C O N T E N T S

INTRODUCTION

The combination of Bernard Olesinski's proven hull configuration and Fairline's reputation for quality boat building makes the Fairline 43 an exceptional craft, which if used and maintained correctly will give long and trouble free service. The purpose of this Owner's Manual is to help you get to know your new boat and its systems and enable you to gain maximum enjoyment from it. The manual does not attempt to teach you how to navigate or handle the boat.

The 43 has a medium V hull with a 17 degrees deadrise aft; the deep V forward gives a soft entry into head seas and ensures good seakeeping in heavy weather. The full length moulded spray deflectors and pronounced chine knuckle keep the boat dry and increase the lift for good planing performance. All glass fibre construction throughout, the 43 is laminated by hand using isophthalic gelcoat and orthophthalic resins. An extensive network of longitudinal and transverse stringers glassed into the hull strengthens all stress areas, and the deck reinforcing is a sandwich construction with a high density foam core. Deck and hull are bolted and bonded together and all bulkheads are timber, faced with natural ash or teak.

The manufacturers of many items of equipment such as radar, echo sounder, trim tabs and davits etc. provide their own guarantees and maintain widespread service facilities throughout the world; manufacturer's guarantee procedures for these items must be rigorously complied with, and guarantee cards must be returned promptly to manufacturers who require them in order to validate their guarantee. **Manufacturer's instruction books, particularly for the engines, must be studied thoroughly, since this manual does not attempt to cover items included in these books.**

Whilst your boat is being handed over to you, your Fairline distributor will carry out a pre-delivery check. He will explain and demonstrate the operation of all the boat systems to you. For after-sales-service please contact your Fairline distributor; he has a close working relationship with the factory and will quickly attend to any problems.

The Fairline 43 is constantly being updated and improved, therefore although every endeavour has been made to ensure the accuracy of the information in this handbook, no liability can be accepted for any omissions or discrepancy that may occur. It should also be noted that the fitting of non-standard equipment or any changes from the standard specification requested by the customer may invalidate the information in this handbook.

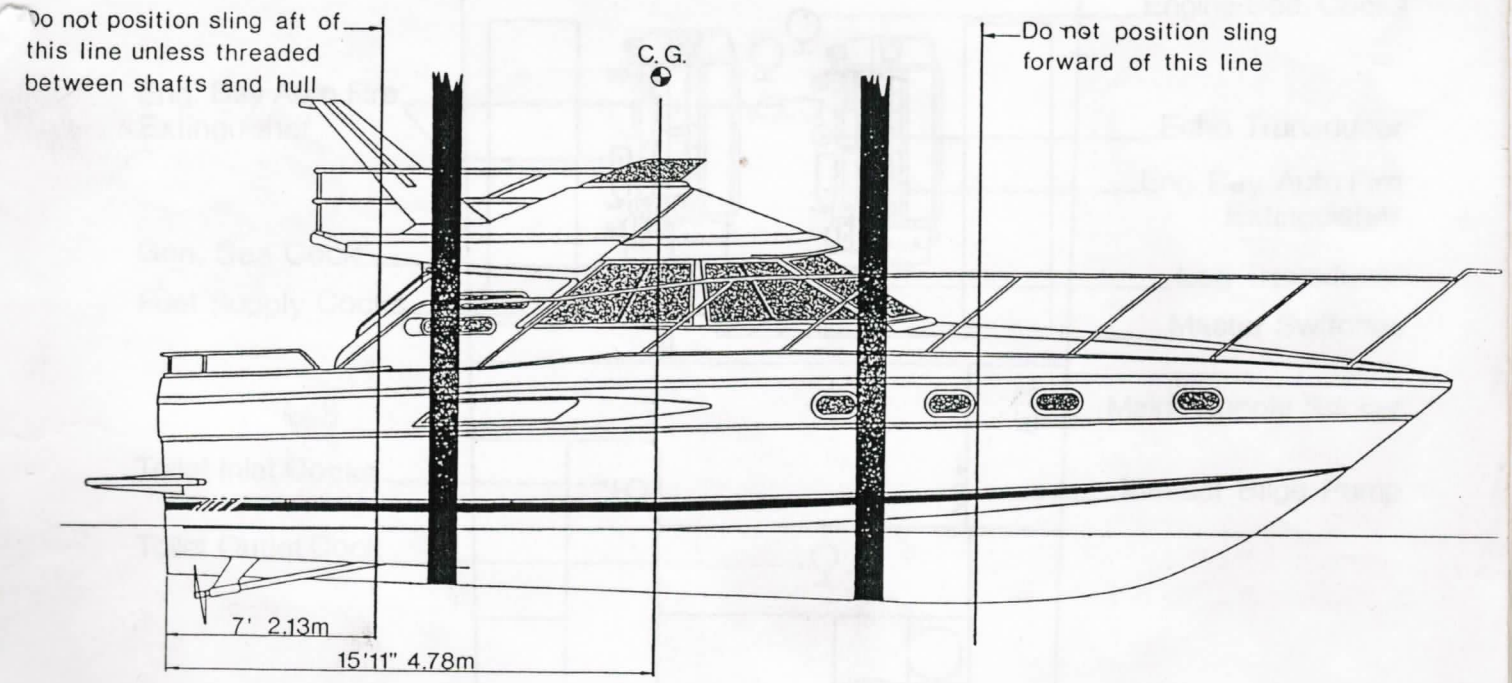
QUICK REFERENCE SPECIFICATION

Hull Length	:	42'6"	12.95m
Overall Length	:	46'3"	14.09m
Beam	:	13'10"	4.22m
Draught (approx).	:	3'3"	1.0m
Cruising Air Draft (approx).	:	16'10"	5.13m
Transport Height (f/bridge dash panel to rudders)	:	14'4"	4.37m
Fuel Capacity	:	360 gals	1636L
Fresh Water Capacity (Incl. calorifier)	:	130 gals	591L
Dry Weight (approx. with twin TAMD 71) .	:	11.5 tons	11,500kg

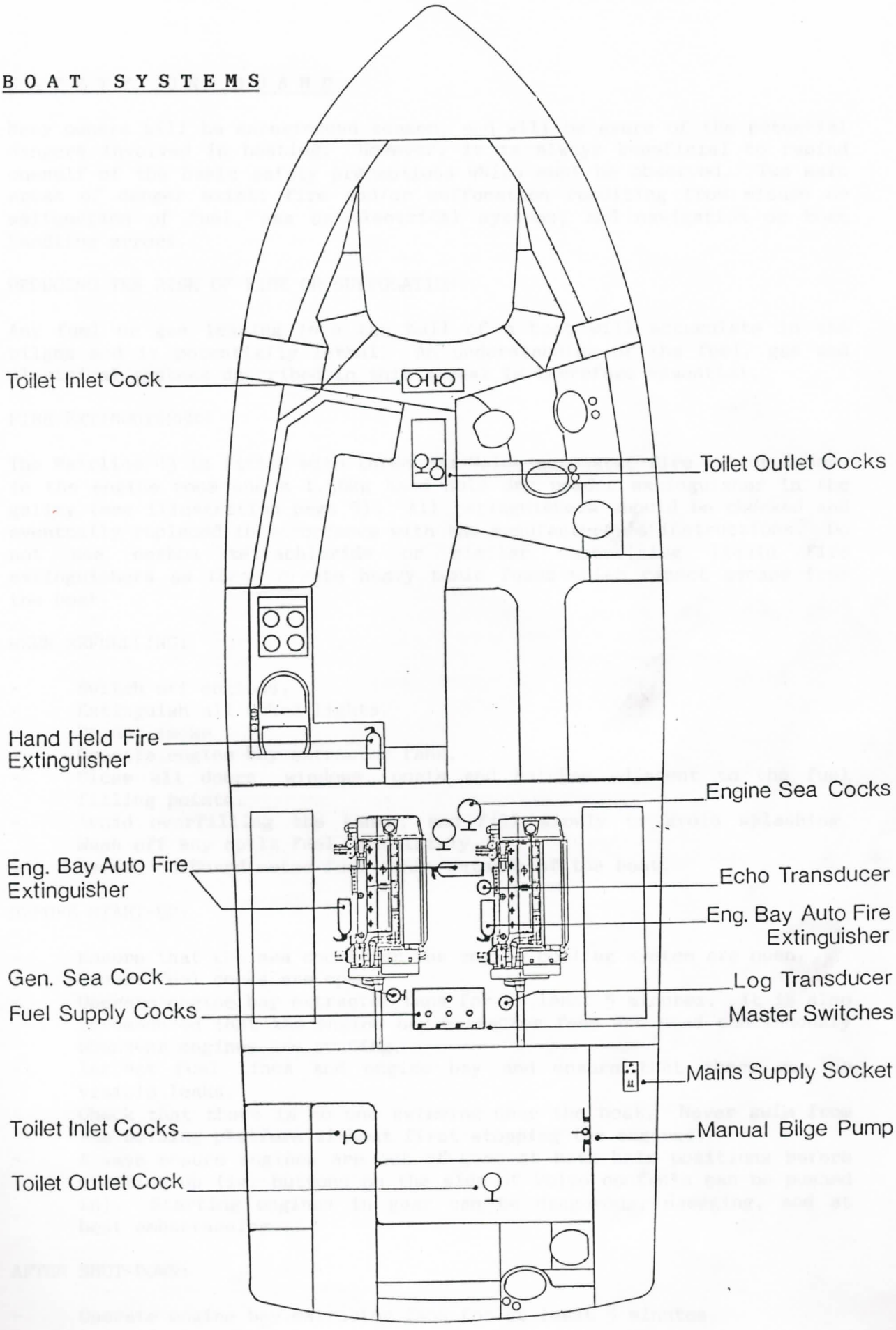
LIFTING THE BOAT

It is important that the boat is lifted correctly in order to prevent structural damage.

The angle between lifting slings should not be more than 20 degrees so as not to crush the boat. The slings should be positioned as shown below. **Ensure that the lifting slings do not lie across propeller shafts when lifting.** If the shafts are bent they may cause serious damage and will be costly to replace. Also ensure that the slings do not foul on the log impeller. Boats leaving the Fairline factory are fitted with a dummy plug which must be replaced by the log transducer before the log can be used.



BOAT SYSTEMS



S A F E T Y O N B O A R D

Many owners will be experienced seamen, and will be aware of the potential dangers involved in boating. However, it is always beneficial to remind oneself of the basic safety precautions which must be observed. Two main areas of danger exist; fire and/or suffocation resulting from misuse or malfunction of fuel, gas or electrical systems, and navigation or boat handling errors.

REDUCING THE RISK OF FIRE OR SUFFOCATION

Any fuel or gas leaking into the hull of a boat will accumulate in the bilges and is **potentially lethal.** An understanding of the fuel, gas and electrical systems described in this manual is therefore essential.

FIRE EXTINGUISHERS

The Fairline 43 is fitted with three 2kg Halon automatic fire extinguishers in the engine room and a 1.36kg hand held dry powder extinguisher in the galley (see illustration page 5). All extinguishers should be checked and eventually replaced in accordance with the manufacturer's instructions. **Do not use carbon tetrachloride** or similar vapourising liquid fire extinguishers as these create heavy toxic fumes which cannot escape from the boat.

WHEN REFUELLING:

- Switch off engines.
- Extinguish all naked lights.
- Do not smoke
- Operate engine bay extractor fans.
- Close all doors, windows, ports and hatches adjacent to the fuel filling points.
- Avoid overfilling the tanks, and fill slowly to avoid splashing. **Wash off any spilt fuel immediately.**
- Refuel outboard motor fuel tanks **outside of the boat.**

BEFORE START-UP:

- Ensure that the sea cocks for the engine cooling system are open.
- Ensure fuel cocks are open.
- Operate engine bay extractor fans for at least 5 minutes. It is also recommended that the engine bay extractor fans are used continuously whenever engines are running.
- Inspect fuel lines and engine bay and ensure that there are no visible leaks.
- Check that there is no one swimming near the boat. **Never swim from the bathing platform without first stopping the engines.**
- Always ensure engines are out of gear at **both** helm positions before starting up (ie. buttons on the side of Volvo controls can be pushed in). Starting engines in gear can be dangerous, damaging, and at best embarrassing.

AFTER SHUT-DOWN:

- Operate engine bay extractor fans for at least 5 minutes.
- Leave fuel cocks open.

USING THE GAS:

- Turn off the gas at the cylinder when not in use, particularly overnight, and when the boat is unattended.
- When lighting the cooker light a match **before** turning on the gas to ensure that all gas is burned and none can escape in to the bilges.
- Do not use gas appliances **without adequate ventilation.**
- Never use gas cookers to heat a boat.
- Do not look for a suspected gas leak with a naked flame. "Sniff" the bilges periodically to check for any smell of gas, or follow the Gas Low Gauge check (see page 13).
- Have any gas leak repaired professionally and inform Fairline Boats immediately of the circumstances.

ELECTRICS:

- Never work on the electrical system without first stopping the engines and disconnecting the batteries. **Never turn off the engine master switches whilst the engines are still running.**
- Never reset a circuit breaker without finding out why it blew and correcting the fault.
- Never hold circuit breakers in the ON position to prevent them cutting out - overloading of the electrical wiring could cause a fire.
- Before using the 240 volt system ensure that the shoreline connecting plugs, your hands and all plugs inside the boat are dry.
- Use plugs fitted with correct fuses - never more than 13 amp.
- Avoid using 240 volt appliances in the toilet compartment or when you have wet hands and bare feet.

NAVIGATION AND BOAT HANDLING

Your boat is fitted with a speed and distance log; please ensure it is accurately calibrated as per the manufacturer's instruction leaflet before using it for navigational purposes; similarly ensure the compass is swung and an accurate deviation card is available. Logs cannot be calibrated and compasses cannot be swung at the factory.

BEFORE MOVING OFF:

- Ensure that you have enough fuel for the trip.
- Check engine oil levels (see engine manual).
- Check fuel filters are free of water and sediment.
- Ensure that all crew members have a serviceable life jacket of the correct size. (Non-swimmers should wear life jackets on deck at all times).
- Start the engines with throttle controls in neutral. Only operate these when the helmsman is securely in control.
- Do not allow more than 8 people on to the flybridge when the boat is operated at planing speeds.

AT NIGHT:

- Check that all navigation lights are working.
- Ensure that all crew members are wearing life jackets with whistles and lights.

BEFORE LEAVING SHELTERED WATERS:

- Check the weather forecast and do not go offshore unless reasonable weather is expected.
- Carry a life raft able to accommodate all the crew.
- Carry an adequate supply of distress flares.
- Carry sufficient chain and anchor warp to enable you to anchor in the depths of water expected. (15 fathoms of chain are supplied as standard).
- Ensure the anchor chain is securely fastened to the securing eye in the bow locker. The winch fitted is designed for use only with the boat's anchor; if taking up a permanent mooring you must secure to the bow cleats and not to the winch.
- Carry up-to-date charts of your cruising area and adequate navigational equipment.
- Notify the coastguard if you are making a long coastal or cross-channel trip; inform them of your intended route, estimated time of departure and estimated time of arrival and **remember to inform them when you have arrived safely.**

WHEN AT SEA:

- Choose a cruising speed that is comfortable in the sea conditions that you encounter.
- Never shift engines into reverse when planing.
- Keep a good look out.

IN HEAVY WEATHER:

- **Reduce speed to suit conditions.** Failure to do this constitutes reckless and irresponsible handling of the boat and may eventually cause damage. The Company are not liable for damage caused by reckless or irresponsible handling of the craft.
- Close and secure all windows, port holes and doors. Put on life jackets.
- Head for nearest safe harbour: the boat's motion will be more comfortable if you are able to head down wind.

GENERAL POINTS

If your boat is fitted with radar, make careful note of the warning in the manufacturer's instructions regarding the dangers of microwave radiation. We recommend that you **never stand on the flybridge when the radar is operating.**

Do not fit different size propellers without taking professional advice - if you fit too large propellers you will not obtain maximum performance and may damage the engine. If work must be done in the engine bay whilst the engines are running, avoid wearing loose clothing that could become caught in the moving parts of the engines; also take care not to touch parts of the engine that may be hot. Never allow crew onto the side or forward decks when operating the boat at planing speeds, or when operating at night or in heavy weather.

Fit a safety tie from the anchor to one of the bow cleats as a precaution against the anchor being released by human error or mechanical failure. If the boat runs over the anchor at speed it may have catastrophic consequences and severely damage the hull and sterngear. A regular check should be made that the clutch of the gypsy on the winch is not working loose, and that the end of the anchor chain is securely attached in the bow locker. If the clutch becomes loose, it can be tightened by using the handle provided to turn the spokes on top of the gypsy clockwise as far as possible. This handle can also be used to raise the anchor manually, or to lower it by releasing the clutch.

USE OF DAVITS

The manufacturers of davits used on our boats supply instruction leaflets for them and it is essential that these should be thoroughly read and understood. In particular the maximum carrying capacity **per davit** of the range of davits we fit is as follows:

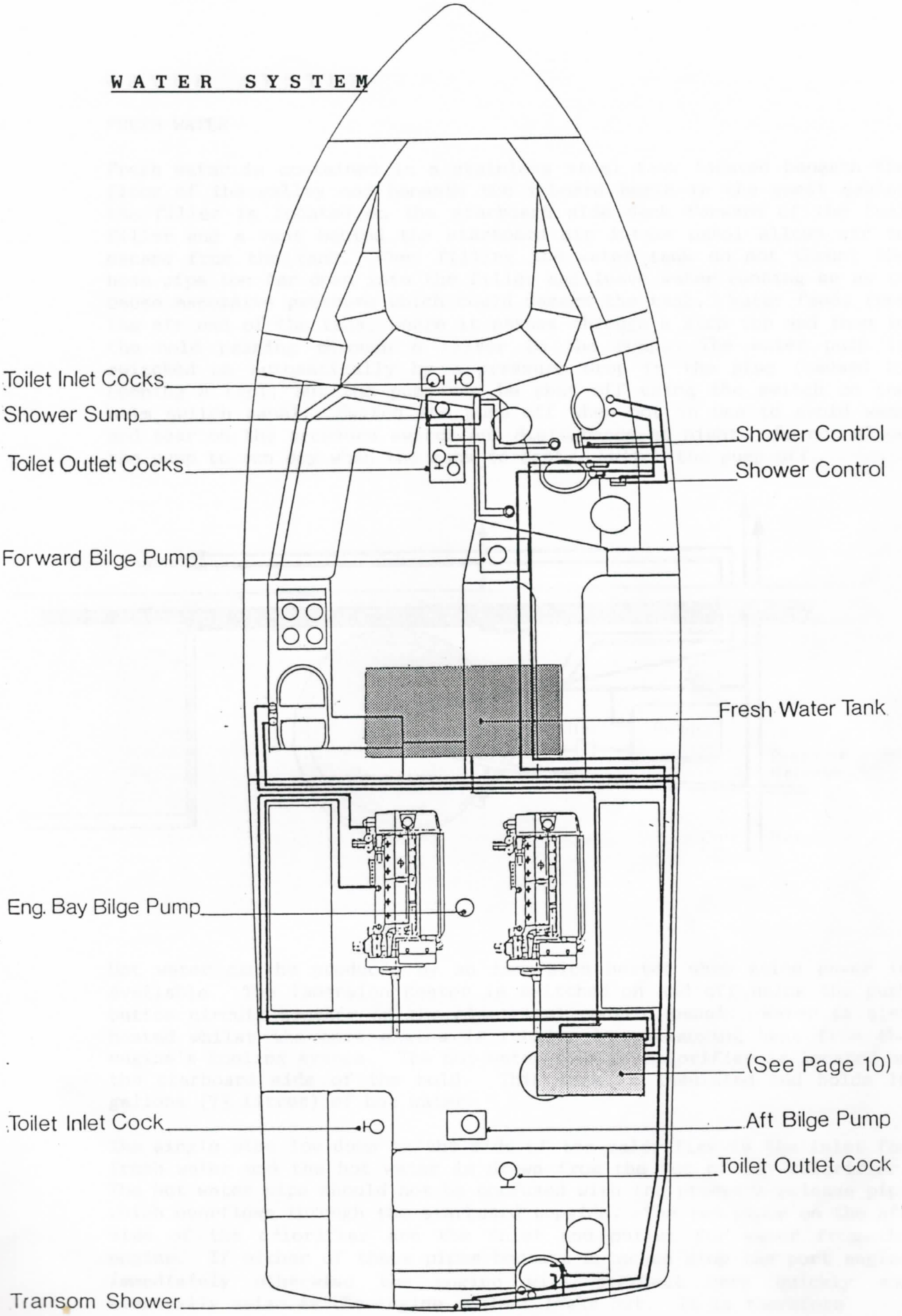
Straight coated steel davits - with or without winches - 50lb/22.3kg
Straight stainless steel davits - 75lb/33.5kg
ED16 davits - 180lb/80kg
ED19 davits - 250lb/111kg

In computing the load being carried by any one davit it is essential to bear in mind that the weight of the outboard motor, fuel tank, and/or battery will be entirely borne by one of the davits; also at least 75% of the dinghy's weight should be assumed to be at the aft end. Thus, for example, a dinghy weighing 100lb with a motor weighing 80lb, a five gallon fuel tank weighing 45lb when full and a starter battery weighing 50lb will have a total weight of approximately 275lbs, **but 205lbs of this will be loaded on the motor bearing davit.** In very bad weather the motion of the sea will pose a very heavy load on this davit and therefore it is prudent to reduce speed accordingly.

It is also vital that at no time should the dinghy be allowed to fill with water, and that any water collecting between the skin of R.I.B dinghies is drained off **before** hoisting the dinghy onto the davits. Any water in the bottom of the dinghy will always drain aft and therefore add to the problem of unequal load.

When the boat is on the move the dinghy must be strapped tightly up against the underside of the davits to hold it secure. It is also necessary that the lifting eyes on the dinghy be vertically-in-line with the lifting pulley on the davits. The wires then have a straight pull upwards, and are not pulling at an angle which will tend to take the wire off the pulley in the davit head.

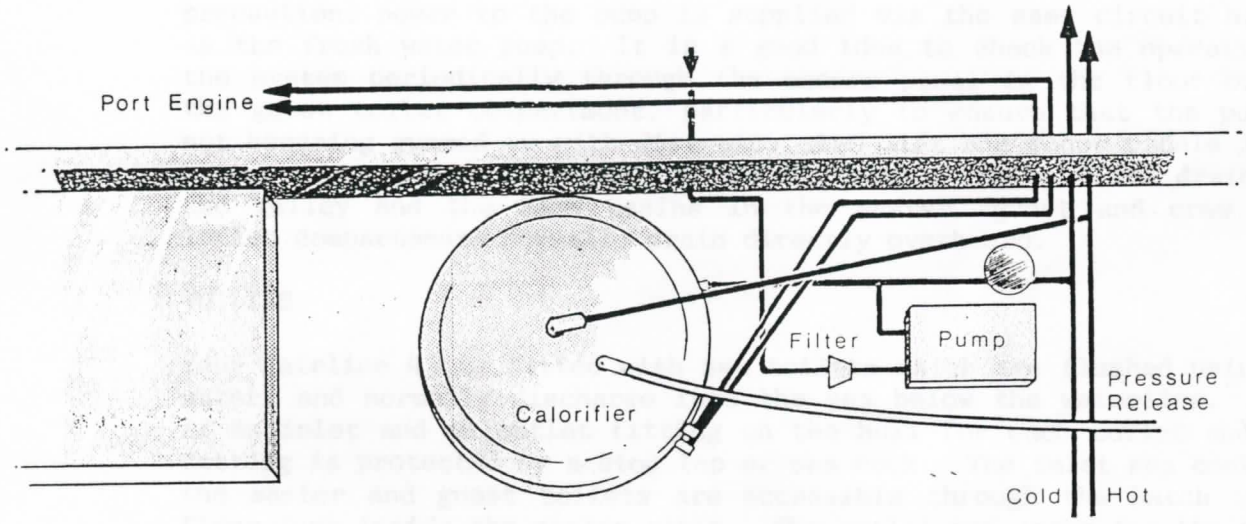
WATER SYSTEM



WATER SYSTEM

FRESH WATER

Fresh water is contained in a stainless steel tank located beneath the floor of the galley and beneath the inboard berth in the guest cabin; the filler is located on the starboard side deck forward of the fuel filler and a vent behind the starboard air intake panel allows air to escape from the tank. When filling the water tank do not thrust the hose pipe too far down into the filler and leave water running so as to cause excessive pressure which could damage the tank. Water feeds from the aft end of the tank, where it passes through a stop tap and then to the hold passing through a filter to the pump. The water pump is switched on automatically by a pressure drop in the pipe (caused by opening a tap), but the pump can be shut off using the switch on the helm switch panel. Switch the pump off when not in use to avoid wear and tear on the pressure switch and disturbance at night. Do not allow the pump to run dry when the tank is empty, switch the pump off.



Hot water can be produced by an immersion heater when mains power is available. The immersion heater is switched on and off using the push button circuit breaker on the electrical control panel. Water is also heated whilst the port engine is running by exchanging heat from the engine's cooling system. The hot water tank or calorifier is located on the starboard side of the hold. This tank is insulated and holds 16 gallons (73 litres) of hot water.

The single pipe low down on the side of the calorifier is the inlet for fresh water and the hot water is drawn from the top of the calorifier. The hot water pipe should not be confused with the pressure release pipe which overflows through the starboard topside. The two pipes on the aft side of the calorifier are the inlet and outlet for water from the engine. If either of these pipes becomes detached **stop the port engine immediately** otherwise the engine will overheat very quickly and eventually seize as the engine coolant leaks out. It is therefore

important that the pipe fittings on the calorifier and the engine are checked periodically. As the engine is filled with antifreeze it is a wise precaution not to drink from the hot water tap, just in case there is any leakage of antifreeze into the domestic hot water.

In winter when freezing conditions may occur the system should be drained as follows:

First pump the tank dry and leave all the taps open, then after switching the pump off at the instrument panel, disconnect the inlet and outlet pipes to the pump. The calorifier should be drained by opening the drain tap which is adjacent to the fresh water inlet. **Do not disconnect the engine coolant pipes on the calorifier.**

WASTE WATER

Waste water from the master and guest showers normally drains into a sump in the bilges from which it is pumped overboard. The sump pump operates automatically, being activated by a float switch. As a precaution, power to the pump is supplied via the same circuit breaker as the fresh water pump. It is a good idea to check the operation of the system periodically through the access panel in the floor outside the guest toilet compartment, particularly to ensure that the pump is not becoming gummed up with dirt etc, also lift the floor panels in the shower compartments to check for any blockage. The sink and drainer in the galley and the hand basins in the master, guest and crew cabin toilet compartments normally drain directly overboard.

TOILETS

Your Fairline 43 is fitted with sea toilets which are flushed using sea water, and normally discharge into the sea below the waterline. There is an inlet and an outlet fitting on the hull for each toilet and each fitting is protected by a stop tap or sea cock. The inlet sea cocks for the master and guest toilets are accessible through the hatch in the floor just inside the master cabin. The outlet sea cocks for the master and guest toilets are accessible through the hatch in the floor outside the guest toilet compartment. The sea cocks for the crew cabin are located beneath the crew cabin berths. The smaller inlet cock lies under the fore and aft berth, the outlet cock lying beneath the athwartships berth.

We recommend that you close all sea cocks when leaving the boat unattended. Do not try to operate the toilet pump unless the outlet cock is open as the resulting back pressure may damage the pump.

In winter sea toilets should be drained. This is done by closing the inlet cock and operating the pump until the toilet is drained, and then closing the outlet cock. If the boat is laid up on dry land then the sea cocks can be re-opened to allow any water to drain out of the pipes.

HOLDING TANKS

Some boats, built for use on waters with restrictions on venting of domestic waste are fitted with holding tanks. The holding tank system installed can vary considerably according to the customer's requirements so we recommend that you ask your Fairline distributor to familiarise you with the system installed in your boat. Which ever system is installed, there are two important points that should be observed.

- Do not overfill holding tanks as the pressure may damage them with unsavoury consequences.
- Holding tanks must be drained in winter; your Fairline distributor should familiarise you with this operation.

BILGE PUMPS

The hull of the 43 is divided into three bilge compartments; forward, engine bay and aft. There is an electric bilge pump in each compartment, each pump having a 2000 gallon per hour pumping capacity. The bilge pumps are switched either manually or automatically. The supply for the automatic circuit is independent of the domestic master switch and via individual circuit breakers and therefore the automatic system can remain operable when the boat is unattended. The pumps are activated by float switches adjacent to each pump. A periodic check should be made to ensure that nothing is obstructing the operation of the float mechanism. The float switches can be bypassed allowing the pumps to be switched manually by means of the switches on the instrument panel, one for the engine bay pump, the other operating the forward and aft pumps. These switches are connected via the domestic master switch and individual circuit breakers.

As an additional precaution the 43 is fitted with a manual bilge pump located on the starboard side of the cockpit with the pump handle stowed in the adjacent cockpit locker. This pump can draw from any of the three bilge compartments according to the setting of the valves adjacent to the pump.

GAS SYSTEM

Stowage for a 15 kg gas bottle is provided in a self venting locker on the port side of the cockpit. The Gas Low Gauge fitted has a combined leak indicator and gas contents gauge which will enable you to keep an accurate check on the state of your gas supply. Gas is fed via the regulator to the hob and oven in plastic covered copper pipe. On some boats where national regulations require it, there is an on/off tap in the pipe, located in the gas bottle locker, but we believe that the extra junctions that this requires only increases the risk of leaks. Accordingly we normally rely on the tap on the bottle itself as the only means of turning off the gas supply. It is important that the gas is always turned off at the cylinder when not in use. Check regularly that the vent hole at the bottom of the locker is clear.

When lighting gas appliances always light the match before turning on the appliance so as to eliminate the chance of an accumulation of gas and the possibility of an explosion.

Also check occasionally that there are no leaks in the gas system. The Gas Low Gauge is very useful for this and the check is carried out as follows:

1. Turn off all gas appliances.

2. Turn the gas on at the cylinder for a few seconds and then off again.

If there is a leak in the system it will be indicated by a drop in the gauge reading within 90 seconds. Any movement over an extended period of time (ie. several hours) is quite normal.

Please observe the safety precautions relating to the gas system (Page 7).

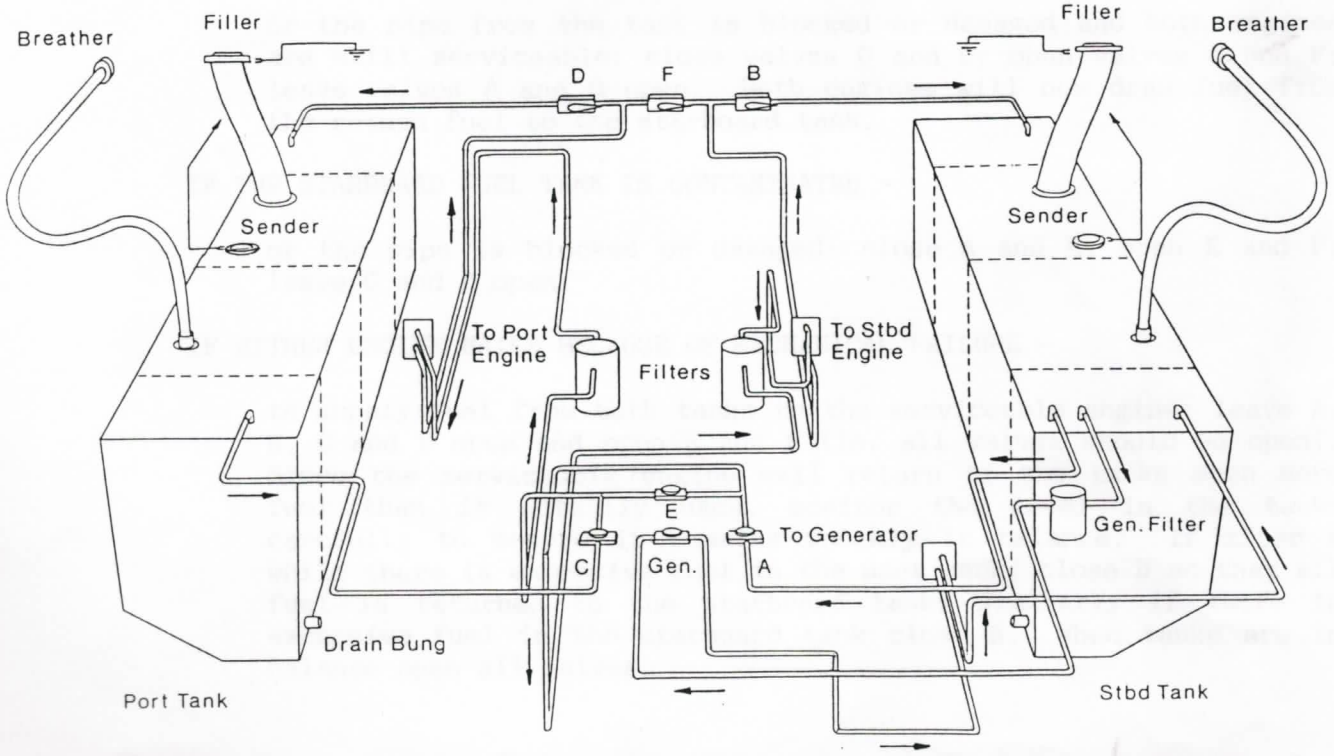
FUEL SYSTEM

The 43 has a 180 gallon mild steel fuel tank for each engine located outboard of the engines. The fuel fillers are located on the side decks and the air vents are on the leading edge of the main window pillars. When refuelling check that the air comes out of the vents. After refuelling ensure that the filler cap is tightly closed and wash off any spilt fuel immediately.

The fuel filters are located in the middle of the engine bay in between the engines and must be drained regularly to clear any water or sediment that has accumulated. **Failure to do this can seriously damage the fuel pump.** At least once a year all pipe unions and Jubilee clips should be inspected for any sign of fuel leaks. If there is a leak, find out what is causing it and inform Fairline Boats at once. Also check that the flame gauze in the air vents is intact and not obstructed and that the tank fittings are tight.

The generator runs off diesel from the starboard tank. It has its own independent fuel system with a pick-up from the tank going to the generator via its own filter on the rear bulkhead of the engine bay and a stop cock accessible from the saloon floor. The return pipe goes directly back to the starboard tank.

There is an electrical fuel gauge for each fuel tank. Get to know the characteristics of your fuel gauges since they are difficult to calibrate accurately. Always have a minimum of 20 gallons fuel in the tank to avoid the risk of air being sucked in to the fuel system in rough weather. Always ensure you have much more than enough fuel for any offshore trips. **Please observe the safety precautions relating to the fuel system (Page 6).**



CROSS LINKED FUEL SYSTEM

Diesel engines operate on a system of fuel being constantly supplied to the engine with only a fraction of the fuel being used, hence a second pipe returns unused fuel to the tank. Normally the port and starboard engines independently draw fuel from and return fuel to the port and starboard tanks respectively. However, it is possible to run both engines off one tank or one engine off both tanks according to the setting of the supply valves located under the floor panel at the aft end of the saloon and the return valves at the forward end of the engine bay as shown on the previous page.

PLEASE NOTE:

- It is recommended that fuel cocks A, B, C and D are normally left ON when the engines are not running to prevent the possibility of attempting to start the engines with them off, and consequently causing fuel starvation, requiring the system to be bled.
- Engines must be stopped whilst valve settings are being changed.
- Ensure valves in the ON position are always fully open and are not partially open so as to avoid the risk of fuel starvation and the resultant necessity to bleed the fuel system.
- The generator draws fuel from and returns fuel to the starboard tank regardless of the settings of cocks A through E.

FOR NORMAL RUNNING -

(and when the boat leaves the factory) valves A, B, C & D should be open and valves E and F should be closed. With the valves in this position the port engine will draw fuel from and return fuel to the port tank; and the starboard engine will draw fuel from and return fuel to the starboard tank. The fuel system for each engine is completely independent.

IF THE PORT FUEL TANK IS CONTAMINATED -

or the pipe from the tank is blocked or damaged and both engines are still serviceable: close valves C and D; open valves E and F; leave valves A and B open. Both engines will now draw fuel from the return fuel to the starboard tank.

IF THE STARBOARD FUEL TANK IS CONTAMINATED -

or the pipe is blocked or damaged: close A and B; open E and F; leave C and D open.

IF EITHER ENGINE FAILS BECAUSE OF MECHANICAL FAILURE -

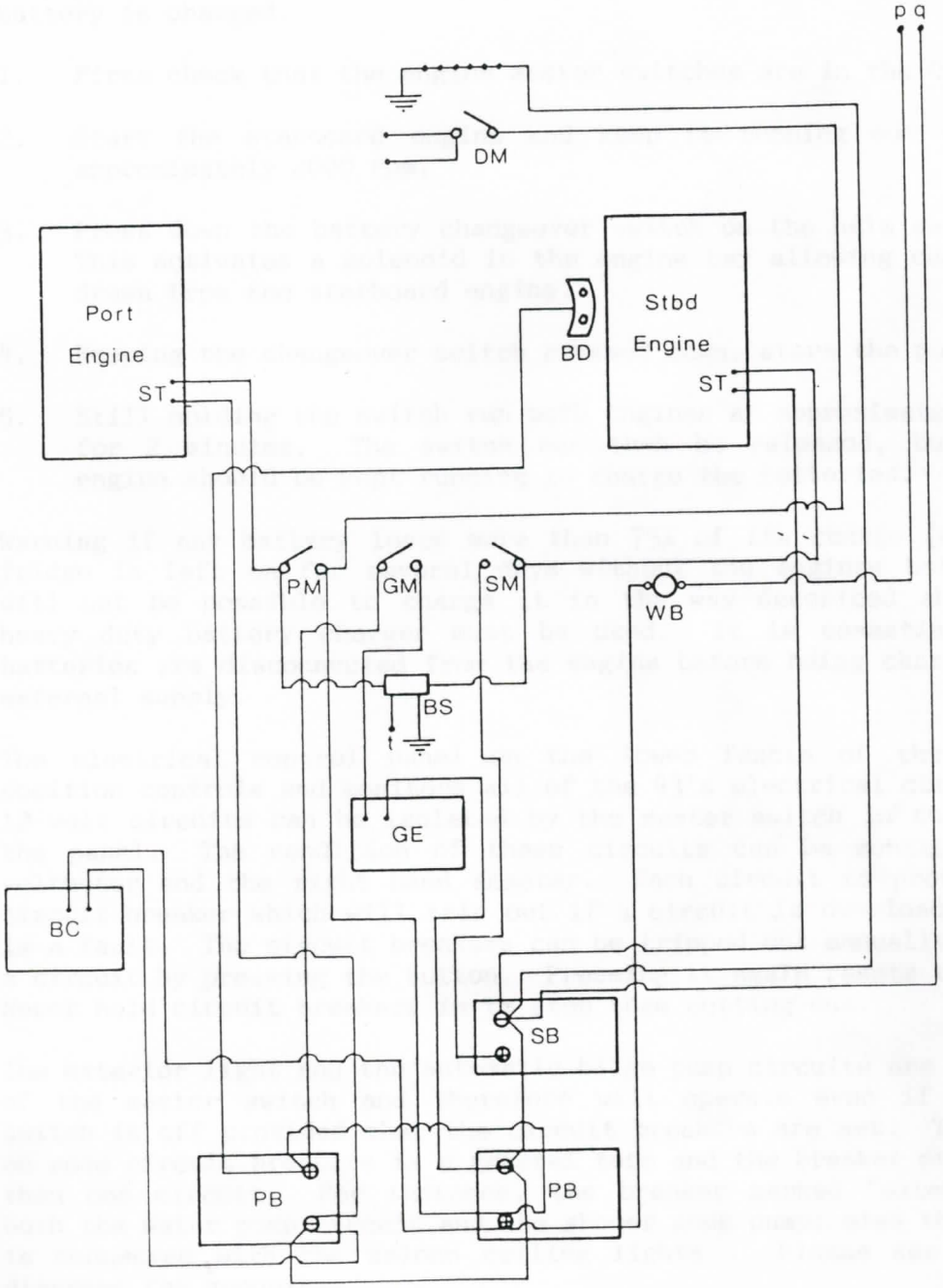
to supply fuel from both tanks to the serviceable engine: leave A, B, C and D open and open E and F (ie. all valves should be open). Since the serviceable engine will return to the tanks much more fuel than it actually uses, monitor the level in the tanks carefully to ensure it remains roughly in balance. If after a while there is excessive fuel in the port tank, close D so that all fuel is returned to the starboard tank; similarly if there is excessive fuel in the starboard tank close B. When tanks are in balance open all valves.

E L E C T R I C A L S Y S T E M

12 VOLT CIRCUIT

Power for the 12v system is stored in batteries located in the engine bay. There are two 200 A.h. batteries wired in parallel. These supply the domestic services, start the port engine and are used to start the generator. The smaller third battery, rated at 175 A.h., is exclusively used to start the starboard engine.

The engines can be isolated using the master switches located in the saloon floor panel. The large batteries also power the anchor winch which is protected by an 80 A circuit breaker. This circuit breaker is located alongside the master switches. If the winch circuit is over loaded the circuit breaker will cut out (the button will pop up). Once the fault has been rectified, press the button in to reset the breaker.



(FOR KEY SEE PAGE 21)

All master switches should be turned off when the boat is unattended and the winch should be isolated by pulling up the circuit breaker button. We also recommend that the engine master switches are turned off when the engines are not in use for any length of time. **Never turn off the engine master switches when the engines are running** as this will seriously damage the alternators.

A 28 A.h. regulated battery charger is fitted within the engine bay. The charger is connected directly to the domestic batteries and can be used whenever the generator is running, or a shore supply is available. It is controlled by a switch on the charger itself and the mains supply to it is protected by a circuit breaker. This breaker can be used as a switch as an alternative to the one on the charger.

If the port engine batteries become discharged it is possible to start the engine with the discharged battery provided the starboard engine battery is charged.

1. First check that the engine master switches are in the ON position.

2. Start the starboard engine and keep it running out of gear at approximately 2000 rpm.

3. Press down the battery changeover switch on the helm switch panel. This activates a solenoid in the engine bay allowing current to be drawn from the starboard engine.

4. Keeping the changeover switch pressed down, start the port engine.

5. Still holding the switch run both engines at approximately 2000 rpm for 2 minutes. The switch can then be released, but the port engine should be kept running to charge the batteries.

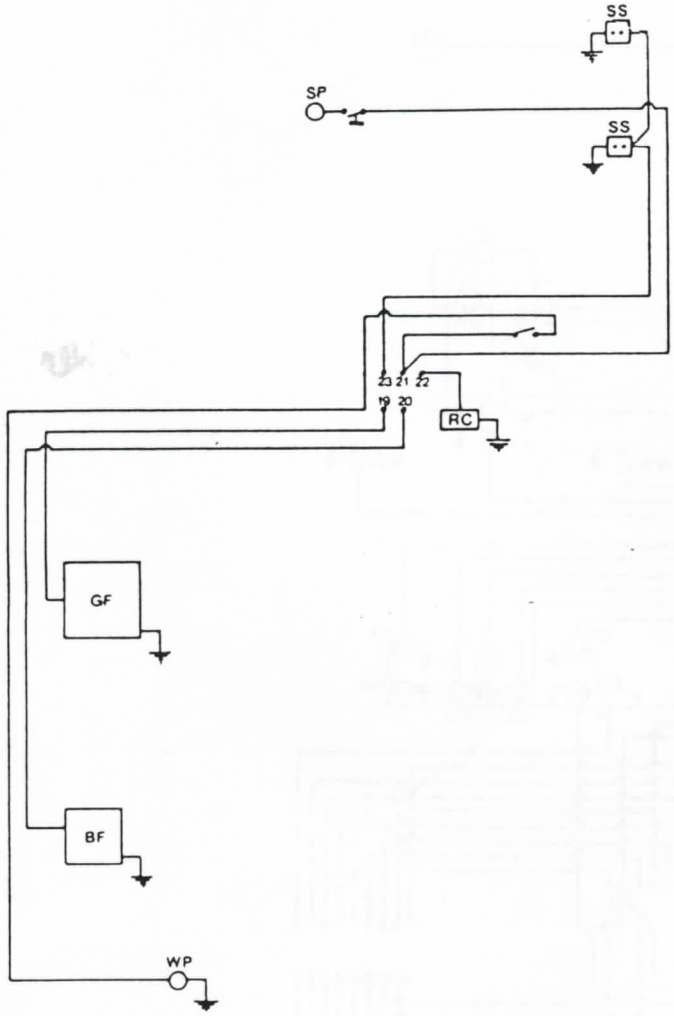
Warning if any battery loses more than 75% of its charge (e.g. if the fridge is left on for several days without the engines being run) it will not be possible to charge it in the way described above, and a heavy duty battery charger must be used. **It is essential that the batteries are disconnected from the engine before being charged from an external supply.**

The electrical control panel on the lower fascia of the main helm position controls and monitors all of the 43's electrical circuits. The 12 volt circuits can be isolated by the master switch in the centre of the panel. The condition of these circuits can be monitored by the voltmeter and the right hand ammeter. Each circuit is protected by a circuit breaker which will trip out if a circuit is overloaded or there is a fault. The circuit breakers can be tripped out manually to isolate a circuit by pressing the button. Pressing it again resets the breaker. Never hold circuit breakers in to stop them cutting out.

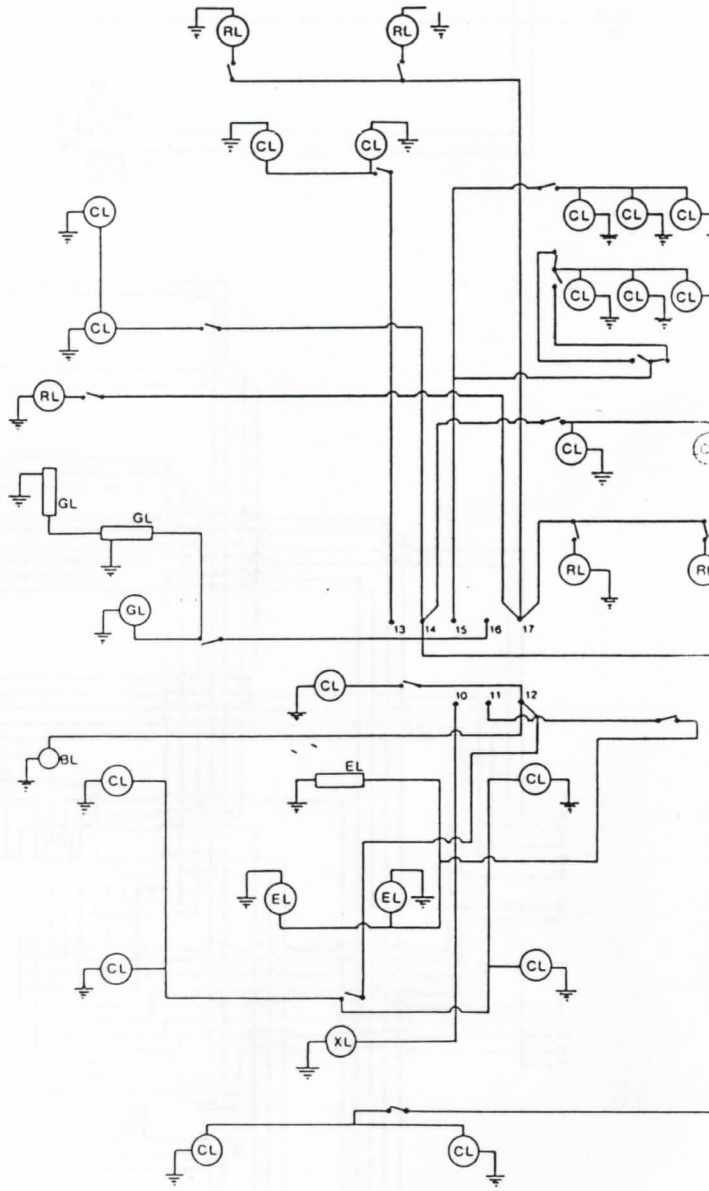
The exterior light and the automatic bilge pump circuits are independent of the master switch and therefore will operate even if the master switch is off provided that the circuit breakers are set. The notation on some circuit breakers is a general term and the breaker protects more than one circuit. For instance, the breaker marked "water" protects both the water pump circuit and the shower sump pump; also the bar light is connected with the saloon ceiling lights . Please see the wiring diagrams for groupings.

The primary circuits on the boat such as bilge pumps and navigation lights are controlled from the switch panel on the right hand side of the lower helm. Navigation lights fitted as standard on the 43 comply with I.M.C.O. requirements provided that the correct bulbs are used. **It is important that your observe the safety precautions relating to the electrical system (page 7).**

DOMESTIC CIRCUIT



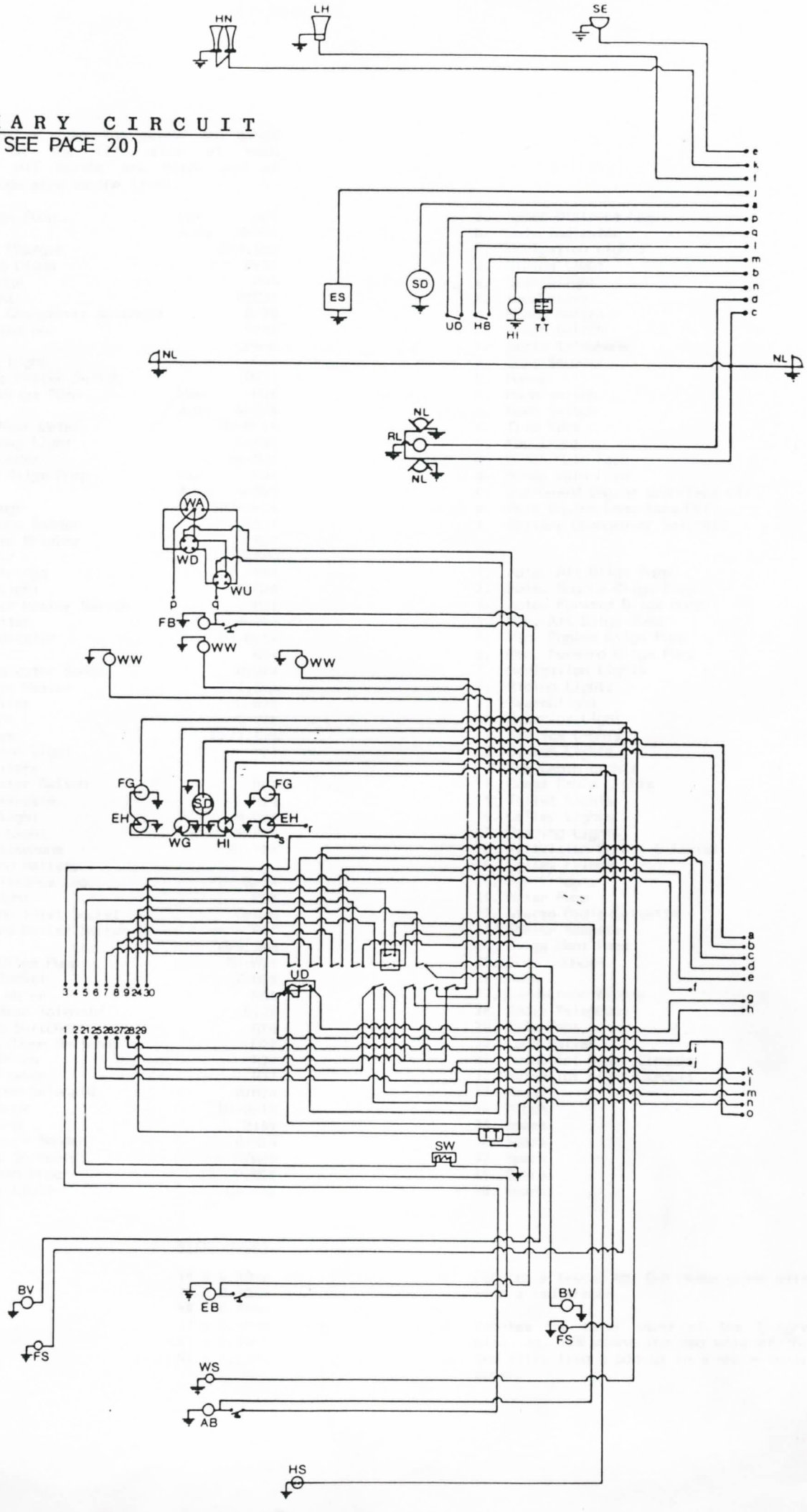
LIGHTING CIRCUIT



(FOR KEY SEE PAGE 21)

PRIMARY CIRCUIT

(FOR KEY SEE PAGE 20)



K E Y

The table below shows the colour and gauge of wires on the live side of each component. All earths are black and of the same gauge wire as the lives.

AB	Aft Bilge Pump	Man	M28
		Auto	M-B28
BC	Battery Charger		Gr2.5mm
BD	Blocking Diode		Br97
BF	Bar Fridge		R44
BL	Bar Light		R/G28
BS	Battery Changeover Solenoid		Br28
BV	Bilge Vent Fan		Bl28
CK	Cooker		Gr4mm
CL	Ceiling Light		G44
DM	Domestic Master Switch		(R61)
EB	Engine Bilge Pump	Man	M28
		Auto	M-B28
EH	Engine Hour Meter		Br-Bl14
EL	Engine Bay Light		G-R28
ES	Echo Sounder		Br-B28
FB	Forward Bilge Pump	Man	M28
		Auto	M-B28
FG	Fuel Gauge		Bl-Br14
FS	Fuel Gauge Sender		R/R14
GB	Generator Breaker		R37
GE	Generator		Gr6mm
GF	Galley Fridge		Y44
GL	Galley Light		R/G28
GM	Generator Master Switch		R61
HB	Horn Button		W-B44
HI	Helm Indicator		Bl-Br14
HN	Horn		W44
HS	Helm Indicator Sender		R/B14
IM	Immersion Heater		Gr2.5mm
LH	Loud Hailer		G-W28
ML	Map Light		G-Y28
MW	Microwave		Gr/2.5mm
NL	Navigation Light		Y28
PB	Port Battery		
PM	Port Master Switch		R61
RC	Radio Cassette		R14
RI	Riding Light		R-W28
RL	Reading Light		R/R28
RT	Radio Telephone		Bl-Y28
SB	Starboard Battery		
SD	Speed Distance Log		Bl-Br14
SE	Searchlight		R28
SL	Shoreline Inlet Socket		Gr6mm
SM	Starboard Master Switch		R61
SO	Socket		Gr2.5mm
SP	Shower Bilge Pump		Bl-W28
SS	Shaver Socket		Y-B28
ST	Starter Motor		R61
SW	Screen Wash Solenoid		Bl28
TT	Trim Tab Switches		R14
UD	Winch Up/Down Switches		G28
WA	Anchor Winch		R37
WB	Winch Breaker		R37
WD	Winch Down Solenoid		R/B28
WG	Water Gauge		Bl-Br14
WP	Water Pump		Bl44
WS	Water Gauge Sender		R/R14
WU	Winch Up Solenoid		R/B28
WW	Windscreen Wiper		R/W28
XL	Exterior Light		G-Bl28

a. Speed Distance Log
b. Helm Indicator
c. Navigation Lights
d. Riding Light
e. Searchlight
f. Loudhailer
g. Winch Switch
h. Winch Switch
i. Radio Telephone
j. Echo Sounder
k. Horns
l. Horn switch
m. Horn Switch
n. Trim Tabs
o. Map Light
p. Winch Main Feed
q. Winch Main Feed
r. Starboard Engine Loom Take Off
s. Port Engine Loom Take Off
t. Battery Changeover Solenoid

1. Auto. Aft Bilge Pump
2. Auto. Engine Bilge Pump
3. Auto. Forward Bilge Pump
4. Man. Aft Bilge Pump
5. Man. Engine Bilge Pump
6. Man. Forward Bilge Pump
7. Navigation Lights
8. Riding Lights
9. Searchlight
10. Exterior Light
11. Service Lights
12. Saloon Lights
13. Bow Cabin Lights
14. Guest Cabin Lights
15. Toilet Lights
16. Galley Lights
17. Reading Lights
18. Television Socket & Aerial
19. Galley Fridge
20. Bar Fridge.
21. Water Pump
22. Stereo Radio Cassette
23. Shaver Sockets
24. Bilge Vent Fans
25. Echo Sounder
26. Horn
27. Windscreen Wipers
28. Radio Telephone
29. Trim Tabs
30. Loud Hailer
31. Autopilot Heavy Circuit
32. Autopilot Light Circuit
33. Radar
34. Winch
35. Spare
36. Spare
37. Spare
38. Spare
39. Spare

Colour Code		Wire Gauges
B	Black	14 x 0.30mm
Bl	Blue	28 x 0.30mm
Br	Brown	44 x 0.30mm
G	Green	37 x 0.90mm
Gr	Grey	(61 x 0.90mm)
M	Mauve	61 x 1.13mm
R	Red	
W	White	
Y	Yellow	

\- Denotes a tracer eg. G-R means green wire with a red tracer.

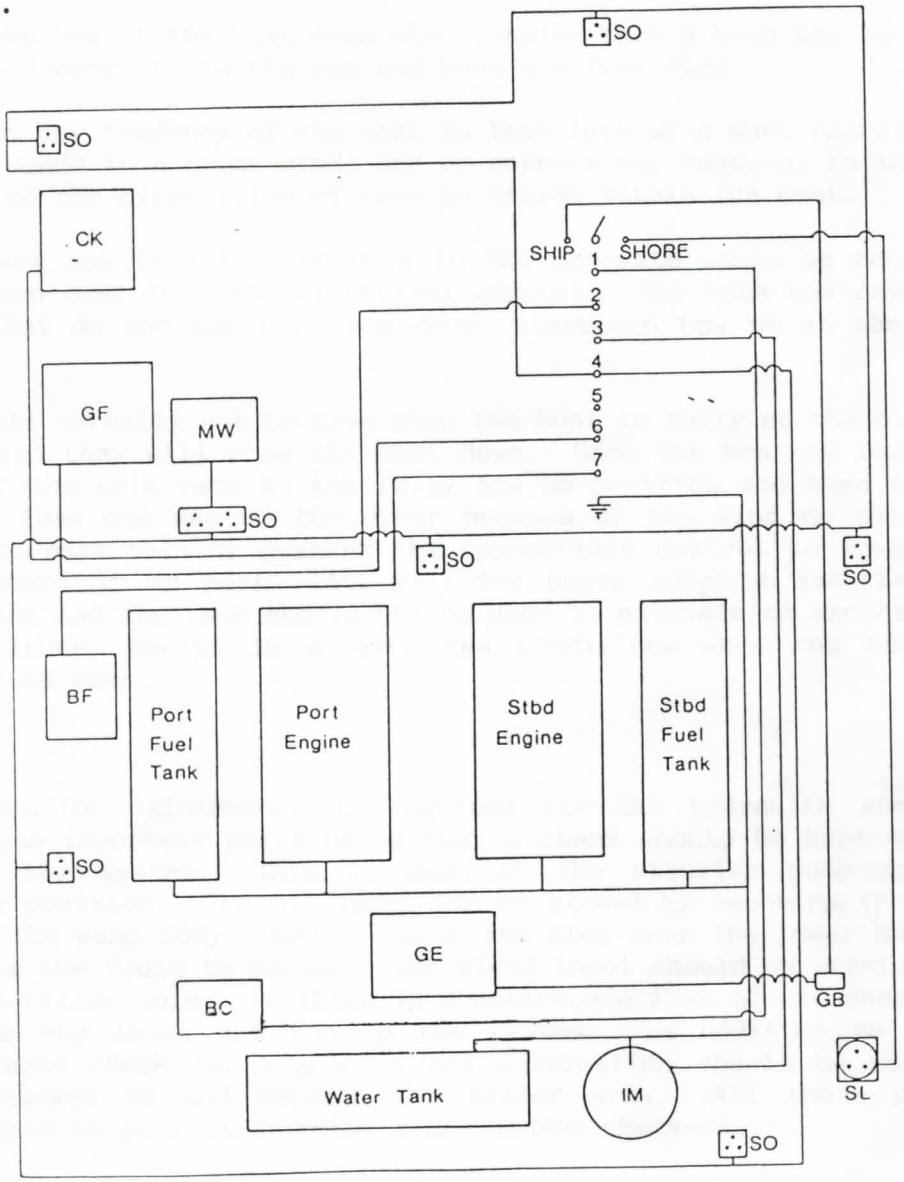
/ Denotes the outer cover of the 2 core wire, eg. R/W means the red wire of the two wires (red & black) in a white outer cover.

240 VOLT CIRCUIT

It is particularly important that you observe the safety precautions relating to the electrical system on page 7.

The Fairline 43 is fitted with a diesel powered generator which is controlled from the panel adjacent to the throttles at the lower helm position. In order that power from the generator can be distributed to the various circuits, the master switch on the left hand side of the electrical control panel must be switched to SHIP. When the boat is at its mooring and shore power is available the shore line can be connected. This is located inside the locker on the starboard side of the cockpit. The switch can now be switched to SHORE. The condition of the circuits can be monitored by the left hand ammeter.

All 240v circuits are protected by circuit breakers which operate in the same way as those fitted in the 12v circuit. The fridges in both the galley and the saloon switch over to 240v automatically whenever mains power is connected, thus minimising battery load. The circuit breaker for the immersion heater should be used to switch it on and off. The main earthing protection circuit for engines, tanks and sterngear is linked in the 240v earths.



(FOR KEY SEE PAGE 21)

INSTRUMENTS AND CONTROLS

The Fairline 43 is fitted with a comprehensive instrumentation package, consisting of engine instruments as supplied by the engine manufacturers, fuel gauges (port and starboard), helm position indicator and fresh water tank contents gauge. Standard navigation instruments include high speed compass, speed/distance log and echo sounder. It is not possible to swing compasses at the factory, similarly the speed/distance log cannot be calibrated before the boat is delivered to the distributor. It is therefore important to check that these two things have been done before the compass and log are used for navigational purposes. Manufacturer's instruction books, particularly for radar and autopilot (if fitted), should be studied before equipment is used.

TRIM TABS

Trim tabs are useful for the following purposes:

1. To help the boat get up onto the plane when there are a large number of people in the cockpit or when for any reason the boat is very heavily loaded.

2. To push the bow of the boat down when running into a head sea so as to present a deeper "V" to the sea and have a softer ride.

3. To correct any tendency of the boat to lean into wind when operated at planing speeds in a cross wind; and to correct any tendency to lean as a result of the disposition of crew or stores within the boat.

Warning: Do not use trim tab controls in the opposite sense at the same time as this can over load the electrical circuit. Use both bow down, or both bow up, but do not use port bow down, starboard bow up **at the same time.**

Trim tabs should normally not be used when the boat is fully on the plane - if they are used they will slow the boat down. Once the boat is fully on the plane, set the trim tabs to the fully bow up position and then if the boat tends to lean one way or the other because of the wind or the crew disposition, correct this by pushing the appropriate control to lower the nose to starboard or to port. All Fairline boats adopt a satisfactory planing attitude and the tabs should not be used to maintain an excessively nose down attitude, except in adverse sea conditions when the boat is running into head seas.

STEERING

Very little routine maintenance is required for the hydraulic steering system. The one important point being that a check should be kept on the oil level in the system. This is done at the steering pump at the flybridge helm position. The oil level can be viewed by removing the plug in the top of the pump body. Never remove the plug from the lower helm as this will allow the fluid to escape. The fluid level should be within half an inch of the filler hole. If there is a noticeable loss of oil check all connectors for any leaks and top up the system. In addition to these points a periodic check for tightness and lubrication should be made of mechanical linkages to and between the tiller arms. All these points should be covered by your distributor's pre-season check-up.

THROTTLE/GEAR CONTROLS

The single lever throttle/gear control requires no routine maintenance. If adjustment is required, for example to set up a satisfactory minimum engine power setting with the boat in gear, we recommend you to ask the distributor from whom you bought the boat to adjust this for you. If the control becomes stiff or you have difficulty in engaging forward or reverse gear, or getting out of gear, we recommend again that you ask your distributor to adjust the control for you.

Instructions for operating the controls are supplied with the boat. Before starting check **both** helm positions to ensure that the engines are not in gear (ie. the push button on the side of the hub of the control can be pushed in).

COCKPIT HOOD

The one piece hood is erected in the following way:-

1. Unfold the hood and lay it out across the back of the cockpit. Make sure that it is not inside out, the loops should be underneath.

2. To attach the hood it must first be located in the tracking on the underside of the flybridge. Take point A on the portside of the hood and feed it into the tracking from the centre, pulling it around the portside.

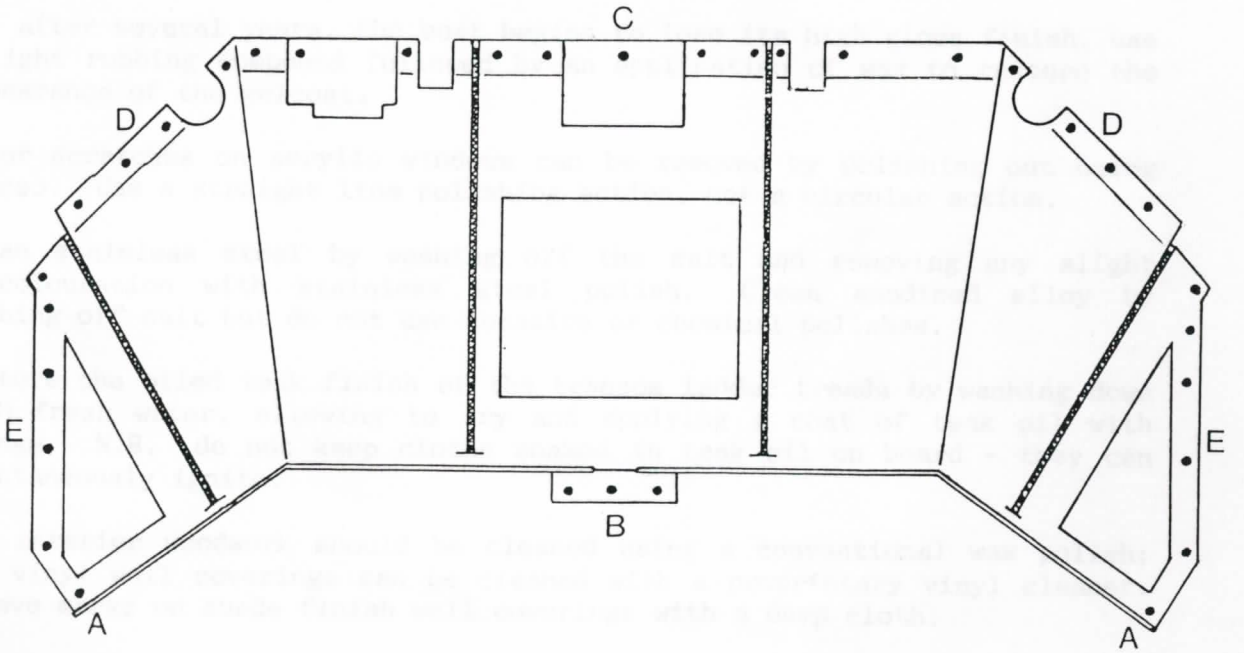
   Do likewise to attach point A on the starboard side. The sealing flap at B should then be fixed to the boat by means of the press studs.

3. Next, open the side zips and attach the centre of the back piece at point C to the transom and work outwards to the corners and then back forward along sides D.

4. Finally, leaning out through the open zip attach the side window flaps starting from the top at points A and down sides E. The aft and side panels of the hood can be rolled up and secured using the loops which press stud onto the outside of the boat.

To take down the hood, repeat the operation in reverse and stow it in the cockpit locker. If the hood is folded too tightly any creases made will be difficult to remove and in time will lead to deterioration of the hood material, particularly the clear panels. Avoid stowing the hood for any length of time whilst it is wet.

Do not leave cockpit upholstery out in wet weather, the cushioning foam will eventually become waterlogged and will be very difficult to dry out.



BOAT CARE AND MAINTENANCE

STERNGEAR

Inspect regularly the sacrificial anodes located on the underside of the hull, directly above the propeller shafts, as the rate at which they corrode will vary in different locations. These anodes are supposed to corrode in order to protect the sterngear, therefore they must not be painted. Anodes should be replaced when the have been corroded by 50%; do not wait until they have been totally eaten away. For anodes to do their job they must be electrically connected to all fittings below the waterline; check that these connections are sound, particularly that good contact is made between the brushes and the propeller shaft.

The stern gland is water lubricated; if it leaks tighten the two nuts on either side of the shaft **evenly**. Do not over tighten these two nuts - the shaft must always be able to be turned by hand when the gear is in neutral. If leaks through the stern gland persist the packing may need replacing. This work should be carried out by your distributor.

To lubricate the rudders, turn the plunger on the respective grease reservoir (located in the rudder compartment in the aft cabin) clockwise until resistance is felt.

GENERAL CARE

All Fairline boats are built to a very high standard. They are thoroughly cleaned and inspected before they leave the factory and again by your distributor before delivery. The boats have been designed and equipped to reduce maintenance as much as possible.

External glass fibre can best be cleaned by washing down with water and a mild detergent solution to remove salt deposits and light stains. To remove stubborn stains use an abrasive glass fibre cleaning compound. Occasional waxing will keep the gelcoat in good condition. Do not wax deck surfaces, as this will make them dangerously slippery.

If, after several years, the boat begins to lose its high gloss finish, use a light rubbing compound followed by an application of wax to restore the appearance of the gelcoat.

Minor scratches on acrylic windows can be removed by polishing out using Brasso. Use a straight line polishing action, not a circular action.

Clean stainless steel by washing off the salt and removing any slight discolouration with stainless steel polish. Clean anodised alloy by washing off salt but do not use abrasive or chemical polishes.

Restore the oiled teak finish of the transom ladder treads by washing down with fresh water, allowing to dry and applying a coat of teak oil with sponge. N.B. do not keep cloths soaked in teak oil on board - they can spontaneously ignite.

The interior woodwork should be cleaned using a conventional wax polish; the vinyl wall coverings can be cleaned with a proprietary vinyl cleaner. Remove marks on suede finish wall coverings with a damp cloth.

Oil external hinges and linkages regularly. Cover external cushions when exposed to spray or rain - or preferably stow below. If external cushions get waterlogged they are extremely difficult to dry out. If you have to leave cushions outside during a shower, stand them vertically so that the minimum of surface area is exposed to the rain.

It is very important, to prevent deterioration of the internal finish, that the boat is adequately ventilated. Never leave the boat without adequate ventilation. During periods of lay-up leave the lockers and cabin doors open and the fridge door open.

FROST PRECAUTIONS

- Ensure engine antifreeze level in the engine coolant water is adequate and follow the frost precautions detailed in the engine maker's hand book supplied with your boat.
- Drain the toilet.
- Drain the water tank and then drain the pump and calorifier and leave taps open.
- Never use the boat on ice-covered water; however thin the layer of ice the edge action can seriously damage the hull.

MINOR GLASS FIBRE REPAIRS

Fairline boats are renowned for the high quality of their mouldings. However, occasionally small surface defects (blister or pinhole), not noticeable during quality control inspections may become evident in service. Also in general use, the boat often becomes scratched and in need of a touch up. Every Fairline boat is supplied with a Gelcoat Repair Kit (tin of matching colour gelcoat; tube of catalyst paste; sheets of abrasive paper).

Other materials for repair work are obtainable from most D.I.Y. and autocare stores and chandleries.

In the case of minor scratches and abrasions, first try to remove the mark by the application of a rubbing compound. If this fails, rub with 400 wet and dry abrasive paper and water until the mark disappears. Then polish with an abrasive glass fibre cleaning compound. N.B. Do not rub too hard or too much gelcoat may be removed (gelcoat is less than 1mm thick) thus exposing the main laminate.

In the case of hairline cracks and blisters, defects do not generally extend into the main laminate and are confined to the gelcoat layer. They should not be ignored, however, as not only do they impair the appearance of the boat but they also reduce its water proof properties. Enlarge the defect to an inverted "v" shape to allow the repair to key properly. Take care not to damage the main laminate any more than is necessary. Clear all loose particles from the repair area and make sure that it is dry. Mix well an adequate quantity of gelcoat with 2% of the catalyst paste and press the mixture into the crack until the repair is slightly proud of the surface. Lay a sheet of cellophane or Sellotape (not polythene) over the area and smooth it down over the gelcoat. If this is not done the gelcoat will remain tacky. Leave the cellophane in place until the gelcoat is hard (one hour at 20 dg. c. or longer at lower temperatures). Peel off and allow gelcoat to harden completely (four hours). Rub smooth with wet and dry abrasive paper and water, then polish with a rubbing compound.

In the case of deep scores and grazes or more extensive damage, a larger amount of damaged gelcoat must be cut away. Apply the gelcoat as above. When the gelcoat sets slight shrinkage may occur. This must be refilled with more gelcoat. When the complete repair has been built up in this way and has completely hardened, rub down with wet and dry abrasive paper and polish with rubbing compound.

PRECAUTIONS:

- Any structural repair of the laminate itself should be referred to an expert.
- Do not carry out glass fibre repairs at temperatures lower than 15 degrees centigrade.
- Always use rubber gloves or a suitable barrier cream on your hands as gelcoat resin and catalyst can damage the skin.
- Keep gelcoat and catalyst containers in a cool dark place.
- Do not smoke when handling catalyst and gelcoat as they are both highly inflammable.
- Protect eyes from catalyst; if you get catalyst in your eyes wash out with copious quantities of water and go to hospital at once.