现突然转向。



谨记，尽管甲板是防滑的，被打湿后走在其上仍会打滑的。



MANEUVERING IN NARROW CHANNELS

When manoeuvring in narrow channels, the engine speed should be kept as low as possible so that manoeuvres are calm and steady. In difficult wind and current conditions, a few more revs might be necessary to make full use of the power of the engine. In these conditions, it is vital that manoeuvres are carried out quickly and precisely to prevent the boat drifting into trouble.

A good rule, before starting a manoeuvre under difficult conditions, is to assess the potential dangers and problems which could arise. Look at the wind and current conditions and decide in advance which manoeuvres you can make safely and confidently. It is also important to brief crew members on what they should do.

Remember that stability may be reduced when towing.

在窄水道操纵船舶

当你在窄水道操纵船舶时，应当保持尽可能低的航速，保证操控行为的平稳。在风和水流不利的条件下，尽量充分利用发动机的功率，加大马力。在此情况下，非常重要的一项是尽可能最快、最准确地操纵船舶，以免船漂移陷入困境。

这有一条很好的规则，遇到恶劣条件时，在开始操控船舶之前，总是先评估各种可能出现的潜在危险和困难。观察风和水流的状况，提前决定你能安全地、有把握地实施的操纵船舶的方案。

同时，要给你的船员简报他们将要执行的工作，这是很重要的。谨记，在拖船的时候，可能会降低船舶的稳定性。



DOCKING

Always brief your crew on how you are planning to dock.

Fenders and at least one mooring line fore and aft must be in place before approaching the jetty.

It is always easiest to dock against the wind, if this is possible. Try to hold the bow exactly into the wind and maintain sufficient speed for the boat to answer the rudder. If the bow is blown off in one direction, back out and repeat the manoeuvre. Bring the bow up to the jetty, and get a line ashore and secured quickly.

Docking with a beam wind is a little more difficult. Do NOT steer parallel to the jetty with the intention of letting the boat blow in. There is always a risk of the bow being blown off towards other boats or the jetty. Instead, try approaching by going astern, when steering control is often greater. The wind helps hold the boat on a straight course. Have someone on the foredeck that can go ashore and quickly turn the bow in the desired direction after the boat has stopped completely.

停靠码头

总是事先给你的船员做简报，你计划如何停靠。

在接近码头堤岸前，必须把防撞球、缆绳等准备妥在适当的位置上，最少各一系泊缆绳于船首和船尾。

在逆风条件下停靠是最容易的，如果可能的话。尽量保持船首准确地迎风，维持足够的速度以让船及时对舵反应。如果船首被吹偏一方向，后退继而重新操作。让船首先接近堤岸，放置一缆绳到岸上，并尽快套紧。

在横风时停靠较为困难。千万不要平行堤岸驾驶、企图让船被风吹进泊位。这总存在船首被风吹偏冲向他船或堤岸的危险。相反地，应尝试以船尾接近堤岸，通常需要更大的力气来控制方向盘。同时风会帮助船保持直线航道。需要安排人员在前甲板，当船完全停止时，他可以上岸并快速地把船首调整到合适的方向。



ANCHORING

- 1 Study the seabed conditions and make sure that there is good holding ground, and that anchoring is permitted in the area.
- 2 Choose your location to anchor with care, ensuring you do not obstruct channels or will swing too close to other boats.
- 3 Listen to the weather forecast for the area and take note of the expected wind, wave and tide conditions.
- 4 Face the boat into the wind about 3 to 5 boat lengths upwind of where you wish to rest. Release the anchor slowly until it reaches the sea/lake bed.
- 5 Proceed slowly astern [at idle speed] to the position you wish to remain in, thus letting the anchor "bite". Tighten up and make fast the anchor line securely to a mooring bollard.
- 6 Pause and check if you are drifting or dragging your anchor: if so, repeat the process, having recovered the anchor [see above].
- 7 Note your position on the GPS. Regularly check that the boat has not moved, apart from swinging with wind or tide.
- 8 Set the echo sounder / chart plotter to "Anchor Watch", allowing for the rise and fall of the tide in tidal waters.

下锚

1. 事先了解海床的状况，确保有合适的抓锚地，锚可以最大抓地力抓入该区域。
2. 小心选择你将要下锚的位置，确保不会妨碍水道，或船晃动时不会太接近其他船。
3. 注意收听有关区域的天气预报，记住预报的风浪和潮汐的状况。
4. 把船行驶到距离计划停泊的位置的大约 3-5 倍于船身长度的地点，船首处于逆风向。然后慢慢地放下锚，直到它抵达海床或湖底。
5. 以怠速缓慢地把船尾推向你计划停泊的位置，这样可以使锚“咬紧”海床。尽快拉紧缆绳，并把它固定在缆桩上。
6. 停船，检查锚是否漂移着、或者是因脱锚被拖曳着。如果答案是肯定的话，请重新上述步骤，把锚取出重新下锚。
7. 留意你在 GPS 上的位置。定期检查除了因风或浪摇摆以外，船有否移动。
8. 把回音探测、导航仪设定为“下锚监视”，预设锚泊深度时要考虑到潮汐水域内的潮水升降的数值。



AFTER RUNNING THE ENGINE(S)

To counteract decarburizing and heat stress after the engine(s) has/have been run, let it/them idle in neutral for about a minute before closing down. This is particularly important after running at high revs.

- Stop the engine(s) by turning the starter key to position S.

REGULAR MAINTENANCE

Some maintenance is required to preserve the boat's finish, primarily of external parts which are exposed to sun and salt water.

- Regularly wash the boat with fresh water.
- If the boat is used the whole year, the boat should be taken out, pressure - hose cleaned and polished every fourth month.
 - Clean aluminium parts with fresh water. Add soap solution if necessary.
 - Rinse the hood in fresh water. Allow to dry thoroughly before folding away.
 - Clean the deck using a soft brush and a mild soap solution, [employing circular motions and not too much pressure]. The teak deck does not require any finishing treatment. Over time, the teak weathers to a silky - grey.
 - Do not use any aggressive cleaners.

在运转发动机后

为了抵消在发动机运转后产生的脱碳和热应力，让它或它们以空挡转一分钟左右才关闭。在发动机高速运转后，这尤其重要。

- 通过把主机钥匙转至“S”的位置，把发动机关闭。

日常保养

针对船的表面处理的保护，需要某些定期的维护，主要是室外受日晒和咸水的部分。

- 定期用淡水冲洗船身。
- 如果船是全年使用的，应当每4个月一次吊起进行清洁、打磨。
- 清洗铝合金部件，必要时加上肥皂液使用。
- 用软刷和温和的肥皂液来清洁甲板，用打圈的动作，不要太用力。柚木甲板不需要任何表面处理。随着时间的过去，柚木甲板会显光滑的灰色。
- 千万不要使用任何强力清洁剂。



SACRIFICIAL ANODES

Sacrificial anodes are used to protect metal against corrosion. The base metal in the sacrificial anode corrodes in preference to the nobler metal (e.g. the aluminium in an outdrive). The anodes fitted to our boats must be designed to meet the specific conditions in which the boat is to be used. There are a number of general recommendations for choosing anodes. In saltwater, zinc anodes must be used. In brackish water, aluminium anodes must be used. In freshwater, magnesium anodes must be used. If the boat is to be used for more than seven days in water for which the anodes fitted are not intended, it is worth considering changing the anodes. If the boat has been moved between different types of water, or if the anodes have been exposed to air, the anodes must be checked. If a white crust has formed or the anodes have turned yellow, they must be cleaned. Remove the coating using sandpaper or emery cloth. NB! Never use a steel wire brush or ferric oxide type emery cloth, which could make the anode ineffective. Inspect the anodes regularly and replaced them if they are more than 1/3 corroded.

牺牲阳极

牺牲阳极用于保护金属防腐蚀。牺牲阳极的卑金属较先于贵金属被腐蚀，比方，舷外挂机的铝金属。装置在我们的船上的牺牲阳极，必须是专门设计以满足该船的使用的特定条件。这里有若干通用的原则以供选择阳极。用于咸水，应选锌阳极。在半咸水，可选铝阳极。在淡水，则应用镁阳极。如果船要被使用于非阳极的设计的水域超过 7 天的情况，值得考虑更换合适的阳极。如果船要在两种不同的水域间移动的，或者是阳极已经被暴露于空气中，就应当检查阳极的状况。如果已经形成白色的外层，或阳极变成黄色，应当把它们清洁妥。使用砂纸或砂布去掉涂层。注意！禁止使用钢丝刷或氧化铁类的砂布来打磨，这会让阳极失效。定期检查阳极，如果有多于 1/3 的腐蚀部分，就应当更换了。



CARE INSTRUCTIONS FOR STAINLESS STEEL

Stainless steel is porous. Keeping these pores free from dirt and chlorides is vital to prevent flecks of rust forming on the surface. Use a cleaner containing tensides (e.g. dish - washing liquid). Tensides reduce surface tension and help remove dirt from deep within the pores in the metal. Use a rag or sponge for cleaning. If the discolouration still remains, use a non - scratch pot scourer or scrub sponge. After cleaning, rinse the surfaces carefully with cold fresh water and dry for best results. NB! Do not rinse with warm water since evaporation can cause the discolouration to recur. If the surface is badly stained, the cleaning may have to be repeated a number of times. Regular cleaning prolongs the life of the products. It is best to clean metal surfaces at least once a month during the season, and wash down with cold fresh water every time you use the boat.

Do **NOT** use the following for cleaning:

- Steel wool (it scratches the surface and leaves small particles of wiring on the surface which can encourage rust to form)
- Chlorine solutions and deionised water
- Cleaners containing chlorides
- Bleach containing hypochlorite (if this is accidentally spilt on stainless steel, rinse it off immediately with plenty of cold water)
- Silver polish

不锈钢的护理说明

不锈钢是可渗透的。防止灰尘和氯化物的污染其小孔，能有效地阻止在其表面形成斑点。使用含有表面活性剂的清洁剂，如洗洁精。表面活性剂能减少表面张力，有助于把灰尘从金属的小孔的深处清理出来。用擦布或海绵进行清洁。如果不锈钢上仍有污点，使用非擦刮的洗锅刷或粗磨海绵清洁。清洁后，用凉的淡水小心地冲洗表面，最快最好地擦干。**注意！**禁止用温水冲洗，热气蒸发会引致污点重现。如果表面的污点情况很严重，那就得重复进行多次清洁。定期的清洁可以延长产品的使用寿命。在旺季时，最好至少每月一次清洁金属表面，在每次用船后用凉的淡水彻底冲洗。

千万**不要**使用以下这些物品来清洁:

- 钢丝刷（它会刮花表面，在表面留下细微的钢丝粒子，促使生锈形成）
- 氯化物液体和去离子水
- 含氯的清洁剂
- 含次氯酸盐的漂白水（如果意外喷洒到不锈钢上，立即用大量的凉的淡水冲洗）
- 银器擦亮剂



INTERIOR

Internal fittings such as locker doors and drawer fronts, trims etc. are in mahogany. Lacquered mahogany can be cleaned using a damp cloth and a little soapy water. Treated teak is cleaned in the same way. Waxed mahogany is cleaned with a damp cloth and should be maintained with a wax once a year to maintain a good finish. The wax can be purchased at our retailers. Plastic and painted surfaces are cleaned by wetting the surface evenly with just a little water. Regular stains are removed with a brush and lightly diluted all-purpose cleaner. Grease is removed with brush/sponge and window cleaner. Clean the surface afterwards with sponge and water. Wipe dry with a piece of cloth.

Fabrics are washed according to separate washing instructions (marking) or as follows: Washing Machine: 40°C with light spin drying and hang to dry. The material may shrink slightly. Dry clean to avoid this completely.

Sliding door tracks should be cleaned regularly. Lubricate sliding surface lightly with silicone - based lubricant. Wipe away excess, and avoid spillage on teak decks. Spray lubricant on Sliding - door wheels. Lubricate handles and lucks with a proprietary lock lubricant, avoiding spillage on upholstery and teak decking.

室内装饰

室内的家具，如储物柜的柜门和抽屉的面板、镶边等是红木制作的。

上了清漆的红木可以用润湿的布加点肥皂水来清洁。表面处理过的柚木也可以用同样方法来清洁。上过蜡的红木可以用湿布清洁，应当每年打蜡一次来维护，保持其良好的表面处理。可以向我们的零售商购买所需的保护蜡。塑料和油漆的表面可以稍微打点水，均匀地润湿表面，然后清洁。普通的脏点用刷子去掉，可以稍微用点通用清洁剂。油脂可以用刷子或海绵加玻璃清洁剂来清除；然后用海绵和水清洗表面；再用布擦干。

布料根据个别的说明（标签）来清洗，或按照以下做法：

机洗：40°C的水洗，轻柔甩干，晾挂至干。布料可能会稍微缩水。避免干洗。

推拉门的轨道必须定期清洁。用硅基质的润滑剂稍微润滑滑动面。

多余的润滑剂要擦除，避免满溢到柚木甲板上。喷洒润滑剂到推拉门的轮子上。要用专门的锁头润滑剂来润滑把手和锁头，避免满溢到家具和柚木甲板上。



HOOD

New hoods may leak initially, since the seams need to swell.

To prevent rapid deterioration of the hood, it should be tightly secured in a folded - up position.

CLEANING

Clean the hood regularly by brushing loose dirt with a sponge or soft brush. Rinse with lukewarm fresh water and hang to dry. The hood should be thoroughly cleaned a couple of times a year. Wash the in - and outside with a sponge or soft brush. Use mild soapy water and plenty of lukewarm water. Rinse thoroughly with fresh water. Mix 12% vinegar in the final rinsing to neutralize the soap residues. Hang to dry.

NOTE! Never use high pressure washers or chemical cleaners.

NOTE! Never use drying cabinet, tumble - dryer or ironing to speed up the drying process. Check that the hood is completely dry before stowing. If the hood is moist when it's folded it will be damaged by mould. Winter store the hood dry indoors, not in the boat.

发动机罩

新的发动机罩开始时也许会渗漏，因为缝合处需要膨胀起来。

为了防止其快速老化，应当把它折好后放置安全的地方。

清洁

定期地清洁发动机罩，用海绵或软刷掸掉灰尘。温水冲洗后，晾挂至干。罩子必须每年彻底地清洁 2 次。用海绵或软刷清洗罩子的里外。使用温和型的肥皂水和大量的温水。然后清水彻底冲洗。在最后的冲洗时，混合 12% 的醋来中和肥皂的残留。晾挂至干。

注意！ 禁止使用高压冲洗机或化学清洁剂。

注意！ 禁止使用干燥箱、滚筒式烘干机或熨烫来加快其干燥过程。



RISK OF FREEZING

- The bilge pump system is fitted with a water lock on the hose. Detach the hose and fully drain the water from the water lock and run the pumps dry, otherwise the pumps can freeze and break and the hoses burst.
- Unscrew the frost plug on the underside of the shower fittings. If there is no frost plug, unscrew the shower hose.
- Drain the water tank and all other components containing water in order to avoid frost damage.
- Run the fresh water pump dry to drain out all the water.
- Make sure that no water remains in the boat under any circumstances. Leave the hatches in the cabin sole partially open.

ACTION FOR WINTER STORAGE

- Wash the hull and bottom immediately after hauling out.
- Inside the boat, leave lockers, drawers, and cabin and wardrobe doors open for ventilation.
- Wash all parts inside, also under the floors.
- Carpets and cushions should preferably be stored indoors in a dry place. If this is not possible, make sure that the cushions are dry and position them on edge. Remove the carpets.
- Ensure thorough ventilation throughout the boat.
- During long-time storage, the batteries may be left on board. Batteries need to be charged on regular bases during long-time storage. (Ex. Charge every other month for two days.).
- Protect the boat with a winter cover.

结冰天气的危险

- 舱底泵系统在水管上配有水闸。卸下水管，水要全部排出水闸，开动泵让里面的水排空，否则，泵里会结冰而破裂，水管会爆裂。
- 把淋浴装置底部的防冻塞拧松。如果没有的，就拧松淋浴头的水管。
- 把水箱和其他装载水的部件里的水排空，防止霜冻造成损坏。
- 开动淡水泵，把水全部排空。
- 在任何情况下必须要确保船上不存有水。让舱底的舱口部分敞开。

冬季存放的做法

- 在船被吊出水面后，立即冲洗船身和船底。
- 在舱内，把储物柜、抽屉、舱室和衣柜的门都打开，以通风。
- 清洗舱内的所有区域，包括地板下面的部分。
- 地毯和靠垫应当妥当地放置于室内干爽的地方。如果这可能办不到时，要确保靠垫是干透了，并且要竖着放置。把地毯移走。
- 确保全船通风顺畅。
- 在较长的存放期间内，电池可以留在船上。但期间要定期有规律地给电池充电。（比如每月至少充电 2 天。）
- 给船套上冬天用的船罩以保护船体。



BEFORE LAUNCHING

- Remove the tarpaulin or winter cover in good time before the launching.
- Wash the hull with a normal boat shampoo and soft brush. NOTE! The shampoo must not contain chlorine.
- Wax the freeboard and superstructure if necessary. Use a normal boat wax.
- If there are any small scratches or any of the gel coat surface has become dull, this can be rectified by using a rubbing compound before polishing.
- Paint the bottom with Antifouling.
- If the batteries are removed, put them back and connect them. Check the batteries for charge and electrolytic level.
- Check all cables, clamps, engine brackets and other brackets.
- Check the steering before launching.
- Check the instrumentation.
- Close all water and engine system drainage plugs.
- Check that the engine cooling system's seacocks are open.
- Check all pipes, hoses and cocks.
- Make a note of any frost damage.

下水前

- 在下水前早早地把防水帆布罩或冬季专用船罩除下。
- 用软刷和普通的船用皂液清洗船身。**注意!** 禁止使用含氯的皂液。
- 如有必要时, 可以给船体和上层部件上蜡, 使用普通的船蜡。
- 如果发现细微的刮痕或凝胶涂层有褪色, 在打磨前可以先用抛光膏修复。
- 给船底漆上防污漆。
- 如果电池是被移走的, 把它们装上并重新连接。检查电池是否需要充电和电池水的水平。
- 检查所有的电缆、钳夹、发动机的托架和其它的托架。
- 在下水前要检查舵的操作是否正常。
- 检查所有的仪表是否正常工作。
- 关闭所有水的系统和发动机的排水塞。
- 检查发动机冷却系统的通海阀是否已打开了。
- 检查所有管道、水管和通海阀。
- 记录下来任何霜冻损坏的地方。



LIFTING AND TRAILING

LIFTING

Always use a reputable boatyard to haul out your Nimbus. Also make sure the company has adequate insurance and third party indemnity cover.

When the straps have been attached to the lifting hook on the crane they should be secured with lines fore and aft to the mooring bollards to prevent the lifting straps from sliding.

IMPORTANT! The lifting beam should be exactly same width as the boat.



Always take great care near and around the yacht when lifting. Note the location of the log transducer to avoid damaging it. Protect the hull sides to avoid chafing or other damages to the hull. The position of the slings may need adjusting depending on how the boat is loaded.

TRAILING

Always use a reputable boat transport company for transporting the boat on land. Make sure the company has adequate insurance and third party indemnity cover.

吊船和拖船

吊船

总是选用信誉良好的船厂来吊起你的 NIMBUS。也要确保该公司有足够的保险和第三方赔付。

当拉带与起重机的吊钩连接起来的时候，工作人员必须在船首和船尾配有缆绳到达缆桩以策安全，以防万一拉带滑落。

重要！ 吊梁的宽度必须与船宽一样。



当吊船时，总是有人在船的附近，尽可能靠近，给予最大的关注。注意着记录仪的传感器的位置，以防其受损。保护好船体的侧身，避免造成船体被磨损或其他伤害。视乎船的放下的方法，适时地调整吊索的位置。

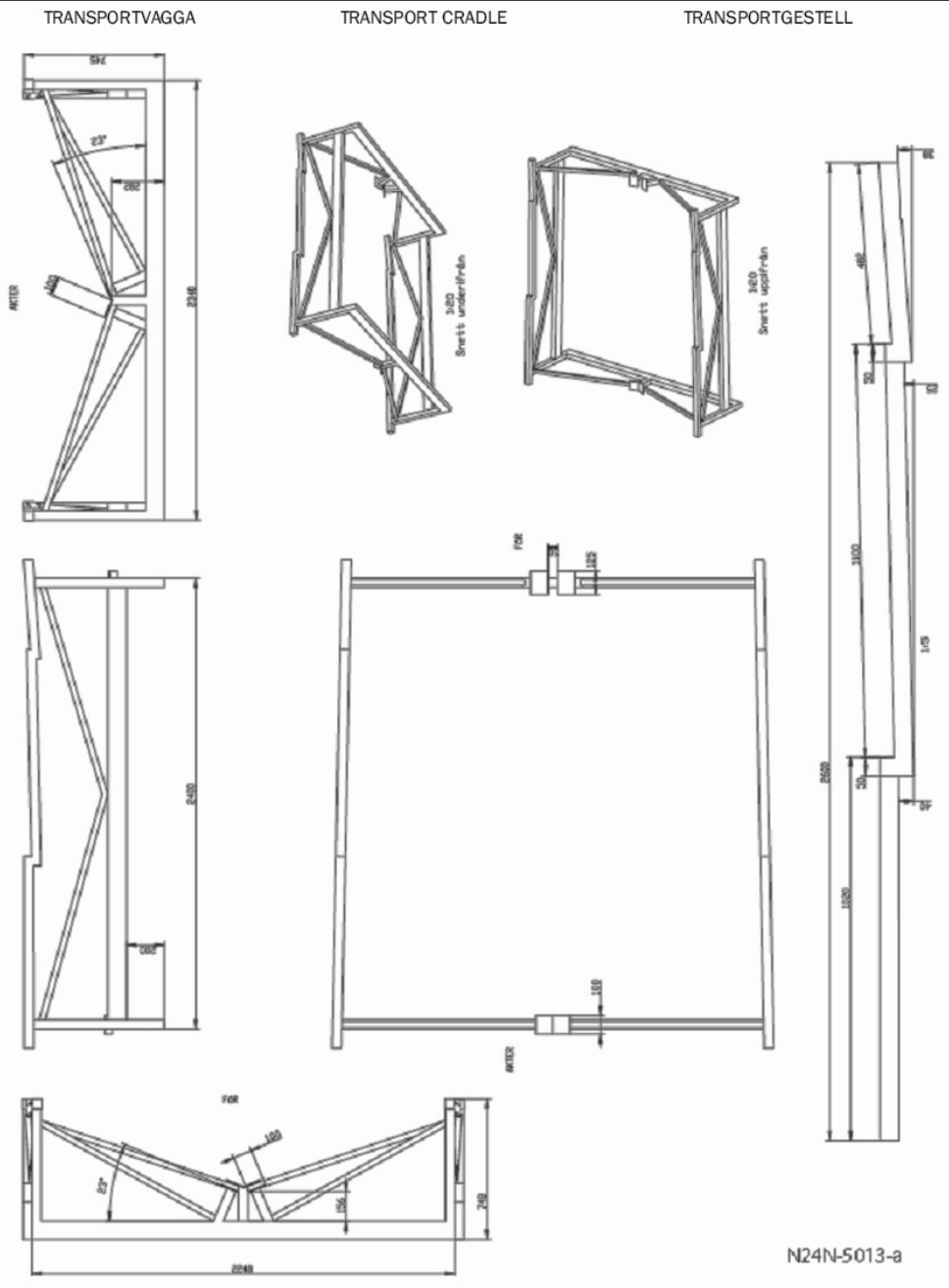
拖船

总是选用信誉良好的船舶运输公司来负责船的陆上运输。确保该公司有足够的保险和第三方赔付。



TRANSPORT CRADLE 运输支船架

NIMBUS BOATS SWEDEN AB





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