

SURVEY!

YM's expert surveyor helps Roger and Pat Lightbown unearth a more comfortable cruising replacement for their X102

p76



A-Z S

A-Z OF SECOND HAND BOATS

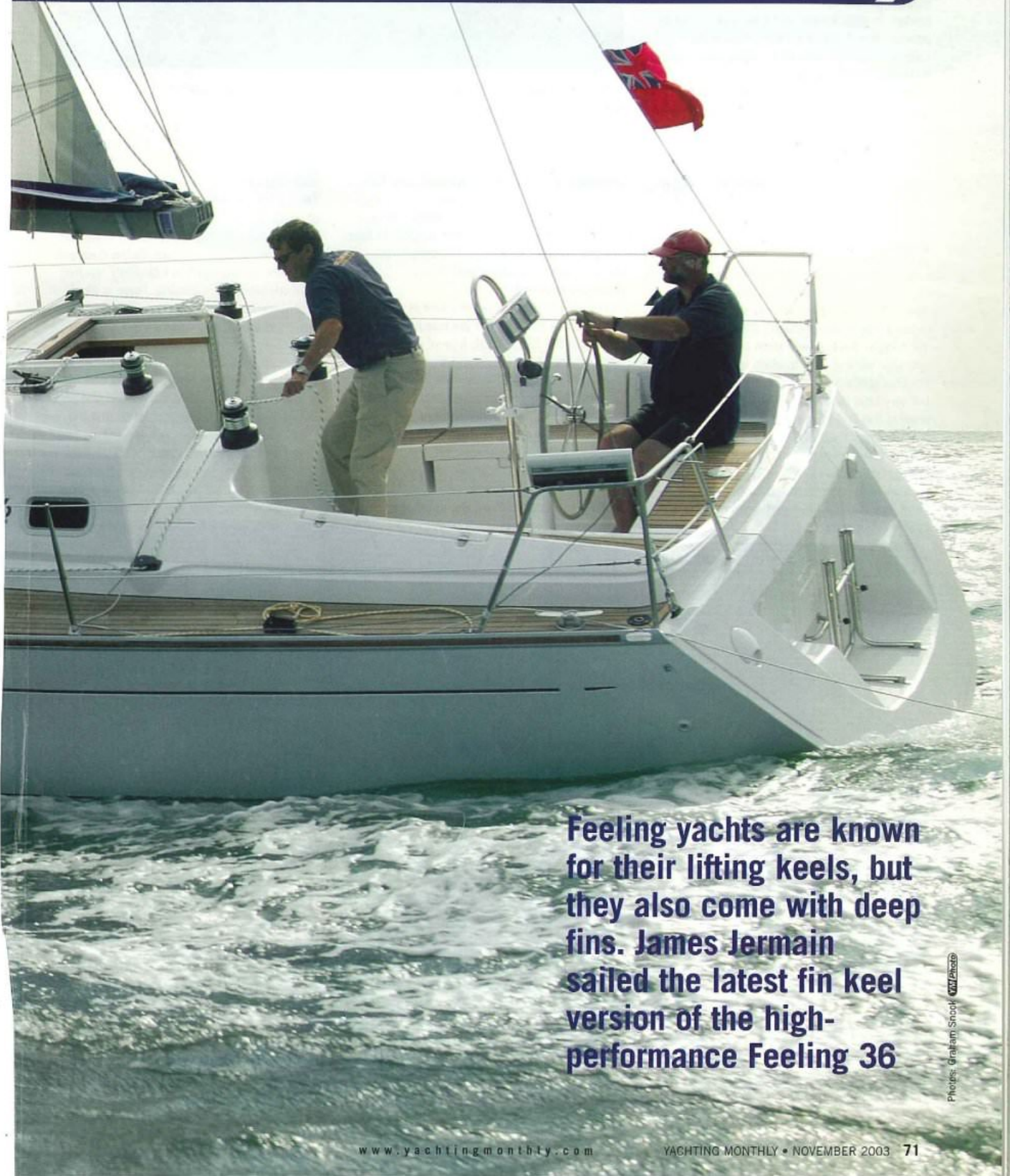
p 93

The Ss enter their fourth month

5-STAR guide

A run down of YM's top tested equipment

p 98



Feeling yachts are known for their lifting keels, but they also come with deep fins. James Jermain sailed the latest fin keel version of the high-performance Feeling 36

Photos: Graham Snoop Photo

FEELING 36

Feeling can usually be relied on to be different, even challenging, in its designs, particularly below decks. The recently reviewed Feeling 44, for example, featured a centrally mounted chart table, which was thought provoking. The Feeling 36, though modern in appearance, is not so radical. Yet its interior, despite the fixed keel, has all the internal accoutrements of its lifting keel sister, including the centreboard case.

Why? is a good and obvious question. At first sight the large box, which runs down the centreline from just forward of the companionway almost to the forward bulkhead, appears to be a waste of valuable space. But taking up space is only wasteful if the filling is less valuable than the gap filled. More about this later.

Design

From the board of the fashionable designer, Michel Joubert, with an interior by Patrick Roseo, the hull is a reasonably standard, modern, fast cruising shape. There is some overhang at the bow and stern and the stem is not quite vertical. The forefoot is well immersed, the bow sections show a small amount of hollow but very little flare toward the deck line. The sheer is flat and topside high. The sections fill out quite quickly towards the midships station where maximum beam is on the high side of average at 3.62m (11ft 9in). The beam reduces little towards the transom, creating a lot of space in the after sections for one or two double aftercabins.

TECHNICAL SPECIFICATIONS: FEELING 36

Price (UK)	fixed keel £96,425, lifting keel £102,217
LOA	10.8m (35ft 4in)
LWL	9.9m (32ft 5in)
Beam	3.62m (11ft 9in)
Draught	- fin 2m (6ft 6in) - lifting 0.76m to 2.16m (2ft 5in to 7ft 1in)
Displacement	6,200kg (13,644 lb)
Ballast	- fin 1,971kg (4,345 lb) - lifting 2,3750kg (5,236 lb)
Sail area (inc 140% genoa)	68.4m ² (736sq ft)
Berths	5/6
Engine	29hp Volvo 2030 driving conventional stern gear and a two-blade, fixed prop
Batteries	2 x 65ah
Fuel	130 litre (28.5 gal)
Water	330 litre (72 gal)
Disp/length ratio	178
Sail area/disp ratio	18
Ballast ratio	32%
RCD Category	Fixed keel: A Lifting keel: pending
Design	Michel Joubert
Builder	Kirié, Les Sables d'Olonne, France
Agent	Feeling Yachts Tel: 01590 647421



Below the waterline the run is gentle with flattened U-sections. The keel is deep and narrow with a flattened bulb at the foot to keep weight low. The draught of 2m (6ft 7in) will not endear this version to East Coast sailors who will undoubtedly prefer the 0.79m to 2.16m (2ft 6in to 7ft 1in) of the lifting keel.

In this form, the hull can be fitted with a grounding plate amidships with winglets to keep her upright when dried out. The deep, high-aspect rudder is replaced with a pair of foils which are shorter and wider.

The height of the superstructure is well concealed by the break in the coachroof line. This gives the false appearance of a discrete deck saloon.

All this adds up to a boat that has been designed for high performance but not at the expense of internal volume and cruising comforts. The waterline length is long and, despite a generous displacement, the waterline length/displacement ratio is low. The sail area/displacement ratio is moderate, though with a large genoa as standard she is not short of power.

Both these factors indicate good performance in a range of conditions. Her ballast ratio looks low, but the weight is down deep and her beam is generous, so she should not be tender.

On deck

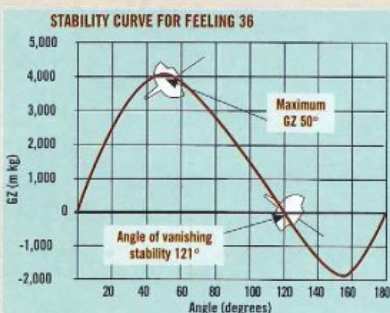
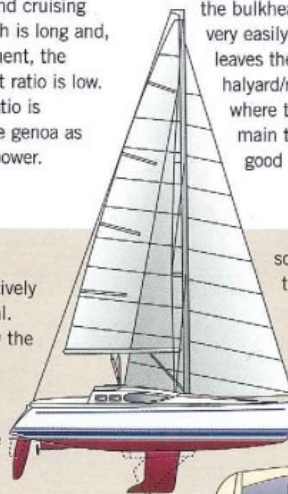
The cockpit is dart-shaped, which gives plenty of width for the helmsman but reduces the distance between the seats for the crew. The wheel itself is small and this makes it easy to get around, although it is less easily reached from the windward coaming. There is plenty of room behind the wheel where the helmsman has a low seat. This, together with the high coachroof, means that close quarters work is best done while standing. There is dedicated stowage for a liferaft under the seat.

The primary winches are mounted just aft of the bulkhead and well inboard so that they are very easily and efficiently worked. This also leaves the coamings clear. The halyard/reefing winches are on the coachroof where they are also easily handled. The main traveller is ahead of them, which is good from a safety point of view.

CONSTRUCTION

The hull mouldings are positively conventional, even traditional. Solid laminate is used below the waterline, incorporating isophthalic resins, woven rovings and chopped strand mat. Reinforcement is in the form of glassed-in stringers, frames and floors. Above the waterline there is a balsa core, which is also incorporated in the horizontal surfaces of the deck. There are

solid pads in way of fittings. In the lifting keel version, the keel box is a one-piece, seamless moulding with the hull. A cast iron grounding plate is recessed and faired into the hull to which it is bonded and bolted.



OPTIONS

The UK price includes the 'Comfort Pack' (fridge, hot water, shore power, cockpit shower, windlass, hinged bow roller), 'Mooring Pack' (warps and fenders), delivery and commissioning. An 'Easy Cruise Pack' costs £15,912 and includes better sails, cockpit table, teak decks, spinnaker gear, sprayhood, extra port lights, oven for cooker, Volvo 40hp diesel, wind and water instruments, VHF, autopilot, GPS, etc. The boat is also available without all the above, ex-yard, Les Sables d'Olonne, for £86,801 (Euro/sterling exchange: 1.40=£1.00).