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Banjer 37

£55,000 GBP

United Kingdom

Fantastic example of this popular class.

Manufacturer/Model	Banjer 37
Name	Kiskadee
Year	1972
Category	Sail
Status	Under offer
Price	£55,000 GBP
Price comment	Fantastic example of this popular class.
Lying	Argyll, United Kingdom

Specifications

Length overall	11.31 m
Length waterline	10.20 m
Beam	3.48 m
Draft	1.40 m
Displacement	12,200 kg
Hull	GRP hull with full encapsulated long fin keel.
Keel	Long keel

Propulsion

Engine	Perkins 4236. 4 cylinder, naturally aspirated marine diesel engine. 72hp Paragon hydraulic gearbox
Fuel	Diesel
Fuel capacity	900 litres

Accommodation

Drinking water capacity	700 litres
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Description

Reluctantly offered for sale KISKADEE is a very nicely built and maintained example of this popular ketch rigged motorsailer. Having been extensively re-fitted in the mid 1990's she boasts many unique features including a full teak laid deck.

The Banjer 37's have a reputation for being robust and safe boats with approximately 100 hulls being produced during the production in the 1960's and 70's. Examples of the class can be found in all corners of the world with at least two having recorded full circumnavigations. An aft cockpit example of the class KISKADEE offers accommodation for 4 adults and a child in the beautifully finished, substantially built traditional layout. Lying afloat in Mid Argyll viewing is strictly by appointment only.

CONSTRUCTION

Traditional long keeled, round bilged hull

Skeg mounted rudder

Hand consolidated GRP hull & deck mouldings

Teak capping rail, renewed 1996

Teak decks, replaced completely 1996

Stainless steel and teak bowsprit replaced completely 1996

Built in the era before the properties of GRP was fully understood the Banjer 37's were built in a traditional style with lots of material being consolidated to create massively thick and strong hull and deck mouldings. Over engineered since new all the examples we have seen have stood the test of time exceptionally well, KISKADEE is no exception.

SPARS & RIGGING

Ketch rigged KISKADEE has been re-rigged since new with all spars replaced in 1996.

Oceanic Ketch Rig - Taller masts than standard specification boat

Silver anodised alloy Z-Spars masts - fitted new 1996

Roller Furling Mainsail - In mast system

Roller Reefing Genoa - Plastimo roller reefing system 1996

Spinnaker Pole - Z-Spars telescopic type

When in production the Banjer 37 was offered with two ketch rigs, the standard and a taller Oceanic configuration which greatly improved the boats sailing performance; KISKADEE benefits from the taller rig configuration, modern in-mast furling main and roller reefing genoa.

WINCHES

Sheet Winches - 2 off Andersson 40CST
Main Mast Halyard Winches - 1 off Andersson 16 two speed
Mizzen Mast Halyard Winch - 1 off Andersson 28CST

SAILS

Mainsail - In-mast roller reefing, Lion Sails 1996
Mizzen - Slab reefing, Lion Sails 1996
Genoa - Roller reefing, 2015

CANVAS WORK

Mizzen Cover
Cockpit Tent - with windows and full stainless steel frame.
Bimini - with full independent stainless steel frame.
Windscreen Cover
Cockpit Cushions - full set of fitted cushions

ON DECK

The traditional style of the Banjer design has created a deck layout with excellent access around the whole boat with full protection from the substantial guard wires and railings at all times. Unique we believe to KISKADEE is the substantial laid teak which was fitted to the boat during her 1996 re-fit.

The foredeck mounted windlass is operated from within the confines of the substantial pulpit with anchor self stowing in the bowsprit mounted bow roller. Wide side decks run the full length of the boat with solid timber grab rails running along the top of the coachroof to provide additional security for crew moving around the boat. Two lockers are provided with the coachroof port and starboard, providing the gas locker and general deck gear stowage. Aft of the wheel house the deep cockpit is well protected from the elements with a substantial moulded coaming around all sides. The seating is finished in laid teak to match the decks with a stout solid teak grating on the sole. Within the cockpit a huge volume of storage is provided with lockers under the seating port and starboard and a massive locker space under the sole.

MOORING AND GROUND TACKLE

Main Anchor - Rocna Vulcan (2017) 25kg anchor on 60m chain rode
Anchor Windlass - Simpson Lawrence Sprint 1500 electric with remote control and foot button switches.
Warps - Selection
Fenders - Selection

NAVIGATION INSTRUMENTATION

Log - Plastimo Navman
Depth Sounder - Plastimo Navman
Wind Instrument - Plastimo Navman
VHF - Standard Horizon DSCVHF (2017)
Radar - Raymarine SL70
Plotter - Lowrance Elite 7M
AIS - Digital Yacht AIS receiver, NMEA connection to Lowrance plotter, WIFI connectivity also for PC or Tablet.
Navtex - NASA navtex receiver with bluetooth connectivity
Autohelm - ST6000, hydraulic drive system.
Compass - Plastimo 135

BELOW DECKS

The high-quality joinery work and extensive use of hard wood creates a warm and traditional feel to the boats interior unlike some of the other Banjers we have seen in recent years the finish on KISKADEE appears to be superior with the forward cabin in particular being finished to a very high standard when compared to others.

The forepeak provides full standing headroom with two large single berths in the traditional V-berth configuration. An in-fill section creates a large double when required. Storage is provided throughout the cabin with good access to the locker space beneath each bunk without having to lift the cushions. A small hand basin with hot and cold mixer tap and vanity unit are also provided along with a hanging locker. A large deck hatch provides light and an emergency escape route.

Immediately aft of the forepeak on the starboard side is the large heads compartment with a good easy clean finish. The compartment is fitted with a Blakes Victory marine heads (the Rolls Royce of marine toilets), sink/shower faucet

and vanity unit.

To port of the heads is the compact and practical galley area. Great access is provided to a large selection of locker and storage spaces around the U-shaped galley making life easy when on passage. The galley provides, gas cooker, top loading fridge, stainless steel sink with pressurised hot and cold water.

Of considerable size for a boat of 37' the saloon can easily accommodate a full crew plus guests. A large L-shaped settee runs along the port side which converts down to a large full-length single bunk or occasional double with an infill section. The substantial timber drop leaf saloon table is central mounted with access forward via a passage slightly offset to starboard. A good sized bench settee runs along the starboard side which could be used for a child's bunk if required. Storage is provided around the saloon with a selection of under bunk, overhead and outboard of bunk lockers.

The wheelhouse is laid out in a traditional fashion with the large diameter timber wheel and helm position to port, a compact chart table to starboard and crew seating in an L-configuration to starboard. From the wheel the helmsman has a commanding view with excellent visibility, all controls and instrumentation are within easy reach and visible. Again huge volumes of storage are provided with lockers outboard under the sidedecks and under the seating unit.

DOMESTIC EQUIPMENT

Cooker - Plastimo Pacific gas stove. 2 burner with oven.

Fridge - Isotherm 3001 12v fridge.

Water System - Pressurised hot and cold water, faucets in galley and heads, shower also in heads. Hot water supplied by 60ltr Isotherm Calorifier heated via engine or 240V immersion heater.

Grey Water Tank - for drain water from the sinks and shower,

Heating - Webasto Airtop, diesel fired blown air system. With independent fuel tank, can run on diesel or kerosene.

Toilet - Blakes Victory marine heads.

Television - mounted on stbd side of saloon with dedicated external antenna.

Gas System - Gas system inspected and overhauled in 2018

Stereo - Radio head unit with USB and Bluetooth connectivity. Speakers in saloon.

ENGINE SPACE

Perkins 4236 naturally aspirated marine diesel engine. 72hp

Paragon hydraulic gearbox

Stainless steel prop shaft.

Bronze 3 blade fixed prop.

Rope Cutters

7kts Cruising speed at 6ltr/hr consumption

Accessible by lifting the wheelhouse floor the engine is located within a dedicated and generously sized engine space. With the floors raised access around the engine and gearbox is excellent for all maintenance tasks. The large fuel tanks are located outboard of the engine space on port and starboard sides.

SHIPS BATTERIES

Engine Bank - 1x 12v Lead acid (2018)

Domestic Bank - 2x 12v, 210Ah, lead acid (2018)

Bowthruster Bank - 1x 12v, 120Ah lead acid.

The boat is fitted with mains battery chargers to charge all banks, the Bowthruster bank having its own independent mains charger.

GENERAL EQUIPMENT

Bowthruster - Vetus 80kgf, controls at helm station

Manual Bilge Pump

Electric Bilge Pump - New 2015

Shore Power System - Rewired completely in 2017 with RCD protection.

Battery Charger 2 off - Mastervolt automatic unit for domestic batteries. Waeco Perfect Charge unit for Bowthruster batteries.

Battery Monitor 2 off - NASA BM-1 both at chart table

Searchlight

Cockpit Table - folding.

Boarding Ladder - fitted on transom

Danbuoy

SAFETY EQUIPMENT

Liferaft - Ocean Safety 4 person cannister raft, stowing on deck. (2018)

EPIRB (2018)

LED Flare (2018)

Fire Extinguishers - (2018)

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.











