MERRY FISHER 705

OWNER'S MANUAL

SPORT & LOISIRS

JEANNEAU

084965
Index H

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

JEANNEAU

INTRODUCTION

This user guide/owner's manual is not a maintenance or repair guide. In case of difficulty do not hesitate to call on the services of your concessionaire JEANNEAU.

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.

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 take advice concerning the weather 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 wind are not the natural environment of Man and one must repect 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. 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 different warnings used throughout this guide are broken down as follows

DANGER

Indicates the existence of a serious inherent danger with a high risk of death or serious injury if the appropriate precautions are not taken.

WARNING

Indicates the existence of a danger which could lead to injury or death if the appropriate precautions are not taken.

ADVICE PRECAUTION

Indicates a reminder of safety practice or draws attention to dangerous practices which could cause injury to persons or damage to the vessel or to its components.

ADVICE - RECOMMENDATION

Indicates a recommendation or advice for carrying out manoeuvres appropriate for the planned manoeuvres.

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 or when you lift heavy weights with the davits or the boom.
- 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.

PRECAUTION BEFORE ANY REPAIR

Contact your sales representative who will give you the best advice and supply you with the suitable spare parts or materials for repairs that you can carry out yourself.

DANGER

Contact your seller to find out what is possible for you to repair and above all what you must not do !

You could endanger your safety and lose your warranty.

Some of the equipment described in this manual may be optional.

HISTORY OF UPDATES

•Index A 09/2007
•Index B ..... Contents,Page 11, 28-29, 41, 43, 46, 58-59, 65 ..... 04/2008
•Index C ..... Contents,Page 11, 6, 42, 43 ..... 10/2008
•Index D ..... Contents,Page 23, 57 ..... 10/2008
•Index E ..... Contents,Page 23 ..... 10/2009
•Index F 11/2009
•Index G 09/2010
•Index H 01/2011

CONTENTS

MERRY FISCHER 705 Anglais Code: 084965 Total number of pages: 86
Update 09/2010
Index G

SPECIFICATIONS AND WARRANTY

TECHNICAL SPECIFICATIONS

L.O.A without platform ..... 7,07 m
L.O.A with platform ..... 7,84 m
Hull length ..... 6,87 m
L.W.L. ..... 6,05 m
Overall width ..... 2,77 m
Beam ..... 2,77 m
Air draught - Empty vessel ..... 2,29 m
Draught - min ..... 0,70 m
Draught - max ..... 0,82 m
Light displacement ..... 2 165 kg
Displacement with maximum load ..... 3 480 kg
Maximum load recommended by the builder ..... 1315 kg
Including the mass of the persons who are authorized on board (75 kg/165 lbs per adult), the supplies, the liquids that can be used (fresh water and fuel) in fixed completely full tanks, the additional loads, the optional equipments, the liferaft and the scope for load.
Total mass of liquids (all tanks full) ..... 210 kg
Freshwater capacity ..... 50 l
Fuel oil tank capacity ..... 200 l
Refrigeration unit capacity ..... 42 l
Recommended maximum power ..... 160 HP (118 kW)
Maximum motorisation mass ..... 285 kg
Battery capacity ..... 2 x 100 Ah
Cabins 1
Sleeping capacity 3

Note: The capacities indicated are maximum (including options).

Architect ..... Garroni, Jeanneau Design

The engine is the main propulsion means of the Merry Fisher 705.

CONSTRUCTION

Your boat is built in GRP.

The inner moulding that is stuck and laminated to the hull distributes the stresses over the whole bottom surface. The iron ballast is fastened to the hull with bolts and backing plates.

The deck is stratified and has hardwood inserts at the points of fixtures and fastenings.

CERTIFICATION

CE Category	Persons Maximum
C	8 persons

DEFINITION OF DESIGN CATEGORIES:

Design category	Wind force (Beaufort scale)	Significant height of waves to be considered (,in metres H 1/3)
Vessel designed for navigation: A - "At high sea" B - "In open sea" C - "Near to the coast" D - "In sheltered waters"	 Over 8 Up to and including 8 Up to and including 6 Up to and including 4	 Over 4 Up to and including 4 Up to and including 2 Up to and including 0,3

The MERRY FISHER 705 model conforms to the directive 2003/44/CE.

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 .....

.....

.....

EMAIL .....

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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ISO 9001 certifié AFAQ n°1994/2075B

SAFETY

Raft in the cockpit locker

DANGERS

The major hazards concern:

- The gas system.
- The electrical system.
- The handling of the vessel.
- The motorisation.

Please refer to the relevant paragraphs.

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 or alternating 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.

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.

ADVICE - RECOMMENDATION

- When sailing, never padlock or lock the liferaft locker.
- Before putting to sea, carefully read the launching instructions shown on the liferaft.
- Close the deck hatches and portholes before each trip (including the sliding door window in heavy weather).
- Don't store anything below the floorboards
- Ensure that movable items are firmly secured when the boat is under way.

RECOMMENDATIONS FOR GAS

Type of cylinder: Cartridge fitted in cooker (butane, service pressure or according to current standards in 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.Recommendations for gas

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.

FIGHT AGAINST FIRE

WARNING

- 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.

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

- To have the extinguishers checked in pursuance of the instructions given.
- Use extinguisher replacements with equivalent features (same capacity and fire resistance) if the ones in place are out of date or have been used.
- To tell the crew:
  - where the extinguishers are and how they work,
  - where the release aperture is situated in the engine compartment,
  - where the emergency exits are.
- 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.

WARNING

- Do not obstruct the ways to the emergency exits.
- Do not obstruct the safety controls (fuel oil valves, gas valves, power switches).
- Do not block the extinguishers placed on shelves.
- Do not leave the vessel unattended when a cooker or heater is in use.
- Do not use gas lamps in the vessel.
- Do not alter the vessel systems (electrical, gas or fuel).
- Do not fill up a tank or change a gas cylinder when an engine is running or a cooker or heater is on.
- Do not smoke while handling fuels or gas..

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.

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.

Always fasten the curtains open when the gas cooker is working.

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

WARNING

The **CO_2** extinguishers shall be used only to fight **electrical fires**.
Clear the area immediately after use in order to avoid suffocation.
Air before entering.

EXTINGUISHERS

The extinguishers are part of the compulsory equipment.

An extinguisher or a fire blanket shall be set less than 2 m from any flame appliance.

Other locations are possible, the extinguishers shall be less than 5 m from all the berths.

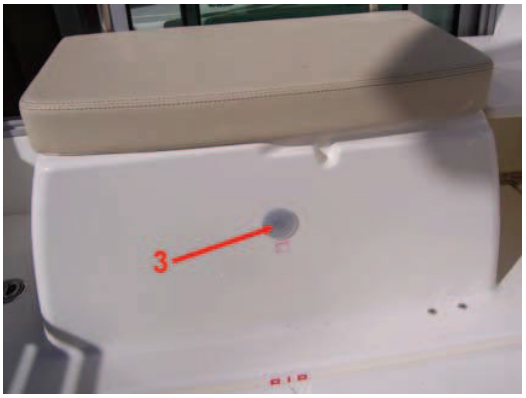
An extinguisher shall be compulsorily set less than 2 m away from the extinguisher aperture.

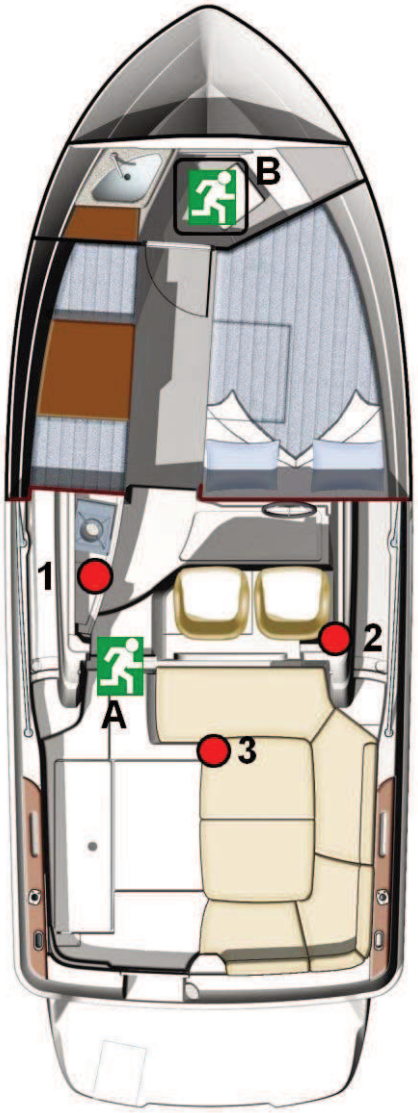
An extinguisher shall be less than 1 m from the steering station.

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

Extinguisher, per unit, minimum capacity 5 A/34 B.
For the MERRY FISHER 705: 10A/68B (2 extinguishers at least).

Extinguisher positions and emergency exits





● Extinguisher position

1. Under the galley sink
2. Behind the pilot seat
3. Extinguisher aperture of the engine compartment

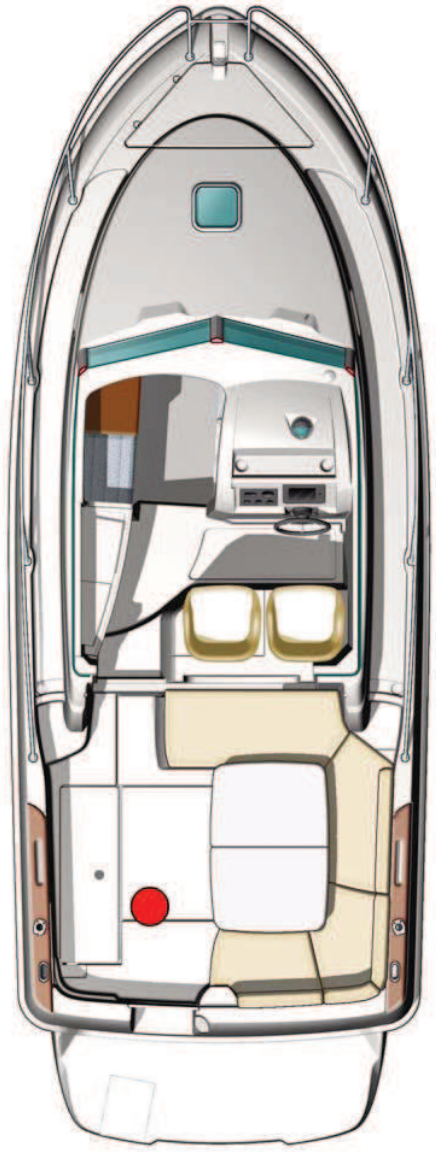
Emergency exits in case of fire

A. Door of the wheelhouse
B. Deck hatch

The engine compartment has a port that makes it possible to inject the extinguishing product inside without opening the usual access hatches.

INSTRUCTIONS TO FOLLOW IN CASE OF A FIRE IN THE ENGINE COMPARTMENT BILGE:

- Stop the engine.
- Switch off power and stop fuel supply.
- Use towels to block off the air supply from the air inlets and outlets of the engine.
- Inject the extinguishing product through the aperture.
- Wait a minute.
- Open the access hatches and repair.



1.Fuel oil valve for engine

BILGE PUMP SYSTEM

PROCEDURE TO BE FOLLOWED

- Switch on the electric bilge pump.
- If necessary activate the manual pump.
- Identify the source of the leak by tasting the water and decide on the relevant action to be taken (freshwater = water tank leak, seawater = breach of hull).

ELECTRIC BILGE PUMP

The electric bilge pump is located on the water pump unit under the galley seating.

You can energize the electric bilge pump from the electrical 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: 15 litre / minute.

OPERATION - ELECTRIC BILGE PUMP

Location

Control

MANUAL BILGE PUMP

The manual bilge pump is in the cockpit.

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

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.

- Do not let the pumps run while dry, this may cause them damage.
- The water in the bilge shall be kept at its minimum.
- Check the functioning of each bilge pump regularly.

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.

Use of the manual bilge pump
Capacity: 40,5 litre / minute

EMERGENCY TILLER

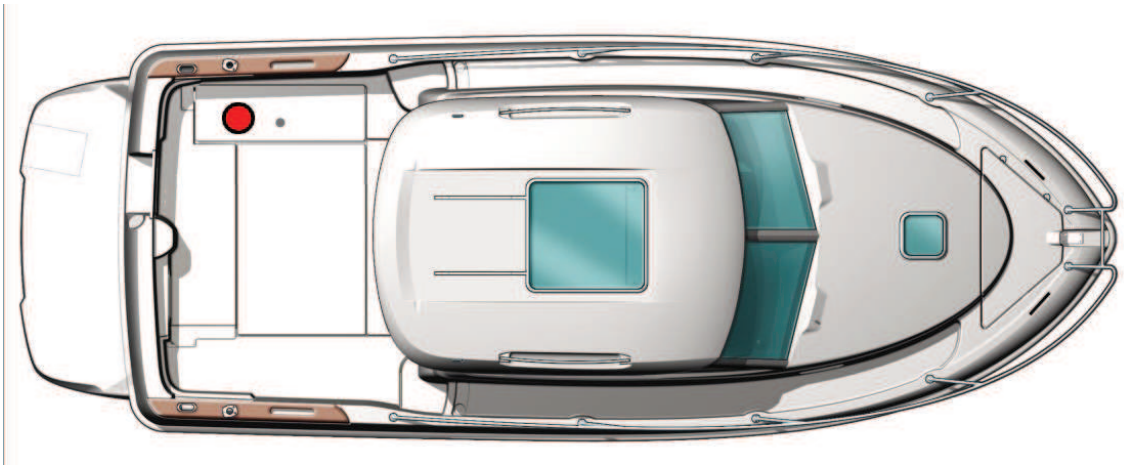
The emergency tiller is located in the port cockpit locker and must be easy to get to at all times.

To operate the tiller:

- Insert the emergency tiller in the rudder stock and make sure it is fully engaged.

ADVICE - RECOMMENDATION

The emergency tiller is designed only to be able to continue underway at a reduced speed in case of steering gear failure.



HULL

MAINTENANCE OF THE HULL

LIFTING

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 solvents or aggressive detergent agents.

Don't discharge cleaning agents into the water.

LIFTING

Wetted area: 16,6 m^2

A. Water line

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.

ADVICE - 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 11 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:

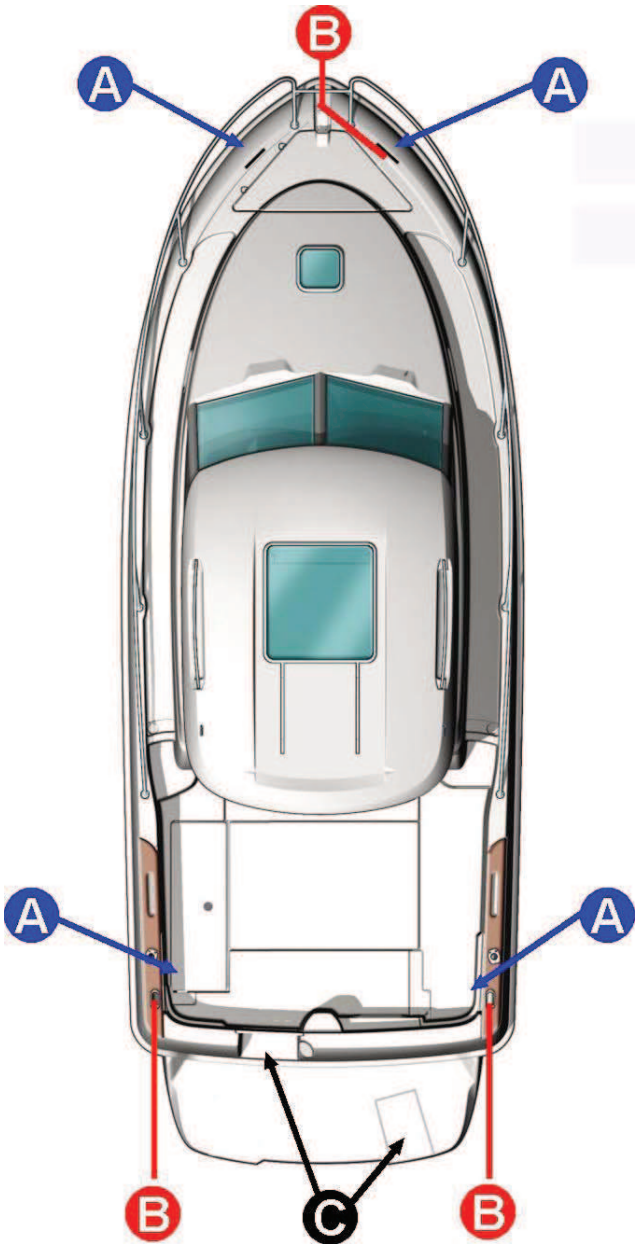
- The water temperature must not exceed 15 °C.
- The water pressure must not exceed 150 bars.
- The distance between the hose nozzle and the hull must not be less than 10 centimetres.

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.

DECK

DECK LAYOUT



A. Mooring cleats
B. Towing:
   • at the bow, to be towed
   • at the stern, to tow
C. Swimming ladder (means of coming back onboard)

NAVIGATION

DANGER

- Wear your life jacket.
- In heavy weather, wear your safety harness and fasten yourself to the boat.
- When sailing close the door or doors giving access to the transom extension.
- Do not try to stop the boat using a boat hook or your foot, your hand or any other part of the body.

WARNING

- The sudden closing of a locker due to a gust of wind or movement of the boat could result in injury.

ADVICE - RECOMMENDATION

Close the deck hatches and portholes before each trip (including the sliding door window in heavy weather).

STABILITY

During sailing keep all the portholes, windows and doors closed.

- Breaking waves represent a serious danger for stability and for taking in water. Close the companionway doors and hatches in heavy seas.
- The stability is reduced when you add weight in the upper parts.
- Stability may be reduced when towing a boat or when heavy weights are lifted with the davits.

PREVENTION OF MAN OVERBOARD

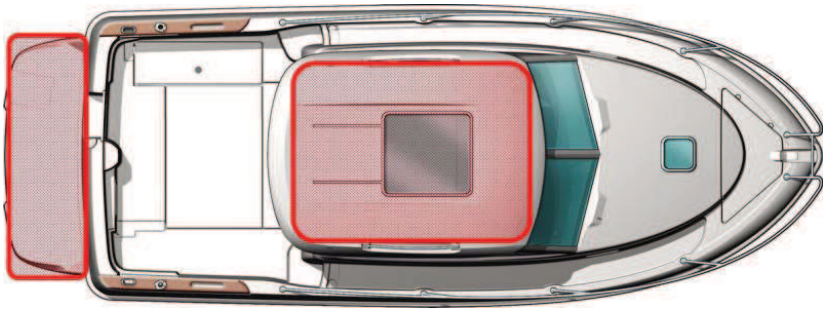
Certain vessels are equipped with a retractable swimming ladder. The swimming ladder must be in position as soon as you are onboard.

Regularly check the guard-rails:

- With metal guard-rails, watch for corrosion particularly at connecting points.
- With synthetic guard-rails, change them as soon as they show signs of wear due to chafing or UV.

Areas forbidden when sailing:

- Roof.
- Aft quarterdeck.



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.

Opening Deck hatches

Opening Portlight

1.Latch closed
2.Latch open

Closure Hatch cover

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.

PRECAUTION

Before anchoring check the depth of water, the power of the current and the nature of the sea bed.
For electric windlass:
Keep the engine running during the anchoring operations to avoid discharging the batteries.

- Have your boat pointed into the wind and without speed.
- Pay out the chain while moving back slowly.

ANCHORING WITH ELECTRIC WINDLASS

- Check that the electrical supply of the windlass is switched on (battery switch, circuit breaker).
- Use the remote control to activate the windlass in lowering mode. Let the chain feed out by keeping the lowering button on the remote control pressed down.
- Let the chain out while moving backwards slowly and as straight as possible.
- Once the anchor snags, make it fast by reversing slightly.
- Secure the hawser or the chain to the cleat.

WARNING

Windlass operations are dangerous:
- Always keep the anchor line unfouled and free.
- Always proceed with care, using gloves and always wearing shoes.
- If your boat is equipped with the twin control optional extra, make sure you use **only one**control at the same time.

MANUAL ANCHORING

- Release the windlass brake using the handle located in the chain locker so as to allow the chain lifter to turn freely and to release the anchor from the stem fitting
- Re-engage the brake and let the anchor hang until the mooring position is reached.
- Have the boat pointed into the wind and without speed.
- Release the brake and pay out the chain slowly.
- Control the speed of anchor lowering using the brake.
- Once the anchor has taken hold re-engage the brake and secure the hawser to the cleat.

ADVICE - PRECAUTION

- Check the swinging area once the boat is at 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

MAINTENANCE

ADVICE - 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

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 PRECAUTION

Consult the harbourmaster's office to find out the conditions of water use and the maintenance area for cleaning your vessel.

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.
- Periodically lubricate turnbuckles, winches, tracks and travellers with water-repellent grease.
- Thoroughly and frequently wash off the pulleys and sheaves with clear water.

SOLID WOOD ON EXTERIOR WOODEN PANELLING

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

ADVICE - RECOMMENDATION

Don't use a pressure washer.

PLEXIGLAS

- Rinse plexiglas with fresh water.
- Use a polish paste for thin 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).

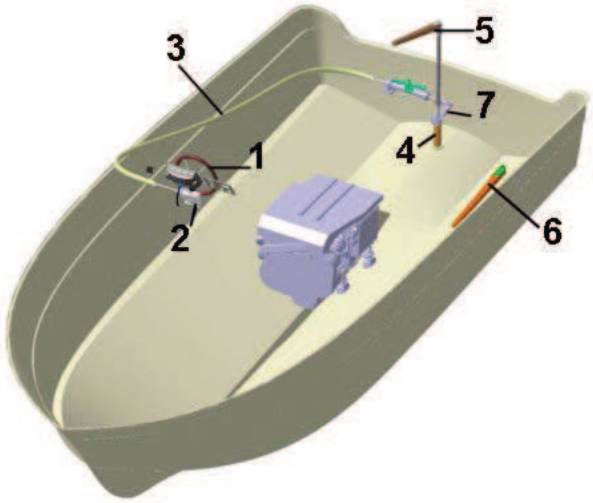
ADVICE PRECAUTION

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

STEERING SYSTEM

STEERING GEAR

STEERING GEAR



1. Steering wheel
2. Steering rack
3. Steering cable
4. Rudder
5. Emergency tiller
6. Emergency tiller storage
7. Stock arm

MAINTENANCE

- Regularly check:
  - The tightness of the steering system components..
- Lubricate all the elements.

Maintain the nylon, ertalon or teflon bushes with only a suitable lubricant.

WARNING

- Learn how to judge the necessary distance of deceleration for the vessel to come to a complete stop.
- The reverse gear is not a brake.

Note: In case of doubt consult your concessionnaire.

WARNING

Refer to chapter 2 "Safety"for use of the emergency tiller.

ADVICE - RECOMMENDATION

The emergency tiller is designed only to be able to continue underway at a reduced speed in case of steering gear failure.

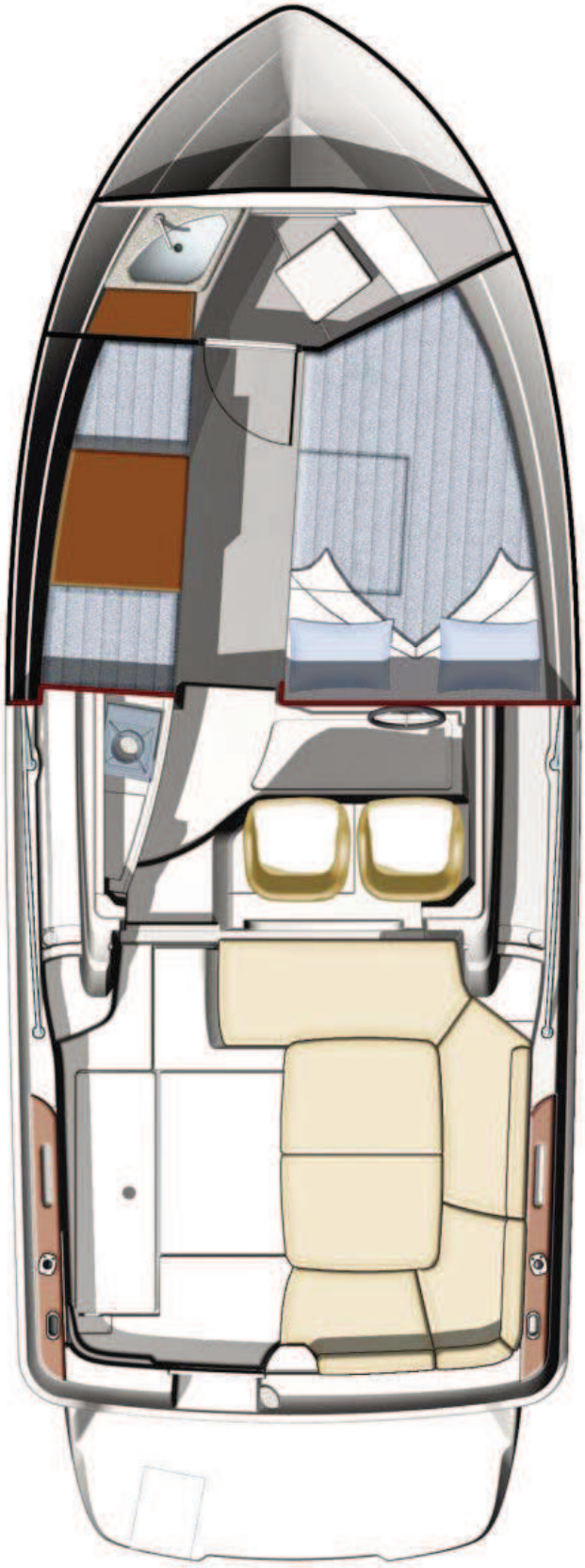
6

INTERIOR

INTRODUCTION

INTERIOR MAINTENANCE

MAINTENANCE OF FABRICS



INTERIOR 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.

ADVICE - RECOMMENDATION

- Preferably wash your boat on shore.
- Use as few cleaning agents as possible.
- Don't discharge cleaning agents into the water.
- The alloy sections are cleaned in the same way (care must be taken with the quality of the detergents used, a too strong product will tend to deteriorate anodisation).
- Take the removable upholstery inside when the vessel is not being used.
- Place protective covers/awnings.

MAINTENANCE OF FABRICS

ADVICE - RECOMMENDATION

Mark up each cover and foam when dismantling.

STAIN REMOVAL

- 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).

100% POLYESTER/DRALON JACQUARD

If you cannot remove the fabric:

- Clean with the vacuum cleaner.
- Clean with a foam for synthetic fabrics (please refer to the product instructions).

If you can remove the fabric:

- Hand wash with an ordinary washing powder at 30° C.

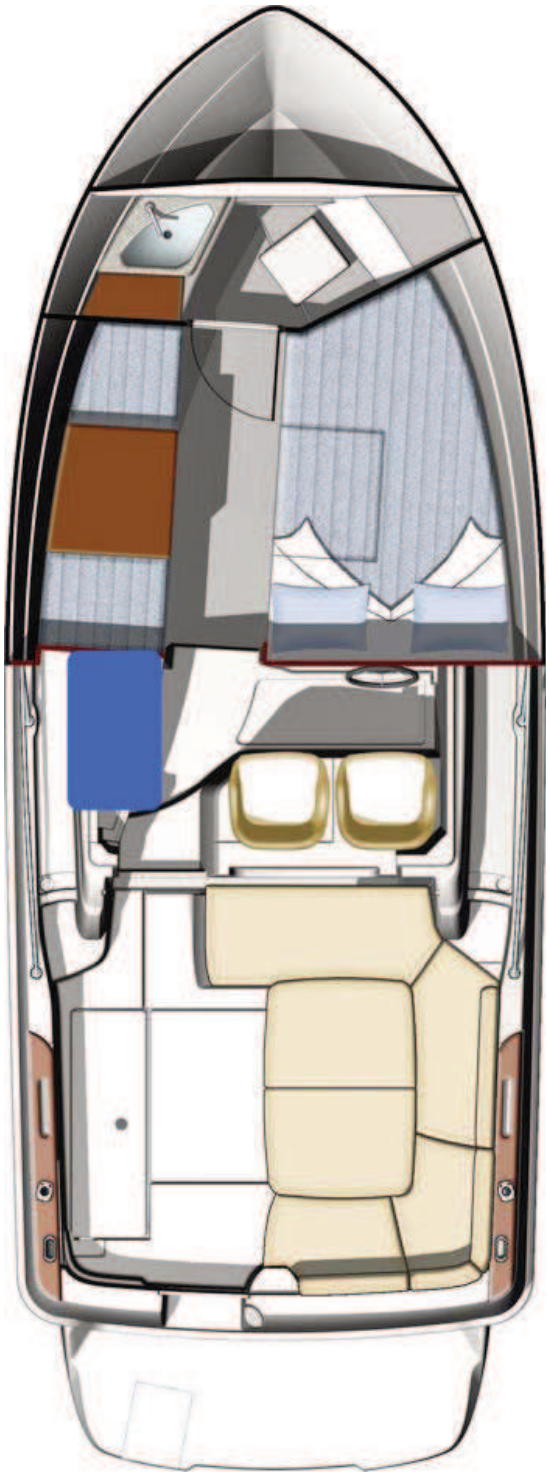
In both cases, dry cleaning is possible. Remove the stains as soon as possible with a damp rag.

COTTON JACQUARD

- Dry clean.
- Do not iron.
- Do not use hypochlorite.
- Remove the stains with fractionated petrol.

WATER AND SEWAGE WATER

WATER TANKS



WATER TANKS

OPERATION

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

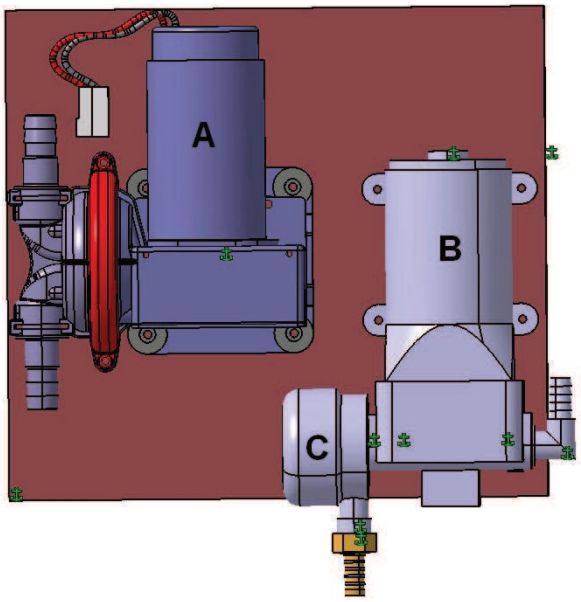
ADVICE - RECOMMENDATION

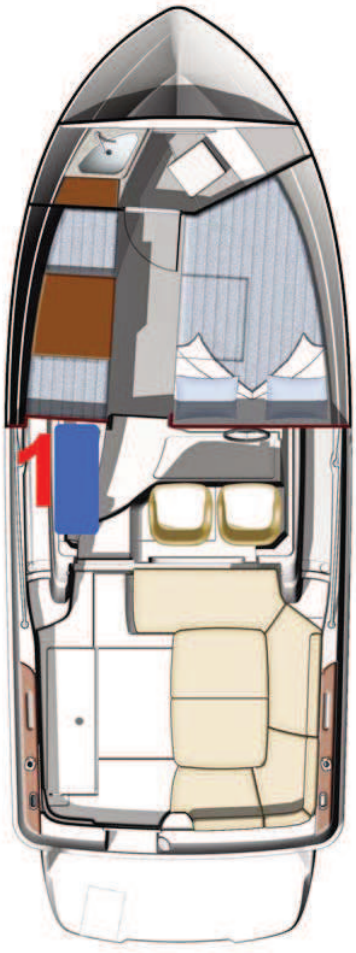
- Pay attention to the quality of the water for the filling up. Check if it is drinking water.
- It is possible to sterilize the tanks with a Clonazione tablet (sold at the Chemist's).
- If the boat is not used for long, purify the tanks and pipes with acetic acid (or white vinegar).
- For winter storage instructions and precautions, refer to Chapter 13.

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.

WATER SYSTEM - DISTRIBUTION





1 - Plumbing board

REF	Designation
A	Electric bilge pump
B	Water unit
C	Filter

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.

WATER SYSTEM - DRAINAGE

OPERATION

The drainage of waste water from the sink, washbasins and the toilets is obtained by the thru-hull fittings.

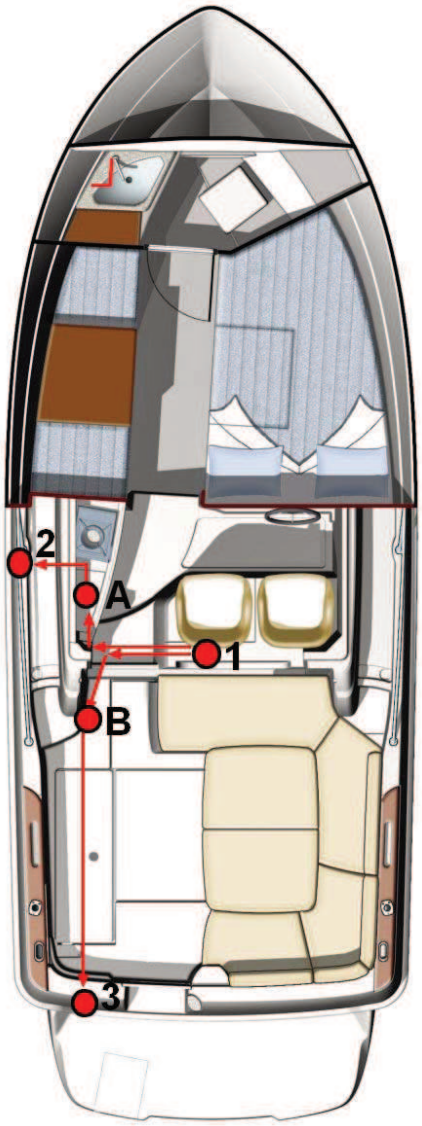
All the floors have holes (limber holes) for the water flow.

A watertight bilge tray under the engine receives the possible oil leaks.

A main sump above the ballast collects the water coming from the boarded floor.

The main sump is partially drained by an electric or a manual pump.

Regularly dry the sump with a sponge.



REF	Designation
1	Sump
2	Electric bilge pump thru-hull fitting
3	Emergency bilge pump thru-hull fitting
A	Electric bilge pump on the plumbing board
B	Manual bilge pump in cockpit

ADVICE - 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.

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.

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.

ADVICE - RECOMMENDATION

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

ADVICE - RECOMMENDATION

When you are in a marina, use the club-house sanitary facilities (if there are).

- Since it is prohibited to discharge sewage water in certain marinas or countries it may be necessary to use the foul water holding tank ('WHT').

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).

GAS

GAS SYSTEM

GAS SYSTEM

Type of cylinder: Cartridge fitted in cooker (butane, service pressure or according to current standards in your country).

WARNING

For all recommendations concerning gas: Refer to chapter 2, "Safety".

- 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.

ADVICE - RECOMMENDATION

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

ELECTRICAL EQUIPMENT

GENERAL INFORMATION

12-24 V DC SYSTEM

110-230 V AC SYSTEM

ELECTRICAL LAYOUT

1. Battery switch + Engine
2. Battery switch -

The circuit breakers are located in the engine compartment.

GENERAL INFORMATION

ELECTRICAL PANEL

The electrical switchboard does not require any routine maintenance. 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.

The fuel gauge can be read by pressing the switch.

ELECTRICAL CIRCUIT, 12-24 V

General recommendations

- Never work on a live electric fitting.
- The batteries must be strongly fastened.
- Do not block the battery ventilation ducts, some of them may give off hydrogen which represents a danger of explosion.
- The batteries must be handled with care. In the case of contact with electrolyte thoroughly rinse off the affected part of the body and consult a doctor.
- To avoid short-circuiting between the battery poles do not store conducting objects near to the batteries (metal tools, etc...).
- Turn off the battery switches when installing batteries or during their connection/disconnection.
- Never modify the specifications of power overload protection devices.
- Never modify an installation. Use the services of a qualified marine electricity technician.
- Never install or replace the electric appliances (or any electric equipement) by components exceeding the capacity (amperage) of the circuit (Watt for bulbs).
- Do not leave the vessel unattended when the electrical system is switched on

Note that the 12 V circuit wires are red for positive and black for negative.

DANGER

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

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 conctact with it. Obtain medical advice.

ADVICE - RECOMMENDATION

- Keep the batteries clean and dry in order to avoid premature wear.
- Periodically check the electrolyte level. Add distilled water when needed.
- Tighten and maintain the terminal connectors by greasing them regularly.
- Disconnect the batteries during winter storage or long periods of inactivity.

BATTERIES

Battery charging is achieved through the alternator coupled to the engine or through use of the 220 V shore charger.

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

Make the most of time alongside to use the 220 V shore charger so as to start out sailing with fully charged batteries.

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

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.

Switch on the electricity by turning the positive and negative battery switches (12 V).

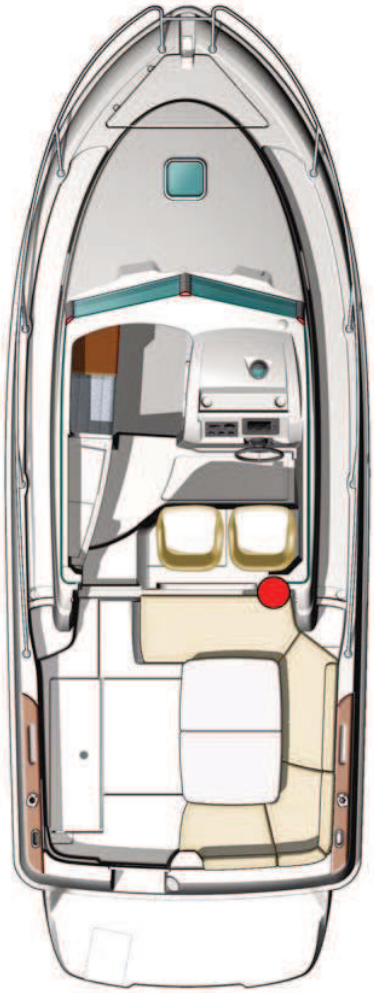
WARNING

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

ADVICE - PRECAUTION

- It is essential to turn off all electrical appliances before cutting off the battery switches.
- Switch off all the battery switches when the boat is unattended.
- Never leave the vessel unattended with the mains electricity switched on.
- Disconnect the 230 V before you open the electric panel or cupboard.

SHORE POWER SOCKET



ELECTRICAL CIRCUIT, 110-230 V

General recommendations

Certain vessels are equipped (as either standard or optional features depending on the model)with a 110 V or 230 V circuit.

The following measures are recommended in order to avoid the danger of electrical shock and fire:

- Never work on a live electric fitting.
- Plug in the boat/shore supply cable in the boat before you plug it into the shore supply socket.
- Never let the end of the boat/shore supply cable hang in the water.
- When the shore supply is connected there may be a difference between the "earth" of the vessel and that of the mains supply, this could create a danger of a counter balance current and therefore electrocution (particularly for any swimmers in the vicinity). Take the necessary precautions.
- Turn off the shore supply with the onboard cut-off switch before connecting or disconnecting the vessel/shore supply line.
- Disconnect the ship/shore power cable at the shore socket first.
- Check the polarity indicator for the shore connections (110V AC version).
- If the reverse polarity indicator is activated immediately disconnect the cable. Rectify the polarity fault before using the vessel's electrical installation.
- Close the shore supply input cover firmly after use.
- Do not modify the vessel/shore supply line connections; only use compatible connections.
- Do not alter the vessel's electrical system. The installation, modifications and maintenance must be carried out by a qualified marine electricity technician. Check the system at least twice a year.
- Disconnect the vessel supply when the system is not being used. This is to prevent the danger of fire.
- Use double insulated or earthed appliances.

Note that the live wires are brown, the neutral ones are blue and the earth wires are green and yellow.

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.
- There may be danger of electrocution if alternating current systems are incorrectly used.

ADVICE - 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 equipement) by components exceeding the capacity (amperage) of the circuit (Watt for bulbs).
- In order to reduce the risks of electic 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.

GENERAL INTRODUCTION

(As far as possible) use electric appliances with double insulation or with three conductors (Neutral-Live wire-Ground).

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.

ADVICE: For further information refer to the appliance instructions.

10

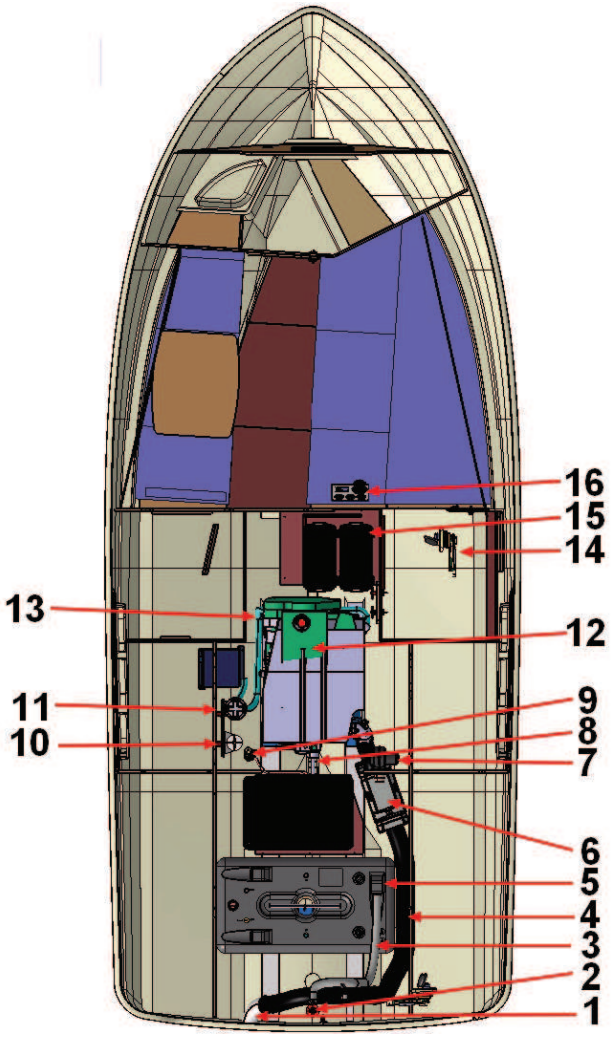
ENGINE

GENERAL INFORMATION

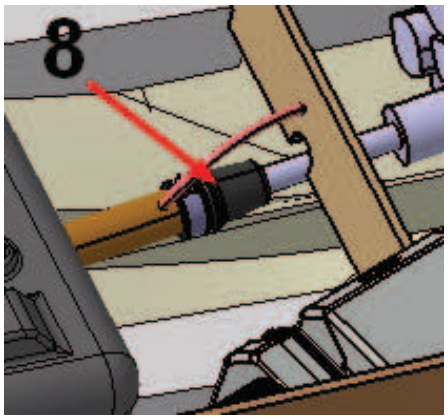
ENGINE FITTING

MAINTENANCE

ENGINE FITTING



1. Exhaust outlet
2. Diesel oil filler
3. Diesel oil filler hose
4. Exhaust pipe
5. Diesel oil tank - 200 l
6. Water trap
7. Engine compartment ventilator
8. Stuffing box
9. Seawater inlet
10. Diesel oil filter
11. Sea water filter
12. Engine
13. Seawater supply pipe
14. Engine control lever
15. Battery - 12 V
16. Engine panel



ENGINE DETAIL

1. Sea water filter
2. Fuel filter
3. Anti-siphon valve

GENERAL INFORMATION

TYPE OF MOTORISATION

Your vessel is fitted with an in-board diesel engine.

The transmission is of a shaftline type.

PRECAUTIONS OF USE, OPERATING ADVICE

General point

- In this vessel, do not install an engine with a greater power and weight than that recommended, this will create a danger for its stability.
- Fuel which is stored elsewhere than in the fuel-tanks (portable tanks, jerrycans, etc...) must be kept in a ventilated space.
- Make sure that the engine compartment is clean and dry.
- Avoid contact between inflammable substances and the hot parts of the engine.
- Locate the extinguisher hole which allows access to the engine compartment if a fire should break out. (Refer to chapter 2).

Filling

Take the general precautions stated in chapter 8 concerning fuel 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 splashing rinse the deck thoroughly (deck filler closed).

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 fuel level is transmitted from the dipstick to the guage located on the house electrical panel.

- 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.

Engine

PRECAUTION

- Never run the engine when the boat is hauled out.

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

ADVICE - RECOMMENDATION

- Carefully read the instructions given with your boat.

Access to the engine

The engine is accessed through the engine hatch located in the cockpit and through the hatch located under the copilot seat.

PRECAUTION

- Stop the engine before opening the hatch in the cockpit.

Engine water intake valve

The water inlet valve of the engine is essential in the engine operation.

- Keep the strainer under the hull as clean as possible.
- Brush the strainer whenever the boat is lifted out.
- Do not cover the strainer with antifouling paint.

It is essential that this valve is open before the engine is started (danger of rapid wear and substantial damage to engine).

ADVICE - RECOMMENDATION

- Get used to checking immediately after starting the engine if water is expelled with the exhaust gases.

If water does not flow out:

- Stop the engine immediately.
- Check that the valve is open.

Close the water inlet valve if the boat is unattended for long.

Inspect and clean the water filter regularly.

Engine operation

Before starting the engine:

- Turn on the fuel valve.
- Open the valve of the engine cooling system and the valve of the stuffing box (see stuffing box paragraph).
- Operate the battery switches and energise the electric system.
- Disengage the reverse gear (it will make the acceleration possible when in neutral).

DANGER

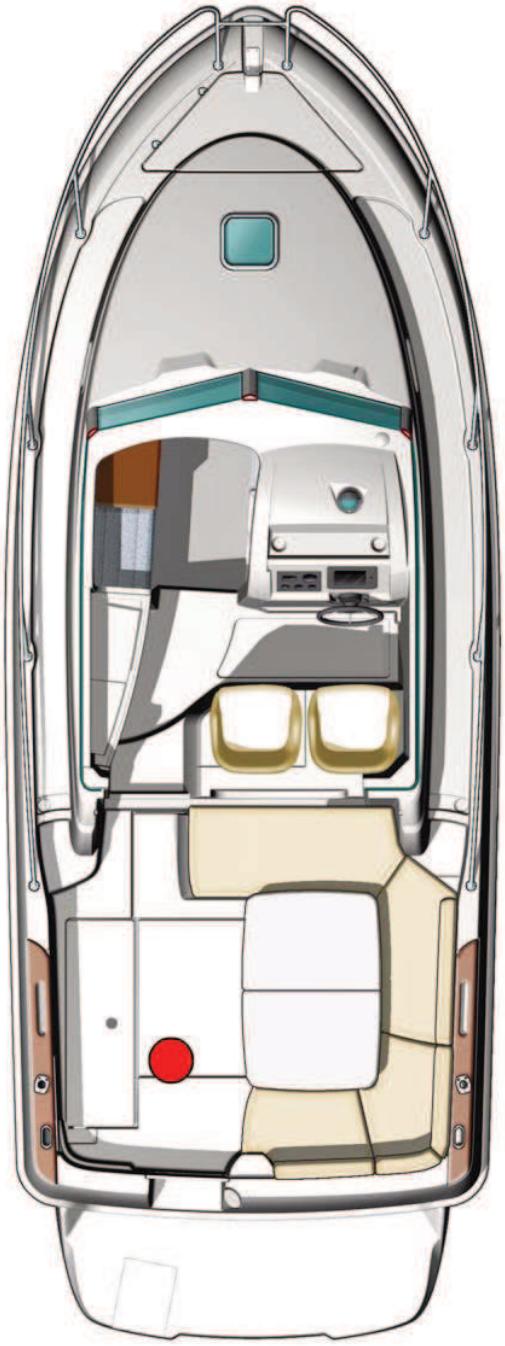
- Always start the engine with the control lever in neutral.

WARNING

- Never switch off or de-energise the electric system when the engine is running.
- Imperatively operate the stop pull handle (or button) before using the ignition key to switch off and smother a diesel engine.

Fuel valve

1. Fuel oil valve for engine



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.

Drain by undoing the knurled screw at the base of the decantation bowl(but not removing it).

Allow to flow into a box till the fuel looks clean.

Do this several times a year.

Change the pre-filter at least once a year (access to it when you remove the bowl).

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.

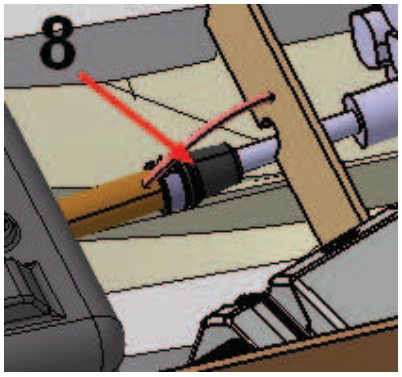
Stuffing box

You have access to the stuffing box through the central technical compartment behind the engine.

Lubricate the seal every 200 running hours (or at least once a year). Use 1 cm^3 at each lubrication.

Apply the grease the manufacturer recommends in his instructions.

After launching the boat, drive the air out from the sleeve pinching it with your fingers.



8. Stuffing box

Note: Same position for the other layouts.

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).

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:

- Speed.
- Position of the upper and side awnings.
- 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.

Navigation

ADVICE - RECOMMENDATION

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

Stability

During sailing keep all the portholes, windows and doors closed.

- The stability is reduced when you add weight in the upper parts.
- Stability may be reduced when towing a boat or when heavy weights are lifted with the davits.
- Breaking waves represent a serious danger for stability and for taking in water. Close the companionway doors and hatches in heavy seas.

Prevention of man overboard

Certain vessels are equipped with a retractable swimming ladder. The swimming ladder must be in position as soon as you are onboard.

Regularly check the guard-rails:

- With metal guard-rails, watch for corrosion particularly at connecting points.
- With synthetic guard-rails, change them as soon as they show signs of wear due to chafing or UV.

Propeller

The propeller supplied as a standard with you boat is the result of tests carried out jointly with the engine manufacturer.

PRECAUTION

Do not change the propeller without specialist's advice.

Anode

ADVICE - RECOMMENDATION

- Check the whole propeller shaft several times a year.
- Regularly check the anode (on the driving shaft) for corrosion.
- Change the anode if necessary.
- Check and change the cutlass bearing if necessary.

ADVICE - RECOMMENDATION

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

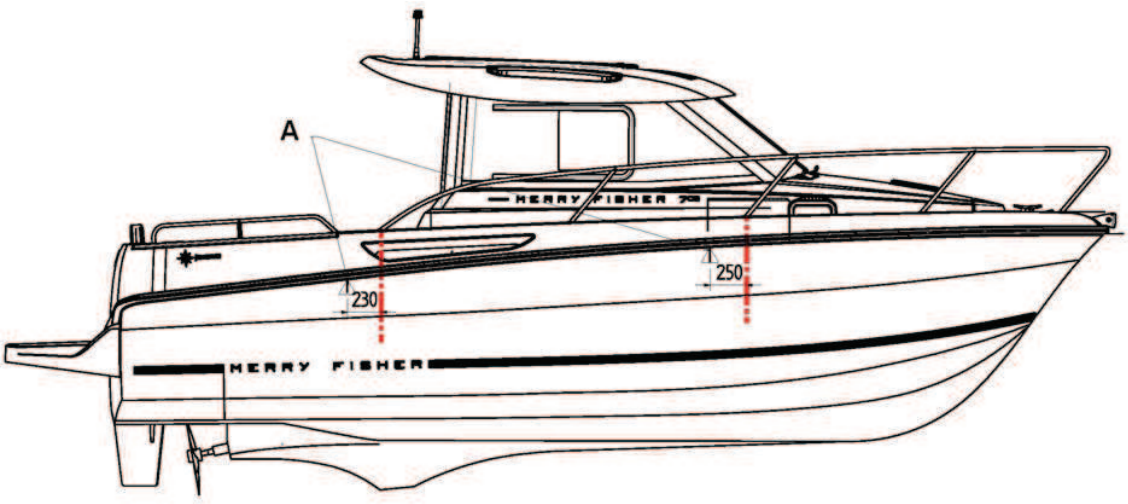
11

LAUNCHING

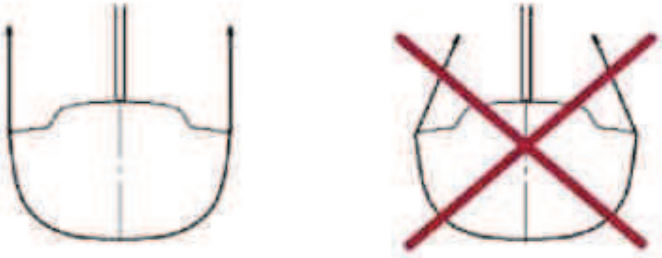
LAUNCHING RECOMMENDATIONS

STEPPING THE MAST

POSITIONING OF HOISTING STRAPS



Note: Measurements are expressed in mm.



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.

In order to remain completely under guarantee in the case of any failure of parts or materials the first launching and the first trials of different equipment must be carried out by your JEANNEAU dealer.

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 and reduction gear oil levels (refer to engine manual).
- Turn off the engine cooling water drain valves.
- Retract the speedometer into its housing (it may be damaged by the handling belts).
- For the on-line engines, check the anode at the end of the shaft is in place. Check the nut tightening (the lock washer shall be turned over onto the nut). The anode shall not be painted.
- Turn off all the water inlet and drain valves (sink, washbasin, heads, engine).

HANDLING

- Install a fore rope, a rear rope and fenders.
- When craning, check that no device is crushed by the belts (sounder, speedometer, shaft, etc.).
- Locate the strap positions using the stick-on markers. The belt position will be useful during the craning for a future launching.

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.
- Check the stuffing box for watertightness (Refer to chapter 11 "Stuffing box").
- Before starting the engine, refer to chapter 11 "Engine".

ADVICE - RECOMMENDATION

- The proper working of all your boat's equipment is the result of the quality of the commissioning operations.

12

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).
- 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.

ENGINE

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

Here are a few major tasks to carry out:

Afloat

- Drain the cooling system and fill it with antifreeze.
- Shut off the battery switches, grease the terminals and check the battery voltage.
- Fill the fuel tanks to a maximum in order to avoid condensation.
- Please refe to the engine manual for anything relating to the engine.

Ashore

- Take the batteries ashore and keep them on maintenance charge.
- Change the anode.
- Carry out the winterization operations specified by the manufacturer, keeping in mind that the freeze hazard is more significant when the boat is ashore.

Slacken the a.c. generator and pump belts.

Personal notes

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