

CAP CAMARAT 925 WA



OWNER'S MANUAL



JEANNEAU

084807
Index H



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CAP CAMARAT 925
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WELCOME ABOARD

Madam, Sir,

You have just taken delivery of your new JEANNEAU boat and we thank you for the confidence you have shown us in ordering a vessel of our brand. The whole JEANNEAU team welcomes you aboard.

A JEANNEAU is made to last, in order to bring you all the pleasure you expect from a vessel over a period of many years. Each boat is subject to the utmost attention to detail from the design stage right through to launching.

This manual is meant to help you to enjoy your boat comfortably and safely. It includes the boat specifications, the equipment provided or installed, the systems and tips on her operation and maintenance. Some of the equipment described in this manual may be optional.

Your JEANNEAU dealer will be able to help and advise you in the use and maintenance of your boat.

Read this user's guide/owner's manual carefully and get to know your boat before using it.

The better you know your vessel the more pleasure you will get from being at the helm.

The sea is a source for learning. Caution based on a knowledge of one's own limits and those of the boat is the pre-requisite for an accomplished sailor.

Even when your boat has been adapted for them, the sea and wind conditions corresponding to the design categories A, B, C and D may vary, ranging from severe conditions to strong storms subject to the risks of exceptional waves and gusts of wind, this meaning they are dangerous conditions in which only an experienced, fit and well trained crew manoeuvring a well maintained boat can sail in a satisfactory manner.

This user's guide/owner's manual is not a course in safety at sea or about sailing sense. If this is your first boat or if you change to a new type of boat which you are not used to, get some training in boat control and sailing to ensure your safety and comfort. Your dealer, your international sailing association or your yacht club will be very happy to recommend local sailing schools or professional instructors.

Make sure the sea and wind conditions will correspond to the category of your boat and you and your crew are able to handle the boat in these conditions.

Always listen to the weather forecast before you put out to sea.

Keep this user's guide/owner's manual in a safe place and hand it over to the new owner if you sell your boat.

You are advised to keep all the instructions and manuals provided by the boat equipment manufacturers (accessories...) in the same place as this manual.

INTRODUCTION

We share a common passion for the sea: we, JEANNEAU as shipbuilders and you who want to live your passion on the Seven Seas.

We are delighted to welcome you to the great family of JEANNEAU boat owners and we congratulate you on it.

This manual is meant to help you to enjoy your boat comfortably and safely. It includes the boat specifications, the equipment provided or installed, the systems and tips on her operation and maintenance.

Read this manual carefully before you put out to sea so that you can make the most of her and avoid any damage and any trouble. Get to know your boat before you sail.

We keep improving our boats as we want you to benefit from the technological developments, new equipment or materials and our own experience. That is the reason why the specifications and information given are not contractual, they may be modified without prior notice or up dates.

This owner's manual is designed in accordance with the ISO 10 240 standard requirements, it has a general purpose and it may sometimes list some equipment or accessories or deal with some points or questions that are not relevant to your own boat. In case of doubt refer to the inventory list you were given when you bought your boat.

Our network of JEANNEAU authorized dealers will be at your disposal to help you get acquainted with your boat and will be the most qualified to take care of her maintenance.

If this is your first boat or if you change to a new type of boat which you are not used to, get some training in boat control and sailing to ensure your safety and comfort. Your dealer, your international sailing association or your yacht club will be very happy to recommend local sailing schools or professional instructors.

Even if everything has been provided for and designed for the safety of the boat and the safety of her users, don't forget that sailing highly depends on the weather conditions, the sea condition, and that only an experienced and very fit crew, handling a well-maintained boat can sail satisfactorily.

The sea and wind conditions that correspond to the design categories A, B or C are changeable and are dependent on the hazards of unusually strong waves or gusty winds. Therefore total safety cannot be guaranteed, even if your boat meets the requirements of a category.

Always listen to the weather forecast before you put out to sea.
Make sure the sea and wind conditions will correspond to the category of your boat and you and your crew are able to handle the boat in these conditions.

The sea and the water are not the natural environment of Man and one has to respect their laws and strength.

Adapt the use of your boat to her condition that wears out with time and use.

Any boat, however solid she may be, may be severely damaged if badly used. This is not compatible with safe navigation. Always adapt the speed and direction of your boat to the conditions of the sea.

The 'COLREG', an international regulation in order to prevent collision at sea, published by the International Maritime Organization, specifies the steering and course regulations, the navigation lights etc. throughout the world. Make sure you know these regulations and you have on board a manual that explains them.

In numerous countries, a licence, an authorization or a training course is requested. Make sure you have this legal authorization before you use your boat.

Always use an experienced technician for the maintenance of your boat, the fitting of accessories and the carrying out of small modifications. The written authorization of the builder or his legal representative is compulsory for modifications that alter the specifications of the boat, in particular the vertical layout of the grounds (putting up of a radar, modification of the mast, change of the engine etc.).

For the essential or optional equipment (engine, electronics etc.) refer to their respective manual delivered with your boat.

The users of the boat are informed of the following:

- The entire crew must be trained properly.
- The boat shall not be loaded more with than the maximum load recommended by the builder, in particular the total weight of the food supplies, of the different equipment that are not supplied by the builder and of the persons on board. The weight of the boat shall be properly distributed.
- The water in the bilge shall be kept at its minimum.
- The stability is reduced when you add weight in the upper parts.
- In case of heavy weather, the hatches, lockers and doors shall be closed in order to minimize the risk of water coming in.
- The stability may be reduced when you tow a boat.
- Breaking waves are a serious threat to stability.
- If your boat is equipped with a liferaft, carefully read the instructions. In the boat there shall be all the proper safety equipment (harness, flares, liferaft etc.) depending on the type of boat, the country, the weather
- The crew must be familiar with the use of all the safety equipment and the emergency safety procedures (MOB, towing etc.).
- Anyone on the deck shall wear a life jacket or a buoyancy aid. Please note that in some countries it is compulsory to wear an homologated buoyancy aid permanently.
- Some of the data is shown on the manufacturer's plate fixed to the boat. The explanation of the data is given in the appropriate chapters of this manual.

Keep this manual in a safe place and hand it over to the new owner if you sell your boat.

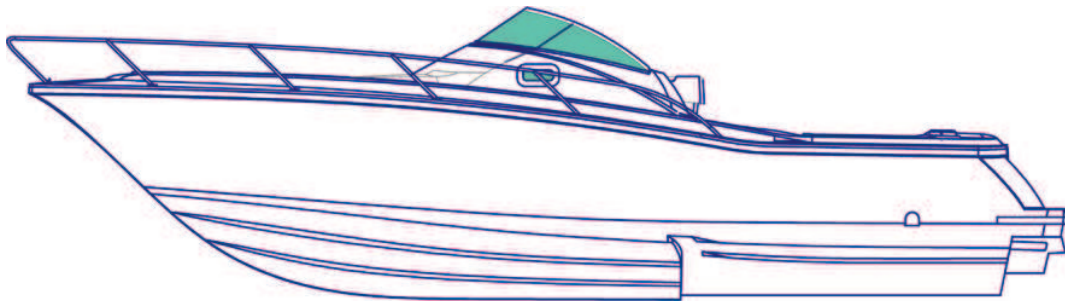


SPECIFICATIONS AND WARRANTY

YOUR BOAT

SPECIFICATIONS

L.O.A.....	9,54 m/31' 3"
Hull length.....	9,29 m/30' 5"
Max. beam.....	3,10 m/10' 2"
Draught (Maximum load).....	0,66 m/2' 2"
Air draught (without any optional extra) - Empty vessel.....	2,02 m/6' 6"
Light displacement.....	3 644 kg/8 017 lbs
(Unladen mass + Safety Equipment + Building weight margin)	
Displacement with maximum load Category B.....	5 516 kg/12 135 lbs
Displacement with maximum load Category C.....	5 816 kg/12 795 lbs
Maximum load recommended by the builder Category B.....	1 750 kg/3 850 lbs
Maximum load recommended by the builder Category C.....	2 050 kg/4 510 lbs
Including: The mass of the persons authorized on board (75 kg per adult); the supplies; the additional loads; the optional equipment; the liferaft; the load margin.	
Total mass of liquids (all tanks full).....	700 kg
Freshwater capacity.....	180 l/48 US gal
Fuel oil tank capacity.....	650 l/172 US gal
Recommended engine power.....	Maximum: 500 HP (375 kW)
Cabins.....	1
Berths.....	2 / 4
CE Category.....	B (7 persons); C (10 persons)
Architect.....	Michael Peters Yacht Design / Jeanneau Design



The engine is the main propulsion means of the CAP CAMARAT 925 WA.



Category A: At high sea

The boat is designed to sail in winds that may exceed Beaufort force 8 and in waves of a significant height of 4 metres and more.

This craft is largely self-sufficient. Abnormal conditions such as hurricanes are excluded. Such conditions may be encountered on extended voyages, for example across oceans, or inshore when unsheltered from the wind and waves for several hundred nautical miles.

Category B: In open sea

The boat is designed to sail in winds not exceeding Beaufort force 8 and in corresponding seas (waves of a significant height of less than or equal to 4 metres).

Such conditions may be encountered on offshore voyages of sufficient length, or on coastal waters when unsheltered from the wind and waves for several dozens of nautical miles.

These conditions may also be experienced on inland seas of sufficient size for the wave height to be generated.

Category C: Near to the coast

The boat is designed to sail in winds not exceeding Beaufort force 6 and in corresponding seas (waves of a significant height of less than or equal to 2 metres). You may meet with such conditions in exposed inland waters, in estuaries and in coastal waters with moderate weather conditions.

Category D: In sheltered waters

The boat is designed to sail in winds that may exceed Beaufort force 4 and in waves of a significant height of 0,5 metres and more.

Such conditions may be encountered in sheltered inland waters, and in coastal waters in fine weather.

NOTE:

- The significant wave height is the mean height of the highest one-third of the waves, which approximately corresponds to the wave height estimated by an experienced observer. Some waves will be double this height.

- The creation of different design categories results from the need to distinguish between different levels of risk according to the construction of the boats.

"The parameters for the characteristics are established to define the conditions of navigation which each category may encounter; they serve purely to evaluate the boat designs and are not to be used to limit the geographical areas in which these boats may operate".

- One boat may be classed in several design categories at the same time, each with their different maximum capabilities.

YOUR BOAT

Version

NAME OF THE BOAT

NAME OF THE OWNER

ADDRESS

HULL NUMBER

SERIAL NUMBER

REGISTRATION NUMBER

DELIVERY DATE

DOOR KEY NUMBER

MAKE OF ENGINE

ENGINE SERIAL NUMBER

ENGINE KEY NUMBER

Your agent



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SAFETY

SAFETY EQUIPMENT

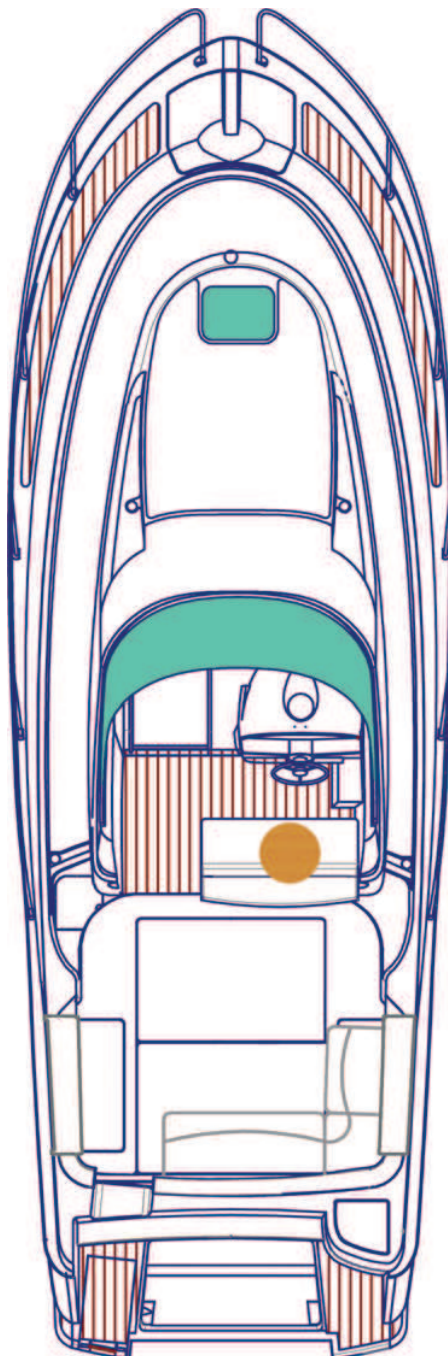
GAS SYSTEM SAFETY INSTRUCTIONS

LOCATION OF THE FIRE EXTINGUISHERS (ISO 9094-2)

FIGHT AGAINST FIRE

BILGE PUMP SYSTEM

POSITION OF THE LIFERAFT



SAFETY EQUIPMENT



SAFETY



DANGER

Some boats are equipped with a retractable ladder or removable. Make sure the ladder is in place and deployed as soon as you are on board.
Reduce speed in waves.

The liferaft should be placed under the pilot's seat.

LIFERAFT



WARNING

- Before you sail, list the compulsory safety equipment.
- Don't exceed the number of persons indicated in the chapter 'Specifications'.
- When you don't take into account the number of persons, the total weight of the persons and equipment shall never exceed the maximum load recommended by the manufacturer.
- Use the seats provided.

RECOMMENDATION

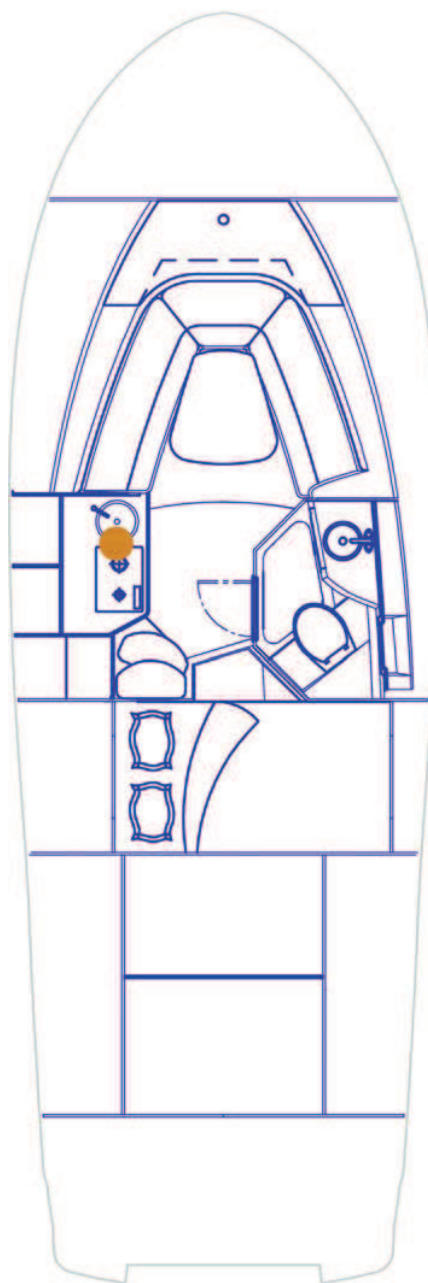
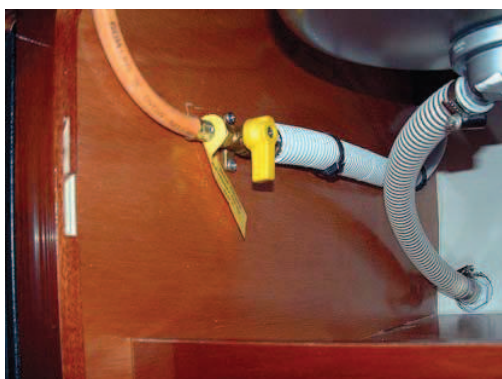
Before putting to sea, carefully read the launching instructions shown on the liferaft.

RECOMMENDATION

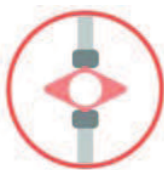
Close the deck hatches and portholes before each trip
(including the companionway hatch in heavy weather).

ADVICE: *Don't store anything below the floorboards.*

GAS VALVE



Open valve



Closed valve

Position of the valves

WARNING

- Don't use a solution containing ammonia.
- Don't use a flame to detect leaks.
- Don't smoke, don't use a naked flame when you change the gas cylinder.

GAS SYSTEM SAFETY INSTRUCTIONS



SAFETY

Type of cylinder: butane, service pressure 10 kg/cm² or according to current standards of your country).

Close the valves on the system and on the cylinder when the appliances are not used.

Close the valves before you change cylinders and immediately in case of emergency.

Never leave unattended an appliance that is working.

Don't install or store flammable materials above or over the stove (curtains, papers, napkins etc.).

Make sure that the valves of the appliances are closed before you open the cylinder or hose valve.

In case you smell gas or find that the burners have gone out (although appliance models cut off automatically if the flames go out), turn off the valves of the appliances. Do ventilate the boat in order to get rid of any residual gas. Find the cause of the problem.

Regularly test the gas system in order to detect any gas leak.

Check all the connections using water and soap or detergent, closing the valves of the appliances and opening the valve on the cylinder.

If you detect a leak, close the valve of the cylinder and repair before you use it again.

The appliances use the oxygen of the cabin and release combustible gases. Ventilate your boat when using appliances.

Don't obstruct the air vents and at least leave the door open.

Don't use the oven or stove as back up heaters.

Lock the stove oven when being not used in order to avoid damaging the tubes when sailing.

Never obstruct the fast access to the components of the gas system.

Keep the taps of the empty cylinders turned off and the cylinders disconnected.

Keep the protection, lids, covers and taps in their places.

Don't use the gas cylinder storage place to store other equipment. Only use the proper locker to store the gas cylinders.

Regularly check and replace the rubber tubings that link the cylinder to one end of the circuit and the stove to the other one, depending on the norms and regulations in force in your country.

Pay particular attention to keep in good condition the screw thread of the cylinder on which the regulator is. Check the condition of the regulator every year and change it if necessary. Use regulators identical to the ones that are fitted.

Have the repairs carried out by someone skilled.

LOCATION OF THE FIRE EXTINGUISHERS (ISO 9094-2)

The extinguishers are part of the compulsory equipment.

A fire extinguisher or fire blanket should be placed at least 2 m from any open flame permanently installed, but placed in an accessible location in case of fire.

Fire extinguishers must be within 5 m of the middle of a berth.

A fire extinguisher should only be positioned at least 2 m from the discharge port of the reservoir compartment (but outside the fuel tank compartment).

An extinguisher shall be less than 1 m from the steering station.

The extinguishers must be in position (see "Extinguisher positions" diagram).

He can fill a fire extinguisher alone several of these requirements..

No fire extinguisher rated A/B should have a rated capacity of less than 5A / 34B.

Vessels equipped with an outboard motor of a power greater than 25kW must carry one or more portable fire extinguishers with a total capacity of at least combined 8A / 68B.

Position of portable extinguishers
(not supplied)

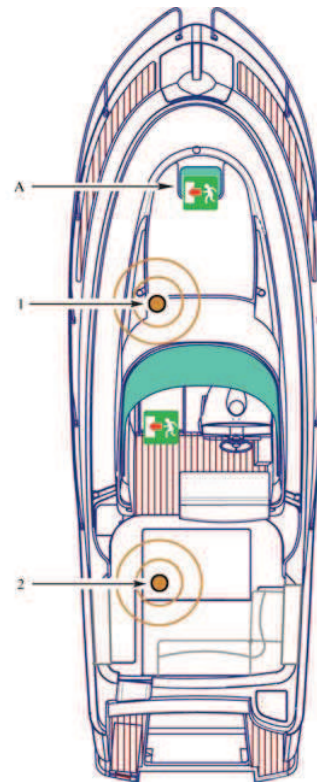
This boat must be equipped, when in use,
portable fire extinguishers installed in the
following locations:

1. In the galley locker
2. In cockpit locker



Emergency exits in case of fire

- A. Deck hatch of cabin
- B. Cabin door



WARNING

The extinguishers are part of the compulsory equipment.

DANGER

There may be danger of fire or explosion if direct current systems are incorrectly used (Refer to chapter Electricity).

FIGHT AGAINST FIRE



The extinguishers must be within easy access and kept away from a possible fire source.



DANGER

Keep an extinguisher handy in case the fire should start again.
Fire fighting equipment (portable extinguishers, fire blankets and buckets) must be permanently and immediately accessible.

SAFETY

It is the owner's or the skipper's responsibility:

- Get the fire-fighting equipment checked at the frequency shown on the equipment.
- Replace portable fire extinguishers, if outdated or discharged, by extinguishing apparatus of equal capacity.
- To fill or replace the fixed fire extinguishing systems if they are discharged or expired (if the boat is equipped with a fixed fire extinguishing system).
- To tell the crew:
 - where the extinguishers are and how they work,
 - where the emergency exits are.
 - The location of the discharge opening in the reservoir compartment.
- Make sure the extinguishers can be reached easily when people are on board.
- Make sure that the ventilation openings in the engine (and generator, if installed) compartment are well cleared.

Keep the bilge clean. Regularly check that there is no fuel or gas vapour.

Exits other than the doors and hatches of the main companionway, equipped with permanently fitted ladders, are identified with a symbol.

Do not store combustible materials in the engine compartment.

If non-combustible materials are stored in the engine compartment they must be secured so there is no danger of them falling on machinery and they do not obstruct access to and from the compartment.

In the case of replacement of components of the fire-fighting equipment, use only the appropriate components of the same code designation or having the equivalent technical capacity and fire resistance.

Do not install free-hanging curtains or other fabrics near or above the cooking appliances or other equipment with a naked flame.



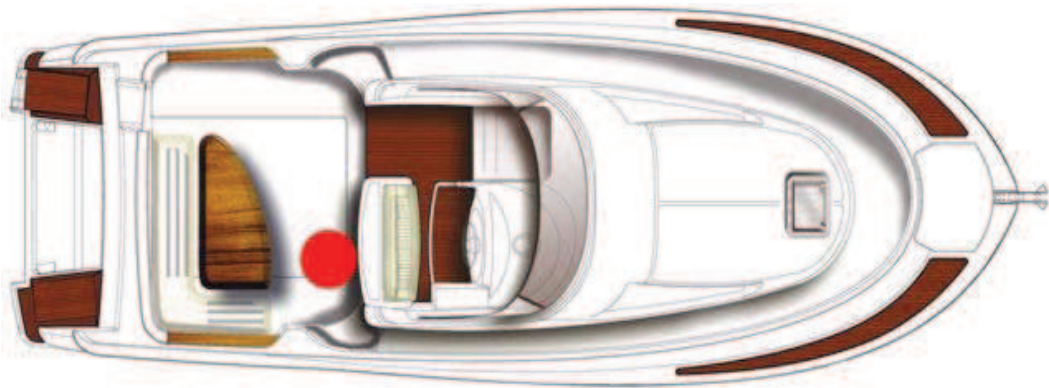
WARNING

Never:

- Obstruct the ways to the emergency exits.
- Obstruct the safety controls (Fuel oil valves, power switches).
- Block the extinguishers placed in shelves.
- Use gas lamps in the boat.
- Alter the boat systems (electricity, gas or fuel oil).
- Fill up a tank when an engine is running.
- Smoke while handling fuels.

HOW TO APPLY IN CASE OF FIRE COMPARTMENT FUEL TANK:

- Stop the engine.
- Inject the extinguishing product through the aperture.
- Wait.



**Extinguisher access hole -
Compartment tank - Petrol**



**A pictogram helps to locate
it easily**



Keep the bilge clean. Regularly check whether there is fuel oil or gas vapour.

Use only compatible spare parts for the extinguishers. The parts shall have the same specifications or be technically equivalent as to their resistance to fire.

Always fasten the curtains with their snap fasteners when the gas cooker is working



WARNING

The **CO₂** extinguishers shall be used only to fight **electrical fires**.
Clear the area immediately after use in order to avoid suffocation.
Air before entering.

BILGE PUMP SYSTEM

ELECTRIC BILGE PUMP

You can energize the electric bilge pump from the electrical panel.

You can energize the electric bilge pump from the instrument panel.

Operation:

The electric bilge pumps are connected to the 12V service circuit. To enable operation the 12V circuit must be activated by turning on the battery switches.

Capacity: 32 litre / minute (Centre bilge pump).

Capacity: 62,5 litre / minute (Aft bilge pump).

MANUAL BILGE PUMP

The manual bilge pump is in the cockpit.

The control arm of the pump shall be kept accessible whatever the circumstances.

Capacity: 40,5 litre / minute.

SAFETY PRECAUTIONS

Clean off debris which could block the pump intake points or strainers. If the watertight partitions which seal off the fore and aft points are fitted with valves they must be closed at all times and only opened to drain water into the main bilge.



HULL

CONSTRUCTION

MAINTENANCE OF THE HULL

LIFTING

INSTRUCTIONS TO REPAIR THE GEL COAT

CONSTRUCTION



HULL

Your boat is built in GRP.

Stresses are distributed over the whole bottom surface by means of floors laminated integral with the hull.

The deck is made of balsa wood sandwich with hard wood inserts where the deck fittings are to be installed.

The deck to hull joint is obtained by gluing them together with a polyurethane filler and reinforced by rubrail fastening.

MAINTENANCE OF THE HULL

The materials and equipments of your boat have been selected because of their high quality and performance and ease of maintenance. However you shall carry out a minimum maintenance in order to protect your boat from outside attacks (salt, sun, electrolysis ...).

Preferably wash your boat on shore.

Use as few cleaning agents as possible.

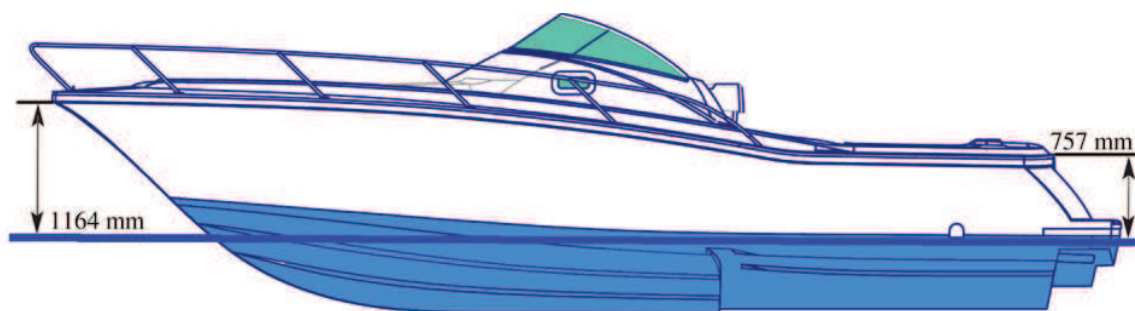
Don't use aggressive detergent agents or solvents (read next page).

Don't discharge cleaning agents into the water.

PRECAUTION

We strongly advise you against using a pressure washer.
You shall not use hot water or steam.

LIFTING



Surface covered with antifouling paint (below the step): 26 m² - (These measurements are for "boat with maximum load")

LIFTING



HULL

PRECAUTION

- Consult the harbourmaster's office to find out the conditions of water use and the maintenance area for cleaning your vessel.
- It is necessary to seek the advice of your concessionnaire with regard to gel-coat repairs.

PRECAUTION

- When applying the anti-fouling paint do not paint over the electronic instrument sensors nor the anodes.

RECOMMENDATION

- When in dry dock check the anodes on the engine housings.
- See "Motorisation" chapter.

The lower hull of your boat should be covered with an anti-fouling paint which will prevent the adhesion of marine growth.

The nature of the water in which the boat sails will determine the choice of the anti-fouling paint as well as the frequency of hull stripping and painting. Do not hesitate to take advice from your specialists.

Refer to chapter 10 for launching instructions.

Before applying anti-fouling paint never:

- Do any sandblasting.
- Use any other solvents than ethylic alcohol.
- Use detergents under pressure.
- Use scrapers.
- Do any sanding other than a light rubbing down by hand with a grade 400 wet abrasive paper (for the first application).

If cleaning of the anti-fouling paint has to be done with a high pressure hose:

- The water temperature must not exceed 15 °C.
- The water pressure must not exceed 150 bars.
- The distance between the hose nozzle and the hull must not be less than 10 centimetres.

Follow the supplier's instructions very closely when applying the anti-fouling paint.

All these hull maintenance operations can be carried out by your dealer.

INSTRUCTIONS TO REPAIR THE GEL COAT

MIXING RATIO

Our products contain an accelerator, you just have to add the catalyst (a colourless liquid). The usual ratio is 2 %.

The gel setting time (working time) is about 1/2 h, curing takes about 10 h.

APPLICATION

- To fill up a blister hole or a scratch, sand and clean the area with acetone.
- Prepare the necessary amount of gel coat, preferably on a glass plate.
- Apply the product with a spatula or a point and the layer shall be thick enough to make possible a further sanding.
- In order to blend minor touching up on smooth surfaces, stick sellotape (or even better, a mylar tape) on the freshly applied gel coat.
- Remove sellotape after curing.
- To get a highly shiny finish, sand with extra fine abrasive and water then polish.



WARNING

Please respect the following conditions to repair successfully:

- Dry weather.
- Temperature between 15° C and 25° C.



DANGER

The catalyst is a dangerous product:

- Keep it out of the reach of children.
- Avoid contact with skin and mucous membranes.
- In case of contact wash with soapy water and rinse thoroughly.



STORAGE

To keep them properly, store the gel coat components in a cool dry and dark place.

Keep the components 6 months maximum.

Polyester products are flammable ; take the usual precautions.

CLEANING YOUR TOOLS

Clean all your tools with acetone.



DECK

NAVIGATION

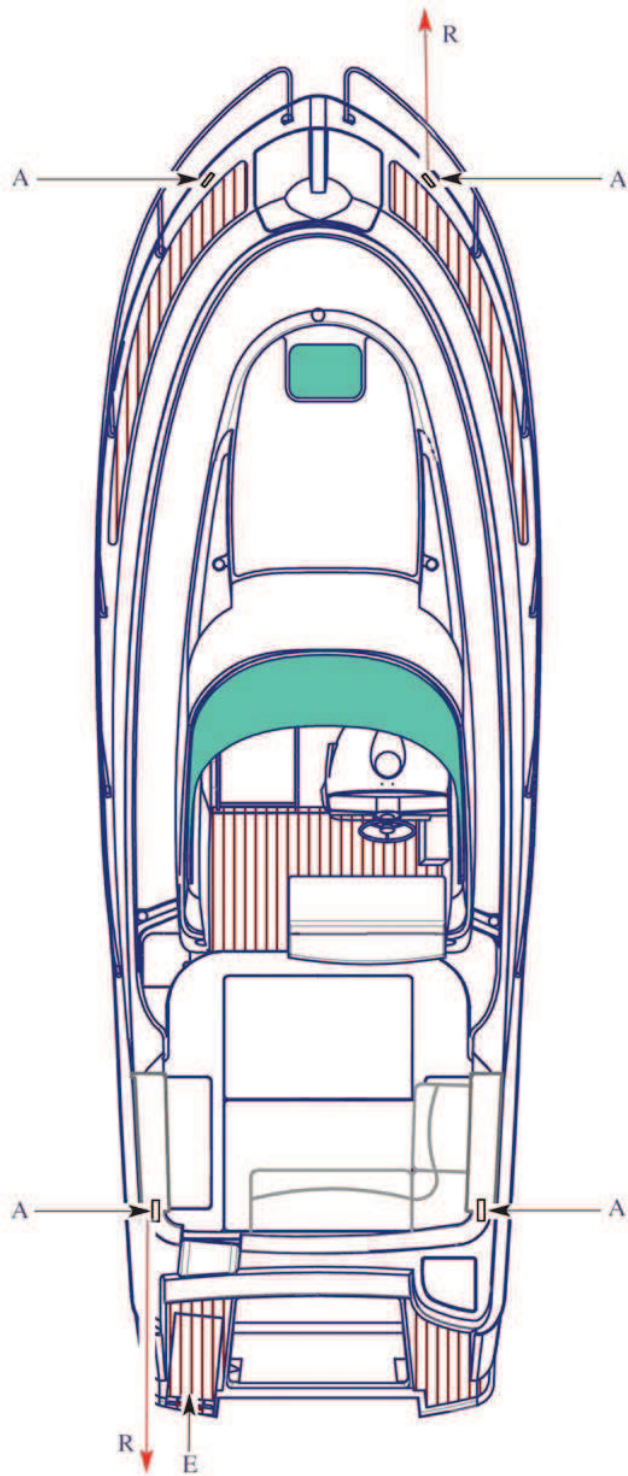
MOORING LINES

TOWING

MOORING

MAINTENANCE OF THE DECK

DECK LAYOUT



- A - Mooring cleats
- R - Towing
- E - Swimming ladder

NAVIGATION



DANGER

Wear your life jacket.

In heavy weather, wear your safety harness and fasten yourself to the boat.
When sailing, close and lock the door or doors giving access to the transom extension

DECK

MOORING LINES

A sufficient number of mooring lines suitably sized and suitable for the environment shall be on board for mooring your boat.

- Always manoeuvre your boat using the engine.
- Make allowance for the current and wind when you handle your boat.
- Protect your boat to the highest degree with suitably sized fenders.
- Always keep the mooring ropes unfouled and stored away.
- Handle your boat at a reduced speed.



DANGER

Don't try to stop the boat with your foot, your hand or a boat hook.

AFTER MOORING

- Protect the mooring lines against chafing with plastic sleeves.
- Make allowance for the variations in tides if need be.

TOWING

TOWING BOAT

- Tow another boat at a reduced speed and as smoothly as you can.
- Pay particular attention when you throw or catch the towing rope (it may foul on the propeller).

Note: *The stability may be reduced when you tow a boat.*

TOWED BOAT

- Keep steering your boat and see to it that you stay in the wake of the towing boat.
- Inappropriate towing can damage your vessel, do not tow at more than 6 knots.

MOORING

As a rule, set the anchor in at least 3 times the depth of water.

- Have your boat pointed into the wind and without speed.
- Pay out the chain while moving back slowly.
- Secure the cablet on the mooring cleat.

PRECAUTION

Before anchoring check the depth of water, the power of the current and the nature of the sea bed.

MOORING

PRECAUTION

Keep the engine running during the anchoring operations to avoid discharging the batteries.

Note: When the windlass is running, separate the cablet from the chain, inside the anchor's locker in order to avoid any jamming when heaving up the anchor.



HEAVING UP THE ANCHOR

- Lock the cable lifter snubber.
- Ensure the chain is properly set on the cable lifter.
- Slowly go near the anchor, using your engine (Don't use your windlass to winch the boat).
- Heave the anchor completely.
- Visually check the last meters till the anchor gets into contact with the davit.
- If you just change berth, check the position of the anchor on the stem fitting.
- When sailing, store the anchor in the chain locker.
- With an electric windlass, switch the power off as soon as the chain is fast.

STERN ANCHORING

Stern anchoring shall be performed with the engine declutched.

- Secure the required length of cablet on the mooring cleat.
- Pay out the anchor line slowly.
- Take care not to damage the propeller or the rudder.



WARNING

Windlass operations are dangerous:

- Always keep the anchor line unfouled and free.
- Always proceed with care, using gloves and always wearing shoes.

MAINTENANCE

RECOMMENDATION

After each trip rinse the windlass and anchor chain or rode with fresh water.
Refer to the manufacturer's instructions for windlass maintenance at the beginning or end of the season.

MAINTENANCE OF THE DECK



DECK

Preferably wash your boat on shore.

Use as few cleaning agents as possible.

Don't use solvents or aggressive detergent agents (Refer to chapter 3 "Hull").

Don't discharge cleaning agents into the water.

Regularly brush the deck with a degreasing shampoo and fresh water.

ADVICE: Use only products similar to the ones that are included in the maintenance case you have been delivered with your boat.

DECK FITTING

- Rinse thoroughly all your equipments with fresh water.
- Clean and polish with "Rénovateur chrome et inox Jeanneau" (supplied in the maintenance case) the stainless steel parts that may have small rusty spots or minor oxidation pits.

SOLID WOOD ON EXTERIOR WOODEN PANELLING

Regularly clean the woodworks with fresh water using a sponge (if need be add some gentle soap).

PLEXIGLAS

- Rinse plexiglas with fresh water.
- Brighten up with a soft rag soaked with liquid paraffin.
- Use polish paste to remove scratches.

EXTERIOR CUSHIONS

Bring the removable cushions inside (washed with soapy water then dried) when the vessel is unoccupied.

STAINLESS STEEL

Stainless steel is not incorruptible and requires a minimum of upkeep:

- The use of chrome tools is preferable whenever handling stainless steel.
- Re-nourish the protective film regularly with passivation paste (consult your dealer).

PRECAUTION

Don't use solvent, alcohol, acetone on plexiglas.

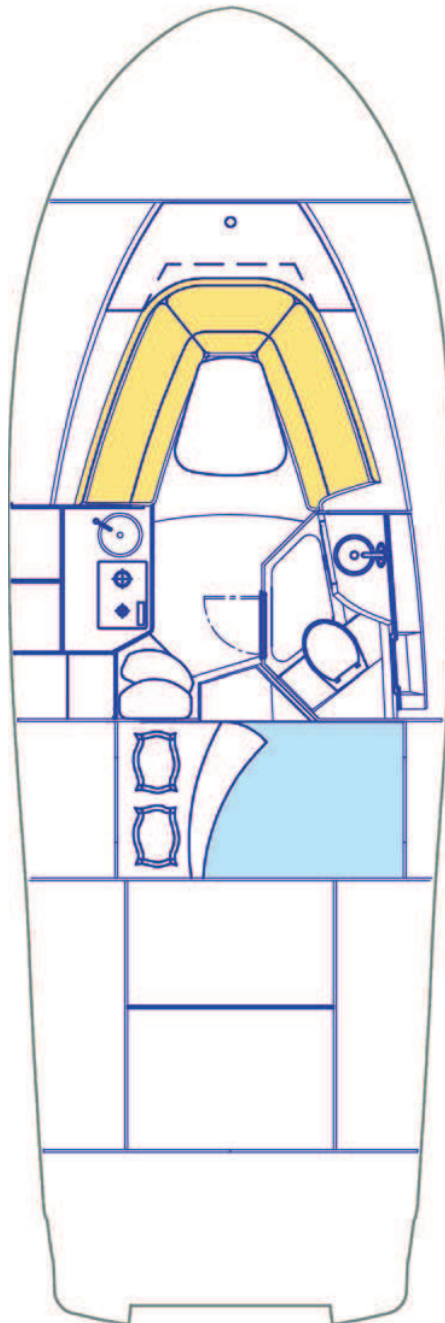


ACCOMMODATIONS

MAINTENANCE

FABRICS

ACCOMMODATION



MAINTENANCE



INTERIOR

- Take advantage of the fine weather to take the settee and berth cushions out.
- Put the cushions vertically if you leave the boat for long.
- Use blinds to protect the inside of the boat against UV rays.
- Carefully remove all crumbs.
- Make sure the bilges are clean and dry.
- Installed in the square of a dehumidifier air leaving the cabin doors and open storage (cupboards, coolers).
- During long absence leave the fridge and icebox doors open to avoid mould developing.
- Defrost the fridge regularly.

INSIDE VARNISH

- Rinse the inside varnish with fresh water mixed with spot remover and shampoo.
- Polish the interior varnishing with a chamois leather.

RECOMMENDATION

Preferably wash your boat on shore.
Use as few cleaning agents as possible.
Don't discharge cleaning agents into the water.

FABRICS



ADVICE: *Mark up each cover and foam when dismantling.*

STAIN REMOVAL

- Remove as much stain as you can with a knife blade (from the edge towards the centre).
- Dab with a clean rag.
- Remove the stain with solvent on a clean rag. Never pour the solvent directly over the stain.
- Rub with a clean and dry rag.
- Brush the fabric against the grain.
- Use the vacuum cleaner when the fabric is dry.

PVC OR COATED FABRICS

- Use a sponge and water and soap (household soap type).

PRECAUTION

For the PVC fabrics, don't use any solvent or solvent based product (pure alcohol, acetone, trichloroethylene).

MAINTENANCE

RECOMMENDATION

The builder tested and approved a certain number of biodegradable cleaning and restoring products that protect both material and environment.
The related technical data is available at your JEANNEAU dealer.



PLUMBING

WATER TANK FILLING

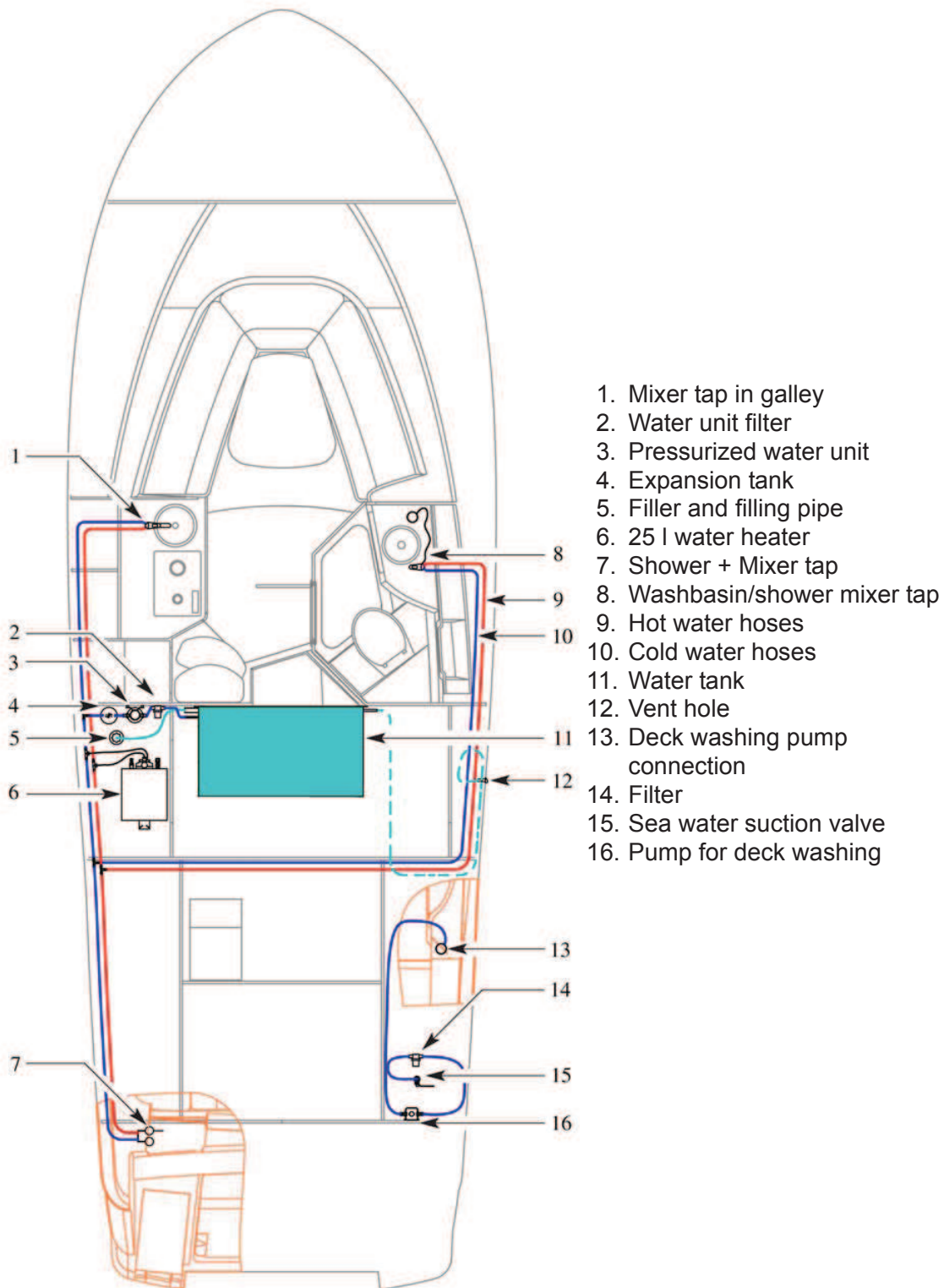
FRESH WATER SYSTEM

GAS SYSTEM

DRAINAGE SYSTEM

SEWAGE

FRESH WATER AND GAS



WATER TANK FILLING



In order to prevent any handling mistakes, never fill the water and fuel tanks at the same time.

During filling, avoid handling contaminants near the fillers.

Open and close the filler caps with the suitable key.

Check the filler cap seals for condition during filling.

The tanks are fitted with overflow outlets and vents.

Never insert the water filling hose deep down into the system in order to prevent any over-pressure in the systems.

MAINTENANCE

RECOMMENDATION

- Pay attention to the quality of the water for the filling up. Check if it is drinking water.
- It is possible to sterilize the tanks with a Clonazione tablet (sold at the Chemist's).
- If the boat is not used for long, purify the tanks and pipes with acetic acid (or white vinegar).
- Inspection ports are provided on tanks and make possible the cleaning of the inside.
- Do not use chlorine-based products (they may spoil the quality of the tank stainless steel).
- For winter storage instructions and precautions, refer to Chapter 10.

Note: *It may happen that the capacity of the fresh water tank or tanks indicated on the page "Specifications" cannot be completely used depending on the trim and load of the boat.*

THRU-HULL FITTING



Thru-hull fitting **closed**



Thru-hull fitting **open**

FRESH WATER SYSTEM



PRECAUTION

- Never operate the water system equipment when the valve is closed or the tank is empty (the electrical equipment may be damaged).
- Check the water filter for condition (refer to manufacturer's instructions).
- Close the taps of empty tanks.

GAS SYSTEM

Refer to chapter 2, "Safety".

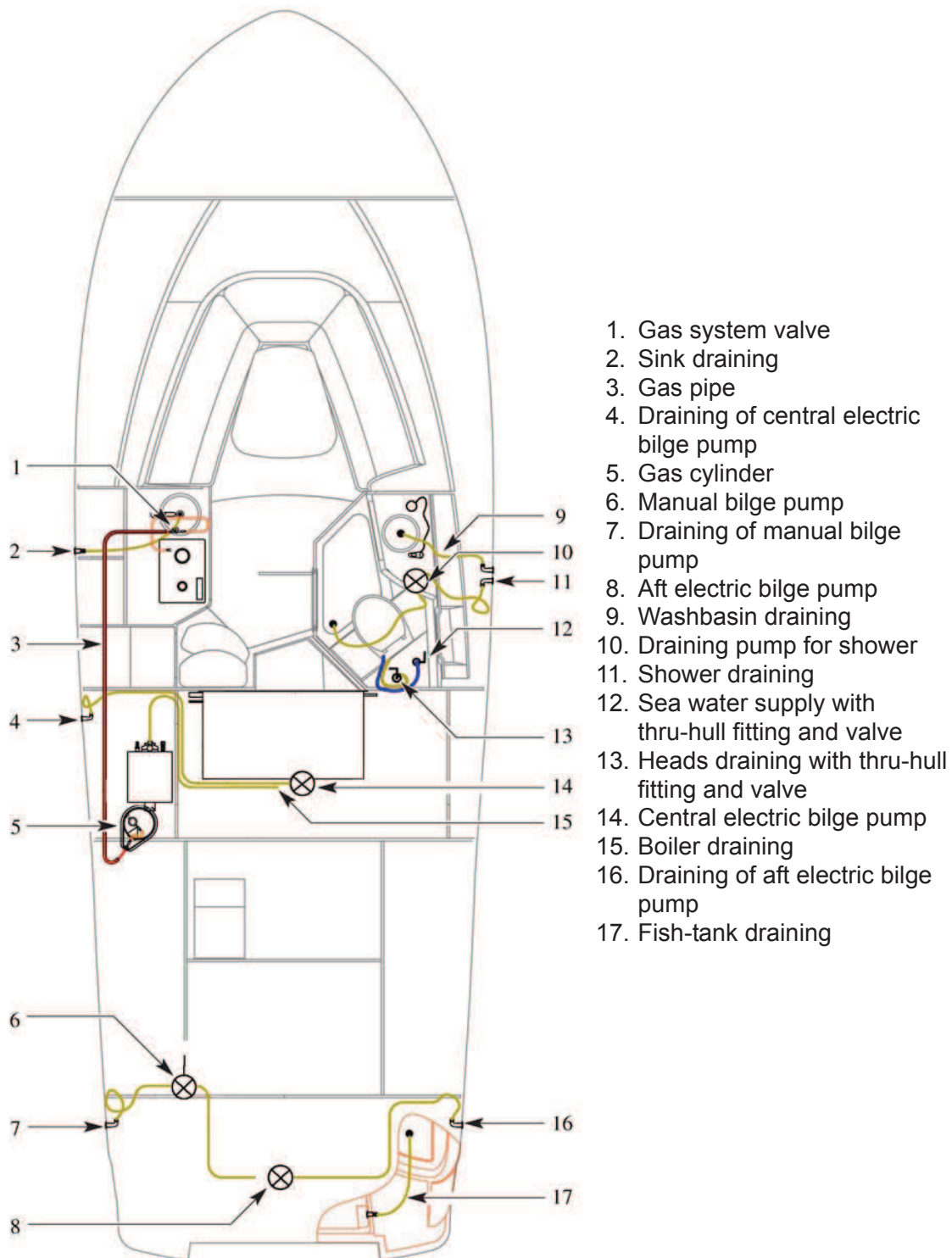
Refer to diagram called "Drainage and gas system".

When changing the cylinder, refit the cap in place on the regulator threaded section (to avoid corrosion).

RECOMMENDATION

Shut off the gas safety valve and the regulator tap when the stove is not in use.

DRAINAGE SYSTEM



DRAINAGE SYSTEM



Waste water from the heads is drained off by a thru-hull fitting with ball valve (the valve is closed when the valve handle is perpendicular to the hose, the valve is open when the valve handle is in line with the hose).

MAINTENANCE

RECOMMENDATION

- Regularly check the valves and thru-hull seacocks for proper operation and watertightness.
- Turn off the valves when the water system is not in use.
- Visually check the water pump flow.
- Check the clamps and flexible hose connections for tightness.
- Pay attention to the seals for condition.
- Regularly make sure that the strum box and bilge are perfectly clean.
- Immediately switch off the electric system in case a pump is running while all the water supplies are turned off.
- In case of a leak check the system.

PLUMBING



WARNING

The bilge pump system is not designed to provide buoyancy to the boat in case of damage.

The bilge pump system is designed to drive out the water being either sea spray or leaks but absolutely not the water coming through a hole in the hull, this hole being the result of a damage.

SEWAGE

USE OF THE MARINE HEADS

Before you use the heads, check that the water intake valve and draining valve are open.

To empty the bowl:

- Set the control lever of the pump slantwise (FLUSH).
- Operate the pump.

To dry the bowl:

- Set the lever back vertical (DRY).
- Operate the pump.

In order to avoid clogging the heads, use absorbent paper exclusively.

Schedule a regular rinsing through of the heads with fresh water.

Close the valves after each use (in particular when the boat is unattended).

USE OF THE WASHBASINS AND SHOWER

- Close the valves and turn off the taps after use.
- Operate the pump switch to drive the water out of the shower.

RECOMMENDATION

When you are in a marina, use the club-house sanitary facilities (if there are).
Since it is prohibited to discharge the waste waters in some marinas or countries, you shall use a waste holding tank (WHT).



RESPECT OF THE ENVIRONMENT

- Remain informed of local regulations concerning the environment and follow the codes of best practice.
- Do not drain the contents of the sewage tank near the coast or in zones where it is forbidden.
- Make use of the port or marina pump facilities to drain the sewage tank before leaving port.
- Find out the international regulations against marine pollution (Marpol) and follow them as far as possible.

RECOMMENDATION

Completely empty the black water system before leaving the vessel unattended in temperatures below freezing.

SIMPLE TANK

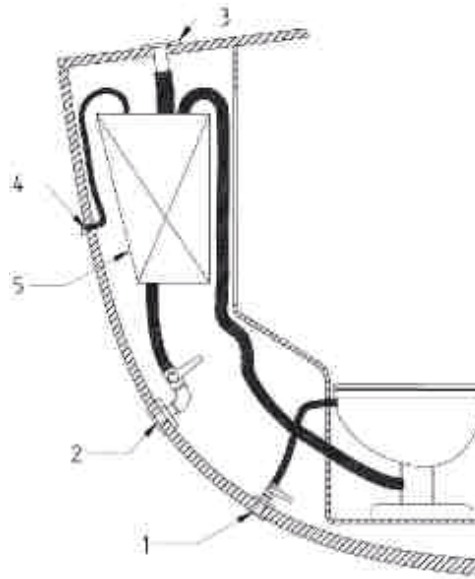


Fig. 1

TANK EQUIPPED WITH A 3 WAY VALVE

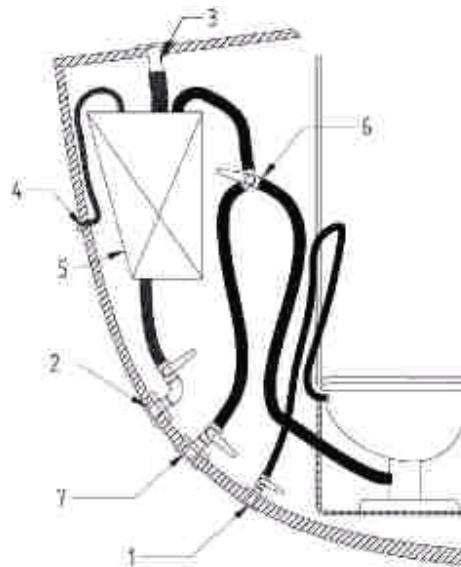


Fig. 2

1. Heads water intake hose with a thru-hull fitting and a valve
2. Tank draining hose with a thru-hull fitting and a valve
3. Heads filler
4. Tank vent hole
5. Waste holding tank (WHT) (approx.45 l)
6. 3 way valve
7. Heads draining hose with thru-hull fitting and valve



USE OF MARINE HEADS EQUIPPED WITH A WASTE HOLDING TANK (WHT) - OPTIONAL EQUIPMENT



WARNING

Ask for information about the laws in force in your country or your marina about discharging your waste waters into the sea.

There are two different types of WHT: The simple tanks (Fig. 1) and the tanks equipped with 3 way valves (Fig. 2).

Open the water intake valve (ref. 1) (valve handle parallel to the pipe).

In the case of a direct discharge into the sea:

- Fig. 1: Open the draining valve (ref. 2).
- Fig. 2: Close the access to the tank with the 3 way valve (ref. 6). Open the draining valve (ref. 7).

In case you store the waste waters in the tank:

- Fig. 1: Make sure the draining valve is closed (ref. 2) (valve handle perpendicular to the pipe).
- Fig. 2: Make sure the draining valves are closed (ref. 2, 7) (valve handle perpendicular to the pipe). Open the access to the tank with the 3 way valve (ref. 6).

To drain the bowl, set the control lever of the pump slantwise (FLUSH) then operate the pump.

To dry the bowl, set the lever vertical (DRY) then operate the pump.

In order to avoid clogging the heads:

- Use absorbent paper exclusively.
- Schedule a regular rinsing through of the system with fresh water.

PRECAUTION

Close the valves after each use and above all when the boat is unattended.



WARNING

The tanks' nominal capacity cannot be fully used due to the load and the need to maintain the correct trim. A 20% reserve should be kept.



To empty the tank:

- In an authorized area, open the draining valve (ref. 2).
- In a marina equipped with a system to suck the waste waters, put the sucking hose into the tank through the deck filler (ref. 3). Start the pump of the sucking system. The filler caps are opened and closed with an appropriate key. When the tank is empty, check the cap seal for condition then close the filler.

PRECAUTION

Regularly check how full the tank is. High pressure due to too high a level may cause leaks or more unpleasant troubles.



ELECTRICAL CIRCUITS

BATTERY SWITCH

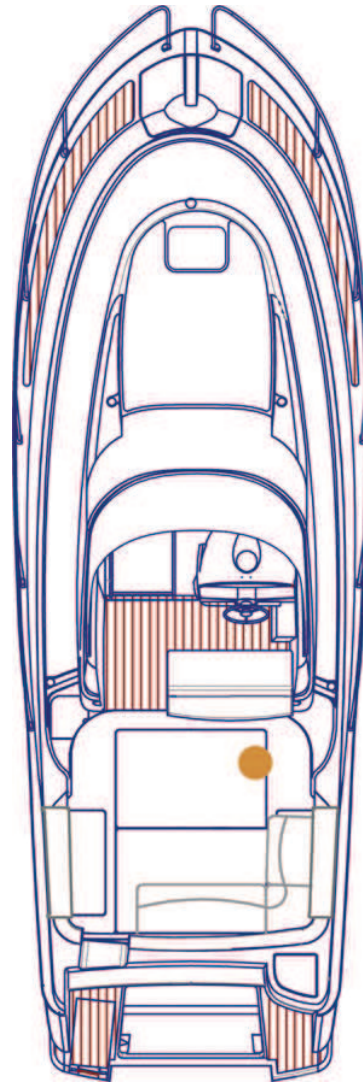
BATTERIES

OPERATION

SHORE POWER SOCKET

ELECTRONIC

BATTERY SWITCH



1. Windlass circuit breaker
2. Battery switch engine +
3. Battery switch -
4. Battery switch - engine and house +

DANGER

There may be danger of fire or explosion if direct current systems are incorrectly used.

WARNING

- Never work on a live electric fitting.
- Do not touch battery terminals, risk of electric shock.

BATTERY SWITCH



The electricity onboard is 12 V DC.

The electrical system consists of service batteries. The batteries supply power to all the functions on board. The engine has its own battery. The house and engine systems can be used simultaneously or separately depending on the needs.

PRECAUTION

Switch off all the battery switches when the boat is unattended.

BATTERIES

The a.c. generator connected to the engine is used to charge the battery.

PRECAUTION

Never run the engine when the circuit to charge the batteries is disconnected (it may destroy the a.c. generator).

Keep the batteries charged enough (essential to ensure them a correct service life).

The discharge of the batteries must not exceed 70 % of the rating.

Use the battery charger when in a marina in order to start sailing with properly charged batteries.

Always check the condition of the batteries and charge system before putting to sea.

MAINTENANCE

RECOMMENDATION

- Keep the batteries clean and dry in order to avoid premature wear.
- Periodically check the electrolyte level. Add some distilled water if need be.
- Have the acidity level of the battery checked if unused for long.
- Tighten and maintain the terminal connectors by greasing them regularly.
- Disconnect the batteries and remove them if winter stored or unused for long.



WARNING

- Handle the batteries with care (Please refer to the manufacturer's instructions).
- In case of electrolyte splashing, thoroughly rinse the part of the body that has been in contact with it.
- Obtain medical advice.

OPERATION



The electrical switchboard does not require any routine maintenance.

PRECAUTION

Never leave the boat unattended when the electric fitting is on (except the safety equipments directly connected to the battery and protected by a circuit breaker).

In case an electric appliance is not energized, check:

- The main power supply (batteries, battery switches).
- The switches and circuit breakers on the line.
- the relevant electrical unit.

You can use the automatic reset switch to read the fuel gauge (to avoid electrolytic problems).



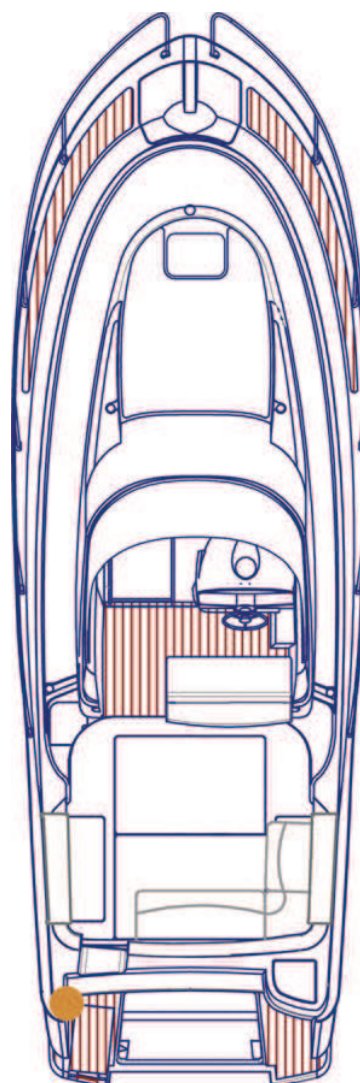
WARNING

Never work on a live electric fitting.

PRECAUTION

- Never modify an electric fitting and relevant diagrams yourself.
- Call in a technician skilled in marine electricity to carry out any electric modification.
- Never change the breaking capacity (amperage) of the overcurrent safety devices.
- Never install or replace the electric appliances (or any electric equipment) by components exceeding the capacity (amperage) of the circuit (Watt for bulbs).

SHORE POWER SOCKET



SHORE POWER SOCKET



DANGER

Never let the end of the boat/shore supply cable hang in the water:
The result may be an electric field liable to hurt or kill the swimmers nearby.

RECOMMENDATION

In order to reduce the risks of electric shock and fire:

- Before you plug in or unplug the boat/shore supply cable, switch off the shut off device connected to the shore supply.
- Plug in the boat/shore supply cable in the boat before you plug it into the shore supply socket.
- Unplug the boat/shore supply cable on shore first. Close the shore socket cover.
- Do not modify the connections of the boat/shore supply cable.

ELECTRICAL CIRCUITS

ELECTRONIC

Wire runs are available to complete the boat equipment.

Do not install electronic instruments or repeaters less than 1,50 m away from the radio loudspeakers.



ENGINE

SPECIFICATIONS MOTORISATION

FUEL TANKS

FUEL FILTER

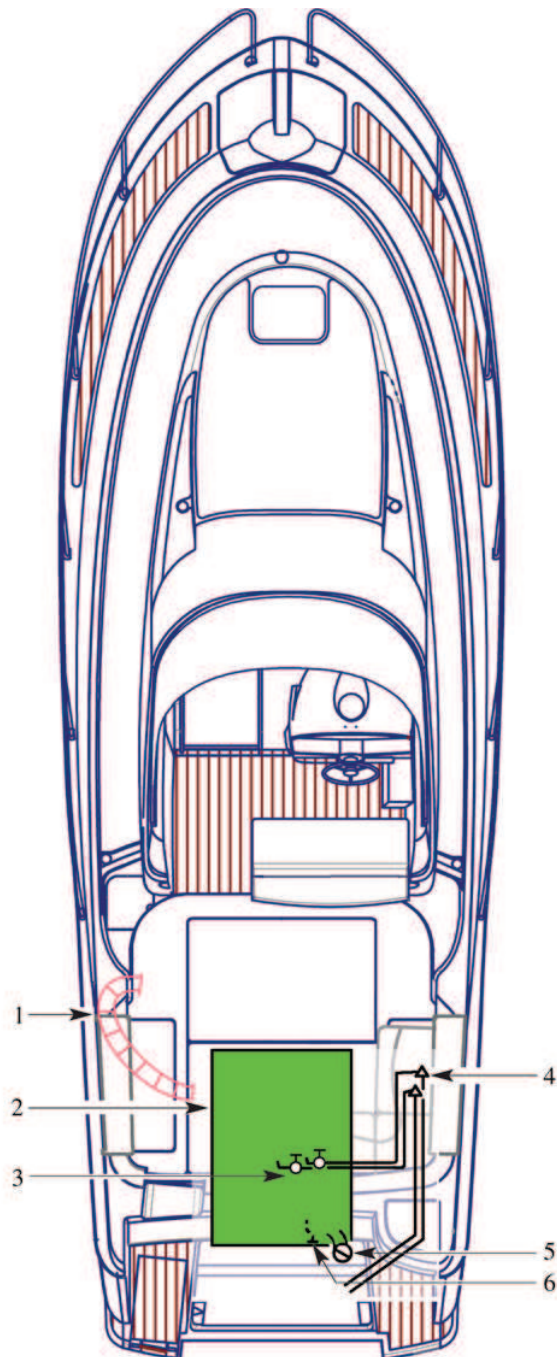
CLOSING VALVE OF THE FUEL SYSTEM

MOTOR

VISIBILITY FROM THE STEERING STATION

INSTRUMENT PANEL / CONTROL LEVER

ENGINE INSTALLATION



1. Tank compartment ventilation
2. Tank
3. Engine supply valves
4. Decanter filters
5. Fuel pipe and filler
6. Tank vent hole

SPECIFICATIONS MOTORISATION



ENGINE

Maximum power: 500 HP (375 kW)

Fuel capacity: 650 l

Driving shaft:

- Single engine: 762 mm (30"),
- Twin engine: 635 mm (25")

Steering: Hydraulic

Your JEANNEAU authorized dealer is at your disposal to give you the advice you need about the possibilities of motorisation of your Cap Camarat and to carry out the installation and maintenance of your engine.

FUEL TANKS

FILLING

Take the general precautions stated in chapter 6 about the water tank filling.

Fill the fuel tank using the filler. In order to protect the deck from possible fuel splash, wet the area around the filler with sea water before you remove the filler cap. In case of splashes, rinse the deck thoroughly (after fitting back the filler cap).



DANGER

Stop the engine and refrain from smoking during fuel tank filling.
Make sure that the ventilation openings in the engine (and generator, if installed) compartment are well cleared.

The level of fuel is transmitted to the indicator on the engine panel thanks to the dipstick.



MAINTENANCE

RECOMMENDATION

- Regularly check the O ring of the filler for good condition (in order to prevent water entries).
- Do not turn off the fuel tap after each use (except in case the boat is unattended for long).
- Keep the fuel tank as full as possible (to avoid condensation).
- Every 5 years clean the tank to remove possible sludge deposition.
- Do not use chlorine-based products (they may spoil the quality of the tank stainless steel).
- Every year check the fuel system for condition (hose, valves, etc.).
- Have a professional to carry out the works on the damaged parts of the fuel system.

Note: *The capacity of the fuel tank or tanks indicated in the page "Specifications" cannot be completely used according to the trim and load of the boat. Always keep 20 % fuel as a reserve.*

FUEL FILTER

Engine running problems may have different origins, including dirty fuel. The injection pump may wear out if there is water in the system.

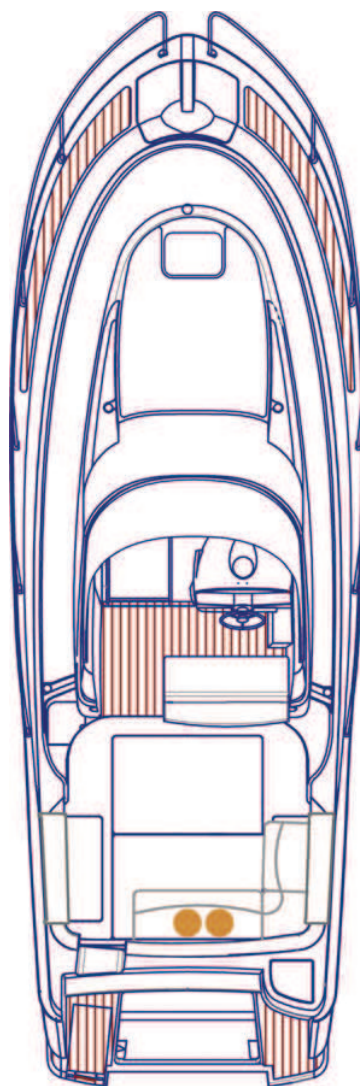
The water results either from the condensation resulting from an insufficiently filled tank, or from a filler cap either not closed properly or with a damaged seal.

In order to prevent any water infiltration, the fuel runs through two filters:

- One filter is an integral part of the engine, its role is to filter fuel very finely. To know when you have to intervene and how frequently you have to change it, please refer to the engine's manual.
- The second filter is on the pipe that links the tank to the engine, it plays the role of a water decanter and prefilter.

Change the pre-filter at least once a year.

FUEL VALVE



CLOSING VALVE OF THE FUEL SYSTEM



As for the procedures in case of fire, refer to Chapter 2.



DANGER

Never obstruct the fuel valve.



WARNING

The tanks' nominal capacity cannot be fully used due to the load and the need to maintain the correct trim. A 20% reserve should be kept.

ENGINE

MOTOR

RECOMMENDATION

Carefully read the instructions given with your boat.

These instructions give detailed explanations on proper operation of the engine.

PRECAUTION

- Never run the engine when the boat is hauled out.
- Refill before the fuel tanks have almost run dry (the fuel system may be stopped for lack of fuel).
- Make sure you have enough fuel before sailing

MAINTENANCE

PRECAUTION

Refer to the manufacturer's manual given with your boat.
Have the whole driving and steering systems checked and maintained by a professional.
Be careful with any possible risk of oil and fuel spillage.
Check the exhaust gas colour.

VISIBILITY FROM THE STEERING STATION



The international regulations to prevent collision at sea (COLREG) and the course regulations make mandatory a permanent and proper surveillance and the respect of priority.

Make sure there is no other boat on your way.

The visibility from the steering station may be obstructed in the following conditions:

- Engine trim angle and planing angle.
- Passage from the "displacement" mode to the "planing" mode.
- Load and load distribution.
- Sea conditions, rain, spray, fog or darkness.
- Lights on inside the boat.
- Persons and removable equipment in the helmsman's field of visibility.

ENGINE

CONTROL PANEL/CONTROL LEVER

The instrument panel has all the testing functions of the engine and it does not require any special precaution (refer to engine leaflet).

Check the clutch and accelerator cables (lubricate the end fittings and forks).

NAVIGATION

RECOMMENDATION

- When the engine is running, avoid making noise and chops near the other users.
- Respect speed limits.



DANGER

Driving a highly powered engine boat equipped with electrical controls and power steering is very delicate and requires extreme care



LAUNCHING

LAUNCHING RECOMMENDATIONS

LAUNCHING RECOMMENDATIONS

A lot of skill and care is required to commission your JEANNEAU boat. The proper working of all your boat's equipment is the result of the quality of the commissioning operations.

The initial launching and the first tests of the different equipments shall be carried out by your JEANNEAU dealer or agent so you can expect to enjoy the warranty in case of some equipment failure.

If later you have to launch your boat yourself, you should take the following precautions:

BEFORE LAUNCHING

- If your boat is to be fitted with sounder and speedometer, allow for the relevant fittings and their installation.
- Check the water intake strain box for cleanliness.
- Check the engine (Refer to the engine maintenance manual).
- All the optional accessories shall be sealed with paste.
- Retract the speedometer into its housing (it may be damaged by the handling belts).
- Turn off all the water intake and draining valves.



HOISTING

- Install a fore rope, a rear rope and fenders.
- When hoisting, check that no device is crushed by the belts (sounder, speedometer etc.).
- Mark the belt position with adhesive tape on the rubrail. The belt position will be useful during the craning for a future launching.
- The crane hook will be fitted with a gantry or a spacer with two belts. The belts shall not be hooked directly on the hook, since it would result in unusual compressive stresses on the hull.
- Hoist slowly. Control the movement of the boat with ropes.



WARNING

Do not stay on board or under the boat during hoisting.

AFTER LAUNCHING

- Check the sounder and speedometer fittings for tightness if need be.
- Open the valves and make sure that they are tight with the hull and relevant hose.
- Before starting the engine, refer to chapter 8 "Engine".



WINTER STORAGE

LAYING UP

PROTECTION AND MAINTENANCE

LAYING UP



- Take ashore all the ship's log, the ropes that are not used for mooring, the galley equipment, supplies, clothes, the safety equipment, batteries, the gas cylinder.
- Mark again the safety equipment, check the expiration dates, have the liferaft overhauled.
- Take advantage of this laying up to draw up a complete inventory of the equipment.

PROTECTION AND MAINTENANCE

INTERIOR

- Drain all the fresh water pipes and rinse them with water and vinegar (do not use a chlorine based product).
- Lubricate and close all the water inlet valves and thru-hull fittings. Rinse and completely drain the heads bowls and pumps.
- Remove the depth sounder and log sensors.
- Installed in the square of a dehumidifier air leaving the cabin doors and open storage (cupboards, coolers).
- Seal air inlets as much as you can.
- Leave the cushions outside for long before putting them back into the boat in the upright and side position in order to have minimum contact surfaces.
- During long absence leave the fridge and icebox doors open to avoid mould developing.

EXTERIOR

- Thoroughly rinse the hull and deck.
- Grease all moving and mechanical parts (latches, hinges, locks, etc).
- Protect all ropes and mooring lines against chafing.
- Protect the boat as well as possible with fenders.
- Make sure the boat is properly moored.
- Bring the removable cushions inside (washed with soapy water then dried) when the vessel is unoccupied.

This is not an exhaustive list of recommendations. Your dealer will give you the advice you need and will carry out the technical maintenance of your boat.

MOTOR

The engine winterization shall be carried out by a professional. Depending on the boat location, afloat or ashore, winterization is different.

Please refer to the engine manual for anything relating to the engine.

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