FEELING 36DI

DE VALK
YACHT BROKERS

BROKERAGE | CHARTER | BERTHS | FINANCE | INSURANCE | YACHT MANAGEMENT

FEELING 36DI

BROKER'S COMMENTS

This well maintained Feeling 36Di by its spacious layout and 3 cabins the perfect sail yacht for a family. By her various draft of min. 0.76 and max. 2.16 meters, this seaworthy yacht (cat. A) offers you a width sailing area where most yachts of this length do not come. Even fall dry on the seabed of the Waddensea is possible! The modern design with the width stern offers you a lot of space and comfort in the cockpit. The interior is spacious and light due to the modern materials they have been used. In summary; a well maintained, versatile modern sail yacht for many purposes!

Tjerk Bouma

SPECIFICATIONS

Dimensions	11.13 x 3.62 x 0,76 / 2.16 (m)	**Builder**	Kirie Group
Built	2004	**Cabins**	3
Material	GRP	**Berths**	8
Engine(s)	1 x Volvo Penta 3 cilinder diesel	**Hp/Kw**	40.00 (hp), 29.40 (kw)
Asking price	sold (VAT)	**Lying**	at sales office

CONTACT

Sales office	De Valk Hindeloopen B.V.	**Telephone**	+31 514 52 40 00
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	NL		

DISCLAIMER

These particulars are given in good faith as supplied but cannot be guaranteed.

FEELING 36DI

GENERAL

Model	FEELING 36DI
Type	sailing yacht
LOA (m)	11,13
LWL (m)	9,91
Beam (m)	3,62
Draft (m)	2,16
Draft min (m)	0,76
Air draft (m)	16,80
Headroom (m)	1,95
Year built	2004
Builder	Kirie Group
Country	France
Designer	Michel Joubert/Patrick Roseo
Displacement (t)	6,2
Ballast (tonnes)	cast iron
CE norm	A
Hull material	GRP
Hull colour	off-white
Hull shape	round-bilged
Keel type	centreboard
Superstructure material	GRP
Superstructure (mm)	yes
Rubbing strake	aluminum
Deck material	GRP
Deck finish	teak
Superstructure deck finish	non-skid moulded in
Cockpit deck finish	non-skid moulded in Anti-slip
Antifouling (year)	2018
Window frame	aluminium
Window material	perspex

Fuel tank (litre)	stainless steel 250 L.
Level indicator (fuel tank)	yes
Freshwater tank (litre)	stainless steel 2x, total 350 L.
Wheel steering	mechanical
Emergency tiller	yes

ACCOMMODATION

Cabins	3
Berths	8
Interior	cherry New upholstery sofas 2012
Floor	woodprint
Open cockpit	yes
Chart table	yes
Galley	yes
Countertop	plastic
Sink	stainless steel
Cooker	calor gas
Oven	yes
Fridge	yes
Hot water system	220V + engine
Water pressure system	electrical Electrical + manual
Manual and/or foot pump	yes
Owners cabin	v-bed
Wardrobe	hanging and shelves
Bathroom	shared
Toilet	shared
Toilet system	manual
Wash basin	at the toilet At toilet + bathroom
Shower	shared
Guest cabin 1	double bed
Bed length (m)	2,20 m

Wardrobe	hanging and shelves
Guest cabin 2	double bed
Bed length (m)	2,20m
Wardrobe	hanging and shelves

MACHINERY

No of engines	1
Make	Volvo Penta
Type	3 cilinder
HP	40,00
kW	29,40
Fuel	diesel
Year installed	2004
Maximum speed (kn)	7
Cruising speed (kn)	5
Consumption (l/hr)	4
Range (nm)	300
Engine cooling system	freshwater heat exchanger
Drive	shaft
Engine controls	bowden cable
Gearbox	mechanical
Exhaust	watercooled
Propeller type	fixed
Propeller blades	3
Propeller shaft material	stainless steel
Shaft lubrication	water
Manual bilge pump	yes
Electric bilge pump	yes
Batteries	3
Start battery	1
Service battery	2

Battery charger	yes
Shorepower	with cable

NAVIGATION

Compass	yes
Depth sounder	yes
Log	yes
Windset	yes
VHF	yes
Autopilot	yes
Radar	No display
GPS	yes
Radio receiver	yes

EQUIPMENT

Sprayhood	yes
Sprayhood with grab rail	yes
Cockpit table	yes
Bathing platform	yes
Boarding ladder	stainless steel
Deck shower	yes
Anchor	yes
Anchor chain	yes
Anchor 2	yes
Windlass	electrical
Sea railing	stainless steel
Grab rail (superstructure)	stainless steel
Life raft (pers)	valise (or bag) Arimar 8 pers. (2004)
Last life raft survey	03-2016
Lifejackets	yes
Lifebuoy	yes

Radar reflector	yes
Fenders	yes
Mooring lines	yes
Radio-cd player	yes

RIGGING

Rigging	fractional
Brand mast	Seldén
Material mast	aluminium
Fully battened mainsail	yes
Genoa	2012
Genoa furler	yes
Gennaker	yes
Stormjib	yes
Backstay adjuster	mechanical
Boomvang	gasspring
Primary sheet winch	yes
Genoa sheetwinches	yes

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Elisabeth II

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Elisabeth II

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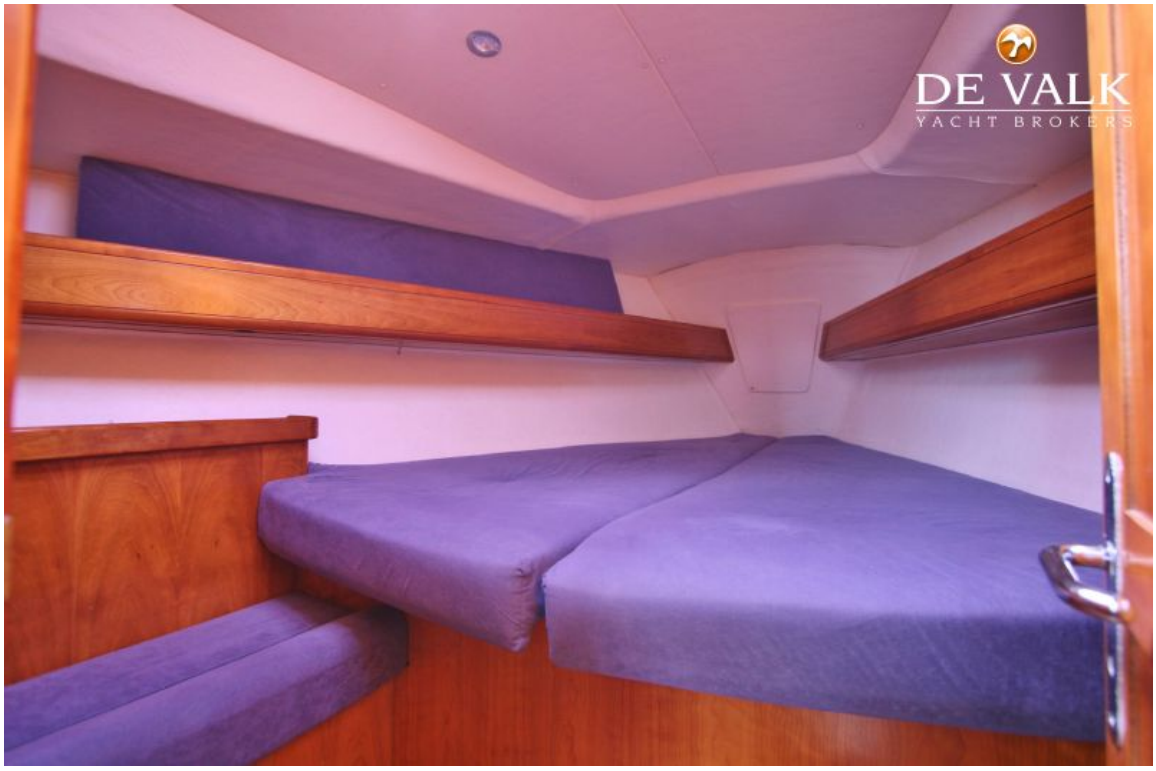
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