

OWNER'S MANUAL

Pogo 36

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Introduction

This guide was written to help you to use your boat with pleasure and safety. It contains all details concerning your Pogo, its equipment and all information about the way to use and take care of it. Read it carefully before sailing.

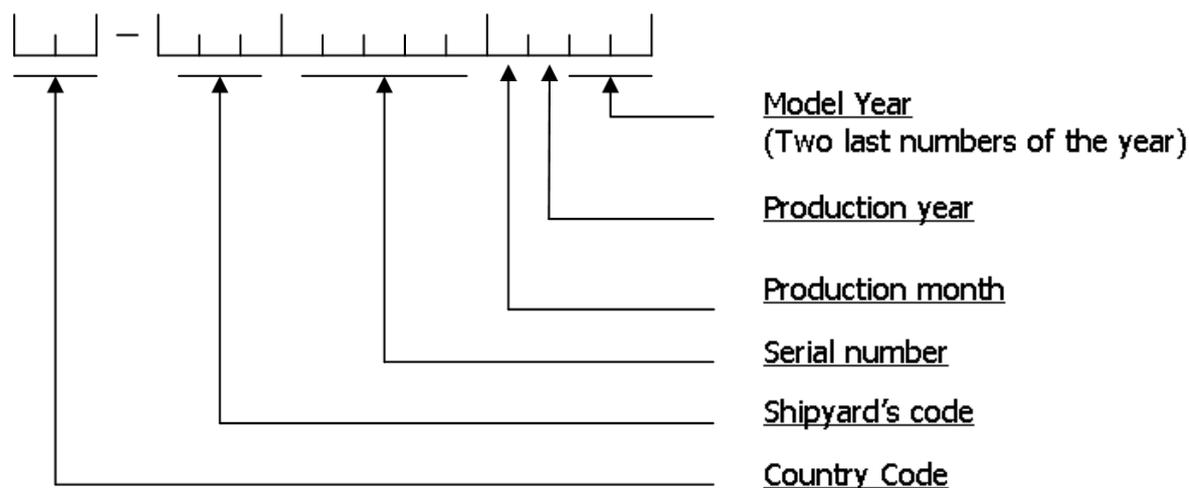
If this is your first boat, or if it is a boat you are not familiar with, we recommend you to first sail the boat in light conditions and sheltered waters. Learn how the boat behaves at different speeds. Be sure to have enough experience before taking the responsibility as a skipper. The national federation or your local Yacht club can help you to find a suitable course. This manual does not exempt you to be in accordance with the local and international laws in force.

KEEP THIS MANUAL IN A SAFE PLACE AND MAKE SURE IT GETS TRANSFERED TO THE NEW OWNER IN CASE OF RESELLING.

Craft identification Number (CIN N°)

You'll find it engraved on the port side of the boat transom.

How to read it:



1. Main Characteristics

Length: 10.86m
Beam: 4m
Displacement: 3800kg
Draft: Swing-keel: 1.18m/2.95m
Fixed keel: 2.1m
Air draft : 17.13m
Square-top-Main: 44m²
Classic Main: 35m²
Solent: 37m²
Spinnaker: 120 m²
Carbon or Aluminium mast



Pogo
Structures

finot-conq ARCHITECTES
Roseodesign

2. Certification

Your boat has been built in France in compliance with the essential requirements of the European Recreational Directive 2013/53/EU.

The different equipment of your ship such as the rudder system, the fuel tank, hoses... are also certified and in accordance with the current European standards.

This boat has been designed for category A with a limited number of passengers; 6 persons, in accordance with ISO 12217-2.

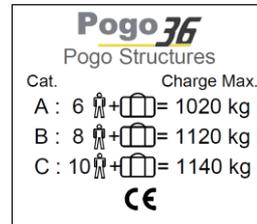
A boat of Category A is considered as being designed for use when the conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4 meters and above, but excluding abnormal conditions as storms, violent storms, tornadoes, or other extreme sea conditions or enormous waves.

Users of this boat are informed that:

- All passengers must be trained
- The boat must not be loaded more than recommended by the shipyard.
- There must be enough water clearance to sail
- Stability is reduced if you add some load in the upper parts of the boat.
- In bad weather conditions, all hatches, lockers and doors must be closed to avoid water in-take.
- Stability can be reduced when the boat is towing or lifting important loads with help of her davit or boom.

- Breaking wave can represent a big danger for the stability

Description of the conception categories:



A. - A leisure boat of Category A is considered as being built for use when the conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4 meters and above, but excluding abnormal conditions as storms, violent storms, tornadoes, or other extreme sea conditions or enormous waves.

B. - A leisure boat of Category B is built for winds that may reach 8 Beaufort included and waves up to 4 meters height included.

C. - A leisure boat of Category C is built for winds that may reach 6 Beaufort included and waves up to 2 meters height included.

D. - A leisure boat of Category D is built for winds may reach 4 Beaufort included and waves up to 0,3 meters height included. With, occasionally waves of maximum 0.5 meters Height.

Craft in each Category must be designed and constructed to withstand these parameters in respect of stability, buoyancy, and other relevant essential requirements listed in Annex I, and to have good handling characteristics.

NOTE: The Design category parameters are intended to define the physical conditions that might arise in any category for design evaluation, and are not intended for limiting the use of the recreational craft in any geographical areas of operation, after it has been put into service.

3. Security

For security purpose, the use of a harness is highly recommended. To do so, some folding padeyes (2400kg resistance) are disposed in the cockpit. We remind you that life-lines are mandatory (straps resistance 1100 daN).

Do not forget that wearing a lifejacket can save your life.

Regularly check the integrity of your lifelines and that of the guard lines as well as all attachment parts.

Particular care must be taken regarding the rope attachment of the guard lines of the balconies.
Minimum breaking load 1500 kg or above (for example, 8 strands of 200kg lines).

4. Engine

Engine:

Standard engine for the Pogo 36 is the D1-30 from Volvo Penta Sail-drive. It is a two-blade folding propeller.

WARNING

Use and maintenance of the engine :

Please refer to the Volvo Penta manual called “instruction book”. A complete reading of this manual is recommended to prevent damages and in order to be acquainted with the component parts of the engine to change regularly (filters, seals, anode). **Please note that the first year the anode of the propeller should be controlled regularly.**

WARNING

Engine cooling seacock inlet:

It is very important to check that the cooling seacock is open before starting the engine. It is located on portside of the sail-drive base and you can access by the hatch of the aft portside cabin.

When the engine is on, check the water circulation of the cooling system. Some water should come out of the exhaust.

At the engine start, it is recommended to put some power for a few seconds in order to properly initiate the cooling system.

WARNING

Points to control:

It is important to take meticulously care of your engine. Follow the maintenance schedule and check the level of the engine oil as well as the level for the liquid coolant.

It is important that you control the condition of the anodes during the lifetime of the propeller. The erosion of the first set of galvanic anodes is quite fast and they must be controlled regularly.

Ensure the property of the engine room and check regularly that there is no leakage (fuel or water).

Information:

For all further information about your engine and its maintenance, please contact your Volvo Penta dealer for assistance.

Diesel tank:

The installed diesel tank has a capacity of 60L. It is equipped with a fuel supply cut down valve. This valve must always be attainable.

5. Swing keel

This chapter does not concern the owners of a Pogo 36 with a fixed keel

DANGER

The Keel must be in the full down position while sailing, except when approaching the marina or in shallow water.

The keel can be lifted only while motoring.

Operating the keel:

Considering the electrical power needed it is necessary to start the engine before maneuvering the keel.

Once the engine running, the lifting or lowering of the keel is operated by the buttons situated on the port side of the central furniture.

You may at any moment stop the movement of the keel by pressing the red stop button.

Access to the hydraulic system:

To access to the hydraulic system, remove the wooden panel situated on the port side of the central furniture, under the table.



DANGER

Maintenance:

A regular checkup of the oil level is recommended to detect eventual leaks. A draining of the hydraulic system must be done every two years.

Regulating the oil leveling must be done with the keel in its lowest position

The type of oil used is ISO-L-HV type, grade 46 (mineral hydraulic oil, 46 centistokes viscosity).

DANGER

When taking the boat out of water, perform a visual check of the underwater parts of the keel system: the rotation axis.

Manual maneuver of the electrical keel system :

In case of an energy breakdown, you can manually activate the keel to put it in top or bottom position.

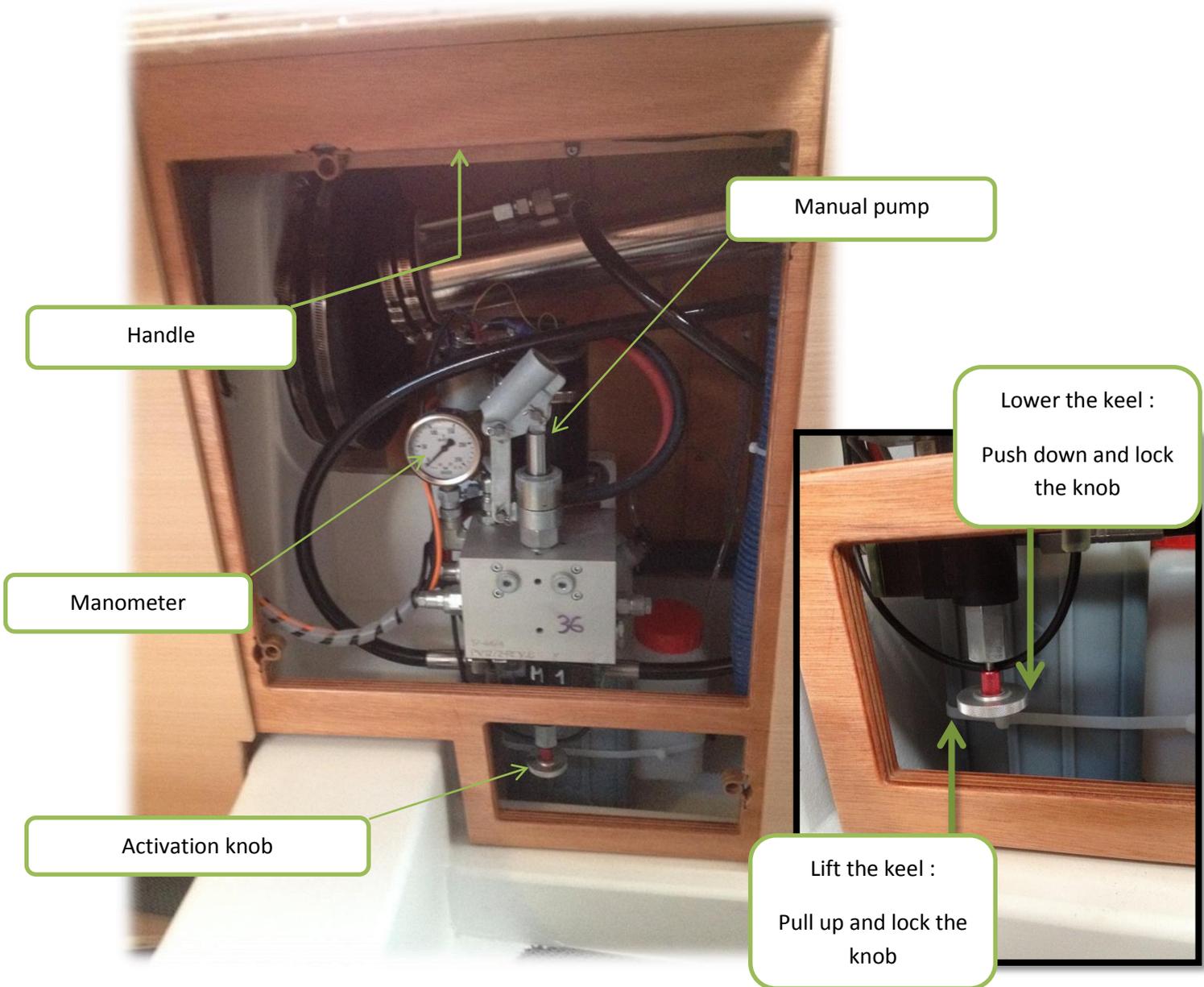
To do so:

- Remove the wooden panel situated on the port side of the central furniture, under the table, in order to have access to the hydraulic system.
- Grab the handle of the hand pump (fixed in the central furniture, in front of the jack.)
- Put the handle on the manual hand pump, (see pict. below).

DANGER

To lower the keel: Push the activation knob down strongly and turn it by a quarter to lock it in position and then pump.

To lift the keel: Pull the activation knob up and lock it up by a quarter and then pump.



The hydraulic setting of the keel

Pressure switch setting :

The pressure switch settings are completed in the Shipyard and must not be modified.

However, if it is inadvertently disturbed, reset the setup by default: 160 bar for the two orange adjusting rings. The pressure switch is situated in the forward part of the system, behind the black knob.



To turn the orange adjusting rings, remember to unlock them, with the superior black adjusting ring.



6. Rudder system

Rudder parallelism tuning :

The bar connecting the two rudders works like a turnbuckle, to tune the parallelism you can turn one side or another to extend or to retract the bar. After having loosened the locking screw, at each extremity, simply turn the link tube one way or the other to adjust its total length. Always keep 20mm of thread in the tube. Firmly tighten the locking nuts.

Maintenance :

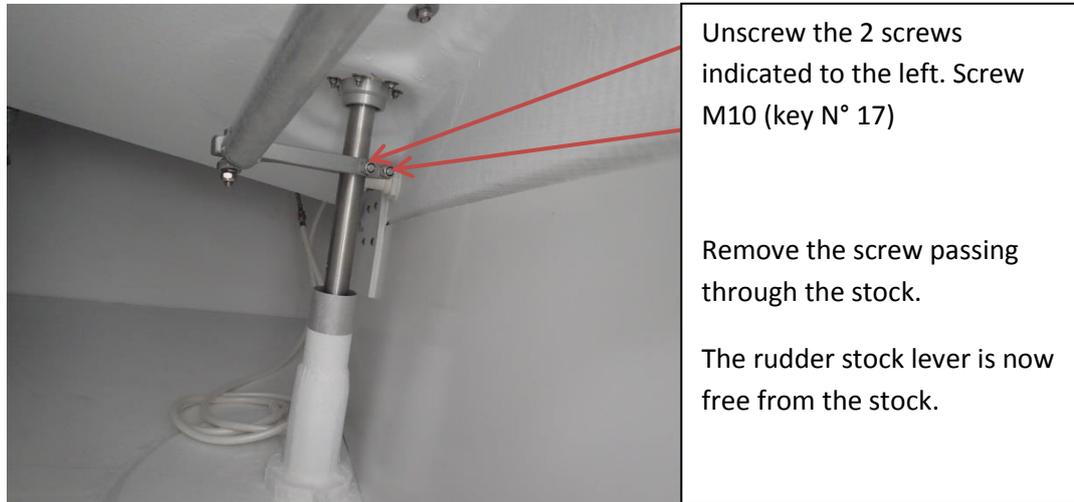
The bearings do not need any particular maintenance. A regular fresh-water clean-up is however advised, to avoid accumulation of dirt on the rings. The lower levels should be rinsed every year before launching the boat. To grease the bearing, use marine quality grease.

Removing a rudder :

If needed this is the procedure to follow to remove a rudder:

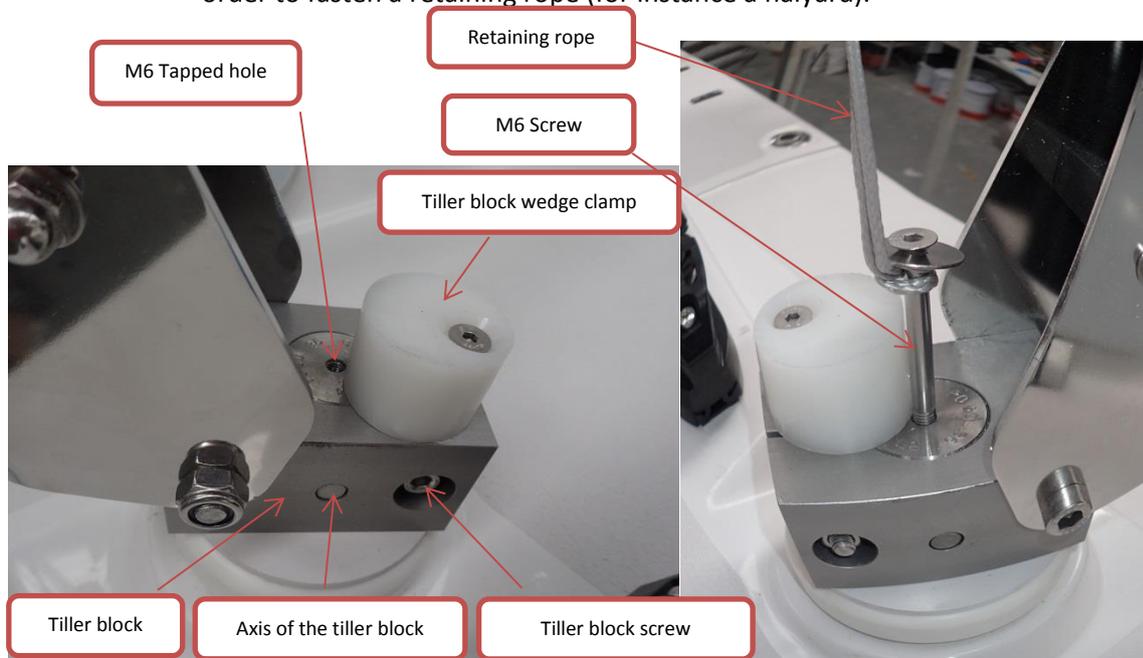
WARNING: if you are at sea, be sure that the auto pilot is turned off and on rudder mode, or that one person keeps the rudder completely firm, as you are operating on moving parts that could crush a body limb.

- **disconnect the rudder bar**, unscrew all the bolts along the rudder-shaft,
- **make sure the rudder is supported** (by a rope) and only then, remove the tiller block.



At this time, only the tiller block is supporting the rudder, if you want to remove it you first have to secure the rudder to be sure that you won't lose it once you have removed the axis of the block.

There is a tapped hole on the head of the stock to be able to screw a M6 screw, in order to fasten a retaining rope (for instance a halyard).



- **Unscrew the tiller block wedge clamp:**
Loosen and turn the wedge clamp, to be able to clear the passing of the screw during the lowering of the rudder.

- **Unscrew the tiller block:**
You must now loosen the screw of the tiller block.
- **Remove the axis of the block:**
WARNING this is the last step, once this axis is removed the rudder will only be held by the rope, previously installed.
To consolidate the axis it's better to slightly lift the rudder with help of the retaining rope. Once the axis consolidated you can remove the axis and disengage the rudder.

Remark: A rudder weighs 14kg and it doesn't float!

7. Draining

The draining system of a Pogo 36 contains an electrically operated bilge pump, situated in the technical zone, as well as a manual bilge pump, operated from the starboard coaming, in the cockpit.

These two pumps share the same aspiration tubing, rolled, situated in the technical zone. A filter is provided just ahead of the pump.



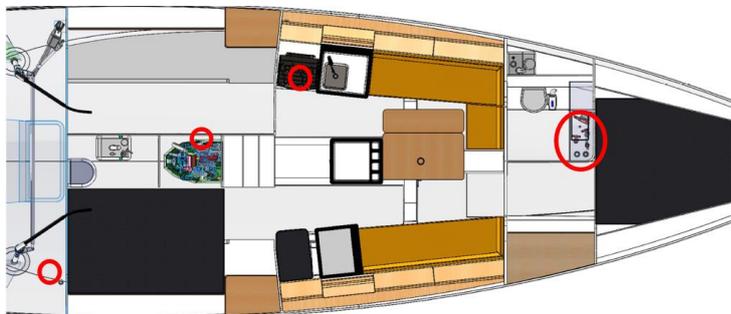
In case of damage, leaking, or just to dry the bottom of the vessel, unroll the water hose in the technical zone, to be able to access to any part of your boat.

It is recommended to check the function of each pump regularly, as well as the clogging of the filter.



The total capacity of the bilge pump system is not designed to drain the boat in case of a significant hull damage.

To avoid any leak, it is recommended to regularly check the tightness of the through-hull fittings, the valves - including the engine valves on the sail-drive (see the location on the drawing), good condition of the valves and the stainless-steel collars (doubled). Also check the through-hull fittings of the speed sensor and the echo sounder (in the heads). Always keep the emergency plugs close to the seacocks.



To dry out the bottom of the boat, we suggest you to regularly take out the non-slip mat.

8. Fire -fighting

WARNING

The Pogo 36 is equipped, as an option, with two 2-kg powder class C fire-extinguishers (minimum capacity 5A/34B), situated either under the chart table, or in the technical compartment, according to the desire of the owner.

A discharge opening for the engine compartment is situated close to the circuit breakers in the aft starboard cabin. It enables the fire extinguishing in the engine compartment.

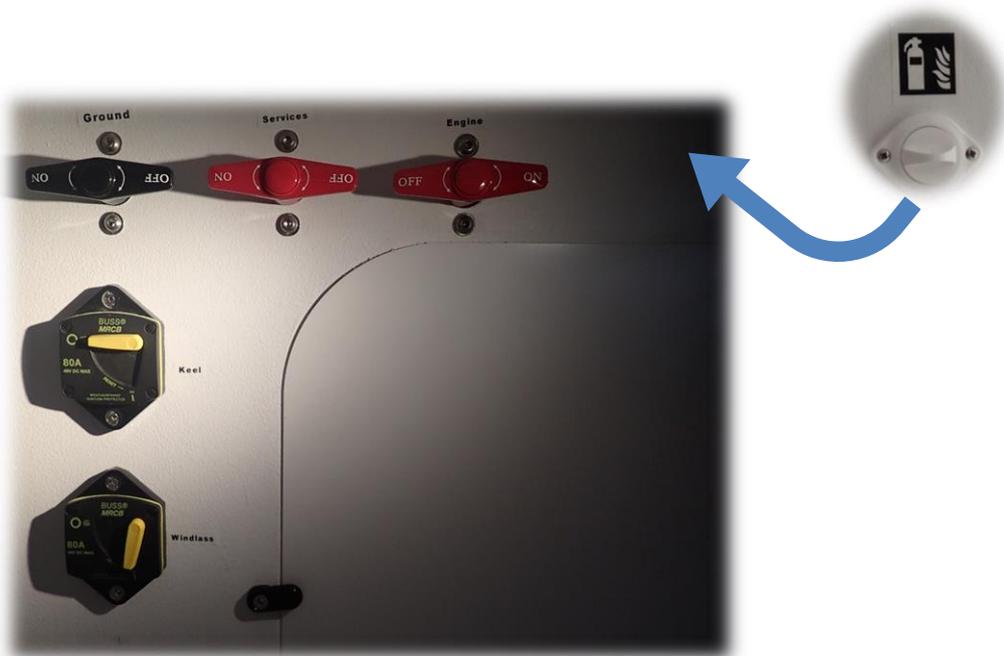


Photo N° 8

Please check the revising date and the expiry date of the equipment and leave it accessible. Do also leave free access to the discharge opening for the engine compartment.

9. Heating

The Pogo 36 is equipped, optionally, with a heating system Eberspächer Airtronic D2 or D4. Read the instructions and recommendations of the manufacturer carefully, as well as its warnings.

The shipyard would like to focus particularly on certain points:

WARNING

- The exhaust system of the engine that is situated in the rear locker of the boat, is significantly rising the temperature. It is important not to let anything in contact with the exhaust of the engine, such as sail bags, fenders or other objects likely to melt or catch fire.
- Please don't block the exhaust exit of the engine (on the port side of the transom) with a fender, that could block the exit of the fumes, discolour or deteriorate.
- Once the heating turned off, it is important to wait until the cooling cycle is completely over before shutting down the power supply.

10. Electricity

The standard electrical system of the Pogo 36 is composed of the following elements:

- One engine battery, 60Ah, devoted strictly to start the engine, installed in the engine compartment, in front of the engine and accessible by the companionway opening. The circuit breakers are located on the starboard side of the engine compartment.
- One 100Ah service battery as standard, also installed in the engine compartment (next to the engine battery) with the circuit breakers on the starboard side of the engine compartment.
- As an option, you may have one or two additional service batteries installed at the same place.

Electrical panel:

- A main electrical panel on the chart table console
- Circuit breakers for the lifting keel pump and the windlass (options) on the longitudinal bulkhead of the starboard aft cabin (*See photo N°8*).

The Electrical installation was designed for the equipment on board. It is recommended not to connect additional devices on the existing installation.

Check regularly the condition of the battery fixations (notably the straps).

Warning, never work on the electrical installations when the power is on.

Do not modify the electrical scheme of the boat made by the shipyard. The installation, modifications and the maintenance must be made by a professional marine electrician.

Do not change the circuit breakers fuse rating.

Do not install or modify any equipment with electrical current higher than that previously installed.

Do not leave the boat with the electrical current system on, except for protective systems for fire protection or alarm systems.

The electrical wiring diagram is available at the end of this manual

11. Fresh Water

The standard fresh-water installation on board the Pogo 36 is composed of the following items:

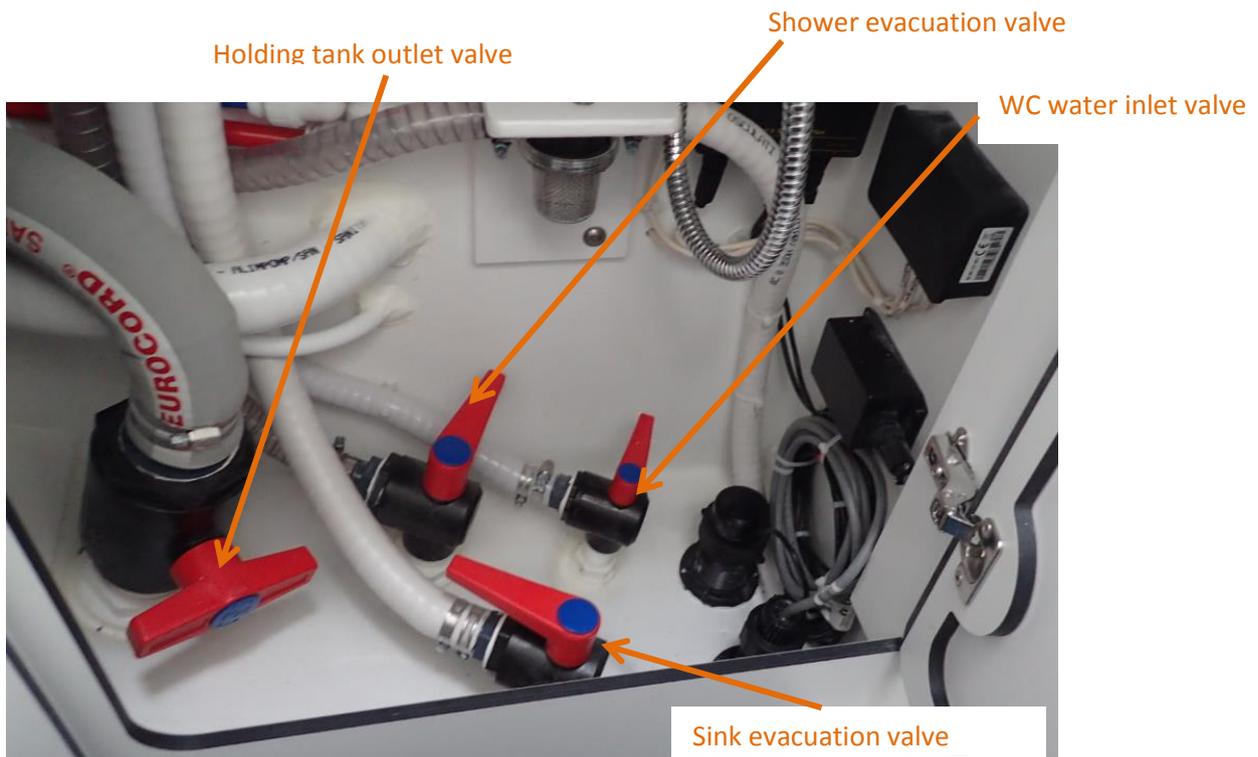
- One 200L rigid water tank, situated under the fwd berth.
- Water pressure unit with its filter, situated in the heads bathroom furniture.
- A shut-off valve situated in the heads bathroom furniture.
- A water distribution system according to the chosen options (kitchen, heads, water-heater).

12. Waste water

The Pogo 36 is equipped with a holding tank, situated above the WC, along the hull. It has a capacity of 55L.

The holding tank is connected in line with the evacuation of the toilet system.

Close the holding tank outlet valve in the heads bathroom furniture to turn on the waste water retention.



To drain the waste water tank a deck filler is provided for that purpose.

13. Installed equipments

For the use of equipment installed on-board (VHF, pilot, central navigation console...), please refer to their specific manuals enclosed with the boat.

In case of problem with one of these equipment's, please contact the reseller of the particular brand.

Setting and initialization of the equipment :

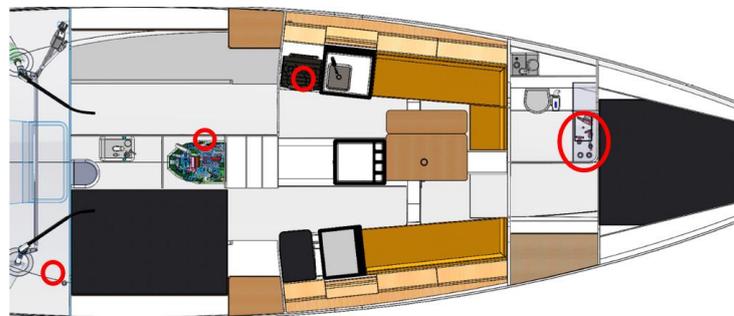
Certain equipment such as the automatic pilot or the speed sensor requires an initialization before use. Therefore, it is important to refer to the manual for these devices to do the setup in an optimum way.

Valves and plumbing :

All the valves must be closed after use.

List of installed seacocks on board:

- Speed sensor: situated in the heads bathroom furniture. The instruments are replaceable and should be able to be removed.
- Kitchen: The evacuation of the sink is done by a valve, situated under the kitchen furniture. You can access to the valve by opening a trap under the cooking device
- WC: It requires two valves for its functioning. The water inlet and the discharge valve. They are both situated in the bathroom furniture in the heads. (See previous page)
- Exhaust: Engine exhaust is evacuated above the waterline, behind the aft watertight bulkhead. The through hull fitting is accessible by the starboard locker



It is important that adapted wooden plugs always are available to block the seacocks in case of a waterway.

WARNING

Regularly check the connections of the flexible piping system aboard, on the valves as well as the state of the hose clamps.

Electrical circuit :

It is recommended to entirely cut the electrical circuits for all batteries after each navigation (after having turned off all the electrical devices aboard). The circuit breakers are situated on the starboard side of the engine compartment.

Gas :

The Pogo 36 is equipped, as standard, with a two-burner gas cooker and an oven. The gas bottle is stored in a special locker (CE standards), in the aft part of the cockpit, on port side.

DANGER

Before and after each use, you must open and close the gas circuit with the security valve situated in the cabin furniture in the port side aft cabin



If you will leave your boat for several days, disconnect the gas regulator on the gas bottle to avoid all risk of leaking on your boat.



While using your gas burner, it is mandatory to ventilate the cabin by opening the hatch above the stove / or the deck hatch / or the companionway door.

14. Maintenance

General care :

For a good ventilation of the boat at the mooring, it is recommended to leave the deck hatches, the two cockpit hatches (aft cabins, optional) as well as the companionway door slightly open.

It is important for your comfort as well as for the care of your boat and its equipment to regularly drain the inside of your boat.

To guarantee optimal ageing of your boat, do not leave stagnant waters in the bottom, under the floor mats. If necessary, after draining, leave the carpets, on edge, the time it takes to dry completely.

Before wintering, rinse the interior with fresh water, if necessary to remove the salt. During winter storage, it is advised to install a humidity absorber aboard.

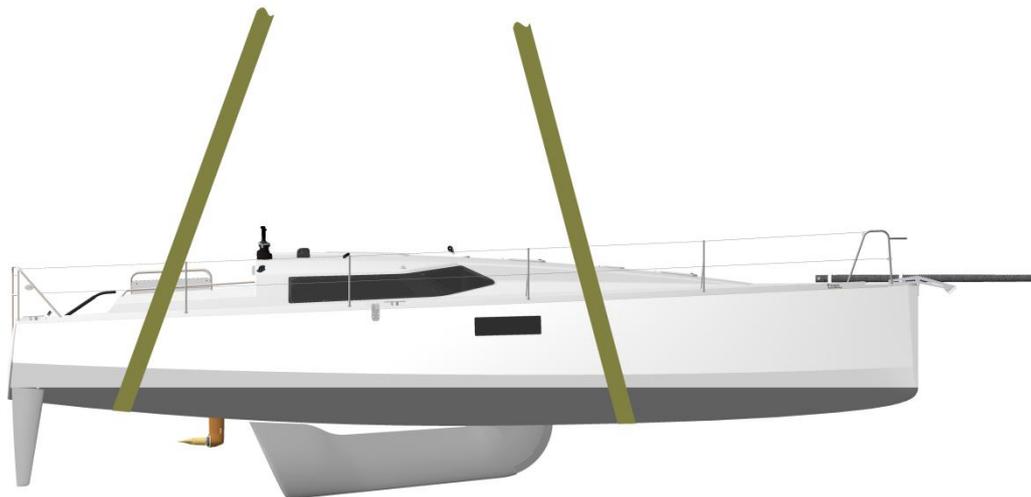
ATTENTION

Cleaning :

To clean the inside, you may use a domestic cleaning agent. For the deck cleaning it is better to use a special cleaner or a coachwork cleaning agent.

Do not throw water polluted with oil or gasoline into the sea.

Lifting :



The illustration above, shows you the position of the lifting straps. You can easily locate the position by the location of the stanchions.

All the precautions must be taken during the lifting of your boat. Ensure the clearance of the mast from the crane hook. We advise you to remove the speed sensors and the depth sensor in order to avoid any damage caused by the effort of the straps.

Dismasting :

If the handling requires a dismasting, the mast must be under the upper spreaders and lifted by the forward side of the mast.

Warning: the electrical cables of the mast equipment must be disconnected from the junction boxes under the fwd. part of the table in the cabin and guided in the compression post (fasten a pulling line at the end of the cables).

Use of a boat cradle :

When you are using a boat cradle, the boat must rest upon its keel to reduce the load of the cradle. If you are using a cradle with hull shape chocks, that is not necessary.

Repairs or modifications :

In case of repairs or modifications of your boat we recommend you to get advice from a professional or contact POGO STRUCTURES shipyard directly (info@pogostructures.com)

Hull care :

It is recommended to clean the hull once a year and if needed also to apply a layer of antifouling.

Please respect the applicable regulations concerning pollution. To avoid the fading of the gel-coat, we recommend you to apply a polish regularly.

Lifting -keel maintenance :

To ensure a good function of the lifting-keel, it is important not to overcoat the sliding area of the keel head with antifouling. The keel head should be greased with silicon grease.

The grease could either be applied with a cloth from the outside, keel raised and after the fairing, or with lubricators fixed inside in the keel boxes, by moving the keel up and down so the grease is distributed throughout the slip zone.

To avoid corrosion on the peripheral devices of the keel ram, it is necessary to apply a lubricant and anti-rust (of WD40 type), on the hand pump, the electrical motor and the hydraulic unit.

Control of the rigging :

To avoid dismasting due to the fatigue failure of certain components of the standing rigging, it is necessary to do periodic inspections of the rigging, especially around the forestay fittings, the turnbuckles, the pins, the clevis pins and the cable terminals.

It is also necessary to lock the cable rotation to prevent them from loosening. This is done with the turnbuckle pin.

The turnbuckles should be loosened and lubricated every year, to prevent them from getting blocked.

All the soft pad eyes and lashing connection should be checked regularly, as well as the lazy-jacks (especially through the spreaders).

Maintenance of the mainsail :

It is recommended to rinse the mainsail travelers regularly, and lubricate them with a dry lube (Sailkote).

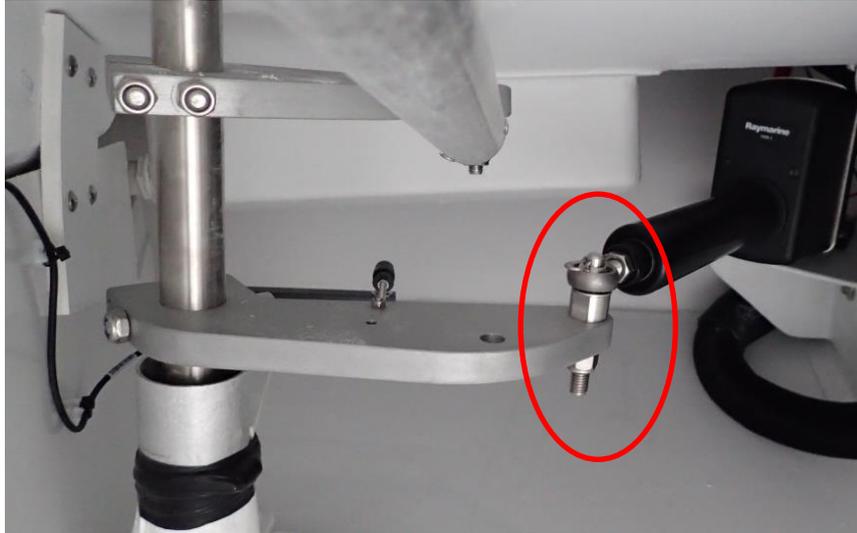
It will dry in a couple of seconds and extend the life of your travelers.

Inspection of the rudder bar joints :

It is recommended to regularly check the correct locking of the joints (locking nut).

Inspection of the auto pilot ram joints (if option selected):

It is recommended to regularly check the correct locking of the rod terminal joint (locking nut).



Stainless steel :

All the stainless-steel parts are 316L grade and the screws A4 quality, but the stainless steel who has been in contact with ferrous metals (non-chromed drills, keys or screwdrivers) tarnish or rust quickly.

This is a surface pollution that could be removed by using a passivating cleaning paste, like “Winch inox” from WICHARD.

Windlass :

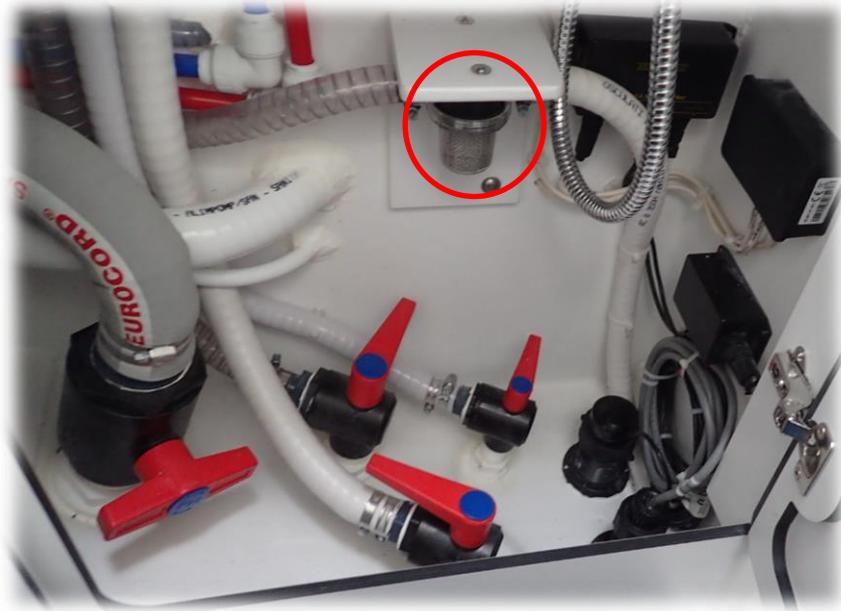
In order to ensure a good function of the remote control of the Windlass, it should not be stored in the anchor well.

Fresh water :

During winter (in water or at a storage area), ensure that the entire water circuit is purged, to protect the valves, the pipe system, as well as the water system (if so). (See also the chapter concerning water).

Used waters :

It is recommended to clean the evacuation filter of the used waters regularly, notably the one in the bathroom. (Access by the door of the furniture unit, under the sink).



It is recommended to regularly check the function of the bilge pump, as well as the degree of filter soiling. (mounted on the suction pipe, access by the technical route).



15. Navigation guide

Inner forestay:

The inner forestay is made of aramid rope, it is recommended to check the cover condition regularly. The inner forestay can be stowed along the mast.

DANGER

Warning when reefing down. The

inner forestay must necessarily be in position and stiffened once the mainsail is reduced to the second and the third reef. Failure of this rule could cause a rupture of the mast!

Use of the storm jib :

For the boats equipped with a genoa furler it is possible to set the storm jib or the staysail on the inner forestay. During the first utilizations, the aramid inner forestay will slightly extend. Check regularly the tension of the inner forestay to avoid reporting the transfer of the sail to the halyard.

WARNING

Use of the genoa furler :

The furler must be operated manually only, use of a winch can cause a rupture of the forestay or the profiles. Furthermore, an over tension of the halyard could cause the jamming of the swivel and therefore block the rotation of the furler.

Reversing :

Throughout a reversing maneuver, the rudders must not be in full rotation position, the efforts could in that case damage the tiller system. To prevent the rudders to hit the travel stop, the reversing maneuvers must be done at low speed.

WARNING

Use of the bow roller :

The bow roller is situated on the starboard side of the forestay. While the boat is anchored, the mooring line should be secured on a deck cleat.

Use of the fenders :

Make sure not to set the fenders on the hull windows in order not to be damaged.

16. Warranty Terms

The legal warranty of conformity is the one required by European law. It applies to all parts of the boat delivered by the shipyard except for the electrical devices, the rigging, the engine and all other device which the warranty is borne by the manufacturers or the retailers and whose terms could be different, and are mentioned in their own users guide.

One commercial warranty against osmosis of the hull is given for 5 years. It is valid from the delivery date of the boat.

The warranty doesn't cover:

- Breakdowns or damages due to improper use
- Breakdowns or damages due to modifications made without the shipyard's approval.

17. Environmental Impact

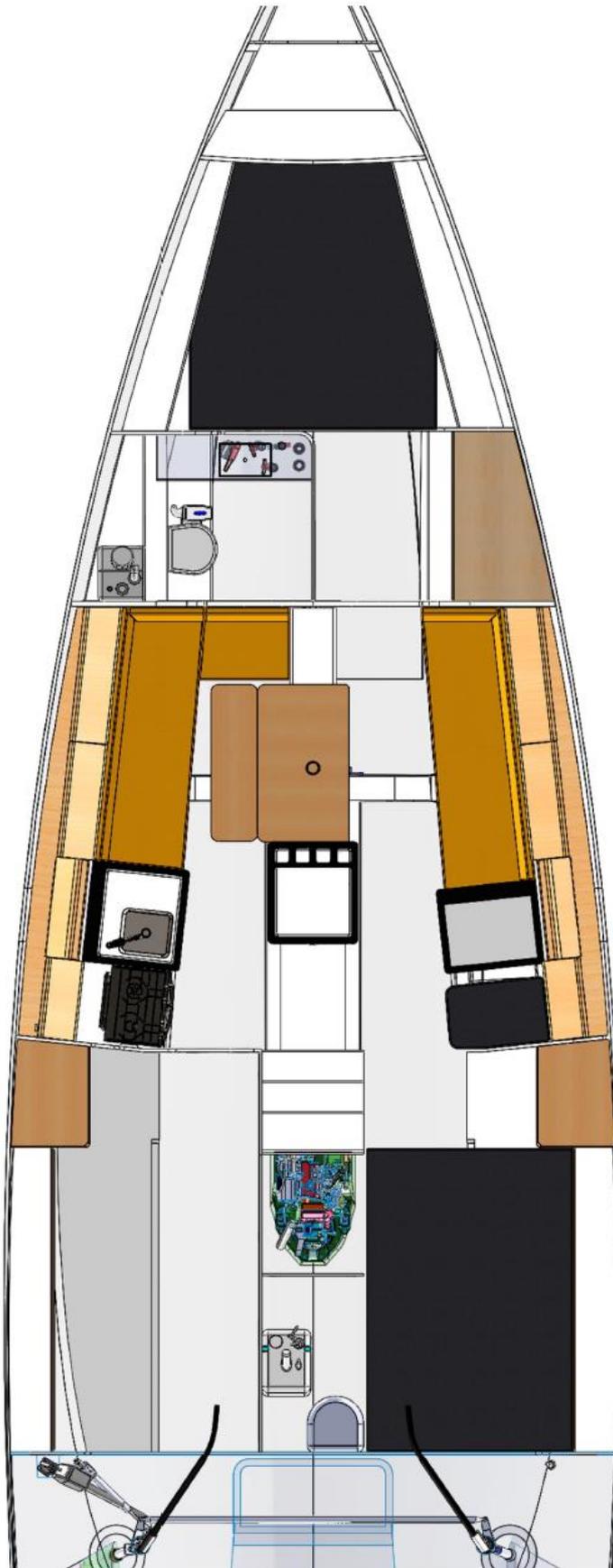
In order to optimally protect the environment, we suggest you to be very careful throughout any hydrocarbon handling, such as oiling and fueling, in order not to pollute the nature.

The garbage should be stocked aboard and deposited in special containers for this purpose in the harbors.

Annexes :

- Sail /Rigging
- General layout
- Interior layout
- Electrical Power diagram
- NKE Wiring diagram
- Suppliers documents

Layout plan



Electrical power wiring diagram

Pogo36

PLAN DE PUISSANCE

N°	Id	
1	Chargeur	Cristec 12/60 A
2	Repartiteur	Cristec 150 A
3	Alternateur	Volvo 110A
4	Demarreur	Volvo
5	Batterie service	100Ah - 23.5Kg
6	Batterie moteur	52Ah
7	Disjoncteur Guindeau	80A
8	Disjoncteur Quille	80A
9	Coupe circuit Moteur	1000A/5s - 150A
10	Coupe circuit Service	1000A/5s - 150A
11	Coupe circuit General	1000A/5s - 150A
12	Tableau électrique	
13	Masse Moteur	

