

MARK CAMERON YACHTS

Mark Cameron Yachts, The Braes, Inverneill, Ardrishaig, Argyll, PA30 8ES, UK

Tel: +44 (0)7988 763 254 | info@mcyachts.co.uk



Kings of Burnham 32' Bermudan Cutter

£32,000 GBP

United Kingdom

A real piece of maritime history.

Manufacturer/Model	Kings of Burnham 32' Bermudan Cutter
Name	BARBICAN
Designer	Alan Buchanan
Year	1963
Category	Sail
New or used	Used
Status	Available
Price	£32,000 GBP
Price comment	A real piece of maritime history.

Lying

Argyll, United Kingdom

Specifications

Length overall	9.81 m
Length waterline	7.31 m
Beam	2.74 m
Draft	1.82 m
Hull	Iroko on Rock Elm timbers
Keel	Full keel

Propulsion

Engine	Volvo Penta D1-20 marine diesel engine. (2016) 19hp @ 3200RPM 3 cylinder, naturally aspirated, indirectly cooled. Mechanical reversing marine gearbox.
Engine hours	170 hours
Fuel	Diesel
Fuel capacity	70 litres

Accommodation

Drinking water capacity	70 litres
-------------------------	-----------

Description

BARBICAN is not the classic Alan Buchanan design. She hasn't got the sweet sweeping sheer line nor the long elegant overhangs which normally draw the eye to his other designs. Built to satisfy the requirements of Bernard Hayman, a serious offshore sailor more interested in function than form. **BARBICAN** has a powerful, full bodied hull shape with relatively high topsides and a heavily cambered deck. All combining to create a very powerful, easily handled, sea kindly and spacious offshore cruising yacht.

An advocate of embracing modern technology to ease the rigours of long distance offshore sailing either short or single handed. Hayman and his ideas were ahead of their time in many ways. **BARBICAN** being built with a focus on easy short handed sailing and comfortable windward performance in heavy weathers. Since her build she sported twin roller reefing forestays with a third babystay also capable of setting a hank-on storm sail. The subject of the rig for **BARBICAN** having been written about extensively at the time of her design. Below decks she boasts 4 proper sea berths and a highly functional interior, ideally suited to life at sea. She has hand holds wherever you may wish to find one and lots of sensible deep storage spaces.

Lovingly cared for during the current ownership her inventory highlights include:

Volvo Penta D1-20 marine diesel engine. (2016)

FeatherStream bronze folding prop

Alloy mast and spars

Self-tailing primary and secondary winches.

Sprayhood and mainsail stack pack new in 2016

Raymarine Evolution Tiller Pilot

Furuno chart plotter

Furuno Navtex

Icom DSCVHF

Digital Yacht AIS Transponder

Pressurised hot and cold fresh water system

GN Espace galley range (2018)

Alaska diesel fired cabin heating

BARBICAN offers the rare opportunity to become the custodian of a real piece of UK maritime history. A boat with a documented history that set the path for many designers to follow. Afloat and in commission viewing is strictly by prior appointment.

CONSTRUCTION

Hull Construction:

Traditional carvel planked hull.
Oak wood keel and back bone.
Mixture of grown oak and galvanised steel strap floors
Rock Elm timbers
" Iroko hull planking
Topsides finished in a single pack white gloss paint.

Deck & Superstructure Construction:

Highly cambered decks to improve headroom below decks.
Oak deck beams
Double layer marine ply laminated decks, glued and screwed to beams.
Large section beamshelf
Galvanised steel hanging knees.
Decks finished in Ivory non-slip deck paint.
Varnished hardwood toerail outboard.
Coachroof aft of mast constructed of varnished mahogany coamings.
Coachroof deck constructed in the same manner as the main decks.
Raised hatch garage to accommodate sliding hatch.
Varnished teak grabrails outboard.
Portlights in coachroof of bronze construction.

Rudder:

Full depth transom hung rudder
Timber construction.

MACHINERY

Engine & gearbox:

Volvo Penta D1-20 marine diesel engine. (2016)
19hp @ 3200RPM
3 cylinder, naturally aspirated, indirectly cooled.
Mechanical reversing marine gearbox.
Single lever morse control

Maintenance & Performance:

Engine fully serviced autumn 2019
Recorded running hours @ August 2020 – 170hrs.
Cruising speed 5.5kts

Propulsion & Steering:

Stainless steel propshaft
Conventional stuffing gland type shaft seal with greaser.
FeatherStream 3 blade bronze folding propeller.

Autopilot:

Raymarine Evolution Tiller Pilot
Raymarine P70s control head
Raymarine ACU heading sensor

ELECTRICAL SYSTEMS

Voltage systems:

12VDC onboard power system.

Battery Banks:

2x 12VDC lead acid batteries, can serve as either engine start or domestic.
1 battery replaced 2020.

Alternator:

Engine driven 55amp alternator.

Battery Monitor:

Voltage Watch battery status indicator.

PLUMBING & GAS SYSTEMS

Fresh Water:

Pressurised hot and cold water system.

Single mono-block mixer faucet in galley.

Fold away mixer tap faucet in forepeak.

Manually pump cold water faucet in galley.

Salt Water:

Manually pumped faucet in galley.

Bilge Pumps:

Manual bilge pump

Electric bilge pump – Manual and Auto switching.

TANKAGE

Fuel:

Single stainless steel tank.

Approximate capacity 70ltrs

Fresh Water:

Single flexible tank located in bilge space.

Approximate capacity 70ltrs

Calorifier:

Single insulated tank

Heated by engine cooling water.

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

Nexus Bi-data depth/log instrument.

Garmin digital wind instrument with masthead transducer.

Silva magnetic compass

Below Decks:

Furuno GPS

Furuno GP1670 plotter – visible from companionway

Communications Equipment:

Icom Ic-M505 DSC VHF

Digital Yacht AIS antenna splitter.

Digital Yacht Class B AIS Transponder.

DOMESTIC EQUIPMENT

Galley:

GN Espace Levante galley range, 3 burner, oven and grill (2018)

Stainless steel sink.

Ice Y-Tek coolbox

Heads:

Levac manual marine toilet.

Fold-up wash hand basin with H&C water faucet

Heating & Ventilation:

Alaska oil fired cabin heater mounted on bulkhead.

Lighting:

Overhead lighting

ACCOMMODATION

Summary of Accommodation:

4 berths in saloon, two pilot berths outboard forward and two quarter berths.

Heads located in forepeak

Linear galley to port.

Accommodation Finish:

Constructed in traditional manner with joinery work finished in white paint with contrasting varnished hardwood trims.

Hull sides and deck head left open.

Sole made up of individual teak boards secured with screws.

All bunks fitted with tailor made Natural Mat mattresses.

Description of Accommodation from Forward:

Forepeak:

Large open space forward of main bulkhead, open to stem.

Aft facing manual marine toilet located centrally.

Fold-down plastic wash hand basin with mixer faucet mounted on bulkhead to port.

Anchor chain storage forward of heads.

Bin lockers outboard of heads port and starboard.

Canvas hanging basket above chain locker to provide additional tier of storage.

Saloon:

Bench settees port and starboard.

Diesel fired heater forward of settees to port.

Pilot berths outboard of seating port and starboard.

Cave locker storage beneath pilot berths.

Compact hanging lockers at forward ends of pilot berths.

Galley:

Compact linear galley to port, aft of saloon seating.

Gimbal mounted gas galley range forward.

Worktop with inset sink aft of cooker.

Storage locker beneath worktop.

Storage compartments outboard of cooker and worktop.

Centrally located crashbar serves as chefs seat.

Nav Station:

Opposite galley to starboard.

Large outboard facing chart table.

Cave locker storage beneath table.

Bookshelves above table outboard.

Chart plotter and navtex displays mounted above table.

Quarter Berths:

Located to port and starboard of companionway, outboard of engine box.

Large single bunks extending aft below cockpit.

Hanging canvas basket storage above bunks aft to provide more storage space.

Cave locker inboard of bunks, aft of engine box.

DECK EQUIPMENT

Rig:

Keel stepped, masthead Bermudan, single spreader Bermudan cutter rig.

Mast, boom and telescopic whisker poles (x2) of anodised alloy construction

Standing rigging of 1x19 stainless steel wire with bronze bodied rigging screws.

Standing rigging fully replaced in 2005.

Stainless steel chainplates.

Profurl roller reefing system on forward forestay, new 2007.

Harken roller reefing system on inner forestay.

3rd inner forestay (baby stay) can facilitate a hanked-on storm sail.

Slab reefing mainsail.

Block and tackle kicker.

Lazy jacks for mainsail reefing.

Stainless steel boom crutch above sprayhood.

Winches:

Primary Winches – Barient (Bronze finish) 22-39, two-speed, self-tailing.

Secondary Winches – Andersen (Polished stainless steel finish) 12, single speed, self-tailing.

Mast Winches – x3

Canvas Work:

Mainsail Cover – stackpack type cover with mastboot. 2016

Sprayhood – 2016

Full boat winter cover.

Anchoring & Mooring:

25lb CQR anchor

Fortress lightweight alloy anchor.

Anchor rode – 30m of 10mm chain with 50m of anchor braid.

Lofrans manual anchor windlass

Selection of mooring warps

Selection of fenders

General:

Double stemhead roller fitting of stainless steel construction.

Deck mounted mooring cleats forward, midships and aft.

Stainless steel pulpit and pushpit rails.

Bronze stanchion bases secured to deck

Stainless steel stanchions supporting double level guardwires.

Stainless steel grabrail on foredeck supporting safety lines running aft to boom crutch in cockpit.

Dorade vents forward of forward deck hatch and between coachroof and mast step, call can be closed off in heavy weather.

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.

Navigation Lights:

Low level navigation lights

Mast mounted steaming light

Masthead LED Bi-colour and anchor light

Life saving:

Liferaft – Viking 4 person raft, next service due 2022

MOB Recovery sling

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.









