

Feeling 44 (Lift Keel)

€175,000 Tax Paid

Leros, Greece

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&
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Boat Details

Manufacturer:		Model:	Feeling 44 - Lift Keel
Hull Material:	Monohull	Year:	2007
Length:	44	LWL:	39.09
Beam:	13.94	Draft:	8.5
Engine Type:	Inboard	Engine Fuel:	Diesel

Price:	€175,000	Location:	Leros, Greece
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Boat Description

Feeling 44 (2007) with a hydraulic/electric lifting keel built by Alliaura Marine, France from the design boards of Alan Mortain /Yiannis Mavrikios. A beautiful high quality 'blisteringly fast' cruising yacht.

GRP hull deck & structure. Full teak decks and cockpit. Lifting Keel (2'3/8'5 – 0.7m/2.6m) Wheel steering (folding) to twin rudders. Coppercoat antifoul to hull. Cast Iron base plate to allow the yacht to take the ground and dry out safely. The fin keel offers you extended cruising into areas that other fin keel yachts of this size just cannot reach.

Powered by 55hp Volvo D2-55, shaft drive to 3 bladed folding prop. Bowthruster, Lewmar V3 electric windlass (with remote) to 25kg Rocna anchor + 70m chain & 50m warp. Adverc charging system, 4 AGM Batteries (domestic 2 x 240a/h), Small semi-flexible solar panel forward of the sprayhood, swiveling rigid semi flexi solar panel between backstays arch. Duogen – wind & water generator. Mastervolt control system.

Sloop rigged with adjustable back stays Mainsail & Genoa new in 2021 by Crusader Sails. Gennaker, storm jib (never used). Mainsail with boom stackpack, Walder boom-brake. 6 x Harken winches incl 2 x 48 electric winches.

Accom for 6 in 3 double cabins. Beautiful solid cherry wood interior. High gloss varnish finish throughout. Cream bolon ceiling. Fully equipped galley with gimballed gas hob/oven, fridge with freezer comp, 2 s/s sink

Double master cabin forward with ensuite heads. Two double cabins aft. Unique central Navigation station in saloon. More than spacious saloon with huge central table (keel box & hydraulics centre in table housing). Over 500 Ltrs fresh water in 2 tanks,(with water filter) Holding tank. Eberspacher Heating, Tool locker packed with probably everything ever needed.

Comprehensive Raymarine Nav equipment including at Central saloon position E120 plotter, fixed VHF, 2 portable VHF's,DSM/Fishfinder. Cockpit: E80 plotter, Tri data, Autopilot, VHF, bowthruster controls, compass with 4 additional instruments above the companionway. Safety gear incl: AB 9AL, a rib with an aluminium hull and Hypalon tubes new in 2021, Epirb, 6 life jackets (2024) 6 life tags.

Supplied new by Williams & Smithells Ltd in 2007 to the one and only owner, an engineer and perfectionist. This Feeling 44 was and is the highest speced 44 that was ever supplied. She lacks absolutely nothing for long term liveaboard cruising. A very rare opportunity to own an absolutely beautiful lifting keel cruising yacht, packed with useful equipment and sails like a dream!

VAT paid Euros €175,000

Construction

Built by Alliaura Marine, France 2007
Designed by Alan Mortain / Yiannis Mavrikios
GRP Hull, Deck & Structure
Full Teak decks & cockpit

Lifting Keel (Hydraulic)
Cast iron base plate
Folding steering wheel
Twin rudders

Hull - Coppercoat antifouling (last applied 2020)
It is three times more expensive than standard antifouling, but lasts for at least 10 years, not one, so it turns out to be better and cheaper.

LOA: 45'1 (13.75m)
HL: 43'96 (13.40m)
LWL: 39'04 (11.90m)
Beam: 13'94 (4.25m)
Draft: 2'3-8'5 (0.7 – 2.6m)
Ballast Lift keel: 3,100 kg
Displacement: 10,090 kg (light)

Machinery

Engine compartment
Volvo D2 55hp diesel engine, with 3,000 engine hours.
Serviced by the owner every year.
Shaft drive
Volvo gearbox
Folding propeller, 3 blades
Consumption: 4-6 litres of diesel per hour, depending on engine revs
Automatic fire extinguisher

Bowthruster – Sloopner, tunnel version with port & stbd props.
Eberspacher heating

Electrics

Adverc...what's that? The alternator on the engine charges the batteries, but, as on all yachts, it is a standard alternator, as used in cars/lorries/trucks, which charges batteries to 80% capacity. This is not a problem on land-based vehicles, since the battery is only used to start the engine. But on a yacht, the 'domestic' batteries are in constant use, and to only get to 80% charge means that, under engine power (as opposed to shore power) means you lose 20% of your battery capacity, which is huge. What the Adverc does is to 'fool' or 'brainwash' the alternator by pretending that the batteries are only charged to 60% or so; the alternator therefore keeps charging the batteries up to 100%. This is wonderful when on engine power.

4 batteries, all AGMs (Absorbed Glass Matrix):
Engine starter motor battery

Bowthruster battery

Two huge 240Amp/hour 'domestic' batteries

Small semi-flexible solar panel forward of the sprayhood. (700mm x 500mm) 260w/day

Swivelling rigid semi flexi solar panel between backstays arch. (1500mm x 680mm) 760 w/day

Duogen – wind & water generator

Switch panel

Alpine hi-fi with two interior speakers and two waterproof speakers in the cockpit

Mastervolt MICC = Mass Inverter Charger Control – used to monitor the charging state of the batteries and to switch the inverter on and off – the inverter turns 12 Volt DC power into 240 Volt AC power, used when not on shore power to charge laptops, the vacuum cleaner, hair dryer, electric toothbrushes etc.

Remote control handset – Used to control direction into the wind to make sure the mainsail is going up inside the stack pack lines and is not getting tangled; this is essential if there are only two people on board – one controlling the electric winch to raise the mainsail, the other using the remote control to adjust direction into the wind.

Tankage

Fuel: 1 tank 200 ltrs

Water: 2 tanks (300 ltrs/ 220 ltrs)

Holding: 1 tank

Water filter which purifies drinking water, so there is no need to buy bottled water.

Accommodation

Accom for 6 in 2 double aft cabins with double master cabin forward. (see layout attached)

Two heads / showers + single large holding tank.

Solid cherry wood joinered interior, beautifully shaped and varnished.

Special unique central nav station.

Galley to stbd

Head linings covered in cream Bolon material.

All the hatches have folding blinds and mosquito nets.

Master cabin

Double bed and storage underneath, plus bowthruster battery

3 reading lights

Vanity table and mirror

Wardrobe and shelving, with almost all the charts for the Med, sailing books and yacht maintenance books

Shelving along both sides, for books, charts, fishing rod...

Forward heads

Toilet, sink, shower and mirrored cabinets. Electric shaver socket.

Main saloon

Gigantic double-folding table, which can seat 10 people!

Two bookcases

Central navigation station

Most nav gear by Raymarine

Storage underneath and under the navigation seat.

The nav station has:

E120 chartplotter

Graphic screen which can display anything; usually used to display magnetic wind direction VHF radio and speaker.

DSM = Digital Sounder Module, or Fishfinder; it is also useful to detect what the seabed is.

Sea Me active radar detector switch

Life Tag switch; Suli has 6 Life Tags; these are small devices which you wear like a watch – if someone falls in the sea, an alarm goes off and automatically switches the chartplotters into MOB (man overboard) mode, so the location of the victim is kept on the screens.

Two Raymarine portable VHF radios

EPIRB

Tool locker with every tool you will ever need

Galley:

Fridge with freezer compartment

Gimballed gas hob and oven

Gas kettle, electric kettle and induction hob

Saucepan storage compartment

Cupboards and shelving for food, crockery etc

3 drawers for cutlery, cooking utensils etc

Glasses for beer, wine and water, both glass and plastic

The main heads

Toilet, shower and basin and mirrored cabinets with shelving.

The toilet is plumbed to a holding tank for sewage, with a valve for it under the basin.

Electric shaver socket.

Two identical aft double cabins

Linen, mattress protectors, fitted sheets, pillows and duvets for all three cabins

Towels, tea towels etc

Ebersbacher 'central heating' in all cabins – not used for years, being in the Med!

6 scatter cushions for the main saloon and 5 for the cockpit

Deck

Sprayhood, new in 2019.

Zipped opening panel at the front to let air through in light winds for ventilation and improved visibility.

Bimini - Above the bimini, between the two backstays, a large Solara solar panel which swivels – partly to catch the early or late sun, and partly to clean it.

Windlass – Lewmar V3, new in 2025. Linked to a remote control used in the cockpit for stern-on mooring.

Anchor – 25kg Rocna anchor – the best make of anchor.

Anchor locker – with 70m of chain and 50m of warp, 2 snubbers and a hook to untangle the anchor chain of another yacht when we have crossed anchor chains – Storage for oil and anti-freeze for the engine.

Three cockpit lockers – one as the gas bottle locker

In the lockers:

Numerous ropes for different roles

Mooring warps

Mooring warps with stainless steel springs, to dampen the surge on the yacht in rough seas

Folding ladder

Two Mezzo D10 folding bikes

Sea brake

Bow fender

Hydrobubble stern anchor, with chain and warp

Small gas bottles for the gas barbecue

Various boat hooks

Buckets

Shore power cable and extension

Cable converters

Two water hoses

Two sets of masks, snorkels and fins

Dinghy pump

Flares

Electric jet washer

6 cylindrical fenders and one balloon stern fender

Binnacle with:

Folding steering wheel

Engine controls

Bowthruster controls

Navpod for the instruments, all Raymarine

Drinks and bottle holders

Fabulous huge cockpit with huge folding teak table, which can seat 8 people

Blue foam seating cushions

Swing-back step to go ashore and to step down to the sugar scoop stern to go swimming or to get in/out of the dinghy

Reel for anchoring then tying on ashore to a rock or a tree.

Passerelle – folding and aluminium

Swim steps

Swim shower

Magma gas barbecue

Fishing rod holder

Ensign

Navigation

Navpod for the instruments, all Raymarine:

E80 chartplotter

Tri-data, for depth, water speed and distance/log

Autopilot controls

Bowthruster controls

Switch for raising and lowering the hydraulic/electric lifting keel

VHF radio and speaker

Compass

4 instruments above the companionway:

Depth

Water speed

Wind direction and strength

Autopilot controls

Tenders

AB 9AL, a rib with an aluminium hull and Hypalon tubes new in 2021

Stored on deck, upside down.

Davit for lowering and raising the outboard onto the dinghy

Outboard – Suzuki 4-stroke 6hp, new in 2025; it has done 2 hours, so is not even run in yet!

Safety

Viking 6 person liferaft

EPIRB

6 lifejackets, all new in 2024

Harnesses

Kim man overboard rescue sling

Horseshoe rescue buoy

Danbuoy

Flares

Manual & Electric bilge pumps

The condition or level of safety equipment on board is not to be negotiated on following survey. It is likely to be listed by most surveyors but is not structural or an integral working part of the vessel and is not to be used to further negotiate the price down after survey. We strongly suggest that for your own personal safety that when purchasing a yacht you provide new safety equipment rather than relying on second hand gear.

Should you become the new owner of this yacht then the responsibility to re-register or update official bodies for items such as EPIRB, VHF, MMSI or AIS becomes yours.

Disclaimer

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