DUFOUR

OWNER'S MANUAL

DUFOUR 37

DESIGN CATEGORY A

ACCORDING TO EUROPEAN DIRECTIVE 2013/53/EU

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Your agent:

Name

is the dedicated ***DUFOUR*** representative and will provide you with all the necessary support and advice for the launching and masting of your boat, as well as for the technical inspections required for your boat's commissioning and maintenance. Your agent will also help you with the administrative procedures involved in registering your boat.

As soon as you take ownership of the boat, read the Owner's manual delivered with your boat, date and sign the acknowledgements of receipt below and give (or mail) them to your agent.

Owner's Manual acknowledgement of receipt to be kept with your manual
I, the undersigned:
Name:
Address:

Owner of ***DUFOUR 37*** N°

hereby declare that I have received the ***DUFOUR 37*** Owner's Manual and accept that it is an English language version.

Date:
Signature:

Cut along the dotted line

✂……
……

Owner's Manual acknowledgement of receipt to be returned to DUFOUR
11, Rue Blaise Pascal - 17187 PERIGNY CEDEX- FRANCE
I, the undersigned:
Name:
Address:

Owner of ***DUFOUR 37*** N°

hereby declare that I have received the ***DUFOUR 37*** Owner's Manual and accept that it is an English language version.

Date:
Signature:

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CONTENT

INTRODUCTION

DUFOUR is delighted to present you with this manual that will help you get to know your boat.
This manual is intended to help you sail your boat safely and enjoyably. It contains detailed information on the boat's specifications, supplied or installed equipment, fittings and systems, along with further information on their use. Please read this manual carefully and familiarize yourself with the boat before setting sail.
This Owner's Manual is not a course on safety at sea or good sailing practice. If this is your first boat, or if you are changing to a new type of boat that you are not familiar with, both for your convenience and your safety, we would advise you to get some training and experience in handling the boat before taking the helm and setting out to sea. Your agent, your national sailing or motor boat federation or your yacht club will be pleased to inform you about the local sailing schools or qualified instructors in the area.
Make sure that the forecast wind and sea conditions match with the design category of your boat, and that you and your crew are capable of handling your boat safely in such conditions. Even when your boat is suited to the prevailing weather conditions, the sea and wind conditions corresponding to design categories A, B and C vary from severe storm for category A to severe conditions for the upper end of category C. These situations, during which you may experience exceptional waves and gusts, are therefore dangerous and only an experienced crew, well trained and prepared, is able to sail a boat in such conditions, provided that it is properly maintained.
This Owner's Manual is not a detailed guide to the boat’s maintenance and repair. Should you have any difficulty, please contact your shipbuilder or their representative. If a maintenance manual is provided, please be sure to use it.
Always ask an experienced professional to carry out any maintenance on your boat, or to install further accessories or make any modification. Any modifications that could alter the safety specifications of the boat must be assessed, carried out and documented by qualified personnel. The shipbuilder cannot be held liable for modifications made without their approval.
Please note that, in some countries, a skipper’s sailing license or authorisation is required or specific regulations have to be observed.
Always keep your boat correctly maintained and take account of damage due to wear and tear over time or, if applicable, due to intensive or inappropriate usage of the boat. Any boat, however sturdy it may be, may be severely damaged if sailed incorrectly. This is not compatible with a safe sailing experience. Always adapt your boat’s speed and heading to the prevailing sea conditions.
If your boat is equipped with a life raft, read its user guide carefully. The crew must have onboard all the necessary safety equipment (life jackets, harnesses, etc.) corresponding the boat’s type, the weather conditions, etc.… This equipment is mandatory in certain countries. The crew must be familiar with the use of all the safety equipment and with the emergency safety procedures (man overboard recovery, towing, etc.); regular training sessions are provided at sailing clubs and schools.
It is recommended that everyone on deck wears the appropriate safety equipment (life jacket, individual buoyancy aids). Note that, in some countries, and in accordance with local regulations, it is mandatory to wear a buoyancy aid at all times.

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

WARNING: Our boats are regularly upgraded in response to feedback from our clients and shipyard research. Therefore, the specifications detailed in this Owner’s Manual are not contractually binding and may be modified with no prior notice and no obligation to provide an update. This manual is intended to cover the widest possible range of information and may therefore contain details on equipment or paragraphs that do not correspond to your boat. If in doubt, please check the inventory that you should have received from your agent at the time of ordering your boat.

I. GENERAL INFORMATION

Design category

Your ***DUFOUR 37*** is design category A.

A category A boat is considered to have been designed for sailing in conditions with winds below 10 on the Beaufort scale and the associated wave heights.

NOTE: While these kinds of conditions are generally encountered during long voyages, such as ocean crossings, they can also occur just off the coast in areas that are not protected from wind and waves for several hundreds of nautical miles. Depending on the weather conditions, gusting winds may reach speeds of up to 32 m/s.

This sailing capability also depends on the crew's sailing skills, their physical abilities, the boat's level of maintenance and its fitting out.

Always take great care before setting out to sea.

DUFOUR cannot guarantee the boat's performance in exceptional sea conditions (violent storms, hurricanes, cyclones, twisters,)

SUMMARY OF DESIGN CATEGORIES

Parameter	Design category			
	A	B	C	D
Typical Beaufort wind strength	Less than 10	Less than or equal to 8	Less than or equal to 6	Less than or equal to 4
Significant wave height	Approx. up to 7 m	up to 4 m	up to 2 m	up to 0.3m up to 0.5m maximum
Maximum average wind speed over 10 min.	24.4 m/s	20.7 m/s	13.8 m/s	7.9 m/s

NOTE 1: the significant wave height is the average height of the upper third of the waves, which corresponds approximately to the height of the wave as estimated by an experienced observer. In some waves, this value may be doubled.

NOTE 2: Depending on the weather conditions, wind speeds may be temporarily increased by sudden gusts.

NOTE 3: Maximum average wind speeds taken from the UK Met Office Fact sheet 6.

It is absolutely vital to check the weather forecast each time you decide to set sail. Weather bulletins can be viewed on various media and at the Harbour Master's office.

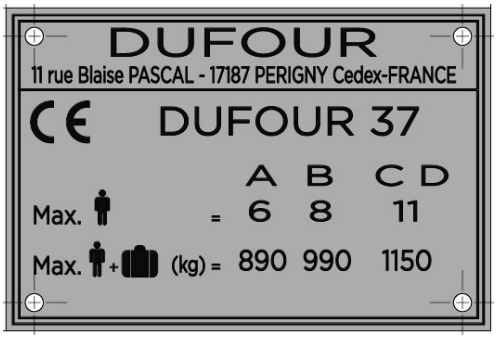
Certification

DUFOUR has appointed the *Institut pour la Certification et la Normalisation dans le Nautisme* as the notified body responsible for assessing your boat's conformity with European Directive 2013/53/EU of 20th November 2013, according to module B certification.

Identification

The hull identification number is located on the starboard side of the transom. It comprises a series of letters and numbers starting with FR-DUF….

Shipbuilder's plate



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

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

Maximum number of people onboard:

Category A = 6
Category B = 8
Category C = 11
Category D = 11

: recommended by the shipbuilder for boat navigation in conditions that correspond to its design category.

WARNING
Do not exceed the recommended maximum number of people onboard. Regardless of the number of people onboard, the total weight of people and equipment must never exceed the maximum recommended load.

Max. recommended load:

Category A = **890 kg**
Category B = **990 kg**
Category C = **1150 kg**
Category D = **1150 kg**

recommended by the shipbuilder - includes the weight of all the people onboard, all the supplies and personal belongings, and all the equipment not included in the vessel's light displacement weight excluding the content of the tanks. This weight takes account of the options offered by the shipyard, which should be deducted if mounted on the boat.

WARNING
When loading the boat, never exceed the maximum recommended load.
You should always load the boat with care, distributing the loads in the best possible way to preserve the theoretical trim (more or less horizontal). Avoid placing heavy loads high up.

CE : CE marking indicating the boat's conformity with the essential requirements of Directive 2013/53/EU. (see Written Declaration of Conformity)

Hazard levels

DANGER	**Indicates the existence of an extreme intrinsic risk with a very high likelihood of causing irreparable injury or death if the appropriate precautions are not taken.**
WARNING	**Indicates the existence of a risk likely to induce injury or death if the appropriate precautions are not taken.**
ATTENTION	**Indicates a recap of safety practices or draws your attention to hazardous practices that may result in physical harm to persons or damage to the boat, its components or the environment.**

II. TECHNICAL SPECIFICATIONS

	Model:	**DUFOUR 37**
	Shipbuilder	Dufour 11, Rue Blaise Pascal 17187 Périgny cedex FRANCE
	Architect:	Umberto Felci
	Interior design	
	Design category	A
	Notified body N°	CE/0607
	CIN N°	
	Main means of propulsion	Sail
L_{max}	Overall length *	10.78 m
L_H	Hull length *	9.99 m
B_{max}	Maximum beam *	3.80 m
B_H	Hull beam *	3.80 m
H_A	Max. air draft *	16.80 m
T_{max}	Draft (short / long ballast) *	1.60 / 1.90 m
	Ballast weight (short / long / deep draft)	1970 /1860 kg
	Standard mainsail area (approx.)	35.5 m²
	Self-tacking jib area (approx.)	20.8 m²
	Maximum permissible onboard engine power	30 hp / 21 kW
	Water capacity (standard/option) excluding the 20 L water heater	160 L / 180 L
	Diesel fuel capacity (approx.)	160 L
	Holding tank – according to version	45L / 50L
	Engine battery	74 Ah
	House battery (excluding options)	184 Ah

* The above dimensions are conform to ISO 8866 i.e.:

L_{max}: maximum length of the boat including all parts that are normally fixed, such as bow rollers, pulpits, etc.
L_H: maximum length of the boat including structural and integral boat parts, and excluding removable parts.
B_{max}: maximum beam of boat measured between the outermost parts - possibly including removable parts such as rubbing strakes, guard rails, etc.
B_H: hull beam of boat measured between the outermost fixed parts - excluding all removable parts.
H_A: vertical distance between the water plane in the light displacement condition and the highest point on the mast. (this measurement does not take account of equipment such as lights and antennae that may be attached to the top of the mast)
T_{max}: maximum draft is measured at the lowest point of the boat's ballast under conditions of maximum load

NB: depending on the boat's loading or trim it is generally not possible to use the whole capacity of the various fresh water and fuel tanks. You are advised to maintain a 20% diesel fuel reserve.

Weights and displacements

	A	B	C	D	E
M_{LC}	6504 kg	6594 kg	6517 kg	6607 kg	6500 kg
M_{MO}	6747 kg	6837 kg	6760 kg	6850 kg	6743 kg
m_L	1961 kg	1961 kg	1961 kg	1961 kg	1961 kg
M_{LDC}	8465 kg	8555 kg	8478 kg	8568 kg	8461 kg
m_{LA}	7727 kg	7817 kg	7740 kg	7830 kg	7723 kg

A = version standard mast + long ballast
B = version standard mast + short ballast
C = version furling mast + long ballast
D = version furling mast + short ballast
E = version performance + long ballast
The results shown correspond to a 3-cabin version

M_{LC}: Mass of the boat in light craft condition
M_{MO}: Mass of the boat in minimum operating condition
mL: Maximum load for stability calculation, including the recommended maximum load (see shipbuilder's plate) and 95% of the total weight of liquids (consumables or other) contained in the various tanks.
M_{LDC}: Mass of the boat in maximum load condition
mLA: Mass of the boat in maximum load condition less 85% of the maximum capacity of fixed or portable fuel, oil and drinking water tanks, and less 90% of the food supplies, but including the combined optional equipment or fittings that have the most adverse effect on the boat's stability.

The total weight of liquids when all the permanent tanks are full amounts to 363 kg (including the black water tanks).

Specific information

This boat has been assessed according to the stability index (STIX), a global safety measurement with regard to stability, that takes account of the boat's length, its displacement, hull proportions, stability characteristics and resistance to flooding.

The second index (AVS) represents the angle of vanishing stability in degrees.

	Minimum sailing condition (M_{MO})	Arrival condition (MLA)
STIX	37.07	33.99
AVS	121.6°	116.3°

The figures given here correspond to the 3-cabin version with long ballast and a standard mast.

III. ELECTRICAL SYSTEMS

Instructions on safety and operation of the electrical system

WARNING
Improper use of AC and/or DC systems may induce fire or explosion hazards.
Improper use of AC systems may result in a risk of electrocution.

Always:
- Check the condition of the batteries (charge and electrolyte level) and the charging system before setting sail.
- Disconnect and remove batteries for wintering the boat.
- Maintain battery voltage above 12 V during wintering.
- Carry spare bulbs for all navigation lights and indoor lighting. Respect power ratings, especially as regards navigation lights.
- Check that all navigation instruments are in perfect working order.
- Check that navigation lights are in perfect working order prior to night sailing.

Never:
- Work on a live electrical installation.
- Modify an installation and the associated circuits, unless this is done by an electrician who is a qualified marine electrical engineer.
- Change or modify the breaking capacity of overcurrent protection devices.
- Replace electrical equipment or appliances with components that exceed their specified rated capacity without uprating the leads and their protection mechanisms.
- Leave the boat unattended when the electrical system is under power, with the possible exception of an automatic bilge pump and the fire and burglar protection systems.

If a fuse or circuit breaker blows repeatedly, call a specialist to identify the cause of the short-circuit.

Installing new equipment

Since 1st January 1996, electrical equipment must comply with the European ''electromagnetic compatibility'' Directive (Ref 89/336/EEC). All new equipment or appliances that are installed must meet this standard and bear the relevant CE marking. The equipment must also be delivered with a certificate of conformity and an instruction manual.

Where 220 V or 110 V installations are concerned, only use electric appliances that are double-insulated or earthed. When installing such equipment, follow the fitting instructions carefully (cable cross-sections, protection mechanisms).

To prevent maintenance issues, note in the manual any changes made to the electrical circuit.

Batteries

The battery bank comprises two 92 Ah house batteries as standard (plus extra batteries depending on the options) and one 74 Ah engine starter battery.
Their capacity has been studied to cover the power requirements of onboard accessories. To avoid any difficulties, it is essential to ensure that the batteries are properly charged and maintained.

ATTENTION!

- When installing new electrical appliances, make sure that their overall power consumption does not exceed the capacity of your batteries.

When disconnecting or replacing batteries:

- Always disconnect the battery's (-) terminal before the (+) terminal.
- Never allow a conductive object (tools, etc.) to create a bridge between the two terminals of a battery.
- When handling batteries, hold them horizontally to prevent spillage of electrolytic liquid. Wear gloves and protective clothing to prevent contact with electrolytic liquid should there be any leaks or spillage
- In the event of splashes, rinse the affected part of the body abundantly and consult a doctor.
- Never add distilled water to a battery in the absence of maintenance
- You are advised to replace a battery bank in full
- Never combine batteries that use differing technologies
- Never combine batteries whose lifetime and capacity differ by more than 10%

Electric windlass

ATTENTION!

When using the electric windlass, it is essential to run the engine with the throttle slightly open.

220 V / 110 V installation (ISO 13297 :2000)

DANGER!

The onboard 220 V installation is protected by a circuit-breaker and fitted with a residual current device. Any additional 220 V onboard accessories must be wired by a professional electrician, and the master circuit-breaker uprated if necessary.

- Do not modify the boat's electrical system nor the relevant diagrams. All modifications and maintenance must be carried out by a technician qualified in marine electrical engineering. Have the system checked at least every two years.
- Disconnect the boat's power supply cables when the system is not in use.
- Connect the electrical appliances' metal covers or housings to the boat's ground conductor (conductor may be green or green with yellow stripe).
- Make sure all electrical appliances are either double-insulated or earthed.

ATTENTION!

When the boat is in dock, place the circuit breaker in the "OFF" position.

DANGER!
Your boat is delivered without a boat/shore power supply cable or connector plug for the shore socket. You will need to provide for a cable that is suitable for exterior use. The cable's cross-section must correspond to its length and the power rating of the main breaker (see electrical diagram).
The plug must be suitable for the shore socket (if in doubt, ask a professional). It should be as close as possible to the type IP 67 / IEC529.

WARNING: To limit the risks of electric shocks and fire.
- Switch off the shore power using the onboard disconnect switch before plugging in or unplugging the boat/shore power supply cable.
- Connect the boat/shore supply cable at the boat end before connecting it to the shore supply socket end.
- Disconnect the boat/shore power supply cable at the shore socket end before disconnecting it at the boat end.
- Close the shore socket cover carefully.

Never:
- Modify the connectors of the boat/shore supply cable; only use compatible connectors.
- Swim near to a boat that is connected to a shore socket: risk of electrocution!

Location of the 220 V main circuit breaker: furling line cover in the port aft cabin.
Have the system checked at least every two years.
During haul-out maintenance, place the RCCB in the "ON" position to provide **ground protection** via the shore socket.

WARNING
Never let the end of the boat/shore supply cable fall into the water. This may create an electric field that could kill or injure any persons swimming nearby.

WARNING – RISK OF ELECTRIC SHOCK – INVERTER

If the boat has an inverter that converts direct current (D.C.) to alternating current (A.C.), to prevent any risk of death or injury due to electric shock, disconnect the shore AC supply line and the inverter's DC supply before opening any electrical panel or working on electrical circuits.

IV. GAS INSTALLATION

General points

- Operating pressure: 30 mbar (see the indication on the gas cylinder locker label and on the pressure regulator)
- Ventilation openings should be used to evacuate flue gas: hinged panel above the gas cooker and the companionway door
- Make sure that all gas installation components (cylinder locker, shut-off valve) can be accessed rapidly at all times.
- Check flexible hoses on a regular basis, at least once a year. Change any hoses that are damaged, that are past their use-by date or have reached the end of their five-year lifetime as from the date of manufacture marked on the hose.
- Valves fitted on empty cylinders must be closed and disconnected. Protective covers, caps or plugs must be kept in place. Gas cylinders (including spares) must be stored in lockers or compartments designed to house LPG cylinders and that have a ventilation circuit to the exterior, or be stored outside the boat, protected against the weather and damage caused by mechanical impacts in such a way that any gas escaping from the cylinders is systematically evacuated towards the exterior of the boat.
- The LPG cylinder locker must not be used to store any other equipment or appliance.
- Make sure that the gas cylinder and regulator are conform to the cooker's recommended use precautions (flow rate, pressure, type of gas) and with current regulations in the country of use.
- Make sure that all valves are closed when replacing gas cylinders

Operation of the LPG circuit

- The valves on gas supply pipes and cylinders must be kept closed when the appliances are not in use, prior to filling them, and immediately in the event of an emergency.
- Valves on appliances must be closed before opening the valve on the gas cylinder.

WARNING
Fuel-burning open-flame appliances use up the oxygen in the cabin and release combustion products into the boat. It is essential to have an effective ventilation system:
whenever using gas-powered appliances open the nearest deck hatch or porthole as well as the companionway hatch.

- The cooker is suspended and can be used when at sea. Nevertheless, use the cooker sparingly when there is a likelihood of large angles of roll or heel.

Checking the circuit

- Prior to each use, the LPG circuit should be checked for leaks as follows:
- Close the valve on the appliance, open the valve on the LPG cylinder, wait for the gauge pressure to stabilise, close the valve on the LPG cylinder, observe the pressure value of the gauge next to the cylinder for three minutes. If the pressure value remains constant, the system is leaktight.
- Information: the gauge gives no indication of the quantity of LPG remaining in the cylinder, but only its vapour pressure, which remains constant at a given temperature.

- In the event of an observed or suspected LPG leak, take the following steps immediately:
- Shut-off the main supply valve(s).
- Extinguish any open flames or other ignition sources (heating appliances, cooking appliances, night lights, etc.).
- Do not turn on or off any electrical switches.
- If possible, evacuate the area.

WARNING
- Never use a leaking appliance or device until it has been repaired and fully inspected by a qualified technician.

DANGER!
Never use an open-flame to check for leaks.

- Note: the above tests do not replace the checks and inspections you are recommended to have carried out by a qualified professional on a regular basis.

Safety warnings

WARNING
Never leave the boat unattended when open-flame appliances are in use
Never smoke or use an open-flame when replacing LPG cylinders.
Close the valve on the empty cylinder before disconnecting and replacing it. Make sure the cylinder compartment is well ventilated during the replacement operation.
Never use the cooker or oven to heat the boat.
If you find a leak, close the main LPG supply valve and do not use any appliances powered by LPG.
Never smoke inside the boat when the doors and windows are closed; check that you do not smell gas.
Never make any modifications to the boat's LPG circuit. Installation, modification and maintenance of the LPG circuit must be carried by a qualified professional. Have the LPG circuit checked and verified at regular intervals, or according to the schedules laid down in national regulations.

ATTENTION!
Take care to avoid any contact with open flames and other hot spots.
Never use solutions containing ammonia when carrying out manual leak checks.

Detection system

The boat must be fitted with a fire alarm system (smoke detector, heat sensor, etc.).
The recommended location is marked on the abandon ship plan.
This detector beeps if there is a alert.
It has a separate battery, which must be replaced as soon as it signals its loss of charge, according to the manufacturer's instructions or to the instructions marked on the device.
It is vital to carry out a routine test each time you board the boat, or once a week during a longer cruise.
If the test reveals the device to be faulty, replace it with a device of an equivalent type.

V. BILGE PUMP AND SANITATION SYSTEM

Specifications of the bilge pump system (ISO 15083 :2003)

Pump type	Theoretical flow rate
Manual	38 L / 45 strokes per min.
Electric 12V	3900 L / h

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

WARNING
The bilge pump system is not designed to control water entering the boat through breaches in the hull. It is designed to drain water from sea spray, a leaking valve or any other moderate leak.

ATTENTION!
- The level of water in the bilge must be kept to a minimum.
- Make sure that the bilge pumps are in perfect working order prior to setting out to sea.
- Clean the sump and pump suction strainers or points on a regular basis to clear them of any debris which may obstruct them.
  If there are watertight partitions separating the forward and aft valve points, these should be closed under normal conditions and opened only in order to drain off water from the main bilge.
- Make sure you know where to find each manual pump and its lever.
- Make sure you know where to find the switch for the electric bilge pumps on the electrical panel.

Pressurised fresh water pump

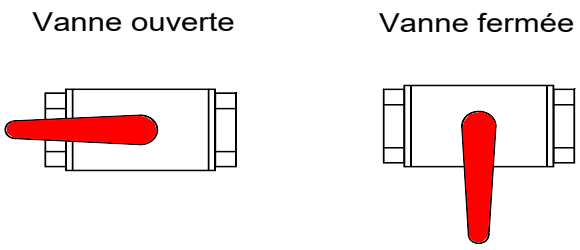
Fresh water is supplied to the sink and washbasin by an electric pump. There is a filter fitted upstream of the pump which must be cleaned on a regular basis.

Never run the pump if the tank is empty. Fill the tank before using the fresh water circuit again.

Tanks can be sterilised with a disinfectant tablet (available at the pharmacy). Once a year, remove the inspection ports to clean the tanks. Fill them with a solution of water and bactericidal detergent, leave the product to act for a few hours then rinse 2 to 3 times. When wintering the boat, fill the tanks right to the top to prevent the growth of algae or bacteria, or empty them if they risk freezing. Never use anti-freeze.
Hot water is supplied by a water heater connected to the engine's cooling circuit and the shore supply socket.
After draining the water heater, make sure that its resistance is fully submerged before switching it back on again.

Seacocks

Seacocks are of the ¼ turn type:
- OPEN position: the handle is in line with the seacock body,
- CLOSED position: the handle is perpendicular to the seacock body.



ATTENTION!
- Never tamper with the tightening of the seacocks on the hull. In the event of a leak, call in a professional.
- In bad weather or when leaving your boat, make sure all the seacocks on the sanitation system are closed.
- Keep seacocks closed when not in use, and remember to handle them regularly to maintain them in smooth working order. A seacock that has not been used for a long time may jam.
- During wintering, clean and rinse thru-hull fittings and seacocks. Inspect brass fittings; it is normal to observe some slight surface corrosion.
- If you notice more serious corrosion, contact your agent.

Using sea toilets

- Open the seawater inlet seacock.
- Open the toilet bowl's discharge seacock.
- Place the handle in the "FLUSH" position.
- Operate the pump.
- To empty the bowl completely and prevent water slopping over when heeling, place the handle in the "DRY BOWL" position.
- Operate the pump until the bowl is dry.
- Flush and dry the bowl repeatedly until the pipes have been completely emptied.
- When the toilets are not in use, place the handle in the "DRY BOWL" or "KEY" position, depending on the model.
- Close the seacocks after use as the toilets are below the waterline.
- Change the toilet seals on a regular basis.

Using the holding tank (ISO 8099 :2000)

ATTENTION!
If fitting a holding tank, remember to lock the discharge seacock to prevent any accidental discharge during wintering.

- Black water tanks (50 L or 45 L) operate with the toilet's manual pump.
- The contents in the bowl are discharged directly into the holding tank.
- Inspect the vent regularly to ensure it is in proper working order.
- The deck has a plug hole that is used to drain the tank.
- The discharge valve can be locked in the closed position using a padlock.
- Clean the tank once per sailing season using a biodegradable disinfectant.

Leave the tank system empty when the boat is docked in temperatures below freezing. During wintering, use a food-grade, non-toxic antifreeze that is conform to local regulations.

VI. FLOODING

To prevent the risk of the boat flooding:
- Before setting out to sea, systematically check that all portholes and deck hatches, or any other opening that could allow flooding, are closed.
- When at sea, close all seacocks when not in use, except for the engine water intakes.
- Never exceed the recommended maximum load.
- The level of water in the bilges must be kept to a minimum.
- Do not place heavy loads at heights so as to avoid destabilising the boat.

On a regular basis, check:
- The seals on thru-hull fittings, seacocks and pipes.
- That cockpit drains are emptying smoothly.
- Leaktightness of stern glands or sail-drive seals.

WARNING
Cockpit locker lids must be closed prior to setting sail. This is vital for lockers that present a major flooding risk.

VII. FIRE PROTECTION

Installation

Since fire extinguishers are subject to compliance with national regulations, they are not supplied with the boat.
However, once in service, this boat must be equipped with portable fire extinguishers that have the following fire extinguishing capabilities and are installed at the following locations (see sketch in Annex):

- N° 1 - cockpit locker, within reach of the helmsman - fire extinguishing capability 1 kg - 5A34B
- N° 2 - port aft cabin - fire extinguishing capability 1 kg - 5A34B
- N° 3 - port benchseat in the saloon - fire extinguishing capability 1 kg - 5A34B

Should you choose to install carbon dioxide fire extinguishers, note that these can only be placed in living quarters containing live electrical equipment (such as electric engines, battery compartments, electric panels) or flammable liquids (i.e. the galley).

All replacement parts must be compatible with the fire-fighting system. They must be marked with the same indications and be technically equivalent.

There must also be a fire blanket stored within reach of the galley; this can be particularly useful should oil catch fire in a pan on the cooker.

Similarly, the deck must be protected by a fire bucket fitted with a drop panel stored in a readily accessible locker.

Any non-flammable materials kept in the engine bay must be securely stored in such a way that they cannot fall on the machinery, or block the entrance or exit of the engine bay.

WARNING

Safety instructions

ATTENTION!
The owner/skipper is responsible for:
- having fire-fighting equipment checked in accordance with the shipbuilder's specifications and the regulations in their own country.
- replacing any portable fire-fighting equipment that has passed its use-by date or that has been discharged, with fire-fighting devices of an identical or superior extinguishing capability.
- explaining to crew members:

- the location and operation of fire-fighting equipment.
- the location of the discharge outlet in the engine bay.

- making sure that fire-fighting equipment is readily accessible when people are onboard.
- keeping the bilges clean at all times and checking that there is no fuel or gas vapour or fuel leaks.
- indicating abandon ship routes.

Never:
- Obstruct access to the emergency exits (deck hatches).
- Obstruct safety switches on gas valve(s), fuel valve(s), electric switches)
- Obstruct storage spaces containing fire-extinguishers.
- Leave the boat unattended when a cooker or heater is in use.
- Use a gas lamp in the boat.
- Fill a fuel tank or change a gas cylinder when the engine is running, or the cooker or heater is in use.
- Smoke while handling fuels or gas.
- Hang loose curtains near the cooker or any other open-flame appliance.
- Store flammable products in the engine bay.
- Modify any onboard installation (especially the electrical, fuel or gas systems) nor allow unqualified people to make such modifications.

VIII. ENGINE

The engine must be serviced on a regular basis according to the engine manufacturer's instructions. Read carefully the engine operating manual supplied with the boat. If you have any questions, contact your agent or a qualified professional.

General precautions

ATTENTION!
Do not use the sails and engine together if the heel angle exceeds10°.
Any modification of the engine must be in keeping with the boat's capabilities and be carried out by an engine manufacturer that specialises in marine engineering.
After the first launch and tensioning of the rigging, check that the propeller shaft and the sail drive flange ring are properly aligned.

- Make sure that the ventilation ports (vent, engine ventilation grille) are clear.
- Make sure that the cooling circuit's water inlet valve is open, and that water is exiting the engine exhaust.
- Boats fitted with stern glands with rotary seals: bleed the air in the stern gland each time the boat has been taken out to sea.

Place the throttle in neutral before starting the engine to prevent any sudden movement of the boat and/or rotation of the propeller.
On subsequent launches, it is advisable to make a brief inspection of the propeller attachment. Incorrect propeller operation will cause the boat to vibrate
Check the condition of the anodes on a regular basis and make sure that they are suited to the sailing environment (fresh water, seawater). Change the anodes every year. The average lifetime of the 3 anodes is 1 to 2 years.
These anodes are made of zinc. Never use magnesium anodes under any circumstances.
Impressed current cathodic protection systems are forbidden.
If the anodes are not eroded, you will have to check:

- whether they have been painted over,
- whether they are correctly attached,
- whether they are actually made of zinc.

Exhaust gas emission

DANGER!
Combustion engines produce carbon monoxide. Prolonged exposure to exhaust gases can have serious or even fatal consequences.

Safety

DANGER!
When people are swimming near the boat the engine must be switched off to avoid risks of serious injury from the propeller.
Where possible, the engine must be stopped when carrying out any maintenance operation or engine inspection. If this is not possible, special care must be taken when close to moving parts (propeller shafts, belts, etc.) so as to avoid risks of injury.

Wintering

Read carefully the engine operating manual supplied with the boat, particularly the instructions on wintering.
In the absence of instructions, proceed as follows:
- Close the engine water inlet seacock,
- Disconnect the pipe from the engine water inlet seacock,
- Drain the seawater circuit,
- Place the pipe into a drum of coolant –25° C,
- Turn the engine until you see the coolant coming out of the exhaust,
- When the operation has been completed, reconnect the pipe to the seacock,
- Attach a notice to the electrical panel and the battery switches indicating that the engine water inlet seacock is closed.

IX. FUEL INSTALLATION

Any damaged fuel hoses must be replaced with hoses bearing the same markings. Do the same for all fuel pipes.

ATTENTION!
- Depending on the boat's load and trim, it may not be possible to use the full amount of the nominal fuel capacity. As a precaution, always maintain a 20% safety reserve.
- Avoid flammable products coming into contact with hot engine parts.
- Clean up any fuel spillages in the boat while filling the tanks.

Never:
- Store flammable materials (especially petrol) in unventilated spaces.
- Smoke while filling the fuel tanks.
- Obstruct ventilation ports (vent, engine ventilation grille): make sure they are kept clear at all times.
- Modify the installation unless this is performed by a technician with the appropriate marine engineering qualifications.

X. STEERING SYSTEM

The steering system is vital to the comfort and safety of your boat.

Steering wheel

The ***DUFOUR 37*** has a twin wheel with a system of rudder leads and chains in addition to an emergency tiller.

Regular checks to be carried out: check the play of the various parts (rudder stock/bearings, tension and wear of mechanical parts) and, if necessary, grease the sprocket and chain.

Your system is designed with a 7x19 stranded 5 mm stainless steel cable. These cables may have to be replaced depending on their level of wear and tear and fatigue.
Their replacement frequency depends on how they are used, and on tensioning and maintenance conditions which can all impact on their lifetime.

A careful inspection will reveal any damaged cables. You can rub a cloth soaked in machine oil along the whole length of the cables.
If you find a broken strand, this indicates that your cable has reached its end-of-life and must be replaced.
Only use exactly the same type of cable (identical material and diameter) to avoid any risk of premature failure or fatigue.

If you have any doubts or encounter a problem, contact your agent.

Emergency tiller.

ATTENTION!
- The ***Dufour 37*** is delivered with an emergency tiller that must be readily accessible at all times; we recommend that you store it in a cockpit locker.
- It is designed solely for sailing at reduced speed in the event of a steering wheel failure.

To use the emergency tiller:
- Unscrew the deck plate to reveal the head of the rudder stock.
- Fit the tiller onto the head of the rudder stock.

XI. SAILING

WARNING
In all situations, adjust the speed of your boat to fit the prevailing sea conditions and always maintain a safety margin. Pay special attention to:
- prevailing sea conditions, currents, wind strength.
- shipping traffic.
- harbour manœuvres.
- sailing through mooring areas.
- Follow the rules on rights of way laid down in the navigation regulations and enforced by the COLREG.
- Make sure that you always maintain a sufficient distance that will allow you to stop or steer the boat in order to avoid a collision.
- Respect areas with speed limits.
- As a courtesy and to ensure the safety of other vessels, take care not to create a large wash close to other vessels
- Make sure all mobile items are properly secured when sailing.

- Your boat must be fitted with grab-lines. Anchorage points are provided on deck. Please refer to the deck fittings plan for your boat.
- The stability of your boat has been designed according to the weight of the boat in the light displacement condition, with the standard onboard equipment and the shipyard's catalogue options.

Any change in the onboard weight distribution (e.g. addition of a radar, fitting a different engine, etc.) may affect your boat's stability, trim and sailing performance.
Breaking waves represent a serious hazard to stability.
Towing a boat or carrying a heavy load on the davits creates significant extra strain on the boat, which impacts unfavourably on its stability.
In the event of a bottom contact, even slight, consult a specialist to determine whether the visible or non-visible damage risks diminishing the boat's structural integrity.

Never:
- Use the boom to lift heavy weights.

Field of view

The skipper's field of view from the helm station may be obstructed by one or more of the following variable conditions:
- Load and load distribution
- Speed
- Sea conditions
- Reduced visibility (due to rain, darkness and fog)
- Reduced visibility (due to changing and hoisting sails)
- The boat's interior lighting
- Position of covers or lids
- Moving persons or equipment located in the helmsman's field of view.

Keep your attention focused when moving from one helm station to the other.

ATTENTION!
Some very large foresails (genoa, code 0, spinnakers, etc.) may obstruct the view over long periods of time. Keep an active watch while they are in use.

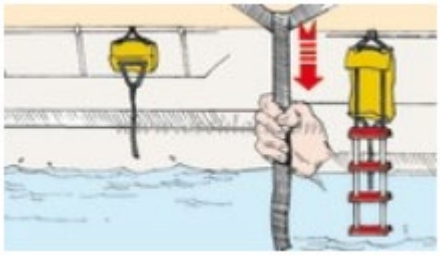
XII. PREVENTION OF FALLS AND MEANS OF REBOARDING

When sailing, you are recommended to walk only on deck areas that are specifically designed for this purpose. These areas (gangways, cockpit, roof, side benches, etc.) have a non-slip or teak floor depending on the option, which allow you to move around the boat safely.
On the ***DUFOUR 37***, you can safely move around the entire working deck inside the lifelines and the bulwarks. Where necessary, paths are provided over glass surfaces and marked out by non-slip areas.
Note that the aft platform is not considered a safe area when it is open. Note also that it must be closed when sailing.

Whatever the sea or wind conditions or heel of the boat, it is strongly recommended to wear a harness that can be attached to the boat at various anchoring points shown on the deck fittings plan. When moving around the boat while under sail, use the various handholds whenever possible, including the wheel's handrails, the cockpit table, the roof's side rails, shrouds, etc.

The ***DUFOUR 37*** is fitted with a telescopic boarding ladder fixed to the aft gate. To use the ladder, lower the aft gate by releasing the lifting pin, then unfold the ladder and swing it into position.

The boat also has a safety ladder for emergencies. Each time you sail the boat, the safety ladder should be placed on the port or starboard stern rail, and must be capable of being extended from the water. Make sure you familiarise yourself with this system to ensure it is operational at all times and in any circumstance, especially when sailing.



XIII. LIGHTNING PROTECTION

Your boat is protected against lightning. The rigging is electrically connected to ground. Nevertheless, for your own safety it is important to take certain precautions.

Maintenance

If the boat has been struck by lightning:

- the lightning protection system will have to be inspected to see whether there is any physical damage, and to check the device's integrity and the continuity of the grounding circuit.

- All compasses, electrical and electronic devices will have to be examined to identify whether they have suffered any damage or adjustments to their calibration.

Protection of persons during storms

WARNING
During a storm, you are advised to take the following precautions:

- As far as possible, people should stay inside the boat.
- Nobody should be in the water or be trailing legs or arms in the water.
- While ensuring adequate control over the boat and its navigation, people must take care not to touch any part connected to a lightning protection system, and especially not in such a way that would create a bridge between these parts.
- It is advisable for people to avoid any contact with metal parts of the rigging, spars, deck fittings and lifelines.

XIV. ENVIRONMENTAL PROTECTION AND SAFETY

We advise you to find out about local environmental regulations, and to respect the International Convention for the Prevention of Pollution from Ships (MARPOL) in addition to the relevant codes of good practice.
Do not empty toilets or the content of holding tanks close to the coasts or in prohibited areas. Use the pumping systems provided by harbours or marinas to empty the holding tanks before leaving the harbour.

ATTENTION!

- Most cleaning products, engine oils and hydrocarbons are not environmentally neutral; they must therefore be discharged at regulated locations (contact the Harbour Master's Office for more information).
- Never switch on a bilge pump when there is oil or hydrocarbons in the engine bay as these products have to be discharged at regulated locations.
- Some products may also present risks to your safety and the safety of other people; this is why it is essential to read and strictly follow the use recommendations.
- All substances used on the boat must be clearly labelled and stored in a suitable area of the boat.

XV. SAFETY EQUIPMENT

The list of mandatory safety equipment is not harmonised between EEC Member States. It is important that you find out about current national rules and regulations concerning CE-marked vessels.

In France, the skipper is responsible for ensuring that leisure craft bearing the CE mark have onboard all the safety and security equipment for the relevant sailing category.

Your boat is fitted with a storage space used to stow a life raft; read the life raft's user guide carefully. The crew must be familiar with how to use or operate all onboard safety equipment (harness, flare, life raft, etc.). Regular training sessions are provided at sailing clubs and schools.

XVI. HANDLING, TRANSPORT, HAUL OUT

During craning operations, make sure that the slings are correctly positioned and that they do not foul the propeller, the sail-drive or a fragile transducer.
Lifting gantries should be sufficiently wide or fitted with spreaders to avoid exerting excessive lateral pressure on the rubbing strakes.
Make sure the slings do not foul the lifelines. When transporting or during haul out, the keel should be resting on its support and taking most of the boat's weight.
Cradle pads must be placed in contact with structural elements and should exert only enough pressure to ensure the boat's correct balance.
Take advantage of haul outs to inspect the propeller, rudder, thru-hull fittings and transducers.

ATTENTION!
The aft lifting point is located near the engine's sail-drive.

Operations involving masting, demasting and rigging adjustments must be carried out by professionals who will apply the mast manufacturer's directives regarding the assembly, maintenance and various adjustment settings specific to this boat.

XVII. DOCKING, MOORING AND TOWING

ATTENTION! (ISO 15084:2003)

- The anchoring points used for mooring and/or towing boats are the 2 forward cleats that have a breaking strength of approx. 5400 kg. The rear and central cleats can also be used to moor the boat. They have equal strength.
- Generally speaking, the breaking strength of lines/chains should not exceed 80% of the breaking strength of the anchor points, i.e. in this case a 10mm galvanized chain and a polypropylene rope with max. diameter of 18mm.
- Make sure all towing operations are conducted at low speed. Never exceed the speed limit for a travelling hull while it is being towed.
- A tow rope must be moored in such a way that it can be released when loaded.

Liability

The owner/operator is responsible for ensuring that mooring ropes, towing cables, chains and mooring lines, as well as the anchors, are suitable for the planned use of the boat, i.e. that the lines or chains do not exceed 80% of the tensile strength of the corresponding anchor point.

It is also important that the owner considers the actions required to fix a towing cable on-board.

XVI. TRANSFER OF OWNERSHIP

DUFOUR

TRANSFER OF OWNERSHIP CERTIFICATE
TRANSFER OF OWNERSHIP

Modèle du bateau / Boat model: .....

N° de coque / Hull N°: .....

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

....

C-P / ZIP CODE: ..... Ville / City: .....Tel.:.....

Date d'achat / Date of Purchase :.....

A ETE VENDU A / BEING SOLD TO :

M / Mr: ..... Adresse / Address: .....

.....

C-P / ZIP CODE: .....Ville / City:..... Tel.:.....

Date d'achat / Date of Purchase : .....

Executed in ..... on .....

Le vendeur / Seller L'acheteur / Purchaser

DUFOUR, Date: .....

Exemplaire à retourner dans les 15 jours suivant la transaction à :
Copy to be returned within 15 days after the transaction to:

SAV DUFOUR
11 rue Blaise Pascal
17187 PERIGNY CEDEX FRANCE

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Drawings

1. Presentation plan

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2. Accommodation layout

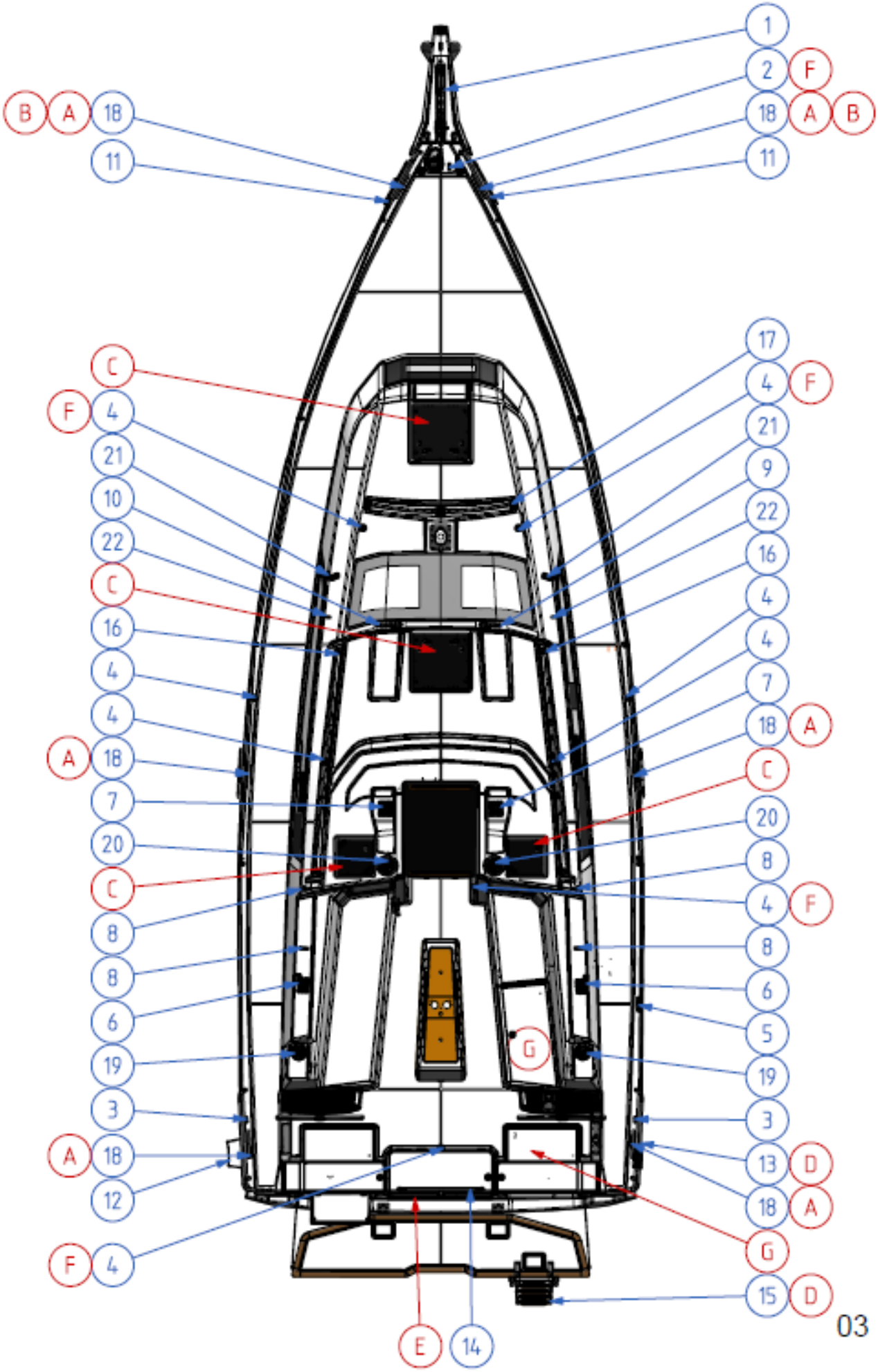
Ref.	*Description*
A	2-CABIN VERSION
B	3-CABIN VERSION

A

B

3. Deck fittings plan

REF.	DESCRIPTION	COMMENTS
A	GRAB-LINE ANCHOR POINTS	Port and Starboard cleats
B	TOWING POINTS	Port and Starboard
C	HATCHES THAT MUST BE KEPT CLOSED WHEN SAILING	
D	“MAN OVERBOARD” BOARDING LADDER	
E	LOCATION OF THE LIFE RAFT	
F	SAFETY HARNESS ATTACHMENT POINT	
G	LOCKER - MUST BE KEPT CLOSED WHEN SAILING	
1	ANCHOR ROLLER	
2	HINGED CHAIN PLATE D10	
3	HINGED CHAIN PLATE D10	OPTION SPI
4	HINGED CHAIN PLATE D8	
5	SINGLE JAM-CLEAT	Roller furler line
6	DOUBLE JAM-CLEAT	EASY Pack
7	DOUBLE JAM-CLEAT	OCEAN Pack
8	DECK ORGANISER 3	OCEAN Pack
9	DECK ORGANISER - 4 SHEAVES	
10	DECK ORGANISER - 5 SHEAVES	
11	SINGLE BOW RAIL	
12	PORT STERN RAIL	
13	STARBOARD STERN RAIL	
14	CENTRAL RAIL	
15	SWIM LADDER	
16	COACHROOF HANDRAIL	
17	SELF-TACKING JIB TRACK	
18	ALUMINIUM MOORING CLEAT	
19	COAMING WINCH	
20	ROOF WINCH	
21	STAND UP PULLEY BLOCK	OCEAN Pack
22	ROPE GUIDE	OCEAN PACK OPTION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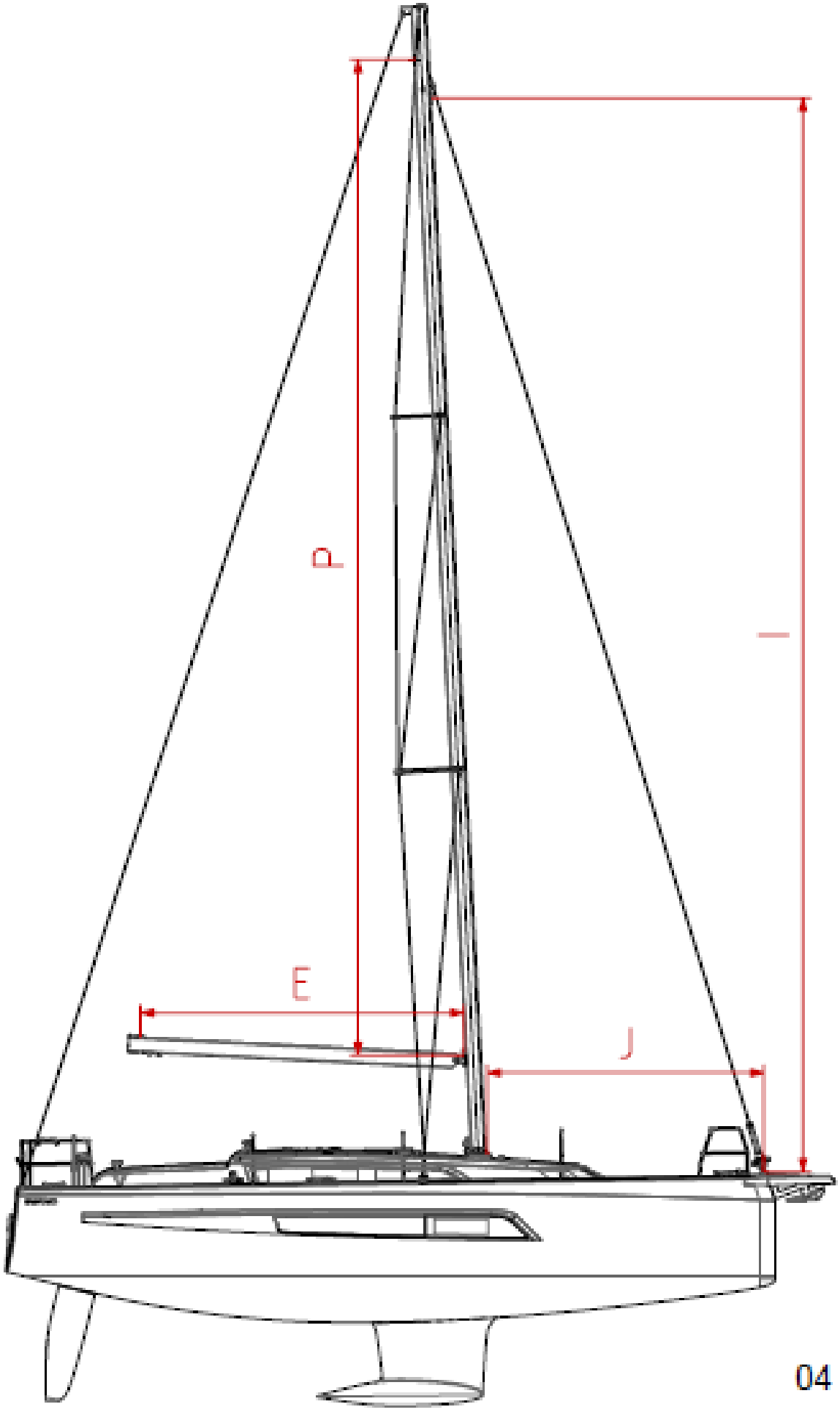
4. SAIL PLAN

	STANDARD MAST / IN-MAST FURLING SYSTEM
I	13.94 m
J	3.54 m
P	13.36 m
E	4.20 m
LP Self-tacking jib	2.93 m
LP Genoa*	3.73 m
Mainsail surface area	35.5 m²
Self-tacking jib surface area	20.8 m²
Genoa surface area*	26.4 m²
*Option	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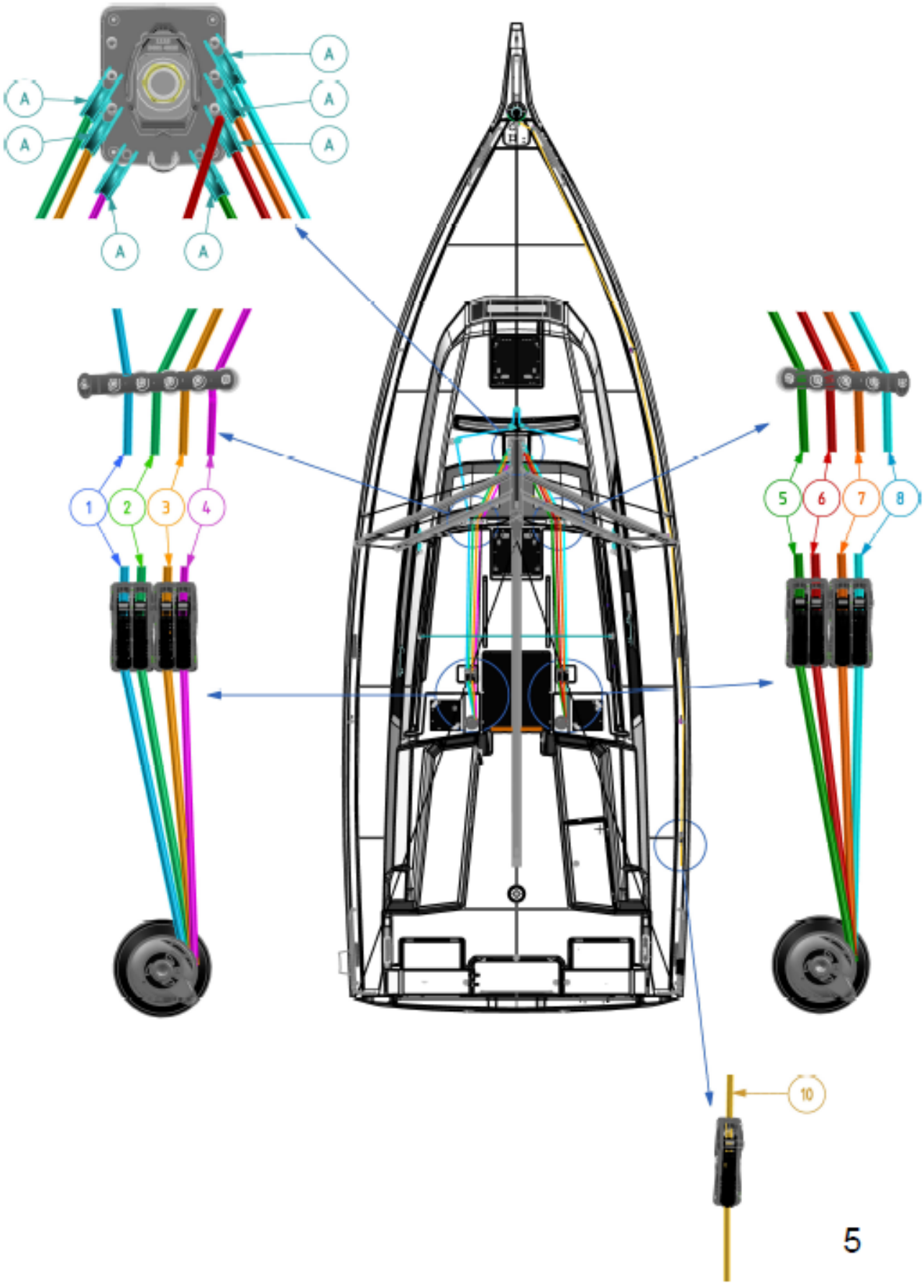
5. Halyard and sheet rigging plan

5.A - EASY PACK

A	MAST FOOT BLOCK D60
B	SINGLE BLOCK D60
C	FIDDLE BLOCK D60

1	SELF-TACKING JIB SHEET
2	MAINSAIL HALYARD
3	REEF 2
4	BOOM VANG
5	MAINSAIL OUTHAUL
6	MAINSAIL SHEET
7	REEF 1
8	SELF-TACKING JIB HALYARD
9	MAINSAIL SHEET PENDANT
10	ROLLER FURLER LINE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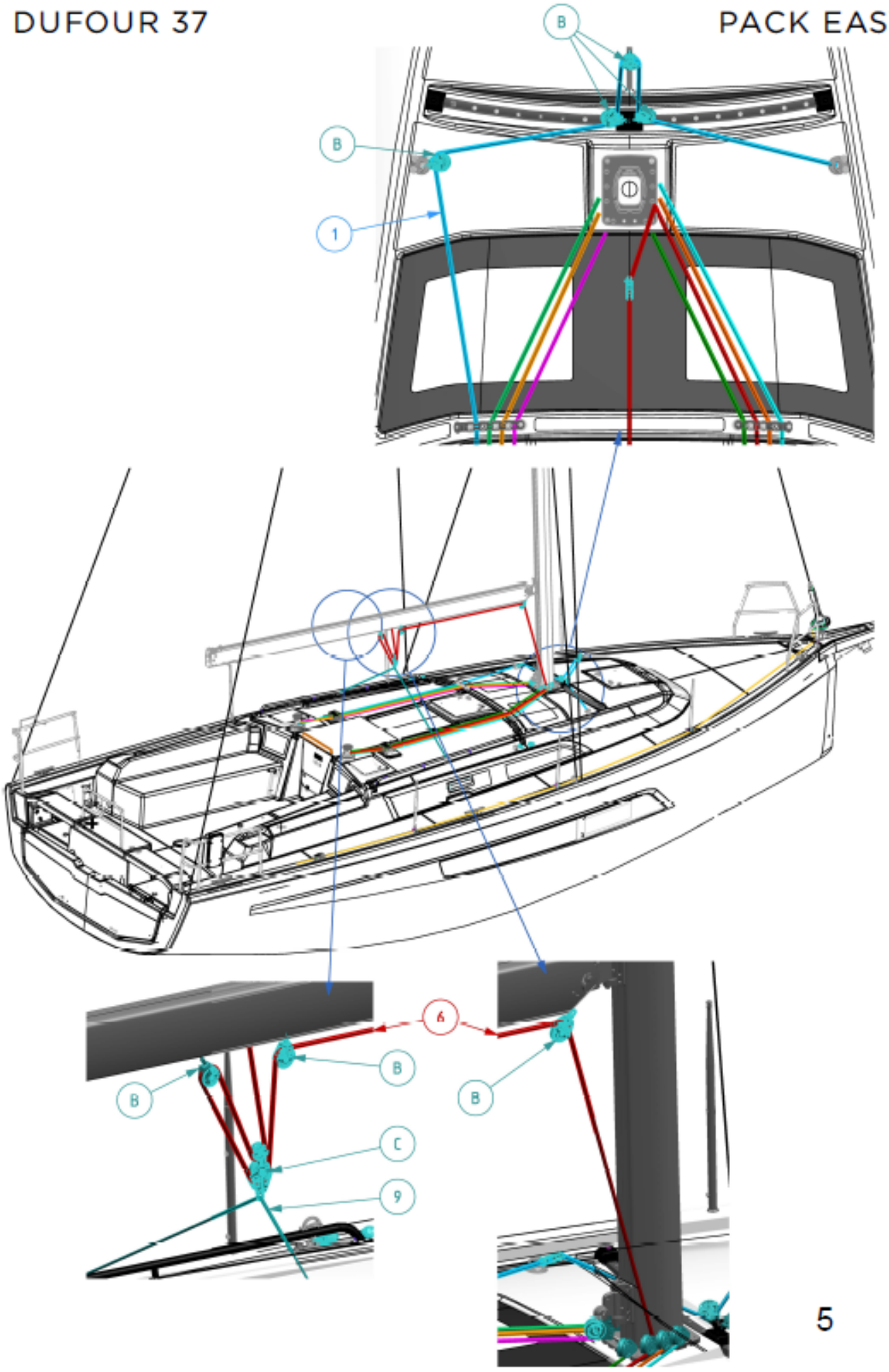

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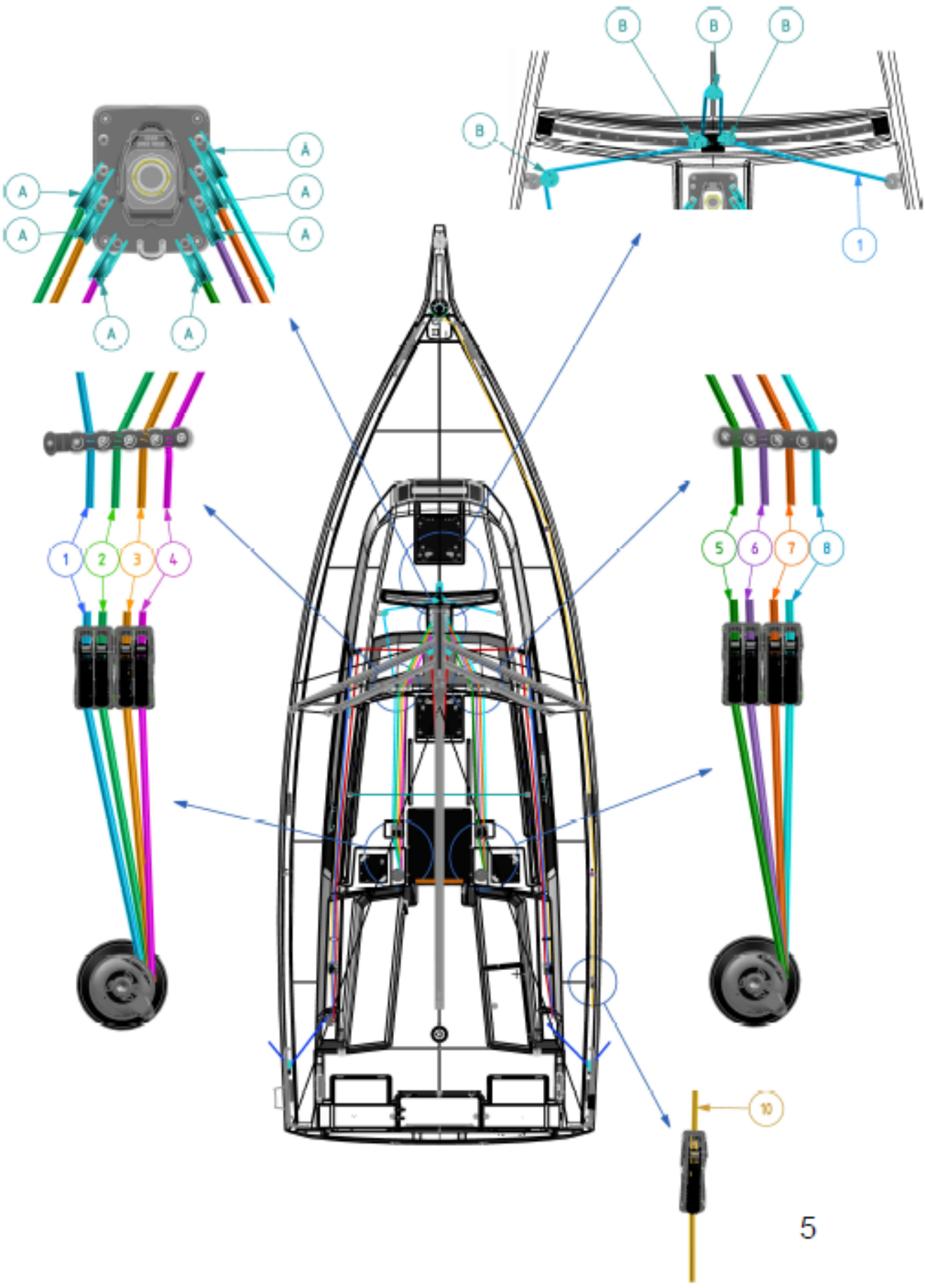
5.B - OCEAN PACK

A	MAST FOOT BLOCK D60
B	SINGLE BLOCK D60
C	DOUBLE BLOCK D60
D	HTX SINGLE BLOCK D60
E	TRIPLE BLOCK D30
F	TRIPLE BLOCK WITH BECKET D90

1	SELF-TACKING JIB SHEET
2	MAINSAIL HALYARD
3	REEF 2
4	BOOM VANG
5	MAINSAIL OUTHAUL
6	ASYMMETRICAL SPINNAKER HALYARD
7	REEF 1
8	JIB/GENOA HALYARD
9	MAINSAIL PENDANT
10	ROLLER FURLER LINE
11	MAINSAIL SHEET
12	GENOA SHEET
13	SHORT SHEET
14	ASYMMETRICAL SPINNAKER SHEET



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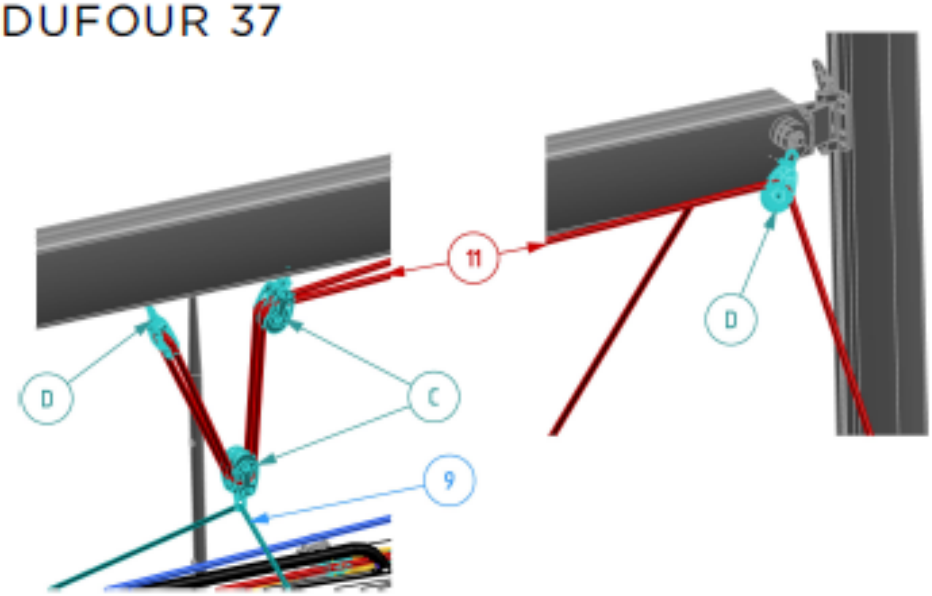

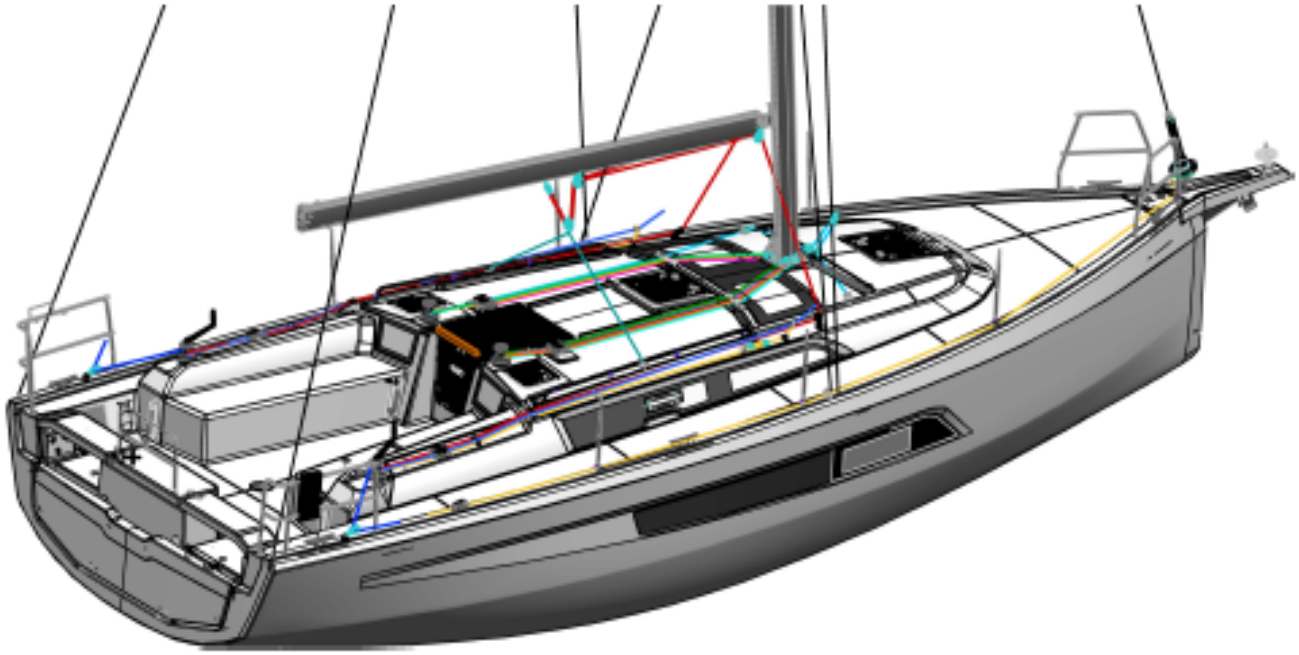

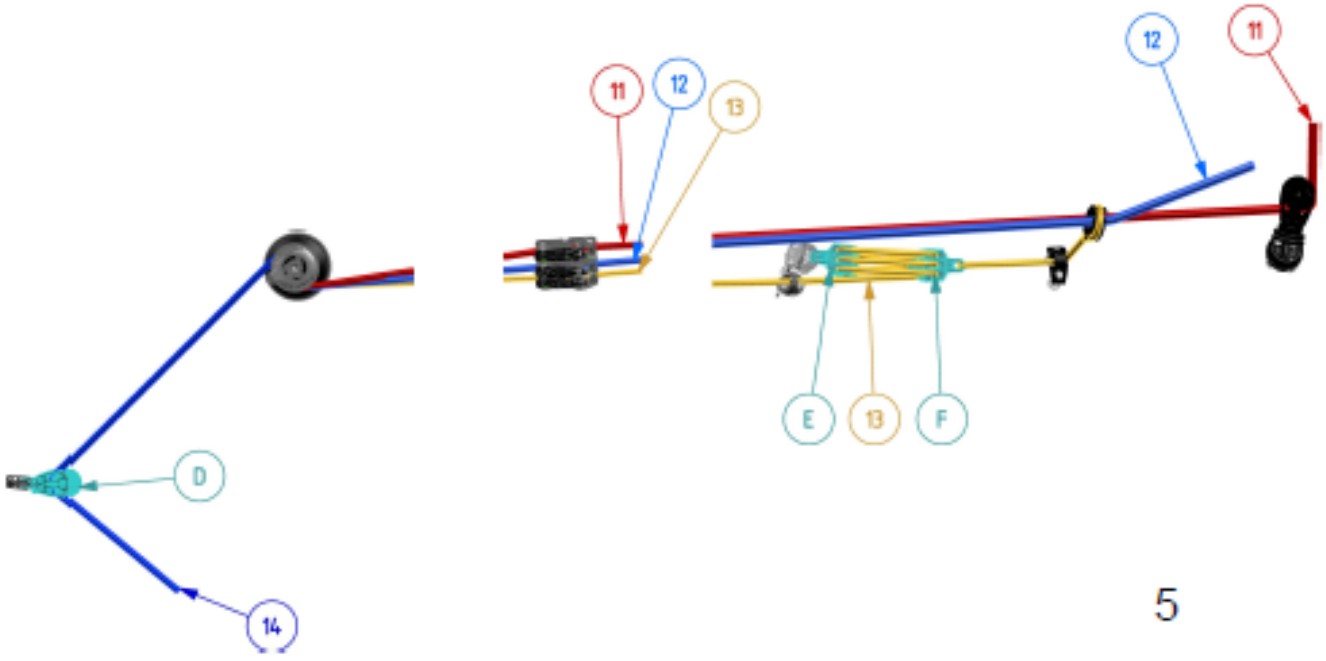

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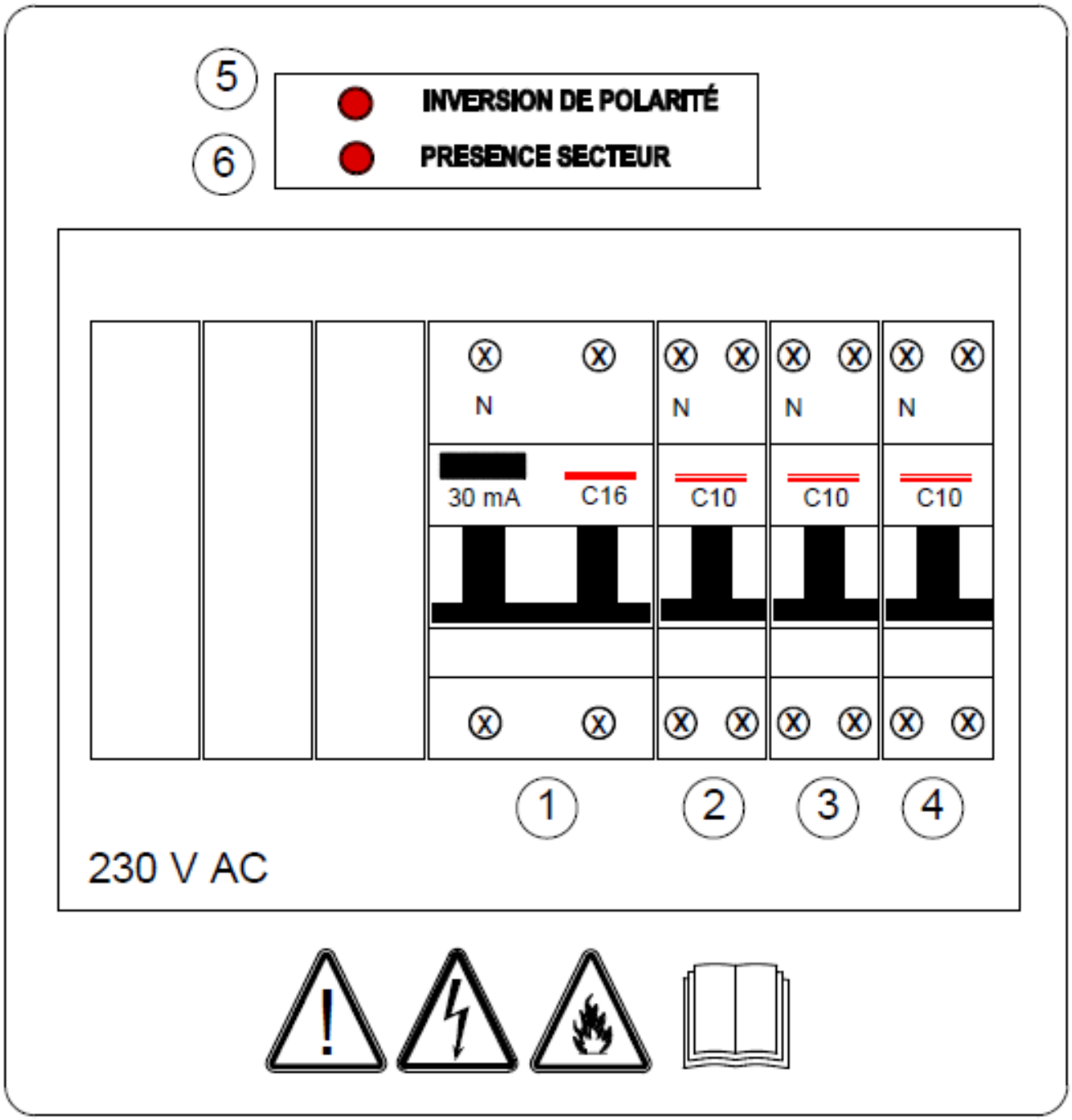
6. 220 V Electrical panel diagram

Ref.	***Description***	
1	DIFFERENTIAL CIRCUIT BREAKER	16A
2	CIRCUIT-BREAKER - CHARGER	10A
3	CIRCUIT-BREAKER - WATER HEATER*	10A
4	CIRCUIT-BREAKER - POWER SOCKETS	10A
5	“POLARITY REVERSAL” LED	
6	“MAINS PRESENCE” LED	
*	OPTION	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PRESENCE SECTEUR
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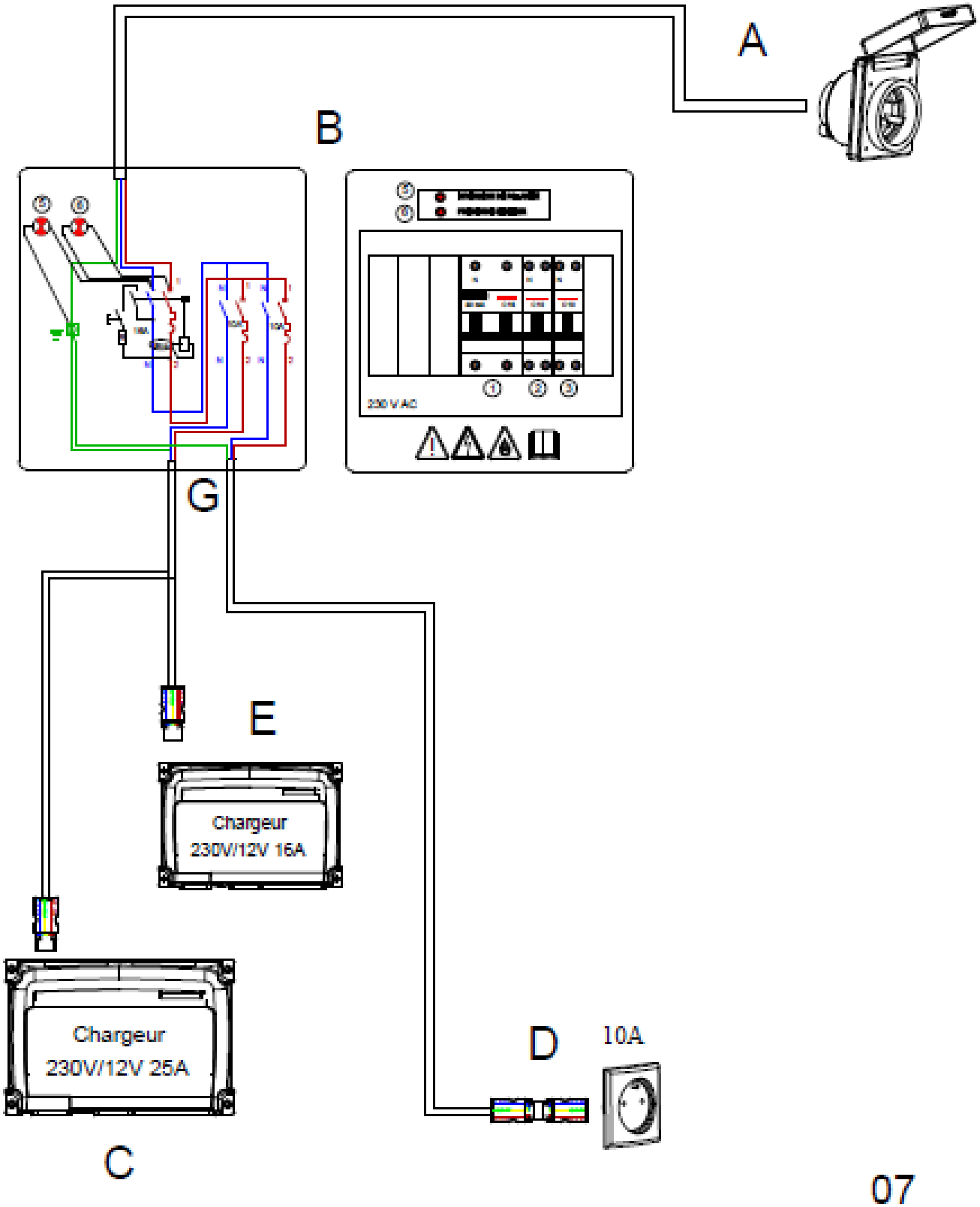
230 V AC

06

7. 220 V circuit diagram

Ref.	Description
A	SHORE POWER SOCKET
B	ELECTRICAL PANEL 220V
C	BATTERY CHARGER
D	SOCKET 220V
E	CHARGER (THRUSTER)*
G	PANEL / EQUIPMENT CONNECTION
*	OPTION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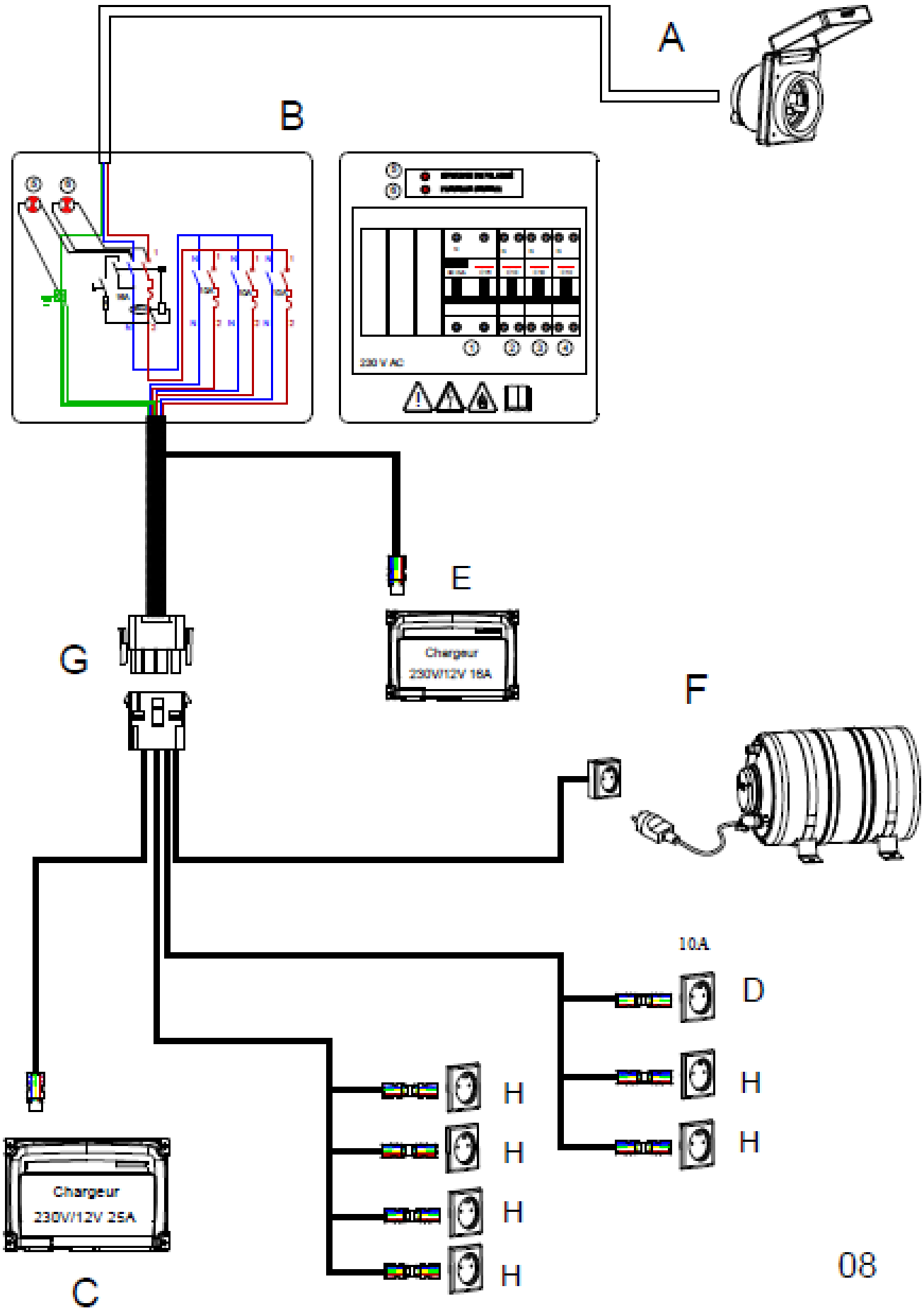
230V/12V 16A
Chargeur
230V/12V 25A
D
10A
C
07

8. 220 V circuit diagram showing options

Ref.	Description
A	SHORE POWER SOCKET
B	ELECTRICAL PANEL 220V
C	BATTERY CHARGER
D	SOCKET 220V
E	CHARGER (THRUSTER)*
F	WATER HEATER*
G	PANEL / EQUIPMENT CONNECTION
H	220V SOCKETS
*	OPTION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Chargeur
230V/12V 25A
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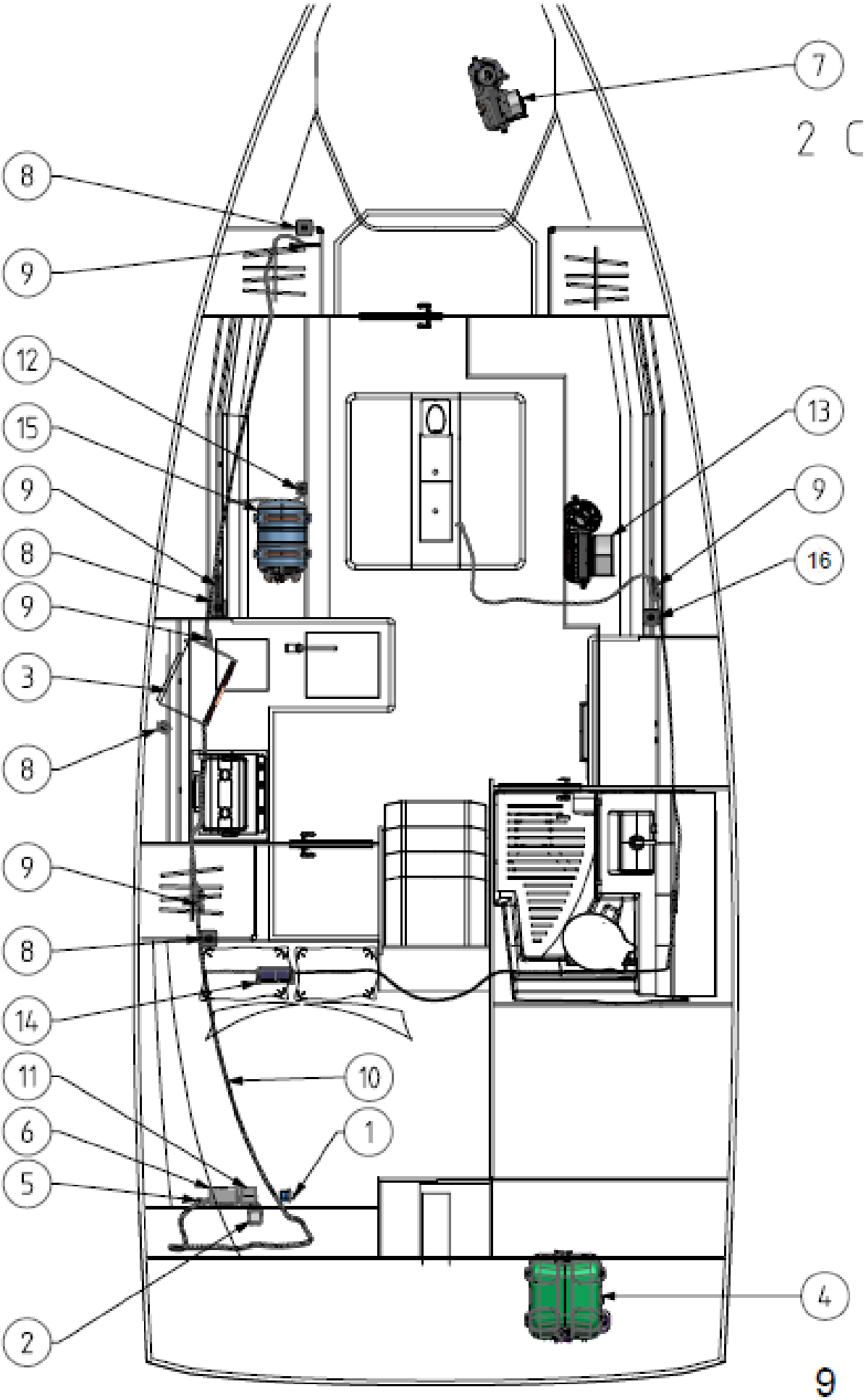
9. 220 V electrical installation diagram

Ref.	Description
2C	2-CABIN VERSION
3C	3-CABIN VERSION
1	MANUAL SWITCH 40A*
2	SHORE POWER SOCKET
3	MICROWAVE OVEN 20L*
4	GENERATOR*
5	CONNECTOR F
6	8-MODULE UNIT
7	AIR CONDITIONING UNIT 8000 BTU*
8	SOCKET 230V – 16A*
9	CONNECTOR WINSTA MF
10	WIRING HARNESS AC
11	4 MODULE UNIT – AIR CONDITIONING*
12	PLEXO SOCKET
13	AIR CONDITIONING UNIT 12000 BTU*
14	BATTERY CHARGER 12V-25A
15	WATER HEATER 20 L
16	SOCKET 230V – 16A
*	OPTION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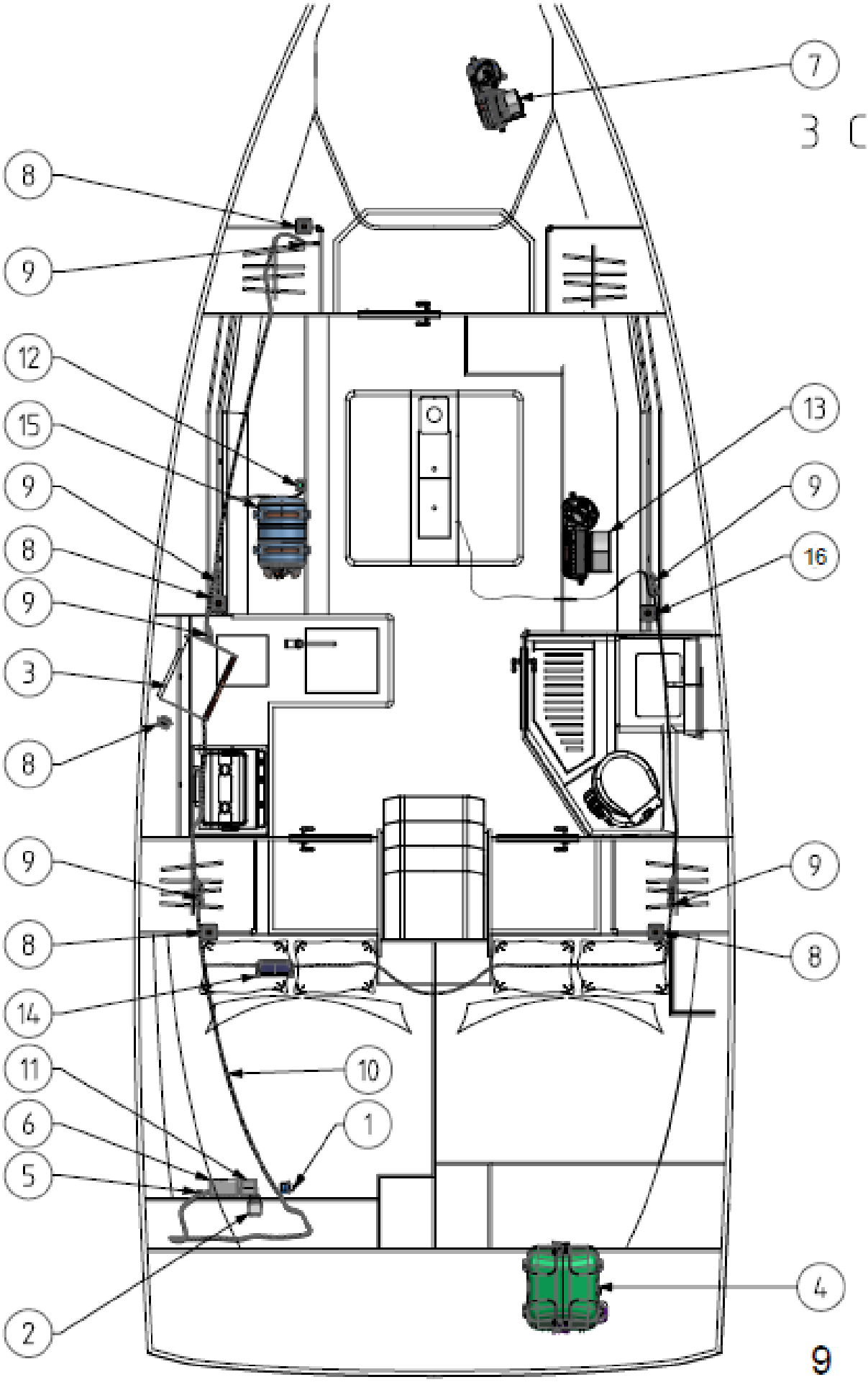
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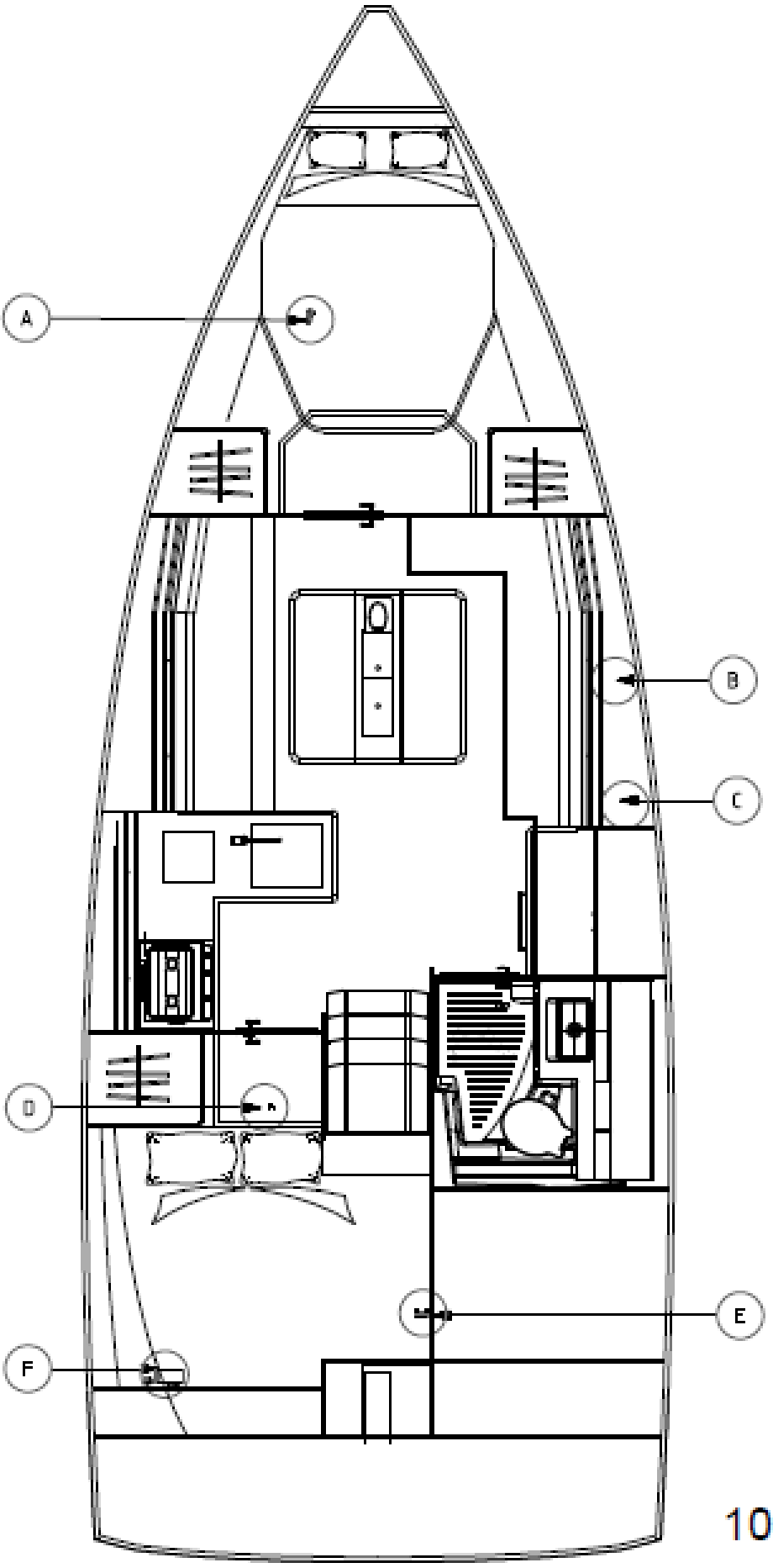
10. Diagram showing fuse locations

ZONE	PROTECTION	FUNCTION
A 12V	Blade fuse 250A	TUNNEL THRUSTER*
B 230V	Circuit breaker 10A	FORWARD CABIN AIR CONDITIONING*
B 230V	Circuit breaker 10A	SALOON AIR CONDITIONING*
C 12V	Fuses	(See 12V DISTRIBUTION PANEL)
C 12V	Fuse 10A	GAS SOLENOID*
C 12V	Fuse 10A	TUNNEL THRUSTER*
C 12V	Fuse 90A	WINDLASS*
C 12V	Fuse 30A	INVERTER*
C 12V	Circuit breaker 16A	ELECTRIC TOILET*
D 12V	Fuse 10A	BILGE FAN
E 12V	Blade fuse 250A	HOUSE BATTERY COVER
F 230V	Diff. circuit breaker 32A/30 mA	AIR CONDITIONING*
F 230V	Diff. circuit breaker 16A/30 mA	230V DISTRIBUTION PANEL
F 230V	Circuit breaker 10A	CHARGER
F 230V	Circuit breaker 10A	WATER HEATER*
F 230V	Circuit breaker 10A	230V SOCKETS
F 230V	Circuit breaker 25A	GENERATOR*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D
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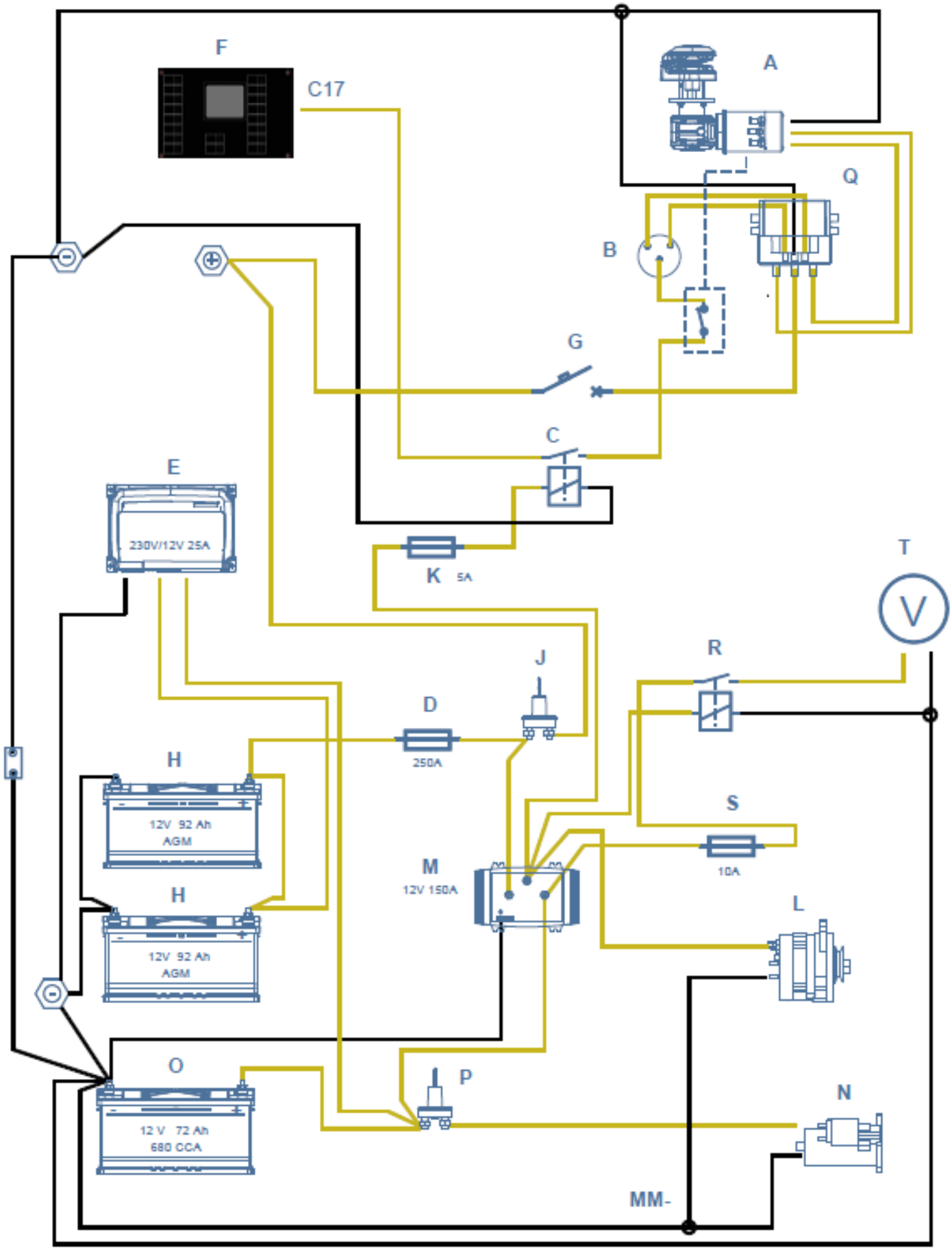
11. Charging & power circuit diagram

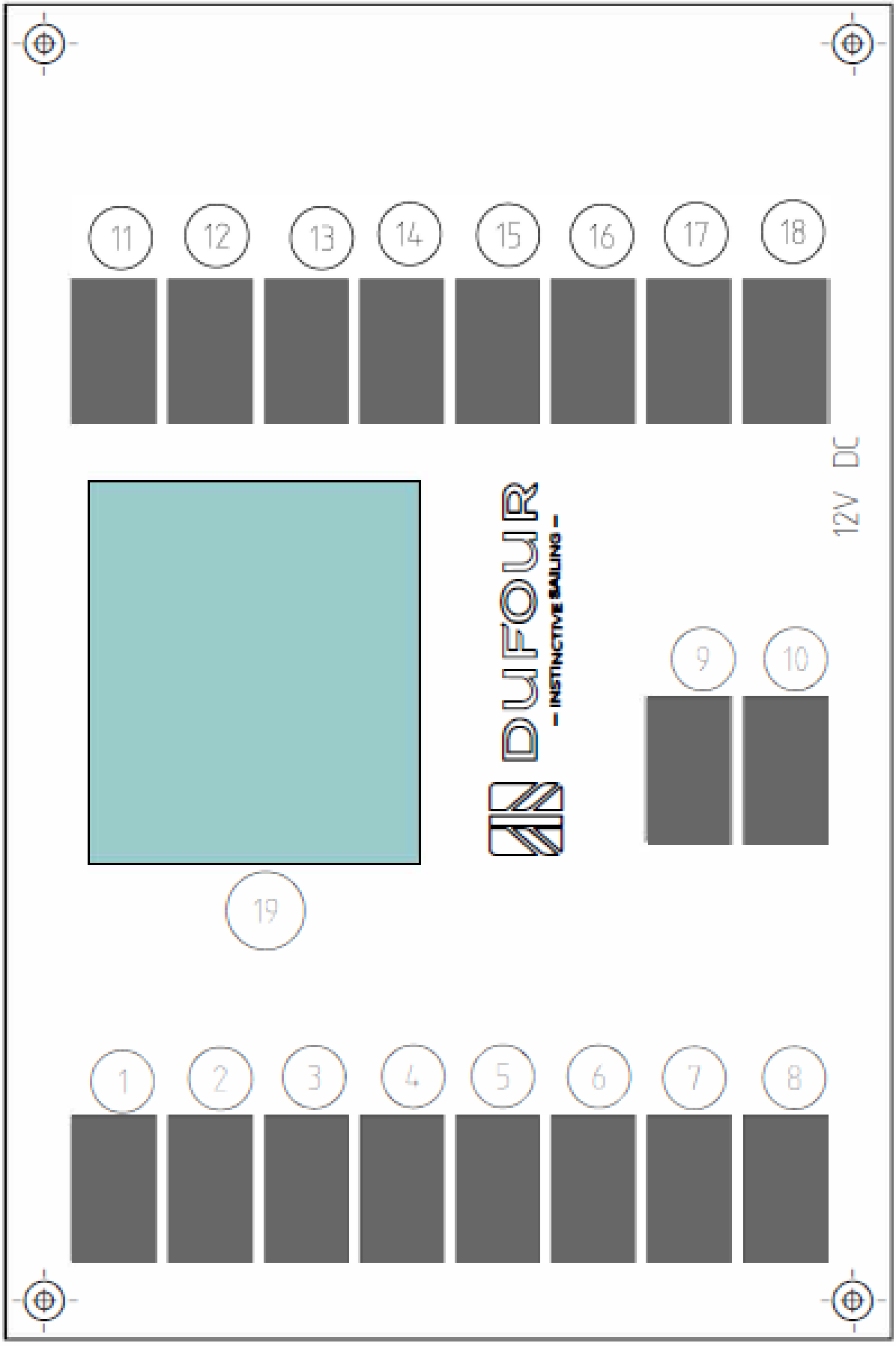
Ref.	*Description*
A	Windlass
B	Windlass control (remote control)
C	Windlass remote control relay
D	250 A fuse - (auxiliary)
E	Battery charger
F	12 V distribution panel
G	Single pole circuit breaker - windlass
H	House batteries
J	House batteries cut-off switch
K	Fuse 5 A
L	Alternator
M	Splitter
N	Starter
O	Engine battery
P	Engine battery cut-off switch
Q	Windlass relay
R	Bilge fan relay
S	Fuse 10 A
T	Bilge fan
-	Terminal -
+	Terminal +
MM-	Engine weight


F
C17
A
Q
B
G
C
E
230V/12V 25A
K 5A
T
V
R
J
D
250A
H
12V 92 Ah
AGM
S
10A
M
12V 150A
H
12V 92 Ah
AGM
L
O
12 V 72 Ah
680 CCA
P
N
MM-

11

12. 12 V Electrical panel

Ref.	Functions
1	Water unit
2	Indoor fridge
3	Bilge pump
4	Navigation
5	Shower pump
6	Autopilot
7	Navigation lights
8	Saloon lighting
9	Mooring light
10	Cabin lighting
11	Masthead light
12	Hi-Fi
13	Deck light
14	Instruments
15	Cockpit fridge
16	Cabin USBs
17	Windlass control
18	Tender
19	Display panel


11
12
13
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15
16
17
18
12V DC
DUFOUR
– INSTINCTIVE SAILING –
9
10
19
1
2
3
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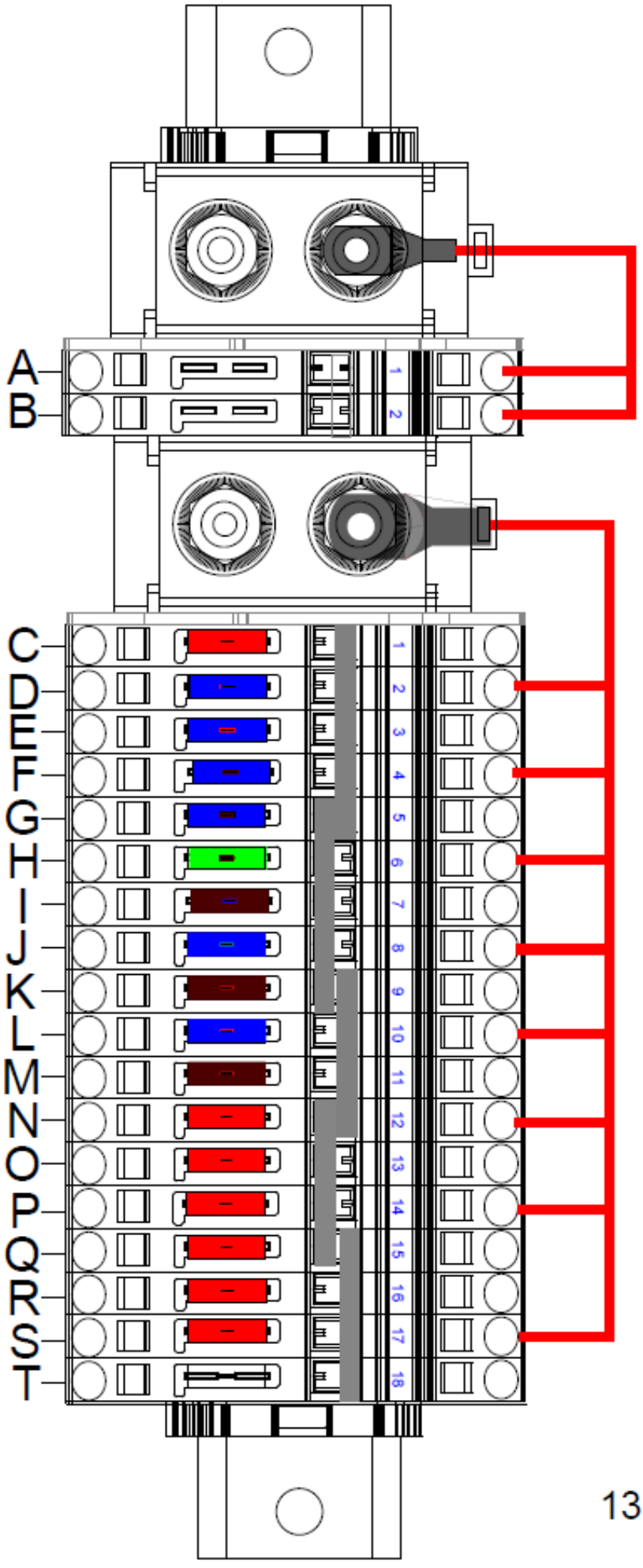
8

12

13. Junction terminal

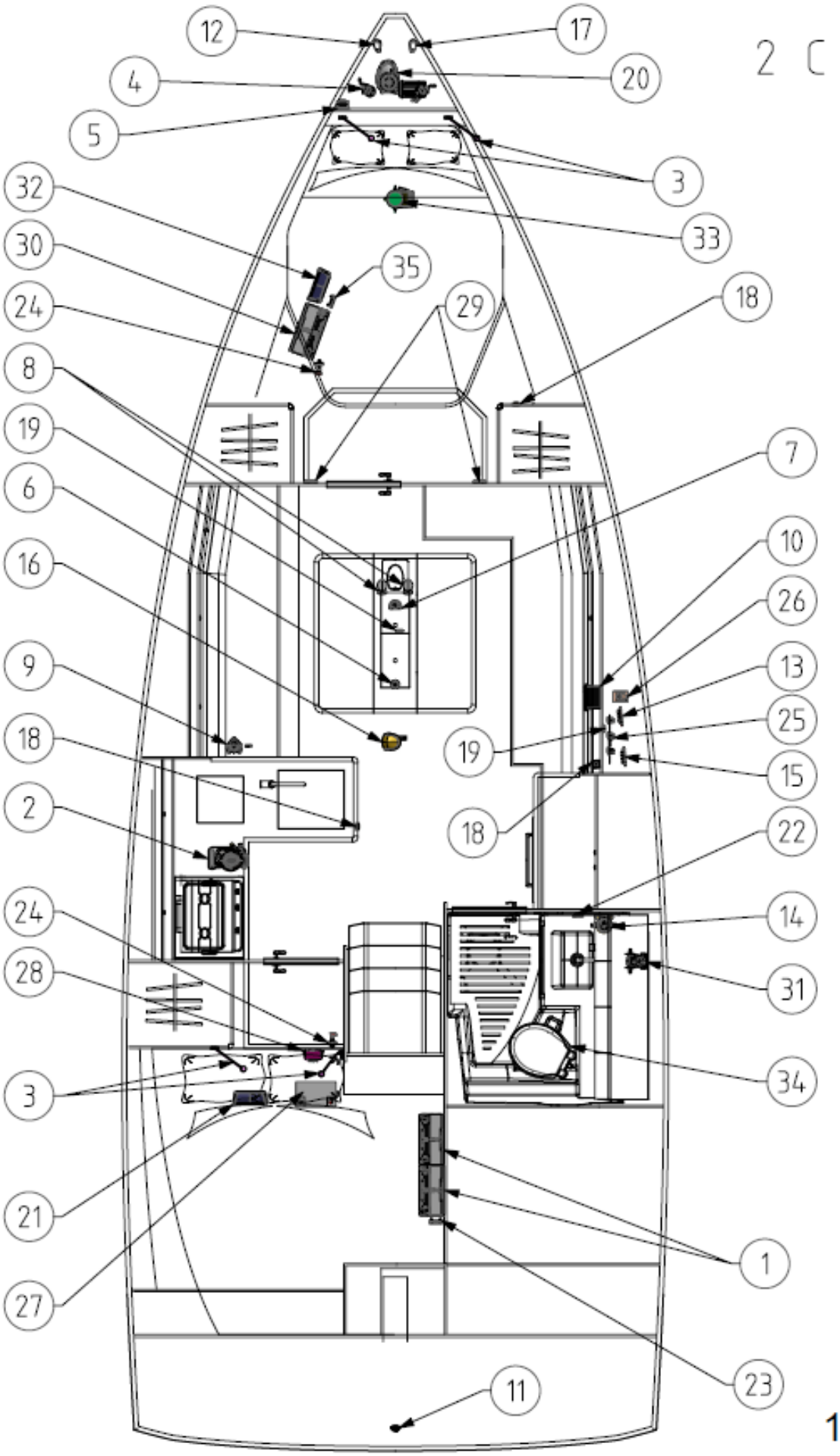
Ref.	Functions	Breaking value
A	Not used	
B	Not used	
C	Water unit	10A
D	Indoor fridge	15A
E	Bilge pump	15A
F	Navigation	15A
G	Shower pump	15A
H	Autopilot	30A
I	Navigation lights	5A
J	Saloon lighting	15A
K	Mooring light	5A
L	Cabin lighting	15A
M	Masthead light	5A
N	Hi-Fi	10A
O	Deck light	10A
P	Instruments	10A
Q	Cockpit fridge	10A
R	Cabin USBs	10A
S	Windlass control	10A
T	Free	-



13

14. 12 V electrical installation diagram

Ref.	Description
2C	2-CABIN VERSION
3C	3-CABIN VERSION
1	House batteries
2	Refrigeration unit
3	12V reading lights
4	Windlass control*
5	Windlass relay*
6	Mooring light LED
7	Masthead light LED
8	12V reading lights
9	Pressurised water unit
10	Audio system*
11	Stern light
12	Port navigation light
13	Connector “+”
14	Shower pump
15	Connector “-”
16	Submersible bilge pump
17	Starboard navigation light
18	Switch
19	USB socket*
20	Windlass*
21	Battery charger
22	Spot LED
23	Blade fuse
24	Engine and house battery circuit breaker
25	12V distribution panel
26	Circuit breaker - windlass*
27	Engine battery
28	Charge divider
29	Ceiling light - bathroom
30	Thruster battery*
31	Electric WC pump*
32	Thruster charger*
33	Tunnel thruster*
34	Electric toilet*
35	Blade fuse*
*	Option


2 C
12
17
4
20
5
3
32
33
30
35
29
24
18
8
19
7
6
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16
26
9
13
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22
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28
31
3
34
21
1
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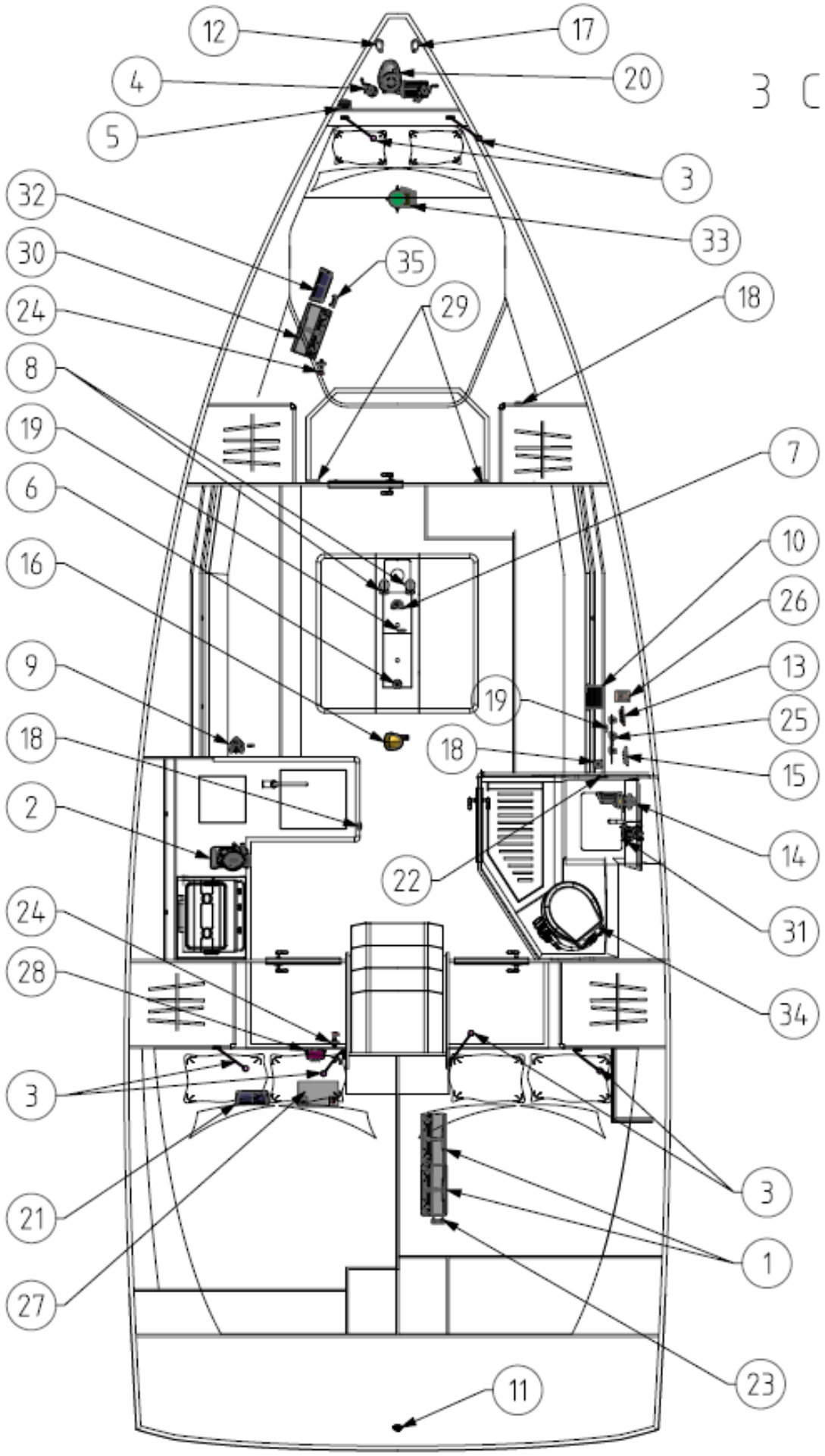
11

14


12
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29
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31
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1
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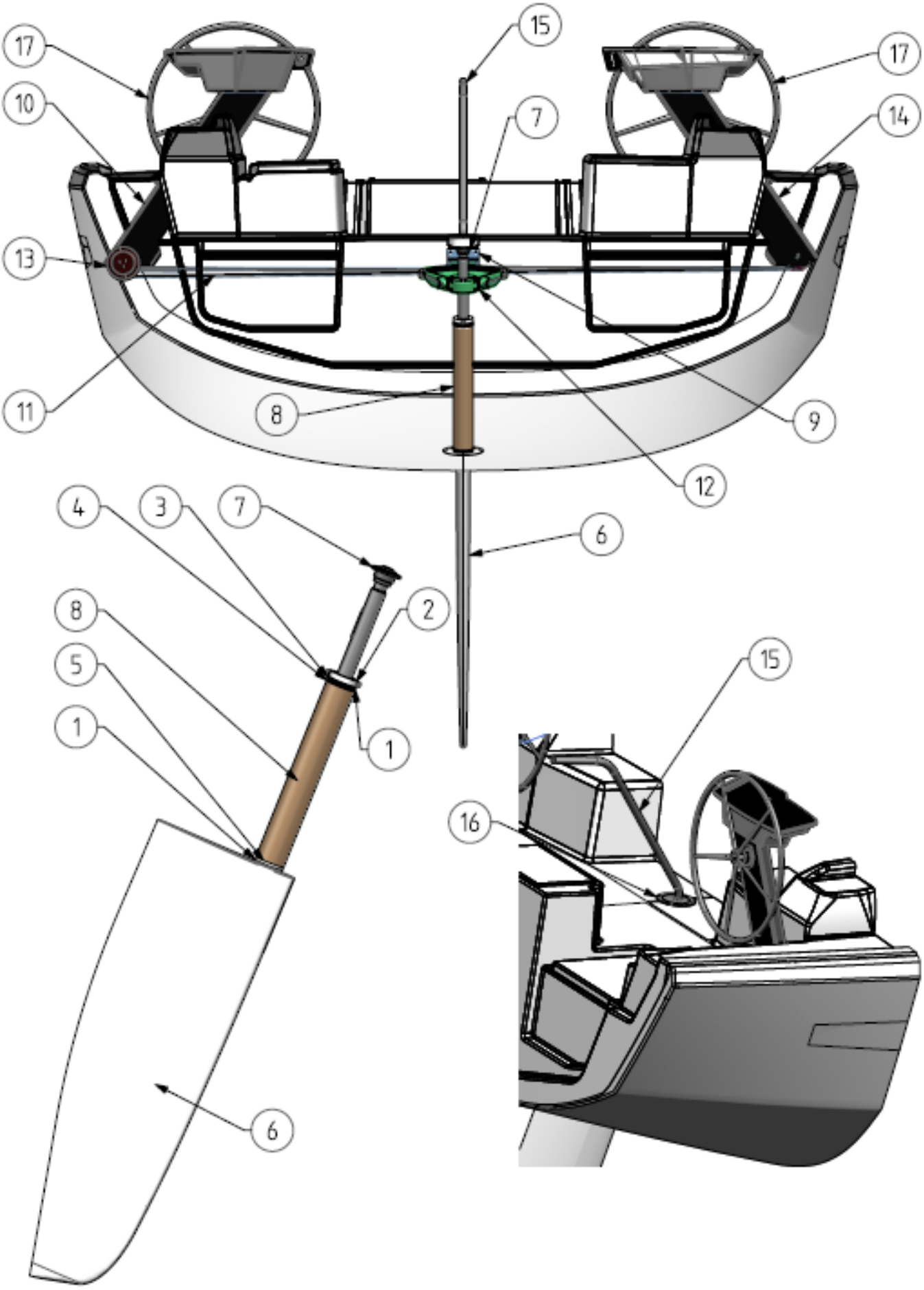
14

15. Steering system diagram

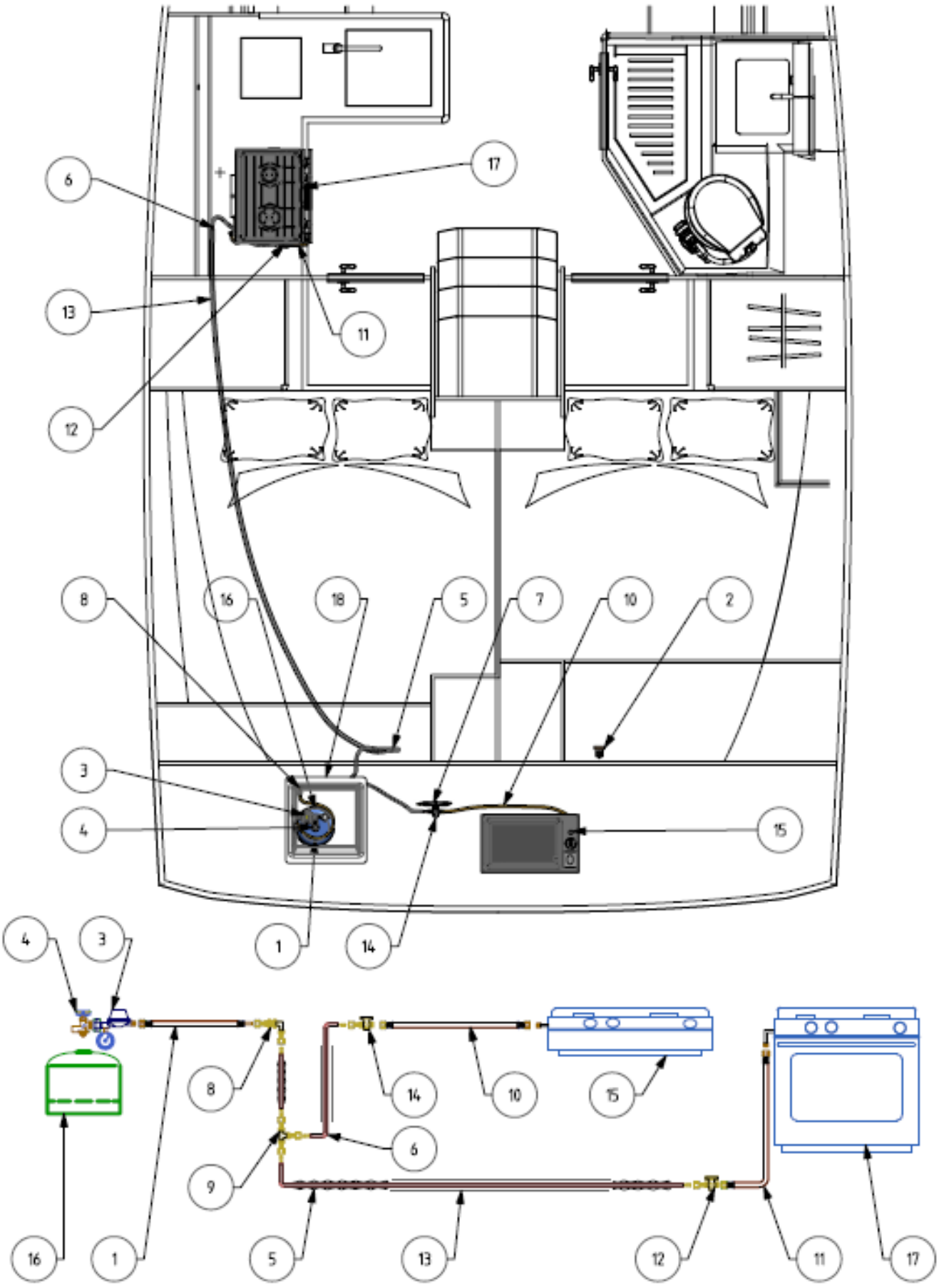
N°	Description	Comments
1	FRICTION DISC EP3	
2	LOCKING RING	
3	FRICTION DISC EP5	
4	RUDDER TUBE SLEEVE	
5	BOTTOM BEARING	
6	RUDDER + STOCK	
7	TOP SWIVEL BEARING	
8	RUDDER TUBE	
9	TILLER STOP	
10	STARBOARD TILLER COLUMN	
11	SET OF CABLES / CHAIN / RIGGING SCREWS	
12	QUADRANT	
13	AUTOPILOT MOTOR*	OPTION
14	PORT TILLER COLUMN	
15	EMERGENCY TILLER	
16	EMERGENCY TILLER ACCESS HATCH	
17	WHEEL D800	



15

16. Gas system

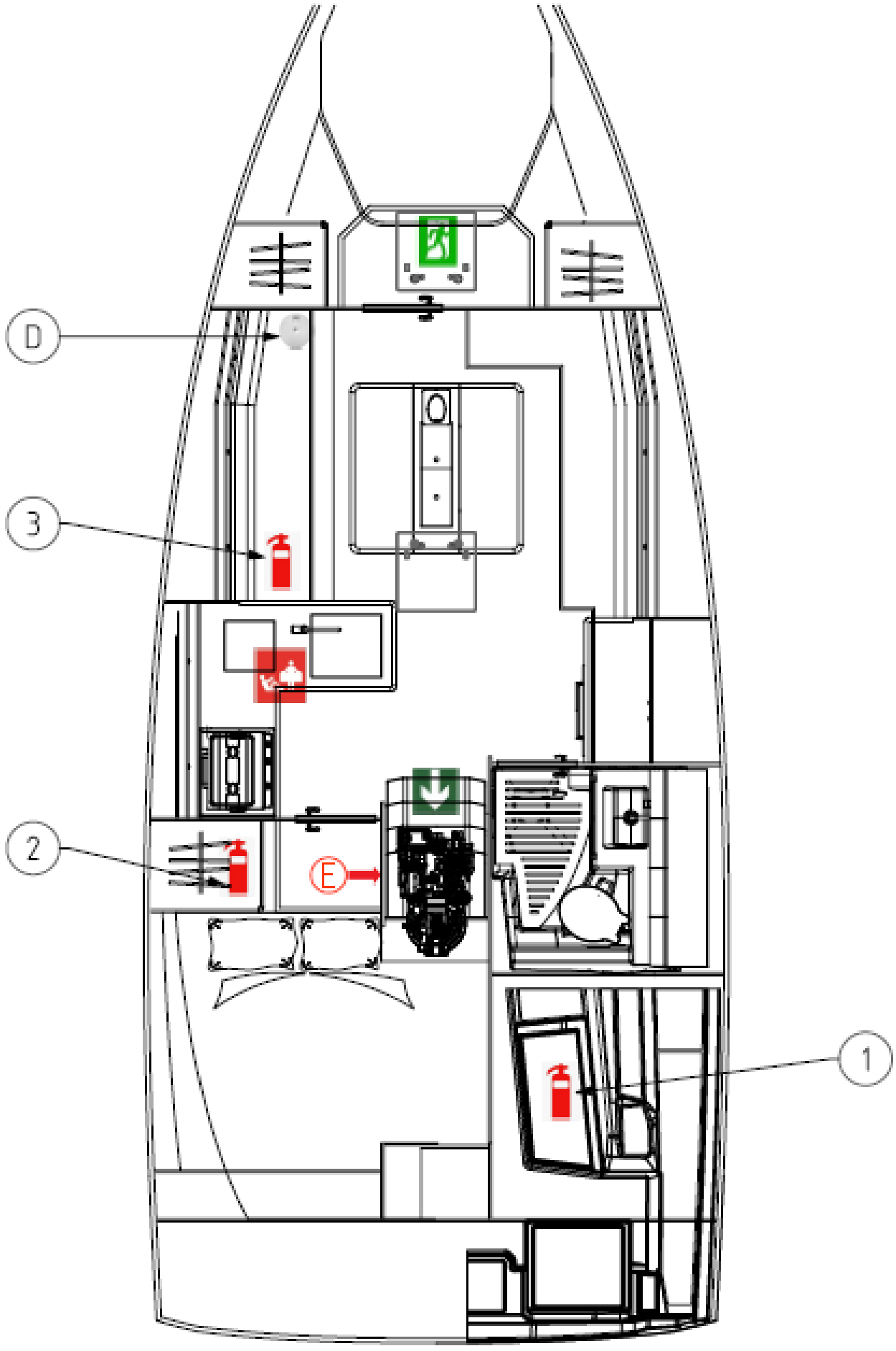
N°	DESCRIPTION	COMMENTS
1	HOSE 0.6m G1#4 D8	
2	BATTERY FOR THE BUILT-IN PLANCHA	OPTION
3	LOW PRESSURE REGULATOR + PRESSURE GAUGE	
4	LOCKING VALVE (CYLINDER)	
5	BLACK PVC SLEEVE (PROTECTION)	
6	ANNEALED COPPER PIPE 6/8	
7	INSPECTION HATCH (ACCESS TO THE PLANCHA VALVE)	
8	ANGLED BULKHEAD FITTING D8	
9	GAS COUPLING TEE	OPTION
10	HOSE 1m G1#4 G1#4	OPTION
11	HOSE 1m G1#4 G1#4	
12	GAS VALVE (COOKER)	
13	PVC PIPE (PROTECTION)	
14	GAS VALVE (PLANCHA)	OPTION
15	BUILT-IN PLANCHA	OPTION
16	GAS CYLINDER	NOT SUPPLIED
17	2-BURNER COOKER/OVEN	
18	GAS LOCKER	



16

17. Abandon ship plan

Ref.	Description
A	2-CABIN VERSION
B	3-CABIN VERSION
	Recommended location for fire extinguishers
1	Cockpit locker: 1 kg dry powder extinguisher 5A/34B **
2	Port aft cabin: 1 kg dry powder extinguisher 5A/34B **
3	Port benchseat in the saloon: 1 kg dry powder extinguisher 5A/34B **
	Engine compartment fire extinguisher port
	Exit that can be used as an escape route
	Main emergency exit
	Fire blanket (recommended location)**
	Smoke detector
**	Not supplied


D
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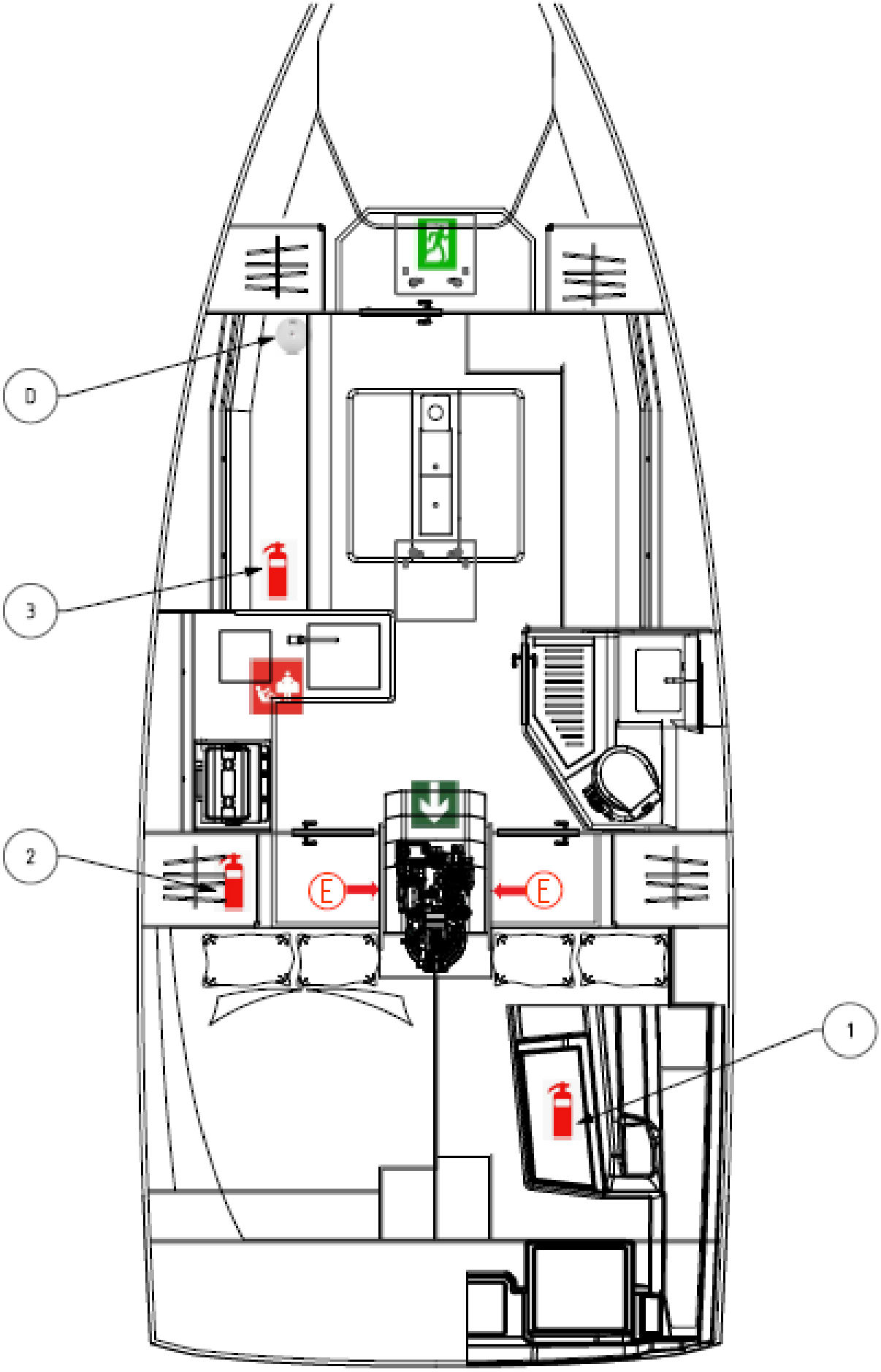
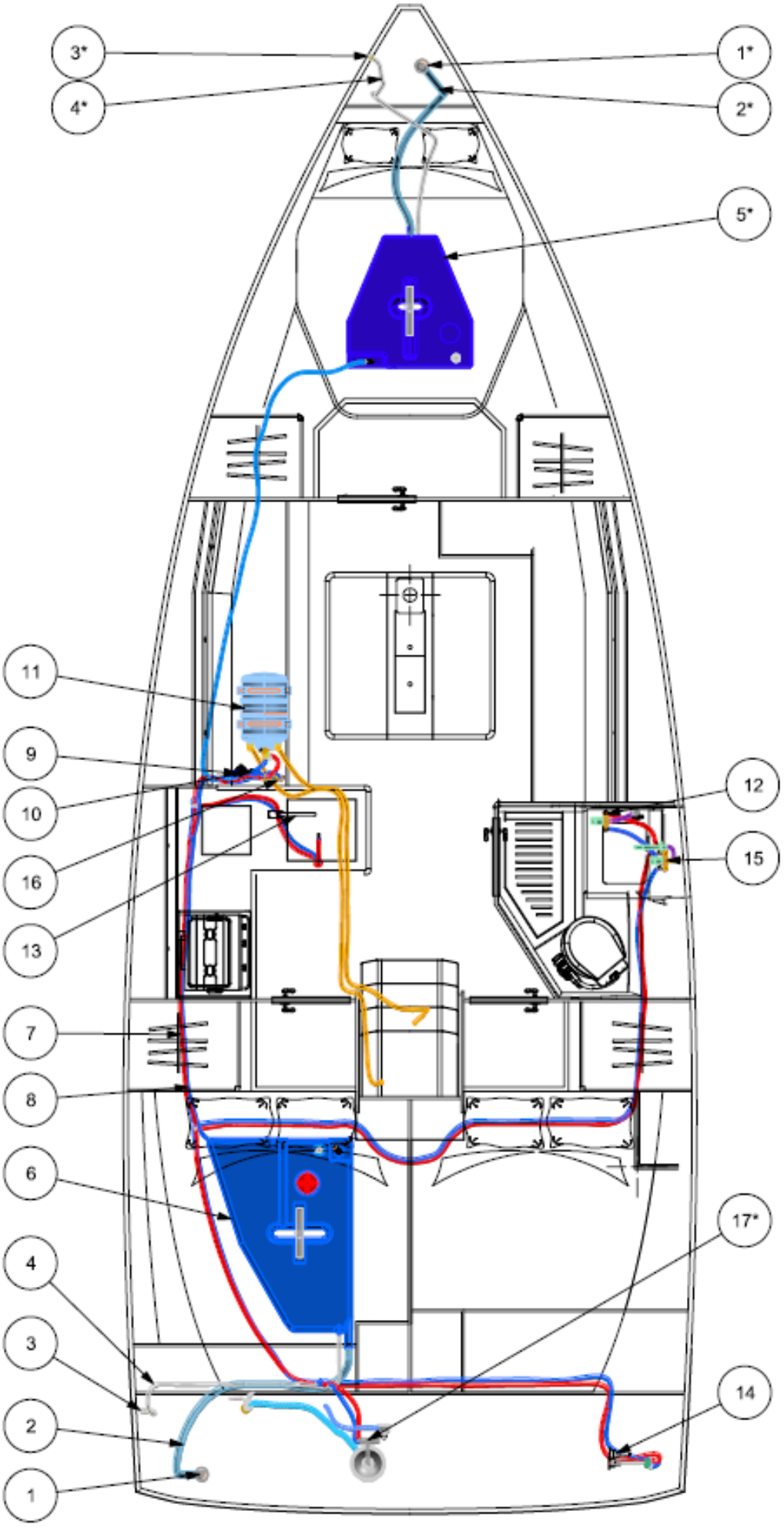
2
E
1


D
3
2
E
E
1

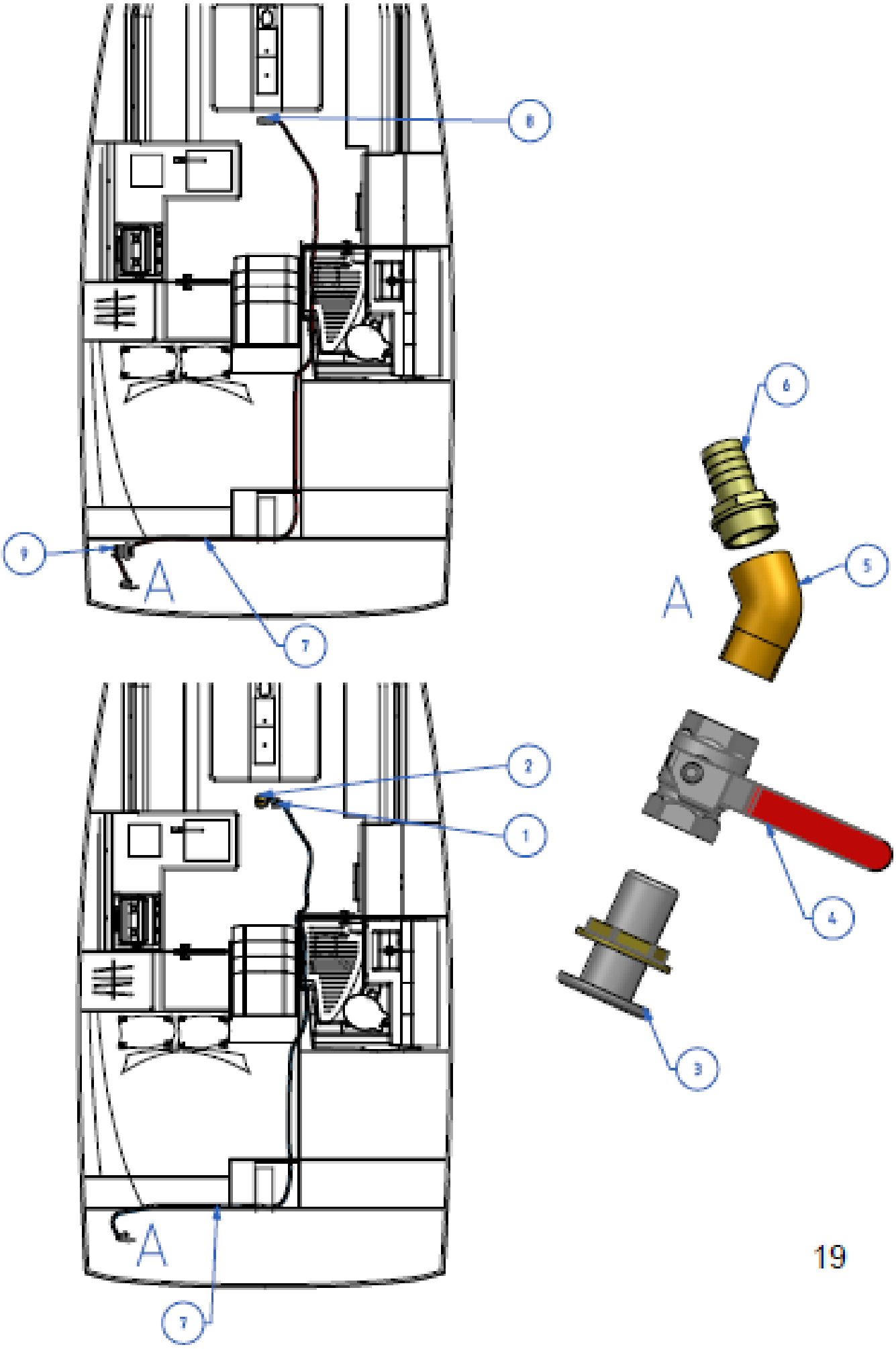
18. Fresh water system

Ref.	Description
1	Filler deck plate
2	Filler hose
3	Vent
4	Vent pipe
5	Forward water tank 180 L*
6	Aft water tank 160 L
7	Hot water pipe
8	Cold water pipe
9	Pressurised water unit
10	Fresh water filter
11	Water heater
12	Mixer tap – bathroom shower
13	Galley mixer tap
14	Deck shower
15	Bathroom single mixer tap
16	3-way manifold ½" *
17	Exterior sink mixer tap*
*	OPTION

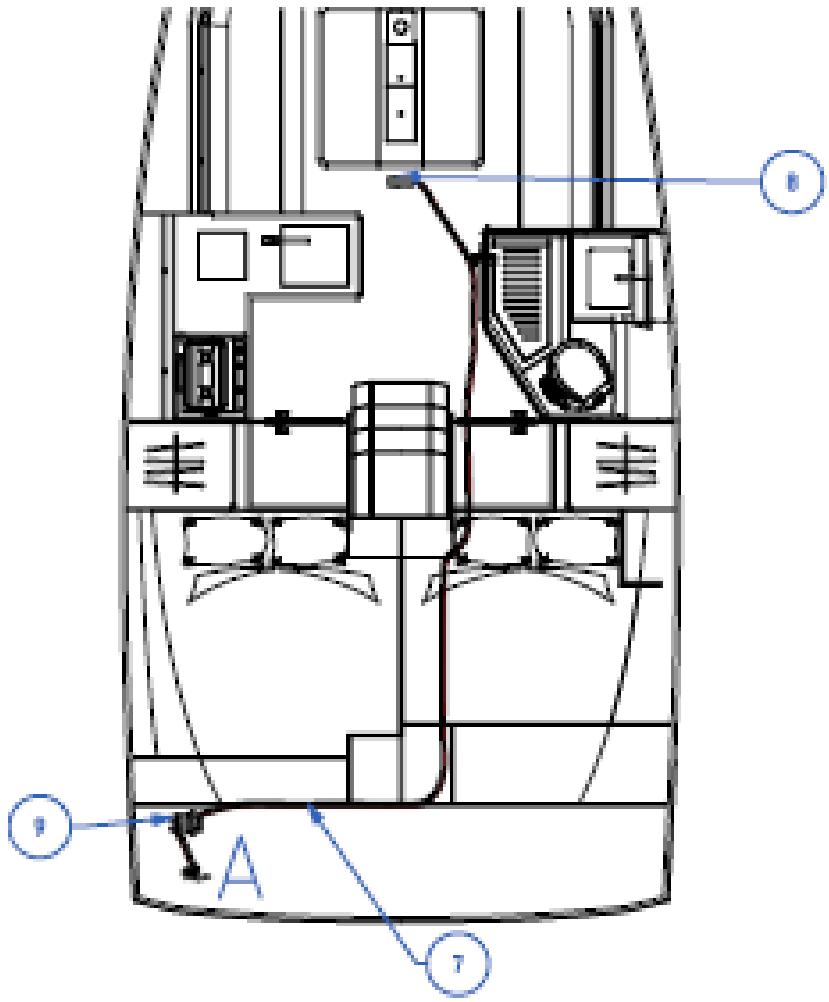

3*
4*
1*
2*
5*
11
9
10
16
13
12
15
7
8
6
17*
4
3
2
1
14

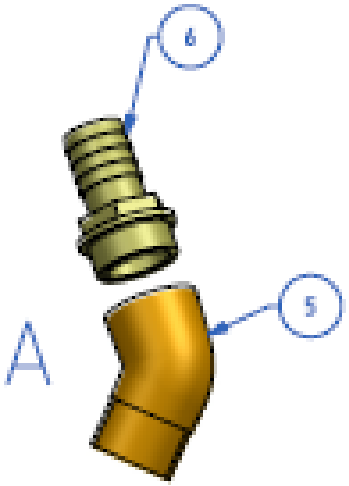
19. Bilge pump system

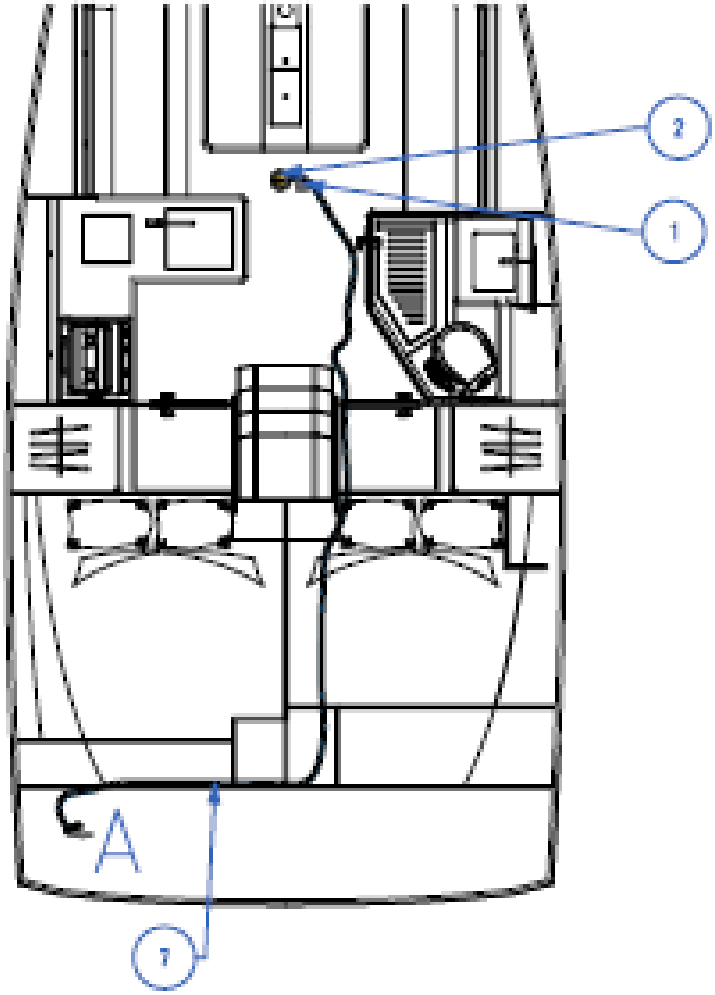
N°	DESCRIPTION
1	JUNCTION BOX
2	AUTOMATIC SUBMERSIBLE BILGE PUMP 12V
3	CHROMED BRASS THRU-HULL FITTING 1’’
4	1/4T BRASS VALVE FF 1’’
5	45° BRASS ANGLED FITTING MF 1"
6	BRASS RINGED COUPLING M 1’’x25
7	DISCHARGE HOSE D25
8	JABSCO VALVED STRAINER D25MM
9	MANUAL BILGE PUMP

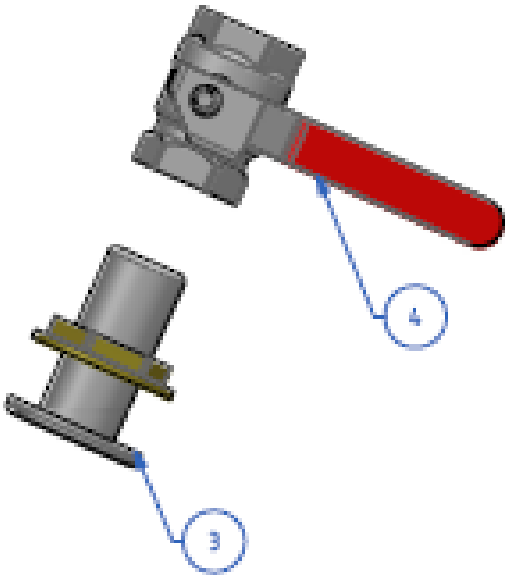


19





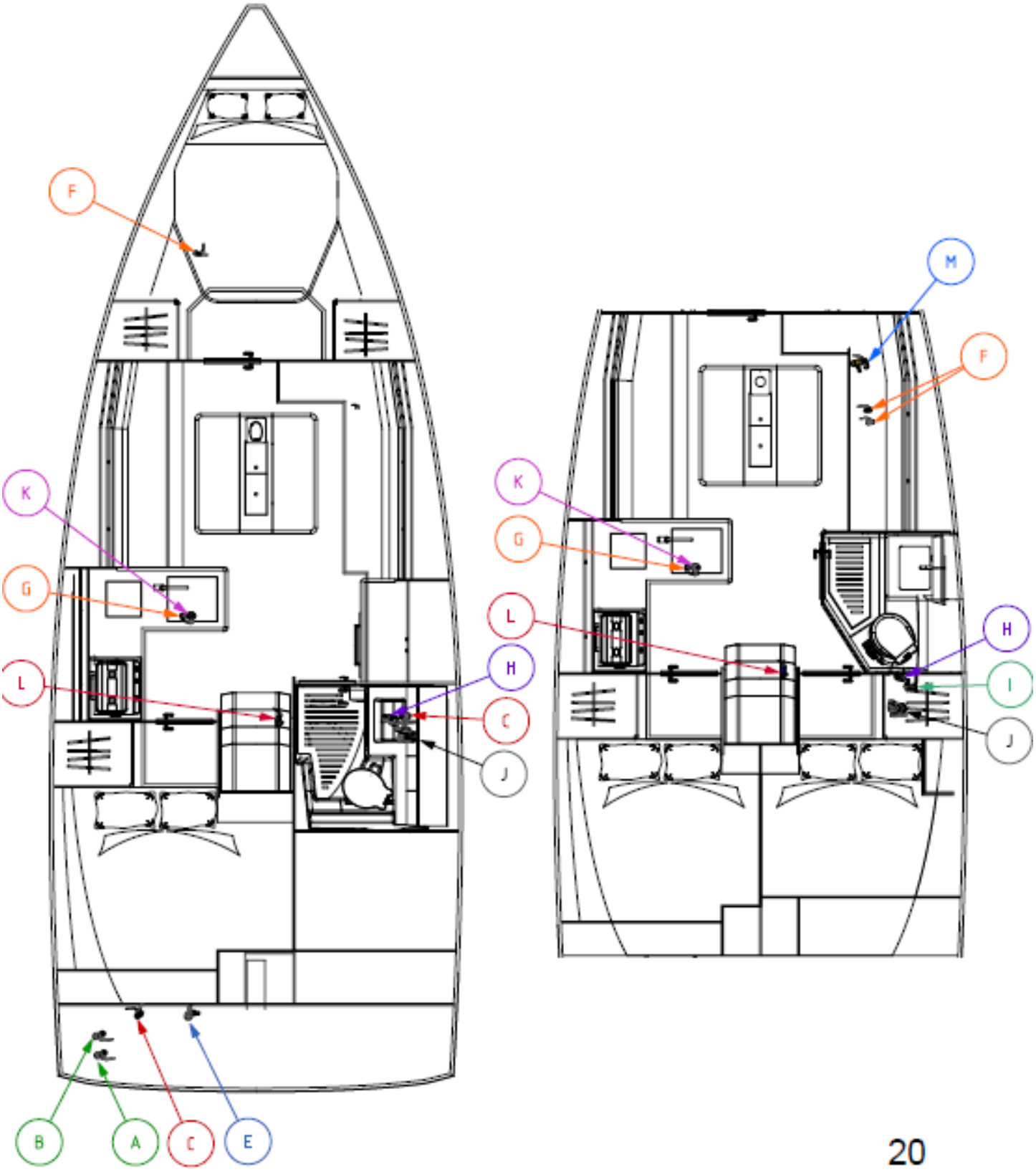




19

20. Location of thru-hull fittings

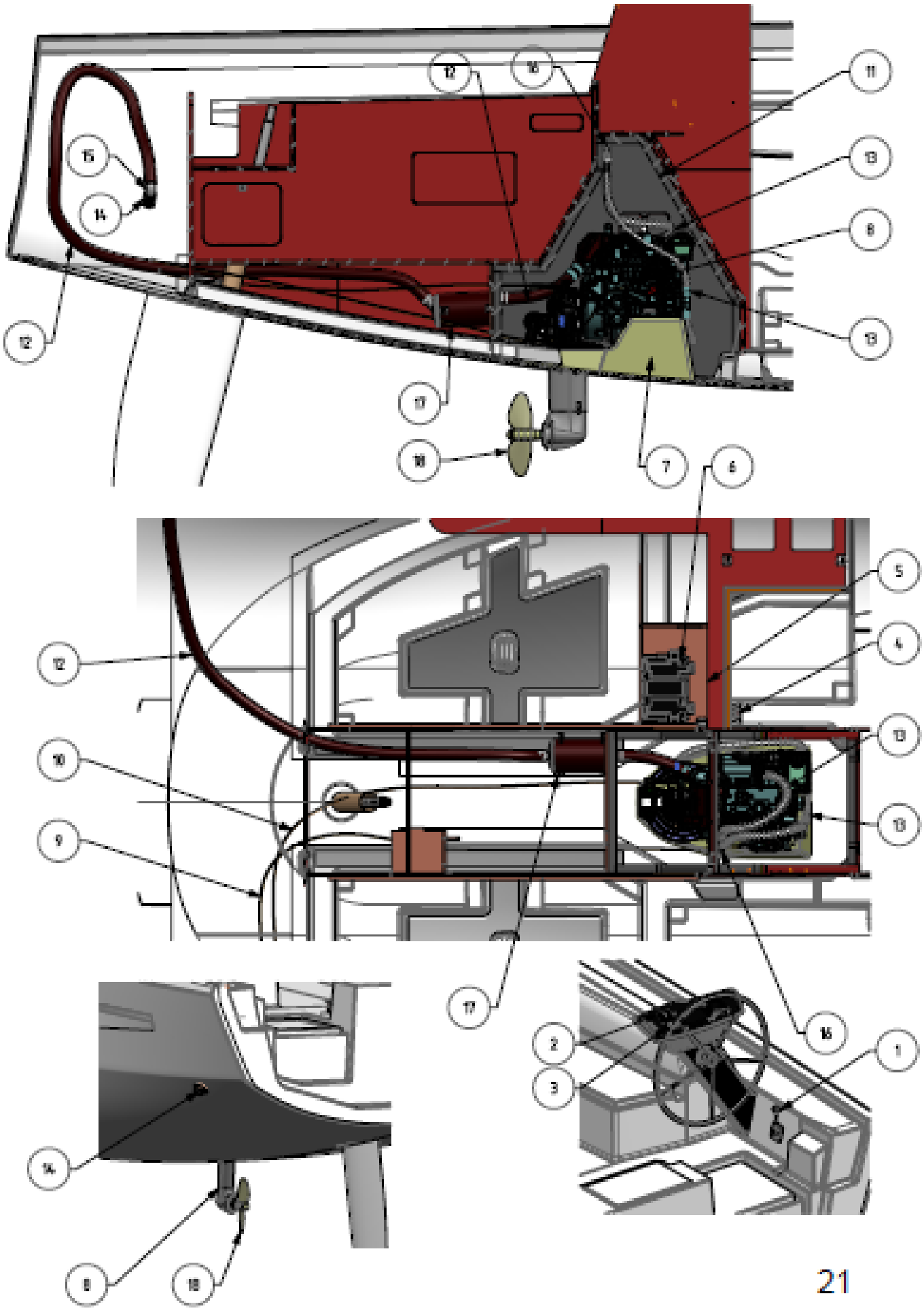
Ref.	Function	Ø
A	MANUAL BILGE PUMP DISCHARGE	1’’
B	ELECTRIC BILGE PUMP DISCHARGE	1’’
C	EXTERIOR SINK WATER DISCHARGE*	1’’
D	SINK / BATHROOM SHOWER DISCHARGE (2 CABINS)	1’’
E	GENERATOR DISCHARGE*	1’’ 1/4
F	AIR CONDITIONING WATER DISCHARGE*	1/2 ’’
G	GALLEY SEAWATER PUMP INLET	1/2 ’’
H	TOILET WATER INLET	3/4 ’’
I	SINK / BATHROOM SHOWER DISCHARGE (3 CABINS)	1’’
J	TOILET DISCHARGE	2’’
K	GALLEY DISCHARGE	1’’ 1/4
L	GENERATOR WATER INLET*	3/4 ’’
M	AIR CONDITIONING WATER INLET*	3/4 ’’
*	Option	



20

21. Engine installation

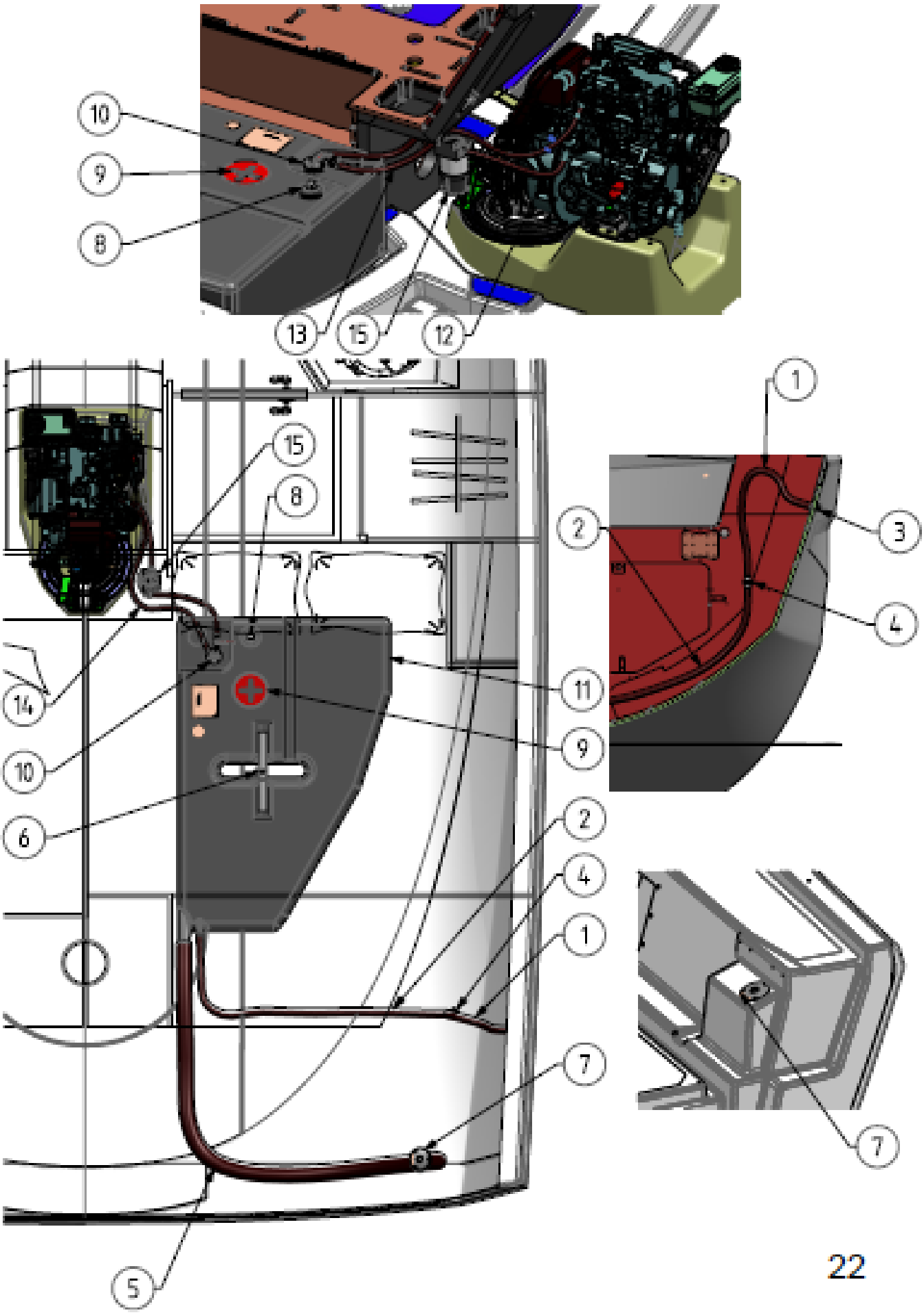
Ref.	Description
1	Engine control unit
2	Engine control panel
3	RPM counter
4	Single-pole circuit breaker
5	Charge divider
6	Starter battery 74 Ah
7	Polyester engine frame
8	Propelling engine
9	Accelerator control cable – 5.50m
10	Inverter cable – 4.75m
11	Engine insulating foam
12	Exhaust pipes D45
13	Seawater pipes D20
14	Exhaust outlet D45
15	Angled plastic section D45
16	V-type anti-siphon swan neck
17	VOLVO waterlock D45
18	Propeller – according to engine or option



21

22. Diesel circuit

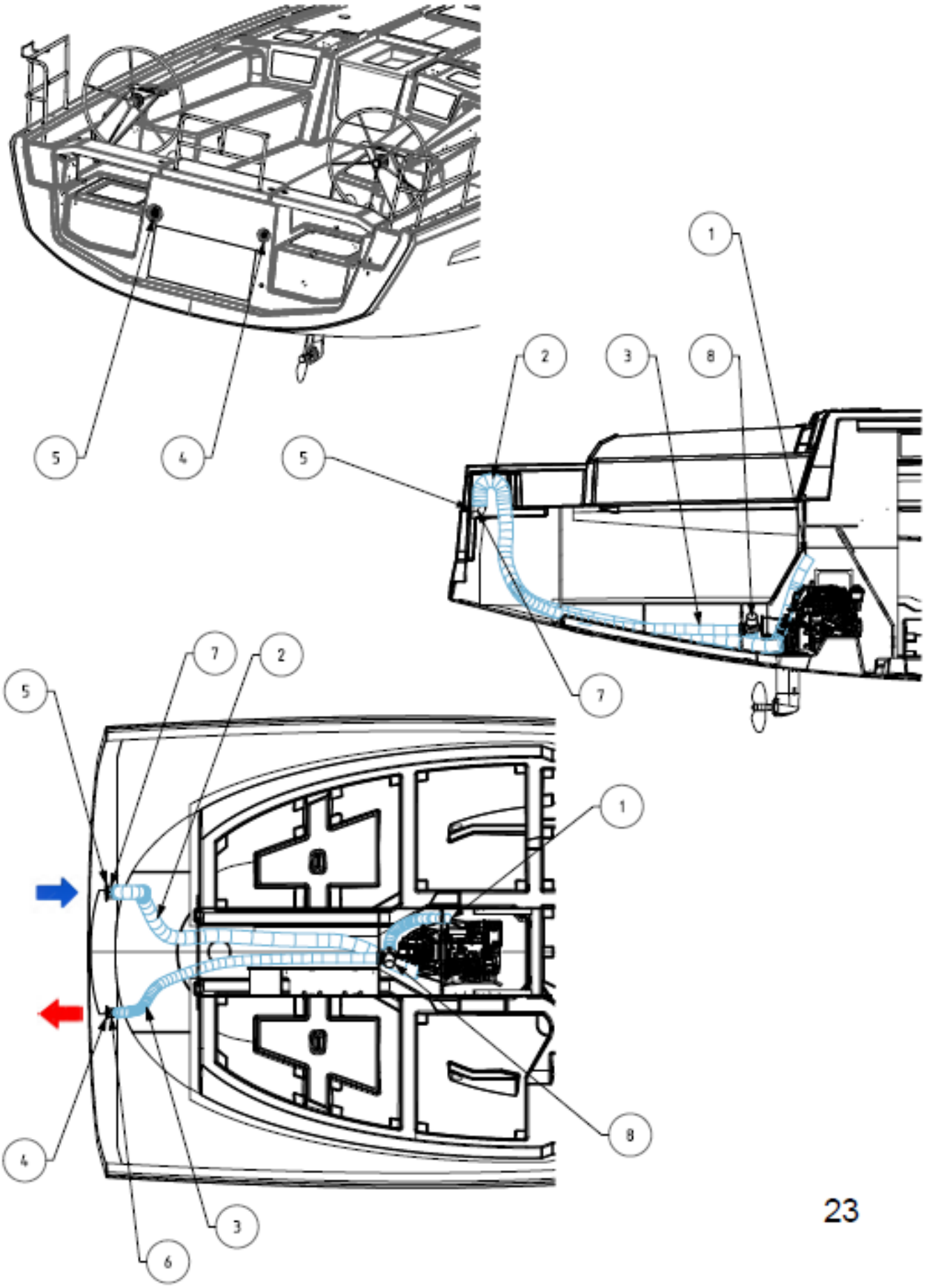
Ref.	Description
1	Vent pipe D16 – part 1
2	Vent pipe D16 – part 2
3	Vent D16
4	Overfill vent
5	Filling pipe D50
6	Tank fixing crosspiece
7	Diesel filler deck plate
8	Resistive level sensor
9	Inspection port cap
10	Tapping plate + locking valve
11	Diesel tank 160 L
12	Feed pipe D10 – part 1
13	Feed pipe D10 – part 2
14	Diesel fuel return pipe
15	VOLVO diesel fuel pre-filter



22

23. Engine ventilation system

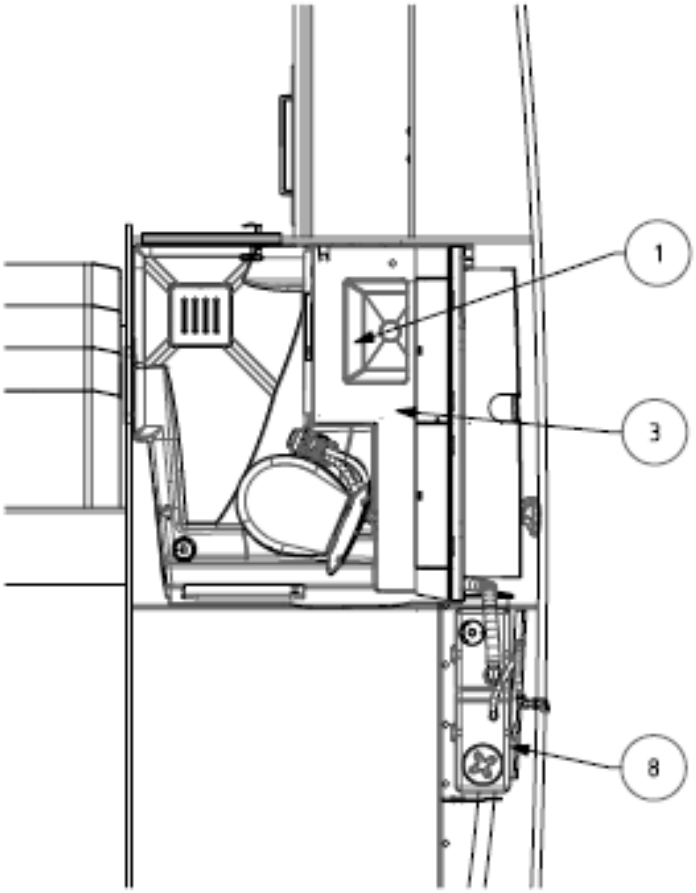
Ref.	Description
1	Extraction duct D75
2	Air inlet duct D100
3	Extraction duct D70
4	Sleeve grill D75
5	Sleeve grill D100
6	Angled sleeve D75
7	Angled sleeve D100
8	Bilge fan 12 V

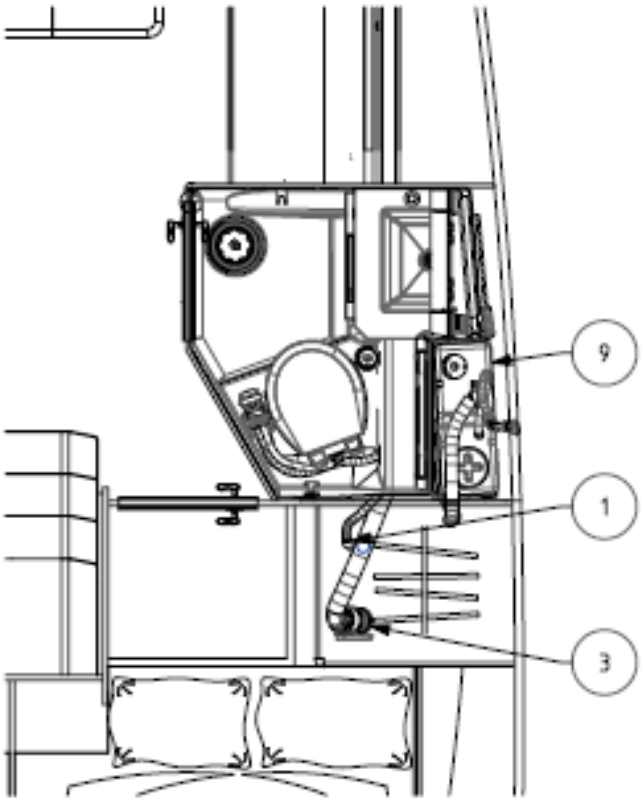


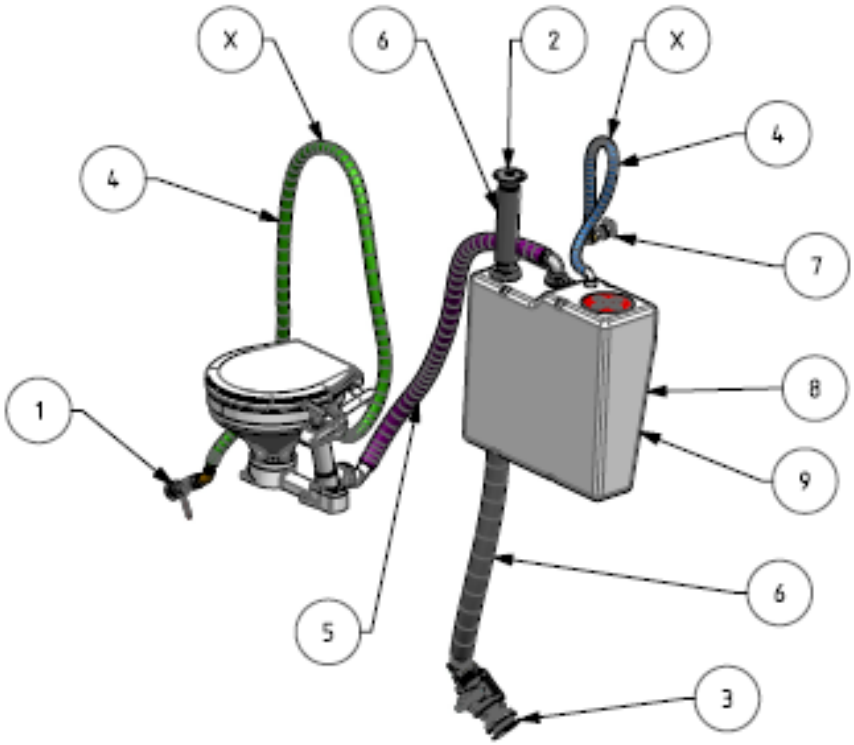
23

24. Holding tank installation diagram

Ref.	Description
1	Thru-hull fitting + valve 3/4’’
2	Pumping deck plate Ø50
3	Thru-hull fitting + valve 2’’
4	Pipe Ø20
5	Anti-odour pipe Ø38
6	Anti-odour pipe Ø51
7	Chromed brass vent
8	Polyethylene holding tank 45 L (2 cabins)
9	Polyethylene holding tank 50 L (3 cabins)
X	Swan neck



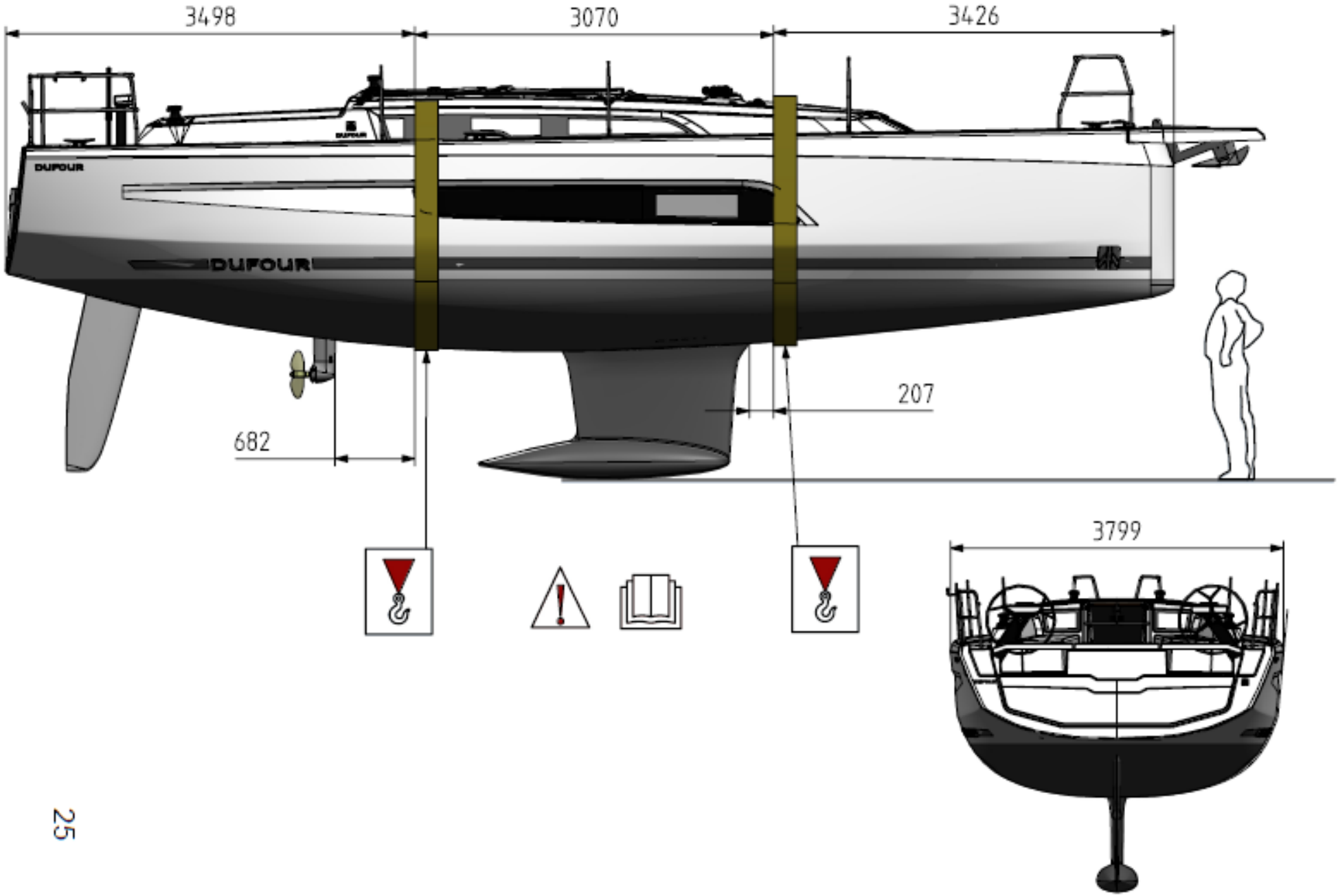




24

25. Lifting plan

Ref.	*Description*	
▼	See red triangle under the deck ledge for information	
	Light displacement:	(see chapter II)
	Main beam:	3.80 m
	Standard draft:	1.90 m


3498
3070
3426
DUFOUR
DUFOUR
207
682
3799

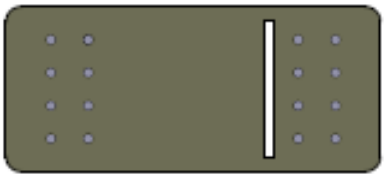
26. Navigation lights

	Function	Switch
A	Sail powered	7
B	Engine powered	7 + 11
C	Anchoring	9
D	12V distribution panel	
	Red / green bow lights	Range 2Nm
	Stern light	Range 2Nm
	Masthead light	Range 3Nm
	Mooring light	Range 2Nm

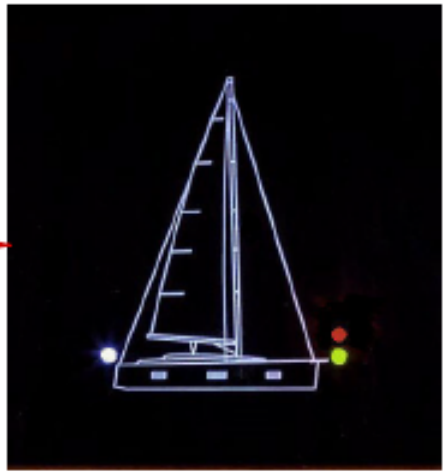
D

A

7



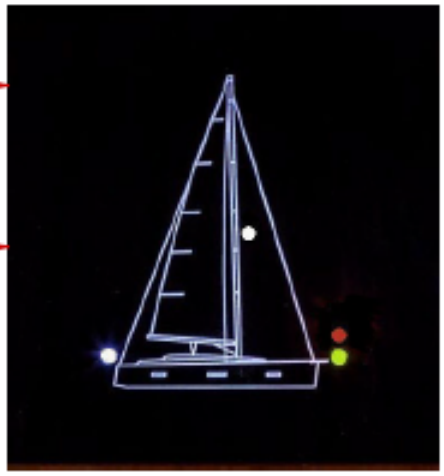
FEUX DE NAVIGATION
NAVIGATION LIGHTS



B

11

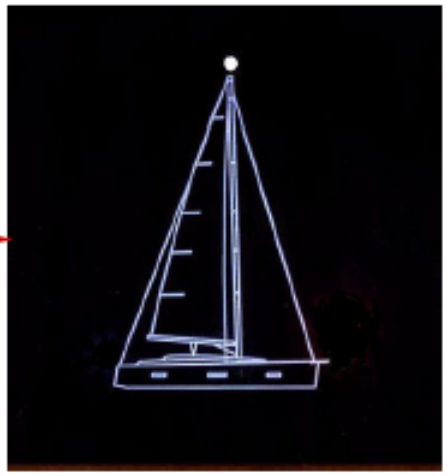
FEU DE HUNE
STEAMING LIGHT



C

9

FEU DE MOUILLAGE
MOORING LIGHT



26 .

NOTES