notice d'entretien
instructions and maintenance manual

VOYAGE 11.20

ENGLISH VERSION

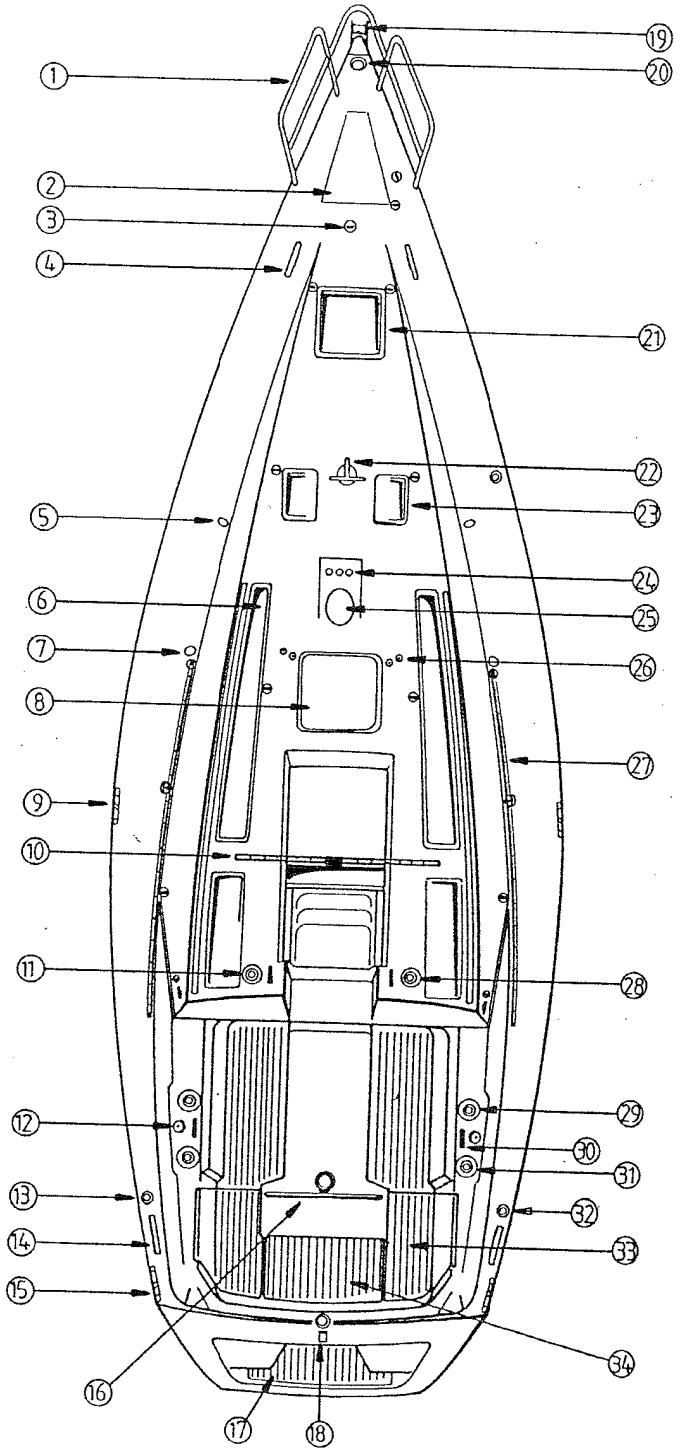
Jeanneau

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

VOYAGE 11m20

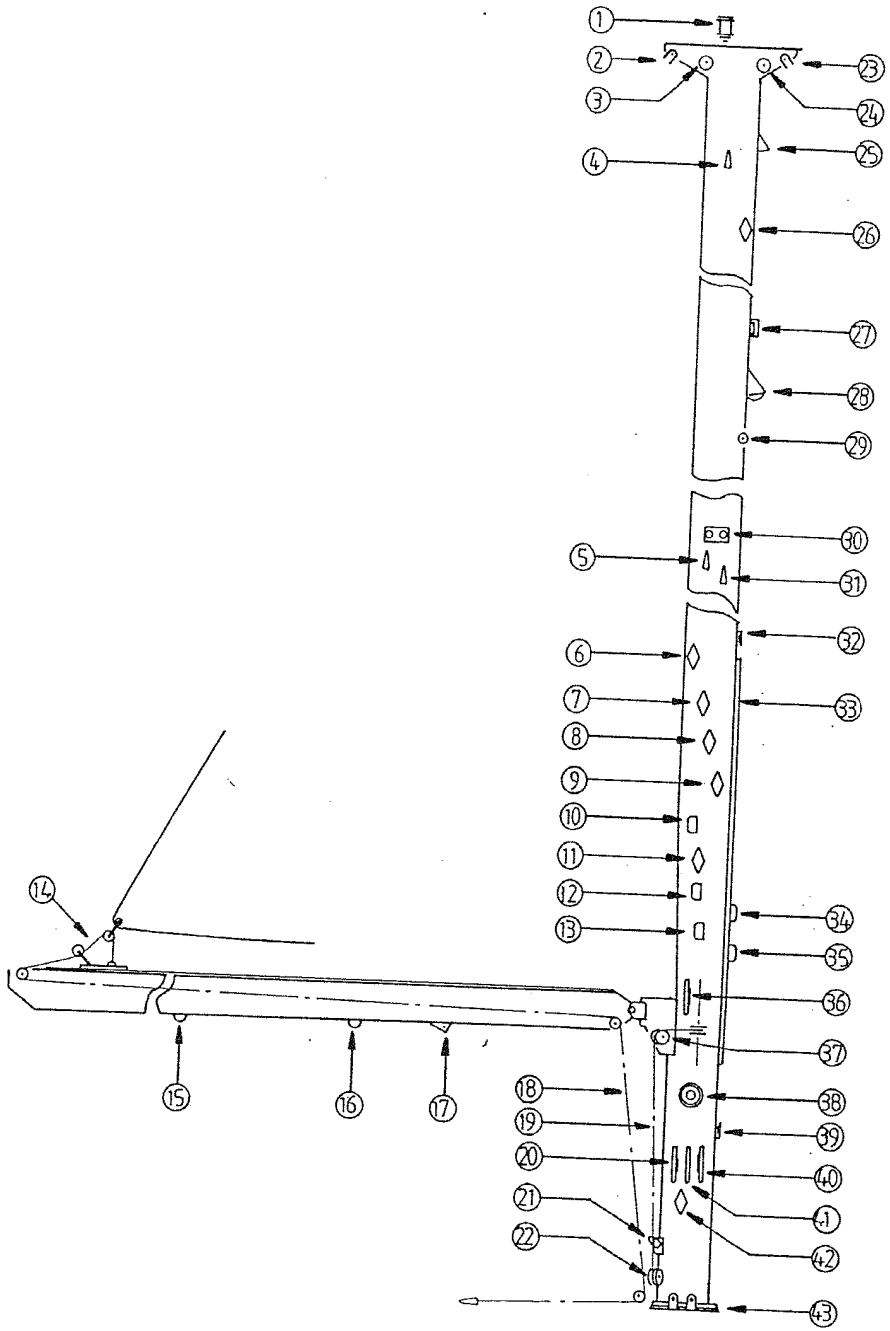
SPECIFICATIONS

Length over all L.O.A.	: 11m20 (36'9")
Hull length L.H.	: 10m70 (35'1")
Maximum beam	: 3m65 (12')
F/K draught	: 1m55 (5'1")
F/K light displacement	: 5 T 5 approx. (12125 lbs)
Sailing class	: 1
N°of persons authorized on board	: 7 in Class 1 8 in Class 2 9 in Class 3 10 in Class 4 10 in Class 5
French Merchant Marine Approval n°	: 3077
Tonnage	: 12.07 register tons



DECK FITTINGS LAYOUT

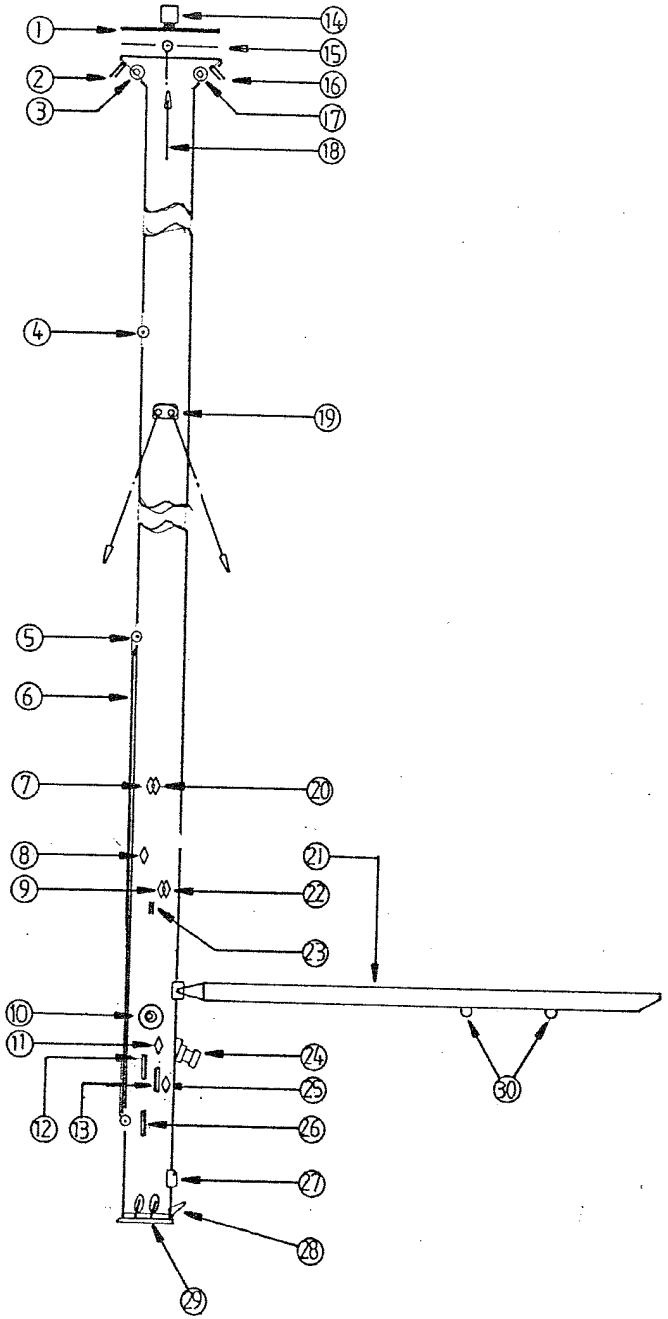
1 Pulpit with bow lights
2 Anchor well with windlass (electric windlass optional extra)
3 Chainplate for spinnaker pole downhaul
4 Forward mooring cleat
5 Chainplate for lower shrouds forward
6 Roof screens
7 Chainplate for aft shrouds
8 Opening hatch over saloon
9 Clearance fairlead
10 Mainsheet track
11 Coachroof winch (roller mast optional extra)
12 Genoa sheet foot-block
13 Water tank deck fill cover
14 Aft mooring cleat
15 Aft fairlead
16 Steering wheel
17 Bathing platform
18 Chainplate for backstay
19 Stemhead fitting with bow-roller and chain stop
20 Genoa roller (built-in roller drum under the deck)
21 Forward cabin opening deck hatch
22 Deck ventilator with guard-rail
23 Deck hatch opening into saloon forward
24 Watertight wiring grommet to mast's exterior equipment
25 Mast step
26 Cheek-blocks for mast-foot lead ropes
27 Genoa track with traveller adjustable from cockpit
28 Coachroof winch starboard side (genoa roller, mainsheet)
29 Genoa winch
30 Winch cleat
31 Spinnaker sheet winch (optional extra)
32 Fuel tank deck fill cover
33 Sails locker to starboard
34 Life-raft stowage locker



MAST PLAN

"FURLER MAST" VERSION

1 Anchor light
2 Backstay tang
3 Main halyard and boom topping lift sheaves
4 Upper shroud tang
5 Aft lower shroud tang
6 Spinnaker halyard exit (to portside)
7 Main halyard exit (to portside)
8 Genoa halyard exit (to portside)
9 Jib halyard exit (to starboard; optional extra: jib on releasable stay)
10 Spinnaker halyard jammer (to portside)
11 Spinnaker pole topping lift exit (to starboard)
12 Main halyard jammer (to portside)
13 Genoa halyard jammer (to portside)
14 Mainsheet bail tackle on boom-mounted sliding traveller
15 Aft eye for mainsheet tackle
16 Fore eye for mainsheet tackle
17 Boom downhaul fitting
18 Adjustment strand for mainsheet bail
19 Strands for main furler and unfurler system
20 Spinnaker pole topping lift cleat (to starboard)
21 Boom downhaul fitting
22 Main furler and unfurler system return blocks
23 Forestay fitting
24 Sheaves for furler jib and jib on releasable forestay (optional extra)
25 Releasable forestay fitting
26 Spinnaker halyard exit - a double fitting takes the spinnaker halyard blocks at the masthead
27 Motoring light
28 Deck floodlight
29 Spinnaker pole topping lift sheave
30 Spreader base
31 Forward lower shroud tang
32 Upper adjustment blocks for spinnaker pole traveller
33 Spinnaker pole traveller track
34 Spinnaker pole upper jammer
35 Spinnaker pole lower jammer
36 Halyard cleat (to portside)
37 Transmission block for main furler and unfurler system
38 Halyard winch (to portside)
39 Lower block for adjustment of spinnaker pole traveller
40 Jib halyard cleat on releasable forestay (to starboard)
41 Halyard cleat
42 Boom topping lift exit
43 Mast step with bridle for fixing mainsheet return block



MAST PLAN

"TRADITIONAL MAST" VERSION

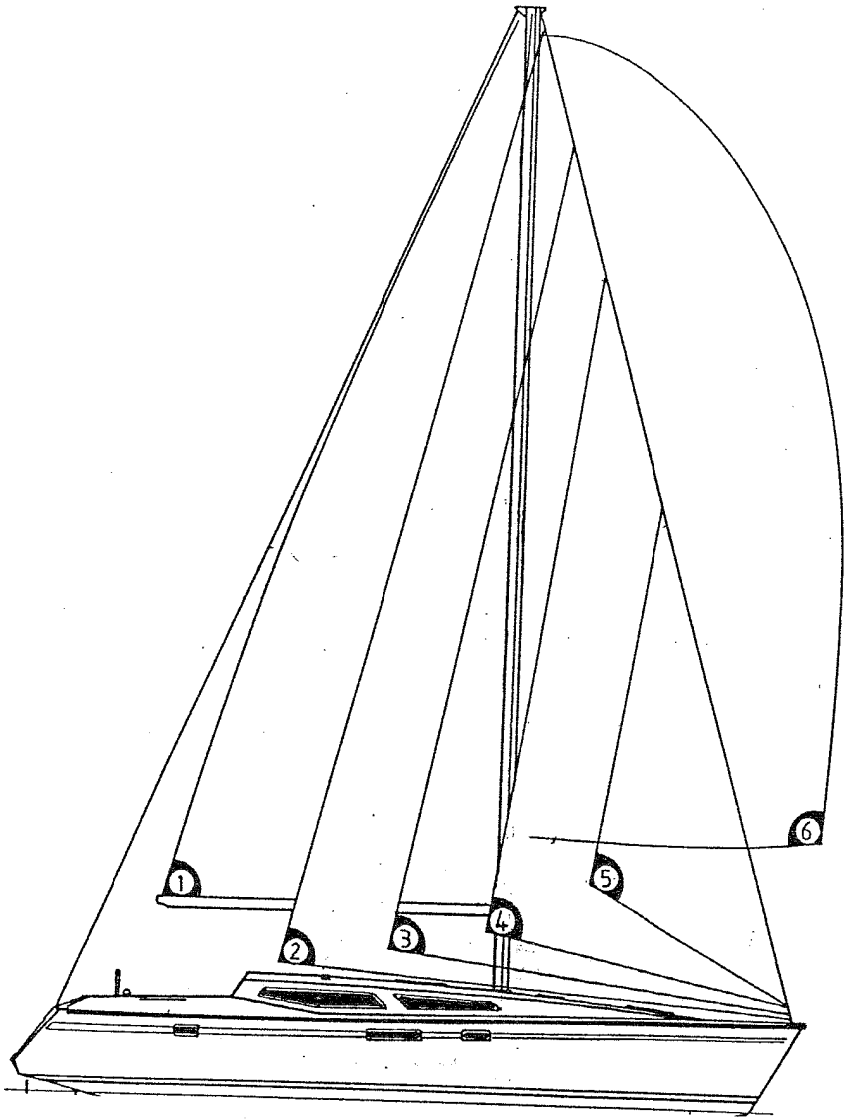
1 Masthead plate
2 Forestay tang
3 Jib halyard and spinnaker halyard sheaves
4 Spinnaker pole topping lift sheave
5 Spinnaker pole track traveller adjustment sheave
6 Spinnaker pole adjustment track
7 Boom topping lift exit (to starboard)
8 Boom topping lift cleat (to starboard)
9 Main halyard exit (to portside)
10 Genoa and main halyard winch
11 Spinnaker pole topping lift exit (to portside)
12 Cleat (to portside)
13 Cleat (to portside)
14 Anchor light
15 Fixing pin for upper shroud eye
16 Backstay tang
17 Main topping lift and halyard sheaves
18 Upper shroud outlet
19 Spreader base with fixing point
20 Exit for N°1 genoa halyard (to portside)
21 Boom
22 Exit for spinnaker halyard (to starboard)
23 Genoa halyard stopper (to portside)
24 Reefband winch
25 Genoa exit (to starboard)
26 N°2 genoa halyard cleat (to starboard)
27 Boom halyard toggle
28 Mainsheet return fitting
29 Mast step with return blocks
30 Mainsheet tackle eyes

SAIL PLAN

"TRADITIONAL MAST" VERSION

N°	LUFF	LEECH	FOOT	SAIL AREA
1	12m10(39'8")		3m90(12'9")	26 m2 (280 sq.ft.)

1 = Main

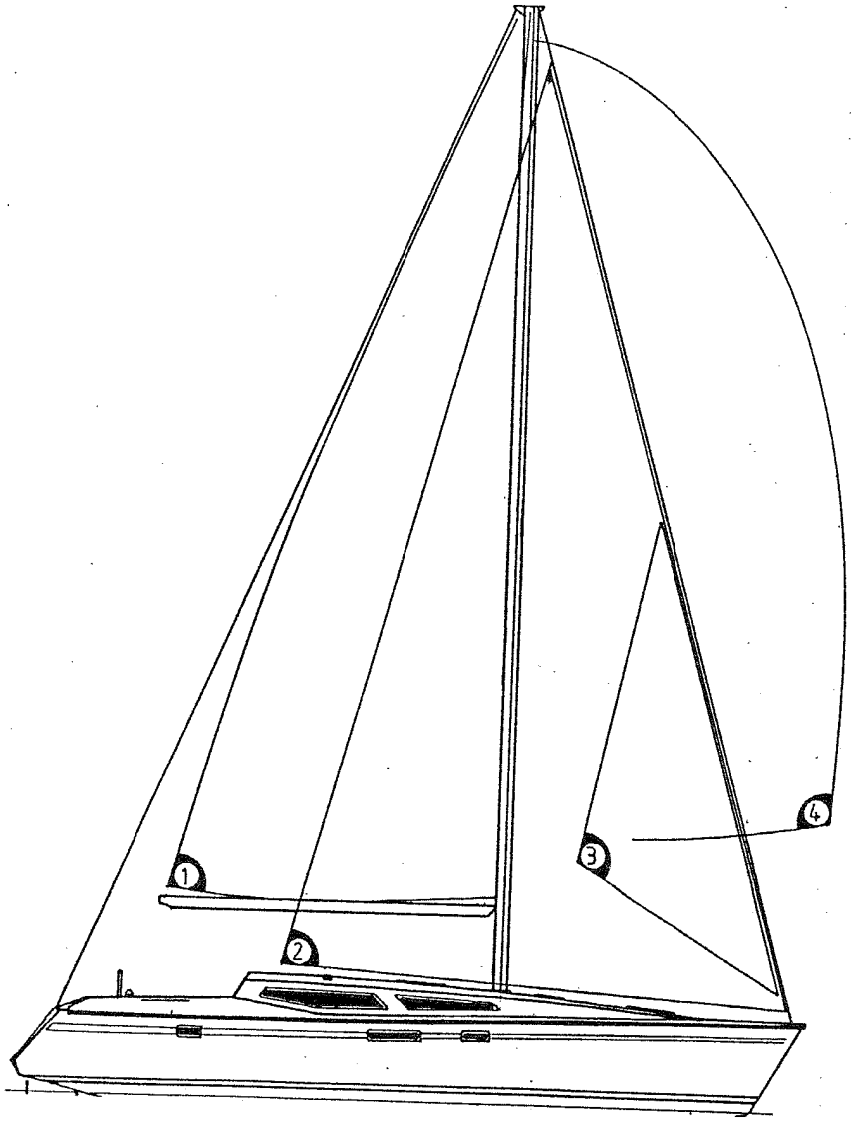


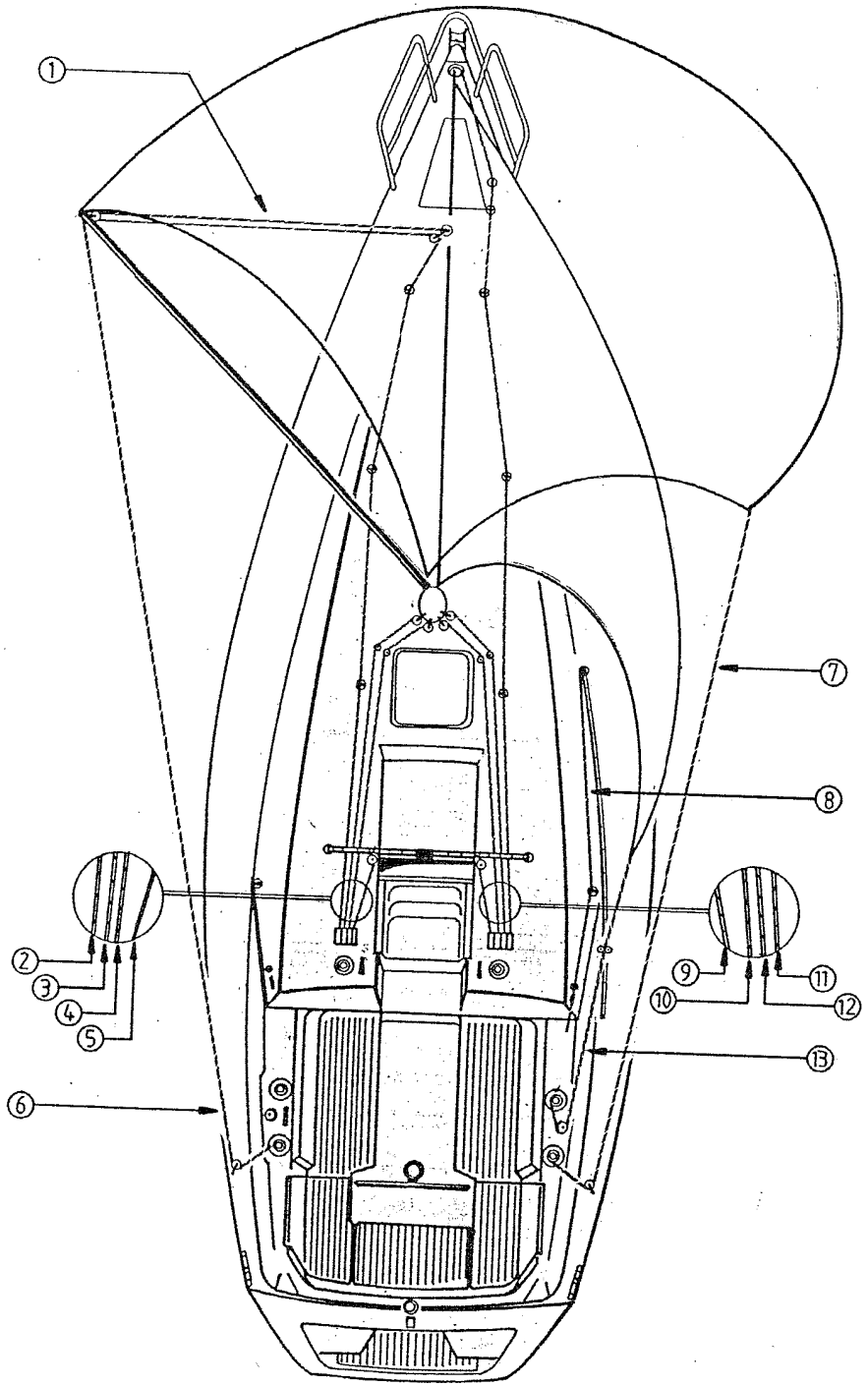
SAIL PLAN

"FURLER MAST" VERSION

N°	LUFF	LEECH	FOOT	SAIL AREA
1	12m00(39'4")	12m44(40'10")	4m00(13'2")	12.00m2(129 sq.ft.)
2	13m70(44'11")	13m08(42'11")	6m72(22'1")	43.36m2(467 sq.ft.)
3	7m20(23'8")	5m00(16'5")	3m40(11'2")	7.50m2 (81 sq.ft.)
4	13m60(44'7")	13m60(44'7")	7m68(25'2")	95m2 (1023 sq.ft.)

1 = Main furler;2 = Furler genoa;3 = Storm jib;4 = Spinnaker





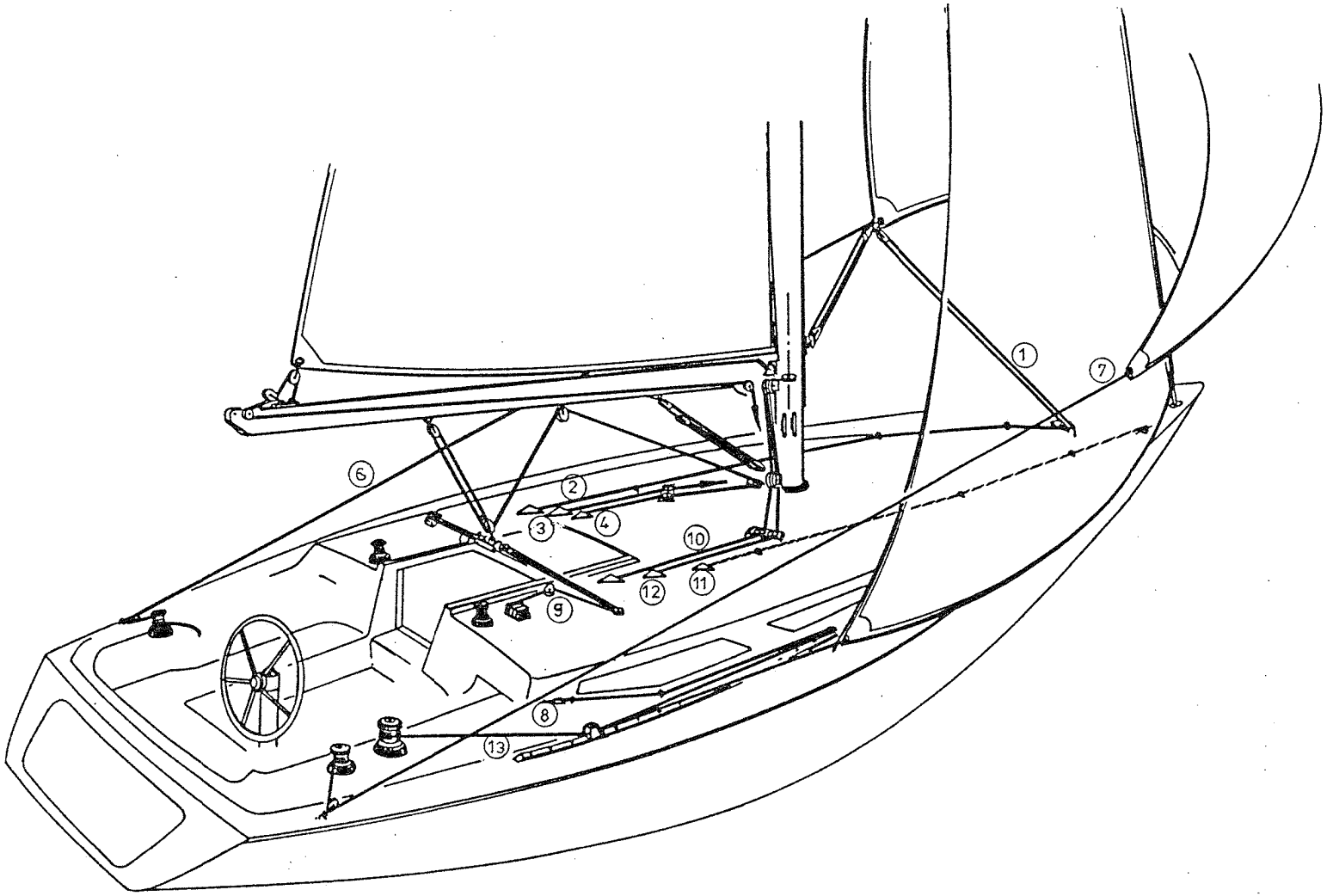
RUNNING RIGGING

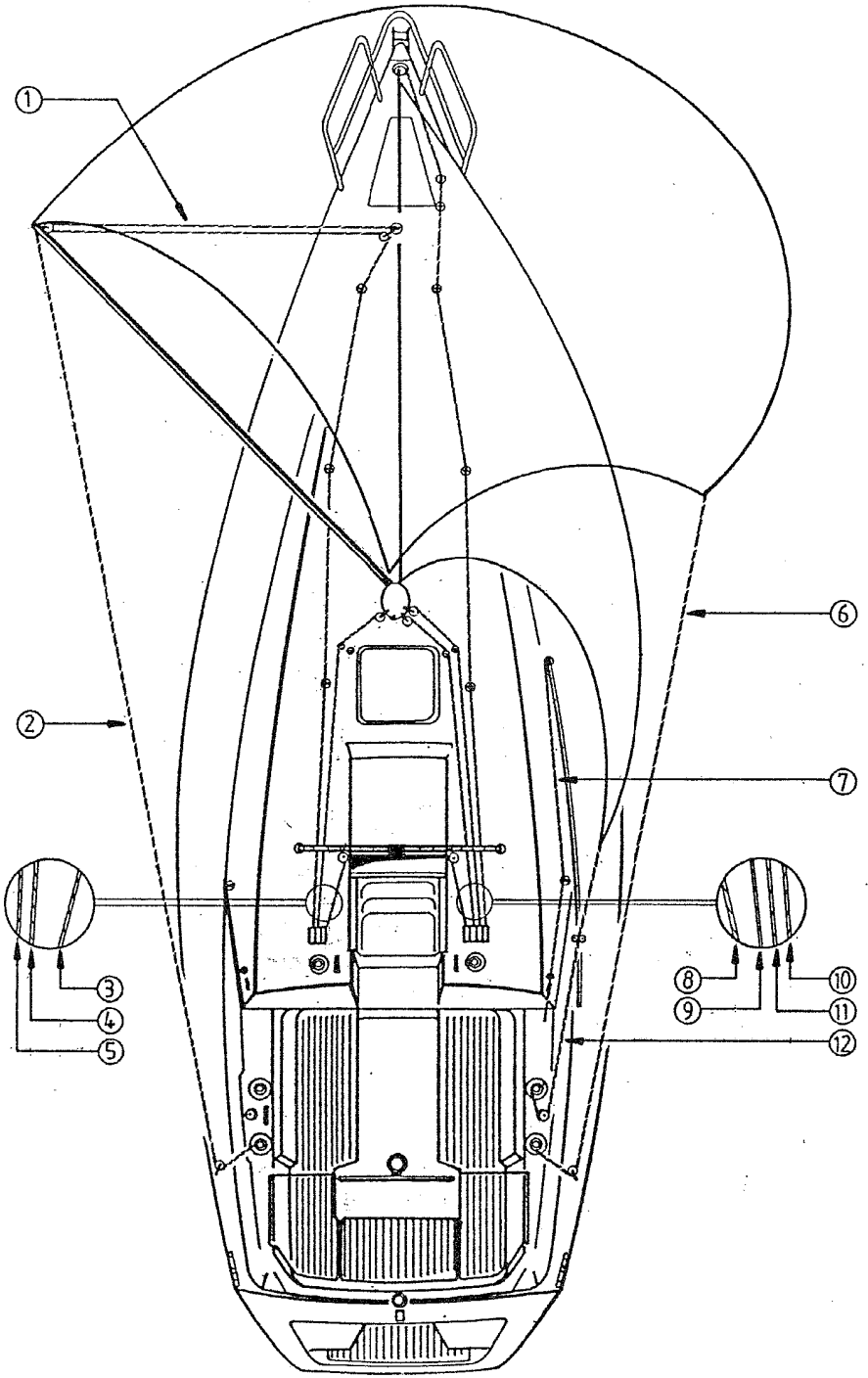
VERSION WITH FURLER MAST

1 Spinnaker pole downhaul tackle
2 Spinnaker pole downhaul return
3 Main clew adjustment
4 Mainsheet adjustment
5 Mainsheet traveller adjustment to port
6 Spinnaker guy
7 Spinnaker sheet
8 Jib sheet traveller adjustment
9 Mainsheet traveller adjustment to starboard
10 Main furler control (out)
11 Jib furler adjustment
12 Main furler control (in)
13 Jib sheet

RUNNING RIGGING

VERSION WITH FURLER MAST





RUNNING RIGGING

VERSION WITH TRADITIONAL MAST

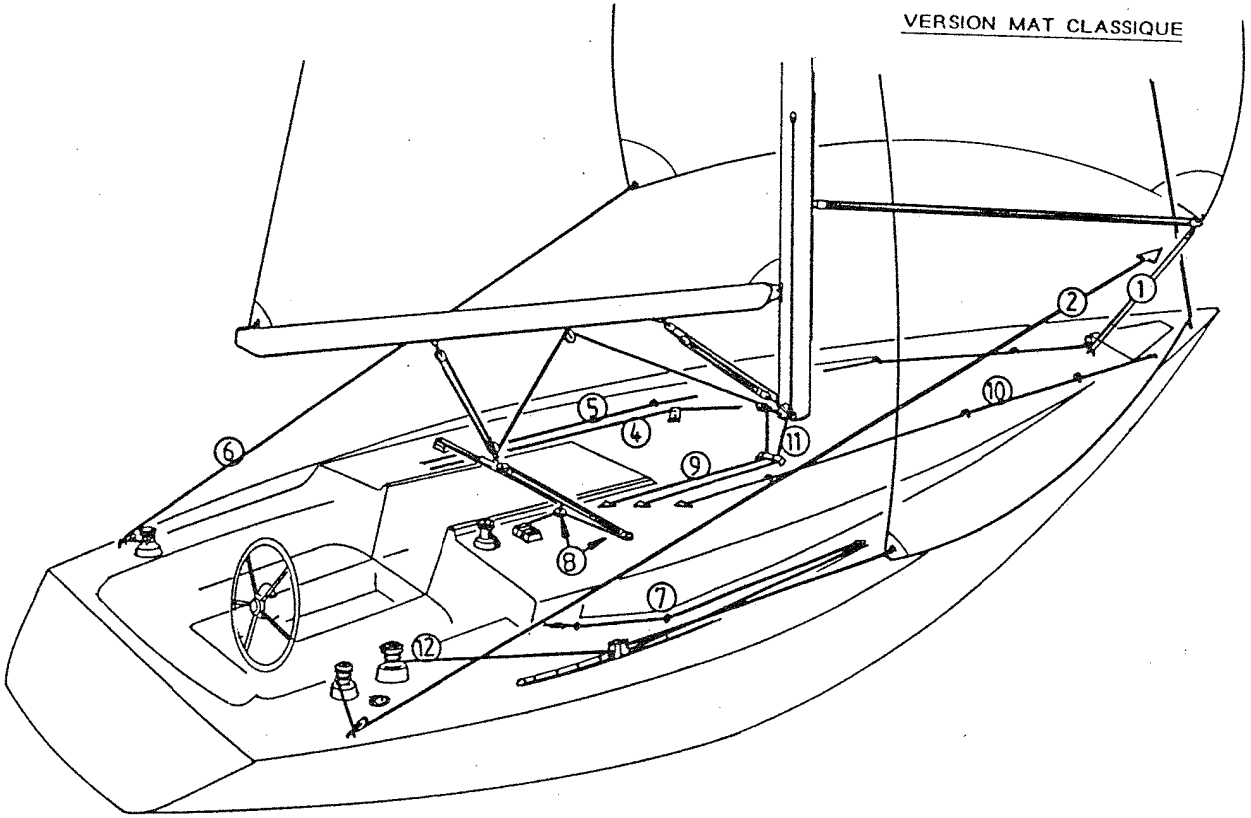
1 Spinnaker pole downhaul tackle
2 Spinnaker guy
3 Mainsheet traveller adjustment (to port)
4 Spinnaker pole topping lift
5 Spinnaker pole downhaul return
6 Spinnaker sheet
7 Jib sheet traveller adjustment
8 Mainsheet traveller adjustment (to starboard)
9 Mainsheet adjustment
10 Jib furler adjustment
11 Spinnaker halyard return
12 Jib sheet

RUNNING RIGGING

VERSION WITH TRADITIONAL MAST

GREEMENT COURANT

VERSION MAT CLASSIQUE



RUNNING RIGGING : VOYAGE 11.20

VERSION: FURLER MAST

DATE:

	DESCRIPTION	CODE	OPT. EXTRA	STAINLESS STEEL WIRE Ø DIA.	LENGTH	CODE	ROPES Ø DIA.	LENGTH	COMPOSITION	CODE	HARDWARE Nº	ACCESSORIES	CODE	Nº	BLOCKS	COD
MAINSAIL	MAINSAIL HALYARD						12	27	F.O. red	003 020	1	Auto handle ø8	134 965			
	MAIN TOPPING LIFT						10	27	Stranded green	003 376	1	Key shackle ø6 S/S	134 866			
	MAINSHEET						12	15	Braided red	002 444	1	Key shackle ø10	134 833	1	SER 4 (key shackle)	
														2	SA 4 (cheek)	
	MAIN CLEW OUTHAUL													1	SE 4 (cheek)	
	PENDANT 1st REEF															
	PENDANT 2nd REEF															
	PENDANT 3rd REEF															
	MAIN CUNNINGHAM				non-rigid											
	BOOM DOWNHAUL															
				5	2m		12	5	Gulfstream red	003 160				1	VA 3 (	
														1	VET 3 (AMIOT	
	MAIN TRAVELLER ADJUSTMENT													1	S 60 DKN (GRATEAU	
JIB	JIB HALYARD						8	7	Tempest red	002 816		Long shackle ø6	134 866			
	JIBSHEET						12	28	F.O. blue		1	Hank S.S. ø70	135400			
	JIB BARBER HAULER						14	12	Braided blue							
	JIB TRAVELLER ADJUSTMENT															
	JIB ROLLER						8	10	Tempest blue					1	SA 2 cheek	
	JIB TACK						10	19	Braided blue	002 394				1	9017 LEWMAR	
SPINNAKER	SPINNAKER HALYARD		*				12	28	F.O. green		1	Swivel hank ø90	135442	1	SE 4	1
	SPINNAKER SHEET		*				12	17	Kevlar green/white		1	Swivel hank ø90	135442	1	SE 4	1
	SPINNAKER GUY		*				12	17	Kevlar red/blue		1	Swivel hank ø90	135442	1	SE 4	1
	SPINNAKER POLE TOPPINGLIFT		*				10	18	Braided white	002 386	1	Snapshackle ø70	135400			
	SPINNAKER POLE DOWNHAUL		*				10	15	Braided red	002 402	1	Snapshackle ø70	135400	2	SE 3	1
	SPINNAKER POLE TRAV. ADJ.						10	6	Braided green	002 378	2	Long shackle ø6	134866			
	SPI. POLE BARBER HAULER															
STAYSAIL	STAYSAIL HALYARD															
	STAYSAIL SHEET															
OTHER	BACKSTAY															
	HANDLES										1	NEMO	144857			
	RUNNING BACKSTAYS										1	BARBAROSSA 250 N	132340			

MODIFICATIONS

DATE	REF	

OBSERVATIONS

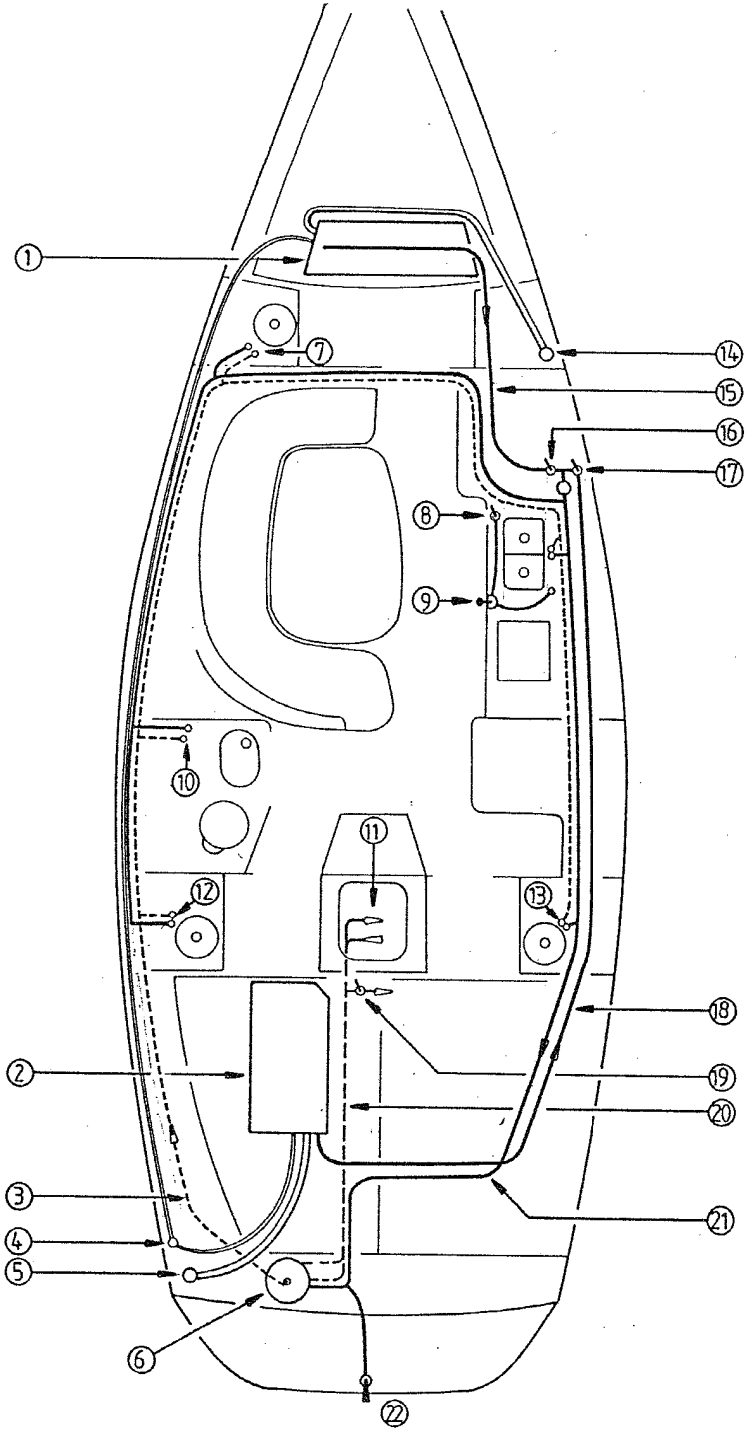
RUNNING RIGGING : VOYAGE 11.20

VERSION: TRADITIONAL MAST

DATE:

	DESCRIPTION	CODE	OPT. EXTRA	STAINLESS STEEL WIRE Ø DIA.	LENGTH	CODE	ROPES Ø DIA.	LENGTH	COMPOSITION	CODE	HARDWARE Nº	ACCESSORIES	CODE	Nº	BLOCKS	COD.
MAINSAIL	MAINSAIL HALYARD						12	27	F.O. red	003 020	1	Auto handle ø8	134 965			
	MAIN TOPPING LIFT						10	27	Stranded green	003 376	1	Key shackle ø6 S/S	134 866			
	MAINSHEET						12	15	Braided red	002 444	1	Key shackle ø10	134 833	1	SER 4 (key shackle)	
														2	SA 4 (cheek) AMIOT	
														1	SE 4 (cheek)	
	MAIN CLEW OUTHAUL						12	7	Braided red	002 444	1	Key shackle ø6	134 940			
	PENDANT 1st REEF						12	10	Braided green	002 451						
	PENDANT 2nd REEF						12	13	Braided blue	002 394						
	PENDANT 3rd REEF															
	MAIN CUNNINGHAM															
	BOOM DOWNHAUL				non-rigid									1	VA 3 (AMIOT	
				5	2m		12	5	Gulfstream red	003 160				1	VET 3 (AMIOT	
														1	S 60 DKN (GRATEAU	
	MAIN TRAVELLER ADJUSTMENT						8	7	Tempést red	002 816		Long shackle ø6	134 866			
JIB	JIB HALYARD						12	28	F.O. blue		1	Hank S.S. ø70	135400			
	JIBSHEET						14	12	Braided blue	002 477						
	JIB BARBER HAULER															
	JIB TRAVELLER ADJUSTMENT						8	10	Tempest blue	002 766				1	SA2 Cheek	13559
	JIB ROLLER						10	19	Braided blue	002 394				1	9017 Lewmar	19807
	JIB TACK															
SPINNAKER	SPINNAKER HALYARD		*				12	28	F.O. green		1	Swivel hank ø90	135442	1	SE 4	1
	SPINNAKER SHEET		*				12	17	Kevlar green/white		1	Swivel hank ø90	135442	1	SE 4	1
	SPINNAKER GUY		*				12	17	Kevlar red/blue		1	Swivel hank ø90	135442	1	SE 4	1
	SPINNAKER POLE TOPPINGLIFT		*				10	18	Braided white	002 386	1	Snapshackle ø50				
	SPINNAKER POLE DOWNHAUL		*				10	15	Braided green	002 402	1	Snapshackle ø50		2	SE 3	1
	SPINNAKER POLE TRAV. ADJ.															
	SPI. POLE BARBER HAULER															
STAYSAILS	STAYSAIL HALYARD															
	STAYSAIL SHEET															
OTHER	BACKSTAY															
	HANDLES										1	NEMO	144857			
	RUNNING BACKSTAYS										1	BARBAROSSA 250 N.	132340			

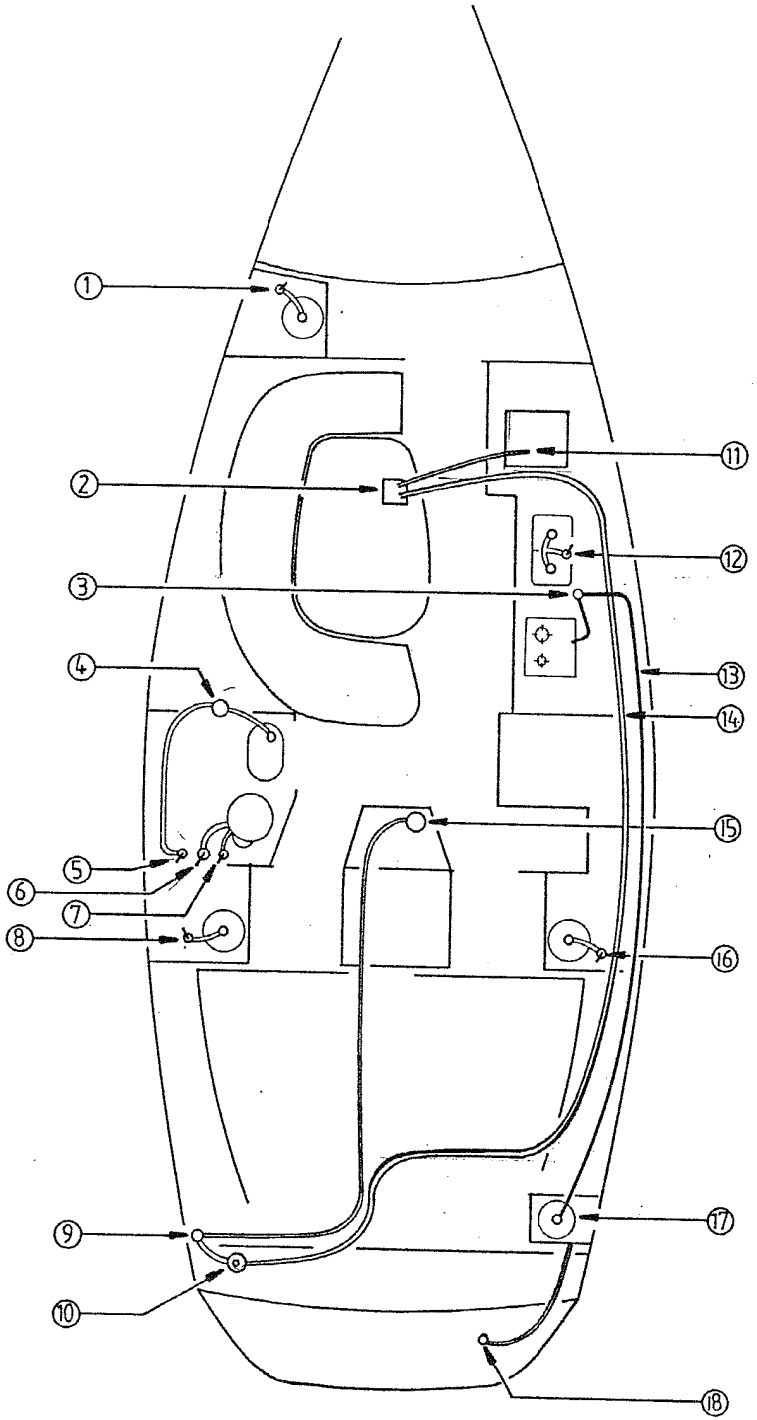
MODIFICATIONS	DATE	REF	OBSERVATIONS



WATER SYSTEM

GENERAL OPERATION DIAGRAM

1 Forward water tank (170 l/37.39 imp.g/44.91 US g approx.)
2 Aft water tank (140 l/30.79 imp.g/36.98 US galls approx.)
3 Hot water supply system
4 Outlets brought together avec water tank breather tubes
5 Aft water tank deck fill cover
6 Water heater with two operation mode options :
* Heat exchanger system with the engine
* Electric operation by 220V quayside socket
7 Hot and cold water supply to forward cabin washbasin
8 Seawater uptake cock to supply sink with sea water
9 Foot pump to supply sink with sea water
10 Engine/water heater heat exchanger system
11 Engine with inlet/outlet lines for heat exchanger system
12 Hot and cold water supply to aft cabin washbasin portside
13 Hot and cold water supply to aft cabin washbasin to starboard
14 Forward water tank deck fill cover
15 Forward tank supply hose
16 Forward tank water system shut-off cock
17 Aft tank water system shut-off cock
18 Aft tank supply hose
19 Engine/water heater heat exchanger system bleed tap
20 Heat exchanger system
21 Water heater cold water supply system
22 Aft spoiler shower facility (cold water)



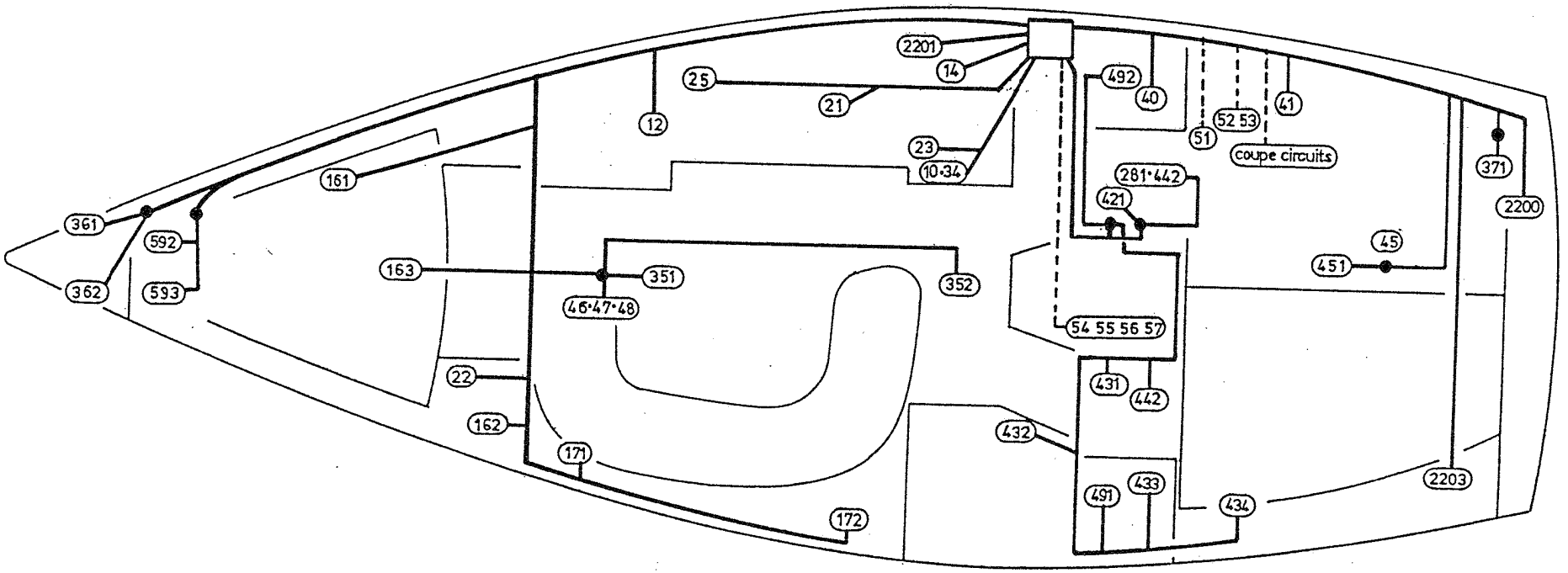
WATER SYSTEM

DISCHARGE LINES

1 Forward cabin washbasin discharge cock
2 Bilge and ice-box drainage well
3 Gas system shut-off cock
4 Shower basin waste-water discharge footpump
5 Shower basin waste-water discharge cock
6 WC rinse cock
7 WC discharge cock
8 Discharge cock to washbasin in aft cabin portside
9 Grouped discharge lines to bilge pumps
10 Hand pump in cockpit for bilge (well) discharge
11 Refrigerator discharge hose
12 Galley sink waste-water discharge cock
13 Gas supply hose
14 Bilge pump-out hose
15 Electric bilge pump
16 Discharge cock to washbasin in aft cabin to starboard
17 Gas-bottle compartment (sail locker to starboard)
18 Gas-bottle compartment drainage outlet

ELECTRICS DIAGRAM

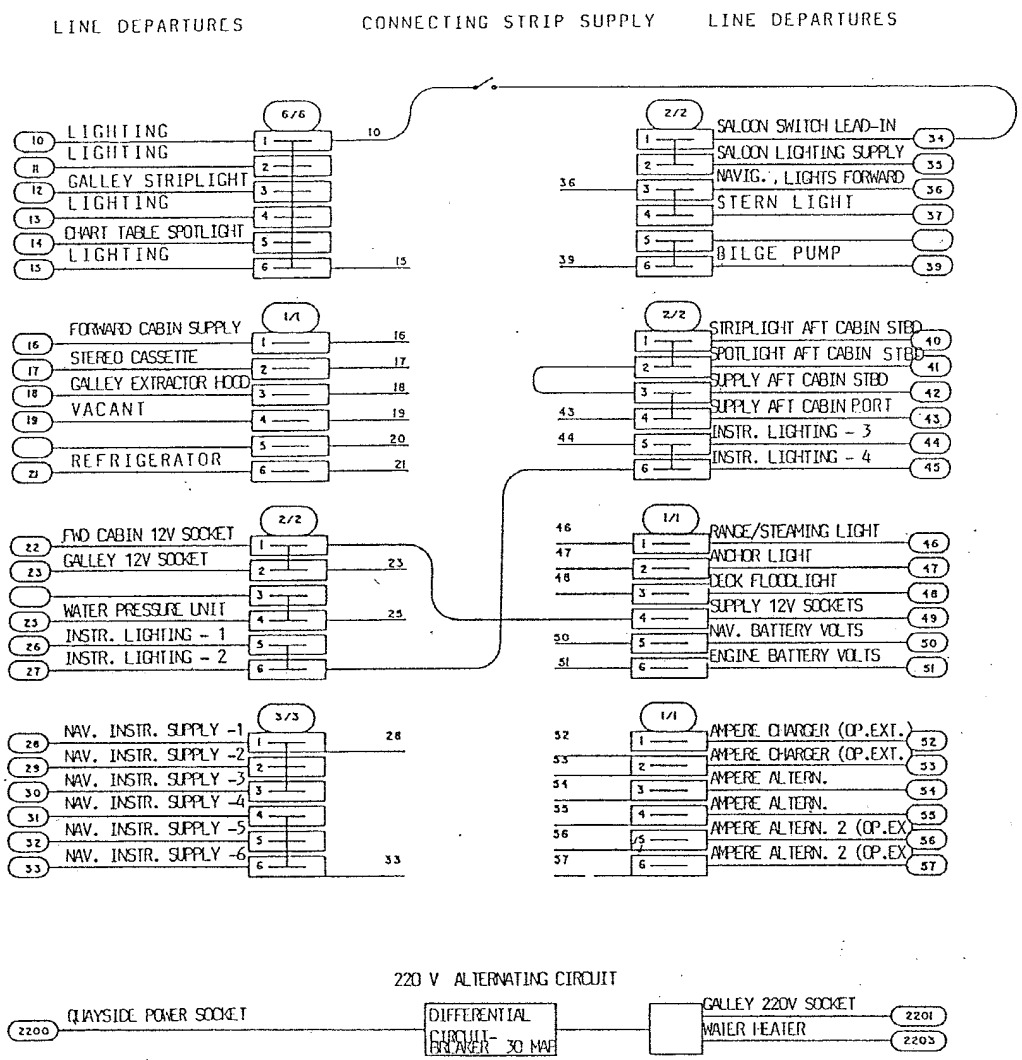
CIRCUIT ELECTRIQUE



Jeanneau

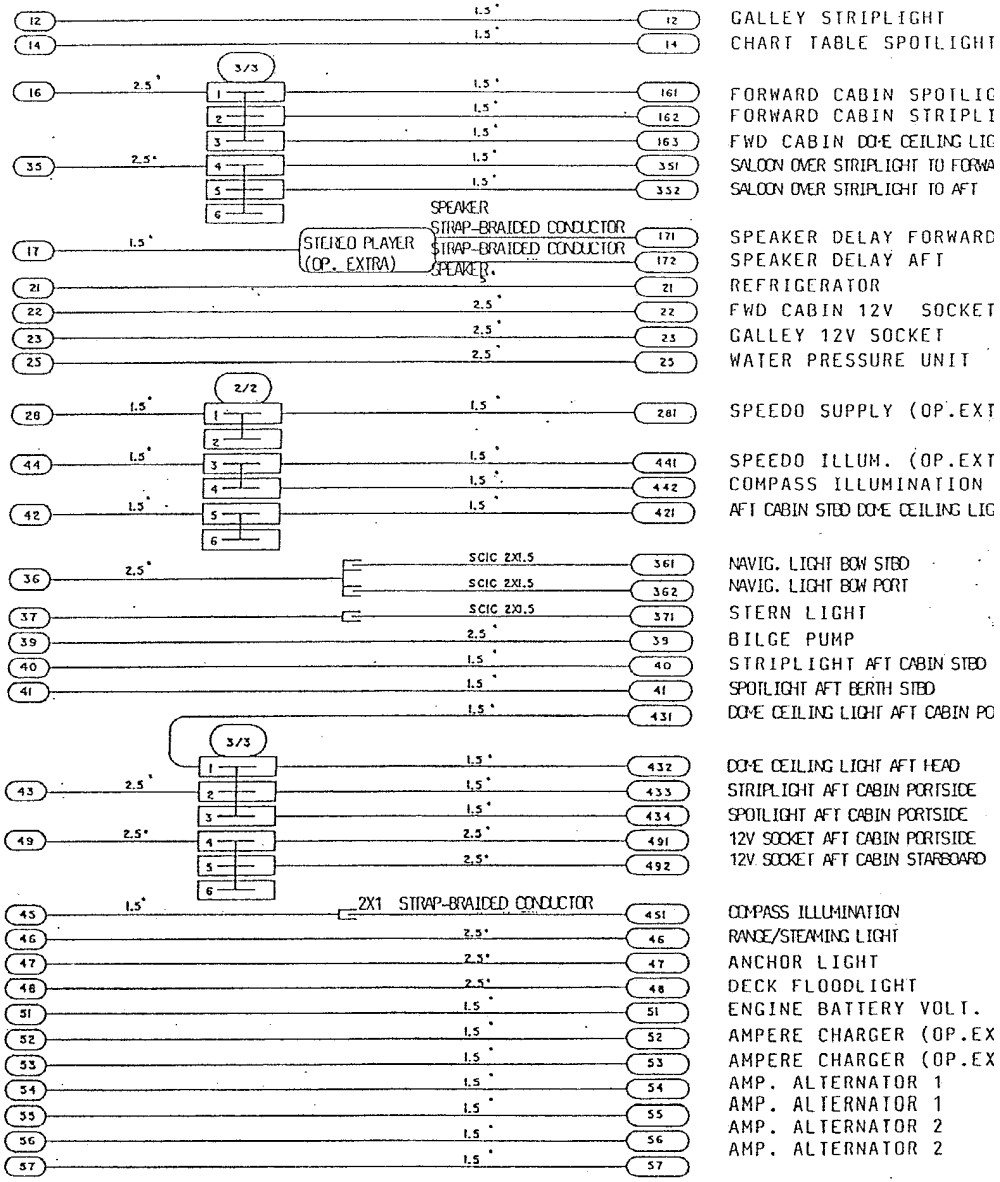
VOYAGE 11.20

PART: BARRETTE.VOYII 14-04-88



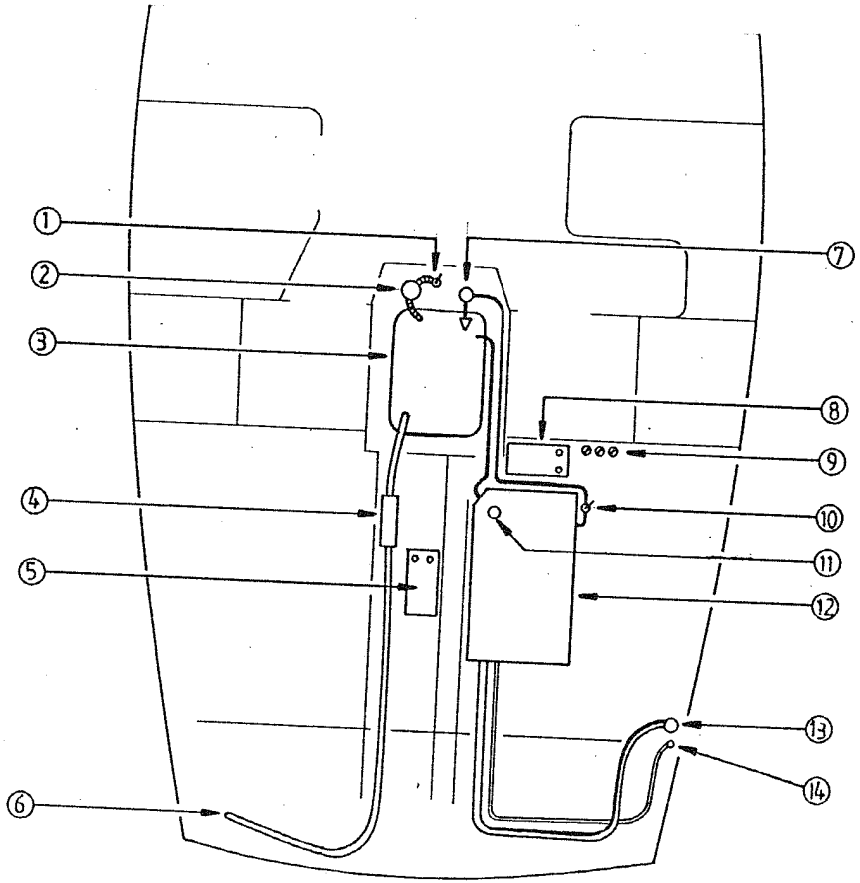
220 V ALTERNATING CIRCUIT

12 V DIRECT CURRENT CABLE-RUNS



ENGINE SYSTEMS

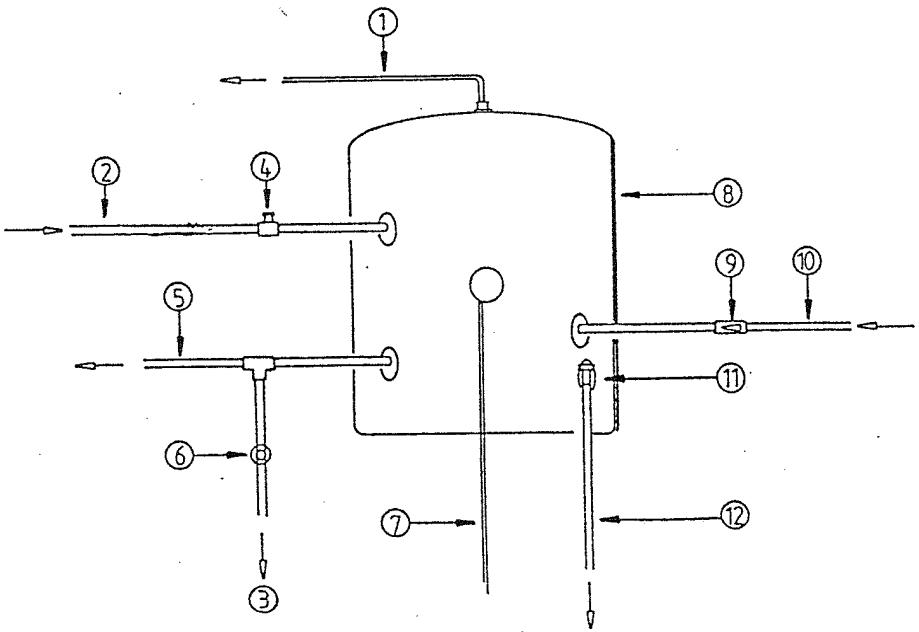
1 Engine cooling water uptake cock
2 Water filter
3 Engine
4 Exhaust pipe
5 "Inboard" system battery
6 Engine exhaust outlet
7 Fuel filter/separator
8 Engine system battery
9 Cut-outs covering inboard, engine, earths (and windlass if optional extra)
10 Fuel system shut-off tap
11 Fuel gauge transmitter
12 Fuel tank (119 l/26.17 imp.g/31.44 US galls. approx.)
13 Fuel tank deck fill cover
14 Fuel tank air intake



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



W A T E R C O N S U M P T I O N M E T E R

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.

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).

- 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 (ERCEM):

. 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 ERCEM 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.

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.

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

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 (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.

. 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 vigourously 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 ("Miror" 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.

HULL:

A frequent cleaning of hull and deck should be observed using (non-abrasive) cleaning agents (such as "Mir" 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 constituants (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 essentail 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 constituants in a coll, 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

OWNER'SERVICE RECORD