

FIRST 265

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IDENTITY CARD OF YOUR FIRST 265

1

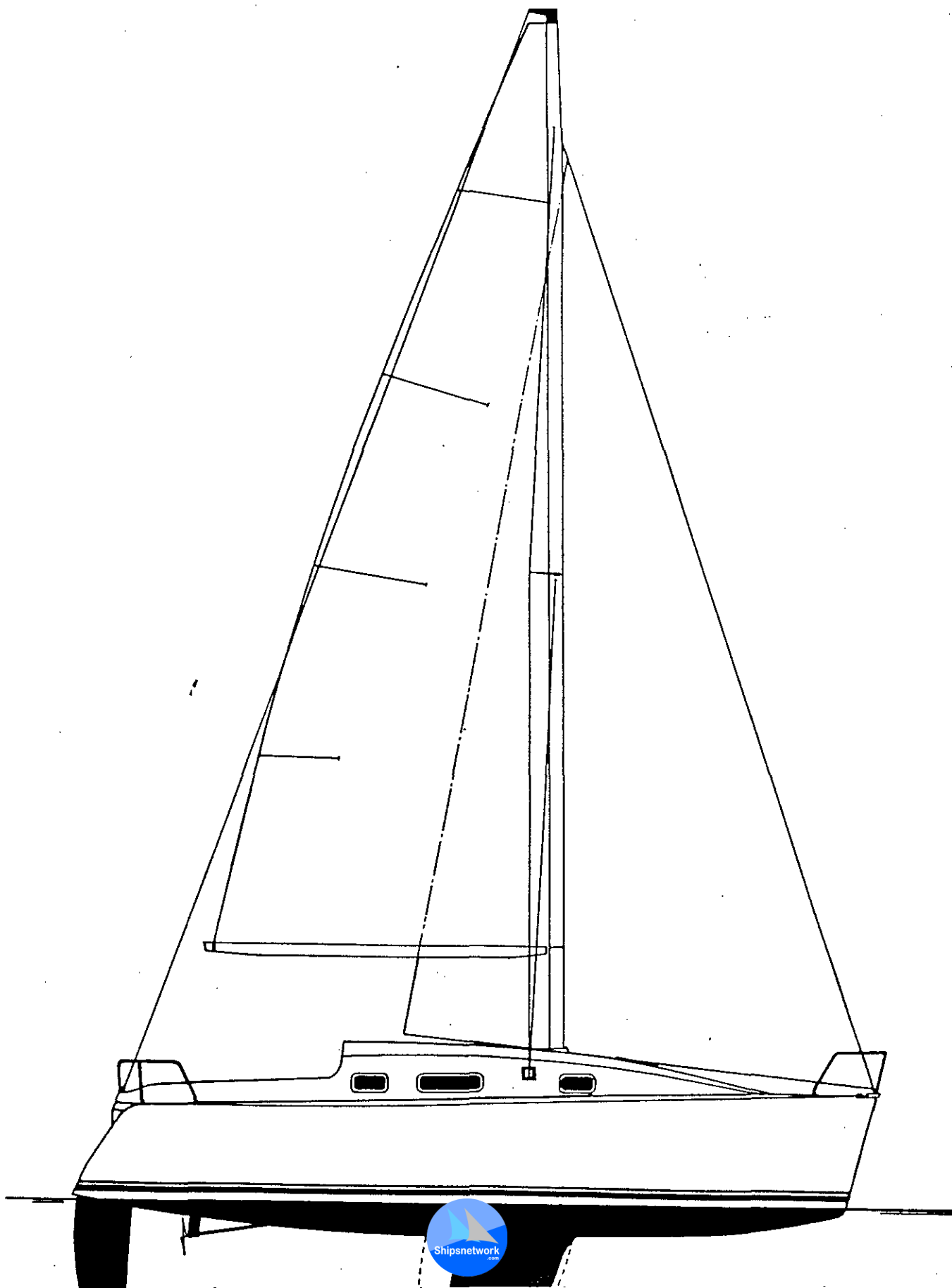
ARCHITECT : GROUPE FINOT

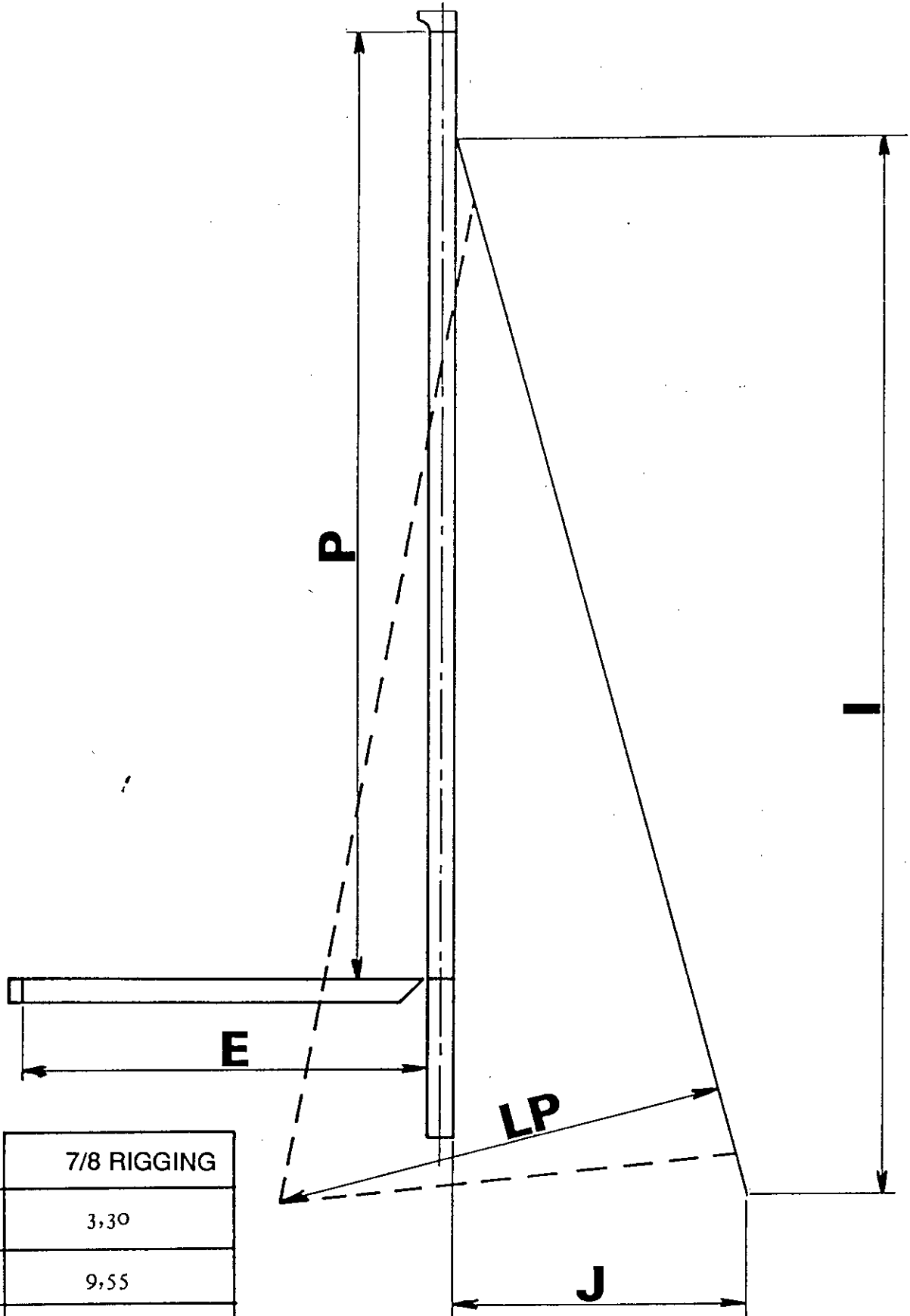
MAIN SPECIFICATIONS :

OVERALL LENGTH	:	8,05 m
HULL LENGTH	:	7,93 m
WATER LINE LENGTH (with rudder)	:	7,58 m
WATER LINE LENGTH (with no rudder)	:	7,38 m
MAXIMUM BEAM	:	3,23 m
DRAUGHT :		
CAST IRON DEEP KEEL (1)	:	1,50 m
CAST IRON SHOAL KEEL (1)	:	1,15 m
STANDARD AIR DRAFT (1)	:	12,04 m
AVERAGE WEIGHT	:	3150 Kg
DEEP KEEL	:	572 Kg
SHOAL KEEL	:	650 Kg
MAXIMUM AUTHORIZED ENGINE POWER	:	13,24 Kw/18 Hp
REQUESTED CATEGORY	:	2nd
NUMBER OF AUTHORIZED PERSONS	:	6/2nd category 6/3rd category 7/4th category 10/5th category 10/6th category

N.B. : (1) THIS MEASUREMENT APPLIES FOR AN EMPTY BOAT LEAVING FACTORY







7/8 RIGGING	
E	3,30
I	9,55
J	3,07
P	9,30



	ROD	
	DIAMETER (mm)	STRENGTH (kg)
CAP SHROUD	ø 6	1998
LOWER SHROUD	ø 6	1998
FORESTAY	ø 6	1998
BACKSTAY	ø 4	916
SPLIT BACKSTAY	ø 4	916

I-PREPARING

- LINES

The mast is delivered with its standard running rigging (mainsail halyard, genoa halyard, boom topping lift). In case of spi rigging option, run the halyard and the pole topping lift before fitting the standing rigging.

- STANDING RIGGING

1) Lower shrouds: Fit the stainless steel backing shells at the port and starboard lower shroud end fittings in the mast slots under the spreader.

2) Fitting of spreaders: Fit the spreaders onto the root. Bolt the spreaders and the root together. Tape the bolts to protect the sails.

3) Capshrouds: Proceed the same way as you did for the lower shrouds with the slots in the mast.

Place the capshrouds in the spreader end fitting without tightening the "J" bolts. Tighten the capshrouds with the spreader end fittings in place (but not tightened), so as to check the spreader angles.

Mark the capshrouds at spreader level.

Remove the capshroud/spreader end assembly from the spreaders.

Tighten the "J" bolts so as to prevent the wire from sliding.

Reinstall the capshroud/spreader end assembly and lock it into place with the parker screw.

Tape the spreader end assembly to protect the sails.

4) Forestay: Do not forget to secure the fitting axle with a pin. Position the link plate at the third hole.

5) Backstay: do not forget to secure the extension arm axle at mast head. Run the split wire through the backstay block.

6) Fit the mast head light: Do not forget to fit the nylon washers in order to insulate



7) Control of the mast preparing: Check that the halyards are on the proper side of spreaders on the whole mast length (main halyard on the back, genoa the front). If optionnal messengers are not being used, check that they will not be in the way when hoisting the mainsail: if on emessenger creates a potential problem, untwist the messenger from around the mast and tie it to a stainless steel bolt or washer so that it does not get into the sheave.

II - STEPPING THE MAST

1) Lifting :

- Gather the rigging at the mast step.
- To lift the mast, think to tie a line at spreader level.
- When lifting the mast, hold it not to drag on the ground.

2) Fitting:

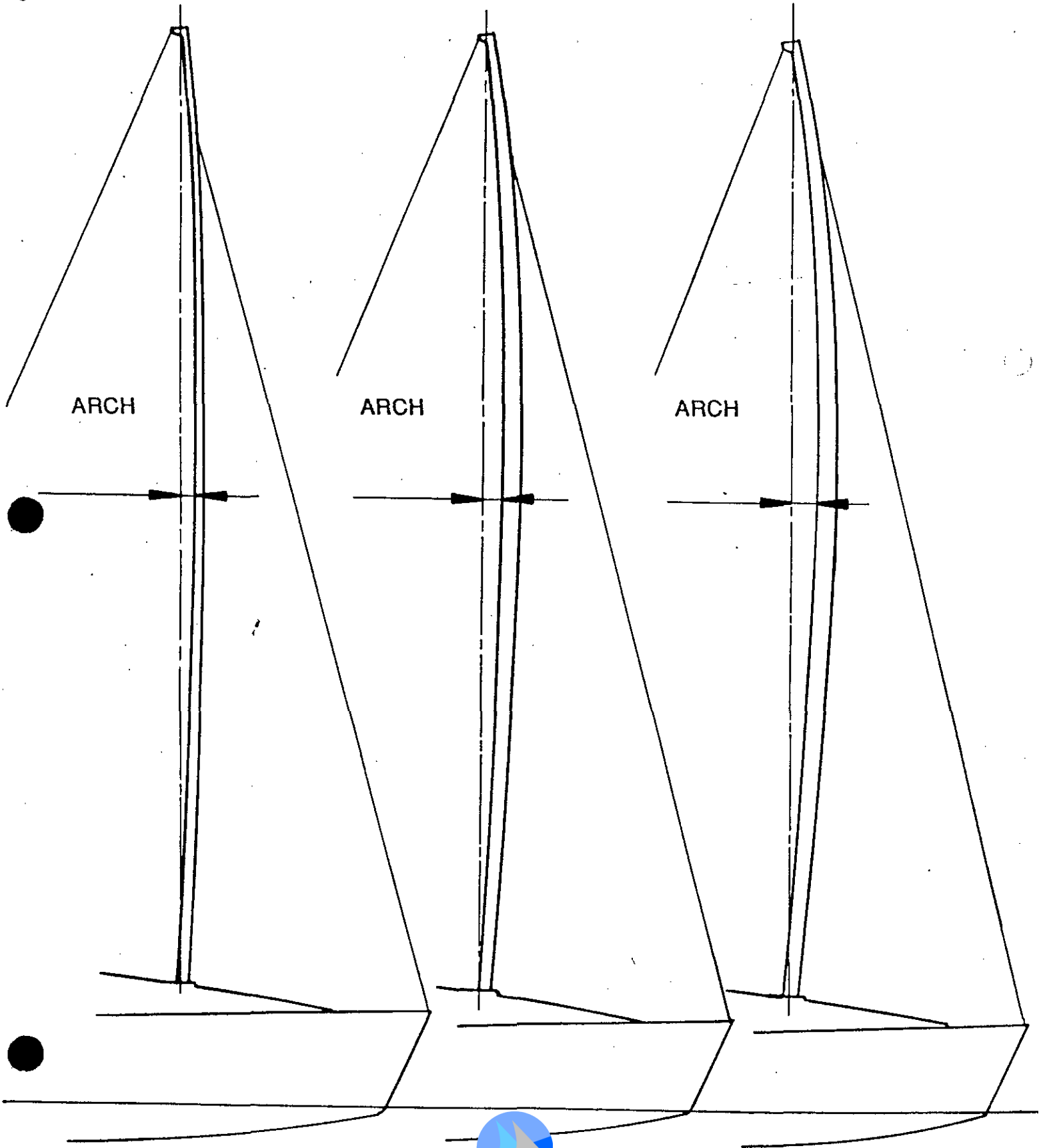
- Position the mast on its base with a crane.
- Fit the forestay link plate to the chainplate.
- When the threads of the lower shroud and cap shroud terminal are greased, fit the lower shrouds on the aft turnbuckles and the cap shrouds on the fore ones. For that, tighten the threaded terminal of the cable with a wrench of 11 and spin the turnbuckle with a 16 wrench.
- At this moment, you can release the crane.
- Tighten slightly the lower shrouds.
- Tension strongly the cap shrouds.
- Tension the lower shrouds to control the arch of the mast.
- Normaly, the tension of the cap shrouds and of the lower shrouds must be equivalent.
- Fit the split wire with a toggle onto the aft stbd rail chainplate and the port tackle box.

3) SECURITY CHECKING

- Make sure that all the axles (forestay, split wire, backstay) are secured with pins.
- Tighten the safety nuts of the lower shrouds and of the cap shrouds.
- Remove the chainplate covers from inside as to secure with a pin the threaded terminal. Refit the covers to watertight.



STD MAT



Like all high performance boats, the FIRST 265 is quite sensitive to sail adjustment.

Always keep in mind that a fractionnal sailplan means a big mainsail area, and that a proper balance of the boat will mainly depend on the mainsail and the main traveler adjustments.

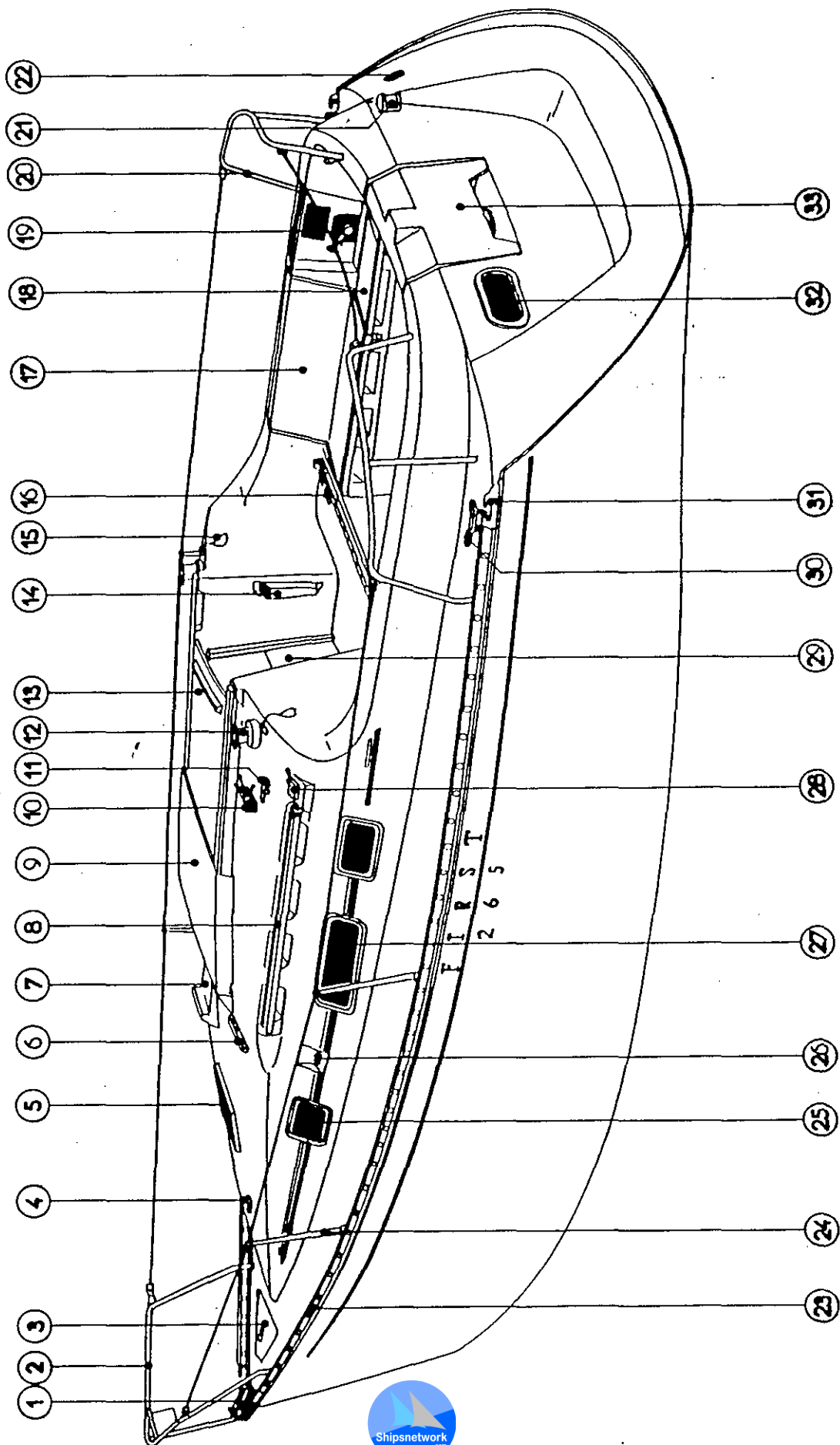
In light air, the boom may be kept in line with the boat. As soon as the wind blows more you must not hesitate to ease the mainsheet traveller till you get a good balance.

Having the mainsail 1/2 backwinded by the headsail is acceptable. Then you will have to take a firstreef.

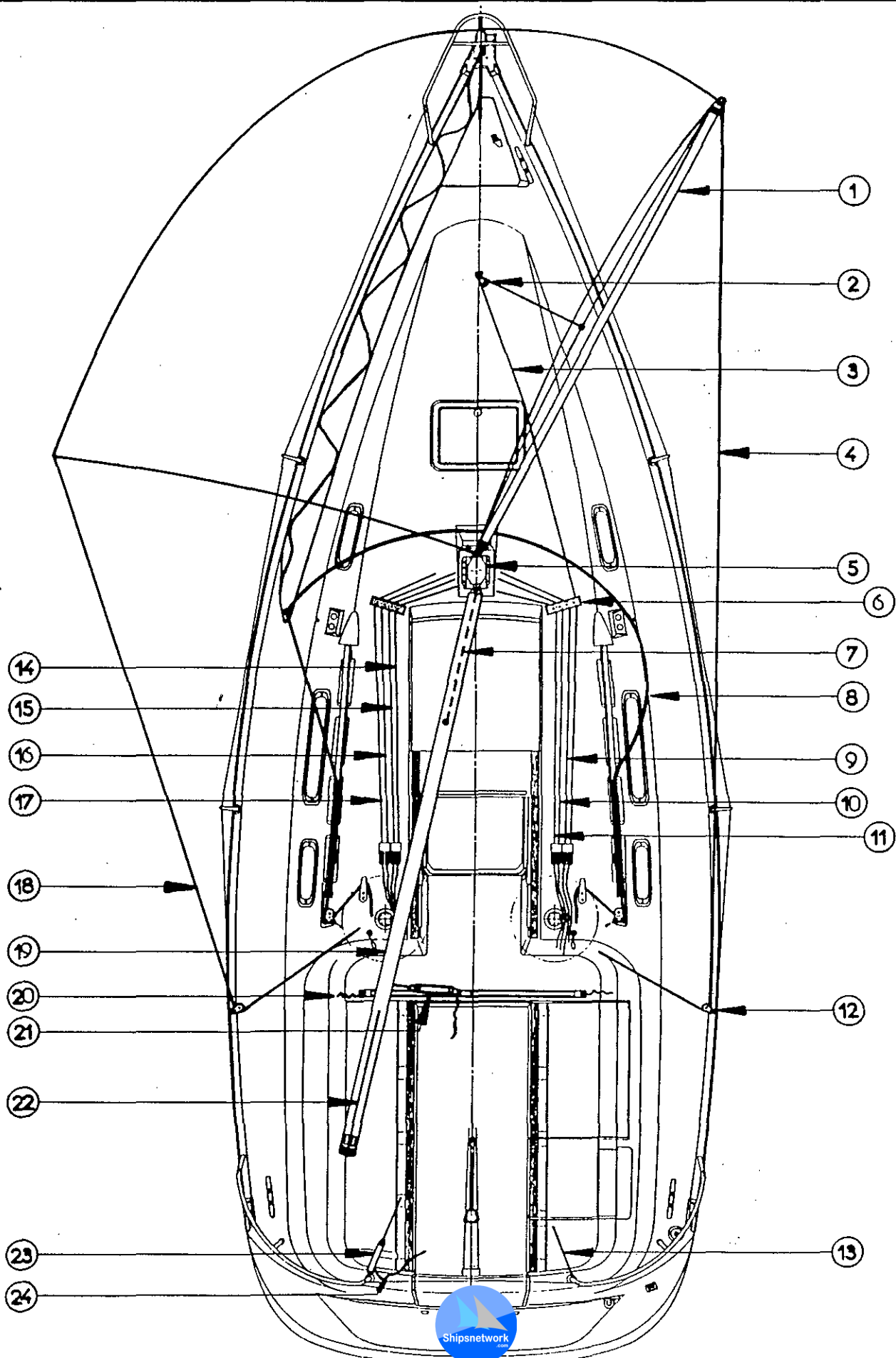
Finally, you should begin to reduce the sail area by reducing the mainsail so that the genoa can ensure enough power to sail in a choppy sea.

Sail reduction (indicative)

0 to 15 knots	Medium genoa	Full mainsail
15 to 20 knots	Inter or medium genoa	Full mainsail or single reefed mainsail
20 to 25 knots	130% heavy genoa	Single reefed mainsail
25 to 30 knots	100% Solent 3	Single reefed mainsail
30 to 35 knots	100% Solent 3	Double reefed mainsail
35 to 40 knots	4 jib or storm jib	Double or triple reefed mainsail.



- 1 Stemhead fitting and forestay chainplate
- 2 Bowrail and bow light
- 3 Anchor locker
- 4 Spipole vang chainplate
- 5 Square deck hatch
- 6 Sheave foot blocks for line return
- 7 Mast base with blocks
- 8 Toe rail
- 9 GRP top
- 10 Double blocker
- 11 Cleat
- 12 Winch
- 13 Companionway sliding hatch
- 14 Handle box
- 15 Line hanger
- 16 Mainsail track + car and ends
- 17 Sail locker hatch. Life raft place
- 18 Gaz locker hatch
- 19 Engine control panel and levers
- 20 Stern rail + split backstay attachment
- 21 Stern light
- 22 Engine cool air inlet
- 23 Toe rail
- 24 Stanchion
- 25 Opening portlight 299 x 123
- 26 Shroud chainplate
- 27 Opening portlight 584 x 123
- 28 Return block for genoa sheet
- 29 Entrance door with vent
- 30 Mooring cleat
- 31 Fairlead with roller
- 32 Opening portlight 257 x 109
- 33 Transom gate



PORT

STARBOARD

**GENOIS 1
GENOA 1**

**SPI 1
SPIN 1**

**RIS 2
REEF 2**

**RIS 1
REEF 1**

**RIS DE FONDS
OUTHHAUL**

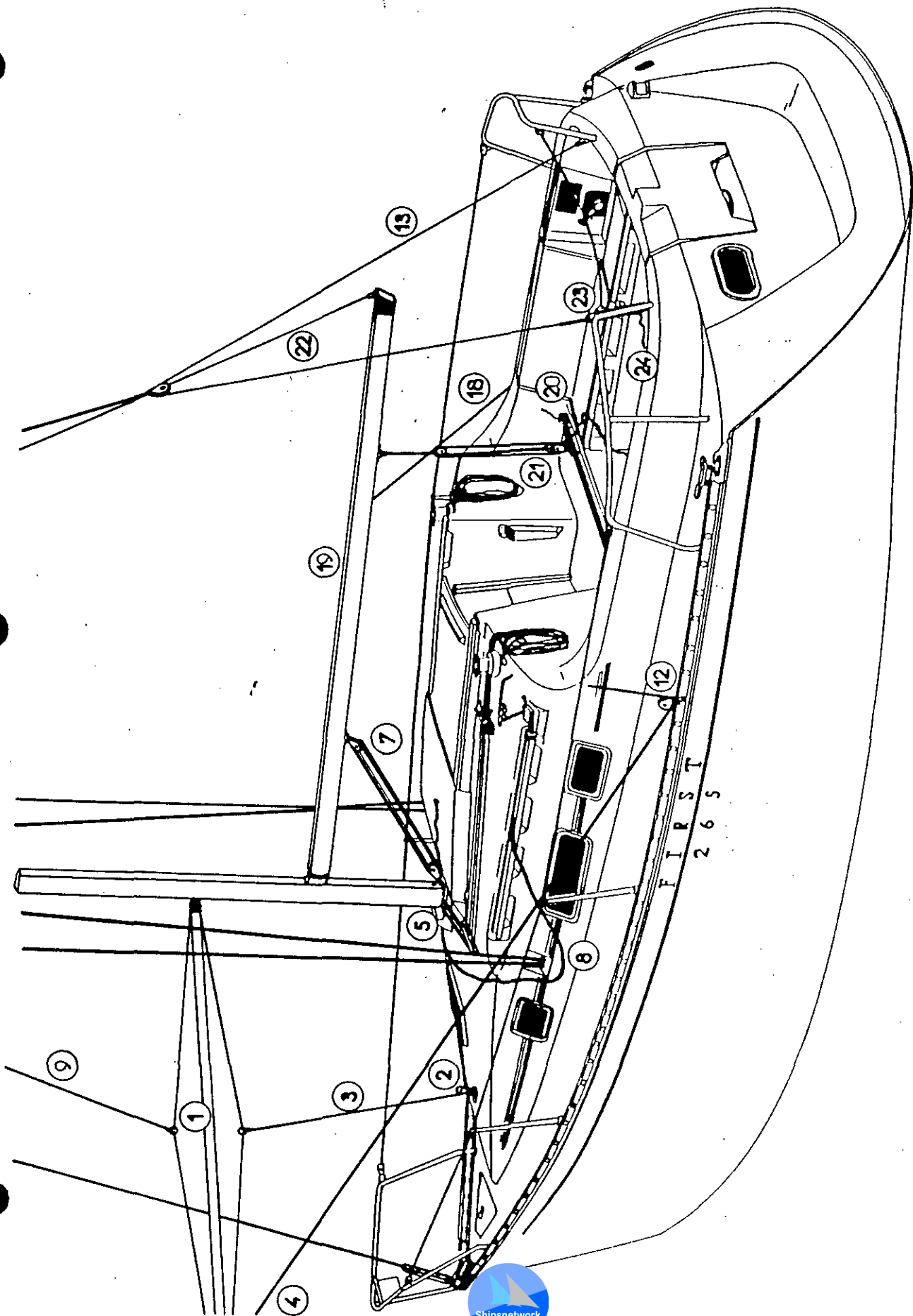
**GRAND VOILE
MAIN**

**HALE-HAUT
TOP LIFT**

**HALE-BAS
DOWNHAUL**



1 - Spipole with top lift span	Option
2 - Single block with shackle	Option
3 - spipole downhaul	Option
4 - Spi guy	Option
5 - Mast step with block	Standard
6 - 4 sheaves foot block	Standard
7 - Boom vang tackle	Standard
8 - Genoa sheet	Standard
9 - Spipole topping lift	Option
10 - Mainsail halyard	Standard
11 - Mainsail foot	Standard
12 - Spi sheet return block/toe rail	Option
13 - Split backstay	Standard
14 - Reefing line n°1	Standard
15 - Reefing line n°2	Standard
16 - Spi halyard	Option
17 - Genoa halyard	Standard
18 - Spi sheet	Option
19 - Boom	Standard
20 - Mainsail car adjusters	Standard
21 - Mainsail sheet	Standard
22 - Boom topping lift	Standard
23 - Backstay jack	Standard
24 - Backstay tackle control line	Standard



- 1 - Wood tiller
- 2 - Rudder shaft.head square
- 3 - Fiber glass rudder shaft.
- 4 - Epoxy glass rudder tube.
- 5 - Rudder

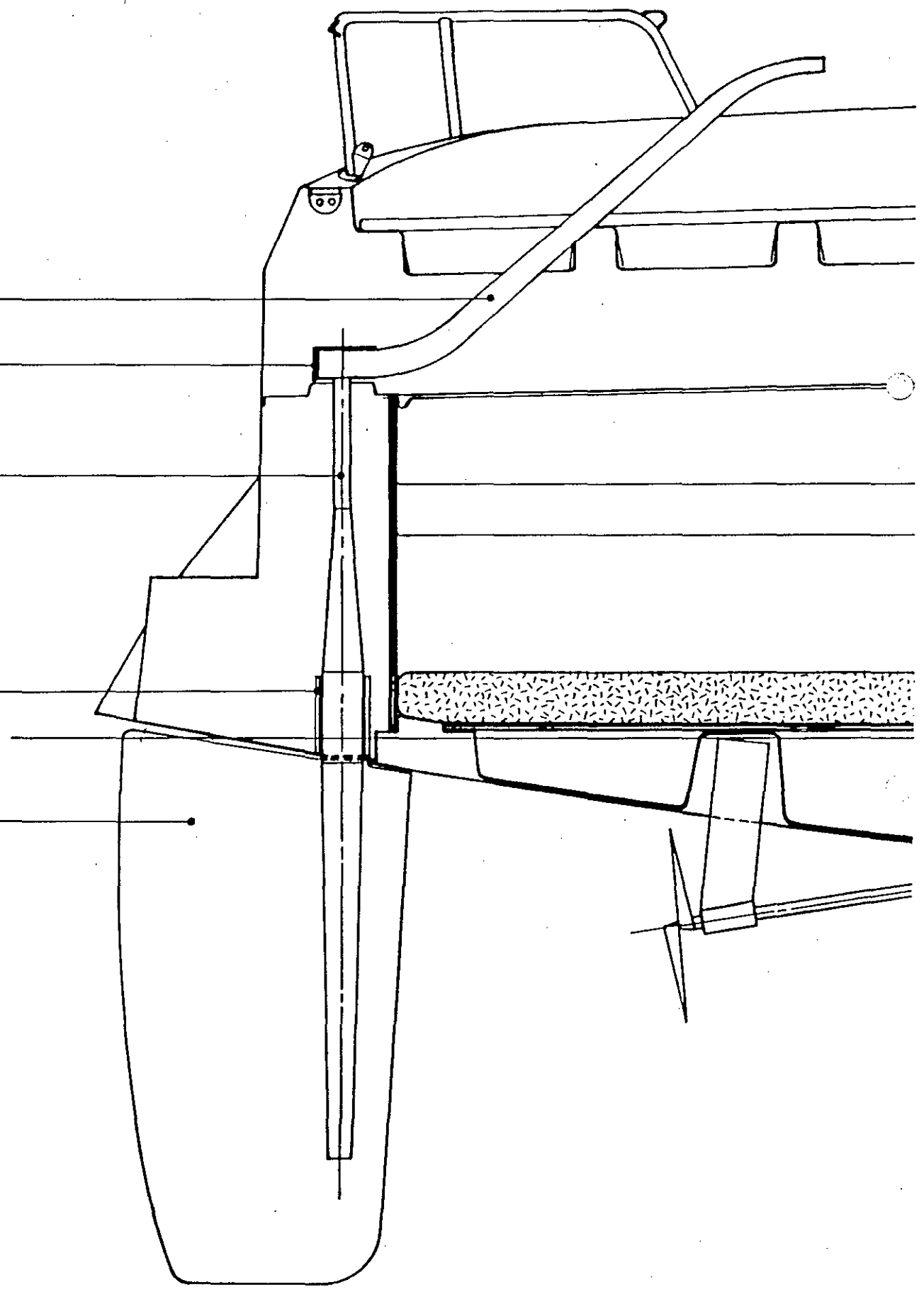
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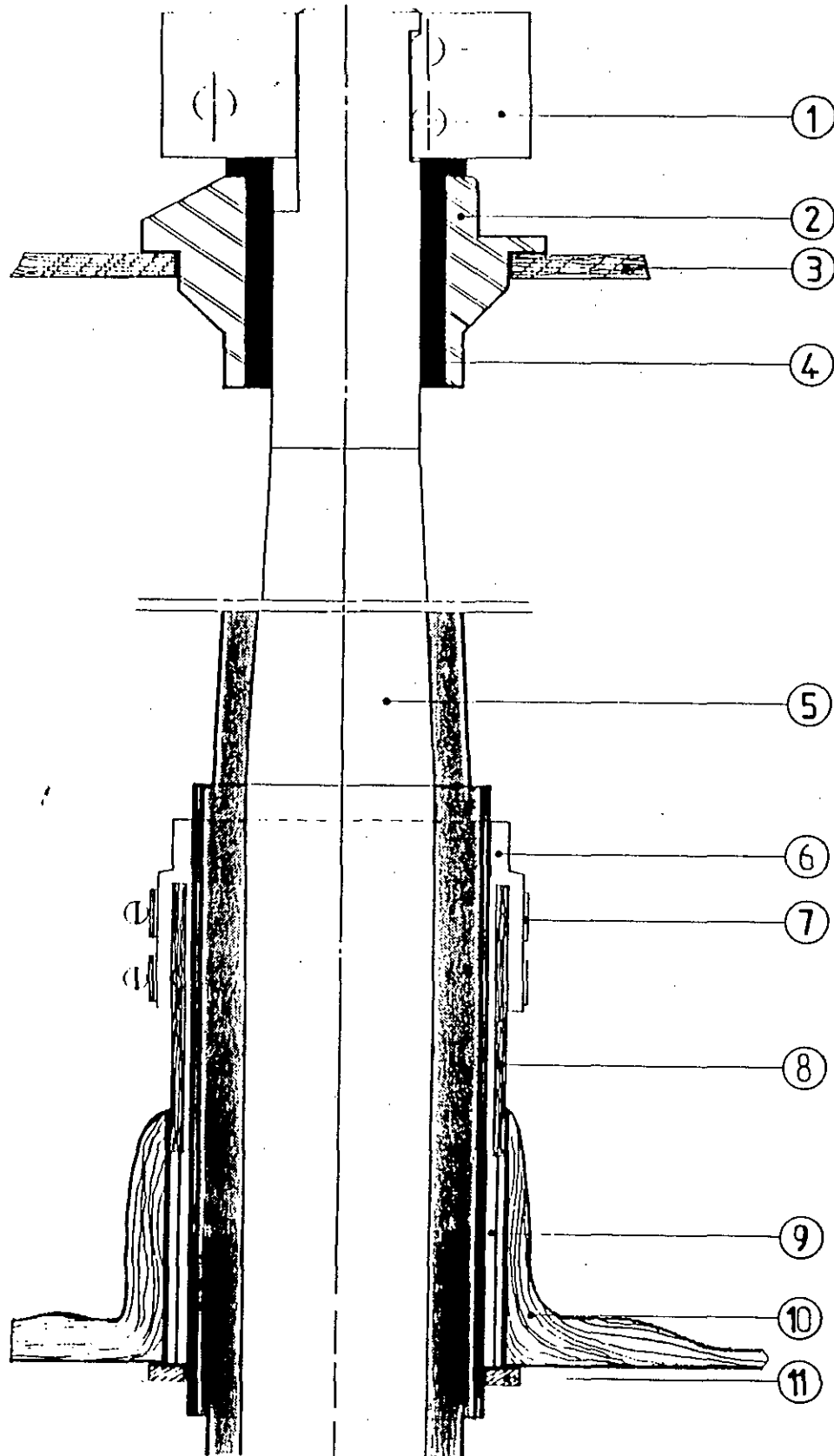
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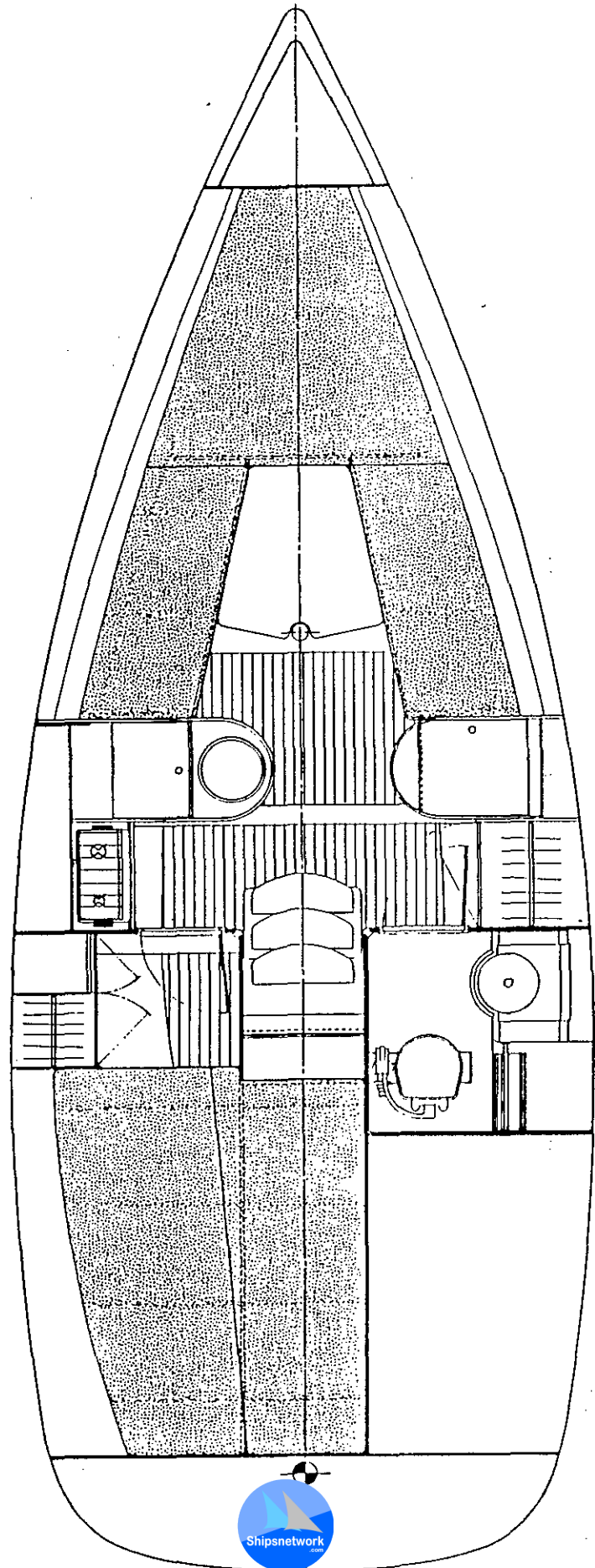
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- 1 - Rudder shaft head square 88 x72 x40 D 40
- 2 - Shaft.bearing al D 40 H 60
- 3 - Deck section
- 4 - Shaft bearing ring
- 5 - Fiber glass rudder shaft.
- 6 - Tube gasket D 80
- 7 - Mikalor collar 13/90 -110
- 8 - Epoxy glass rudder tube D 90 x 83,6 L 70
- 9 - Bronze ring DU 80 x 60
- 10 - Rudder tube laying
- 11 - Adjusting ring.



CAPACITIES

WATER CAPACITY

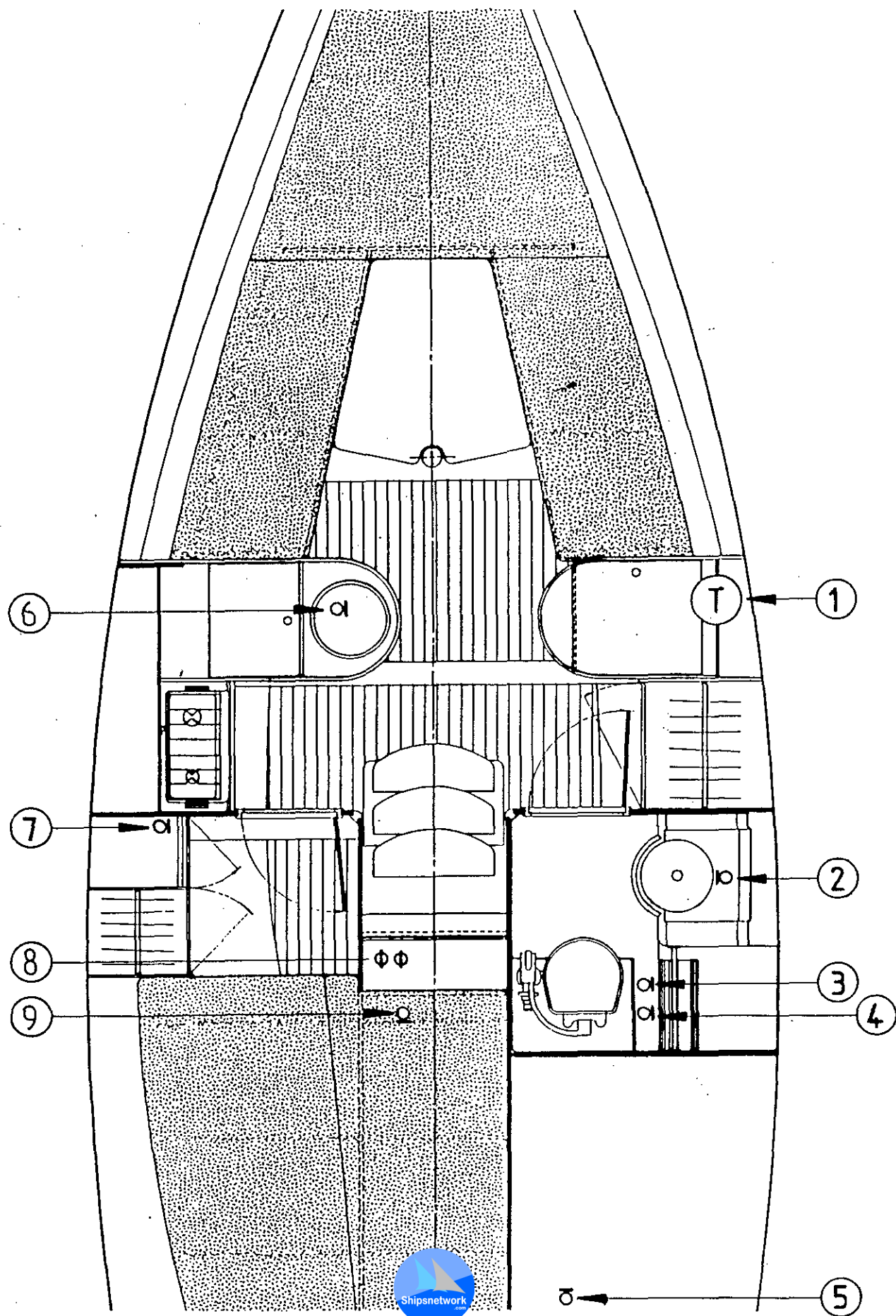
- 1 water tank located under the saloon port settee.
Volume 65 L.

ICE-BOX CAPACITY

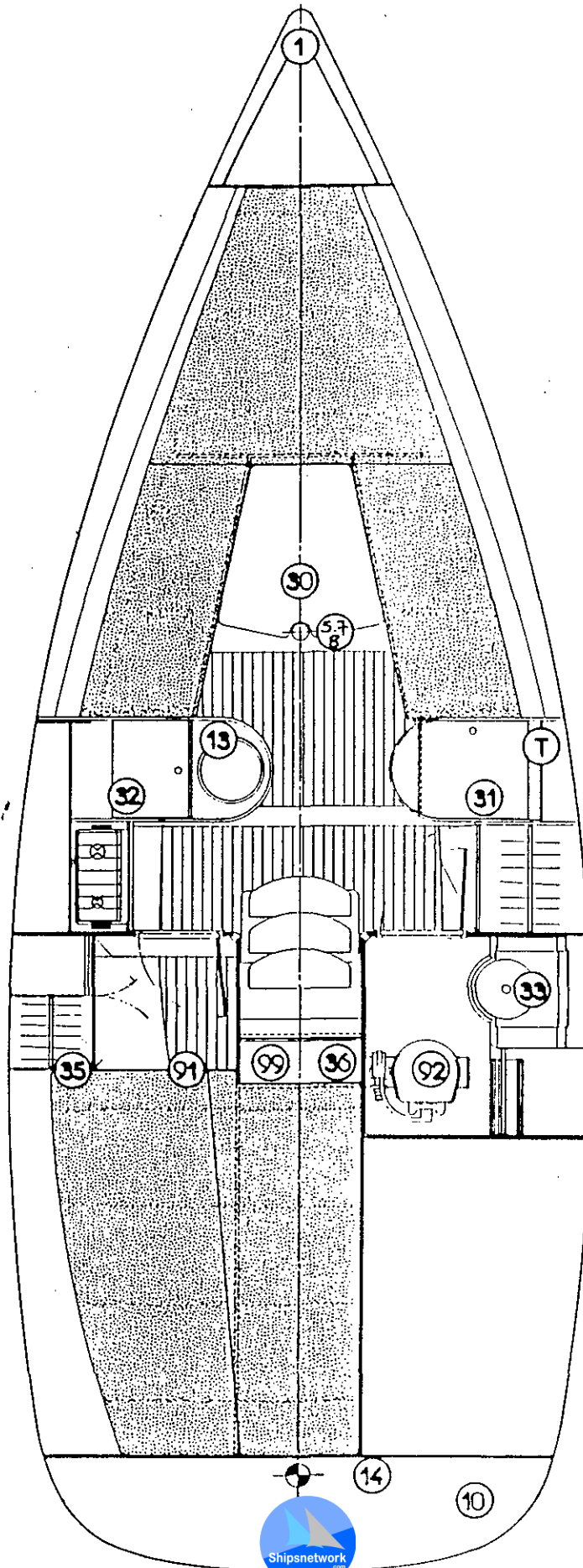
- 1 ice box in GRP with shelves and plastic basket.
Volume 50 L.

FUEL CAPACITY

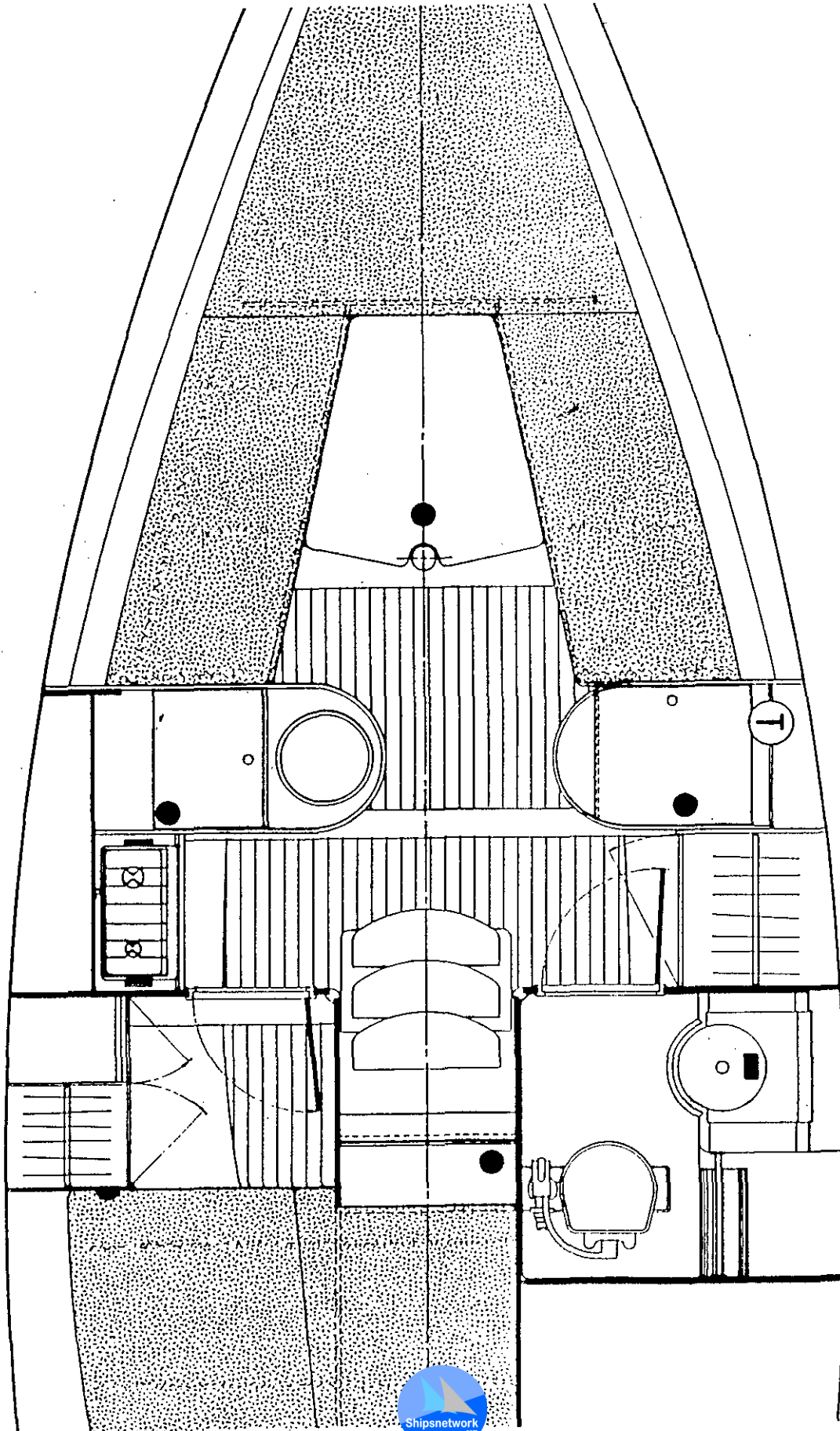
- 1 fuel tank located in the sail locker next to the aft bulckhead
Volume 30 L.



- 1 - Electric panel 6 functions
- 2 - 1/4 valve - Head wash basin draining
- 3 - 1/4 valve - WC sea water inlet
- 4 - 1/4 valve - WC draining
- 5 - Fuel cock in the sail locker
- 6 - 1/4 valve - Galley sink draining
- 7 - Gaz tap in the aft cabin locker
- 8 - Positive and négative breakers on the companionway aft front, from the aft cabin
- 9 - 1/4 valve - Engine water inlet under the aft berth



MARK	FONCTION	PANEL
1	Bow litght	Nav. light
5	Mooring light	Mooring light
7	Deck light	(Option)
8	Mast negativ point	Panel negativ
10	Stern light	Nav. light
13	Fresh water pump	Water pump
	Bilge pump	Miscellaneous
30	Saloon ceiling light	Inside light
31	Chart table light	Inside light
32	Galley light	Inside light
33	Head light	Inside light
35	Aft cabin port light	Inside light
36	Aft cabin stbd light	Inside light
91	Bulckhead compass	(option)
92	Repeaters	(Option)
99	Breakers	Panel positive
T	Electric panel 6 f	





- Electric panel - 6 functions



- Hallogen enbeded ceiling light with switch

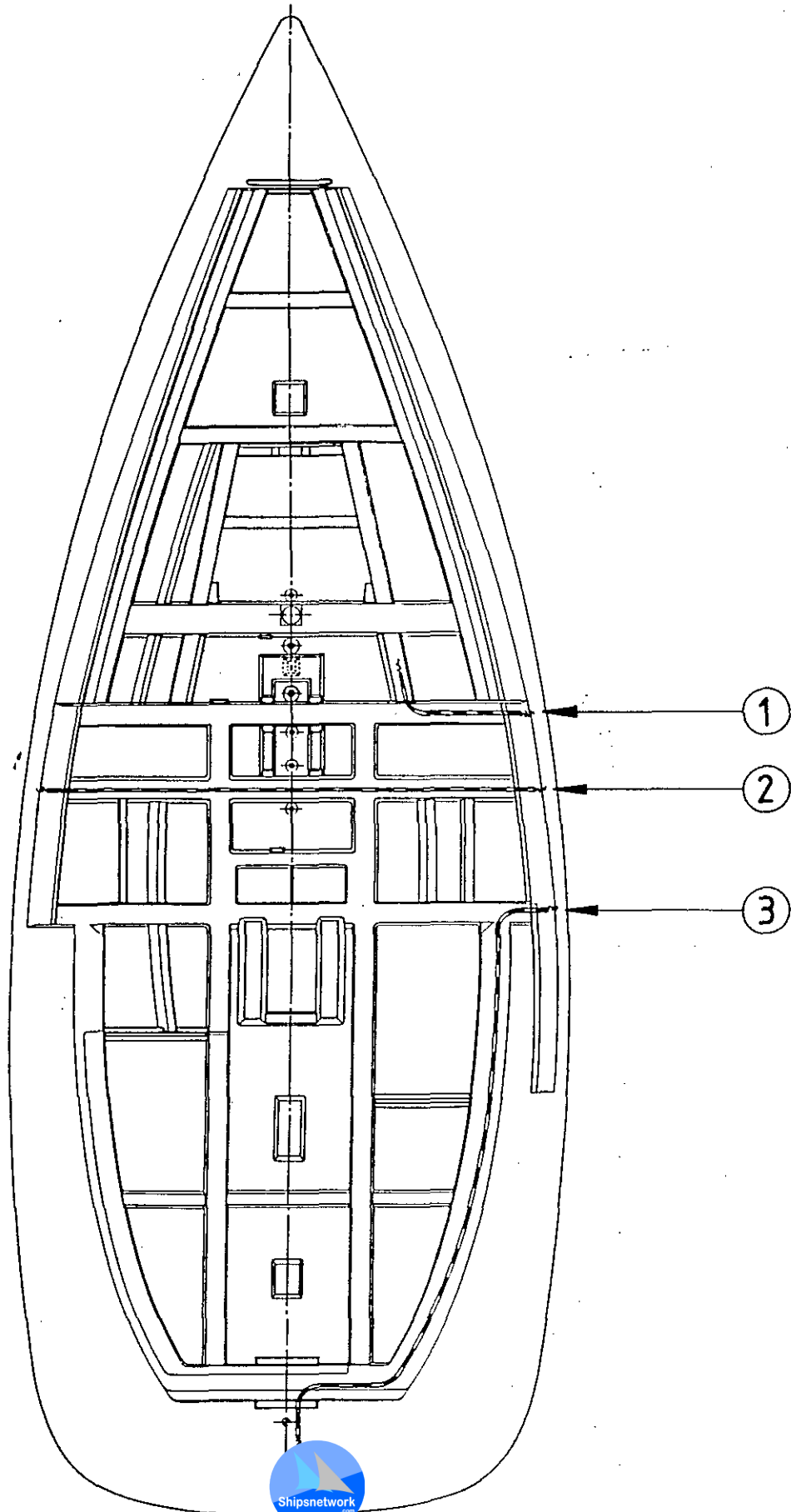


- Hallogen ceiling light with switch



- Grey ceiling light 12 V 2 x 25 w

HULL INNER MOULDING



HULL INNER MOULDING

1 - Ringed tube \varnothing 32 x 24,3 LO,80 m

Function: Electric panel /Log sounder.

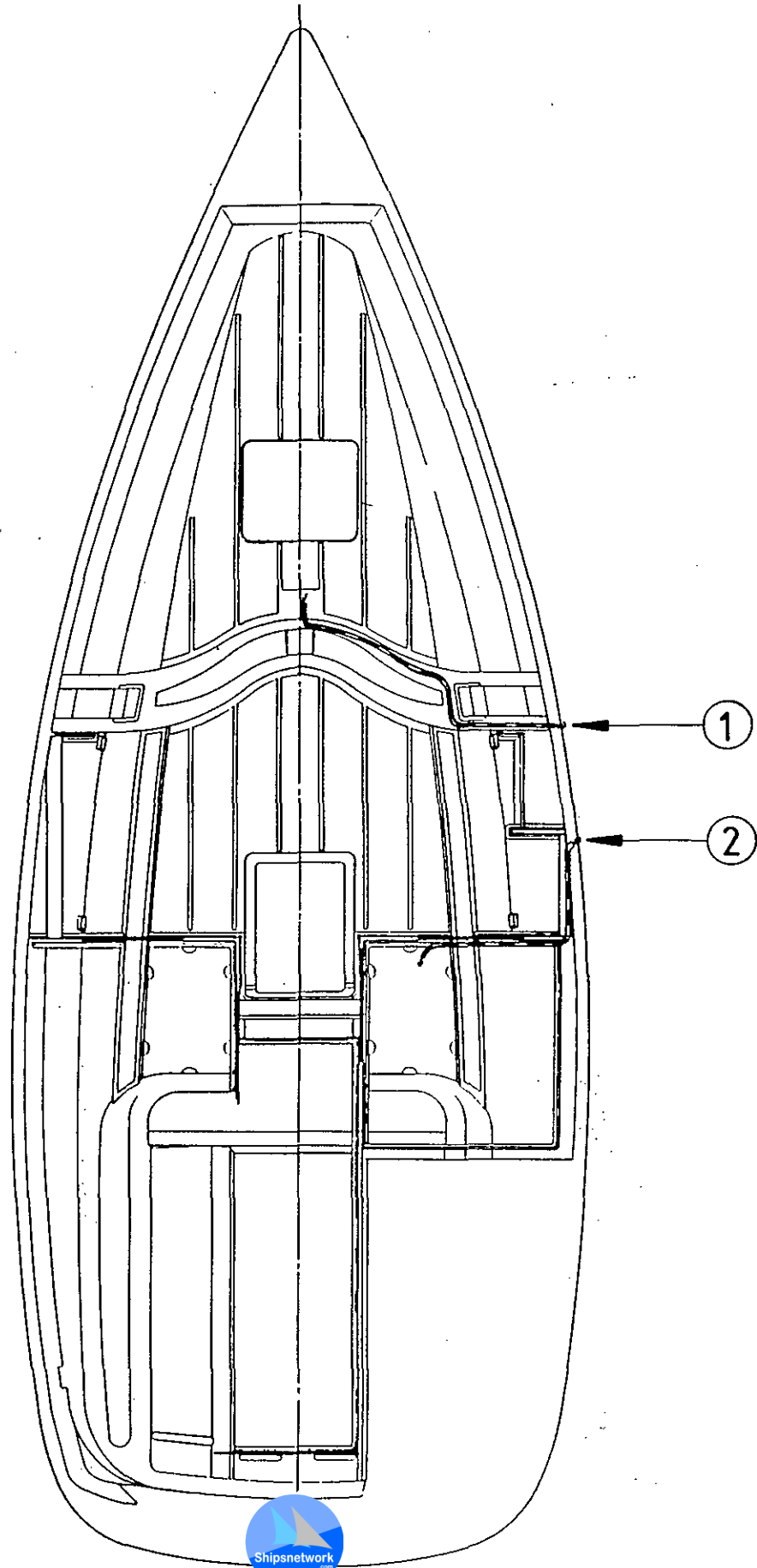
2 - Ringed tube \varnothing 32 x 24,3 L3,05 m

Function: Electric panel/ Electric harness.

3 - Ringed tube \varnothing 32 x 24,3 L4,30 m

Function: Electric panel/ Autopilote.

DECK INNER MOULDING



DECK INNER MOULDING

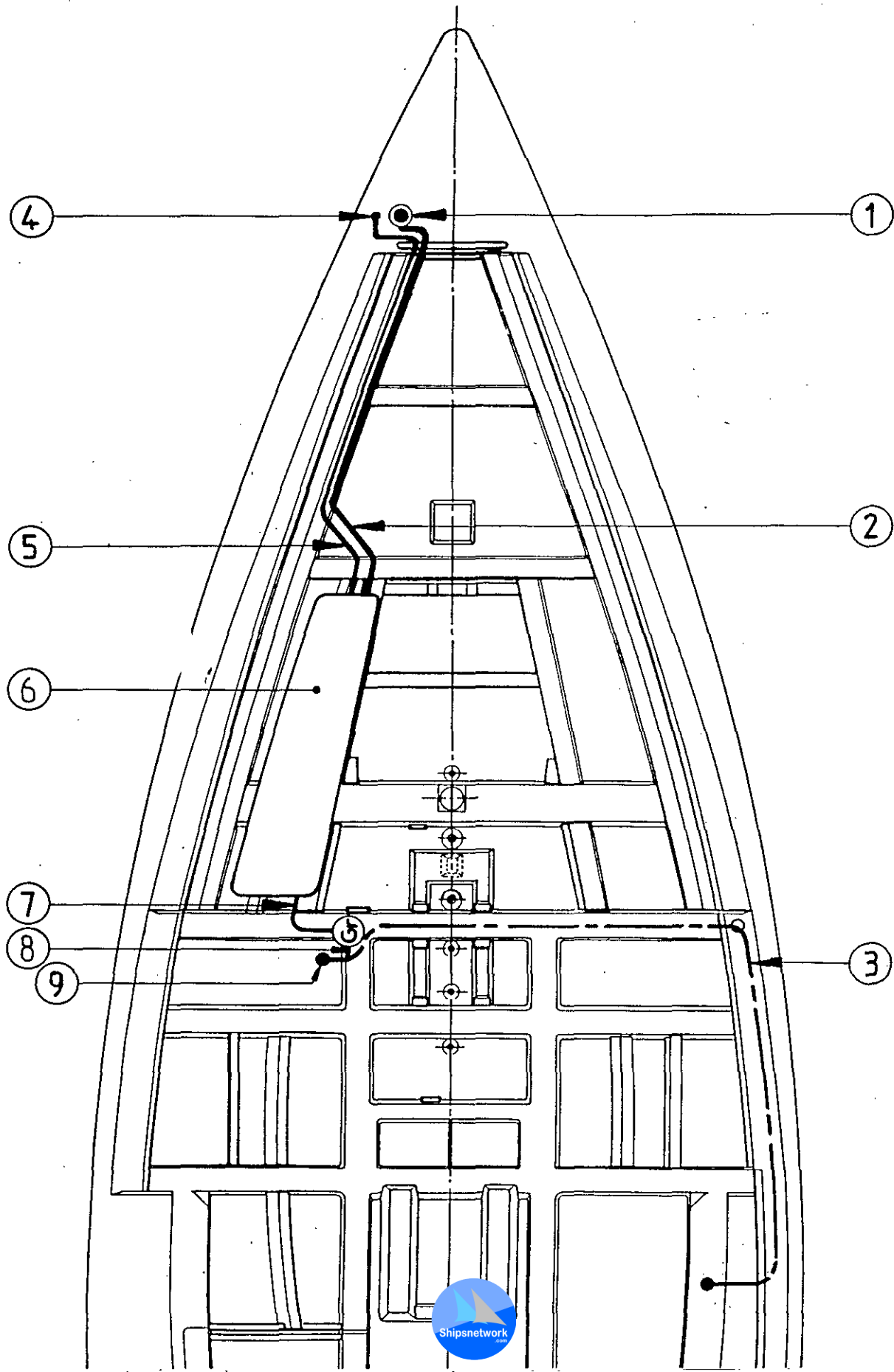
1 - Ringed tube \varnothing 32 x 24,3 L 2,40 m

Function: Electric panel /Mast step.

2 - Ringed tube \varnothing 20 x 14,1 L 2,40 m

Function: Electric panel/ Stbd repeaters.

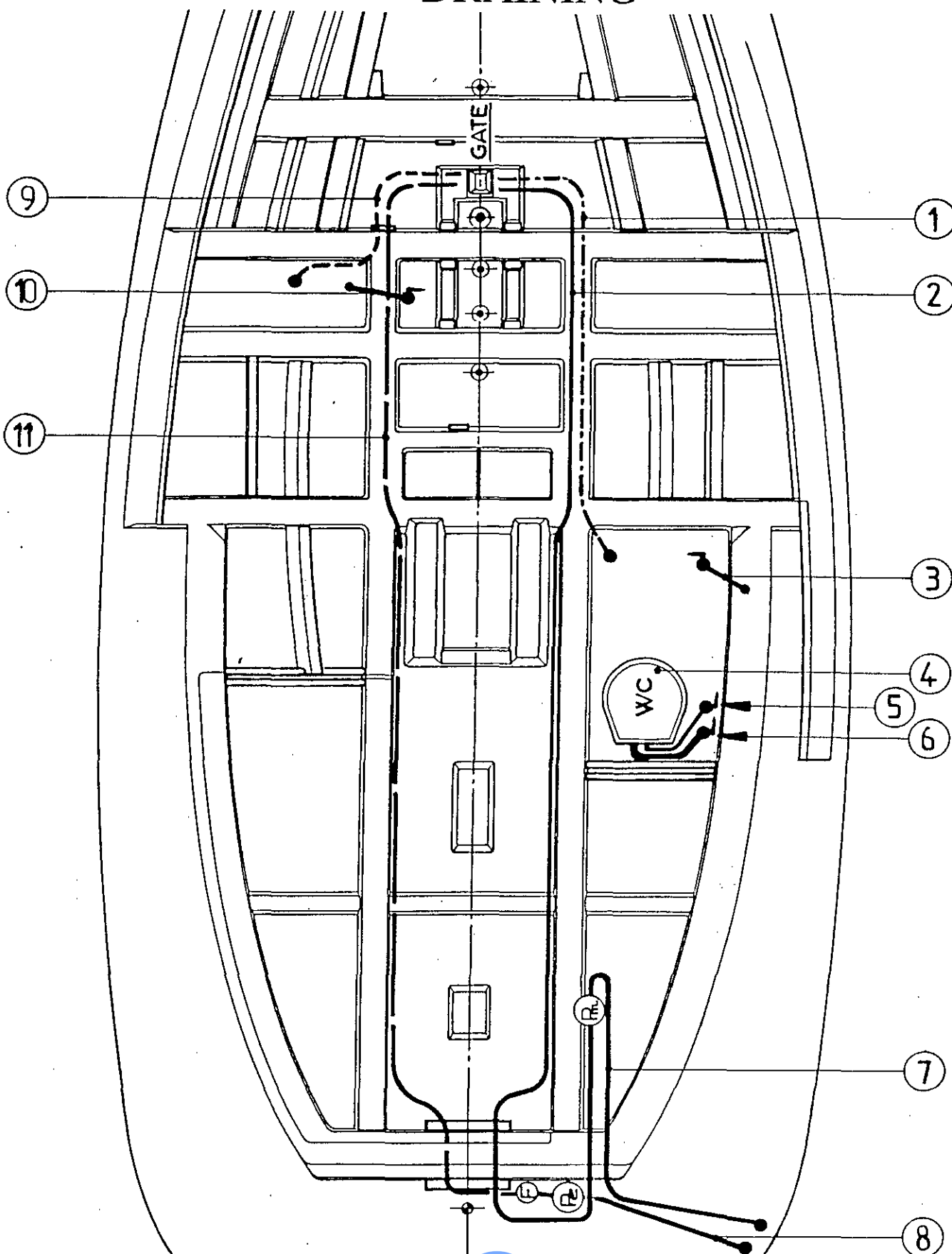
SUCKING & DRAINING



SUCKING & DRAINING

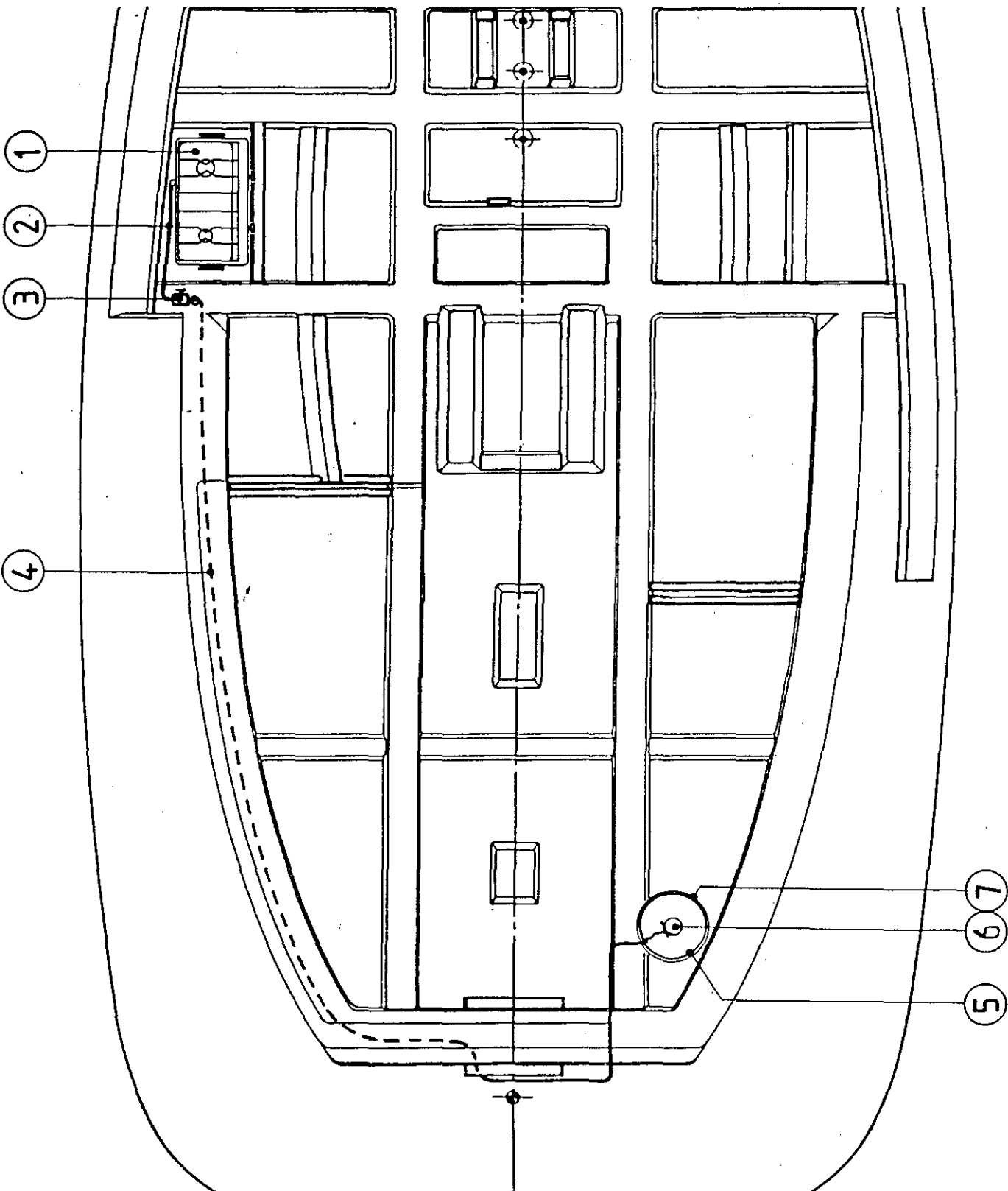
- 1 - Water alu deck filler D 28 blue
 - 2 - Water tank filling
B. flex D35
 - 3 - Wash basin distribution-aft stbd
Tricocclair pipe 12 x 19
 - 4 - Water tank vent
 - 5 - Water tank vent
Tricocclair pipe 15 x 23
 - 6 - Cast plastic water tank 65 liters
 - 7 - Tank sucking / water pump
Tricocclair pipe 12 x 19
 - 8 - Water pump distribution/" T " connection
Tricocclair pipe 12 x 19
 - 9 - Main sink distribution
Tricocclair pipe 12 x 19
- Gr - Fresh water pump 12 v 2A 6L/MN

DRAINING

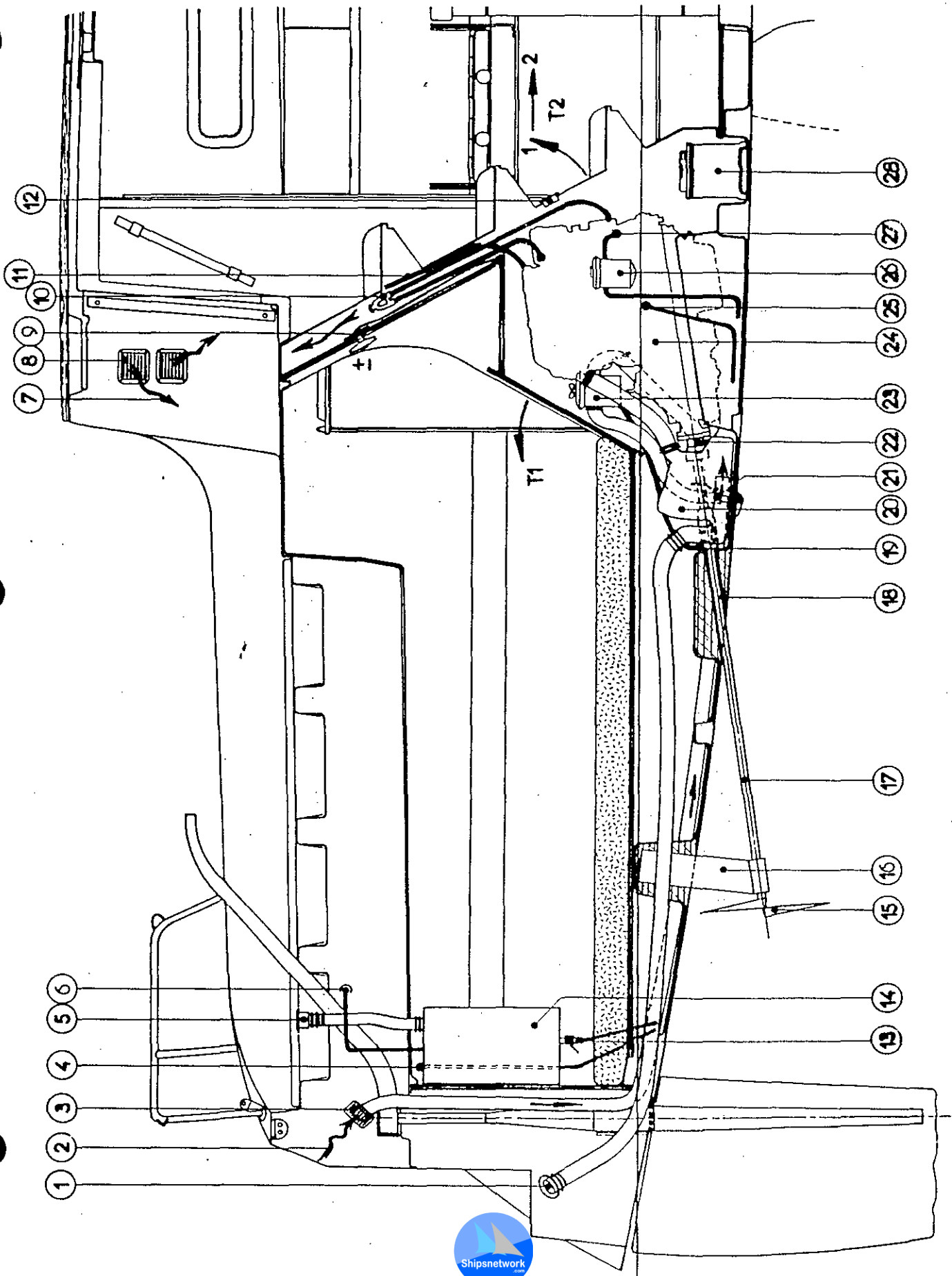


DRAINING

- 1 - Shower draining/Cell
Tricocclair pipe 19 x 27
 - 2 - Cell sucking/Hand bilge pump
B. flex D35
 - 3 - Aft stbd wash basin draining/valve
Tricocclair pipe 19 x 27
 - 4 - Ship WC
 - 5 - WC sea water inlet
Tricocclair pipe 19 x 27
 - 6 - WC draining
B. flex D35
 - 7 - Hand bilge pump outlet/thru-hull fitting
B. flex D35
 - 8 - Electric bilge pump outlet/thru-hull fitting
Tricocclair pipe 19 x 27
 - 9 - Ice box draining/cell
Tricocclair pipe 19 x 27
 - 10 - Main sink draining/valve
Tricocclair pipe 19 x 27
 - 11 - Cell sucking/electric bilge pump
Tricocclair pipe 19 x 27
- Pn - 1 way hand bilge pump+lever
Pe - Electric bilge pump 12v 7.5 A 5.3 L/MN
F - Filter



- 1 - Standard 2 burner stove
- 2 - Gaz distribution tube /stove
- 3 - Gaz stove tap
- 4 - Flex. gaz distribution/tap/flex.
- 5 - Gaz tank
- 6 - Butane gaz releaser
- 7 - GRP gaz locker



1	Engine muffler
2	Cool air inlet-Engine room vent
3	Cool air black vent grill
4	Fuel backway to tank
5	Fuel deck filler on aft stbd side-decks
6	Fuel tank vent
7	Hot air outlet-Engine room vent
8	Hot air black vent grill
9	Negative & positive breakers-from the aft cabin
10	Engine antisiphon-Access from breaker support front
11	Stern tube air inlet
12	Extinguisher hole on lower companionway
13	Fuel sucking cock-Access in the sail locker
14	Fuel cast plastic tank in sail locker
15	Propeller
16	GRP bracket
17	Propeller shaft
18	Stern tube
19	Stern tube air inlet fitting
20	Plastic bubbling chamber
21	Engine water inlet valve -Access under aft cabin berth
22	Coupling plate
23	Sea water filter
24	Engine unit
25	Fuel backway- Engine exit
26	Fuel pre-filter
27	Engine fuel sucking
28	Battery 60 A-Access from lower companionway
T1-T2	Engine control trap