

# INSTRUCTION GUIDE



JEANNEAU  
57



# Welcome aboard

You have just taken delivery of your JEANNEAU 57 - congratulations!  
Designed and built by Jeanneau professionals, your boat will be a source of great happiness.

The entire JEANNEAU team is now at your service.  
Close to 300 JEANNEAU dealers who share our values and love of boats have been selected from dealerships around the world.  
They have been carefully trained in three essential areas: customer counselling, diagnostics and problem solving.  
JEANNEAU dealers are also equipped with an innovative logistical support service to ensure timely delivery of spare parts.

We are proud that you have chosen a Jeanneau, and we look forward to sharing our passion for the sea with you. We will be there to assist you throughout the life of your boat.

To begin, we have developed this technical guide as a resource for you. Please read through it carefully to learn more about optimal conditions for use of your boat and to ensure your full satisfaction.

As you take the helm of your new Jeanneau, I wish you fair winds.

JP Chapeleau  
GENERAL MANAGER





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# Preamble

- This instruction guide is a tool that will enable you to get to know your boat and apprehend the use of the components that are necessary for running her.

- A WAY TO MAKE THE MOST OF THIS INSTRUCTION GUIDE

In order to have an easier apprehension, this guide offers you two complementary reading levels:

- . The pages with text on the right hand side of the document develop the different subjects dealt with in the chapters,
- . The pages on the left hand side are given to the related photos, layouts or block diagrams.

- The different warnings used throughout this guide are as follows:



Recommendation

shows a piece of advice to do the appropriate actions or manoeuvres adapted to what you are thinking of doing.



Caution

Draws your attention on dangerous ways of doing that may bring about injuries to people or damages to the boat or her components.



Danger

Warns you about the existence of a hazard that may have serious or fatal consequences if the appropriate precautions are not taken.

- Before you put out to sea, please read the owner's manual (CE standard manual) delivered with your boat and please follow the instructions.

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# SPECIFICATIONS

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1.1 I D OF YOUR BOAT

1.2 TECHNICAL SPECIFICATIONS

1



# YOUR BOAT

NAME OF YOUR BOAT: .....

OWNER'S NAME: .....

VERSION: .....

ADDRESS: .....

DELIVERY DATE: .....

.....

DELIVERY DATE: .....

.....

DELIVERY DATE: .....

E-MAIL ADDRESS: .....

HULL NUMBER: .....

LANDLINE PHONE NUMBER: .....

MAKE OF THE ENGINE: .....

MOBILE PHONE NUMBER: .....

NUMBER OF THE ENGINE KEY: .....

## EMERGENCY CONTACT

SERIAL NUMBER OF THE ENGINE: .....

FURTHER INFORMATION: .....

.....

.....

.....

.....



JEANNEAU  
YACHTS

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# DESIGN CATEGORIES

## CATEGORY A

The boat is designed for sailing in winds that may exceed force 8 on the Beaufort Scale and in waves of a significant height of 4m and more and the boat is to a large extent self-sufficient.

Unusual conditions such as hurricanes are excluded.

You may meet with such conditions when you sail long crossings, for instance across the oceans, or close to the shore when you are not protected from the wind or waves over several hundreds of nautical miles.

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## CATEGORY C

The boat is designed for sailing in winds that do not exceed force 6 on the Beaufort Scale and in the corresponding waves (waves of a significant height inferior or equal to 2m).

You may meet with such conditions in exposed inland waters, in estuaries and in coastal waters with mild weather conditions.

## CATEGORY D

The boat is designed for sailing in winds that do not exceed force 4 on the Beaufort Scale and in the corresponding waves (occasional 0.5m high waves at a maximum).

You may meet with such conditions in sheltered inland waters and in coastal waters in fine weather.

## NOTE:

The significant height of a wave is the average height of the upper third of the waves; this corresponds more or less to the height of a wave an experienced observer can assess.

Some waves will be twice as high as this value.

# TECHNICAL SPECIFICATIONS

Length Over All . . . . .	17,78 m
Hull length . . . . .	17,28 m
Beam . . . . .	5,00 m
Air draft (light boat) . . . . .	24,20 m
Draft - deep ballast . . . . .	2,50 m
Draft - shallow ballast (maximum) . . . . .	2,10 m
Weight - deep ballast . . . . .	6100 kg
Weight - shallow ballast . . . . .	6500 kg
Light displacement (approx) . . . . .	21450 kg
Full load displacement (approx) . . . . .	27750 kg
Maximum load recommended by the builder . . . . .	6345 kg
Fresh water capacity . . . . .	3 x 310 l
Fuel oil capacity . . . . .	420 l + 310 l (optional)
Refrigeration unit capacity . . . . .	300 l
<b>24V BATTERY CAPACITY</b>	
Standard . . . . .	4 x 120 Ah/12 V
Optional extra . . . . .	4 x 120 Ah/12 V
Bow thruster . . . . .	4 x 50 Ah/12 V
<b>12V BATTERY CAPACITY</b>	
Engine . . . . .	1 x 55 Ah
Service . . . . .	1 x 60 Ah
Generator . . . . .	1 x 55 Ah
Engine power . . . . .	140 CV
Design category . . . . .	A

CE CATEGORY	Maximum number of persons
A.....	13 persons
B.....	14 persons
C.....	16 persons
D.....	16 persons



Bottom surface: approx. 72 m<sup>2</sup>



## HULL / DECK

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- 2.1 CONSTRUCTION
- 2.2 CAREENING
- 2.3 DECK FITTING
- 2.4 COCKPIT
- 2.5 GARAGE
- 2.6 STEERING SYSTEM
- 2.7 ANCHORING
- 2.8 DECKWASH PUMP
- 2.9 GANGWAY





## 2.1 CONSTRUCTION

The hull of your JEANNEAU 57 is made of solid GRP with an integrated osmosis barrier coat.

The hull structure is made with a counter mould bonded and laminated to the hull.

The non structural parts keep access to the hull.

The wood flooring frame is in aluminium.

The deck is made of a discontinuous balsa sandwich for insulation and stiffness. It is made of solid GRP.

There is solid wood reinforcement in high load areas.

A counter mould lines the deck.

An isophthalic gel-coat gives brightness and high quality aspect to the hull and deck finish.

The keel is in cast-iron and covered with an epoxy treatment.

### ● MAINTENANCE

The materials used to build your boat were selected for their high quality and performances. Nevertheless they require a minimum maintenance to be protected against the onslaught of the surrounding environment (salt, sun, chafing, etc.).

To keep her best look, besides her rinsing with fresh water after each trip, you shall polish and shine the gel-coat periodically with cleaning products you will buy at your dealer's.

For possible stubborn stains or scratches, please contact your dealer; he will be delighted to give you the proper advice.

### Recommendation

Focus on prevention and protection to keep the brand-new aspect of the hull of your boat.

Use the fenders as often as it is necessary; their number and size shall be appropriate.

To prevent the gel coat from getting dirty, cover the fenders.

## 2.2 CAREENING

A periodical careening of your boat will keep her original performances and avoid any adhesion of marine vegetation.

The type of the water where you boat sails determines how to choose the antifouling paint as well as how often to carry out these careenings. Please contact a professional for advice.

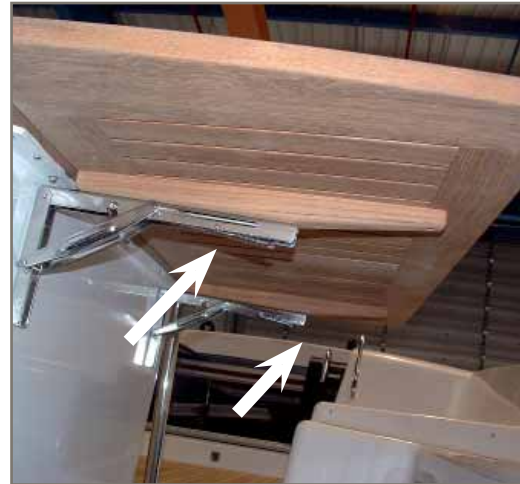
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# OPENING LIFELINE - COCKPIT TABLE

OPENING LIFELINE



LEVERS ON THE HINGES  
OF THE COCKPIT TABLE



## 2.3 DECK EQUIPMENT

### ● DECK FITTINGS

The fittings on the deck of your JEANNEAU 57 were selected according to quality criteria.

To keep them to their best look, a regular maintenance is necessary.

- Rinse the equipments with fresh water, particularly the stainless steel parts.
- Lubricate the different blocks, sheaves, turnbuckles, winches, tracks and travellers.
- Clean and polish the stainless steel parts with a chrome and stainless steel polish in case of oxidation.

### ● PULPITS

Regularly rinse the stainless steel parts with fresh water.

### ● LIFELINES

Inspect the metal lifelines for 'hairy wires'.

Check for corrosion, in particular on the connections.

### ● OUTSIDE WOODWORK

Regularly rinse and brush the outside woodwork with fresh water.

There are teak cleaners and brighteners on sale.

The use of a pressure washer is not advisable on teak.

### ● PLEXIGLAS

To protect the surface of your windows in plexiglas, avoid any contact with alcohols, tanning creams, sand and all abrasive products generally speaking.

- Rinse the plexiglas with fresh water, do not use solvents.
- Brighten up with a soft rag soaked with a gentle cleaning product.
- Use polish paste to remove scratches.

## 2.4 COCKPIT

### ● COCKPIT TABLE

Besides its essential function, the cockpit table offers different additional functions.

It includes two handrails, indirect lighting and a 12V socket that work after switching on the 12V circuit.

It is fitted with storage spaces (bottle holder and glass holder) and a spare place for a GPS.

It may be fitted with an optional refrigerator (it works on 24V after switching on the 24V circuit).

Lift up the drop leaves of the table until they automatically get locked in high position.

Simultaneously lift up both levers under each table leaf to lower them.

Maintain them while dropping them down until they get locked in low position.

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## ACCESS - TRANSOM

ACCESS TO THE TRANSOM



DOOR BLOCKING DEVICE



SHOWER IN TRANSOM



# HULL / DECK

## ● ACCESS DOORS

The companionway doors slide and partially retract once open.

When you open or close them, simultaneously hold them both to compensate any stress.

Block the door open or closed when sailing.

### Recommendation

Ask a professional to check the opening/closing systems of the access doors regularly.

Do not use lubricant to maintain them.

## ● SUNDECK

The aft part of the cockpit can be converted into a sundeck.

Fasten the sunpads and generally speaking, all the cushions in the cockpit before sailing.

## ● ACCESS TO THE TRANSOM

Whether the garage door is open or closed, the access to the transom is possible after freeing the ladder beforehand and swivelling it round backwards.

When back in the cockpit, do the same the other way round.

### Caution

For safety's sake, always sail with the ladder up and kept in position.

### Danger

Never close the garage door when the ladder is down.

A removable swim ladder can be fastened onto the aft platform (it is the garage door that is open) or onto the transom step.

## ● SHOWER

A shower with hot water/cold water taps is located on the transom.

## ● COCKPIT LIGHTING

The cockpit is fitted with LED courtesy lighting.

After switching on the 24V circuit and automatic breaker of the lighting, on the electrical panel of the chart table, press the switch on the port cockpit desk. (please read details of the desk switches in Chapter MOTORIZATION).

# GARAGE FOR INFLATABLE TENDER

CONTROL OF THE GARAGE DOOR



- 1 - Switch to close it.
- 2 - Switch to open it.

Please note: the other switches on the control are used for setting the different parameters.  
They are preset at the shipyard.  
Please do not touch these four switches.

WINCH



TENDER LOWERING RAMP



LAUNCHING AN INFLATABLE TENDER



TENDER INFLATOR



## 2.5 GARAGE

The access to the garage is through the cockpit port aft locker. The garage also acts as a service room and has several access hatches to different elements. The rear part of the garage (door) opens and then becomes a swim platform.

### ● CLOSE / OPEN THE REAR DOOR

Take the sea condition into account before you open the door.

After you energize the domestic electrical system (24V electrical panel), press the switch to lower the door on the control located in the cockpit port aft side locker.

Follow the same procedure to close the door, pressing the switch to raise the door.

When the door goes up or down, a sound alarm can be heard.

### Caution

Do not exceed a 400kg (or 5 persons) load on the open aft platform. Make sure nothing impedes the door from opening or closing (swim ladder, tender, other equipment).

### Danger

Never leave the door open when sailing. Do not open the door when the sea is brown.

### ● LAUNCHING AN INFLATABLE TENDER

The garage can store a maximum 2,75 metres inflatable tender.

To make it easier to launch and hoist the tender in, the yacht may be fitted with optional winch and ramp.

To energize the winch, press its automatic breaker on the panel under the step that gives access to the starboard aft cabin.

Detach the ramp then swivel it on its pin to launch or hoist the tender in.

To put the tender in the garage, first of all engage the front part then turn it to starboard making it slide on the provided starboard rollers.

### Recommendation

Stow the tender and equipment stored in the garage according to the type of sailing you will have.

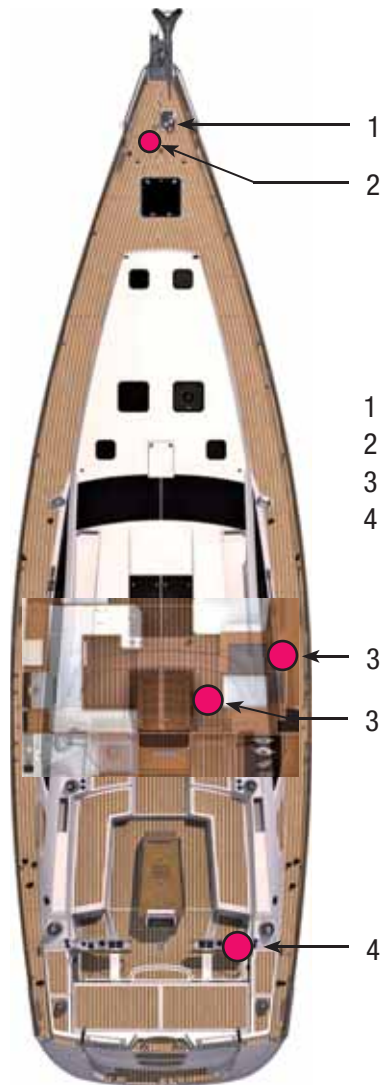
### ● ELECTRIC INFLATOR

The boat may be fitted with an optional electric inflator located in the garage and to which you can have access once the door is open.

To energize the inflator, press its automatic breaker on the panel under the step that gives access to the starboard aft cabin.

For the use and maintenance of the inflator, please refer to its instruction guide.

# STEERING SYSTEM - ELECTRIC WINDLASS



- 1 - Electric windlass.
- 2 - Windlass control.
- 3 - Windlass automatic breakers.
- 4 - Windlass control on the console.

ACCESS TO THE STEERING CABLES IN THE GARAGE



ACCESS TO THE AUTOPILOT IN THE GARAGE



CONTROL OF THE ELECTRIC WINDLASS



AUTOMATIC BREAKER OF THE ELECTRIC WINDLASS





## 2.6 STEERING SYSTEM

The steering system is made up of steering cables (stainless steel cables) and an aluminium quadrant.

You have access to it through hatches in the garage.

The rudder is made of polyester with a composite stock.

Have the steering system checked and maintained by a professional.

Please refer to Chapter 'SAFETY' as for the emergency tiller use.

## 2.7 ANCHORING

The stem is fitted with a double stainless steel fitting with anchor rollers and you can sail when your anchor is home.

The foredeck is fitted with an electric windlass.

Before you anchor, check the type of the sea bed, the depth of water and the strength of the stream.

Slip the anchor at least 3 times the depth of water.

A quality anchoring depends on both the chain (its weight makes the boat stabilize) and the anchor.

### ● ELECTRIC WINDLASS

The electric windlass works in 24V when the engine is running.

The windlass batteries are located under the forepeak berth. They are shared by both the windlass and the optional bow thruster.

Energize the windlass using its automatic breaker on the panel under the step that gives access to the starboard aft cabin.

Operate the windlass from the optional starboard helm station or using the control in the anchor locker.

If the electric windlass does not work, check its automatic breaker on the panel under the step that gives access to the starboard aft cabin and also its automatic breaker located behind the main electrical panel (chart table).

For the maintenance of the windlass, please refer to the manufacturer's guide.

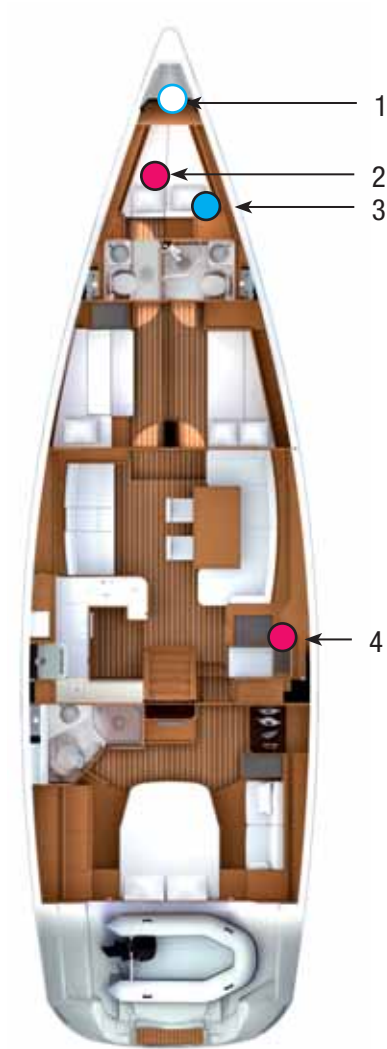
### ● ANCHORING WITH THE ELECTRIC WINDLASS

#### Recommendation

Before you anchor, check the type of the sea bed, the depth of water and the strength of the stream.

- Have your boat head wind and sail slowly.
- Operate the windlass downwards.
- Veer away the chain while moving back slowly.
- When the anchor holds, make the wrap fast on the cleat.

# DECKWASH PUMP



DECKWASH PUMP



SUPPLY VALVE OF THE DECKWASH PUMP



- 1 - Pump water inlet.
- 2 - Deckwash pump.
- 3 - Sea water supply valve.
- 4 - Automatic breaker.

# HULL / DECK

## Recommendation

Make the chain fast on the cleat either with a snap shackle or a piece of rope if it is not completely unwound.  
The windlass grab shall not be used to fasten the ground tackle.

Once the boat is anchored, keep an eye on the swinging space.

## Caution

Always keep the ground tackle clear and always proceed with care, wearing gloves and shoes.

## ● RAISING THE GROUND TACKLE

- Lock the grab brake.
- Check the chain is properly set on the grab.
- Operate the windlass setting it to the 'upward' position.
- Slowly go near the anchor using the engine (do not use the windlass force to winch up the boat).

## Recommendation

Set a mark in the final metres of the chain (paint, rubber part...); it will be easier to manoeuvre and prevent the anchor from arriving home too fast.

- Visually check the final metres until the anchor gets into contact with the anchor fairlead.

- Check the position of the anchor on the stem fitting.

Rinse the windlass and the ground tackle with fresh water after each trip.  
In case of electric failure, use the winch handle on the windlass to raise the ground tackle.

Please note: the boat is fitted with an optional chainmeter.  
The standard calibration zero corresponds to the position 'anchor ready to let it go'.

For its use and maintenance please refer to its instruction guide.

## 2.8 DECKWASH PUMP

The optional deckwash pump is located in the forepeak.

Open the sea water inlet valve in the forepeak to starboard.

The deckwash pump starts from the chart table panel.  
If it does not work, check its automatic breaker behind the chart table panel.

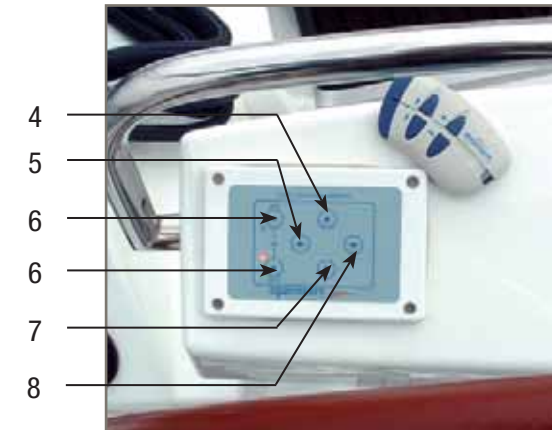
Press the plastic rim of the water inlets (anchor locker) to connect or disconnect the 'Gardena' type connector.

# GANGWAY



- 1 - Control of gangway.
- 2 - Hydraulic pump.
- 3 - Gangway location.
- 4 - Switch to raise it.
- 5 - Switch to take it out.
- 6 - Switch to start it.
- 7 - Switch to lower it.
- 8 - Switch to retract it.

CONTROL + REMOTE CONTROL OF GANGWAY



GANGWAY



AUTOMATIC BREAKER PANEL



## 2.9 GANGWAY

The boat may be fitted with an optional hydraulic gangway.

After you energized the domestic electrical system (24V electrical panel), the gangway can work.

The gangway control is located on the desk of the port helm station.  
A remote control is also available on board the boat (It can work only if the domestic electrical system is energized).

If the gangway does not work, check its automatic breaker on the panel under the step that gives access to the starboard aft cabin.

For the use and maintenance of the hydraulic gangway, please refer to its instruction guide.

### **Caution**

Do not use the gangway as a diving board.



# RIGGING / SAILS

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- 3.1 STANDING RIGGING
- 3.2 HYDRAULIC BACKSTAYS
- 3.3 FORE STAYSAIL
- 3.4 RUNNING RIGGING
- 3.5 SAILS
- 3.6 SAIL SPECIFICATIONS
- APPENDIX

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## STANDING RIGGING - HYDRAULIC BACKSTAYS

STANDING RIGGING TABLE

Designation	Quantity	Diameter
V1	2	14 mm
D1	2	12 mm
V2	2	12 mm
D2	2	10 mm
V3D4	2	10 mm
D3	2	8 mm
Stay	1	14 mm
Backstay	2	10 mm

PANEL TO CHECK  
THE HYDRAULIC BACKSTAYS





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# RIGGING / SAILS

## 3.1 STANDING RIGGING

Your Jeanneau 57 is fitted with a keel-stepped mast (partners with watertight collar) that was adjusted by a professional when it was first stepped. The cables stretch a little during the first sailings. Therefore it will be advisable to have the mast inspected and adjusted by a professional.

Before you put out to sea, it is essential to make sure that the standing rigging is in good condition: inspect the gooseneck and turnbuckles and check the shrouds for condition.

### Recommendation

Any intervention of the standing rigging comes within a professional's remit.

Any intervention of the standing rigging comes within a professional's remit. To hoist a crew member up to the top of the mast, use the mainsail halyard or the boom topping lift with the appropriate winch. Belay the crew member with a bowline on the bosun's chair ring (Do not use the snap shackle or shackle of the halyard).

## 3.2 HYDRAULIC BACKSTAYS

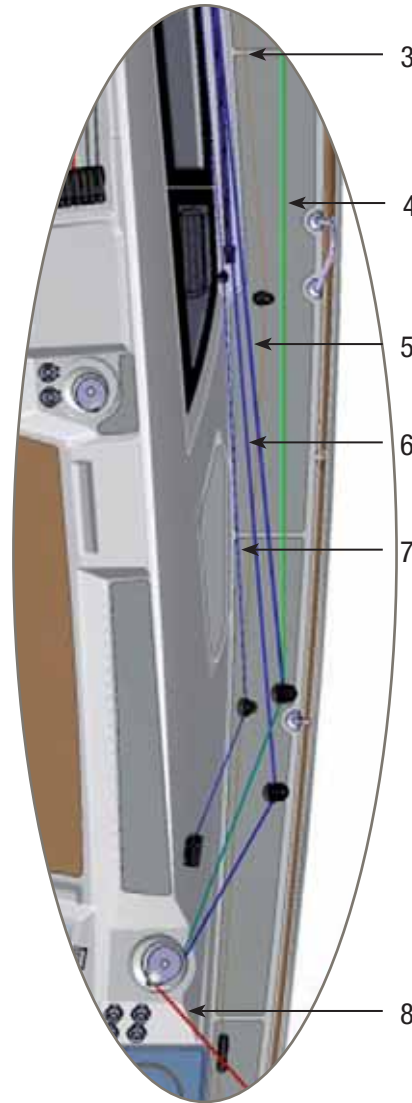
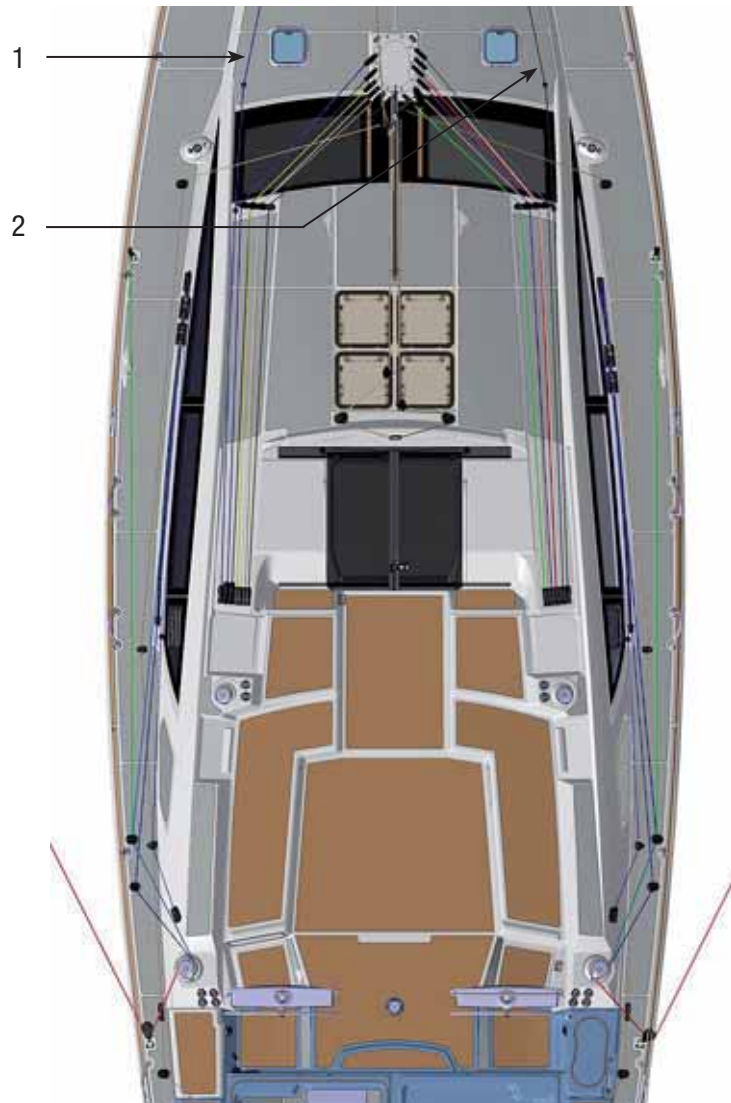
The boat may be fitted with optional hydraulic backstays. The tension of the backstays is done with hydraulic jacks. The manual control of the jacks is located on the monitor board in the cockpit. To increase the tension, tighten the toothed wheel on the monitor board in the cockpit, then operate the pump with the brake. To reduce the tension, turn the adjusting toothed wheel the other way round. It is recommended not to exceed 1 KPSI, the maximum value.

### Caution

Release the tension of the backstays after sailing. Release the tension of the backstays for furling and unfurling the sails.

Have the system of the hydraulic backstays checked and maintained by a professional.

## RIGGING PLAN - DECK



- 1 - Genoa furling line.
- 2A - Symmetric spinnaker boom vang.
- 2B - (Asymmetric) spinnaker tack.
- 3 - Mainsheet (optional extra).
- 4 - Spinnaker guy (optional extra).
- 5 - Fore staysail sheet (optional extra).
- 6 - Genoa sheet.
- 7 - Genoa control lines.
- 8 - Spinnaker sheet (optional extra).

## 3.3 FORE STAYSAIL

An optional inner stay may be fitted.

Four solutions are suggested:

- A fixed stay fixe with roller furler.
- A cable releasable stay (adjustment by turnbuckle).
- A textile releasable stay (adjustment by halyard).
- A textile stay with sail on furler.

## 3.4 RUNNING RIGGING

The mainsail, genoa and fore staysail sheets, the topping lift, the reefing lines, the mainsail and spinnaker halyards, the control lines for the main sheet traveller are led back to the manoeuvre station.

The genoa may be optionally installed on a electric roller furler that is operated by a switch from the starboard helm station.

In case of problem, please refer to the instructions given in the APPENDIX.

The boat may be fitted with an optional boom with an electric adjustment of the mainsheet.

The electronic box is located under the forward floorboard of the saloon.

Operate the switches located next to the starboard and port helm stations to sheet or ease off the mainsail.

The automatic breaker of the electric engine is located on the panel under the

step giving access to the starboard aft cabin.

Be careful of the power the electric engine develops.

### ● WINCHES

The boat may be fitted with optional electric sheet and manoeuvring winches.

The automatic breakers of the electric winches are on the panel under the step giving access to the starboard aft cabin.

The 24V electric engines and their relays are accessible through the cabin ceilings (genoas) or in the garage (spinnaker).

Recharge the batteries after sailing one day and using electric winches.

### Recommendation

Have at least 3 turns on the winch.

Electrical winches generate an extremely powerful force and their use shall be done with much care. Never force when you find a jamming point.

When using the winches, keep your hands away.

After use, shut the switch covers.

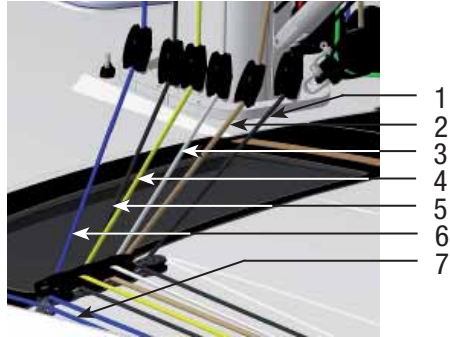
### Caution

Refer to the manufacturer's instructions to remove the winches and put them back.

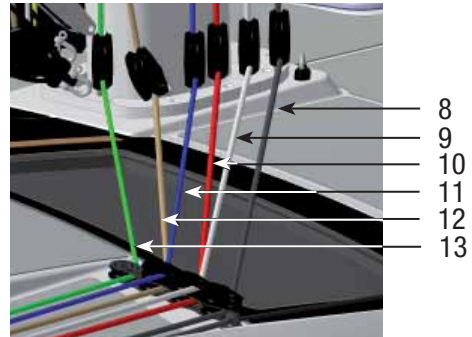
Improper refitting may result in accidents (for example: kick of the crank handle).

# RIGGING PLAN - STANDARD MAST FOOT

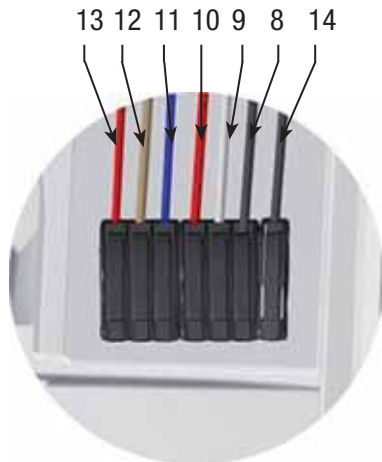
PORT MAST FOOT



STARBOARD MAST FOOT



PORT DECK



STARBOARD DECK

- 1 - Boom vang.
- 2 - Mainsheet.
- 3 - Mainsail foot.
- 4 - Reef 1.
- 5 - Mainsail halyard.
- 6 - Genoa halyard.
- 7 - Genoa furling line.
- 8 - Inner stay halyard (optional extra).
- 9A - Spinnaker topping lift (optional extra).
- 9B - Fore staysail halyard (optional extra).
- 10 - Spinnaker halyard (optional extra).
- 11 - Reef 2.
- 12 - Mainsheet.
- 13 - Reef 3.
- 14A - Spinnaker boom vang (optional extra).
- 14B - Asymmetric spinnaker tack (optional extra).

## 3.5 SAILS

### ● SAIL SETTING

#### STANDARD MAINSAIL

When the mainsail is on the deck:

- Screw the pins of the mast sliders into their boxes.
- Put in the battens starting from the leech.
- Screw the cap of the box till you get the desired tension (the tension screw shall not stick out of the sail).

Mind you do not forget the locking screw.

- Put the mainsail in the lazy-bag.
- Set the mainsail onto its slides, begin with the head board and finish with the tack.

#### ROLLER FURLING MAINSAIL

- Remove the hatch giving access to the furling gear.
- Spread the sail on the deck.
- Fasten the head (Strap) onto the shackle of the upper swivel. Pay attention to the furling direction.
- Reeve the leech adjustment pennant through the clew block.
- Hoist the sail.

Guide the bolt rope (Sometimes the groove is not polished enough at its beginning).

- When the sail is hoisted, board the main tack to the lower shackle.
- Sway up but do not force.
- Put the access hatch back.
- Furl the sail head to wind, keeping a very slight tension on the foot. The boom vang and mainsheet shall be eased off.

#### ROLLER FURLING GENOA

Hoist the genoa before you get under way, taking advantage of a windless period of time.

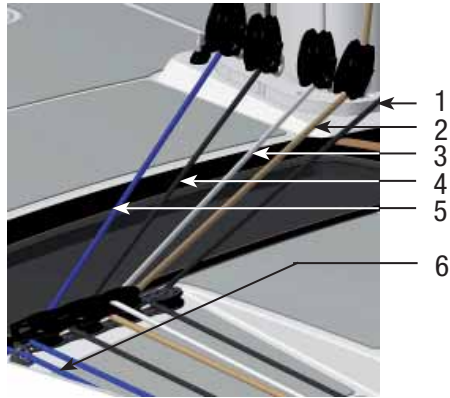
- Secure the head.
- Secure the halyard to the slide-swivel.
- Secure the tack to the drum and secure the sheets.
- Insert carefully the bolt rope into the hole, hoist the sail and take care you do not tear it.
- Haul the halyard taut enough but sway it up less than a sail on a standard stay.
- Hoist it until the horizontal creases disappear (the tension of the luff shall be adjusted after a few sea trips).
- Pull on the line from the cockpit to furl the genoa.

#### Recommendation

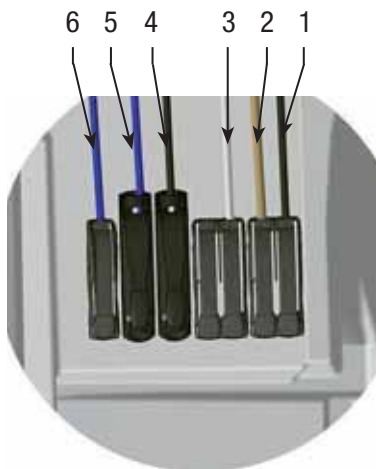
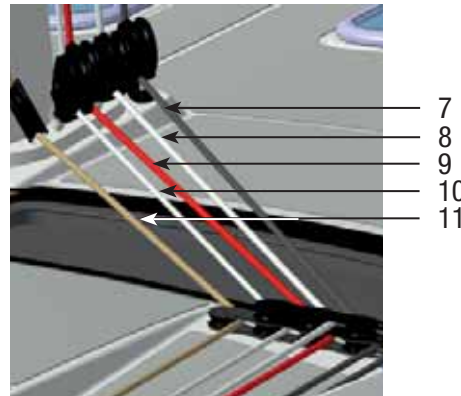
Hand pre roll the drum to set the genoa furling line on it. Pay attention to the drum furling direction: the sacrificial strip of the genoa shall be wrapped outside. Never force when you furl or unfurl the head sails in case it seizes. Make sure a halyard is not caught in the roller furler.

# RIGGING PLAN - FOOT OF IN-MAST FURLING SYSTEM

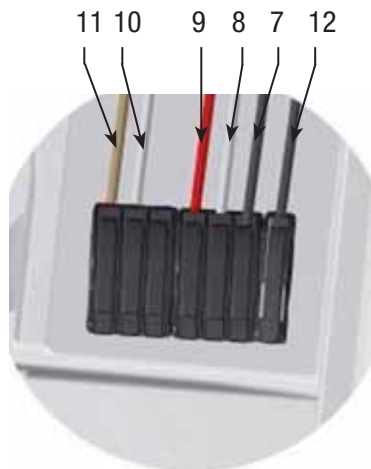
PORT MAST FOOT



STARBOARD MAST FOOT



PORT DECK



STARBOARD DECK

- 1 - Boom vang.
- 2 - Mainsheet.
- 3 - Mainsail roller furler.
- 4 - Mainsail halyard.
- 5 - Genoa halyard.
- 6 - Genoa furling line.
- 7 - Inner stay halyard (optional extra).
- 8A - Spinnaker topping lift (optional extra).
- 8B - Fore staysail halyard (optional extra).
- 9 - Spinnaker halyard (optional extra).
- 10 - Mainsail foot.
- 11 - Mainsheet.
- 12A - Spinnaker boom vang (optional extra).
- 12B - Asymmetric spinnaker tack (optional extra).

# RIGGING / SAILS

## ● SETTING THE LAZY-BAG

- Spread out the lazy-bag on the deck.
- Slide the battens and close the batten pockets.
- Hank on the lazy-bag until you have the front part about level with the gooseneck.
- Secure the lazy-bag to the tack with the strap provided.
- Stretch the lazy-bag from the back before you fasten the lazy-jacks.
- Put the mainsail in the lazy-bag.

Install the lazy-bag before the mainsail.

## ● SAIL HOISTING

### STANDARD MAINSAIL

- Point your boat into wind with engine in gear.
- Make sure that the mainsheet is eased off and the reefs loose.
- Check the boom vang is loose.
- Hoist the mainsail.

For the last centimetres, have three turns on the winch beforehand before you set the halyard onto the self-tailing winch.

- Keep the halyard steady and safe with the jammer.
- Tighten the foot.
- Tighten the boom vang.
- Trim the mainsail according to the wind and sea conditions.

## ROLLER FURLING MAINSAIL

- Point your boat into wind with engine in gear.
- Make sure that the mainsheet is eased off.
- Check the boom vang is loose.

To unfurl the mainsail, gradually ease off the furling line pulling on the foot.

- Tighten the boom vang.
- Trim the mainsail according to the wind and sea conditions.

### Recommendation

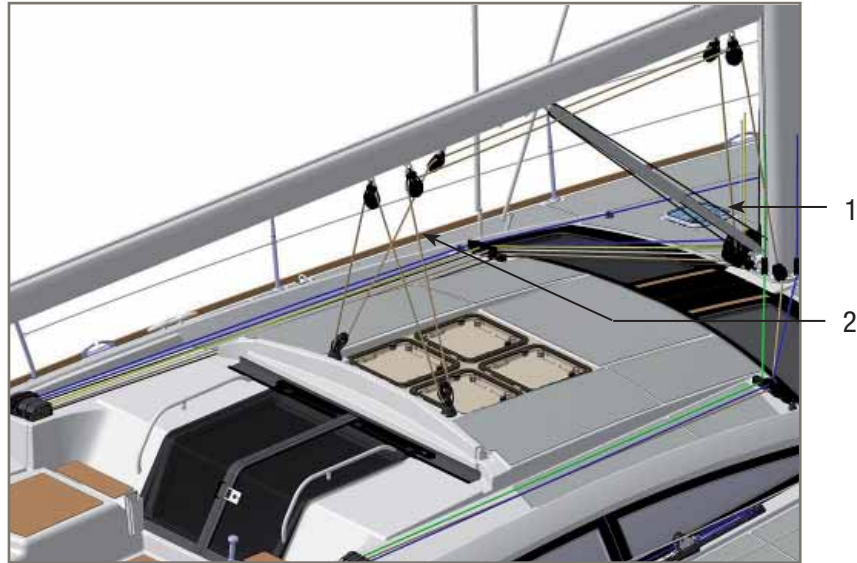
When the sail is unfurled, adjust the halyard tension. A too important tension may entail furling problems.

## GENOA

- Gradually ease off the furling line pulling on a sheet.

# MAINSAIL CIRCUIT - REEF

TRADITIONAL SHEETING SYSTEM



GERMAN SHEETING SYSTEM



REEF 1



REEF 2



REEF 3



1 - Boom vang.  
2 - Mainsheet.



---

# RIGGING / SAILS

## ● SAIL SHORTENING

### STANDARD MAINSAIL

- Haul up.
- Release the tension of the boom vang.
- Slightly ease off the mainsheet.
- Ease off the mainsheet halyard.
- Tighten the reefing pennant.
- Tighten the mainsail halyard.
- Adjust the mainsheet.
- Tighten the boom vang if necessary.

### Recommendation

After you reef down for the first time, set a mark on the halyard at the place of the jammer (marker or thin sewn whipping) in order to ease off the halyard precisely when you manoeuvre in the future.

When reefing down is automatic, the mainsail halyard shall not be too much eased off (risk of bad positioning of the blocks).

## ROLLER FURLING MAINSAIL

- Gradually tighten the line of the mainsail roller furler, easing off the foot line (keep the boom perpendicular to the mast).

## GENOA

- Gradually tighten the line, easing off the sheet enough.

## ● LOWERING THE STANDARD MAINSAIL

- Haul up.
- Release the tension of the vang.
- Tighten the ropes of the lazy-bag.
- Ease off the mainsail halyard tightening the reefing pennants to manage the mainsail lowering.
- Fold the mainsail in its lazy-bag.
- Tighten the mainsheet to lock the boom.
- Lock the mainsail halyard.

## ● SAIL MAINTENANCE

When sailing, trim the sails properly in accordance with the stresses in order to reduce the harmful strains on the fabric.

Avoid tears and wears using protective items against chafing on the accessories with rough surfaces (Covers for spreaders, stanchions, etc.).

Rinse the sails with fresh water and dry them quickly in order to avoid mildew.

# SPINNAKER SYSTEMS

SYMMETRIC SPINNAKER SYSTEM



ASYMMETRIC SPINNAKER SYSTEM



- |                                  |                        |
|----------------------------------|------------------------|
| 1 - Spinnaker boom topping lift. | 5 - Spinnaker halyard. |
| 2 - Spinnaker boom vang.         | 6 - Spinnaker tack.    |
| 3 - Spinnaker guy.               | 7 - Bobstay.           |
| 4 - Spinnaker sheet.             |                        |

---

# RIGGING / SAILS

Avoid drying the sails in the wind on the mast (when the sails lift, the seams are worn, the sails may be torn by the rigging).

Avoid storing a wet sail to prevent mildew from appearing.

## ROLLER FURLING GENOA

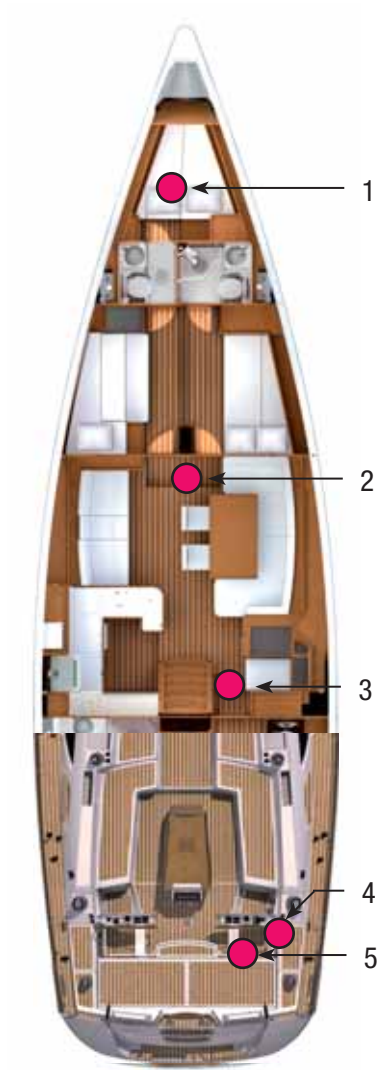
Regularly rinse with fresh water the whole system and the genoa as well.

Please refer to the manufacturer's instruction guide for the maintenance of the roller furler.

## 3.6 SAIL SPECIFICATIONS

SAIL	ROLLER FURLING SAIL	STANDARD SAIL
Mainsail	58 m <sup>2</sup>	73 m <sup>2</sup>
Genoa	88 m <sup>2</sup>	88 m <sup>2</sup>
Gennaker	170 m <sup>2</sup>	170 m <sup>2</sup>
Asymmetric spinnaker	202 m <sup>2</sup>	202 m <sup>2</sup>
Symmetric spinnaker	-	220 m <sup>2</sup>
Fore staysail	46 m <sup>2</sup>	46 m <sup>2</sup>
I	21,00 m	21,00 m
J	6,68 m	6,68 m
P	19,59 m	19,80 m
E	6,40 m	6,40 m

# ELECTRIC ROLLER FURLER - BOOM / ELECTRIC SHEET ADJUSTMENT



- 1 - 1 - Electronic roller furler boxes.
- 2 - Electronic box for sheet adjustment.
- 3A - Automatic breaker of the roller furler.
- 3B - Automatic breaker of the boom electric engine.
- 4 - Control for electric sheet adjustment.
- 5 - Control of electric roller furler.

ELECTRONIC BOX OF ROLLER FURLER CONTROL



CONTROL OF ELECTRIC GENOA ROLLER FURLER



AUTOMATIC BREAKER PANEL



---

## APPENDIX - ELECTRIC ROLLER FURLER: EMERGENCY PROCEDURE

GENOA - MANUAL EMERGENCY  
PROCEDURE



- Remove the protector cap on the starboard side of the roller furler.
- Insert a winch handle and turn to furl or unfurl the sail.

GENOA - REPLACEMENT OF  
THE ELECTRONIC BOX



If the genoa refuses to furl or unfurl, it may be an electric problem.  
An emergency control box is supplied. It is located next to the standard box.

- Disconnect the three connections of the standard box and connect them to the emergency box.



# ACCOMMODATIONS

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- 4.1 CONVERTIBLE FORWARD CABINS
- 4.2 SALOON - GALLEY
- 4.3 LIGHTING
- 4.4 PORTS - DECK HATCHES
- 4.5 WINDOW BLINDS

---

# REMOVABLE BULKHEAD

FIGURE 1



FIGURE 2



FIGURE 3



FIGURE 4



FIGURE 5



FIGURE 6



FIGURE 7



STORAGE OF THE BULKHEAD PANELS





# ACCOMMODATIONS

## 4.1 CONVERTIBLE FORWARD CABINS

The JEANNEAU 57 exists in three accommodation versions; some of them are convertible.

### ● REMOVING THE BULKHEAD

For the versions where the forward cabins can be transformed, proceed as follows (please refer to the figures on the opposite page):

- In the starboard forward cabin, unbolt the upper bulkhead panel that is the most in front (figure 1).
  - Lift the panel then free it (figures 2 and 3).
  - Remove the upper wedge (figure 4).
  - Lightly pull the following panel then lift it (figure 5).
- Proceed the same way for the remaining panels.

- Remove the central holding part (figure 6).
  - Lift the lower front panel then free it (figure 7).
- Proceed the same way for the remaining panels.

### ● PUTTING BACK THE BULKHEAD

To put back the central bulkhead, follow the same procedure as the one you follow when you remove it but in reverse order.

### Caution

The central holding part is not reversible and can be installed only in one way.

### ● STORAGE OF THE BULKHEAD PANELS

The storage of the different elements of the central bulkhead is provided for in the locker under the starboard berth.

An insert is provided for at the end of the locker to put the end of the central holding part.

### Recommendation

Block the panels before you put out to sea.

Protect the panels with the keeper and bolt on, in order to avoid any damage.

### ● CONVERTIBLE BERTHS

On these same versions, the berths in the forward cabins are convertible depending on your needs.

In the port forward cabin, it is possible to transform the back of the settee into a bunk bed (Held by a sling fastened onto the ceiling chainplate).

In the starboard forward cabin, it is possible to get a larger bed, lifting the flap until it blocks in high position.  
Simultaneously lift the three levers under the flap to fold it.

In both cabins, it is advisable to put the additional infill cushion on the removable part.

---

# SALOON - GALLEY

SALOON FLOORBOARD  
ACCESS TO THE KEEL BOLTS



GALLEY FLOORBOARD - ACCESS  
TO THE STORAGE BOXES



FOLDAWAY BAR CABINET



TABLE LEGS



REMOVING THE DRAWER  
LEVER



REMOVING THE DRAWER  
RAILS



LIGHTING SWITCHES



ACCESS TO THE DUSTBIN



---

# ACCOMMODATIONS

## 4.2 SALOON, GALLEY

### ● FLOORBOARDS

The floorboards in the saloon give access to the different elements of the boat, in particular in the fore part to the keel bolts, in the centre to the bilge and to the generator, in the galley to the storage boxes.  
Some floorboards are fitted with gas lifting supports.

#### Recommendation

To avoid premature ageing of the floorboards (dents, scratches) it is recommended to keep them as clean as possible and to remove shoes inside the boat.

### ● REMOVABLE BAR

The lounge corner, to port, features a foldaway bar cabinet and a compartment to store glasses and bottles.  
Pull forward the back and transform the settee into a bar.

#### Recommendation

When sailing, put the bar back into its housing.

### ● TABLE

The saloon table has a central storage space and two removable legs.  
An optional extra makes possible to transform the table into a double berth after you changed legs and added an additional cushion.

Another optional extra offers a folding "luxury" table, on a fixed leg with fitted drawers and storage places.

### ● DRAWERS

The drawers in the galley have an automatic closing function.  
Gently push the drawer till the movement ends itself.  
These drawers can be removed pushing on the levers on each side, under the rails.  
When you reassemble it, clip the drawer before you push it back.

## 4.3 LIGHTINGS

Some lightings in the boat work with dimmer switches (saloon, forward and aft cabins).

One press on the switch completely switches on the light.  
Keeping the switch pushed makes possible to have the light intensity vary.

---

# PORTHOLES - HATCHES - WINDOWS

LOCKING OF  
THE DECK HATCH



BLIND AND MOSQUITO  
SCREEN ON DECK HATCH



AFT CABIN HATCH  
+ BLIND



BLIND - UPPER DECK  
WINDOW



BLIND - SIDE DECK WINDOW



BLIND - ENTRANCE DOOR



---

# ACCOMMODATIONS

JEANNEAU  
57

## 4.4 PORTHOLES - DECK HATCHES

The portholes and deck hatches have locking systems to keep them in a closed position.

At anchor, intermediate opening position allows the ventilation of the boat.

The deck hatches are fitted with a blind and mosquito screen system that can be used even when the hatch is open.

Their handling shall be done carefully.

## 4.5 WINDOW BLINDS

All the windows have blinds.

The opening hatches of the aft cabin(s) are also fitted with blinds.

### **Recommendation**

Pull and push the blinds carefully.

Take care to fasten them when they are fitted with the relevant systems.

4



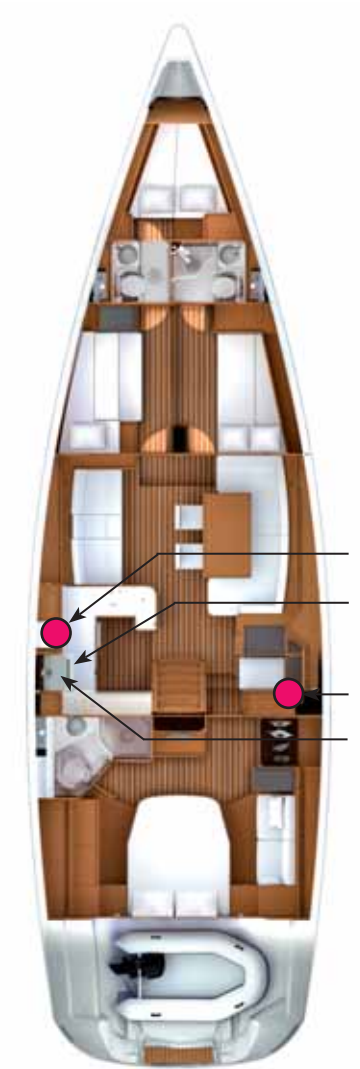
# UTILITY ABOARD

---

# 5

- 5.1 STOVE AND OVEN
- 5.2 HOBS
- 5.3 MICROWAVE OVEN
- 5.4 EXTRACTOR HOOD
- 5.5 REFRIGERATORS / FREEZER
- 5.6 ICEMAKER
- 5.7 DISHWASHER
- 5.8 WASHER DRYER
- 5.9 TELEVISION
- 5.10 SAFE
- 5.11 AIR CONDITIONING SYSTEM
- 5.12 HEATING SYSTEM

# GALLEY UNITS - 230V PANEL



- 1 - Microwave oven.
- 2 - Stove and oven.
- 3 - 230V electrical panel.
- 4 - Extractor hood.

*Please note: you can find the same locations in the other accommodation versions.*

LOCKING SYSTEM OF THE STOVE AND OVEN



MICROWAVE OVEN



EXTRACTOR HOOD



230V ELECTRICAL PANEL + SELECTION PANEL





---

# UTILITY ABOARD

For the references to the different 230V electrical panels and to the supply selectors, please refer to Chapter ELECTRICITY page 80.

## 5.1 STOVE AND OVEN

The stove and oven run on gas after the opening of the valve located in the cupboard under the stove.

The stove is on gimbals.

A sliding rod (located under) enables you to lock it when it is not used.

After the burners are turned on, a safety device forces you to keep the lever pushed during a few seconds.

## 5.2 HOBS

The boat is fitted with optional ceramic hobs and electric oven.

Check the automatic breaker is set to 'On' on the 230V panel # 1 in the cupboard behind the chart table seating.

### SUPPLY

Select the source of supply (generator or shore power) using the selector A of the 230V selection panel in the cupboard behind the chart table seating.

For the use and maintenance of the electric hobs and oven, please refer to their instruction guides.

## 5.3 MICROWAVE OVEN

The boat is fitted with a microwave oven located in the galley.

Check its automatic breaker is set to 'On' on the 230V panel # 3 in the cupboard behind the chart table seating.

### SUPPLY

Select the source of supply (generator or shore power or inverter) using the selectors B and C of the 230V selection panel in the cupboard behind the chart table seating.

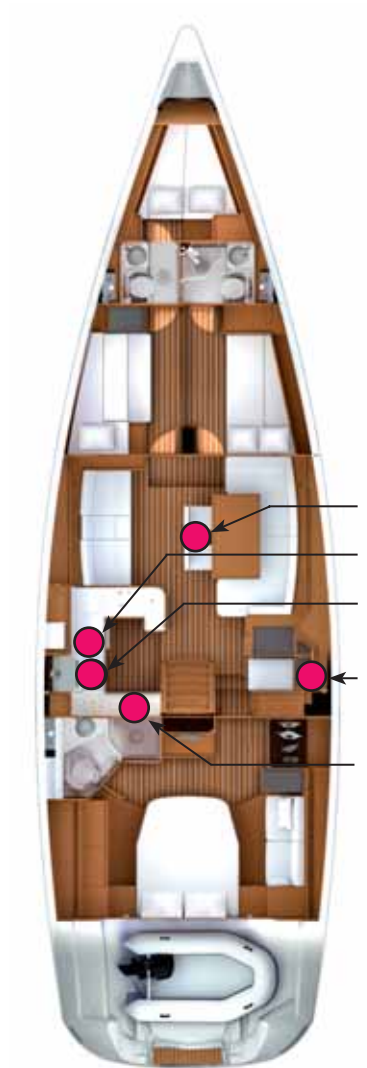
For the use and maintenance of the microwave oven, please refer to its instruction guide.

## 5.4 EXTRACTOR HOOD

The boat is fitted with an extractor hood located in the galley.

Check its automatic breaker is set to 'On' on the 230V panel # 1 in the cupboard behind the chart table seating.

# GALLEY AND COCKPIT UNITS



- 1 - Carbon filter of the icemaker.
- 2 - Refrigerator.
- 3 - Engine of the refrigerator.
- 4 - Electrical panel.
- 5 - Icemaker + electric engine.

- 1
- 2
- 3
- 4
- 5

Please note: you can find the same locations in the other accommodation versions.

### COCKPIT TABLE REFRIGERATOR



### 24V ENGINE OF THE GALLEY REFRIGERATOR



### ICEMAKER



### ICEMAKER CARBON FILTER



---

# UTILITY ABOARD

## SUPPLY

Select the source of supply (generator or shore power) using the selector A of the 230V selection panel in the cupboard behind the chart table seating.

For the use and maintenance of the extractor hood, please refer to its instruction guide.

## 5.5 REFRIGERATORS - FREEZER

The standard equipment of a refrigerator in the galley may be completed with an optional freezer (galley) and an optional second refrigerator located in the cockpit table.

All these units work in 24V.

The refrigeration unit of the refrigerator is located under the galley cabinet. The freezer has a 24V compressor located under the stove and it is cooled by sea water (access to its valve through the floorboard in front of the sink). The refrigeration unit and the exchanger of the cockpit refrigerator are in the garage to starboard.

Energize the refrigerator(s) and the freezer using their switches on the electrical panel of the chart table.

Defrost then drain the refrigerator(s) and freezer before you stop the domestic 24V circuit (drain to the sump).

For the use and maintenance of the refrigerator(s) and freezer, please refer to their instruction guides.

## 5.6 ICEMAKER

The boat may be fitted with an optional icemaker located in the aft cabinet in the galley.

It is supplied with water coming from the fresh water system (Access to its valve under the saloon floorboard).

Unclip the panel under the icemaker to get to its electric engine.

Check its automatic breaker is set to 'On' on the 230V panel #3 in the cupboard behind the chart table seating.

## SUPPLY

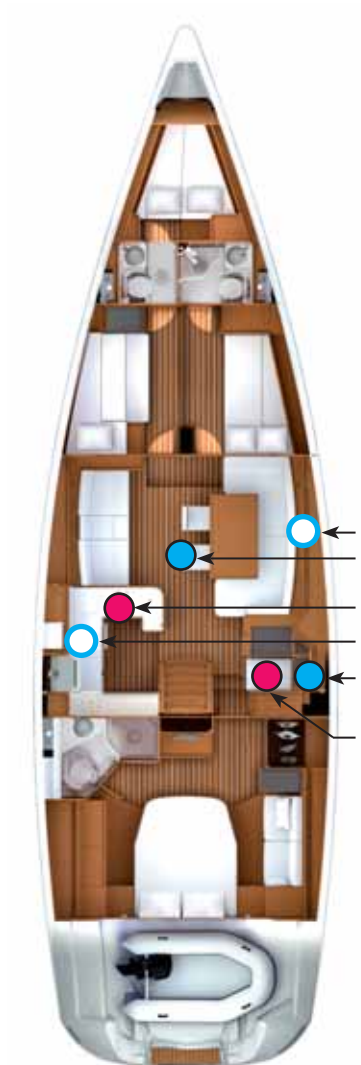
Select the source of supply (generator or shore power or inverter) using the selectors B and C of the 230V selection panel in the cupboard behind the chart table seating.

For the use and maintenance of the icemaker, please refer to its instruction guide.

Please note: the icemaker system is fitted with a carbon filter which is in the sump.

Regularly change the carbon filter.

# DISHWASHER - WASHING MACHINE



- 1 - Washing machine outlet.
- 2 - Dishwasher supply valve.
- 3 - Dishwasher.
- 4 - Dishwasher outlet.
- 5 - Washing machine supply valve.
- 6 - Washing machine.

*Please note: you can find the same locations in the other accommodation versions.*

DISHWASHER



WASHING MACHINE



DISHWASHER  
SUPPLY VALVE



WASHING MACHINE  
SUPPLY VALVE



---

# UTILITY ABOARD

## 5.7 DISHWASHER

The boat is fitted with an optional dishwasher located in the galley. It is supplied with water coming from the fresh water system. Check its fresh water supply valve, located under the saloon floorboard, is open. Drainage is through the sink outlet.

Check its automatic breaker is set to 'On' on the 230V panel # 3 in the cupboard behind the chart table seating.

### SUPPLY

Select the source of supply (generator or shore power or inverter) using the selectors B and C of the 230V selection panel in the cupboard behind the chart table seating.

### Recommendation

The dishwasher shall not work while you are sailing.

For the use and maintenance of the dishwasher, please refer to its instruction guide.

## 5.8 WASHER DRYER

The boat is fitted with an optional washer dryer located under the chart table seating. It is supplied with water coming from the fresh water system. Check the opening of its fresh water supply valve located under the hatch in the small locker to the right of the chart table. Drainage is direct.

Check its automatic breaker is set to 'On' on the 230V panel # 3 in the cupboard behind the chart table seating.

### SUPPLY

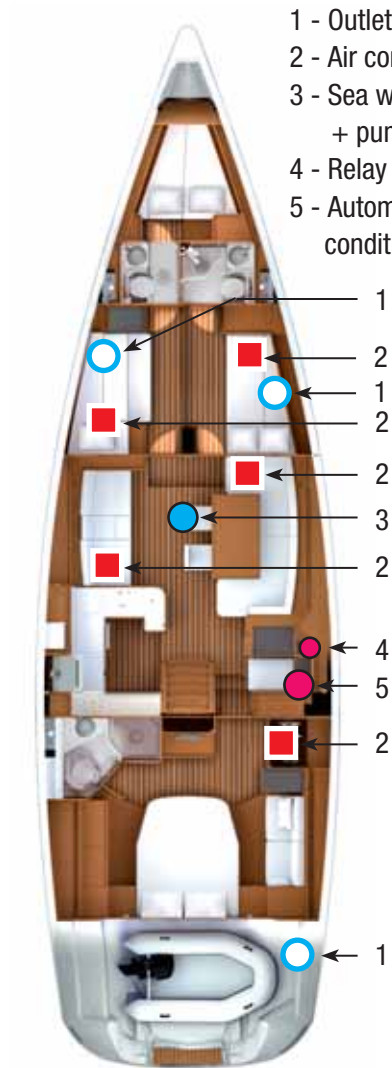
Select the source of supply (generator or shore power or inverter) using the selectors B and C of the 230V selection panel in the cupboard behind the chart table seating.

### Recommendation

The washing machine shall not work while you are sailing.

For the use and maintenance of the washer-dryer, please refer to its instruction guide.

# AIR CONDITIONING



- 1 - Outlet of the air conditioning water.
- 2 - Air conditioning unit.
- 3 - Sea water inlet valves + filters + pumps.
- 4 - Relay of the air conditioning units.
- 5 - Automatic breakers of the air conditioning units.

Please note: you can find the same locations in the other accommodation versions.

PUMP + SUPPLY VALVES + FILTERS



AUTOMATIC BREAKERS OF PUMPS + AIR CONDITIONING UNITS



AIR CONDITIONING CONTROL



AIR CONDITIONING UNIT



---

# UTILITY ABOARD

JEANNEAU  
57

5

## 5.9 TELEVISION

The saloon is fitted with an optional swivel television.  
Unscrew the toothed wheel on the back of the television and put it to the desired position.  
Screw and stop it.  
Put the television back to its initial position for sailing.  
An aerial amplifier is located in the forward sump under the saloon floorboard.  
The television is supplied by an inverter.

For the use and maintenance of the television, please refer to its instruction guide.

Please note: televisions may also be installed in the forward or aft cabins.  
Each one is supplied by an inverter.

### ● HIFI SURROUND SOUND

The boat is fitted with a 'hifi surround sound' system, the woofer is installed under the port forward floorboard in the saloon.

## 5.10 SAFE

The boat may be fitted with an optional electronic safe, located in the forward or aft owner's cabin.

For the use and maintenance of the safe, please refer to its instruction guide.

## 5.11 AIR CONDITIONING SYSTEM

The boat may be fitted with an optional reversible air conditioning system.  
The air conditioning units are located in the different cabins and in the saloon.  
There are forced-air heaters in every cabin and in the saloon.

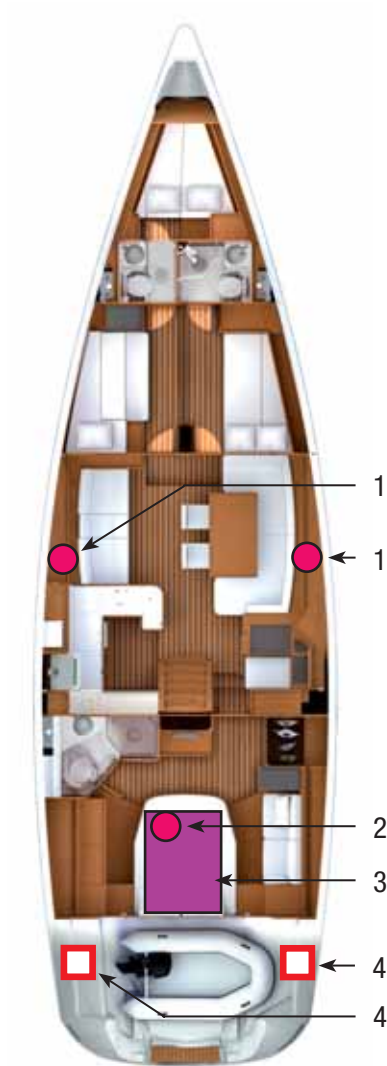
Before you start the system:

- Open the sea water circulation system (suction valve in the sump and direct drainage).

### POWER SUPPLY

Select the source of supply (Generator or shore power) using the selector A on the 230V selection panel in the cupboard behind the chart table seating.

# HEATING



- 1 - Heating control.
- 2 - Fuel valves + pump.
- 3 - Fuel tank.
- 4 - Boiler.

VALVE + FUEL PUMP



BOILER



CONTROL



*Please note: you can find the same locations in the other accommodation versions.*



---

# UTILITY ABOARD

JEANNEAU  
57

Check the automatic breakers of the pumps and air-conditioning units are set to 'ON' on the 230V panel # 2 in the cupboard behind the chart table seating.

Start the air conditioning unit in the desired area, select hot or cold and set the temperature using its control.

Regularly clean the filters on the conditioned-air systems and sea water suction valves.

For the drainage, use and maintenance of the air conditioning system, please refer to its instruction guide.

## 5.12 HEATING SYSTEM

The boat may be fitted with an optional heating system.  
The two boilers are supplied by the fuel tank.

- Check the fuel valve is open (access on the tank in the aft cabin).
- Start each boiler then set the temperature using their controls.

For the use and maintenance of the heating system, please refer to its instruction guide.

5

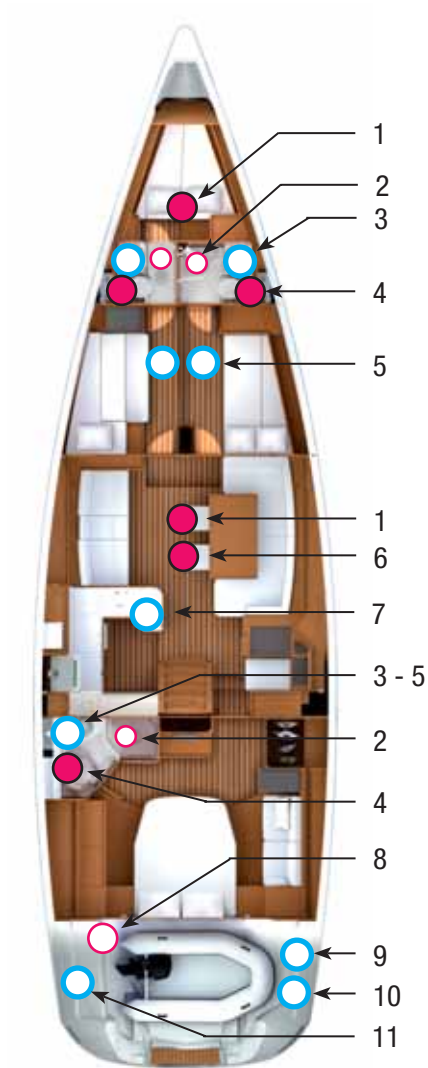


# WATER SYSTEMS

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- 6.1 BILGE PUMP SYSTEM
- 6.2 GREY WATERS
- 6.3 BLACK WATERS
- 6.4 FRESH WATER
- 6.5 WATERMAKER

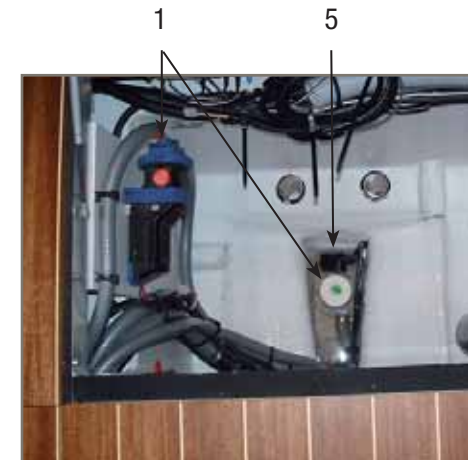
# WATER SYSTEM - DRAINING



- 1 - Electric bilge pump.
- 2 - Shower pump switch.
- 3 - Washbasin drain valve.
- 4 - Shower drain pump.
- 5 - Shower drain valve.
- 6 - Release mechanism.
- 7 - Sink drain valve.
- 8 - Manual bilge pump.
- 9 - Automatic pump drain valve.
- 10 - Electric pump drain valve.
- 11 - Manual pump drain valve.



2



*Please note: you can find the same locations in the other accommodation versions.*

# WATER SYSTEMS

## 6.1 BILGE PUMP SYSTEM

The boat is fitted with three electric bilge pumps:

- One pump with an automatic (and manual) release in the forepeak.
- One pump with an automatic (and manual) release in the sump.
- One pump with a manual release (switch on the electrical panel) also in the sump.

The electric bilge pumps are switched on using the switch on the electrical panel of the chart table.

An emergency manual pump is located on the cockpit side at after end to port.

### Recommendation

Regularly check the valves and sea-cocks for proper operation and watertightness.

Regularly make sure the filters and strainers on the draining system are clean.

### Caution

The bilge pump system is not designed to provide buoyancy to the boat in case of damage.

The bilge pump system is designed to drive out the water being either sea spray or leaks but absolutely not the water coming through a hole in the hull, this hole being the result of a damage.

## 6.2 GREY WATERS

The grey waters (sink, washbasins) directly flow out via sea-cocks with valves.

Please note: a valve is closed when its handle is perpendicular to the hose and it is open when its handle is in line with the hose.

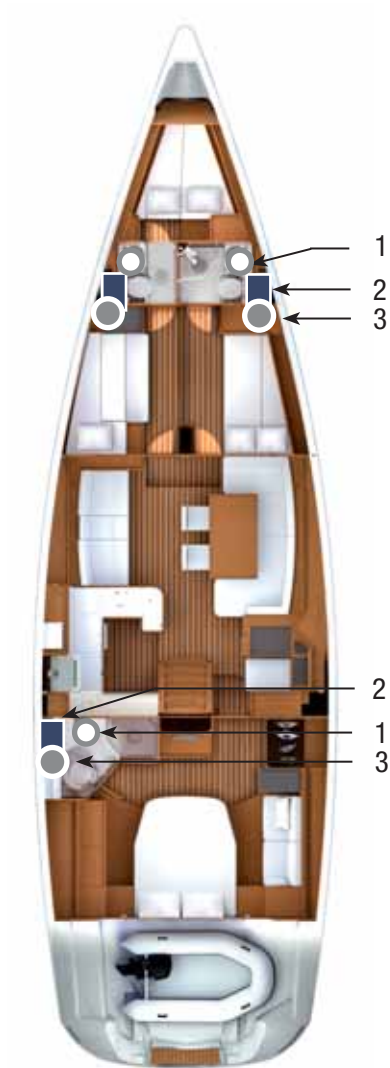
The grey waters of the showers are driven out by electric pumps located under the washbasins.

The pumps are switched on from the 24V domestic circuit.

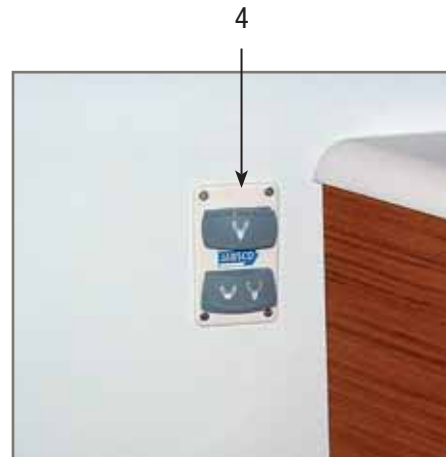
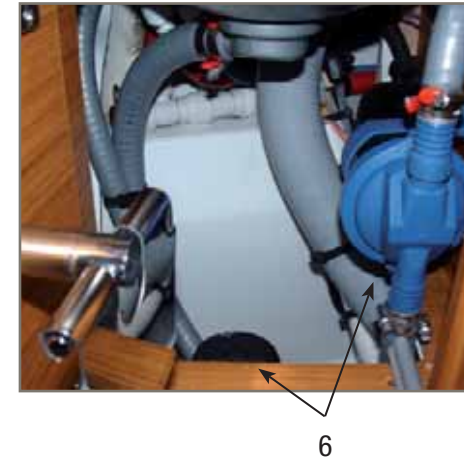
Press the foot switch in the shower to start the pump (cycle of 15 seconds).

The ice box waters are drained off to the sump.

# HOLDING TANKS



- 1 - Drain valve of the holding tank.
- 2 - Holding tank.
- 3 - Drain filler of the black waters.
- 4 - Switches of the electric toilets.
- 5 - Gauge of a holding tank.
- 6 - Sea water pump + filter of electric toilets.



*Please note: you can find the same locations in the other accommodation versions.*

## 6.3 BLACK WATERS

The boat is fitted with manual toilets and a holding tank in the port aft washroom, as standard equipments. She may be fitted with optional electric toilets and holding tanks in all the washrooms.

### ● USE OF THE MANUAL TOILETS

Open the water inlet and drain valves.

To empty the bowl:

- Set the control lever of the pump slantwise (FLUSH) and operate the pump.

To dry the bowl:

- Set the lever back vertical (DRY) and operate the pump.

In order to avoid clogging the toilets, use absorbent paper only and pump until the emptying hose is completely empty.

Regularly rinse the toilets with fresh water.

Close the valves after each use.

### ● UTILISATION DES WC ELECTRIQUES

The electric toilets are rinsed with sea water.

The electric pump, its filter and the supply valve are located in the washroom cabinet.

- Switch on the 24V domestic circuit.
- Open the water inlet and drain valves.

One of the switches next to the toilets makes possible a water intake cycle and a water outlet cycle.

The second switch makes possible to carry out a rinse cycle.

Rinse the toilets with fresh water and regularly clean the filters.

Close the valves after each use.

For the use and maintenance of the electric toilets, please refer to their instruction guide.

### ● USE OF THE HOLDING TANKS

The access to the tanks is through the washrooms.

Watch the level of the black waters using the gauge on the tank.

Make sure the drain valve of the tank is closed in order to avoid any inadvertent discharge (the valve is closed when the handle is perpendicular to the hose).

Tank drainage:

- In an authorized area, open the drain valve.

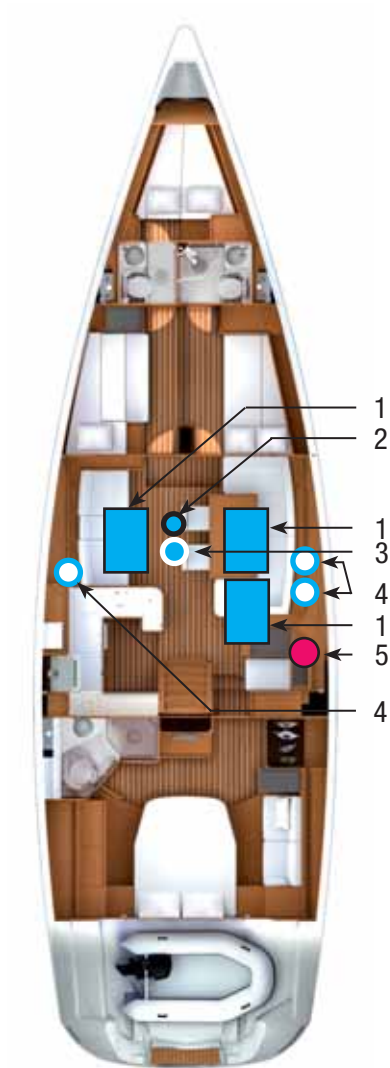
- In a marina equipped with an organic waste suction system, fit the suction hose into the tank through the deck filler.

- Start the pump of the suction system.

Regularly rinse the holding tank.

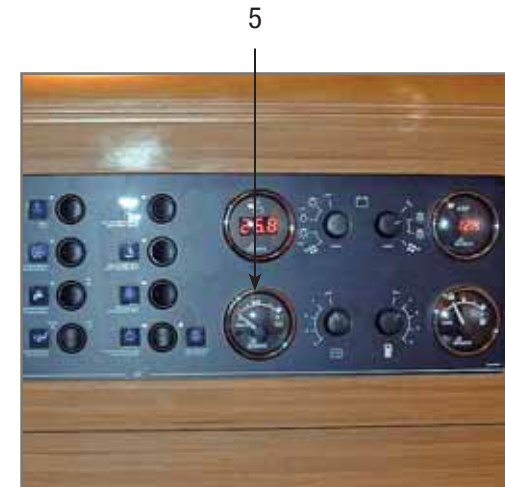
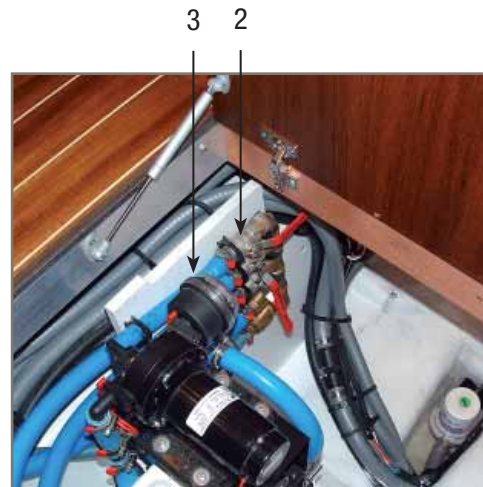
The tanks shall be emptied when the boat is berthed in negative temperatures.

# FRESH WATER SYSTEM



- 1 - 310 litres tank.
- 2 - Valves for the selection of the tanks\*.
- 3 - Pressure water pump.
- 4 - Deck filler.
- 5 - Gauge of the tanks + starting switch of the water pump.

- \* In the order, from top to bottom:
- Starboard forward tank.
  - Port forward tank.
  - Starboard aft tank.



*Please note: you can find the same locations in the other accommodation versions.*



# WATER SYSTEMS

## Recommendation

Use the suction systems in marinas to empty your holding tank. In order to respect environment, do not discharge your holding tank near the shore.

## Recommendation

Pay attention to the quality of the water for the filling up. Check if it is drinking water. If the boat is not used for long, purify the tanks and pipes with proper treatment.

## 6.4 FRESH WATER

### ● FRESH WATER TANKS

The boat is fitted with three 310 litres tanks. The valves to select the tanks are located under the saloon floorboard.

To prevent any handling mistake, never fill the water and fuel tanks at the same time.

Three fillers can be used to fill the tanks. During filling, avoid handling contaminants near the fillers. Open and close the filler caps with the right key. Check the filler cap seals for condition during filling.

The tanks are fitted with overflow outlets and vents. Never insert the water filling hose deep down into the system in order to prevent any over-pressure in the systems.

Please note: the capacity of the fresh water tank(s) indicated on the page 'SPECIFICATIONS' may be not completely usable depending on the trim and load of the boat.

### ● PRESSURE WATER PUMP

The pressure water pump is located under the saloon floorboard. Its starting is done by using a switch on the electrical panel.

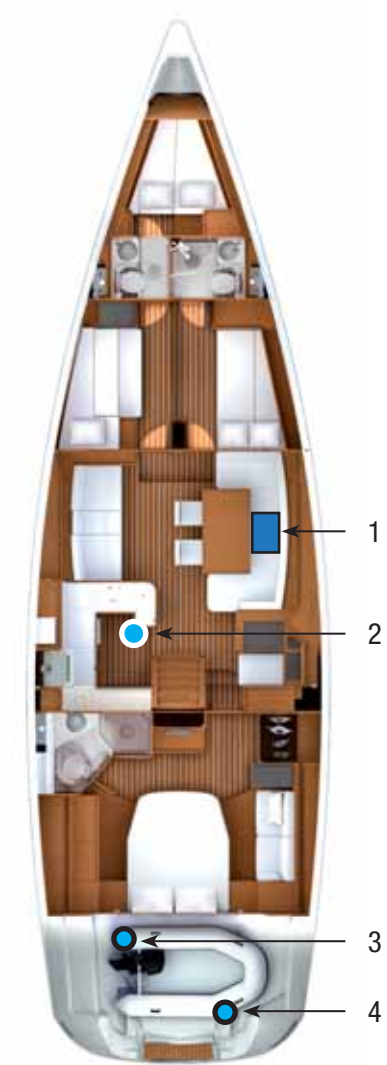
## Recommendation

Never operate the water system equipment when the valves are closed or when the tanks are empty (the electrical equipment may be damaged). Check the different water filters for condition.

### ● WATER GAUGE

Watch the level of the water in the tanks using the gauges located on the electrical panel of the chart table. To pass from one tank to the another one, turn the toothed wheel next to the gauge.

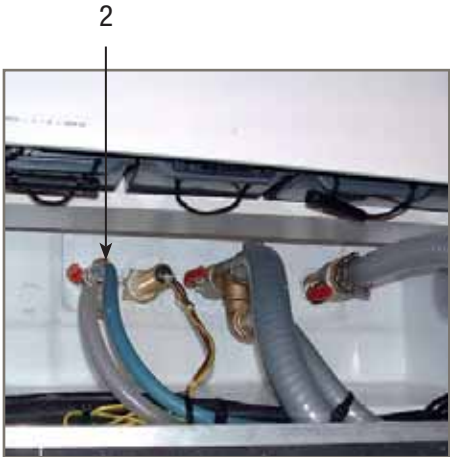
# FRESH WATER SYSTEM



- 1 - Water heater.
- 2 - Fresh water / sea water valve of foot pump.
- 3 - Shore fresh water supply.
- 4 - Exterior shower.
- 5 - Thermostatic tap.



3



*Please note: you can find the same locations in the other accommodation versions.*

# WATER SYSTEMS

## ● SHORE FRESH WATER SUPPLY

The shore fresh water supply with a pressure regulator is located to port at the back of the cockpit.

To use the marina fresh water:

- Connect the shore supply.
- Set the pressure water pump switch to 'OFF'.

### Recommendation

When you leave the boat unattended, systematically disconnect the shore fresh water supply.

## ● FRESH WATER / SEA WATER FOOT PUMP

The foot pump makes possible to supply a tap of the sink with fresh water and sea water.

The fresh water / sea water 3 way valve is accessible under the floorboard in front of the sink.

In case of foot pump hardening, check if the water supply hose is not blocked, or if the tap is not choked.

In the latter case, remove the tap end and clean it.

## ● EXTERIOR SHOWER

A shower with hot water / cold water tap is located on the aft transom.

It is supplied by the pressure water pump.

### Caution

In period of frost, do not forget to empty the cockpit shower, even if there is someone onboard the boat.

## ● WATER HEATER

The water heater is located under the starboard settee in the saloon.

It has a capacity of 60 litres.

The water heater works either automatically once the engine is running, or on 230V supply (shore power or generator) after you pressed the selector A on the 230V selection panel in the cupboard behind the chart table seating.

Check its automatic breaker on the 230V panel # 1 in the cupboard behind the chart table seating is set to 'on'.

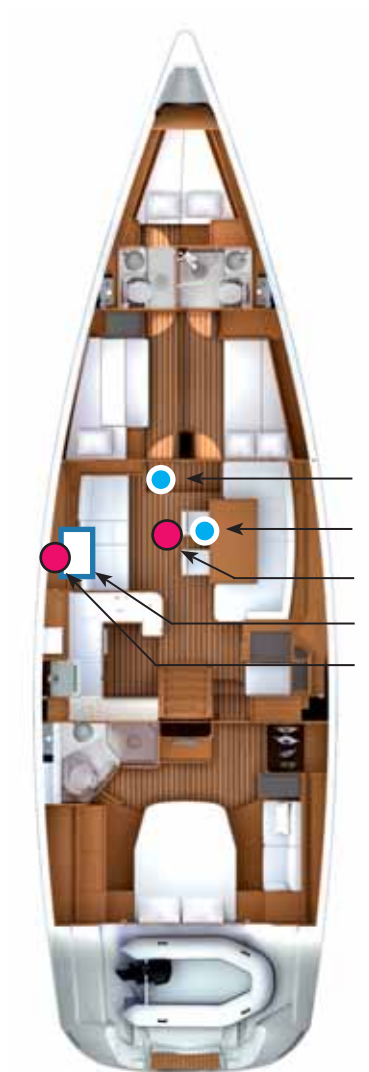
The hot water temperature is pre-set using the thermostatic tap located on the water heater.

### Recommendation

When the water heater is not used, switch it off using its 230V circuit.

Before you switch it on using the 230V circuit, check the water heater is full of water.

# WATERMAKER



- 1 - Sea water supply valve.
- 2 - Filter.
- 3 - Valves to select the tanks.
- 4 - Watermaker.
- 5 - Control.

*Please note: you can find the same locations in the other accommodation versions.*

SEA WATER SUPPLY VALVE



WATERMAKER CONTROL



VALVES TO SELECT THE TANKS



WATERMAKER FILTER



## 6.5 WATERMAKER

The boat may be fitted with an optional watermaker (100 litres/hour) located under the port settee in the saloon.

### OPERATION

The watermaker works either in 24V, or in 230V.

Check its automatic breaker is set to 'on' on the 230V # 3 panel in the cupboard behind the chart table seating.

Check its sea water supply valve is open (access under the port front floorboard in the saloon).

The watermaker circuit gives four possible destinations for the water, among which three for the storage in the tanks, and one for the storage in bottles.

To choose a tank as a destination of storage:

- Select on the control panel of the watermaker (access behind the back of the port settee) the option 'fresh water cistern'.
- Select the desired tank by opening its valve (under saloon floorboard).

To choose a bottle as a destination of storage:

- Select on the control panel of the watermaker (access behind the back of the port settee) the option 'fresh water valve'.

The water will be sent to the pourer on the galley sink.

The circuit of the foot pump will be neutralized during this operation.

### SUPPLY

Select the source of supply (24V or 230V) using the selector on the control panel of the watermaker (access behind the back of the port settee).

Then if need be, select the 230V source (generator) using the selectors B and C on the 230V selection panel in the cupboard behind the chart table seating.

Start the watermaker using its control (behind the back of the port settee).

Check the level of fresh water in the tanks when the watermaker is working. Regularly clean its filter located under the saloon floorboard.

### Recommendation

The watermaker shall be used exclusively in clear waters and preferably when at anchor.

For the use and maintenance of the watermaker, please refer to its instruction guide.



# ELECTRICITY

---

- 7.1 12V - 24V CIRCUITS
- 7.2 INVERTERS
- 7.3 230V CIRCUIT
- 7.4 ELECTRONICS

---

## 24V ELECTRICAL PANELS - CHARGERS

ELECTRICAL PANEL  
OF CHART TABLE



AUTOMATIC BREAKERS BEHIND  
THE ELECTRICAL PANEL



ELECTRICAL PANEL  
UNDER SALOON STEP



BATTERY CHARGERS





# ELECTRICITY

An electricity manual is delivered with the boat. This manual includes the diagrams and technical explanations on the electrical systems. Please refer to this electricity manual to get any information that is not dealt with in this instruction guide.

## 7.1 12V - 24V CIRCUITS

The 12V circuit concerns the supply of the generator, the engine and a part of the board (hifi, VHF, 12V sockets).

The main domestic circuit and bow thruster circuit are supplied in 24V.

### ● 12V CIRCUIT

The 12V batteries are located to starboard under the floorboards in the chart table area.

The cutouts are located in a locker fitted in the companionway to starboard.

The generator has its own cutouts located under the floorboard in front of the companionway.

You recharge the batteries either with the engine alternator or with two 230V / 12V - 25Amp battery chargers (one dedicated to the generator).

The battery chargers are located under the companionway.

They can be used with the operating shore power or generator.

Check its automatic breaker is set to 'on' on the 230V panel #1 in the cupboard behind the chart table seating.

### SUPPLY OF THE CHARGERS

Select the source of supply (shore power or generator) using the selector A on the 230V selection panel in the cupboard behind the chart table seating.

The automatic breakers of the 12V consuming appliances are located behind the electrical panel of the chart table.

They can be wound by pressing a black lug.

### ● 24V DOMESTIC CIRCUIT

The 24V batteries are located under the floorboards of the galley and in the chart table area.

The cutouts are located in a locker fitted in the cabinet of the chart table.

You recharge the batteries either with an alternator (24V - 90Amp) or with two battery chargers (230V / 24V - 60Amp).

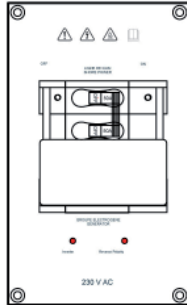
The battery chargers are located under the chart table (access by unclipping the panel under the table).

They can be used with the shore power or the generator.

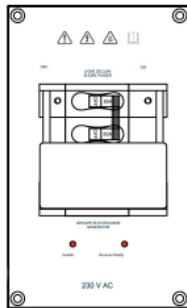
Check their automatic breakers are set to 'on' on the 230V panel #1 in the cupboard behind the chart table seating.

# 230V ELECTRICAL PANELS - INVERTER

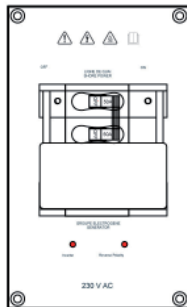
**SELECTOR A**



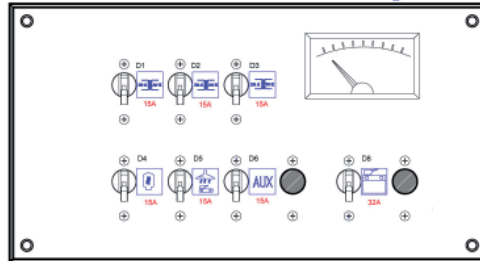
**SELECTOR B**



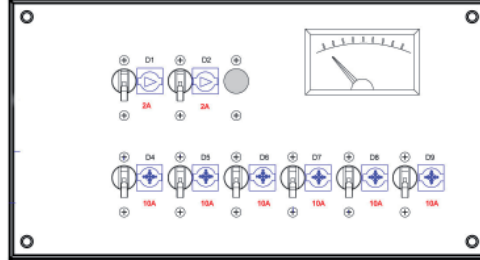
**SELECTOR C**



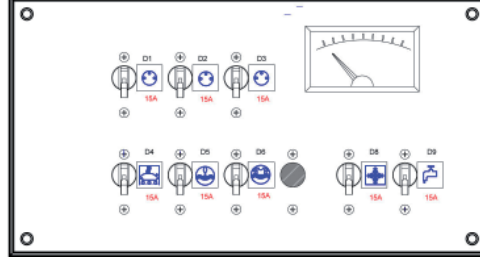
**PANEL #1**



**PANEL #2**



**PANEL #3**



INVERTER  
+ AUTOMATIC BREAKERS



# ELECTRICITY

## SUPPLY OF THE CHARGERS

Select the source of supply (shore power or generator) using the selector A on the 230V selection panel in the cupboard behind the chart table seating.

Please note: the battery chargers can remain in operation even when the boat is not energized in 24V.

## MONITOR OF THE 24V CONSUMING APPLIANCES

The 24V consuming appliances are monitored from the electrical panel of the chart table and the 24V panel under the step at the aft end of the saloon to port (see detail in the summary at the end of the chapter).

The automatic breakers of the 24V consuming appliances are located behind the electrical panel of the chart table.

They can be wound by pressing a black lug.

### ● CIRCUIT WINDLASS + BOW THRUSTER

For the electric circuit of the windlass, please refer to Chapter HULL / DECK, section Anchoring.

For the electrical circuit of the bow thruster, please refer to Chapter ENGINE, Section Bow thruster.

### Recommendation

Keep the bilge pumps in the automatic start position with alarm. Carry out a test of the bilge pumps each time before you put out to sea.

## 7.2 INVERTERS

The boat is fitted with a 24V / 230V inverter (and its automatic breaker) located behind the back of the starboard seating in the saloon.

The inverter supplies the 230V panel #3 in the cupboard behind the chart table seating using the selector C next to it.

Each television (optional extras) has its own inverter located above the terminal block behind the electrical panel of the chart table.

## 7.3 230V CIRCUIT

### ● SHORE POWER SOCKETS

The two shore power sockets are located in the transom, at the aft end to port.

They supply power to the 230V circuit and the battery chargers.

Before you plug in or unplug the boat/shore power supply cable, switch off the shut off device connected to the shore supply.

Connect the boat / shore power supply cable in the boat before connecting it to the shore supply socket.

Unplug the boat / shore supply cable on shore first.

Close the protecting cover of the shore supply socket when you do not use the plug.

# GENERATOR - SHORE POWER SOCKETS

GENERATOR + CUTOUTS  
+ FUEL OIL FILTER



GENERATOR AUTOMATIC  
BREAKERS



GENERATOR CONTROL



WATER INLET VALVE  
OF THE GENERATOR



WATER FILTER  
OF THE GENERATOR



SHORE POWER SOCKETS



AUTOMATIC BREAKERS OF  
THE SHORE POWER SOCKETS



# ELECTRICITY

The shore power sockets are protected by automatic breakers located to port in the garage.

## Danger

Never let the end of the boat / shore supply cable hang in the water; the result may be an electric field liable to hurt or kill the swimmers nearby.

## ● GENERATOR

The generator is located under the saloon floorboards. Its function is to re-supply the batteries via the chargers and supply 230V electricity on board.

On the boats fitted with 110V - 60HZ, 75% of the generator power are for the equipments remaining in 230V - 60Hz and 25% for the equipments working in 110V - 60Hz.

The generator is supplied by the main fuel tank.

## OPERATION

You can start the generator either on the generator or by its control on the electrical panel located in the cupboard behind the chart table seating. Make sure its fuel valve (access under the aft berth on the tank) and its sea water cooling valve (access under the floorboard in front of the sink) are open.

For the use and maintenance of the generator, please refer to its instruction guide.

## ● CHECKING OF THE 230V CONSUMING APPLIANCES

230V ELECTRICAL PANELS (cupboard behind the chart table seating)  
These panels have selectors which enable you to choose the source of supply for the different 230V consuming appliances on board.

### SELECTOR A:

- allows the use of the appliances grouped together on panels 1 and 2 by using 230V current from the generator or shore.

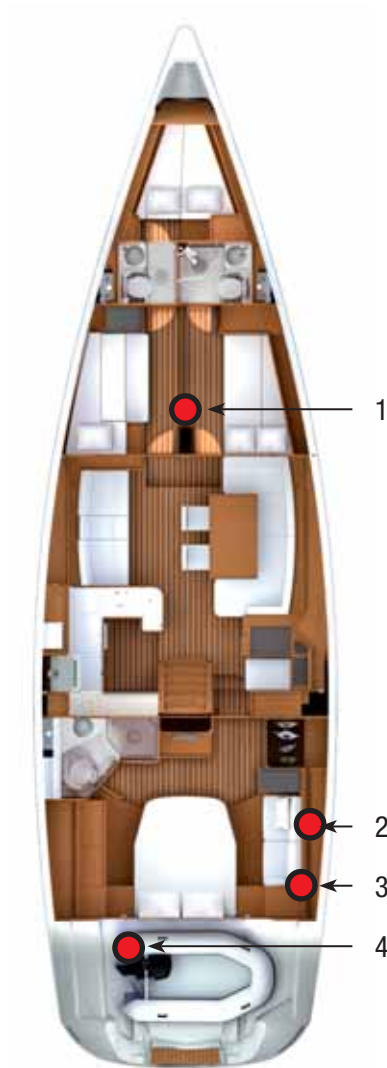
### SELECTORS B and C:

- allow the use of the appliances grouped together on panel 3 by using 230V current coming from the generator or shore or inverter.

## Recommendation

Keep an eye on the charge of the batteries when you use the inverter.

# ELECTRONICS



- 1 - Log + depth sounder sensors.
- 2 - Electronic box of the automatic pilot.
- 3 - Compass of the automatic pilot.
- 4 - Access to the automatic pilot.

ELECTRONIC BOX



AUTOMATIC PILOT COMPASS



ACCESS TO THE AUTOMATIC PILOT



*Please note: you can find the same locations in the other accommodation versions.*

# ELECTRICITY

## ● USE OF THE 230V POWERED APPLIANCES

### ● SWITCHING ON THE APPLIANCES

In order to be able to use the 230V powered appliances (washing machine, watermaker, etc), it is advisable:

- To make sure that the automatic breakers are set to OFF on the 230V selection panel.
- Switch on the 230V source (start the generator or connect a shore power socket to shore).
- Select this source on the electrical panel so that this source can supply the boat (230V Selection electrical panel).
- Push the automatic breaker of the appliance to be used (washing machine, watermaker, etc.) on the electrical panel.

Then start the appliance with its own controls.

To start 230V elements, wait for 10 to 15 seconds between the start up of each new component (in order to allow the generator to become stabilized and be able to give the power necessary for the starting up).

### ● STOPPING THE 230V POWERED APPLIANCES

To stop the 230V powered appliances (washing machine, watermaker, etc.) it is advisable to do as follows:

- Stop the appliance with its own controls.

To stop 230V elements, wait for 10 to 15 seconds between the stop of each new component (in order to allow the generator to become stabilized).

- On the electrical panel, turn off the automatic breaker of the appliance that is used.
- Turn to OFF the 230V source selector (generator or shore power).
- Stop the generator or disconnect the shore power socket.

### Caution

Before you turn the 230V source selector to OFF, make sure no other appliance is working (danger of an electric arc that would destroy the changeover switch and risk of damaging the generator).

## 7.4 ELECTRONICS

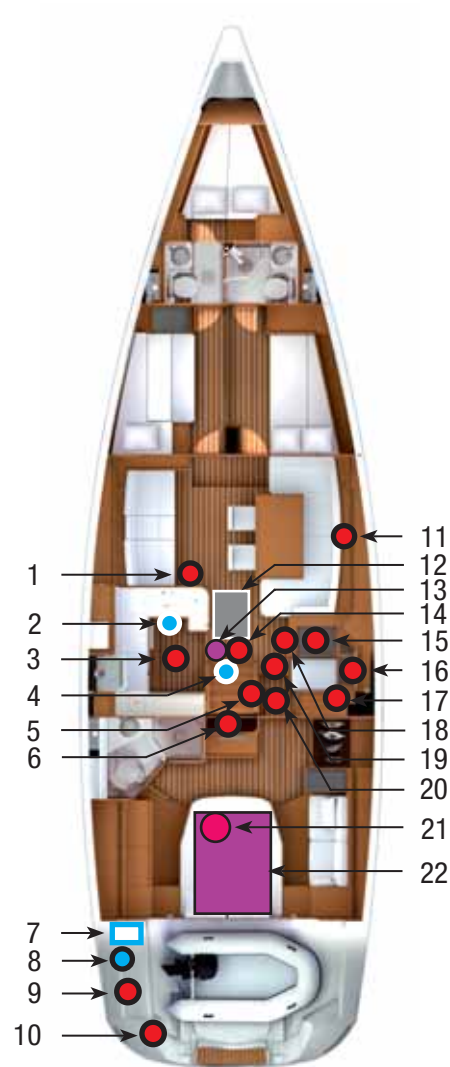
The boat may be fitted with an optional electronic pack and different navigation aid accessories.

For the use and maintenance of all these components, please refer to their instruction guides.

The access to the log and depth sounder sensors is under the forward cabin floorboard.

The compass of the automatic pilot is located in the starboard aft hanging locker in the aft cabin, the electronic box is located in the cupboard located before.

# ELECTRIC LAYOUT



- 1 - Generator automatic breakers.
- 2 - Generator water inlet.
- 3 - 24V battery bank.
- 4 - Generator water filter.
- 5 - 12V cutouts.
- 6 - 12V battery chargers.
- 7 - Generator separator.
- 8 - Outlet of the water system of the generator.
- 9 - Automatic breakers of the shore power sockets.
- 10 - 230V - 32Amp and 63Amp shore power sockets.
- 11 - 1800W inverter + automatic breaker.
- 12 - Generator.
- 13 - Generator fuel filter.
- 14 - Generator cutouts.
- 15 - 24V battery chargers.
- 16 - Main electrical panel.
- 17 - 230V electrical panels.
- 18 - 24V cutouts.
- 19 - 12V batteries.
- 20 - Optional 24V battery bank.
- 21 - Generator fuel valve.
- 22 - Fuel tank.

*Please note: you can find the same locations in the other accommodation versions.*



# SUMMARY FOR THE 12V - 24V COMPONENTS

## CHARGE AND ELECTRICAL CONVERSION

2 x 230V / 24V - 60 Amp chargers	24V service bank
1 x 230V / 12V - 25Amp charger	Engine + 12V board
1 x 230V / 12V - 25Amp charger	With optional generator
1 x 24V - 90Amp alternator	Recharge service bank
1 x 12V alternator	Recharge engine, generator, domestic batteries (VHF + 12V sockets + Hifi)

## BATTERIES / CONSUMING APPLIANCES

24V CURRENT	VOLTAGE	START + PROTECTION	PROTECTION
Service batteries	24V - 480Ah (maximum)		
Recharge of 24V - 90Amp alternator / engine + 2 x 230V /24V – 60Amp chargers			
Navigation electronics	24V	24V electrical panel	
Utility lighting	24V	24V electrical panel	
Navigation lights	24V	24V electrical panel	
Refrigerators, freezer	24V	24V electrical panel	
Lighting	24V	24V electrical panel	
Electric toilets	24V	24V electrical panel	
Deckwash pump	24V	24V electrical panel	
Windlass	24V	24V board + engine running	Panel under step
Winches	24V	24V board	Panel under step
Gangway	24V hydraulic	24V board	Panel under step
Bow thruster	24V	24V board + engine running	Forepeak
12V CURRENT	VOLTAGE		PROTECTION
Engine battery	12V - 55Ah		
Generator battery	12V - 55Ah		
Domestic battery	12V - 60Ah		
Recharge engine alternator + 230V / 12V charger			
VHF	12V		12V terminal block
Hifi	12V		12V terminal block
12V sockets	12V		12V terminal block

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## SUMMARY FOR THE 110V - 230V COMPONENTS

### GENERATOR

Force 9.5 Kva	100 % of its charge in 230V - 50Hz
Force 11.5 Kva	75 % in 230V - 60Hz (Panels # 1 and 2) 25 % in 110V - 60Hz (Panel # 3)

### SHORE POWER SOCKET

Shore power socket - High Load 230V - 50Hz	63Amp simple shore power socket (Panels # 1 and 2)	Connection of port aft shore power socket box
Shore power socket - Utility 230V - 50Hz	32Amp simple shore power socket (Panel # 3)	Connection of port aft shore power socket box
Shore power socket - High Load 230V – 60Hz (US Version)	63Amp simple shore power socket (Panels # 1 and 2)	Connection of port aft shore power socket box
Shore power socket - Utility 110V - 60Hz (US version)	32Amp simple shore power socket (Panel #3)	Connection of port aft shore power socket box

### ELECTRIC DISTRIBUTION

High load panel # 1 - supplied by generator or shore power  
Air conditioning panel # 2 - supplied by generator or shore power  
Utility panel # 3 - supplied by generator or shore power or 24V / 230V – 1800Va inverter

### CHARGE

2 x 230V / 24V - 60Amp chargers	Recharge of the service bank by generator or shore power
1 x 230V / 12V - 25Amp charger	Engine + 12V board
1 x 230V / 12V - 25Amp charger	With optional generator

---

## SUMMARY FOR THE 110V - 230V COMPONENTS

CONSUMING APPLIANCES	VOLTAGE	BOAT ELECTRICAL PANEL
Hifi	230V	Standard inverter
Television	230V	its own inverter
Water heater	230V	Panel # 1
Electric hobs + oven	230V	Panel # 1
Chargers x 4	230V	Panel # 1
Hood	230V	Panel # 1
Air conditioning	230V	Panel # 2
Watermaker	230V or 110V	Panel # 3
Dishwasher	230V or 110V	Panel # 3
Washing machine	230V or 110V	Panel # 3
Icemaker	230V or 110V	Panel # 3
Microwave oven	230V or 110V	Panel # 3

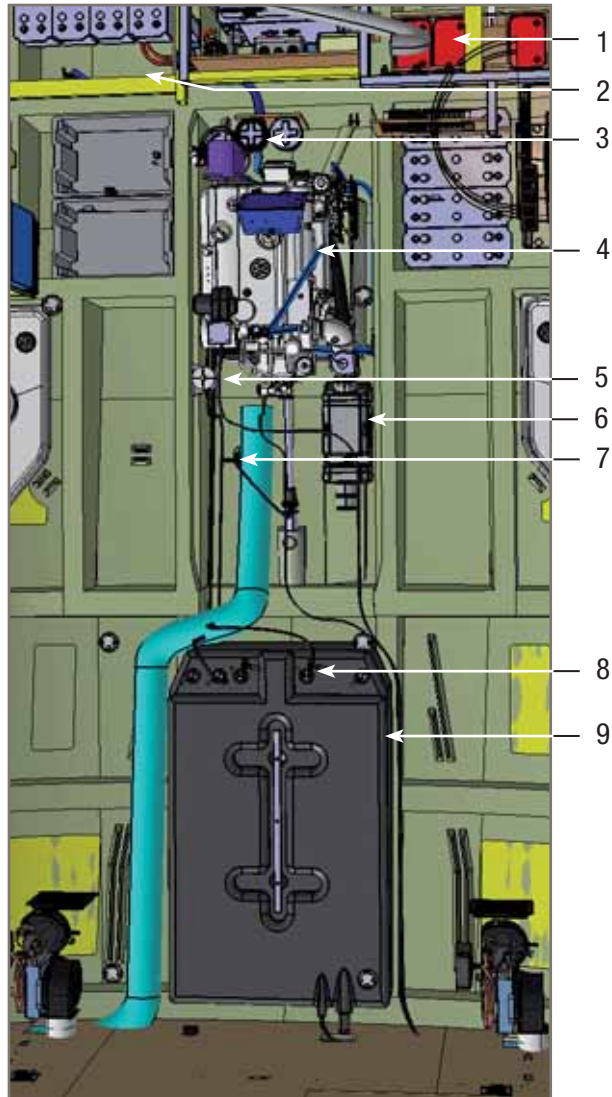


# MOTORIZATION

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- 8.1 ENGINE
- 8.2 FUEL
- 8.3 SHAFT - STUFFING BOX
- 8.4 PROPELLER AND ANODE
- 8.5 BOW THRUSTER
- 8.6 DASH BOARD

# ENGINE BAY



- 1 - 12V battery.
- 2 - Engine water inlet valve.
- 3 - Sea water filter.
- 4 - Engine.
- 5 - Fuel filter.
- 6 - Exhaust collector.
- 7 - Water inlet valve of the stuffing box.
- 8 - Fuel valve.
- 9 - Fuel tanks.



2



3



7

# MOTORIZATION

## 8.1 ENGINE

### ● ACCESS

You have access to the engine by opening the companionway hatch in the saloon.

You can find hatches giving access to different engine accessories on the sides and in the aft part of the companionway.

### Caution

Stop the engine before you open the companionway hatch.

In case you have to intervene while the engine has to run:

- Stay away from belts and mobile parts.
- Be careful with full clothes, long hair, rings, etc.. (They may be caught).

You have access to the transmission unit via the floorboards in the aft cabin(s).

### ● STARTING

Before starting the engine:

- Check the fuel valve is open.
- Open the valve of the engine cooling system.
- Open the stuffing box valve.
  
- Switch on the electrical circuit, setting the engine cutouts to 'ON' (access: to starboard side of the companionway).
- Do not release the gear box, do not speed up.
- Start the engine using the START switch on the engine panel.

Please carefully read the engine instruction guide supplied with the boat; it gives you detailed explanations as to the best use of the engine and relative operations.

### ● ENGINE MAINTENANCE

Please follow the instructions for maintenance appearing in the guide supplied with the engine.

### ● ENGINE AND STUFFING BOX WATER INLET

The water inlet valves of the engine (access under the floorboard in front of the sink) and of the stuffing box (access under the floorboard of the aft cabin, behind the engine) shall absolutely be open before you start the engine.

Keep the strainers of the water inlet valves of both the engine and stuffing box in the best possible state of cleanliness.

Brush the strainers each time the boat is careened.

Be careful: do not cover the strainers with antifouling paint.

Get used to checking immediately after starting the engine if water is expelled with the exhaust gases.

If water does not flow out:

- Stop the engine immediately.
- Check the valve is open.

Close the water inlet valves if the boat is left unattended for long.

Inspect and clean the water strainer regularly (access in the bilge, in front of the engine).

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# ENGINE - FUEL

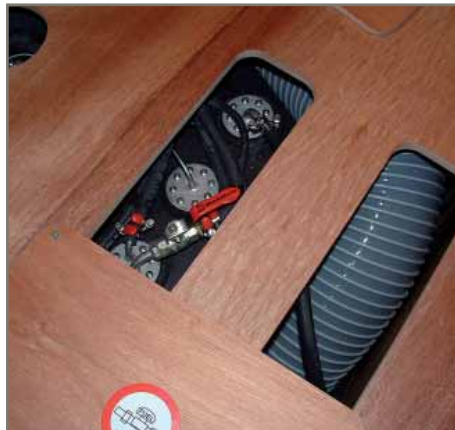
ACCESS HATCH TO THE ENGINE



FUEL FILTER



FUEL VALVE



FUEL GAUGE





# MOTORIZATION

## ● VENTILATION OF THE ENGINE BAY

The engine bay fans start up automatically as soon as the engine starts.

## 8.2 FUEL

### ● FUEL TANKS

The boat is fitted with a 420 litres tank as a standard equipment.

She may be fitted with an optional second tank of 310 litres, instead of a fresh water tank.

The fuel gauge can be read on the panel of the chart table.

The access to the valve is on the tank, under the aft berth, to starboard.

### ● FILLING

To prevent any handling mistake, never fill the water and fuel tanks at the same time.

During filling, avoid handling contaminants near the fillers.

Open and close the filler caps with the right key.

### **Danger**

Stop the engine and put out your cigarettes when you are filling the fuel tanks.

### ● MAINTENANCE OF THE TANKS

Regularly check the O rings of the fillers for good condition (to prevent water from entering the tanks).

Do not turn off the fuel taps after each use (except in case the boat is unattended for long).

Keep the fuel tanks as full as possible (to avoid condensation).

Every year check the fuel system for condition (hose, valves, etc.).

Ask a professional to carry out the works on the damaged parts of the fuel system.

Please note: the capacity of the tanks (that is indicated in the page 'SPECIFICATIONS') may be not completely useable according to the trim and load of the boat.

Always keep 20% fuel as a reserve.

### ● FUEL FILTER

In order to prevent any water infiltration, the fuel runs through two filters: the first one is on the pipe that links the tank to the engine (designed as a water decanter and pre-filter), the second one is an integral part of the engine (designed to filter fuel finely).

To know when you have to intervene and how frequently you have to change them, please refer to the engine instruction guide.

Drain it by undoing the knurled screw on the base of the decantation bowl (but do not remove it).

# TRANSFER PUMP - DESK - DASH BOARD

FUEL TRANSFER PUMP



CONTROL OF THE TRANSFER PUMP



DASH BOARD + ENGINE CONTROLS



DECK SWITCHES



- 1 - Anchor lights.
- 2 - Navigation lights.
- 3 - Cockpit lighting.
- 4 - Spreader floodlight.
- 5 - Deck floodlight.

---

# MOTORIZATION

Allow to flow into a box till the fuel looks clean.  
Do it several times a year.

Change the pre-filter at least once a year (access to it when you remove the bowl).

## ● DIESEL-OIL TRANSFER PUMP

The diesel-oil transfer pump is part of the optional second tank.  
It makes possible to circulate the fuel from the additional tank to the standard tank.  
It is located under the floorboard in front of the galley.

## USE

Check its automatic breaker on the 24V electrical panel is set to 'ON'.  
Using its control (access in the cupboard above the starboard seating in the saloon), transfer the fuel from the additional tank to the standard tank.

The transfer stops itself when the additional tank is empty or the standard tank is full.  
It is possible to stop the transfer at any time.

During the transfer, rely on the indications of the gauge that is located on the pump control.

For the use of the transfer pump control, please refer to its instruction guide.

## 8.3 SHAFT - STUFFING BOX

The shaft is in stainless steel and the strut is in bronze.

The stuffing box and its cooling valve are accessible under the floorboards of the aft cabin(s).

Ask a professional to periodically check the whole shaft – stuffing box system.

## 8.4 PROPELLER - ANODE

### ● PROPELLER

The boat is delivered with a folding propeller as a standard equipment.  
The propeller supplied with your boat is the result of tests carried out jointly with the engine manufacturer.  
Never change it without seeking advice from a professional.

Remove the folding propeller of the boat at the end of each season, dismantle it and clean it carefully.

Lubricate the teeth and thrust bearing surfaces.  
Check that the propeller blades move easily.

This shall be carried out carefully by someone qualified or a professional shall be entrusted with it.

# BOW THRUSTER



BATTERIES + FUSE  
+ AUTOMATIC BREAKER



TAKING THE FUSE OUT  
OF THE THRUSTER - 1



TAKING THE FUSE OUT  
OF THE THRUSTER - 2



- 1 - 24V batteries.
- 2 - 250Amp Fuse + automatic breaker.
- 3 - Bow thruster.
- 4 - Bow thruster control.

THRUSTER



THRUSTER CONTROL



*Please note: you can find the same locations  
in the other accommodation versions.*

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# MOTORIZATION

## ● ANODE

Periodically inspect the anode for corrosion.

The wear of the anodes depends on numerous factors and their lives may highly vary.

Change them whenever necessary.

Never paint an anode.

Ask a professional to check and maintain the whole propulsion system.

## 8.5 BOW THRUSTER

The bow thruster (access in the forepeak) works in 24V.

Its batteries and its fuse are located in a locker in the forepeak.

The bow thruster is controlled from the starboard helm station.

After you energized the board cutout and started the engine, simultaneously press both buttons (red and green).

After you started the thruster, manoeuvre using the required button.

The system switches off itself after a period of time (30 minutes) without being used, or if you simultaneously press again both buttons.

If it does not work, check its fuse located under the forward berth.

To change a fuse, use the provided tool that is stored in the boat.

(Please refer to the pictures on the opposite page that show the procedure to take it out).

### **Danger**

Never take out the fuse when the bow thruster is running.

For the use and maintenance of the bow thruster, please refer to their instruction guides.

## 8.6 DASH BOARD

On the dash board you can find all the functions to monitor the engine.

Please refer to the engine instruction guide supplied with the boat; it gives you explanations about the indicator lights, dials and warning lights on the dash board.



# WINTER STORAGE

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- 9.1 LAYING UP
- 9.2 PROTECTION

# 9





# WINTER STORAGE

## 9.1 LAYING UP

- Take ashore all the ship's log, the ropes that are not used for mooring her, the galley equipment, supplies, clothes, the safety equipment.
- Check the expiry dates of the safety equipment.
- Have the liferaft overhauled.

Take advantage of this laying up to draw up a complete inventory of the equipment.

## 9.2 PROTECTION

### ● WATER SYSTEM

- Drain the fresh water system.

Let water run from the taps until the system runs dry.

Check that there is no water left in the pipes and hoses (possible low points).

- Take off the filters, remove the water.

Clean the filters if necessary then put them back.

- Drain the water heater.

Check that there is no water left.

Close the drain.

- Lubricate all the water inlet valves and sea cock fittings.
- Rinse and completely drain the toilets bowls.

### ● INSIDE

- Seal air inlets as much as you can.
- Install an air dehumidifier in the saloon and leave the cabin and storage unit doors open (stowage cupboards, ice box).
- Leave the cushions outside for long before putting them back into the boat in the upright and side position in order to have minimum contact surfaces.
- Drain and clean the bilges.
- Possibly place the floorboards in a vertical position to make possible the ventilation of the different compartments.
- Open the refrigerator / freezer doors.

### ● OUTSIDE

- Carefully drain the cockpit shower.
- Thoroughly rinse the hull and deck.
- Lubricate all the mechanical and mobile parts with vaseline (bolts, hinges, locks, etc.).
- Protect all ropes and mooring lines against chafing.
- Protect the boat to the highest degree with fenders.
- Make sure the boat is properly moored.

### ● ENGINE

The engine winterisation shall be carried out by a professional.

Depending on the boat location, afloat or ashore, winterisation is different.

### Recommendation

All these recommendations do not make up an exhaustive list. Your dealer will give you the advice you need and will carry out the technical maintenance of your boat.



# HANDLING

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# 10

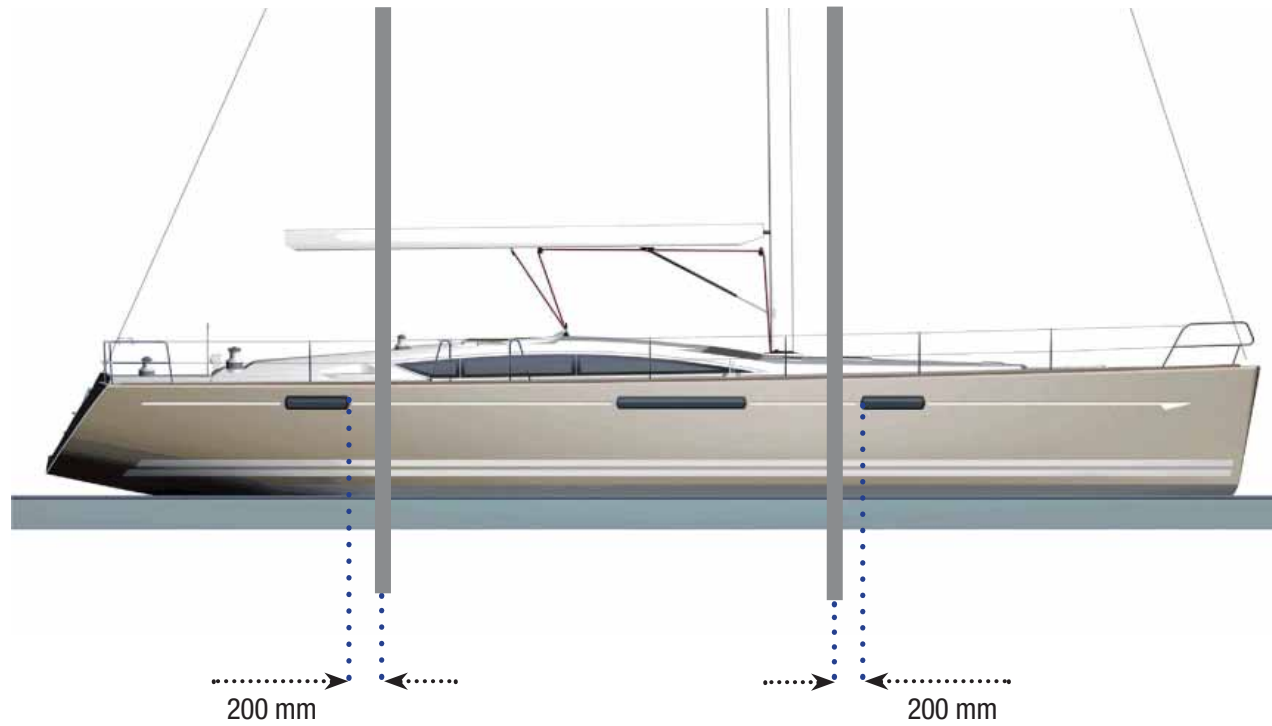
10.1 PREPARATION

10.2 CRANE LIFTING

10.3 MAST STEPPING AND REMOVAL

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# CRANE LIFTING INSTRUCTIONS



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# HANDLING

## 10.1 PREPARATION

The initial launching and the first tests of the different equipments shall be carried out by your dealer so that you can expect to enjoy the warranty in case of some equipment failure.

All further handling shall be carried out with the highest care by professionals. If the JEANNEAU boatyard are not involved in your handling operations, they cannot cover under guarantee any possible accidents linked to handling.

If later you have to launch your boat yourself, you should take the following precautions:

- Retract the sensors under the hull into their housings (they may be damaged by the handling slings).
- Check the water suction boxes for cleanliness.
- Turn off all the water inlet and drain valves (grey waters, black waters, engine).
- Check the anodes are in good condition and properly installed. An anode shall never be painted.

## 10.2 CRANE LIFTING

- Install a bow mooring rope, a stern mooring rope and fenders.

- When lifting with the crane, check that the slings are not over any device (sounder, speedometer, etc.).

Position the slings according to the symbols on the hull.

The crane hook will be fitted with a gantry or a spreader system with two slings.

The slings shall not be connected directly onto the hook, as it would result in unusual compressive stresses on the hull.

- Crane lifting should be carried out slowly.
- Control the movement of the boat using mooring ropes.

### **Danger**

Do not stay on board or under the boat during craning.

All handling shall be done with a travel lift.

Contact a professional in crane lifting and travel-lift handling in a marina.

## 10.3 MAST STEPPING AND REMOVAL

Mast stepping and removal shall be carried out by a professional.



# SAFETY

---

# 11

- 11.1 PREVENTION
- 11.2 GAS SYSTEM
- 11.3 FIRE
- 11.4 BILGE PUMP SYSTEM
- 11.5 SAFETY EQUIPMENTS
- 11.6 GENERAL REMARKS





## 11.1 PREVENTION

### ● THE CREW

- For your own safety and your crew's, you shall respect some basic principles:
- Before you sail, check the different components of your safety equipment, their location and their expiry dates.
  - Check the location and validity of the official documents as well.
  - Tell the crew where the safety equipment is, how it works and the elementary safety procedures to follow.

When sailing, always be able to indicate your precise position. In case an incident on board should happen and help be asked, this will be the very first question you will be asked.

#### Recommendation

Equip the children (and depending on the weather, the whole crew as well) with life jackets or harnesses.

#### Caution

Do not exceed the number of persons indicated in Chapter 'SPECIFICATIONS'. If you do not take the number of persons into account, the combined weight of the persons and equipment should never exceed the maximum load recommended by the builder.

### ● THE BOAT

For the sake of prevention and to be able to feel confident to face successfully the possible dangers on board (fire, leak), learn to recognize and locate the different elements which might be the cause of these disorders and the equipments to cope with them as well.

Risk of fire:

- Electrical system (chapter 7)
- Engine (chapter 8)
- Gas system (chapter 11)

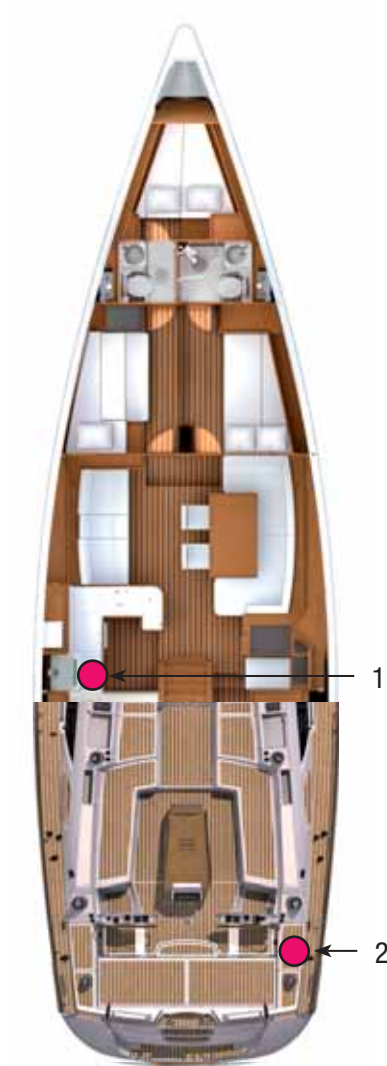
Risk of leak:

- Water systems (chapter 6)

#### Recommendation

In emergency situation, it is essential to be able to locate quickly all the appropriate safety equipments.

# GAS SYSTEM



- 1 - Gas valve.
- 2A - Locker / storage space of gas bottles.
- 2B - Electrovalve (U.S. version).

*Please note: you can find the same locations in the other accommodation versions.*

GAS VALVE



LOCKER / STORAGE SPACE FOR GAS BOTTLES



## 11.2 GAS SYSTEM

The starboard aft locker on the side of the cockpit is designed and meant to store two gas bottles with 27 centimetres in diameter and 45 centimetres high.

The valve to open / close the system is located in the cupboard under the stove and oven.

The boat in her U.S. version has an electrovalve located in the locker where the bottles are stored.

Start the electrovalve using its automatic breaker located on the electrical panel of the chart table.

### ● SAFETY INSTRUCTIONS

#### Recommendation

Close the gas valve and turn off the regulator tap when the stove and oven are not used.

A gas-powered appliance uses the oxygen and releases combustion products. Ventilate your boat when you use this appliance.

Lock the stove and oven when you do not use it in order to prevent the rubber tubing from being damaged when sailing.

Regularly check and replace the rubber tubings that link the bottle to one end

of the circuit and the stove to the other one, depending on the standards and regulations in force in your country.

Close the valves before you change bottles and immediately in case of emergency.

In case you smell gas or find that the burners have gone out, turn off the valve of the appliance. Do ventilate the boat in order to get rid of any residual gas. Find the cause of the problem.

Use only the compartment the gas bottles are allotted to store them.

## 11.3 FIRE

The boat is delivered with no extinguisher.

Be sure:

- To fit the boat with extinguishers in pursuance of the regulations of the country where your boat is registered.
- To have the extinguishers checked in accordance with the instructions given.
- To refill or replace the extinguishers by similar equipment if the extinguishers have been used or are out of date.
- Make sure the extinguishers are accessible when people are on board.

# INSIDE SAFETY EQUIPMENTS



## Recommendation

Depending on the accommodation of your boat, fill-in this drawing according to your own safety equipments.

- 1 - Fire extinguisher.
- 2 - Fire extinguisher for the engine.
- 3 - Distress flares.
- 4 - Location for the VHF.
- 5 - First aid kit.
- 6 - .....
- 7 - .....
- 8 - .....
- 9 - .....
- 10 - .....
- 11 - .....
- 12 - .....
- 13 - .....
- 14 - .....
- 15 - .....

# SAFETY

Tell the crew:

- where the extinguishers are and how they work.
- where the extinguisher hole in the engine bay is.
- where the emergency exits are.

## ● ESSENTIAL PRUDENCE RULES

Never:

- Obstruct access to the emergency exits.
- Obstruct safety controls (fuel valves, gas valves, power switches).
- Obstruct the access to the extinguishers placed in cupboards or lockers.
- Leave the boat unattended when a stove or heater is in use.
- Use gas lamps in the boat.
- Alter any of the boat's systems (electricity, gas or fuel).
- Fill up a tank when an engine is running or a stove or heater is on.
- Smoke while handling fuels.

Make sure that engine bays are clean at all times and regularly check that there are no fumes or fuel and gas leaks.

Flammable products should not be stored in the engine bay.

## Caution

Should you replace components of the fire extinction system, only proper components with the same designation or with equivalent technical capacities and fire resistance should be used.

## Danger

Use CO2 extinguishers only to fight electrical fires.  
Evacuate the area immediately after discharging the product to prevent asphyxia.  
Ventilate before entering.

## ● PROCEDURE TO FOLLOW IN THE EVENT OF FIRE

- Stop the engine if it is running.
- Cut off the power supply, the fuel supply.
- Cut off all sources of air (smother the fire using blankets).
- Hold the extinguisher upright and aim at the heart of the fire.

If fire has broken out in the engine bay:

- Stop the engine if it is running.
- Cut off the power supply, the fuel supply.
- Shut off the air supply using towels to block off the engine air inlets, intakes and outlets.
- Set off the extinguishing product through the extinguisher hole on the right side of the companionway.
- Make sure that the fire is completely under control.
- Open the bay access hatch to make any necessary repairs.

## Danger

Always keep an extinguisher handy in case the fire should start again.

# OUTSIDE SAFETY EQUIPMENTS



MANUAL BILGE PUMP



STORAGE SPACE FOR THE LIFE RAFT + EMERGENCY TILLER



**Recommendation**  
 Some elements do not have a pre-determined location for them.  
 Fill-in this drawing according to your own safety equipments.

- 1 - Manual bilge pump.
- 2 - Location of the life raft.
- 3 - Location of the emergency tiller.
- 4 - Location of the life buoy.
- 5 - Extinguisher.
- 6 - .....
- 7 - .....
- 8 - .....
- 9 - .....
- 10 - .....
- 11 - .....
- 12 - .....
- 13 - .....
- 14 - .....
- 15 - .....

## 11.4 BILGE PUMP SYSTEM

### ● ELECTRIC BILGE PUMPS

The boat is fitted with three electric bilge pumps.

The switching on of the electric bilge pumps is done on the electrical panel of the chart table.

The bilge pumps can be switched to manual operation using the switch on the electrical panel of the chart table.

For further information, please refer to Chapter 'WATER SYSTEMS'.

### ● MANUAL BILGE PUMP

In case of slowdown or failure of the electric bilge pumps, it is possible to use the manual bilge pump.

It is located on the side of the cockpit, at the aft end, to port.

### ● PROCEDURE TO FOLLOW IN THE EVENT OF A LEAK

Make sure that the electric bilge pumps are switched on.

If it is not enough to reduce the water level, get a crew member to work the manual pump.

## 11.5 SAFETY EQUIPMENTS

Before you sail, list the compulsory safety equipments.

### Caution

The list of the compulsory safety equipments corresponds to a certification category, a design category as well as to the regulations in the country where the boat is registered.

Do not exceed the number of persons indicated in Chapter 'SPECIFICATIONS'.

### Recommendation

Do not forget to close the deck hatches and portholes before each trip.

### ● LIFE RAFT

The storage space for the life raft is the cockpit starboard aft locker.

Fit your boat with a life raft in pursuance of the regulations of the country where the boat is registered.

You shall use the life raft only if all else fails.





# SAFETY

## Recommendation

Before you sail to sea, carefully read the launching instructions on the life raft.

### ● EMERGENCY TILLER

The emergency tiller is stored in the cockpit starboard aft locker. It is designed to overcome a steering damage and enables you to sail only at a reduced speed.

### FITTING

- Disconnect any appliance linked to the rudder stock.
- Unscrew the tiller cover at the aft end of the cockpit with a winch handle.
- Slip the tiller into the guiding bearing.
- Insert the tiller into the rudder stock.

### ● EMERGENCY SWIM LADDER

A cord ladder fitted in the aft transom is accessible from the sea.

## Caution

Regularly check the safety equipments are in good working order.

Follow the service programme without fail.

Generally speaking, take particular care of all the safety equipment of your boat.

## 11.6 GENERAL REMARKS

### ● MANOEUVRES

- Know where your crew members are and inform them before you manoeuvre on the boat.
- Carefully manoeuvre on the deck and always wear shoes.

### ● ENGINE

- Systematically stop the engines before you dive or swim next to the boat.
- Never try to free a fishing net or a piece of rope that is caught on a propeller when the latter is rotating.

### ● TOWING

If you have to tow another boat, tow her at a reduced speed and as smoothly as you can.

Be particularly careful when throwing or catching the towing line (It may catch on the propellers).



# MAINTENANCE

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# 12

## 12.1 MAINTENANCE SCHEDULE

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# MAINTENANCE

## 12.1 MAINTENANCE SCHEDULE

The information given hereafter are only examples and it is not an exhaustive list.

They must be adapted, depending on the use of your boat.

### Caution

Follow without fail the recommendations given in the instruction guides by the manufacturers of the components added to your boat.

#### DECK / DECK FITTING / HULL

Clean the hull with appropriate products ..... QUARTERLY  
Clean s/s parts ..... MONTHLY  
Check the watertightness of the sea-cock fittings ..... ANNUAL  
Clean the sea cock fittings and suction boxes from the outside ..... ANNUAL  
Dismount, clean and lubricate the winches ..... ANNUAL

#### MOORING / WINDLASS

Rinse ground tackle and anchor locker with fresh water ..... AFTER USE  
Check the grab and anchor / chain fastening device ..... ANNUAL  
Check windlass blocking system / brake ..... QUARTERLY  
Check mooring lines and fenders ..... ANNUAL  
Check the electric connections (control, relay, etc.) ..... QUARTERLY

#### UPHOLSTERY AND COVERS

Rinse / clean the different covers ..... MONTHLY  
Dry the outside upholstery before its storage ..... AFTER USE

#### REFRIGERATION UNIT

Defrost the refrigerators and ice box ..... MONTHLY  
Check the door joints ..... QUARTERLY

# MAINTENANCE

## AIR CONDITIONING

Check the sea cocks and clean/change the different sea water filters .....	MONTHLY
Dust off the forced-air heater fans .....	ANNUAL

## ELECTRICITY

Check and tighten the connecting terminals of the batteries and main switches .....	ANNUAL
Check and tighten the connecting terminals of the main relays (windlass, etc.) .....	ANNUAL

## ENGINES AND GENERATOR

Check oil level .....	MONTHLY
Check belt tension .....	MONTHLY
Clean the sea water strainer .....	MONTHLY
Check for leaks (oil, water, fuel) and smokes .....	MONTHLY
Check and drain the decanter filters (fuel) .....	MONTHLY
General overhaul .....	REFER TO THE ENGINE MANUFACTURER'S GUIDE

## WATER MAKER

Check and clean the sea water suction filters .....	MONTHLY
General inspection by the manufacturer .....	ANNUAL

## PLUMBING

Check the automatic bilge pumps and alarms .....	MONTHLY
Rinse the holding tanks .....	MONTHLY
Check the manual bilge pump .....	MONTHLY
Check the pressure water pump .....	MONTHLY
Check the different drains and scuppers .....	MONTHLY
Open and close the different valves on board + lubricate if necessary .....	ANNUAL

## RUNNING RIGGING / STANDING RIGGING / SAILS

Lubricate the different travellers with teflon .....	QUARTERLY
Check the different shackles and their tightening .....	QUARTERLY
Check the standing rigging tension .....	QUARTERLY
Check the wear points of the halyards and sheets .....	QUARTERLY
Rinse all the running rigging and the sails .....	QUARTERLY
Check the battens and main seams of the mainsail .....	QUARTERLY











