

An Unofficial Owners Quick Guide for Aquila 44

This Unofficial Owner's Quick Guide was written to provide myself with practical operations and maintenance of my Aquila 44-09, now with more than 750 engine hours. It is meant to be only an easy and quick guide highlighting and expanding upon some of the operations covered in both the individual manufacturers' user manuals provided for each piece of equipment and binder entitled Owners Manual provided with your Aquila 44. It is the owner's sole responsibility to refer to these other materials for general maintenance, operation and troubleshooting the equipment on board the owner's vessel. Neither Jerry Blakeley nor MarineMax can take any responsibility for any of the material contained in this personal guide. It is a living document which will be updated and corrected from time to time.

Another useful document with practical information entitled "Aquila 44 FAQ's" (Frequently Asked Questions) is available along with updates of this document at www.jerryblakeley.com under the AQUILA 44 tab.

<http://www.aquilaboats.com/aquila-yachts-44>

WELCOME

Welcome to your new Aquila 44. This guide to familiarize you with the operating systems of your Aquila and is meant to supplement not replace the detailed Aquila 44 Operation Manual or the manufacturers User manuals for each piece of equipment you purchased. Note the equipment and operations maybe different for the boat you ordered. This is only a reference guide with no liability assumed on my part. This is also not an official MarineMax nor Aquila nor SinoEagle document.

I wish you many safe and enjoyable cruises on your Aquila 44. Any suggestions or comments you may have to in any way correct this guide will be very welcome.

Best regards, Jerry Blakeley

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Your MarineMax Customer Service Representative

Name _____

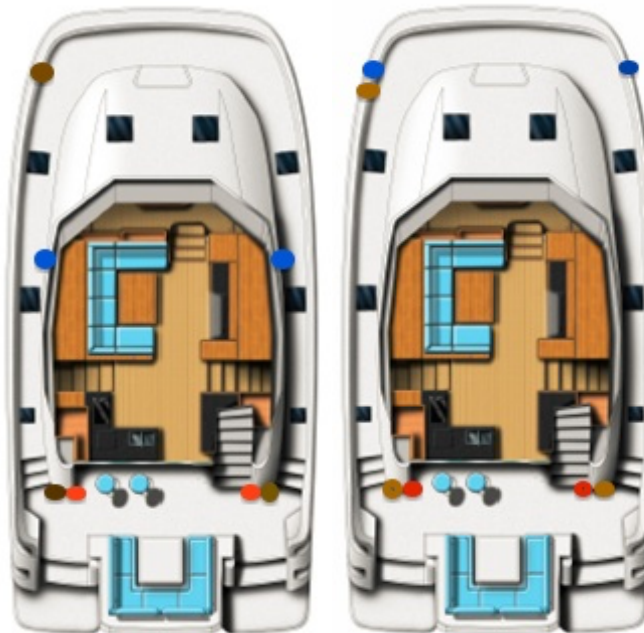
Phone (____) _____

Email _____

Table of Contents	Page
1. Yacht specifications	4
2. Power control center	6
3. Secondary Breaker Panel	10
4. Daily Engine Checks	11
5. Engine Room Fuel/Water Separators and Strainers	13
6. Engine Start Procedures	15
7. Helm Throttle Controls	16
8. Shore Power Breakers in Port engine compartment	17
9. Batteries	18
10. Inverter	19
11. Generator	20
12. Bilge Pumps	22
13. Fresh Water System	24
14. Water Maker (option)	25
15. Heads	26
16. Black Water Holding Tanks	27
17. Showers	29
18. Transom Shower	30
19. Refrigeration	31
20. Induction Cooktop	32
21. BBQ	33
22. Air Conditioning	34
23. Audio and TV	35
24. Anchoring and Windlass	36
25. VHF Radio Procedures	39
26. In Case of Fire	40
27. Life Jackets	41
28. Emergency Escape	42
29. Instrument Options	43
30. Recommended Spares	44

1.Yacht Specifications

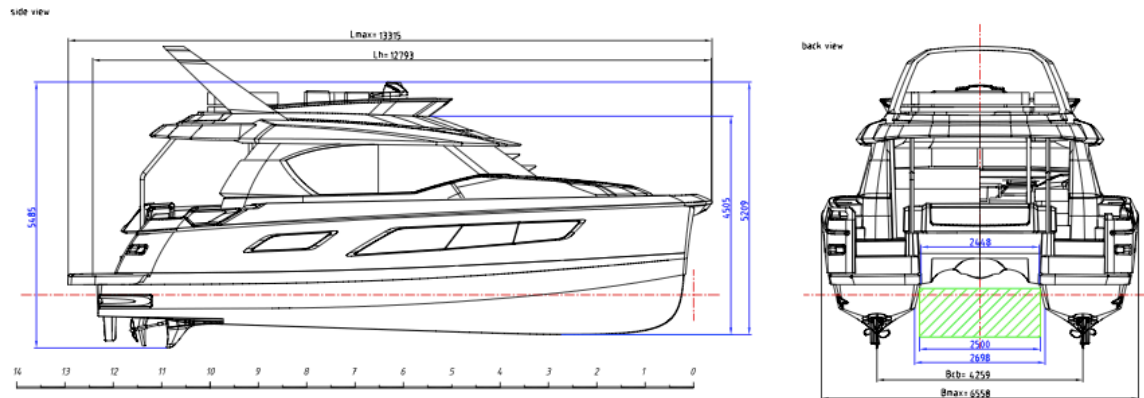
Main Deck / Salon (Configuration varies by Hull#)



- Fresh water refill
- Diesel refill
- Waste tank pump out

Length: 43' 11" (11.44m)
 Beam: 21ft 6 in (6.56m)
 Height above waterline with hard top* 18 ft 8 in (5.7m)
 *excludes NAV lights, radar and other aerial options
 Dry boat Draft 2 ft 8 in.
 Total Draft* 3 ft 3 in (1m) without sacrificial skegs
 Total Draft* 3 ft 10 in (1.16m) with sacrificial skegs
 Water Tanks: 180 gallons (2 x 90 gallon freshwater tanks)
 Fuel Tanks: 290 gallons (2 x 145 gallon tanks)
 Holding Tanks Total 63 gallons (240 l); 3 x 21 gallons each for Black Water
 Diesel Engines Twin Volvo series
 Generator: Fisher Panda or
 Northern Lights

- "Total Draft" is after A/C, Generator and other heavy equipment is installed.



TECHNICAL DATA

Length overall with hull swim and bulb extensions	44 ft 11 in / 13.44 m
Waterline Length	45 ft 11 in / 13.44 m
Beam overall	21 ft 6 in / 6.56 m
Height above waterline with hard top	18 ft 8 in / 5.7 m
Total Draft with sacrificial Skegs	3 ft 10 in / 1.16 m
Light displacement	35,053 lbs / 15,900 kg
Fully loaded displacement including fuel	40,212 lbs / 18,240 kg
Fuel tank (approx)	2 x 145 US gal = 290 US gal / 1100 l (Optional 95 gal tank can be installed in port engine bay)
Water tank (approx)	2x 90 US gal = 180 US gal / 680 l
Holding tank (approx)	3 x 21 US gal = 63 US gal / 240 l
CE certification	A:8 ; B:8 ; C:14 ; D:21
Cruising Ranges* based on twin Volvo Penta diesel engines with V Drive gearbox	See owner specifications of particular model purchased. The example below based on totals for twin D4 300 hp engines:
	Distances in Statute Miles
	Standard Tanks w Optional Tank
Estimated range (half load with 5% reserve on 290 gal / 1100 l)	827 miles @ 6.5 knots 1097 miles @ 6.5 knots
	277 miles @ 15 knots 368 miles @ 15 knots
	269 miles @ 18 knots 357 miles @ 18 knots
50 Amp Shore Power Cable connections are at boat end, however if there is only 30 Amp available on dock you can use two 30 Amp cables from dock with a Y adaptor at boat end to connect the two 30 Amp cables to the 50 Amp shore power cable on the boat.	It is recommended that you verify the power available from a dock you are visiting is clean and what the Amperage before you connect the boat's shore power cables to the shore power source.

2. Power Control Center

The power control panel located on the Starboard side of the salon provides access to the vessel's 120/240V AC and 12v DC services. The breakers are all labeled to easily identify what the switches are used for.



Power Control Center cont.

At the top of the AC panel are four LED indicators that identify the following from left to right;

- System Volts
- System Amps
- Inverter Volts
- Inverter Amps



Directly below the LED indicators are the shore power and generator breakers. These breakers enable you to select either shore power or the generator for running the vessel's 120v/240v AC systems.



Shore line 1 Generator breaker Shore line 2 Generator Breaker

NOTE the position of plastic guards on the main breaker panel in the photo above indicate when both 50 Amp shore power cords are in use. See page xx for more information regarding the use of shore power.

WARNING: Never switch on Shore Power and Generator at the same time

Power Control Center cont. 120V/240V AC Panel

Directly beneath the shore power and generator breakers are the vessel's 120V / 240V AC system breakers. These systems work on shore power supply or generator power only. The column labeled '120V AC inverter can be powered by the onboard inverter. **The two small toggle switches in the upper left area are normally ON except when you leave the boat for a period of time.**

From Left to right the breakers are as follows (Note: this may differ on your boat)



Column A	Column B	Column C	HVAC Column D
Inverter Main	<u>120VAC Inverter</u>	<u>240VAC Service</u>	Air Cond Chiller
Outlets salon	Outlets fly	Inverter supply	Air cond pump
Outlets galley	Microwave	Induction cooktop**	Air cond salon
Outlets nav	TV salon	Water heater port	Air cond fwd
Outlets port	BBQ*	Water heater stbd	Air cond port
Outlets stbd		*	Air cond stbd
Outlets fwd			

* It is recommended to have Generator or Shore Power ON when using BBQ on flybridge

** Induction Cooktop requires Shore Power or Generator be ON

Power Control Center

12V DC Panel

Directly below the 120V/240V AC breakers are the vessels 12V DC breakers. These systems are powered by the vessels house batteries. NOTE: The HOUSE BAT switch on Secondary Panel must be on. Shore power or the generator is not required to operate these systems. Note HOUSE BAT switch on Secondary Panel must be ON.



From left to right, the DC MAIN breakers maybe as follows subject to change and options you ordered on your Aquila 44;

<u>DC Main</u>	<u>DC Main</u>	<u>DC Main</u>	<u>Navigation</u>
12V DC main	Courtesy lights	Toilet port fwd	12V DC main
Salon lights	Cabin fans	Toilet port aft	Nav lights
Galley lights	Fresh water pump	Toilet Stbd aft	Anchor lights
Port hull lights	Water maker	DC Refrig	Auto Pilot
Stbd hull lights	Gray water Pump Port	Stereo	Chart Plotter
Fwd cabin lights	Gray water Pump Stbd	Tank level ind	VHF
		Fuel transfer	NMEA
		Stereo Cabins	Radar
		Spare	Spare
		Spare	Spare
		Cable Master	Spare

3. Secondary Breaker Panel (Maybe different on your Aquila 44)

Located on the opposite side of the power control center in the salon is the Secondary Breaker Panel which houses the Fresh Water gauge(s), Black Water gauges, Generator controls, Watermaker controls (optional), and Digital Multi Control for the Inverter.

The bottom row includes important circuit breaker switches for Windlass, Flybridge, and Davit. Along the bottom row to the right are remote switches for House Battery, Genset Battery and each of the two diesel engines.

Note: The House Battery remote switch is located in electrical locker in the main salon next to the table. In case of Emergency the House Battery can be disconnected using the manual switch.

Note: Genset Battery remote circuit breaker switch is located in the STBD engine bay (Upper Large yellow switch. The lower large yellow switch

Note: Remote circuit breaker switches for the engines are located in each of the engine rooms.



In the photo above the FLYBRIDGE and HOUSE BAT switches are in ON position. All others are OFF.

4. Daily Basic Checks Before Starting Engines

Owners are responsible for reading the Volvo Operator Manual that came with their boat. The following comments are for general reference only. My Aquila 44 is fitted with twin, Volvo Penta D4 300HP diesel engines (Model and hp will vary depending on your boat.)



EMERGENCY ENGINE TURN OFF should be used if the engine fails to turn off using normal procedure from the flybridge.

Checking the engines, engine bay and transmission should be a part of your daily routine. You are responsible for performing maintenance on the engines (Refer to Maintenance Schedule section in Volvo D4, D6 Operator's Manual).

OIL LEVELS

Some basic checkups to be performed prior to startup and after prolonged use (see Operator's Manual for more detail):

- **Oil level and condition of oil** (Start engine and let it run idle for a few minutes before removing dipstick to check oil level (between MAX and MIN markings). Never over-fill. Note each D4 diesel engine holds 3.2 US gals (12 liters) of Volvo Penta SAE 15W-40 or RotellaT 15W-40 heavy duty diesel oil.
- **Note: Volvo recommends initial Engine Oil and Oil Filters be changed after 50 hours and thereafter be changed every 200 hours or at least every 12 months.**

TRANSMISSION FLUID

ENGINE/GENERATOR/AIR CONDITIONING SALT WATER STRAINERS

- - **Check Engine salt water strainer. It must be clean.** If strainer is not clean you must close seacock and then slowly remove top and empty basket as needed. If you do not close the seacock first air will get into the system and the impeller runs dry which shortens the life of the impeller.
- - **Air conditioning intake water strainer in port engine compartment. This is below the water line** and must be cleaned of debris. First, close the seacock and then slowly remove the top and empty basket as needed.
-
- **** WARNING: If you keep your boat in warm water it is recommended that the seawater strainer and piping to the seacock be treated with Barnacle Buster every six months. See instructions for use of Barnacle Buster.**
-

CHECK COOLANT LEVELS

****DO NOT OPEN COOLANT LEVEL CAP WHEN ENGINE IS HOT**

Check ENGINE Coolant level by removing yellow cap on top of engine when engine is not hot.. Should be topped up to full. Recommend "Ready Mixed" Engine Coolant. Never add coolant that has not been mixed with water (Ready Mixed Coolant is recommended. Otherwise mix 40% Volvo Penta concentrated Coolant and 60% water (page 99 of Operator's Manual)

****DO NOT USE ENGINE COOLANT FOR GENERATOR**

Check GENERATOR Coolant Level

****NOTE only use special generator Coolant referred to in the generator manufacturer's user manual, not the same coolant as for the engines)**

- Check coolant MIN and MAX levels in expansion tank.
 - o Fisher Panda's generator expansion tank is located outside of generator housing mounted on the engine bay wall. Contact Fischer Panda Generators for assistance at **954-462-2800** or **1-800-508-6494**
 - o Northern Lights generator's expansion tank is attached to the generator inside the enclosure.
-

Air Conditioning Coolant'

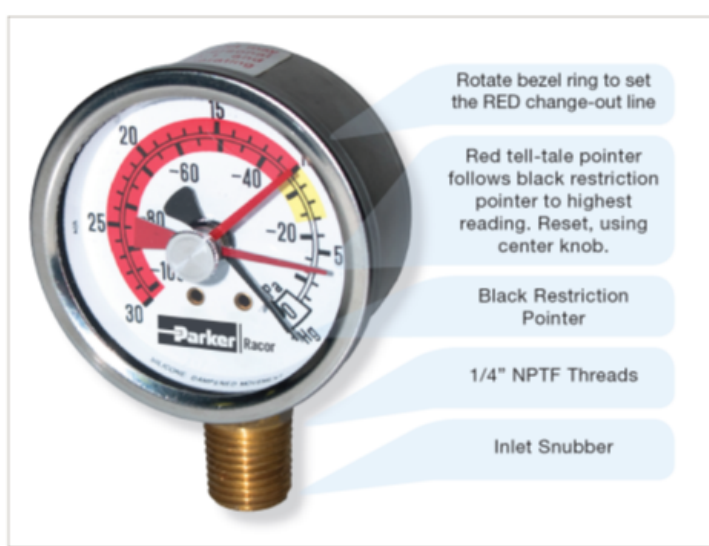
Check coolant level between MIN and MAX. The expansion tank is THE port engine bay with the expansion tank located at head height on the forward right hand side of the engine bay. If you have flybridge air conditioning there is a coolant tank located inside the BBQ locker.

Check Racor fuel/water separator levels and make certain there is no water in the glass bulb below the filter. If water exists drain it from the bottom using the procedure in

5. Engine Compartments

Racor fuel/water Separators & Vacuum Gauge

There is a Racor 900 Engine fuel/water separator in each of the engine compartments with a Vacuum Gauge on top. The outer rim of the Gauge can be adjusted to set the black indicator to where you want to change your fuel filter. MarineMax recommends you set it at 7. The red screw in the center of the Gauge adjusts serves as a telltail gauge which follows. When the two needles meet it is time to change the filter.



In use, the gauge indicates fuel system restriction while the engine is running. As the filter element becomes plugged with contaminants, the reading will increase in value. As the filter becomes more heavily contaminated, the fuel flow will be restricted to the point of a loss of performance, engine stalling or shutdown. The Racor RK11-1676E gauge has a red tell-tale pointer that follows the black pointer as it indicates increasing vacuum. When the engine is shut down, the black pointer will reset to zero and the red tell-tale pointer will stay at the highest reading. The operator can monitor system restriction results without the engine operating

If you see water at the bottom of either Racor filter this water can be removed by shutting off the valve, placing a pan below the filter and carefully loosening the screw at the bottom of the filter until all the water has been removed and you start to see only the diesel fuel.

The small Racor 500 fuel/water separator in the STBD engine compartment is for the Generator.

Strainers

Note: the seawater intake seacock valve must be closed before opening any strainer and then opened again after cleaning

The large strainer in each engine compartment is for the Engine.. The smaller strainer in the STBD engine compartment is for the Generator. The smaller strainer in the PORT engine compartment is for the air conditioning system.

It is important that both strainer baskets be clean before cruising. Unscrew the top and empty the baskets since they suck up weeds.

Note: A handy Lid Removal Wrench is available from vetus.com in the UK. Part FTR330/SPAN.



STBD Engine Compartment: Generator and Engine Strainers. Racor filters for Engine and Generator



Port Engine compartment: Racor filter and Gauge, Large engine strainer, Air conditioner strainer

6. Engine start procedures

In Salon

Make certain the two ENGINE BAT switches in the salon's secondary panel are switched ON. To switch ON slide cover down and press red switch until it lights up and you hear it click.

On Flybridge

Notes: Your boat should have a key fob or "e-key" which can be used to lock and turn off the EVC (Electronic Vessel Control) system and ignition at the helm. If the EVC system and ignition are in lock position simply place the "e-key" in front of the (o) symbol on the on the panel to unlock it and start the two ignitions. If the ignition does not turn on it could be because the controls are not in the neutral position OR because the switches on the Secondary power panel in the main salon are not switched on.

Make sure the controls are in the "neutral" position

- Press each of the **IGNITION** buttons separately, port and then STBD. You will hear the sound of the ignition and a green LED will illuminate indicating the ignition is on
- Wait for the Volvo display to run through its diagnostics (display turns on)
- Press the Port START/STOP button first, then press the STBD button.
- The vessel has a "dry exhaust" system. You will not see any water coming from the exhaust.
- To stop the engines, return both controls to the neutral position ("N" lights on).
- Push the **start/stop** buttons (Port first, then Starboard)
- Press the **Ignition** buttons. The green LEDs will go off indicating the ignition is off

If the ignition does not turn on

- check to make certain both controls are in Neutral position
- check if both ENGINE BAT switches are ON on the salon's Secondary Panel
- check in engine compartment for anything unusual
- check yellow battery switch in Starboard engine is ON

Note: If the red lamp between the two fire alerts on the helm (below the MFD Chartplotter) should come on this is an indication that any one of the four bilge pumps are on. This sometimes happens when you slow down suddenly and any water in the bilge rushes forward. If the light continues to stay on you can identify which bilge pump it is by looking at the Nav lights/bilge pump panel located at the Nav station in the salon. The red light above the switch will indicate which bilge pump on. If it continues to stay on you should investigate the appropriate department.

7. Helm Throttle Control



The Volvo control shifts are smooth and very responsive making careful maneuvering of this vessel effortless. For best fuel efficiency cruise at between 1600 and 2000 RPM. For high speed efficiency cruise at 3100 and 3300 rpm. It is not recommended to run the boat between 2400 and 3000 RPM's where the boat is plowing through the water causing big stern wave and poor fuel/speed efficiency. Engines should not be run at or above 3350 RPMs for long periods (refer to Volvo manual)

To get your boat at an efficient high speed it is best to throttle up quickly to max RPMs until the boat is on a plane and then throttle back slowly to an efficient speed/fuel consumption.

Only press the THROTTLE ONLY button while at a dock or mooring. While in this mode (green LED on) you can press one of the throttles forward or reverse to rev up the engines and boost the batteries. Press the THROTTLE ONLY again to shut the green LED off and enable you to move the boat forward or reverse.

Note: Please monitor the Volvo engines electronic display while in operation for any technical malfunction. If this occurs, please contact MarineMax or Volvo service immediately.

8. Shore Power Breakers in Port Engine Compartment

Located in the port engine compartment are the breakers for the shore power cables. Your Aquila 44 is equipped with up to two, 50 Amp shore power cables. It is possible to run the A/C system and other power systems with one shore power cable connected unless you are running everything on board.

If there is any fluctuation in voltage or any decrease in power, the breaker in the port engine compartment may trip. If this occurs;

- Turn OFF the breakers in the salon's Power Control Center panel that are affected by the loss of power
- Turn OFF SHORE POWER breakers on the Power Control Center panel
- In the port engine compartment reset the breaker by pressing rocker switch and a green LED will illuminate indicating there is power available
- Turn on 120V breakers on Power Control Center panel as needed

Breaker in 'tripped' position



Note: If only 30 Amp shore power is available you will have to connect two 30 Amp cables to the shore power with an adaptor for connecting to one 50 Amp cable on the boat. Note if you are connecting to two 30 Amp sources you will only be able to get less than 210 Volts on the breaker panel, meaning that you can power most everything except for the Air Conditioning, which requires 240 VAC.

9. Batteries

The systems on your Aquila 44 are all 12 volt DC, with the exception of the 120V/240V AC systems. The batteries will need to be recharged as often as they are depleted. Conserving power will result in less time needed for charging. **Turn off 12v breakers that are not being used.**

There are three (3) ways to charge your batteries;

- **Running the engines**
- **Plugged in to shore power**
- **Running the generator**

Running the engines:

Your batteries will charge when the engines are running at 1400 rpm or more whether on a mooring ball or motoring to your next destination. Check the battery levels at the DC power center and make note of them before charging.

Your vessel has two battery systems which are isolated from each other; the house battery bank, operates all the 12v systems and the engine start batteries. The house batteries are located under the floor boards in the galley. Each engine has its own separate start battery.

Plugged in to shore power:

- Before plugging into a 50 Amp electrical outlet, make sure the shore power 1 and shore power 2 breakers in the salon are in the OFF position.
- Make sure the breaker on the dock for the 50amp outlet is OFF.
- Plug your shore power cord into the 50 Amp outlet. Note it is possible to power the boat using one shore power cable to a 50 Amp dock outlet.
- Turn ON the 50 Amp breaker on the dock
- Check the salon's Power Control Center. If one of the breaker lights Turn ON the shore power 1 and shore power 2 breakers

Running the generator:

Follow the instructions in "[section 11. Generator](#)" for running the generator.

10. Inverter:

Aquila 44's are normally equipped with a Victron inverter/charger usually located under forward seat in the salon or under the salon's large center floor panel. The inverter provides 110V AC power for the operation of some of the vessel's systems when the generator is not running or if not connected to shore power.



The Digital Multi Control has to be on in order to charge your batteries and also to operate the inverter. The knob on the Right of the control should be dialed to 21-25 Amps without air conditioning on and up to 50 Amps when the battery level is low (below 12v) and needs to be charged or when everything is on including air conditioning. Note: the lower you set the Amps to the less heat the inverter will produce and in turn the house batteries will last longer.

Warning: Never set the Digital Multi Controller above 50 Amps.

Also, the refrigerator in the salon will turn off if the battery power is less than 11.8v.

11. Generator

Your Aquila 44 is equipped with either a Fisher Panda or Northern Lights Generator (see owner Specifications and the User Manuals which were provided with your boat) that produces enough power to run all of the vessel's 120V/240V systems when the vessel is not plugged into shore power. The generator is located in the STBD engine compartment and can be operated while cruising to run the 230 VAC systems onboard including the Induction Cooktop or Air conditioning.

Starting the Fisher Panda generator (refer to Fisher Panda's Manual Marine Generator"

- Check the generator salt water strainer in the STBD engine bay
- Before starting the generator, make sure the Power Available SHORE and GEN breakers on the Power Control Center panel are OFF and the GENSET BAT breaker on the Secondary Panel is ON (slide switch down and press red ON button).
- On the Fisher Panda Generators panel (see photo below) press On/Off button and after a few seconds press the Start Stop button. Both green LEDs should be on. You will hear the generator turning on after 10-20 seconds.
- For the Northern Lights the panel has a glow switch and manual Start/Stop switch. Hold the glow switch in the ON position for 30-60 seconds. While still holding the glow switch down after about 30 seconds then hold the bottom ON switch for 5-10 seconds until the generator is running.
- **Allow the generator to run for a 3 – 5 minute warm-up period before adding any load on the Power Control Center**

Note: You should open the Fisher Panda housing every few times you run the generator and use the dipstick to check oil level.

If the generator does not start open the housing and press the priming button on the left side. Also make certain the large yellow power switch on the wall to the right of the generator housing is switched on.

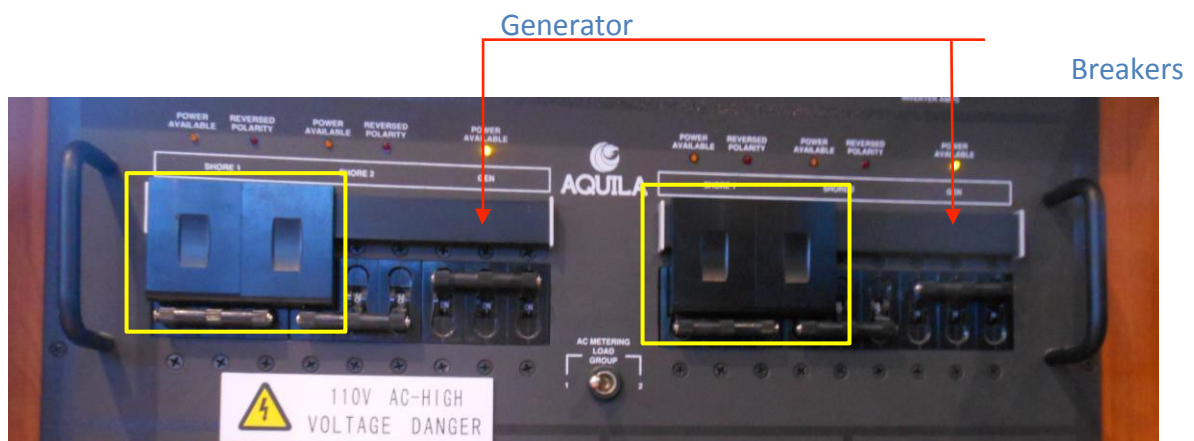
Also, make certain the large yellow Generator circuit breaker switch to the right of the generator in the STBD engine bay is switched ON. Photo below is Fisher Panda model.



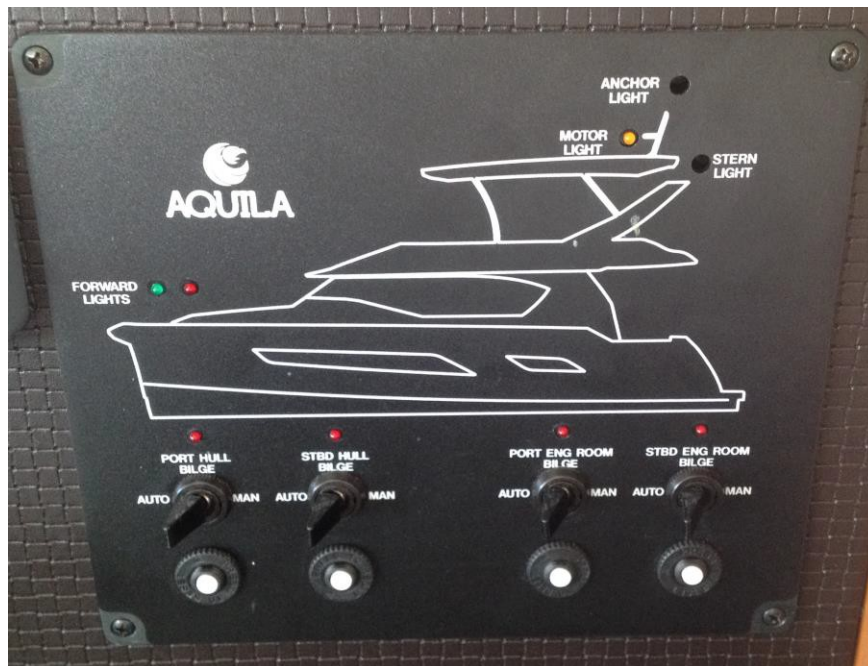
Generator continued.

After the generator has run for 3 – 5 minutes, preparation can be made to add electrical load.

- While the generator is running, a yellow LED above GEN on the main breaker panel will illuminate indicating “power available”
- Make certain **SHORE1** & **SHORE 2** breakers are off and the guards have been moved over to the left (this prevents the shore breakers and generator breakers from being on at the same time)
- Turn on both generator breakers on the main breaker panel
- Slowly add load by turning on the 120V/240V breakers you wish to use



12. Bilge Pumps



Your Aquila 44 power catamaran is equipped with four automatic electric bilge pumps. Each is located on either side of the forward cabin under the floor panel at the base of the steps PLUS one in each of the engine bays. In addition there is a manual bilge pump in both the fwd port head below the sink and in fwd cabin office section at the bottom of the steps.

A panel that controls the electric bilge pumps is located at the Nav/Bilge pump panel at the Nav station. All the switches should be to the left in the "AUTO" position. There is a red indicator light at the helm station that will illuminate if a bilge pump is triggered.

Note:

If at any time the bilge light comes on at the Nav panel or flybridge Helm station and continues to stay on for more than 5 minutes, immediately inspect the bilges. Identify which bilge pump has been activated by observing the lights on the Nav/Bilge pump panel. Inspect the affected bilge area. If you find there is no water in the bilge you the sensor maybe faulty and you may have to have the pump replaced. If you have to get the pump replaced it is suggested you have the pump replaced with one that has a separate float switch/sensor arm. The lights will turn off automatically once the water is pumped out. If you find there is not water in the bilge(s) it maybe that the bilge pump arm is stuck and you should carefully release it.

Manual Bilge Pumps

Located in Master cabin STBD cabinet



Located in Master cabin Head under sink



To operate the manual bilge pump;

- Remove the manual pump handle from the holder
- Insert the handle in the pump slot
- Move handle in an **'up & down'** motion to remove water
- Return manual handle back to the holder when finished

13. Fresh water system

If your tanks are located in the forward storage lockers the tanks are linked. Filling in one tank will automatically fill the tank on the other side. There is no need to switch water tanks.

If your catamaran has water tanks located under each of the guest cabin bunks these tanks are separate and both need to be filled individually. The filler caps are located on the port and STBD side decks. Since there are two separate tanks there is a transfer switch on the Secondary panel.

To use the water system, turn on the 'freshwater pump' switch on the 12v panel. There is a fresh water gauge on the Secondary Panel that enables you to monitor your water usage.

When the tanks run out of water, the pump will run at a high rate of speed and any open faucet will cough air. If the pump is running continuously, check if there are any crew members using water. If not, check the water level at the control panel. Turn off the pump immediately to prevent the water pump from overheating.

WATERMAKER

Refer to the '**Water Maker**' section of this manual for instructions on refilling the water tanks with fresh water converted from seawater.

14. Water Maker (option)

If your Aquila 44 is equipped with the optional water maker you should refer to the manufacturer's user manual provided for its operation. Typical water makers produces up to 20 GPH of fresh water and fills both 90 gallon water tanks.



Typical Water maker operation:

This may vary
installed in your



depending on the water maker model
boat. Refer to maker's user manual.

Turn on the 'water maker' breaker on the 12v panel

- Push the 'start/stop' button on the water maker control
- The initial start-up will display 'run high mode' with a count down from 10 seconds
- The water supply will show 'reject' then 'good' after about 1 minute and will display the amount of GPH (gallons per hour)
- The water maker will fill both tanks and shut off automatically when tanks are full
- If you wish to interrupt the water making process at any time, push the 'start/stop' button
- After the water making process is complete make certain the Freshwater Pump is on and then push the '**Auto store**' button. This back flushes the water making system with fresh water

NOTE: The fresh water pump has to be on before pushing the 'Auto store' button

15. Heads

This vessel is equipped with three fresh water flush electric heads. In order for your marine toilet to maintain optimum performance, please follow these procedures;

- Prior to using a head the Freshwater Pump breaker as well as the appropriate DC Main Toilet breaker switch must be ON.
- Nothing is to be put in the head unless it has been digested first. Use the waste basket to discard non-toilet tissue paper products and other foreign material. Never flush Kleenex tissue or wet wipes.
- To flush the bowl, depress one of the lighted flush buttons and release. The contents of the bowl go into the vessel's black water tanks.
- The tanks should be emptied 2-3 miles off-shore. The Blackwater gauges on the Secondary Panel indicate how full the Blackwater tanks are.
- Use shore side facilities to empty the Blackwater tanks whenever possible. Please help us to keep our waters clean.
- Occasionally place a holding tank deodorizer into each of the toilet and flush the toilet.



16. Black Water Holding Tanks

The vessel is equipped with three (3) Black Water tanks, one located for each toilet. Three Black Water tank gauges located at the Secondary Panel Secondary Panel warns you that the tanks are getting close to being half full and should be monitored. This also enables you to plan ahead for preferred waste removal. Note, the tanks gauges do not show that tanks are empty but rather inform you it's time to plan your waste removal. If tank is not emptied and allowed to fill, the red light mounted beside the relevant Black Water gauge will light indicating the tank is full.

WARNING: Please monitor the tank gauge on Secondary panel. Once the tank gets full the toilet will not flush.. To avoid any foul odors, **discharge the holding tanks while at least 2 miles off shore** (distance depends on Federal or State regulations) or use the services of a pump out station to remove the Black Water from the each of the three deck covers.



Holding tank discharge Valve under each shower seat shown in CLOSED (down) position



Normal valve positions

Emptying the Black Water Tanks:

- The black water tanks are manually emptied by opening the discharge valve under the seat in each shower or by going to a pump out station where they will remove the waste from the holding tanks via the deck removal caps.
- Locate the discharge valve under the seat of each shower seat, which should already be in a closed (down) position. **To OPEN turn the valve perpendicular to the line.**
- Close the valve (handle in down position) when you are not discharging the waste, for example while in anchorage or within 2-3 miles of port.

It is recommended that you be kind to your fellow yachtsmen and swimmers and not empty the holding tanks while you are at an anchorage. Use shore side pump out facilities whenever available to minimize holding tank use.

Please remember to empty the contents of the holding tanks at least 2 miles off shore after you have left the anchorage.

Note:

Testing the tanks; If you are not sure if the discharge valve is open, pour some liquid soap into the toilet and flush. Wait for about 2 minutes. If bubbles appear in the water, the valve is in the open position. If no bubbles appear, the valve is in the closed position.

17. Showers

NOTE: In order to use the showers the following switches on the 12v panel must be on:

FRESH WATER PUMP

GREY WATER PUMP PORT if using port shower

GREY WATER PUMP STBD if using starboard shower

The grey water pumps trigger a sensor for the shower drain pumps. The showers will drain automatically when the sensors come in contact with water.



Your Aquila 44 is equipped with a hot & cold fresh water shower in each head and also a transom shower on the port aft section. If the engine has been running, the water can become very hot... be cautious! Without the engine on but when connected to shore power or with the generator on you can turn on the HOT WATER HEATER switch on the main control panel.

NOTE: if the grey water pump is not switched ON the water from the shower will overflow onto the floor of the head.

It is recommended that anyone using a shower wipe down the walls with a squeegee to expedite water going down the drain.

Note: We suggest you remind passengers to never bring sand below deck. Please use the transom shower to rinse excess sand off before using the showers.

18. Transom Hot & Cold Shower

There is an on / off valve on the transom shower head that controls the water flow and water temperature. Pull the shower hose out, twist the shower head spraying the water on your hand first, testing the water temperature. Twist the valve to adjust the temperature to your liking. When finished, make certain the valve is turned off and relieve any water pressure.



**Transom shower
head**

19. Refrigeration

If your house batteries go below 11.8 volts, the refrigeration system will shut off.

Your vessel is equipped with an 12v refrigeration system that is designed to run 24hrs a day if you wish. There is a top loading refrigerator compartment and a lower freezer unit. Ensuring your refrigeration system performs at an optimum level requires battery voltage of 12volts or higher. Please refer to section **9 Batteries** of this manual for instructions on charging the batteries.

Adjust the temperature by adjusting the dial inside the top refrigerator drawer.

Do not puncture the cold plate in the freezer. Do not chip at the ice or use sharp objects in the freezer. If something is frozen to the cold plate, turn off the unit and allow it to thaw.



20. Induction Cooktop

Your Aquila 44 is equipped with a state of the art induction 2 burner electric cooktop. The cooktop requires 220V power so can only be used if the generator is running or the vessel is plugged in to shore power.

To operate:

- While the vessel is plugged in to a 50 Amp shore side outlet or if the generator is running, turn on the INDUCTION COOKTOP in the 240VAC section of the Power Center System panel.
- Only use induction pans
- Place pan on the burner pad
- Push the “**power**” button on the cook top.
- Push the “**on/off**” button for the burner you wish to operate.
- Use the “**+ or -**” symbol to increase or decrease the temperature.
- Turn off the burners when not in use.



Note:

Please refer to the manufacturer’s manual for important information regarding the safe use and operation on this cooktop. The two burner cooktop will not engage unless there is an induction pot. Cooking while underway is strongly discouraged. If the burner does not operate with the silicone pad, the burner will operate when the pad is removed. If it does not operate with a pan on the burner probably the pan does not have a metal bottom.

21. BBQ

Your Aquila 44 Flybridge is fitted with an electric BBQ grill. You and your crew mates can enjoy all the pleasures of grilling without the fuss of lighting BBQ briquettes or the hazards of propane! As with the electric cooktop, the vessel has to be plugged in to shore power or with generator on.

To operate:

- While the vessel is plugged in to a 50 Amp shore side outlet or if the generator is running, turn on the “BBQ” breaker in the salon’s Power Center.
- Push the “on / off” button on the BBQ grill
- Use the “ + or – “ button to control the temperature of the grill
- Turn OFF when not in use



22. Air Conditioning

Your Aquila 44 includes an Air conditioning system. Refer to the manufacturers user manual for operating all Cooling or Heating functions and recommended monthly and annual Maintenance: <http://www.techwebasto.com/documentation/marine/blueheatmarine/air-conditioning/bluecool.html?download=1831:bluecool-c-series-operating-instructions>

The unit can only be used when the vessel is plugged into a 50 Amp shore power outlet or when the generator is running. The control units are located in the main salon and in each cabin.

To Operate Air Conditioner

- Plug the shore power cord into a 50 Amp outlet or turn on the generator
- Turn on the AIR COND PUMP breakers on the 240V AC control panel
- Press Webasto Nav station controller ON.
- The numbers displayed on the unit represent the ambient temperature of the room.
- Press “-” or “+” to lower or increase desired temperature
- NOTE: wait 30-60 seconds or more before the cool air is vented.
- NOTE: Webasto recommends all AIR COND breakers be turned on at the same time and all air handlers should remain ON even if you are away from the boat so that proper heat exchange takes place.
- NOTE: do NOT TURN BREAKER Switches off until water stops flowing
-

To change between Cooling and Heating:

1. At Webasto Nav station controller”
 - a. Press Wrench Key
 - b. “b A” is displayed indicating auto blower mode
 - c. Press wrench “Exxx” temperature displayed
 - d. Press wrench “Hxxx” temperature of chilled water is displayed
 - e. Press “+” continually to increase numbers until “C 64” displayed
 - f. Press wrench if “F01” displayed press “+” to display either F01 to put system in COOL mode or F02 for HEAT mode or F03 Auto Heat/Cool mode
 - g. Press wrench “U xxx” system voltage is displayed
 - h. Wait until “nEmO” is displayed, indicates system will remember change
 - i. Press power button and now you are in COOL or HEAT mode
2. Take note that once this adjustment has been done on the master controller at the Nav station, you will then need to go to each controller in every cabin and adjust there as well. Follow below steps for the cabin controllers to adjust:

Press Wrench Button
Change from F2 or F1
Press Power Button



NOTE: Do not set temperature below 70 degrees Fahrenheit

23. Audio and Video

In addition to the Fusion radio at the NAV station and optionally on the helm, there are various options available for video on your Aquila 44, including one or more TV's and a TV Coax input connection for connecting to a Coax output on a dock.

Playing DVD's on the optional TV in main Salon

1. Turn ON the TV SALON and STEREO switches on the main breaker panel
2. Open the right cabinet door under the TV and press the button indicating UP on the inside right wall. Alternatively use the small remote with two direction keys. Select UP.
3. When TV has been raised above the counter Press the red power button on the VIZIO remote and press the INPUT button until DVD is selected.
4. Turn ON the Fusion radio at the Nav station and press the center top button until DVD is displayed
5. Open the front door of the Fusion radio and press the red eject button to remove any DVD already in the Fusion player.
6. Insert the DVD into the Fusion player and close the door
7. When the DVD's menu is displayed and you want to PLAY FILM press both the center row > and >> buttons simultaneously
8. Control volume with the Vizio or Fusion remote

Displaying Live TV

Assumes your boat has a COAX input and you have access to a remote live TV Coax connector. Note the Vizio TV may play YouTube, Amazon and other programs with WiFi connected

1. Connect COAX cable to outside source, I.e. Coax connector on dock
2. With the TV in UP position Connect the other end of the Coax cable to the Coax connector in the STBD aft section at the top of the steps on the STBD side
3. The Coax cable behind the right side of the TV should be connected to the Coax on the left rear of the TV
4. Turn on TV using Vizio remote
5. Press Input on the remote and select "TV"
6. Press Menu on the remote and select what you want to see.

Displaying Video from an iPad or iPhone on the Vizio TV in Salon

Note YouTube videos, movies and TV shows saved on iPad or iPhone can be displayed on the Vizio TV, however "live" TV even when accessed over the Internet cannot be displayed. Apple TV can be connected to the Vizio TV for a wireless connection. Keep in mind technology is changing!

1. Breaker Switches ON: TV Salon, Outlets STBD
2. Connect iPad or iPhone to a HDMI cable using Adaptor
3. With the Vizio TV in the UP position Connect the other end of your HDMI cable to HDMI socket on left back section of the Vizio TV
4. Turn on Vizio TV using Vizio remote
5. Press Input on the remote and select HDMI 2
6. Turn on the connected iPad or iPhone
7. Open a video on the iPad or iPhone. After 10 seconds it should appear on the TV

24. Anchoring and Electric Windlass

Anchoring Location:

- Choose a clear area to drop anchor in 12 to 15 feet of water. A white bottom is sand and is perfect for anchoring. A brown or green bottom will be rock, coral or grass. **Only anchor in sand. Never place your anchor on Coral.**
- Make sure that you are not on a lee shore, i.e. you are not being pushed to shore. A lee shore is the most dangerous place to anchor your yacht.

Action:

- Before deploying the anchor, it is necessary to release the chain lock
- Push the “up” button briefly on the windlass remote in to “break” the locked position
- Move the chain lock forward so the chain moves freely. Feed the anchor until just above the surface of the water.
- Approach bow into the wind or water current, which ever prevails.
- Once the vessel is stationary, use the electric windlass to drop the anchor. The elements (wind/current) will push you back away from the anchor.
- While using the windlass, make sure to keep clear of any moving parts to avoid personal injury
- **The minimum scope is 5:1 (the chain should be 5 x the depth of the water). In heavy weather, the scope should be increased to 7:1.** Always ensure your swing area is clear of any obstacles (land, rocks or other vessels). Your vessel has 150 feet of chain and is marked every 25 feet.
- Engage the engine in reverse, slowly building up to 1400 rpm to drive the anchor into the sand
- Once the anchor is set, put the shift in neutral and allow the vessel to settle. Check your position and identify that you are not dragging. It is always advisable to snorkel the anchor and ensure the anchor is bedded correctly and not laying on its side.

Attaching the Anchor Bridle:

- Once you are satisfied that the anchor is set, you must attach the bridle. Using the bridle minimizes the amount of strain on the windlass and protects the windlass from damage. **ALWAYS** use the bridle whenever you anchor.
- Attach the hook around the chain link. (The hook is too big to fit in the eye of the link) The ends of the bridle are connected to bow of the vessel. Let out additional scope until the bridle becomes taught and there is no longer any strain on the windlass.

Retrieving the anchor:

- Motor forward slightly to allow the bowman to remove the bridle from the chain.
- The bowman should give hand signals pointing in the direction of the chain. Use the windlass to pull up the slack anchor chain as the boat moves forward.
- **Never use the windlass as a means of pulling the boat towards the anchor!** The windlass is not designed for that type of load and doing so can result in damage to the windlass motor and will usually cause the windlass breaker to trip.
- When the anchor breaches the surface of the water, slowly continue to use the windlass to pull the anchor onto the platform being mindful not to let the anchor swing into the hull, this could cause damage.
- NOTE: If the anchor flukes are twisted as they come out of the water it is best to put the engine in reverse for a few moments, stop, drop anchor back into the water, and try lifting the anchor again so it will seat properly when fully raised. You may have to repeat this procedure until the anchor seats properly

After the anchor is retrieved, secure the anchor chain by fastening the chain lock.



Manual operation of the windlass:

If you lose power to your windlass, first make sure the breaker was not inadvertently turned off or increase the revs on the engine just in case there is low battery voltage. If there is still no power, the anchor can be lowered manually.

Lowering the anchor:

- To drop the anchor, insert the windlass handle in the star shaped indent on the top of the windlass.
- Turn the handle in a counter-clockwise rotation so the brake cap loosens. The anchor is now ready to be deployed.
- Remove the chain lock that secures the anchor chain
- Push the anchor over the anchor roller, being mindful to keep hands and feet clear. Control the rate being paid out by tightening or loosening the brake with the windlass handle.
- When you have let out sufficient scope, tighten the brake with the windlass handle, continue with normal anchor setting procedures.

Retrieving the anchor:

- There is no manual way to retrieve the anchor other than pulling by hand. If it is necessary to retrieve the anchor manually, the helmsman must slowly maneuver the vessel forward in the direction of the chain while the bowman pulls in the slack chain.
 - Pull the remaining chain by hand until the anchor is retrieved
 - Once the chain and anchor has been retrieved, tighten the center cap and secure the chain lock
 - NOTE: If the anchor flukes are twisted as they come out of the water it is best to put the engine in reverse for a few moments, stop, drop anchor back into the water, and try lifting the anchor again so it will seat properly when fully raised. You may have to repeat this procedure until the anchor seats properly
-

25. VHF Radio Procedures

Your vessel is equipped with a Raymarine Ray55 marine VHF radio in the salon and at the helm station. Please familiarize yourself with the method for switching channels and adjusting the squelch / volume controls. It is also recommended to have a handheld VHF radio on helm when cruising.

- Make sure the radio is switched ON in the salon, volume relatively high, power to high unless the station you are calling is very close.
- After switching on the VHF Radio breaker press CLEAR on the VHF Radio to stop the radio alarm
- Squelch up until there is a loud hissing sound, reduce the squelch until the noise *just* stops.
- Select the channel for hailing (channel 16, unless other specified)
- Press 'talk' button on handset when speaking. Release immediately.

If calling on channel 16, it is very important to switch to a working channel after contact has been established.

DO NOT use channel 16 for conversations – this channel is for hailing and distress only!

26. In Case of Fire

Fire extinguishers should be located in every cabin, the salon and bridge. You should familiarize yourself with their location and make certain they have not expired. If the date has expired immediately get new extinguishers.

Prevention is the best answer for fire safety.

- Follow manufacturer's guidelines for safe operation of the electric stove/BBQ
- Never leave the stove or BBQ burning unattended
- Never smoke below deck
- Safely store any flammable liquid in a cool dry place. Keep matches away from children

In case of fire:

- Vigorously shake the extinguisher, remove the safety pin, squeeze nozzle to discharge extinguisher.

Open fire

- Point the extinguisher at the base of the fire
- Generously cover the base of the fire and surrounding area to ensure fire is under control and prevent spreading
- Continue discharging extinguisher until fire is out
- If an electrical fire is suspected, turn off the battery switches



Galley fire

- Locate fire blanket mounted in the galley, remove blanket by pulling on tabs
- Open blanket, use blanket as a shield between your body and the fire
- Smother the flames with the blanket. Leave blanket in place until cool

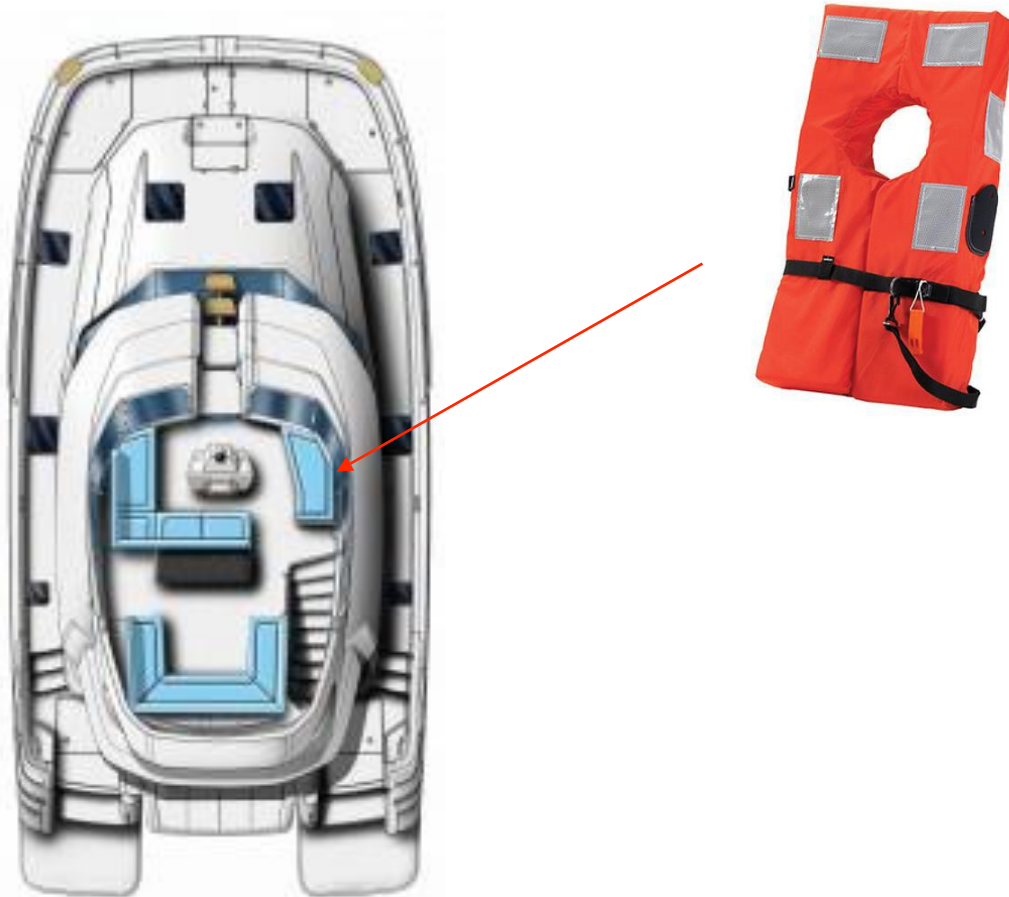


Engine fire

- This vessel is equipped with an automatic fire extinguisher in each engine compartment. The display and sensor for each engine are located at the helm station

27. Life Jackets

It is your responsibility to make certain that your Aquila 44 is equipped with all the necessary Type I life jackets for all the crew members on board (6). We recommend the life jackets be stored on the fly bridge under the seat cushion on the stbd side or behind the salon cabinet behind the Fusion radio next to the window. You must familiarize yourself with their location.



28. Emergency escape

There is an escape hatch beneath the steps leading to the port and stbd cabins. To gain access to the escape hatch, lift the bottom on the stairway. Secured just under the stair case is an emergency hammer that can be used to break the sealed window.

NOTE: This should only be used in the event the vessel capsizes and is necessary to escape the vessel



29. Instruments

My Aquila 44 is equipped with the following RayMarine electronic instruments (refer to your order specifications to confirm);

- Raymarine MFD E125 Chart plotter Hybrid touch
- AutoPilot controller
- I70 Multifunction display (speed, depth, etc)
- Ray55 VHF radio in salon and at helm
- Fusion Radio in salon and at helm

Options (partial list of popular options):

- Radar
- Glendenning shore cable system with remote
- RayMarine CAM100 Camera for aft monitoring
- Fitted Carpet in salon and cabins
- Remote autopilot controller
- Remote Windlass
- Spotlight adjustable from the helm station
- Solar panels
- Fresh Water Hose connection(s) - forward locker and bridge
- TV's for main Salon, Cabins, Flying bridge
- Water maker
- Wine cooler
- Refrigerator in flying bridge
- Air Conditioning for flying bridge
- Lexan flaps for flying bridge

30. Recommended Spare Parts & Maintenance Schedule

An actual spares list for the Aquila 44 you ordered should be provided by MarineMax.

The following is a basic Parts List that I keep on board with estimates of pricing for your reference. Keep in mind I have twin Volvo D4-300 diesel engines, now with over 750 hours on each engine.

Rotella T diesel engine oil SAE 15W-40 (Each engine takes 6 gallons)

Volvo Yellow Coolant VCS Ready Mixed

2 x Funnels (one for pouring oil into each engine)

Volvo Impellers. \$70/each

RAC2040TM Racor Fuel Filter \$12.89

Volvo 21718912 Insert Fuel Filter. \$40.73

Volvo 22030852. By-pass Oil Filter \$30.91

Volvo 22030848 Oil Filter Full. \$38.09

Volvo Alternator. VOL3840181. \$750

Volvo Idler Pulley. VOL3847482. \$92.16

Volvo Belt Tensioner. VOL22774756. \$198.10

Volvo Belt Serpentine. VOL21405494. \$59.00

CATSK1003. Oil Sample Test Kit. \$25.94

Generator Parts

Racor2010TM 10Mic Element \$12.09

RacorS2502 Filter Element. \$23.

FPSE1585399170 Oil Filter. \$21.16

Propellers

PropSpeed Coating. PTSPROPSPEEDKIT \$319.98/g

Used 0.75 gallon last time had boat pulled out of water to add coating

Zincs. 1-3/8SL. 1-3/8" streamline 2x\$24.15