DUFOUR YACHTS

LA ROCHELLE

OWNER'S MANUAL

DUFOUR | 36

Performance

IN ACCORDANCE WITH EUROPEAN DIRECTIVE 94/25/CE
AS AMENDED BY EUROPEAN DIRECTIVE 2003/44/CE

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Your agent

Name

is **DUFOUR YACHTS'** representative and will give you all the help you need to solve any difficulties you might have during launching and masting of your boat, as well as for commissioning and maintenance technical checks. If necessary, he will help you with the administrative process of registering your boat.

As soon as you become the owner, familiarize yourself with the manual supplied with your boat, sign and date the receipt acknowledgements below, and give (or send) the last one to your agent.

Acknowledgement of receipt of the Owner's Manual. Owner's copy to be kept in your Manual

I, the undersigned:
Name
Address

owner of **DUFOUR 36 Performance** no.

confirm that I have received the Owner's Manual for my **DUFOUR 36 Performance** and accept its being written in English.

Dated:

Signature:

Detach along dotted line

……

Owner's Manual receipt acknowledgement to be returned to DUFOUR YACHTS
1, Rue Blaise Pascal- 17187 PERIGNY CEDEX- FRANCE

I, the undersigned:
Name
Address

owner of **DUFOUR 36 Performance** no.

confirm that I have received the Owner's Manual for my **DUFOUR 36 Performance** and accept its being written in English.

Dated:

Signature:

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INTRODUCTION

DUFOUR YACHTS is pleased to present you with this Manual which will help you get to know your boat better.

This Manual has been produced to help you use your boat safely and enjoyably. It contains details of the boat, the equipment supplied or fitted, its systems and information about their use. Read it carefully and familiarize yourself with the boat before using it. This Owner's Manual is not a course in sailing safety or seamanship. If this is your first boat, or you are changing to a type of boat you are unfamiliar with, for your convenience and safety, make sure you gain experience handling and using it before taking command. Your agent, your national sailing or cruising federation or your yacht club will be happy to give you information about sailing schools or qualified instructors in your area. Ensure that forecast wind and sea conditions correspond to the design category of your boat, and that you and your crew are capable of handling the boat in these conditions. Even when your boat is suitable for them, the sea and wind conditions corresponding to design categories A, B, and C vary from severe storm for category A to severe conditions for the top end of category C, subject to dangers of abnormal gusts or waves; these are dangerous conditions in which only an experienced, trained crew in good condition, sailing a properly-maintained boat, can sail in a satisfactory manner. This Owner's Manual is not a detailed maintenance or repair guide. In the event of problems, consult the boatbuilder or their representative. If a maintenance manual is provided, be sure to use it. Always employ the services of an experienced professional for maintenance, fitting accessories, or modifications. Modifications that could affect the characteristics of the

boat must be assessed, performed and documented by qualified personnel. The boatbuilder cannot be held responsible for modifications made without their approval. In certain countries, a skipper's license or some form of authorization is required, or special rules and regulations are applicable. Always maintain your boat correctly and make allowance for deterioration due to age or resulting, where applicable, from heavy or unsuitable use. Any boat, however sturdy it is, can be severely damaged if it is used incorrectly. This is incompatible with safe sailing. Always suit your speed and heading to the prevailing sea conditions. If your boat is equipped with a life-raft, read its instruction manual carefully. The crew must have on board all the safety equipment (life-jackets, harnesses, etc.) corresponding to the type of boat, weather conditions, etc. In some countries, this equipment is mandatory. The crew must be familiarized with the use of all the safety equipment and with emergency safety procedures (man overboard recovery, towing, etc.); training sessions are regularly organized by sailing schools and clubs. It is recommended that all persons wear appropriate buoyancy aids (life-jackets, personal flotation devices) when on deck. It should be noted that in certain countries, it is compulsory to wear a buoyancy aid (complying with national regulations) at all times.

KEEP THIS MANUAL IN A SAFE PLACE AND PASS IT ON TO THE NEW OWNER IF YOU SELL THE BOAT.

***WARNING*: Our boats are regularly improved in the light of our customers' experiences and researched by the shipyard, and so the specifications given in this Owner's Manual are not contractually binding and may be changed without notice and without any obligation to update.**
This manual is intended to cover as much information as possible, so certain equipment or paragraphs might not apply to your boat. In case of doubt, please refer to the inventory which should have been given to you by your agent when you placed your order.

I. GENERAL INFORMATION

Design category

Your **DUFOUR 36 Performance** comes under the **OCEAN-GOING** design category A.

In normal conditions of use, your boat is designed for sailing with effective wave heights up to 7 m and winds of Beaufort Force 10 or less, and to withstand the severest conditions.

This sailing capability is equally dependent on the skills of the crew, their physical capacities, the maintenance of the boat and its equipment.

So always take care before putting to sea.

DUFOUR YACHTS is not able to guarantee perfect functioning of the boat in exceptional sea conditions (violent storms, hurricanes, cyclones, waterspouts, etc.)

SUMMARY OF DESIGN CATEGORIES

Design category	Type of sailing	Wind strength (Beaufort)	Wind speed	Effective height of wave to be taken into account
A	Ocean-going	Up to 10	Up to 28 m/s	Up to 7 m
B	Open sea	Up to 8	Up to 21 m/s	Up to and including 4 m
C	Inshore	Up to 6	Up to 17 m/s	Up to and including 2 m
D	Sheltered waters	Up to 4	Up to 13 m/s	Up to and including 0.3 m

Check weather information before putting to sea: **Take to the sea, don't take risks!**

In port: every day, the Harbor Master's Office posts weather bulletins and forecasts over the next few days.

Météo France on 0836 68 08 08

Navifax - direct on 0836 70 18 52

VHF: CROSS transmit several bulletins per day, preceded by an announcement on Channel 16.

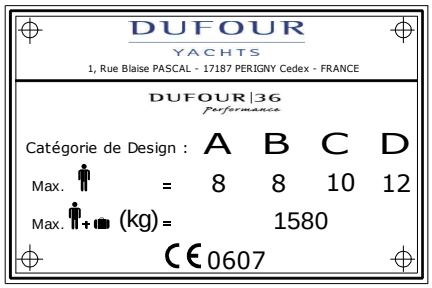
Certification

DUFOUR YACHTS has chosen the Institut pour la Certification et la Normalisation dans le Nautisme as the notified body for verifying that your boat complies with European directive CE 94/25, in accordance with module B.

Identification

The hull identification number is located on starboard side of transom. It contains a series of letters and numbers that begin with FR-DUF...

Builder's plate



Part of this information is given on the builder's plate attached to the boat. A full explanation of this information is given below.

;Design category = **A** : Ocean-going (see 1.1)

Maximum number of people:

Category A = **8**
Category B = **8**
Category C = **10**
Category D = **12**

: Recommended by the builder for navigation in sea conditions for category for which it was built.

WARNING
Do not exceed the maximum recommended number of people. However many people there are aboard, the total weight of the people and equipment must never exceed the maximum recommended loading.

Recommended max. load:

Category A = **1580 kg**
Category B = **1580 kg**
Category C = **1580 kg**
Category D = **1580 kg**

: recommended by the manufacturer including the weight of all persons aboard, provisions and personal belongings, and all equipment not included in the boat's light displacement, excluding the contents of the tanks.

WARNING
When loading the boat, never exceed the recommended maximum load. Always load the boat carefully and distribute the weight in a suitable manner in order to maintain the theoretical trim (approximately horizontal). Avoid placing heavy loads high up.

CE 0607

: the CE mark indicates that the boat complies with all the requirements of the Directive. The sequence of digits is the code for the Certifying Body. In this case, it is ICNN (Institut pour la Certification de la Normalisation dans le Nautisme), (see also: Safety Compliance Declaration).

Degrees of danger

DANGER	**Indicates an extreme intrinsic risk that presents a high probability of death or permanent injury if proper precautions are not taken.**
WARNING	**Indicates a risk that presents a high probability of death or permanent injury if proper precautions are not taken.**
NOTE	**Indicates a reminder about safety-related practices, or points out dangerous practices that could result in personal injury or damage to the boat or its components, or to the environment.**

II. PRINCIPAL SPECIFICATIONS

	Model:	**DUFOUR 45 performance**
	Designer:	Umberto Felci
	Design category	A
	Notified body no.	CE/0607
L_{max}	Overall length:	10.99 m
L_H	Hull length:	10.99 m
	LWL:	10.21 m
B_{max}	Maximum beam:	3.61 m
B_H	Hull beam:	3.61 m
T	Draught (deep keel):	2.20 m
H_A	Mast height clearance (excl. aerials -	17.20 m
	Ballast weight (deep keel):	1,900 kg
m_{LCC}	Light displacement (deep keel):	6,125 kg
	Displacement at maximum loading (deep keel):	8,025 kg
	Standard mainsail area (approximate)	40.6 m²
	Roller-furl genoa area (approximate)	31.5 m²
	Water capacity excluding water-heater (approximate)	200 L
	Diesel capacity (approximate)	90 L
	Holding tank (option)	50 L
	Engine battery	75 Ah
	Auxiliary battery (standard version)	75 Ah
	Primary means of propulsion	Sail
	Maximum permissible engine power	29.1 kW
	Total weight of liquids (all tanks full)	326 L

***Nota bene*: due to the trim and loading of the boat, is it not usually possible to use the whole of the various tank capacities for fresh water and diesel. You are recommended to maintain a diesel reserve of 20%.**

This boat has been assessed with the help of the Stability Index (STIX), a measure of overall safety with regard to stability, which takes into account the effects of the length of the boat, its displacement, the proportions of the hull, the stability characteristics (maximum recommended load, all fluids at maximum tank capacity, light condition, and standard equipment fitted; see builder's plate and tables above) and the resistance to flooding. The maximum total load is the sum of the maximum recommended load and the total mass of the various liquids (see ISO 12217-2: 2002).
The second index (AVS, angle of vanishing stability) represents the heel angle at which stability is lost, in degrees.

	Minimum condition (M_{mo})	**Laden condition (M_{ldc})**
STIX	38.6	34
AVS	130.1°	121.7°

III. ELECTRICAL SYSTEMS

Safety and operating instructions for the electrical system (ISO 10133)

WARNING
Improper use of the DC and/or AC systems may give rise to fire or explosion hazards.
Improper use of the AC systems may give rise to electric shock hazards.

Always:
● Check the condition of the batteries (charge and electrolyte level) and the charging system before putting to sea.
● Disconnect and remove batteries for wintering.
● Do not let battery voltage drop below 10.5 V during wintering.
● Carry spare lamps for all navigation lights and interior lighting. Respect power ratings, particularly for navigation lights.
● Check operation of the navigational instruments.
● Check operation of navigation lights before night sailings

You must never:
● Work on an electrical installation that is live.
● Make any modification to an installation and the relevant diagrams, unless it is carried out by an electrician qualified in marine electrics.
● Change or modify the breaking capacity of overload protection devices.
● Replace electrical apparatus or equipment with units exceeding the rated capacity without uprating wiring and protection.
● Leave the boat unattended when the electrical installation is powered, with the exception when applicable of the automatic bilge pump and the fire or theft protection circuits.

If a fuse or circuit-breaker blows continually, you should consult a specialist to determine the cause of the short-circuit.

Installing new equipment

Since 1 January 1996, electrical equipment is subject to the European “electromagnetic compatibility” directive (Ref 89/336/CEE). It is therefore necessary for any new equipment that you may wish to install to meet the requirements of this standard and bear the CE mark. Equipment must also be supplied with a compliance certificate and instructions for use.

In the case of 220 or 110 V installations, use only double-insulated or earthed equipment. When such equipment is being installed, respect the fitting instructions (conductor size, protection).

To avoid maintenance problems, make sure that any modifications that may be made to the electrical circuit are recorded in writing in the manual.

Batteries

The battery capacity has been designed to meet the power requirements of the on-board accessories. To avoid any problems, it is necessary to keep a close eye on the maintenance and correct charging of the batteries.

ATTENTION!
● When installing new electrical appliances, take care that the overall consumption of these appliances remains within the capacity of your batteries.
● Always disconnect the –ve battery terminal before the +ve terminal.
● Never allow a conductive object (tools, etc.) to bridge across the two battery terminals.
● When handling batteries, keep them horizontal to avoid spillage of electrolyte. Wear gloves and protective clothing that will prevent any risk of contact with electrolyte in the event of a leak.
● In the event of electrolyte splashes, rinse the affected part of the body copiously and consult a doctor.

Electric windlass

ATTENTION!
It is essential to run the engine with the throttle slightly open when using the electric windlass.

220 / 110 volt installation (ISO 13297: 2000)

DANGER!
The on-board 220 V installation is protected by a circuit breaker and fitted with a residual current device. The wiring of additional 220 V on-board accessories must be carried out by professionals, and the master circuit-breaker uprated if necessary.

- Disconnect the boat's power supply when system is not in use.

- Connect the metal cases or housings of installed electrical equipment to the ship's protective conductor (green or green / yellow wire).

- Use double-insulated or earthed electrical appliances.

ATTENTION!
when the boat is moored at the quayside, set the isolator to the 'off' position.

DANGER!
Your boat is not supplied with a shore/boat supply cable or a male plug for the shore outlet. The cable must be suitable for outdoor use. Its cross-sectional area must be adjusted according to its length and the rating of the main circuit-breaker (see electrical diagram). The plug must be suitable for the socket on the shore (if necessary, seek the advice of a professional). It should be as close as possible to the **IP 67 / IEC529** type

● Switch off the shore supply at the on-board mains switch before connecting or disconnecting the shore/boat supply cable.
● Connect the shore/boat supply cable at the boat end before connecting it to the shore outlet
● Disconnect the shore/boat supply cable at the shore outlet before dis-connect-ing it at the boat end
● Close the shore outlet cover properly

You must never:
● Do not make modifications to the shore supply cable; use only compatible connectors.
● Go swimming close to a boat connected to a shore supply socket: danger of electrocution!

Have the system checked every 2 years.
During haul-out maintenance, set to the 'on' position in order to have **earth [grounding] protection** via the shore socket.

WARNING
Never let the end of a ship/shore supply cable dangle into the water. It may create an electrical field that could injure or kill nearby swimmers.

IV. GAS INSTALLATION

Operating advice

- Read carefully all instructions for cooker and regulator before use or maintenance.

- Ensure that the gas cylinder and regulator are in accordance with the requirements of the cooker (flow rate, pressure, type of gas) and with the regulations in force in the country where it is being used.

- Make sure the appliance gas taps are closed before opening the valve on the cylinder.

WARNING
● Fuel-burning naked-flame appliances use up the oxygen in the cabin and release combustion products inside the vessel. Proper ventilation is necessary: open the designated vents while these appliances are being used.
● Never block the ventilation openings and check that appliances with flues are working properly.
● Do not use the stove as a heating device.

- Do not obstruct quick access to the elements of the gas installation (cylinder locker, shut-off valve).

- The gas cylinder must always be stowed in the sealed, ventilated space provided. The same applies to spare or empty cylinders. Keep protective devices, hoods and stoppers in place. No other equipment must be stowed in this space.

- Never leave the boat unattended when gas appliances are on.

- Close all valves in the circuit when the boat is left empty (shut-off valve, regulator valve), even if the cylinder is believed to be empty. In the latter case, detach the valves.

- After the boat has been shut up, never smoke when going below, and ensure that there is no smell of gas.

- If you smell gas, close the circuit valves and the cooker taps, ventilate the boat, and find the leak before using the installation again.

WARNING
In the event of an emergency, the circuit valves must be closed immediately.

ATTENTION!
Certain precautions must be taken to avoid any contact with naked flames or other hot areas.
Do not use the stove when there is a likelihood of large roll angles or a constant list (where the stove is not mounted on gimbals).

Checking the system(ISO 10239: 2000)

Test the LPG system for leaks before use.
Check that all connections are gas-tight as follows:

- close all valves on appliances
- open the valve on the cylinder
- wait for the pressure to stabilize
- close the valve on the cylinder
- watch the pressure level for 3 minutes; if it goes down, there is a leak – do not use the appliances
- check that all connections are gas-tight using a leak detector or by applying soapy water (cylinder valve open, others closed) or other foaming solution meeting the EN14291 standard
- have any leaks repaired before putting the system back into service; all repairs and modifications to the system must be carried out by a qualified professional.

ATTENTION!
Do not use solutions containing ammonia.

DANGER!
Never use a flame to look for leaks.

Flexible hoses must be:

- Checked regularly, at least once a year,
- Replaced if the expiry date marked on the hose is passed,
- Replaced five years after the date of manufacture that may be marked on them,
- Replaced in the event of damage.

Changing the gas cylinder

DANGER!
- Close the cooker valves and supply shut-off valve before changing the cylinder.
- Do not smoke nor use a naked light during replacement of the gas cylinder.
- Ventilate the gas cylinder compartment well when loading the cylinder.

WARNING
In the case of an LPG installation:
- never leave the boat unattended when liquid gas appliances with open flame are operating.
- refrain from smoking or using a naked flame while LPG cylinders are being changed.
- close the valve on the empty cylinder before disconnecting it to change.

V. DRAIN & SANITATION SYSTEM

Drainage system characteristics(ISO 15083: 2003)

Pump type	Theoretical flow rate
Manual	40.5 L / 45 strokes/min
Electric	32 L / min

Read the operating and maintenance instructions for your boat's bilge pump carefully.

ATTENTION!
The level of the water in the bilge must be kept to a minimum.

WARNING
The bilge pump system is not designed to handle water entering as a result of holing of the hull. It is intended to remove water coming from spray, leaks from seacocks or other moderate leaks.

ATTENTION!
- Ensure that bilge pumps are in working order before putting to sea
- Regularly clean away any debris that might obstruct the sump well and the pump intake points or strainers.

If the watertight bulkheads that isolate the fore- and after-peaks are fitted with valves, they should normally be kept closed and should be opened only in order to drain the water into the main bilge.
- Know where to find each hand pump and its handle.
- Locate the switch for the electric bilge pump on the electrical panel.

Pressurized fresh-water pump

Fresh water is supplied to the sink and washbasins by an electric pump. A filter is installed upstream of the pump, and must be cleaned regularly.
Never allow the pump to run if the tank is empty. Refill the tank before using the water supply again.

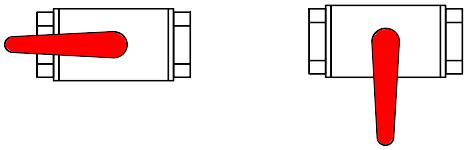
The tanks can be sterilized using Clonazone® tablets (available from pharmacies). Every year, remove the inspection covers and clean them by filling with water containing a bactericidal detergent; leave it to act for a few hours, then rinse two or three times. During wintering, fill the tanks up completely to avoid the development of algæ or bacteria, or if there is a risk of freezing, empty the tanks; never use anti-freeze.
Hot water is produced by a water-heater connected to the engine cooling circuit and the shore electric supply.
After the water-heater has been emptied, make sure that the element is covered before power is re-applied.

Seacocks

Seacocks are of the ¼-turn type:

- OPEN position: handle in line with seacock body,
- CLOSED position: handle perpendicular to seacock body.

OPEN position CLOSED position



ATTENTION!

- Never interfere with the tightening of the seacocks to the hull. In the event of a leak, consult a professional.
- In bad weather or when leaving your boat, close all the sanitation system seacocks.
- Keep seacocks closed when not being used.
- During wintering, clean and rinse the seacocks and skin-fittings. Inspect brass fittings; slight surface corrosion is normal.
- In the event of more serious corrosion, consult your agent.

Operation of the sea toilets

- Open the sea water inlet seacock.
- Open the bowl emptying sea-cock.
- Set the lever to the "FLUSH" position.
- Operate the pump.
- To empty the bowl and avoid any water slopping when heeling, set the lever to the "DRY BOWL" position.
- Operate the pump until the bowl is dry.
- Repeat these flushing / emptying operations as many times as is necessary to ensure complete emptying of the pipes.

When toilets are not being used, set the lever to the «DRY BOWL» position, or the «CLEF» position for certain models.

- **Close seacocks after use, as the toilet is below the waterline.**
- Change the toilet seals regularly.

Operation of the holding tanks (ISO 8099: 2000)

ATTENTION!

Where a holding tank is fitted, take care to lock the discharge valve, to avoid any accidental discharge during wintering.

- The sewage tank operates using the manual toilet pump.
- The contents of the toilet pan are discharged straight into the holding tank.
- Periodically check that the vent is working properly.
- A deck plate is provided for emptying the tank
- The discharge seacock can be sealed in the closed position (using a seal).
- Once a season, arrange to clean out the tank using a biodegradable disinfectant chemical.

Leave the system empty if the vessel is to be left in below-freezing temperatures

VI. FLOODING

To avoid the risk of flooding the boat:

- Before putting to sea, always check that portholes, deck hatches and any other openings that could allow flooding are shut.
- While under way, close all seacocks when they are not in use, except for the engine water intake.
- Do not exceed the maximum recommended loading.

Periodically check:

- Skin fittings, seacocks and pipes are watertight
- Proper emptying of the cockpit drains.
- Stern glands or sail-drive seals for watertightness.

WARNING
Cockpit locker lids must be fastened shut before putting to sea. This is particularly important for those lockers that represent a major flooding risk.

VII. FIRE PROTECTION

Installation

Since fire extinguishers are subject to national regulations, they are not supplied with the boat.

However, when in use this boat must be fitted with portable extinguishers with the following capacities installed in the following locations (see drawing in Appendix 15):

- No. 1 – in the forward part of the saloon banquette - capacity 1 kg - 5A34B
- No. 2 – entrance to aft cabin - capacity 1 kg - 5A34B
- No. 3 – cockpit locker, within reach of the helmsman - capacity 1 kg - 5A34B

If you decide to install a carbon dioxide (CO2) extinguisher, be aware that it may only be fitted in accommodation areas that contain powered electrical equipment (e.g. electric motors, battery compartments, electrical panels) or flammable liquids (e.g. galley).

Only compatible replacement parts must be used in fire protection systems. They must bear the same markings and be technically equivalent.

In addition, a fire blanket – particularly useful in the event of a stove fire involving oil – should be stowed close to the galley (e.g. under the chart table seat).

WARNING
If a CO_2 extinguisher is fitted, the following information must be displayed close to its location:
"This extinguisher contains CO2 - use only on electrical or cooker fires. To avoid suffocation after discharging, leave the area immediately. Ventilate before re-entering."
Do not open the engine compartment immediately after putting out a fire, to avoid the release of toxic smoke or spraying of burning materials (oil, water).

Safety instructions

ATTENTION!
It is the responsibility of the owner / skipper to:
● Have fire-fighting equipment checked in accordance with the stipulations of the builder and the regulations in your country.
● Replace fire-fighting equipment if it has expired or been discharged, by extinguishers of equal or greater capacity.
● Show members of the crew:
- **the location and operation of fire-fighting equipment**
- **the location of the engine compartment discharge hole**
● Ensure that fire-fighting equipment is readily accessible whenever the boat is occupied.
● Always keep the bilges clean and check that there is no fuel vapor or gas.
● to indicate the escape routes.
You must never:
● Obstruct gangways to emergency exits (deck hatches)
● Obstruct safety controls (gas valves, fuel valves, electrical switches).
● Obstruct fire extinguisher stowages.
● Leave the boat unattended with a cooker or heater alight.
● Use a gas lamp in the boat.
● Fill a fuel tank or change a gas cylinder while the engine is running, or the cooker or heater are on.
● Smoke while handling fuel or gas.
● Fit free-hanging curtains near the cooker or any other appliance with an open flame.
● Store flammable products in the engine compartment.

VIII. ENGINE

Regular maintenance must be carried out in accordance with the engine manufacturer's recommendations. Read carefully the engine operating instructions that come with the boat. Do not hesitate to consult your agent or a qualified professional.

General precautions

ATTENTION!
Do not use sail and engine if the heel angle is more than 10°.
Any engine change must respect the capacities of the boat and be performed by an engineer specializing in marine mechanics.

ATTENTION!
After first launching and tensioning of rigging, check the alignment of the propeller shaft or the sail-drive flange ring.
- Make sure ventilation openings (vents, engine air intake grille) are completely clear.
- Ensure that the cooling circuit water intake seacock is open, and that water is coming out of the engine exhaust.
- Boats fitted with rotating seal stern gland: bleed the air from the gland after each launch.

Put the throttle in neutral before starting the engine to keep the boat from moving and/or the propeller from turning.
On subsequent launches, a brief check of propeller fixing can be made. Incorrect operation of the folding propeller will lead to vibration
Regularly check the condition of the anodes and ensure that they are suitable for the boat's environment (fresh water, salt water). Change the anodes every year. The 3 anodes have an average life of 1–2 years.
Any engine change must respect the capacities of the boat and be performed by an engineer specializing in marine mechanics.

Exhaust gas emission

DANGER!
Internal combustion engines produce carbon monoxide. Prolonged exposure to exhaust gasses can have serious consequences, and may even cause death.

Safety

DANGER!
In order to avoid all risk of serious injury from the propeller, the engine must not be started when there are people swimming near the boat.
Whenever possible, the engine must be stopped for any engine maintenance or checking operations. Otherwise, special attention must be paid to moving parts (propeller shafts, belts, etc.) in order to avoid any risk of injury.

Wintering

Read carefully the operating and maintenance instructions for the engine that goes with your boat and the instructions for wintering.
In the absence of other instructions, proceed as follows:

- Close the engine water intake seacock,
- Disconnect the pipe from the engine water intake seacock,
- Drain the sea-water circuit,
- Place the pipe into a drum of –25° anti-freeze coolant,
- Run the engine until the fluid comes out of the exhaust,
- At the end of this operation, re-connect the pipe to the seacock,
- Attach a notice to the electrical panel and the battery isolator to the effect that the engine water intake seacock is closed.

IX. FUEL INSTALLATION

In the event of deterioration, flexible fuel pipes must be replaced by pipes bearing the same markings. Do the same for all fuel lines.

ATTENTION!
● Depending on the trim and loading of your boat, the whole of the nominal fuel capacity may not be usable. Always maintain a 20% reserve for safety.
● Avoid contact between flammable materials and hot parts of the engine.
● Clean up any fuel spillage that may occur when filling the tanks.

You must never:
● Store flammable materials in unventilated spaces.
● Smoke while filling tanks.
● Obstruct the ventilation openings (vents, engine air intake grille): Make sure they are completely clear.
● Modify the installation, unless this is carried out by a technician qualified in this field.

X. STEERING SYSTEM

The steering system plays a vital role in the safety and comfort of your boat.

Helm

The **Dufour 36 Performance** is fitted with two wheels using a steering system and with an emergency tiller.

Checks to be carried out periodically: Check the play in the various elements (rudder stock/bearings, tension and wear in mechanical components) and grease the sprocket and chain if necessary.
In the event of any doubt or problem, consult your agent.

Emergency tiller

ATTENTION!
● The **Dufour 36**emergency tiller that must remain accessible, we recommend it should be stowed in a nacelle cockpit locker.
● It is only designed for sailing at reduced speed in the event of damage to the helm.

To use it:
- Flip up the small hinged flap to reveal the head of the rudder stock
- Fit the tiller onto the head of the rudder stock.

XI. SAILING

WARNING
In all situations, suit the speed of your boat to the surrounding conditions and always maintain a safety margin. Pay particular attention to:
● The state of the sea, currents, the strength of the wind.
● To traffic
● To in-harbour shiphandling
● When passing through mooring areas.
● Obey the rules of priority as set out in the Rules of the Road and imposed by COLREG
● Ensure that you always leave enough room for stopping or manœuvring if necessary to avoid a collision
● Respect speed limit zones
● Out of courtesy and for the safety of other boats, take care not to create a large wake near other boats

WARNING
● You must fit your boat with grab lines. Anchor-points are provided on the deck. Please refer to the deck fittings plan for your boat.
● The stability of your boat has been designed taking into account the boat's weight specification for light displacement, the standard equipment on board and the manufacturer's catalogue options.
Any alteration to on-board weight distribution (for example: adding a radar, changing the engine, etc.) can affect the stability, trim and performance of your boat.
Breaking waves represent a significant threat to stability.
Towing another boat produces significant extra loading, which will have an adverse effect on the stability of your boat.

● **You must never:**
Lift heavy weights using the boom.

XII. LIGHTNING PROTECTION

Your boat is protected against lightning. The rigging is electrically connected to earth. Nonetheless, for your safety, it is necessary to respect certain precautions.

Maintenance

If the vessel has been hit by lightning:

- The protection installation must be inspected to detect physical damage and check the integrity of the device, as well as the continuity of the earthing.

- The compasses, electrical and electronic devices must be examined in order to ascertain if damage or calibration changes have occurred.

Protection of persons during a storm

WARNING
During a thunderstorm, it is recommended that you should comply with the following instructions:
● People should stay below as far as possible.
● People should stay out of the water and not let their arms or legs hang into the water.
● Whilst maintaining satisfactory control of the boat and its sailing, people should not touch any part connected to a lightning protection installation, especially not in such a way as to form a link between such parts.
● It is desirable that people should avoid any contact with metal parts of the rigging, the spars, deck fittings and the lifelines.

XIII. ENVIRONMENTAL PROTECTION & SAFETY

We recommend you to find out about local regulations concerning respect for the environment, and to obey international regulations against pollution in the marine environment (MARPOL), together with the codes of good practice.

Do not discharge the toilets or the contents of the holding tanks near coasts or in prohibited areas; use port or marina pumping systems for emptying the holding tanks before leaving port.

ATTENTION!
● Most cleaning products, engine oils and fuels are likely to affect the environment, so they should be discharged in authorized locations (check with the Harbor Master's office).
● Do not start the bilge pump where oil or fuel is present in the engine compartment, as these chemicals must be discharged in authorized locations.
● Certain products can likewise represent a risk for your own and others' safety, which is why it is important to read and obey the instructions for use.
● Chemicals used must be labeled and stored in an appropriate place in the boat.

XIV. SAFETY FACILITIES

There is no harmonization of mandatory safety equipment across the European Community. You should find out about current national requirements for CE-marked vessels.

In France, the skipper is responsible for ensuring that recreational craft bearing the CE mark carry aboard the mandatory handling and safety equipment stipulated for the relevant sailing category.

Use of the safety ladder if your boat is fitted with one

Your boat is provided with a stowage position for a life-raft, read the life-raft instruction manual carefully. The crew must be made familiar with the use of all the safety equipment (harnesses, flares, life-raft, etc.). Sailing schools and clubs regularly organize training sessions.

XV. HANDLING, TRANSPORTING, HAULOUT

When craning, take care that the slings are correctly positioned and are not fouling the propeller, the sail-drive or a fragile transducer.
Lifting frames must be wide enough, or fitted with spreaders, so as to avoid applying excessive lateral pressure on the rubbing strakes.
Avoid allowing slings to foul the life-lines. During transport or haulout, the keel should be in proper contact with its support and should be taking most of the boat's weight.
Cradle pads must be positioned against structural elements in order to exert only the pressure necessary for the boat to be properly balanced.
Take advantage of the opportunity provided by haul-outs to inspect the propeller, rudder, skin fittings, and transducers.

ATTENTION!
Aft lifting point is located near the sail-drive.

XVI. MOORING, ANCHORING, AND TOWING

ATTENTION! (ISO 15084:2003)
The boat-builder must give information about the breakage strain of the anchor points.
● The breaking strain of the mooring lines / chains must not normally exceed 80 % of the breaking strain of the anchor points.
● If it is not obvious how to use some specific anchor point, the boat-builder must provide labeling at the anchor point (anchor point intended for anchoring and/or towing) and information in the Owner's Manual.
● Tow or be towed at a slow speed. Never exceed the hull speed of a displacement boat in tow.
● Tow line should always be made fast in such a way that it can be released when under load.

Responsibility

It is the owner/operator's responsibility to ensure that the mooring lines, towing cables, anchor chains and lines, together with the anchors, are suitable for the boat's intended use, i.e. that the lines or chains do not exceed 80 % of the breaking strain of the corresponding anchor point.

Furthermore, the owner must take into account the actions required when making fast a tow cable.

Non-metallic anchor points

If the boat is fitted with any non-metallic anchor points, allowance must be made for their limited life. They must be replaced as soon as they show any sign of deterioration or damage, visible surface cracking, or permanent deformation.

Note that black components are less sensitive to UV radiation than light-colored ones.

XVII. GUARANTEE TERMS & TRANSFER OF OWNERSHIP

Art. 1 TYPES OF GUARANTEE.

Art. 1.1 LEGAL GUARANTEE

The Boatbuilder is required to offer the legal guarantee defined in Articles 7 & 8 of the Act no. 675 of 3rd January 1967 relating to boats.

Art. 1.2 OBVIOUS DEFECTS & DISCREPANCIES

In the case of professional purchasers, acceptance (or delivery, for the purposes of these conditions) frees the Boatbuilder from its guarantee obligations for obvious defects and obvious discrepancies. They must point out the obvious defect or discrepancy at the time of acceptance. Private customers must do this within a fortnight of the boat's being available to them, during which time they must carry out all necessary checks.

Art. 1.3 CONTRACTUAL GUARANTEE

In addition to the guarantees imposed by law, yachts built by DUFOUR YACHTS Boatbuilders are covered by a contractual guarantee for a period of one year from the date of delivery of the yacht to the end customer.

This guarantee covers the replacement or repair (at DUFOUR YACHTS' discretion) of any part specifically acknowledged as defective by the boatbuilder's technical services, without this rectification's having the effect of extending said guarantee.

Art. 1.4 OPTIONAL GUARANTEE

The contractual guarantee can be extended to three years for mainland France, subject to both the following conditions being met:

- The boat must be used exclusively for private purposes
- The yacht owner must have a technical inspection carried out every year: The owner shall instigate this inspection, to take place in the DUFOUR YACHTS network (DUFOUR YACHTS approved technical bases and distributors in mainland France), by any technician or surveyor designated by DUFOUR YACHTS, and upon payment in advance of a fee set by the Boatbuilder.
  The owner will be liable for handling, escorting, parking and immobilization costs connected with this inspection.
  This inspection must be notified by sending to the Boatbuilder an inspection docket duly completed and signed by both the inspector and the customer.

Art. 1.5 HULL GUARANTEE

The hull, i.e. the skin of the hull and its structure, is guaranteed for 5 years from the delivery date to the first owner against any construction defect acknowledged by DUFOUR YACHTS' technical services.

The optional and hull guarantees described above do not apply to boats used professionally (it being expressly specified that any form of hiring comes into this category), nor to yachts taking part in competitions, which can benefit from special guarantees.

Art. 2 COMMON GUARANTEE CONDITIONS

All requests for service under guarantee must be confirmed in writing to DUFOUR YACHTS within 8 days of the discovery of the problem, and must state the serial number of the boat concerned, and where applicable the reference numbers of the part involved in the guarantee request.

Furthermore, the request must indicate the exact circumstances under which the problem occurred.

In order to investigate the request, DUFOUR YACHTS may ask for any details and appoint, at its own expense, a survey-or or technician of its choice to determine the circumstances of the occurrence of the problem and demand any necessary papers.
The contractual guarantee in no way impedes the right to invoke the legal guarantee of Articles 1641 et seq. of the Civil Law.
Remember that the owner is subject to the provisions of Article 8 of the Act of 3rd January 1967 relating to boats and other sea-going vessels.
Immobilization following problems encountered and/or replacement and/or repair work, whatever the duration, does not create entitlement to compensation.
The owner shall under all circumstances remain liable for parking fees, customs dues and other ancillary expenses.
All repairs and/or replacements will be carried out by an authorized DUFOUR YACHTS agent or by a professional duly acting under the Boatbuilder's instructions. If the nature of the repairs demands that the guarantee work be carried out in DUFOUR YACHTS workshops or in any place other than where the yacht is located, the costs of return transport to the boatbuilder's yard will be born by the owner.
In the event of the boat's needing to be taken out of the water, haul-out and re-launching costs will be at the owner's expense.

Art. 3 GUARANTEE LIMITATIONS & EXCLUSIONS

Art. 3.1 EXCLUSIONS FROM THE CONTRACTUAL & OPTIONAL GUARANTEES

The contractual and optional guarantees do not include:

- Damage arising out of normal wear and tear, and parts specifically intended to be replaced regularly (anodes, filters, etc., along with sails, rigging, upholstery, etc.);
- Crazing or discoloration of the gel-coat;
- Non-original parts added, or/and original parts that have been modified or converted in any way, and the consequences arising out of the installation of these parts and said conversions or modifications;
- Damage arising out of poor maintenance, or improper or negligent use;
- Damage associated with an accident or following a fire, explosion, natural disaster, slow deterioration or corrosion, or any phenomenon of any kind and any origin whatsoever of which the boatbuilder could not have been aware at the date of construction, by virtue of an absence of scientific or technical data about said phenomenon;
- The cost of transport, towing, salvage, handling, convoying, and parking;
- Expenses incurred by the owner in taking normal measures to protect the boat from any worsening of the damage, and the consequences of the absence or unsuitability of such measures.

Art. 3.2 SPECIFIC EXCLUSIONS FROM THE OPTIONAL GUARANTEE

The optional guarantee does not include:

- corrosion and oxidation phenomena.
- the engine system, together with the on-board electronics supplied by the Boatbuilder, which are covered by the supplier's guarantee.

Art. 4 TRANSFER OF GUARANTEES

The guarantees are afforded to the first purchaser of the boat involved.
They are only transferable with DUFOUR YACHTS' prior written agreement.
An ownership transfer note is supplied with the boat documents. This must be sent to DUFOUR YACHTS within 30 days of the transfer.
This note must bear the names, addresses and telephone numbers of the old owner and the purchaser, the date of sale, and the yacht's hull number.
Upon reception, DUFOUR YACHTS will confirm the guarantee expiry dates and specify whether the unit has received the annual inspection that gives entitlement to the continuation of the contractual guarantees.

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charte pour la mer et les rivières

L'eau est un milieu vivant, fragile.
C'est aussi une ressource précieuse.

Pour protéger ce milieu,

- Je respecte la mer et les rivières, je n'aborde pas les sites protégés, je limite ma pêche aux espèces et tailles autorisées, j'observe les animaux sans les toucher ni les déranger.

- Avant de mouiller, je m'informe de la nature du fond pour éviter sa dégradation. De préférence, j'utilise les bouées d'amarrage.

- Je dépose mes déchets ménagers dans les containers et mes déchets toxiques, solides et liquides à la déchetterie portuaire.

- J'utilise les installations sanitaires portuaires. Je vidange mon bac à eaux noires dans les stations de pompage. J'utilise les produits détergents les plus respectueux de l'environnement.

- Je m'assure que toute opération d'entretien (bateau, matériel, équipement) est effectuée dans le respect de l'environnement. Je manipule avec précaution tous les liquides susceptibles de polluer lors de leur transvasement.

Décembre 1999

CONSEIL SUPÉRIEUR de la NAVIGATION de PLAISANCE et des SPORTS NAUTIQUES

FÉDÉRATION DES INDUSTRIES NAUTIQUES

FONDATION NICOLAS HULOT POUR LA NATURE ET L'HOMME
SOS MER PROPRE
L'eau de la source à la mer

Au service des plaisanciers et des professionnels de la mer

Les sauveteurs en mer veillent...

Tous les marins savent qu'on ne badine pas avec la grande bleue ... Malgré les progrès considérables réalisés en matière de sécurité par les constructeurs de bateaux, un événement de mer est toujours possible et vous pouvez avoir un jour besoin des « sauveteurs en mer ».
A toute heure du jour et de la nuit, 7 jours sur 7, 3 500 bénévoles sont prêts à appareiller dans la demi-heure pour aller porter secours à ceux qui sont en difficulté ... et cela parfois au péril de leur propre vie !
C'est grâce au maillage très serré de ses 255 stations en France et dans les D.O.M. que « Les Sauveteurs en Mer » assurent aujourd'hui près de 50% du sauvetage en France.

En mer, vous pouvez avoir besoin d'eux, à terre ils ont besoin de vous...

Le sauvetage des vies humaines est gratuit mais les moyens mis en oeuvre coûtent cher. Les sauveteurs en mer, qui se recrutent de plus en plus parmi les plaisanciers, ont besoin de vous pour entretenir, moderniser et remplacer leurs moyens nautiques (1 canot tous temps coûte 4,2 MF !).
Venez donc soutenir ou même rejoindre ces marins, hommes et femmes, désintéressés, discrets et efficaces : prenez contact avec le responsable de la station la plus proche du port d'attache de votre bateau ou avec notre siège à Paris.

ENTRE MARINS...

- avant de prendre la mer, informez vos proches de vos intentions
- renseignez vous sur les conditions locales (météo, courant, etc)
- possédez des moyens radio VHF fiables et contrôlez-les
- faites porter un gilet de sauvetage aux enfants

UNE VIE HUMAINE N'A PAS DE PRIX ...,
UN CANOT DE SAUVETAGE EN A UN !

LES SAUVETEURS EN MER (S.N.S.M.)
Siège social: 31, cité d'Antin 75009 PARIS
Tel: 01 56 02 64 64 - Fax: 01 56 02 64 63 - E-mail: www.snsm.com.fr

COMITÉ DE LA CHARTE donner en confiance

.....

Je soutiens la SNSM et j'adhère !

Je joins un chèque de: ☐ 20 € min. ☐ 45 € (donateur) - ☐ 380 € (bienfaiteur)
Un reçu de déductibilité fiscale me sera adressé avec la carte et l'autocollant de membre

NOM:.....PRENOM:.....
ADRESSE.....
Téléphone:.....email:.....

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DUFOUR YACHTS

LA ROCHELLE

TRANSFER OF OWNERSHIP CERTIFICATE

***

Boat model: .....

Hull no.: .....

De / From M. / Mr:..... Adresse / Address: .....

....

ZIP/POST CODE:.....City: ..... Tel.: .....

Date of Purchase: .....

BEING SOLD TO:

Mr: …… Address: …….

.....

ZIP/POST CODE:..... City:.....Tel.:.....

Date of Purchase: .....

Signed at .....date .....

Seller ....
....
.....Buyer

Signed for DUFOUR YACHTS on: ..

Return the copy within 15 days of completing the transaction to:

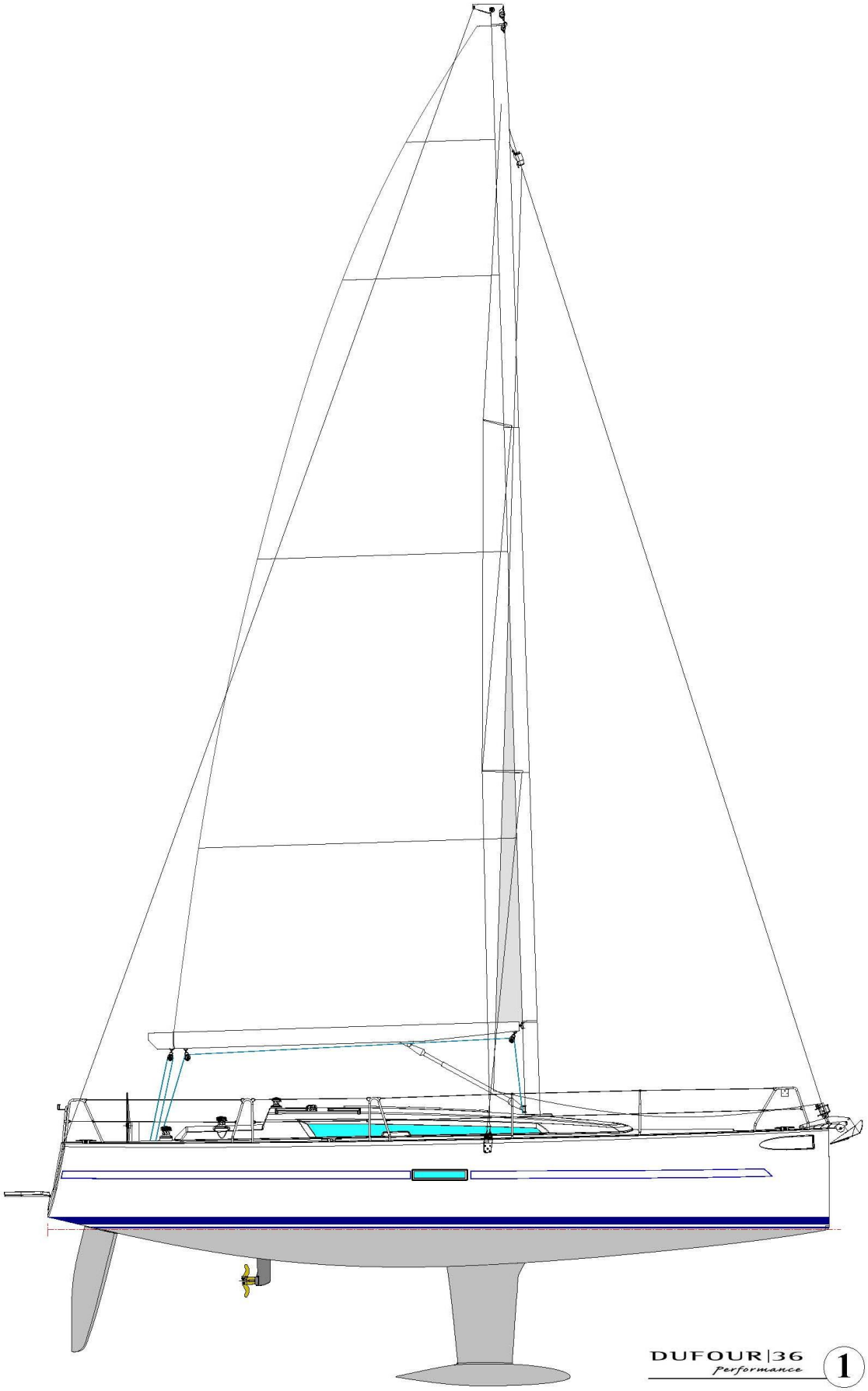
...

S A V DUFOUR YACHTS
1 rue Blaise Pascal
17187 PERIGNY CEDEX FRANCE

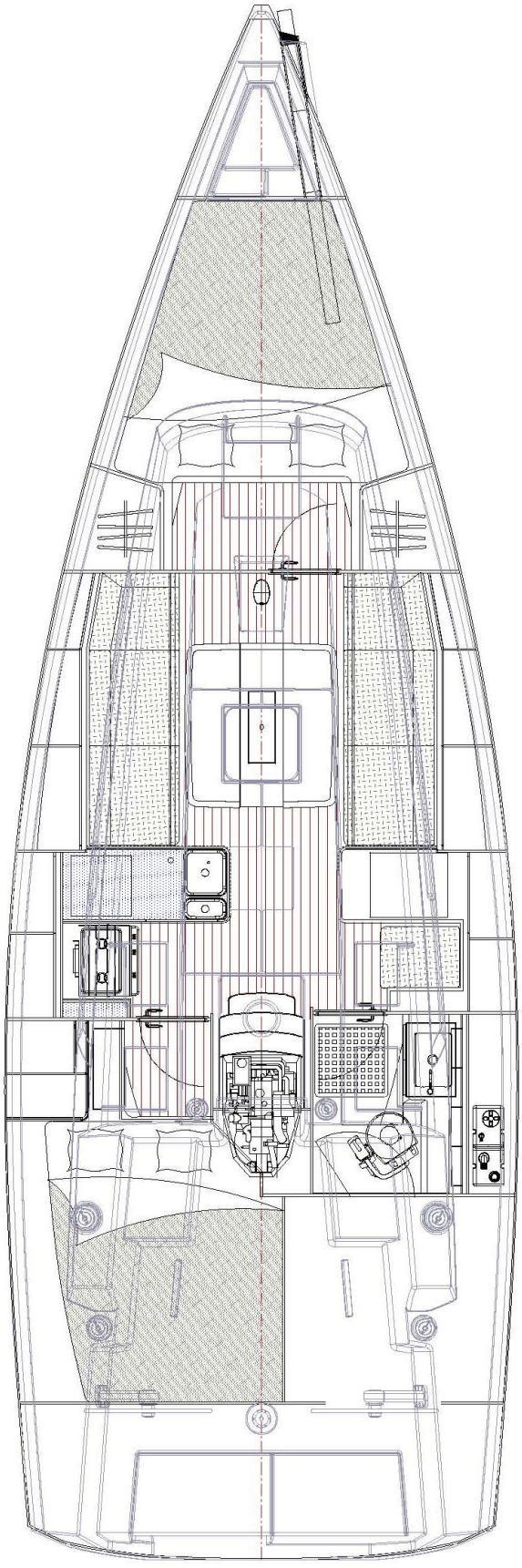
NOTES

DRAWINGS
DUFOUR 36 Performance

1. Presentation plan



2. Accommodation layout

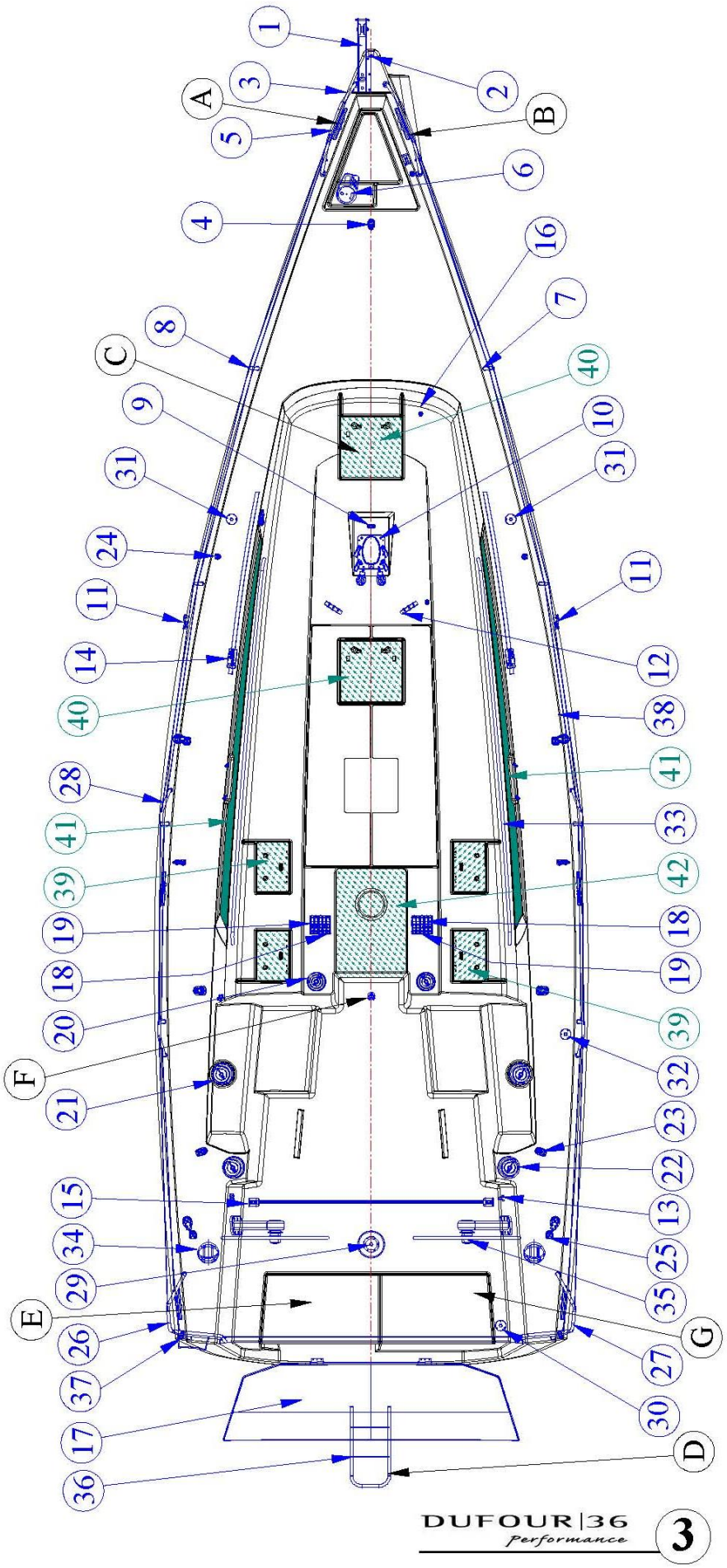


DUFOUR|36 Performance 2

3. Deck fittings plan

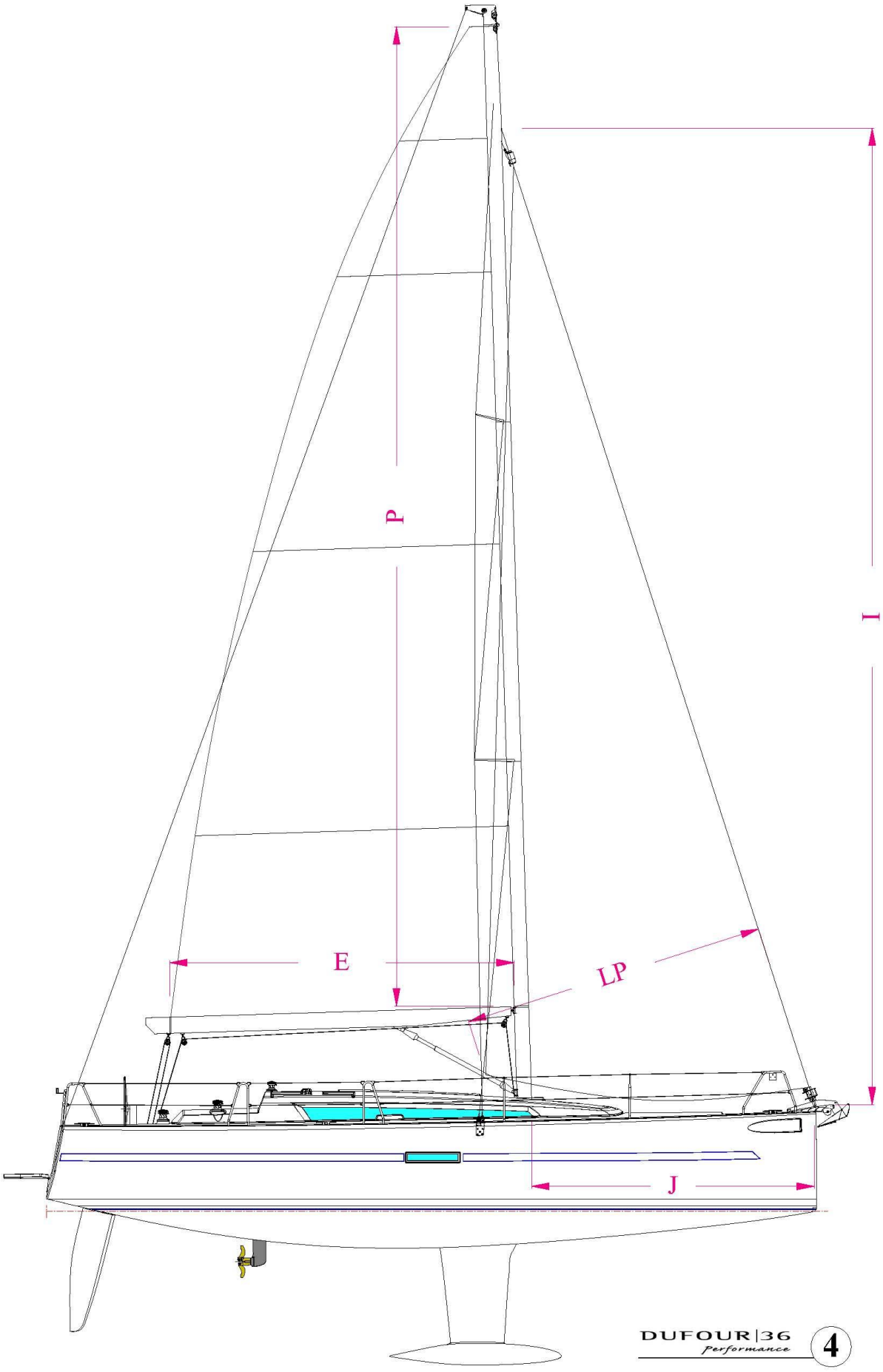
Label	*Description*	*Qty*
1	Stainless stemhead fitting	1
2	Forestay chain plate	1
3	Bow rail	2
4	Running forestay chainplate	1
5	Stainless cleat	6
6	Electric windlass	1
7	Stanchion fairlead for roller-reefer	7
8	Stanchion	8
9	Line chainplate	1
10	Mat step + pivots	1
11	Shroud chain-plate	2
12	Deck organizer	2
13	Sheet tackle return block	2
14	Genoa track	2
15	Mainsail track	1
16	Fairlead	1
17	Removable bathing deck	1
18	Double jam-cleats	3
19	Single jam-cleat	1
20	Halyard winch	2
21	Main winch	2
22	Spinnaker Winch	2
23	Flat deck pulley	2
24	Hinged chain-plate, Ø6	3
25	Hinged chain-plate, Ø8	5
26	Port stern rail	1
27	Starboard stern rail	1
28	Gangway stanchion	4
29	Stainless emergency tiller deck-plate	1
30	Fuel filler deck plate	1
31	Fresh-water filling deck plate	2
32	Sewage water draining deck-plate	1
33	Handrail	2
34	Steering compass	2
35	Steering wheel on aluminum console	2
36	Bathing ladder	1
37	Preventer stay chain plate	2
38	Wood molding	2
39	Deck hatch T20	4
40	T44 cm hatch	2
41	Fixed Perspex light in coach-roof	4
42	Sliding hatch	1

Label	*Description*	*Qty*
A	Life-line fixing point (on port & starboard cleats)	
B	Towing points (Port & Starboard)	
C	Ports that must remain closed when underway	
D	"Man overboard": reboarding ladder	
E	Stowage area for BIB	
F	Anchor point for safety harness	
G	Locker that must remain closed when underway	


DUFOUR|36
Performance
3

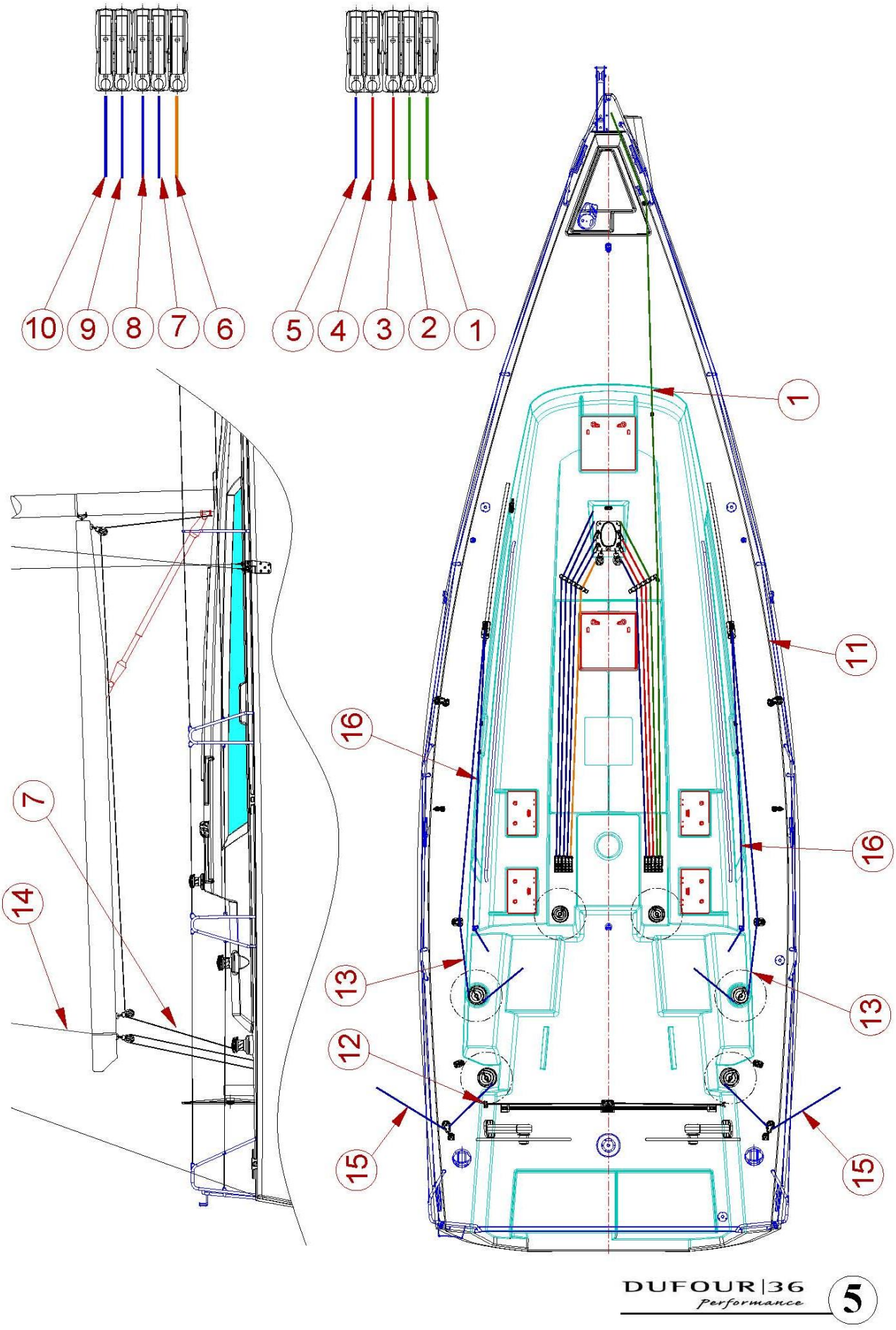
4. Sail plan

I	14.20 m
J	4.05 m
P	14.00 m
E	4.90 m
LP	4.34 m
Sail area close-hauled	72.1 m²
Mainsail area	40.6 m²
Genoa area	31.5 m²


P
I
E
LP
J
DUFOUR|36
performance
4

5. Halyard & sheet routing diagram

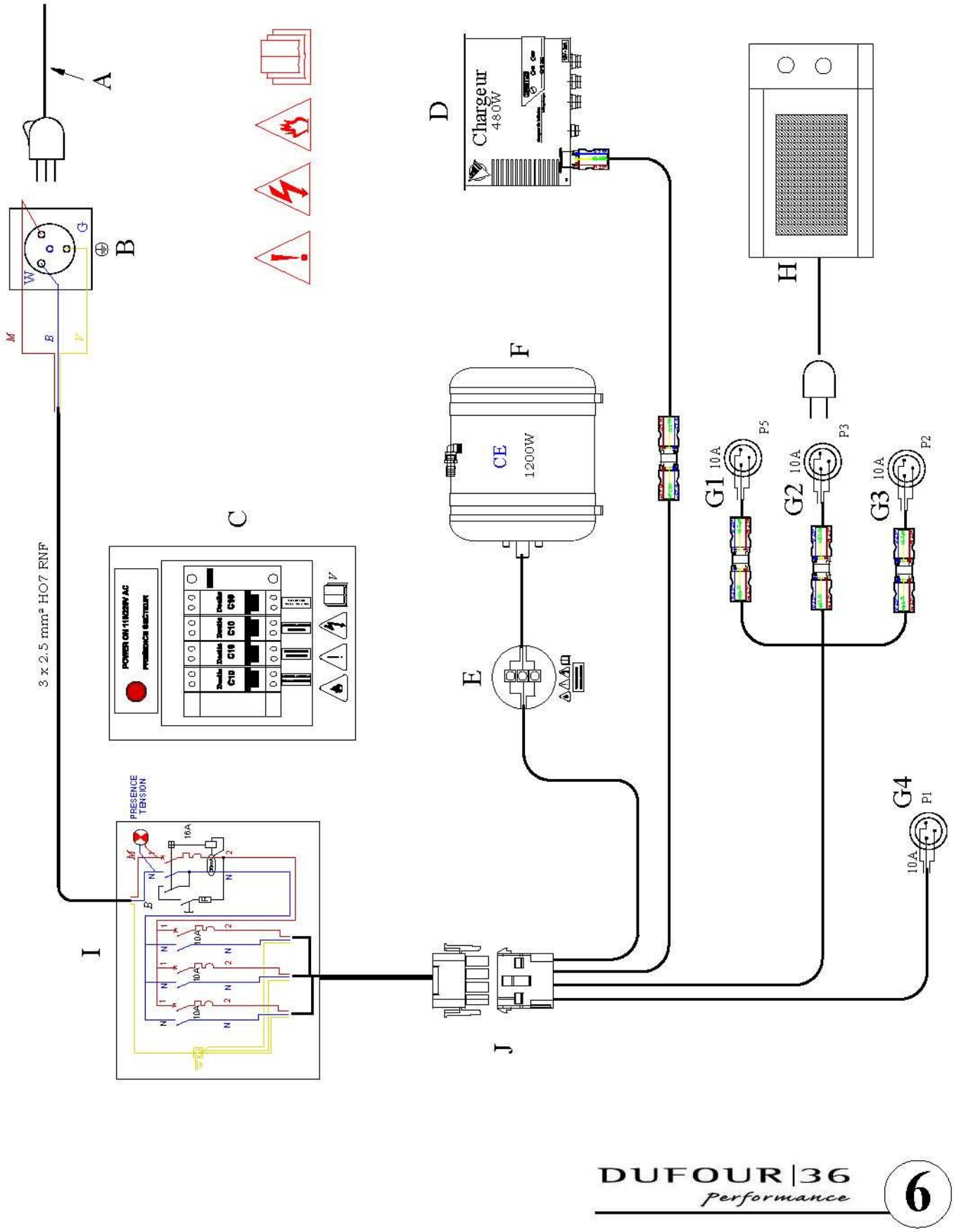
Label	*Description*	*Qty*
1	Asymmetric spinnaker tack / Jib-boom downhaul *	1
2	Spinnaker halyard 1 *	1
3	Main halyard	1
4	Reef 2	1
5	Mainsail foot	1
6	Boom vang	1
7	Mainsheet	1
8	Reef 1	1
9	Genoa halyard	1
10	Running backstay halyard / Jib-boom lift *	1
11	Genoa furler boss	1
12	Adjusting Mainsail car	
13	Genoa sheet	2
14	Topping lift on mast	1
15	Spinnaker sheet	2
16	Genoa car control line	2
*	Option	



DUFOUR|36 Performance 5

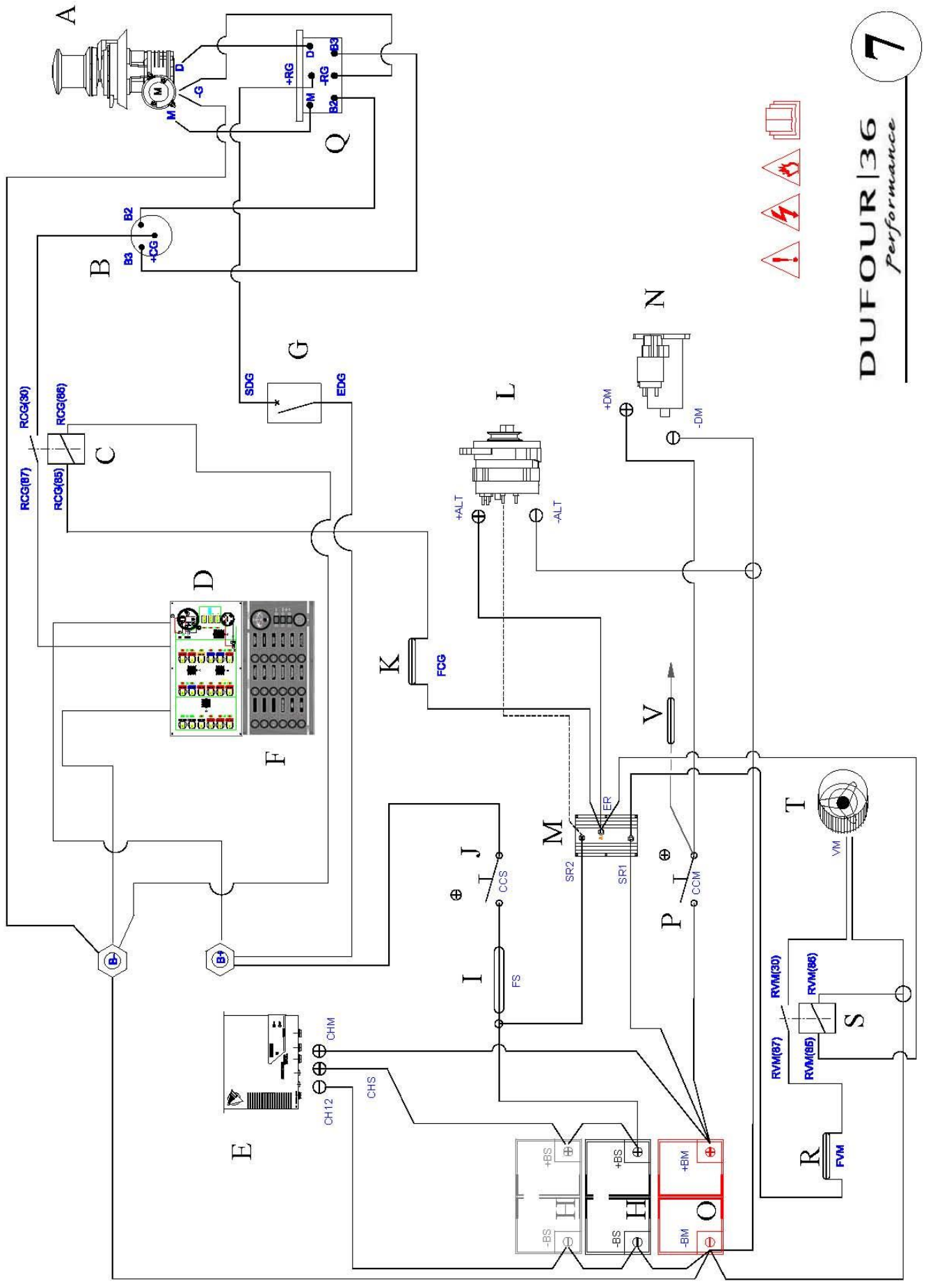
6. 220 V circuit diagram

Label	*Description*
	Equipment
A	Shore cable *
B	Shore AC connection
C	16 A Electrical box with main circuit breaker
D	Battery charger
E	Connection box
F	Water heater
G	220 V / 10 A socket outlets (4)
H	Microwave oven *
I	Connector (back panel of electrical cabinet)
J	Connector
	Electrical wiring colours
b	light blue
g	green
m	brown
n	black
r	red
v	green/yellow
w	white
*	Option


A
B
C
D
Chargeur
480W
E
F
CE
1200W
G1 10A
G2 10A
G3 10A
G4 10A
P5
P3
P2
P1
H
I
J
3 x 2.5 mm² HO7 RNF
PRESENCE TENSION
16A
10A
DUFOUR 36
Performance
6

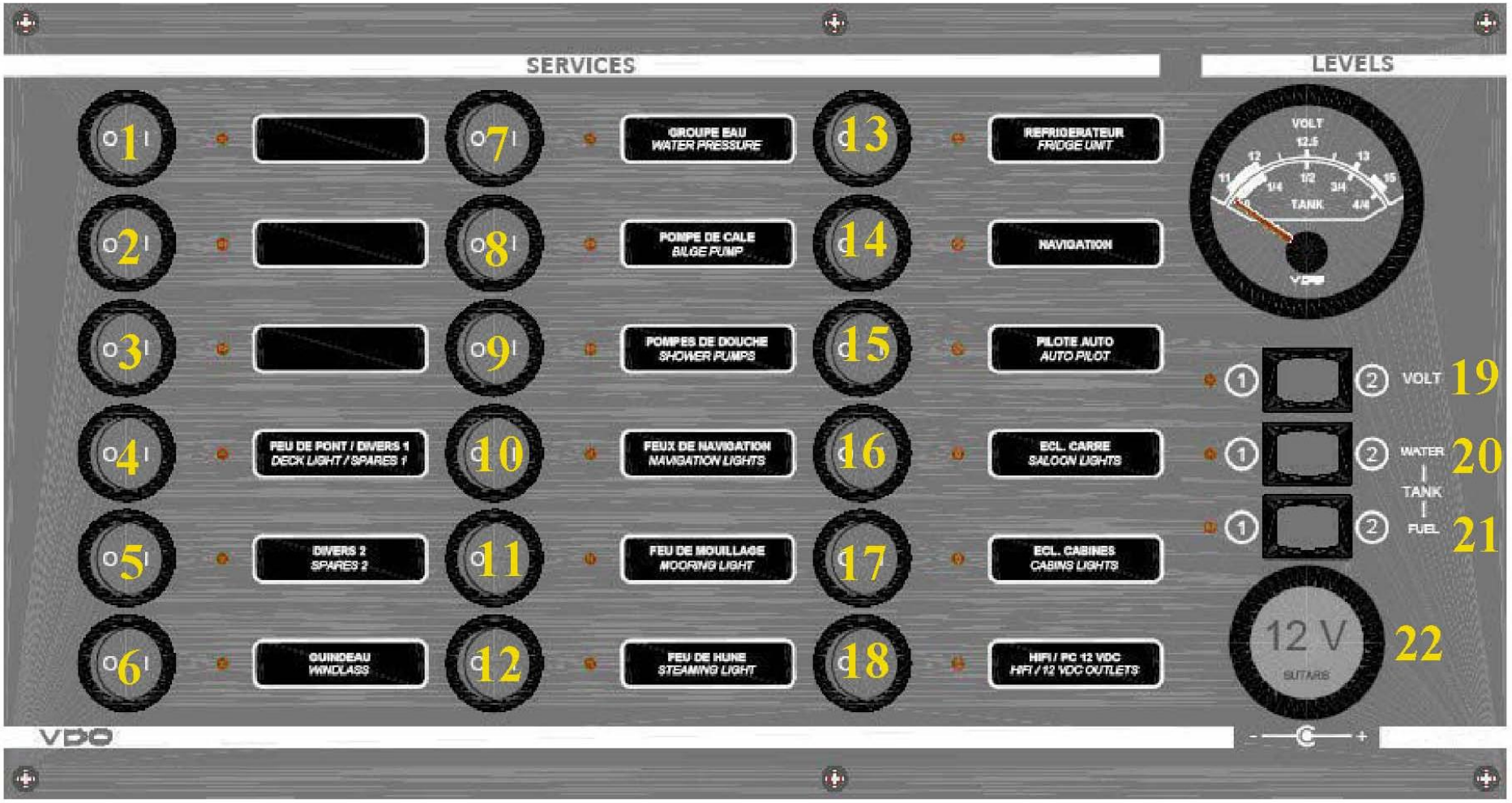
7. Charging & power circuit diagram

Label	*Description*
A	Electric winch*
B	Windlass control (remote control)*
C	Remote control relay *
D	Connector (back panel of board)
E	Battery charger *
F	12V distribution panel
G	Single-pole 80A circuit breaker*
H	Auxiliary batteries (1 as std + 1 as option)
I	125A fuse
J	Auxiliary battery isolator
K	5A fuse*
L	Alternator
M	Charge splitter
N	Starter
O	Engine battery
P	Engine battery isolator
Q	Windlass relay *
R	5 A fuse, engine comp. fan
S	Fan relay
T	Electric fan
V	8 A fuse (battery test)
B-	Chart table –ve terminal
B+	Chart table +ve terminal
*	Option


DUFOUR 36
Performance
7
A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P
Q
R
S
T
V
+RG
-RG
-G
+CG
SDG
EDG
RCG(30)
RCG(86)
RCG(87)
RCG(85)
FCG
+ALT
-ALT
+DM
-DM
ER
SR2
SR1
CCS
FS
CCM
CHM
CHS
CH12
+BS
-BS
+BM
-BM
VM
RVM(30)
RVM(86)
RVM(87)
RVM(85)
FVM

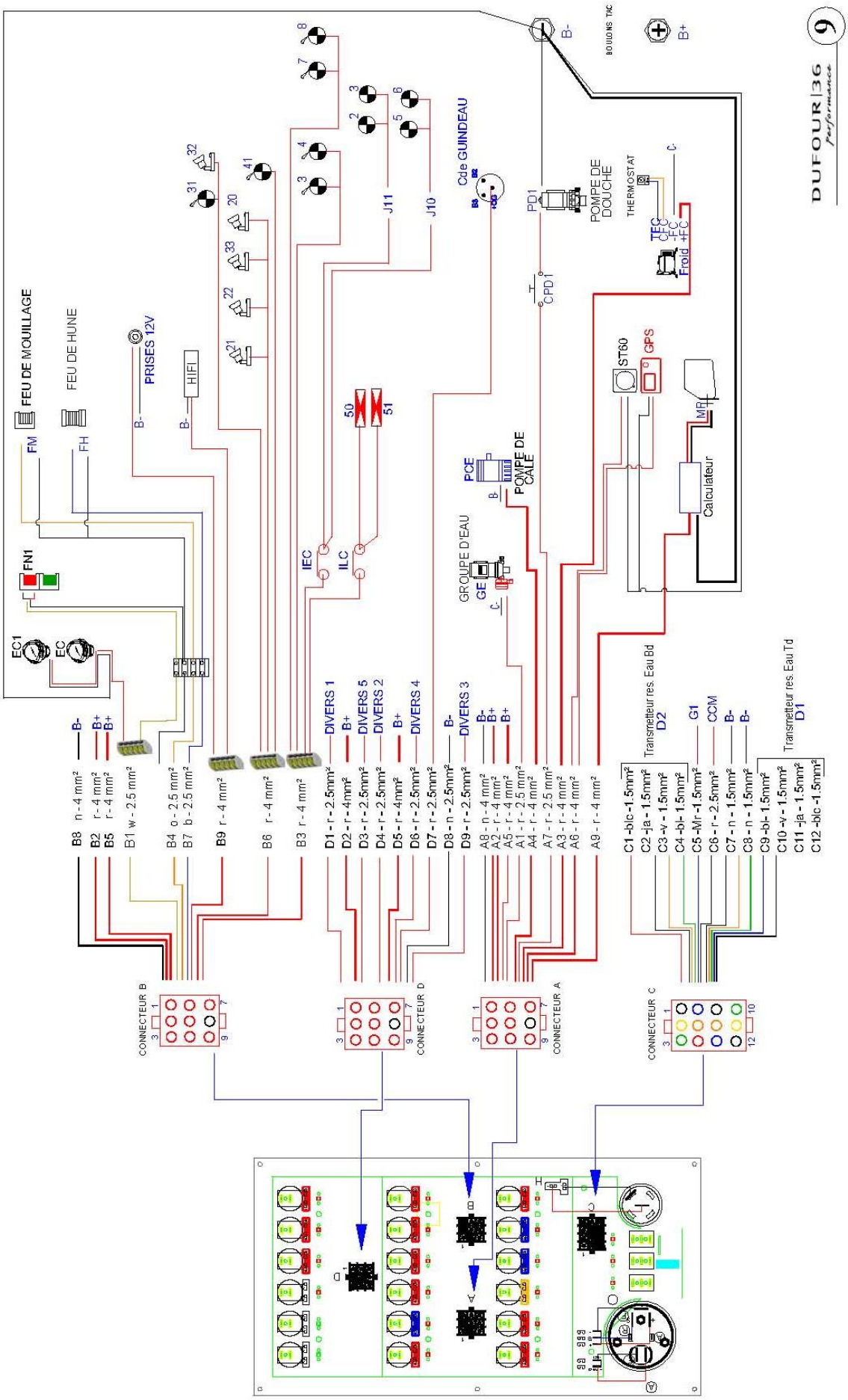
8. 12 V distribution panel diagram

Label	*Description*	
1	Spare	
2	Spare	
3	Spare	
4	Deck light / Spares 1	10A
5	Miscellaneous 2	10A
6	Windlass	10A
7	Water pump unit	10A
8	Bilge pump	16A
9	Shower pump	10A
10	Navigation lights	10A
11	Mooring light	10A
12	Steaming light	10A
13	Fridge unit	10A
14	Navigation instrument pack	10A
15	Autopilot	20A
16	Saloon lights	16A
17	Cabins lighting	16A
18	12V Outlet / HIFI	10A
19	Voltmeter	
20	Fresh-water gauge	
21	Fuel gauge	
22	12 V outlet	10A


SERVICES
LEVELS
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
GROUPE EAU
WATER PRESSURE
POMPE DE CALE
BILGE PUMP
POMPES DE DOUCHE
SHOWER PUMPS
FEU DE PONT / DIVERS 1
DECK LIGHT / SPARES 1
DIVERS 2
SPARES 2
GUINDEAU
WINDLASS
FEUX DE NAVIGATION
NAVIGATION LIGHTS
FEU DE MOUILLAGE
MOORING LIGHT
FEU DE HUNE
STEAMING LIGHT
REFRIGERATEUR
FRIDGE UNIT
NAVIGATION
PILOTE AUTO
AUTO PILOT
ECL. CARRE
SALOON LIGHTS
ECL. CABINES
CABINS LIGHTS
HIFI / PC 12 VDC
HIFI / 12 VDC OUTLETS
VOLT
12.5
TANK
1/4
1/2
3/4
4/4
VOLT
19
WATER
TANK
FUEL
20
21
12 V
22
VDO

9. Terminal block

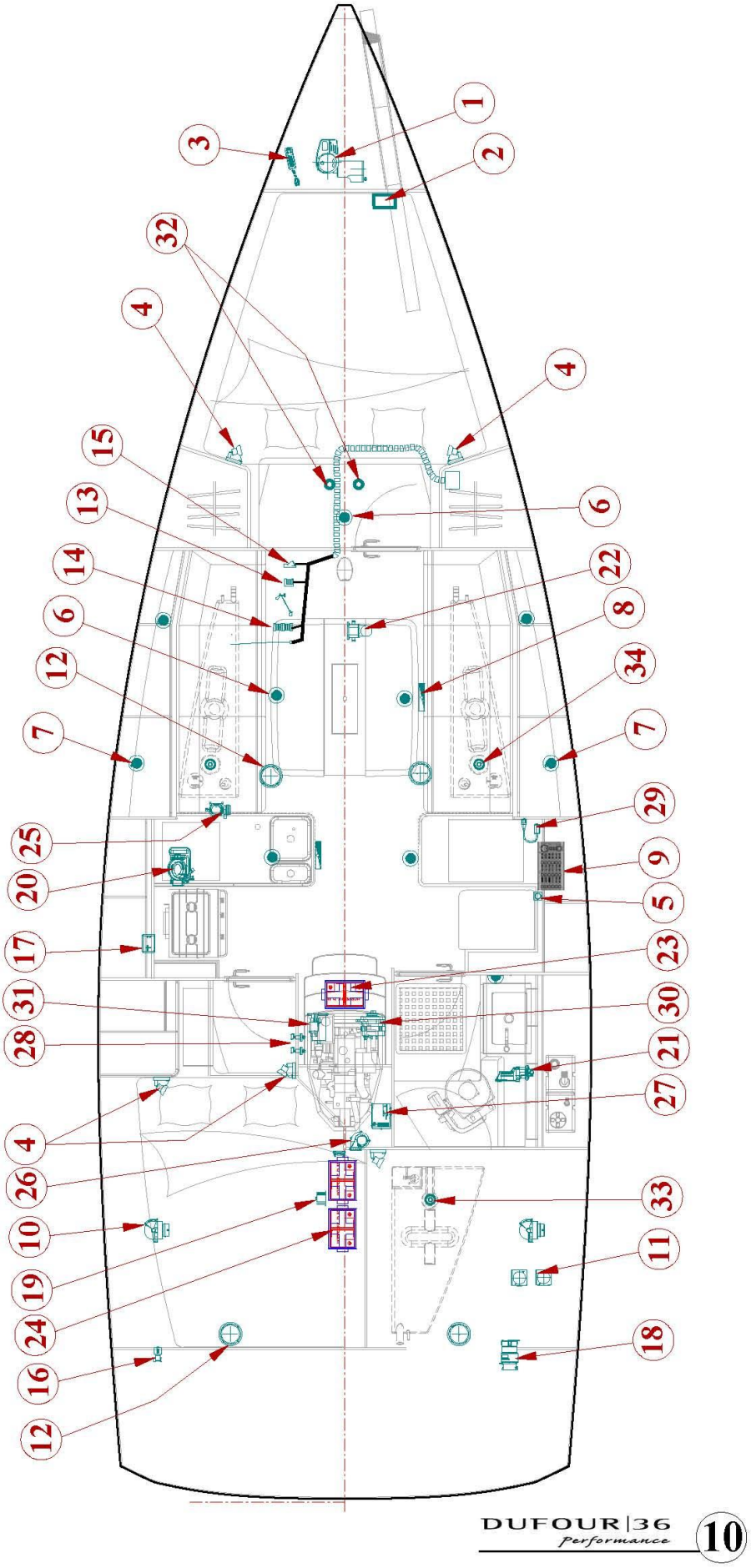
Label	*Description*
A	**A Connector**
1	Pressurized water system
2-5	Battery positive
3	Fridge unit
4	Bilge pump
6	Navigation equipment *
7	Shower drain pumps
8	Battery negative
9	Autopilot
B	**B connector**
1	Navigation lights, compass, and chart table light
2-5	Battery positive
3	Saloon lights
4	Mooring light
6	Cabin and toilet lights
7	Steaming light
8	Battery negative
9	HIFI * / 12 V outlets
C	**C Connector**
1/2/3/4	Port water tank gauge sender – D2
5	Fuel gauge transducer – G1
6	Engine circuit-breaker – CCM
9/10/11/12	Stbd water tank gauge sender – D1
7/8	Battery negative
D	**D Connector**
1/3/4/6/9	Spares 1
2-5	Battery positive
7	Windlass control*
8	Battery negative
	Electrical wiring colours
n	black
r	red
w	white
o	orange
m	brown
b	blue
	Engine battery test – T1
*	Option


DUFOUR 36 Performance
9
FEU DE MOUILLAGE
FEU DE HUNE
PRISES 12V
HIFI
FM
FH
FN1
EC1
EC
IEC
ILC
J11
J10
Cde GUINDEAU
PD1
POMPE DE DOUCHE
THERMOSTAT
TEC
Froid
CPD1
ST60
GPS
MR
Calculateur
PCE
POMPE DE CALE
GROUPE D'EAU
GE
DIVERS 1
DIVERS 5
DIVERS 2
DIVERS 4
DIVERS 3
Transmetteur res. Eau Bd
D2
Transmetteur res. Eau Td
D1
G1
CCM
B-
B+
CONNECTEUR B
CONNECTEUR D
CONNECTEUR A
CONNECTEUR C

10. 12V electrical installation diagram

.

Label	*Description*
1	Windlass *
2	Windlass relay *
3	Windlass *
4	Swivelling spot
5	Std. switch
6	Ceiling light w/o switch
7	Bulkhead light with switch
8	Courtesy
9	12V electric panel
10	Steering compass
11	Navigation instrument pack *
12	Hi-Fi/radio/CD speaker
13	Steaming light
14	Tri-white nav. light
15	Deck light
16	Solenoid valve *
17	Gas alarm detector panel *
18	Autopilot motor*
19	Distributor
20	Refrigeration unit
21	Shower waste pump
22	Bilge pump
23	Engine battery
24	Auxiliary batteries (1 Std + 1 *)
25	Water pump unit
26	Bilge fan
27	Battery charger*
28	Battery isolator
29	Chart table reading light
30	Alternator
31	Starter
32	Through-hull depth sounder & speedo*
33	Fuel gauge
34	Fresh-water gauge
*	Option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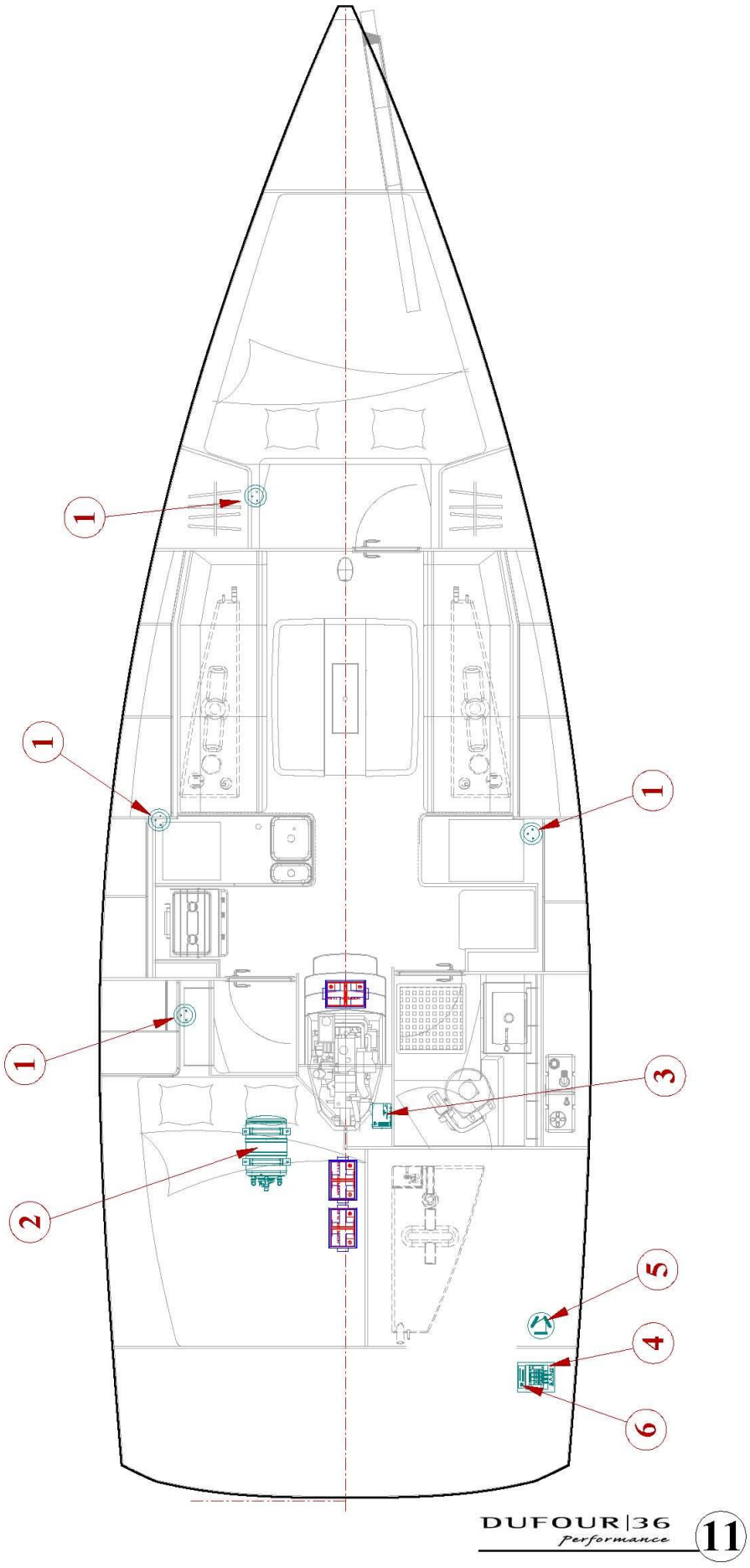
11. 220 V electrical installation diagram

Label	*Description*
1	220 V outlet
2	Water-heater
3	Battery charger *
4	16 A Electrical box with main circuit breaker
5	Shore AC connection
6	Power-on indicator light
*	Option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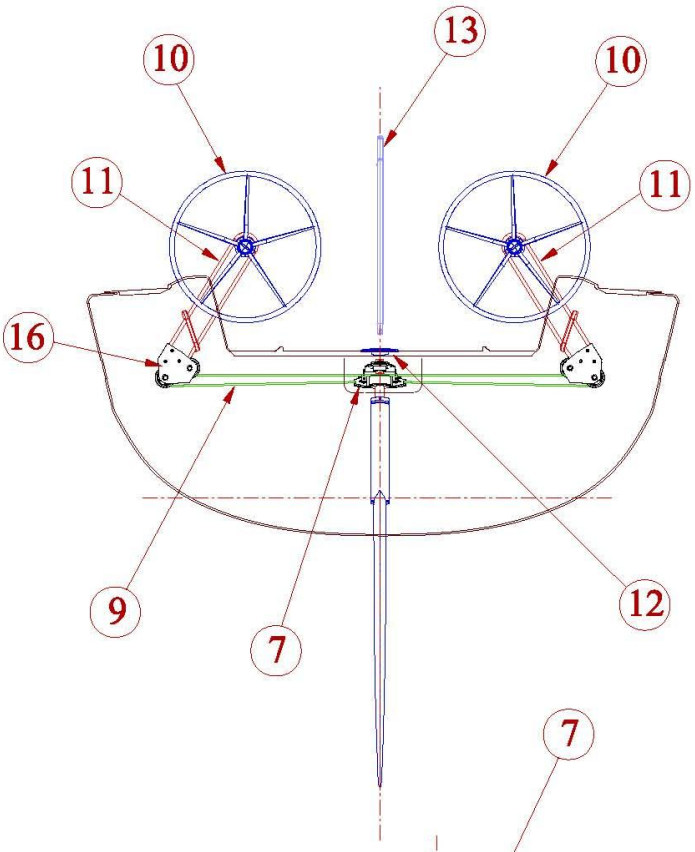
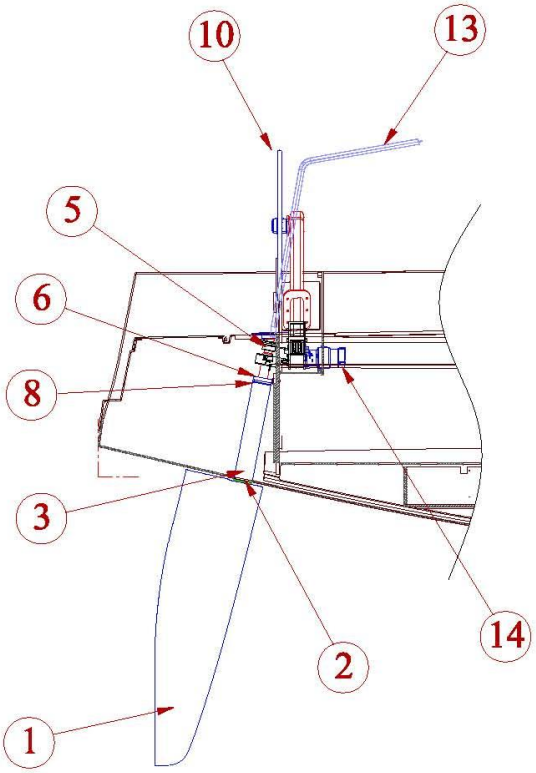
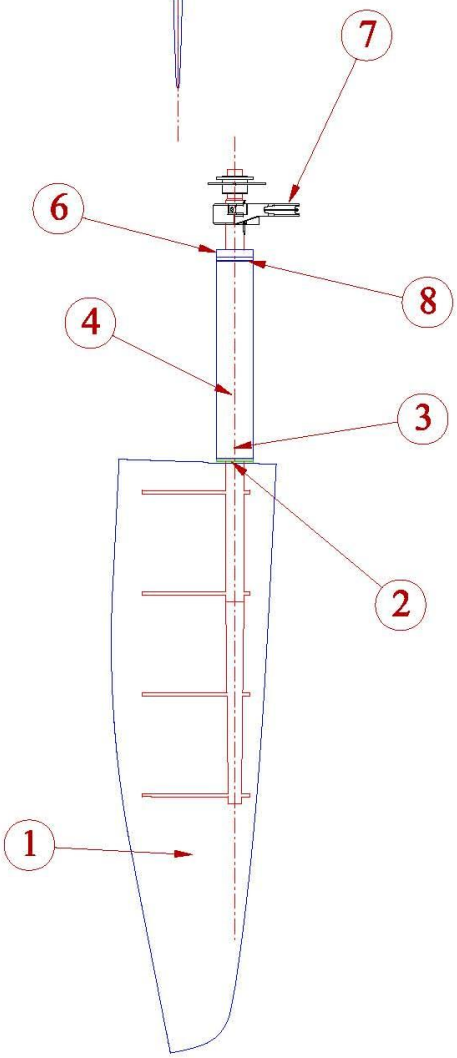
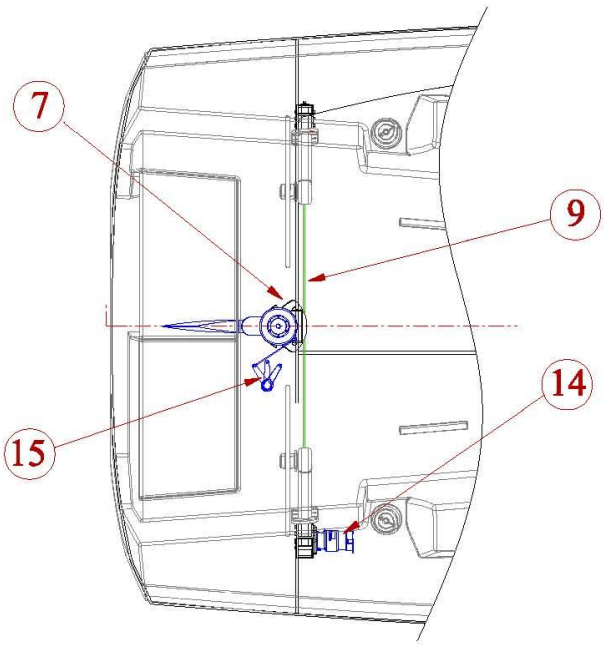
12. Steering system diagram

Label	*Description*
1	Rudder blade + stock
2	Nylon washers
3	Lower bearing
4	Rudder trunk
5	Upper bearing
6	Thrust bearing + bolt
7	Quadrant
8	Friction ring
9	Chain assembly + cable (system of rudder cables)
10	Steering wheel
11	Steering column
12	Deck-plate
13	Emergency tiller
14	Autopilot motor*
15	Helm angle sensor *
16	Rudder cable return block
*	Option









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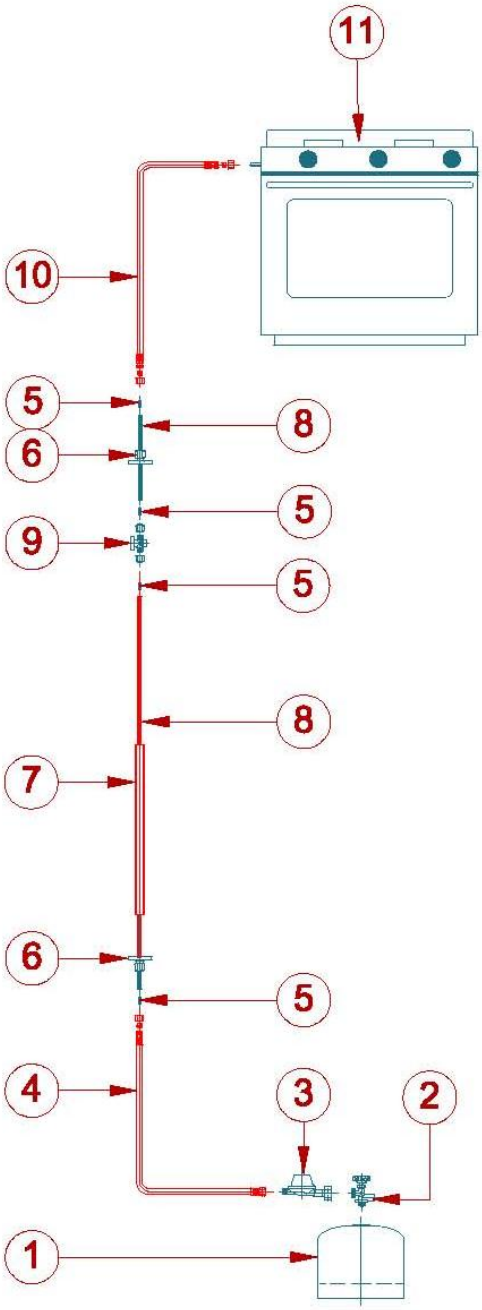
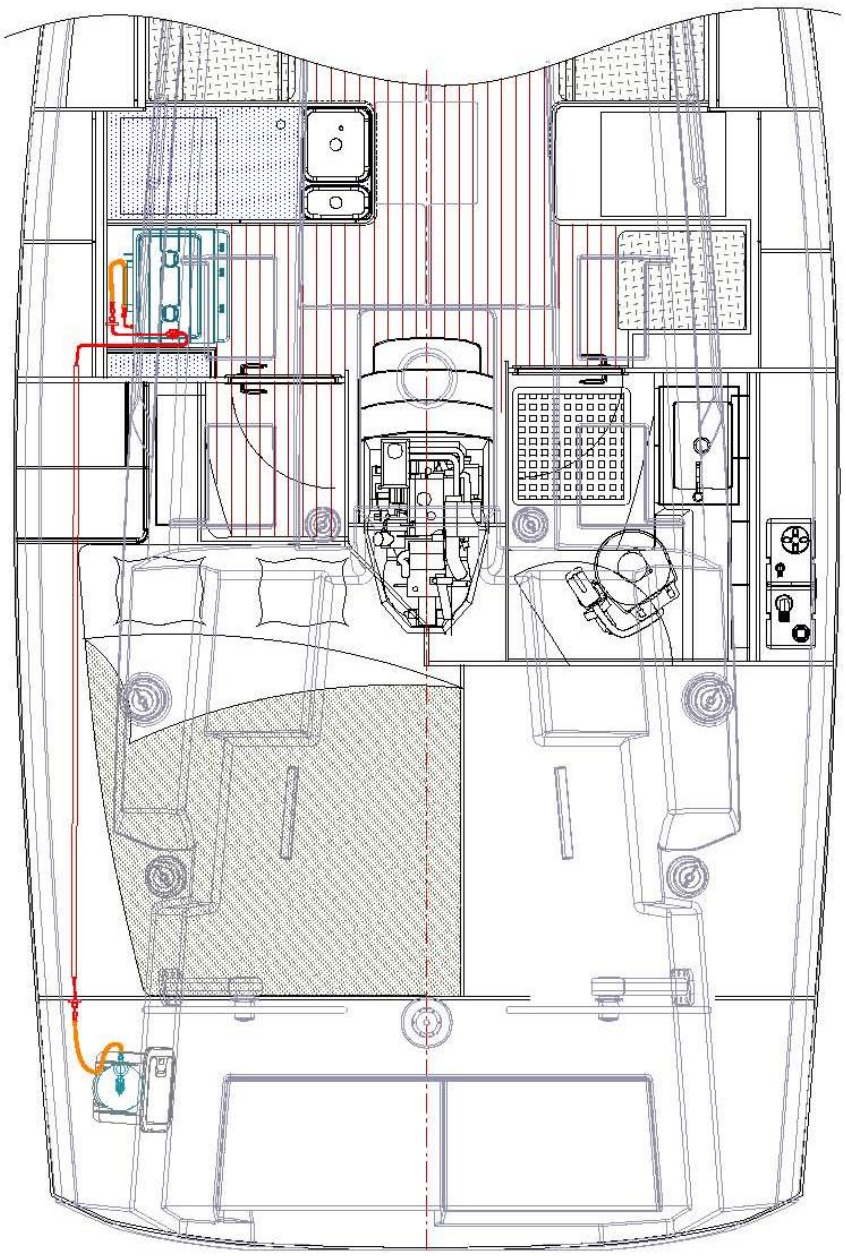
13. Gas system diagram

Label	*Description*
1	Gas cylinder **
2	Shut-off valve **
3	Regulator **
4	Medium-length connecting hose
5	Spacer piece / 6×8 pipe
6	Watertight bulkhead fitting
7	PVC pipe
8	6×8 copper pipe
9	CE gas shut-off valve (in compartment below cooker)
10	Long connection hose
11	Gimbal-mounted gas stove, 2 rings / oven
**	Not supplied





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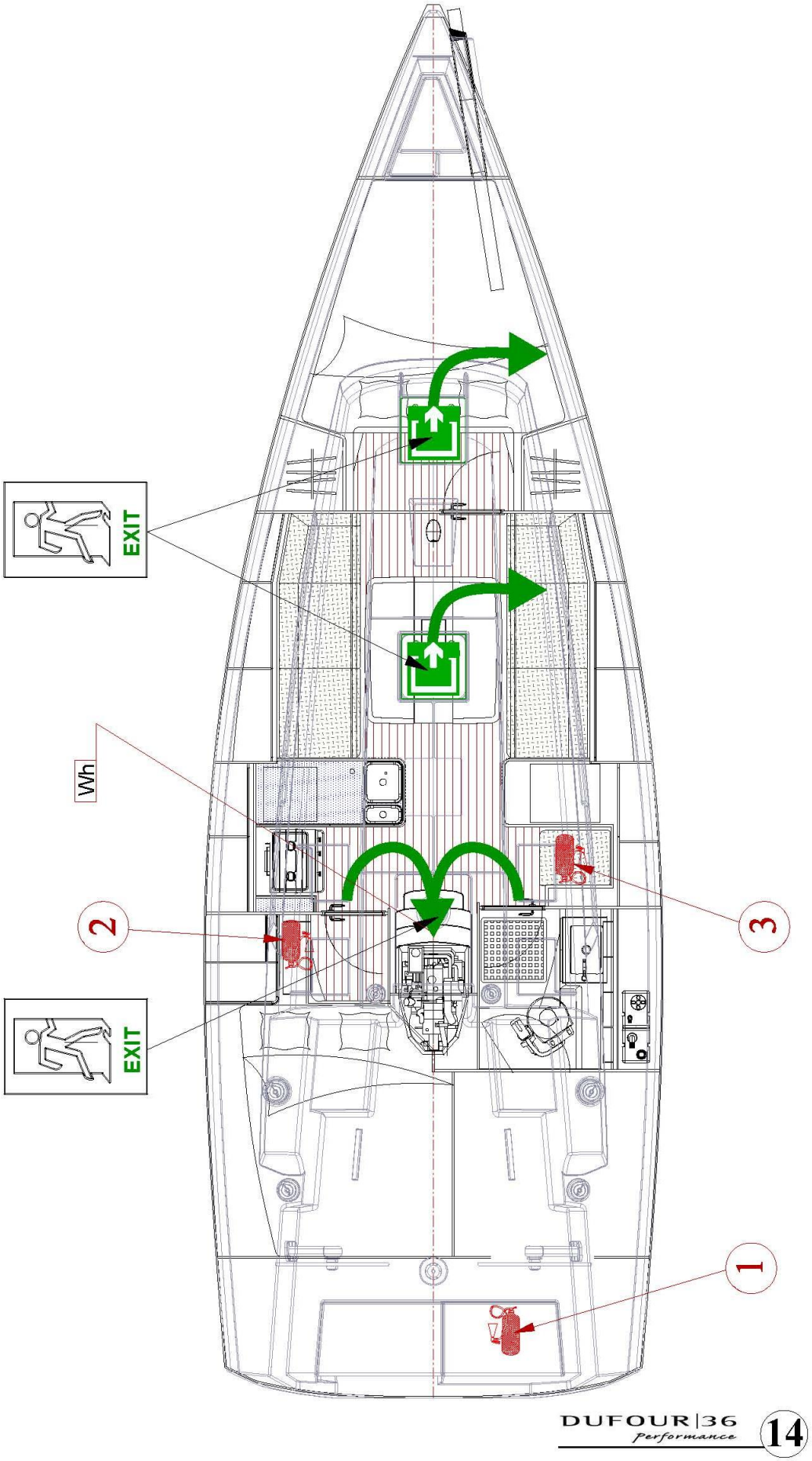
14. Abandon ship plan

Label	*Description*
EXIT	Emergency EXIT
Ex	Recommended locations for fire-extinguishers:
1 2 3	In Stbd cockpit locker ** In aft port cabin cubby-hole ** Under chart table seat **
WH	Engine compartment extinguishing hole
	Designated location for a portable fire-extinguisher or the locker where one is stowed
	Nearest exit, e.g. deck hatches
	Close to flammable liquids (stoppers, tanks, gas locker)
**	Not supplied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EXIT
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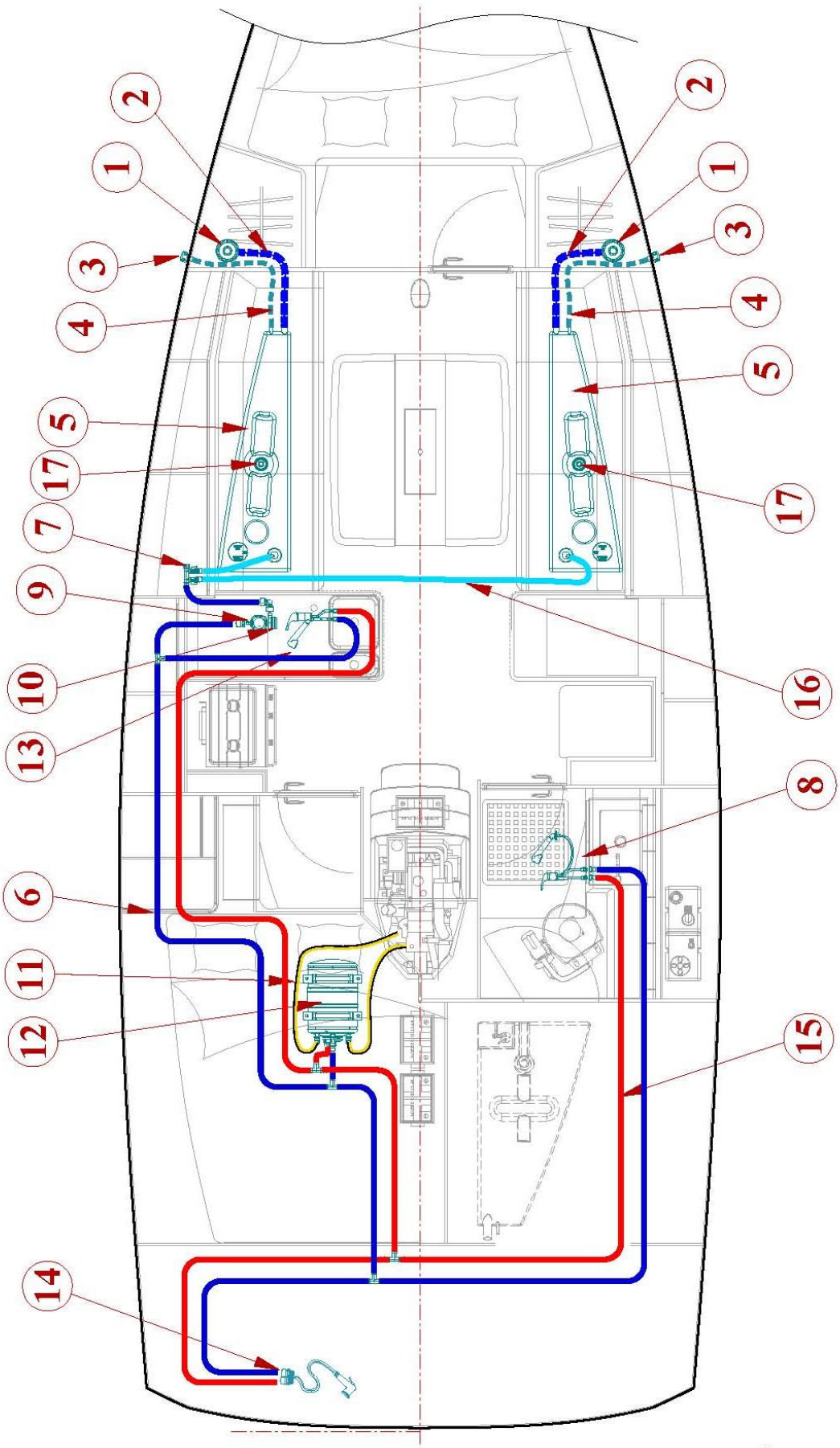
15. Fresh-water system diagram

Label	*Description*
1	Filler deck plate
2	Filler hose
3	Vent
4	Vent hose
5	Water tank
6	Cold water pipe
7	Tank selector valve
8	Single-lever shower mixer tap
9	Pressurized water pump unit
10	Fresh-water pump
11	Hot-water tank/engine heat exchanger pipe
12	Water-heater
13	Single-lever mixer tap
14	Deck shower
15	Hot water pipe
16	Fresh-water inlet hose
17	Tank gauge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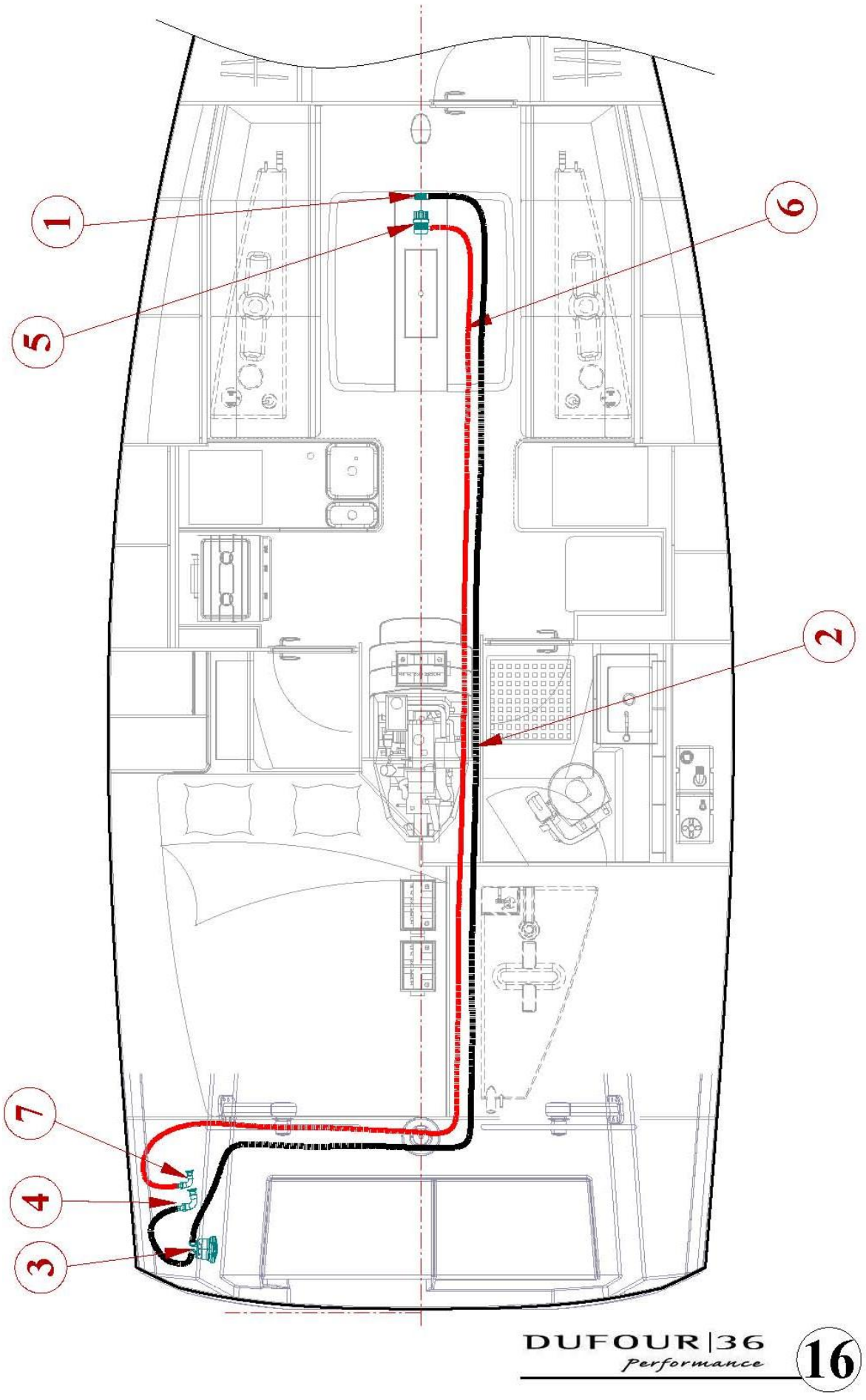
16. Drainage system drawing

Label	*Description*
	Manual bilge pump
1	Strainer25 mm Ø, with non-return valve
2	Discharge hose, 25 mm Ø
3	Manual bilge pump
4	Discharge skin fitting, 1"
	Electric bilge pump
5	Electric bilge pump
6	Discharge hose, 20 mm Ø
7	Discharge skin fitting, ¾"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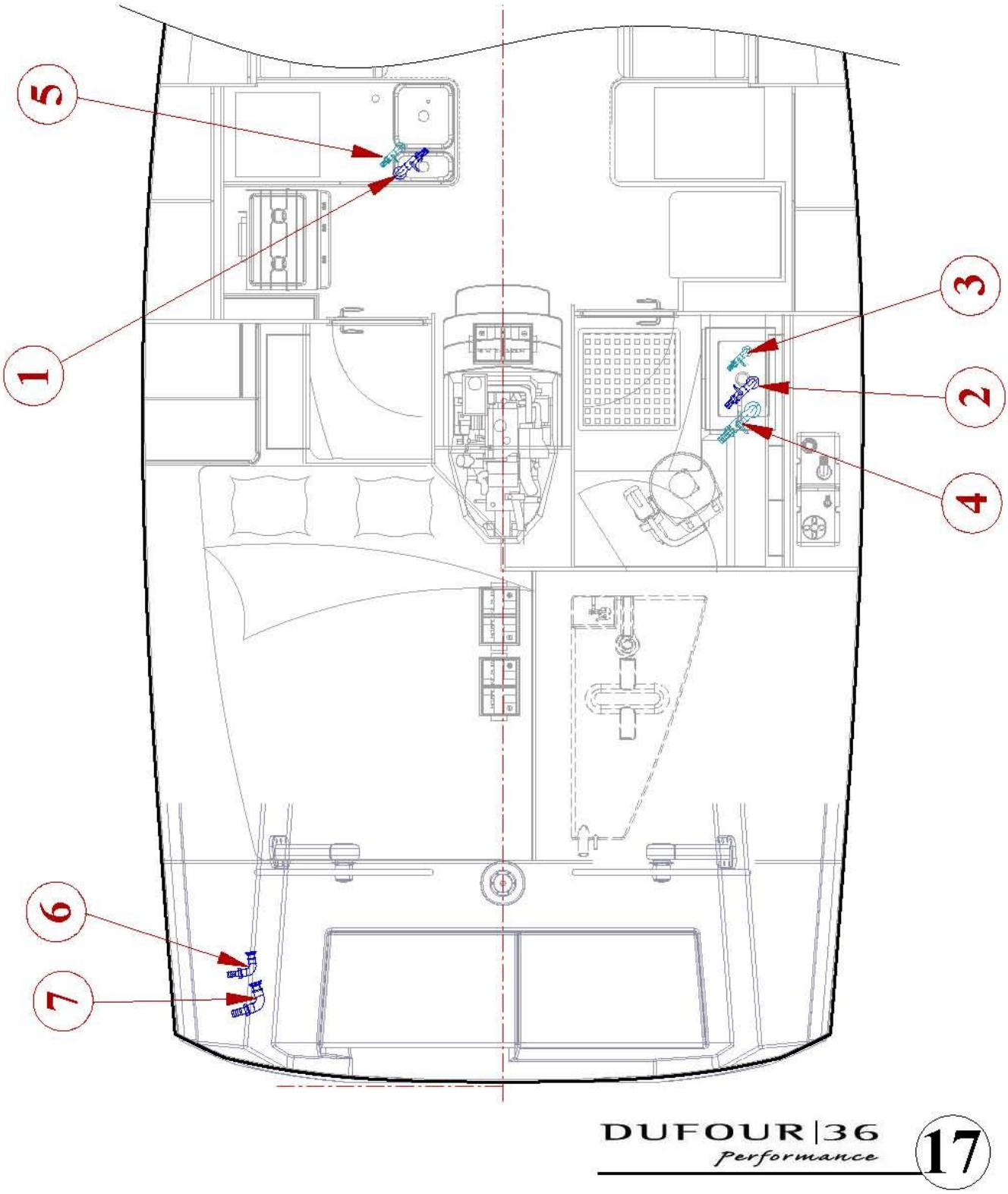
17. Skin fitting location diagram

Label	*Description*	*Ø*
	Skin-fittings & Seacocks	
1	Galley sink discharge	1"
2	Wash-basin / shower outlet	1"
3	Toilet sea-water intake	3/4"
4	WC / Holding tank discharge	2"
5	Sea water pump intake	1/2"
	Skin fittings	
6	Electric bilge pump discharge	3/4"
7	Manual bilge pump discharge	1"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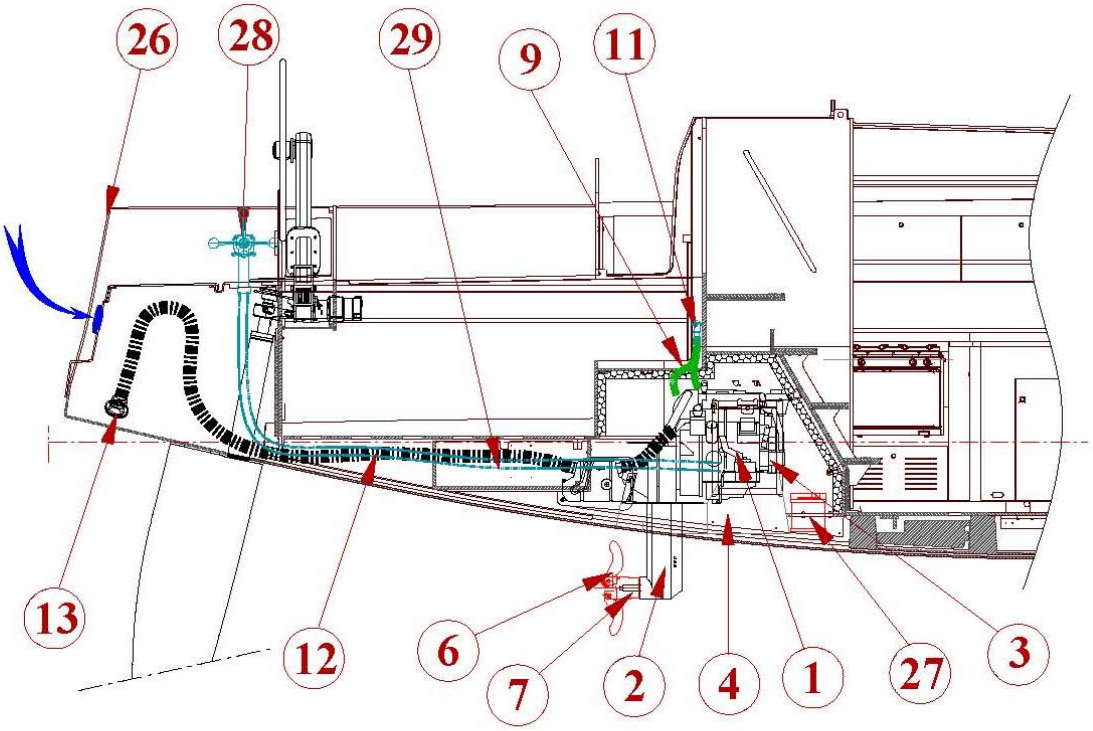
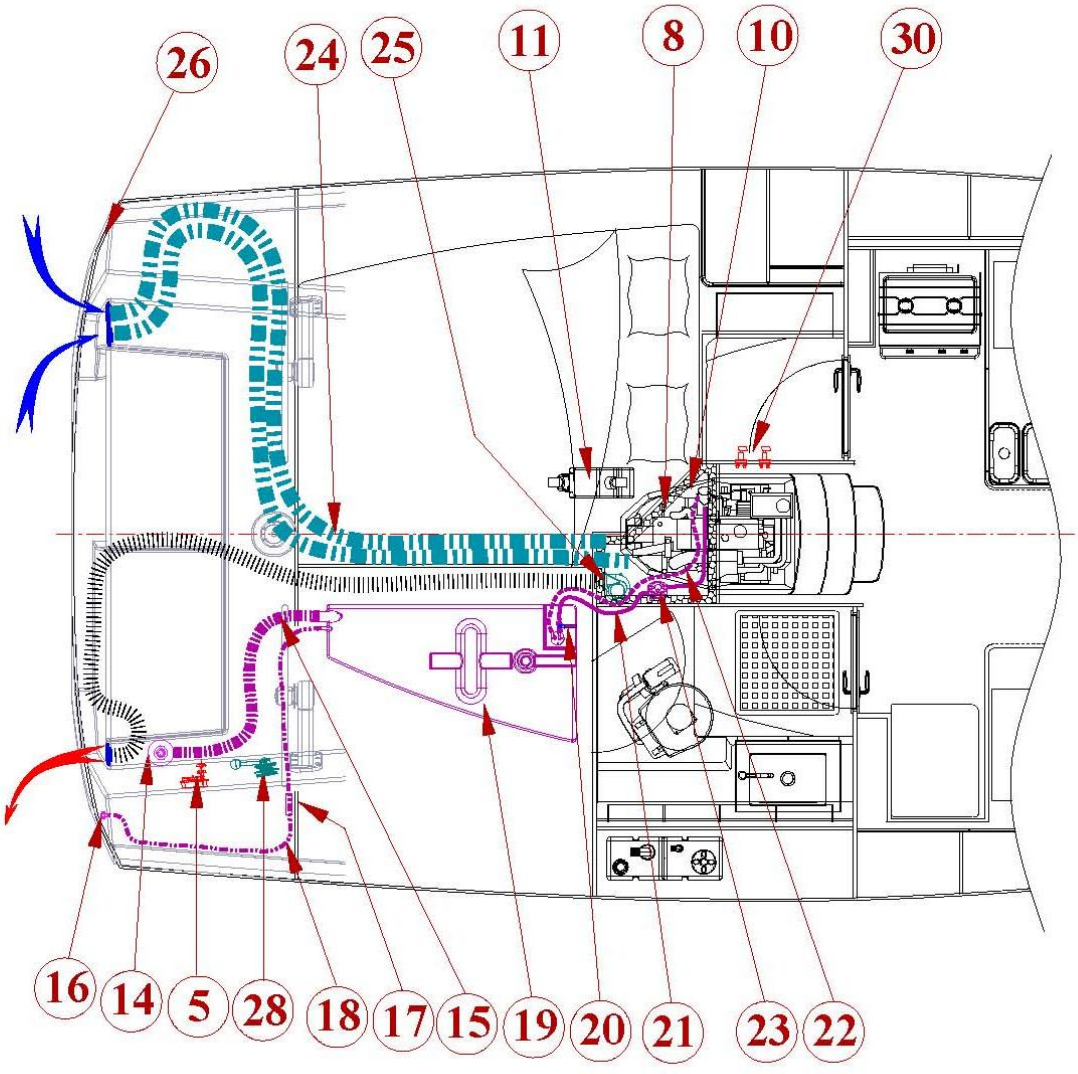
18. Mechanical installation diagram

Label	*Description*
	General
1	Engine
2	Sail-drive transmission
3	Engine sea-water pump
4	Polyester engine bearer
5	Engine control panel
6	Propeller
7	Anode
	Cooling / Exhaust system
8	Sea-water seacock
9	Sea-water hose
10	Anti-siphon elbow
11	Waterlock silencer
12	Exhaust pipe
13	Exhaust outlet
	Fuel system
14	Fuel filler deck plate
15	Filler hose
16	Diesel tank vent
17	Anti-backflow device for vent
18	Diesel tank vent hose
19	Diesel tank
20	Fuel shut-off valve
21	Fuel feed hose
22	Fuel return hose
23	Fuel filter
	Ventilation
24	Ventilation duct
25	Bilge fan
26	Ventilation grilles
	Miscellaneous
27	Engine battery
28	Engine throttle control
29	Control cables
30	Circuit-breakers





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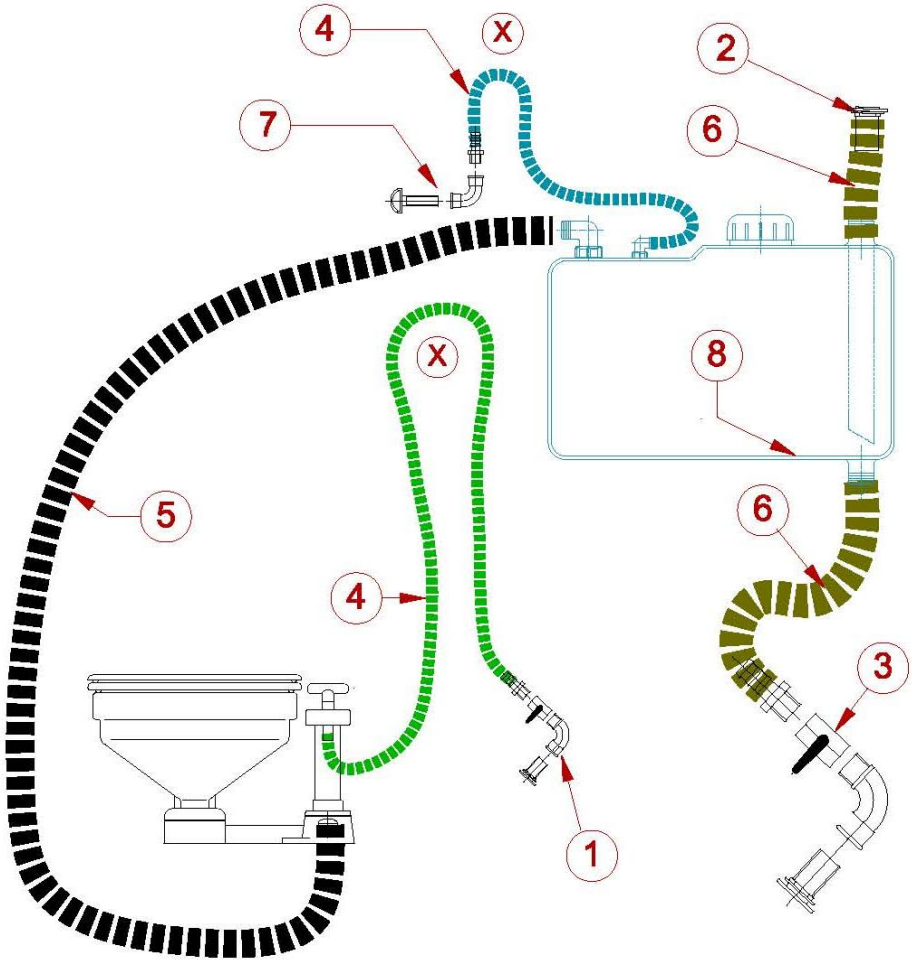
19. Holding tank installation diagram

Label	*Description*
1	Skin fitting & seacock, ¾"
2	Waste deck plate 50 mm Ø
3	Skin fitting & 2" seacock (can be sealed shut)
4	20 mm Ø hose
5	38 mm Ø anti-odour hose
6	51 D anti-odor hose
7	Chromed brass vent
8	Polythene holding tank
X	U-bend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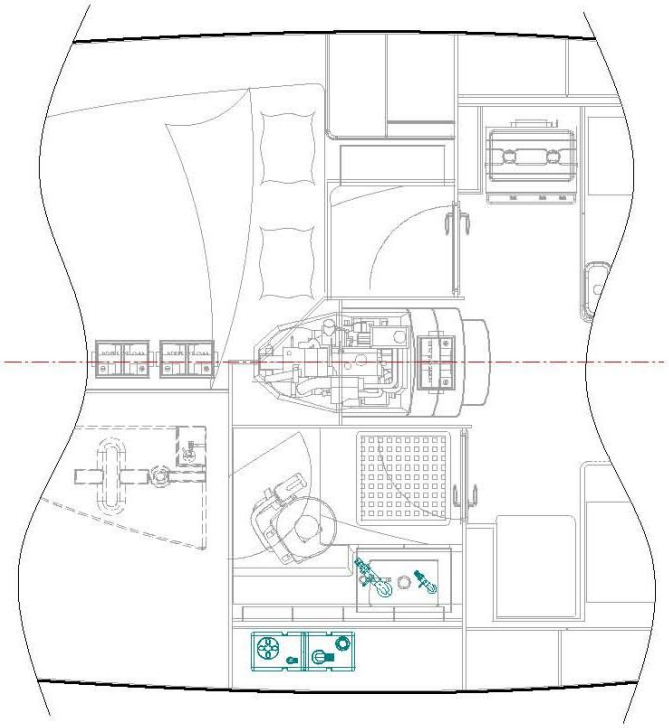
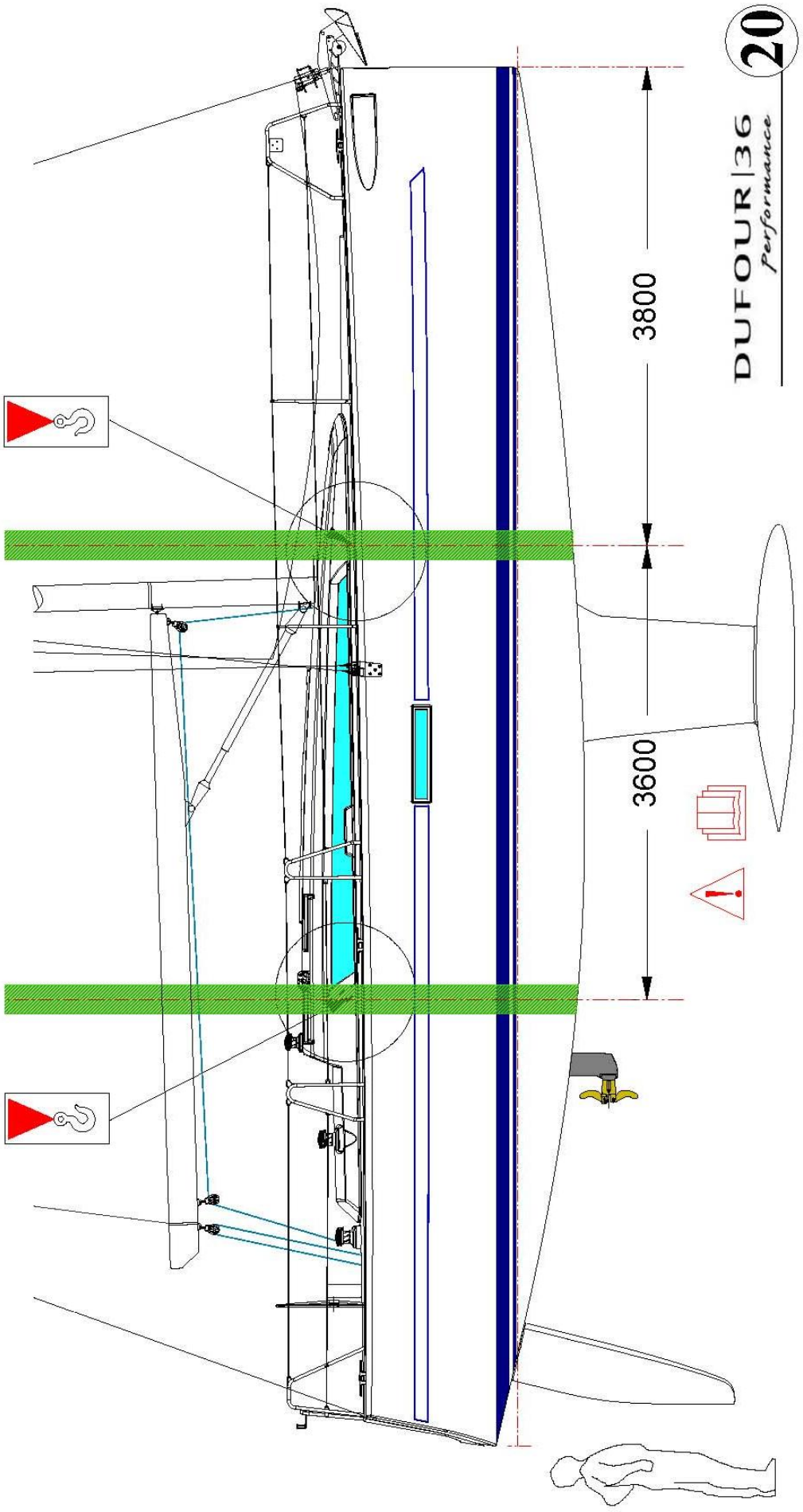


20. Lifting diagram

Label	*Description*
	See red triangular marker below deck line Displacement at maximum loading: 8,025 kg Max. beam 3.61 m Fixed-keel Draught: 2.20 m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