

notice d'entretien instructions and maintenance manual

SUN-MAGIC 44

ENGLISH VERSION

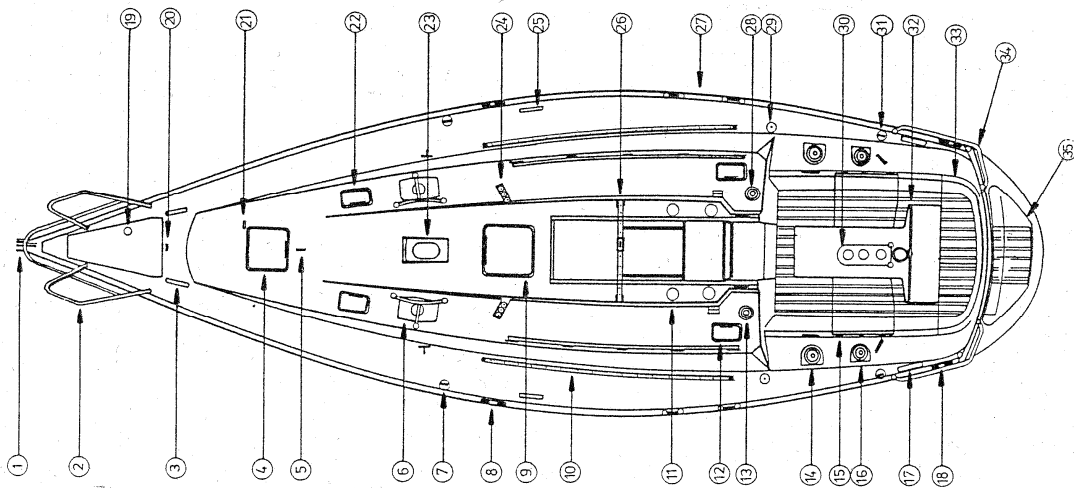


BP 83 85503 Les Herbiers Cedex France Tél 51 01 06 10 Télav Récin 711302 E

SUN-MAGIC 44

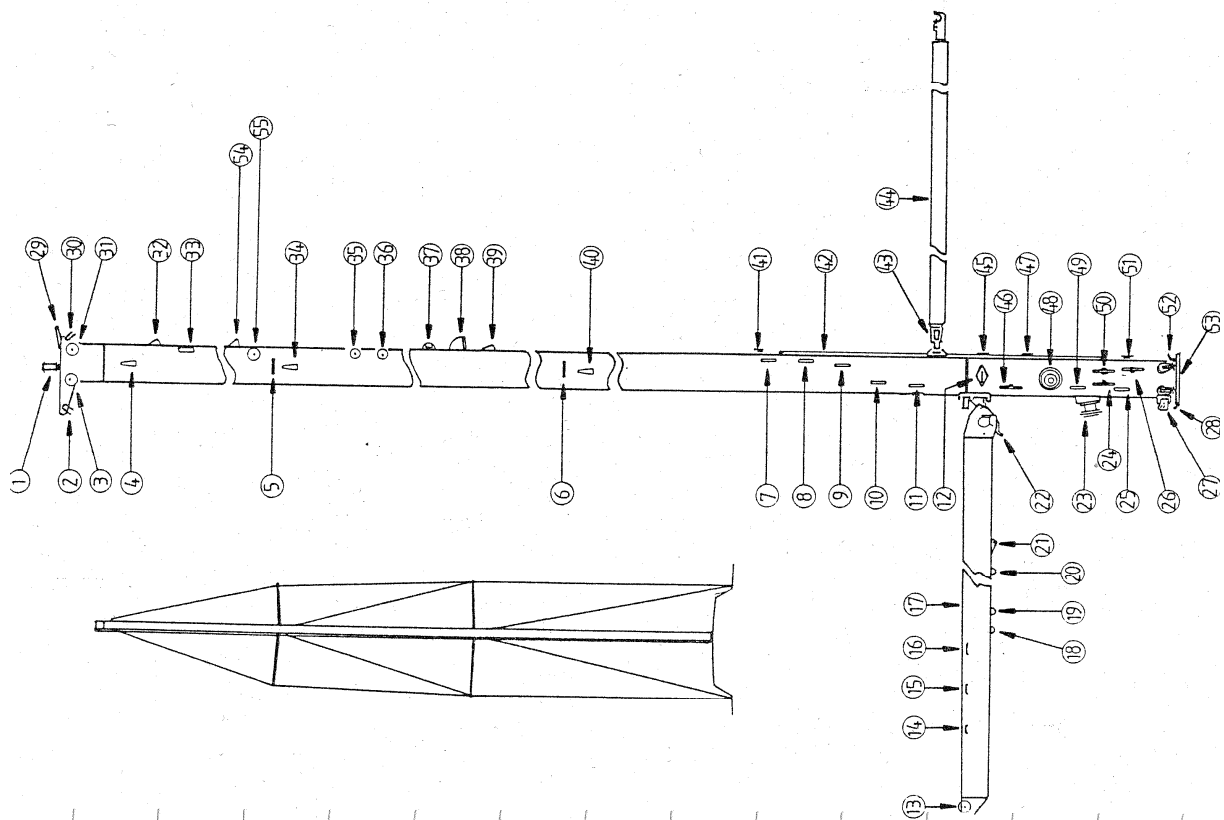
SPECIFICATIONS

Length over all	L.O.A.	: 13m33 (43'9")
Hull length	L.H.	: 13m10 (43')
Length on waterline	L.W.L.	: 10m60 (34'9")
Overall beam		: 4m23 (13'10 1/2")
Waterline beam		: 3m32 (10'11")
F/K draught (cast-iron)		: 2m12 (6'11 1/2")
L/K draught		: 1m62/2m63 (5'4"/8'7 1/2")
Displacement		: 10 Tonnes approx. (22050 lbs)
F/K ballast weight (cast-iron)		: 3645 kg (8036 lbs approx.)
L/K ballast weight (cast-iron)		: 4150 kg (9149 lbs approx.)
Fuel capacity		: 220 l approx. (48.4 imp.galls/ 58.1 US galls)
Water capacity		: 480 l approx. (105.6 imp.galls /126.8 US galls)
N° of cabins		: 4 + saloon (Team version)
N° of berths		: 3 + saloon (Owner's version) : 9 + 2 (saloon) Team
Homologation		: 7 + 2 (saloon) Owner's
French Merchant Navy		: 8/10/12 persons
Homologation N°		: 2911
Tonnage		: 18.36 register tons



DECK LAYOUT

- 1 Stemhead fitting with bow-rollers, chain stop, forestay chainplate, genoa tack chainplate
- 2 Opening forward pulpit
- 3 Forward mooring cleat
- 4 Forward cabin deck hatch
- 5 Babystay chainplate
- 6 Mast-foot pulpit, continual ventilation through dorad vent
- 7 Spinnaker barber hauler chainplate
- 8 Fairlead
- 9 Saloon port
- 10 Genoa sheet track
- 11 Guard pulpit for air vent
- 12 Opening deck port in aft cabin
- 13 Winch for mainsheet and boom downhaul
- 14 Genoa winch
- 15 Sails locker portside
- 16 Spinnaker winch
- 17 Aft mooring cleat
- 18 Aft fairlead
- 19 Chain locker cover
- 20 Spinnaker pole downhaul chainplate
- 21 Spinnaker pole downhaul lead
- 22 Forward head port
- 23 Mast step
- 24 Return blocks for spinnaker halvard, spinnaker pole downhaul and topping lift
- 25 Mooring cleat
- 26 Mainsheet track
- 27 Gangway permitting access to the side-decks
- 28 Winch for spinnaker topping lift halvard
- 29 Double cheek-block
- 30 Cockpit cocktail table
- 31 Diesel deck fill cover (Team version)
- 32 Steering wheel with compass to port, engine dashboard, instrument repeater housing to starboard
- 33 Helmsman's seat with lockers
- 34 Aft pulpit
- 35 Extension built into transom with bathing ladder shower facility and quayside power socket



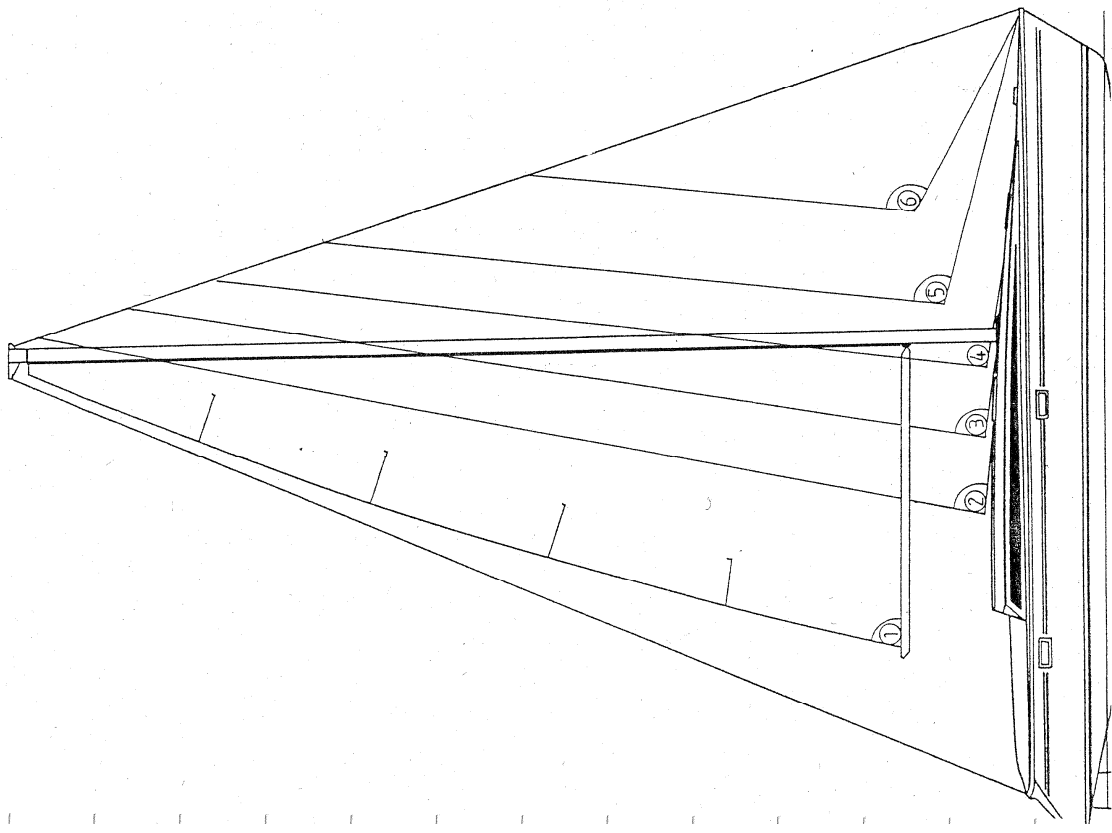
MAST PLAN

- 1 Masthead light
- 2 Backstay tang
- 3 Sheave for main halyard and topping lift
- 4 Cap shroud tang
- 5 Spreader (L=250mm (2'9 1/2"), cant=5°)
- 6 Spinnaker exit (L=250mm (4'1"), cant=9°)
- 7 Spinnaker exit (portside)
- 8 N.2 genoa exit
- 9 N.1 genoa exit
- 10 Main exit (portside)
- 11 Main topping lift exit
- 12 Jockey-pole eye
- 13 4-sheaved boom-end fitting
- 14 N.1 reef point eye
- 15 N.2 reef point eye
- 16 N.3 reef point eye
- 17 Boom
- 18 Mainsheet eye
- 19 Mainsheet eye
- 20 Mainsheet eye
- 21 Downhaul fitting
- 22 End-fitting with 4 cams, 4 sheaves with reef hooks
- 23 Reef-band winch
- 24 Main halyard cleat (portside)
- 25 N.2 spinnaker pole topping lift exit
- 26 Spinnaker halyard cleat
- 27 Downhaul fitting (jointed)
- 28 Mainsheet lead block fitting
- 29 Spinnaker fitting (double)
- 30 Forestay tang
- 31 Genoa sheave
- 32 Babystay fitting (releasable)
- 33 Spinnaker halyard exit
- 34 Inner stay tang
- 35 N.2 spinnaker pole sheave
- 36 N.1 spinnaker pole topping lift sheave
- 37 Engine running light
- 38 Deck floodlight
- 39 Babystay tang
- 40 Lower shroud tang
- 41 Upper block for spinnaker pole traveller adjustment
- 42 Spinnaker pole traveller track
- 43 Spinnaker pole cup-fitting
- 44 Spinnaker pole
- 45 Adjuster jammer for spinnaker pole traveller
- 46 Main topping lift cleat
- 47 Adjuster jammer for spinnaker pole traveller
- 48 Winch for spinnaker and n.1 genoa halyards (starboard)
- 49 N.1 spinnaker pole topping lift exit
- 50 N.1 genoa halyard cleat
- 51 Lower block for spinnaker pole traveller adjustment
- 52 Halyard rack
- 53 Mast step with cheek-blocks

CUTTER OPTION

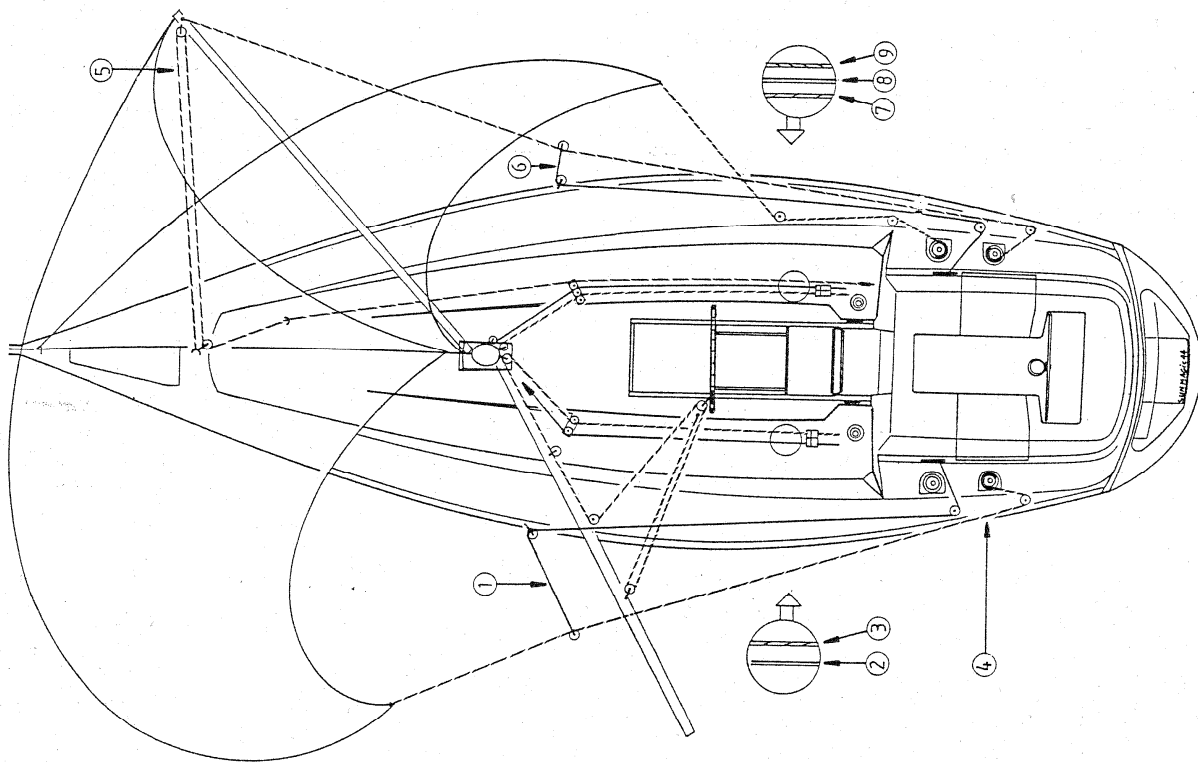
- 54 Babystay fitting
- 55 Staysail halyard sheave (or N.2 topping lift)

N.B.: A step situated portside makes access possible to the main halyard point when the latter is stowed



SAIL PLAN

	P	E	Sail area
1 Mainail	13m65 (44'9")	4m80 (15'9")	37.5m2 (404 sq.ft.)
LP Luff Leech Sail area			
2 7m55 (24'9")	15m90 (52'2")	15m05 (49'4")	60.80m2 (654 sq.ft.)
3 6m30 (20'8")	15m00 (49'3")	14m00 (45'11")	47.25m2 (509 sq.ft.)
4 5m30 (17'5")	13m00 (42'8")	12m50 (41'1")	35.80m2 (117 sq.ft.)
5 4m00 (13'2")	11m50 (37'9")	9m80 (32'2")	23m2 (248 sq.ft.)
6 2m50 (8'2")	8m00 (26'3")	5m85 (19'2")	10m2 (108 sq.ft.)
(All imperial measurements are approximate)			
(2=Genoa;3=Intermediate;4=H'1 Jib;5=N'2 Jib;6=Storm Jib)			
SL SNW Sail area			
7 Max spinnaker	15m50 (50'10")	9m00 (29'6")	128.3m2 (1381 sq.ft.)

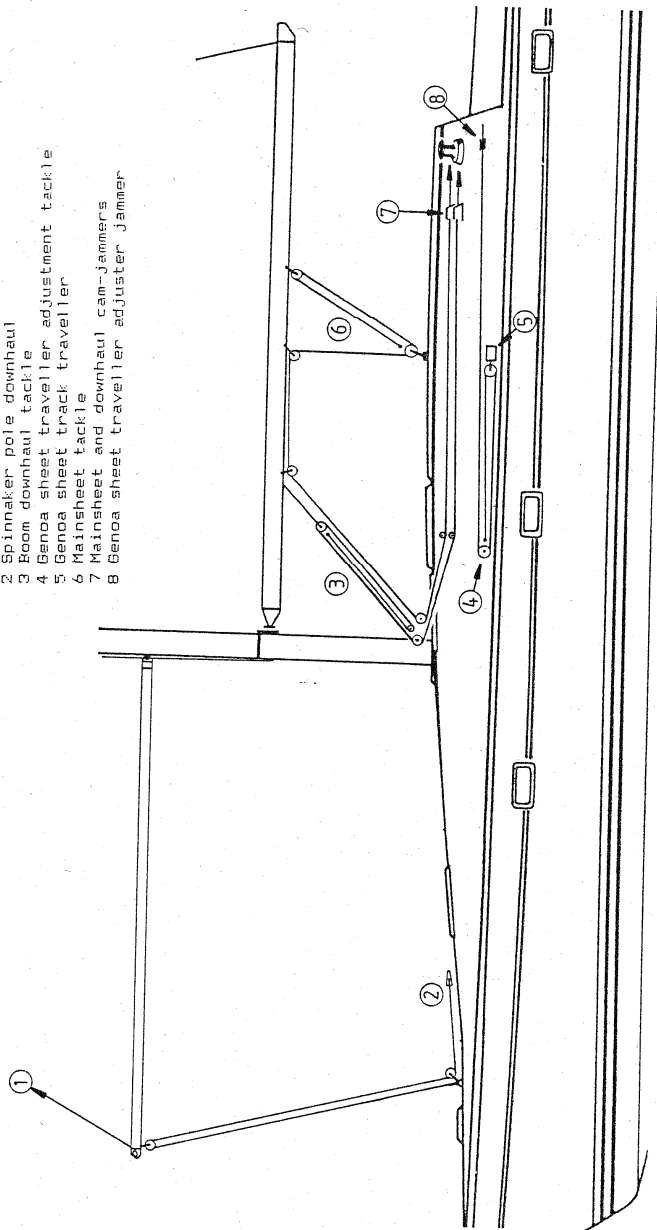


SHEET AND HALYARD PLAN

- 1 Spinnaker sheet barber hauler
- 2 Boom downhaul lead
- 3 Mainsheet lead
- 4 Spinnaker sheet
- 5 Spinnaker pole downhaul tackle
- 6 Spinnaker guy barber hauler
- 7 Spinnaker halyard lead
- 8 Spinnaker pole topping lift lead
- 9 Spinnaker pole downhaul lead

RUNNING RIGGING

- 1 Spinnaker pole topping lift (led back to cockpit)
- 2 Spinnaker pole downhaul
- 3 Boom downhaul tackle
- 4 Genoa sheet traveller adjustment tackle
- 5 Genoa sheet track traveller
- 6 Mainsheet tackle
- 7 Mainsheet and downhaul cam-jammers
- 8 Genoa sheet traveller adjuster jammer

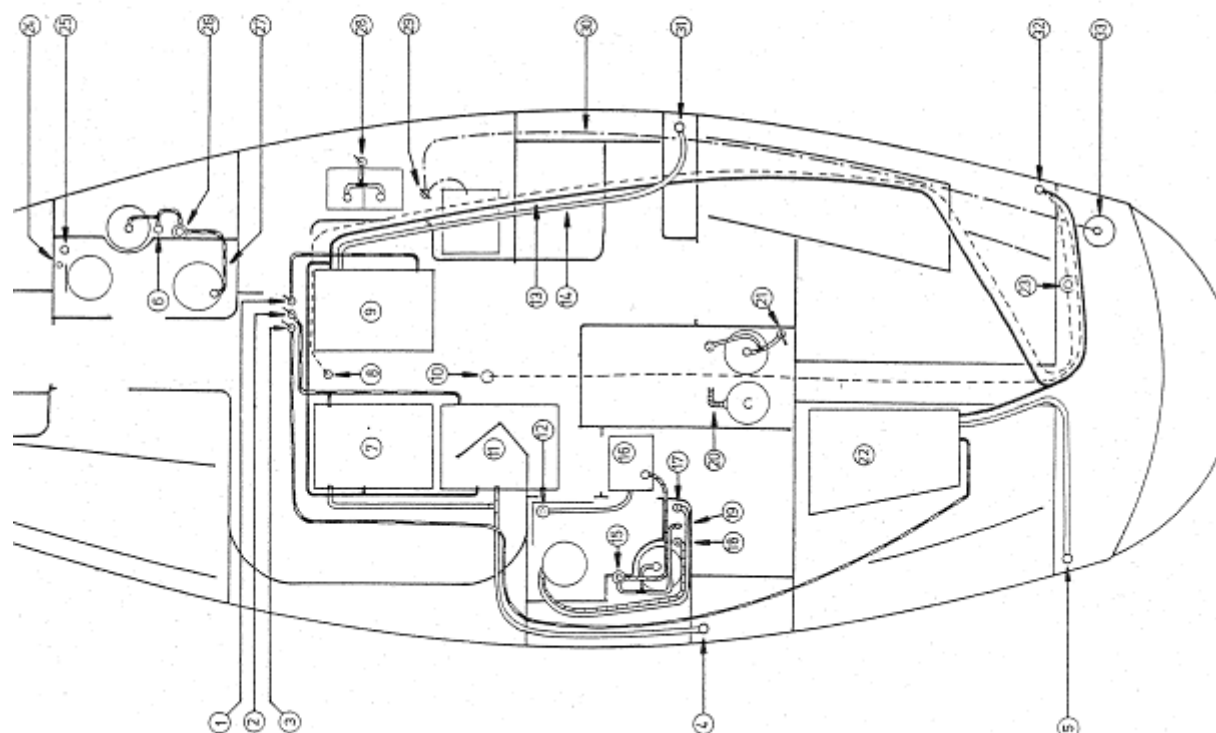


RUNNING RIGGING SUN-MAGIC 44

Le 1er Juillet 1987

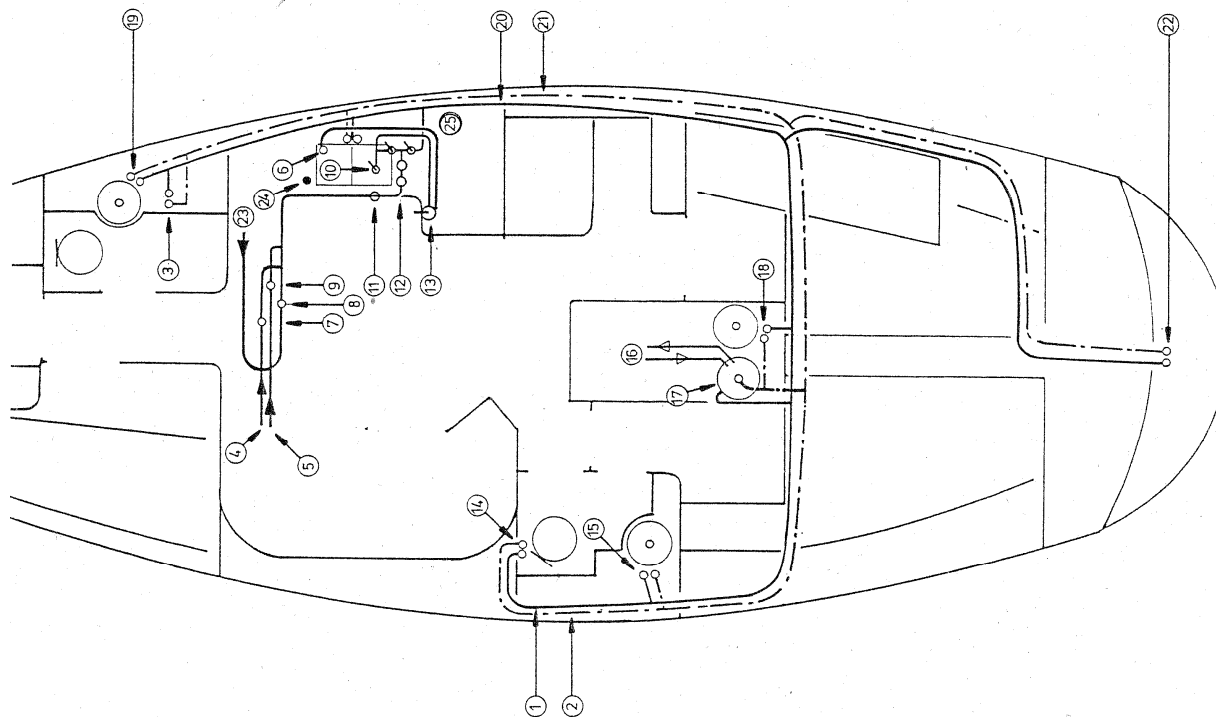
		S.S. WIRE				ROPE'S				HARDWARE				M A I N S A I L				J I B				S P I N N A K E R				S T A Y S A I L				
Number	DESCRIPTION	Ø	S.S. WIRE		Ø	LONG	COMPOSITION	CODE	Number	ACCESSORIES	CODE	Number	BLOCKS	CODE																
			Ø	LONG																										
1	Mainsail halyard				14	31	F.O. red		1	Key shackle #8	134965																			
1	Main topping lift				10	31	stranded green	003378	1	Key shackle #6	134940																			
1	Mainsheet				14	19	braided red	002485																						
1	Main outhaul				14	7	braided red	002485	1	Key shackle #8	134965																			
1	Pendant 1st reef				12	11	braided green	002451																						
1	Pendant 2nd reef				12	14	braided blue	002094																						
1	Pendant 3rd reef bottom reef				12	17	braided white																							
1	Boom downhaul	5	0.75	002147	12	10	Gulfstream red	003160	1	'D' shackle #8	134025	1	SER 9227	134025	1	Heart thimble #6	140064	2	Press slices	148267	2									
2	Main traveller adjust.				8	4	tenpest. red	002016																						
1	Jib halyard				14	32	F.O. blue		1	hank #70	135400																			
2	Jib sheet				16	18	Braided blue	002519																						
2	Jib traveller adjust.				8	14	tenpest. blue	002766																						
1	Spinnaker halyard	X			14	37	F.O. green		1	Swivel hank Ø 90	135442	1	SA2	135590																
1	Spinnaker sheet	X			12	24	Kevlar white/red	003590	1	Swivel hank	135467	1	SE3 9317	198218	1	SE3 9317	198218	1	SE3 9317	198218	1	SAJ CHAPE	136234	2	SE1 9117	198085				
1	Spinnaker guy	X			12	24	Kevlar white/green	003616	1	Swivel hank	135467	1	SE3 9317	198218	1	SE3 9317	198218	1	SE3 9317	198218	1	SAJ CHAPE	136234	2	SE1 9117	198085				
1	Spinnaker pole lift	X			10	28	Braided white	002386	1	Swivel hank	135467	1	SE3 9317	198218	1	SE3 9317	198218	1	SE3 9317	198218	1	SAJ CHAPE	136234	2	SE1 9117	198085				
1	Spinnaker pole downhaul	X			10	20	Braided green	002378	1	Key shackle #6	135940	1	SE3 9317	198218	1	SE3 9317	198218	1	SE3 9317	198218	1	SAJ CHAPE	136234	2	SE1 9117	198085				
1	Spinnaker pole travel. adjust.	X			10	6	Braided green	002378	2	Strip shackles #6	134866																			
2	Spinnaker bottom hauler	X			8	10	Kevlar white/green	003392																						
1	Staysail halyard	X			12	28	F.O. black		1	hank #70	135400																			
2	Staysail sheet	X			14	10	Braided black																							
1	Backstay								1	Furnbuckle	144873																			
4	Winch handles								1	Leonor winch handle	132290																			

Le 1er Juillet 1987



WATER SYSTEM/GAS SYSTEM

- 1 Shut-off cock for forward tank starboard
- 2 Shut-off cock for 2 forward tanks portside
- 3 Shut-off cock for aft tank portside (see distribution)
- 4 Deck fill cover for 2 forward tanks portside
- 5 Deck fill cover for aft tank portside
- 6 Discharge cock for washbasin and shower basin in forward head
- 7 Forward tank portside (83 1/18.25 imp. 9/21.92 US galls.)
- 8 Bilge well for the cockpit handpump (exit at 32) + icebox discharge
- 9 Forward tank starboard (83 1/18.25 imp. 9/21.92 US galls.)
- 10 Electric bilge pump (exit at 32)
- 11 Forward tank portside (93 1/20.45 imp. 9/24.57 US galls.)
- 12 Discharge for shower basin of head portside
- 13 Breather tube for 3 forward tanks
- 14 Filler hose for forward tank starboard
- 15 Handpump for discharge of holding tank
- 16 Holding tank for shower waste water
- 17 Rinse cock for aft head MC
- 18 Discharge cock for aft head MC
- 19 Discharge cock for aft head washbasin and shower basin
- 20 Safety discharge for water heater
- 21 Discharge cock for washbasin of aft cabin portside and of watch-cockpit scupper
- 22 Aft tank portside (220 1/48.39 imp. 9/58.12 US galls.)
- 23 Cockpit handpump for discharge of bilge (bilge well at 8)
- 24 Rinse cock for forward head MC
- 25 Discharge cock for forward head MC
- 26 Hand pump for discharge of shower basin
- 27 Shower basin discharge hose
- 28 Discharge cock for galley sink/s
- 29 Gas system shut-off cock (access under sink on right)
- 30 Gas supply pipe
- 31 Deck fill cover for forward tank starboard
- 32 Deck fill cover for water tank breather tubes and electric and hand bilge pump discharge lines
- 33 Gas compartment



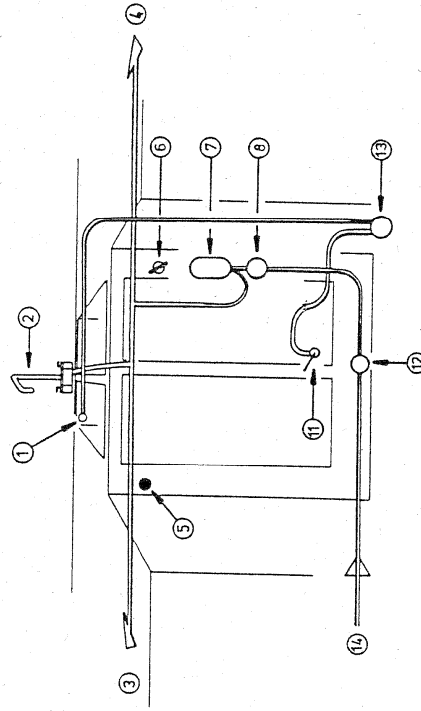
WATER SYSTEM

DISTRIBUTION

- 1 Cold water system
- 2 Hot water system
- 3 Forward head shower-head
- 4 Inlet for forward tanks portside
- 5 Inlet for aft tank portside
- 6 Sea-water to sink
- 7 Shut-off cock for forward tanks portside
- 8 Shut-off cock for forward tank starboard
- 9 Shut-off cock for aft tank portside
- 10 Sea-water uptake cock for galley sink
- 11 Consumption meter for water supply
- 12 Pressurised water unit with expansion chamber
- 13 Sea-water foot-pump
- 14 Aft head shower-head
- 15 Aft head washbasin taps/faucets
- 16 Heat exchanger for water heater/engine with engine heat exchanger
- 17 Water heater (works on 220 volts with quayside socket or with engine heat exchanger)
- 18 Washbasin taps/faucets to aft cabin starboard
- 19 Washbasin taps/faucets to forward head
- 20 Cold water system
- 21 Hot water system
- 22 Shower facility on transom extension
- 23 Inlet of forward tank starboard
- 24 Refrigeration unit controls (access under galley sink)
- 25 Refrigeration unit housing

WATER SYSTEM GALLEY

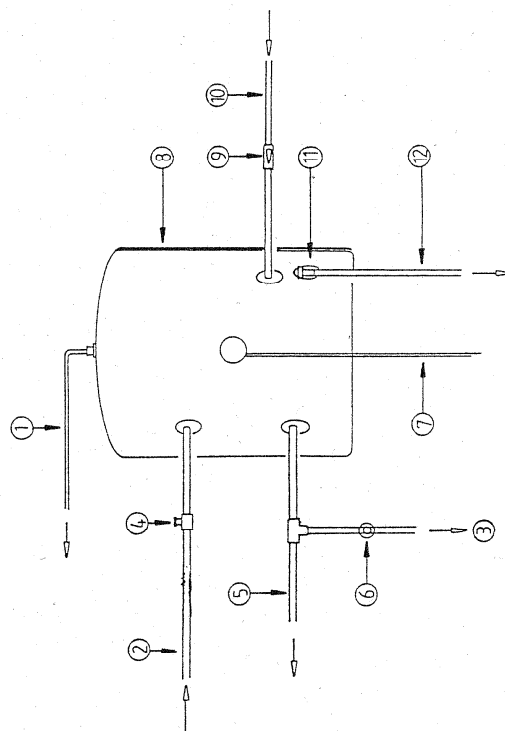
- 1 Sea-water supply to galley sink
- 2 Fresh water supply to galley sink
- 3 Fresh water supply hose to forward head
- 4 Fresh water supply hose to aft washbasins and water heater
- 5 Refrigeration unit control
- 6 Gas system shut-off cock
- 7 Expansion chamber for fresh water system
- 8 Pressurised water unit
- 12 Fresh water supply consumption meter
- 13 Foot pump for supply of sea-water to sink
- 14 Fresh water general supply



WATER HEATER

DIAGRAM OF CONNECTIONS

- 1 Supply of water from general system to hot water system
- 2 Engine heat exchanger system inlet
- 3 Bilge discharge
- 4 Plug for breather tube when draining engine heat exchanger system
- 5 Engine heat exchanger system outlet
- 6 Drain cock for engine heat exchanger system
- 7 Electrical connection for water heater (220V)
- 8 Hot water tank
- 9 Non-return valve
- 10 Cold water inlet
- 11 Safety valve and drain cock for water heater
- 12 Water heater drain hose



WATER CONSUMPTION METER

INSTRUCTIONS FOR USE

Depress the button marked  for 5 seconds and, when the word "CAPA" appears, programme the maximum capacity of the boat by means of the two buttons  fast and  slow. Memory acquisition is automatic.

The equipment will then go through its functions and will give a read-out of the following indications:

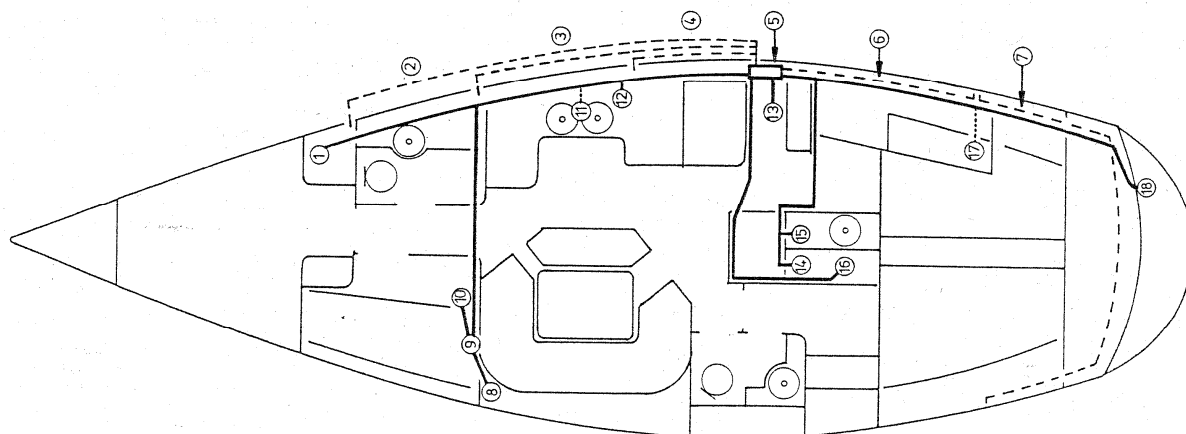
CAPA 600 (where you programmed 600, of course)
CONS 0 (where no water has been drawn)
REST 600 (where no water has been drawn)
ALAR 120 (This figure is set at 20% of maximum capacity)

The equipment's read-outs will then go out and the equipment is in operation.

Should you wish to consult the complete cycle again, simply depress  for a further 5 seconds and the cycle will appear.

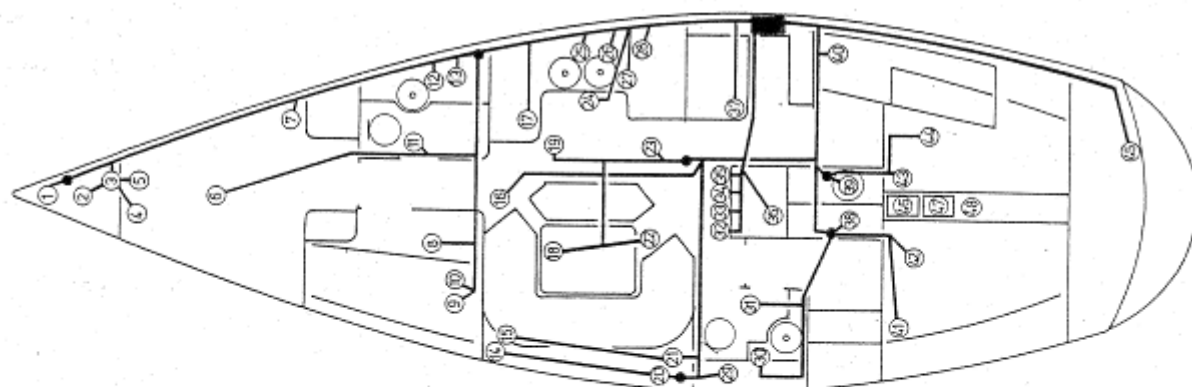
Each time you fill up, reset the equipment by depressing both reset buttons together (4 hyphens appear on read-out) and the reset is effected. The CAPA figure is unaffected thus avoiding the need to programme it each time. Should you wish to check, depress the button marked  for 5 seconds and the cycle will appear on the read-out display.

The alarm is tripped when the 20% of maximum capacity mark is reached. The word "ALAR" flashes until the next reset operation.



ELECTRICAL CIRCUIT

- 220V circuit
 - Optional extras
 - Ducts for equipment lines
- 1 Forward cabin 220V power socket
 - 2 Duct with wiring messenger line: forward cabin/dashboard
 - 3 Duct with wiring messenger line: forward head/dashboard
 - 4 Duct with wiring messenger line: galley/dashboard
 - 5 Dashboard
 - 6 Duct with wiring messenger line: dashboard/engine dash to starboard
 - 7 Duct with wiring messenger line: engine dash to starboard/dash for helmsman portside
 - 8 Saloon 220V power socket
 - 9 220V shunt box
 - 10 Forward cabin portside 220V power socket
 - 11 Cable run (under galley overhead) destined for galley fan hood
 - 12 Galley 220V power socket
 - 13 Housing for quayside charger (optional extra)
 - 14 Aft cabin portside 220V power socket
 - 15 Aft cabin starboard 220V power socket
 - 16 220V water heater
 - 17 Cable run (behind engine dash) destined for extra equipment
 - 18 220V quayside power socket



ELECTRICAL CIRCUIT

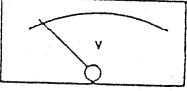
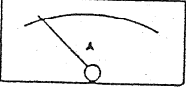
12V equipment

- 1 Bow lights
- 2 Electric windlass
- 3 Electric windlass control relays
- 4 Foot push-button controlling windlass : lower
- 5 Foot push-button controlling windlass : raise
- 6 Forward cabin dome ceiling light
- 7 Forward cabin spotlight
- 8 Forward cabin portside dome ceiling light
- 9 Upper spotlight in forward cabin portside
- 10 Lower spotlight in forward cabin portside
- 11 Forward head dome ceiling light
- 12 Forward head spotlight
- 13 Forward head 12V power socket
- 14 Saloon spotlight forward portside
- 15 Cassette-player speaker (forward)
- 16 Mast lights (engine, anchor, deck flood)
- 17 Overlight to refrigeration compartment
- 18 Saloon spotlight forward starboard
- 19 Saloon spotlight aft starboard
- 20 Saloon spotlight aft portside
- 21 Cassette-player speaker (aft)
- 22 Saloon spotlight aft portside
- 23 Saloon spotlight aft starboard
- 24 Water system consumption meter
- 25 Galley spotlight
- 26 Galley 12V power socket
- 27 Water unit
- 28 Refrigeration unit
- 29 Aft head 12V power socket
- 30 Aft head spotlight
- 31 Aft head dome ceiling light
- 32 Engine circuit cut-out
- 33 Ground circuit cut-out
- 34 Inboard circuit cut-out
- 35 Windlass circuit cut-out
- 36 Engine compartment overlight
- 37 Switch covering saloon strip lights
- 38 Forward spotlight in aft cabin portside
- 39 Forward spotlight in aft cabin starboard
- 40 Aft cabin starboard spotlight
- 41 Aft cabin portside spotlight
- 42 Central dome ceiling light in aft cabin portside
- 43 Aft cabin starboard spotlight
- 44 Central dome ceiling light in aft cabin starboard
- 45 Stern light
- 46 Engine battery 96 Ah
- 47 Inboard battery 160 Ah
- 48 Illumination of steering wheel compass

* Don't forget for connections

N.B.: When using the windlass, it is advisable to have the engine turning over at 1500 rpm to raise the anchor, so as to avoid putting too much strain on the battery.

DASHBOARD

	DC VOLTS engine / moteur services / bord alternator / alternateur charger / chargeur	
	DC VOLTS DC AMPS CHARGE	

NAVIGATION LIGHTS

- ☐ navigation lights / feux navigation
- ☐ engine light / feu de moteur
- ☐ anchor light / feu mouillage
- ☐ deck flood light / éclairage pont

ELECTRONICS

- ☐ instruments light / éclair. instruments
- ☐ tape recorder / lecteur cassette
- ☐ instrument 1 / électronique 1
- ☐ instrument 2 / électronique 2

PUMPS

- ☐ bilge pumps / pompes cale
- ☐ toilet pumps / pompes rétention
- ☐ water pressure pumps / groupes eau
- ☐ desalinisator / dessalinisateur

LIGHTS

- ☐ forward cabins lights / éclairages cabines AV
- ☐ saloon cabins lights / éclairages carré
- ☐ aft cabins lights / éclairages cabines AR
- ☐ D.C. plugs / DC prises

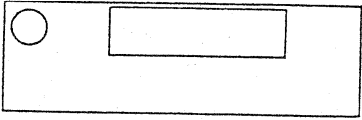
WATER CONSUMPTION METER
DEBITMETRE EAU

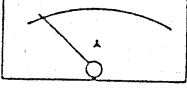
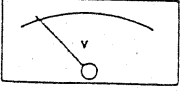
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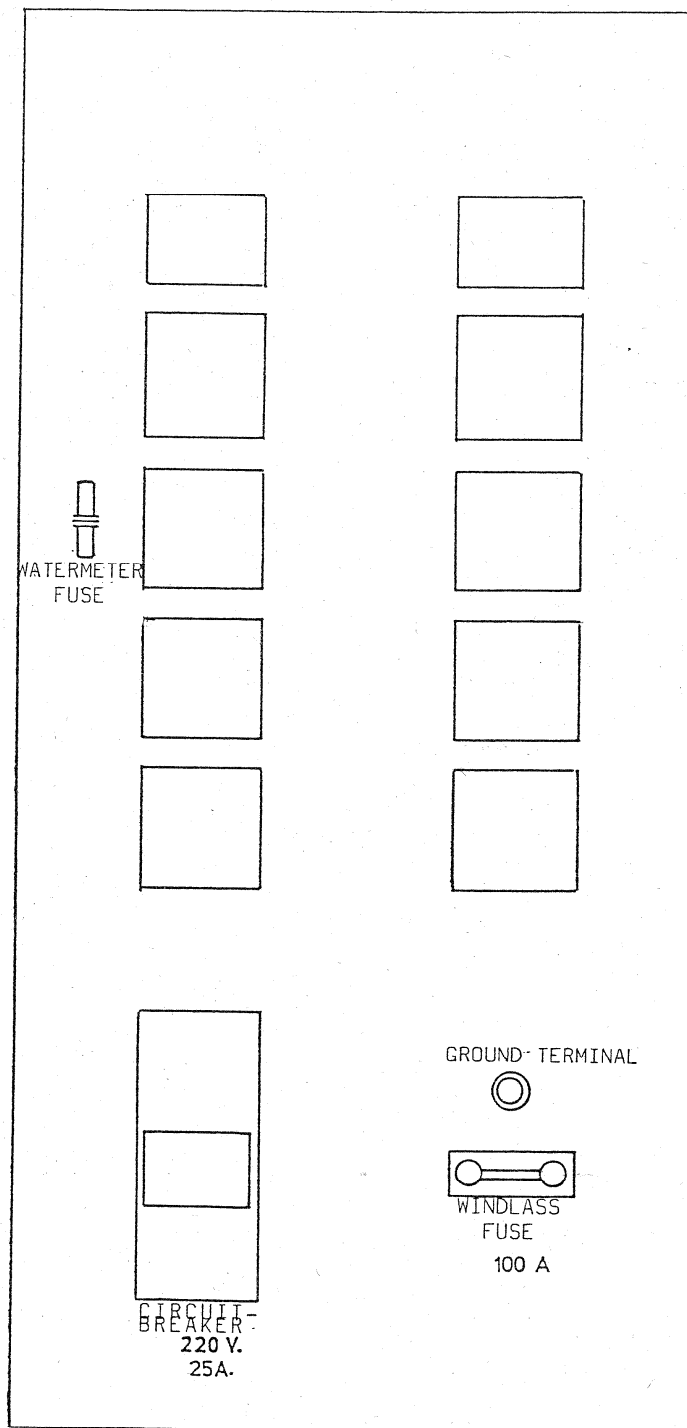


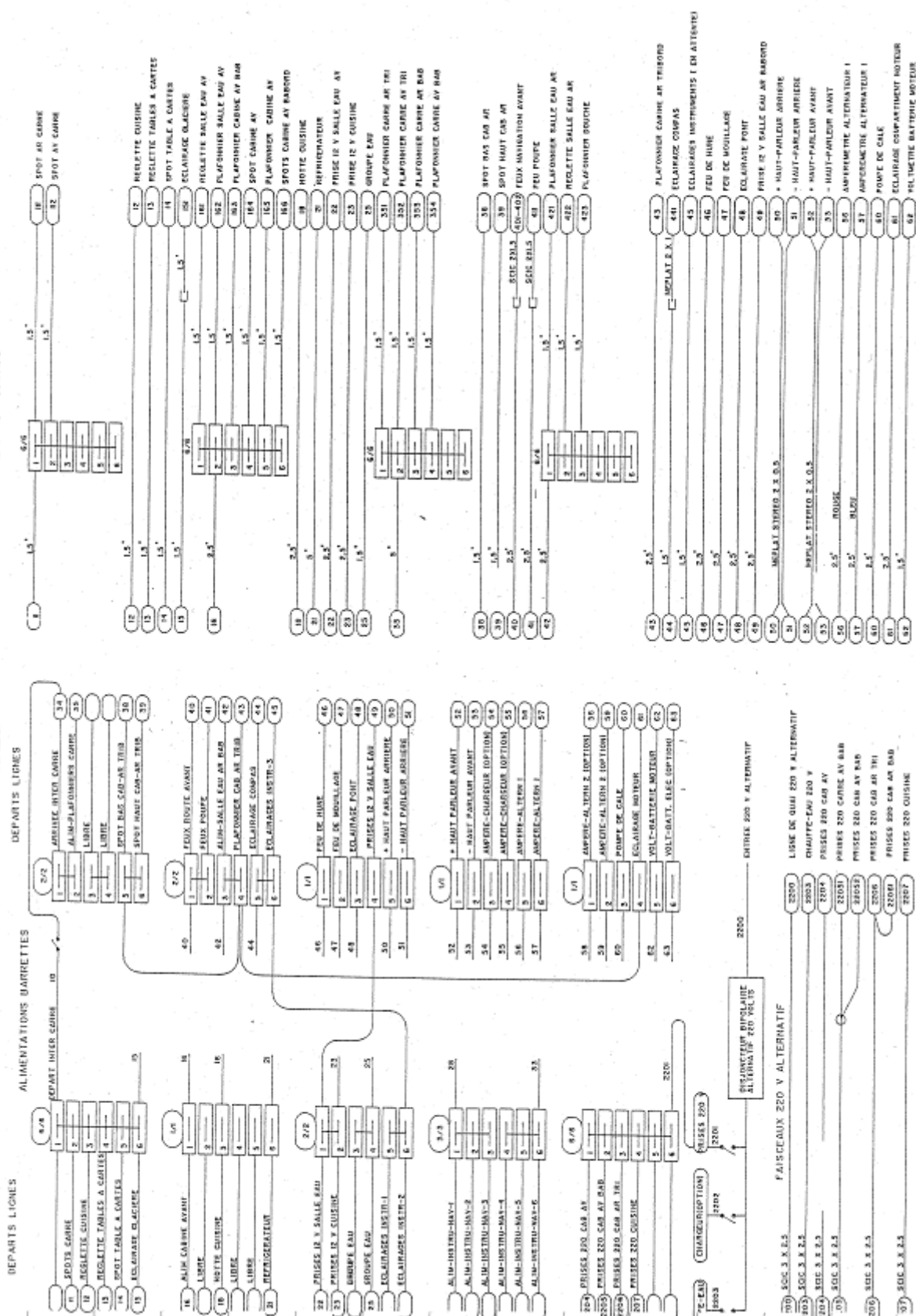
SERVICES

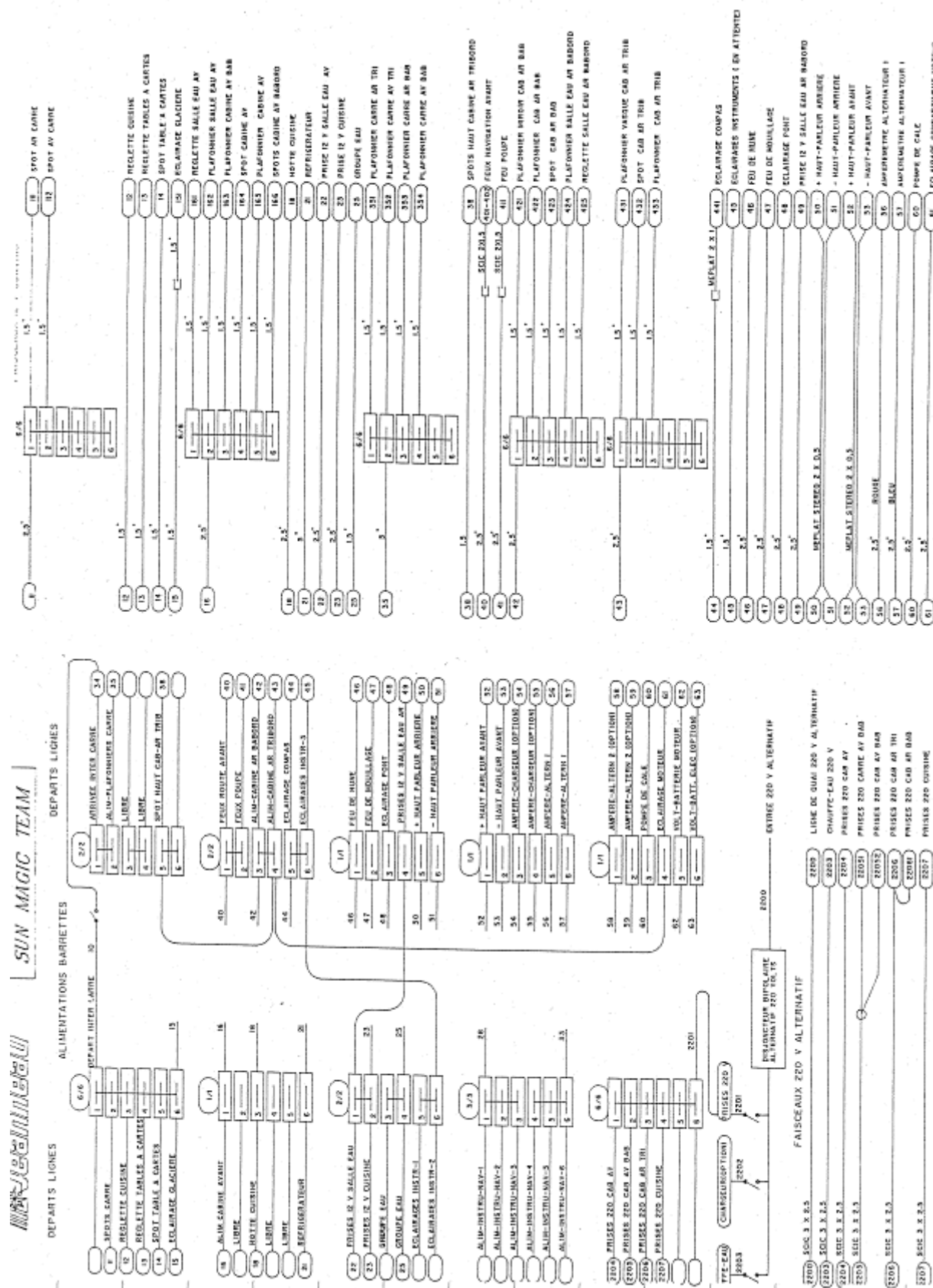
- ☐ galley hood / hotte cuisine
- ☐ refrigerator / groupe froid
- ☐ heating / chauffage
- ☐ air conditioning / air conditionné



	
DC AMPS CONSUMPTION water heater / chauffe-eau	AC VOLTS battery charger / chargeur batteries AC plugs / AC prises

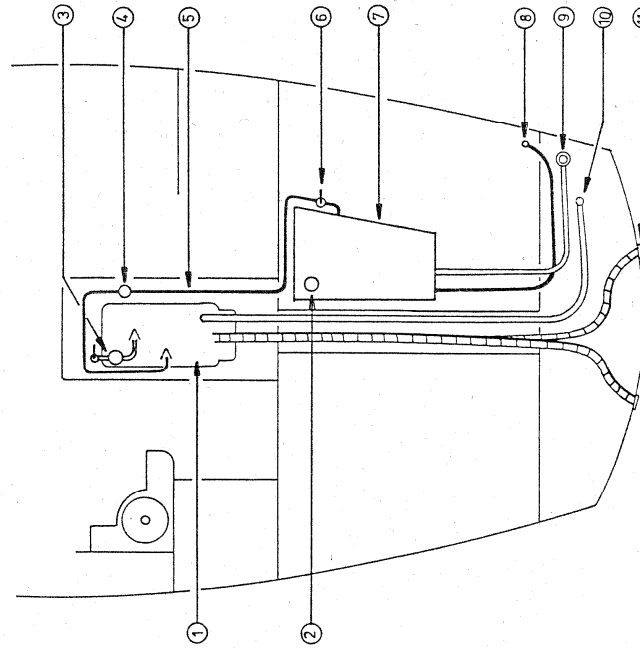






ENGINE SYSTEMS

- 1 Engine
- 2 Fuel gauge pick-up
- 3 Engine cooling circuit (water uptake and filter)
- 4 Fuel filter-separator
- 5 Fuel circuit with return (diesel engine)
- 6 Fuel circuit shut-off cock
- 7 Fuel tank (220.1/48.39 imp.galls./58.12 US galls.)
- 8 Fuel tank breather tube
- 9 Fuel tank deck fill cover
- 10 Engine exhaust
- 11 Engine ventilation



MECHANICS

ENGINE

Consult the instructions supplied in the box. 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 condition 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 (obliquely 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).

- 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, timing-gasket model (LERCHE):

- **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 EPCON gasket, to let water penetrate the interior of the gland by slightly draining 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.

Please: do not wait for the fuel level to drop to near empty before filling up! This may cause the fuel system to fail.

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 leak:

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

Exhaust:

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

Fuel system:

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

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 Machine Making Approval Number
- Navigation class
- Maximum power

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.

REARER VERSION:

- Mast makers strongly recommend the use of running backstays when these are fitted.
- The use of running backstays is invaluable 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 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 loop, 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 (sandy bed, rocky floor) and of the weather (weather).

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 start-up engine, 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 (sink, washbasin, WC, engine).

Place mooring lines fore and aft as well as tenders.

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 stop.

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 horizontal.

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.

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 / ICEBOX:

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 citonazole 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-top 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.

Rough up stainless steel and brass articles using a suitable product ("Métal" 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.

SAILES:

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 shackle split-pins.

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

WINTER:

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 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 anti-fouling will avoid time 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 anti-fouling 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 'H' 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. 680E