

# CAP CAMARAT 715



## OWNER'S MANUAL



JEANNEAU

SPORTS & LOISIRS



# CONTENTS

CAP CAMARAT 715 Anglais  
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## **INTRODUCTION**

## **HISTORY OF UPDATES**

**Chapter 1..... Page 5**

## **SPECIFICATIONS AND WARRANTY**

**Chapter 2..... Page 13**

## **SAFETY**

**Chapter 3..... Page 21**

## **HULL**

**Chapter 4..... Page 29**

## **DECK**

**Chapter 5..... Page 35**

## **PLUMBING**

Drawings at the end of the chapter

**Chapter 6..... Page 39**

## **ELECTRIC SYSTEMS**

Drawings at the end of the chapter

**Chapter 7..... Page 45**

## **MOTORISATION**

**Chapter 8..... Page 53**

## **LAUNCHING**

**Chapter 9..... Page 57**

## **WINTER STORAGE**

## **PERSONAL NOTES**

At the end of the manual

## **APPENDIX AND OPTIONAL EXTRAS**

At the end of the manual

# HISTORY OF UPDATES

- Index 0.....8/10/2004
- Index 1..... Page 51 .....21/06/2006
- Index 2..... Page 17 ..... 05/2007
- Index 3..... Contents, Page 6, 32, 49 ..... 04/2008

# 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. The written authorization of the builder or his legal representative is compulsory for modifications that alter the specifications of the boat, in particular the vertical layout of the grounds (putting up of a radar, modification of the mast, change of the engine etc.).

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



The users of the boat are informed of the following:

- The entire crew must be trained properly.
- The boat shall not be loaded more with than the maximum load recommended by the builder, in particular the total weight of the food supplies, of the different equipment that are not supplied by the builder and of the persons on board. The weight of the boat shall be properly distributed.
- The water in the bilge shall be kept at its minimum.
- The stability is reduced when you add weight in the upper parts.
- In case of heavy weather, the hatches, lockers and doors shall be closed in order to minimize the risk of water coming in.
- The stability may be reduced when you tow a boat.
- 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.







# **SPECIFICATIONS AND WARRANTY**

***YOUR BOAT***

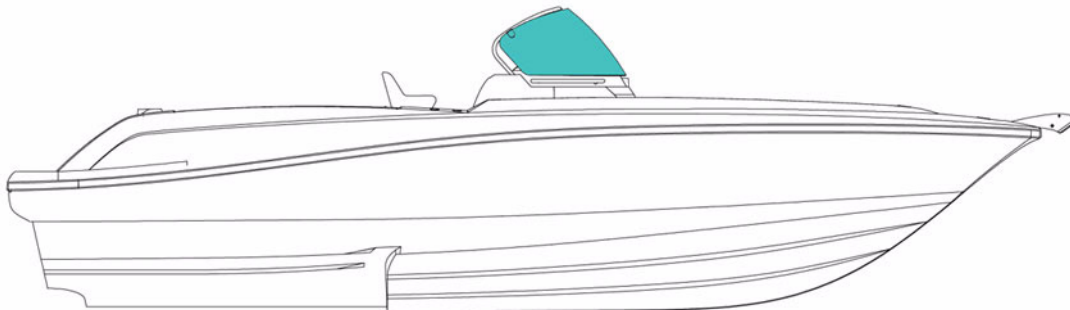
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***TERMS AND CONDITIONS OF WARRANTY***

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## SPECIFICATIONS

L.O.A.....	7,15 m/23' 5"
Length of hull.....	6,85 m/22' 5"
Max. beam .....	2,52 m/8' 3"
Draft .....	0,53 m/1' 7"
Air draught.....	1,53 m/5'"
Unladen mass .....	1 241kg/2 735 lbs
Light displacement .....	1 605 kg/3 538 lbs
(Unladen mass + Mass of the heaviest Outboard engine + Mass of the heaviest battery + Mass of the mooring equipment + Outside movable equipments)	
Displacement with maximum load .....	2 967 kg/6 541 lbs
Maximum load recommended by the builder .....	1 362 kg/2 996 lbs
Including: The mass of the persons authorized on board (75 kg per adult); the supplies; the additional loads; the optional equipment; the liferaft; the load margin.	
Water tank capacity .....	55 l/15 US gal
Fuel tank capacity .....	285 l/75 US gal
Recommended engine power .....	250 HP (187 kW - 250 HP)
CE Category .....	C (8 persons)
Architect.....	Garonni Design / Michael Peters Yatch Design / Jeanneau Design Department



The engine is the main propulsion means of the CAP CAMARAT 715.



**Category C:**

This boat is designed for sailing in winds that do not exceed force 6 Beaufort and in waves of a significant height inferior or equal to 2 m.

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

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.

This boat is approved for the European Community by l'ICNN, an acknowledged body n°0607.

## YOUR BOAT

**Version** .....

NAME OF THE BOAT .....

NAME OF THE OWNER .....

ADDRESS .....

.....

.....

.....

HULL NUMBER .....

SERIAL NUMBER .....

REGISTRATION NUMBER .....

DELIVERY DATE .....

DOOR KEY NUMBER .....

MAKE OF ENGINE .....

ENGINE SERIAL NUMBER .....

ENGINE KEY NUMBER .....

Your agent
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CHANTIERS JEANNEAU - 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\(fr\)](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 12 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.

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#### **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

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## *SAFETY EQUIPMENT*

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

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## *FIGHT AGAINST FIRE*

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## *BILGE PUMP SYSTEM*



## SAFETY EQUIPMENT



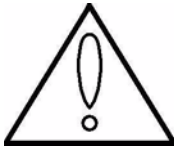
### LIFERAFT

Keep the life raft permanently easy to get to

#### RECOMMENDATION

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

SAFETY



#### WARNING

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

#### RECOMMENDATION

Close the door of the console when you are sailing in heavy weather.

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

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.

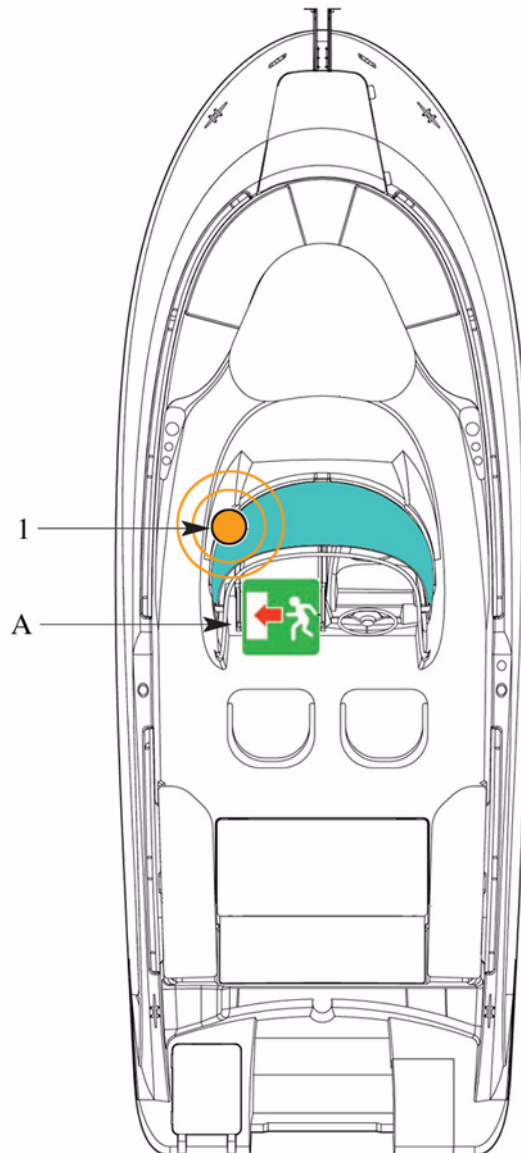
For the CAP CAMARAT 715: 5 A/34 B.

1. In the console



Emergency exits in case of fire

- A. Door of the console



### WARNING

The extinguishers are part of the compulsory equipment.

## FIGHT AGAINST FIRE



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



### **DANGER**

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

**SAFETY**

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.
- To replace the extinguishers by others with an equal or a greater capacity if the extinguishers have expired or are empty.
- 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.

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

Exits other than the doors and 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, power switches).
- Block the extinguishers placed in shelves.
- Use gas lamps in the boat.
- Alter the boat systems (electricity, gas or fuel oil).
- Fill up a tank when an engine is running.
- Smoke while handling fuels.







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

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



### **WARNING**

The **CO<sub>2</sub>** extinguishers shall be used only to fight **electrical fires**.  
Clear the area immediately after use in order to avoid suffocation.  
Air before entering.

**SAFETY**

## **BILGE PUMP SYSTEM**

### **ELECTRIC BILGE PUMP**

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

### **EMERGENCY BILGE PUMP**

The manual bilge pump is in the cockpit.





# HULL

*CONSTRUCTION*

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*MAINTENANCE OF THE HULL*

---

*CARREENING*

---

*INSTRUCTIONS TO REPAIR THE GEL COAT*

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## CONSTRUCTION



Your boat is built in GRP.

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

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

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

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.

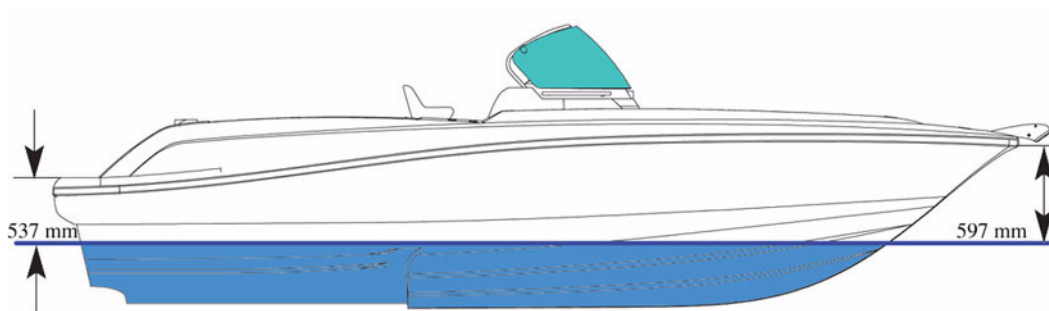
Don't use aggressive detergent agents or solvents (read next page).

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 (below the step): 13,2 m<sup>2</sup> - (These measurements are for "boat with maximum load")

Refer to chapter 8 for launching instructions.

A (tin-free) anti-fouling painting every year will make it possible to avoid tedious and frequent careening. An epoxy coat is recommended beforehand. You are reminded that any excessive sanding before your antifouling paint attacks your gel coat and impairs its reliability.

***ADVICE: Gently sand.***

Your boat may regain her shine as new if polished. If a lasting and isolated problem arises, contact your dealer.

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

## INSTRUCTIONS TO REPAIR THE GEL COAT



### MIXING RATIO

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

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

### APPLICATION

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



### WARNING

Please respect the following conditions to repair successfully:

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



### DANGER

The catalyst is a dangerous product:

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







**STORAGE**

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

Keep the components 6 months maximum.

Polyester products are flammable ; take the usual precautions.

**CLEANING YOUR TOOLS**

Clean all your tools with acetone.





# DECK

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*NAVIGATION*

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*MOORING*

---

*TOWING*

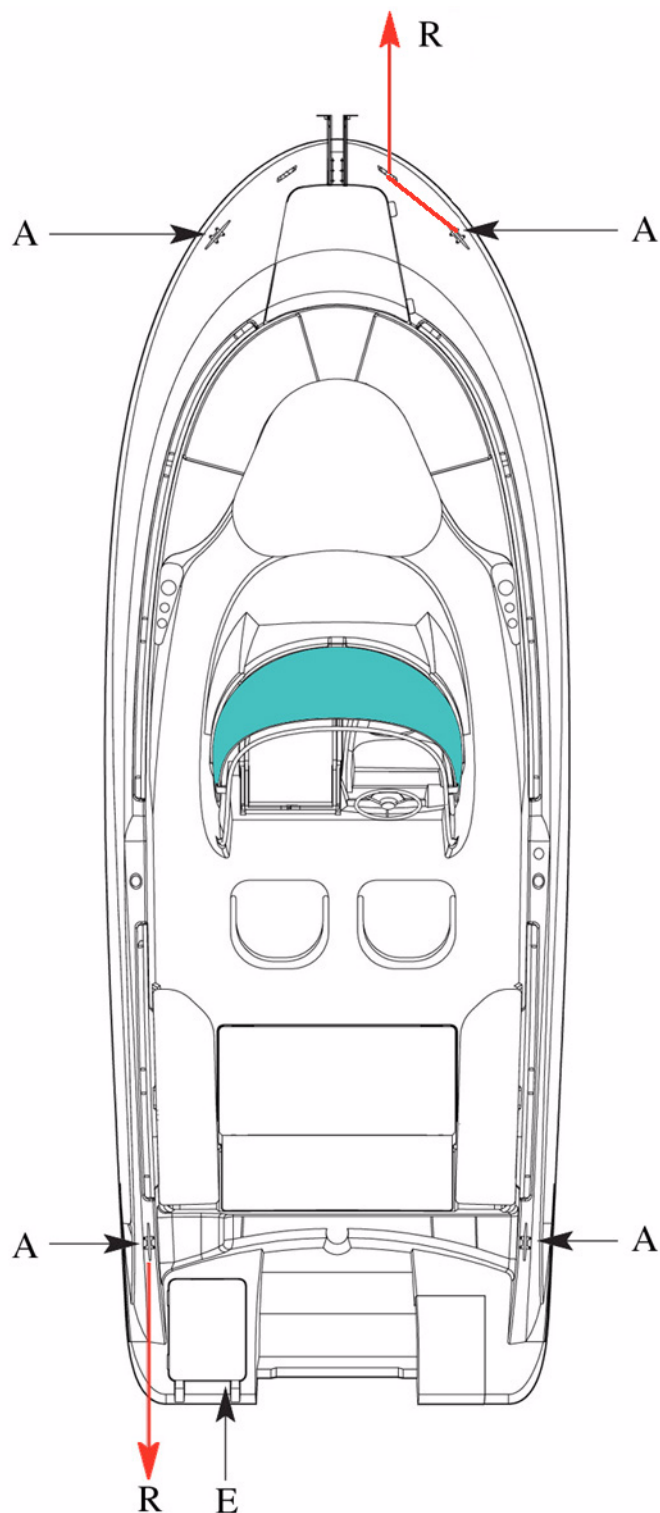
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*ANCHORING*

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*MAINTENANCE OF THE DECK*

### DECK LAYOUT



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

## NAVIGATION



### DANGER

Wear your life jacket.

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

DECK

## MOORING

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.

---

## 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.

### 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.

### MAINTENANCE

### RECOMMENDATION

Rinse the mooring line with fresh water after each trip.

## 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 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.

### TEAK EXTERIOR WOODS

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.

### PRECAUTION

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







# PLUMBING

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***WATER TANK FILLING***

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***FRESH WATER SYSTEM***

---

***DRAINAGE SYSTEM***

---

***DRAWINGS AT THE END OF THE MANUAL***

---

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## 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.

.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 tank with a clonazione tablet (sold at the chemist's).
- If the boat is not used for long, purify the tank and pipes with acetic acid (or white vinegar).
- Do not use chlorine-based products.
- For winter storage instructions and precautions, refer to Chapter 9.

***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.***

## FRESH WATER SYSTEM



### PRECAUTION

- Never operate the water system equipment when the tank is empty (the electric material may be damaged).
- Check the water filter for condition (refer to manufacturer's instructions).

PLUMBING

## DRAINAGE SYSTEM

### MAINTENANCE

### RECOMMENDATION

- 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 the bilge is 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 SYSTEMS**

***BATTERY SWITCH***

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***BATTERY***

---

***OPERATION***

---

***SHORE POWER***

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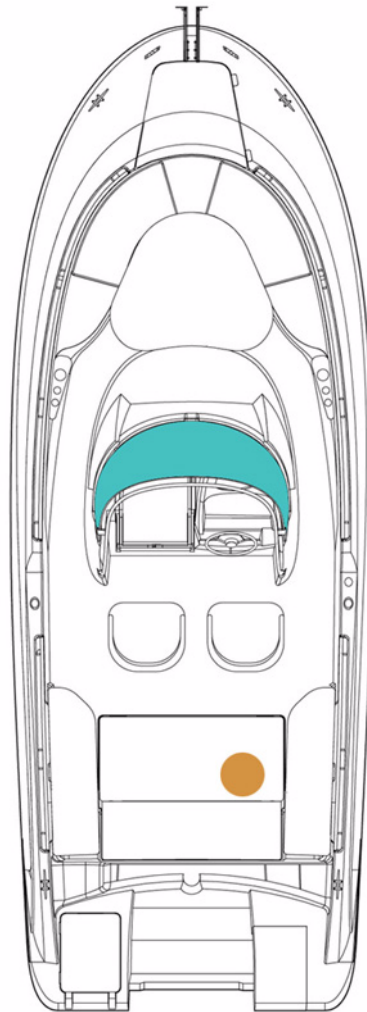
***ELECTRONICS***

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***DRAWINGS AND DIAGRAMS (AT THE END OF THE CHAPTER)***

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## BATTERY SWITCH



## BATTERY SWITCH



The electricity onboard is 12 V DC.

Switch on by turning the battery switch.

### PRECAUTION

Switch off the battery switch when the boat is unattended.

## BATTERY

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

### PRECAUTION

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

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

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

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

## .MAINTENANCE

### RECOMMENDATION

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

### WARNING

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







## OPERATION



The electrical switchboard does not require any routine maintenance.

### PRECAUTION

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

In case an electric appliance is not energized, check:

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



### WARNING

Never work on a live electric fitting.

### PRECAUTION

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

## ELECTRONICS

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





# MOTORISATION

*MOTORISATION*

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*FUEL TANKS*

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*FUEL FILTER*

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*CLOSING VALVE OF THE FUEL SYSTEM*

---

*ENGINE*

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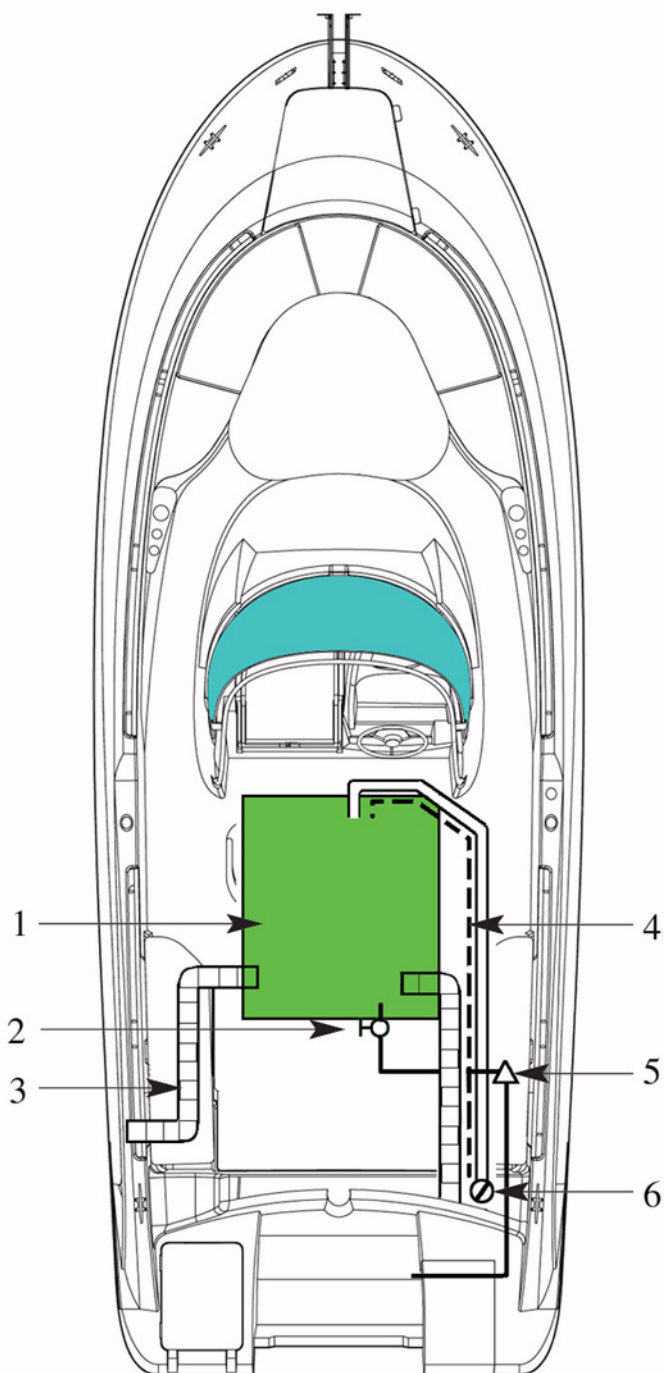
*VISIBILITY FROM THE STEERING STATION*

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*INSTRUMENT PANEL / CONTROL LEVER*

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## ENGINE INSTALLATION



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

## MOTORISATION



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

### FUEL TANKS

#### FILLING

Take the general precautions stated in chapter 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.

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

#### MAINTENANCE

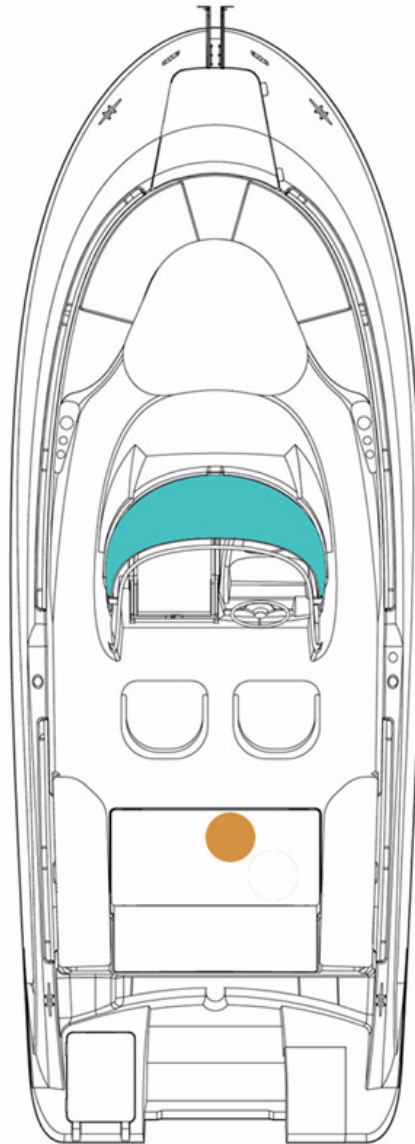
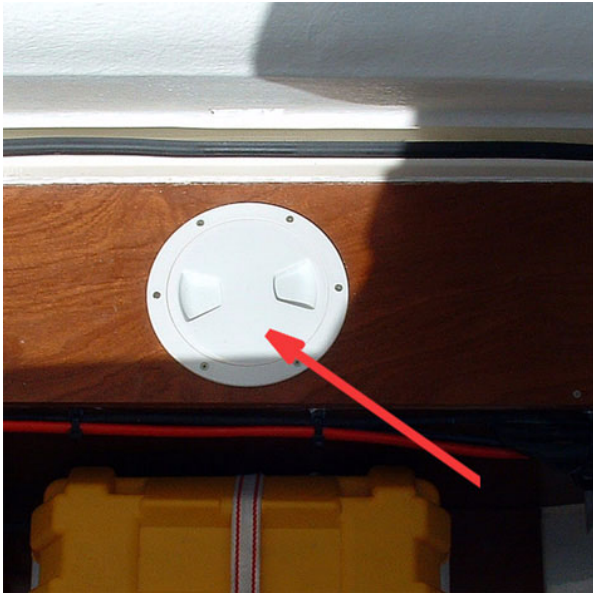
#### RECOMMENDATION

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

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

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## FUEL VALVE





## FUEL FILTER

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.

Change the pre-filter at least once a year.

## CLOSING VALVE OF THE FUEL SYSTEM

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



### **DANGER**

Never obstruct the fuel valve.



### **WARNING**

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



## 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.
- Refill before the fuel tanks have almost run dry (the fuel system may be stopped for lack of fuel).
- Make sure you have enough fuel before sailing

## MAINTENANCE

### PRECAUTION

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

## VISIBILITY FROM THE STEERING STATION



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

Make sure there is no other boat on your way.

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

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

## INSTRUMENT PANEL / CONTROL LEVER

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

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

## NAVIGATION

### RECOMMENDATION

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



### DANGER

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





# LAUNCHING

## *LAUNCHING RECOMMENDATIONS*

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## LAUNCHING RECOMMENDATIONS

A lot of skill and care is required to commission your JEANNEAU boat. The proper working of all your boat 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 engine (Refer to the engine maintenance manual).
- All the optional accessories shall be sealed with paste.
- Retract the speedometer into its housing (it may be damaged by the handling belts).



## HOISTING

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



### WARNING

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

## AFTER LAUNCHING

- Check the sounder and speedometer fittings for tightness if need be..
- Before starting the engine, refer to chapter 7 "Motorisation".





# WINTER STORAGE

*LAYING UP*

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*PROTECTION AND MAINTENANCE*

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## LAYING UP



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

## PROTECTION AND MAINTENANCE

### INSIDE

- Drain all the fresh water pipes and rinse them with water and vinegar (do not use a chlorine based product).
- Retract the sounder and speedometer sensors.
- 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.

### 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.

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

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CHANTIERS JEANNEAU - 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\(fr\)](http://www.jeanneau.com(fr)).



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JEANNEAU recommends

