

OWNER'S MANUAL

FEELING 44

EC design category A

European Directive 94/25/EC
19 July 2002 edition

KIRIE

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Your dealer

Name

Address

Is the **KIRIE** representative and will give you all the assistance you need to solve any problem you might encounter during launching and rigging, as well as any technical controls necessary on hand over and when maintaining your boat carefully. He will assist you if necessary with administrative procedures for the registration of your boat.

As soon as you become owner, read the manual supplied with your boat, date and sign the receipts below and hand (or send) the last one to your dealer.

Owner's manual receipt to be kept in your manual

I the undersigned :

Name :

Address :

owner of **Feeling 44** n° HIN : **FR-FEE** _____

declare having received my Feeling 44 Owner's manual and accept its compilation in English.

Date :

Signature :

Cut along the dotted line

Owner's manual receipt to return to your dealer

I the undersigned :

Name :

Address :

owner of **Feeling 44** n° HIN : **FR-FEE** _____

declare having received my Feeling 44 Owner's manual and accept its compilation in English.

Date :

Signature :

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INTRODUCTION

Dear Madam, Dear Sir

Welcome aboard and welcome to the happy family of owners of a **KIRIE**

This manual was compiled by **KIRIE** to help you enjoy your boat in complete safety. Read it carefully in particular the sections on fire prevention and flooding and familiarize yourself with your boat before using it.

If this is your first sailing boat or if you are changing for a type of vessel with which you are not familiar, for your comfort and safety, make sure you get hand over and operating experience before taking command of your vessel. Your dealer, your national sailing federation or your sailing club will be only too happy to recommend local sailing schools or competent instructors to you.

KEEP THIS MANUAL IN A SAFE PLACE AND HAND IT OVER TO THE NEW OWNER IF YOU SHOULD SELL THE VESSEL.

N.B. : Our boats are regularly improved in line with feedback from our customers and research carried out by our yard, therefore the specifications provided in this owner's manual are not contractual and are subject to modification without notice or obligation to update the manual.

The object of this manual is to cover a maximum of information and it is possible that some equipment or paragraphs do not concern your boat. In case of doubt, refer to the inventory which was supplied with your order.

1. EC DESIGN CATEGORY

Your **FEELING 44** falls in the DEEP SEA design category (category A) of European Directive 94/25/EC relative to the design and construction of recreational craft.

Your boat is therefore designed for sailing, in normal conditions of use, in wind strengths exceeding force 8 on the Beaufort scale and significant wave heights of over 4 m.

This navigational capacity also depends on the competence of the crew, its physical capacity and the maintenance of the boat and its equipment.

KIRIE cannot guarantee the perfect operation of the boat in exceptional sea states (thunder storms, hurricanes, waterspouts, etc...)

Be very vigilant before putting to sea.

EC DESIGN CATEGORIES

EC category	Navigational types	Wind force (Beaufort)	Wind speed	Significant wave heights
A	Deep sea	Over 8	Over 75 km/h	Plus de 4 m
B	Offshore	Up to 8 incl.	Up to 75 km/h	Up to 4 m incl.
C	Coastal	Up to 6 incl.	Up to 49 km/h	Up to 2 m incl.
D	Protected waters	Up to 4 incl.	Up to 28 km/h	Up to 0.5 m incl.

2. TECHNICAL CHARACTERISTICS OF THE BOAT

Model: **FEELING 44**
 Architect: MORTAIN MAVRIKIOS
 EC design category: A
 N° of notified organization: CE/0607

Hull length: 13.40 m
 Waterline length: 11.90 m
 Maximum beam : 4.25 m
 Fixed keel Draft : 2.20 m
 Ballast : 2380 kg
 Lightship displacement : 8500 kg
 Dériveur Draft: 0.70/2.45 m
 Ballast : 3100 kg
 Centerboard weight 630 kg
 Lightship displacement : 10090 kg
 Mast clearance 18.27 m

Maximum load capacity

Weight of crew	12 x 75 kg
Stores	10 x 25 kg
Fuel	160 kg
Fresh water	500 kg
Life raft	70 kg
Miscellaneous	620 kg
Maximum LOAD	2500 kg

Displacement (laden) – displacement (light) =

Any excess load decreases the stability and Increase the risk of water ingress.

EC design category	A	B	C
Number of people	8	10	12
Maximum recommended load (kg)	2500	2500	2500

Sail area : 94.00 m² GV 41.00 m² Génois 53.00 m²
 I : 15.79 m
 J : 4.75 m
 P : 15.00 m
 E : 4.85 m

Fresh water tank : 500 l
 Fuel tank : 200 l
 Engine battery : 1
 Service batteries : 3

Maximum engine power (in-board) : 60 kW

3. BAILING AND WATER SYSTEM

3.1. Bailing system

Ensure that bilge pumps are in working order before putting to sea.

Familiarize yourself with the bilge pump system :

- locate the hand pump and its lever,
- locate the electric bilge pump switch on the electrical panel.

Regularly clean the bilge and the electric pump filter.

3.2. Pressurized freshwater pump

The sink and washbasin are supplied with freshwater by an electric pump. A filter is fitted downstream of the pump, it should be regularly cleaned.

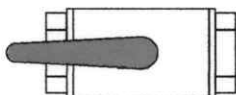
Never run the pump if the tank is empty.

3.3. Cocks

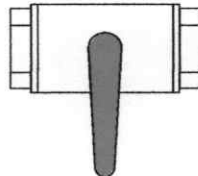
Sea cocks are of the 90° type :

- OPEN position : lever in line with body of cock,
- CLOSED position : lever perpendicular to body of cock.

Open valve



Closed valve



WARNING !

- Never change tightness of hull sea cocks. In the event of leaks consult a specialist.
- In foul weather or when leaving your boat, close all plumbing system sea cocks.
- Keep sea cocks closed when not in use.
- During winter lay-up, clean and rinse skin fittings and cocks. Inspect brass accessories, light corrosion is normal.
- In case of more serious corrosion, consult your dealer.

3.4. Operation of marine toilets

- Open the raw water inlet cock.
- Open the discharge cock of bowl.
- Put the lever in the "FLUSH" position.
- Work the pump.
- To empty the bowl and avoid any slopping of water when heeling, place the lever in the "DRY BOWL" position.
- Work the pump until the bowl is empty.
- When the toilet is not being used, put the lever in the "DRY BOWL" position.
- **Close the sea cocks after use, the toilet being located under the waterline.**

4. FLOODING

Prevent risk of flooding boat :

- Check that port-lights, deck hatches are closed before putting to sea.
- When under sail, close all sea cocks, except for the engine raw water intake.
- Do not exceed the recommended maximum load
- Periodically check :
 - The watertightness of sea cocks and hoses.
 - That self draining cockpit is draining correctly.
 - The watertightness of the propeller shaft seal .

5. ELECTRICAL SYSTEMS

5.1. Safety and user instructions for the electrical system.

IMPORTANT:

Always:

- Check the state of batteries, electrolyte and charge before each time you put to sea.
- Disconnect and remove batteries for the winter lay-up
- Maintain battery voltage over 10.5V during winter lay-up.
- Carry spare bulbs for all navigation and interior lights.
- Check that navigation lights are working before night passages.

Never :

- Work on a live electrical installation.
- Modify an installation and its wiring, unless it is carried out by a qualified marine electrician
- Change or modify the breaking capacity of tripping devices.
- Replace electrical equipment by components exceeding the prescribed capacity without resetting the conductors and their tripping devices.

5.2. Fitting new equipments

Since January 1, 1996, electrical equipment is subjected to European Directive "electromagnetic compatibility" (Ref 89/336/CEE). It is therefore necessary to fit new equipment complying with this standard carrying the CE mark. The equipment should also be supplied with a certificate of compliance and an instruction notice.

When fitting these appliances, respect the fitting instructions (wire gauges, protection). To avoid having maintenance problems, mention any modifications to the wiring diagram in the owner's manual.

5.3 Batteries

Battery capacity was designed to meet the energy needs of on board accessories. To avoid any problems, batteries should be correctly charged and maintained.

IMPORTANT:

When you fit new electrical equipment, make sure that the overall consumption of this equipment remains in line with the capacity of your batteries.

5.4 220/110 Volt installation

The boat's 220 V or 110 V installation is protected by a circuit breaker and differential device. The wiring of 220 V or 110 V accessories on board should be carried out by a specialist with resetting of the main circuit breaker if necessary.

WARNING TO REDUCE THE RISKS OF ELECTRIC SHOCK AND FIRE
-1 Cut shore power with the ship board circuit breaker before connecting or disconnecting the ship/shore extension cable. -2 Connect the ship/shore extension cable at the boat end before connecting to the shore plug. -3 Disconnect the ship/shore extension cable firstly at the shore end.

5.5 Electric windlass

IMPORTANT
When using the electric windlass, it is necessary to run your engine at a fast idle.

6. PROTECTION AGAINST LIGHTNING

Your boat is protected against lightning. The rigging is electrically connected to the ground. However you should respect some precautions.

6.1. Maintenance

If the boat is struck by lightning :

- The tripping devices should be inspected to detect material damage and to check that they still operate, and that the grounding system is still intact.
- Compasses, electrical and electronic equipment should be examined to determine whether damage has occurred or whether any changes in settings have happened.

6.2. Protection of people during a thunderstorm

PRECAUTIONS:
During a thunderstorm, the following instructions should be respected : - As far as possible people should remain inside the boat. - People should not be in the water nor let arms or legs hang in the water. - Whilst ensuring satisfactory control of the boat and her navigation, people should not touch any part connected to a device protecting against lightning, especially not in a way to complete a circuit of such parts. - It is recommended that all people avoid any contact with metallic rigging parts, spars, fittings and guard rails.

7 ENGINE

7.1 Engine maintenance

It is necessary to carry out regular servicing according to manufacturer's instructions.

Carefully read the engine instruction manual which accompanies the boat. Do not hesitate to consult your dealer.

Take particular notice of winter lay-up instructions.

In the absence of instructions, proceed as follows :

- Close the engine raw water inlet cock,
- Disconnect the raw water inlet hose from the cock,
- Drain the engine cooling system,
- Plunge the hose in a drum of -25°C permanent cooling liquid.
- Run the engine until liquid is discharged from exhaust.
- Re-connect the hose on the cock when the operation is finished.
- Put a notice on the electrical panel and at the battery switches indicating that the engine raw water inlet cock is closed.

7.2 Emission of exhaust gases

DANGER !

Internal combustion engines produce carbon monoxide. Prolonged exposure to exhaust gases can cause grave sequels, or even death.

7.3 Safety

PRECAUTIONS !

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

- To the state of the sea, the currents, and to the strength of the wind.
- To the traffic.
- To harbor maneuvers.
- When passing through anchorages.
- Avoid to engine sail under sails

8. FUEL SYSTEM

WARNING !

Never :

- Stow inflammable material in a non ventilated space.
- Smoke when filling tanks.
- Obstruct ventilation orifices (vent, engine ventilation grille).

9. GAS SYSTEM

9.1 Recommendations on use

- Carefully read the instruction notice of the cooker and regulator.
- Appliances burning combustible materials consume cabin oxygen and reject combustion gases into the boat. Ventilation is necessary when the appliances are in operation. Open the coachroof port-lights when cooking.
- Do not use the cooker as a heater.
- Do not obstruct quick access to elements of the gas system (tank locker, shut-off valve).
- Never leave the boat unattended when gas appliances are operating.
- Close all system valves when the boat is not occupied (shut off valve, regulator valve), even when the tank is considered to be empty.
- Never smoke when going down below after the boat has been closed up, ensure that there is no odor of gas.
- If you smell gas, close the valves of the system and those of the cooker, ventilate the boat and look for the leak.

IMPORTANT
Gas system valves should be immediately closed in an emergency..

9.2 Checking the system

- The gas system should be periodically checked :
 - Close all cooker valves.
 - Open the cooker supply valve and that of the regulator.
 - Check gas tightness of all connections with a leak detection device or by applying soapy water.

WARNING !
Do not use solutions containing ammonia.

DANGER !
Never use a flame for detecting gas leaks.

Repairs should be carried out by a competent person.

Flexible hoses should be :

- regularly checked, at least once per year,
- replaced if a change by date is inscribed on the hose,
- replaced in case of deterioration.

9.3. Changing the gas tank

DANGER !
<ul style="list-style-type: none">- Close the cooker valves and the one found before the cooker.- Do not smoke, or use a naked flame when changing the gas tank.

10. FIRE PREVENTION

10.1. Installation

- Extinguishers are subject to national regulations, for this reason your boat could be delivered without.
- We invite you to equip your boat with extinguishers, in compliance with ISO 9094-1, according to the following conditions :
 - a) Minimum capacity per extinguisher : 5A/34 B,
 - b) Minimum combined capacity of extinguishers : 8A/68B,
 - c) this extinguishers will be located :
 - at less than 2.5 m from the helm position,
 - at less than 2 m from the cooker,
 - at less than 5 m from the berths,
 - d) 1 extinguisher per engine room .

Only compatible replacement parts should be used for the fire fighting systems. They should carry the same indications and be technically equivalent.

10.2. Safety instructions

IMPORTANT:

It is the responsibility of the owner/captain :

- To have the fire fighting equipment checked according to manufacturer's instructions and the regulations of each country.
- To replace the fire fighting equipment if is outdated or discharged, by extinguishing equipment of equal or superior capacity.
- To inform the crew :
 - **About the location and operation of fire fighting equipment.**
 - **About the location of the engine compartment discharge hole**

Never :

- Obstruct passages to emergency escape exits (deck hatches).
- Obstruct safety controls (gas and fuel valve(s), electrical switches).
- Obstruct lockers containing extinguishers.
- Leave the boat unattended with a cooker or heater running.
 - Refill a fuel tank or change a gas tank when the engine, cooker or heater are running.
- Smoke when handling fuel or gas.
- Never hang drapes or curtains loosely close to a cooker or other naked flame appliance.
- Stow combustible products in the engine compartment.

Always keep the bilges clean and check that there is no presence of fuel or gas vapors.

WARNING !

- Extinguishers operating with CO₂ should not be used to fight electrical fires.
- After extinction of a fire, do not open the engine compartment immediately to avoid any emissions of toxic smoke and the projection of burning products (oil, water).

11. STEERING SYSTEM

The steering system is an essential element for the safety of your boat.

11.1 Steering wheel

The **Feeling 44** is equipped with a steering wheel with a draglink system.

Periodic checks to carry out :

- Check the play in the different elements (rudder stock/bearings, drag link pins).

In case of doubt or problems, consult your dealer.

11.2. Emergency tiller

IMPORTANT:

The **Feeling 44** is equipped with an emergency tiller which should remain easily accessible.

To use it :

- Remove the caps located aft of cockpit sole.
- Fit the tiller on the head of the rudder stock.

Fit the emergency tiller **right now** to see how the system works **before** you get caught in a situation where you may not have time !

12. SAFETY

12.1 Reefing

To limit all risk of capsizing, the sail area will be reefed according to the wind but you should also take into account elements other than wind :

- state of sea,
- comfort and capacity of crew,
- squalls or fog.

12.2 Man over board

Your boat is equipped with swim ladder on transom, use it to reboard a man.

12.3 Life raft

Keep the life raft clear.

Life raft should remain easily and rapidly accessible.

13. SAFETY EQUIPMENT

Compulsory safety equipment is not harmonized within the European Community. It is your responsibility to inquire about current national regulations for EC marked boats.

14. PROTECTION OF THE ENVIRONMENT

WARNING !

- Most maintenance products, engine oils and hydrocarbons are not neutral to the atmosphere, so they must be discharged in regulation places (inquire with the harbor office).
- Do not operate the bilge pump when there is oil or hydrocarbons present in the engine compartment because they should be discharged in the regulation places.
- Certain products can also be a hazard to your health and to others, this is why it is important to read and respect instruction notices.
- Substances used should be labeled and stowed in an appropriate place in the boat.

15. CENTERBOARD VERSION

15.1 Safety instruction

CAUTION !

**THIS BOAT IS ONLY INTENDED TO BE SAILED WITH
THE CENTERBOARD LOCKED AT THE LOWEST
POSITION**

-To keep manoeuvrability boat,
- For your safety,
- According to EC stability regulation,
you must bear in mind this caution.

Your **Feeling 44** is fitted out with a ballasted centerboard , only 2 positions are allowed :

- centerboard down, sailing,
- centerboard up, shallow anchoring and beaching,

the permanent intermediate positions are prohibited while sailing by reason of above mentioned caution and centerboard design.

15.2 Centerboard use / sailing

- a) Centerboard is operated by an hydraulic jack, its manual pump (pump handle and switch lever) is located on starboard under the chart table.

PRECAUTIONS

Use the handle and pump gently with the same rhythm than oil delivery of the pump, until hardening, do not force.

When the pump is hardening, the centerboard is able to be :

- at the lowest position, stop,
- at the upper position, stop,
- jammed with some foreign bodies inside the centerboard casing, do not insist and clear the centerboard casing.

- b) Lowering :
- switch down the pump lever (D = down),
 - centerboard is going itself down by its weight,
 - at the end, pump gently with the handle until hardening to get the lowest position of the center board,
 - switch back the pump lever to neutral position (horizontal) to lock the centerboard.

PRECAUTIONS

If you are approaching shallow anchoring or area, slow down (reduce sails or slow down engine) and switch up the pump lever (M = up) to unlock the centerboard.

- c) Lifting :
- switch up the pump lever (M = up),
 - pump gently with the handle until hardening to get the upper position of the centerboard, about 60 strokes,
 - switch back the pump lever to neutral position (horizontal) to lock the centerboard.

15.3 Centerboard position at anchoring

- a) deep-water open berth, keep the centerboard down to avoid swinging at anchor,
- b) shallow open berth or tidal harbour with running aground risks, keep the centerboard up for jamming by pads ,
- c) deep-water harbour, keep the centerboard down,
- d) beaching, keep the centerboard up !

PRECAUTIONS
In order that the jack works in vain, if possible keep the centerboard down when you unship, only after : <ul style="list-style-type: none"> - checking there are no grounding risks, - switching up the pump lever (M = up) to unlock the centerboard.

15.4 Running aground

The jack is protected against brutal running aground by a safety valve.

- a) This safety valve is made of a little brass disk that is punched when the boat is running aground and so releases the jack :
 - hydraulic system is not damaged,
 - centerboard up and down freely.
 - b) Spare safety valves are stocked under the black cap located above the pump.
- To change the damaged safety valve :
- remove the black cap and unscrew the nut,
 - take off the damaged safety valve,
 - put a new safety valve and screw the nut, the

hydraulic system is ready to work again.

Check if the centerboard is in good order.

15.5 Winterizing

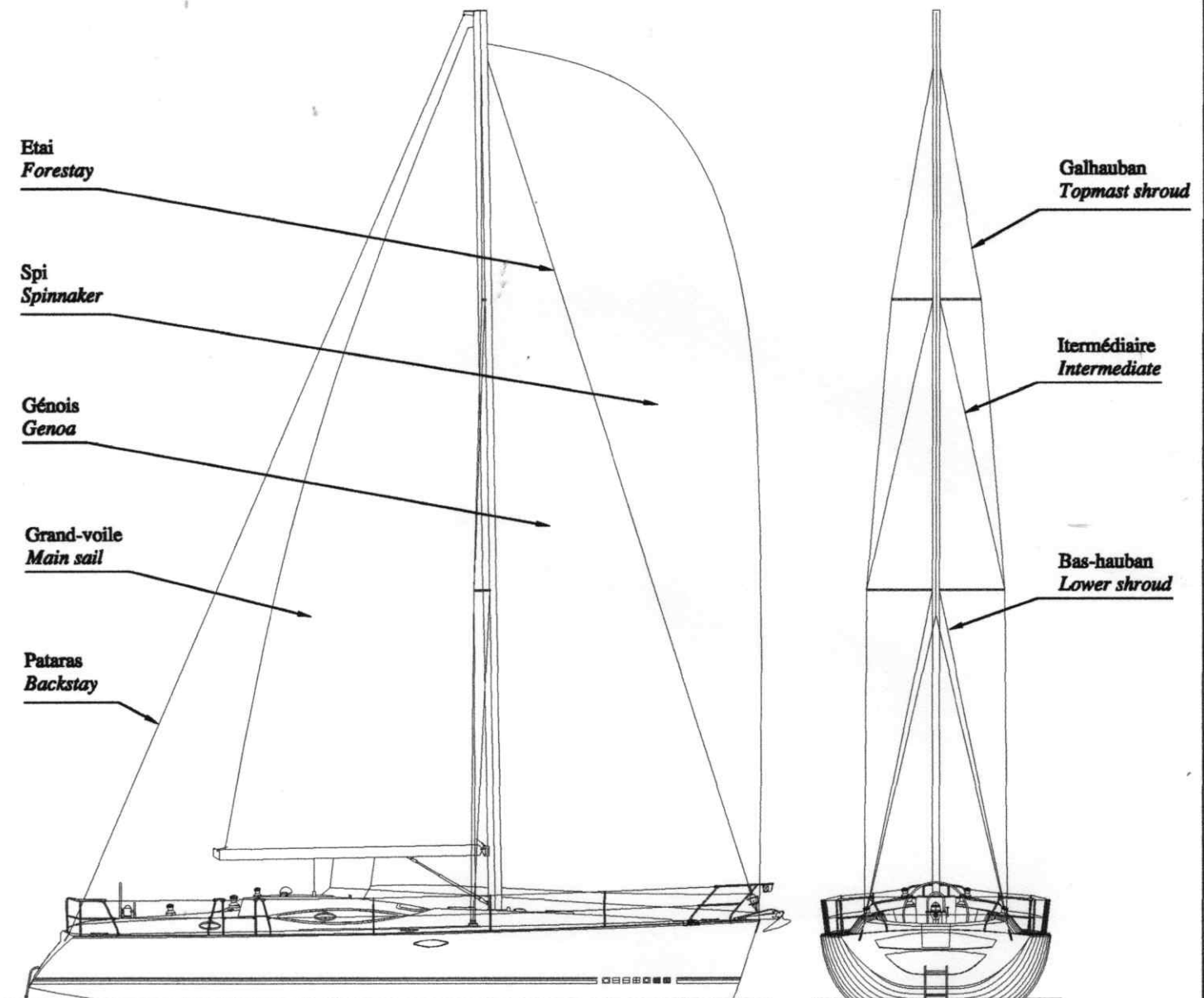
- a) winterizing aground :
 - clean centerboard casing,
 - check pads, upper pads are adjustable via inspection traps located under the saloon table, those located at the ballast bottom will be changed if they are damaged or too worn out,
 - lower the centerboard to ease up the jack,
 - grease (with insoluble grease) the jack rod if it is out.
- b) winterizing afloat :
 - centerboard position, respect the advices of 15.3 paragraph depending on whether the boat is grounding or not,
 - grease (with insoluble grease) the jack rod if it is out,
 - at the end of the winterizing, before to operate the jack,

check cleanness of the centerboard, casing, pads and jack rod if the centerboard was up.

DRAWINGS

FEELING 44'

1 - Voiles & gréement dormant ***Sail plan & standing rigging***

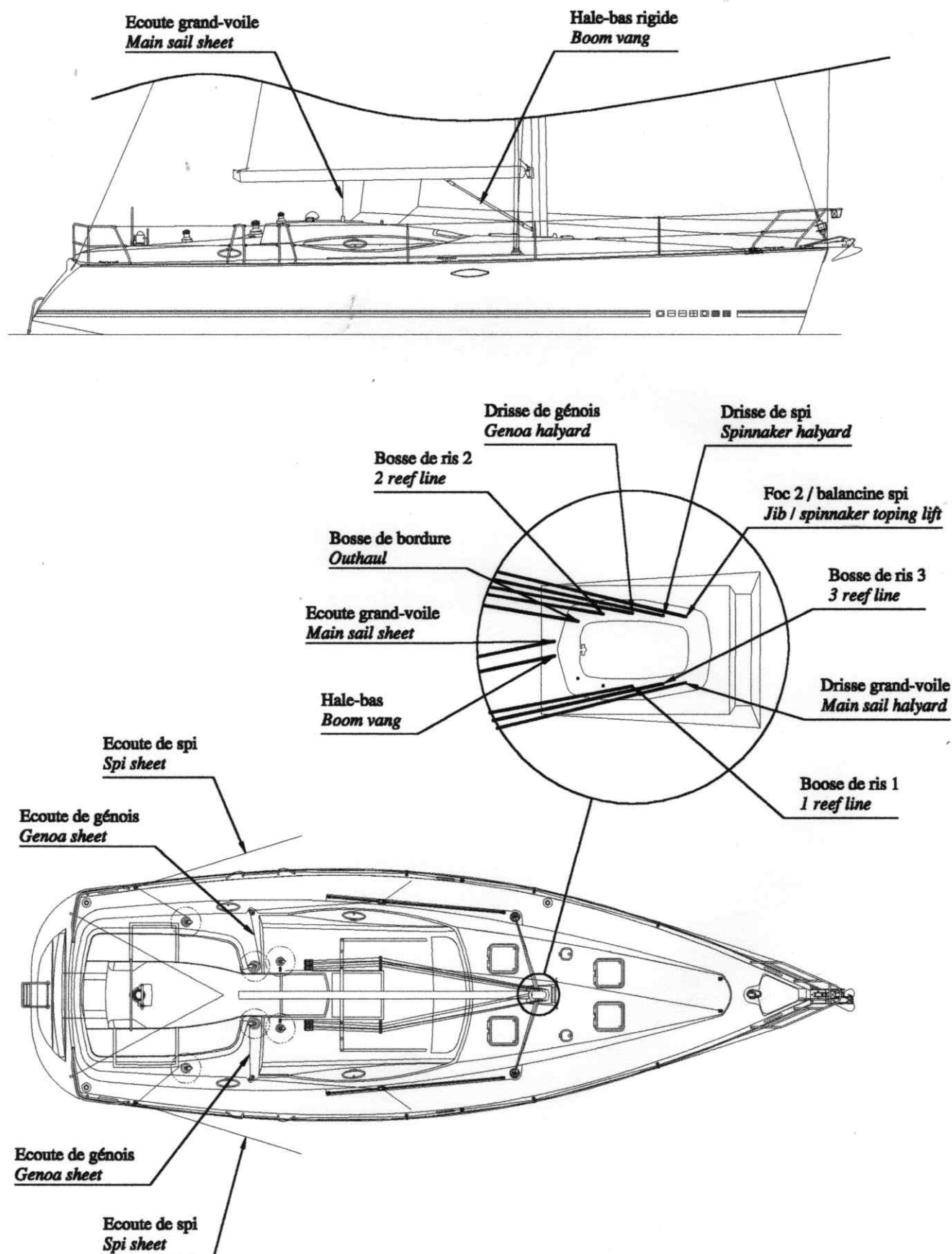


I 15.79 m
J 4.75 m
P 15 m
E 4.85 m

Surface grand-voile : 41 m²
Main sail area : 41 m²
Surface génois : 53 m²
Genoa area : 53 m²

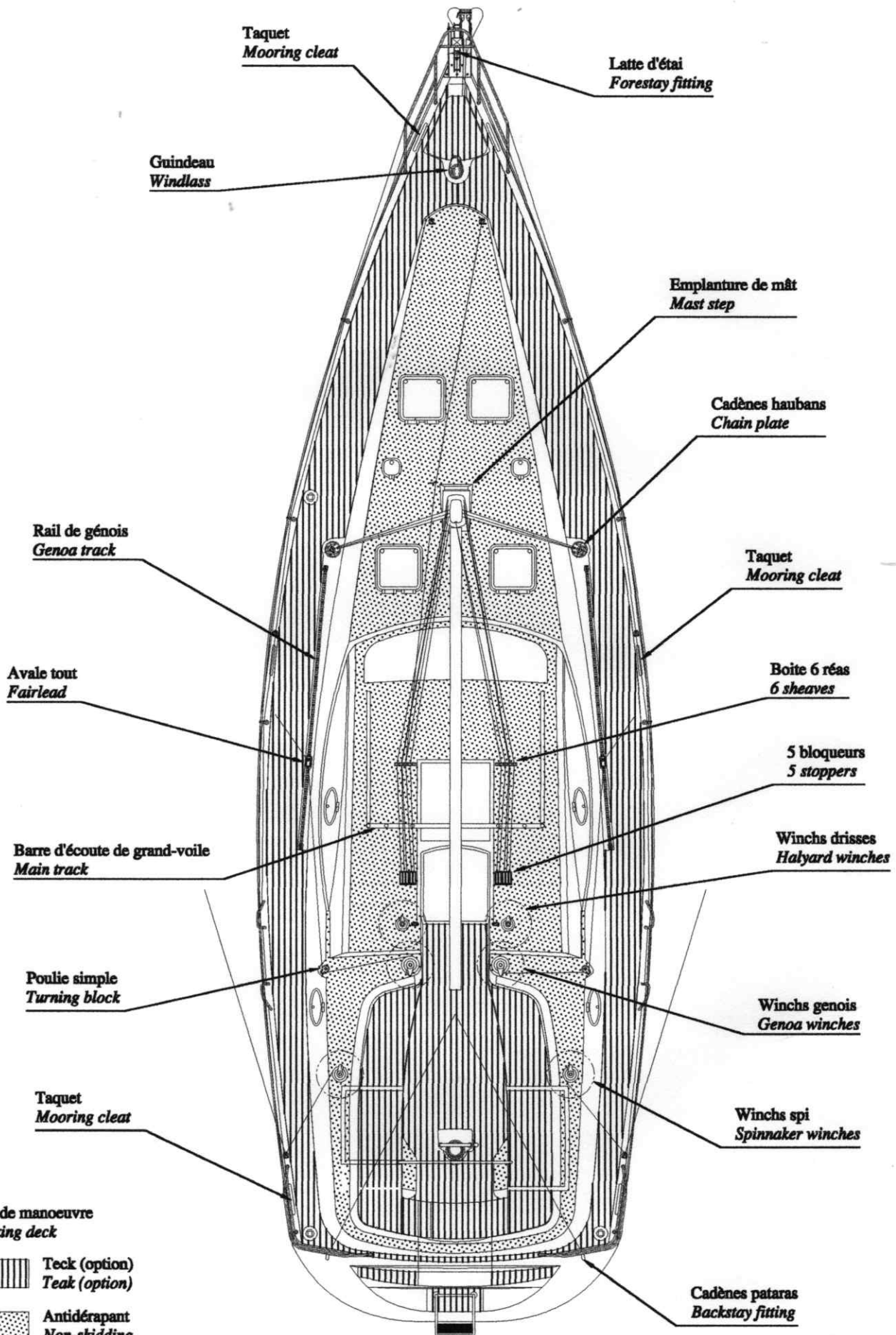
FEELING 44'

2 - Gréement courant *Running rigging*



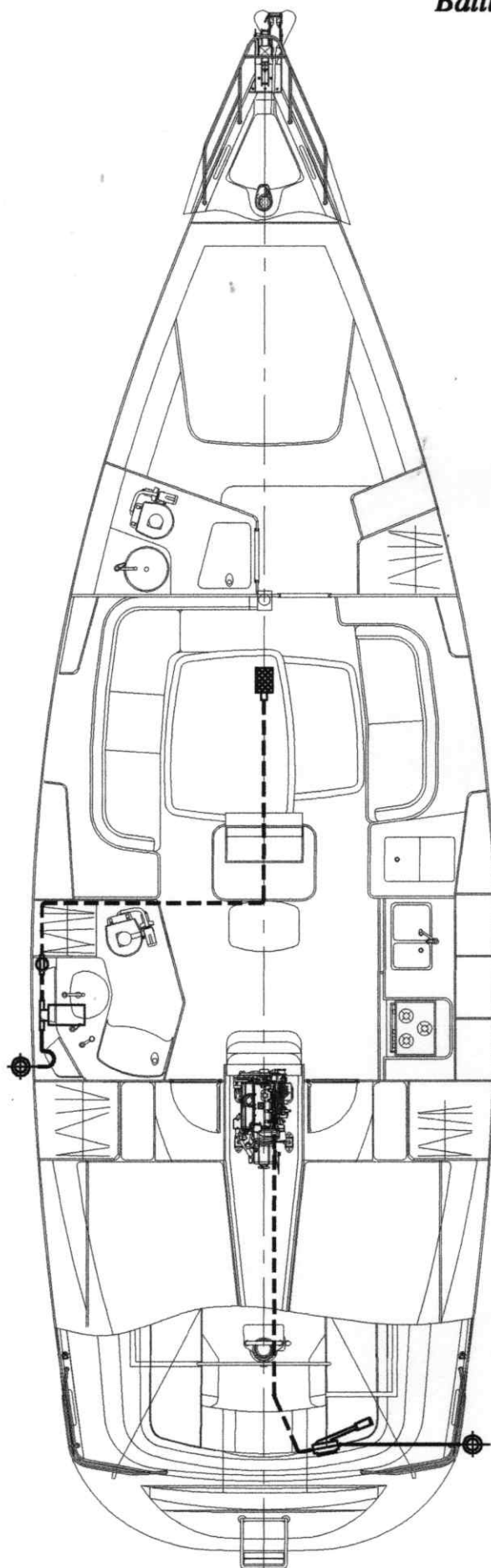
FEELING 44'

3 - Accastillage Deck fittings



FEELING 44'

4 - Assèchement Bailing system



**Crépine
Strainer**



**Filtre
Filter**



**Pompe de cale électrique
Electric bilge pump**



**Pompe de cale manuelle
Manual bilge pump**



**Tuyauterie de refoulement
Discharge hose**



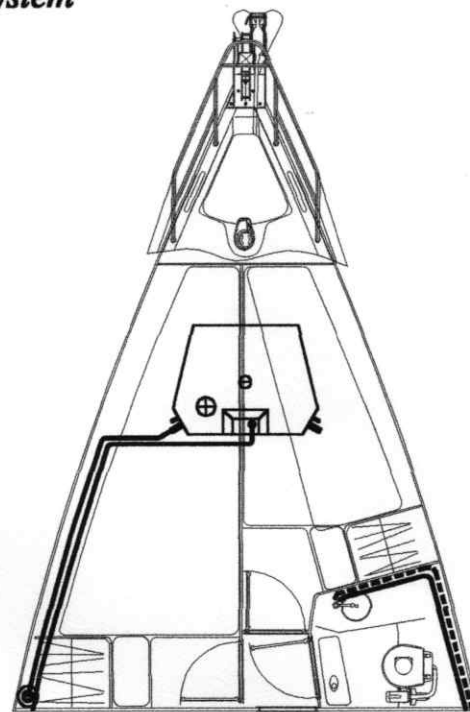
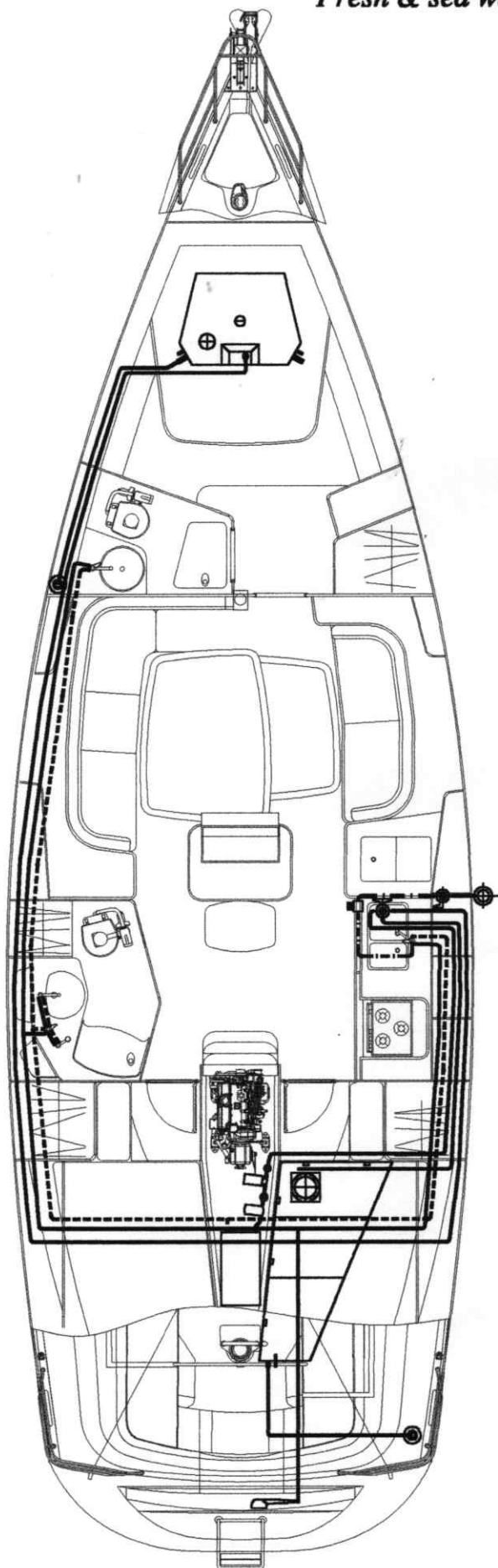
**Tuyauterie d'aspiration
Intake hose**



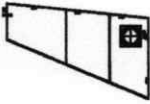















**Passe coque
Skin fitting**

FEELING 44'

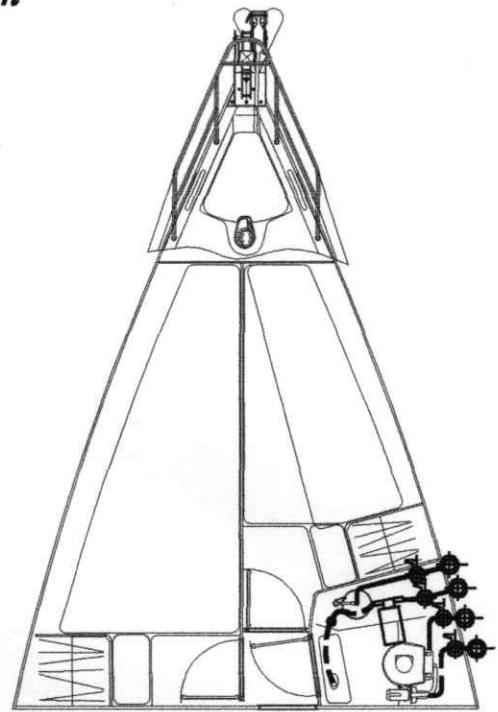
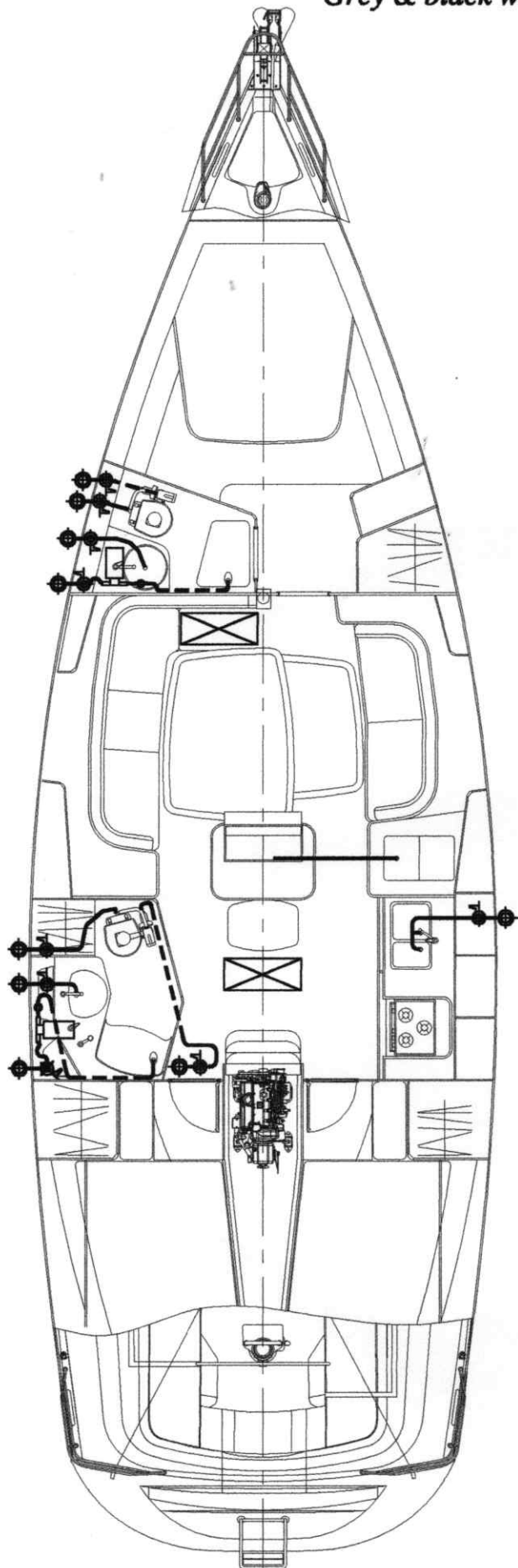
5 - Circuit eau douce & eau de mer Fresh & sea water system



-  Nable d'eau douce (sur le pont)
Fresh water bung hole
-  Réservoir 200 litres
Tank 200 liters
-  Réservoir 300 litres
Tank 300 liters
-  Vanne 3 voies de sélection réservoir av. ou ar.
Water tank selector 3 way valve
-  Vanne
Sea cock
-  Débitmètre
Flow-meter
-  Pompe
Pump
-  Pompe à pied eau de mer
Salt water foot pump
-  Filtre
Filter
-  Accumulateur
Accumulator
-  Chauffe eau
Water heater
-  Tuyauterie d'eau chaude
Hot water hose
-  Tuyauterie d'eau froide
Cold water hose
-  Tuyauterie d'eau de mer
Sea water hose
-  Douchette cockpit
Cockpit shower
-  Passe coque
Skin fitting

FEELING 44'

6 - Circuit d'eaux grises & d'eaux noires Grey & black water system



● Vanne
Sea cock

● Filtre
Filter

□ Pompe de cale électrique
Electric bilge pump

--- Tuyauterie d'aspiration
Intake hose

— Tuyauterie de refoulement
Discharge hose

● Passe coque
Skin fitting

⊗ Réservoir d'eaux grises/noires (option)
Holding tank (option)

Les tuyaux des options holding tank ne sont pas représentés.

Version "mer": Eaux noires et grises avec possibilité de rejet à la mer.

Version "lac": Eaux noires et grises sans possibilité de rejet à la mer.

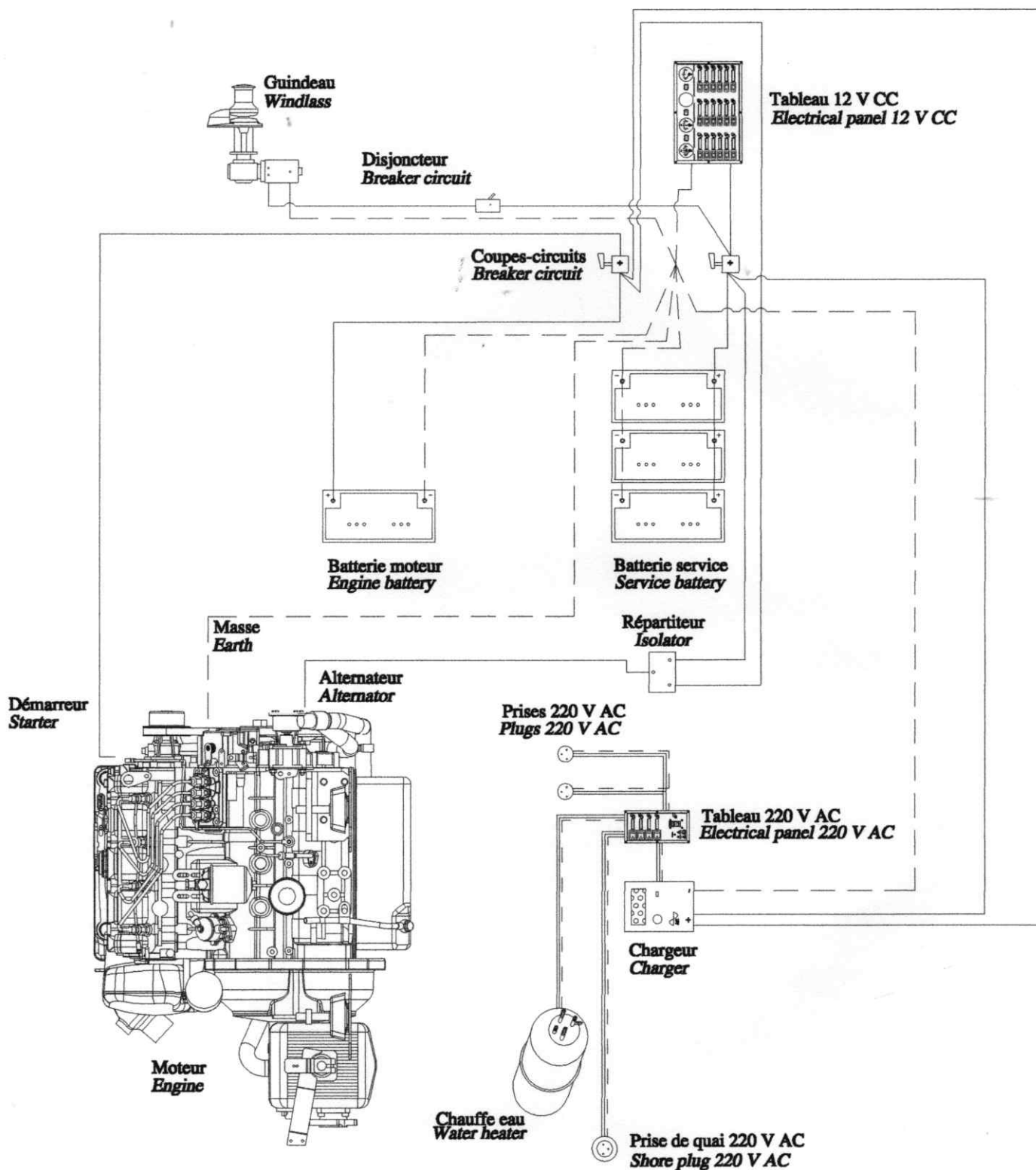
The hoses for the holding tanks are not drawing.

"Sea" version : black and grey water can discharge in sea.

"Lake" version : black and grey water can not discharge in sea.

FEELING 44'

7 - Circuit de charge 12 V CC & 220 V AC 12 V DC & 220 V AC system



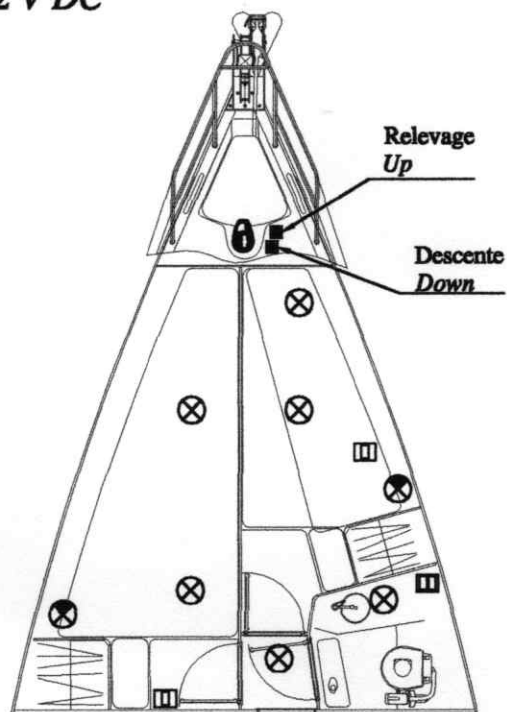
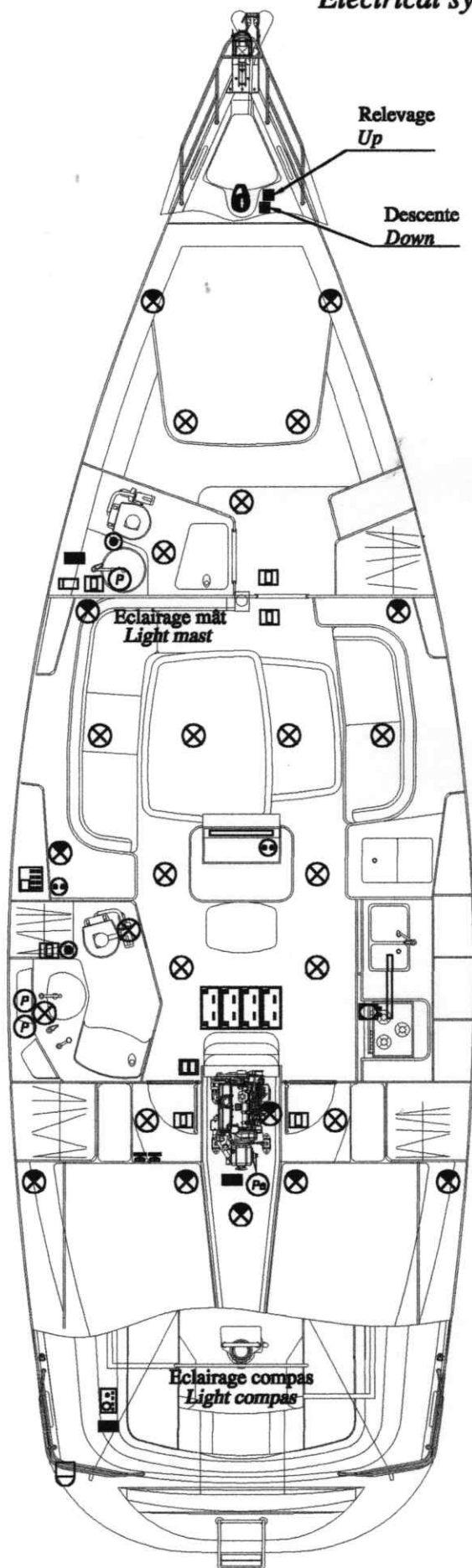
— Continu positif
Positive current

— Continu négatif
Negative current

=== Alternatif
Alternative current

FEELING 44'

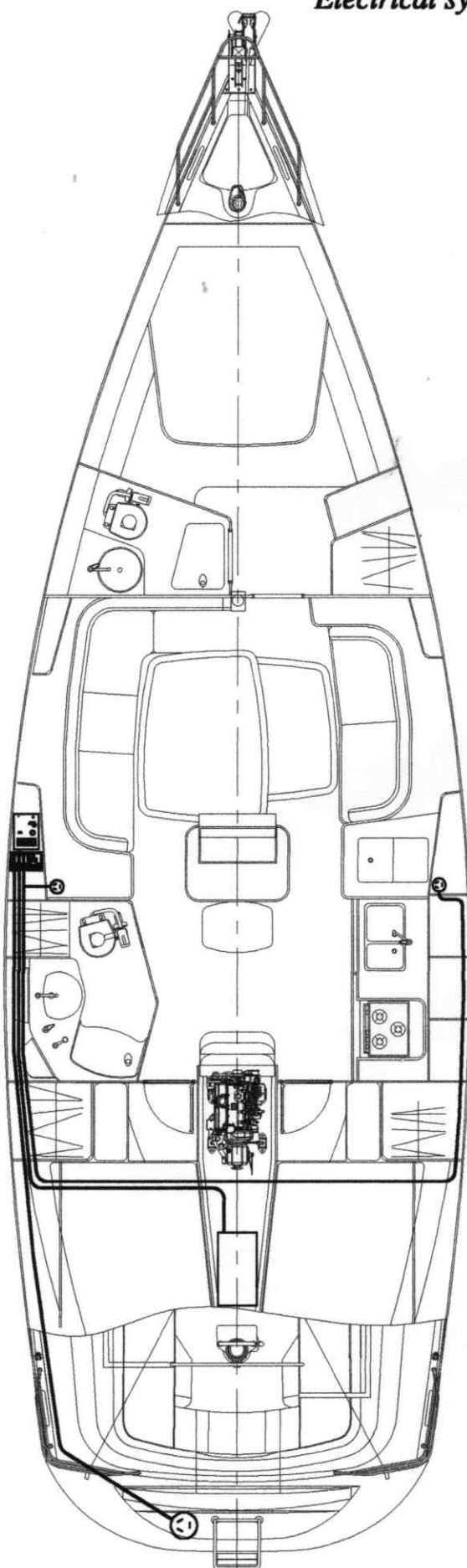
8 - Implantation électrique 12 V CC Electrical system 12 V DC



- Néon
Fluorescent light
- ⊗ Plafonniers
Ceiling light
- ⊗ Spots
Spots
- ⚓ Guindeau
Windlass
- ❄ Compresseur frigo
Fridge compressor
- P Pompe
Pump
- P_e Groupe d'eau
Fresh water pump
- ⏏ Tableau électrique
Electrical panel
- ⚡ Coupe-circuit
Breaker circuit
- ⎓ Batteries
Battery
- ⏏ Tableau moteur
Engine panel
- ⚓ Feux de navigation
Navigation light
- ⏏ Interrupteur plafonniers, 1 ou 2 fonction(s)
Light switch, 1 or 2 fonction(s)
- ⊙ Interrupteur pompe de douche
Shower pump switch
- Interrupteur guindeau
Windlass switch
- ⊙ Prise 12 V CC
Plug 12 V DC
- ⏏ Relais guindeau
Windlass solenoids
- Boîte élect. 12V
12V elect. box

FEELING 44'

9 - Implantation électrique 220 V AC ***Electrical system 220 V AC***



Prise de quai 220 V AC
Shore plug 220 V AC



Prise 220 V AC
Plug 220 V AC



Tableau 220 V AC
Plug 220 V AC



Chargeur
Charger



Chauffe-eau
Heater water

FEELING 44'

10 - Tableau électrique 12 V CC & 220 V AC Electrical panel 12 V DC & 220 V AC

TABLEAU 12 V CC
ELECTRICAL PANEL 12 V DC

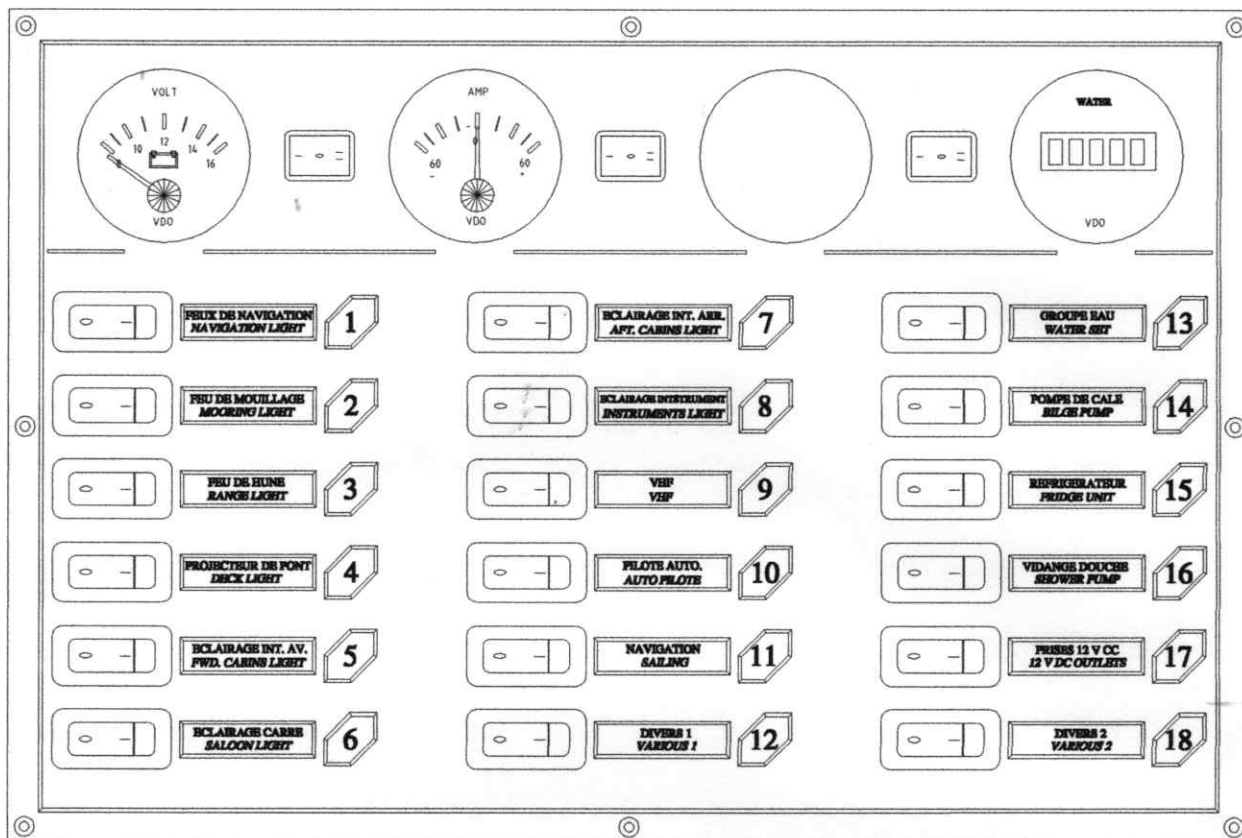
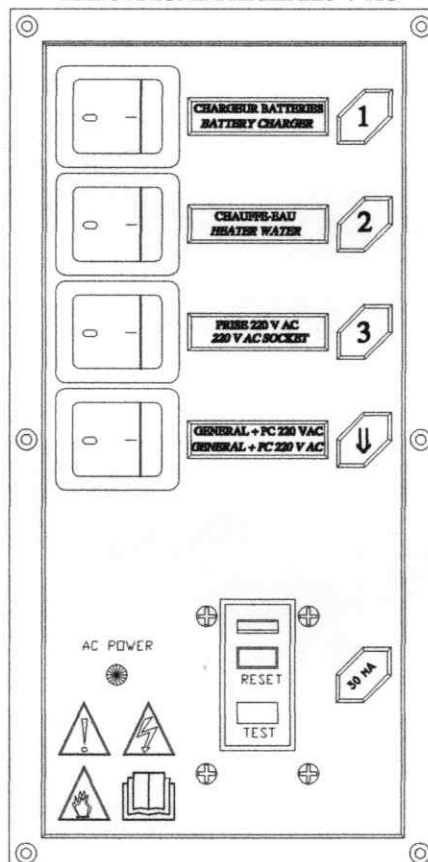
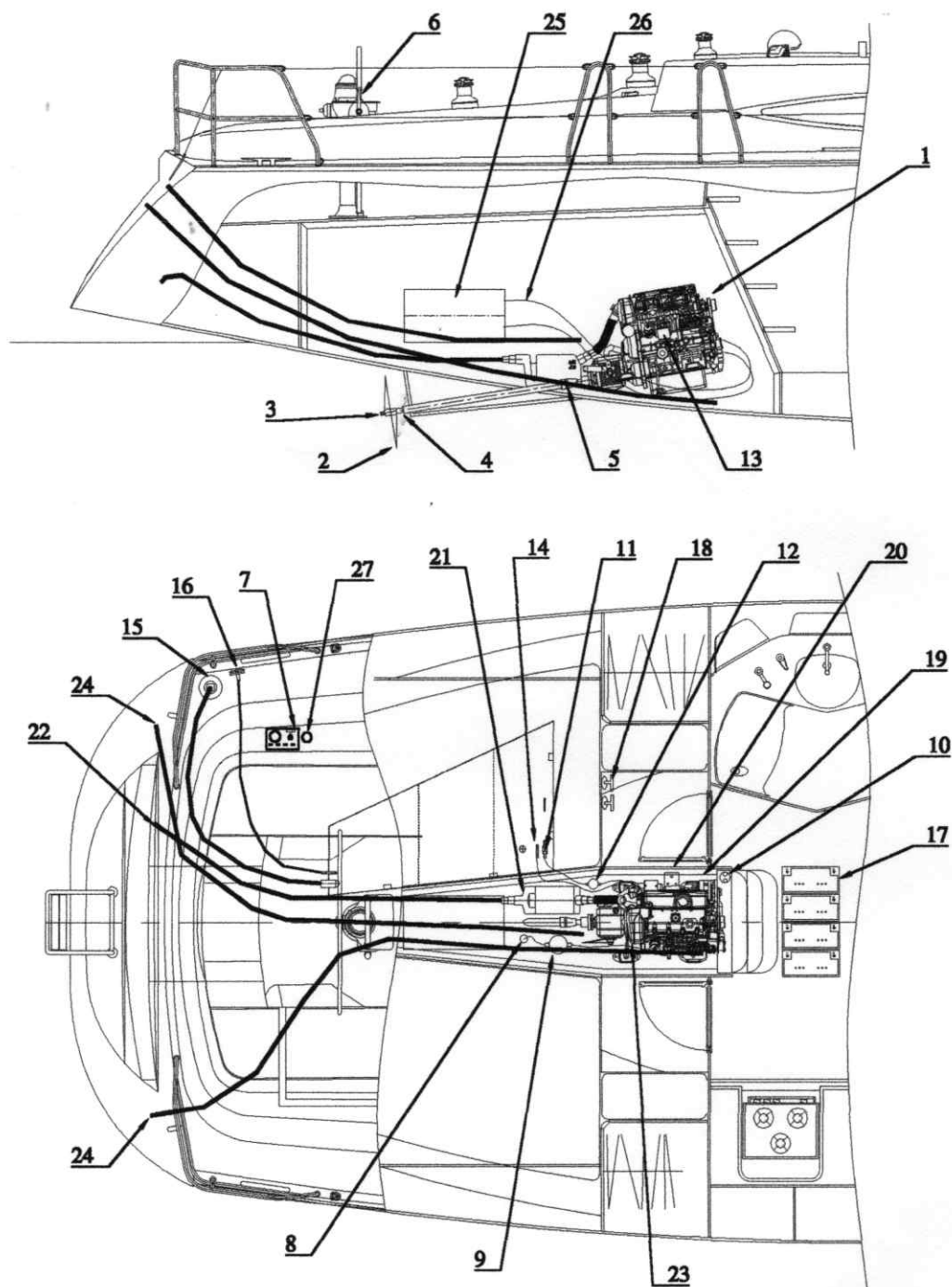


TABLEAU 220 V AC
ELECTRICAL PANEL 220 V AC



FEELING 44'

11 - Moteur Engine



1 - Moteur
Engine

2 - Hélice
Propeller

3 - Anode
Anode

4 - Bague hydrolube
Cutlass bearing

5 - Joint tournant
Stuffing gland

6 - Commande moteur
Control lever

7 - Stop moteur
Engine stop

8 - Vanne prise eau de mer
Raw water intake

9 - Filtre eau de mer
Raw water filter

10 - Case siphon
Siphon breaker

11 - Vanne gasoil
Fuel shut-off valve

12 - Pré-filtre GO
Fuel filter

13 - Filtre GO
Engine fuel filter

14 - Retour GO
Fuel return

15 - Nable de pont GO
Fuel deck plate

16 - Event réservoir GO
Fuel tank event

17 - Batterie moteur
Engine battery

18 - Coupe batterie
Battery switch

19 - Alternateur
Alternator

20 - Répartiteur de charge
Isolator

21 - Waterlock
Muffler

22 - Sortie d'échappement
Exhaust

23 - Filtre à air
Air filter

24 - Gaines d'aération
Vent pipes

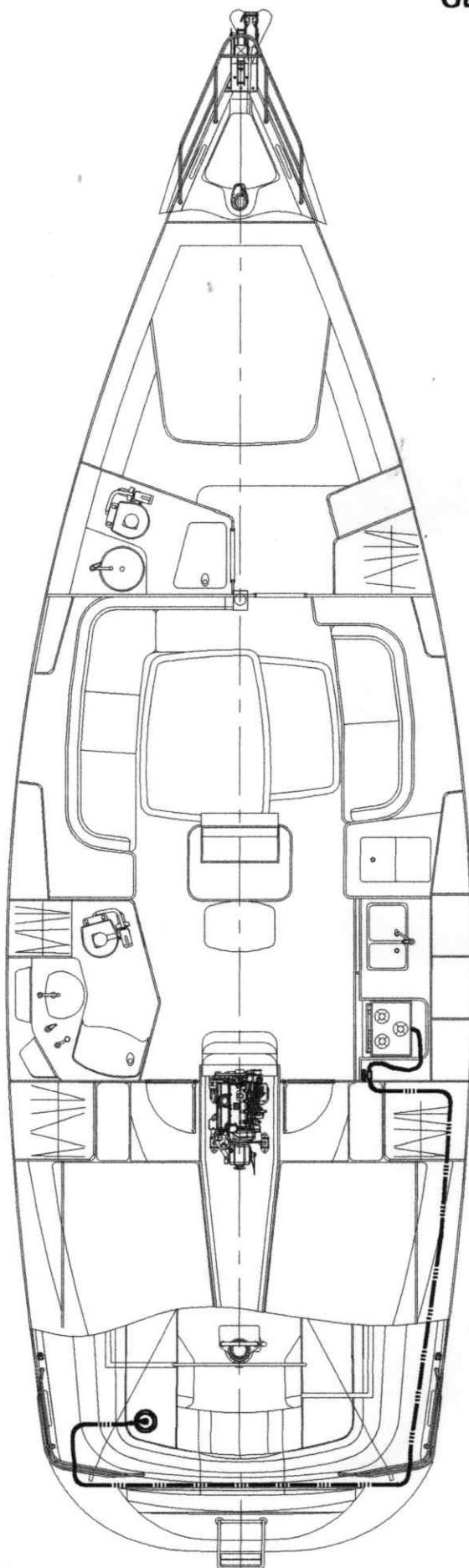
25 - Chauffe eau
Water heater

26 - Prise eau chaude moteur
Engine hot water outlet

27 - Jauge fuel
Fuel gauge

FEELING 44'

12 - Circuit gaz Gas system



Bouteille de gaz + détendeur + robinet
Gas tank + regulator + valve



Vanne
Valve



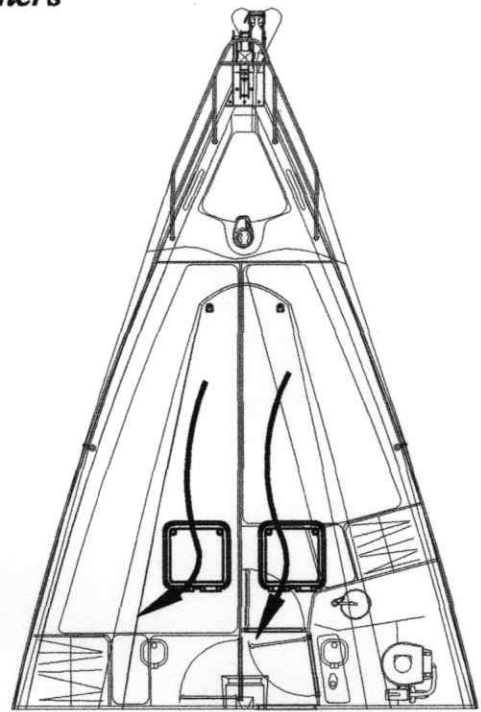
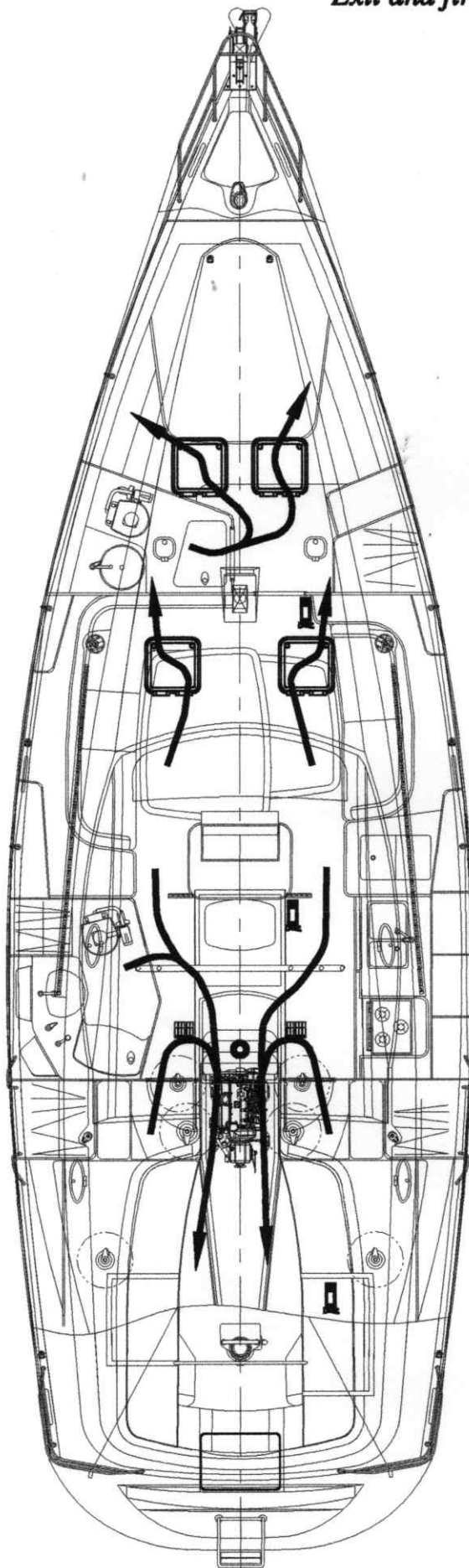
Tuyau cuivre
Copper pipe



Tuyau souple
Flexible hose

FEELING 44'

13 - Evacuation et extincteurs *Exit and fire extinguishers*



● Orifice d'extinction salle des machines
Engine room access extinction

➔ Cheminement d'évacuation
Escape route

□ Panneau d'évacuation
Exit hatch

🔧 Position extincteur recommandée
Advised fire extinguisher location

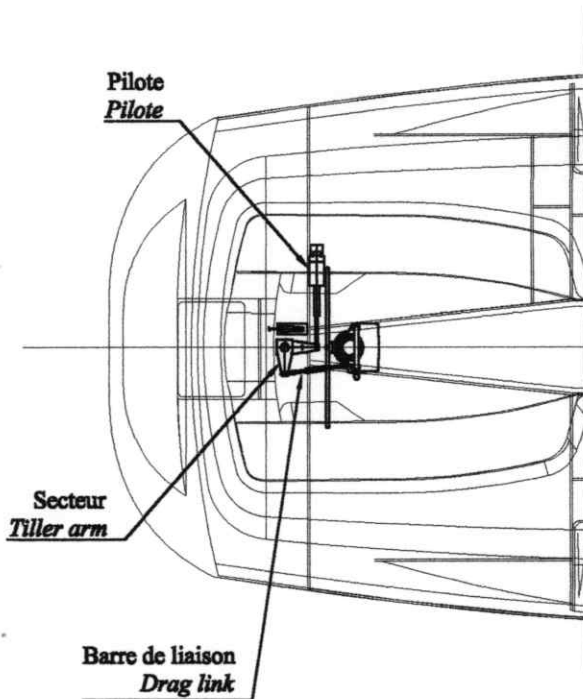
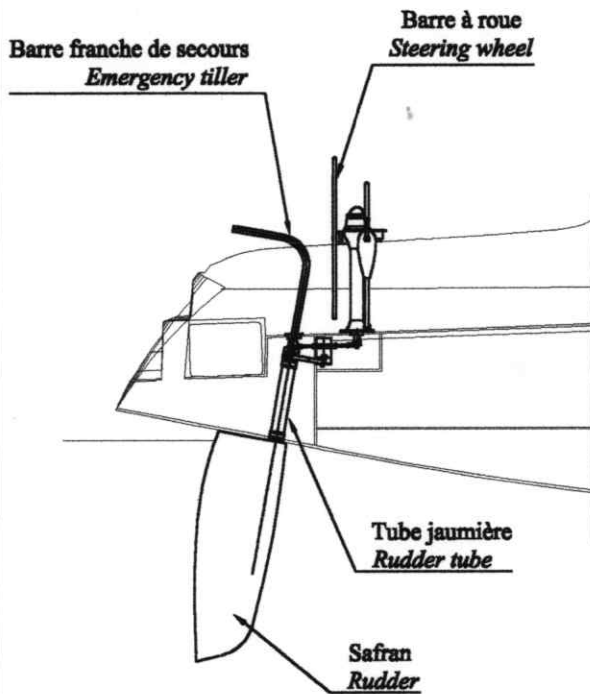
□ Radeau de sauvetage
Life raft

FEELING 44'

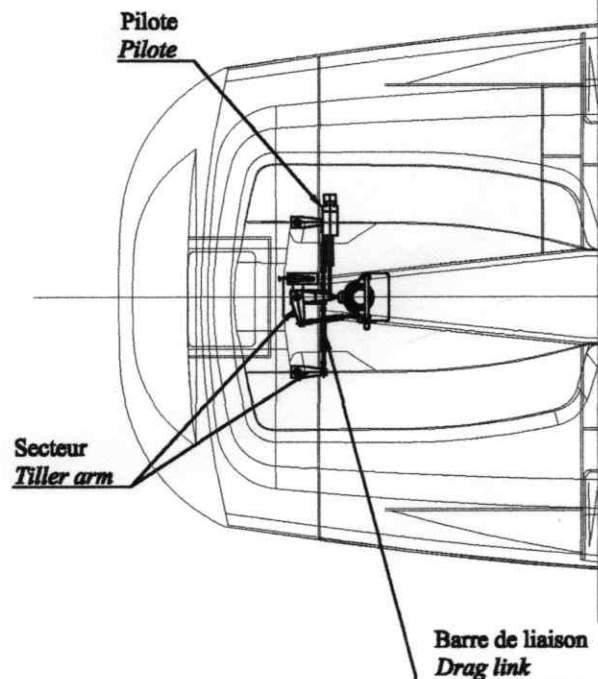
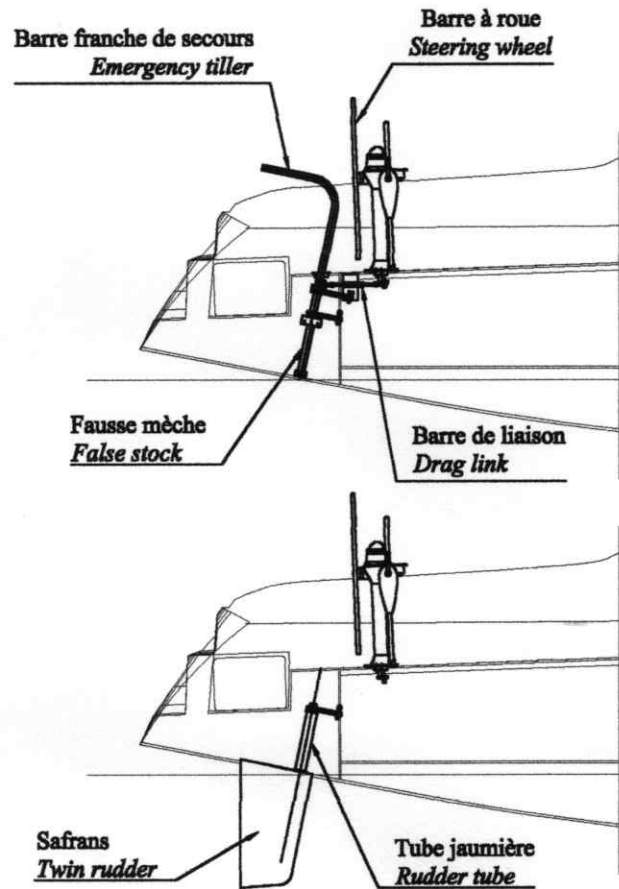
14 - Gouvernail

Rudder system

Version quillard *Keel version*

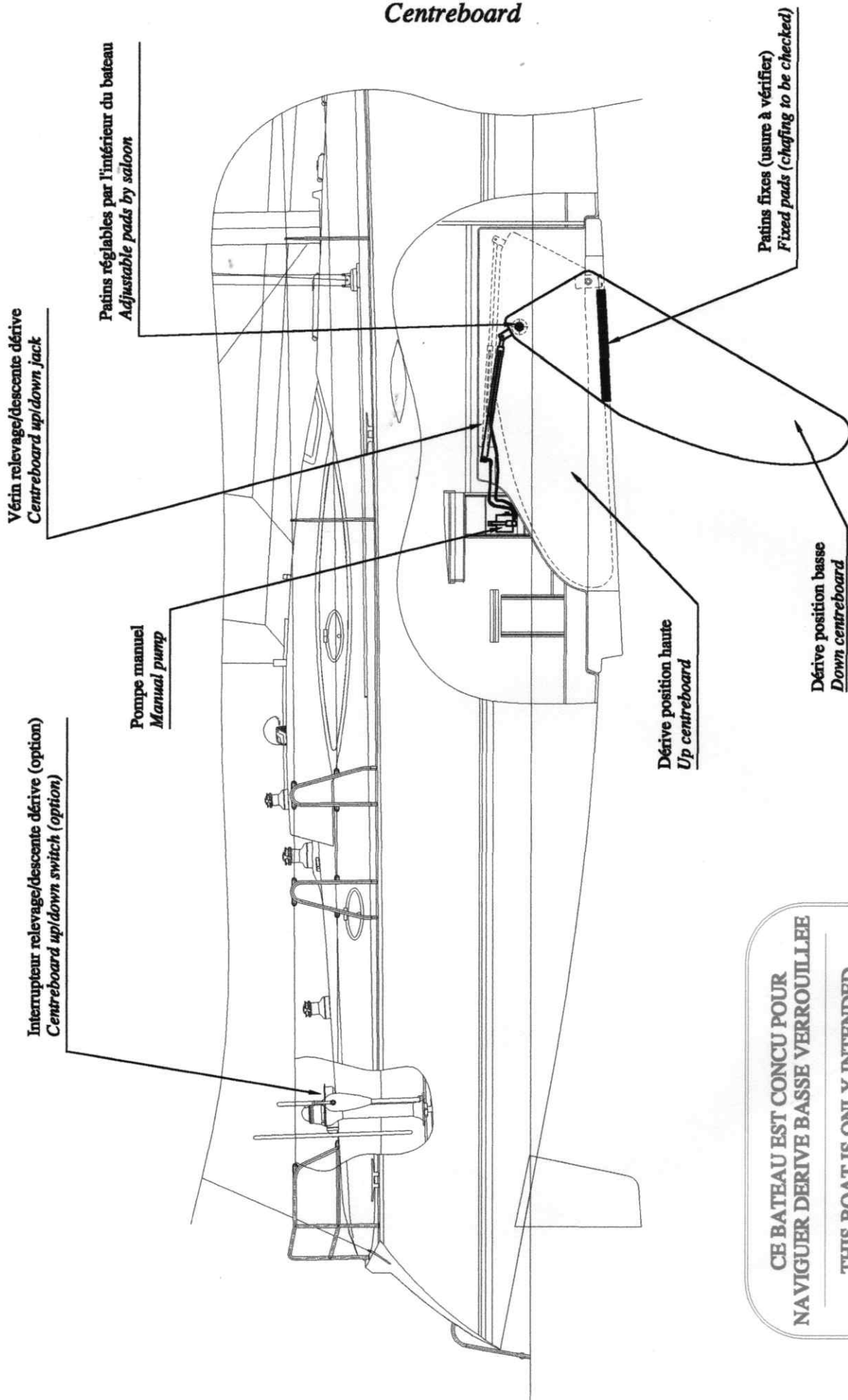


Version dériveur int. *Center board version*



FEELING 44'

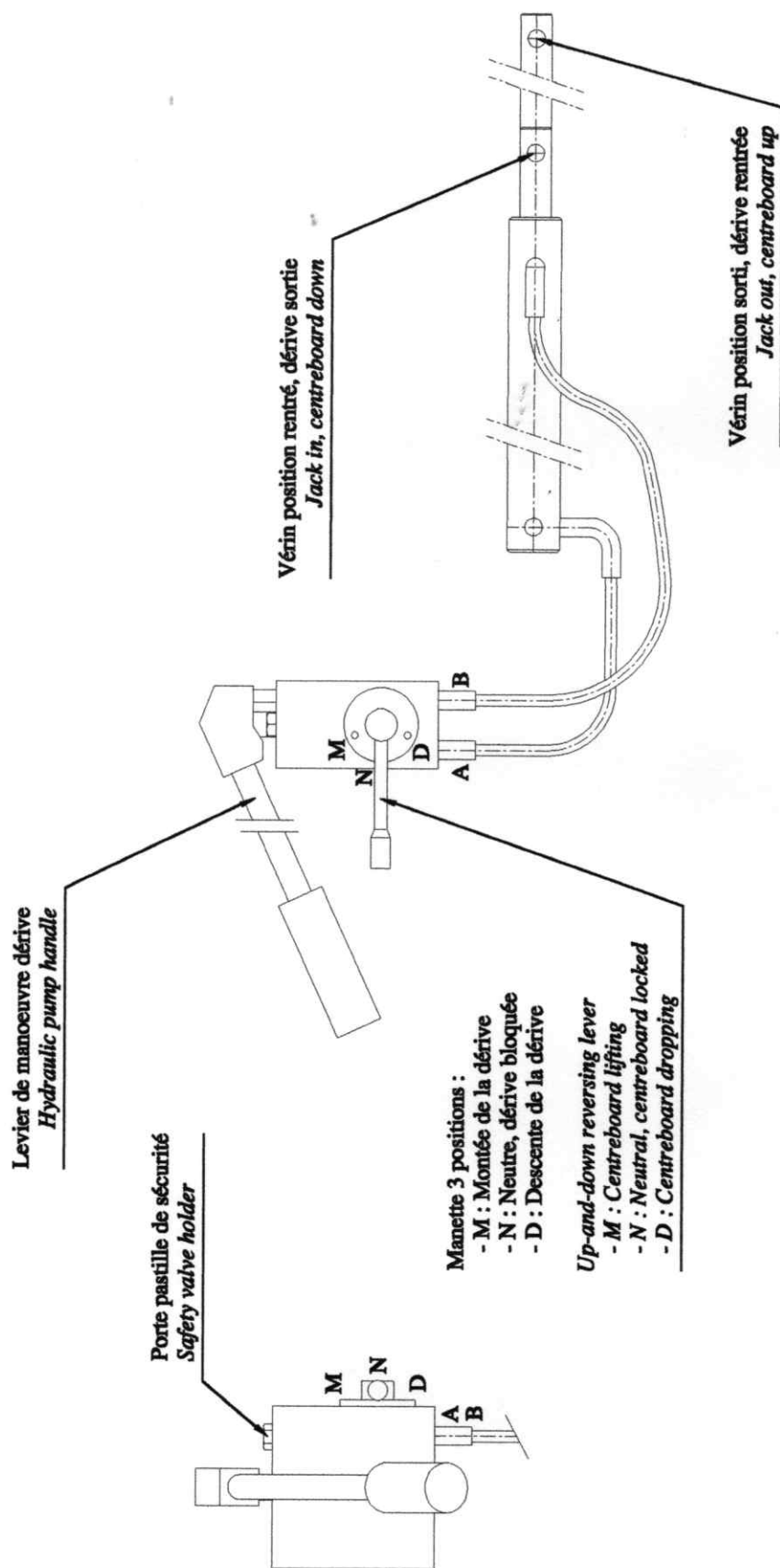
15 - Manoeuvre dérive Centreboard



CE BATEAU EST CONCU POUR
NAVIGUER DERIVE BASSE VERROUILLEE

THIS BOAT IS ONLY INTENDED
TO BE SAILED WITH THE CENTREBOARD
LOCKED IN THE LOWEST POSITION

**16 - Vérin dérive
Centreboard jack**



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