



Owner's Manual

PILOT4



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 familiarise 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 2013/53/EU

DECLARATION OF CONFORMITY

Craft Identification Number	GB-WPBP4_ _ _ _ _	
Manufacturer	Westport Marin	
Brand Name	PILOT4	
Type of Craft	Outboard Powered Open Decked Motorboat	
Construction Material	Fibre Reinforced Plastic	
Maximum Design Category	C	
Maximum Persons Capacity	5	
Maximum Engine Power	37.5 kw, (50hp)	
Dimensions	Length	4.05m
	Beam	1.86m
	Draught	0.35m
Assessment module	A	
Standards Applied	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 (2013/53/EU) And Other Associated Directives.

Signature 

Name Charles Broughton

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

Date 04-01-2021

GENERAL NOTES

Abbreviations

The following abbreviations have been used:

(D):	DANGER
(W):	WARNING
(C):	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.

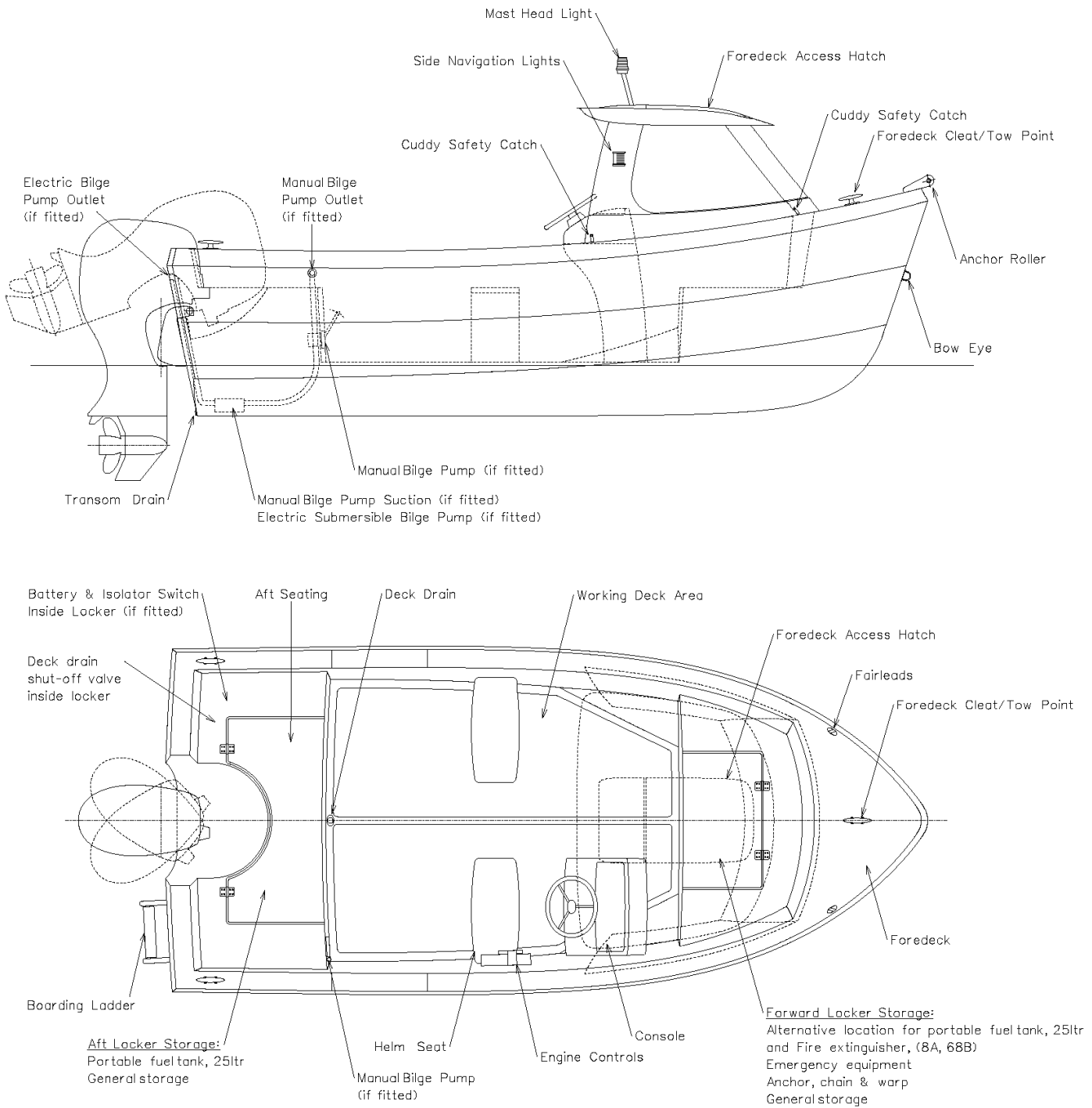
As a minimum, ensure that the anticipated wind and sea conditions do not exceed the design category of your boat and that you and your crew are able to handle the boat in these conditions. All crew should receive suitable instruction/training particularly with regards to location and operation of safety 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	4.05 m	Design Category	C
Beam	1.86 m	Max. No. People	5
Draught	0.35 m	Max. Load	686 Kg
Max. Power	37.5 kw	Boat Mass (excl. engine)	290 Kg
	50.0 hp	Trailing Mass	
Max. Speed	30.0 knots	Standard Boat	483 Kg
Battery	12 vdc	Full Spec. Boat	550 Kg

REGULAR INSPECTION (W)

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

- Ensure transom & deck drains are closed, secure and in good condition.
- Ensure cuddy is securely fastened and that all four safety clips are correctly fitted.
- 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, 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 planning speeds, once planning, 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 into the hull and pumped out or bailed directly overboard.

Do not operate this craft with an engine of rated power greater than 37.5KW, (50hp). The craft should only be operated at high speed in calm conditions, not exceeding 30 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	50	kg
Outboard engine	121	kg
Portable fuel tank and fuel	30	kg
Stores, spares, tools	10	kg
Optional equipment	90	kg
Miscellaneous	10	kg
Maximum total load	686	kg

The stability of this boat has been assessed assuming that:

In the light craft condition it has a mass of	452	kg
The maximum recommended outboard engine mass is	121	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 by boat builder)

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

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 intended to drain the craft in the case of damage.

Main Deck Drainage (D)

The main deck is drained from the aft end via a deck drain fitting, flexible hose and through transom fitting with ball valve located in the aft locker at the transom.

THE BALL VALVE MUST REMAIN CLOSED AT ALL TIMES UNLESS THE CRAFT IS UNDERWAY WHEN IT MAY BE OPENED TO DRAIN THE MAIN DECK. AT NO TIME SHOULD THE VALVE BE OPENED AND LEFT UNATTENDED, THE DECK WILL FLOOD IF THE VALVE IS OPENED WHILE THE BOAT IS STATIONARY, SERIOUSLY REDUCING STABILITY AND MAKING THE BOAT SUSCEPTABLE TO SWAMPING. IF THE DECK FLOODS, IMMEDIATELY CLOSE THE VALVE AND MANUALLY BAIL THE WATER FROM THE DECK UNTIL DRY.

The valve is closed by operating the handle until it is aligned across the flow and likewise to open the valve align the handle with the flow. It is the owner's responsibility to ensure the safe operation of the deck drain system and that the valve in particular is clear of debris and tested prior to using the boat. Debris may be cleared from the valve and 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 with the cuddy fitted is via the foredeck access hatch in the cuddy top. By standing through the hatch, with feet on the forward non-slip seat top, it is possible to reach the foredeck cleat and fairleads in safety. At no time shall 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.

While anchoring it may be easier to launch and recover the anchor from the main working deck with the aid of a boat hook. New owners should practice both methods ensuring that they are competent of anchoring in an emergency situation, especially in deteriorating conditions.

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 (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 trailing.

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.

Removable Cuddy (D)

Always use two people when removing or fitting the cuddy. The cuddy locates on a raised moulding around the forward seating area and is held in place with four safety catches. The safety catches have a spring release mechanism to prevent the catch opening accidentally. In addition each catch is supplied with a retaining clip which must be removed to enable the catch to be release. It is the owner's/operators responsibility to regularly inspect and maintain each safety catch and replace any parts as necessary.

DANGER: DO NOT OPERATE OR TOW THE CRAFT WITHOUT FIRST CHECKING THAT ALL CATCHES ARE SECURLY FASTENED AND HAVE THEIR RETAINING CLIPS FITTED. REGULARLY CHECK EACH SAFETY CATCH WHILE OPERATING THE CRAFT.

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)

No electrical system has been supplied on this boat by the boat builder and any subsequent electrical system installed on this boat is outside the control and responsibility of the boat builder. Notes and information on any subsequent electrical installation on this boat should be kept with this manual and passed on to any subsequent owner.

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 WARRANTY

Westport Marine Ltd manufacturer's warranty 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 & Warranty 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 Warranty will only be valid on receipt of the completed form which can be found on page 12 at the end of the Owners Manual supplied with every boat, or on request from Westport Marine Ltd.
2. The warranty will commence from either the date that the boat was sold new, by Westport Marine (or appointed dealer), or from the date that the boat was first launched and used afloat.

Use

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

Limitation

1. Westport Marine limits its warranty 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 warranty 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 warranty 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 warranty period is not extendable.

Claims

1. Claims must be made in writing directly to Westport Marine Limited at the earliest possible time. Warranty 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 warranty claim void and unenforceable.

Westport Marine Product & Warranty Registration Form

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

Product Details

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

Customer Details

Name	
Address	
Postcode	
Telephone Number	
E-mail Address	

Dealership Details

Dealer Stamp/Details	
Dealer Code	
Dealer Signature & Date	<small>signature</small> <small>date</small>
Date of First Launch (demo-boats)	
Date of Customer Purchase	