

# THENDARA

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THENDARA

# SPECIFICATION.



Asking price  
EUR 2,250,000 (Tax paid)



Built  
1936 (refitted 2009), A. Stephens & Sons, United Kingdom



Length  
36.5m (119.8ft)



Beam  
6.1m (20ft)



Draft min/max  
-/3.9m (12.8ft)



Displacement  
135 tonnes



Cruising speed  
9 knots



Maximum speed  
14 knots



Range  
1,600 nm



Flag  
Malta



Lying  
West Mediterranean



Exterior designer  
Alfred Mylne



Interior designer  
Edwin Maeyers



Construction  
Hull - Steel/Wood, Superstructure - Wood, Deck - Teak



Crew  
7



Guests  
6



Cabins  
3 (2 × double, 1 × twin)



Engines  
1 × 238hp Volvo

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# OVERVIEW.

THENDARA is a classic and notably authentic 36.5-metre (120ft) gaff-rigged ketch designed by Alfred Mylne. She was built in 1936 by Alexander Stephens & Sons, completely rebuilt by Southampton Yacht Services in 1993-94 and subsequently refitted in 1999, 2009 and 2014. Her hull construction is teak carvel planking on steel frames. Her teak deck was replaced in 1993 but about 70 per cent of her hull is still original. Her only concession to modern materials is the use of Dacron in her sails and lines.

Her rig was constructed in 1993 by Harry Spencer of Cowes. She is believed to be the only gaff-rigged yacht in the world to fly a jack yard topsail on both mainmast and mizzen. The masts, booms and gaffs are Colombian pine; the balloon pole and yards are spruce. The three mainmast forestays are stainless steel and the rest of her standing rigging is galvanised. New shrouds were fitted in 2010. Her sails are from Ratsey, Doyle, Hood and Incidences.

She has a flush teak deck with traditional lantern skylights, teak companionways on her foredeck and aft deck, and a teak doghouse and passenger cockpit amidships. Many of her original fittings and deck hardware – including her anchor windlass from 1936 – have been restored and other items replaced with exact replicas.

The upper saloon in her doghouse is her nav station and has built-in bench seats and large lateral windows. Steps lead down from here into her elegant, Edwardian-style formal saloon, which has built-in seats and loose armchairs around a dining table and a lounge area with a large sofa, and is equipped with period crockery and silverware.

Arranged to host six guests and a crew of seven, she has three guest cabins amidships which are fitted out in period style: two with large double beds and one with single bunks, each with a private en suite heads and shower. The crew's quarters in the bow include a captain's cabin, a twin-berth cabin, four berths in the foc'sle and a crew bathroom with a separate shower. She has a modern stainless steel/timber galley.

Her main engine is a 238hp Volvo TMD102A diesel. Her top speed under power is 14kts and she cruises at 9-10kts burning 18 litres per hour with a range of about 1,600 miles. Her main tender is a 3.8-metre Zodiac RIB tender with a 40hp outboard, which can be carried in davits or stowed on deck in chocks. She also carries a cold-moulded wooden rowing/sailing dinghy.

## Key features

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Very well maintained and preserved since original build

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Accommodation for six guests and seven crew

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Top speed under power of 14 knots

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Cruises at 9-10 knots with 1,600 mile range

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3.8m Zodiac RIB tender

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# BURGESS

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Last updated: 01 March 2024