

# DUFOUR YACHTS

LA ROCHELLE

## OWNER'S MANUAL



DUFOUR | 365  
*Grand'Large*

ENGLISH 18.11.08  
A09



**Your agent**

**Name**

is **DUFOUR YACHTS'** representative and will give you all the help you need to solve any difficulties you might have during launching and masting of your boat, as well as for commissioning and maintenance technical checks. If necessary, he will help you with the administrative process of registering your boat.

As soon as you become the owner, familiarize yourself with the manual supplied with your boat, sign and date the receipt acknowledgements below, and give (or send) the last one to your agent.

**Owner's Manual receipt acknowledgement to be kept in your Manual**

I, the undersigned:

Name

Address

owner of **DUFOUR 365** no.

confirm that I have received the Owner's Manual for my **DUFOUR 365** and accept its being written in English.

Dated:

Signature:

Detach along dotted line

**Owner's Manual receipt acknowledgement to be returned to DUFOUR YACHTS**

*1, Rue Blaise Pascal- 17187 PERIGNY CEDEX- FRANCE*

I, the undersigned:

Name

Address

owner of **DUFOUR 365** no.

confirm that I have received the Owner's Manual for my **DUFOUR 365** and accept its being written in English.

Dated:

Signature:



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## INTRODUCTION

**DUFOUR YACHTS** is pleased to present you with this Manual which will help you get to know your boat better.

This manual has been produced to help you enjoy the use of your boat in complete safety. It contains details about on board fittings and installations as well as information about use and maintenance. Read it carefully, in particular to avoid fire and flooding risks, and familiarize yourself with your boat before using it.

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

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

***NOTICE:** Our boats are regularly improved in the light of our customers' experiences and research by the shipyard, and so the specifications given in this Owner's Manual are not contractually binding and may be changed without notice and without any obligation to update.*

*This manual is intended to cover as much information as possible, so certain equipment or paragraphs might not apply to your boat. In case of doubt, please refer to the inventory which should have been given to you by your agent when you placed your order.*

# I. GENERAL INFORMATION

## A. DESIGN CATEGORY

Your **DUFOUR 365** comes under the OCEAN-GOING design category A.

Under normal conditions of use, your boat is designed to sail in waves higher than 4 m and winds that are stronger than force 8 (Beaufort scale), for which is it largely self-sufficient.

**This sailing capability is equally dependent on the skills of the crew, their physical capacities, the maintenance of the boat and its equipment.**

**So always take care before putting to sea.**

DUFOUR YACHTS is not able to guarantee perfect functioning of the boat in exceptional sea conditions (violent storms, hurricanes, cyclones, waterspouts, etc.)

### SUMMARY OF DESIGN CATEGORIES

Design category	Type of sailing	Wind strength (Beaufort)	Wind speed	Effective wave height to be taken into account
A	Ocean-going	Superior to 8	Stronger than 21m/s	Higher than 4 m
B	Open sea	Up to and including 8	Up to 21m/s	Up to and including 4 m
C	Inshore	Up to and including 6	Up to 17 m/s	Up to and including 2 m
D	Sheltered waters	Up to and including 4	Up to 13 m/s	Up to and including 0.5 m

## B. CERTIFICATION

For ships with hulls shorter than 12 m, European Directive requires category A bis (auto-certification plus stability and buoyancy evaluation by specified organism).

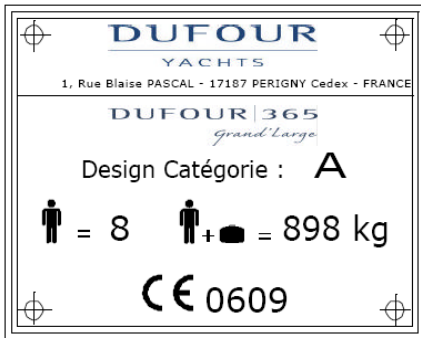
**IMCI** (International Marine Certification Institute) was responsible for certification. (refer to Safety Compliance Declaration)

## C. IDENTIFICATION

The hull identification number is located on starboard side of transom. It contains a series of letters and numbers that begin with FR-DUF...



## D. BUILDER'S PLATE



The Builder's identification plate is located in the cockpit. It carries important information, which is explained below.

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

**Max. number of people = 8** : Recommended by the builder for navigation in sea conditions for category for which it was built.



**Max. additional load = 898 kg**



: includes 8 people with equipment, personal belongings and supplies (not including various tank capacities (water, diesel fuel, etc.)) )

**CE 0609**

: CE mark indicating that the boat complies with all the requirements of the Directive. The sequence of numbers is the Certification institution's code. In this case IMCI (International Marine Certification Institute), Brussels (refer to Safety Compliance Declaration)

## II. PRINCIPAL SPECIFICATIONS

Model:	<b>DUFOUR 365</b>
Designer:	Umberto Felci
Design category	A
Notified body no.	CE/0609
LOA:	10.81 m
Hull length:	10.53 m
LWL:	9.26 m
Maximum beam:	3.65 m
Draught (shallow / deep keel):	1.70 m / 1.90m
Mast height clearance:	15.00 m
Ballast weight:	1,740 kg / 1,650 kg
Light displacement (incl. safety equipment):	6,485 kg
Displacement at maximum loading:	7,723 kg
Standard mainsail area (approximate)	28.50 m <sup>2</sup>
Roller-furl genoa area (approximate)	33.00 m <sup>2</sup>
Water capacity excluding water-heater (approximate)	265 L
Diesel capacity (approximate)	90 L
Holding tank (option)	55 L
Engine battery	75 Ah
Auxiliary battery (standard version)	100 Ah
Primary means of propulsion	Sail
Maximum permissible engine power	30 kW

**NB: due to the trim and loading of the boat, is it not usually possible to use the whole of the various tank capacities for fresh water and diesel. You are recommended to maintain a diesel reserve of 20%.**

### III. ELECTRICAL SYSTEMS

#### A. SAFETY AND OPERATING INSTRUCTIONS FOR THE ELECTRICAL SYSTEM

**WARNING**

Always:

- Check the condition of the batteries (charge and electrolyte level) and the charging system before putting to sea.
- Disconnect and remove batteries for wintering.
- Do not let battery voltage drop below 10.5V during wintering.
- Carry spare lamps for all navigation lights and interior lighting. Respect power ratings, particularly for navigation lights.
- Check operation of the navigational instruments.
- Check operation of navigation lights before night sailings

Never:

- Work on an electrical installation that is live.
- Make any modification to an installation and the relevant diagrams, unless it is carried out by an electrician qualified in marine electrics. Have the system checked every 2 years.
- Change or modify the breaking capacity of overload protection devices.
- Install or replace electrical apparatus or equipment with units exceeding the circuit's rated current capacity.
- Leave the boat unattended with the electrical installation powered, except for the automatic bilge pump and the fire or intrusion protection circuits, where applicable.

If a fuse or circuit-breaker blows continually, you should consult a specialist to determine the cause of the short-circuit.

#### B. INSTALLING NEW EQUIPMENT

Since 1 January 1996, electrical equipment is subject to the European “electromagnetic compatibility” directive (Ref 89/336/CEE). So new equipment being installed must meet this standard and bear the CE mark. Equipment must also be supplied with a compliance certificate and instructions for use.

In the case of 220 or 110 V installations, use only double-insulated or earthed equipment. When such equipment is being installed, respect the fitting instructions (conductor size, protection).

To avoid maintenance problems, be sure to mark in the manual any modifications that may be made to the electrical circuit diagram.

## C. BATTERIES

The battery capacity has been designed to meet the power requirements of the on-board accessories. To avoid any problems, it is necessary to keep a close eye on the maintenance and correct charging of the batteries.

### NOTE

- When installing new electrical appliances, take care that the overall consumption of these appliances remains within the capacity of your batteries.
- Always disconnect the negative (-) battery terminal before the positive (+) terminal.
- Never allow a conductive object (tools, etc.) to bridge across the two battery terminals.
- When handling batteries, keep them horizontal to avoid spillage of electrolyte. Wear gloves and protective clothing that will prevent any risk of contact with electrolyte in the event of a leak.
- In the event of electrolyte splashes, rinse the affected part of the body copiously and consult a doctor.

## D. ELECTRIC WINDLASS

### NOTE

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

## E. 220 / 110 VOLT INSTALLATION

- Your boat is delivered without a supply cable or shore connection plug. The cable used must be designed for exterior use. Its cross-sectional area must be appropriate for its length and the rating of the main circuit-breaker (see electrical diagram). The plug must be suitable for the socket on the shore (if necessary, seek the advice of a professional). It should be as close as possible to the **IP 67 / IEC529** type
- Disconnect the boat's power supply when system is not in use.
- Connect the metal cases or housings of installed electrical equipment to the ship's protective conductor (green or green / yellow wire).
- Use double-insulated or earthed electrical appliances.

### WARNING

In order to minimize the risk of electric shock or fire:

- Switch off the shore supply at the on-board isolator before connecting or disconnecting the shore/boat supply cable.
- Connect the shore/boat supply cable at the boat end before connecting it to the shore outlet
- Disconnect the shore/boat supply cable at the shore outlet before disconnecting it at the boat end
- Close the shore outlet cover properly
- Do not make modifications to the shore supply cable; use only compatible connectors.

### WARNING

Never let the end of a ship/shore supply cable dangle into the water. It may create an electrical field that could injure or kill nearby swimmers.

## IV. GAS INSTALLATION

### A. OPERATING ADVICE

- Read carefully all instructions for cooker and regulator before use or maintenance.
- Ensure that the gas cylinder and regulator are in accordance with the requirements of the cooker (flow rate, pressure, type of gas) and with the regulations in force in the country where it is being used.
- Make sure the appliance gas taps are closed before opening the valve on the cylinder.

#### **ATTENTION!**

Appliances that burn fuel use up the oxygen in the cabin and release combustion products into the boat. Ventilation is required when appliances are alight. Open the coachroof ports while you are cooking.

- Do not use the stove as a means of heating.
- Do not obstruct quick access to the elements of the gas installation (cylinder locker, shut-off valve).
- The gas cylinder must always be stowed in the sealed, ventilated space provided. The same applies to spare or empty cylinders. No other equipment must be stowed in this space.

#### **ATTENTION!**

Never leave the boat unattended when gas appliances are alight.

- Close all valves in the circuit when the boat is left empty (shut-off valve, regulator valve), even if the cylinder is believed to be empty.
- After the boat has been shut up, never smoke when going below, and ensure that there is no smell of gas.
- If you smell gas, close the circuit valves and the cooker taps, ventilate the boat, and find the leak before using the installation again.

#### **WARNING**

In the event of an emergency, the circuit valves must be closed immediately.

## **B. CHECKING THE SYSTEM**

- The gas system must be tested periodically:
  - Close all the cooker taps.
  - Open the cooker supply and regulator valves.
  - Check all connections are gas-tight using a leak detector or by applying soapy water.

### **ATTENTION!**

Do not use solutions containing ammonia.

### **DANGER!**

Never use a flame to look for leaks.

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

Flexible hoses must be:

- Checked regularly, at least once a year,
- Replaced if the expiry date marked on the hose is passed,
- Replaced five years after the date of manufacture that may be marked on them,
- Replaced in the event of damage.

## **C. CHANGING THE GAS CYLINDER**

### **ATTENTION!**

- Close the cooker taps and supply shut-off valve.
- Do not smoke nor use an open flame while the gas cylinder is being replaced.

## V. DRAIN & SANITATION SYSTEM

### A. SPECIFICATIONS OF THE DRAIN SYSTEM

Pump type	Theoretical flow rate
Manual	40.5 l / 45 strokes/min
Electric	15 l / min

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

#### **WARNING!**

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

### B. PRESSURIZED FRESH-WATER PUMP

Fresh water is supplied to the sink and washbasins by an electric pump. A filter is installed upstream of the pump, and must be cleaned regularly.

**Never allow the pump to run if the tank is empty. Change over to the other tank or fill up.**

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

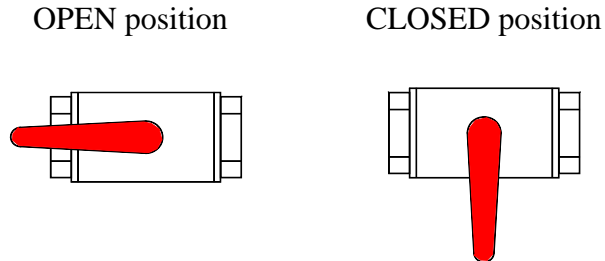
After the water-heater has been emptied, make sure that the element is covered before power is re-applied.



## C. SEACOCKS

Seacocks are of the 1/4-turn type:

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



### ATTENTION!

- Never interfere with the tightening of the seacocks to the hull. In the event of a leak, consult a professional.
- In bad weather or when leaving your boat, close all the sanitation system seacocks.
- Keep seacocks closed when not being used.
- During wintering, clean and rinse the seacocks and skin fittings. Inspect brass fittings; slight surface corrosion is normal.
- In the event of more serious corrosion, consult your agent.

## D. OPERATION OF THE SEA TOILETS

- Open the sea-water inlet seacock.
  - Open the bowl emptying seacock.
  - Set the lever to the “FLUSH” position.
  - Operate the pump.
  - To empty the bowl and avoid any water slopping when heeling, set the lever to the “DRY BOWL” position.
  - Operate the pump until the bowl is dry.
  - Repeat these flushing / emptying operations as many times as is necessary to ensure complete emptying of the pipes.
- When toilets are not being used, set the lever to the «DRY BOWL» position, or the «CLEF» position for certain models.
- **Close seacocks after use, as the toilet is below the waterline.**
  - Change the toilet seals regularly.

## VI. FLOODING

Boat flooding risks:

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

### **WARNING!**

Cockpit locker lids must be fastened shut before putting to sea. This is particularly important for those lockers representing a significant flooding risk (e.g. starboard helm seat locker)

## VII. FIRE PROTECTION

### A. INSTALLATION

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

Only compatible replacement parts must be used in fire protection systems. They must bear the same markings and be technically equivalent.

In addition, a fire blanket should be stored close to the galley — very useful particularly in the event of a pan fire involving oil.

## B. SAFETY INSTRUCTIONS

### NOTE

It is the responsibility of the owner / skipper to:

- Have fire-fighting equipment checked in accordance with the stipulations of the builder and the regulations in your country.
- Replace fire-fighting equipment if it has expired or been discharged, by extinguishers of equal or greater capacity.
- Show members of the crew:
  - The location and operation of fire-fighting equipment
  - **The location of the engine compartment extinguishing hole (located on the companionway)**
- Ensure that fire-fighting equipment is readily accessible whenever the boat is occupied.

**Never:**

- modify any of the boat's installations (especially the electrical, fuel or gas installations) or allow any unqualified person to modify these installations.
- Obstruct gangways to emergency exits (deck hatches)
- Obstruct safety controls (gas valves, fuel valves, electrical switches).
- Obstruct fire extinguisher stowages.
- Leave the boat unattended with a cooker or heater alight.
- Use a gas lamp in the boat
- Fill a fuel tank or change a gas cylinder while the engine is running, or the cooker or heater are alight.
- Smoke while handling fuel or gas.
- Fit free-hanging curtains near the cooker or any other appliance using a naked flame.
- Store flammable products in the engine compartment.

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

### WARNING

- If a CO<sub>2</sub> extinguisher is fitted, the following information must be displayed close to its location:

***“This extinguisher contains CO<sub>2</sub> – to be used for electrical or galley fires only. To avoid suffocation after discharging, leave the area immediately. Ventilate before re-entering.”***

Do not open the engine compartment immediately after putting out a fire, to avoid the release of toxic smoke or spraying of burning materials (oil, water).

## VIII. ENGINE

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

### A. GENERAL PRECAUTIONS

#### NOTE

- Ensure that the cooling circuit water intake seacock is open, and that water is coming out of the engine exhaust.
- Boats fitted with rotating seal stern gland: bleed the air from the gland after each launch.
- Do not obstruct ventilation openings (vent, engine ventilation grille).
- Avoid all contact between flammable materials and hot parts of the engine.

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

Any engine change must respect the capacities of the boat and be performed by an engineer specializing in marine mechanics.

### B. EXHAUST GAS EMISSION

#### DANGER!

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

### C. SAFETY

#### DANGER!

- In order to avoid all risk of serious injury from the propeller, the engine must not be started when there are people swimming near the boat.
- Whenever possible, the engine must be stopped for any engine maintenance or checking operations. If this is impossible, then particular care must be taken with moving parts (belts, shafts, etc.) to avoid any danger of injury.
- Do not use sail and engine if the heel angle is more than 10°

## D. WINTERING

Read carefully the operating and maintenance instructions for the engine that goes with your boat and the instructions for wintering.

In the absence of other instructions, proceed as follows:

- Close the engine water intake seacock,
- Disconnect the pipe from the engine water intake seacock,
- Drain the sea-water circuit,
- Place the pipe into a drum of  $-25^{\circ}$  anti-freeze coolant,
- Run the engine until the fluid comes out of the exhaust,
- At the end of this operation, re-connect the pipe to the seacock,
- Attach a notice to the electrical panel and the battery isolator to the effect that the engine water intake seacock is closed.

## IX. FUEL INSTALLATION

**In the event of deterioration, flexible fuel pipes must be replaced by pipes bearing the same markings.**

### **ATTENTION!**

- Depending on the trim and loading of your boat, the whole of the nominal fuel capacity may not be usable. Always maintain a 20% reserve for safety.

**Never:**

- Store flammable materials in unventilated spaces.
- Smoke while filling tanks.
- Modify the installation, unless this is carried out by a technician qualified in this field.

## X. STEERING SYSTEM

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

### A. STEERING WHEEL

The **Dufour 365** is fitted with a wheel with a system of rudder cables and chains.

Periodic checks to be made: Check the play in the various components (rudder stock/bearings, rudder cable tension and wear).

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

### B. EMERGENCY TILLER

### NOTE

- The **Dufour 365** is equipped with an emergency tiller that must be kept readily accessible, we advise you to stow it in a cockpit locker near the tiller deck plate.
- It is only designed for sailing at reduced speed in the event of damage to the helm.

To use it:

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

## XI. SAILING

### WARNING

In all situations, suit the speed of your boat to the surrounding conditions and always maintain a safety margin. Pay particular attention to:

- The state of the sea, currents, the strength of the wind
- Traffic.
- Maneuvers in port.
- Passing through mooring areas.

Obey the rules of priority as defined in the rules of the road and imposed by the COLREG

Ensure that you always leave enough room for stopping or manoeuvring if necessary to avoid a collision

Respect speed limit zones

- Out of courtesy and for the safety of other boats, take care not to create a large wake near other boats

### WARNING

You must fit your boat with grab lines. Anchor-points are provided on the deck. Please refer to the deck fittings plan for your boat.

The stability of your boat was designed taking into account the boatyard catalogue options. Any alteration to on-board weight distribution (for example: adding a radar, changing the engine, etc.) can affect the stability, trim and performance of your boat.

Towing a boat causes a significant extra strain that will have an unfavourable effect on the stability of your boat.

**Never:**

- Lift heavy weights using the boom.

## XII. LIGHTNING PROTECTION

Your boat is protected against lightning. The rigging is electrically connected to earth. Nonetheless, for your safety, it is necessary to respect certain precautions.

### A. MAINTENANCE

If the vessel has been hit by lightning:

- The protection installation must be inspected to detect physical damage and check the integrity of the device, as well as the continuity of the earthing.
- The compasses, electrical and electronic devices must be examined in order to ascertain if damage or calibration changes have occurred.

### B. PROTECTION OF PERSONS DURING A STORM

#### WARNING

During a thunderstorm, it is preferable to obey the following instructions:  
People should stay below as far as possible.  
People should stay out of the water and not let their arms or legs hang into the water.  
Whilst maintaining satisfactory control of the boat and its sailing, people should not touch any part connected to a lightning protection installation, especially not in such a way as to form a link between such parts.  
It is desirable that people should avoid any contact with metal parts of the rigging, the spars, deck fittings and the lifelines.

## XIII. ENVIRONMENTAL PROTECTION & SAFETY

We recommend you to find out about local regulations concerning respect for the environment, and to obey international regulations against pollution in the marine environment (MARPOL), together with the codes of good practice.

#### ATTENTION!

- Most cleaning products, engine oils, and fuels are likely to affect the environment, so they should be discharged in authorized locations (check with the Harbour Master's office).
- Certain products can likewise represent a risk for your own and others' safety, which is why it is important to read and obey the instructions for use.
- Substances used must be labelled and stored in an appropriate, ventilated place in the boat.

## XIV. SAFETY FACILITIES

There is no harmonization of mandatory safety equipment across the European Community. You should find out about current national requirements for CE-marked vessels.

In France, yachts that have the CE label must carry safety material and equipment on board as specified in Division 224 amended, according to two categories of sailing: closer or farther than 6 nautical miles from shelter.

If your boat is equipped with a life-raft, read its instruction manual carefully. The crew must be made familiar with the use of all the safety equipment (harnesses, flares, life-raft, etc.). Sailing schools and clubs regularly organize training sessions.



## XV. HANDLING, TRANSPORTING, HAULOUT

When craning, take care that the slings are correctly positioned and are not fouling the propeller, the sail-drive or a fragile transducer.

Lifting frames must be wide enough, or fitted with spreaders, so as to avoid applying excessive lateral pressure on the rubbing strakes.

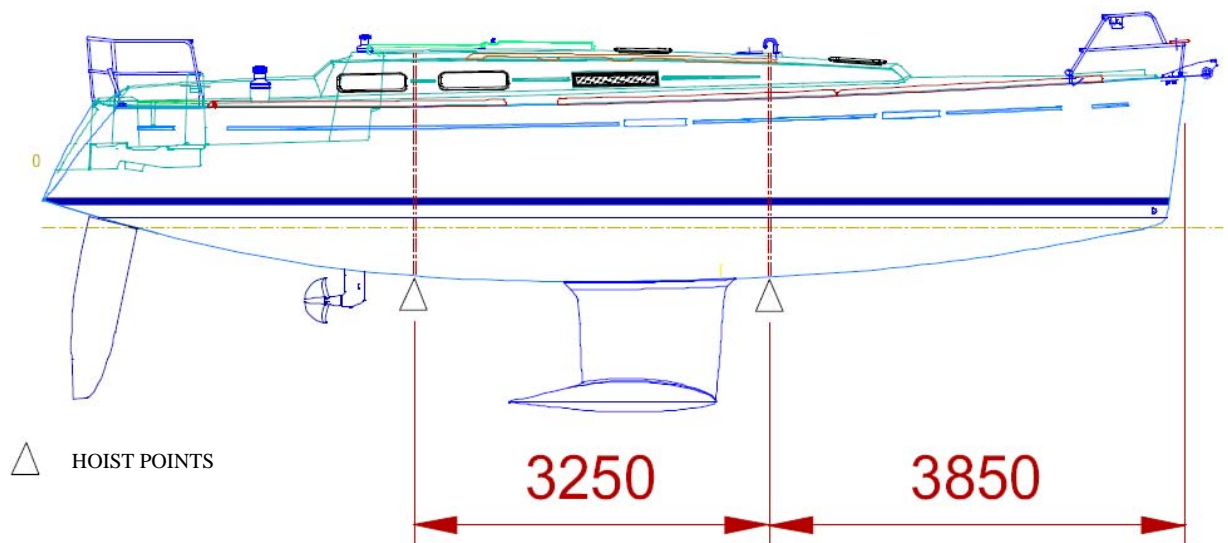
Avoid allowing slings to foul the life-lines. During transport or haulout, the keel should be in proper contact with its support and should be taking most of the boat's weight.

Cradle pads must be positioned against structural elements and exert only the pressure necessary for the boat to be properly balanced.

Take advantage of the opportunity provided by haul-outs to inspect the propeller, rudder, skin fittings, and transducers.

### ATTENTION!

Aft lifting point is located near the sail-drive



# XVI. GUARANTEE CONDITIONS, TRANSFER OF OWNERSHIP

## Art 1 SCOPE OF APPLICATION

The Guarantee Conditions apply to all sales of boats (hereinafter 'Products') by the Yacht builder to any Purchaser.

The Purchaser is defined as any natural person or legal entity who buys Products, whether in the context of their professional activity or not. Hence the Purchaser may be a business purchaser or a private individual buying for their own use.

These guarantee conditions apply to the sale of new Products only.

These conditions do not in any way limit any rights existing which, by law, may not be excluded or restricted.

## Art 2 TYPES OF GUARANTEE

### Art 2.1 STATUTORY GUARANTEE

The Products are guaranteed against possible discrepancies and latent defects under the conditions laid down in the following provisions:

- Articles 1641 *et seq.*, in the context of sales to any Purchasers,
- Articles L.211-1 *et seq.* of the French Consumer Code, in the context of any sale to private consumers,
- Articles 7 & 8 of Act no. 675 dated 3<sup>rd</sup> January 1967 pertaining to vessels, concerning the construction and sale of vessels for a specific Purchaser.

### Art 2.2 VISIBLE DEFECTS & DISCREPANCIES

Delivery, as defined in the DUFOUR General Sales Terms, releases the Yacht builder from its obligation to guarantee visible defects and visible discrepancies with respect to business purchasers.

However, in the context of a sale to a private consumer, and in accordance with Article L. 211-7 of the French Consumer Code, discrepancies appearing within six (6) months of handover, i.e. the moment when the product sold is transferred into the ownership and possession of the Purchaser, are presumed to have existed at the moment of this handover, unless the Yacht builder is able to furnish proof to the contrary.

### Art 2.3 CONTRACTUAL GUARANTEE

In addition to the statutory guarantees, DUFOUR YACHTS Products are covered by a contractual guarantee for one (1) year from the date the Product is delivered to the Purchaser.

This guarantee covers the replacement or repair (at DUFOUR YACHTS' discretion) of any part specifically acknowledged as defective by the boatbuilder's technical services, without this rectification's having the effect of extending said guarantee.

The contractual guarantee does not in any way preclude the right to invoke the statutory guarantee provided for under Articles 1641 *et seq.* of the French Civil Code and Articles L. 211-1 *et seq.* of the Consumer Code.

## Art 2.4 FURTHER GUARANTEE: Hull Guarantee

The hull, i.e. the skin of the hull and its structure, is guaranteed for five (5) years from the date of first delivery to the first owner, against any manufacturing defects acknowledged by DUFOUR YACHTS technical department.

This guarantee does not apply to boats being used for commercial purposes (it being specified that any hiring or chartering activity falls into this category) nor to sailing boats taking part in competitions, which may be covered by special guarantees.

## Art 3 COMMON GUARANTEE CONDITIONS

Any claim under these guarantee conditions must be made formally to DUFOUR YACHTS in writing as soon as the defect is discovered, and within eight (8) days for claims under the contractual guarantee. Any claim will also be required to quote the serial number of the boat concerned, and where applicable the part number(s) of the part(s) involved in the guarantee claim.

Furthermore, the request must indicate the exact circumstances under which the problem occurred.

In order to investigate the request, DUFOUR YACHTS may ask for any details and appoint, at its own expense, a surveyor or technician of its choice to determine the circumstances of the occurrence of the problem and demand any necessary papers.

Immobilization following problems encountered and/or replacement and/or repair work, whatever the duration, does not create entitlement to compensation.

The owner shall under all circumstances remain liable for parking fees, customs dues and other ancillary expenses.

All repairs and/or replacements will be carried out by an authorized DUFOUR YACHTS agent or by a professional duly acting under the Boatbuilder's instructions. If the nature of the repairs requires the guarantee repair work to be carried out in DUFOUR

YACHTS workshops or in any location other than the place where the Product is located, the owner will be liable for the cost of both outward and return transport to the Yacht builder.

In the event of the boat's needing to be taken out of the water, haul-out and re-launching costs will be at the owner's expense.

#### **Art 4 THE GUARANTEE EXCLUSIONS**

The following are excluded from the guarantee:

- Damage arising out of normal wear and tear, and parts specifically intended to be replaced regularly (anodes, filters, etc., along with sails, rigging, upholstery, etc.);
- Crazing or discoloration of the gel-coat;
- Non-original parts added, or/and original parts that have been modified or converted in any way, and the consequences arising out of the installation of these parts and said conversions or modifications;
- Damage arising out of poor maintenance, or improper or negligent use;
- damage associated with, in particular, an accident or following a fire, explosion, natural disaster, corrosion or slow deterioration, or with any phenomenon of any kind and of whatever origin that the yacht builder could not have been aware of at the date of manufacture, because of the absence of scientific or technical data about said phenomenon;
- The cost of transport, towing, salvage, handling, conveying, and parking;
- Expenses incurred by the owner in taking normal measures to protect the boat from any worsening of the damage, and the consequences of the absence or unsuitability of such measures.

#### **Art 5 TRANSFERT DE GARANTIES**

The guarantees are afforded to the first purchaser of the boat involved. They are only transferable with DUFOUR YACHTS' prior written agreement.

An ownership transfer note is supplied with the Product documents. This must be sent to DUFOUR YACHTS within thirty (30) days of the transfer.

This note must bear the names, addresses and telephone numbers of the old owner and the Purchaser, the date of sale, and the Product's hull number.

Upon reception, DUFOUR YACHTS will confirm the guarantee expiry dates and specify whether the unit has received the annual inspection that gives entitlement to the continuation of the contractual guarantees.

The provisions of Article 5 of these Conditions do not apply in the case of the sale of a Product to a private consumer.

#### **Art 6 STATUTORY DECLARATIONS**

##### **Article L.211-4 of the Consumer Code:**

*"The seller is required to supply goods that conform to the contract and to assume liability for discrepancies existing at the moment of handover. He shall likewise be liable for discrepancies arising out of the packaging, assembly instructions, or installation when he is liable for this under the contract or it has been carried out under his responsibility."*

##### **Article L. 211-5 of the Consumer Code:**

*"In order to conform to the contract, the goods must:*

- 1) *Be suitable for the normally-expected use for similar types of goods and, where applicable:*
  - *correspond to the description given by the seller and possess the qualities the latter has presented to the buyer in the form of a sample or model;*
  - *present the qualities that a buyer may reasonably expect with regard to public declarations made by the seller, by the producer, or by his representative, particularly in advertising material or labelling;*
- 2) *Either present the characteristics defined by joint agreement by the parties, or be suitable for any special usage sought by the buyer that the seller has been made aware of and has agreed to."*

##### **Article L.211-12 of the Consumer Code:**

*"Actions arising out of a discrepancy lapse after two years from the date the goods are handed over."*

##### **Article 1641 of the Civil Code:**

*"The seller is obliged to guarantee against latent defects in the article sold which render it unfit for its intended use, or which adversely affect this use to such an extent that the buyer would not have purchased it, or would have only paid a lower price, if he had known about them."*

##### **Article 1648, Para. 1 of the Civil Code:**

*"Actions arising out of redhibitory defects must be brought by the purchaser within two years of discovery of the defect."*

# DUFOUR YACHTS

LA ROCHELLE

## TRANSFER OF OWNERSHIP CERTIFICATE **TRANSFER OF OWNERSHIP**

The boat, model: .....

Hull no.: .....

From Mr: ..... Address: .....

.....

ZIP/POST CODE: ..... Town / City: ..... Tel: .....

Date of Purchase: .....

### **BEING SOLD TO:**

Mr: ..... Address: .....

.....

ZIP/POST CODE: ..... Town / City: ..... Tel: .....

Date of Purchase: .....

Signed at ..... date .....

Seller ..... Buyer

Signed for DUFOUR YACHTS on: .....

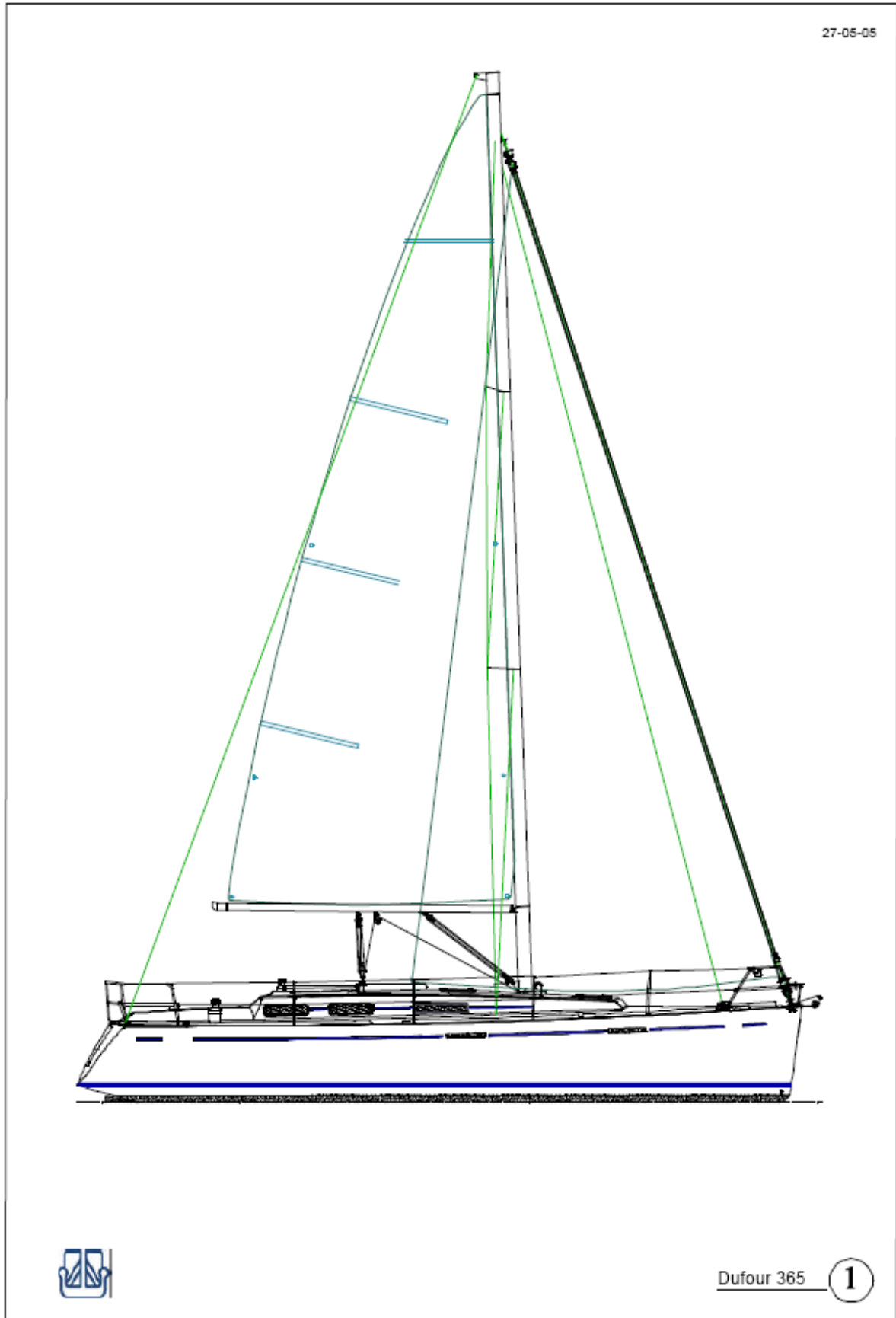
Return the copy within 15 days of completing the transaction to  
S A V DUFOUR YACHTS, 1 rue Blaise Pascal, 17187 -  
PERIGNY CEDEX FRANCE

# DRAWINGS

## DUFOUR 365

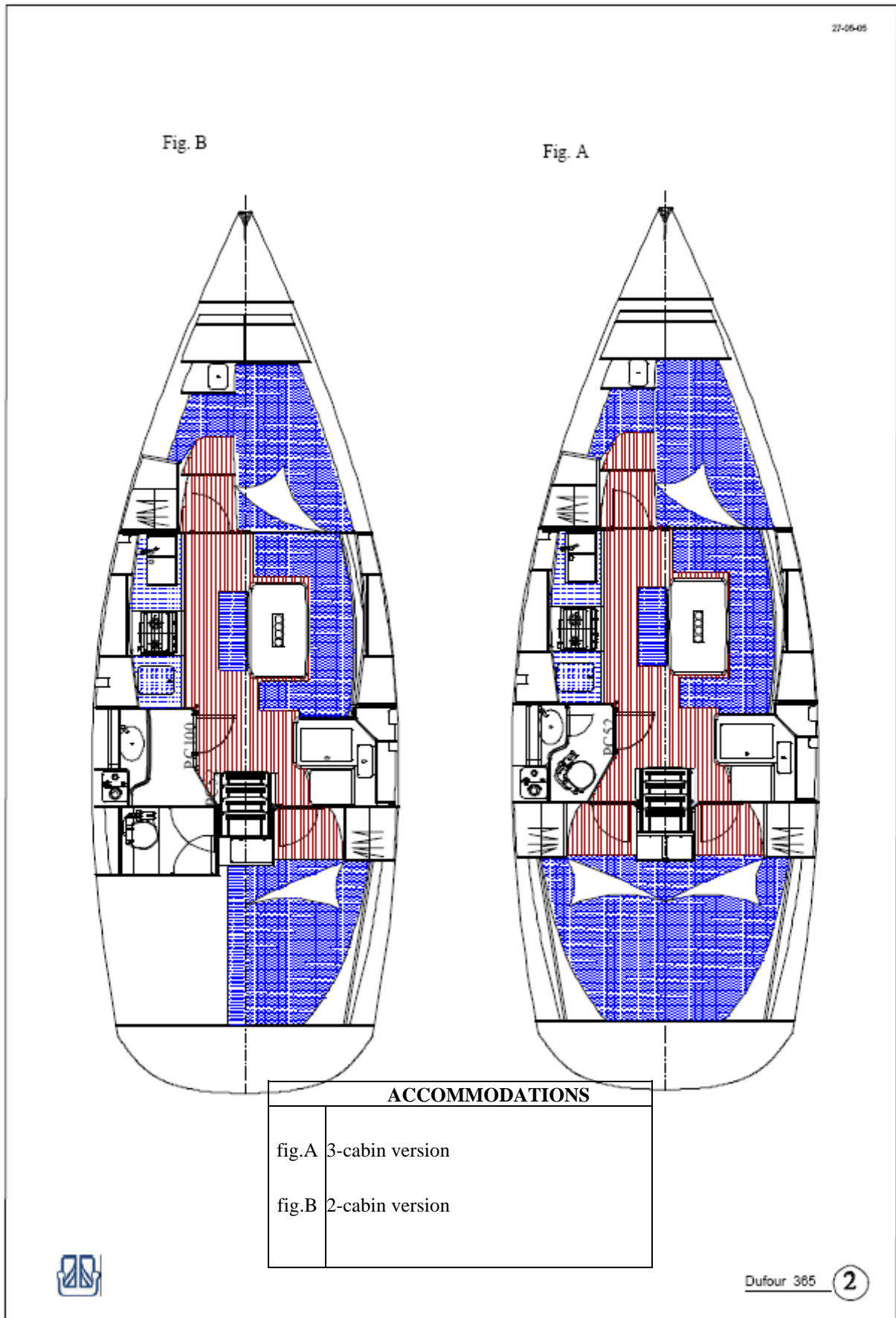
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# I. Presentation plan





## II. Accommodation layout



### III. Deck fittings plan

Label	Description	Qty
1	Stemhead fitting	1
2	Forestay chain plate	1
3	Chain anti-chafe plate	1
4	Bow rail	1
5	Stainless-steel deflector	2
6	Stem protector *	1
7	Electric winch*	1
8	Releasable stay chain plate *	1
9	Stanchion pulley for roller-reefer	1
10	Stanchion	12
11	Stanchion base	18
12	Stanchion fairlead for roller-reefer	4
13	Mast-foot swan neck	1
14	Mast step	1
15	Shroud chain-plate	2
16	4 Deck organizer	1
17	Wood molding	1
18	Triple jam-cleat	1
19	Single jam-cleat	2
20	Cleat	6
21	Genoa track + carriage and ends	2
22	Double jam-cleat *	1
23	Mainsail track, complete	1
24	Fairlead cleat	2
25	Hinged chain-plate (spinnaker) *	2
26	Hinged chain-plate (spinnaker) *	1
27	Wood handrail	2
28	Halyard winch	1
29	Deck cheek block with ratchet	2
30	Folding chain plate	1
31	Cockpit table leg	1
32	Sheets winch	2
33	Stern Port balcony	1
34	Starboard stern rail	1
35	Cockpit table	1
36	Triple-block deck organizer	1
37	Extra Roof Winch	1
38	Lock for helmsman's seat	1
39	Bathing ladder	1
40	Preventer stay chain plate	2
41	Folding chain plate (releasable forestay)*	1

Label	Description	Qty
42	Handle pocket	2
43	Stanchion with strut *	4
44	Bowsprit jib-boom mount (spinnaker) *	1
45	Outboard motor mount *	1
46	Stainless-steel Life-lines (set)	1
47	Deck ventilator	2
48	Dorade ventilation box + protection *	2
49	Folding Steering wheel *	1
51	T44 Deck hatch	2
52	Deck hatches T20	2
53	T4 Roof porthole	4
55	T0 Cockpit porthole *	1/2
56	Hull porthole	4
57	Sliding hatch	1
58	Deckhouse hatch	1
59	Stationary deckhouse porthole	2
A	Life-line anchor point (on port & starboard cleats)	
B	Towing points (Port & Starboard)	
C	Ports (must be kept closed when at sea)	
D	"Man overboard": reboarding ladder	
E	Space provided for stowing life-raft	
F	Anchor point for safety harness	
G	Locker (must be kept closed when at sea)	

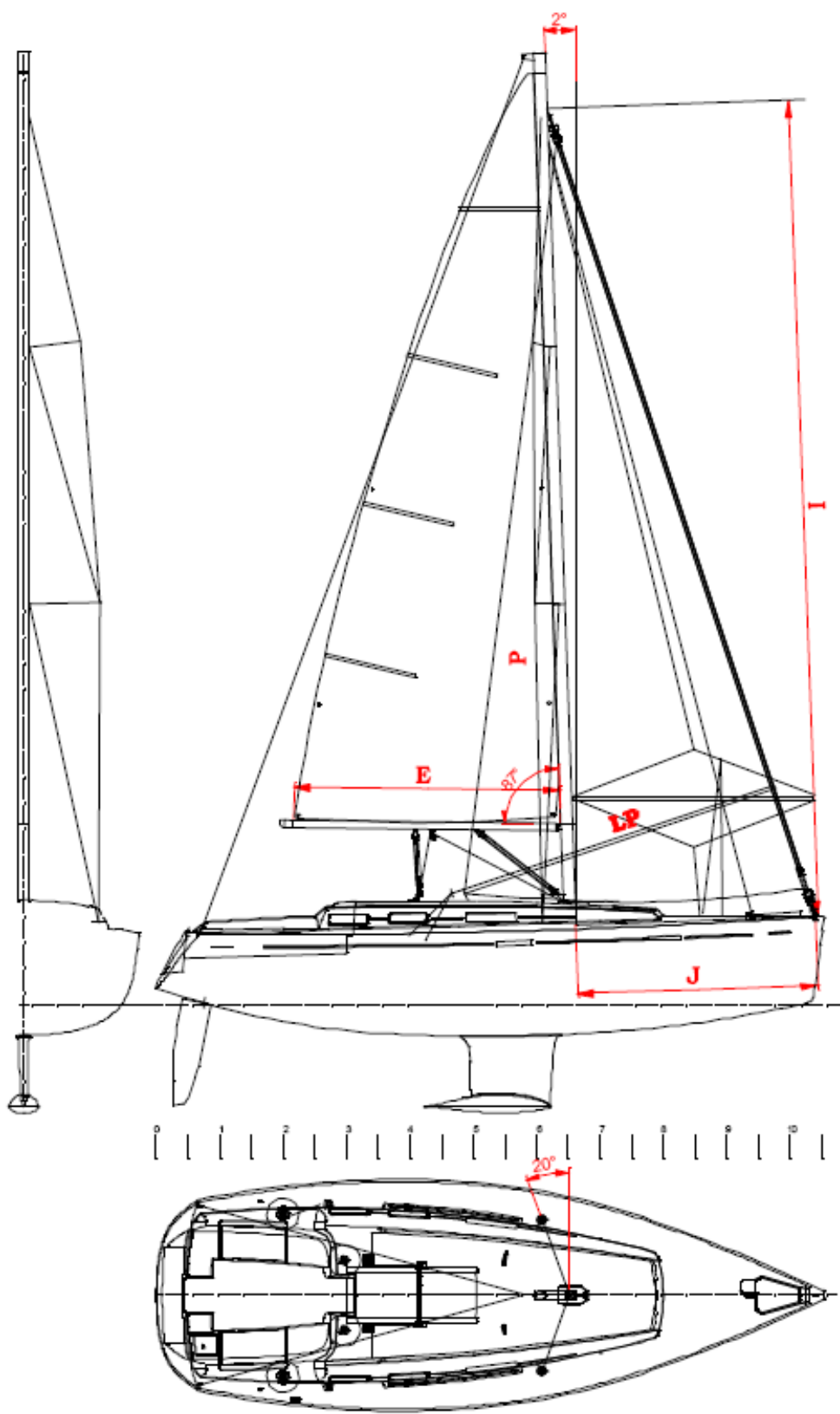
\* Option





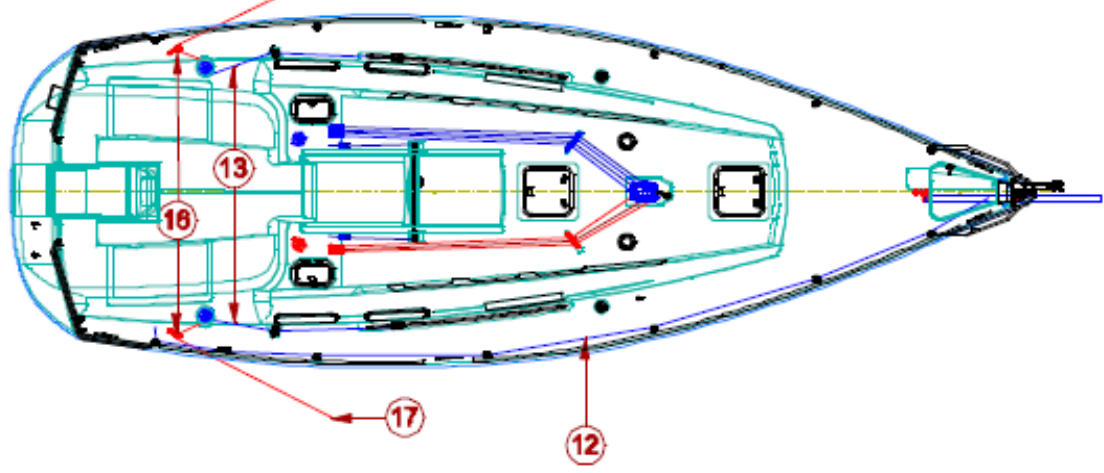
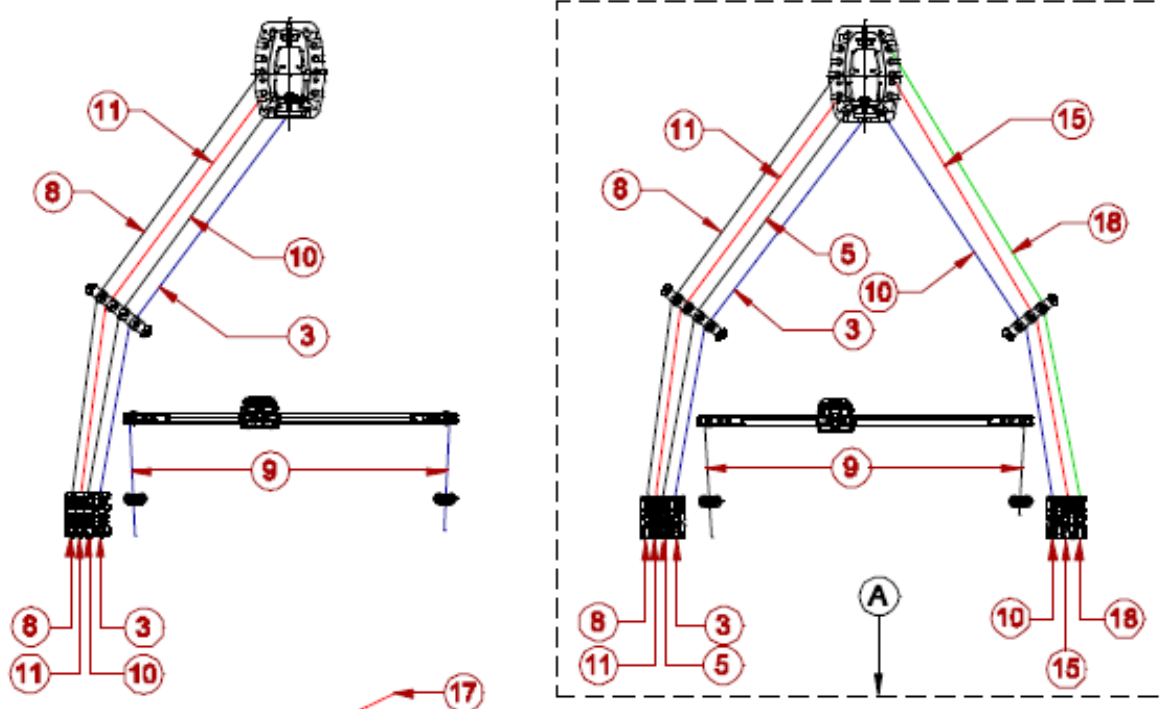
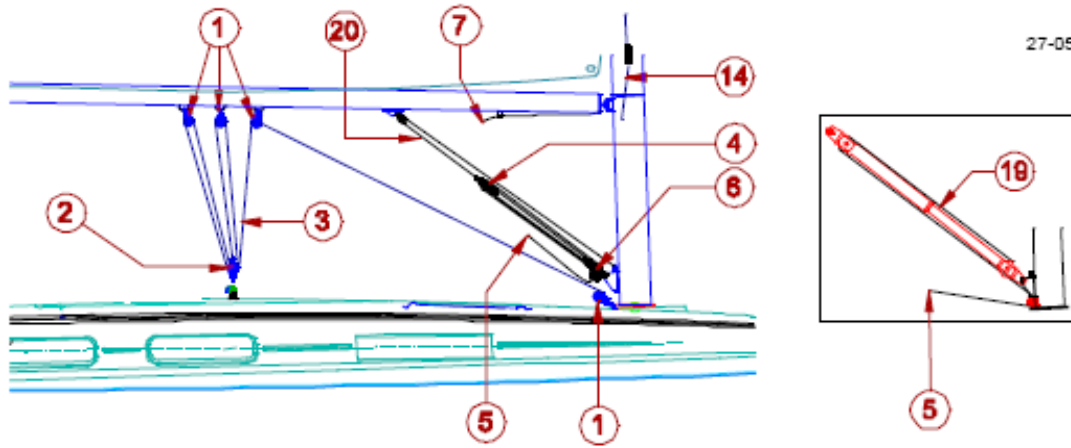
## IV. Sail plan

I	12.86 m
J	3.78 m
P	11.83 m
E	4.20 m
LP (135%)	5.15 m
Genoa area	33.0 m <sup>2</sup>
Mainsail area	28.5 m <sup>2</sup>



## V. Halyard & sheet routing diagram

<i>Label</i>	<i>Description</i>	
1	Simple swivel block & T 57 shackle	4
2	Double pulley with becket	1
3	Mainsail sheet - light blue	1
4	T40 Fiddle block	1
5	Boom vang – black	1
6	Fiddle block and T40 cleat	1
7	Outhaul - white	1
8	Mainsail halyard – black	1
9	Adjusting Mainsail car – blue	2
10	Reef N°1 – black	1
11	Reef N°2 – white	1
12	Genoa furling line - blue	1
13	Genoa sheet - blue	2
14	Genoa halyard - light blue	1
15	Spinnaker halyard - red *	1
16	Simple swivel block & shackle *	2
17	Spinnaker sheet - red *	2
18	Releasable forestay halyard - green *	1
19	Rigid downhaul*	1
20	Vectran strop	1
A	Options with extra roof winch	
*	Option	

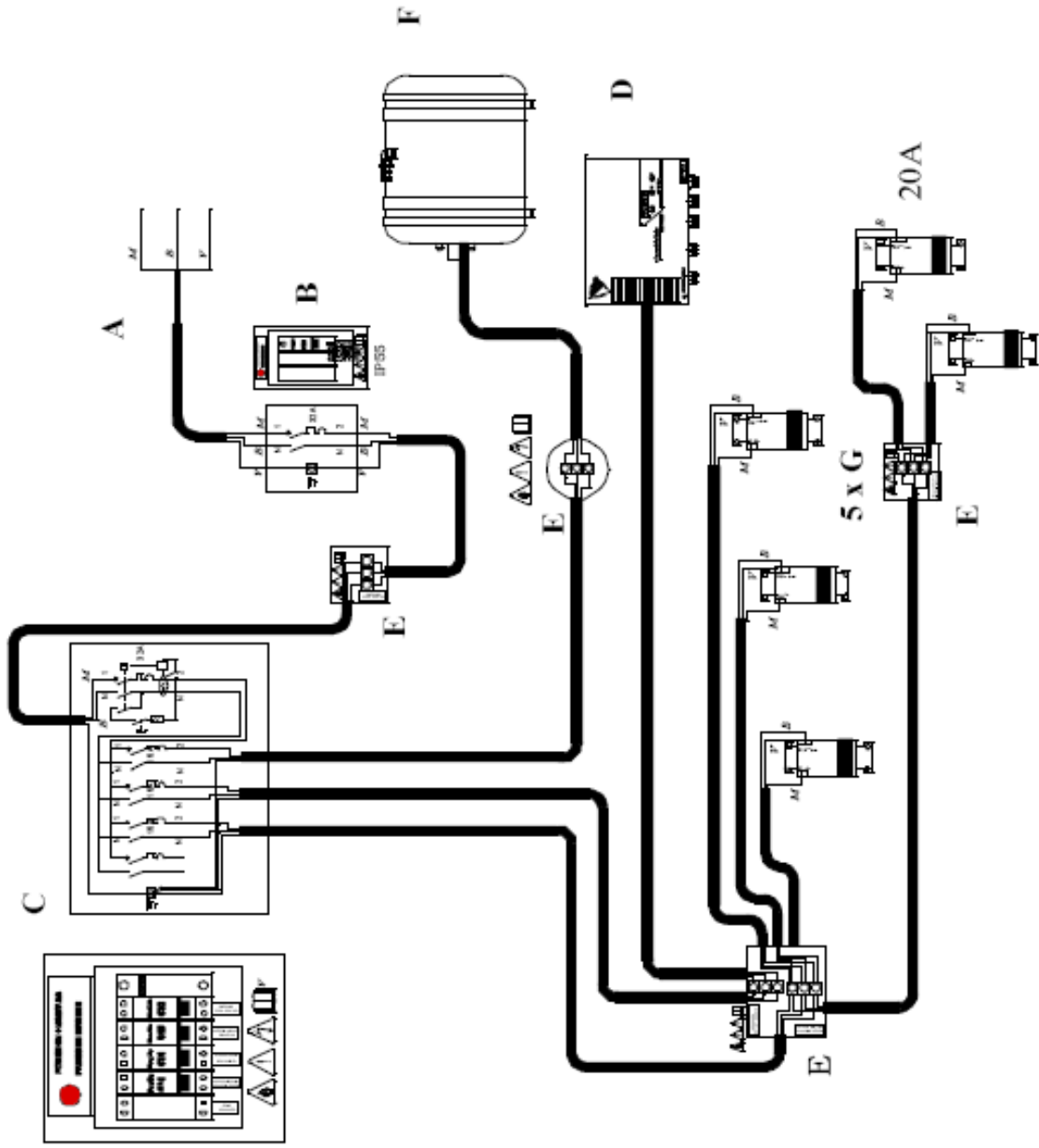


## VI. 110 V circuit diagram

<i>Label</i>	<i>Description</i>
<b><i>Equipment</i></b>	
A	Shore cable *
B	Electrical cabinet with master circuit breaker *
C	Electrical box with circuit breaker *
D	Battery charger *
E	Junction box *
F	Water-heater
G	110V-60Hz outlets *
<b><i>Electrical wiring colours</i></b>	
<i>b</i>	light blue
<i>g</i>	green
<i>m</i>	brown
<i>n</i>	black
<i>r</i>	red
<i>v</i>	green/yellow
<i>w</i>	white

\* Option

\*\* Not supplied

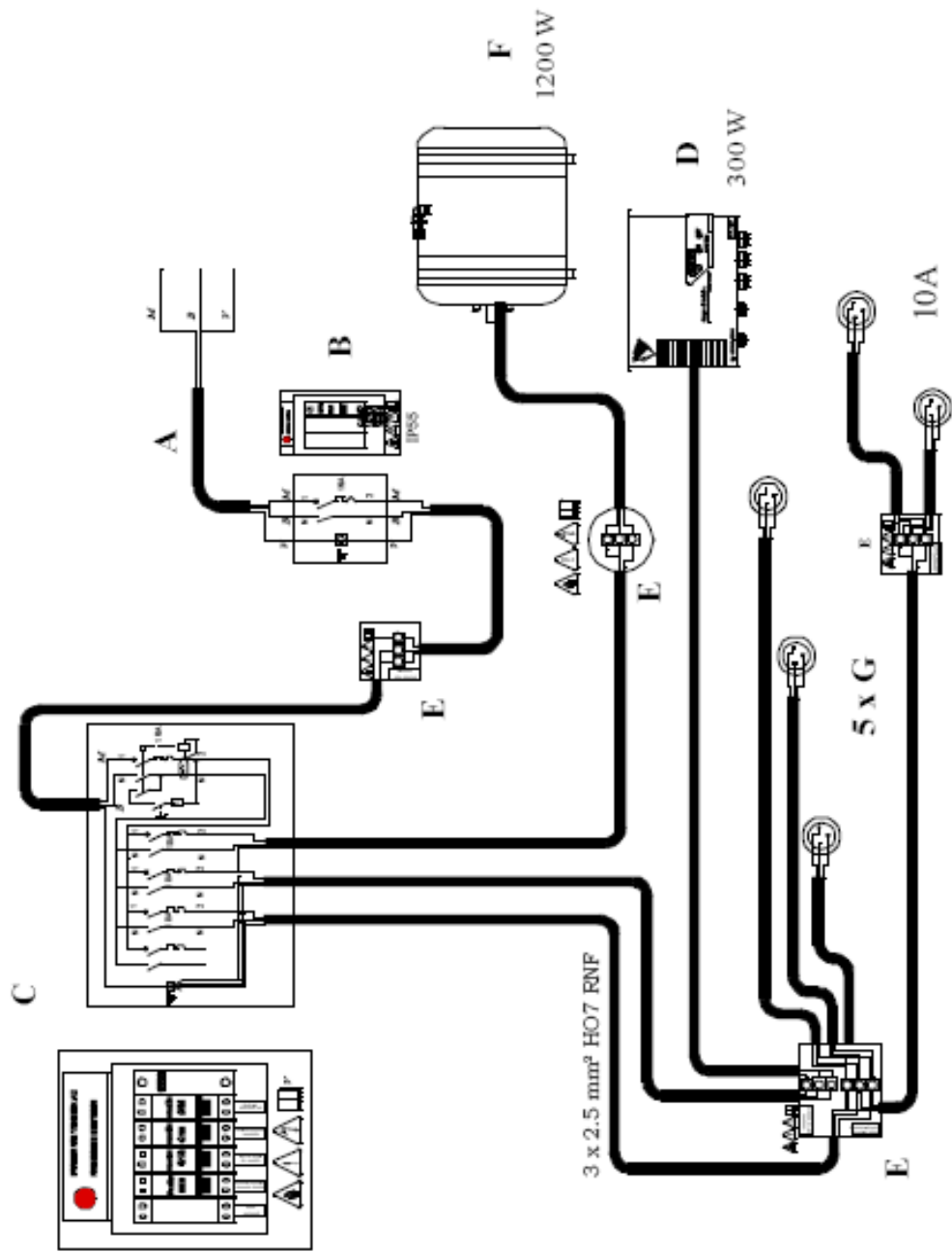


## VII. 220 V circuit diagram

<i>Label</i>	<i>Description</i>
<b><i>Equipment</i></b>	
A	Shore cable *
B	Electrical cabinet with master circuit breaker *
C	Electrical box with circuit breaker *
D	Battery charger *
E	Junction box *
F	Water-heater
G	220V outlets *
<b><i>Electrical wiring colours</i></b>	
<i>b</i>	light blue
<i>g</i>	green
<i>m</i>	brown
<i>n</i>	black
<i>r</i>	red
<i>v</i>	green/yellow
<i>w</i>	white

\* Option





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## VIII. Charging & power circuit diagram

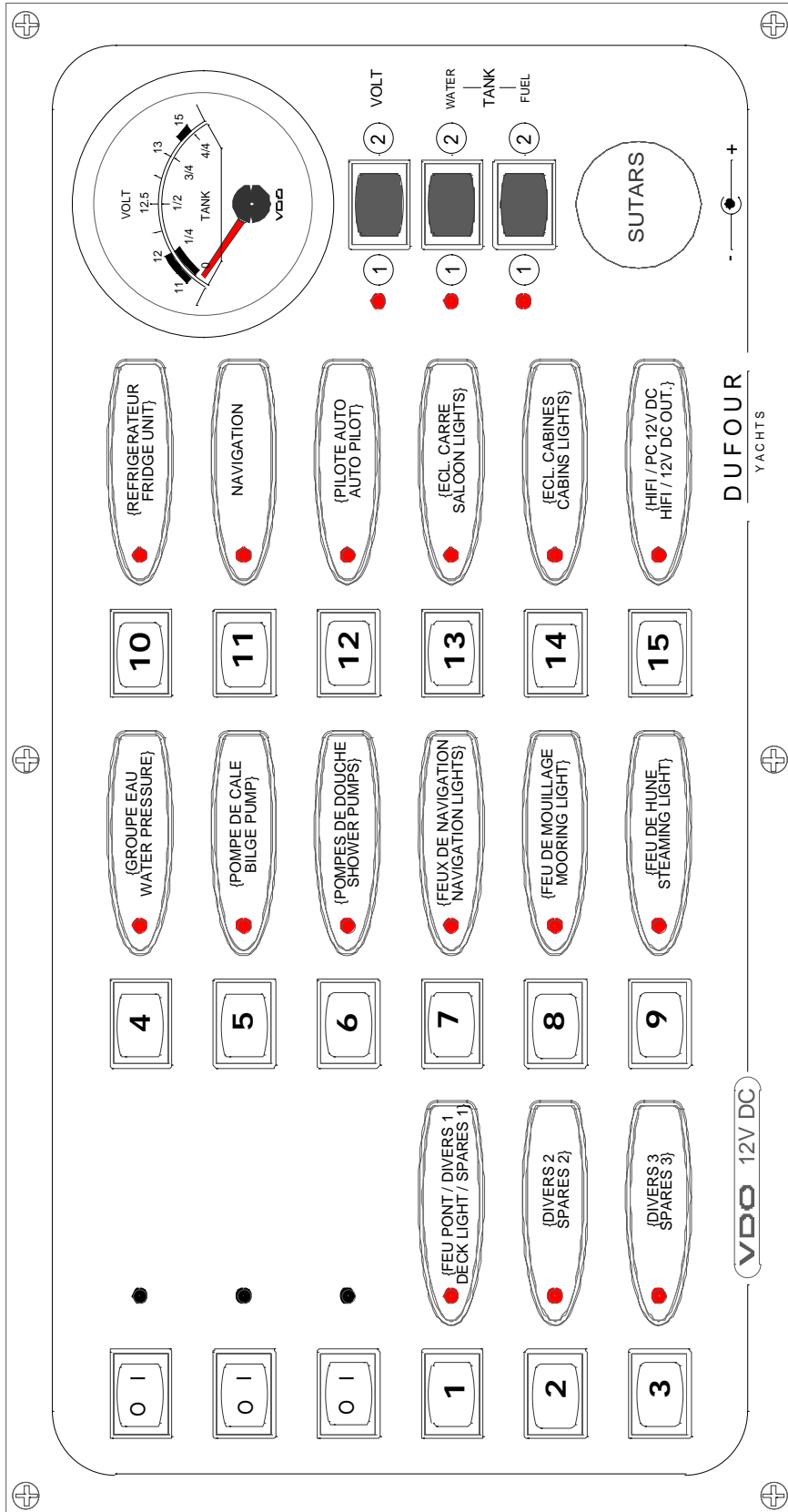
<i>Label</i>	<i>Description</i>
A	Electric winch*
B	Windlass remote control *
C	Remote control relay *
D	D Connector
E	Battery charger *
F	12V distribution panel
G	Single-pole 80A circuit breaker*
H	Auxiliary batteries (1 ; 2*)
I	125A fuse
J	Auxiliary battery isolator
K	5A fuse*
L	Alternator
M	Splitter
N	Starter motor
O	Engine battery
P	Engine battery isolator
Q	Windlass relay*
R	5A fuse for engine compartment fan
S	Fan relay
T	Electric fan
B-	Chart table -ve terminal
B+	Chart table +ve terminal
Z-	Motor comp. -ve terminal
*	Option



## IX. 12 V / 220 V Electrical panel diagram

	<i>Description</i>	<i>Protection</i>
1	Deck light * / Spares 1	10A
2	Miscellaneous 2	10A
3	Windlass control	10A
4	Water pump unit	10A
5	Bilge pump	15A
6	Shower pump	10A
7	Navigation lights	10A
8	Mooring light	10A
9	Steaming light	10A
10	Refrigerator	10A
11	Navigation instrument pack	10A
12	Autopilot	20A
13	Saloon lights	15A
14	Cabins lighting	15A
15	HIFI / 12V outlet	10A

\* not supplied



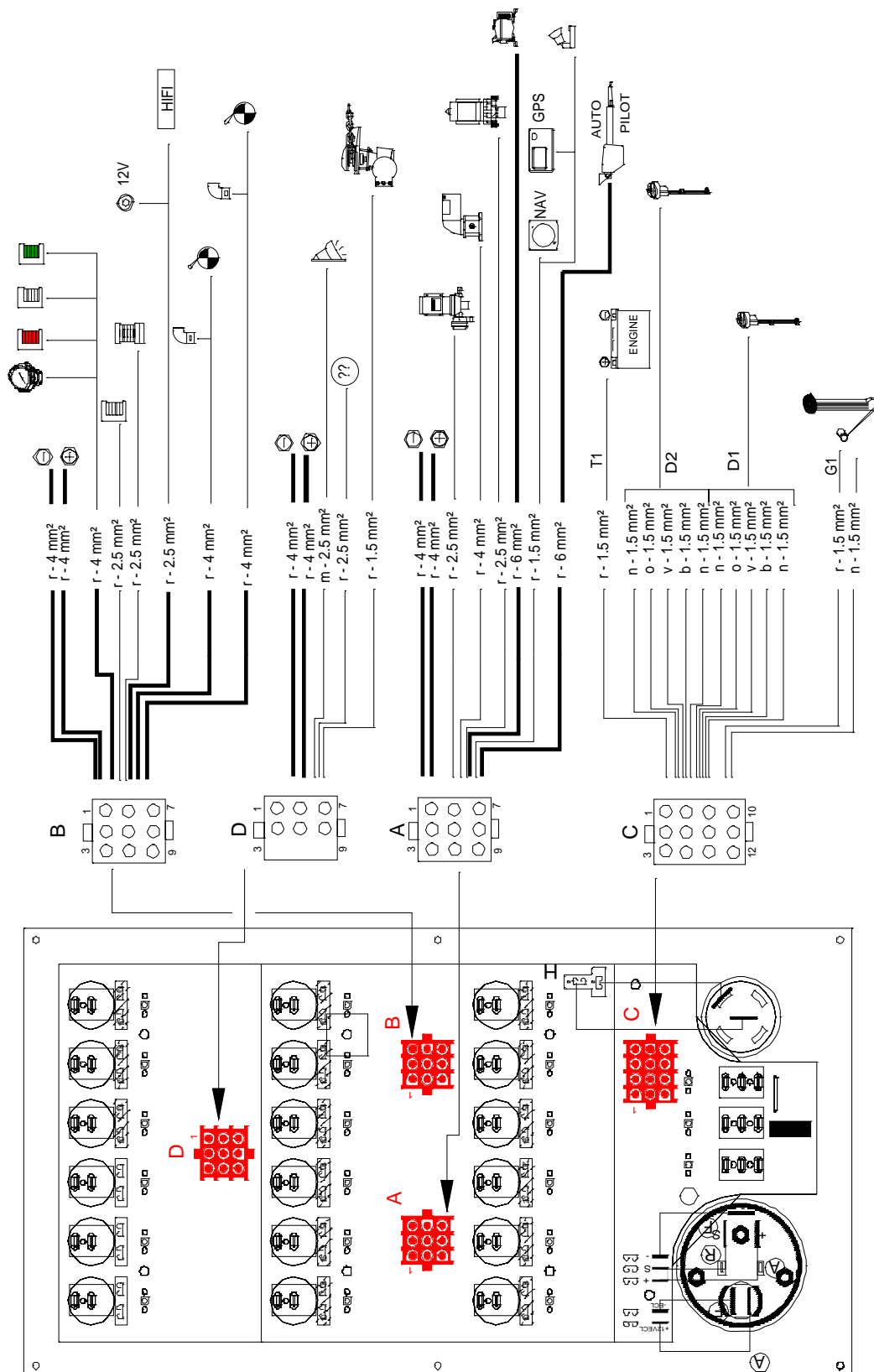
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## X. Distribution panel terminal rail diagram

<i>Label</i>	<i>Description</i>
A	A Connector
1	Water pump unit
2-5	Battery positive
3	Fridge thermostat relay
4	Bilge pump
	Navigation equipment * and chart table reading
6	light
7	Shower drain pump(s)
8	Battery negative
9	Autopilot*
B	B connector
1	Navigation lights and compass
2-5	Battery positive
3	Saloon and chart table lights
4	Mooring light
6	Cabin and head lights
7	Steaming light
8	Battery negative
9	HIFI * / 12V outlet
C	C Connector
1/2/3/4	Fore watertank sensor – D1***
5	Fuel gauge sensor – G1
6	Engine battery test – T1
7	Water and Fuel – level 0
8	Fuel gauge sensor – G2**
9/10/11/12	Aft watertank sensor – D2***
D	D Connector
1	Deck light ** / Spares 1
2-5	Battery positive
4	Miscellaneous 2
7	Windlass
8	Battery negative
	<b>Electrical wiring colours</b>
n	black
r	red
w	white
o	Orange
m	brown
b	blue

\* Option    \*\* not supplied    \*\*\* with 2009 version

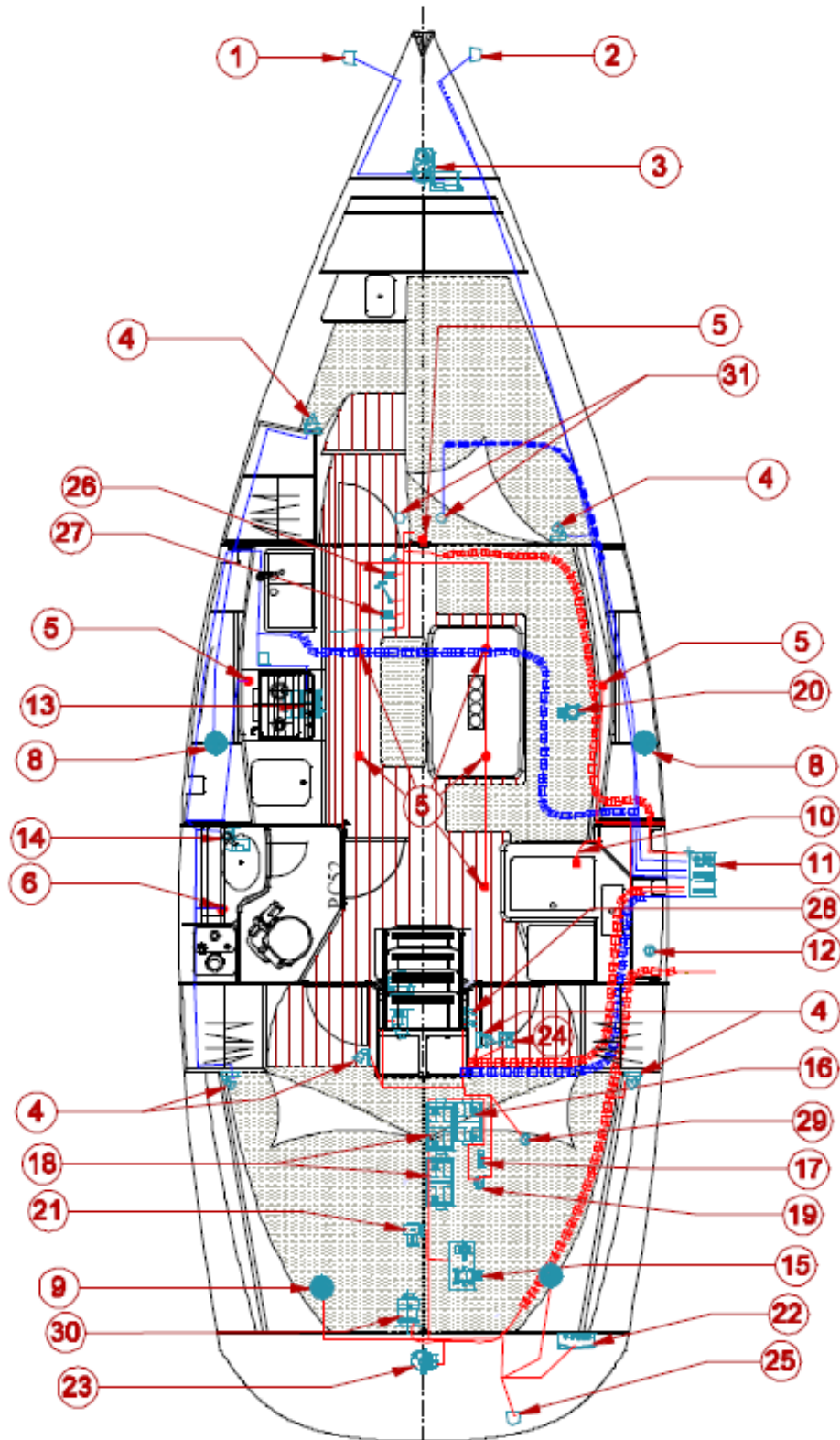


## XI. 12 V electrical installation diagram

<i>Label</i>	<i>Description</i>
1	Port navigation light
2	Starboard navigation light
3	Windlass * Windlass relay*
4	Swivelling spot
5	Bulkhead light + switch
6	Head bulkhead light + switch
7	
8	Hi-fi/radio CD speaker *
9	Cockpit speaker *
10	Chart table reading light
11	12V control panel
12	12V outlet
13	Refrigeration unit
14	Shower pump
15	Bilge pump
16	Engine battery
17	General service fuse
18	Auxiliary battery ( x2*)
19	Splitter
20	Water pump unit
21	Bilge fan
22	Battery charger *
23	Compass
24	Navigation instrument pack *
25	Stern light
26	Steaming light
27	Mooring light
28	Battery isolator
29	Fuel gauge
30	Autopilot motor * Depth sounder & log transducers
31	*

\* Option





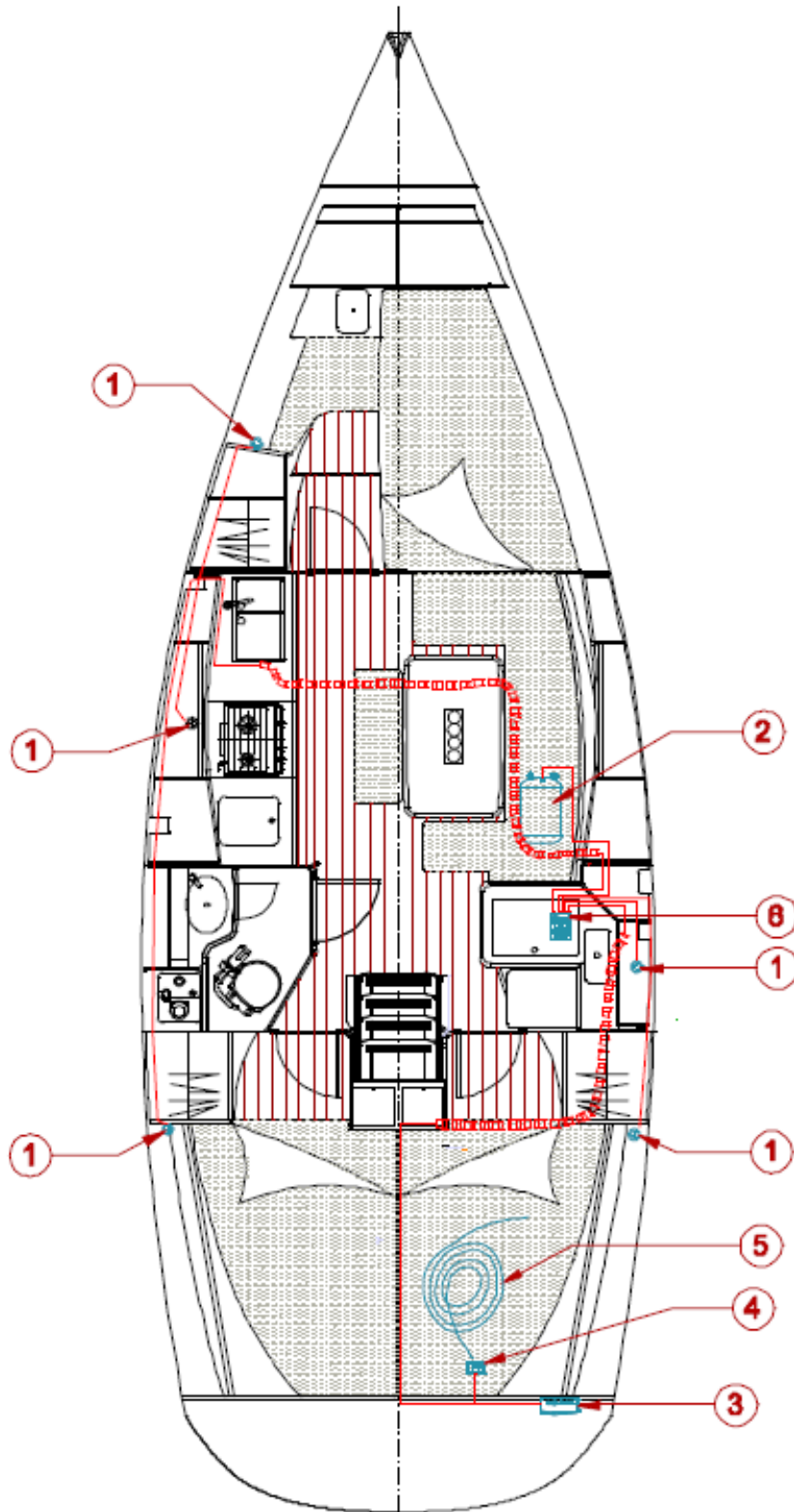
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## XII. 220 V electrical installation diagram

<i>Label</i>	<i>Description</i>
1	220 V ( or 110 V ) outlet *
2	Water-heater
3	Battery charger *
4	Master circuit breaker*
5	Shore cable *
6	Electrical box *

\* Option



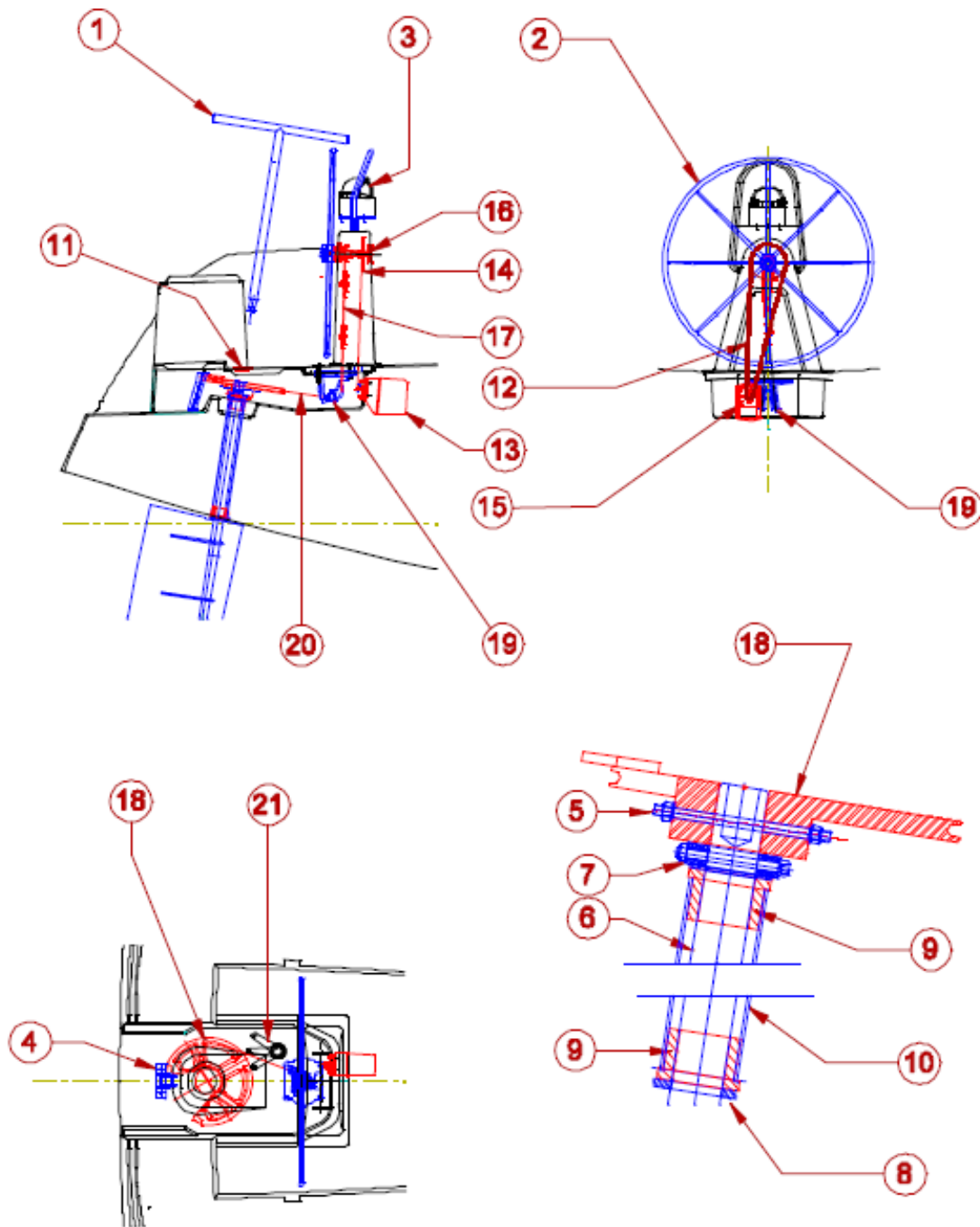
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### XIII. Steering system diagram

<i>Label</i>	<i>Description</i>
1	Emergency tiller
2	Steering wheel
3	Compass
4	Rudder stop
5	Quadrant pin
6	Rudder blade + stock
7	Thrust bearing
8	Nylon grommet
9	Upper and lower bearings
10	Rudder trunk
11	Tiller deck plate
12	Pilot chain
13	Autopilot motor *
14	Automatic pilot gear *
15	Pilot plate *
16	Bulkhead fitting + brake
17	5/8P chain assembly
18	Quadrant
19	Sheave plate
20	5 mm dia. Cable
21	Helm angle sensor *
22	
23	

\* Option



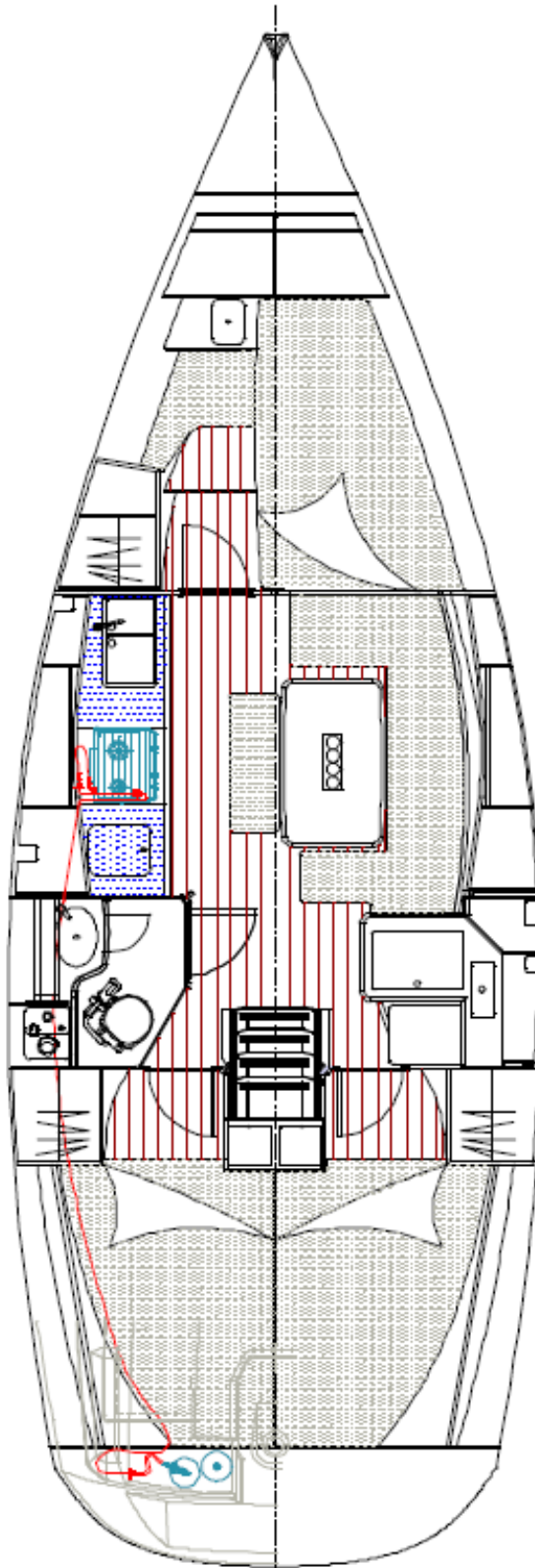
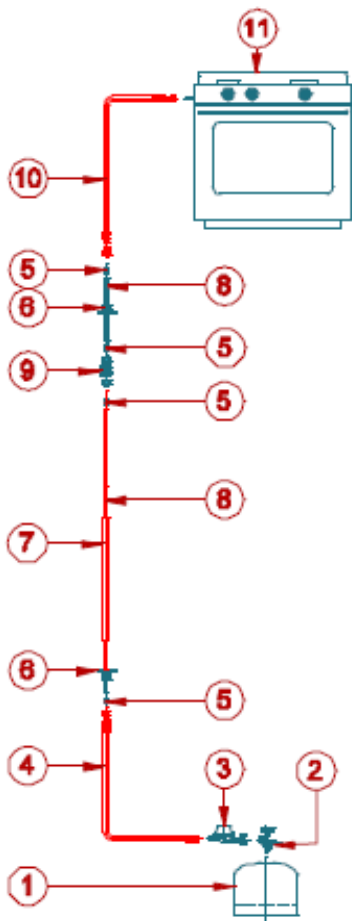
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## XIV. Gas system diagram

<i>Label</i>	<i>Description</i>
1	Gas cylinder **
2	Shut-off valve **
3	Regulator **
4	Medium-length connecting hose
5	Spacer piece / 6×8 pipe
6	Watertight bulkhead fitting
7	PVC pipe
8	6×8 copper pipe
9	CE gas shut-off valve (in compartment below cooker)
10	Long connection hose
11	2-burner stove / oven

\*\* Not supplied



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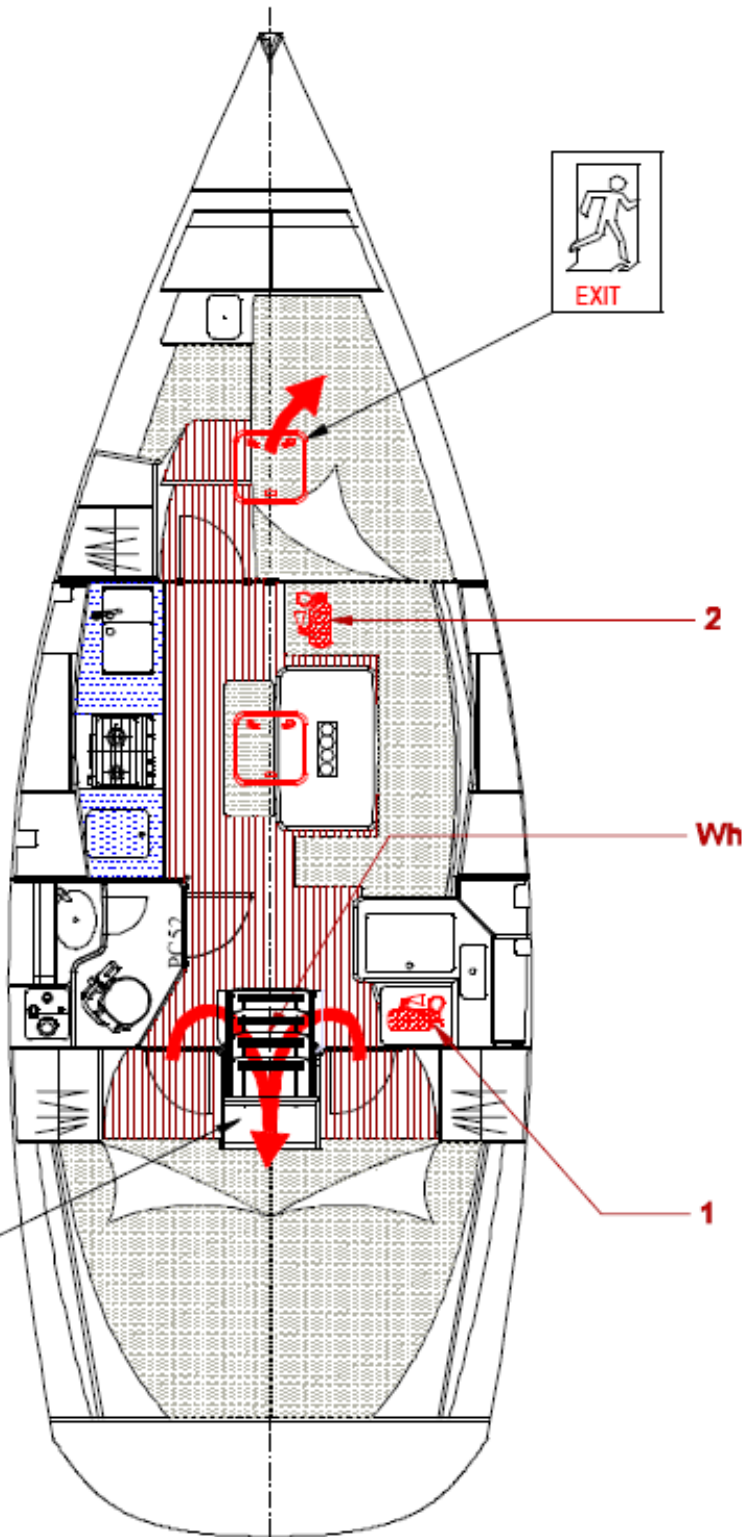
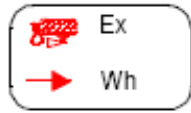
14

## XV. Abandon ship plan

<i>Label</i>	<i>Description</i>
EXIT	Emergency exit
Ex	Recommended fire-extinguisher locations
1	Under chart table **
2	Under saloon's settee **
WH	Engine compartment extinguishing hole

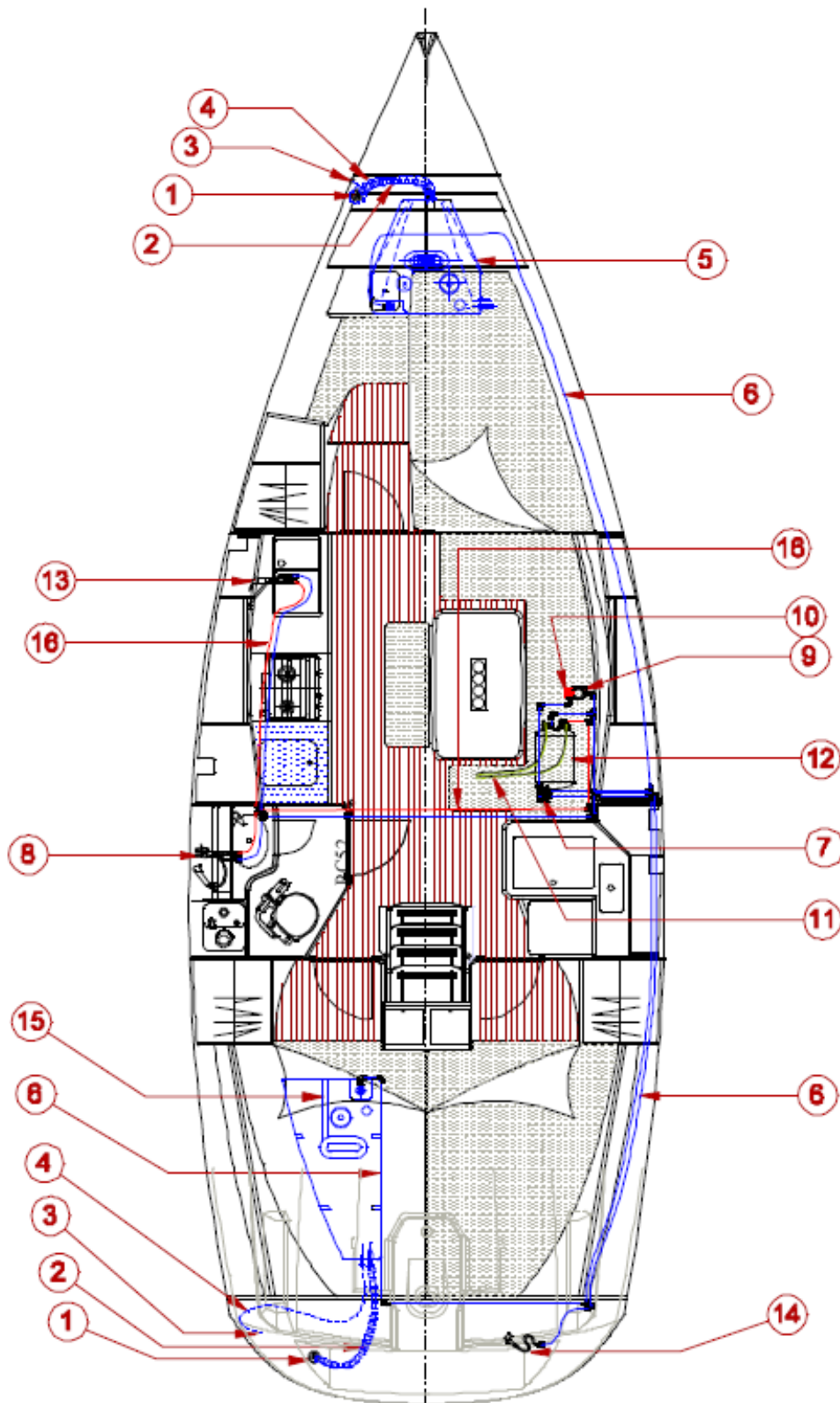
\*\* Not supplied





## XVI. Fresh-water system diagram

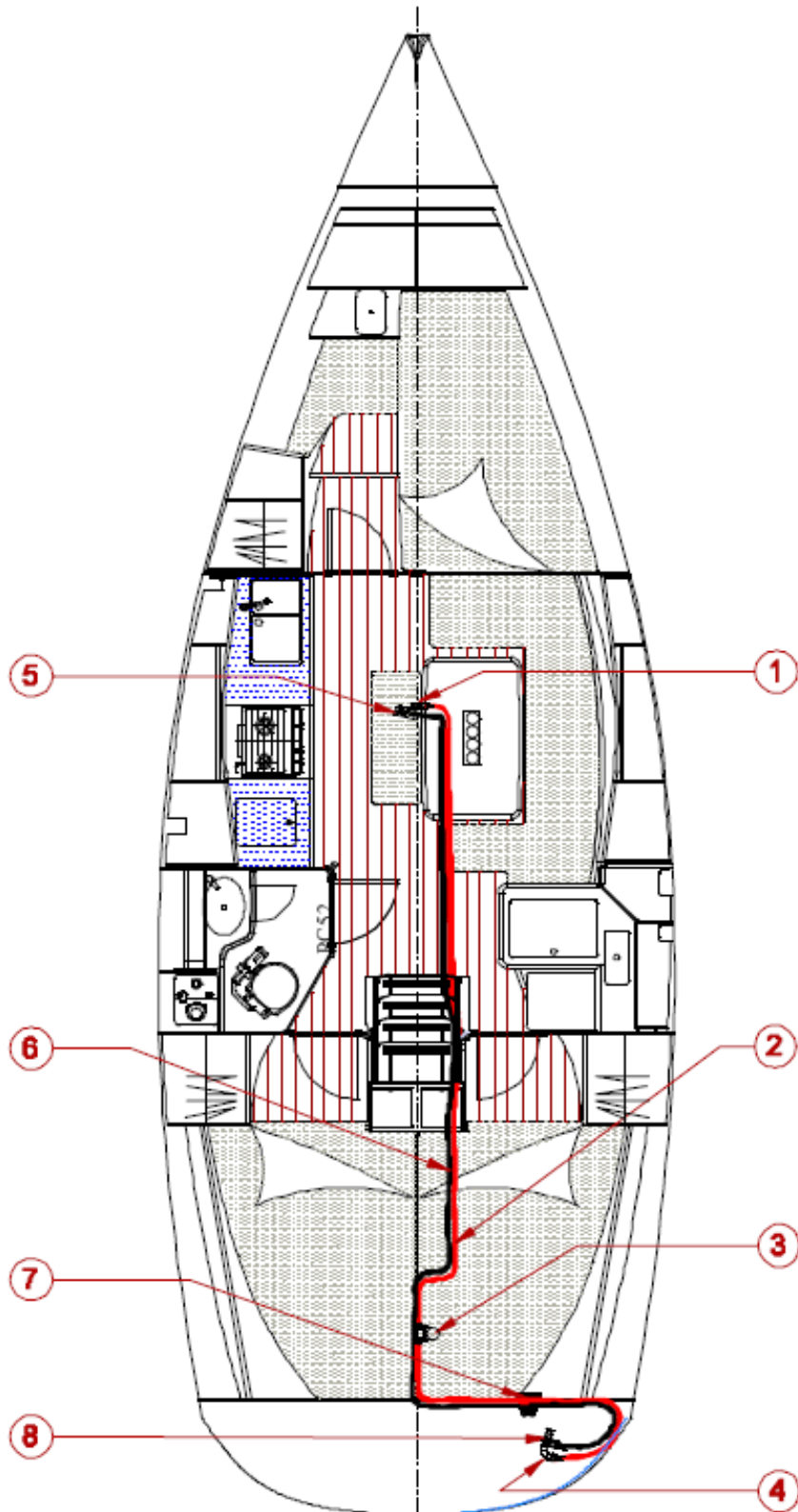
<i>Label</i>	<i>Description</i>
1	Filler deck-plate
2	Filler hose
3	Vent
4	Vent hose
5	Bow water tank
6	Cold water pipe
7	2 way manifold
8	Single-lever shower mixer tap
9	Water pump unit
10	Fresh-water pump
	Hot-water tank/engine heat exchanger
11	pipe
12	Water-heater
13	Single-lever mixer tap
14	Deck shower
15	Stern water tank
16	Hot water pipe



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## XVII. Drain system diagram

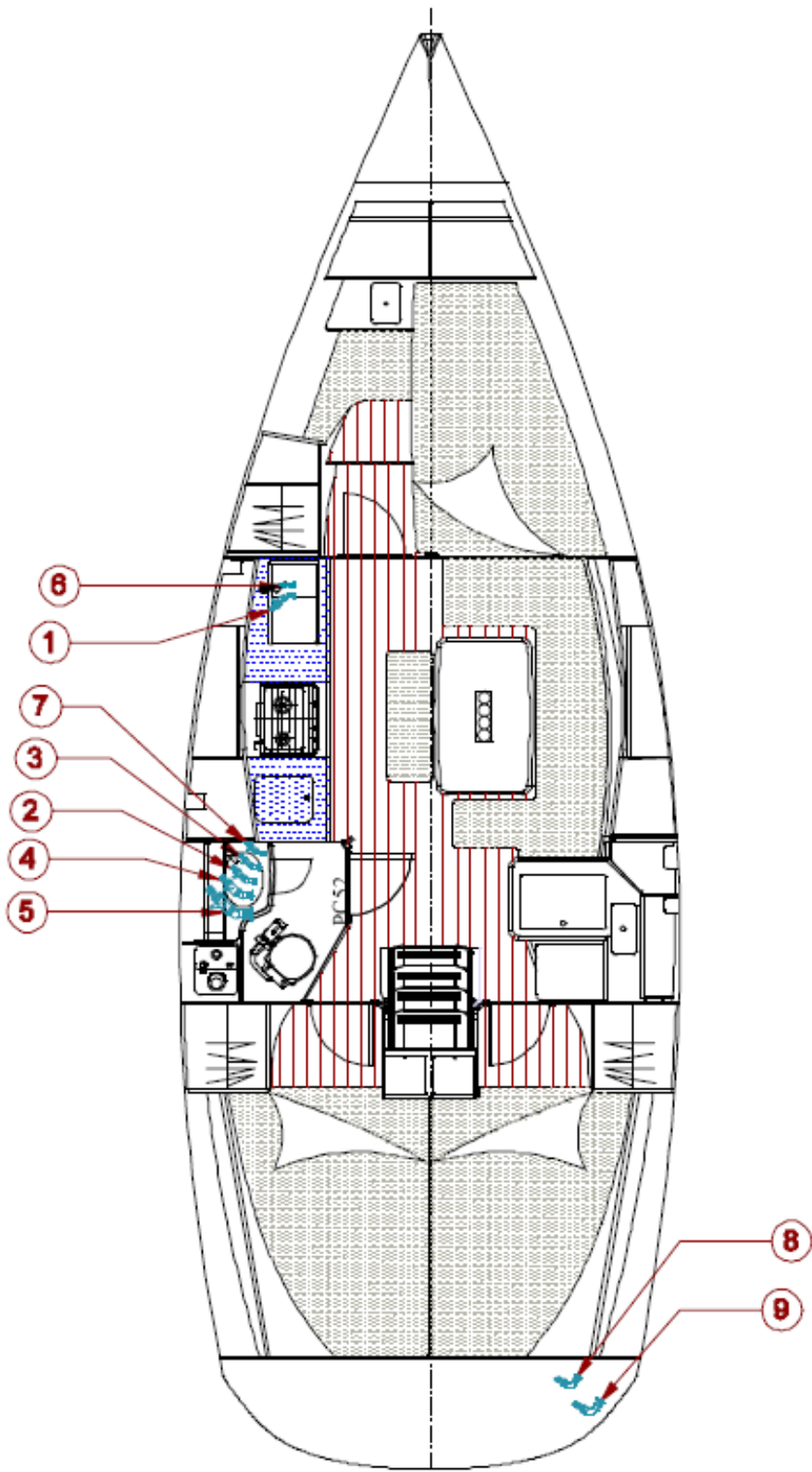
<i>Label</i>	<i>Description</i>
	<b><i>Electric bilge pump</i></b>
1	Strainer
2	Ø20 discharge hose
3	Electric bilge pump
4	Skin fitting
	<b><i>Manual bilge pump</i></b>
5	Strainer
6	Ø25 discharge hose
7	Manual bilge pump
8	Skin fitting



## XVIII. Skin fitting location diagram

<i>Label</i>	<i>Description</i>	<i>Ø</i>
<b><i>Skin-fittings + seacocks</i></b>		
1	Galley sink discharge	1"
2	Washbasin discharge	1"
3	Toilet sea-water intake	3/4"
4	Toilet discharge	1"1/4
5	Holding tank discharge *	2"
6	Foot pump sea water intake*	1/2"
7	Shower waste	3/4"
<b><i>Skin fittings</i></b>		
8	Electric bilge pump discharge	3/4"
9	Manual bilge pump discharge	1"

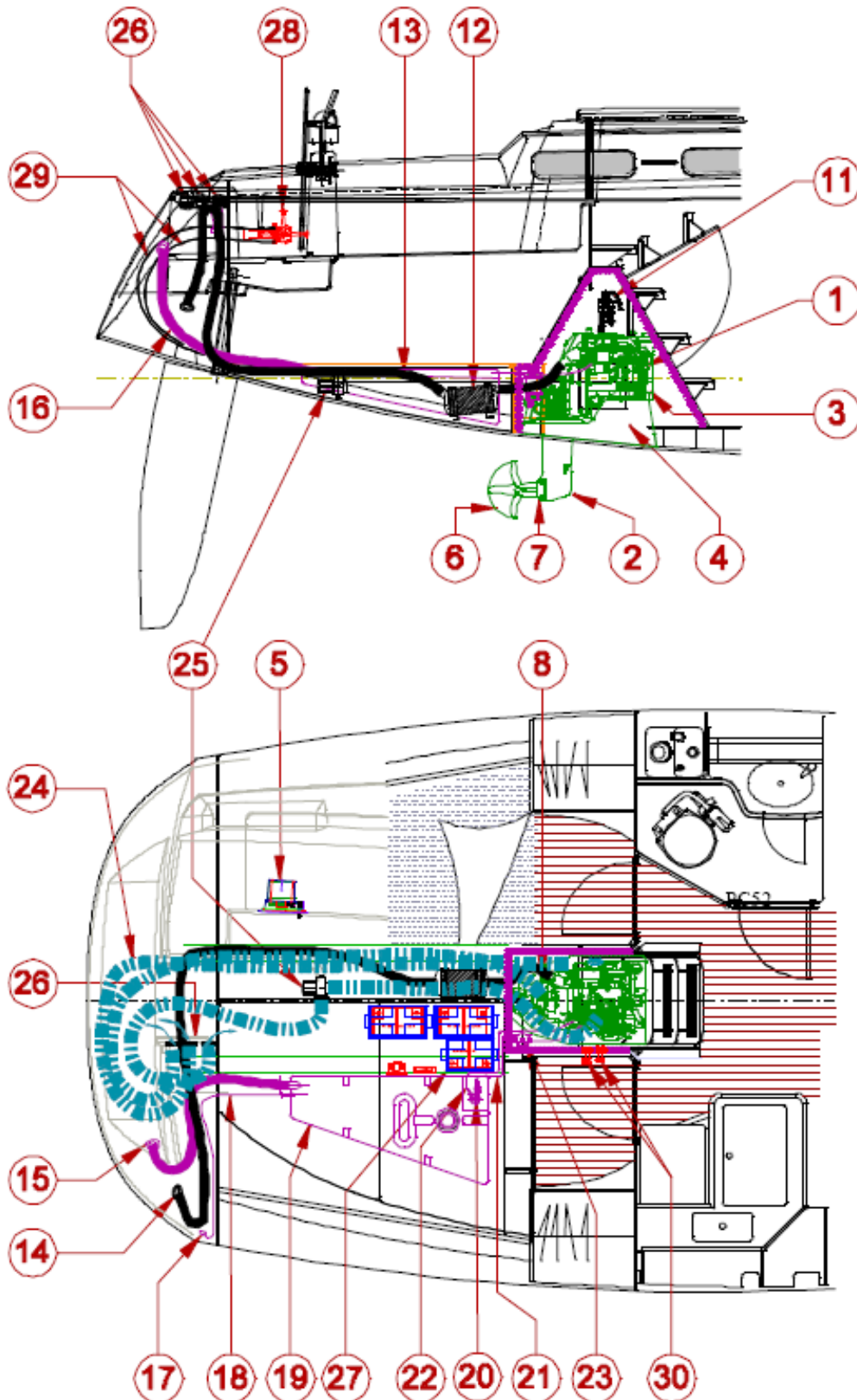
\* Option



## XIX. Mechanical installation diagram

<i>Label</i>	<i>Description</i>
	<b><i>General</i></b>
1	Engine
2	Sail-drive
3	Engine sea-water pump
4	Polyester engine bearer
5	Engine control panel (Port)
6	Propeller
7	Anode
	<b><i>Cooling / Exhaust system</i></b>
8	Sea-water seacock
9	
10	
11	Anti-siphon swan neck
12	Waterlock silencer
13	Exhaust pipe
14	Exhaust outlet
	<b><i>Fuel system</i></b>
15	Fuel filler deck plate
16	Filler hose
17	Diesel tank vent
18	Diesel tank vent hose
19	Fuel tank
20	Fuel shut-off valve
21	Fuel feed hose
22	Fuel return hose
23	Fuel filter
	<b><i>Ventilation</i></b>
24	Ventilation duct
25	Bilge fan
26	Ventilation grilles
	<b><i>Miscellaneous</i></b>
27	Engine battery
28	Control box (Starboard)
29	Control cables
30	Circuit-breakers





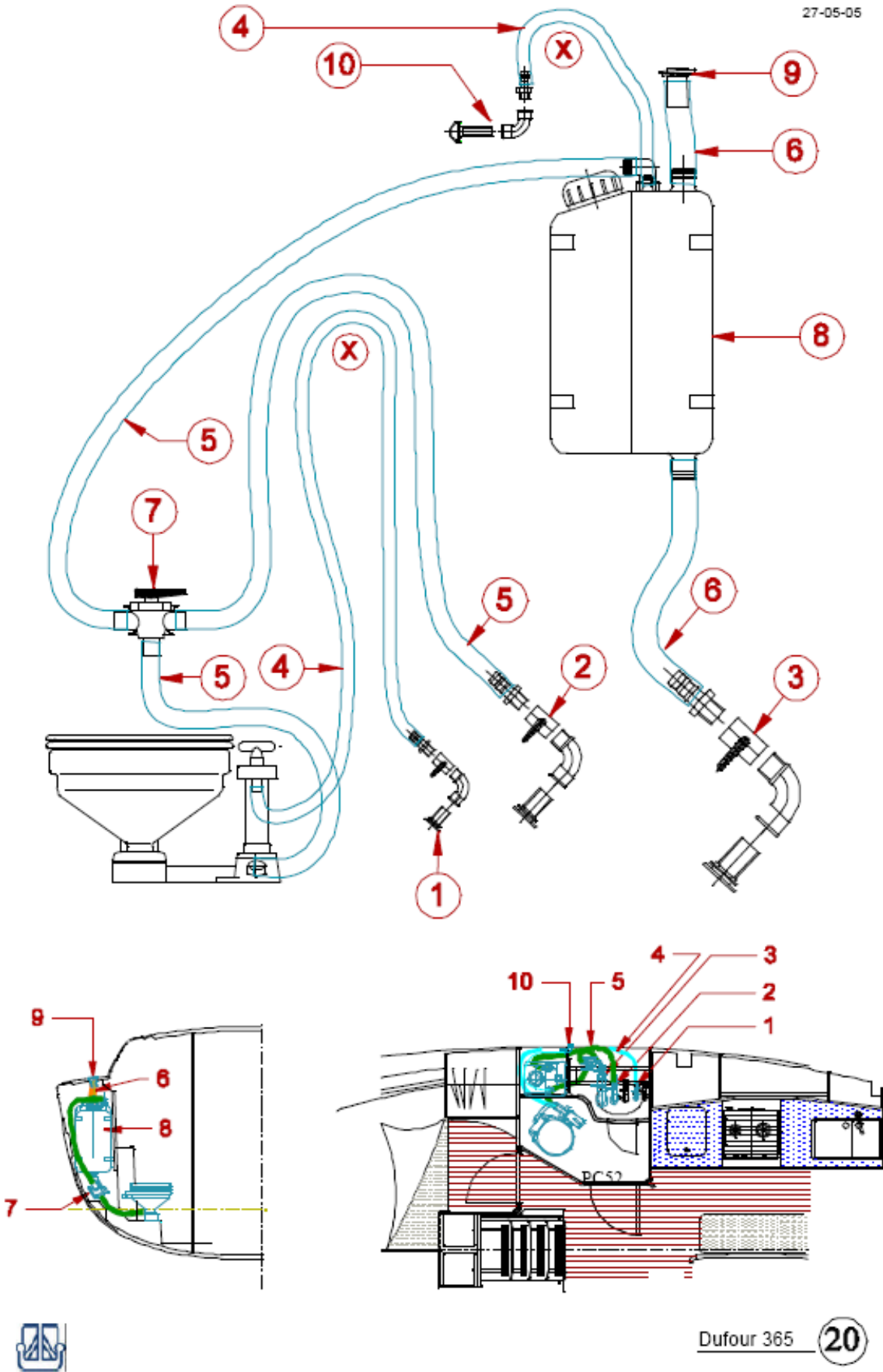
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## XX. Holding tank fitting drawing - layout 3 cabins

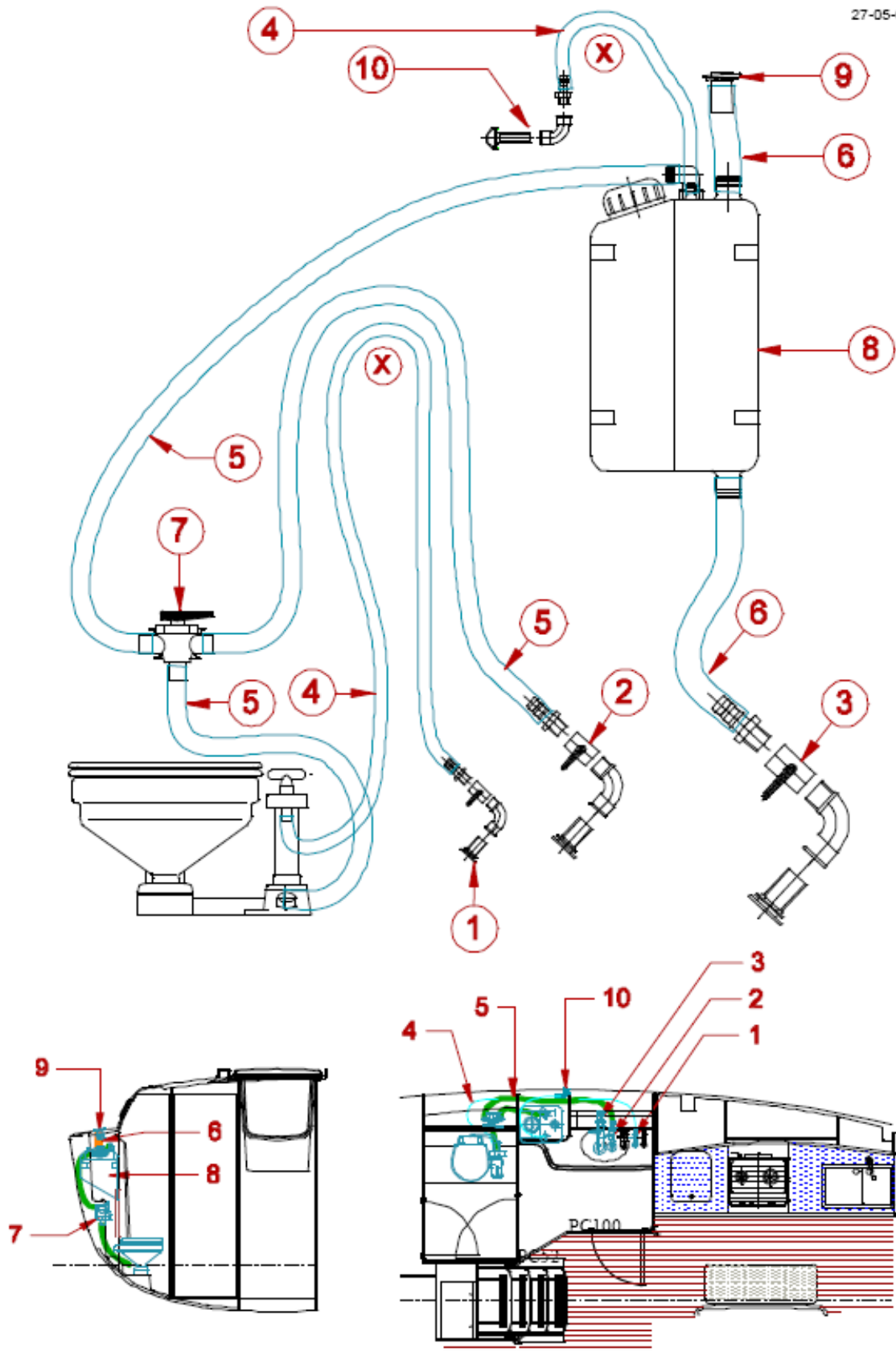
<i>Label</i>	<i>Description</i>
	<b><i>3-cabin version</i></b>
1	Skin fitting & seacock, 3/4"
2	Skin fitting & seacock, 1 1/4"
3	Skin fitting & seacock, 2" *
4	20 mm Ø hose
5	38 mm D anti-odor hose *
6	51 mm Ø anti-odour hose *
7	38 mm Ø PVC 3-way valve *
8	Polythene holding tank *
9	50 mm D alu. waste deck plate *
10	Chromed brass vent *
⊗	U-bend
	* Optional equipments

Supplied as standard



## XXI. Holding tank fitting drawing - layout 2 cabins

<i>Label</i>	<i>Description</i>
	<b>2-cabin version</b>
1	Skin fitting & seacock, ¾"
2	Skin fitting & seacock, 1¼"
3	Skin fitting & seacock, 2" *
4	20 mm Ø hose
5	38 mm D anti-odor hose *
6	51 mm Ø anti-odour hose *
7	38 mm Ø PVC 3-way valve *
8	Polythene holding tank *
9	50 mm D alu. waste deck plate *
10	Chromed brass vent *
ⓧ	U-bend
	* Optional equipments
	Supplied as standard



## XXII. Sea and inland waterways charter

27-05-05

# Charte pour la mer et les rivières

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

Pour protéger ce milieu,

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

Décembre 1999



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## Au service des plaisanciers et des professionnels de la mer

### Les sauveteurs en mer veillent..

Tous les marins savent qu'on ne badine pas avec la grande bleue ... Malgré les progrès considérables réalisés en matière de sécurité par les constructeurs de bateaux, un événement de mer est toujours possible et vous pouvez avoir un jour besoin des « **sauveteurs en mer** ».

A toute heure du jour et de la nuit, 7 jours sur 7, 3 500 bénévoles sont prêts à appareiller dans la demi-heure pour aller porter secours à ceux qui sont en difficulté ... et cela parfois au péril de leur propre vie !

C' est grâce au maillage très serré de ses 255 stations en France et dans les D.O.M. que " Les Sauveteurs en Mer " assurent aujourd' hui près de 50 % de sauvetage en France

**En mer, vous pouvez avoir besoin d'eux, à terre ils ont besoin de vous**

Le sauvetage des vies humaines est gratuit mais les moyens mis en oeuvre coûtent cher. Les sauveteurs en mer, qui se recrutent de plus en plus parmi les plaisanciers, ont besoin de vous pour entretenir, moderniser et remplacer leurs moyens nautiques (1 canot tous temps coûte 4,2 MF !).

Venez donc soutenir ou même rejoindre ces marins, hommes ou femmes, désintéressés, discrets et efficaces : prenez contact avec le responsable de la station la plus proche du port d' attache de votre bateau ou avec notre siège à Paris



- avant de prendre la mer, informez vos proches de vos intentions
- renseignez vous sur les conditions locales (météo, courant, etc)
  - possédez des moyens radio VHF fiables et contrôlez-les
  - faites porter un gilet de sauvetage aux enfants

**UNE VIE HUMAINE N'A PAS DE PRIX ... ,  
UN CANOT DE SAUVETAGE EN A UN !**

LES SAUVETEURS EN MER (S.N.S.M.)  
Siège social: 31, cité d'Antin 75009 PARIS

Tel: 01 56 02 64 64 - Fax: 01 56 02 64 63 - E-mail : [www.snsfm.com.fr](http://www.snsfm.com.fr)



*Je soutiens la SNSM et j'adhère !*

Je joins un chèque de:  130 FF/mois (20 €)  300 FF (45 €) (donateur) -  2500 FF (380 €) (bienfaiteur)  
Un reçu de déductibilité fiscale me sera adressé avec la carte et l'autocollant de membre

NOM: ..... PRENOM: .....  
ADRESSE: .....  
Téléphone: ..... email: .....



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