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Grand Banks 36

£147,500 GBP

United Kingdom

Manufacturer/Model	Grand Banks 36
Name	Jenita
Year	1991
Category	Power
New or used	Used
Status	Available
Price	£147,500 GBP
Lying	Essex, United Kingdom
Reference	1561534

Specifications

Length overall	12.34 m
Length waterline	10.72 m
Beam	3.95 m
Draft	1.22 m
Displacement	11,795 kg
Hull	GRP, Semi-displacement
Keel	Long keel

Propulsion

Fuel	Diesel
Fuel capacity	1,500 litres
Maximum speed	29.63 kph
Cruising speed	18.52 kph

Description

One of the original Grand Banks model line up the GB36 has definitely secured its status as a modern classic with over 1200 examples leaving the factory during a production run which spanned decades. The semi-displacement design has earned an enviable reputation over the years for being extremely seaworthy and stable making her ideal for coastal and offshore cruising.

JENITA is a Sedan version of this proper little ship with a large, well-protected open cockpit at the aft end. As with the other versions of the design she offers the same desirable attributes on deck with walk around side decks protected with deep bulwarks and solid guard rails; with a well-protected flying bridge. The deck house provides a light and comfortable internal living space with berths for 4 over two cabins and additional occasional single pipe cot berth when required.

Currently wintering ashore in Brightlingsea, Essex viewing is strictly by appointment.

PRESS REVIEWS

A couple of extracts from articles written on the Grand Banks brand and the Grand Banks 36 in particular.

'When it comes to trawlers, one name has stood the test of time, an icon recognized everywhere by people who love boats. Ask someone to name the best traditionally styled trawler, and the response will be Grand Banks, usually said with a wistful look in the eye. You would have to be a very isolated boating person not to be familiar with American Marine and Grand Banks. Even sailors know and appreciate them-for a stinkpot. During my sailing days I too noticed the mystique, the long lines at the boat shows, the quiet majesty of a well-found Grand Banks motoring slowly by. There is a general acceptance that Grand Banks is the pinnacle of the traditional and classic trawlers, one of the best of the best.'

Bill Parlatore - The Making Of A Grand Banks, July 2012. www.passagemaker.com

'There's a gentle almost imperceptible, transition from slow to full speed. It is all remarkably efficient, with no planing hump to breach, nor any burying of the stern. As it accelerates, great cylindrical walls of water begin to peel from its bows, while the water astern becomes a boiling cauldron of froth and bubble. No spray comes aboard, though, as it's turned away by the roll of the topsides and projecting gunwale strip. Teak-capped bulwarks run the full length, also. From flybridge helm station, with it's large timber-spoked wheel, it feels as though you're commanding a Navy destroyer..... On reaching your destination, you'll appreciate the many 'proper little ship' features that the 36 has to offer. Big stainless steel fairleads and cleats; wide sidedecks and high guardrails; capstan winch that self feeds the anchor chain into an under-deck locker.....'

Down below, in the warm and cosy cabin, is where the 36 shines. While it lacks the spaciouness of modern american cruisers, Grand Banks have employed this layout for decades and perfected the design and finish to a fine art...'

Mark Rothfield - Grand Banks 36 Review, May 2011. www.yachtandboat.com.au

Full copies of either article can be supplied.

CONSTRUCTION

The silhouette of the Grand Banks Trawler yachts has become a symbol of rugged quality which has ensured buyers remain loyal to the brand for years, many owning several different models. The traditional construction methods are central to the reputation the brand has earned with little changing since the introduction of the first GRP models.

HULL

Heavy weight, hand consolidated, single skin GRP moulding finished in white gelcoat
The topsides are moulded with a simulated planking finish.
Moulded spray rails are fitted on the forward and aft quarters.
Moulded rub rail along the line of the deck edge, capped with a stainless steel coping rail.
Transom is finished with a varnished solid teak veneer panel.
Teak bathing platform mounted on transom, opening gate in transom for access.

DECK

Heavy weight, hand consolidated, single skin GRP moulding finished in white gelcoat.
Laid teak decks.
Solid teak capping rail finished in gloss varnish.
Stainless steel stanchions with varnish solid teak guard rail running length of side deck.
Stainless steel guard rail around aft end of cockpit
Stainless steel, teak tread ladder to access flying bridge
Alloy mast and derrick boom
Perspex forward raked windscreen around flybridge

GROUND AND MOORING TACKLE

Main Anchor - Delta plough type anchor on calibrated chain rode.
Windlass - Lofrans Cayman 88 electric windlass.
Warps - Selection
Fenders - Selection

ON DECK

The Grand Banks Classic deck layout has remained largely unchanged since the first examples of the design were produced in timber. The wheelhouse and coachroof structure being surrounded by a walk around deck allowing crew to easily move around the deck while at sea. Moulded bulwarks outboard are topped with a solid teak capping rail and stainless steel stanchions securing a stout varnished, solid teak guard rail with traditionally crafted ends running down to the cap rail.

The foredeck provides access to the Lofrans windlass mounted at the aft end of the bowsprit, the chain self-stowing in the chain locker below decks with the anchor secured in the large bronze bow roller on the starboard side of the bowsprit and secondary bow roller for use when mooring is fitted on the port side of the bowsprit. Stainless steel mooring cleats are mounted on the bulwarks outboard of the windlass controls with panama style fairleads for mooring warps. Along the side decks further cleats and fairleads are provided amidships for rigging of spring lines. The side decks run aft to the large open cockpit aft of the deck house. The cockpit is clear of obstructions and provides a large open space with easy access to the main saloon via the single opening door. Access to the transom bathing platform is provided via an opening transom door. Beneath the cockpit sole the voluminous lazarette lockers is accessed via a double hinged hatch access; hatch fitted with lock for security. The locker space is fitted with slatted teak sole panels. A small locker is provided on deck beneath the flying bridge access ladder. Access to the flying bridge is via a 7 rung stainless steel ladder to starboard of the cockpit deck house door. The flying bridge itself has an open area of deck aft with the mast step located centrally at the aft end. Seating for the skipper and navigator are provided port and starboard in the form of moulded seat units with seating on both the forward and aft sides of the units. A L-shaped bench type seat is provided at the aft port end of the flybridge with fixed teak grating style table. The helm position is to starboard with a stainless steel rimmed timber wheel, twin lever engine controls are sited either side of the engine instrumentation with controls for the bow thruster and trim tabs also in easy reach of the helm.

ENGINES STERNGEAR AND GENERATOR

Occupying the full area beneath the wheel house sole the engine and machinery space aboard **JENITA** is typical of the Grand Banks ethos with attention to detail evident throughout. Access to the space is via an opening doorway beneath the forward companionway steps or through a hatch in the sole of the wheelhouse, down a short set of alloy ladders. Fully sound insulated the compartment has been fitted with additional insulation to increase comfort in the saloon while underway. The two Ford-Sabre engines are mounted port and starboard with a central walkway running between fitted with slatted teak foot gratings. At the aft end of the space is located the generator and fuel system filtration and valve chest.

Economical displacement cruising at circa 10kts
Top speed of 16kts
Twin fuel tanks, total capacity 1500ltr.

Full engine instrumentation at both helm stations.

Flowscan fuel flow meters for both engines.

Full cross over fuel supply and return system.

Firetrace engine space fire fighting system.

Morse twin lever controls at both helm stations.

Trim tabs, dual control stations.

Rudder position indicators at both helm stations.

Engine and sterngear service in 2017

PORT ENGINE

Ford-Sabre, 6 cylinder, turbo charged marine diesel. 225HP.

Engine hours circa 2300

Stainless steel prop shaft with bronze A-bracket supporting cutlass bearing outboard

Spurs type rope cutters fitted on shaft

4 Blade bronze Prop

Racor fuel filtration system.

STARBOARD ENGINE

Ford-Sabre, 6 cylinder, turbo charged marine diesel. 225HP.

Engine hours circa 2300

Stainless steel prop shaft with bronze A-bracket supporting cutlass bearing outboard

Spurs type rope cutters fitted on shaft

4 Blade bronze Prop

Racor fuel filtration system.

GENERATOR

Fisher Panda 3kW marine generator

Full sound insulated casing

NAVIGATION INSTRUMENTATION

Depth Sounder - Nasa Clipper

Fish Finder - Furuno FCV528 Fishfinder/Sounder. Mounted at lower helm

Log - Cetrek

Plotter - Raymarine C80 Classic mounted at lower helm

Radar - Furuno 1751 display with 4kw (24mile) open array type scanner mounted on mast.

GPS - Furuno GP32

Autopilot - Simrad AP26 with dual control stations

VHF - Simrad RS82 DSC VHF with fly bridge repeater

Navtex - Furuno Navtex NX300

Eagle TPA15N Fog and General Warning System

DOMESTIC EQUIPMENT

Freshwater System - Full pressurised hot and cold water system. Water tank capacity 775ltrs. Hot water provided via engine fed calorifier with 240V immersion heater. Faucets provided in heads with shower and at galley sink.

Heating - Eberspacher 4DL diesel fired blown air system. (2011)

Cooker - Gas hob. Gas switched via electric solenoid valve, switch overhead in galley.

Oven - Sharp Combi Microwave

Fridge - Engel front opening unit under galley worktop

Heads - Manual Grocco seas toilet.

Holding Tank

BELOW DECKS

Lightly used **JENITA** is presented in excellent condition below decks and demonstrates the care lavished on her since being built. Grand Banks are renowned for the quality of finish internally with expansive use of the finest quality teak combined with excellent craftsmanship creating a rich and comforting traditional interior which feels welcoming and safe no matter what the sea conditions are outside. In the traditional Grand Banks style the soles are finished in a teak parquet style flooring throughout. Access from the forward section of the boat to the main wheelhouse and saloon is via a set of solid teak steps.

Forward Master Cabin - Appointed as rest of the boat with all joinery constructed in solid teak finished in a rich satin varnish. The hull sides above the bunks are lined with teak planking full height to the deck head with headlining

being in an off-white. Light enters the cabin through two large portlights port and starboard. Two single berths in a traditional V-berth layout, with infill section to create a double when required is provided. Selection of storage drawers and lockers provided beneath each. Louver door fronted lockers are provided aft of the bunks port and starboard with a long bulkhead mounted mirror.

Port Side Cabin -Accessed via a sliding door on the port side of the passage way forward the cabin is appointed in the same fashion as the master cabin with teak joinery work and hull linings. Light enters the cabin through a portlight in the coachroof. The cabin provides a double bunk with drawer storage beneath, additional storage racks are provided on the bulkhead forward. A small hanging locker is provided inboard of the bunk at the aft end of the cabin. An additional occasional 'pipe-cot' style bunk is fitted and deploys above the main double bunk.

Heads -Located on the starboard side the heads compartment is of a generous size. The manual marine toilet is located at the forward end of the compartment with vanity and sink on the forward bulkhead. A separate shower compartment is provide at the aft end of the space with screening curtain.

The main wheelhouse area contains the internal helm position, galley and spacious saloon all of which enjoy a panoramic view from the large widows on all sides. Access in and out of the wheelhouse is via conventional side opening doors on both the port and starboard sides with a centrally located door aft opening onto the cockpit.

Internal Helm Station -Located at the starboard forward corner of the wheelhouse the main helm position provides the skipper with a commanding view forward and quick access to the deck via the door immediately outboard. A large diameter traditional wooden spoked wheel dominates the area with the duplicate analogue engine displays immediately behind the wheel. Twin lever engine controls are provided just forward and easily to hand of the skipper; autopilot control mounted adjacent to the controls. Mounted on the port side of the instrument pod forward of the wheel the Raymarine C80 Classic plotter display is immediately to hand. Furuno Radar and Fishfinder displays are mounted to port of the companionway opening. Overhead various analogue tank gauges and flow meters are immediately above the helm while the Furuno Navtex, GPS and Raymarine Bi-data displays are mounted centrally overhead of the companionway.

Galley -To port of the helm station the galley is linear in layout. At the forward end a varnished teak work surface; also doubling as a chart table when required, provides crockery and cutlery storage compartments beneath. General storage compartments are provided beneath the Corrian worktop with additional infill sections provided in way of the stove and sink. The galley is appointed with a gas stove, combi microwave oven, stainless steel sink and large front opening fridge.

Saloon -Occupying the deckhouse space aft of the galley and helm the saloon provides a spacious living area bathed in natural light from the large windows. A wrap around L-shaped settee occupies the area to port of the aft door with a drop leaf saloon table offset to suit. Opposite the seating to starboard, aft of the helm and general storage locker unit two occasional chairs are provided with a further storage unit at the aft end of the space the TV located on its top surface.

GENERAL EQUIPMENT

Shore Power System - RCD Protected, hard wired system

Bow Thruster - dual control stations

Deck Wash - Salt water system in cockpit

Pantograph Screen Wipers

Outboard Storage Bracket

Tender - Zodiac inflatable dinghy

Snap Davits - Fitted on bathing platform

Searchlight - With remote control

Radar Reflector - Mast mounted

Stereo - Radio/CD player in saloon with headlining mounted speakers.

Alarm System

Selection of Cruising Spares

CANVAS WORK

Flybridge Covers - Blue in colour

Flybridge Dodgers - Blue in colour

Flybridge Cushions - Full fitted set

Bimini Top Cover - With removable frame work

Windscreen Cover - Blue in colour

Deckhouse Door Covers - Blue in colour

DISCLAIMER

In this case we are acting as brokers only. The Owner is not selling in the course of a business. whilst every care has been taken in their preparation , the correctness of these particulars is not guaranteed. The Purchaser is strongly advised to check the particulars and where appropriate at their expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part.

This vessel is offered subject to prior sale, price change, or withdrawal without notice.









