

# MARK CAMERON YACHTS

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## Domp Kruiser 1030

**£29,000 GBP**

**United Kingdom**

**Robust, Dutch built, offshore steel cruising yacht**

Manufacturer/Model	Domp Kruiser 1030
Name	SALTICUS
Designer	Jacques De Ridder
Year	1992
Category	Sail
New or used	Used
Status	Available
Price	£29,000 GBP

Price comment

Robust, Dutch built, offshore steel cruising yacht

Lying

Argyll, United Kingdom

## Specifications

Length overall	10.30 m
Length waterline	9.50 m
Beam	3.55 m
Draft	1.70 m
Displacement	6,605 kg
Hull	Welded Steel Plate
Keel	Fin keel

## Propulsion

Engine	Vetus Mitsubishi M4.14 marine diesel engine 33 hp 4 cylinder, naturally aspirated, indirectly cooled Mechanical reversing marine gearbox Single lever morse control
Fuel	Diesel
Fuel capacity	175 litres

## Accommodation

Drinking water capacity	285 litres
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## Description

Jacques De Ridder worked for some of the most prestigious shipyards and naval architects in Europe; including De Vries Lentsch, EC Stadt and Royal Huisman, before opening his own design office in 1973. His designs include the highly capable High Tension 36, Huisman 37 and many of the Etap designs through the 1980's and 90's.

The Domp Kruiser 1030 SALTICUS is a heavy displacement, steel hulled cruising yacht designed to be a capable offshore cruiser with spacious accommodation. With her current owners since 1999; she has safely completed a trans-atlantic circuit as well as extensively cruising the waters of Scotland, Ireland, Norway, France, Spain and Portugal. Now reluctantly offered for sale she has an extensive inventory which includes:

- Vetus Mitsubishi M4.14 marine diesel engine
- Raymarine ST4000+ autopilot system
- VDO Logic navigation instruments
- Navman 7100 DSC VHF
- Monitor windvane system
- Mastervolt Battery Mass 12/25 Charger
- Ampair Aquair 100 dual purpose wind/aqua generator
- Raritan Electroscan black water purifier unit
- Techimpex Nautic gas cooker. 3 burner and oven. Gimbal mounted
- Jabsco manual marine toilet
- Comprehensive sail wardrobe
- 4 person cannister liferaft
- 2018 Survey (with full ultrasound report included) available upon request

If you're looking for a robust cruising yacht, capable of crossing oceans or venturing to northern climes the Domp Kruiser 1030 SALTICUS offers great value for money. Currently lying ashore and ready for viewing in Craobh Marina.

### OWNER'S COMMENTS:

After several years of racing high performance dinghies, we started looking for a yacht that would take us to further horizons. We bought Salticus for her ruggedness, good looks and ease of sailing, as well as her potential for long distance cruising. After a year in Scotland, we went to the Orkneys and Shetland and then on to Norway. Following a year's preparation, we set off south for France, Spain and Portugal, and then on to the Canaries, the Caribbean and

North America for 2 years before returning via the north Atlantic route. Since then we have been exploring the west coast of Scotland.

At all times we (two-handed) felt safe and secure, and the boat has been easy to sail in all conditions from gentle breezes to force 9 (and more). She is small enough to squeeze into any marina or anchorage and yet feels big enough to take on all conditions, including a Nor'easter when crossing the Gulf Stream, or even the Corryvreckan... We will shed a tear when we part ways, but we feel it is time for someone else to realise the potential that Salticus continues to offer, and we wish you safe passages and fair winds wherever you go in her.

## CONSTRUCTION

### Hull Construction:

Welded plate steel hull

Steel formed internal structural members, welded to hull plating

6mm plate to form keel and hull bottom plates

5mm plate to form second plate

4mm plate to form third plate

Underwater hull plates coated with International Paints primer and antifouling

Topsides finished in International Paints Toplac snow white gloss paint

2018 Survey available with ultrasound report

### Deck & Superstructure Construction:

Welded plate steel deck, coachroof superstructure and self-draining cockpit

4mm plate steel to form decks and 3mm superstructure

Decks finished with International Paints Toplac snow white gloss paint and Interdeck grey non-slip deck paint

Laid teak decking panels to finish cockpit seating

### Keel & Rudder:

Steel plate formed fin keel

Lead ballast

Steel plate formed rudder

## MACHINERY

### Engine & gearbox:

Vetus Mitsubishi M4.14 marine diesel engine

33 hp

4 cylinder, naturally aspirated, indirectly cooled

Mechanical reversing marine gearbox

Single lever morse control

### Maintenance & Performance:

Engine serviced annually

Flexible exhaust hose system replaced in 2022

Recorded engine running hours 3,320hrs @September 2023

### Propulsion & Steering:

Stainless steel propeller shaft

Conventional stuffing type stern gland

3 blade, bronze fixed prop

Rope cutter

Laminated hardwood tiller steering

Spinlock tiller extension

Emergency tiller in steel

### Autopilot:

Raymarine ST4000+ autopilot system

Raymarine tiller drive unit

Windvane Self-steering:  
Monitor windvane system  
SOS emergency rudder

## ELECTRICAL SYSTEMS

Voltage systems:  
12VDC onboard power system  
230VAC shore power system

Shore Power:  
Extension lead to connect to shore supply  
Single 16amp connection point  
Hardwired system with RCD Protection  
3 pin UK sockets, battery charger, water heater

Battery Banks:  
Domestic Batteries – 2x 12VDC, 120Ah, AGM (2018)  
Engine Battery – 1x 12VDC, 96Ah, AGM (2018)

Battery Charger:  
Mastervolt Battery Mass 12/25 Charger  
230VAC – 12VDC, 25amp

Alternator:  
Single engine driven alternator

Wind/Towed Generator:  
Ampair Aquair 100 dual purpose generator  
Fitted with wind blades, hoist in rigging to act as wind generator  
Fitted with towing line and propeller can be towed under sail to create charge

Solar Panel:  
Removable panel with charge controller  
80W panel which can produce maximum of 4amps

Battery Monitoring:  
Mastervolt BattMann display x2

Inverter:  
12VDC – 230VAC

Other Electrical:  
Selection of 12VDC USB charging sockets in saloon and cabins

## PLUMBING

Fresh Water:  
Pressurised hot and cold water system  
Mixer taps in galley and heads  
Hot water provided from calorifier heated by engine cooling water or 230VAC immersion heater

Bilge Pumps:  
Manual Bilge Pump  
Electric Bilge Pump

Black Water:

Raritan Electroscan purifier unit  
Remote control panel  
Discharging overboard or to holding tank

Gas System:

Self-draining gas locker in cockpit  
2x Camping Gaz cylinders  
Gas Safe certificate issued July 2023

Fuel System:

Operates with main bilge tank and day tank  
Manually pumped fuel transfer between tanks  
Level gauge on day tank  
Primary fuel filter easily accessible from heads compartment

TANKAGE

Fuel:

Two diesel tanks  
Both tanks of stainless steel construction  
Main bilge tank approximate capacity – 130ltrs  
Day tank approximate capacity – 45ltrs  
Combined total approximate capacity – 175ltrs

Fresh Water:

Total of three tanks  
All tanks of stainless steel construction  
Forward tank approximate capacity – 150ltrs  
Saloon port and starboard tanks approximate capacity – 67ltrs each  
Combined approximated total capacity – 285ltrs  
Forward tank can be isolated from bilge

Holding Tank:

Twin holding tanks  
Stainless steel tank construction  
Discharging overboard or via deck suction

Calorifier:

Insulated hot water tank  
Heated by engine cooling water or 230VAC immersion heater

Tank Monitoring

Diesel tank gauge – VDO display

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

Depth – VDO Logic  
Speed/Log – VDO Logic  
Wind – VDO Logic  
Electronic Compass – VDO Logic  
GPS – Furuno GP39  
Magnetic Compass

Communications Equipment:

DSC VHF – Navman 7100 DSCVHF with remote handset at companionway for use from cockpit

## DOMESTIC EQUIPMENT

### Galley:

Galley Stove – Techimpex Nautic gas cooker. 3 burner and oven. Gimbal mounted  
Fridge – Built-in, top loading fridge with Isotherm chiller plate and compressor system  
Double stainless steel sinks

### Heads:

Heads – Jabsco manual marine toilet  
Wash hand basin  
Mixer tap/shower fitting

### Lighting:

All lighting below decks fitted with LED bulbs (except heads)  
Red lighting at chart table

### Entertainment:

Radio/CD/Aux input stereo  
Speakers in saloon

## ACCOMMODATION

### Summary of Accommodation:

Forward cabin with double berth  
Saloon with two short single berths  
Nav Station  
Galley  
Double quarter berth

### Accommodation Finish:

Joinery work of teak veneered plywood with solid teak trims  
Joinery work finished in satin varnish  
Hull sides lined with teak face plywood  
Teak and holly veneered soleboards  
Offwhite painted headlining

### Description of Accommodation from Forward:

#### Forward Cabin:

Double V-berth forward  
Shelf above berth to starboard for storage of bulky items  
Standing room between bunks aft.  
Lockers outboard to port and starboard with countertops above lockers

#### Saloon:

Hanging locker to starboard with shelved locker to port.  
L-Shaped settee to starboard  
Bench settee to port  
Both settees convert to short single berths  
Storage lockers outboard of settee backs with lockers beneath seat bases  
Locker tops outboard of seat backs  
Locker units above with doored lockers forward and aft with central bookshelf

#### Nav Station:

Nav station located aft of saloon to starboard  
Chart table outboard with chart storage in table top

Storage lockers beneath

Galley:

Double stainless steel sink inboard forward  
Gimbal mounted gas cooker outboard  
Worktop section forward with top loading fridge beneath  
Worktop section aft with drawers beneath  
Lockers above worktop outboard

Heads:

To starboard side of companionway  
Manual marine toilet inboard aft  
Counter top with inset wash hand basin outboard  
Access aft of heads to machinery spaced with access to primary filters, battery isolators and electroscan black water unit

Quarter Berth:

Double berth running aft on port side.  
Berth extending inboard beneath cockpit  
Storage space beneath berth with access to sterngear

#### DECK EQUIPMENT

Rig:

Deck stepped, double spreader, masthead sloop rig  
White painted alloy mast and spars, manufactured by Holland Spars  
Stainless steel standing rigging – replaced in 2000  
Sailspar roller reefing system fitted on forestay for roller reefing genoa  
Continuous line roller reefing system  
Removable inner forestay, hank-on sails rigged on inner forestay  
Harken babystay tensioning system with control line lead aft to cockpit  
Barbarossa mechanical backstay tensioner  
Block and tackle kicker  
Spinnaker pole  
Rutgerson mainsheet track and traveller  
EasyBlock Hi-Lo mainsheet system  
Barton genoa tracks and cars

Winches:

Primary Winches – 2x Lewmar 48, three-speed  
Secondary Winches - 2x Lewmar 30, two-speed, self-tailing  
Mast Winches – 2x Lewmar 40, two-speed  
Mast Reefing Winch – 1x Lewmar 24, two-speed

Sails:

Mainsail – White Dacron, slab reefing, 3 full reefs.  
Genoa – White Dacron, blue UV strip roller reefing, 125%  
Genoa – White Dacron, roller reefing, 100%  
Working Jib – White Dacron, hank-on  
Spinnaker  
Storm Jib – Hank-on  
Trysail

Canvas Work:

Mainsail Cover – With 'Salticus' on in white  
Sprayhood – Blue on stainless steel frame



Cockpit Tent – Blue, in two sections

General:

Double bow roller

Stainless steel pulpit and pushpit rails

Stainless steel, deck mounted stanchions supporting double tier guardwires.

Guardwires replaced in 2022

Anchor windlass mounted centrally on foredeck

Stainless steel mooring cleats forward, midships and aft

Primary and secondary winches mounted on coaming top

Mainsheet track spanning cockpit immediately aft of companionway

Instruments mounted on pod above companionway

Stainless steel grabrails on coachroof top outboard to port and starboard

Liferaft mounted on coachroof top

Stainless steel antenna pole mounted on transom

Monitor windvane mounted on transom

Transom mounted stainless steel boarding ladder

Anchoring & Mooring:

Bower Anchor – 35lb CQR anchor on 60m chain rode

Windlass – Vetus vertical manual windlass

Mooring Warps – Selection

Fenders - Selection

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 Tri-Colour Light

Masthead Anchor Light

Steaming Light

Low Level Navigation Lights

Life saving:

Liferaft – Ocean Safety 4 person cannister, secured in deck cradle.

Horeshoe Buoy with Danbuoy

Oscar MOB rescue sling

Webbing jackstays

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













