

**notice d'entretien
instructions and maintenance manual**

SUN - LIGHT 31

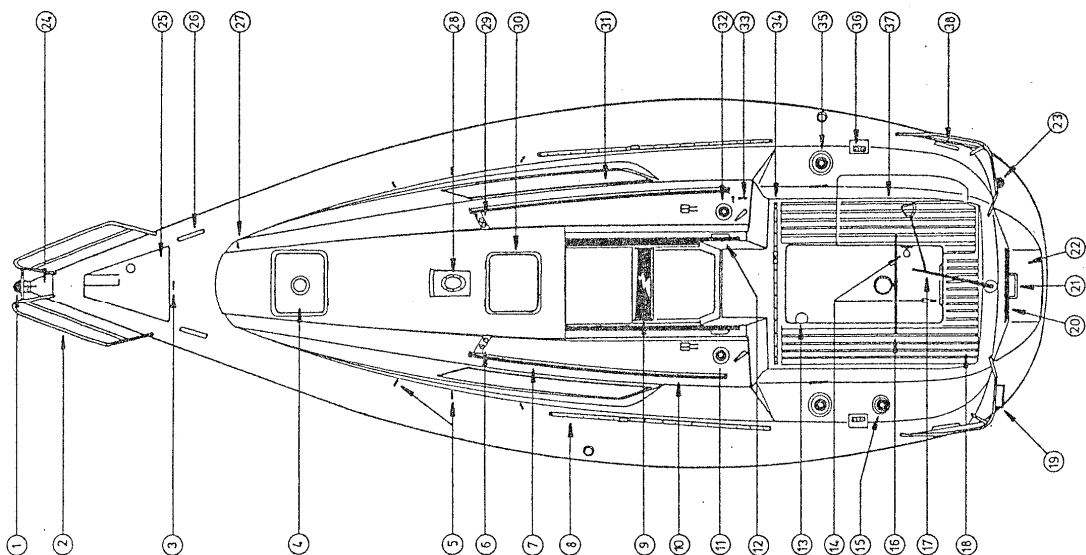
ENGLISH VERSION

///★Jeanneau

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SPECIFICATIONS:

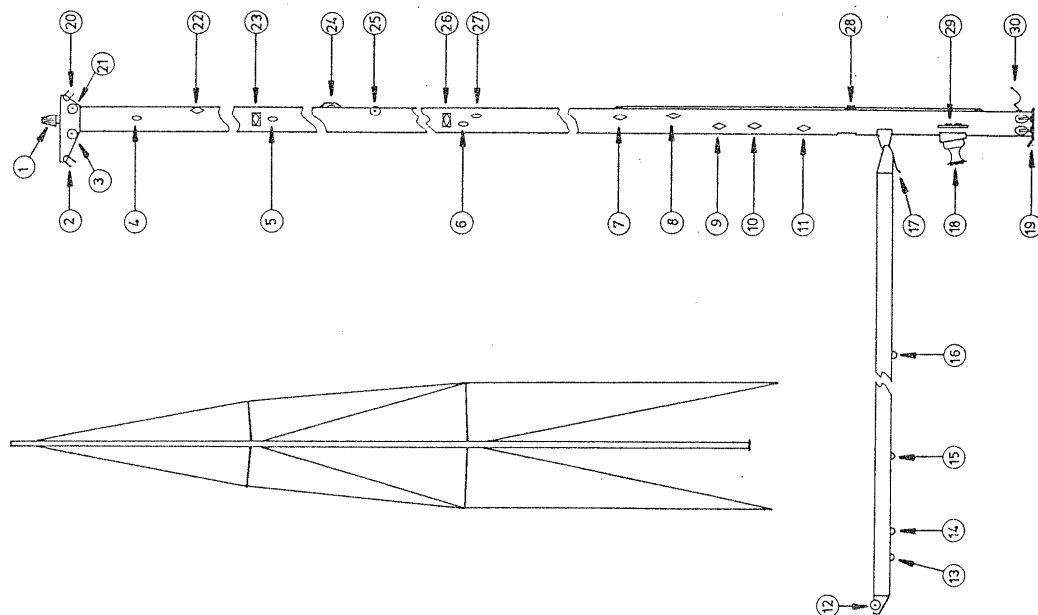
Length over all (L.O.A.)	: 9m30 (31')
Hull length L.H.	: 9m15 (30')
Maximum beam	: 3m23 (10'7½")
Draught : Deep in lead	: 1m78 (5'10")
Shoal fix	: 1m45 (4'9")
Centre-board	: 1m08/2m00 (3'6½"/6'6½")
Light weight	: 3100 kg 16835 lbs approx.
Sailing class	: 2
N° of persons authorized on board	: 6 / 9
Tonnage	: 8 T 12
Merchant Marine Homologation N°	: 3958



DECK FITTINGS

- 1 Navigation lights on forward pulpit
- 2 Stainless steel pulpit
- 3 Spinnaker pole downhaul chainplates
- 4 Opening deck hatch with continual ventilator
- 5 3 chainplates for shrouds
- 6 Halyard return blocks
- 7 Teak grab-rail
- 8 Jib sheet track
- 9 Sliding companionway hatch
- 10 Teak grab-rail
- 11 2-speed winch for jib halyard and mainsail with jammers and cleats
- 12 Teak companionway grab-rail
- 13 Winch-handle bin
- 14 Forward/reverse control lever and dash
- 15 Housing for the jib-halter winch (optional extra)
- 16 Steering wheel (optional extra)
- 17 Tiller with extension stick
- 18 Teak cockpit
- 19 Aft pulpit on port - side with life-buoy support
- 20 Port going into the aft cabin
- 21 Step to go down onto transom extension
- 22 Transom extension
- 23 Aft pulpit on starboard side with stern light
- 24 Stemhead fitting with bow-rollers, chain stop, forestay chainplate and jib tack chainplate
- 25 Anchor locker with lockable cover
- 26 Forward mooring cleat
- 27 Spinnaker pole downhaul eyelet
- 28 Mast step
- 29 Blocks for spinnaker halyard return, spinnaker pole topping lift and spinnaker pole downhaul eyelet
- 30 Opening deck hatch
- 31 Roof skylight
- 32 2-speed winch for spinnaker halyard, spinnaker pole topping lift with jammers and cleats
- 33 Spinnaker pole downhaul jammer and eyelet
- 34 Mainsheet track
- 35 2-speed jib sheet winch
- 36 Jib sheet jammer for use of winch for spinnaker sheet or guy
- 37 Cockpit locker
- 38 Aft mooring cleat

MAST PLAN



- 1 Anchor light
- 2 Backstay tang
- 3 Mainsail halyard block
- 4 Upper shroud tang
- 5 Intermediate tang
- 6 Lower shroud aft tang
- 7 Genoa halyard exit (portside)
- 8 Spinnaker halyard exit (starboard)
- 9 Mainsail halyard exit (portside)
- 10 Spinnaker pole topping lift exit (starboard)
- 11 Mainsail topping lift exit (portside)
- 12 Boom head 3 sheaves
- 13 N°1 reefing point eye
- 14 Mainsheet eye
- 15 N°2 reefing point eye
- 16 Boom downhaul eye
- 17 Boom end fitting with 3 jammer cams and reefing points
- 18 Reefing point winch
- 19 Mast foot with 4 halyard lead blocks and downhaul bridle
- 20 Forestay tang and spinnaker fitting
- 21 Genoa halyard blocks
- 22 Spinnaker halyard exit
- 23 Spreader - upper level
- 24 Navigation lights
- 25 Spinnaker pole topping lift sheave
- 26 Spreader - lower level
- 27 Lower shroud forward tang
- 28 Spinnaker pole track traveller
- 29 Topping lift cleat
- 30 Outlet of mast lights conductors

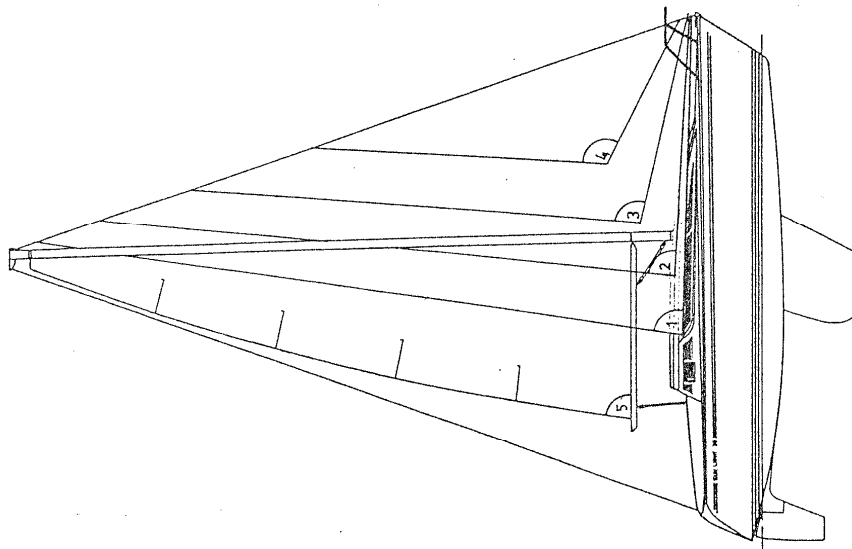
SAIL PLAN

STANDARD VERSION

SAILS	L.P.	LUFF	LEECH	AREA
1 GENOA	5m05/16'7"	11m80/38'8½"	11m15/36'7"	30.33m²/326 Δq.6t.
2 N°1 Jib	4m10/13'5½"	10m80/35'5"	10m05/33'	22.14m²/238 Δq.6t.
3 N°2 Jib	3m10/10'2"	9m30/30'6"	7m90/25'11"	14.42m²/155 Δq.6t.
4 Stom jib	2m00/6'6½"	7m00/22'11½"	5m95/19'6"	7.00m²/75 Δq.6t.
P E BL1/4 BL2/3 AREA				
5 Main sail	10m20/33'5½"	3m00/9'10"	0m60/1'11½"	0m66/2'2" 17.67m²/190 Δq
SL SHW AREA				
6 Spinnaker	11m50/37'8½"	6m50/21'4"	68.80m²/740 Δq.6t.	

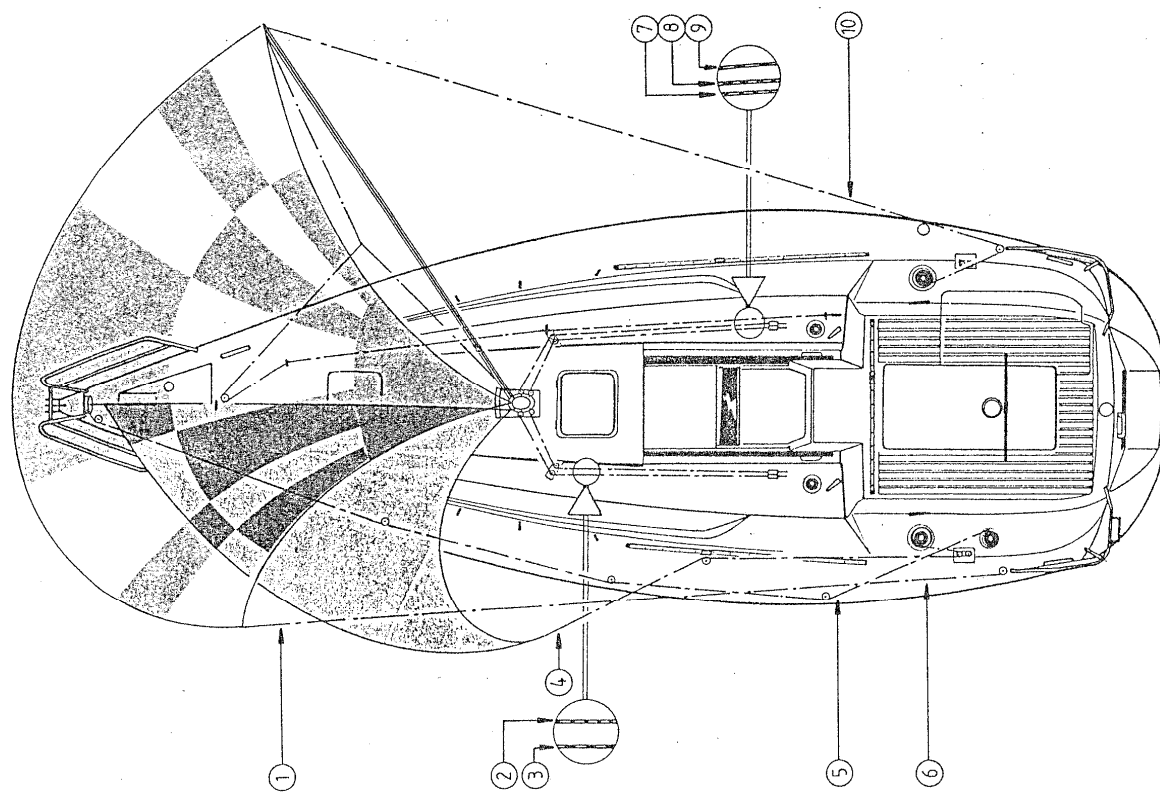
EXPORT VERSION

SAILS	L.P.	LUFF	LEECH	AREA
1 GENOA	5m47/17'11½"	12m70/41'8"	12m45/40'10"	35.31m²/380 Δq.6t.
2 N°1 Jib	4m20/13'9½"	11m60/38'½"	10m90/35'9"	24.36m²/262 Δq.6t.
3 N°2 Jib	3m20/10'6"	9m60/31'6"	8m45/27'8½"	15.36m²/165 Δq.6t.
4 Stom jib	2m00/6'6½"	7m00/22'11½"	5m30/17'4½"	7.00m²/75 Δq.6t.
P E BL1/4 BL2/3 AREA				
5 Main sail	11m15/36'7"	3m20/10'6"	0m60/1'11½"	0m66/2'2" 20.58m²/221 Δ
SL SHW AREA				
6 Spinnaker	12m40/40'8"	6m55/21'6"	74.70m²/804 Δq.6t.	



SUN LIGHT

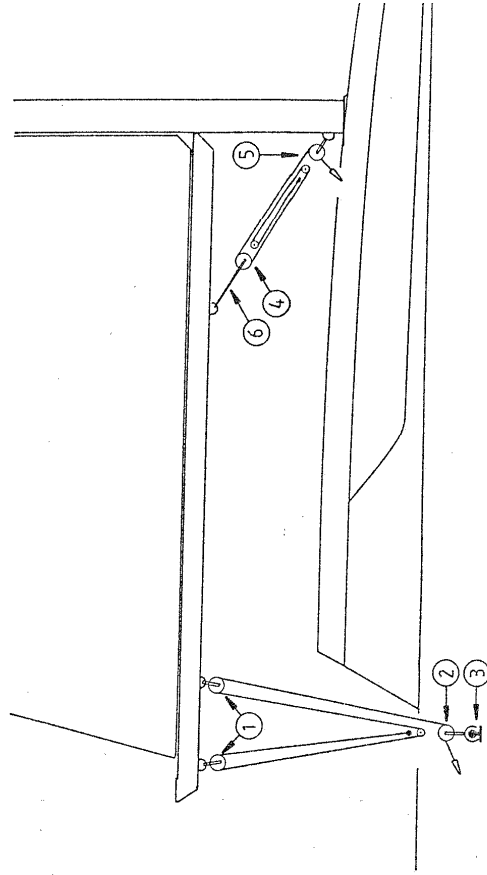
SHEET AND HALYARD PLAN



- 1 Spinnaker sheet
- 2 Jib halyard
- 3 Mainsail halyard
- 4 Jib sheet
- 5 Jib-guy lead (optional extra)
- 6 Spinnaker sheet lead with block on aft pulpit
- 7 Spinnaker halyard
- 8 Spinnaker pole topping lift
- 9 Spinnaker pole downhaul
- 10 Spinnaker guy

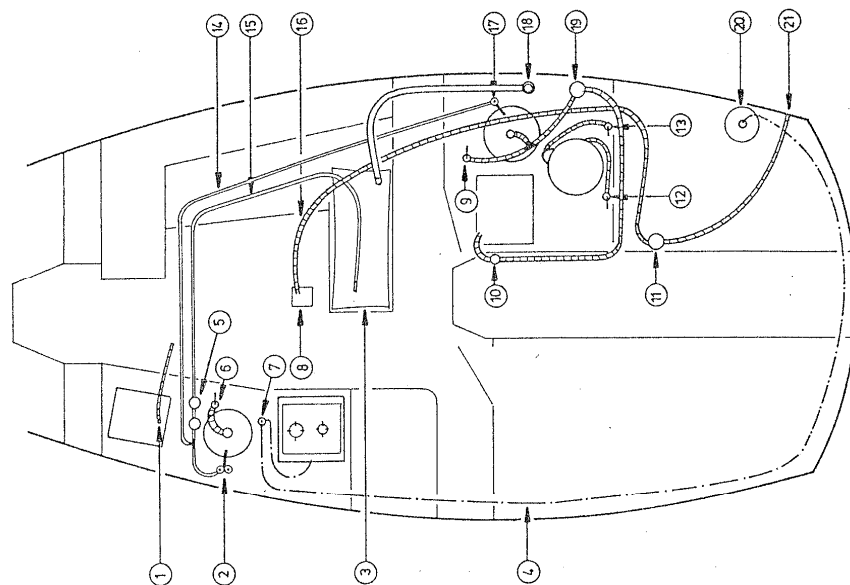
MAINSHEET
BOOM DOWNHAUL

- 1 Single blocks (on boom eye) for mainsheet
- 2 Jammer block for mainsheet
- 3 Mainsheet traveler
- 4 Boom downhaul double block
- 5 Boom downhaul jammer block
- 6 Boom downhaul stop



WATER SYSTEM
GAS SYSTEM

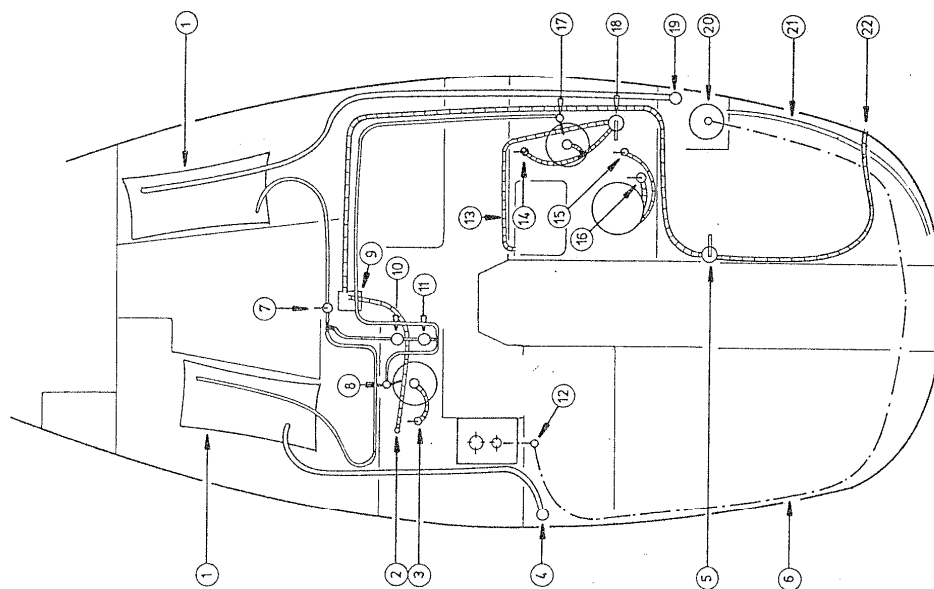
OWNER'S VERSION



- 1 Ice-box drainage (to bilge bottom)
- 2 Galley sink taps/faucets
- 3 Water tank - capacity 100 l / 22 imp.gallons / 26.42 US gallons
- 4 Gas supply pipe
- 5 Pressurised water unit and expansion chamber
- 6 Galley sink drainage cock
- 7 Gas system shut-off cock
- 8 Bilge well
- 9 Drainage cock for waste water from shower and wash basins
- 10 Non-return valve for shower pump system
- 11 Manual pump in cockpit for drainage of bilge
- 12 WC rinse cock
- 13 WC drainage cock
- 14 Washroom/head water supply hose
- 15 Water general supply hose
- 16 Bilge drainage hose
- 17 Washroom/head washbasin shower attachment
- 18 Water tank deck filler cover
- 19 Manual pump for drainage of shower basin
- 20 Housing for gas supply (regulator and cock)
- 21 Drainage of pumped bilge water

WATER SYSTEM
GAS SYSTEM

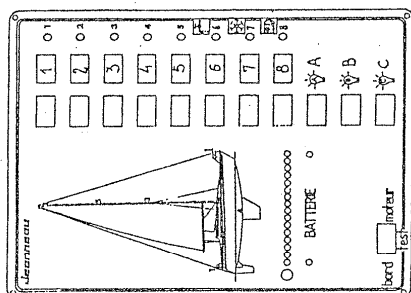
TEAM VERSION



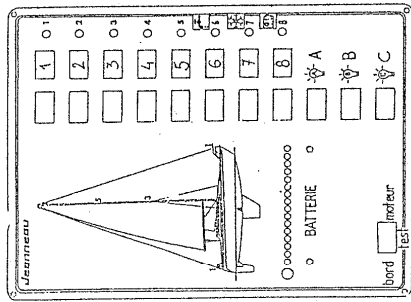
- 1 Water tanks (2x56 l / 2x12.31 imp.galls / 2x14.79 US galls)
- 2 Ice-box drainage (towards the bilge well 9)
- 3 Galley sink drainage cock
- 4 Portside water tank deck filler cover
- 5 Manual pump in cockpit for drainage of bilge
- 6 Gas supply system
- 7 Water tank transfer cock
- 8 Galley sink tap/faucet
- 9 Bilge well
- 10 Pressurised water unit
- 11 Expansion chamber for pressurised water system
- 12 Gas system shut-off cock
- 13 Shower basin drainage hose
- 14 Drainage cock for shower and wash basins
- 15 WC rinse cock
- 16 WC drainage cock
- 17 Washroom/head shower attachment
- 18 Shower basin drainage pump
- 19 Starboard water tank deck filler cover
- 20 Housing for gas supply (regulator and cock)
- 21 Gas compartment ventilation hose
- 22 Drainage for manual bilge pump

ELECTRIC CIRCUIT

CUMMER'S VERSION



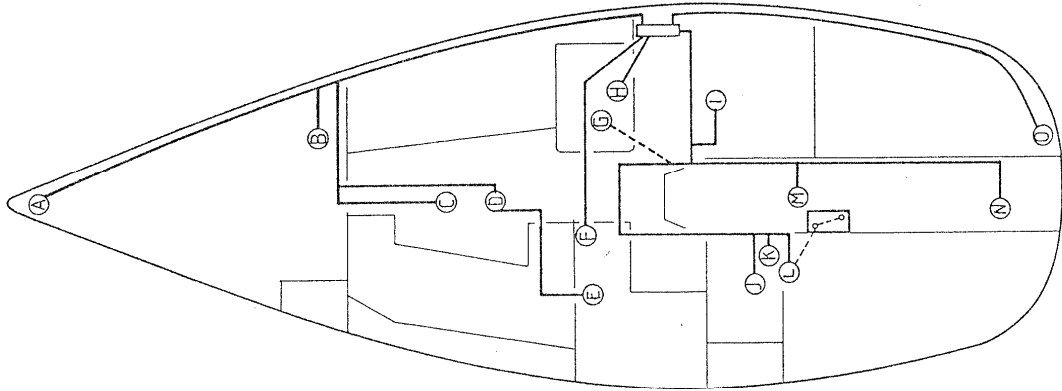
KEY	ELECTRIC FITTINGS	FUSE
A	Navigation lights (bow)	1
B	Forward cabin lighting	A
C	Mast lights) Anchor light	2
	Deck lighting	3
	Steaming light	8
D	Saloon lighting	B
E	Galley lighting	B
F	Navigation station lighting	8
G	Compass illumination	
H	Battery cut-out	
I	Aft cabin lighting	C
J	Bilge pump	4
K	Washroom/head lighting	C
L	Fuel tank gauge	
M	Stern light	1
N	Water unit	6
	Electrics panel power socket	B
	Optional extra fittings	7/8

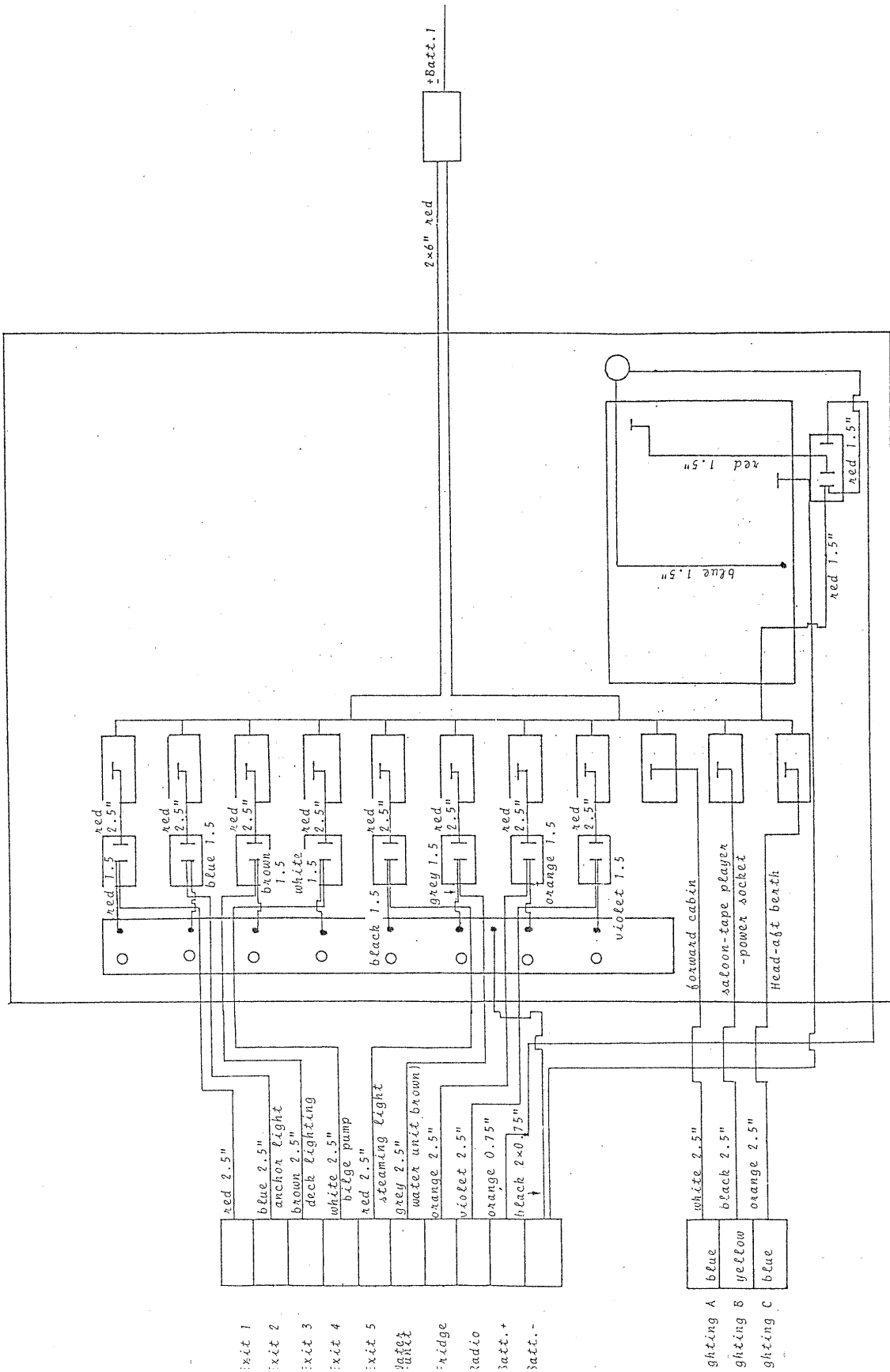


ELECTRIC CIRCUIT

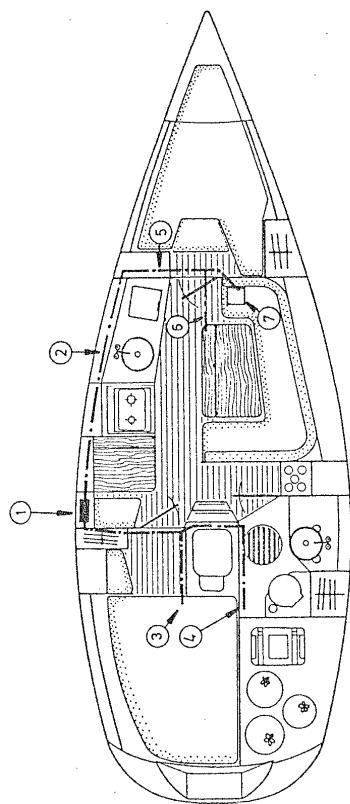
TEAM VERSION

KEY	ELECTRIC FITTINGS	FUSE
A	Navigation Lights (bow)	1
B	Forward cabin Lighting	A
C	Anchor Light	2
	Mast Lights	3
	Deck Lighting	5
	Steaming Light	B
D	Saloon Lighting	B
E	Galley Lighting	B
F	Water unit	6
G	Fuel tank gauge	
H	Navigation station Lighting	B
I	Washroom/head Lighting	C
J	Aft cabin Lighting	C
K	Instrumentation illumination	
L	Battery cut-out	
M	Bilge pump	4
N	Fuel gauge sounder	
O	Stern Light	1
	Electrics panel power socket	B
	Optional extra fittings	7/8

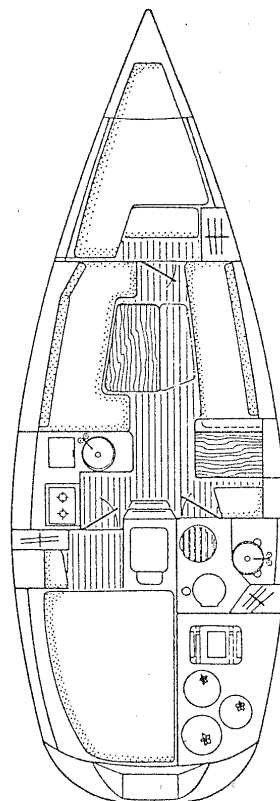




FITTINGS FOR OPTIONAL ELECTRIC EQUIPMENT



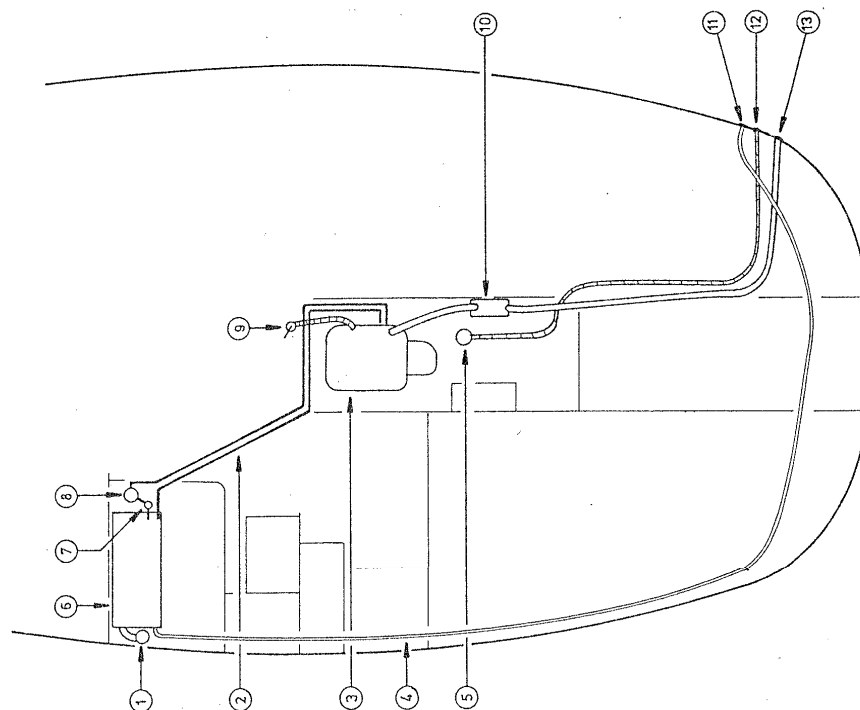
SUN LIGHT
OWNER VERSION



- 1 Electronics panel
- 2 Duct for passage of cable-runs towards the forward section (with pull-thru guide wire)
- 3 Duct for passage of electronic repeater conductors
- 4 Cable-run in position to take compass illumination
- 5 Under-ceiling passage for mast-mounted electrical equipment
- 6 Removable box in ceiling to take electric connections for mast
- 7 Bilge-bottom trap to permit the fitting of depth-sounder and speedometer

ENGINE SYSTEM

OWNER'S VERSION

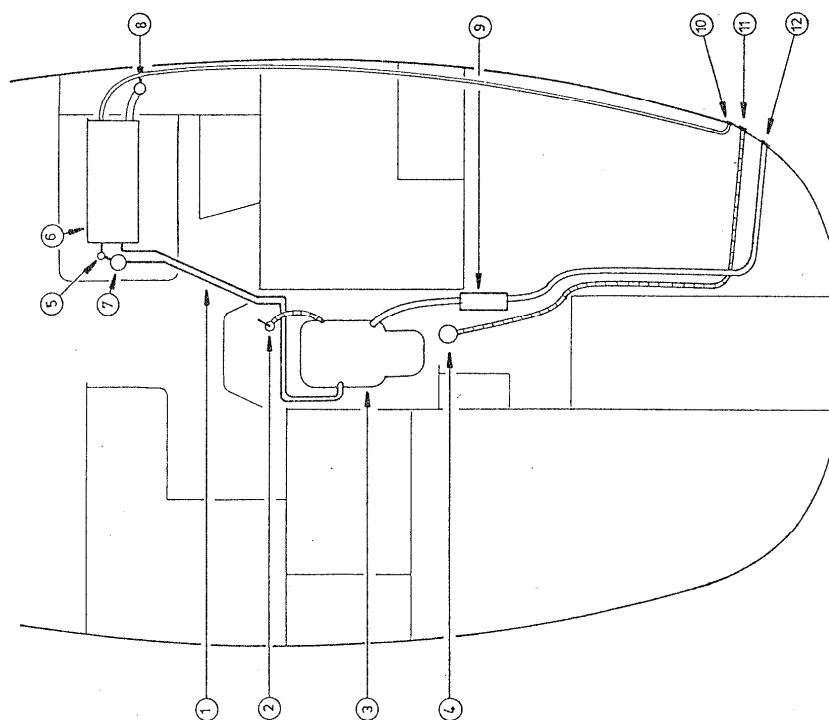


1. Fuel tank deck filler cover
2. Fuel supply (and return) circuit
3. Engine (refer to relevant engine manual)
4. Fuel tank breather pipe
5. Electric bilge pump
6. Fuel tank (48 l / 10.55 imp.galls / 12.68 US galls)
7. Fuel tank shut-off cock
8. Fuel filter-separator
9. Engine cooling water cock
10. Engine exhaust pipe
11. Fuel tank breather outlet
12. Electric bilge pump outlet
13. Engine exhaust outlet

ENGINE SYSTEM

TEAM VERSION

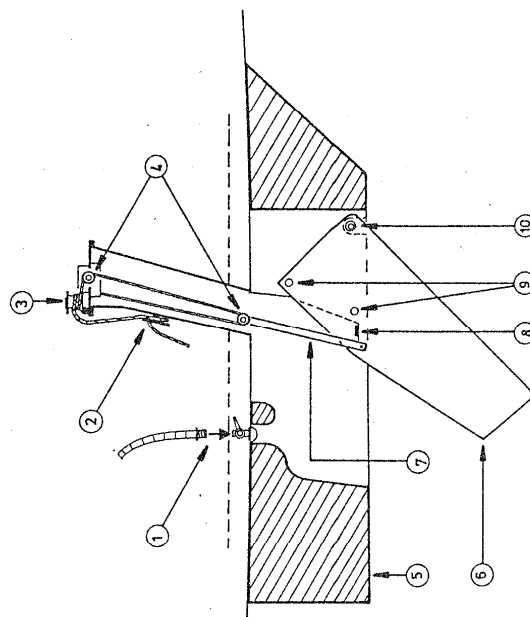
- 1 Fuel supply (and return) circuit
- 2 Engine cooling water cock
- 3 Engine (refer to relevant engine manual)
- 4 Electric bilge pump
- 5 Fuel tank shut-off cock
- 6 Fuel tank (48 l / 10.55 imp.galls / 12.68 US galls)
- 7 Fuel filter-separator
- 8 Fuel tank deck filler cover
- 9 Engine exhaust pipe
- 10 Fuel tank breather outlet
- 11 Electric bilge pump outlet
- 12 Engine exhaust outlet



RAISING OF DROP KEEL

CENTRE-BOARD VERSION

- 1 Centreboard release valve
- 2 Raising wire on jammer cleat
- 3 Drop-keel raising winch
- 4 Centre-board raising blocks
- 5 Centre-board ballast
- 6 Centre-board (galvanised steel)
- 7 Centre-board raising arm
- 8 Centre-board stop (down position)
- 9 Centring studs (nylon)
- 10 Drop keel pivotal axis



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 sealing, 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 (links, 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-stake) 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.
- 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 running over, check the cooling system is functioning correctly, then let the engine run 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 pulleys 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!...

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 60s, 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
- Navigation class
- Boat type
- 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-knot 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 ("Mitor" in France) should these show signs of surface oxidation.

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 shute 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 "Mik" (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 "Supex 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 tirexome and lime consuming hull cleaning (rub half 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 sea-cocks and protect all those parts which might rub or scrape...

Raise the speedometer sound.

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 cold, 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. E80E