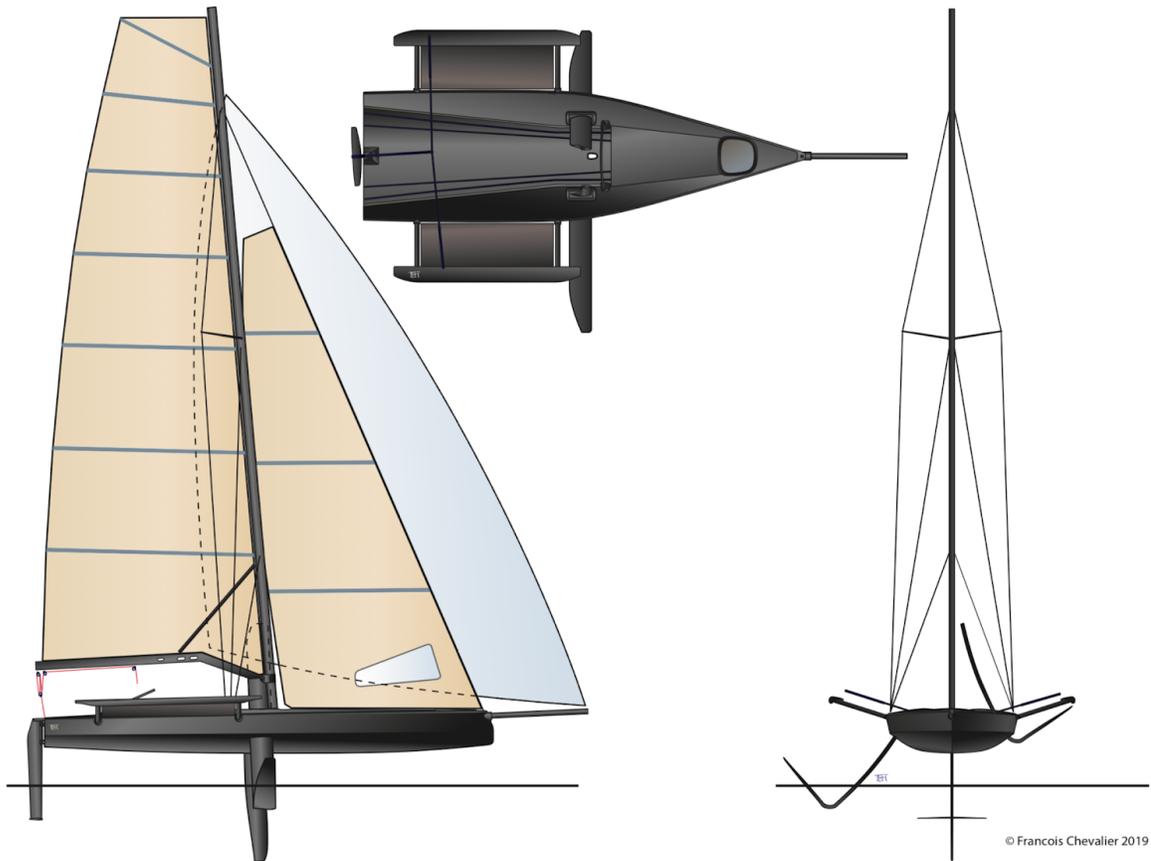


PERSICO 69F

OWNER'S MANUAL



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1. Introduction

This manual has been compiled to help you to operate your boat with safety and pleasure. It contains details of the craft; the equipment supplied or fitted, its systems and information on their operation.

Please read it carefully, and familiarize yourself with the boat before using it. This owner's manual is not a course on boating safety or seamanship. If this is your first boat, or if you are changing to a type of boat 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 boat. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

Ensure that the anticipated wind and sea conditions will correspond to the design category of your craft, and that you and your crew are able to handle the craft in these conditions. Even when your boat is categorized for them, the sea and wind conditions corresponding to the design categories A, B and C range from severe storm conditions for category A, to strong conditions for the top of category C, open to the hazards of a freak wave or gust. These are therefore dangerous conditions, where only a competent, fit and trained crew using a well maintained craft can satisfactorily operate.

This Owner's manual is not a detailed maintenance or trouble-shooting guide. In the case of difficulty, refer to the boat builder or his representative. If a maintenance manual is provided, use it for the craft's maintenance.

A proper maintenance requires at least a full boat check every 6 months.

Technical Bulletins are published periodically and will become an integration of this Owner Manual. They will be available on the [69F website - download area](#). It's the owner's responsibility to check the periodical updates.

On the website are available also specific manuals which are also integrating part of the Owner's manual.

Always use trained and competent people for maintenance, fixing or modifications. Modifications that may affect the safety characteristics of the craft shall be assessed,

executed and documented by competent people. The boat builder cannot be held responsible for modifications that he has not approved.

In some countries, a driving license or authorization are required, or specific regulations are in force.

Always maintain your craft properly and make allowance for the deterioration that will occur in time and as a result of heavy use or misuse of the craft. Any craft, no matter how strong it may be, can be severely damaged if not used properly. This is not compatible with safe boating. Always adjust the speed and direction of the craft to sea conditions.

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

2. Boat Description

2.1. General Information and Craft Data

Boat Name:	Persico 69F
Boat Type:	Foiling monohull
Design Category:	C+D
Built by:	Coming Solutions srl, Via Isonzo, 11, 37126, Verona Italy
Designed by:	Wilson-Marquinez Naval Architecture
LOA:	6.900m
LWL:	6.831m
Max Beam:	3.856m
Hull Beam:	2.099m
Draft:	0.140m
Mainsail Area:	25sqm
Jib Area:	13.4sqm
Gennaker Area:	35sqm
I:	9.216m
J:	3.165m
P:	10.165m
E:	3.380m

*Builder's plate - Part of the information is given on the builder's plate affixed on the craft.
The builder's plate is shown in the image below.*

Coming Solution Srl Via Isonzo n°11 - 37126 - Verona -ITALIA		
MODELLO: 69 F		
CATEGORIA DI PROGETTO BOAT DESIGN CATEGORY	C	D
 MAX N°: (MAX PEOPLE ABOARD)	3	4
(MAX LOAD)		
3 X  +  =	307 kg	
4 X  +  =	402 kg	
 0966		

Each boat has the CIN affixed to the transom (starboard side) and on the port side foil box. The CIN format is IT-CMS00000A020

2.2. Maximum Number of Persons

Max Adult Crew Number under Category C: 3

Max Adult Crew Number under Category D: 4

WARNING - Do not exceed the maximum recommended number of persons. Regardless of the number of persons on board, the total weight of persons and equipment must never exceed the maximum recommended load. Always use the seats/seating spaces provided.

2.3. Loading

Lighthship mass: 350kg

Mass in minimum operating condition: 445.7kg

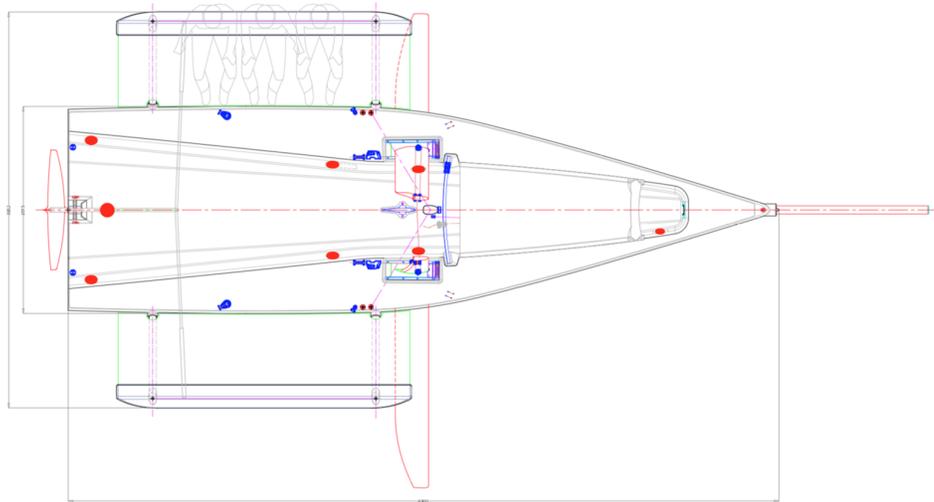
Mass of the craft in the fully loaded condition: 657kg

WARNING - When loading the craft, never exceed the maximum recommended load. Always load the craft carefully and distribute loads appropriately to maintain design trim (approximately level). Avoid placing heavy weights high up.

2.4. Information connected to the risk of floodability and stability

2.4.1. Openings in the hull

The boat is fitted with 8 inspection hatches to provide access underdeck. Inspection hatches must be kept closed at all times while the boat is in the water.



2.4.2. Bilge pump

The boat is equipped with a manual pump to be used to remove residual water. On level heel conditions, water can be pumped out from the aftmost central inspection hatch and from the fwd most starboard one.

This operation must not be carried out while at sea but only when the boat is safely moored in port. Inspection hatches must never be removed while at sea.

WARNING - The manual pump is not designed and is not suitable for damage control.

2.4.3. Capsize recovery

In the event of a capsized, the crew shall stand on the centreboard until the boat comes upright again. Depending on the crew weight, normally either the weight of 2 or 3 people is required to recover from the capsized.

If the boat is capsized with the mast to windward of the hull, the crew shall stand on the centreboard until the boat rotates 180° (centreboard to windward).

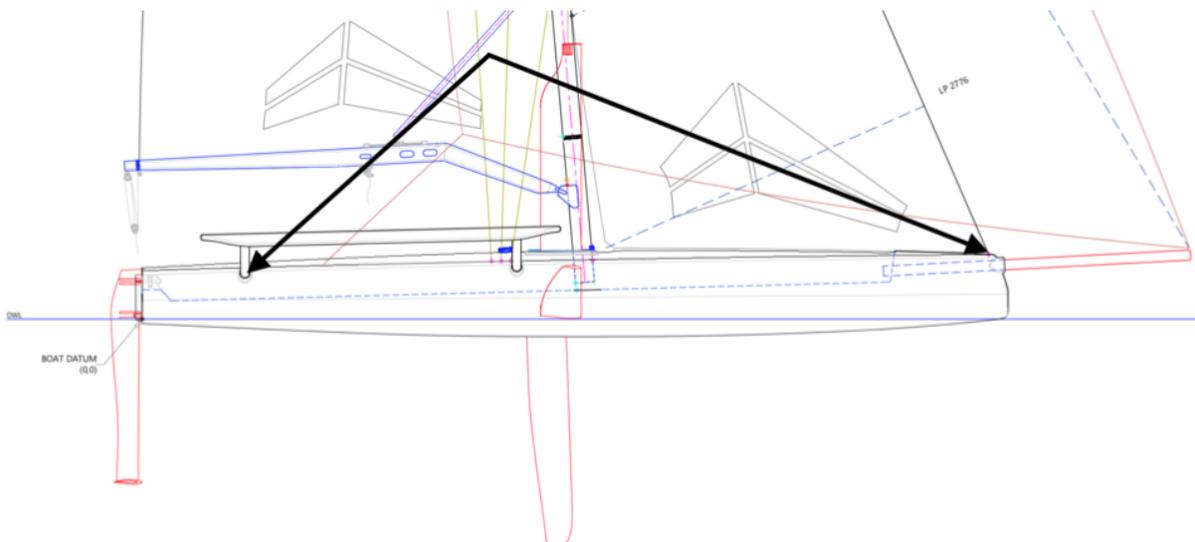
2.5. Maintenance

2.5.1. Launch

Before crane launching the boat, it is necessary to take the following precautions:

- Fix the longer lifting strop to the soft shackle on the forestay ring and the two shorter strops to the aft rack poles, as close to the hull as possible
- Ensure the mast, shrouds, spreaders and mainsheet halyard are clear of the crane

The boat shall be lifted bow down in order to avoid the mast hitting the crane arm. When the bow touches the water, the boat shall be pulled forward with the bowline in order to move the mast away from the crane arm.



2.5.2. Sails and standing rigging

Boat equipment should be checked regularly to ensure trouble-free navigation.

The sails fear salt water and the sun, so whenever possible, rinse the salt with plenty of fresh water and dry them completely before folding them. Always wash them on a sunny and windless day. When leaving the boat for a longer period or after the season, always remove the sails, fold them and place them in the sail bags.

Never let the sails flap in the wind as they dry, as this can cause serious damage. An hour of this treatment can cause more damage to the sails than hundreds of hours of navigation with the duly set up sails.

When stowed, make sure the textile shrouds are rolled up in a circular pattern.