



Gaffelsloep - 1930

<https://www.yachtadvert.com/3212-hugh-mclean-et-sons-ltd-gaffelsloep.html>

1 000 EUR incl vat



General

Year : 1930

Beam : 9.35 Ft

Hull : Monohull

Area : , Netherlands

Builder : Hugh McLean & Sons Ltd

Length : 26.25 Ft

Draft : 3.28 Ft

Life Raft : No

Leasing in progress : No

Engines

Model : ysb 12

Power Unit. (HP) : 12

Tank : 75 L

Engine Brand : Yanmar

Engine(s) : 1

Hours : 450

Facilities

Flybridge : No

Helm : Yes

Electronics

Autopilot : No
GPS : No
VHF : No
Watermaker : No

Radar : No
Sounder : Yes
Chartplotter : No
Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : No
Teak cockpit : No
Furling mainsail : No
Mast : 1

Gangway : No
Davits : No
Electric windlass : No
Cockpit awning : No
Teak deck : No
Furling genoa : No
Spinnaker : No

Main equipment

Stern thruster : No
AC : No
Black Water : No
Tender : No

Bow Thruster : Yes
Marine Generator : No
Hot water : No
Flaps : No
Tender Engine : No

Household appliances

Freezer : No	IceMaker : No
Microwaves : No	Oven : No
Electric stove : No	Gas stove : No
Washing machine : No	Heater : No
TV antenna : No	Dishwasher : No
SAT-TV : No	TV : No

Various

<p>Hugh McLean & Sons Ltd Gaffelsloop now in the online auction. everyone can bid until 19 October 2026.

<h2>classic gaff-rigged sloop with a rich history</h2><h3>what kind of boat is this?</h3><p>this gaff-rigged sloop from hugh mclean & sons ltd was built around 1930 and measures 8 metres in length, 2.85 metres in beam and has a draft of approximately 1 metre. she was built as a wooden round-bilge boat and has a classic, characterful appearance. the original builderâ€™s plate on board confirms that she was built at the shipyard in govan, glasgow. the boat was originally built as a teak motor lifeboat and served as a lifeboat with the knsm. in the 1970s, she was converted into a sailing yacht.</p><p>with her tiller steering, single rudder and traditional rigging, hugh mclean will appeal to enthusiasts of historic vessels and relaxed sailing. she is not a performance sailer, but is best suited as a leisurely cruiser on inland waterways, ponds, lakes, rivers and sheltered coastal waters. the lowering mast makes her practical for routes with low bridges.</p><h3>hugh mclean & sons ltd gaff-rigged sloop now in the online auction. everyone can place bids until 19 October 2026.</h3><h3>what is the condition of the hull?</h3><p>the hull is made of wood and was coated with epoxy approximately twenty years ago. the epoxy coating on the hull is intact. there are some cracks in the epoxy coating on parts of the deck. the underlying wood feels hard, but no recent professional inspection or moisture measurement has been carried out. The last measurement was taken around the time the epoxy coating was applied. It is therefore advisable to inspect the hull, deck and connections carefully during the viewing day.</p><p>according to the available information, the boat is in reasonable condition. some rainwater or condensation is occasionally found in the hull. this is not described as leakage, but it does require attention on a wooden vessel. the last time she was taken out of the water for maintenance was in 2024. the antifouling treatment also dates from 2024.</p><h3>what does the cabin offer on board?</h3><p>the cabin has an atmospheric and compact layout. the headroom at the entrance is approximately 1.70 metres. in the centre of the cabin, the headroom is around 1.50 metres. there is a fixed double berth forward. in addition, there are two benches and a table, allowing you to eat inside or shelter from less pleasant weather.</p><p>the galley is equipped with a gas cooker and a sink. a diesel heater is installed for colder days. the water tank has a capacity of approximately 20 litres. there is no toilet. there are two fixed berths and space for two additional berths. this makes her suitable for a day trip, a weekend on board or a short stay on the water, provided you take the limited space and facilities into account.</p><h3>what engine and equipment does she have?</h3><p>the boat is fitted with a yanmar ysb12 single-cylinder diesel engine producing 12 hp. the engine is installed inboard and has electric starting. according to the available information, the engine is operational. estimated running time is around 400 to 450 hours, based on use in recent years, but the hour meter is not connected and currently gives no reading.</p><p>the engine has an oil pressure gauge and a temperature gauge. the oil pressure gauge works. the temperature gauge is not connected. there is no rev counter. a two-bladed propeller is currently fitted beneath the boat. a three-bladed propeller is also included, and the buyer can decide whether and when it should be installed. the fuel tank has a capacity of approximately 75 litres. stated fuel consumption is around 1 litre per hour.</p><p>there is a new switch panel with fuses on board. she also has shore power, a battery charger, an alternator, an inverter and interior and exterior lighting. there is one battery. a depth sounder is installed for navigation. the electrical system operates at 12 volts.</p><h3>how is the sail plan arranged?</h3><p>hugh mclean has one mast and three classic cotton sails: a mainsail, a jib and a staysail. the mainsail is attached to the mast with traditional mast hoops. there are no furling or reefing systems. the sails have always been stored indoors and appear to be in good condition according to the available information, but they have not undergone a recent inspection.</p><p>the mast can be lowered and is hinged in

a tabernacle with a bipod on deck. according to the seller, it can be lowered by two people in approximately fifteen minutes. this makes the boat suitable for waterways with bridges and limited clearance. under sail, she is primarily intended for relaxed and atmospheric cruising. the stated cruising speed is approximately 10 kilometres per hour and the maximum speed around 13 kilometres per hour, depending on the wind, load and conditions.

why might this boat be of interest?

this wooden gaff-rigged sloop combines history, classic lines and a practical layout. her former role as a lifeboat gives her a particularly interesting story. the cotton sails, gaff rig and sound of the single-cylinder diesel contribute to an authentic boating experience. in the past, the boat has made longer trips through the dutch inland waterways and border lakes, and has also been used for weekends in north holland and on the ijssselmeer.

for anyone looking to buy a boat with a distinctive character, hugh mclean could be an interesting choice. anyone considering buying a second-hand boat should look beyond its appearance and also assess the woodwork, epoxy, systems and maintenance history. this boat requires attention to these points and is best suited to someone with an affinity for classic wooden vessels.

what is included?

the sale includes the deck cover, a mattress, tools, mooring lines and rigging. an anchor with chain and line, a boarding ladder and a self-draining cockpit are also included. both a manual and an electric bilge pump are available for emptying the bilge. a tender and trailer are not included.

the boat is located in amsterdam at a permit berth. no permanent mooring is included in the sale, so after purchase you will need to arrange a suitable berth yourself. if you are looking for tips on buying a boat, it is therefore advisable to research the availability, costs and conditions of a berth in advance.

when can you view her?

the boat can be viewed during the organised viewing day. on this occasion, you can inspect her inside and out, assess the condition of the wood and view the equipment on board. as no recent professional moisture measurement or inspection of the hull and sails has been carried out, it is important to conduct your assessment carefully and, if necessary, bring an expert with you.

