



OWNER'S MANUAL



32

This document comprises 78 pages, numbered from 1 to 32, plus 46 pages of drawings and diagrams.

Your agent

Name _____
Address _____

is **Alliaura Marine's** representative and will give you all the help you need to solve any problems you might have during launching and masting, as well as with technical checks for bringing your boat into service and maintaining it. If necessary, he will help you with the administrative process of registering your boat.

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

Guarantee conditions: refer to page 29

Detach along dotted line

Owner's Manual receipt acknowledgement

I, the undersigned:

Name _____

Address _____

Owner of Feeling 32 no _____

confirm that I have received the FEELING 32 Owner's Manual including:

- The safety compliance declaration
- The type-tonnage compliance certificate for a production pleasure craft.

This yacht is covered by the guarantee terms given on page 29 of this Owner's Manual

This guarantee runs from _____ (today's date)

Signature:

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INTRODUCTION

This Manual has been produced to help you use your boat safely and enjoyably. It contains details of the boat, the equipment supplied or fitted, its systems and information about their use. Read it carefully and familiarize yourself with the boat before using it. Even when your boat is rated for them, the sea and wind conditions corresponding to design categories A, B and C vary from strong gales to severe conditions, with risks of abnormal waves or gusts, and are therefore dangerous conditions, where only A trained, experienced crew, in good condition, handling A well-maintained boat, can sail in A satisfactory manner.

Ensure that forecast wind and sea conditions correspond to the design category of your boat, and that you and your crew are capable of handling the boat in these conditions.

This Owner's Manual is not a course in sailing safety or seamanship. If this is your first boat, or you are changing to a type of boat you are unfamiliar with, for your convenience and safety, make sure you gain experience handling and using it before taking command. Your agent, your national sailing or cruising federation or your yacht club will be happy to give you information about sailing schools or qualified instructors in your area.

This Owner's Manual is not a detailed maintenance or repair guide. In the event of problems, consult the boatbuilder or their representative.

Always employ the services of an experienced professional for maintenance or the fitting of accessories. Modifications that could affect the characteristics of the boat must be assessed, performed and documented by qualified personnel. The boatbuilder cannot be held responsible for modifications made without their approval.

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

NOTICE: *Our boats are regularly improved in the light of our customers' experiences and research by the shipyard, and so the specifications given in this Owner's Manual are not contractually binding and may be changed without notice and without any obligation to update. This manual is intended to cover as much information as possible, so certain equipment or paragraphs might not apply to your boat. In case of doubt, please refer to the inventory which should have been given to you by your agent when you placed your order.*

1. DESIGN CATEGORY OF YACHT

Your **FEELING 32** comes under the OCEAN-GOING design category (category A).

In normal conditions of use, your boat is designed for sailing with effective wave heights up to 7 m and winds of Beaufort Force 10 or less, and to withstand the severest conditions.

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

So always take care before putting to sea.

The boat's builder, **Alliaura Marine**, is not able to guarantee perfect functioning of the boat in exceptional sea conditions (violent storms, hurricanes, cyclones, waterspouts, etc.)

DESIGN CATEGORIES

Design category	Type of sailing	Wind strength (Beaufort)	Wind speed	Effective wave height to be taken into account
A	Ocean-going	Up to and including 10	Up to 28 m/s	Up to 7 m
B	Open sea	Up to and including 8	Up to 21m/s	Up to and including 4 m
C	Inshore	Up to and including 6	Up to 17 m/s	Up to and including 2 m
D	Sheltered waters	Up to and including 4	Up to 13 m/s	Up to and including 0.3 m

TAKE TO THE SEA, DON'T TAKE RISKS

Check weather information before putting to sea.

In port: every day, the Harbor Master's Office posts weather bulletins and forecasts over the next few days.

Météo France on 0836 68 08 08

Navifax - direct on 0836 70 18 52

VHF: CROSS transmit several bulletins per day, preceded by an announcement on Channel 16.

Alliaura Marine boatbuilders have chosen the 'Institut pour la Certification et la Normalisation dans le Nautisme' as its notified body for confirming the compliance of your boat to European Directive CE 94/25, within the context of the module A-bis design category.

2. BOAT SPECIFICATIONS

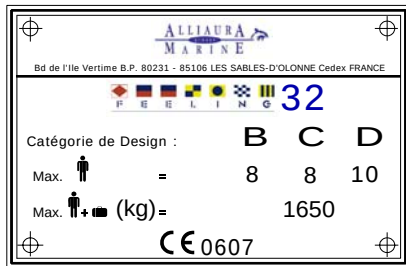
2.1. General specifications

Model:	FEELING 32
Designer:	Michel Joubert
Design category	B
Notified body no.	CE/0607
N° CIN #	FR- _____
LOA:	9.68 m
LWL:	8.70 m
Maximum beam:	3.42m
Draught	Fixed-keel version 1.65 m
	Lifting-keel version 0.65 / 1.90 m
Mast height clearance:	14.11 m
Ballast weight:	Fixed-keel version 1,275 kg
	Lifting-keel version 1,550 kg
Light displacement:	Fixed-keel version 4,100 kg
	Lifting-keel version 4,450 kg

Mainsail area	24.50 m ²
Genoa area	27.00 m ²

Water capacity excluding water-heater (approximate)	200 L
Diesel capacity (approximate)	70 L
Holding tank (option)	1 x 42 L
Engine battery (depending on version)	65 Ah
Auxiliary battery:	65 Ah
Primary means of propulsion	Sail
Maximum permissible on-board engine power	14.6 kW / 20 hp

2.2 Builder's plate



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

Design category = B : Open Sea (see 1.1)

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



Max. additional loading = 1,650 kg

: includes 8 people with equipment, personal belongings and supplies (not including various tank capacities (water, diesel fuel,..) and the loading that may arise from fitting various boatyard options.



CE 0607

CE mark indicating that the boat complies with all the requirements of the Directive. The sequence of numbers is the Certification institution's code. In this case, ICNN (Institut pour la Certification et la Normalisation dans le Nautisme), Bruxelles (refer to: Safety Compliance Declaration)

Note: The maximum loading recommended must be adjusted in accordance with the shipyard options fitted. If extra options are fitted, it will need to be reduced.

3. ELECTRICAL SYSTEMS

The boat is fitted with two separate circuits: the first is a 12 V dc circuit, the source for which is a set of AUXILIARY batteries, a set of ENGINE batteries, and a CHARGER connected to a shore 220 V supply; the main elements it supplies are identified on page 50.

The second is a 220 V ac circuit; the main elements it supplies are identified on page 52.

3.1. Safety and operating instructions for the 12V electrical system

WARNING

Always:

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

Never:

- Work on an electrical installation that is live.
- Make any modification to an installation and the relevant diagrams, unless it is carried out by an electrician qualified in marine electrics.
- Change or modify the breaking capacity of overload protection devices.
- Replace electrical apparatus or equipment with units exceeding the rated capacity without upgrading wiring and protection.
- Leave the boat unattended when the electrical installation is powered, with the exception when applicable of the automatic bilge pump and the fire or theft protection circuits.

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



3.2 Batteries

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

1 × 65 Ah auxiliary battery (+ one as an optional extra) in aft sail locker.

1 × 65 Ah engine starting battery



Location of isolators in aft sail locker

NOTE

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

3.3 Electric windlass



NOTE

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

3.4 220 volt installation

3.5. Installing new equipment

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

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

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

DANGER

The on-board 220V installation is protected by a circuit breaker and fitted with a residual current device. The wiring of additional 220 or 110 V on-board accessories must be carried out by professionals, with uprating of the master circuit-breaker if necessary.



Indicator of voltage

Charger in aft sail locker

DANGER

Your boat is not supplied with a shore/boat supply cable or a male plug for the shore outlet. The cable must be suitable for outdoor use. Its cross-sectional area must be adjusted according to its length and the rating of the main circuit-breaker (see electrical diagram). The plug must be suitable for the female socket on the shore (if necessary, seek the advice of a professional). It should be as near as possible to type IP 67 / IEC529.

- Switch off the shore supply at the on-board isolator before connecting or disconnecting the shore/boat supply cable.
- Connect the shore/boat supply cable at the boat end before connecting it to the shore outlet
- Disconnect the shore/boat supply cable at the shore outlet before disconnecting it at the boat end
- Close the shore outlet cover properly

4. GAS INSTALLATION (ISO 10239 standards)

4.1 Operating recommendations

- Read the instructions for the cooker and regulator carefully.
- Ensure that the gas cylinder and regulator are in accordance with the requirements of the cooker (flow rate, pressure, type of gas).
- Ensure that the gas cylinder complies with the regulations in force in the country where it is being used.
- Appliances burning fuel use up the oxygen in the cabin and release combustion products into the boat. Ventilation is required when appliances are alight. Open the coachroof ports while you are cooking.
- Do not obstruct quick access to the elements of the gas installation (cylinder locker, shut-off valve).



Location of cock below cooker



Stove / Oven

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

WARNING

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

4.2 Checking the system

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

ATTENTION!

Do not use solutions containing ammonia.

DANGER!

Never use a flame to look for leaks.

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

Flexible hoses must be:

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

4.3. Changing the gas cylinder

DANGER!

- Close the cooker taps and the one located in front of the cooker.
- Do not smoke nor use an open flame while the gas cylinder is being replaced.



- The gas cylinder must always be stowed in the space provided

The gas cylinder is located in the port cockpit locker

5. INTERIOR FITTINGS

Internal woodwork in light-toned wood.

Side bulkheads in wood in saloon, and washable foam-backed covering in cabins.

All mattresses are approx. 10 cm thick

5.1. Companionway

Easy access from the cockpit (low coaming)

Companionway made of white laminate for easy maintenance

Perspex ® Sliding hatch

2-section entrance door, with vent

Removable front panel for access to engine

5.2. Saloon

Naturally lighted and well-ventilated thanks to:

- 1 opening deck hatch (450 x 320)

- 1 large panoramic fixed port

- 2 fixed coachroof ports

- 2 fixed hull ports

Saloon table with 2 flaps

2 halogen ceiling lights

Stainless Pillar beneath mast

Bar and storage space in the table base (fixed-keel version only)

L-shaped seat on the port side with storage space underneath

Straight seat on the starboard side making a settee with storage space underneath

Cubby-hole and cabinets on each side of the boat

Large storage unit to the front of the starboard seat

Handrails

5.4. Galley

Laminated worktop

Sink-top cutting board

Oven and 2-burner cooktop on gimbals with storage space below

16 L polyester ice box

Cubby-hole with sideboard

Stainless-steel sink on central cabinet with mixer tap (pressurized cold water)

Removable shelf between sink and worktop

Cabinets below sink

Handrail under side windows

1 halogen ceiling light

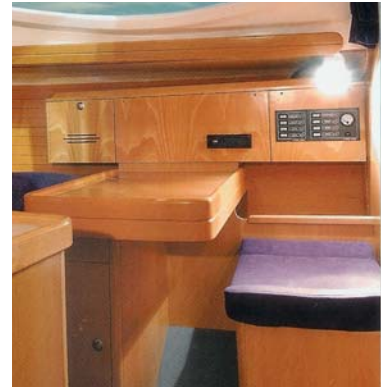
Ventilator built into side window above cooktop

Wastebasket

Silverware drawer

5.3. Chart table

Chart storage console with storage unit below
Instrument panel allowing recessed installation of instrumentation
Bookshelf and storage spaces
Main electrical panel
Navigator's seat with compartment underneath
Lighting from fixed coachroof port and halogen ceiling light



5.5. Forward cabin

Double berth with mattress 26x195x180 cm
Storage compartment and water tank under berth
Large wardrobe on starboard
Base unit on port side
Cubby-holes along the side
1 halogen ceiling light
2 swivelling spot lights
Door separating from saloon
Lighting and ventilation from deck hatch (470 x 470) equipped with a fan.



5.6. Aft cabin

Double berth with mattress 97x198x137 cm
Storage spaces and fuel tank under berth
Large wardrobe against the side
Side cubby-hole
Access to engine
Lighting and ventilation from opening ports on side of coachroof
1 halogen ceiling light
1 swivelling spot
Door separating from saloon



5.6. Head

One-piece polyester comprising:
- Wash-basin with pressurized cold water
- Shower
- Shower stall
- Marine toilet
- Cubby-hole unit on the side
- Handrail
- Mirror, toilet-paper holder
- Storage cupboards under wash-basin with access to seacocks
Lighting and ventilation from opening ports on side of coachroof
1 halogen ceiling light
Access door to aft sail locker
Door separating from saloon

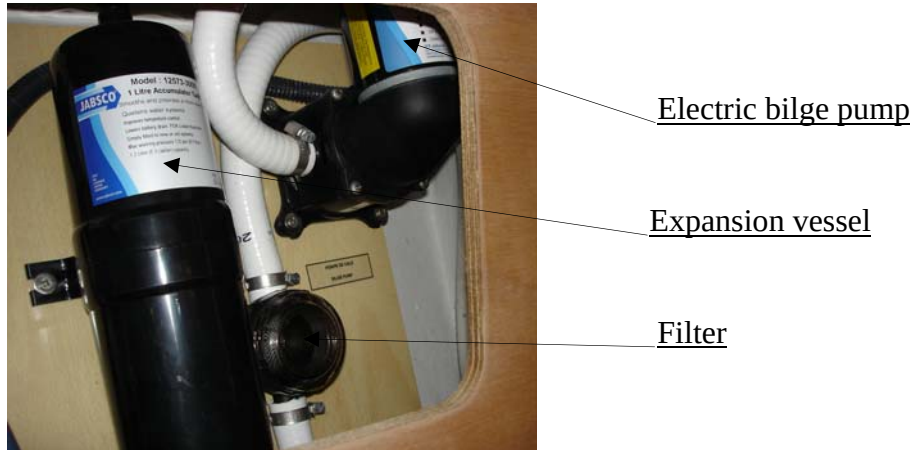


6. DRAIN & SANITATION SYSTEM

6.1. Specifications of the drain system

Pump type	Theoretical flow rate
Manual	45 L @ 45 strokes/minute
Central bilge well 12 V	30 L /minute @ 1 m

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



12 V electric bilge pump under straight starboard-side seat in saloon

WARNING!

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



Manual bilge pump in port side cockpit compartment

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

Never allow the pump to run if the tanks are empty. Fill them up.

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

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



Filter

12 V fresh-water pump

Expansion vessel



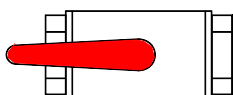
Hot water tank

6.2. Seacocks

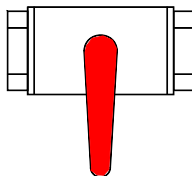
Seacocks are of the ¼-turn type:

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

Vanne ouverte



Vanne fermée



ATTENTION!

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



Seawater seacock for Toilet

Wash-basin drain seacock

Toilet drain seacock

6.4. Operation of the sea toilets

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

Change the toilet seals regularly

7. **FLOODING**

Boat flooding risks:

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

WARNING!

Cockpit locker lids must be fastened shut before putting to sea. This is particularly important for those lockers that represent a major flooding risk

8. **FIRE PROTECTION**

8.1. Installation

- Fire-extinguishers are subject to national regulations, and for this reason they are not supplied with your boat.
- We recommend you to equip your boat with fire extinguishers meeting the ISO 9094-1 standard, with the following specifications:
 - a) Minimum capacity per extinguisher: 5A/34B,
 - b) Minimum combined extinguisher capacity: 10A/68B,
 - c) 1 extinguisher within:
 - 1 m (for boats < 10 m) or 2 m (for boats > 10 m) of the cockpit
 - 2 m of the extinguisher opening for dowsing the engine,
 - d) 1 extinguisher within 2 m of the cooker,
 - e) 1 extinguisher within 5 m of the bunks.
 - f) CO₂ extinguishers may be placed in accommodation areas only where flammable liquids are present (e.g. galley) or where there is powered electrical equipment. There must not be more than one CO₂ extinguisher per area at risk, and its maximum capacity must not exceed 2 kg.

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



Engine compartment fire-extinguisher hose hole
Location between main companionway steps

8.2. Safety instructions

NOTE

It is the responsibility of the owner / skipper to:

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

Never:

- Obstruct gangways to emergency exits (deck hatches)
- Obstruct safety controls (gas valves, fuel valves, electrical switches).
- Obstruct fire extinguisher stowages.
- Leave the boat unattended with a cooker or heater alight.
- Use a gas lamp in the boat.
- Fill a fuel tank or change a gas cylinder while the engine is running, or the cooker or heater are on.
- Smoke while handling fuel or gas.
- Fit free-hanging curtains near the cooker or any other appliance with an open flame.
- Store flammable products in the engine compartment.
- Always keep the bilges clean and check that there is no fuel vapour or gas.

WARNING

- If a CO₂ extinguisher is fitted, the following information must be displayed close to its location:
“This extinguisher contains CO₂ – to be used for electrical or galley fires only. To avoid suffocation after discharging, leave the area immediately. Ventilate before re-entering.”
- Do not open the engine compartment immediately after putting out a fire, to avoid the release of toxic smoke or spraying of burning materials (oil, water).

CHECK LIST

STARTING THE ENGINE

- ☐ Open engine inlet sea-cock
- ☐ Open fuel valve
- ☐ Check engine oil level
- ☐ Check coolant level
- ☐ Check battery level
- ☐ Throttle lever and clutch into neutral
- ☐ Turn on ignition
- ☐ Start
- ☐ Check water output
- ☐ Warning and indicator lights go out
- ☐ Leave engine to warm up at idling speed for 5 to 6 minutes
- ☐ Check for leaks on all the cooling, fuel, oil and exhaust systems

In case of any doubt or problem, consult the Owner's Manual, the instruction books, the drawings, or your agent.

STOPPING ENGINE:

- ☐ Leave engine idling for 5 minutes
- ☐ Pull the Arrêt/Stop decompressor knob
- ☐ Turn off the ignition
- ☐ Close the various valves and sea-cocks.

In case of any doubt or problem, consult the Owner's Manual, the instruction books, the drawings, or your agent.

FILLING FUEL TANKS:

- ☐ Fire-extinguisher nearby
- ☐ Engine stopped
- ☐ Electrical equipment turned off
- ☐ Deck hatches and portholes closed
- ☐ To allow room for the fuel to expand, do not fill the tanks completely

In case of any doubt or problem, consult the Owner's Manual, the instruction books, the drawings, or your agent.

BEFORE LEAVING PORT

- ☐ Weather forecast
- ☐ Refueling
- ☐ Sailing apparel
- ☐ Mandatory documents and equipment aboard and in working order
- ☐ Safety equipment (life-jackets, harnesses, fire-extinguishers, distress flares, emergency tiller)
- ☐ Safety instructions given to crew, including pointing out the location of equipment
- ☐ Bilge pumps in working order
- ☐ Navigation lights in working order
- ☐ Fuel tanks filled
- ☐ Water tank filled
- ☐ Check all systems for leaks
- ☐ Check coolant level
- ☐ Check proper rudder operation
- ☐ Diesel filters clean and in good working order
- ☐ Engine oil levels
- ☐ Battery levels
- ☐ Rigging in good order (shroud tension)
- ☐ Deck equipment in working order (pulleys, winches, ropes, furler, cranks, jam-cleats)
- ☐ Sails in good order (stitching, bolt ropes, lugs)
- ☐ Close ports and deck hatches

In case of any doubt or problem, consult the Owner's Manual, the instruction books, the drawings, or your agent.

RETURNING TO PORT:

- ☐ Boat correctly moored and fendered
- ☐ Sails dried and stowed
- ☐ Safety equipment dried and stowed
- ☐ Rinse boat off with fresh water
- ☐ Dress the halyards so they won't slat
- ☐ Stow the various ropes
- ☐ No fuel system leaks
- ☐ No sanitation or drainage system leaks
- ☐ Seacocks closed
- ☐ Fridge left open
- ☐ Electrical circuit isolated

In case of any doubt or problem, consult the Owner's Manual, the instruction books, the drawings, or your agent.

9. ENGINE

Regular maintenance must be carried out in accordance with the engine manufacturer's recommendations.

Read carefully the engine operating instructions that come with the boat. Do not hesitate to consult your agent or a qualified professional.

In particular, follow the instructions for wintering.

In the absence of other instructions, proceed as follows:

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

Sea-water strainer

Engine water intake seacock



NOTE

- Do not use sail and engine if the heel angle is more than 10°
- Any engine change must respect the capacities of the boat and be performed by an engineer specializing in marine mechanics.

9.1. Launching the boat / settings

NOTE

- After first launching and tensioning of rigging, check the alignment of the propeller shaft or the sail-drive flange ring.
- Ensure that the cooling circuit water intake seacock is open, and that water is coming out of the engine exhaust.
- Boats fitted with rotating seal stern gland: bleed the air from the gland after each launch.

On subsequent launches, a brief check of propeller fixing can be made. Incorrect operation of the folding propeller will lead to vibration

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

9.2. Exhaust gas emission

DANGER!

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

Exhaust silencer

Ventilation duct

Fuel filter



Location of equipment room

9.3. Safety

DANGER!

- In order to avoid all risk of serious injury from the propeller, the engine must not be started when there are people swimming near the boat.
- Whenever possible, the engine must be stopped for any engine maintenance or checking operations. If not, special attention must be paid to moving parts (prop shaft, belts, etc.) in order to avoid any risk of injury.

10. FUEL INSTALLATION

Flexible fuel pipes must be:

- Replaced by pipes bearing the same markings,
- Replaced in the event of damage.
- Fuel tank satisfies EC standards (ISO 10088)

ATTENTION!

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

Never:

- Store flammable materials in unventilated spaces.
- Smoke while filling tanks.
- Obstruct ventilation openings (vents, engine ventilation grilles).
- Modify the installation, unless this is carried out by a technician qualified in this field.

11. STEERING SYSTEM (ISO 12215-8 standards)

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

Emergency tiller

The FEELING 32 is fitted with a wheel helm and 2 rudders, with a mechanical transmission system. The links to the rudder stock are via a crank arm and a transmission bar.

Periodic checks to be made:

- Check the play in the various components (rudder/bearings, tightness of all fastenings).

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

Leather sheathing on steering wheel with compass, engine controls and polyester cockpit table as an option.

12. Sailing

WARNING

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

The state of the sea, currents, the strength of the wind

Traffic.

Manoeuvres in port.

Passing through mooring areas.

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

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

- Respect speed limit zones

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

}WARNING

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

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

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

Never:

Lift heavy weights using the boom.

13. Lightning protection

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

13.1. Maintenance

If the vessel has been hit by lightning:

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

13.2. Protection of persons during a storm

WARNING

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

14. ENVIRONMENTAL PROTECTION & SAFETY

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

ATTENTION!

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

15. SAFETY FACILITIES

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

In France, pleasure craft bearing the CE mark must carry the stipulated safety equipment for the yachtman's chosen sailing category, within the following limits:

Design category	Possible sailing categories
A	1.2.3.4.5.6
B	2.3.4.5.6
C	4.5.6
D	6

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

16. Handling, transporting, haulout

When craning, take care that slings are correctly positioned and do not foul the propeller, prop shaft or fragile transducers.

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

Avoid allowing slings to foul the life-lines. During haul-out and transport, the keel must be in "shallow draft" position, resting on the keel-block provided for it, and supporting the majority of the boat's weight.

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

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

17. Guarantee and transfer of ownership

For the period stipulated by law, we guarantee against all latent defects which would render our products unseaworthy. Any modification to the products, in particular the addition of parts other than original parts, invalidates the guarantee.

This guarantee enables the purchaser to obtain repair or replacement of a part acknowledged as defective, as long as the user has carried out the normal and appropriate maintenance required. Our guarantee does not cover transport or handling costs, nor any other losses, in particular relating to immobilization of the boat.

Statutory guarantee

The boatbuilder is required to make the statutory guarantee defined in Articles 7 & 8 of Law no. 6765 of 3/1/67 covering boats, expressed thus:

Article 7: The boatbuilder is responsible for latent defects in the boat, even if the customer has accepted it without reservation.

Article 8: Action under guarantee against the boatbuilder is limited to a period of one year. With regard to hidden defects, this time only starts to run from the time it is discovered.

Contractual guarantee

Without prejudice to the legal guarantees, the owner, whether this is the company.....

or..... benefits on a personal basis from a one-year guarantee, with effect from the date of final acceptance of the boat, against, among others, any defect in construction or materials.

The guarantee covers the whole of the boat, and materials and equipment fitted aboard the boat by the boatbuilder, its suppliers and subcontractors, where such have been invoiced by the boatbuilder. The guarantee covers both parts and labor.

It is limited to the repair or replacement of parts or equipment acknowledged as being defective for use, without the builder's being liable for the expenses or consequences of such defect.

The guarantee is withdrawn and the builder released from its liability if:

The equipment has been converted, modified or repaired other than by the boatbuilder, without the builder's prior consent.

A- The use is not in accordance with the technical specifications,

B- The damage is the result of a sea risk, negligence, or poor maintenance.

The purchaser can only benefit from the guarantee if he notifies the builder by Registered Mail with Advice of Delivery, within one month of discovering the defect.

Disputes

Before taking any legal action, the builder and the purchaser undertake to seek an amicable solution through the mediation of a person chosen by mutual agreement between the two parties. This person must give their opinion within one month

Assignment of jurisdiction

Any litigation arising in the matter of the interpretation or application of this contract will come exclusively under the competence of the courts of the headquarters of the builder, under French law, even in the event of third party claims or multiple defendants.



TRANSFER OF OWNERSHIP CERTIFICATE
TRANSFER OF OWNERSHIP

The boat model:

Hull no.:

From Mr: Address:

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

Date of Purchase:

BEING SOLD TO:

Mr: Address:

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

Date of Purchase:

Signed at date

Seller..... Buyer

ALLIAURA MARINE -- Date:

Return the copy within 15 days of completing the transaction to
ALLIAURA MARINE - Bd de l'île Vertime B.P. 80231 – 85106 LES SABLES-D'OLONNE CEDEX – FRANCE

charte pour la mer et les rivières

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

Pour protéger ce milieu,

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

Décembre 1999





Au service des plaisanciers et des professionnels de la mer

Les sauveteurs en mer veillent...

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

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

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

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

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

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



ENTRE MARINS...



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

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

LES SAUVETEURS EN MER (S.N.S.M.)

Siège social: 31, cité d'Antin 75009 PARIS

Tel: 01 56 02 64 64 - Fax: 01 56 02 64 63 - E-mail: www.snsn.com.fr



Je soutiens la SNSM et j'adhère !

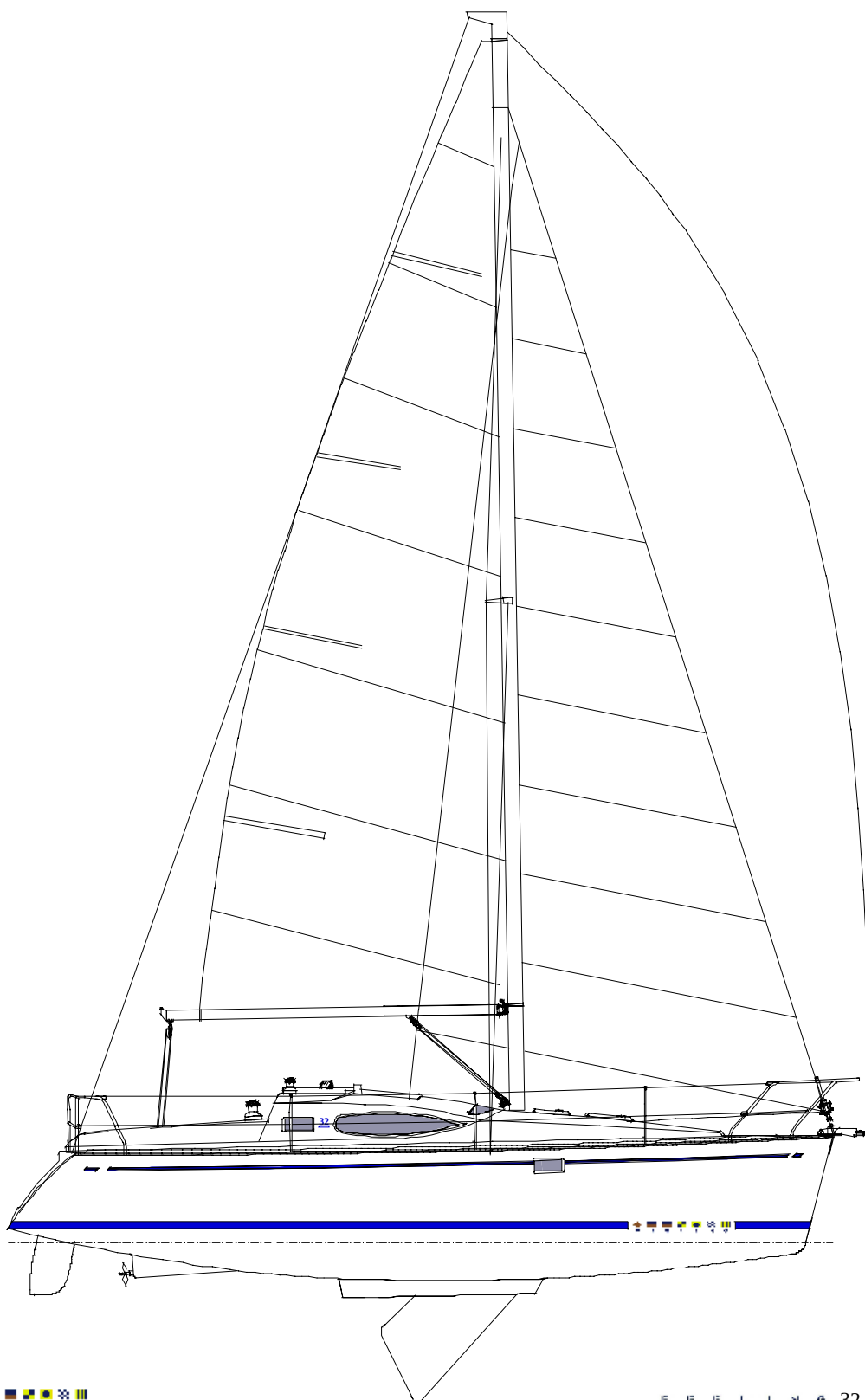
Je joins un chèque de: ☐ 130 FF min (20 €) - ☐ 300 FF (45 €) (donateur) - ☐ 2500 FF (380 €) (bienfaiteur)

Un reçu de déductibilité fiscale me sera adressé avec la carte et l'autocollant de membre

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

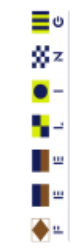
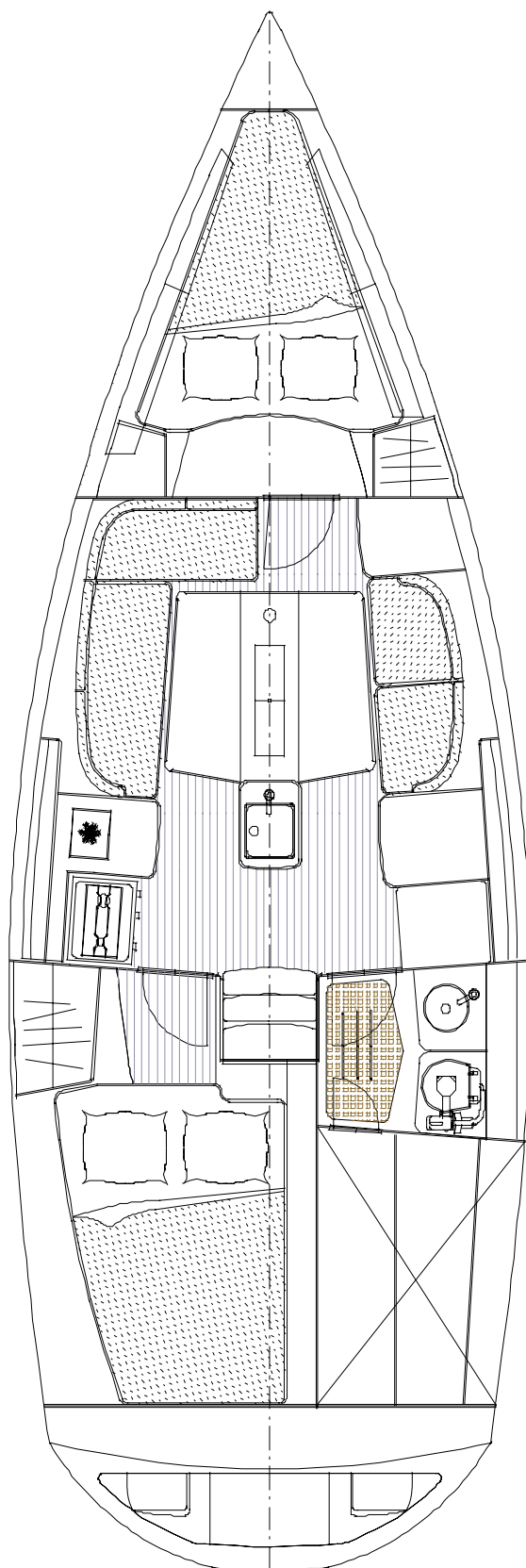
DRAWINGS

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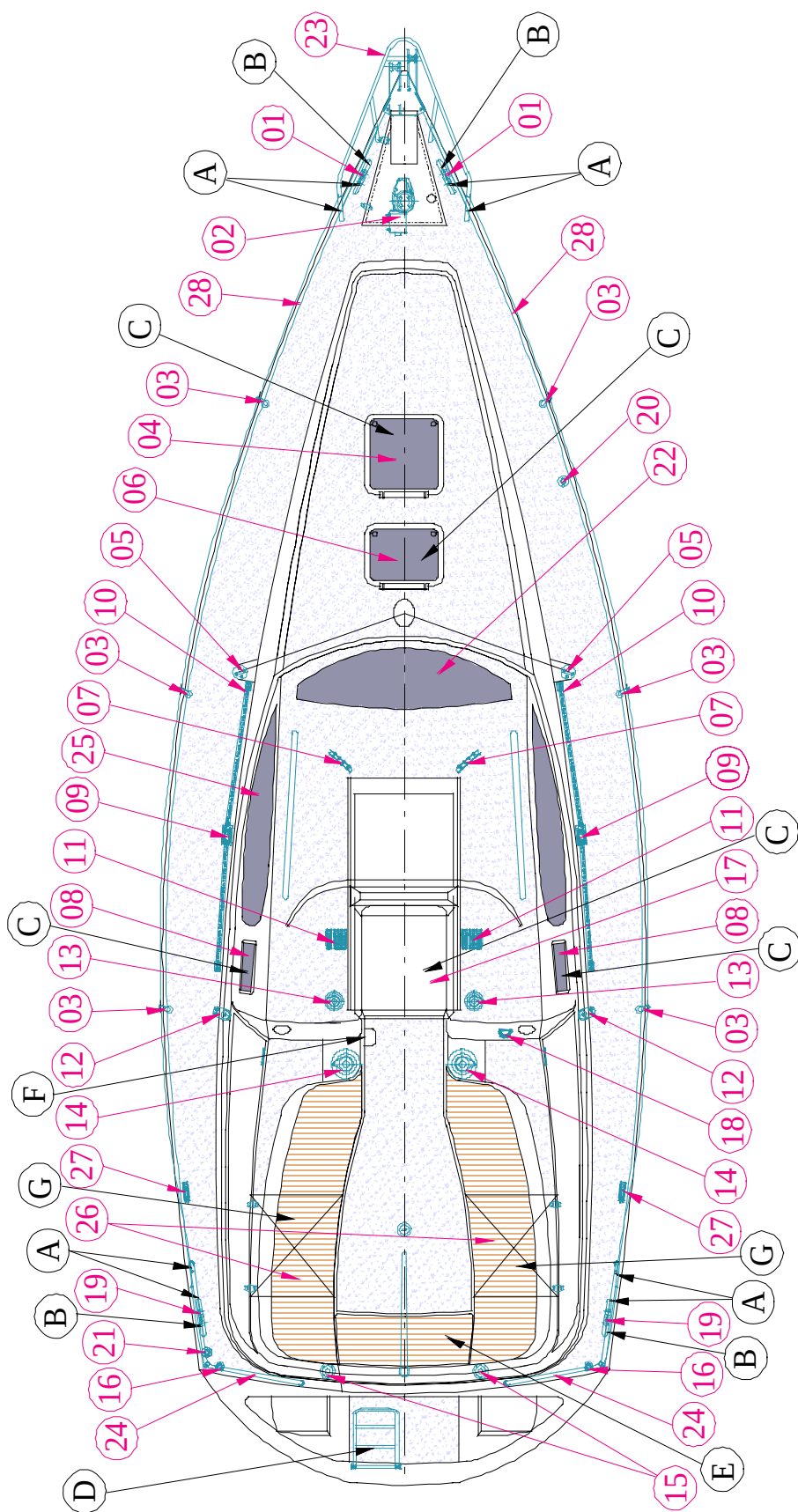


FEELING 32 01

 PRESENTATION	 PRESENTATION																																								
<u>Plan de présentation</u> Fig A : version quillard Fig B : version dériveur intégral <table> <tr><td>Longueur hors tout</td><td>9,95 m</td></tr> <tr><td>Lg de coque</td><td>9,68 m</td></tr> <tr><td>Lg flottaison</td><td>8,70 m</td></tr> <tr><td>Bau maximum</td><td>3,42 m</td></tr> <tr><td>Tirant d' eau quillard</td><td>1,65 m</td></tr> <tr><td>Tirant d' eau dériveur</td><td>0,65 / 1,90 m</td></tr> <tr><td>Poids à vide quillard</td><td>4100 kg</td></tr> <tr><td>Poids à vide dériveur</td><td>4450 kg</td></tr> <tr><td>Poids du lest fonte quillard</td><td>1275 kg</td></tr> <tr><td>Poids du lest dériveur</td><td>1550 kg</td></tr> </table> Index 1 : Plan de présentation Index 2 : Plan d'aménagement Index 3 : Plan d'accastillage Index 4 : Plan de voilure Index 5 : Plan de manœuvre Index 6 : Circuit de charge Index 7 : Tableau électrique 12 V Index 8 : Moyens de sauvetage Index 9 : Implantation 12 V Index 10 : Implantation 220 V Index 11 : Système de gouvernail Index 12 : Circuit gaz Index 13 : Evacuation et extincteurs Index 14 : Circuit d'eau douce Index 15 : Circuit d'assèchement Index 16 : Evacuation et vannes Index 17 : Implantation moteur Index 18 : Circuit gasoil Index 19 : Eaux grises et noires Index 20 : Holding tank Index 21 : Plan de grutage Index 22 : Plan de dérive	Longueur hors tout	9,95 m	Lg de coque	9,68 m	Lg flottaison	8,70 m	Bau maximum	3,42 m	Tirant d' eau quillard	1,65 m	Tirant d' eau dériveur	0,65 / 1,90 m	Poids à vide quillard	4100 kg	Poids à vide dériveur	4450 kg	Poids du lest fonte quillard	1275 kg	Poids du lest dériveur	1550 kg	<u>Presentation plan</u> Fig A: Fixed-keel version Fig B: Lift-keel version <table> <tr><td>LOA</td><td>9.95 m</td></tr> <tr><td>Hull length:</td><td>9.68 m</td></tr> <tr><td>LWL</td><td>8.70 m</td></tr> <tr><td>Maximum beam</td><td>3.42 m</td></tr> <tr><td>Fixed-keel Draught</td><td>1.65 m</td></tr> <tr><td>Lift-keel Draught</td><td>0.65 / 1.90 m</td></tr> <tr><td>Fixed-keel displacement</td><td>4,100 kg</td></tr> <tr><td>Lift-keel displacement</td><td>4450 kg</td></tr> <tr><td>Fixed-keel ballast weight</td><td>1,275 kg</td></tr> <tr><td>Lift-keel ballast weight</td><td>1,550 kg</td></tr> </table> Figure 1: Presentation plan Figure 2: Accommodation layout Figure 3: Deck fittings plan Figure 4: Sail plan Figure 5: Manoeuvring plan Figure 6: Charging system Figure 7: 12 V control panel Figure 8: Rescue facilities Figure 9: 12 V electrical installation Figure 10: 220 V electrical installation Figure 11: Steering system Figure 12: Gas system Figure 13: Abandoning ship & fire-extinguishers Figure 14: Fresh-water system Figure 15: Drainage system Figure 16: Seacocks & skin fittings Figure 17: Engine installation Figure 18: Fuel system Figure 19: Sewage & waste water system Figure 20: Holding tank Figure 21: Lifting diagram Figure 22: Lift-keel diagram	LOA	9.95 m	Hull length:	9.68 m	LWL	8.70 m	Maximum beam	3.42 m	Fixed-keel Draught	1.65 m	Lift-keel Draught	0.65 / 1.90 m	Fixed-keel displacement	4,100 kg	Lift-keel displacement	4450 kg	Fixed-keel ballast weight	1,275 kg	Lift-keel ballast weight	1,550 kg
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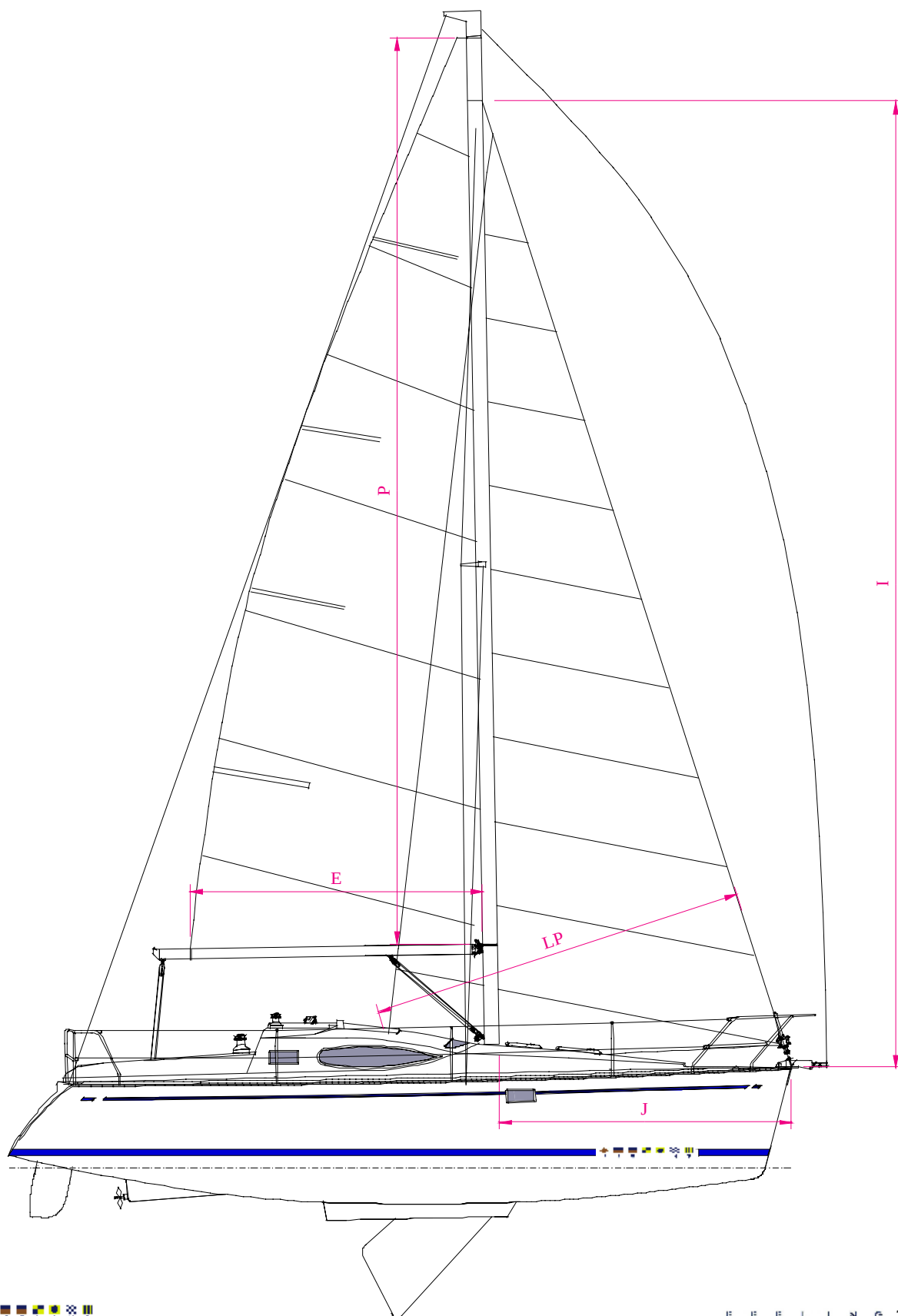


 AMENAGEMENT		 ACCOMMODATIONS	
	<i>Désignation</i>		<i>Description</i>
	1 cabine avant propriétaire 1 cabine double à bâbord arrière 1 cabinet de toilette à tribord		1 forward owner's cabin 1 double cabin (aft portside) 1 starboard head



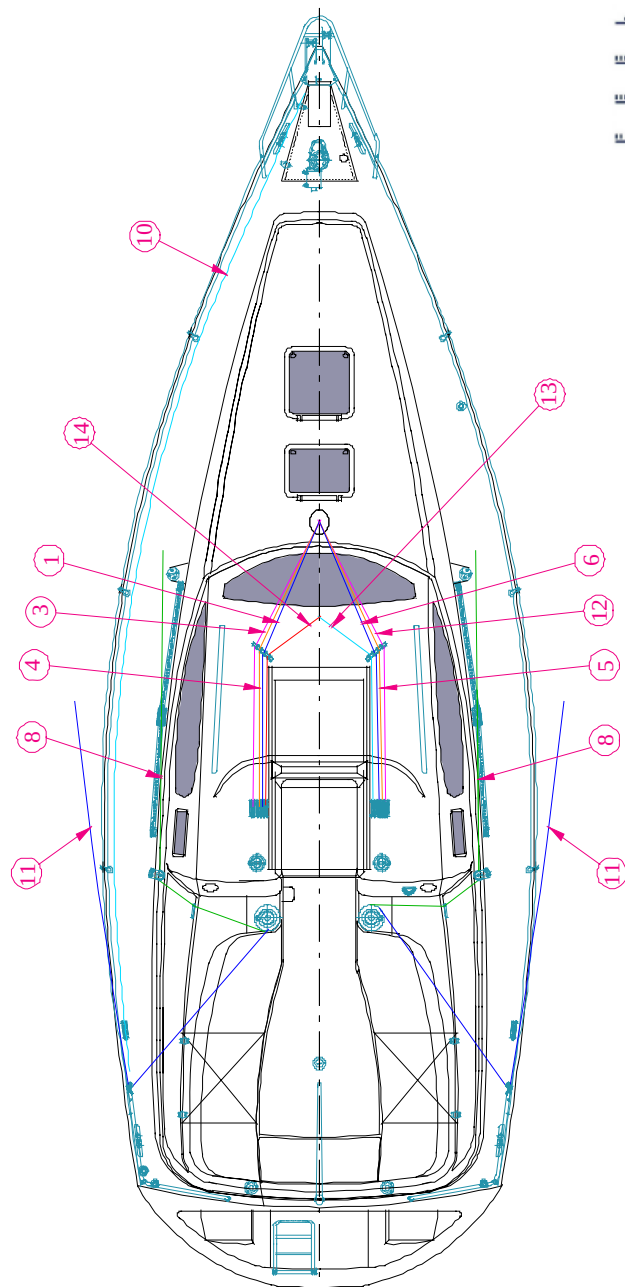
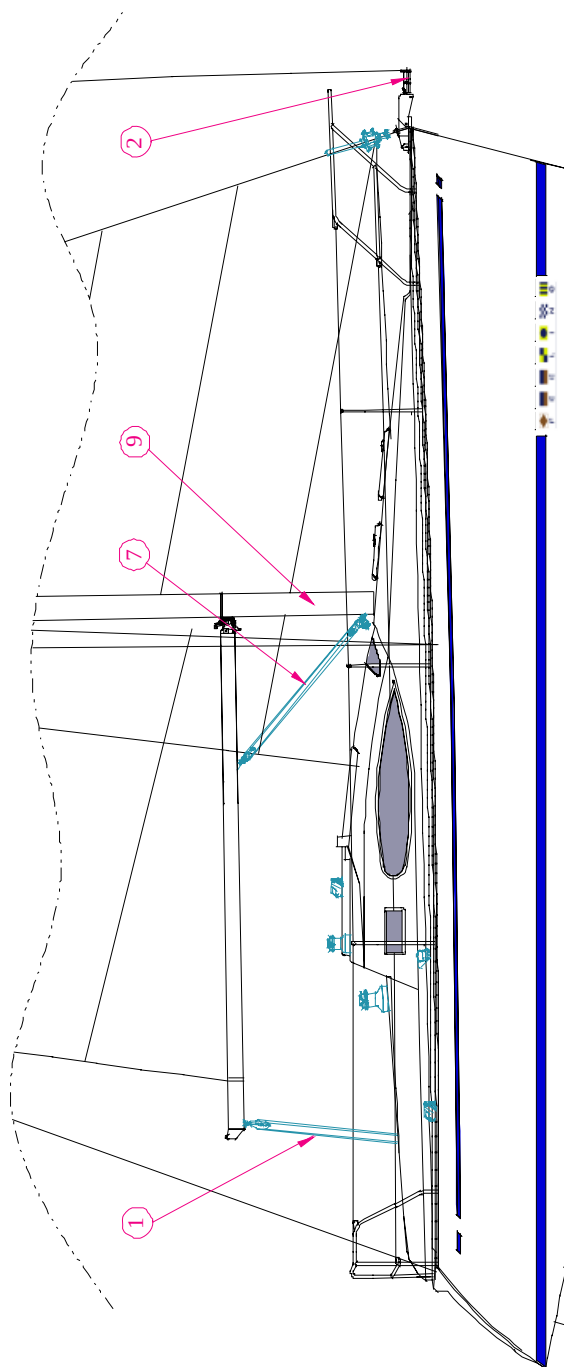


 ACCASTILLAGE		 FITTINGS	
Rep.	Désignation	Label	Description
1	Taquet d'amarrage avant	1	Lanyard bow cleat
2	Guindeau électrique	2	Electric windlass
3	Chandelier Inox	3	Stainless-steel rail stanchion
4	Panneau avant 470x470	4	Forward hatch 470 x 470
5	Cadène hauban	5	Chain plate
6	Panneau avant 450x320	6	Forward hatch 450x320
7	Boîte à réas x4	7	Deck organizer x4
8	Hublot ouvrant	8	Opening port
9	Rail Génois + roller	9	Genoa track + roller
10	Butée de rail	10	Track stop
11	Bloqueurs x3 (x4 en version D.I.)	11	Ratchets x3 (x4 on lift-keel models)
12	Poulie plat pont	12	Flat deck pulley
13	Winch 16 ST	13	Winch 16 ST
14	Winch 40 ST	14	Winch 40 ST
15	Pallier	15	Bearing
16	Cadène de pataras	16	Preventer stay chain plate
17	Panneau coulissant	17	Sliding hatch
18	Compas	18	Compass
19	Taquet d'amarrage arrière	19	Stern mooring cleat
20	Nable de remplissage d'eau	20	Water filler deck plate
21	Nable de remplissage fuel	21	Fuel filler deck plate
22	Vitrage avant plexi	22	Front window (plexi)
23	Balcon avant	23	Bow rail
24	Balcon arrière	24	Stern rail
25	Vitrages latéraux plexi	25	Side windows (plexi)
26	Coffre arrière	26	Stern casing
27	Bloqueurs de bosse d'enrouleur	27	Furling outhaul ratchets
28	Rail de fargue alu	28	Aluminium fiddle track
A	Point d'accrochage lignes de vie	A	Life-line anchor point
B	Point de remorquage (bâbord & tribord)	B	Towing point (port & starboard)
C	Hublots et capots impérativement fermés en navigation	C	Hatches and ports that must be closed when at sea
D	"Homme à la mer" : échelle de remontée à bord	D	"Man overboard": reboarding ladder
E	Emplacement stockage radeau	E	Stowage area for life-raft
F	Point d'accrochage des harnais	F	Anchor point for safety harness
G	Coffre impérativement fermés en navigation	G	Compartment that must remain closed when at sea



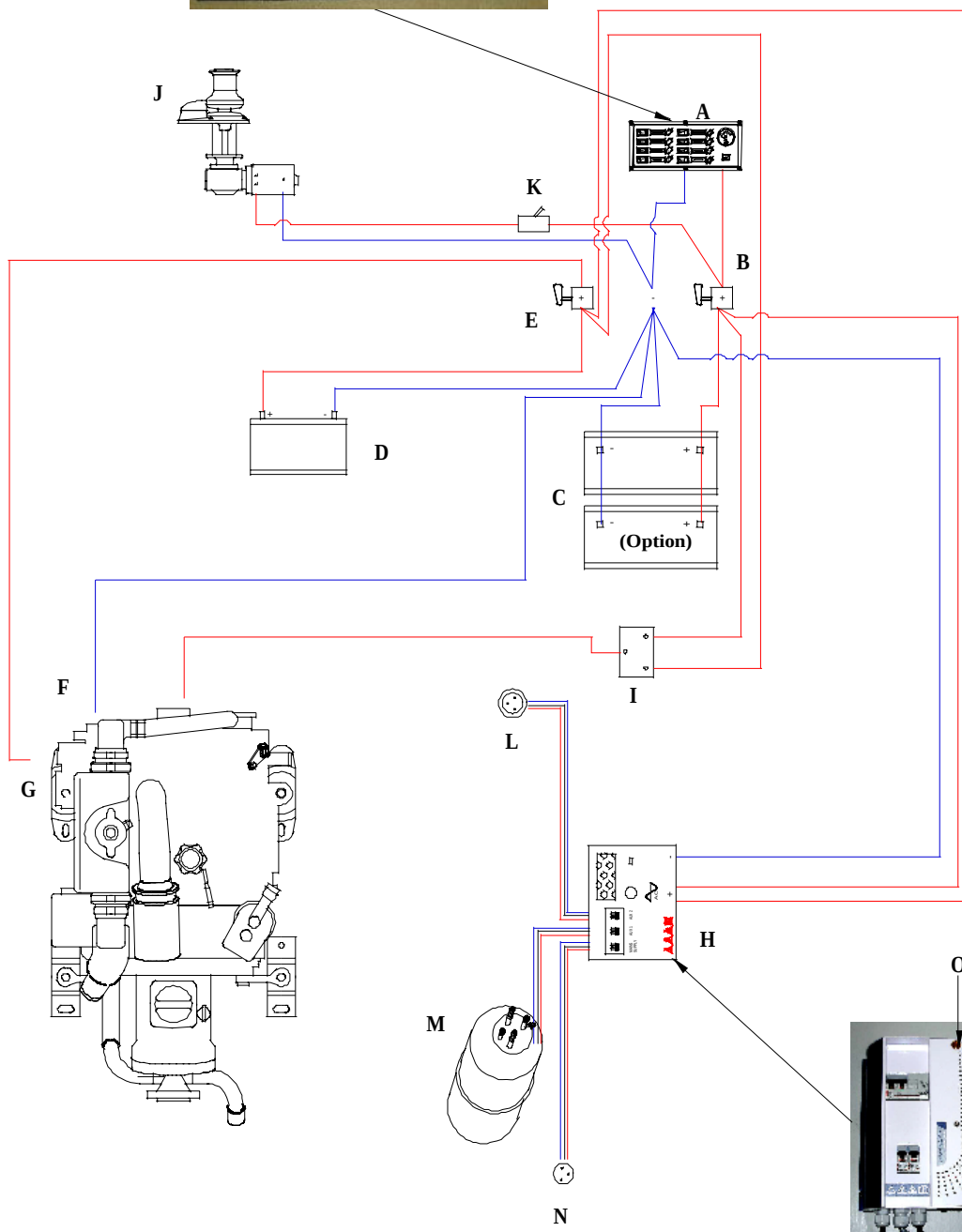
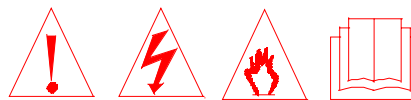


 VOILURE		 SAIL PLAN	
I	11,80 m	I	11.80 m
J	3,62 m	J	3.62 m
P	10,85 m	P	10.85 m
E	3,6 m	E	3.6 m
LP	4,66 m	LP	4.66 m
Surface G.V,	24,50 m ²	Mainsail area	24.50 m ²
Surface Génois (135%)	27,50 m ²	Genoa area (135%)	27.50 m ²
Surface Spi asymétrique	70,00 m ²	Asymmetric spinnaker area	70.00 m ²



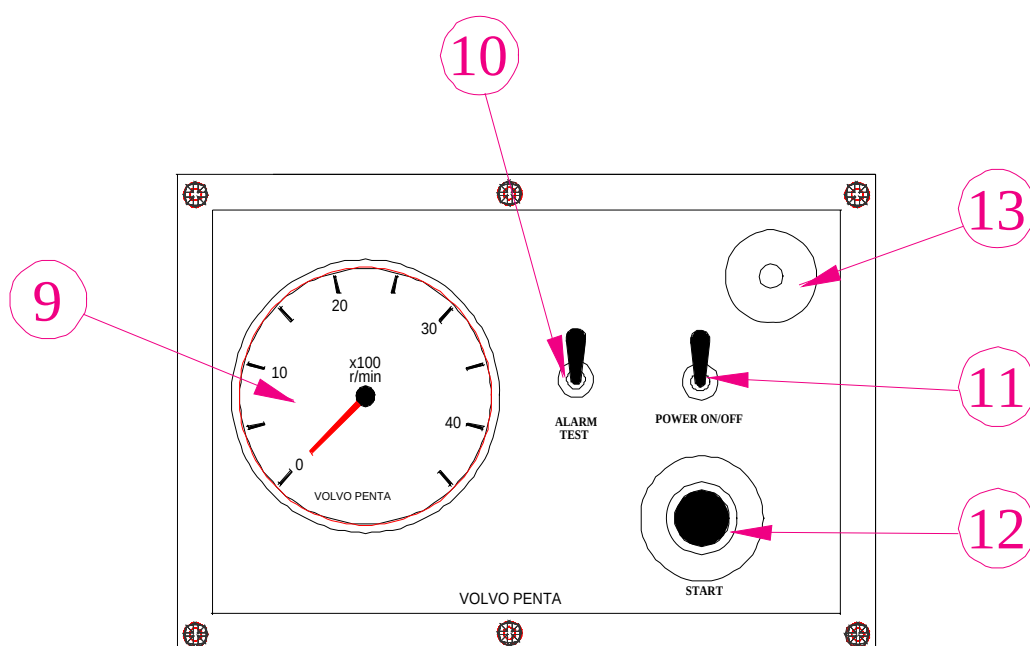
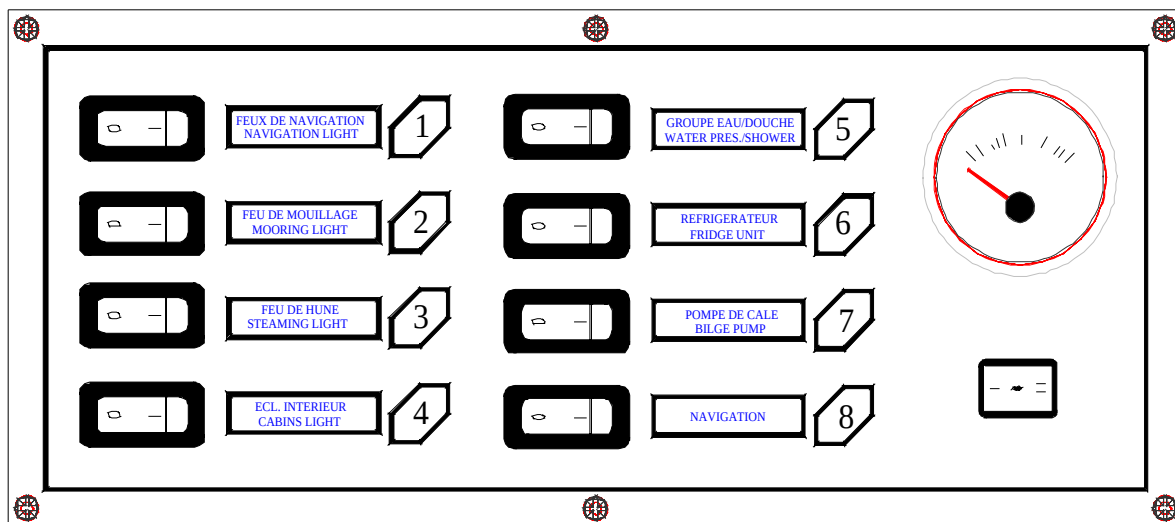


 CIRCUIT DE DRISSES ET D'ECOUTES		 RUNNING RIGGING	
Rep.	Désignation mâât classique	Label	Description standard mast
	<u>version quillard</u>		<u>Fixed-keel version</u>
1	Ecoute de G.V	1	Mainsail sheet
2	Pt d'amure	2	Tack line point
3	Drise de G.V	3	Mainsail halyard
4	Bosse de Ris 1	4	Reef line 1
5	Bosse de Ris 2	5	Reef line 2
6	Bosse de bordure	6	Outhaul
7	Hale- bas	7	Topping lift
8	Ecoute de Génois	8	Genoa sheet
9	Drise de Génois	9	Genoa halyard
10	Bosse d'enrouleur de Génois	10	Genoa furling line
11	Ecoute de spi *	11	Spinnaker sheet *
12	Drise de spi *	12	Spinnaker halyard *
	<u>version dériveur intégral</u>		<u>Lift-keel version</u>
13	Descente de dérive	13	Lowering Lift-keel
14	Relevage de dérive	14	Raising Lift-keel
	<i>*Option</i>		<i>* Optional</i>





 CIRCUIT DE CHARGE		 CHARGING SYSTEM	
Rep.	Désignation	Label	Description
A	Tableau services 12V CC	A	12V DC electrical panel
B	Coupe-batteries services	B	Auxiliary battery isolator
C	Batterie service (65 A) (+ 1 en option)	C	Auxiliary battery (65 A) (+ 1 optional)
D	Batterie Moteur (65 A)	D	Engine battery (65 A)
E	Coupe-batteries moteur	E	Engine battery isolator
F	Alternateur 115A	F	Alternator 115A
G	Démarrreur	G	Starter motor
H	Chargeur 220VAC/ tableau 220V AC	H	220VAC charger / 220VAC panel
I	Répartiteur	I	Splitter
J	Guindeau	J	Windlass
K	Fusible guindeau	K	Winch fuse
L	Prise de quai 220 V AC	L	220 VAC Shore supply connection
M	Chauffe eau	M	Water-heater
N	Prise de courant 220 V	N	220 V outlet
O	Voyant de mise sous tension	O	Power-on indicator light



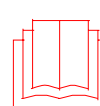
Attention



Risque de choc
électrique



Risque d' incendie

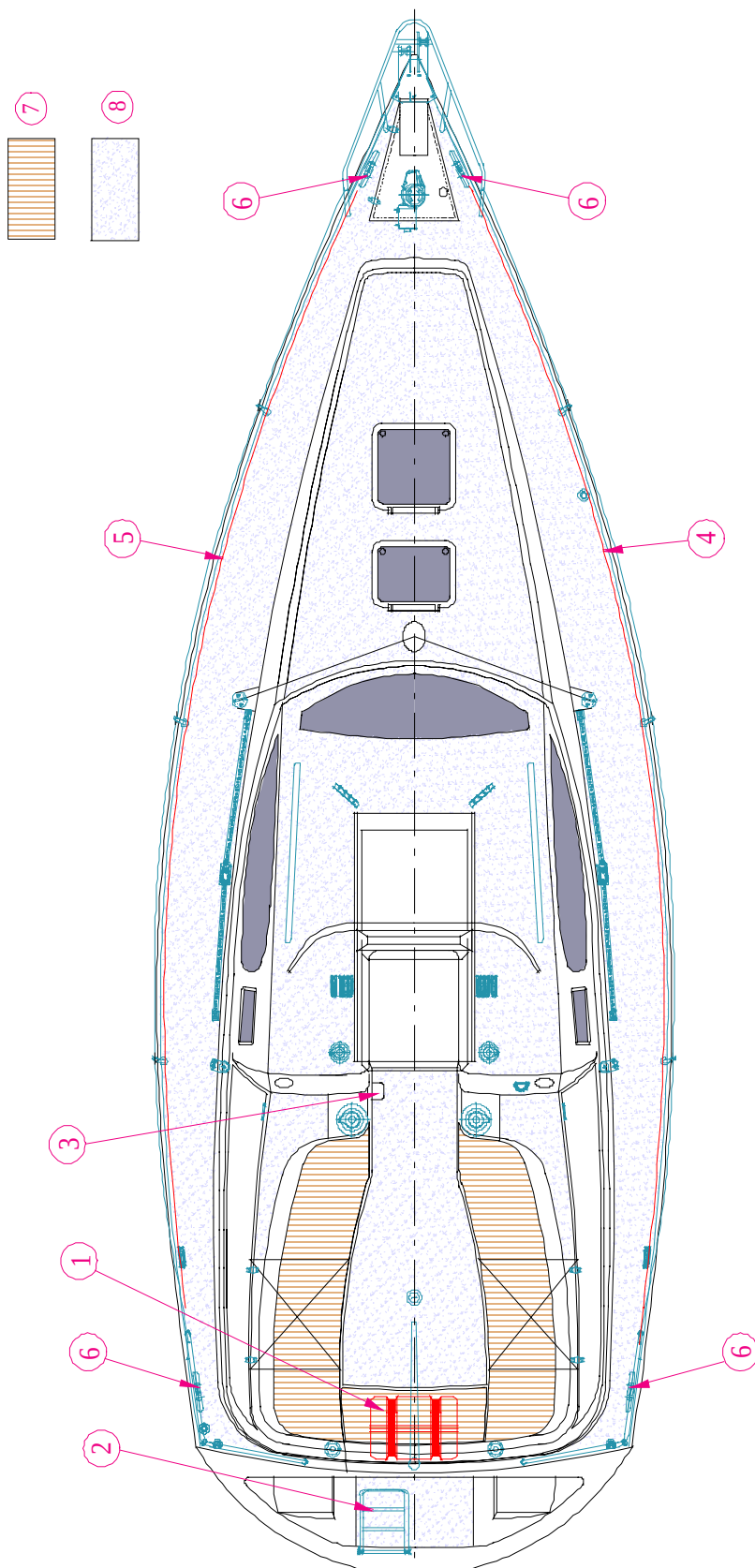


Consulter le manuel
du propriétaire

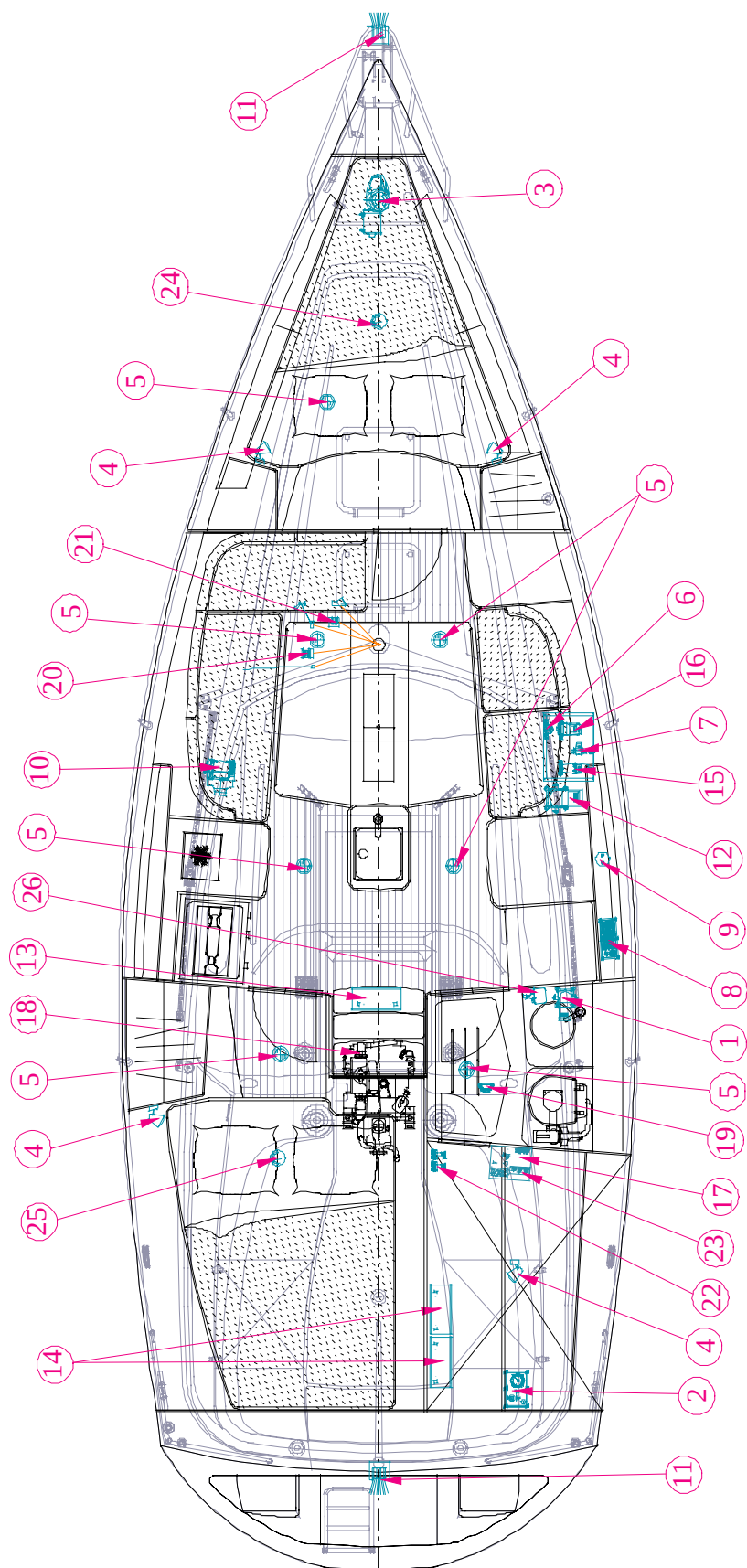


FEELING 32 07

 TABLEAU ELECTRIQUE 12V			 12V ELECTRICAL PANEL		
Rep.	Désignation	Protection	Label	Description	Protection
	Tableau général			General panel	
1	Feux de navigation	10A	1	Navigation lights	10A
2	Feu de mouillage	10A	2	Mooring light	10A
3	Feu de hune	6A	3	Steaming light	6A
4	Eclairage intérieur	6A	4	Cabins lights	6A
5	Groupe d'eau	10A	5	Water pump unit	10A
6	Réfrigérateur	10A	6	Refrigerator	10A
7	Pompe de cale	10A	7	Bilge pump	10A
8	Navigation	10A	8	Sailing	10A
	Tableau moteur			Engine distribution panel	
9	Compte-tours		9	Tachometer	
10	Alarme test		10	Test Alarm	
11	Marche / Arrêt		11	Start/Stop	
12	Démarrreur		12	Starter motor	
13	Buser		13	Alarm	



 MOYENS DE SAUVETAGE		 LIFE-SAVING FACILITIES	
<i>Rep.</i>	<i>Désignation</i>	<i>Label</i>	<i>Description</i>
1	1 Radeau de survie	1	1 Life-raft
2	1 Echelle repliable dans tableau arrière (récupération d'homme à la mer)	2	1 folding ladder in transom (for "Man overboard" recovery)
3	Cadène pour harnais	3	Harness chain plate
4	Ligne de vie de pont Td*	4	1 life-line on starboard deck *
5	Ligne de vie de pont Bd*	5	1 life-line on port deck *
6	Taquets de remorquage	6	Towing cleats
Zone pont de travail 		Working deck 	
7	Zone teck 	7	Teak area 
8	Zone antidérapant	8	Non-slip area
*Option		* Optional	

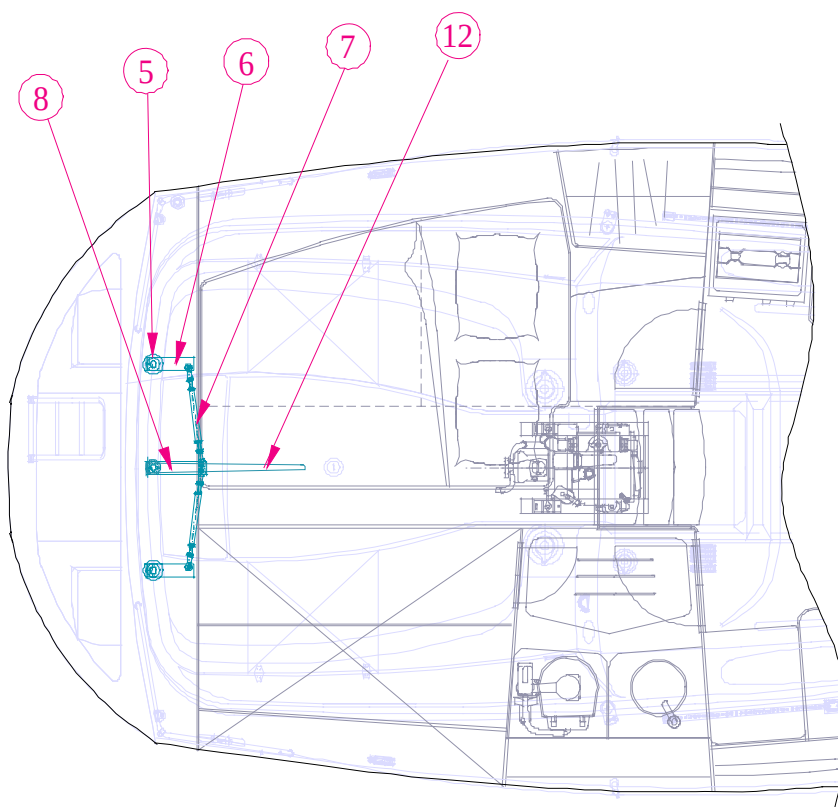
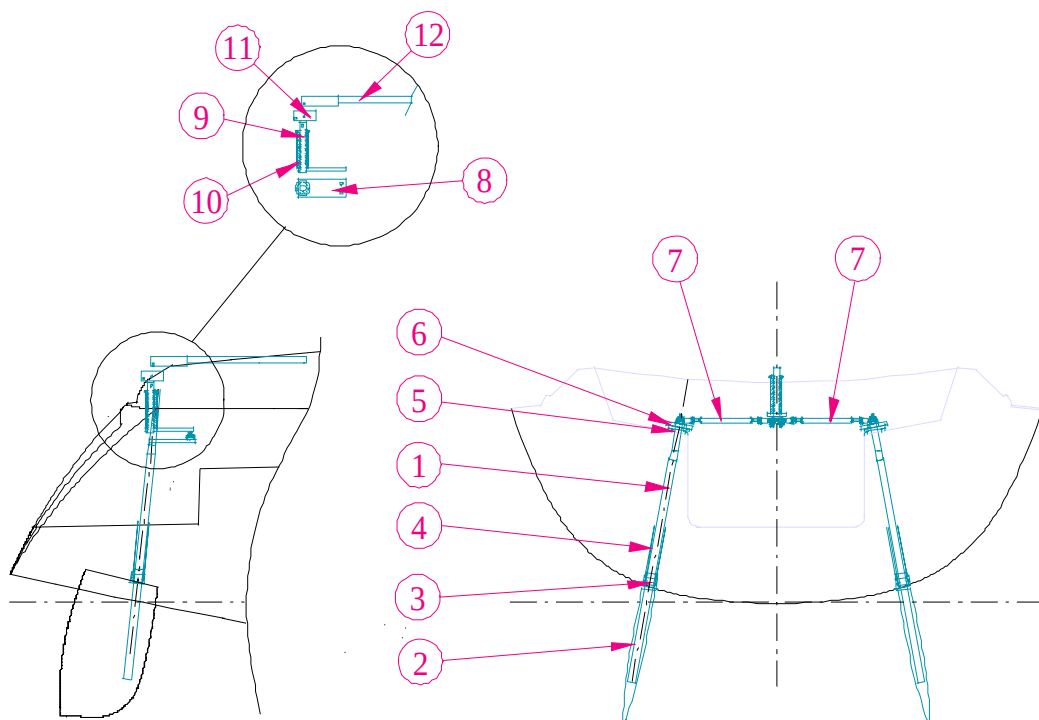


 IMPLANTATION ELECTRIQUE 12 V CC		 12 V DC ELECTRICAL INSTALLATION	
Rep.	Désignation	Label	Description
1	Pompe vidange de douche	1	Shower pump
2	Tableau moteur	2	Engine distribution panel
3	Guindeau	3	Windlass
4	Spot orientable	4	Swivelling spot
5	Plafonnier	5	Bulkhead light
6	Débitmètre	6	Flow-meter
7	Filtre	7	Filter
8	Tableau électrique 12 V	8	12 V control panel
9	Prise 12 V	9	12 V outlet
10	Groupe froid	10	Refrigeration unit
11	Feux de navigation	11	Navigation lights
12	Pompe de cale	12	Bilge pump
13	Batterie moteur 65 Ah	13	65 Ah engine battery
14	Batterie servitude 65 Ah (+ 1 en option)	14	Auxiliary battery 65 Ah (+ 1 as an option)
15	Vase expansion	15	Expansion vessel
16	Pompe groupe d'eau	16	Fresh water pump
17	Chargeur de batteries	17	Battery charger
18	Alternateur 115 Ah	18	Alternator 115 Ah
19	Compas	19	Compass
20	Feu de hune	20	Steaming light
21	Feu mouillage	21	Mooring light
22	Coupes batteries	22	Battery isolators
23	Tableau électrique 220 V	23	220 V control panel
24	Jauge à eau	24	Water level gauge
25	Jauge gasoil	25	Fuel gauge
26	Interrupteur pompe de douche	26	Shower drain pump switch



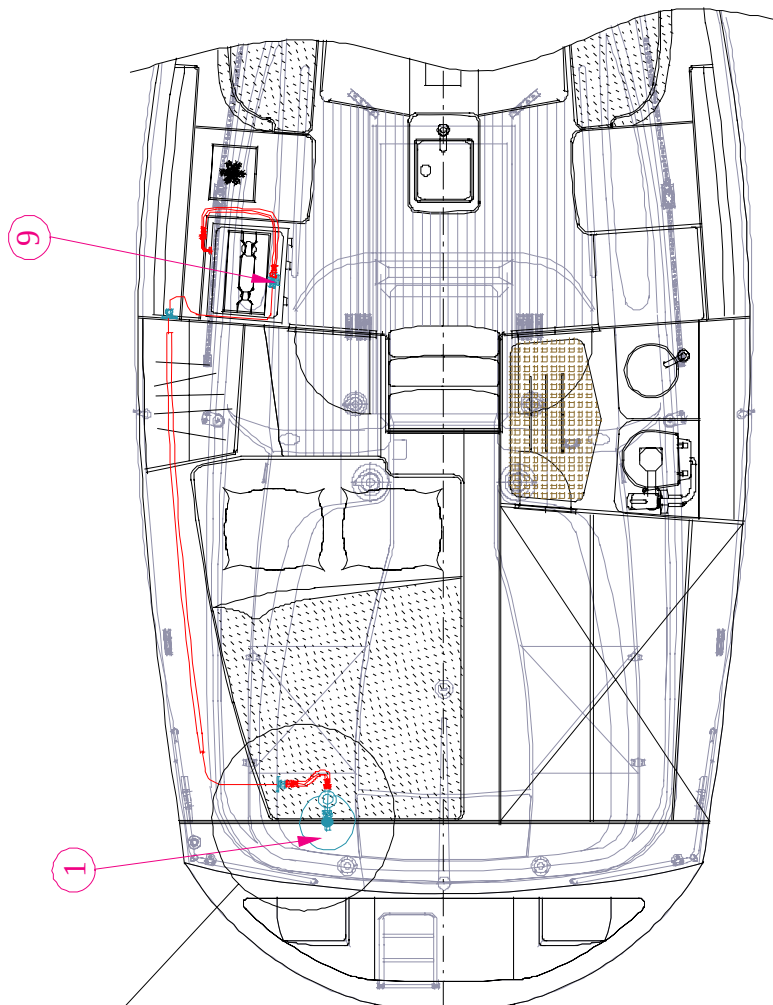
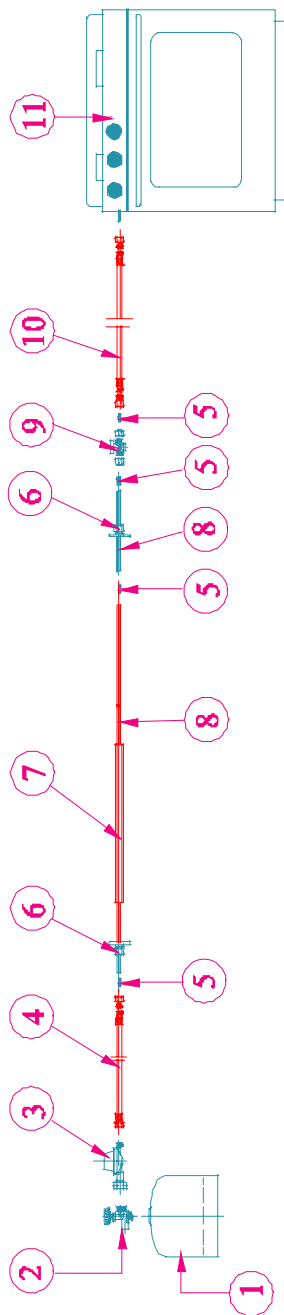


 IMPLANTATION ELECTRIQUE AC		 AC ELECTRICAL INSTALLATION	
Rep.	Désignation	Label	Description
	Equipement		Equipment
A	Prise de quai	A	Shore AC connection
B	Coffret élec. avec disjoncteur général	B	Electrical box with main circuit breaker
C	Chauffe-eau	C	Water-heater
D	Prises 220 V	D	220 V outlets
E	Boite de connexion	E	Junction box
F	Disjoncteur différentiel	F	Two-pole differential circuit-breaker
G	Chargeur	G	Charger
H	Ligne de quai	H	Shore cable
	Couleurs des fils électriques		Electrical wiring colours
b	Bleu clair	b	Light blue
g	Vert	g	Green
m	Marron	m	Brown
n	Noir	n	Black
r	Rouge	r	Red
v	Vert jaune	v	Green Yellow
w	Blanc	w	White



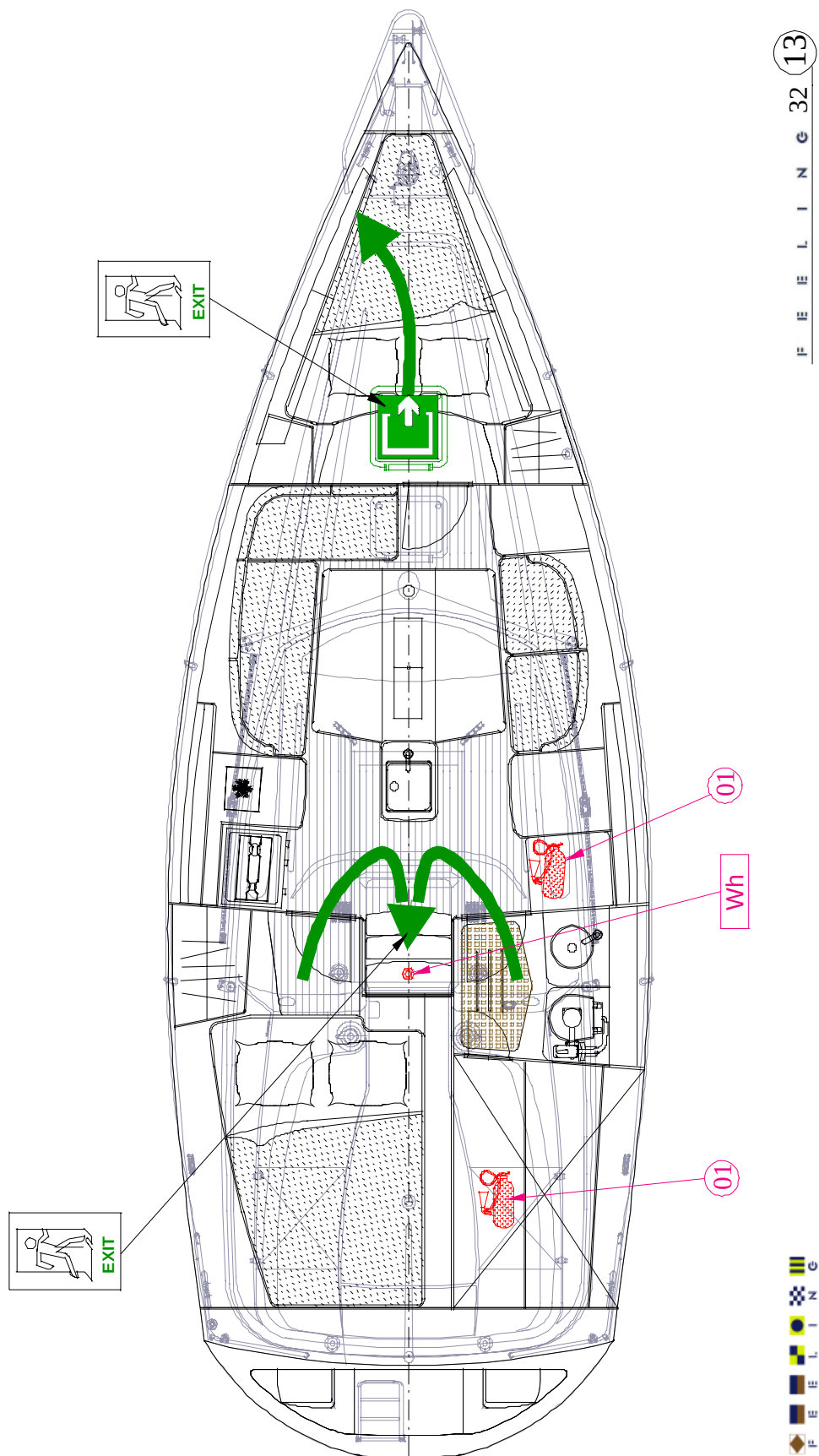


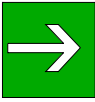
 SYSTEME DE GOUVERNAIL		 STEERING SYSTEM	
Rep.	Désignation	Label	Description
1	Mèche de safran	1	Rudder stock
2	Safran	2	Rudder blade
3	Palier bas	3	Lower bearing
4	Tube jaumière	4	Rudder trunk
5	Palier haut	5	Top bearing
6	Palonnier	6	Steering arm
7	Barre de liaison (safran / fausse mèche)	7	Link bar (rudder / main-piece)
8	Palonnier de fausse mèche	8	Main-piece cross-bar
9	Fausse mèche	9	Main-piece
10	Palier fausse mèche	10	Main-piece bearing
11	Carré de barre franche	11	Emergency tiller square
12	Barre franche	12	Emergency tiller

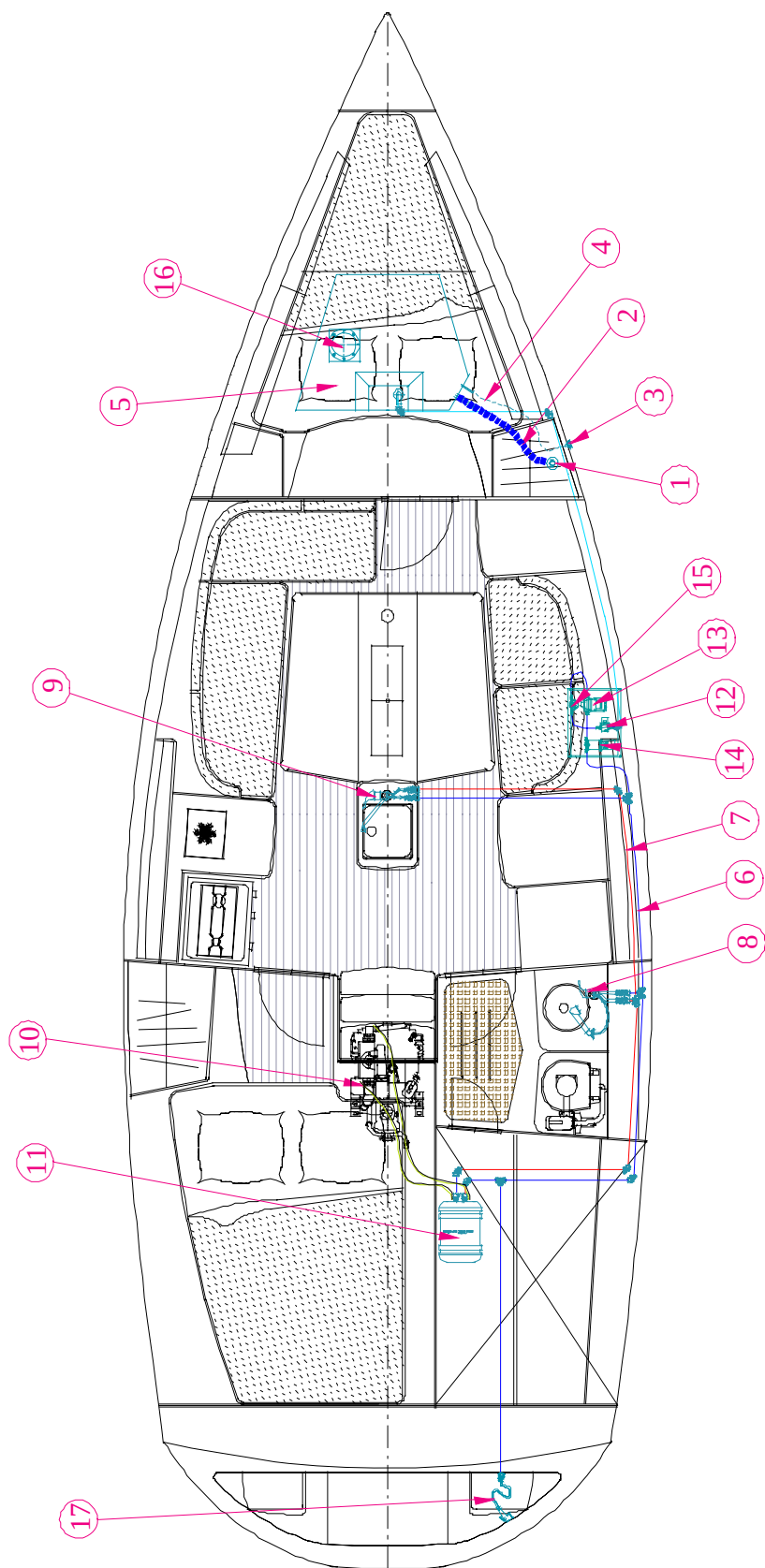




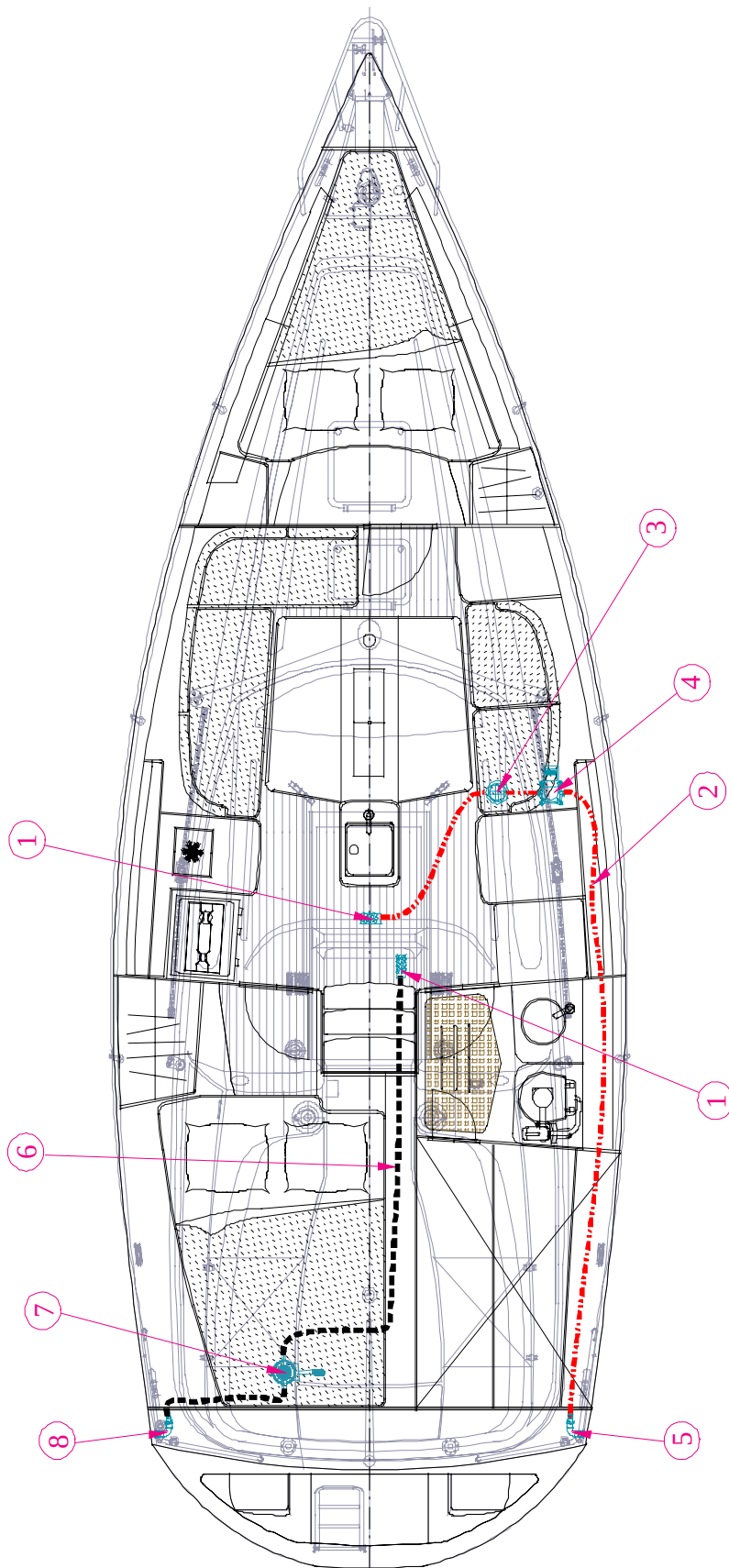
 CIRCUIT GAZ		 GAS SYSTEM	
Rep.	Désignation	Label	Description
1	Bouteille de gaz 1,8kg **	1	1.8 kg gas cylinder **
2	Robinet à valve CE (Fr. ou All)**	2	CE shut-off valve (Fr. or Ger)**
3	Détendeur 30mbar CE (Fr. ou All)**	3	30 mbar CE regulator (Fr. or Ger)**
4	Tuyau connexion moyenne longueur	4	Medium-length connecting hose
5	Entretoise / tube 6x8	5	Spacer piece / 6×8 pipe
6	Passe cloison étanche	6	Watertight bulkhead fitting
7	Tube PVC	7	PVC pipe
8	Tuyau de cuivre 6x8	8	6×8 copper pipe
9	Robinet de gaz CE (dans le compartiment sous le four)	9	CE gas shut-off valve (in compartment below oven)
10	Tuyau connexion grande longueur	10	Long connection hose
11	Réchaud four 2 feux	11	2-burner stove / oven
**	Hors Fourniture	**	Not supplied



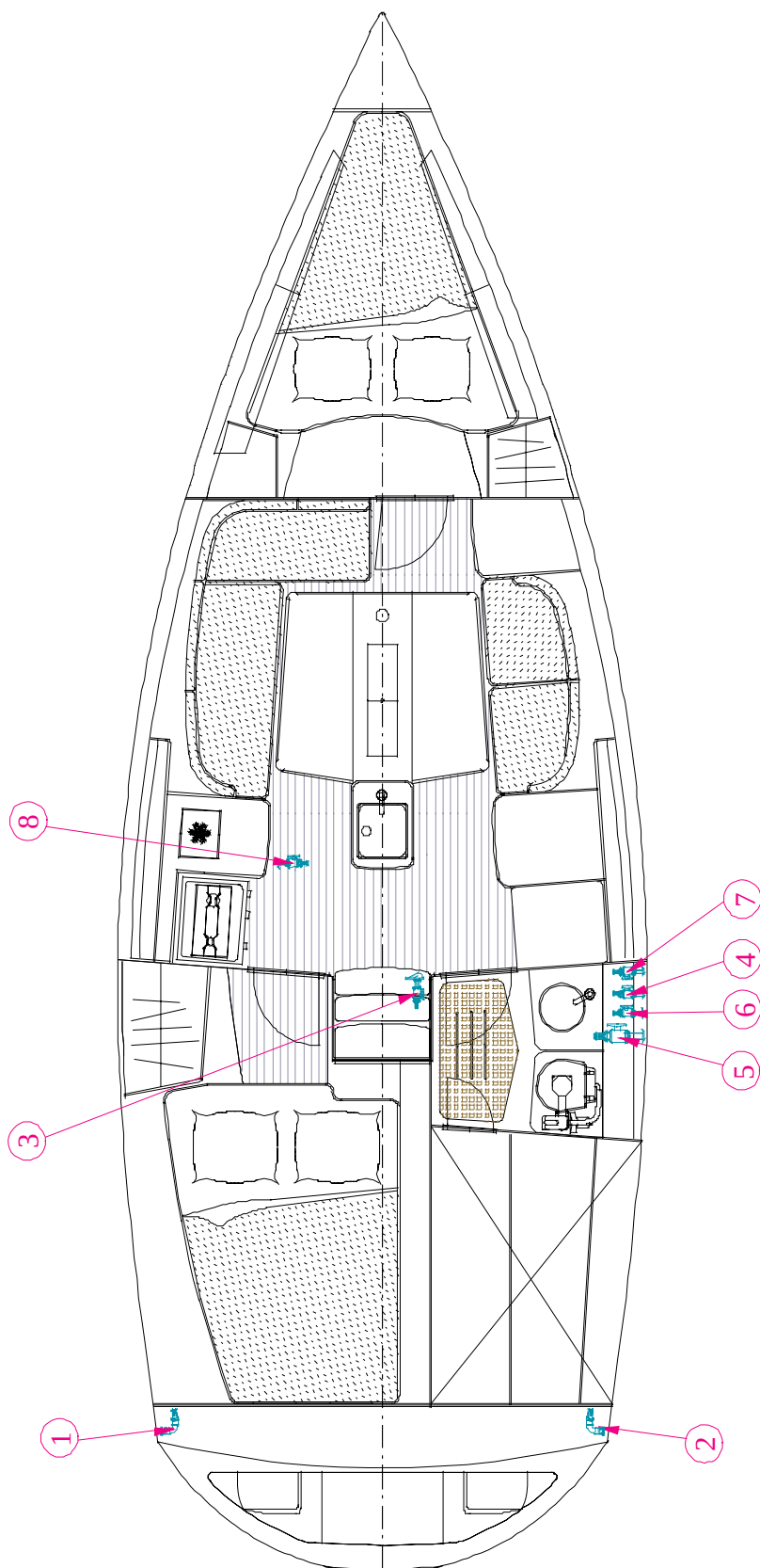
 EVACUATION DU NAVIRE		 ABANDONING SHIP	
Rep.	Désignation	Label	Description
Ex	Emplacement préconisé pour les extincteurs**	Ex	Recommended fire-extinguisher locations **
Wh	Orifice extincteur machine	WH	hole
Exit	Issue de secours	Exit	Emergency exit
Emplacements préconisés pour l'extincteur		Recommended fire-extinguisher locations	
1	Rangement cuisine	1	Galley cabinet
1	Poste de barre coffre arrière tribord	1	Helm position: in starboard stern
1	Dans penderie cabine avant	1	casing
		1	In forward cabin wardrobe
	Emplacement désigné pour un extincteur portatif ou le placard où il est entreposé		Designated location for a portable fire-extinguisher or the locker where one is stowed
	Direction vers laquelle s'échapper		Escape direction
	Sortie la plus proche, par exemple panneaux de pont		Nearest exit, for example, the deck hatches
	Pour signaler la commande manuelle d'un système d'extinction fixe		To indicate manual operation of a fixed extinguisher system
	Près de liquides inflammables (bouchons, réservoirs, placard à gaz)		Close to flammable liquids (stoppers, tanks, gas locker)
Hors fourniture**		Not supplied **	



 CIRCUIT EAU DOUCE		 FRESH-WATER SYSTEM	
Rep.	Désignation	Label	Description
1	Nable de remplissage	1	Filler deck-plate
2	Tuyau de remplissage	2	Filler hose
3	Event	3	Vent
4	Tuyau d'évent	4	Vent hose
5	Réservoir eau douce 200 L	5	200 L Freshwater tank
6	Tuyau eau froide	6	Cold water pipe
7	Tuyau eau chaude	7	Hot water pipe
8	Mitigeur douchette salle de bain	8	Head shower single-lever mixer tap
9	Mitigeur Cuisine	9	Galley single-lever mixer tap
10	Faisceau échangeur moteur / ballon	10	Engine/water-heater heat exchanger
11	Chauffe eau	11	Water-heater
12	Filtre eau douce	12	Fresh-water pump
13	Groupe d'eau sous pression	13	Water pump unit
14	Vase expansion	14	Expansion vessel
15	Débimètre	15	Flow meter
16	Trappe de visite sur réservoir	16	Tank inspection cover
17	Douchette de pont	17	Deck shower

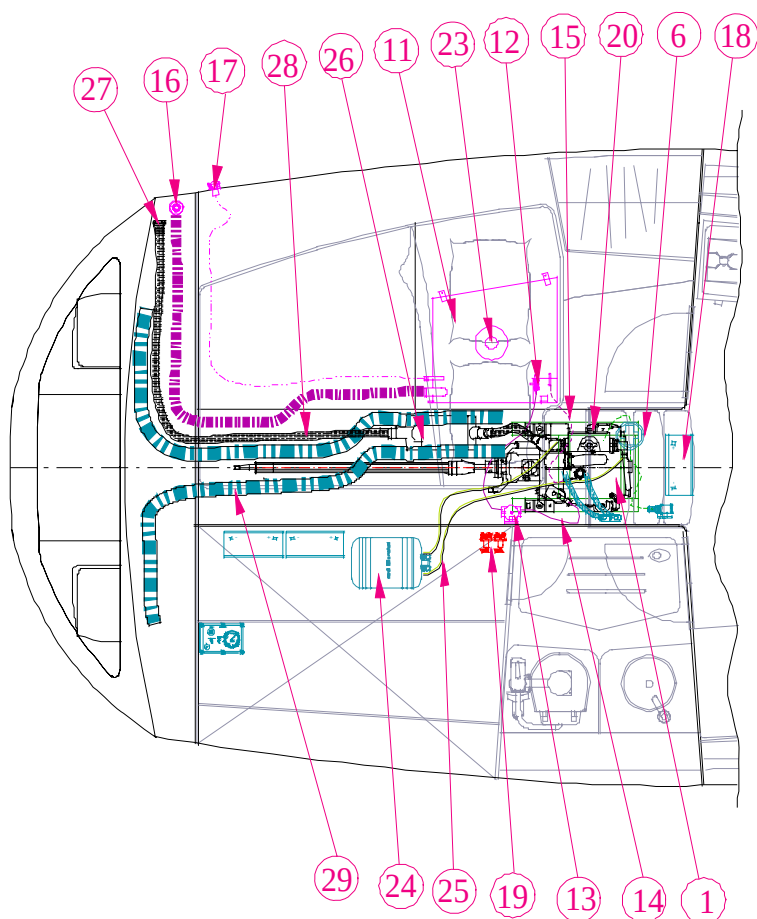
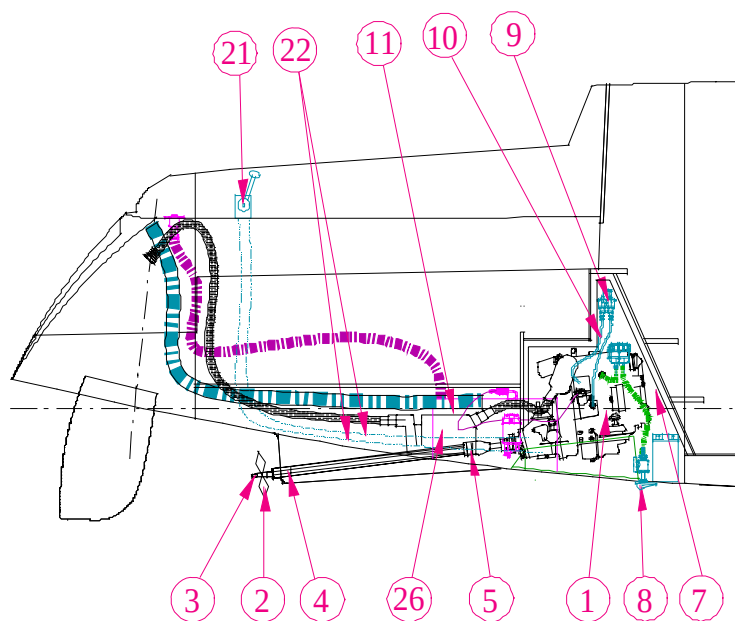


 CIRCUIT D'ASSECHEMENT		 DRAINAGE SYSTEM	
Rep.	Désignation	Label	Description
	<i>Pompe de cale électrique</i>		<i>Electric bilge pump</i>
1	Crépine	1	Strainer
2	Tuyau Ø 19 mm	2	Hose Ø 19 mm
3	Filtre	3	Filter
4	Pompe de cale 12 V	4	12 V bilge pump
5	Passe coque	5	Skin-fitting
	<i>Pompe de cale manuelle</i>		<i>Manual bilge pump</i>
6	Tuyau Ø 38 mm int.	6	Hose, 38 mm int Ø
7	Pompe de cale manuelle	7	Manual bilge pump
8	Passe coque droit Ø 38 mm	8	Straight 38 mm Ø skin-fitting

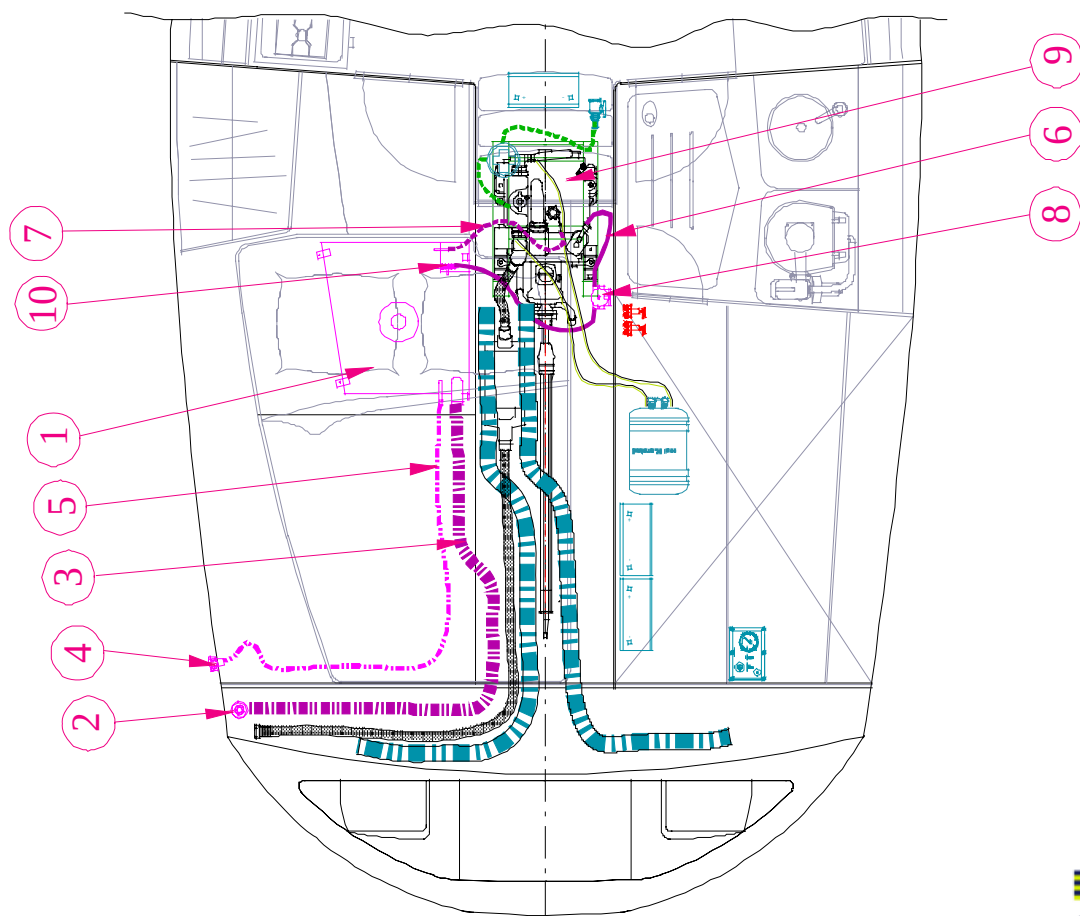




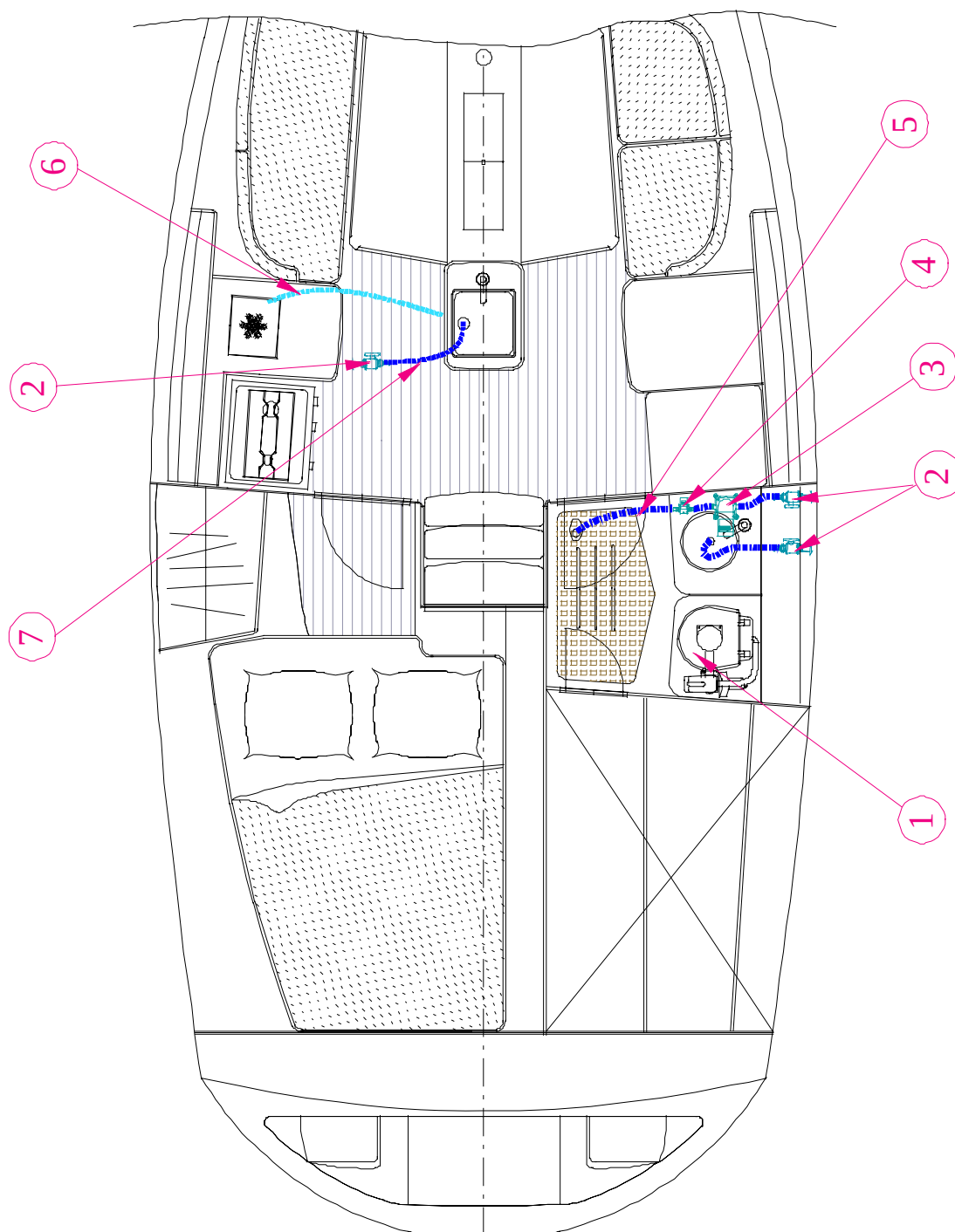
 VANNE ET PASSE COQUE		 SKIN-FITTINGS	
Rep.	Description	Label	Description
1	Passe coque évacuation pompe manuelle	1	Manual bilge pump
2	Pompe électrique d'assèchement	2	Drainage electric pump
3	Aspiration eau de mer moteur	3	Engine sea-water intake
4	Prise eau de mer WC	4	Toilet sea-water inlet
5	Evacuation WC	5	Toilet discharge
6	Evacuation lavabo	6	Washbasin discharge
7	Evacuation bac à douche (passe coque)	7	Shower stall waste outlet (skin-fittings)
8	Evacuation évier cuisine	8	Galley sink waste outlet



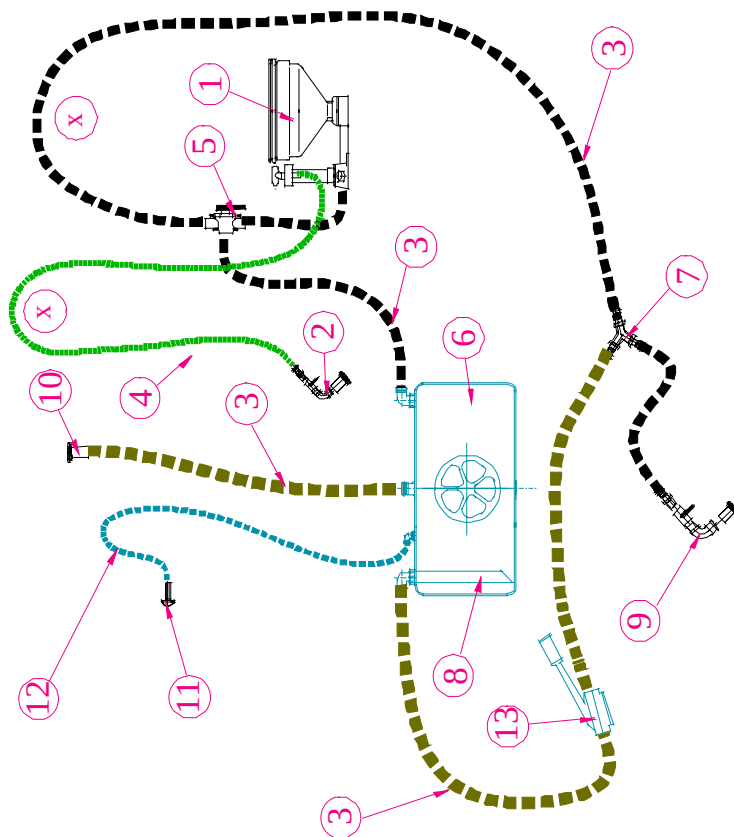
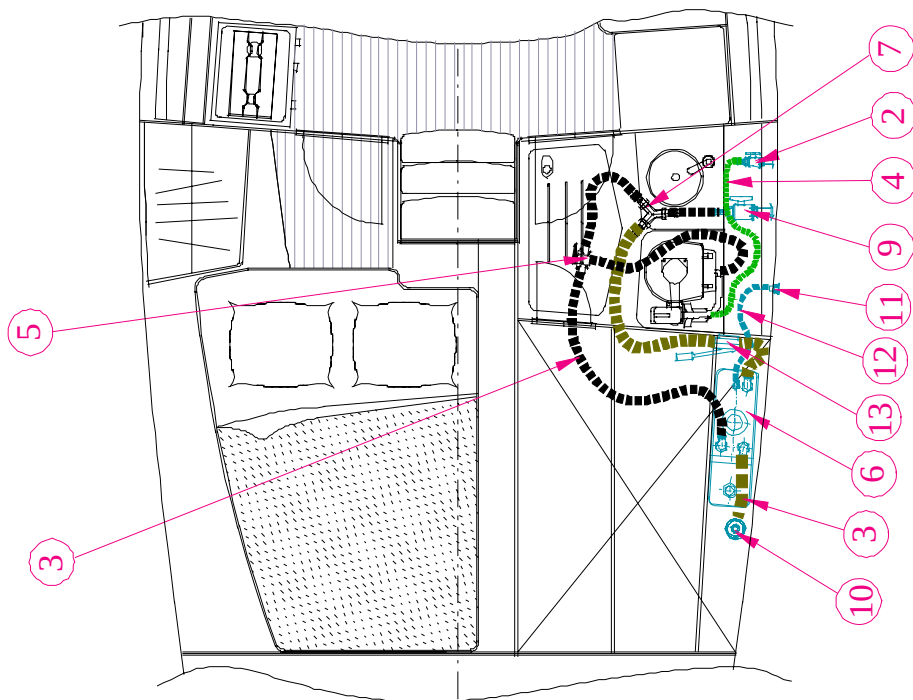
 IMPLANTATION MECANIQUE		 ENGINE INSTALLATION	
Rep.	Désignation	Label	Description
	Général		General
1	Moteur Volvo 20 Cv	1	20hp Volvo engine
2	Hélice 2 pales	2	2-bladed propeller
3	Anode	3	Anode
4	Bague hydrolube	4	Water-lubricated bearing
5	Joint tournant	5	Rotating seal
	Circuit refroidissement		Cooling system
6	Filtre eau de mer	6	Sea-water strainer
7	Tuyau eau de mer	7	Sea-water hose
8	Prise d'eau de mer	8	Sea-water intake
9	Coude anti-siphon	9	Anti-siphon elbow
10	Tuyau anti-siphon	10	Anti-siphon hose
	Circuit G.O		Fuel system
11	Réservoir alu G.O. 70 L	11	70 L aluminium fuel tank
12	Vanne réservoir gasoil	12	Fuel tank cut-off valve
13	Filtre gasoil	13	Fuel filter
14	Tuyau alimentation gasoil	14	Fuel feed hose
15	Tuyau retour gasoil	15	Fuel return hose
16	Nable de remplissage	16	Filler deck-plate
17	Event droit	17	Straight vent
	Commande moteur		Engine controls
18	Batterie de démarrage	18	Starting battery
19	Coupe circuit moteur	19	Engine circuit-breaker
20	Alternateur 115 A	20	Alternator 115 A
21	Commande moteur	21	Engine controls
22	Câble de commande	22	Control cable
23	Jauge gasoil	23	Fuel gauge
24	Chauffe eau	24	Water-heater
25	Tuyau chauffe eau (échangeur)	25	Water-heater (exchanger) hose
	Echappement / Ventilation		Exhaust system / Ventilation
26	Pot à barbotage	26	Water-injection silencer
27	Sortie d'échappement	27	Exhaust outlet
28	Tuyau d'échappement	28	Exhaust pipe
29	Gaine de ventilation	29	Ventilation duct



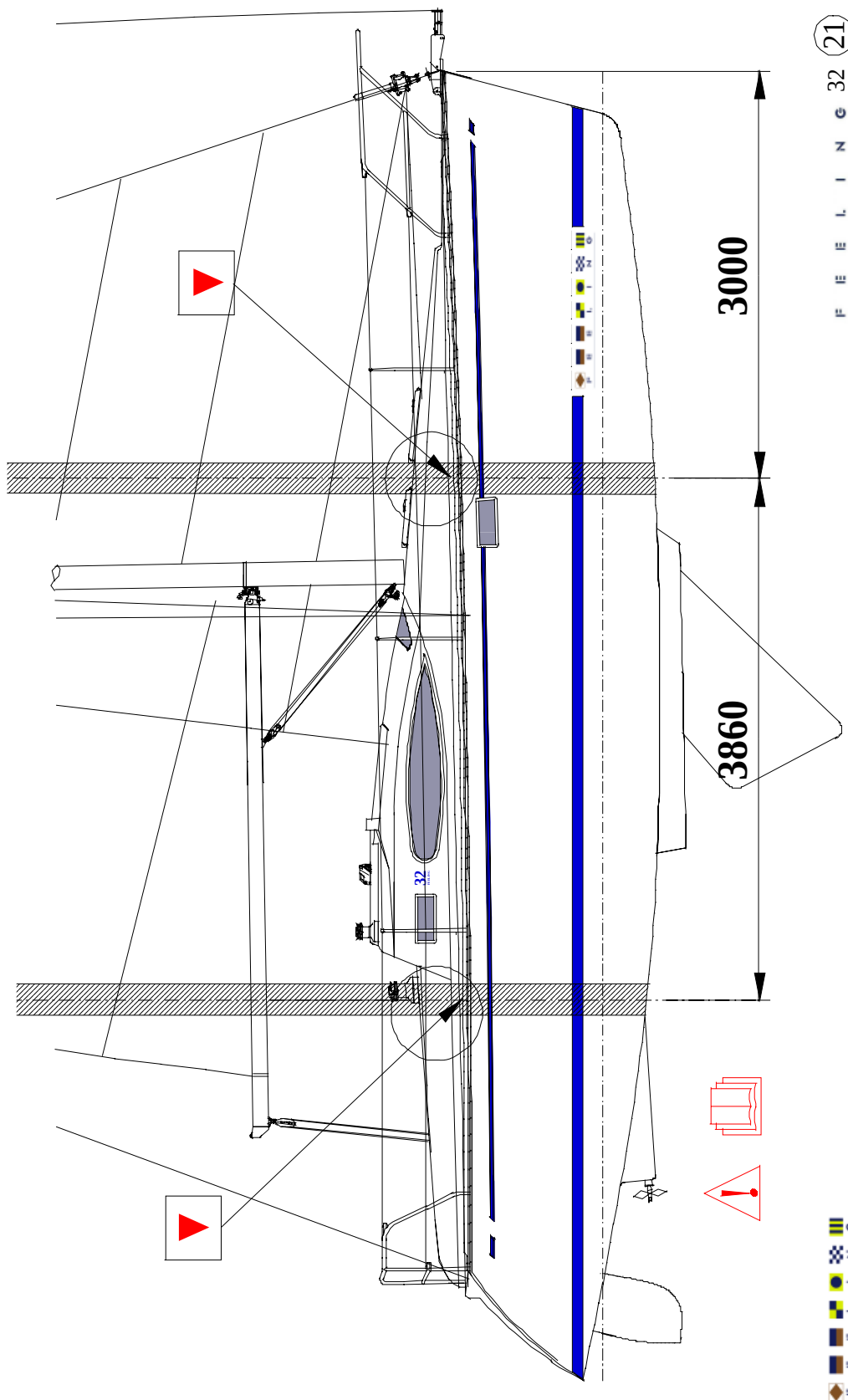
 CIRCUIT GASOIL		 FUEL SYSTEM	
Rep.	Désignation	Label	Description
	<i>Circuit gasoil</i>		<i>Fuel system</i>
1	Réservoir de gasoil 70 L	1	70 L Fuel tank
2	Nable de remplissage gasoil	2	Fuel filler deck plate
3	Tuyau d'alimentation Ø 50	3	Supply hose Ø 50
4	Event Ø 16	4	Vent Ø 16
5	Tuyau d'évent gasoil	5	Fuel vent hose
6	Tuyau d'aspiration gasoil Ø 8	6	Fuel inlet hose Ø 8
7	Tuyau de retour gasoil	7	Fuel return hose
8	Filtre gasoil	8	Fuel filter
9	Moteur VOLVO 20 Cv	9	20hp Volvo engine
10	Vanne de coupure alim. gasoil	10	Fuel shut-off valve



 CIRCUIT D' EAUX GRISES		 WASTE WATER SYSTEM	
Rep.	Désignation	Label	Description
1	1 WC	1	1 Toilet
2	Ensemble passe coque vanne 3/4"	2	¾" skin-fitting / seacock assembly
3	Pompe élec. vidange eaux usées	3	Electric pump for waste water discharge
4	Filtre	4	Filter
5	Tuyau anti-odeur Ø 20	5	Anti-odour hose Ø 20
6	Tuyau évacuation glacière Ø 25	6	Ice-box drain hose, Ø 25

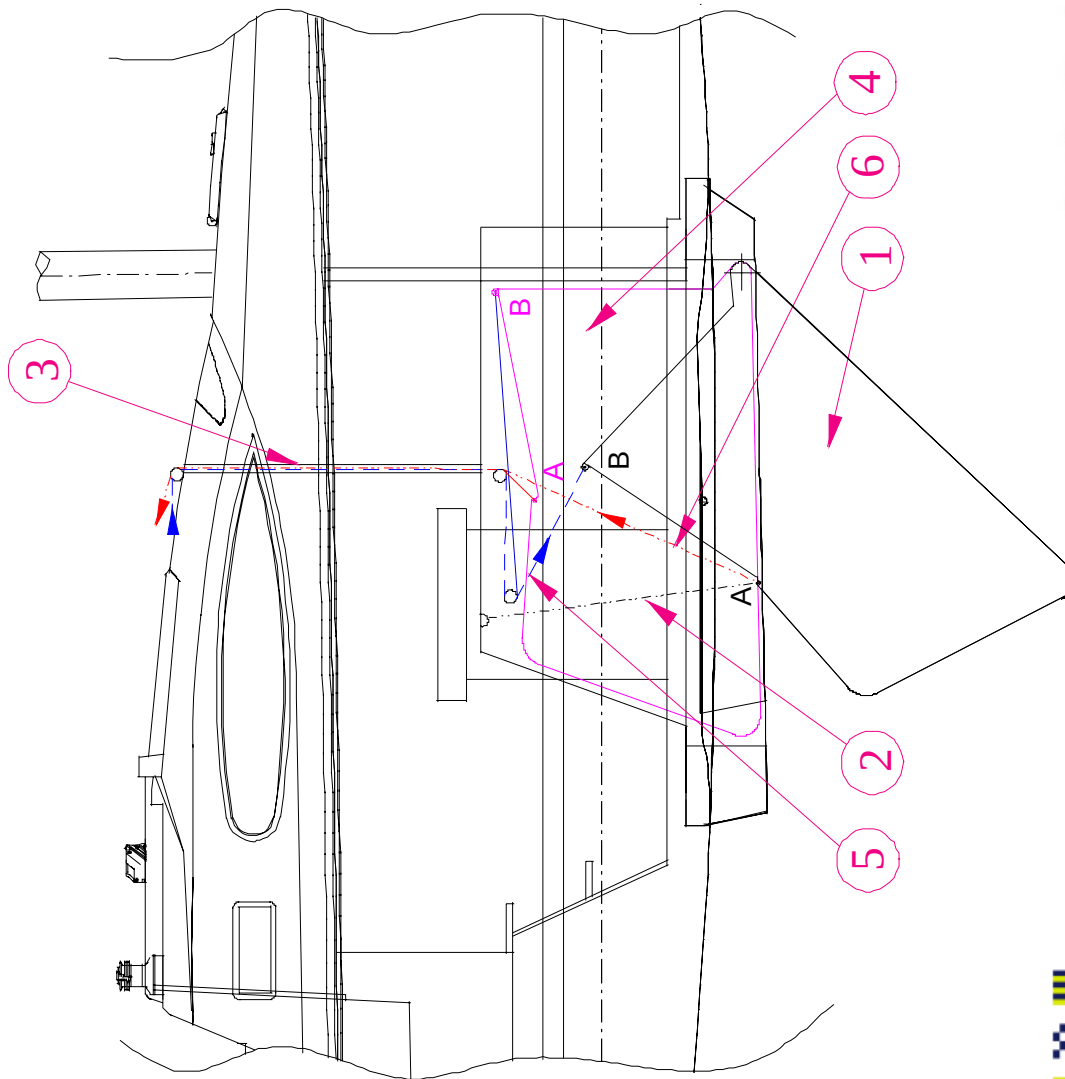


 HOLDING TANK		 HOLDING TANK	
Rep.	Désignation	Label	Description
	(option)		(optional)
1	WC	1	Toilet
2	Ensemble passe coque vanne 3/4"	2	3/4" combined skin fitting / seacock
3	Tuyau Ø 38	3	Hose, Ø 38
4	Tuyau aspiration Ø 20	4	Inlet hose Ø 20
5	Vannes 3 voies PVC Ø 38	5	38 mm Ø PVC 3-way valve
6	Holding tank polyéthylène	6	Polythene holding tank
7	Raccord en Y	7	Y-connector
8	Tube plongeur	8	Immersion pipe
9	Ensemble passe coque vanne 1 1/4"	9	1 1/4" combined skin fitting / seacock
10	Nable waste Ø 38 alu	10	38 mm Ø aluminium waste deck plate
11	Event Diam. 16 mm	11	Vent 16 mm
12	Tuyau d'évent Ø 16mm int. Blanc	12	Vent hose Ø 16 mm int. White
13	Pompe de vidange holding tank	13	Holding tank discharge pump





 PLAN DE LEVAGE		 LIFTING DIAGRAM	
Rep.	Désignation	Label	Description
	Voir repère en forme de triangle de couleur rouge sous le livet de pont <u>version quillard</u> Poids à vide: 4100 kg Maître bau: 3,42 m Tirant d'eau: 1,65 m <u>version dériveur intégral</u> Poids à vide: 4450 kg Maître bau: 3,42 m Tirant d'eau: 0,65 / 1,90 m		See red triangular marker under deck-line <u>Fixed-keel version</u> Displacement: 4,100 kg Max. beam : 3.42 m Draught: 1.65 m <u>Lift-keel version</u> Displacement: 4,450 kg Max. beam : 3.42 m Draught: 0.65 / 1.90 m





 MANŒUVRE DE DERIVE		 LIFT-KEEL OPERATION	
Rep.	Désignation	Label	Description
A	Relevage	A	Lifting
B	Descente	B	Lowering
1	Dérive	1	Lift-keel
2	Estrope de retenue	2	Retaining strop
3	Tube épontille	3	Pillar tube
4	Puit de dérive	4	Lift-keel case
5	Manœuvre de dérive (descente)	5	Operating the lift-keel (lowering)
6	Manœuvre de dérive (montée)	6	Operating the lift-keel (raising)

LIST OF ATTACHED DOCUMENTS

- 1. Owner's Manual**
- 2. French boat registration document**
- 3. Merchant Navy Register Tonnage Certificate**
- 4. Copy of mobile station license application for sending to France Telecom**
- 5. Engine technical manual & guarantee**
- 6. Charger instructions & guarantee**
- 7. Refrigerator instructions & guarantee**
- 8. Electronic equipment instructions & guarantee**
- 9. Electrical file**
- 10. Pump instructions**
- 11. Generator instructions**
- 12. Microwave oven instructions**
- 13. Cooker instructions**
- 14. Gas regulator instructions**
- 15. Toilet instructions**
- 16. Stereo radio instructions & guarantee**
- 17. Exhaust silencer instructions**
- 18. Engine water filter instructions**
- 19. Windlass instructions**
- 20. Compass instructions**
- 21. Life-raft log book**
- 22. Water-heater instructions**
- 23. Steering system maintenance instructions**