notice d'entretien
instructions and maintenance manual

VOYAGE 12.50

ENGLISH VERSION

Jeanneau

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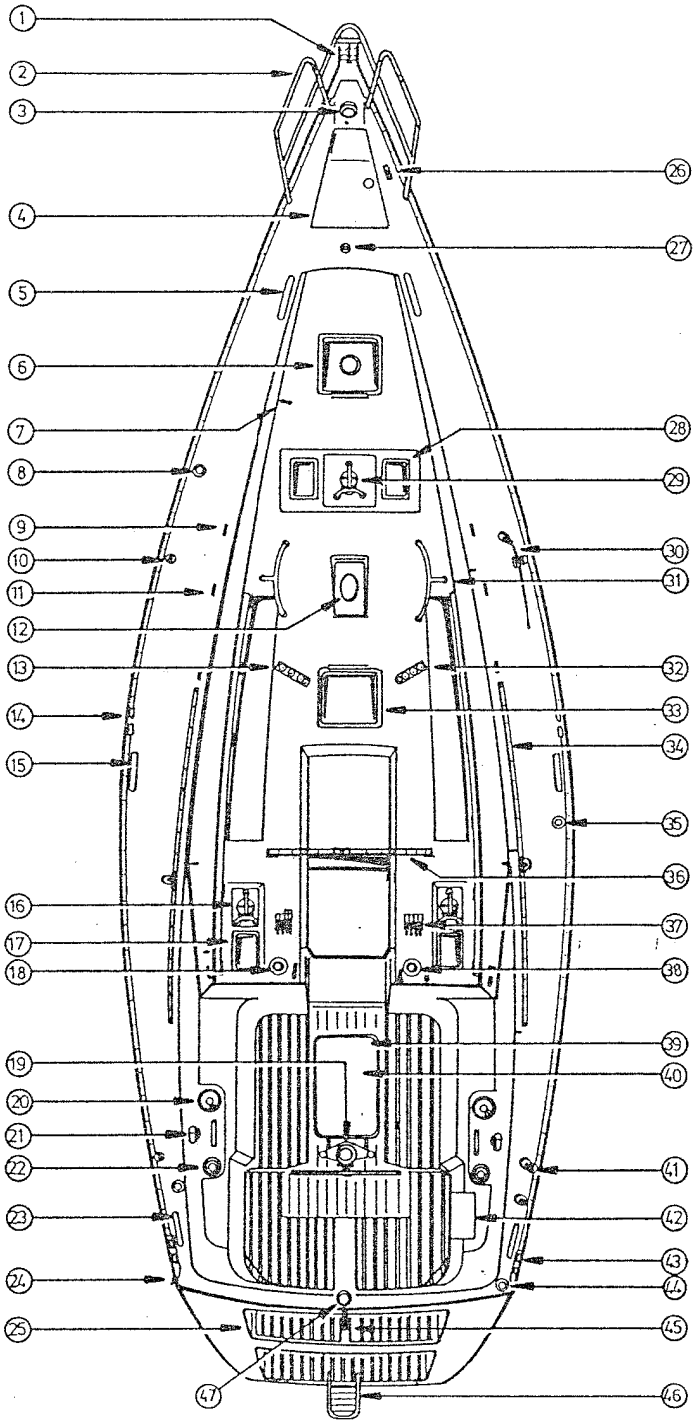
INSTRUCTIONS AND MAINTENANCE MANUAL : VOYAGE 12.50

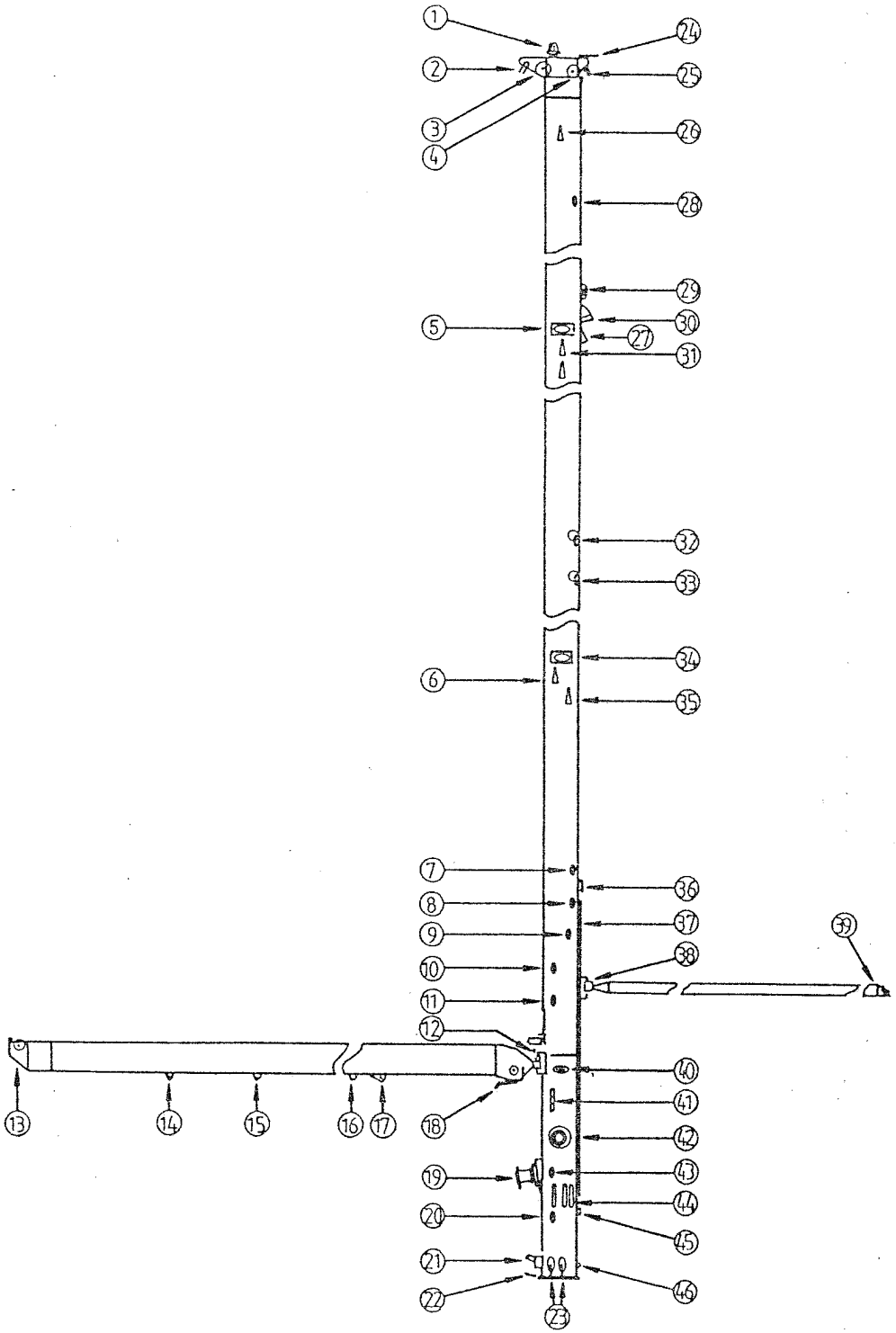
SPECIFICATIONS

Length over all L.O.A.	: 12m50 (41')
Hull length L.H.	: 11m99 (39'4")
Length on waterline L.W.L.	: 10m15 (33'3 1/2")
Maximum beam	: 4m05 (13'3 1/2")
F/K draught	: 1m65 (5'5")
F/K light displacement	: 9800 kgs (21605 lbs approx.)
F/K ballast weight	: 3350 kgs (7385 lbs approx.)
Sleeping accommodation	: 10 berths
Cabins	: 4
Homologation	: Class 1
Tonnage	: 16.81 register tons
French Merchant Navy Appr. N°.	: 2946



DECK FITTINGS

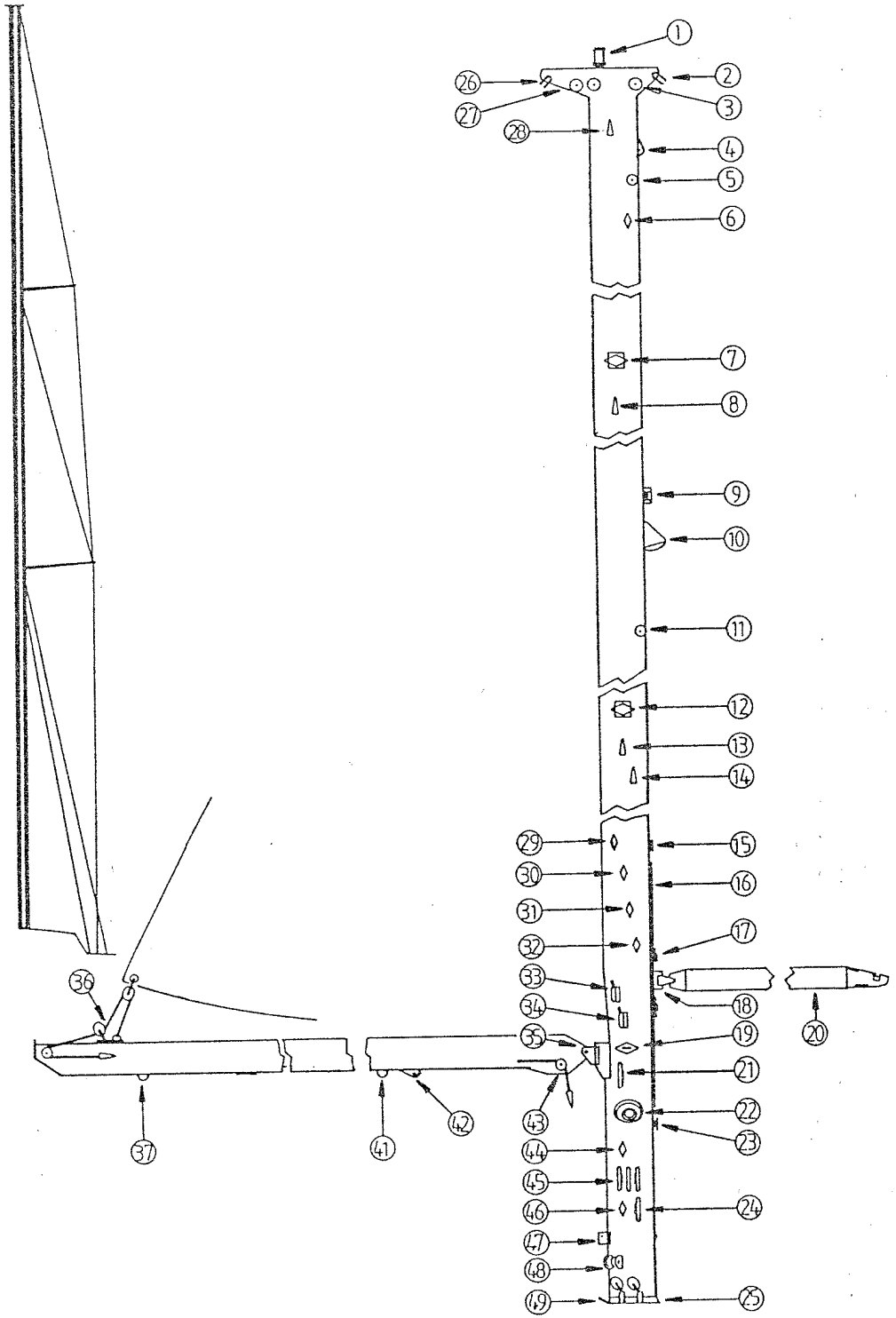
1 Stemhead fitting with bow-rollers and chain stop
2 Forward pulpit with bow lights
3 Genoa roller gear drum built into the chain locker
4 Chain locker with electric windlass and housing for the manual operation lever
5 Forward mooring cleat
6 Forward cabin deck hatch
7 Spinnaker pole downhaul lead
8 Water deck fill cover
9 Forward lower shrouds chainplate
10 Spinnaker barber hauler chainplate
11 Shroud chainplate
12 Mast step with 3 watertight grommets
13 Return cheekblocks for spinnaker pole downhaul, boom topping lift, main downhaul and mainsheet
14 Fairlead
15 Mooring cleat
16 Dorad vent with stainless steel guard pulpit
17 Opening deck port
18 Self-tailing winch
19 Wheel with engine control lever
20 Genoa sheet self-tailing winch
21 Return cheekblock for genoa sheet
22 Spinnaker winch (to port)
23 Aft mooring cleat
24 Roller for after mooring lines with fairlead to port
25 Teak slatted transom extension with shower facility and quayside power socket to starboard and anchor locker to port
26 Return cheekblock for genoa roller
27 Spinnaker pole downhaul chainplate
28 Opening deck hatch for head
29 Dorad vent with stainless steel guard pulpit
30 Spinnaker barber hauler chainplate
31 Mast pulpit
32 Return cheekblocks for main clew, spinnaker pole lift
33 Opening deck hatch for saloon
34 Genoa sheet track
35 Water deck fill cover
36 Mainsheet track
37 4 cam-jammers
38 Self-tailing winch
39 Cockpit table (Stowable)
40 Cockpit table
41 Chainplate for spinnaker guy and sheet return
42 Engine dashboard with plexiglass cover
43 Aft fairlead
44 Fuel deck fill cover
45 Backstay chainplate
46 Bathing ladder with grabrail on transom extension
47 Cover removing to give access to emergency tiller slot



MAST PLAN

TRADITIONAL RIG VERSION

1 Mast head light
2 Backstay tang
3 Main sheave
4 Jib sheave
5 Spreader (L:850mm/2'9")
6 Aft lower shroud tang
7 N°.2 Jib exit (on portside)
8 Spinnaker exit
9 N° 1 Jib exit
10 Main exit (on portside)
11 Main topping lift exit
12 Boom end-fitting 4 sheaves 4 cams
13 Boom end-fitting 4 sheaves
14 Extra mainsheet eye
15 Mainsheet eye
16 Mainsheet eye
17 Boom downhaul fitting
18 Clew and reefband cams
19 Reefband winch
20 N° 2 spinnaker pole topping lift exit (on portside)
21 Downhaul toggle
22 Mast step with stainless steel fitting for return of mainsheet
23 Mast step blocks
24 Spinnaker double fitting
25 Forestay tang
26 Capshroud tang
27 Releasable stay fitting
28 Spinnaker exit
29 Steaming light
30 Deck floodlight
31 Innrer stay tang#
32 N° 1 Spinnaker pole topping lift exit
33 N° 2 Spinnaker pole topping lift exit (on portside)
34 Spreader (L: 1250mm/4'1")
35 Forward lower shroud tang
36 Spinnaker pole track-slide block
37 Spinnaker pole track
38 Spinnaker pole track-slide
39 Spinnaker pole cup-fitting
40 Jockey-pole eye
41 Main topping lift cleat
42 Halyard winch (to port and to starboard)
43 N° 1 spinnaker pole topping lift exit
44 Halyard cleats (to port and to starboard)
45 Spinnaker pole track-slide lead
46 Electric wiring and messenger wire exit



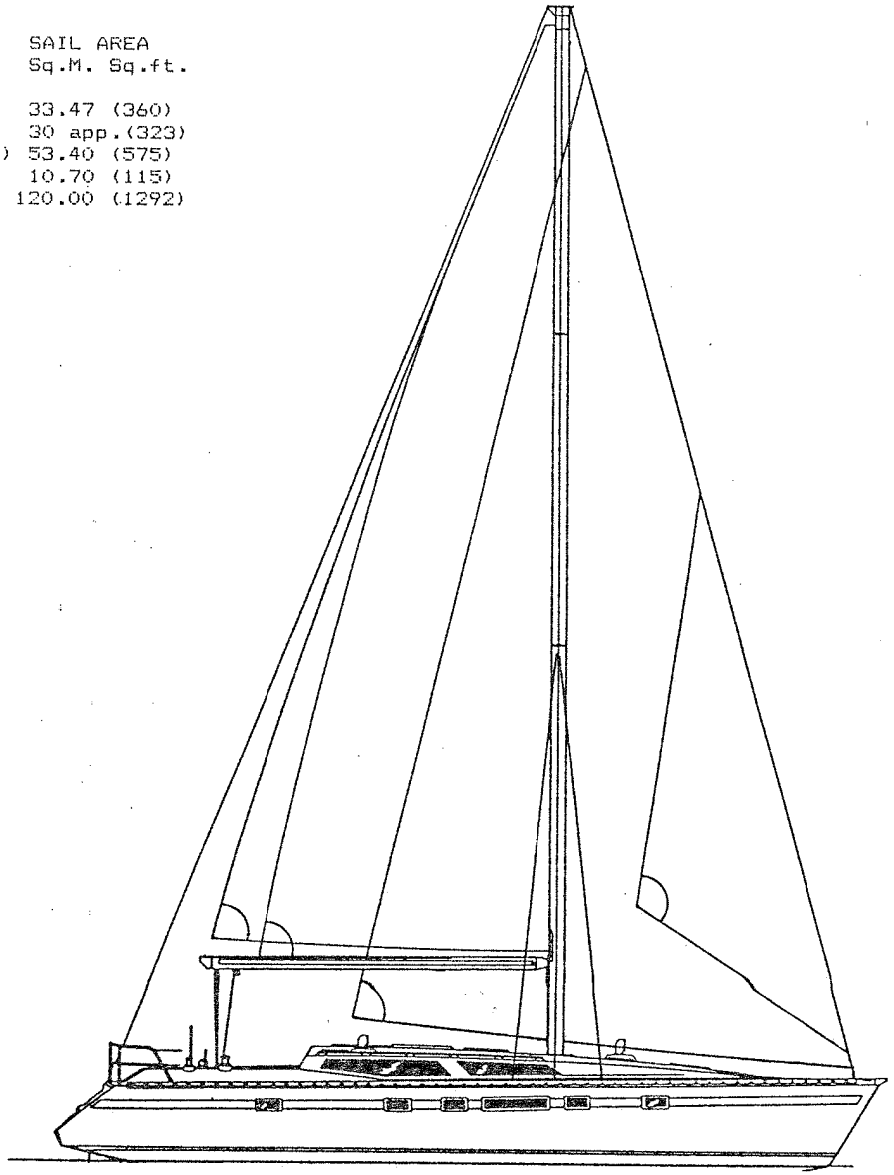
MAST PLAN

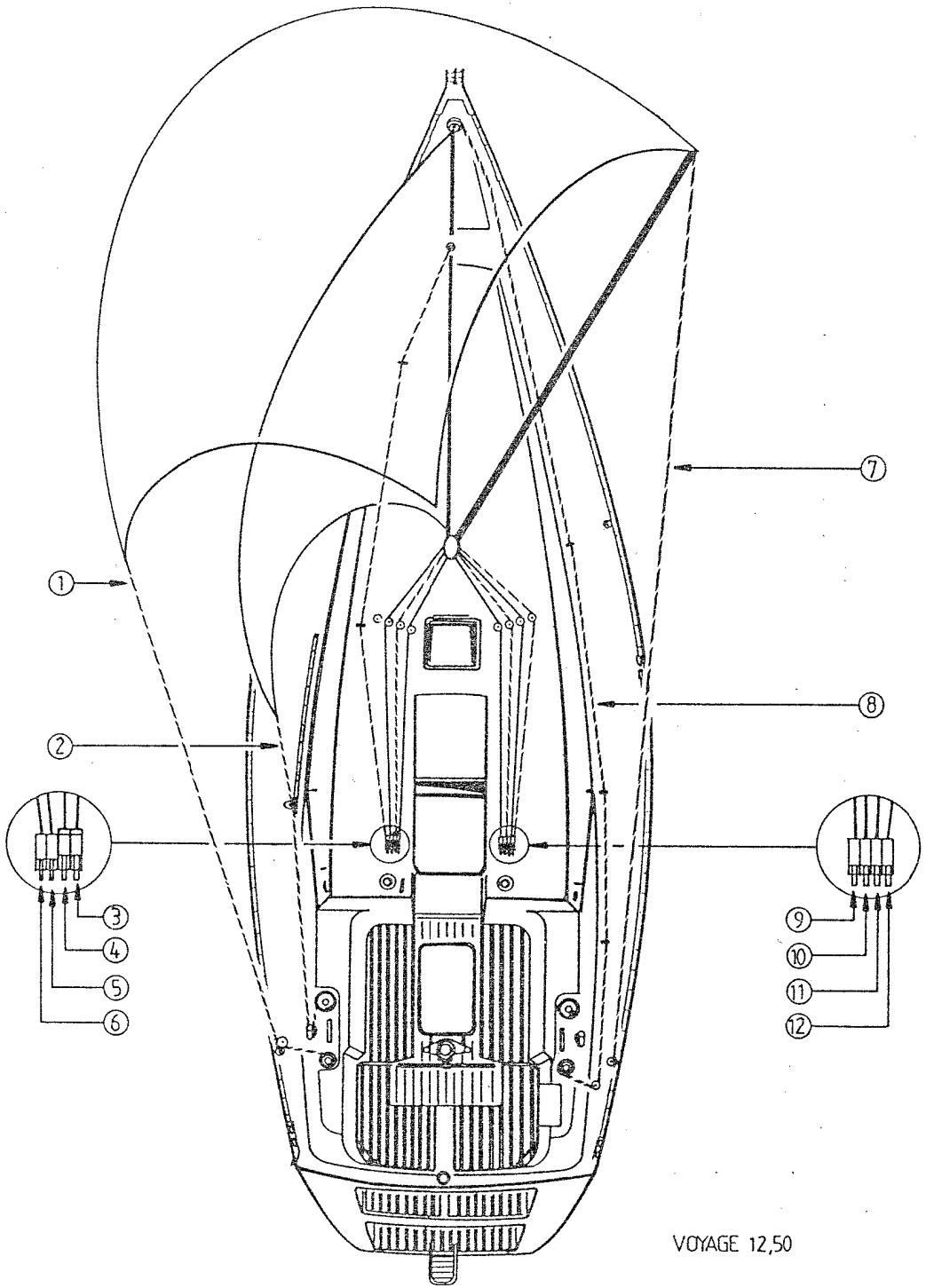
"FURLER MAST" VERSION

1 Anchor light
2 Forestay tang
3 Genoa halyard sheave
4 Babystay fitting
5 Staysail halyard sheave
6 Spinnaker halyard exit
7 Upper spreader : L=860mm/2'10"
8 Inner stay tang
9 Engine running light
10 Deck floodlight
11 Spinnaker pole topping lift sheave
12 Lower spreader : L=1250mm/4'1"
13 Aft lower shroud tang
14 Forward lower shroud tang
15 Upper block for adjustment of spinnaker pole traveller
16 Spinnaker pole traveller track
17 Spinnaker pole traveller adjustment jammer
18 Spinnaker pole traveller
19 Jockey-pole eye
20 Spinnaker pole
21 Halyard cleat (to port)
22 Halyard winch (to port)
23 Spinnaker pole traveller lower adjustment block
24 Staysail halyard cleat (to starboard)
25 Mast step with return blocks
26 Backstay tang
27 Sheaves for mainsail halyard
28 Capshroud tang
29 Spinnaker halyard exit (to port)
30 Mainsail halyard exit (to port)
31 Genoa halyard exit (to port)
32 Staysail exit (to starboard)
33 Spinnaker halyard cam-jammer (to port)
34 Main and genoa halyard cam-jammer (to port)
35 Boom-end fitting with main clew sheave
36 Main clew tackle (return to cockpit)
37 Mainsheet block eye
41 Mainsheet block eye
42 Boom downhaul fitting
43 Main clew lead
44 Spinnaker pole topping lift exit (to starboard)
45 Halyard cleats
46 Main topping lift exit (to port)
47 Boom downhaul toggle
48 Swivel return blocks for main furl
49 Bridle for fixing mainsheet lead block

SAIL PLAN

	LUFF	LEECH	FOOT	SAIL AREA Sq.M. Sq.ft.
1= Traditional main	P:13700(44'11")	14300(46'11")	E:4300(14'1")	33.47 (360)
2= Furler main	Refer to mast details		E:4500(14'9")	30 app.(323)
3= Roller genoa	P:15300(50'2")	14300(46'11")	LP:6850(22'6")	53.40 (575)
4= Storm jib	8200 (26'11")	6000 (19'8")	LP:2600(8'6")	10.70 (115)
5= Spinnaker	15350(50'4")		8370 (27'5")	120.00 (1292)



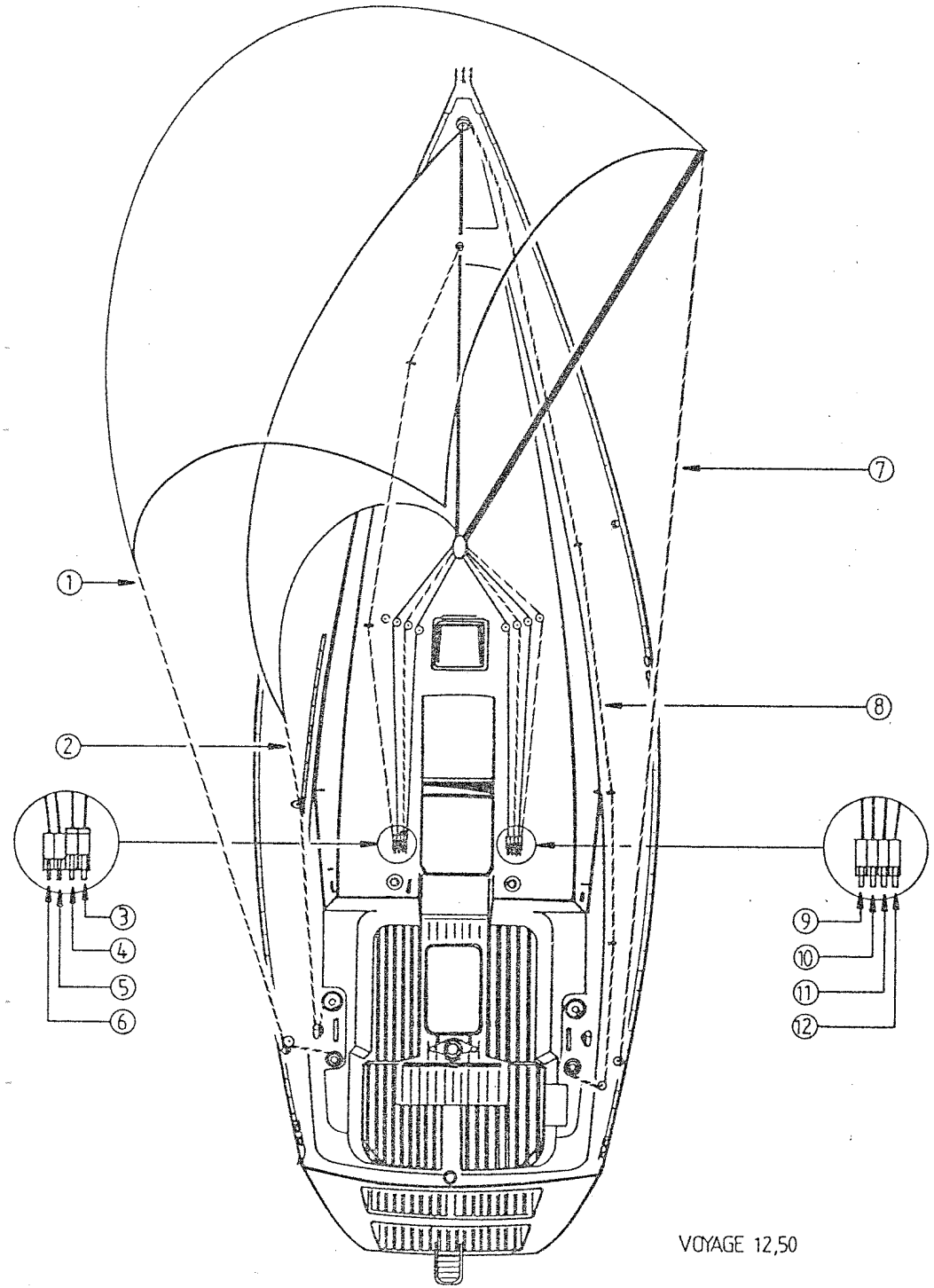


VOYAGE 12,50

SHEET LAYOUT

"FURLER MAST" VERSION

1 Spinnaker sheet
2 Jib sheet
3 Mainsheet return
4 Main downhaul return
5 Main topping lift return
6 Spinnaker pole downhaul return
7 Spinnaker guy
8 Jib roller
9 Main clew adjustment
10 Main furl (out)
11 Main furl (back in)
12 Spinnaker pole topping lift return



VOYAGE 12,50

SHEET LAYOUT

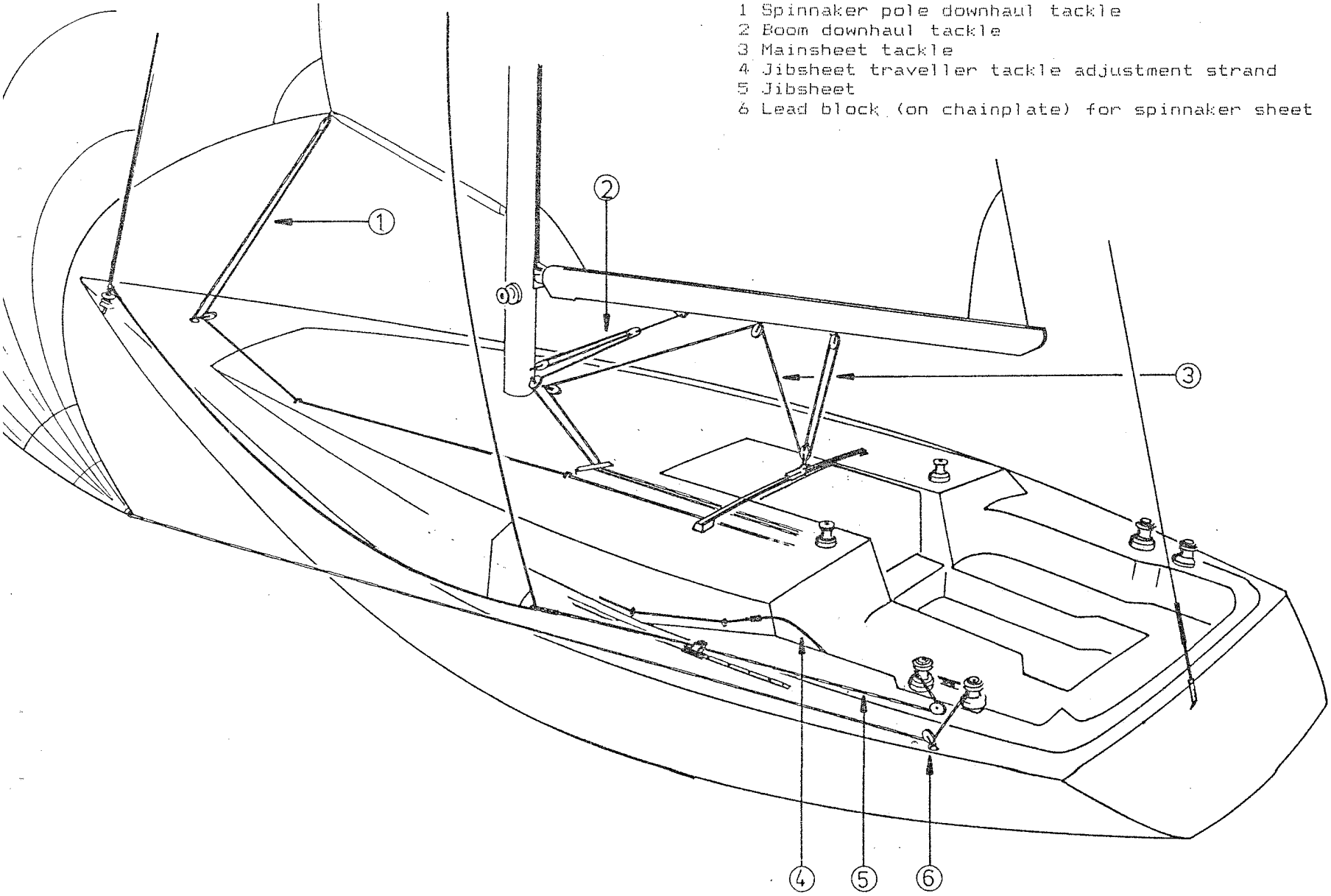
"TRADITIONAL MAST" VERSION

1 Spinnaker sheet
2 Jib sheet
3 Mainsheet return
4 Main downhaul return
5 Vacant jammer
6 Spinnaker pole downhaul return
7 Spinnaker guy
8 Jib roller
9 Main topping lift return
10 Spinnaker pole topping lift return
11 Spinnaker halyard return
12 Vacant jammer

RUNNING RIGGING

"TRADITIONAL MAST" VERSION

1 Spinnaker pole downhaul tackle
2 Boom downhaul tackle
3 Mainsheet tackle
4 Jibsheet traveller tackle adjustment strand
5 Jibsheet
6 Lead block (on chainplate) for spinnaker sheet



RUNNING RIGGING VOYAGE 12m50

VERSION: Furler mast

DATE: 29/10/87

	DESCRIPTION	CODE	OPT EXTRA	STAINLESS STEEL WIRE Ø DIA.	LENGTH	CODE	ROPES Ø DIA.	LENGTH	COMPOSITION	CODE	Nº	HARDWARE ACCESSORIES	CODE	Nº	BLOCKS	CODE
MAINSAIL	MAINSAIL HALYARD						12	31	Kevlar white/red		1	Key shackle ø8	134 965			
	MAIN TOPPING LIFT					*	10	35	Stranded green	003 376	1	Key shackle ø6	134 940			
	MAINSHEET						14	18	Braided red	002 485			*	1 3	9227 SER 9217 SE Lewmar	198 11 198 09
	MAIN CLEW OUTHAUL															
	PENDANT 1st REEF															
	PENDANT 2nd REEF															
	PENDANT 3rd REEF															
	MAIN CUNNINGHAM					rigid										
	BOOM DOWNHAUL			5	0.70	002 147*	12	8	Gulfstream red *	003 160		*		1 2	SER 9227 Lewmar SE2 9217	198 11 198 09
							8	7	Tempest red							
	MAIN TRAVELLER ADJUSTMENT						8	7	Tempest red	002 816						
JIB	JIB HALYARD						12	31	Kevlar white/blue		1	Hank S.S. ø70	135400			
	JIBSHEET						16	18	Braided blue	002 519						
	JIB BARBER HAULER															
	JIB TRAVELLER ADJUSTMENT					*	8	12	Tempest blue	002 766				1	SA2 Amiot	135690
	JIB ROLLER					*	10	22	Braided blue	002 394				2	9017 Lewmar	198077
	JIB TACK															
SPINNAKER	SPINNAKER HALYARD						12	31	Kevlar White/green	003 616	1	Swivel hank ø90	135442	1	SE3 9317 Lewmar	198218
	SPINNAKER SHEET						12	24	Kevlar White /red	003 590	1	Swivel hank 2676	135467	1	SE3 9317 Lewmar	198218
	SPINNAKER GUY						12	24	Kevlar White/green	003 616	1	Swivel hank 2676	135467	1	SE3 9317 Lewmar	198218
	SPINNAKER POLE TOPPINGLIFT					*	10	22	Braided white	002 386	1	Snapshackle ø70	135400	1	SA3 CHAPE Amiot	136234
	SPINNAKER POLE DOWNHAUL					*	10	17	Braided green	002 378	1 1	Key shackle ø6 Snapshackle ø70	134940 135400	2	SE1 9117 Lewmar	198085
	SPINNAKER POLE TRAV. ADJ.						10	6	Braided green	002 378						
	SPI. POLE BARBER HAULER															
STAYSAIL	STAYSAIL HALYARD						12	28	F.O. black		1	Key shackle ø8	134965			
	STAYSAIL SHEET						14	10	Braided black							
OTHER	BACKSTAY										1	Turnbuckle	144873			
	HANDLES										3	Lewmar winch handles	132332			
	RUNNING BACKSTAYS															

MODIFICATIONS

DATE	REF	
15/01/88	A/	Modifications indicated by an asterisk *
07/03/88	B/	Accessories + blocks of mainsheet
07/03/88	C/	Length adjustment main traveller + spinnaker pole topping lift
11/03/88	D/	Length + blocks of mainsheet

OBSERVATIONS

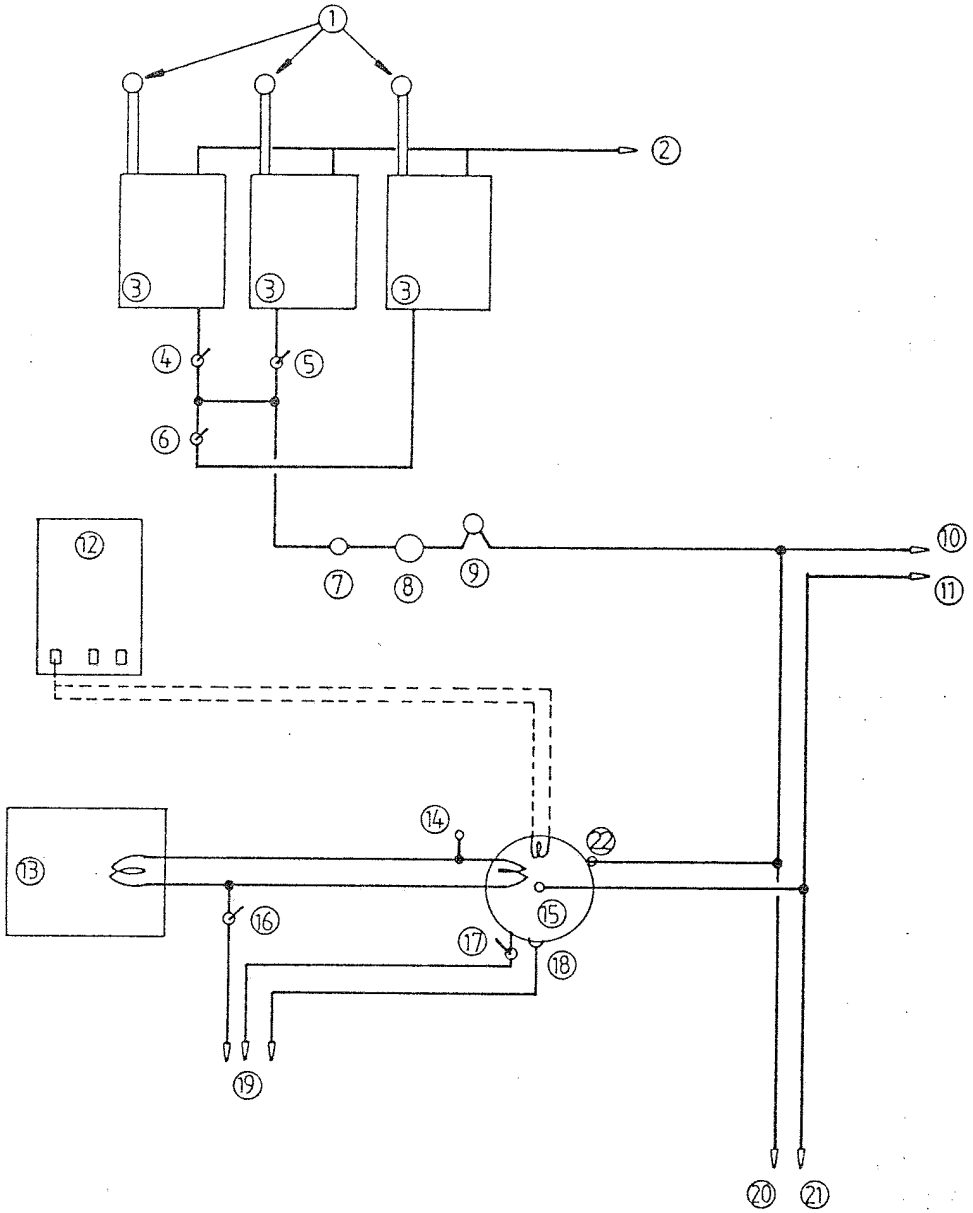
RUNNING RIGGING — VOYAGE 12m50 — VERSION: Traditional mast — DATE: 24/11/87

	DESCRIPTION	CODE	OPT. EXTRA	STAINLESS STEEL WIRE Ø DIA.	LENGTH	CODE	ROPES Ø DIA.	LNGTH	COMPOSITION	CODE	HARDWARE Nº	ACCESSORIES	CODE	Nº	BLOCKS	CODE
MAINSAIL	MAINSAIL HALYARD						14	31	F.O. red		1	Key shackle ø8	134 965			
	MAIN TOPPING LIFT						10	32	Stranded green	003 376	1	Key shackle ø6	134 940			
	MAINSHEET						14	18	Braided red	002 485				1 3	9227 SER Lewmar 9217 SE	198 119 198 093
	MAIN CLEW OUTHAUL						12	8	Braided red	002 444	1	Key shackle ø6	134 940			
	PENDANT 1st REEF						12	11	Braided green	002 451						
	PENDANT 2nd REEF						12	14	Braided blue	002 394						
	PENDANT 3rd REEF															
	MAIN CUNNINGHAM					rigid										
	BOOM DOWNHAUL			5	0.70	001 147	12	10	Gulfstream red	003 160				1 2	SER 9227 SE2 9217	198 119 198 093
	MAIN TRAVELLER ADJUSTMENT						8	7	Tempest red	002 816						
JIB	JIB HALYARD						14	31	F.O. blue		1	Hank S.S. ø70	135400			
	JIBSHEET						16	17	Braided blue	002 519						
	JIB BARBER HAULER															
	JIB TRAVELLER ADJUSTMENT						8	14	Tempest blue	002 766				1	SA2	135590
	JIB ROLLER						10	22	Braided blue	002 394				2	9017 Lewmar	198077
	JIB TACK															
SPINNAKER	SPINNAKER HALYARD						12	31	Kevlar White/green	003 616	1	Swivel hank ø90	135442	1	SE3 9317	198218
	SPINNAKER SHEET						12	24	Kevlar Red/blue		1	Swivel hank 2176	135467	1	SE3 9317	198218
	SPINNAKER GUY						12	24	Kevlar Green/white		1	Swivel hank 2176	135467	1	SE3 9317	198218
	SPINNAKER POLE TOPPINGLIFT						10	22	Braided white	002 386	1	Snapshackle ø70	145400	1	SA3 CHAPE	136234
	SPINNAKER POLE DOWNHAUL						10	20	Braided green	002 378	1 1	Key shackle ø6 Snapshackle ø70	134940 135400	2	SE1 9117	198085
	SPINNAKER POLE TRAV. ADJ.						10	6	Braided green	002 378						
	SPI. POLE BARBER HALLER															
STAYSAIL	STAYSAIL HALYARD						12	28	F.O. black		1	Key shackle ø8	134965			
	STAYSAIL SHEET						14	10	Braided black							
OTHER	BACKSTAY										1	Turnbuckle	144873			
	HANDLES										3	Lewmar winch handles	132332			
	RUNNING BACKSTAYS															

MODIFICATIONS

DATE	REF	
07/03/88	A/	Mainsheet blocks
07/03/88	B/	Length adjustment on main traveller + spinnaker pole downhaul UCL + Cunningham

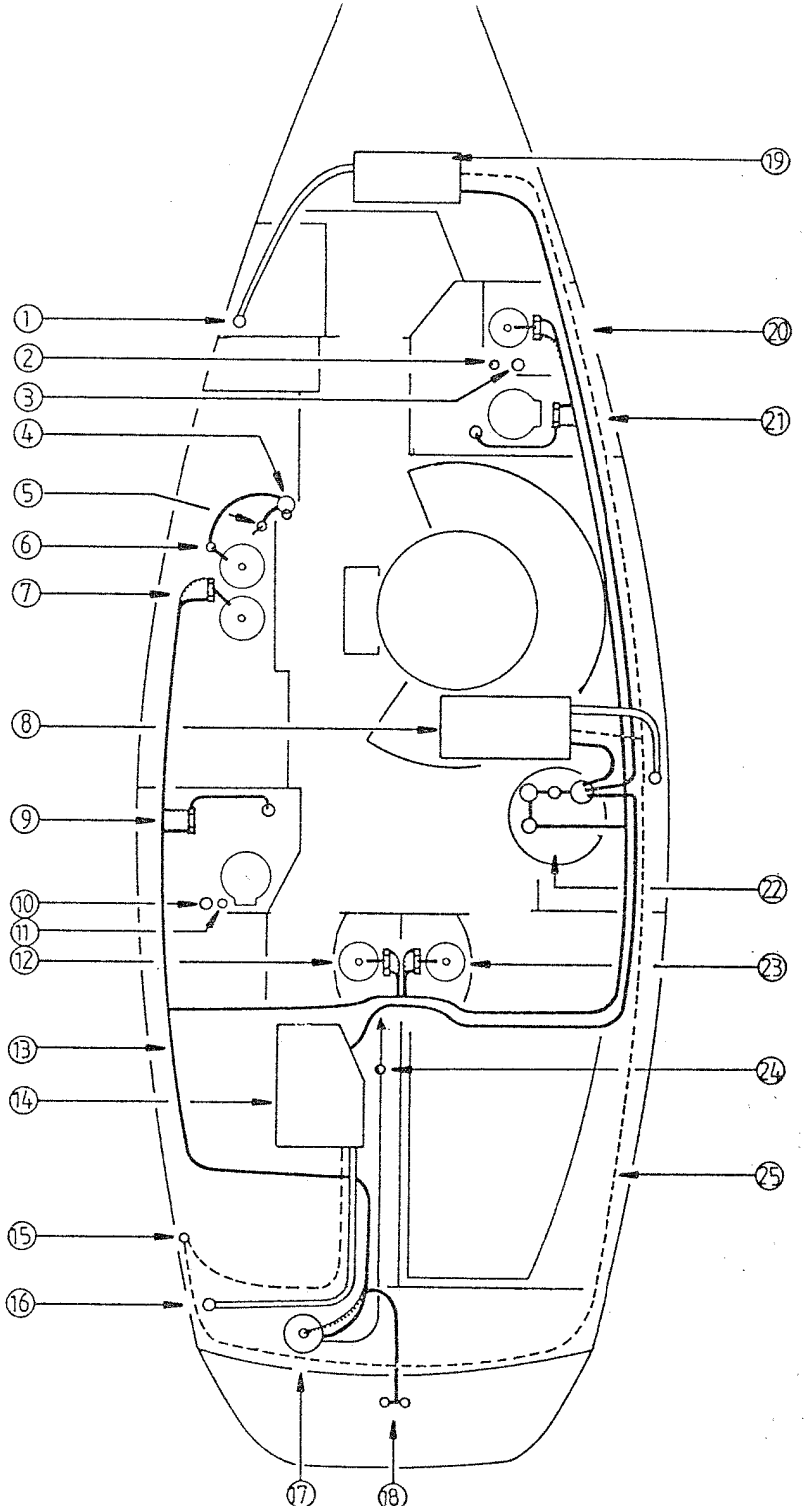
OBSERVATIONS



WATER SYSTEM

GENERAL OPERATION DIAGRAM

1 Deck fill cover for water tanks
2 Breather for water tanks
3 Water tanks
4 Forward tank shut-off cock
5 Saloon tank shut-off cock
6 Aft tank shut-off cock
7 Consumption meter
8 Pressurised water unit
9 Expansion chamber
10 Cold water supply to forward head
11 Hot water supply to forward head
12 Electrics panel with water heater control (220 V)
13 Engine with heat exchanger system to water heater
14 Air intake plug allowing for bleed of exchanger system
15 Water heater operating on * engine (heat exchanger)
* electric (220 V quayside)
16 Heat exchanger system bleed cock
17 Water heater bleed cock
18 Water heater safety valve
19 Bilge outlet of blleds and water heater safety valve
20 Cold water supply to aft cabin washbasins, aft head and galley
21 Hot water supply to aft cabin washbasins, aft head and galley
22 Non-return valve on cold water supply to water heater

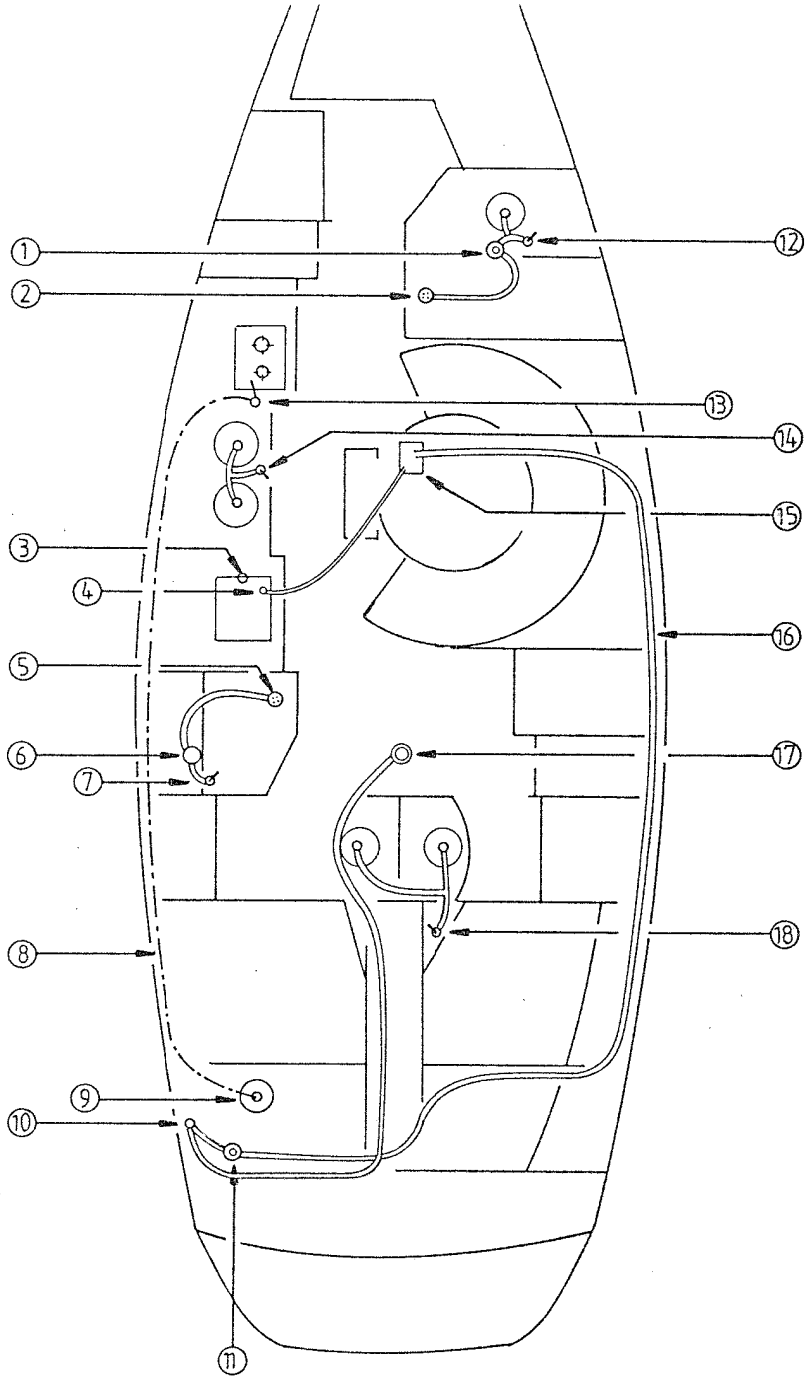


3 CABIN VERSION

WATER SYSTEMS

DISTRIBUTION

1 Forward tank deck fill cover
2 Forward head WC rinse cock
3 Forward head WC discharge cock
4 Foot pump for sea-water supply to sink
5 Sea-water uptake cock
6 Sea-water supply tap/faucet to sink
7 Hot and cold fresh water supply tap/faucet to sink
8 Starboard water tank (140 litres approx./30.79 imp.galls/ 36.98 US galls.)
9 Hot and cold fresh water supply tap/faucet to shower
10 Aft head WC discharge cock
11 Aft head WC rinse cock
12 Aft head portside washbasin with hot and cold water taps/ faucets
13 Hot and cold water supply hoses
14 Aft water tank (160 litres approx./35.19 imp.galls./ 42.27 US galls.)
15 Water tank discharge lines brought together with breather
16 Aft tank deck fill cover
17 Water heater
18 Hot and cold water taps/faucets to transom extension shower facility
19 Forward water tank (150 litres approx./33 imp.galls./ 39.63 US galls.)
20 Hot and cold water taps/faucets to forward head washbasin
21 Hot and cold water taps/faucets to forward head shower
22 Distribution cocks covering water system, water pressure unit, expansion tank and consumption meter (refer to detailed drawing)
23 Washbasin in aft head to starboard with hot & cold water tap/faucet
24 Bleed cock to water-heater/engine heat exchanger system (refer to Water system General Operation diagram)
25 Breather hose for forward and starboard tanks

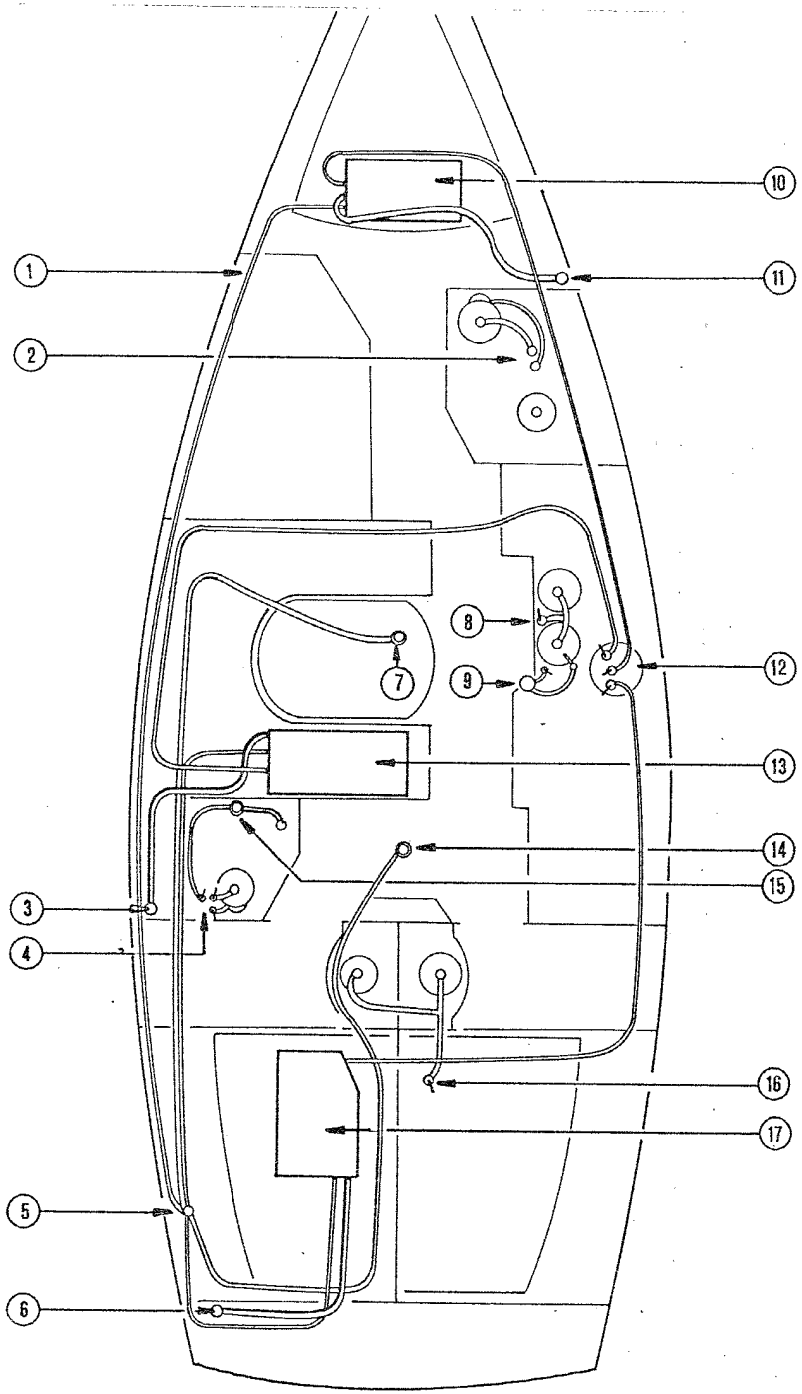


3 CABIN VERSION

WATER SYSTEMS

DISCHARGE LINES

1 Shower basin discharge hand-pump
2 Shower basin filter (Forward head)
3 Adjustment control to refrigeration unit
4 Ice-box water discharge
5 Shower basin filter (Aft head)
6 Shower basin discharge hand-pump
7 Shower basin waste-water discharge cock
8 Gas supply line
9 Gas compartment with ventilation hose
10 Electric and manual bilge-pump outlets brought together
11 Bilge discharge hand-pump in cockpit
12 Shower and washbasin waste-water discharge cock
13 Gas system shut-off cock (access under sink)
14 Galley sink discharge cock
15 Ice-box and bilge-water collector well
16 Cockpit hand-pump discharge hose
17 Electric bilge-pump (bilge well: water-heater bleed, engine heat-exchanger bleed, stuffing box.)
18 Discharge cocks to aft cabin washbasins

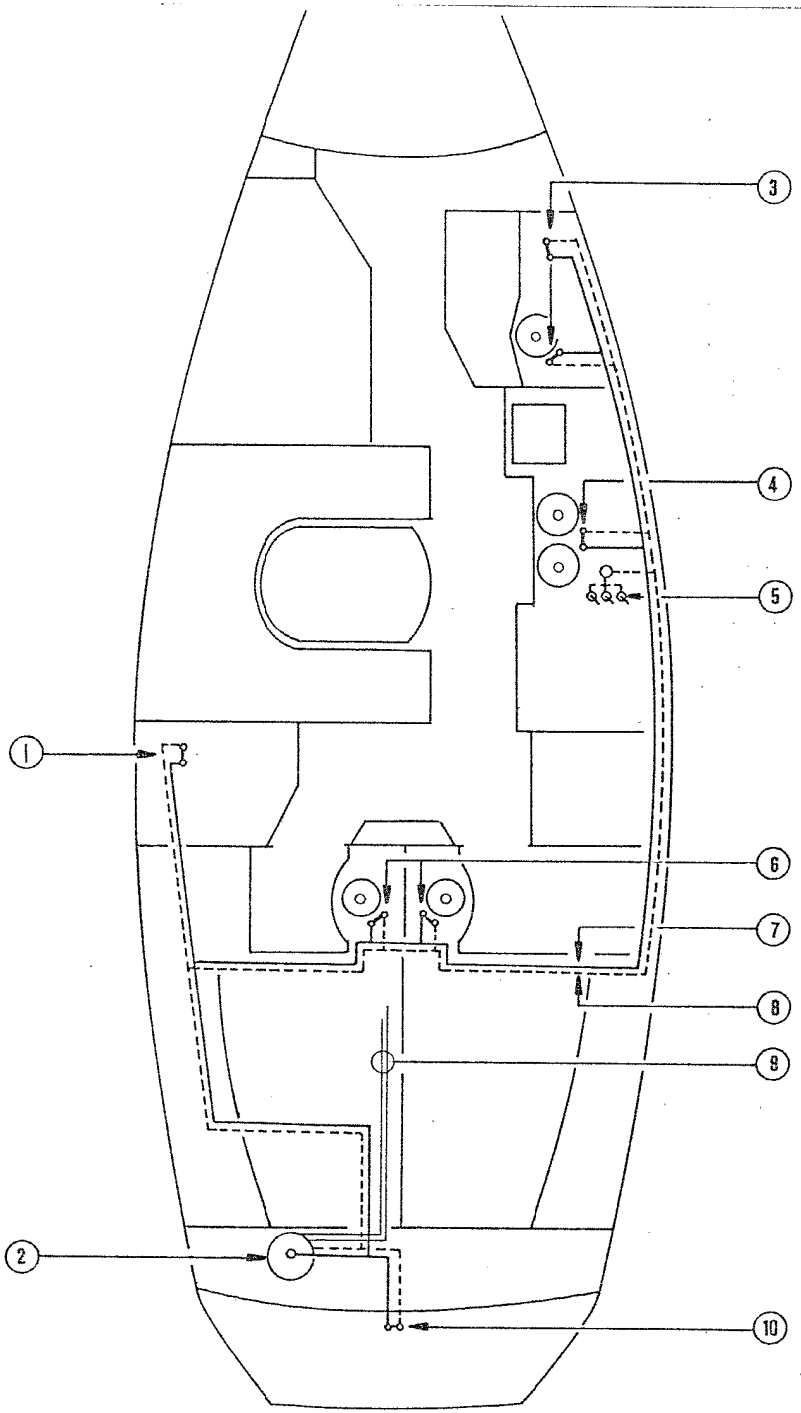


WATER SYSTEM

TANKS AND DISCHARGE

4-CABIN VERSION

1 Forward water tank breather pipe
2 Forward WC flush and discharge cocks
3 Midship water tank deck-fill cover
4 Aft WC flush and discharge cocks + shower basin discharge cock
5 Grouped outlets for water tank breathers and bilge pumps
6 Aft water tank deck-fill cover
7 Cockpit bilge hand-pump
8 Galley-sink discharge cock
9 Sea-water uptake cock and foot-pump
10 Forward water tank (186 l approx./40.9 imp.g/49.1 US g)
11 Forward water tank deck-fill cover
12 Intake cocks from the three water tanks
13 Midship water tank (120 l approx./26.4 imp.g/31.7 US g)
14 Electric bilge pump
15 Shower basin discharge pump
16 Aft cabin washbasin discharge cock
17 Aft water tank (160 l approx./35.2 imp.g/42.2 US galls.)



WATER SYSTEM

SUPPLY LINES

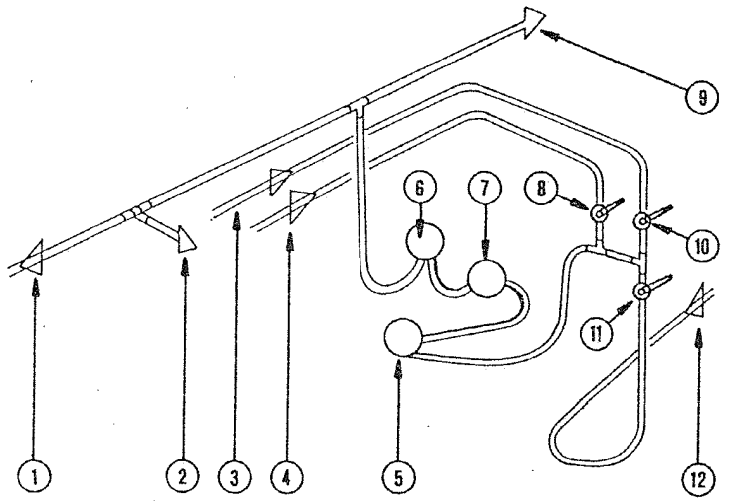
4-CABIN VERSION

1 Hot and cold water supply to aft shower
2 Water-heater - works off 220 V or off engine heat-exchanger
3 Hot and cold water supply to forward shower
4 Hot and cold water supply to galley
5 Set of tank intake cocks with water unit, expansion chamber and water consumption meter
6 Hot and cold water supply to aft cabins
7 Hot water system
8 Cold water system
9 Engine heat-exchanger system
10 Hot and cold water supply to transom shower facility

WATER SYSTEM

TANK SUPPLY COCK

1 Forward head feed line
2 Galley-sink feed line
3 Intake from forward water tank
4 Intake from midship water tank
5 Water consumption meter
6 Water system expansion chamber
7 Pressurised water unit
8 Cock covering midship tank
9 Feed line to cabin and aft head
10 Cock covering forward tank
11 Cock covering aft tank
12 Intake from aft water tank



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.

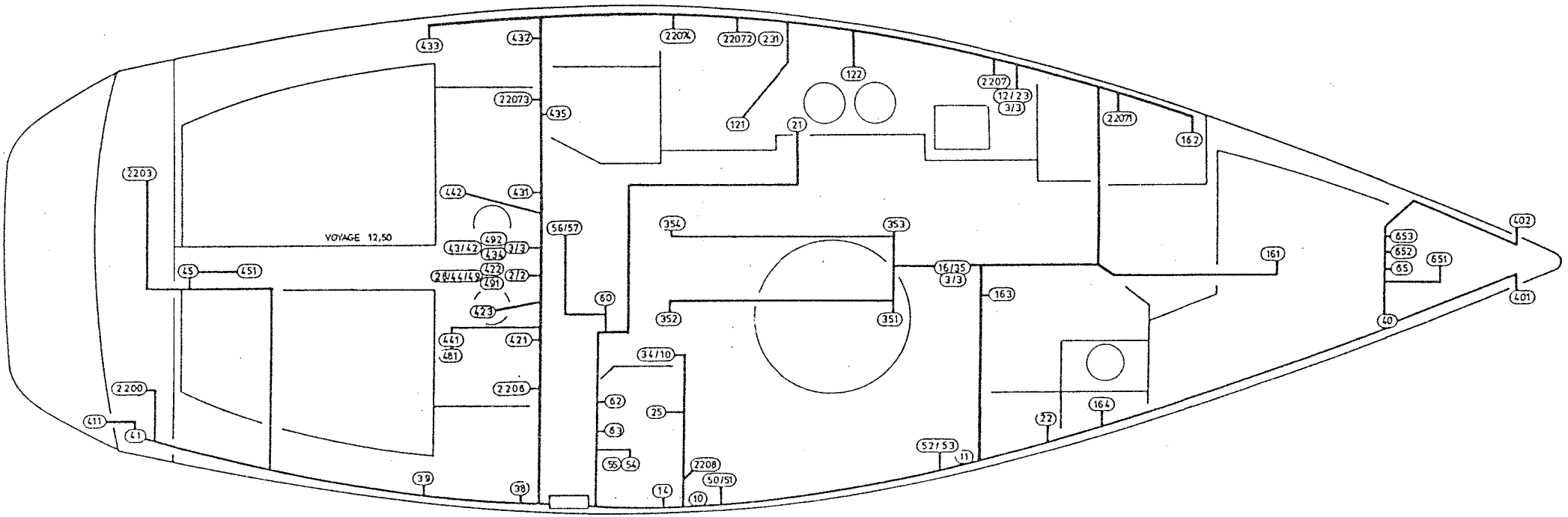
Should you wish to consult the complete cycle again, simply depress  for a further 5 seconds and the cycle will appear.

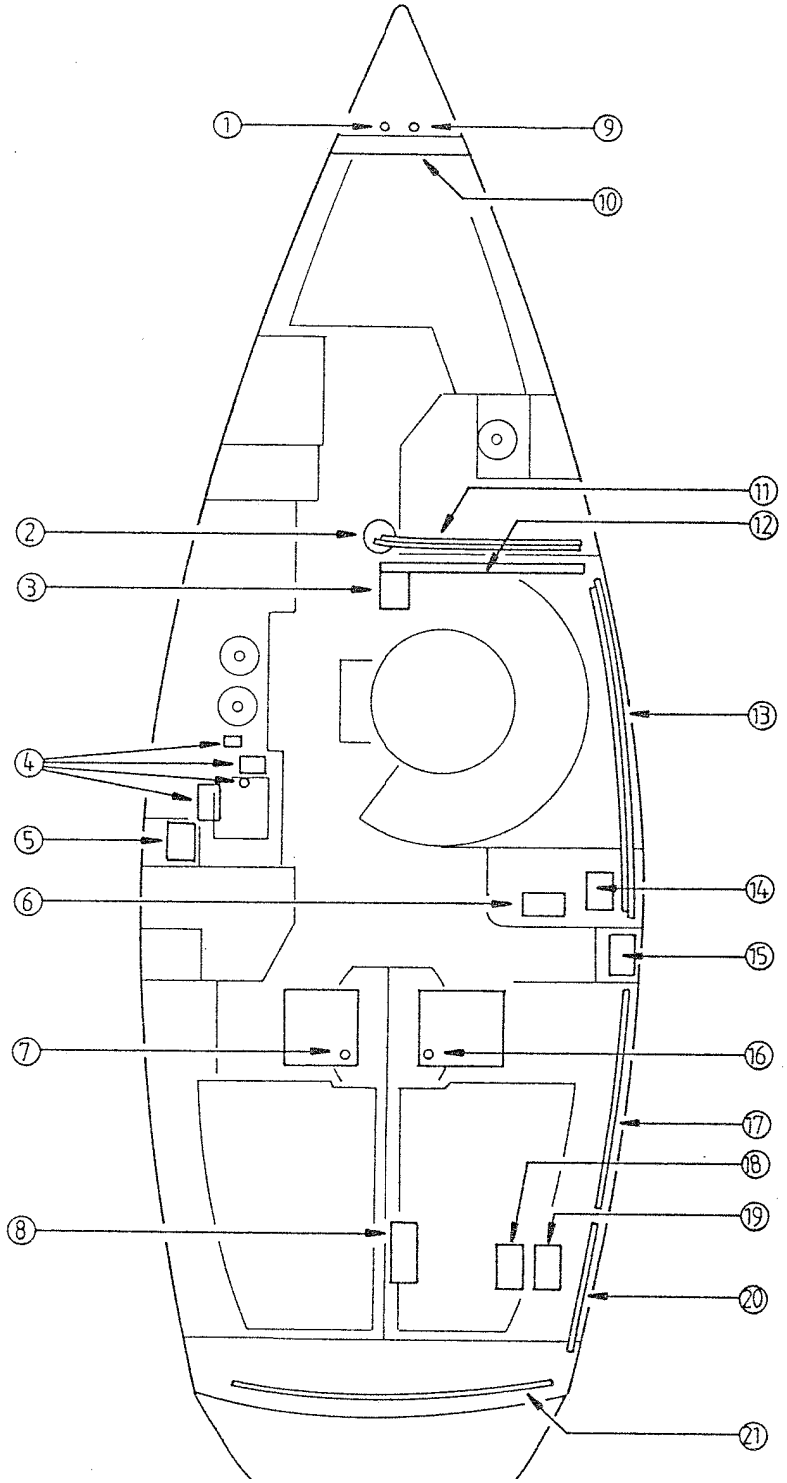
Each time you fill up, reset the equipment by depressing both reset buttons together (4 hyphens appear on read-out) and the reset is effected. The CAPA figure is unaffected thus avoiding the need to programme it each time. Should you wish to check, depress the button marked  for 5 seconds and the cycle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

ELECTRICAL CIRCUIT

3 CABIN VERSION



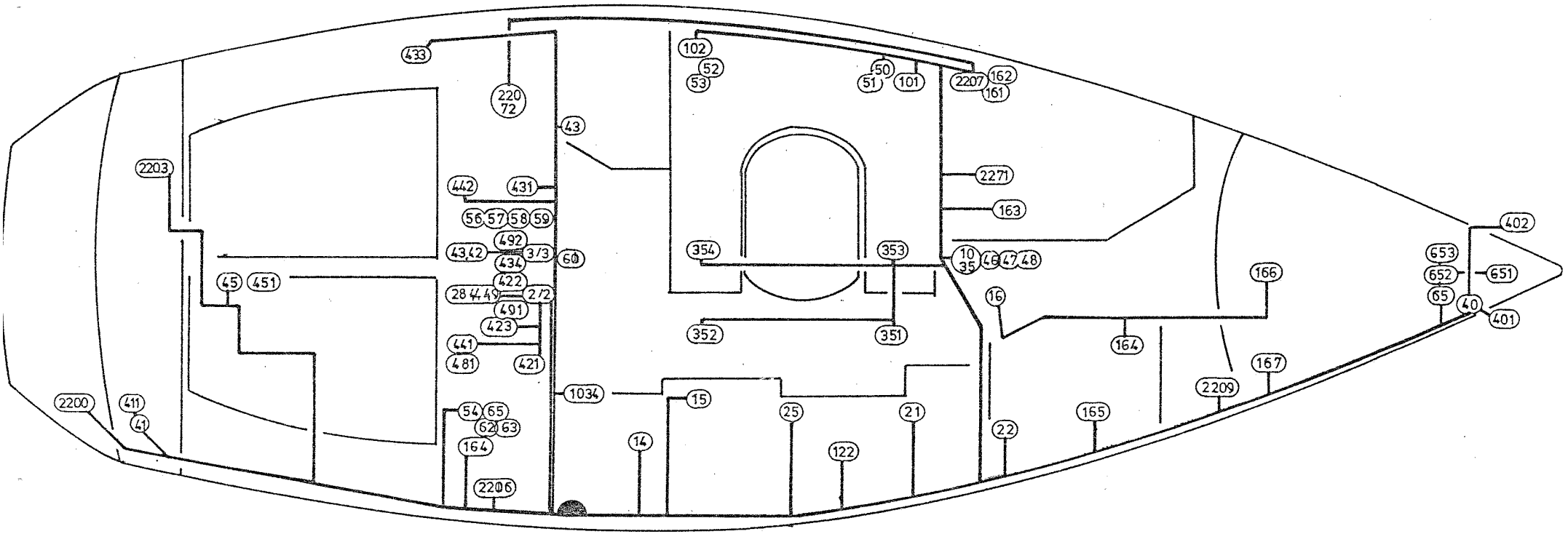


ELECTRICAL CIRCUIT

1 Push-button for lowering windlass
2 Recommended spot for depth-sounder and speedometer
3 Strip-down wiring box giving access to electrical wiring at mast step
4 Refrigeration unit with control and thermostat
5 Housing for micro-wave oven (220 V power socket nearby)
6 Engine battery 96 Ah
7 Removable ceiling panel in aft cabin portside (access to wiring runs meant for cockpit electronics)
8 Strip-down wiring box giving access to compass connections
9 Push-button for raising windlass
10 Strip-down wiring box (forward cabin ceiling) giving access to windlass controls and to bow-light connections
11 Hose (with pull-thru leads/messengers) for passage of depth-sounder and speedometer wiring
12 Strip-down wiring box for passage of electrics linking mast step and deck-side
13 Hoses (with pull-thru leads/messengers) for passage of supplementary wiring runs
14 Housing for quayside charger (optional extra)
15 Main dashboard
16 Removable ceiling panel in aft cabin starboard side (access to wiring runs meant for cockpit electronics)
17 Hose (with pull-thru lead/messenger) for passage of supplementary wiring runs main dashboard ===) engine dash
18 Inboard battery 160 Ah
19 Housing for supplementary inboard battery (or special battery for electronic equipment
20 Hose (with pull-thru lead/messenger) for passage of supplementary wiring runs engine dash ===) transom extension
21 Hose (with pull-thru lead/messenger) for passage of supplementary wiring runs transom starboard side ===) transom portside

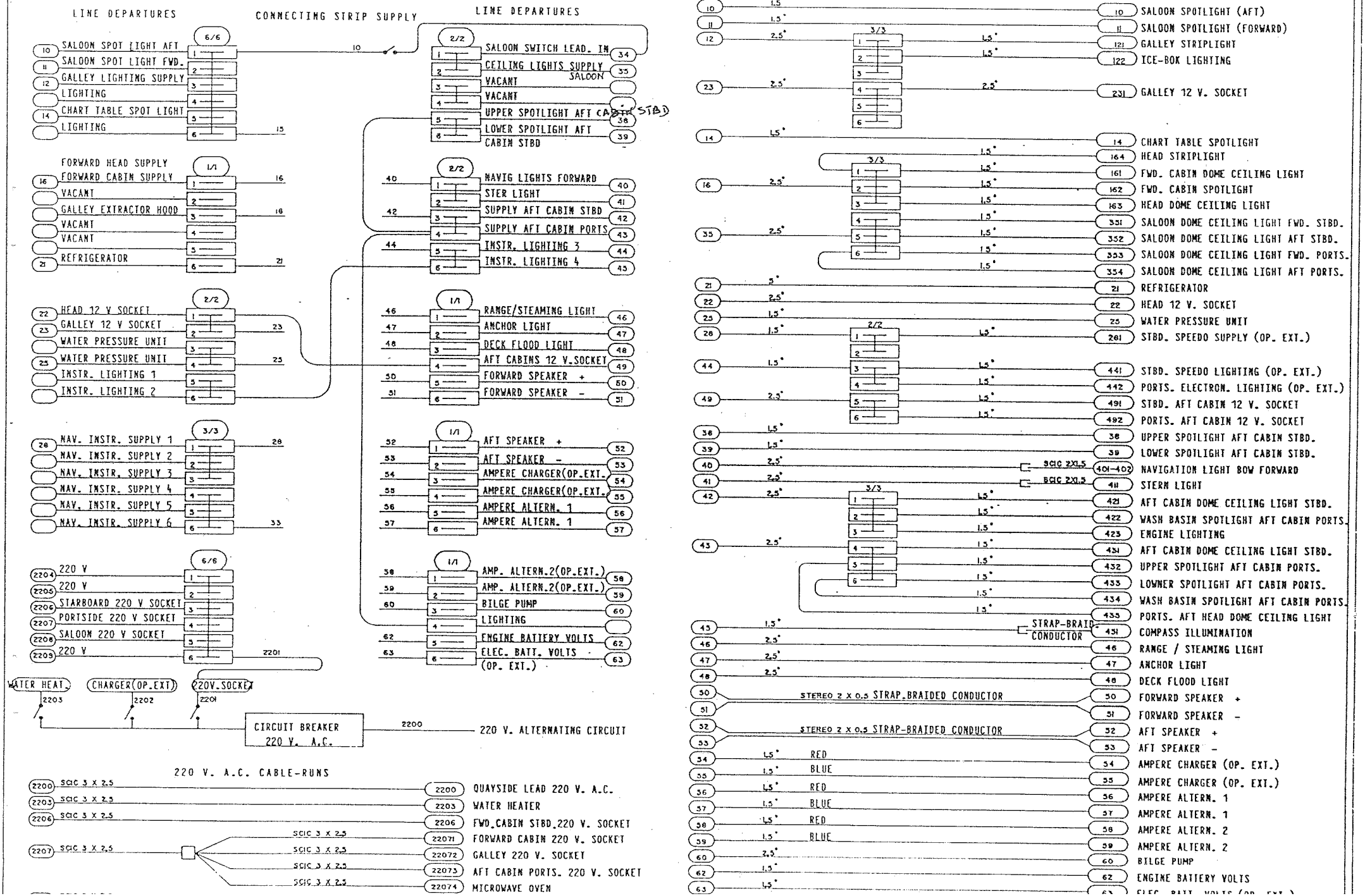
ELECTRICAL CIRCUIT

4 CABIN VERSION



Jeanneau — VOYAGE 12.50

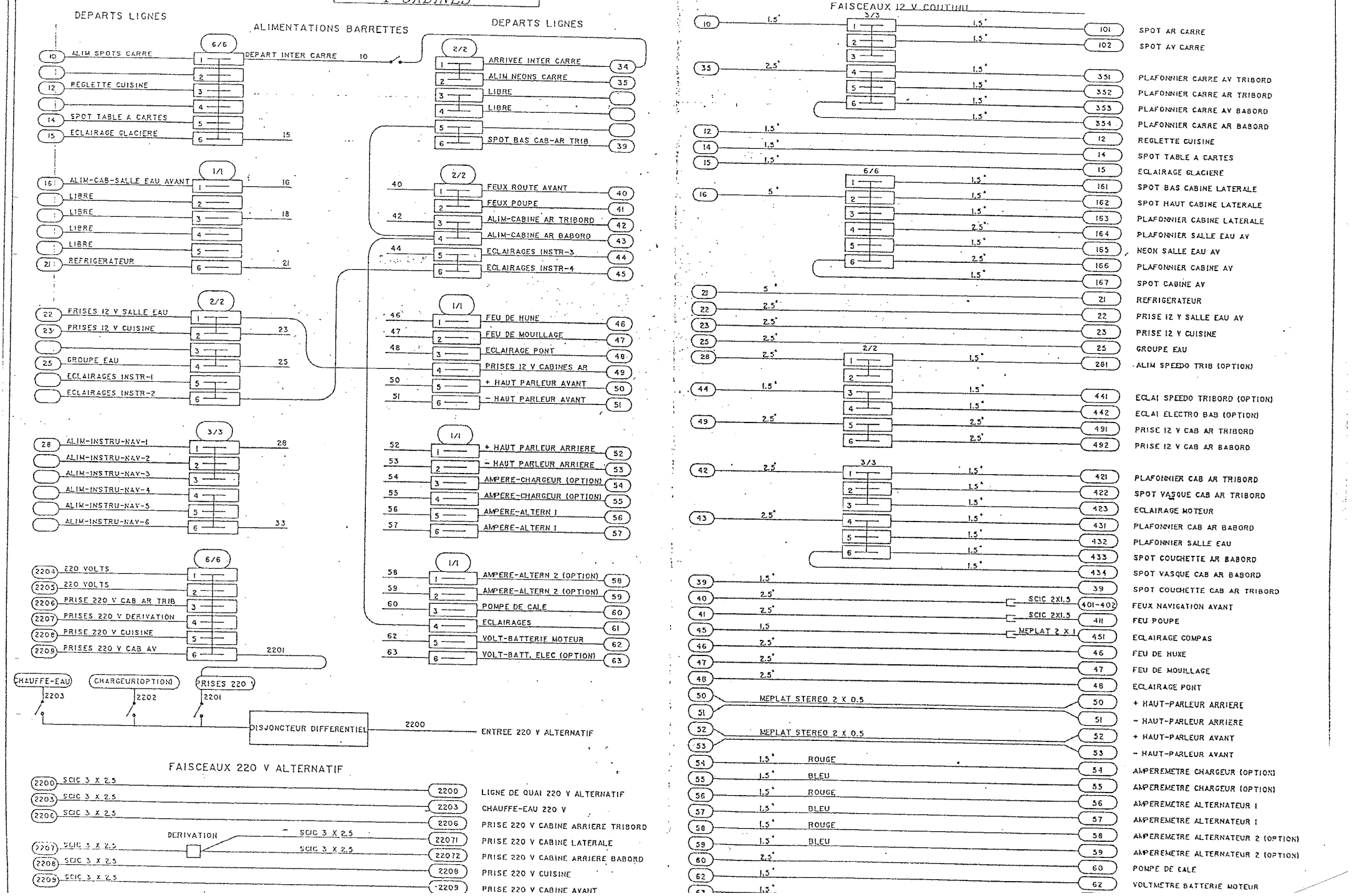
PART+BARRETTE VC-YAI2-1-25-11-87



Beneteau

VOYAGE 12.50
4 CABINES

PARTIBARRETTE.VOY12.4C



FAISCEAUX 220 V ALTERNATIF

FAISCEAUX 12 V COMMUN

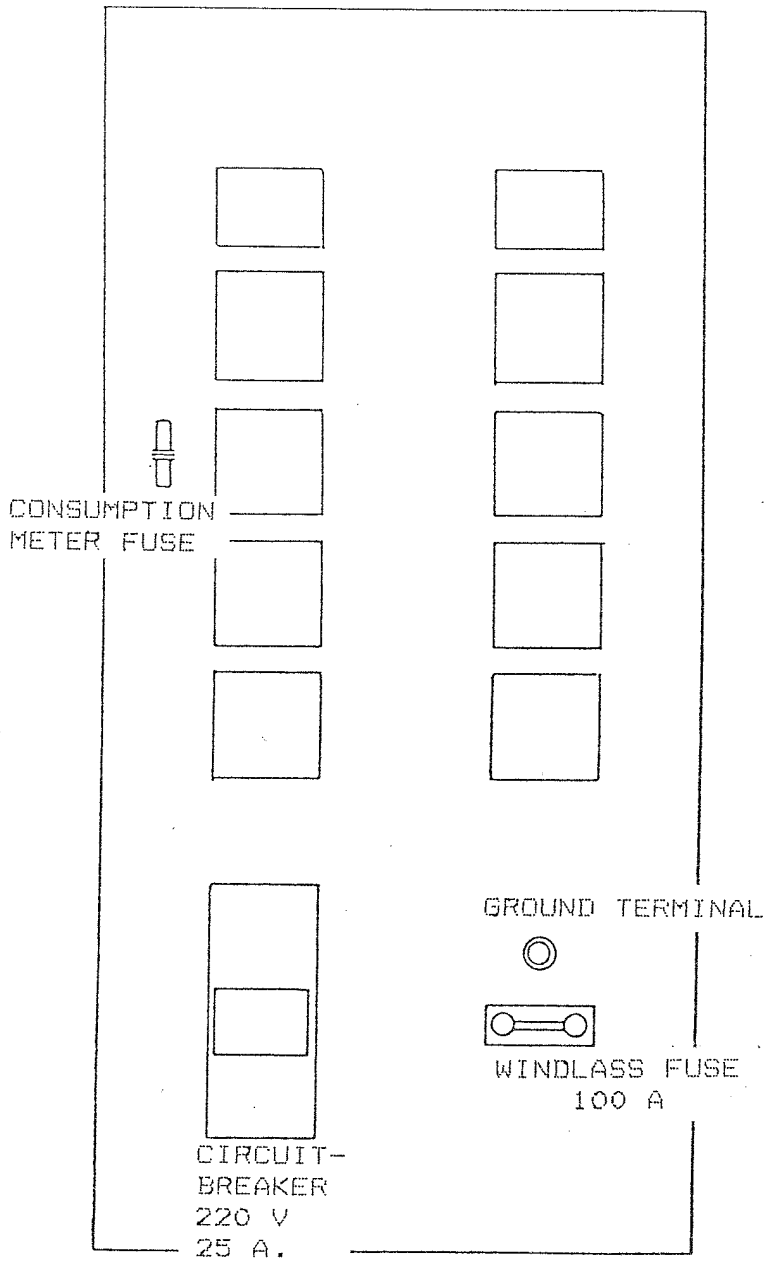
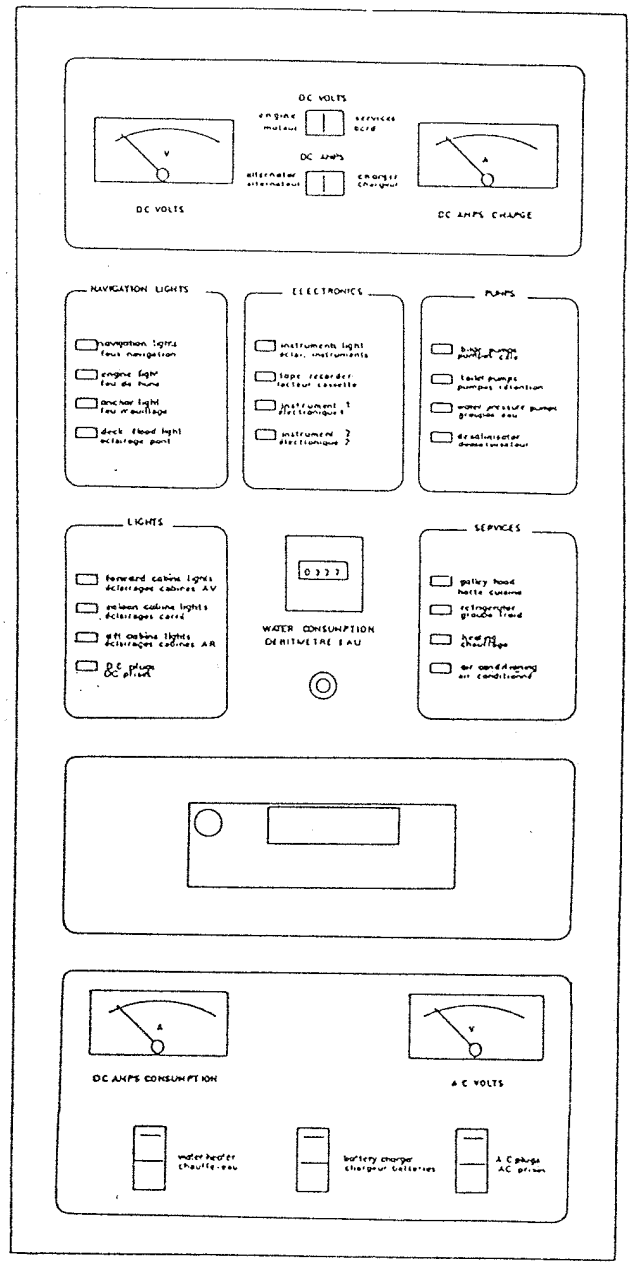
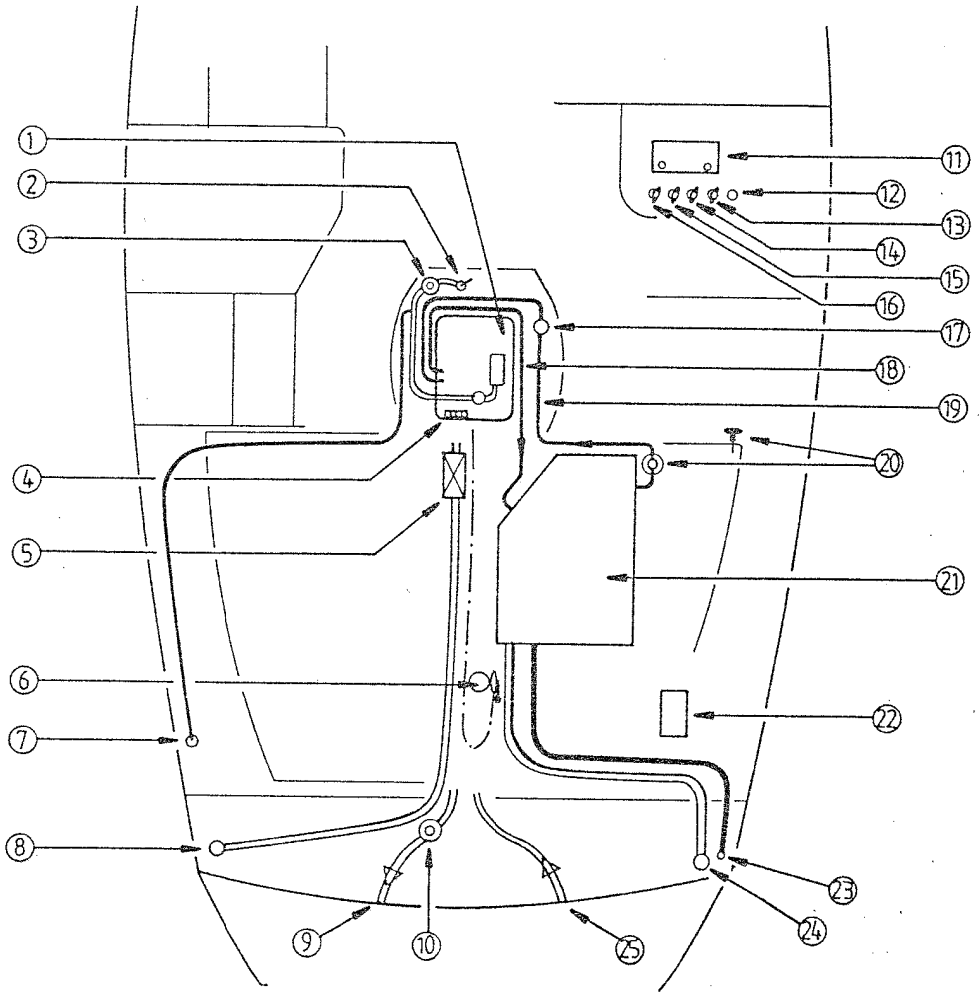


TABLEAU DE BORD





ENGINE SYSTEMS

1 Engine
2 Sea-water uptake cock for engine-cooling system
3 Sea-water filter
4 Relays covering control of engine and bilge blower (wander fuse 16 A)
5 Exhaust system (to starboard on Perkins version, portside on Yanmar version)
6 Steering wheel column with wiring box and engine control cables (throttle and reverse)
7 Air intake to anti-siphon system of engine-cooling system
8 Engine exhaust outlet
9 Discharge of hot air in engine bilge
10 Bilge blower (in constant operation when engine running)
11 Accumulator battery for engine system (96 Ah)
12 Housing for circuit cut-out where a supplementary battery reserved for the inboard electronics is fitted
13 Windlass + circuit cut-out
14 Inboard + circuit cut-out
15 Ground - circuit cut-out
16 Engine + circuit cut-out
17 Fuel filter/separator (with sea-water detection captor on Perkins version)
18 Fuel return line (to tank)
19 Fuel supply line (to engine)
20 Fuel line shut-off cock (access under the berth pad/or pull-knob at the foot of the following berth depending on version)
21 Fuel tank (190 litres approx./41.79 imp.galls/50.19 US g)
22 Engine dash (refer to engine manual)
23 Fuel tank breather
24 Fuel tank deck fill cover
25 Fresh air inlet for the ventilation of the engine bilge

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).

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
. Navigation class
. Maximum power
. Maximum number of persons allowed aboard
. French Merchant Marine Approval No.

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.

MASTING (cont'd)

. After the first few trips under sail, it is a good idea to check the adjustment as new cables may undergo slight lengthening.

. In port it is advisable to release the tension on the backstay.

Régate version:

. Mast makers strongly recommend the use of running backstays when these are fitted.

. The use of running backstays is favourable to the smooth progress of the boat.

. The warranty will be invalidated by incorrect use but remains valid where there is an error in manufacture.

ON PUTTING THE BOAT INTO THE WATER

. Check the speedometer and echo-sounder sounds are watertight.

. Open the seacocks and make sure they are watertight with the hull and with the corresponding hosepipe.

. Also check the stuffing-box for leakage (refer to paragraph "STUFFING-BOX" under heading "MECHANICS").

. BEFORE STARTING THE ENGINE:

Open the fuel cock.

Open the engine cooling-system cock.

Engage the electrical circuit by means of the battery cut-out.

Before starting the engine, disengage the gear so as to obtain the idle position (tick over).

For engine starting procedure consult the engine maintenance manual.

As the engine is turning over, check the cooling system is functioning correctly, then let the engine warm up for a few minutes, after which time you should put FORWARD and REVERSE into gear one after the other whilst at idle speed.

Check that the cooling system water is coming out of the exhaust if this is not the case, stop the engine immediately and check the water system (cock, blocked filter).

. SEACOCKS:

As a general rule it is recommended that you close "thru-hull fitting" seacocks after use.

. LIFE-LINES:

The life-lines are tensioned between the pulpits by means of a tensioning screw/nipper.

. BEACHING:

Make quite certain of the nature of the bottom before beaching

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 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 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 ("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.

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 "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

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