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M Stevens 67 ft Lunenburg Schooner 1980



RAINDANCER II

DESIGNER	Murray Stevens	BUILDER	Murray Stevens
DATE	1980	LOA	76 ft
LWL	50 ft	BEAM	c 18 ft
DISPLACEMENT	47 tons	DRAFT	8 ft 6 in
CONSTRUCTION	Carvel Angelique planks on oak frames	ENGINE	Cummins 6B / BT 5.9 six cylinder 225 HP Diesel

Price USD 450,000

VAT

VAT is unpaid on this yacht

BROKERS COMMENTS

Four generations of the Stevens family have been hand crafting World class sailing schooners and RAINDANCER certainly hails from a place where the wooden schooner has endured as a proud symbol of a seafaring people. Exactly as one would expect this yacht is well proven both as a manageable family boat as well as on charter with a crew. In essence these cruising boats were adapted from the earlier fishing schooner and there is something very reassuring and dependable about them that is surely evident in RAINDANCER.

HISTORY

RAINDANCER was designed and built by Murray Stevens, a third generation schooner builder from Lunenburg, Nova Scotia. Not much is known about her early history, but title has been transferred several times between private and corporate Canadian and American owners. Prior to 2004, RAINDANCER had remained in the hands of a Canadian couple for some 15 years. During this time she was used for both private and charter use; cruising between Nova Scotia, the Caribbean and the Mediterranean. In 2005, she was purchased by the current owner and used for both private and charter use exclusively within the Caribbean; currently in Grenada, W.I.

CONSTRUCTION

Carvel planked with 1 3/8th inch Angelique planks copper-riveted to oak frames, backbone, stem and sternpost. Steam-bent frames are 1 inch x 3 5/8 inch on 9 inch centers. The full length keel is secured with 1 inch silicon bronze bolts on 18 inch centres which were all replaced in 2006. The deck is 7/8th inch teak on inch Bruynzeel plywood. The interior is a blend of numerous hardwoods with all non-ferrous fittings and fasteners.

ACCOMMODATION AND DOMESTIC EQUIPMENT

While able to accommodate up to 9 altogether, she is presently configured for 7 people in reasonable comfort. There are three staterooms each with 2 double berths and two single bunk beds with linen for all. - Two heads with showers, 1 x Wilcox Captain WC and 1 x VacuFlush WC - Pipe cot berth aft starboard quarter is typically used for sail stowage - New cushions for cockpit- New cushions and curtains for saloonApproachThe large open cockpit has good seating over substantial stowage lockers each side, which are accessible from lazarette hatches on the aft deck as well as from aft of the saloon ward. A drop leaf table; perfect for al fresco dining is mounted amidships. Over the bridge and via sliding coach roof hatch companionway steps lead down to the accommodation below.The furnishings in a variety of hardwoods are solid and substantial. Ventilation and light are afforded by numerous dorade vents, butterfly hatch, 4 opening deck hatches and 3 deck prisms. To port is the navigation station and the galley forward equipped with - Force 10 gourmet 4 burner stove- Sharp Carousel 700 W microwave- Front opening fridge - Generous top loading freezer- New kitchen place settings for 10 or more- Worktops and stowage outboard and below.Opposite to starboard is the long U shaped settee and dining table with library shelves and entertainment centre outboard. Forward past the saloon bulkhead a corridor leads to the sleeping accommodation and facilities. First to port is a guest cabin with 2 single berths and double above and outboard. Forward again to port is a head and shower compartment, accessible also via the corridor from a further double berth cabin forward also to port. Opposite running the length of the corridor to starboard is the master suite with double berth, hanging lockers and stowage below with en suite head WC and shower. Beyond again in the forward cabin area are the crews quarters with single quarter berth to port and double convertible to 2 singles starboard. (There is an additional pipe cot berth right aft in the starboard quarter)

RIG, SPARS AND SAILS

- 2 masted staysail schooner rig with Sitka spruce spars- Stainless steel standing rigging mostly new in 2006- Highfield runners- Mixed synthetic including Spectra running rigging- 1 x Yankee furling jib (Turbulence Sails 2007)- 1 x Yankee hank on jib (Soper Sails) - 1 x Self furling genoa- 1 x Fore staysail (Turbulence Sails 2007)- 1 x Main staysail (Turbulence Sails 2007)- 1 x Main sail (Turbulence Sails 2007)- 1 x Fisherman (Turbulence Sails 2007)- 1 x Gollywobbler

DECK EQUIPMENT AND GROUND TACKLE

- Plath double wildcat windlass on foredeck- Aft deck winch- 2 x Danforth type anchors, each with 200 ft inch chain plus 100 ft of 1 inch rode- 1 x CQR anchor with 200 ft inch chain plus 100 ft of 1 inch rode- 1 x Delta type anchor with 200 ft inch chain plus 100 ft of 1 inch rode- 1 x Fortress anchor- Stanchions and lifelines- Coach roof grabrails- Dorade vents and boxes- 4 x Bariant 32 winches, - 5 x Bariant 22 winches, - 1 x Bariant wire main halyard winch, - 1 x Harken 16 ST new reefing winch on boom- Drop down boom crutch- Deck box aft of foremast for gas bottles, general equipment; outboard and fuel etc. - Fenders- Mooring lines and other rope, - Wooden blocks; singles and doubles- Caribe 5 man dinghy with Mercury 15 HP outboard. (2006)

MECHANICAL ELECTRICAL AND TANKAGE

- Cummins 6B / BT 5.9 six cylinder 225 HP fresh water cooled diesel engine, 1990- Borg Warner 1.4:1 transmission with dual station instrumentation- 1 inch stainless steel shaft with 24 inch three blade Max-Prop- Spare Max-Prop and solid three blade bronze prop - Morse Lever engine control- Engine instruments by helm wheel- M673L2, 5 KW diesel Northern Lights generator 2005 in sound condition amidships- Paneltronics AC and DC distribution panels - 2 x 900 AH 12 V banks with 2 x 8G8D batteries per bank- 1 x 400 AH bank with 2 x 8G24 batteries for engine start- 1 x Isolated battery for generator start- Auxiliary 150 A main engine alternator with multi-step PowerLine marine regulator, 2006- 12 V 50 A Xantrex XC5012 battery charger, 2006- Xantrex Freedom 20 100 A inverter / charger with Link 2000 controller - Professional Mariner 30 A110 V shore power overload / continuity protection panel- Single cold plate 12 V refrigeration compressor- 3 cold plate 110 V freezer compressor- Water Maker 25 gal per hour 2005 - 110 V spw 600 Village Marine (remote instrumentation)- Pressurized water system with 15 gal hot water heater- 4 x Stainless steel fuel tanks with combined capacity of 400 gallons- 2 x stainless steel fresh water tanks with a combined capacity of 120 gallons- 2 x Holding tanks with macerator pumps- 2 x 20 KG propane tanks and Xintex S-2A sensor- Miscellaneous tools and parts

NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Original Danforth steering compass in binnacle- Furuno GP-3 7 GPS 2004, - Raymarine RD218 Radar with C-80 Multi-function display 2007- Icom IC-M58 VHF marine transceiver, 2005- Icom M700PRO HF ssb transceiver with AT-120 antenna tuner, 2009- Raymarine X-Series SmartPilot Auto Pilot with St 6002 remote, 2004- SkyMate 100 satellite communicator; - Ray Marine ST-50/ST-60 wind speed/direction, depth, true compass instruments with cockpit repeaters- Entertainment centre with DVD / CD / Radio / TV to main saloon and cockpit speakers

SAFETY

- 10 man life raft (soft pack, last inspected 2009)- Para-Tech 24 sea anchor - Satellite 406 EPIRB- 18 x Type 1 life jackets- Numerous safety harness and type 3 flotation devices- 2 x life rings- 1 x self activating strobe light- 2 x Horse shoe rings- 8 x fire extinguishers- Flare gun with 1 lot of flares and other marking devices- Auto bilge pump running off main engine- 2 x manual bilge pumps; 1 aft 1 amidships- Y valve to divert pump for fire hose / deck wash

REFIT

Frame replacement aft of the main mast with laminated Purple Heart, installation of fabricated bronze floors in stem area, new s/s water tanks, new bow sprit and main mast, new mast steps and a new engine bed. The vessel was completely rewired in 1997.

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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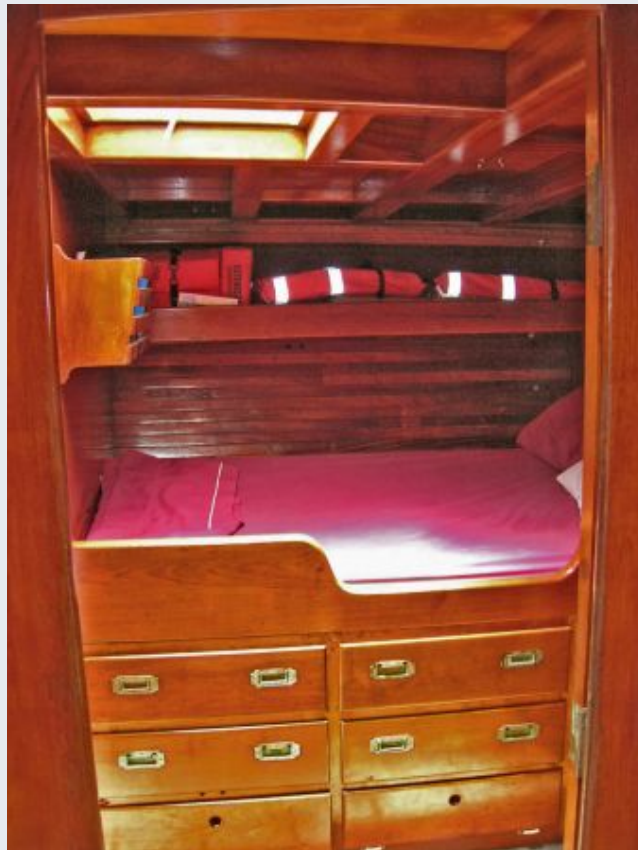
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