

PERELANDRA — CUSTOM



Builder: CUSTOM

Year Built: 1989

Model: Cruising Ketch

Price: PRICE ON APPLICATION

Location: United States

LOA: 44' 0" (13.41m)

Beam: 13' 8" (4.17m)

Min Draft: 5' 10" (1.78m)

Cruise Speed: 6 Kts. (7 MPH)

Max Speed: 10 Kts. (12 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Perelandra — CUSTOM** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

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SPECIFICATIONS

Basic Information

Category: Cruising Ketch

Model Year: 1989

Year Built: 1989

Country: United States

Dimensions

LOA: 44' 0" (13.41m)

Beam: 13' 8" (4.17m)

Min Draft: 5' 10" (1.78m)

Speed, Capacities and Weight

Cruise Speed: 6 Kts. (7 MPH)

Max Speed: 10 Kts. (12 MPH)

Displacement: 34000 Pounds

Water Capacity: 175 Gallons

Fuel Capacity: 180 Gallons

Accommodations

Total Cabins: 2

Hull and Deck Information

Hull Material: Steel

Engine Information

Engines: 1

Manufacturer: Perkins

Model: 4.236

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Introduction

ESTATE SALE - PRICE JUST REDUCED!

A proven 60,000 mile passage making/circumnavigating machine, PERELANDRA was custom built to exacting parameters in 1989 by renowned steel sailing yacht expert...LeCain Smith. Lee and his wife Sheila sailed the PERELANDRA for over 20 yrs. Following the initial 6 yr. circumnavigation, the PERELANDRA was retired to coastal Maine use. Lee and Sheila also authored "Steel Away", a "bible" for steel sailboat construction.

PERELANDRA was sold in January 2011 to another world cruiser. Sadly, that person passed away in April, unable to cruise the PERELANDRA.

PERELANDRA is now relisted at a significant reduction from the January sale price. She is in dry storage and ready to sail the coast or, more appropriately, as a global explorer.

Interior Structure

- **Hull Structure and Condition:** The hull is constructed with both longitudinal and transverse framing. All bulkheads land on top of the transverse frames. Fir wood cleats are bolted to all framing for attachment of other wood joinery. All of the surface metal is covered with sprayed-on foam to eliminate the potential for water entrapment and allows for full runoff of any spillage to a centralized deep bilge area that can be easily inspected.
- **Stem & Stern:** A molded steel cone topside and forefoot has a steel flat bar backing down to the keel. The transom is cross framed with angle iron to the radius.
- **Frames & Floors:** Deep molded flange plate frames are top sistered to 2" angle iron frames that are spot welded to the hull. Frames are on about 3 foot centers.
- **Longitudinals/Stringers:** Two-inch angle iron stringers on approximately two foot centers run the full length of the hull. Additional stringers are located in the engine area.
- **Bilge Area & Limber Holes:** A moderate depth sloping bilge area with ample limbers leads from forward to a deep well amidships. The aft bilge drains fully from the stuffing box under the engine area to the same deep well.
- **Ballast:** 10,500# of poured lead ballast is sealed by a steel cover plate in the forward part of the keel.
- **Interior Coating:** Epoxy primers and barrier coatings over all interior steel surfaces.
- **Insulation:** Type 1 polyurethane sprayed on insulation about 1.5" thick throughout the interior except for the bilge area. It is well adhered to a bitumastic coating over an epoxy

base and has a fire retardant coating on top.

- Chain Locker: Large chain locker forward of the focsle has a good access hatch. It is well insulated and protected from the hull.
- Bulkheads: Three-quarter inch marine plywood bulkheads throughout the boat are painted a cream color.
- Woodwork: The interior ceiling is made of Sitka spruce strips. The cabin sides have birch plywood. The trim is Honduran mahogany. The cabin sole is strips of mahogany and Port Orford cedar laminated over 3/4" ply.
- Accommodations: The layout is comfortably arranged with complete facilities for pleasant living. All settees and bunks have nice cloth-covered cushions. There are also waterproof cushions for exterior use. An assortment of miscellaneous, decorations, cosmetic items, books, and spare parts is also included.

Hull & Exterior Structure

- Hull Design: Beamy, molded radius round hull with a long fin keel and skeg rudder. She has moderate but full overhangs, spoon bow, and a gentle sweeping shear.
- Hull Construction: Ten-gauge steel plating was stress-relief welded. Larger plates are used in the under body and topsides. Plates at the turn of the bilge were rolled to fit the molded radius of the round hull shape. About seven sections were installed and the ones at the stern and bow ends were multi-rolled to fit the changing radius of this conical development. The framework of the hull was floated into place while the welding of the plate was done. Afterwards it was spot welded to the hull plates.
- Hull & Coating Condition Below the Waterline: Layers of epoxy primer with barrier coats and anti-fouling on top. Last Haul Out: Spring 2007.
- Corrosion Control/Anodes: Five elliptical zinc anodes are bolted on to the hull at different locations. The propeller shaft has its own collar zinc.
- Through hull Openings & Appendages: Six steel through hull openings with seacocks are located below the waterline. The throughhull in the engine room is a standpipe that services a number of items. There are four cockpit drains that have standpipes running directly all the way through to the cockpit.
- Speed Log: One located on the forward port under body near the stem.
- Transducer: One located on the forward port under body near the stem.
- Propeller/Shaft Log & Stern Tube: A fixed, three-blade 24/17 bronze propeller is mounted on a 1.5 inch stainless steel propeller shaft. The shaft is skewed to port for easy removal without interference from the rudder. The protruding steel stern tube has water access lubrication holes.
- Rudder & Other Appendages: The steel rudder is hung on a skeg. High-tensile bearings are fixed at the rudder post head. An internal stainless pivot cone is seated at the foot bearing. There is an eye on the top of the rudder for emergency lifting purposes.

- **Hull Condition and Coating on the Topsides:** A fully layered coating with epoxy primers, high-build fairing barrier coats and a polyurethane topcoat seals the hull. The topsides are green in color.
- **Topside Openings/Fixtures/Appendages:** The only opening is for the propane tank drain, which is just above the waterline on the starboard side. Mounting studs on the transom protrude for securing the Aries self-steering wind vane. There is also an integral steel boarding step on the transom just above the waterline. A wood anti-chafe rub rail of balou and iron bark is secured to the topsides just below the shear with S/S studs welded integrally.

Exterior Deck & Superstructure

- **Construction and Condition of the Decks:** Integral 12-gauge steel decks have an epoxy base coating with barrier coats and polyurethane topcoats. The side decks and cabin top are surfaced with a Spantex rubber hypalon coating. This non-abrasive rubber nonskid is color-coated gray.
- **Construction and Condition of the Superstructure & Appendages:** The entire superstructure, including the cockpit, coamings and cabin, is built of integral 12-gauge steel coated with epoxy primers and barrier coats and polyurethane topcoats. A hard dodger with a wood base, aluminum framework and molded plywood top is secured to the hull on integrally welded SS studs; the dodger windows are Tuffak, a high-tensile clear plastic. Some cockpit lockers and seats are made of teak.
- **Chain plates:** Integral stainless steel chain plates are welded down through an ample section of the hull beneath the sheer line. The inner forestay plate has an extension rod secured down through the chain locker to the stem. The outer forestay plate is welded to the stem head assembly.
- **Anchoring & Mooring Gear: Bow Roller:** A twin stainless-steel roller assembly is mounted on the bow and includes a secure mounting and locking device for two CQR anchors and a bowsprit platform with a high-tensile center roller for a mooring bridle. A stainless chain dog is also included.
- **Windlass:** A manual two-speed Lofrans windlass with chain dog is mounted on the fore deck.
- **Anchor, Rhodes & Ground Tackle:** One 45# CQR mounted on the bow roller, one 60# CQR mounted on the bow roller, one Fortress F -55 storm anchor stored in the chain locker, and additional mounting for a stern anchor is located on the pushpit. 300 feet of 3/8' BBB chain is secured to the larger CQR and 250 feet of 3/8' BBB chain is secured to the smaller CQR. There is also 200 feet of 3/4' nylon rode, various other mooring lines, fenders and miscellaneous equipment stored in the chain locker and other cockpit locker.
- **Dinghy:** 10'3" West Marine RIB inflatable with Johnson 8 HP outboard
- **Railing & Lifelines:** A raised wood and steel bulwark with full drainage is secured above

all the deck shear. Stainless steel pipe pulpit and pushpit are mounted on the bow and stern. Removable stainless pipe stanchions, 1.5 diameter and 32' high, line the deck; the aft section is all pipe and the forward section has wire lifelines. A set of wood handrails are on the forward cabin top.

- **Openings & Ventilation:** Elliptical ABI bronze opening ports are located around the cabin sides; some are just dead ports. Four fixed prisms let light into the walkthrough, engine room and aft cabin. There are stainless mushroom vents above the galley and aft head. Six wooden dorade boxes are mounted in pairs from the stern to the bow for ventilation.
- **Hatches:** The main companionway hatch is made of teak and plywood and slides on an integral S/S track. There are both a clear Lexan drop board and a solid wood one. On the aft cabin top is a custom teak hatch with access to the aft cabin. A Lewmar aluminum hatch gives access to the stern lazarette. A Lewmar aluminum skylight is mounted on the main cabin. Another Lewmar hatch gives access to the focsle.
- **Deck/Cabin Hardware and Fittings:** Most of the deck hardware is mounted on teak isolation pads. All the hardware is made of either anodized aluminum or stainless steel. Some stainless steel fittings are welded directly to the steel superstructure.
- **Travelers & Tracks:** Stainless steel travelers are integrally welded at the appropriate locations for the club staysail, mainsail and mizzen. There is a genoa track mounted on the wood rail cap on each side
- **Chocks & Cleats:** Various chocks and anodized aluminum cleats are located at suitable locations for all line handling for docking and operation of running rigging. A large S/S bollard is located on the centerline at the bow and stern positions. Bronze scuppers for spring lines are secured in the bulwarks.
- **Deck Fills:** Flush-mounted deck fills are installed for water and diesel fuel and for waste pumpout.
- **Deck Winches:** All winches for sheets, halyards vangs and reefing are made by Bariant. There are two #10P, two # 21P, two #18P, two #28 self tailing and one #19 self tailing.
- **Cockpit:** An all-steel self-draining center cockpit with a high surrounding coaming has access to both the main salon and the aft cabin. Most of the line handling for the operation of the sails can be carried out from here. Integral steel seats, one fitted with a teak-covered rope locker, line the sides of the cockpit and a rounded steering seat is located between them at the aft end of the cockpit.
- **Steering System:** Quadrant with S/S cable via pulleys to Edson pedestal wheel steering. A serviceable packing gland is located at the upper rudder bearing.
- **Self Steering/Auto Pilot:** An Aries servo-pendulum wind vane self-steering device is mounted on the transom. It operates by line to a drum on the steering wheel. There is also an emergency tiller hookup arrangement available.

Internal Plumbing

- Fresh Water Tanks: There are six non-integral stainless steel water tanks located under the main salon cabin sole. Each has separate lines to vents and a regulating manifold with Jabsco fresh-water strainers in line.
- Watermaker: None
- Seacocks, Valves for through hulls: Seacocks are Marelon high-tensile plastic by RC Industries fully clamped and connected to steel throughhull nipples. Emergency wooden plugs are also included. The raw-water intakes for the two heads, galley and the engine lead from a sea chest in the engine room. The two head discharge lines have their own outlets in each head. The raw-water outlet for the galley is separate.
- Hoses: All hoses are of good marine quality.
- Deck Fill Lines: Three high-tensile Marelon deck fills are fixed flush on deck for waste, water and fuel usage.
- Sanitation/Heads: Two heads located adjacent to each stateroom forward and aft. Each has a manual
- Jabsco toilet with Y-valves and vented loops. Each head has a sink, counter space and storage lockers. There is a propane Paloma hot water heater with external vent in the aft head. A shower is also located there.
- Holding Tanks: Each head has approximately a 15 gallon MSD type III plastic (polypropylene) holding tank, well secured with Y-valves for distribution.
- Pumps: There is a manual holding tank pump along with a deck pump-out fitting in the forward head. All toilets have manual pumps. All fresh water lines have manual Whale foot pumps. A Shur electric fresh water pressure pump mounted in the engine room services any fresh water tank pump-outs and supplies water to the galley, aft head sink, and aft head shower. One large manual Edson bilge pump is mounted under the main companionway. There is an electric bilge pump in the deep bilge well adjacent to the nav station.
- Galley Design & Equipment: The fully equipped galley is located to starboard of the main companionway.
- Stove: Gimballed three burner Force 10 propane stove with oven. A safety harness is included
- Stove Fuel & Arrangement: Propane fuel for the stove and hot-water heater comes from two 20# tanks located in a sealed locker located in the starboard cockpit coaming with an overboard drain. Each tank has its own regulator, pressure gauge, hoses and remote solenoid shut-offs.
- Refrigeration: A 12-volt Adler-Barbour Cold Machine cooled ice box with 6' of insulation.
- Counters & Sinks: A Polar S/S double sink is adjacent to counter space. Salt and fresh water faucets are operated by foot pumps. The freshwater line also has a GE Smart Water water filter.
- Other Equipment: Miscellaneous utensils, cleansers, spare water jugs, and a variety of food containers are included. A Jabsco accumulator tank is mounted in the engine room. A solar heated water bag is also present. A Charlie Noble is installed in the cabin top for potential use of a heater. There is also a large assortment of plumbing parts, tools, gimballed kerosene lantern and spares.

Cockpit

- AC/DC: 12-volt system is completely isolated from AC system, and an isolation transformer mounted under the companionway provides protection of the shipboard AC from any shore power problems.
- Batteries/Voltage: Two 12-volt banks with twin 6-volt AGM (Absorbed Glass Mat Technology) deep cycle batteries wired in series. The total amp hours rating is about 440.
- Main Battery Switch: Guest switch mounted under the companionway
- Battery Charger: Besides the main engine alternator, there is a Model FA-20-12 Dynamote Super Charger 20-amp battery charger mounted in the engine room
- Main Power Distribution Panel & Breakers: The main panel in the nav station has complete consumption monitor by the Cruising Equipment Co. for all battery testing and power usage, 31 DC distribution circuit breakers, and 15 protected AC circuit breakers. A solid-state AC switch has choice of three different sources; solar and wind charging source switching is included.
- Wiring, Connectors & Terminal: All class a captive lug type connections with clear shrink tape labels over soldered connectors. All wiring has secure bundles well routed with conduit through any bulkheads. Junction boxes are located at separate places like in the ceiling where both mast connections are made.
- Outlets: Numerous AC and DC outlets throughout the boat.
- Ground: Negative grounded 12 volt system secured below the engine bed and isolated from AC power.
- Shore Power Inlet: One 30 amp 125 volt plug outlet in the cockpit with a 50 amp dock side plug with an adaptable connector.
- Inverter: Heart Interface inverted mounted in the engine room.
- Other Electrical Equipment & Spares: Isolation transformer is mounted under the companionway. A large assortment of electrical parts and spares plus cooling fans are included. One Sony AM/FM stereo tape player with speakers for interior and exterior. Combo AC/DC portable VCR/ TV. Hookup for video surveillance with remote pan tilt mechanism in the aft cabin.
- Solar & Wind Power: Yes. See section on Auxiliary power.

Navigation & Safety Equipment

- Mechanical Navigational Equipment: Navigational rules book along with various other useful publications, guidebooks, an assortment of charts and navigational tools located in

the nav station. There is also a barometer, new Nikon binoculars, short emergency VHF antenna, and ships clock.

- Electrical Navigational Equipment: Standard Horizon Titan (model GX2320S) VHF, Furuno model 1720 radar, a hand-held Garmin 45 GPS, a fixed Furuno model GP 30/35 GPS, Seafarer model 700 depth sounder with repeater in the cockpit, Shipmate RS 1000 S speed log, SEA model 322 single sideband/ ham radio, and a Pakratt modem (model PK-232 MBX) by AEA.
- Antennas: Isolated separate backstay single sideband radio antenna with coupler in aft cabin, GPS antenna on aft deck mount, VHF whip antenna on the top of the mizzen mast, and a FM radio antenna on the aft deck mount
- Other Equipment & Storage: Lockers for charts in the walkway and aft cabin
- Safety Equipment:
 - PFDs : Approximately 10 type I CG approved adult life jackets and four approved child PDF's
 - Fire Extinguishers: Two type B-I fire extinguishers are mounted one in each head. One larger type B-II fire extinguisher mounted by the nav station
 - Sound Devices: One manual air horn, one air canister horn, one ship's bell
 - Visual Distress Signal Flares: One 12 gauge Olin flare gun kit and an assortment of hand - held distress flares. one signal mirror
 - EPIRB: none
 - "No Oil Discharge" Plaque: It is posted in the aft head and engine room
 - Trash Disposal Placard: It is posted in the main salon
 - Waste Management Plan (over 40'): It is posted in the forward head
 - Other Equipment: safety harnesses, lee cloths. jack lines, flashlights, fishing gear, diving gear, hand bearing compass, medical kit and a emergency survival kit

Propulsion & Below Deck Machinery

- Main Engine (Type, Make & Model): Perkins 4-cylinder diesel model 236 with 60 continuous HP, serial number 236U25524 -A99
- Condition of Engine: Good. Engine hours are 3,528 as of 6-3-06
- Last Major Overhaul: 2006
- Reduction Gear: 2.10 to 1
- Engine Beds/Mounts: New flexible mounts on a steel-framed bed stringers.
- Stuffing Box & Shaft Bearings: A new PSS drip less stuffing box is assembled on shaft & clamped to stern tube. A standard cutlass bearing is at aft end of stern tube.
- Drive Assembly, Propeller Shaft & Coupling: The transmission coupling is keyed into a 1.5 inch S/S propeller shaft. There is a 24/17 3-blade bronze propeller.
- Transmission: Borg Warner Velvet Drive model 10-17-010 with 2.10:1 ratio, serial # SN 11029. Transmission fully serviced in 2006.

- Throttle & Shift Controls: Edson mechanical lever/cable type. Manual engine full shutoff located under companionway.
- Fuel Line Hoses, Filters, Pumps and Tankage: USGS type-A fill pipe and neoprene hoses secured with double SS clamps. Three sets of bronze ball valves for tank dispersal, removal and fuel return. Two switchable glass viewing Racor water separation fuel filters mounted with easy access. Lift pump and auxiliary electric fuel pump in line. Two stainless steel 30 gallon fuel tanks mounted under companionway sole forward of the engine. A 120 gallon integral fuel tank in the keel with removable access plate. All tanks fully vented externally into the cockpit coaming.
- Cooling System: Closed fresh water reservoir with Sendor heat exchanger. Raw water inlet from sea chest in engine room leads through a Groco sight glass strainer.
- Ventilation & Blower: Electric blower with switch for optional use. Two natural flow vents running to aft end of cockpit
- Covering & Soundproofing: Enclosed engine room has no insulation but sound is reduced by a solid plywood bulkhead and double sliding doors access to the walkthrough.
- Exhaust System & Muffler: Wet type exhaust system with fiberglass Vernalift muffler and loop and double clamped hoses.
- Engine Panel: Complete panel with ignition and meters located in the cockpit
- Starting Batteries & Electrical Wiring: Choice of two 12-volt battery banks that each have two 6-volt batteries wired in series and all secured in a sealed and ventilated battery box. A Guest battery switch is located under the companionway.
- Alternator: One Silver Bullet 160 amp high output alternator.
- Auxiliary Power Units & Generators: A 7 amp Ampair-Aerogen #3 wind generator mounts on the mizzen mast. A flexible Uni-Sola model USF-32 (2.4 amp) solar panel is mounted on the curved hard dodger. A Sun Guard solar controller is mounted below in the walkthrough.
- Engine Spares and Parts: Ample assortment of spares engine parts and servicing tools are included in various lockers. The large engine room has storage for other equipment on the starboard side.

Standing & Running Rigging

- Type of Rig: Auxiliary cruising ketch
- Make of Spars: Aluminum spars built by Yacht Riggers of Seattle, WA.
- Main Mast: The aluminum mast stepped on the keel has internal halyards and two sets of spreaders. The sail track is internally molded.
- Main Boom: Aluminum boom has internal lines for reefing and outhauls. The sheeting is external. A jiffy reefing system is included.
- Mizzen Mast: The bilge-stepped aluminum mizzen mast has internal halyards and one set of spreaders. The sail track is internally molded.

- Mizzen Boom: Aluminum boom with external sheeting and jiffy reef system
- Other Spars and Poles: There is a 20' aluminum whisker pole mounted on the main mast for the handling of the genoa. There is also a spruce club boom that can be fixed to a bow pedestal to make the staysail self tending.
- Spar Fittings & Tangs: All spar fittings and tangs are made of type 316 stainless steel. The main mast has an external stainless track for the storm sail. An aluminum whisker pole track is mounted on the forward side. An additional compression post is mounted below.
- Standing Rigging: Shrouds & Stays: All stays are made of 1x19 stainless steel that was replaced in 1999. Outer forestay diameter is 3/8". Most of the other stays and shrouds are 5/16" size. The twin main backstays and mizzen shrouds are 1/4". There is also a set of main running backstays along with tackle for storm conditions.
- Turnbuckles, Toggles & Terminals: All the terminals are custom bronze cone sockets. Stainless steel turnbuckles have integral toggles.
- Running Rigging Lines and Equipment: The outer forestay has a Schaefer model 3100 roller furling assembly. All sheets, halyards and other running lines are double braided Dacron. All are of appropriate size for their loads. A removable webbing strap main boom vang assembly is included.
- Blocks, Gear & Tackle: An assortment of halyard blocks (mostly Schaefer) at the mast base lead all lines to the cockpit for easy handling. All other blocks, turning blocks, jam cleats and fairleads are of appropriate size and location for easy handling. Additional stainless rigging wire, wire cutters, lines, flags, metal fittings, spares, gear and rigging tools for the handling of the vessel may be stored in lockers. An emergency storm webbing jack line is also onboard.
- SAILS & CANVAS INVENTORY
- Type and Make of Sail Cloth Material: All sails are made of Dacron and are made by Hasse & Petrick and Pope Sails Co., both of which are professional sail makers.
- Inventory and Condition of Sails: Total of six sails include one 2003 Dacron mainsail of 8 oz. cloth, one 2004 roller furling genoa jib of 8 oz cloth, one 1990 dacron staysail of 6 oz. cloth, one 1990 mizzen of 7 oz. cloth, one 12 oz Dacron free-footed storm main, and one 12 oz. storm jib. The mizzen and stay sail are the oldest but in fair condition. The storm sails and the newer sails are in great condition.
- Other Canvas Items: sail bags, sail covers, water catcher awnings and cockpit awnings. There is also an assortment of spares with a repair kit.

Sails & Canvas Inventory

- Type and Make of Sail Cloth Material: All sails are made of Dacron and are made by Hasse & Petrick and Pope Sails Co., both of which are professional sail makers.
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- Other Canvas Items: sail bags, sail covers, water catcher awnings and cockpit awnings. There is also an assortment of spares with a repair kit.

Broker's Comments

PERELANDRA is a very rare, probably unique, offering. She is a “must-consider” for anyone determined to roam the globe in safely, in relative comfort, with a minimal amount of maintenance.

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

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