

MARK CAMERON YACHTS

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Custom 30' Motor Sailer

£10,950 GBP

United Kingdom

Extensive 5 year re-build, launched in 2017.

Manufacturer/Model	Custom 30' Motor Sailer
Name	ISLA
Year	1949
Category	Power
New or used	Used
Status	Available
Price	£10,950 GBP
Price comment	Extensive 5 year re-build, launched in 2017.
Lying	Argyll, United Kingdom

Specifications

Length overall	9.14 m
Length waterline	8.53 m
Beam	2.44 m
Draft	0.91 m
Displacement	4,064 kg
Hull	Wooden epoxy coated monocoque

Propulsion

Engine	Beta Marine Diesel, Beta 30. 30hp @ 3600rpm. 3 cylinder, naturally aspirated indirectly cooled.
Fuel	Diesel
Fuel capacity	80 litres

Description

A unique motor sailor in the style of the iconic 'Down East' picnic boats from the USA. Lovingly created by her current owners around the hull of a Clyde built motor launch from the 1940's ISLA was fully rebuilt between 2012 and 2017. Now she boasts:

Epoxy coated monocoque hull.
Laminated, epoxy sheathed deck and superstructure.
Beta Marine 30hp diesel engine.
Alloy mast and Douglas Fir boom
Mainsail and Jib by Jeckells Sails.

Easily driven to hull speed by her efficient modern diesel engine she is also a pleasure to sail off the wind. Now lying in Argyll she will be wintering ashore. Available for viewing by prior arrangement.

OWNERS COMMENT

'ISLA was conceived as a strong and elegant motor launch with a large, comfortable, self-draining cockpit, standing headroom in the deckhouse and 2 berths in the cabin below the foredeck.

The design developed to include a small steadying mainsail and then, with the addition of a jib, ISLA became an efficient motor sailor. On a reach or downwind with the cruising chute set and the engine shut down she is a pleasure to sail. Her 30hp Beta Marine diesel engine easily powers her to maximum hull speed, approximately 7 knots; comfortably cruising at 5-6 knots.

ISLA is equally suited to coastal cruising, family day trips or fishing.'

CONSTRUCTION

ISLA was originally a motor launch built in 1949 on the Clyde. The hull was lovingly restored by the vendors and developed into its current form during a massive rebuild between 2012 - 2017. The extensive modification to the hull structure have created an epoxy coated monocoque of immense strength.

HULL

Traditional copper fastened, carvel planked hull form.

Keel, hog, stempost and sternpost of Oak.

Rock Elm frames at 71/2" stations.

Utile Mahogany planking.

Flexi-plywood laminated between frames from stem to stern, centreline to gunwhale.

Plywood laminated structure laid down the length of the backbone.

3 internal bulkhead, constructed of plywood with a solid timber core.

Pintle hung rudder.

Hull epoxy coated inside and out.

Hull finished with single pack light grey gloss paint for UV protection.

DECK & SUPERSTRUCTURE

Laminated plywood deck and superstructure.
Epoxy sheathed deck.
Varnished teak capping rail, grab rails and coaming top.
Deck finished with non-slip, light grey deck paint.
Superstructure finished in single-pack white gloss.

SPARS AND RIGGING

Low aspect, keel stepped, masthead sloop rig.
Mast of alloy construction.
Boom of Douglas fir construction.
Forestay, backstay and single shroud port and starboard.
Laced mainsail with hank-on jib.
Deckhouse roof mounted mainsheet.

SAILS

Mainsail - White Dacron, laced onto mast, no reefs. Jeckells Sails. (2017).
Jib - White Dacron, hank-on. Jeckells Sails. (2017).
Cruising Chute.

CANVAS WORK

Mainsail Cover
Jib Cover
Cockpit Awning

MOORING AND GROUND TACKLE

Bower Anchor - 10kg Delta anchor on chain/warp rodes.
Kedge Anchor - 10kg Delta anchor on chain/warp rodes.
Fenders - Selection
Warps - Selection

ON DECK

Stainless steel stemhead fitting forming chainplate for forestay with integral single bow roller.
Varnished teak toerail running the length of the deck outboard.
Deck mounted stainless steel stanchions supporting single guard wire extending to aft end of cockpit.
Stainless steel capped wooden Samson post centrally through foredeck.
Two stainless steel mooring cleats outboard, port and starboard forward, two midships and two aft.
Three stainless steel, low-profile closable vents, two on foredeck, one on aft deck.
Varnished teak grab rails running along outboard edges of the deckhouse.
Shaped cockpit coaming running around cockpit to provide protection from the weather.
Shaped, varnished teak tiller.
Short section of deck, aft of cockpit.
Self-draining cockpit with sole made up of hinged hatches giving access to the engine, sterngear and storage lockers. Finished in grey non-slip paint panels.
Thwart style bench seating running down port and starboard sides of cockpit with single thwart spanning the cockpit aft.

NAVIGATION INSTRUMENTATION

Depth - NASA Clipper
Log - NASA Clipper
Compass - Suunto magnetic compass

BELOW DECKS

ISLA was designed to be a comfortable boat for short trips with a crew of two.
Large fo'c'sole with hooks for storage of warps, oilskins, sails, etc. Privacy screen and toilet bucket.
2 single berths port and starboard with storage lockers beneath each.
Deckhouse with Origo stove to port with worktop/chart table and storage beneath. Storage to starboard. Bench seat aft with fuel tank beneath.

ENGINE

The engine is located in the bilge space beneath the cockpit sole with hatch to provide full access to the engine and sterngear.

Beta Marine Diesel, Beta 30.

30hp @ 3600rpm.

3 cylinder, naturally aspirated indirectly cooled.

Deluxe control panel with rev counter, oil pressure, water temperature and voltage gauges.

Hurth mechanical gearbox.

Single lever morse control.

Aquadrive type flexible coupling. (2017)

Greased stern bearing.

Stainless steel propeller shaft.

3 blade, bronze propeller (2017)

New exhaust system, including 2 Vetus silencers. (2017)

SHIPS BATTERIES

Engine Battery - Yuasa 12v, 80Ah, lead acid.

Domestic Battery - Yuasa 12v, 80Ah, lead acid.

GENERAL EQUIPMENT

Origo Alcohol Stove - Single burner.

Manual Bilge Pump - Whale Gusher 10, located in cockpit.

Lifebuoy

Fire extinguisher

Fire blanket

Tender - Avon Red Rover, 2.5m

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.













