

FEELING 326 DI

COMPLEMENT TECHNICAL DOCUMENT

Enclosed you will find advice and recommendations by the architect, Philippe HARLE, regarding the lift keel version of the FEELING 326.

These recommendations together with technical sketches will allow you to :

- obtain good adjustment
- achieve best performances
- appreciate the anchor place accessible only to the lift keel

We wish you a pleasant sailing !

FEELING 326 DI

ARCHITECT RECOMMANDATIONS

1 - General comments on the concept of this boat :

The FEELING 326 lift keel is a specific type of the 326 and it is necessary to understand the features in order to get the best results.

1 - Stability and safety :

This version has been foreseen since the creation of the FEELING 326 in order to have an adequate stability concerning security, that is to say even with the assumption of a "full ton" in a hypothetically enormous sea.

2 - Balance and performance :

Because of the advantages which present :

- a thin front to get through waves
- a wide stern to surf better and to improve the standing layout of the stern.

It has been acknowledged that the boat would find it more difficult to sail progressively after a heel of 20°.

But, at the angle of the heel and because of the large width of the waterline, it has reached its full power and optimum efficiency.

Beyond this heel, it becomes unpleasant, I admit it, but without becoming dangerous , I can confirm it.

3 - Sail :

The boat (since the keel version) has been "generously sailed" to increase its sailing in light winds, knowing that with a stronger wind it would be necessary to lower the sails.

2 - REGULATIONS OF THE MAST :

These cannot be compared to a valve adjustment on an engine...
Nevertheless, I recommend the following approach :

A - In the marina

- 1 - Adjust the forestay in order to have a vertical mast.
- 2 - Adjust the inner shrouds.

B - When sailing

- 1 - Adjust the full shrouds in order to have a vertical mast on a heel of 15° to 20°.
- 2 - Balance the full shrouds in order to have a vertical mast in the longitudinal as much as possible with regard to clause 3.

A good result is achieved by :

- The shroud under the wind being definitely weak from 10 to 12 degrees of the heel (normal)
- The intermediates are alot less taught than the head inner shrouds.
- The front bottom shrouds are clearly more taught than those at the rear.

Do not forget to put the fore locks back in place when you have finished using them.

3 - ADJUSTING THE SAILS AND LIFT KEEL

The tension of the sail must be adapted to the strength and the speed of the wind.

- sufficient for erasing the oblique folds in the sail
- not too much for not sending back the trough to the front

The same rules apply to the genoa which must be tightened as much as possible when the strength of the wind increases.

When the wind increases, steadily begin to hoist.

When you reach 20° to 22° heel, start to move the sheet traveller when the boat becomes difficult to control. Then lower the sail.

Meanwhile the lift keel :

- It is only brought down entirely by mild weather.
- As soon as the wind increases or the sail is lowered, it is necessary to lift the keel up.
- Thus, the lift keel must be lifted up by half when the force of the wind makes it necessary to lower the sail.

At half way, it has only lost a little of the surface but its centre has declined - which it has to.

When you have the wind on the beam, the keel is lifted up two thirds.

When sailing free, the lift keel can be completely lifted up even in the event of unforeseen diversion.

4 - PARTICULAR COMMENTS ON THE USE OF THE LIFT KEEL

- When it is oppressed, it is necessary to tighten it by a luffing even by bringing it up or down. It is essential on all the lift keel boats, except hydraulic pressure means, which are expensive or perhaps unreliable.
- The keel moves : it is normal, it is held by flexible stabilisers. This freedom which increases efficiency and reduces the structural efforts (these keels "which move" have proved that it is possible to sail all over the world without any problems). This is one of our secrets. So don't repeat it !
- When the keel is down, you can touch the bottom (without many stones) even with a higher speed as long as you have enough distance ahead except in the case of large cross currents.
- On the other hand, in the event of serious damage, you must not "touch" while reversing.
- So, when you manoeuvre in the marina, it is necessary to let the keel down a little without being afraid, at the end, of having the aid of mud.

1 - The beaching :

The integral offers marvellous possibilities for finding a place at the far end of the marina, (and a little closer to the bar...)

However, with certain recommendations :

- "In principal" you only set down (even with a keel boat) on recognized or known ground or quite visible ground in order to avoid beaching on an anchor or any other sharp object.
- You set down on ground which is "reasonably smooth and homogeneous".
- The site has to be free from surf when beaching.
- Under this last condition, it is not serious if the rudder touches first (due to a slight counter-slope), it is sufficiently structured to act like a support.
- To know that it is exceptional that the boat beaches in a very flat position.

There are always a few heels which are not dangerous and which can bring an element of charm to the evening.

2 - Beaching :

Every sales leaflet concerning the lift keel boats (and not only the FEELING 326) includes an image of beaching. It is truly marvellous, but subject to several precautions.

- You only go to the beach if it is completely free from surf because the least amount of surf can force you back to the beach or diverts you across the beach.
- A preference for a ground wind contributing to a releasing of the boat.
- Always with weighing anchor except in exceptional conditions.
- After the "commando" has weighed anchor, you relaunch the boat slightly.
- To let the boat beach with the help of the tide can only be done in sheltered areas (like the Morbihan) in wonderful weather.

3 - Mooring beaching :

Setting down the boat on a beaching site is perfectly possible under the conditions mentioned above (quality of the ground and the absence of surf).

In this case, where the boat is set down repeatedly, I suggest that you leave a little (5 to 8 cm) of the keel visible. This will transmit a slight movement which will avoid it being filled with mud.

In the case of filling-in of mud (certain places are almost self filling), you unfill by rotating your boat. This creates a turbulence which cleans the plate case.

4 - Maintenance :

An integral without its lift keel is a very poor boat. Its good functioning is fundamental. I suggest you dismantle and examine the centreboard, the axis, etc.. every two years or 10 000 miles.

The system, carried out on the 326 lift keel, is identical in principal to what we have been using for 8 years on our boats for long journeys to Spitzberg, the Antarctic, Alaska and in New Caledonia and is recognised as being reliable. But, it must be checked regularly.

Philippe HARLE

OUTLINE BOAT DATA - FEELING 326 LIFT KEEL

=====

Length overall	9,75 M
Hull length	9,49 M
Waterline length	8,17 M
Maximum beam	3,38 M
Draft	0,65 / 1,60 M
Displacement	3.800 KG
Weight of lift keel	1.400 KG
Weight of centreboard	90 KG
Sail area	50,72 M2
Registered tonnage Nr 4124	9,31 TX

Built to approve the French Merchant Navy Standards 2nd category
Nr 3362

The bottom of the hull is made out of castiron with stabilising fins (beaching without support), shaped lift keel, profiled keel pivoting on a stainless steel axis. A quick lifting system by tackle and winch.

This document is not contractual.

KIRIE reserves the right to modify all or part of the models considering their improvement.