



# Owner's Manual

## PILOT6 Open



This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, its systems, and information on its operation and maintenance. Please read it carefully and familiarize yourself with the craft before using it.

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

**PLEASE KEEP THIS MANUAL IN A SECURE PLACE AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL YOUR CRAFT.**

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## Recreational Craft Directive 94/25/EC

### DECLARATION OF CONFORMITY

<b>Craft Identification Number</b>	GBWPBP6_-----	
<b>Manufacturer</b>	Westport Marine	
<b>Brand Name</b>	PILOT6	
<b>Type of Craft</b>	Outboard Powered Open Decked Motorboat	
<b>Construction Material</b>	Fibre Reinforced Plastic	
<b>Maximum Design Category</b>	C	
<b>Maximum Persons Capacity</b>	5	
<b>Maximum Engine Power</b>	74.6 kw, (100hp)	
<b>Dimensions</b>	Length	5.20m
	Beam	2.20m
	Draught	0.40m
<b>Assessment module</b>	A	
<b>Standards Applied</b>	General Requirements	EN ISO 8666
	Craft Identification Number	EN ISO 10087
	Builders Plate	EN ISO 14945
	Protection from Falling Overboard and Means of Reboarding	EN ISO 15085
	Visibility from Steering Position	EN ISO 11591
	Owner's Manual	EN ISO 10240
	Structure	EN ISO 12215
	Stability & Freeboard	EN ISO 12217
	Manufacturer's Recommended Load	EN ISO 14946
	Anchoring, Mooring & Towing	EN ISO 15084
	Handling Characteristics	EN ISO 11592
	Steering System	EN ISO 29775
	Fire Protection	EN ISO 9094-1
	For noise and emissions, see outboard engine manufactures Declaration of Conformity.	

**This Craft Complies With All Relevant And Essential Safety Requirements Of The Recreational Craft Directive (94/25/EC) And Other Associated Directives.**

Signature



Name

Charles Broughton

Position

 Managing Director, Westport Marine  
 Unit 2 Connaught Lane, Plymouth PL4 7BZ, UK

Date

04-01-2021

## GENERAL NOTES

### **Abbreviations**

The following abbreviations have been used:

<b>(D):</b>	DANGER
<b>(W):</b>	WARNING
<b>(C):</b>	CAUTION

### **Design Category C (D)**

This craft has a design category 'C' designated "Inshore": Craft designed for voyages in coastal waters, large bays, estuaries, lakes and rivers, where conditions up to and including wind force 6 and significant wave heights up to and including 2m may be experienced.

This craft should not be used in areas and conditions exceeding those of category C. This craft should only be operated at speeds suitable to the prevailing conditions and experience of crew and should not be operated at high speed in adverse sea conditions.

### **Seaworthiness and Crew Ability (W)**

Regardless of the craft's seaworthiness and its certified RCD design category, protection from freak sea and wind conditions cannot be guaranteed. The ability, experience and fitness of all the crew should therefore be taken into consideration before using the craft.

As a minimum, ensure that the anticipated wind and sea conditions do not exceed the design category of your boat and that you and your crew are able to handle the boat in these conditions. All crew should receive suitable instruction/training particularly with regards to location and operation of safety equipment.

### **Maintenance & Repairs (D)**

Always use trained and competent people for maintenance, repairs or modifications. Contact your dealer prior to undertaking any modifications as they may affect the safety characteristics of the craft, endangering your own safety and invalidating any warranties.

Please note that any change in the disposition of masses aboard may significantly affect the stability, trim and performance of your boat.

## GENERAL INFORMATION



Length	5.20 m	Design Category	C
Beam	2.20 m	Max. No. People	5
Draught	0.40 m	Max. Load	787 Kg
Max. Power	67.0 kw	Boat Mass (excl. engine)	582 Kg
	90.0 hp	Trailering Mass	
Max. Speed	34.0 knots	Standard Boat, 90hp	889 Kg
Battery	12 vdc	Full Spec. Boat, 90hp	961 Kg

## **REGULAR INSPECTION (W)**

Regular inspections should be carried out prior to use and should include at least the following:

- Ensure deck drains clear and in good condition.
- Ensure that the cuddy hatch is securely fastened.
- Check the fuel hose and connections for leaks, general wear and chaffing.
- Check the battery studs, level of electrolyte and ensure an adequate charge in the battery.
- Check the bilge pump (if fitted), suction and discharge, ensure that at least an emergency bucket and bailer are stored onboard.
- Check the steering and engine controls, ensuring free and full movement.
- Check the condition of the fire extinguisher, ensuring easy access, secure mount and valid expiry date.
- Ensure the secure mounting and operation of the boarding ladder.

## **HANDLING CHARACTERISTICS, TRIM, PERFORMANCE & STABILITY (D)**

Small craft are susceptible to significant changes in trim, (fore & aft) and heel, (port & starboard) for relatively minor movements of onboard masses.

Arrange crew and store gear/equipment to ensure that your craft has level trim and heel prior and during use, bow down trim should be avoided.

Avoid sudden changes in speed and direction unless in an emergency.

Adverse trim and heel will reduce performance. For outboard engines fitted with trim control, bow down trim should only be used while in transition from displacement to planing speeds, once planing, trim should be reduced to suit conditions. Bow down trim at high speeds may result in craft leaning to one side and instability in turns.

Water should not be allowed to collect in the main deck area, this can reduce performance, stability and cause adverse trim and heel conditions. All water should be drained/pumped/bailed directly overboard.

Do not operate this craft with an engine of rated power greater than 74.6KW, (100hp). The craft should only be operated at high speed in calm conditions, not exceeding 34 knots. As the sea state and wind conditions worsen speed should be reduced to a level that avoids slamming, is comfortable for the crew and is at a level that the operator is confident in controlling.

Do not operate at maximum speed in congested high traffic waterways or in weather and sea conditions of reduced visibility, high winds or large waves. Reduce speed and wake as a courtesy and as a safety consideration to yourself and others. Observe the speed limit and no wake zones.

Observe the right-of-way as defined by the Rules of the Road and required by COLREG. Always be certain to have sufficient distance to stop or manoeuvre if required to avoid collisions.

**DANGER: OPERATING THE BOAT AT HIGH SPEED IN ADVERSE SEA AND WIND CONDITIONS CAN DAMAGE THE BOAT, CAUSE SERIOUS INJURY AND INVALIDATE WARRANTIES.**

### CRAFT MASS (C)

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

Crew mass (5)	375	kg
Provisions & personal effects	40	kg
Outboard engine	187	kg
Portable fuel tank and fuel	60	kg
Stores, spares, tools	10	kg
Optional equipment	79	kg
Miscellaneous	36	kg
<b>Maximum total load</b>	<b>787</b>	<b>kg</b>

The stability of this boat has been assessed assuming that:

In the light craft condition it has a mass of	830	kg
The maximum recommended outboard engine mass is	187	kg
All standard & optional equipment is fitted		

### OPERATOR'S FIELD OF VISION (D)

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

- Propulsion engine trim angles (on craft fitted with a power trim system on the propulsion unit).
- Loading and load distribution
- Speed & rapid acceleration
- Transition from displacement to planning mode
- Sea conditions
- Rain & spray
- Darkness & fog
- Electrical Lighting
- Persons or movable gear in the operator's field of vision

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

### SAFETY EQUIPMENT (W)

Be sure, before you start your boating, that you have the required safety equipment onboard, such as:

- Life jackets
- Fire extinguisher
- Flares
- Anchor and line
- Means of signaling (high powered torch)

### RISK OF FLOODING (D)

All small boats are susceptible to flooding. Ensure that deck hatches are kept closed while underway and opened only for access while stopped.

Ensure that any water collecting on the working deck area or bilges is immediately pumped or bailed overboard.

## **RISK OF FIRE (D)**

Fuel and electrics onboard small boats present an inherent fire risk.

Always remove the portable fuel tank from the boat and fill in a well ventilated area, away from the risk of ignition.

Ensure that all wiring is correctly installed and in good condition.

## **GENERAL OPERATION**

### ***Man-overboard Prevention & Recovery (C)***

Care should always be taken when moving around small boats. Crew should restrict movements to the working deck area and remain seated at all times while underway. Avoid sudden changes in speed and direction unless in an emergency.

A boarding ladder is provided at the transom. It is the owner's/operators responsibility to ensure that the boarding ladder is regularly inspected and maintained.

### ***Bilge Pumping and Bailing (C)***

It is the responsibility of the owner/operator to have at least one bailer/draw bucket on board, secured against accidental loss.

### ***Manual Bilge Pump, (if fitted)***

This craft may be fitted with a manual bilge pump with a maximum output of 49ltrs/min, (minimum). The pump should permanently fitted, drawing from the aft bilges, discharging through the port side hull and being operated from the helm or aft seating.

### ***Electrical Submersible Bilge Pump, (if fitted by the boat builder)***

This craft may be fitted with a submersible bilge pump, located in the aft locker bilges, discharging through the port side hull or transom. The pump being wired to and operated from the helm.

It is the owners/operators responsibility to regularly check the function and maintenance of any bilge pumps fitted as recommended by the manufacturer.

Always keep the bilges free from debris and ensure the pump inlet is clear at all times. Regularly check the bilges for water ingress while operating the craft.

Warning: The capacity of the bilge system is not necessarily intended to drain the craft in the case of damage.

### ***Main Deck Drainage (D)***

The main deck is drained at the aft end via port and starboard deck drain fittings, flexible hose and through transom fittings.

It is the owner's responsibility to ensure the safe operation of the deck drain system and that the hose & transom fitting in particular are clear of debris and tested prior to using the boat. Debris may be cleared from the piping by back flushing the system with a hose prior to launching the boat. If the problem persists then the system should be examined by an experience marine engineer.



**Mooring, Anchoring & Towing (W)**

During mooring and anchoring operations access to the fore deck is via the foredeck access hatch in the cuddy windscreen or via the forward seating in the Pilot Open variant. By standing through the hatch, it is possible to reach the anchor locker, foredeck cleat and fairleads in safety. At no time should any person sit or stand on the foredeck.

Prior to launching, mooring or anchoring it is recommended that all lines & fenders be prepared and attached to the boat, as required, prior and in good time to the operation to be undertaken. Always plan ahead and assess any potential difficulty, ensuring that your crew are fully aware of your intentions and their responsibilities.

It is the owner's/operators responsibility to ensure that mooring lines, tow lines and anchor, chain & line are adequate for the vessel's intended use. The breaking strength of all lines/chains shall in general not exceed 10.25KN/1.045 tonnes (80% of the breaking strength of the deck cleats).

Owners should consider and practice the making fast of a tow line, in a manner that shall allow the tow to be release while under load, ensuring that they are fully prepared in the event of an emergency.

Always tow or be towed at a slow speed. Never exceed the hull speed of a displacement craft when being towed.

**Launching & Trailing (W)**

Ensure that the centre rollers of the trailer bear the keel of your boat in a correct way, and adjust the lateral bearing to avoid any movement. Do not forget to fasten the tie down straps. Do not load the craft when trailering.

New owners/operators should seek instruction/guidance on launching and recovery from the dealer or local sea school/powerboat instructor. Do not attempt launching/recovery without adequate instruction.

**Lifting (D)**

Adjust the location and length of lifting strops to ensure the craft is horizontal when being lifted. Provide protection between the strops and the craft. Do not use warp to lift the craft. Do not load or stand under the craft while being lifted.

**Outboard Engine (C)**

Refer to the engine manual. Always flush the cooling system with fresh water after use.

**Cleaning (C)**

Use as few cleaning agents as possible, do not discharge waste agents into the water, and:

- Clean your craft preferably on land
- Avoid scratching of the hull, use a high-pressure water machine
- Do not use abrasive cleaning or polishing methods
- Do not use solvents or aggressive detergent
- Always rinse down after use

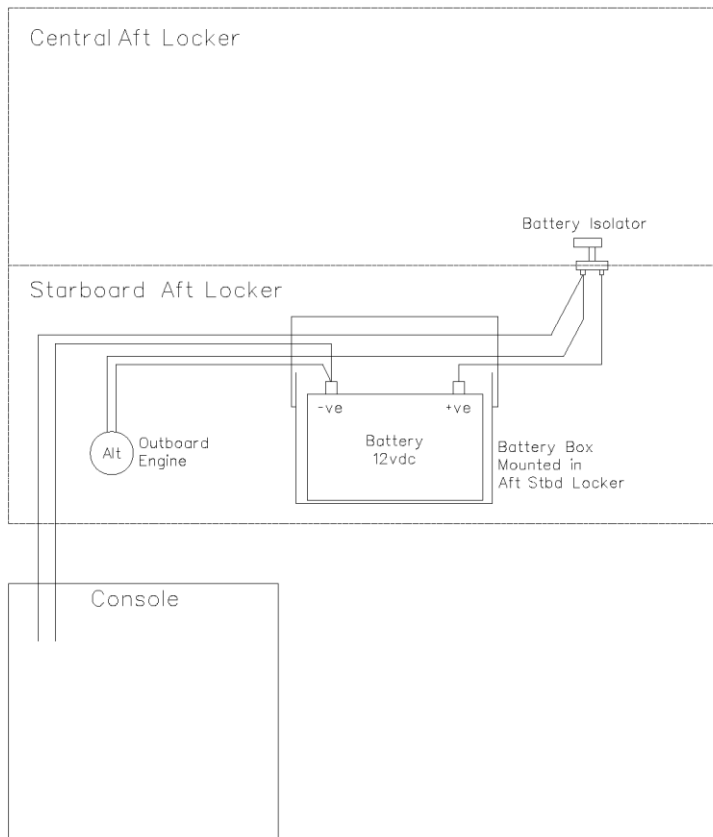
**Winter Storage (C)**

Refer to the engine manual for winterising the engine, otherwise generally include the following:

- Remove, charge and store the battery in a dry, ventilated place protected from frost
- Grease the steering gear
- Remove all water from the craft and protect it from rain, preferably stored inside
- Inspect all areas, fixtures & fittings replacing any doubtful components

## ***Electrical System (W)***

### **Circuit Diagram**



Note: No Navigation light system is fitted to the Pilot6 Open.

### **WARNING, NEVER:**

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

### ***Additional Manuals (C)***

Any additional equipment, fixtures and fittings should have their instructions/manuals stored with this manual and passed on to any subsequent owners.

## **WESTPORT MARINE GUARANTEE**

Westport Marine Ltd manufacturer's guarantee extends for 12 months and is subject to the following conditions:

### ***Registration***

1. On completion of the sale of a new Westport Marine boat a **Product & Guarantee Registration Form** must be completed & returned to Westport Marine Ltd, including Boat model, Hull number, Outboard model and frame number, full customer & Dealer details, date of sale, type of usage, etc. The Guarantee will only be valid on receipt of the completed form which can be found at the end of the Owner's Manual available from [www.westportmarine.co.uk](http://www.westportmarine.co.uk) at the bottom of each model page.
2. The guarantee will commence from the date that the boat was sold new, by Westport Marine (or by appointed Dealer). In the case of a Westport or Dealer demonstration boat the guarantee will commence from the date the vessel was first launched as a demonstration boat, prior to Delivery or Dealer Sale.

### ***Use***

1. Westport Marine boats have been designed and manufactured for domestic use only and as such guarantee is limited to domestic use and does not cover any boat engaged in commercial use, activity or application. The guarantee will cease from the time that the boat is first engaged in any such type of commercial use or service.
2. The following exclusions will further render any guarantee void and unenforceable: willful damage or neglect including, but not limited to, failure to follow manufacturers' instructions for maintenance and use of the boat; non-adherence to the Owner's Manual issued with each new boat sale; non-adherence to our Engine Power and Speed guide as published on our website and in our boat brochures; commercial use of the Vessel.

### ***Limitation***

1. Westport Marine limits its guarantee to make good any defect or fault due to the process used to manufacture the boat.
2. It is the responsibility of the boat owner to return the boat to Westport Marine, Plymouth, before any guarantee work can be undertaken.
3. It is the owner's responsibility to maintain insurance cover for his boat and equipment while it is at Westport Marine or their appointed contractor's premises.
4. All guarantee work must be undertaken by Westport Marine or their approved contractor. No liability will be accepted for any work undertaken by the owner or their appointed contractor on the boat at any time.
5. The guarantee period is not extendable.

### ***Claims***

1. Claims must be made in writing directly to Westport Marine Limited at the earliest possible time. Guarantee cover can only be accepted from the date that any such claim notification is received by Westport Marine.
2. Westport Marine will endeavor to respond to any claim in a considered, professional and timely manner. Full disclosure of the claim will hasten the procedure and should include the following: clear and concise summary of the issue of concern, photographs, usage history, engine hours, maintenance, boat condition, storage location & history, etc. Any information proved to be false or misleading will render any guarantee claim void and unenforceable.

### Westport Marine Product & Guarantee Registration Form

This form must be completed & returned to Westport Marine as a condition of the boat guarantee.

#### Product Details

<b>Boat Model &amp; Accessories fitted</b>	
<b>Hull Identification Number</b>	<small>(found on transom)</small>
<b>Main Outboard - Model &amp; Type</b>	<small>(see owners manual)</small>
<b>Main Outboard - Frame Number</b>	<small>(see owners manual)</small>
<b>Propeller: Number blades, diameter &amp; pitch,</b>	<small>(found on propeller hub)</small>
<b>Auxiliary Outboard - Model &amp; Type</b>	<small>(see owners manual)</small>
<b>Auxiliary Outboard - Frame Number</b>	<small>(see owners manual)</small>
<b>Type of Use</b> <small>(delete as appropriate)</small>	<b>Domestic / Commercial</b>
<b>Trailer: Manufacturer &amp; Model</b>	

#### Customer Details

<b>Name</b>	
<b>Address</b>	
<b>Postcode</b>	
<b>Telephone Number</b>	
<b>E-mail Address</b>	

#### Dealership Details

<b>Dealer Stamp/Details</b>	
<b>Dealer Code</b>	
<b>Dealer Signature &amp; Date</b>	<small>signature</small> <span style="margin-left: 100px;"><small>date</small></span>
<b>Date of First Launch (demo-boats)</b>	
<b>Date of Customer Purchase</b>	