



Eygthene 24

New Zealander Ron Holland's first commercial design was an 18-footer (hence Eygthene) and this was the enlarged version of it. She is a quarter tonner from 1973, which had a four/five berth accommodation and very good performance. Pinched ends and narrow waterline beam mean that space below is limited but she manages a separate heads and a basic galley. Fit-out was light and simple but she can be a sprightly and entertaining pocket cruiser.

LOA 24ft (7.3m) **LWL** 20ft 6in (6.2m) **beam** 9ft 8in (2.9m) **draught** 4ft 8in (1.40m) **displacement** 4,300 lb (906kg) **Price guide:** £4,500 to £7,000

Fastnet 34

With the slightly offbeat looks one associates with many designs from Group Finot, this early 1970s cruiser racer is a better boat than the small number built suggests. Below her rollover coachroof is 6ft 4in (1.9m) headroom and six berths. She is beamy for her era and reasonably spacious. She is quick and easily handled and a good offshore boat for fast passagemaking. Most were built by Fastnet Marine. Fitting out was taken over by Atlanta Marine in the late 1970s.

LOA 33ft 5in (10.20m) **LWL** 27ft 11in (8.51m) **beam** 11ft 2in (3.41m) **draught** 6ft 1in (1.84m) **displacement** 9,500 lb (4,318kg) **Price guide:** £18,000 to £28,000.



The Feeling story

Feeling Yachts are built by Kirié, a French yard founded in 1912 by August Kirié, which took to GRP boat building in the 1950s. The first boats from this era were racing powerboats and fishing cruisers. It introduced the Feeling range of fast cruisers in the early 1980s, concentrating on bright, open interiors. Elm has been used for the

joinery, which tends to produce a coarse finish and discolours with age. Price has always been a major component of production values. In the late 1980s, the company absorbed the similar Kelt range. Feeling Yachts have always specialised in lifting keels and the current, five boat range, from 30ft to 41 ft, all have lifting keel options.

The Feeling 1350 won the Route du Rhum transatlantic race in 1986 in the production boat category.

Feeling 850

This Philippe Briand design was produced in Racing, Club and Cruising versions. Launched in 1985, the Cruising model is very open plan with light coloured elm joinery. There are berths for six, a good galley and reasonable chart table but very limited stowage. The rig is much cut down from the sportier versions but she is still a reasonable performer. She is at her best family day sailing rather than offshore cruising. There is a lifting keel option which reduced draught to a minimum of 3ft 1in (90cm).

LOA 27ft 10in (8.5m) **LWL** 24ft 5in (7.5m) **beam** 10ft 4in (3.2m) **draught** 5ft 6in (1.7m) **displacement** 6,160 lb (2,800kg) **Price guide:** £17,000 to £24,000 **YM Test Report** April 1985



Feeling 286

Gilles Vaton designed the 1987 replacement for the 850 but the interior remained very similar with its wrap-around saloon and minimalist fit-out. A two-after-cabin version was offered but the lifting keel option was dropped in favour of a shallow fixed fin which drew 3ft 9in (1.1m). An extended transom version increased overall length by two feet and speed slightly but added nothing to the interior. Production continued well into the 1990s.

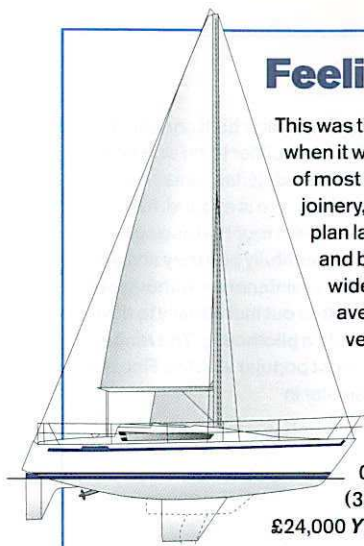
LOA 26ft 3in (8m) **LWL** 23ft 5in (7.2m) **beam** 10ft (3m) **draught** 5ft 6in (1.6m) **displacement** 5,500 lb (2,500kg) **Price guide:** £20,000 to £28,000.



Feeling 920

This was the first Feeling to appear in this country when it was imported in 1983. She set the style of most of her successors with simple elm joinery, hessian style upholstery and open plan layout. She has an aft heads, large galley and big chart table. The double after bunk is wide but short. Her performance is average; the handling of the fixed keel version is better than the lifting plate.

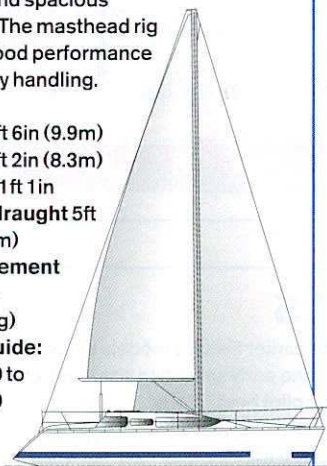
LOA 30ft 4in (9.20m) LWL 24ft 7in (7.50m) beam 10ft 8in (3.22m) draught 5ft 8in to 3ft 3in (1.70m to 0.97m) displacement 7,920 lb (3,600kg) Price guide: £15,000 to £24,000 YM Test Report September 1983



Feeling 326

From 1988, this model, also by Gilles Vaton, is a good looking fast cruiser with an unusual interior which offers six berths in three cabins. The typical light and open design is conventionally arranged with a larger heads, effective galley and spacious saloon. The masthead rig gives good performance and easy handling.

LOA 32ft 6in (9.9m) LWL 27ft 2in (8.3m) beam 11ft 1in (3.4m) draught 5ft 5in (1.7m) displacement 7,840 lb (3,500kg) Price guide: £35,000 to £40,000



Feeling 346

Of the Gilles Vaton designs with Eric Codro interiors from the late 1980s, this one was arguably the most eccentric below decks. She is quick but well mannered, not particularly close winded but highly manoeuvrable. The interior has 6ft 4in (1.9m) headroom and lots of space. The chart table is pushed forward against the main bulkhead, which is not ideal, and the galley aft of it works better at anchor than under way. She was one of the first boats, certainly of this size to have a U-shaped dinette with a leg, long enough for two people, running down the centreline.

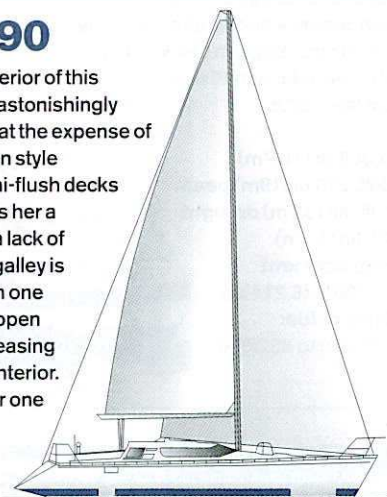
LOA 33ft (10.13m) LWL 28ft 6in (8.70m) beam 3.47m (11ft 5in) draught 5ft 7in (1.70m) displacement 8,800 lb (4,000kg) Price guide: £35,000 to £42,000 YM Test Report April 1988



Feeling 1090

The central part of the interior of this Harle/Mortain design is astonishingly spacious though largely at the expense of stowage. The deck saloon style superstructure, with semi-flush decks forward of the mast, gives her a distinctive look but also a lack of headroom forward. The galley is exceptionally large and in one version, the forecabin is open plan with the saloon increasing the apparent size of the interior. There are also options for one or two after cabins.

LOA 35ft 9in (10.9m) LWL 28ft 11in (8.8m) beam 11ft 10in (3.6m) draught 5ft 11in (1.8m) displacement 10,805 lb (4,900kg) Price guide: £50,000 to £60,000



Feeling 1350

Designed by Ron Holland, this 45ft Feeling stands out for its racing success in the Route du Rhum in 1986, a year after her introduction. She was much sportier than her smaller contemporaries. Again, inventive interior design has produced an attractive, if sparse, accommodation. Versions were offered with from four to eight berths.

LOA 44ft 3in (13.5m) LWL 36ft 1in (11m) beam 14ft 1in (4.3m) draught 7ft 6in (2.3m) displacement 22,050 lb (10,000kg) Price guide: £75,000 to £90,000

