

FEELING 1090

OWNERS MANUAL

10

OWNER'S COPY

DELIVERY CERTIFICATE

1st Owner _____

Name _____

Address _____

Home port _____

Dealer's Stamp

Type of Boat _____

Serial no. _____

Hull no. _____

Engine no. _____

Delivery date _____

Place of delivery _____

Transporter _____

Any damage notified to the transporter _____

FAULTS, DISCREPANCIES, MISSING ITEMS:

1) Hull, deck _____

2) Standard inventory: exterior, interior (fittings, sails) _____

3) Rigging and spars _____

4) Engine _____

5) Electrics _____

6) Options _____

7) Miscellaneous _____

I, the undersigned owner of the above boat, acknowledge having read the manufacturer's conditions of sale and conditions guarantee as detailed therein as well as the special guarantee of the "below waterline" guarantee.

Place Date

Signed by

(Read and approved)

COPY FOR THE OWNER

Dear Yacht Owner,

We thank you for the confidence you have shown in our company by buying a *Feeling 1090*. You are now the proud owner of a yacht from the *KIRIE* yard which will meet all your expectations and give you great pleasure.

The *KIRIE* have been building boats since 1912 at a time when yachts were built for discerning and demanding customers : to make a name, construction had to be of the highest standards, which is just what has made *KIRIE* what it is today.

For more than 70 years now, the yard has built boats with the same care. Even if fibreglass has now replaced wood in the construction of the hull, it is still worked with just as much skill and technical refinement as is employed in its development. The same care and craftsmanship is applied to the fitting out and finish of our yachts.

PLEASE NOTE

The traditional aim of the yard has been to design a yacht both seaworthy and fast, safe and easy to handle, attractive and comfortable : these objectives have been met.

FEELING what a beautiful and apt name for a *KIRIE* yacht! It captures the essence and image of your new purchase.

Your *FEELING 1090* has been designed to sail fast and far in harmony with the elements of wind and sea and to let you share this harmony.

All members of the *KIRIE* yard wish you with all their heart that through many happy sailing yours, your *FEELING 1090* will afford you much happiness.

Happy sailing!

CONDITIONS OF SALE

SALE:

A sale can be established by any means using written documents or any understanding either formal or implied. However, orders either direct from our customers or passed on through our agents or representatives will not be binding on our company until acknowledged in writing by the company.

DELIVERY TIME:

Our delivery times are, except by special contract, given in good faith; however any possible delays will not give the purchaser the right to cancel the order, to refuse the boat or to claim damages. Moreover, even in the case of special contracts, no responsibility can be accepted for unforeseen circumstances and acts of god including total or partial strike, lock-out, civil or foreign war, riot or acts of violence, epidemics, transport disruption, accidents, plant breakdown, non delivery of raw materials, fire.

LIABILITY - TRANSPORT:

Liability is transferred to the purchaser on conclusion of the sale. All our goods are sold ex-factory and are transported at the purchaser's risk whatever the means of transport or method of payment. This principle stands even if the vendor has organised all or part of the transport. Such action will be assumed to have been conducted on behalf of the purchaser.

PRODUCT CHANGES:

We reserve the right to introduce any modifications to our products as we see fit. Exhibition boats, notices, leaflets, brochures are not binding.

PRICES:

Although our prices are given in good faith, the price invoiced will be according to the price list in force at the time of delivery and may be amended without notice. Prices quoted are ex-factory and do not include packaging. All additional costs including removal from factory and transport are the responsibility of the purchaser.

METHOD OF PAYMENT:

All invoices are payable to our head office. Agreed payment dates must be adhered to. Any delays in payment will automatically incur, without formal notice, interest at 5% above the lending rate of the Bank of France. Moreover if payment is overdue, we reserve the option to suspend or cancel without prejudice any current orders. In addition, in the case of non payment ten days after giving formal notice by registered letter a penalty clause may be invoked by charging an additional 10% indemnity on the sale price of the goods as well as the ipso facto immediate cancellation of any nominated provisions in the terms of contract.

The costs of recovery, any formal processes and associated expenses will be charged to the debtor and are fixed by contract at 10% of the unpaid price.

In the case of late payment, the purchaser undertakes, here and now, to take out a marine mortgage on any vessel that he may own

All additional work will only be done for cash.

Should a delay in delivery be required by the purchaser, payment will nevertheless be required as originally agreed.

Any money paid prior to invoicing will be considered as down payments and will be non returnable. In the event of cancellation by the customer or refusal to take delivery, these sums will be considered as down payments without prejudice to option to conclude the sale or obtain any damages and interest.

CONTRACTUAL GUARANTEE:

For six months following delivery, our obligations are limited the simple replacement to the agent, of parts confirmed as defective by ourselves. We will not accept liability for carriage, travelling expenses, craneage, trials, labour and loss of use whilst out of commission. No claim will be considered unless accompanied by the delivery certificate. Our dealers or agents will themselves be responsible for any commitments they have made with their clients.

The following are excluded from the manufacturer's guarantee:

- parts available from other manufacturers
- damage resulting from improper or abnormal use, particularly carelessness or negligence.
- any materials which have been partially or totally modified as a result of work carried out outside the manufacturer's yard without prior approval of the manufacturer.

Any damage resulting from an accident such as fire, lightening, storm, transport or riots.

GELCOAT GUARANTEE:

On some models, the manufacturer will give a special guarantee for 5 years afloat. The terms of this guarantee are contained the "below waterline" guarantee certificate supplied with the boat. Outside this special guarantee, the manufacturer cannot accept any responsibility for cracks and crazing that appears the gelcoat which does not affect the watertightness or structure of the boat.

APPLICATION OF CURRENT CONDITIONS:

Except by special written agreement, any order carries the implicit acceptance by the purchaser of our terms and conditions of sale notwithstanding any of his own conditions of purchase.

JURISDICTION:

Our head office is our legal domicile. In the case of dispute concerning conditions of sale or payment together with interpretation or implementation of these conditions, the Tribunal de Commerce in LA ROCHE SUR YON will alone be competent regardless of the point of delivery, method of payment, guarantee claims or cases of joint claimants.

- Ownership will only be transferred on receipt of payment of full price and any ownership documentation will be suspended

BELOW WATERLINE GUARANTEE

- However, after delivery, the purchaser is liable for all risk and should insure himself for the maintenance and repair of damage caused by these goods.

Type:

Serial no.:

Date when first launched:

DEALER: Name:

Address:

OWNER: Name:

Address:

The watertight sealant applied below the waterline of the boat detailed above, is guaranteed against blisters occurring over more than 12 of the surface area provided that the following conditions are respected:

Follow the maintenance instruction given below.

Return the duplicate copy of this certificate duly signed within six months of the boat leaving the yard.

Return the four annual control sheets each year no later than the anniversary of the date of the signing of this certificate. Ensure forms are duly completed and signed according to the prescribed conditions.

In the event of problems exceeding those specified above, submit a report to an approved agent in accordance with the attached examples.

FIVE YEAR BELOW WATERLINE GUARANTEE IN ACCORDANCE WITH THE CONDITIONS ABOVE:

DATE:

DATE:

ACCEPTANCE OF FIVE YEAR BELOW WATERLINE GUARANTEE IN ACCORDANCE WITH THE CONDITIONS ABOVE:

Customer:

Dealer:

(Signature 'read and agreed')

Date:

RECOMMENDATIONS FOR THE MAINTENANCE OF POLYESTER HULLS

1 - NEVER

- Sandblast under any circumstances
- use solvents other than alcohol (recommended 95% denaturalised ethylene alcohol),
- use hot water under pressure,
- detergents under pressure,
- scrapers
- abrasive paste

2 - MAINTENANCE RECOMMENDATIONS

It is recommended that the boat is slipped two or three times a year minimum.

a) New Boat:

To remove the moulding wax, clean with 95% denaturalised ethylene alcohol and dry with paper.

To prepare for antifouling, lightly abrade the surface with wet-and-dry Grade 400 paper.

Wash down with fresh cold water. Do not use pressure nor detergent. Dry off.

Apply the antifouling with brush or roller.

b) Maintenance:

To wash down with a pressure hose:

- * cold water (maximum temperature 15°)
- * maximum pressure 60 bars
- * Keep the nozzle at least 60 cms. from the hull

Dry off

Apply the antifouling with brush or roller. Allow manufacturer's recommended times between each coat of antifouling.

4) Engine

5) Electrics

6) Options

7) Miscellaneous

I, the undersigned, owner of the above boat, acknowledge having read the manufacturer's conditions of sale and conditions of guarantee as detailed therein as well as the special guarantee terms of the "below waterline" guarantee.

Place

Date

Signed by

(Read and approved)

BELOW WATERLINE GUARANTEE

Type: _____ Hull no.: _____ Serial no.: _____

Date when first launched:

DEALER: Name :

Address:

OWNER: Name

Address:

The watertight gelcoat applied below the waterline of the boat detailed above, is guaranteed against blisters occurring over more than 1% of the surface area provided that the following conditions are respected:

- Follow the maintenance instruction given below,
- Return the duplicate copy of this certificate duly signed within six months of the boat leaving the yard,
- Return the four annual control sheets each year no later than the anniversary of the date of the signing of this certificate. Ensure forms are duly completed and signed according to the prescribed conditions.
- In the event of problems exceeding those specified above, submit a report to an approved agent in accordance with the attached example.

FIVE YEAR BELOW WATERLINE GUARANTEE IN ACCORDANCE WITH THE CONDITIONS ABOVE:

KIRIE

Date:

ACCEPTANCE OF FIVE YEAR BELOW WATERLINE GUARANTEE IN ACCORDANCE WITH THE
CONDITIONS ABOVE:

Customer:
(annotate 'read and agreed')

Dealer:

Date:

COMMISSIONING CHECK LIST

In order to get to know your boat quickly, your KIRIE dealer will go over the following points with you:

I - BELOW DECK

- 1 - Check inventory (use and stowage)
- 2 - Engine:
 - before starting : water and fuel seacocks,
 - tanks, fuel gauge, use of control lever and
 - clutch control button
 - start up and move off routine
- 3 - Electrics:
 - role and use of battery switch
 - electrical control panel (role and location of
 - each fuse)
 - charging indicator
 - Operation of navigation equipment (speedo,
 - compass, radio and depth sounder etc.)
4. Fresh water system (use and precautions):
 - filling, filter, foot pump, stop cock (basin and
 - sink waste)
5. Gaz system:
 - stowage and connection of gaz bottle
 - ignition
 - precautions
6. W.C.:
 - operation and precautions
7. Accessories:
 - setting up the table
 - berths
8. Bilge pump:
 - principle, operation, draining and cleaning
9. Method of use of lifting keel (lifting keel
- version DI)

II - ON DECK

- 1 - Setting up standing rigging, warps and mast
- 2 - Use and operation of running rigging and reefing
- system
- 3 - Sail reefing procedures

III - HANDLING UNDER ENGINE & MOORING

- 1 - Picking up a mooring, coming alongside
- 2 - Beaching precautions

ADVICE BEFORE LAUNCHING

Before launching the yacht into the water, examine the outside of the hull, above and below decks, check the seacocks, cockpit drains, rudder shaft tube. Check over the log, speed and depth sounder fittings and note their positions.

Shut off all seacocks before launching; after launching open them and check they are watertight.

Note precautions to take with rotating stern glands:

After launching or drying out, it is essential that air trapped in the stern tube is bled out. This is done by compressing the seal towards the stern of the yacht until water emerges between the seal and the fixed collar on the prop. shaft.

Stepping the Mast

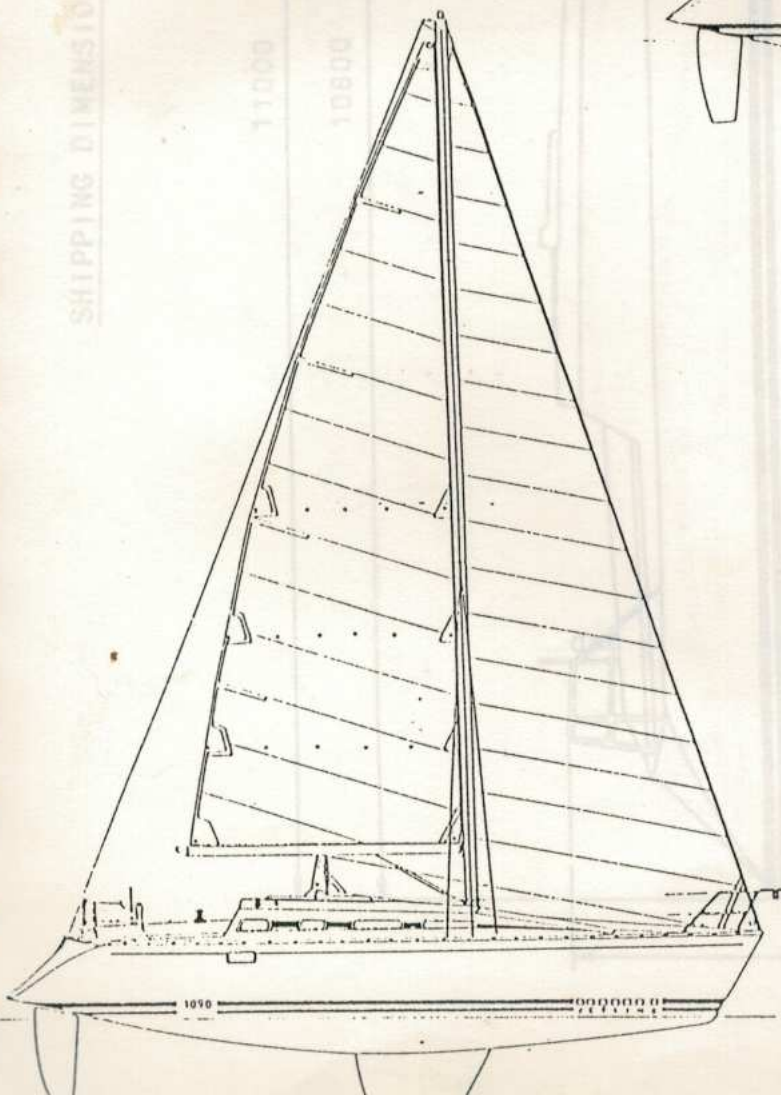
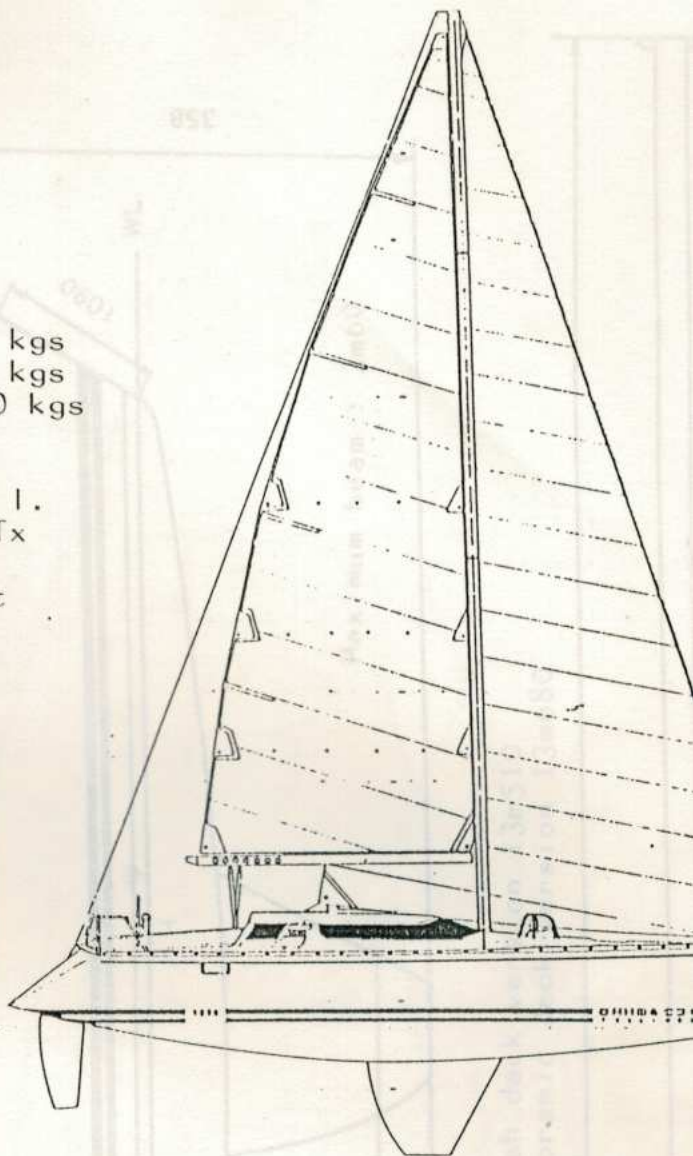
A crane must be used for stepping the mast.

The method and order of installation are as follows:-

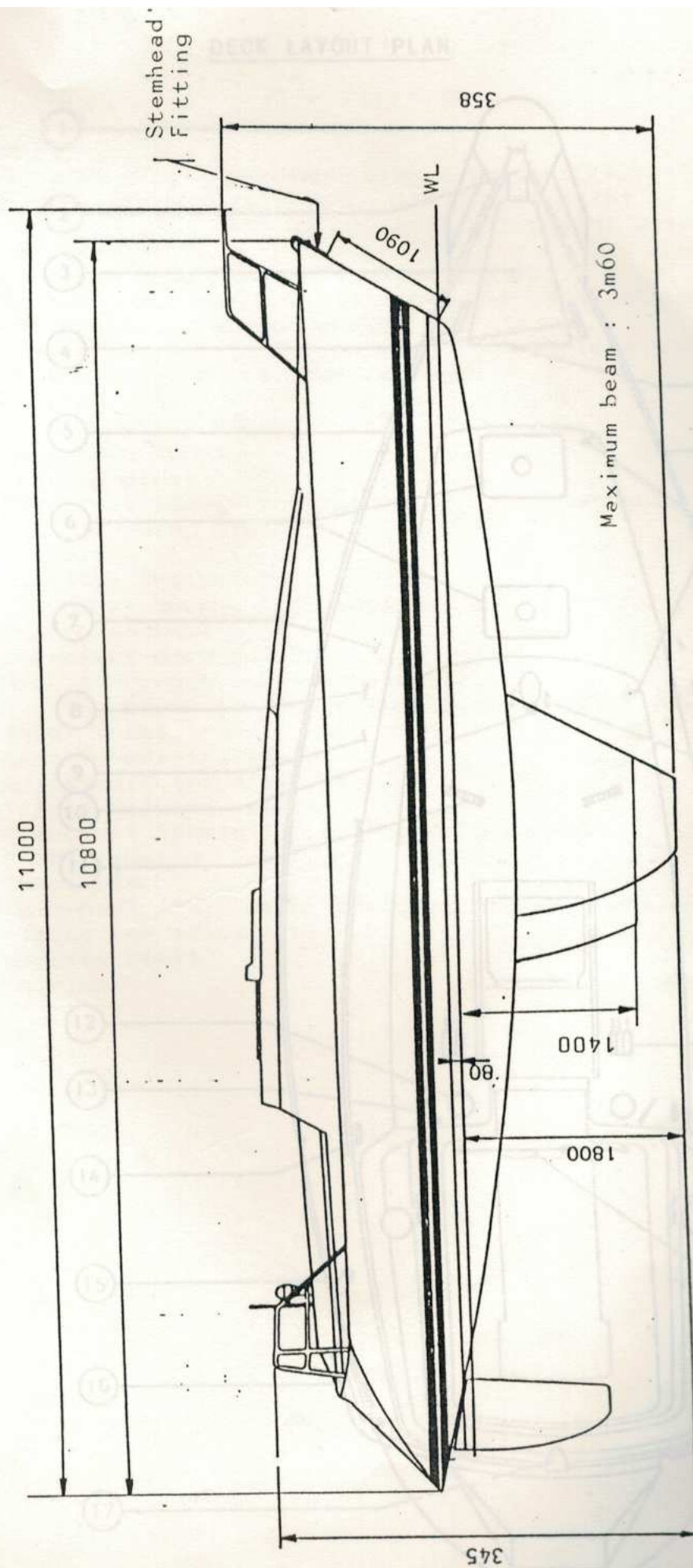
- laid the mast out on a cradle or wooden trestles.
- Position the spreaders and put each of the main shrouds through the end-fittings of the spreaders so that the ends are slightly above the horizontal.
- Lay the halyards, cap shrouds and lower shrouds along the mast and tie them to the foot of the mast.
- Take hold of the mast above the spreaders. Lift and bring the mast to its tabernacle with the crane.
- Provisionally attach the cap shrouds, lower shrouds, forestay and backstay to let the crane go.

Length overall 11m00
 Hull length 10m80
 Waterline length 8m80
 Maximum beam 3m60
 Headroom 1m90
 Draft - deep keel 1m80
 Draft - shoal draft 1m40
 Air draft 15m08
 Displacement 4,900 kgs
 Weight of deep keel (lead) 1,980 kgs
 Weight of short keel (iron) 2,160 kgs
 Sail area 71 m²
 Fuel tank capacity 120 l.
 Water tank capacity 2 x 120 l.
 Registered tonnage 11,79 Tx

Built to approved French Merchant
 Navy standards
 Catéory 1 no. 2712.



SHIPPING DIMENSIONS

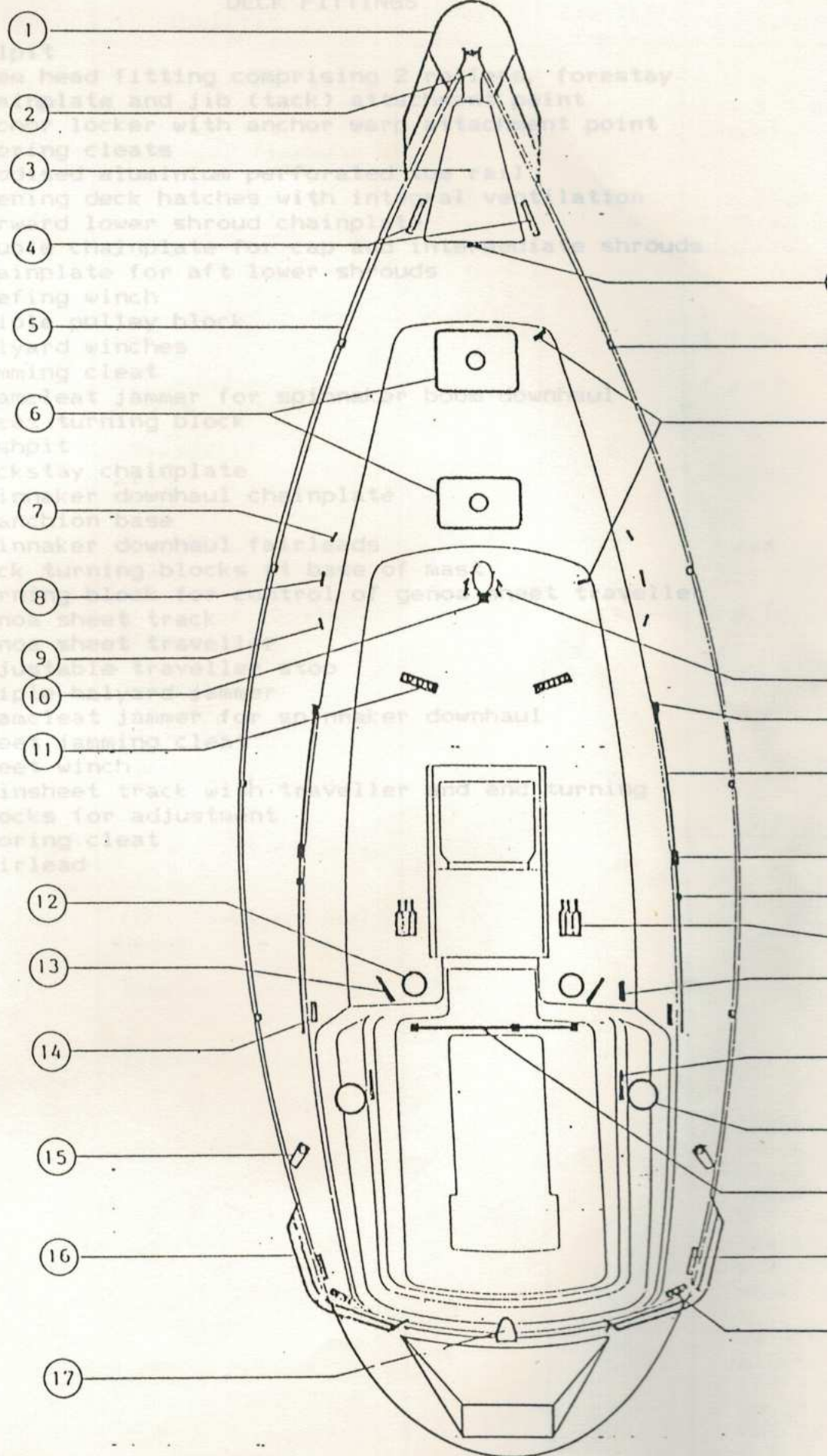


Mast length : Flush deck version 13m510
Panoramic deck version 13m680

DECK LAYOUT PLAN

DECK FITTINGS

- 1 Pulpit
- 2 Stee head fitting comprising 2 (forestay chainplate and jib (tack) point)
- 3 Anchor locker with anchor warps
- 4 Mooring cleats
- 5 Anchor roller
- 6 Opening deck hatches with internal ventilation
- 7 Forward lower shroud chainplate
- 8 Double lower shroud chainplate
- 9 Chainplate for aft lower shrouds
- 10 Reefing winch
- 11 Tricolour halyard block
- 12 Halyard winches
- 13 Jamming cleat
- 14 Clam seat jammer for spinnaker downhaul
- 15 Sheet turning block
- 16 Pulpit
- 17 Backstay chainplate
- 18 Spinnaker downhaul chainplate
- 19 Station base
- 20 Spinnaker downhaul for jibs
- 21 Deck turning blocks
- 22 Turnbuckle for jib/genoa
- 23 Genoa sheet track
- 24 Genoa sheet traveller
- 25 Adjustable traveller
- 26 Tricolour halyard
- 27 Clam seat jammer for spinnaker downhaul
- 28 Sheet jamming cleat
- 29 Sheet winch
- 30 Mainsheet track with traveller and turning blocks for adjustment
- 31 Mooring cleat
- 32 Fairlead



LIST OF RUNNING RIGGING ON YACHTING 1090 (STANDARD VERSION)

RUNNING RIGGING		DECK FITTINGS	LENGTH (m)	DIAMETER (mm)	ACCESSORIES
	1	Pulpit			
Main	2	Stem head fitting comprising 2 rollers, forestay chainplate and jib (tack) attachment point			1 x Ø 12
	3	Anchor locker with anchor warp attachment point			1 x Ø 8 h shackle
	4	Mooring cleats			
	5	Anodised aluminium perforated toe rail			
Jib	6	Opening deck hatches with integral ventilation			1 x Ø 12
	7	Forward lower shroud chainplate			1 90 mm s
	8	Double chainplate for cap and intermediate shrouds			shackle
	9	Chainplate for aft lower shrouds			
Top	10	Reefing winch			
	11	Triple pulley block	27	7	1 eye
	12	Halyard winches			1 3 mm sh
Main	13	Jamming cleat			1 eye
	14	Clamcleat jammer for spinnaker boom downhaul			
	15	Sheet turning block			
Main	16	Pushpit	4,1	6	
Block	17	Backstay chainplate			
Line	18	Spinnaker downhaul chainplate			
	19	Stanchion base			
Kick	20	Spinnaker downhaul fairleads	6,5	12	1 eye
	21	Deck turning blocks at base of mast			
Foot	22	Turning block for control of genoa sheet traveller			1 Ø 10 x 1
	23	Genoa sheet track		10	
	24	Genoa sheet traveller			
Jib	25	Adjustable traveller stop			
	26	Triple halyard jammer	2 x 17	14	
	27	Clamcleat jammer for spinnaker downhaul			
	28	Sheet jamming cleat			
1st	29	Sheet winch			
	30	Mainsheet track with traveller and end turning blocks for adjustment			
2nd	31	Mooring cleat	12,5	8	
	32	Fairlead			
3rd reefing line		(France-Olympique)	16	8	
Jib sheet traveller control line		Tequest	2 x 8	8	
Mainsheet traveller control		Tequest	2 x 3,5	8	
Kicking strap					1 block 1 block 1 block cheek 1 Ø 6 and shackle 1 Ø 5 FL shackle
Mainsheet block					3 SA 3 d blocks 1 YET 3-1 1 DA 24 1 OAR 24 1 Ø 6 and shackle

LIST OF RUNNING RIGGING ON FEELING 1090 (STANDARD VERSION)

RUNNING RIGGING	QUALITY	LENGTH (m)	DIAMETER (mm)	ACCESSORIES
Main halyard	Polyester/kevlar core (France-Olympique) Black-red flecks	32	12	1 x Ø 12 s 1 x Ø 8 ha shackle
Jib halyard	Polyester/kevlar core (France-Olympique) Black-orange flecks	32	12	1 x Ø 12 s 1 90 mm sr shackle
Topping lift	Braided polyester red	27	7	1 eye 1 5 mm sha
Mainsheet	Polyester (Gulf- Stream) yellow	18	12	1 eye
Mainsheet Block & tackle lines	(Tempest) yellow	4,1	6	
Kicking strap	Braided polyester black	6,5	12	1 eye
Foot outhaul	Polyester (Gulf- Stream) blue	6	10	1 Ø 10 sl
Jib sheet	Polyester (Gulf- Stream) yellow-black	2 x 17	14	
1st reefing line	(France-Olympique) green	8,6	8	
2nd reefing line	(France-Olympique) red	12,5	8	
3rd reefing line	(France-Olympique) black	16	8	
Jib sheet Trall'r control lines	Tempest	2 x 8	8	
Mainsheet traveller control	Tempest	2 x 3,5	8	
Kicking strap				1 block S 1 block V 1 block S cheek 1 Ø 6 sna shackle 1 Ø 5 ILV shackle
Mainsheet block				3 SA 3 ch blocks 1 VET 3 b 1 DA 24 b 1 DAR 24 1 Ø 6 sna shackle

SAIL	LUFF	FOOT	LEECH	L.P.	WEIGHT M2	AREA
Mainsail	12,30 M	3,90 M	12,80 M			27,00 M
Genoa no. 1	14,10 M	6,57 M	13,27 M	6,10 M		43,30 M
Genoa no. 2	13,90 M	5,70 M	13,00 M	5,29 M		36,60 M
Genoa no. 3	12,50 M	5,27 M	11,50 M	4,85 M		30,30 M
Jib	9,95 M	4,74 M	8,80 M	4,20 M		20,90 M
Storm jib	6,90 M	3,35 M	5,30 M	2,50 M		8,60 M
Spinnaker	13,77 M	7,20 M				89,00 M

I = 13,90 M
 J = 4,00 M
 P = 12,30 M
 E = 3,90 M

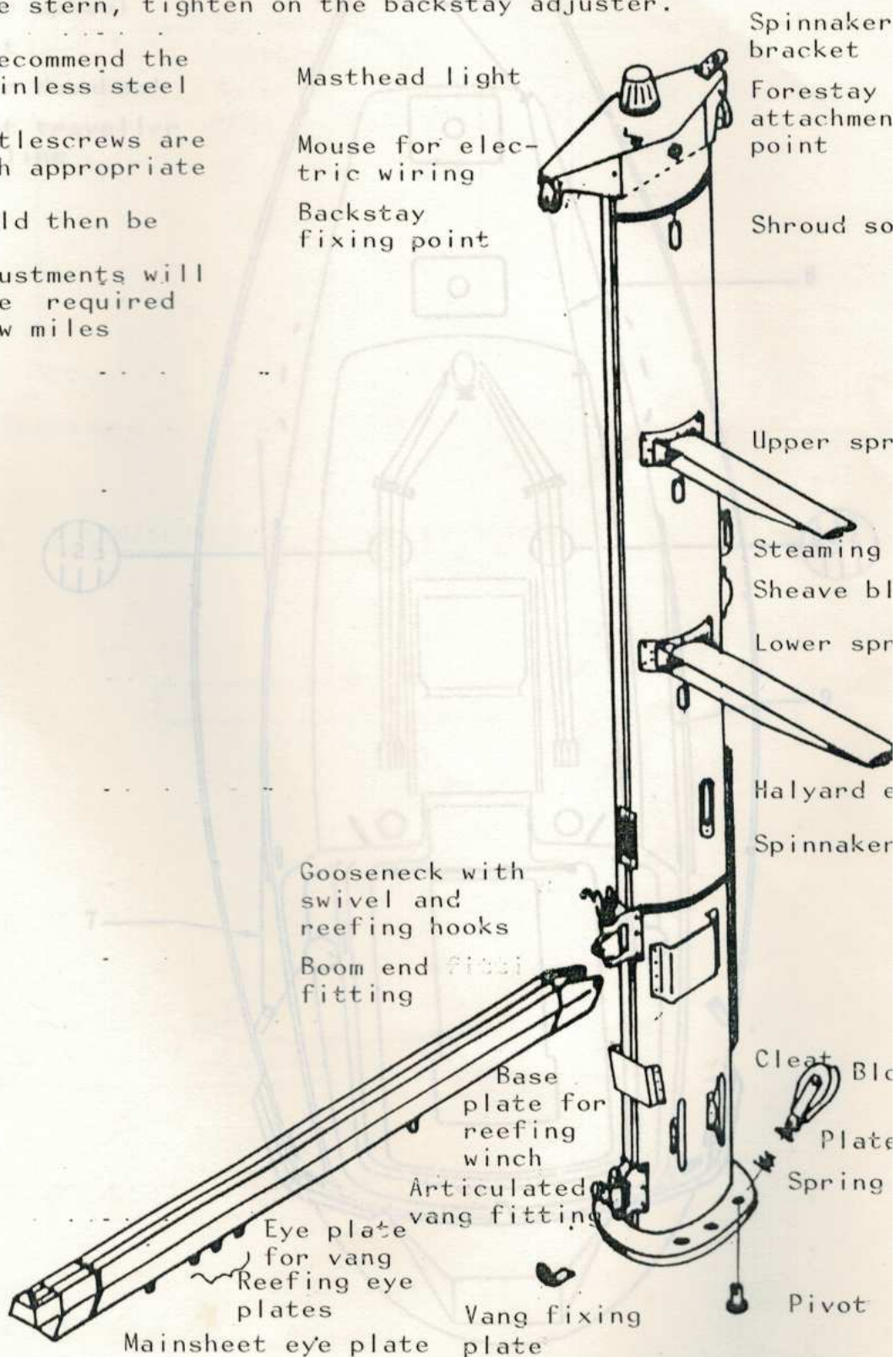
LIST OF SPINNAKER RUNNING RIGGING ON FEELING 1090 (OPTIONAL)

ROPE	QUALITY	LENGTH (m)	DIAMETER (mm)	ACCESSORIES
Spinnaker Halyard	Braided polyester (France-Olympique) green	32	12	1 s/s 90 mm swivel snap shackle 1 SE 3 block (amiot)
Spinnaker Sheets	Polyester (Gulf-Stream) 1 x green red	2 x 19	14	2 s/s 90 mm swivel snap shackle 2 SE 4 blocks
Uphaul	Polyester (Gulf-Stream) blue	17	10	1 s/s 70 mm snap shackle
Downhaul	Polyester (Gulf-Stream) red	13,5	12	1 SE 3 block 1 SAR 3 block

FEELING 1090 - MAST AND BOOM FITTINGS AND STEPPING PROCEDURES

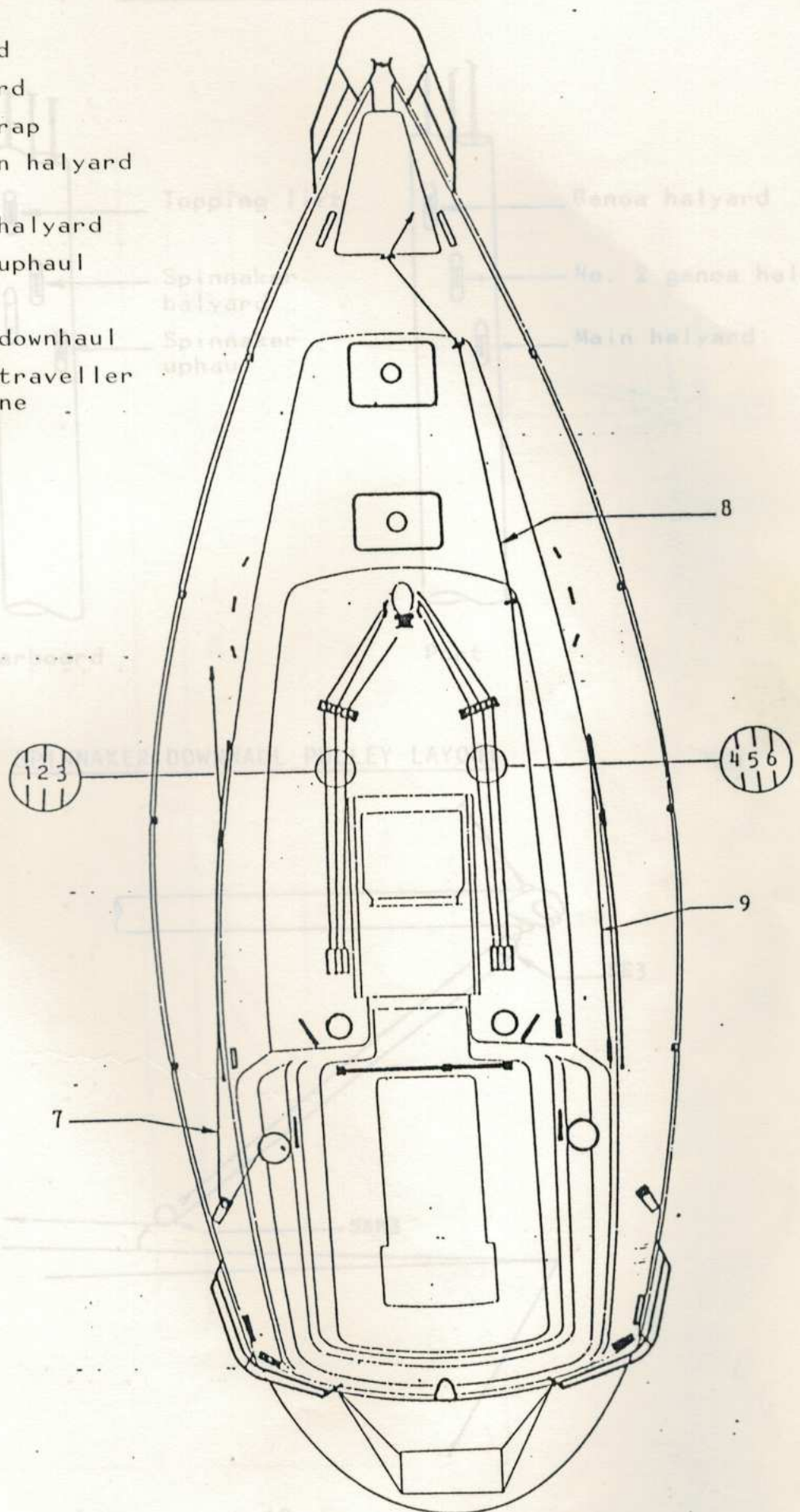
As soon as the mast is stepped, attach the forestay and cap shrouds. Then position the backstay and lower shrouds. Tighten the rigging screws manually and then with a tool tighten 5 extra turns on the cap shrouds and 2 extra turns on the lower shrouds. For this operation, make sure the mast is vertically straight. This can be checked by looking up the mast groove towards the mast head. To lightly rake the mast towards the stern, tighten on the backstay adjuster.

We would recommend the use of stainless steel tools. Ensure bottlescrews are locked with appropriate pins. These should then be taped up. Some readjustments will probably be required after a few miles sailing.

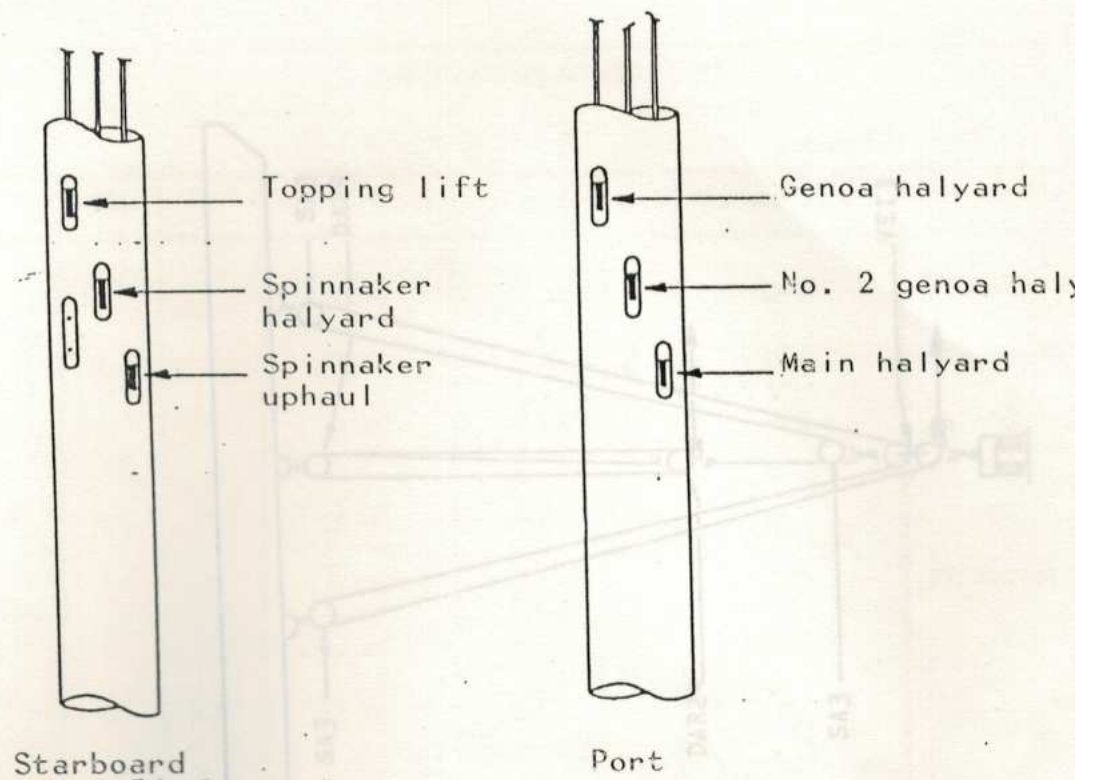


RUNNING RIGGING ROUTEING

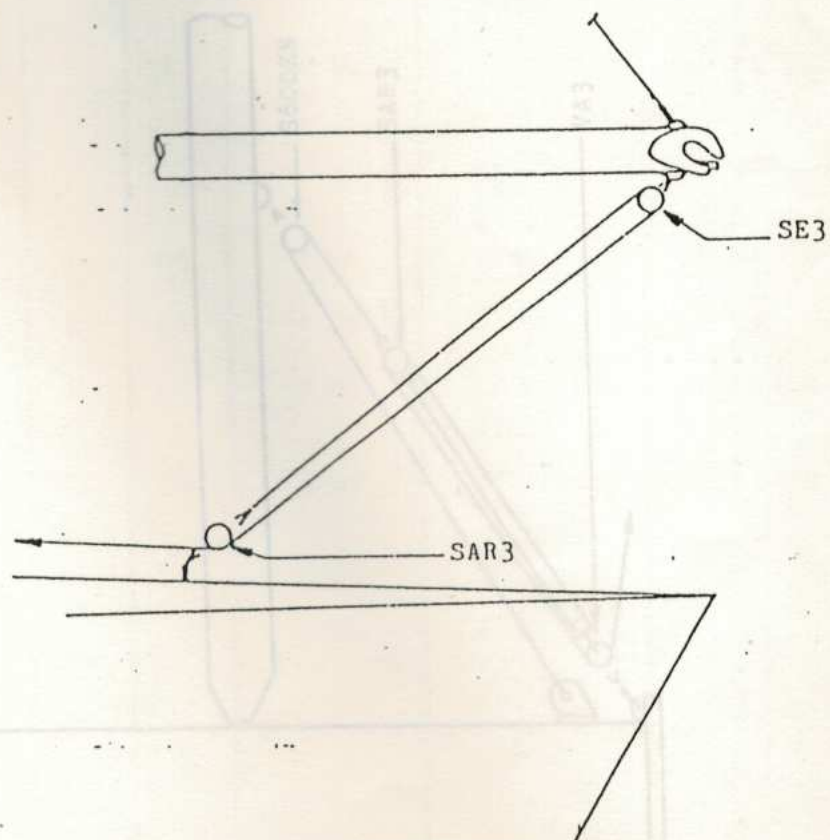
- 1 - Jib halyard
- 2 - Main halyard
- 3 - Kicking strap
- 4 - Safety main halyard (Optional)
- 5 - Spinnaker halyard
- 6 - Spinnaker uphaul
- 7 - Jib sheet
- 8 - Spinnaker downhaul
- 9 - Jib sheet traveller control line

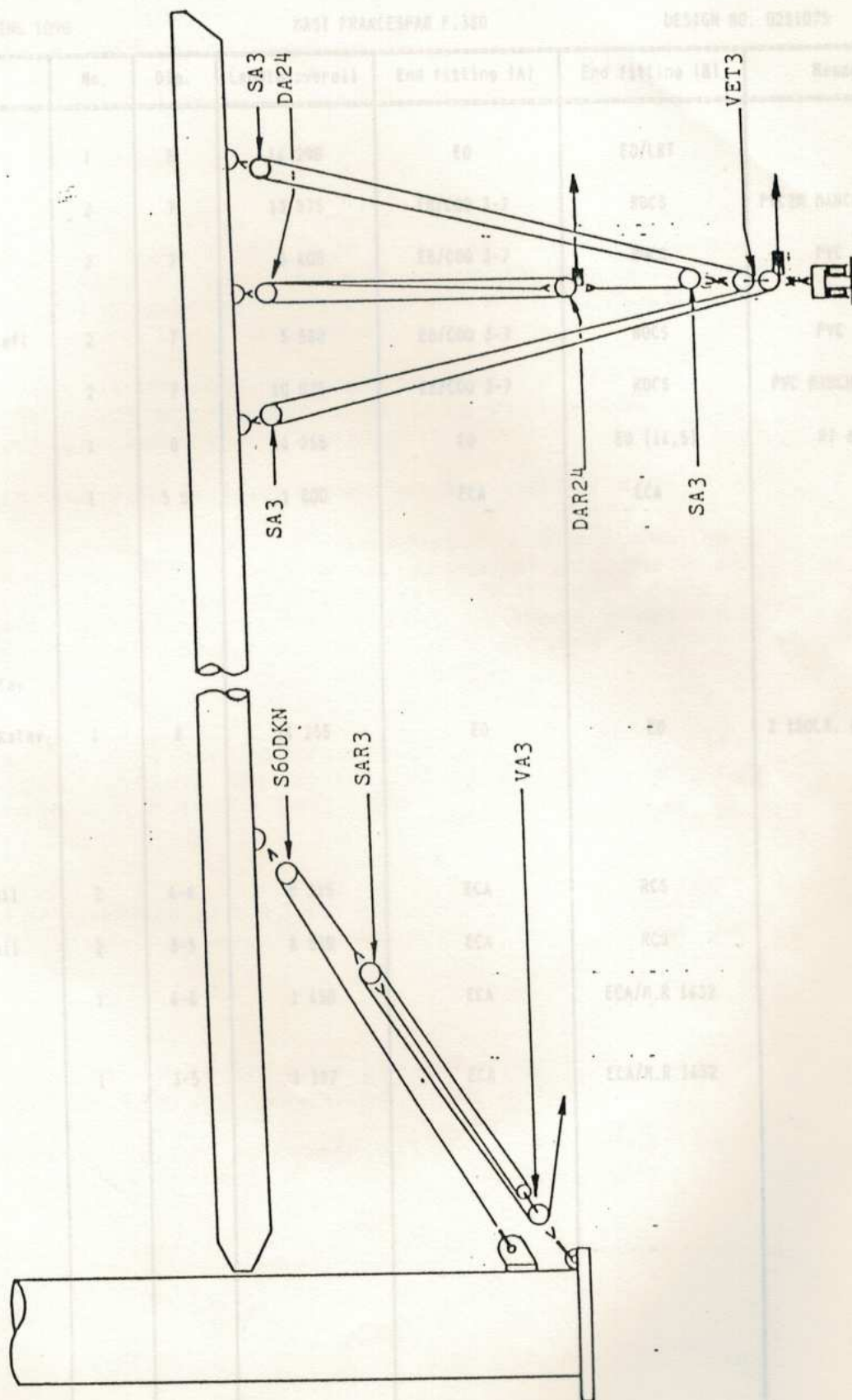


HALYARD ROUTEING DIAGRAM



SPINNAKER DOWNHAUL PULLEY LAYOUT





SAFETY

STANDING RIGGING AND GUARD RAILS

FEELING 1090

MAST FRANCESPAR F.380

DESIGN NO. 0281075

Type	No.	Dia.	Length overall	End fitting (A)	End fitting (B)	Remarks
Forestay	1	8	14 290	EO	EO/LRT	
Cap shrouds	2	7	13 575	EB/COO 3-7	ROCS	PVC2M MANCHON
Lower shrouds (forward)	2	7	5 400	EB/COO 3-7	ROCS	PVC
Lower shrouds aft	2	7	5 580	EB/COO 3-7	ROCS	PVC
Inters	2	7	10 025	EB/COO 3-7	ROCS	PVC MANCHON 4
Backstay	1	8	14 255	EO	EO (14,5)	RT 80
Strop	1	5 S	1 800	ECA	ECA	
OPTIONAL						
Running backstay						
Insolated backstay	1	8	14 255	EO	EO	2 ISOLA. 8 SE
Upper guardrail	2	4-6	8 945	ECA	RCS	
Lower guardrail	2	3-5	8 530	ECA	RCS	
Upper open guardrail	1	4-6	1 450	ECA	ECA/M.R 1432	
Lower open guardrail	1	3-5	1 197	ECA	ECA/M.R 1432	

SAFETY

Life raft

The life raft stowage is located in the aft part of the cockpit under the detachable cover.

The life raft painter should be secured to the base of the backstay.

Fire

A hole has been located on the detachable access panel to the engine compartment. In the event of fire in the engine compartment, the fire extinguisher can be applied to the engine compartment through the hole without having to remove the front panel.

In the event of an engine compartment fire, do not remove the front access panel as this will allow additional air into the compartment.

Do not locate your extinguisher on the galley side.

On a boat, areas where high temperatures are commonly found (such as in the engine compartment) are the most susceptible to accidents giving rise to fires. Fire extinguishers should not be located in these areas as they would be difficult to reach in the event of fire.

Emergency tiller

In the event of steering breakdown, an emergency tiller is provided. Remove the cover and attach the emergency tiller with a H M 10/70 bolt/pin.

Cooker

The cooker gimbals should be secured in bad weather, when not in use, to avoid unnecessary chafe to the gas supply line.

Valves

If the boat is to be left on its mooring, close all valves before leaving (seacocks - gas - fuel).

When underway in bad weather, all seacocks should be closed when not in use.

ENGINE

ENGINE COMMISSIONING

First of all, you are strongly advised to read carefully the engine handbook.

Before starting the engine, check the following:

- the battery main breaker is switched on
- the fuel line is turned on
- the cooling water seacocks are open
- the oil levels are correct
- the drain plugs are closed
- all joints are watertight
- the gear lever is in the disengaged position
- the stop lever is fully returned

On completion of these checks, switch on and start the engine.

Once the engine is running, check the exhaust and the flow of cooling water.

For all further information, we would advise you to refer to the manufacturer's handbook.

CAUTION

The engine is subject to vibration whilst running.

After three hours running, the following should be checked for tightness:

- fuel line connectors/clips
- cooling water connectors/clips
- exhaust connectors/clips
- stern gland connectors/clips
- electrical terminals for starter and engine earth
- securing nuts on the flexible engine mountings

1 - prop. shaft

2 - S/S collar located by 2 screws

3 - seal

4 - synthetic collar

5 - sleeve

6 - S/S jubilee clips

7 - stern tube

TRANSMISSION SYSTEM

The engine transmits power directly through a 25 mm shaft to a 2-bladed propeller.

This shaft is attached to the engine by means of a flange. It is recommended that the fixing bolts are periodically checked.

The shaft passes through a glass reinforced stern tube which is bonded to the hull.

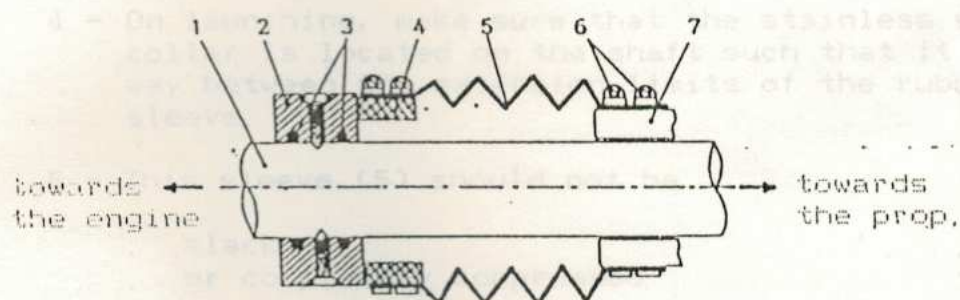
The shaft is supported forward of the propeller by a bracket laminated into the hull.

A boss anode is screwed on to the end of the 25 mm shaft aft of the propeller.

Notes

The stern tube is kept watertight by means of a gland. This is a special rotating gland and should be inspected periodically.

The seal is maintained by the contact between a metal collar rotating with the shaft and a synthetic sleeve which is fixed to the stern tube.



- 1 - prop. shaft
- 2 - s/s collar located by 2 screws
- 3 - seal
- 4 - synthetic collar

- 5 - sleeve
- 6 - s/s jubilee clips
- 7 - stern tube

CAUTION

The Feeling 1090 is fitted with both a 12 volt and 220 volt system.

- 1 - After launching or drying out, it is essential that air trapped in the stern tube is bled out. This is done by compressing the seal towards the stern of the yacht until water emerges between the seal and the fixed collar on the prop. shaft. This ensures that the seal is completely free from air.

Water is essential for the functioning of this seal. On drying out, the water drains out of the stern tube and is replaced by air. If this bleeding process is not carried out the seal will be damaged and may leak.

- 2 - When removing the engine or the batteries, take care not to damage the stern gland.

- 3 - Should the sleeve (5) become accidentally ruptured, release the two screws securing the stainless steel collar (2) and slide it along until the gland is compressed. *

- 4 - On launching, make sure that the stainless steel collar is located on the shaft such that it is mid way between the extension limits of the rubber sleeve.

- 5 - This sleeve (5) should not be

WARNING

- slack
 - or completely compressed
- against the stern tube (7).

This action could seriously damage the alternator.

There is an additional 2-position main breaker with a red handle fitted in the engine compartment. This is a safety switch which allows the battery to be completely isolated. If this breaker is not in the ON position, the 4-position rotary control switch has no function regardless of whether 1, 2, 1 + 2 is selected.

WARNING

Never switch the main breaker to the OFF position when the engine is running as this could seriously damage the alternator.

It is most important that the batteries should be kept charged for the proper functioning of the electrical system. It is therefore recommended that:

- one battery be nominated the engine battery (1 or 2) and only this battery used for starting.
- If there is no immediate requirement to use domestic supplies, leave the engine battery (1 or 2)

ELECTRICAL INSTALLATION

The *Feeling 1090* is fitted with both a 12 volt and 220 volt systems.

General Points

The 12 volt system is supplied by two batteries each with a capacity of 100 amps.

These batteries are located under the port berth adjacent to the engine.

Operation of batteries

A 4-position control switch for the batteries is located in the engine compartment (large circular red switch). The following 4 switch positions are available:

- Position 0 - neither battery is in service
- Position 1 - Battery 1 is in service (engine or domestics)
- Position 2 - Battery 2 is in service (engine or domestics)
- Position 1 + 2 - Both batteries are in service supplying current for engine starting or for domestics

WARNING

Never turn the control switch to position 0 while the engine running.

This action could seriously damage the alternator.

There is an additional 2-position main breaker with a red handle sited in the engine compartment. This is a safety switch which allows the battery to be completely isolated. If this breaker is not in the ON position, the 4-position rotary control switch has no function regardless of whether 1, 2, 1 + 2 is selected.

WARNING

Never switch the main breaker to the OFF position when the engine is running as this could seriously damage the alternator.

It is most important that the batteries should be kept charged for the proper functioning of the electrical systems. It is therefore recommended that:

- one battery be nominated the engine battery (1 or 2) and only this battery used for starting.
- If there is no immediate requirement to use domestic supplies, leave the 'engine' battery (1 or 2)

connected for a few minutes to recharge. Then switch to the second battery or both batteries for normal use.

DO NOT SWITCH THROUGH POSITION 0.

Do not forget that when the engine is not running, the domestics will be draining the battery which is not being recharged.

While the engine is running, all or part of the domestic load will be supplied by the alternator.

Switch panel

All domestics supplied by the 12 volt system, are controlled by the control panel located above the chart table.

12 volts is supplied through an overall control switch in addition to the rotary control switch and main breaker already described.

The level of charge can be monitored by the voltmeter on the panel.

The charge state of either battery may be monitored by switching to the appropriate battery.

The control panel comprises 20 switches, each function is labelled.

On the standard version of the *Feeling 1090*, only the following services will be connected:-

- . navigation lights
- . mast head light
- . interior lighting
- . fresh water no. 1 (pressure pump)
- . bilge pump no. 1
- . fridge

The switch panel is hinged giving easy access to the cables and junction boxes.

WARNING

Before opening this panel, make sure the engine has stopped and switch the rotary control switch to 0 and the main breaker to OFF.

Electric pumps

The boat is fitted with 2 electric pumps.

The fresh water pump is located in the middle of the galley locker.

The second pump is the bilge pump located in the galley locker on the floorboard.

POWER CONSUMPTION OF LIGHTS

Forward cabin	1 ceiling light	CODE P.2 x 10 W
Saloon	2 ceiling lights	P.2 x 10 W
Galley	1 ceiling light	P.2 x 10 W
	1 neon light	P.2 x 8 W
Navigation area	1 ceiling light	P.2 x 10 W
	1 chart light	P.1 x 10 W
Stern cabin(s)	2 ceiling lights	P.2 x 10 W
W.C.	1 ceiling light	P.2 x 10 W
Forward navigation lights		P. 25 W
Aft navigation lights		P. 25 W
Anchor light		P. 10 W
Compass light		P. 1 W

Cable conduit

Cable conduit is where a number of electrical cables for different services are grouped together. A conduit may divide into several smaller conduits each containing cables originating from the original conduit.

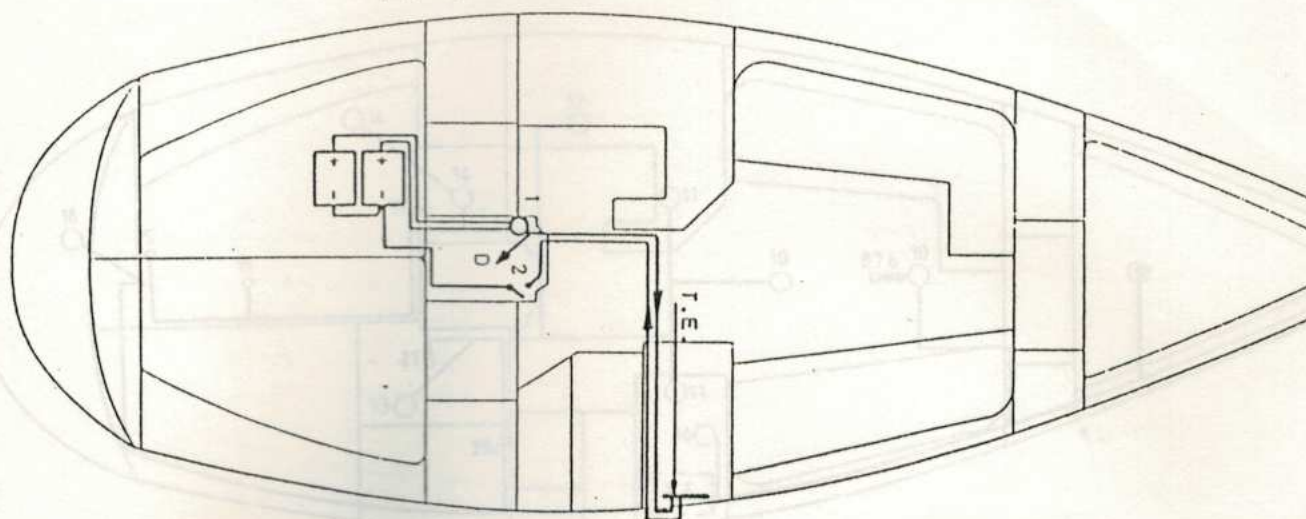
Shower discharge pump switch	28	Naive - blue
Bilge pump switch	29	Naive - naive
Refrigerator	30	Naive - blue
Main supply 220/110 volts	31	Gray cable
Galley socket	32	Gray cable
W.C. socket	33	Gray cable
Water heater supply	34	Gray cable
Microwave supply	35	Gray cable

WIRING SCHEME

SERVICE	CODE	COLOUR
Negative battery connection	CBN	Black
Negative battery (main breaker)	BCB	Black
Battery 1 - control switch	B1C	Black
Battery 2 - control switch	B2C	Black
Main breaker - starter	CBC	Black
Control switch - starter	CD	Black
Engine panel	F Volvo	
Supply panel	0	Black cable
Panel return	1	Black cable
Voltmeter - Battery (+1)	2	Red
Voltmeter - Battery (+2)	3	Red
Fuel sender	4	Grey cable
Fuel gauge	5	Red
Steaming light	6	Red
Anchor light	7	Red
Deck light	8	Blue - red
Forward cabin ceiling light	9	Blue - white
Saloon ceiling light	10	Blue - white
Chart table & galley ceiling lights	11	White - blue
Galley passageway ceiling light	12	Blue - white
W.C. ceiling light	13	Blue - white
Port stern cabin ceiling light	14	Blue - white
Starboard stern cabin ceiling light	15	Blue - white
Chart table light	16	Blue - white
Forward navigation lights	17	Grey cable
Aft navigation lights	18	Grey cable
Pedestal compass light	19	Blue - red
Port compass light	20	Blue - red
Starboard compass light	21	Blue - red
Fresh water pump	26	Mauve - blue
Bilge pump	27	Mauve - blue
Shower discharge pump switch	28	Mauve - mauve
Bilge pump switch	29	Mauve - mauve
Refrigerator	30	Mauve - blue
Main supply 220/110 volts	31	Grey cable
Galley socket	32	Grey cable
W.C. socket	35	Grey cable
Water heater supply	36	Grey cable
Microwave supply	37	Grey cable

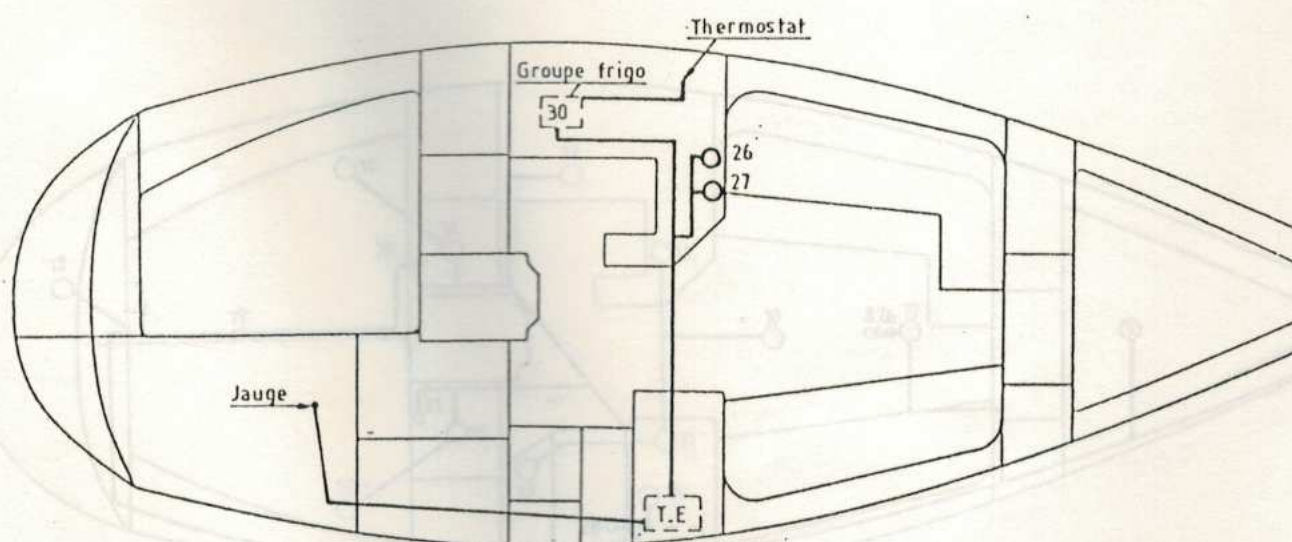
DECK HEAD WIRING DIAGRAM (FLUSH DECK VERSION)

BATTERY WIRING DIAGRAM



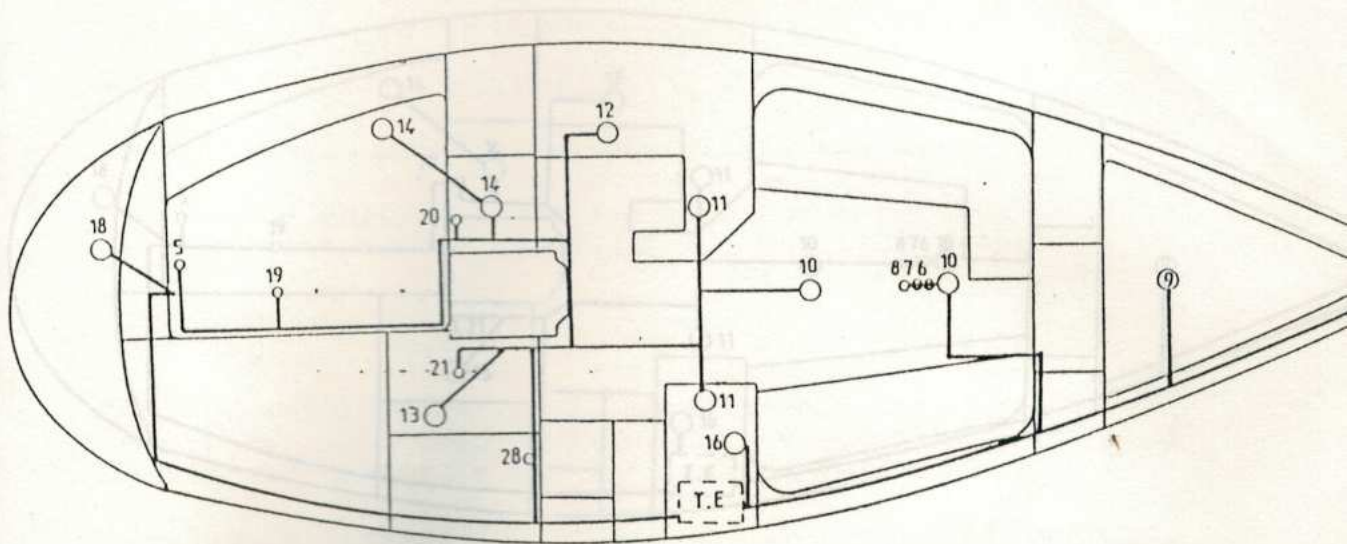
Version 1 : aft cabin

FRIDGE, WATER PUMP AND FUEL SENDER WIRING DIAGRAM

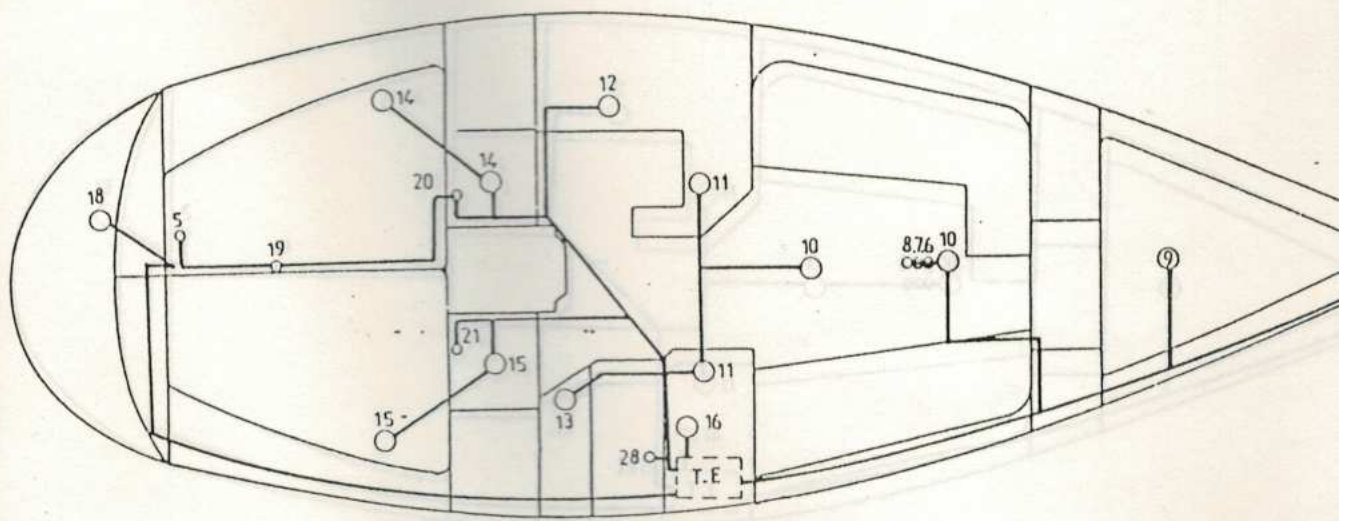


Version 2 : aft cabin

DECK HEAD WIRING DIAGRAM (FLUSH DECK VERSION)



Version 1 : aft cabin

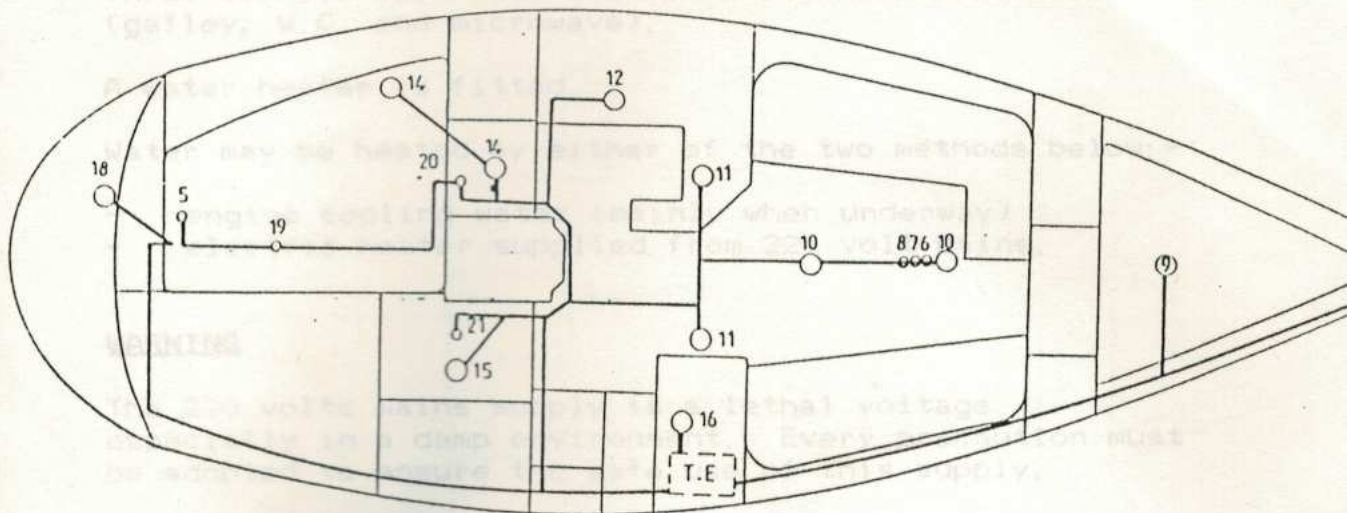


Version 2 : aft cabins

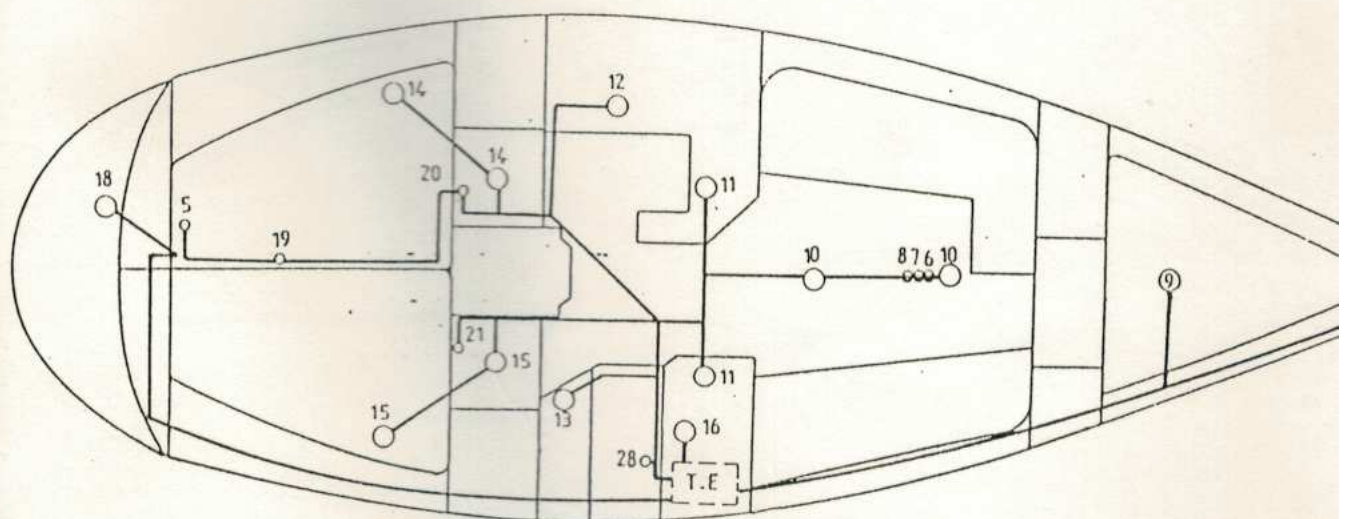
MAINS SUPPLY 110/220 VOLTS
DECK HEAD WIRING LAYOUT (FLUSH DECK VERSION)

The optional 220 volts supply is fed from shore through a watertight socket located on the transom.

Three sockets each with its own switch are available (galley, W.C., and aft cabin).



Version 1 : aft cabin



Version 2 : 2 aft cabins

MAINS SUPPLY 110/220 VOLTS

220 VOLT MAINS SUPPLY WIRING DIAGRAM

The optional 220 volts supply is fed from shore through a watertight socket located on the transom,

Three sockets each with its own switch are available (galley, W.C. and microwave),

A water heater is fitted,

Water may be heated by either of the two methods below:-

- engine cooling water (mainly when underway)
- electric heater supplied from 220 volt mains,

WARNING

The 220 volts mains supply is a lethal voltage especially in a damp environment. Every precaution must be adopted to ensure the safe use of this supply.

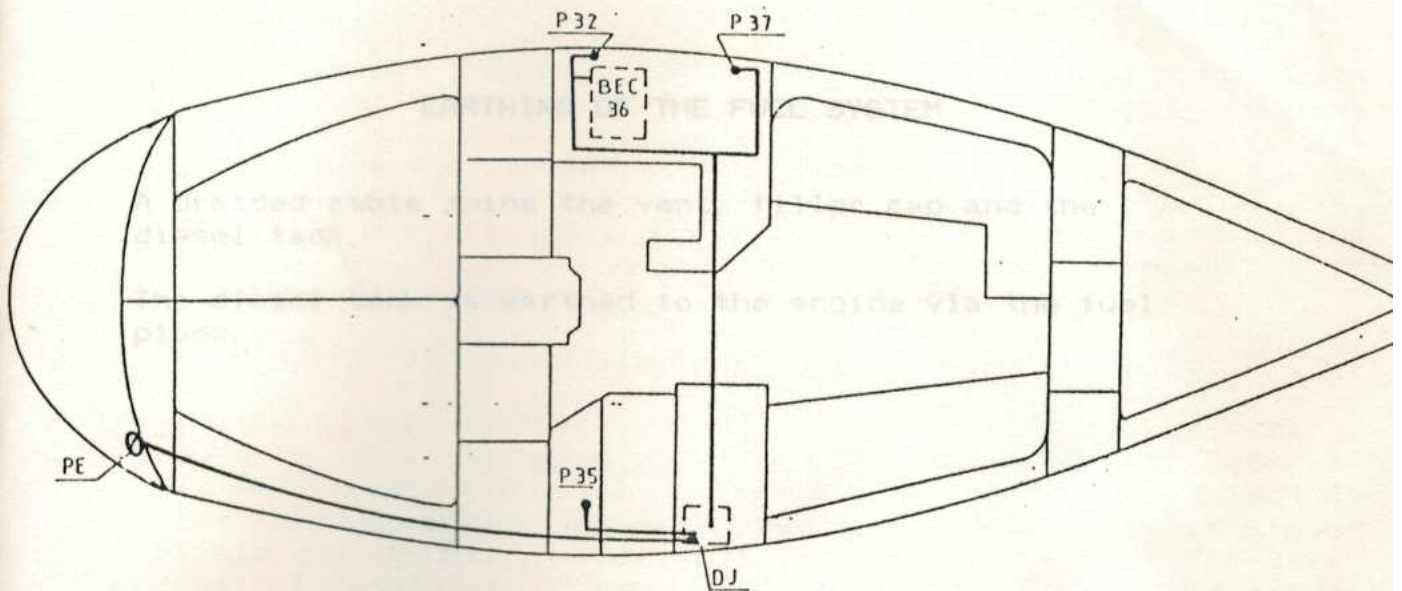
- 1 - Regular inspection of connection socket to check watertightness and absence of corrosion,
- 2 - Ensure that everyone on board is aware that that the mains supply is connected,
- 3 - Check the condition of the quay side supply,
- 4 - Check the condition of the supply lead and plug,
- 5 - Do not allow water to fall on any of the sockets (particularly in the W.C.),

EARTHING THE STANDING RIGGING

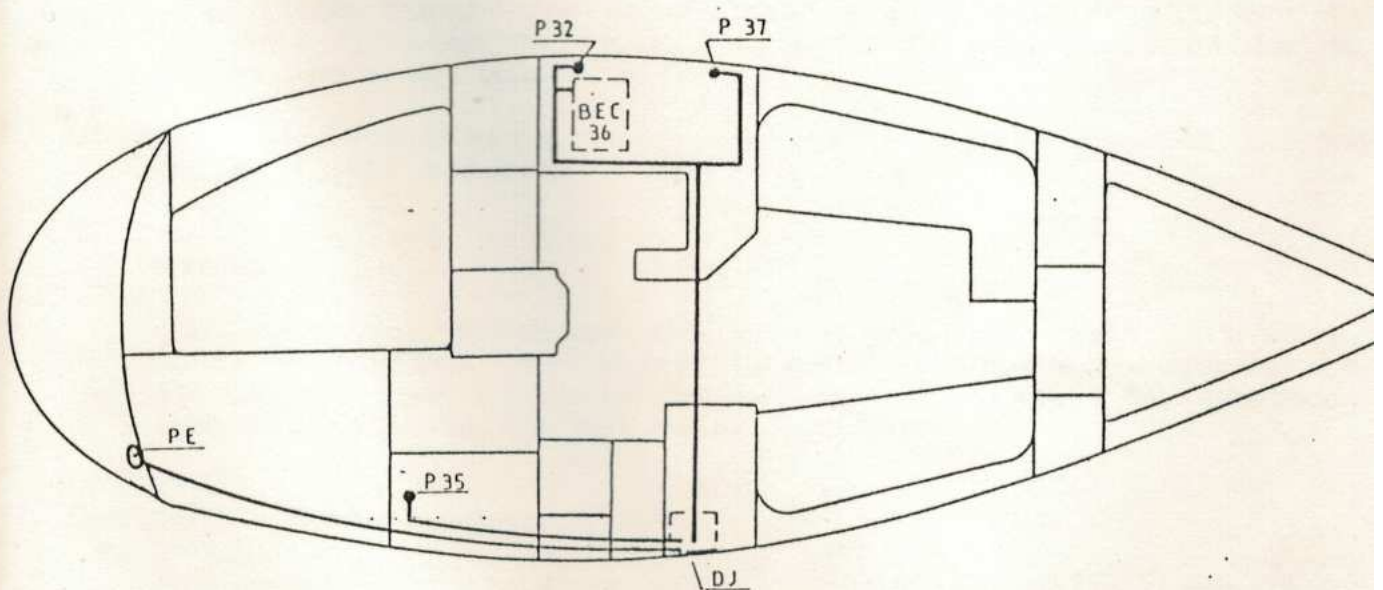
220 VOLT MAINS SUPPLY WIRING DIAGRAM

Standing rigging is earthed by a braided wire from the backstay chainplate to the rudder stock.

The braided cable continues to the engine and the aft keel bolt.



- P.E. Watertight socket
- D.J. Switch
- B.E.C. Hot water tank
- P. Sockets



EARTHING THE STANDING RIGGING

Standing rigging is earthed by a braided wire from the backstay chainplate to the rudder stock.

The braided cable continues to the engine and the aft keel bolt.

Tanks:

The standard FEELING 1090 is fitted with two polyethylene fresh water tanks of 120 litres.

EARTHING OF THE FUEL SYSTEM

A braided cable joins the vent, filler cap and the diesel tank.

The diesel tank is earthed to the engine via the fuel pipes.

An additional stainless steel tank of 155 litres capacity is offered as an optional extra and would be located under the forward berth. If fitted, the filling point and air vent for the starboard tank is independent. A second filling point would be located on the port side deck forward of the sheeroch chainplates to serve the port tank and the tank in the forward cabin. A second air vent would also be fitted on the hull below the lee rail adjacent to the filling point (see diagram).

Cold water:

The FEELING 1090 is equipped with a pressurized fresh water system. The self-priming pump is located in the galley locker on a floor board. An accumulator tank is fitted adjacent to the pump in order to avoid damage to the pump membrane due to surges and water hammer effects.

Water from the tank is controlled by valves located in the galley locker adjacent to the pump.

Hot water:

The water is heated by the engine cooling water. This is achieved in the hot water tank by a heat-exchanger which allows the two circuits to be kept separate. The pressure system also feeds the hot water taps.

Engine heat-exchanger:

The engine is equipped with a closed circuit, fresh water cooling system. This quickly heats up to about 50°-60° C after running for 15 minutes. It is first passed to the hot water supply exchanger and then to a sea-water heat-exchanger to cool the water.

WASTE DISCHARGE SYSTEM

See toilet.

WATER SYSTEM

FRESH WATER SYSTEM

Tanks:

The standard FEELING 1090 is fitted with two polyethylene fresh water tanks each with a capacity of 120 litres.

These tanks are located under the saloon berths.

There is one filling point common to both tank located close to the toe rail on the starboard side deck forward of the shroud chainplates.

Both tanks fill simultaneously.

An additional stainless steel tank of 165 litres capacity is offered as an optional extra and would be located under the forward berth. If fitted, the filling point and air vent for the starboard tank is independent. A second filling point would be located on the port side deck forward of the shroud chainplates to serve the port tank and the tank in the forward cabin. A second air vent would also be fitted on the hull, below the toe rail adjacent to the filling point (see diagrams).

Cold water:

The FEELING 1090 is equipped with a pressurized fresh water system. The self-priming pump is located in the galley locker on a floor board. An accumulator tank is fitted adjacent to the pump in order to avoid damage to the pump membrane due to surges and water hammer effects.

Water from the tanks is controlled by valves located in the galley locker adjacent to the pump.

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WASTE DISCHARGE SYSTEM

Sea toilet:

The boat is supplied with a sea toilet equipped with an inlet to pump water directly into the bowl and a discharge direct to the sea.

A holding tank, a legal requirement in many countries, is offered as an optional extra (located in the starboard cockpit locker).

A 3-way valve allows the discharge to be directed either into the sea or to the holding tank (into which appropriate chemical toilet additives should be added).

The holding tank may be emptied either by means of the boat's own pump or by a shore-side pump through a fitting located on the starboard side deck adjacent to the cockpit.

CAUTION:

On leaving "the boat" and in a rough sea, the inlet and discharge seacocks should be closed after use.

Shower:

The toilet compartment on the FEELING 1090 is equipped with a shower operating from the pressurised water system. The drain is located under the grating and is emptied by means of an electric pump. This is achieved by closing the valve (located in the galley locker) on the pipe coming from the sump and opening the valve to the pump.

The electric switch is located beside the mirror in the toilet compartment. In this way, the shower water is discharged directly into the sea without passing through the sump.

Sea water system:

A foot pump for sea water is installed by the sink. The feed pipe had a 3-way valve to allow a selection of fresh or salt water.

DRAINAGE WATER. SHOWING PIPE WORK FOR STANDARD WATER TANK

Description of the system:

Drainage water from the oilskins' locker, ice box collects in a sump located in the upper part of the keel below the crumb tray.

Rain water from oilskins and boots drains into the sump by means of limber holes in the floorboards.

A strum-box for the electric bilge pump is located in the sump. This pump to which is connected two pipes: sump and shower, is fixed halfway up a bulkhead in the galley locker. Discharge into the sea passes through a seacock located under the toerail behind the instrument panel near the chart table.

Emptying the bilges:

This is done by opening the valve (in the galley locker) on the pipe leading from the sump to the pump. Close the valve on the other pipe leading to the pump.

Then operate the switch and hold down until pumping out is complete.

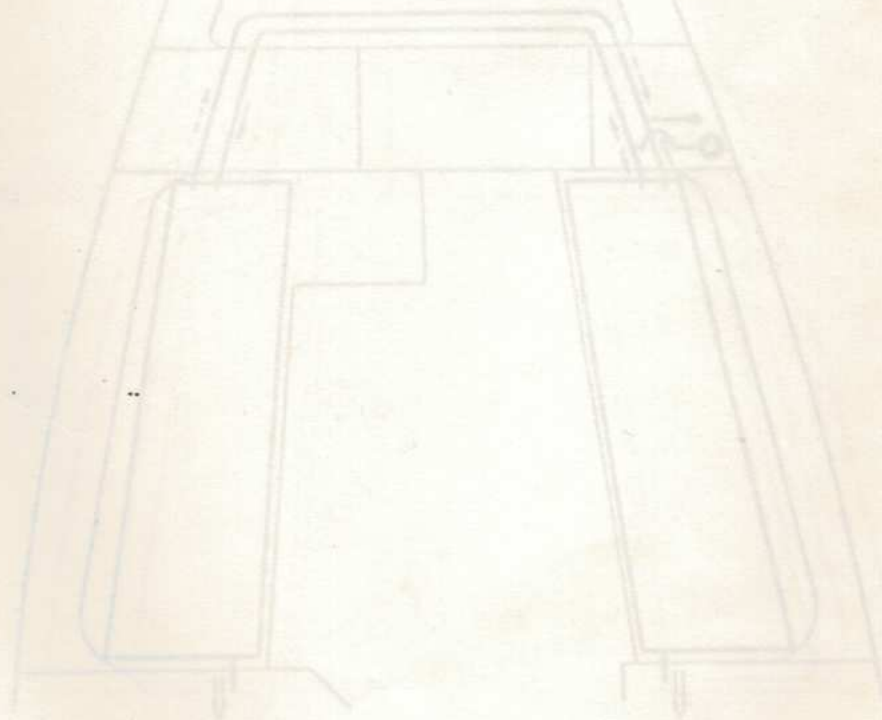
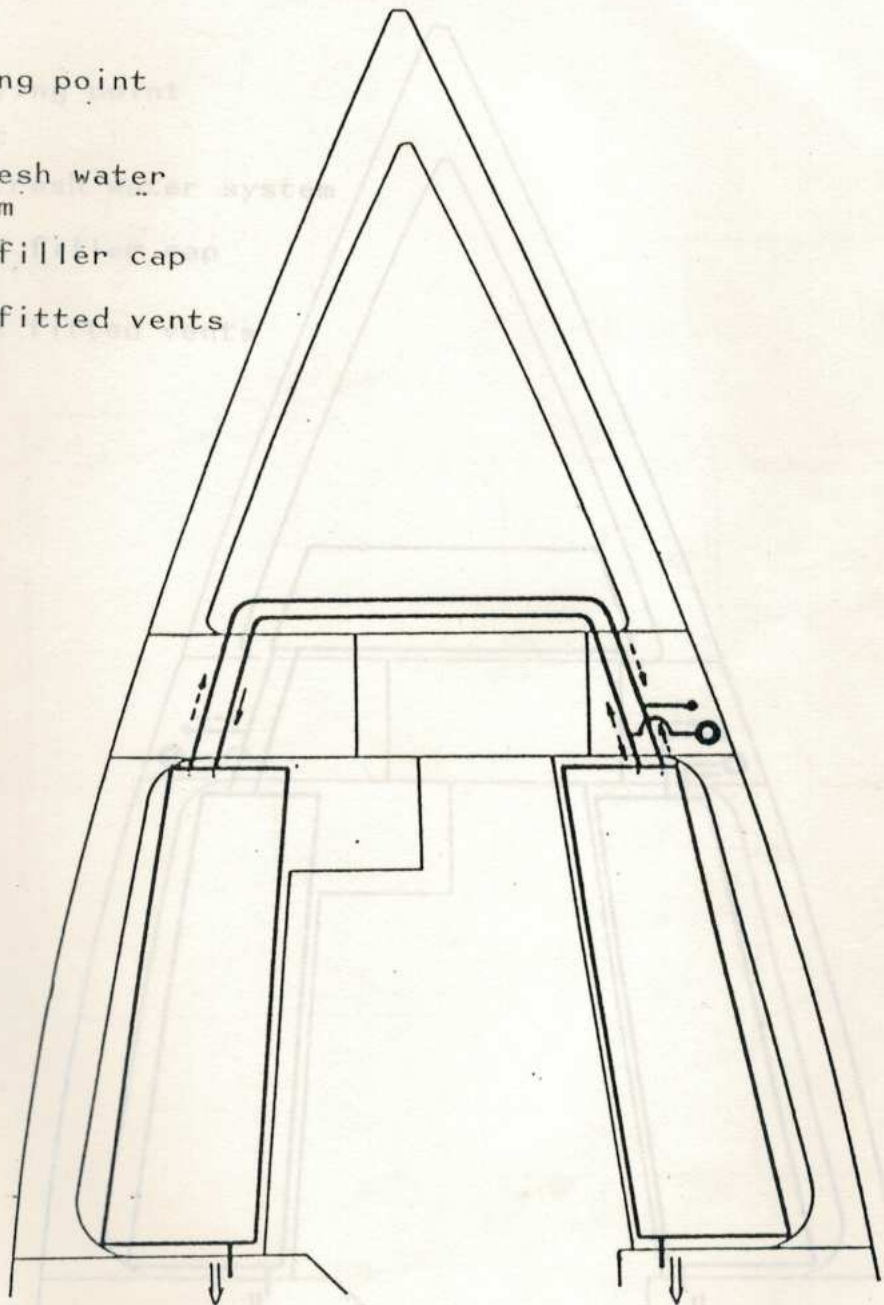


DIAGRAM SHOWING PIPE WORK FOR STANDARD WATER TANK

- Filling point
- - - Vent
- ⇒ To fresh water system
- Deck filler cap
- Hull fitted vents

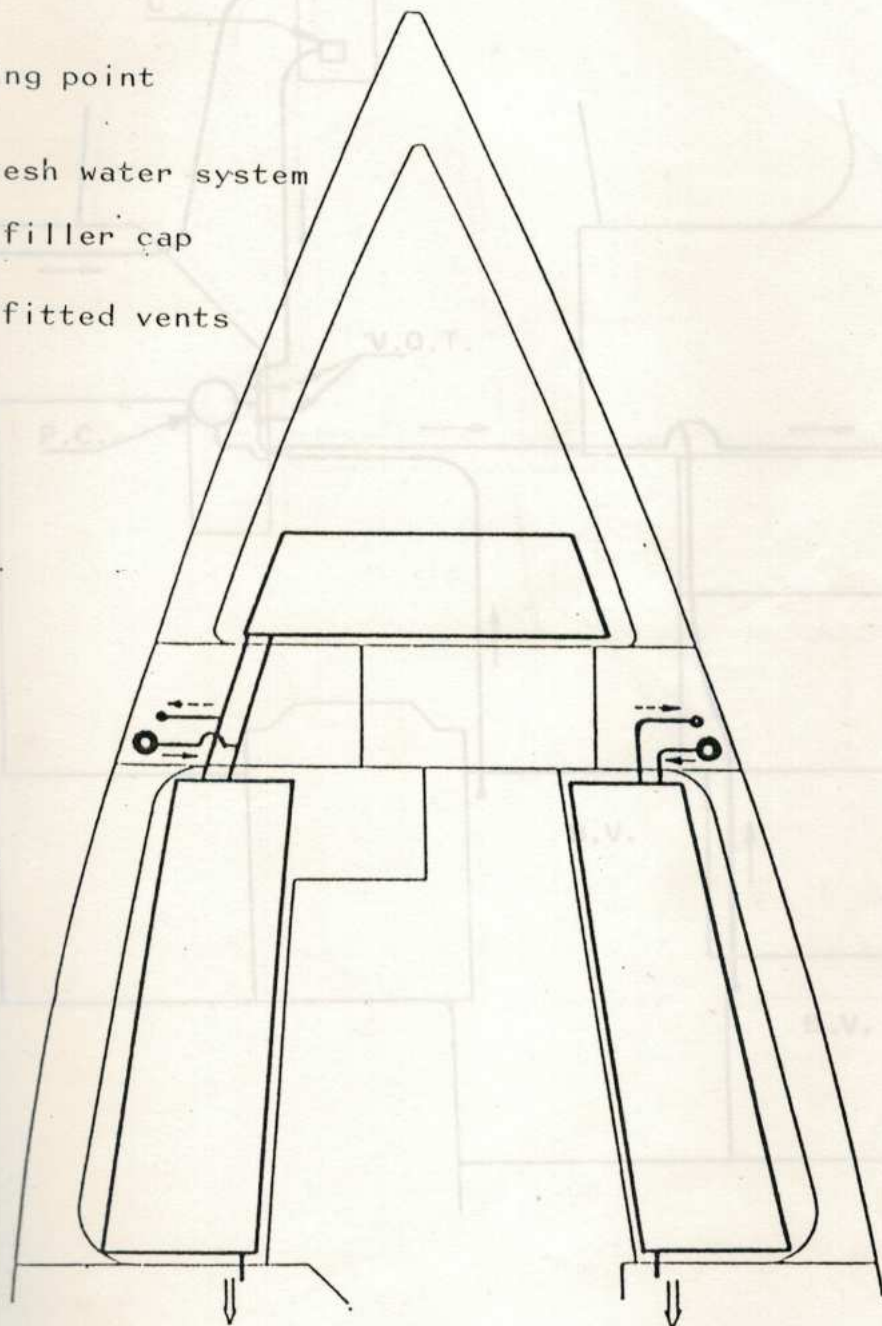


DRAINAGE SYSTEM - 1 AFT CABIN VERSION

DIAGRAM SHOWING PIPE WORK FOR OPTIONAL WATER TANK

P Pump
 C Strainer
 P.C. Bilge pump
 V.Q.T. 174 turn valve
 B.V. Drainage point
 Seacock outlet

- Filling point
- > Vent
- ⇒ To fresh water system
- Deck filler cap
- Hull fitted vents

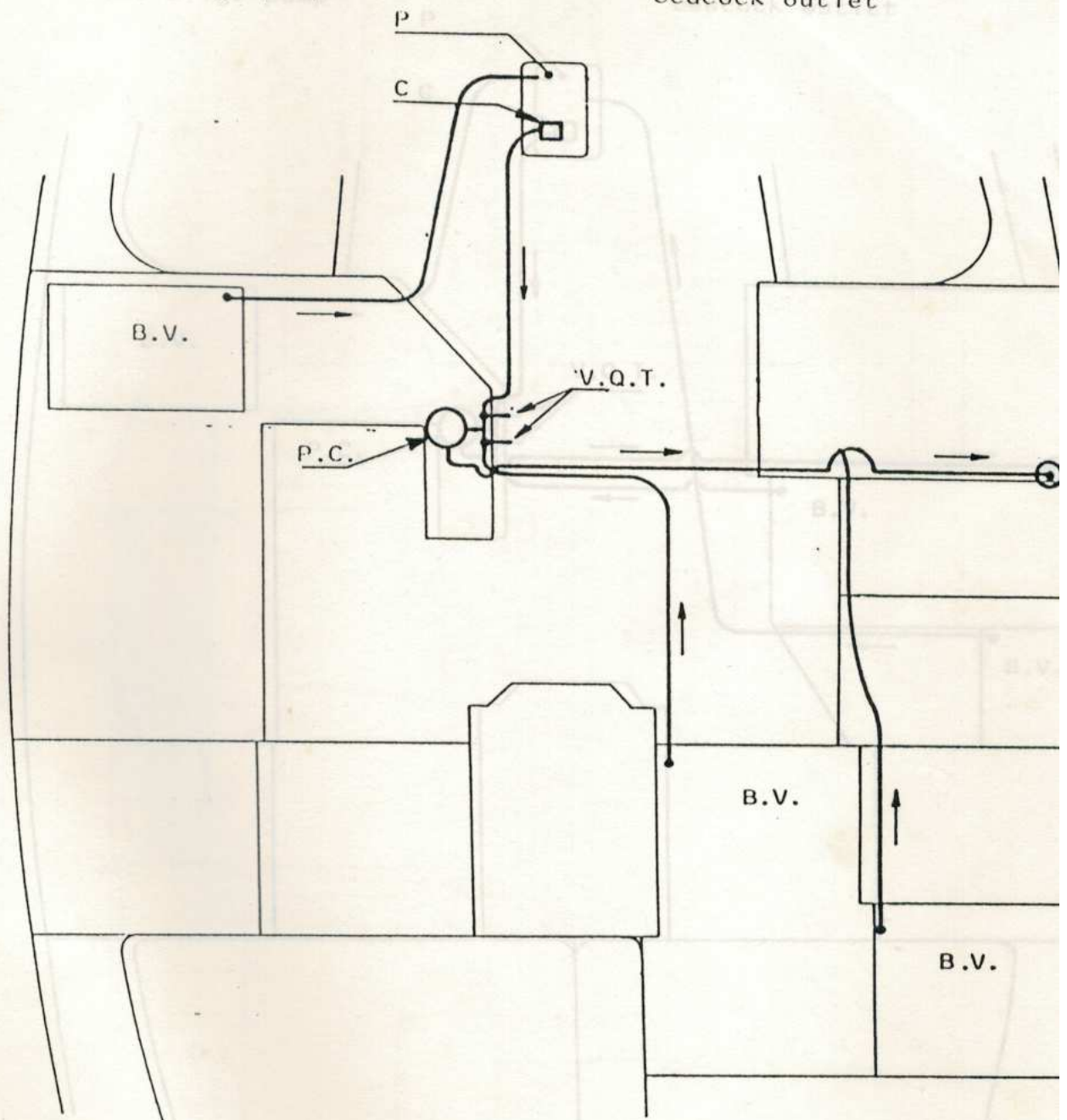


DRAINAGE SYSTEM - 1 AFT CABIN VERSION

DRAINAGE SYSTEM - 2 AFT CABIN VERSION

P Sump
C Strainer
P.C. Bilge pump

V.Q.T. 1/4 turn valve
B.V. Drainage point
Seacock outlet



DRAINAGE SYSTEM - 2 AFT CABIN VERSION

P Sump

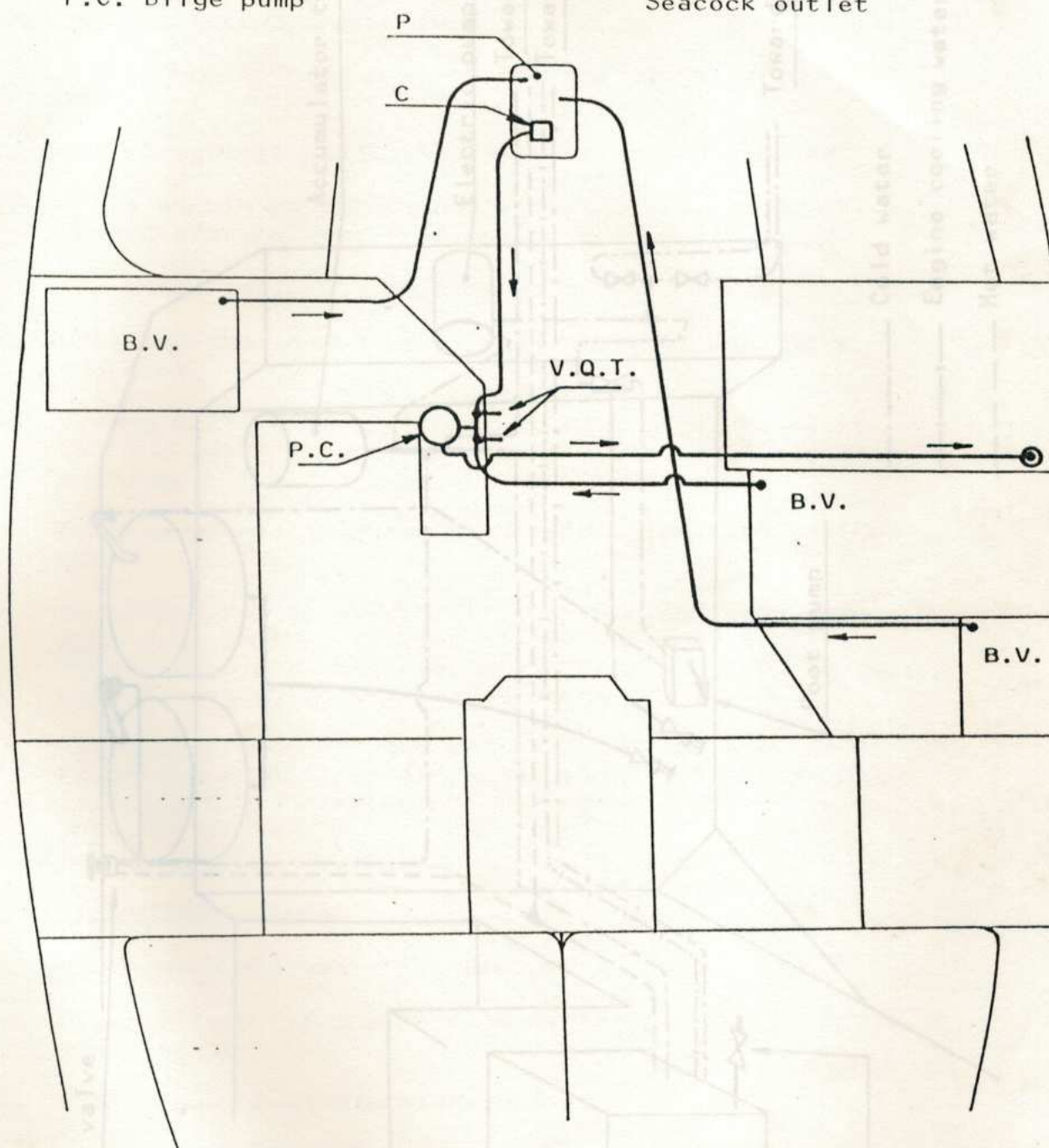
C Strainer

P.C. Bilge pump

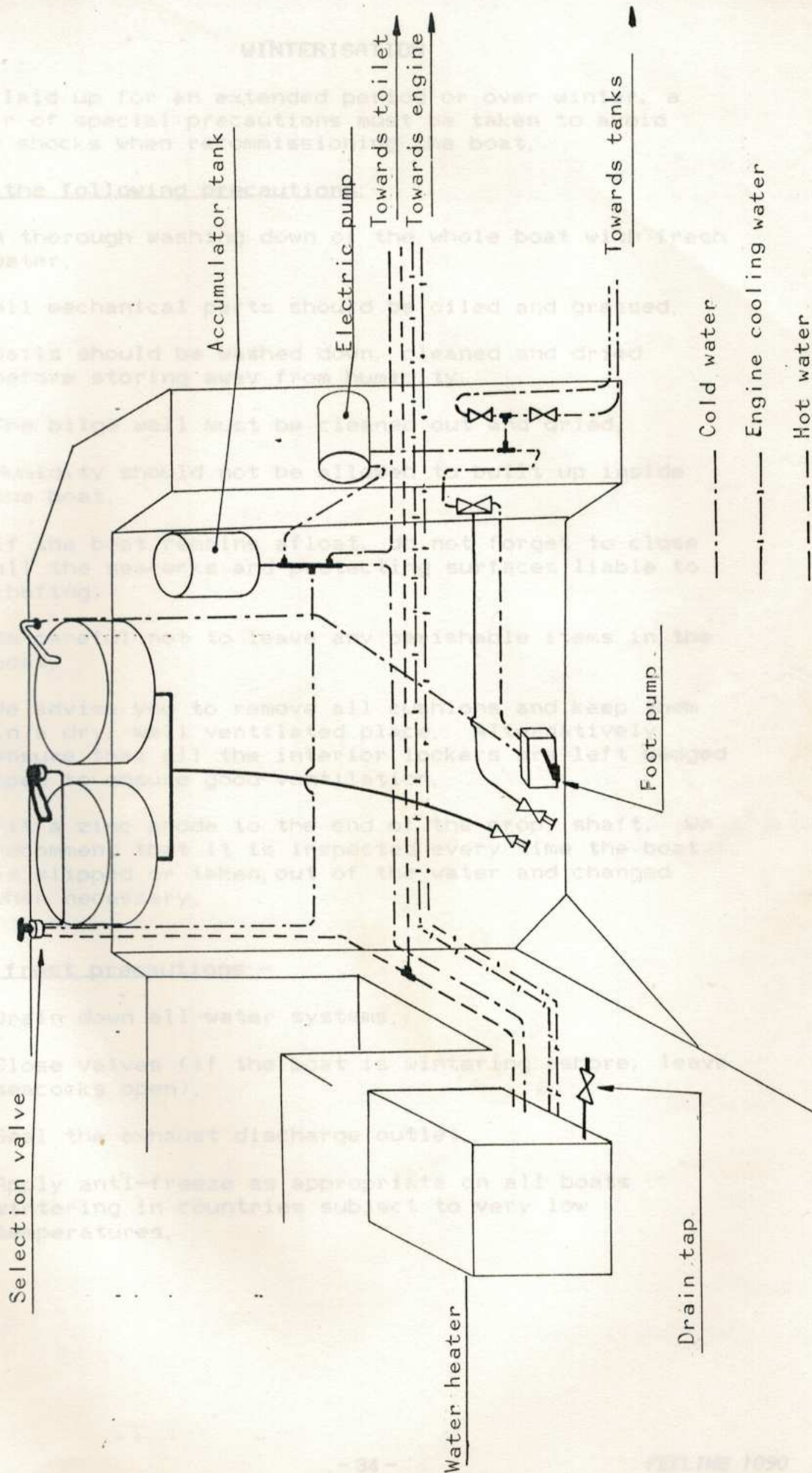
V.Q.T. 1/4 turn valve

B.V. Drainage point

Seacock outlet



GALLEY PIPEWORK LAYOUT



WINTERISATION

When laid up for an extended period or over winter, a number of special precautions must be taken to avoid nasty shocks when recommissioning the boat.

Take the following precautions:-

- A thorough washing down of the whole boat with fresh water.
- All mechanical parts should be oiled and greased.
- Sails should be washed down, cleaned and dried before storing away from humidity.
- The bilge well must be cleaned out and dried.
- Humidity should not be allowed to built up inside the boat.
- If the boat remains afloat, do not forget to close all the seacocks and protecting surfaces liable to chafing.
- Be careful not to leave any perishable items in the boat.
- We advise you to remove all cushions and keep them in a dry, well ventilated place. Alternatively ensure that all the interior lockers are left wedged open to ensure good ventilation.
- Fit a zinc anode to the end of the prop. shaft. We recommend that it is inspected every time the boat is slipped or taken out of the water and changed when necessary.

Anti frost precautions:-

- Drain down all water systems.
- Close valves (if the boat is wintering ashore, leave seacocks open).
- Seal the exhaust discharge outlet.
- Apply anti-freeze as appropriate on all boats wintering in countries subject to very low temperatures.

T A B L E A U D ' E N T R E T I E N P E R I O D I Q U E

POINTS TO CHECK	AFTER 1 ST WEEK	6 MONTHS	1 YEAR	WINTER	REMARKS
Antifouling		N	NP	NP	
Seacocks		NE	NE	NE	
Rudder		C	C	CN	
Stern tube		CE	CE	CEN	Check play
Anode		CN	CN	CN	Check every
Propellor		CN	CN	CN	
Engine	C	C	C	CV	Follow engine book advice
Valves	CE	CE	CE	CEN	
Exhaust box	CER	C	C	V	
Diesel filter			C	CV	Change according manufacturer instructions
Air filter				C	Change according manufacturer instructions
Stern gland	ER	ER	ER	ER	
Engine frame bolts	CR		C	CR	
Battery charge	C	C	C	C	Recharge over winter
Navigation lights	CE	CE	CE	CE	
Electrics		C	C		
Pumps	CE			NV	
Water tanks	E			NV	
Piping	E			NV	
Deck fittings		NG	NG	NG	
Standing rigging	R	R	R	CG	
Running rigging	C	C	C	CN	
Sails	C	C	C	CN	

C : Check state
 G : Grease
 P : Paint
 V : Drain down

E : Check watertightness
 N : Clean
 R : Check tightness