

MARK CAMERON YACHTS

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Nicholson 35

£29,750 GBP

United Kingdom

British built classic cruising yacht.

Manufacturer/Model	Nicholson 35
Name	LEVINGTON LASS
Designer	Raymond Wall
Year	1971
Category	Sail
New or used	Used
Status	Available
Price	£29,750 GBP
Price comment	British built classic cruising yacht.
Lying	Gourock, Inverclyde, United Kingdom

Specifications

Length overall	10.74 m
Length waterline	8.15 m
Beam	3.18 m
Draft	1.68 m
Displacement	7,099 kg
Hull	GRP hull with encapsulated keel
Keel	Long keel

Propulsion

Engine	Perkins 4.107 diesel engine. 47hp 4 cylinder, naturally aspirated, indirectly cooled. Hydraulic drive system with engine mounted pump.
Fuel	Diesel
Fuel capacity	150 litres

Accommodation

Drinking water capacity	270 litres
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Description

The **Camper and Nicholson** built **Nicholson 35** enjoyed a production run spanning some 20 years and with over 200 examples being produced in that time. Her traditional lines and a high quality finish create a design which is easy on the eye, rewarding to sail and pleasant to be aboard. With her deep well protected cockpit her crew are well protected on deck. Below decks the traditional layout to the accommodation provides comfortable living space whether at anchor or on passage. Now a much sought after modern classic the **Nicholson 35** remains a popular choice for those who like to know they can depend on their yacht whatever the weather.

With only three owners since new, LEVINGTON LASS is an early example of the class with the more versatile Mk1 layout below decks providing 6 berths over the two cabins. In the previous ownership she has enjoyed many trips from the UK to Portugal and is set up for easy single handed sailing with all lines for the mainsail lead aft to the cockpit. She is offered for sale with a comprehensive inventory including:

Perkins 4.107 marine diesel major engine re-built (cost over £3000) in Nov 2016

Lewmar rod linkage steering system

Vetus bow thruster

Mast steps

Neco autopilot with remote

Sailomat 3040 windvane self-steering gear

Inverter

Battery charger

Solar panel

Roller reefing genoa

Single line slab reefing mainsail – all lines lead aft to cockpit

4 person liferaft

Zodiac tender with 2.3 hp Honda outboard

Lying afloat and in commission on her private mooring in Inverclyde LEVINGTON LASS is available for viewing strictly by prior arrangement.

PRESS REVIEW:

'Like all long fin-keeled heavy displacement cruisers the Nicholson 35 is designed to take almost any adverse weather and sea conditions in her stride. Her overhanging, deep-vee bow section means she parts the waves resolutely, with little drama or spray, exuding only a gentle rocking motion as she goes....

She makes good passage time due to her steadfast ability to drive through the rough stuff, and being so stable and sea kindly means you can live, sleep and cook aboard safely and comfortably, relaxing in the knowledge that these

robust and resilient vessels have covered millions of sea miles in their lifetime.....

She comes with an excellent pedigree and is fondly loved by those for whom safety and comfort at sea is more important than speed and agility. That's not to say she can't make impressive passage times. Given enough wind she'll still be battling to windward in sea conditions that would make many a more modern cruising yacht owner run for the nearest cover.

The original deck gear was made from top quality materials and substantially engineered, thereby making it all simple to maintain regularly. Obviously, it depends on how they've been worked over the years, but it's not unusual to find them still going strong with 40 year-old winches, tracks and cars.'

Yachting Monthly. Used Boat: Nicholson 35. Chris Beeson, February 2017

CONSTRUCTION

Hull Construction:

Traditional heavyweight GRP moulded hull

Polyester hand consolidated laminate.

Long moulded fin keel with encapsulated ballast

GRP formed stiffening members

Plywood bulkheads glassed to hull and deck

Underwater hull antifouled spring 2021

Topsides professional respray finished in two-pack blue paintwork

Deck & Superstructure Construction:

Traditional heavyweight GRP moulded deck

Single piece deck moulded incorporating superstructure and self-draining cockpit

Polyester, hand consolidated laminate.

Deck moulding finished in two-pack paint with non-slip deck painted panels on side decks

Moulded bulkwark along deck edge

Teak capping rail

Teak capping on cockpit coamings

Laid teak panels to form cockpit seat tops

Hardwood grating on cockpit sole

Keel & Rudder:

Long fin keel moulded as part of hull

Encapsulated lead ballast

Skeg hung rudder

Rudder blade extended to match revised MkII design, improving performance when hard pressed

MACHINERY

Engine & gearbox:

Perkins 4.107 diesel engine.

47hp

4 cylinder, naturally aspirated, indirectly cooled.

Hydraulic drive system with engine mounted pump.

Hydraulic motor in bilge space below sole.

Maintenance & Performance:

Engine serviced winter 2020/21

Details of re-build – New Main pistons, New Big End, New Mains, New injectors, New Thrust Drive Plate, New Alternator & Belt, New Starter motor, New solenoid, New Bowman oil cooler stack, New heat Exchanger, Diesel Pump reconditioned, New Oil cooler. Additionally, the head was removed and machine polished as no sign of wear or need for re-skimming.

Less than 50 hours of estimated running since rebuild

Cruising speed 6kts

Propulsion & Steering:

Stainless steel prop shaft

3 blade, bronze fixed prop

Rod linkage wheel steering

Timber laminated and varnished steering wheel

Emergency Tiller

Bow Thruster:

Vetus bow thruster

Push button control panel at helm

Autopilot:

Neco autopilot – main control unit at helm

Remote control unit below deck

Chain drive unit quadrant

Windvane Self-Steering:

Sailomat 3040 of Sweden

Transom mounted

Not used in current ownership

ELECTRICAL SYSTEMS

Voltage systems:

12VDC onboard power system

230VAC shore power system

Shore Power:

Single connection point

Extension lead to connect to shore supply

RCD protection

Ring main, battery charger.

Battery Banks:

Engine Battery – 1x 12VDC lead acid

Domestic Battery – 1x 12VDC lead acid

Bow Thruster – 1x 12VDC lead acid

Alternator:

Single engine driven alternator (2020)

12VDC, 110amp

Battery Charger:

230VAC-12VDC

Three outputs

Inverter:

12VDC-230VAC

1000w

Wind Generator:

Rutland 913 generator – Not currently working

Mounted on stainless steel pole at aft end of cockpit

Rutland RWS200 charge regulator, controlling charge from wind generator and solar panel

Solar Panel:

Plug in trickle charge panel on coachroof.

Battery Monitor:

Voltmeter

General:

Auxiliary USB charging socket at chart table, dual output

PLUMBING

Fresh Water:

Full pressurised hot and cold water system

Hot and cold taps in galley and heads

Heads tap extending to serve as shower.

Hot water provided from engine heated calorifier

Bilge Pumps:

Manual bilge pump

Electric bilge pump

Raw water pump on engine plumbed to allow suction from bilges in emergency

TANKAGE

Fuel:

Single stainless steel diesel tank

Approximate capacity - 150 Lts

Fresh Water:

Single keel tank for fresh water

Approximate capacity – 270 Lts

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

Depth – B&G Network

Speed/Log – B&G Network

Wind – B&G Network

Close Hauled Wind – B&G Network

Plotter – Raymarine C70 Classic

Below Decks:

Radar – Raytheon R10X radar, mast mounted 2kw scanner

Plotter – Yeoman Sport paper chart plotter

GPS - Garmin GPS 128, connected to Yeoman

Communications Equipment:

DSCVHF – NASA marine SX35

Navtex – NASA Clipper

DOMESTIC EQUIPMENT

Galley:

Galley Stove – New Origo 3000 spirit cooker, gimbal mounted two burner. Installed 2021.

Fridge

Coolbox

Stainless steel sink

Heads:

Blakes Lavac Popular manual marine toilet. New Henderson Mk V pump 2020.

Wash hand basin

A stainless steel holding tank with pump and diverter valve is fitted but not plumbed in.

Lighting:

Overhead lighting throughout interior

Bulkhead/reading lights in way of bunks

Entertainment:

Kenwood CD/Radio head unit

Speakers in cockpit

ACCOMMODATION

Summary of Accommodation:

Mk I layout below

Twin berth forward cabin converting to double

Heads compartment

Saloon offering four occasional berths

Galley

Nav Station

Accommodation Finish:

Traditionally built interior with joinery of teak and teak faced hardwood veneered plywood with solid teak hardwood trims and fiddles.

GRP mouldings to form the base of galley and heads units

Soles of teak hardwood veneered plywood with a black stripe

Vinyl covered ply panels to form headlining

Description of Accommodation from Forward:

Forward Cabin:

Two berths in traditional V-berth layout

Central infill section with cushion converts the bunk into a double berth.

Forward a bin type locker provides some sail storage.

Locker space under the aft ends of the berths is accessible through fold down doors.

Heads:

Immediately aft of the forepeak

Spanning the full width of the boat

Walk-through heads with sliding doors to close off from both the forepeak and main saloon areas.

Blakes Lavac manual sea toilet located outboard to port

Vanity unit with small countertop and inset wash hand basin to starboard

Heads faucet also serving as showerhead.

Saloon:

Open plan layout with no partition of space between the main bulkhead and companionway

Bench type seating is provided to starboard

U-shaped bench settee to port

Both settees converting to occasional berths with infill cushion creating compact double to port.

Pilot berth above settee backs, outboard to starboard

Saloon table mounted centrally with double drop leafs

Selection of lockers below settee bases, outboard of seat backs and overhead to port

Nav Station:

Aft facing chart table located aft of port settee in saloon

Navigator sitting on aft end of settee facing aft

Ships switch panel mounted outboard

GPS and radar display mounted forward of table

Chart storage within table

Large hanging locker aft of chart table

Galley:

To starboard side of companionway

L-shaped galley

Gimbal mounted galley stove outboard.

Short section of counter top with coolbox locker beneath forward

Worktop aft with inset sink and top loading fridge beneath.

DECK EQUIPMENT

Rig:

Keel stepped, single spreader, mast head sloop rig.

Anodised Proctor alloy mast and Kemp Boom spars

Standing rigging of stainless steel wire with chromed bronze rigging screws

Removable inner forestay

Hood Seafurl roller reefing gear on forestay

Single line Slab reefing mainsail

Block and tackle kicker

Spinnaker pole

Telescopic whisker pole

Mast steps to masthead

Lazyjacks & Stackpack

All lines lead aft to cockpit for mainsail and reefing

7 Spinlock jammers in cockpit

Winches:

Primary Winches – 2x Lewmar 40, two speed

Halyard/reefing winch – 1x Lewmar 30, self tailing, two speed.

Mast Winch – 1x Lewmar 8, single speed.

Sails:

Mainsail – White dacron slab reefing, single line reefing, lines lead aft

Genoa – White dacron, roller reefing

Spinnaker

Spare Mainsail

Spare Genoa

Storm jib

Canvas Work:

Mainsail Cover –Fawn/beige Stack pack type cover with lazyjacks

Sprayhood – matching fawn/beige.

Bimini – On stainless steel frame over aft end of cockpit

Spraydodgers – matching fawn/beige - As new, never fitted.

Anchoring & Mooring:

Bower Anchor – 35 Lbs CQR anchor on chain rode

Kedge Anchor – 33Lbs Danforth

Electric Windlass – Lofrans Tigres, control on foredeck or at pedestal

Selection of mooring warps

Selection of fenders

Tender:

Zodiac inflatable dinghy, slat floor with hard transom

Honda 2.3hp 4 stroke outboard

General:

Stainless steel pulpit and pushpit rails

Deck mounted stanchions supporting double tier guardwires

Single bow roller built into stem

Stainless steel Samson post on foredeck

Deck mounted mooring cleats midships and aft

Fairleads mounted on capping rail forward and aft

Teak grabrails running the length of the coachroof outboard edges

Dorade type ventilators immediately forward of sprayhood

Primary winches mounted on cockpit coamings forward

Outboard storage bracket on pushpit rail to port

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:

Masthead anchor light

Tri-colour masthead light

Steaming light

Deck flood light

Low level nav lights

Life saving:

Liferaft – Seago Cruiser, 4 person valise 1st service due end of 2021

Emergency rescue ladder

Horseshoe buoy

Carbon Monoxide Alarm

Smoke alarm

Three Fire extinguishers – one in engine compartment, one in locker lid, one in main saloon.

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.









