

OWNER'S MANUAL



This manual is specifically assigned to **J /92 S** N° FR – JBE _____

This document must always be kept on board.

It contains 27 pages, numbered 1 to 27,
plus 24 pages of appendices numbered A1 to A24

Issued June 05

Your J EUROPE dealer

NAME : _____

ADDRESS : _____

TEL : _____

This is our local representative who can provide all the necessary assistance and answer all your questions. He can also guide and advise you on the technical checks for commissioning your boat and on how to maintain it.

As soon as you receive your owner's manual date and sign the receipt below and return it within 8 days to **J EUROPE**, to be covered by our warranty. If not, date of departure from our yard will be taken into account as departure for the warranty. (*Warranty conditions, please see page 20.*)

Owner's Manual Receipt

I, undersigned, Name
 Address

 Country

Owner of **J/92 S** N° FR-JBE9S.....

declare that I have received the owner's manual and accept its redaction in english language.

Date

Signature :

CONTENTS

Page

1. VESSEL DESIGN CATEGORY	6
2. TECHNICAL CHARACTERISTICS	8
3. CONSTRUCTION	9
4. INTERNAL FITTINGS	9
5. ELECTRICITY	10
6. LIGHTNING PROTECTION	12
7. MECHANICAL SYSTEM	13
8. FUEL SYSTEM	14
9. STEERING EQUIPMENT	15
10. PLUMBING SYSTEM	15
11. FLOODING / DRAINING	16
12. FIRE PROTECTION	17
13. SAILS AND RIGGING	19
14. TOPSIDE FITTINGS	21
15. SAFETY	21
16. PROTECTION OF THE ENVIRONMENT	23
17. HANDLING, DRYLOCKING	23
18. WARRANTY	24
19. CHARTER FOR THE SEA	26

INTRODUCTION

Dear “J” Owner,

Welcome aboard ... and welcome to the “family of J owners”.

This manual has been compiled to help you to use and enjoy your vessel safely. It contains details on the vessel, the equipment supplied or installed, its systems and information on their use. Read it carefully and familiarise yourself with the vessel before you use it. Even if your vessel is rated for them, the sea and wind conditions corresponding to design categories A, B and C vary from a strong storm to severe conditions with the risk of abnormal waves or gusts. These are therefore dangerous conditions, in which only an experienced, fit and well-trained crew operating a well-maintained vessel can navigate satisfactorily.

Ensure that the forecast wind and sea conditions match your vessel’s design category and that you and your crew are capable of operating the vessel in these conditions.

This owner’s manual is not a course in navigating safely or exercising marine common sense. If this is your first vessel or if you are changing to a type of vessel with which you are not familiar, for your own comfort and safety ensure that you obtain experience in manoeuvring and operating it before you take over the controls. Your dealer, your national sailing federation or your local yacht club will be pleased to inform you of the sailing schools and competent instructors in your area.

This owner’s manual is not a detailed maintenance or repairs guide. In case of difficulties, contact the vessel’s manufacturer or his representative.

Always use the services of an experienced profession for maintenance and fitting accessories. Any modifications that may affect the vessel’s safety characteristics must be assessed, performed and documented by appropriately skilled people. The vessel’s manufacturer cannot be held responsible for any modifications he has not approved.

NB: Any change in the weight distribution on board (for example, the addition of a raised fishing platform, radar or a reefing mast, changing an engine, etc.) can affect the stability, trim and performance of your vessel.

Users of this vessel are advised that:

- All the crew must receive appropriate training;
- The vessel must not be loaded beyond the maximum load recommended by the manufacturer;
- Any water in the bilges must be kept to a minimum;
- Stability is reduced when weight is added to the tops;
- In the event of heavy weather, the hatch covers, lockers and doors must be closed to minimise the risk of water penetrating;
- Stability may be reduced when towing a vessel or lifting heavy weights using davits or the boom;
- The compartments marked as being air reservoirs must not be pierced;
- Breaking waves represent a significant danger to stability;
- In certain countries, a navigation licence or authorisation is required or specific regulations are in force.

Always maintain your vessel correctly and note any deterioration caused by the weather or heavy or inappropriate use of the vessel.

Any vessel – however robust – can be severely damaged if it is wrongly used. This is not compatible with safe navigation. Always adapt the vessel's speed and direction to the sea and wind conditions.

If your vessel is equipped with a life raft, read its instruction manual carefully. The crew must be familiar with the use of all the safety equipment (safety harness, signal rockets, life raft, etc.) and the emergency operations (recovering someone from the sea, towing, etc.): sailing schools and clubs regularly organise training sessions.

Please keep this manual in a safe place and pass it on to the new owner if you sell the vessel.

PLEASE NOTE

We make regular improvements to our vessels based on our customers' experiences and research conducted by the shipyard: the specifications in this owner's manual are therefore not contractual and may be modified without notice and without any requirement to update this manual. The manual is designed to cover a maximum amount of information and some paragraphs and equipment may not concern your vessel. If you are in any doubt, please refer to the inventory that your dealer must have supplied you with when you placed your order.

1. VESSEL DESIGN CATEGORY

1.1. GENERAL

Your **J/92 S** falls under the "OFFSHORE" design category (Category B) in European Directive 94/25/CE relating to the design and construction of pleasure boats.

Your vessel is therefore designed to sail in normal conditions of use with wind strengths not exceeding Beaufort Force 8 and significant wave heights not exceeding 4m.

Your vessel's ability to sail also depends on the skills of your crew, their physical capabilities, your vessel's maintenance and how it is equipped.

It is the skipper's responsibility to keep himself informed of the state of the sea and the meteorological conditions as well as the forecasts in the area in which he envisages sailing in order to keep within the limits described in the table below.

J EUROPE cannot warranty that the vessel will perform perfectly in exceptional wind and sea conditions (violent storm, hurricane, cyclone, waterspout, etc.).

Design categories	Type of navigation	Wind strength (Beaufort scale)	Wave height to consider significant
A	High sea	More than 8	More than 4m
B	Off-shore	Up to and including 8	Up to and including 4m
C	Coastal	Up to and including 6	Up to and including 2m
D	Sheltered waters	Up to and including 4	Up to and including 0.3m

This vessel has been assessed using the stability index (STIX), which is a measure of the overall safety as regards stability and takes into consideration the effects of the vessel's length, its displacement, the proportions of the hull, the stability characteristics and the resistance to flooding. This assessment has provided the following results:

	Minimum sailing condition	Condition when loaded
STIX		

1.2. MAXIMUM AUTHORISED LOAD

J EUROPE has determined the maximum authorised load in order to assess the stability and buoyancy for each sailing category

CATEGORY	A	B	C	D
Authorised number of people		6	8	8
Maximum total load (kg)		1100	1250	1250

Including:

People (kg)		450	600	600
Personal equipment (kg)		150	200	200
Fuel, drinking water and other fluids		80	80	80
Raft and safety equipment		110	110	110
Misc. equipment		310	260	260

THEREFORE PLEASE TAKE CARE BEFORE PUTTING TO SEA

Check the weather before setting sail.

In port: every day, the harbour authority posts weather bulletins and forecasts for the following days.

Météo France: Tel 08.36.68.08.08.

Navifax – direct line: 08.36.70.18.52.

VHF: CROSS broadcasts several bulletins every day after an announcement on Channel 16.

2. TECHNICAL CHARACTERISTICS

Model : **J/92 S**
Architect : Rod Johnstone
EC design category : B Certificate n°: AJBE05027V
Notified organization : ICNN (CE/0062)
Gauge : 6,43 Tx Jauge-type : 6592
Length overall : 9.12 m
Length waterline : 8.07 m
Max. beam : 3.05 m
Draft : 1.90 m
Mast height above water : 14.6 m
Ballast : 1050 kg
Displacement - lightship : 2550 kg

Category :	A	B	C	D
Max. load capacity (kg) :		1100	1250	1250
Number of persons :		6	8	8

Exceeding the max. loading authorized is a risk of water invasion and stability loss.

Mainsail area :	29.00 m ²	I :	12.455 m
Medium Genoa :	28.50 m ²	J :	3.50 m
Solent :	20.50 m ²	P :	11.85 m
Jib storm :	6.00 m ²	E :	4.25 m
Asy Spin.	89.00 m ²	Bowsprit length :	1.65 m
		ISP :	13.485 m

Water tank (option) : 70 l approx.
Fuel tank : 45 l approx.

Engine VOLVO D1-13 N°.....
Installed power : 12,2 HP / 9,4 KW
Or
Engine VOLVO D1-20 N°.....
Installed power : 19 HP / 14 KW

Max. authorized power : 15 KW

Engine battery : 1 x 12 V 70 A
Service battery (option) : 1 x 12 V 70 A
Alternator : 12 V 60 A / h
Hull area : 12 m² approx.

Aluminium mast : Sparcraft I180
Aluminium boom : Sparcraft F125
Furling system : Harken unit 0

3. CONSTRUCTION

Your **J/92 S** has benefited both from the care and attention of all the workers in the shipyard who have been involved in its construction and from architectural and technological innovations, which place this vessel on the cutting edge of progress. From its wealth of experience, **J EUROPE** has selected only high quality products for the construction of your **J/92 S**.

The hull is made from a balsa-GRP sandwich laminate with uniaxial and bidirectional cloths. It is moulded in one piece. The glass cloth is entirely laid up by hand. The polyester resin and the quality of the gelcoat used grant a 5-year hull warranty against osmosis.

The deck is made from a glass fibre-balsa sandwich laminate. It is very resistant to compression. The cloths and moulding techniques used are the same as for the hull.

The interior fittings of your **J/ 92 S** are made from GRP and marine plywood. They are laminated to the hull and deck in order to obtain greater homogeneity and stiffness. We pay particular attention to the quality of the varnish which is applied in several coats.

The soles are in stripe effect laminated plywood.

The keel is solidly bolted to the hull, with the help of a stainless steel backing plate and nuts. This is installed towards the end of construction, as soon as the hull has been strengthened enough to avoid any risk of deformation. After being bolted, it is epoxy bonded to deep moulded stub with sump. The lead keel is then protected by an epoxy treatment.

Your **J 92's** bowsprit is in carbon fibre. A U-shaped chain plate allows the tackline of the asymmetrical spinnaker to be passed. Inside, a line allows the bowsprit to be extended from the aft face of the cockpit. Be careful not to move the bowsprit when someone is in forecabin.

The rudder hung on a self-aligning bearing is made from GRP on an aluminium stock.

4. INTERNAL FITTINGS

The interior woodwork is in solid wood, veneer or glued laminate. All the wooden components are varnished or covered with white Formica. The floors are grooved, laminated plywood.

The ceiling panelling is painted in forecabin, saloon and aft area. Except for saloon roof ceiling that is made from washable imitation leather.

Forecabin with double berth and storage underneath. Moulded unit including on PS : head compartment with marine toilet, locker and shelf unit along hull side; on SB : hanging locker. Lighting by head light and hatch (safety exit) and door to saloon.

Light and spacious saloon with port and starboard settees mattresses/seatbacks. GRP galley moulded with storage and navigation area on starboard.

5. ELECTRICITY

Your **J/92 S** is equipped with a 12V continued circuit.

5.1. SAFETY ADVICE & INSTRUCTIONS FOR USING THE ELECTRICAL SYSTEM

WARNING

Never:

- 🔧 Work on any electrical installation while it is switched on or receiving power.
- 🔧 Alter an installation and the relevant layout, unless this is done by a qualified marine electrician.
- 🔧 Change or alter the rating of the overload protection fuses and breakers.
- 🔧 Install or replace electrical equipment and material with components exceeding the prescribed ratings without recalibrating the conductors and their protection.
- 🔧 Leave the vessel unattended when the electrical system is powered.

IMPORTANT

Always:

- 👉 Check the condition of the batteries (charge and electrolyte level) and the charging system before putting to sea.
- 👉 Disconnect and remove the batteries for wintering.
- 👉 Keep the battery voltage at over 10.V during wintering.
- 👉 Check that the navigation equipment is operating.
- 👉 Check that the navigation lights are working properly before night voyages and carry replacement bulbs for all the navigation and interior lights.

5.2. 12V CC STANDARD

The 12V circuit contains 1 battery 75A dedicated to engine and ancillary equipment. The battery is linked to cut-outs (+and-) located on PS of engine compartment. The circuit is protected by a 50A fuse located near to the battery. The load balancer and the charger are located in the engine compartment.

To switch the installation on, you must switch on both the “+” and “-“ cut-outs. Power is then supplied to the electrical panel.

The 12V CC 6-function electrical panel, protected by single-pole circuit breakers, is located on starboard face of engine compartment. Close the relevant switch to power a particular function.

IMPORTANT

Never turn the engine with the load circuit disconnected, otherwise you could damage the alternator.

5.3. SECOND BATTERY OPTION

Your boat can be equipped with a second 75A battery as option. In this case, the batteries are separated, one dedicated to ancillary equipment, one dedicated to engine. A third cut-out is installed for the “+” of the second battery. The load balancer is installed between alternator and batteries for reloading both batteries.

5.4. ELECTRICAL CONSUMPTION

The capacity of the batteries has been designed to meet the power requirements of the accessories on board. You must ensure that they are well-charged and well-maintained to avoid any problems.

IMPORTANT

When you install new electrical equipment, ensure that your battery can still handle the overall consumption.

5.4.1. Calculating the consumption

To calculate your equipment's consumption and determine how long your batteries can operate before they need to be recharged, you simply have to multiply the consumption by the number of appliance and the operating time in hours.

E.g. 1 navigation light $2.1 \text{ Ah} \times 1 \text{ light} \times 3 \text{ hours} = 6.3 \text{ A}$

The batteries' output equals 70% so this result must be multiplied by 1.4, i.e.:

$6.3 \times 1.4 = 8.8 \text{ A}$.

The **J/92 S's** alternator supplies 115A in one hour. You must therefore run the engine for $(8.8 \times 60) / 115 = 4.6$ minutes to recharge the batteries.

5.4.2. Maximum consumption of the electrical equipment

Type of equipment	Consumption
Two-colour light	2.1 A
Ceiling light	0.8 A
Electric pump	10 A

5.4.3. Sample consumptions of electrical appliances

Type of equipment	Consumption
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Radiotelephone, VHF on standby	1A
Radiotelephone, VHF transmitting	5A
Speedo log	0.1A
Anemovane	0.1A

5.5. INSTALLATION OF NEW EQUIPMENT

Since January 1st 1996, the equipment electric has been subject to the European “Electromagnetic Compatibility” Directive (Ref. 89/336/EEC). Only new equipment meeting this standard and bearing the CE mark must be installed. The equipment must also be supplied with a certificate of conformity and an instructions manual.

Contact your concessionaire for installing the equipment or carefully follow the installation instructions (cable cross-sections, protection).

To avoid maintenance problems, note any alterations to the electrical layout in the manual.

IMPORTANT

When you install new electrical equipment, ensure that your battery can still handle the overall consumption.

6. LIGHTNING PROTECTION

Your **J/92 S** is protected against lightning. The rigging is electrically connected to the earth system a stainless steel via a chain plate and an earthing braid connecting the earth to the ballast bolts. However, for your own safety, you must take certain precautions.

6.1. MAINTENANCE

If the vessel is struck by lightning:

- The lightning protection system must be examined for any physical damage and the system's integrity and earth continuity must be checked.
- The compasses and electrical and electronic devices must be inspected to determine whether they have suffered any damage or change in calibration.
- If they are designed to form part of the lightning protection system, the flexible radio antennae must be attached at the bottom during a storm

6.2. PROTECTING PEOPLE DURING A STORM

WARNING

It is best to follow the instructions below during a storm:

- 👉 Remain inside the closed vessel as much as possible.
- 👉 Do not go into the water or dangle your hands and/or legs in the water.
- 👉 Ensure satisfactory control of the vessel and the steering but do not touch any part connected to a lightning protection system, and particularly not so as to form a connection between these components. (For example, we do not recommend that the operator touches the reversing levers at the same time as the control handle for a searchlight).
- 👉 Avoid any contact with the metal parts of the rigging, the spars, the topside fittings and the metal cables.

7. MECHANICAL SYSTEM

7.1. GENERAL

Your vessel is fitted as standard with a VOLVO engine (D1-13 or D1-20 according to order). It has a duckbill type propeller: LH 16x11.

7.2. OPERATION

To start the engine, you must switch on both the “+” and “-” cut-outs. Then follow the instructions below after reading the engine’s operating instructions.

7.3. MAINTENANCE

You must perform regular maintenance in accordance with the manufacturer’s recommendations.

Carefully read the engine and sail drive operating instructions supplied with the vessel.

Do not hesitate to contact your dealer.

In particular, follow the instructions regarding wintering. In the absence of any precise details, proceed as follows:

- Close the engine water inlet valve
- Disconnect the hose from the water inlet valve
- Drain the seawater circuit
- Insert the hose into a can of permanent -25° fluid
- Turn the engine until liquid flows from the exhaust
- Reconnect the hose to the valve when the operation is complete
- Stick a notice on the electrical control panel and the battery cut-outs indicating that the engine water inlet valve is closed.

IMPORTANT

- 👉 Check the oil and water levels regularly (engine and reversing system).
- 👉 Carefully observe the maintenance and overhauling instructions provided by the manufacturer of the engine and the sail drive.
- 👉 Regularly check the condition of the sail drive’s anode and replace it if necessary.

 Do not stow anything in the engine compartment.

7.4. EXHAUST GAS EMISSION

DANGER

Combustion engines produce carbon monoxide. Prolonged exposure to exhaust gases can have serious after-effects and even result in death.

7.5. SAFETY

PRECAUTIONS !

In all circumstances, adapt your vessel's speed to the prevailing conditions and maintain a safety margin. Pay particular attention to:

- The condition of the sea, the currents and the force of the wind.
- Traffic.
- Port manœuvres.
- Travelling through the mooring areas.
- The noise, movements and wake you create.

8. FUEL SYSTEM

8.1. GENERAL

WARNING

The nominal fuel capacity is not fully usable, depending on your vessel's loading and trim. For safety's sake keep a reserve of 20%

Never:

-  Stow inflammable material in unventilated spaces.
-  Smoke while filling the tanks.
-  Obstruct the ventilation holes (vent and engine ventilation grill).
-  Block access to the isolating valve

8.2. DIESEL CIRCUIT

Your **J/92 S's** diesel circuit has been produced in accordance with ISO 7840 standards. There is an isolating valve on the tank (under the rear berth). There is a fuel gauge on the electrical panel.

Do not modify your vessel's diesel circuit. Regularly check the condition of the pipes and especially the collars. If there is any deterioration, replace the pipes with pipes bearing the same markings. Regularly check the condition of the diesel pre-filter and replace the cartridge regularly.

9. STEERING EQUIPMENT

The steering equipment is an essential element for your vessel's comfort and safety.

The **J/92 S** is fitted with a tiller rope system. The rudder is mounted on self-aligning bearings, which gives the system remarkable flexibility and sensitivity.

Periodic checks to make:

- Check the play in the various elements (rudder spindle / bearings, quadrant / spindle, pulley shafts, etc.).
- Tension of the tiller ropes (it is normal to retighten the ropes after first use).

If you are in any doubt or encounter a problem, contact your dealer.

10. PLUMBING SYSTEM

10.1. GENERAL

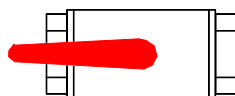
The various plumbing layouts are attached

The standard valves used on your **J/92 S** are ¼ turn type valves:

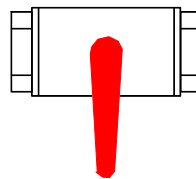
CLOSED position: lever perpendicular to the pipe

OPEN position: lever in the same direction as the pipe.

Valve open



Valve closed



Total shut-off valves and through-hulls can be fitted as an option.

WARNING

- 👉 In bad weather or when leaving your vessel, close all the plumbing circuit valves.
- 👉 Always keep the valves closed when sailing if they are not being used.
- 👉 During wintering, clean and rinse the through-hulls and valves. Inspect the brass accessories. Slight superficial corrosion is normal.
- 👉 If there is more serious corrosion, contact your dealer.

- 👉 If a holding tank is fitted, ensure that the 3-port valve on the EVACUATION TANK is locked to avoid any inadvertent discharge.
- 👉 Never alter the tightness of the valves on the hull. If there is a leak, contact your concessionaire.

10.2. FRESHWATER CIRCUIT (OPTION)

The **J/92 S's** fresh water circuit consists of one tank located in forecabin, handpump on washbasin and footpump for galley sink.

10.3. OPERATION OF THE MARINE WC

- Open the seawater inlet valve.
- Open the seawater drain valve.
- Set the lever to the "OPEN - FLUSH" position'.
- Operate the pump.
- To empty the bowl and avoid the water moving around when listing, set the lever to "CLOSET - DRY BOWL".
- Run the pump until the bowl is dry.
- When the WCs are not being used, set the lever to the "CLOSET - DRY BOWL" position
- **Close the valves after use.**

Never throw anything into the WCs. If the drain should become blocked, check that the valves are correctly closed before disconnecting the pipes.

11. FLOODING / DRAINING

11.1. . CHARACTERISTICS OF THE DRAINAGE SYSTEM

The **J/92 S** has two bilge pumps enabling the vessel to be pumped out:

- A 12V CC electrical bilge pump with a minimum flow of 15 l/min located in the sump, under saloon floor.
- A manual bilge pump, located in the cockpit, able to drain the sump.

Carefully read the instructions for the pumps, especially regarding their maintenance.



Location of the manual bilge pump port-side

Location of the electric bilge pump

11.2. DRAINAGE CIRCUIT (SEE DRAWING)

Ensure that the bilge pumps are in good operating condition before putting to sea.
Familiarize yourself with the bilge pump system

- Locate the hand pumps and their operating lever and selection valves,
- Locate the switch for the electric bilge pumps on the electrical control panel.

WARNING

To reduce the risk of the vessel flooding:

- 👉 Check that all the bilge pumps are working correctly at regular intervals.
- 👉 Remove any accumulated debris blocking the suction holes.
- 👉 Close the plumbing system's valves when sailing.
- 👉 Close the hatch covers and portholes every time before you sail.
- 👉 Periodically check that:
 - The through-hulls, valves and pipes are watertight.
 - The cockpit drains are working correctly.

WARNING

The total capacity of the bilge pump system is not designed to drain the vessel in the event of damage to the hull.

12. FIRE PROTECTION

12.1. FIRE-FIGHTING EQUIPMENT

Fire extinguishers are subject to national regulations and therefore your vessel is supplied without an extinguisher. If a fire occurs in the engine compartment, you can extinguish the fire without opening the compartment. To do this, you must remove the plug marked "Fire Extinction Hole" under the engine compartment access hatch, place the nozzle over this opening and operate the fire extinguisher.

The emergency exits are the companion ladder and the deck hatch in the front cabin

12.2. PORTABLE EXTINGUISHERS

Your **J/92 S** must be equipped when in use with portable extinguishers with the following fire extinction capabilities, installed in the following locations in accordance with ISO 9094-1 standard

No. 1:	Near helm position	Minimum fire extinction capability: 5A/34B
No. 2:	Campanionway	Minimum fire extinction capability: 5A/34B

Only suitable replacement parts must be used for the fire-protection systems. They must have the same indications and be technically equivalent.

12.3. SAFETY INSTRUCTIONS

IMPORTANT

It is the owner's responsibility of his skipper:

- 👉 To have the fire-fighting equipment checked in accordance with the manufacturer's instructions.
- 👉 To replace the fire-fighting equipment, when it is out-of-date or discharged, with equipment of equal or greater capacity.
- 👉 To ensure that the fire-fighting equipment is easily accessible when the vessel is occupied
- 👉 To indicate to the members of the crew:
 - The fire-fighting equipment's location and operation
 - The location of the engine compartment discharge hole on the companion ladder (red plug).
 - The location of the routes and exits.

WARNING

Always:

- 👉 Ensure that the bilges are clean and regularly check that there are no fumes or gas or fuel leaks.
- 👉 When replacing fire-fighting equipment, only use similar items of the same designations and with equivalent technical capabilities and fire resistance

WARNING

Never:

- 👉 Block the passages to the emergency exits (exits and deck hatches).
- 👉 Block the safety controls (gas valve, fuel valve, electrical switch).
- 👉 Block the storage places for the extinguishers.
- 👉 Leave the vessel unattended with the stove lit and the heating system on
- 👉 Use gas lamps in the vessel.
- 👉 Fill a fuel tank or change a gas bottle when the engine, the stove or the heating system is on.
- 👉 Alter any of the vessel's installations (especially the electrical, fuel and gas installations) or let unqualified people alter any of the vessel's installations.
- 👉 Smoke while working with fuel or gas.
- 👉 Install freely hanging curtains or other fabric near or above the cooking appliances or other appliances with a naked flame.
- 👉 Store combustible materials in the engine compartment. If non-combustible materials are stored in the engine compartment, there must be no risk of their falling onto the machinery and they must not obstruct access into and out of the engine compartment.

WARNING

- 👉 Extinguishers operating on CO2 should only be used to combat electrical fires.
- 👉 Fire in the engine compartment should be extinguished using the extinguisher nozzle hole in the companion ladder's panel (red plug).
- 👉 Once a fire is out, avoid opening the engine compartment immediately so as to prevent any release of toxic fumes or the projection of incandescent products (oil, water).

13. SAILS AND RIGGING

Regularly check the standing and running rigging, at least once a year.

For metal cables:

- standing rigging must be checked by a professional engineer at least every 2 years
- Check for corrosion, particularly on the connection with the turnbuckles.
- Check the end pieces and turnbuckles are in good condition.

13.1. MAST – STANDING RIGGING

The mast is an essential element of your boat so it is broadly dimensioned and lashed down well. However, your mast must be correctly adjusted and its condition regularly checked, as well as that of the standing rigging. On your **J/92 S**, the mast is made from aluminium and the standing rigging is made of continuous Dyform, except forestay made of ROD.

Carefully follow the mast manufacturer's instructions for adjusting and maintaining the masting.

13.2. GENOA/JIB FURLER

Your **J/92 S** is fitted with a Harken Unit 0 furler system, which has been chosen for its ease of use, its sturdiness and the quality of service the manufacturer provides. Regularly check the condition of the drum and the tubes. Follow the manufacturer's instructions.

13.3. THE SAILS

The sails are your vessel's engine. Take care of them and they will provide their full performance. Follow the advice for setting and maintaining your vessel.

13.3.1. Distributing the sails

The table below provides some idea of the sail area to adopt according to the wind. However, you must also take into account elements other than the wind:

- The sea conditions.
- The crew's comfort and capabilities.
- Entering or leaving a port, the nearness of any danger
- Encountering a squall or fog.

This vessel can capsize or be flooded if it carries too much sail. Such circumstances could arise. It is advisable to reduce the sail area if the wind exceeds Force. X on the Beaufort scale. It is also advisable to be particularly vigilant if the wind is gusty or squally.

SAIL COMBINATIONS	MAXIMUM RECOMMENDED BEAUFORT FORCE FOR EVERY SAIL COMBINATION			
	Minimum sailing condition		Condition loaded (optional)	
	Fair wind	Other trims	Fair wind	Other trims
Main sail + Genoa jib	3	3	3	3
Main sail + Genoa jib (75% of Lp)	4	4	4	4
Main sail + Genoa jib (50% of Lp)	5	5	5	5
Main sail with 1 reef + Genoa jib (75% of Lp)	6	5	6	5
Main sail with 2 reefs + Genoa jib (50% of Lp)	7	6	7	6
Main sail with 3 reefs + storm jib	7	7	8	7
Storm jib	8	8	8	8

NOTE 1: This vessel can capsize or be flooded if it carries too much sail. Such circumstances could arise. It is advisable to reduce the sail area if the wind exceeds Force. 4 on the Beaufort scale. It is also advisable to be particularly vigilant if the wind is gusty or squally.

NOTE 2: The wind force indicated above includes a margin to take into account the effect of gusts. In the case of violent winds or erratic or breaking seas, it is advisable to take additional precautions.

NOTE 3: In the case of strong gusts SLACK THE SHEETS
Close hauled LUFF
Wind abeam SLACK THE SHEETS
Off the wind FALL OFF

NOTE 4: Additional precautions will be taken during a luff from off the wind towards a wind abeam because the apparent wind and the list increase. Such alterations in pace must not be made quickly : thought must be given to reducing the sail area in advance

13.4. RUNNING RIGGING

So that the ropes keep their original qualities as long as possible, you must rinse them in fresh water. It is inadvisable to leave rope permeated with salt in the sun because it will deteriorate rapidly.

As much as possible, hang-up the ropes to dry them. During wintering, store them in a box for better maintenance.

14. TOPSIDE FITTINGS

J EUROPE has selected high-quality topside fittings for your **J/92 S**. Your vessel's topside fittings are set on appropriate reinforcements according to the load they will bear. Rinsing all the deck and topside fittings frequently in fresh water increases the various fittings' service life.

14.1. MAINTENANCE

The winches must be maintained at least once a year and before any major sailing activity.

The pulleys contain aluminium and stainless steel components and small pockmarks may therefore appear due to electrolysis. To slow down this phenomenon, rinse them frequently with fresh water and lubricate them with a Teflon or silicon-based product.

It is also possible that traces of rust may appear on your stainless steel components. The quality of the steel used should not be questioned; more often than not this is a ferruginous deposit or atmospheric agents. However, do not leave this in place: rinse it with fresh water and rub it gently with a passivating paste.

14.2. MOUNTING ADDITIONAL TOPSIDE FITTINGS

There should be no improvisation when mounting additional topside fittings. You must take several parameters into account; the position of the item, conflict with other parts, access from inside, load, etc. Contact your concessionaire, who is a professional.

15. SAFETY

15.1. VISIBILITY FROM THE HELM

Visibility from the cockpit can be obstructed because of the large angle of the vessel's trim or other factors caused by one or more of the following conditions:

- Loading and load distribution;
- Speed;
- Rapid acceleration;
- Transition from sailing to planing mode;
- The sea conditions;
- Rain and spray;
- Darkness and fog;

- Lights inside the vessel;
- The position of the upper and side awnings;
- The position of the sails
- People or removable equipment in the helmsman's field of vision.

The international rules to prevent collisions at sea (COLREG) and the traffic rules require constant appropriate vigilance and respect for priority. Compliance with these rules is essential.

WARNING

The field of vision from the cockpit is limited. Beware of collisions. When you are using the cockpit, keep a watch to front and rear as COLREG and the traffic rules require.

15.2. MAN OVERBOARD

Your vessel is fitted with:

- Anchoring points for lifelines. Permanently fix lifelines and do not hesitate to attach harnesses to them as soon as you are operating under difficult sea or wind conditions,
- A harness anchoring point in the cockpit
- A handle is located in aft cockpit : use this to rescue a man overboard.

15.3. LIFT RAFT

The requirement for and the definition of the type of life raft depends on each individual country. Nevertheless, the life raft(s) can be stored in the cockpit locker.

Carefully read their operating instructions. The crew must be familiar with the use of all the safety equipment (harness, distress rockets, life raft, etc.). Sailing schools and clubs regularly hold training sessions.

If you padlock the cockpit lockers, remember to unlock them before getting under way.

15.4. SAFETY EQUIPMENT

The compulsory safety equipment has not been harmonised within the European Community. It is advisable to inform you of the national regulations to which your boat is subject according to its registration flag.

In France, yachts with CE marking must have on board the safety equipment laid down for the vessel's sailing category in accordance with Division 224 modified on October 28th 2004.

16. **PROTECTION OF THE ENVIRONMENT**

16.1. **GENERAL**

Most maintenance products, engine oils and hydrocarbons are not environmentally friendly and must be disposed of in the regulation locations (details available from the harbour office).

WARNING

- 👉 Certain products can also represent a risk to your health and that of others, which is why it is important to read and comply with the operating instructions.
- 👉 The substances used must be labelled and stored in an appropriate place in the vessel.
- 🔧 Do not start the bilge pump when there is oil or hydrocarbons in the engine compartment because such products must be disposed of in the regulation locations.
- 🔧 Do not use the on-board WC when in a port
- 🔧 Store your waste bins so that they can be emptied once you return to port.
- 🔧 Do not throw anything into the sea.

16.2. **WASTEWATER TANKS**

The vessel is not fitted as standard with tanks for holding waste water. But these can be fitted as an option. Please contact your dealer.

16.3. **PAINT, CLEANING AGENTS AND OTHER TOXIC PRODUCTS**

You must regularly protect the bottom of your hull with anti-fouling paint. This will protect your hull from algae and small seashells, which could damage your hull and seriously affect your vessel's performance.

IMPORTANT

- 👉 Carefully follow the instructions and application of the products you are using
- 🔧 Never cover the anode with a layer of anti-fouling paint.

As a general rule, paint and cleaning agents are harmful to the environment: only use them on the areas of the hull designed for them.

17. **HANDLING, DRY-DOCKING**

Any handling operations must be carried out by professionals. During crange, ensure that the slings are positioned correctly and that they are not pressing against the base of the engine or a fragile sensor. There are small arrows under the washboard rail showing the position of the slings.

The gantry cranes must be quite broad or equipped with spacers so as not to exert excessive transverse stresses on the planking or the guard rails.

When transporting or dry-docking the vessel, the (lead) keel must be resting on its sole plate without supporting the whole weight of the boat.

The cradle pads must be positioned on the structural elements. The weight of the vessel must be distributed evenly over all the pads.

Take advantages of the vessel being out of water to inspect your hull, the engine's sail drive base plate, the rudder, the through-hulls and the sensors and to check the condition of the anodes.

IMPORTANT

Precautions to take for removing your vessel from the water

- 👉 Raise the log propeller.
- 👉 Check that the rear strap is not pressing on the sail drive's base plate.
- 👉 Check the mast's attachment.
- 👉 Switch off the engine before removing the vessel from the water.
- 👉 Do not remain on board during carnage.

18. WARRANTY

We provide a warranty for the legal period against any hidden defect that would render our products unsuitable for sailing. Any modification of the products, in particular by the addition of parts other than original parts will result in the warranty being rescinded.

The warranty allows the purchaser to obtain the repair or the replacement of any component acknowledged as defective once the user has performed the required maintenance normally and appropriately. Our warranty does not cover transport expenses or handling charges, or any other damage, particularly in relation to the vessel being immobilised.

Legal warranty

The shipyard is required to provide the legal warranty defined in Articles 7 and 8 of Act No. 6765 of 3/01/67 regarding the condition of vessels, worded as follows:

Article 7: The manufacturer is the guarantor against any hidden defects in the vessel despite its acceptance by the customer without reservation.

Article 8: Any action under the warranty against the manufacturer is restricted to one year. This period does not commence as regards a hidden defect until its discovery.

Contractual warranty

Without prejudice to the legal warranty, the owner, who a company or a physical person, benefits personally from a one-year warranty, from the final date of the receiving the vessel, covering, inter alia, any material or construction defects.

The warranty covers the whole of the vessel, the materials and the equipment installed on board the vessel by the shipyard, its suppliers and its subcontractors, for which the shipyard has issued an invoice.

The warranty covers parts and labour

It is restricted to repairing or replacing parts or equipment acknowledged as defective for use without the manufacturer having to bear the costs or the consequences of the defect.

The warranty is rescinded and the manufacturer released from liability if:

The equipment has been transformed, modified or repaired outside the shipyard without the manufacturer's prior consent.

A. If the use does not correspond to its technical characteristics,

B. The damage is due to fortunes of sea, negligence or poor maintenance.

The purchaser may only take advantage of the warranty if he warns the manufacturer by recorded delivery letter with acknowledgement of receipt, within one month from discovery of the defect.

Disputes

Before going to litigation, the manufacturer and the purchaser undertake to seek an amicable solution by means of a person chosen by mutual agreement between both parties. This intermediary must give his opinion within one month

Jurisdiction

Any disputes that may arise regarding the interpretation or the application of the present contract shall be subject to the sole jurisdiction of the courts local to the manufacturer's head office, ruling under French law, even in the case of there being several defendants.

19. CHARTER FOR THE SEA

charte pour la mer et les rivières

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

Pour protéger ce milieu,

- Je respecte la mer et les rivières, je n'aborde pas les sites protégés, je limite ma pêche aux espèces et tailles autorisées, j'observe les animaux sans les toucher ni les déranger.
- Avant de mouiller, je m'informe de la nature du fond pour éviter sa dégradation. De préférence, j'utilise les bouées d'amarrage.
- Je dépose mes déchets ménagers dans les containers et mes déchets toxiques, solides et liquides à la déchetterie portuaire.
- J'utilise les installations sanitaires portuaires. Je vidange mon bac à eaux noires dans les stations de pompage. J'utilise les produits détergents les plus respectueux de l'environnement.
- Je m'assure que toute opération d'entretien (bateau, matériel, équipement) est effectuée dans le respect de l'environnement. Je manipule avec précaution tous les liquides susceptibles de polluer lors de leur transvasement.

Décembre 1999



Sea and river charter

Water is a living, fragile medium
It is also a precious resource

To protect this medium,

- I respect the sea and the rivers; I do not impact on protected areas; I restrict my fishing to the authorised species and sizes; I watch the animals without touching or disturbing them
- Before anchoring, I find out about the nature of the bottom to avoid damaging it. Preferably, I use mooring buoys.
- I dispose of my domestic waste in containers and my toxic, solid and liquid waste at the port waste processing plant.
- I use the port's sanitary installations. I empty my wastewater tank into the pumping stations. I use the most environmentally friendly detergent products.
- I ensure that all maintenance operations (on the vessel and the equipment) are conducted in an environmentally friendly manner. I handle with care any fluid capable of causing pollution while it is being transferred.