



Dolphin Yachts

INTERNATIONAL YACHT BROKERS

Dolphin Yachts S.L.

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Pendennis Dubois 70 Ketch

Builder:	Pendennis	LOA:	21.60m (70'9")
Model:	Dubois 70 Ketch	Beam:	5.50m (18'0")
Year:	1993	Draft:	2.80m (9'2")
Construction:	Aluminium	Fuel:	4.300 Litres
Accommodation:	6 berths in 3 cabins	Water:	4.000 Litres
Designer:	Dubois/Int. Mark Whitely	Engines:	2 x 135hp Perkins
Displacement:	50802 kg	Keel:	Lead

£699,500 EU VAT paid



ENGINE:

2 x 135hp Perkins
Engine Hours: 5459 aprox.

CAPACITIES:

Fuel: 4300 Litres
Water: 4000 Litres

MECHANICAL EQUIPMENT:

Twin Perkins 135hp diesel engines
Perkins reduction gearboxes
Oil removal and filling pump for engines
Main engines' instrument repeater in cockpit
Twin 3-bladed Maxprops
Maxpower 30hp bowthruster, rebuilt 2003 and fully serviced 2008
Hydraulic steering
Simrad S35 docking manoeuvring joystick
Power commander EC200 gear shift
Non-hydraulic pump (2006)
All other hydraulic systems (2006)
Electro-hydraulic pump (2006)
Fuel transfer system fitted in engine room 2011 enabling fuel to be pumped from either the port or starboard tank for enhanced sailing performance and to improve trim
220V with 220V ring main
110V ring main connection
24V and 24V ship's systems
Engine/generator start/stop instrument panel
12V Sonnenschein SL200 260 Ah batteries (2006)
Battery bank 1: 6 x SL200 (2006)
Battery bank 2: 10 x SL200 (2006)
Separate engines and generator starts batteries
Mastervolt BTM3 battery monitor for 1850 Ah house battery bank
Two Mastervolt Chargemaster 24/100-3 battery chargers (2016)
Mastervolt Mass Energy 24/20 emergency battery charger
100 amp alternators on each of the main engines
Northern Lights 25kW generator (4598h 6/2019)
Northern Lights 7kW generator (3606h 6/2019)
PTO on the larger generator for the power pack running the windlasses, bowthruster, opening transom, staysail and genoa furling
220V shore power
110V connection
Victron Phoenix 24/5000 inverter (2011)
Mastervolt ACM-1 AC power analyzer for the 7kW Northern Lights generator to calculate load
Electrical water pressure with two separate pumps
Two 120 litres water heater systems powered by 220V immersions, shore power, port engine, generators or inverter
Spectra MPC-5000 watermaker (1,200 litres/day)
Grey water tank and black water tanks forward and aft, all in aluminium
All tanks have been cleaned regularly in this ownership to ensure 100% reliability
Three electric toilets with fresh water flushing, three showers
Marine Air/CruisAir reverse cycle air conditioning throughout the ship with the exception of the crew quarters forward
Eberspächer heating controls - this system is no longer in use

Bilge pumps

There are three sea chests - one forward for the heads compartments and galley and two aft for the



machinery

All seacocks were replaced 2015. The main engines have separate seacocks, but will take from the sea chests, when they are not open.

Fire pump in engine room for anchor wash, black and grey water tank flushing and fire fighting, located in gas locker.

Tankage

Fuel: 4,300 litres in 2 aluminium tanks

Fresh water: 4,000 litres in 4 aluminium tanks

Performance

Cruising speed (one engine): 7.5 knots

Cruising speed (two engines): 9.5 knots

Max speed (under power): 10.5 knots

Range (under power): 2,500 nautical miles

ACCOMMODATION:

Berths: 6

Cabins: 3

Head: 3

Crew Berths: 5

Crew Cabins: 2

Description of layout from forwards

A watertight bulkhead houses chain etc. and gives the yacht protection, when sailing in a high latitude

All interior joinery is 'floated' to fully insulate the accommodation from noise and vibration

Behind this bulkhead is a double crew berth with infill and pipe cot above, aft a generous heads with separate shower and Corian surfaces (all heads compartments have good stowage)

This heads is shared by a twin port crew cabin with upper and lower berth

Opposite to starboard is a comfortable upper and lower guest cabin with a separate heads compartment forward, again with separate shower (this guest cabin also has excellent stowage for long-term occupancy)

The galley, totally rebuilt 2003 is to starboard with superb cooking facilities and vast amounts of storage

The Miele cooker is gimballed and the refrigeration is separated into two parts

All surfaces are in Corian with two waste bins beneath main workstation

Crockery, cutlery and kitchen equipment is extensive and is included in the sale

To port is a lower dining area with Corian extending table, either for small parties or for use as a crew mess

Up steps to the spacious and airy deck saloon with vast seating to starboard with an adjustable table

To port is an attractive sideboard unit with retractable flat screen TV and custom-built storage areas (rebuilt 2006)

The teak and holly sole is covered with a dark blue bound carpet

Down three steps to the nav station with full navigational and communications equipment to hand

To starboard is entry to a machine room/workshop which also houses the washer/dryers

There are vice, tool chest, and electrical control panels here

Access to the engine room is gained through a watertight door

The engine room is white lined for ease of maintenance and has access platforms so that all areas of the machinery can be accessed

Aft to port is a useful single-berthed cabin and at the end of the lobby is the owner's cabin

This has a large double berth to starboard with access to VHF and SSB, second radar and Autohelm multi repeater

There is a dressing table and sofa to port

Beyond there is a single berth

All berths aboard have lee cloths

The owner's head is large with a separate shower stall



Summary of accommodation

Interior: honey coloured teak with teak and holly soleboards

Corian on all wet surfaces

Interior colours and design executed by Mark Whitely

The head linings virtually all renewed 2003

The interior maintained to a good standard in a rolling system (re-varnished 2006)

Ocean Air blinds in main saloon (2015)

Grey leather seating in main saloon (2014)

Grey woolen bound carpet for main saloon

ACCOMMODATION EQUIPMENT:

Bose lifestyle 35 sound system

Bang & Oufsen BioVision Flat Screen TV in main saloon which retracts into the joinery

3 x Alpine and 1 x Sony CD/radio players for main saloon, owners' cabin, guest and crew cabin

GALLEY/LAUNDRY:

Miele Classic 4 burner, with fan assisted oven, and top plate replaced 2011

There is a custom gimbaling system for the cooker for use in all sailing conditions

Custom built stainless steel refrigeration system with vast volume and both top and side loading and with Iceberg compressors replaced 2017, this runs on electric plates for efficiency

Panasonic microwave

Toaster

Nepressor coffee maker

Kettle

Washing machine/dryer Zanussi Lindo-1000 (2015)

NAVIGATION:

Transas 4000 Navisailor charter plotter on 15" VEI monitor, with in-date software

Furuno 64M ARP-10 Radar

Furuno NX-300 Navtex

Furuno SSB Radiotelephone

Furuno GP-33 GPS (2015)

Simrad Ap-26 Autopilot 2011 with controls at nav station and in the cockpit

Simrad RFC-35N Fluxgate compass

Robertson M-50 Gyrocompass

Iridium SatPhone with RedPort Optimizer (2016)

Skanti TRP 3012 VHF – 3 station – nav station, saloon and owners' cabin

Raymarine ST-60 Wind/Speed/Depth (3 station – cockpit, nav station and owners' cabin)

Garmin 152 GPS (2014)

Icom IC-735 HF Transceiver

Furuno 16M Radar

17" VEI Chart Plotter Repeater on cockpit pedestal

Raymarine ST60 Maxiview Instruments x 4 at companionway

Olympic 135 Magnetic Compass on cockpit pedestal

DECK:

Hydraulically operated transom door

Pulpit, pushpit, guardrails, bathing ladder, boarding gates, mast pulpits

Rondal recessed hatches

Hydraulic stern platform operates a 4hp push button 24V DC hydraulic motor & pump

Gina-and-Tonic seats with cushions

Stainless steel dorades and protectors

Passerelle, grey sprayhood and bimini 2014, refurbished 2018, high gloss varnished cockpit table, central on deck command station including Transas repeater at cockpit

All cleats collapse into toerail



180 CQR bow anchor with 180 Bruce bow anchor stowed on a twin anchoring arrangement forward
CQR anchor with 80 metres of 12mm chain and 100 metres of Dyneema
Bruce anchor with 80 metres of 14mm chain
Blue cockpit cushions
Blue Gin-and-Tonic seat cushions
Grey bimini with vision for sail trim
Grey sprayhood

SPARS & SAILS:

Rig

Cutter rigged ketch; 583m²

Spars: aluminium, repainted 2011 in Jotun. The main mast is keel stepped with an internal catchment membrane, the mizzen is deck stepped with a compression post.

Proctor Sparmaker

Standing rigging: rod and Spectra running rigging 2012, replaced as necessary through this ownership

Rigging: Fully battened mainsail and mizzen with stack pack

Carbon spinnaker pole and jockey pole stowed on the mast

Hydraulic power pack to drive Reckmann furling on yankee and staysail and hydraulic yangs on main and mizzen, hydraulic backstay adjusters

Stack pack and mizzen

Winches

All winches are electro-hydraulic

Sails

North mainsail, fully battened in 3Di 2018

McWilliams, mizzen, Vectran (2008)

Sanders, genoa, Vectran (2008)

Doyle, staysail, Vectran (2003)

Doyle mizzen staysail

Cruising chute with snuffer

Doyle spinnaker

Sail area 583 m²

The sails are all in serviceable condition, but have sailed a lot of miles

SAFETY:

Full alarm system for faults in main engine, generators, hydraulics, bilges, holding tanks, battery state and exhaust temperature for the 2 main engines and 25kW Northern Lights generator

Coded to MCA Category 2

Zodiac 6-man liferaft

Viking 8-man liferaft

Jotron EPIRB

Kannad EPIRB

4 x Portable fire extinguishers

2 x Fixed fire extinguishers

Fire extinguishers to MCA Category 2 specification

TENDERS/TOYS:

Avon 310 rigid inflatable with 20hp Honda outboard and with a grey overall cover

Dinghy is deployed onto custom built storage on the aft deck by the mizzen boom

Spear dinghy with 2.3hp Honda outboard which is stowed in the lazarette when not in use

SERVICE HISTORY AND CONSTRUCTION:

Construction

5083 Marine Grade Aluminium 12mm under waterline, 8mm on topsides, 6mm superstructure with double plated bow designed for high latitude sailing



Hull repainted in Jotun dark blue (2014)
Aluminium teak laid deck, replaced 2006 including cockpit area
Aluminium superstructure painted Jotun white 2014
External trim in teak and custom build stainless steel
Design and fit of the rudder was re-visited 2006 and updated
Lead encapsulated keel

Our understanding is that the yacht is exempt from the essential safety requirements of the Recreational Craft Directive as she was built and placed into use within the EU prior to 1998.
ABS & Lloyds Register HCC; MCA Register, and MCA Category 2

Refit 2003/2005

Since the 2005 refit, CELTIC SPIRIT OF FASTNET has enjoyed a series of refits carried out in Europe.

Works include:

Topsides and superstructure repaint in Jotun (2014)
Rig repaint in Jotun (2011)
Fuel transfer system
Mastervolt Chargemaster battery chargers replaced (2016)
Invertor replaced (2011)
All seacocks replaced (2015)
Iridium SatPhone with red port optimizer replaced (2016)
Simrad Ap-26 autopilot replaced (2011)
Refrigeration compressors replaced (2017)
Ocean Air blinds in the main saloon replaced (2015)
Rod rigging and spectra running rigging (2012)
North 3Di Mainsail replaced (2018)

BROKERS COMMENTS:

This **Pendennis Dubois 70 Ketch** has a robust aluminium build together with an easily managed split rig for easy fast sailing. In her current ownership she has sailed around 100,000 nautical miles - covering the chill waters of Antarctica to the warm seas of the Tropics. In short, an extremely seaworthy bluewater cruising yacht from the iconic board of Dubois.

Dolphin Yachts are the joint central agents for the sale of the Dubois 70 Ketch CELTIC SPIRIT OF FASTNET.

LYING:

Portugal





Layout Plans



The particulars presented in this brochure are based on information provided by the sellers and are believed to be correct, although we cannot be liable for any inaccuracy. A prospective buyer is strongly advised to check these particulars and where appropriate and at his own expense to employ a qualified marine surveyor and / or have an engine trial conducted which if conducted by us shall not imply any liability on our part.