

# MERRY FISHER 585



## OWNER'S MANUAL



JEANNEAU

SPORTS & LOISIRS

084941  
Index J



# CONTENTS

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**INTRODUCTION**

**HISTORY OF UPDATES**

Chapter 1 .....Page 5

**SPECIFICATIONS AND WARRANTY**

Chapter 2 .....Page 9

**SAFETY**

Chapter 3 .....Page 17

**HULL**

Chapter 4 .....Page 23

**DECK**

Chapter 5 .....Page 29

**ACCOMMODATIONS**

Chapter 6 .....Page 35

**ELECTRICAL CIRCUITS**

Chapter 7 .....Page 41

**ENGINE**

Chapter 8 .....Page 49

**LAUNCHING**

Chapter 9 .....Page 53

**WINTER STORAGE**

**PERSONAL NOTES**

At the end of the manual

**APPENDIX AND OPTIONAL EXTRAS**

At the end of the manual

## HISTORY OF UPDATES

|                                              |            |
|----------------------------------------------|------------|
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| • Index F..... Page 24.....                  | 05/2009    |
| • Index G.....                               | 11/2009    |
| • Index H..... Page 16.....                  | 07/2010    |
| • Index I.....                               | 07/2010    |
| • Index J.....                               | 09/2010    |

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





# SPECIFICATIONS AND WARRANTY

***SPECIFICATIONS***

---

***YOUR BOAT***

---

## SPECIFICATIONS

|                                                            |                                    |
|------------------------------------------------------------|------------------------------------|
| L.O.A.....                                                 | 5,65 m/18' 6"                      |
| Hull length.....                                           | 5,55 m/18'2"                       |
| L.W.L. ....                                                | 4,40 m/14' 5"                      |
| Max. beam .....                                            | 2,40 m/7' 10"                      |
| Draught.....                                               | 0,30 m/0' 12"                      |
| Air draught - Empty vessel.....                            | 2,15 m/7' 0"                       |
| Light displacement.....                                    | 1 010 kg/2 227 lbs                 |
| Displacement with maximum load .....                       | 1 776 kg/3 915 lbs                 |
| Maximum load recommended by the builder (Full tanks) ..... | 766 kg/1 689 lbs                   |
| Maximum load recommended by the builder (Tanks empty)..... | 690 kg/1 521 lbs                   |
| Maximum motorisation mass .....                            | 74 kW                              |
| Total mass of liquids (all tanks full).....                | 80 kg                              |
| Fuel capacity.....                                         | 100 l/26 US gal                    |
| Cabins.....                                                | 1                                  |
| Berths .....                                               | 2                                  |
| CE Category .....                                          | C (6 persons)                      |
| Architect.....                                             | Garroni/B.E. Jeanneau/B.E. Ostroda |



The engine is the main propulsion means of the Merry Fisher 585.

**Category A: At high sea**

This craft is designed to operate in winds that may exceed wind force 8 (Beaufort scale) and in significant wave heights of 4 m and above.

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**

This craft is designed to operate in winds up to Beaufort force 8 and the associated wave heights (significant wave height up to 4 m, see Note 1 below).

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**

This craft is designed to operate in winds up to Beaufort force 6 and the associated wave heights (significant wave height up to 2 m, see Note 1 below). 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**

This craft is designed to operate in winds up to Beaufort force 4 and the associated wave heights (occasional maximum waves of 0,5 m height).

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**

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## ***SAFETY EQUIPMENT***

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## ***LOCATION OF THE FIRE EXTINGUISHERS (ISO 9094-2)***

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## ***FIGHT AGAINST FIRE***

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## ***BILGE PUMP SYSTEM***



## SAFETY EQUIPMENT



SAFETY

### LIFERAFT

Keep the life raft permanently easy to get to



#### DANGER

Fuel leaks or vapour represent a danger of fire and explosion.  
Leave the engine compartment ventilated for a long time before starting the engine.  
There may be danger of fire or explosion if direct current systems are incorrectly used.  
Refer to chapter Electricity.  
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.

#### RECOMMENDATION

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

Close the door of the wheelhouse when you are sailing in heavy weather.  
Ensure that movable items are firmly secured when the boat is under way.

## LOCATION OF THE FIRE EXTINGUISHERS (ISO 9094-1)

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)

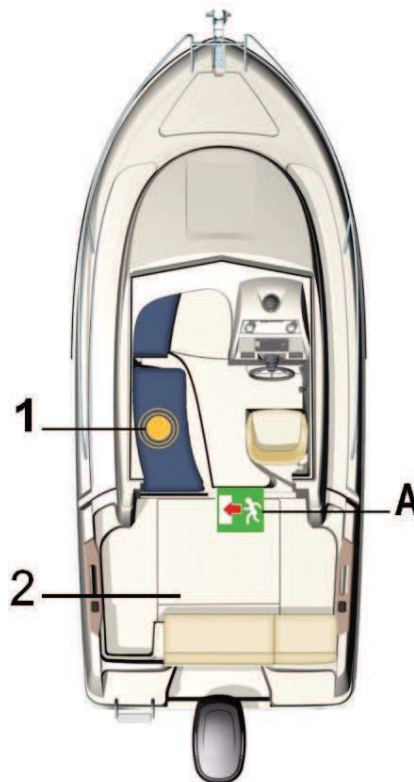
This boat must be equipped, when in use,  
portable fire extinguishers installed in the  
following locations:

1. in the wheelhouse
2. Fire extinguisher system



Emergency exits in case of fire

A. Door of the wheelhouse



## WARNING

The extinguishers are part of the compulsory equipment.

Fire fighting equipment (portable extinguishers, fire blankets and buckets) must be permanently and immediately accessible.

## FIGHT AGAINST FIRE



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

Combustible products shall not be stored in the engine compartment.

If you store non combustible products in the engine compartment, they shall be fastened so that they cannot fall on the machine and block the way.

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

SAFETY



### DANGER

Keep an extinguisher handy in case the fire should start again.

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.





Keep the bilge clean. Regularly check whether there is fuel oil vapor.

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.



### DANGER

Fuel leaks or vapour represent a danger of fire and explosion.  
Leave the engine compartment ventilated for a long time before starting the engine.  
There may be danger of fire or explosion if direct current systems are incorrectly used  
(Refer to chapter Electricity)

SAFETY



### WARNING

The CO<sub>2</sub> 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 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.

### MANUAL BILGE PUMP

The manual bilge pump is in the cockpit.

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

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**CONSTRUCTION**

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**MAINTENANCE OF THE HULL**

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**LIFTING**

---

**INSTRUCTIONS TO REPAIR THE GEL COAT**

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## CONSTRUCTION

Your boat is built in GRP.

Your boat has a structural hull inner moulding.

The deck is made of Herex sandwich with aluminium inserts where the deck fittings are to be fitted.

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.

HULL

### 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): 10 m<sup>2</sup> - (These measurements are for "boat with maximum load")

### 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 9 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



HULL

### 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

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**NAVIGATION**

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**MOORING LINES**

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**TOWING**

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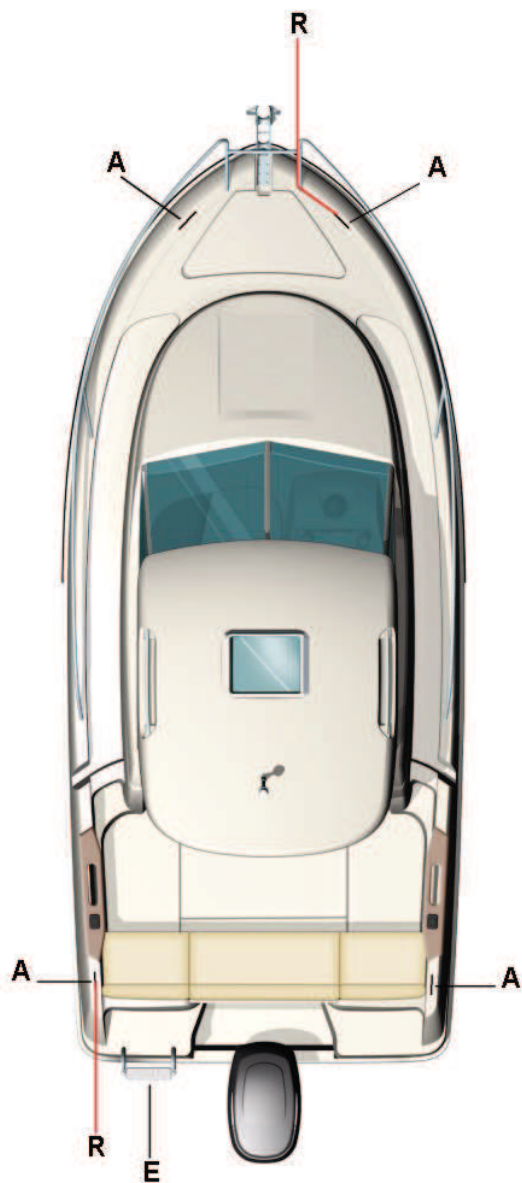
**GROUND TACKLE**

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**MAINTENANCE OF THE DECK**

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## DECK LAYOUT



A - Mooring cleats  
R - Towing  
E - Swimming ladder (Optional equipment)

**Note: Platform + Swimming ladder (Optional equipment)**

## 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.

---

## GROUND TACKLE

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.

## 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.

## MAINTENANCE

### RECOMMENDATION

Rinse the mooring line with fresh water after each trip.

## 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***

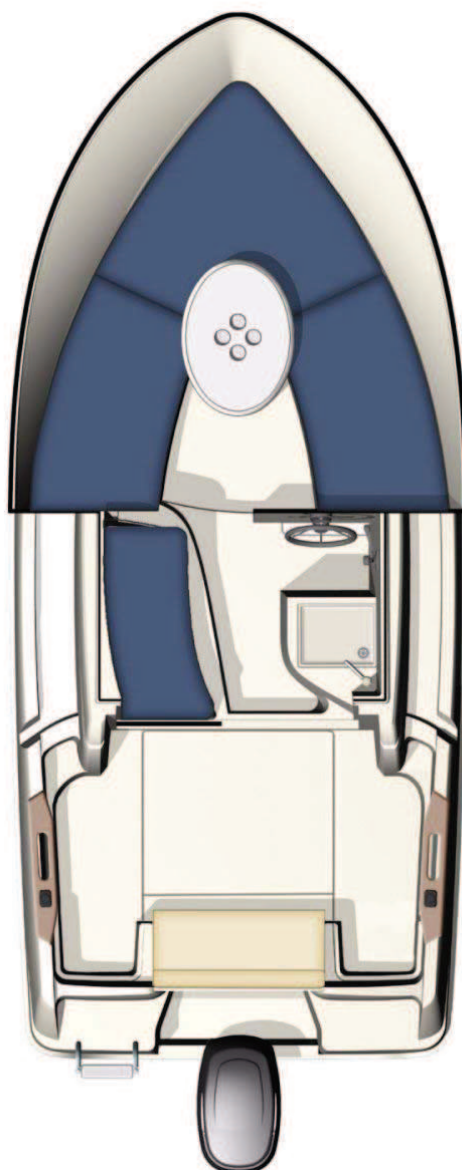
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***FABRICS***

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## ACCOMMODATION



## MAINTENANCE



### MAINTENANCE

- 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).

### 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





# ELECTRICAL CIRCUITS

**BATTERY SWITCH**

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**BATTERY**

---

**OPERATION**

---

**ELECTRONIC**

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## BATTERY SWITCH





## BATTERY SWITCH

The electricity onboard is 12 V DC.

Switch on by turning the battery switches.

### PRECAUTION

Switch off all the battery switches when the boat is unattended.  
Do not touch the battery terminals, danger of electric shock.

## BATTERY

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 battery charged enough (essential to ensure it a correct service life).

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

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

## MAINTENANCE



### DANGER

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

### RECOMMENDATION

- Keep the battery 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 battery and remove it if winter stored or unused for long.



### WARNING

- Handle the battery 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 (battery, battery switch).
- The switches and circuit breakers on the line.
- the relevant electrical unit.



### 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).

## ELECTRONIC

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





## ENGINE

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***FUEL TANKS***

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***FUEL FILTER***

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***CLOSING VALVE OF THE FUEL SYSTEM***

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***ENGINE***

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***VISIBILITY FROM THE STEERING STATION***

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***INSTRUMENT PANEL / CONTROL LEVER***

## ENGINE INSTALLATION



1. Battery
2. Fuel tanks
3. Decanter filters
4. Closing valve of the fuel system
5. Fuel pipe and filler
6. Tank vent hole

## FUEL TANKS



ENGINE

### FILLING

Take the general precautions stated in chapter 5 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

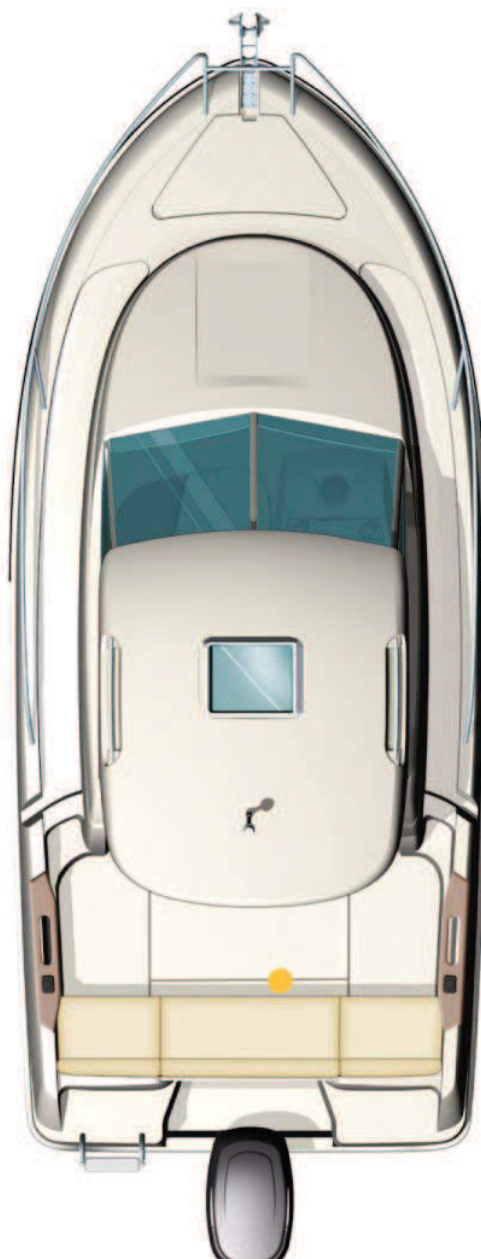
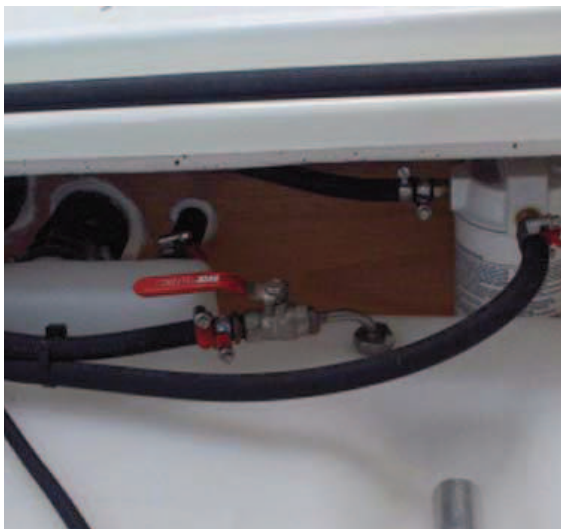
#### RECOMMENDATION

- 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.

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## FUEL VALVE



## 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.

ENGINE

## 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



### **DANGER**

Always start the engine with the control lever in neutral.

### **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.

### **ACCESS TO THE ENGINE**

You have access to the engine via the engine locker cover in the cockpit

### **PRECAUTION**

Stop the engine before you open the engine locker cover.

In case of an intervention when the engine is running:

- Stay away from belts and mobile parts.
- Be careful with full clothes, long hair, rings etc. (you may be caught).
- Wear appropriate clothes (gloves, caps etc.).

## **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.



## INSTRUMENT 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).

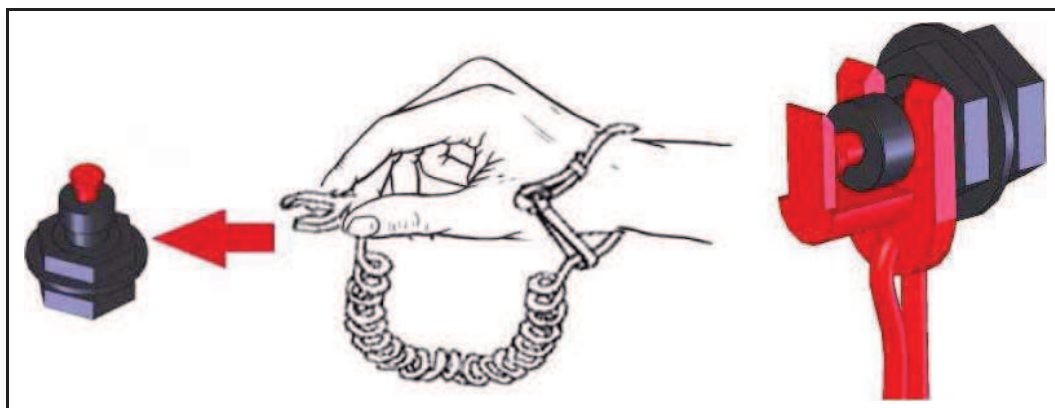
Check the clutch and accelerator cables (lubricate the end fittings and forks).

### NAVIGATION



#### **DANGER**

Attach the cutout to the pilot at engine start.



#### **RECOMMENDATION**

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

ENGINE





# LAUNCHING

## *LAUNCHING RECOMMENDATIONS*

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## 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 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).

### 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.
- Before starting the engine, refer to chapter 8 "Engine".





## WINTER STORAGE

***LAYING UP***

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***PROTECTION AND MAINTENANCE***

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## LAYING UP



- Take ashore all the ship's log, the ropes that are not used for mooring, the galley utensils, supplies, clothes, the safety equipment, the house battery.
- 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).
- 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.

### 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.

### ENGINE

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.



## Personal notes

The present document is not contractual and since we constantly desire to improve our models, we reserve the right to modify them without notice.

