

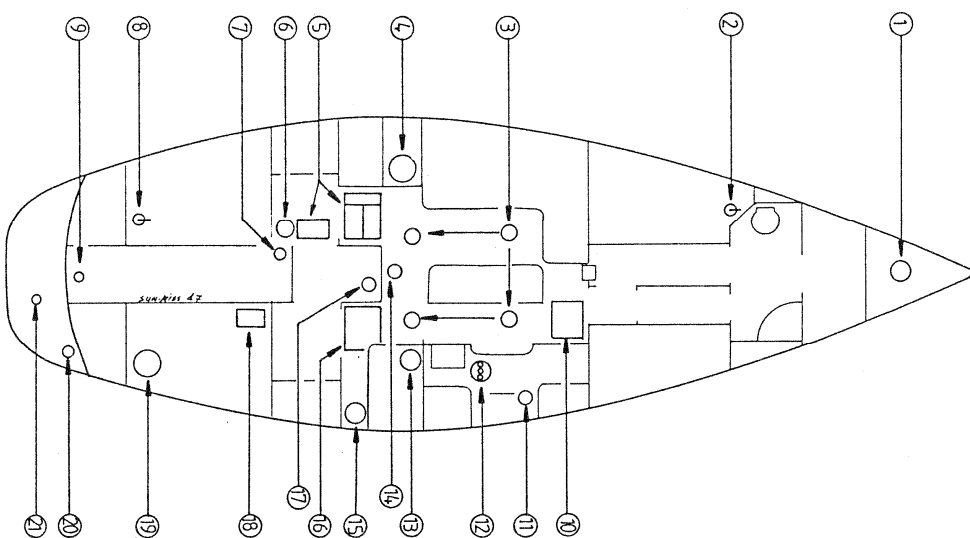
# SUN KISS

ENGLISH VERSION

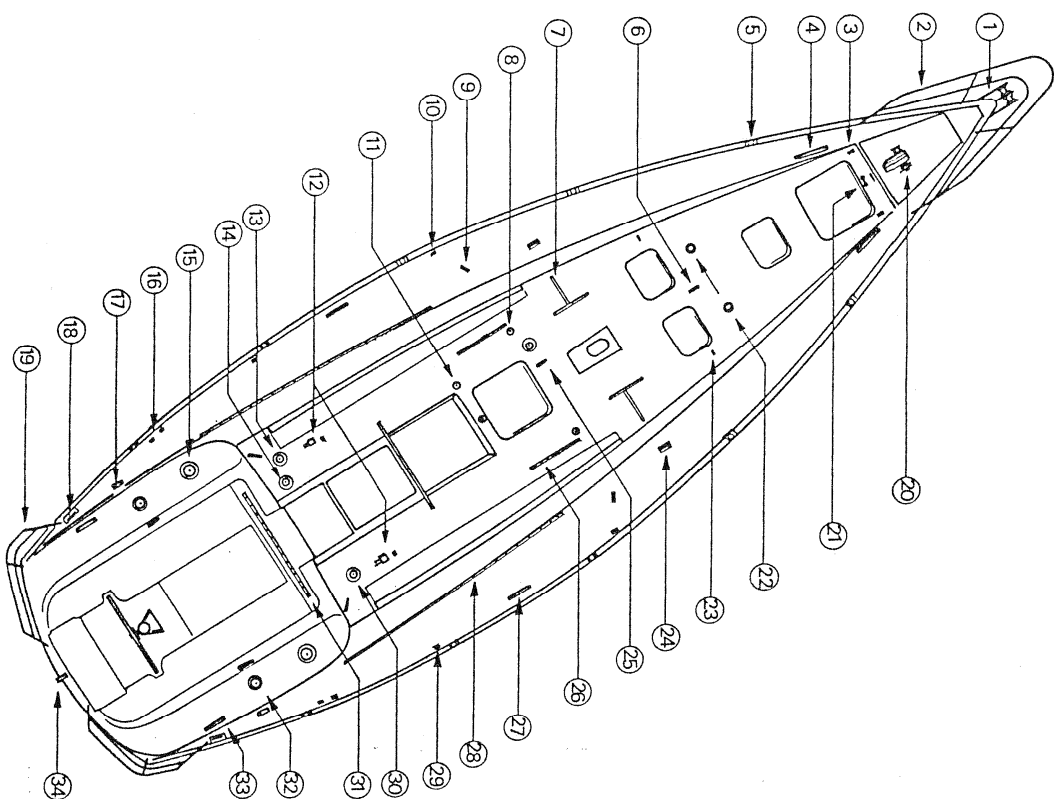
SPECIFICATIONS

Length over all L.O.A.	: 14,45 m (47'5")
Maximum beam	: 4,40 m (14'5")
Draught F/K	: 2,10 m (6'10½")
Draught L/K	: 1,55 m/2,70 m (5'1"8/10")
Displacement F/K	: 11500 kg (25350 lbs)
Displacement L/K	: 12000 kg (26500 lbs)
French Marchant Marine Standard N°	: 2140
Class	: 1
Authorised no. of persons	: 10/12
Tonnage	: 21,63 T

# EQUIPMENT



- 1 Electric windlass
- 2 Shower basin drainage hand-pump (see Water System)
- 3 Water tanks inspection hatch
- 4 Water heater (for detail see Water Heater)
- 5 Access panel to inboard batteries (2x96Ah)
- 6 Battery cut-out housing (see Electrical circuit)
- 7 Pump (electric) to engine compartment bilge
- 8 Pump (hand) to forward bilge
- 9 Emergency tiller socket access cover
- 10 Access panel to fridge and ice-box drainage cock
- 11 Refrigeration unit (under sink)
- 12 Water system supply cocks (see Galley water system)
- 13 Water tank supply cocks (water unit and flow gauge)
- 14 Bilge pump (electric) (auto-start)
- 15 Inboard electrical panel, 220V circuit-breaker, windlass fuse 100A
- 16 Holding tank (optional extra)
- 17 Shower basin electric pump (hand control)
- 18 Battery of accumulators for engine(2x96Ah) and inboard (1x96Ah)
- 19 Gas bottle housing with regulator (access through cockpit locker)
- 20 Quayside power socket (220V)
- 21 Transom extension shower facility



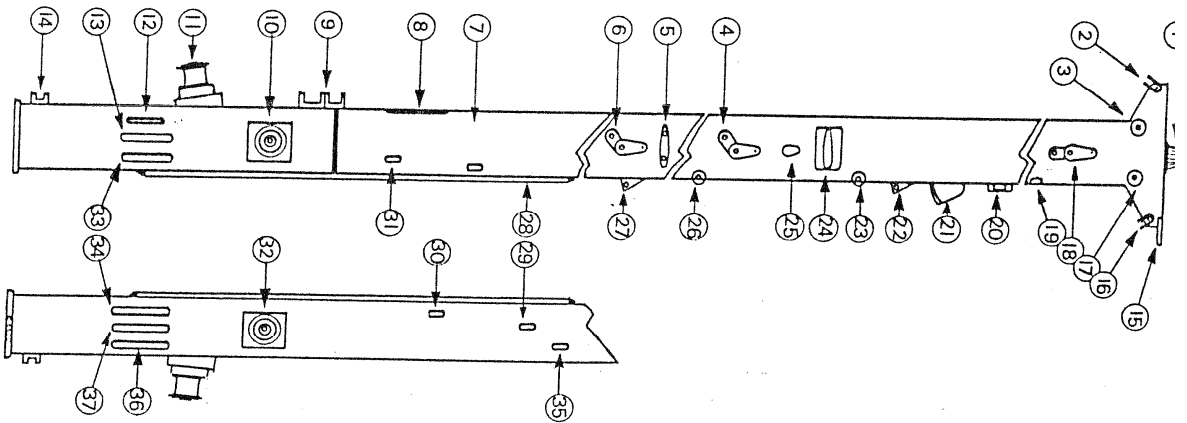
# FITTINGS

- 1 Stemhead roller
- 2 Pulpit
- 3 Pole downhaul U-bolt
- 4 Forward mooring cleat
- 5 Stanchion base
- 6 Inner stay chainplate
- 7 Mast pulpit
- 8 Pole topping lift or staysail halyard (starboard\*) cheek block\*\*
- 9 Aft lower shroud chainplate
- 10 Pole guy studding U-bolt
- 11 Mainsheet (return) cheek block
- 12 Staysail halyard or (starboard\*) spinnaker pole downhaul and topping lift turning blocks with jammer\*\*
- 13 Sheet winch\*\*\*
- 14 Mainsheet winch
- 15 Genoa sheet winch
- 16 Running backstay U-bolt\*
- 17 Genoa sheet (return) turning block
- 18 Spinnaker guy and sheet chainplate
- 19 Pushpit
- 20 Electric windlass
- 21 Staysail stay and tack chainplate\*
- 22 Deck ventilators
- 23 Ringed wires eyelet for pole downhaul
- 24 Shroud - lower shroud chainplate
- 25 Spinnaker halyard cleat\* and winch\*\*
- 26 Staysail track\*
- 27 Mooring cleat
- 28 Genoa sheet track
- 29 Barber hauler chainplate
- 30 Staysail or spinnaker pole topping lift and downhaul winch\*\*\*
- 31 Mainsheet track
- 32 Spinnaker guy and sheet winch and cleat
- 33 Aft mooring cleat
- 34 Backstay chainplate

\* Cutter version

\*\* Spinnaker version

\*\*\* Spinnaker and cutter version



# MAST FITTINGS

- 1 Mast-head light
- 2 Backstay tang
- 3 Mainsail Halyard and topping lift turning blocks
- 4 Running backstay rigging coupling
- 5 Spreader root (L = 1400)
- 6 Lower shroud rigging tang
- 7 Topping lift exit
- 8 Mainsail dumsheave
- 9 Gooseneck
- 10 Mainsail halyard winch
- 11 Reefing point winch
- 12 Mainsail topping-lift cleat
- 13 Mainsail halyard cleat
- 14 Kicker attachment
- 15 Spinaker double rollers
- 16 Forestay tang
- 17 Genoa halyard turning block
- 18 Upper shroud rigging tang
- 19 Spinaker halyard exit
- 20 Navigation light
- 21 Deck flood light
- 22 Staysail stay mount
- 23 Staysail halyard exit (ou topping lift n°2)
- 24 Spreaders (L = 850)
- 25 Intermediate tang
- 26 Topping lift exit
- 27 Inner-stay mount
- 28 Pole track with slide
- 29 Genoa halyard exit
- 30 Staysail halyard exit
- 31 Mainsail halyard exit
- 32 Staysail and Genoa halyard winch
- 33 Topping-lift cleat
- 34 Staysail halyard cleat
- 35 Spinaker halyard exit
- 36 Spinaker halyard cleat
- 37 Genoa halyard cleat

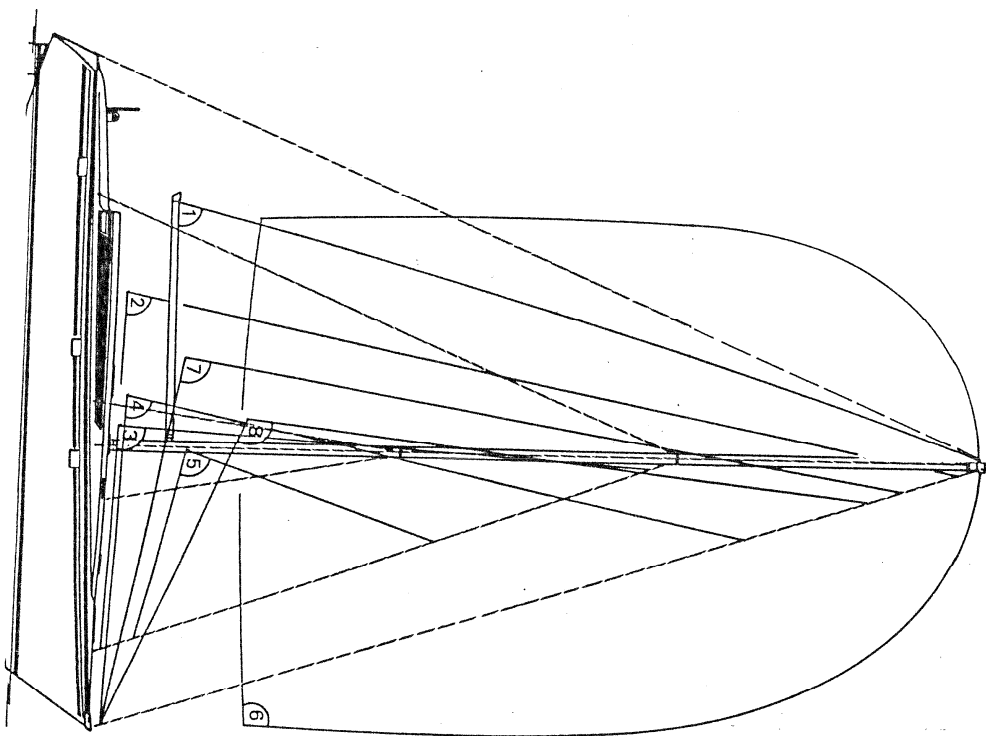
SAILS

	(in metres)	LUFF	DROP	LEECH	AREA
1	MAINSAIL	14.5m	15.25m	4.55m	36.28m <sup>2</sup>
2	GENOA	17m	16m	8.45m	66.64m <sup>2</sup>
3	JIB STAYSAIL	11.05m	10.3m	4.2m	21.54m <sup>2</sup>
4	INTERMEDIATE	12.9m	12m	6.75m	40m <sup>2</sup>
5	STORM JIB	5.8m	4.9m	3.6m	8.7m <sup>2</sup>
6	SPINNAKER	16.2m	16.2m	9.45m	145m <sup>2</sup>
7	YANKEE 1	16m	13.85m	7.5m	51.2m <sup>2</sup>
8	YANKEE 2	15.25m	11.5m	6.5m	35.1m <sup>2</sup>

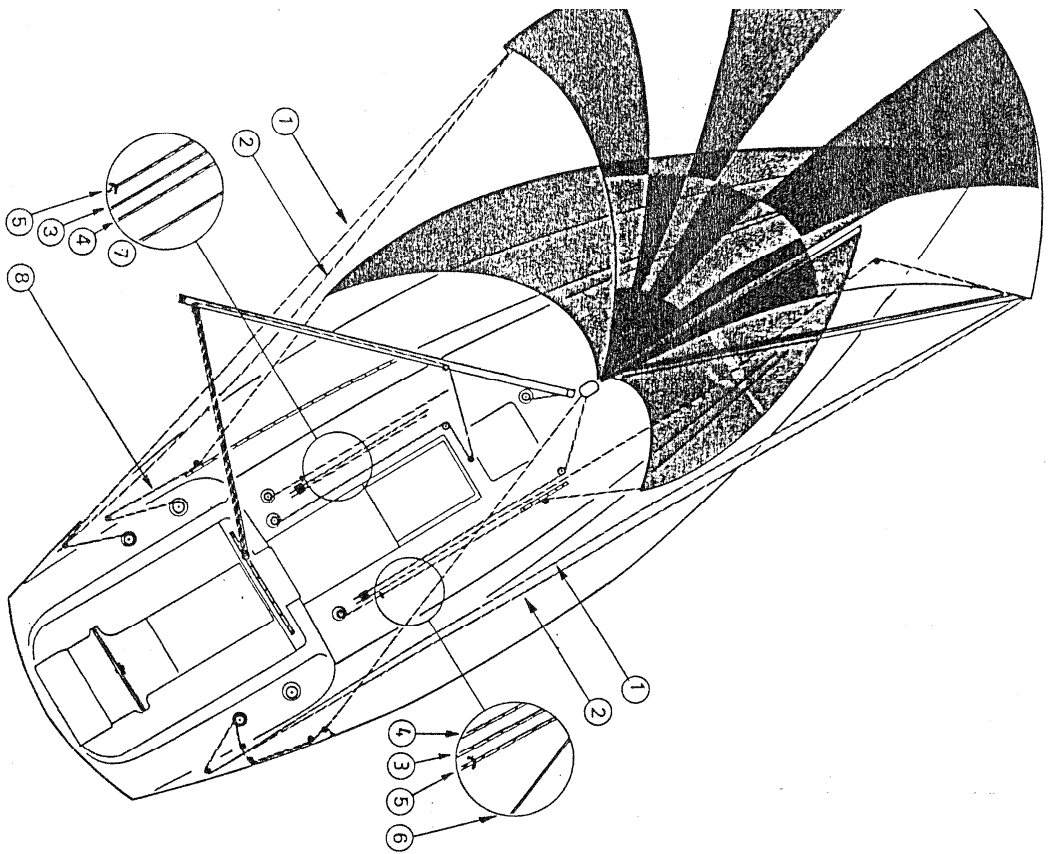
I = 16.3m  
J = 5.25m  
P = 14.5m  
E = 4.55m

	(in feet)	LUFF	DROP	LEECH	AREA
1	MAINSAIL	47'7"	50'	14'11"	390 sq.ft.
2	GENOA	55'9"	52'6"	27'8½"	717 sq.ft.
3	JIB STAYSAIL	36'3"	33'9½"	13'9"	232 sq.ft.
4	INTERMEDIATE	42'4"	39'4½"	22'2"	431 sq.ft.
5	STORM JIB	19'	16'1"	11'10"	94 sq.ft.
6	SPINNAKER	53'2"	53'2"	31'	1565 sq.ft.
7	YANKEE 1	52'6"	45'5"	24'7"	551 sq.ft.
8	YANKEE 2	50'	37'8½"	21'4"	378 sq.ft.

I = 52'6"  
J = 17'3"  
P = 47'7"  
E = 14'11"



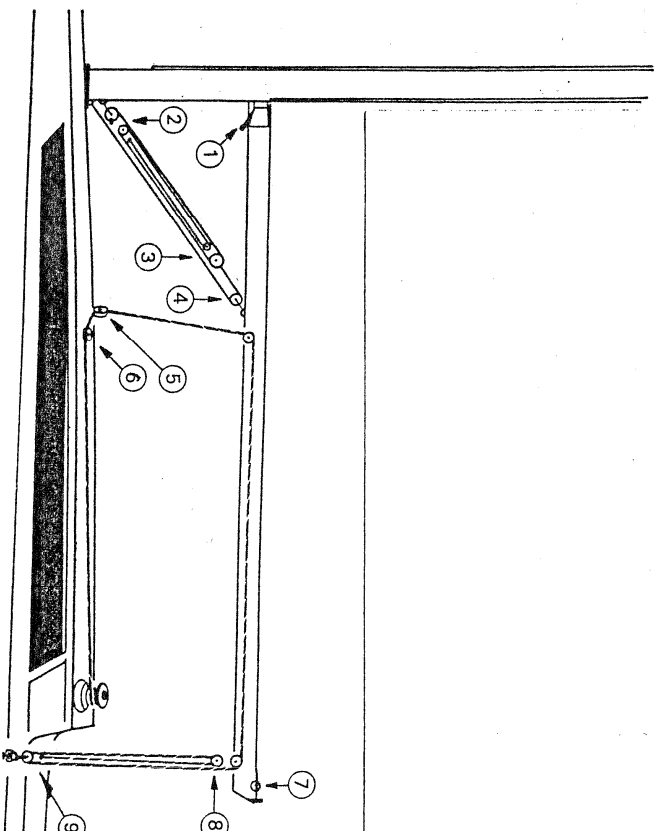
Fixing of the forestay plates at the bow by means of a pin through the stemhead roller



HALYARD AND SHEET PLAN

- 1 Spinnaker sheet
- 2 Spinnaker guy
- 3 Pole downhaul
- 4 Staysail halyard or pole topping lift
- 5 Staysail sheet
- 6 Running backstay
- 7 Return of Mainsail sheet
- 8 Genoa sheet

- 1" Clew and reefing jammers
- 2 Fiddle block with fixed eye, becket and clam cleat
- 3 Fixed-eye fiddle block
- 4 Wire sheet fixed-eye block
- 5 Spring-mounted swivel block
- 6 (Return) turning block
- 7 Boom end fitting with clew sheave, reefing point and topping lift tang
- 8 Single fixed-eye block
- 9 Single fixed-eye block with becket





RUNNING RIGGING SUN-KISS

No DESCRIPTION	OPTIONAL	S.S. Wire Cable		ROPE (Textile)		Accessories		Fittings		Blocks	
		Ø	Length	Ø	Length	Ø	Length	Ø	Length	Ø	Length
1 Mainsail halyard		14mm	FO red	33m(108'3")		1 Key shackle Ø8mm					
1 Jib Halyard		14mm	FO blue	33m(108'3")		1 S.S. hank 5212					
1 Spinnaker halyard		14mm	FO green	35m(114'10")		1 S.S. hank 5212					
1 Mainsail topping lift	*	12mm	Braided red	35m(108'3")		1 Strip shackle Ø6mm					
2 Staysail halyard	*	12mm	FO	24m(78'9")		2 S.S. hanks 5112					
2 Spinnaker pole topping lift	*	12mm	Braided green	19m(62'4")		2 "D" shackles Ø8mm					
2 Spinnaker pole downhaul	*	12mm	Braided blue	5.5m(18')		2 Snap shackles Ø70mm					
1 Boom downhaul		Ø6mm, w/eye 1.85	Braided blue	5.5m(18')		3 "D" shackles Ø6mm					
1 Jib tack						2 Thimbles Ø6mm					
2 Jib sheet						2 Press slices					
1 Staysail tack	*					2 Fast-fix strip shackles 5212					
2 Staysail sheet	*	16mm	Braided blue	22m(72'2")		1 S.S. "D" shackle Ø8mm					
1 Mainsail clew		12mm	Braided green	7m(23')		1 Fast-fix strip shackle 5112					
1 Pendant 1st Reef		12mm	Braided red	14m(46')		1 Key shackle Ø6mm					
1 Pendant 2nd Reef		12mm	Braided blue	16m(52'6")							
1 Pendant 3rd Reef		12mm	Braided green	18m(59')							
Cunningham hole Mainsail											
Jib runner adjustment	*	16mm	FO	26m(85'4")		2 Hanks 5301					
2 Spinnaker sheet	*	14mm	Gulf Stream	15m(49'2")		2 "D" shackles Ø10mm					
2 Running backstays	*	14mm	Gulf Stream	23m(75'5")							
1 Mainsail sheet											
Mainsail runner adjustment											
Backstay tackle											
Spinnaker barber haul											
Ketch mizzen halyard											
Ketch boom sheet											
Ketch clew											
Ketch 1st Reef Pendant											
Ketch 2nd Reef Pendant											

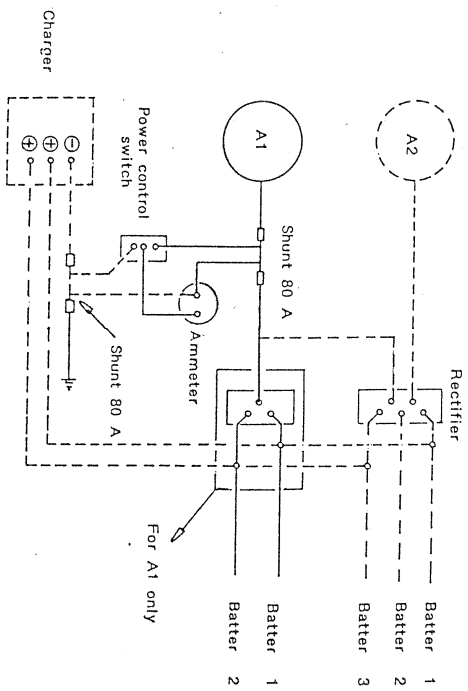
Conversion guide: 1 inch = 25.4mm Conversion factor: to convert mm into inches divide no. of mm by 25.4 eg: 12mm ÷ 25.4 = 0.47 in

FO = France Olympique

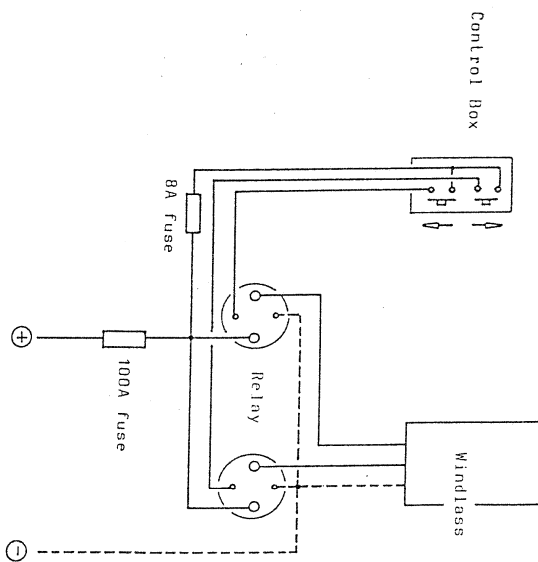
S.S. = Stainless steel

# ELECTRICAL SUPPLY

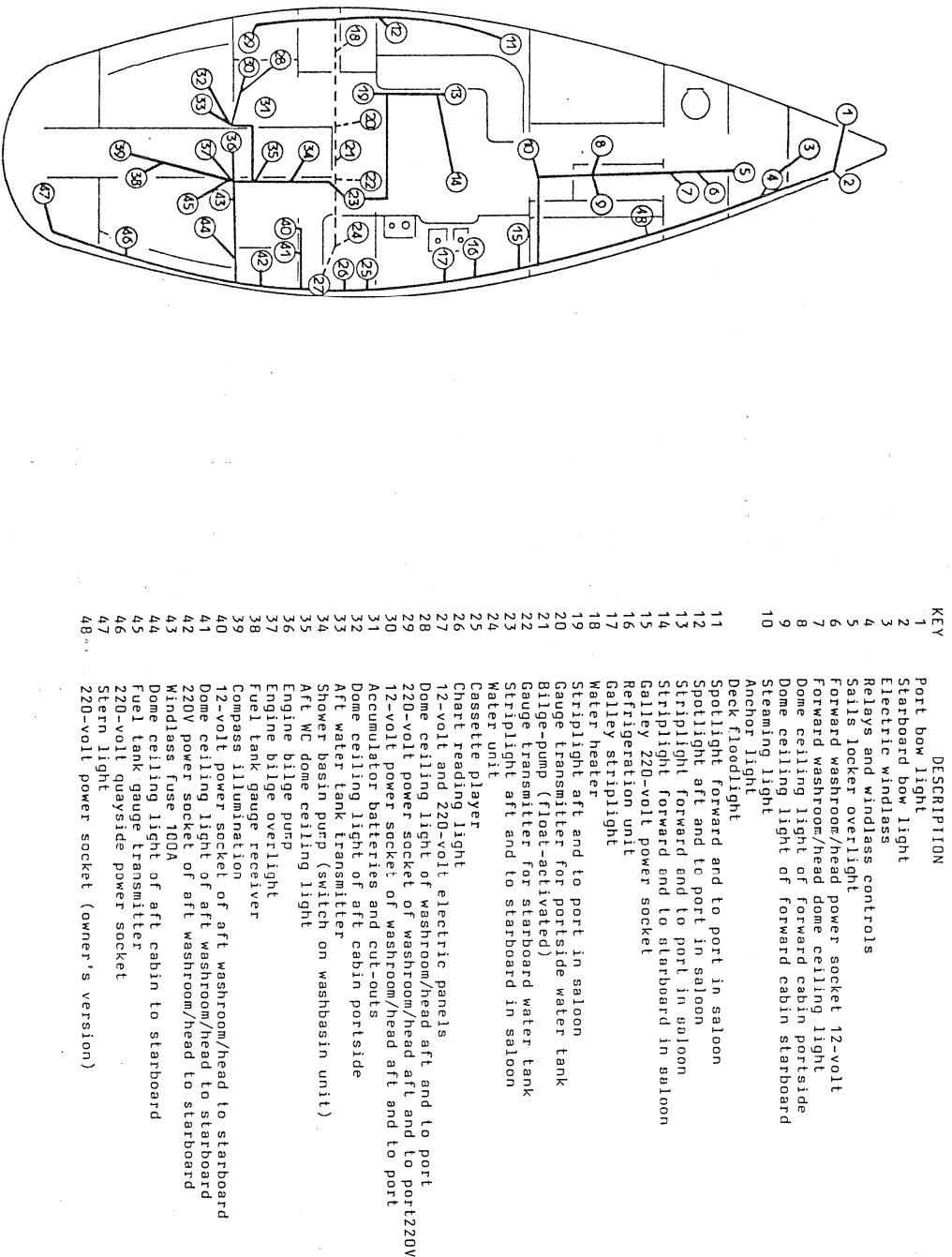
POWER CIRCUIT : - WITH SHORE POWER IN OPTION  
- WITH 2ND ALTERNATOR IN, OPTION



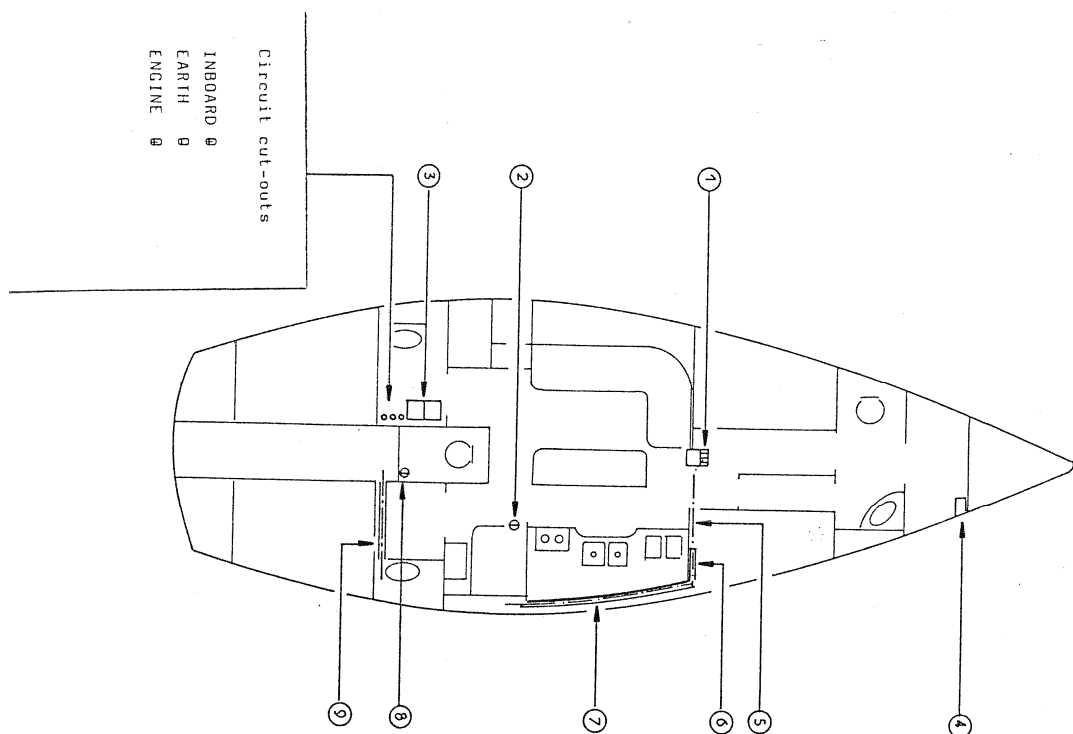
# PRINCIPLE OF WINDLASS CONNECTION



KEY

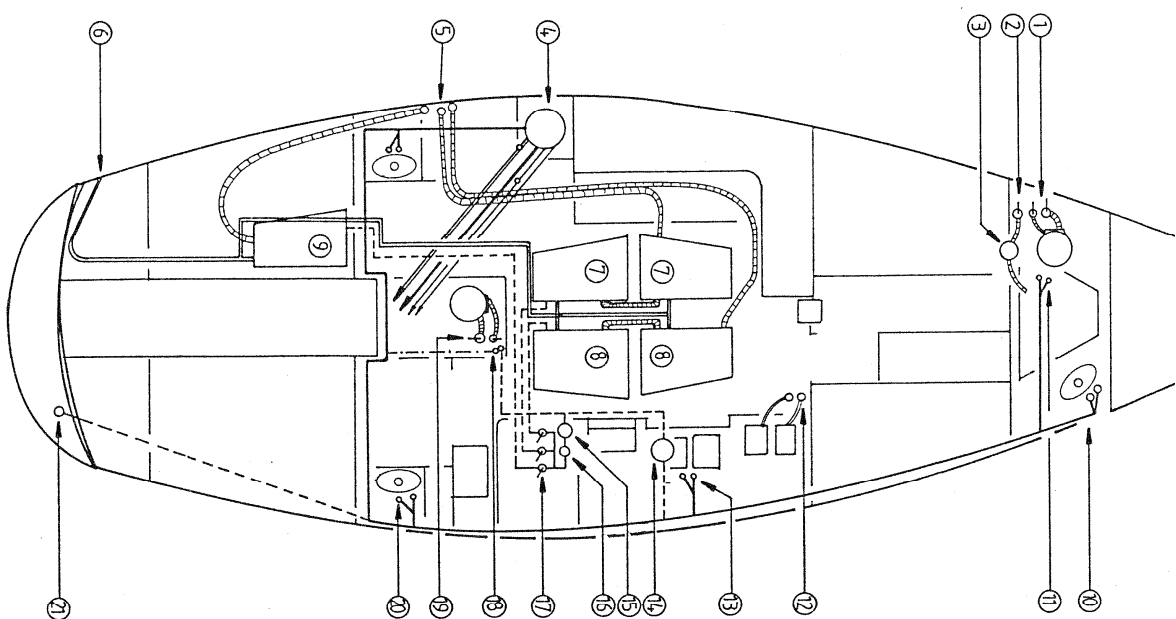


-The 220-volt circuit-breaker and the 100A fuse to the electric fuse are to be found on the back of the "inboard" electrical panel.-



# ELECTRICS CIRCUIT

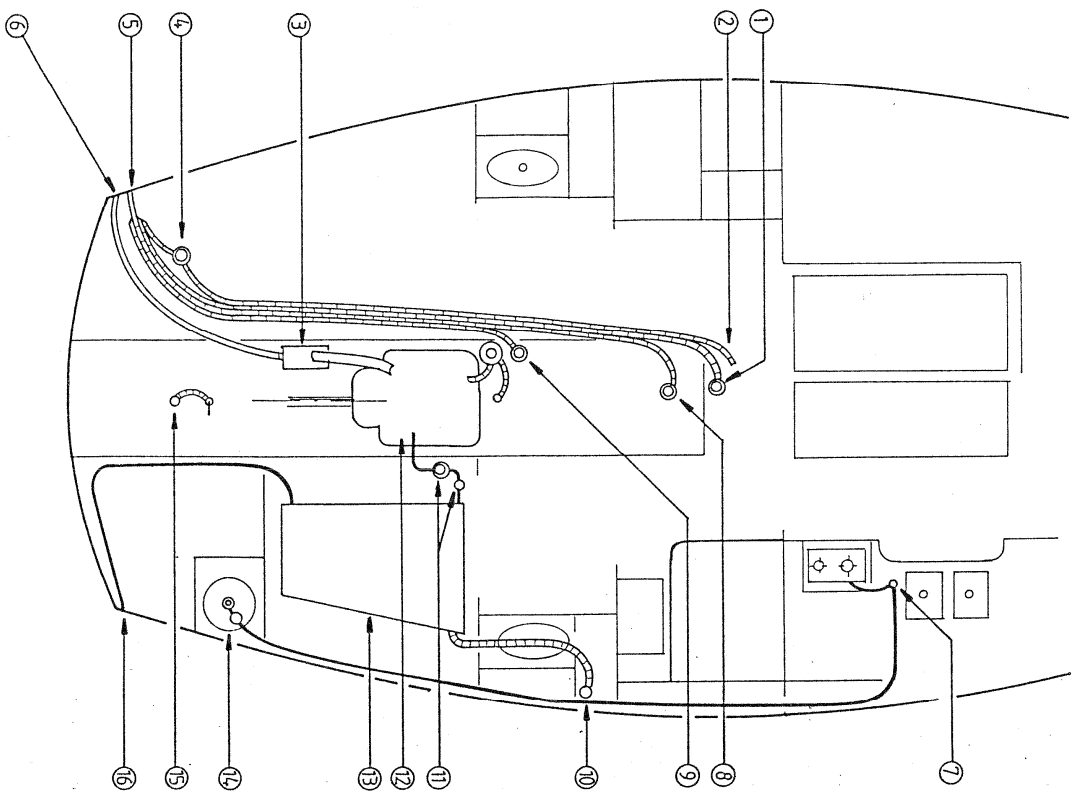
- 1 Box (before mast) to take mast circuitry.
- 2 Saloon strip lights on/off switch
- 3 Accumulator batteries.
- 4 Box giving access to relays and to windlass fuse.
- 5 Pull-thru guide lead to allow passage of supplementary cable-runs to mast.
- 6 Box giving access to cable-runs forward to starboard.
- 7 PVC tube to allow passage of supplementary cable runs to forward.
- 8 Shower-basin pump on/off switch.
- 9 Pull-thru guide lead to allow passage of supplementary cable-runs to engine bilge.



# WATER SUPPLY SYSTEM

- 1 Forward WC flush and drainage cocks
- 2 Shower basin drainage cock
- 3 Shower basin drainage by manual pump
- 4 Water heater (see detail)
- 5 Water tank deck fill covers
- 6 Water tank breather
- 7 Port water tanks (2x100 l/2x22imp.galls/2x26.42 US galls)
- 8 Starboard water tanks (2x100 l/2x22imp.galls/2x26.42US ga
- 9 Aft water tank (218 l/47.95imp.galls/57.59US galls)
- 10 Hot and cold water supply to forward head washbasin
- 11 Hot and cold water supply to forward head shower
- 12 Ice-box and fridge bleed taps
- 13 Hot and cold water supply to galley sink
- 14 Sea and fresh water supply cocks (see drawing of galley water system)
- 15 Pressurised fresh water unit
- 16 Water consumption flow gauge
- 17 Supply cocks to "starboard", "port" or "aft" tanks
- 18 Hot and cold water supply to aft head shower
- 19 Aft WC flush and drainage cocks
- 20 Hot and cold water supply to aft head washbasin (starboard
- 21 Transom extension shower facility

— Hot & cold water system  
 - - - Cold water system  
 - . - Hot water system



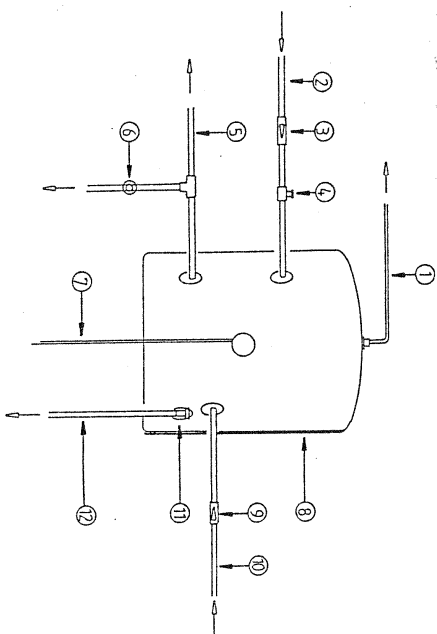
ENGINE  
BILGE PUMP SYSTEMS  
GAS

- 1 Automatically activated electric bilge pump
- 2 Water uptake of manual bilge pump (control in cockpit)
- 3 Engine exhaust
- 4 Cockpit manual bilge pump
- 5 Bilge pump outlet
- 6 Engine exhaust
- 7 Gas system shut-off cock
- 8 Shower basin electric pump (hand control on head unit)
- 9 Engine bilge electric pump
- 10 Fuel tank deck fill cover
- 11 Filter-separator and shut-off cock to fuel system
- 12 Engine (refer to specific engine notice)
- 13 Fuel tank (212 l/46.63imp.galls/56 US galls)
- 14 Housing for gas bottle with regulator
- 15 Cockpit locker drain cock
- 16 Fuel tank breather

# WATER-HEATER

## OUTLINE OF CONNECTIONS

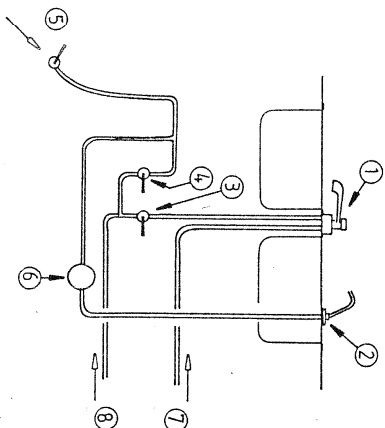
- 1 Hot water supply to main system
- 2 Inlet of engine exchanger system
- 3 Non-return valve
- 4 Breather cover for use during engine exchanger system bleeding operation
- 5 Engine exchanger system outlet
- 6 Engine exchanger system bleed cock
- 7 Water-heater electric connection (220-volt)
- 8 Hot water tank
- 9 Non-return valve
- 10 Cold water inlet
- 11 Safety valve and water-heater bleed cock
- 12 Water-heater bleed pipe



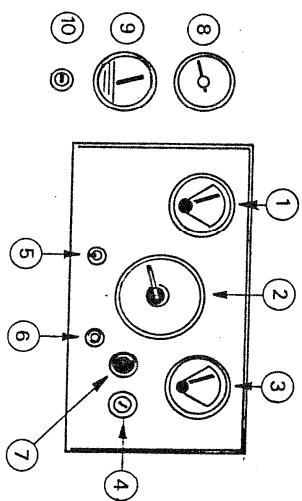
# GALLEY-WATER SYSTEM

A set of cocks situated under the galley sinks allow for 3 possible water supplies :

- A : Pumping (by foot pump) of sea-water to swan-neck tap 2  
Cocks 3 and 4 are closed, 5 open.
- B : Pumping (by foot pump) of fresh water to swan-neck tap 2  
Cocks 3 and 5 are closed, 4 open.
- C : Supply by pressure pump unit of hot water 7 and cold water 8 to mixer-tap 1  
Cocks 4 and 5 are closed, 3 open.



# ENGINE CONTROL PANEL

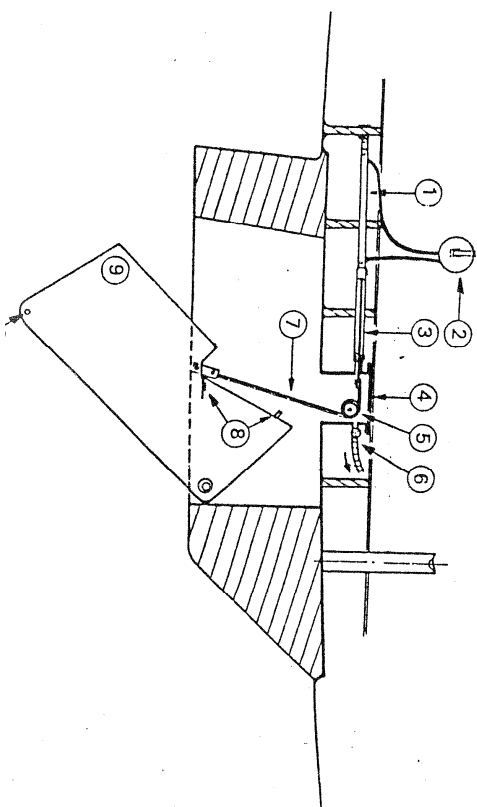


- 1 Oil pressure gauge
- 2 Rev. counter
- 3 Water temperature gauge
- 4/6 Ignition
- 5 Panel illumination
- 7 Engine stop
- 8 Hour counter
- 9 Fuel gauge
- 10 Fuel gauge switch



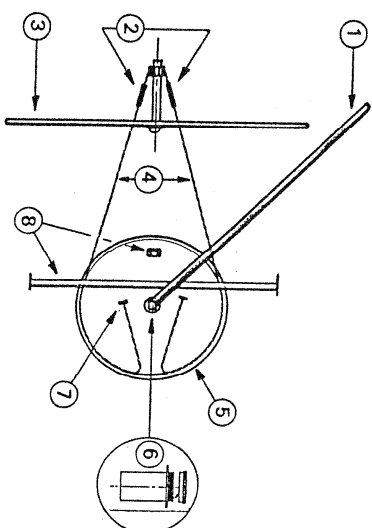
# DROP KEEL

- 1 Drop keel raising jack .
- 2 Hydraulic jack pump
- 3 Water-tightness hose connection
- 4 Drop keel housing steel cover
- 5 Raising pulley
- 6 Drop keel housing decompression pipe and valve  
(This valve must be kept open as well as that situated at the exit of the decompression pipe, in the oilskins locker [saloon portside] these valves must only be closed when a repair is to be effected to the decompression pipe)
- 7 Stainless steel cable
- 8 Stops
- 9 Drop keel
- 10 Aperture for the unblocking of the drop keel



# STEERING

- 1 Back-up tiller  
(the back-up tiller is put into the cover N°6 situated in the life-raft locker, - for this operation remove the wheel)
- 2 Transmission pulleys
- 3 Wheel
- 4 Tiller wires (Stainless steel cable)
- 5 Wheel quadrant
- 6 Tiller hub
- 7 Tiller wires adjustment
- 8 Tiller hub stop



#### BEFORE PUTTING THE BOAT INTO THE WATER

- Provide for the eventual installation of the echo-sounder and speedometer sounds if your boat is to be fitted with these devices.
- Check the engine and gear-box oil levels (as per your engine maintenance manual). The engine cooling-water drain cocks must be in the closed position.
- The seating, by means of a sealant, of all optional accessories is essential.
- Push the speedometer sound into its housing (may be damaged by lifting slings).
- On shaft-line engines, check that the anode situated at the end of the shaft is indeed in place and check the tightness of the nut as well as the lock-washer.
- All seacocks (intake and discharge) must be in the closed position (sinks, washbasins, WC, engine).
- Place mooring lines fore and aft as well as bendrers.
- Check that on lifting no sling comes into contact with any equipment (echo-sounder, speedometer, prop shaft...).
- It is worth noting that marking the position of the slings (tape on the wash-plate) on lifting saves time on later lifting operations.

#### MASTING

- Before masting, lubricate all turnbuckles using a "marine use" lubricant (allicone grease).
- Avoid masting your boat with antennae fitted.
- On masting check the blocking and position of the spreaders (always above the horizontal) and see to it that the mast base is totally supported on the mast step.
- Protect the spreader tips.
- When fitting the standing rigging, be careful not to get cables smelted in length mixed up.
- Tension the rigging making sure that the mast throat remains rectilinear.
- The optimum mast adjustment is effected during the boat's first trip under sail.
- Once the adjustment is completed, block the bottle screws for good, protect the split-pins and the bolts using sticky tape.

#### MASTING (cont'd)

- After the first few trips under sail, it is a good idea to check the adjustment as new cables may undergo slight lengthening.
- In port it is advisable to release the tension on the backstay.
- Rigging version:
- Mast makers strongly recommend the use of running backstays when these are fitted.
- The use of running backstays is favourable to the smooth progress of the boat.
- The warranty will be invalidated by incorrect use but remains valid where there is an error in manufacture.

#### ON PUTTING THE BOAT INTO THE WATER

- Check the speedometer and echo-sounder sounds are watertight.
- Open the seacocks and make sure they are watertight with the hull and with the corresponding hosepipe.
- Also check the stuffing-box for leakage (refer to paragraph "STUFFING-BOX" under heading "MECHANICS").
- BEFORE STARTING THE ENGINE:
- Open the fuel cock.
- Open the engine cooling-system cock.
- Engage the electrical circuit by means of the battery cut-out.
- Before starting the engine, disengage the gear so as to obtain the idle position (tick over).
- For engine starting procedure consult the engine maintenance manual.
- As the engine is turning over, check the cooling system is functioning correctly, then let the engine warm up for a few minutes, after which time you should put FORWARD and REVERSE into gear one after the other whilst at idle speed.
- Check that the cooling system water is coming out of the exhaust if this is not the case, stop the engine immediately and check the water system (cock, blocked filter).

#### SEACOCKS:

As a general rule it is recommended that you close "thru-hull fitting" seacocks after use.

#### LIFE-LINES:

The life-lines are tensioned between the pulpits by means of a tensioning screw/nipper.

- BEACHING:  
Have quite certain of the nature of the bottom before beaching (silty bed, rocky floor) and of the weather forecast!...

## MECHANICS

### ENGINE:

Consult the instructions supplied in the boat. It is VITAL that you read these CAREFULLY, they will give you a detailed explanation of how the engine works and of all those operations which will permit correct use and thus keep it in good running order.

### ANODE:

From time to time check the corrosion of the anode situated at the end of the prop shaft and change it if necessary. It is advisable to add an anode to the shaft between the P-bracket and the hull approximately 10cm (4") ahead of the P-bracket (belonging to a folding prop).

### PROPELLER:

The propeller supplied as standard with your boat is the result of exhaustive tests carried out by Jeannette in close collaboration with the engine manufacturer.

DO NOT CHANGE THE PROPELLER WITHOUT FIRST CONSULTING A SPECIALIST

### FUEL FILTER:

#### To clean the fuel filter:

- completely unscrew the lower screw on the bowl;
- remove;
- empty and clean the bowl;
- change the filter (if necessary);
- reassemble the unit.

TO BLEED, unscrew the screw provided for this purpose.

### STUFFING-BOX:

As the shaft turns, water should drip from the stuffing-box approximately once every five to ten seconds and there should be practically no drip when the shaft is stopped (slight seepage can be allowed).

#### To adjust:

- tighten or loosen the two adjuster-nuts;
- make sure the tightening flange remains parallel to the body of the stuffing-box;
- from time to time check the condition of the hose connection.

BEWARE! Never overtighten the stuffing-box as this will very rapidly deteriorate the packing inside.

AT THE END OF THE SEASON, take the tightening flange completely out and check the condition of the packing. If the latter is very dry or if the flange comes up against the body of the stuffing-box, change it or top it up.

BEWARE! This should only be carried out when the boat is OUT OF THE WATER.

## MECHANICS (cont'd)

### STUFFING-BOX, turning-gasket model (ERCEN):

- IMPORTANT SAFETY NOTE: The gland must be checked without fail once a year by an approved specialist.
- Do not forget, following the fitting of the ERCEN gasket, to let water penetrate the interior of the gland by slightly drawing it.

### ENGINE OPERATION:

BEWARE! Never cut the electrical circuit while the engine is running, such action would cause immediate and irreparable damage to the charging equipment.

If your boat is fitted with a diesel engine with a stop-pull knob, it is essential to use this before cutting the circuit with the ignition-key.

Warning: Do not wait for the fuel level to drop to near empty before filling up; this may cause the fuel system to fail.

Precaution: It is important to operate the bilge blower before starting up the engine, so as to evacuate any build up of fuel vapour.

### Throttle/gear lever controls:

#### To release the gear mechanism:

- put the lever into neutral and press the red button.
- in this position only the throttle is operational.

### Engine compartment fire:

Half-way down the companionway steps (on the engine compartment cover) is a hole into which the nozzle of a fire extinguisher can be introduced in the case of fire in the engine compartment.

### Exhaust:

Make a yearly inspection of the exhaust system and replace if necessary.

### Fuel system:

From time to time check the seals and hose connections of the fuel system.

### STEERING WHEEL:

Make a regular check of the tension of the steering wires.

### MANUFACTURER'S IDENTIFICATION PLATE:

The boatbuilder's ID plate is affixed to the boat and must include the following information:

- Year of manufacture
- Boat type
- Navigation class
- Serial number
- Maximum power
- Maximum number of persons allowed aboard
- French Merchant Marine Approval Number

## INTERIOR FITTINGS

### WC:

When not in service it is advisable to close the cocks.

### Instructions for use:

Make sure that the supply and discharge cocks (inflow/outflow) are open.

To empty bowl, put the pump handle into the "horizontal" position (FLUSH) and work the pump.  
To pump dry the bowl, put this handle back to the "vertical" position (DRY) and work the pump.

Shut cocks after each use and above all remember to do this when there is no-one aboard.

When the boat is to be put up for the winter, remove the drain plug situated in the base and work the pump having put the handle into the "horizontal" position.

It is recommended if sea-water has been used to rinse out the WC using fresh water by working the flush vigorously to ensure good working order for the season to follow.  
DO NOT USE EITHER ANTI-FREEZE NOR CHEMICAL PRODUCTS

### CUSHIONS AND MATTRESSES:

Take advantage of any fine weather to air the settee seating and backrest cushions as well as the mattresses.

### GALLEY / HEAD:

If your boat is fitted with fibreglass sanitary fittings, these can be cleaned with a sponge soaked in water and liquid soap.

Scouring powders or abrasive brushes and sponges should not be used.

### ELECTRICAL CIRCUIT:

Do not place any electronic instruments or indicators (repeater compass) less than 1m50 (4'11") from the radio equipment's speakers.

### Batteries:

- Check the water level (except for sealed batteries) and top up if need be with distilled water.
- Keep the battery terminals clean and well-maintained.
- Spray the connections with an insulating product so as to protect them from humidity.

### GAS SYSTEM:

- Should the gas-bottle be disconnected, screw the cap back onto the thread of the regulator to prevent any corrosion.
- Replace the hosepipe at the given expiry date.

### WATER-TANKS:

The water tanks can be sterilized by dropping in chlorine tablets (available from chemists and pharmacies).

In extended non-use, purify tanks and hoses (acetic acid, white vinegar).

Inspection traps are fitted into the stainless steel tanks and thus permit the cleaning of the inside.

## MAINTENANCE AND OUT-OF-SEASON STORAGE

### MAINTENANCE

Moving and mechanical parts must be greased on a regular basis:

- Engine-stop pull-knob, sliding bolts, hinges, locks.
- Gear-box control-lever box

This greasing is to be effected using products specially intended for use in the marine environment (White Teflon grease).

Strip down and clean fuel separator from time to time.

For the mechanics, refer to the maker's handbook and consult your approved brand dealer or stockist.

### MAINTENANCE OF STAINLESS STEEL AND BRASS:

To be maintained on a regular basis.

Bubb up stainless steel and brass articles using a suitable product ("Mikro" in France) should these show signs of surface oxidation.

Raise deck-mounted stainless steel fittings with fresh water at the end of each season.

### WINCHES:

The maintenance of winches must be carried out regularly. Here are a few hints which should allow you to keep your winches in good working order:

- 1 or 3 times a season dismantle the drums, clean and grease - at the end of the season, totally strip down, clean with petrol and then grease.

We recommend the use of a white grease with Teflon.

This grease is peculiar in that it reduces friction and helps combat corrosion. It also has the advantage of being non-melting, non-toxic and bio-degradable.

### SAILS:

- Avoid letting the sails beat for too long when drying out;
  - The initial tips should be effected in medium wind so as to allow the cloth to settle into place.
  - Effect an end-of-season fresh-water rinse.
- So as to avoid damage to the sails and sheets, do not hesitate to "bandage up" (by means of adhesive tape) any part which might cause a tear or damage (split-pins, bolts, pins, bottle screws etc...)

### RIGGING:

Make an occasional check of the tension of the rigging as well as a check of the blocking of the lock-nuts and shackle split-pins.

## MAINTENANCE AND OUT-OF-SEASON STORAGE (cont'd)

### HULL:

A frequent cleaning of hull and deck should be observed using (non-abrasive) cleaning agents (such as "Mira" in France) and fresh water.

Should yellow staining appear, this can be removed easily with a cleaner your dealer should be able to supply (such as "Super Teash" in France). BE CAREFUL TO RINSE WELL using water and a brush (a maximum of ten minutes after the application of the product).

For the hull a yearly antifouling will avoid the zone and time consuming hull cleaning (rub hull down lightly before application). While on this subject, a necessary reminder: any rubbing down of the hull or priming before antifouling attacks your gel-coat and undermines its reliability. We thus advise a very light rub-down.

The gel-coat (textured finish to GRP) can be relied on to keep its appearance.

Against difficult staining on the waterline, muriatic acid can be used. After allowing the acid to work for ten minutes rinse off thoroughly.

Polishing pastes can keep your boat looking as new.

For repairs, refer to attached notes.

Should an immediate and lasting problem arise, we advise you consult your dealer or the JEANNEAU company directly.

Avoid using a high-pressure water cleaner above 40°, maximum pressure.

### OUT-OF-SEASON STORAGE

For an extended out-of-season storage, particular care must be taken of the entire boat:

- Rinse with fresh water.

- Oil and grease all metal parts.

If the boat is to remain afloat, close all scuppers and protect all those parts which might rub or scrape...

Raise the speedometer board.

If the boat is fitted with a stuffing-box, it is as well to slightly tighten it so as to render it perfectly watertight; do not fail to readjust it before the next trip out.

Drain water systems (beware of freezing!).

Should you be leaving your boat over a period of several months the best procedure is to block off all air intake and to install a dehumidifier in the saloon whilst leaving cabin, hanging and other locker, ice-box and other doors open. It is also a good idea to stand all mattresses and cushions on their sides.

## CARE OF FIBREGLASS

So that you may keep your boat looking as good as new, we have made available JEANNEAU factory constituents (genuine parts and products, gel-coat of various colours) to be ordered from your stockist.

### INSTRUCTIONS FOR USE

#### PRECAUTIONS TO OBSERVE:

For correct operation two essential factors: dry conditions, temperature between 15°C and 25°C (59°F and 77°F).

#### PROPORTIONS:

Our products are preactivated. You have just to add the catalyst (colourless liquid).

The usual proportion is two parts in one hundred (2%).

The pot-life (the time the product remains malleable) is approximately half an hour; hardening being complete after ten hours or so.

#### PROCEDURE:

To fill a dent or a scratch, clean over the surface with acetone; if necessary rubbing down beforehand.

Prepare the necessary amount of gel-coat, preferably on a pane of glass.

To apply, use a spatula or sharp instrument.

Apply a liberal coat with a view to rubbing down with a wet "n" dry abrasive and to polishing to obtain a shiny surface.

For minor retouching to smooth surfaces, simply apply a strip of sticky tape (or better still Mylar) to the fresh gel-coat, then remove it after hardening (to obtain a shiny finish, rub down finely and buff up).

#### STORAGE:

So that they will keep, you should keep the constituents in a cool, dry place away from light.

Polyesters are inflammable and the necessary precautions should be taken.

**BEWARE!** The catalyst is a dangerous product. Keep out of the reach of children. Keep clear of skin and mucous areas. In the case of contact, wash thoroughly in soapy water and rinse well.

#### CLEANING:

Use acetone to clean all tools and so on.

EVER AT YOUR SERVICE

S.A. JEANNEAU

It is stipulated that this document is not contractual and that the information given herein is given merely as guidance; we reserve the right to modify the specifications of boats without prior notice and without the obligation of keeping this notice up-to-date. E60E

OWNER SERVICE RECORD