

## MCGRUER 41 FT INTERNATIONAL 8-METRE CRUISER RACER 1963



## Specification

## INISMARA

## MCGRUER 41 FT INTERNATIONAL 8-METRE CRUISER RACER 1963

Designer	James McGruer	Length waterline	27 ft 3 in / 8.3 m	Engine	Bukh 3 cyl 36 HP diesel
Builder	McGruer & Co Ltd Clynder	Beam	9 ft 10 in / 3 m	Location	United Kingdom
Date	1963	Draft	6 ft 3 in / 1.9 m	Price	GBP 59,000
Length overall	41 ft 8 in / 12.7 m	Displacement	7.85 Tonnes		
Length deck	41 ft 8 in / 12.7 m	Construction	Carvel mahogany planking on hardwood frames and ribs		

These details are provisional and may be amended

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## BROKER'S COMMENTS

INISMARA is one of the 23 yachts in her class built between 1951 and 1968, displaying her winning ways immediately with 17 wins from 25 starts in her first season. Since then she has benefited from very few owners and impressive maintenance. Indeed it is such a rare thing for us to find a boat of this age so thoroughly original yet in such wonderful condition throughout as if - notwithstanding her actual record - she has never been stressed but rather cosseted - even pampered but certainly loved. Original and in apparently fine condition therefore, this yacht is also incredibly nimble under sail just as James McGruer and the Rule intended. On the racing front again - later in the 1998 Scottish Series INISMARA won the class overall taking four wins and a second place. She had moreover won her class at West Highland Week two years running in the late 90s, also picking up the overall series trophy. Of late she has been enjoyed as a cruiser and day sailer for which she is equally well suited.



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## HISTORY

MCGRUER & CO. YARD NO. 605

SAIL NO. 8CR KI5

INISMARA was launched in June 1963, having been commissioned by Peter Odlum, a flour miller from Dublin. She was Peter's second Cruiser 8, having previously successfully campaigned NAMARA (8CR K5) on the Clyde. In this her first year; INISMARA was winner of the Lloyds Register Yacht Trophy. Thereafter Peter enjoyed great racing success both on the Clyde and in Irish waters with INISMARA over the next four years before commissioning a new yawl from McGruers.

That yawl, RINAMARA, was launched in 1968 and INISMARA passed on to Dr T M Salvesen who retained her till 1997, when the current owner acquired her. Prior to that she had been laid up for a number of years, latterly at McGruer's, was in a 'time warp' condition, and had remained in class Lloyd's 100A1 until 1989.

The new owner set about a thorough refit, simply stripping and refinishing most items but maintaining the original construction of the boat, which was in excellent condition. She remains today, configured as constructed with very limited alteration to her layout or rig. Plugs taken from a recent survey of her deck show the planking to have been maintained with very little wear given her age.

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## CONSTRUCTION

- Carvel fore and aft planking; topsides mahogany and teak below waterline
  - Laminated frames and steamed oak/ elm timbers
  - Copper fastenings
  - Timber blade rudder, bronze trailing edge supported by bronze stock
  - Laminated tiller
  - Teak quarter sawn swept deck planking over ply sub deck
  - Varnished coverboards and toe rails outboard
  - Mahogany side coamings
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## DECK LAYOUT, EQUIPMENT, AND GROUND TACKLE

- From Bow
  - Bow roller on stem
  - Stainless steel pulpit, pushpit and guard rails with gate starboard in stainless stanchions
  - CQR 35 lb anchor in chocks on foredeck; circa 200 ft / 60 m galvanised chain
  - Fishermans anchor beneath cabin sole
  - Teak and chromed mooring cleat on the centreline
  - Lofrans Cayman electric anchor windlass, warping drum port, chain gypsy starboard
  - Forehatch with skylight over forepeak stowage
  - Trunk cabin with chrome framed ports each side
  - Hatch with skylight over fore cabin
  - Mast
  - Bronze genoa tracks on rail each side outboard
  - Hatch with skylight on coach roof over saloon
  - Chrome framed ports for end of raised deck house section
  - Sliding hatch in coach roof aft Nav instruments mounted aft
  - Double door access to accommodation
  - Steering compass to stbd
  - Deep self draining cockpit with coaming surround
  - Winch handle boxes each side fore end
  - Deck level seating - over lockers stbd
  - Teak grating lifting sole
  - 2 x Lewmar first alloy original 2 speed primary winches on plinths outboard
  - 2 x Gibb original secondary winches on plinths outboard
  - Wooden cleats for sheet tails each side outboard
  - Gas locker to port
  - Laminate wood hinged tiller
  - Engine controls stbd aft bulkhead
  - Boom crutch to port
  - Huge lazarette accessed by double doors from cockpit aft
  - Teak and chrome mooring cleat on centreline
  - Chrome mushroom vent over lazarette aft
  - Stainless steel push pit
  - Chromed ensign staff socket, and fairleads each side
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## ACCOMMODATION AND DOMESTIC EQUIPMENT

The interior is remarkable for the warmth and style of varnished timbers; not only the interior mahogany hull planking and frames / ribs but the additional superstructure and joinery. Access is by sliding hatch and double doors in the doghouse step over engine box and then steps down to saloon. Layout and features from aft are:	- Drop leaf table amidships - Saloon settee berth to starboard - Shelves outboard and stowage under - Doorway offset to port in forward bulkhead leads to - Hanging locker to port
- Large quarter berth aft to port - Galley to port with ample storage - Gimballed 2 burner gas hob and grill - Sink and electric pumped water - Air inlet and extractor fan - Semi bulkhead	Forecabin lined in teak and cedar light both to view and in weight - 2 x original reading lights - Generous single berths each side, drawers below and infill stowage, skylight over - Fore peak stowage for ground tackle and sails etc - Coming aft
Saloon	Head compartment - Jabsco WC - Sliding basin, pumped water to stbd
- Single berth with trotter box to port, good stowage shelf and lockers outboard & under	Aft through saloon - Chart table to starboard - Hanging locker to starboard

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RIG AND SAILS

RIG	- Merriman main halyard winch by Francis Shaw & Co Ltd - Lewmar 40 jib halyard winch
- Sloop rig	
- Proctor anodised alloy main mast; deck stepped, boom and spinnaker pole	SAILS
- Stainless steel 19 gauge standing rigging	- All by Nicolson Hughes (c.2005)
- Harken foresail roller furler	- Mainsail
- Harken adjustable stainless steel backstays	- 130% Genoa - Spinnaker

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MECHANICAL, ELECTRICAL, AND TANKAGE

MECHANICAL	- Alternator - 800 W Inverter - 2 x 220 V Outlets at chart table - 12 V Outlets: 2 in companionway, one at chart table - Shore power - Simpson Lawrence original running lights
- Bukh DV36ME 36 hp 3-cylinder diesel (1986)	
- Accessed via teak laid cover in doghouse	
- 2-Bladed bronze folding propeller	
- Engine instrumentation in doghouse to port	
ELECTRICAL	TANKAGE
- 2 x 120 Ah 12 V Batteries; engine start / domestic, below quarter berth	- Fuel: 45 L - Water: 113 L

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NAVIGATION AND COMMUNICATIONS

NAVIGATION	- Furuno GPS - Clock and barometer - Sestrel compass abaft stbd settee
- Silva steering compass	
- Autohelm analogue wind and direction	
- Autohelm speed	COMMUNICATIONS
- Raymarine ST60 depth	- Husun 60 VHF Radio

Specification

SAFETY

- 2 x Powder fire extinguishers	- Whale Gusher 25 Manual bilge pump
- Fire blanket	



- Rule 1000 electric auto bilge pump

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OTHER EQUIPMENT

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|--|-------------|
| - Zodiac locker stowed roll-up inflatable tender | - Boathooks |
|  | - Fenders   |
|  | - Warps     |
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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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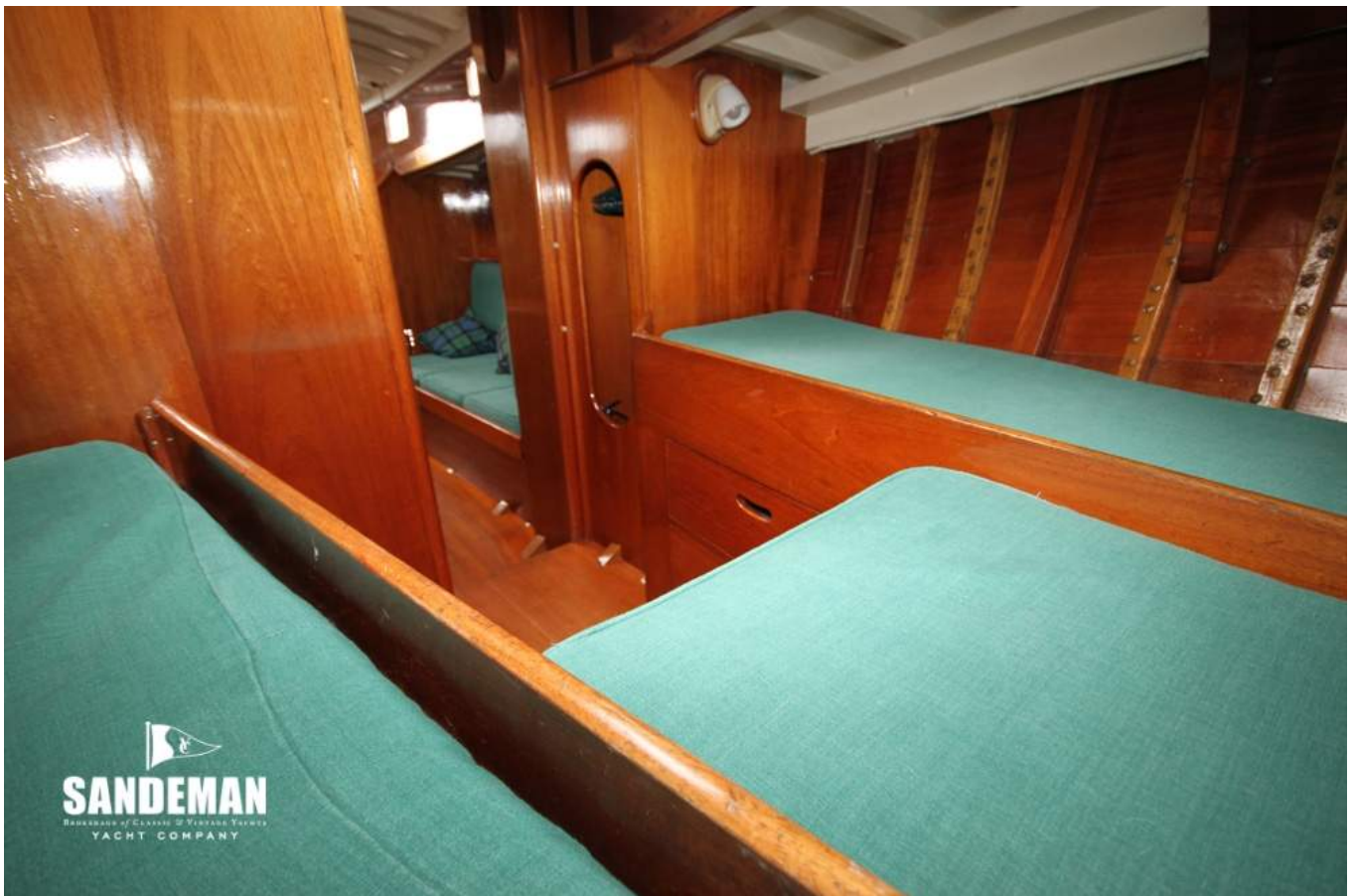








































  
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