

BENETEAU®



OWNER'S MANUAL

OCEANIS 473

FR-BEY _ _ _ _ _

BENETEAU REF: **052927**

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EXPLANATION OF THE TYPOGRAPHY USED :

DANGER

WARNING

ATTENTION

RECEIPT

NAME OF OWNER :

ADDRESS :

.....

.....

Owner of **OCEANIS 473** n°

Do certify having received and read the information included in this owner's manual delivered with the boat

Date

Signature

Copy to be kept by the owner

.....
•

RECEIPT

NAME OF OWNER :

ADDRESS :

.....

.....

Owner of **OCEANIS 473** n°

Do certify having received and read the information included in this owner's manual delivered with the boat

Date

Signature

Copy to be sent back to

BENETEAU S.A
ZI des Mares BP66
85270 Saint Hilaire de Riez
FRANCE

I) INTRODUCTION

Dear Madam, dear Sir,

You have just taken delivery of your new BENETEAU, and first of all we would like to thank you for your confidence in choosing a product from our range.

A BENETEAU is built to last: each boat receives attentive care right down to the slightest details, from her design until she leaves our factory and is launched, so that she might provide you with many years of joy, which you have a right to expect.

This manual has been compiled to help you use your boat with pleasure and in complete safety. It contains details of the boat and her installations and information relative to her use and maintenance. Please read it carefully and familiarise yourself with the boat before casting off.

If this is your first boat or if you are changing for a type of boat with which you are not familiar, for your comfort and safety, make sure that you obtain hand over and operating experience before taking command of your boat. Your dealer, national sailing federation or your yacht club will be only too happy to recommend local sailing schools or competent instructors.

Enjoy your sailing.

(1) Throughout their careers, our boats are regularly improved in line with our experience and that of our customers, this is why the characteristics of the owner's manual are not contractual and can be modified without prior notice and without an obligation to update it.

Moreover, this document, whose purpose is general, may sometimes list certain equipment or cover certain subjects that do not concern your boat. In case of doubt, please refer to your boat's inventory.

<p>KEEP THIS MANUAL IN A SAFE PLACE AND HAND IT OVER TO THE NEW OWNER IF YOU SHOULD SELL THE VESSEL</p>

II) CHARACTERISTICS OF THE BOAT

Type OCEANIS 473
 Name of builder BENETEAU SA
 Design category..... A
 N° of notified organisation..... CE 0607

Length of hull	14.15 m
Beam of hull	4.31 m
Draught: Deep draught:	2.10 m
Shoal draught:	1.70 m
Air draught	18.10 m

Maximum authorised engine power:	75 kW
----------------------------------	-------

Fuel capacity:	235 Litres
Freshwater capacity:	600 Litres
Capacity of batteries	1x110 + 2x140 Amps

Category	Wave height (m)	Wind strength (Beaufort)
A	> 4	> 8
B	< 4	≤ 8
C	< 2	≤ 6
D	< 0.5	≤ 4

For further information on the equipment fitted, please refer to their manuals included with the boat's documentation.

Maximum recommended number of persons carried aboard per design category:

Category	Maximum number of persons
A	10
B	12
C	12
D	14

The equipment on the boat with CE certification includes: the fuel tanks, steering system components, gas system components and hatches and portlights.

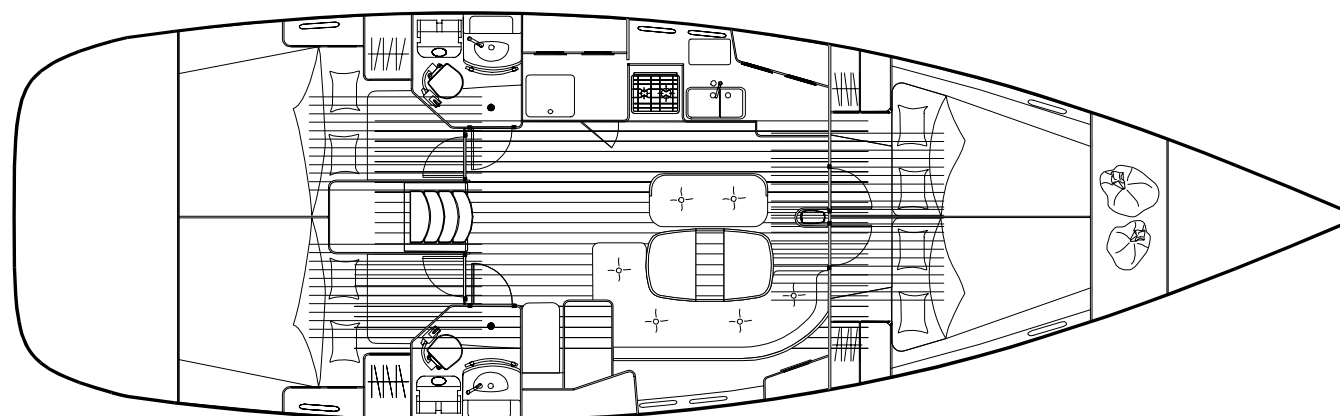
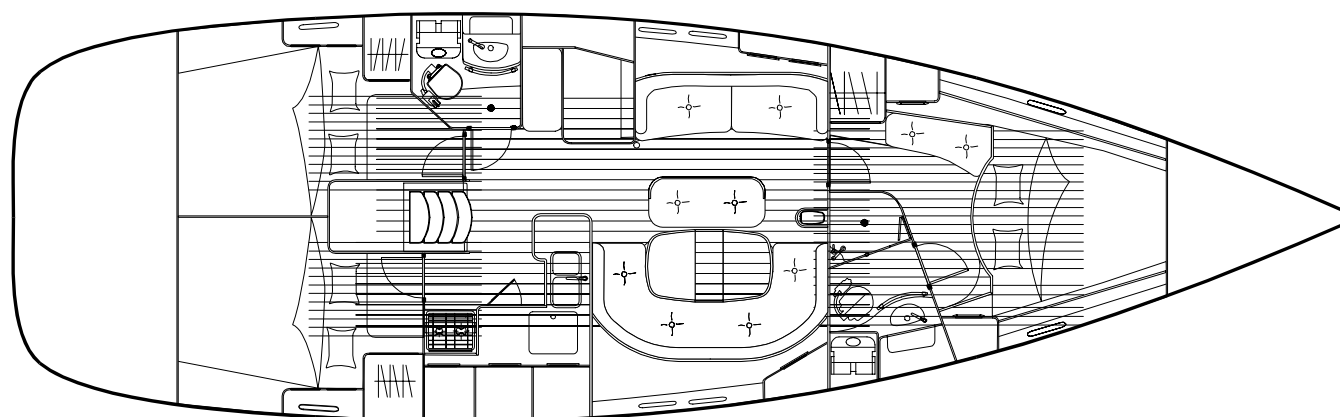
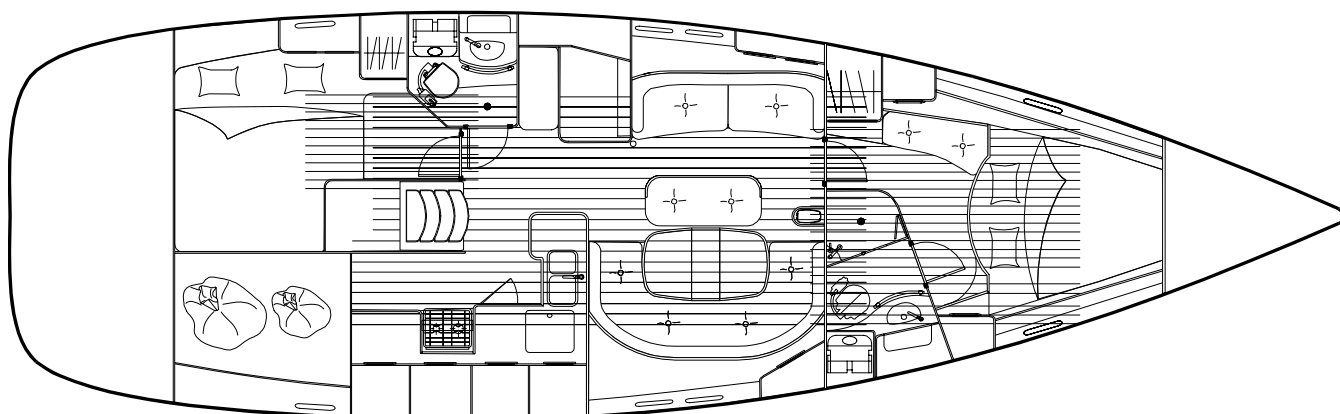
LOAD SHEET

DESIGN CATEGORIES	A 10 pers	B 12pers	C 12pers	D 14pers
Light boat :	10600	10600	10600	10600
Safety equipment :	140	140	140	140
Sails	60	60	60	60
Light displacement	11000	11000	11000	11000
Life raft :	80	80	80	80
Crew :	750	900	900	1050
Water:	600	600	600	600
Fuel:	192	192	192	192
Personal equipment :	207	250	250	290
Optional equipment	1200	1200	1200	1200
<i>Teak deck</i>	<i>130</i>	<i>130</i>	<i>130</i>	<i>130</i>
<i>Rigid reserves</i>	<i>300</i>	<i>300</i>	<i>300</i>	<i>300</i>
<i>Air conditioning</i>	<i>80</i>	<i>80</i>	<i>80</i>	<i>80</i>
<i>Automatic pilot</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
<i>Spinnaker pole</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
<i>Microwave oven</i>	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>
<i>Spray hood</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
<i>Bimini top</i>	<i>20</i>	<i>20</i>	<i>20</i>	<i>20</i>
<i>Davits</i>	<i>40</i>	<i>40</i>	<i>40</i>	<i>40</i>
<i>Frigoboat refrigerator</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
<i>Extra water capacity</i>	<i>240</i>	<i>240</i>	<i>240</i>	<i>240</i>
<i>Extra battery</i>	<i>35</i>	<i>35</i>	<i>35</i>	<i>35</i>
<i>Generator set</i>	<i>280</i>	<i>280</i>	<i>280</i>	<i>280</i>
Margin for extra equipment	613	420	420	230
MAX LADEN DISPLACEMENT IN Kg	14654	14654	14654	14654
MAXIMUM LOAD (Kg)	3642	3642	3642	3642

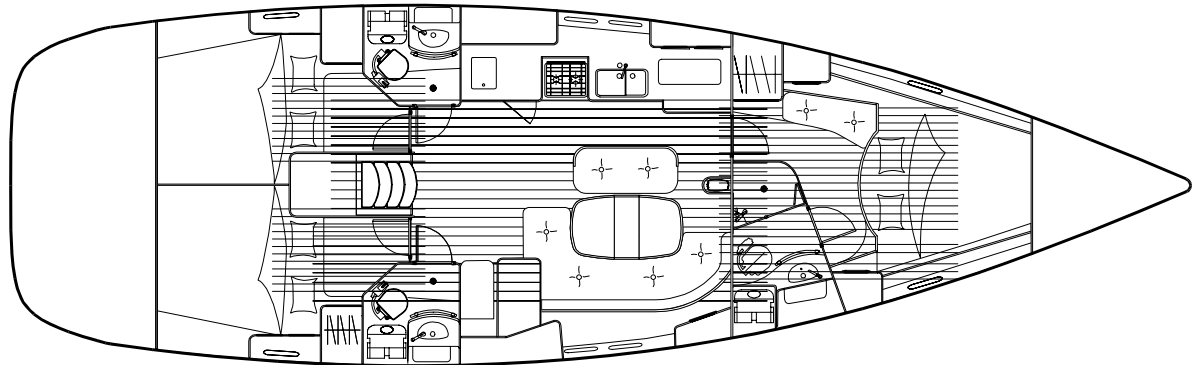
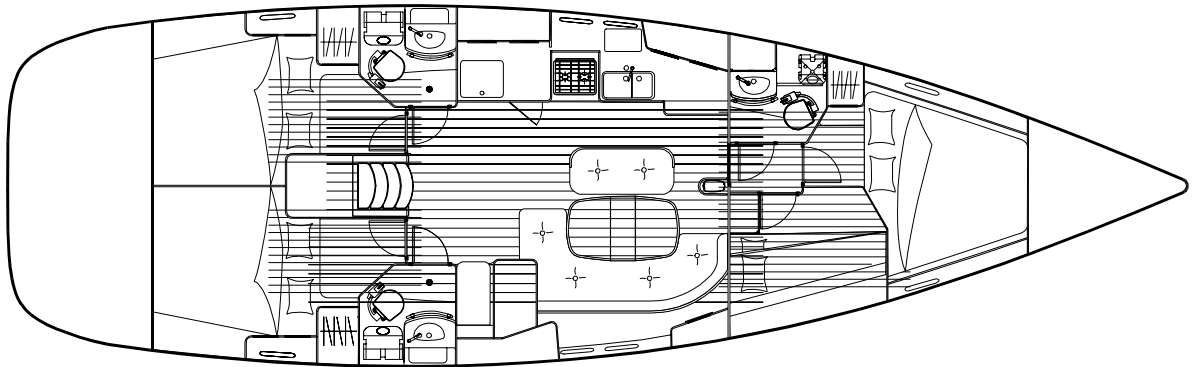
MAXIMUM LOAD = MAXIMUM LADEN DISPLACEMENT – LIGHT BOAT

ANY OVERLOADING COULD LEAD TO FLOODING OR A LOSS OF STABILITY

III) ACCOMMODATIONS



III) ACCOMMODATIONS (CONT'D)



EVACUATION IN CASE OF FIRE

The boat is delivered without fire extinguishers, the application of the national regulations of your country is under your responsibility (number, capacity, type, location). We advise the installation of at least one extinguisher less than 5 metres from each berth, less than 2 metres from the engine compartment extinguisher aperture, at least 2 metres from any naked flame appliance and at least 1 metre from the steering station. We recommend a total portable extinguishing capacity of 8A/64B, each extinguisher having a minimum capacity of 5A/34B. CO₂ extinguishers should be dedicated to galley fires or electrical fires.



= Recommended escape route

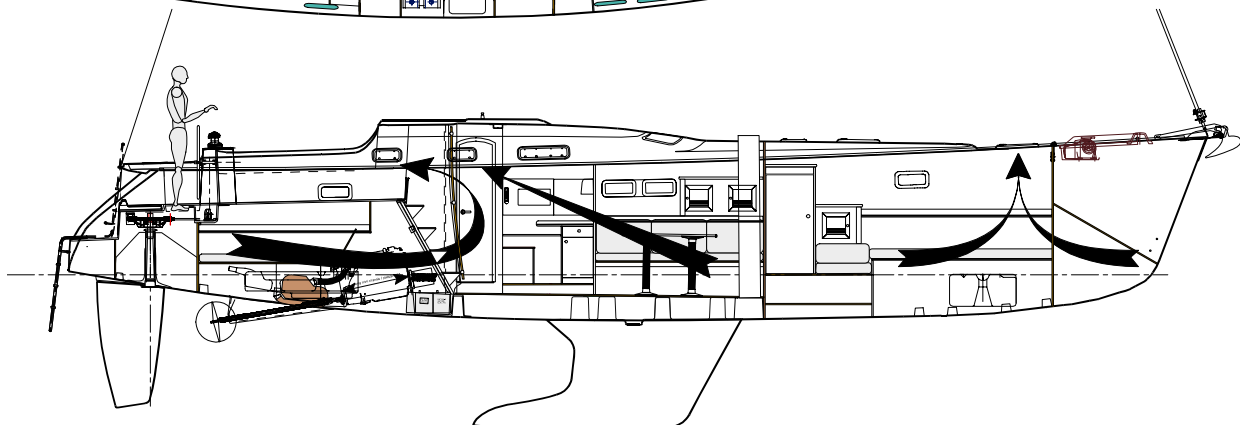
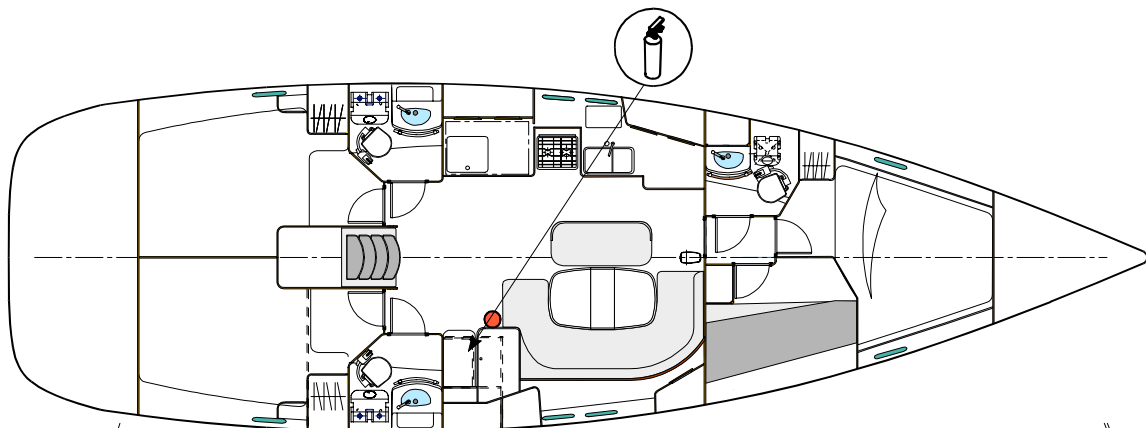
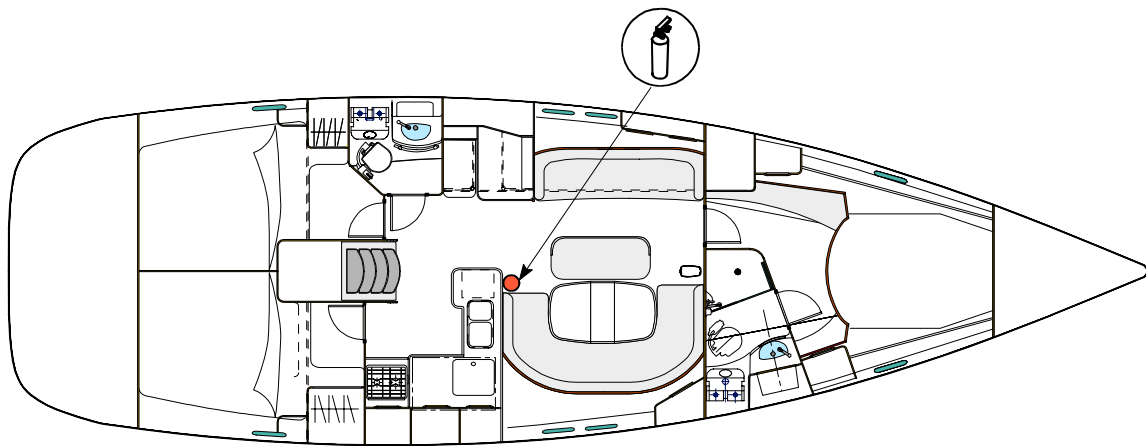


= Recommended extinguisher locations

NB:

Extinguishers recommended for the interior on the drawings relate to the instructions recommended by the standard.

Nevertheless we recommend that you install a second extinguisher in position in



EVACUATION IN CASE OF FIRE (CONT'D)

The boat is delivered without fire extinguishers, the application of the national regulations of your country is under your responsibility (number, capacity, type, location). We advise the installation of at least one extinguisher less than 5 metres from each berth, at less than 2 metres from the engine compartment extinguisher hole, at least 2 metres from any naked flame appliance and at least 1 metre from the steering station. We recommend a total portable extinguishing capacity of 8A/64B, each extinguisher having a minimum capacity of 5A/34B. CO₂ extinguishers should be dedicated to galley fires or electrical fires.



= Recommended escape route

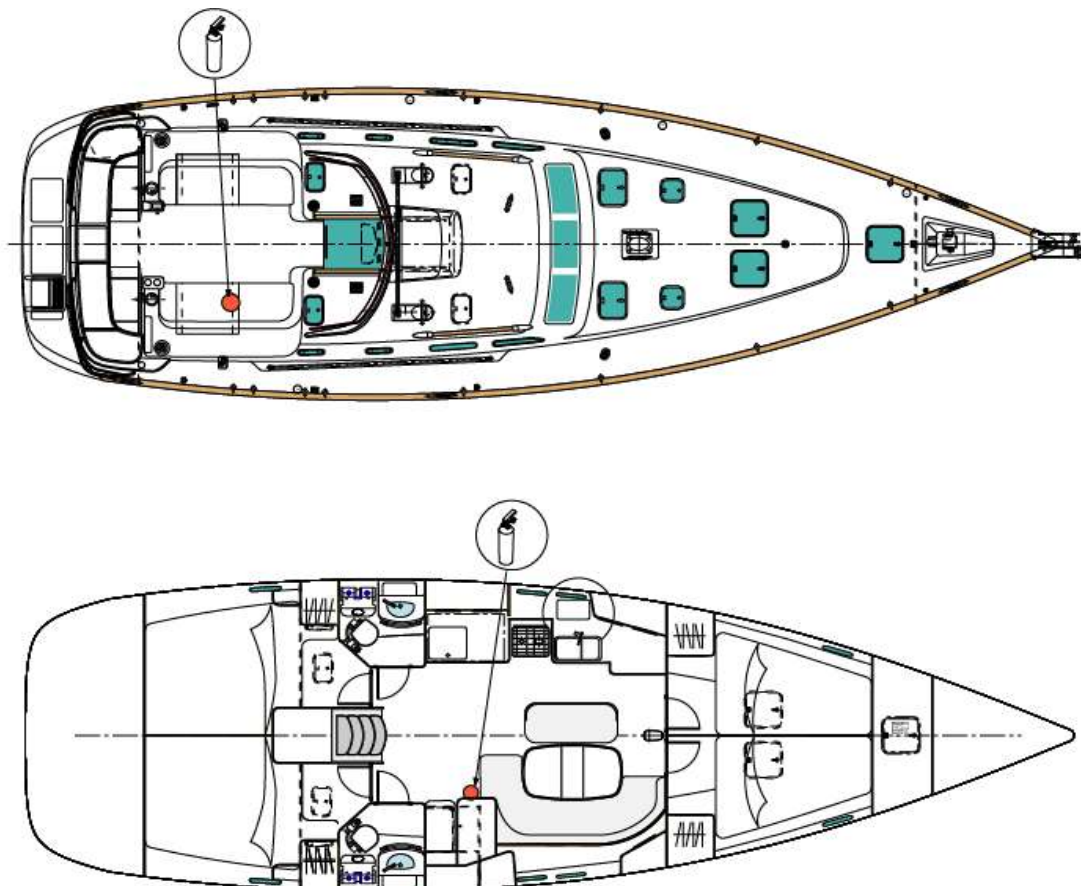


= Recommended extinguisher locations

NB:

Extinguishers recommended for the interior on the drawings relate to the instructions recommended by the standard.

Nevertheless we recommend that you install a second extinguisher in position in the forward part of the accommodations.



IV) DECK

- Safety harness lines may be fastened on the mooring cleats or on the toerail.

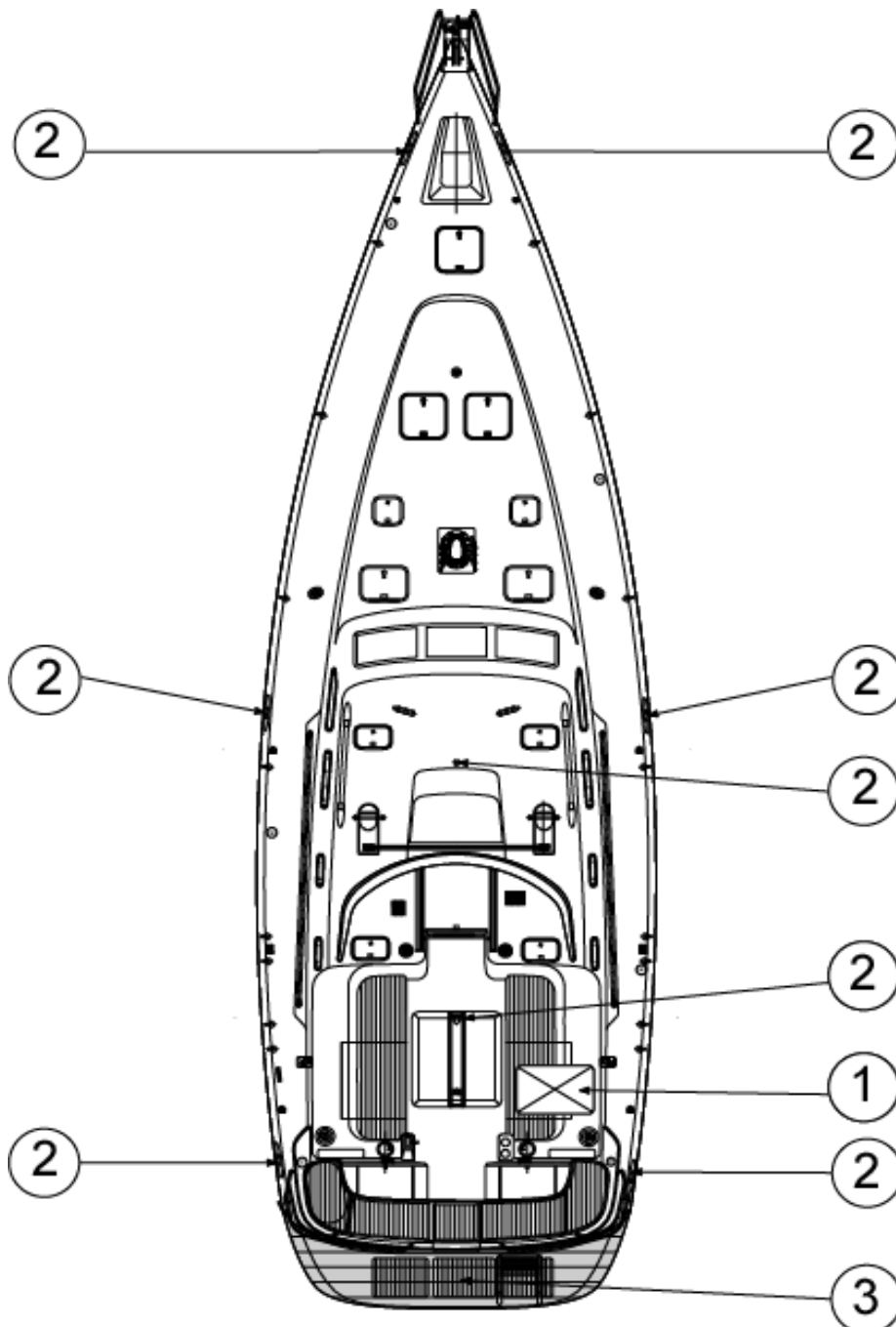
Some boats are fitted with folding bathing ladders. The bathing ladder should be in place as soon as you are aboard.

Make sure you close the hatches and portlights before putting to sea

In case of rough sea conditions, close up the boat with the washboards and companionway hatch to avoid the risk of a wave flooding the boat.

Check that nothing is obstructing the self-bailing holes; they should never be voluntarily obstructed

- ① Life raft housing
- ② Safety harness line attachment points
- ③ Excluded zone of the deck working area. Zone not protected by guardrails.



V) SAILS AND RIGGING

Characteristics of the sail plan:

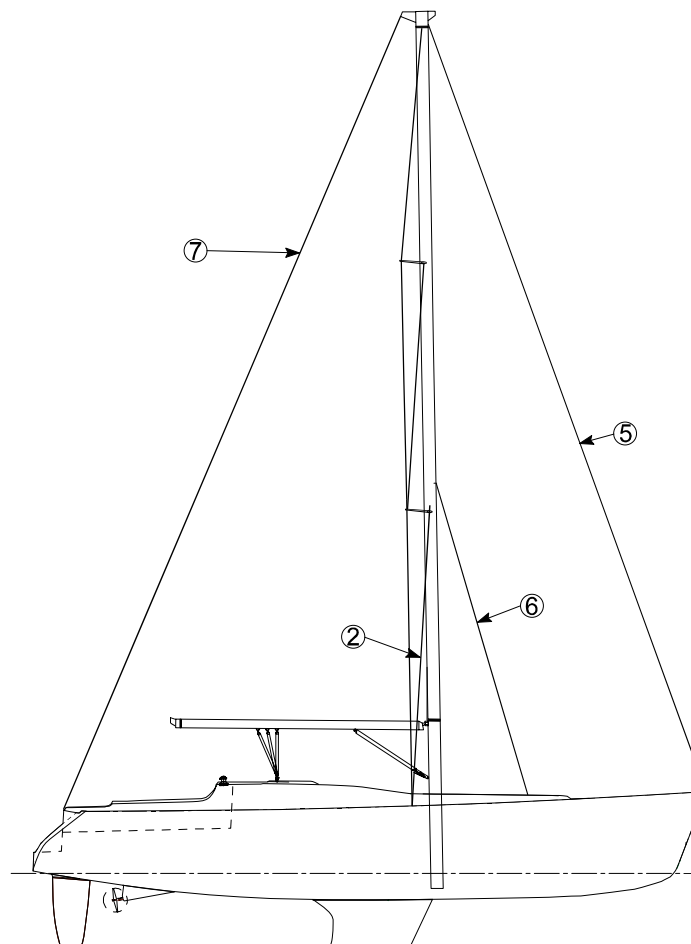
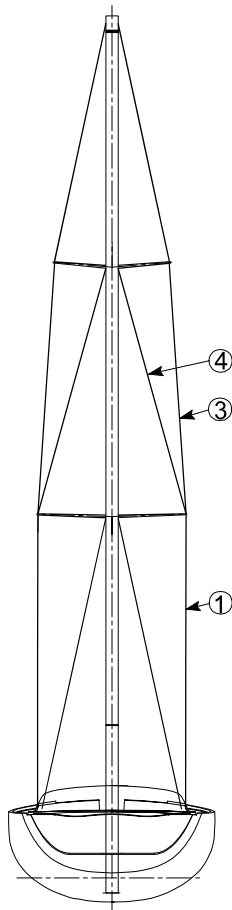
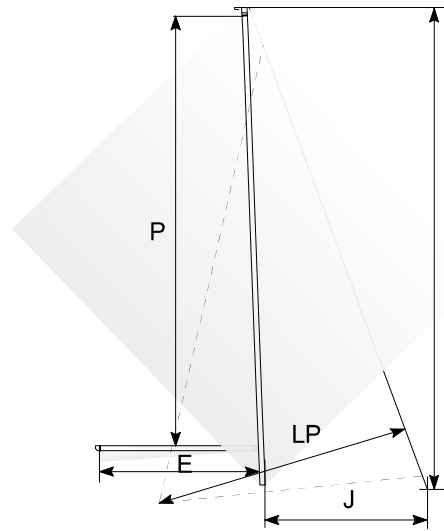
SAIL	SAIL AREA STANDARD	SAIL AREA FURLING MAST
Total	102.4 m ²	95.31m ²
Mainsail	42.23 m ²	
Furling main'sl		35.15 m ²
Genoa (140%)	60.16m ²	60.16m ²
Spinnaker	156 m ²	156 m ²

Characteristics of standing rigging:

V : VERTICAL – D : DIAGONAL

REP	CABLE	Ø mm
1	V1 (Shroud)	12
2	D1 AR (Aft lower shroud)	12
3	V2 D3 (Cap shroud)	10
4	D2 (Inter)	8
5	Forestay	12
6	Baby stay	8
7	Double backstay	8

IM	16.42 m
J	5.55 m
P	14.54 m
E	5.20 m
LP	7.77 m



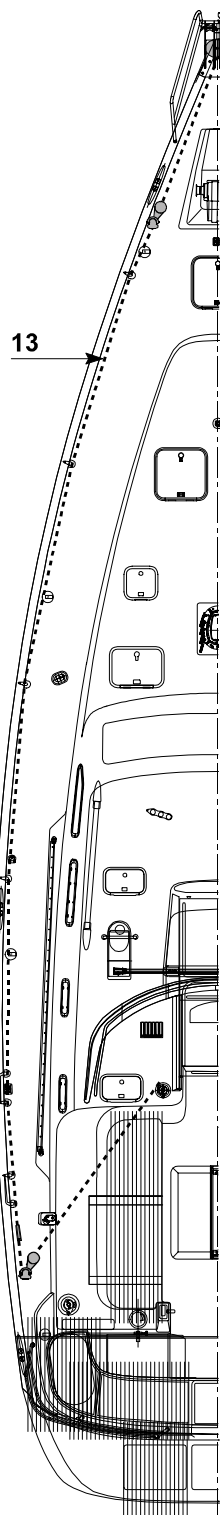
RUNNING RIGGING STANDARD MAST + SPINNAKER OPTION

REF	STANDARD MAST	SPINNAKER OPTION
1	Mainsheet traveller	
2	Genoa halyard	
3	Mainsail halyard	
4	Boom vang	
5	Mainsheet	
6	Mainsail outhaul	
7	<i>Reef 1</i>	
8	<i>Reef 2</i>	
9		<i>Spinnaker halyard</i>
10		<i>S. pole downhaul</i>
11		<i>S. pole topping lift</i>
12		Mainsheet traveller
13	The furling line returns along the gunwale as far as the port handling winch with one block forwards and one block aft fixed on the articulated stanchions.	

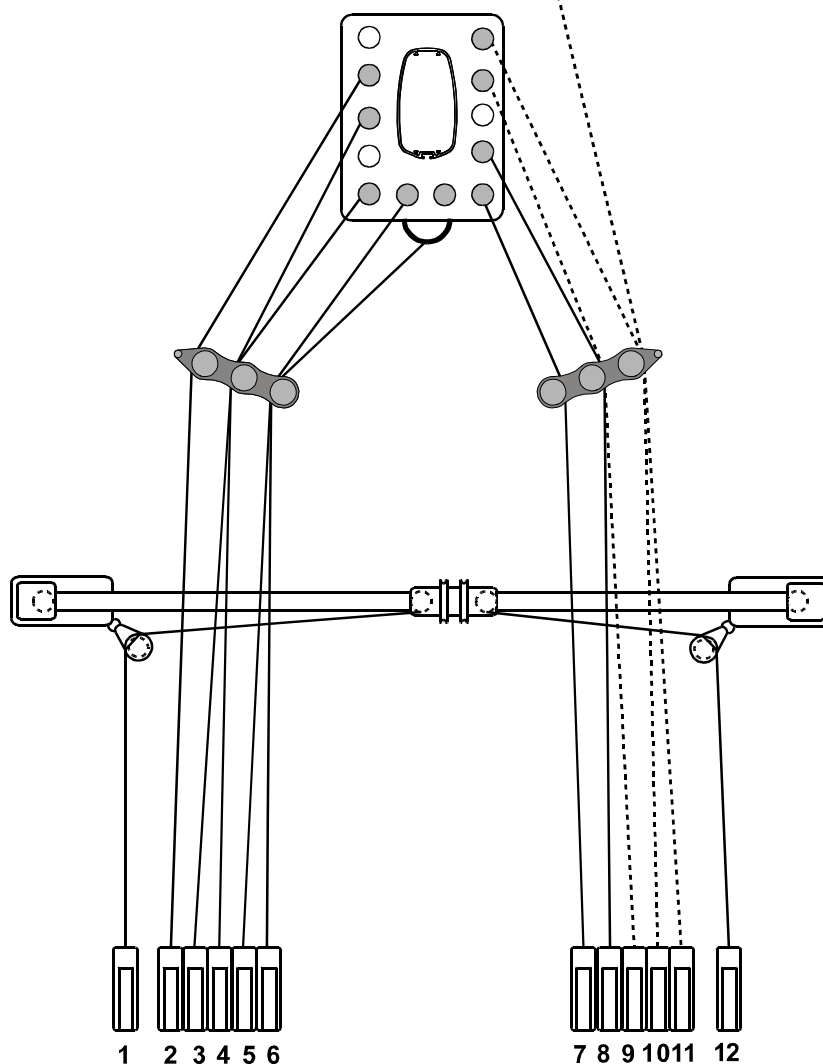
Genoa halyard on the mast with cleat.

Boom topping lift on the mast with cleat

The furling line returns along the gunwale as far as the port handling winch



..... Spinnaker option — Standard mast



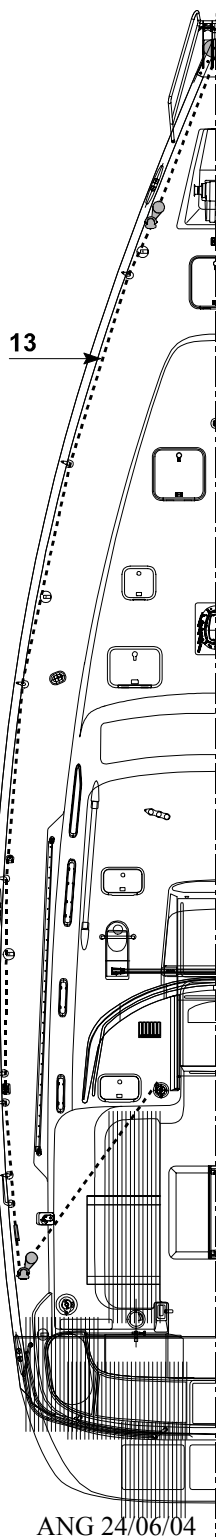
RUNNING RIGGING IN-MAST FURLING + SPINNAKER OPTION

REF	IN-MAST FURLING	OPTION SPI
1	Mainsheet traveller	
2	Genoa halyard	
3	Mainsail halyard	
4	Boom vang	
5	Mainsheet	
6	Mainsail outhaul	
7	<i>Furling</i>	<i>Furling</i>
8	<i>Unfurling</i>	<i>Unfurling</i>
9		<i>Spinnaker halyard</i>
10		<i>S. pole downhaul</i>
11		<i>S. pole topping lift</i>
12		Mainsheet traveller
13	The furling line returns along the gunwale as far as the port handling winch with one block forwards and one block aft fixed on the articulated stanchions.	

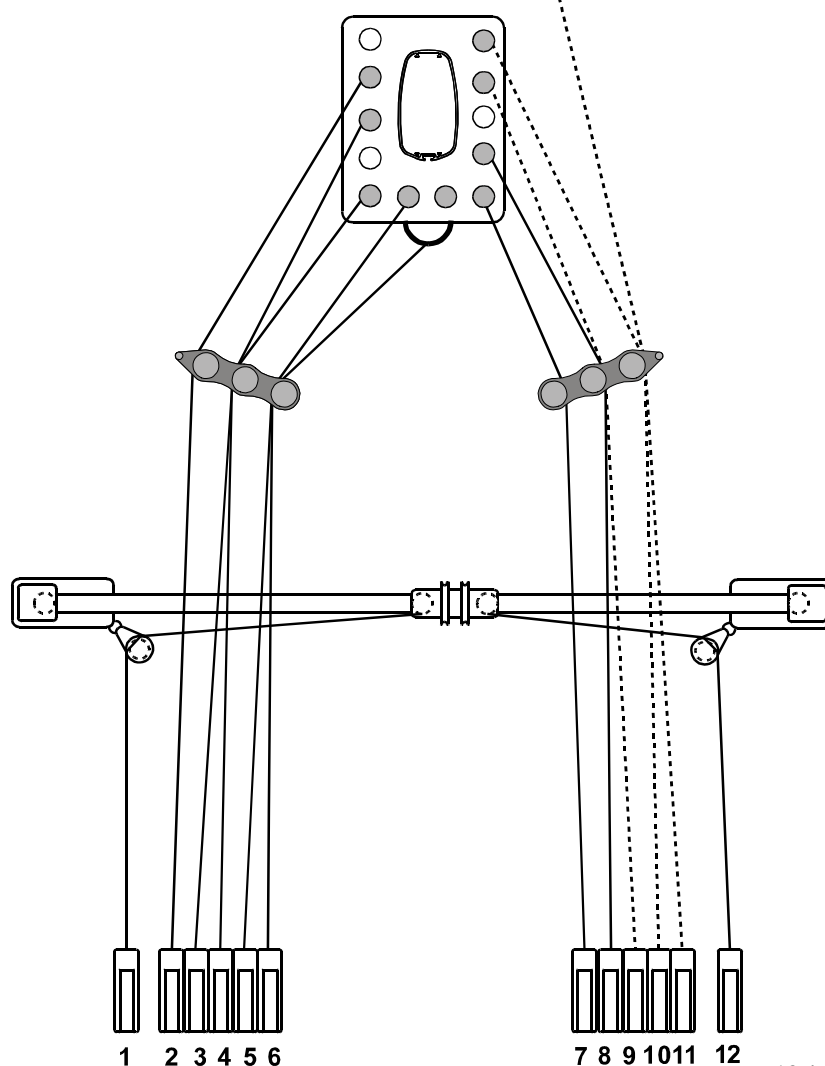
Genoa halyard on the mast with cleat.

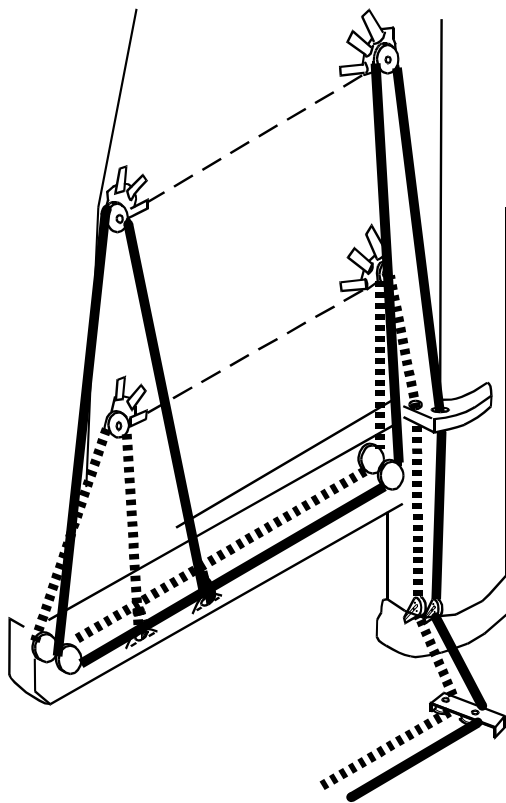
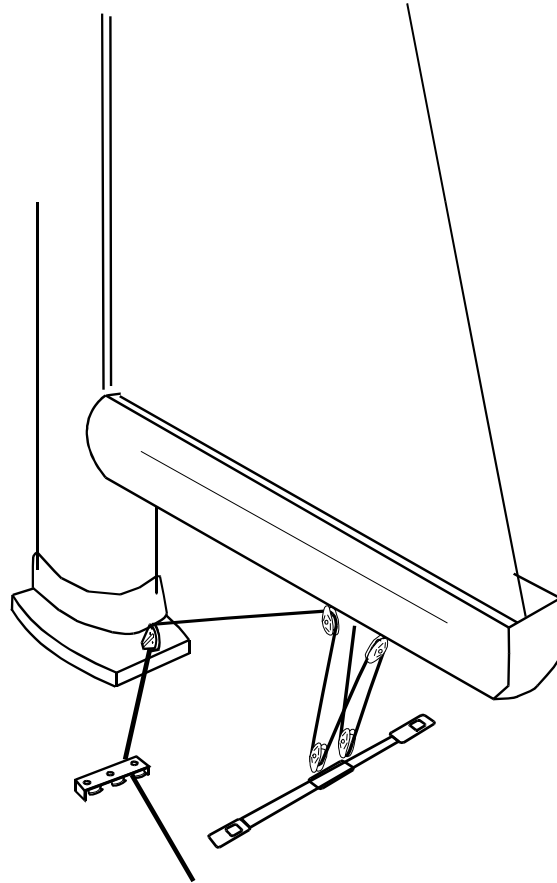
Boom topping lift on the mast with cleat

The furling line returns along the gunwale as far as the port handling winch



..... Spinnaker option — Standard mast



MAINSAIL TACKLE AND REEFING SYSTEM

VI) FRESHWATER AND BLACK WATER TANKS

Characteristics

REF	DESCRIPTION
1	Water tank 210 l
2	Water tanks 195 l X 2
4	Filler – freshwater tank
5	Vent – freshwater tank
6	Manifold – freshwater system
7	Filter – freshwater system
8	Water pump
9	Expansion tank - freshwater
10	Water heater (capacity 42 l)
11	Shower drainage pump
12	Shower drainage filter
13	Galley sink
14	Washbasin/shower
15	Cooler - capacity 220 l all versions
16	Black water solid tank 80 L
17	Black water solid tank 50 L

These capacities cannot be totally used depending on the trim, loading and the position of filling point(s) and / or eventual emptying point(s).

Do not discharge the toilets close to shore.

Inform yourself about local environmental protection regulations, and the respect of codes of good practice.
Respect international regulations against pollution of the marine environment (Marpol).

Operating the black water holding system

The operating principle for the system is described in the attached schematic diagram.

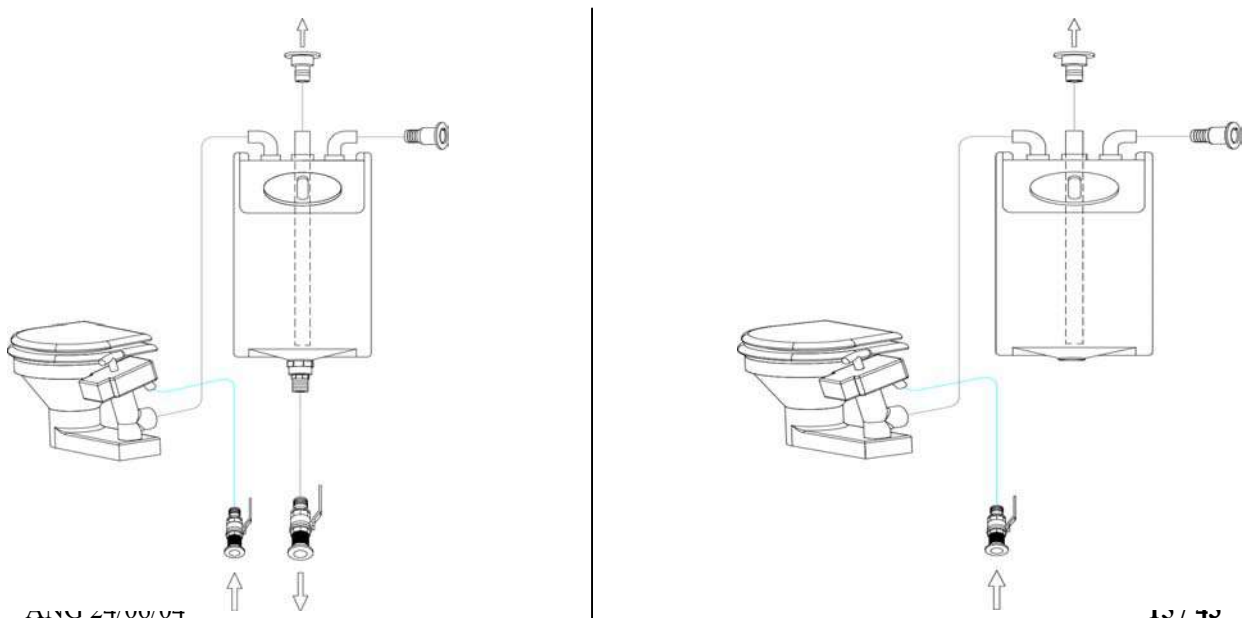
After each use, rinse the system: fill the bowl with fresh or sea water then empty.

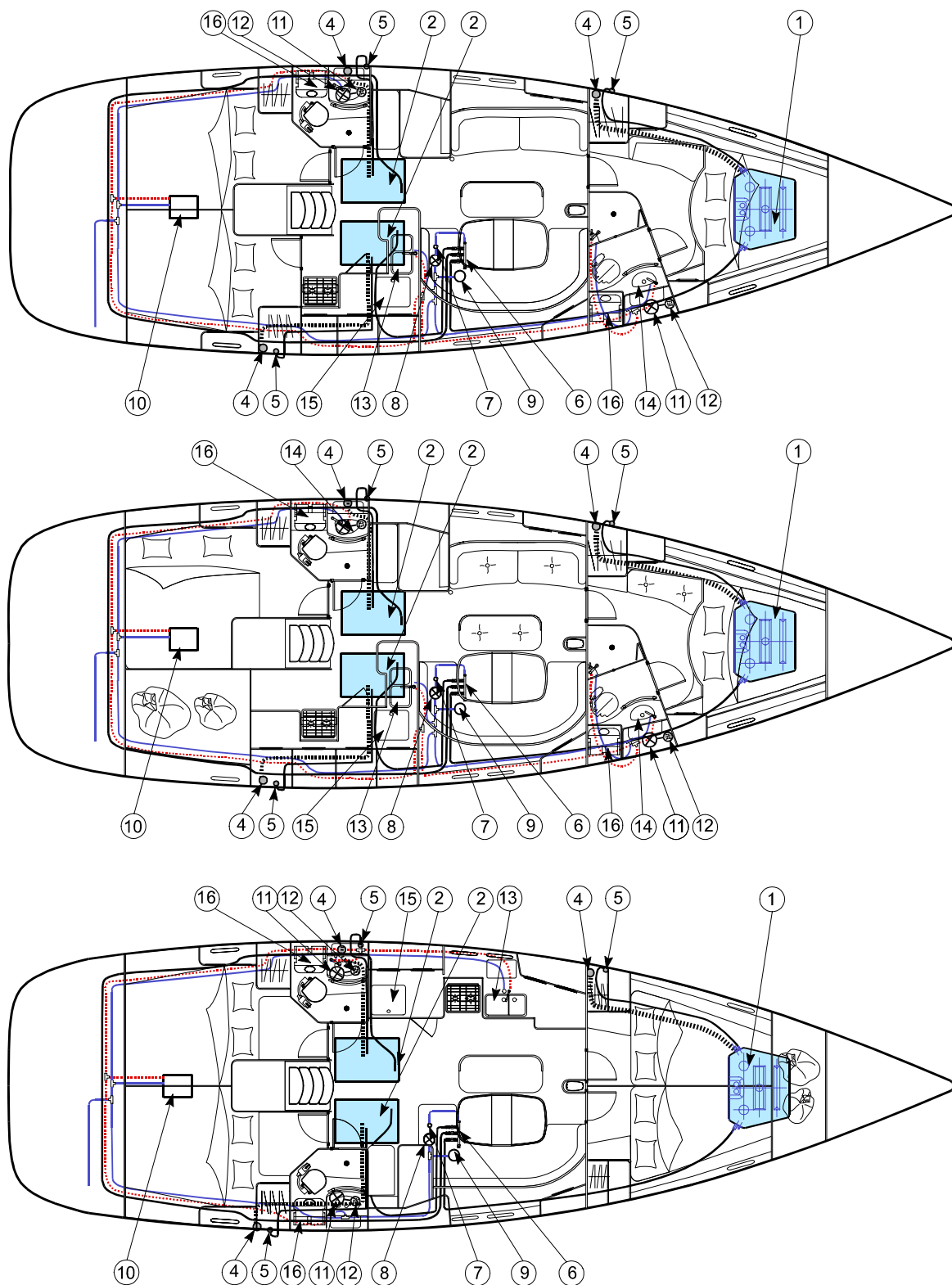
Products to use for cleaning should be domestic cleaning products.

The system should be empty during immobilisation of the ship in negative temperatures.

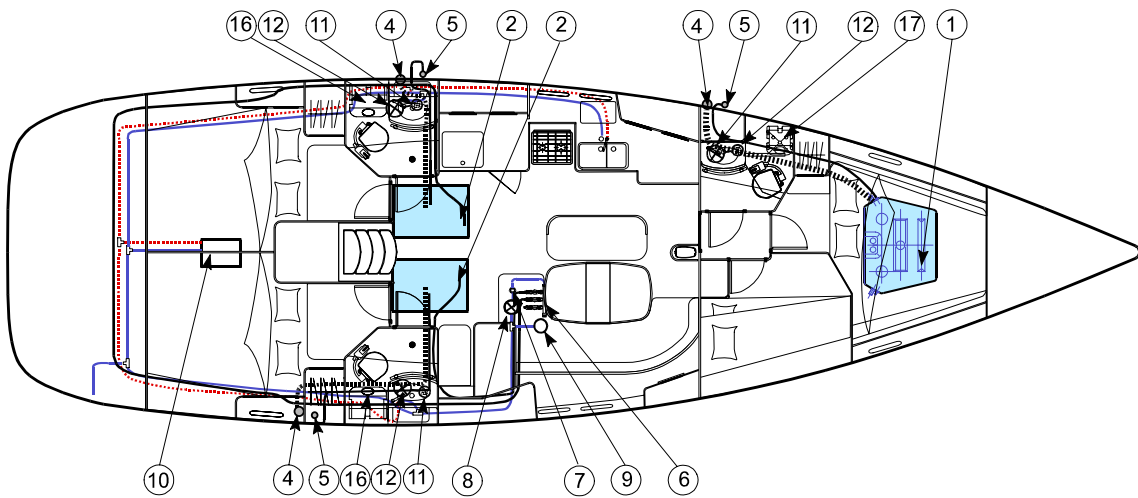
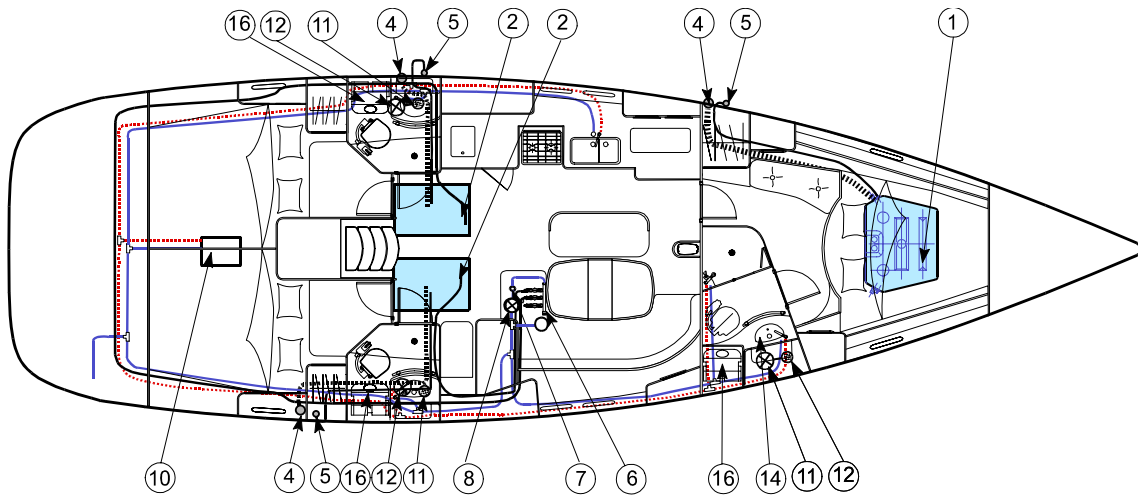
Do not discharge the contents of the holding tanks close to the shore; use the pumping systems of ports or marinas for emptying the holding tanks before leaving port.

MAKE SURE THAT THE HOLDING TANK DISCHARGE COCK IS CLOSED IN ORDER TO AVOID ANY INADVERTENT DISCHARGING.



LAYOUT

LAYOUT (CONT'D)



VII) BAILING SYSTEM

REF	DESCRIPTION
1	Electric bilge pump
2	Electric bilge pump filter
3	Sump
4	Manual bilge pump
5	Electric bilge pump intake
6	Manuel bilge pump intake
7	Electric bilge pump outlet
8	Manual bilge pump outlet

Check that the bailing system is operating correctly before casting off.

Acquaint yourself with how the bailing system of your boat operates:

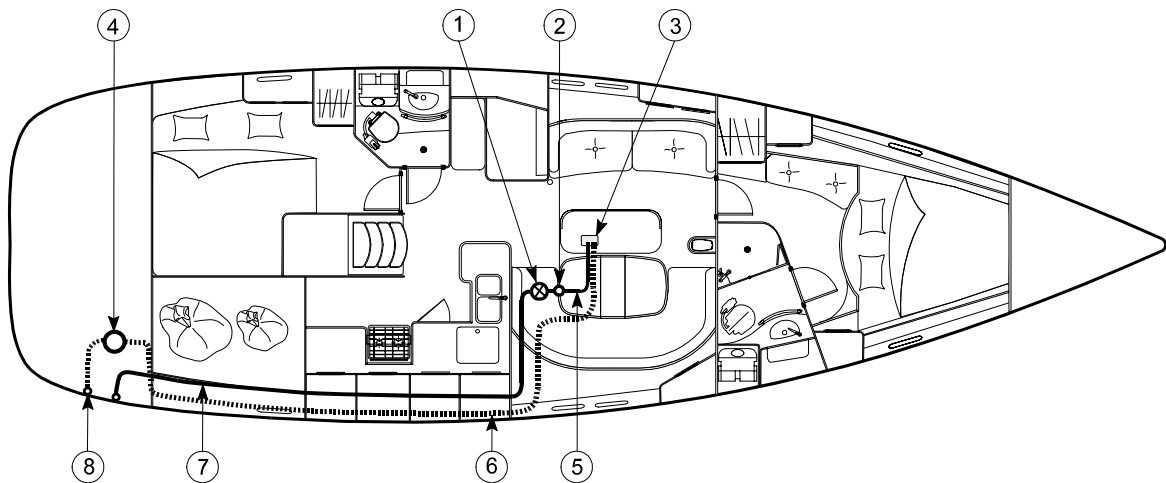
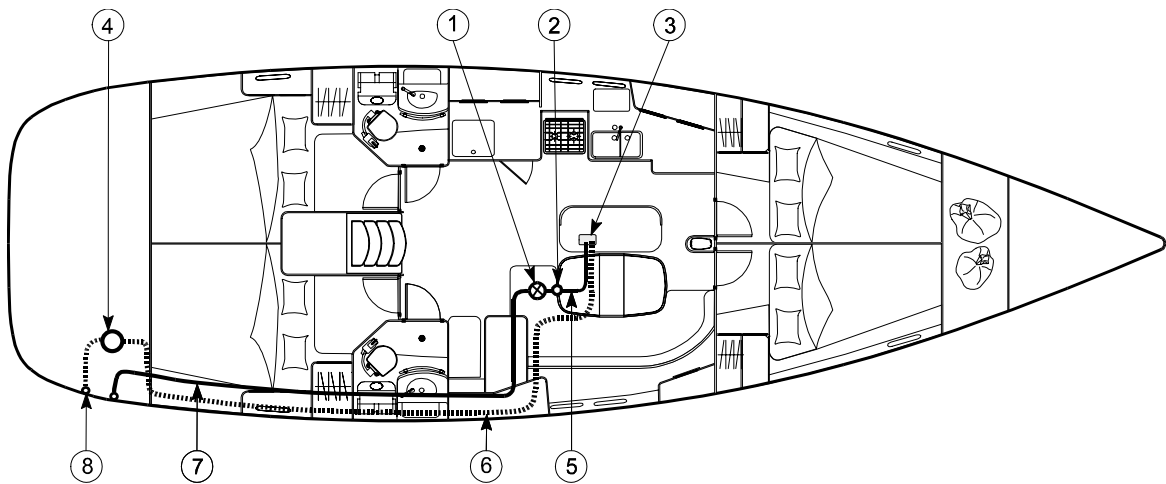
- Location of the manual pump and its operating lever
- Location of the electric bilge pump switch and the operating of any eventual cocks (for

boats fitted with an electric bilge pump).

(See layout diagram of the system in owner's manual)

Make sure that the strainer is not clogged.

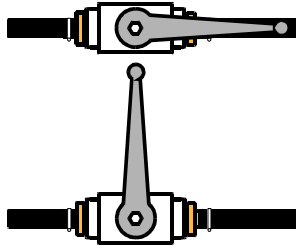
Regularly clean the intake strainer in the sump and the system filter in the case of an electric bilge pump.

BAILING SYSTEM LAYOUT (CONT'D)

VIII) SEACOCKS AND SKIN FITTINGS**Close all seacocks when leaving the boat.****Toilets might be fitted below the waterline, so systematically close the seacocks after each use.**

Make sure that all seacocks not in use are closed before putting out to sea. (See diagram in owner's manual for the layout of skin fittings)

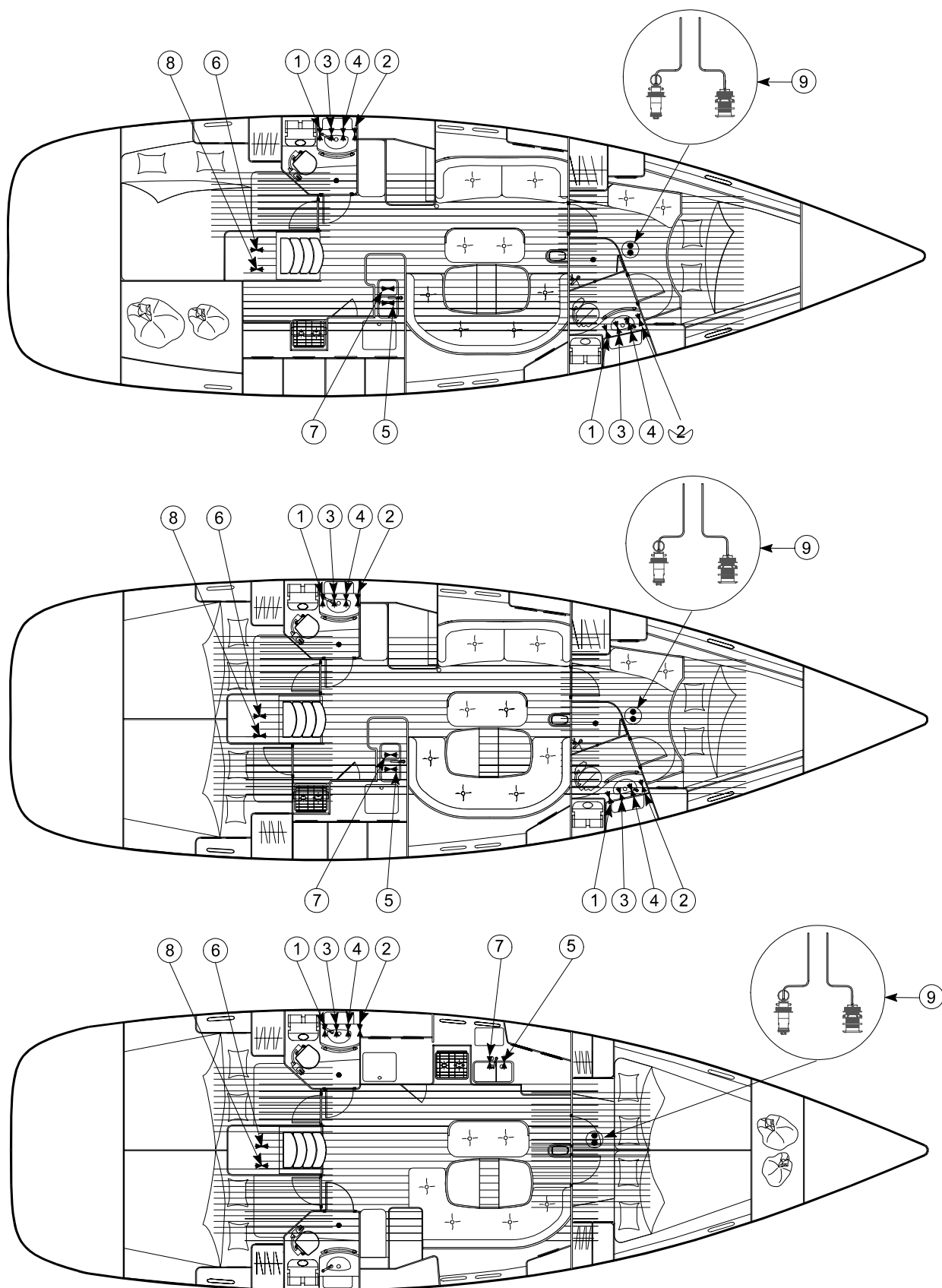
Opening and closing of seacocks:

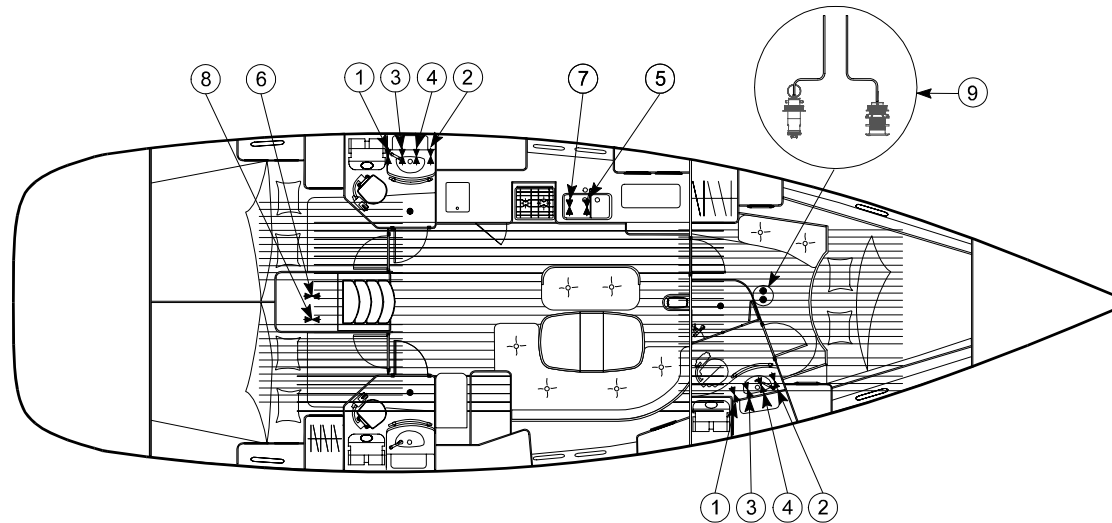
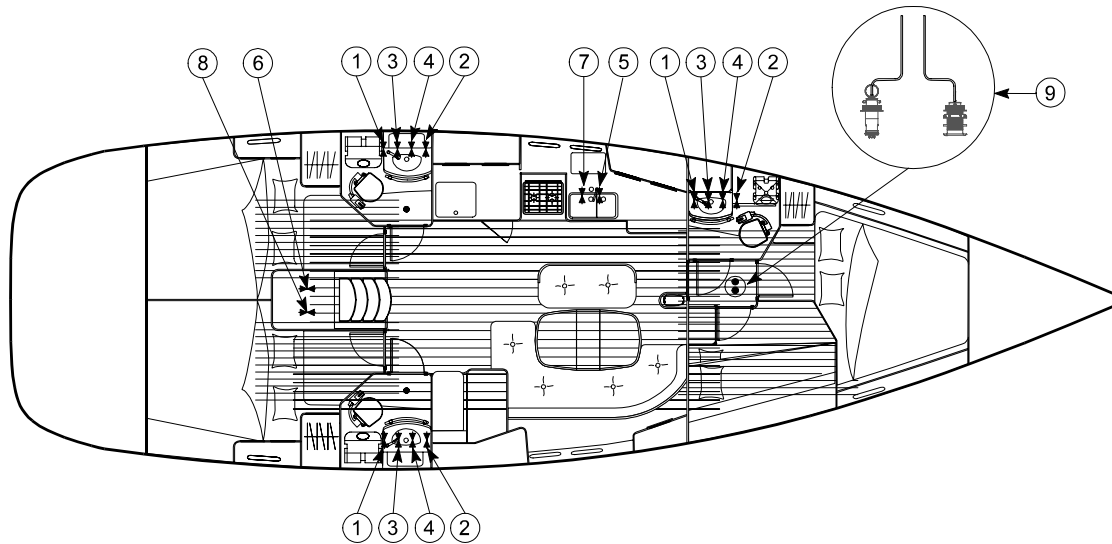


Open

Closed

REF	DESCRIPTION
1	Toilet outlet
2	Toilet intake
3	Washbasin outlet
4	Shower outlet
5	Sink outlet
6	Engine raw water intake
7	Seawater foot pump intake, cooler drainage
8	Stern tube skin fitting
9	Log / sounder skin fitting

SEACOCKS AND SKIN FITTINGS LAYOUT DIAGRAM

SEACOCKS AND SKIN FITTINGS LAYOUT DIAGRAM (CONT'D)

IX) ELECTRICAL SYSTEM

Unless otherwise specified, all functions or panels are 12 Volts.

12 V electrical system

Never work on a live electrical installation.

Never modify an installation. Consult a qualified marine electrician.

Batteries should be securely lashed down.

To prevent a short circuit between the battery terminals, do not stow conductive objects close to the batteries (metal tools,...)

Never modify the characteristics of devices for the protection of current surges.

Never fit or replace electric equipment or appliances by components exceeding the system amperage.

110V-220V electrical system

Some boats are fitted with a 110 V or 220 V system (as standard or on option depending on the models). We advise you to follow the measures below to avoid the risks of electric shocks or fire.

Do not work on a live system.

Connect the shore power supply cable to the boat before connecting to the shore supply outlet.

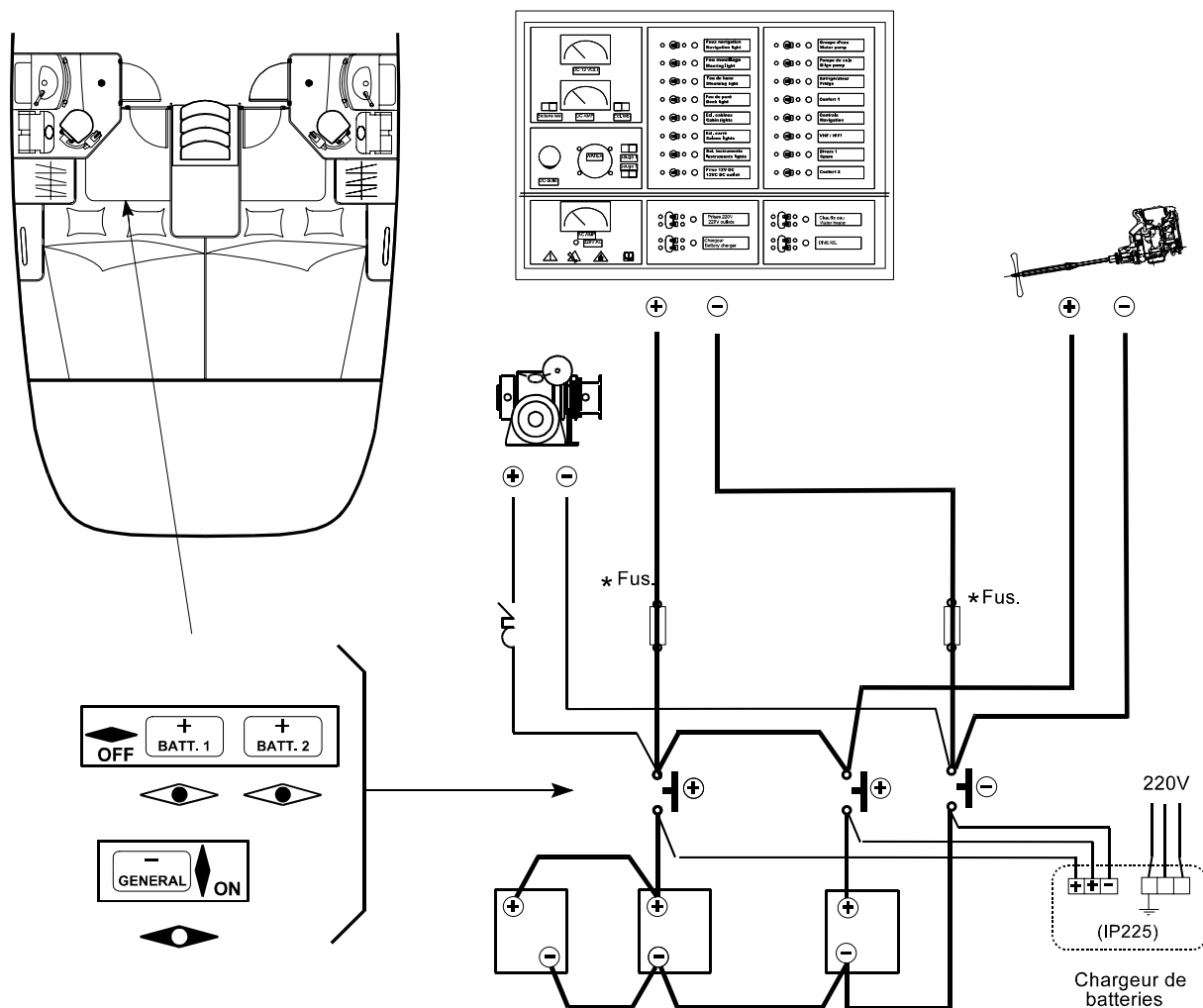
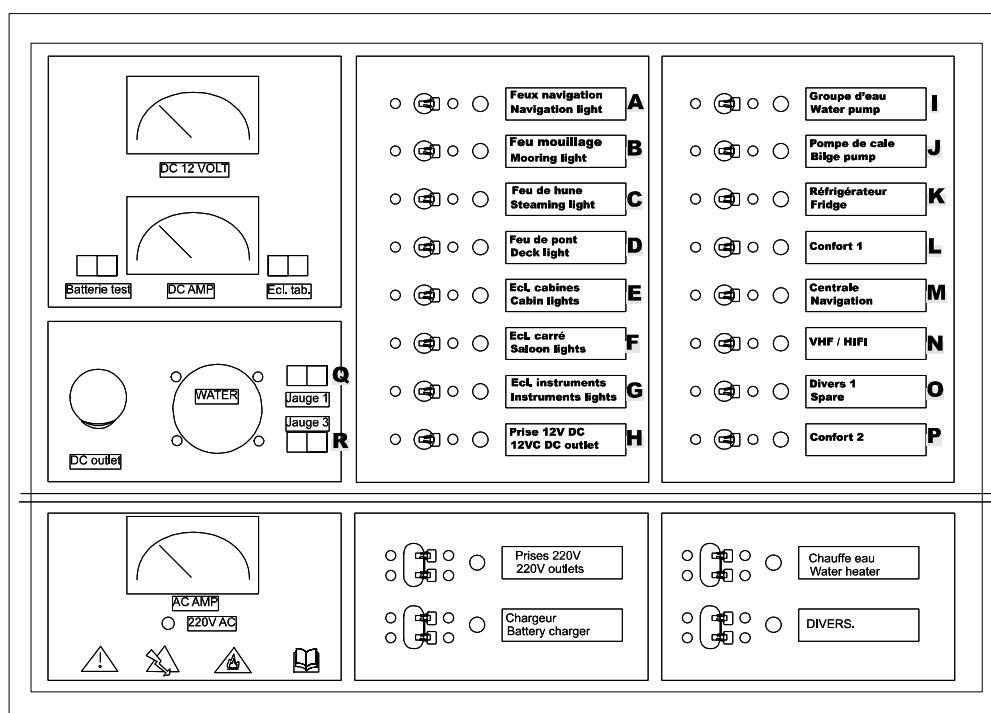
Do not immerse the shore power supply cable plugs in the water.
--

Switch off the shore power supply with the circuit breaker fitted on board before connecting or disconnecting the shore power supply cable.

Do not modify the shore power supply cable connections. Only use compatible connections.

ELECTRICAL SYSTEM LAYOUT

12V electrical panel



LAYOUT OF 12V LIGHTS AND APPLIANCES

REF	DESCRIPTION	FUNCTION ON PANEL
1	Two-colour bow navigation light	A
10	White stern navigation light	A
4	Riding light	B
5	Steaming light	C
6	Deck light	D
7	Navigation light	A
8	Common negative	
20	Fwd water gauge	Q
21	Aft water gauge	R
22	Aft water gauge	R
30	Deckhead light	E
31	Deckhead light	E
32	Deckhead light	E
33	Reading light	E
34	Reading light	E
35	Reading light	E
37	Deckhead light	E
38	Deckhead light	E
39	Deckhead light	E
40	Deckhead light	F
41	Deckhead light	F
42	Deckhead light	F
43	Deckhead light	F
44	Deckhead light	F
45	Deckhead light	F
46	Neon	F
47	Deckhead light	F
48	Deckhead light	F
60	Cockpit lighting 12V plug	F
70	Deckhead light	E
71	Deckhead light	E
72	Reading light	E
73	Reading light	E
74	Deckhead light	E
75	Deckhead light	E
76	Deckhead light	E
77	Reading light	E
78	Reading light	E
79	Deckhead light	E
91,92	Compass light	G
13	Water pump	I
14	Bilge pump	J
11	Refrigerator	K
162	Shower pump	P
163	Shower pump	P
164	Shower pump	P

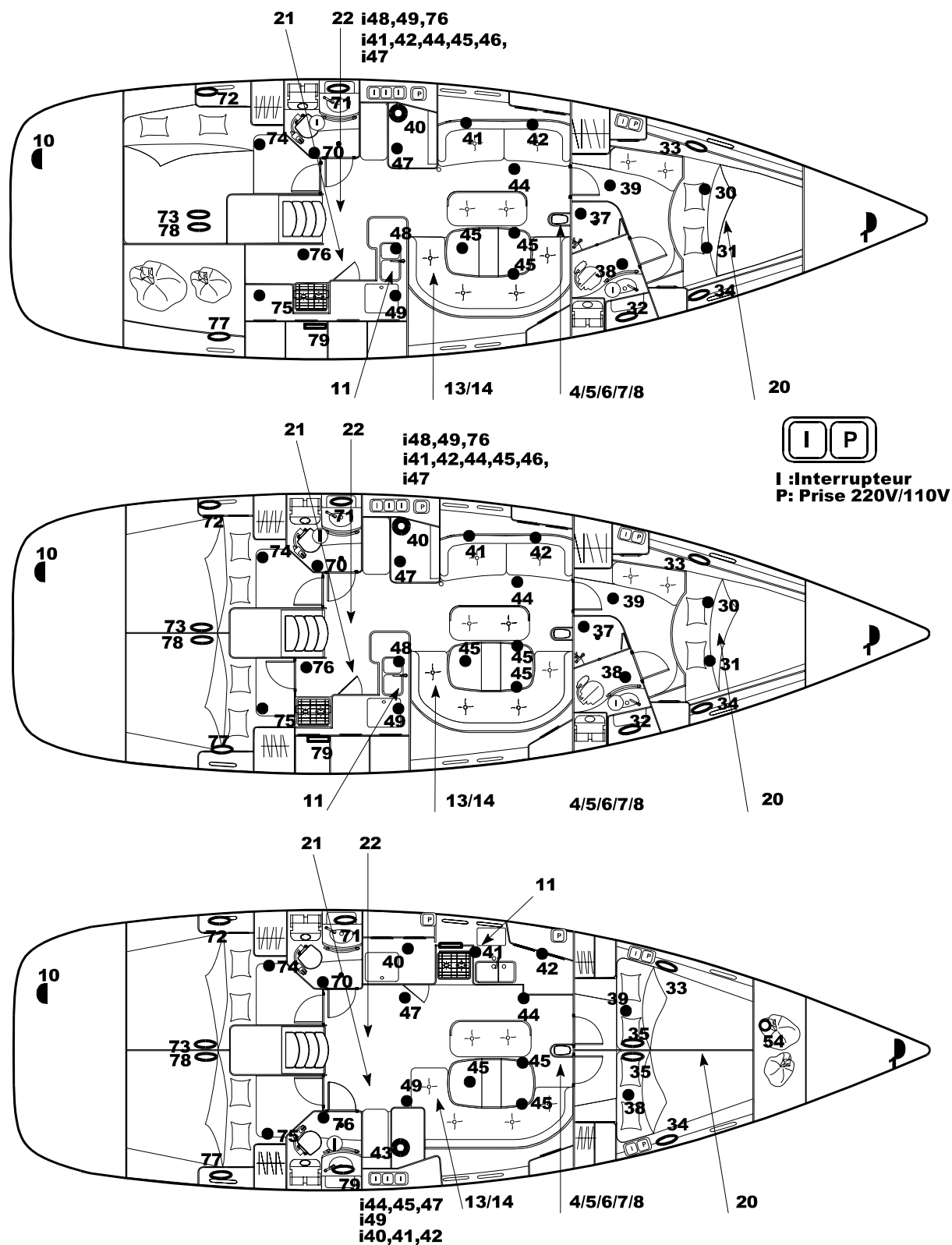
LAYOUT OF 12V LIGHTS AND APPLIANCES (CONT'D)**12V FUNCTIONS**

REF	FUNCTION	AMPERAGE (A)
A	Navigation lights	10
B	Riding light	5
C	Steaming light	5
D	Deck light	10
E	Cabin lights	10
F	Saloon lights	10
I	Instrument lights	5
j	12 V plug	10
K	Water pump	10
l	Bilge pump	10
M	Refrigerator	10
N	Comfort	16
O	Instruments system	10
P	VHF - Stereo	16
Q	Miscellaneous 1	10
R	Comfort 2	16

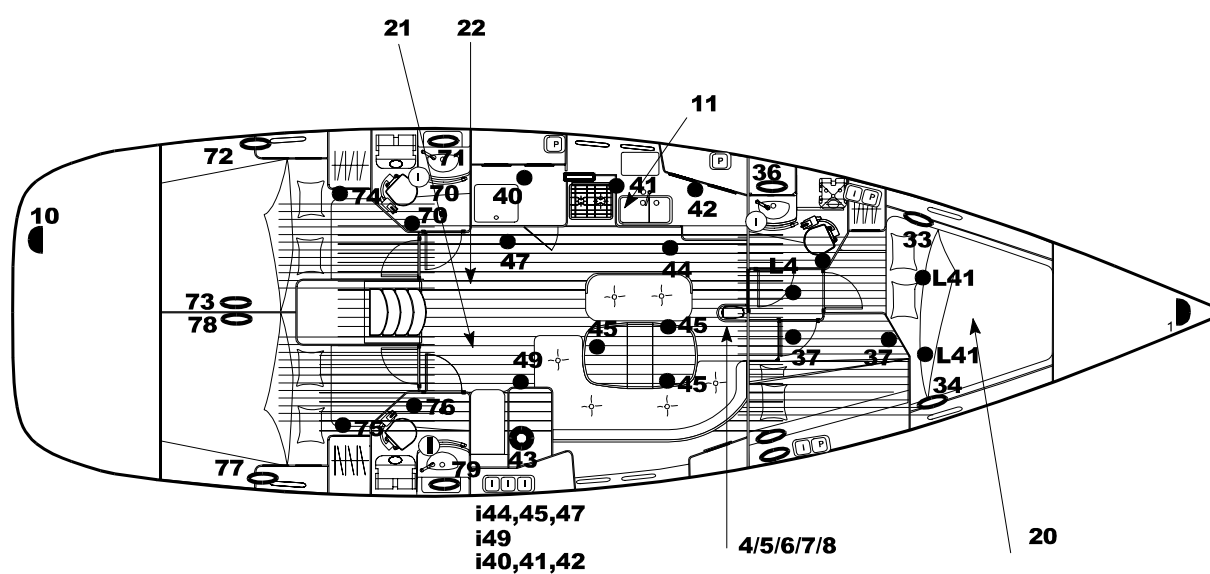
110/220V FUNCTIONS

REF	FUNCTION	AMPERAGE (A)
	220V plug	10
	Charger	10
	Water heater	10
	Aux	10

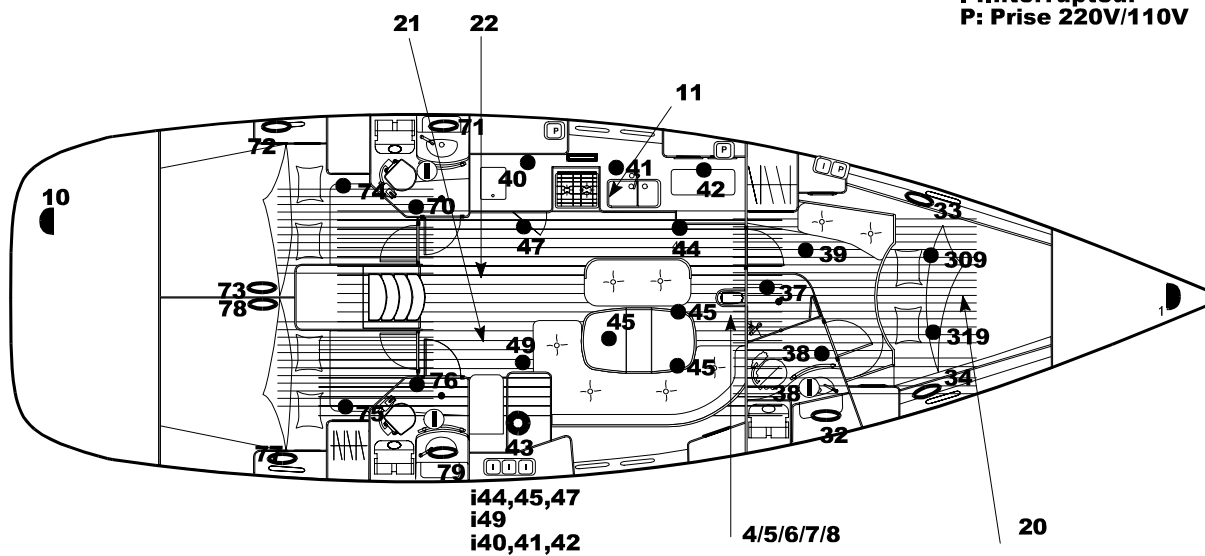
LAYOUT OF 12V LIGHTS AND APPLIANCES



LAYOUT OF 12V LIGHTS AND APPLIANCES (CONT'D)

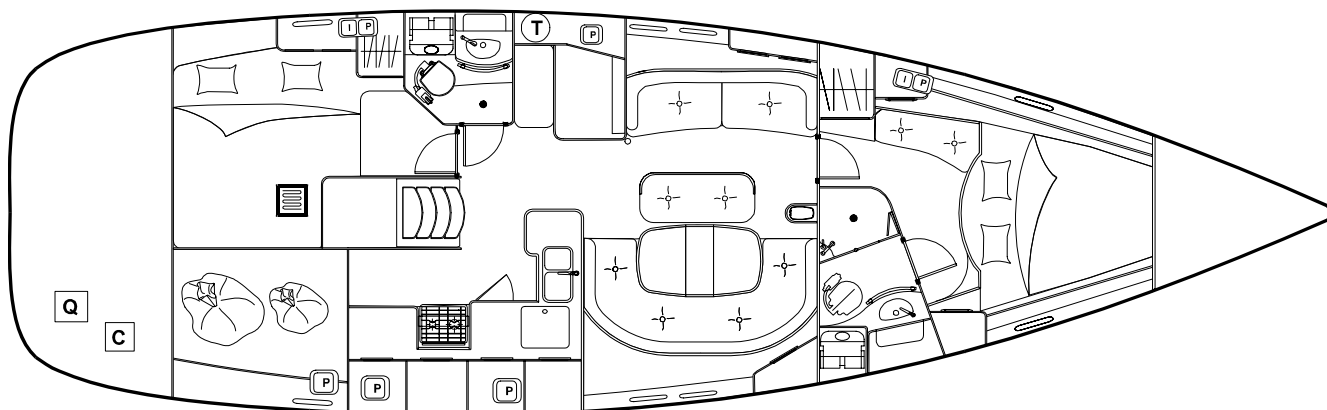


I : Interrupteur
P : Prise 220V/110V

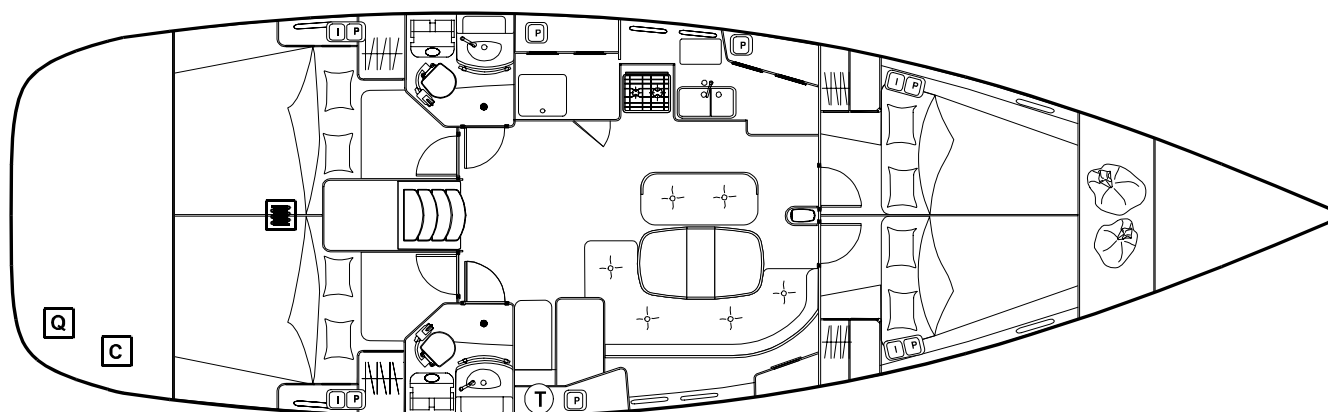
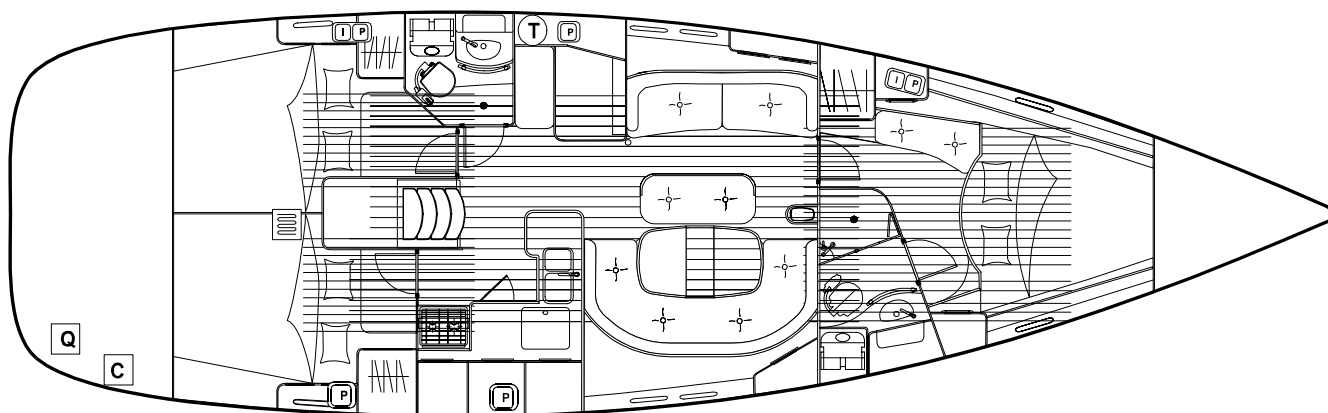


110/220V SYSTEM LAYOUT

REF	DESCRIPTION
1	Shore power plug
2	Battery charger
3	110/220V plug
4	Water heater

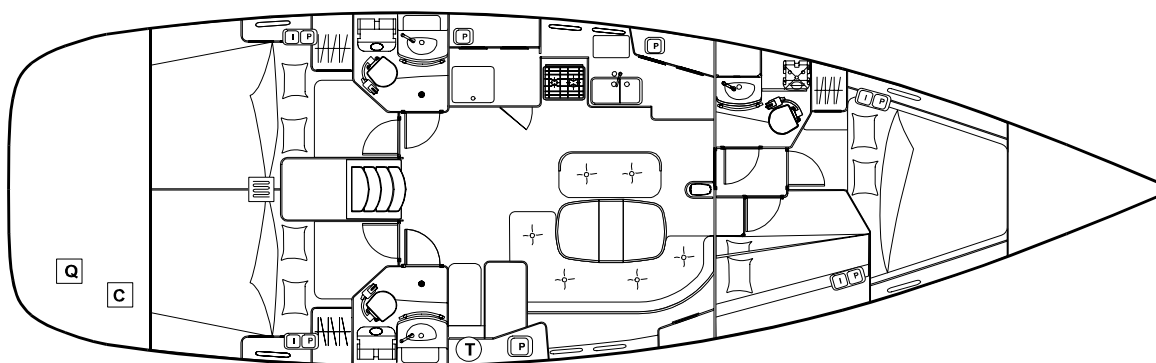


I : Interrupteur
P : Prise 220V/110V

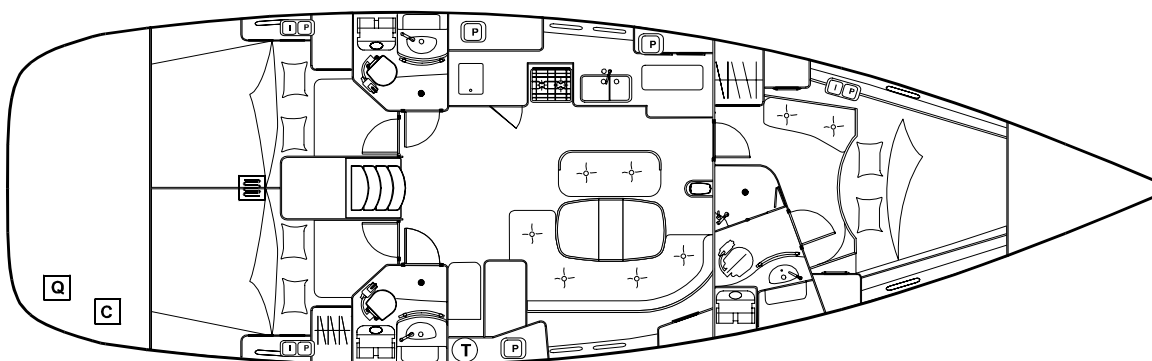


110/220V SYSTEM LAYOUT (CONT'D°)

REF	DESCRIPTION
1	Shore power plug
2	Battery charger
3	110/220V plug
4	Water heater





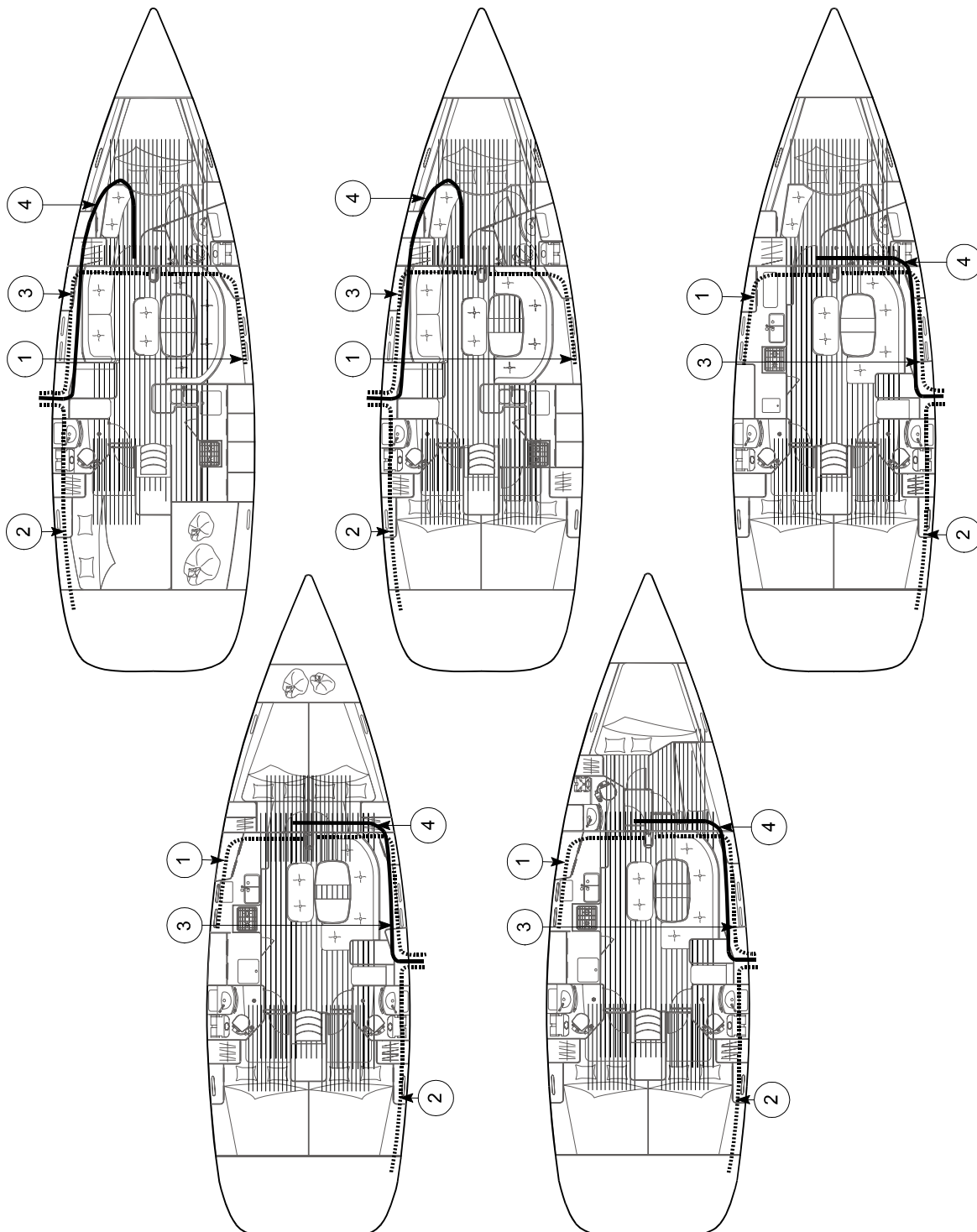
I : Interrupteur
P : Prise 220V/110V



LAYOUT OF OPTIONAL WIRING CONDUITS

REF	DESCRIPTION
1	Optional starboard to port crossover conduit
2	Conduit from panel to autopilot
3	Conduit from panel to foot of mast
4	Conduit to echo sounder

 Passage along hull
 Passage under deck



X) GAS SYSTEM

Gas stove

Do not fit or store flammable materials over the stove (curtains, paper, napkins, etc...).

Never leave the boat unattended when gas or alcohol stoves are working.

Appliances burning fuels consume cabin oxygen and release combustion gases into the boat. It is necessary to ventilate when gas cooking appliances are being used. Do not obstruct ventilation apertures in the boat.

Do not smoke or use a naked flame for locating a gas leak or when changing a gas cylinder or whenever you work on the gas system.

If you smell gas or if the flame should be accidentally extinguished (even though the gas supply is cut off automatically if the flame goes out) close the gas valves and ventilate to evacuate any residual gas. Look for the cause of the problem.

For stoves with an integral gas cylinder, you should change the cylinder outside the boat. Test the stove before putting it back into the galley. Make sure that the stove gimbals are secure after fitting the stove back in place.

Do not use cooking appliances to heat the inside of the boat.

Make sure that the stove knobs are turned off before opening the gas supply valve.

Turn off the supply valve and the cylinder valve when the appliances are not in use.

Do not obstruct access to the components of the gas system, in particular the valves (cylinders and stove).

The flexible hoses connecting the cylinder at one end of the system and the stove at the other end should be changed according to legislation in force in your country. Only use hoses that meet the safety standards of your country.

Do not use gas lockers for stowing other equipment.

Be careful not to damage the thread on the cylinder onto which the regulator is fitted. Check the condition of the regulator and change every year if necessary. Use a regulator identical to the original one fitted.

Make sure the valves of empty cylinders are closed and disconnected.

Do not use ammonia-based solutions for cleaning or for detecting leaks.

Alcohol stove

Certain boats are equipped with an alcohol stove

Do not smoke when handling the fuel

Store the fuel in a can reserved for this purpose, a good distance from the stove, the engine and any other sources of heat.

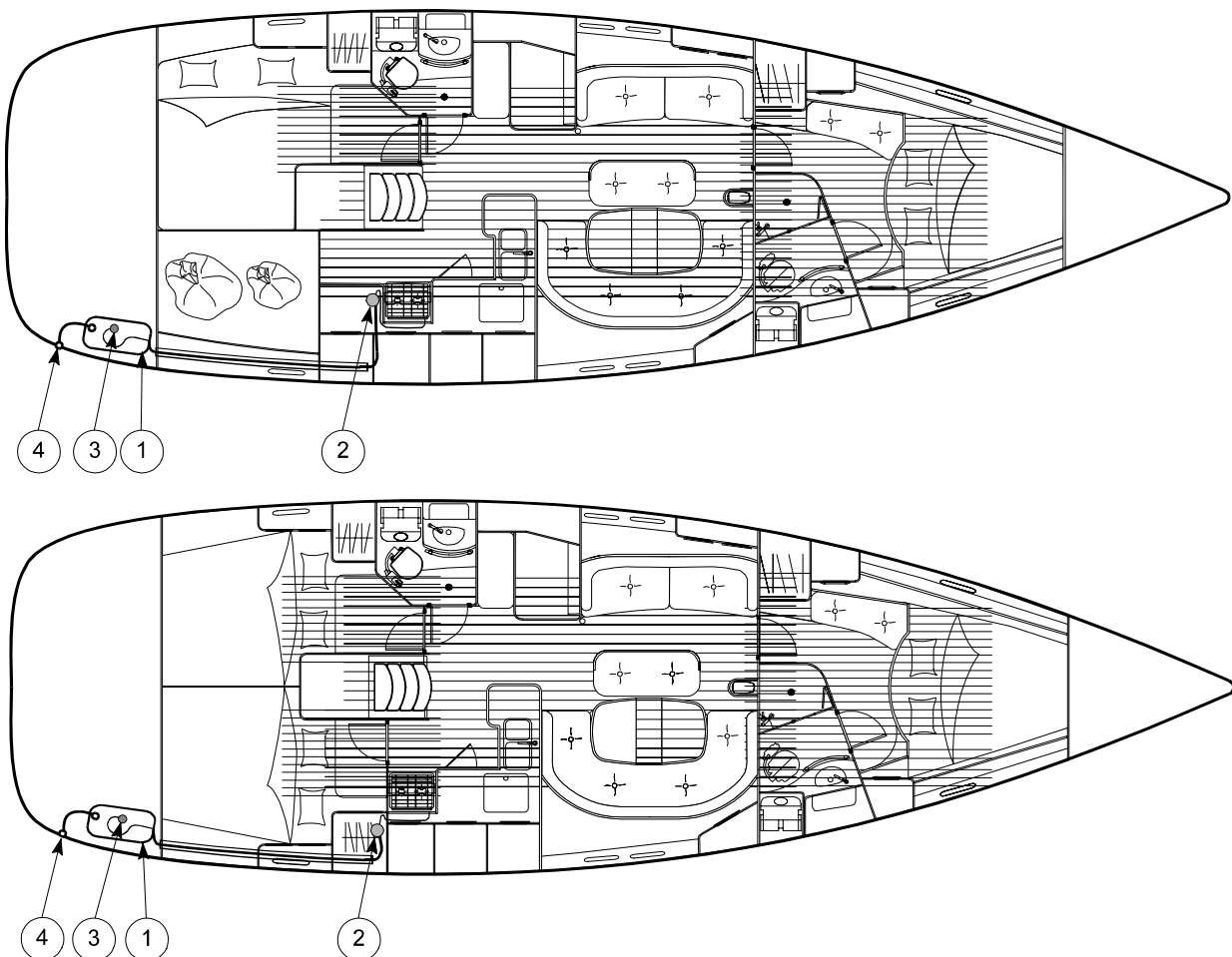
Follow the manufacturer's recommendations for filling the burners. Do not pour the alcohol directly into the burner over the stove.

Only use methylated spirits or denatured alcohol. Petroleum spirit, propane, fuel oil, diesel oil or any other fuels and flammable materials should be proscribed.

Immediately wipe up any fuel spilt outside the burner tank.

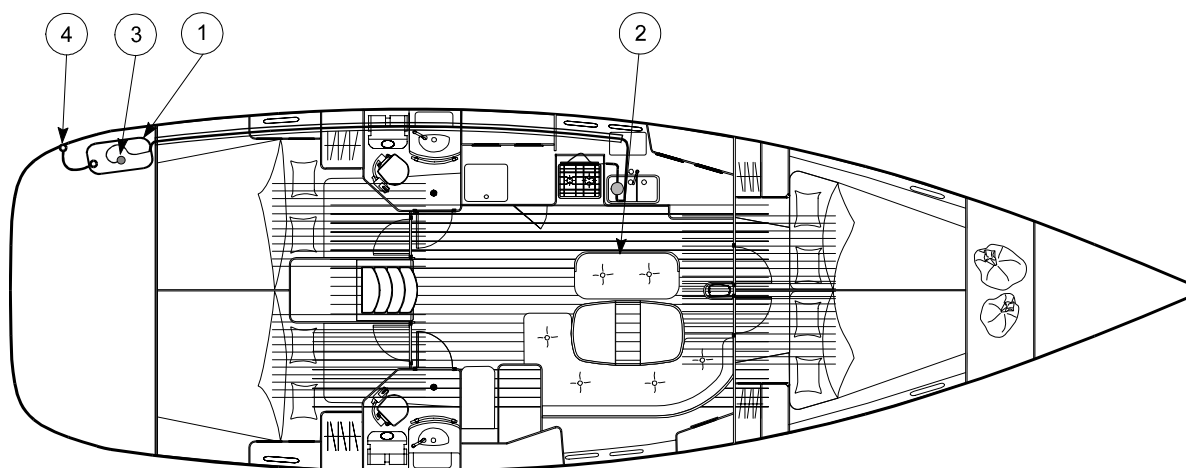
GAS SYSTEM LAYOUT

REF	DESCRIPTION
1	Gas locker
2	Valve
3	Regulator
4	Gas locker ventilation



X) GAS SYSTEM (CONT'D)

REF	DESCRIPTION
1	Gas locker
2	Valve
3	Regulator
4	Gas locker ventilation



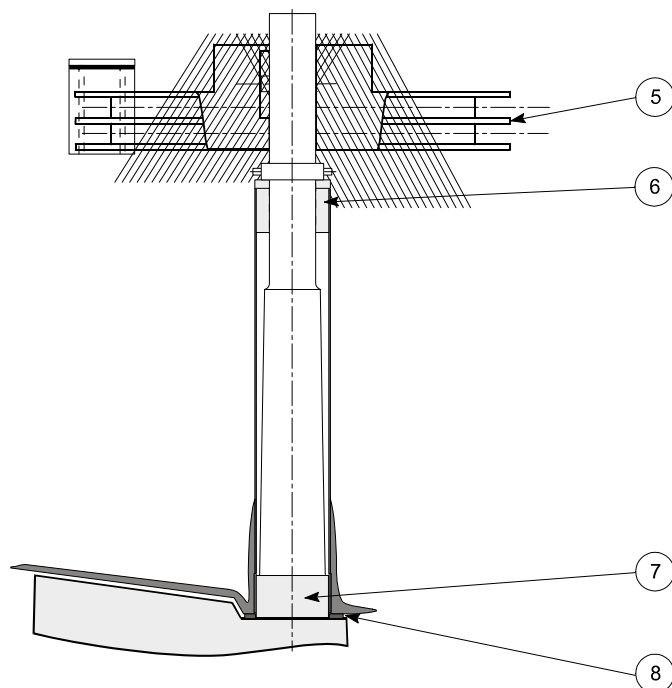
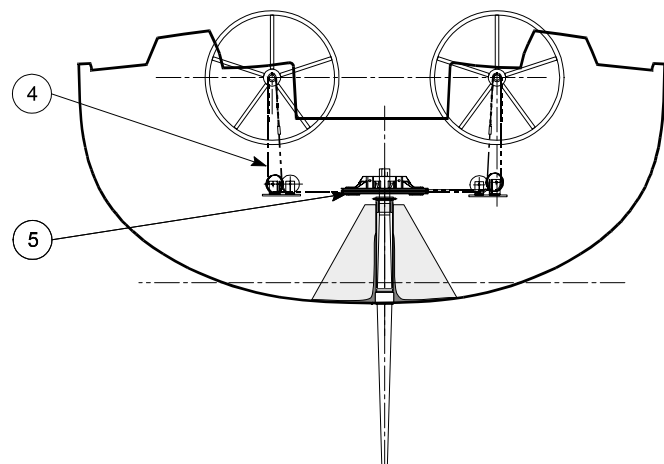
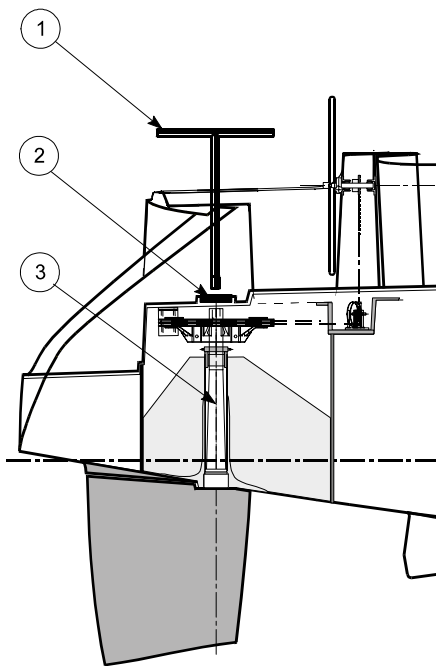
XI) STEERING SYSTEM, EMERGENCY STEERING SYSTEM

Boats fitted with wheel steering are supplied with an emergency tiller, make sure that it is accessible at all times

At least once a year check the correct tension of the steering cables.

Raise the aft hatch, unscrew the cap, and fit the emergency tiller into the stock head aperture.

REF	DESCRIPTION
1	Emergency tiller
2	Rudder stock cap
3	Rudder stock
4	Steering cable
5	Quadrant
6	Rudder stock bearing
7	Split sleeve
8	Compensation bush



XII) ENGINE

Stop the engine and do not smoke when filling the fuel tank

Before starting, make sure that the engine compartment bilge is clean and dry. Do not start the engine if there is the slightest presence of fuel in the bilge.

For boats equipped with petroleum engines, ventilate the engine compartment for 5 minutes with the engine compartment fans in order to completely eliminate any petrol vapours.

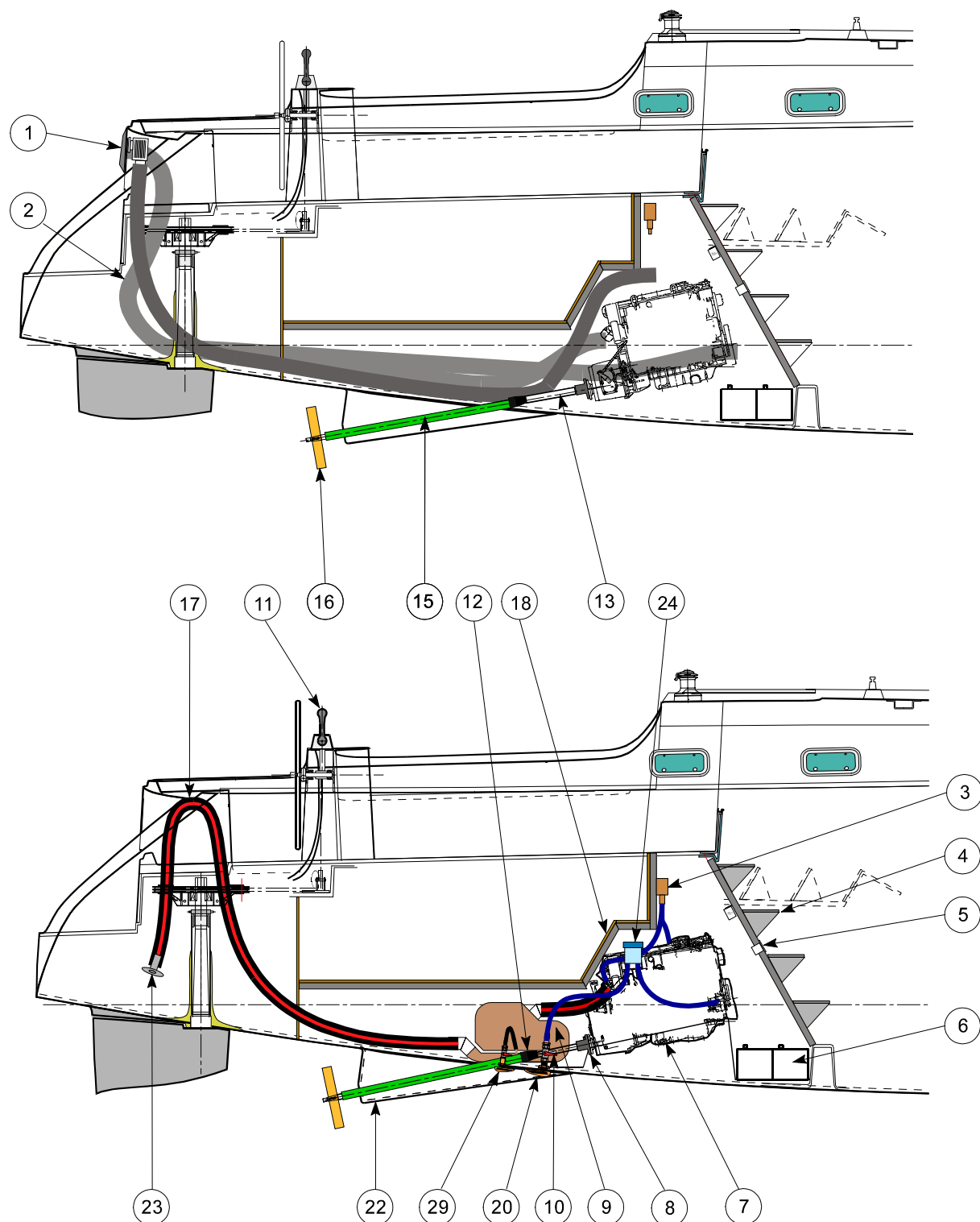
For outboard engines fitted with a separate fuel tank, fill the tank away from the boat in a well-ventilated place far from any risks of ignition.

Fuel not stored in the boat's tanks (outboard tanks, jerrycans, etc...) should be stowed in a ventilated place.

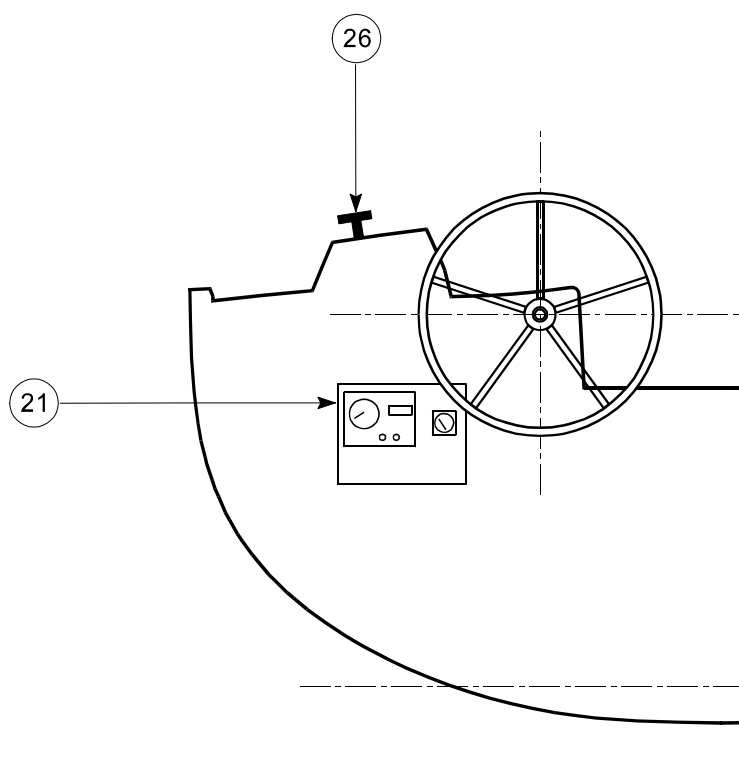
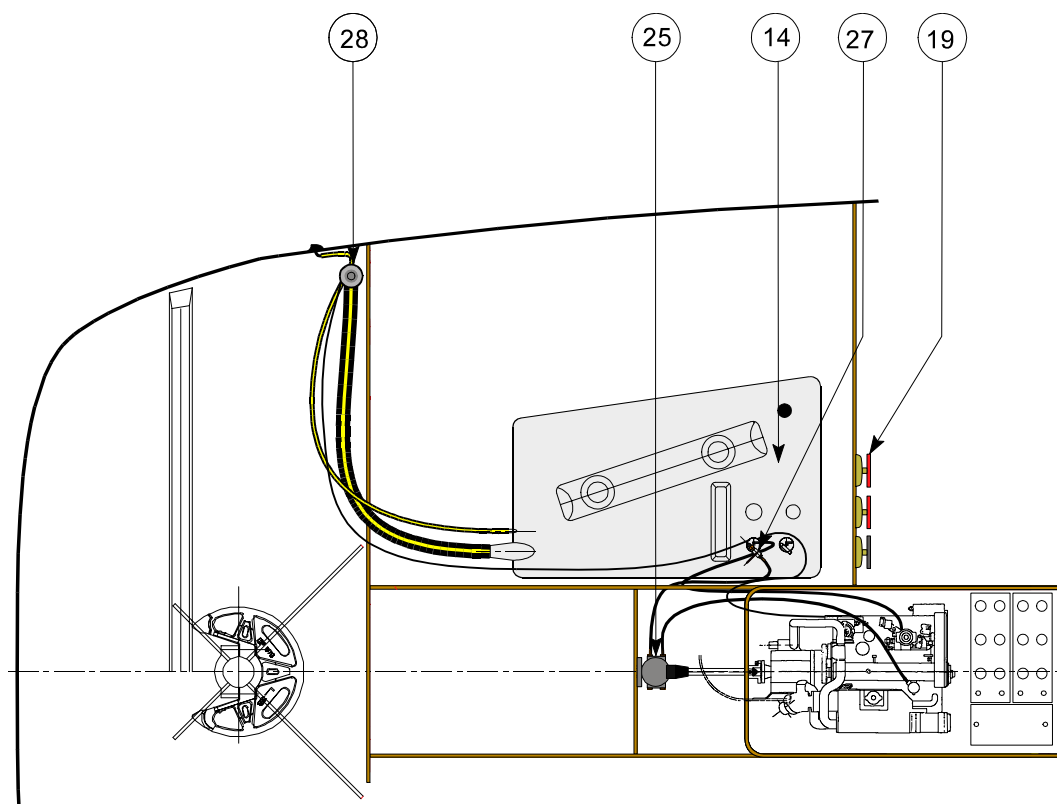
Locate the aperture for extinguishing engine compartment fires.

A fixed engine compartment fire extinguishing system is fitted to boats with petroleum engines. Familiarise yourself with the position of the discharging mechanism and how it operates. The engine compartment should be ventilated after discharging.

REF	DESCRIPTION	REF	DESCRIPTION
1	Engine ventilation grille	16	Propeller
2	Engine ventilation duct	17	Exhaust pipe
3	Anti-siphon	18	Engine access panel
4	GRP removable companionway panel	19	Battery switch
5	Extinguisher aperture	20	Strainer skin fitting
6	Battery	21	Engine control panel
7	Engine	22	Skeg
8	Coupler	23	Exhaust outlet
9	Water lock silencer	24	Raw water strainer
10	Engine raw water intake	25	Water separator filter
11	Engine control lever in cockpit	26	Engine stop control
12	Stuffing box	27	Fuel supply cut-off handle
13	Propeller shaft	28	Fuel filler cap
14	Fuel tank	29	Stern tube cock
15	Stern tube		

ENGINE INSTALLATION LAYOUT

ENGINE INSTALLATION LAYOUT (CONT'D)

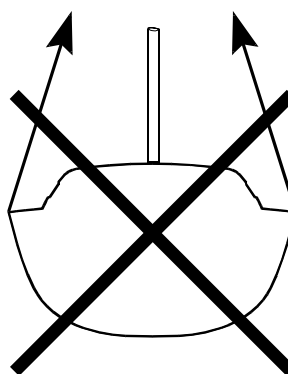
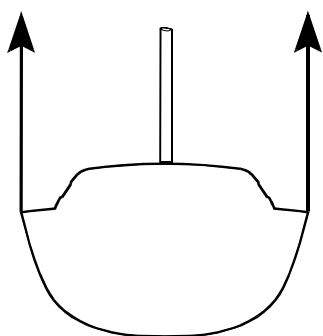
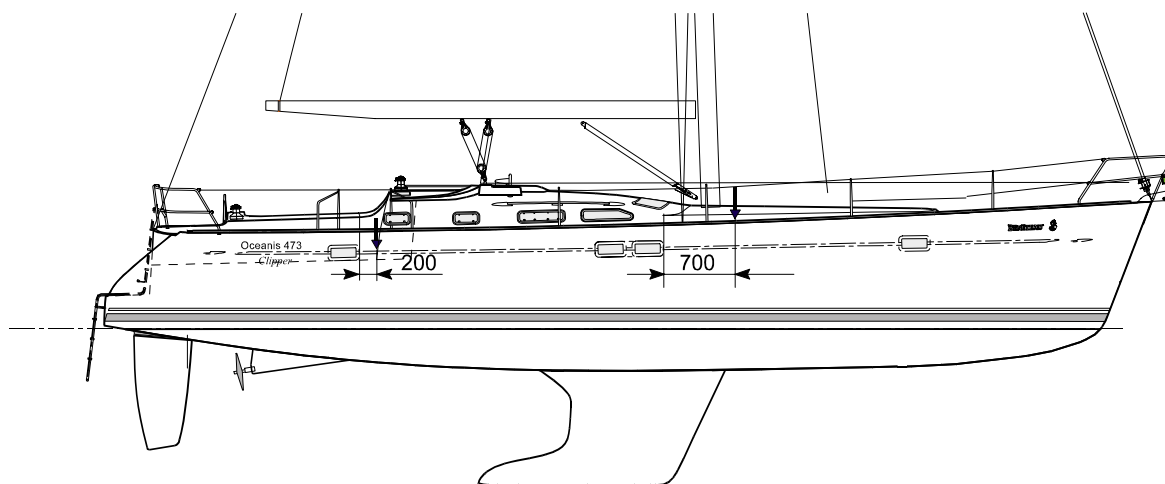


XIII) HAULING OUT

Please contact your BENETEAU dealer for maintenance and repairs to your boat. Your dealer will give you the best advice and supply you with spare parts or materials suitable for your boat.

Have your boat maintained and serviced once a year during winter lay-up.

POSITION OF CRADLE PAD AND LIFTING SLING POSITIONS



XIV) MAINTENANCE

Your boat is an important investment that, because of the particularly aggressive climate it lives in, requires specific and regular maintenance. Furthermore, many accidents are due to negligence and a lack of maintenance. These two reasons, the protection of your investment and safety, should make you aware of the importance of regular and thorough maintenance of your boat.

The advice below and YOUR PERSONAL NOTES will help you.

1) THE HULL

In glass reinforced polyester (GRP), it is made with high quality products. However it would be wrong to consider that it will keep its original condition for life if you don't give it a minimum amount of care.

The gel-coat is sensitive to knocks and scratches that it could suffer when manoeuvring. Always have a member of crew ready to place a fender in the appropriate place.

It will be beneficial to hose down the hull and deck with freshwater as often as possible.

Hull preparation

Beforehand, you may apply a coat of epoxy paint to the gel-coat which will protect the hull (underbody) of your boat against the natural aggressions of the maritime environment.

Moreover, the underbody of the hull should be covered with an antifouling paint preventing the adherence of marine growth.

When applying the antifouling, be careful not to cover the anodes or the electronic instrument transducers and do not obstruct the raw water inlet strainers, in particular the engine cooling water strainers.

In all events, first degrease the underbody and lightly hand rub down with 400 grit wet and dry paper.

Maintenance

In order to retain the good looks of your boat's gel-coat, preventative and regular maintenance is necessary. For this, do not hesitate to consult your dealer who will advise you on the most appropriate methods and products to use.

2) THE DECK

Regularly rinse the deck and fittings with freshwater.

Regularly brush the deck with a mild liquid detergent.

Deck fittings:

Regularly lubricate the blocks, sheaves, bottle-screws, winches, windlass, tracks and travellers, etc with grease or a light oil.

Polish with an appropriate product any stainless steel fittings that show minor oxidation pitting, which is of no consequence.

Exterior teak woodwork:

Scrub woodwork with water

Teak woodwork needs no particular attention. A simple occasional rubbing down with fine sandpaper will renovate the aspect of the teak.

Plexiglass:

Rinse with freshwater. Clean with a sponge and a window-cleaning product.

Steering system:

The entire steering system should be checked every year.

3) INTERIOR

Whenever the weather permits, air and ventilate your boat, remove the soles, the cushions, mattresses and berth boards and place them vertically when you leave your boat.

Protect the inside of your boat as often as possible with the fitted curtains.

Make sure that the bilges are clean and dry.

Rinse the interior woodwork, which is varnished in most of our boats, with freshwater and a liquid detergent, then polish with a chamois leather.

The cleaning and maintenance of the fabrics, cushions or linings of your boat depends on the materials used. Therefore we recommend that you consult a specialist before any intervention.

Freshwater system

It is possible to sterilise the water tanks with Clanazone tablest (Dygerma in the UK, or a product sold in your country and containing the equivalent molecule, i.e. Tosylchloramid) available from your pharmacist.

In the case of prolonged inactivity, rinse the tanks and plumbing with a solution of water and vinegar.

Engine

Have the whole engine/transmission system serviced by a specialist and refer to the engine manufacturer's instructions, supplied with each boat.

Keep the fuel tank as full as possible to avoid the formation of condensation.

4) RIGGING

An annual inspection of the running and standing rigging is indispensable. Take advantage of this inspection to carry out any maintenance necessary.

Abundantly rinse the running rigging with freshwater at the end of each season.

5) SAILS

Whenever possible, rinse the sails in freshwater and let them dry.

Sails are sensitive to water and sunshine; therefore you should remove them whenever possible.

6) WINTER LAY-UP**DECOMMISSIONING**

Remove all documents from the boat, ropes which are not used for mooring, food supplies, clothing, safety equipment, batteries, gas cylinder, etc...

Have the safety equipment serviced.

Take advantage of decommissioning to carry out a complete inventory of your boat.

PROTECTION ET MAINTENANCE**a) Interior:**

Drain the plumbing and rinse with a water and vinegar solution.

Close the seacocks (unless your boat is laid up ashore), rinse and drain the toilet pans and pumps.

Raise up the depth and log transducers.

Carefully dry and clean all bilges.

Place the soles, cushions, mattresses and berth boards vertically to encourage ventilation of the compartments.

b) Exterior:

Rinse the hull, deck and fittings abundantly, grease any mechanical and moving parts.

Protect your boat with fenders and make sure all the dock lines are secure and properly tensioned.

Lock the rudder.

c) Engine:

Preparing the engine for winter lay-up is a job for a specialist. It will be different depending on whether the boat remains afloat or ashore.

ALL OF THESE RECOMMENDATIONS DO NOT CONSTITUTE AN EXHAUSTIVE CHECKLIST. YOUR DEALER WILL ADVISE YOU AND CARRY OUT THE TECHNICAL MAINTENANCE OF YOUR BOAT.

XV) ENVIRONMENT

Do not discharge waste oil into the sea. Use the appropriate waste disposal facilities.

When refuelling, take all precautions to avoid spills.

In harbour, do not use the boat's toilets if not equipped with holding tanks.

The use of detergents contributes to the deterioration of marine fauna and flora; choose entirely biodegradable products for your cleaning operations.

Do not throw plastic bags and rubbish bags into the sea, use the dustbins provided for this purpose in your places of call.

Like us, you love the sea, help us to protect it, and do not pollute it.