

# MARK CAMERON YACHTS

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## J Boats J 44

**£109,000 GBP**

**United Kingdom**

**Seriously for sale. Afloat and ready to view.**

Manufacturer/Model	J Boats J 44
Name	LORCA J
Designer	Rod Johnston
Year	1991
Category	Sail
New or used	Used
Status	Available
Price	£109,000 GBP

Price comment

Seriously for sale. Afloat and ready to view.

Lying

Argyll, United Kingdom

## Specifications

Length overall	13.68 m
Length waterline	11.80 m
Beam	4.18 m
Draft	2.44 m
Displacement	9,979 kg
Hull	GRP hull with external lead fin keel
Keel	Fin keel

## Propulsion

Engine	Yanmar 4JH2-TE. 60hp @3600rpm. 4 cylinder, direct injection, turbocharged, indirectly cooled. Kanzaki mechanical marine gearbox.
Engine hours	1,799 hours
Fuel	Diesel
Fuel capacity	150 litres
Maximum speed	14.82 kph
Cruising speed	12.96 kph

## Accommodation

Drinking water capacity	455 litres
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## Description

The ultimate racer-cruiser class from the USA. Powerful sailing and a capable regatta winner fully crewed or a fast and comfortable cruiser. 6 berths over 3 cabins with an additional 4 occasional berths in the saloon.

A very well presented 1993 example of the popular US built racer-cruiser. LORCA J boasts two water tight bulkheads forward. Ideal for those aspiring to blue water adventures. With only her third owner she boasts a full cruising inventory including:

### **Eberspacher hydronic heating system**

### **Force 10 Galley Range**

### **2018 Raymarine autopilot**

### **Raymarine plotter**

### **Raymarine AIS transceiver**

### **Extensive cruising and racing sail wardrobe.**

### **Recent canvas work**

### **All new V-Cam rope clutches on deck**

Alongside her cruising inventory she also has an extensive sail wardrobe including a racing mainsail which has been used in anger at only two events.

Used predominately for family cruising she is lacking the normal battle scars found on performance boats of this age. LORCA J has just been relaunched after being ashore for annual maintenance, she is now ready to go for the 2019 season.

### **Owners Comment:**

*Since purchasing LORCA J and sailing her up from Lorient in Brittany in 2004 my wife and I, along with our four young children spent the next ten years racing and cruising on her on the West Coast of Scotland. An early success with just five children aged between six and twelve as crew was winning the Caledonian Trophy at West Highland Week. All family holidays have been spent cruising and occasionally racing on her until about eight years ago. As the children have grown up and gradually moved on, my wife and I have spent more time on her sailing two up. Although she is a big powerful boat to be sailed two up I personally have enjoyed the challenge. Over the years I have refined some systems aboard to facilitate easier short-handed sailing.*

*We are now at a stage in life when we feel with some reluctance that a change is needed for easier loads on older muscles. Thus we are looking for the next owners to look after her and enjoy; what I in my 59 years of sailing, deem to be easily the best all round performing sailing boat I have ever known. She will be hard to beat and the memories she has created will always have a special place in my heart.*

## **BUILDER'S COMMENTS:**

*J44 was inspired by an analysis of the 1988 Newport to Bermuda Race which determined that dual-purpose racer/cruisers between 41 and 45 feet were the most popular offshore type and size. Since introduction, J44 has become the most successful large, offshore American yacht design ever, with a total of 67 boats launched. Owners in 14 countries have amassed an enviable record of ocean passages, regatta wins and logged numerous cruising adventures.*

*Superior design and construction mean better performance in the most demanding offshore conditions. J44s won the 1991 Fastnet Race (IMS Overall) and the 1992 Sydney-Hobart (IMS-1). Five J44s beat all Swan 48' -61' upwind in a rough race to Bermuda in 1990.*

*J44s slide through waves with little pitch and roll, responding effortlessly to your touch on the wheel. These superb sailing and handling qualities are different from traditional cruising and IOR & IMS "rule" boats in two very important ways. J44s have a balanced hull design with a long waterline relative to beam (LB) providing directional stability in large waves - not compromised by need for a better rating or the added wetted surface of long keels and skegs, and J44s have a low center of gravity and low moments of inertia - achieved with a deep lead keel, hand-laid Baltek-cored hull & deck construction and a beautifully engineered Hall rig. J44s sail well in the extremes: downwind in light air and upwind in a blow. This means more sailing, less motoring and safe passages.*

## **MANUFACTURER HISTORY:**

Conceived in the garage of Rod Johnston the J24 design started the J-Boat company. With a \$20,000 investment by his brother Bob J-Boats came into being in 1977. Since that time the company has sold more than 5000 of J24 design along side another 7000 other J-boats ranging from the J22 to J65.

While not producing boats in massive volumes like other builders J-Boats have dominated the popular racer cruiser market. Producing designs that perform well on the race course while being comfortable and easy enough for a family to cruise or day sail.

Since 1988 the younger generation of Johnston's have been at the helm of the company with a total of six sons of the founders now sitting on the company board.

## **CONSTRUCTION**

### **Hull Construction:**

Single piece, hand consolidated GRP moulding.

Sandwich type construction

Baltek balsa core.

Two watertight bulkheads, forward between chain locker and forward cabin and main bulkhead.

Topsides finished in AwlGrip two pack paint system. SuperJet Black.

Below waterline hull finished in green International Paints Micron antifouling.

### **Deck & Superstructure Construction:**

Single piece moulding incorporating coachroof and cockpit.

Hand consolidated GRP moulding.

Sandwich type construction.

Baltek balsa core.

Moulding finished in white gelcoat with contrasting pale grey non-slip panels.

### **Keel & Rudder:**

Bolt on lead keel.

Deep fin profile.

Spade rudder with composite rudder stock.

## **MACHINERY**

### **Engine & gearbox:**

Yanmar 4JH2-TE

60hp @3600rpm.

4 cylinder, direct injection, turbocharged, indirectly cooled.

Kanzaki mechanical marine gearbox.

### **Maintenance & Performance:**

Recorded running hours @ November 2018 - 1799

Serviced annually, last serviced spring 2019

Cruising speed 7kts

Maximum speed 8kts

Boat wintered ashore during current ownership.

### **Propulsion & Steering:**

Stainless steel prop shaft.  
MaxProp. Bronze, 2 blade folding propeller.  
Edson pedestal.  
Edson cable driven steering system.

**Autopilot:**

Raymarine EVO pilot system (2018)  
Hydraulic drive system.  
Drive direct to quadrant.  
Hydraulic pump professionally serviced winter 2017/18.

**ELECTRICAL SYSTEMS**

**Voltage systems:**

12vDC powered via ships battery banks.

**Battery Banks:**

Engine Battery Bank – 2x 12v, 180Ah. Gel.  
Domestic Battery Bank – 3x 12v, 180Ah. Gel.

**Alternator:**

Single, 12vDC, high capacity, engine driven alternator.

**Other Electrical:**

NASA BM2 Battery Monitor system, reading both engine and domestic banks. (2017)

**PLUMBING & GAS SYSTEMS**

**Fresh Water:**

Pressurised hot and cold fresh water system.  
Hot water provided from engine fed calorifier.  
Mixer tap faucet at galley.  
Mixer tap faucet in heads.  
Shower head with mixer valve in heads shower stall.  
Deck shower aft end of cockpit.  
Manually pumped faucet at galley sink.

**Bilge Pumps:**

1x Manual pump, located in cockpit.  
1x Manual pump, located in aft port cabin.  
1x Electric pump, manual and auto switching.

**TANKAGE**

**Fuel:**

Single stainless steel tank.  
150 litre capacity.

**Fresh Water:**

Two plastic tanks.  
Combined capacity 455 litres.

**NAVIGATION & COMMUNICATION EQUIPMENT**

**On Mast:**

3x Tack-Tick Micronet Maxi displays.  
Displaying Depth, Wind and Log information.

**At Pedestal:**

Cobra C-Map NT standalone plotter.  
Tack-Tick Micronet Remote control with LCD Display.  
Raymarine P70s autopilot control head.  
Electronic radar reflector.

**At Chart Table:**

1x Tack-Tick Micronet Wind display  
1x Tack-Tick Micronet Multi-display.  
Raymarine Ego Hybrid-Touch MFD with Navionics cartography. Displaying AIS info.

MER DGPS FX412 display, standalone system.

**Communications Equipment:**

Icom IC-M323G DSC/GPS VHF.

Raymarine AIS650 AIS transceiver.

Furuno SSB FS1550

**DOMESTIC EQUIPMENT**

**Galley:**

Force 10 Galley Range. 4 burner, oven and grill. Gimbal mounted with pan clamps.

Built in top loading fridge. Isotherm ASU chiller plate with air cooled compressor. (2012)

Single mixer tap faucet.

Manually pumped FW faucet.

Manually pumped faucet.

Double stainless steel sinks.

**Heads:**

Jabsco manual marine toilet, large bowl. (2005)

Single mixer faucet at wash hand basin.

Separate shower stall with mixer faucet and shower head.

**Heating & Ventilation:**

Eberspacher Hydronic wet system. (2005)

Large radiator in saloon with thermostatic control valve.

Fan matrix boxes in heads, forward cabin, port & starboard aft cabins.

Thermostat controls for all matrix boxes.

**Gas System:**

Sealed self-draining gas locker.

Two 4.5kg gas bottles.

**Lighting:**

LED bulbs fitted throughout interior lighting units. (2018).

Low level courtesy lighting in saloon.

**Entertainment:**

GME Electraphone GR960 CD/Radio

Saloon speakers

Cockpit speakers.

**ACCOMMODATION**

**Summary of Accommodation:**

Maximum of 10 berths between 3 cabins and saloon. Single heads forward with separate shower stall.

**Accommodation Finish:**

White bulkheads and furniture bases trimmed with varnished teak.

Hull sides lined with varnished teak slats.

Navy blue fabric upholstery.

Moulded white headlining

Soleboard in traditional teak and holly style, varnished finish.

**Description of Accommodation from Forward:**

**Forward Cabin:**

Two single berths in a traditional V-berth layout.

Infill section to create double.

Teak slatted seat aft of bunks to starboard.

Shelves running the length of the bunks outboard overhead.

Bin type lockers beneath bunks.

Large hanging locker at aft end of cabin to starboard.

Watertight bulkhead forward. Watertight doorway through main bulkhead.

Large opening deck hatch for light and ventilation.

**Heads:**

Single door entry from forward cabin.

Mould base unit forming sole, toilet mounting plinth, wash hand basin and vanity unit. Finished in white and varnished teak trims.

Jabsco manual marine toilet forward.

Wash hand basin outboard.

Mirrored sliding doors to vanity unit outboard.

Separate shower stall aft.

Slatted shower seat outboard.

Opening deck hatch within shower stall.

#### **Main Saloon:**

Centrally mounted, double drop leaf saloon table.

Bench settees along port and starboard sides.

Bench settees converting to occasional single bunks.

Pilot/kids berths outboard to port and starboard.

Storage behind settee back rests.

Bottle storage within saloon table central section.

Large opening deck hatch for ventilation with opening port lights port and starboard also.

#### **Navigation Station:**

Aft of saloon to starboard.

Forward facing chart table with dedicated navigators seat.

Admiralty size chart table.

Storage within table for charts and beneath in drawers.

Ships switch panel aft of navigators seat.

Navigation instrumentation mounted outboard and forward overhead.

#### **Galley:**

J-shaped galley worktop.

Force 10 galley range outboard aft.

Top loading below worktop fridge forward for cooker.

Double stainless steel sink inboard.

Bulkhead mounted storage racks forward.

Storage outboard of worktop and in a selection of lockers beneath.

#### **Aft Port Cabin:**

Double berth aft.

Pipe cot berth for use on passage outboard, stows away on pulley system.

Dresser unit and hanging locker forward outboard.

Access to engine space inboard.

Access to machinery space inboard of bunk.

#### **Aft Starboard Cabin:**

Double berth aft.

Pipe cot berth for use on passage outboard, stows away on pulley system.

Dresser unit and hanging locker forward outboard.

Access to engine space inboard.

### **DECK EQUIPMENT**

#### **Rig:**

Hall Spars engineered rig.

Keel stepped, triple spreader, masthead sloop rig.

Alloy mast and spars finished in white two pack paint.

Discontinuous standing rigging of stainless steel rod construction.

Fittings on mast and deck for inner forestay.

1x19 check stays, replaced 2013.

Harken roller reefing system on forestay.

Navtec hydraulic backstay tensioner.

Gas sprung rod kicker.

Boat is plumbed for hydraulic kicker.

1x Carbon spinnaker pole. Dip pole type.

1x Alloy spinnaker pole. Dip pole type.

Dyneema halyards – 1x Mainsail, 2x Head sail, 2x Spinnaker.  
Lazyjacks fitted to stackpack.

**Winches:**

Primary Winches – 2x Barient 37, three-speed, self-tailing.  
Secondary Winches – 2x Barient 32, two-speed, self-tailing.  
Mainsheet Winches – 2x Barient 28, two-speed, self-tailing.  
Halyard Winches – 2x Barient 27-48, two-speed, self-tailing.

**Cruising Sails:**

Mainsail – Technique Voile. Heavy weight Dacron. Tri-radial cut, fully battened, slab reefing. (2002)  
Roller Furling Genoa – Technique Voile. Dacron. Tri-radial cut. 135%  
Roller Furling Genoa – Saturn Sails. Performance Dacron. Tri-radial cut. 110% (2017)  
Cruising Chute – Asymmetrical. 1.75oz  
Tri-sail – White Dacron. Cross cut.  
Storm Jib – White Dacron. Cross cut.

**Racing Sails:**

Mainsail – Saturn Sails. Kevlar laminate. Tri-radial cut, partially battened, slab reefing. Used only in two regattas. (2010)  
Roller Furling Genoa – Nicholson Hughes Sails. Carbon laminate. Tri-radial cut. 135% (2012)  
Roller Furling Genoa – Saturn Sails. Carbon/Taffeta laminate. Tri-radial cut. 110% (2013)  
#1 Genoa – North Sails. Light weight sail. Kevlar/Mylar laminate. Tri-radial cut.  
#1 Genoa – North Sails. Heavy weight sail. Kevlar laminate. Tri-radial cut.  
#2 Genoa – North Sails. Kevlar laminate. Tri-radial cut.  
#4 Genoa – Saturn Sails. Dacron. Cross cut. (2004)  
Spinnaker #1 – Symmetrical. 0.5oz  
Spinnaker #2 – Symmetrical. 1.0oz  
Spinnaker #3 – Symmetrical. 1.5oz  
Spinnaker launching socks x2

**General:**

Harken mainsheet system.  
Harken #1 & #2 aft genoa tracks, control lines lead aft to cockpit.  
Harken #3 & #4 outboard genoa tracks, control lines lead aft to cockpit.  
Schaeffer #3 & #4 forward genoa tracks, control lines lead aft to cockpit.  
8x V-Cam rope clutches for Halyard, Check Stays and Furling line. (2017)

**Anchoring & Mooring:**

Delta plough anchor on chain(40m)/Octoplait(20m) rode.  
Fortress alloy kedge anchor.  
Lofrans Progress 2 electric anchor windlass. Foot button controls on foredeck.  
Lead angel weight.  
Selection of mooring warps.  
Selection of fenders.

**Canvas Work:**

Stackpack type mainsail cover with mast boot. Light grey canvas. Owen Sails. (2018)  
Sprayhood. Light grey canvas, widows forward. Zip fitted for tent extension. Owen Sails. (2018)  
Halyard bags. Port and starboard sides of coachroof.

**Tender:**

Avon 2.8m GRP hulled RIB.  
Suzuki 2.5hp, 4 stroke outboard. (2017).

**SAFETY EQUIPMENT:**

*General note on safety equipment: Any safety equipment such as liferafts, 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:**

Horseshoe buoy.  
Dan buoy.  
Webbing jackstays.

**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.

















