



## LADY POLGARA

LOA:	64' / 19.5m
Year:	1986/7
LWL:	51' / 15.5m
Beam:	14'7" / 4.5m
Draft:	6'5" / 2.1m
Displacement:	31,751kg / 69,998lb
Ballast:	20,865kg / 45,999ln



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Rübekamp 5  
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Hull Material:	Steel
Engine:	1 x Perkins 63544 135hp
Designer:	Robert Hundy
Accommodation:	Sleeps 6 in 4 cabins
Builder:	Conyer Marine Ltd.
Location:	Preveza, Greece
Price:	£190,000 VAT exempt

### Brokers Comments:

A yacht well known to us having sold her to the current owners back in 2004. A splendid bluewater cruiser sea kindly, easy on the eye and she benefits from a very easily managed ketch rig. Fresh from very comprehensive 2 year refit she is ready for new adventures and represents a great opportunity to purchase an immensely capable yacht for a very modest ask.

### Refits:

- 1992, 2001-03, 2011 and ongoing.

### Owners Comments:

We bought Lady Polgara in 2004 and immediately sailed south towards the Mediterranean, as we could not afford the south coast marina or mooring charges of the day.

The first summer we sailed down the west coast of France, across the Bay of Biscay, down the west coasts of Spain and Portugal and wintered the boat in Portimao on the Algarve in Portugal.

The next summer, with some sabbatical leave from work, we sailed down to Gibraltar and into the Mediterranean and, via southern Spain, the Balearics, Sardinia, Sicily, got to Greece and Lady Polgara's new home in Kalamata Marina.

From 2006 to 2010 we stayed in Kalamata and explored the Peloponnese, the Ionian and the Cyclades and had wonderful holidays with family and friends.

Then, on retiring, we moved Lady P up to the Ionian and based her first at Vliho on Lefkas and then on the hard at one of the yards at Aktio to carry out the current refit.

This summer, 2015, she went back in the water after 2 years on the hard and we had a good summer sailing with friends and family, including a trip down the Gulf of Corinth, through the Corinth Canal, round the Peloponnese (dropping in to say hi to old friends in Kalamata) and back to Aktio.

Lady P is now based at Ionian Marine, the middle of the 3 yards at Aktio, where we plan to carry on with the refit, sail her in the summer and only sell her if the right new (next) owner comes along!

She is a lovely boat, we get complimented on her good looks wherever we go, but she does require ongoing TLC. A steel boat has its advantages and disadvantages!

In 2004 we were full of plans to sail across to the Caribbean and Lady P is the boat to do it in, as she has done it before, but somehow Greece got its tentacles into us and we have found it very hard to leave – there are wonderful anchorages and sailing areas in our bit of the Ionian, and we very much enjoyed our Corinth Canal trip this year.

But, we now have grandchildren and want to be back in England more, so feel the time has come to end our Lady Polgara project.

We also spend the ski season in France (renting out our and our friends apartments), so feel we have too many projects and something has to give. We shall miss Lady Polgara terribly, but are sure that her next owner will love her as much as we do!

We feel the price reflects the value of Lady Polgara as she is now. As our refit continues and as repairs and upgrades are completed, the price will rise.

A yacht seriously designed and kitted out for Blue Water and long distance sailing - Also suitable for skippered charter for families or wedding honeymooners - Or just pottering around the lovely Greek islands and anchorages.

Current refit commenced in 2011 and has covered the following;

1. STERN COACH ROOF REPLACED – coach roof frame and cockpit surround taken back to bare steel, areas of rust replaced by new steel welded in, all steel painted with 7 coats of AWLGRIP paint. Then frame covered with 2 x 10 mm marine ply sheeting, and new teak deck of 10mm

2. STERN OWNERS CABIN refurbished following coach roof replacement. New teak panels installed over insulation, de-mountable for future checking of steel coach roof frame. Varnished throughout with satin finish varnish.
3. MIZZEN MAST taken off, prepared and painted with 2 part epoxy paint. Mizzen rigging checked by professional riggers. It is quality British steel fitted by a Southampton firm during the 2003 refit.
4. SALOON COACH ROOF REPLACED – coach roof frame taken back to bare steel, areas of rust replaced by new steel welded in, all steel painted with 7 coats of AWLGRIP paint. Then frame covered with 2 x 10 mm marine ply sheeting, and new teak deck of 10 mm
5. SALOON WINDOWS REPLACED with open ocean grade polycarbonate clamp in windows supplied by Seaglaze of Norwich who also do the windows for Oysters and for RNLI lifeboats
6. SALOON refurbished following coach roof replacement. New teak panels installed over insulation, demountable for future checking of steel coach roof frame. Varnished throughout with satin finish varnish.
7. BLACK TANK taken out, steel compartment needle de-scaled and painted with 2 part epoxy paint. Black tank liner cleaned and re-installed ready for 2015 sailing season.
8. GREY TANK opened, cleaned, needle de-scaled and painted with 2 part epoxy.
9. PORT FRESH WATER TANK opened, cleaned, needle de-scaled and painted with special 2 part epoxy paint for potable water.
10. HULL needle de-scaled to find any areas of steel that needed replacing. New steel panels welded in at bottom of keel where rust had developed where black tank liner had leaked in the past. New steel painted with 2 part epoxy paint. Hull antifouled and new anodes fitted for the 2015 sailing season.
11. TOPSIDES, coach roofs, scuppers needle de-scaled, rust areas treated, repaired, prepared and re-sprayed by professional painter using 2 part epoxy.
12. BOOMS Main and mizzen booms removed from boat, prepared and re-sprayed by professional painter with 2 part epoxy
13. LIMITING THE AMOUNT OF BRIGHT WORK. To cut down on varnishing maintenance, all new teak on the coach roofs, plus the toe rail, are being left as natural teak, i.e. no varnish.
14. MAIN PERKINS ENGINE Major engine overhaul, head removed and refurbished – including injectors, valves, guides etc... 2016
15. BATTERY CHARGERS New multi stage 12V and 24V battery chargers installed 2015
16. INSTRUMENTS New Raymarine 9" MFD chart plotter installed 2015

We have done much of the refit work ourselves, but bringing in the professionals where needed: Bob, the boat carpenter, who did our 2 new coach roofs, Michael, the welder, Brian, the topsides painter, Takis and Vasili who have worked on our engines.

#### *Second Owner's Refit 2002/2003:*

- Completely new main deck to Lloyds A 100 standard.
- Main engine re-furbished, head removed new valves/springs and guides. Generator re-furbished, head removed new valves, springs and guides. Watermaker re-furbished.
- Refrigeration system re-furbished.
- B&G system re-furbished.
- New full set of batteries and connectors (15 in total).
- New 3 stage 24 volt charger.
- New 3 stage 12 volt charger.
- Lower mast section re-painted.
- Anodes renewed.
- Propeller refurbished.

- Windlass refurbished.
- All pumps refurbished or replaced.
- All heads hose renewed.
- All internal steel work de-rusted primed and painted.
- Galley floor renewed.
- Starboard water tank replaced.
- Saloon floor replaced.
- All internal varnish work stripped and renewed.
- External varnish work renewed.
- Passerelle refurbished.
- Bowsprit re-painted and new supports fitted. □ Bowsprit grating renewed.

## **Construction:**

*RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) as she was built and placed into use within the EU prior to 1998.*

### *Hull, Deck & Superstructure Construction:*

- Built originally by Conyer Marine (Later known as Bay Class Yachts) with a steel hull, teak on ply decks, steel & wood superstructure.
- Teak-laid decks and coach-roofs.
- High quality teak interior joinery.

### *Keel & Rudder:*

- Encapsulated lead keel

## **Machinery:**

### *Engine & Gearboxes:*

- Perkins 63544 135hp marine 6 cylinder diesel engine - Last date of overhaul: 2015/16. □ Hurth HBW 360-2R 2:1 reduction gearbox.

### *Maintenance & Performance:*

- Cruising speed: 7 knots @ 1600rpm.
- Maximum speed: 8.5knots @ 2000rpm.
- Fuel consumption: at cruising speed, approx. 7 litre per hour.
- Cruising range: approx. 1,000Nm.

### *Propulsion & Steering:*

- 26" Maxprop 3 bladed variable pitch and feathering propeller.
- Vetus 9hp Bowthruster.

## **Electrical Systems:**

### *Voltage Systems:*

- 24 and 12 volt systems throughout the yacht. □ 240volt A/C throughout (shore or generator).

### *Battery Banks:*

- 2 x 24volt domestic battery in banks totalling 500 amp/hr (renewed 2011 and 2015).
- 2 x 12volt domestic battery banks totalling 500 amp/hr (both renewed 2010).
- 24volt Engine start battery of 120amp/hr, 1100CCA.
- 12volt Generator start battery of 80amp/hr.

#### *Battery Chargers:*

- 240volt charger for 24volt supply – multi stage 30 amp (new 2015).
- 240volt charger for 12volt supply – multi stage 30 amp (new 2015). □ Battery monitor system 12volt & 24volt.

#### *Alternators:*

- 100amp 24volt Alternator.
- 75amp 12volt Alternator.

#### *Generator:*

- G&M Generator: 8Kva from Volvo 2002 diesel engine fully enclosed in soundproof enclosure (Refurbished 2003. Rewound 2010).

#### *Shore Power:*

- 240V, 32A.

#### *Other Electrical:*

- 3 x Solar Panels giving up to 100 watts at 24V and up to 100 watts at 12V.
- 24V Inverter giving 1500 watts at 240V. □ 12V Inverter giving 500 watts at 240V.

### **Plumbing Systems:**

#### *Fresh Water & Water Heating System:*

- 24V, electric Water pressure system with 25 litre s/s accumulator tank (provides constant H&C for powershowers in owner and guest bathrooms.
- 100ltr water heating system - calorifier heated by engine, generator or shore-power. Immersion heater to be replaced.

#### *Watermaker:*

- Seafresh reverse osmosis 25gph. Refurbished 2003, not used by present owners but has a leak so needs replacing or repairing, if required.

#### *Bilge Pumps:*

- High volume electrical and manual bilge pump in engine room.
- 3 x Electrical bilge pumps for general bilge area.

### **Tankage:**

#### *Fuel:*

- Main fuel tank: 350 gallons in keel.
- Day fuel tank: 50 gallons in s/s tank.

#### *Fresh water:*

- Water capacity: 300 gallons in 1 plastic tank and 1 steel tank.
- 60 gallon s/s tank for watermaker (connects to main water tanks).

#### *Grey/Blackwater holding tanks:*

- 200 litre Black water holding tank with electric macerator pump. Deck and sea outlets. □ 250 litre Grey water holding tank. Sea outlet.

#### **Navigation Equipment (in the process of being upgraded):**

- Raymarine 9C MFD with fishfinder DST and interface ready for radar and autohelm.
- B&G Hydra II Wind/log/depth/speed NMEA interfaced (1992- refurbished 2003).
- Autohelm 7000 Autopilot NMEA interfaced and operated from cockpit or deck-saloon. Powered by Whitlock 1/2hp drive (3x more powerful than standard Autohelm drive). Independent fluxgate compass (1992).
- Autohelm 6000 secondary Autopilot NMEA interfaced. Independent fluxgate compass (1987).
- Magnavox MX2000 primary GPS with full NMEA interface to autopilot (1996).
- Magnavox 4200 secondary GPS with fully NMEA interface to autopilot (1992 and 2003).
- Furuno F500 400w SSB (1992).
- Furuno LC90 Loran (1987) (No longer supported).
- Raytheon 1603 Radar (1987) (not reliable).
- Clock and electric barometer – clock chimes the watches. □ Handheld Garmin GPS.

#### **Domestic Equipment:**

##### *General:*

- Combined electric and gas hob.
- Gas and electric oven with grill and rotisserie.
- Dual extraction fans over kitchen area. □ Combination fan oven and microwave.
- Twin sinks.
- Salt water manual pump at galley.
- Front opening s/s fridge and freezer with cool zone below – Frigoboat, 24V, sea water cooled (2006).
- Bar with 3 x optics.
- Phillips 12lbs washing machine in aft heads, broken on/off knob, needs repairing.

##### *Heads/Shower:*

- 3 x Heads: 2x electric and 1x manual. Pump out to black tank or direct to sea.
- 2 x Showers with drain to grey tank.
- Hot and cold deck shower.

##### *Ventilation:*

- Copious via 7 deck hatches and 15 portholes.

##### *Entertainment:*

- Flat screen TV and DVD.
- Brennan 500GB stereo.

##### *Lighting:*

- Remote controlled spotlight.

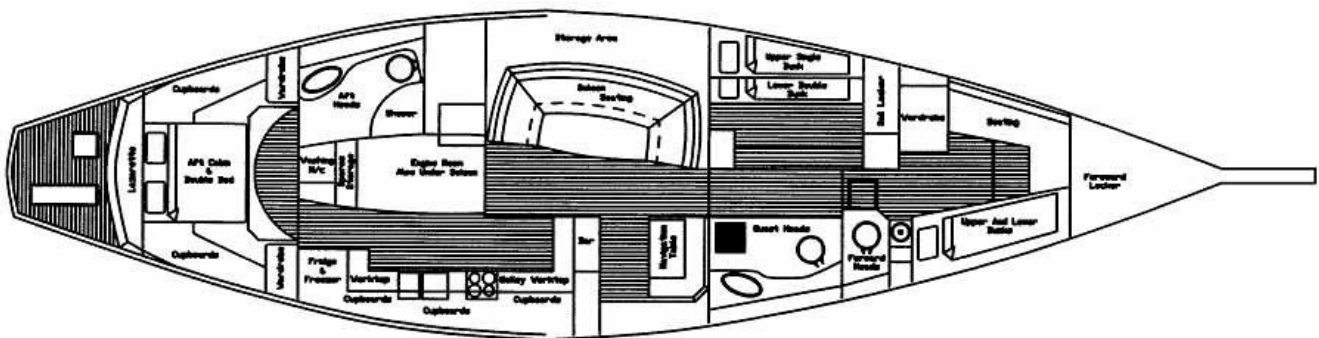
- Main mast head tricolor and anchor light.
- Mizzen mast head tricolor and anchor light.
- Auxiliary diode anchor light on boom.
- Deck level navigation lights.
- All cabins have 24V fluorescent lights and spotlight/reading lights
- The saloon has three 240V (inverter/shore power) occasional table lights.

## Accommodation:

### Summary of Accommodation:

- 3 single berths and 2 double berths in 3 cabins excluding the saloon.

### Internal Layout:



### Description of layout from forwards:

#### Forward Cabin:

Two full sized bunks to starboard with reading lights. Central fluorescent light. On the port side is a good seating area and wardrobe. Good storage drawers and under bunk stowage. Bowthruster in bilges. 240 volt supply from shore/generator. The cabin has a large hatch and electric dorade vent. There are two opening portholes in the cabin. This cabin was completely rebuilt during refit of 2003. 12/24 volt cigar lighter outlet.

#### Forward Heads:

To the starboard side a lavac manual toilet and a wash basin with hot and cold pressure water. Various storage areas and cupboards. Fluorescent ceiling light and red florescent night light. There is an opening hatch to the deck. The toilet drains into the black tank or directly out and the sink basin into the grey tank. There is a glass light prism in the headlinings.

#### Guest Cabin:

Positioned on the port side the generous guest cabin contains one single upper and one lower double or single bunks both with reading lights. There is an electrical extraction fan to dorade outlet. 240 volts are available from shore/generator. There are two wardrobes in the cabin and substantial drawer/locker room with concealed valuables drawer. There is a large hatch and opening porthole in the cabin. There is a glass light prism in the headlining. FOLLOWING THE CURRENT REFIT, OUTSTANDING TO VARNISH ALL WOOD IN THE GUEST CABIN.

#### Guest Heads:



A large light and airy heads containing an electrical lavac toilet with manual backup. There is a built in wash basin with hot and cold pressurised supply set in a melamine surround with large mirror fronted storage cupboards. The floor is fully tiled and contains an American style shower that gravity empties to a grey tank. SHOWER CURRENTLY OUT OF COMMISSION DURING REFIT. TO BE REINSTATED. All cupboards are mirror fronted with an above tubular fluorescent light. A central fluorescent light and matching red fluorescent night light with integral switch. Easy access panel to the rear of the navigation panel and all instruments. There is one opening portlight into the heads. The toilet drains to the black tank or to the sea and the wash basin to the grey tank. An extractor fan is fitted in the headlining operated by a time delay switch and also a glass light prism to the deck.

#### *Lower Companionway:*

The above cabins are connected to the saloon by a lower companionway which also contains a central fluorescent light and matching red night light.

Three steps take you up into the main saloon area. Behind the steps is access to various sensors and tanks. There is voluminous storage in the bilges under the cabin and companionway flooring. There is a glass light prism in the forward part of the companionway.

#### *Saloon:*

To the port side of the saloon is a six person table that folds in half if required and seating for six. In addition there are two stools that fit into the floor for extra seating when required – never used, as a bit wobbly. Behind the seating is a very large storage area which also contains the SSB and air conditioner. SSB not used by current owners. Air Conditioning never fully installed as current owners felt it was not needed, as Lady Polgara has very good through ventilation from various hatches and portholes. Built into the forward bulkhead is an electronic weather barograph which also monitors humidity and temperature. The saloon has a corner reading light hidden from the cockpit for night time reading and three fluorescent lights in the ceiling along with a matching red night light, plus 3 occasional lights. A double 240volt socket is available supplied from the shore supply or generator. There are two opening hatches to the coach roof. CURRENT REFIT OUTSTANDING WORK IS TO FIT A TV/DVD PLAYER IN THE CORNER ABOVE THE GALLEY, FOR VIEWING FROM THE SEATING AREA, AND A BETTER STEREO SOUND SYSTEM.

#### *Navigation Area:*

To the starboard side is the navigation area. The saloon is built so that when seated there is a full view through the coach house windows. The yacht can be steered from the navigation position by means of either of the two

Autohelms. The navigation area has a large chart table with chart storage under and a separate pens & bits storage. There is also a large storage for A4 size books of reference such as pilot books, log etc. Behind the nav seat is mounted the Furuno 400 watt SSB control. Mounted directly forward of the chart table is an extremely comprehensive navigation area.

As part of the current refit, we are beginning to install a new Raymarine system (currently we have a 9C MFD mounted in the cockpit and a new fishfinder Transducer (outstanding to be installed). The aim is to have a complete

Raymarine system and then once this is fully functional, we can investigate the parts of the B&G system that are faulty and get them repaired, if possible. We have taken on board the previous owner's mantra that there should be

2 of everything on the boat...



#### *Galley:*

On the starboard side aft of the saloon and connecting is the extensively fitted and spacious galley. The galley contains a bar area forward. An Alpes Knox gas and electrical cooker with two gas rings and one 240 volt ring. The oven has a gas heater and 240 volt grill that may also be used to heat the oven (we always use the combination fan oven). There is a twin basin sink unit with a number of water supplies. A hot and cold pressure supply, a stand by foot pump of fresh water (outstanding to be repaired), a pressure sea water supply via hand shower head (outstanding to be repaired), and a filtered freshwater supply from the pressure system that contains a clinical quality biological filter for fresh drinking water. There is also a liquid soap dispenser. The sinks may be switched to drain direct into the sea or into the grey tank. There are double extractor fans fitted in the headlining (being replaced as part of ongoing refit) and twin fans on the forward and aft bulkheads. There are two fluorescent headlining lights and one matching red night light. In addition there are lights under the spacious wall cupboards and a spot light over the cooker. At the outboard edges of the worktop area are storage areas for jars and cooking utensils. On the inboard bulkhead is mounted a microwave and convection cooker supplied by 240 volts. At the forward end of the microwave is the automatic bilge system control and at the aft end internal bulkhead is a battery water level monitor (not in use), the engine room entrance door and a large food storage cupboard. On the out board side is a large fridge and freezer. The whole galley area continues the red and white internal colour scheme and the worktop is tiled in a mosaic of red and white. Two opening portlights enhance the light and airy feel to the galley and interior. There are also two large opening portlights into the cockpit area giving cross flow ventilation. (Following the ongoing refit, outstanding to varnish all wood in the galley area).

#### *Engine Room:*

The engine room is accessed through a door opposite the sinks in the galley area and is spacious although with limited standing headroom. Good access is available to the engine, batteries, generator, pumps etc. At the entrance is a chest with eight drawers containing some of the many spare parts stored on the boat. Other spares are stored under the beds in each of the cabins and elsewhere.

#### *Aft Cabin:*

The aft cabin is an extremely spacious owners' accommodation. With one large wardrobe on each side and many storage areas there is a very spacious feel to the cabin. The headlining contains a large two way (forward or aft) opening Giot hatch in addition to four hull opening portlights and four opening coachroof side portlights. There is a centre line double bed with removable lee boards of King size proportions – a double mattress topper makes this a very comfortable bed. In the forward bulkhead is fitted B & G system repeaters for Wind speed, Compass and wind direction as analogue instruments. Over the double bed is fitted adjustable intensity spot lights with oil lamps at each side of the bed. Generous bedside cupboard, drawer and top area. Substantial storage area under the bed along with the emergency rudder helm, rudder stock and drive gearboxes. All wardrobes contain automatic lighting. There are twin fluorescent lights in the headlining and two glass light prisms in the headlining.

#### *Aft Heads:*

The aft heads are spacious with a full shower unit with closing door. The shower unit and heads are tiled floors that drain directly into the grey tank. The shower is a thermostatically controller American standard shower with mixer control from the pressure water system. The wash basin is hot and cold pressure system with drain to the grey tank. The toilet is full macerator electric that can be drained directly to sea or to the black tank by a two way valve in the engine room. The colour is a light and airy red and white continuance of the internal red and white decor. The heads contain one opening portlight and a timer switched extractor fan in addition to a large portlight in the shower opening into the lower cockpit. Spacious cupboard storage

with mirror doors and a tubular fluorescent light above the doors along with a glass light prism in the headlining and one fitted fluorescent lighting unit. In the aft inboard section of the heads is a large cupboard containing the automatic Phillips 12lbs washing machine that is fully plumbed into the boat.

### **Deck Equipment:**

#### *Rig:*

- Clipper-bowed masthead ketch cutter.
- Sparmaker: Hood.
- Spar material: white painted aluminium.
- Standing rigging: 12mm s/s wire.
- Hood 'Stoway' electric in-mast furling on main-mast. (Main mast furling has developed an oil seal leak which is to be repaired).
- Rotostay electric furling yankee.
- Hood manual furling staysail and Hood manual in-mast furling for mizzen.
- Spinnaker kit.
- Yankee pole.
- Mast-steps up to first spreaders 'crows-nest'.

#### *Winches:*

- 2 x Lewmar 55, 2 speed, Main, Electric S/T.
- 2 x Lewmar 52, 2 speed, Secondary, Manual S/T.
- 1 x Lewmar 46, 2 speed, Mainsheet, Manual S/T.
- 2 x Lewmar 46, 2 speed, Main Mast Halyard, Manual S/T.
- 2 x Lewmar 40, 2 speed, Mizzen Mast Halyard, Manual S/T.
- 2 x Lewmar 46, 2 speed, Spare, Manual S/T.

*Sails (All of approximately 2000 vintage, regularly maintained. The Smiley Sails (cruising chutes) have been used by us only once – they are very powerful):*

- Yankee.
- Staysail.
- Mainsail.
- Mizzen.
- Main Cruising Chute with snuffer.
- Mizzen Cruising Chute with snuffer.
- Spare Yankee.
- Spare Main.

#### *General:*

- Pressurised deck and anchor wash.
- Permanent varnished teak cockpit table.
- Bumpkin with passarelle. Also stows the rib for passage making.
- Guard rails.

#### *Anchoring & Mooring Equipment:*

- Francis 1500w electric windlass with remote controls on foredeck and in cockpit.
- 75lb CQR Bow anchor.
- 45lb Danforth secondary anchor.