

## 2006 Jachtbouw Folmer Perry 60

€795,000 tax paid

Sparkling alloy explorer yacht with great spec



### General Information

<b>Manufacturer/Model</b>	Jachtbouw Folmer Perry 60
<b>Designer</b>	Robert Perry
<b>Year</b>	2006
<b>Category</b>	Sail
<b>New or Used</b>	Used
<b>Sale Status</b>	Available
<b>Price</b>	€795,000
<b>Tax/VAT Status</b>	Tax paid
<b>Lying</b>	Saint Martin (French Part)
<b>Reference</b>	1345054

## Specifications

<b>LOA</b>	18.26m
<b>LWL</b>	16.44m
<b>Beam</b>	4.66m
<b>Draft</b>	2.13m
<b>Displacement</b>	26600kg
<b>Engine</b>	Yanmar 4LHA-HTP 160hp
<b>Engine Hours</b>	3100
<b>Fuel</b>	diesel
<b>Fuel Capacity</b>	1500l
<b>Max Speed</b>	18.335kph
<b>Range</b>	2778km
<b>Hull Construction</b>	Aluminium
<b>Keel Type</b>	Fin Keel
<b>Berths</b>	9
<b>Cabins</b>	3
<b>Drinking Water Capacity</b>	1200l

## Description

Quite possibly the smartest and most capable sailing yacht on the planet! Built in 2006 to take on all of the world's oceans in absolute safety and comfort, she still offers sparkling sailing performance. MARLIN is truly unique and an exciting opportunity now exists to take ownership of this sparkling red-hulled thoroughbred and embark on new world-girdling adventures.

### FURTHER COMMENTS:

MARLIN is a Robert Perry designed aft cockpit pilots saloon cutter, built in aluminium by one of the very best names in the business – Yachtbouw Folmer in Holland. Launched in 2008, she was designed specifically for the most demanding blue water adventures in both hot and cold climates. With a multitude of collision bulkheads, she is virtually unsinkable, yet through clever design and design specification, she remains an enjoyable and nimble yacht to sail – something that is often left out when configuring expedition yachts such as this. Her owner reports that she will easily sail at up to 8 knots to windward, 8-9.5 knots on a reach and 7-8 knots downwind. She has also seen 16 knots on the log surfing in heavy seas.

With over 60,000 miles under their belts, the current owners and their young family were most of the way through an audacious circumnavigation started in 1999, taking in Cape Horn, Antarctica, the Pacific and South Africa aboard their steel-hulled Scorpion II 'IRON LADY' before coming across MARLIN in Suriname in 2012.

Since taking ownership of MARLIN, her new owners have comprehensively worked through every system and element of her structure to get her 100% ready for further adventures. They are now coming towards the end of their lifetime adventure so it is time to find MARLIN a new custodian to take full advantage of her enormous capabilities.

### OWNER'S COMMENTS:

MARLIN is an aluminium cutter-rigged pilothouse sloop equipped as Expedition Ship for high latitudes. The ship security certificate is issued by the SeeBG for worldwide travel. She has a moderate long keel with 8,000kgs of ballast and only just above two meters draft. She was built according to CE directives and Lloyd's standards in 2006 by the famous Folmer shipyard in the Netherlands.

Five watertight sectors divide the 18m yacht: Forepeak, Master Cabin with watertight door made of aluminum, salon and aft berths, walk-in engine room, and lazarette for provisions and equipment.

MARLIN is clearly distinct from the GRP charter boats through the use her internal space. Normally, a yacht of this size would be crammed with ten plus berths with the guests stacked like sardines like. MARLIN is actually designed for 6 people (although she will sleep up to 9 through use of settee berths in saloon and raised pilothouse). The engine compartment is separated from the living space which helps to insulate the cabin spaces from noise. Storage space in the forepeak, stern and deep bilge blank space for equipment and food sufficient for several weeks at sea.

Marlin's spacious pilot house has evolved during sailing as a central lounge for the on duty crew while on watch. In high latitudes it is warm here and it is protected from rain, snow, ice and cold. In the tropics, the pilot house provides the pilot house provides shadow and a pleasant breeze at anchor. When sailing you have a view of the horizon, which makes you forget seasickness.

"Here one can dance!" Said one of my sailors when he came into MARLIN's salon of MARLIN. With 2.1m headroom throughout, this is the centre of MARLIN's community and where the food is eaten. Good food is writ large aboard MARLIN and her excellent working galley is testament to this. The lower saloon space is also where important work is done with two navigation tables,

computers, communications equipment etc

We have a heated closet where wet sailing clothes we dried. The aft heads is located amidships and acts as ideally-placed day heads plus services the two aft cabins which are equipped with a total of four berths. These cabins are the quietest place at sea. The master cabin is forward. This spacious cabin has an open forward hatch provides good ventilation in tropical travel zones. Forward of this is an ensuite heads and a spacious shower in the forepeak..

#### DESIGNER'S COMMENTS:

Robert Perry - We did two designs for this European client, and while both boats are very similar in size, over time his choice of preferred features changed. This boat is built with aluminium at the Jachtbouw Fulmer yard in the Netherlands. We worked closely with our Dutch contact Marinus Meijers to coordinate the conversion from our computer drawings to computer 3-D models to allow the entire structure to be nested and pre-cut. The result to my eye is a work of art, all shiny in aluminium prior to sandblasting and highlighting the skill level that has made the Dutch aluminium yards famous.

The target for this design was a fast, seakindly, all-weather offshore cruiser for a family of five. The hull form is narrow with an L/B of 3.52 and the D/L is 166. The sections show a soft, arclike shape with low wetted surface. The half angle of entry at the DWL is 15 degrees and at the deck it is 19 degrees. The buttock beam-to-beam max number is 75 percent. Draft is moderate at 7 feet and the ballast is all internal. The keel fin is long to allow this boat to sit on its keel when hauled and provide sufficient volume to get the 19,000 of lead ballast down low in the fin along with batteries.

The aluminum construction features a skin thickness of 7 millimeters to just above the DW where it increases to 8 millimeters. The keelshoe is 20 millimeters. This is very durable construction. It's also easier to get a fair hull when you work with plating more than a quarter-inch thick.

Of course I like this boat. I designed it along with the help of Ben Souquet, my right-hand man, and Marinus Meijers. I think it may represent one of the nicest boats I have designed.

## Specification

### CONSTRUCTION

#### RCD Status:

• MARLIN is CE certified for category A - OCEAN: Designed for extended voyages where conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4 m and above, and vessels largely self-sufficient.

#### Hull, Deck & Superstructure Construction:

- MARLIN ' is built as a true seagoing yacht, equipped for the longest offshore voyages. She is built to a quality design, and constructed from first-class materials throughout. Her round-bilge hull has been built to Lloyds standards by well renowned builder Folmer in Rijns -Holland.
- Seawater resistant Almg 4.5 Mn W28 aluminium construction.
- 7mm thickness hull topsides
- 8mm thickness beneath waterline
- 20mm thickness at keel shoe
- Fully round bilge hull profile, epoxy filled, sanded, primed and spray-painted red with contrasting white waterline stripe and style-line
- Transverse hull framing
- Five watertight bulkheads – Ahead of forward shower, forward of saloon, aft of guest cabins, ahead of engine space, and aft of engine space.
- All stainless steel used in 304 of superior.
- The hull and decks, above the waterline are additionally insulated with PU foam.
- Raised pilothouse with laminated glass windows installed in an aluminium frame
- Raised bulwarks with fairleads
- Super structure and decks painted off-white
- Decks and cockpit finished in contrasting non-slip

#### Keel & Rudder:

- Fixed keel with internal lead ballast – Long in profile for directional stability at sea and also to allow drying out
- Aluminium rudder blade supported by full-depth skeg

### MACHINERY

#### Engine & gearbox:

- Yanmar 4LHA-HTP four-stroke inline turbo-charged marine diesel engine producing 160hp (118kw) at 3,300rpm.
- ZF reverse reduction gearbox
- Mechanical single-lever throttle/gear control
- Indirect fresh water engine cooling via heat exchange
- The exhaust is water-cooled by injection of the cooling water from the engine.

- Twin fuel water separator / filters
- Natural aspiration for engine room ventilation
- Engine and gearbox flexibly mounted to reduce vibration
- The engine room is insulated with a flame retarding foam insulation.

#### Maintenance & Performance:

- Engine hours: Approximately 3,100 hours as of Summer 2019
- Date of last engine service: June 2019
- Cruising speed: 6.6 knots @ 2,200 rpm
- Maximum speed: 9.9 knots @ 3,300 rpm
- Range: approx. 1,500 Nm

#### Propulsion & Steering:

- Steering pedestal with hide-covered stainless steel helm wheel
- Mechanically operated Jefa steering system
- Emergency steering gear
- Stainless steel prop shaft
- Aquadrive coupling
- Water-lubricated Volve Penta shaft seal
- Maxprop 3-bladed feathering propellor

### ELECTRICAL SYSTEMS

#### Voltage systems:

- 24v domestic system with 12v starting banks and 220vAC via generator, shore power or inverters

#### Battery Banks:

- 12vDC maintenance free engine start battery
- 12vDC maintenance free generator start battery
- 12vDC maintenance free dedicated battery for VHF/HF and AIS
- 8x 12vDC Northstar AGM service batteries joined in parallel and series to supply 400ah @ 24v – New 2017
- Battery monitoring system at chart table

#### Charging/Inverter:

- 2x VICTRON 70A Multilader and Inverse 3000W / 24V / 220V combi charger/inverters
- VICTRON DC/DC 24/12 V converter and battery charger for 12V battery subsystem - New 2013

#### Generator:

- Northern Lights 4KW / 230V diesel generator - New 2018
- Generator hours – approx. 300 as of June 2019
- Date of last generator service – June 2019

#### Energy Management:

- Superwind 350 / 24V Wind Generator - New 2013
- Four solar panels a 100 watts on the device carrier - New 2013

#### Alternators:

- High power 24v alternator 130Amp / h on main engine - New 2013
- BALMAR high-performance controllers - New 2013
- Separate 12v alternator for starter batteries engine and generator

#### Other Electrical:

- Galvanic isolation transformer Shorepower
- 220V in owner's cabin, saloon, chart table, kitchen, pilothouse, engine compartment

### PLUMBING & GAS SYSTEMS

#### Fresh Water:

- 24vDC pressure system with accumulator tank for hot and cold fresh water.
- Calorifier tank for heating water via engine, via Webasto heating system or with 220vAC element from shorepower or generator

#### Watermaker:

- ECHOTec watermaker 120L / h at 24V DC motor - New 2013
- New Membranes January 2019
- Watermaker hours: approx. 1,000 as of June 2019
- Date of last watermaker service June 2019

#### Bilge Pumps:

- Each compartment has his own Hand Bilge pump
- Main manual Pump next to steering wheel. Changeable from Engine room, main salon, front cabin.

- Electrical Bilge pump front cabin with level switch
- Electrical Bilge pump centre salon with level switch
- Electrical Bilge pump grey water tank with level switch

#### Gas System:

- Two 11kg LPG gas cylinders have their own gas box with cross and can be shut off from the outside and via shut-off adjacent to stove
- Gas system tested and certified - 2019

#### Other Plumbing:

- Sea-chest with one through-hull skin fitting and seawater manifold system supplying engine, generator, heads, deckwash and spare.
- Ball-valve seacocks

#### TANKAGE

##### Fuel:

- 1,500 litres in two 750 litre fuel tanks, independently connected
- 150 litre day tank taking feed from either fuel tank via manifold
- Manual tank gauges at chart table
- Sight gauge on sides of day tank
- Odour filter for tank vents

##### Fresh Water:

- 1,200 litres in two 600 litre tanks
- Manual water tank gauges at chart table
- Filters before outlet

##### Holding Tanks:

- 2x 110 litre blackwater holding tanks with deck outlet or drained overboard by gravity
- Blackwater tank level gauge
- Odour filter for blackwater tank
- Greywater holding tank fed via forward and aft collecting tanks

#### NAVIGATION & COMMUNICATION EQUIPMENT

- Raymarine ST60 wind, speed, depth and log displays in cockpit with transducers
- Raymarine autopilot control head connected to Lecomble & Schmitt Linear Drive autopilot - New 2013
- Jefa rudder control
- Raymarine Tridata and Multidata displays at the chart table
- Furuno GP32 GPS at the helm, all data on Seatalk and NMEA networked with the BoardPC - New 2013
- Furuno Radar NAVNET
- On-board computer with a fixed 22-inch LED Monitor at the chart table. Worldwide maps under OpenCPN - New 2019
- Vesper Marine CLASS B AIS transponder. The AIS system also has a built-in anchor watch and serves the safety of the crew particularly as receiver for ELTs that are integrated at all lifejackets
- Binnacle steering compass

##### Communications Equipment:

- ICOM M323 DSC VHF fixed installation - New 2013
- 2x ICOM M72/73 VHF Portables - New 2013/19
- ICOM M802 with AT 140 and PACTOR 4, DR7800 - New 2013
- Shakespeare Whip Antenna 23' - New 2013
- Iridium GO! Satellite phone/wifi hotspot system
- LunaWLANet High Gain WiFi Antenna for use in marinas and anchorages connected to WLAN router: 3G/4G Hotspot Router with 2 SIM Slots. NMEA Miniplexer N2K.

#### DOMESTIC EQUIPMENT

##### Galley:

- Twin stainless steel sinks with hot & cold pressurised fresh water supply.
- Manual fresh water supply at galley
- Force 10 3-burner gimbaled gas stove with oven & grill
- Fridge - 24vDC
- Freezer - 24vDC
- Washing machine

##### Heads:

- Electric heads in forward heads compartment
- Manual heads in aft heads compartment.
- Hot & cold showers

#### Heating & Ventilation:

- Webasto 9kw diesel-fired central hot water heating installed in engine room- New 2013 equipped and radiators in the wet areas plus saloon radiator installed 2014
- 24vDC fans.
- Ventilation consisting of opening skylights, dorade ventilators and portlights.

#### Lighting:

- 12v bulkheads lighting throughout with ample overhead lights and reading lights at settees and berths.
- Warm LED lighting around saloon table
- Lights over work area in galley.
- Chart lamp in navigation area.

#### Entertainment:

- CD/Radio with stereo speakers in main saloon, plus further independent system for cockpit.

### ACCOMMODATION

#### Summary of Accommodation:

- Up to nine berths in three dedicated sleeping cabins with master cabin forward and two aft guest cabins. Ensuite heads for master cabin and shared heads for aft cabins and day-heads usage. Lower saloon with occasional settee berth, galley and chart table areas. Raised pilothouse area with seating/occasional berths and 360 degree outward vision.

#### Accommodation Finish:

- The first class interior is handcrafted in American Cherry, and varnished to a satin finish.
- The isolated moulding above the berths is lined in mahogany.
- Flooring of varnished teak plywood with holly inlay.
- Headlining of white vinyl covered panels with mahogany strips.
- Latex mattresses for master cabin with sprung slats
- Blue cloth upholstery in saloon – replaced 2017
- Laminate counters in galley
- 2.10m headroom throughout interior

#### Description of Accommodation from Forward:

##### Forward Heads:

- Bulkheads and lockers in white laminate.
- Laminate soles.
- Wash basin and countertop in laminate
- Dedicated shower cubicle forward with hot & cold water supply
- Electric flush marine heads
- Cupboards above heads
- Ventilation through opening deck hatch

##### Forward Cabin

- Large offset double berth to port.
- Stowage in shelves and lockers above and outboard to starboard.
- Stowage beneath berth
- Access to ensuite heads forwards
- Ventilation via opening deckhead hatch

##### Main Saloon:

- Large U-shaped settee to port
- Lockers and shelf stowage outboard and forward
- Large fixed cherry wood dining table – new 2014
- Ample bookshelves and cupboards.
- Secondary chart table and additional stowage aft and ahead of aft heads.

##### Navigation Station:

- The navigation area is located opposite main saloon on starboard side
- Large chart table areas fore and aft with swivel seat between
- Stowage for charts.
- Ample space for individual instrumentation and modern navigation equipment.

##### Galley:

- The galley is located amidships starboard side.
- Large work areas in easily cleaned and durable laminates.
- Stowage for groceries.
- Cupboards with fiddles for plates, cups and glasses.

- Stainless steel crash bar

#### Aft Heads:

- Aft of saloon to port.
- Manual marine heads

#### Aft Shower:

- Aft of galley to starboard – used for storage of sailing gear with heater outlet
- Dedicated shower cubicle with hot & cold pressurised water supply

#### Aft Cabins:

- Mirrored cabins to port and starboard
- Upper and lower bunks
- Hanging lockers
- Ensuite sinks
- Access to engine space

#### Pilot House:

- Seating to port and starboard with cushions
- Chart counter to starboard
- Removable table
- Door access to aft cockpit

### DECK EQUIPMENT

#### Rig:

- Hall spars white painted aluminium alloy spars
- Keel-stepped mast with two sets of spreaders Spreader keel stepped mast.
- Full time cutter rig.
- Stainless steel wire standing rigging (2008 – lower shrouds and tongs replaced by Hall Spars - 2014)
- Profurl manual genoa and staysail furlers
- Ronstan ball-bearing battencars for fully-battened mainsail system
- Checkstays and jumper struts to stabilise rig in heavy seas and whilst using staysail
- Holmatro hydraulic backstay
- Rigid boom vang
- Adjustable mainsheet track on coachroof
- Bulwark mounted genoa tracks
- Coachroof mounted jib tracks
- Control lines led aft to cockpit jammers
- Mast-mounted white painted carbon-fibre pole for poling out genoa
- Line-tender for spinnaker track on mast

#### Winches:

- Andersen winch package consisting of:
  - 2x 2-speed electric self-tailing primary winches in cockpit
  - 2x 2-speed manual self-tailing checkstay winches in cockpit
  - 2x 2-speed manual self-tailing control line winches in cockpit
  - 2x 2-speed manual self-tailing halyard winches on mast

#### Sails:

- Rolly Tasker Sails - New 2013
- Dacron fully-battened mainsail 92.7 m<sup>2</sup>
- Dacron furling genoa: 88.4 m<sup>2</sup>
- Dacron furling Jib: 37,10 m<sup>2</sup>
- Dacron storm trysail: 14.9 m<sup>2</sup>
- Dacron storm jib: 13.5 m<sup>2</sup>

#### General:

- Stainless pulpit and pushpit.
- Mid ship gates.
- Bow stern and mid ship cleats.
- Removable boarding ladder at stern.
- Aft radar tower
- Stainless steel aft gantry for bimini, solar panels and wind generator
- Teak grating for cockpit sole and inside pilot house – new 2014

#### Anchoring & Mooring:

- 70kg Rocna primary anchor with 80m of 13mm calibrated chain – New 2014 and both V4A stainless steel
- 27kg & 15kg Plough secondary anchors
- Lewmar 24vDC capstan electric anchor windlass with remote control at foredeck

- Warps & Fenders – 3x inflatable Certec fenders 0.5m/1.8m - 2017
- Boathook
- Hook & moor

Tender & Outboard:

- NAIAD 3.5m aluminium bottomed RIB tender registered in New Zealand as legal-liferaft - New 2013
- Dinghy carries 6-7 people with 30hp Yamaha outboard
- Tohatsu 3,5PS outboard engine - New 2013

Leisure Equipment:

- 2x 12l aluminium diving tanks INT – tested 2018, BCD, automatic, pressure and depth manometer – not warranted
- Various diving goggles and fins
- Paddleboard - 2019
- 1x Kite Board 142 and 1x Kite Board 163
- 2x 15 & 12 m2 Liquid Force NV Kite with bar. Div Harnesses, Jackets, Pumps etc.

Covers, Cushions & Canvas:

- Grey acrylic canvas stackpack for mainsail with lazyjacks
- Blue acrylic canvas bimini
- Cockpit cushions

SAFETY EQUIPMENT:

Navigation Lights:

- LED Aqua Signal navigation lights.

Life saving:

- Viking 8-man canister liferaft on cradle at aft end of cockpit – new 2016
- 406Mhz EPIRB
- S4 SART
- 2x horseshoe buoys with lights
- Danbuoy with light
- Jackstays along sidedecks
- 8 tested and proofed life jackets with lights and personal AIS transmitters

Fire control:

- Fire Pro automatic engine room fire extinguishing system
- Fire extinguishers throughout interior
- Additional fire extinguishers in lazarette storage space
- Fire blanket close to galley plus extinguisher for burning fat/oil.

## Viewing arrangements

Lying Cruising Caribbean

Available to view strictly by appointment

Office Hours Mon- Fri 0900 – 17.00

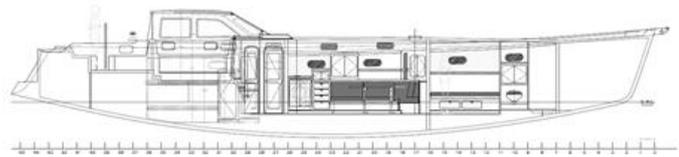
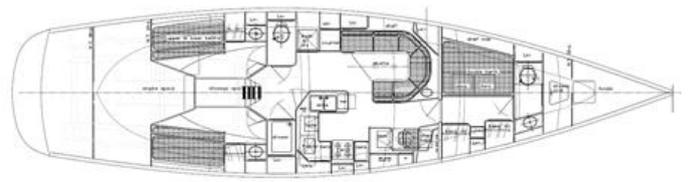
Saturday by prior appointment

For more information or to arrange a viewing please contact us.

Please Note: Due to the varying locations of our yachts, your travel time and the distances that may be involved, we recommend that you only make arrangements to view if you are actively considering purchase.

Tel: +44 (0)1590 673715

Email: [enquiries@grabauinternational.com](mailto:enquiries@grabauinternational.com)











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