



Ganley Pastime X Pine Island Clipper

Price: \$25,000



This Circa 1988 Ganley Pastime X Pine Island Clipper is now for sale. Designed by Dennis Ganley, she was built as an expedition /heavy weather boat. She needs a tidy up, but her bones are very good, and she would make an excellent offshore vessel or liveaboard. Contact her vendors sole agent, Flynn Hart on 02108594195 or email him on flynn@parkermarinegroup.co.nz

Model/Brand: Ganley Pastime X Pine Island Clipper

Type: Clipper or Bermudan Sloop

Length LOA: 41 feet

Length LWL: 37 feet (approx.)

Beam: 12 feet

Draft: 5 feet

Berths total: 5 - 7

Designer: Dennis Ganley

Builder: Unknown. Clearly built as an expedition /heavy weather boat.

Launched: Circa 1988

Last Refit: Progressive. Fixed rigging about 2009

Engine: 55hp Ford 4cyl, 2.4L Model 2401E. 500 hours since complete reconditioning with heavy sleeves (Mike's, Whangarei). Stainless steel wet exhaust with 3 X non-return protection. Ford Owner's Manual included.

Cooling: Heat exchanger and sea water. Keel cooling option

Fuel type: Diesel

Fuel capacity: Approximately 400ltrs

Cruising speed: 5 – 6 knots

Max speed: 6 knots

Range: 1000 miles (roughly)

Transmission: PRM Model 32 hydraulic, 2:1, BMW CV's and dripless gland. GB and gland manuals included.

Propellor: 19 or 20" not sure. Modern profile, bronze, includes dummy shaft for replacement if needed. Dummy shafts are very important if a prop change is wanted.

Hull material: Steel

Construction: Welded

Electrics: Segregated start and house batteries connected by Blue Sea VSR. All batteries (there is provision for four) can be instantly isolated by a master switch on the earth (negative terminals. 12V LEDs are used for lighting throughout (14 internal fittings including 3 strip lights). There are seven 'cigarette lighter' sockets that allow USB charging. Nav Lights are portable, as described below. Sea water pump wash is provided for the toilet (foot operated). Macerator pump-out is used for the head storage tank (a spare macerator pump is provided). Bilge pumps and float switch (float switch activated pump is not fitted). Bilge, waste holding and sailing tri-light at the switchboard. Other circuits are powered from the switchboard but are remotely switched at appropriate remote locations. Fuses are household types that can be tested and reset as required.

Entertainment: 50cm? Bauhn/LG? TV, 12V or 240V, Plays videos and CDs, Sony "Dream Machine, 240V plus inverter. Warehouse 12V radio/CD player.

Domestic: 2 mirrors in the head, 2 in the galley area. First aid kit and cupboard.

Water capacity: 200ltrs (two X 75L galvanised tanks) plus portables

Water System: The 2 x galv. tanks can collect deck water. These tanks are separately fed to a pressure pump for reticulation to the galley, head trough and shower (with flick mixer tap) as cold and gas hot water (via the caliphont). The 65ltr portables are food grade plastic drums, one of which connects to galley via a foot switch and electric pump for cold drinking water. Buckets of sea or fresh water can be filled in the head.

Accommodation: Two single beds in the Vee berth, curtained-off if required, Approx. queen size double bed in the main cabin. Long, large single bed / couch in the lounge area opposite the galley – where a table can also be fitted. The tabletop is stored behind the couch. A large double bed can be made in the outer cabin using the back cushion of the 'galley' bed, the squabs and some cushions. This makes a very pleasant double bed.

Head: Antique brass and porcelain, recently reconditioned with nitrile? plunger buckets and rubber gaskets... A foot-operated sea water nozzle provides flush water and removes the need for a toilet brush. Two large holding tanks are available. One is not connected. Emptying is by macerator pump (spare included).

Showers: Optional 12V camping shower from pre-filled head trough. A direct adjustable shower head (controlled by flick master tap is also available. Hot water is supplied by an 'on-demand' caliphont ('Junkers' brand). Reliable heat control requires practice!!

Fridge/ Freezer: WAECO 60 or 70ltr. Manual is on the boat. Near new, has had very little use and is very efficient. The original fridge and freezer ran from the boat motor but was a real clunker and made working on the motor a nightmare. The insulated fridge and freezer cupboards remain in the galley as storage - and could still be connected to a freezer mechanism.

Galley Equipment: Stainless two burner stove (Sea Princess brand). Gimballed and with stainless surround. Oven currently not working (the service gent is in Auckland, and we haven't had the enthusiasm to take it there). The griller works well, and the mechanisms all look OK. There is a manual in the boat paperwork. Two 9kg gas bottles are included. The tank to stove hose work is due for replacement. All requirements (including advice on specifications) are available from Arnold Frank's Whangarei.

Communications: Hummingbird VHF worked well until I recently replaced the original (again) aerial with a new one attached on top of the old aerial. Since then, the radio has not worked. The EXOTIC registered call sign is ZMT – 2790.

Navigation and Electronics: All stored within the boat when we are away. Manuals and supplier contacts are in folders on the boat. Our vendor has owned Exotic for nearly 20 years and has lots of experience with the boat set-up. He is only too keen to help with queries, mechanical, electrical or whatever.

Sailing: Running rigging can be led back to cabin winches.

Apart from lines that ascend the mast, the running rigging and sundry ropes are stored indoors when we are away. Navigation lights are stored in a bag under the old morse key bench next to the nav station. All attach to the boat by Velcro when needed for night or foggy sailing and plug into fused sockets within the boat. These include port and starboard lights on the snout, the mast light and stern light (attaches to the pug for the cabin LED strip light).

Sailing instruments: Garmin GPS/ chart plotter with built-in aerial. Can't remember when we bought it, but it was not long ago, and it has had little use. Depth Finder (Lowrance), similar. Autopilot (KAP 866 – unused from purchase pre-covid but requires fit and service. Suspect either the fluxgate compass unit or the rudder sensor are not right. Print motor (Harrison Pacific) for rudder drive works well and is wired directly from the head unit (3rpm, 5.2amp). Fluxgates are a problem on steel boats. Vendor suggests a compatible GPS would be a better option than a fluxgate compass.

Sails: Main, and large furling jib/genoa. Both in good working condition but could do with some stitching work. Bagged sails under bed in the main cabin (never used) include hanked inner foresail (clips are somewhere in the bits and bobs collection), Yankee (worn), spare main (good), spare jib (good) and spinnaker (looks good). We have never used any of these.

Rig: The boat was completely re-rigged (standing and running; except the topping lift) not long after we bought the boat. This work was done by International Yacht Services. All swaging was done over Silastic sealant. All the stainless fittings and cables otherwise look to be in good condition. There is a spare comb-cutter cable under the couch.

Winches: 4 x Solid brass winches, which I have found to be totally reliable. They are made easy and safe to use by quick-release compression cleats in front of the winches. An isolated winch is located low on the mast. In the cabin there is one for each jib sheet (2), and one for the vang, jib furler and reefing lines (next to the dash).

Ground Tackle: The rather battered hinged plough connected to the winch is the best anchor I have ever used. I have seen these anchors criticised and cannot work out in my mind how they work so well; but that anchor has never failed us in (I suppose) at least 40 months at anchor all over the north-east coast. This has included some very wild storms and dodgy anchorages. We always lay the anchor chain in reverse and give the motor a burst at full throttle in reverse when anchoring - to check the base is OK. The anchor is a lifesaver – but it and its fittings could use some restoration. The Danforth alongside is just a light anchor for having lunch in quiet water. There is a spare (unhinged) plough in the bow storage area as an emergency but have only used it once when aground. We only use Corrosion X and rust converter to preserve out chains, but Avon Industries do a galvanising program for the marina each year. The chains are a motley collection, but we have had no issues with them. The working chains are 8mm

Anchor winch: The winch came with the boat and is an engineering masterpiece. Access is easy in the forepeak. The boat is made to raise and lower its mast by pivots at the base of the mast (these require minor alignment) and side-control arms as a pivoting section of the side rails. Raising and lowering the mast (which costs a fortune in boatyards, is then done via the forestay(s) and queen / whisker pole. Raising / lowering can be done by chain or rope. An unused full coil of rope (20mm?) is stored under the cabin bed. I have made a foot control reverse and operating switch, which when not in use, lives in a shelf in front cabin and is reached via the front vent. It has never given trouble. The current gypsy worn, but the original was for an odd size chain. Like any anchor winch, it will burn out if not used carefully. We 'drive in' over the chain and use flotation of the boat to free the anchor. The anchor has two motors – one for lift and one run in reverse for lowering (effectively a spare).

Safety Equipment: Four adult lifejackets (near new), Boson's chair, two harnesses (new), expired off shore flare pack, fire blanket, fire extinguisher (old), Vee sheet, powerful torch (needs service). Screw on storm covers (steel) for the cabin windows (red and green). Old manual diaphragm pump (can be fitted to bilge bracket). Anchor light (kept indoors and powered by lighter socket or alligator clips from battery). Two spare battery places for the anchor light and are charged by the 20W solar panel and its controller. A stainless-steel emergency tiller (fits over the rudder post) is stored near the rudder. There is also a galv. bracket made to connect the rudder post to a wooden (or other) tiller for purists with an aversion to steering wheels. Some oil spill absorbents are under the couch.

There is plenty of rope available for jack lines or shorelines in confined anchorages.

Extras: In addition to those tools mentioned above, electric sander, angle grinder (both with spare discs), hot air gun, 12V soldering irons, 12V drill, trouble lights. There is extension wiring to run 12V items from main batteries anywhere on boat). There are disposable and normal overalls. A bag of electrical spares is included, together with boxes of connectors, ties, fuses, lots of spare wire, including battery lead, Spare 80W (Volvo) alternator (engine has a 110W Land rover unit). Spare starter motor and solenoid (good condition). Spare high pressure diesel pump for motor (not used but looks OK). Spare (used but clean) fuel filters. Dummy prop shaft (very important if new prop is ever wanted). Copper pipes of various types, spare injector lines. Steering pulleys. Hemp for plumbing and greasing. Old hanging anode (do

not use). Spare radiator cap, Spare thermostats. Spare heavy push button switch. New front engine mount rubber donuts (should be fitted). New timing belt (should be fitted at next service)
Major collection of spares (some new, some reusable), repair products, lubricants, radiator and other hoses, 20L of stabilised diesel, vee belts, even a new head and other gaskets and tools to change them – even a torque wrench. Spare metal, nuts and bolts and wood. Cargo net, old charts. Elastic-edged mosquito nets for openings. Four fenders, old but OK.

Assorted painting equipment, solvents and paints, rust converter, Danish oil for woodwork and varnish.
Two matching antique gimballled kerosene lanterns are included. One requires a new glass (available through seller).
The boat has assorted fishing gear and books describing anchorages, birds, vegetation etc– all outdated – but which are still useful.

Tender: Smart Wave poly tender (red, need to check the length – approx. 3m) and 5HP four stroke Mercury may be available by negotiation. Very fast and stable unit. Spare carb for outboard.

VENDORS SUMMARY: This boat was clearly originally built as an 'expedition' or heavy weather boat as it is very solid, even by Ganley standards. It has excellent handholds and minimal 'fall' distances. The original rigging was 20mm cable. I bought the boat from a local (Whangarei) boat-building apprentice who, with their partner, had bought the boat, I believe, when sold as abandoned in a deceased estate auction. I bought the boat from this chap after the interior of the hull had been sandblasted and painted. The base of the keel had also been made enormously strong, I believe with 1" steel plate. Otherwise, the boat had been made clean but was very basic.

I bought the boat while working in NZ, and with my wife, got addicted to Northland's coastal cruising. We re-rigged the boat and with a furling jib made the boat easy to sail. We waterproofed the windows and vents, modernised the navigation and made the boat comfortable to live aboard.

The boat has always been dry (not smelly), easy to insect proof. It ventilates from stern to bow extremely well in all weather conditions and is well insulated.

We fitted the back cabin, which we have recently replaced (\$7,000, from Undercover Canvas, Whangarei). This hood is made to have another hood bow at the fixed cabin roof – to improve appearance of the boat by making the hood and cabin rooflines parallel. We don't bother with this complication. The cabin / hood space is bright, spacious, well ventilated and has easy access to the galley etc. It is where we live when aboard.

What we REALLY liked about Exotic when we bought it was the character of the boat. It has been built as a labour of love, with NZ native timbers used in old fashioned lathe-work and marquetry. The marquetry roof is a work of art – as is the whole interior. The boat is rock solid and a truly exceptional example of Kiwi boatbuilding. Even the brass (anchor-shaped) drawer locks and lever cupboard door locks had been hand cast (just to prove it, a few faulty castings remained in a cupboard).

The boat originally had an under-gearred Chinese gearbox and a Perkins motor showing its age. We replaced these with a large more efficient propeller, a dripless gland, hydraulic (2:1) PRM gearbox and Ford 2401E (first Ford diesel with a rubber timing belt. This motor was fully reconditioned with heavy sleeves by Mikes Engine Reconditioners (now of Rewa Rd, Whangarei) and now has only 500h of use. The boat slips along at 5 – 6 knots and fuel consumption down to 1.5L/h, all, of course, depending on wind and tide conditions.

In between fiddling with the boat, we have worked the Pickmere's Atlas' from one end to the other, covering Northland's magnificent cruising and holiday locations. We have had a couple of decades of magnificent fun and adventure, fishing and relaxation.

Time availability, age and hassles travelling from Australia has become too hard and we must retreat to where we came from – but with great memories and Kiwi friends. Exotic is a great boat, fun, secure and comfortable, with many years life ahead of her, I am sure. You couldn't get a better 'Batch' on land or water.



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For more information, or to schedule a viewing of this vessel, please contact Flynn Hart
Phone: 02108594195
Email: flynn@parkermarinegroup.co.nz

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