



PLEIONE

48' (14.63m) 2004 Custom Jim Taylor / Bruce Dyson Custom 8-Metre
Marblehead Massachusetts United States



OVERVIEW

Manufacturer:	Custom		
Engines:		Hull Material:	Cold Molded
Engine Model:		Cruise Speed:	Knots
Engine HP:		Max Speed:	Knots
Beam:		Cabins/Heads:	/
Max Draft:	"	Fuel Type:	Diesel
Water:		Fuel:	

\$280,000



Data Sheet

Category: Daysailers
Subcategory: Cruiser-Racer
Condition: Used
Model Year: 2004
LOA: 48' (14.63m)

Knots
Knots
Fuel Type: Diesel
Hull Material: Cold Molded

Imported: No
HIN/IMO: HQZ00392D404

Engines/Generators

Summary/Description

PLEIONE has one of the best race records ever for the New England classic yacht regatta series and is arguably one of the prettiest boats to ever grace a starting line. Seriously offered for sale and ready for her next winning season.

PLEIONE

2004, Jim Taylor / Bruce Dyson, Custom 8-Metre, 48'

PLEIONE was originally commissioned as an entirely custom design that could compete against the best 8-Metres in the world, but that will no doubt spend most of her life day sailing, coastal cruising and competing in the very active New England Classic Yacht Regatta circuit.

Her owner and builder is a life-long sailor and highly successful racer who might be seen by some as something of a sailing reactionary in that he has little interest in modern, lightweight, snub-nosed sport-boats, or in high-sided, broad-beamed contemporary cruiser/racers. He knows from experience that when your next port-of-call lies to the northeast, the wind always seems to be blowing *from* the northeast. He wanted a boat that will roll upwind like a train without pounding him senseless, and he knew that a metre boat has a dream-like feel and motion upwind. He also knows that while surfing and planing downwind might get the adrenaline pumping when racing, cruising and day sailing is not about adrenaline, and that jibe-broaches tend to spill the drinks. An 8-Metre such as **PLEIONE** will certainly never plane, but she will stretch her long overhang legs and reel off mile after relaxing mile downwind at well over 8kts in total control and not a drop spilled.

There is quite active 8-Metre racing in Rochester, NY, Toronto, Canada, and in Europe. **PLEIONE** competes at these venues on occasion but has been most present in the Spirit of Tradition class in New England Classic Yacht Regattas such as the Eggemoggin Reach Regatta, Opera House Cup and Marblehead Corinthian Regatta and has walked away with silverware no matter where she competes. This design is not intended to suit everyone, just those few independent thinkers who can appreciate classic style, comfort, and performance in a truly timeless yacht.

Principle Dimensions and Information

Designer: Jim Taylor

Builder: Bruce Dyson

Year Built: 2004

LOA: 48', 0"

LWL: 30', 6"

Beam: 8', 9"

Draft: 6', 9"

Displacement: 18,500 lbs.

Ballast: 11,540 lbs. lead

Sail Area: 2,169 sq. ft.

SA/D: 50.12

D/L: 287

L/B: 5.54

Auxiliary Propulsion: Yanmar 3GM30, 30 HP diesel

Engine Hours: 50 Hours Approximate

Fuel Capacity: 24.8 Gallons

Freshwater Capacity: 35 Gallons

Hull and Deck Construction

Cold-molded / wood-epoxy with laminations of Spanish cedar and Honduras mahogany over a laminated mahogany and ash structure. The hull is then protected by an exterior skin of 10 oz. E-Glass set in epoxy and finished off with a white painted exterior coating.

The deck is of laminated marine plywood and covered with 10 oz E-Glass set in epoxy, final finished with smooth and non-skid painted surfaces and Trimmed with bright finished teak.

Cabin sides, cockpit coamings, toe rails, taff rail and coverings boards are all of varnished teak.

Pleione's construction is exceptionally rugged, since she must fully conform to Lloyd's Scantlings in order to receive an official 8-Meter Class measurement certificate.

Deck Hardware

Sail tracks, traveler track and fixed turning blocks are all by Harken

Deck winches are by Lewmar

Anchor locker below deck forward / lazzerette storage area furthest aft.

Interior Arrangement and Accommodations

Looking at **PLEIONE** as she sits on her mooring or tied up alongside a dock one would assume that the interior spaces below would be quite spartan but this could not be further from the truth. There is a surprising amount of room and light below with standing head room for most folks in the main cabin, plenty of sitting space around the main saloon table for cocktails and more than enough in the way of berthing space to handle her full racing crew.

Furthest forward is sleeping accommodations for two persons in a V-Berth configuration.

Next aft (to port) is the head area and (to starboard) a hanging locker and galley storage.

Continuing aft there is the main saloon / galley area with an L-shaped dinette (with dining table) to port and galley area to starboard.

Galley is fully equipped with CNG stove / oven, well-insulated top-opening, 3 cubic foot (Sea Frost) refrigerator) and stainless steel sink basin (cold only) pressure water.

Furthest aft are two quarter berths (port and starboard) with engine box / companionway ladder on center-line.

Spars, Rigging and Sail Handling Equipment

Fractional (3/4) Sloop configuration

Hall Spars aluminum mast and boom with painted (White) exterior finish

Hall Spars carbon fiber spinnaker pole(s), 2ea

Stainless steel rod standing rigging

Spectra running backstays

Running rigging (sheets, guys, halyards, etc.) is all of modern, high-tech, low-stretch line. Harken roller-furling headstay with below deck drum.

Harken vang

Adjustable backstay

Running backstays

Sails and Canvas

Mainsail: North Sails Dacron, 2013

Mainsail cover

Doyle heavy #1 Genoa

#1 Genoa: Piranha Sails, 2015

100% Jib : Piranha Sails, 2018

Spinnaker: Doyle ¾ oz large

Spinnaker: Doyle ¾ oz narrow

Spinnaker: Doyle ½ oz narrow

Assorted older sails

All headsails set up for use with Harken roller-furling

Electronics and Navigational Equipment

Tac Tic wireless Wind, Depth and Speed

Garmin GPS Chart plotter

Icom VHF radio

Raymarine Autopilot

Clock and barometer

Auxiliary Propulsion and Fuel

Engine: Yanmar, 3GM30 diesel, 30 HP, fresh water cooled

Engine Year: 2018

Engine Hours: Approximately 50 hours

Transmission: Kazaki 2.5 to 1

Prop Shaft: 1", Stinless steel

Propeller: 18", Brnze, folding , 2-blade

Single 24.8 gallon aluminum fuel tank

Primary and secondary fuel filters

Steering

Tiller steering

Carbon fiber balanced spade rudder

Keel mounted trim tab

Raymarine autopilot

Electrical System

DC System

Two sperate battery banks (engine and house) consisting of one deep cycle 12 volt battery for engine and two deep cycle 12 volt batteries for house

Batteries new 2018

Guest (rotary type) main battery selector switch

Circuit panel for individual ships circuits

Battery charging by way of engine alternator

Freshwater System

Single bladder style water tank

35 Gallon freshwater capacity

Pressure (cold only) fresh water

Water supplied to two stainless steel sink basins (galley & head)

Sanitation Systems

Groco manually operated marine toilet (head)

Head plumbed with Y-valve for discharge to holding tank or direct overboard

15 Gallon plastic holding tank

On deck holding tank pump-out deck fitting.

Ground Tackle

50 lb. Danforth anchor with 20' of chain and 150' of 9/16" nylon anchor rode

25 lb. Fortress anchor

Safety Equipment

Navigational lighting

Type II PFD's: 10 ea.

Disclaimer

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