

PALMYRA — ABLE



Builder: ABLE

Year Built: 1987

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 50' 0" (15.24m)

Beam: 13' 11" (4.24m)

Max Draft: 5' 10" (1.78m)

Cruise Speed: 7 Kts. (8 MPH)

Max Speed: 9 Kts. (10 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **PALMYRA — ABLE** 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.

If you would like to buy a yacht **PALMYRA — ABLE** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

PALMYRA is a handsome Chuck Paine design, custom built for an experienced yachtsman. She is a center-cockpit cutter with three cabins; owner's quarters are aft and two guest cabins are forward. Cruising history includes the Pacific and the Atlantic from the Canadian Maritimes to the Caribbean. PALMYRA is a robust cruising yacht well suited for cruising anywhere on the planet.

Basic Information

Category: Cruising Sailboat

Sub Category: Center Cockpit

Model Year: 1987

Year Built: 1987

Refit Year: 2006

Country: United States

Dimensions

LOA: 50' 0" (15.24m)

LWL: 41' 3" (12.57m)

Beam: 13' 11" (4.24m)

Max Draft: 5' 10" (1.78m)

Speed, Capacities and Weight

Cruise Speed: 7 Kts. (8 MPH)

Cruise Speed RPM: 2100 Kts.

Max Speed: 9 Kts. (10 MPH)

Max Speed RPM: 2800 Kts.

Displacement: 37000 Pounds

Water Capacity: 150 Gallons

Fuel Capacity: 200 Gallons

Accommodations

Total Cabins: 3

Hull and Deck Information

Hull Material: Fiberglass

Deck Material: Teak and Fiberglass

Hull Configuration: Moderate Long Fin & Skeg

Hull Finish: Stainless Steel

Hull Designer: C. W. Paine

Exterior Designer: C.W. Paine

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: 4JH3-DTE

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Vessel Overview

PALMYRA is a handsome Chuck Paine design, custom built for an experienced yachtsman. She is a center-cockpit cutter with three cabins; owner's quarters are aft and two guest cabins are forward. Cruising history includes the Pacific and the Atlantic from the Canadian Maritimes to the Caribbean. PALMYRA is a robust cruising yacht well suited for cruising anywhere on the planet. A major refit in 2006 – 2007 included new engine, generator, carbon fiber mast, standing rigging, Leisurefurl boom, sails, Awlgrip and significant re-wiring. Refit costs exceeded the current asking price.

Accommodations

Forward is a private stateroom with V-berths, fore and aft shelving to each side, satin varnished hull ceilings, large hanging locker to port and bureau to starboard. The fore and aft bulkheads of this cabin are watertight, Above is a large deck hatch, two opening ports and a dorade ventilator. Next aft is the forward head with basin, toiletry lockers and linens stowage. A combination of doors permits expansion into a commodious shower. Slightly aft and to starboard is a double cabin with upper and lower berths, a bureau and hanging locker, served by a sliding paneled door with two opening ports, an overhead hatch and a dorade ventilator. The main saloon is a visually crisp, beautifully detailed combination of fine cabinetry and satin varnished North Carolina cherry trim and joinery. Cabinet doors are generally recessed paneled type with louvers, all have secondary positive offshore latching mechanisms. Bulkheads are white in Herreshoff style. The raised section of the deckhouse provides three forward facing and three cabin side, fixed, one-half inch Lexan Marguard ports installed from the outside onto molded, integral flanges for utmost security. Light and visibility are exceptional and are complimentary to the medium blue Ultra Suede upholstery and the blue and white Delft tiles which surround the Paul Luke woodburning fireplace and the galley backsplash. A dining area for six is to port with a finely crafted cherry table. Opposite is the fireplace and entertainment center which contains entertainment items (There is a second basic stereo system in the aft owners'cabin with deployable deck speakers.) The navigation station is to starboard and features an oversized chart table with instrument console facing the navigator with a cherry faced cabinet and three-bay pencil/sundries tray. The table has a double tier of chart storage so that charts for immediate use are kept in the upper level, while the lower level (with its own separate aft-facing door/cover) contains secondary charts. A large bookshelf houses ship's manuals. Navionics are flush mounted. The galley is equipped with custom stainless- steel countertops throughout with a large, deep single sink with pressure hot and cold, filtered fresh and salt water faucets. Generous food and galleyware lockers are outboard/forward. Stove is a Tasco 3 burner w/ oven, GE microwave is available via inverter power. Independent (fridge / freezer) Sea Frost 12VDC, water cooled systems are installed within well insulated ice boxes: 8 cu. ft. refrigerator and 7cu. ft. freezer. A swing-out bottle locker provides a secondary engine room access (at the base of the companionway). The companionway steps have lift-up treads which reveal stowage for

flashlights, safety harnesses and other items requiring quick access. There is a full headroom passageway aft of the navigator's station leading to the master stateroom. Outboard, to starboard in this area is a workbench with swing out stool, spare parts stowage and tool drawers - all immediately opposite the double doors to the engine compartment. Excellent access is provided to the Yanmar 120 HP diesel, Northern Lights generator and additional ship's systems. A shelved locker is adjacent to the Nav station. Another watertight compartment is comprised of the aft cabin, head and shower: a watertight, paneled door with double stainless steel dogs separates the aft cabin from the passageway and main saloon. Both the galley and navigator's station are located at the yacht's axis where there is the least possible motion in a seaway. The large fixed ports in the deckhouse in this area provide wonderful panoramic views and make the chef's chores pleasant. The master stateroom, aft, has two excellent sea berths, a large hanging locker, bureau and a settee. A companionway ladder accesses the cockpit and there are four opening ports, overhead hatch and a dorade ventilator for this area. The master head is forward to port, with toilet, basin and a separate stall shower (trimmed in teak rather than cherry). Cabin soles throughout are satin varnished teak and holly. Headroom is 6'6" throughout and 7' in the main saloon. Handrails are strategically positioned throughout the interior, bureau tops are varnished cherry as are cabinet doors, drawer fronts, door jambs and fiddles. Drawers are built with true dovetail joints. Personnel door frames have arched lintels. In terms of fit and finish, PALMYRA is arguably in the very highest echelon of custom yachts.

Electronics and Navigation

Danforth Globemaster 6" binnacle compass (serviced & swung – 2014) Furuno Model 1832 Radar Fluxgate compasses (2) Standard Horizon CP 1000C plotter (cockpit) Standard Horizon CP 170C (nav station) Icom M-700 SSB radio w/ AT 120 antenna tuner B & G Network wind display (nav station/cockpit) B & G Network quad display – wind/depth (nav station/cockpit) Simrad Hydraulic Auto Pilot Icom M-80 VHF Radio Standard Horizon VHF

Electrical System

The electrical system was specifically designed for durability and redundancy. Ship's service is 12VDC with 3 8D AGM LifeLine batteries divided into (1) house (1) engine (1) winch banks, with emergency crossover switching system for emergency engine start. Generator start battery is independent. Custom built, main electrical panel with circuit breakers for all loads using color-coded, soldered terminals with lighted texts and condition monitors. Wiring is color-coded, harnessed and bundled using highest quality tinned copper wire with soldered, heat shrink, terminals on all connections. The high voltage (110VAC) shore power system has a 50 ft. cord, with isolation transformer and separate breaker panel plus w/ Xantrax inverter/charger and Newmar engine bank charger. Northern Lights generator is mounted in the engine room. Grounding and bonding system installed, using copper banding glassed into the hull.

Deck and Hull

Topsides are Awlgrip Royal Blue. Hull is female-molded fiberglass with Airex core. Deck is balsa-cored, fiberglass composite, glassed to the hull with high bulwarks, topped with varnished teak caprail. Side decks are laid teak with traditional kingplank. Other surfaces are painted with Awlgrip Matterhorn white, light grey, nonskid on cabin tops to reduce glare. Nillson V-3000 anchor windlass Custom stainless stemhead with dual rollers Sea water washdown 85# CQR plow anchor with 200 feet of 3/8 in. chain. Secondary Danforth and Luke storm anchors stored in the foredeck well and lazarette Custom 316 grade stainless steel is used for stemhead, pulpits, stanchions, dorade guards and chainplates. Custom dinghy davits Double lifelines with P & S gates Bomar deck hatches (8) Manual crane for tender motor The deck design defies the notion that a center cockpit must be high or less than graceful. PALMYRA'S cockpit is deep and secure for offshore voyaging, with high backrests and sailing controls within easy reach of the helmsman, who can accomplish all sail handling functions alone without additional help. Also included are a cockpit dodger and Bimini top with stainless frames, a custom fitted canvas cover, safety jacklines, sun covers for varnished teak dorade boxes and handrails, fenders with covers and docklines. Hot & cold pressure fresh water faucets are provided for washdown, laundry or Florida shower.

Sails And Rigging

PALMYRA was re-rigged in 2006 from a ketch to a cutter by her present owner. 70' carbon mast by GMT along with a Leisure-furl boom. Headsail and staysail furlers are Harken Units 3 and 2. Standing rigging is 1 x 19 stainless with Norseman fittings throughout. Staysail stay is deployable with Hi-field release lever. Dual Navtec hydraulic backstay adjusters and boom vang, controlled at the helm. Winches by Barlow, Bariant and Anderson: are all self-tailing and include two-speed electric primaries and electric main halyard winch. Spinnaker pole is mast mounted. SAILS: Quantum – Thurston Staysail #2 Mainsail Yankee Genniker Doyle inventory Genoa #1 Storm jib Storm trysail Spinnaker

Mechanical

Northern Lights M673 - 5 KW diesel generator (2006) 450 hours Yanmar JH3-DTE 125HP (2006) 1025 hours Scatra drive system MaxProp 22" feathering three-blade with Spurs Dripless shaft-seal Village Marine Watermaker model SPW 600 - 25gph SeaFrost refrigeration: separate 12VDC, water-cooled units for fridge and freezer Tankage: (3) stainless steel water tanks with a total capacity of 160 gal. (4) separate fuel tanks with a combined capacity of 200 gal. Espar diesel heating system ducted bow to stern Tank Tender tank level monitors are connected to all tanks. Domestic water via Paragon Senior pump. Electric baseboard heating in the forward and aft cabins Paul Luke solid fuel fireplace in the main saloon. Grohe mixing valves Seagull IV potable water filter at the galley sink. De-watering systems: Emergency engine-driven Jabsco 62 gpm pump (4) PAR bilge and shower sump pumps. Edson manual model 258 pump mounted in the cockpit sole Lewmar 12VDC anchor windlass Extensive inventory of spare parts is

included.

Remarks

PALMYRA was exquisitely custom built to take her owners on a rapid trip to the South Pacific and back. Build brief called for the most secure and comfortable accommodations possible with light crew, excellent performance, moderate draft, all with the unmistakable fine lines of a Chuck Paine profile. The rudder and skeg protect the propeller within an aperture. Watertight compartments fore and aft (four, including the forepeak, forward cabin, aft cabin and lazarette areas) were conceived to provide an additional margin of safety for the offshore venturer. She has the desirable attribute of three private double staterooms, each with adequate storage space for their occupants. The conversion, supervised by Chuck Paine, from Stoway ketch to cutter with a carbon fiber mast, reduced weight aloft significantly and created a higher aspect sailplan with more spirited performance on all points of sail. Yachts such as PALMYRA are not frequently seen on the brokerage marketplace. Inspections are encouraged.

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.

PHOTOS

Transom



Starboard Quarter



View Aft



Aft From Cockpit



Starboard



Port



Secure Offshore Cockpit



Aft From Bow



Stemhead



Radome



Double Spreader Rig



Foredeck



Ease of Sail Handling



Gooseneck



Deck View Forward



Galley



Galley



Dining



Dining Arrangement



Aft Cabin



Aft Cabin



Aft Head Access



Forward From Aft Cabin



From Companionway



Luke Fireplace



Vee Berth Cabin



Forward Head



Aft From Nav Station



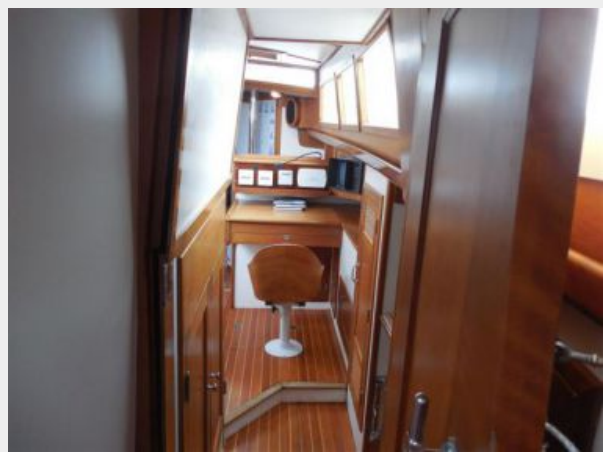
Starboard Guest Cabin



Passageway and Work Space



Passageway Forward



Nav Station



Nav Station



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