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We share a common yearning for the sea. We, at Jeanneau as shipbuilders and you, who want to live your dream on the Seven Seas.

We are delighted to welcome you to the large family of Jeanneau boat owners, with our warm congratulations.

This manual is meant to help you enjoy and sail your boat comfortably and safely. It includes hints about the boat, the equipment and systems delivered or installed and operation and maintenance guidance. Before you put to sea, read it carefully if you really want to have fun and avoid damage and trouble. Read carefully and make yourself at home on the boat, before you sail it.

We keep improving our boats as we want you to benefit from technological breakthroughs, new equipment or materials and our own experience; therefore, the characteristics and information provided may vary without notice or updating obligation.

This manual is designed in accordance with the ISO 10240 Standard requirements. This is a broad-line manual which may describe equipment or accessories, or address subjects which do not concern your boat; in case of doubt, you should check with the inventory submitted upon delivery of your boat.

Our network of Jeanneau distributors will be pleased to help you get acquainted with your boat and to take care of its maintenance.

If this is your first boat or if you are changing to a boat type which is new to you, before “taking command”, get some training on boat control and sailing, to ensure your safety and comfort. Your dealer, international sailing association, or yacht club will be pleased to suggest local sailing schools or professional instructors.

Even if everything has been provided for and designed for the safety of the boat and the safety of her users, do not forget that sailing highly depends on the weather conditions, the sea condition and that only an experienced and very fit crew, handling a well-maintained boat can sail satisfactorily. The sea and wind conditions that correspond to the design categories (A, B or C) are changeable and are dependent on the hazards of unusually strong waves or gusty winds. Therefore a total safety cannot be guaranteed, even if your boat meets the requirements of a category.

Always listen to the weather forecast before you go out to sea. Make sure that the sea and wind conditions will correspond to the category of your boat, and that you and your crew are able to handle the boat in these conditions.

The sea and the water are not the natural environment of Man and one has only to respect their laws and strength. Adapt the use you make of your boat to her condition; your boat wears out with time and use. Any boat, however solid she may be, may be severely damaged if badly used. This is not compatible with a secure navigation. Always adapt the speed and direction of the boat to the conditions of the sea.
The “COLREG”, an international regulation in order to prevent collision at sea, published by the International Maritime Organization, specifies the helm and course regulations, the navigation lights etc. all over the world. Make sure you know these regulations and you have on board a manual that explain them.

In numerous countries, a licence, an authorization or a training course are requested. Make sure you have this legal authorization before you use the boat.

Always apply to an experienced professional for the maintenance, the assembly of accessories and minor modifications. The written authorization of the builder or of his legal representative is compulsory for the modifications that alter the specifications of the boat particularly the vertical layout of the masses (fitting of a radar, change of engine, etc...).

For the essential or optional equipments (engine, electronics ....), please refer to their respective manuals delivered with the boat.

The users of this boat are informed of the following:

- The entire crew must have an appropriate training;
- The boat must not be loaded more than the maximum load recommended by the builder (in particular as for the total weight of the food supplies, of the different equipments that are not supplied by the builder and the weight of the persons on board) and this load must be properly distributed;
- The water of the bilges must be kept at its minimum;
- The stability is reduced when you add some weight in the upper parts;
- In case of rough sea, the hatches, lockers and doors must be closed in order to minimize the risk of water coming in;
- The stability may be reduced when you tow a boat or when you lift heavy weights with the davits or the boom;
- Breaking waves are important dangers to stability;
- The crew must be familiar with the use of all the safety equipment (harness, flares, liferaft, etc...) and the emergency safety handlings (man overboard fishing out, towing, etc...).

Keep this manual in a safe place and hand it over to the new owner if you sell your boat.
SPECIFICATIONS & WARRANTY

YOUR BOAT

GENERAL TERMS OF WARRANTY
SPECIFICATIONS

LENGTH OVER ALL ........................................................................................................32'5" / 9,90 m
HULL LENGTH ...........................................................................................................31'6" / 9,60 m
OVERALL BEAM .......................................................................................................11'11" / 3,64 m
DRAFT .......................................................................................................................3'7" / 0,93 m

EMPTY BOAT WEIGHT .............................................................................................13988 lbs / 6345 kg
LIGHT BOAT DISPLACEMENT
(Empty boat weight + safety equipment + building weight tolerance)...........14638 lbs / 6640 kg
MAXIMUM LOAD DISPLACEMENT ...........................................................................20150 lbs / 9140 kg
MAXIMUM LOAD recommended by shipyard .................................................5511 lbs / 2500 kg
Including : weight of the persons authorized on board (75 kg / 165 lbs per adult); supplying; life-raft; tolerance; liquids that can be used in the fixed tanks (fresh water and fuel)
MAXIMUM LOAD (CE board, empty tanks) .....................................................3549 lbs / 1610 kg

WATER TANK CAPACITY .....................................................................................66 US gal / 250 l
FUEL TANK CAPACITY .......................................................................................2 x 84 US gal / 2 x 320 l
ICE BOX CAPACITY ...............................................................................................21 US gal / 80 l
BATTERIES CAPACITY .......................................................................................4 x 110 Ah (12 V)

ENGINE POWER RATING ....................................................................................2 x 260 HP (2 x 191 Kw)
.................................................................................................................................2 x 370 HP (2 x 272 Kw)

CABINS ...................................................................................................................2
BERTHS ...................................................................................................................4 / 6
CE CLASSIFICATION .............................................................................................B (8 people)
DESIGNER .............................................................................................................B.E. Jeanneau / Garroni & Musio Sale

Class B : «Off shore»

Boat designed for off shore trips, during which the wind may blow up to and including 8 on the Beaufort Scale and the waves may reach a 4 m significant height at the very most.

For the European community, the JEANNEAU’s boats are ICNN approved. The institute for the Certification and Standardization in Ship Building is an acknowledged body number 0607.
### YOUR BOAT

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Your dealer

CHANTIERS JEANNEAU - BP 529 - 85505 LES HERBIERS cedex - FRANCE
Tel. (33) 02 51 64 20 20 - Fax : (33) 02 51 67 37 65
**GENERAL TERMS OF WARRANTY**

**Article 1**
At the moment of delivery of the boat, the parties sign the Certificate of Delivery supplied by CHANTIERS JEANNEAU for this purpose; it is equivalent to an agreement of compliance by the Purchaser/user.

The acceptance of delivery by the Purchaser/user, without any reservation, is equivalent to the acceptance of the apparent condition of the boat, in pursuance to the provisions of articles 1642 of the Civil Code. The terms of Warranty are engaged solely upon:
- the return to CHANTIERS JEANNEAU After-Sales Department of the completed tear-away section of the Certificate of Delivery and of Warranty Registration Card,
- the following of the directives on verifications set forth by CHANTIERS JEANNEAU;

It is made clear that the possible expenses of handling, transportation, parking, escort, etc. non-inclusively which have been incurred in the execution of the above-mentioned directives and verifications are born exclusively by the Purchaser-User.

**Article 2**
The Warranty is valid for a duration of 12 months from the date of delivery of the Boat to the first Purchaser/User; it is strictly limited, as the Manufacturer chooses, to the replacement or free repair of any part that has been deemed to be defective by the technical specialists of the latter. No compensation whatsoever shall be paid in connection thereto.

As for components and accessories which bear the trademark of another Supplier, the Warranty shall be limited to the Warranty provided by said Supplier.

**Article 3**
With the exception of any prototype and RIGIFLEX boats, and boats used for commercial purposes, or boats specifically designed and/or equipped for racing, which have as a contractual Warranty only that which is indicated in Article 2 above, the structure of the hull, the deck, and the hull-to-deck joint, and the keel-to-hull joint is warranted against all defects in material and workmanship identified by the technical specialist at CHANTIERS JEANNEAU for a period of 5 (five) years for monohull sailboats, and period of 3 (three) years for motorboats and multihull sailboats.

However, any incident (affecting the structure and not resulting from a manufacturing defect covered under the Conditions of Warranty), whether or not resulting in the repair of the deck or hull, shall effectively cancel immediately without prejudice all terms and Conditions of Warranty.

The Warranty Period shall start from the date of the first commissioning into service of the Boat, and at the latest from the last day of the model year in which the Boat was built, i.e. the 31st of August of sail year.

This Warranty is strictly limited to the free repair of the manufacturing defects either in our yard or by a repair shop or shipyard chosen by our company. No compensation whatsoever shall be paid in this respect.

**Article 4**
The following items are excluded from the Terms of Warranty as stated in Articles 1 and 2 above:
- all carriage and transportation-related expenses including parts as well expenses and/or possible losses resulting from the inability to use the Boat and/or accessories, shall be born by the Purchaser/User.
- the wear and damages hereinafter listed as well as their consequences:
  - Normal wear and tear,
  - Cracks, cracking, or fading of the gel coat,
• Damages resulting from:
  - changes, modifications, alterations, or repairs (even partial ones) performed by shipyards other than those authorized by the Manufacturer,
  - failure to follow the recommended maintenance procedures stated precisely in the owner’s manual that was delivered with the boat, or failure to follow recognized procedure,
  - improper use, in particular negligent use, or rash use, misuse, or abnormal use,
  - participation in competitive events,
  - negligent acts in which the necessity of taking conservative measures of action is disregarded,
  - accident or catastrophe such as but not limited to explosion, fire, flood, storm, lightning, transport, riot, theft, and collision,
  - unsuitable storage or transport conditions.

**Article 5**
The application of the warranty shall extend the period of the Conditions of Warranty only for a period equal that which is necessary to carry out only the repair work required under the Warranty, on the condition that the aforementioned repair work requires immobilization of the boat for minimum of 7 (seven) consecutive days.

**Article 6**
In order to exercise the Conditions of Warranty previously defined, the Purchase/User shall submit the complete Certificate of Delivery and present the Conditions of Warranty document each time a claim is presented, and shall notify the authorized Dealer/Seller of the defect or fault within 15 days from the day that the defect or fault is discovered. This notification shall be written, precise, and justifiable. Failure to notify the authorized Dealer/Seller will result in the forfeit of the Conditions of Warranty.

Upon receipt of said notification from the Purchaser/User, the authorized Dealer/Seller shall inform the Manufacturer about the Purchaser/User’s claim within a period of 8 (eight) days; failure to notify the Manufacturer shall result in the Dealer/Seller’s liability as a result of the delay.

**Article 7**
Authorized Dealers, Agents, or Sellers of CHANTIERS JEANNEAU do not have the authority to alter the above Warranty, but may, on their own account, and of their own responsibility, grant possible additional warranties which can, under no circumstances, be held to Manufacturer.

**PRECAUTION BEFORE ANY REPAIR:**

Contact your Jeanneau agent for best advising about products and materials when you want to execute some repairs for yourself.

Important repairing of the hull and engine must be done by a professional. Your Jeanneau’s agent can do it or appoint you a professional.

**DANGER**

Contact your Jeanneau agent to know what is possible to repair and particularly what you must not do! You could endanger your safety and lose your warranty.
SAFETY EQUIPMENT

The life raft is located on the transom extension.

RECOMMENDATION / LIFE RAFT

The launching procedure is indicated on the raft and should be read carefully before taking to sea.

WARNING

Check the safety equipments inventory before each trip.

RECOMMENDATION

We advise you to close the deck hatches and portholes before each trip.

RECOMMENDATION

We advise you the following: Do not store anything below the floorboards.
GAS VALVE

Vanne ouverte

Vanne fermée
SAFETY DIRECTIONS CONCERNING THE GAS STOVE

Type: "Camping-Gaz" (butane, duty pressure: 142 lbs per sq. inch / 10 kg/cm² or according to the regulation in force in your country).

Shut the valves in the system and on the cylinder when the appliances are not in use. Close the valve before any change of cylinder and immediately in case of emergency. Never leave appliances burning unattended. Do not fit or store flammable materials above or over the stove (curtains, papers, napkins, and so on...). Be sure that the valves of the appliances are turned off before you turn on the valves of the gas cylinder or of the hoses. If you smell gas or find that the burners have gone out, by accident (although appliance models cut off automatically if the flames go out) turn off the gas taps and do ventilate the boat in order to get rid of any residual gas. Find the cause of the problem. Regularly test the gas system for leaks. Shut the appliance valves and open the cylinder and check all connections for leaks with soapy water or a detergent solution. In case of leak, shut the cylinder valve and repair before using the cylinder again. The appliances burns oxygen in the cabin and releases combustion gases, therefore ventilation is mandatory when the appliances are used. Don’t obstruct the ventilation holes and at least leave the door open. Don’t use the oven or cooker for cabin heating. The oven shall be locked in order to avoid the tubes to be damaged when sailing. Immediate access to the gas system components must be unobstructed at all times. Empty cylinders must be disconnected and their valves must be shut. Keep the protective covers, plugs and hatches in place. Store the empty or spare bottles on the deck or in a locker, if ventilated to the outside. Do not use the gas cylinder storage space to store another equipment and never store the gas cylinders in another place. Regularly check and replace the rubber tubings that link the cylinder to one end of the circuit and the stove to the other one, depending on the norms and regulations in force in your country. Pay particular attention to keep in good condition the screw thread of the cylinder on which the regulator is. Check the condition of the regulator every year and change it if necessary. Use a regulator identical to the ones that are fitted.

Always apply to an experienced professional for repairs.

WARNING

Never use an ammonia solution.
Never use a flame to test for leaks.
Do not smoke or use an open flame while replacing the gas bottle.
(It is possible to set them in other places but the extinguishers shall be at least 5 meters from each berth.)
An extinguisher shall be in any case at least 2 meters from the extinguisher aperture.
An extinguisher or a fire blanket (ISO 1869) shall be at least 2 meters from each open flame appliance.
An extinguisher shall be at least 1 meter from the helmsman.

Extinguisher, minimum capacity 5A / 34B
Need for the PRESTIGE 32: 10A / 68B

1 - In fore cabin hanging locker
2 - Galley
3 - In aft compartment
4 - Extinguisher aperture
5 - Fixed extinguisher
6 - Control in the command post

NOTE
The dealer must remove the security pins on the fixed extinguishers when delivering the boat.

REMINDED:
The extinguishers are part of required equipment.

Emergency exit in case of fire
A - Fore cabin hatch
B - Saloon access
FIGHT AGAINST FIRE

The extinguisher must be located within easy reach and away from possible fire.

The engine compartment includes an aperture to inject the extinguishing agent without opening the normal access hatch.

Steps to be taken in case of fire in the engine compartment:
- Stop the engine,
- Switch off power and shut the fuel supply,
- Inject the extinguishing agent through the aperture,
- Wait a minute,
- Open the access hatch for access to repairs.

PRECAUTION

Keep an extinguisher nearby to react in case the fire should resume.

It is the owner’s or the skipper’s responsibility:
- To equip the boat with extinguishers.
- To have the extinguishers checked in pursuance of the instructions given.
- To replace the extinguishers by others with an equal or a greater capacity if the extinguishers have expired or are empty
- To tell the crew:
  • where the extinguishers are and how they work,
  • where the emergency exits are.
- Make sure the extinguishers can be reached easily when people are on board.
Keep the bilge clean and regularly check if there is fuel or gas vapor. For the extinguishers you shall use only compatible spare parts; they shall have the same information or they shall be equivalent as far as their technical qualities and their heat resistance are concerned.

**See to it that the curtains are not hanging loose close to the stoves or other appliances with an open flame.**

The combustible products shall not stored in the engine compartment. If you store non-combustible products in the engine compartment, they shall be fastened so that they cannot fall onto the engine or block the way.

---

**WARNING**

*Never:*

- Obstruct the ways to the emergency exits.
- Obstruct the safety controls (fuel oil valves, gas valves, switches).
- Block the extinguishers located in the lockers.
- Leave the boat vacant while a stove or a heater is on.
- Use gas lamps in the boat.
- Change the boat systems (electricity, gas, fuel).
- Fill a tank or change a gas bottle when the engine is running or when a stove or a heater is on.
- Smoke while handling fuels or gas.

---

**WARNING**

The CO2 extinguishers shall be used to fight against electric fires only.

In order to avoid suffocation, clear the area immediately after use and air before entering.
BILGE STRIPPING

FORE ELECTRICAL BILGE PUMP:
The electrical bilge pump can be energized from the electrical switch board.
AFT ELECTRICAL BILGE PUMP:
Constantly energized.

EMERGENCY BILGE PUMP
The manual bilge pump is located in the cockpit.
The control arm must be accessible permanently.

EMERGENCY TILLER

The emergency tiller is stored inside an aft chest and should be accessible at all time.

To operate the tiller, proceed as follows :
- Unscrew with a winch handle the emergency tiller cover, located on the aft cockpit seat.
- Engage the tiller in the rudder stock ensuring that it is fully home in the square.

The emergency tiller is designed only to sail at a reduced speed after a steering damage.
CONSTRUCTION

Your boat is built of GRP. Stresses are distributed over the whole bottom surface by means of the inner layer.

The deck is made of balsa-wood sandwich with hard wood inserts in way of equipments. The deck-hull link is ensured by polyester sealant bonding and reinforced by the aluminium toe rail bolting.

HULL MAINTENANCE

The equipment and materials of your boat were selected because of their performance and quality, and ease of maintenance; nonetheless, a minimum maintenance will be required to protect your boat from outside attacks (sun, salt, electrolysis...).

Use the less cleaner products if possible and do not reject them in the sea.
Try to wash your boat on shore.
Do not use any solvent or solvent based products. (See next page)

The hull shall be washed frequently with ordinary cleaners and fresh water.

PRECAUTION

We strongly advise your to refrain from using hydrojet cleaning.
Hot water or steam are prohibited.
Wetted area: 25.20 m$^2$ - (this measurements are for “light boat”)
**DRY DOCKING** (Refer to section 10 for launching instruction)

An annual application of tinless anti-fouling will spare time-consuming and frequent dry-docking. An epoxy coat is nonetheless recommended. In that respect, we must remind you that sanding or priming before anti-fouling are tantamount to attacking your gel-coat and impair its reliability. Therefore, we recommend very gentle sanding.

Hydrochloric acid may be used against rooted fouling in way of the boottop, allowed to act for 10 minutes and rinsed liberally.

Polish pastes can restore the gloss of your ship. In case of lasting problems, consult your distributor.

Biodegradable cleaners and maintenance products have been tested and approved by the shipbuilder, since they protect both the materials and environment.
MIXING RATIO:
Our products include an accelerator, you just have to add the catalyst (colourless liquid). The usual ratio is 2%.
The gel setting-time is about half an hour, curing takes approximately ten hours.

APPLICATION:
- To seal off scratches or blister holes, clean the surface with acetone and sand the area,
- Prepare the required amount of gel-coat preferably on a glass plate,
- Apply the product with a spatula or pointed tool,
- Apply an over-sized coat to allow for sanding with abrasive and water and polishing to achieve the required gloss,
- Blending minor touch up on smooth surfaces is obtained by sticking scotch tape (or better still, Mylar tape) on the freshly applied gel-coat, then separate it after curing (sand with extra-fine abrasive and polish to obtain a high gloss finish).

GEL-COAT STORAGE:
Get-coat components must be stored in a cool place, protected from moisture and light for maximum 6 months, to ensure adequate preservation. The usual precautions for flammable products should be adhered to for polyester products.

TOOLS CLEANING:
Clean all tools with acetone.
M - Mooring cleat
T - Towing
S - Swimmladder

WARNING
There is a limit of 3 persons on the rear platform.
A sufficient number of mooring ropes, of adequate dimensions and suitable for the environment should be on board.

- Always manoeuver the boat with the engine,
- Handle the boat consistent with the current and wind,
- Protect the boat with suitably-sized fenders,
- Always keep the ropes unfouled and home,
- Handle the boat at slow speed.

When taut:
- Protect the ropes from chafing with plastic sleeves,
- Make allowance for the tide, as the case may be.

Tug:
Tow slowly and avoid tightening and slackening.
Be especially watchful when sending or catching the tow-line: Propellor may be fouled by a rope during these handlings.

Towed boat:
Keep steering and be careful not to stray from tug’s wake.
As a general rule, the chain should be paid out over at least three times the depth of water.

**ANCHORING**
- Luff the boat through without way on her,
- Pay out and keep the chain under control with the windlass brake.

When anchored:
- Release the chain or cable from the cable-lifter,
- Secure the chain on the windlass cleat.

**PRECAUTION**
Before anchoring, check the depth of water, current power and nature of the sea bed.

**PRECAUTION**
Don’t use the cable lifter to secure the chain.

**HEAVING UP ANCHOR**:
- Lock the windlass snubber,
- Ensure that the chain is properly seated in the cable lifter,
- Heave in slowly with the engine. Don’t use the windlass to hoist the boat,
- Heave the anchor up to the pipe,
- Check the anchor for position on the bow bracket for changing berth, or secure it into the chain locker,
- With an electrical windlass, switch the power off immediately when the chain is fast.

**PRECAUTION**
Adjust the chain under the windlass sheave and keep your hand away!
STERN ANCHORING:

- Stern anchoring should be performed with the engine stopped,
- Secure the required length of the cable on the mooring cleat,
- Pay out slowly to avoid damaging the propeller or rudder blade.

PRECAUTION

If your boat is fitted with an electrical windlass, keep the engine running during all anchoring operations to avoid discharging the batteries. In case of battery failure, perform the manoeuvre manually.

WARNING

All windlass operations are dangerous; therefore, the anchor line shall always be clear and free; Always proceed with care and using gloves.

RECOMMENDATIONS/MAINTENANCE

After every trip, rinse the windlass and anchor chain with fresh water. Refer to the manufacture’s brochure for windlass maintenance before and after the season.
Use the less cleaner products if possible and do not reject them in the sea. Try to wash your boat on shore. Do not use any solvent or solvent based products. (Refer Section 3) Regularly brush the deck with a degreasing shampoo and fresh water.

**EQUIPMENT:**
- Rinse liberally all equipment with fresh water,
- Regularly lubricate all blocks, sheaves, bottle screws, winches, rails and travellers with a water-repellent grease,
- Clean and polish with « Rénovateur chrome et inox Jeanneau » the stainless steel parts that may have small rusty spots or minor oxdation pits (you will find this product in the maintenance case).

**OUTSIDE VARNISHED WOOD:**
- Rinse varnish with degreasing shampoo mixed with fresh water,
- Polish with shamoy leather.

**OUTSIDE TEAK WOOD:**
- Regularly rinse woodworks with fresh water,
- Dress teak-wood with fine sand paper to restore its colour.

**PLEXIGLASS:**
- Rinse plexiglass with fresh water (do not use any solvent base products),
- Brighten up with soft rags soaked in paraffin oil,
- Use special polish paste adhering to remove scratches.

**RECOMMENDATIONS/MAINTENANCE**

Do not stand up on the flying-bridge when the radar is in use. Before any use, refer to the brochure supplied with the boat.

**RADAR**
MAINTENANCE

INSIDE:
- Take advantage of fine weather to raise and ventilate the cushions when you leave your boat,
- Use blinds to protect the inside of your boat from UV rays,
- Bred crumps must be systematically eliminated,
- Ensure that the bilges are cleaned and dry.

INSIDE VARNISH:
- Rinse inside varnish with degreasing shampoo mixed with fresh water,
- Polish inside varnish with shamoy leather.

RECOMMENDATIONS
Use the less cleaner products as possible and do not thrown them out in the sea. Clean preferably your boat on shore.
RECOMMENDATIONS

Mark up each cover and foam cushion on dismantling.

- Stains:
  Remove as much of the stains as possible with a knife blade moving from the edge towards the center.
  Dab with clean rags.
  Remove the stains using clean rag and a solvent (never pour solvent directly over the stains).
  Rub with a clean and dry rag, than brush the fabrics against the pattern.
  Clean with a vacuum cleaner when dry.

- Coated or PVC fabrics:
  Use a sponge and soapy water (Olive oil soap type).
  Dab away stains, without rubbing, with a white spirit soaked cloth.

PRECAUTION

For PVC fabrics: Solvents or solvent based products (pure alcohol, acetone, trichloroethylene) are strictly prohibited.
- 100% polyester Jackard/Dralon:
If you can’t remove the cloth: clean with a vacuum cleaner, wash with synthetic foam adhering to the manufacturer’s instructions.
If you can remove the fabric: hand wash with a commercial lye at 30°C.
In both cases, dry cleaning is possible. Remove stains as soon as possible with moist rags.

- Cotton Jackard:
  Dry cleaning.
  Do not iron.
  Do not use chlorine.
  Remove stains with fractionated petrol.

- Alcantara:
  Wash in lukewarm water with neutral soap.
  Allow to dry.
  Dry clean with perchlorethylene.

- Leather:
  Use special leather paste for routine maintenance.
  Never use any detergent nor silicone-based products.
  Clean with a sponge and soapy water.
  Remove all ball pen stains with methylated spirits and grease stains with «terre de Sommierre» application.

RECOMMENDATIONS / MAINTENANCE:

The ship-builder has tested and approved a number of biodegradable maintenance and renovating products which protect the material and environment.

The relevant data sheets are available at our agents who can obtain the information from our company.
1- Hot water hoses
2- Cold water hoses
3- Gas circuit valve
4- Water tank
5- Gauge
6- Fresh water filter
7- Water pressure unit
8- Accumulator tank
9- Vent
10- Deck filler
11- Gas cylinder
12- Gas circuit hose
13- Water heater
14- Engine liquid valve
15- Heater drainage and security valves
16- Deck transom shower
17- Electric pump (Refer to Drainage)

16- Filter (Refer to Drainage)
WATER TANK FILLING

In order to obviate any handling mistake, never fill the water and fuel tanks at the same times.
During filling, avoid handling contaminants near the filling plugs.
Open and close the filling plugs with the special spanner.
Check the filler plug seals for condition during filling.
The tanks are fitted with overflow outlets and vents.

To prevent a pressure build-up in the system, never press the water filling hose deep into the system.

RECOMMENDATION / MAINTENANCE:

Monitor the quality of water taken on board at remote locations.
The tanks can be sterilized by adding a “clonazone” tablet (available from pharmacies).
Purify the tanks and pipes with acetic acid or white vinegar if the boat is to stay unmanned for a long period.
Inspection ports are provided on tanks, through which internal cleaning can be performed.

Refer to chapter 11 for winter precautions.

Note

The capacity of the water tank indicated on the page “Specifications” may not completely be used according to the trim and load of the boat.
Closed seacock

Open seacock
FRESH WATER SYSTEM

PRECAUTION

- Never run the water system if the valve to the feed tank is closed or if the tank is empty to avoid damaging the water pump.
- Regularly check the water filter for condition as instructed in the manufacturer’s manual.
- Ensure that the empty tanks valve is closed.

GAS SYSTEM

(Refer to Chapter 2 « Safety»)

Refit the cap in place on the pressure reduction valve screwed section to avoid corrosion, when changing the cylinder.

RECOMMENDATIONS

Don’t forget to shut off the gas safety valve and pressure reducing valve when the heater is not in use.
DRAINAGE

1- Seacock with valve
2- Electric pump
3- Filter
4- Sea water intake hose
5- Drainage hose

6- Fore sump
7- Manual bilge pump in cockpit
8- Aft sump
Waste water from the closets is discharged by sea chests, fitted with quarter turn valves (when the valve handle is perpendicular with the pipe, the valve is closed, and open when along the pipe centreline).

Water from the floor and stuffing boxes flows at the center of the boat. There is two separated zones fore and aft the engine compartment (A waterproof carter under the engine receive the possible oil leaks).

The fore zone is drained by means of an electric pump
The aft zone is drained by means of an electric pump and the manual pump in the cockpit.

RECOMMENDATIONS / MAINTENANCE

Check the valves and sea cocks for water tightness and operation regulary.
Shut the valves when the system is not in use.
Visually check whether the pumps discharge.
Check the clamps and hose pipe couplings and seals for condition.
Ensure regularly that the bilge and strum-boxes are perfectly clean.
If one pump should be running while all water supplies are shut, switch the power off immediately.
Check the water system and eliminate the breakdown.

WARNING

The bilge pump system is not designed to maintain the buoyancy of the boat in case of damage.
It is intended for driving out the water coming from sea spray or leaks, but absolutely not from a hole in the hull resulting from a damage.
1- Washbasin outlet pipe
2- Seacock with valve, closets outlet
3- Seacock with valve, sea water intake for closets
SANITARY APPLIANCES OPERATION

MARINE CLOSETS OPERATION:

Ensure that the water supply and discharge valves are open before using the appliance. To drain the bowl, set the pump lever to “FLUSH” and actuate the pump. To strip the bowl, set the pump lever back to “DRY” and actuate the pump.

Use exclusively absorbing paper to avoid clogging the closets and rinse the system regularly with fresh water. Shut the valves after every use and especially when the boat is unattended.

WASH BASINS AND SHOWERS OPERATION:

The valves and cocks should be closed after use. To drain the shower tub, actuate the pump switch.

RECOMMENDATIONS

During shore stay, use if possible the club-house sanitary appliances. Waste water rejection is restricted in some country or marina; Waste tank is necessary.
2- Battery master switch : + Port Engine & Domestic
3- Battery master switch : -
4- Battery master switch : + Starboard Engine
BATTERY MASTER SWITCHES

Electric installation: 12V DC.
The circuits can be used simultaneously or separately should the need arise.
Turn the master switches on to energize the system.
The master switches energize the engine and house electrical systems.

PRECAUTION

Shut all master switches if the boat is unattended.

BATTERIES

The engine driven generator is used to charge the batteries.

Never run the engine when the circuit to charge the batteries is disconnected, this would destroy the alternator.

Use your battery charger (optional extra) during shore stay in order to sail off with properly charged batteries.
Never drained beyond 70% of the rating, to ensure a satisfactory service life.
Always check the condition of both the batteries and the loading system before you set sail.

RECOMMENDATION / MAINTENANCE

- Keep the batteries clean and dry to obviate premature wear,
- Check regularly the electrolyte and top up with distilled water if required,
- Check the acid degree in the battery after extended idle time,
- Secure and smear regularly the terminals with petroleum jelly,
- Disconnect the batteries and remove them for the winter storage or when they are not used for a long time.

RECOMMENDATION

An appliances overconsumption without sufficient charge may cause starting problem on the port engine.
In this case and only in this case:
- Start the starboard engine,
- Push switch N° 16 (see drawing opposite)
- Start the port engine,
- Release switch N° 16

WARNING

The batteries must be handled with care.
In case of electrolyte splashing, thoroughly rinse the part of the body that has been in contact with it and take medical advice.
Access via central cabin trap door

1- Manual control battery master switch (stroke)
The electrical switchboard does not require any routine maintenance.

**PRECAUTION**

Never leave the boat unattended when the electrical system is energized, except for automatic switch bilge pump and protection circuits against fire or robbery.

Disconnect the 230V before opening the electrical switchboard.

In case an electrical unit should not be energized, check:
- The main power supply (batteries, master switches),
- The switches and fuses along the line,
- The relevant electrical unit.

**WARNING**

Never work on a live electrical fitting.

Use the automatic reset switch to read the fuel gauge, to obviate electrolytic problems.

**PRECAUTION**

Only a technician, skilled in marine electricity, is entitled to alter a fitting and the relevant diagrams.

Never change or alter the amperage of the overcurrent safety devices.

Never install or replace the electrical appliances or equipments by components exceeding the circuit amperage (Watt for bulbs).

**230V CIRCUIT**

As far as possible, use electrical appliances with a double insulation or three conductors (Neutral - Phase - Earth).
Connect the casings or metallic cases of the fitted electrical appliances to the earth of the boat: this conductor is green with yellow stripes.
5.3.3 b) iso 10240

SHORE POWER PLUG
DANGER

Never let the end of the shore power cable hang in the water. It may entail an electric field liable to hurt or kill people swimming close by.

PRECAUTION

In order to reduce the risks of electric shock and fire:
- Switch off the electric panel connected to the shore power plug on shore before you connect or disconnect the shore power cable.
- Connect the shore power cable in the boat before you plug it in the power point on shore.
- Disconnect the shore power cable first on shore side then close tightly the power point on shore.
- Do not change the connections of the shore power cable.

ELECTRONICS

Special sleeves are available to complement the boat’s equipment (refer to drawing). Never install electronic instruments or repeaters less than 1.50m away from the radio loudspeakers.
1- Flying bridge hydraulic pump
2- Inside steering station hydraulic pump
3- Rudder stock
4- Autopilot connexion (optional extra)
5- Hydraulic cylinder
6- By-pass valve
7- Hydraulic cylinder drains

HYDRAULIC STEERING GEAR
HYDRAULIC SYSTEM MAINTENANCE:

This is an hydraulic steering gear action with a pump fix on the steering gear axle.

The following operations are required on this type of installation:
- Check the oil level in the pump from time to time,
- Every three or four years, drain the system completely: fill up with clean oil and purge the system.

HYDRAULIC SYSTEM PURGE:

PRECAUTION

The following sequence of operations must be strictly adhered to
Don’t use purge oil until it is no longer emulsified.

1 - Pump:
Install a tank of approximately 2 litres content over the filling aperture (mark 1) and fill up with oil (Dexron II or ISO 32 viscosity) according to the oil grade already used in the system. Keep the tank full at all times during purging.

2 - Hydraulic cylinder:
- Unscrew the drains by 2 to 3 turns and connect to a tray,
- Turn the steering-wheel in one direction, then in the other until the oil should be bubble-free,
- Shut the drains.

3 - Pump:
Top up to approximately 20 mm below the filler plug.
Check the oil level again after about 10 hours of operation.
1 - Batteries
2 - Engine compartment air intake
3 - Engine compartment air exhaust
4 - Fuel return hose
5 - Fuel intake hose
6 - Sea water seacock
7 - Sea water filter
8 - Tank
9 - Exhaust muffler
10 - Fuel circuit valve
11 - Exhaust pipe
12 - Deck filler
TANK FILLING:

Comply with the general precautions indicated in chapter 6 for tank filling. To protect the deck from possible fuel splashes, wet up the area around the deck filler with sea water before taking the plug off. In case of splashes, rinse the deck liberally (after fitting the filler plug back in place).

DANGEROUS

During fuel tank filling, the engine must be stopped and smoking must be prohibited.

RECOMMENDATIONS / MAINTENANCE

- Check the filler plug O-ring condition regularly to avoid water ingress,
- Don’t shut the fuel valve after every utilization, except before an extended unattended period,
- Ensure that the tank is full to avoid condensation,
- Clean the tank every five years to remove sludge deposits.
- Every year check the condition of the fuel system (tubes, valves, …) and have the damaged parts changed by a professional.

NOTE

The capacity of the fuel tank indicated on the page « Specifications » may not completely be used according to the trim and load of the boat. Always keep 20% fuel as a reserve.
5.3.3 c); 5.3.3 k); 5.5.1; iso 10240

FUEL CIRCUIT VALVE
Engine running problems may have several causes, amongst which dirty fuel is a major one, and the injection pump will be soon destroyed by water in the fuel.

Water results either from the condensation in an insufficiently filled tank, or seeps in through the mislocked filler plug or through a damaged seal.

The fuel is run via two filters to control the foregoing risks:
- One filter is integral with the engine to ensure fine fuel filtration (refer to the engine brochure to find out the filter renewal frequency and maintenance work),
- The other one is a first-stage filter located in the pipe system between the engine and the fuel tank.

Undo (but do not remove) the knurled screw at the base of the settling bowl, allow to flow into a tray until clean, water free fuel appears. Purge the system several times a year. Remove the bowl for access to the first-stage filter, which should be replaced at least once a year.

**FUEL CIRCUIT VALVE**

See chapter 2 for Fight against Fire

**DANGER**

Never obstruct the ways to the fuel valve.
ENGINES

Access via central hatch

Access to oil gauge and tank via lateral hatches

1 - Seacock with valve, engine sea water intake
2 - Cooling water filter
3 - Speedometer and depth sounder

indice 0
Refer to the brochure supplied with the boat.

You must read carefully the brochure which includes detailed hints about the engine operation and how to run it properly.

**PRECAUTION**
Never run the engine if the boat is dry-docked.

**ACCESS TO THE ENGINE**:
Access to the engine via the saloon hatches.

**PRECAUTION**
Stop the engine before you open the hatches or keep away from the belts and moving parts.
Be careful with full clothes, long hair, rings that may get caught in them.
Wear appropriate clothes (gloves, cap, etc…).

**ENGINE SEA VALVE**:
The engine sea valve ensures a critical duty in the engine operation and, therefore, the strainer must be brushed whenever the ship is docked and kept clean and free from clogging or anti-fouling paint.
The sea valve must be open before starting the engine, otherwise the exhaust and the engine may incur severe damages.

**RECOMMENDATIONS**
Good practice requires to check if water is expelled together with the exhaust gases, immediately after starting the engine; otherwise, stop the engine immediately and check the valve for cleanliness.
It’s not necessary to shut the valve after each use of the engine; on the other hand, this is mandatory if the boat remains unmanned for a long period of time.

Check and clean the water filter regularly.

**ENGINE OPERATION**:
Before starting the engine:
- Open the fuel valve,
- Open the engine cooling valve,
- Actuate the battery master switch to energize the electrical system,
- Before starting the engine, disengage the reversing gear to accelerate from dead stop,
- Refer to the engine manufacturer’s brochure before starting up the engine.
DIESEL:
- Refill before the fuel tanks are depleted to prevent the fuel system from running dry,
- Before sailing be sure to have enough fuel.

RECOMMENDATIONS / MAINTENANCE
Refer to the manufacturer’s brochure supplied with the boat.
Look after all eventual risk of oil or fuel leaks. Check the exhaust gaz colors

DASH BOARD / CONTROL LEVER
All engine controls are located on the dash board, which does not require any special precautions (refer to engine brochure).

Refer to the manufacturer’s brochure supplied with the boat for steering station switch (inside or flying-bridge).

Check the accelerator and clutch cables (lubricate the spacers and fork ends).

RECOMMENDATIONS / SAILING
Avoid making noise and waves near other users when the boat is engine-powered;
Respect speed-limits.
Set the lever Astern to lock the propeller when sailing.

VISIBILITY IN THE STEERING STATION
The COLREG and route regulations prescribe a permanently correct surveillance and the respect for the priority.
Make sure that no other boat is on your route.

The visibility from the steering station can be reduced because of the following:
- Power trim and planing trim
- Transition from the “moving” to the “planing” mode
- Load and distribution of load
- Sea conditions, rain, spray, fog or darkness
- Lights inside the boat
- People and removable equipments in the helmsman’s visibility field.
1- Anode
2- Propeller
3- Shaft seat
4- Shaft tube
5- Stern tube
6- Stuffing box
7- Connecting
**STUFFING BOX**

Access to stuffing boxes is gained via the technical compartment behind the engines.

After launching, proceed as follows to eliminate air trapped in the sleeve and seal:
- On water cooled tail shaft seal, lock up the seal towards the lip-seals while pushing it against the shaft.
- During locking, the seal moves away from the shaft and water coming through this gap chases the air out.

Refer to the manufacturer’s brochure supplied with the boat.

**PROPELLER**

The propeller supplied with your boat embodies the results of tests carried out jointly with the engine manufacturer.

**PRECAUTION**

Don’t change the propeller without specialist’s advise.

**ANODE**

**RECOMMENDATIONS**

Check regularly the anode on the transom for corrosion and renew as required.

Check and replace the “hydrolube” oil ring if necessary

**RECOMMENDATIONS / MAINTENANCE**

Propulsion and steering system check and maintenance must be done by a professional.

Refer to the manufacturer’s brochure supplied with the boat.
LAUNCHING HINTS

A lot of skill and care is required to launch your Jeanneau boat for the first time, since the satisfactory operation of all equipment will depend on the quality of many launching steps.

Therefore, the initial launching and tests of various equipment shall be performed by your Jeanneau agent or distributor, so you can claim the warranty in case of equipment failure.

The following precautions are required in case you should launch your ship yourself:

BEFORE LAUNCHING:

- If the boat is fitted with a lock and speedometer, install the relevant fittings,
- Check the suction strainer for cleanliness,
- Check the reduction gear and engine oil level (refer to the engine maintenance manual). The engine cooling water drain corks must be shut,
- All optional accessories must be sealed off with paste,
- Retract the speedometer in its housing (this can be damaged by the handling belt),
- On-line engines: ensure that the node is in place and the nut is properly locked (the lock-washer must be folded back on the nut). The anode should not be painted,
- All sea suction and discharge valves must be shut (sink, wash basin, closets, engine).

HOISTING:

- Install a rope forward and a rope aft and fenders as necessary,
- Before hoisting, ensure that the belts will not crush the locks, speedometers, shafts, etc...

To that effect, mark the belt position (adhesive tape on the moulding) for hoisting after launching (most boats are already fitted with the stickers).

The crane hook shall be fitted with a gantry or spreader with two belts. Under no circumstances shall the belts be hooked directly on the hook as this would result in excessive compressive stresses on the hull.

- Hoist up gently and control the boat moves with the ropes.

WARNING

Don’t stay on-board or under the boat during hoisting.
AFTER LAUNCHING:

- Check the speedometer and lock fittings for tightness, as the case may be,
- Open and check the valves for sealing with the hull and relevant pipe,
- Check the stuffing box for sealing (refer to section 8 “Stuffing box”),
- Before starting the engine, refer to chapter 8 “Engine”.
There are two winter precautions procedures:

1- LAYING UP

Take ashore all ship’s documents, loose ropes not used for mooring, galley equipment, stores, clothes, safety equipment, battery. Mark up the safety equipment and check the expire dates; obtain immediate overhaul of the raft (Easter is the deadline after which it will be too late!). Draw up a complete inventory of the ship’s equipment.

2- PROTECTION AND MAINTENANCE

INSIDE:

- Drain all fresh water pipes and rinse with a solution of vinegar and water (don’t use chlorine-based products).
- Lubricate and shut all sea water valves and sea-cocks, rinse and drain the closets in full,
- Retract the loch and speedometer heads, seal-off air inlets and install a dehydrator in the saloon and leave all doors open (cabins, lockers, wardrobes, iceboxes),
- Leave the cushions in the outside for a long time and re-install in the boat in upright position to limitate contact surfaces.

OUTSIDE:

- Rinse liberally the hull, deck, lubricate all mobile and mechanical components with petroleum jelly (locks, hinges, bolts, etc.),
- Protect all surfaces from chafing ropes, mooring lines,
- Protect the boat with fenders and ensure that the lines are taut.

The above hints are not a comprehensive check-list; your Jeanneau agent will be able to advise you and take care of the boat maintenance.
ENGINE:

Engine winter lay-up shall be performed by a professional organization, and will not be the same if the boat remains afloat or ashore.

The following are a few major tasks:

**Afloat:**

- Drain the cooling system and fill up with anti-freeze,
- Switch off the master switch, lubricate the terminals with petroleum jelly and test the battery voltage,
- Change the anode,
- Fill the fuel tank to maximum to avoid condensation,
- Refer to the engine manual for everything concerning the engine.

**Ashore:**

- Take the battery ashore and keep it under maintenance charging,
- Drain all cooling, lub oil, fuel oil and exhaust systems and perform winter precautions specified by the manufacturer, bearing in mind the fact that the freezing hazard is more significant if the boat is ashore,
- Remove and lubricate the sea-cocks included in the cooling systems, leave the sea-cocks open, check the hoses,
- Slack off the pumps and A.C. generators belts.
The present document is not contractual and constantly desiring to improve our models, we reserve the right to modify them without advance notice.

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