

CUSTOM BUILT NELSON 40 MOTOR YACHT 1975 - SOLD



Specification

PEGASINA

CUSTOM BUILT NELSON 40 MOTOR YACHT 1975

Designer	TT Boat Designs	Length waterline	0 ft 0 in / 0 m	Engine	2 x Ford Sabre 225 HP
Builder	Latham & Sons Poole	Beam	11 ft 2 in / 3.4 m	Location	United Kingdom
Date	1975	Draft	3 ft 6 in / 1.07 m	Price	Sold
Length overall	41 ft 4 in / 12.6 m	Displacement	12.52 Tonnes		
Length deck	41 ft 4 in / 12.6 m	Construction	GRP hull, Teak decks and superstructure		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

A magnificent blend of renowned Nelson sea keeping qualities with what can only be described as classic motor yacht detail – solid teak decks and superstructure with teak interior. From the commanding wheelhouse, control of the powerful twin Ford Sabre 225 HP diesels (with low hours clocked) yields reliability with style and performance - yet cruising at a frugal 8 knots, consumes only 3 ½ gallons per hour.



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CONSTRUCTION

Halmatic GRP hull; gel shielded and solid teak swept main decks.

All upper works are solid teak with teak plywood in the panels.

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ACCOMMODATION AND DOMESTIC EQUIPMENT

Internally the teak coach roof and deck house sides are all varnished with white deck heads and pine varnished beams.

The fore cabin has two berths with stowage under with the chain locker in the forward-V

Abaft the berths is a hanging locker to port and separate head compartment to starboard with electric Monomatic WC. This incorporates a holding tank and there is also an over board manual hand pump discharge

Further aft to starboard is a full-length galley incorporating a Neptune cooker, draining boards, stainless steel sink, cupboards and lockers. To port is a semi circular deep button upholstered dining area with small fixed teak table with additional larger detachable table top. The Sailor radio and RDF are on the port forward bulkhead with bookcase over. There is a large drink glasses locker on the port aft bulkhead in the saloon. From aft to starboard three steps lead up to the wheel house / upper deck saloon.

In the wheel house the wheel is to port with a two seat steering position and all instrumentation, Morse controls etc. Abaft are two opening teak side doors opening to the side deck. The generator controls and Sailor ship to shore VHF are abaft to port. In the locker below are the main isolator switches and battery selectors. The fixed battery charger works direct from either the generator or shore supply as selected. To starboard the full length berth with deep buttoned back was re-upholstered in 2008 by Aqua Marine in red Dynamica fabric. There is a single fixed arm seagoing chair forward.

The wheelhouse floor has been modified by Traditional Sail, Salcombe with bigger hatches on the centre line to afford easy access to the engine room. All boards lift and the helmsman's seat swings up to afford access. On starboard side aft there are three steps to the external steering position and on the centre line three steps leading into a very spacious after cabin.

In the after cabin to port is a stool, upholstered locker and chart or vanity table with drawers under. To starboard is a spacious head compartment with shower, wash hand basin and electric WC (new in 2007)

Moving aft there are two individual generously proportioned berths all re-upholstered in blue Dynamica with deep-buttoned ends and sides. At the after end of the aft cabin between the two berths (which have drawers under) there is a large wardrobe with a removable panel at the after end. This affords good access to the generator and steering gear and provides an emergency escape route to the deck.

Up again to the wheelhouse and steps leading to the upper steering position, the wheel is to port. The two adjustable seats either side have been replaced and there are two seat lockers either side. The forward starboard one is the drained calor gas stowage. Essential instruments are replicated for this steering position and Morse controls

Domestic items included are:

- Neptune cooker (new and entire gas pipe from bottle locker replaced in 2007)
- Large detachable saloon table top stowed at deck head in fore\stle
- All curtains as fitted
- All plates, cutlery, saucepans, mugs
- Radio / CD player and twin speakers installed 2009

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DECK EQUIPMENT AND GROUND TACKLE

- CQR and Danforth anchors in chocks forward together with adequate chain
- SL electric windlass on foredeck
- Warps and fenders
- 2 x Simpson Lawrence stainless steel davits, (over hauled with new oversized wires)
- Blue fly bridge cover

- Full winter canvas boat cover
 - Aluminium docking legs (usually stowed under starboard bunk in wheelhouse)
 - 12 ft fibreglass dinghy – mahogany trim and thwarts and 8 HP Mariner outboard + cover
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Specification
MECHANICAL ELECTRICAL AND TANKAGE

- Twin Ford Sabre 225 HP diesels (< 530 hours)

- Max speed 21 knots at 2,600 rpm
- Cruising speed 16 knots at 2,200 rpm
- Morse controls at both helm positions (Controls for steering position not in use at neutral)
- 240 V Mase generator
- 4 x HD gel batteries in lazarette 12 V and 24 V 20 AH each

- Manual bilge pump under the after seat in saloon
- Manual bilge pump by head of the aft cabin starboard berth
- Diesel 275 gallons / 1,250 litres
- Water 75 gallons / 341 litres

Specification NAVIGATION

- Original Sailor radio and RDF
- Furuno Radar speed and depth instruments
- Furuno fitted SatNav in each steering position
- Danforth fixed compass in each steering position
- Base and antenna for chart plotter but not the plotter itself

Specification SAFETY

- 2 x Life buoy
- Flares
- Fire
- extinguishers - new 2006

Specification REFIT WORKS

Works relevant to the present equipment configuration include:

- 2004 (after 3 year lay up under cover at Victory Yachts)
 - New cutlass bearings on both main monel metal shafts
 - Replaced forward WC sea cock
 - Engines serviced and new gel batteries fitted by Victory
 - All sea cocks stripped and greased
- 2004 / 2005
 - Starter motor to starboard engine removed and rebuilt by SMS, Salcombe
 - Upper helm decks re-caulked and payed with sikaflex by Traditional Sail
 - Access to engine room widened by Traditional Sail
 - Original Pinta self steering gear removed
 - New weather cloths to external steering position
- 2006
 - Replacing aft steering tubes and links, opening up and cleaning all fuel tanks
 - Replacing all valves on fuel lines
- 2007
 - Main decks re-caulked by Traditional Sail
 - New electric WC in aft cabin
 - New upholstery by Aqua Marine
- 2008 / 2009
 - Painting and Varnishing of large areas below
 - New carpets
- 2009 / 2010
 - Engines fully serviced,
 - Impellor on port engine checked (no wear but replaced),
 - Air cleaners cleaned.
 - Starboard aft damaged stanchions replaced
 - Davits removed and overhauled with new oversize wires by The Rigshop

Specification EXCLUSIONS

- Avon 3.2 RIB
- All books, owner's tools spare screw and bolt boxes and bedding are excluded
- Drinking glasses

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

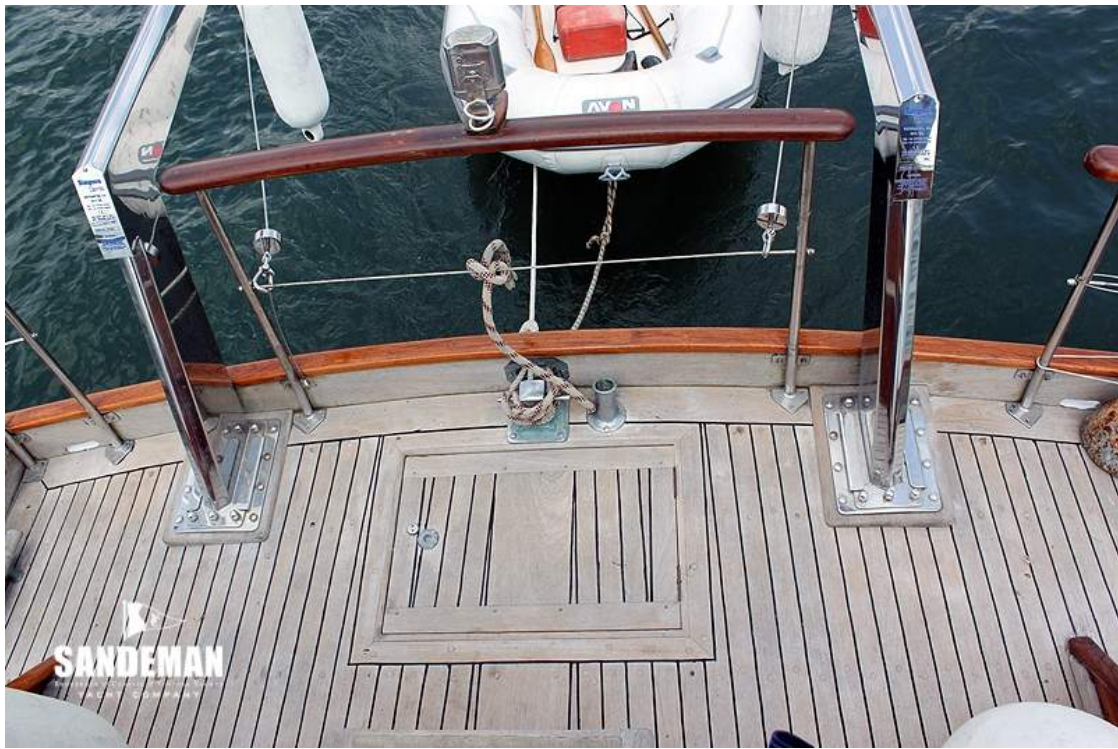
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Specification
GALLERY









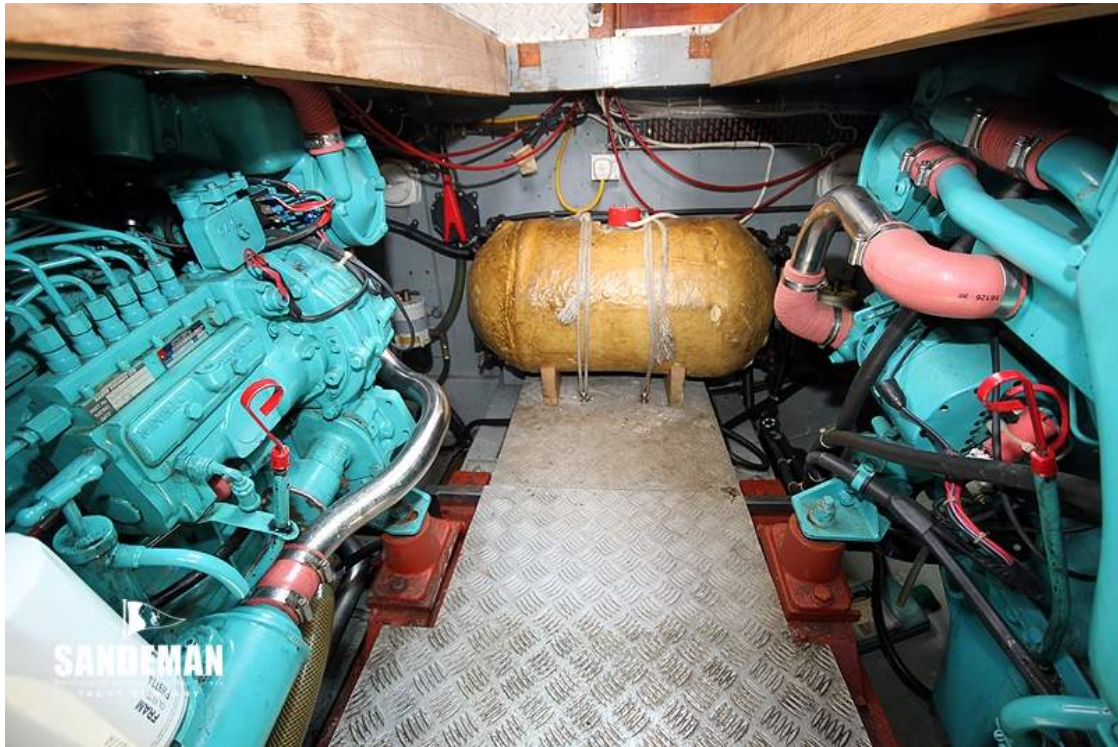















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