



286S - 1993

<https://www.yachtadvert.com/2996-feeling-286s.html>

7 500 EUR incl vat



General

Year : 1993

Beam : 10.04 Ft

Life Raft : No

Leasing in progress : No

Builder : Feeling

Length : 29.53 Ft

Hull : Monohull

Area : , Netherlands

Engines

Model : 2GM20

Power Unit. (HP) : 18

Engine Brand : Yanmar

Engine(s) : 1

Tank : 38 L

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

Sounder : Yes

Chartplotter : Yes

VHF : No

Watermaker : No

Radar : No

Pilot details : <p>true</p>

GPS : Yes

Plotter details : <p>true</p>

Converter 12/220 : No

Bridge equipment

Hydraulic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : Yes

Teak cockpit : No

Furling mainsail : No

Mast : 1

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : No

Spinnaker : Yes

Main equipment

Stern thruster : No

AC : No

Black Water : No

Tender : No

Bow Thruster : No

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

Household appliances

Freezer : No

Microwaves : No

Electric stove : No

Washing machine : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : Yes

Gas stove : No

Heater : No

Dishwasher : No

TV : No

Various

Feeling 286S now in the online auction. everyone can bid until 24 August 2026.

Feeling 286S Zephyr ready for adventure

Meet Zephyr, a 1993 Feeling 286S by Kirie Constructions Nautiques. This French sailing yacht combines a sporty character with a surprisingly spacious layout and dimensions well suited to Dutch waters. With an overall length of around 9 metres, a beam of 3.06 metres and a draft of 1.15 metres, she feels at home across a wide cruising area; from Zeeland and the Randmeren to Friesland. Thanks to an air draft of approximately 12.30 metres, many bridges and routes remain accessible, making her especially appealing for those who like to alternate between lakes, inland waterways and coastal waters.

Zephyr is built in GRP with an S-frame hull and a wing keel. This provides a good balance between stability and accessibility in shallower water. Steering is via tiller in the cockpit, which many sailors appreciate for the direct feel. The cockpit is self-draining and outside you will find, among other things, a sprayhood, cockpit tent, pulpit and pushpit seats, guardrails, fenders and lines, and a bathing platform with swim ladder. Davits are also fitted; handy for a dinghy or extra flexibility on board.

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What makes this Feeling 286S interesting for cruising sailors?

Zephyr is set up for comfortable longer days and holiday cruising. Inside she offers a saloon with dinette and navigation table, a galley with oven and two-burner stove, and a compressor fridge. Headroom is stated at around 1.82 metres in the higher sections, which is notably comfortable for this size class. With four fixed berths and additional options for a few more guests, she suits couples, families or friends who enjoy travelling together. The layout with two aft cabins provides privacy and also makes her attractive if you sail with children or take guests along.

How does she sail and what can you expect from the engine?

Under sail, the Feeling 286S is known as a quick and lively yacht, and Zephyr matches that well with her sail plan consisting of mainsail, jib and spinnaker. The headsail has a furling system, making reefing and changing sail configuration underway practical. For harbour manoeuvres and motoring legs, she is equipped with a Yanmar 2GM20 inboard diesel engine of 18 hp with electric start. The stated cruising speed is around 8 km/h with a maximum of around 12 km/h, and the diesel tank capacity is approximately 38 litres. This makes her a good fit for anyone looking for a sailing yacht with a diesel engine that is pleasant to use both under sail and under power.

What about navigation and electronics on board?

For those specifically looking for a sailing yacht with chartplotter and AIS, Zephyr is well equipped. She has a Raymarine Axiom 9+ with Lighthouse charting, connected to an NMEA2000 network. In addition, there is an AIS700 transceiver (transmit and receive), improving situational awareness on busier waters. Also on board are GPS, depth sounder, log and speedometer, compass and an autopilot (ST1000). The wind system is connected to the network via a wireless Tactic system; it is noted that the wind sensor requires maintenance and that batteries are included. For power supply there are three batteries with a total capacity of approximately 380Ah, shore power, alternator, battery charger and a solar panel. This also makes her attractive for those who like to anchor for longer periods or cruise comfortably with a fridge and onboard consumers.

What is known about maintenance and recent work?

Zephyr was taken out of the water in 2024 and received an antifouling treatment that year. It is stated that she has no osmosis or signs of osmosis. In recent years various components have been renewed and addressed, including the electrical system with a new control panel and LED lighting, a diesel heater, a new cooling compressor, a freshwater pressure pump and additional features such as an outdoor shower by the bathing platform. Attention has also been given to rigging and deck details, and practical additions include a stainless-steel double anchor roller and a Rocna anchor with

chain and line. All of this makes her interesting for buyers looking for a Feeling 286S for sale with a complete outfit for cruising and weekend trips.

On board you'll also find a manual toilet with direct discharge to open water, an 80-litre water tank and a manual bilge pump. Heating is provided via a heater, extending the season and increasing onboard comfort.

Zephyr is located in Bruinisse and is offered through BoatAuction. She is an inviting choice for anyone looking for a sporty, practical and comfortably fitted sailing yacht in the 9-metre class, with modern navigation, a well-known Yanmar diesel and a layout that offers surprisingly generous living space.

