

Unexpected Sale Westerly Pentland Pollebol III

Just on Sunday January 26 of this year we had a complete meeting with all crew members to plan for the 2020 summer season. We discussed trips to UK's east coast and a full Waddenzee trip through all Dutch, German and Danish Wadden-isles. With our partner for winter storage and maintenance Eeuwe de Jong in Heeg/Friesland an agreement was reached for all work to be completed for the launch of Pollebol the beginning of April in a complete and well maintained condition. And several crew-members were committed for an April weekend to reinstall the entire inventory and make the ship sail-ready.

Then suddenly three major personal circumstances forced us is to forget all that and to take the radical decision on Saturday 15th of February to sell Pollebol after 35 years of family service for us.

This message is intended to reach seriously interested people in the ownership of Pollebol III to contact captain/owner Piet Maclaine Pont in Wijckel / Friesland to investigate together if this ship is right for her or him and to discuss terms of sale.

Pollebol is stated on shore under her steady winter-cover tarpaulin at Eeuwe de Jongs premisses in Heeg / Friesland. There she will be prepared for the summer as agreed before and be launched around April 1st. Then the main-crew will sail her 10 miles under engine-power to the D24 birth at Galamadammen Marina near Koudum, where her complete inventory will be reinstalled and she will be made ready for sailing.

Pollebol III is by her low draught with comfortable main-engine and her bilge keels (twin-keeled) the ideal ship for Dutch inland waterways and Zeeuwse waters, IJsselmeer and Waddenzee (NL, D, DK), Britain's Thames estuary and east-coast and for sea-trips in general. The cockpit with ample space and the nice aft cabin creates the possibility to host guests or children in a nice way.

At the owners private home in Wijckel (between Balk en Sloten in Friesland) all files and complete maintenance history has been assembled and is ready for a full inspection.

The sudden sale of Pollebol and its current state and location gives me as only option to use available photographs of the past holiday seasons to show the ship now.

In this message we will restrict all information to a technical description of the major features of Pollebol.

Asking price €18500

In case you feel a serious desire to know more about this ship, please contact her captain/owner:

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Technical informatie Westerly Pentland Pollebol III

In the 35 years of ownership of Pollebol III, she found her summer-birth in several marina's. First in Scharendijke/Zeeland, Loosdrecht, Monnikendam and Lelystad and since 1999 at several ports in Friesland: Woudsend, Makkum, Balk and starting 2010 in Galamadammen/Koudum.

The on shore winter storage and winter maintenance has always been with reputable companies: since 1999 at the Workumer Jachthaven and Eeuwe de Jong motortechniek in Heeg. That is where major technical upgrades and adjustments have been done, up to this coming spring.

And there was a clear need to do this, since Pollebol's construction in 1978 at Westerly's Gosport facilities under hull number R974 and the delivery to its first owner. The ship was then equipped with the standard ketch-rigging and the two-cylinder Volvo Penta diesel engine. She was still in that condition at my purchase in 1985 from her German 2nd owner in Alphen aan de Rijn (Netherlands).

In the following technical information there will be stated what has been upgraded and modernized on Pollebol and what is the status of her current condition.

Pollebol III general

Specifications

Constructor: Westerly; Designer: Laurent Giles; Wheel-steered, centre cockpit twin-keeled yacht with ketch-rigging

Type: Westerly Pentland

Dimensions

LOA: 32 ft 5 in (9,98 m) Beam: 9 ft 6 in (2,98 m)

LWL: 24 ft 11 in (7,60 m)

Maximum draft: 3 ft 7 in (1,10 m)

Ballast: 4436 lbs (2012 kg)

Displacement: approx. 4900 kg

Maintenance hull and superstructure

Has been performed in 2008 - 2009 by Elzinga BV at Jirnsum with quality certificate:

- osmose treatment hull and rudder blade
- Paint spraying hull and rudder blade, plus anti-fouling
- Paint spraying entire superstructure, anti-slip threads renewed

VAT declaration

Document by Dutch customs of 1991-06-03

Cabin layout

Three cabins:

Front cabin: lockable with door, V-berth with storage area under, opening hatch to foredeck

Passage with heads to port with marine toilet and washbasin; at starboard 2 hanging lockers

Main cabin: two settee berths, port one converting to double; chart table to port with galley opposite

Aft cabin: Separate aft cabin with two single berths over 2 m long, and access from cockpit

All plastic cabin ceilings have been removed and replaced by mahogany wooden timber (1999)

New saloon mattresses in 1999 in all cabins with heavy blue fabrics

Diesel fired hot air central heating in all cabins (Webasto Airtop 2000 in engine compartment) (2001 by Workumer jachthaven)

Galley starboard-aft in main cabin, near main entrance, with two burner gimbaled Plastimo 2000 Campingaz cooker with grill and oven (installed in 1999 by Workumer Jachthaven, with additional improvement of gasbun (ventilation, sealing, gas piping)), stainless steel sink

Stainless steel watertank under front cabin, approx. 100 l (renewed in 1999)

Freshwater through foot pumps in galley and toilet-sink

Installation of brown water tank 45 l, includes new toilet provisions (2010-2011 by Eeuwe de Jong; new Jabsco pump-toilet and main pipe 2019)

Separate 45 l compressor fridge 12 V / 230 V

Spars & Sails

Ketch-rigged, mainmast 12,5 m over waterlevel (with lowering facility)

All standard sails replaced in 1998, several afterwards as defined below

Mainsail: 14,1 m²

Furling Genoa 1: 30,7 m² (2001 by Kemp Sails Ltd, Wareham UK; new Profurl furling system)

Furling Genoa 2: 25 m² (2013 by SudWest in Koudum; easier to handle then Genoa 1)

Storm jib: 5,6 m²

Mizzen: 5,0 m²

Alloy spinnaker pole

Condition of all sails fair to good, even old sail-sets are still well usable and available

All sail-covers renewed in 2008 (furling genoa cover by Molenaar) en 2018 (mainsail and mizzen covers by SudWest)

New self-tailing Lewmar halyard winches installed (3:1 reduction) (1989)

Stainless steel standing rigging mainmast renewed by Workumer Jachthaven in 2006, forestay and furling genoa system replaced in 2001 in UK after defect in old furling system; wandputtings replaced by Eeuwe de Jong in periode 2008 - 2015

All running rigging and sheets renewed in periode 2010 to 2015

Spray-hood and cockpit-tent renewed (2008 Molenaar / Grou), repaired, strengthened and renewed windows (2019 SudWest / Koudum)

Dodgers port and starboard with name of ship

Heavy wintercover tent (usable both with standing and lowered masts) (2008 Gaastra)

Engines

In 2001 the entire main engine system has been renewed, including all related support systems (motor foundation, flexible engine mount, propellor, propellor-shaft and shaft-tube, all wiring and piping, remote engine-control, motor-instruments, dieseltank, sound insulation) by Workumer Jachthaven. Since then an extensively maintenance has been applied by them and Eeuwe de Jong motortechniek, replacing parts where needed. The main-engine is in mint condition.

Diesel engine: Vetus M4.15 A 602 A with 2:1 reduction box; 3 cylinder diesel

Power 33 pk 24,3 kW, maximum number of revolutions: 3000 RPM

Engine-on hours: 1156 h

Fuel tank stainless steel: 100 l

Exclusive use of fuel GTL: instead of regular diesel, since availability in 2010

Propeller: 3 blade through short shaft through water-lubricated shaft-tube to thrust block, then from thrust block through flexible shaft with universal joints at both ends connected through the reduction-box to the main engine (located on flexible engine mounts)

The entire engine unit is covered by a special sound-isolated cover-construction.

Electrical equipment

Batteries: 12 V

- Start battery (2016)
- Household battery 110 Ah (2019)
- Batteries in two banks, diode separated, charging through alternator; 230V battery charger Mastervolt IVO 12/15 through shore power connection
- Separate electronic converter 12 V - 230 V

Navigation equipment and provisions

Main-mast cabling and navigation lights (Aqua Signal) replaced (2014 Eeuwe de Jong)

Complete Lowrance navigation system (2012 George Kniest)

- Lowrance HDS-7 plotter
- Lowrance 3G Broadband radar (renewed under warranty in 2015)
- Simrad FC42 fluxgate compass to enable integration of radar images with the electronic sailing map
- Miniplex 2WiFi
- Navionics Nautical map system updated until 2019: UK/Ireland - NL coast and inland - B and French NW coast - German NW coast - W coast DK
- WatchEye active AIS system with separate GPS-receiver on pushpit and AIS-antenna-splitter
—> Plotter displays integral sea-map, radar, AIS and sailing course; system is in fine condition

Garmin GPS 50 GPS navigator with hook-up behind spray-hood (1988, runs fine, battery defect, usable as emergency backup)

Marine radio / radio systems

- Simrad RS87 digital Marine radio (connections in aft- and main cabin; corresponding handset defect screen, usable to listen in on marine radio channels) (2004)
- Uniden JMC RT 2500 digital marine radio in main cabin (2012), perfect condition
- Standard Horizon HX270E portable marine radio (main cabin in charging-socket), perfect
- Renaud VHF- en AM/MF antenna system (mizzen mast: 2x VHF antenna, 1 broadcast antenna)
- Marine radio antenna on main mast (for Uniden marine radio)
- Digital radio receiver AM / SSB medium wave - fishing-fleet band - shortwave - through long-wire antenna backstay
- Government license:
 - Marine radio call sign: PG7263
 - Yacht-radar permit

Self-steering: Simrad WP80 Wheelplot on steering-wheel (2012)

Sailing instruments:

- VDO equipment in cockpit (wind, log); outdated, replacement needed
- VDO mastunit (defect)
- Windex windunit on masthead (well usable)
- Lowrance X75 depth sounder and log (unreadable screen, repair or replacement needed)

Magnetic compass under spray-hood (2016)

Separate Autohelm direction-finder (2010)

Safety Equipment

Anchor gear

Front: CQR-anchor with 50 m chain and manual anchor winch
Aft: stern-anchor

Sea rail

New pulpit, can be opened on portside to enable easy front-end boat entrance (2014 Eeuwe de Jong)
Boarding ladder pushpit (2014)
Renewed sea rail (2014 Eeuwe de Jong)
Arrangement on port- and starboard-decks to clip-on flotation jacket-harnas (2016)

Pushpit:

- Life line
- Lifebuoy with emergency light and line

Life raft

Lazilos life raft in container on wooden support on frontdeck (2015 George Kniest)
Plastimo life raft in bag (2015 George Kniest)
(both sealed in vacuum plastic)

Bilge pumps

Heavy bilge pump in cockpit
Electrical bilge pump under main engine

Other matters

Potential selection of dinghy's with oars and engine mount for outboard engine (1,5 pk Yamaha outboard)

Midships-moorings port and starboard in jib-halyard-rail (2019 Eeuwe de Jong)

Life jacket harnesses, el

Moorings with shock-absorbers

Extra long towline and spare ropes

Flags

Ships documentation

Fenders

Buckets and cleaning aids

Extensive spare supplies

Tableware and cutlery

2x Campingaz 907 tanks

Inventory ready to sail out

Fine ship for an extended enjoyment!