

Name of Vessel: **Peregrine**

Listed Price: **\$50,000**

Current Price: \$34,500

Code: **OY1422-RW**

Berthed: **J 26 Nelson**



Vessel Type: Yacht	Registered: 395085
Design: Ganley Pastime	Designer: Dennis Ganley
Launched: 1985	S/D Cockpit: Yes
Cockpit Location: Stern	Walk Thru Transom: No
Keel Type: Long	Keel Description: Full
Hull Colour: Blue	Deck Colour: Yellow
Is Berth Available: Yes	
Comments: Maritime NZ Registration Part A.	

CONSTRUCTION	
Builder: Perry (out of Napier)	Displacement: 9 tonnes
Hull Type (Mono or Multi): Mono	Hull Material: Steel
Deck/Cabin Construction: Steel	Built to Survey: No
LOA (m) approx: 12.2 (with bowsprit) 10.2 metres on deck	LOA (ft) approx: 40 Ft (with bowsprit) 33Ft 6" on deck
Beam (m) approx: 3.35	Beam (ft) approx: 11 Ft
Draft (m) approx: 1.5	Draft (ft) approx: 5 Ft
Comments: Hull Sandblasted and Repainted 2012/3	

ENGINEERING		
ENGINES	Number: 1	Est Hours: 397 actual hours
	Make: Yanmar	Model: 3JH5E (Serial # E 12217)
	Year app.: 2012	Underfloor: Yes
	Horsepower: 35	Drive System: Shaft via aquadrive/ thrust bearing setup.
	Reconditioned: No (new 2012)	Fresh Water Cooled: Yes
	Est Cruise Speed (kts): 4-4.5	Est. Cruise Revs: 1800-1900
	Est Max Speed (kts): 6.5	Est Max Revs: 3000-3200
	Fuel: Diesel	Fuel Consumption (litres) approx: 2.5- 3 per hour (estimate)
	Propulsion (inboard, twin inboard, outboard, twin outboard or jet): inboard	
	Comments: Remote oil filter setup	

TRANSMISSION	Type: Yanmar KM35P mechanical	
FUEL TANKS	Number: 2 connected plus day tank	Construction: ~Steel
	Total Cap (litres) approx: 330L	
WATER TANKS	Number: 4 with valves	Construction: Stainless steel (new 2012)
	Total Cap (litres) approx: 224L	
STEERING	Type: Tiller	Stations: 1
	Emergency: Hydraulic autopilot plus spare wooden tiller.	
PROPELLER	Type: Fixed 3 blade	Size: 19x11 (big one)
COMMENTS: 3 Racor fuel filters/water separators between day tank and engines filter. PSS shaft seal. Day fuel tank approx 40-60L		

SAILS AND RIGGING	
Rig Configuration: Cutter	Rigging: S/S . If S/S: Wire or Rod: Wire
Spar Construction: Alloy	Rigging Age: 2013
Winches-Cockpit: 5	Winches-Cabin Top: Nil
Winches-Mast: 2 Halyard	
Mainsail Reefing (Mast or Boom): Slab onto boom.	Furling Headsail: Genoa (150/180%) and `Yankee.
Sails-Main: 1 (4 x full batten and loose foot)	Sails-Fore: No1 jib (hanked onto removable forestay). Staysail onto a club.
Comments: Storm jib and trysail. Running backstays	

ACCOMMODATION	
Headroom: 2.075 metres in main salon/galley, 1.780m forward	No. of Cabins: 1
Aft Cabin (y/n): No	Layout: 2 berths forward, 2 berths in main salon, 1 quarter berth starboard side aft. Designed for cruising and storage for 2 people.
Number of Double Berths: 1 (best used when anchored)	Number of Single Berths: 3 plus full length saloon settees (all have lee cloths)
No. Showers: No	
No. Heads: 1	Head Location: Forward
Head Type: Electric	
Holding Tank: 1	Holding Tank Capacity: 20L (gravity drained)
Comments: We have always showered in the doghouse with electric handheld setup. Never bothered with a wet area inside the boat.	

GALLEY	
Fwd, Mid or Aft: ¾. Aft. Up or Down: Down	Galley Equipment: Yes
Pressure Water (y/n) - Hot: No. Cold: No	Hot Water System: Nil
Fridge: Yes 12 Volt	Freezer: No
Stove Type: Eno	Stove Fuel: LPG
Burners: 2	Grill: Yes
Oven: Yes	Gimballed Stove: Yes
Microwave: No	Icemaker: No

Dishwasher: No	Washing Machine: No
Other: Vetus gas detector with 2 sensors -lowest points aft and forth of boat. LeeCloth set up for cooking at sea. Gas BBQ attached to stern railing.	

ELECTRICAL	
Batteries: 5 Total	
Voltage: 12	Battery Charger: Victron Phoenix
Inverter: No	Genset: No
Shore Power: No	Current WOF: n/a
Comments: Batteries are: 1 x Engine and 1x Radio above waterline. Saloon batteries x 2. ~Foreward battery x 1. All batteries can be linked or separated. Charging is via an Aerogen LVM612 windgen (approx. 30amps at 45kt wind speed- note requires servicing), SunWare solar panels x 2 (70w and 48w), 2 x alternators (120 and 80 amp) attached to engine. All lights are LED (internal and external).	

ELECTRONICS		
VHF: Icom IC-M505	SSB: Icom IC-M801E	Log/Speedo: Furuno FI-503
Radar: Furuno DRS4D	Autopilot: Furuno Navpilot-711	
GPS: Furuno GP330B	Chart Plotter: Furuno TZT14 multi-function display unit	Depth Sounder: Furuno FI-503
Wind Speed: Furuno FI-50	Nav. Interfaced: Yes Furuno CAN bus	AIS: Furuno FA-50 class B transponder
Stereo: yes	Sat Phone: yes (prepaid)	
Other Electronics: Icom HM-162B/SW remote control VHF linked to main ~VHF. Weather Fax – Furuno FAX 30. HF Automatic Antenna tuner AT-14. Autopilot connected to Hy-Prodrive HS40 plus hydraulic steering ram (max thrust 732kg). Chart Table has a Furuno RD-33 remote multi display.		

EQUIPMENT		
Anchor 1: Vulcan 20KG	Anchor 2: Various spares	Dinghy: yes (old)
Chain: 80m maggi chain (Italian)	Compass: Furuno Gyro plus fixed manual backup compass	Davits: yes
Capstan (manual or electric?): Electric Maxwell 2500HWC		Barometer: yes
Outboard 1: 3hp		Clock: yes
Dodger: yes, hard timber	Covers: All hatches. Cockpit and Doghouse	Fenders: 4 with covers
Bilge Pumps: 3 auto electric with 2 manual override Whale gushers (1 in cockpit).		
Other: Maxwell AA560 windlass controller at cockpit. Foot operated controls at windlass. Foot operated ‘up’ switch internal at chain locker. A Host of warps 20/22mm dia and lengths of 60-100m. Dickinson diesel heater. Folding steps from Deck to Mast head. Deck wash.		

SAFETY GEAR		
Liferaft: No	EPIRB: Yes	Flares: OOD but excellent condition.
Fire Extinguishers: 2	Life Jackets: 2	Lifebuoy: 2 (old)

Danbuoy: No	Harnesses: 2	Drogue: 2 plus >50m, 22mm warp
Jack Lines: Yes		

VENDORS COMMENT: Major refit 2013 by Marine and General in Nelson. Sails new 2013 (except Genoa and storm sails) and removed from yacht when not being used.

Boat is set up for single handed off shore cruising.

Optional Extras- Davis Mark 25 sextant (plastic), Assortment of other anchors from a CQR to large Fishermans. Coppins Para sea anchor -Stormfighter with 100m x 16mm rode (never used in anger).

BROKERS COMMENT: Strongly built offshore vessel from a well known designer. Major refit completed 2013.

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