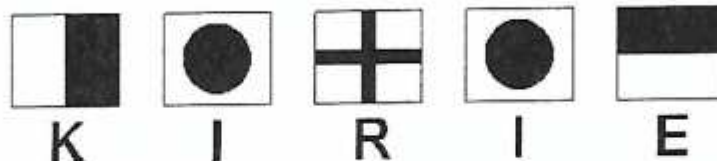


L 10 00  
B 3 65  
Opn 39.42 m<sup>2</sup>

406



## OWNER'S MANUAL

### **FEELING 36**

**EC design category A**

European Directive 94/25/EC  
10 octobre 2001 edition

- 5 Fresh water system
- 6 Grey & black water system (option)
- 7 12 V DC / 230 V AC system (option)
- 8 Electrical system 12 V DC
- 9 Electrical system 230 V AC (option)
- 10 Electrical panel
- 11 Engine
- 12 Gas system
- 13 Exits & extinguishers
- 14 Rudder system
- 15 Center board

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1 Sail plan
2 Running rigging
3 Deck fittings
4 Bailing system
5 Fresh water system
6 Grey & black water system (option)
7 12 V DC / 230 V AC system (option)
8 Electrical system 12 V DC
9 Electrical system 230 V AC (option)
10 Electrical panel
11 Engine
12 Gas system
13 Exits & extinguishers
14 Rudder system
15 Center board

## 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 36** 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 36**  
 Architect: JOUBERT NIVELT  
 EC design category: A  
 N° of notified organization: CE/0607

Hull length: 10.80 m  
 Waterline length: 9.90 m  
 Maximum beam: 3.62 m  
 Fixed keel Draft: 2.00 m  
 Ballast: 1975 kg  
 Lightship displacement: 6200 kg  
 Dériveur Draft: 0.76/2.16 m  
 Ballast: 3084 kg  
 Lightship displacement: 7300 kg  
 Mast clearance: 15.70 m

Maximum load capacity

Weight of crew	10 x 75 kg
Stores	8 x 25 kg
Fuel	120 kg
Fresh water	370 kg
Life raft	70 kg
Miscellaneous	490 kg
<b>Maximum LOAD</b>	<b>2000 kg</b>

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	8	10
Maximum recommended load (kg)	2000	2000	2000

Sail area : 68.40 m<sup>2</sup>      GV 31.20 m<sup>2</sup>      Génois 37.20 m<sup>2</sup>  
 I : 13.51 m  
 J : 4.04 m  
 P : 12.50 m  
 E : 4.20 m

Fresh water tank : 370 l  
 Fuel tank : 150 l  
 Engine battery : 1  
 Service batteries : 2

Maximum engine power (in-board) : 30 kW

### **3. BAILING AND PLUMBING 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**

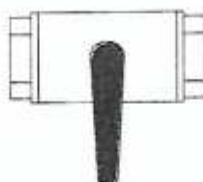
Sea cocks are of the 90° type :

- 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.

<b>IMPORTANT</b>
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.

<b>WARNING !</b>
Do not use solutions containing ammonia.

<b>DANGER !</b>
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

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



## 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 CO<sub>2</sub> 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 36** 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 36** is equipped with an emergency tiller which should remain easily accessible.

To use it :

- Remove the caps located on the helmsman seat and under the life raft.
- 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

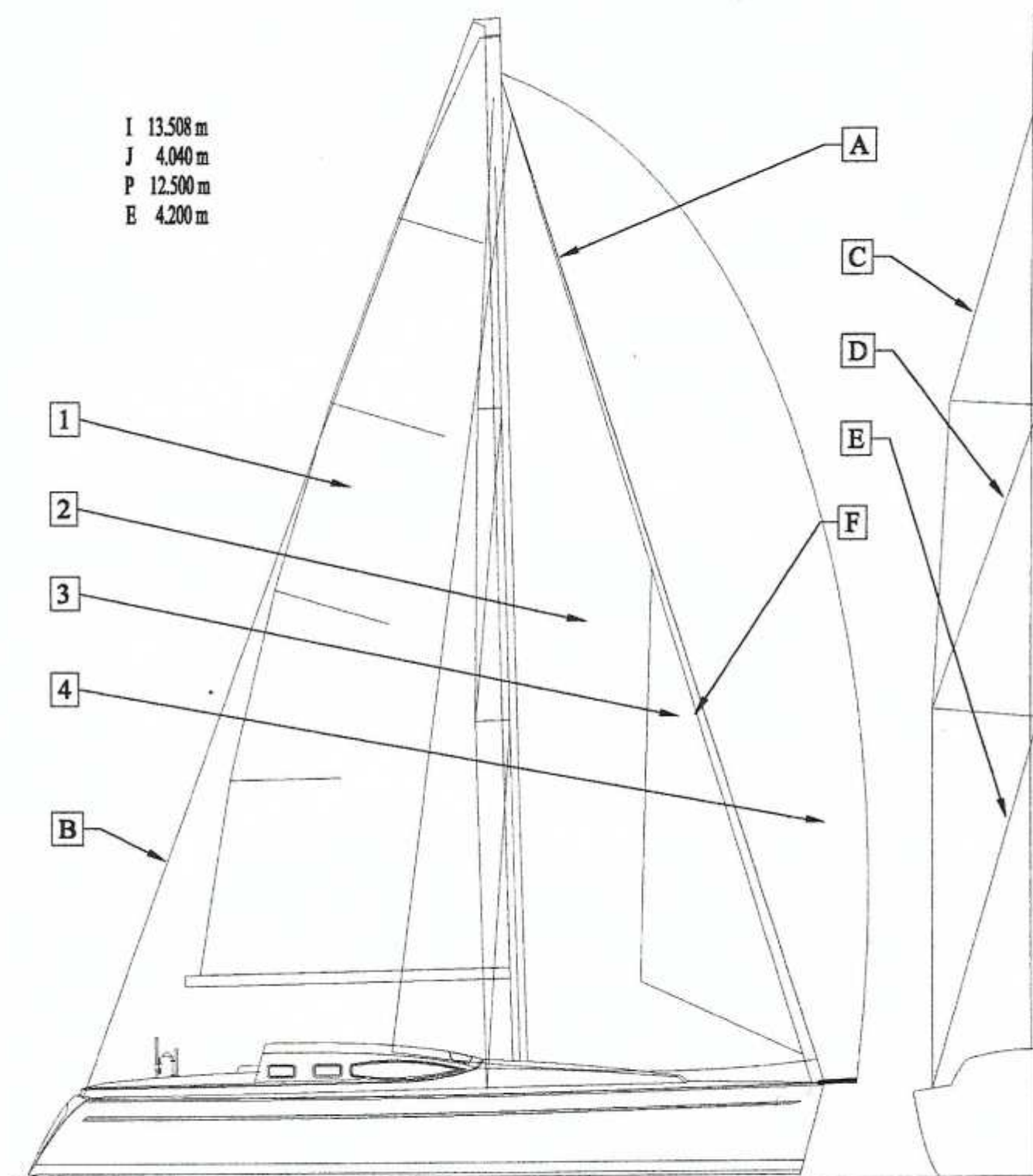
### **WARNING !**

- 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.

## **DRAWINGS**

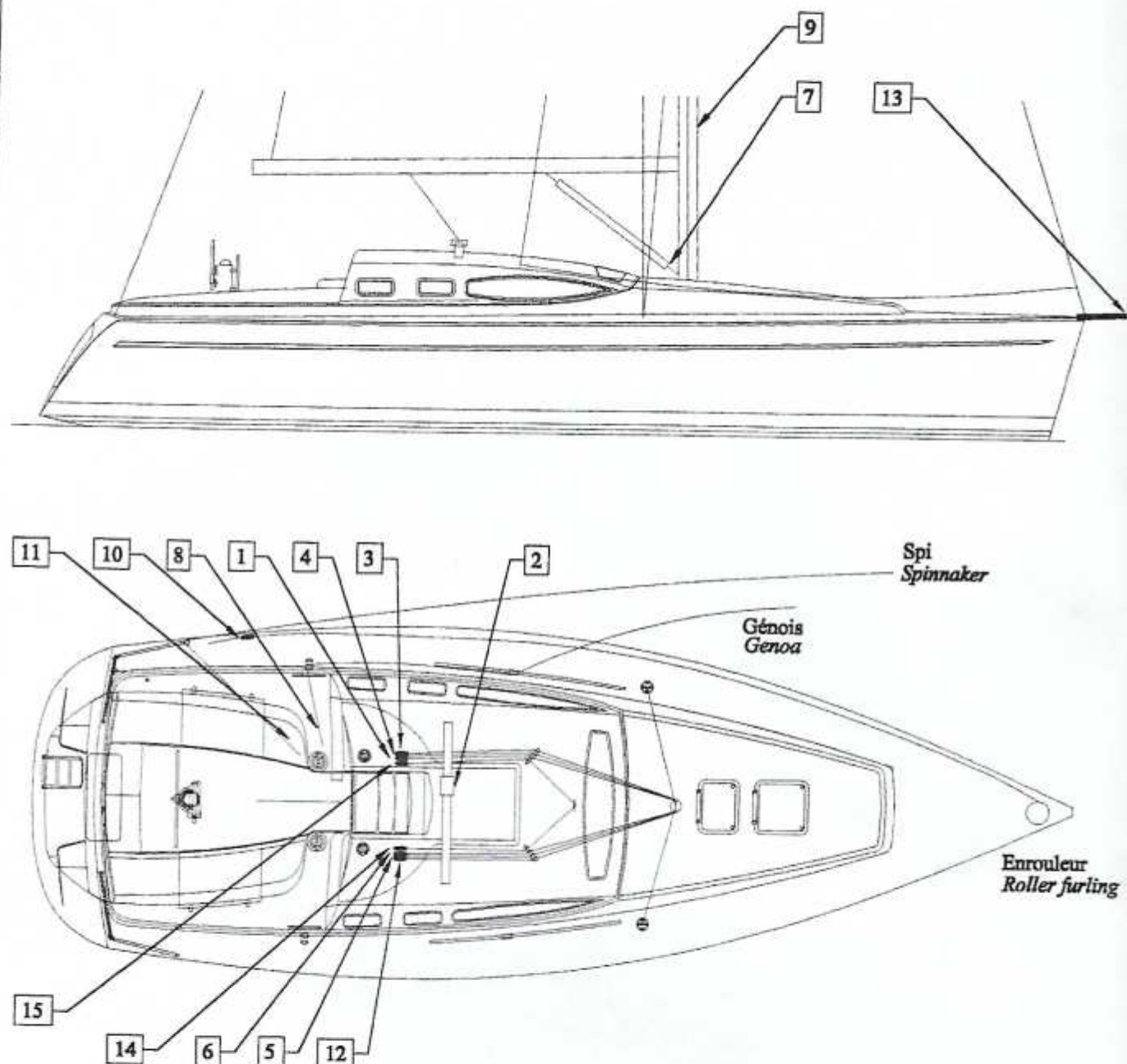


**FEELING 36'**  
**1 - VOILES & GREEMENT DORMANT**  
**SAIL PLAN & STANDING RIGGING**



VOILURE / SAIL			GREEMENT DORMANT / STANDING RIGGING		
Rep.	Désignation / Designation	Surface / Area	Rep.	Désignation / Designation	Diamètre / Diameter
1	Grand-Voile / Main Sail	30 m <sup>2</sup>	A	Etai / Forestay	8 mm
2	Génois (135%) sur enrouleur / Furling genoa 135%	36 m <sup>2</sup>	B	Palans / Backstay	6 mm
3	Tourmentin (Option) / Storm jib (Option)	? m <sup>2</sup>	C	Galhaubans / Shroud	8 mm
4	Spi asymétrique (Option) / Asymmetrical spinnaker (Option)	83 m <sup>2</sup>	D	Intermédiaires / Inter	6 mm
			E	Bas-haubans / Lower shroud	8 mm
			F	Etai largable (Option) / Removable stay (Option)	7 mm

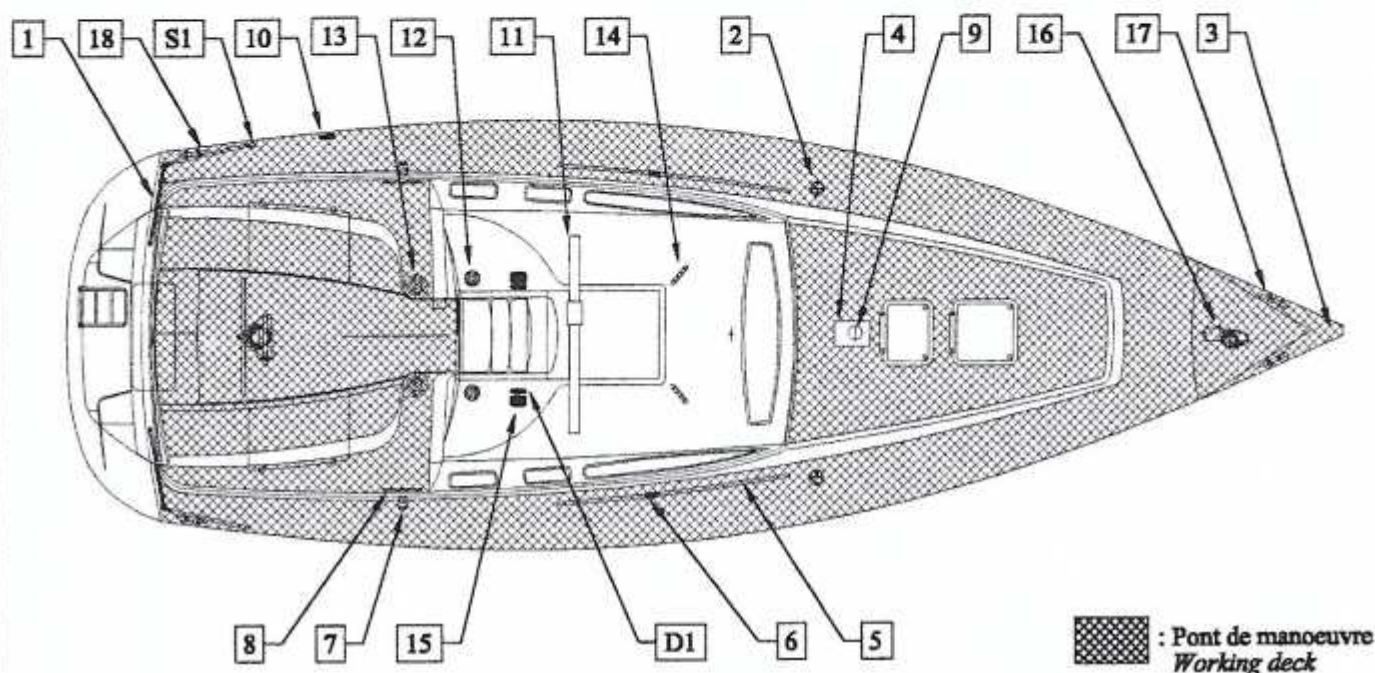
**FEELING 36'**  
**2 - GREEMENT COURANT**  
**RUNNING RIGGING**



GRAND VOILE MAIN SAIL		GENOIS GENOA		SPI ASSYMETRIQUE ASYMMETRICAL SPINNAKER		DERIVE CENTER BOARD	
Rep.	Désignation / Designation	Rep.	Désignation / Designation	Rep.	Désignation / Designation	Rep.	Désignation / Designation
1	Ecoute / Sheet	8	Ecoute / Sheet	11	Ecoute / Sheet	14	Descente / Down
2	Chariot / Car	9	Drisse / Halyard	12	Drisse / Halyard	15	Relevage / Up
3	Drisse / Halyard	10	Bosse d'enrouleur Furling line	13	Pt. d'amure / Spinnaker tack		
4	Ris 1 / Reef line 1						
5	Ris 2 / Reef line 2						
6	Bordure / Outhaul						
7	Hale-bas / Kicking strap						



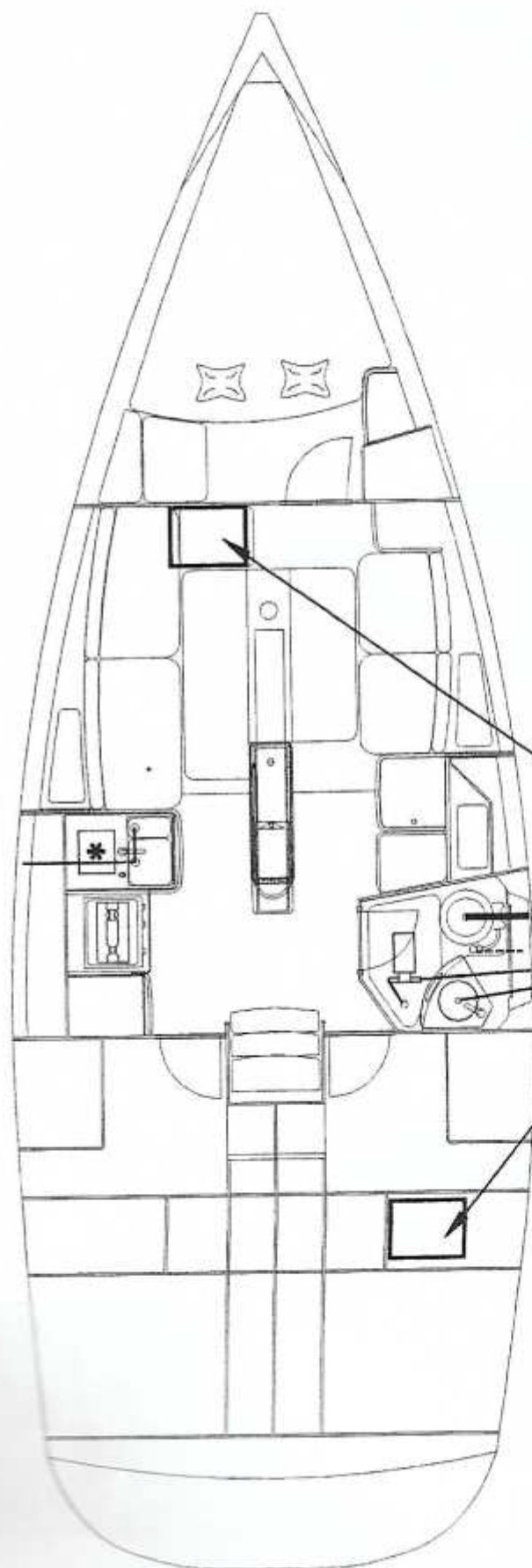
# **FEELING 36'** **3 - ACCASTILLAGE** **DECK FITTINGS**



\* : Figure à Babord et à Tribord / Port & starboard

MAT MAST		MANOEUVRES DECK ORGANIZER		AMARRAGE MOORING		OPTIONS OPTIONS	
Rep.	Désignation / Designation	Rep.	Désignation / Designation	Rep.	Désignation / Designation	Rep.	Désignation / Designation
1	Cadènes patacas / Backstay fitting	-	Génois / Genoa	16	Guindeau (opt.) / Windlass (opt.)	-	Dériveur / Center board
2	Cadènes haubans / Chain plate	5	Rail en T / Track *	17	Taquet av. / Fwd mooring cleat *	D1	Bloqueur XA1 / XA1 stopper *
3	Latte d'étai / Forestay fitting	6	Avale tout / Fairlead *	18	Taquet ar. / Aft mooring cleat *	-	Spi asymétrique / Asymmetrical spl.
4	Emplanture mât / Mast step	7	Poulie simple / Turning block *			S1	Poulie simple / Spi. sheet block *
		8	Martyr / Rub strake *				
		9	Bloqueur sur mât / Stopper on mast				
		-	Enrouleur / Roller furling				
		10	Bloqueur XA1 / XA1 stopper				
		-	Grand voile / Main sail				
		11	Barre d'écoute / Main track				
		-	Winchs / Winches				
		12	32.2 STA / Halyards 32.2STA *				
		13	44.2 STA / Genoa sheet 44.2 STA *				
		-	Organisation / Organizer				
		14	Boite 4 réas / 4 sheaves *				
		15	Bloqueur XA3 / XA3 stopper *				

**FEELING 36'**  
**6 - CIRCUIT EAUX GRISES & EAUX NOIRES (Option)**  
**GREY WATER & BLACK WATER (Option)**



Pompe de vidange électrique marche forcée  
*Electrical draining pump*



Tuyauterie de refoulement  
*Exhaust hose*



Tuyauterie prise d'eau de mer  
*Raw water intake hose*

Holding tank eaux grises  
*Grey water holding tank*

Holding tank eaux noires  
*Black water holding tank*

Les tuyaux des options holding tank  
 ne sont pas représentés.

Version "mer": Seulement eaux noires  
 avec possibilité de rejet à la mer.

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

Holding tank hose are not draw.

Sea version : Only black water  
 with exhaust in sea or on deck.

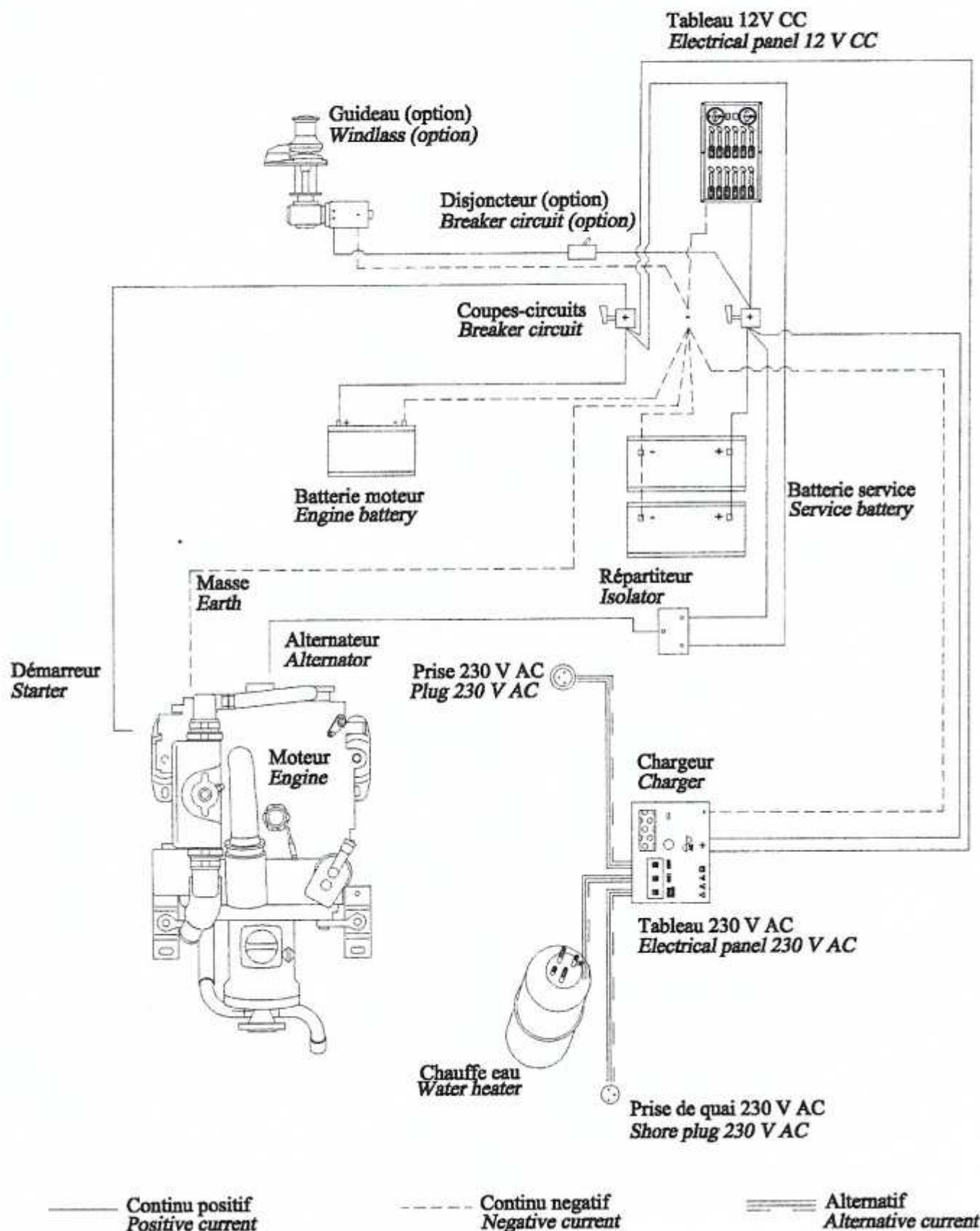
Lake version : Grey water and  
 black water, any exhaust in sea.



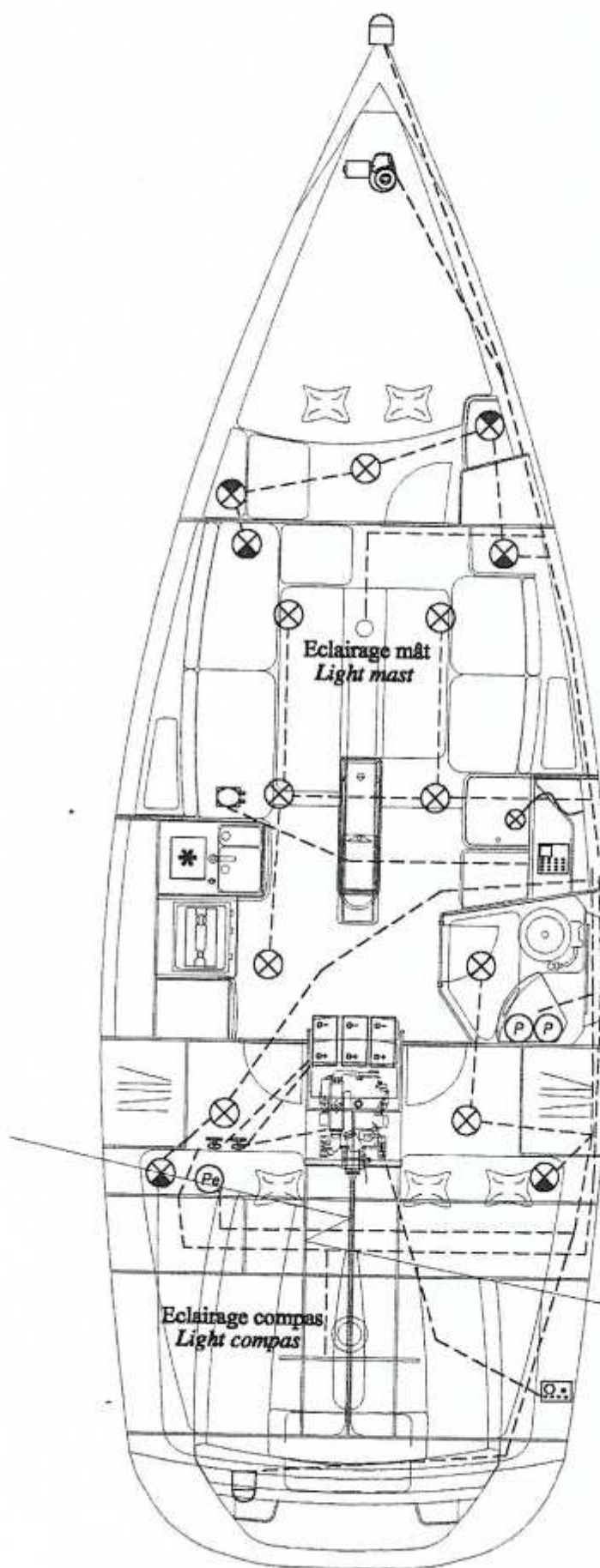
# FEELING 36'













## 7 - CIRCUIT DE CHARGE 12V /220V

### WIRING DIAGRAM 12V/220V

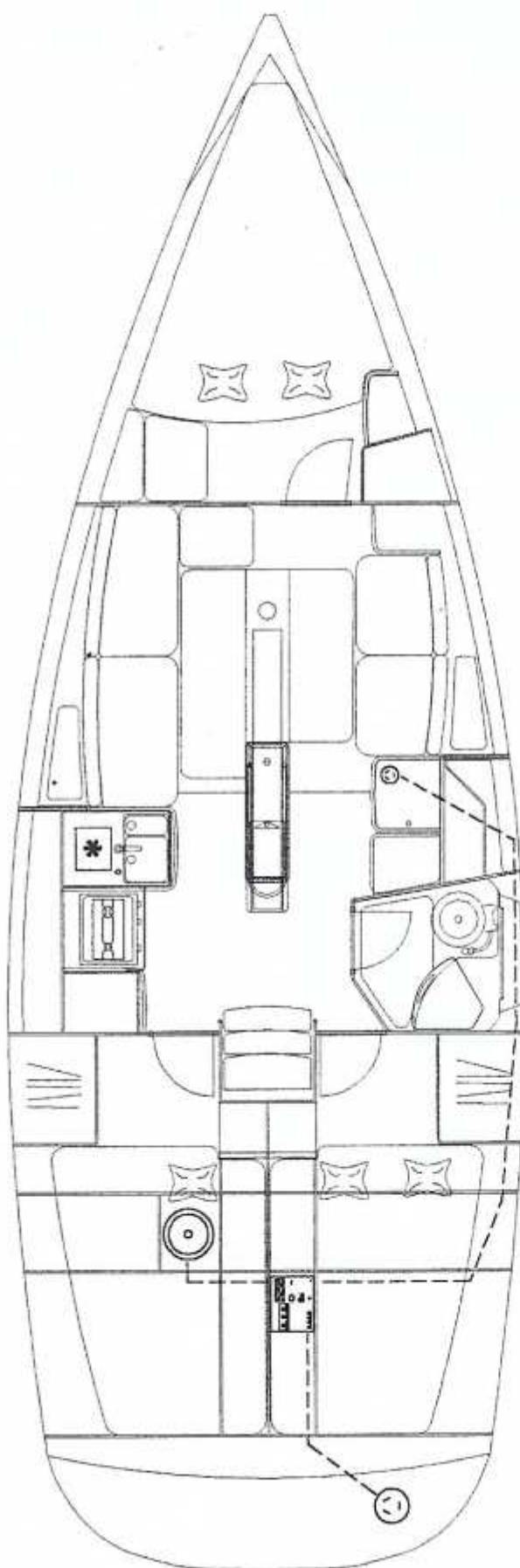


**FEELING 36'**  
**8 - IMPLANTATION ELECTRIQUE 12V**  
**ELECTRICAL SYSTEM 12 V**




-  Liseuse  
Reading light
-  Plafonniers  
Ceiling light
-  Spots  
Spots
-  Guindeau  
Windlass
-  Compresseur frigo  
Fridge compressor
-  Pompe  
Pump
-  Groupe d'eau  
Fresh water pump
-  Tableau électrique  
Electrical panel
-  Coupe batterie  
Battery switch
-  Batteries  
Battery
-  Tableau moteur  
Engine panel
-  Feux de navigation  
Navigation light

**FEELING 36'**  
**9 - IMPLANTATION ELECTRIQUE 220V**  
**ELECTRICAL SYSTEM 220 V**



⊖ | ⊕    **Prise de quai 230 V AC**  
*Shore plug 230 V AC*

⊖ | ⊕    **Prise 230 V AC**  
*Plug 230 V AC*

    **Chargeur + disjoncteur**  
*Charger + breaker*

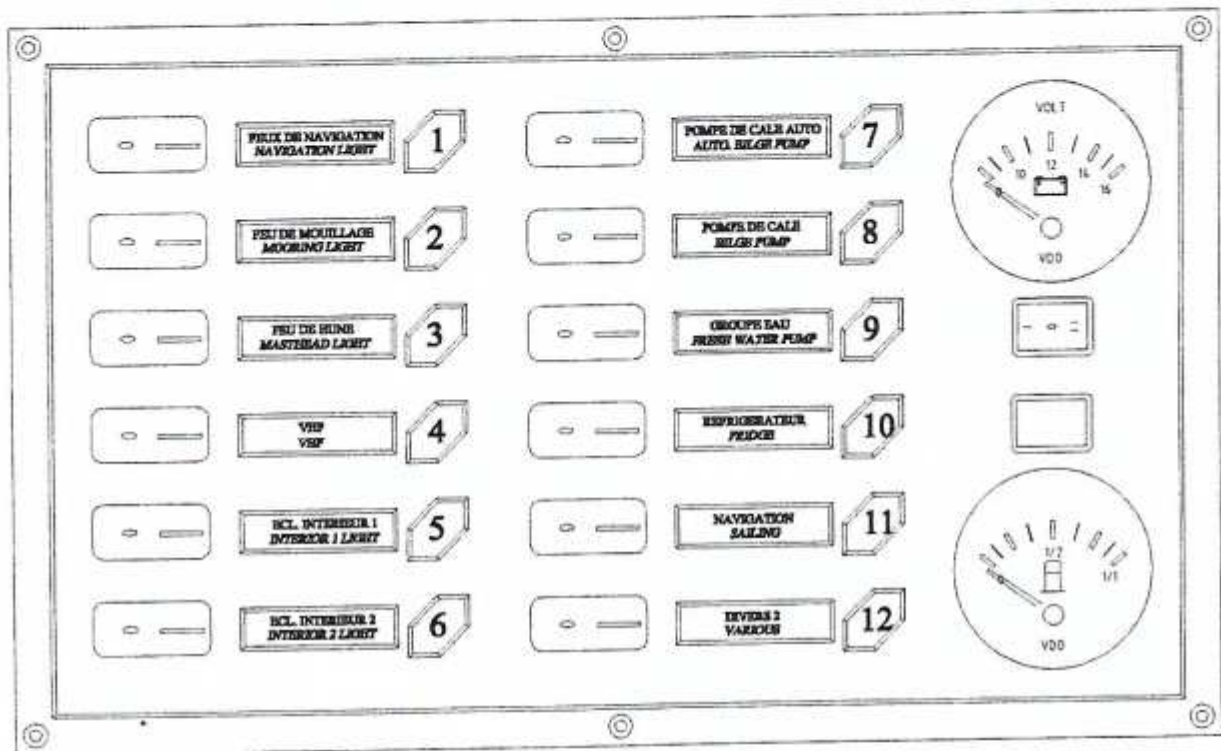
    **Chauffe-eau**  
*Heater water*



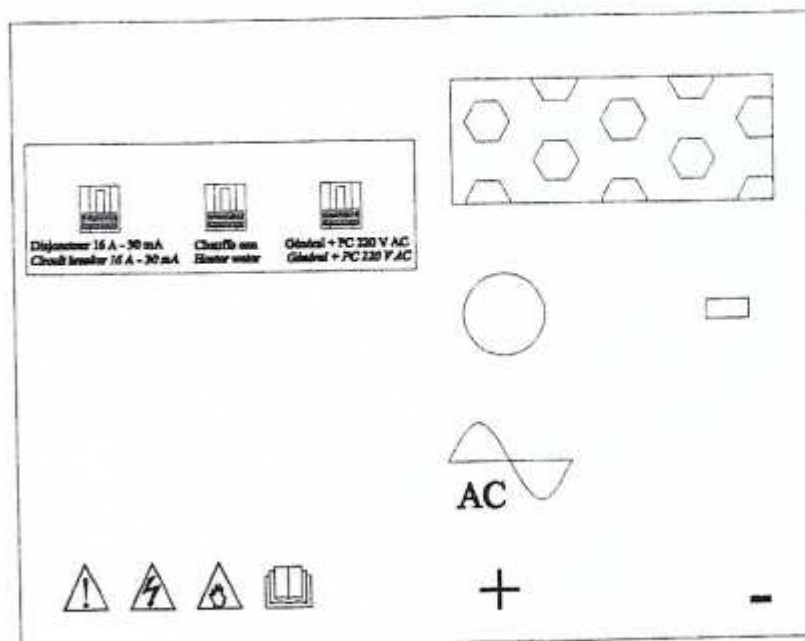
# FEELING 36'

## 10 - TABLEAUX ELECTRIQUES 12V / 220V ELECTRICAL PANELS 12V / 220 V

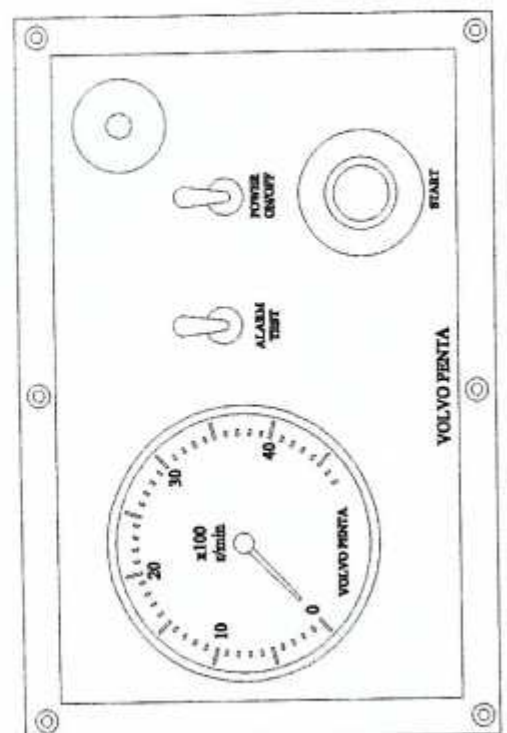
### TABLEAU 12 V CC ELECTRICAL PANEL 12 V DC



### TABLEAU 230 V AC ELECTRICAL PANEL 230 V AC



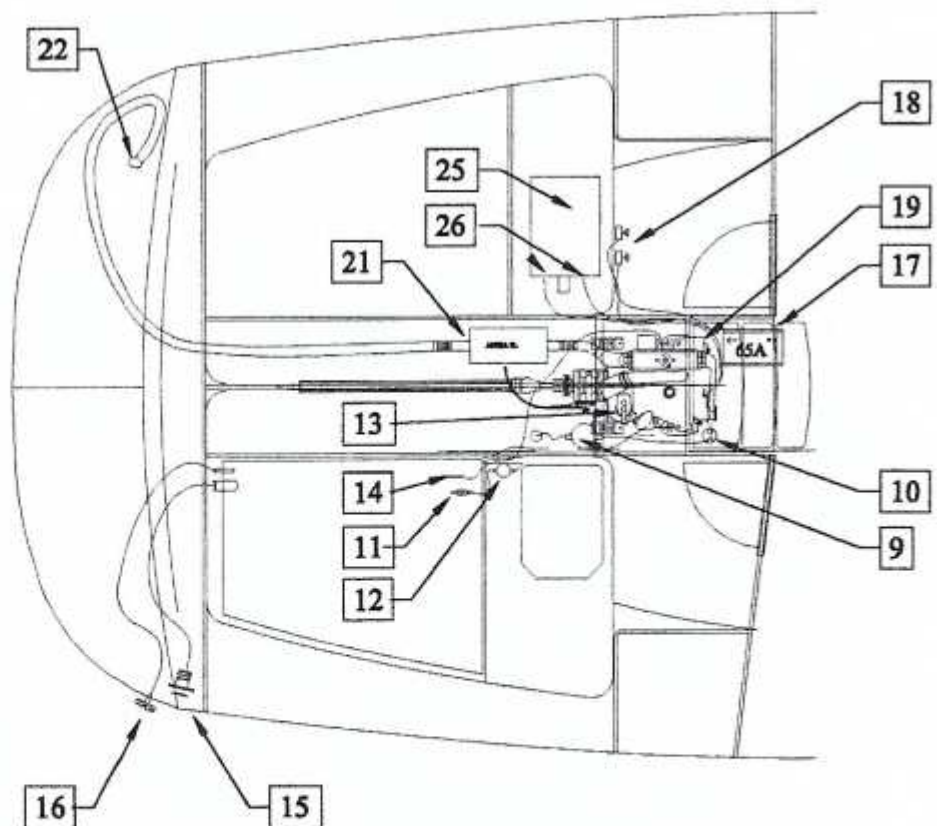
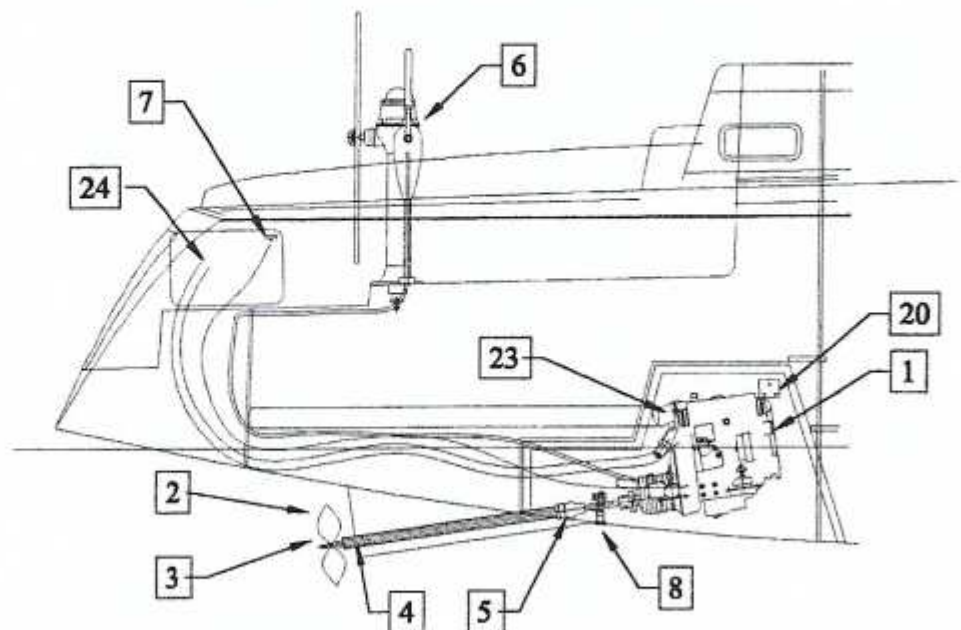
### TABLEAU MOTEUR 12 V CC ENGINE ELECTRICAL PANEL 12 V DC



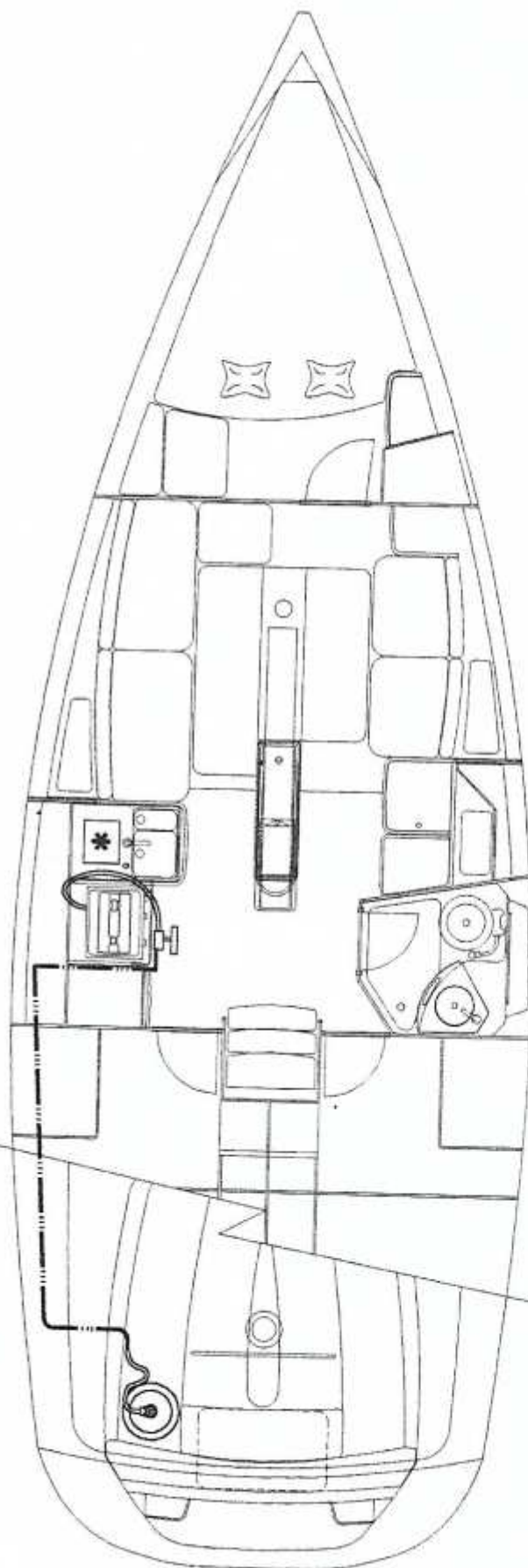


# FEELING 36' 11- MOTEUR ENGINE

- 1 - Moteur  
Engine
- 2 - Hélice  
Propeller
- 3 - Anode  
Anode
- 4 - Bague hydro-lube  
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



**FEELING 36'**  
**12 - GAZ**  
**GAS SYSTEM**



*Bouteille de gaz*  
*Gas tank*



*Vanne*  
*Valve*

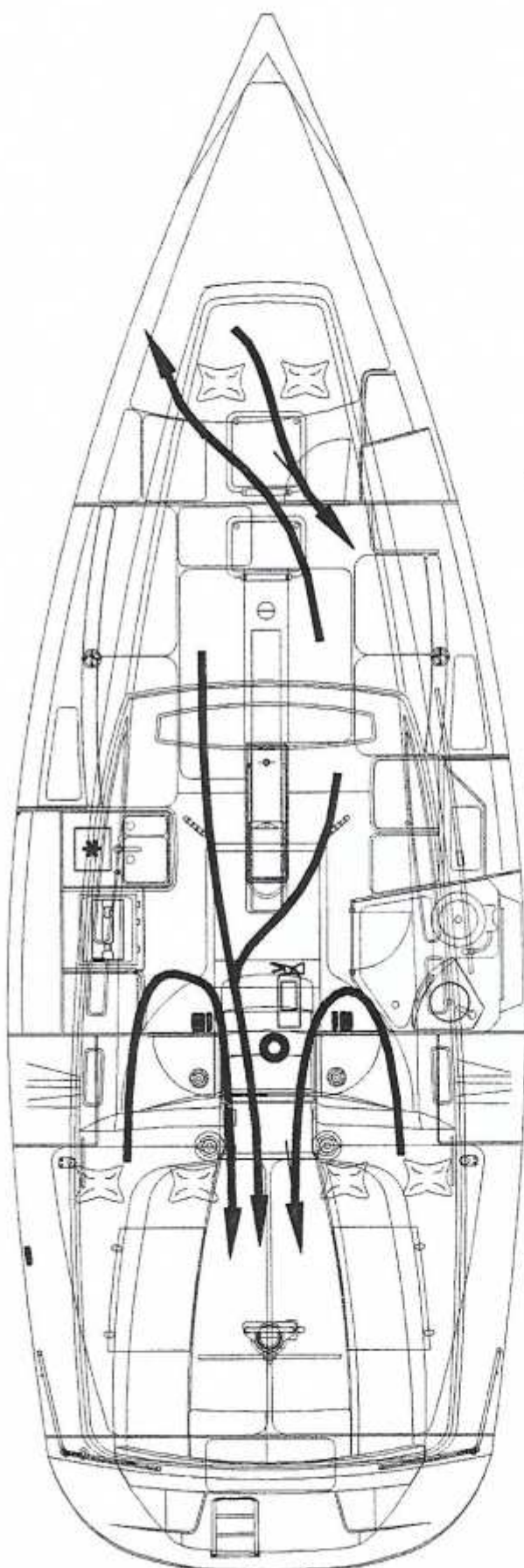


*Tuyau cuivre*  
*Copper pipe*



*Tuyau souple*  
*Flexible hose*

**FEELING 36'**  
**13 - EVACUATIONS & EXTINCTEURS**  
**EXITS & EXTINGUISHERS**



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



Cheminement d'évacuation  
*Exit way*



Panneau d'évacuation  
*Exit hatch*



Position extincteur recommandée  
*Adviced fire extinguisher location*



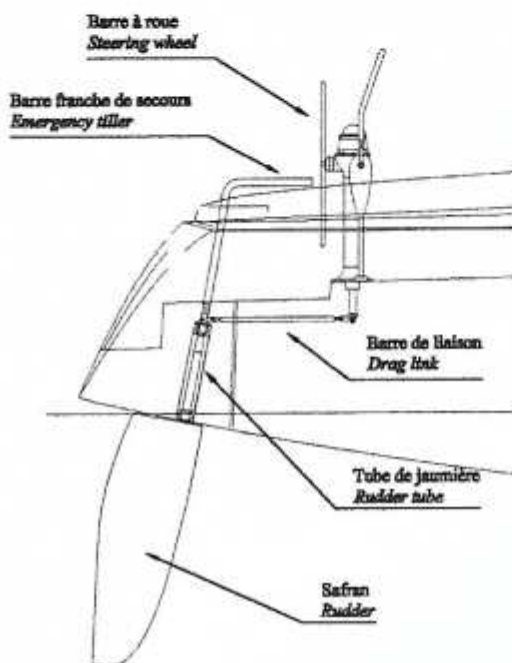
# FEELING 36'

## 14 - GOUVERNAIL

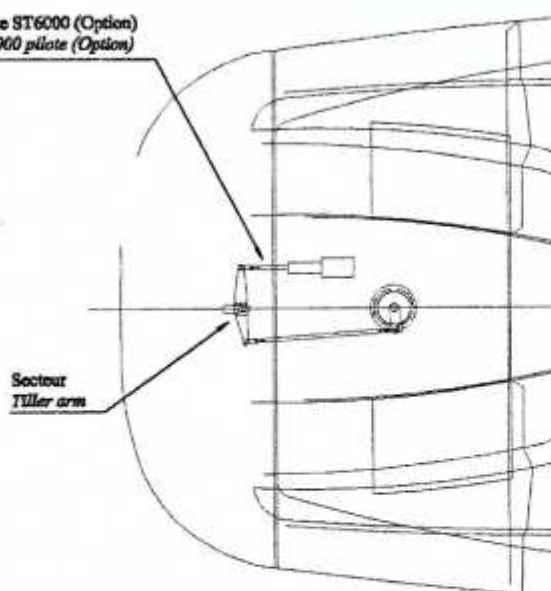
### RUDDER SYSTEM

#### Version quillard

#### Keel version

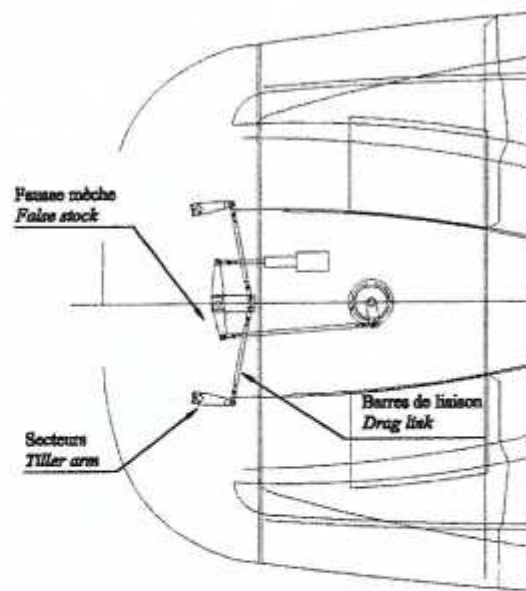
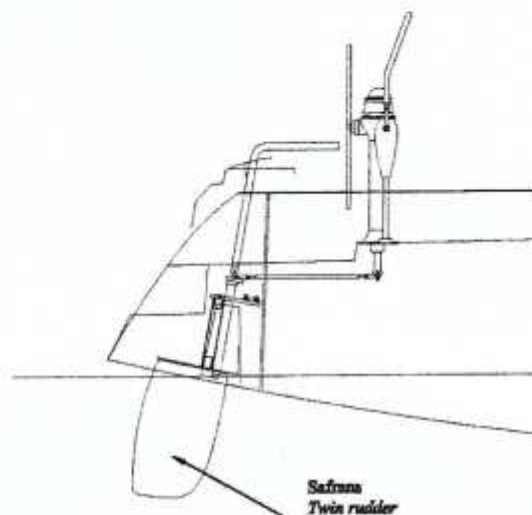


Pilote ST6000 (Option)  
ST6000 pilote (Option)

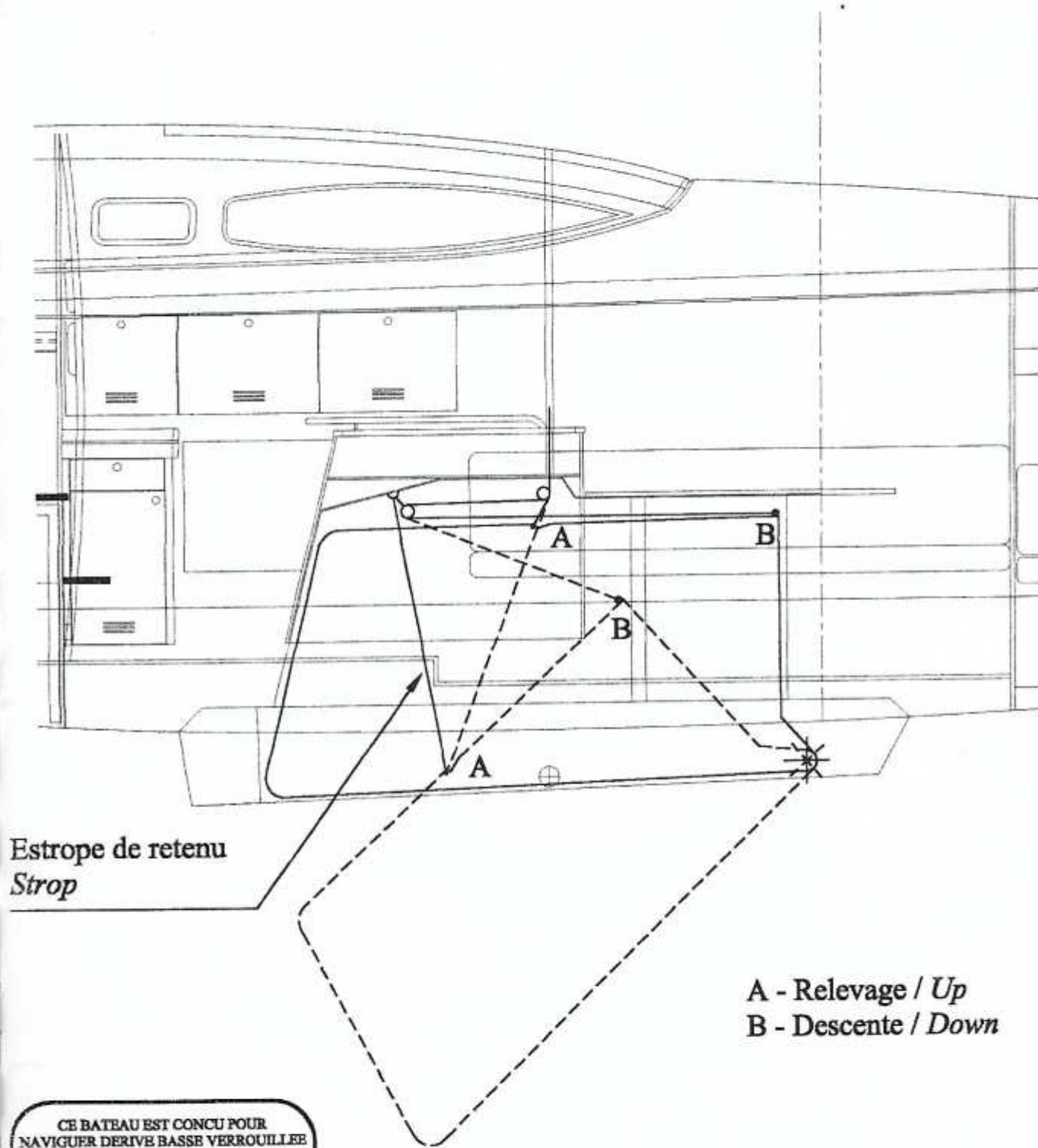


#### Version dériveur int.

#### Center board version



**FEELING 36'**  
**15 - MANOEUVRE DERIVE**  
**CENTER BOARD**



**Estrope de retenu**  
**Stop**

**A - Relevage / Up**  
**B - Descente / Down**

CE BATEAU EST CONCU POUR  
 NAVIGUER DERIVE BASSE VERROUILLEE

THIS BOAT IS ONLY INTENDED  
 TO BE SAILED W.L.H THE CENTREBOARD  
 LOCKED IN THE LOWEST POSITION

EN NAVIGATION LA DERIVE DOIT ETRE EN POSITION BASSE AVEC LE BOUT DE DESCENTE BLOQUE.  
 WHEN SAILING CENTER BOARD SHOULD BE DOWN AND HAUL DOWN LINE TO BE SECURED.