



Facts & Figures Feeling 960

How She Compares

| | Feeling 960 | Fulmar 32 | First 305 | Attalia | Sadler 32 |
|-----------------------------|-------------|---------------|----------------------|-------------|----------------------|
| LOA | 32ft. 9in. | 31ft. 10in. | 32ft. 2in. | 31ft. 10in. | 33ft. 6in. |
| Hull length | 31ft. 6in. | 32ft. 2in. | 30ft. 8in. | 31ft. 2in. | 31ft. 6in. |
| LWL | 25ft. 8in. | 26ft. 0in. | 26ft. 3in. | 25ft. 11in. | 24ft. 00in. |
| Beam | 10ft. 7in. | 10ft. 11in. | 10ft. 8in. | 10ft. 6in. | 10ft. 6in. |
| Draft | 4ft. 3in. | 4ft. 0in. | 4ft. 5in. | 3'7"/6'6" | 4ft. 6in. |
| Keel type | Flared | Twin keels | Shoal keel | Lift' keel | Shoal keel |
| Headroom | 6ft. 2in. | 6ft. 2 1/2in. | 5ft. 11in. | 6ft. 0in. | 6ft. 3in. |
| Displacement (lb.) | 8600 | 9900 | 7938 | 7497 | 9500 |
| Ballast (lb.) | 3000 | 4210 | 2977 | 2977 | 4000 |
| Engine | 18hp Volvo | 18hp Volvo | 18hp Volvo or Yanmar | 18hp Yanmar | 18hp Yanmar or Volvo |
| Disp/(0.01LWL) ³ | 227 | 251 | 196 | 192 | 307 |
| Sail Area Main (sq.ft.) | 233 | 253 | 199 | 189 | 215 |
| Sail Area Genoa (sq.ft.) | 380 | 313 | 328 | 366 | 385 |
| Total S.A. (sq.ft.) | 613 | 566 | 527 | 555 | 600 |
| SA/Disp ^{0.86} | 24.2 | 20.3 | 21.9 | 23.9 | 22.1 |
| Ballast Ratio (%) | 34.9 | 42.5 | 37.5 | 39.7 | 42.1 |
| Motion Factor | 20.5 | 22.7 | 18.6 | 18.1 | 24.2 |
| Builder | Kirié | Westerly | Benetau | Jeanneau | Sadler |
| Price ex. VAT | £28,450 | £30,254 | £24,007 | £27,030 | £24,000* |

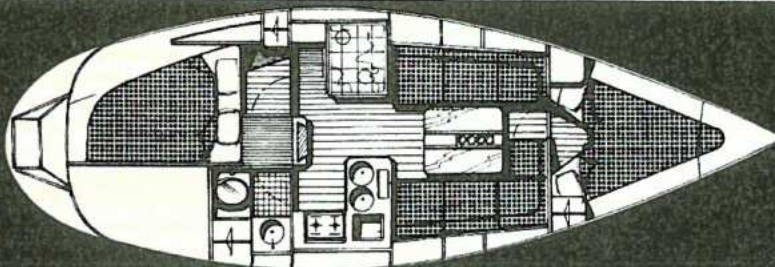
Notes: *price for deluxe version.

Factors: Disp (tons)/0.01LWL(ft)³ gives indication of performance. (lower number, faster speed.) E.g. moderate cruiser about 250, cruiser/racer below 200, above 300 heavy cruiser.

SA (sq.ft.)/Disp (cuft)^{0.86} gives indication of sail power to displacement. E.g. 13 to 14 = motor sailer, over 22 = cruiser/racer.

Ballast ratio compares amount of ballast to displacement — usual values between 35 to 45%. Motion Factor: an approx' ratio devised by American naval architect Ted Brewer. Predicts yacht's motion in a seaway. Higher the number the more comfortable.

$$MF = \frac{\text{displacement (lb)}}{0.65(0.7LWL + 0.3LOA) \times B^{1.33}}$$



Boat Data

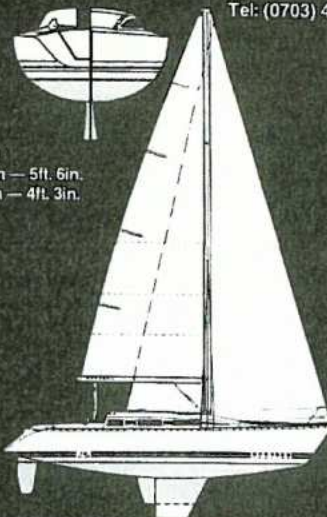
Construction: Built from hand-laid glassfibre, using chopped strand mat and woven rovings, with orthophthalic resin and a light-grey pigmented isophthalic gelcoat. The inside of the hull is painted with resin to prevent wicking. Superstructure stiffened with a core of end-grain balsa. Hull and superstructure bonded with a flush-deck flange joint, through-bolted, covered with an aluminium alloy toe-rail and laminated over on the inside.

Underwater: Cast-iron flared fin bolted on with stainless steel bolts to the locally-reinforced hull. High aspect-ratio (Spiffire-wing type) balanced rudder, tiller operated from the cockpit.

Rigging: Mast-head Bermudan sloop with anodised aluminium mast and boom. Mast is deck-stepped, with a supporting strut beneath, held with 1 x 19 stainless steel shrouds on a double-spreader rig.

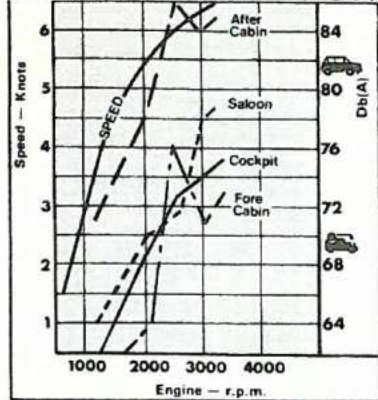
Standard Sails: Main, No. 1 genoa and storm jib
Engine: 18hp Volvo 2002, naturally-aspirated diesel engine

Fuel capacity 20 gallons
Fuel tank material stainless steel
Water capacity 42 gallons
No. of berths 6 (2 doubles, 2 singles)
Designer Philippe Harlé
Builder: Kirié Construction Nautiques SA,
Route de la Rochelle, 85100
Les Sables d'Olonne, France.
Supplier Plain Sailing Ltd,
Hamble Point Marina, School Lane,
Hamble, Southampton, Hampshire.
Tel: (0703) 453900.

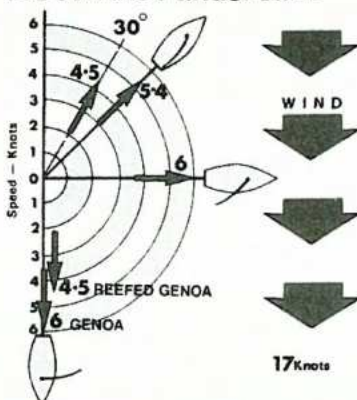


Draft
D. Fin — 5ft. 6in.
F. Fin — 4ft. 3in.

HOW FAST? HOW NOISY?



HOW FAST under sail?



Test Conditions

Wind Speed 17 knots (Force 5)
Sea state choppy (12-18in.)
Temperature 11° C
Sails mainsail (2nd reef), plus partially-furled genoa (see photos)

N.B. — speeds under sail indicate the average speed with wind from either side and are not maximum speeds (i.e. typical cruising speeds).