

61' Cammenga North Sea Trawler Trawlers
Location: Portsmouth RI





Listing Number: M-5964901

Price: \$ 399,000

Broker: East Coast Yacht Sales
at Lower Falls Landing
Yarmouth, ME
207-846-4545

LOA: 61'

Beam (ft): 15.58'

Max. Draft (ft): 5.25'

Model Year: 1967

Model Name: North Sea Trawler

Hull Material: Steel

Hull Type: Displacement

Cruise Speed (mph): 8.50 knots

Max. Speed (mph): 9.50 knots

Designer: DeVries Lentsch

Fuel Tank Capacity (gal): 900 gallons

Water Tank Capacity (gal): 400 gallons

Engine Horsepower (hp): 180.0 hp

No. of Engines: 1

The owners of MIGRANT have completed their waterfront renovation and have "moved ashore".... MIGRANT is very much for sale, an incredible value for those that look for the safety and the heft of a steel yacht, and the feel and conveniences of a home afloat.

MIGRANT is a liveaboard trawler, truly built like a small ship: she was built in Corten steel by the reknowned Cammenga yard in Holland in 1967.

Rebuilt, upgraded and modernized by her current owners in 2005, she has cruised extensively, including the Med, safely and in comfort. With one large owners cabin, a small guest cabin/office, nicely appointed home-style galley and large head with shower and laundry, MIGRANT is indeed a go-anywhere comfortable home afloat. Her slow-turning Gardner 6-cylinder diesel is an engine legendary throughout the world, offering a comfortable 8-9 knot cruise. At 8.5 knots cruise, with a consumption of 3.5 gph, she has a range of over 2000 miles.

Please see details for lists of extensive renovations and upgrades!
Additional photos (including pictures during renovation in Nova Scotia) available online for interested buyers, please contact the listing broker.

RE-FIT in 2005 by OWNERS

MIGRANT was bought by her present owners in 2005 as a well-built "but needing

repairs" Cammenga 61 steel trawler with the intent of doing extensive cruising as a couple. She was taken from the Chesapeake to Padanaram MA and then on to Lunenburg Nova Scotia. She underwent a total interior refit while at the Lunenburg Foundry. Her owners managed the project, living in Lunenburg for the duration of the project.

As described by her owners:

The entire interior was removed, down to bare steel, with the exception of the engine room. Inside, the forward end of the underfloor fuel tanks showed corrosion, and both were shortened. Most of the steel freshwater tank was removed and replaced with a new stainless steel tank (about 400 gallons). The forward part of the old freshwater tank was made into a gray water tank, and the old gray water tank was converted to a black-water tank.

In the engine room the insulation was removed and replaced. The generator was relocated from the lazarette to the port aft area in the engine room. Nothing was done to the Gardiner main engine, which runs flawlessly. All small components, filters, pumps etc were removed and overhauled or replaced as necessary.

On the outside, the old teak decks were removed, exposing a fair amount of wasted steel decking. Virtually all the main decks were replaced including anchor windlass platform, and repairs to steel work made as needed. Any steel that was more than 10% wasted was replaced, including a very small portion of the hull.

Pilot house to deck interface and stack-to-house interface were placed. The hull rub rail was found to be deteriorated rubber and was replaced with half-round stainless steel. Rail cap was removed and replaced with new steel flange, and a new teak cap rail was installed when she returned to her home at the Fairhaven Shipyard.

The teak main deck was fabricated and installed by TDS in 2006. No mechanical fastening and no bungs.

The interior was designed to be a comfortable home for two, with a guest cabin. The galley had to have "the comforts of home", as did the bathroom/head with large shower, home-size washer/dryer etc.

After sandblasting, all steel was painted and all exterior surfaces insulated. Extra insulation, Sound Down insulation and cork was used on the bulkhead between the engine room and living spaces. Cork was installed between the two layers of sub flooring. All interior members were epoxy-coated (3 coats) after fitting and before installation.

All electrical and plumbing is new. Glass in all the windows was replaced. The skylights and stainless steel opening ports are new.

Interior woods are native North American Cherry, with Ash overhead beams. Wall coverings are vinyl.

Extensive documentation and photographs of the refit work are available.

Interested buyers may contact listing broker for additional online photos in higher resolution.

Since her refit, MIGRANT has traveled extensively, including seven summers cruising the Med (shipped across the Atlantic as deck cargo). She is comfortable, capable and ready to go much farther....

MIGRANT holds a USCG Certificate of Documentation.

ACCOMODATIONS

Coming aboard there is a gate to the main deck on the starboard side. Double cherry doors open from the covered aft deck into the salon. Down and to

starboard are steps to the galley, which is along the starboard side. The owners' cabin is large and spacious, all the way forward. Going aft to port is the bathroom (the word Head doesn't do justice!) with a full house-size shower, vanity and marine toilet. House size washer and dryer are in the head. Athwartship is an office/guest cabin with over and under berths.

From the salon there are steps up to the pilothouse, which has Dutch doors P&S to access the side and main decks.

Fully air conditioned, with reverse-cycle heat.

MAIN SALON:

- Built in settee couch to port with storage lockers
- Two chairs to starboard with end table
- Abundant storage
- Cork tile flooring
- Twin double cherry doors leading to aft deck sitting area

GALLEY

Located to starboard just below the main salon, it has beautiful custom cherry cabinetry and custom Corian counter tops.

- GE profile side-by-side refrigerator and freezer
- Stainless steel sink, under mounted to counter tops
- GE garbage compactor, under counter
- Fischer Paykel stainless steel dishwasher, under counter
- Gaggenau glass electric cook-top
- Sharp stainless steel convection microwave oven built in
- Kitchen Aid stainless steel toaster oven
- Tremendous storage in lockers, drawers and pantry area
- Stainless steel ports

MASTER CABIN

- Located forward, full width of the vessel, easy walk around and abundant storage
- Queen size bed with headboard aft, full walk around
- Bed is hinged on gas springs to be lifted for storage underneath
- Custom cherry cabinetry with drawers, lockers and full size closets
- Stainless steel ports
- Two overhead opening hatches
- Cork flooring

MASTER BATH

- Generous sized for true live-aboard comfort
- Large vanity with sink, storage under and shelving above
- Home-sized shower (32"x 54") with Corian surrounds
- Full size stacking washer and 220 v vented dryer, Bosch
- Stainless steel ports
- Cork flooring

GUEST ACCOMMODATION or OFFICE

- Over-under berths athwartship

- Built-in desk
- Accessible from galley area, with door to master bath
- Stainless steel ports
- Cork flooring

ON DECK

MIGRANT has full walk around from forward to aft. Decks are under cover from the fantail to amidships. Access to pilothouse doors P&S and to the Portuguese bridge is up steps from the side decks. Access to boat deck is via stainless ladder behind port pilothouse door.

- Teak decks installed 2006 by Teak Decking Systems: teak with no bungs, thiokol seams, in excellent condition
- Stainless steel cleats, stainless-lined oversize hawses for docklines
- Stainless rail cap, Portuguese bridge
- Stainless frame trim all around
- Varnished teak cap rail all around, blind fastened to new steel rail cap, by Kelly's (Fairhaven Shipyard) 2007

ANCHOR PLATFORM

- Electric anchor windlass with dual chain gypsies and top capstan. Chain gypsies individually clutched and braked. Motor rebuilt 2007. Gear box inspected 2005.
- Two Poolanker anchors, 250# and 175#, each with 250' of 1/2" galvanized chain, in hawspipes P&S, self stowing.

FOREDECK

- 1947 Dyer D varnished lapstrake dinghy, used as on-deck storage

BOAT DECK, aft of stack

- Accessible via ladder just aft of port pilothouse door
- Space for two dinghies and miscellaneous storage
- Nautical Structures MC1500 davit, 110 v AC, 1500# capacity. New 1994, controller replaced 2014
- Zodiac 10.5 RIB, 2012, with Honda 15 hp 4 stroke, new 2010

PILOTHOUSE

- Engine gauges, full analog displays
- Engine start, electric, with pull-cable engine stop
- Single lever throttle/gear by Gardiner
- Bow thruster control (hydraulic by American Bow Thruster)
- Wraparound windows forward, all glass replaced 2004
- Two opening windows facing forward
- Circular rain-free vision port, centerline
- Pilothouse Dutch-doors P&S, varnished teak
- Centerline helm seat, nav station/desk aft to port
- Electrical panel located centerline, pilothouse aft

ELECTRONICS

All electronics are on NMEA 2000 network (except autopilot, NMEA 0183)

- Garmin 5208 multi function display, GPS, new 2007, interfaced to autopilot
- Garmin digital radar, new 2015
- Maretron DSM displays (2), new 2005
- Maretron SSC 200 compass, new 2011
- Maretron WSO 100 weather station, new 2015
- Maretron USB Gateway 100, new 2005
- Maretron GPS 100, new 2005
- Maretron DST 100 depth, speed, temp, new 2005
- Maretron TLS 100 fuel and water tank level, new 2005
- ICOM IC-M120 VHF, new 1994
- Robertson autopilot, upgraded to AP9 MK3 in 2007

ENGINE ROOM and MECHANICAL SYSTEMS

PROPULSION ENGINE

- Gardner 6L3B six cylinder diesel, 180 hp. Approx 13,000 hours. Top end overhaul at 10,000 hrs.
- Jabsco 110 V AC raw water pump for engine cooling, switched by ignition
- Standby raw water pickup through emergency bilge pump
- Wet exhaust, 2005. Originally dry exhaust through stack.
- Gardner 3:1 reduction gear
- 4" stainless steel shaft with self-greasing stuffing box
- Bronze propeller, 4 blade 32 x 30, balanced 2006
- Racor 75/500 FGX dual fuel/water separator filters, 2006
- Fuel tanks: (2) main tanks under floors, 500 gallons. (2) day tanks in engine room, 400 gallons.
- ESI fuel polishing and transfer system, can polish any tank individually or as fuel is transferred among tanks. All fuel piping painted red for identification.
- Engine driven hydraulic pump for American Bow Thruster

ELECTRICAL SYSTEM

220 Vac, 120 Vac, 24 V DC and 12 V DC systems

- Generator: Northern Lights 12 kw in soft sound shield, new 2008. Approx 3200 hrs. Dedicated 12 v gen set battery. Racor 500MA fuel/water diesel fuel filter.
- Leece Neville 150 amp 24 V DC alternator, main engine
- (6) Decca AGM 12 v 108 ah batteries wired as single 324 ah x 24 v battery bank. Can be separated separate house/start bank if desired.
- Magnum MSH4024M 24 v DC 4 kw inverter/charger, new 2015 with Magnum ME-RC remote control
- Hart Link 2000 battery monitor system in pilothouse, new 1994
- Victron Energy 24/12-40 converter, new 2015
- Victron Energy Phoenix 24 v 25 amp charger for European 220 V single wire input
- Panneltronics custom electrical panel in pilothouse with full circuit breaker system for 240/120 V AC and 24/12 V DC, voltmeters, selectors.

PLUMBING

- All domestic water piping replaced in 2005, including water distribution, drainage and waste
- Water tank, 400 gallon stainless steel, new 2005

- Grey water tank, 375 gallon steel, repaired and tested 2005
- Black water tank, 350 gallon steel, new 2005
- Stainless steel hot water tank, 2005
- HRO 10-600 water maker, 220 V AC, 23 gph. Overhauled 2005. Not currently operating.

AIR CONDITIONING

- Cruise Air 220 V AC units, (1) 30,000 btu and (1) 24,000 btu, overhauled 2005. Cruise Air digital controls new 2005.

EXCLUSIONS

Personal items aboard are excluded from sale if not specifically listed herein. Some pictures show items that have been removed.

Specific exclusions:

- Artwork on walls
- Antique chest in main salon
- Brass gimballed barometer at forward centerline of main salon
- Whitehall rowing and sailing dinghy on upper boat deck

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.



Copyright 1992 - 2020 MarineSource Network, Inc. <https://marinesource.com>. All Rights Reserved.