CAP CAMARAT 8.5 CC

OWNER'S MANUAL

JEANNEAU

950390
Index B

CE

WELCOME ABOARD

Madam, Sir,

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

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

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

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

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

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

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

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

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

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

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

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

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

INTRODUCTION

THE USERS OF THE BOAT ARE INFORMED OF THE FOLLOWING:

- 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.

- Any alterations which may affect the safety specifications of the boat must be assessed, carried out and recorded by persons qualified to do so. Any change in the distribution of the vessel's mass (adding a radar, altering the mast, changing an engine, etc) may affect the stability, trim and performance of your boat.

The SPBI shipyards may not be held responsible for any alterations which they have not approved.

- The complete crew must be equipped appropriately.

- 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.

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

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

- The 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 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.

- Breaking waves are a serious threat to stability.

- The water in the bilge shall be kept at its minimum.

- The stability may be reduced when you tow a boat or when you lift heavy weights with the davits or the boom.

- If your boat is equipped with a liferaft, carefully read the instructions. The boat must have on board all the proper safety equipment (lifejackets, buoys, harness, flares, liferafts, etc.) depending on the type of vessel, its certification, the country, the weather conditions encountered, etc.

- The crew must be familiar with the use of all the safety equipment and the emergency safety procedures (MOB, towing etc.). Sailing schools organise regular training sessions.

- Anyone on the deck shall wear a life jacket or a buoyancy aid.

The safety regulations as defined by the sailing code and enforced by the ''COLREG'' should be observed.

NAME PLATE:

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.

IDENTIFICATION OF VESSEL:

The vessel's identification is found on the builder's certificate delivered with the boat and is engraved on the starboard aft side.

So as to be able to continuously improve their product the SPBI shipyards reserve the right to make any alterations in design, layout or equipment which they judge necessary.

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 10240 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.

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.

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.

HISTORY OF UPDATES

CONTENTS

CAP CAMARAT 8.5 CC Anglais Code: 950390 Total number of pages: 112
Update 01/2015
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SPECIFICATIONS AND WARRANTY

TECHNICAL SPECIFICATIONS
CAP CAMARAT 8.5 CC

L.O.A (without engine) ..... 8,37 m
Hull length ..... 7,95 m
L.W.L. ..... 6,73 m
Overall width ..... 2,95 m
Beam ..... 2,93 m
Waterline beam ..... 2,48 m
Air draught - Empty vessel ..... 2,26 m
Draught (without engine) ..... 0,606 m
Light displacement ..... 3 178 kg
Total mass of liquids (all tanks full) ..... 483 kg
Fuel capacity ..... 400 l
Sewage water capacity ..... 88 l
Fresh water capacity ..... 95 l
Recommended maximum power ..... 332 Kw
Maximum motorisation mass ..... 542 kg
Battery capacity - Version: Twin engine ..... 2 x 140A
Battery capacity - Version: Single engine 140A
Cabins 1

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

Architect ..... Bureau d'Etudes JEANNEAU
Design ..... Patrice SARRAZIN

CERTIFICATION

Design category	B	C	D
Maximum number of persons	6	10	10
Maximum load	1 305 kg	1 545 kg	1 545 kg
Displacement with maximum load	4 483 kg	4 723 kg	4 723 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.

The engine is the main propulsion means of the CAP CAMARAT 8.5 CC.

DESIGN CATEGORY

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 m Up to and including 4 m Up to and including 2 m Up to and including 0,5 m

Category A: At high sea

The boat is designed to sail in winds that may exceed Beaufort force 8 and in waves of a significant height of 4 metres and more.
This craft is largely self-sufficient. Abnormal conditions such as hurricanes are excluded. Such conditions may be encountered on extended voyages, for example across oceans, or inshore when unsheltered from the wind and waves for several hundred nautical miles.

Category B: In open sea

The boat is designed to sail in winds not exceeding Beaufort force 8 and in corresponding seas (waves of a significant height of less than or equal to 4 metres).
Such conditions may be encountered on offshore voyages of sufficient length, or on coastal waters when unsheltered from the wind and waves for several dozens of nautical miles.
These conditions may also be experienced on inland seas of sufficient size for the wave height to be generated.

Category C: Near to the coast

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

Category D: In sheltered waters

The boat is designed to sail in winds that may exceed Beaufort force 4 and in waves of a significant height of 0,5 metres and more.
Such conditions may be encountered in sheltered inland waters, and in coastal waters in fine weather.

NOTE:

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

- The creation of different design categories results from the need to distinguish between different levels of risk according to the construction of the boats.
"The parameters for the characteristics are established to define the conditions of navigation which each category may encounter; they serve purely to evaluate the boat designs and are not to be used to limit the geographical areas in which these boats may operate".

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

YOUR BOAT

Version

NAME OF THE BOAT .....

NAME OF THE OWNER .....

ADDRESS .....

.....

.....

HULL NUMBER .....

SERIAL NUMBER .....

REGISTRATION NUMBER .....

DELIVERY DATE .....

DOOR KEY NUMBER .....

MAKE OF ENGINE .....

ENGINE SERIAL NUMBER .....

ENGINE KEY NUMBER .....

Your agent

JEANNEAU (Establishment of the company SPBI)
BP 529 - 85505 LES HERBIERS cedex - FRANCE
Tel. (33) 02 51 64 20 20 - Fax (33) 02 51 67 37 65
Internet : http://www.jeanneau.com(fr).

SAFETY

SAFETY EQUIPMENT

Ref 1: SWIMMING LADDER (means of coming back onboard)

Closed

Open

Ref 2: POSITION OF THE LIFERAFT (not supplied)

DANGERS

The major hazards concern:.

- 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'.
- The total weight of the persons and equipment must never exceed the maximum load recommended by the manufacturer.
- Always use the seats or positions 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.
- When under way, keep hull valves and fillers in the closed position to minimise the risk of flooding.
- Don't store anything below the floorboards.
- Ensure that movable items are firmly secured when the boat is under way.

ACCESS TO THE BOAT

Access to companionway

Note: Must be secured while sailing.

Access: petrol tank compartment

Access to the cockpit

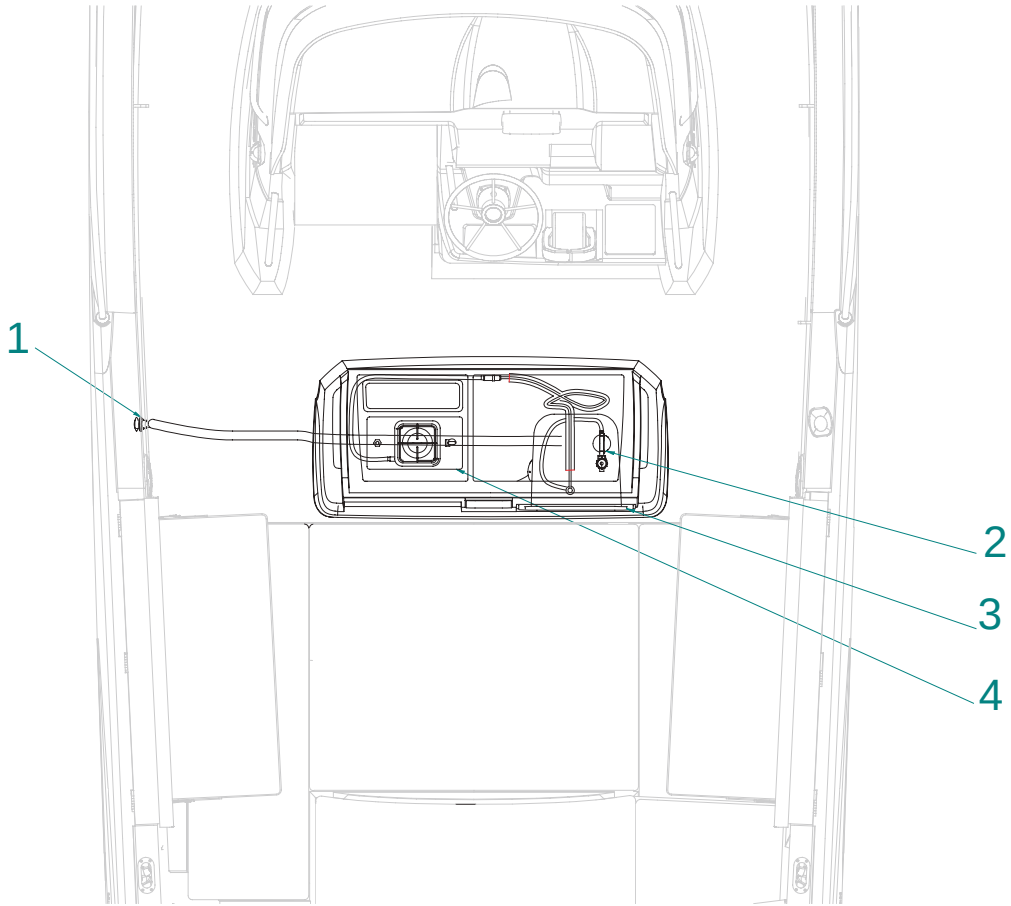
Note: It is essential that the door remains closed while sailing.

RECOMMENDATIONS FOR GAS

Gas cylinder locker

Supply valve - Gas

GAS SYSTEM - LOCATION



REF	Designation
1	Drain
2	Regulator valve
3	Gas cylinder
4	Cooker

Type of cylinder: butane, service pressure 10 kg/cm^2 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..

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 supply at the bottle as well as the cooker tap.
- When changing the cylinder, refit the cap in place on the regulator threaded section (to avoid corrosion).
- For winter storage instructions and precautions, refer to Chapter 13.

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.

EMERGENCY EVACUATION AND LOCATION OF EXTINGUISHERS

Emergency exits in case of fire
- Companionway

Position of portable extinguishers (not supplied)

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

FIGHT AGAINST FIRE

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

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

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

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

Do not store combustible materials in the engine compartment.

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

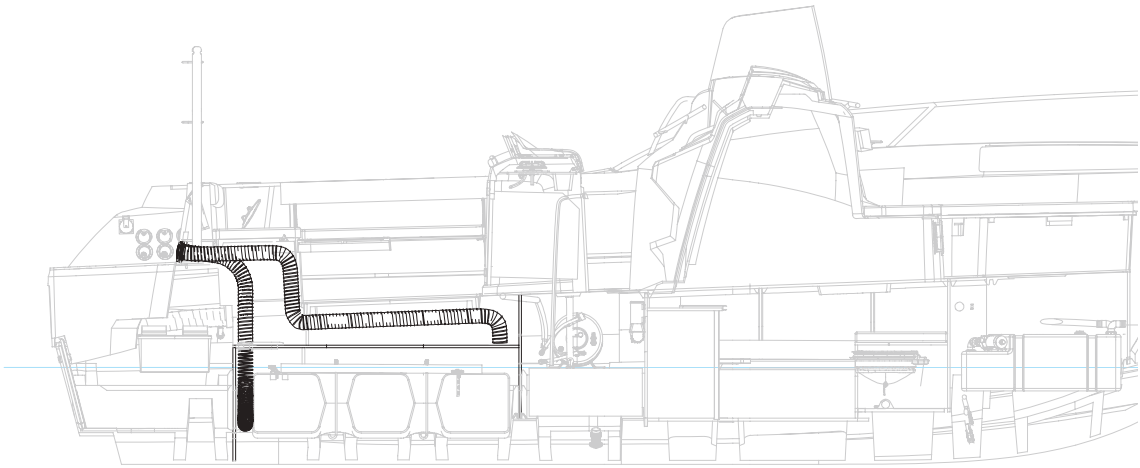
In the case of replacement of components of the fire-fighting equipment, use only the appropriate components of the same code designation or having the equivalent technical capacity and fire resistance.

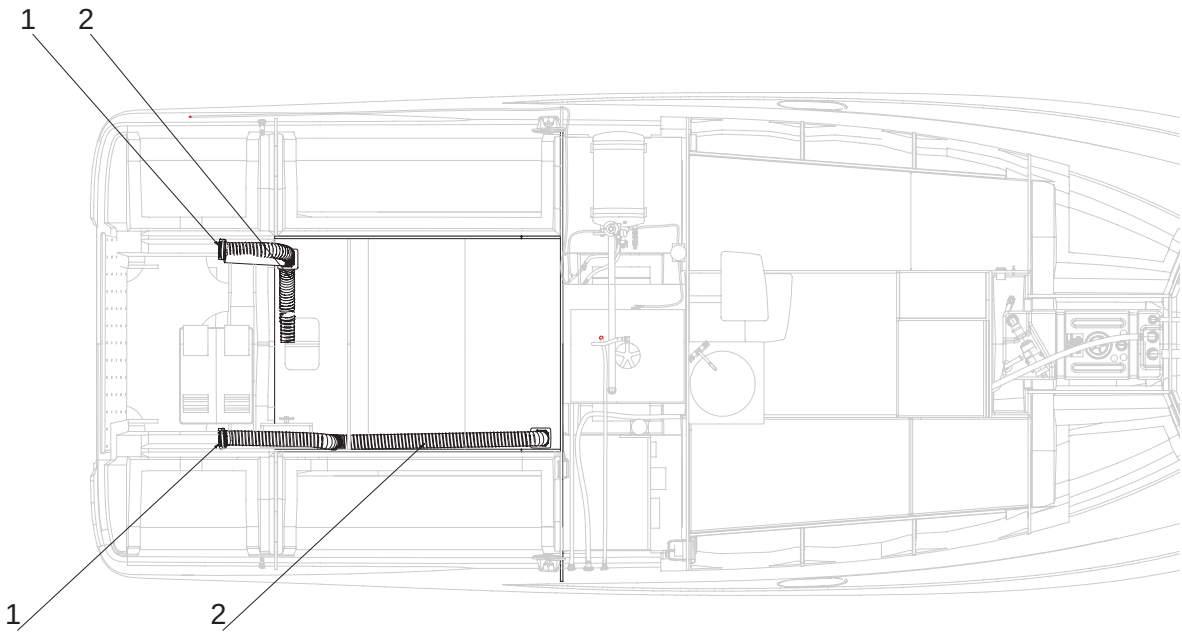
Do not install free-hanging curtains or other fabrics near or above the cooking appliances or other equipment with a naked flame.

WARNING

- 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.
- Boats equipped with a 25kW or larger outboard engine must have onboard one or more portable fire extinguishers with a total combined capacity of at least 8A/68B.

SYSTEM - VENTILATION - COMPARTMENT TANK - PETROL





REF	Designation
1	Grid
2	Pipe - Ventilation

EXTINGUISHERS

The extinguishers are part of the compulsory equipment.

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

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

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

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

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

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

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

DANGER

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

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.

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.

SUPPLY VALVE - FUEL

Access: Aft locker

HOW TO APPLY IN CASE OF FIRE COMPARTMENT FUEL TANK:

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

Extinguisher access hole - Compartment tank - Petrol

A pictogram helps to locate it easily

DRAINAGE SYSTEM

MANUAL BILGE PUMP (Secondary drainage system)

Location: Port aft

1. Manual bilge pump
2. Arm - Pump

Ref 1

Ref 2

Operation

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 (Electric pumps).
- 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.

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 = watertank leak.
  - seawater = breach of hull.

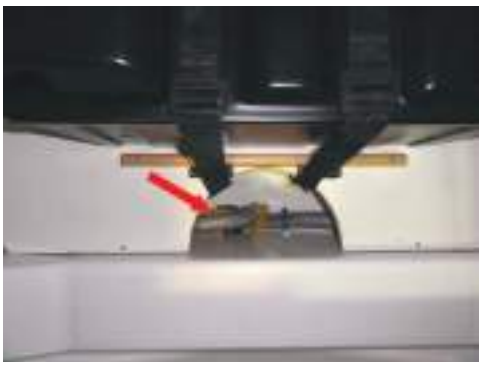
ELECTRIC BILGE PUMP (Main drainage system)

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.

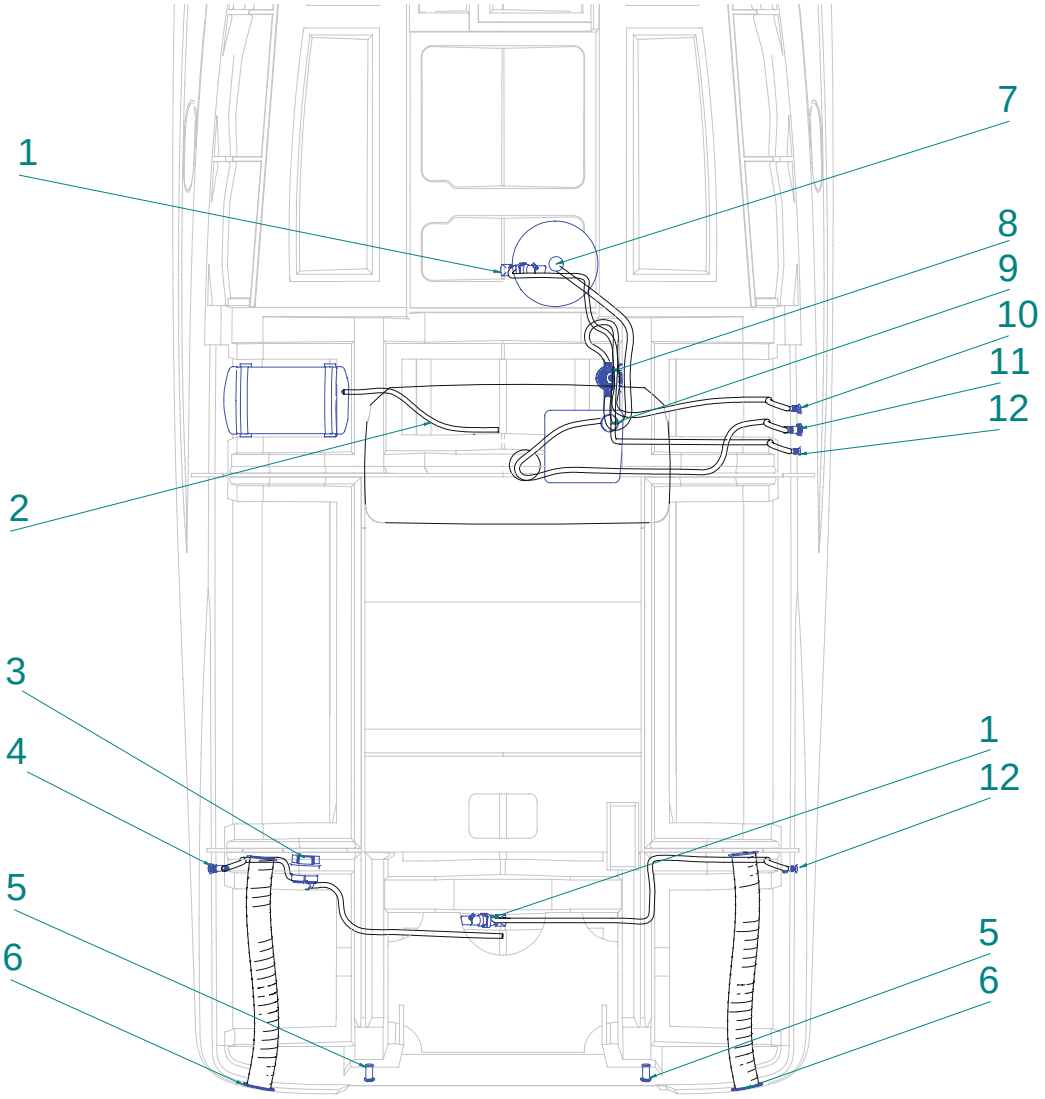
Electric bilge pump 12V

Capacity: 32 litre / minute



Control

SCHEMATIC DIAGRAM - BILGE PUMP SYSTEM



REF	Designation
1	Electric bilge pump
2	Boiler draining
3	Manual bilge pump
4	Draining of manual bilge pump
5	Drainage - Compartment tank - Petrol
6	Drain scupper - Cockpit
7	Washbasin - Head
8	Draining pump for shower
9	Sink plug hole - Exterior (leaning post)
10	Bathroom washbasin evacuation
11	Washbasin draining - Exterior
12	Electric bilge pump draining

INSTRUCTIONS IN THE EVENT OF STEERING GEAR FAILURE

- Stop the engine.
- Drop anchor to avoid drifting.
- Find out if you can solve the problem yourself by looking at the engine manual.
- Request help.

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

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 12 for launching instructions.

WARNING

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).

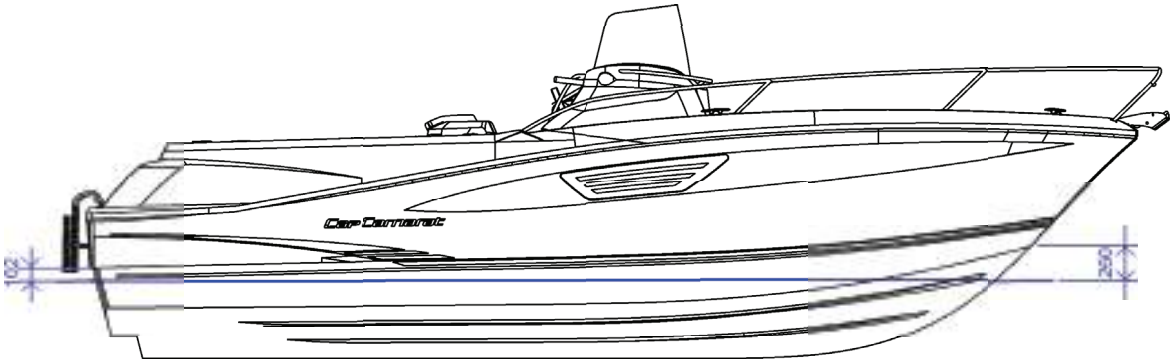
If cleaning of the anti-fouling paint has to be done with a high pressure hose:

- 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.

LIFTING



WETTED AREA: 19 m²

UPPER LIMIT OF ANTIFOUL: Measurements are expressed in mm.

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

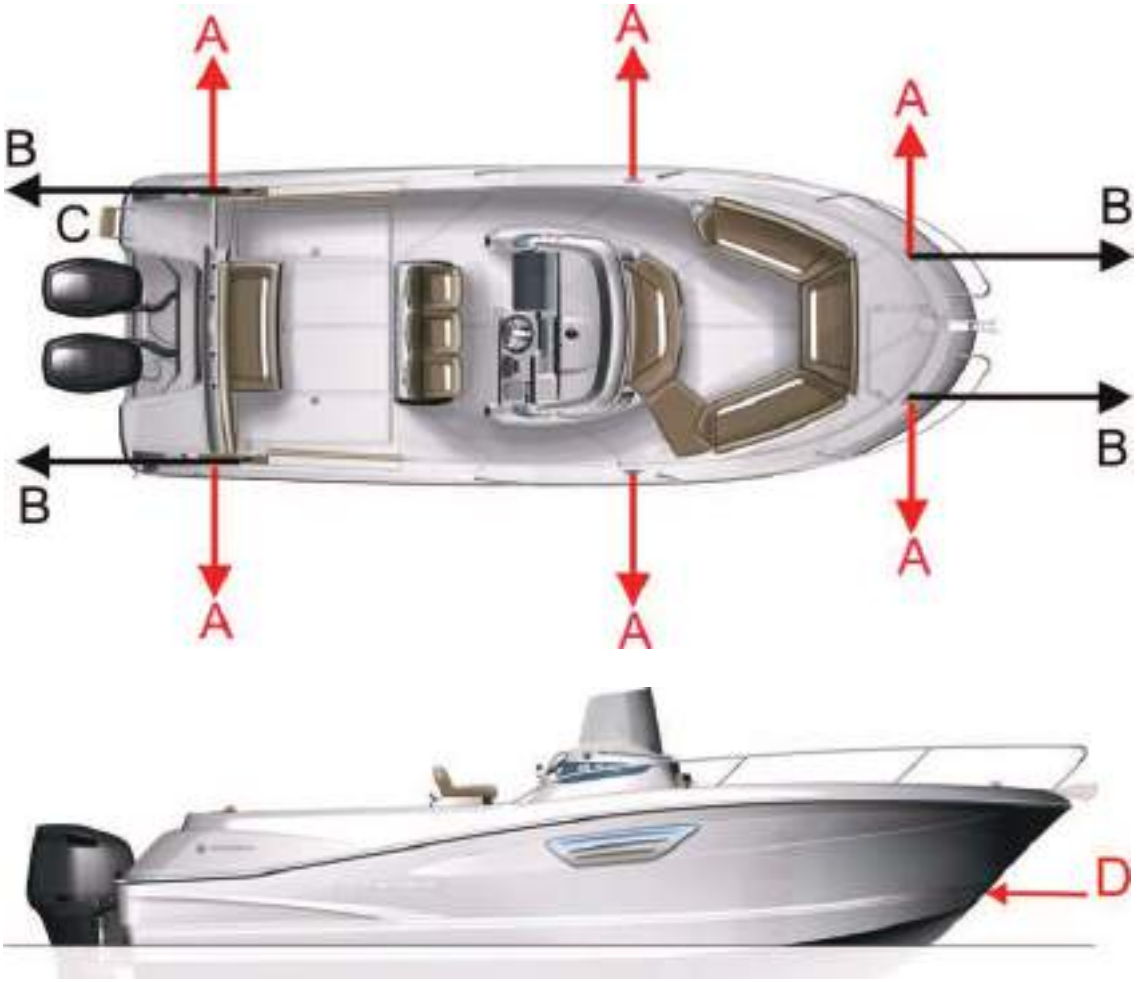
- When applying the anti-fouling paint do not paint over the electronic instrument sensors nor the anodes.

ADVICE - RECOMMENDATION

- During the refit, check the anodes (See "Motorisation" chapter).
- When the boat is stored at a dry dock, the corrosion protection is not as effective due to oxidation of the anodes: even the new anodes oxidize the surface. Before returning the boat into the water, clean the anodes.
- Cleaning anodes: Use sandpaper.
  Do not use metal brushes or steel tools to clean the boat, it may damage the galvanic protection.
- Replacing the anodes: The anodes are fastened with screws and nuts. First, remove the screws and nuts that hold the anode, then clean the contact surface. Press the new anode to obtain a good electrical contact.

DECK

NAVIGATION - DECK LAYOUT



A. Mooring cleats
B. Forward cleats, to be towed
Aft cleats, for towing
C. Swimming ladder (means of coming back onboard)
D. Towing ring (Handling on towed vessel)

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 companionway hatch in heavy weather).

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.

AFTER MOORING

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

DANGER

- Wear your life jacket.
- In heavy weather, wear your safety harness and fasten yourself to the boat.
- When at sea close the guardrail side-opening or openings.
- Do not try to stop the boat using a boat hook or your foot, your hand or any other part of the body.

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.

STABILITY

Breaking waves represent a serious danger for stability and for taking in water. Close the companionway doors and hatches in heavy seas.

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.

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.
- The parts of the deck which should not be used while under way are indicated on the diagram below:
    - Aft quarterdeck
    - Deck - forward

DANGER

- Wear your life jacket.
- In heavy weather, wear your safety harness and fasten yourself to the boat.
- When under way, keep hull valves and fillers in the closed position to minimise the risk of flooding.
- Do not try to stop the boat using a boat hook or your foot, your hand or any other part of the body.
- Standing on the sunbed is prohibited.
- Use the positions provided for each crew member.

Leaning Post

Cockpit table - forward

Cockpit bench seat

Water ski mast

- the water-ski pole is only to be used for pulling someone standing on a wake-board or on water skis. Any other use is dangerous and forbidden (particularly pulling one or more people on a towed rubber ring).
- the water ski pole is attached to the aft deck using the fixings provided for this.

WARNING

- Refer to the manufacturer's instructions for use and maintenance.
- Pay careful attention to the safety regulations relevant to the cruising area and to the local byelaws regarding water skiing and wake-boarding.

CHAIN LOCKER

Location

1. Stem roller
2. Chain locker
3. Windlass
4. Chain rim - 88 mm diameter
5. Remote control
6. Handle storage
7. Chain holder
8. Breaker
   (Location: Aft locker)

Operation relay

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

ANCHORING WITHOUT WINDLASS

- Have your boat pointed into the wind and without speed.
- Pay out the chain while moving back slowly.
- Once the anchor snags, make it fast by reversing slightly.
- Secure the hawser or the chain to the cleat.

ANCHORING WITH ELECTRIC WINDLASS

- Turn on the boat engine.
- 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 chain or rode free and unfouled.
- Always proceed with care, using gloves and always wearing shoes.

PRECAUTION

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

ADVICE - RECOMMENDATION

- After each trip rinse the windlass and anchor chain or rode with fresh water.
- Check the swinging area once the boat is at anchor.

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.

DECK FITTING

- Rinse thoroughly all your equipments with fresh water.
- Thoroughly and frequently wash off the pulleys and sheaves with clear 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.
- Use a polish paste for thin scratches.
- Consult your dealer concerning deep scratches.

EXTERIOR CUSHIONS

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

STAINLESS STEEL

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

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

PRECAUTION

- Consult the harbourmaster's office to find out the conditions of water use and the maintenance area for cleaning your vessel.
- Don't use solvent, alcohol, acetone on plexiglas.

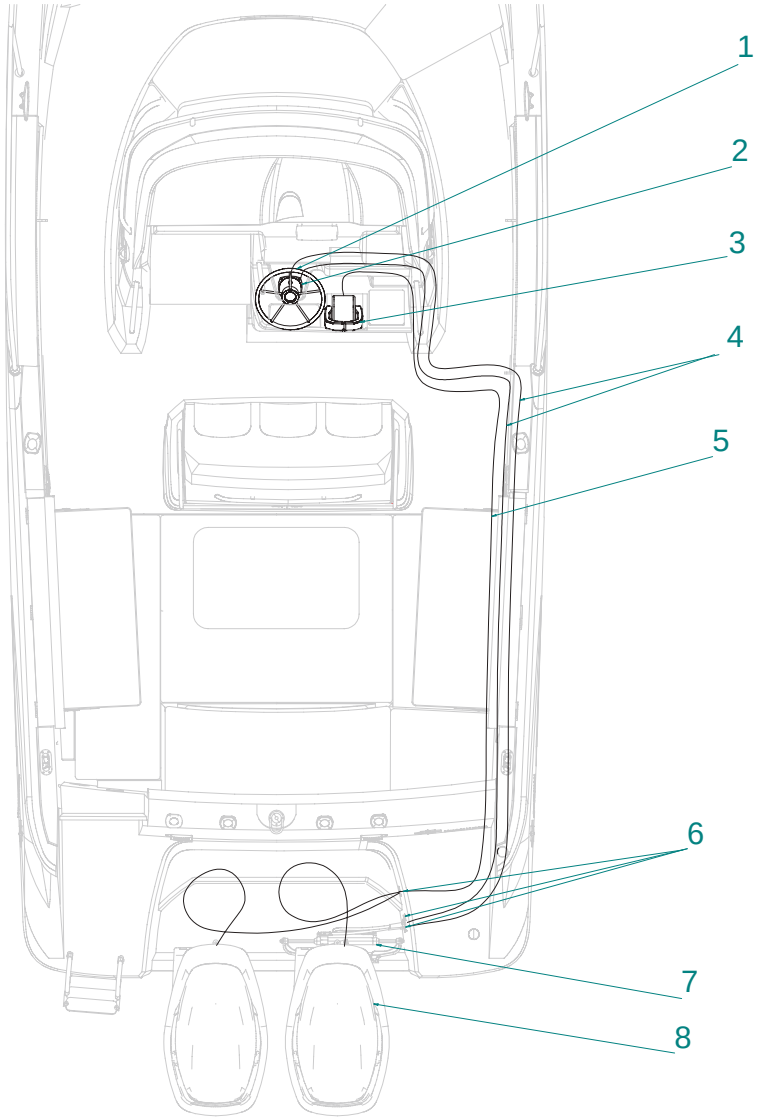
ADVICE - RECOMMENDATION

- Use only products similar to the ones that are included in the maintenance case you have been delivered with your boat.
- Don't use a pressure washer.

STEERING SYSTEM

STEERING GEAR

STEERING GEAR



REF	Designation
1	Steering wheel
2	Steering rack
3	Engine control lever
4	Cable - Hydraulic steering
5	Motor control cable
6	Watertight bellows
7	Piston
8	Motor (Version: Single engine / Twin engine)

STEERING AND TURNS

- The steering only works when the engine is running. It is impossible to make a turn without using the accelerator.
- To turn, reduce speed, turn the wheel and then accelerate sufficiently to make the turn.
- It stops under the effect of water resistance when the accelerator is released.
- The distance needed for the boat to stop depends on the sailing parameters: speed, sea conditions, wind direction and force...

DANGER

Reduce speed in waves.

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.

Piston

INTERIOR

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).
- Defrost the fridge regularly / Cool boxes.
- 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 interior varnishing with a chamois leather.

MAINTENANCE OF FABRICS

WARNING (all types of fabrics)

Never:

- Use a heat source (hairdryer/clothes dryer);
- .Use detergent, silicone, acetone, chlorine-based products or hot water;
- Use a high pressure cleaner.

If the stains persist or if in doubt, consult a cleaning specialist.

When winterising the boat, make sure the curtains are pulled to prevent the fabrics from being exposed to the sun's rays for a lengthy period (risk of fading).

SYNTHETIC FABRIC

STAIN REMOVAL:

If you can remove the fabric:

- Clean in the washing machine (use the program for delicate fabric) at 30°.
- Do not iron.
- Never use Javel water.
- Do not dry-clean.
- Do not use a clothes drier.

If you cannot remove the fabric:

- Clean with the vacuum cleaner,
- Clean with a foam for synthetic fabrics (see foam use instructions).

COATED FABRIC (PVC)

MAINTENANCE:

The PVC must be regularly cleaned with soapy water to maintain its appearance and avoid accumulation of debris. Try to avoid using the following products: lacqeurs, aggressive cleaning products, detergents, xylene or acetone-based products which can cause permanent damage or make the fabric deteriorate.

STAIN REMOVAL:

All stains must be quickly removed to avoid formation of permanent stains.

Use mild water to remove the stains found on the fabric surface. Use only clean, white, damp pieces of cloth.

Difficult stains can be removed using a mixture of water (25%) and white spirit.

Rinse with clean water.

Dry with a soft piece of cloth.

ACRYLIC (Exterior fabric)

MAINTENANCE:

In order to preserve fabric quality, it is advisable to regularly spray with clean water and clean with a soft brush (brush for clothes). It is advisable to clean thoroughly every 2 years.

STAIN REMOVAL:

Follow these steps for routine cleaning:

- Remove as much debris as possible using a soft brush;
- Spray the area with an atomizer;
- Prepare a cleaning solution using mild soap and water (Do not use detergent);
- Wash with a soft brush;
- Wait for soapy solution to act;
- Thoroughly rinse off soap with clean water;
- Dry in the open air.

ADVICE - RECOMMENDATION

- Preferably wash your boat on shore.
- Use as few cleaning agents as possible.
- Don't discharge cleaning agents into the water.
- Take the removable upholstery inside when the vessel is not being used.
- Place protective covers/awnings.
- Mark up each cover and foam when dismantling.

PRECAUTION

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

WATER AND SEWAGE WATER

WATER TANK

WATER TANK FILLING

Tank
Location: Technical room
Capacity: 95 litre

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.

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.

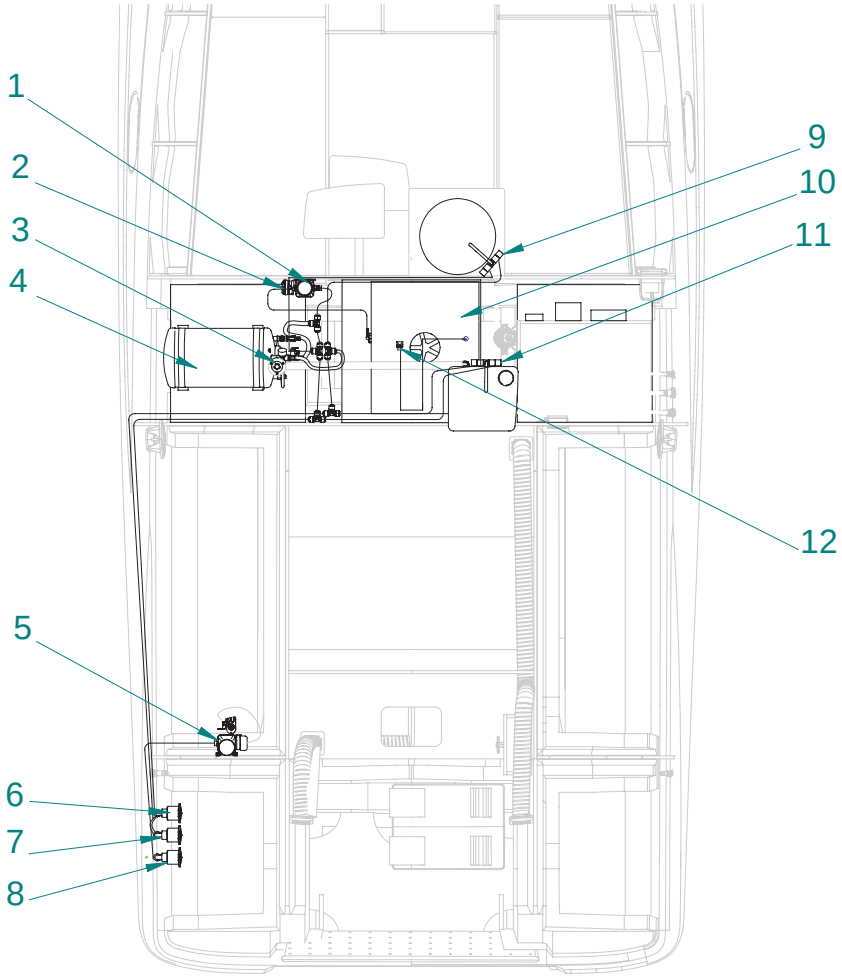
The tanks are fitted with overflow outlets and vents.

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

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 12.

WATER SYSTEM - LOCATION



REF	Designation
1	Water pump 12V
2	Filter - Water unit
3	Water filling drain plug
4	220V water heater
5	Sea water deck wash pump
6	Mixer tap
7	Cockpit shower spray
8	Connection - Pump for deck washing
9	Washbasin - Cabin
10	Water tank - 95 litre
11	Washbasin - Leaning Post
12	Vent hole - Water tank

Water unit
Control

- The water unit is supplied by direct current.
- It serves to feed all the boat's plumbing equipment with fresh water. It is fitted with a pressure switch that activates the flow when the pressure in the water system falls.
- The water unit must only be used with the fresh water supply. All other use (with sea water or bilge water, with oil products) is prohibited.
- Make sure that the water unit is never run dry.
- The pressure and capacity of the water unit depend on the temperature of the stored fresh water supply.

Pump for deck washing
Location: Aft quarterdeck - Port side

1. Connection - Pump for deck washing
2. Pump for deck washing
3. Water inlet - Pump for deck washing

- The deck wash pump is supplied by direct current.
- The deck wash pump allows the deck or the boat's tender to be washed.
- The deck wash pump is switched on at the electric panel / Interior steering staion.

OPERATION

- Open the sea water intake valve.
- Select sea water/fresh water supply.
- Attach a hose to the connector provided in the cockpit.
- Start the pump.

Deck shower
Location: Aft quarterdeck - Port side

1. Shower
2. Mixer tap

- The cockpit shower allows the use of fresh water for rinsing off.
- The shower is fitted with a mixer tap.
- To use the shower, turn on the water by tipping the tap on its axis.
- Choose the required temperature by turning the tap clockwise or anti-clockwise.
- After using the shower, it is important to turn off the water by tipping the tap on its axix.

WARNING

Bleed the cockpit shower water system to avoid freezing.

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.

WASTE WATER DRAINAGE SYSTEM

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.

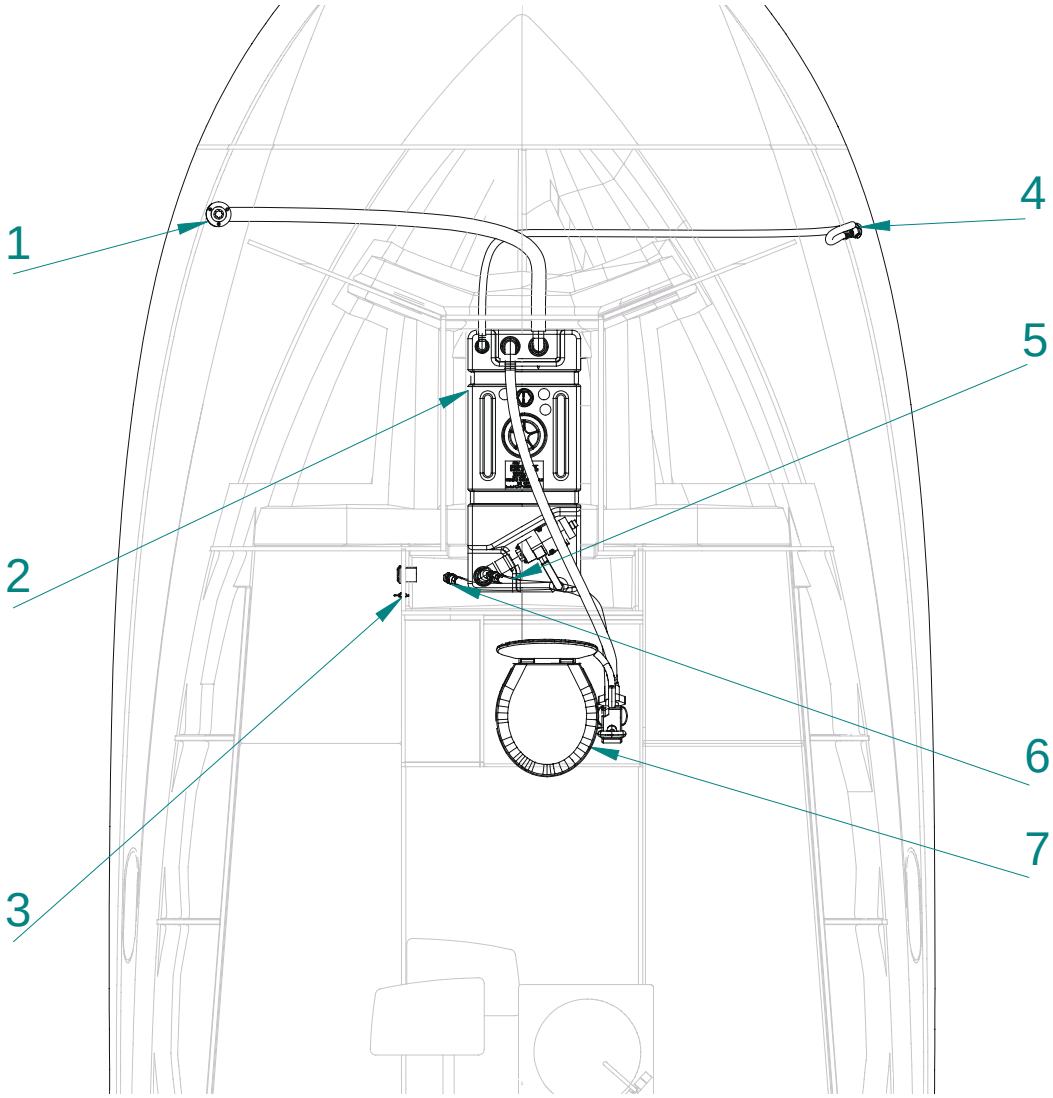
OPERATION

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

Sink draining - Cabin
Location: Technical room - Starboard

Sink draining
Access: Starboard cockpit locker

SCHEMA - SEWAGE



REF	Designation
1	Drain outlet - WC
2	Holding tank - 88 litre
3	Masher control (WC evacuation - to sea)
4	Vent hole - Holding tank
5	Seawater inlet - WC
6	WC evacuation - to sea
7	WC

WARNING

Refer to the manufacturer's instructions for use and maintenance.

WC
Location: Cabin

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').

Water inlet - WC evacuation

1. Water inlet
2. Evacuation to the sea

Evacuation by the bridge
Filler cap 'WASTE'

Sewage tank

1. Holding tank (88 l)
2. Masher (Pump discharge)

Control - Masher

3. Control - Masher
4. Gauge

WARNING

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

PRECAUTION

- Regular check the tank level. High pressure due to too high a level may cause leaks or more unpleasant troubles.

RESPECT OF THE ENVIRONMENT

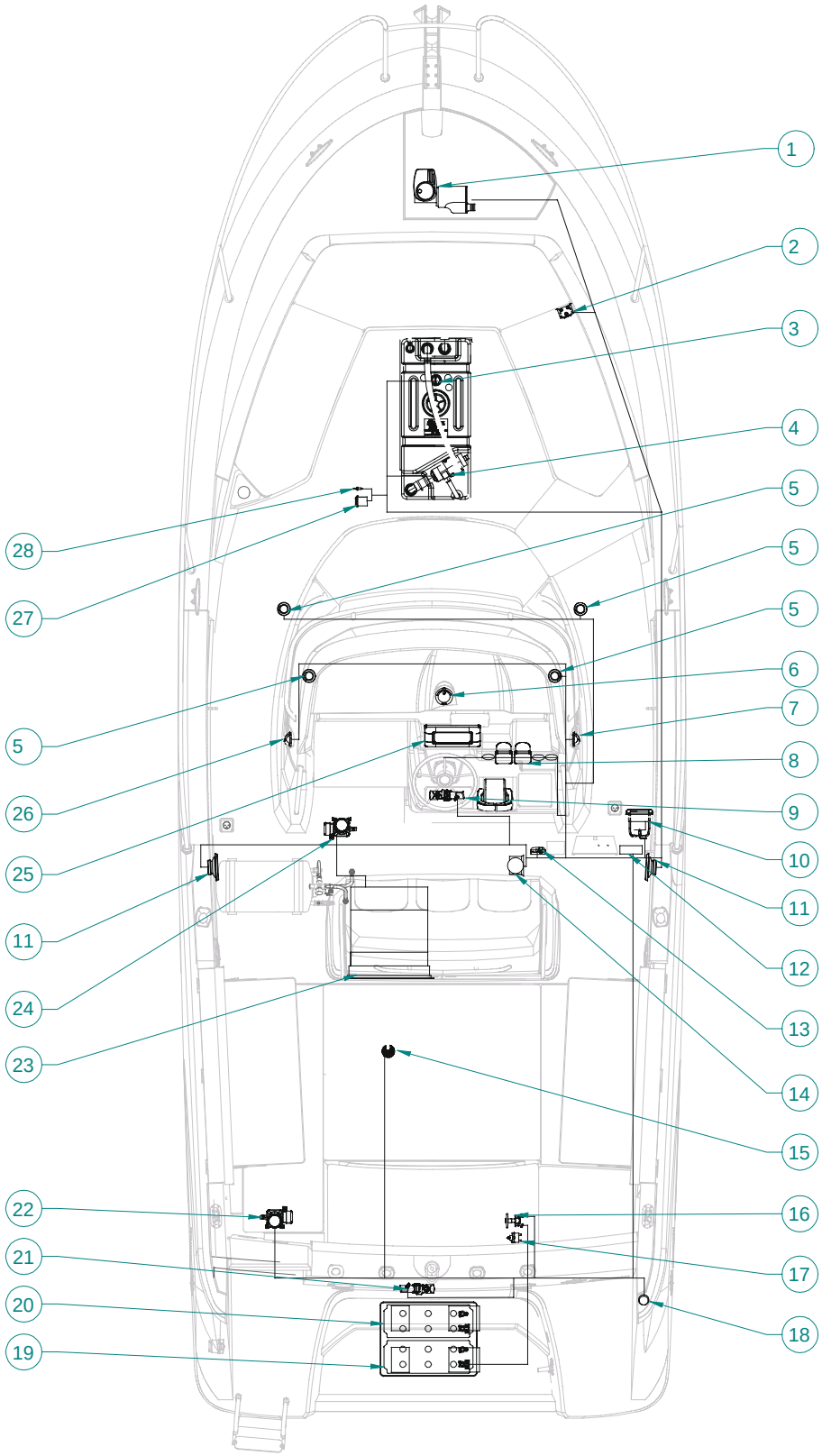
- Remain informed of local regulations concerning the environment and follow the codes of best practice.
- Do not drain the contents of the sewage tank near the coast or in zones where it is forbidden.
- Make use of the port or marina pump facilities to drain the sewage tank before leaving port.
- Find 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.
- To prevent odors caused by organic waste in pipes one should clarify the circuit after each use. For this procedure, drive about ten times the manual pump of the toilet or for a minute if it is an electrical pump.
- When you leave the ship for several days, flush the toilets circuit assembly with fresh water. Purify with specific products (for example a health additive to clean, disinfect and neutralize odors).

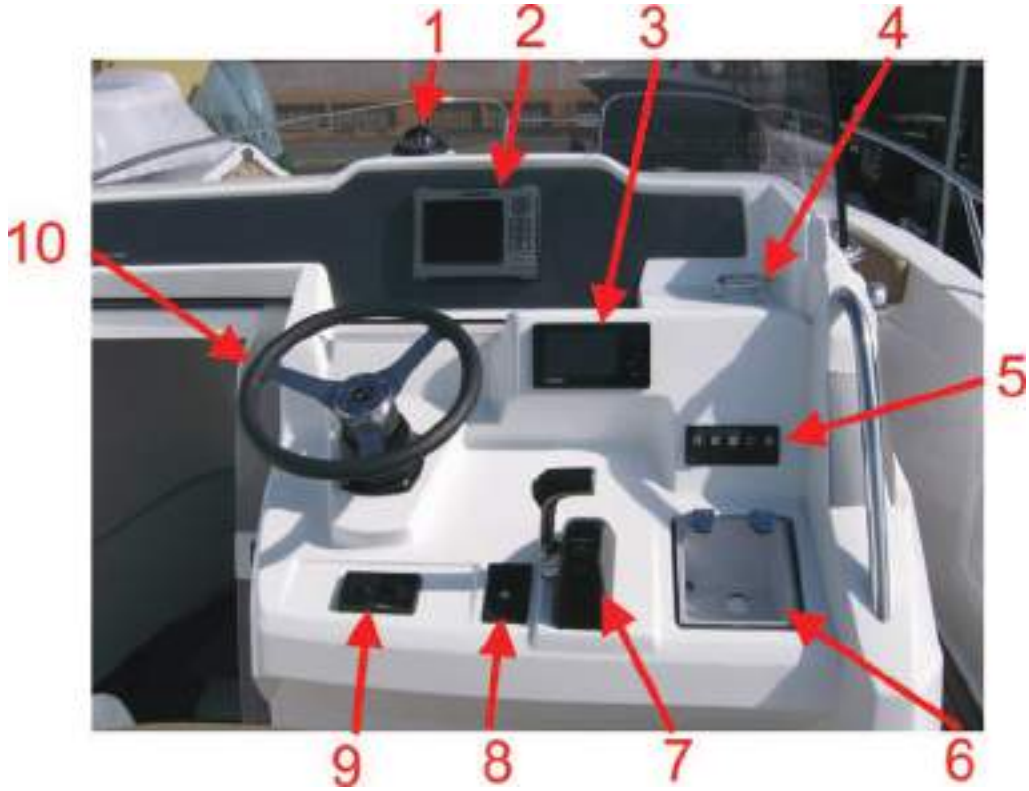
ELECTRICAL EQUIPMENT

ELECTRICITY - DIAGRAM - LOCATION



REF	Designation
1	Electric windlass
2	Windlass relay
3	Gauge transmitter - Holding tank
4	Masher (Pump - WC evacuation - to sea)
5	Cabin lighting
6	Compass
7	Navigation light - Starboard
8	Engine control
9	Electric bilge pump - forward
10	Hifi
11	Loudspeaker
12	Box - Hifi
13	Fuse box
14	Shower pump
15	Gauge transmitter (Fuel tank)
16	Battery switch - Positive
17	Windlass circuit breaker
18	Mooring light (Samson post)
19	Battery 1
20	Battery 2
21	Electric bilge pump (Engine compartment)
22	Pump for deck washing
23	Fridge
24	Water unit
25	HDS
26	Navigation light - Port side
27	Gauge dial - Holding tank
28	Masher control

SYNOPTIC



REF	Designation
1	Compass
2	Electronic
3	Engine information
4	Glass holder
5	12V electrical controls
6	Cubby hole locker
7	Controls - Motor
8	Controls - Projector
9	Engine ignition
10	Steering wheel

ELECTRICAL CIRCUIT, 12 VDC

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 electrical circuit with 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.
- Do not leave the vessel unattended when the electrical system is switched on .
- Certain lights represent a significant heat source, be careful of surrounding objects.

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

DANGER

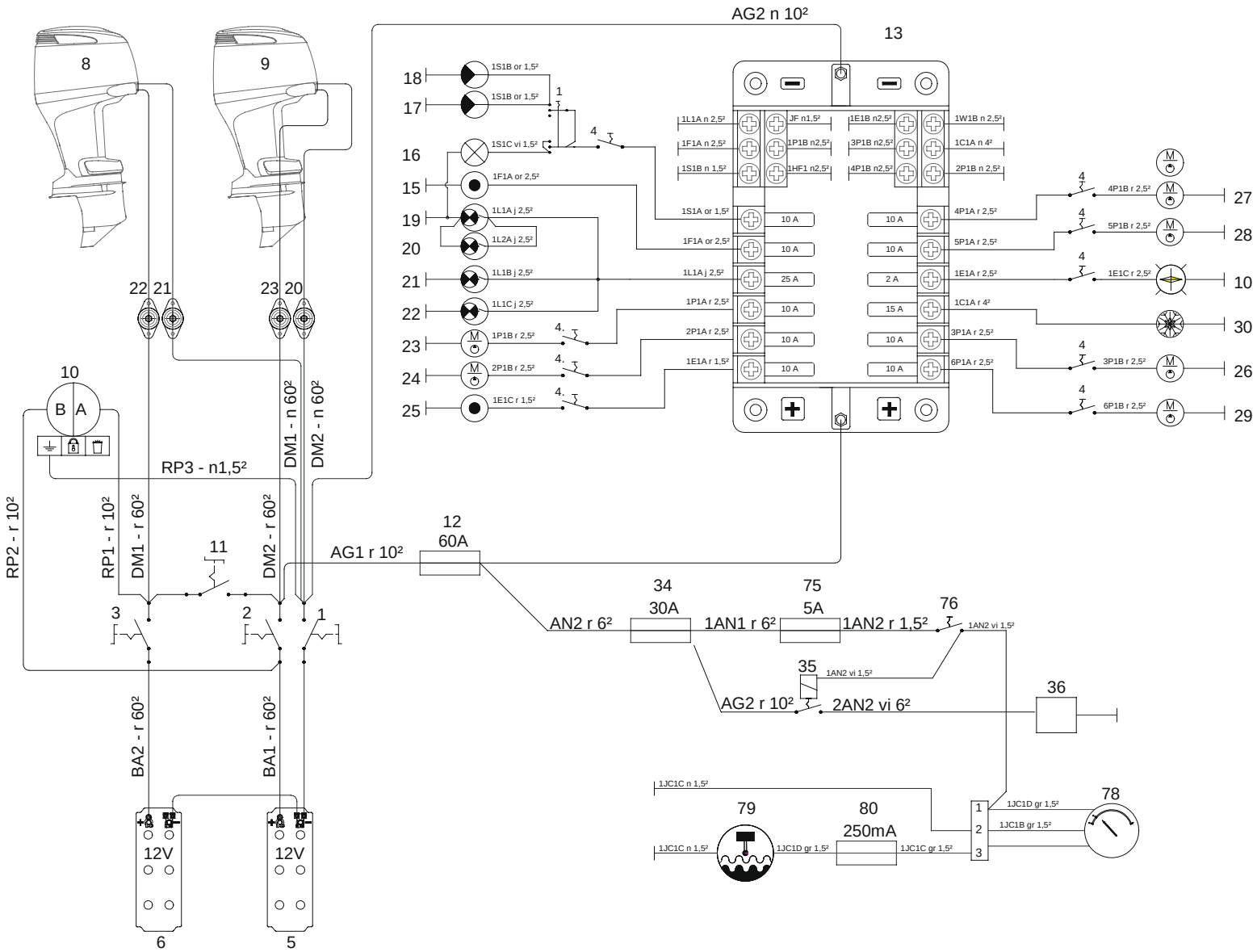
- There may be danger of fire or explosion if direct current systems are incorrectly used.

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.



REF	Designation
1	Battery switch "common negative"
2	Battery switch "service positive"
3	Battery breaker - "positive terminal - engine"
4	Switches
5	Service battery
6	Engine battery
7	Available
8	Motor - Central (Version: Single engine / Motor - Starboard (Version: Twin engine)
9	Motor - Port side (Version: Twin engine)
10	Relay box
11	Battery coupling
12	General fuse - Positive - 12V
13	Fuse box
14	Available
15	12V socket
16	Samson post (Mooring light)
17	Navigation light - Starboard side
18	Navigation light - Port side
19	Interior lighting
20	Interior lighting
21	Interior lighting
22	Interior lighting
23	Forward electrical bilge pump
24	Aft electric bilge pump
25	Compass light
26	Shower pump
27	Water unit
28	Masher (Pump discharge - WC)
29	Pump for deck washing
30	Fridge
34	Fuse - Electronic
35	Instruments - Motor
36	Electronic
75	Fuse - Electronic
76	Switch - Electronic instrument
78	Fuel gauge indicator
79	Fuel gauge transmitter
80	Fuse - Fuel gauge

LOCATION BATTERY SWITCH

Battery switch

1. Battery breaker - "positive terminal - engine"
2. Battery switch "service positive"
3. Battery switch "common negative"
4. Windlass circuit breaker
5. Key - Coupling
6. Battery coupler

WARNING

- Avoid operating the battery switches when the batteries are charging.

BATTERY COUPLING

In the case of low engine battery power use the battery coupling function by turning on the coupling handle located in the aft cabin.

Once the engines have been restarted make sure that the coupling handle is turned back to its original position.

BATTERY

Location - Aft locker

Engine battery : 140A - Single engine
Engine battery: 2 x 140A - Twin engine

BATTERIES

Battery charging is carried out either:

- by the alternator linked to the engine when the engine is running,
- by the battery charger (if the boat has one).

It is imperative that when the boat is first launched, a professional engineer connects the batteries

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

BATTERY CHARGER

Operation

The battery charger operates based on a signal processor that converts alternating current (220V or 110V) into a direct current (12V). The operation of the charger is fully automatic, after selecting the type of battery and load type (Refer to the instructions for use).

Battery charger
Location: Cabin

WARNING

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

PRECAUTION

- Switch off the electrical system with the battery switches when the boat is unattended.
- Never leave the vessel unattended with the mains electricity switched on.
- Turn off the electrical system with the battery switches and circuit breakers before gaining access to the rear of the electrical panels.
- Check the level of maintainable lead batteries.

ADVICE - RECOMMENDATION

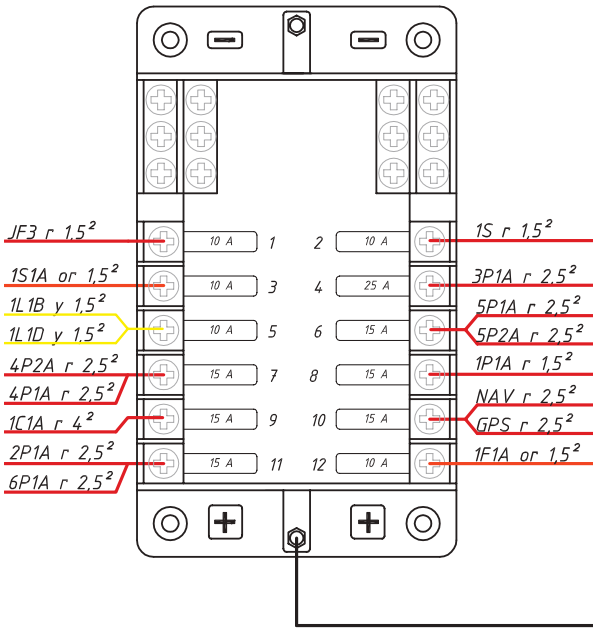
- It is recommended that you switch off all electrical devices before turning off the battery switches.
- Switch off all the battery switches when the boat is unattended.

Samson post
Location: Starboard aft

WARNING

- The only function of the samson post is to support the navigation light.
- Any other use is dangerous and forbidden.

Fuses
Location: Cabin



1. Fuel gauge
2. Deck searchlight
3. Navigation lights
4. Masher (Pump - WC evacuation to sea)
5. Interior lighting
6. Aft electric bilge pump
7. Forward electrical bilge pump
8. Shower pump
9. Fridge
10. Electronic instruments
11. Pump sea water & Water unit
12. 12 V socket

20A 15A 10A 5A 3A

WARNING

Always replace a fuse with one of the same size

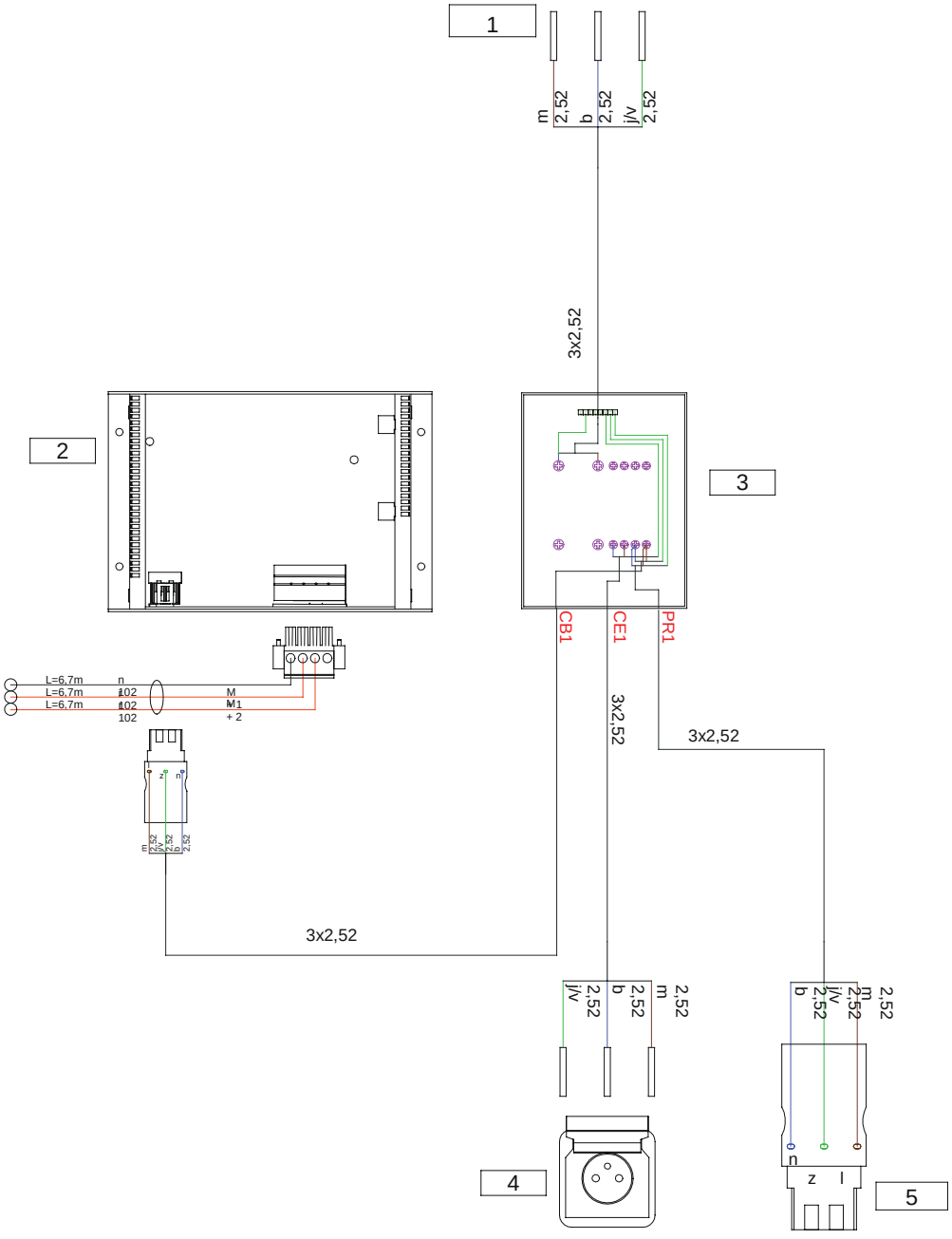
Fridge - 12V
Location: Cockpit
Control: Located directly on the device

Defrost the fridge regularly.

During long absence leave the fridge and icebox doors open to avoid mould developing.

Hifi

SCHEMATIC DIAGRAM 220V



REF	Designation
1	Shore power socket - 220V
2	Battery charger
3	Breaker
4	220V socket - Water heater
5	220V socket - Cabin

ELECTRICAL CIRCUIT, 110-220 V

GENERAL RECOMMENDATIONS

Certain vessels are equipped (as either standard or optional features depending on the model)with a 110 V or 220 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.
- The cutting power 220V-110V (dock or generator) does not cut the power converter: It is imperative to switch the converter OFF before handling devices or 220V-110V.
- 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.
- 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.

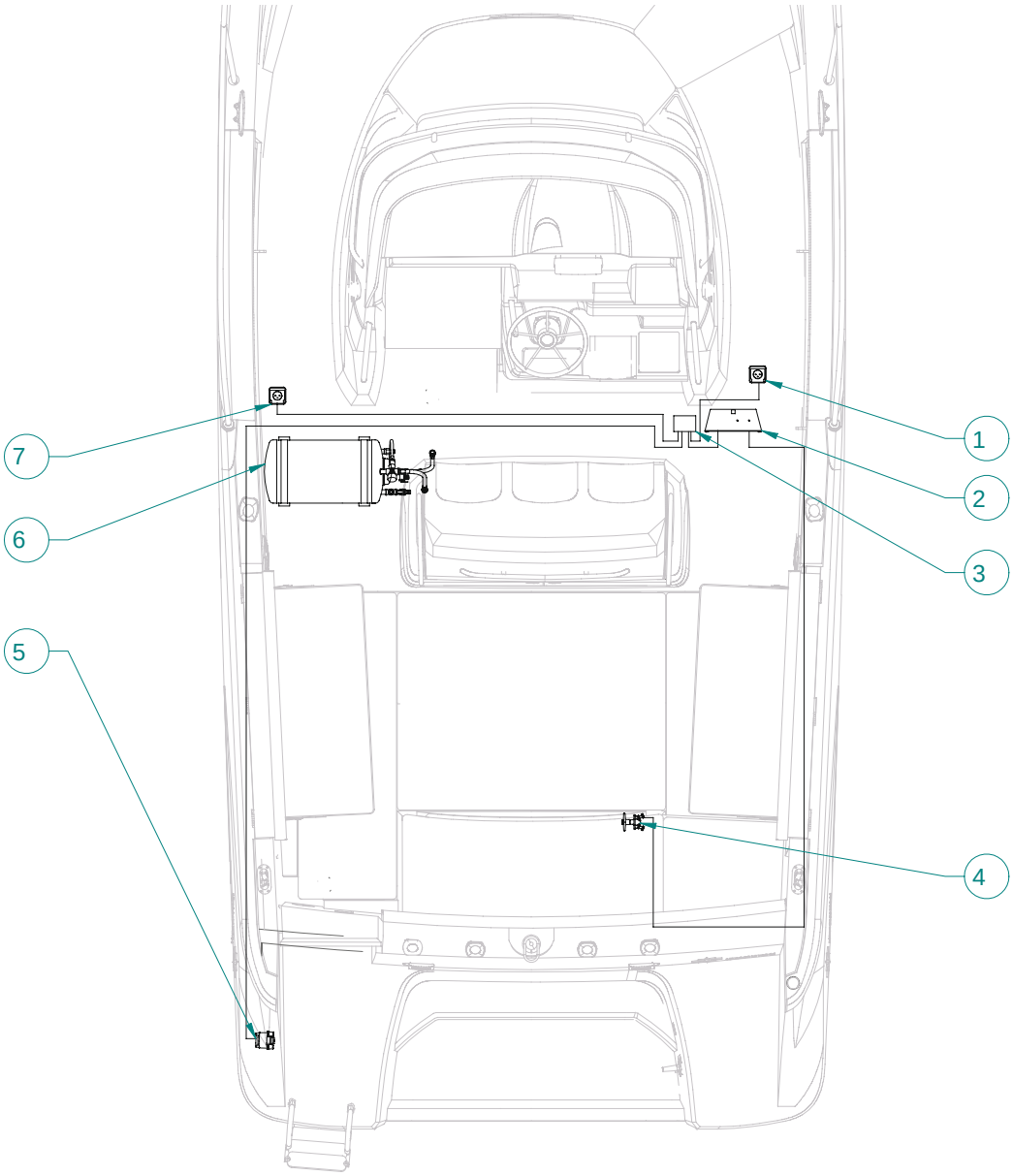
DANGER

- 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.

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).

ELECTRICAL LAYOUT - 220V SYSTEM



REF	Designation
1	220V socket - Cabin
2	Battery charger
3	Breaker
4	Battery switch
5	220V socket - Shore
6	Water heater
7	220V socket - Water heater

220V socket - Location

Differential circuit breaker
Location: Aft cabin

MAIN COMPONENTS - 220V

Water heater
Access: Aft cabin

1. 220V water heater - 25 litre
2. Thermostatic mixer valve

EQUIPMENT

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.

MAINTENANCE

Clean the repeater dials with freshwater. Refer to the instructions before using any other produce. The use of alcohol must be avoided.

ADVICE - RECOMMENDATION

- Place the protective covers on the repeaters when unused for long periods.
- When sailing store the protective covers inside the boat to avoid losing them.
- The various repeater displays are back-lit.
- When mooring be careful to adjust the sound so as not to disturb your neighbours.

ENGINE

GENERAL INFORMATION