



Fintry

79' (24.08m) 1972 Custom Converted Royal Navy Fleet Tender
Boston Massachusetts United States



OVERVIEW

Manufacturer: *Custom*

Engines:	1 Caterpillar	Hull Material:	Steel
Engine Model:	3406	Cruise Speed:	8.5 Knots
Engine HP:	400	Max Speed:	Knots
Beam:	21' 0"	Cabins/Heads:	3 / 3
Max Draft:	7' 6"	Fuel Type:	Diesel
Water:	1000 G (3785.41 L)	Fuel:	5400 G (20441.21 L)

\$349,000



Data Sheet

Category: Trawlers
Condition: Used
Model Year: 1972
Beam: 21' (6.40m)
Max Draft: 7' 6" (2.29m)
LOA: 78' 11" (24.05m)
LOD: 75' (22.86m)
Cabins: 3
Heads: 3

Knots
Cruise Speed: 8.5 Knots
Fuel Type: Diesel
Hull Material: Steel
Hull Shape: Displacement

Dry Weight: 302400 lbs
Fuel Tank: 5400 gal (20441.21 liters)
Fresh Water: 1000 gal (3785.41 liters)
Holding Tank: 1750 gal (6624.47 liters)
Builder: John Lewis & Sons Ltd
Designer: British Royal Navy
HIN/IMO: RMASA394

Engines/Generators

Engine 1

Caterpillar
3406
Inboard
400HP
Fuel: Diesel
Year: 2004
Location: Middle

Generator 1

Northern Lights
25 kva

Generator 2

Fisher Panda
25 kva

Summary/Description

New Zealand or the Northwest Passage ~ The MV FINTRY was made to fulfill your dreams & goals. FINTRY was one of sixty-four Fleet Tenders built for the British Royal Navy from 1963 through 1982. FINTRY's keel was laid in 1970 and commissioned in 1972, by John Lewis & Sons, Ltd., in Aberdeen, Scotland

MV FINTRY is available for sale. FINTRY is not a "white yacht" but a rugged, go-anywhere vessel.

The MV FINTRY has 5000 nm range. FINTRY was one of sixty-four Fleet Tenders built for the British Royal Navy from 1963 through 1982. FINTRY's keel was laid in 1970 and commissioned in 1972, by John Lewis & Sons, Ltd., in Aberdeen, Scotland, a notable commercial shipyard.

Notable that FINTRY was originally built to Class to Lloyd's 100A1+ UK Coasting Service.

These overbuilt, quality vessels were made to operate in the North Seas around the UK, the Continent, and the English Channel. There were four different deckhouse configurations, however their hulls and machinery were identical. This design was to accommodate 100 passengers or 25 tons of cargo in two holds and on deck. A thorough history of this vessel's log has been created by the Owner. After approximately 25 years in service to the Royal British Navy, the Navy decided to privatize her work and then the vessel had to adopt the MCA (British Coastguard) safety regulations. Again, the vessel received some professional upgrades and benefitted from other significant modifications. Vessel received an extended deckhouse, new placement of bulkhead, some hatches were plated over, and holds were left unused in this service.

Eventually the vessel was sold in 2001 and then the current owners bought her in 2002. Again, major modifications were made by Manor Marine (UK) a Yard with great experience. Wheelhouse was extended 4', a new Caterpillar 3406 was installed for main power, two Northern Lights generators were installed, a bow thruster was installed, a GYRO Stabilizer unit was installed in 2019 and the hull was stripped to white metal and repainted. Rub rail was replaced all around. Two new fuel tanks of 1,800 USG each, were added along with two new water tanks of 500 USG each.

The vessel's fuel consumption is one USG of fuel per one nautical mile at 8.5 kts.

FINTRY is a superb sea boat; The Gyro stabilizer is a unique, added feature for the ship's stability.

This vessel was hauled and dry-docked last Sept/Oct (2021). The hull was audio-gauged, and all work was done at a reputable, commercial Ship Yard in MA. The bottom was repaired in two small spots, prepped & painted; the sacrificial zincs were all replaced, proper markings were painted on hull and all the running gear was checked and maintained. Vessel was standing tall when re-launched. Boat is currently docked in New Bedford, MA. Many other items on the work list were also addressed on board the vessel. Full documentation of all work will be made available to anyone upon procuring a contract to purchase this vessel. Also, any buyer that purchases the vessel will be offered a learning/mentoring period with the owner, much to their benefit.

Introduction

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Overview

Rarely does a vessel of this quality come on the market. To add to the advantage, the owner and his wife have owned this vessel since 2002. They had previously circumnavigated the Globe on a sailboat. They have modified, upgraded and carefully maintained this vessel while still crossing the Pond (Atlantic Ocean), and cruising the Northeast part of North America, both the sea side including the Canadian Maritimes and the Great Lakes area, including 40 locks; a total of 18,000 nm. Can this boat be run by a couple (with crew for voyages)? Yes, definitely and it's been proven. The Owner's will be most gracious and assist with a transition and training, to a new owner.

Accommodations and Interior

FINTRY will sleep 8 in four staterooms or cabins. There are two additional berths in the wheelhouse for those keeping watch. The Master Stateroom is below, has a King size bed with ensuite bath and separate shower stall. There is a tub, an 8' closet and a 32" TV. Guest Stateroom #2 is on the maindeck aft, with twin berths that roll out to make a king berth, also with ensuite head and shower. Guest cabin #3 is forward and below, with two bunks, ensuite head and shower. Guest cabin #4 is midships below, with two bunks and a ensuite head.



All heads are Techma and replaced in 2008. In the aft mid-section of the vessel there is a 1,750 USGal. holding, black water tank.

There are two 500 USGal. fresh water tanks. One 1000 USGal. non-potable water tank. Hot water is supplied by a 50 USGal. Torrid Marine water heater (2018) fired electrically, or off a boiler or using genset waste heat.

Heat for the accommodations can be supplied by Way Wolff 917-6C, 50,000 BTU diesel fired ship's boiler (2008) for extremely cold weather. The vessel also has Dometic 4Ton variable expansion valve water chiller with Reverse-Cycle heat. Air conditioning in warm weather and heat in cooler weather is therefore supplied, without the diesel heater. There are seven fan units, six zones, each with separate thermostat.

There is a Maretron TMP100 for temperature and FPM100 for pressure (2017).

INTERIOR

Interior is an evolution of changes and modifications made over the years. This vessel can carry the description of 'Charming' in its own class. Not a typical 'White Boat' - yacht made of fiberglass. Salty, rugged and historically interesting. The interior of much of the vessel has been constructed of Birdseye maple, Tiger mahogany paneling and teak flooring that came from the 1952 refit done in Italy of the famous Thomas Lipton J Boat named SHAMROCK V.

Should be mentioned at this point, that the vessel is stabilized by a Quick MC2X 56K GYRO Stabilizer mounted below deck in the engine room, which was added in 2019. Truly a superb addition to make this sea-worthy vessel more comfortable.

GALLEY

Galley is in the center of the vessel. There is a LG 30" cooktop; two ovens; Samsung Microwave oven; range hood with outside exhaust (2018); Vitrifrigo drawer units, 3 refrigerator drawers, 1 freezer drawer, operated by 240VAC and 24VDC in the galley. There is 1 large single sink. Eleven feet of granite counter space in 5 segments. 17 cubic feet of pantry cabinets with pull-out bins. 17 cubic feet of china and glass ware storage on shelves.

In #1 Hold, there is a Frigidaire 5 cu. ft. chest freezer and considerable additional dry storage shelving.

Laundry Asko washer (2010) & dryer (2010) stacked, also in Hold #1.

Wheelhouse / Navigation

VHF Radios: Two Icom M502A (2005) One Icom M506 with N2K feed for Lat/Lon (2018) Icom M24 handheld VHF (2014)

MF Radio: Icom M700 Pro (2005)

Onboard Communication: Four Eartech Ultralite Wireless Headsets full duplex (2018)

Main Bridge Navigation System: Furuno NavNet 3D MFDBB (2014) Furuno NZT14 1280x1024 chart plotter / radar, etc. (2019) One 1920x1080 display for computer Two 1280x1024 displays (one for MFDBB, one shared with computer), two spares in boxes Furuno DRS12A 72-mile radar, six-foot antenna (2014) Furuno DRS4-NXT

Solid State Doppler 36-mile radar in 24" dome (2019) Furuno FA50 Class B AIS (2014)

Depth/Speed/Temperature: Furuno DST800 (2016)

Navtex Furuno NX300 (2005) (not needed in USA or Canada)



Weather: Airmar N2K Weather Station (2017)

NMEA 183 concentrators: ShipModul Miniplex 41USB (2005) and 42USB (2010) (backup to N2K system)

N2K into computer: Actisense NGW-1-USB

Wheelhouse computer: Gigabyte Brix, Win10- 64 bit, 8GB memory, 120GB solid state disk (2019)

Backup computer: Windows Home Server. One Terabyte RAID array

Chart Plotting software: OpenCPN (latest stable version) and Furuno Black Box Northeast US charts loaded into

MFDBB, NZT14, OpenCPN. Fully licensed Canadian Maritimes and Great Lakes charts for OpenCPN and MFDBB

Fully licensed Canadian Maritimes charts for NZT14

GPS: Six GPS as follows: Furuno AIS Garmin 16 NMEA183 puck (wired) Simrad N2K puck GPS Garmin GPSII

Plus, with remote power and antenna Airmar Weather station Simrad HS60

Autopilot: Furuno 7011 (2017) with Simrad AC20/AP25 (2005) as backup

Main Compass: Simrad HS60 GPS (satellite) Compass Simrad RC36 rate compass mounted and wired Furuno and Simrad rudder angle indicator senders both mounted and wired Airmar Weather station for wind speed and direction, heading, rate of turn, pitch and roll, and GPS Yacht Devices N2K humidity sensor

Redundancy: Aside from redundant autopilots noted above, all relevant navigation data can be displayed many ways: 1) On the Furuno NavNet 3D 2) On the Furuno NZT14 3) On the Win10 computer screen, with OpenCPN chart plotting 4) On the Navtex and autopilot 5) On Maretron and Furuno 4" screens in several places

Approximately 1,200 paper charts from 17 sources

Public Address: Two Rolls MA1705 Rack Mount 70V 70-Watt Mixer Amplifiers. Interior speakers throughout. Three 30-watt exterior speakers.

Horn: Ibuki Kyogo 126dba horn with Fogmate Horn Controller. Backup is 250Hz tone generator on PA system above.

Navigation Lights: P&S, masthead and stern running lights are double Aqua Signal Series 70, 24VDC and 240VAC

(2005) NUC and RAM are Aqua Signal Series 55, 24VDC (2005) Bow and stern towing lights are original,

240VAC Anchor light is original, 24VDC Light control box includes burnout alarms for all bulbs

Searchlight: Seematz WS/WH 50 (1998) 270,000 candlepower

Internet: Wired Internet on cable. Cat 5 wired LAN in every room, Wi-Fi also available throughout

Helm Chair: Herman Miller Aeron Chair mounted on a pedestal

Mechanical - Engines

Propulsion and Steering

Main engine Caterpillar 3406, 400 hp rating (2004, <2500 hours), soft mounts

Gear Twin Disc MG5114DC 4.59:1, Python CV drive (2004)



Propeller 59"x39", three blade (original)

Manual steering Donkin helm pump and rams -- 30 turns lock to lock (original)

Power steering Accusteer HM400 power unit for joystick and autopilot (2014)

Hydraulic system 90 hp Gardner 4LW (2017 - 0 hours on complete rebuild) with ABT 60hp pump (2018)

ABT 60hp 16" bow thruster (2004)

5hp hydraulic motor on windlass (2004)

60hp hydraulic motor over propeller shaft with chain drive for get-home (2004)

10hp hydraulic motor driving Desmi pump (2017)

Miscellaneous

Lathe: 9" South Bend 744A, 54" bed, collet closer, with 3 jaw chuck, steady rest & follower rest

Milling Machine: Arboga EM825 with Shooting Star 2 axis DRO, collet set

Air Compressor: 5cfm @ 110 psi

Electrical

System Dual bus 120/240VAC system can use any one or two of the following sources Generators:

Northern Lights M773LK3 9kW 120/240 VAC in sound shield (2004, <2300 hrs.)

Northern Lights M843LK3 12kW 120/240 VAC in sound shield (2019, <400 hrs. on rebuild)

Source Switching Automatically uses (1) 240V shore power, (2) 9kW genset, (3) 12 kW genset.

Inverters: Two Magnum MS4024PAE 4kW (each) inverter-chargers, in parallel (2014)

Shore power Two 50A 208/240VAC inputs with multitap isolation transformers and one 30A 120VAC input with isolation transformer Manual switch between straight shore power and 10% boost.

Engine batteries: Four Deka Group 31 series/parallel 24VDC (2014)

24V House batteries Six Rolls 4CS17PM with Hydro-Caps, total 546 AH @ 24VDC (2014)

12V House batteries 400 AH @ 12VDC, Protech Charger, used primarily for radios

Wiring: Almost all outlets are Hospital Grade. Almost all lights are LED. Almost all wiring is in conduit for ease of modification. Controls are all mounted in rack panels.

Dimensions and Plating Construction

Length overall 79' (level keel), 78'11" (normal trim)

Length pp, nominal 75' Molded beam 21' Draft, normal 7'6" aft

Draft, minimum 6' (fuel, water, and ballast tanks empty)



Displacement, light 135 Long Tons Displacement, loaded 162 LT (as modified)

Carrying capacity 7,000 pounds per inch of draft

Structure Frame spacing: 20" Hull plating 1/2" and 3/8" steel, Decks and bulkheads 3/8" steel Wheelhouse 1/4" aluminum (Much heavier than typical recreational craft)

Forward perpendicular frame 45

Aft perpendicular frame 0 (rudderpost = nominal design waterline)

Tankage

Tanks, Systems: Fuel, as modified 5,400 USG (approximate) (2004)

Two 1,900 USG tanks P&S under #2 hold

Two 700 USG tanks P&S under engine room

160 USG (usable) day tank on main deck level

75 USG per minute fill connection

Fuel consumption one USG per nautical mile at 8.5 knots, two USG per mile at 10.5 knots, including hotel loads

Potable water 2 tanks of 500 USG each

Non-potable water 1,000 USG, for flush toilets and anchor chain washdown

Water ballast aft 2 tanks of 1,600 USG each P&S aft

Blackwater (treated sewage) 1,750 USG center aft

Fuel transfer pump Megator sliding shoe pump, 18 USG/minute, with pressure gauge, spare pump on board

Primary fuel filter Racor FBO10 between bottom tanks and day tank downstream of the Megator fuel transfer pump

Secondary fuel filters 2 Racor 900FH in parallel, rapid changeover, gravity feed, downstream of the day tank

Tertiary fuel filters on each engine

Tank gauges: Maretron TLM100 on four bottom fuel and two bottom water tanks (2017) Maretron FPM100 for day tank level (2017) and blackwater level (2020) Maretron FPM100 for fuel feed pressure downstream of Racor 900FH (2018) The non-potable water tank can be gauged with a stick.

On Deck

Boat Crane: Thern 4771AC-3PH 2,000-pound capacity hoist on 16' boom (2014)

Anchor Windlass: Thomas Reid and Sons - manual (original) and 5 hp hydraulic (2005), controls at windlass and at steering station

Main anchor: 600-pound navy type (original), 360' 18mm stud link chain (2004)

Second anchor: Fortress FX-125, 15' 5/8" chain, 300' 1" nylon three strand rope, with davit (all 2015) Anchor and chain



wash using non-potable water

Line handling: Capstan on anchor windlass forward Three-speed manual sailing winches P&S midships and aft Bollards F&A, heavy cleats at bullnose forward

Tenders: 13' Highfield RIB with 20hp Yamaha 4 stroke OB (2017) Avon rollup with 9hp OB (1995)

Safety

Fire extinguishers: Four Buckeye 80BC dry chemical, USCG approved

Smoke Detectors: Five System Sensor wired (2018)

EPIRB: ACR 406

Life Raft: Plastimo Cruiser 6 (2018) needs repack

Flares< etc.: Three Solas parachute flares (current date), about ten out of date Two Ikaros 300-meter line throwers

Compartmentalization: Six watertight compartments below the main deck, ten bottom tanks and voids

Bilge and Sump Alarms: Maretron

Pumping: Bilges, fire main, ballast water, blackwater Desmi 65SA -- self-priming 3" pump (original)- 250 US gallons a minute (one ton of water per minute) - hydraulic drive (2017) AMT 2766 -- self-priming 2" pump - 100 gallons per minute - 240VAC electric drive (2017)

Remarks

It is obvious that FINTRY is a no-nonsense vessel. Looking at the drawings included in this Listing, one can see that it is a serious sea boat. Overbuilt, well designed, and proven to be capable.

FINTRY's shape and stability exceed USCG requirements for stability for fishing boats.

FINTRY, with the current owner's, has crossed the Atlantic Ocean; been up the Hudson River to Albany; been to Cape Breton Island three times; cruised the Bay of Fundy; cruised the coast of Maine several times; traversed the multiple locks and cruised all five Great Lakes, Completing approximately 18,000 nm.



































