



OWNER'S MANUAL



Your agent

| |
|-------------------------------|
| Name Address |
|-------------------------------|

is **DUFOUR YACHTS'** representative and will give you all the help you need to solve any problems you might have during launching and masting, as well as with technical checks for bringing your boat into service and maintaining it. 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.

| |
|---|
| <p>Owner's Manual receipt acknowledgement to be kept in your Manual</p> <p>I, the undersigned: Name Address</p> <p>owner of DUFOUR 40 no.</p> <p>confirm that I have received the DUFOUR 40 Owner's Manual and accept its being written in the French language.</p> <p>Date: _____</p> <p>Signature: _____</p> |
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| <p>Owner's Manual receipt acknowledgement to be returned to DUFOUR YACHTS <i>Z.I.- 1, Rue Blaise Pascal- 17187 PERIGNY CEDEX- FRANCE</i></p> <p>I, the undersigned: Name Address</p> <p>owner of DUFOUR 40 no.</p> <p>confirm that I have received the DUFOUR 40 Owner's Manual and accept its being written in the French language.</p> <p>Date: _____</p> <p>Signature: _____</p> |
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INTRODUCTION

DUFOUR YACHTS is delighted to present you with this manual that will enable you to get to know your boat better.

This manual has been produced to help you enjoy the use of your boat in complete safety. Read it carefully, in particular to avoid fire and flooding risks, and familiarize yourself with your boat before using it.

If this is your first boat, or if you are changing to a type of boat you are unfamiliar with, for your convenience and safety, make sure you gain experience in handling and use before taking command of your boat. Your agent, your national yachting federation or your yacht club will be more than happy to recommend local sailing schools or qualified instructors.

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

NOTICE: *Our boats are regularly improved in the light of our customers' experiences and research 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.

1. DESIGN CATEGORY OF YACHT

Your **DUFOUR 40** comes under the OCEAN-GOING design category (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,...)

DESIGN CATEGORIES

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

2. BOAT SPECIFICATIONS

2.1. General specifications

| | |
|-----------------------------------|---------------------|
| Model: | DUFOUR 40 |
| Designer: | Umberto Felci |
| Design category | A |
| Notified organization no. | CE/0607 |
| LOA: | 12.32 m |
| Hull length: (according to model) | 11.99 / 12.06 m |
| LWL: | 10.74 m |
| Maximum beam: | 3.90 m |
| Draught short / long: | 1.60 / 2.10 m |
| Mast height clearance: | 17.65 m |
| Ballast weight short / long: | 2,800 / 2,700 kg |
| Light displacement: | 7,800 / 7900,700 kg |

| | |
|--------------------------------------|----------------------|
| Standard mainsail area (approximate) | 41.60 m ² |
| Roller-furl genoa area (approximate) | 40.75 m ² |

| | |
|---|-------------|
| Water capacity excluding water-heater (approximate) | 330 l |
| Diesel capacity (approximate) | 160 L |
| Holding tank (depending on option) | 40 l / 80 l |
| Engine battery (depending on version) | 100 Ah |
| Auxiliary battery (standard version) | 100 Ah |
| Primary means of propulsion | Sail |
| Maximum permissible on-board engine power | 41 kW |

2.2. Maximum loading

| | <i>Category</i> | | |
|--|-----------------|-----------------|------------------|
| | <i>A</i> | <i>B</i> | <i>C</i> |
| | <i>8 people</i> | <i>8 people</i> | <i>12 people</i> |
| <i>Number of people</i> | | | |
| Crew weight (75 kg/person) | 600 | 600 | 900 |
| Basic safety equipment | 91 | 91 | 91 |
| Stores & cargo | 200 | 200 | 200 |
| Water capacity | 350 | 350 | 120 |
| Fuel capacity | 130 | 130 | 130 |
| Life-raft <i>(not included in standard kit)</i> | 69 | 69 | 69 |
| Shipyard options (see details in table below) | 590 | 590 | 590 |
| Miscellaneous loading | 70 | 70 | |
| Max. recommended loading (kg): Indicated on information plate. | 2100 | 2100 | 2100 |

Detailed weight of options

| | | | | | | |
|---------------------|---------------------------|--------------------|-----------------|------------------|----------------|--|
| Roller-reefing mast | Spinnaker + deck fittings | Holding tank | Teak side-decks | Air-conditioning | Microwave oven | Miscellaneous (releasable inner forestay, cockpit table, electronic equipment, etc...) |
| 18 kg | 30 kg | 45 kg | 150 kg | 60 kg | 17 kg | 145 kg |
| Charger | Electric winch | Additional battery | Heating | Engine upgrade | | |
| 5 kg | 20 kg | 40 kg | 20 kg | 40 kg | | |

*NB: The maximum recommended loading must be adjusted according to the shipyard options fitted...
It must be reduced if further options are fitted*

3. ELECTRICAL SYSTEMS

3.1. Safety and operating instructions for the electrical system

WARNING

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

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 a 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, a specialist must be consulted to determine the origin of the short-circuit.

3.2. Installing new equipment

Since the 1st January 1996, electrical equipment is subject to the European "electromagnetic compatibility" directive (Ref 89/336/CEE). Hence it is necessary to install new equipment meeting this standard and bearing 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, be sure to mark in the manual and modifications that may be made to the electrical diagram.

3.3 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.

NOTE

- 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 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.

3.4 Electric winch

NOTE

It is essential to run the engine with the throttle slightly open when using the electric winch.

3.5 220/110 Volt installation

DANGER

The on-board 220 or 110 V installation is protected by a circuit breaker and fitted with a residual current device. The wiring of additional 220 or 110 V on-board accessories must be carried out by professionals, with uprating of the master circuit-breaker if necessary.

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 female socket on the shore (if necessary, seek the advice of a professional) It should be as near as possible to the **IP 67 / IEC529** type

- Switch off the shore supply at the on-board isolator 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 disconnecting it at the boat end
- Close the shore outlet cover properly

4. GAS INSTALLATION

4.1 Operating advice

- Read the instructions for the cooker and regulator carefully.
- Ensure that the gas cylinder and regulator are in accordance with the requirements of the cooker (flow rate, pressure, type of gas).
- Ensure that the gas cylinder complies with the regulations in force in the country where it is being used.
- Appliances burning fuel use up the oxygen in the cabin and release combustion products into the boat. Ventilation is required when appliances are alight. Open the coachroof ports while you are cooking.
- Do not use the oven as a heater.
- 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 space provided
- Never leave the boat unattended when gas appliances are alight.
- Close all valves in the circuit when the boat is left empty (shut-off valve, regulator valve), even if the cylinder is considered to be empty.
- 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 |
|----------------|

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| In the event of an emergency, the circuit valves must be closed immediately. |
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4.2 Checking the system

- The gas system must be tested periodically:

°Close all the cooker taps.

°Open the cooker supply and regulator valves.

°Check all connections are gas-tight using a leak detector or by applying soapy water.

ATTENTION!

Do not use solutions containing ammonia.

DANGER!

Never use a naked light to look for leaks.

Repairs and modifications to the system should be carried out by a qualified person.

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 deterioration.

4.3. Changing the gas cylinder

DANGER!

- Close the cooker taps and those before the cooker.
- Do not smoke nor use a naked light during replacement of the gas cylinder.

5. DRAIN AND SANITATION SYSTEM

5.1. Specifications of the drain system

| Pump type | Theoretical flow rate |
|-----------|------------------------|
| Manual | 39 l / 60 strokes/min. |
| Electric | 1,800 l/h |

Read carefully the operating and maintenance instructions for the bilge pump that goes with your boat.

WARNING!

- Ensure that bilge pumps are in working order before putting to sea
- Know where to find the hand pump and its handle
- Know where to find the switch for the electric pump on the electrical panel
- Clean the well and pump filters regularly
- The bilge pump system is not intended to keep the boat afloat in the event of damage. It is intended to remove water coming from spray, leaks from seacocks or any other moderate leaks.

5.2. Pressurised 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. Change over to the other tank or fill up.

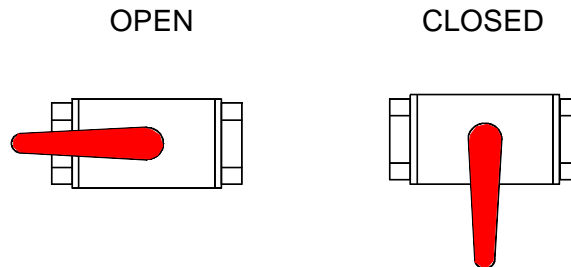
Hot water is produced by a water-heater connected to the engine cooling circuit and the shore electric supply.

After the water-heater has been emptied, make sure that the element is covered before power is re-applied.

5.3. Seacocks

Seacocks are of the 1/4-turn type:

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



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 the brass accessories; slight surface corrosion is normal.
- In the event of more serious corrosion, consult your agent.

5.4. Operation of the sea toilets

- Open the sea water inlet seacock.
- Open the bowl emptying seacock.
- 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

6. FLOODING

Boat flooding risks:

- Before putting to sea, always check that portholes, deck hatches and any other openings that could allow flooding are shut.
- When under sail, close all seacocks, except the engine water intake.
- Periodically check:
 - Skin fittings, seacocks and pipes are watertight
 - Proper emptying of the cockpit drains.
- Watertightness of the stern gland.

WARNING!

Cockpit locker lids must be fastened shut before putting to sea. This is particularly important for the lockers representing a major flooding risk (for example, removable locker for TD helmsman's seat, TD cockpit locker in the 2-cabin version)

7. FIRE PROTECTION

7.1. Installation

- Fire extinguishers are subject to national regulations, for this reason they are not supplied with your boat.
 - We recommend you to equip your boat with fire extinguishers meeting the ISO 9094-1 standard, with the following specifications:
 - a) Minimum capacity per extinguisher: 5A/34B,
 - b) Minimum combined extinguisher capacity: 10A/68B,
 - c) 1 extinguisher within:
 - 1 m (for boats < 10 m) or 2 m (for boats > 10 m) of the cockpit
 - 2 m of the extinguisher opening for dowsing the engine,
 - d) 1 extinguisher within 2 m of the cooker,
 - e) 1 extinguisher within 5 m of the bunks.
 - f) CO2 extinguishers may be placed in accommodation areas only where flammable liquids are present (e.g. galley) or where there is powered electrical equipment. There must not be more than one CO2 extinguisher per area at risk, and its maximum capacity must not exceed 2 kg.
- Only compatible replacement parts must be used in fire protection systems. They must bear the same markings and be technically equivalent.

7.2. Safety instructions

NOTE

It is the responsibility of the owner / captain 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 extinguishing hole (located on the companionway).**
- Ensure that fire-fighting equipment is readily accessible whenever the boat is occupied.

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 alight.
- 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.

Always keep the bilges clean and check that there is no fuel vapour or gas.

WARNING

- If a CO₂ 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).

8. ENGINE

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

In particular, follow 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.

NOTE

- 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.

8.1. Launching the boat / settings

NOTE

- 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.

Regularly check the condition of the anodes and ensure that they are suitable for the boat's environment (fresh water, salt water).

8.2. Exhaust gas emission

DANGER!

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

8.3. Safety

DANGER!

- In order to avoid all risk of serious injury from the propeller, the engine must not be started when there are swimmers near the boat.
- Whenever possible, the engine must be stopped for any engine maintenance or checking operations. If not, special attention must be paid to moving items (belts, etc...) in order to avoid any risk of injury.

9. FUEL INSTALLATION

Flexible fuel pipes must be:

- replaced by pipes bearing the same markings
- replaced in the event of deterioration.

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.

Never:

- Store flammable materials in unventilated spaces.
- Smoke while filling tanks.
- Obstruct ventilation openings (vents, engine ventilation grilles).
 - Modify the installation, unless this is carried out by a technician qualified in this field.

10. STEERING SYSTEM

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

10.1 Wheel

The **Dufour 40** is fitted with a wheel with a system of rudder cables and chains.

Periodic checks to be performed:

- Check the play in the various components (rudder stock/bearings, rudder cable tension and wear).

In the event of doubt or a problem, consult your agent.

10.2. Emergency tiller

NOTE

- The **Dufour 40** is equipped with an emergency tiller that must be kept readily accessible, we advise you to stow it in a cockpit locker near the tiller deck plate.
- It is only designed for sailing at reduced speed in the event of damage to the helm.

To use it:

- Unscrew the tiller deck plate cover located in the cockpit floor,
- Fit the tiller onto the head of the rudder stock.

11. 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.
 - Other boat movements
 - Manœuvres in port
 - When passing through mooring areas.
- Obey the rules of priority as defined in the rules of the road and imposed by the COLREG
- Ensure that you always leave enough room for stopping or manoeuvring 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 wash near other boats

WARNING

- You must fit your boat with grab lines. Fixing points are provided on the deck. Refer to your boat's deck fittings drawings.
- The stability of your boat was designed taking into account the shipyard 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.
- Towing a boat causes a significant extra strain that will have an unfavourable effect on the stability of your boat.
- **Never:**
 - Use the boom to lift heavy weights.

12. 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.

12.1. Maintenance

If the boat has been struck 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.

12.2. Protection of people during a thunderstorm

WARNING

During a thunderstorm, it is preferable to obey 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.

13. ENVIRONMENTAL PROTECTION AND SAFETY

We recommend keeping yourself informed about local regulations concerning respect for the environment, and to obey international regulations against pollution in the marine environment (MARPOL) as well as codes of good practice.

ATTENTION!

- Most cleaning products, engine oils and hydrocarbons are likely to affect the environment, so they should be discharged in authorized locations (check with the Harbour Master's office).
- 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.
- Substances used must be labelled and stored in an appropriate, ventilated place in the boat.

14. SAFETY FACILITIES

There is no harmonization of obligatory safety equipment across the European Community. You should seek information about national requirements for CE-marked boats.

In France, yachts bearing the CE mark must carry the facilities and safety equipment stipulated for the category of sailing chosen by the yachtsman within the following limits:

| Design category | Possible sailing categories |
|-----------------|-----------------------------|
| A | 1.2.3.4.5.6 |
| B | 2.3.4.5.6 |
| C | 4.5.6 |
| D | 6 |

If your boat is equipped with a life-raft, read its instruction manual carefully. The crew should be familiarized with the use of all safety equipment (harnesses, flares, life-raft, etc...). Training sessions are organized regularly by sailing schools and clubs.

15. 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 sensor.

Lifting frames should be wide enough, or fitted with spreaders to avoid exerting excessive lateral pressure on the rubbing band.

Avoid letting slings foul the lifelines. 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 and exert only the pressure necessary for the boat's good balance.

Whenever the boat is out of the water, use the opportunity to inspect the propeller, rudder, skin fittings and sensors.

DRAWINGS

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PRESENTATION

Plan de présentation

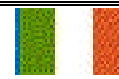


PRESENTATION



Presentation plan

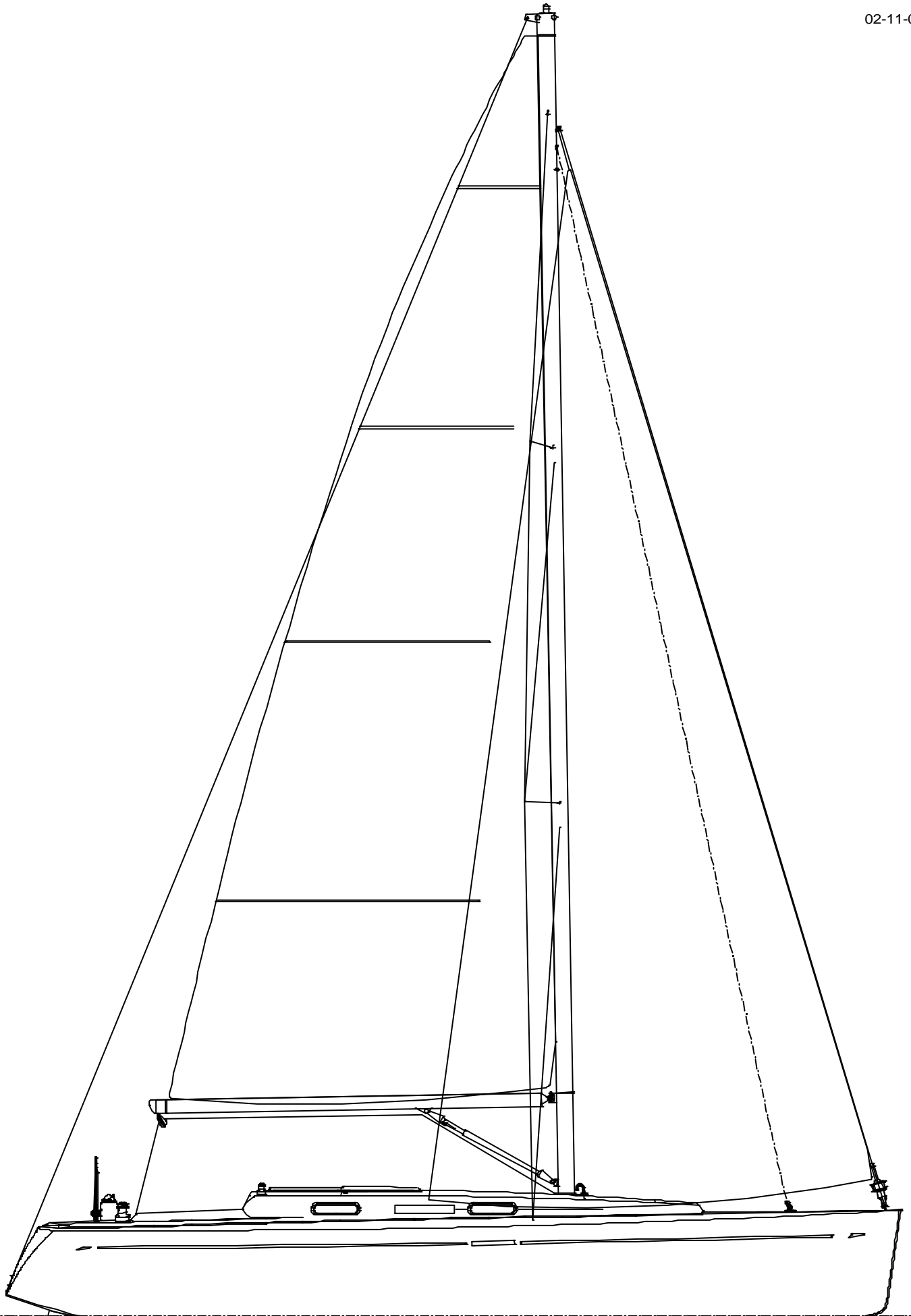





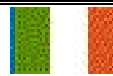
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Schema di presentazione

|  |  |
|---|---|
| Plano de presentación | Presentatietekening |



|  AMENAGEMENT | |  ACCOMMODATIONS | |  AUSSTATTUNG | |  ALLESTIMENTO | |
|---|---|--|--|---|---|--|--|
| fig.A | Version 3 cabines 2 salles d'eau | fig.A | Layout 3 cabins 2 heads | Abb. A | Typ 3 Kabinen 2 Badezimmer | Fig. A | Versione 3 cabine 2 stanza da bagno |
| fig.B | Version 3 cabines 1 salle d'eau | fig.B | Layout 3 cabins 1 head | Abb. B | Ausführung mit 3 Kabinen und 1 Nasszelle | Fig. B | Versione 3 cabine 1 stanza da bagno |
| fig.C | Version 2 cabines 1 salle d'eau et une douche séparée | fig.C | 2- cabin / 1-head version with separate shower | Abb. C | Typ 2 Kabinen / 1 Nasszelle und eine getrennte Dusche | Fig. C | Versione 2 cabine, 1 bagno e una doccia separata |

|  DISTRIBUCION | |  INRICHTING | |
|--|---|--|---|
| fig.A | Versión 3 cabinas 2 aseo | fig. A | Versie 3 cabines, 2 badkamers |
| fig.B | Versión 3 cabinas 1 aseo | fig. B | Model met 3 kajuiten (hutten) en 1 badkamer |
| fig.C | Versión 2 cabinas 1 aseo y una ducha separada | fig.C | Versie 2 cabines, 1 badkamer en een aparte douche |

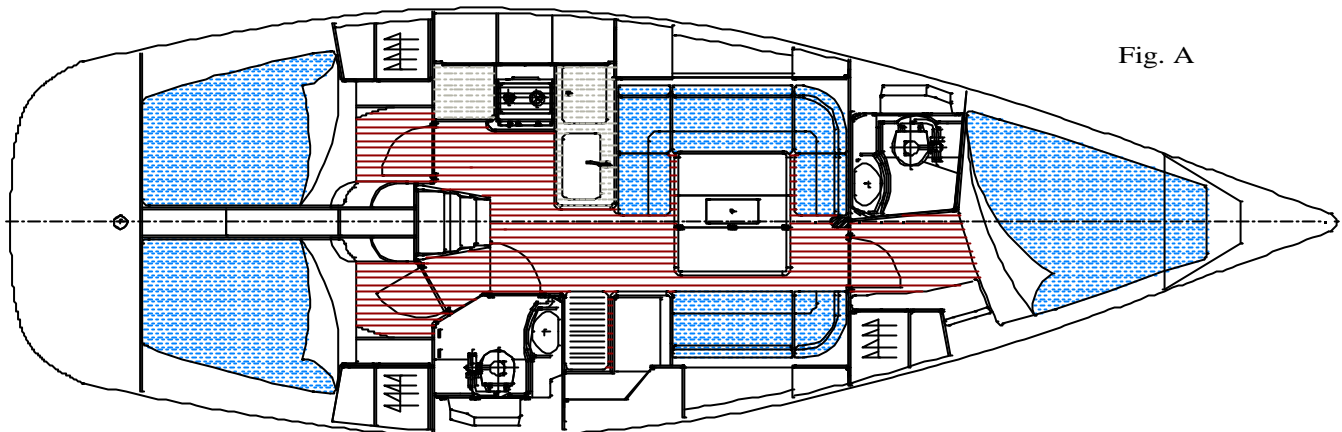


Fig. A

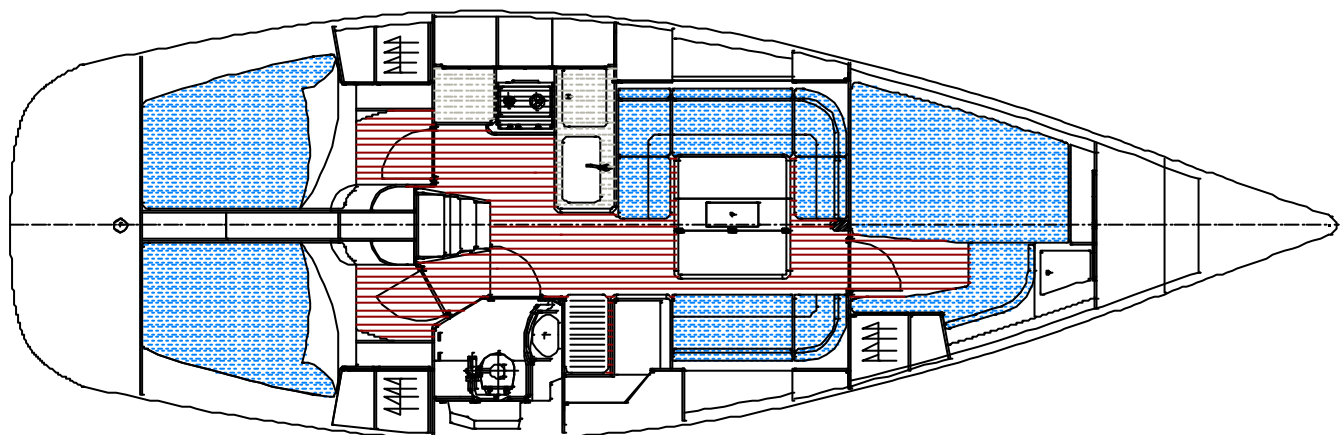


Fig. B

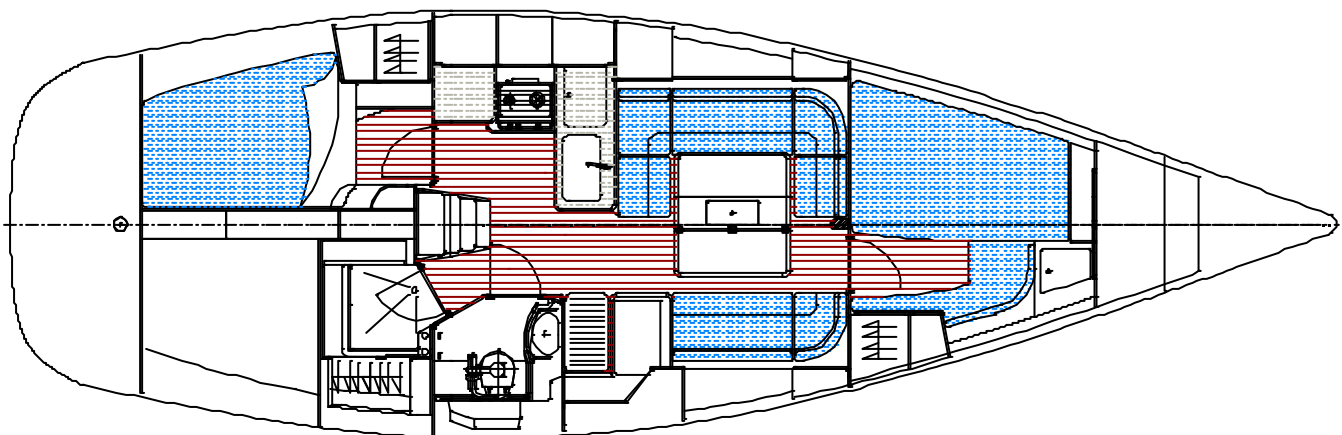


Fig. C



|  ACCASTILLAGE | | |  FITTINGS | | |  OBERWERK | | |  ATTREZZATURA DI COPERTA | | |
|---|-------------------------------------|-----|---|-------------------------------|-----|---|--|------|--|---|----------|
| Rep. | Désignation | Qté | Ref | Description | Qty | Bezug | Bezeichnung | Meng | Rif. | Descrizione | quantità |
| 1 | Cadène galhaubans | 2 | 1 | Shroud chainplate | 2 | 1 | Backstag-Pütting | 2 | 1 | Landa sartie di poppa | 2 |
| 2 | Cadène de pataras | 1 | 2 | Backstay chainplate | 1 | 2 | Achterstag Pütting | 1 | 2 | Landa di paterazzo | 1 |
| 3 | Cadène double d' étai volant | 1 | 3 | Babystay chainplate | 1 | 3 | Doppelrüsteisen vom losen Stag | 1 | 3 | Landa doppia di straglio volante | 1 |
| 4 | cadène d'étai | 1 | 4 | Forestay chainplate | 1 | 4 | Vorstagspütting | 1 | 4 | landa di strallo | 1 |
| 5 | Davier | 1 | 5 | Anchor roller | 1 | 5 | Leitrolle | 1 | 5 | Passacavo di prua | 1 |
| 6 | Filière + coupée | / | 6 | Guard rail + exit | / | 6 | Düse + geschnitten | / | 6 | Filière + coupée | / |
| 7 | Main courante console | 1 | 7 | Steering station handrail | 1 | 7 | Handleiste an Konsole | 1 | 7 | Mancorrente consolle | 1 |
| 8 | Balcon arrière tribord | 1 | 8 | Starboard pushpit | 1 | 8 | Galerie hinten Steuerbord | 1 | 8 | Pulpito di poppa dritta | 1 |
| 9 | Balcon arrière babord | 1 | 9 | Port pushpit | 1 | 9 | Galerie hinten Backbord | 1 | 9 | Pulpito di poppa sinistra | 1 |
| 10 | Main courante de roof | 2 | 10 | Handrail | 2 | 10 | Deckshaus-Handleiste | 2 | 10 | Corrimano di tuga | 2 |
| 11 | Echelle de bain | 1 | 11 | Bathing ladder | 1 | 11 | Badeleiter | 1 | 11 | Scaletta da bagno | 1 |
| 12 | Martyr de Taquet d'amarre | 6 | 12 | | 6 | 12 | Beklemmer von Belegklampe | 6 | 12 | Galloccia d'ormeggio | 6 |
| 13 | Balcon avant tribord | 1 | 13 | Starboard pulpito | 1 | 13 | Galerie vorn Steuerbord | 1 | 13 | Pulpito di prua dritta | 1 |
| 14 | Balcon avant babord | 1 | 14 | Port pulpito | 1 | 14 | Galerie vorn Backbord | 1 | 14 | Pulpito di prua sinistra | 1 |
| 15 | Col de cygne pied de mâ | 1 | 15 | Mast foot swan deck | 1 | 15 | Schwänenhals Mastfuß | 1 | 15 | Collo di cigno piede d'albero | 1 |
| 16 | Poche manivelle | 1 | 16 | Winch handle pocket | 1 | 16 | Winschkurbeltasche | 1 | 16 | Tasca manovella | 1 |
| 17 | Cadène pliante | 4 | 17 | Folding chainplate | 4 | 17 | Klappbare Pütting | 4 | 17 | Landa pieghevole | 4 |
| 18 | Rail de génois | 2 | 18 | Genoa track | 2 | 18 | Genuaschiene | 2 | 18 | Rotaia del genoa | 2 |
| 19 | Tri roller à piston | 2 | 19 | Piston lead block | 2 | 19 | Tri Roller Schlitten mit Kolben | 2 | 19 | Tri roller a pistone | 2 |
| 20 | Embout de rail de génois | 4 | 20 | Genoa track end stop | 4 | 20 | Genuaschieneansatz | 4 | 20 | Terminale della rotaia del genoa | 4 |
| 21 | Butée à piston | 2 | 21 | Piston stop | 2 | 21 | Kolbenanschlag | 2 | 21 | Dispositivo d'arresto a pistone | 2 |
| 22 | Pied de table de cockpit * | 2 | 22 | Cockpit table leg * | 2 | 22 | Cockpittischbein * | 2 | 22 | Base tavolo di cockpit * | 2 |
| 23 | Douille de pied de table de cockpit | 2 | 23 | Cockpit table leg socket | 2 | 23 | Cockpittischbeinfassung | 2 | 23 | Boccola della base del tavolo di cockpit | 2 |
| 24 | Pavois teck | 4 | 24 | Teak bulwark | 4 | 24 | Teakholzreling | 4 | 24 | Pavese teak | 4 |
| 25 | Articulation siège barreur | 2 | 25 | Helmsman's seat hinge | 2 | 25 | Gelenk für Rudersitz | 2 | 25 | Snodo sedile timoniere | 2 |
| 26 | Siège barreur | 1 | 26 | Helmsman's seat | 1 | 26 | Rudersitz | 1 | 26 | Sedile timoniere | 1 |
| 27 | Taquet | 6 | 27 | Cleat | 6 | 27 | Klampe | 6 | 27 | Galloccia | 6 |
| 28 | Embase de chandelier | 8 | 28 | Stanchion base | 8 | 28 | Relingsstützensockel | 8 | 28 | Piede del candeliere | 8 |
| 29 | Chandelier | 8 | 29 | Stanchion | 8 | 29 | Relingsstütze | 8 | 29 | Candeliere | 8 |
| 30 | Rail de grand voile complet | 1 | 30 | Complete mainsheet track | 1 | 30 | Komplette Travellerschiene für Grosseegel | 1 | 30 | Rotaia scotta randa | 1 |
| 31 | Winch de drisses | 2 | 31 | Halyard winch | 2 | 31 | Fallenwisch | 2 | 31 | Winch di drizza | 2 |
| 32 | Poulie plat pont + bloqueur droite | 1 | 32 | Turning block + right clutch | 1 | 32 | Brückentellertalje + rechter Anschlag | 1 | 32 | Bozzello coperta piana + stopper destra | 1 |
| 33 | Poulie plat pont + bloqueur gauche | 1 | 33 | Turning block + left clutch | 1 | 33 | Brückentellertalje + linker Anschlag | 1 | 33 | Bozzello coperta piana + stopper sinistra | 1 |
| 34 | Bloqueurs triple | 1 | 34 | Triple clutch | 1 | 34 | Dreifacher Anschlag | 1 | 34 | Leva di blocco tripla | 1 |
| 35 | Bloqueurs triple | 1 | 35 | Triple clutch | 1 | 35 | Dreifacher Anschlag | 1 | 35 | Leva di blocco tripla | 1 |
| 36 | Bloqueur double * | 1 | 36 | Double clutch * | 1 | 36 | Doppelanschlag * | 1 | 36 | Leva di blocco doppia * | 1 |
| 37 | Winch d'écoute | 2 | 37 | Sheet winch | 2 | 37 | Schotwisch | 2 | 37 | Winch di scotta | 2 |
| 38 | Boîte à réas | 2 | 38 | Deck organiser | 2 | 38 | -Scheiben-Umlenckblock | 2 | 38 | Scatola a pulegge | 2 |
| 39 | Bloqueur simple | 3 | 39 | Single clutch | 3 | 39 | Einfachstopper | 3 | 39 | Leva di blocco semplice | 3 |
| 40 | Poulie de chandelier pour enrouleur | 1 | 40 | Stanchion block for furler | 1 | 40 | Relingsstützen-Umlenckblock für Aufwickler | 1 | 40 | Bozzello di candeliere per avvolgifiocco | 1 |
| 41 | Filoir de chandelier pour enrouleur | 4 | 41 | Stanchion fairlead for furler | 4 | 41 | Relingsstützen-Leitauge für Aufwickler | 4 | 41 | Passascotte di candeliere per avvolgitore | 4 |

* Option

* Option





* Option

* Option

|  OBRA MUERTA | | |  DEKUITRUSTING | | |
|---|---|-------|---|--|-------|
| Rep. | Designación | Cant. | Rep. | Aanduiding | Hoev. |
| 1 | Cadenote brandal | 2 | 1 | Pardoen rustijzer | 2 |
| 2 | Cadenote de poparrás | 1 | 2 | Pardoen rustijzer | 1 |
| 3 | Cadena doble de estay volante | 1 | 3 | Dubbel puttingijzer zwevende stijl | 1 |
| 4 | cadenote de estay | 1 | 4 | stijlputtingijzer | 1 |
| 5 | Roldana | 1 | 5 | Davit | 1 |
| 6 | Cable de protección + portalón | / | 6 | Draadrolkop + afsluiting | / |
| 7 | Pasamanos consola | 1 | 7 | Reling van de console | 1 |
| 8 | Balcón trasero estribor | 1 | 8 | Achterste balkon aan bakboord | 1 |
| 9 | Balcón trasero babor | 1 | 9 | Achterste balkon aan stuurboord | 1 |
| 10 | Pasamanos de caseta | 2 | 10 | Reling van het dekhuis | 2 |
| 11 | Escalerilla para baño | 1 | 11 | Badladder | 1 |
| 12 | Grillete cornamusa de amarre | 6 | 12 | Meerkikkermartelaar | 6 |
| 13 | Balcón delantero estribor | 1 | 13 | Voorste balkon aan stuurboord | 1 |
| 14 | Balcón delantero babor | 1 | 14 | Voorste balkon aan bakboord | 1 |
| 15 | Cuello de cisne coz de mástil | 1 | 15 | Zwanenhals van de mastvoet | 1 |
| 16 | Estuche manivela | 1 | 16 | Zwengeletui | 1 |
| 17 | Cadenote plegable | 4 | 17 | Opvouwbaar rustijzer | 4 |
| 18 | Carril de genoa | 2 | 18 | Genuarail | 2 |
| 19 | Roldana triple con pistón | 2 | 19 | Tri roller slede met piston | 2 |
| 20 | Boquilla de carril de genoa | 4 | 20 | Eindstop van de rail van de genua(fok) | 4 |
| 21 | Anclaje con pistón | 2 | 21 | Zuigeraanslag | 2 |
| 22 | Pie de mesa de cabina * | 2 | 22 | Cockpittafelvoet * | 2 |
| 23 | Chapa refuerzo de pie de mesa de cabina | 2 | 23 | Bus van cockpittafelvoet | 2 |
| 24 | Pasamanos teca | 4 | 24 | Teakhouten schanskleed | 4 |
| 25 | Articulación asiento timonel | 2 | 25 | Roerzittingscharnier | 2 |
| 26 | Asiento timonel | 1 | 26 | Roerzitting | 1 |
| 27 | Cornamusa | 6 | 27 | Kikker | 6 |
| 28 | Soporte de candelero | 8 | 28 | Basis van de scepter | 8 |
| 29 | Candelero | 8 | 29 | Scepter | 8 |
| 30 | Carril de vela mayor | 1 | 30 | Complete rail voor grootzeil | 1 |
| 31 | Winch de drizas | 2 | 31 | Valwinch | 2 |
| 32 | Polea plana sobre cubierta + bloqueador der | 1 | 32 | Dekkatrol + linker stopper | 1 |
| 33 | Polea plana sobre cubierta + bloqueador izq | 1 | 33 | Dekkatrol + rechter stopper | 1 |
| 34 | Bloqueador triple | 1 | 34 | Drievoudige stoppers | 1 |
| 35 | Bloqueador triple | 1 | 35 | Drievoudige stoppers | 1 |
| 36 | Anclaje doble * | 1 | 36 | Dubbele stoppers * | 1 |
| 37 | Winch de escota | 2 | 37 | Schootwinch | 2 |
| 38 | Caja de roldanas | 2 | 38 | Behuizing met schijven | 2 |
| 39 | Bloqueador sencillo | 3 | 39 | Enkelvoudige klauw/klem | 3 |
| 40 | Polea candelero para enrollador | 1 | 40 | Scepterlier voor rolsysteem | 1 |
| 41 | Escotera de candelero para enrollador | 4 | 41 | Scepterleioog voor het rolsysteem | 4 |

* Opción

* Optie

|  ACCASTILLAGE | | |  FITTINGS | | |  OBERWERK | | |  ATTREZZATURA DI COPERTA | | |
|--|--|-----|--|---|-----|--|--|------|---|--|----------|
| Rep. | Désignation | Qté | Ref | Description | Qty | Bezug | Bezeichnung | Meng | Rif. | Descrizione | quantità |
| 42 | Poulie tourelle GV | 1 | 42 | Turning block | 1 | 42 | Aufbautalje | 1 | 42 | Bozzello torretta vela grande | 1 |
| 43 | Poulie simple arrière bosse enrrouleur | 1 | 43 | Single block for genoa furling line | 1 | 43 | Einfachtalje hinterer Vorsprung Spannrolle | 1 | 43 | Poulie simple arrière bosse enrrouleur | 1 |
| 44 | Manchon * | 6 | 44 | Sleeve * | 6 | 44 | Muffe * | 6 | 44 | Manicotto * | 6 |
| 45 | Embase de chandelier * | 6 | 45 | Stanchion base | 6 | 45 | Relingstütze | 6 | 45 | Basamento del candeliere * | 6 |
| 46 | Chandelier avec jambe de force * | 4 | 46 | Stanchon with strut * | 4 | 46 | Relingstütze mit Verstrebung | 4 | 46 | Candeliere con puntello | 4 |
| 47 | Capuchon rail midrange * | 2 | 47 | Midrange track cap * | 2 | 47 | Schutzkappe Schiene midrange | 2 | 47 | Cappuccio guida midrange * | 2 |
| 48 | Réa double rail midrange * | 2 | 48 | Midrange track double block * | 2 | 48 | Schnurrolle Doppelschiene midrange | 2 | 48 | Puleggia doppia guida midrange * | 2 |
| 49 | Poulie double de contrôle * | 2 | 49 | Double control pulley * | 2 | 49 | Doppelkontrolltalje * | 2 | 49 | Puleggia doppia di controllo * | 2 |
| 50 | Filoir de taquet * | 2 | 50 | Fairlead cleat * | 2 | 50 | Klampenseilführung * | 2 | 50 | Filatoio di galloccia * | 2 |
| 51 | Taquet cam matic * | 2 | 51 | Cam-Matic cleat * | 2 | 51 | Klampe cam matic * | 2 | 51 | Galloccia cam matic * | 2 |
| 52 | Boite 2 réas * | 1 | 52 | Double-block deck organizer * | 1 | 52 | 2 Schnurrollenkasten * | 1 | 52 | Scatola 2 pulegge * | 1 |
| 53 | Bloqueur double * | 1 | 53 | Double jammer * | 1 | 53 | Doppelanschalg * | 1 | 53 | Leva di blocco doppia * | 1 |
| 54 | Bloqueur simple * | 1 | 54 | Single jammer * | 1 | 54 | Einfachstopper * | 1 | 54 | Leva di blocco semplice* | 1 |
| 55 | Bloqueur simple * | 1 | 55 | Single jammer * | 1 | 55 | Einfachstopper * | 1 | 55 | Leva di blocco semplice* | 1 |
| 56 | Filoir bagué * | 2 | 56 | Ringed fairlead * | 2 | 56 | Seilführung mit Ring | 2 | 56 | Filatoio inanellato * | 2 |
| 57 | Support de tangon sur pont * | 1 | 57 | Jib-boom deck mount * | 1 | 57 | Schwingbaumhalter auf Deck * | 1 | 57 | Supporto del buttafuori sul ponte * | 1 |
| 58 | Winch 44.2 STA * | 2 | 58 | 44.2 STA winch * | 2 | 58 | Winch 44. STA * | 2 | 58 | Winch 44.2 STA * | 2 |
| 59 | Protection d' étrave * | 1 | 59 | Stem protector * | 1 | 59 | Vorderstevenschutz * | 1 | 59 | Protezione di prua * | 1 |
| A | Point d'accrochage des lignes de vie (sur les taquets babord & tribord) | | A | Lifeline attachment points (on cleats port & starboard) | | A | Befestigungspunkte der Rettungsleinen (auf den linken & rechten Klampen) | | A | Punto di aggancio dei guardacorpo (sulle gialloce dritta & sinistra) | |
| B | Points de remorquage (Babord & Tribord) | | B | Towing points (Port & Starboard) | | B | Abschlepppunkte (Backbord & Steuerbord) | | B | Punti di attacco per il rimorchio (dritta & sinistra) | |
| C | Hublots devant impérativement rester fermés en navigation | | C | Portlights that must remain closed underway | | C | Während der Fahrt geschlossen zu haltendes Bulla geschlossen während der Fahrt | | C | Oblò da mantenere obbligatoriamente chiusi Durante la navigazione | |
| D | "Homme à la mer": échelle de remontée à bord | | D | "Man overboard": ladder for climbing back on board | | D | "Mann über Bord" Einstiegsleiter An Bord | | D | "Uomo in mare": Scaletta di risalita A bordo | |
| E | Emplacement prévu pour le stockage du radeau de survie | | E | Life raft stowage | | E | Vorgesehener Lagerplatz für das Rettungsflöss | | E | Area per immagazzinamento scorte del mezzo collettivo di salvataggio | |
| F | Point d'accrochage des harnais | | F | Safety harness fixing point | | F | Befestigungspunkte für Gurtwerk | | F | Punto di attacco delle imbracature | |
| G | Coffre devant impérativement rester fermés en navigation | | G | Forward locker must be kept closed when sailing | | G | Koffer unbedingt... bleiben geschlossen während der Fahrt | | G | Il cassero dovendo imperativamente restare Durante la navigazione | |

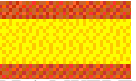

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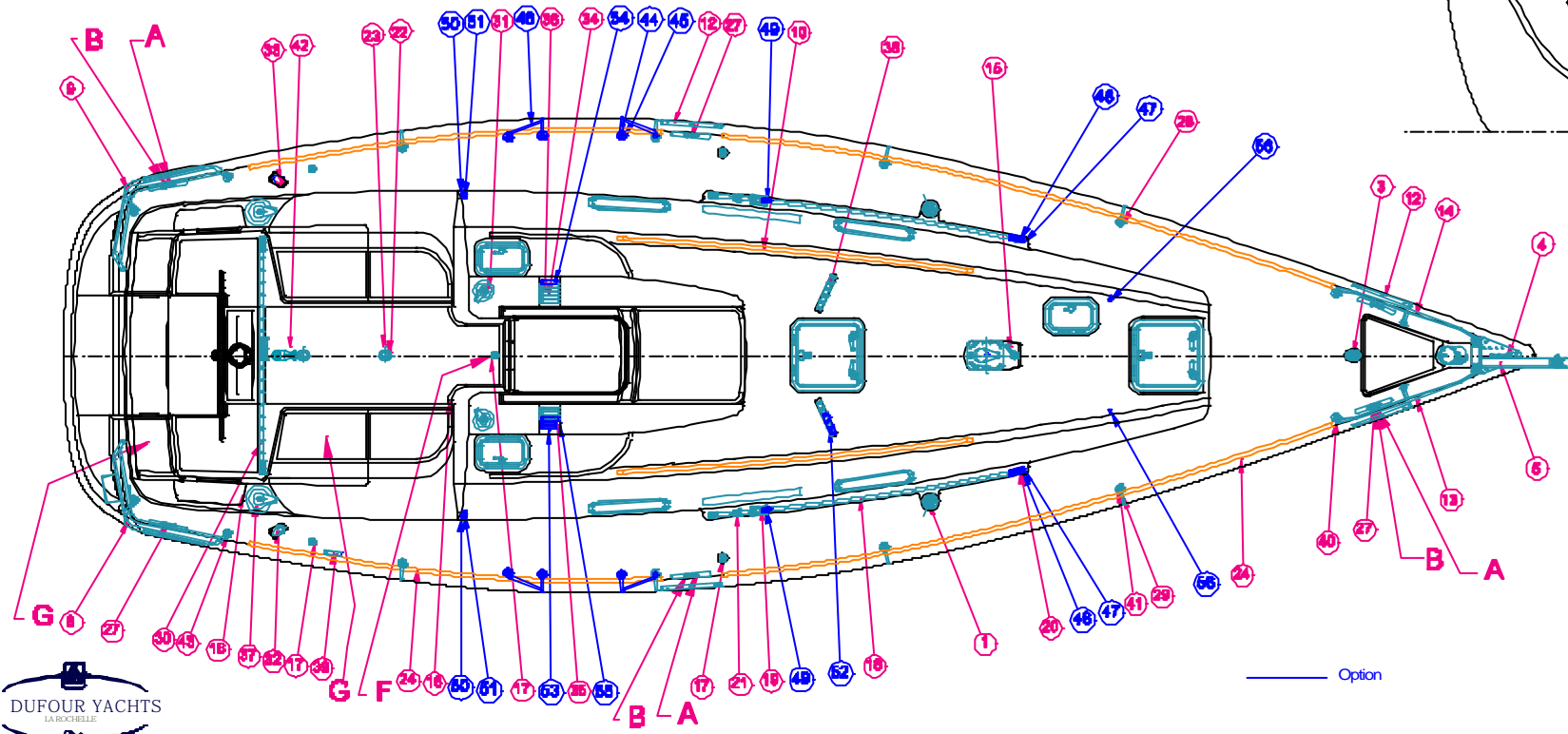
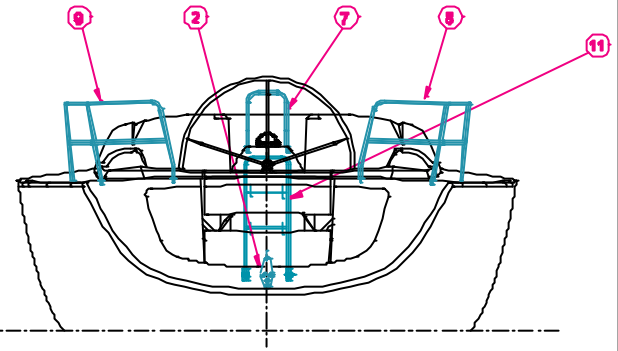
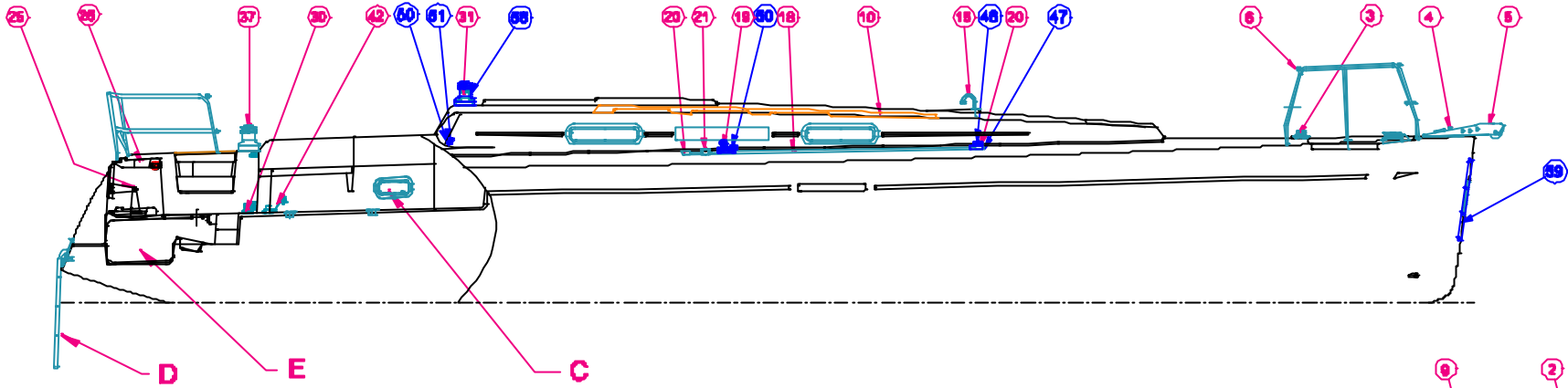
* Optional







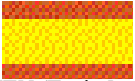

|  OBRA MUERTA | | |  DEKUITRUSTING | | |
|---|--|-------|---|--|-------|
| Rep. | Designación | Cant. | Rep. | Aanduiding | Hoev. |
| 42 | Polea soporte VM | 1 | 42 | Revolverkatrol GV | 1 |
| 43 | Polea simple trasera boza enrollador | 1 | 43 | Enkelvoudige katrol achterste haspelstopper | 1 |
| 44 | Manguito * | 6 | 44 | Bus * | 6 |
| 45 | Base de candelero * | 6 | 45 | Relingstutvoet * | 6 |
| 46 | Candelero con puntal * | 4 | 46 | Relingstut met schoorpaal | 4 |
| 47 | Visera raíl midrange * | 2 | 47 | Railkap midrange* | 2 |
| 48 | Roldana doble raíl midrange * | 2 | 48 | Dubbele railschijf midrange * | 2 |
| 49 | Polea doble de control * | 2 | 49 | Dubbele besturingskatrol * | 2 |
| 50 | Escotera de cornamusa * | 2 | 50 | Kikkerleioog * | 2 |
| 51 | Cornamusa cam matic * | 2 | 51 | Kikker cam matic * | 2 |
| 52 | Caja dos roldanas * | 1 | 52 | Kast met 2 schijven * | 1 |
| 53 | Anclaje doble * | 1 | 53 | Dubbele stoppers * | 1 |
| 54 | Bloqueador sencillo * | 1 | 54 | Enkelvoudige stopper * | 1 |
| 55 | Bloqueador sencillo * | 1 | 55 | Enkelvoudige stopper * | 1 |
| 56 | Escotera anillada * | 2 | 56 | Leioog met ring * | 2 |
| 57 | Soporte tangón sobre puente * | 1 | 57 | Dekbakspiersteun * | 1 |
| 58 | Winch 44.2 STA * | 2 | 58 | Lier 44.2 STA * | 2 |
| 59 | Protección de roda | 1 | 59 | Stevenbescherming * | 1 |
| A | Punto de enganche de los andariveles (sobre los motones Babor y Estribor) | | A | Lifeline aanhechtingspunten (op de kikers aan bakboord- en stuurboordzijde) | |
| B | Puntos de remolcado (Babor y Estribor) | | B | Sleephechtingspunten (Bakboord & Stuurboord) | |
| C | Ventanillas que deben obligatoriamente permanecer cerradas durante la navegación | | C | Voorste patrijspoorten moeten tijdens het varen gesloten tijdens het varen | |
| D | "Hombre al agua" escalerilla de subida a bordo | | D | "Man over boord": Ladder om aan boord te klimmen Aan boord | |
| E | Emplazamiento previsto para el almacenamiento de la balsa salvavidas | | E | Ruimte voorzien voor de berging van de reddingsloep | |
| F | Punto de enganche de los arneses | | F | Vasthechtingspunten van de harnassen | |
| G | Cofre debe quedar obligatoriamente cerradas durante la navegación | | G | Koffer die moet blijven gesloten tijdens het varen | |

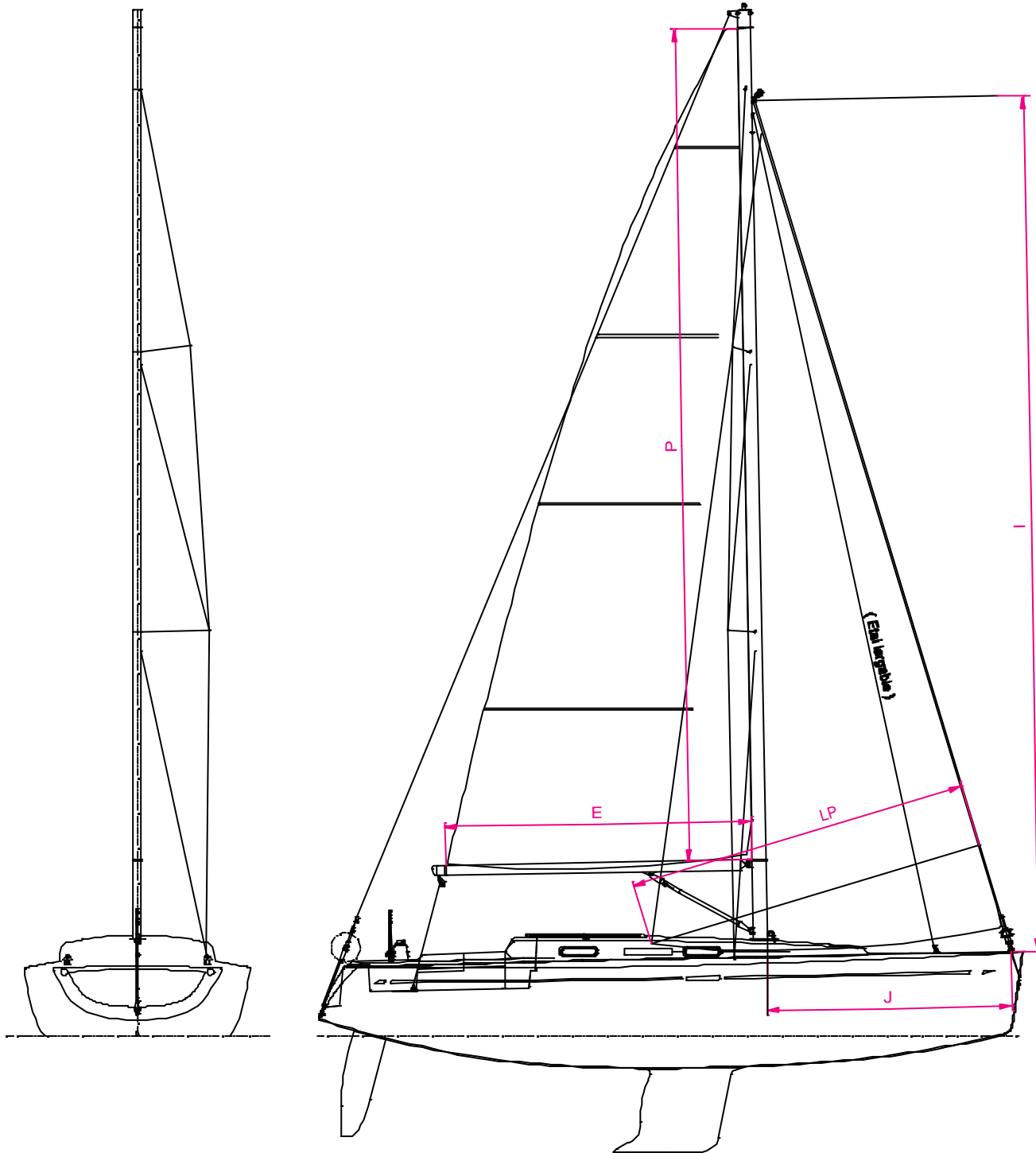
* Opción




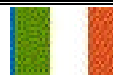
* Optie



|  VOILURE (standard) | |  SAIL PLAN (standard) | |  SEGELFLÄCHE (Standard) | |  VELATURA (standard) | |
|---|---------------------|---|---------------------|---|---------------------|--|---------------------|
| I | 14,663 m | I | 14,663 m | I | 14,663 m | I | 14,663 m |
| J | 4,188 m | J | 4,188 m | J | 4,188 m | J | 4,188 m |
| P | 14,250 m | P | 14,250 m | P | 14,250 m | P | 14,250 m |
| E | 5,250 m | E | 5,250 m | E | 5,250 m | E | 5,250 m |
| LP | 5,860 m | LP | 5,860 m | LP | 5,860 m | LP | 5,860 m |
| Surface génois | 40,8 m ² | Genoa area | 40,8 m ² | Genuafläche | 40,8 m ² | Superficie del genoa | 40,8 m ² |
| Surface grand voile | 41,6m ² | Mainsail area | 41,6m ² | Großsegelfläche | 41,6m ² | Superficie della randa | 41,6m ² |

|  VELAMEN (Estándar) | |  ZEILWERK (standaard) | |
|--|---------------------|--|---------------------|
| I | 14,663 m | I | 14,663 m |
| J | 4,188 m | J | 4,188 m |
| P | 14,250 m | P | 14,250 m |
| E | 5,250 m | E | 5,250 m |
| LP | 5,860 m | LP | 5,860 m |
| Superficie Genoa | 40,8 m ² | Surface génois | 40,8 m ² |
| Superficie vela Mayor | 41,6m ² | Oppervlak grootzeil | 41,6m ² |





|  CIRCUIT DE DRISSES ET D'ECOUTES | |  RUNNING RIGGING | |  FALLEN- UND SCHOTFÜHRUNG | |  DRIZZE E SCOTTE | |
|--|--|--|----------------------------------|---|------------------------------------|--|---|
| Rep. | Désignation mâts classique | Ref. | Description standard mast | Bezug | Bezeichnung klassischer Mast | Rif. | Designazione albero classica |
| 1 | Poulie simple | 1 | Single block | 1 | Umlenkblock einfach | 1 | Bozzello singolo |
| 2 | Poulie double | 2 | Fiddle | 2 | Doppeltalje | 2 | Puleggia doppia |
| 3 | Hale-bas de bôme rigide | 3 | Boom vang | 3 | Schleppleine von Festbaum | 3 | Carica-basso di boma rigido |
| 4 | Poulie winch avec tourelle | 4 | Fiddle | 4 | Winchtalje mit Aufbau | 4 | Puleggia winch con torretta |
| 5 | Ecoute grand voile | 5 | Mainsheet | 5 | Großsegelschot | 5 | Scotta della randa |
| 6 | Hale bas de tangon * | 6 | Jib-boom down-haul * | 6 | Schleppleine von Schwingbaum | 6 | Carica-basso del buttafuori * |
| 7 | Drisse spi * | 7 | Spinnaker halyard * | 7 | Spinnakerfall * | 7 | Drizza spi* |
| 8 | Drisse grand voile | 8 | Main halyard | 8 | Großsegelfalle | 8 | Drizza della randa |
| 9 | Bordure | 9 | Outhaul | 9 | Unterliek | 9 | Bordame |
| 10 | Ecoute de génois | 10 | Genoa sheet | 10 | Genuaschot | 10 | Scotta del genoa |
| 11 | Ecoute de spi * | 11 | Spinnaker sheet * | 11 | Spinnakerschot * | 11 | Scotta di spi* |
| 12 | Chariot grand voile | 12 | Mainsheet | 12 | Großsegelschlitten | 12 | Carrello della randa |
| 13 | Poulie renvoi bosse enrouleur | 13 | Genoa furling block | 13 | Umlenkrolle für Aufwicklerstopptau | 13 | Bozzello di rinvio bozza avvolgitore |
| 14 | Ris N°1 | 14 | Reef N°1 | 14 | Reff Nr. 1 | 14 | Terzarolo N°1 |
| 15 | Ris N°2 | 15 | Reef N°2 | 15 | Reff Nr. 2 | 15 | Terzarolo N°2 |
| 16 | Drisse génois | 16 | Genoa halyard | 16 | Genuafall | 16 | Drizza del genoa |
| 17 | Balancine grand voile (sur taquet sur mât) | 17 | Topping lift (on cleat on mast) | 17 | GS Toppnant (an Mastklampen) | 17 | Amantiglio randa (su galloccia su albero) |
| 18 | Bosse enrouleur de génois | 18 | Genoa furling line | 18 | Genuaufwickler-Stopptau | 18 | Bozza avvolgifiocco |
| 19 | Poulie simple * | 19 | Single block * | 19 | Umlenkblock einfach | 19 | Bozzello semplice* |
| 20 | Poulie simple | 20 | Single block + cleat | 20 | Umlenkblock einfach | 20 | Bozzello singolo |
| 21 | Balancine de tangon * | 21 | Jib-boom lift * | 21 | Backspier Toppnant | 21 | Carica alto del tangone* |
| 22 | Bras de spi * | 22 | Spinnaker guy * | 22 | Spinnakerhalter | 22 | Braccio di leva * |

* Option

* Option

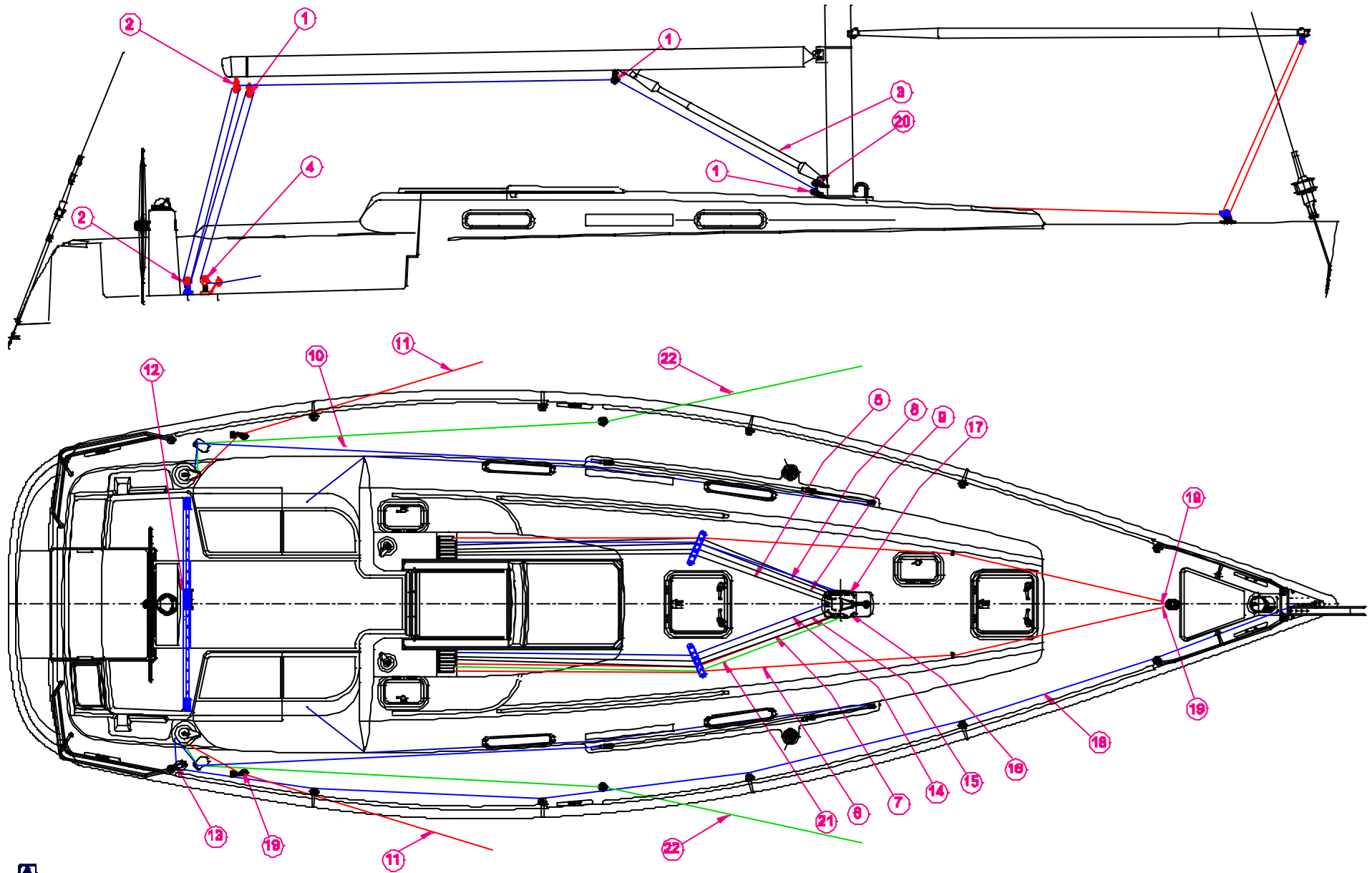
* Option




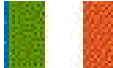
* Optional

|  CIRCUITO DE DRIZAS Y DE ESCOTAS | |  CIRCUIT VAN HIJSTOUWEN EN SCHOTEN | |
|---|---|---|---|
| <i>Rep.</i> | <i>Denominación mástil clásico</i> | <i>Rep.</i> | <i>Aanduiding klassieke mast</i> |
| 1 | Polea simple | 1 | Enkelvoudige lier |
| 2 | Polea doble | 2 | Dubbele katrol |
| 3 | Trapa de botavara rígida | 3 | Neerhaler vaste giek |
| 4 | Polea winch con soporte | 4 | Lierkatrol met revolver |
| 5 | Escota de vela mayor | 5 | Schoot van het grootzeil |
| 6 | Cargadera de tangón * | 6 | Neerhaler bakspier * |
| 7 | Driza spi * | 7 | Spinnakerval * |
| 8 | Driza de vela mayor | 8 | Zeilval |
| 9 | Pujamen | 9 | Onderlijk |
| 10 | Escota de genoa | 10 | Fokkeschoot |
| 11 | Escota de spi * | 11 | spinnakerschoot * |
| 12 | Carro de vela mayor | 12 | Hoofdzeilslede |
| 13 | Polea de reenvío boza enrollador | 13 | Terugspeellier van de Stopper van het reef-oprolyst |
| 14 | Rizo N°1 | 14 | Reef N°1 |
| 15 | Rizo N°2 | 15 | Reef N°2 |
| 16 | Driza de genoa | 16 | Genua(fok)val |
| 17 | Amantillo de vela mayor (sobre cornamusa sobre) | 17 | grootzeilbretel (op kikker op mast) |
| 18 | Boza enrollador de genoa | 18 | Stopper van het reef-oprolystysteem van de genua(fo |
| 19 | Polea simple * | 19 | Enkelvoudige poulie * |
| 20 | Polea simple | 20 | Enkelvoudige lier |
| 21 | Amantillo de tangón * | 21 | Spinnakerboombretel * |
| 22 | Brazo de spi * | 22 | Ballonfokbras * |

* Opción

* Optie



|  CIRCUIT 110V | |  110V SYSTEM | |  Stromkreis 110 V | |  CIRCUITO 110v | |
|---|---|--|--|---|---|--|---|
| Rep. | Désignation | Ref. | Description | Bezug | Bezeichnung | Rif. | Descrizione |
| | <i>Equipement</i> | | <i>Equipment</i> | | <i>Ausrüstung</i> | | <i>Attrezzatura</i> |
| A | Prise de quai | A | Shore connexion * plug and socket | A | Stromanschluß am Pier | A | Presa banchina |
| B | Coffret électrique avec disjoncteur général | B | Electrical box with main circuit breaker | b | Elektrokasten mit Hauptschutzschalter | B | Scatola elettrica con interruttore generale |
| C | Chauffe-eau | C | Water heater | C | Heißwasserbereiter | C | Boiler |
| D | Prises 120V-60Hz | D | 120V-60Hz outlets | D | Stecker 120V-60Hz | D | Prese 120V-60Hz |
| E | Boîte de connection | E | Connection box | E | Abzweigdose | E | Scatola di connessione |
| F | Disjoncteur différentiel | F | Dual polar differential switch | F | Differentialüberlastschalter | F | Interruttore differenziale |
| G | Chargeur * | G | Battery charger * | G | Lader * | G | Caricabatteria* |
| H | Ligne de quai ** | H | Shore cable ** | H | Landleitung ** | H | Linea di molo ** |
| I | Disjoncteur différentiel 300ma/16A pour prises de courant | I | 300ma/16A dual polar differential switch for outlets | I | Differential Überlastschalter 300 ma/16Q für Steckdosen | I | Disgiuntore differenziale 300ma/16A per prese di corrente |
| J | Four micro ondes * | J | micro wave oven * | J | Mikrowelle | J | Forno a microonde * |
| | <i>Couleurs des fils électriques</i> | | <i>Colours of electrical wiring</i> | | <i>Farben der Kabelleiter</i> | | <i>Colori dei fili elettrici</i> |
| b | bleu clair | b | Light blue | b | Hellblau | b | Blu chiaro |
| g | vert | g | Green | g | Grün | g | Verde |
| m | marron | m | Brown | m | Braun | m | Marrone |
| n | noir | n | Black | n | Schwarz | n | Nero |
| r | rouge | r | Red | r | Rot | r | Rosso |
| v | vert jaune | v | Green yellow | v | Grün gelb | v | Giallo verde |
| w | blanc | w | White | w | Weiß | w | Bianco |

* Option

** Hors fourniture

* Option



** Not supplied

* Option

** Zubehör in Lieferung nicht eingeschlossen

* Optional

** Non di serie

|  Circuito 110V | |  CIRCUIT 110V | |
|--|---|---|--|
| <i>Rep.</i> | <i>Designación</i> | <i>Rep.</i> | <i>Aanduiding</i> |
| | <i>Equipo</i> | | <i>Uitrusting</i> |
| A | Toma de muelle | A | Stopcontact aan de kaai |
| B | Armario eléctrico con disyuntor general | B | Elektrische koffer met algemene stroomonderbreke |
| C | Calentador de agua | C | Warmwaterreservoir/boiler |
| D | Tomas de corriente 120V-60 Hz | D | Contactdozen 120V-60Hz |
| E | Caja de conexión | E | Verbindingsdoos |
| F | Disyuntor diferencial | F | Differentiële stroomonderbreker |
| G | Cargador * | G | Lader * |
| H | Línea eléctrica de muelle ** | H | Walsnoer ** |
| I | Disyuntor diferencial 300ma/16A para tomas de corriente | I | Aardfoutschakelaar 300ma/16A voor contactdozen |
| J | Horno microondas * | J | Magnetron * |
| | <i>Colores de hilos eléctricos</i> | | <i>Kleuren van de elektrische bedrading</i> |
| <i>b</i> | azul claro | <i>b</i> | lichtblauw |
| <i>g</i> | verde | <i>g</i> | groen |
| <i>m</i> | marrón | <i>m</i> | (kastanje)bruin |
| <i>n</i> | negro | <i>n</i> | Zwart |
| <i>r</i> | rojo | <i>r</i> | Rood |
| <i>v</i> | verde amarillo | <i>v</i> | groengeel |
| <i>w</i> | blanco | <i>w</i> | wit |

* Opción

** No suministrado

* Optie

** Bijzondere uitrusting