

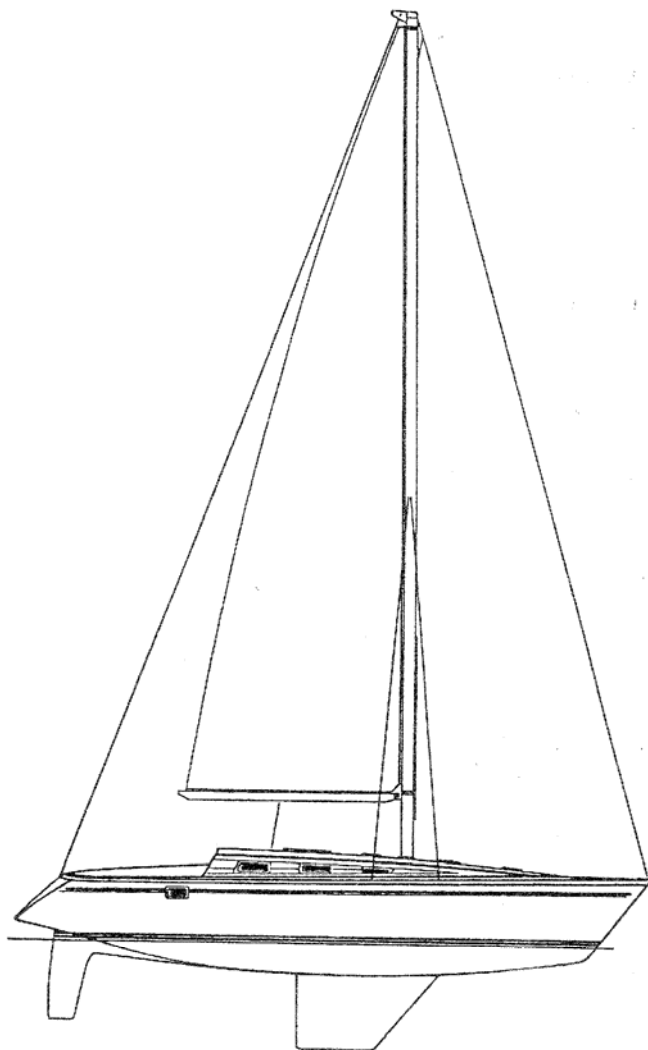
notice d'entretien
instructions and maintenance manual

SUN-LEGENDE 41

ENGLISH VERSION

 **Jeanneal**

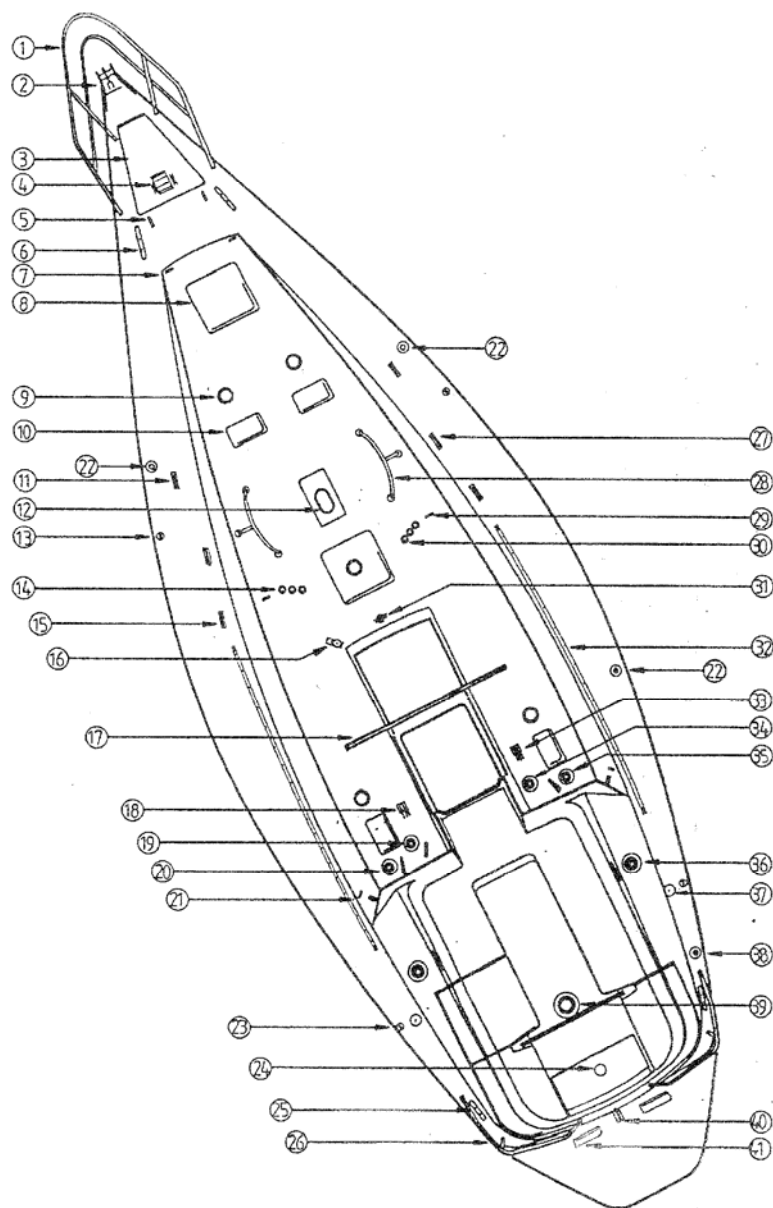
BP 83 85503 Les Herbiers Cedex France Tél 51.91.06.10 Télex Batoja 71138



SUN LEGENDE 41

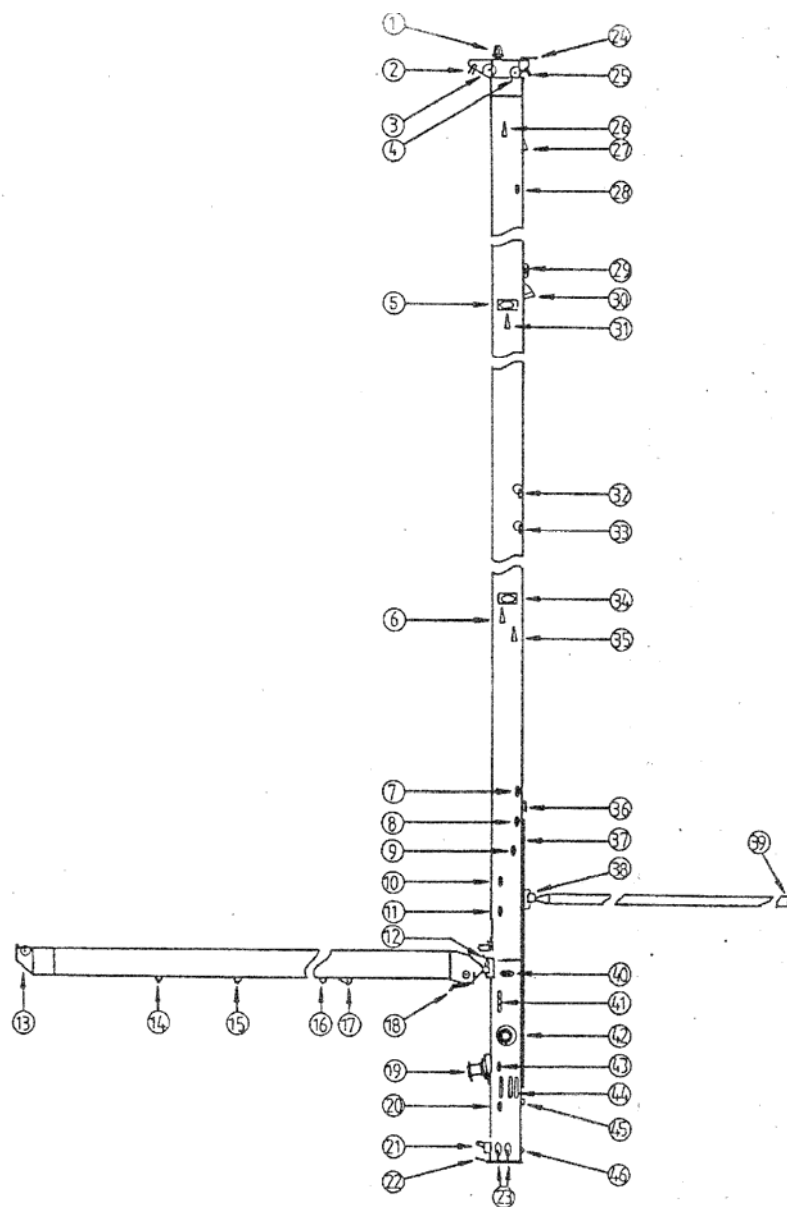
GENERAL SPECIFICATIONS

Length over all L.O.A.	: 12m45 (40'10")
Hull length L.H.	: 12m25 (40'2½")
Length on Waterline L.W.L.	: 9m98 (32'9")
Maximum Beam	: 3m94 (12'11")
F/K draught	: 1m95 (6'4½")
L/K draught	: 1m47/2m18 (4'1½"/7'2")
F/K displacement	: 7300 kg (16094 lbs)
L/K displacement	: 7360 kg (16226 lbs)
French Merchant Marine Homologation no.:	2559
Sailing class	: 1
Authorized no. of persons	: 8/10/12 (charter); 7/10/12 (owner's)
Tonnage	: 14.23 register tons



FITTINGS

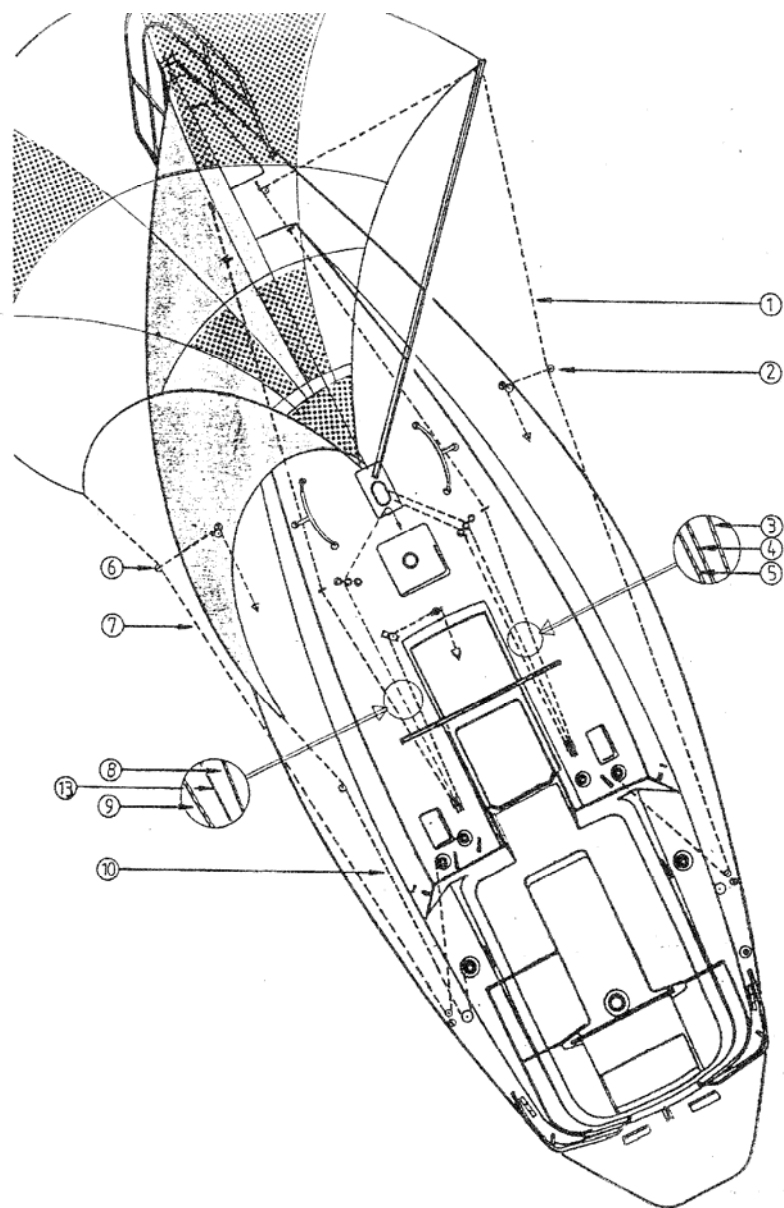
- 1 Forward pulpit
- 2 Stemhead fitting with bow-rollers, chain stop, stay bails, genoa tack chainplates
- 3 Chain locker
- 4 Mechanical windlass (electric as optional extra)
- 5 Spinnaker pole downhaul chainplate
- 6 Mooring cleat
- 7 Spinnaker pole downhaul return eyelet
- 8 Forward cabin deck hatch
- 9 Forward washroom (head) ventilator
- 10 Forward washroom (head) deck hatch
- 11 Forward lower shroud chainplate
- 12 Mast step
- 13 Spinnaker barber hauler chainplate
- 14 Downhaul return triple cheekblocks and optional extras
- 15 Aft lower shroud chainplate
- 16 Mainsheet return cheekblock
- 17 Mainsheet track
- 18 Triple jammer for spinnaker pole downhaul, mainsail downhaul and mainsheet
- 19 Mainsheet and downhaul winch
- 20 Spinnaker sheet winch (option)
- 21 Jib traveller slide-block and eyelet
- 22 Water deck filler cover
- 23 Spinnaker sheet return block chainplate
- 24 Cover to emergency back-up tiller stowage
- 25 Aft mooring cleat
- 26 Aft pulpit with integral fairlead
- 27 Upper and intermediate shroud chainplate
- 28 Mast pulpit
- 29 Spinnaker pole downhaul return eyelet
- 30 Spinnaker halyard and topping lift return cheek block
- 31 Mainsheet return sprung-block
- 32 Jib sheet track
- 33 Triple jammer for spinnaker downhaul, topping lift and halyard
- 34 Spinnaker winch (downhaul, topping lift, halyard)
- 35 Spinnaker sheet winch
- 36 Jib sheet winch
- 37 Genoa sheet return block
- 38 Water tank deck filler cover
- 39 Wheel
- 40 Backstay chainplate
- 41 Engine ventilation



MAINMAST FITTINGS

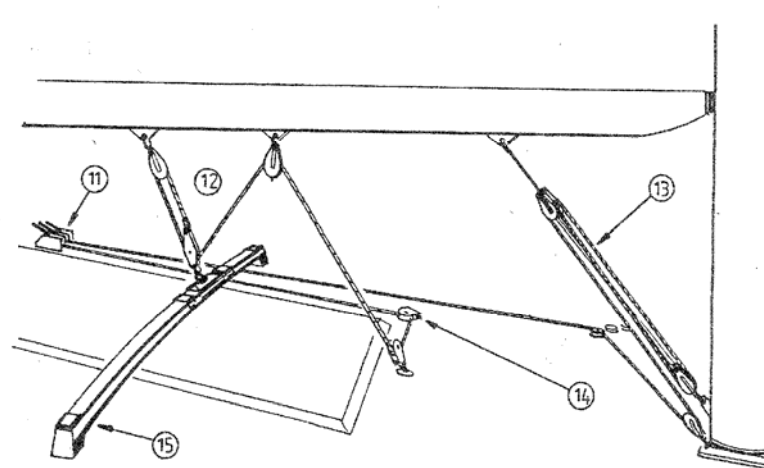
Standard version

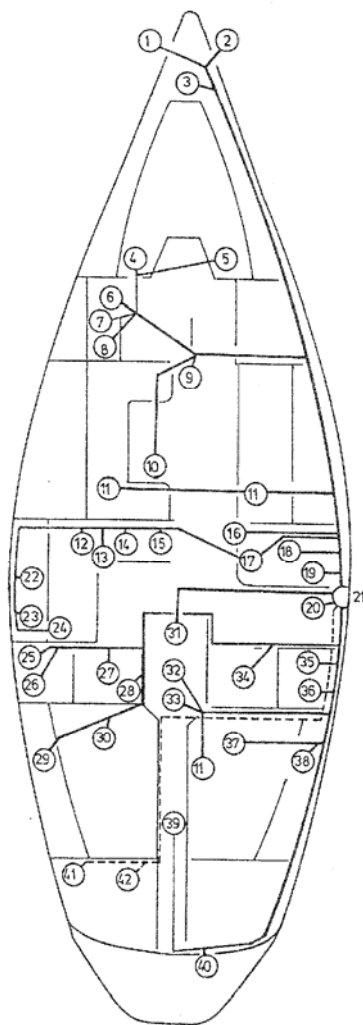
- 1 Masthead light
- 2 Backstay tang
- 3 Mainsail sheaves
- 4 Jib sheaves
- 5 Spreader (L=850mm)
- 6 Aft lower shroud tang
- 7 Jib exit no.2 (portside)
- 8 Spinnaker exit
- 9 Jib exit no.1
- 10 Mainsail exit (portside)
- 11 Mainsail topping lift exit
- 12 Boom head 4 sheaves 4 cams
- 13 Boom head 4 sheaves
- 14 Extra mainsheet eye
- 15 Mainsheet eye
- 16 Mainsheet eye
- 17 Boom downhaul fitting
- 18 Clew and reefing point cams
- 19 Reefing point winch
- 20 Spinnaker pole topping lift no.2 exit (portside)
- 21 Downhaul toggle
- 22 Mast foot with stainless steel downhaul bridle
- 23 Mast foot blocks
- 24 Double spinnaker fittings
- 25 Forestay tang
- 26 Upper shroud tang
- 27 Forestay fitting (releasable)
- 28 Spinnaker exit
- 29 Steaming light
- 30 Deck floodlight
- 31 Intermediate tang
- 32 Spinnaker pole topping lift exit no.1
- 33 Spinnaker pole topping lift exit no.2 (portside)
- 34 Spreader (L=1250mm)
- 35 Forward lower shroud tang
- 36 Spinnaker pole track slide-block
- 37 Spinnaker pole track
- 38 Spinnaker pole track-slide
- 39 Boom head with bell fitting
- 40 Jockey pole ring (port and starboard)
- 41 Mainsail topping lift cleat
- 42 Halyard winch (port and starboard)
- 43 Spinnaker pole topping lift exit no.1
- 44 Halyard cleats (port and starboard)
- 45 Spinnaker pole track-slide eyelet
- 46 Electrical wiring outlet with pull-thru for passage of wires



SHEET AND HALYARD PLAN

- 1 Spinnaker arm
- 2 Spinnaker arm barber hauler
- 3 Spinnaker pole downhaul (starboard)
- 4 Spinnaker topping lift
- 5 Spinnaker halyard
- 6 Spinnaker sheet barber hauler
- 7 Spinnaker sheet
- 8 Mainsheet return
- 9 Spinnaker pole downhaul (port)
- 10 Jib sheet
- 11 Jam cleats for main sheet and mainsail downhaul
- 12 Mainsheet tackle
- 13 Boom downhaul (and return) tackle
- 14 Mainsheet return cheekblock
- 15 Mainsheet track with traveller and stops





ELECTRICS PANEL

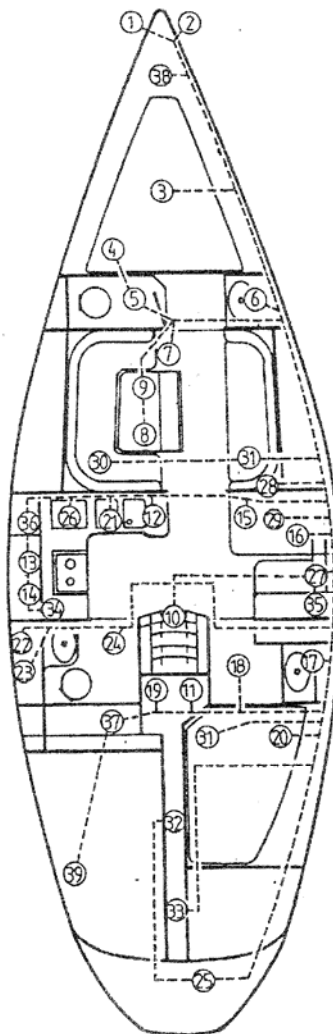
ILAM VERSION

KEY	DESCRIPTION	Nº Fuse	WIRE
1	Bow light portside	1	2x1.5 leac
2	Bow light starboard	1	2x1.5 leac
3	Electric windlass	100A fuse	
4	Forward cabin dome ceiling light	A	Brown
5	Forward cabin spotlight	A	Brown
6	Forward washroom/head dome ceiling light	A	Brown
7	Forward washroom/head 12-volt power socket	A	Brown
8	Forward washroom/head striplight	A	Brown
9	Steaming light	5	Orange
	Anchor light	2	Violet
	Deck floodlight	3	White
10	Saloon striplight	8	Grey
11	"Water" tank gauges		
12	Icebox overlight	B	2x1.5 leac
13	Refrigeration unit	J	Red 4mm
14	Water pressure pump unit	6	3x2.5 leac
15	Galley dome ceiling light	C	White
16	Saloon main lighting switch	B	Grey
17	Chart table dome ceiling light	C	White
18	Fuel tank gauge		
19	Chart reading light	C	Strap-brai
20	Cassette-tape player	9	
21	Electrics panel general		
22	Galley striplight	C	White
23	Galley 12-volt power socket	C	White
24	Galley fan	B	2x1.5 leac
25	12-volt power socket (aft portside)	D	Violet
26	Over washbasin dome ceiling light (aft portside)	D	Violet
27	Over shower basin dome ceiling light (aft portside)	D	Violet
28	Speedo cable run (ready under ceiling)	H	2x1.5 leac
29	Portside aft cabin spotlight	E	Grey
30	Portside aft cabin dome ceiling light	E	Grey
31	Mains supply and electric cut-outs		
32	Engine bilge overlight	D	Blue
33	Electric bilge pump	4	2x1.5 leac
34	Over shower basin dome ceiling light (aft starboard)	D	Blue
35	12-volt power socket (aft starboard)	D	Blue
36	Over washbasin dome ceiling light (aft starboard)	D	Blue
37	Starboard aft cabin dome ceiling light	E	
38	Starboard aft cabin spotlight	E	
39	Compass illumination	1	2x1.5 leac
40	Stern light	1	2x1.5 leac
41	Quayside socket 220-volt (or 110-volt) as option		Circuit-breaker c
42	Water heater 220-volt (or 110-volt) as option		main panel

1ST MODEL

ELECTRICS PANEL

OWNER'S VERSION



KEY	DESCRIPTION	FUSE	COLOUR +KEY	N° of Cable run
1	Bow light (portside)	1	N°1 brown	16
2	Bow light (starboard)	1	N°1 brown	17
3	Forward cabin dome ceiling light	B	B brown	2
4	Forward cabin spotlight	B	B brown	2
5	Forward WC dome ceiling light	B	B brown	2
6	Forward washroom (head) striplight	B	B brown	2
7	Steaming light	5	N°5 orange	4
7	Anchor light	2	N°2 violet	4
7	Deck floodlight	3	N°3 white	4
8	Recessed striplight in saloon	C	C grey	3
9	Recessed striplight in saloon	C	C grey	3
10	Supply to electrics panel Circuit-breakers under companionway			8
11	Engine bilge pump	4	N°4 brown	14
12	Galley dome ceiling light	A	A white	1
13	Galley striplight	A	A white	1
14	Power socket	A	A white	1
15	Chart table dome ceiling light	A	A white	1
16	Chart reading light	F	N°14 brown	22
17	Aft cabin striplight	E	N°13 blue	6
18	Aft cabin dome ceiling light	E	N°13 blue	6
19	Engine compartment dome ceiling light	E	N°13 blue	6
20	Aft cabin spotlight	E	N°13 blue	6
21	Generating unit - water	6	N°6 brown	21
22	Aft washroom (head) striplight	D	D violet	5
23	Power socket	D	D violet	5
24	Aft washroom (head) dome ceiling light	D	N°12 violet	5
25	Stern light	1	N°1 brown	17
26	Icebox dome ceiling light	F	N°14 brown	13
27	Electrics panel			
28	Saloon main switch	C	N°11 grey	13
29	Fuel gauge		Brown	
30	Water gauge (tank forward to port)		Red-blue	9
31	Water gauge (tanks fore and aft to starboard)		WhiteViolet	10
32	Compass illumination		Orange	
33	Engine control panel	1	N°1 brown	20
34	Galley ventilation			
35	Cassette player and speakers	8	N°7 brown	12
36	Fridge gen. set	9	N°9	
37	Water heater	J	J red	
38	Electric windlass			
39	Quayside socket 220V			

1ST MODEL

1ST MODEL

Outlet 1
Outlet 2
Outlet 3
Outlet 4
Outlet 5
Water unit 1
Water unit 2
Exterior Fan
Radio
12 V.
Pump

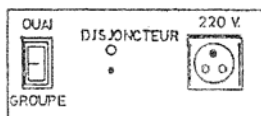
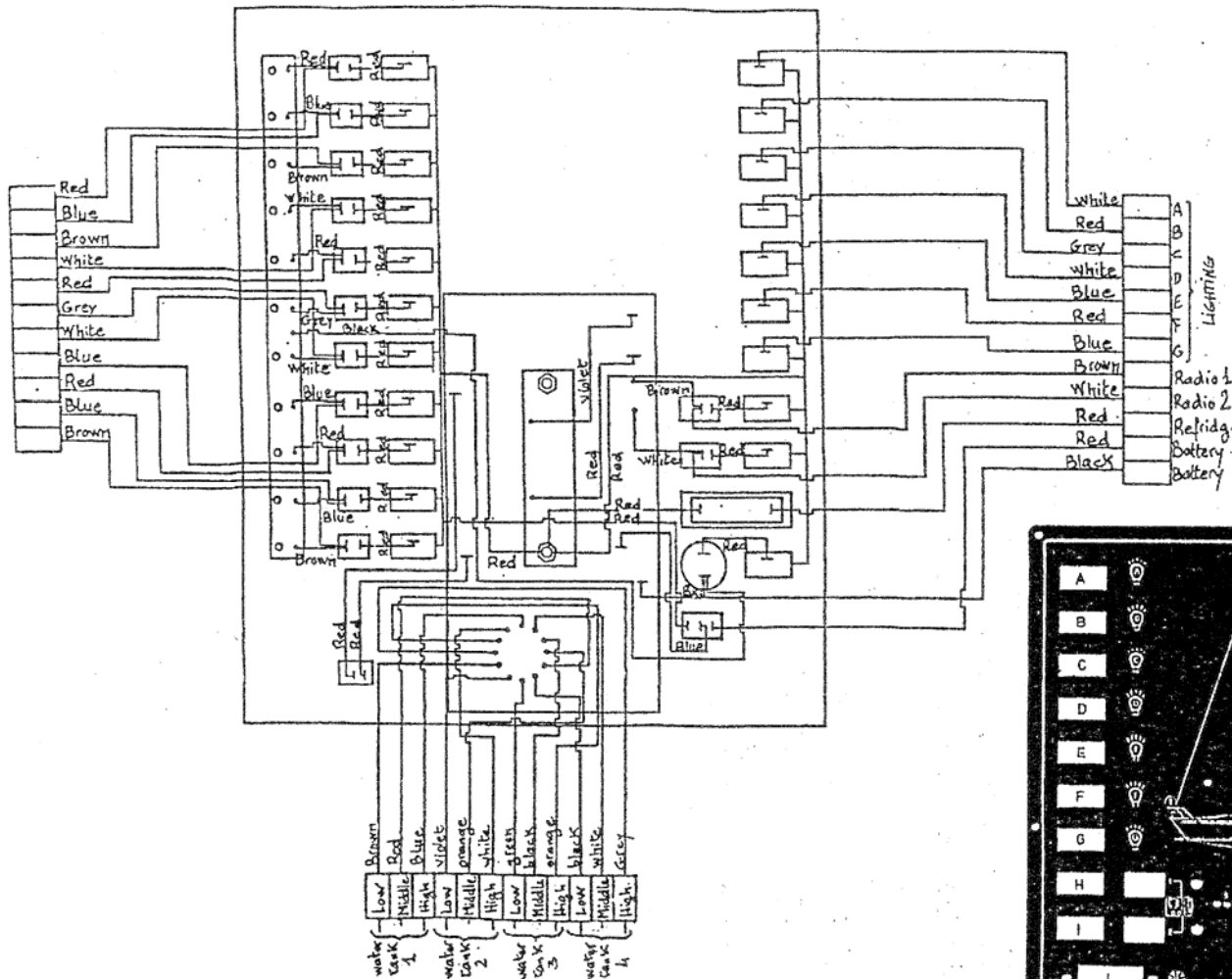
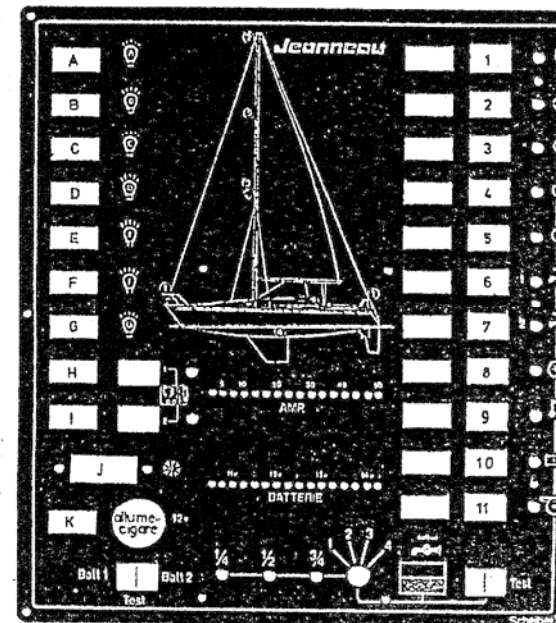
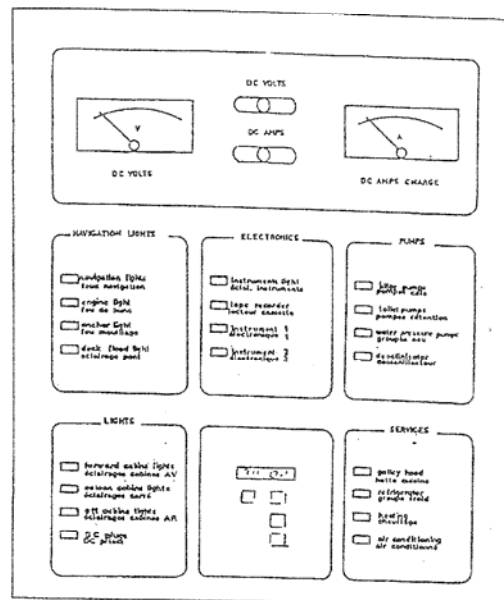


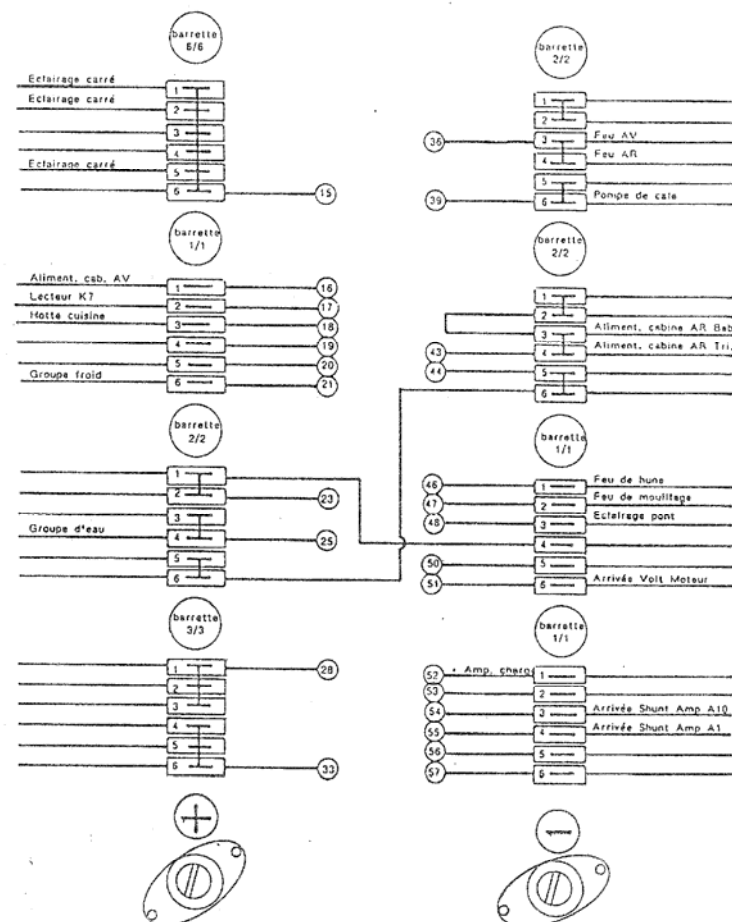
TABLEAU 220 volts

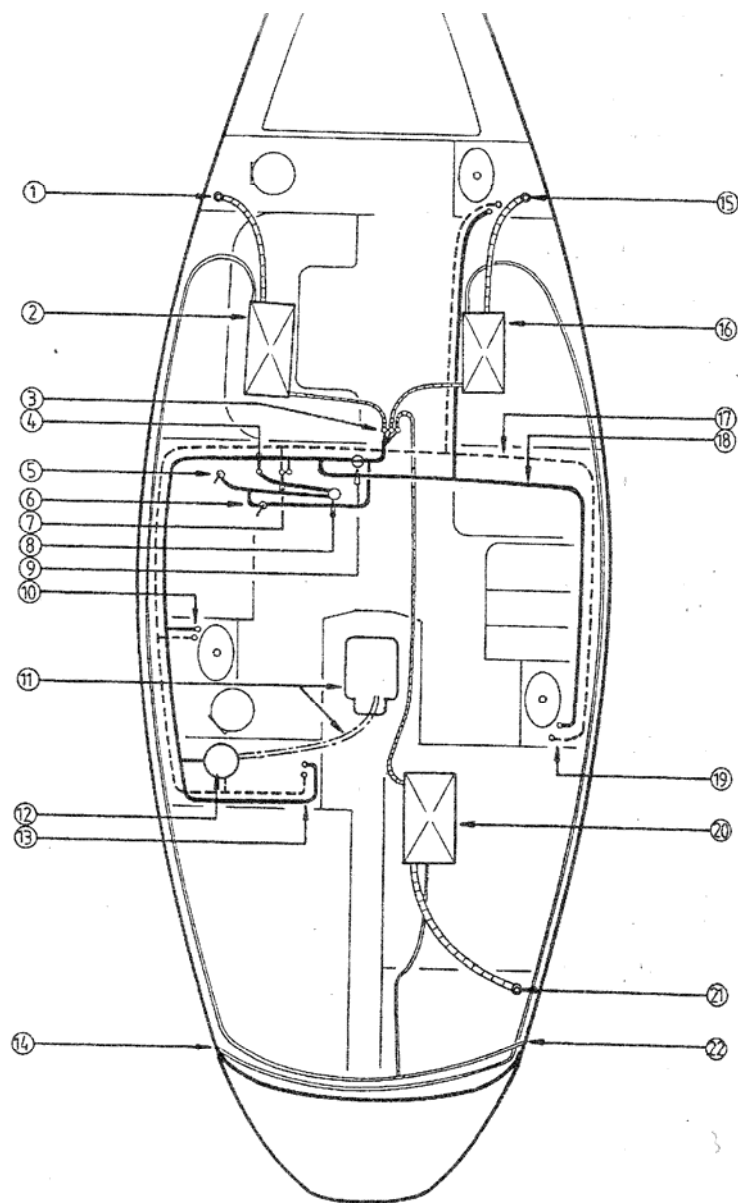
TABLEAU 12 Volts





3RD MODEL





WATER SYSTEM

OWNER'S VERSION

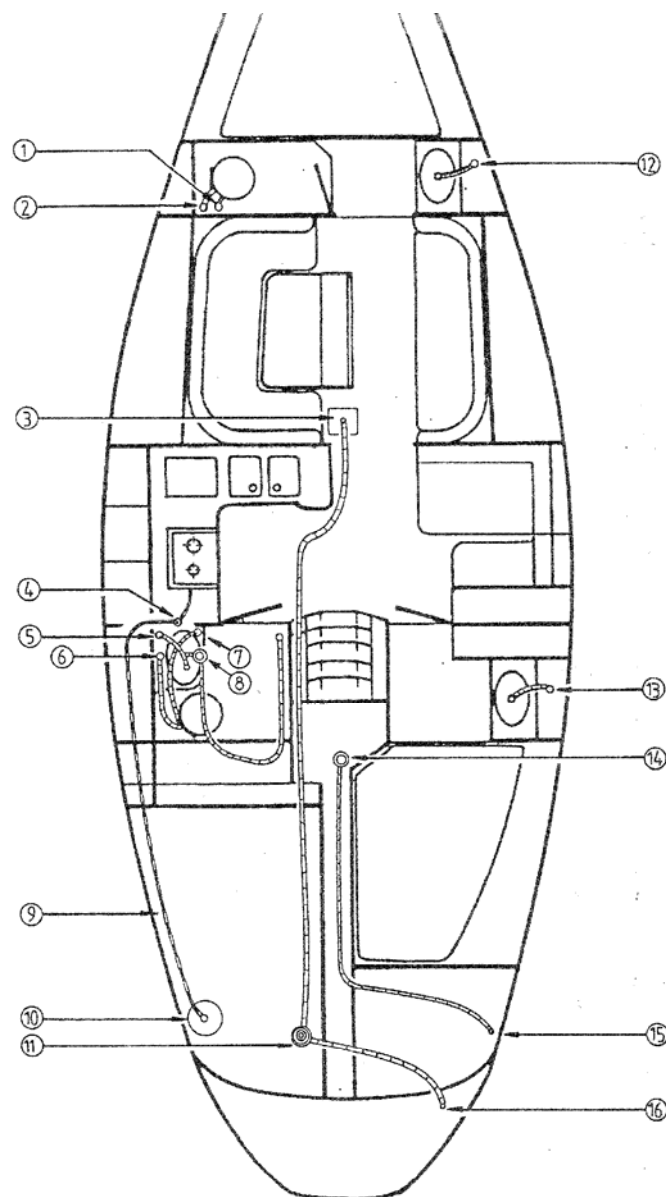
GENERAL PRINCIPLE OF DISTRIBUTION

- 1 Forward water tank portside deck filler cover
- 2 Forward water tank portside (104 l/22.87 imp.galls/27.47 US gall
- 3 Tank distribution cocks
- 4 Tap supplied with fresh and sea water by footpump
(beware of polluted water in the case of sea-water supply)
- 5 Seawater intake cock to sink supply
- 6 Sink supply cock for fresh-water by foot pump
- 7 Hot and cold fresh water taps (supply by pressurised water unit)
- 8 Foot pump supply of fresh and seawater to sink
- 9 (Electric) Generating unit for pressurised water
- 10 Washroom (head) washbasin hot and cold water taps
- 11 Engine and circuit exchangers for water heater
(the water heater as an optional extra can be heated by the
engine circuit or electrically via 220V quayside power socket)
- 12 Water heater (optional extra)
- 13 Hot and cold water taps to shower in washroom
- 14 Starboard water tanks breather
- 15 Forward water tank starboard side deck filler cover
- 16 Forward water tank starboard side (104 l/22.87 imp.galls/27.47US
- 17 Hot water supply pipe
- 18 Cold water supply pipe
- 19 Aft cabin hot and cold water taps
- 20 Aft water tank starboard side (143 l/31.45 imp.galls/37.78 US ga
- 21 Aft water tank starboard side deck fill cover
- 22 Forward water tank portside breather

OWNER'S VERSION

WATER SYSTEM

DRAINAGE

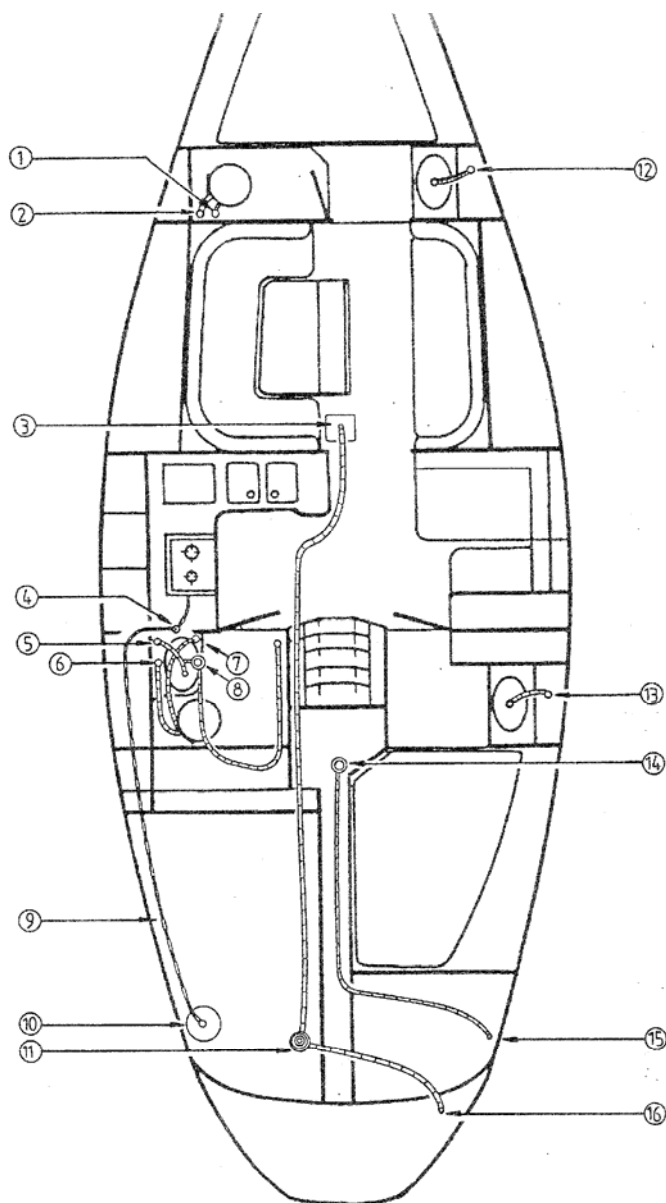


- 1 WC drainage cock (forward cabin)
- 2 Seawater intake cock for WC flush (forward cabin)
- 3 Bilge drainage well (manual pump from cockpit)
- 4 Gas system shut-off cock (access beneath washroom washbasin)
- 5 Washbasin drainage cock
- 6 WC discharge cock
- 7 Seawater intake cock for WC flush
- 8 Manual pump to shower basin
- 9 Gas system
- 10 Stowage for gas bottle
- 11 Bilge pumping by manual pump from cockpit
- 12 Washbasin drainage cock (forward cabin)
- 13 Washbasin drainage cock (aft cabin)
- 14 Electric bilge pump
- 15 Electric bilge pump outlet
- 16 Cockpit pump outlet

OWNER'S VERSION

WATER SYSTEM

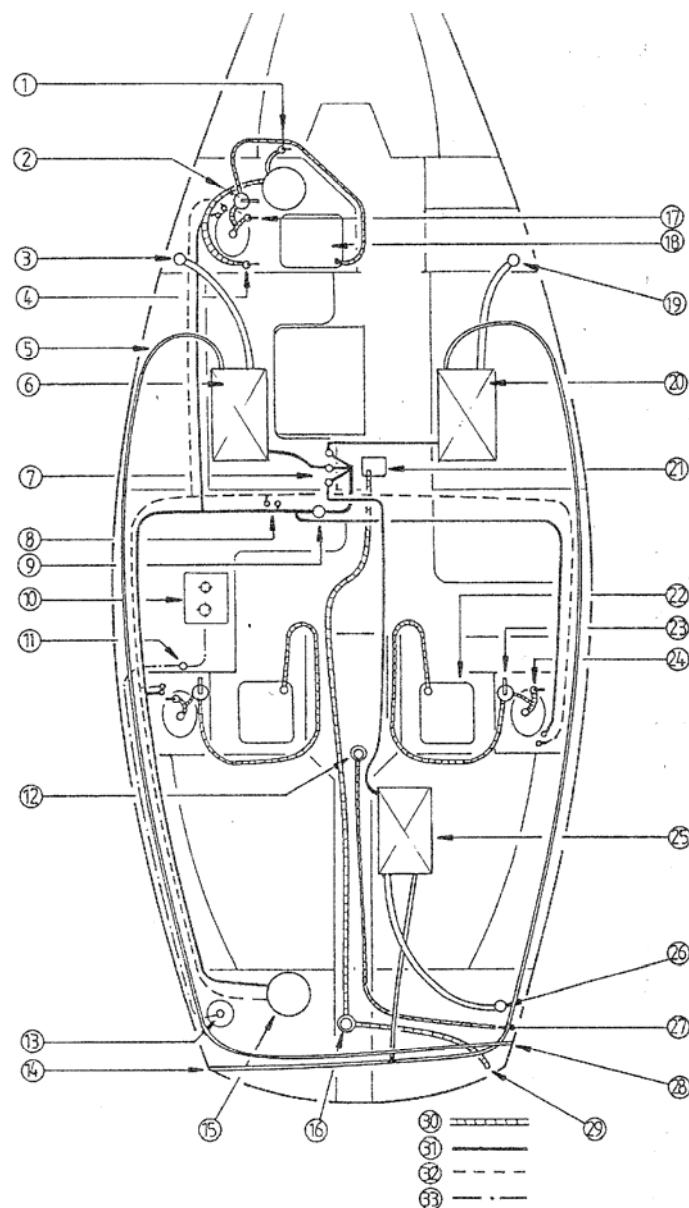
DRAINAGE



- 1 WC drainage cock (forward cabin)
- 2 Seawater intake cock for WC flush (forward cabin)
- 3 Bilge drainage well (manual pump from cockpit)
- 4 Gas system shut-off cock (access beneath washroom washbasin)
- 5 Washbasin drainage cock
- 6 WC discharge cock
- 7 Seawater intake cock for WC flush
- 8 Manual pump to shower basin
- 9 Gas system
- 10 Stowage for gas bottle
- 11 Bilge pumping by manual pump from cockpit
- 12 Washbasin drainage cock (forward cabin)
- 13 Washbasin drainage cock (aft cabin)
- 14 Electric bilge pump
- 15 Electric bilge pump outlet
- 16 Cockpit pump outlet

TEAM VERSION

WATER SYSTEM



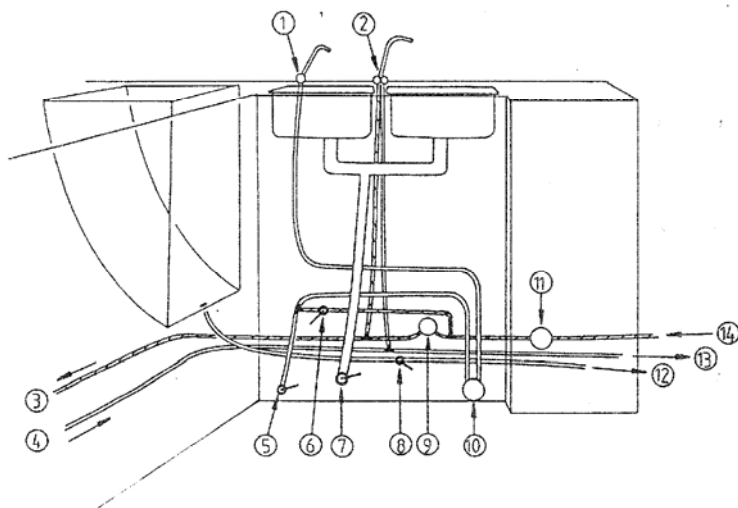
- 1 Sea-water intake cock for WC flush
- 2 Shower basin drainage pump (under wasbasin)
- 3 Portside water tank deck filler cover
- 4 WC drainage cock
- 5 Portside water tank breather pipe
- 6 Portside water tank (104 litres/22.87imp.galls/27.47 US galls)
- 7 Distribution and levelling cocks of the water system's tanks
- 8 Sink taps/faucets (refer to "Water system - Galley")
- 9 Water pressure pump unit (refer to "Water system - Galley")
- 10 Gas cooker with oven
- 11 Gas System shut-off cock (access beneath washroom/head washbasin)
- 12 Electric bilge pump
- 13 Gas reserve
- 14 Starboard water tanks breather outlet
- 15 Water-heater (option) (refer to "Water-heater" system)
- 16 Manual bilge pump in cockpit with non-return valve in bilge-well
- 17 Shower basin and washbasin drainage cock
- 18 Forward washroom/head shower basin
- 19 Starboard forward tank deck filler cover
- 20 Starboard forward water tank (104 l/22.87imp.galls/27.47 US gall)
- 21 Bilge bottom and icebox water drainage well
- 22 Starboard aft shower basin (ditto for portside)
- 23 Starboard aft shower basin pump (ditto for portside)
- 24 Shower basin and washbasin drainage pump
- 25 Starboard aft water tank (143 l/31.45imp.galls/37.78 US galls)
- 26 Starboard aft water tank deck filler cover
- 27 Electric bilge pump outlet
- 28 Portside forward water tank breather outlet
- 29 Cockpit manual bilge pump outlet
- 30 Water drainage systems
- 31 Cold water systems
- 32 Hot water systems
- 33 Gas system

WATER SYSTEM

GALLEY

- 1 Tap supply by foot pump (fresh and sea water)
- 2 Hot and cold water mixer tap
- 3 Washroom cold water supply
- 4 Hot water system
- 5 Galley sink seawater intake cock
- 6 Cock to fresh water supply by foot pump
- 7 Galley waste water drainage cock
- 8 Icebox drainage cock
- 9 Expansion chamber
- 10 Foot pump
- 11 Pressurised water unit
- 12 Icebox drainage (to bilge well)
- 13 Aft cabin washbasin hot water supply
- 14 Fresh water systems general supply

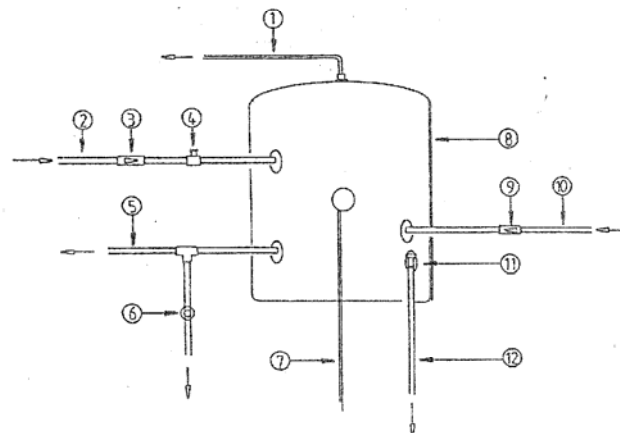
To use the foot pump for the fresh water system, close cock 5 and open cock 6 (in the case of a pressure pump breakdown)

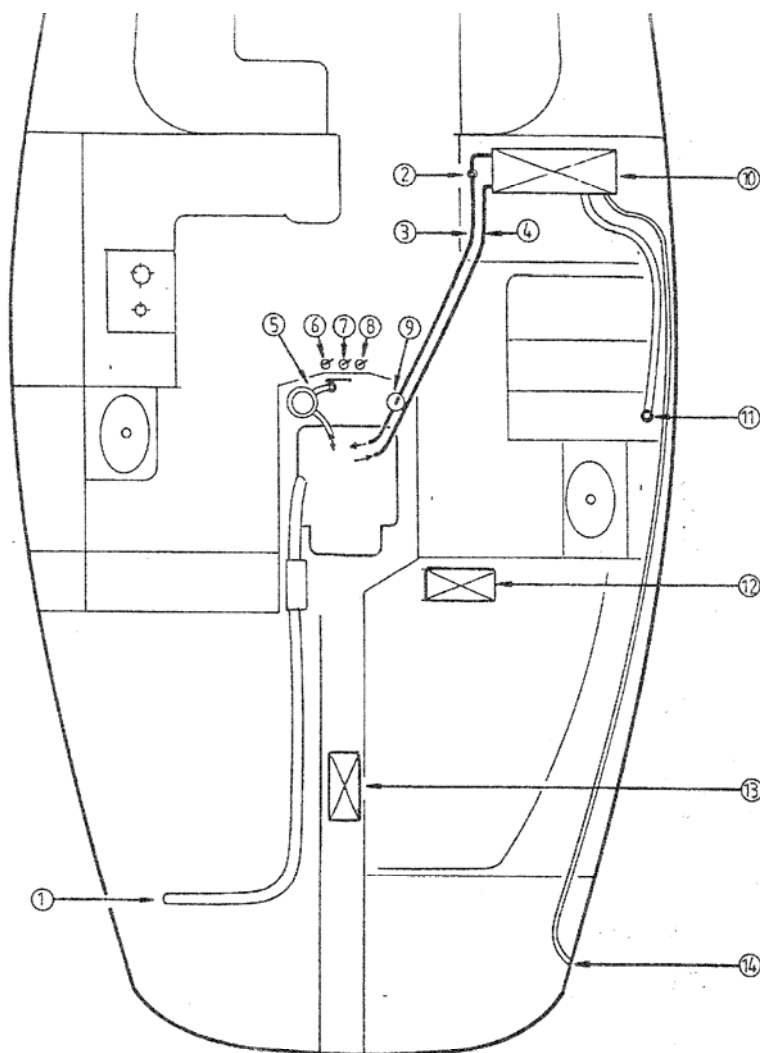


WATER-HEATER

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 electrics 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



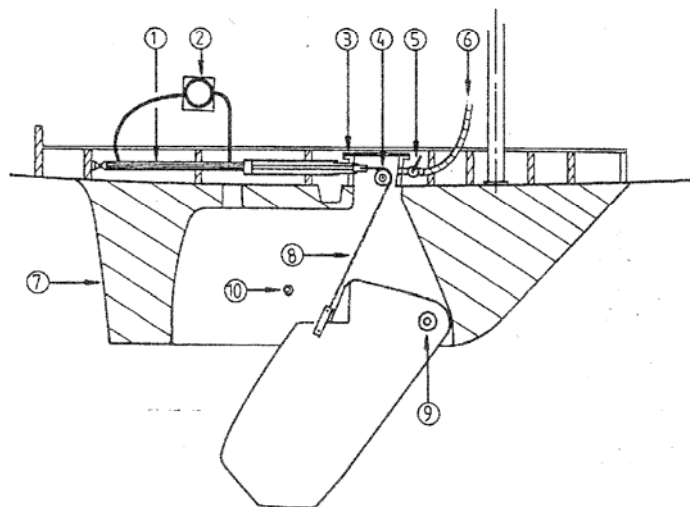


ENGINE SYSTEM

- 1 Engine exhaust outlet
- 2 Fuel shut-off cock
- 3 Fuel supply pipe
- 4 Fuel return pipe
- 5 Engine cooling system (filter water intake)
- 6 Battery circuit-breaker (engine electrical circuit)
- 7 Battery circuit-breaker (earth circuit)
- 8 Battery circuit-breaker (inboard electrical circuit)
- 9 Fuel filter
- 10 Fuel tank (148 l/ 32.55 imp. galls/ 39.10 US galls)
- 11 Fuel deck filler cover
- 12 Accumulator battery (96Ah - 12V)
- 13 Accumulator battery (160Ah - 12V)
- 14 Fuel tank breather

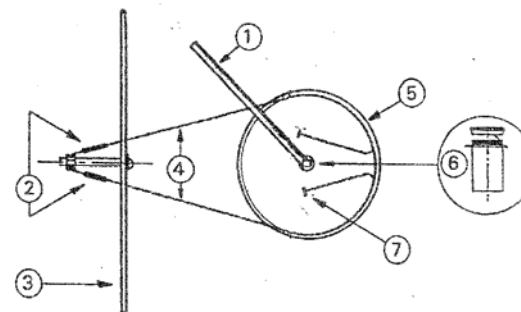
L/K VERSION : SYSTEM FOR RAISING OF DROP KEEL

- 1 Hydraulic raising jack
- 2 Manual hydraulic pump (situated in the port locker aft in the saloon)
- 3 Drop keel housing cover
- 4 Drop keel raising pulley
- 5 Drop keel housing decompression valve
- 6 Decompression pipe (outlet situated aft of forward cabin WC)
- 7 Drop keel ballast
- 8 Drop keel raising cable
- 9 Drop keel pivotal axis
- 10 Centering studs of the drop keel in the raised position



STEERING

- 1 Emergency back-up tiller
(the emergency back-up tiller is stored away into the cover 6 situated in the life-raft locker -
 - 2 Transmission pulleys
 - 3 Wheel
 - 4 Steering wires (stainless steel cable)
 - 5 Wheel quadrant
 - 6 Crown and cover to (emergency) tiller
 - 7 Steering wires adjuster
- N.B: The wheel quadrant stops are fixed to the steering wires inside the barrel



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 fenders.
- 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-strake) on lifting saves time on later lifting operations.

MASTING

- Before masting, lubricate all turnbuckles using a "marine use" lubricant (silicone 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 similar 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 bottlescrews 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.

Régate 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:

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

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 cionazone tablets (available from chemist's 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

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.

Buff up stainless steel and brass articles using a suitable product ("Hinox" in France) should these show signs of surface oxydation.

Rinse 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:

- 2 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-messy, non-toxic and bio-degradable.

SAILS:

- . Avoid letting the sails beat for too long when drying out;
- . The initial trips 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 shaft split-pins.

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 (obligatory on a folding prop!).

PROPELLER:

The propeller supplied as standard with your boat is the result of exhaustive tests carried out by Jeanneau 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.

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

Petrol: 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 (or 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
- Serial number
- Maximum number of persons allowed aboard
- French Merchant Marine Approval Number
- Navigation class
- Maximum power

HULL:

A frequent cleaning of hull and deck should be observed using (non-abrasive) cleaning agents (such as "MIA" 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 Decap" 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 tiresome 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 (exterior 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 seacocks and protect all those parts which might rub or scrape...

Raise the speedometer stand.

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 inlets 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. E&OE

OWNER'S SERVICE RECORD