
**use
and
maintenance
instructions
gin ~ fizz**

SUMMARY =====

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You are just in receipt of your GIN FIZZ and Jeanneau Nautical Engineering Inc. is pleased to introduce you to this instruction book.

We advise you to read it carefully and the engine instructions as well. Carefully carry out enclosed instructions in order to draw a maximum satisfaction from your boat and to avoid any deteriorations and above all any subsequent troubles.

You will find instructions in this booklet for the starting and operation of the various equipments and operating and maintenance instructions as well.

Further information you may require is to be asked our agent. The same way, should an incident occur, it is in your interest to call him for repair.

GENERAL FEATURES

Overall length	11.40m
Floating length	9.15m
Max. beam	3.76m
Draught	1.90m
Displacement	about 7 tons
Cast iron stiffening ballast	about 2.7 tons
Air space	1.66m + mast 14.48m
Height over cradle	3.56m
Tonnage	13.63 tons
M.M. signal letters	415
Fresh water	about 300l
Fuel	about 150l
Sail area close to the wind	77.50 m ²
Spinnaker	110 m ²
Rating	about 28.3 ft

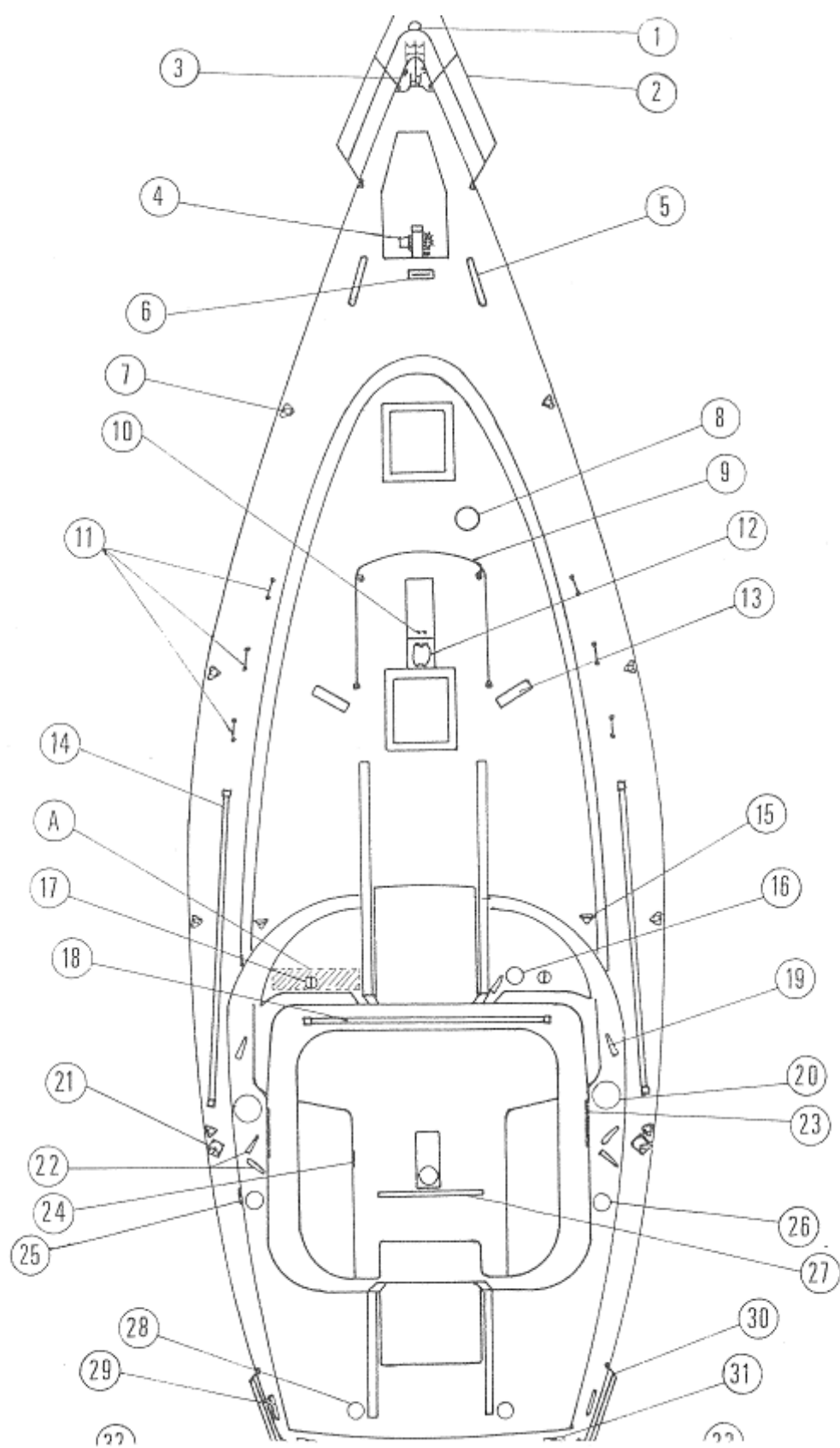
KEYS

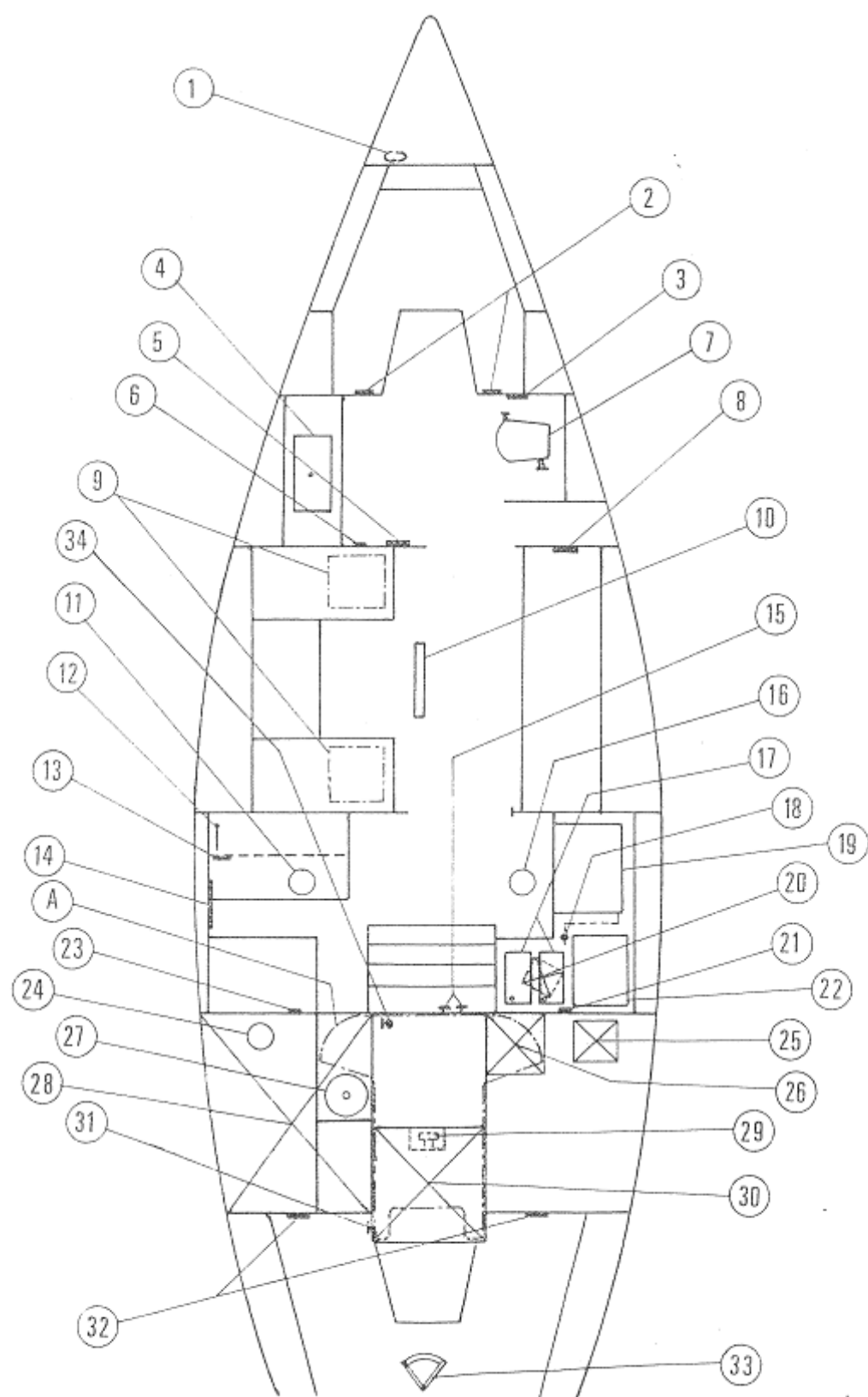
With your boat will be given to you: 2 keys of the main cabin door and 2 keys of the aft-cabin door.

BOATWEIGHT PLATE

This plate is secured in the cockpit nearby engine controls. It shall bear following informations:

- building year - boat type - notation class - engine power -





LOCATION OF EQUIPMENTS
=====

- | | |
|--|-------------------------------|
| 1 - fore cabin ventilator | 29 - stuffing-box |
| 2 - fore cabin bracket-lamp | 30 - fuel-oil tank |
| 3 - W.C. bracket-lamp | 31 - fuel-oil circuit cock |
| 4 - wash-basin | 32 - aft cabin bracket-lamps |
| 5 - toilet-room bracket-lamp | 33 - rudder quadrant |
| 6 - 12V electrical outlet | 34 - engine sea-connection |
| 7 - W.C. with gates | A - outline of cockpit bottom |
| 8 - saloon bracket-lamp | |
| 9 - area especially suitable for sounder and speedometer stowing | |
| 10 - saloon fluorescent lighting | |
| 11 - ceiling-light for chart reading | |
| 12 - chart reader | |
| 13 - neutral jumpers | |
| 14 - electrical switchboard | |
| 15 - circuit breakers | |
| 16 - kitchen ceiling-light | |
| 17 - sinks | |
| 18 - gas stop-cock (under working surface) | |
| 19 - stove | |
| 20 - pressure water group (under sink) | |
| 21 - 12V electrical outlet | |
| 22 - refrigerator | |
| 23 - 12V electrical outlet | |
| 24 - navigator berth ceiling-light | |
| 25 - refrigerator compressor (in sail locker) | |
| 26 - batteries (in sail locker) | |
| 27 - gas-bottle | |
| 28 - fresh water tank (under navigator berth) | |

LAUNCHING

Before launching:

- Locations of sounder and speedometer legs are to be foreseen if your boat is to be equipped with these.
- Shut W.C., engine and sinks discharge sea-connections.
- Tie up fenders and lay out a bow-rope and an after-rope, on side of boat that will first come into contact with pier.
- When straps are being run under hull, check that they do not bear on any equipment (sounder, speedometer, shaft-line, propeller...)

When launching:

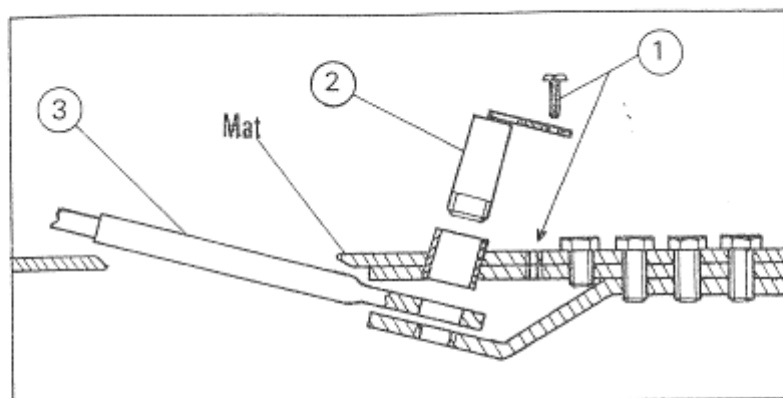
- Open W.C. gates (in/out) as well as sinks discharge sea-connections; check for water-tightness of each of their respective joints to corresponding pipes.
- Check water-tightness box situated under rudder-quadrant in aft cabin.
- Check stuffing-box: it may drip a little (see engine instructions concerning stuffing-box adjustments).
- If need be, check sounder and speedometer legs for water-tightness.

MASTING

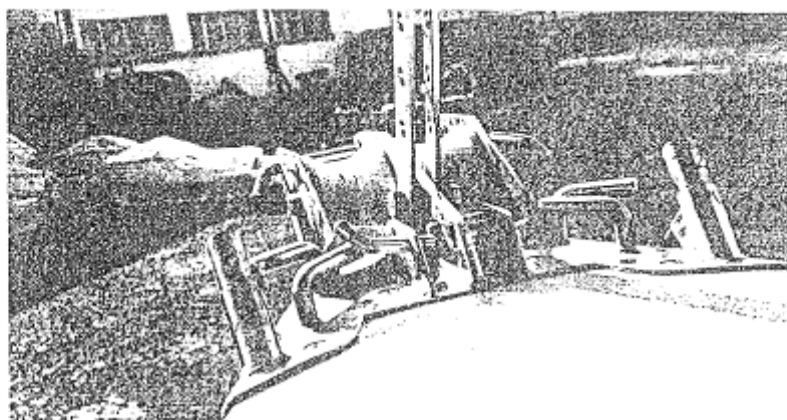
Preparing of the mast aground:

- When standing rigging is being laid, take care of not interverting cables, lengths of which are almost similar: fore lower-shrouds are shorter (by about 1 cm) than aft lower-shrouds. On GIN FIZZ SLOOP, stay is shorter (by about 20 cm) than preventer-shroud; moreover, its diameter is larger than preventer-shroud's.
- Entangle stay into spindle (see Nr 1 page 8)
- Entangle preventer-shroud into spindle (see Nr 4 page 8) on left-hand side of central plate and widely open check-pins.
- Entangle lower shrouds T tips into corresponding slots (see Nr 14 page 8)
- Secure backstays: unset locking screw (1), unscrew spindle (2), entangle backstay tip (3) into mast and position eye opposite to spindle through-holes, screw up spindle (2) again and bring lever to face hole designed for locking-screw (1), set back locking-screw.

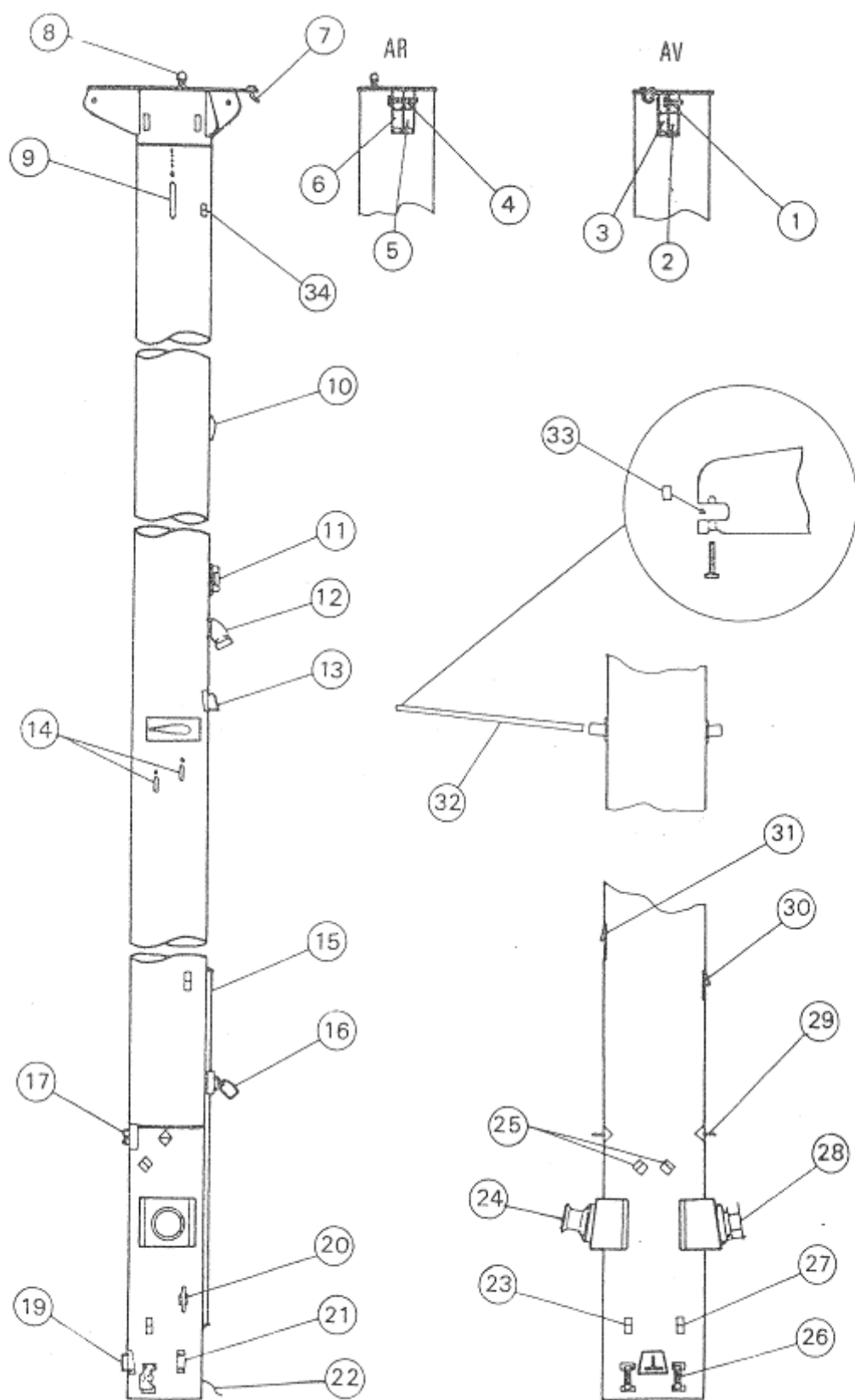
SECURING OF BACKSTAYS TO MAST



- Entangle cross-trees into their lodgings, make this setting-up easier in slightly greasing (with talc-silicone grease) the rubber-band side that comes into contact with cross-tree.
- Run backstays into cross-tree ends, do not forget to set up protective ring again (see Nr 33 page 8).
- Secure stay batten to stern brace as shown hereunder :



- Secure wheel stretching-screw on preventer-shroud chain-plate, stretching-screw being totally unscrewed.



MAST UPPER WORKS
=====

- | | |
|---|---|
| 1 - stay spindle | 30 - mainsail halyard outlet |
| 2 - Genoese halyard sheave | 31 - Genoese halyard outlet |
| 3 - Nr 2 Genoese halyard sheave | 32 - cross-tree |
| 4 - preventer-shroud spindle | 33 - protective ring |
| 5 - boom-lift sheave | 34 - spinnaker halyard upper
outlet. |
| 6 - mainsail halyard sheave | |
| 7 - spinnaker halyard gallows | |
| 8 - mast-head light | |
| 9 - backstays anchoring-slot | |
| 10 - stay foresail halyard sheave | |
| 11 - top-light | |
| 12 - deck-light | |
| 13 - scabbard-catch for boom-lifts | |
| 14 - lower shrouds anchoring-slot | |
| 15 - boom guide-rail | |
| 16 - boom bell-joint | |
| 17 - gooseneck | |
| 19 - scabbard-catch for boom downhauler and mainsail sheet return | |
| 20 - boom-lift cleat | |
| 21 - boom-lift outlet sheave | |
| 22 - lights feeders | |
| 23 - stay foresail halyard outlet | |
| 24 - Genoese halyard winch | |
| 25 - "Cunningham" rings | |
| 26 - swivel block | |
| 27 - spinnaker halyard outlet | |
| 28 - mainsail halyard roller | |
| 29 - "Jockey Poole" ring | |

Positioning of the mast:

- As soon as the mast stands on its step, secure all four lower shrouds. Once these are secured with their pins slightly open, the mast stands by itself and you may immediately release crane.

- Fix up remaining rigging, preferably securing stay before preventer-shroud.

- With the help of the four lower shrouds (remaining rigging being loose) bring mast to a perfect vertical. Check for an equal screwing of each side stretching-screws; if necessary pull up or down by a hole stay fixing to batten.

- Stretch rigging while checking that mast groove remains perfectly straight. Begin with stay, preventer shroud and backstays. End with the stretching up of lower shrouds.

- Final adjustment of mast is to be done during first sea-trips under sail. Always make adjustments when sailing leewards then tack to check adjustments.

- Once adjustments have been made up, definitively chock stretching-screws and protect pins and nuts with the help of scotch-tape pieces.

- After some sea-trips, it is worth controlling adjustments because new cables may stretch a little.

Mast and rigging maintenance:

- Light alloyage masts and inox riggings require few maintenance. Nevertheless, we advise a recurrent fresh water rinsing.

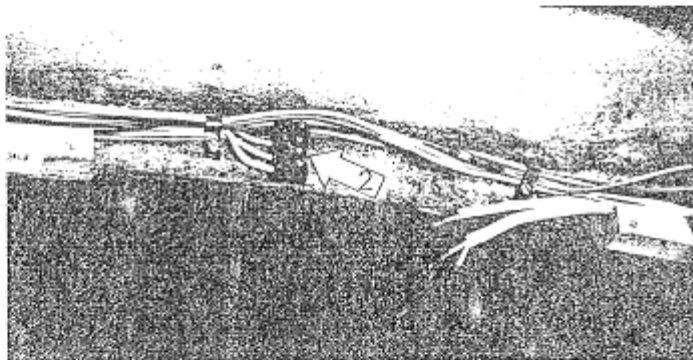
- Recurrently monitor rigging, check anchoring of cables to mast, locking of stretching-screws and pins, grease cables and stretching screws.

- To avoid any deteriorations of sails or sheets, do not hesitate to blunt with scotch-tape any part that may offer the least asperity (pins, nuts, spindles, cross-tree ends...)

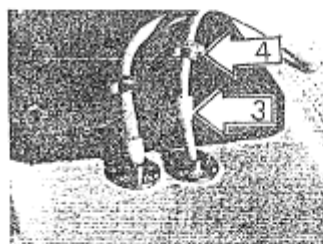
- As for mast itself, avoid when in port to make fast halyards to mast for they may scratch it and so break anodization; from time to time it is worth greasing mainsail slide-guide and boom guide-rail. At the end of sailing season, grease sheave axles.

Connection of mast-lights:

- To connect mast-lights, wiring has to be connected on connecting blocks (2) (see picture below) situated under small port ceiling between rail and saloon fore bulkhead.
- Unscrew the seven "Parker" screws securing this ceiling. CAUTION: very cautiously operate: ceiling is precisely adjusted, it should not be forced out/into place to avoid any deteriorations.
- Mast-lights are tested in our plant and related wiring labeled. See labels stuck on mast under wire outlets.
- Connect both neutrals from mast to black wire, masthead-light wire to green wire, top-light wire to orange wire and deck-light wire to white wire.



- Put ceiling back into place. Once this has been done, set up grommet again. We advise to stuff wire and related joint-ring (3) with water-tight paste (Rubson type) before screwing back the lid (4).

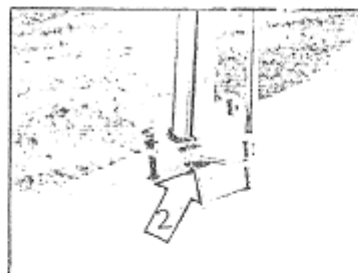
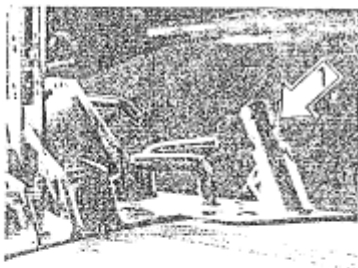


- On mast front side, there is a third outlet containing a messenger, in addition to both light feeders; this messenger is situated on top of mast and has been designed for running of possible electronic equipments wiring (speed and direction anemometers...)

SETTING OF GALLERIES AND STANCHIONS

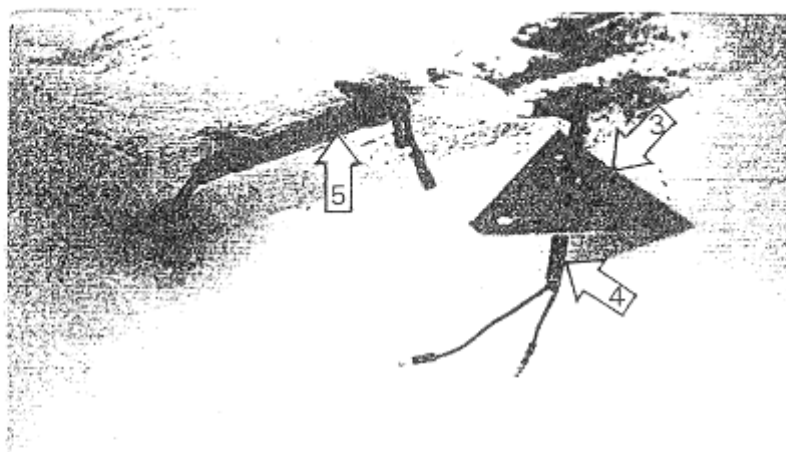
Setting of bow-gallery:

- Unscrew both gallery fore-legs locking-screws (1), position gallery and draw both tubes on their legs.
- Run light-feeder at the end of aft-port leg of gallery into hole drilled in deck for that purpose (2).
- Stuff with watertight paste the plate side that shall come into contact with deck and draw all three metal screws through plate and deck.



- For further operation, you have to get under deck through chain-locker. Hold center-drilled counter-plate (3) and position it in order that the three setting holes are opposite to metal screws. Run feeder through central hole and push counter-plate against deck; put washers and screw up nuts.

- Connect stem-light in connecting slack wires to one another and blue wire to red one. Stuff connection with scotch tape then push it into protective device (5).



- Operate the same way round to set up starboard back leg.
- Set again both fore legs locking screws.

Setting of mast and aft galleries:

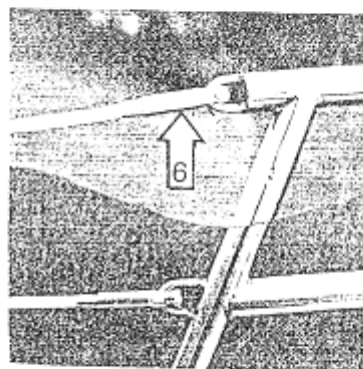
- The legs of these galleries are already secured to the deck. Unscrew locking-screws, draw tubes on corresponding legs and screw up locking screws.

Setting of stanchions and man-ropes:

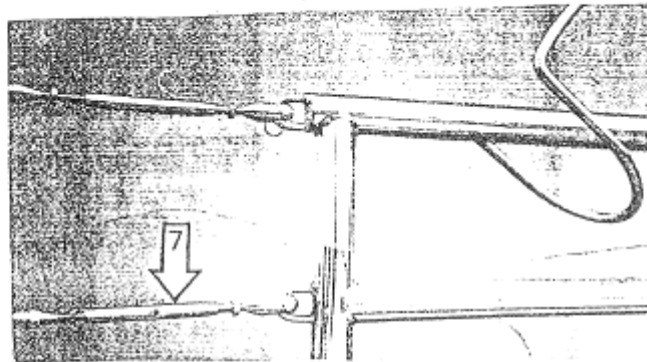
- Find out port and starboard stanchion sets: gin-block ends have to be set on bow gallery and stanchion holes have to be situated outboard.

- Secure gin-block ends (6) to corresponding rings on bow gallery in locating broken ring on the outboard side if possible.

- Unscrew all locking screws situated on stanchion feet, draw stanchions on respective feet and set again locking screws.



- Secure stretching-screw ends (7) to aft gallery, strongly stretch man-ropes, lock stretching-screws.



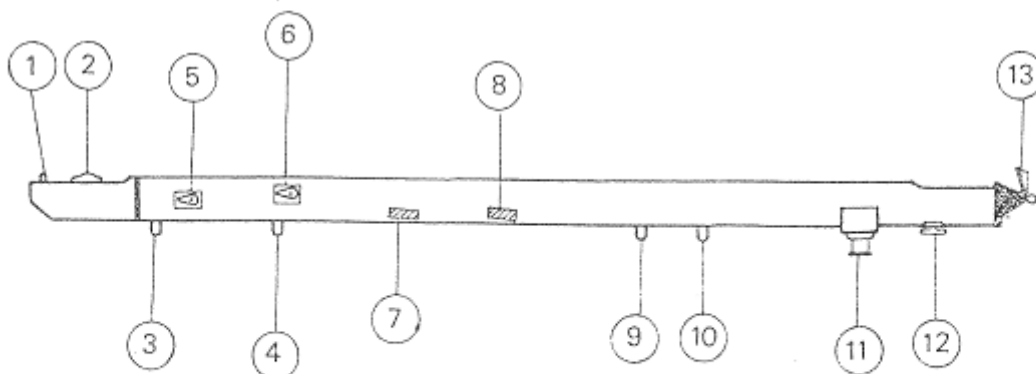
- Stuff man-ropes attachments to galleries, especially to bow gallery where ends very frequently come into contact with Genoaese.

- Gallery legs and stanchion feet locking screws are exactly of the same kind : these are 5x10 inox fillister-head metal screws.

SETTING OF THE RUNNING RIGGING

- Make clear and note locations of halyards circuit : Genoaese halyard is situated port, above the winch ; mainsail halyard runs out starboard and comes on the roller ; boom-lift runs out starboard, at the foot of the mast and comes on cleat situated just above. Spinnaker halyard runs through starboard baffle situated aft of the mast, then runs through starboard swivel-block.

Boom upper works :



- 1 - scabbard-catch for boom-lift
- 2 - foot-band swiging outlet sheave
- 3 - scabbard-catch for mainsail sheet
- 4 - scabbard-catch for mainsail sheet
- 5 - 1st reef guide-pulley { corresponding scabbard-catches are
- 6 - 2nd reef guide-pulley { situated on the opposite side of
the boom
- 7 - 1st reef chocking clam-cleat
- 8 - 2nd reef chocking clam-cleat
- 9 - scabbard-catch for mainsail sheet
- 10 - scabbard-catch for boom downhauler
- 11 - reefing winch
- 12 - foot-band swiging cleat
- 13 - reef-hook and tack spindle

Setting of the boom:

- Position boom opposite to gooseneck and at the same time turn it by a quarter of a revolution in order for the groove to be horizontally laid; draw boom on gooseneck then pull boom into normal position (groove up).

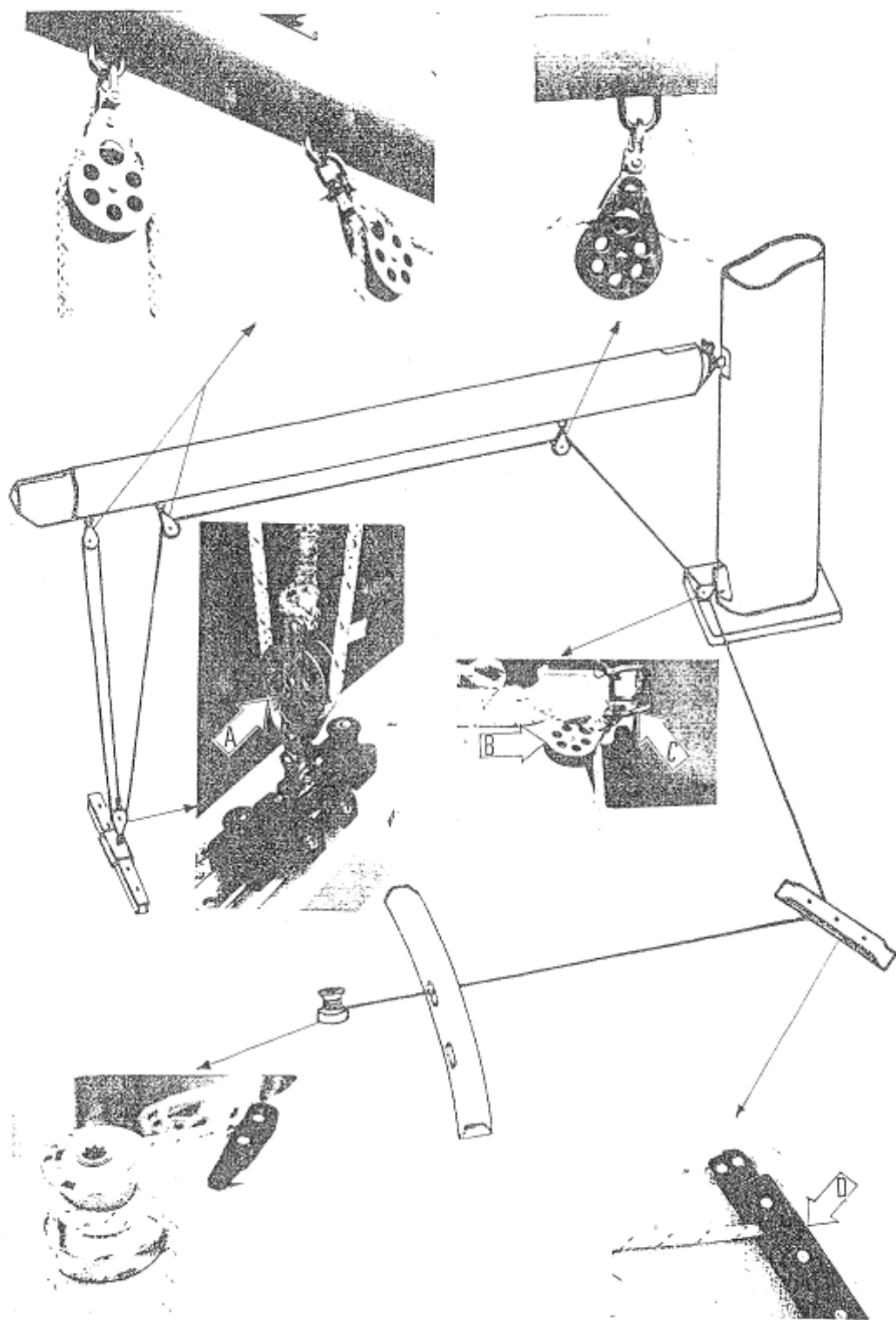
Setting of mainsail sheet:

- Mainsail sheet tackle is composed of four single blocks and a becket single block with corresponding shackles.

- Secure becket single block (A) on mainsail deck horse slider, then secure three single blocks on corresponding scabbard-catches (3,4 and 9) on boom. Fourth single block (B) is to be made fast to starboard part of downhauler setting-brace (C). The sheet must follow the same way as shown on following page.

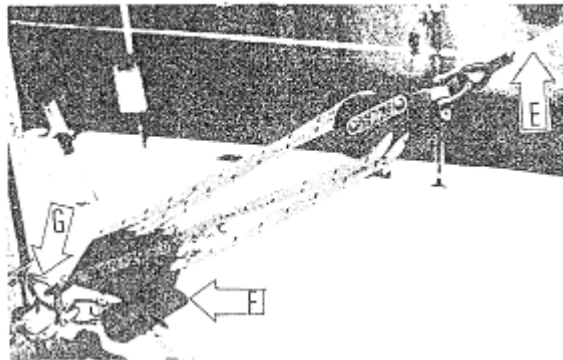
- For return to cockpit, run sheet on inner sheave of flush-deck standing block (D), then into inner guide-way of girder.

-Thus this sheet comes on the winch foreseen to swig mainsail sheet when sailing close to the wind or to hoist up spinnaker hal-yard by fair winds when pressure on sheet no longer requires the use of the winch.



Setting of boom downhauler:

- Boom downhauler is composed of a sheathed cable strop (E), a tackle fitted with a snap-hook chocking block and corresponding shackles.
- Secure strop to scabbard-catch (9); secure chocking block (flange downwards) to vertical branch of setting brace (6).
- The snap-hooked chocking block system enables to unhook downhauler easily from mast for a possible use as a boom guy by fair winds in making it fast to a stanchion foot or any other lee point.



Return of spinnaker halyard to cockpit:

- The spinnaker halyard runs out through starboard baffle at the back of the mast, runs through starboard swivel block, over central sheave of starboard flush-deck standing block, through inner guide-way of girder (spinnaker halyard way is marked "H" on lift return picture).
- Moreover, check that the part of the halyard between mast-head block and top outlet freely runs starboard of stay (when looking forewards).

Jib sheet, Cunningham tackle:

- Jib sheets are composed of two rope-lengths in order to prevent injuries that may be caused by a snap-hook when sheet-point is flapping. Sheets are to be secured with the help of a bow-line hitch.

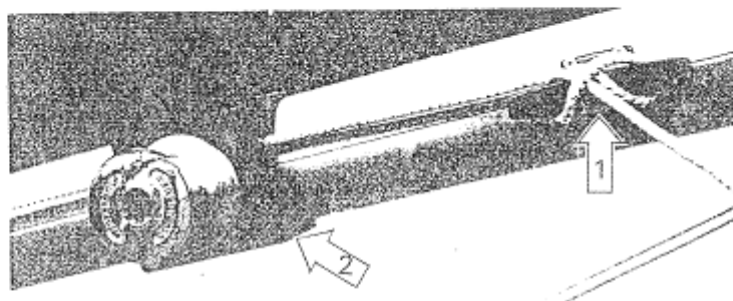
Each sheet is then to run on the outboard side of shrouds into glutton, then through leading block, then around winch.



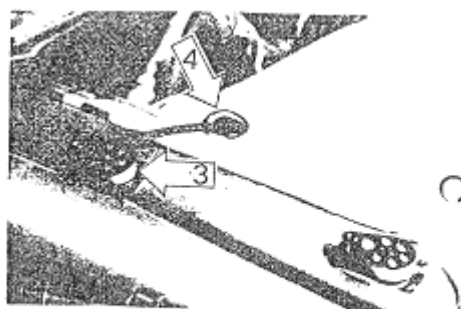
- With fixed gooseneck, hounding swiging is done with the help of the roller. Anyway, if a tighter swiging is desired, without modifying the head height, you may fit your boat with a "Cunningham" tackle: connect a small 3 or 4 parts tackle with chocking block to an about 1.30 m long rope. Run free end of rope through mainsail eye situated just above tack eye. Make this end fast to Cunningham ring (see Nr 25 page 8), then secure chocking block on ring situated opposite of mast. You only have to haul in tackle to swig hounding.

Reef pendant foot-band swiging

- Foot-band swiging is done with the help of a tackle situated under boom. Haul in tackle to swig, chock rope between winch plate (2) and boom, then lash it on cleat (1).



- Your boat is fitted with a quick reefing device. Prepare two $\varnothing 12$ reef pendants about 6.50 m long for the first reef and 8.50 m long for the second reef. To reef 1st reef, run pendant through guide-pulley (3), then through corresponding sail-eye (4) and secure it to scabbard-catch situated on the opposite side of the boom. Use winch to swig reef pendant, then chock it in clam-cleat (Nr 7 page 14): this will free winch to reef second reef.



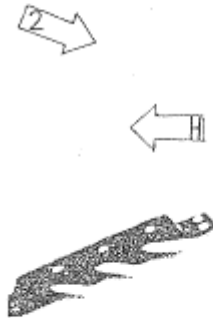
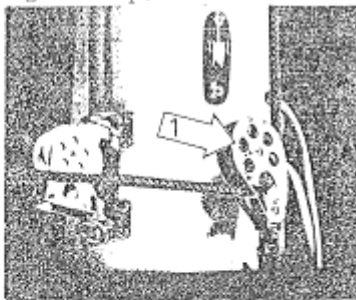
SPINNAKER UPPER WORKS (Optional)

- Spinnaker upper works are composed of two lifts, two boom downhaulers, two spinnaker sheets or arms and necessary blocks and shackles.

Setting of boom-lifts:

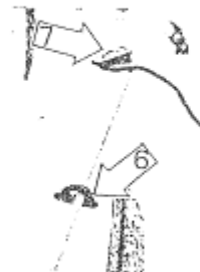
- Make fast the two single blocks which are closest to snap-hooks on mast scabbard-catch (13) (see mast upper works diagram) Make fast both leading-blocks (1) on both mainmast step fore boses, run lifts through these pulleys, then run starboard lift (2) on starboard flush-deck standing block outer sheave and port lift on port flush-deck standing block outer sheave; then run lifts into girder outer guide-ways.

- Lifts at last run around Clam Bollards (4) the shape of which enables to do one or more round turns before chocking rope and thus to lower traction to be exercised when boom is being set up.



Setting of boom downhaulers:

- Secure double block to chain-plate (5) situated just aft of chain-locker. Lay one downhauler on each side of deckhouse, then through rings (6). Downhaulers are then to run into cleats (7); we advise to run downhaulers through cleat central holes and then to make a knot at the end of the rope to prevent rope from sliding away during adjustments.



Setting of spinnaker sheets:

- Secure spinnaker sheets guide-pulleys to chain-plates (8) situated on aft-gallery feet. When not at sea, you may make fast snap-hooks on bow gallery in carefully running sheets on the outer side of every piece of upper work (jib sheets, shrouds, etc.) and lash standing part of sheet around aft cleats or any other point. When at sea, you'd better run spinnaker arm around big winch with sheet on small or big lee winch.

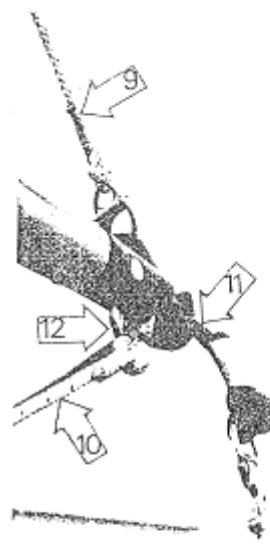


How to use boom:

- Entangle cone-shaped end of boom into bell in order that opposite side jaw be situated with hole on top. Check that boom is locked in bell, that lift (9) and downhauler (10) may be made fast on boom end and that spinnaker arm (11) runs inside jaw.

- Opening of jaw may be controlled in two ways: either through cable (which has to be prolonged by a small rope) situated under boom (first aft third), or directly through jaw-lever (12).

- To avoid any deteriorations of boom when the latter bears on stay or fore lower shrouds, we advise to stuff boom on corresponding places. Periodically rinse and grease jaw-opening device and boom-bell.



Stay foresail and Genoese halyards in cockpit (optional):

-If desired, your boat may be fitted with a stay foresail halyard. On receipt of your boat, you will only have to run this

halyard into the mast with the help of the already fitted messenger. This halyard will run through inner sheave of port flush-deck standing block, through inner guide-way of port girder and will run either on a cleat or a winch which is to be fitted on port side of deckhouse.

- You may also combine stay foresail with a back-to-cockpit Genoese halyard. In that case, you will have to invert stay foresail halyard messenger and Genoese halyard messenger (we advise to do this work with dismasted boat).

a) First of all, run standard Genoese halyard out of the mast, having previously secured a small rope to its free end, long enough to be used as a messenger for new halyard.

b) With the help of a small hook slipped through Genoese halyard baffle, recover stay foresail messenger and let it run out of the baffle.

c) Secure a hook at the end of a small rod, run it into the foot of the mast and recover Genoesè messenger, draw it back to the foot of the mast then run it through port baffle which was previously used by stay foresail messenger. CAUTION: do not cross messengers!

d) Run new halyards through mast. Stay foresail halyard runs around winch fitted on mast. Back-to-cockpit Genoese halyard runs through port swivel-block, on port flush-deck standing block inner sheave and through port girder inner guide-way. For that halyard, one has to set up a second winch, almost the same strength as mainsail sheet's, as well as an other cleat on port side of deckhouse (place of strain-band designed for such a purpose is marked "A" page 2).

Sheets and halyards maintenance:

- This maintenance is a mere supervision of possible attrition of sheets and halyards (gendarmes on halyards and sheet attrition when running through sheaves). Do not hesitate to change halyards or sheets if serious attrition is noticed.

- Bear special attention to mixt halyard splices and whippings, the latter being sensible to chafing. In case a whipping yarn breaks, fasten it off and entirely make whipping again as soon as possible.

- Periodically rinse sheets and halyards. At the end of the sailing season, rinse and grease every snap-hooks and every block sheave.

UPPER WORKS

Winches:

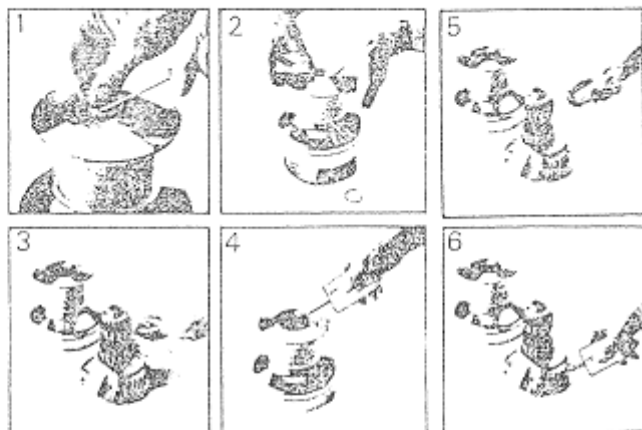
- All winches turn clockwise, so you have to wind sheets clockwise around winches. To tighten, one or two turns are enough: it is only to haul in with handle that additional turns are required.

- Every month, oil winch-head pawls using a fluid type of oil (3 in 1 type). Twice or thrice a season, disassemble barrels, rings and grease winches. At the end of the sailing season, clean winches up, using petrol or fuel-oil and a small brush. Check springs and pawls. Grease bearings, cog-wheels, barrel, etc. We advise to keep on board spare circlips, pawls and springs.

Spinnaker sheet and jib halyard winches:

- These winches are of the two automatic speeds type. First speed when turning handle clockwise, second speed when turning handle counterclockwise.

- Maintenance: remove circlip using a knife or a small screw-driver (1), remove barrel (2), clean winch inside using a fluffless cotton waste (3), oil head-pawls (4), grease bearings (5), cog-wheels (6), cogs and barrel inside. When reassembling, check for correct setting of pawls.

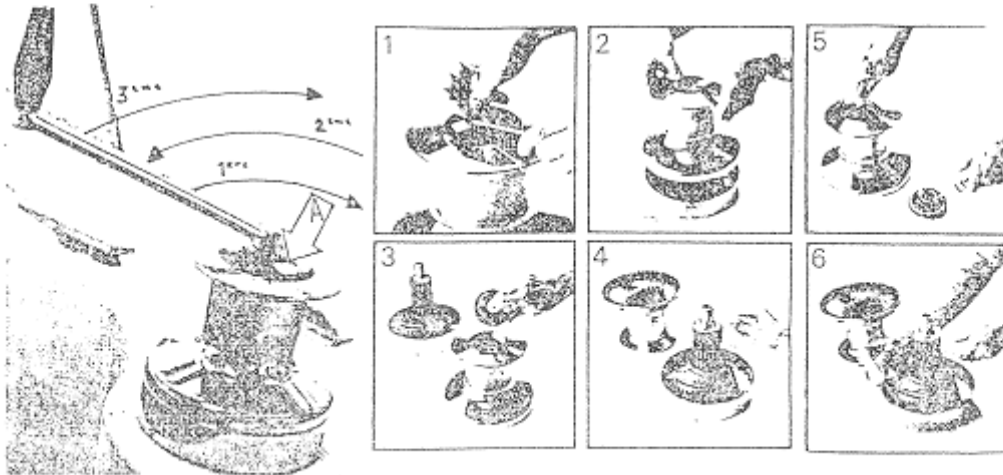


Jib sheet winches:

- These are winches of the three automatic speeds type. To clutch first speed, depress white button (A) on winch head. Then turn handle clockwise. Second speed: turn counterclockwise. Third

speed: turn clockwise again. To obtain first speed again, white button has to be depressed again.

- Maintenance: remove circlip (1), pull out barrel (2), remove head-mechanism (3), clean inside of winch (4), oil head-mechanism and grease barrel upper and lower clogs (5), grease bearings and clog wheels (6).



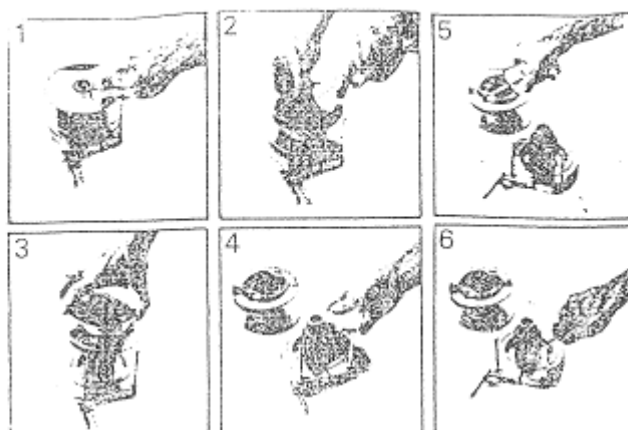
Halvard roller winch:

- Halvard roller winch stores halyard on a drum. It turns clockwise, as other winches. It is of the single speed type, which enables to "pump" when swiging is almost over.

- This winch is fitted with a brake operated through (D) lever. Brake is to be strongly put on (turn lever clockwise) before hoisting sail. To lower sail, brake only needs to be released and lowering speed may be controlled with lever. CAUTION! Never release brake when handle is on: the latter would turn madly and could cause serious injuries.



- Maintenance: using a "Hallen" spanner (Pef 1/8") unscrew both bolts securing cable to drum (1); remove circlip (2), remove drum (3), clean inside of winch (4), oil drum-pawls (5), grease bearings (6). CAUTION! Do not put any oil or grease on brake device.



Reefing winch:

- Reefing winch is a single speed winch that enables to "pump" when sail is almost completely hoisted. Because of its location, reefing winch is much exposed to spoondrifts. Careful maintenance is thus necessary. To disassemble, unscrew central screw then remove head and drum, grease pawls, bearings and drum-clogs.

Guide-pulleys, gluttons, wheel rigging-screw:

- At the end of the sailing season, grease guide-pulleys, clean and grease gluttons pistons and rods.

- The wheel rigging-screw enables to stretch rigging easily and to fleet stay-beam as wind forces. Do not forget to release tension when reaching a port. To strain wheel rigging-screw, turn wheel counterclockwise.

- CAUTION! Wheel rigging-screw must never be strained when in thrust (max. opening): this thrust being just a guide would break.

- As far as wheel rigging-screw is in constant contact with a salted medium, it has to be rinsed and frequently greased (once a month) to avoid any sticking.

Windlass:

- Windlass is imbedded into chain-locker, which avoids any protruding device on deck. It has been designed for 10 mm-sized chain. CAUTION! Chain size is all the more important for chain free running through chain-grab. This windlass operates in an oil-bath. Drain every third or fourth year and fill up with 1/2 liter "SEA 20 W 50" oil. Filling up is ensured through red plug on top left of windlass and oil gauge is checked on transparent plug (bottom left). To set up chain output or to clutch chain-grab, screw on nut with the hand or handle, but not too strongly.

- At the end of the sailing season, grease brake-cone. To get at it, remove nut check-pin and washer. Remove nut and chain-grab, grease cone and chain-grab shaft. Reassemble.

WHEEL STEERING-GEAR

- A wheel steering-gear operates the other way round as compared with a hand tiller: i.e. to heave port, wheel has to be turned port (counterclockwise) and the reverse to heave starboard.

- On the tyre is a small black plug (1) that is used to check rudder-blade position.

- This wheel steering-gear is fitted with a brake (2) that enables to chock it into any position. You only have to turn it clockwise until it chocks (turn counterclockwise to release.).



Stowing of compass:

- On the compass support-plate may be stowed either "Sestrel Major" compass (manufactured by Navigair) or "Olympic 130" (manufactured by Plastimo). "Sestrel" compass may be directly stowed on plate. But "Olympic 130" one requires a binnacle into which compass fits.

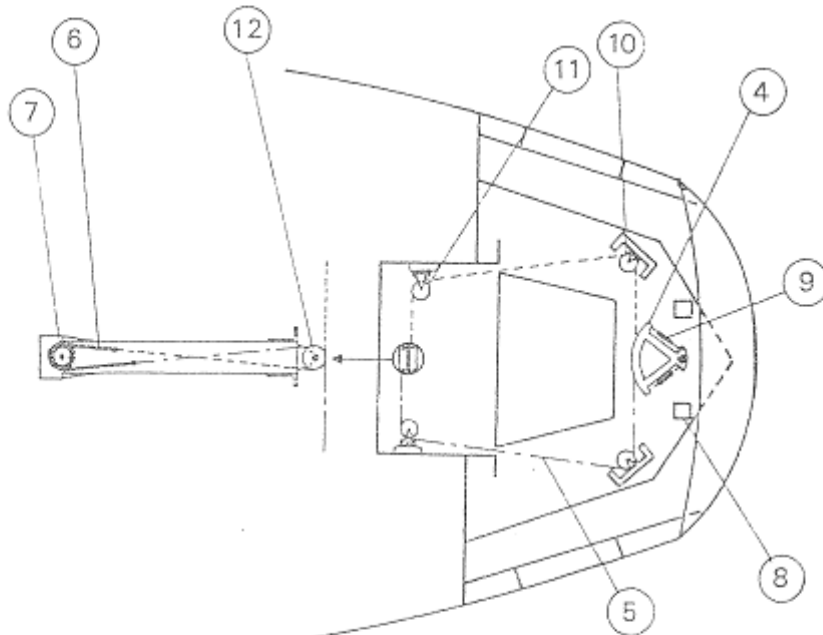
- To stow compass and connect lighting, disassemble compass-plate from column, have it slide up along protective rail or if necessary disassemble rail in unscrewing both locking screws situated on legs. Drill a hole (\varnothing 4 or 5) for light wire from compass, connect this wire with the wire running out from column. CAUTION! The latter must be hold stretched in order not to get caught in steering-chains (make a thrust with scotch-tape). Wind up remaining wire under compass-plate. Set it up again then secure compass.

Working principle and maintenance:

Steering-gear controls a rudder quadrant (4) directly secured to rudder stock through iron steering-chains (5) and a chain that winds (6) around the cogged pinion of wheel steering-gear shaft. As wheel turns, pinion drives chain that pulls one steering chain or the other.

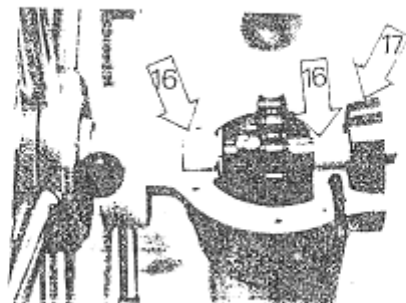
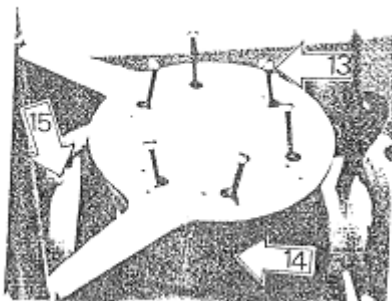
The latter make rudder quadrant rotate, clearance of which is limited by thrusts (8).

- This mechanical driving system is most reliable. Periodically check steering chains tension and stretching screws blocage (9). In case chains slacken, stretch them with the help of stretching-screws (to get at steering chains, stretching-screws and rudder quadrant, only lift both central cushions in aft cabin.)



- It is worth greasing the whole circuit from time to time : remove compass then unscrew the 6 screws (13) securing compass-plate to column head (14) ; remove the latter then disassemble cover from fore part of column (15). You can then get at shaft. Clean chain, shaft and pinion. Check chain and coussinyl rings (16) for good condition. Grease pinion, chain, rings and brake cone (17). Also grease brake ring.

- Set up cover and column head again. Do not forget to grease slightly screws !



- Check steering chains for good condition. Grease guide-pulley axles (10 and 11) as well as both sheaves (12) situated at the foot of the column. To get at pulleys (10), only remove central cushions in aft cabin. To get at sheaves, (11 and 12) remove companion-way which is secured by four wood-screws (2 on each side in hatches supporting side cushions). To unscrew these wood-screws, remove cushions: screw heads can be seen inside lockers, on each hatch top. Then remove half-floor situated under companion-way, unscrew mahogany hatch situated behind companion-way. You will then get at guide-pulleys (as well as at fuel-oil tank).

Emergency tiller:

- In case wheel steering-gear is seriously damaged an emergency tiller may be quickly adjusted (included in boat delivery). Remove both central cushions in aft cabin. Entangle tiller into rudder-stock square situated above rudder quadrant. Secure tiller with the help of small securing bolt (18).



SAILS

Your boat is complete with four sails:

- Mainsail (27 m², 8 oz) is fitted with two reef-bands, blocks corresponding to reef heights are secured by a jack-rope, which will enable reefing without running blocks out of mast-groove. If you stow mainsail on boom, we advise to remove the battens. When reefing, do not forget to knot rope-bands. CAUTION! Rope-bands must only be used to stow superfluous sail, they should in no case exert any traction on settled sail, which could cause splits.

- Medium Genoa (50.50 m², 6.5 oz). It is this foresail that works most. It is particularly subject to chafing. Monitor parts that frequently come into contact with bow-brace, bow-gallery and cross-tree ends. Moreover, you should not sail under Genoa by too strong a wind force: Genoa should buckle.

- Jib Nr 1 (27 m², 8 oz) and storm-jib (9 m², 8 oz).

- Recurrently rinse sails with fresh water and above all, fold them as often as possible. At the end of the sailing season, oil Genoa and jibs snap-hooks. If some seams are worn out, take advantage of winter season to have them checked and newly made by your sail maker. Sail first at medium wind and do not "pull" sails

too strongly in order to let them take their form progressively.

- Your boat may be fitted with various other sails (list below):

- Light Genoa	50.50 m2	3.8 oz
- Strong Genoa	48 m2	8 oz
- Inter jib	41.50 m2	8 oz
- Jib Nr 2	18.50 m2	8 oz
- Drifter	55 m2	about 1.5 oz
- Reacher	53 m2	about 5 oz
- Reacher stay foresail	25.60 m2	5 oz
- Medium Radial spinnaker	110 m2	1.2 oz
- Reacher tri-radial spinnaker	106 m2	1.5 oz
- Floater radial jumbo spinnaker	115 m2	0.75 oz
- Starcut spinnaker	95 m2	1.5 oz

FRESH WATER CIRCUIT

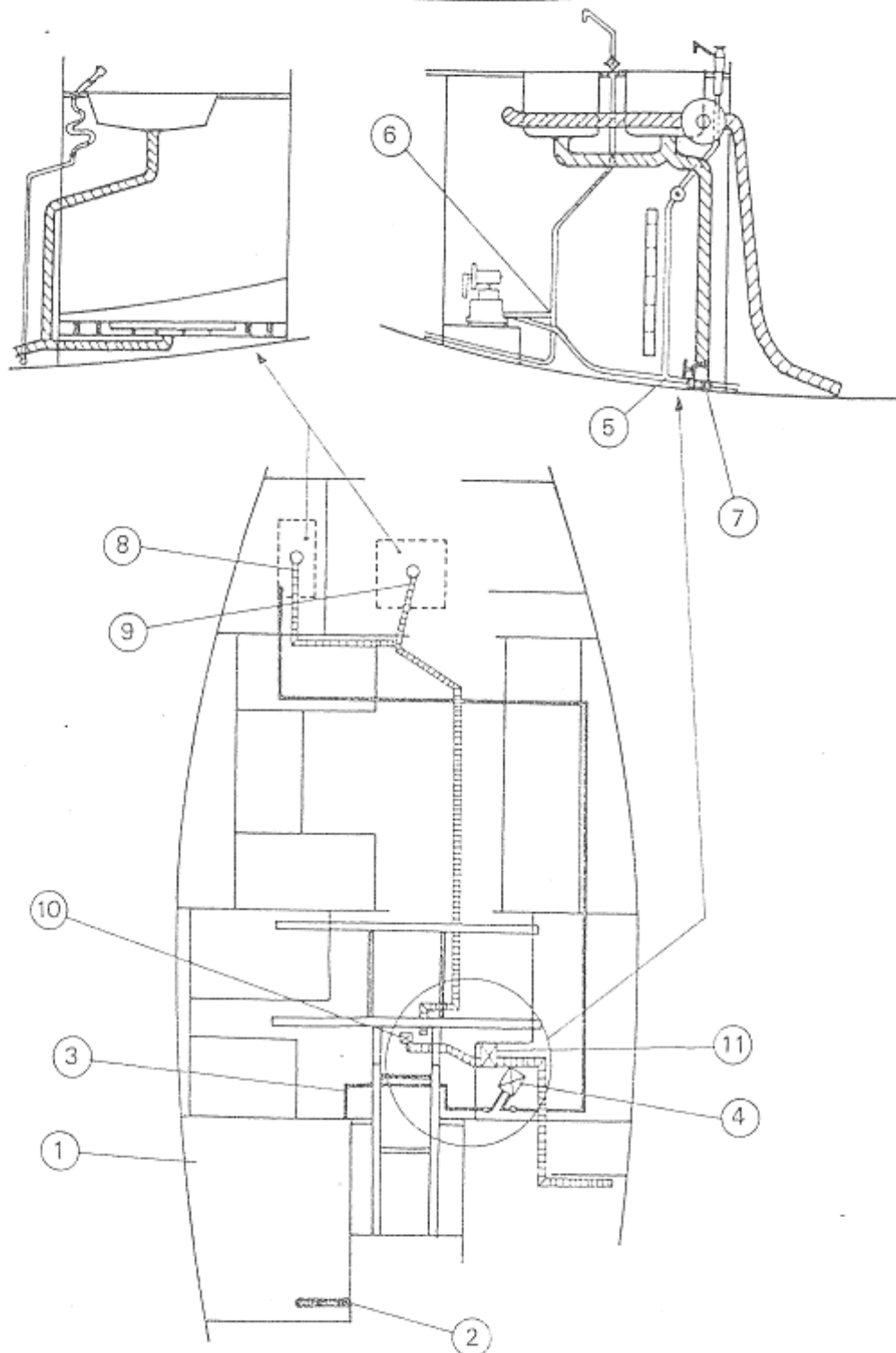
General circuit:

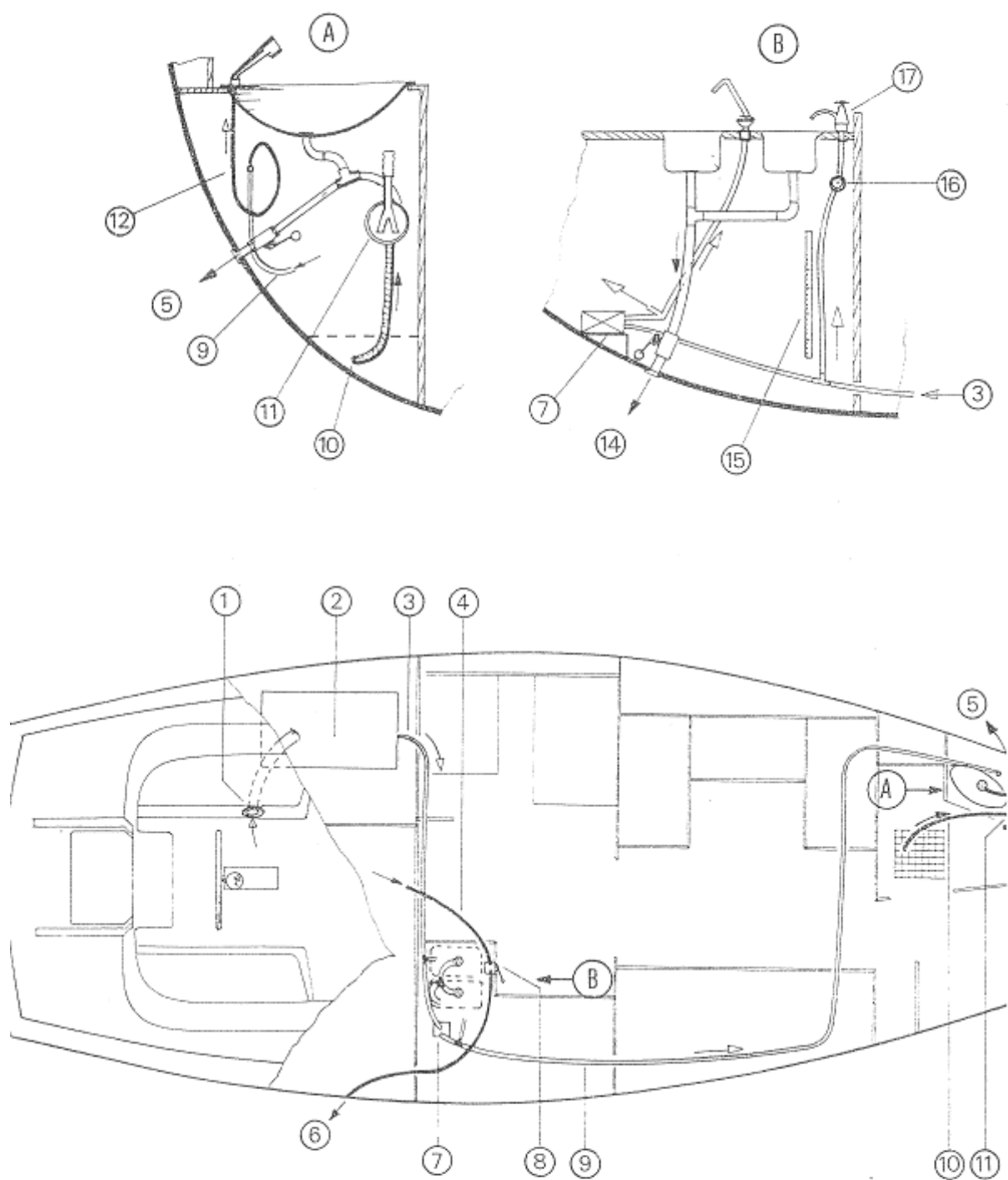
- Piping run is shown on next page diagram. Pipes drawn in continuous lines are feeding pipes, others are discharge pipes. Water tank (1) contains about 300 liter and is situated under navigator's berth. It is filled through plug-hole (2) port of cockpit, near engine change-over switch.

- Water is sucked out of tank by pipe (3) into water-pressure group (4) situated in kitchen under-sinks locker. There is a branching⁽⁵⁾ ahead of group, which enables feeding of emergency hand pump. At the other end of group another branching (6) feeds kitchen-tap pipe and washbasin pipe.

- Discharge from sinks is directly connected with sea and controlled by gate (7). Discharges from wash-basin (8) and shower-grating (9) join just aft of saloon fore bulk-head then flow into engine bilge from which water is pumped outboard in two ways: by a bilge-pump (10) either electric (Perkins) or engine-driven (Couach) and by a bilge big-delivery hand-pump (11). Do not forget to operate either pump if you have used wash-basin or shower.

FRESH WATER GENERAL CIRCUIT





circuit eau

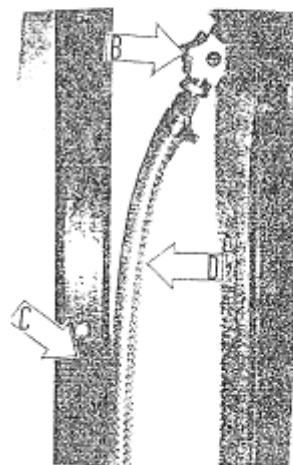
Gin-fizz

Starting and operation of water pressure group:

- Once tank has been filled up, to start group, depress small red button (A) which is situated on front of pump: at the same time, turn on kitchen tap. As soon as water runs without air bubbles, release button. If necessary, repeat same operation with shower.

- Water normally runs when taps are open because starting contact is automatically operated by pressure drop in pump cylinder. You may draw water in the kitchen and in the bathroom at the same time. But pump has been set up to switch off when kitchen tap is turned on in full: the discharge of the latter is too heavy. Should this occur, prime pump again if necessary with the help of the red button. Pump is also designed to switch off when tank is empty.

- In case of group breakdown or to save some electricity, a hand-pump is fitted on sink (right of main tap). To start it turn on (B) tap situated on top right of under sinks locker. CAUTION: this tap must be turned off when group is in operation.



Tank gauge:

- You may check water level in tank thanks to a gauge (C) situated in under sinks locker. To use this gauge, turn on tap and wait a few instants for water-level to stabilize in transparent pipe (D) situated alongside guide-strip. Read and turn off tap. CAUTION! Do not check water-level when boat is listing: reading would be false.

Sinks discharge and refrigerator draining:

- Sinks are directly discharged into sea. To discharge sinks,

open gate (7) shown on general circuit diagram. Do not forget to close gate after use or else, when listing starboard, sea-water would run into pipe towards sinks and could overflow.

- On right-hand side of small frame supporting water pressure group is situated a cock (E) (see water pressure group picture on preceeding page) that controls refrigerator draining (water runs into bilge and is then pumped out).

Engine-driven or electric and hand bilge-pumps:

- According to engine type, the boat is fitted with either an engine-driven or electric bilge-pump.

- "Renault Marine Couach" engine has a pump coupled with engine. The body of the pump is part of the engine and is divided into two parts: one sucks in engine cooling water and the other sucks up bilge water through a strum situated on bilge bottom.

- "Perkins" engine is not fitted with this device, which requires the setting up of an electric pump. This pump is controlled by a pull-knob switch situated left under companion-way first step, near general breaker-switches.

- In either case, clean sucking parts from time to time to prevent their clogging.

- In addition to these pumps, a heavy discharge bilge hand-pump is fitted in front of sinks. It is operated through a handle stowed on companion-way side. To start pump, entangle handle into pump-body, then move it up/down.

Wash-basin:

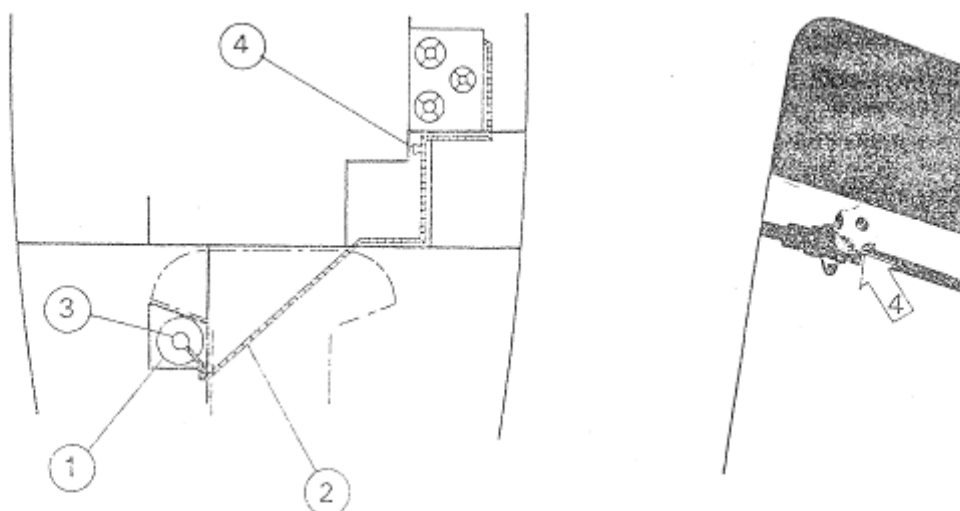
- Wash-basin is watered by a small shower-end tap, connected to a flexible pipe, which enables to use it either as a normal tap when on wash-basin support or as a shower when out of this support (to draw water, depress black button on top of shower-end tap). Shower discharge runs through gratings situated on floor.

GAS CIRCUIT

- Gas bottle (1) containing 3 kg is set in a small locker situated port of cockpit and is kept in position by a sandow. A copper

pipe (2) leads gas from bottle to oven. Pipe run is shown on diagram below : it runs against engine hold ceiling (under sound-damping foam), then under kitchen working-surface. Gas flow is controlled by cock on pressure reducer (3) and by cock (4) situated in locker on right-hand side of oven.

When in receipt of your boat, bottle is already in place but is not connected. Screw pressure-reducer on bottle, then turn on pressure-reducer cock. Do not forget to fix again setting sandow.



Oven :

- Oven is hung on Gimbals but may be chocked in horizontal position by a sliding-bolt situated right at the back of oven. To light on oven, check that pressure-reducer cock is turned on. Turn on kitchen locker cock then depress selected button. Light on corresponding burner and go on with the depressing of the button during at least 10 seconds : these buttons are equipped with a thermo-element which controls a security device automatically turning off gas should burner go out.

- More precise details are to be found in boatwright instructions you shall find in chart-table.

ELECTRIC CIRCUIT

- Tension : 12 Volts, 80 Amperes

- 6 V, 80 A batteries are located in sail locker under a protective cover. There are four of them, coupled by two: 2 batteries supply the engine and the remaining two supply the electric circuit on board.

Operating principle and general connection of circuits:

- Circuits runs are shown on next page diagram. Guide marks (R1, R2, R3, etc.) on neutral jumpers indicate the various equipments returns and their correspondencies are shown on page 39 table. As an example, dotted line on following page diagram indicates wire-run up to one of the equipments.

1) Engine supply circuit:

Both engine batteries are coupled with one another in order to generate 12 V. Positive pole of group supplies engine through engine breaker-switch and is connected to starter (on "Couach" engine) or to starting relay (on "Perkins" engine). Negative pole is connected to a setting bolt on starter ("Couach" engine) or at the back of starter ("Perkins" engine).

2) Board supply circuit:

Positive pole of board battery group supplies positive input terminal on switchboard through engine breaker-switch.

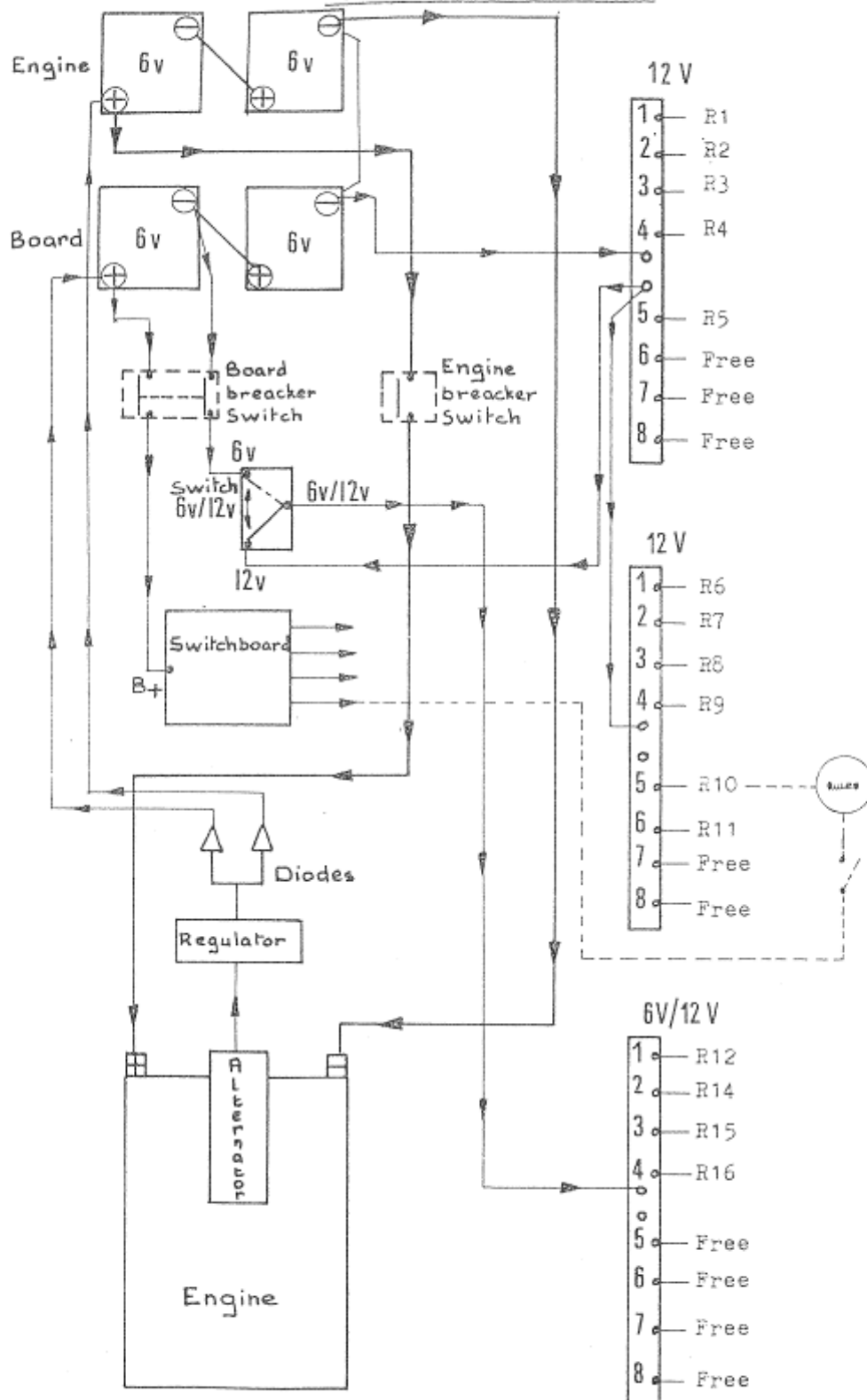
As for negative pole, padding devices are fitted on main light sources, which enables normal lighting (12 V) or dimmed lighting (6 V); for that purpose board battery group is fitted with 2 negative output terminals: first one is connected to one battery only and supplies 6V/12V neutral jumper (when switch in 6V position) through board breaker-switch and then 6V/12V switch situated on switchboard. 6V/12V neutral jumper corresponds to commutable light-sources. 2nd negative pole is connected to coupled batteries group and supplies 6V/12V switch and 6V/12V neutral jumper (when switch in 12V position) through both 12V neutral jumpers.

3) Battery charge through engine run:

Current flows through 2 diodes: one for board group and the other for engine group. Both have anti-return effect of current towards charging devices. Moreover, they divide charge between groups and begin with most discharged group.

Current supplies both battery groups through their positive terminals.

GENERAL WIRING DIAGRAM



Batteries, diodes, breaker-switches :

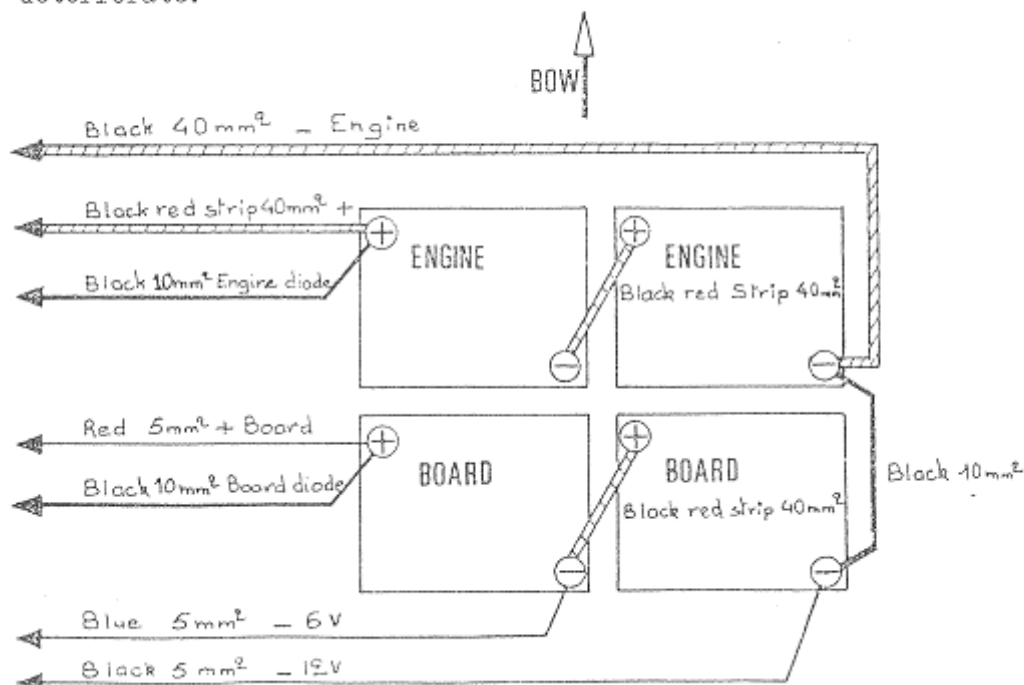
Diagram below shows detailed connections on batteries as they are situated on board. Both fore batteries are engine group.

- If you stay a long time in port or sail for a long time, especially in summer, you have to put batteries on charge every day with the help of engine. You may also recharge with the help of a generating unit or of a charger connected to a pier electrical outlet. In that case, you shall recharge one group after the other. When using the latter systems, we advise to disconnect circuits from battery terminals. Periodically check battery solution levels because a dry battery do not keep charge and rapidly wears out.

- To check battery charge use voltmeter situated on switchboard. Switch on board and engine contact-switches then pull up handle-switch situated right of voltmeter to check engine group charge and pull down handle-switch to check board battery-group charge. Then pull handle up to neutral position (middle position).

- Batteries are ventilated through a hole drilled in cover-side of battery small locker. Take care of not occulting it with materials stored in sail locker.

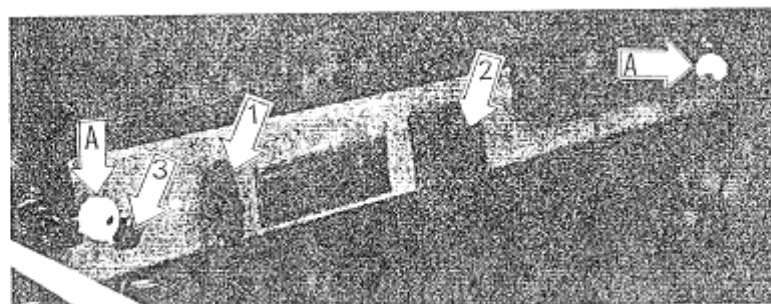
- Diodes are located on sail-locker side above batteries. Do not disconnect diodes and do not make any operations on them for their setting torque on cooler plate is very precise and could easily deteriorate.



- There are 2 breaker-switches: one for the engine circuit and the other for board circuit. They are located under companion-way first step and are getatable when lifting drilled-in hatch. Engine breaker-switch (1) is situated left (when looking aft) and board breaker-switch (2) is situated on the right-hand side. Two tell-tale lamps, one for each group, light on switchboard when contacts are made.

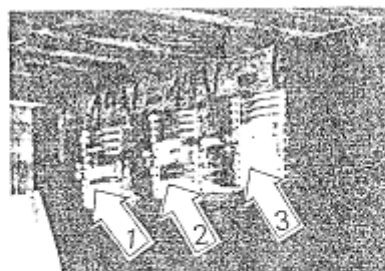
- CAUTION! NEVER SWITCH OFF ENGINE CIRCUIT WITH RUNNING ENGINE: THIS WOULD AT ONCE DETERIORATE CHARGING CIRCUIT.

- NB : Small button (3) is electric bilge-pump switch ("Perkins")



Neutral jumpers, electrical switchboard:

- All three neutral jumpers are located left, under chart-table. (1) and (2) jumpers correspond to 12V equipments; (3) jumper corresponds to 6V/12V equipments.

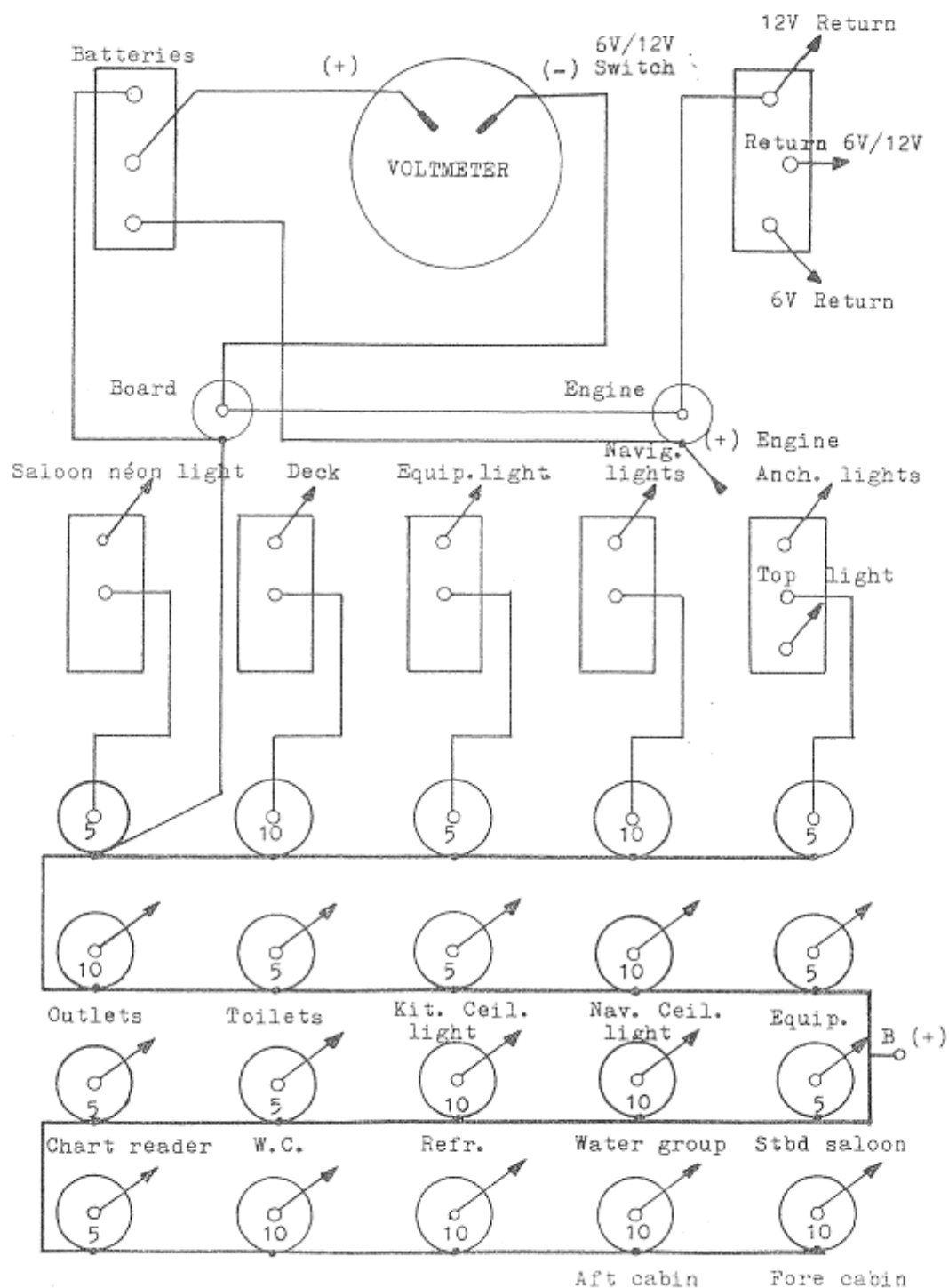


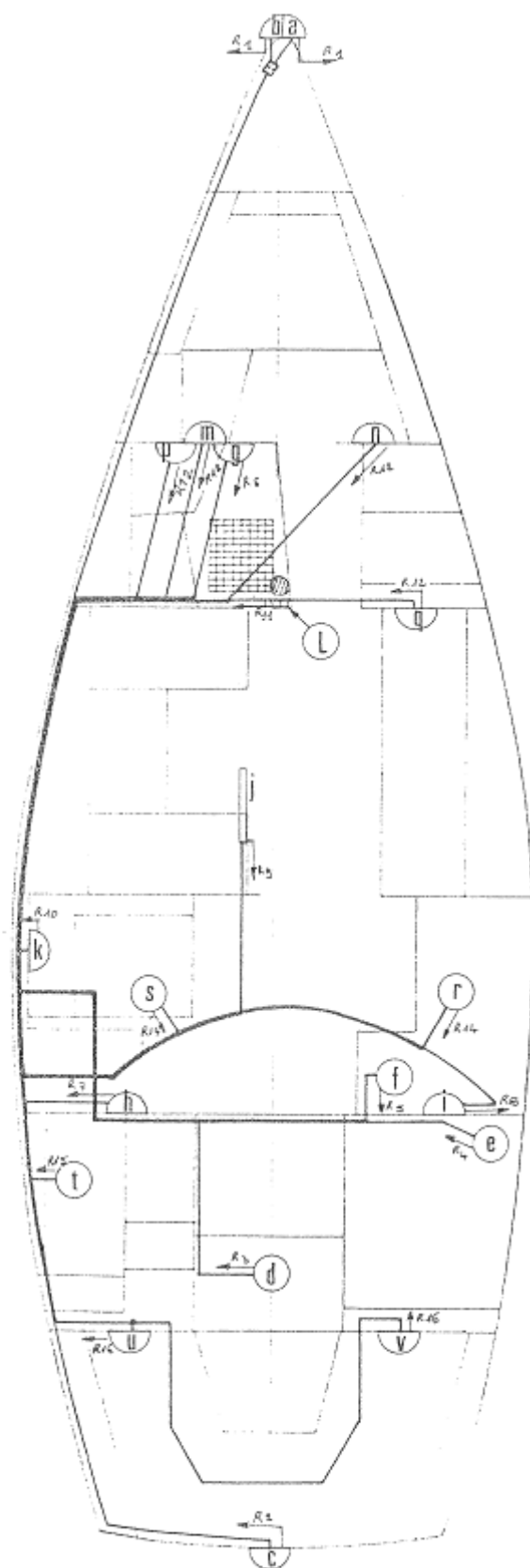
- Electrical switchboard is composed of:

- voltmeter controlled by three positions handle-switch (on the right)
- 6V/12V switch (6V when handle up, 12V when handle down)
- both contact tell-tale lamps
- a series of switches controlling anchor-lights, top-lights, navigation lights, equipment lighting (compass, etc.), deck-light, saloon neon-light.

- All fuses which are getatable on front of switchboard when unscrewing black fuse-holder. Each fuse is marked on switchboard. INSTR fuse (designed for possible navigation equipments) and 1-2-3 marked fuses are free and may be used for subsequent connections. Fuses amperage is indicated on switchboard wiring diagram (back sight) and on page 39 diagram.

ELECTRICAL SWITCHBOARD DIAGRAM (BACK SIGHT)





Mark:	Name	Voltage:	Wire Colour	Fuse Amperage	Return	Remarks
A	Stbd light	12 V	Red	10 A	R1 - Black	A + B : Bicolour light (AB : same, go down for 15 D)
B	Port light	12 V	Red	10 A	R1 - Black	Lamp-bulb : 25 W BA15 D
C	Stern light	12 V	Red	10 A	R2 - Black	Shuttle 10 W
D	Navigation compass	12 V	Orange	5 A	R3 - Black	
E	Refrigerator	12 V	Chestnut	10 A	R4 - Black	
F	Water group	12 V	Green	10 A	R5 - Black	
G	Bathroom outlet	12 V	Green	10 A	R6 - Black	
H	Navigator outlet	12 V	Green	10 A	R7 - Black	
I	Kitchen outlet	12 V	Green	10 A	R8 - Black	
J	Saloon neon-light	12 V	Orange	5 A	R9 - Black	Tube TL13W-Length 515mm-Ø15
K	Chart-reader	12 V	Red	5 A	R10 - Black	Lamp-bulb 5 W
L	Mast-lights { Anchor light Top light Deck light	12 V	Green Orange White	5 A 10 A	R11 - Black	
M	Port fore cabin cell. light	6V/12V	Chestnut	10 A	R12 - Blue	Shuttle 15 W - 13,5x43 mm
N	Stbd fore cabin cell. light	6V/12V	Chestnut	10 A	R12 - Blue	Shuttle 15 W - 13,5x43 mm
O	W.C. cell. light	6V/12V	White	5 A	R12 - Blue	Shuttle 15 W - 13,5x43 mm
P	Toilets cell. light	6V/12V	Green	5 A	R12 - Blue	Shuttle 15 W - 13,5x43 mm
Q	Stbd saloon bracket-lamp	6V/12V	Orange	5 A	R12 - Blue	Lamp-bulb 15 W BA15 D (WNOPO : same, go down for 15 D)
R	Kitchen cell. light	6V/12V	Chestnut	5 A	R14 - Blue	Lamp-bulb 15 W BA15 D (HS : same, conductor)
S	Navigator cell. light	6V/12V	Red	10 A	R14 - Blue	Lamp-bulb 15 W BA15 D
T	Navigator berth cell. light	6V/12V	Red	10 A	R15 - Blue	Shuttle 7 W - 10 x 38 mm
U	Port fore cabin bracket-lamp	6V/12V	White	10 A	R16 - Blue	Shuttle 15 W - 13,5x43 mm (UV : same, conductor)
V	Stbd aft cabin bracket-lamp	6V/12V	White	10 A	R16 - Blue	Shuttle 15 W - 13,5x43 mm

Connection of further equipments:

- You may connect further electric equipments to fuses left free on switchboard. In order to do so, after having set up equipment, run conductor to one of both 12V neutral jumpers and connect wire to one of the free studs. Run positive wire onto switchboard and connect it with wire at the back of chosen fuse. CAUTION! You may only connect equipments having a power inferior or equal to 100 Watts. If you were to set up several equipments approaching this power limit, you had better not let them work at the same time or at least during a very short time. For equipment power under 50W use 5A fuse and for equipment power over 50W but under 100W use 10A fuse.

- CAUTION! Equipments having a power over 100W require the setting up of a complete line (+) and (-) from board battery group. This line should have wire cross-sections suitable with equipment power (5 mm² for a 200W power, 10 mm² for 450W, 20 mm² for 900W, 30 mm² for 1200W, 40 mm² for 2000W). Independent breaker-switch and protective fuse should be included into such a line.

- CAUTION! When connecting such equipments, do not invert polarities, which would at once deteriorate concerned equipments.

Wires and wiring harnesses locations:

- First wiring harness supplies bow navigation lights, fore cabin, W.C. and toilets lighting, as well as starboard saloon bracket-lamp. This harness runs from switchboard through saloon lockers bottom into toilet-room locker. There, it runs up to ceiling, back into saloon and along port fore bulkhead up to saloon middle. This portion of harness located along bulkhead is easily getatable when unscrewing small corresponding ceiling parts.

- 2nd wiring harness supplies water pressure group, refrigerator and compass lighting. It runs at the bottom of storage unit under chart-table, at the bottom of navigator berth and then through engine hold (against fore bulkhead abreast of companion-way first step).

- 3rd wiring harness runs up to port ceiling abreast of angle formed by deck and deck-house aft bulkhead. It then follows groove created in deck by girder and supplies navigator ceiling light, saloon neon light, kitchen ceiling light and at last kitchen electrical outlet.

- Last wiring harness supplies navigator berth ceiling light, both aft cabin bracket lamps and stern light. It runs along boat

aft-wards in upper angle where hull and deck meet.

Bonding jumper:

- Preventer-shroud, rudder quadrant, stern tube, engine and ballast are connected to a bonding jumper.

REFRIGERATOR GROUP

- The refrigerator group is composed of three units: a box situated in the kitchen (getatable through hatch incorporated to working surface), relied evaporator inside box and a compressor situated in sail locker.

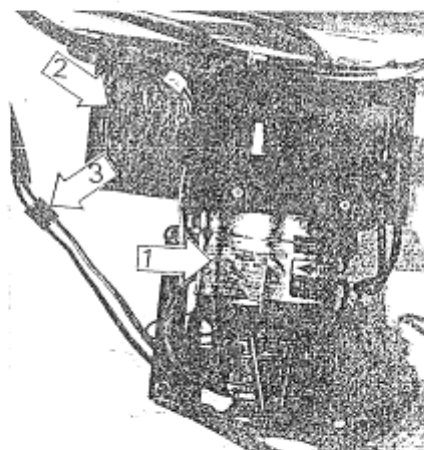
- Compressor (1) is secured to fore bulkhead of sail locker and is separated from locker by a light removable bulkhead. Compressor is ventilated through a duct from starboard crank-box to a grating in kitchen aft bulkhead. Check from time to time that opening in crank-box is not occulted because proper cooling of compressor is important.

- Control thermostat of refrigerator group is situated within box. CAUTION! This group is heavy on electricity. Try to avoid using thermostat in maximum position.

- To drain refrigerator, see instructions page 30.

Disassembling of evaporator/compressor unit:

- In case of a breakdown, evaporator/compressor unit may be disassembled and taken out of board. In order to do so, unscrew both evaporator setting screws in box, then disassemble trap from inside box. Disassemble thermostat which is secured on evaporator. Remove light bulkhead, then disassemble compressor. Disconnect feeders from connecting block (3), then remove both evaporator and compressor out of box through opening corresponding to trap.



- CAUTION! When reassembling, it is necessary to coat evaporator outlet trap with watertight paste before securing it.

W.C.

Operation:

- W.C. is controlled by two gates: smaller one for suction, larger one for discharge. W.C. is fitted with a two-uses hand-pump: either simple discharge (small handle on pump-side in "dry" position) or discharge combined with water suction (handle in "flush" position).

- After having used it, put back handle into "dry" position and operate pump to drain remaining water out of pan. You had better shut off gates after use to prevent water from gushing into boat when listing. CAUTION! Before subsequently using W.C., do not forget to open gates again.

Maintenance:

- When wintering, drain W.C. in unscrewing red plug situated at bottom, then operate pump. A previous rinsing with fresh water is highly commendable.

INNER ACCOMODATIONS

Chain well locking:

- Opening of chain-well may be locked from inside thanks to a small rope coming out from a hole drilled in fore bulkhead of fore cabin. Just pull it and chock it in chocking-tube situated just under rope-outlet.

W.C. doors:

- W.C. is closed by a double door device: to get in, pull on ring bolt (1) located on bottom of left door (when facing doors)

Open this door and unfold it. When unfolded it may separate toilet-room from fore cabin. To open 2nd door, unbolt bolt (2) situated on top of 2nd door back. This 2nd door may separate toilet-room from saloon.

Saloon table:

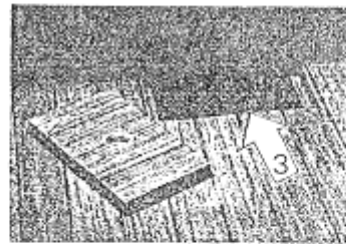
- Saloon table is composed of three parts: central part is fixed; right-hand part (when looking forwards) may be folded down along table-leg in rotating both supports to slide them under central part; finally left-hand part may be slid along table-leg to form a double berth with wall-sofa: unscrew knurled knob on table-leg and have left part of table slide down until it lays on battens around wall-sofa, lay over cushion designed for that purpose.

Saloon upper berths:

- Both saloon upper berths are fitted with two positions bunk-boards: they may be either vertically set up when saloon wall-sofas are used or canted to provide more room when using berths. To change position, operate bolts situated at board-ends and bolt them into clasps corresponding to desired position.

Floors:

- An inspection hatch (3) is fitted into kitchen floor at the very foot of companion-way. Thus bilge may be monitored and drained if necessary with the help of a sponge or a hand-pump.



- To disassemble kitchen floors, remove companion-way then unscrew visible floor screws, thrust-batten of companion-way and beading covering end of saloon moquette. CAUTION! This beading has to be disassembled for setting-screws are screwed into both saloon and kitchen floors, disassemble this beading, remove moquette then unscrew setting-screws (there are about 10 of them).

ENGINE

Access to engine:

You may get at engine in completely removing companion-way. For that purpose, undo both visible handles (Nr A on page 36 picture); then remove whole companion-way forewards. If you desire more room (repairs at the back of engine, on stuffing-box, etc.) you may remove companion-way right hatch (when looking aftwards) in undoing handle situated at the bottom and on the left of locker situated behind this hatch and in then removing hatch forewards.

Stuffing-box:

- At the time of the first launching, stuffing-box has to be checked and adjusted. Later on, it only has to be periodically checked.

- With running engine and revolving shaft, stuffing-box lets a drop fall every 5 to 10 seconds but must be almost watertight when engine is not running (infinitesimal sweating may be accepted.) To adjust, screw or unscrew nuts situated on both sides of clamp, then chock lock-nuts. CAUTION! Never tighten stuffing-box too strongly: this would cause quick deterioration of inside packing.

- If you let boat afloat when wintering or make a very long stop in a port, it is worth slightly tightening stuffing-box to make it perfectly watertight. Do not forget to adjust it again when getting at sea again. At the end of sailing season, completely remove clamp and check packing: should the latter be very dry or should clamp almost come to thrust in stuffing-box body, change packing or perfect it. CAUTION! this operation has to be made out of water.

Fuel-oil circuit and tank:

- With a capacity approaching 300 l, tank may be filled through plug near cockpit on port girder outside (Nr 25, page 2). Tank is situated under cockpit and is getatable in disassembling hatch located behind companion-way (see instructions page 27 "wheel steering gear")

A drain-cock is fitted on tank and is getatable when removing floor under companion-way.

- Fuel-oil feeds engine through control-cock (Nr 31 page 4) located on left hatch and before companion-way. Fuel-oil then flows through decanter pre-filter right of engine-front, near engine sea-cock, through engine filter and feeds injection pump and injectors. Extra fuel-oil return flows in a little copper pipe along engine frame, on the right-hand side and back into tank. Joint between return pipe and tank is located on top of hold aft bulkhead. When first starting engine, check it for tightness and tighten it if necessary



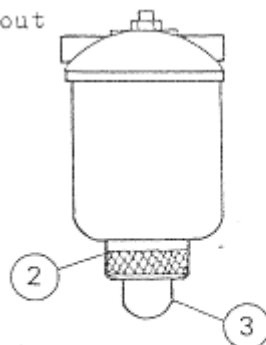
Starting of the engine and draining of fuel-oil circuit :

- The engine manufacturer provides maintenance instructions with engine. These instructions are to be found in chart-table. We advise to read them carefully for they contain detailed explanations on engine operation and on operations enabling proper use of engine.

- Once tank has been filled up, before starting engine, check that tank cock and sea-cock are turned on. Put engine breaker-switch into service then (Couach engine) switch on switch situated on the outer left of switchboard (when looking aft) and start the engine in depressing push-button near contact-switch. For "Perkins" engine, turn key to "R" position to switch on, then, if engine is cold, hold key on "H" position (pre-heating) during 15 to 20 seconds. Finally turn key to "HS" position to start ; as soon as engine runs, turn key back to "R" position. If engine is hot, you only have to turn key directly to "HS" position. To stop engine pull stop-control ("S" switch on Perkins switchboard, 5th switch from left on Couach switchboard), hold this control until engine is completely stopped, then push control and switch off contact.

- Draining of Perkins engine : drain first water out of decanter pre-filter in unscrewing nylon-screw situated under pre-filter. As soon as fuel-oil flows, screw on this screw. It is important to drain frequently to prevent any jamming of injection pump. Then, drain air out of circuit at engine-filter level. The latter is situated left and back of engine. Unscrew filter topping-screw, then operate feed pump handle situated before and under filter until air no longer escapes from screw. Screw on again. Should this draining be unsufficient (if engine ran out of fuel-oil), injection pump should also be drained. For that purpose, see engine instructions.

- Draining of Couach engine : drain water out of decanter pre-filter. For that purpose, turn black band (2) by a quarter of a revolution in pushing it upwards, then remove both band and decantation bowl (3), empty and clean the latter, then reassemble unit. As Perkins decanter, Couach decanter requires draining on a scheduled basis. Drain air out of circuit through filter topping-screw. Filter is situated right and back of engine. Unscrew topping-screw then operate priming pump (just behind red plug for oil-filling of injection pump) until air no longer escapes from filter topping-screw.



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NB : CAUTION ! To operate pump, chocking cover has to be previously unscrewed ; after use, push pump back into place and screw cover again.

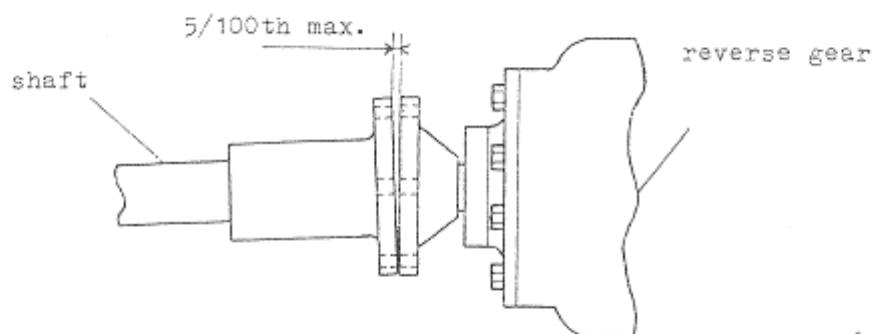
Engine sea-cock :

- When first starting the engine, check that sea-cock (Nr 34, page 4) is turned on. Later on, you shall turn it off every time you leave board for a long time. On Couach engine, cock is on when groove on back is vertically set. Perkins engine is fitted with a water-filter situated on front of engine and which has to be periodically cleaned. For that purpose, turn off sea-cock then unscrew thumb-nut on top of filter, empty and clean the latter, reassemble unit. Do not forget to turn on sea-cock before starting again. As soon as engine runs and each time you start engine check for water discharge. Should there be no discharge, switch off engine at once and check water circuit.

Engine alignment :

- Engine alignment must be checked and corrected if necessary after a 20 hours run. Engine-legs silent-blocks may have slightly compressed and alignment may thus have been slightly changed. Maximum bearable clearance between shaft couplings is 5/100. You may check it in disconnecting coupling both parts and controlling clearance with the help of a set of chocks (see drawing below). Should clearance be too wide, realign engine with the help of the nuts fitted on each wormed on engine-leg.

- We advise for this delicate operation or should any problems arise (strong vibrations of shaft) we advise to consult our agent.

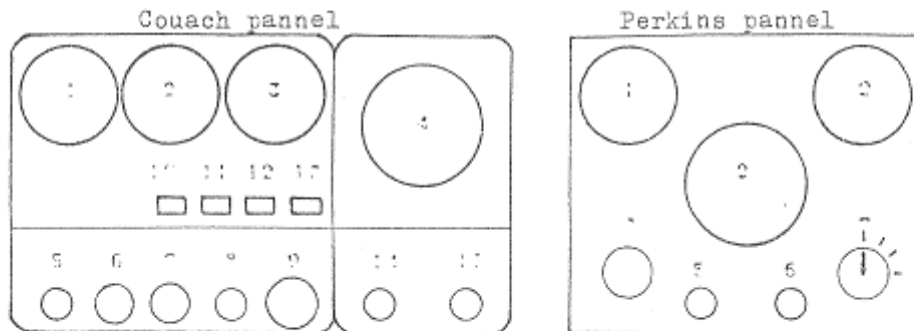


Instrument pannel :

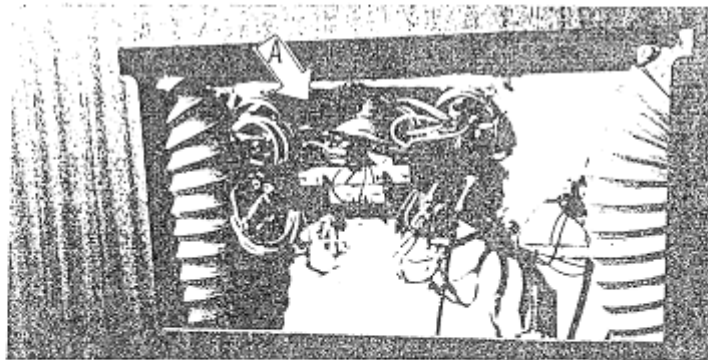
- Engine instrument pannel is situated under aft companion-way. Outer left dial (when looking aft) is tank-gauge. Instrument pannel itself is composed of :

a) For Couach engine : voltmeter (1), horameter (2), oil pressure (3), tachometer (4), contact-switch (5), starter (6), free push-button (7), pannel lighting (8), stop-control (9), oil pressure signal (10), water temperature signal (11), (12) and (13) signals as well as (14) and (15) switches are not connected.

b) For Perkins engine: oil pressure (1), tachometer (2), water temperature (3), stop-control (4), pannel lighting (5), charge signal (6), contact and starter key (7).

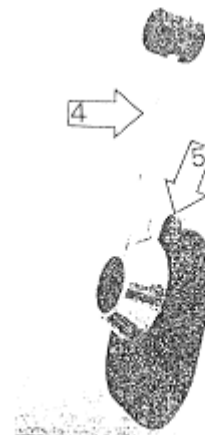


- You may very easily get at back of pannel (A) when removing hatch situated above aft cabin companion-way (pull it up and remove it aft-wards).



Accelerator/Reversing control :

- Both acceleration and reversing are controlled by a single handle (4). This handle may control either both accelerator and reversing, or accelerator only, depending on orange button (5) position. To operate accelerator only, push orange button. To operate both accelerator and reversing at the same time, pull orange button. Forward motion is controlled by forward pushing of handle, backward motion by backward pulling of handle. Orange button positions may only be changed when handle in neutral gear, i.e. vertically set.

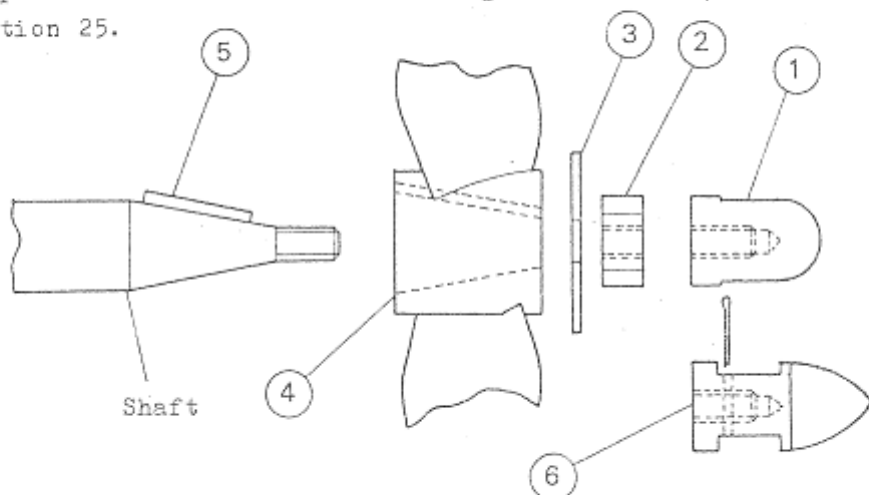


Propeller :

- You may have to work on propeller. Here follow instructions to disassemble it :

- Disassembling of propeller : unscrew anode (1), then unclasp bolt (2) in straightening up tab-washer (3). Unscrew bolt after having previously chocked propeller with the help of a small piece of wood (for example) to avoid propeller-revolution. Bolt will be screwed on the same way. Remove both bolt and tab-washer. Remove propeller (4) and cautiously keep pin (5). To reassemble propeller, operate the other way round and flange tab-washer over nut in order to chock it. Propeller reference : RC 30 D - 400 x 290 2235.

- "Perkins" engine : anode is solid with nut and tab-washer may be replaced by a pin going through both nut and shaft (6). Propeller reference for Perkins engine : 16 x 13, shaft cross-section 25.



NB : Both Perkins and Couach setting tilting is 8°. For oil-gauge, checks to be made before each starting, scheduled checks, drainings, see 'engine instructions'.

gin·fizz ketch

- GIN FIZZ Ketch being almost the same type of boat as GIN FIZZ Sloop, preceding instructions are valid for both types but for following exceptions : connection of mast lights, masting, mizzen mast, setting of running rigging, compass, sails and wiring harnesses locations, for which complementary instructions are to be found in the following pages.

Connection of mast lights :

- Operation is the same as on Sloop, only change is connecting blocks location. These are situated under a small triangle-shaped ceiling in toilet-room, near pillar.

- Disassemble small ceiling secured by three Parker screws, then connect both conductors from mast to black wire, anchoring light wire to green wire, top light wire to orange wire and deck-light wire to white wire. Reassemble ceiling and grommets as shown on GIN FIZZ Sloop instructions.

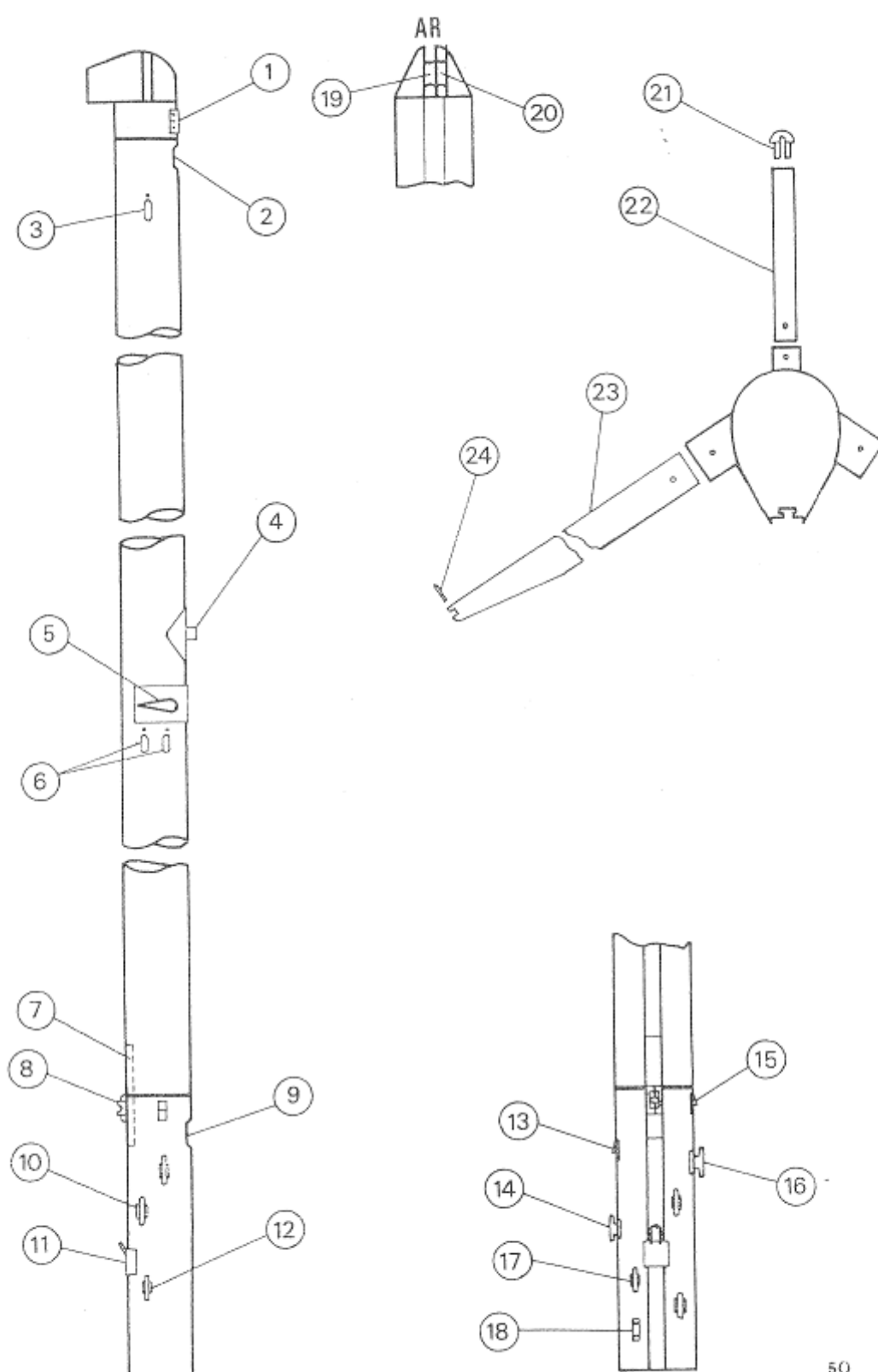


MASTING

Preparing of the mast aground :

- Mainmast : mainmast is fitted with two preventer-shrouds. Entangle them into setting spindle (Nr 4 page 8) of mast-head on either side of central plate. Open pin. For the rest of the rigging, see pages 6 and 7.

- Mizzen mast : (see diagram on next page) entangle lower shrouds into corresponding slots (6), backstays into slots (3) and travelling block into slot (2). Assemble cross-tree and travelling-block tube. Run backstays through cross-tree ends, then push "Mecanodus" pin (24). Pull out terminal (21) of travelling-block tube, run travelling-block into tube and set up again. Almost completely open travelling-block stretching screw and entangle T-shaped terminal into slot (9). Slightly tighten stretching-screw.



MIZZEN MAST UPPER WORKS

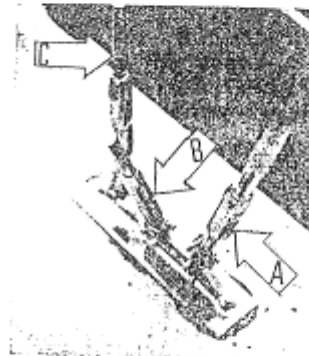
- 1 . staysail halyard sheave
- 2 . travelling block upper anchoring slot
- 3 . backstays anchoring slot
- 4 . travelling-block tube plate
- 5 . cross-tree plate
- 6 . lower shrouds anchoring slots
- 7 . gooseneck guide-groove
- 8 . gooseneck
- 9 . travelling-block lower anchoring slot
- 10 . mizzen sail sheet cleat
- 11 . hounding swiging tackle scabbard-catch
- 12 . hounding swiging tackle cleat
- 13 . staysail halyard outlet
- 14 . staysail halyard cleat
- 15 . mizzen sail halyard outlet
- 16 . mizzen sail halyard cleat
- 17 . boom-lift cleat
- 18 . boom-lift outlet sheave
- 19 . mizzen sail halyard sheave
- 20 . boom-lift sheave
- 21 . travelling-block tube terminal
- 22 . travelling-block tube
- 23 . cross-tree
- 24 . "Mecanodus" pin

Masting of mainmast:

- Mast mainmast first the same way as GIN FIZZ sloop one but for preventer-shrouds (A) which have to be secured to hole situated foremost of cat-walks triple chain-plates abreast of aft cabin companion-way. Adjust mainmast.

Masting of mizzen mast:

- Secure all four lower shrouds: fore shrouds to cat-walk chain-plates situated abreast of cockpit-front, aft shrouds (B) into triple chain-plate 2nd holes. Secure backstays (C) to 3rd hole of triple chain-plates.



- With the help of all four lower shrouds, bring mast to a perfect vertical. Check verticality in looking at your boat from a rather distant point (along transom axis). Both masts must be perfectly lined up. Should mizzen mast be inclined left or right of mainmast, correct position. Then stretch rigging. Counterbalance backstays tension by travelling-block one in order for mast to stand upright lengthwise.

- Final adjustment of masts will be made when first sailing (see page 11).

SETTING OF RUNNING RIGGING

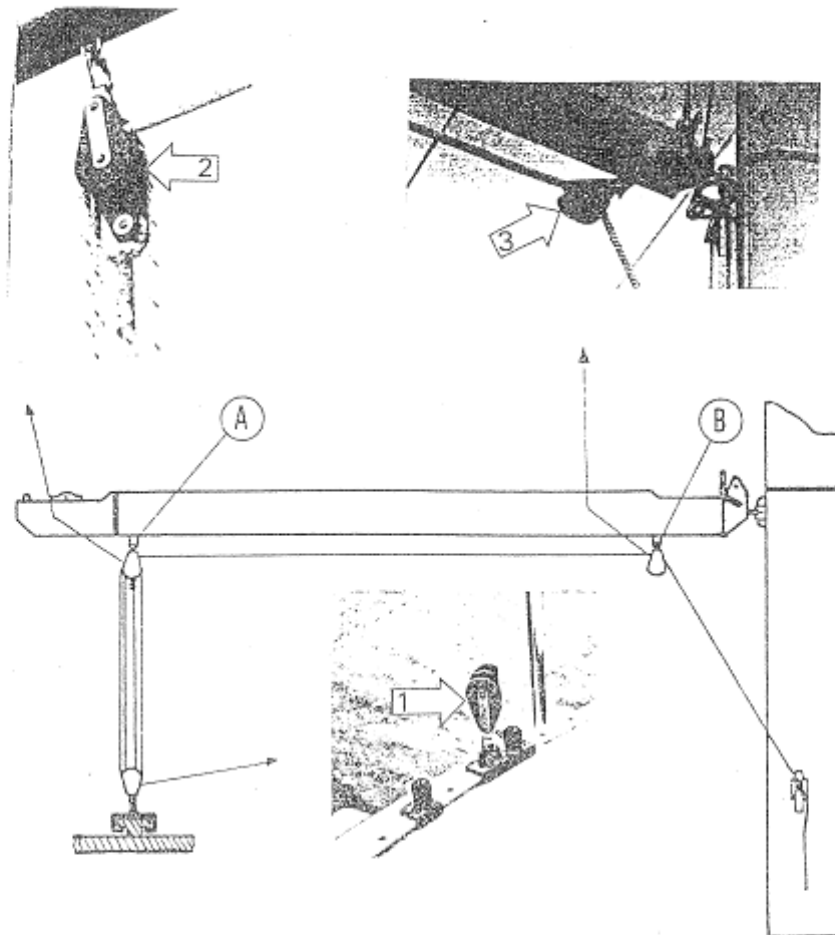
Setting of mizzen mast boom:

- Unscrew both small screws situated on boom/gooseneck joint-ball flats. Position boom facing gooseneck in turning it by a quarter of a revolution in order for the groove to be horizontally laid. Push boom around gooseneck then pull it into normal position (groove up). Screw on both screws again: their heads will prevent boom from casually slip out of gooseneck.

Setting of mizzen sheet:

- Mizzen sheet tackle is composed of a becket block, a double block, a single block and corresponding shackles.

- Secure double block (1) to mizzen deck-horse slider then double becket block (2) to scabbard-catch (A) situated at boom



end with the help of twisted shackle ; finally secure single block (3) to (B) scabbard-catch. Sheet runs the same way as shown on above drawing and is lashed to cleat especially designed for that purpose on mizzen mast.

Hounding swiging tackle :

- As far as gooseneck slides, mizzen sail hounding swiging is achieved through a tackle made fast to hounding. This tackle is assembled in our plant. It is composed of a double becket block, a double block and corresponding shackles. Double becket block is secured to gooseneck, double block to scabbard-catch (Nr 11, page 50). To swig, only haul in tackle and lash it on cleat (Nr 12 page 50) situated on mast.

Setting of compass :

- GIN FIZZ Ketch is not fitted with any compass-housing as far as mizzen mast is situated just in front of steering-gear column

which is not fitted with any compass support-plate (Nr 3 page 25). "Olympic 130" (manufactured by PLASTIMO) may be directly stowed on column provided that it is fitted with a housing (ref 440.40 manufactured by Goïot). To set up "Sestrel Major" compass (manufactured by NAVIGAIR), a compass support-plate has to be previously set with suitable drilling. (Ref 440.21; manufactured by GOÏOT).

SAILS

- GIN FIZZ ketch is sold with 5 sails: mainsail (23.50 m2, 8 oz) fitted with two reef-bands, medium Genoese (46.50 m2, 7.5 oz), Nr 1 jib (27 m2, 8 oz), storm-jib (9 m2, 8 oz) and mizzensail (11.50 m2, 8 oz) fitted with one reef-band.

- A lot of other sails may be fitted on your boat:

-Light Genoese	47.50 m2	3,8 oz
- Strong Genoese	45 m2	8 oz
- Inter Jib	38.50 m2	8 oz
- Nr 2 jib	18.50 m2	8 oz
- drifter	47.50 m2	1.8 oz
- staysail	30.50 m2	
- med. radial spi.	100 m2	1.5 oz

Wires and wiring harnesses locations:

- Wires and wiring harnesses are situated the same way as on board of GIN FIZZ sloop (see pages 38 and 40). The only difference is that harness feeding bow navigation lights, fore cabin, W.C. and toilet room lighting as well as saloon starboard bracket lamp runs from switchboard along saloon lockers bottom to come out in toilet-room furniture; from there it runs up to ceiling but instead of running back into saloon, it runs in toilet-room along saloon fore bulkhead and branches out before ending in saloon starboard bracket lamp. It is very easily getatable when disassembling lower part of protective cover.

These informations are mere indications. We reserve the right to change any feature on our boats without being bound to update present instructions.