

MARK CAMERON YACHTS

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

Tel: +44 (0)7988 763 254 |



Fisher 37

£65,000 GBP

United Kingdom

Two cabin layout with spacious deck house

Manufacturer/Model	Fisher 37
Name	Java Moon
Designer	Wyatt and Freeman
Year	1984
Category	Sail
New or used	Used
Status	Available
Price	£65,000 GBP

Price comment

Two cabin layout with spacious deck
house

Lying

Oban, Argyll, United Kingdom

Specifications

Length overall	12.95 m
Length waterline	11.33 m
Beam	3.66 m
Draft	1.60 m
Displacement	14,224 kg
Hull	GRP
Keel	Long keel

Propulsion

Engine	Sabre Marine diesel engine Marinised Ford 2722 diesel engine 80HP 4 cylinder, naturally aspirated, indirectly cooled. Borg Warner CR-71 Velvet Drive hydraulic gearbox
Engine hours	6,851 hours
Fuel	Diesel
Fuel capacity	400 litres

Accommodation

Drinking water capacity	380 litres
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Description

The third model of the Fisher range to be built, the Fisher 37, was the company's flagship model and continued in production with Northshore until the demise of Fisher production. Unusually for Fisher models, there was never a MkII version with the owner customising the internal layout from the standard at the time of build. Retaining the iconic styling, the Fisher 37 boasts all the desirable features of her smaller sister ships, including the high ballast ratio, walkaround decks, ketch rig and deep well-protected cockpit. The class has proven to be a highly capable offshore cruiser with examples to be found cruising in all corners of the globe.

A familiar sight on the west coast of Scotland the Fisher 37 JAVA MOON is a later example of the popular Fisher 37 with the modern layout, including separate aft cabin and heads located forward. In the same family ownership for more than two decades, she is now reluctantly offered for sale. Her inventory highlights include:

Underwater hull stripped and treated for Osmosis 2024/25
Ford/Sabre (Ford 2722) marined diesel engine with Borg Warner Velvet Drive gearbox
Vetus tunnel-mounted 75kgf bow thruster with dedicated battery
Sterling Power Products ProSplit-R charge splitting diode
Sterling Power Pro Charge Ultra, 60amp battery charger
Garmin EchoMap 50S chart plotter
NASA Clipper navigation instruments
Icom IC-M423G GPS with internal GPS receiver
Ebersapcher diesel-fired, blown-air heating system.
Blakes manual marine toilet
Plastimo Neptune 2500 gas cooker, two burner, grill and oven
Cutter rigged ketch with roller reefing genoa and staysail
Simpson Lawrence Sealion electric windlass

Lying ashore for the winter in Ardoran Marine, near Oban the Fisher 37 JAVA MOON is available for immediate viewing by prior appointment.

CONSTRUCTION

Hull Construction:

Single-piece GRP moulded hull with full-length keel.
Hand-consolidated laminate.
Teak faced marine plywood bulkheads, glassed to hull and deck.
Gelcoat finish externally, now finished with two-pack paint.
Skeg supported, full-depth rudder.
Hardwood imitation top strakes.
Underwater hull stripped and treated for Osmosis 2024/25
Underwater hull finished with red antifouling

Deck & Superstructure Construction:

GRP moulded deck with integrated cockpit, coachroof superstructure, side decks and bulwarks.
Moulded GRP wheelhouse joined to deck moulding below window line.
Hand-consolidated laminate, balsa core in the way of horizontal panels.
Gelcoat finish externally.
Treadmaster non-slip panels to finish deck and coachroof top.
Hardwood grabrails, capping rail and coaming tops.
Treadmaster non-slip panels to finish cockpit seating tops with teak sole grating

Keel:

Full-length keel as part of hull moulding.
Encapsulated ballast within keel.

Rudder:

Full-depth skeg hung rudder.
Stainless steel rudder stock.
Conventional greaser type stuffing gland.

MACHINERY

Engine & gearbox:

Sabre Marine diesel engine
Marinised Ford 2722 diesel engine
80HP
4 cylinder, naturally aspirated, indirectly cooled.
Borg Warner CR-71 Velvet Drive hydraulic gearbox
Engine panel with gauges for RPM, Oil Pressure, Water Temperature, and Volts
Single lever morse control
Engine space extractor fan

Maintenance & Performance:

Engine currently winterised
Recorded engine running hours 6851hrs
Cruising speed 7kts @ 1800RPM

Propulsion & Steering:

Stainless steel prop shaft.
Conventional stuffing type stern gland
3 blade bronze, fixed propeller
Single internal helm station with wheel steering
Rod linkage type steering system
Tiller in cockpit

Autopilot:

Autohelm ST6000 control head
Autohelm type 100 course computer

Autohelm drive unit

Bow Thruster:

Vetus tunnel mounted 75kgf bow thruster

Joystick type controller at helm station

With dedicated battery located forward

ELECTRICAL SYSTEMS

Voltage systems:

12VDC onboard power systems

240VDC shore power system.

Shore Power:

Extension lead to connect shore power supply

Single 16amp connection point

Hardwired system with RCD protection

Galvanic isolator

3 pin UK sockets and battery charger

Battery Banks:

Domestic Battery Bank – 3x 12VDC, 100Ah, lead acid

Engine Battery Bank – 2x 12VDC, 100Ah, lead acid

Bow Thruster Battery – 1x 12VDC, 100Ah, lead acid

Alternator:

Single engine driven alternator.

Sterling Power Products ProSplit-R charge splitting diode

Battery Charging:

Sterling Power Pro Charge Ultra

240VAC – 12VDC

60amp, three outputs.

Battery Monitor:

Voltmeter on engine control panel

USB and 12Vdc auxiliary charging sockets in wheelhouse

PLUMBING

Fresh Water:

Pressurised hot and cold fresh water system.

Mixer tap in galley

Hot and cold water taps in heads

Shower head mounted on bulkhead in heads

Hot water provided from calorifier heated by engine cooling water

Bilge Pumps:

Manual bilge pump located in cockpit.

Electric bilge pump with manual.

TANKAGE

Fuel:

Single tank of mild steel construction

Approximate capacity 400ltrs

Fresh Water:

Single tank.

Approximate capacity 380ltr

NAVIGATION & COMMUNICATION EQUIPMENT

In Wheelhouse:

Depth – NASA Target 2 LCD display

Speed/Log – NASA Clipper

Wind – NASA Clipper Wind LCD display

Plotter – Garmin EchoMap 50S

GPS – Furuno GP-31 GPS Navigator

Radar – Furuno GaAs radar system with mast-mounted scanner

Magnetic Compass – Plastimo Offshore 95

Communications Equipment:

VHF – Icom IC-M423G GPS with internal GPS receiver

DOMESTIC EQUIPMENT

Galley:

Cooker – Plastimo Neptune 2500 gas cooker, 2 burner, oven and grill. Gimbal mounted with pan clamps

Fridge – Isotherm front loading fridge with icebox

Double stainless steel sink

Mixer tap

Heads:

Blakes manual marine toilet

Wash hand basin

Hot and cold taps

Bulkhead mounted shower head fitting

Heating & Ventilation:

Ebersapcher diesel-fired, blown-air heating system.

Thermostatic cabin controller for heater

Outlets for heater in forward cabin, saloon and wheelhouse

Selection of opening deck hatches, portlights and wheelhouse windows

Extractor fan in galley and aft cabin

Entertainment:

Sony Radio/CD/USB head unit

Speakers in saloon and wheelhouse

Lighting:

Overhead lighting throughout accommodation

Bulkhead-mounted lighting in forward and aft cabins

ACCOMMODATION

Summary of Accommodation:

Accommodation for seven.

Master cabin forward.

Heads

Saloon converting to two occasional single berths or a single berth and a double berth

Aft cabin to port with double berth

Galley to starboard

Wheelhouse seating with table.

Accommodation Finish:

Joinery work in traditional style with teak veneer finish.
Soleboard of painted plywood with fitted carpet to finish in cabins.
Treadmaster non-slip finish to soleboards in wheelhouse
Mid blue patterned upholstery in wheelhouse
Faun patterned upholstery throughout cabins
Heads finished in a ivory laminate with varnished teak trims.
Teak sole grating in heads
Headlining below decks and in wheelhouse finished in vinyl covered panels

Description of Accommodation from Forward:

Forward Cabin:

Two large single berths in traditional v-berth configuration.
In-fill section creating large double bunk.
Bin type lockers, under forward section of bunk with access to bow thruster and dedicated battery
Two level locker storage beneath aft end of bunks with door to access lower section without lifting cushions
Standing between bunks when infill not in use.
Standing room aft of bunks.
Full height hanging locker with louver door outboard to starboard
Port holes in topsides, above bunk level forward.
Opening portholes in coachroof sides
Opening deck hatch overhead.
Bulkhead mounted escape ladder.
Heads:
Located to port aft of forward cabin
Blakes manual marine toilet, mounted outboard aft
Countertop running full depth of compartment forward with inset stainless steel wash hand basin located centrally
Shower head mounted on aft bulkhead inboard
Selection of vanity lockers beneath countertop
Full height hanging locker with louver door opposite heads

Saloon:

Bench-style settee running length of saloon to starboard.
L-shaped settee on the port side.
Saloon table, mounted centrally, drop leaves to both port and starboard sides with bottle storage in the central section
Storage lockers outboard of seating, overhead, port and starboard, selection of lockers and bookshelves.
Cave lockers behind seat backs.
Lockers below starboard settee with locker doors in settee base to access without lifting cushions.
Storage drawers below forward and aft sections of port side settee.
Opening portlights in coachroof sides.

Galley:

Linear galley aft of saloon to starboard
Worktop running the length of galley outboard and across forward and aft ends
Worktop section forward with two storage shelves/storage racks above
Double stainless steel sinks inset to worktop, outboard forward with in-fill sections to cover when not in use
Gimbal mounted gas cooker inset to worktop aft with cover infill
Front-loading fridge mounted below aft, thwart ships section of worktop
Selection of lockers outboard of worktop with sliding perspex doors and storage shelves above
Under sink storage locker beneath worktop
5 drawers beneath forward section of worktop

Aft Cabin:

Standing room forward
Louver doored hanging locker outboard forward

Storage unit with 5 drawers and shelf above, aft of hanging locker
Double bunk extending aft

Wheelhouse:

Access to cockpit via sliding door aft to port.
Access to saloon via companionway steps to port of helm.
Helm station located to starboard, forward with ships wheel, engine dash and navigation instrumentation.
Chart table and working area outboard of helm station to starboard, storage within table unit.
Worktop outboard of companionway to port, storage within top of worktop unit
Fold up, upholstered helmsmans seat
Bench settees running aft to port and starboard sides
Two chart storage lockers beneath port side settee
Large, full depth storage locker beneath port side settee
Bulkhead mounted folding wheel house table with additional drop leaf to port side
Sole of wheelhouse lifting to provide access to engine space.
Selection of opening windows with large opening deck hatch over helm station.

DECK EQUIPMENT

Rig:

Deck stepped, masthead, cutter rigged ketch rig.
Alloy mast and spars finished in silver anodising
1x19 stainless steel standing rigging.
Roller reefing system on forestay
Roller reefing system on inner forestay for staysail
Slab reefing mainsail and mizzen
Mizzen mast-mounted radar scanner.
Deck flood light
Self-tacking track for staysail

Winches:

Primary Winches – Lewmar 43, two-speed, self-tailing, X2
Secondary Winches – Lewmar 16, two-speed, self-tailing x2
Main Mast Winches – Single speed x2
Mizzen Mast Winches – Single speed x1

Sails:

Genoa – Tan Dacron, high cut sail, roller reefing
Mainsail – Tan Dacron, slab reefing
Mizzen – Tan Dacron, slab reefing

Canvas Work:

Mainsail Cover – Stack pack style cover with mast boot and lazy jacks.
Mizzen Cover – Stack pack style covers with mast boot and lazy jacks.

Anchoring & Mooring:

Bower Anchor – 45lb CQR anchor on chain rode
Kedge Anchor – Fisherman type anchor
Electric Windlass – Simpson Lawrence Sealion electric windlass, power-up only
Fenders – Selection
Warps – Selection

General:

Stainless steel bowsprit forward with wire bobstay
Double bow rollers built into bowsprit with anchor stowing in starboard side roller
Capping rail-mounted fairleads forward, port and starboard.
Stainless steel, capping rail-mounted stanchions supporting single, plastic coated guardwire forward.

Guardwire gates port and starboard amidships and aft.
Alloy mooring cleats forward and midships.
Stainless steel Sampson posts mounted on caprail aft.
Electric anchor windlass mounted on foredeck, anchor chain self-stowing in below-deck locker
Moulded bulwarks with hardwood capping rail running the length of the decks outboard.
Caprail-mounted pin-stop type genoa tracks mounted on caprail in the way of the wheelhouse port and starboard.
Self-taking track for staysail mounted on coachroof top immediately forward of mast step
Hardwood grabrails running the length of the coachroof and wheelhouse
Hardwood liferaft storage cradle in front of wheelhouse on coachroof top
Wheelhouse roof mounted mainsheet track with car control lines.
Large sliding wheelhouse roof hatch
Moulded coaming protecting cockpit with hardwood capping
Coaming mounted primary winches port and starboard.
Secondary winches mounted on stainless steel brackets outboard of coamings
Seating around edges of cockpit, port and starboard and aft.
Folding cockpit table mounting on full adjustable mounting leg
Lockers beneath seating.
Aft seat lid providing access to steering gear.
Outboard storage bracket mounted on aft rail to starboard
Transom mounted, folding, stainless steel swimming ladder with teak tread plates

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 on wheelhouse
Masthead anchor light
Mast mounted deck flood / steaming light unit

Life saving:

Horseshoe buoy

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.

Unless otherwise stated on the published sales specification the following presumptions are made:

Shaft seal or sail drive diaphragms are more than 5 years old.

Fuel, gas hoses and gas regulators are more than 5 years old.

The vessel doesn't currently have a GasSafe certificate issued within the last 5 years.

Standing rigging and sails are more than 10 years old.











