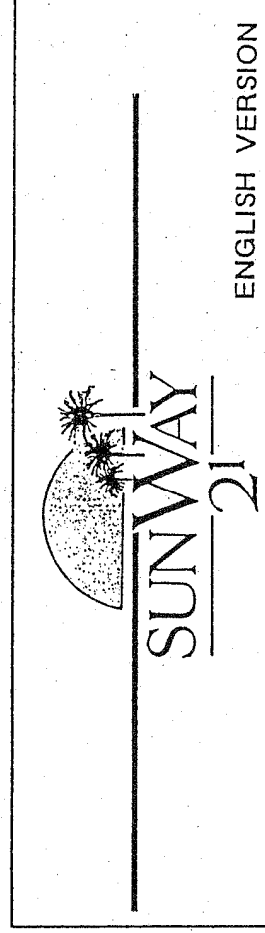


notice d'entretien instructions and maintenance manual



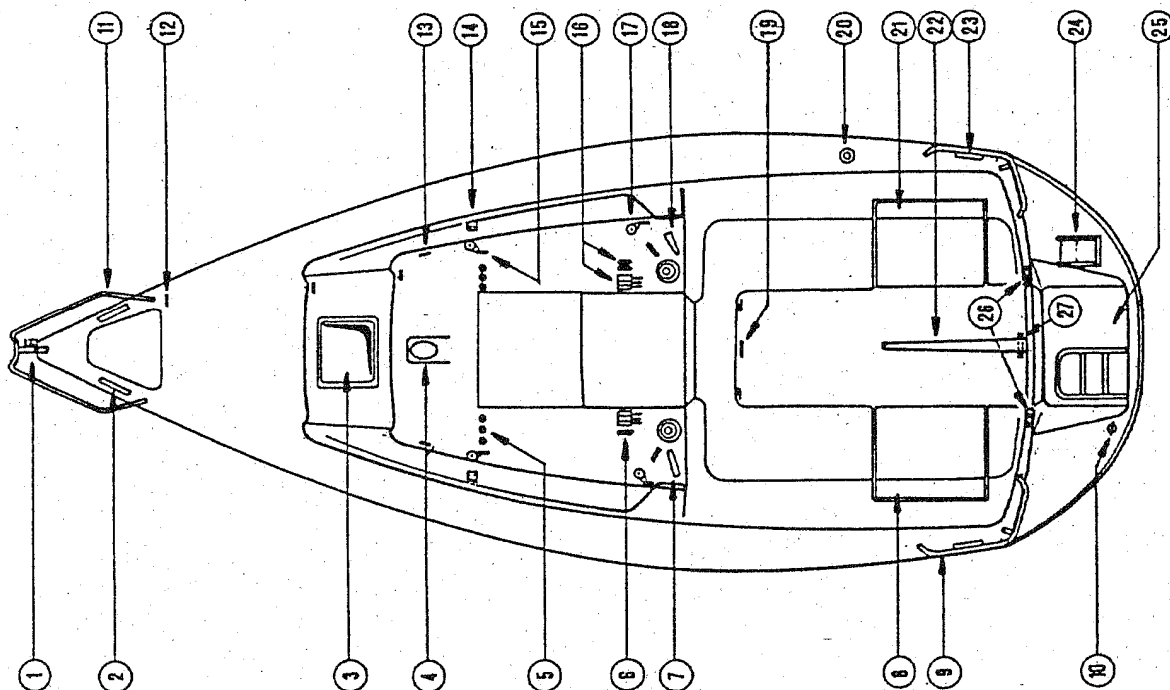
/// Jeanneau

BP 83 - 85503 Les Herbiers Cedex - France - Tél 51.91.06.10 - Télécopieur 51.67.37.65 - Télex Batoja 711383 F

JEANNEAU SUN WAY 21

Main Specifications

Length over all	L.O.A.	
Maximum beam		: 6m50 (21'4")
Displacement		: 2m49 (8'3")
Draught		: 850 kg (1874 lbs)
N° of persons authorized aboard		: 0m75 (2'5")
Sailing class		: 4/5/6
French Merchant Navy Approval N°		: 3/4/5
Tonnage		: 3776
Engine (OB) recommended power		: 2.97 register tons
		: 4-5 HP maximum
		(short shaft)

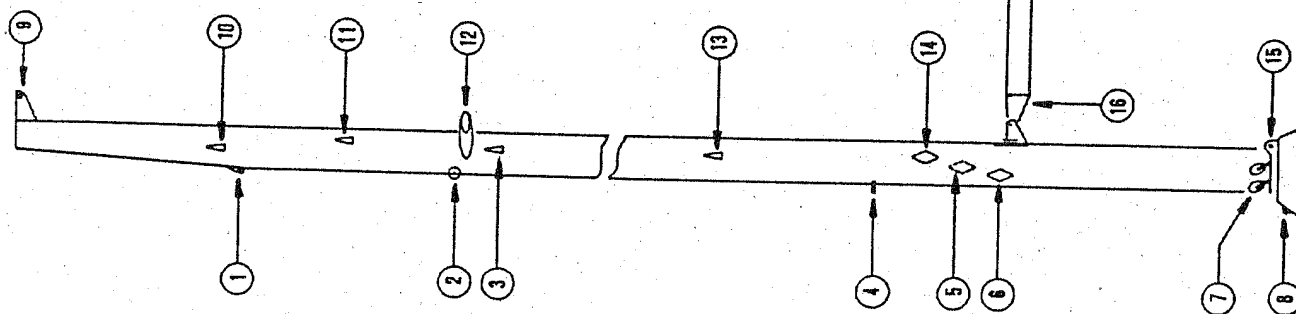


DECK FITTINGS

- 1 Stemhead fitting with forestay bail, tack
- 2 Forward mooring cleat
- 3 Opening deck hatch
- 4 Mast step
- 5 Deck lead blocks for halyards
- 6 Main and jib halyard jammers
- 7 Halyard winch cleat and jibsheet jammer
- 8 Port sail locker with battery and charger housings
- 9 Aft pulpit fitted with backstay chainplates
- 10 Rowlock
- 11 Forward pulpit
- 12 Roller jib return eye
- 13 Chainplate for mast stepping shroud (see following pages)
- 14 Shroud chainplate
- 15 Jib barber-hauler turning block and chainplate
- 16 Jammers for spinnaker halyard, topping lift and downhaul
- 17 Jib sheet turning block and chainplate
- 18 Spinnaker winch and cleat and jibsheet jammer
- 19 Mainsheet strop chainplate and sheet hooks each side of the cockpit enabling the boom to be more or less centre-lined
- 20 Water tank deck fill cover (optional extra)
- 21 Starboard sail locker with housing for fuel feeder
- 22 Tiller
- 23 Aft mooring cleat
- 24 Outboard engine bracket swivel attachment - maximum power rating of 5 HP with short shaft
- 25 Aft spoiler with bathing ladder
- 26 Mast support base-plates (in horizontal position)
- 27 Heading blocking device : this system makes it possible to carry out on-deck sail handling whilst maintaining a heading. To keep the helm on the same heading, bring down the racked plate of this device and let the helm sit on it.

BEWARE : The central leg of the forward pulpit is fitted with a chain-retaining hook. This hook, of great use during mooring, must under no circumstances be used as a mooring point, forward mooring cleats having been provided for this purpose.

* The decking (hull-deck joint) is secured all-round by a section onto which the rubbing strake has been affixed. The latter can be removed from this section support and changed if necessary.

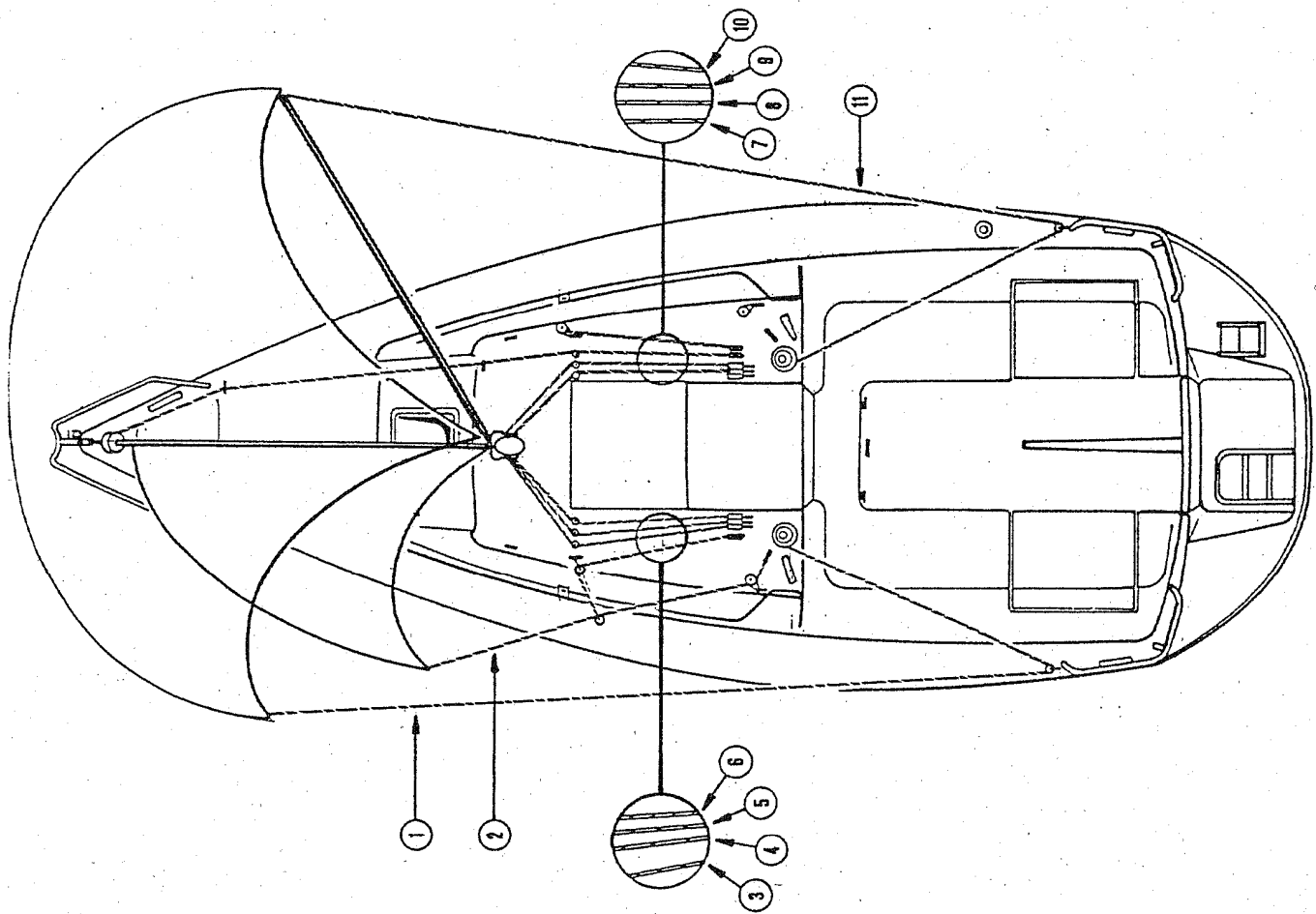


MAST FITTINGS

- 1 Forestay tang
- 2 Spinnaker pole topping lift exit
- 3 Aft lower shroud tang
- 4 Spinnaker pole eye
- 5 Spinnaker halyard exit (to starboard)
- 6 Spinnaker halyard exit (to port)
- 7 Mast-step turning-blocks - halyard return
- 8 Waterproof grommet
- 9 Masthead fitting with backstay tang
- 10 Shroud tang
- 11 Lazy-jack tang
- 12 Spreader
- 13 Mast lowering shroud tangs
- 14 Main halyard exit
- 15 Mast-step swivel fitting with boom downhaul tang
- 16 Boom end-fitting with cam-jammers
- 17 Boom downhaul eye
- 18 Forward eye for lazy-jack
- 19 Mainsheet eye
- 20 Aft eye for lazy-jack
- 21 Reef-band eye
- 22 Reef-band eye
- 23 Boom end-fitting with turning-blocks for clew and reefs
- 24 Lazy-jack cleat

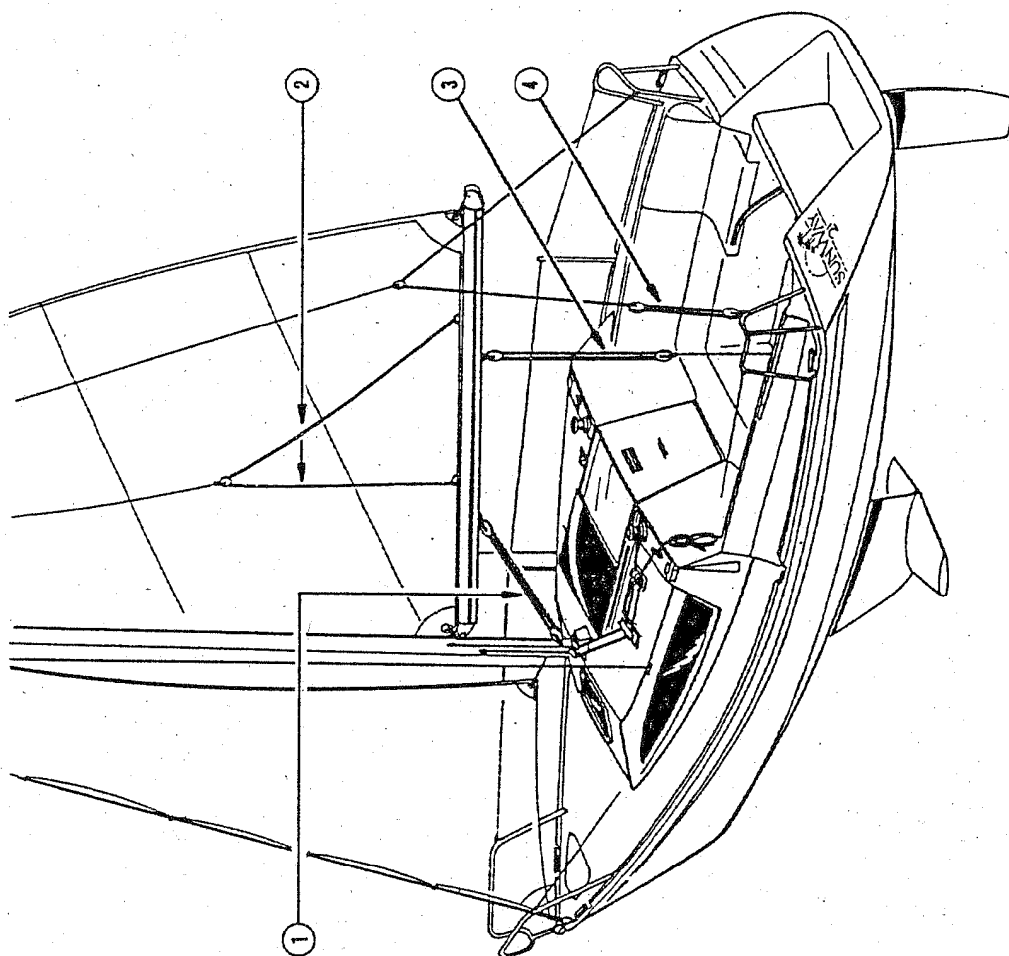
HALYARD AND SHEET SYSTEMS

- 1 Spinnaker sheet
- 2 Jibsheet
- 3 Jib barber hauler portside
- 4 Spinnaker pole downhaul
- 5 Jib halyard
- 6 Main halyard
- 7 Spinnaker halyard
- 8 Spinnaker pole topping lift
- 9 Roller jib
- 10 Jib barber hauler starboard side



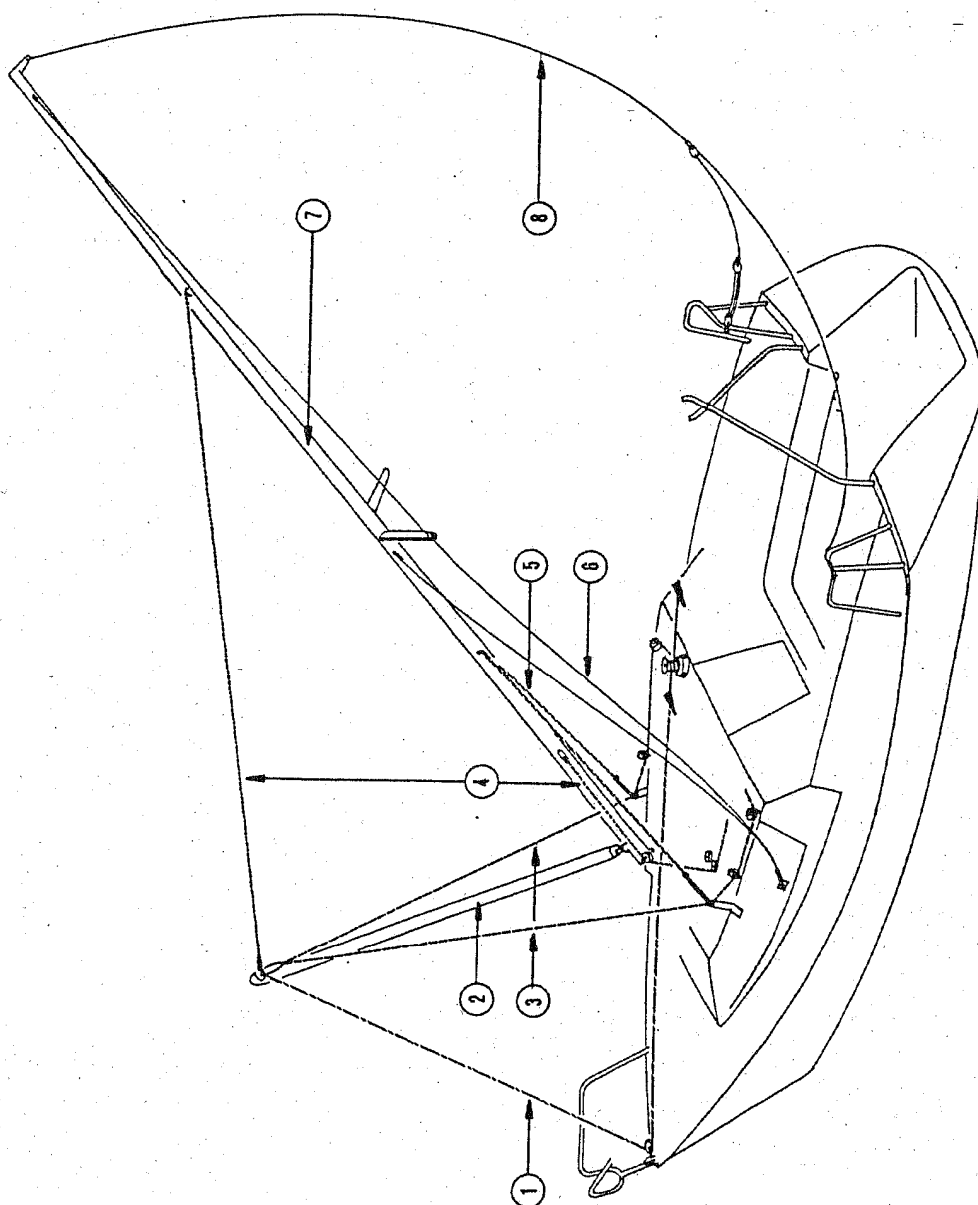
RUNNING RIGGING

- 1 Boom downhaul (3-strand purchase)
- 2 Lazy Jack making it possible to keep the sail furled on the boom
- 3 Mainsheet (4-strand purchase)
- 4 4-strand purchase to backstay bridle



MAST STEPPING

- 1 Spinnaker guy (enabling the spinnaker pole to be brought down towards the stem)
- 2 Hauled onto the starboard winch
- 3 Spinnaker pole
- 4 Jibsheet (crossways balance of the spinnaker pole)
- 5 Jib halyard (enables the spinnaker pole to be raised)
- 6 Mast lowering shrouds (crossways balance of the mast)
- 7 Shrouds and cap shrouds
- 8 Mast
- 9 Backstay



MAST STEPPING

- 1 The mast is supported on the forward pulpit and on its central support at the stern.

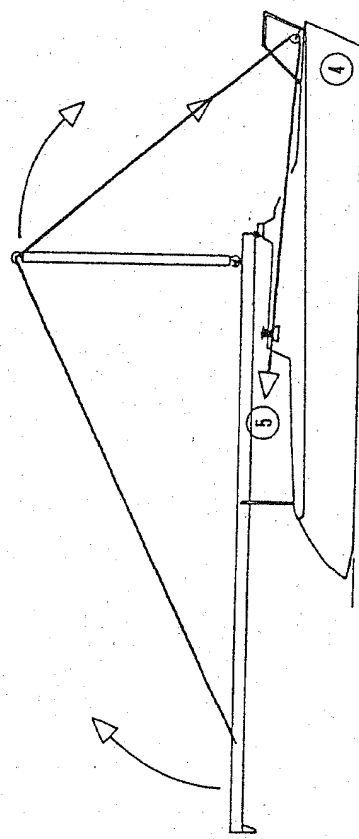
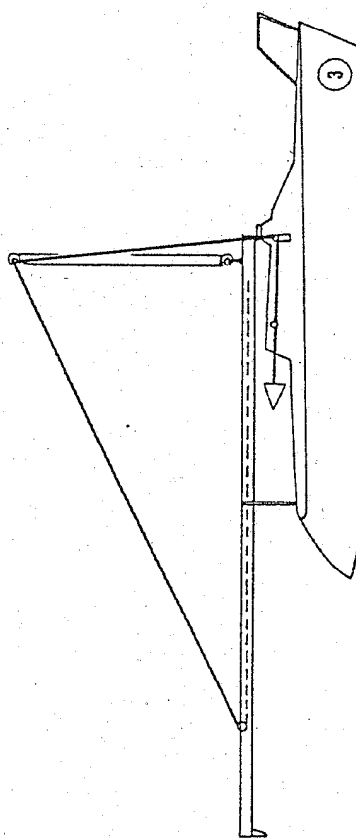
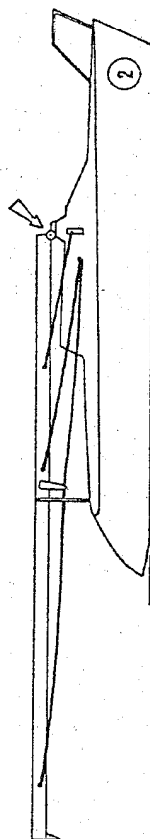
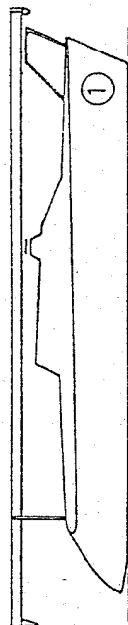
- 2 * Pull the mast aft and put the mast step pin into its base plate (without forgetting to insert the boom downhaul chainplate into this pin).

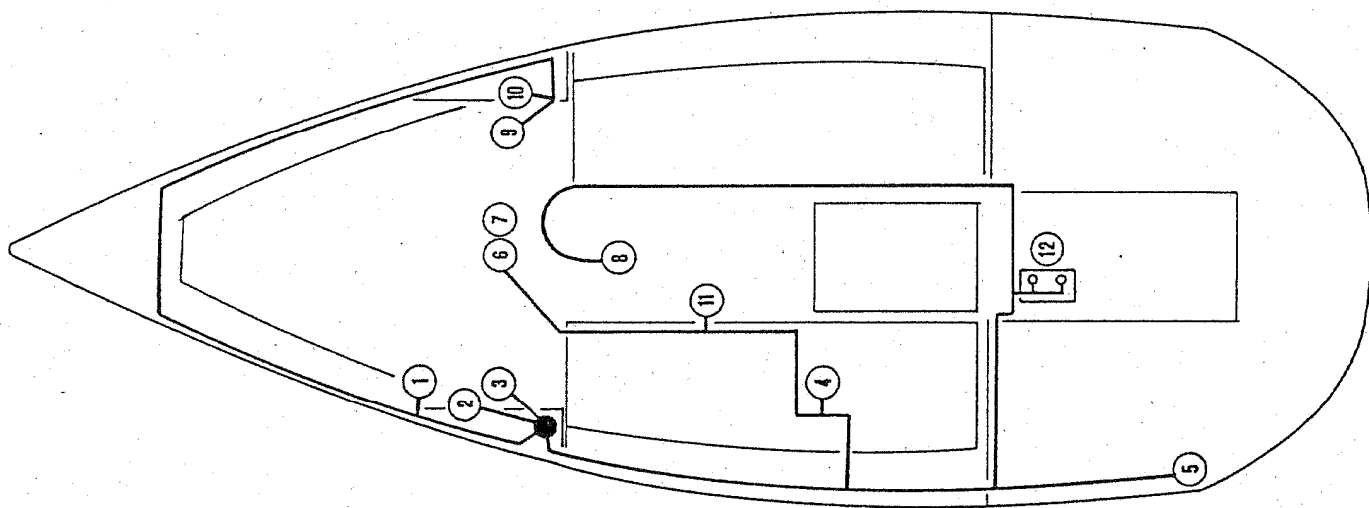
* Set the shrouds and cap shrouds onto the aft chainplates and the mast stepping shrouds onto forward chainplates (nipper and toggle onto the chainplate and hook onto the mast). Also fix the backstay onto the aft pulpit chainplates.

- 3 Slip the spinnaker pole into the chainplate at the foot of the mast (front part) and attach the jib halyard to the other end, the return to the cockpit of this halyard being blocked in its jammer to port). Use the jibsheet to hold the spinnaker pole in place sideways : with the central loop of the sheet passing through the end of the spinnaker pole, thread the ends of this sheet into the nipper toggles of the masting shrouds and lead it back to the cleat having gone through the usual jibsheet turning-blocks.

- 4 Fix the spinnaker guy at the end of the spinnaker pole then go via a turning-block on the forward pulpit's central fitting and lead back to the winch.

- 5 Use the winch to pull the spinnaker guy, the mast gradually rises. Fix the forestay by means of lateral battens. Adjust the backstay.





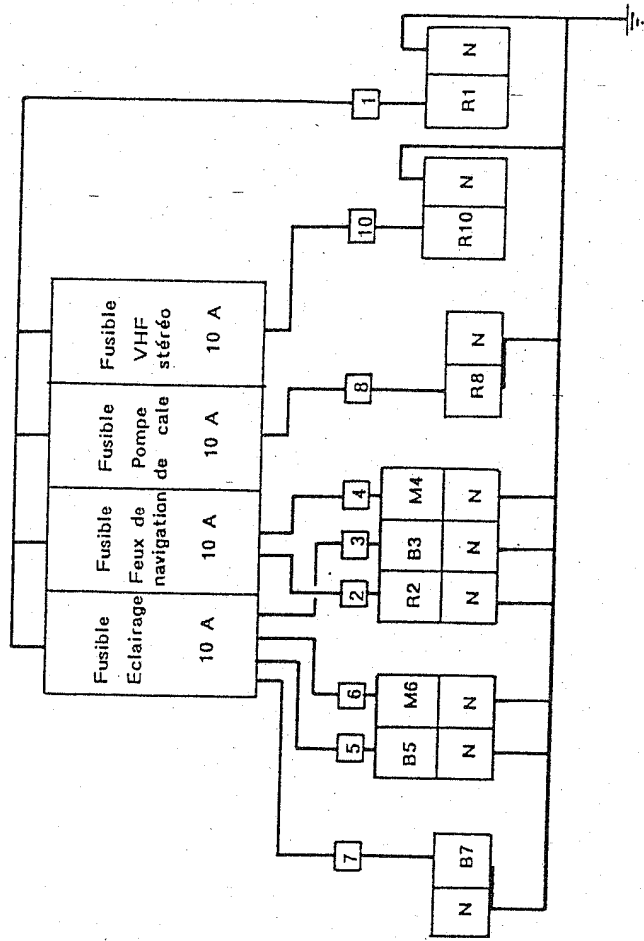
ELECTRICAL

- 1 Spotlight to port
- 2 Speaker to port
- 3 12-volt power socket
- 4 Supply to compass
- 5 VHF socket (for aft pulpit)
- 6 Mast lights
- 7 VHF socket (for masthead)
- 8 Electric bilge pump
- 9 Spotlight to starboard
- 10 Speaker to starboard
- 11 Striplight in saloon
- 12 Accumulator batteries 55 Ah

* A housing is provided for a TV set or radio-cassette on the stowage shelf forward. Connect the appliance to the 12 volt supply socket 3

FUSES DIAGRAM

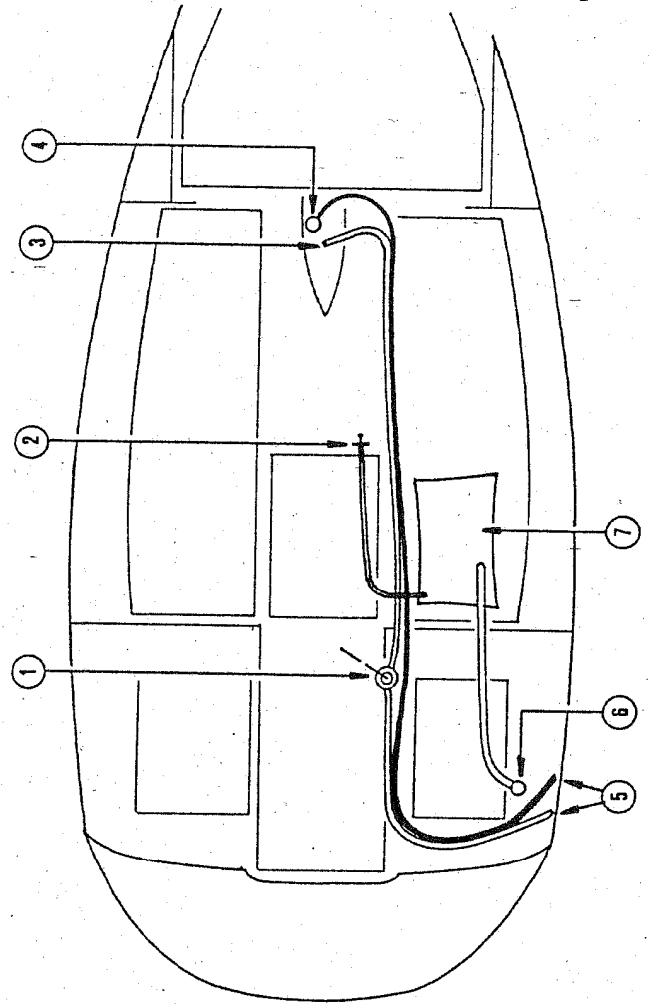
Lighting Fuse	Sailing Lights Fuse	Bilge pump fuse	VHF stereo fuse
10 A	10 A	10 A	10 A



WATER SYSTEM

WITH OPTIONAL EXTRAS : RESERVE OF WATER
DRAINAGE

- 1 Manual cockpit pump
- 2 Manual pump for fresh water (directable tap)
- 3 Manual bilge pump drawing point
- 4 Electric bilge pump
- 5 Hull outlets of manual and electric bilge pumps
- 6 Water tank deck fill cover
- 7 Water bag (50 l / 11 imp.galls. / 13.21 US galls.)



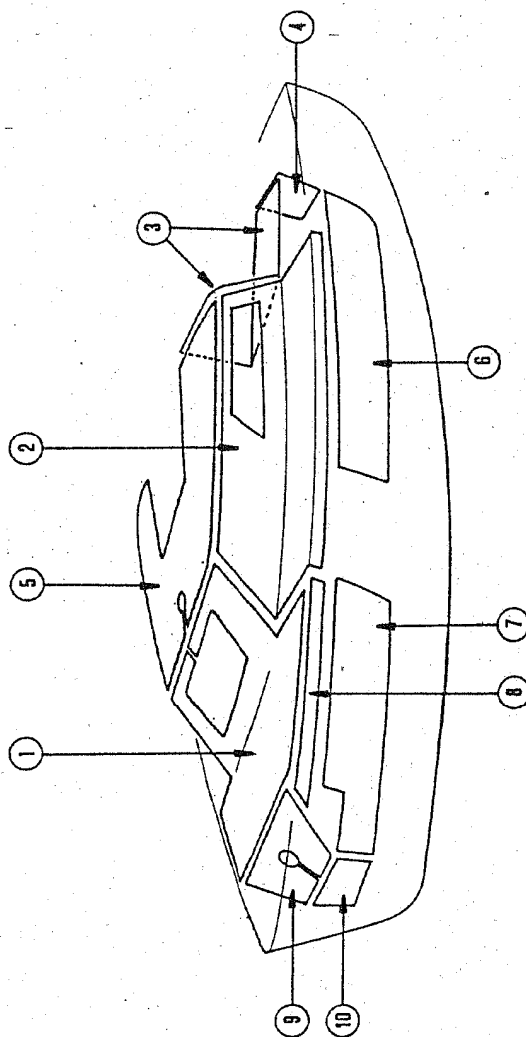
UPHOLSTERY

Your sailboat is delivered with ready-to-fit upholstery.

This upholstery is ready for you to fit using velcro-fastening strips to areas of the hull and overhead.

To effect the fitting of these various panels, proceed in the numerical order shown in the diagram (starting at 1 and finishing at 10).

Make sure that each panel does not interfere with the velcro of a neighbouring one. Should this be the case, slightly reduce the panel which is too big by carefully cutting it.



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.

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!...

BEFORE PUTTING THE BOAT INTO THE WATER

- Provide for the eventual installation of the echo-sounder and speedometer sounds in 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 (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 bottle screws for good, protect the split-pins and the bolts using sticky tape.

APPOINTMENT BELOW DECKS

CURTAINS/DRAPEES

The curtains/drapes are fitted, on the one hand by velcro strips on the forward-cabin separation bulkheads to port and starboard, and on the other by hooks in the overhead and under the table.

GALLEY - WASH-AREA - ICE-BOX

If your boat is fitted with GRP washroom fittings, these should be cleaned using a moist sponge and liquid soap. Scouring powders, brushes and abrasive sponges are not to be used.

ELECTRICAL

Do not place electronic instruments or (compass) repeaters within 1m50 of the radio speakers.

Batteries :

- Check the level of water (except for sealed batteries) and fill if necessary with distilled water.
- Make sure it is properly serviced and that the terminals are clean.
- Spray the connections with an insulating product so as to protect them from humidity.

VENTILATION

The forward bulkhead is fitted with a ventilation hatch into the anchor locker : never leave this open when leaving the boat for any time.

UNSinkABILITY : Your boat is unsinkable and can make way even when filled with water (thanks to the foam injected between the hull and the inner liner). In the latter case, the maximum level of water in the boat is up to the top of the settee backrests.

ICE-BOX : Insulated box behind the settee to port.

DOUBLE BERTH : To use the central double settee berth, unfold the wooden panel stowed beneath the starboard berth and which will cover the space midships. Use the settee backrest cushions to mattress this space.

CUSHIONS - UPHOLSTERY

- Take advantage of good weather to air the settee and berth cushions.
- So as to allow you to maintain and to winter your boat more easily, JEANNEAU has provided the SUN WAY with velcro-fastened linings that are fully removable as well as with cushions with removable covers.
- It is thus also possible to change the interior decor.

Maintenance tips:

VERSION 1 : ROSEE DU MATIN (MORNING DEW)

- Foam-backed linings :
 - 40° wash
 - do not use bleach
 - iron at medium setting
 - do not dry clean

Cushion covers

- 60° wash
- do not use bleach
- iron at medium setting
- dry clean

Stain removal :

- deal with the stain on the spot
- take up excess liquid using kitchen roll
- for greasy matter, such as butter, take up as much as possible with the flat of a blade
- remove difficult stains using a stain removing agent

Washing

- never interrupt a wash programme
- so that the fabric may conserve its stain-guard qualities, ironing or any other heat treatment is recommended
- avoid using any anti-static liquids

VERSION 2 : SOLEIL COUCHANT (SETTING SUN)

- Foam-backed linings :
 - 40° wash
 - do not use bleach
 - iron at medium setting
 - do not dry clean

Cushion covers

- 40° wash
- do not use bleach
- iron at medium setting
- dry clean

MAINTENANCE AND OUT-OF-SEASON STORAGE

MAINTENANCE

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

- Engine-stop pull-knob, sliding bolts, hinges, locks.
 - Gear-box control-lever box
- This greasing is to be effected using products specially intended for use in the marine environment (White Teflon grease).
- Strip down and clean fuel separator from time to time.

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

MAINTENANCE OF STAINLESS STEEL AND BRASS:

To be maintained on a regular basis.

Buff up stainless steel and brass articles using a suitable product ("Minox" 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 shaft 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 "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 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