

THENDARA

36m50 Gaff Rigged Ketch



BUILDER:	Alexander Stephen & Sons	LOA:	36m50 / 120'
YEAR:	1936/37 - Restored 1993/94-99	BEAM:	6m09 / 20'
FLAG:	British	DRAFT:	3m90 / 12'8"
ACCOM:	For six guests	MATERIAL:	Teak on steel frames
LYING:	France	ENGINES:	Single 238 hp Volvo Penta

ASKING PRICE: EUR 4.950.000.

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1. CONSTRUCTION

Hull teak on steel frames. Teak decks.

2. MAIN CHARACTERISTICS

General

BUILDER:	Alexander Stephen & Sons, Scotland Restored by Southampton Yacht Service
NAVAL ARCHITECT:	Alfred Mylne & Co
L.O.A:	36m50 / 120'
L.O.D.:	32m00 / 105'
L.W.L.:	22m80 / 75'
BEAM:	6m09 / 20'
DRAFT:	3m90 / 12'8
DISPLACEMENT:	135 tons

Capacities

FUEL CAPACITY:	3200 litres (845 US gallons) in two tanks & two day tanks. All S/S
WATER CAPACITY:	3000 litres (800 US gallons) in two S/S tanks
WATERMAKER:	Seafresh H208A : 150 litres (40 US gallons) per hour. Membranes and HP piping :

Speed & Range

CRUISING SPEED:	9 knots with 36 Luke automatic feathering propeller 10 knots with fixed propeller
FUEL CONSUMPTION:	10 litre per hour
RANGE:	about 3000 N miles

3. MACHINERY

Main engines

ENGINES:	Single 238 hp Volvo Penta TMD 102A 6 cylinders (94)
ENGINE HOURS:	4143 Hrs (May 2007)
REDUCTION GEAR:	8.95:1
PROPELLERS:	36' Luke automatic feathering propeller and tri-bladed fixed propeller

Generators & Electricity

Ship voltage: 240V AC 50Hz / 24 V DC
A facility for 110 V/50 Hz is also installed

1 Generator Northern Light 24 kW
6663 Hrs May 2007

1 Generator Northern Light 12 kW
5328 Hrs May 2007

Generators batteries

2 batteries chargers – Mastervolt-
(100amps/h each)

Shore power 70 amps / 240V

Main Engine alternators (2) : 40 amps &
175 amps. (2005)

Domestic batteries 1400 amps :

Sonnenshein Gel

Main Engine Battery

Electronic battery

1 Inverter 24 v / 240 v 5000w

Mastervolt

Air Conditioning

Condaria Central air-conditioning - 2 x compressors

6 x individual fan-coils

Hot and cold reverse cycle.

Separate Condaria system for crew quarter

All revised in 2005

4. ACCOMMODATION

For six guests in two double cabins and one twin cabin with upper/lower berths. All with ensuite shower rooms.

Very large main saloon re-created in 1999./ 2000

Elegant dog house/navigation with two seats/berths.

One Captain cabin ,one twin crew cabin and foc'sle for four(rebuilt in 1999).

Crew bathroom with separate shower.

Modern galley, totally rebuilt in 1999.

5. GALLEY & LAUNDRY EQUIPMENT

Galley Equipment

1x professional fixed gas cooker with 4
burner +large oven stainless steel

2 x custom fridges 150 L each , stainless
steel

1 x fridge for guest in saloon

1 x U-Line ice-maker in saloon

1 x dishwashing machine Wash rite stainless steel short cycle (2mn)

1 x custom deep fridge 170L stainless
steel.

1 x 24V DC fridge in crew mess

Pressure water system

1 x microwave Panasonic combo

Laundry Equipment

1 x Washing Machine Whirlpool
AWM 043 AA 1200 (2007)

1 x dryer Ask 7005 Semi-pro

6. COMMUNICATION, NAVIGATION & ENTERTAINMENT EQUIPMENT

Communication Equipment

Standard C 900 Skanti	Sailor MiniM Telephone system SP 4164 A (Tel / Fax / Data)
GSM Nokia Premicell (Tel / Fax / Data)	Panasonic Tel Exchange system inside
	Mobiltronic , barograph , barometer , fax machine ...

Navigation Equipment

Complete B&G Hydra 2000 with 3 MFD plus 7 analogic repeaters Radar Furuno M1832 / 36m –1999- VHF Sailor A1 VHF-DSC with second handset in crew mess SSB Icom IC M600	Electronic compass Alcyon 2000 GPS Leica MK10 DGPS Professionnel 2 x ICOM IC-M1EURO V VHF Handsets
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Entertainment Equipment

Sharp LCD Flat Screen Television Saloon Teac CR-H100 CD/Tuner/Amplifier Saloon Grundig Television Crews Mess	1 x Phillips DVD player Saloon JVC HR-D637MS Video Player Saloon Separate stereo system in Owner's cabin Pioneer DEH-P3000R
Samsung DVD Video Player Crews Mess	Pioneer Radio/Cassette/6 CD Charger Crews Mess

7. TENDERS & TOYS

1 Semi-rigid Zodiac Yachtline 380 1 Custom built cold moulded rowing/ sailing dinghy one design. Both Tender can be mounted outboard on davits or deck mounted on removable built teak chocks.	1 40hp Yamaha outboard engine
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8. DECK EQUIPMENT

All deck caulking was redone in 1999.

All deck fitting are in Bronze-Nickel-Alu cast from originals design and patterns.

2 x Maxwell Size 71 Bronze electric winches
2 x Lewmar 3speed 77 custom drum Bronze Winches
2 x large fisherman Anchors (250 kg) with 2 x 100 meters galvanized 20mm chain
Hydraulic Windlass by Thomas Reid & Son 1936 –rebuilt in 1994 and 1999 (1 spare engine)
Winter cover for all deck housing
Custom teak dining table for amidships or cockpit

5 x Lewmar Size 58 Bronze self- tailing winches

1 x Danforth Anchor (70 kg) with 100 meters galvanized 16mm chain
Custom passarelle in teak
4 x Awnings for a fully deck cover
Deck and cockpit cushion

New teak wheel with bronze nave specially designed and built by Harry Spencer of Cowes.

9. SAFETY & SECURITY EQUIPMENT

Thendara comply with MCA regulation (category 2)

The last MCA visit was in May 2007

Gas locker on the deck
Bilges alarms
1 x bilge pump 2” 240V AC
1x Fire pump 2 ‘’ 240V AC + 2 deck hoses
6 x Fire extinguishers
Emergency tiller
2 x life rings
Hydrostatic Release
Searchlights
14 x lifejackets + 2 x children’s lifejackets

Gas alarm
Smoke and fire detectors
2 x bilge pumps 1” 24V DC
2 x Manual bilge pumps
Man overboard pole
Pyrogen engine room fire extinguishing system
2 x 8-man RFD CLII Life rafts
EPIRB McMurdo E3 406 mhz
Signal flags
Flares – 10 x harnesses – jackstays
Thendara security manual

10. SAILS & RIGGING

All spars and standing rigging by Harry Spencer of Cowes.

Masts ,booms ,gaffs in Colombian Pine

Balloon pole and yards in spruce.

Main mast lateral rigging + backstays in galvanized – new 1999.

Main mast forestays (3) in stainless steel – new 1999.

All Main mast bottle-screws are new-1999-

All bowsprit rigging new 1999.

Mizzen mast standing rigging in galvanized –1994-good condition.

Since 1996 all the running rigging was changed at least 2 times.

SAILS

1 Mainsail 1994 (Ratsey)	1 Mizzen 1994 (Ratsey)
1 Mainsail 2006 (Ratsey)	1 Mizzen 2001 (Doyle)
1 Staysail 1994 (Ratsey)	1 Racing staysail 1994 (Ratsey)
1 Racing staysail 1999 (Ratsey)	1 Jib 1999 (Ratsey)
1 small Top-jib 1994 (Ratsey)	1 medium Top-jib1995 (Ratsey)
1 large Top-jib 1997 (Ratsey)	1 very large Top-jib 1994 (Hood)
1 working Topsail 1994 (Ratsey)	1 Main Jackyard 1994 (Ratsey)
1 Mizzen Jackyard 1994 (Ratsey)	1 Mizzen Staysail 1994 (Ratsey)
1 racing Mizzen staysail 1999 (Doyle)	1 Balloon 1994 (Ratsey)
1 Racing Staysail 2001 (Doyle)	1 Racing Balloon 1999 (Doyle)
1 Large JibTop 1999 (Ratsey)	1 Large Light Jib Top 2001 (Doyle)

For a total of 22 sails.

11 . REFIT

In early 1999 Thendara went in Southampton for a second refit:

The main work was:

- New rudder made in steel (alloy) with a NACA1 profile

- New hinge and bearing system for rudder

- New quadrant and mechanical wheel system

- Complete deck re-caulking

- New propeller shaft and coupling system

- Complete mechanical and electrical services, controls of the ship.

- Rebuilt of the crew quarters, technical improvement in galley

- New saloon "Edwardian" style, and modifications in Doghouse

- Few modification on deck to improve the racing configuration

- New Tenders

- Complete control of mast and spars. .A lot of modifications on masts and spars fitting, new standing rigging for main mast + 2 new chain plates, strip and complete re-varnish for all the spars (18 coats)

- MCA requirements

In early 2005 extensive work was completed on all the bilges of the boat. All bilges were stripped of anything movable and cleaned through out with a needle gun, grinder and wire brush. Then were treated with 3 coats of an anti corrosive 2 part epoxy primer. Then top coated with 3 coats of a 2 part epoxy Top Coat. The Engine was removed to access the bilges underneath. While in all the bilges a survey was done to measure the thickness of the bilge plate. There was no problems found.

While the engine was removed the 24 Kva Generator and the main engine were over hauled and the 5000 Hrs visit was completed on the main engine. Both were found in excellent condition.

In Early 2007 while in the shipyard we removed the shaft, shaft coupling, stern gland and cutlass bearing. The cutlass bearing was changed as well as the rubber for the coupling. Also parts were changed on the stern gland. During this time we also took off the propeller and revised the interior which also was to be found in great condition. Also the shaft was tested for any problems and was also found I great condition.

