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# *Selection*

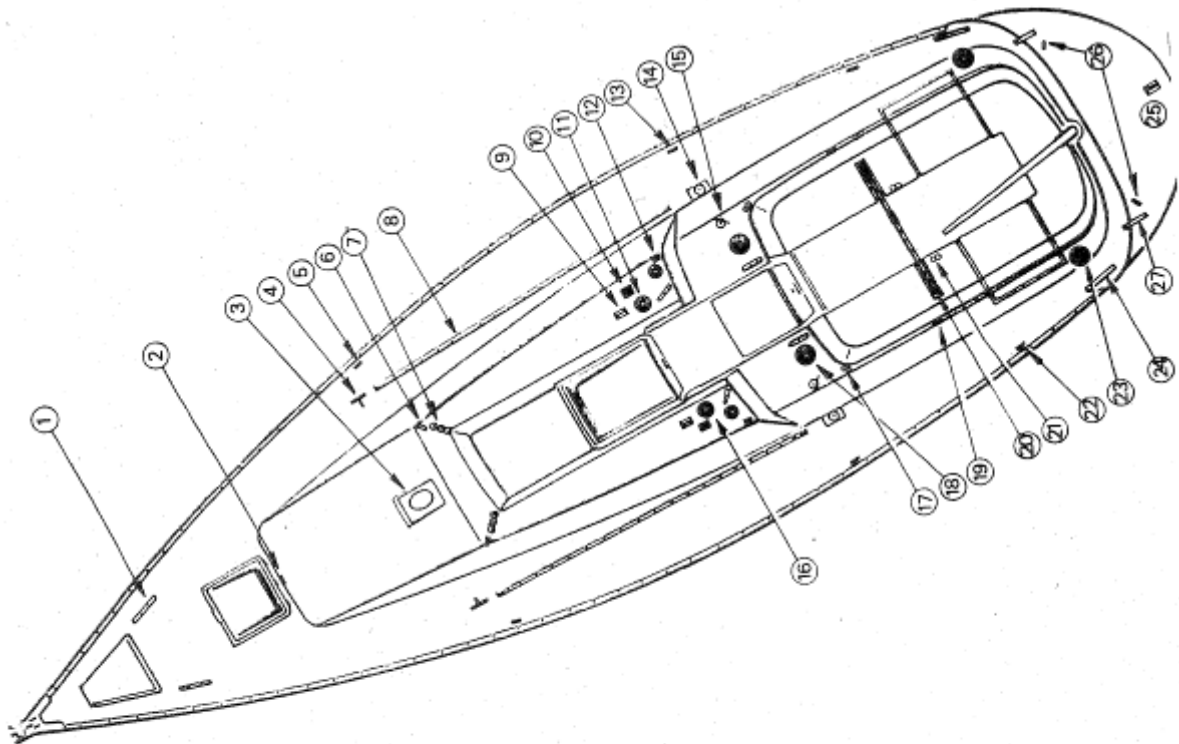
ENGLISH VERSION

SPECIFICATIONS

Length over all L.O.A. : 11.35m (37.3")  
Hull length : 10.91m (35'9 1/2")  
Length on waterline : 8.35m (27'4 1/2")  
Maximum beam : 3.28m (10'9")  
Draught : 1.9m (6'3")  
Displacement : 3400 kgs (7496 lbs)  
Ballast weight : 1100 kgs (2425 lbs)  
French Merchant Marine Standard No: 2282 (2nd)  
2826 (1st)  
Class : 1  
Authorised no. of persons : 7/8 /10  
Tonnage : 9.93 Register tons

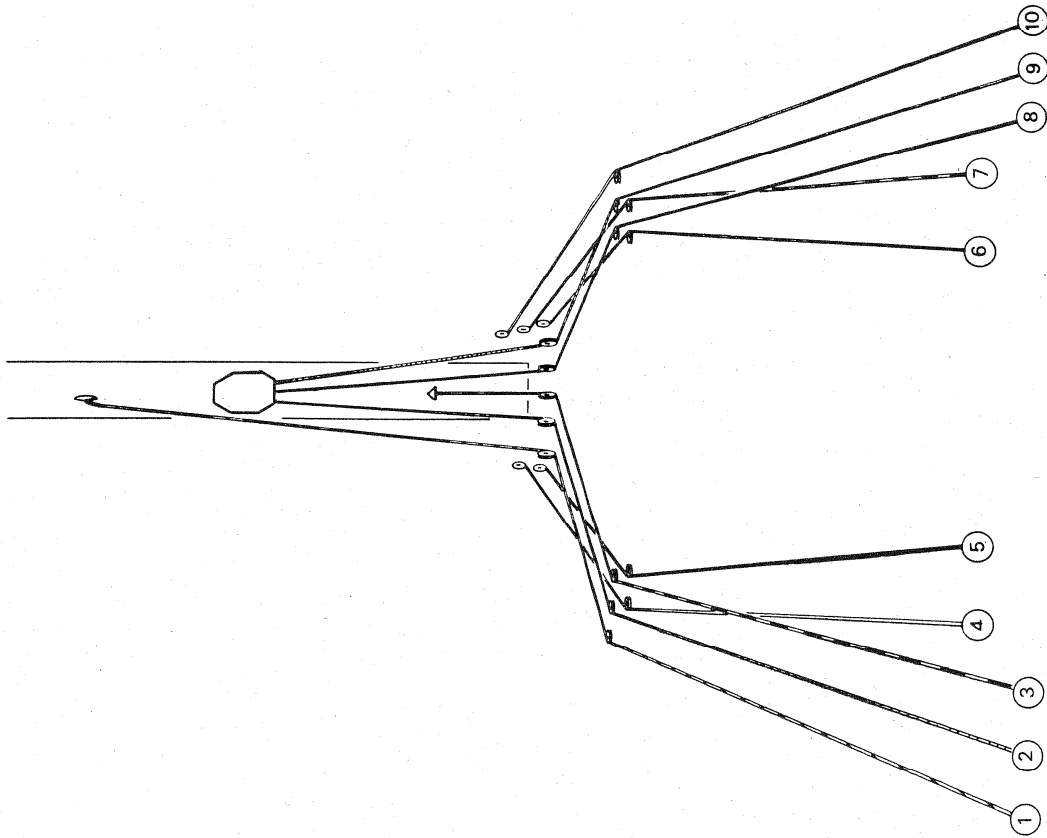
DECK FITTINGS LAYOUT

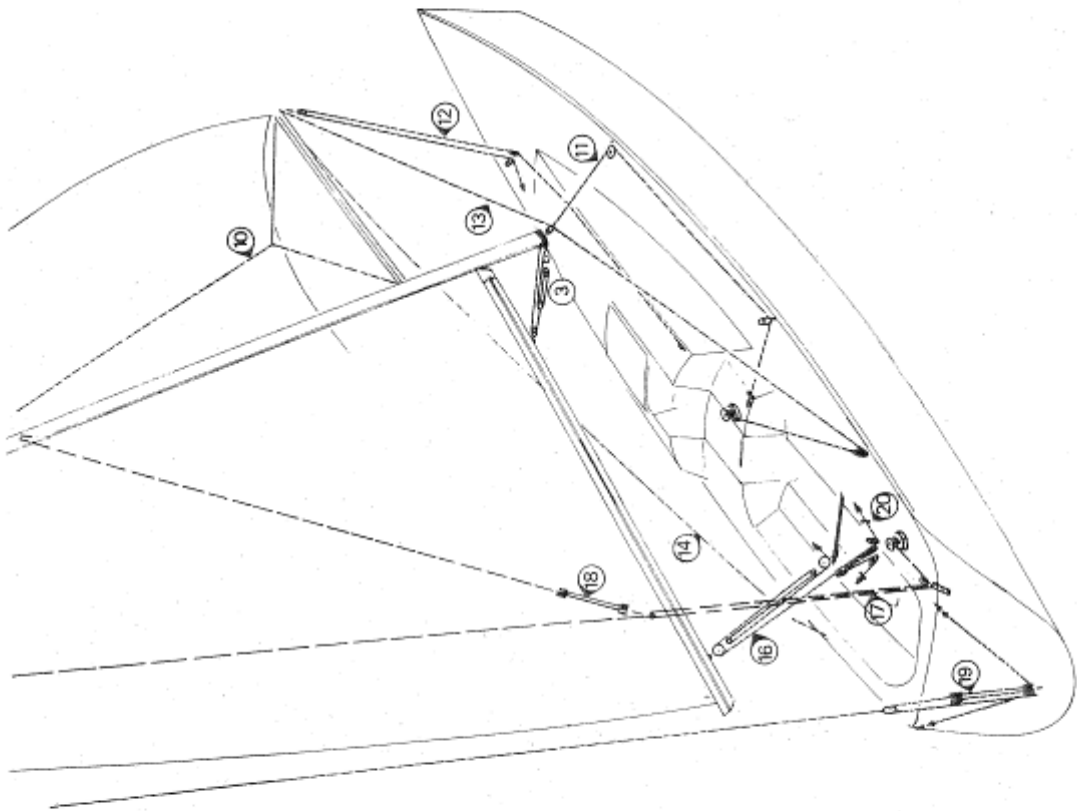
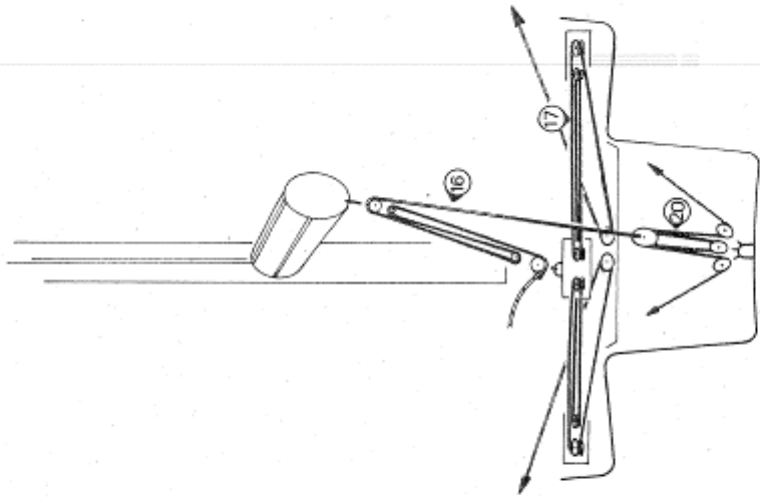
- 1 Forward mooring cleat
- 2 Spinnaker boom downhaul chainplate
- 3 Mast step
- 4 Shrouds chainplate
- 5 Spinnaker barber hauler chainplate
- 6 Spinnaker boom downhaul eyelet
- 7 Return to cockpit blocks
- 8 Gena track (2 traveller fairleads)
- 9 Jammers for spinnaker and jib no.2 halyards
- 10 Jammers for clew, reefing, topping lift
- 11 Winch for spinnaker and jib no.2 halyards
- 12 Spinnaker boom downhaul clew cleat
- 13 Spinnaker barber hauler chainplate
- 14 Jib turning blocks
- 15 Jib sheet cam cleats
- 16 Mainsail and jib no.1 halyards winch
- 17 Spinnaker barber hauler jammer
- 18 Jib sheet winch
- 19 Mainsheet traveller slide block
- 20 Mainsail horse
- 21 Mainsheet traveller (final) slide block
- 22 Spinnaker sheet (return) chainplate 010
- 23 Running backstay winch
- 24 Aft mooring cleat
- 25 Backstay chainplate
- 26 Backstay tackle adjustment jammer
- 27 Running backstay chainplate

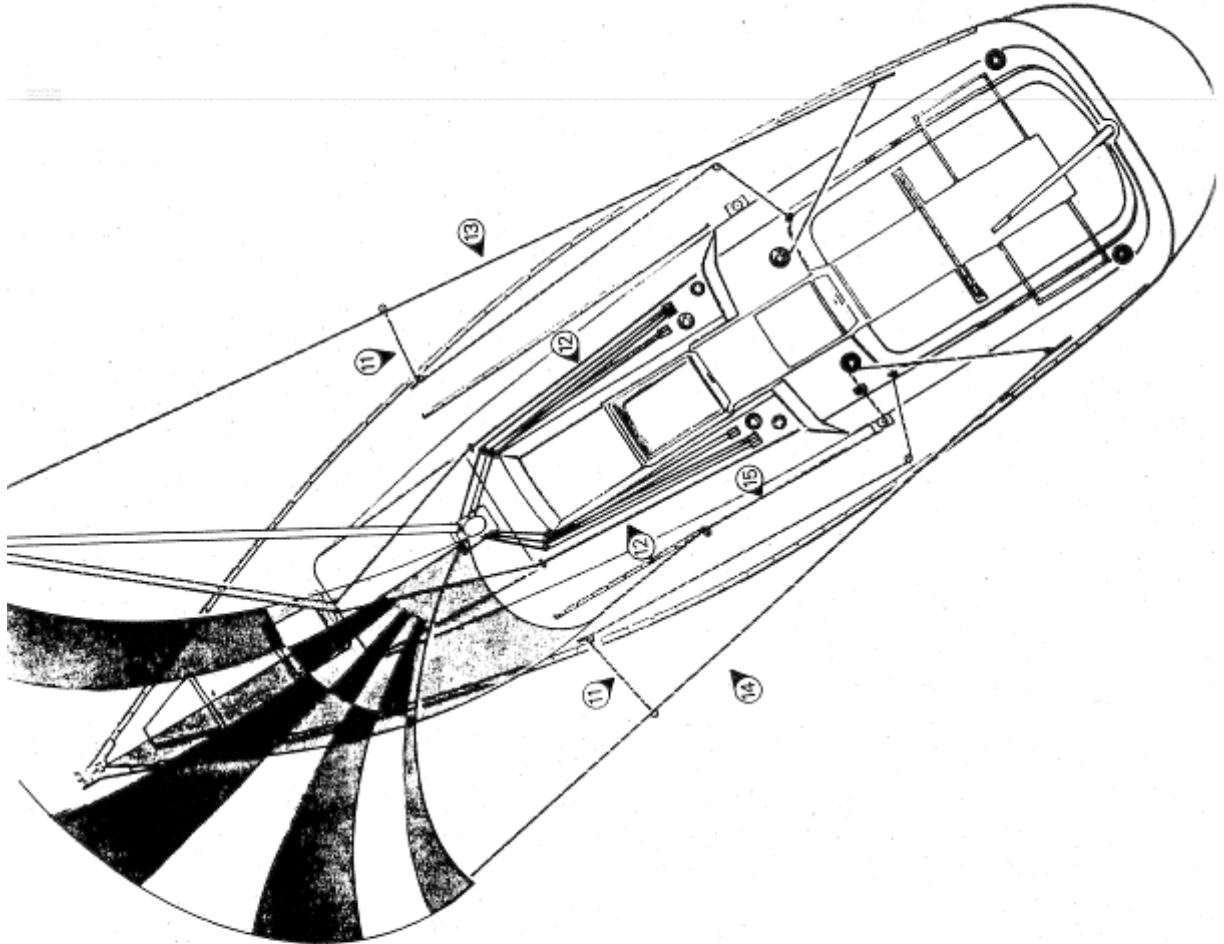


SHEET AND HALYARD PLAN

- 1 Cunningham hole
- 2 2nd Reef
- 3 Boom downhaul
- 4 Jib halyard
- 5 Mainsail halyard
- 6 Spinnaker no.2 halyard
- 7 Spinnaker no.1 halyard
- 8 Mainsail clew
- 9 1st Reef
- 10 Spinnaker boom topping lift
- 11 Spinnaker barber hauler
- 12 Spinnaker boom downhaul
- 13 Spinnaker guy
- 14 Spinnaker sheet
- 15 Genoa sheet
- 16 Mainsheet tackle
- 17 Running backstay tackle
- 18 Lower running backstay tackle
- 19 Backstay tackle
- 20 Mainsheet fine adjustment tackle







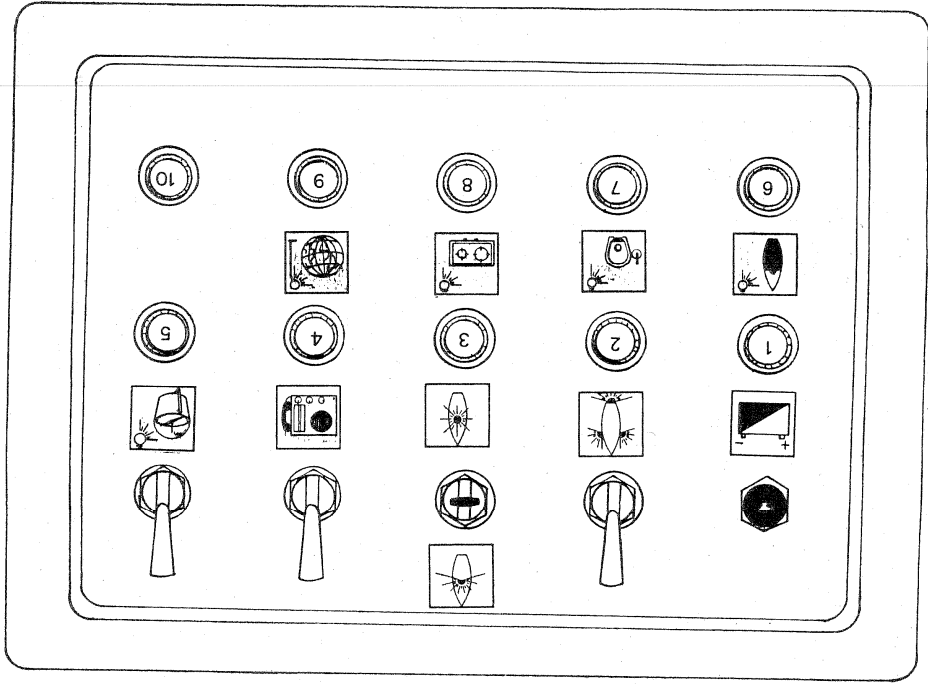
RUNNING RIGGING - Tour de France à la voile - Linestra

KEY #	DESCRIPTION	S.S. cable	Code	Optional	leng. code	leng.	Comp.	Code	Accessories	Fittings	Code	Blocks	Code
						Ø	Composition						
5	Mainsail halyard		0033761		10 33.5	10	Kevlar white & red		1 Key shackles Ø8	134965	1	SE3	
1	Mainsail topping lift		0033761		10 29	10	Stranded green		1 Punched shackle				
16	Mainsheet		0024441		12 26.5	12	Tempest red		1 S.S. #5	135020	1	VET 4	135723
8	Mainsail clew		0024021		10 11	10	Braided red		1 "D" shackle Ø8	134825	1	VET 3	135814
9	1st Reef pendant		002394		10 13.5	10	Braided blue		1 Key shackle Ø6	134940	1	SE2	
2	2nd Reef pendant		002410		10 16	10	Braided green		1		1	SE2	
1	3rd Reef/lower reef pendant		002386		10 6	10	Braided white		1 Thimbles Ø6	148064	1	D60 c1	136572
3	Mainsail Cunningham hole		0028732		12 6.5	12	Tempest red		1 "D" shackle Ø8	134825	1	VE3	
1	Boom downhaul	6	1.5	002097					4			SAB3	135756
17	Mainsail runner adjuster		002909		8 5.3	8	Tempest blue		1 S.S. hank Ø70	135400	1	SE3	
4	Jib halyard		002477		10 26.5	10	Kevlar black & orange		1				
15	Jib sheet		002477		14 15.5	14	Braided blue		1				
1	Jib barber hauler												
1	Jib runner adjuster												
7	Spinnaker halyard				10 28	10	Kevlar 1 white & green 1 white & orange		2 Swivel hank Ø90	135442	2	SE3	
14	Spinnaker sheet				10 20	10	Kevlar black & orange		1 Hank Ø90	135442	1	Block SEA	135624
13	Spinnaker guy				10 20	10	Kevlar black & orange		1 "D" shackle Ø8	134825	1	Block SEA	135624
10	Spinnaker boom topping lift				8 21	8	Braided green		1 Hank Ø90	135442	1	Block SEA	135624
12	Spinnaker boom downhaul				8 18	8	Braided red		1 "D" shackle Ø8	134825	1		
11	Spinnaker boom runner adjuster				8 7	8	Braided green		1 S.S. shackle Ø70	135400	3	SE2	135707
11	Spinnaker barber hauler								1				
17	Staysail halyard								1				
17	Staysheet								1				
17	Running backstays				10 12	10	Kevlar white & orange		2 "D" shackles Ø8	134825	2	SAB	135608
18	Lower running backstays				6 4.3	6	Tempest yellow		2 "D" shackles Ø6		2	SEA	135624
	Ketch mizzen halyard								2 Press slices	148296	2	TAR 24 c	136606
	Ketch sail clew								Ø6 Talurit		2	TA 24	136580
	Ketch 1st Reef pendant												
	Ketch 2nd Reef pendant												
	Ketch boom downhaul												
19	Backstay	4	2.2		8 8	8	Braided green		2 Press slices Ø6		1	DAT2	
									2 Thimbles Ø4		1	TAR2	
									2 "D" shackles		1	DAT2	
20	Mainsail stop adjuster				10 10.5	10	Braided white		002386		2	SET2	

Key: Ø = diameter All above are in millimetres Conversion factor: 1inch=25.4mm Thus to convert mm into inches divide no. of MM by 25.4  
 S.S. = Stainless Steel e.g: 12mm + 25.4 = 0.47 ins

MAINSAIL JIB SPINNAKER STAYSAIL KETCH

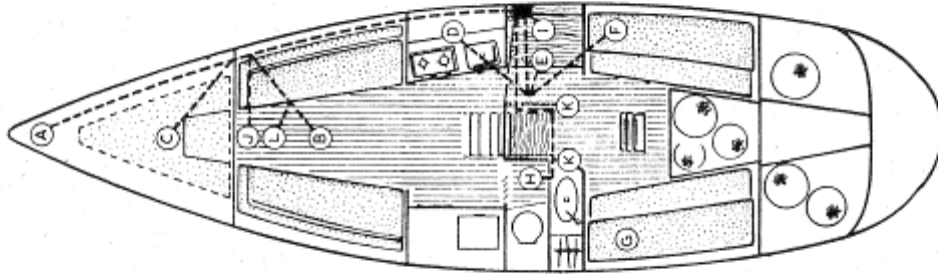
TABEAU DE BORD



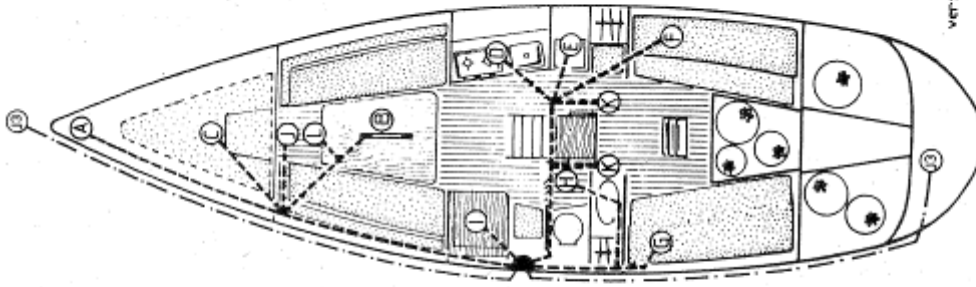
KEY

Key	Description	Fuse No	Colour	Return
A	Stay light	6	white	-----
B	Saloon light fitting	6	white	
C	Forward cabin ceiling light	6	white	
D	Galley ceiling light	8	brown	
E	Icebox overlight	8	brown	
F	Port aft cabin ceiling light	8	brown	
G	Starboard aft cabin ceiling light	7	grey	
H	Washroom ceiling light	7	grey	
I	Chart lectern spotlight	9	white	
J	Steaming light	3	orange	
J	Anchorage light	3	white	
J	Navigation lights	2	red	
K	Compass illumination	5	white	
L	Saloon ceiling light (forward)	6	white	





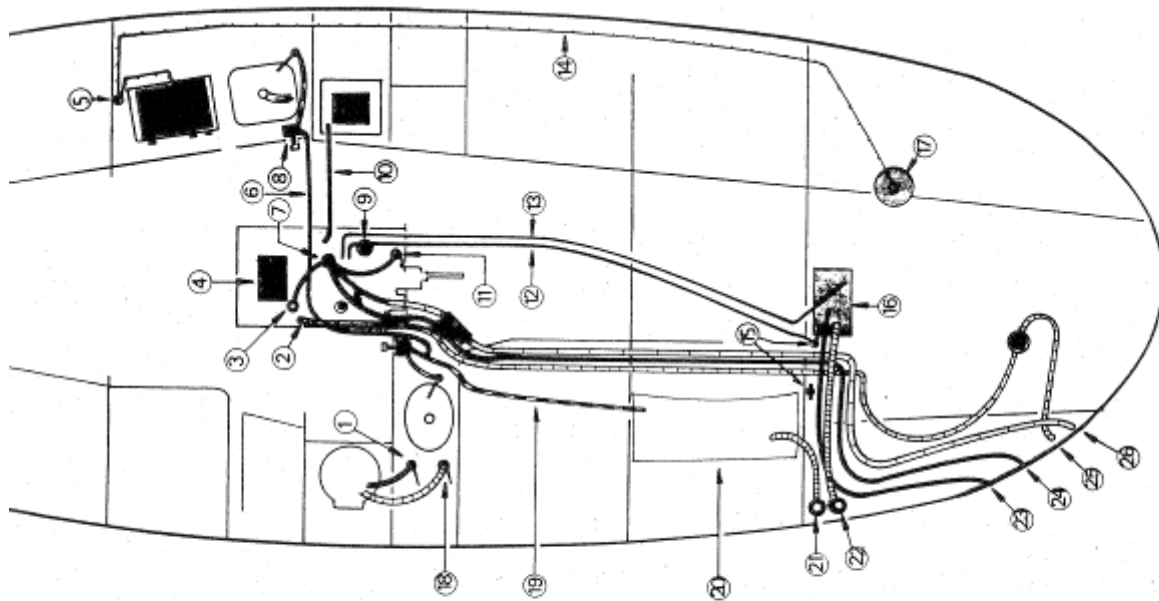
version TFV



version prognostic

**WATER, GAZ, ENGINE SYSTEMS**

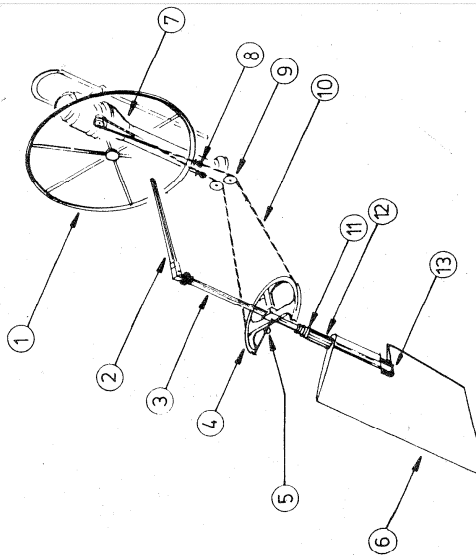
MANNI 2.60 Engine



- 1 WC flush intake cock
- 2 Water intake - manual bilge pump
- 3 Water intake - bilge pump filter turning to engine
- 4 Battery (12-volt - 70Ah)
- 5 Gas shut-off cock
- 6 (Galley) water supply pipe
- 7 Bilge pump run off engine (with integral non-return bend)
- 8 Sink foot pump
- 9 Fuel filter decenter
- 10 Icebox drainage pipe
- 11 Engine cooling water intake
- 12 Engine fuel supply pipe
- 13 Fuel tank return pipe
- 14 Gas supply pipe
- 15 Fuel shut-off cock
- 16 Fuel tank (37 l) (8,14 imp.galls/9,77 US galls)
- 17 Gas canister (3 kg)
- 18 WC flush cock
- 19 General water supply pipe
- 20 Water tank (non-rigid) (59 l) (13,08 imp.galls/15,58 US galls)
- 21 Water fill cover
- 22 Fuel fill cover
- 23 Fuel tank breather
- 24 Engine-run bilge pump outlet
- 25 Cockpit manual pump outlet
- 26 Exhaust outlet

RUDDER CONTROL

- 1 Wheel
- 2 Emergency back-up tiller
- 3 Rudder stock
- 4 Steering quadrant
- 5 Steering wires adjustment
- 6 Blade
- 7 Steering column
- 8 Wheel stops
- 9 Transmission pulleys
- 10 Steering wires
- 11 Stock seals
- 12 Rudder tube
- 13 Gudgeon



**MECHANICS**

STUFFING BOX (ERCEM model)

**IMPORTANT SAFETY NOTE:** The bellows must be checked without fail every year by an authorized specialist.

ENGINE

Refer to manual supplied in the boat.

This must be read carefully as it will give detailed explanations as to how the engine works and how to keep the engine in good running condition.

ANODE

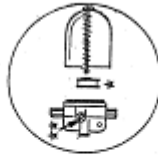
Periodically check corrosion of anode situated at end of shaft, change if necessary. It is advisable to add a nut anode to the shaft between the motor support and the hull. (obligatory for duck-bill prop blade: i.e. Folding-prop).

PROPELLOR

The propellor supplied is the result of exhaustive tests on our part and in collaboration with the maker of the engine.  
**DO NOT CHANGE THE PROPELLOR WITHOUT CONSULTING YOUR DEALER.**

FUEL FILTER

- To clean the fuel filter :
- completely unscrew the lower screw .
  - remove
  - empty and clean
  - change filter \* (if necessary)
  - reassemble
- To BLEED- unscrew screw \*\*

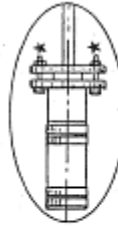


STUFFING BOX

As the shaft turns, water should drip from the stuffing box approximately every 5 - 10 seconds and be practically watertight when stopped (slight seepage can be tolerated).

To adjust:

- tighten or loosen the two (2) screws\*
  - make sure the tightening spring remains parallel to the body of the stuffing box.
- CAREFUL !!** Never overtighten the stuffing box as this will very rapidly deteriorate the packing inside.



**AT THE END OF THE SEASON** , take the tightening spring completely out and check the condition of the braiding. If it is very dry, or if the spring comes up against the body of the stuffing box, it should be changed.

**NOTE :** This should only be carried out when the boat is OUT OF THE WATER.

GEAR LEVER BOX

TO DISENGAGE THE REVERSE :

Shift into neutral and pull the knob situated on the base of the gear lever box. In this position, only the brotette is activated.



EXHAUST SYSTEM

Each year, check the exhaust system and change if necessary.

-BUILDER'S IDENTIFICATION PLATE

The builder's identification plate is affixed to the boat and must have the following information :

- Year of construction
- Type of boat
- Serial number
- Navigation class
- Maximum horsepower
- Number of persons allowed on boat
- French Merchant Marine approval number
- ( in U.S.A. ) U.S. hull I.D. number

MOTOR COMPARTMENT FIRE

Half-way down the companionway steps is a hole into which an extinguisher can be introduced in the case of a fire in the motor compartment.

#### BEFORE PUTTING THE BOAT IN WATER

Anticipate the eventual installation of the echo sounder and speedometer if your boat is to be equipped with these devices.

Check the engine and box oil levels (as per your engine maintenance manual).

It is necessary to render waterproof, using a lubricant, the bow pulpit as well as any optional accessories.

The connecting of the lights is done by the domino situated in the cockpit well.

All seacocks (washroom - engine) should be closed.

The sideways position of the seacock lever indicates that they are closed.

Secure the boat fore and aft so as to prevent thrashing from the sides of the dock.

When lift into water is to start check that no belts chafe on any equipment (echo sounder, speedometer, prop shaft...)

#### ON PUTTING THE BOAT IN WATER

Make sure the echo sounder and speedometer are watertight.

Check the stuffing box for leakage. (refer to previous notes)

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

#### BEFORE STARTING THE ENGINE

Open the fuel tank cock.

Engage the electrical circuit by activating the battery.

Before starting the engine, disengage the reverse in order to obtain idle position.

To START the engine, consult the engine manual.

As the engine turns over, check the cooling system, then let engine warm up a few minutes, and put forward and reverse into gear slowly.

Check the engine water coolant to make sure it is coming through outlet - if this is not the case, stop the engine immediately and check the water circuits.

NOTE : Never cut the electrical circuits while engine is running as this will instantly do irreparable damage to the system.  
If your boat is equipped with a diesel engine the engine stop pull-knob must be used ( and not stop engine by ignition or battery cut-out).

#### INTERIOR FITTINGS

#### W.C.

When not in service, it is advisable to close cocks.

#### INSTRUCTIONS FOR USE :

Make sure that inflow and outflow cocks are open.

To empty bowl, put the pump-handle into the " sideways" (FLUSH) position, and work the pump.

To pump out the bowl, put this handle back to the "vertical" (DRY) position and work the pump.

Shut cocks after each use and above all when there is no-one aboard.

When the boat is to be put up for the winter, remove the drain-plug situated in the base and work the pump having put the handle into the "sideways" position.

It is advisable, if sea-water has been used, to rinse the W.C. using fresh-water by vigorously working the flush to ensure good working order during the season to follow.

DO NOT USE EITHER ANTI-FREEZE OR CHEMICAL PRODUCTS.

CARE OF POLYESTER (G.R.P.)

So that you may keep your boat looking as new, we have made available JEANNEAU factory constituents (parts and products) such as Gel-coat : grey - yellow - etc.

INSTRUCTIONS FOR USE

PRECAUTIONS TO BE TAKEN :

Temperature between 15° C and 25° C ( F and F)  
Dry

PROPORTIONS for polyester resin and Gel-coat :

Our products are preactivated. You need only to add the catalyst (colourless liquid).  
The usual proportion is 2 parts in 100 (2 %).  
The pot-life (time product remains malleable) is about half an hour, hardening is complete after ten hours or so.

PROCEDURE :

To fill a dent or scratch, clean over the surface with acetone, if necessary rub down beforehand.  
Prepare the amount of gel-coat necessary, preferably on a pane of glass.  
To apply, use a spatula or sharp instrument.  
Apply a liberal coat with a view to rubbing down with a wet/dry abrasive and to polishing to obtain a shiny surface.  
For minor retouching to smooth surfaces, simply apply a strip of sticky tape to the fresh gel-coat, then remove it after hardening to obtain a shiny surface.

STORAGE :

So that they keep, you should keep the constituents in a cool, dry place away from light.  
Polyester is inflammable, take the necessary precautions.  
BEMARE ! The catalyst is a dangerous product, keep out of reach of children, keep clear of skin and mucus areas, in case of contact, wash thoroughly in soapy water and rinse well.

CLEANING :

Use acetone to clean all utensils.

EVER AT YOUR SERVICE

JEANNEAU AFTER-SALES SERVICE

It is stipulated that this document is not contractual and that the information given herein is merely guidance ; we reserve the right to modify the specifications of boats without prior notice.

MAINTENANCE AND OUT-OF-SEASON STORAGE

MAINTENANCE

Moving and mechanical parts must be regularly greased :  
- Motor stop pull-knob  
- Gear box cover and works  
This should be carried out using products specially meant for marine use (White Teflon grease).  
Keep battery terminals in good condition.  
Strip down and clean fuel filter from time to time.  
For mechanics, refer to the maker's handbook and consult your approved dealer or stockist.

HULL

A frequent cleaning of hull and deck should be observed using (non-abrasive) cleaning agents (such as MR in France) and fresh water.  
Should yellow stains appear, these can be easily removed with a cleaner your dealer should be able to supply (such as SUPER DECAP in France). Be careful to rinse well.  
For the hull, a yearly anti-fouling will avoid tiresome, time-consuming hull cleaning.  
The GEL-COAT (exterior polyester) can be relied on to keep its appearance against difficult staining on the waterline, muriatic acid can be used, after allowing the acid to work for 10 minutes, rinse thoroughly.  
Polish can keep your boat looking new.  
For repairs, see attached notes.  
Should an immediate an lasting problem arise, you should consult your dealer or JEANNEAU S.A. directly.

OUT-OF-SEASON STORAGE

In the case of a lengthy storage, great care must be taken to :  
- rinse with fresh water  
- oil and grease all metal parts  
If the boat is to remain afloat, close all seacocks and protect all those parts which might rub or scrape...  
If the boat has a stuffing-box, it is wise to lightly tighten it so as to render it water-tight ; do not forget to readjust it before the next trip.

GOOD ADVICE AND CAREFUL MAINTENANCE REMAIN THE BEST GUARANTEE OF SAFE AND TROUBLE-FREE SAILING NEXT SEASON.