

OWNER'S MANUAL
BENETEAU 25

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EXPLANATION OF THE TYPOGRAPHY USED:

DANGER

WARNING

TAKE CARE

RECEIPT

OWNER'S NAME

ADDRESS

.....

.....

Owner of the BENETEAU 25 n°

Do certify that I have accepted delivery and read the information in the owner's manual delivered with the boat.

On

Signature

Please keep this copy for your records



RECEIPT

OWNER'S NAME :

ADDRESS :

.....

.....

Owner of the BENETEAU 25 n°

Do certify that I have taken delivery and read the information in the owner's manual delivered with the boat.

On

Signature

Please send back this copy to BENETEAU S.A
ZI des Mares BP66
85270 Saint Hilaire de Riez
FRANCE

I) INTRODUCTION

Dear Madam, Dear Sir,

You have just taken delivery of your new BENETEAU boat and we would like to congratulate you first of all for the confidence you showed to us in choosing a product of our mark.

A BENETEAU boat is built to last : each boat is subject to particular care in the slightest details, as early as when she is designed, when she leaves the factory and she is launched ; this way, she will come up to your expectations for many years.

This manual was meant to help you to enjoy your boat safely. You will find in it the details of your boat , her fittings and information about the use and maintenance. Read it carefully and get to know her before you put out to sea.

If this is your first boat, or if you change to a new type of boat (to which you are not used) get some training to control and sail her , to ensure your safety and comfort. Then you will be able to assume the command of the boat. Your dealer, your national sailing association or your Yacht club will be very happy to recommend you local sailing schools or professional instructors.

Have fine and safe sailing time.

(1) Throughout their lives, our boats are regularly improved and benefit from our experience and our customers' experience ; therefore the specifications given in this owner's manual are not contractual and may be modified without prior notice and up dating obligation.

In the same way, this manual has a general purpose and it may sometimes list some equipments or refer to some points which are not relevant to your own boat. In case of doubt, you shall always refer to the inventory list.

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

II) IDENTITY CARD OF THE BOAT

Type BENETEAU 25
 Name of Builder BENETEAU SA
 Design Category C
 N° of acknowledged body CE 0607

Length of Hull	7.48 m
Hull Beam	2.52 m
Draught:	1.58 m
Head Room	11.58 m

Maximum Authorized Engine Power :	5 kW
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Fuel capacity :	0 L
Fresh water capacity :	0 L
Batteries capacity :	0 Amps

Category	Height of wave (m)	Wind force (Beaufort)
A	> 4	> 8
B	< 4	≤ 8
C	< 2	≤ 6
D	< 0.3	≤ 4

For additional informations concerning the fitted equipments, please refer to their manuals enclosed in the boat literature.

Maximum recommended number of persons on board by design category:

Category	Maximum number of persons
A	
B	
C	6
D	6

The equipments of the C.E. Certified boat are : The fuel tanks, the parts of the steering system, the parts of the gas system and the hatches and portholes.

(1)

WEIGHT ESTIMATION

SAILING CATEGORIES	A	B	C	D
Light Boat :			1180	1180
Minimum Crew :			75	75
Life Raft :			33	33
Rest of Crew :			375	375
Personal Equipment :			125	125
Margin for Extra Equipment :			12	12

MAXIMUM LOAD DISPLACEMENT (Kg)	1800	1800
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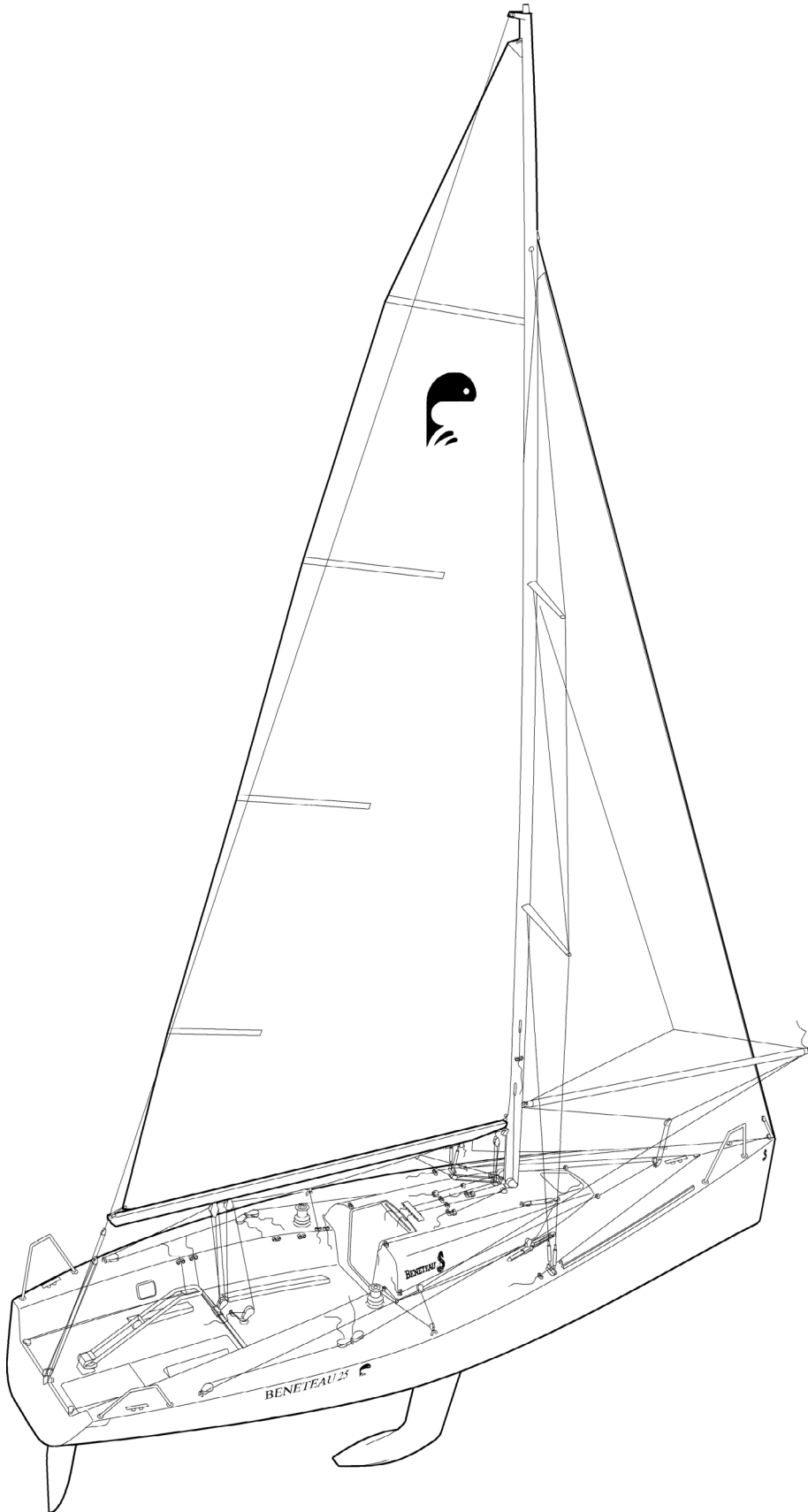
MAXIMUM LOAD (Kg)	620	620
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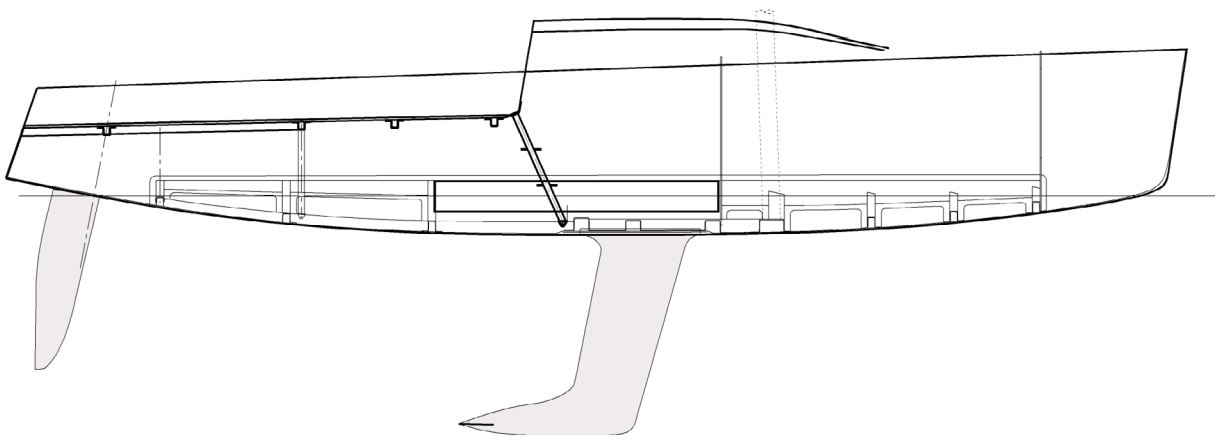
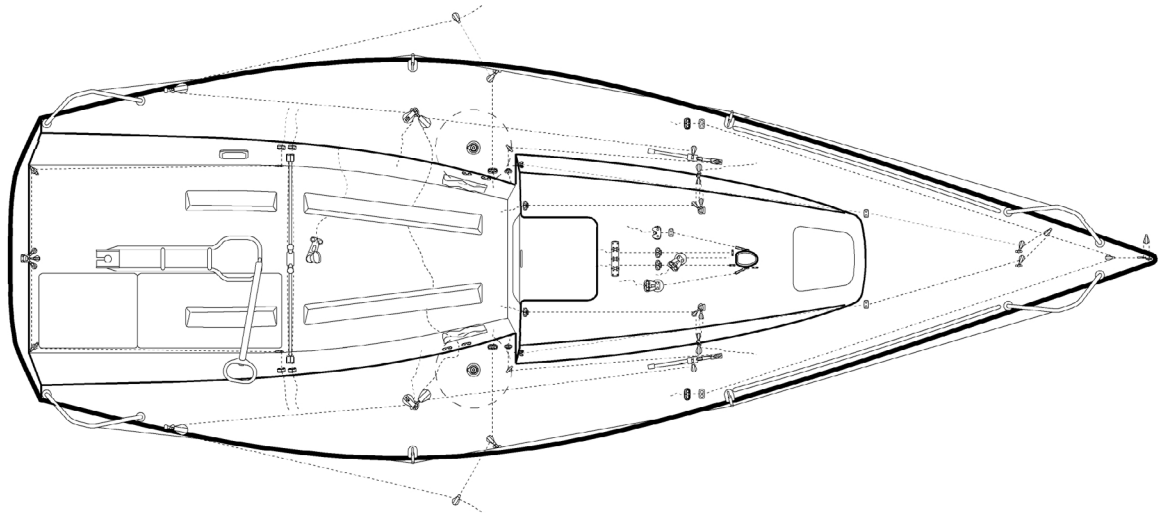
MAXIMUM LOAD = MAXIMUM LOAD DISPLACEMENT – LIGHT BOAT

ANY OVERLOADING CARRIES A RISK OF FLOODING OR LOSS OF STABILITY

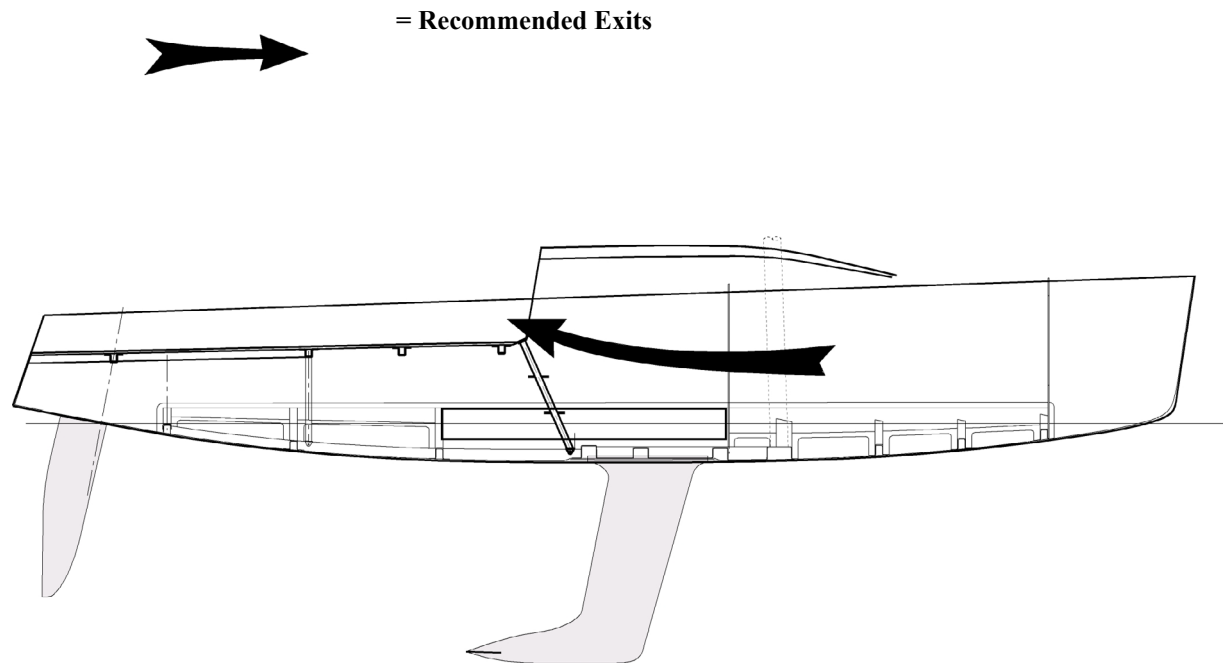
The maximum load recommended, as indicated on the boat builder's plate required by the European directive 2003/44CE, does not include the weight of the contents of the rigid tanks when full (fuel, freshwater, grey and black water).

III) ACCOMMODATION





EXIT IN CASE OF FIRE



IV) DECK

- The safe lines can be fastened either on the mooring cleats or on the toe rail.

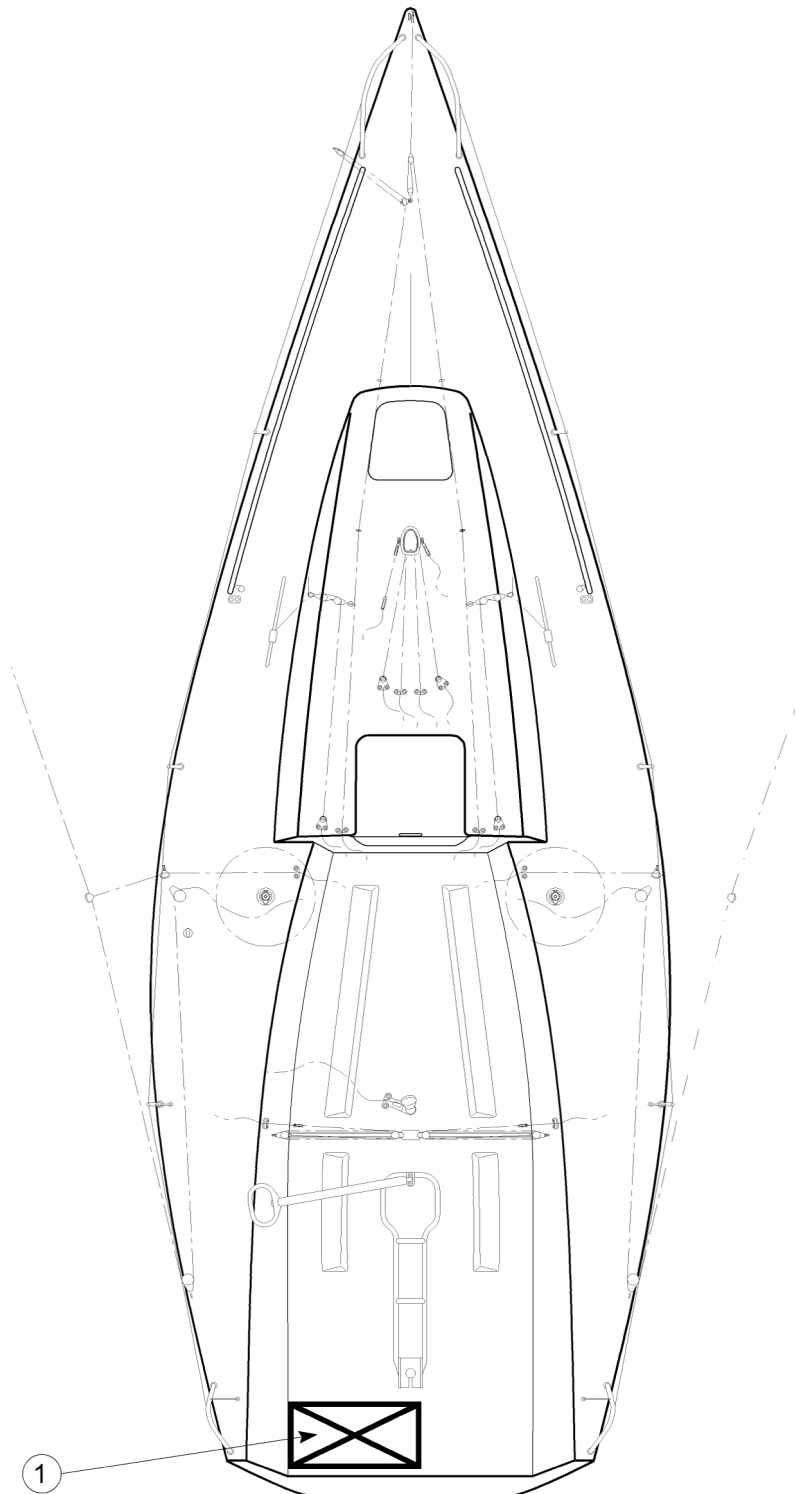
Some boats are fitted with a foldaway swimming ladder. The swimming ladder shall be in its usual place as soon as you are on board.

Make sure that the hatches and portholes are closed before you put out to sea.

In case of rough sea, close the boat with her door and washboard so that no water may come into the boat

Check that nothing blocks up the draining holes ; never seal them.

① Location of the life-raft



V) SAILS AND RIGGING

Specifications of the Sails :

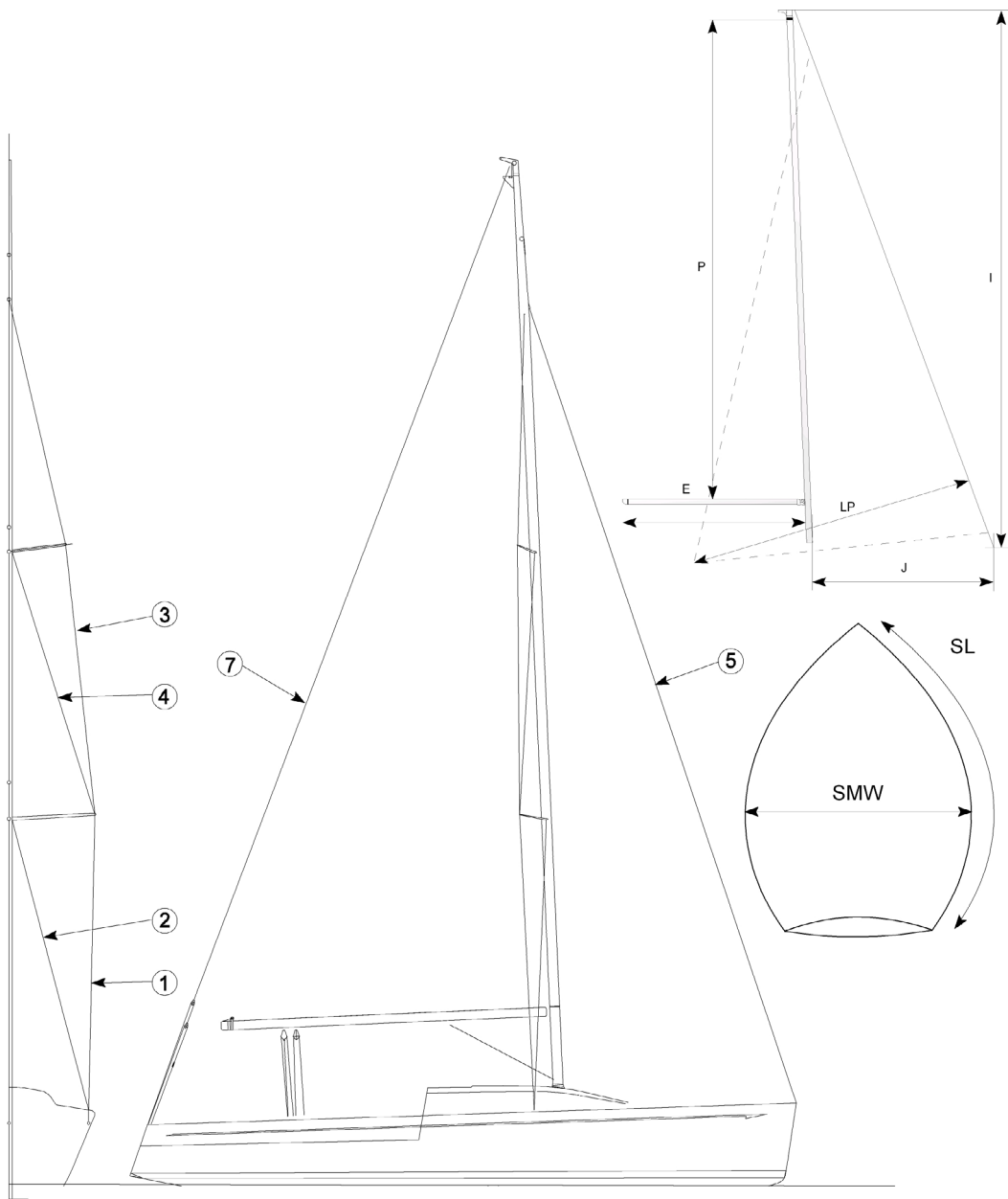
SAIL	AREA m ²
Total	31.7 m ²
Main Sail	12.5 m ²
Genoa	19.2 m ²
Spinnaker (maxi)	50.9 m ²

I	9.10 m
J	2.60 m
P	9.40 m
E	3.65 m
LP	2.73 m
SL	9.50 m
SMW	5.64 m

Specifications of the Standing Rigging:

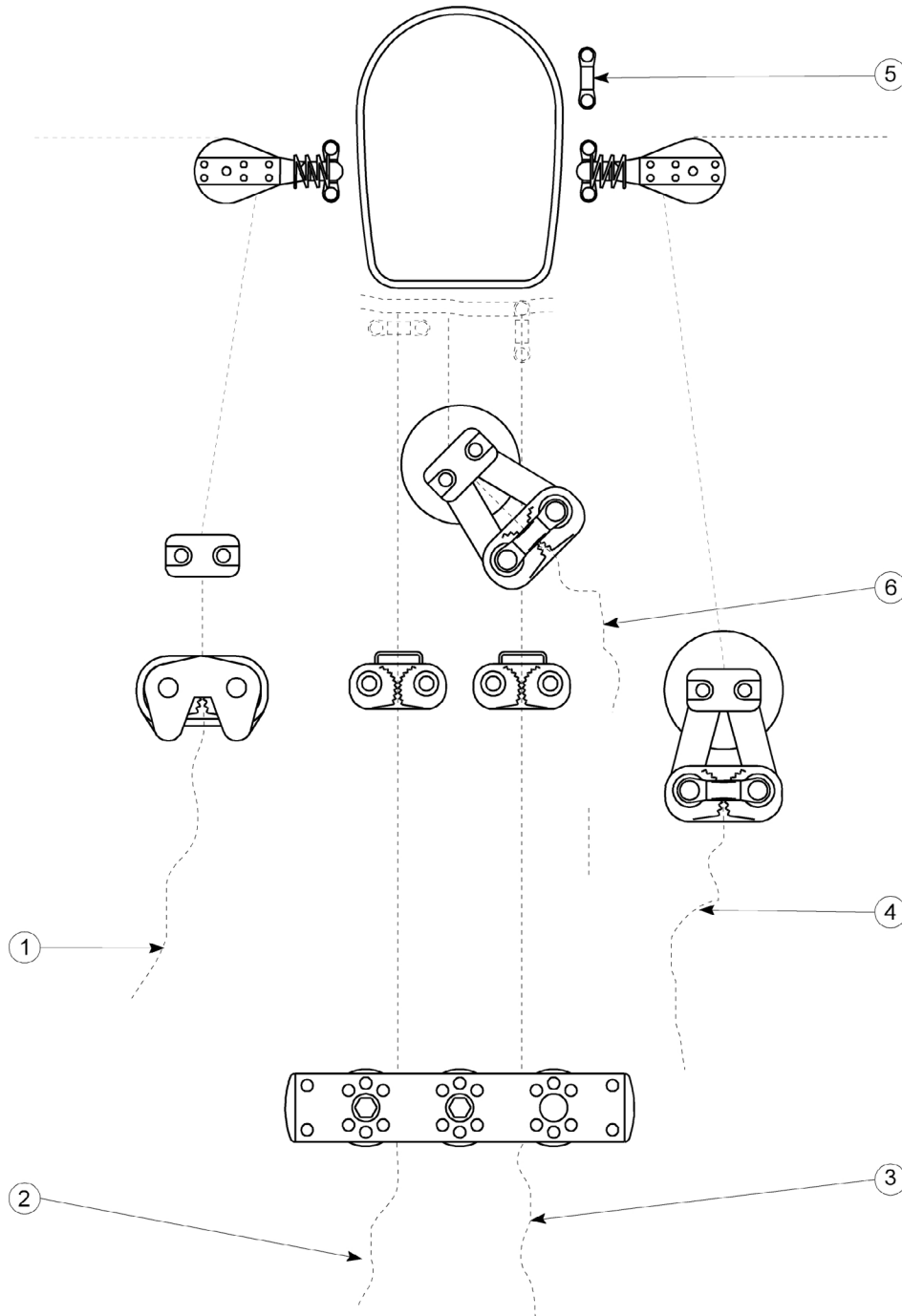
V : Vertical - D : Diagonal

REF	CABLE	Ø mm
1	V1 (Shroud)	5
2	D1 (Lower Shroud)	5
3	V2 /D3 (Upper Shroud)	4
4	D2 (Inter)	3
5	Forestay	6
7	Preventer Backstay	4

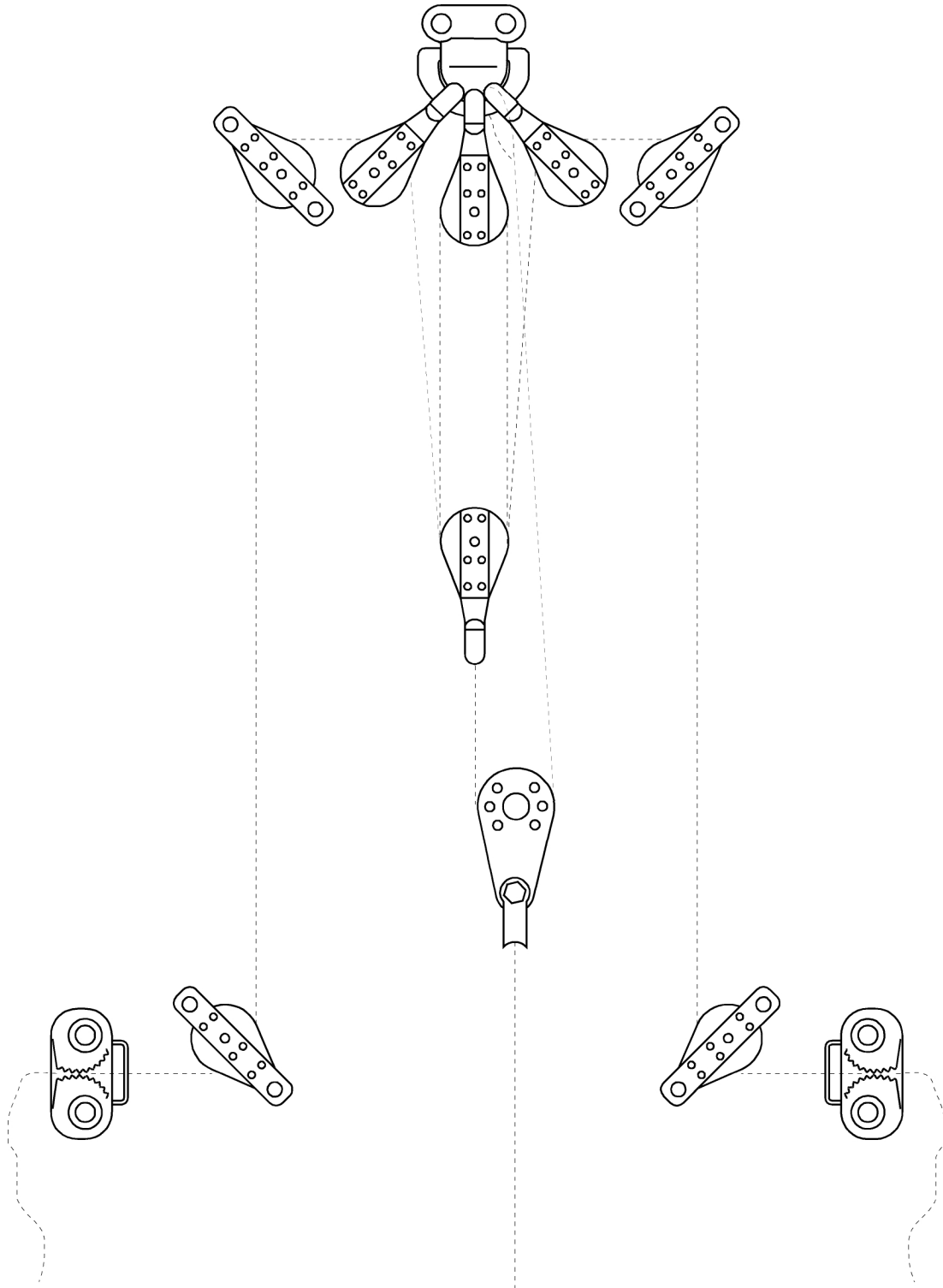


DECK FITTING LAY OUT

REF	STANDARD MAST
1	Jib Halyard
2	Mainsail Cunningham
3	Mainsail Foot Tuning Line
4	Spinnaker Boom Topping Lift
5	Spinnaker Halyard (Block not Supplied)
6	Downhaul



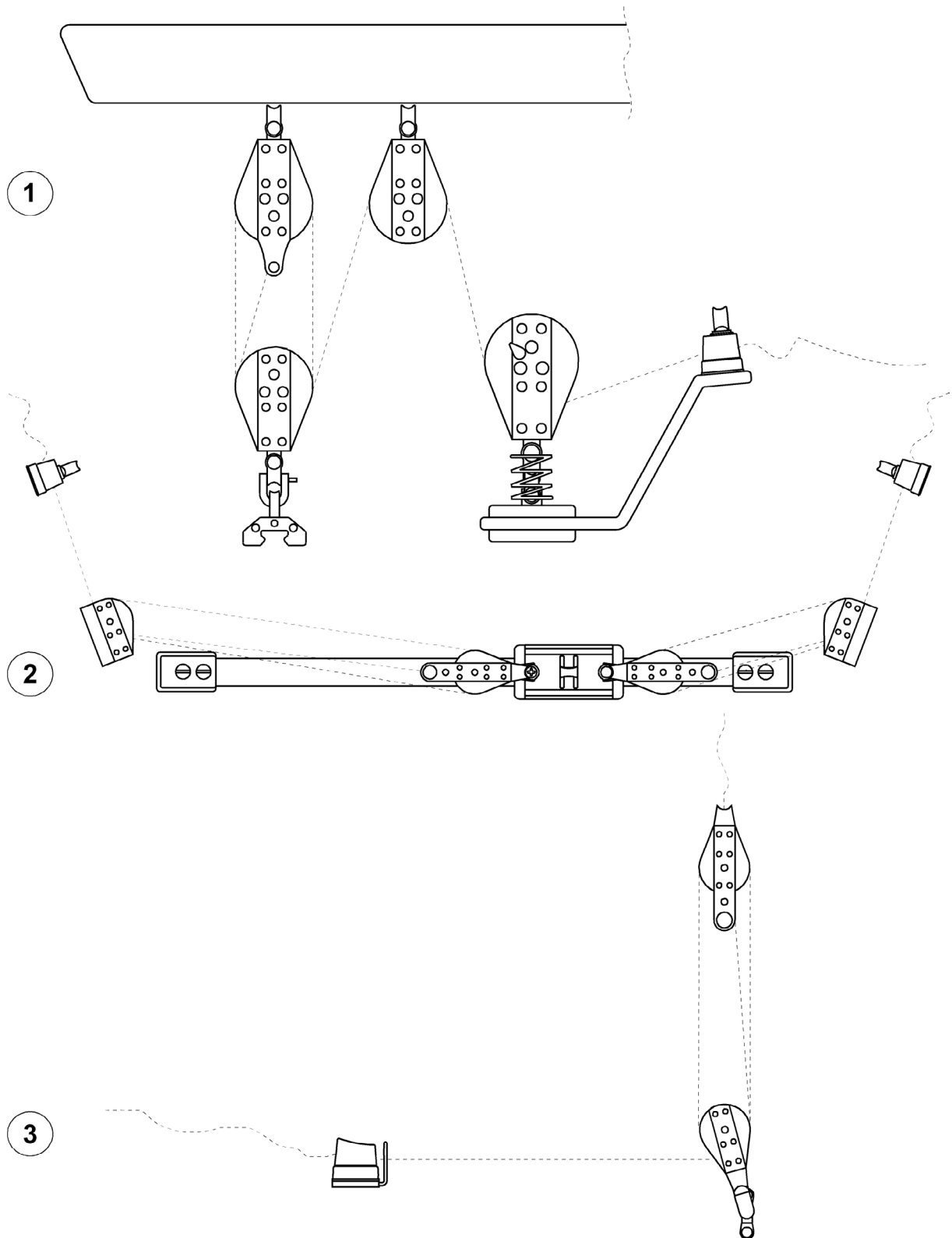
BACKSTAY TACKLE



1. MAINSAIL TACKLE

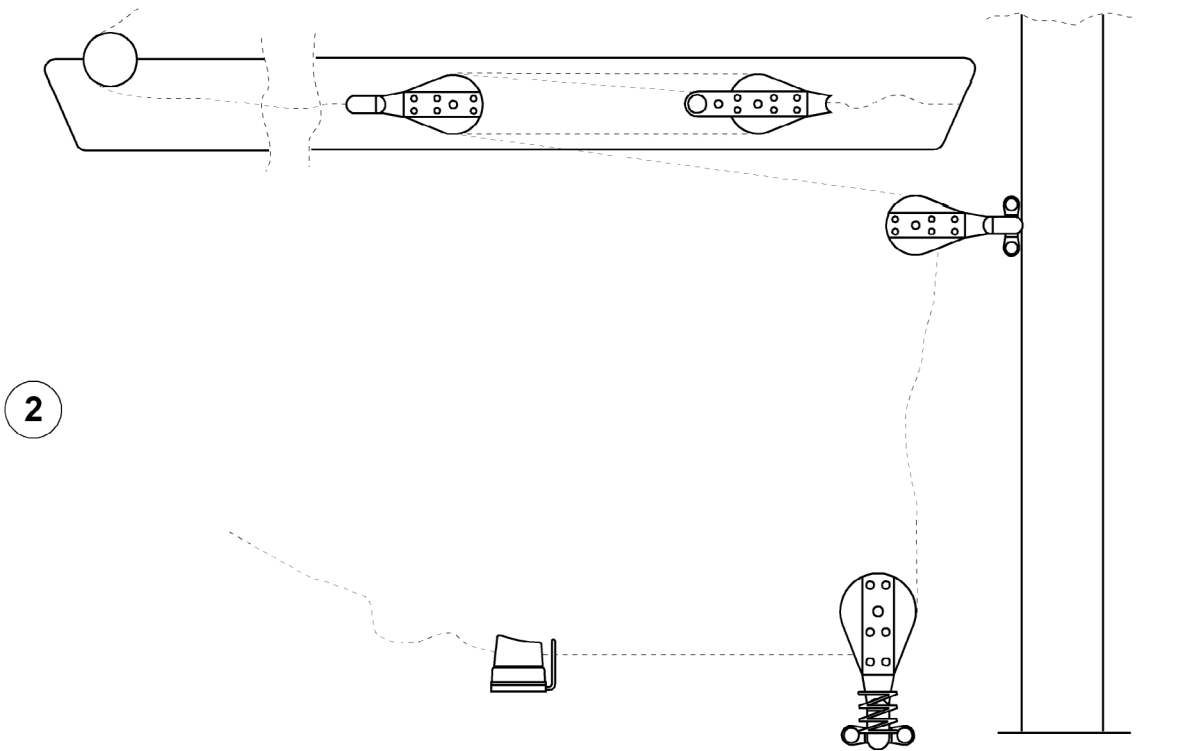
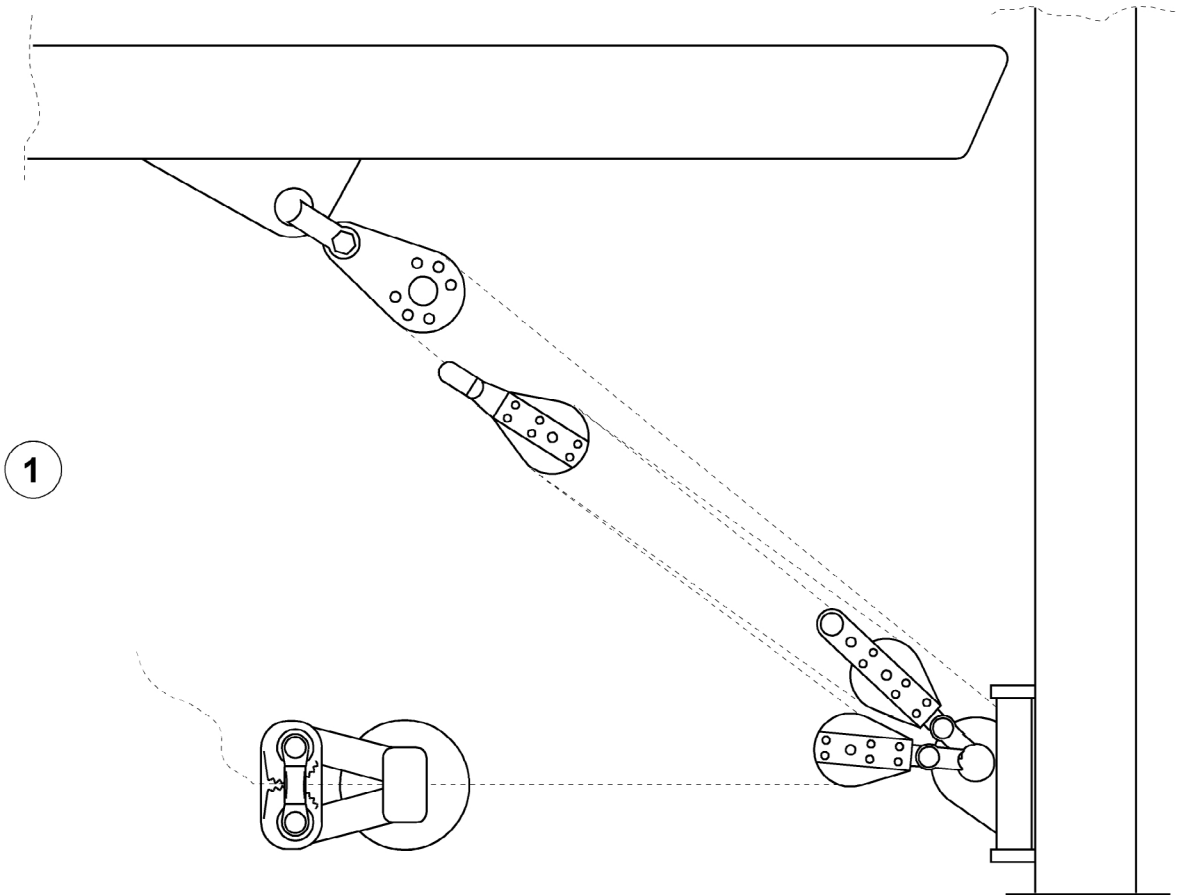
2. MAINSAIL SHEET TRAVELLER

3. MAINSAIL CUNNINGHAM



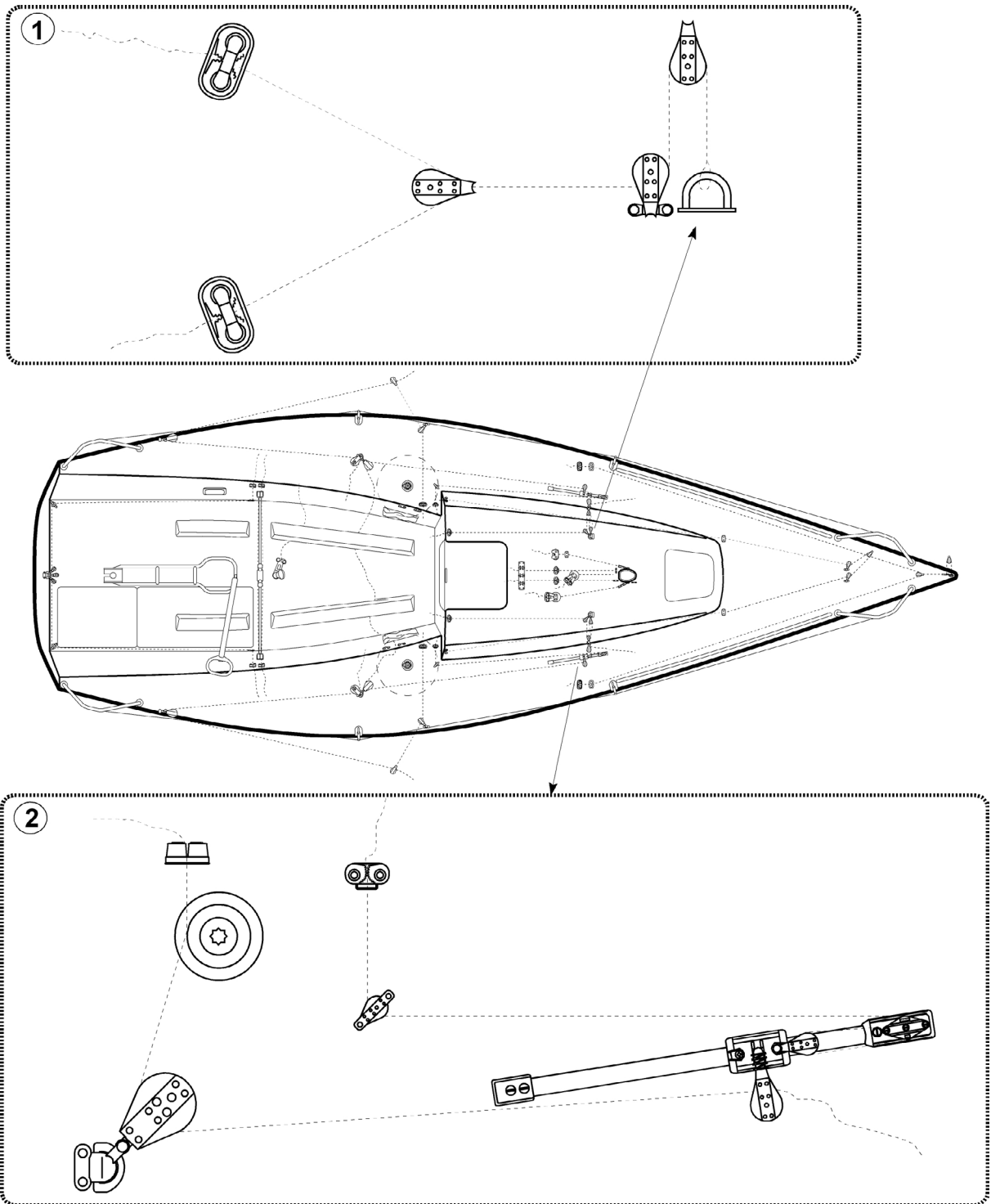
1. BOOM DOWNHAUL

2. MAINSAIL FOOT TUNING LINE



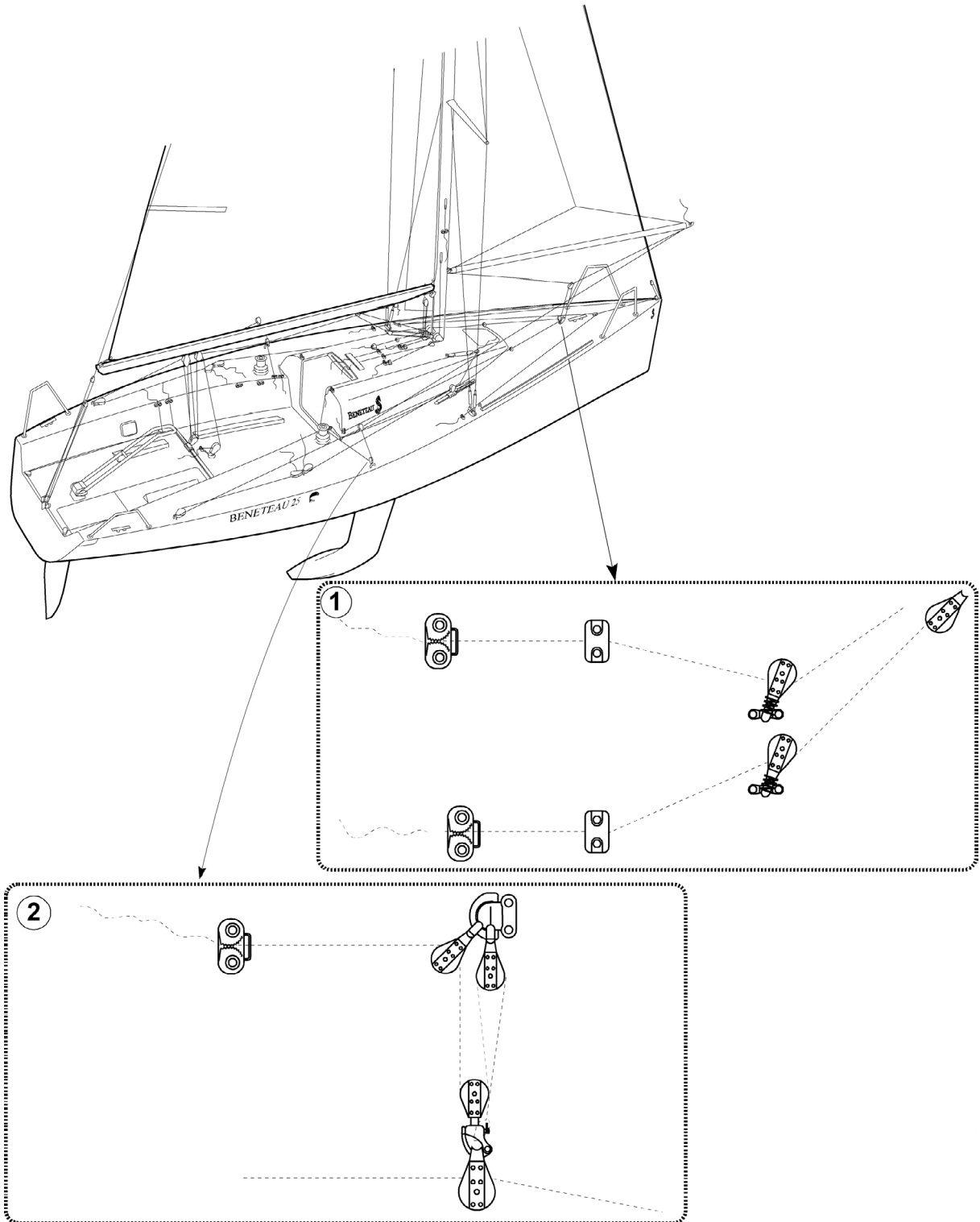
1. JIB CUNNINGHAM

2. JIB SHEET



1. SPINNAKER BOOM DOWNHAUL

2. BARBER HAULER



VI) BILGE PUMP SYSTEM

REF	DESCRIPTION
1	Manual Bilge Pump Intake
2	Manual Bilge Pump 0.7 l /each time
3	Manual Bilge Pump Delivery

Make sure the bilge pump system is in good working order before you put out to sea.

Make yourself acquainted with the way the bilge pump system of your boat works :

- Locate the manual bilge pump and the handle which enables you to make it work.
- Locate the on switch of the electric bilge pump and get to know how the seacocks work

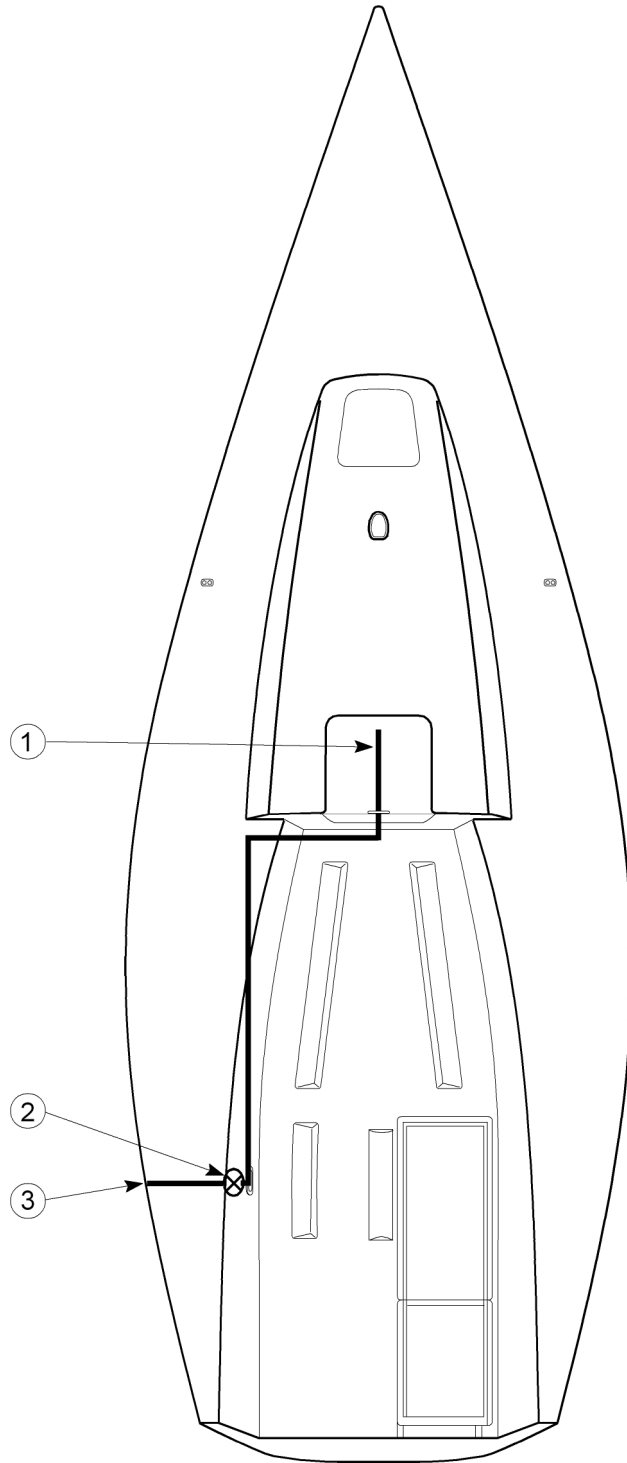
(for the boats fitted with an electric bilge pump).

(See the lay out drawing of the system in the owner's handbook)

Make sure that the bilge pump intake strum box is not blocked with dirt.

Regularly clean the intake strum box on the sump and the filter of the system in case of an electric pump.

LAY OUT OF THE BILGE PUMP SYSTEM



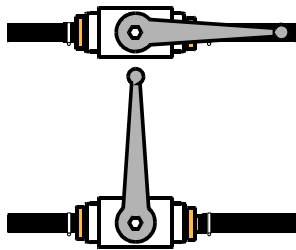
VII) SEACOCKS AND SKIN FITTINGS

Close all the seacocks when you leave the boat.

The flushing toilets may be situated below the waterline ; get into the habit of systematically closing the seacocks after each use.

Make sure that all the seacocks which are not used are closed before you put out to sea. (in the owner's manual, see the drawing where the lay out of the skin fittings is shown).

Opening and closing of the seacocks

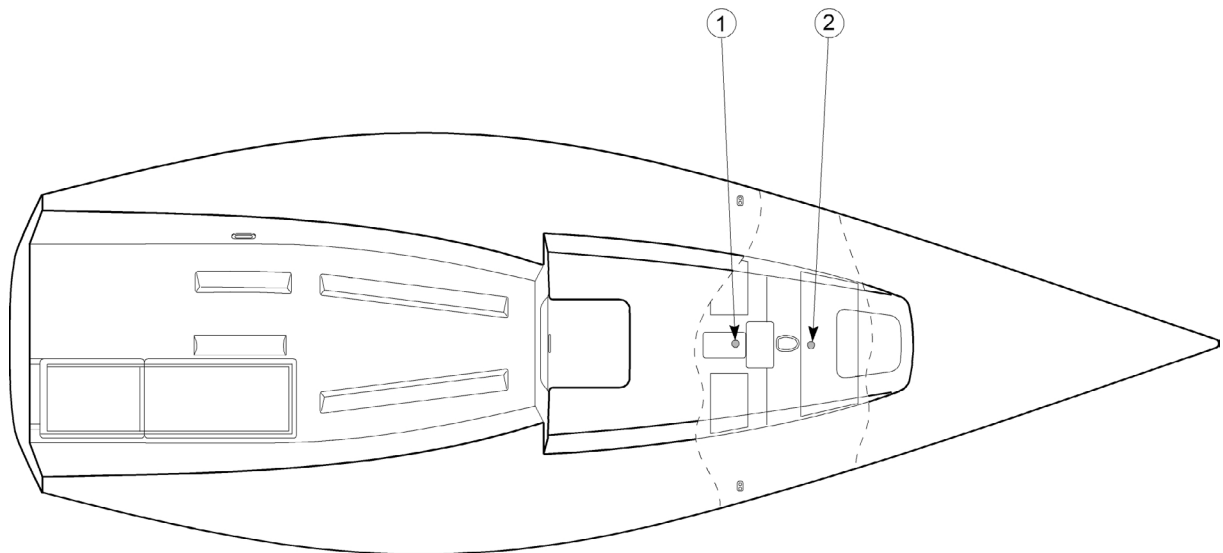


Open

Closed

REF	DESCRIPTION
1	Sounder Skin Fitting
2	Speed Variation Indicator – Sounder Skin Fitting

SEACOCK AND SKIN FITTING LAY OUT



VIII) ELECTRIC SYSTEMS

When the voltage is not specified, all the functions or panels are in 12 Volts.

12V Electric System

Never work on a live electric fitting.

Never tamper with an electric fitting. Call in a technician qualified in marine electricity.

The batteries must be carefully and safely stowed.

In order to prevent a short circuit between the battery terminals, do not store conductive objects near the batteries (e.g. metal tools, ...)

Never alter the specifications of the devices which protect against overstrength.

Never fit or replace the electric materials or appliances by components which exceed the system amperage.

110V-220V Electric System

Some boats are fitted with a 110V or a 220 V system (some as standard, others as an option, depending on the models). We advise you to follow the below mentioned steps in order to avoid the risks of electric shocks and of fire.

Do not work on a live fitting.

Connect the boat / shore supply cable in the boat before you plug it into the shore supply socket itself.

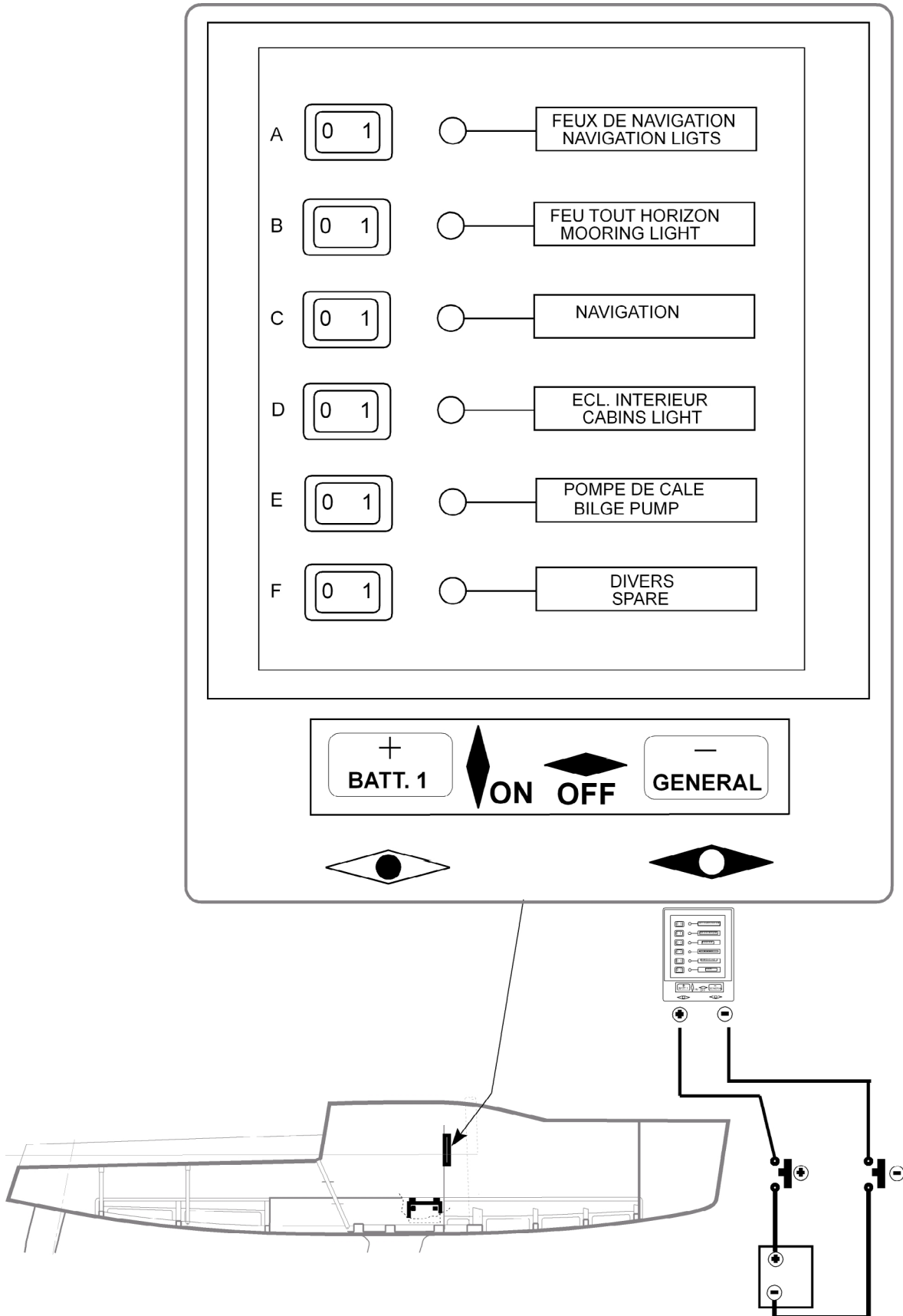
Do not immerse the boat / shore cable sockets.

Switch off the shore supply with the switch on board before you plug in or unplug the boat / shore supply cable.

Do not tamper with the connections of the Boat / shore supply cable. Use only compatible connections.

ELECTRICITY LAY OUT

12V Electric Panel



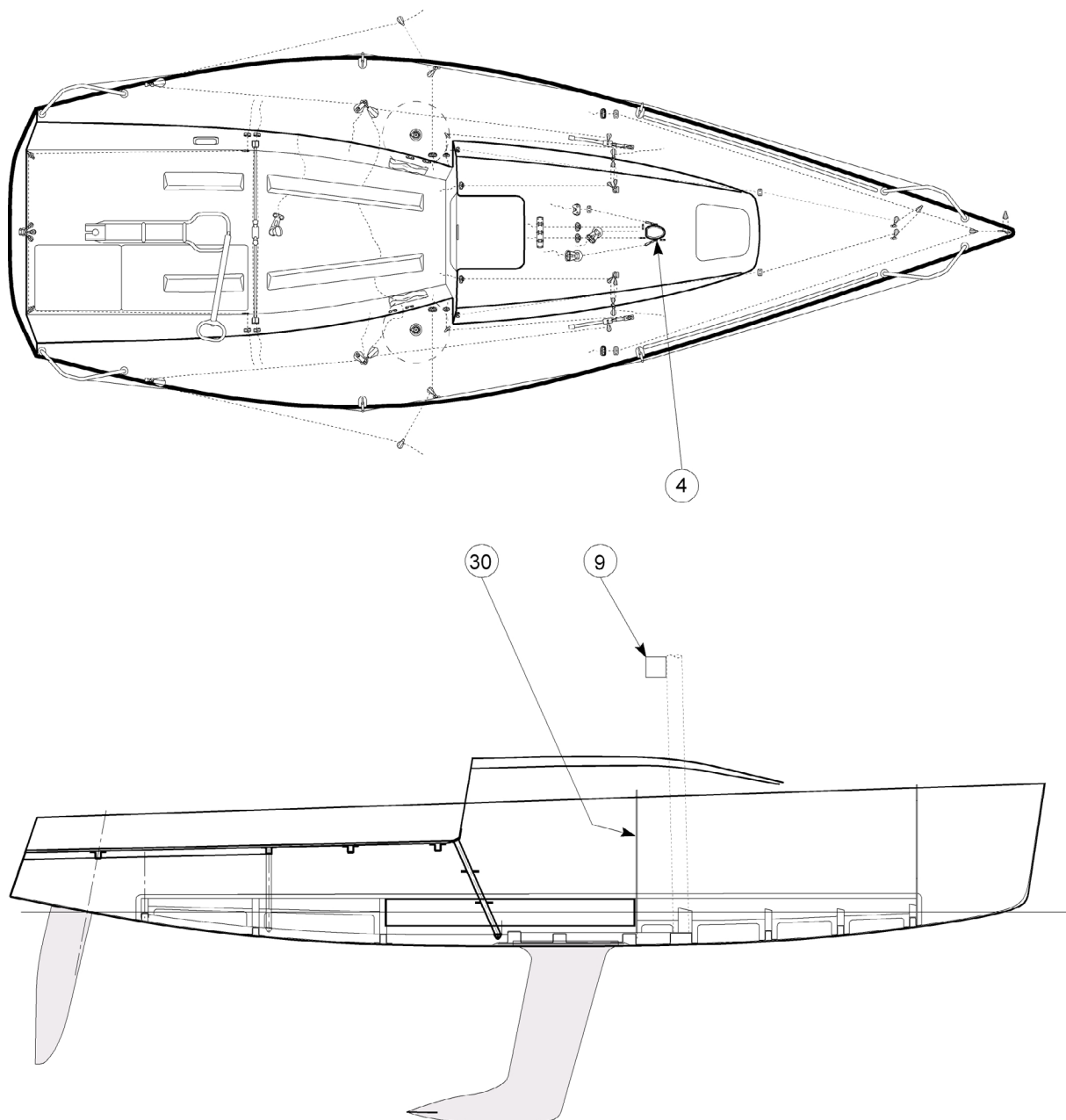
LAY OUT OF THE 12V LIGHTS AND APPLIANCES

REF	DESCRIPTION	FUNCTION ON PANEL
4	Navigation Lights on Mast	Navigation Lights
9	Compass Light	Navigation
30	Inside Light	Inside Light

12V FUNCTIONS

REF	USED FUNCTIONS	AMPERAGE (Amp)	REF	UNUSED FUNCTIONS	AMPERAGE (Amp)
A	Navigation Light	10	B	Mooring Light	10
C	Navigation	10	E	Bilge Pump	10
D	Inside Light	10	F	Spare	10

12V LIGHT AND APPLIANCE LAY OUT



IX) MOTORIZATION

Stop the engine, do not smoke while you are filling up the fuel tank.

Before you start the engine, make sure that the engine compartment bilge is clean and dry. If there is the slightest presence of fuel in the bottom, you must not start the engine.

For the boats fitted with a petrol engine, ventilate the engine compartment for 5 minutes with the bilge ventilators so that the possible petrol vapours may be removed completely.

For the outboard engines with a spare can, fill up the portable tank outside the boat in a well ventilated place and away from any risk of possible fire.

The fuels that are stored outside the tanks (spare cans, jerrycans,...) shall be kept and stored in a ventilated place.

Know exactly where the extinguisher aperture is located so you will be able to put out a fire breaking out in the engine compartment bilge.

A fixed system of extinguisher which enables you to put out a fire breaking out in the engine compartment bilge is fitted in the boats with petrol engines. Know where the release mechanism is and the way it works. It is necessary to ventilate the engine compartment after this mechanism has been released.

It is imperative to turn off the petrol system and screw the tank cap before you handle the engine in order to put it into its locker.

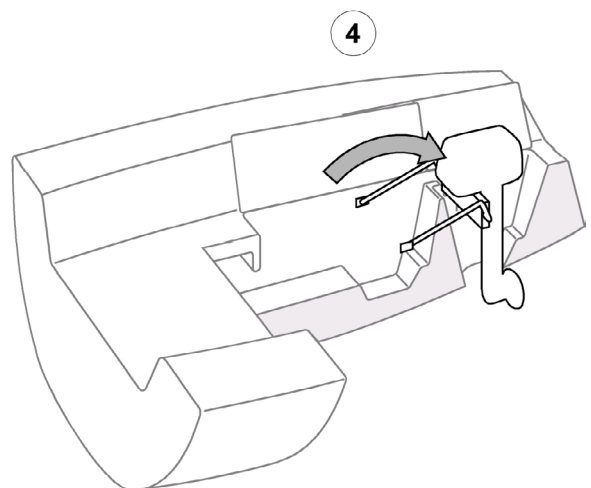
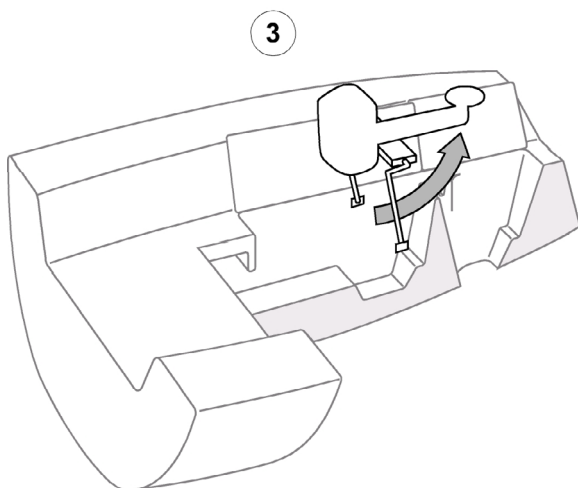
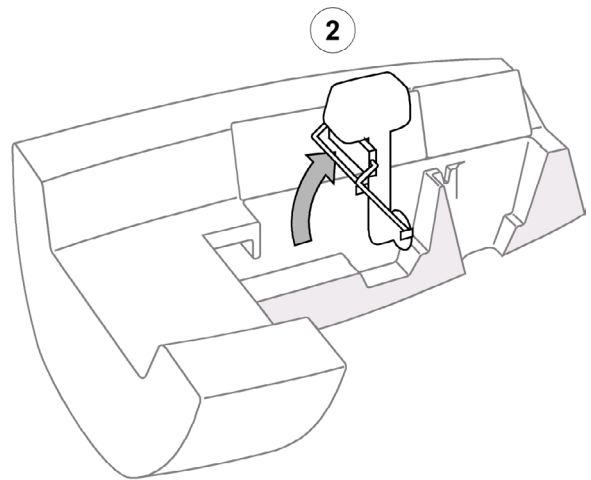
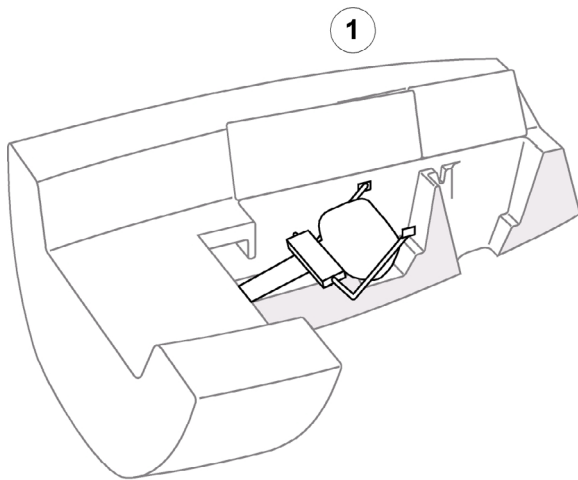
ENGINE LAY OUT (OPTIONAL ENGINE BRACKET)

1 OPEN BOTH COVERS

2. PUT THE ENGINE RIGHT

3.SWIVEL THE ENGINE ROUND THE AXLE OF THE WOODEN SUPPORT

4. PUT THE ENGINE DOWN INTO ITS WELL AND SHUT THE FORWARD COVER

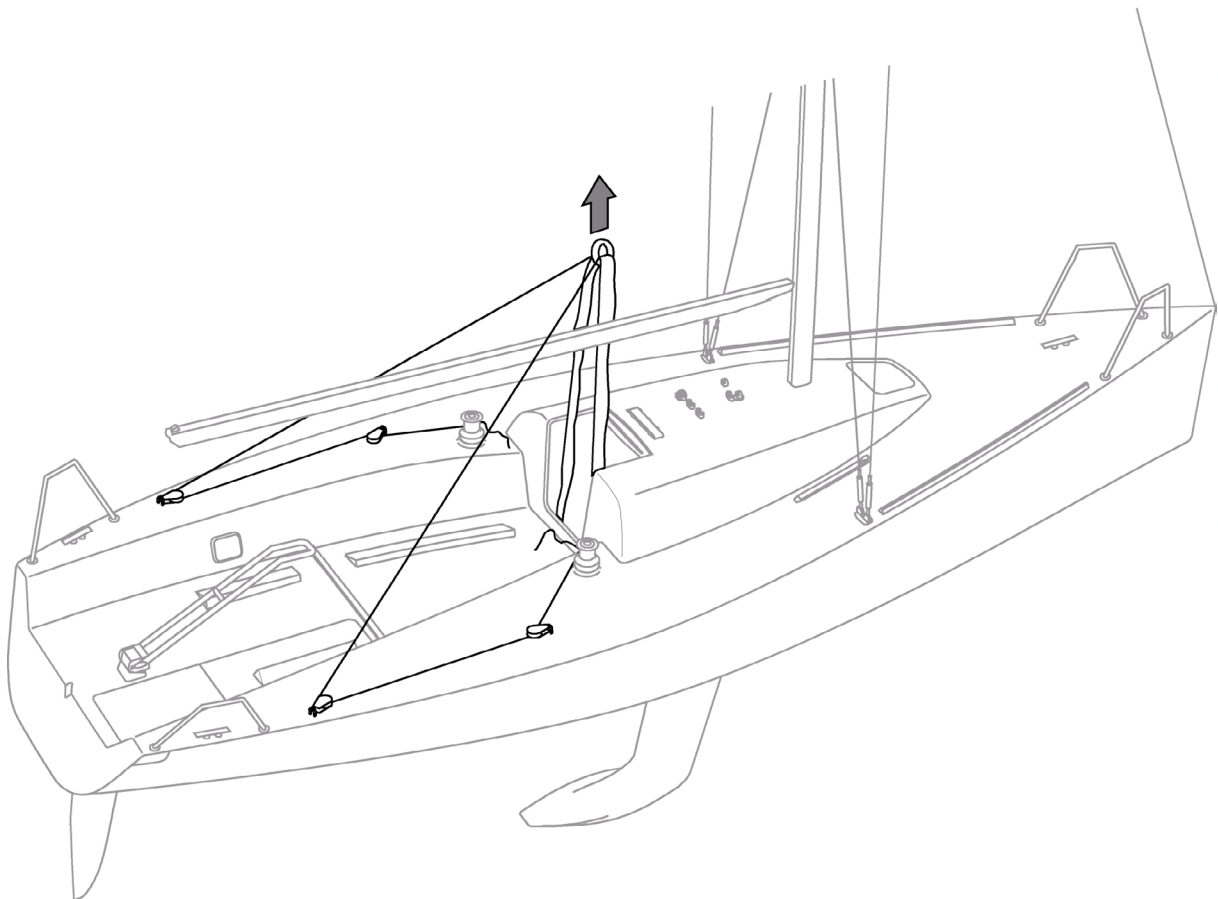


X) HANDLING

Contact your BENETEAU dealer for the maintenance and repairs of your boat. He will advise properly, will supply you with the spare parts you need or the materials that are suited to your boat.

Have your boat examined and maintained once a year during the winter storage.

CRANING PLAN (The strap must be fastened to the lifting point on the keel bolts. The aft preventers enable you to tune the longitudinal balance of the boat depending on the material loaded on board)



XI) MAINTENANCE

Because you have chosen to invest your money in a recreational item that spends its life in a harsh environment, it is very important to ensure that your boat is well and regularly maintained. Furthermore, a fair number of accidents are due to negligence and the lack of maintenance. These two reasons (the protection of your property and safety) must make you become aware of the importance of a regular and thorough maintenance of your boat.

The advice you will find hereafter and your **PERSONAL NOTES** will help you.

1) THE HULL

It is in laminated GRP. It is made with high quality products. However it would be wrong to assert that it will keep its original condition for life if you do not give over to it a minimum care.

The gel coat is fragile and the knocks and scratches it might have when you manoeuvre might leave marks on it. Have always a member of your crew ready to put a fender at the right place.

It will be useful to hose off the hull and deck with fresh water, as often as you can.

Hull Preparation

Beforehand, you may apply on the gel coat an epoxy paint ; it will protect the bottom (the careen) of your boat against the natural attacks of the sea environment.

Moreover, the bottom shall be covered with a protective antifouling paint which will prevent the adhesion of the sea vegetation.

When you apply the antifouling paint, be careful : do not paint the anodes, the heads of the electronic instruments and do not obstruct the strainers of the water intakes, in particular the strainers of the engine-cooling system.

In all events, remove the grease from the bottom and slightly hand rub down with at least # 400 grit sand paper and water.

Maintenance

In order to keep the good looking gel coat of your boat, a preventive and regular maintenance of it is necessary. For this, do not hesitate to ask your dealer who will give you advice about the methods to follow and the most appropriate products to use.

2) THE DECK

Regularly rinse the deck and deck fittings with fresh water.

Regularly scrub the deck with a mild detergent liquid.

Deck Fitting :

Regularly lubricate the blocks, sheaves, turnbuckles, winches, windlass, rails, travellers, and so on with grease or light oil.

Polish with an appropriate polish paste the stainless steels which may have small pits or superficial oxidation pits.

The Outside Teak Woodworks :

Scrub the woodworks using water.

The teak woodworks do not need any particular protection. If you just rub them down with fine sandpaper, it will renovate the look of the teak.

The Rudder :

Every year have the whole steering system overhauled.

3) INSIDE

Whenever the weather makes it possible, air and ventilate regularly your boat, take off the floorboards, the berth spreads and put them vertically when you leave the boat.

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

Make sure that the bilges are clean and dry.

The internal woodworks are varnished in most of our boats ; therefore you have to rinse them with fresh water and a liquid detergent, then polish them with a chamois leather.

The cleaning of the fabrics, cushions or lining of your boat depends on the materials used. Therefore you must contact a skilled specialist before you do anything.

Fresh Water System

It is possible to sterilize the tanks with Clonazone tablets (Dygerma in UK, or a product sold in your country and containing the equivalent molecule, i.e. Tosylchloramid) which are available at the Chemist's.

If the boat is not used for a long period of time, rinse the tanks and pipes with water and vinegar.

Engine

Have the whole drive system overhauled and maintained by a skilled mechanic and refer to the instructions by the engine manufacturer , These instructions are supplied with your boat.

Keep the fuel tank as full as you possibly can in order to avoid condensation.

4) RIGGING

You must examine once a year the running and standing rigging. Take advantage of this examination to maintain them.

Carefully rinse the running rigging with fresh water at the end of each season.

5) SAILS

Whenever it is possible, rinse the sails with fresh water and let them dry.

The sails cannot stand the sun and water ; therefore, unrig them whenever you can or at least protect them, using appropriate covers.

6) WINTER STORAGE

LAYING UP

Remove from the boat all the documents of the boat, the lines which are not useful to moor the boat, the supplies, the clothes, the safety equipment, the batteries, the gas cylinder, and so on...

Have your safety equipment overhauled.

During this laying up period, draw up a complete inventory of the equipment on your boat.

PROTECTION AND MAINTENANCE

a) Inside:

Drain the fresh water pipes and rinse them with water and vinegar.

Close the water intake seacocks (except if your boat is dried out), rinse and drain the toilets pans and pumps.

Store the sounder and speedometer heads.

Carefully drain and dry all the bilges.

Put the floorboards, the cushions and berth spreads vertically in order to favour the airing of the compartments.

b) Outside :

Rinse with plenty of water the hull, the deck, the deck fittings, lubricate all the mechanical and mobile parts.

Protect your boat with fenders and make sure that the mooring lines are taut

Fix the rudder so that it may not move

c) Engine :

Only a skilled mechanic can do the winter laying up of the engine. It will not be the same if the boat remains afloat or ashore.

ALL THESE RECOMMENDATIONS DO NOT MAKE UP AN EXHAUSTIVE CHECK LIST. YOUR DEALER WILL GIVE YOU THE ADVICE YOU NEED AND WILL CARRY OUT THE TECHNICAL MAINTENANCE OF YOUR BOAT

XII ENVIRONMENT

Do not pour to the sea the oil you have just drained, use appropriate waste tanks.

When you fill up the engine tank, take all the precautions in order to avoid the hydrocarbon overflowing.

In the harbour, do not use the heads on board if they are not equipped with holding tanks.

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

Do not throw to the sea plastic bags and rubbish bags ; use the dustbins for this purpose in the places of call.

You love the sea, just as we do ; therefore help us to protect it and do not pollute it.