

SILVERS JOHN BAIN 54 FT 'ORMIDALE' TWIN SCREW MOTOR YACHT 1951



Specification

ILONDA

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Designer	John Bain	Length waterline	48 ft 8 in / 14.84 m	Engine	2 x Solé 160 hp 4cy Diesel (2017)
Builder	James A Silver Ltd., Rosneath	Beam	13 ft 1 in / 4 m	Location	Germany
Date	1951	Draft	4 ft 11 in / 1.5 m	Price	EUR 200,000
Length overall	53 ft 8 in / 16.36 m	Displacement	21.6 Tonnes		
Length deck	53 ft 8 in / 16.36 m	Construction	Carvel mahogany on oak		

These details are provisional and may be amended

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BROKER'S COMMENTS

ILONDA is among the earliest and purest of John Bain's iconic and much sought-after Silver ORIMIDALE Class, with the original, clean and highly attractive deckhouse on flush deck profile. In long term current ownership, ILONDA has received a sensible maintenance regime and recently been re-powered, while her accommodation has been tastefully and respectfully upgraded to modern standards. Such comfort and practicality married to the ORMIDALE Class's legendary seakeeping qualities and sheer presence make ILONDA a very enticing family classic motor yacht - and perhaps a most suitable classic regatta mothership.



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RECENT REFITS

2020

- Installation of 3 x new plastic water tanks and associated new plumbing
- Total capacity 435 Litres

2017

- Re-engined

2016

- Installation of bow and stern jet thruster system
-

2015

- Replacement of both shaft logs in Iroko and associated works
- Deck refastening

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HISTORY

Henderson the Jeweller was an iconic Glasgow name with branches all over Scotland. Post war business was good enough in 1950 for Don Henderson of that ilk to commission this fabulous expression of John Bain's design flair for building by his James A Silver yard at Rosneath, Dunbartonshire, with delivery early spring 1951.

ILONDA followed a pattern of development begun pre-war when the popular Silver Leaf Class design was occasionally stretched from the standard 43 feet up to 50 feet. Silvers were exceptionally busy during the Second World War producing Fairmile-designed Motor Launches, Motor Gunboats and Motor Torpedo Boats, among other work. Bain would have been busy supervising these builds, but with much creative space to develop his own designs for better times. The most successful result - named after the first boat built to the design in 1949 - was the ORMIDALE Class which would remain in production for 25 years at lengths ranging to over 100ft, and become much sought after. The key ingredients were a combination of increasing spaciousness and seakindliness - true to Silvers advertising slogan: "Superbly Seaworthy".

The Yachting World magazine review was both complimentary and technical: "Mr. John Bain has a reputation for designing grand sea boats, with good accommodation, efficient in operation, well built and beautifully finished...

" The hull is of the ORMIDALE type, with a long, fine run aft and a deeply immersed point to the transom, but, unlike ORMIDALE, she is a single-rudder vessel with a keel running aft almost to the sternpost. By carrying down the central point of the transom well below the waterline, the thrust races of the two screws are separated. Mr Bain considers that this arrangement has the advantage of making these vessels run straight and steer easily in a following sea. They are certainly well mannered in this respect."

Silvers advertising at the time boasted ILONDA as "... an improved version of the famous ORMIDALE Class which has been so notably successful in the Pavilion d'Or, 1948, 1949 and 1950." Thirty years of designing and building have produced perfection in ILONDA which finely exemplifies the Silver tradition."

After four seasons, Henderson sold ILONDA to the first of a series of UK based owners over the decades who respectfully didn't tamper with Bain's concept. More recently, under similarly careful Belgian ownership ILONDA has cruised the western Baltic by summer and been sensibly upgraded by winter.

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CONSTRUCTION

- Mahogany planking on oak frame
- Solid teak deck

- Deck structures in solid teak
-

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ACCOMMODATION AND DOMESTIC EQUIPMENT

ILONDA has a beautifully crafted and very traditional interior, with white painted surfaces and teak highlights throughout the whole interior. White soft furnishings on bunks and seats underline the very tasteful overall impression of this fine example of Scottish craftsmanship. The interior has been partly renewed in the tradition of the vessel and is in exceptional condition.

- 1 x double berth in aft cabin with sink and banquette
- 2 x single berth cabins aft with sink
- WC/ Shower compartment with sink
- Electric Marine Toilet

FORWARD ACCOMMODATION

Saloon

The deckheads are painted white providing for a very light interior in combination with the portholes.

AFT ACCOMODATION

- Woodburning stove
- 2 x single berths on bunks in the salon as spares
- Athwartships galley
- 2 x burner electric stove
- Wemo fridge
- Single berth cabin fwd
- Work bench to starboard
- Chain locker access

- Webasto heating system (2009)
- Webasto DBW hot water (2010)
- Pressurised water system

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MECHANICAL, ELECTRICAL AND TANKAGE

MECHANICAL

- 2 x Solé 160 hp 4cy Diesels (2017)
- Engine hours at March 2021: 304.7 & 305.2
- Hydraulic SCG gear boxes
- Indirect cooling system
- Maximum speed: 11 knots
- Cruising speed 7 knots
- Consumption in cruising mode - 8l/h for both engines
- 2 x Bronze 3-blade propellers (2017)
- Geko Marine M7000 E-A/KED Diesel Generator 2700W

ELECTRICAL

- System renewed, 2006

- 2 x Gel batteries
- 1 x 80Ah Battery for the generator
- 2 170 Ah Batteries for the engines
- Sterling Power Inverter 12/24V DC – 230VAC

TANKAGE

- Fuel: 1,200 L
- Fresh water: 435 L in 3 x plastic tanks (2020)
- Sigmar Marine calorifier/ electric immersion hot water tank

BOW AND STERN JET THRUSTER SYSTEM

- Holland Marine Parts 24 V 15.5 kW JT90 Horizontal pump (2016)

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NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Raymarine C-120, new 2005
- Radar
- GPS
- Echosounder

- VHF transceiver simplex/ semiduplex VHF DEBEC

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SAFETY

- EPIRB Simrad

EG50 & EP50

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OTHER EQUIPMENT

- Full winter

cover

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





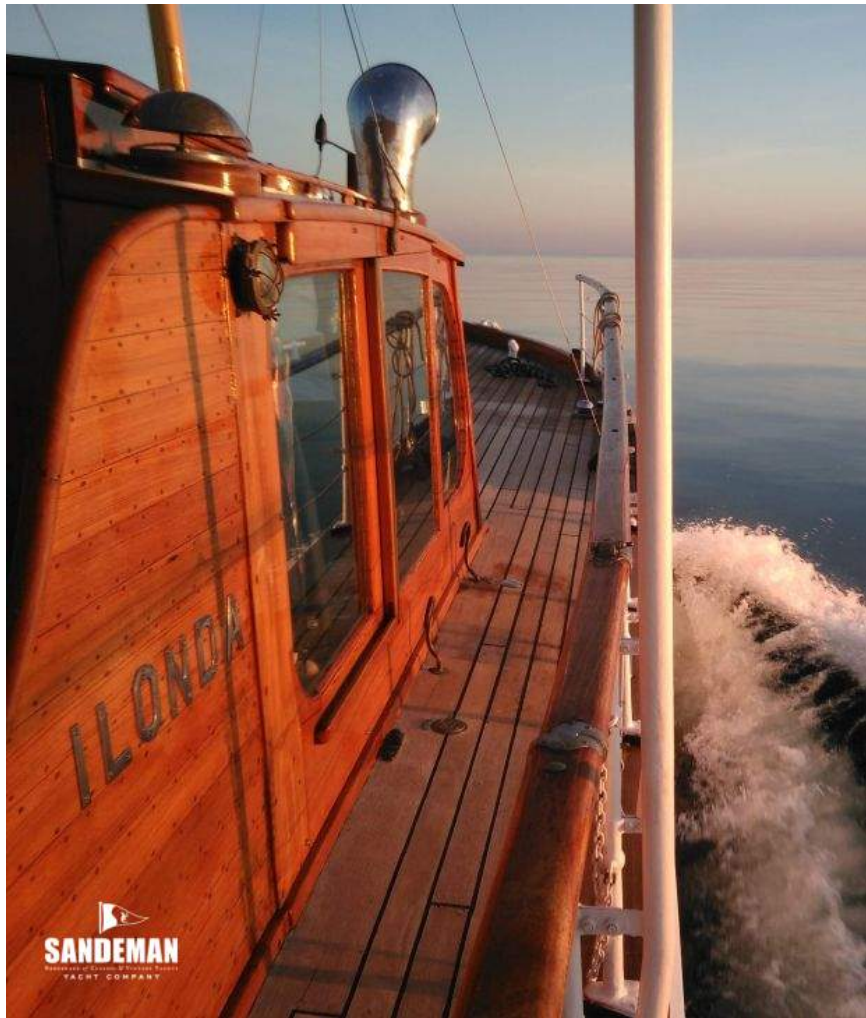






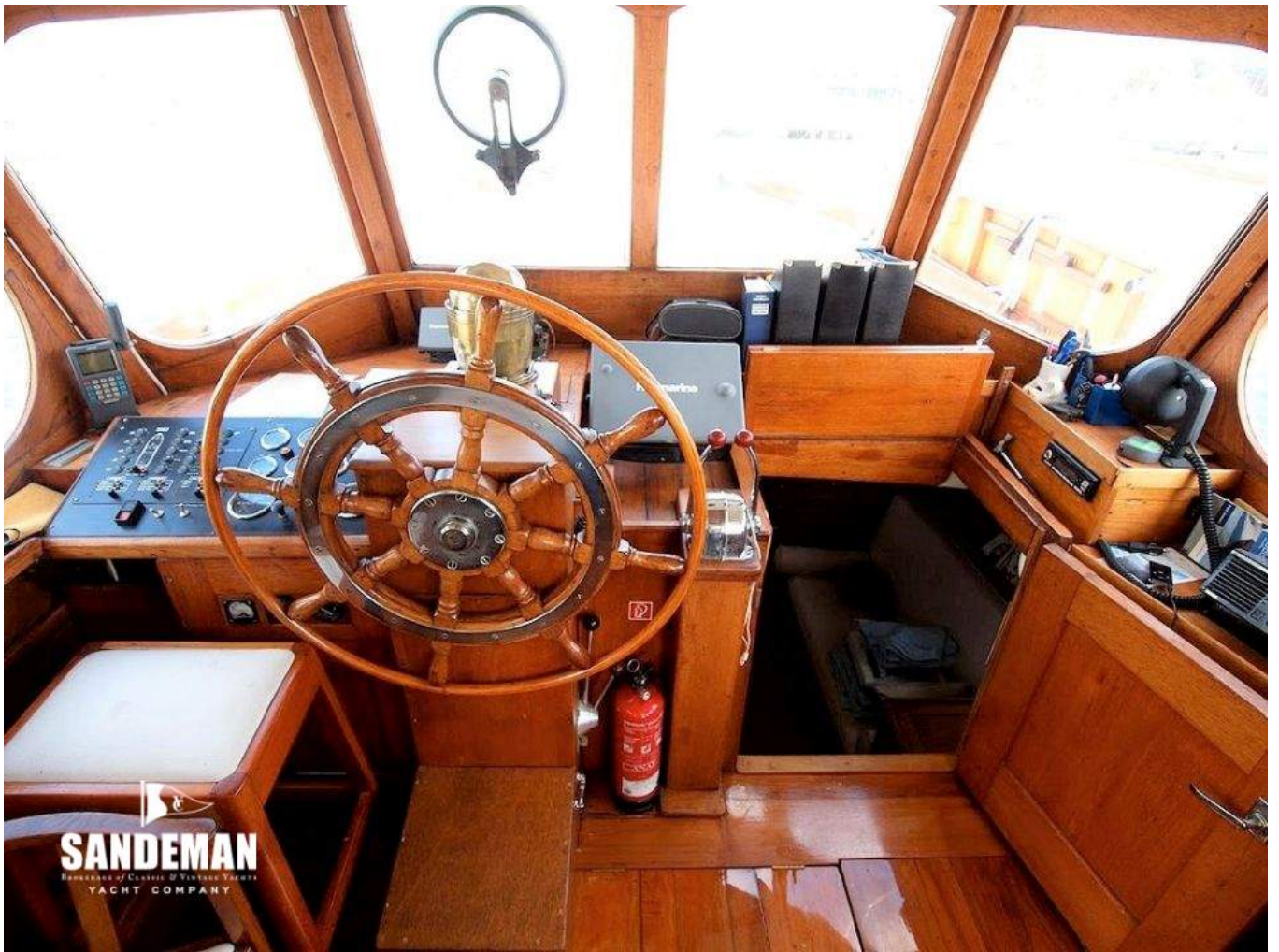
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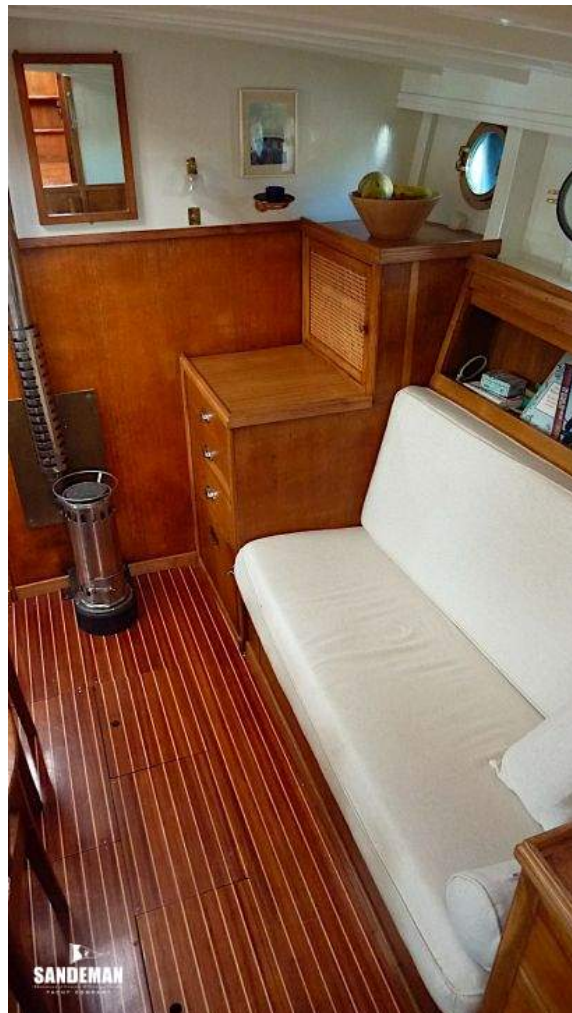

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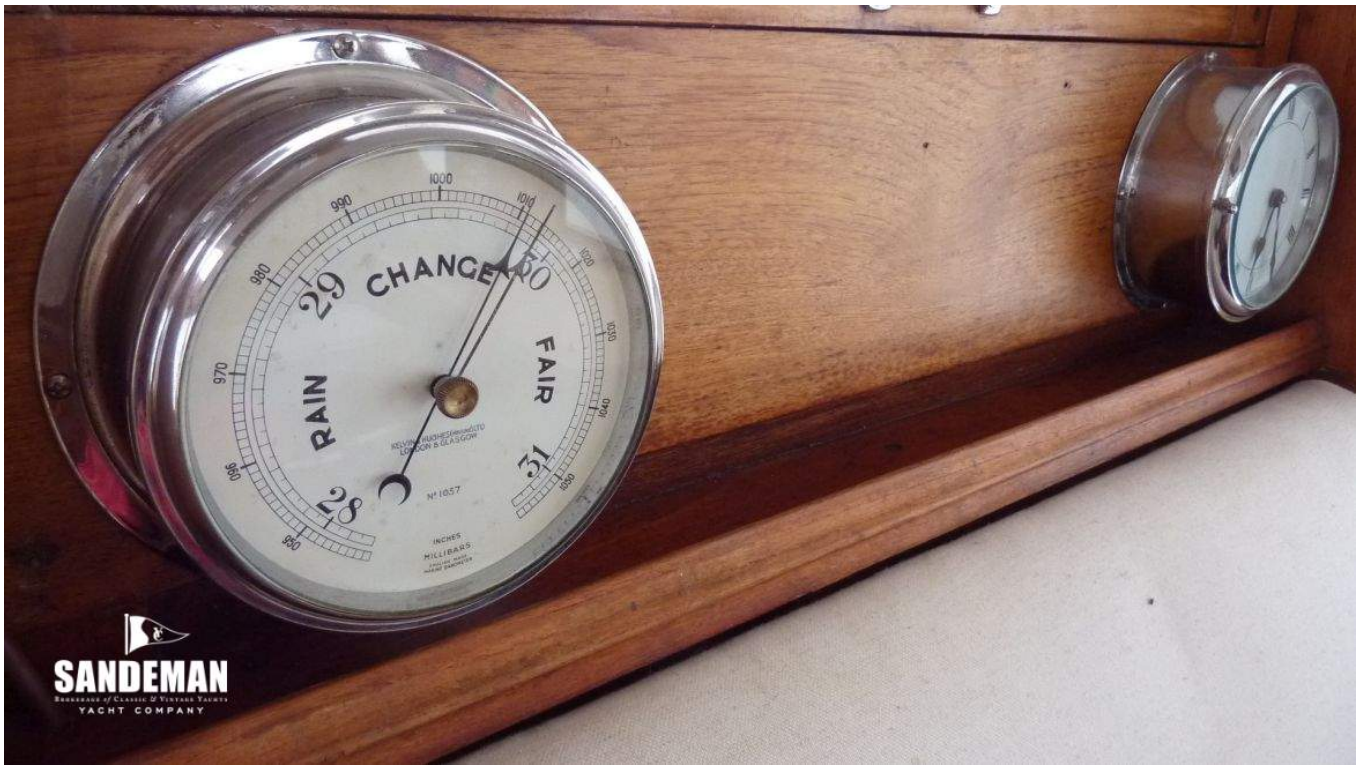














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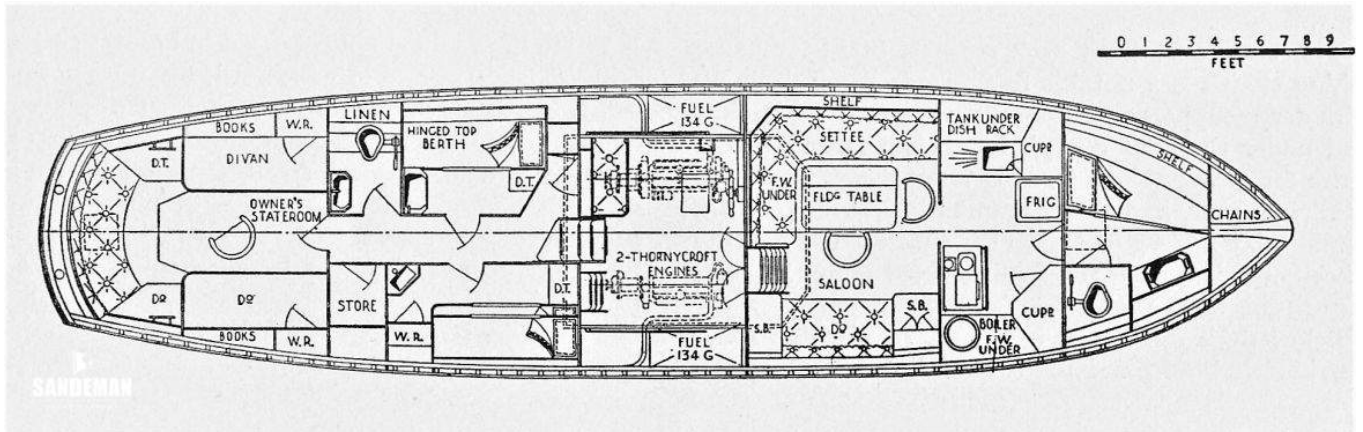


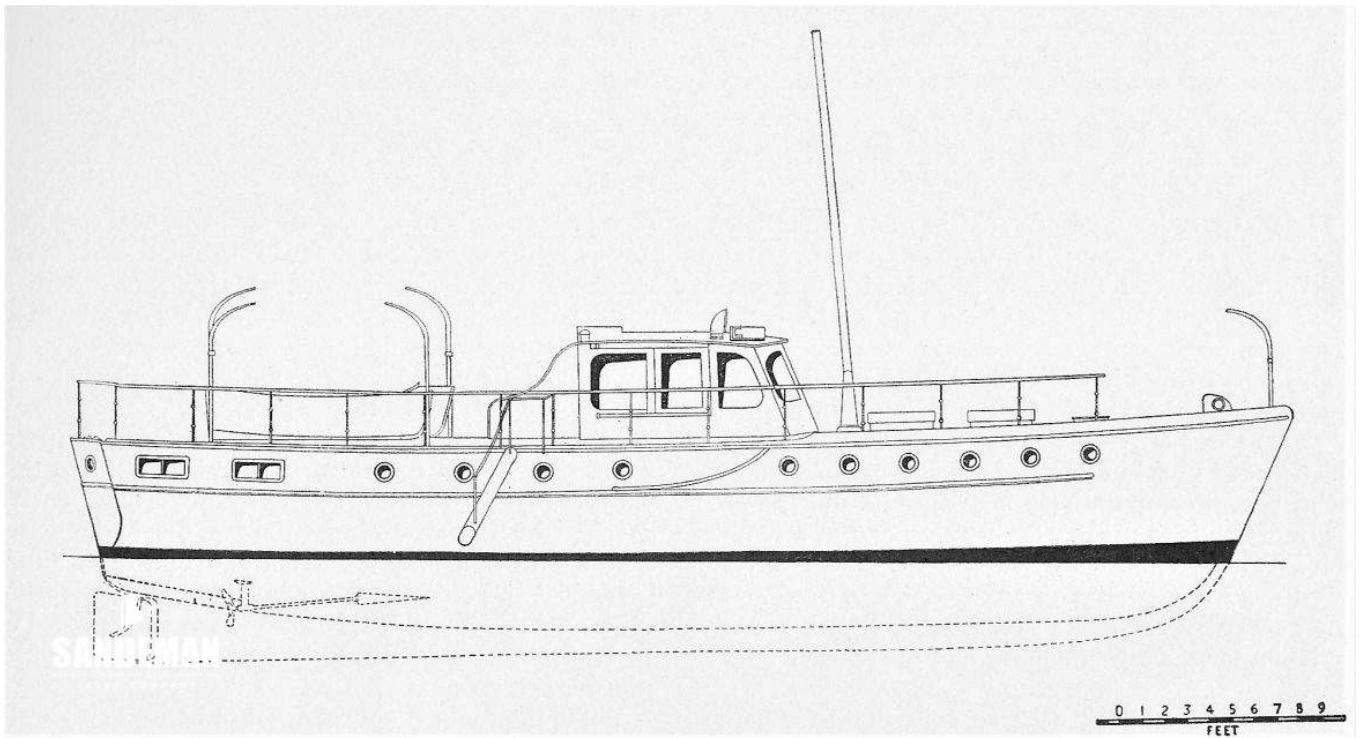












The Latest Silver Production



an improved version

of the famous "Ormidale" Class which has been so notably successful in the Pavillon d'Or, 1948, 1949 and 1950.

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Superbly Seaworthy

We offer a unique range of well-tried designs from a 28 feet, 4 berth motor sailer to an 88 feet, fully equipped ocean going diesel yacht.

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ROSNEATH DUNBARTONSHIRE



