

MARK **CAMERON** YACHTS

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

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



McGruer 42' Sloop

£64,000 GBP

United Kingdom

A beautifully designed James McGruer sloop

Manufacturer/Model	McGruer 42' Sloop
Name	KELANA of CLYNDER
Designer	James McGruer
Year	1946
Category	Sail
Status	Available
Price	£64,000 GBP
Price comment	A beautifully designed James McGruer sloop

Lying

Dumbartonshire, United Kingdom

Specifications

Length overall	12.87 m
Length waterline	9.14 m
Beam	2.97 m
Draft	2.01 m
Displacement	10,160 kg
Hull	Carvel Mahogany planking on Oak frames.
Keel	Fin keel

Propulsion

Engine	Yanmar 3YM30AE Professionally installed April 2019. 29hp @ 3,200RPM. 3 cylinder, naturally aspirated, indirectly cooled Kanzaki mechanical reversing gearbox
Fuel	Diesel

Description

A rare opportunity to acquire **KELANA of CLYNDER**, a beautiful sloop designed by renowned Scottish naval architect, **James McGruer**. The first **McGruer** to be launched following World War II.

KELANA of CLYNDER is famously the first pleasure yacht to slide down the rails of the highly respected **McGruer** yard in Clynder following the end of World War II. Commissioned by her owner in 1939 just prior to the onset of war the timber for her construction lay at the yard patiently waiting on peace to resume.

Unlike her meter rated sisterships she was built primarily as a fast cruiser with no compromise in design to influence her RORC rating. At the time her builders noted 'in the main it is the fast boats which win rather than those with particularly low ratings'. With the **James McGruer** designed 6m racers dominating events following the war the launch of **KELANA of CLYNDER** was much anticipated by the yachting press. In the seasons which followed she proved to be every bit as capable as the performance-orientated **McGruer** designs. Since her build **KELANA of CLYNDER** has become a familiar sight on Scotland's west coast with the unmistakable silhouette of **McGruer** designed classic.

Lovingly cared for **KELANA of CLYNDER** benefits from significant upgrading in recent years; her inventory highlights including:

Mahogany planking on grown oak frames

Galvanised strap floors, majority re-galvanised in last 20 years.

Strap floors in way of engine replaced with stainless steel items in last 20 years.

Replacement laid teak deck.

Professionally re-painted topsides winter 2020/21

Yanmar 3YM30AE, professionally installed April 2019.

Engine driven hydraulic system for windlass, re-piped in 2019.

New batteries installed in 2020

Bainbridge Neptune 4500 gas cooker

Blakes marine toilet.

Eberspacher cabin heating

Anodised alloy mast and spars

Harken, two-speed, self-tailing primary winches

Custom-built clinker dinghy

We hold on file a copy of the original 1947 Yachting World review of **KELANA of CLYNDER** available on request along with a large number of additional photos.

Wintering ashore undercover in a shed **KELANA of CLYNDER** is available for viewing strictly by prior appointment and in line with the latest Government COVID-19 restrictions.

KELANA of CLYNDER – A Brief History

Kelana's design was commissioned just before the war but she was not built until peace returned, being the first

pleasure vessel launched by McGruer and Co after the war ended. As the first post-war yacht in James McGruer's distinguished and beautiful body of work, he put her at the head of a distinguished family of 17 ton, 30 ft waterline yawls – Kelana of Clynder, Sule Skerry, Westward of Clynder, Marguerita Helena III, and Coigach - that stood distinct from his 8-metre Cruiser Racer portfolio for which he is noteworthy.

In Kelana, we see James McGruer hallmarks in their infancy, such as the beautiful sheer running from drawn out ends, his distinctive forefoot and a post-war iteration of his fixed deckhouse. Writing about Coigach in Yachting Monthly in 1963, D Cormack, writes, 'Kelana was, and still is, one of the most admired and successful fast cruisers/handicap racers on the Clyde and, appearing when she did, she set an immediate standard for post-war perfection that is even now hard to beat. To class Coigach as an improved Kelana is to shower her with praise.' Kelana of Clynder was drawn for W Ross McLean and his wife, Marjorie, who together named her Kelana, meaning "wanderer" in Malay. Throughout their ownership, they raced Kelana competitively and with her dark blue hull and enviable race results, she became a quiet institution on the west coast of Scotland. During Clyde Week in 1954, Kelana raced five races, scoring four firsts and a second. She won the Clyde Week championship trophy and two further trophies that year.

Recording the second day of the fortnight, the Yachting World Annual reports, "That was the day she [Kinil] was soundly beaten by W. Ross McLean in his 12-ton sloop Kelana, whose beautiful high sheer forward was seen at its best when the yachts were turning to windward on the back of Cumbrae. The bigger seas were stopping the "six" but Kelana was trampling them down underfoot, and so little was coming aboard that one of the hands was lying sunbathing in the bows in perfect comfort."

These contemporary accounts underscore her racing performance which even today allows her to hold her own against modern yachts.

From the notes of Gordon Drysdale who researched the early history of KELANA OF CLYNDER for the article 'Deliverance to KELANA', featured in the Royal Thames Review 2016.

Owner's Comment:

I have owned Kelana for over 20 years and she has given enormous pleasure to my friends and I. She has won a few races (especially passage races) and has a decent turn of speed. I did a number of cruises over the west coast as far as Barra and Torridon and she is great for a week's cruise with 2 or 3 friends; its very nice to sit in the mahogany saloon at the end of a day's sailing and plan the next day with the charts out on the saloon table. She is very smooth in her motion and has nice wide decks and a compact but deep cockpit – so you feel safe in her. She is a pretty boat and I always tend to get a lot of people coming over to ask about her history and take photographs."

CONSTRUCTION

Hull Construction:

Mahogany on oak.

Grown oak frames

Galvanised strap floors, majority re-galvanised in last 20 years.

Strap floors in way of engine replaced with stainless steel items in last 20 years.

Oak beam shelf

Topsides finished in white gloss paint.

Deck & Superstructure Construction:

Oak deck beams

Welded steel deck beams in way of mast.

Galvanised hanging knees forward of mast.

Original teak laid plank deck overlaid with new teak deck.

Teak covering boards

Teak capping rail

Mahogany coachroof sides and deckhouse.

Quartersawn pitch pine planking to finish coachroof top.

Keel & Rudder:

Lead ballast keel

Bronze keel bolts.

Laminated mahogany rudder.

MACHINERY

Engine & gearbox:

Yanmar 3YM30AE

Professionally installed April 2019.

29hp @ 3,200RPM.

3 cylinder, naturally aspirated, indirectly cooled

Kanzaki mechanical reversing gearbox

Single lever morse control

Maintenance & Performance:

Engine serviced Autumn 2019.

Cruising speed 5.5kts

Propulsion & Steering:

Stainless steel propellor shaft

Traditional stuffing type stern gland with remote greaser.

2 blade bronze propellor.

Hydraulics:

Engine driven system.

Manually engaged pump to drive windlass.

New hoses fitted 2019

ELECTRICAL SYSTEMS

Voltage systems:

12VDC onboard power system

Battery Banks:

Domestic batteries – 1x 12VDC (2020)

Engine battery 1x 12VDC (2020)

Alternator:

12VDC, 125amp.

Multi-vee drive belt.

PLUMBING

Fresh Water:

Coldwater only system.

Hand pumped faucet in galley and heads.

Foot pumped faucet in galley

Electrically pumped faucet in galley

Bilge Pumps:

2x Whale, bronze stirrup type pumps.

1 x Modern manual diaphragm-type pump.

2x Electric bilge pumps with manual and auto-switching.

Deck Wash:

Electric, saltwater deck wash system

Jabsco stainless steel twist and locker deck fitting on foredeck.

Hose with trigger gun.

TANKAGE

Fuel:

Single stainless steel tank.

With inspection hatch

Cleaned out in 2015.

Fresh Water:

Single stainless steel tank

With inspection hatch

NAVIGATION & COMMUNICATION EQUIPMENT

Depth – Autohelm ST50, mounted inside deckhouse, visible from cockpit.

GPS – Garmin GPS 128, mounted inside deckhouse, visible from cockpit

Compass – Ritchie magnetic compass mounted in cockpit

VHF – Icom IC-M421, mounted inside deckhouse, visible from cockpit

DOMESTIC EQUIPMENT

Galley:

Bainbridge Neptune 4500 gas cooker, 2 burner, grill and oven with pan clamps.

Stainless steel sink

Drying rack.

Heads:

Blakes Minor manual marine heads.

Heating & Ventilation:

Eberspacher diesel fired, blown air system with thermostatic cabin controller.

Selection of dorade ventilators and opening deck hatches to provide ventilation.

Lighting:

Selection of bulkhead mounted and under deck lights.

ACCOMMODATION

Summary of Accommodation:

6 berths

1 heads

Midships galley

Accommodation Finish:

Traditional style interior.

Joinery work of mahogany finished in varnish

Hull sides finished in white gloss paint.

Deckhead finished in white paint.

Description of Accommodation from Forward:

Forepeak:

Open all the way to the stem.

Two single berths outboard port and starboard.

Storage forward of bunks

Anchor chain stowing in a box between berths forward.

Sail bin below bunk.

Heads:

Located in walkthrough from saloon to forepeak.

Double doors close to create heads compartment.

Baby Minor, manual marine toilet located outboard aft.

Stainless steel sink on sliding countertop outboard.

Galley:

Located at forward port end of saloon.

Compact L-shaped galley.

Gas cooker mounted at forward end, facing aft with stainless steel splashback on bulkhead immediately forward.

Short worktop section running aft from cooker outboard with inset stainless steel sink and drying rack.

Storage lockers below and outboard of worktop.

Shaped crockery storage until outboard of worktop aft.

Saloon:

Linear bench settees port and starboard.

Both settees converting to single berths, starboard settee base pulling out to extend bunk width.

Storage lockers outboard of seatbacks overhead with bookshelves between.

Double dropleaf saloon table fixed centrally, with bottle storage in table.

Small countertop dresser unit forward of starboard settee and aft of port settee, drawers beneath countertop, bottle storage space beneath port settee drawer

Hanging space aft of starboard settee with countertop underneath, drawer below and outboard.

Dedicated hanging locker to port after of dresser unit

Deckhouse:

Windows forward, port and starboard.

Raised engine box aft.

Quarter berths outboard port and starboard, extending aft under cockpit.

Corner seats in aft corners port and starboard.

DECK EQUIPMENT

Rig:

Keel stepped, double spreader, masthead sloop rig.

Gold anodised alloy mast and spars.

Silver anodised alloy spinnaker pole (2019)

Standing rigging of 1x19 stainless steel with chromed bronze rigging screws.

Removable inner forestay

Running backstays, tensioned by Highfield levers mounted outboard of cockpit port and starboard.

Harken roller reefing system on forestay for roller reefing genoa.

Slab reefing mainsail.

Block and tackle kicker.

Bronze pinstop style genoa tracks mounted on toerails outboard of the deck.

Boom crutch securing in aft port corner of cockpit.

Winches:

Primary winches – 2x Harken 48, bronze, self-tailing, two speed.

Secondary winches – 2x traditional bronze winches, two speed.

Mast mounted reefing winch – 1x Harken ?? self-tailing, two speed.

Mast Halyard winches – 2x captive wire rope, bronze, two speed.

Sails:

Mainsail – White dacron, partially battened, slab reefing, 3 full reefs

Genoa – White dacron with blue UV strip. Roller reefing.

#1 Jib – High cut, white dacron, roller reefing

Spinnaker

Reaching spinnaker

Storm jib – Hank-on to removable inner forestay

Canvas Work:

Mainsail Cover.

Cockpit cover

Anchoring & Mooring:

Bower Anchor – CQR 35lb on chain rode, 60m.

Kedge Anchor – Fishermans anchor.

Grapnel anchor.

Anchor Windlass – Simpson Lawrence hydraulic windlass, chain gypsy with warping drum.

Mooring warps – Selection

Fenders - Selection

Tender:

Clinker built wooden dinghy, built by Adrian Morgan, Ullapool.

Larch on oak finished in varnish.

Gunter sailing rig for dinghy included.

Outboard – Yamaha Malta 3hp, 2-stroke.

General:

Stainless steel pulpit and pushpit rails

Stainless steel deck mounted stanchion supporting two tier stainless steel guardwires.

Guardwire gates port and starboard.

Twin stainless steel bow rollers.

Anchor stowing on deck chocks forward of windlass.

Single mooring cleat mounted centrally forward and aft

Dorade type ventilators forward of mast.

Hard wood grabrail running the length of the coachroof from the mast aft, port and starboard

Hardwood grabrail running the length of the deck house on outboard edge port and starboard.

Deep cockpit protected by coaming.

Primary winches mounted outboard of coaming on stainless steel mounting.

Secondary winches mounted outboard of coaming aft on timber mountings.

Solid ash tiller at aft end of cockpit.

Corner seats at forward end of cockpit.

Removable cockpit seat aft for use in harbour.

Removable cockpit table, securing to coamings.

Short section of deck aft of cockpit with lazarettee locker beneath accessed through opening deck hatch.

Hardwood bench seat on pushpit rail.

Outboard storage bracket on pushpit rail.

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

Mast mounted steaming light

Low level navigation lights

Deck flood light.

Life saving:

Liferaft – Seago 6 person valise raft, service due March 2021.

KIM MOB rescue sling

Horseshoe buoy with light and drogue

Danbuoy

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.









