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McGruer Clyde 19-24 Class

£9,950 GBP

United Kingdom

A real piece of Scottish Maritime history.

| | |
|--------------------|--|
| Manufacturer/Model | McGruer Clyde 19-24 Class |
| Name | SHIREEN |
| Designer | A. Mylne |
| Year | 1900 |
| Category | Sail |
| New or used | Used |
| Status | Available |
| Price | £9,950 GBP |
| Price comment | A real piece of Scottish Maritime history. |

Lying

Dunoon, Argyll, United Kingdom

Specifications

| | |
|------------------|---|
| Length overall | 7.24 m |
| Length waterline | 5.80 m |
| Beam | 2.14 m |
| Draft | 1.61 m |
| Hull | Carvel pitch planked, epoxy laminate sheathed |
| Keel | Full keel |

Propulsion

| | |
|---------------|---|
| Engine | Yanmar 1GM10. Engine overhauled in 2018 with less than 20 hours run since |
| Fuel | Diesel |
| Fuel capacity | 15 litres |

Description

SHIREEN is believed to be just one of a few examples that remain of the **Clyde 19/24 class**. The only example known to be in a seaworthy condition at present. Benefitting from extensive refitting over a prolonged period between 2003 and 2017.

One of the later designs to join the fleet **SHIREEN** was the first racing boat designed by the newly formed **A.Mylne** company of Hope Street, Glasgow. With her bluff forward sections she was something of step away from the traditional designs racing under the class of the period. Reportedly her downwind performance was impressive however the bluff bow slowed her when beating to windward in the chop of the Clyde Estuary; its understood the forward sections were modified in her first few seasons of racing.

Altered from her traditional racing configuration she benefits from a raised coachroof and doghouse with sprayhood and cockpit cover improving general levels of comfort aboard. Below decks her traditional styling is maintained with the addition of a modern sea toilet and Yanmar inboard diesel engine. She would look the part at any classic regatta from the drawing board of Mylne and built by a young **Ewing McGruer** when the company was still based at Rutherglen in the heart of Glasgow her pedigree is as good as they come.

Currently lying ashore undercover she offers a rare opportunity to acquire a genuine piece of maritime history in a ready to sail condition. We have two historical surveyors reports on file, the last completed in 2017.

THE CLYDE 19/24 CLASS:

The **Clyde 19/24** class originated in the heyday of the Clyde classes. Glasgow was the powerhouse of the British Empire generating a huge amount of wealthy entrepreneurs who in turn funded a vibrant sailing scene featuring a variety of one design classes specific to the estuary. These restricted classes as they were known allowed young designers of the time to push the boundaries for naval architecture of the day. The designers and builders of such yachts going onto become revered names in the industry with the likes of **Alfred Mylne, William Fife** designing yachts for the famous yards of **Mcgruers, Robertsons, William Fife & Sons** and others to build. In an era where owners commissioned new boats after just a few seasons racing.

Replacing the earlier 19/17 class which after 8 seasons of racing a development was considered to have reached its limits the aim of the new 19/24 class was to produce a 'healthy type of boat and yet allow for considerable variation' the final rule was simple yet proved successful in its aims with it being difficult to produce anything but a 'wholesome type of boat'.

An extract from the book 'The Records of the Clyde 19/24 Feet Class of Small Racing Yachts' by Professor J.H. Teacher summarises the class.

'The 19/24s are square sterned boats. No part of the hull was allowed to project beyond the sternpost, which is straight. There was considerable overhang of the bow, and the forward profile has no hollow. Bulb and fin keels and centreboards were barred. Hollow in the profile was considered 'fin keel'. The most distinctive feature of the Class was the introduction on Mr Fife's advice of the 'sagitta' into the measurement. This term signifies the depth of concavity of the section at 6 of the L.W.L from the bow.....'

The rig was sloop, that is mainsail and jib, and a maximum sail area of 500 feet. The beam varied from about 7 feet to 7 feet 6 inches and a minimum beam of 6 feet 6 inches on the waterline.'

A full copy of the book published in 1926; a priceless record of the class history, will accompany **SHIREEN** at the time of sale.

DETAILS OF REFITTING:

In the early 2000's SHIREEN enjoyed some considerable re-fitting over a prolonged period by the much revered Ronnie McGrouther of Kilcreggan. During this period the then owner engaged the services of a surveyor to inspect the vessel and generally oversee works as they progressed over a number of years. Its understood the works started around 2002; the current owner completed the cosmetic finishing of the vessel following his purchase and launched her in 2017. Works have included but were not limited to:

Removal of ballast keel

Ballast keel re-fitted with new bronze bolts

Some minor planking repairs and replacements

Lower sections of garboards were re-fastened.

Local repairs to the deadwood members of the stern and keel

Local re-fastening

Hull stripped back to bare timber and dried over a prolonged period.

Seams back filled with thickened epoxy and faired

Hull sheathed in epoxy cloth laminate

Decks skinned with plywood before being canvas covered

Two pack topsides painting.

CONSTRUCTION

Hull Construction:

Traditionally built, carvel planked wooden hull.

Pitch pine planking

Oak wood keel

Oak stem and stern posts

Steam bent oak frames, checked into wood keel.

Grown oak frames in way of chainplates

Iron strap floors

Bronze, angle floors in way of keel bolts and mast step

Iron plate floors in forward sections

Hull sheathed in epoxy laminate

Topsides finished in white gloss

Under water hull primed and ready to be antifouled.

Deck & Superstructure Construction:

Beamshelf, carlings and deck beams of unknown timber

Pitch pine planked deck with plywood deck on top

Canvas covered decks, cover run over deck edge and terminated behind rubbing strake.

Mahogany coachroof and deck house sides with Canvas covered plywood top

Timber toerail running length of deck edge with varnished mahogany capping rail

Decks finished in off-white non-slip deck paint

Brightwork finished in a gloss varnish

Keel & Rudder:

Lead ballast keel

Bronze keel bolts

Full depth transom hung rudder.

Bronze rudder shoe on keel

MACHINERY

Engine & gearbox:

Yanmar 1GM10 10hp marine diesel engine

Single cylinder, naturally aspirated, raw water cooled.

Kanzaki mechanical reversing marine gearbox

Single lever morse control

Maintenance & Performance:

Engine completely overhauled in 2018, approximately 20 hours run since overhaul.

Cruising speed approximately 4.5kts

Propulsion & Steering:

Stainless steel prop shaft

Two blade, bronze folding prop

Oak tiller

ELECTRICAL SYSTEMS

Voltage systems:

12VDC onboard power system

Battery Banks:

Battery No. 1 -12VDC lead acid, new 2018.

Alternator:

Single engine driven alternator.

12VDC, 55Amp output

Navigation Lights:

NASA Marine Supernova masthead tri-colour

PLUMBING

Bilge Pumps:

Manual Bilge Pump

Electric Bilge Pump – Johnson SPX 600GPH. Auto and Manual switching

TANKAGE

Fuel:

Single stainless steel diesel tank

Approximate capacity 15ltrs

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

NASA Clipper Duet – Log and Depth

NASA Clipper Wind

DOMESTIC EQUIPMENT

Galley:

Galley Stove – Two burner and grill. Pan clamps fitted. – Gas system not compliant

Stainless steel sink. Pull out type with plumbed in drain.

Heads:

Jabsco manual marine toilet

Lighting:

12VDC bulkhead mounted lights in deckhouse and saloon

ACCOMMODATION

Accommodation Finish:

Varnished hardwood soleboards

Bunk bases made of varnished mahogany planks

Galley and engine box made from varnished plywood

Hull sides and bilges painted in grey and white gloss bilge paint

Description of Accommodation from Forward:

F'o'csle forward open to stem.

Anchor chain stowing in between iron plate floors forward of foredeck hatch

Head to port forward, screened from saloon by half bulkhead.

Saloon berths port and starboard, staggered in layout, starboard berth slight further forward.

Partial bulkhead to divide between starboard bunk and galley

Galley area with cooker and small worktop to starboard in deckhouse

Port bunk slight aft and running aft to cockpit forward bulkhead

Pull out stainless steel sink above port bunk in deck house

DECK EQUIPMENT

Rig:

Keel stepped gaff rig

Wooden mast of solid section, believed to be original

Spruce boom and gaff of solid section, both custom made in 2018/19

Wooden bow sprit with chain bobstay

Stainless steel wire rigging in the traditional style fitting around timber palms on mast

Running backstays with block and tackle type tensioning

Rotostay roller furling system on forestay for jib

Slab reefing gaff rigged mainsail running on traditional timber hoops around mast

Winches:

Primary Winches – Lewmar single speed winch

Sails:

Mainsail – gaff rigged, slab reefing

Jib – roller furling

Canvas Work:

Sprayhood on stainless steel frame

Cockpit tent on stainless steel frame

Anchoring & Mooring:

Bower Anchor – Bruce anchor on chain and warp rode

Anchor Windlass – Simpson Lawrence windlass with warping drum and chain gypsy

General:

Bow rollers to port and starboard sides of bow sprit

Mooring cleats on both sides of bow sprit

Deck mounted anchor windlass aft of bow sprit on foredeck

Modern style, glazed foredeck hatch

Mast appeture aft of deck hatch with 'stop waters' to provide some protection to appeture

Chain plates outboard at deck edge

Coach roof superstructure aft of mast running aft to deck house

Traditional shape hatch structure forward of deck house with opening portlights

Deckhouse running aft to cockpit with heavily cambered top and sliding companionway hatch

Deep cockpit with bench seating port and starboard

Primary winches mounted on coamings outboard of cockpit

Short section of deck aft of cockpit

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.









