

*Coronet
owners
manual*



CORONET OWNER'S MANUAL.

Data Sheet

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Preparations after Storage

DATA SHEET

Name of boat: _____

Owner's name and address: _____

Hull number: _____

Registration number: _____

Length overall: _____

Draft: _____

Beam: _____

Make of engine and model: _____

Engine serial number - port: _____

starboard: _____

single unit: _____

Propeller size - port: _____

starboard: _____

single unit: _____

Fuel capacity: _____

Fresh water capacity: _____

Ignition key number - port: _____

starboard: _____

single unit: _____

Door key number: _____

INTRODUCTION

In design, construction and craftsmanship Botved Boats A/S have done everything in their power to ensure that your Coronet will give you the ultimate in seaworthiness, comfort and reliability. The aim of this manual is to guide you regarding care, maintenance and use of your new boat.

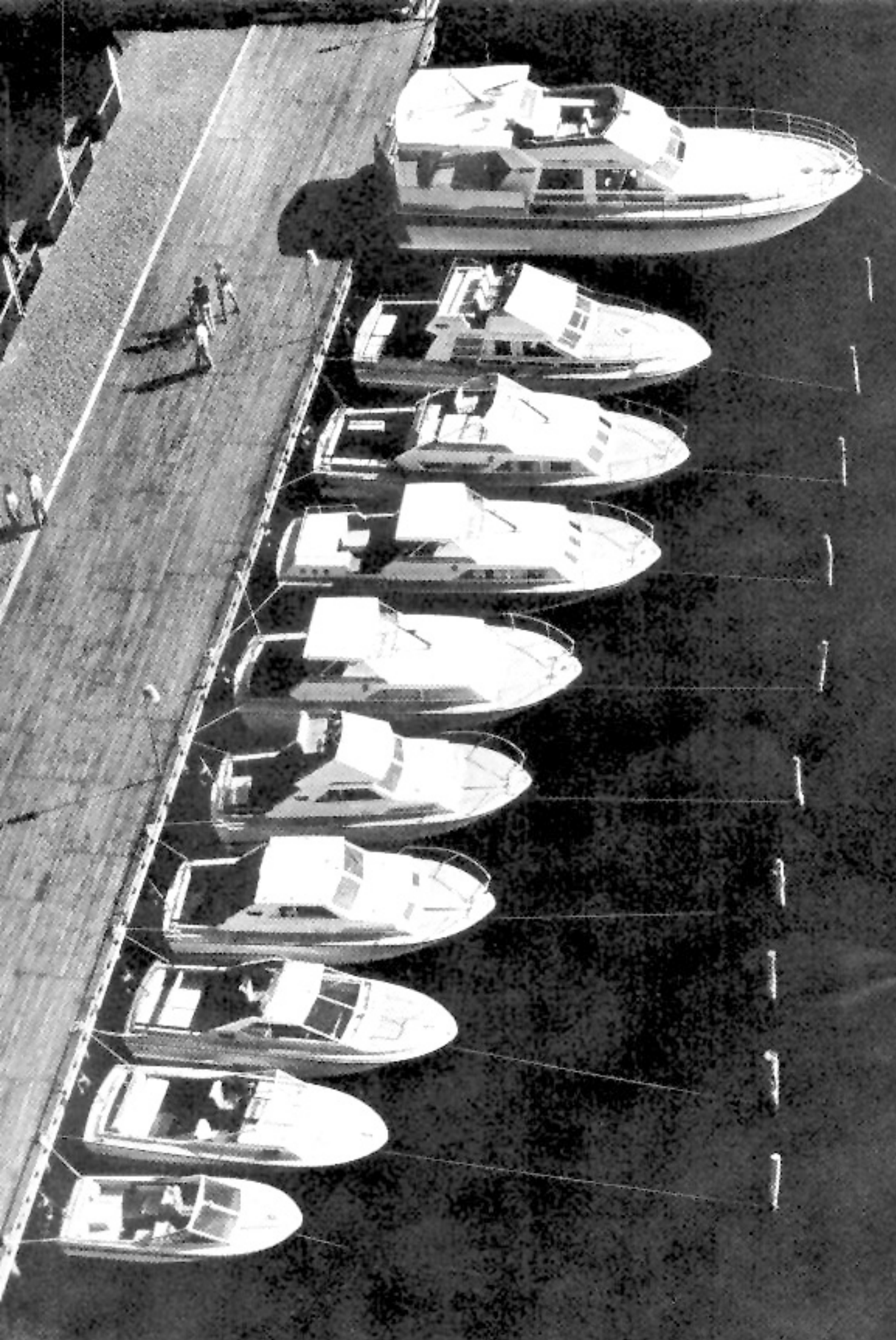
The key to carefree boating is simply regular and thorough attention. Make it a habit to follow the small tips given in this manual, and boat and engine will give you of their best.

Along with this Owner's Manual you will receive a Coronet guarantee booklet, and we herewith stress how important it is that you make sure that your dealer has carefully followed Delivery Instructions in this booklet, and completed all the guarantee coupons correctly. Kindly note that the guarantee does not become valid, until Botved Boats A/S have received the blue copy of Delivery Inspection Card.

The engine manufacturers have their own special instruction book besides a guarantee and service booklet, and these accompany each boat.

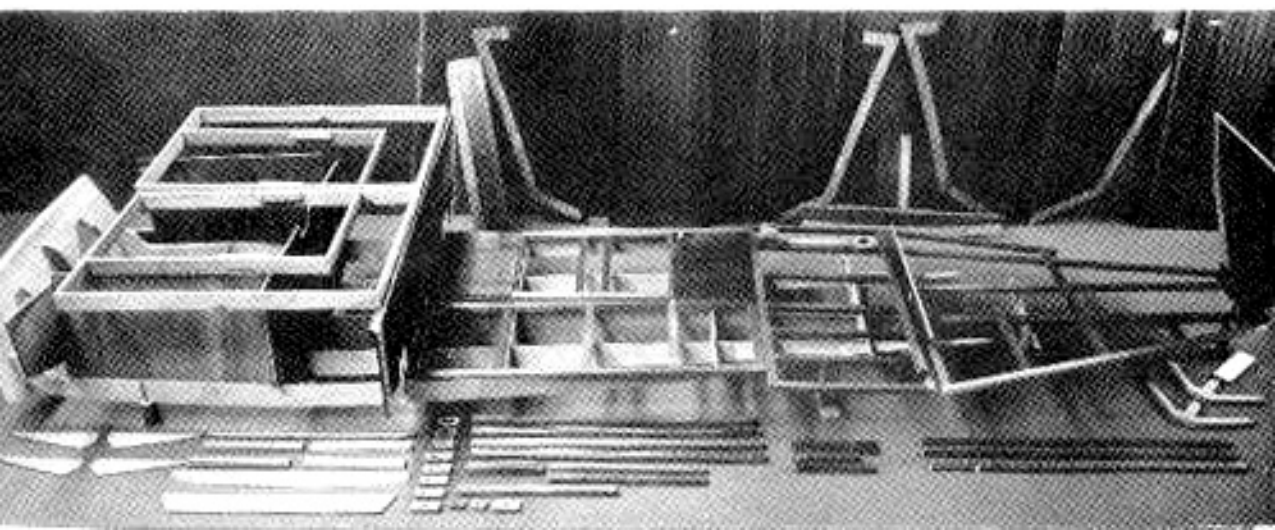
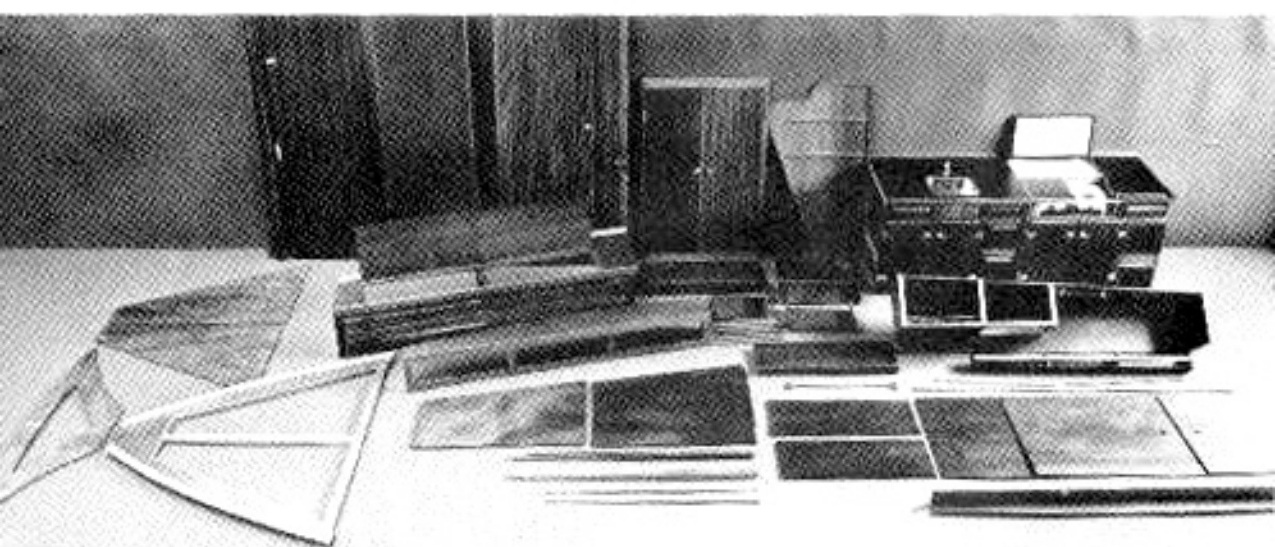
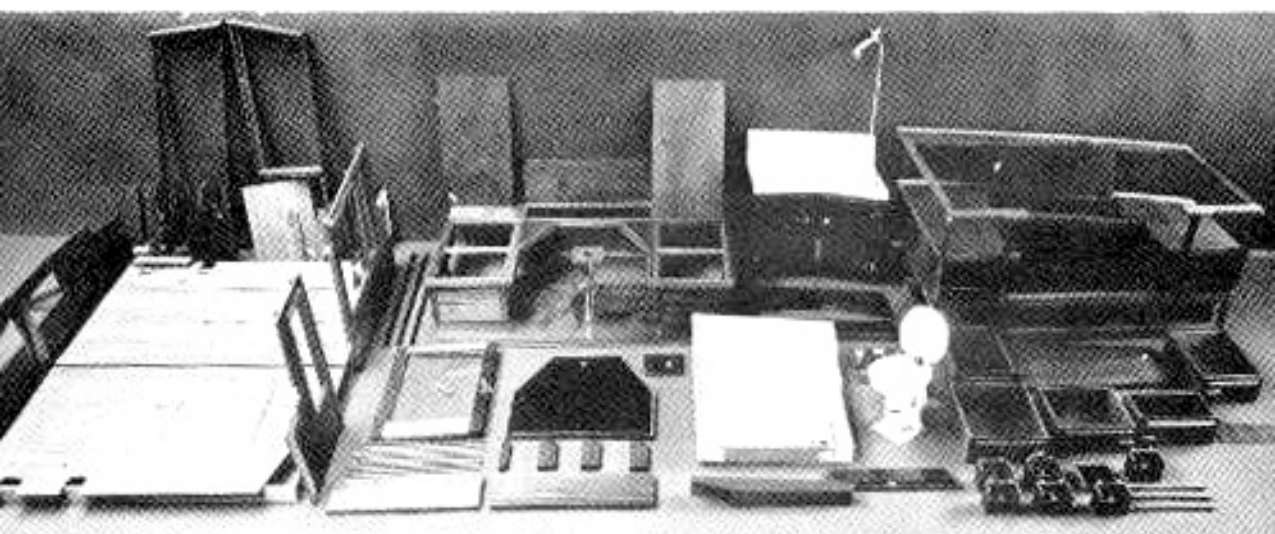
BOTVED BOATS A/S

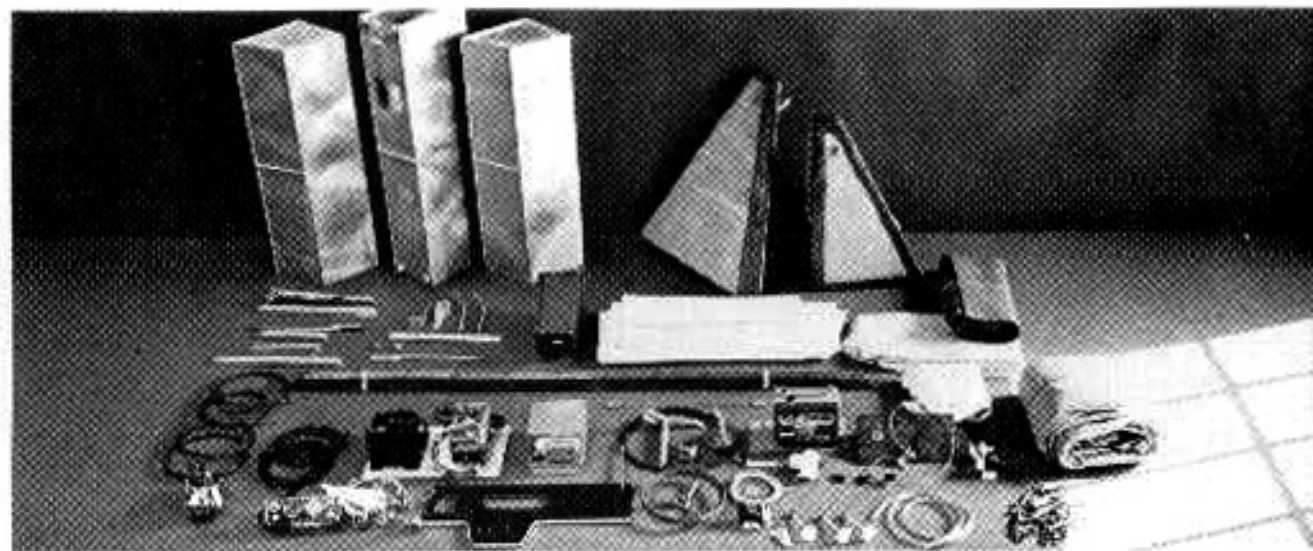
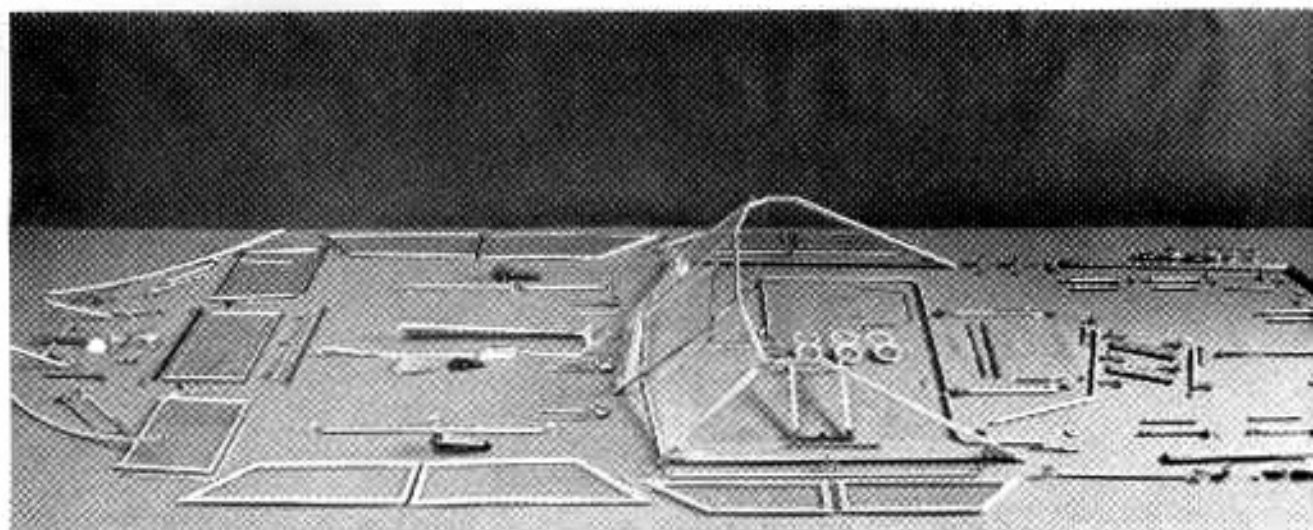
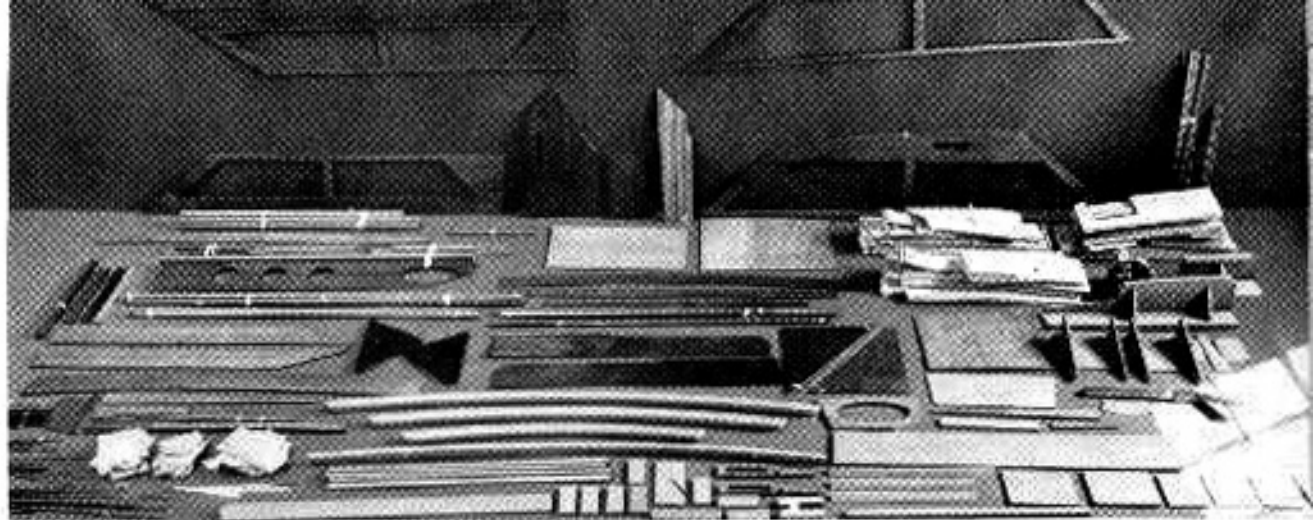
350, Strandvejen, DK-2950 Vedhæk, Denmark.
Phone: (02) 09 23 33 - Cable: BOTVEDBOATS, Copenhagen.
Telex: 27589.



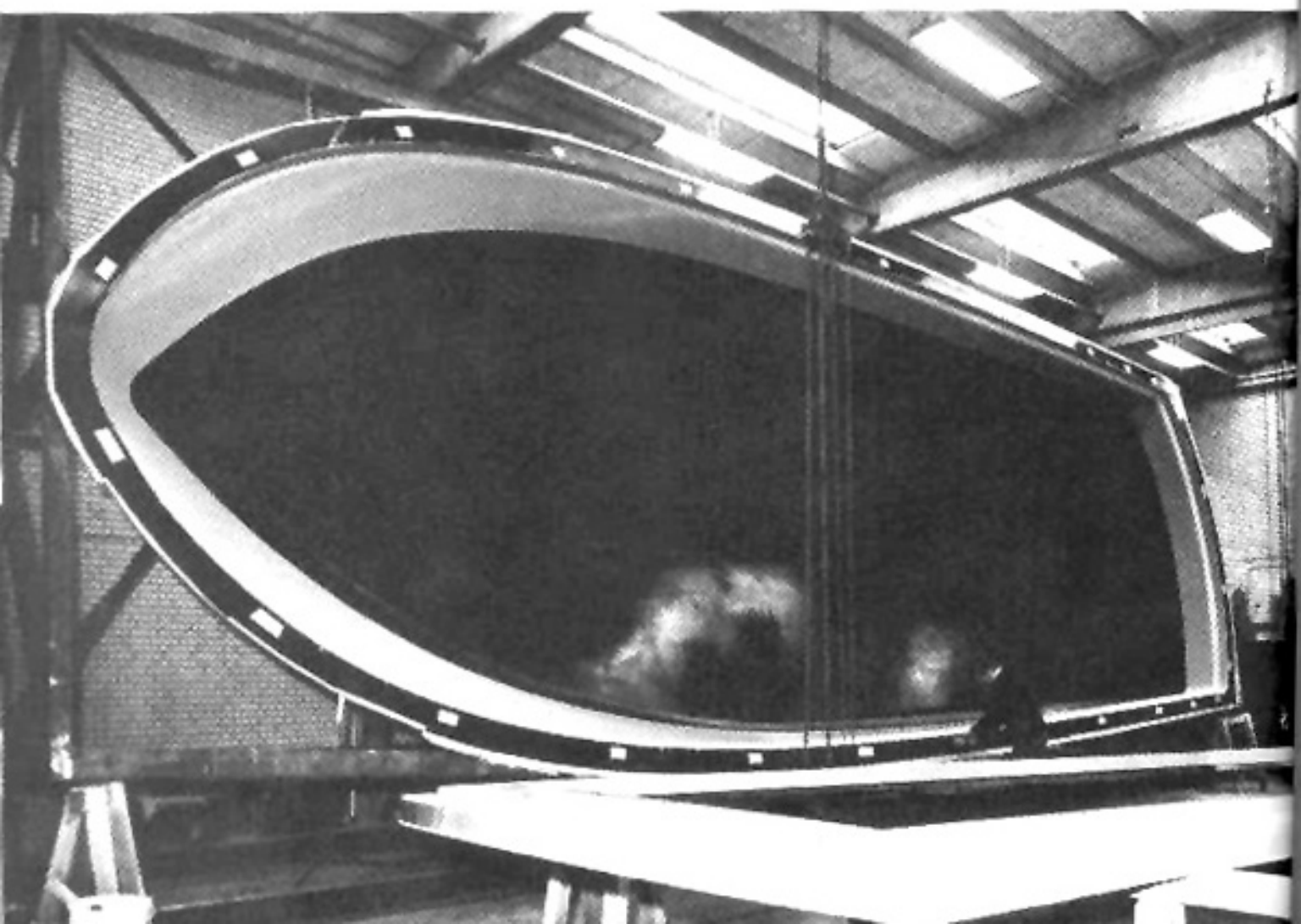
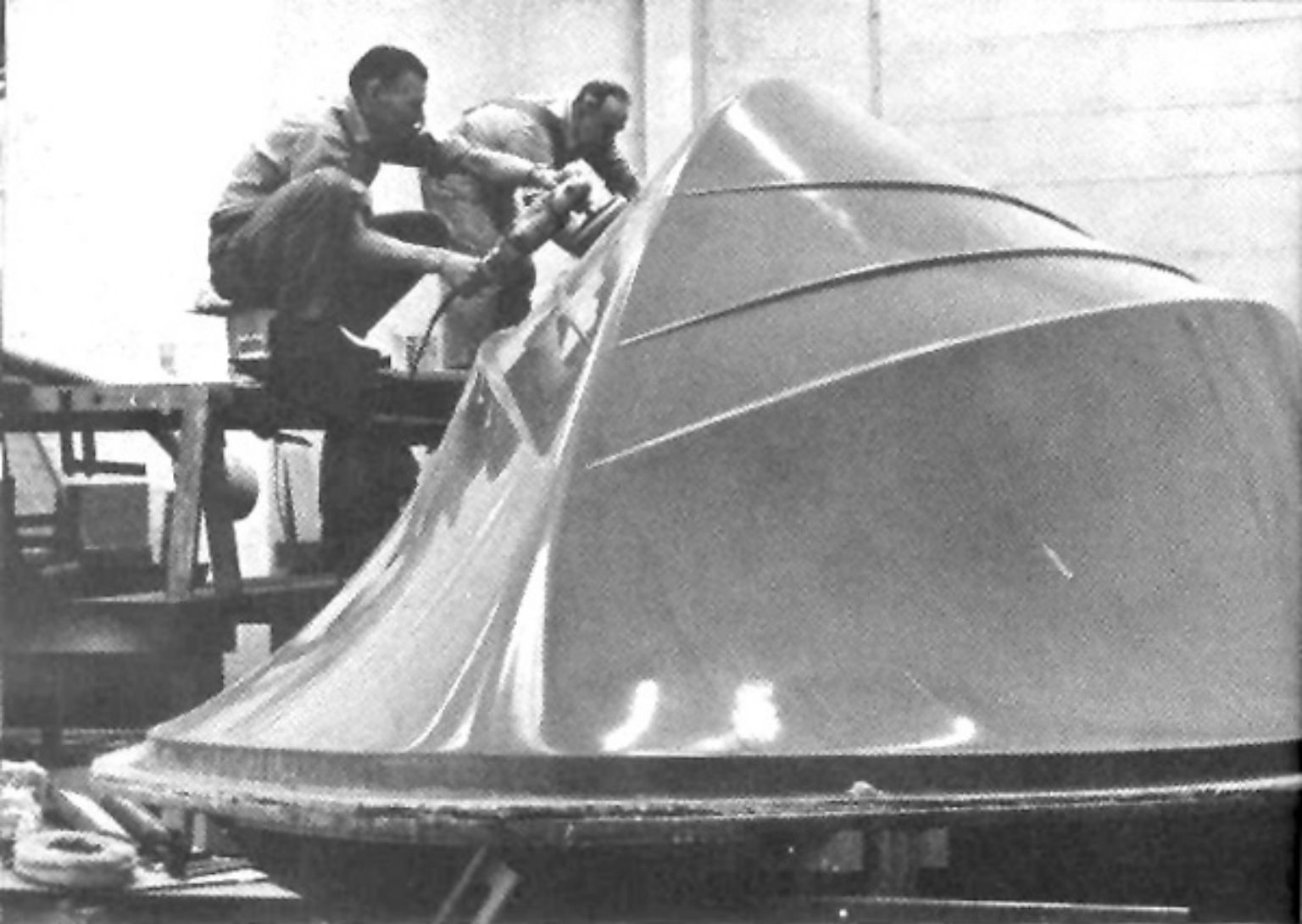
The Coronet fleet is shown moored in front of the charming vacation cottages at the Coronet Marina in Mullerup, Denmark. The entire Coronet fleet consists of the flagship of the fleet, the Coronet 44 Yacht, 32 Deepsea, 32 Oceanfarer, 31 Aft Cabin, 31 Seafarer, 26 Family, 24 Family, 24 Midi, 17 Runabout.

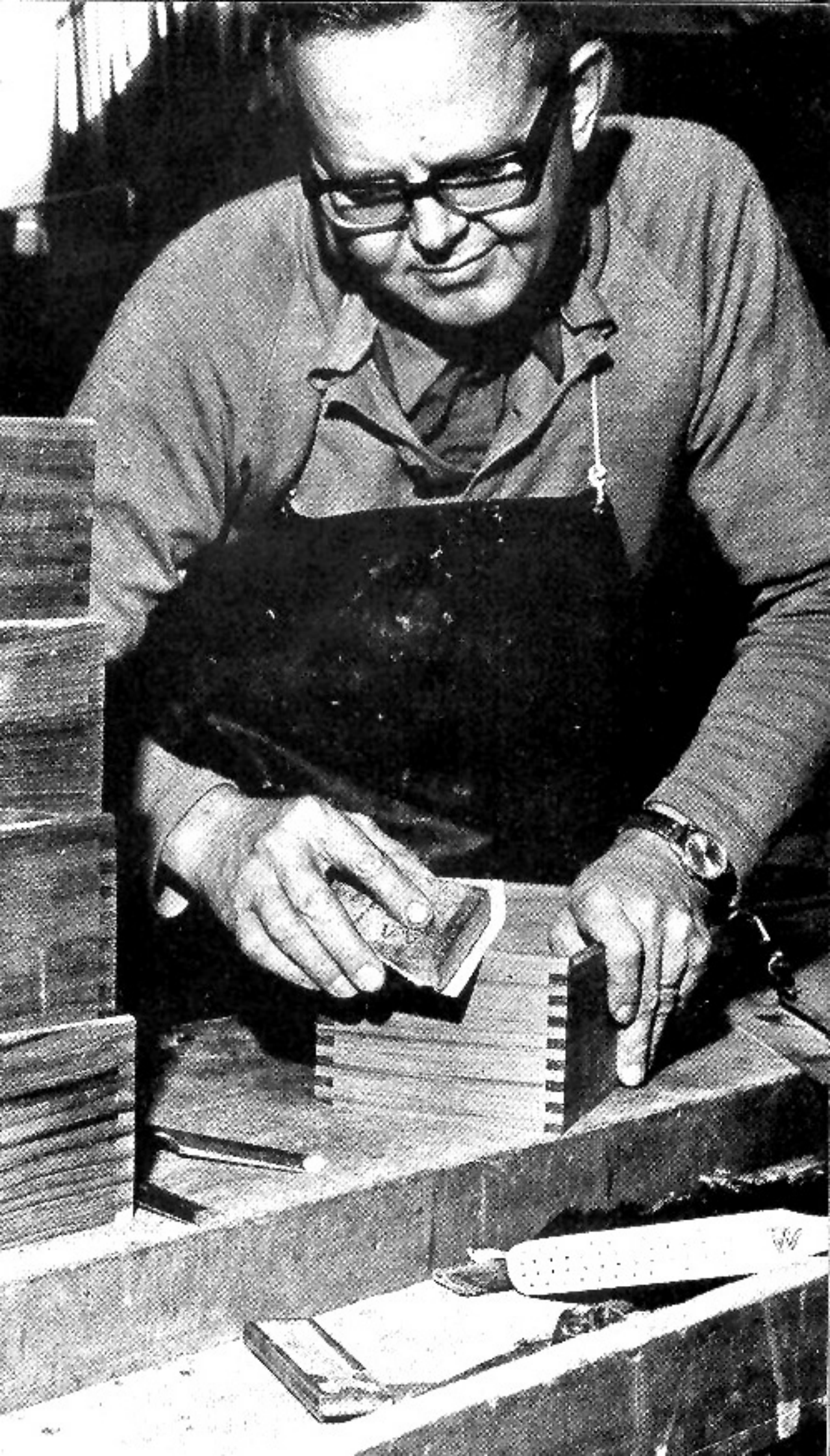
A Coronet is handmade - by specialists, who work meticulously. Look around the boat and you will realize that such a finish is rare today. But turn the inside out and you will find precision work also in places normally out of sight. This is what Coronet calls quality. Look at the way, gas tanks are secured - look at the fittings and metal details, or at the way, wooden items are made. Lift any hatch or lid and look at the reverse side. Please inspect the boat carefully and make comparisons, if you like. There will still be things, which are impossible to inspect, e.g. the fiberglass construction, which is laid up by hand, using matting, cloth and woven roving - with all joints and overlappings of double thickness - with a stringer system moulded into the bottom, connected to the reinforced transom by heavy knees. Balsa wood and plywood is moulded into the deck and superstructure for rigidity and insulation. All plywood used fulfills the requirements of W.B.P. - it can be boiled for 72 hours without delaminating. The seaworthiness of the deep Vee hull is proven second to none by the thousands of Coronets, which have for years been operating around the world, either as pleasure boats or for commercial use. The exterior and interior design is Danish. It is functional and characterized by good taste - and good taste is never outdated. Based on these facts, Coronet has obtained an international reputation as Europe's leading manufacturer of family fiberglass powerboats. Not because they have built a bigger number of boats than others, but because the quality, the craftsmanship, and the design of the boats are something in a class of its own.

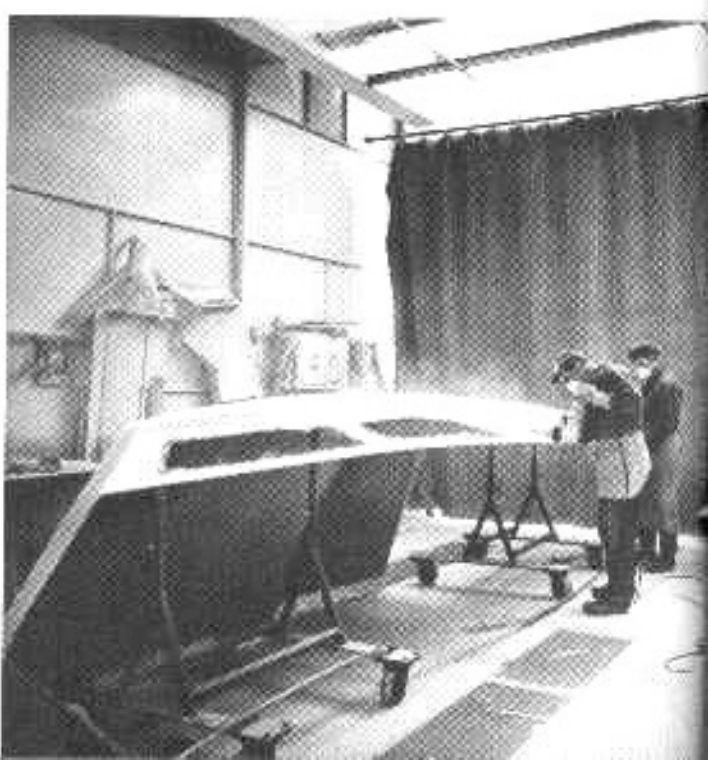
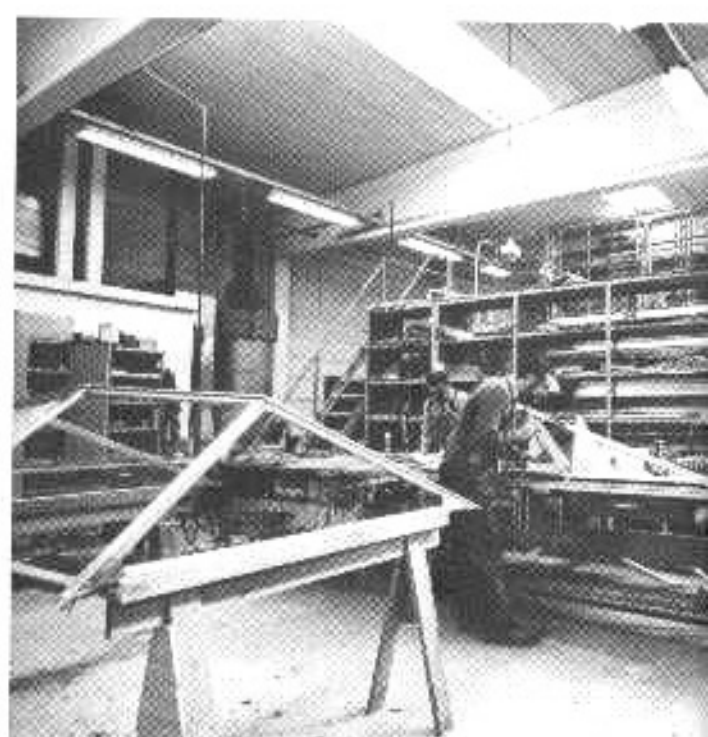




More than 2000 parts in wood, fibreglass, metal, nylon and textiles are used in a Coronet 32 Oceanfarer. Some of these parts are shown here. The top photo on the opposite page shows the assembly hall. Underneath in photos 2 and 3 you see various parts in wood: floorboards, main bulkhead, galley, sofas, shelves and doors, etc. Underneath you see the stringer system and frames for floors, bulkheads and reinforcements for glassing into the fibreglass laminate. The top photo on this page shows various wooden components and the two last photos show tanks, instruments, textiles, hoses and metal parts which are mounted on deck and superstructure. Each single detail is of top quality material and workmanship.









SERVICING OF YOUR CORONET

As already stated in the introduction, the dealer is obligated to undertake delivery-inspection of your newly arrived Coronet as per the Coronet Guarantee Booklet and the Engine Guarantee Booklet. It is the responsibility of the dealer to explain the various functions and workings of the boat and the engine(s), but for future reference we give below a list of the most important rules to be observed before launching the boat. Further information can be found in the Engine Instruction Book.

GENERAL PREPARATIONS

1. Inspect the boat carefully for any damage that may have occurred in transit and check the equipment with the equipment list accompanying the Bill of Sale. If any damages or shortages are found, notify your dealer at once.
2. Make certain the hull drain plug is in place before launching.
3. Inspect all fuel line fittings and connections to ensure that none are loose. Check overflow vent connections.
4. Always open the engine box lid before igniting the engine(s) to eliminate any risk of explosion through fumes. The engine room and the fuel tank room under the flooring are sufficiently ventilated according to regulations by means of air intakes and vents. However, "safety first" is an old rule at sea and not to be despised. Check the oil condition of each engine.
5. The single lever control of the Morse control must be in neutral. Pull out the lever as shown on the control box. Turn the ignition key and throttle a little, when the engine starts (just as you would start a car). Let the engine run idle for a while and adjust the revolutions, if necessary. (Refer to the Engine Instruction Book for further guidance).
6. After starting check the oil pressure indicator for normal reading.

Make a general visual inspection for leaks in exhaust (manifold), oil, fuel and water and tighten, if necessary.
7. Check all instruments and navigation lights.
8. Read the running-in instructions in the Engine Instruction Book.

FUEL AND FUELLING PRECAUTIONS

Fuel

Standard power in Coronet boats are Volvo Penta Aquamatic and inboard petrol and diesel engines. The petrol engines need super petrol with an octane of at least 97. If this petrol octane is not available in your area, and you have not previously realized the importance of this and informed your dealer direct, kindly do so at once so that Volvo Penta can arrange for the cylinder head gasket to be changed - this will enable you to use ordinary normal petrol with satisfactory results.

Fuelling precautions

Needless to say - NO SMOKING,

Before refuelling, close all port holes, windows, hatches and doors. Do not operate engines, electrical equipment or galley stove while refuelling, and do not operate bilge blower.

Always ground the nozzle of the petrol hose to the fill pipe. Sparks from static electricity can occur, if this precaution is not taken.

Do not overfill fuel tanks. Allow two per cent of the tank volume for expansion due to normal temperature variation. If the petrol is filled into the fuel tank at temperatures below freezing point, as much as six per cent expansion can occur.

After fuelling open windows, doors, engine hatches, etc. - and in boats equipped with bilge blower, operate this. Ventilation of the engine room and throughout the boat cannot be too strongly emphasized.

Your boat is equipped with a fuel tank vent, placed on the side of the boat. This type of vent serves a dual purpose of pressure or vacuum release and safety overflow. Any overflow will drain overboard. Further, in order to prevent any ignited fumes from the vent being thrown back into the tanks, the vents are supplied with explosion-proof grates.

Due to variable temperatures during a 24-hour period, we suggest that the fuel tank is kept as full as possible (but do not overfill) in order to minimize condensation and the accumulation of moisture in the fuel system.

The tanks in the Coronet are made from galvanized steel plating to NEPA standards. Earthing between tank and engine has been ensured by means of a specially constructed petrol hosing, which is coated with metal webbing. For safety reasons, this hosing and the hosing between fuel filter and engine should be replaced every second year. Make sure that the replacement is the same type of hosing.

A valve will be found between the engine and the tank, and it is good practice to close the valve(s) and turn off the master switch, whenever the boat is left unattended.

