



Sun Odyssey 54 DS Anglais
Update 08/2004
Index 2

Code 980676

(Total pages: 58)

	INTRODUCTION	page 2
Chapter 1	SPECIFICATIONS & WARRANTY	page 3
Chapter 2	SAFETY	page 7
Chapter 3	HULL	page 13
Chapter 4	DECK	page 17
Chapter 5	RIG & SAILS	page 23
Chapter 6	ACCOMMODATION	page 32
Chapter 7	PLUMBING	page 38
Chapter 8	WIRING (drawings at the end of chapter)	page 42
Chapter 9	ENGINE	page 46
Chapter 10	LAUNCHING	page 52
Chapter 11	LAYING UP & WINTER PRECAUTIONS	page 55
	PERSONAL NOTES	page 58
	ANNEX & OPTIONAL EXTRAS	End of manual

We share a common yearning for the sea. We, at Jeanneau as shipbuilders and you, who want to live your dream on the Seven Seas.

We are delighted to welcome you to the large family of Jeanneau boat owners, with our warm congratulations.

This manual is meant to help you enjoy and sail your boat comfortably and safely. It includes hints about the boat, the equipment and systems delivered or installed and operation and maintenance guidance. Before you put to sea, read it carefully if you really want to have fun and avoid damage and trouble. Read carefully and make yourself at home on the boat, before you sail it.

We keep improving our boats as we want you to benefit from technological breakthroughs, new equipment or materials and our own experience; therefore, the characteristics and information provided may vary without notice or updating obligation.

This manual is designed in accordance with the ISO 10240 Standard requirements. This is a broad-line manual which may describe equipment or accessories, or address subjects which do not concern your boat; in case of doubt, you should check with the inventory submitted upon delivery of your boat.

Our network of Jeanneau distributors will be pleased to help you get acquainted with your boat and to take care of its maintenance.

If this is your first boat or if you are changing to a boat type which is new to you, before "taking command", get some training on boat control and sailing, to ensure your safety and comfort. Your dealer, international sailing association, or yacht club will be pleased to suggest 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, do not 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 a total safety cannot be guaranteed, even if your boat meets the requirements of a category.

Always listen to the weather forecast before you go out to sea.
Make sure that the sea and wind conditions will correspond to the category of your boat, and that 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 only to respect their laws and strength. Adapt the use you make of your boat to her condition ; your boat 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 the 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 helm and course regulations, the navigation lights etc.. all over the world. Make sure you know these regulations and you have on board a manual that explain them.

In numerous countries, a licence, an authorization or a training course are requested. Make sure you have this legal authorization before you use the boat.

Always apply to an experienced professional for the maintenance, the assembly of accessories and minor modifications. The written authorization of the builder or of his legal representative is compulsory for the modifications that alter the specifications of the boat particularly the vertical layout of the masses (fitting of a radar, mast modification, change of engine, etc...).

For the essential or optional equipments (engine, electronics), please refer to their respective manuals delivered with the boat.

The users of this boat are informed of the following :

- The entire crew must have an appropriate training ;
- The boat must not be loaded more than the maximum load recommended by the builder (in particular as for the total weight of the food supplies, of the different equipments that are not supplied by the builder and the weight of the persons on board) and this load must be properly distributed ;
- The water of the bilges must be kept at its minimum ;
- The stability is reduced when you add some weight in the upper parts ;
- In case of rough sea, the hatches, lockers and doors must be closed in order to minimize the risk of water coming in ;
- The stability may be reduced when you tow a boat or when you lift heavy weights with the davits or the boom ;
- Breaking waves are important dangers to stability ;
- If your craft is fitted with a liferaft, read carefully its operating manual. The craft should have onboard the appropriate safety equipment (lifejackets, flares, harness, etc.) according to the type of craft, country, weather conditions, etc.
- The crew must be familiar with the use of all the safety equipment and emergency manoeuvring (man overboard recovery, towing, etc...).
- All persons should wear a suitable buoyancy aid (life jacket or personal floatation device) when on deck. Note that in some countries it is legal requirement to wear a buoyancy aid that complies with their national regulations at all times.
- Part of the information is given on the builder's plate affixed on the craft. A full explanation of this information is given in the relevant sections of this manual.

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

SPECIFICATIONS & WARRANTY



YOUR BOAT

GENERAL TERMS OF WARRANTY

LENGTH OVERALL	16,75 m / 54' 11"
HULL LENGTH	16,38 m / 53' 8"
LENGTH ON WATERLINE	14,79 m / 48' 6"
OVERALL BEAM.....	4,87 m / 15' 11"
BEAM ON WATERLINE	4,00 m / 15' 1"
BALLAST WEIGHT GTE.....	5000 kg / 11023 lbs
BALLAST WEIGHT PTE	5400 kg / 11905 lbs
DRAFT GTE.....	2,30 m / 7' 6"
DRAFT PTE	2,00 m / 6' 6"
CLEARANCE HEIGHT	22,00 m / 72' 2"

LIGHT DISPLACEMENT GTE	17572 kg / 38739 lbs
LOAD DISPLACEMENT GTE.....	23672 kg / 52187 lbs
LIGHT DISPLACEMENT PTE.....	17955 kg / 39584 lbs
LOAD DISPLACEMENT PTE	24055 kg / 53032 lbs
MAXIMUM LOAD	6100 kg / 13448 lbs
Including : weight of the persons authorized on board (75 kg / 165 lbs per adult); supplying; liquids that can be used (fresh water and fuel) in the fixed tanks filled to their maximum capacity; additionnal cargo; optional extras; life-raft; tolerance.	

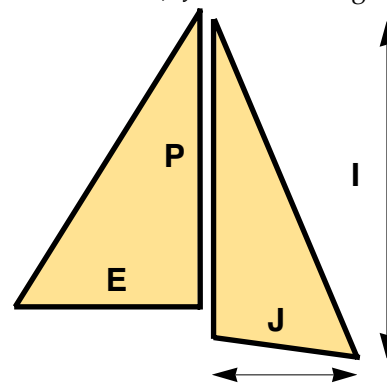
WATER TANK CAPACITY	970 l / 257 Us gal
FUEL TANK CAPACITY	410 l / 108 Us gal
ICE BOX CAPACITY	280 l / 74 Us gal
ENGINE POWER RATING (DIESEL)	110 HP/82Kw
BATTERIES CAPACITY	2 x 55 Ah + 4 x 80 Ah (12 V)
CABINS.....	2 / 3 / 4 / 5
BERTHS.....	4 / 13
CE CLASSIFICATION	

	2 CAB.	3 CAB.	2 aft, 2 fwd	1 aft, 3 fwd	5 CAB.
A	6 pers.	8 pers.	10 pers.	11 pers.	13 pers.
+ CAB. SKIP.	8 pers.	10 pers.	12 pers.		
B	13 pers.	13 pers.	13 pers.	13 pers.	13 pers.
C	16 pers.	16 pers.	16 pers.	16 pers.	16 pers.

DESIGNERJ. FAUROUX / V. GARRONI; Jeanneau Design

SAILS

FURLING MAIN SAIL	50,00 m ² / 538 Sq ft
CLASSIC MAIN SAIL	56,00 m ² / 603 Sq ft
FURLING GENOA	83,00 m ² / 893 Sq ft
SYMMETRIC SPI	190,00 m ² / 2044 Sq ft
ASYMMETRIC SPI	163,00 m ² / 1754 Sq ft
I	20,05 m / 65' 9"
J	5,90 m / 19' 4"
P	17,66 m / 57' 11"
E	5,85 m / 19' 2" (Classic)
	6,20 m / 20' 4" (Furling)
MAST LENGTH.....	22,30 m / 73' 2"



The sail is the main propulsion means of the SUN ODYSSEY 54 DS.

Class A: «In the Open Sea»

Boat designed to operate in winds that may exceed 8 on the Beaufort Scale and in significant wave heights of 4m and above. To a large extent these boats are 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.

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. Sun Odyssey 54 DS conformity to CE directive 94/25 is attested by Bureau Veritas.



YOUR BOAT

Version :
 NAME OF BOAT :
 OWNER'S NAME :
 ADDRESS :

 HULL NUMBER :
 SERIAL NUMBER :
 REGISTRATION NUMBER :
 DATE OF DELIVERY :
 ENTRANCE KEY NUMBER :
 MAKE OF ENGINE :
 ENGINE SERIAL NUMBER :
 ENGINE KEY NUMBER :

Your dealer



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)).





GENERAL TERMS OF WARRANTY

Article 1

At the moment of delivery of the boat, the parties sign the Certificate of Delivery supplied by CHANTIER JEANNEAU for this purpose ; it is equivalent to an agreement of compliance by the Purchaser / user.

The acceptance of delivery by the Purchaser / user, without any reservation, is equivalent to the acceptance of the apparent condition of the boat, pursuant to the provisions of articles 1642 of the Civil Code. The terms of Warranty are conditional upon:

- the return to CHANTIER JEANNEAU After-Sales Department of the completed tear-away section of the Certificate of Delivery and of Warranty Registration Card,
- the following of the directives on verifications set forth by CHANTIER JEANNEAU; It is made clear that the possible expenses of handling, transportation, parking, escort, etc. non-inclusively which have been incurred in the execution of the above-mentioned directives and verifications 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 ; it is strictly limited, as the Manufacturer chooses, to the replacement or free repair of any part that has been deemed to be defective by the technical specialists of the latter. No compensation whatsoever shall be paid in connection therewith.

As for components and accessories which 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 and RIGIFLEX boats, and boats used for commercial purposes, or boats specifically designed and / or equipped for racing, which have as a contractual Warranty only that which is indicated in Article 2 above, the structure of the hull, the deck, and the hull-to-deck joint, and the keel-to-hull joint is warranted against all defects in material and workmanship identified by the technical specialist at CHANTIER JEANNEAU for a period of 5 (five) years for monohull sailboats, and period of 3 (three) years for motorboats and multihull sailboats.

However, any incident (affecting the structure and not resulting from a manufacturing defect covered under the Conditions of Warranty), whether or not resulting in the repair of the deck or hull, shall effectively cancel immediately without prejudice all terms and Conditions of Warranty.

The Warranty Period shall start from the date of the first commissioning into service of the Boat, and at the latest from the last day of the model year in which the Boat was built, i.e. the 31st of August.

This Warranty is strictly limited to the free repair of the manufacturing defects either in our yard or by a repair shop or shipyard chosen by our company. No compensation whatsoever shall be paid in this respect.

Article 4

The following items are excluded from the Terms of Warranty as stated in Articles 1 and 2 above :

- all carriage and transportation-related expenses including parts as well expenses and / or possible losses resulting from the inability to use the Boat and / or accessories.
- the wear and damages hereinafter listed as well as their consequences :
 - Normal wear and tear,
 - Cracks, crazing, or fading of the gel coat,



- Damages resulting from :
 - changes, modifications, alterations, or repairs (even partial ones) performed by shipyards other than those authorized by the Manufacturer,
 - failure to follow the recommended maintenance procedures stated precisely in the owner's manual that was delivered with the boat, or failure to follow recognized procedure,
 - improper use, in particular negligent use, or rash use, misuse, or abnormal use,
 - participation in competitive events,
 - negligent acts in which the necessity of taking conservative measures of action is disregarded,
 - accident or catastrophe such as but not limited to explosion, fire, flood, storm, lightning, transport, riot, theft, and collision,
 - unsuitable storage or transport conditions.

Article 5

The application of the warranty shall extend the period of the Conditions of Warranty only for a period equal to that which is necessary to carry out the repair work required under the Warranty, on the condition that the aforementioned repair work requires immobilization of the boat for minimum of 7 (seven) consecutive days.

Article 6

In order to exercise the Conditions of Warranty previously defined, the Purchaser/User shall submit the complete Certificate of Delivery and present the Conditions of Warranty document each time a claim is presented, and shall notify the authorized Dealer/Seller of the defect or fault within 15 days from the day that the defect or fault is discovered. This notification shall be written, precise, and justifiable. Failure to notify the authorized Dealer/Seller may void the warranty.

Upon receipt of said notification from the Purchaser/User, the authorized Dealer/Seller shall inform the Manufacturer about the Purchaser/User's claim within a period of 8 (eight) days ; failure to notify the Manufacturer shall result in the Dealer/Seller's liability as a result of the delay.

Article 7

Authorized Dealers, Agents, or Sellers of JEANNEAU NEWCO do not have the authority to alter the above Warranty, but may, on their own account, and on their own responsibility, grant possible additional warranties which may, under no circumstances, be transferred to the Manufacturer.

PRECAUTION BEFORE ANY REPAIR

Contact your Jeanneau agent for best advise about products and materials when you want to execute some repairs yourself.

Major repairs to the hull and engine must be done by a professional.

Your Jeanneau agent can do it or recommend a professional.

DANGER

Contact your Jeanneau agent to know what is possible to repair
and particularly what you must not do!

You could endanger your safety and lose your warranty.



SAFETY



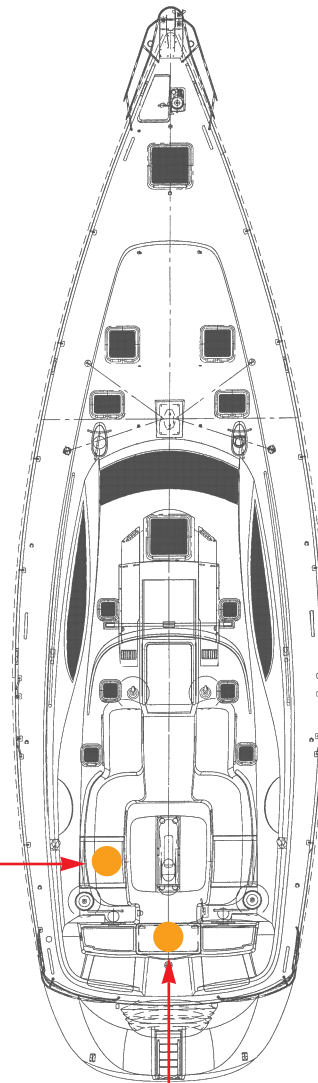
SAFETY EQUIPMENT

SAFETY DIRECTIONS CONCERNING THE GAS STOVE

FIRE FIGHTING

BILGE PUMPS

EMERGENCY TILLER



If there are more than 10 persons onboard : 2 liferafts are compulsory.
The extra life raft in the port cockpit locker.





SAFETY EQUIPMENT

A life raft may be located in the cockpit locker.

RECOMMENDATION / LIFE RAFT

Never padlock the locker at sea.
The launching procedure is indicated on the raft and should be read carefully before putting to sea.

WARNING

Check the safety equipment inventory before each trip

WARNING

Do not exceed the maximum recommended number of persons mentioned in the «Specifications».
Regardless of the number of persons on board the total weight of persons and equipment must never exceed the maximum recommended load.
Always use the seating spaces provided.

RECOMMENDATION

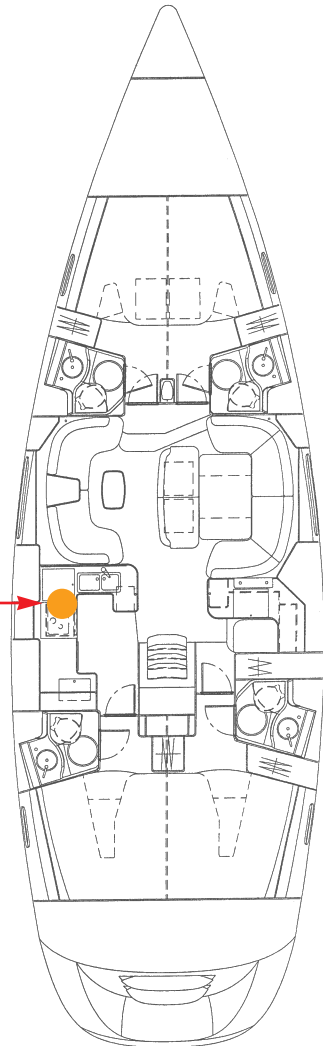
We advise you to close the deck hatches and portholes before each trip, including the companionway hatch in case of rough sea.

RECOMMENDATION

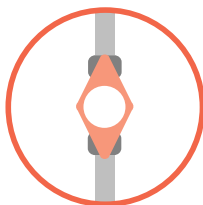
We advise you the following : Do not store anything below the floorboards.

safety

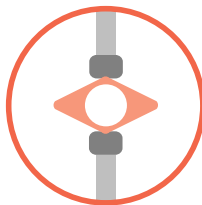




Same place for other
accommodation versions



Valve **open**



Valve **closed**



SAFETY DIRECTIONS CONCERNING THE GAS STOVE

Type: "Camping-Gaz" (butane, duty pressure: 142 lbs per sq. inch / 10 kg/cm² or according to the regulation in force in your country).

Shut the valves in the system (under the oven) and on the cylinder when the appliances are not in use.

Close the valve before any change of cylinder and immediately in case of emergency.

Never leave appliances burning unattended.

Do not fit or store flammable materials above or over the stove (curtains, papers, napkins, and so on...).

Be sure that the valves of the appliances are turned off before you turn on the valves of the gas cylinder or of the hoses.

If you smell gas or find that the burners have gone out, by accident (although appliance models cut off automatically if the flames go out) turn off the gas taps and do ventilate the boat in order to get rid of any residual gas. Find the cause of the problem.

Regularly test the gas system for leaks.

Shut the appliance valves and open the cylinder and check all connections for leaks with soapy water or a detergent solution. In case of leak, shut the cylinder valve and repair before using the cylinder again.

The appliances burn oxygen in the cabin and releases combustion gases, therefore ventilation is mandatory when the appliances are used.

Don't obstruct the ventilation holes and at least leave the door open.

Don't use the oven or cooker for cabin heating.

The oven shall be locked in order to avoid the tubes to be damaged when sailing.

Immediate access to the gas system components must be unobstructed at all times.

Empty cylinders must be disconnected and their valves must be shut.

Keep the protective covers, plugs and hatches in place.

Store the empty or spare bottles on the deck or in a locker, if ventilated to the outside.

Do not use the gas cylinder storage space to store another equipment and never store the gas cylinders in another place.

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

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

Always apply to an experienced professional for repairs.

WARNING

Never use an ammonia solution.

Never use a flame to test for leaks.

Do not smoke or use an open flame while replacing the gas bottle.

safety



SUGGESTIONS FOR PLACEMENT OF FIRE EXTINGUISHERS

(It is possible to set them in other places but the extinguishers must be at least 5 meters from each berth.)

An extinguisher must be **in any case** at least 2 meters from the extinguisher aperture.

An extinguisher or a fire blanket (ISO 1869) must be at least 2 meters from each open flame appliance.

An extinguisher must be at least 1 meter from the helmsman.

Extinguisher, minimum capacity 5A / 34B

Required for the SUN ODYSSEY 54 DS:

20A / 136 B (4 extinguishers mini.)

REMIND:

The extinguishers are part of required equipment.

- 1 - Backing bulkhead of mast
- 2 - On galley furniture
- 3 - Under chart table
- 4 - In aft cabin (2 aft cabins version)
- 5 - In cockpit locker
- 6 - Extinguisher aperture of the engine compartment



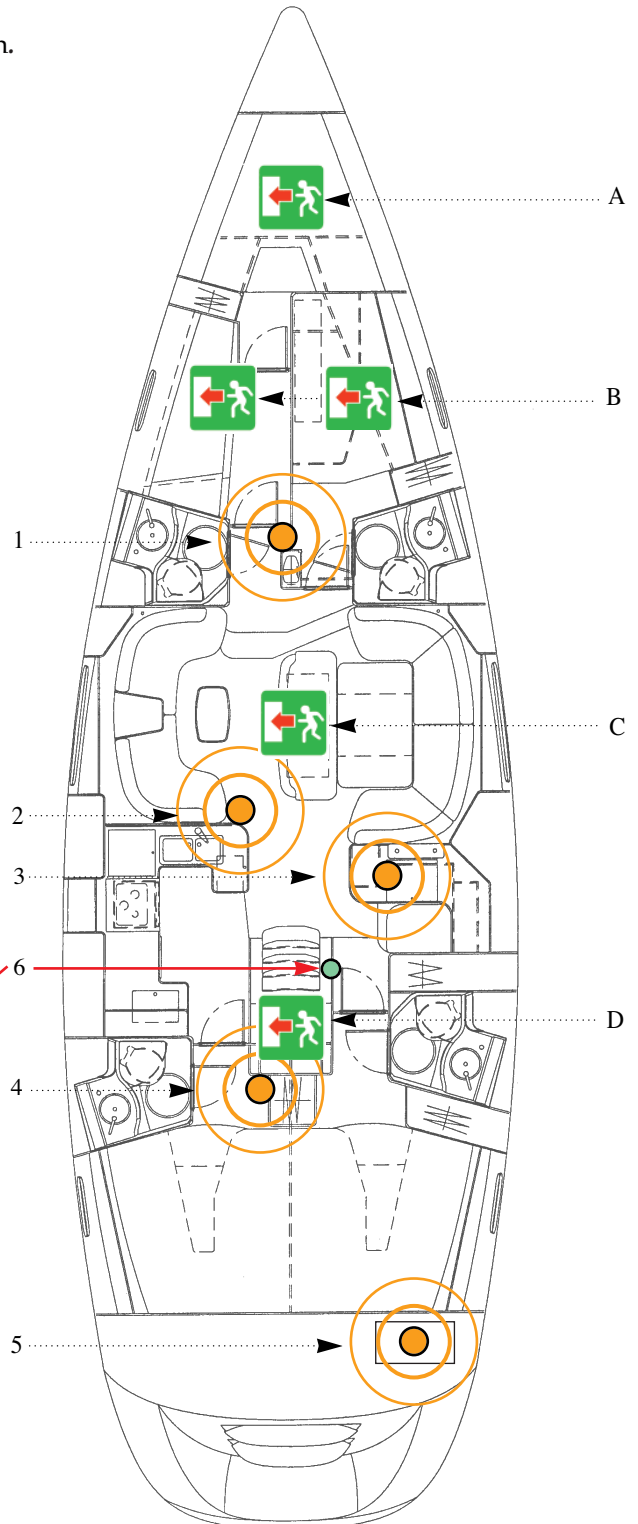
Emergency exit in case of fire

A - Furthest fore cabin hatch

B - Fore cabin hatch

C - Saloon hatch

D - Companionway



Same places for other accommodation versions

FIRE FIGHTING

Fire extinguishers must be located within easy reach and away from possible fire.

The engine compartment includes an aperture to spray the extinguishing agent without opening the normal access hatch.

Steps to be taken in case of fire in the engine compartment:

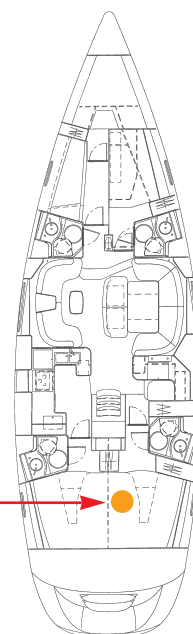
- Stop the engine,
- Switch off power and shut off the fuel supply,
- Spray the extinguishing agent through the aperture,
- Wait a minute,
- Open the access hatch for access to repairs.

Engine fuel shut-off valve

5.3.3 c); 5.3.3 k); 5.5.1; iso 10240



Fuel shut-off valve for generator (Optional extra)



Same places for other accommodation versions

PRECAUTION

Keep an extinguisher nearby to react in case the fire should reignite.

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

- . To have the extinguishers checked in accordance with the instructions given.
- . When the extinguishers expire or are empty, to replace them with extinguishers of an equal or greater capacity
- . To tell the crew where the extinguishers are, how they work, and where the emergency exits are.
- . To make sure that the extinguishers can be reached easily when there are people onboard.



WARNING

Never:

- . Obstruct the ways to the emergency exits.
- . Obstruct the safety controls (fuel oil valves, gas valves, switches).
- . Block the extinguishers located in the lockers.
- . Leave the boat vacant while a stove or a heater is on.
- . Use gas lamps in the boat.
- . Change the boat systems (electricity, gas, fuel)
- . Fill a tank or change a gas bottle when the engine is running or when a stove or a heater is on.
- . Smoke while handling fuels or gas.

safety



Keep the bilge clean and regularly check if there is fuel or gas vapor.

For the extinguishers you shall use only compatible spare parts ; they shall have the same information or they shall be equivalent as far as their technical qualities and their heat resistance are concerned.

See to it that the curtains are not hanging loose close to the stove or other appliances with an open flame.

Combustible products shall not stored in the engine compartment. If you store non-combustible products in the engine compartment, they shall be secured so that they cannot fall onto the engine or block the access.

WARNING

CO2 extinguishers should be used to fight **electric fires** only.
In order to avoid suffocation, clear the area immediately after use
and ventilate thoroughly before entering.







BILGE PUMPS

ELECTRIC BILGE PUMP

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

Each pump starts automatically thanks to a release mechanism situated in the sump area or in the bottom of the hull.

EMERGENCY BILGE PUMP

The manual bilge pump is in the cockpit.

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

The pump handle is fastened in the cockpit locker where the pump is situated.

EMERGENCY TILLER

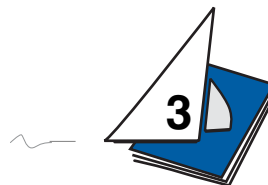
The emergency tiller is stowed inside an aft locker and should be accessible at all times.

To operate the tiller, proceed as follows:

- Open the cover of the gas locker
- Drive the emergency tiller into the print
- Lock with the screw that is provided and avoid uncoupling

The emergency tiller is designed only to sail at a reduced speed after a steering damage.

HULL



CONSTRUCTION

HULL MAINTENANCE

DRY DOCKING

GEL-COAT REPAIR INSTRUCTION



CONSTRUCTION

Your boat is built of GRP.

Stresses are distributed over the whole bottom surface by means of floors integrated with the hull. Pig iron ballast is secured to the hull by means of bolts and backing plates laminated in place.

The deck is made of balsa-wood sandwich with hard wood inserts where deck fittings are secured. The deck-hull link comprises polyurethan sealant bonding reinforced by the wooden toe rail bolting.

HULL MAINTENANCE

The equipment and materials for your boat were selected because of their performance, quality and ease of maintenance; nonetheless, a minimum amount of maintenance will be required to protect your boat from outside forces (sun, salt, electrolysis...).

Use small amounts of cleaning products and do not reject them into the sea.

Try to wash your boat on shore.

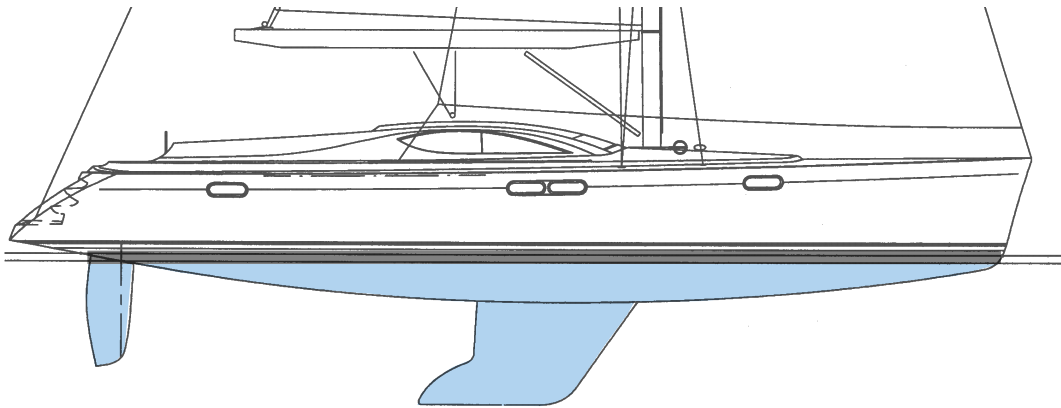
Do not use any solvent or solvent based products.

The hull should be washed frequently with ordinary cleaners and fresh water.

PRECAUTION

We strongly advise you to refrain from using hydrojet cleaning.
Hot water or steam are prohibited.

hull



Wetted area: 58 m² (624 sq.ft). - (these measurements are for "light boat")



DRY DOCKING

(refer to section 10 for launching instruction)

An annual application of tinless anti-fouling will spare time-consuming and frequent dry-docking. An epoxy coat is nonetheless recommended. In that respect, we must remind you that sanding or priming before anti-fouling can damage your gel-coat and impair its reliability. Therefore, we recommend very gentle sanding only.

Polishing compounds can restore the gloss to the gel-coat. In case of lasting problems, consult your distributor.

Biodegradable cleaners and maintenance products have been tested and approved by the shipbuilder, since they protect both the materials and environment.

hull



GEL-COAT REPAIR INSTRUCTIONS

MIXING RATIO:

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

The gel setting-time is about half an hour, curing takes approximately ten hours.

PRECAUTION

Successful repairs require two critical factors:
dry weather and temperature between 15° and 25°C.(60°-80°F)

APPLICATION:

- To repair scratches or blister holes, clean the surface with acetone and sand the area.
- Prepare the required amount of gel-coat preferably on a glass plate.
- Apply the product with a spatula or pointed tool.
- Apply an thick coat to allow for sanding with abrasive and water and polishing to achieve the required gloss.
- Blending minor touch up on smooth surfaces is obtained by sticking Scotch tape (or better still, Mylar tape) on the freshly applied gel-coat, then remove it after curing (sand with extra-fine abrasive and polish to obtain a high gloss finish).

WARNING

The catalyst is a dangerous product and should not be left within the reach of children.

Avoid contact with the skins and eyes.

In case of contact, wash with soapy water and rinse liberally.

GEL-COAT STORAGE

Get-coat components must be stored in a cool place, protected from moisture and light for maximum of 6 months, to ensure adequate preservation. The usual precautions for flammable products should be adhered to for polyester products.

TOOL CLEANING:

Clean all tools with acetone.

hull



DECK



SAILING

MOORING

TOWAGE

ANCHORING

DECK MAINTENANCE

STEERING GEAR

S - Swimpladder

Figure 1 is a top-down view of a boat hull, showing the layout of various sensors and the coordinate system used for data collection. The hull is elongated and tapers at both ends. A green line traces the left side of the hull, starting from the bow and ending near the stern. Red arrows indicate the 'R' (Right) coordinate system, pointing towards the bow. Black arrows indicate the 'A' (Anterior) coordinate system, pointing towards the stern. Labels 'L' (Left) and 'E' (End) are also present. The diagram is divided into sections by dashed lines.



SAILING

DANGER

Wear your life-jacket ;
In heavy weather, wear the safety harness and secure yourself to the boat.

deck



MOORING

Always keep a sufficient number of mooring lines, of adequate dimensions should be on board.

- Always manoeuvre the boat with the engine,
- Handle the boat taking into account the current and wind,
- Protect the boat with suitably-sized fenders,
- Always keep the lines unfouled and ready,
- Handle the boat at slow speed,

DANGER

Never try to stop the boat with your foot, your hand or a boat-hook.



When docked:

- Protect the mooring lines from chafing with plastic sleeves,
- Make allowance for tide, as the case may be.

TOWAGE

Towing vessel:

Tow slowly and avoid tightening and slackening.

Be especially watchful when sending or receiving the tow-line to avoid fouling the propeller.

Stability can be reduced when towing.

Towed vessel:

Keep steering and be careful not to stray from towing vessel's wake.



ANCHORING

As a general rule, the chain should be paid out over at least three times the depth of water.

PRECAUTION

Before anchoring, check the depth of water, tides, currents and nature of the sea bed.

ANCHORING:

PRECAUTION

If your boat is fitted with an electric windlass, keep the engine running during all anchoring operations to avoid draining the batteries.

- Luff the boat through to lose way,
- Pay out and keep the chain under control with the windlass brake,

When anchored :

- Release the chain or cable from the cable-lifter,
- Secure the chain on the cleat.

deck

**HEAVING UP ANCHOR:**

- Lock the windlass snubber,
- Ensure that the chain is properly seated on the gypsy,
- Heave in slowly with the engine. Don't use the windlass to pull the boat,
- Raise the anchor up to the bow roller,
- Check the anchor for position on the bow roller for changing berth, or stow it in the chain locker,
- With an electric windlass, switch the power off immediately after use.

STERN ANCHORING:

- Stern anchoring should be performed with the engine stopped,
- Secure the required length of the cable to the mooring cleat,
- Pay out slowly to avoid damaging the propeller or rudder blade.

WARNING

All windlass operations can be dangerous;
Therefore, the anchor line should always be clear and free;
Always proceed with care and use gloves.

**RECOMMENDATION/MAINTENANCE**

After every trip, rinse the windlass and anchor chain with fresh water.
Refer to the manufacture's brochure for windlass maintenance.



DECK MAINTENANCE

Use the less cleaner products if possible and do not reject them in the sea.

Try to wash your boat on shore.

Do not use any solvent or solvent based products. (Refer Section 3)

Regularly brush the deck with a degreasing shampoo and fresh water.

You are strongly advised to use only products similar to the ones that are included in the maintenance case you have been delivered with the boat.

EQUIPMENT :

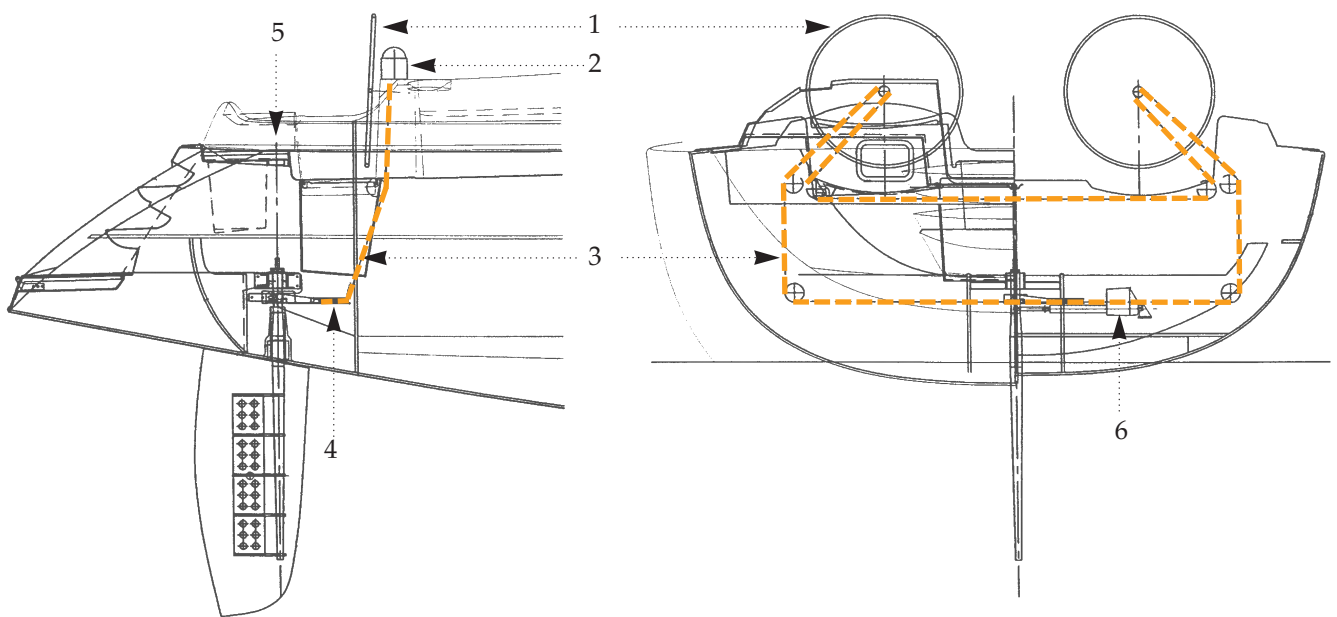
- Rinse liberally all equipment with fresh water,
- Regularly lubricate all blocks, sheaves, bottle screws, winches, rails and travellers with a water-repellent grease,
- Clean and polish with « Rénovateur chrome et inox Jeanneau » the stainless steel parts that may have small rusty spots or minor oxydation pits (you will find this product in the maintenance case).

EXTERIOR TEAK

- Regularly rinse woodwork with fresh water and sponge and, if necessary, use non-agressive soap.
- Don't use a pressure washer.

PLEXIGLASS

- Rinse plexiglass with fresh water (do not use any solvent base products),
- Brighten up with soft rags soaked in mineral oil,
- Use special polishing compounds to remove scratches.



- 1 - Steering wheel
- 2 - Steering column
- 3 - Cables \varnothing 6 mm
- 4 - Adjustment
- 5 - Emergency tiller
- 6 - Autopilot (Optional extra)

Access to cables via the aft port cockpit locker.



STEERING GEAR

Check all linkages regularly.

Do not tighten the steering cables excessively.

Lubricate all components.

Use exclusively WD40 on nylon, ertalon and the teflon bushings.

Adhere to the manufacturer's instructions for the tiller system.

deck

RIG AND SAILS



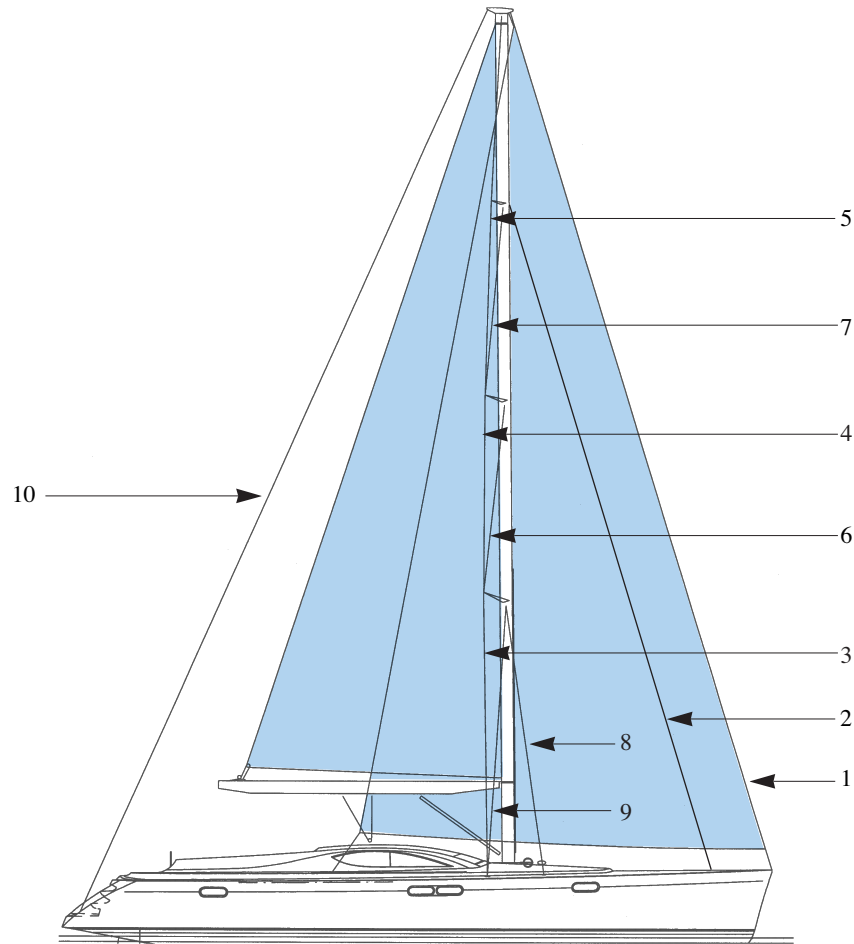
STANDING RIGGING

RUNNING RIGGING

WINCHES

FURLERS

SAILS



	Designation	Nbr	Type	Ø(mm)	Length (mm)
1	Forestay (standard)	1	1*19	14	20728
1	Forestay (elec. furler)	1	1*19	14	20588
2	Removable forestay (opt)	1	1*19	10	18860 + pennant 310
3	V1	2	1*19	16	6372
4	V2	2	1*19	14	4660
5	V3 / D4	2	1*19	12	9254
6	D2	2	1*19	10	4655
7	D3	2	1*19	8	4622
8	Forward lower shrouds	2	1*19	12	5973
9	Aft lower shrouds	2	1*19	12	6202
10	Backstay	2	1*19	10	22804

STANDING RIGGING

Proceed as follows to install or remove the mast on your own:

BEFORE STEPPING THE MAST:

- Protect the mast from chafing from the hook and hoist cable,
- Secure the shrouds and lines to the mast base with a hitch of sufficient length to guide the mast foot during handling,
- Protect the spreader end pieces,
- Install a 1.50 m line around the mast with a thimble on each end and wrapped with rags. Install the line below the second tier of spreaders. Connect both thimbles by means of a sufficiently strong shackle and attach to the crane hook, ahead of the mast. Raise the assembly until it is taut under the spreader base.

DANGER

Before mast installation, be sure to have enough room to move.
Contact or closeness of electric wires may incur electrocution.

DURING MAST STEPPING:

- Take all steps necessary to avoid damaging the equipment on the mast head,
- Control the handling by means of the backstay and mast base hitch,
- Ensure that the mast base rests fully on its support plate.

AFTER MAST STEPPING:

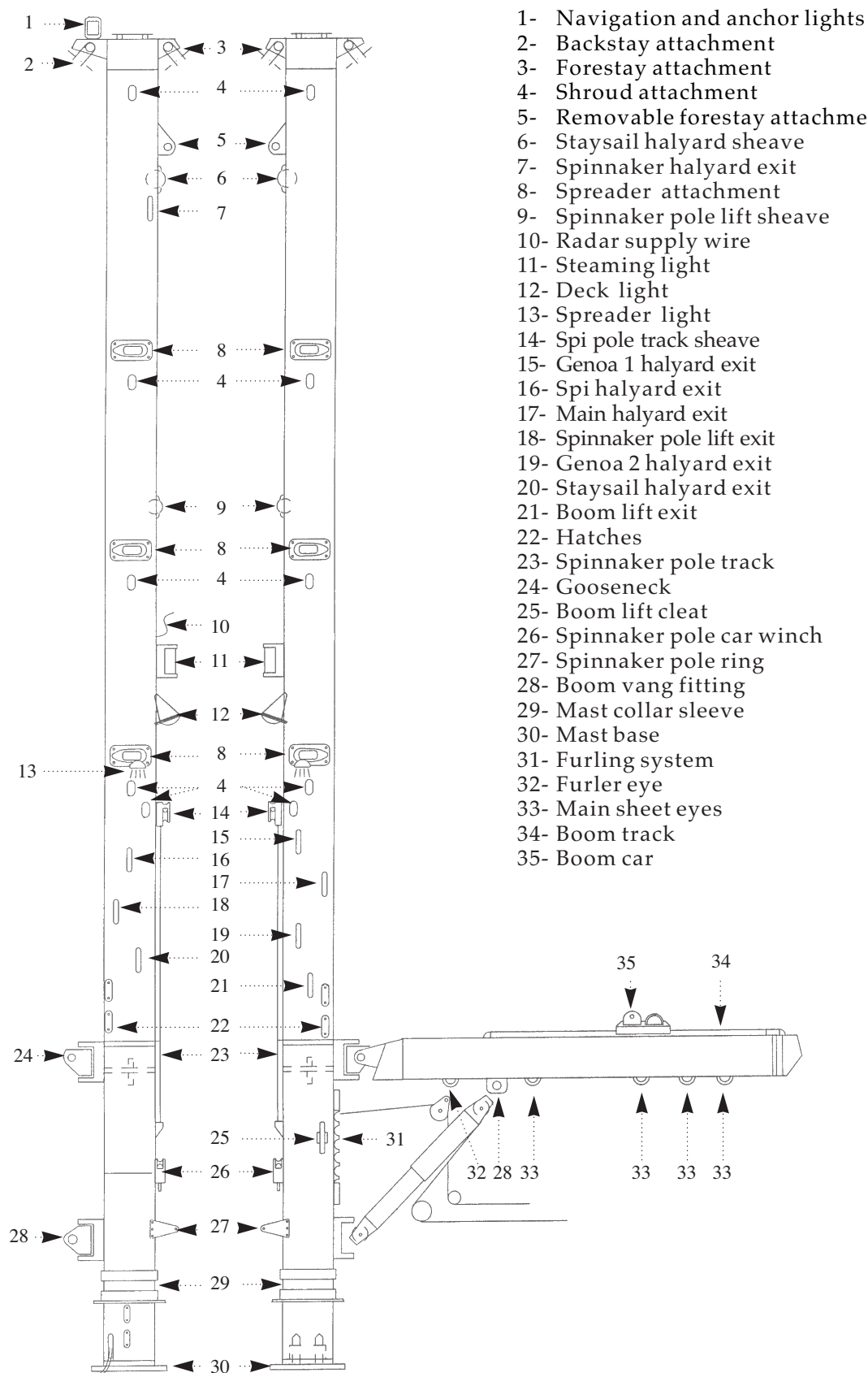
- Check the spreaders for safety and position: they must always be above the horizontal,
- Lubricate all bottlescrews (refer to "Hints", chapter 5),
- Make the shrouds fast (refer to chapter 5 for "Settings"),
- Insert the wires in the cable glands, re-feed the cable glands and connect the electric cables (refer to chapter 8 "Electricity"),
- Carefully check that the bottlescrew securing pins are locked and protected by adhesive tape.
- Re-install the boom and refit all lines,
- Carefully check that the mast collar sleeve is waterproof; Seal the mast groove with silicone.

Adjust the mast again after a few trips out to sea.

UNSTEPPING THE MAST:

Proceed in reverse order taking care to mark the line locations with stickers.







TRIMMING

An agent carried out the first adjustments and set cable tension. After a few trips you will have to do the final adjustment to obtain a correct vertical alignment alhwartships; it is also important to keep the mast vertical in fore and aft direction when sailing.

Compensation adjustments may be required along side; a first bending of the mast in longitudinal is required :

- Classical mast:

- Slightly pre-bend the mast lengthwise, the middle of the mast bending forwards and the head backwards.

- The pole shall be about half the section of the profile.

- In-mast roller furler:

- Pre-bend the mast lengthwise very slightly.

- The pole shall be smaller than the half of the profile section.

COMPENSATION ADJUSTMENT:

1 - This is a pushing spreader rig, so you will have to stretch the upper shrouds before the backstay.

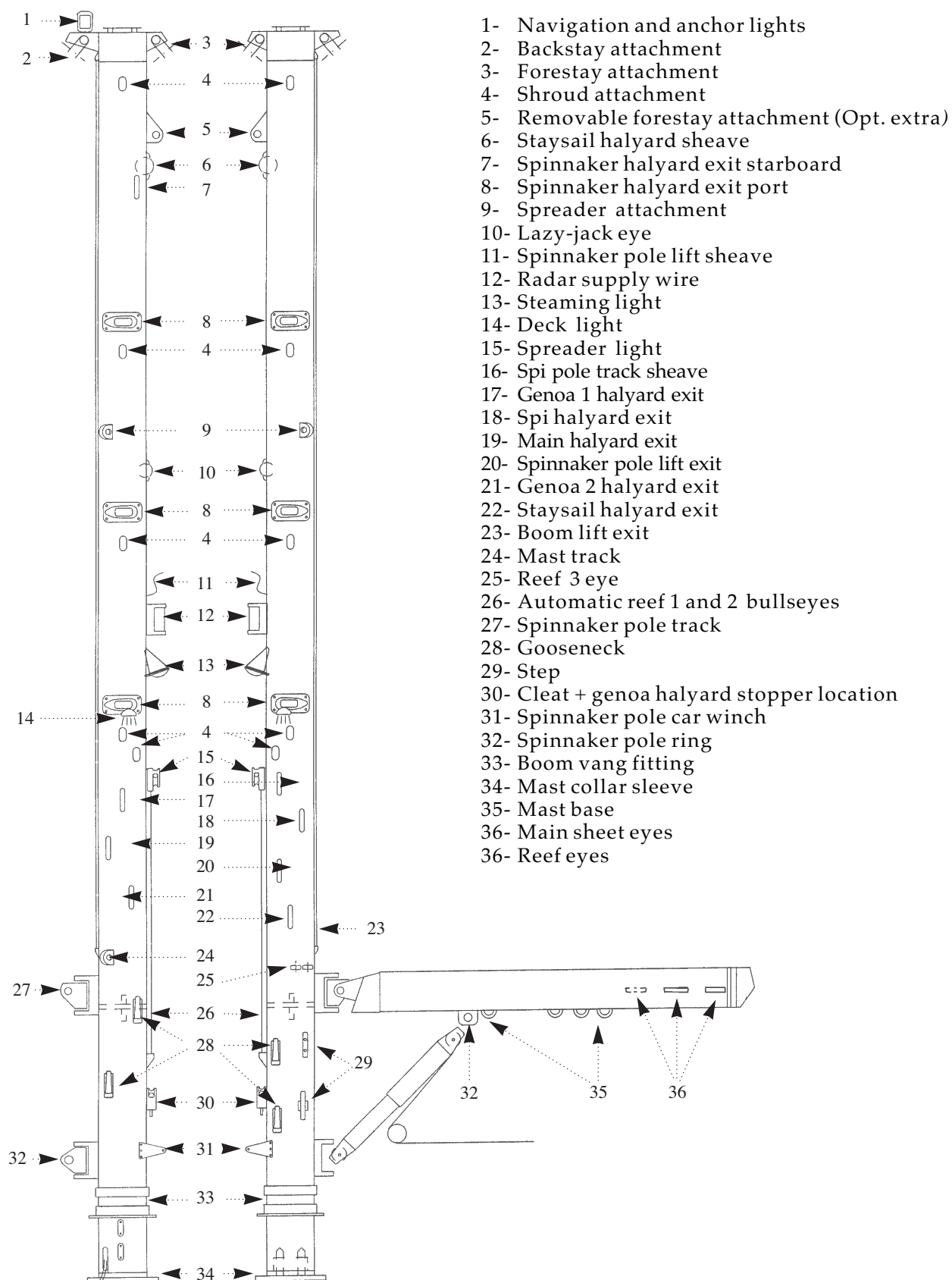
2 - Stretch all the rigging tightly (the rigging must be a little bit loose when sailing in 15-20 knot winds).

3 - When a perfect transverse and longitudinal alignment has been obtained, ease aft lower shrouds with 2 turns of bottlescrew.

4 - Finish longitudinal adjustment by tightening the backstay bottlescrew to obtain good stability of the forestay when sailing in 15-20 knot winds.

Secure all the bottlescrews with split pins and keep this trim throughout the sailing season.

Ease the backstay during the off-season.





MAINTENANCE

Thoroughly inspect the mast from top to bottom before each trip.

- Check the rigging for correct tension and the lock-nuts or pins regularly for safety. The first inspection should be performed after a few days at sea in various weather conditions.
- Secure, lubricate and check the bottlescrews for proper tension: if the rigging is loose, chain plate friction may cause wear.
- Never lubricate bottlescrews with silicon grease: use tallow, graphite grease or other,
- Replace all shrouds or stays exhibiting kinks, severed wires or other defects,
- Regularly check the chain plates and stays for wear.

Your Jeanneau agent can take care of all the above maintenance operations.

DANGER

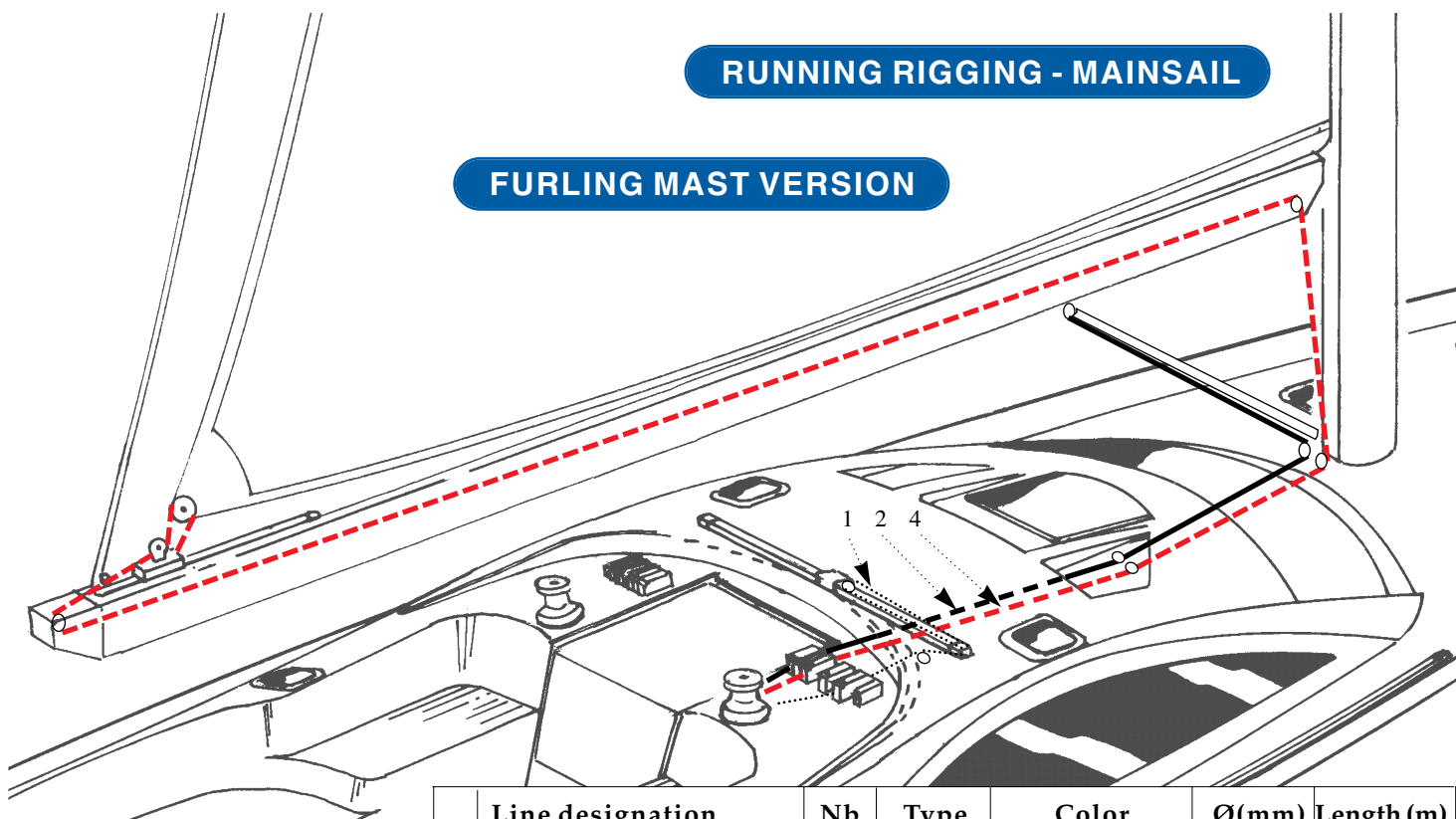
When hoisting a person aloft, never use the halyard snap or shackle:
Tie a bowline with the halyard direct to the bosun's chair ring.
Do not hoist a person when sailing in heavy weather.

rig and sails

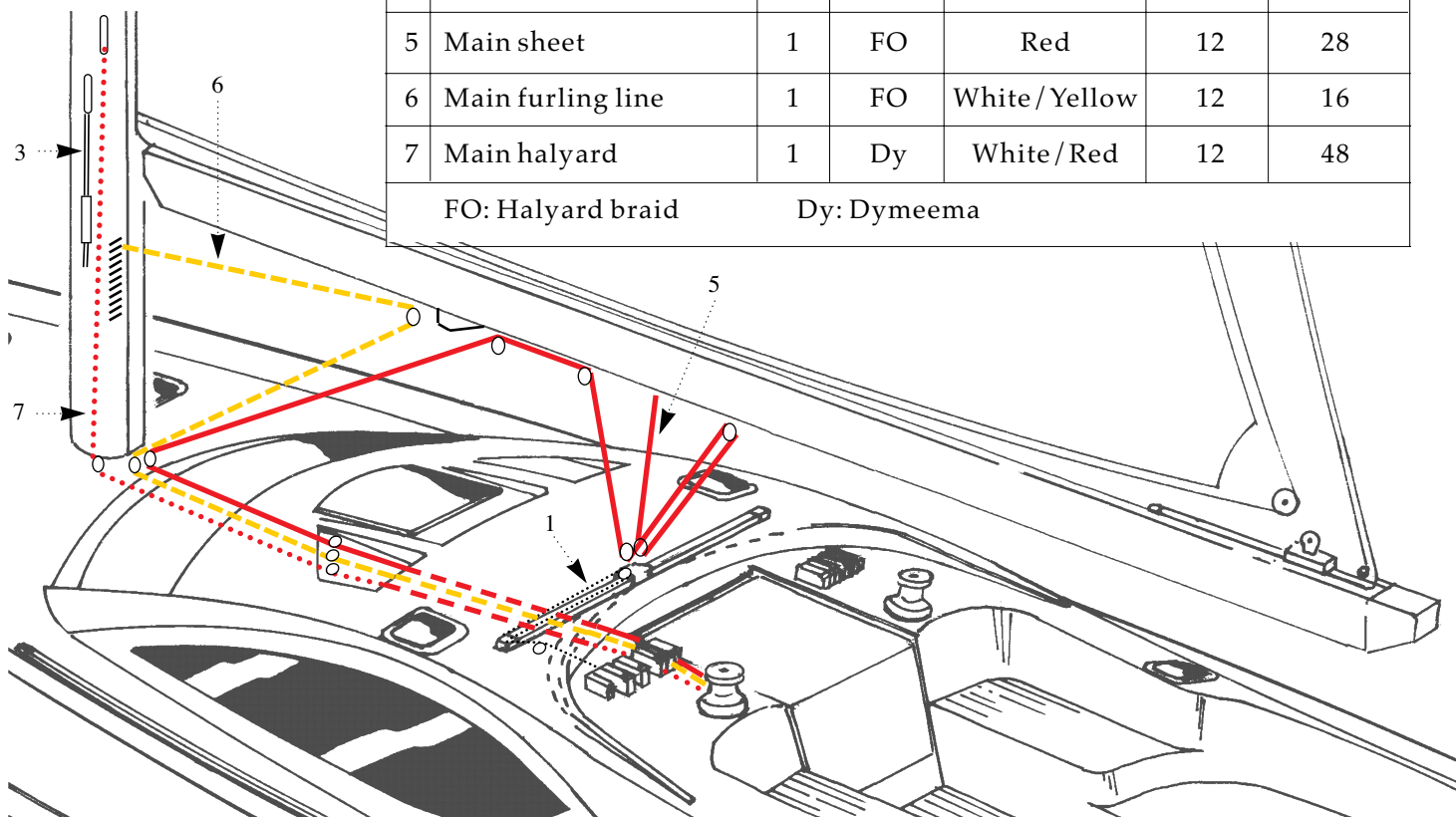


RUNNING RIGGING - MAINSAIL

FURLING MAST VERSION



	Line designation	Nb	Type	Color	Ø(mm)	Length (m)
1	Traveller adjust.	2	FO	White	8	8
2	Vang	1	FO	Black	10	18
3	Boom lift	1	FO	White	10	44
4	Main outhaul	1	FO	White / Red	12	23
5	Main sheet	1	FO	Red	12	28
6	Main furling line	1	FO	White / Yellow	12	16
7	Main halyard	1	Dy	White / Red	12	48
FO: Halyard braid		Dy: Dymeema				





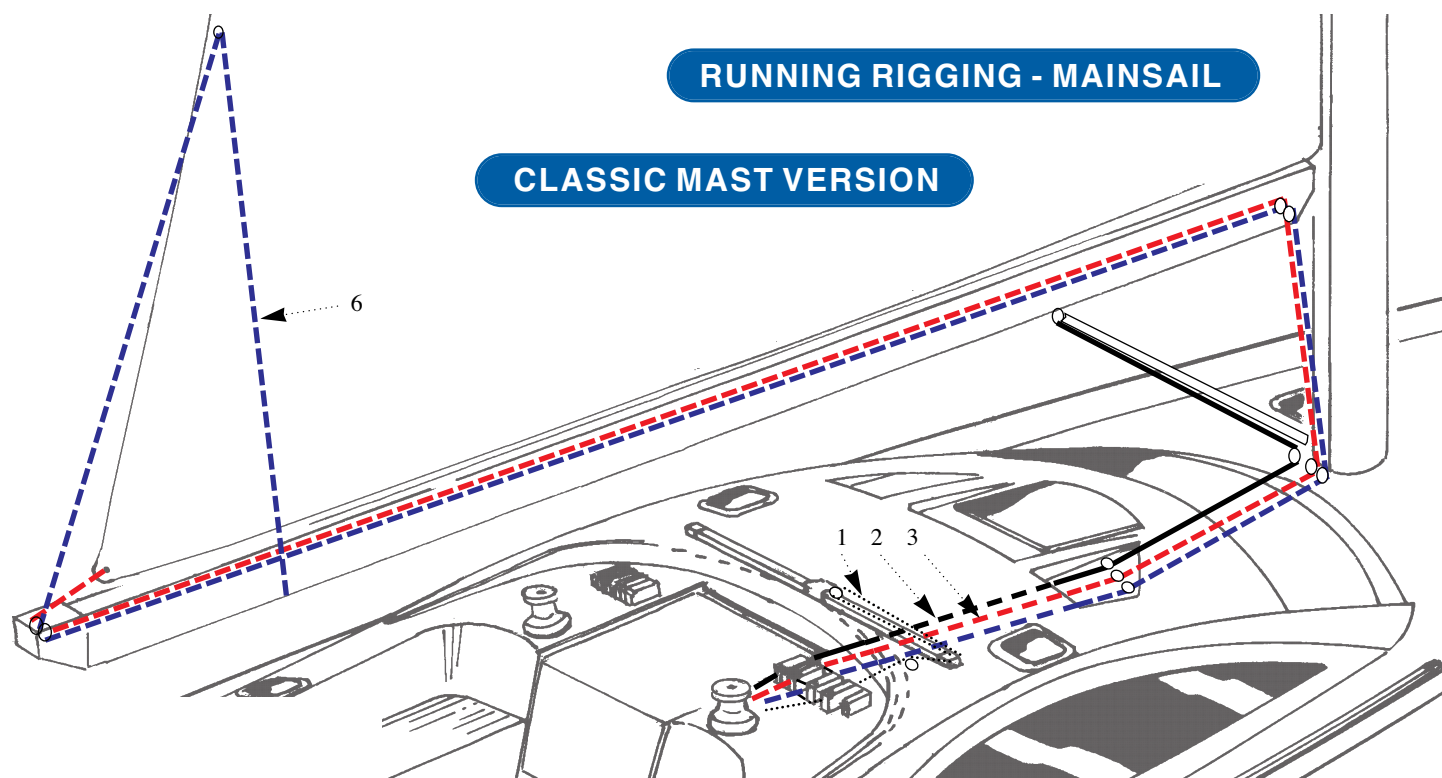
RUNNING RIGGING

MAINTENANCE

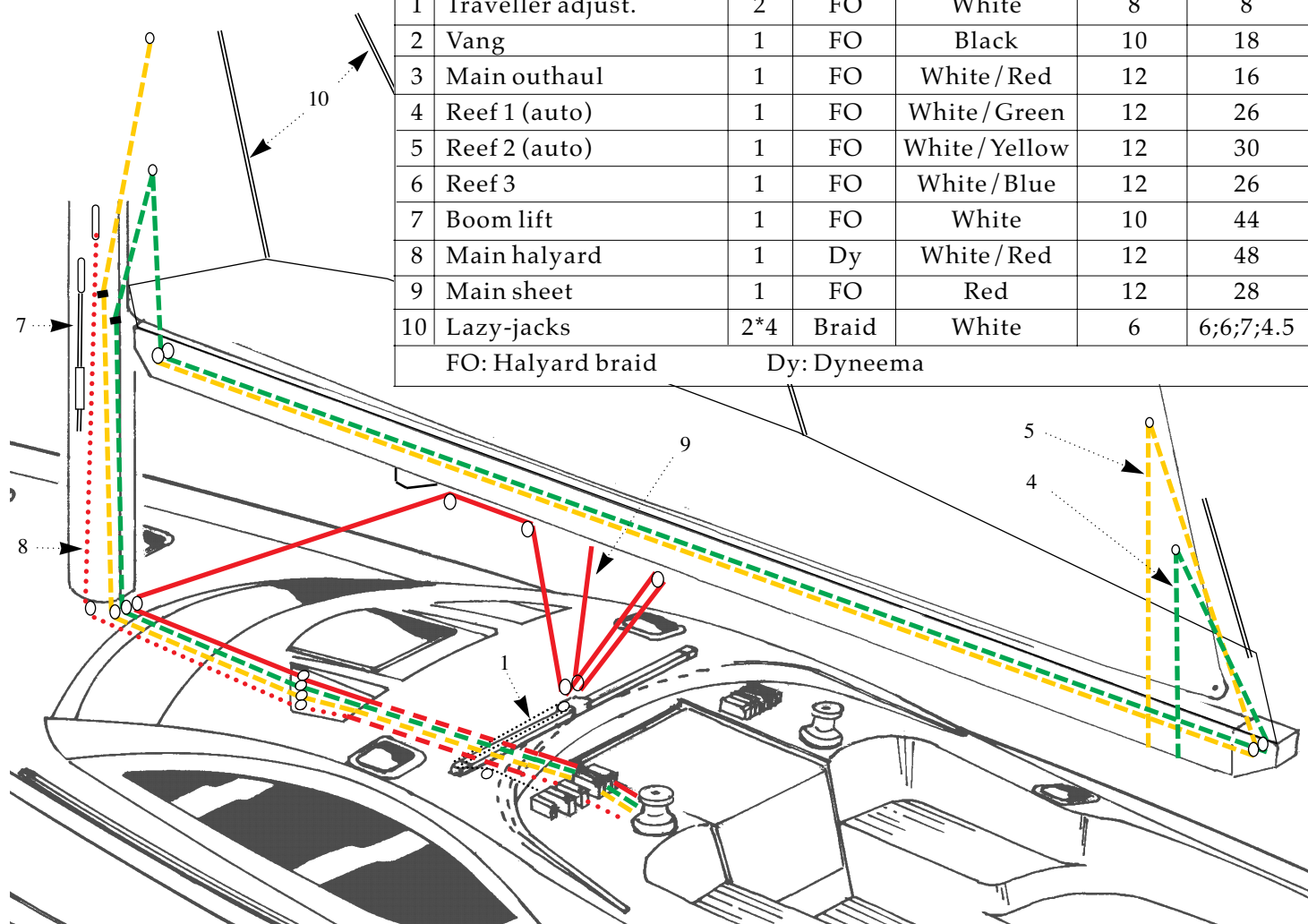
Lubricate the sheaves with silicon: replace distorted or dented sheaves. Inspect the shafts in sheaves on mast head,
Regularly check the jam cleat jaws for condition,
Inspect the halyards for wear and condition
Clean the blocks regularly (worn out grease, corrosion spots) and slightly oil up the pins,
Avoid accidental gibling which can cause premature wear on the sheets and fixed points.

RUNNING RIGGING - MAINSAIL

CLASSIC MAST VERSION



	Line designation	Nb	Type	Color	Ø(mm)	Length (m)
1	Traveller adjust.	2	FO	White	8	8
2	Vang	1	FO	Black	10	18
3	Main outhaul	1	FO	White / Red	12	16
4	Reef 1 (auto)	1	FO	White / Green	12	26
5	Reef 2 (auto)	1	FO	White / Yellow	12	30
6	Reef 3	1	FO	White / Blue	12	26
7	Boom lift	1	FO	White	10	44
8	Main halyard	1	Dy	White / Red	12	48
9	Main sheet	1	FO	Red	12	28
10	Lazy-jacks	2*4	Braid	White	6	6;6;7;4.5
			FO: Halyard braid Dy: Dyneema			





WINCHES

Avoid line entanglement during winch handling. Don't leave loose ropes on the winches, instead make lines fast to cleats. Adjust the winches on receipt of the boat and rinse the winches regularly. Winches should rotate freely and need to be overhauled as soon as seizing becomes apparent.

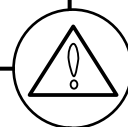
RECOMMENDATIONS / MAINTENANCE

Winch maintenance should be performed in full, before, and twice or three times during the sailing season:
Remove, clean and lubricate the drums with a film of white or Teflon grease to reduce friction and control corrosion. This type of grease, which is clean, non-toxic and biodegradable, should be preferred.

WARNING

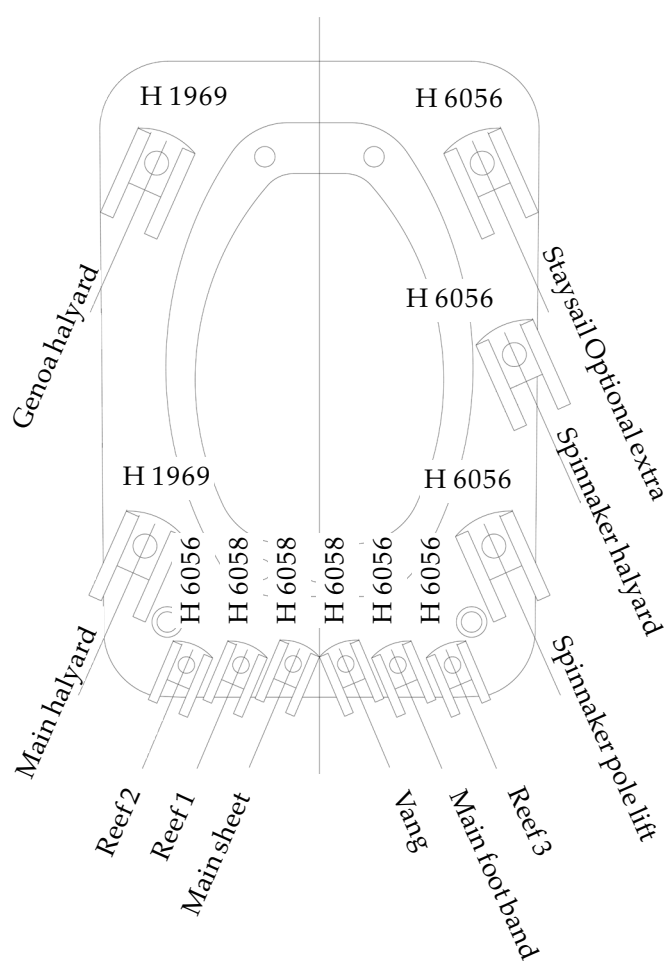
Refer to the manufacturer's instructions to remove and refit winches: improper refitting may result in accidents, e.g. back kick of the winch handle.

rig and sails

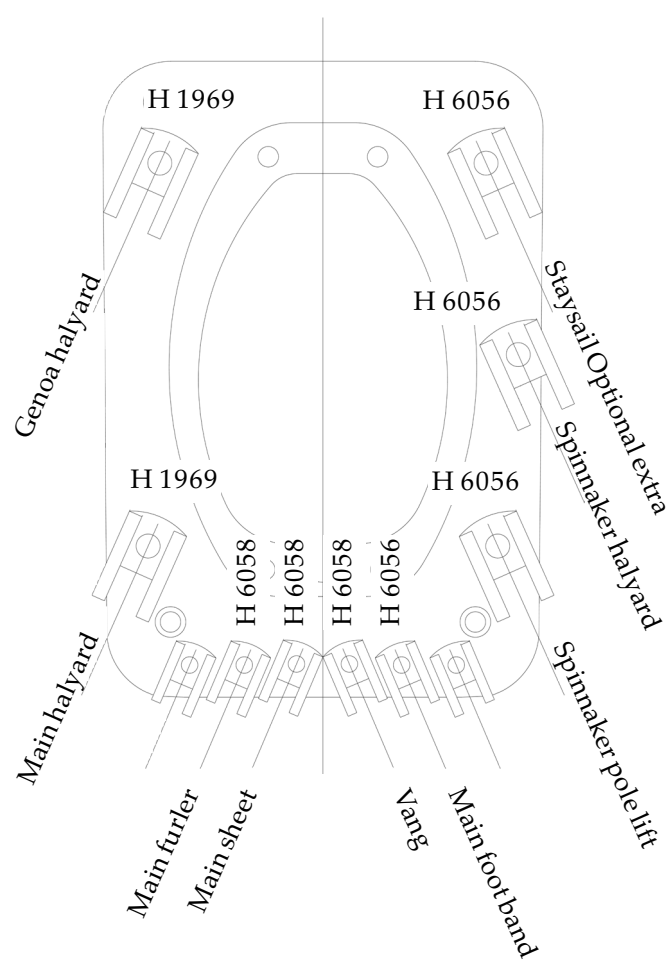


RUNNING RIGGING

CLASSIC MAST VERSION



FURLING MAST VERSION





SAILS INSTALLATION

LAZY-BAG

You are advised to install the lazy-bag before the main sail.

- Spread out the lazy-bag on the deck,
- Put in the battens and close the batten pockets,
- Hank on the lazy-bag until you have the front part about level with the gooseneck,
- Fasten it at the tack with the strap provided,
- Stretch the lazy-bag from the back before you fasten the lazy-jacks,
- Tighten up on one side,
- Put the mainsail into the lazy-bag,
- Tighten up on the other side.

CLASSICAL MAINSAIL

The mainsail being on the deck :

- Screw the pins of the mast sliders for battens into the SDA cases,
- Put in the battens through the leech,
- Screw the box cap until you get the tension required (the tightening screw shall not project beyond the sail),
- Don't forget the small locking screw !

Put the mainsail into the lazy-bag.

- Set the boom ring in velcro about level with the clew,
- Fit the mainsail onto its slides, begin with the headboard and finish with the tack,
- Weather permitting, we advise you to hoist the mainsail gradually.

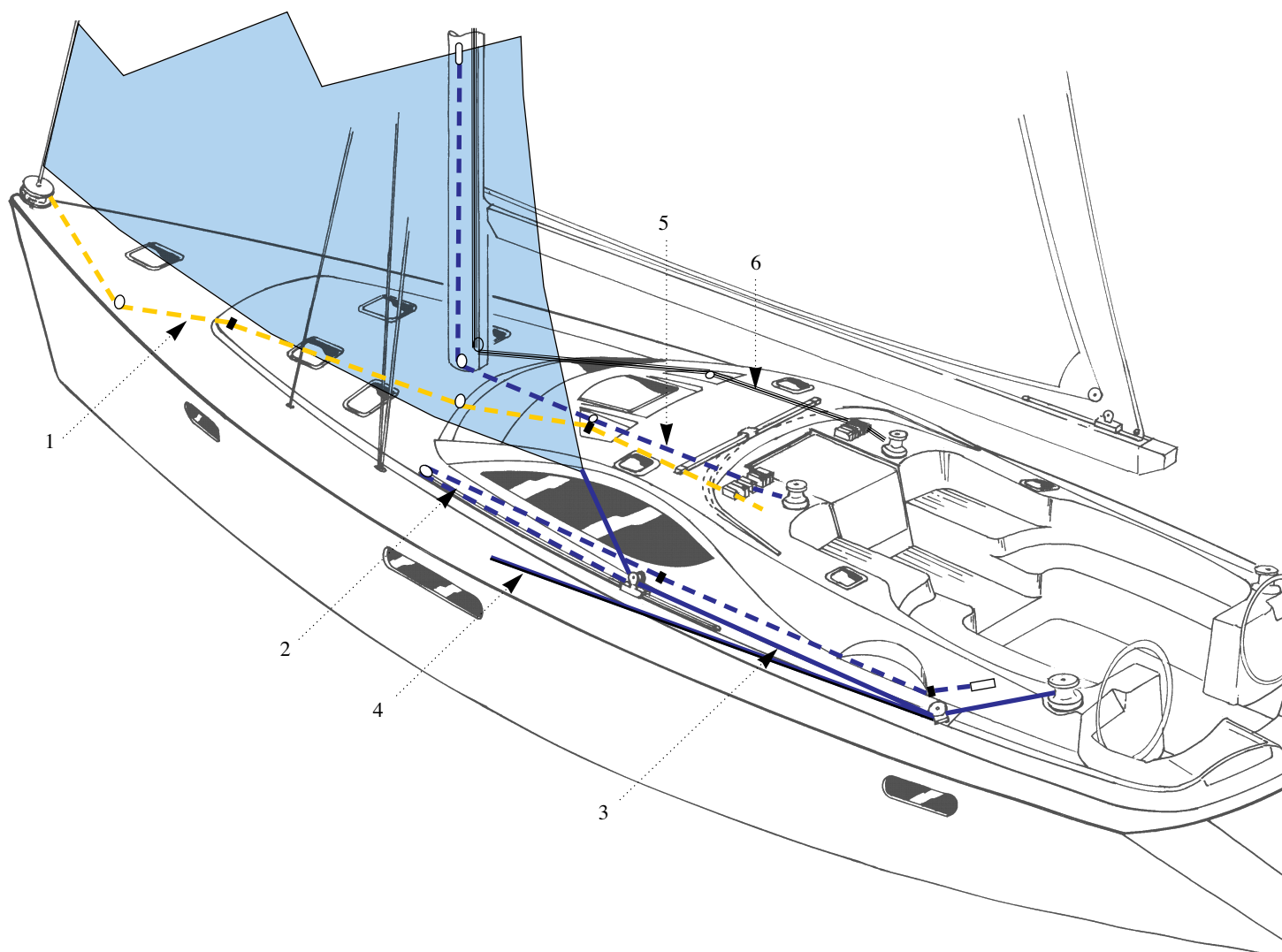
FURLING MAINSAIL

- Remove the hatch giving access to the furling mechanism.
 - Spread out the sail on the deck.
 - Fasten the head (strap) to the shackle of the upper swivel. Pay attention to the winding direction.
 - Insert the foot adjustment line into the clew block.
 - Slowly hoist the sail. Guide the bolt rope (sometimes the groove leading edges may be insufficiently smoothed off).
 - When the sail is up, tack it to the lower shackle.
 - Gently sweat up the halyard.
 - Refit the hatch.
 - Furl the sail facing the wind and keeping a very slight tension on the foot. The main-sail downhaul and sheet shall be eased off.
- When the sail is unfurled, adjust the halyard tightness.

RECOMMENDATION

Too much tightness may cause furling problems. After sailing, slightly slacken the halyard.

RUNNING RIGGING - GENOA



	Line designation	Nbr	Type	Color	Ø(mm)	Length(m)
1	Genoa furling line	1	FO	White/Yellow	10	30
2	Genoa car adjustment	2	FO	White/Blue	8	21
3	Genoa sheet	2	FO	Blue	14	22
4	Staysail sheet (opt)	2	FO	Blue/Black	14	25
5	Genoa halyard 1	1	Dy	White/Blue	12	48
6	Staysail halyard (opt)	1	Dy	Black/Blue	12	46
FO: Halyard braid			Dy: Dyneema.			



SAILS INSTALLATION

FURLING GENOA :

Before sailing, hoist the genoa in the absence of wind.

- The roller furler drum shall be manually pre-rolled beforehand in order to set the line onto the drum. **Be careful with the way the drum winds : the sun protection shall be outside.**
- Secure the peak and halyard on the swivel-traveller, and the tack on the drum and attach sheets.
- Hoist it feeding carefully the luff wire into the feeder in order to avoid any tear,
- Hoist it until the horizontal wrinkles disappear. The tension of the luff shall be adjusted after a few sailing periods.
- Before you roll up the genoa, remove the ring that is used to guide the luff wire. Keep it in a safe place so that you can put it back before any handling (lowering the genoa etc....).
- Aft the furling line from the cockpit to furl the sail.

Never use force to overcome a resistance when furling or unfurling sails: ensure nothing is jammed in the furler.

We advise you to ease out the genoa halyard when you are not sailing.

MAINTENANCE

- Regularly rinse the drum and swivel,
- Grease the bearings as advised by the manufacturer,
- For extended off-service periods, take the sails down.

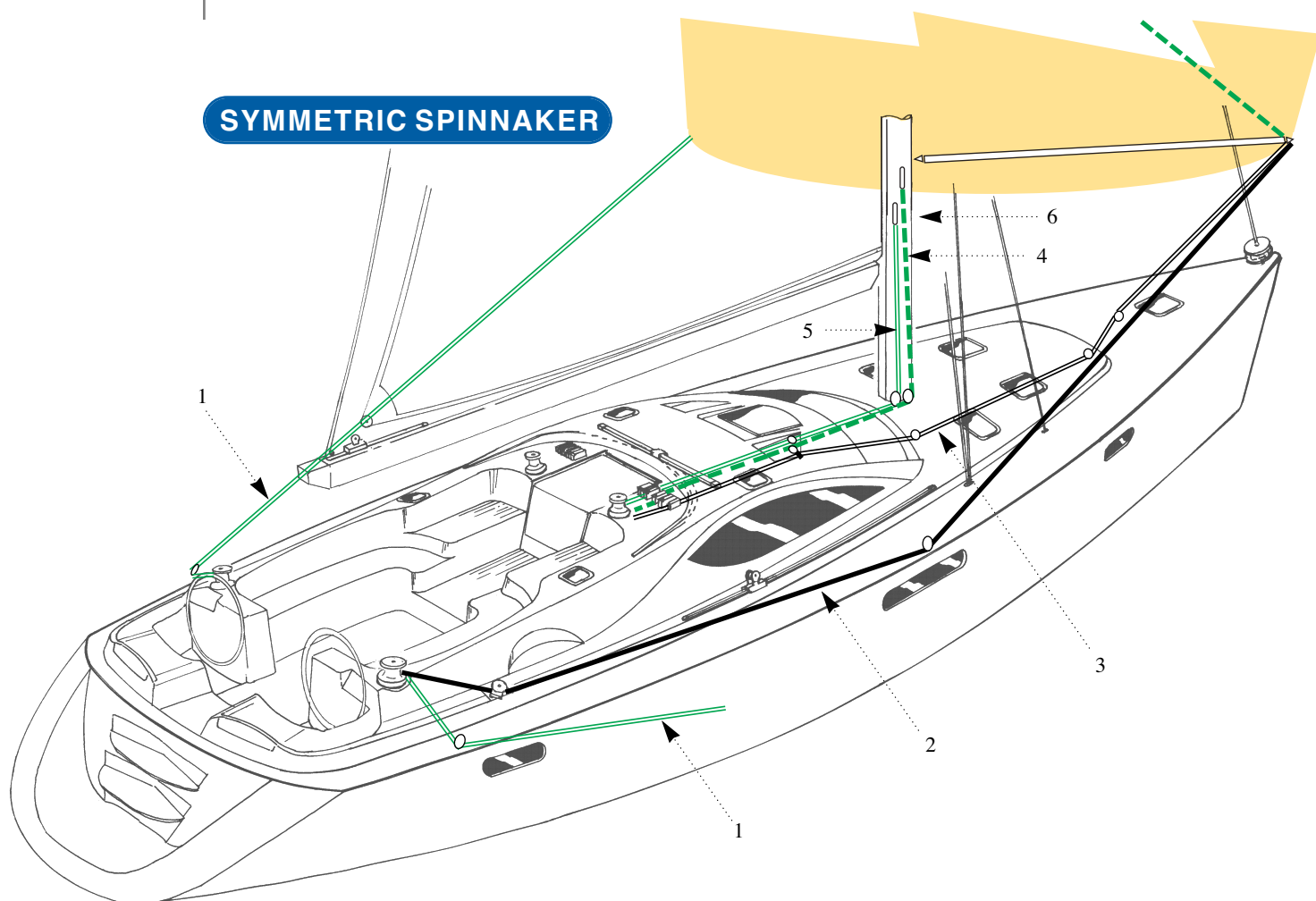
STAYSAIL

After you installed the flying baby stay :

- Spread out the staysail on the deck,
- Fasten the tack strop,
- Fasten the luff snap hooks (you will begin by the lower part),
- Fasten the sheets and hoist.

RUNNING RIGGING - SPINNAKER

SYMMETRIC SPINNAKER



	Line designation	Nbr	Type	Color	Ø(mm)	Length(m)
1	Spi sheet	2	FO	White / Green	12	32
2	Spi guy	2	Dy	Noir / Green	12	32
3	Spi pole downhaul	1	FO	White	12	20
4	Spi pole lift	1	FO	White / Black	10	40
5	Spi halyard	1	FO	White / Green	12	48
6	Pole adjustment line	1	FO	White	10	12,50
7	Tack runner	1	Dy	White	12	20
FO : Halyard braid		Dy: Dyneema.				

ASYMMETRIC SPI



SAILS

To a large extent, the life of a sail depends on regular maintenance. As soon as the sailing season is over and, preferably, before winter, take your sails to a sailmaker to obtain efficient maintenance and repairs.

Set the sails properly at sea in order to achieve the optimum efficiency and reduce harmful stresses on the fabrics.

Avoid wear and tear by filling chafing pieces to pointed accessories (spreaders, stanchions, etc.),

Between trips at sea, slack off the halyards on self-furling sails and main sail foot,

Obtain a sailmaker's kit and instructions to find out how to perform emergency repairs pending assistance by a sailmaker.

CLEANING AND MAINTENANCE

Rinse the sails with fresh water from time to time and dry as soon as possible (mildew is there to stay).

Don't dry the sails by allowing them to flap from the mast, since shaking wears away the seams and the sail may be torn by contact with the rigging.

Most stains can be removed with trichloroethylene but rinsing with water is mandatory.

SAIL STOWAGE / FOLDING

Avoid storing wet sails to avoid mildew.

Fold the sail parallel with the foot, then roll it up to the bag dimensions,

PROTECTION

UV rays are harmful to polyester and nylon. Where the sails remain on the mast, even for 24 hours, they must be protected by a cover or special fabric on furling leaches and feet.

Our agents' network will offer accessories which have been selected by the shipyard and which meet your requirements.

ACCOMMODATIONS

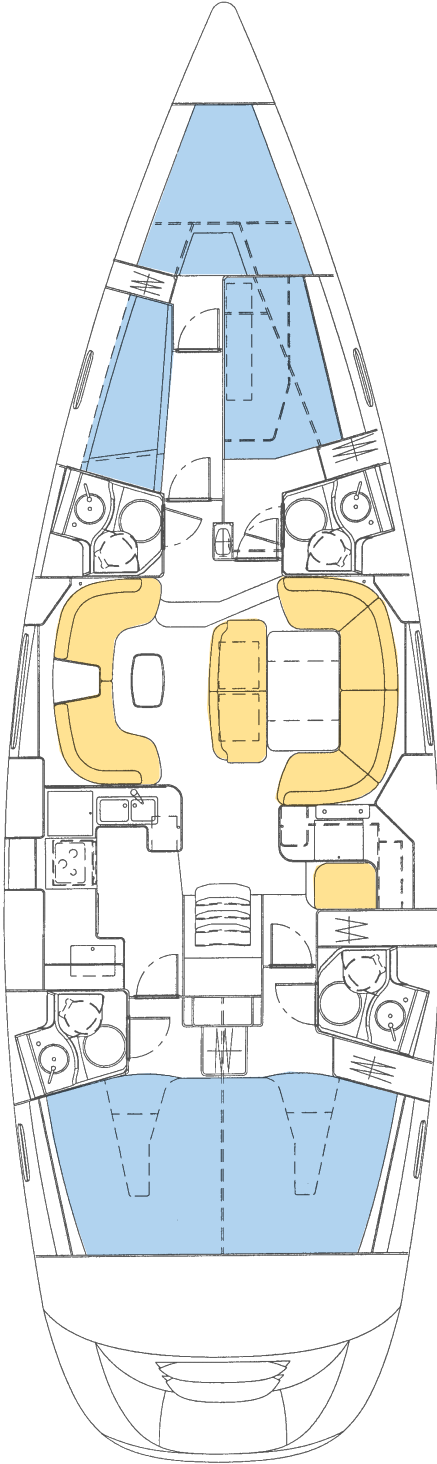


MAINTENANCE

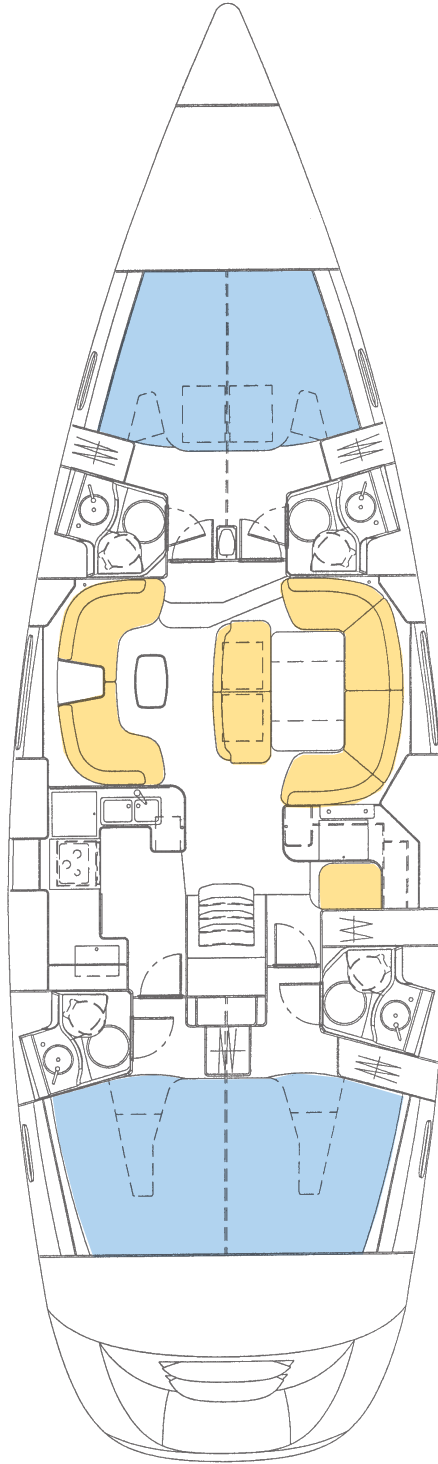
FABRICS

BLINDS

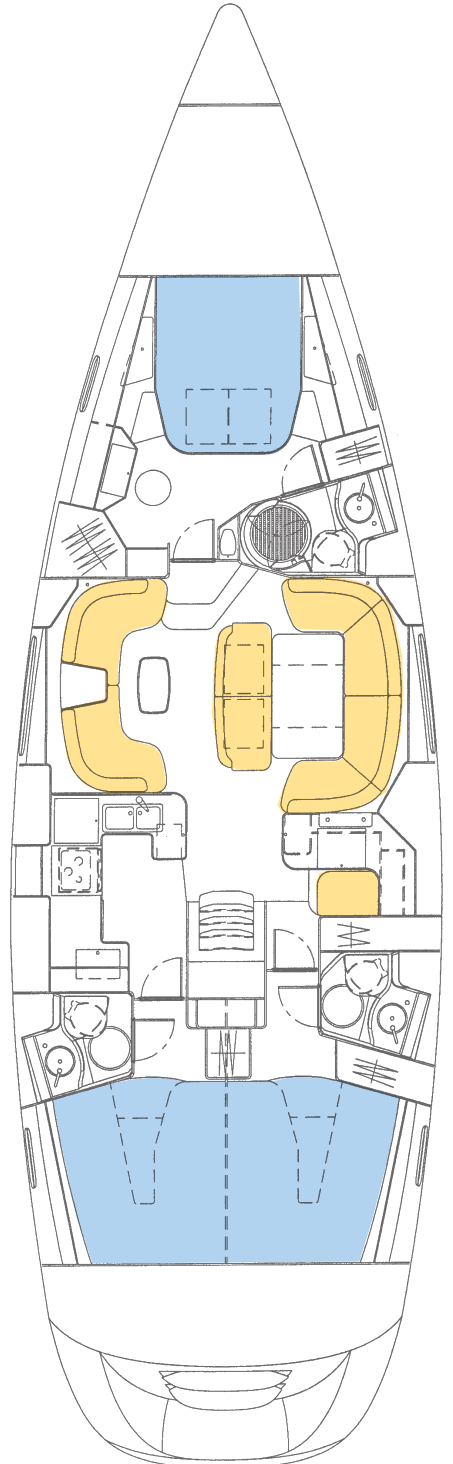
**2 AFT C. C.
3 FORWARD C. C.
4 HEADS**



**2 AFT C. C.
2 FORWARD C. C.
4 HEADS**



**2 AFT C. C.
1 FORWARD CABIN
3 HEADS**



C. C. = CONVERTIBLE CABIN

Refer to procedure page 35-recto and 36-recto



MAINTENANCE

INSIDE:

- Take advantage of good weather to air the cushions when you leave your boat,
- Use blinds to protect the inside of your boat from UV rays,
- Bread crumbs must be systematically eliminated,
- Ensure that the bilges are kept clean and dry.

INSIDE VARNISH:

- Rinse inside varnish with degreasing shampoo mixed with fresh water,
- Polish inside varnish with chamois leather.

RECOMMENDATION:

Use small amounts of cleaning products and do not reject them into the sea.
Try to wash your boat on shore.

FABRICS

RECOMMENDATION

Mark each cover and foam cushion on removal.

- Stains :

Remove as much of the stain as possible with a knife blade moving from the edge towards the center.

Dab with clean rags.

Remove the stain using clean rag and solvent (never pour solvent directly over the stains).

Rub with a clean and dry rag, then brush the fabric against the pattern.

Clean with a vacuum cleaner when dry.

- Coated or PVC fabrics:

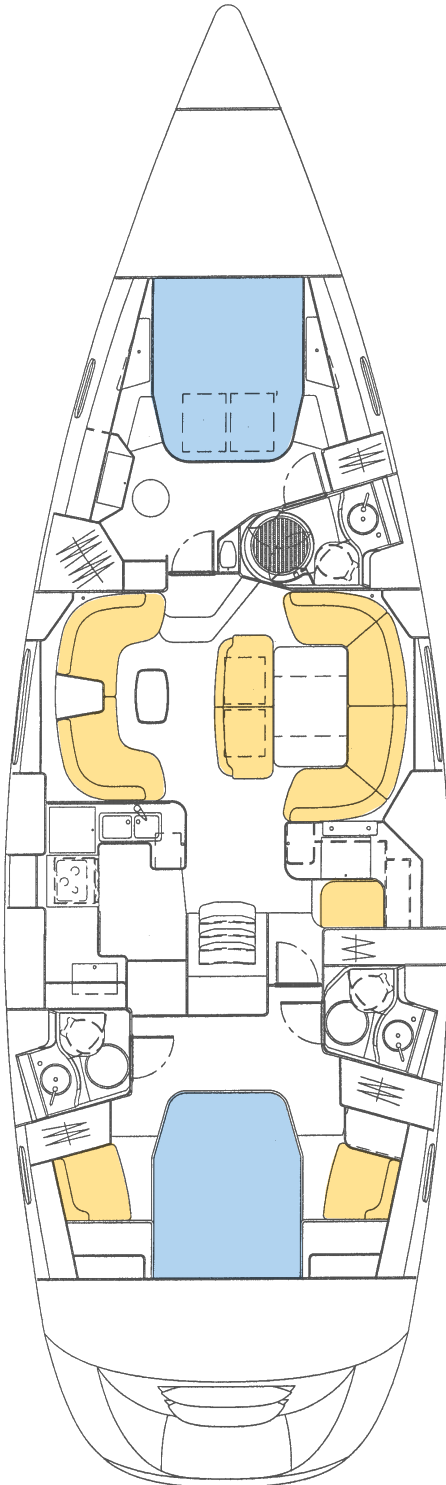
Use a sponge and soapy water (Olive oil soap type).

Dab away stains, without rubbing, with a white spirit-soaked cloth.

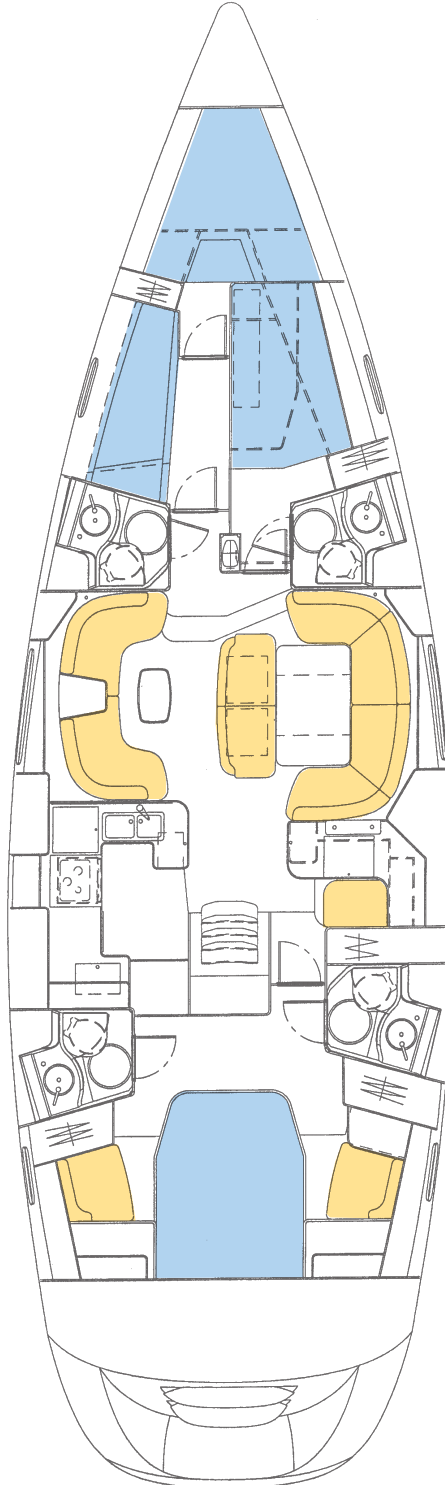
PRECAUTION

For PVC fabrics: Solvents or solvent based products (pure alcohol, acetone, trichloroethylene) are strictly prohibited.

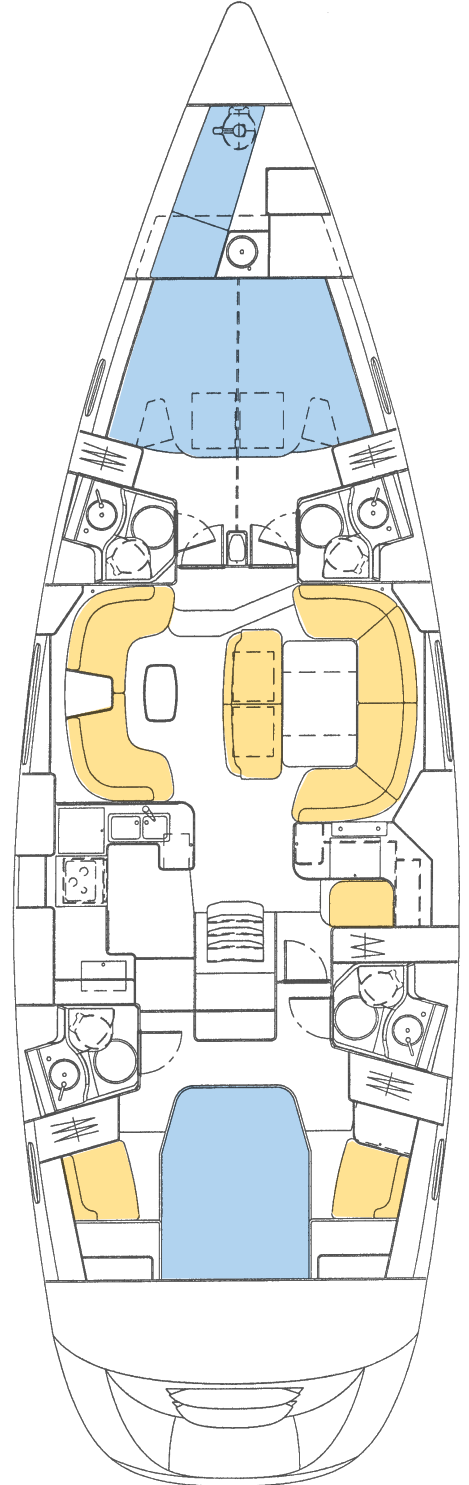
**1 AFT CABIN
1 FORWARD CABIN
3 HEADS**



**1 AFT CABIN
3 FORWARD C. C.
4 HEADS**



**1 AFT CABIN
2 FORWARD C. C.
1 SKIPPER CABIN
4 HEADS**



C. C. = CONVERTIBLE CABIN

Refer to procedure page 35-recto and 36-recto



FABRICS

- 100% polyester Jackard / Dralon:

If you can't remove the cloth: clean with a vacuum cleaner, wash with synthetic foam following the manufacturer's instructions,

If you can remove the fabric: hand wash with a commercial detergent at 30°C (85°F).

In both cases, dry cleaning is possible. Remove stains as soon as possible with moist rags.

- Cotton Jackard:

Dry clean,

Do not iron,

Do not use bleach,

Remove stains with fractionated petrol.

- Alcantara:

Wash in lukewarm water with neutral soap,

Allow to dry,

Dry clean with perchlorethylene.

- Leather:

Use special leather paste for routine maintenance,

Never use any detergent nor silicone-based products,

Clean with a sponge and soapy water,

Remove all ball pen stains with methyl hydrate and grease stains with «terre de Sommière» application.

RECOMMENDATION / MAINTENANCE

The ship-builder has tested and approved a number of biodegradable maintenance and renovating products which protect the material and environment.

Ask your Jeanneau dealer for recommendations.

The relevant data sheets are available at our agents who can obtain the information from our company.

AFT CABIN CONVERSION



Version 2 aft cabins.



1 - Dislodge the bulkhead section above hanging locker (bolt).



2 - Dismantle the top of the hanging locker (bolt).



3- With a screwdriver, unlock all the metallic pins.



4- Dismantle the first side of the hanging locker.



5- Dismantle the back of the hanging locker.



6- Dismantle the second side of the hanging locker.



7- Disconnect the first section of the partition.
8, 9, 10 - Disconnect the other sections, making them slide.



Version 1 aft cabin.

All the partition and face sections are stored vertical under the forward berth.



BLINDS

MOUNTING INSTRUCTIONS

In addition to Diagram A overleaf, please note the following on installation.

- 1 Ensure the thickness of the boat structure at the proposed mounting position is deep enough to prevent the fixing screw breaking through. Limit drilling depth with masking tape on the drill bit to ensure minimum depth of hole necessary for screw.
- 2 Dimension 'Y' (or the HATCHshade drop) should not be exceeded as the design requires 75 mm of fabric to remain on the roll.
- 3 If installing cross bar end stops, ensure they are equidistant from cassette housing.

FORE CABIN CONVERSION



Version double fore cabin

* : Berth up to form a back.



Storage of the partitions that can be dismantled.



2- Fit Partition 1 into the sliding channels provided.



3- Fit partitions 2, 3 and 4 into the sliding channels provided (berth and ceiling) making them slide forward.



4- Fit partition 5 with handles pressing in order to fasten the Velcro strips.

Port cabin

* : Back in a horizontal position in berth version.
Strap fastened to the eye strap on the ceiling.



Starboard cabin

BLINDS

CARE & MAINTENANCE

- The spring systems are 316 Stainless Steel and require no servicing.
- The fabric of the blackout blind is made of polyester which is laminated to an aluminium foil lining. If the blind gets wet, pull out the blind and leave it to dry naturally. Small

marks can be removed by gently rubbing with an India rubber eraser.

- All parts of Oceanair Marine products may be replaced in the event of damage. To identify the unit size for spare parts information, look at the label on the back of the frame.

Blind Tensioning Instructions (Diagram B)

It is possible to adjust the spring tension of the blinds to alter the recoil effect. The number under the Column B indicates the approximate number of turns required to tension the spring as you like (for information only).

Diagram A

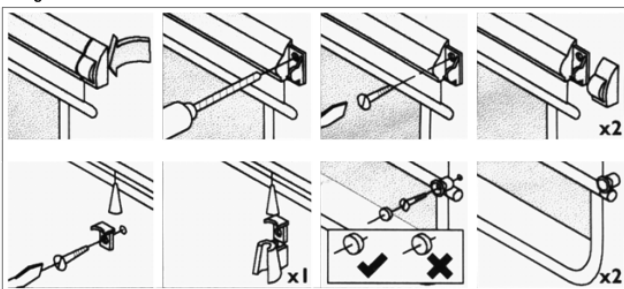


Diagram B

Blind Size	B
5	5
10/20	8
25	9
30	9
40	9
60	11
70	14

Parts list for: HATCHshade (HSH) (formerly SKYshade)

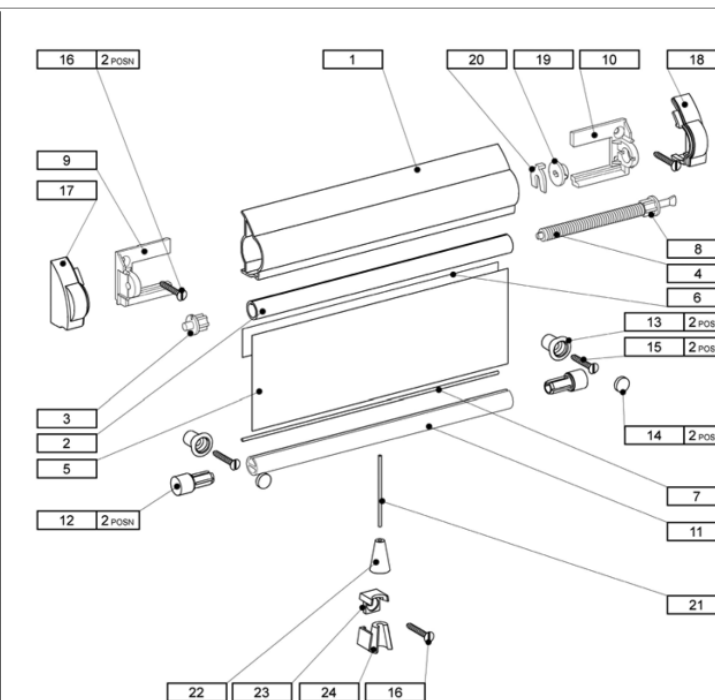
- 1 Cover extrusion
- 2 Roller extrusion
- 3 Roller bearing
- 4 Spring E, A or B
- 5 Cloth
- 6 Double sided tape
- 7 Monofilament
- 8 Spring bush
- 9 Bracket LH
- 10 Bracket RH
- 11 X-bar
- 12 X-bar end caps
- 13 Peg
- 14 Peg cap
- 15 1" No. 6 screw
- 16 3/4" No. 6 screw
- 17 Cover LH
- 18 Cover RH
- 19 Tensioning bush
- 20 Tensioner lock
- 21 Cord
- 22 Toggle
- 23 Toggle catch base
- 24 Toggle catch

Sizes
05, 10, 20, 25, 30, 40, 60, 70 or Special
(measured in mm)

Extrusion finish
Beige
White
Black
Grey

Fabric
White PVC
Cream PVC
Grey PVC
Black PVC
Silver-Beige
Soltis
Rayure

OCEANAIR



© Oceanair Marine Limited, October 2000

HSHParts06 119.230000

PLUMBING



WATER TANK FILLING

FRESH WATER SYSTEM

GAS SYSTEM

WATER DISCHARGE

OPERATION OF MARINE HEADS

FRESH WATER & GAS SYSTEM

— Hot water hose

— Cold water hose

— Gas hose

1- Tank vent

2- Deck filler

3- Water tank

4- Water tank select valves

5- Fresh water filter

6- Accumulator tank

7- Gauge

8- Water pressure pump

9- Electric water heater

10- Mixer tap

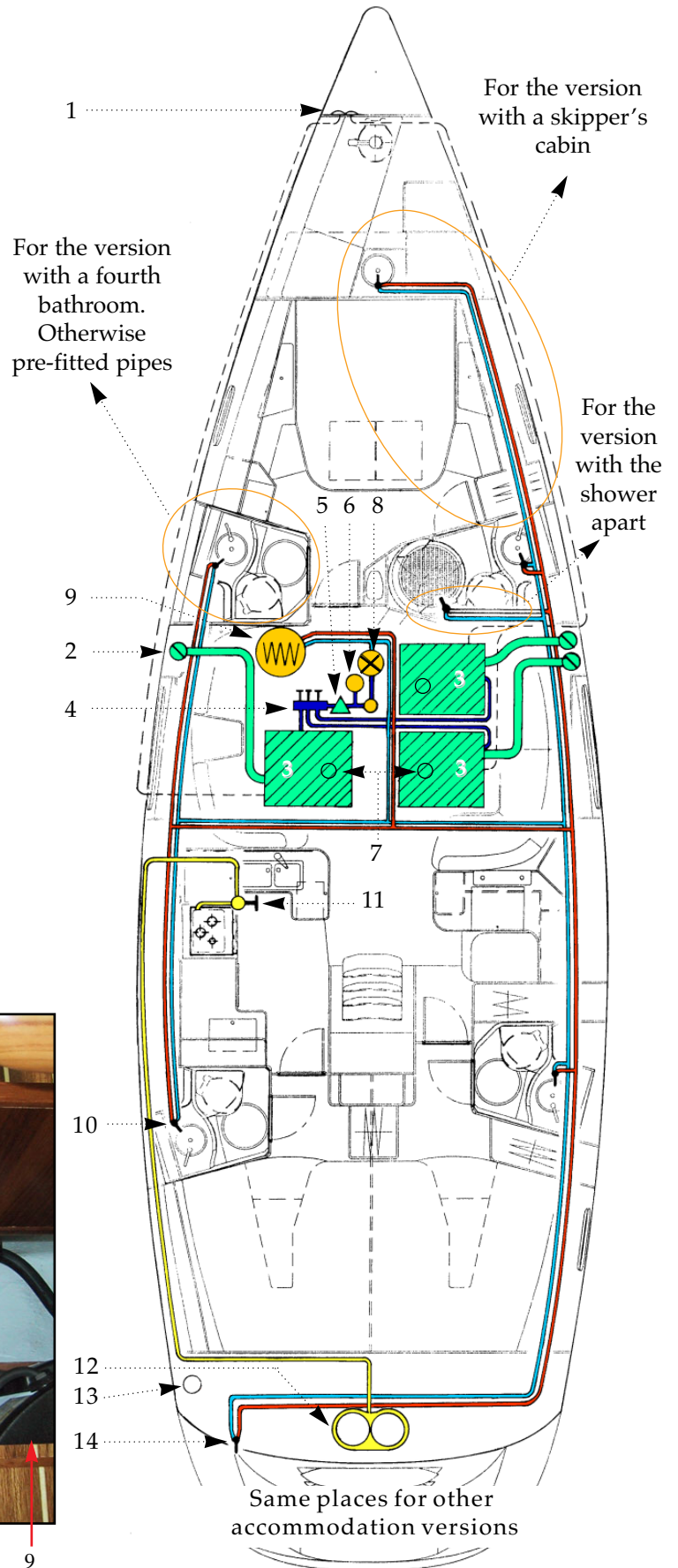
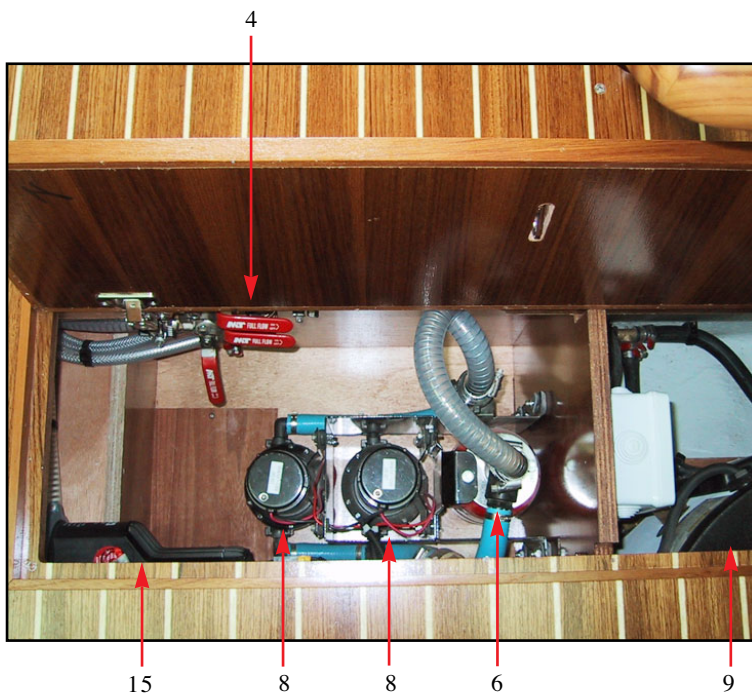
11- Gas valve to stove

12- Gas cylinder

13- Shore water supply

14- Transom shower

15- Bilge pump (see Drainage)





WATER TANK FILLING

In order to avoid handling mistakes, never fill the water and fuel tanks at the same time. During filling, avoid handling contaminants near the filling plugs. Open and close the filling plugs with the special key or winch handle. Check the filler plug seals for condition during filling. The tanks are fitted with overflow outlets and vents.

To prevent a pressure build-up in the system, never press the water filling hose deep into the system.

RECOMMENDATION / MAINTENANCE:

Monitor the quality of drinking water taken on board at remote locations. The tanks can be sterilized by adding a “clonazone” tablet (available from pharmacies).

Purify the tanks and pipes with acetic acid or white vinegar if the boat is to stay unmanned for a long period.

Inspection ports are provided on tanks, through which internal cleaning can be performed.

Don't use chlorine-based products. These products may spoil the quality of the tank stainless steel.

Refer to chapter 11 for winter precautions.

Note

The capacity of the water tank indicated on the page « Specifications » may not completely be used according to the trim and load of the boat.

FRESH WATER SYSTEM

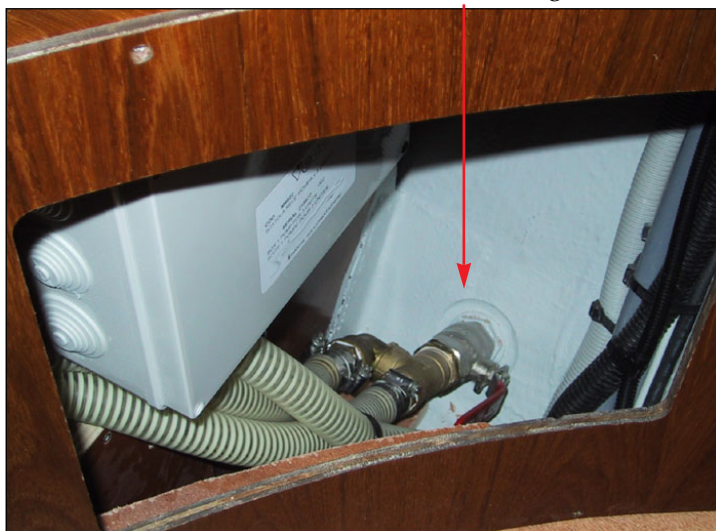
PRECAUTION

- Never run the water system if the valve to the feed tank is closed or if the tank is empty to avoid damaging the water pump.
- Regularly check the water filter for condition as instructed in the manufacturer's manual.
- Ensure that the empty tanks valve is closed.

PRECAUTION

- Shore water supply
- Don't switch on the water unit if the shore water tap is connected and on.
 - Turn off the shore fresh water tap in case you are away.

Seacock, sink drainage

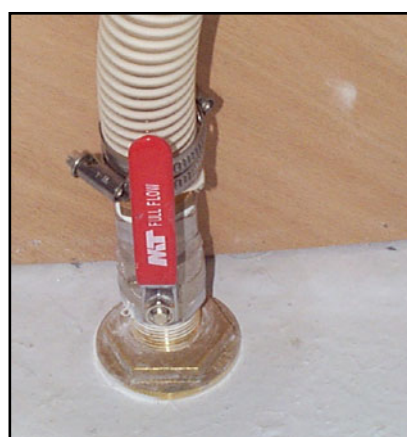


Fridge cooling thru-hull (Optional extra)

SEACOCKS



Closed seacock



Open seacock



GAS SYSTEM

(Refer to Chapter 2 «Safety»)

(See drawing «FRESH WATER AND GAS» previous page)

When changing the cylinder, refit the cap on the pressure reduction valve threaded section to avoid corrosion.

RECOMMENDATIONS

Don't forget to shut off the gas safety valve and pressure reducing valve when the stove is not in use.

WATER DISCHARGE

Waste water from the sink, wash basins and the heads is discharged by through hull fittings, fitted with quarter turn valves (when the valve handle is perpendicular to the pipe, the valve is closed. It is open when aligned with the pipe).

All floors include water courses (limber holes). (A waterproof bed under the engine catch the possible oil leaks.)

A main sump, above the ballast, receives the water coming from the floorboard and is partially drained by an electric pump or the manual pump. It must be regularly emptied using a sponge.

RECOMMENDATION / MAINTENANCE:

Check the valves and sea cocks for water tightness and operation regularly.

Shut the valves when the system is not in use.

Visually check whether the pumps discharge.

Check the clamps and hose pipe couplings and seals for condition.

Ensure regularly that the bilge and strum-boxes are perfectly clean.

If one pump should be running while all water supplies are shut,
switch the power off immediately.

Check the water system and eliminate the breakdown.

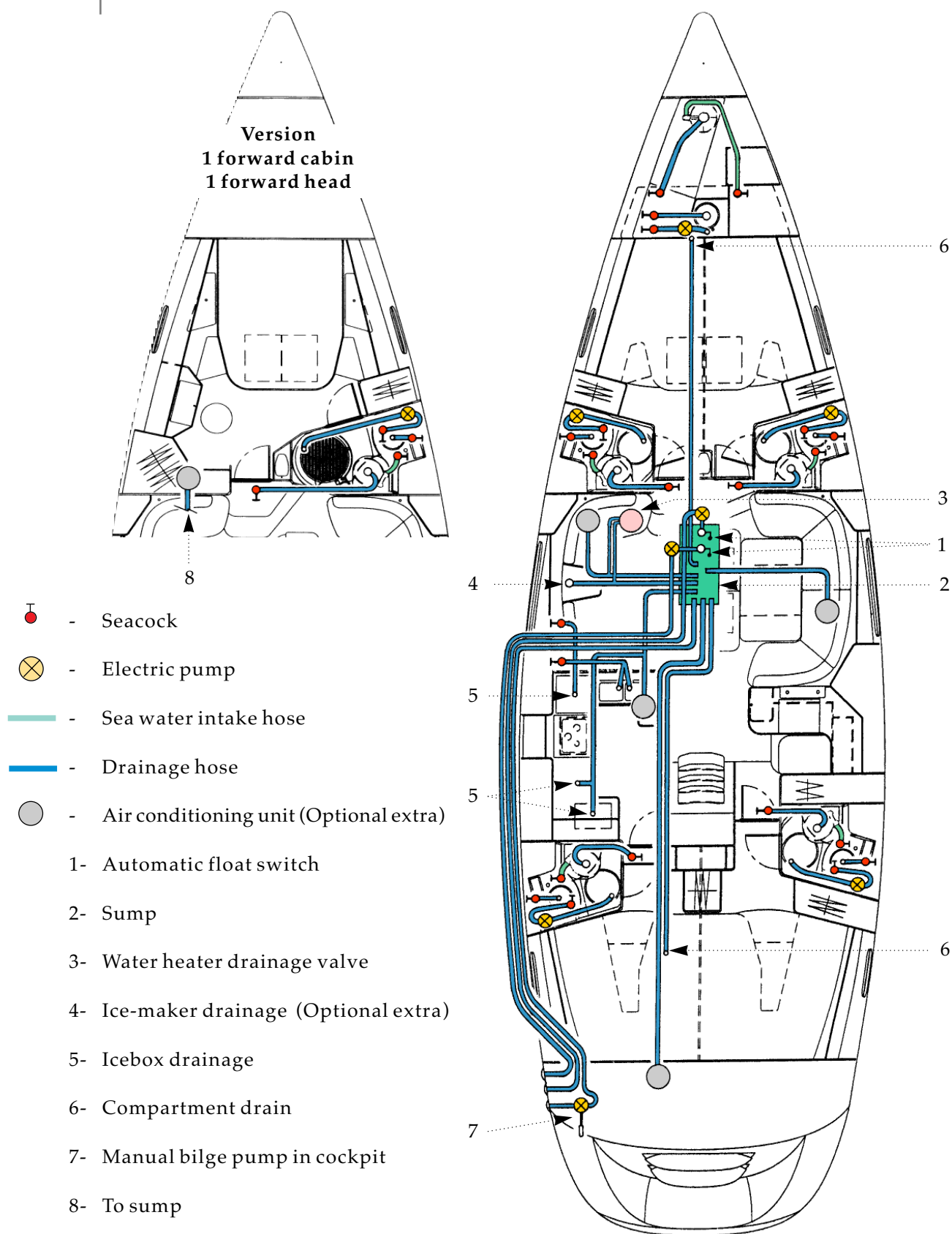
WARNING

The bilge pump system is not designed to maintain the buoyancy of the boat in case of damage.

It is intended for driving out the water coming from sea spray or leaks, but absolutely not from a hole in the hull resulting from a damage.



DRAINAGE SYSTEM





OPERATION OF MARINE HEADS

MARINE HEADS OPERATION:

Ensure that the water supply and discharge valves are open before using the head. To drain the bowl, set the pump lever to "FLUSH" and actuate the pump. To empty the bowl, set the pump lever back to "DRY" and actuate the pump.

Use exclusively absorbent, biodegradable paper to avoid clogging the heads and rinse the system regularly with fresh water. Shut the valves after every use and especially when the boat is unattended.

WASH BASIN AND SHOWER OPERATION:

The seacocks should be closed after use. To drain the shower tub, actuate the pump switch.

RECOMMENDATIONS:

During shore stay, use if possible the club-house sanitary appliances. Since it is prohibited to discharge the waste waters in some marinas or countries, you shall use a waste holding tank (WHT).

WARNING

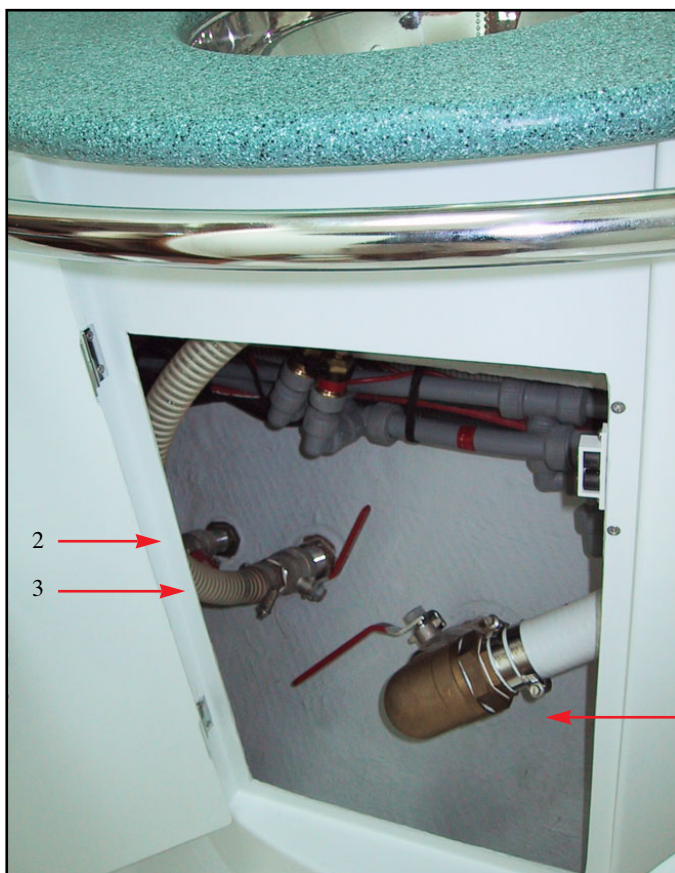
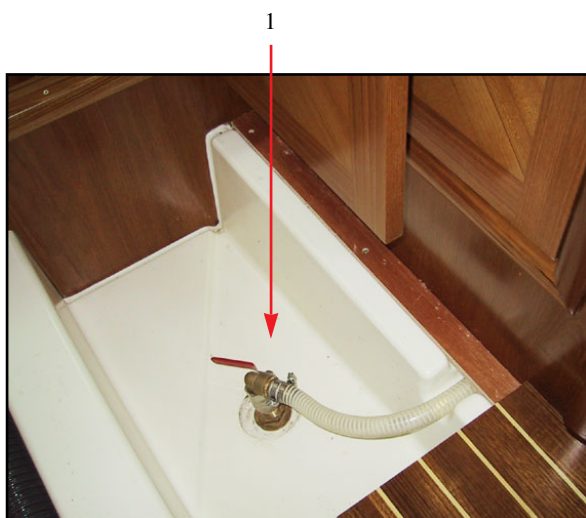
Ask for information about the laws in force in your country or your marina about discharging your waste waters into the sea.

plumbing

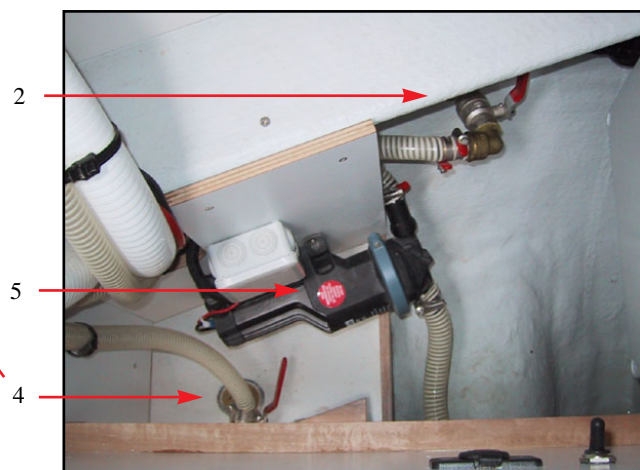


BATHROOM DRAINAGE PRINCIPLE

STANDARD BATHROOM



SKIPPER'S BATHROOM



- 1- Heads drainage seacock
- 2- Shower tub drainage seacock
- 3- Washbasin drainage seacock
- 4- Heads water intake seacock
- 5- Shower tub drainage pump

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

Open the water intake valve (ref. 1) (valve handle parallel to the pipe).

In the case of a direct discharge into the sea: Open the draining valve (ref. 2).

In case you store the waste waters in the tank: Make sure the draining valve is closed (ref. 2) (valve handle perpendicular to the pipe).

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

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

In order to avoid clogging the heads:

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

PRÉCAUTION

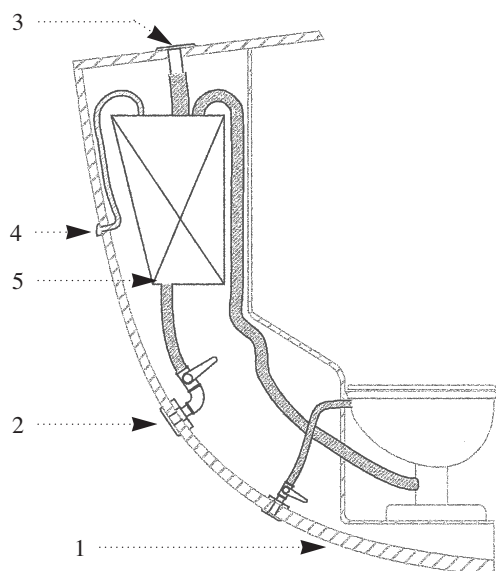
Regularly check how full the tank is. High pressure due to too high a level may cause leaks or more unpleasant troubles.

To empty the tank:

- In an authorized area, open the draining valve (ref. 2).
 - In a marina equipped with a system to suck the waste waters, put the sucking hose into the tank through the deck filler (ref. 3). Start the pump of the sucking system. The filler caps are opened and closed with an appropriate key.
- When the tank is empty, check the cap seal for condition then close the filler.

PRECAUTION

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



1. Heads water intake hose with a thru-hull fitting and a valve
2. Tank draining hose with a thru-hull fitting and a valve
3. Heads filler
4. Tank vent hole
5. Waste holding tank (WHT) (about 45 l)

WIRING



BATTERY MASTER SWITCHES

BATTERIES

OPERATION

230V (or 115 V) CIRCUIT

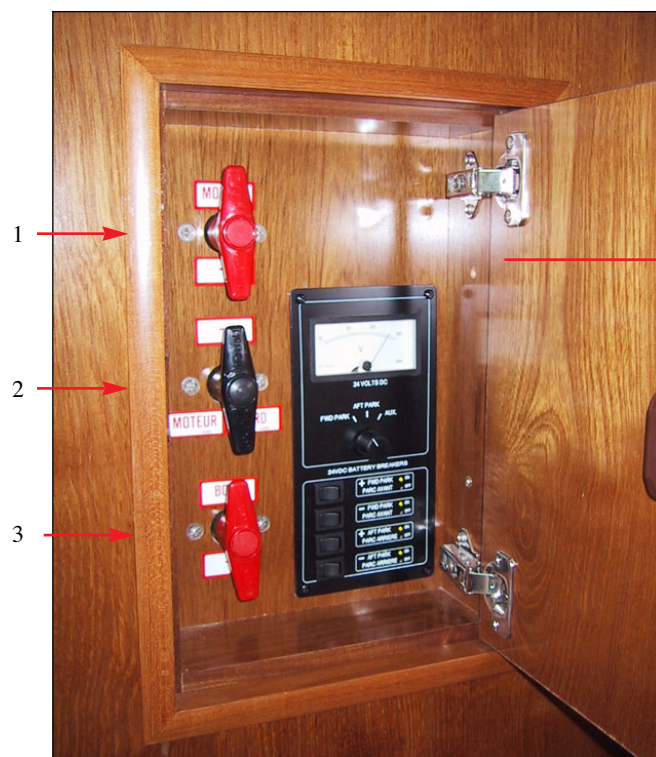
SHORE POWER CABLE

MAST HARNESS CONNECTION

ELECTRONICS

DRAWINGS & DIAGRAMS (end of chapter)

BATTERY MASTER SWITCHES

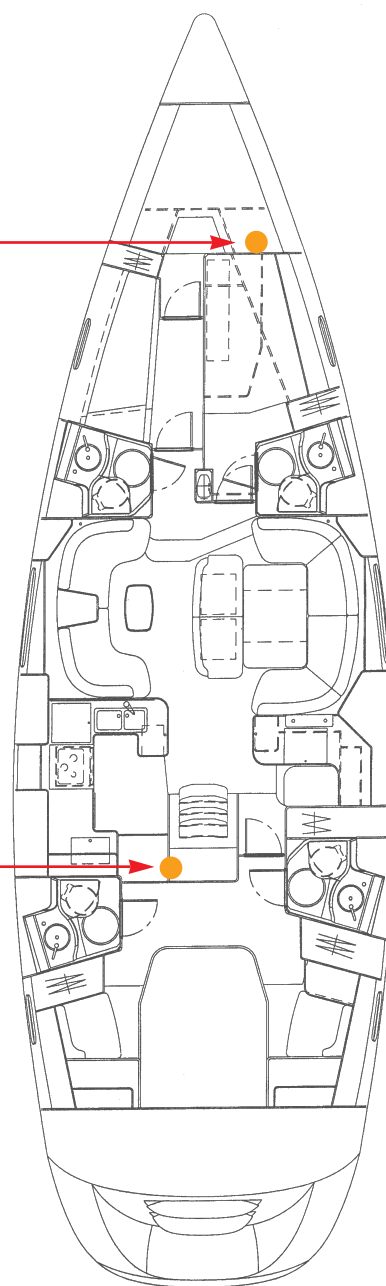


1- Battery master switch: + Domestic

2- Battery master switch: -

3- Battery master switch: + Engine

4- Windlass circuit breaker



Same place for other accommodation versions



BATTERY MASTER SWITCHES

Electric installation: 24V DC for: Windlass, bow-thruster (optional extra), genoa furler (optional extra)

Other electric installation: 12V DC.

Turn the master switches on to energize the system.

The master switches energize the engine and house electrical systems.

PRECAUTION

Shut all master switches when the boat is unattended.

BATTERIES

The engine driven alternator is used to charge the batteries.

Never run the engine when the circuit to charge the batteries is disconnected, this would destroy the alternator.

Use your battery charger (optional extra) when connected to shore power in order to sail off with properly charged batteries.

Never drain beyond 70% of the rating, to ensure a satisfactory service life.

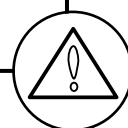
Always check the condition of all the batteries and the charging system before you set sail.

RECOMMENDATION / MAINTENANCE:

- Keep the batteries clean and dry to avoid premature wear,
- Check the electrolyte regularly and top up with distilled water if required,
- Check the acid in the battery after extended idle time,
- Secure and coat the terminals regularly with petroleum jelly.
- Disconnect the batteries and remove them for winter storage or when they are not used for a long time.

WARNING

The batteries must be handled with care.
In case of electrolyte splashing, thoroughly rinse the part of the body that has been in contact with it and take medical advice.





Multipurpose switch for navigation light:

- Navigation light
- Steaming light
- Mooring light
- Deck light



OPERATION

The electrical switchboard does not require any routine maintenance.

PRECAUTION

Never leave the boat unattended when the electrical fittings are on, except for security devices directly connected to batteries and protected by a circuit breaker.

Disconnect the shore power before opening the electrical switchboard.

In case an electrical unit should not be energized, check:

- The main power supply (batteries, master switches),
- The switches and fuses along the line,
- The relevant electrical unit.

WARNING

Never work on a live electrical fitting.



Use the automatic reset switch to read the fuel gauge, to avoid electrolytic problems.

PRECAUTION

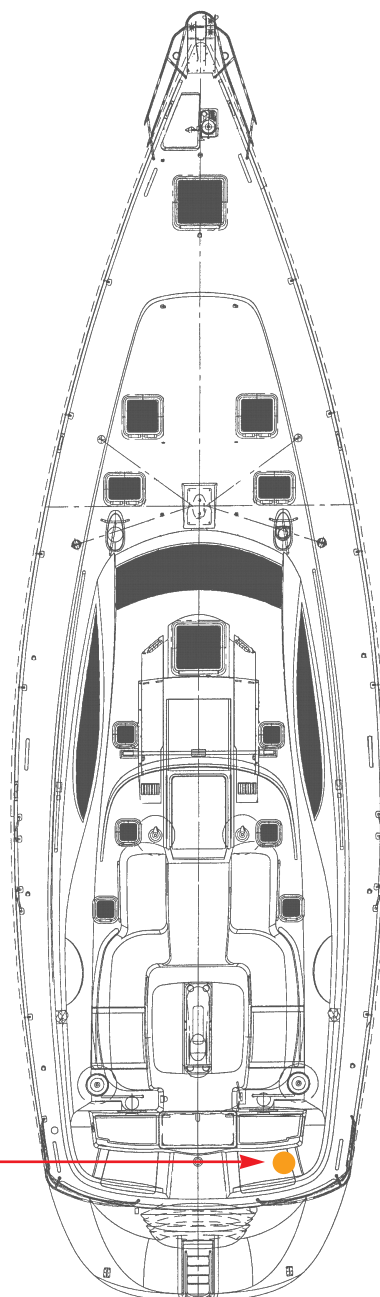
Only a technician, skilled in marine electricity, is entitled to alter a fixture and the relevant diagrams.

Never change or alter the amperage of the overcurrent safety devices.
Never install or replace the electrical appliances or equipment with components exceeding the circuit design amperage. (Watt for bulbs)

230V (or 115 V) CIRCUIT

As far as possible, use electrical appliances with a double insulation or three conductors (Neutral - Phase - Earth).

Connect the casings or metallic cases of the fitted electrical appliances to ship's ground: this conductor is green with yellow stripes





SHORE POWER CABLE

wiring

DANGER

Never let the end of the shore power cable hang in the water. It may create a hazard liable to hurt or kill people swimming close by.



PRECAUTION

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

- . Switch off the electric panel connected to the shore power plug on shore before you connect or disconnect the shore power cable
- . Connect the shore power cable in the boat before you plug it in the power point on shore.
- . Disconnect the shore power cable first on shore side then close tightly the power point on shore.
- . Do not change the connections of the shore power cable

MAST HARNESS CONNECTION

Connect the harness after stepping the mast.
You can access to the wiring harness at the level of the mast between the deck and the inner mould.

ELECTRONICS

Special conduits are available to complement the boat's equipment (refer to drawing).
Never install electronic instruments or repeaters less than 1.50m away from the radio loudspeakers.

DIESEL ENGINE



FUEL TANK

FUEL FILTER

FUEL SHUT-OFF VALVE

ENGINE

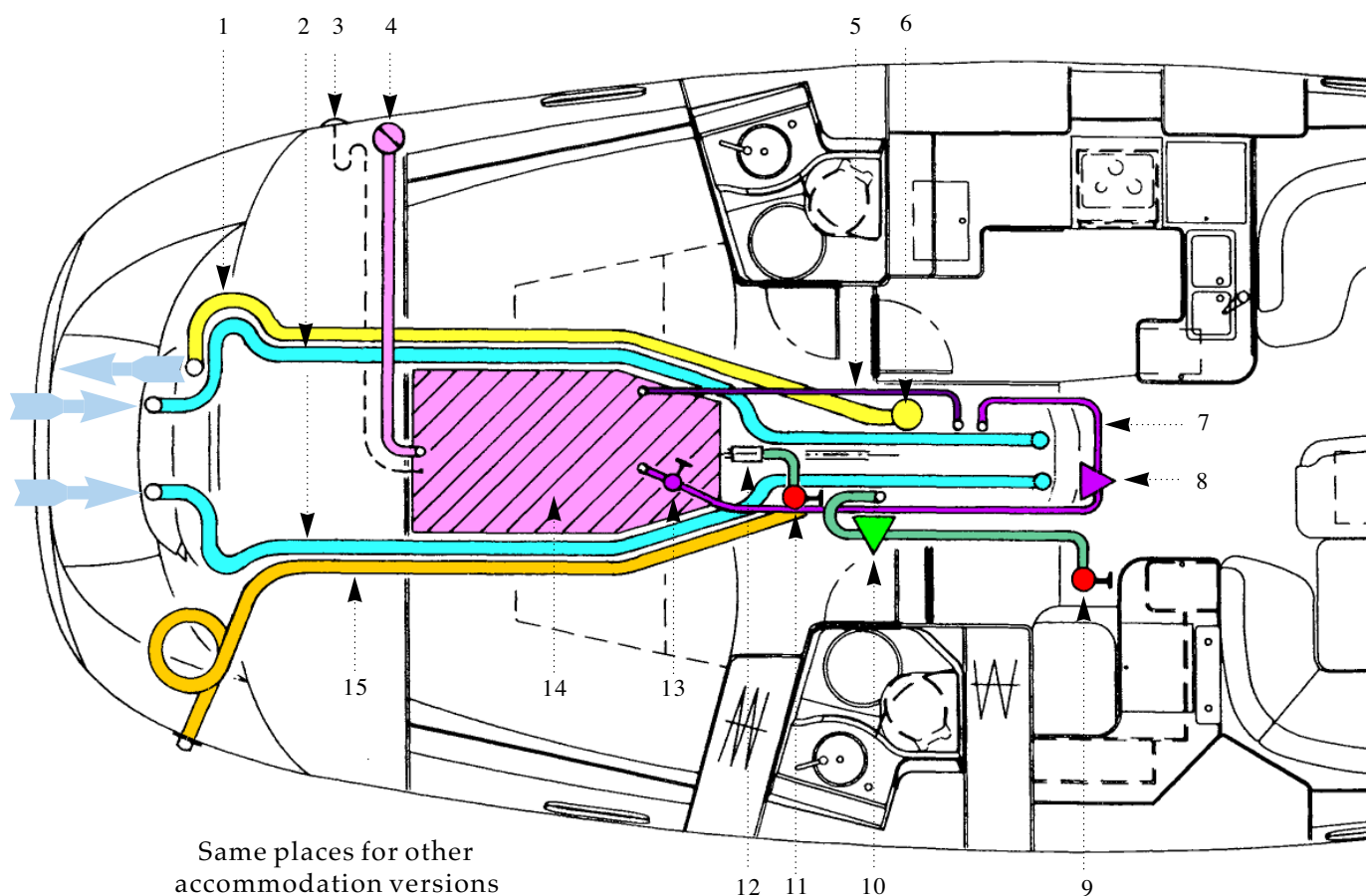
DASH BOARD / CONTROL LEVER

VISIBILITY FROM THE STEERING STATION

STUFFING BOX

PROPELLER

ANODE



- 1- Engine compartment air exhaust
- 2- Engine compartment air intake
- 3- Tank vent
- 4- Deck filler
- 5- Fuel return hose
- 6- Blower
- 7- Fuel hose
- 8- First-stage filter
- 9- Engine cooling water seacock
- 10- Sea water filter
- 11- Stuffing-box sea water seacock
- 12- Stuffing-box
- 13- Fuel shut-off valve
- 14- Tank
- 15- Exhaust hose



Engine compartment air intake and exhaust

FUEL TANK

TANK FILLING

Comply with the general precautions indicated in chapter 7 for tank filling. To protect the deck from possible fuel splashes, wet the area around the deck filler with sea water before taking the plug out. In case of splashes, rinse the deck liberally (after replacing the filler plug).

DANGER

During fuelling, the engine must be stopped and smoking is prohibited.

RECOMMENDATION / MAINTENANCE:

- Check the filler plug O-ring condition regularly to avoid water ingress,
- Don't shut the fuel valve after every utilization, except before an extended unattended period,
- Ensure that the tank is full to avoid condensation,
- Clean the tank every five years to remove sludge deposits.
- Don't use chlorine-based products. These products may spoil the quality of the tank stainless steel.
- Every year check the condition of the fuel system (tubes, valves,) and have the damaged parts changed by a professional.

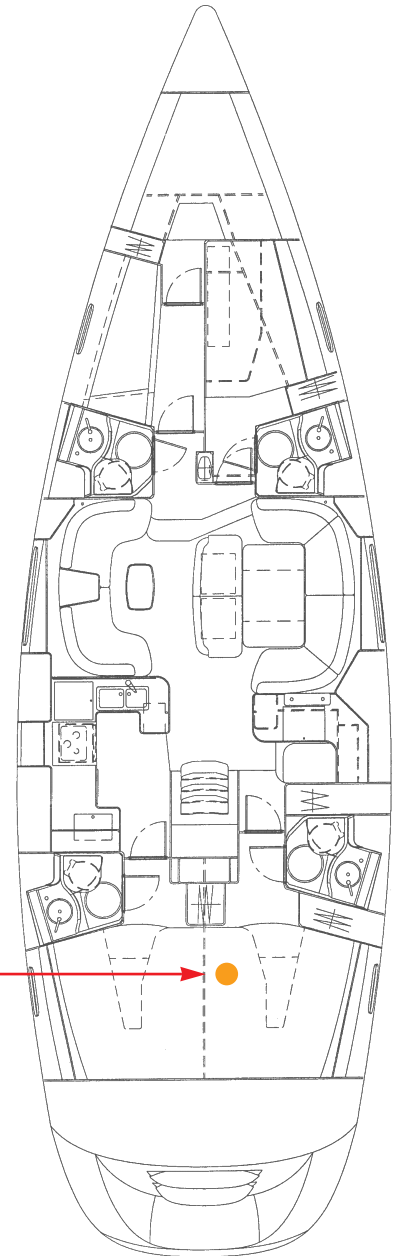
NOTE

The capacity of the fuel tank indicated on the page « Specifications » may not completely be used according to the trim and load of the boat.
Always keep 20 % fuel as a reserve.

diesel engine



Fuel shut-off valve for generator (Optional extra)



Same place for other
accommodation ver-
sions



FUEL FILTER

Engine running problems may have several causes, amongst which dirty fuel is a common one, and the injection pump can be soon destroyed by water in the fuel.

Water contamination results either from condensation in an insufficiently filled tank, or from seepage through the filler plug. The latter can occur if the seal is defective or the plug is improperly closed.

The fuel is run via two filters to control the following risks:

- One filter is integral with the engine to ensure fine fuel filtration (refer to the engine brochure to find out the filter renewal frequency and maintenance work),
- The other one is a first-stage filter located in the hose system between the engine and the fuel tank.

To check the first stage filter unit, undo (but do not remove) the knurled screw at the base of the settling bowl, bleeding fuel into a tray until clean, water-free fuel appears. Purge the system several times a year. Remove the bowl for access to the first-stage filter, which should be replaced at least once a year.

FUEL SHUT-OFF VALVE

See chapter 2 for Fire Fighting

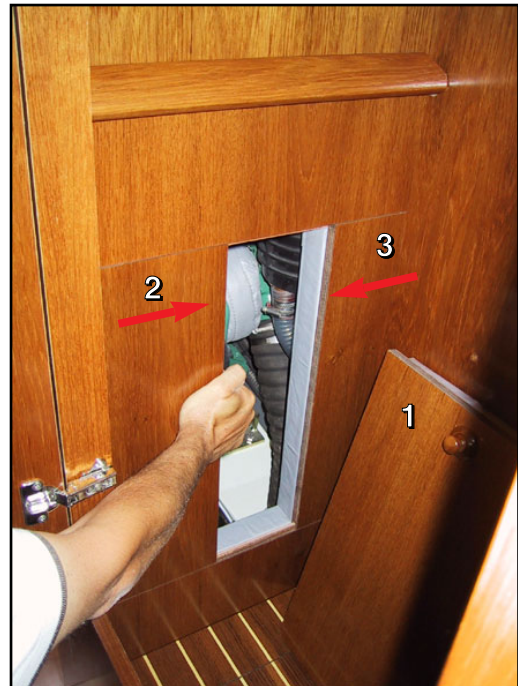
DANGER

Never obstruct access to the fuel shut-off valve

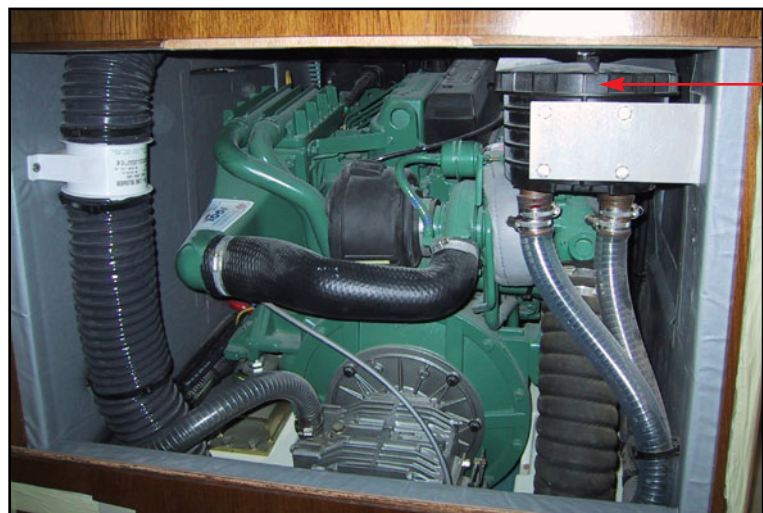


Access to engine:

- 1 - Disconnect panel 1.
- 2 - Make panel 2 slide towards the centre then disconnect it.
- 3 - The same for panel 3.



- 1 - Cooling water filter
- 2 - Engine cooling water seacock
- 3 - Engine battery
- 4 - Optional extra
- 5 - Optional extra
- 6 - Optional extra





ENGINE

Refer to the brochure supplied with the boat.

You must read the brochure carefully which includes detailed hints about the engine operation and how to run it properly.

PRECAUTION

Never run the engine while the boat is dry-docked.

ACCESS TO THE ENGINE :

Access to the engine via the companionway panel.

Lateral trap doors give access to the principal instruments.

PRECAUTION

Stop the engine before you open the hatches
or keep away from the belts and moving parts.
Be careful with full clothes, long hair, rings that may get caught in them.
Wear appropriate clothes (gloves, cap, etc...).

ENGINE SEA VALVE

Seawater cooling is essential in operating the engine. The strainer must be cleaned with a brush whenever the ship is docked and kept clean and free from clogging or anti-fouling paint.

The sea valve must be open before starting the engine, otherwise the exhaust and the engine may incur severe damage.

RECOMMENDATIONS

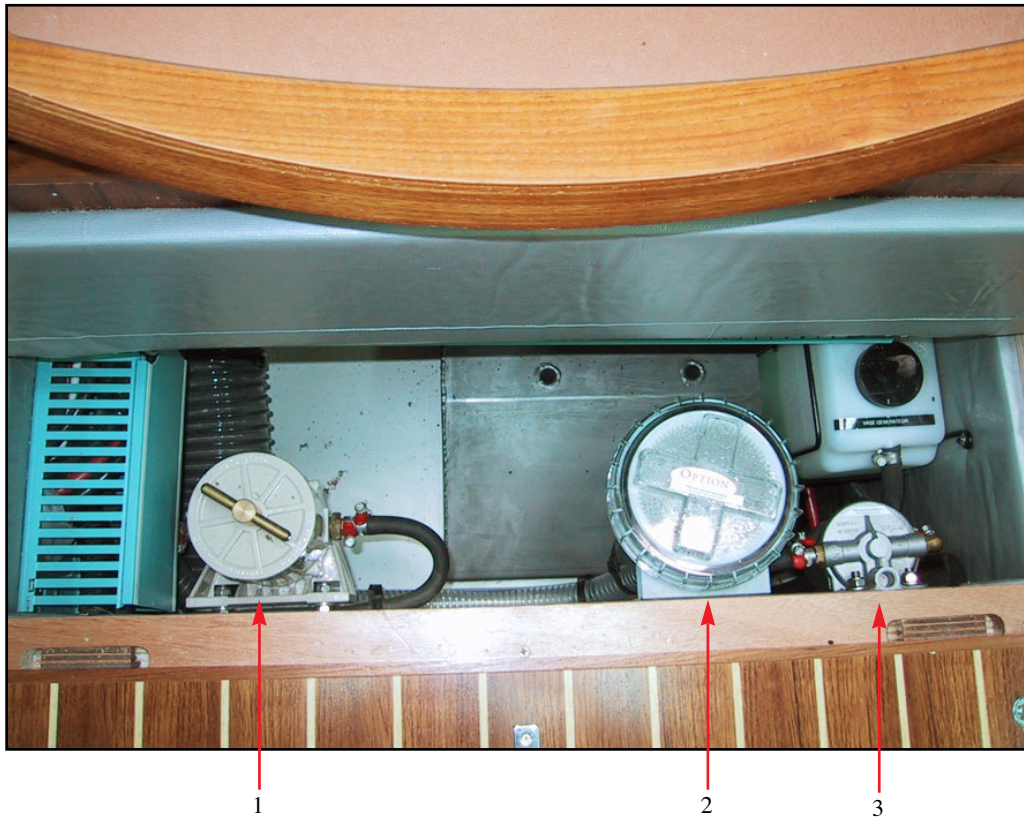
It is good practice to check if water is expelled together with the exhaust gases, immediately after starting the engine; otherwise, stop the engine immediately and check the cooling water intake and filter system.
It's not necessary to shut the valve after each use of the engine; on the other hand, this is mandatory if the boat remains unmanned for a long period of time.

ENGINE OPERATION:

Before starting the engine:

- Open the fuel valve,
- Open the engine cooling valve,
- Actuate the battery master switch to energize the electrical system,
- Before starting the engine, ensure the control lever is in neutral.
- Refer to the engine manufacturer's brochure before starting up the engine.

diesel engine



- 1 - First stage filter
- 2 - Generator cooling water filter (Optional extra)
- 3 - Generator first stage filter (Optional extra)



PRECAUTION

Don't turn off or de-energize the electrical system while the engine is running .
If your boat's diesel engine is fitted with a stop pull,
this must be actuated before using the ignition key to switch off.

DIESEL:

- Refill before the fuel tanks are depleted to prevent the fuel system from running dry.
- Before sailing be sure to have enough fuel.

RECOMMENDATIONS / MAINTENANCE:

Refer to the manufacturer's brochure supplied with the boat.
Look for any oil or fuel leaks. Check the color of the exhaust gas .

DASH BOARD / CONTROL LEVER

The engine controls are located on the dash board. It does not require any special precautions (refer to engine brochure).

Check the throttle and clutch cables (lubricate the spacers and fork ends).

RECOMMENDATIONS / SAILING

Avoid making noise and waves near other users when the boat is under power;
Respect speed-limits.
Set the lever Astern to lock the propeller when sailing.
In order to start up again the engine, reduce the speed of the boat under sail in order to
be able to declutch the engine before you start it up again .

VISIBILITY FROM THE STEERING STATION

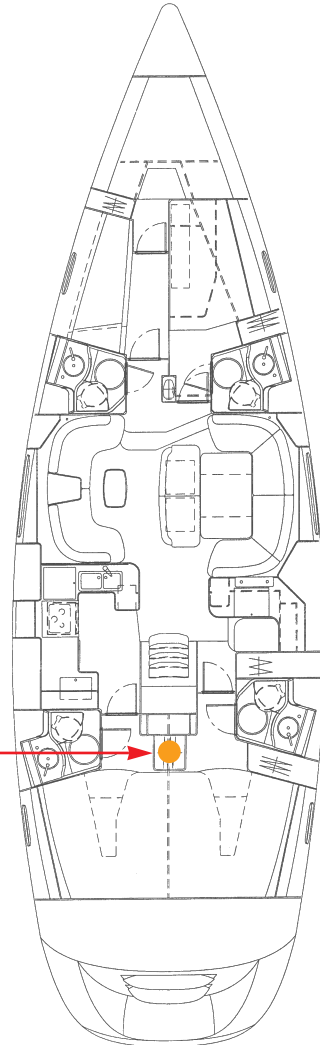
The COLREG and route regulations prescribe a permanently correct surveillance and the respect for the priority.

Make sure that no other boat is on your route.

The visibility from the steering station can be reduced because of the following :

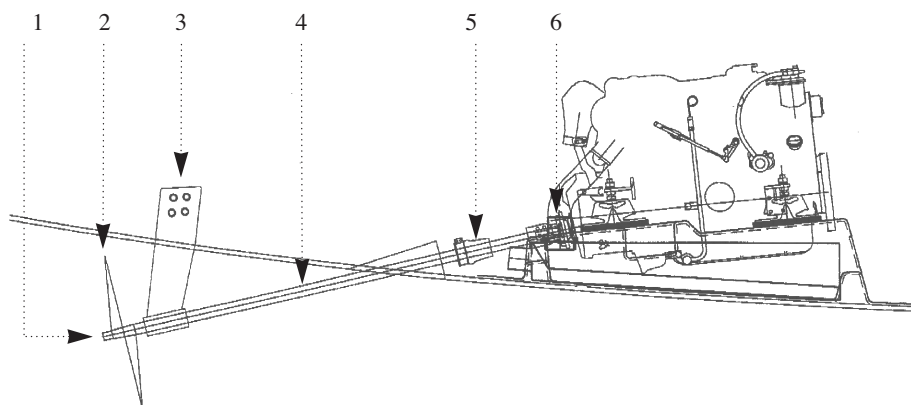
- . Load and distribution of load
- . Sea conditions, rain, spray, fog or darkness
- . Lights inside the boat
- . People and removable equipments in the helmsman's visibility field.

Stuffing-box seacock



Access:
Open the hanging locker and lift the trap in the floor.

Same place for other
accommodation versions



- 1- Anode
- 2- Propeller
- 3- Shaft seat

- 4- Shaft line
- 5- Stuffing box
- 6- Connecting



STUFFING BOX

Lubricate the seal every 200 running hours, or at least once a year with 1cm³ of lubricant.

After launching, discharge the air from the sleeve by pinching with fingers.

PROPELLER

The propeller supplied with your boat embodies the results of tests carried out jointly with the engine manufacturer.

PRECAUTION

Don't change the propeller without a specialist's advise.

ANODE

RECOMMENDATIONS / MAINTENANCE

Check regularly shaft line and propeller anode for corrosion and renew as required.
Check and replace the "hydrolube" oil ring if necessary.

LAUNCHING



LAUNCHING HINTS

MAST INSTALLATION

LAUNCHING HINTS

A lot of skill and care is required to launch your Jeanneau boat for the first time, since the satisfactory operation of all equipment will depend on the quality of the many launching steps.

Therefore, the initial launching and a variety of tests are performed by your Jeanneau agent or dealer, so you can claim the warranty in case of equipment failure. The following precautions are required in case you should launch your boat yourself:

BEFORE LAUNCHING:

- If the boat is fitted with a log and speedometer, install the relevant fittings,
- Check the inlet strainer for cleanliness,
- Check the reduction gear and engine oil level (refer to the engine maintenance manual). The engine cooling water drain cocks must be shut,
- All optional accessories must be sealed off with sealant,
- Retract the speedometer into its housing (this can be damaged by the lifting belt)
- Ensure that the anode is in place and that the nut is properly locked (the lock washer must be folded back on the nut). The anode should not be painted,
- All sea inlet and outlet valves must be shut (sink, wash basin, heads, engine).

HOISTING

- Install a line forward and a line aft and fenders as necessary,
- Before hoisting, ensure that the belts will not crush the log, speedometer, shaft...

To that effect, mark the belt position (adhesive tape on the moulding) for hoisting after launching (most boats are already fitted with the stickers).

The crane hook should be fitted with a gantry or spreader for the two belts. Under no circumstances should the belts be hooked directly on the hook as this would result in excessive compressive stresses on the hull.

- Hoist gently and control the boat's movement with the lines.

WARNING

Don't stay on-board or under the boat during hoisting.





AFTER LAUNCHING:

- Check the speedometer and log fittings for tightness, as the case may be.
- Check all through hull fittings for leaks and check their seacocks for proper operation,
- Check the stuffing box for sealing (refer to section 8 “Stuffing box”),
- Before starting the engine, refer to chapter 8 “Engine”.

MAST INSTALLATION

Refer to chapter 5 «Rig and Sails»

LAYING UP AND WINTER PRECAUTIONS



LAYING UP

PROTECTION & MAINTENANCE

There are two winter precaution procedures:

1- LAYING UP

Take ashore all ship's documents, loose lines not used for mooring, galley equipment, stores, clothes, safety equipment, battery.

Inventory the safety equipment and check the expiration dates; obtain immediate overhaul of the raft (Easter is the deadline!).

Draw up a complete inventory of other ship's equipment.

2- PROTECTION AND MAINTENANCE

INSIDE:

- Drain all fresh water pipes and rinse with a solution of vinegar and water (don't use chlorine-based products),
- Lubricate and shut all seacocks, rinse and drain the heads in full,
- Retract the log and speedometer heads, seal-off air inlets and install an air drier in the saloon and leave all doors open (cabins, lockers, wardrobes, iceboxes),
- Air cushions outside as long as possible and re-install in the boat in upright position to limit contact surfaces.

OUTSIDE:

- Wash down the hull, deck, lubricate all moving and mechanical components with petroleum jelly (locks, hinges, bolts, etc.),
- Protect all surfaces from chafing by lines, mooring lines,
- Protect the boat with fenders and ensure that the lines are taut.

The above hints are not all inclusive; your Jeanneau agent will be able to advise further with regard to boat maintenance.

ENGINE:

Engine winterization should be performed by a professional mechanic, and will not be the same if the boat remains afloat or ashore.

The following are a few major tasks:

Afloat:

- Drain the cooling system and fill with anti-freeze,
- Switch off the master switch, lubricate the terminals with petroleum jelly and test the battery voltage,
- Change the anode,
- Fill the fuel tank to maximum to avoid condensation,
- Refer to the engine manual for everything concerning the engine.

Ashore:

- Take the battery ashore and keep it under maintenance charging,
- Drain all cooling, lube oil, fuel oil and exhaust systems and perform winter precautions specified by the manufacturer, bearing in mind the fact that the freezing hazard is more significant if the boat is ashore,
- Remove and lubricate the sea-cocks included in the cooling systems, leave the sea-cocks open, check the hoses,
- Slack off the pumps and A.C. alternator belts.

PERSONAL NOTES



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)).



The present document is not contractual and constantly desiring to improve our models, we reserve the right to modify them without advance notice.
Conception et réalisation: FLUCAS- NANTES -

Jeanneau recommend **IGOL**.