

ED BURNETT NIGEL IRENS 30 FT GAFF CUTTER - SOLD



Specification

MEAGAN

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Designer	Ed Burnett & Nigel Irens	Length waterline	26 ft 10 in / 8.18 m	Engine	Lombardini M1204 4 cvl Diesel
Builder	Andrew Goss	Beam	9 ft 6 in / 2.89 m	Location	United Kingdom
Date	2000	Draft	5 ft 6 in / 1.68 m	Price	Sold
Length overall	38 ft 0 in / 11.58 m	Displacement	7.89 Tonnes		
Length deck	30 ft 0 in / 9.14 m	Construction	Strip plank wood epoxy		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

MEAGAN is the second of three 30 ft gaff cutters from the board of the late Ed Burnett in association with Nigel Irens; a sister ship to ZINNIA (which completed an Atlantic circuit) and FOXHOUND, both of whom have achieved great success in gaffer races. She embodies her designers' renowned flair for borrowing from good old ideas and style, adding modern technical and materials knowledge, and topping it off with a hard to define but easily discernible eye-sweet aesthetic flair - both externally and internally. Few traditional yachts of this size can be so comfortable both at sea and in port – and be so relatively easy to maintain.



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OWNER'S COMMENTS

MEAGAN is a beautifully built, eye-catching craft designed to be sea kindly and relatively fast in order to travel long distances safely and comfortably. If things get a little hairy or time is needed to think, she can be 'hove-to'. For as long as you need - to make tea or have a good rest - she will sit quietly, bow pointing up to the wind and swells, the long keel keeping her steady. She can be sailed single-handed and is well mannered with just a reefed main and working jib. For a crew of two or more, setting the staysail will power her up, and a full main will balance the big jib in lighter winds. Gaffer racing was also fairly high on the design brief and, although MEAGAN has not been raced in my tenure, the success of her sisters is testament to this. Feature articles about her sister ships ZINNIA and FOXHOUND in Classic Boat magazine issues 128 and 168 give a good idea of the capabilities of the design. Adrian Morgan was so struck by ZINNIA that he proclaimed: "here is a boat that would suit 99% of us..."

After 13 years of ownership I am still as taken with MEAGAN and her aesthetic charm as I was when I first saw this lovely vessel.

Specification

HISTORY

MEAGAN was launched in the year 2000 at Weymouth, Dorset, after a two year full time build by the original owner and a local time served shipwright. She was sold to the current owner in 2005.

Since then MEAGAN has been lightly used for day sailing and exploring the Dorset coast. She was one of the boats used in the rescue scene in the Richard Curtis film 'The Boat That Rocked'.

Specification

CONSTRUCTION

There are two versions of the Burnett & Irons 010 design. MEAGAN is the "Structure A", full 11 ring frames version, giving complete freedom with the internal layout as no bulkheads or other interior members are required for structural integrity.

HULL

- Douglas fir strip planking glued with epoxy onto laminated ring frames
- Outside of the hull, 2 x diagonal 2.8mm veneers of khaya mahogany laid into epoxy
- The whole then encapsulated with glass cloth laid into epoxy and faired
- Hull thickness, 30mm
- All hull fastenings where used are bronze, copper rod or stainless steel
- Wide faying face at the ballast keel joint gives solid platform to spreading keel loads

- Lead/ antimony ballast keel c45% of the overall displacement
- Fixed to laminated Sapele keelson with substantial nickel aluminium bronze bolts
- Deadwoods and keel blocking are laminated from solid iroko

DECK

- 2 x 9mm layers of marine plywood and epoxy, laid over with glass cloth
- Finished with 6mm straight laid teak and payed with epoxy
- Fixings through the deck have been kept to a minimum

CABIN TRUNK

- Ply core sandwiched between wide varnished teak planks on the internal and external faces
- Glass cloth laid over the deck is turned up onto the outboard side of the inner ply core
- This eliminate leaks around the cabin trunk to deck joint

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

FROM AFT

- Transom hung rudder with tiller
- Raw teak open taffrail over tiller
- Stern light on taffrail
- Varnished teak covering board
- White painted inner face to bulwark
- Varnished teak bulwark stanchions copper pinned and let in to covering

TRUNK CABIN

- Teak laid trunk cabin top
- Painted sides with 3 x port lights
- Raw teak grab rails
- Varnished teak trimmed companionway hatch
- 1 x pair of teak lift off hinge doors

- board
- Bronze guard rail stanchions fixed through cap rail to covering board
- Raw teak capping rail to bulwark
- Bronze mainsheet padeyes at quarters; Tufnol block and cleat block
- Bronze and wood boom gallows
- 2 x Bronze Panama fairleads, port and starboard
- 2 x Iroko Sampson posts, port and starboard

COCKPIT

- Deep self-draining cockpit
- Teak cockpit coaming, vertical v-grooved on inner face
- Laid teak cockpit seating lower than deck level
- 4 x Bronze foresail sheet winches
- 2 x Deep cockpit lockers under side seats
- 1 x Gas locker
- Throttle control
- 2 x Instrument repeaters in fwd cockpit bulkhead
- Running backstay tackle to Tufnol blocks and cleat blocks
- 2 x Mid bulwark bronze Panama fairleads, port and starboard
- Teak and bronze mooring cleats port and starboard

- Interchangeable passagemaking washboards – top one perspex
- Varnished teak butterfly skylight

- Wide side decks

MAST

- Running lights on boards port and starboard at shrouds
- Raw teak pinrail at base of mast
- Bronze vent cowls on Dorade boxes port and starboard

FOREDECK

- Raised hatch over foc's'le with portlight
- Bronze Simpson Lawrence manual anchor windlass
- Capstan and warping drum
- Iroko thru-deck Sampson post anchored at ring frame and keelson
- 35lb CQR anchor housed/ deployed through port of stem stainless guide and bow roller
- Also anchor stowage on deck
- 60m of 10mm galvanised chain
- Danforth type anchor with length of chain attached
- Housing bowsprit offset to starboard of steamhead
- Adjustable tackles for whiskers
- 2 x Bronze Panama eyes, port and starboard

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

- Berths for 4 in two compartments
- Varnished solid and ply teak; white painted v-groove
- Clear epoxy coated exposed hull and frame areas

FROM COMPANIONWAY

- Steps down to engine box
- 2 x opening ports
- Generous quarter berth to port

GALLEY TO STARBOARD

- Hanging lockers
- Top loading 12 V fridge and ice box
- Stainless steel sink; manual; hand pump
- Taylor 2x burner gimballed gas hob, grill and oven
- Lockers for pots and pans under sink
- Plate and cup racks under side deck

CHART TABLE

- To port fwd of quarter berth; doubles as galley extension
- Hinged drop leaf extension aft
- Charts/ Food locker under
- Drink bottles locker over

- Lombardini engine instrumentation
- Battery isolators
- Ship's isolator panel
- VHF radio
- GPS

SALOON

- Settee berths port and starboard
- Lockers in seat backs and above
- Sideboards/ trotter boxes forward
- Drop leaf table
- Butterfly hatch in deckhead
- Clock and barometer
- 2 x Deckhead lights
- 2 x Oil lamps

Mast & Non structural bulkhead

- Bi-fold teak door

FO'C'SLE

- Single berth to port
- Bench to starboard with Baby Blake WC under and stowage outboard
- Stainless steel basin with brass hand pump
- Anchor chain locker under sink
- Sail bin to starboard fwd
- 1 x Bulkhead light
- Forehatch in deckhead

Specification

RIG, SAILS AND CANVAS

RIG

- Hollow Douglas fir single spreader mast by Noble, Bristol (2012)
- Hand spliced stainless steel wire standing rigging by Andy Gordon, Portland (2012)

SAILS

- Heavy duty cream Dacron by SKB, Falmouth (2000)
- Loose-footed mainsail with three reefs

- Standing rigging parcelled, served and leathered at the hounds
- Merriman bronze bottle screws
- External stainless steel chainplates
- Twin topping lifts
- Retractable bowsprit with adjustable bobstay and whiskers

- 3 x Jibs for Wykham-Martin furler on leathered traveller
- Working jib
- Big jib
- Spitfire jib
- Hanked staysail with reef
- Striped yard topsail

RUNNING RIGGING

- Polyester three-strand and buff polyester braid

COVERS FOR SAILS AND HATCHES

- By Moatt Sails, Portland (2015)

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

- | | |
|---|---|
| - Lombardini 1204M 4-cylinder 24.6 KW diesel engine | - Charging by engine driven alternator |
| - 1003 Hours | - Sure Power 702 Battery Isolator |
| - Hurth 150a gear box | - Isolating battery switches and fuse switch panel at the chart table |
| - Single lever Morse control | |
| - Engine information and start/stop panel at the chart table | - 2 x 160 L flexible fresh water tanks under the saloon berths |
| - Stainless steel water lubricated shaft | - 100 L stainless steel diesel tank under the cockpit sole |
| - Centreline fixed 3-blade bronze Radice propeller | - 4 x 10 Litre plastic diesel cans |
| | |
| - 2 x 110 amp conventional sealed batteries under the quarter berth | Blakes bronze seacocks for head |
| - 1 x Engine start; 1 x Domestic | |

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- | | |
|---|---|
| - Garmin 128 GPS coupled to Cetrek Ocean 2000 multi display in cockpit | - Yeoman sport chart plotter for paper charts |
| - Depth, speed, gps info, rolling road type XTE | - 12 Volt plug-in lead lamp |
| - Standard Horizon DSC VHF with AIS incorporated | |
| - Remote handset for cockpit operation | Navigation lights |
| - Raymarine ST 4000 electronic tiller pilot and flux gate compass | - Mast mounted steaming light |
| - Conventional steering compass with back lighting; slots into companionway | - Bronze port and starboard lamps in shroud mounted boxes |
| | - Masthead tricolour |

Specification

SAFETY

- | | |
|---|--|
| - Whale Gusher Manual bilge pump in cockpit | - Foam fire extinguisher |
| - Webbing safety line jackstays | - 5 x gas inflated life jackets |
| - Spare tiller stowed at fwd deckhead | - 2 x Buoyancy vests |
| - Echomax passive radar reflector | - Danbuoy marker in canister gas auto inflate |
| - Anchor Ball day signal | - Horseshoe life buoy and floating light |
| - Fire blanket | - Life Guard 4-person auto inflate life raft hermetically sealed in valise |
| | |
| Beyond service date safety equipment : - | |
| - Powder fire extinguisher | |

Specification

REFIT

- | | |
|---|---|
| - Hull topsides repainted with Epifanes two pack in 2012 | - Scrub back and application of two coats of Hempel Cruising antifouling, |
| - Mast re-finished with 4 extra coats of Epifanes two pack clear 2015 | October 2018 |
| - Minor repairs to the bottom of the keel blocking in Iroko, epoxy and glass cloth 2018 | |

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OTHER EQUIPMENT

- | | |
|---|---|
| - Zodiac 8 ft soft tail inflatable dinghy with integral slatted floor | - Fenders and mooring lines |
| - Mercury 3.3 two-stroke outboard motor with bracket | - Custom built Teak boarding ladder |
| - Hardwood two-piece oars for tender | - Rubber bucket |
| - Period style oil anchor lamp to hang from flag halyard | - 4 x Flotation type canvas cushions |
| - Red Ensign on flag staff | - Melamine bowls and plates |
| - Extending boat hook | - Glassware, cutlery and galley implements |
| - Hardwood swing style bosuns chair | - Vintage but efficient Simplex style copper kettle |
| | - Veg steamer, wok style pan, egg poacher, colander |
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[Disclaimer](#)

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY







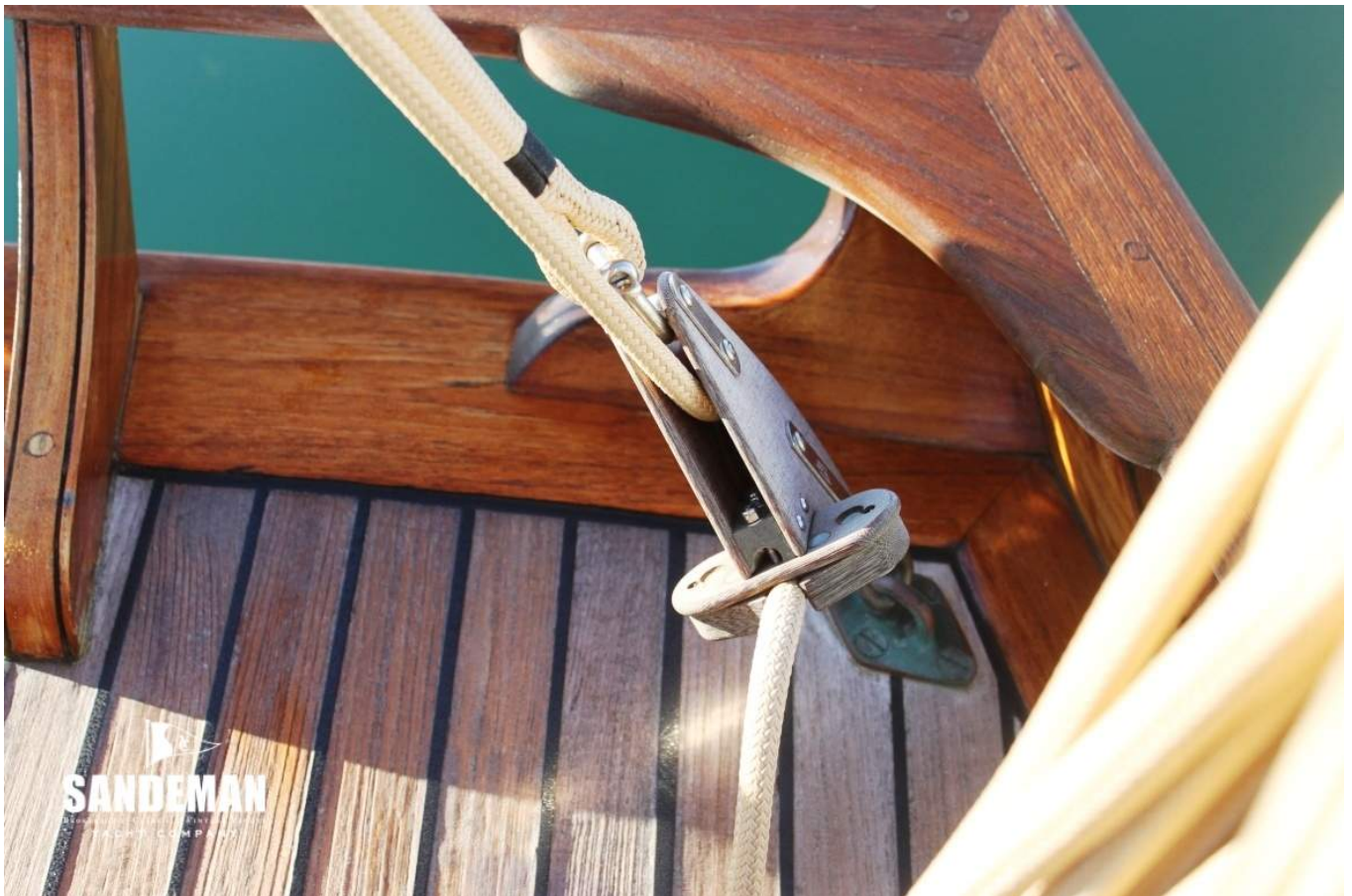






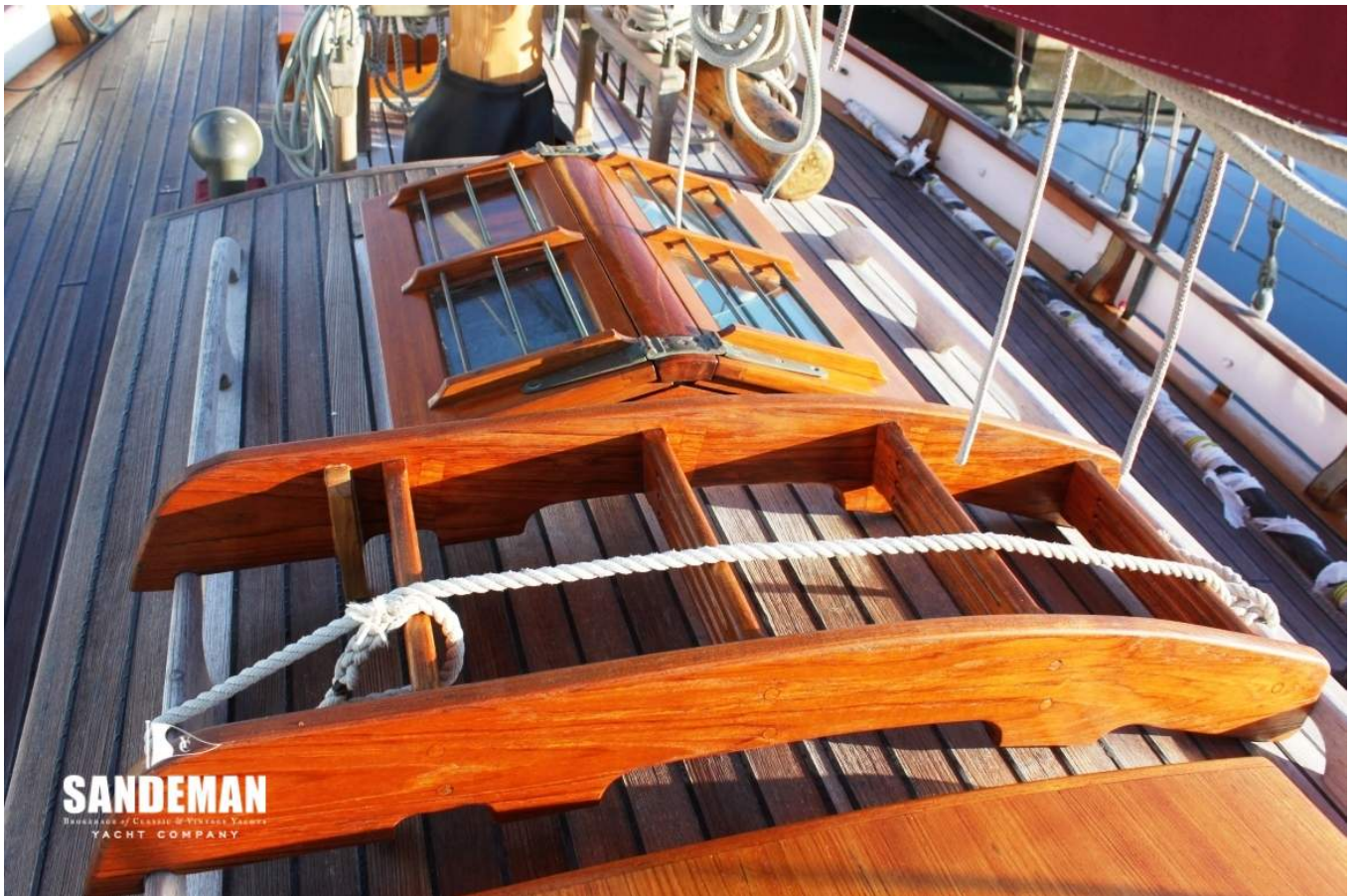
























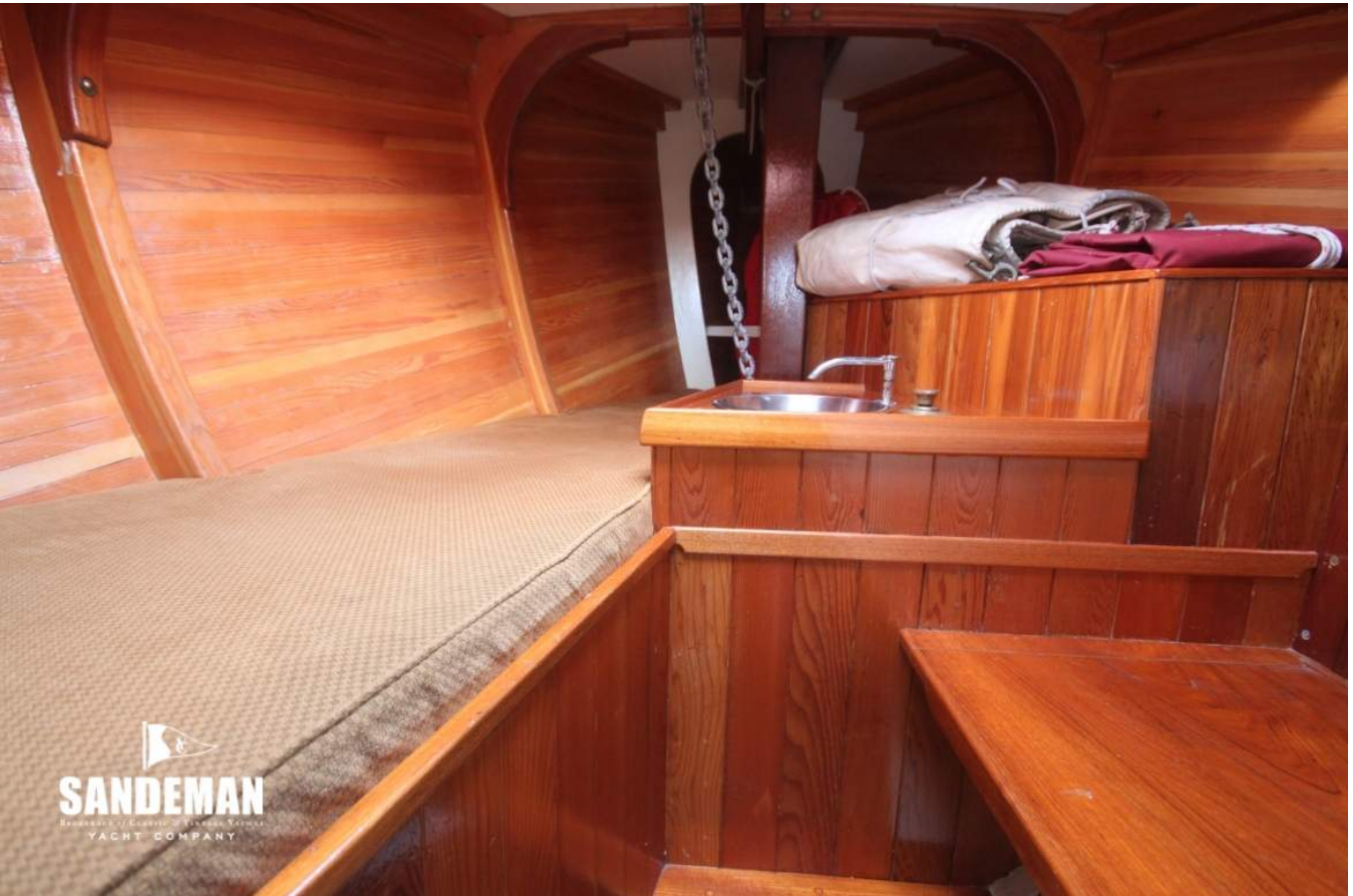

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