

SUN ODYSSEY 43 DS



MANUEL DU PROPRIETAIRE
• *OWNER'S MANUAL*
MANUAL DO PROPRIETÁRIO
BESITZERHANDBUCH
MANUALE D'USO
MANUAL DEL PROPIETARIO
ÄGARENS MANUAL
EIGENAARSHANDLEIDING



JEANNEAU

SUMMARY



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INTRODUCTION



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

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

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

We keep improving our boats as we want you to benefit from technological breakthroughs, new equipment or materials and our own experience; therefore, the characteristics and information provided are not binding and can be varied without notice or updating obligation.

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

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

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

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

SPECIFICATIONS & WARRANTY



YOUR BOAT

GENERAL TERMS OF WARRANTY

SPECIFICATIONS

LENGTH OVERALL	43'4" / 13,21 m
HULL LENGTH	42'1" / 12,84 m
LENGTH ON WATERLINE	37'6" / 11,43 m
OVERALL BEAM	13'9" / 4,19 m
LIGHT DISPLACEMENT (standard)	21392 lbs / 9550 kg
LIGHT DISPLACEMENT (shallow fin)	21840 lbs / 9750 kg
BALLAST WEIGHT STANDARD	6619 lbs / 2955 kg
BALLAST WEIGHT SHALLOW FIN	7078 lbs / 3160 kg
DRAFT STANDARD	6' 7" / 2,00 m
DRAFT SHALLOW FIN (no more offered since 01/2000)	5' 3" / 1,60 m
CLEARANCE HEIGHT	57'2" / 17,43 m
DISPLACEMENT IN MAXI. LOAD WEIGHT STANDARD	28560 Lbs / 12750 kg
DISPLACEMENT IN MAXI. LOAD SHALLOW FIN	29008 Lbs / 12950 kg
MAXIMUM LOAD RECOMMENDED BY THE BUILDER	7235 lbs / 3230 kg
WATER TANK CAPACITY	137,5 US gal / 550 L
FUEL TANK CAPACITY	50 US gal / 200 L
ENGINE POWER RATINGS	74 Hp (55 Kw) / 75 cv (55 Kw)
BATTERIES CAPACITY	2 x 110 Ah (12 V)
CABINS	3/4/5
BERTHS	6/10/12
CE CLASSIFICATION	2 CABINS 3 & 4 CABINS
A	6 peoples 8 peoples
B	10 peoples 10 peoples
C	14 peoples 14 peoples
DESIGNER	Daniel ANDRIEU
	BE JEANNEAU

STANDARD FURLING MAST

MAINSAIL	409 Sq.ft. / 34 m ²
GENOA	581 Sq.ft. / 54 m ²
SYMMETRICAL SPI	1291 Sq.ft. / 120 m ²
ASYMMETRICAL SPI	1109 Sq.ft. / 103 m ²
I	50'9" / 15,485 m
J	15'3" / 4,660 m
P	44'6" / 13,560 m
E	17' / 5,200 m
MAST LENGTH	50'9" / 15,49 m

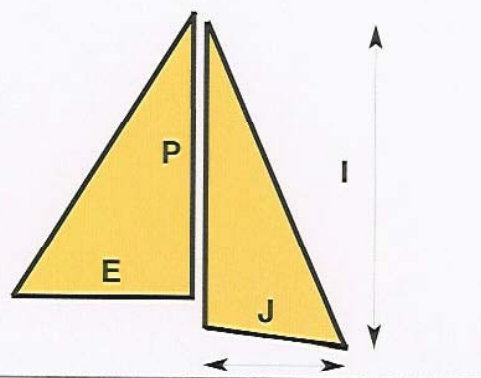
CLASSIC MAST

MAINSAIL	409 Sq.ft. / 38 m ²
GENOA	581 Sq.ft. / 54 m ²
SYMMETRICAL SPI	1291 Sq.ft. / 120 m ²
ASYMMETRICAL SPI	1109 Sq.ft. / 103 m ²
I	50'9" / 15,485 m
J	15'3" / 4,660 m
P	44'6" / 13,560 m
E	17' / 5,200 m
MAST LENGTH	50'9" / 15,49 m

Class A: «In the Open Sea»

Boat designed for long trips, during which the wind may exceed 8 on the Beaufort Scale and the waves may exceed a 4 m significant height
To a large extent these boats are self-sufficient for these kinds of trips.

Sun Odyssey 43 DS conformity to CE directive 94/25 is attested by Bureau Veritas (CE certificate n°).





YOUR BOAT

Version :
NAME OF BOAT :
OWNER'S NAME :
ADDRESS :

HULL NUMBER :
SERIAL NUMBER :
REGISTRATION NUMBER :
DATE OF DELIVERY :
ENTANCE KEYS NUMBER :
MAKE OF ENGINE :
ENGINE SERIAL NUMBER :
ENGINE KEYS NUMBER :

Your dealer



CHANTIERS JEANNEAU - BP 529 - 85505 LES HERBIERS cedex - FRANCE
 Tel. (33) 02 51 64 20 20 - Fax : (33) 02 51 67 37 65
 3615 JEANNEAU (2,23F / mn) - Internet : [http://www.jeanneau.com\(fr\)](http://www.jeanneau.com(fr)).

ISO 9002
 certified
 AFAQ n°1994/2076



GENERAL TERMS OF WARRANTY

Article 1

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

The acceptance of delivery by the Purchaser / user, without any reservation, is equivalent to the acceptance of the apparent condition of the boat, in pursuance to the provisions of articles 1642 of the Civil Code. The terms of Warranty are engaged solely upon :

- the return to CHANTIERS JEANNEAU After-Sales Department of the completed tear-away section of the Certificate of Delivery and of Warranty Registration Card,
 - the following of the directives on verifications set forth by CHANTIERS JEANNEAU;
- It is made clear that the possible expenses of handling, transportation, parking, escort, etc. non-inclusively which have been incurred in the execution of the above-mentioned directives and verifications are born exclusively by the Purchaser-User.

Article 2

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

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

Article 3

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

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

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

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

Article 4

The following items are excluded from the Terms of Warranty as stated in Articles 1 and 2 above :

- all carriage and transportation-related expenses including parts as well expenses and / or possible losses resulting from the inability to use the Boat and / or accessories, shall be born by the Purchaser / User.

- the wear and damages hereinafter listed as well as their consequences :
 - Normal wear and tear,
 - Cracks, craking, or fading of the gel coat,



• Damages resulting from :

- changes, modifications, alterations, or repairs (even partial ones) performed by shipyards other than those authorized by the Manufacturer,
- failure to follow the recommended maintenance procedures stated precisely in the owner's manual that was delivered with the boat, or failure to follow recognized procedure,
- improper use, in particular negligent use, or rash use, misuse, or abnormal use,
- participation in competitive events,
- negligent acts in which the necessity of taking conservative measures of action is disregarded,
- accident or catastrophe such as but not limited to explosion, fire, flood, storm, lightning, transport, riot, theft, and collision,
- unsuitable storage or transport conditions.

Article 5

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

Article 6

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

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

Article 7

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

PRECAUTION BEFORE ANY REPAIR :

Contact your Jeanneau agent for best advising about products and materials when you want to execute some repairs for yourself.
Important repairing of the hull and engine must be done by a professional.
Your Jeanneau's agent can do it or appoint you a professional.

DANGER

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



SAFETY



SAFETY EQUIPMENT

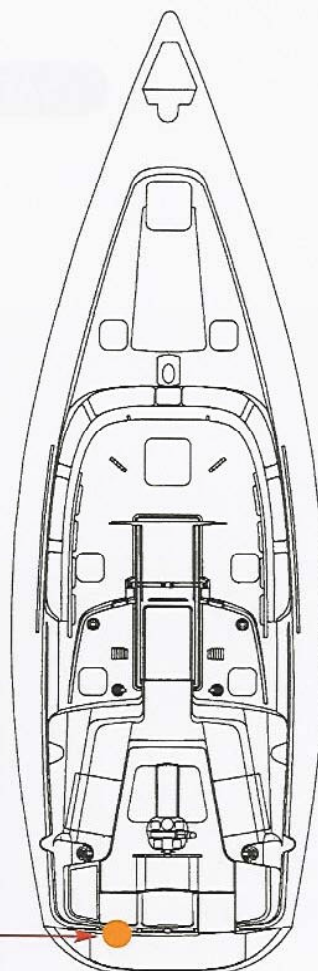
SAFETY DIRECTIONS CONCERNING THE GAS STOVE

FIGHT AGAINST FIRE

BILGE STRIPPING

EMERGENCY TILLER

LIFE RAFT SET





SAFETY EQUIPMENT

The life raft is located in the cockpit locker.

RECOMMENDATION / LIFE RAFT

The locker shall never be padlocked at sea.
The launching procedure is indicated on the raft and should be read carefully before taking to sea.

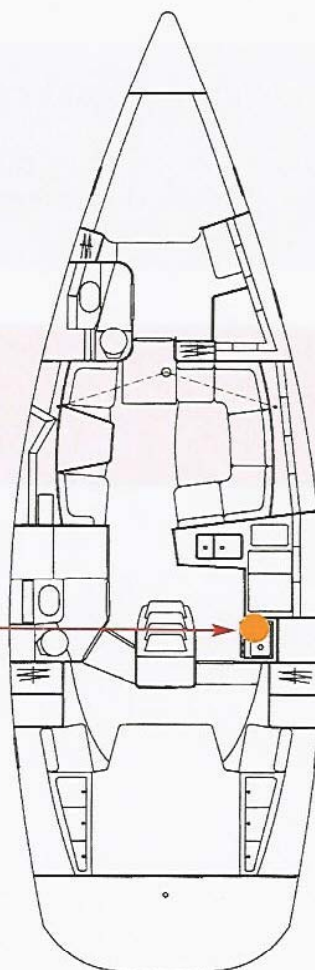
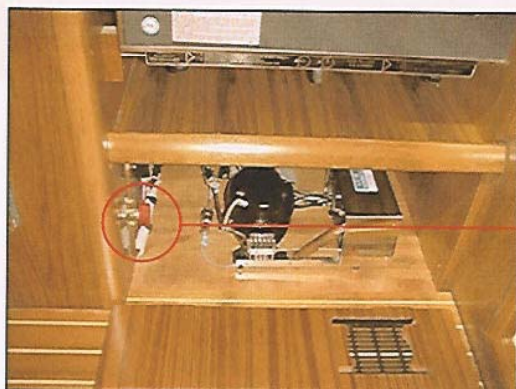
WARNING

Check the safety equipments inventory before each trip.

safety



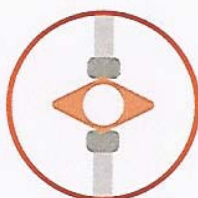
GAS VALVE



Same places for other
accommodation versions



Valve open



Valve closed

SAFETY DIRECTIONS CONCERNING THE GAS STOVE

Type : "Camping-Gaz" (butane, duty pressure : 142 lbs per sq. inch / 10 kg / cm²)

- Shut the valves in the system (under the oven) and on the cylinder when the appliances are not in use. Shut immediately all valves in case of hazard,
- Never leave appliances burning unattended,
- Ensure that the appliances valves are shut before opening the cylinder,
- Regularly test the gas system for leaks.

Shut the appliance valves and open the cylinder and check all connections for leaks with soapy water or a detergent solution. In case of leak, shut the cylinder valve and repair before using the cylinder again.

The appliances burn the oxygene in the cabin and release combustion gases, therefore a ventilation is mandatory when the appliances are used.

- Don't use the oven or cooker for make up eating,
- Leave the ventilation openings unobstructed (grid in companionway) hatch,
- Immediate access to the gas system components must be unobstructed at all times,
- Empty cylinders must be disconnected and their valves must be shut,
- Keep the protective covers, plugs and hatches in place,
- Store the empty or spare bottles on the deck or in a locker, if ventilated towards the outside,
- Regularly check and replace the rubber tubes at the due date,
- Never use the gas cylinder compartment for storage of equipment.

WARNING

Never use an ammonia solution.
Never use a flame to test for leaks.
Do not smoke or use an open flame while replacing the gas bottle.

safety



SUGGESTIONS TO SET THE EXTINGUISHERS

(It is possible to set them in other places but the extinguishers shall be at least 5 meters from each berth.)

An extinguisher or a fire blanket shall be at least 2 meters from each open flame appliance.

Extinguisher, minimum capacity 5A/34B

Need for the SUN ODYSSEY 43 DS:

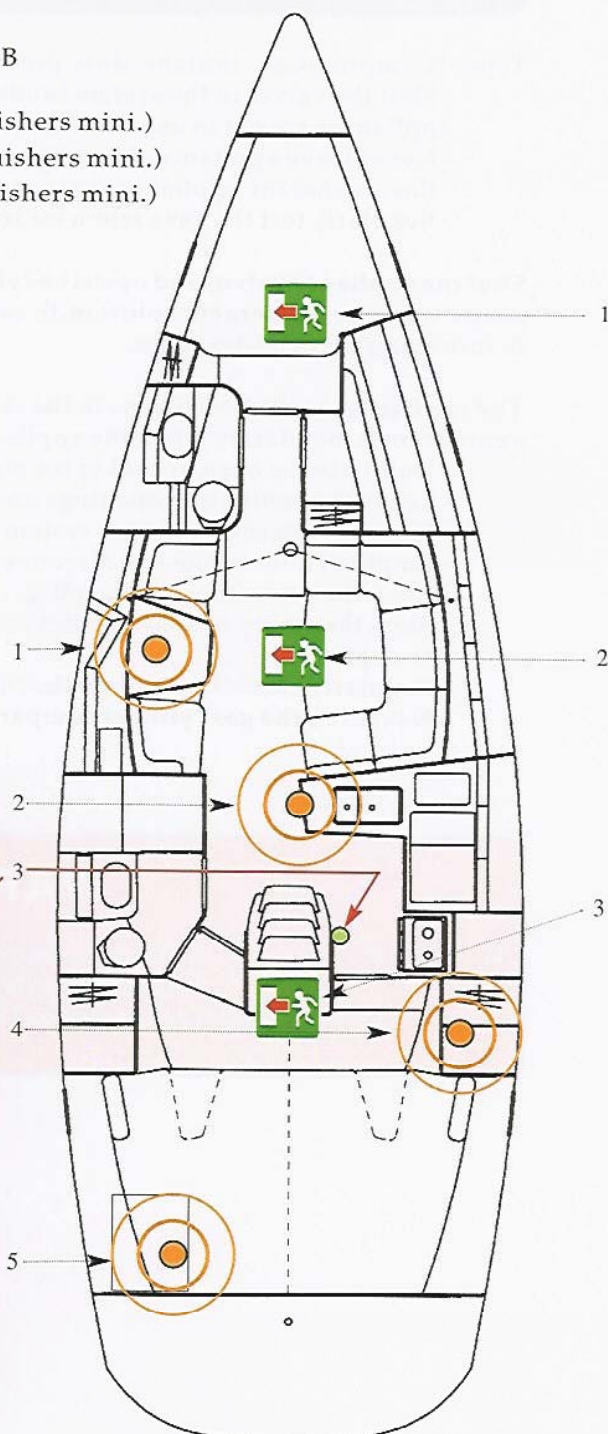
- 2 cabins version : 10A/68 B (2 Extinguishers mini.)
- 3 cabins version : 15A/102 B (3 Extinguishers mini.)
- 4 cabins version : 20A/136 B (4 Extinguishers mini.)

- 1 - Under chart table
- 2 - Against kitchen furniture
- 3 - Extinguisher aperture
- 4 - Against hanging locker in cabin
- 5 - In stowage locker



Emergency exit in case of fire

- 1 - Fore cabin hatch
- 2 - Saloon hatch
- 3 - Companioway



Same places for other
accommodation versions



FIGHT AGAINST FIRE

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

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

Steps to be taken in case of fire in the engine compartment :

- Stop the engine,
- Switch off power and shut the fuel supply,
- Inject the extinguishing agent through the aperture,
- Wait a minute,
- Open the access hatch for access to repairs.

PRECAUTION

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

It is the owner's or the skipper's responsibility :

- . To have the extinguishers checked in accordance with the instructions given.
- . When the extinguishers expire or are empty, to replace them by extinguishers with an equal or greater capacity.
- . To tell the crew where the extinguishers are, how they work, and where the emergency exits are.
- . To make sure that the extinguishers can be reached easily when there are people onboard.



WARNING

Never :

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

safety



Keep the bilge clean and regularly check if there is fuel or gas vapor.
For the extinguishers you shall use only compatible spare parts ; they shall have the same information or they shall be equivalent as far as their technical qualities and their heat resistance are concerned.

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

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

WARNING

The CO₂ extinguishers shall be used to fight against electric fires only.
In order to avoid suffocation, clear the area immediately after use and air before entering.







BILGE STRIPPING

ELECTRICAL BILGE PUMP

The electrical bilge pump can be energized from the electrical switch board.

EMERGENCY BILGE PUMP

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

EMERGENCY TILLER

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

To operate the tiller, proceed as follows :

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

(Refer chapter 4, steering gear)

HULL



CONSTRUCTION

HULL MAINTENANCE

DRY DOCKING

GEL-COAT REPAIR INSTRUCTION



CONSTRUCTION

Your boat is built of GRP.

Stresses are distributed over the whole bottom surface by means of floors integral with the hull. Pig iron ballast is secured to the hull by means of bolts and back-plates laminated in place.

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

HULL MAINTENANCE

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

Use the less cleaner products if possible and do not reject them in the sea.

Try to wash your boat on shore.

Do not use any solvent or solvent based products. (See next page)

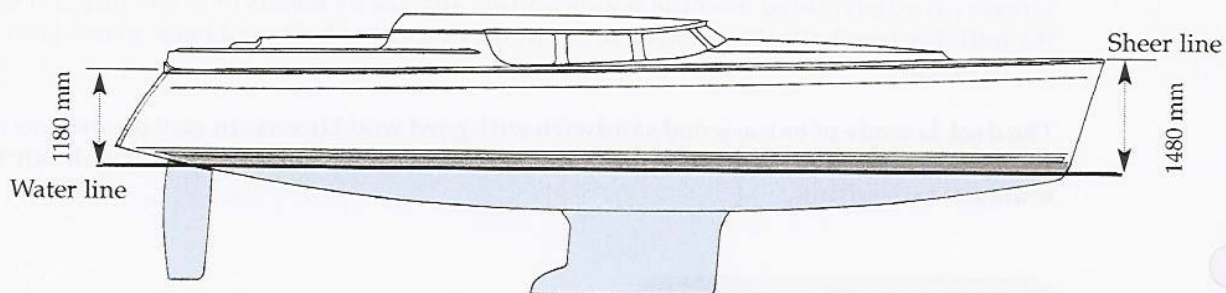
The hull shall be washed frequently with ordinary cleaners and fresh water.

PRECAUTION

We strongly advise your to refrain from using hydrojet cleaning.
Hot water or steam are prohibited.

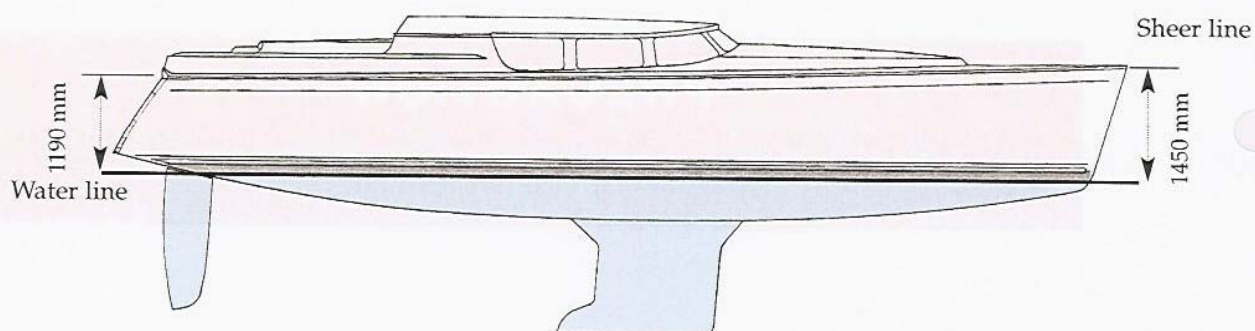
hull

PTE



Wetted area : $37,60 \text{ m}^2$ - (this measurements are for "light boat")

GTE



Wetted area : 38 m^2 - (this measurements are for "light boat")



DRY DOCKING

(Refer to section 10 for launching instruction)

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

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

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

Biodegradable cleaners and maintenance products have been tested and approved by the shipbuilder, since they protect both the materials and environment.

hull



GEL-COAT REPAIR INSTRUCTION

MIXING RATIO :

Our products include an accelerator, you just have to add the catalyst (colourless liquid).
The usual ratio is 2%.
The gel setting-time is about half an hour, curing takes approximately ten hours.

PRECAUTION

Successful repairs require two critical factors:
a dry weather, a temperature between 15° et 25°C.

APPLICATION :

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

WARNING

The catalyst is a dangerous product and should not be left within children reach.
Avoid contact with the skins and mucosa.
In case of contact, wash with soapy water and rinse liberally.

GEL-COAT STORAGE :

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

TOOLS CLEANING :

Clean all tools with acetone.

hull



DECK



SAILING

MOORING

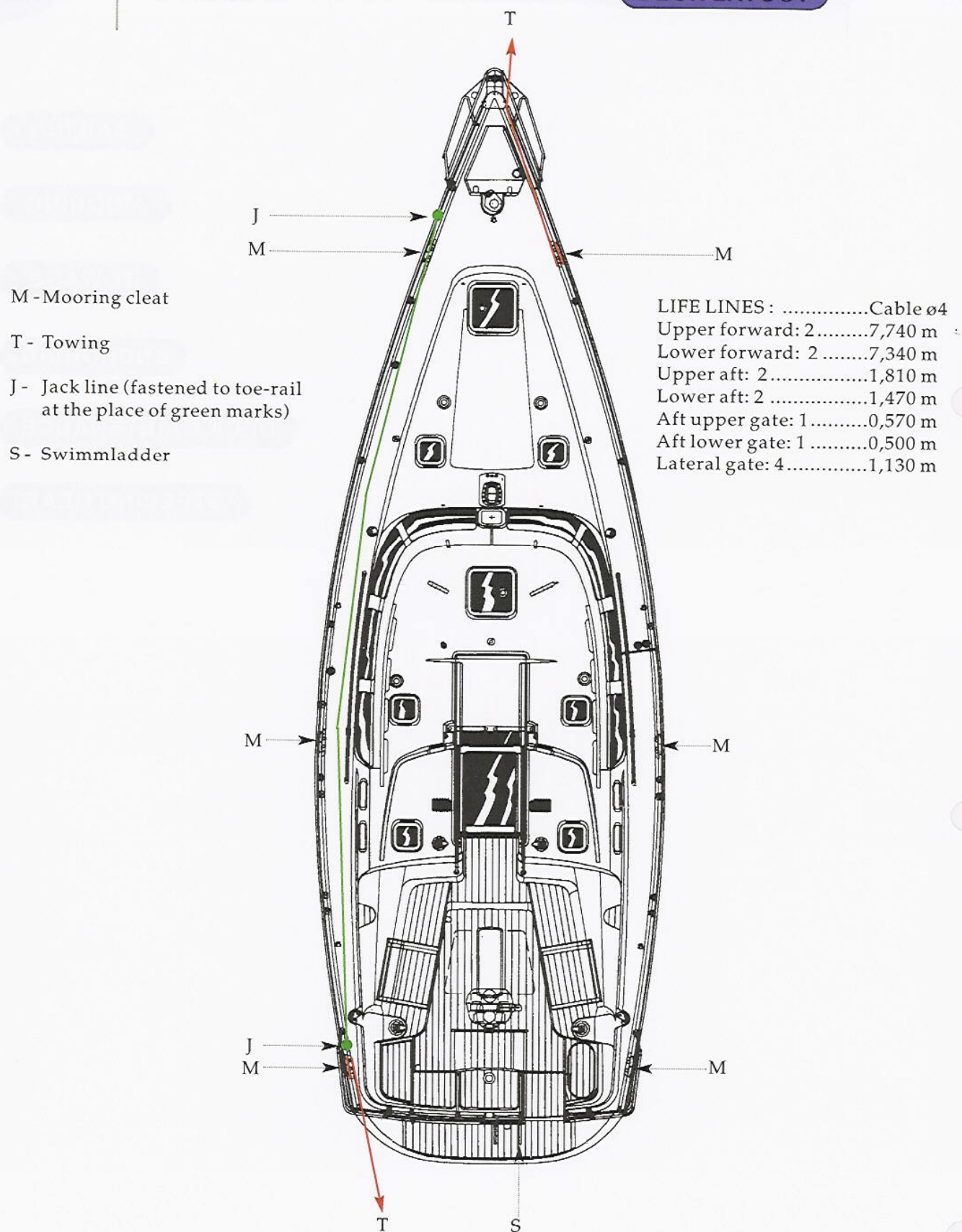
TOWAGE

ANCHORING

DECK MAINTENANCE

STEERING GEAR

DECK LAYOUT





SAILING

DANGER

Wear your life-jacket ; In heavy weather,
wear the safety harness and hang you on the boat.

deck



MOORING

A sufficient number of mooring ropes, of adequate dimensions and suitable for the environment should be on board.

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

DANGER

Never try to stop the boat with your foot, your hand or a boat-hook.



When taut :

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

TOWAGE

Tug:

Tow slowly and avoid tightening and slackening.

Be especially watchful when sending or catching the tow-line: Propellor may be fouled by a rope during these handlings.

Towed boat:

Keep steering and be carefull not to stray from tug's wake.



ANCHORING

As a general rule, the chain should be paid out over at least three times the depth of water.

PRECAUTION

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

ANCHORING :

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

When anchored :

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

PRECAUTION

Don't use the cable lifter to secure the chain.

HEAVING UP ANCHOR :

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

PRECAUTION

Adjust the chain under the windlass sheave and keep your hand away !

deck



deck

PRECAUTION

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

STERN ANCHORING :

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

WARNING

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



RECOMMENDATIONS/MAINTENANCE

After every trip, rinse the windlass and anchor chain with fresh water.
Refer to the manufacture's brochure for windlass maintenance
before and after the season.



DECK MAINTENANCE

Use the less cleaner products if possible and do not reject them in the sea.
Try to wash your boat on shore.
Do not use any solvent or solvent based products. (Refer Section 3)
Regularly brush the deck with a degreasing shampoo and fresh water.

EQUIPMENT :

- Rinse liberally all equipment with fresh water,
- Regularly lubricate all blocks, sheaves, bottle screws, winches, rails and travellers with a water-repellent grease,
- Brighten up stainless-steel components with "Miror" polish as soon as oxidation spots appear on the surface.

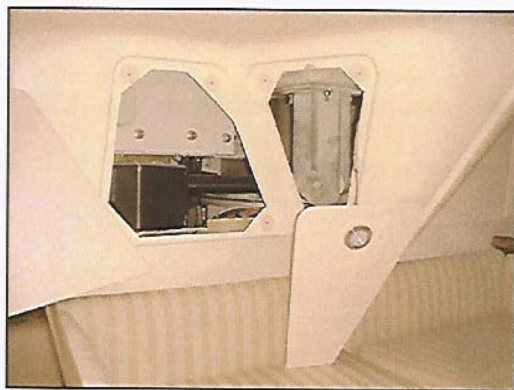
OUTSIDE TEAK WOOD :

- Regularly rinse woodworks with fresh water,
- Dress teak-wood with fine sand paper to restore its colour.

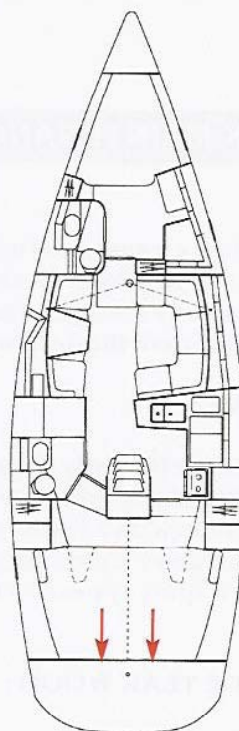
PLEXIGLASS :

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

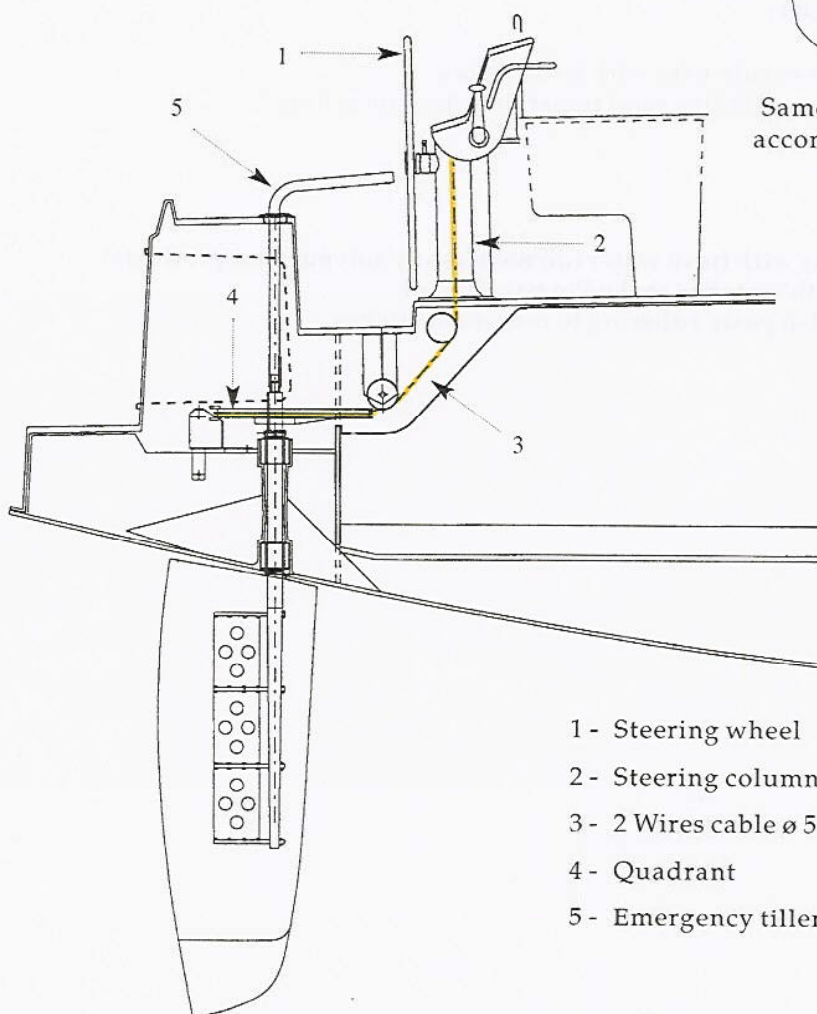
STEERING GEAR



Access to wires via the rear cabins



Same places for other accommodation versions



- 1 - Steering wheel
- 2 - Steering column
- 3 - 2 Wires cable \varnothing 5 mm; Lg= 1,940 m
- 4 - Quadrant
- 5 - Emergency tiller



STEERING GEAR

Check regularly all tightenings.

Lubricate all components.

Use exclusively WD40 compound on nylon, ertalon or the teflon bushes.

Adhere to the manufacturer's instructions for the tiller system.

deck

RIG AND SAILS



STANDING RIGGING

RUNNING RIGGING

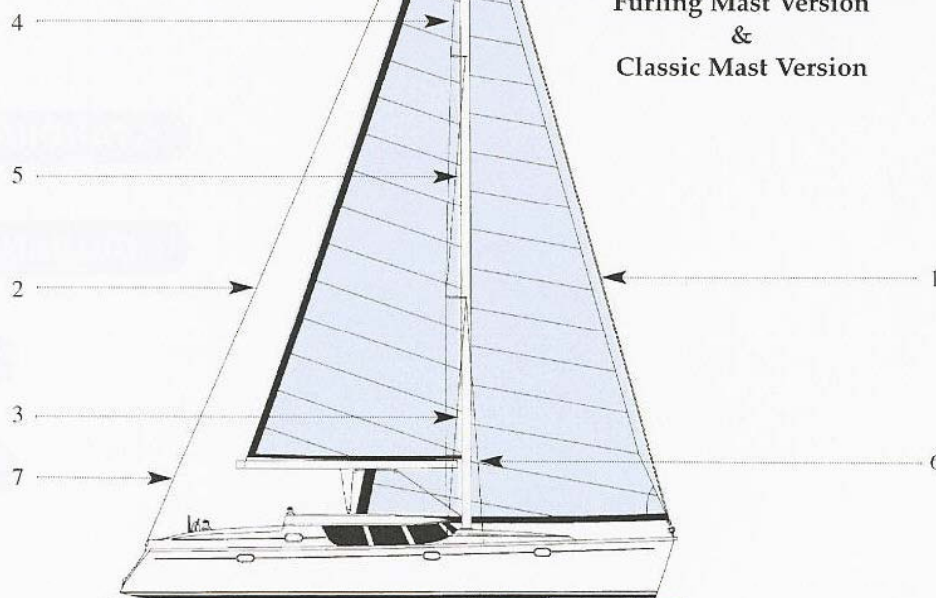
WINCHES

FURLERS

SAILS

STANDING RIGGING

Furling Mast Version
&
Classic Mast Version



1

Qté	Réf.	Désignation	Terminaisons
1		ETAI CA Ø10	EO / EO DEMONT+CAVAL
Longueur hors tout : 26240			
Longueur de contrôle : 16195			

Forestay

2

Qté	Réf.	Désignation	Terminaisons
1		PATAHAS CA Ø08	EO/ EO+LTT
Longueur hors tout : 11300			
Longueur de contrôle : 11250			

Backstay

3

Qté	Réf.	Désignation	Terminaisons
2		BASHAUBAN AR CA Ø10	COQ+EB / RSCA
Longueur hors tout : 5120			
Longueur de contrôle : 4760			

Aft lower
shroud

4

Qté	Réf.	Désignation	Terminaisons
2		GALHAUBAN CA Ø8	COQ+EB / RSCA
Longueur hors tout : 15510			
Longueur de contrôle : 15310			

Uppershroud

5

Qté	Réf.	Désignation	Terminaisons
2		INTER CA Ø7	COQ+EB / RSCA
Longueur hors tout : 10190			
Longueur de contrôle : 9920			

Inter.

6

Qté	Réf.	Désignation	Terminaisons
2		BASHAUBAN AV CA Ø7	COQ+EB / RSCA
Longueur hors tout : 4880			
Longueur de contrôle : 4610			

Fore lower
shroud

7

Qté	Réf.	Désignation	Terminaisons
2		PATTE D OIE CA Ø08	EO / RSCA
Longueur hors tout : 5980			
Longueur de contrôle : 5680			

Bridle



STANDING RIGGING

Proceed as follows to install or remove the mast on your own :

BEFORE MAST INSTALLATION :

- Protect the mast from chafing with the hook and hoist cable,
- Secure the shrouds and ropes to the mast base with a hitch of sufficient length to guide the mast foot during handling,
- Protect the spreaders end pieces,
- Install a 1.50 m rope around the mast with a thimble on each and wrapped with rags. Install the rope below the second tier of spreaders. Connect both thimbles by means of a sufficiently strong shackle to receive the crane hook, ahead of the mast. Raise the assembly until it is taut under the spreaders basis.

DANGER

Before mast installation, be sure to have enough room to move.
Contact or closeness of electric wires may incur electrocution.



DURING MAST INSTALLATION :

- Take all steps necessary to avoid damaging the equipment on mast head,
- Control the handling by means of the backstay and mast base hitch,
- Ensure that the mast base rests fully on its support plate.

AFTER MAST INSTALLATION :

- Check the spreaders for security and position: they must always be above the horizontal,
- Lubricate all bottlescrews (refer to "Hints", chapter 5),
- Make the shrouds fast (refer to chapter 5 for "Settings"),
- Insert the wires in the cable glands, re-feed the cable glands and connect up the electrical cables (refer to chapter 8 "Electricity"),
- Carefully check that the bottlescrews securing pins are locked and protected by adhesive tape,
- Re-install the boom and refit all ropes,
- Carefully check that the mast collar sleeve is waterproof ; Seal the mast groove with silicone.

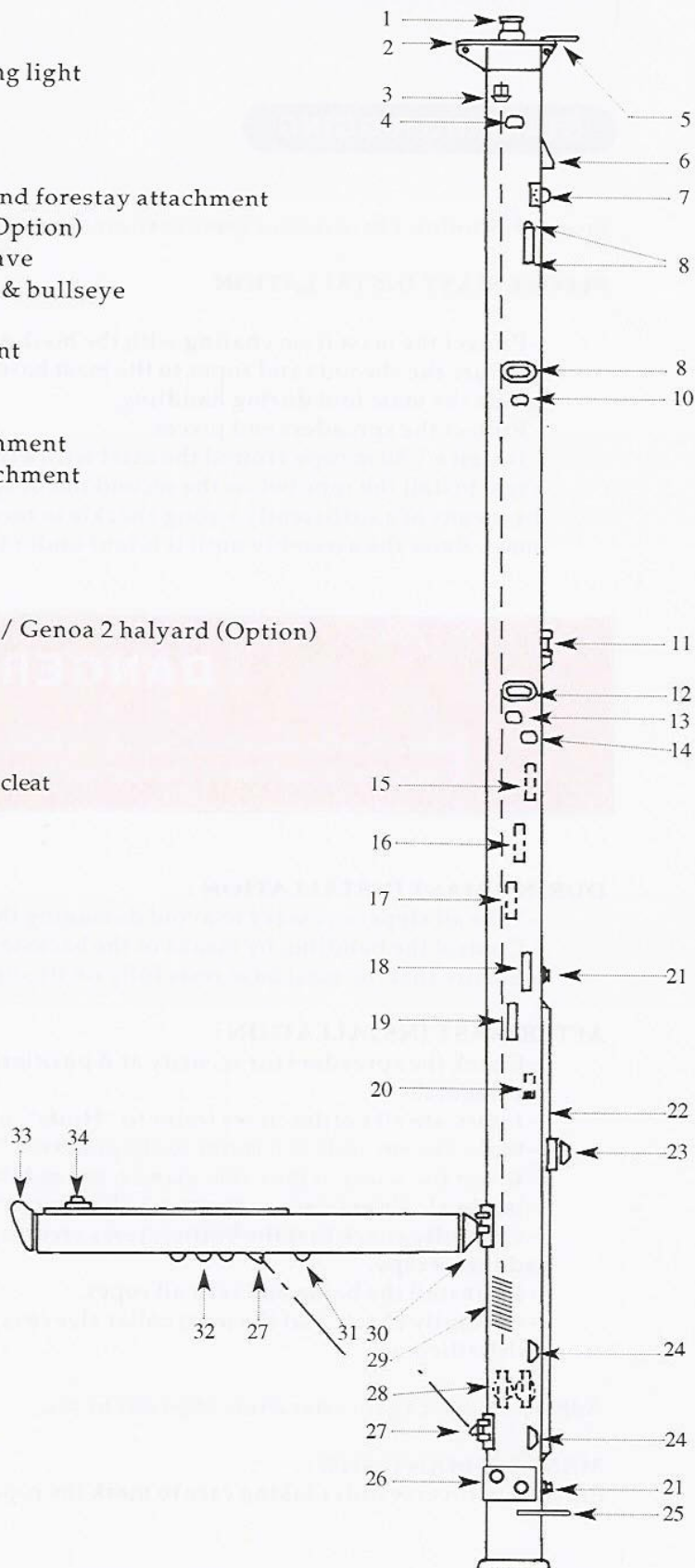
Adjust the mast again after a few trips out to sea.

MAST DISMANTLING :

Proceed in reverse order taking care to mark the rope locations with stickers.

FURLING MAST

- 1- Navigation and mooring light
- 2- Backstay attachment
- 3- St. st. main swivel
- 4- Schroud attachment
- 5- Spinnaker chainplate and forestay attachment
- 6- Babystay attachment (Option)
- 7- Spinnaker pole lift sheave
- 8- Spinnaker halyard exit & bullseye
- 9- Spreader attachment
- 10- Intermediate attachment
- 11- Steaming/deck light
- 12- Spreader attachment
- 13- Aft lower shroud attachment
- 14- Fore lower shroud attachment
- 15- Genoa 1 halyard exit
- 16- Main halyard exit
- 17- Main lift exit
- 18- Spinnaker halyard exit
- 19- Spinnaker pole lift exit / Genoa 2 halyard (Option)
- 20- Genoa halyard jammer
- 21- Spi pole car sheave
- 22- Spi pole track
- 23- Spi pole car
- 24- Pole car adjustment clam cleat
- 25- Halyard ring
- 26- Turning blocks plate
- 27- Kicking fitting
- 28- Halyard cleats
- 29- Main furler storage
- 30- Gooseneck
- 31- Main furler eye
- 32- Main sheet eye
- 33- Boom fitting
- 34- Main clew car





TRIMMING :

An agent has proceed to the first adjustments and cable tension. After few trips you will have to do the final adjustment to obtain a correct rectitude in transversal; it is also important to keep the mast rectilinear in longitudinal when sailing.

Therefore, it needs compensation adjustment along side; a first bending of the mast in longitudinal is required : the middle of the mast bended forward and the head afterward. The bend must be the half of the mast section.

COMPENSATION ADJUSTMENT

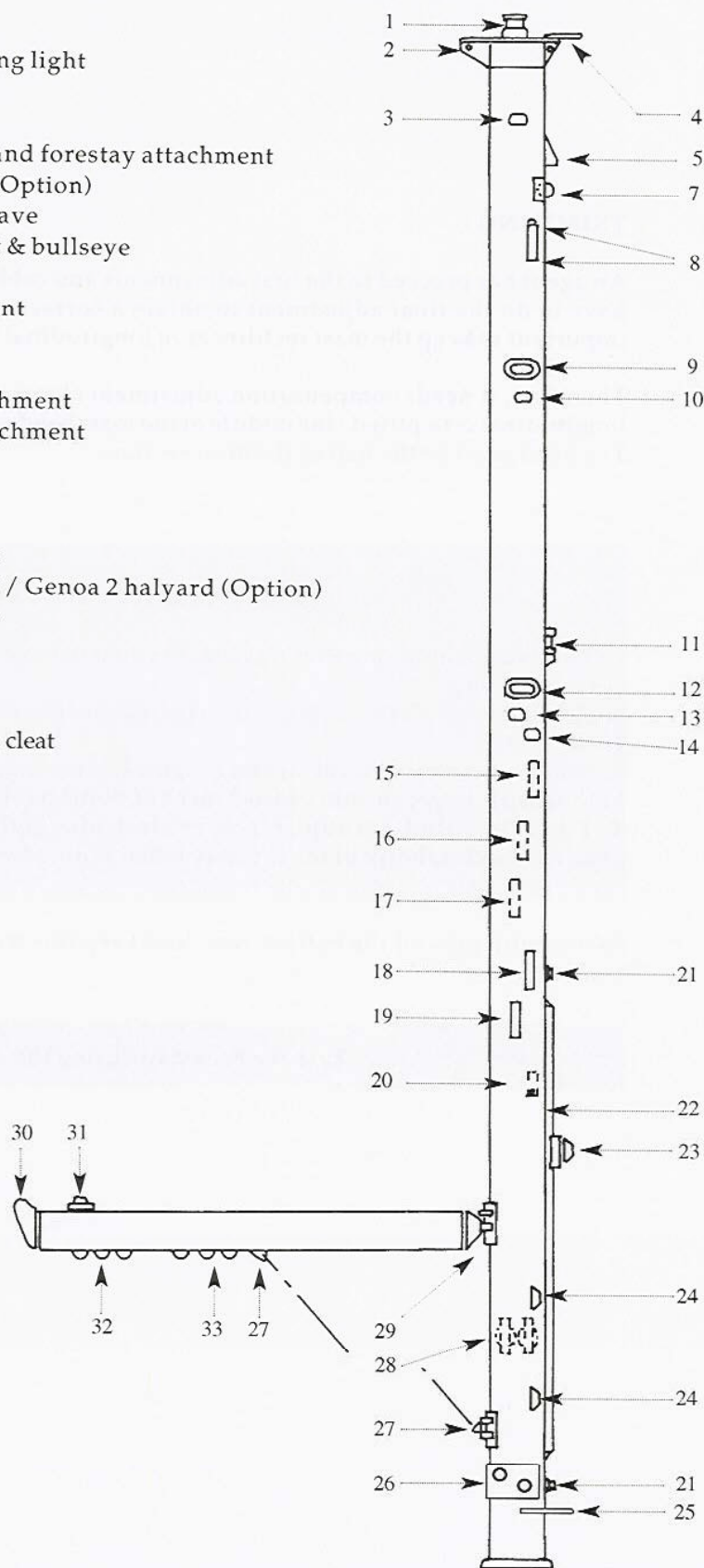
- 1 - This is a pushing spreader rigging, so you will have to stretch the upper shrouds before the backstay.
- 2 - Stretch tightly all the rigging (the rigging must be a little bit loosely when sailing with 15-20 knots).
- 3 - When a perfect transversal and longitudinal rectitude has been obtained, ease t h e both side aft lower shrouds with 2 turns of bottlescrew.
- 4 - Finish longitudinal adjustment by stretching tightlier the backstay bottlescrew to obtain a good stability of the forestay when sailing by 15-20 knots.

Fasten with pins all the bottlescrews and keep this trimming during all the sailing season.

Ease the backstay during the wintering.

STANDARD MAST

- 1- Navigation and mooring light
- 2- Backstay attachment
- 3- Schroud attachment
- 4- Spinnaker chainplate and forestay attachment
- 5- Babystay attachment (Option)
- 7- Spinnaker pole lift sheave
- 8- Spinnaker halyard exit & bullseye
- 9- Spreader attachment
- 10- Intermediate attachment
- 11- Steaming/deck light
- 12- Spreader attachment
- 13- Aft lower shroud attachment
- 14- Fore lower shroud attachment
- 15- Genoa 1 halyard exit 1
- 16- Main halyard exit
- 17- Main lift exit
- 18- Spinnaker halyard exit
- 19- Spinnaker pole lift exit / Genoa 2 halyard (Option)
- 20- Genoa halyard jammer
- 21- Spi pole car sheave
- 22- Spi pole track
- 23- Spi pole car
- 24- Pole car adjustment clam cleat
- 25- Halyard ring
- 26- Turning blocks plate
- 27- Kicking fitting
- 28- Halyard cleats
- 29- Gooseneck
- 30- Boom fitting
- 31- Main clew car
- 32- Reefs eyes
- 33- Main sheet eyes





MAINTENANCE :

Thoroughly check the mast from top to bottom before each trip.

- Check regularly the rigging for tensioning and the lock-nuts or pins for safetying, The first inspection shall be performed after a few days at sea in various weathers,
- Secure, lubricate and check the bottlescrews for tensioning : if the rigging should be loose, the chain plate friction may generate wear,
- Never lubricate bottlescrews with silicon grease : use tallow, graphite grease or other,
- Change all shrouds or stays exhibiting kinks, severed wires or other defects,
- Regularly check the chain plates and stays for condition.

Your Jeanneau agent can take care of all the above maintenance operations.

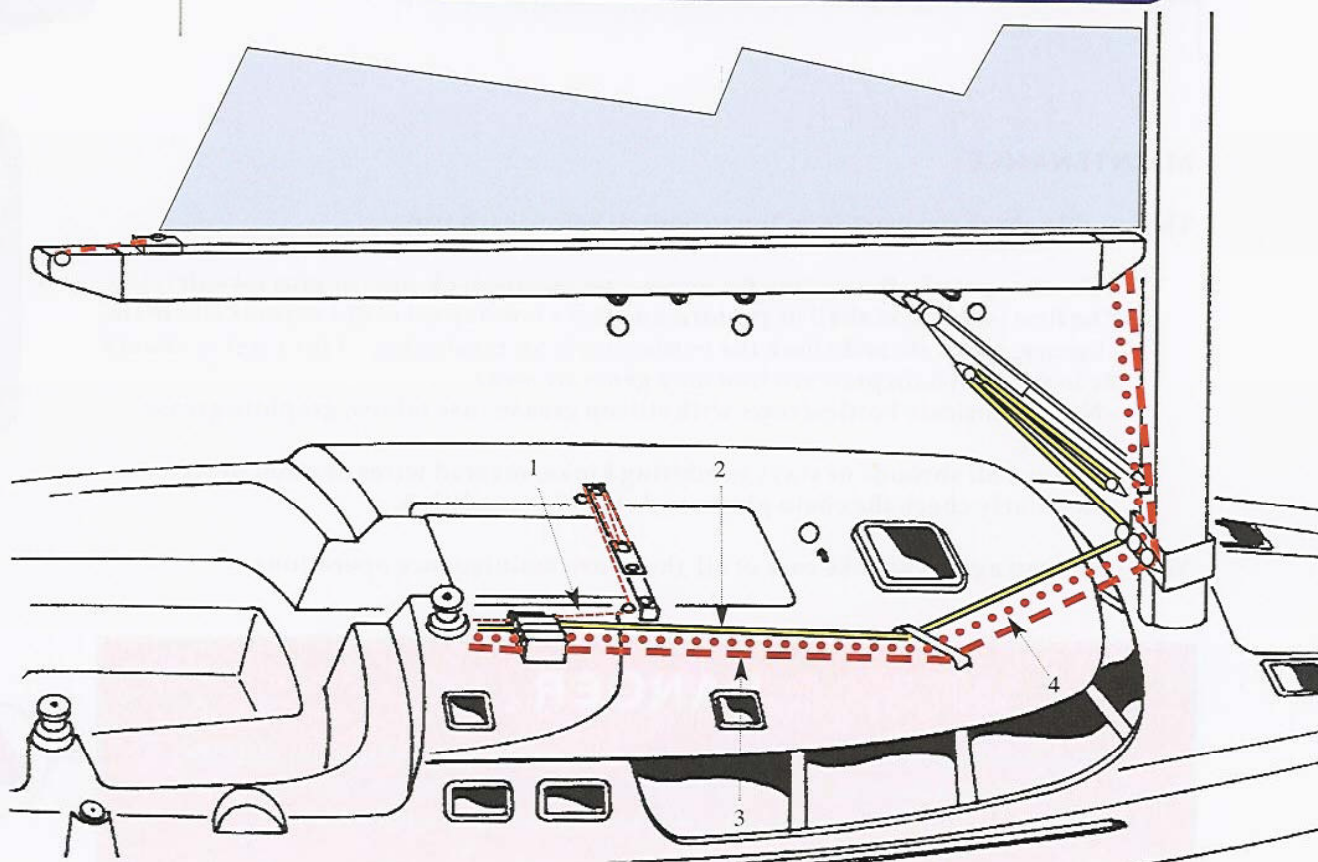
DANGER

When hoisting a mate up to the mast, never use the halyard snap or shackle :
make up a bowline with the halyard direct on the bosun chair ring.
Do not hoist a mate when sailing in heavy weather.

rig and sails



RUNNING RIGGING MAINSAIL- STARBOARD



FURLING MAST STANDARD VERSION

	Rope designation	Nb	Type	Color	Ø(mm)	Length(m)
1	Horse adjustment	2	Braid	White/Red	8	6
2	Vang	1	Braid H	White/Yellow	10	11
3	Main foot band	1	Braid	White/Red	10	12
Braid H : Braid halyard						

CLASSIC MAST VERSION

	Rope designation	Nb	Type	Color	Ø(mm)	Length(m)
4	Reef 2	1	Braid	White/Red	12	17



RUNNING RIGGING

MAINTENANCE :

Lubricate the sheaves with silicon : change distorted or dented sheaves. Inspect the shafts in sheaves on mast head.

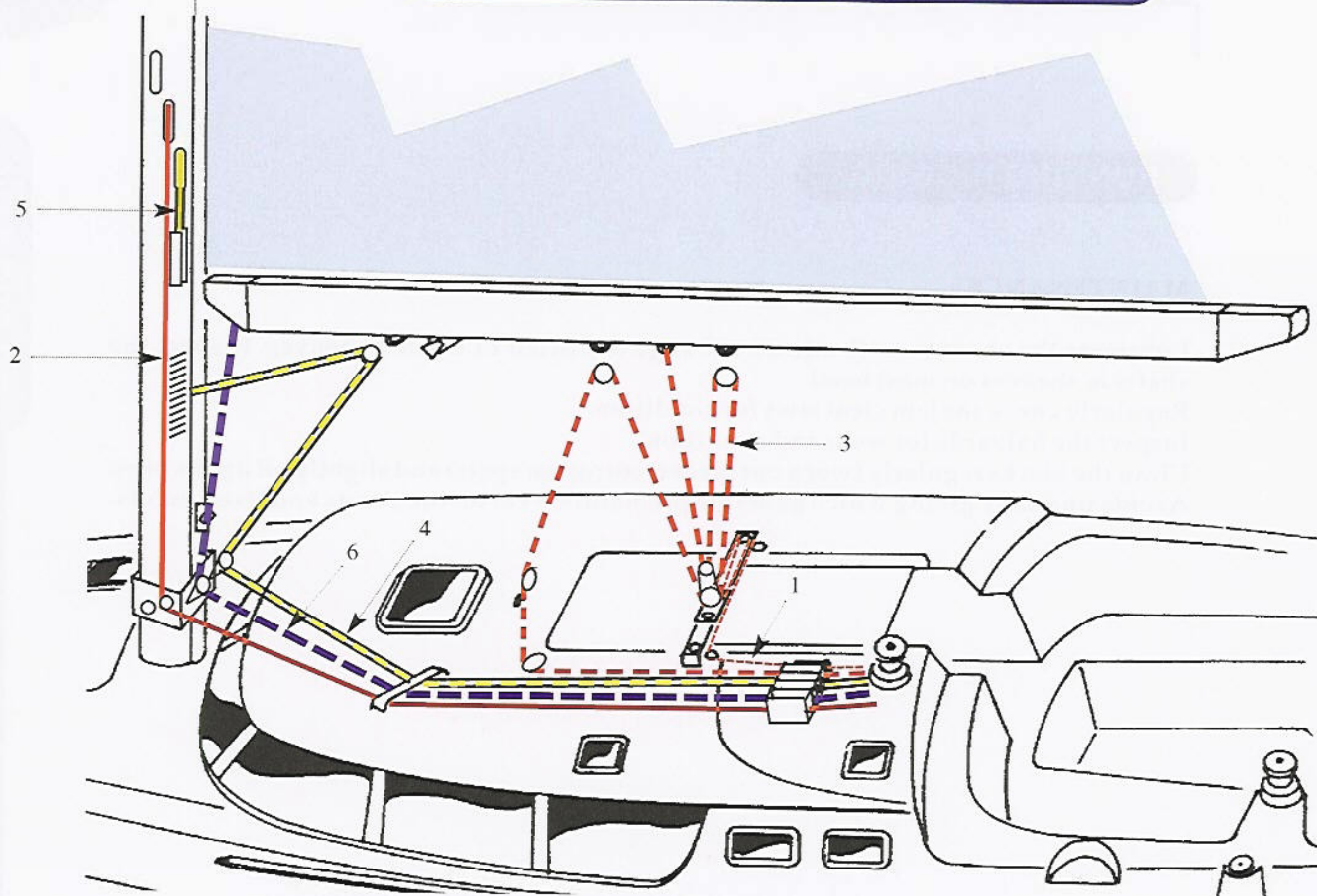
Regularly check the jam cleat jaws for condition.

Inspect the halyards for wear and condition.

Clean the blocks regularly (worn out grease, corrosion spots) and slightly oil up the pins.

Avoids untimely gibling which generate premature wear on the sheets and fixed points.

RUNNING RIGGING MAINSAIL- BACKBOARD



FURLING MAST STANDARD VERSION

	Rope designation	Nb	Type	Color	Ø(mm)	Length(m)
1	Horse adjustment	2	Braid	White/Red	8	6
2	Main halyard	1	Braid H	White/Yellow	12	36
3	Main sheet	1	Braid	White/Red	12	20
4	Main furler	1	Braid	White/Yellow	10	18
5	Main topping lift	1	Braid	White/Yellow	8	32

Braid H : Braid halyard

CLASSIC MAST VERSION

	Rope designation	Nb	Type	Color	Ø(mm)	Length(m)
4	Reef 1	1	Braid	White/Green	12	20
6	Reef 3	1	Braid	White/Blue	12	23



WINCHES

Avoid rope entanglement during winch handling. Don't leave loose ropes on the winches, instead fasten the ropes around cleats. Adjust the winches on receipt of the boat and rinse the winches regularly. Winches shall rotate freely and need being overhauled as soon as seizing becomes obvious.

RECOMMENDATIONS / MAINTENANCE

The winch maintenance shall be performed in full regularly, before, and twice or three times during the sailing season :

Remove, clean and lubricate the drums with a film of white or Teflon grease to reduce friction and control corrosion. This type of grease which is clean, non-toxic and biodegradable should be used preferably.

WARNING

Refer to the manufacturer's instructions to remove and refit the winches : improper refitting may result in accidents, e.g. back kick of the crank handle.

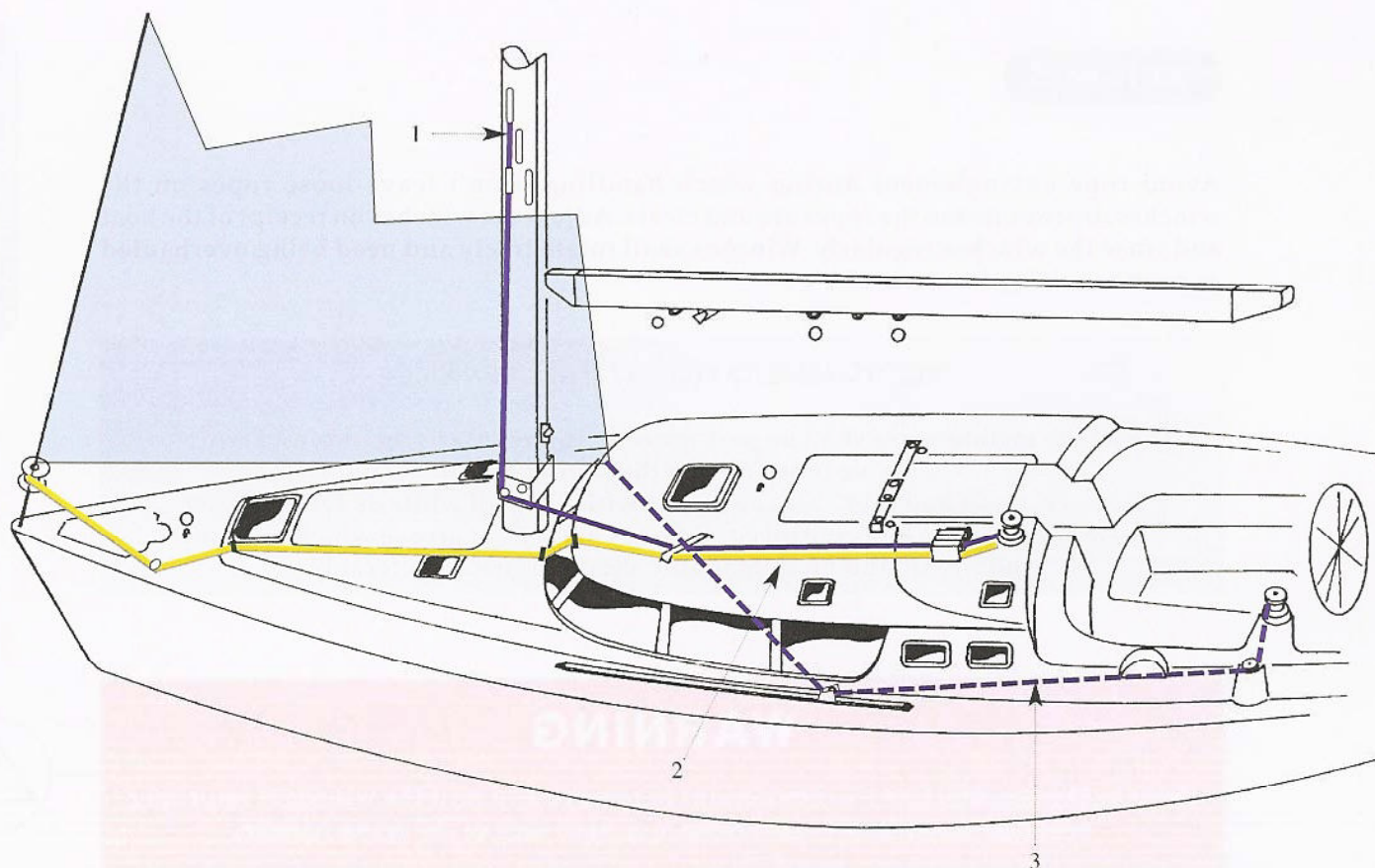


SELF-TAILING WINCHES ADJUSTMENT :

Adjust the winch jaw to the relevant rope diameter to obtain optimum operational efficiency and avoid premature wear.

- To adjust the jaw width, depress and rotate the top ring counter-clockwise until it is fully opened,
- Install the rope inside the jaw, then press on and rotate the jaw clockwise until the rope should catch into the winch,
- In case of rope slippage, add one or more turns or lock up the top ring.

RUNNING RIGGING - GENOA



	Rope designation	Nb	Type	Color	Ø(mm)	Length(m)
1	Genoa halyard	1	Braid H	White/Blue	12	36
2	Genoa furler	1	Braid	White/Yellow	10	23
3	Genoa sheet	2	Braid	White/Blue	14	17
Braid H : Braid halyard						



FURLERS

Before sailing, hoist the genoa in a lull.

- Secure the peak and halyard on the swivel-traveller, and the tack on the drum and sheets,
- Insert the bolt-rope into the feeder. Hoist the halyard taut, but not as strongly as with a sail on a normal stay,
- Pull the stopper from the cockpit to roll up the sail.

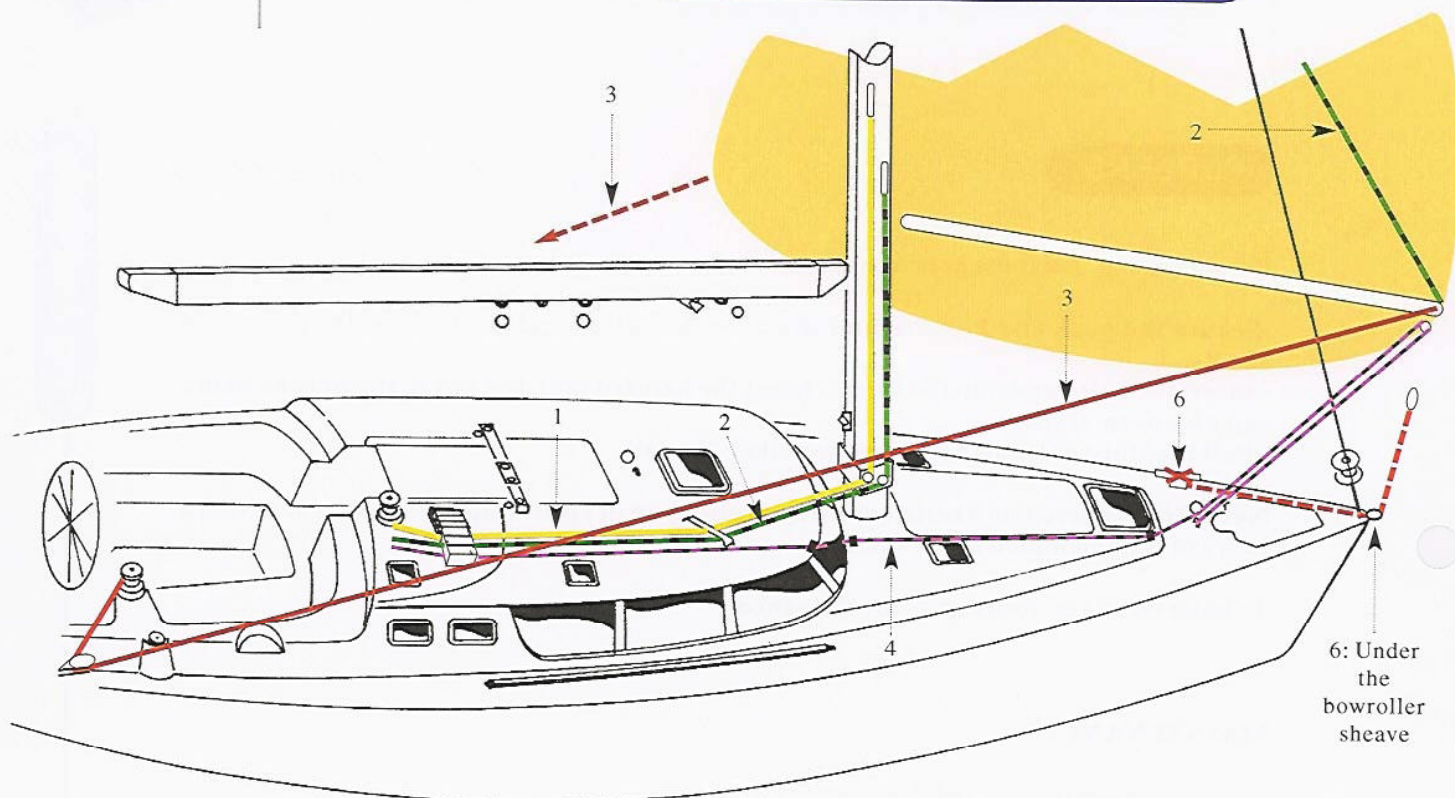
Never try to overcome a resistance when rolling up or spreading the sails : ensure that a halyard is not jammed in the furler.

To hoist the main, proceed as for the genoa.

MAINTENANCE :

- Regularly rinse the drum and swivel,
- Grease the bearings if advised by the manufacturer,
- For extended off-service periods, take down the sails.

RUNNING RIGGING - SPINNAKER



CLASSIC SPI VERSION

	Rope designation	Nb	Type	Color	Ø(mm)	Length(m)
1	Spinnaker halyard	1	Braid H	White/Yellow	12	40
2	Spi pole lift	1	Braid	White/Green/Black	10	39
3	Spinnaker guy & sheet	2	Kevlar	White/Red	12	24
4	Spinnaker pole downhaul	1	Braid	White/Vio/Green	10	18
5	Spinnaker pole car adj.	1	Braid	White/Yellow	8	10
Braid H : Braid halyard						

ASYMMETRICAL SPI VERSION

	Rope designation	Nb	Type	Color	Ø(mm)	Length(m)
1	Spinnaker halyard	1	Braid H	White/Yellow	12	40
2	Spinnaker sheet	2	Kevlar	White/Green	12	24
6	Tack runner	1	Braid H	White/Red	10	6



SAILS

To a large extent, the life of a sail depends on regular maintenance. As soon as the sailing season is over and, preferably, before winter, leave your sails to a sail-maker to obtain efficient maintenance and repairs.

Set the sails properly at sea in order to achieve the optimum adaptation to the forces to be taken and reduce harmful stresses on the fabrics.

Avoid wear and tears by means of chafing pieces on pointed accessories (spreaders, stanchions, etc...).

Between two trips at sea, don't forget to slack off the halyards on sails on furler and main sail foot.

Obtain a sail-maker's kit and instructions to find out how to perform emergency repairs pending assistance by a sail-maker.

CLEANING AND MAINTENANCE :

Rinse the sails with fresh water from time to time and dry as soon as possible (mould fungus is there to stay).

Don't dry the sails in the lee on the mast, since shaking wears away the seams and the sail may be torn off by the rigging.

All stains can be removed with trichloroethylene but rinsing with water is mandatory.



SAILS

SAILS STOWAGE/FOLDING :

Avoid storing wet sails to obviate fungus.

Fold the sail parallel with the foot, than roll it up to the bag dimensions.

PROTECTION :

UV rays are harmful to polyester and nylon. Where the sails remain on the mast, even for 24 hours, they must be protected by a cover or special fabric on rolled-up leeches and feet.

Our agents' network will offer accessories which have been selected by the shipyard and consistent with your requirements.

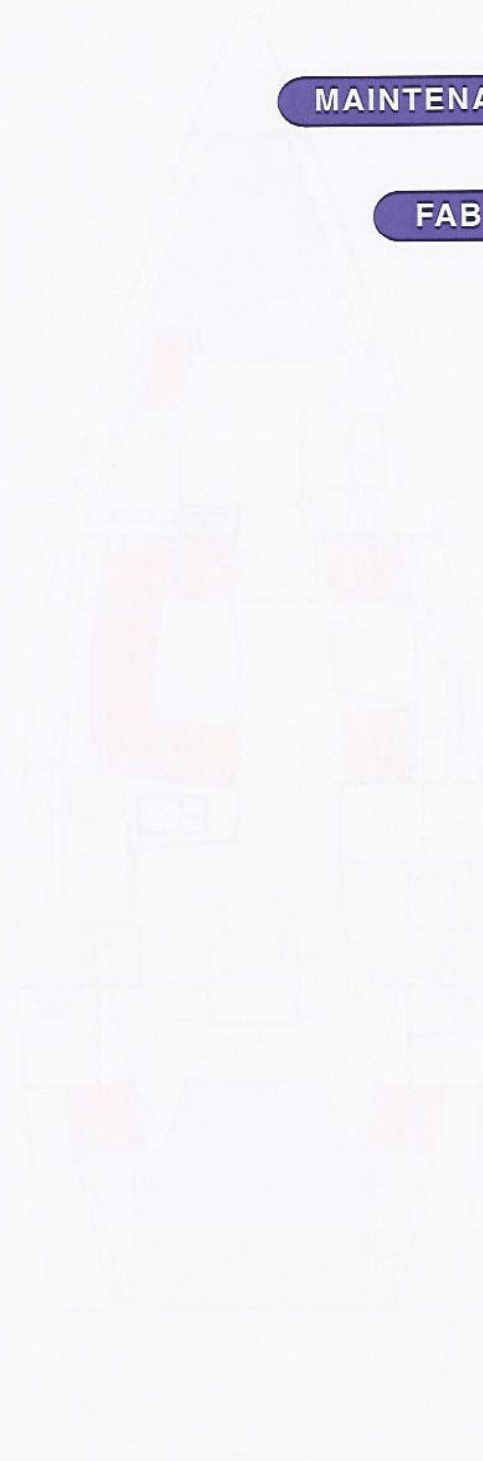
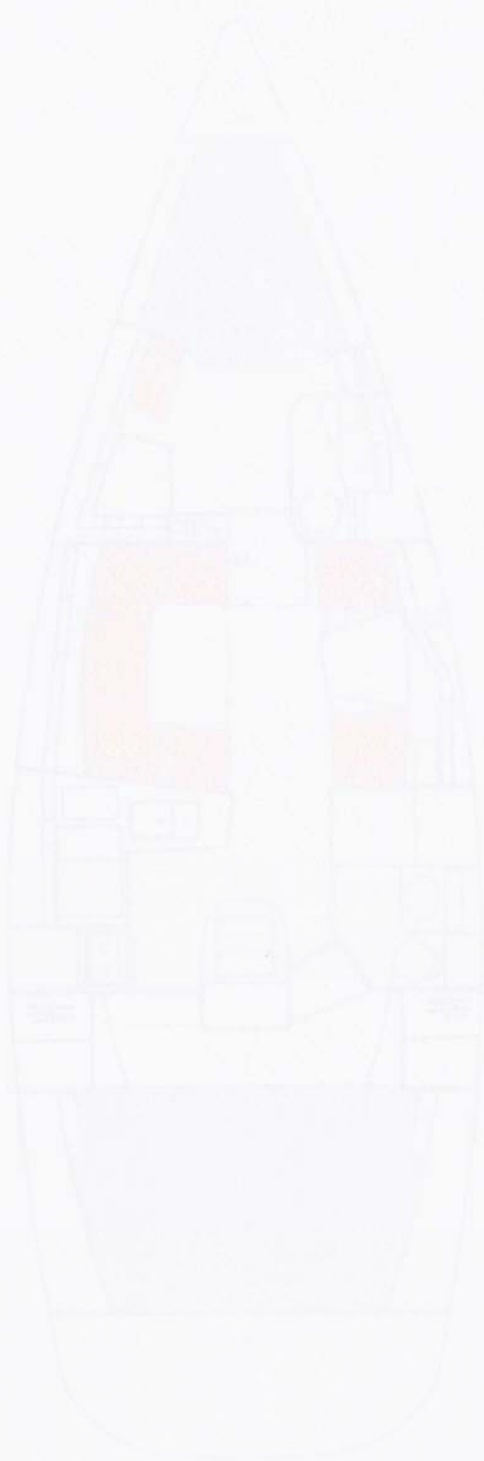
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ACCOMMODATIONS

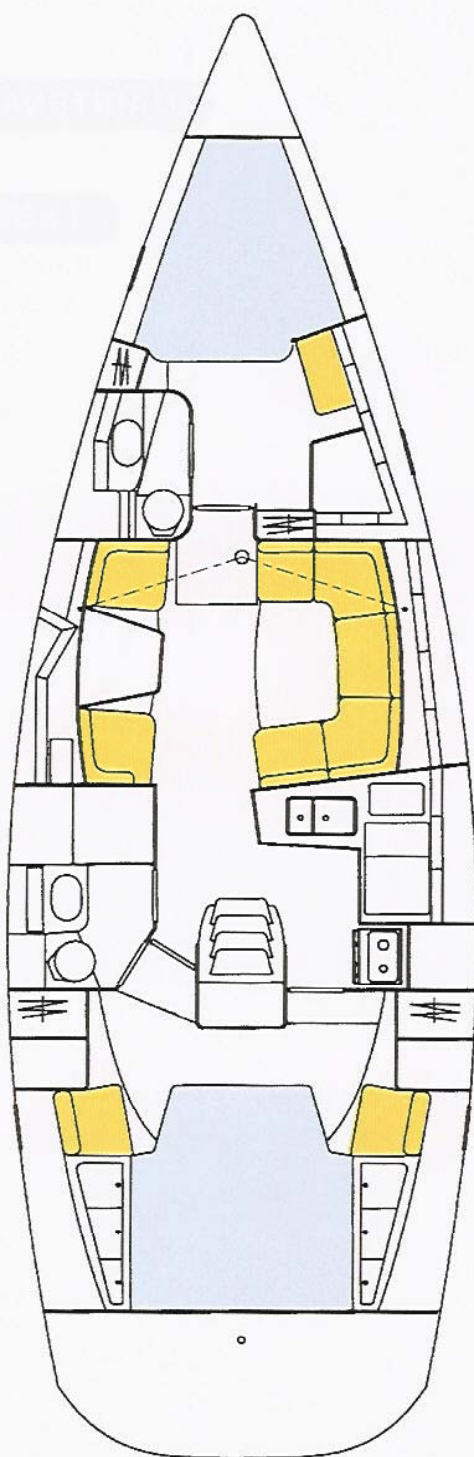


MAINTENANCE

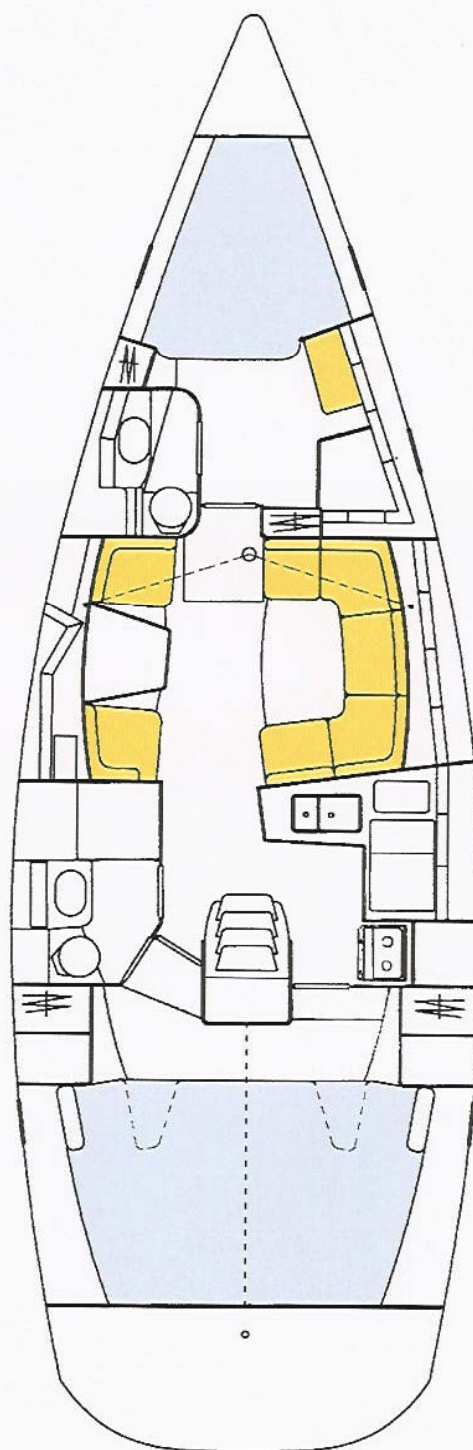
FABRICS



2 CABINS VERSION



3 CABINS VERSION



AFT CABIN CONVERTIBLE

Refer to procedure page 35-recto



MAINTENANCE

INSIDE :

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

INSIDE VARNISH :

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

RECOMMENDATIONS

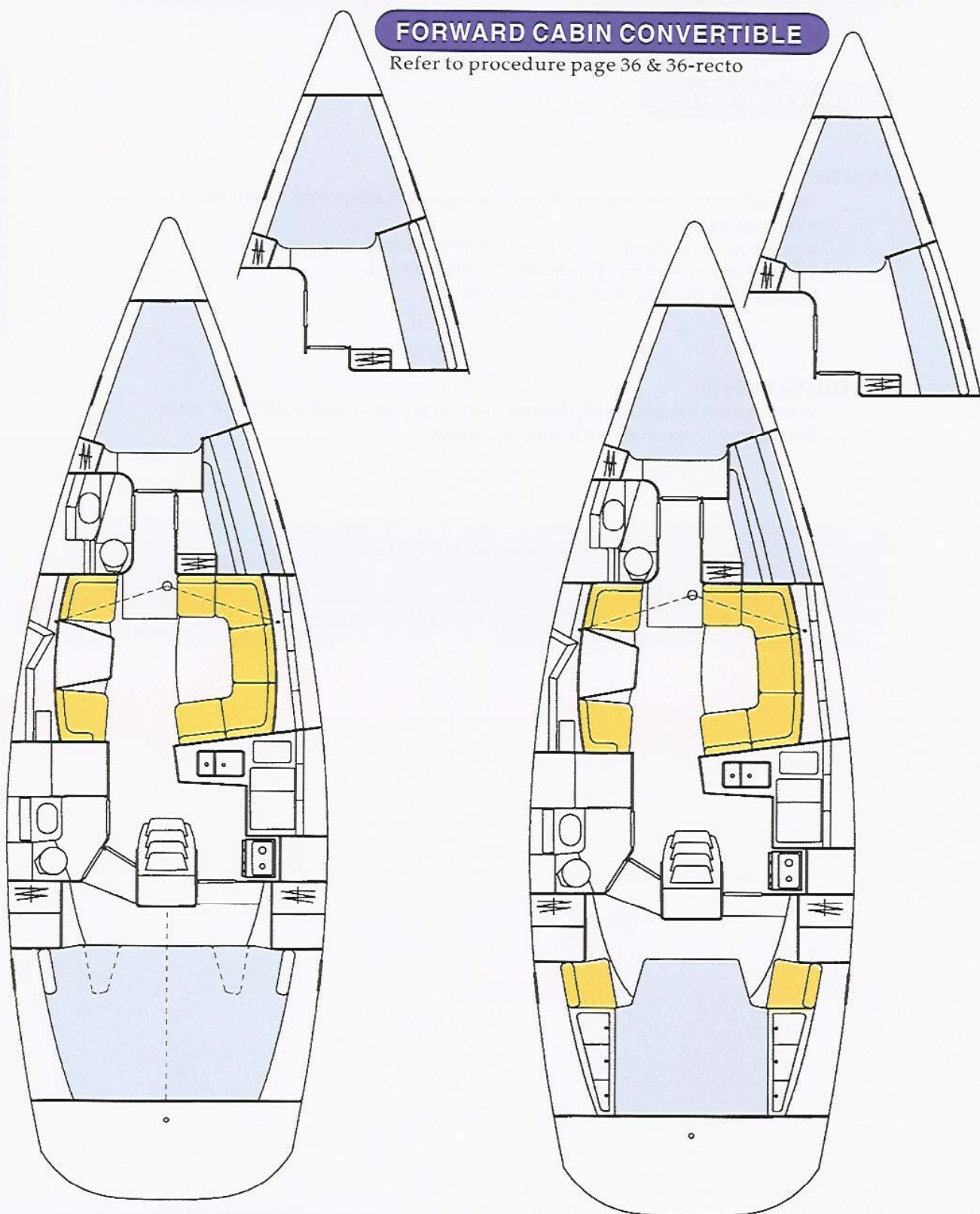
Use the less cleaner products as possible and do not thrown them out in the sea.
Clean preferably your boat on shore.

4 CABINS VERSION

3 CABINS VERSION

FORWARD CABIN CONVERTIBLE

Refer to procedure page 36 & 36-recto



AFT CABIN CONVERTIBLE

Refer to procedure page 35-recto



FABRICS

RECOMMENDATIONS

Mark up each cover and foam cushion on dismantling.

- Stains :

Remove as much of the stains as possible with a knife blade moving from the edge towards the center.

Dab with clean rags.

Remove the stains using clean rag and a solvent (never pour solvent directly over the stains).

Rub with a clean and dry rag, than brush the fabrics against the pattern.

Clean with a vaccuum cleaner when dry.

- Coated or PVC fabrics :

Use a sponge and soapy water (Olive oil soap type).

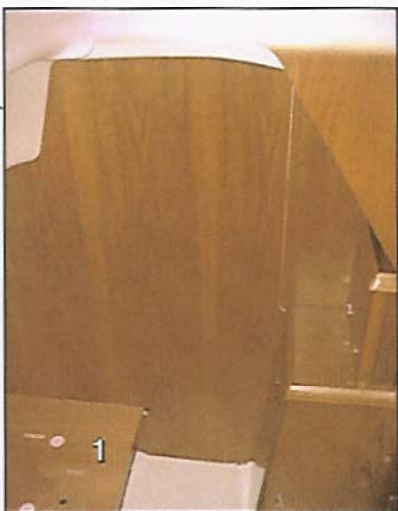
Dab away stains, without rubbing, with a white spirit soaked cloth.

PRECAUTION

Solvents or solvent based products (pure alcohol, acetone, trichloroethylene) are stricly prohibited.

AFT CABIN CONVERSION

Version:
2 aft cabins



1 - Remove the mattresses.



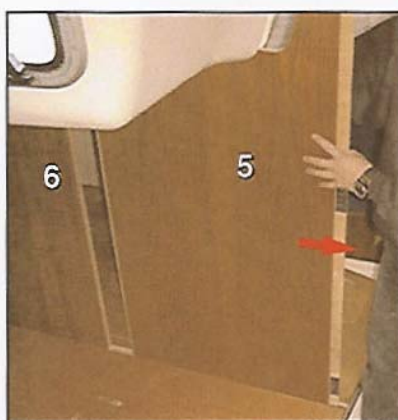
2 - Remove the starboard engine trap door.



3 - Dislodge the central bulkhead (fixed with «velcro») pulling the handle.



4 - Dislodge the bulkhead section above engine.



5 et 6 - Dislodge the bulkhead sections above the berth.



7 - Put the various bulkhead sections away in the central berth locker.

8 - Put back the mattresses in place.



FABRICS-

- 100% polyester Jackard/Dralon :

If you can't remove the cloth : clean with a vacuum cleaner, wash with synthetic foam adhering to the manufacturer's instructions.

If you can remove the fabric: hand wash with a commercial lye at 30°C.

In both cases, dry cleaning is possible. Remove stains as soon as possible with moist rags.

- Cotton Jackard :

Dry cleaning.

Do not iron.

Do not use chlorine.

Remove stains with fractionated petrol.

- Alcantara :

Wash in lukewarm water with neutral soap.

Allow to dry.

Dry clean with perchlorethylene.

- Leather :

Use special leather paste for routine maintenance.

Never use any detergent nor silicone-based products.

Clean with a sponge and soapy water.

Remove all ball pen stains with methylated spirits and grease stains with «terre de Sommière» application.

RECOMMENDATIONS / MAINTENANCE :

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

The relevant data sheets are available at our agents who can obtain the information from our company.

FORE CABIN CONVERSION

Version : 2 fore cabins



1 - Take the central cabin door off its hinges.



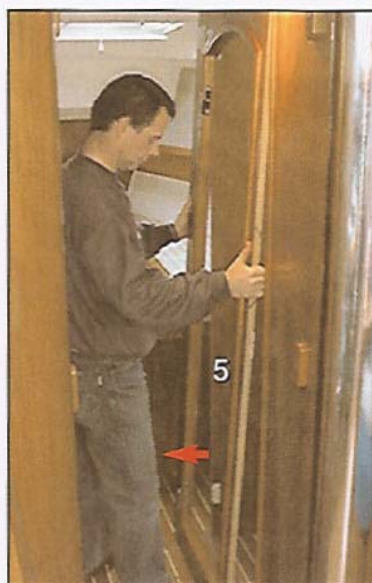
2 - With a Phillips screwdriver, remove the 17 wood covers and mark them because they haven't the same size.



3 - With a screwdriver, unlock all the metallic brooches.



4 - Push with the foot the cabin door bulkhead to dislodge it. Put it aside.



5 - Dislodge the lateral cabin door frame. Put it aside.



6 - Dislodge the fore lateral bulkhead. Put it aside.