

PRESTIGE 30



OWNER'S MANUAL



JEANNEAU

SPORTS & LOISIRS

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PRESTIGE 30 Anglais
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Index F

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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 was 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 a secure 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. Written authorisation from the constructor or their legal representative is compulsory for any modifications which alter the boat's specifications, in particular the vertical disposition of mass (fitting radar, changing 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.
- Breakers are serious dangers 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.
- A part of the data is shown on the builder's plate fixed to the boat. The explanation of these 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

YOUR BOAT

TERMS AND CONDITIONS OF WARRANTY

SPECIFICATIONS

L.O.A.....	9,52 m/31' 3"
Length of hull.....	8,90 m/29' 2"
L.W.L. Category B.....	7,6 m/24' 11"
Max. beam	3,32 m/10' 11"
Draft Category B - Empty vessel	0,86 m/2' 10"
Air draught (Sportop) Category B.....	2,76 m/9' 6"
Light displacement Twin engine 5.7L open	4 302 kg/9 484 lbs
Light displacement Single engine D3 190 HP open	3 820 kg/8 422 lbs
Displacement with maximum load Twin engine Category B	6 370 kg/14 043 lbs
Displacement with maximum load Twin engine Category c	6 570 kg/14 484 lbs
Maximum load recommended by the builder (Full tanks)	
Category B	2 550 kg/5 622 lbs
Category C	2 750 kg/6 063 lbs
Maximum load recommended by the builder (Tanks empty)	
Category B	1 967 kg/4 336 lbs
Category C	2 167 kg/4 777 lbs
Total mass of liquids (all tanks full).....	919 kg
Water tank capacity	160 l/42 US gal
Fuel oil tank capacity.....	490 l/130 US gal
Refrigeration unit capacity	80 l/21 US gal
Battery capacity	Engine: 1 x 110 Ah - House: 2 x 110 Ah
Recommended engine power	2XD3 (Volvo): 380 HP (283 kW)
Power recommended	2XD3: 2 x 180 HP (2 x 133 kW)
Cabins	1
Berths	4
CE Category	B (8 persons)- C (10 persons)
Architect.....	Garroni / Jeanneau Design Department



The engine is the main propulsion means of the PRESTIGE 30.



CATEGORY A

This boat is designed for sailing in winds that may exceed force 8 on the Beaufort scale and in waves of a significant height of 4 and more, and the boat is to a large extent self-sufficient. Unusual conditions such as hurricanes are excluded.

You may meet with such conditions when you sail long crossings, for instance across the oceans, or close to the shore, when you are not protected from the wind or waves over several hundreds of nautical miles.

CATEGORY B

This boat is designed for sailing in winds that may exceed force 8 on the Beaufort scale and in waves of a significant height of 4m or less.

You may meet with such conditions when you sail on the open sea or close to the shore, when you are not protected from the wind or waves over several hundreds of nautical miles. You may also meet with these conditions on an inland sea with a size sufficient to generate the wave height in question.

CATEGORY C

This boat is designed for sailing in winds that may exceed force 6 on the Beaufort scale and in waves of a significant height of 2m or less.

You may meet with such conditions in exposed inland waters, in estuaries and in coastal waters with moderate weather conditions.

CATEGORY D

This boat is designed for sailing in winds not exceeding force 4 on the Beaufort scale and in waves of a corresponding height (significant height of 0,5m or less).

You may meet such conditions in protected inland waters and in coastal waters when the weather is fine.

Note:

The significant height of a wave is the average height of the upper third of the waves, that approximately corresponds to the height of a wave an experienced observer can assess. Some waves will be twice as high as this value.

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 - TO STARBOARD

ENGINE KEY NUMBER - TO STARBOARD

ENGINE SERIAL NUMBER - TO PORT

ENGINE KEY NUMBER - TO PORT

Your agent



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Tel. (33) 02 51 64 20 20 - Fax (33) 02 51 67 37 65
Internet : [http://www.jeanneau.com\(fr\)](http://www.jeanneau.com(fr)).





TERMS AND CONDITIONS OF WARRANTY

Article 1

At the time of delivery of the boat the parties sign the Certificate of Delivery supplied by CHANTIERS JEANNEAU for this purpose and this is equivalent to an agreement of compliance by the purchaser-user.

The acceptance of delivery of the boat by the purchaser-user without reserve is equivalent to the acceptance of the apparent condition of the boat in pursuance of the provisions of Section 1642 of the Civil Code.

The terms of warranty are engaged only upon:

- the return to the After Sales Department in CHANTIERS JEANNEAU of the duly filled in tear-away section of the Certificate of Delivery and of the Warranty Registration Card,
- the carrying out of the controls and service set forth by CHANTIERS JEANNEAU, being made clear that the possible expenses of handling, transportation, parking, escorting which have been incurred in the execution of the above mentioned directives are born exclusively by the purchaser-user.

Article 2

The warranty is valid for a duration of 24 months from the date of delivery of the boat to the first purchaser-user and it is strictly limited as the manufacturer chooses, to the replacement or free repair of any part that has been found defective by the technical specialists of the latter and no compensation whatsoever shall be paid in this respect.

As for components and accessories which visibly bear the trademark of another supplier, the warranty shall be limited to the warranty provided by said supplier.

Article 3

With the exception of any prototype boats, RIGIFLEX boats, boats used for business purposes, or boats specifically designed and/or equipped for racing, which have as a contractual warranty only that indicated in article 2 above, the structure of the hull, the deck and the hull to deck joint and the hull to keel joint is warranted against all manufacturing defects identified by the technical specialists of CHANTIERS JEANNEAU, for a period of 5 years for monohull boats and 3 years for motor boats and multihull boats.

However, any incident that affects the structure and does not result from a manufacturing defect covered under the conditions of warranty, that would have resulted or not in the repair of the deck or hull, shall effectively cancel all terms and conditions of warranty and without prejudice immediately.

The warranty period starts from the date of the first commissioning of the boat and at the latest from the last day of the model year in which the boat was built, i.e. August 31 of the said year.

This warranty is strictly limited to the free repair of the manufacturing defects either in our yard or by a repair shop or shipyard we authorized and no compensation whatsoever shall be paid in this respect.

Article 4

The following items are excluded from the terms of warranty as stated in articles 1 and 2 above:

- The transport and carriage expenses for the boat and parts as well as expenses and/or possible losses resulting from the inability to use the boat and/or accessories, shall be born by the purchaser,
- The deterioration or damages hereinafter listed as well as their consequences:
 - Normal wear and tear,
 - Cracks, cracking or fading of the gel coat,
 - Damages resulting from:
 - changes and modifications or repairs, even partial, performed in workshops different from those authorized by our company,
 - the failure to follow the recommended maintenance procedures stated in the owner's manual delivered with the boat, or failure to follow the professional procedure,
 - improper use, in particular careless use, or rash use, misuse or abnormal use,
 - the participation in competitive events,
 - acts of negligence as regards to the necessity to take the necessary measures of conservation,
 - an accident or catastrophe such as explosion, fire, flood, storm, lightning, transport, riot, theft, collision,
 - unsuitable storage or transport conditions.

Article 5

The bringing into play of the warranty shall extend the period of warranty for a period equal to the one that is necessary to carry out the repair work under the warranty, on the condition that the afore-mentioned repair work requires an immobilization of the boat for minimum 7 consecutive days.

Article 6

In order to enjoy the above-specified warranty, the purchaser-user shall present the duly filled in Certificate of Delivery and Warranty document each time a claim is presented and in a written, precise and justified document he shall notify his authorized dealer-seller the defect or fault within 15 days from the day when the defect or fault is discovered otherwise he will not enjoy this warranty.

The authorized dealer-seller shall inform the builder about the purchaser-user's claim within a period of 8 days from its receipt otherwise he shall have to bear the consequences resulting from his delay.



Article 7

The authorized dealers, agents or sellers of CHANTIERS JEANNEAU do not have the authority to alter the above warranty but, on their own account and in their own responsibility, they may grant possible additional warranties which can bind the builder under no circumstances.

PRECAUTION BEFORE ANY REPAIR

Contact your seller who will give you the best advice and the suitable parts or materials for the repairs you can carry out yourself.

It would be better to have important repairs of the hull or engine done by a professional. Your seller can carry out these repairs or appoint a skilled person to carry them out.



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.



SAFETY

SAFETY EQUIPMENT

GAS SYSTEM SAFETY INSTRUCTIONS

LOCATION OF THE FIRE EXTINGUISHERS (ISO 9094-2)

FIGHT AGAINST FIRE

BILGE PUMP SYSTEM

EMERGENCY TILLER

POSITION OF THE LIFERAFT



SAFETY EQUIPMENT



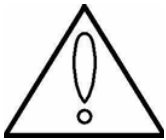
LIFERAFT

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 or alternating current systems are incorrectly used.
Refer to chapter Electricity.



WARNING

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

RECOMMENDATION

Before you sail to sea, carefully read the instructions indicated on the liferaft to launch it.

RECOMMENDATION

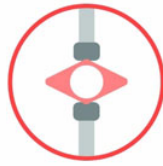
Close the doors of the wheelhouse when you are sailing in heavy weather.
Be careful to fasten all movable elements when the vessel is underway.

SAFETY

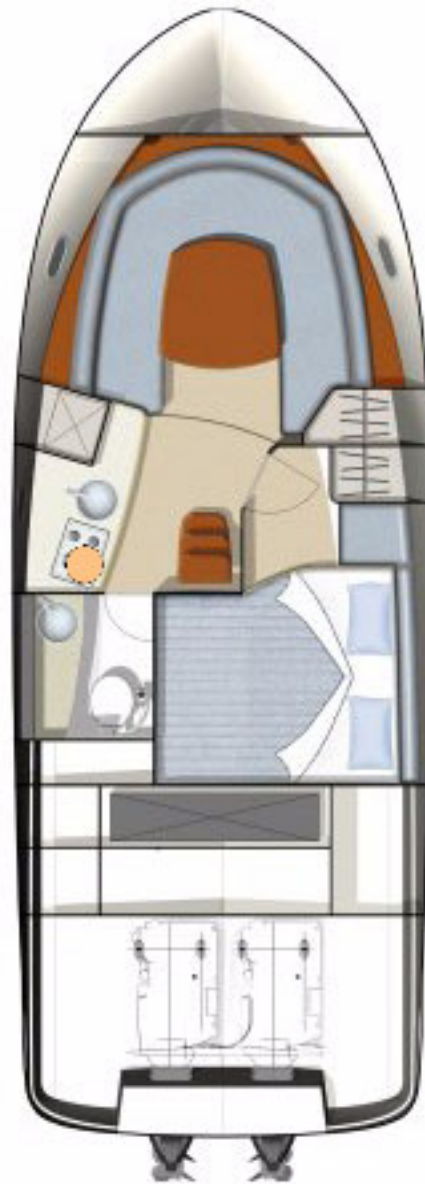
GAS VALVE



Open valve



Closed valve



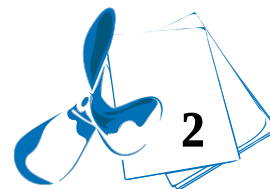
Position of the valves

NOTE: Same position for the other layouts

WARNING

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

GAS SYSTEM SAFETY INSTRUCTIONS



SAFETY

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

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

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

Never leave unattended an appliance that is working.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Have the repairs carried out by someone skilled.

LOCATION OF THE FIRE EXTINGUISHERS (ISO 9094-1)

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 or a fire blanket (ISO 1869) shall be set less than 2 m from any flame appliance. An extinguisher shall be less than 1 m from the steering station.



Extinguisher, per unit, minimum capacity 5 A/34 B.

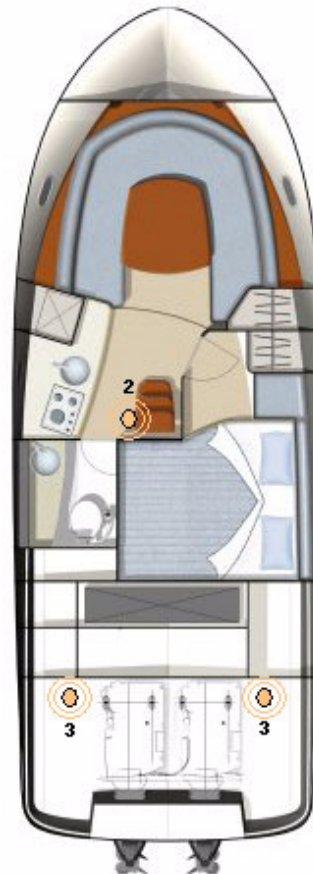
For the PRESTIGE 30:
10 A/68 B.

1. Tilling positon
2. Galley
3. Aft compartment



Emergency exits in case of fire

- A. Deck hatch of cabin - Forward
- B. Galley entrance



WARNING

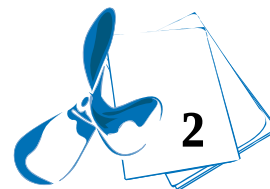
The extinguishers are part of the compulsory equipment
The owner is under obligation to install only portable extinguishers which comply to the standard ISO 9094



Inert gas projection lever

Extinguisher nozzle

FIGHT AGAINST FIRE



SAFETY

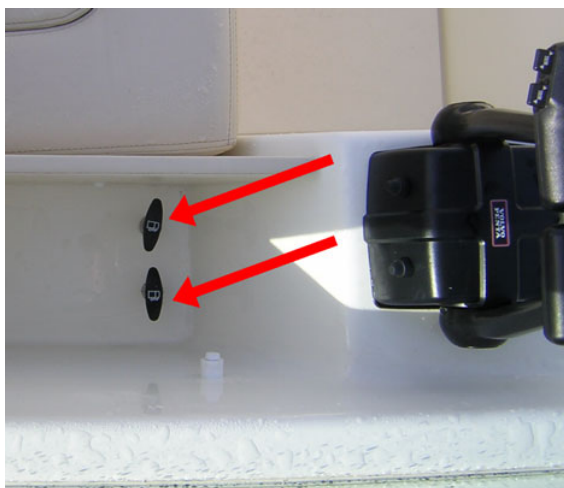
The extinguishers must be within easy access and kept away from a possible fire source

The engine compartment is equipped with 2 fixed extinguishers with controls in the command post. These controls enable operation of the extinguishers without having to open the usual access hatches

The concessionaire must remove the security pins on the 2 extinguishers when delivering the boat.

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

- Stop engines
- Switch off power and stop fuel supply
- Activate the extinguisher controls
- Wait a minute
- Open the access hatches and repair.



5.3.3 c); 5.3.3. k); 5.5.1 ISO 10240

Fuel levers



DANGER

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

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

To enable functioning of the fixed extinguishers the safety pins on each extinguisher must be definitively removed all at once.



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

- To equip the boat with extinguishers.
- 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 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.

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.

Exits other than the doors and panels of the main access which is equipped with permanently fitted ladders must be identified with a symbol.



WARNING

Never:

- Obstruct the ways to the emergency exits.
- Obstruct the safety controls (fuel oil valves, gas valves, power switches).
- Block the extinguishers placed in shelves.
- Leave the boat unattended when a stove or heater is working.
- Use gas lamps in the boat.
- Alter the boat systems (electricity, gas or fuel oil).
- Fill up a tank or change a gas cylinder when an engine is running, a stove or heater is on.
- 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.



DANGER

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



WARNING

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



BILGE PUMP SYSTEM

ELECTRIC BILGE PUMP

You can energize the electric bilge pump from the 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.

Pump 1 = Capacity: 50,5 litres / minute.

Pump 2 = Capacity: 35 litres / minute.

Pump 3 = Capacity: 15 litres / minute.

MANUAL BILGE PUMP

The manual bilge pump is in the cockpit.

Capacity: 31,5 litres / minute.

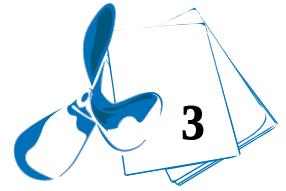
SAFETY

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.

EMERGENCY TILLER

In the case of steering breakdown it is impossible to control boat manoeuvres by using the propulsion controls in total or partial opposition.



HULL

CONSTRUCTION

MAINTENANCE OF THE HULL

CARREENING

INSTRUCTIONS TO REPAIR THE GEL COAT

CONSTRUCTION



Your boat is built in GRP.

Your boat has a structural hull inner moulding.

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

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

HULL

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 your cleaning product into the water.

PRECAUTION

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

CARREENING



Surface covered with antifouling paint : 20 m² - (These measurements are for 'light boat')

PRECAUTION

- Consult the harbourmaster's office to find out the conditions of use for water and air facilities 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 sanding down.
- 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

NAVIGATION

MOORING

TOWING

ANCHORING

RADAR

MAINTENANCE OF THE DECK

DECK LAYOUT



- A. Mooring cleats
- B. Towing
- C. Swimming ladder

NAVIGATION



DECK



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



WARNING

Avoid handling the sport top (opening / closing) in excess of 6 knots of wind or seas

MOORING

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.

ANCHORING

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.

PRECAUTION

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



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
- 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 you don't damage the propeller or rudder



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

MAINTENANCE

RECOMMENDATION

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

RADAR



RECOMMENDATION

Before making any use please refer to the constructor's information supplied with the boat.

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 products into the sea.

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 inoccupied.

STAINLESS STEEL

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

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

PRECAUTION

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



ACCOMMODATIONS

MAINTENANCE

FABRICS

ACCOMMODATIONS



MAINTENANCE



INSIDE

- 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).
- Defrost the fridge regularly.
- During long absence leave the fridge and icebox doors open to avoid mould developing.

INSIDE VARNISH

- Rinse the inside varnish with fresh water mixed with spot remover and shampoo.
- Polish the inside varnish with shammy leather.

RECOMMENDATION

Preferably wash your boat on shore.
Use as few cleaning agents as possible.
Don't discharge your cleaning product 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).
- Dab away resistant stains with a rag soaked with white spirit, do not rub them.

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 a vacuum cleaner and then go over with a synthetic foam cleaner as indicated in the manufacturer's instructions.

If you can remove the fabric: Hand wash with an ordinary washing powder at 30°.

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.

**ALCANTARA**

- Wash in warm water with a neutral pH soap.
- Dry it naturally.

Dry clean with perchloroethylene.

LEATHER

- Use a leather cream for ordinary care.
- Do not use silicone based products.
- Clean with a sponge and soapy water.
- Remove ball point pen marks with methylated spirit.
- Remove grease stains with use of "Sommières" earth.

MAINTENANCE**RECOMMENDATION**

The builder tested and approved a certain number of biodegradable cleaning and restoring products that protect both material and environment.

The related technical data is available at your JEANNEAU dealer.



PLUMBING

WATER TANK FILLING

FRESH WATER SYSTEM

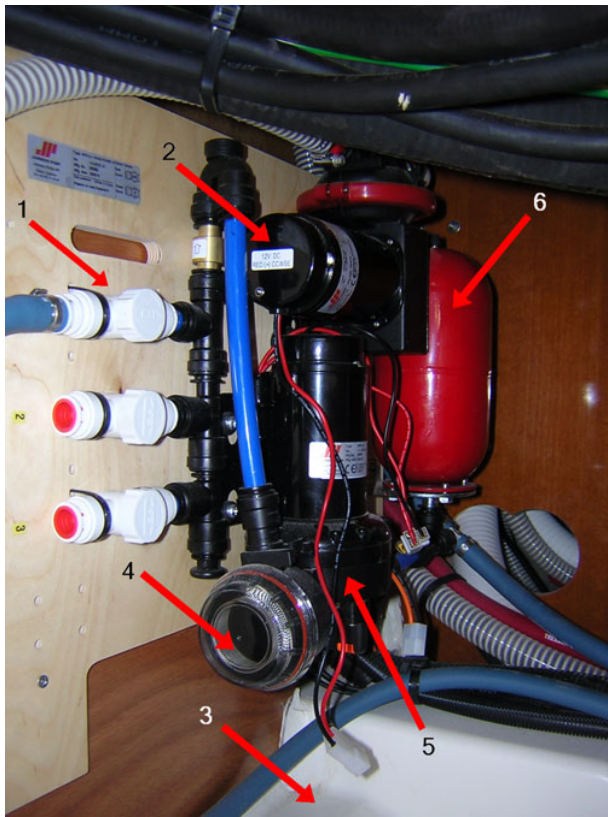
GAS SYSTEM

DRAINAGE SYSTEM

SEWAGE

DRAWINGS AT THE END OF THE MANUAL

FRESH WATER DISTRIBUTION

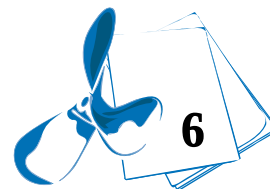


Access through trapdoor in side cabin

- 1 - Valve to select tank
- 2 - Bilge pump (refer to "Draining")
- 3 - Tank
- 4 - Water filter
- 5 - Pressurized water unit
- 6 - Expansion chamber



WATER TANK FILLING



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

During filling, avoid handling contaminants near the fillers.

Open and close the filler caps with the suitable key.

Check the filler cap seals for condition during filling.

The tanks are fitted with overflow outlets and vents.

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

MAINTENANCE

RECOMMENDATION

- Pay attention to the quality of the water for the filling up. Check if it is drinking water.
- It is possible to sterilize the tanks with a Clonazione tablet (sold at the Chemist's).
- If the boat is not used for long, purify the tanks and pipes with acetic acid (or white vinegar).
- Inspection ports are provided on tanks and make possible the cleaning of the inside.
- Do not use chlorine-based products (they may spoil the quality of the tank stainless steel).
- For winter storage instructions and precautions, refer to Chapter 11.

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



WARNING

Tanks nominal load capacity cannot be fully used based due to trim and boat loading.
A 20% reserve should be kept.

THRU-HULL FITTING

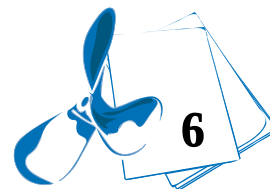


Thru-hull fitting **closed**



Thru-hull fitting **open**

FRESH WATER SYSTEM



PRECAUTION

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

GAS SYSTEM

Refer to chapter 2, "Safety".

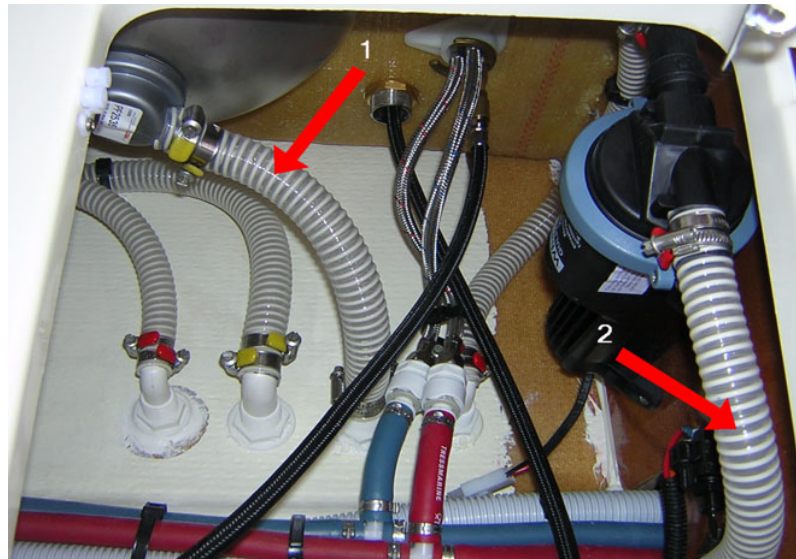
See gas circuit at end of manual.

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

RECOMMENDATION

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

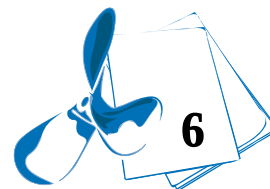
WASHROOM - TO PORT



1. Drainage - Washbasin
2. Shower tray draining



DRAINAGE SYSTEM



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

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.

MAINTENANCE

RECOMMENDATION

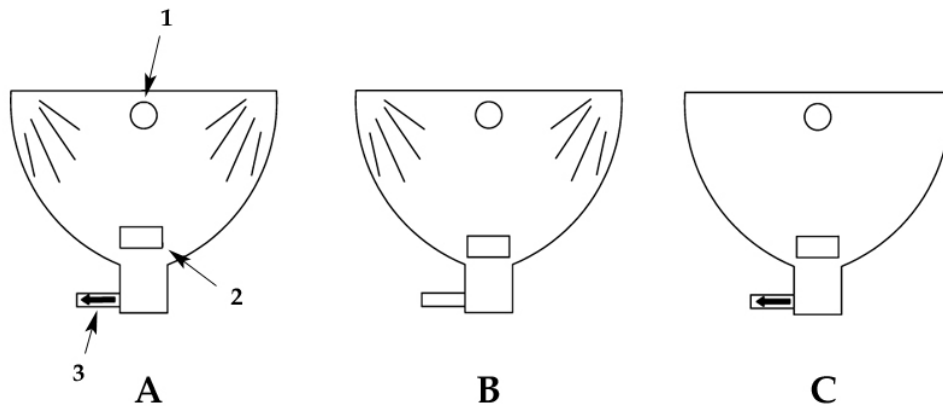
- Regularly check the valves and thru-hull fittings for proper operation and watertightness.
- Turn off the valves when the water system is not in use.
- Visually check the water pump flow.
- Check the clamps and flexible hose connections for tightness.
- Pay attention to the seals for condition.
- Regularly 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 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.

ELECTRIC TOILET



A - Washing and drainage
B - Washing
C - Drainage

1 - Water supply
2 - Electricity supply
3 - Drainage



WARNING

Tanks nominal load capacity cannot be fully used based due to trim and boat loading.
A 20% reserve should be kept.

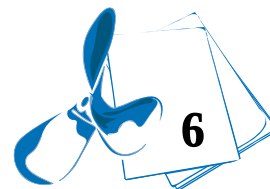
RESPECT OF THE ENVIRONMENT

- 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.

RECOMMENDATION

Completely empty the black water system before stationing the vessel in negative temperatures.

SANITARY APPLIANCE OPERATION



USE OF THE WASHBASINS AND SHOWER

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

RECOMMENDATION

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

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



WARNING

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

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

In the case of a direct discharge into the sea: Open the draining valve.

In case you store the waste waters in the tank: Make sure the draining valve is closed (valve handle perpendicular to the pipe).

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

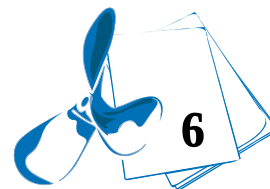
To dry the bowl, set the lever vertical (DRY) then operate the pump.

In order to avoid clogging the heads:

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

PRECAUTION

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



To empty the tank:

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

PRECAUTION

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



ELECTRIC SYSTEMS

BATTERY SWITCH

BATTERIES

OPERATION

230 V SYSTEM

SHORE POWER SOCKET

ELECTRONICS

DRAWINGS AND DIAGRAMS (AT THE END OF THE CHAPTER)

BATTERY SWITCH



Access through trapdoor in side cabin

1. Electro-mechanical battery switches with manual control (Punch)



1. Battery switch + House
2. Battery switch -
3. Battery switch + Engine
4. Battery switch + Bow thruster
5. Battery switch - Bow thruster
6. Auxiliary



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 engines have their own battery.

Switch on by turning the battery switches (12 V).



WARNING

Do not touch the battery terminals, danger of electric shock.

PRECAUTION

Turn off all battery switches when the vessel is unoccupied.

BATTERIES

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

PRECAUTION

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

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

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

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

Always check the battery and charge system condition before you put out to sea.



MAINTENANCE



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 contact with it.
- Obtain medical advice.

RECOMMENDATION

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

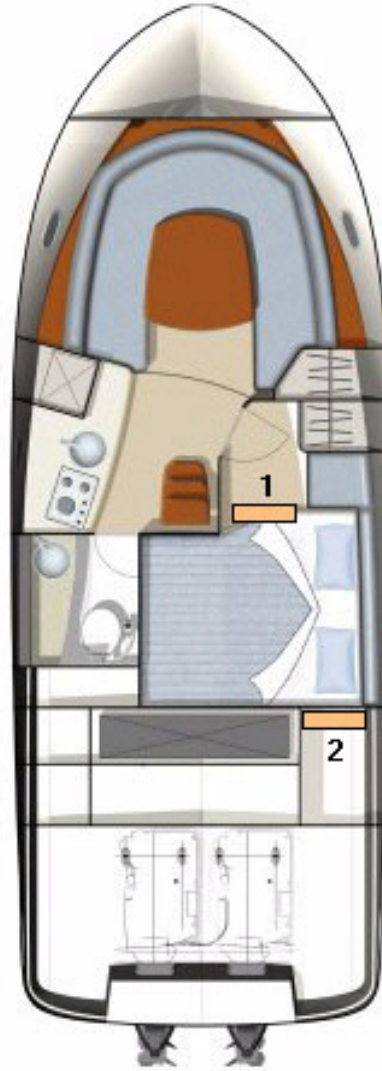
ELECTRIC JUNCTION PANEL



Access to the control panel connections



Access by trapdoor in aft cabin



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).

Disconnect the 230 V before you open the electric panel or cupboard

In case an electric appliance is not energized, check:

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

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



WARNING

Never work on a live electric fitting.

PRECAUTION

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

SHORE POWER SOCKET



Breaker : Shore power socket

230 V SYSTEM



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

Connect the metallic covers or boxes of the electric appliances that are installed to the protective conductor of the boat (green conductor with yellow stripes).

SHORE POWER SOCKET



DANGER

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

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

RECOMMENDATION

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

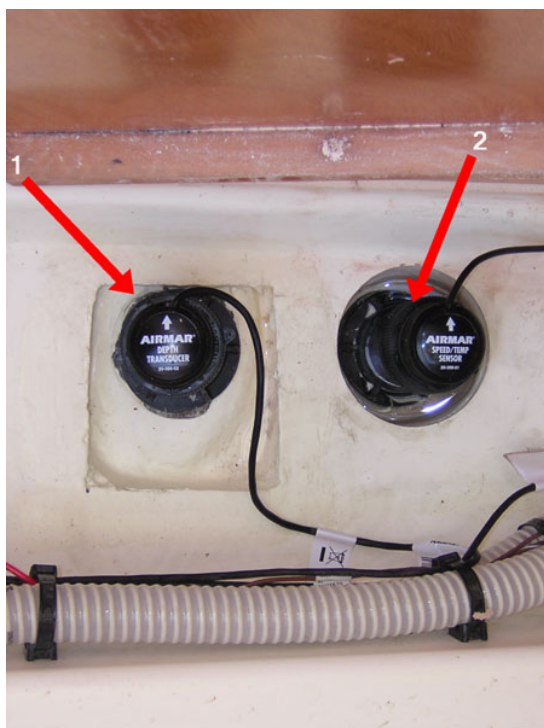
- Before you plug in or unplug the boat/shore supply cable, switch off the shut off device connected to the shore supply.
- Plug in the boat/shore supply cable in the boat before you plug it into the shore supply socket.
- Unplug the boat/shore supply cable on shore first. Close the shore socket cover.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

ELECTRONICS

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.

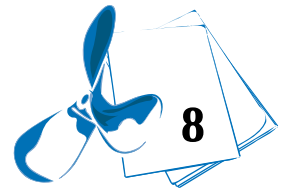
LEAD LINES



1 - Depth sounder

2 - Log and speedometer

Access through trapdoor in side cabin



MOTORISATION AND STEERING

STEERING

FUEL TANKS

FUEL FILTER

CLOSING VALVE OF THE FUEL SYSTEM

ENGINE

STUFFING BOX

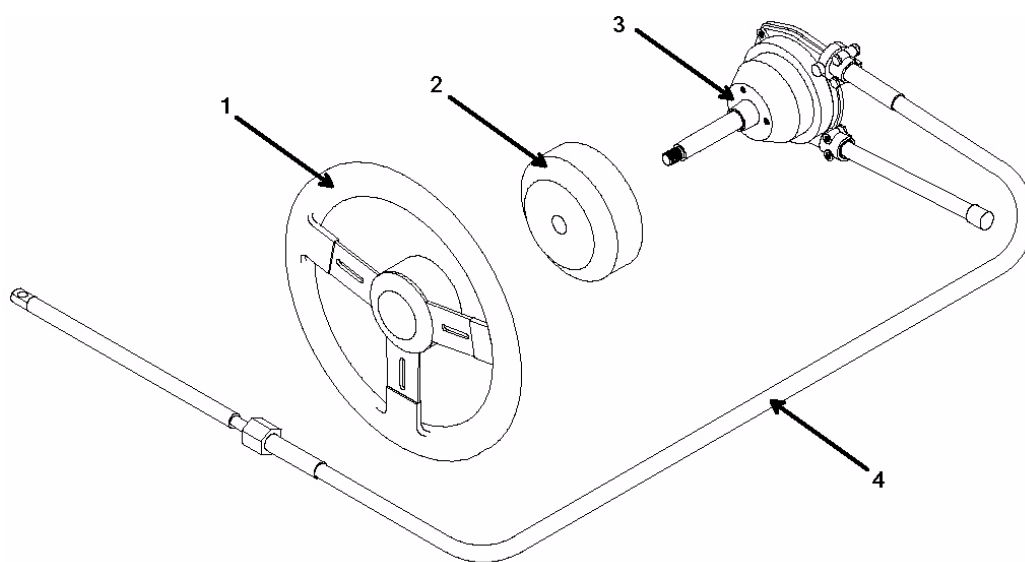
ANODE

VISIBILITY FROM THE STEERING STATION

INSTRUMENT PANEL / CONTROL LEVER

STEERING

- 1 - Steering wheel
- 2 - Steering rack bell cover
- 3 - Steering rack
- 4 - Steering cable

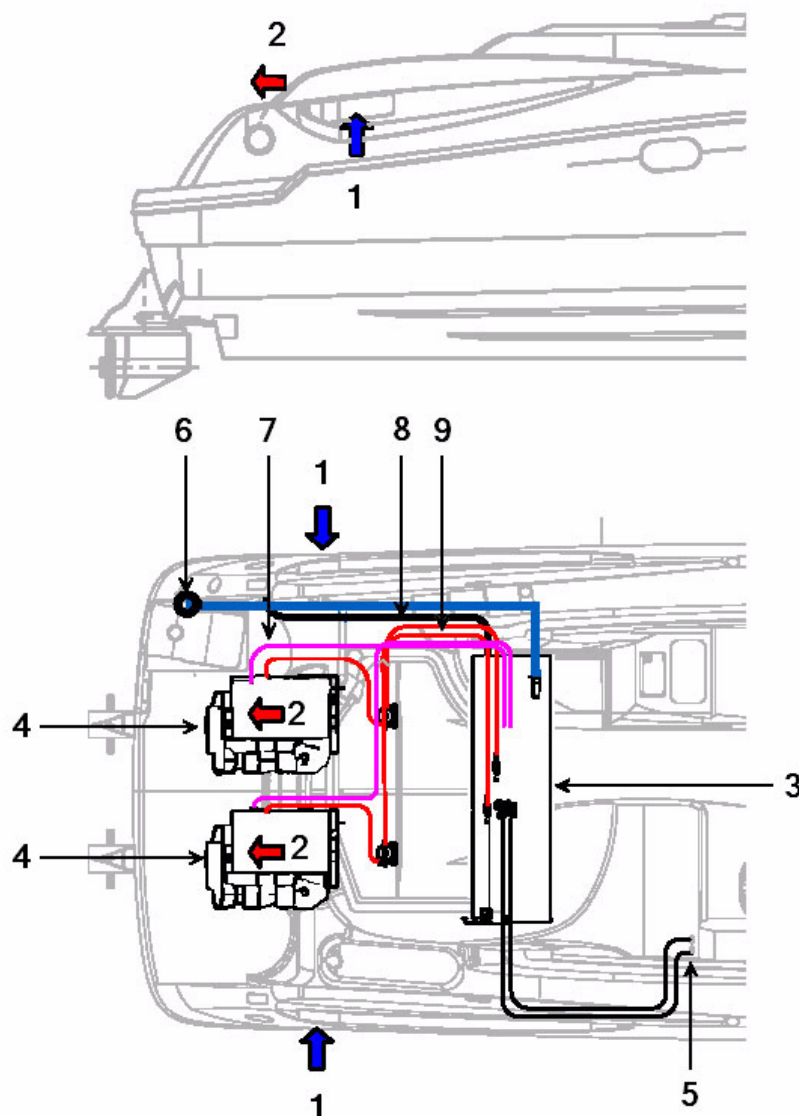


Access by aft chest



ENGINE INSTALLATION

ENGINE



1. Engine compartment bilge ventilation - Entrance
3. Tank
5. Closing valve of the fuel system
7. Supply - Fuel
9. Fuel oil return pipe

2. Engine compartment bilge ventilation - Outlet
4. Engine
6. Fuel filler
8. 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.

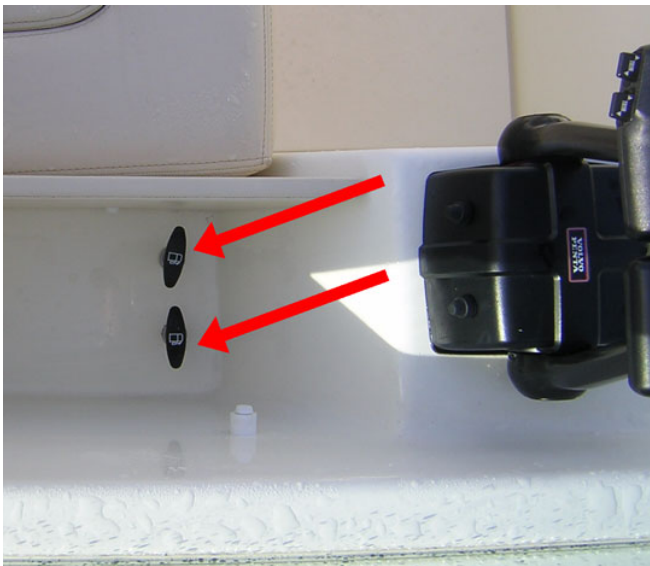
MAINTENANCE

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.*

CLOSING VALVE OF THE FUEL SYSTEM





CLOSING VALVE OF THE FUEL SYSTEM

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



DANGER
Never obstruct the fuel valve.

ENGINE

FUEL FILTER

The engine running problems may have different origins, among which 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:

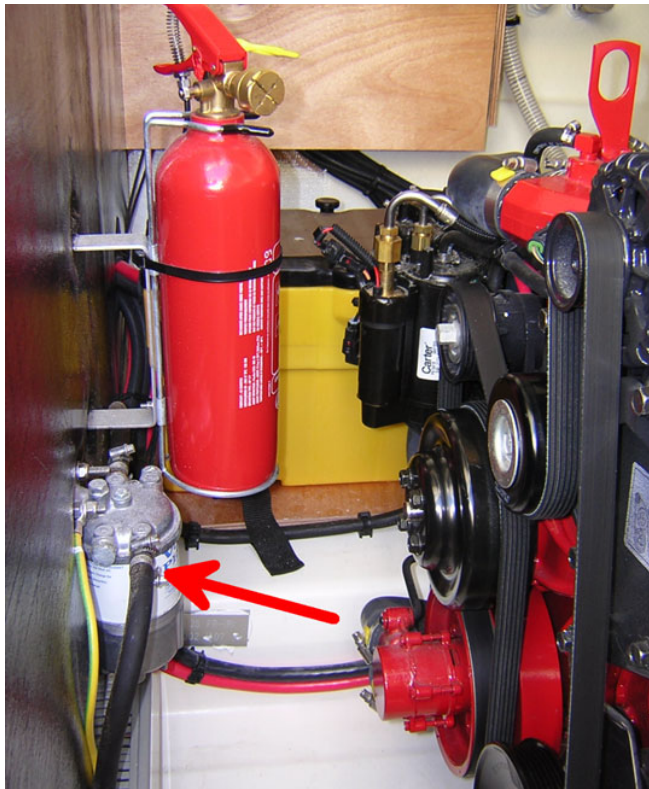
- One filter is an integral part of the engine, its role is to filter fuel very finely. To know when you have to intervene and how frequently you have to change it, please refer to the engine's manual.
- The second filter is on the pipe that links the tank to the engine, it plays the role of a water 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 it several times a year. Access to the pre-filter is achieved by removing the bowl, this filter must be changed at least once a year.



WARNING
Tanks nominal load capacity cannot be fully used based due to trim and boat loading.
A 20% reserve should be kept.



Fuel filter

ENGINE



ENGINE

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

Access to the engine is obtained through the engine cover in the galley.

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.).

ENGINE WATER 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 when the boat is careened.
- Do not cover the strainer with antifouling paint.

This valve must be open before starting the engine (risk of quick damage of the exhaust muffler and of great damage of the engine).

ADVICE: 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.



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.
- Operate the battery switches and energize 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-energize 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.

DIESEL

Refill before the fuel tanks have almost run dry (the fuel system may be stopped for lack of fuel).

Make sure you have enough fuel before sailing.

MAINTENANCE

PRECAUTION

Refer to the manufacturer's manual given with your boat.
Be careful with any possible risk of oil and fuel spillage.
Check the exhaust gas colour.

STUFFING BOX

The glands can be reached through the cockpit cover.

Lubricate the seal every 200 running hours (or at least once a year). Use 1 cm³ at each lubrication.

ADVICE: 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.

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

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.

MAINTENANCE

RECOMMENDATION

Have the whole driving and steering systems checked and maintained by a professional.
Refer to the manufacturers' instructions supplied with your boat.



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 equipments in the helmsman's field of visibility.

CONTROL PANEL/CONTROL LEVER

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

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

NAVIGATION

RECOMMENDATION

- When the engine is running, avoid making noise and chops near the other users.
- Respect speed limits.
- Always start the engine with the control lever in neutral.



LAUNCHING

LAUNCHING RECOMMENDATIONS

LAUNCHING RECOMMENDATIONS

A lot of skill and care is required to commission your JEANNEAU boat. The proper working of all your boat equipments in the future results from the quality of the commissioning operations.

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

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

BEFORE LAUNCHING

- If your boat is to be fitted with sounder and speedometer, allow for the relevant fittings and their installation.
- Check the water intake strain box for cleanliness.
- Check the engine and reduction gear oil levels (refer to engine manual).
- Turn off the engine cooling water drain valves.
- All the optional accessories shall be sealed with paste.
- 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 intake and draining valves (Sink ; Washbasin ; WC ; Engine).



HOISTING

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

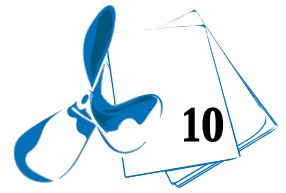


WARNING

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

AFTER LAUNCHING

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

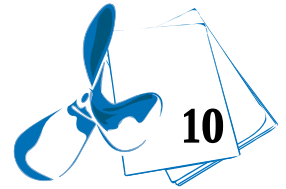


WINTER STORAGE

LAYING UP

PROTECTION AND MAINTENANCE

LAYING UP



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

PROTECTION AND MAINTENANCE

INSIDE

- 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.
- Retract the sounder and speedometer sensors.
- Installed in the square of a dehumidifier air leaving the cabin doors and open storage (cupboards, coolers).
- Seal air inlets as much as you can.
- Leave the cushions outside for long before putting them back into the boat in the upright and side position in order to have minimum contact surfaces.
- During long absence leave the fridge and icebox doors open to avoid mould developing.

OUTSIDE

- 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 to the highest degree with fenders.
- Make sure the boat is properly moored.
- Bring the removable cushions inside (washed with soapy water then dried) when the vessel is inoccupied.

All these recommendations do not make up an exhaustive list. 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

