

MARKCAMERON YACHTS

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Dutch Iron gaff rigged cutter barge

£185,000 GBP

United Kingdom

Manufacturer/Model	Dutch Iron gaff rigged cutter barge
Name	Malle Mok
Year	1903
Category	Sail
New or used	Used
Status	Available
Price	£185,000 GBP
Lying	markcam1, United Kingdom
Reference	markcam1

Specifications

Length overall	24.00 m
Length waterline	20.80 m
Beam	4.75 m
Draft	1.80 m
Displacement	70,000 kg
Hull	Riveted steel plate hull.
Keel	Full keel

Propulsion

Engine	MWM V8 Marine Diesel. 220hp. Eisenwerke Reintes Hydraulic Reduction Gearbox. 4:1 reduction.
Fuel	Diesel
Fuel capacity	2,200 litres

Accommodation

Drinking water capacity	1,600 litres
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Description

A unique historic vessel with a fascinating history of service in the Dutch navy before being converted as a live aboard. Spacious, comfortable accommodation in a traditional style. Ideally suited for a live aboard or possible charter operation.

A striking boat in any harbour MALLEMOK appeals to the traditional sailor. Her purposeful swept sheer line and imposing gaff rig immediately catching your eye.

Used by the current owners as a family live aboard for more than a decade she proved to be a comfortable and practical home afloat. Refitted below decks in recent years she now provides 10 full sized berths with two heads. A large lower saloon provides a comfortable second living space for the evenings with a large multi-fuel stove keeping everybody cosy. The deck house saloon is perfect for eating around the large table while enjoying views over the deck while at anchor or on passage.

With the huge living space and vast provision of bunks the boat would be ideally suited for a family wanting to spend longer periods aboard or possible operation as a charter vessel. The current owners did have the boat coded for commercial operation previously, coding certification lapsed in 2016. Viewing is highly recommended to full appreciate her qualities. Large selection of additional photographs available on request.

VESSEL HISTORY:

The vessel was originally a steam tug. Built-in 1903. She was purchased by the Dutch Navy in 1918 under the name of Maria II. In 1937 she was rebuilt with a new hull and a rounded and strengthened bow, so that she could be used as an icebreaker.

During the Second World War, the ship operated from Den Helder, The Netherlands, but never sailed under the German flag, although she was maintained by German command during this period.

In 1950 the vessel worked as a service tug on the North Sea above Texel and Terschelling. In 1953 she was registered under the name Y8005 and continued service as tug until being sold in 1983 and ending her commercial life.

She was re-named Mallemok (*fulmar in Dutch*) by the previous owner who converted her into a two-mast gaff ketch. The current owners have lived on the Mallemok since 2002, sailing in the Netherlands, Germany, the Baltics and UK.

CONSTRUCTION

Hull Construction:

Riveted iron plated hull on iron frames.

Bow section configured as ice-breaker bow, reinforced at time of conversion in 1935.

Hull plating above deck level added during 1990's conversion. Welded steel plating.

Hull finished in black paint above the waterline.

Hull plating ultra sound surveys complete in 2002 & 2008.

Deck & Superstructure Construction:

Decks and superstructure formed of welded steel plate all dating from 1990's conversion.

Decks finished in ivory non-slip paint.

Superstructure finished in pale green paint.

Keel & Rudder:

Round bilge hull shape with skeg/shaft log aft

Pintail supported rudder.

MACHINERY

Engine & gearbox:

MWM V8 Marine Diesel. 220hp (believed to be of 1960's origin)

Naturally aspirated, indirectly cooled marine diesel engine.

Eisenwerke Reintes Hydraulic Reduction Gearbox. 4:1 reduction. (1968)

Filtration system for engine raw water cooling system when running in shallow water.

Duplex Racor style fuel filtration system.

Maintenance & Performance:

Engine professionally service 2017.

Propulsion & Steering:

Steel propeller shaft.

Fixed 4 blade propeller.

Single station hydraulic steering. Fitted during 2002-04 re-fit.

ELECTRICAL SYSTEMS

Voltage systems:

240vAC RCD protected supply to charger only.

240vAC hardwired system. (New 2002-04 refit) Powered from charger/inverter.

24vDC battery banks for onboard systems.

12vDC supply via dropper for instrumentation.

Battery Banks:

Domestic Bank – 2x 180Ah 12V lead acid batteries. Wired in parallel to provide 24vDC

Engine Bank – 2x 182Ah lead acid batteries. Wired in parallel to provide 24vDC

Alternator:

Twin engine mounted 24vDC alternators

Each alternator charging a dedicated bank of batteries.

Generator:

Lister 12Kva 380vAC

3 cylinder, air cooled diesel engine, 1500rpm.

Battery Charger/Invertor:

Victron Energy Phoenix Multi charger/invertor.

3000w, 240vAC invertor.

24v, 70 amp charger.

Remote control panel/status indicator in deck house.

Victron Energy Phoenix Invertor. 24v / 650w (2007)

Battery Monitor:

Victron Energy BMV600

Displaying domestic battery capacity only.

Other Electrical:

16 amp 240vAC shore supply to inverter only.
Galvanic isolator system fitted to shore power supply system.
Mastervolt 24vDC-12vDC dropper to power instruments.

PLUMBING

Fresh Water:

Pressurised cold water system with faucets in forward heads and galley.

Bilge Pumps:

High capacity 240vAC central bilge pump. Manually switched. (2007)
Engine driven salvage pump. 700ltr/min

Bilge Level Alarm:

Central alarm system (2007)
3 float switches to monitor bilge level along length of the boat.

TANKAGE

Fuel:

Total capacity 2200ltrs
Two single 1100ltr tanks located port and starboard.
Balance pipe between tanks which can be isolated.

Fresh Water:

Total capacity 1600ltrs
Two single 800ltr tanks.
Small bore balance pipe between tanks.
Mild steel construction.
Cement wash coating applied to tank internally.

Holding Tank:

Single plastic tank
Discharging overboard
Forward and central heads can discharge to tank if selected.

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

Cobra plotter with in built GPS antenna.
NASA clipper depth instrument.
Icom IC-M411 DSC VHF.
Sestrel compass.

In Deck House:

Garmin GP-152 GPS.
ICS Nav6 Navtex
Sailor analogue VHF
Cobra handheld VHF

DOMESTIC EQUIPMENT

Galley:

3 burner gas domestic style gas hob, worktop mounted.
240vAC domestic style oven
Extractor hood over hob. (240vAC)
Domestic size, below counter, front loading fridge. (240vAC)

Heads:

2x Jabsco electric heads
Both heads can discharge overboard or to holding tank.

Heating & Ventilation:

Multi-fuel stove in main below decks saloon space.

Compact multi-fuel stove in deckhouse.

Plumbed in wet system with convection style radiators and thermostatic control valves throughout accommodation space. No boiler currently fitted.

ACCOMMODATION**Summary of Accommodation:**

Maximum of 11 berths.

Double master cabin forward (with child berth), en-suite with bath/shower/basin/toilet

Master double cabin aft

6 single bunks in saloon.

Occasional single berth in deckhouse.

Accommodation Finish:

Fitted out in a traditional working boat style below decks.

Timber paneling finish to head linings.

Timber paneling finish to hull sides, painted and stained.

Painted sole boards.

Description of Accommodation from Forward:

Forward Cabin:

Large athwartships double bunk forward.

Child's quarter berth outboard to port.

Large dresser type unit to starboard aft.

Below bunk storage with access doors.

En-suite access to forward heads.

Forward Heads:

Large open compartment. Tiled finish to bulkheads and hull lining.

Forward facing electric flush heads.

Compact porcelain bath outboard to port.

Domestic size shower fitted over bath.

Wash hand basin and vanity unit forward.

Lower Saloon:

Main open plan living space.

Four bunk bed style berths with deep lee boards on port side.

Two bunk bed style berths with deep lee boards on starboard side.

Centrally located table at aft end of space with bench style seating.

Multi-fuel stove on tiled hearth forward to starboard.

Book shelves forward to starboard.

Storage beneath all lower bunks.

Traditional twin leaf deck hatch overhead providing light and ventilation.

Day Heads:

Located at forward end of lower saloon.

Self-contained heads compartment.

Aft facing electric flush toilet.

Pilot Cabin:

Accessed from aft end of lower saloon.

Large double berth to starboard.

Overhead book shelves.

Low profile bin type lockers beneath bunk.

Deck House:

Windows on all faces providing good views of deck.

All windows in safety glass with internal blinds.
Saloon table with wrap around seating forward to starboard.
Compact multi-fuel stove forward centrally.
Storage below seating.

Galley:

Occupying aft starboard section of deckhouse.
Athwartships worktop along aft face of deckhouse.
Single stainless steel sink.
Domestic style gas hob and electric oven
Domestic size front loading fridge below worktop.
Storage below worktop and in overhead shelves.

DECK EQUIPMENT

Rig:

Gaff rigged ketch rig. Gaff rigged main and mizzen with flying jib and self-tacking staysail.
Main mast and mizzen mast of timber construction along with bow sprit, mizzen gaff and self-tacking staysail boom.
Mizzen gaff and boom, main boom, jib boom and bow sprit replaced in 2002-04 refit
Mizzen mast and main mast treated in 2002-04 refit
Main gaff custom built of alloy in the 2002-04 refit
Standing rigging of traditional galvanised wire construction with talurite type hard eye end terminations.
Standing rigging completely replaced in 2004.
Lower sections of standing rigging bound in rope to prevent chafe.
Galvanised rigging screws.
Running rigging of traditional 3 strand rope with timber blocks.
Completely replaced during 2002-04 refit.

Winches:

2 x LVJ bronze, two-speed, self-tailing winches on main mast for halyards.
2 x Single speed winches for flying jib sheets mounted on gunwales forward of mast.

Sails:

Gaff rigged mainsail. White dacron. 2 reefs. (80 m2)
Mizzen, White dacron 2 reefs (30 m2)
Jib, White dacron 2 reefs (26.5 m2)
Flying jib, White dacron (28 m2) (needs to be replaced)

Anchoring & Mooring:

Admiralty 'Stockless' type anchor, self stowing in hawse pipe.
Fisherman's kedge anchor.
Electric windlass with chain gypsy and warping drum (380vAC), controls at windlass. Manual override.
Selection of mooring warps
Selection of fenders.

Canvas Work:

Pedestal cover.

Tender:

4m clinker built timber tender.
Suzuki 5hp Outboard.

SAFETY EQUIPMENT:

General note on safety equipment: Any safety equipment such as life rafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

Life saving:

2x 6 Person canister rafts. (due for service)
Both rafts stowed on deck with hydro static release cradles. (expired)

12 Life jackets, professionally serviced and tested 2017.

5 Life jackets, condition unknown.

12 Deck harnesses.

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.











