

For Sale - Infinite Improbability



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Introduction

Infinite Improbability is an Eygthene 24, built in 1980. It is a Ron Holland design, based on his original "Eygthene" which won the ¼ Ton World Cup

We bought this as a big small boat. Despite being only 24' long, it has many features that are normally only found on bigger boats.

We wanted a boat that would be capable of cruising the West Coast of Ireland, not one that would be confined to Clew Bay. That meant that it had to have an inboard diesel engine and a marine toilet.

With the Eygthene we also gained huge interior space for a boat of this length, wide side decks (the beam is as much as some 30' boats) and a proper anchor locker (so you don't have to lug the anchor up from below decks).

Of all the Eygthenes we considered, this was by far the best. However, we have done much more on the boat to bring its specification way beyond what is usual for one of these.

We sailed the boat around Ireland from Howth to Mayo and know that it is well capable of sailing on the Atlantic coast. It can easily be sailed by one person.

We are only selling as we have bought a larger boat, also by Ron Holland.

Rigging

Single spreader Kemp alloy mast and boom

Much stronger than the alternative double spreader rig on some boats

Mast overhauled and not sailed since

New base plug on mast

All standing rigging replaced and not sailed since

Furlex headsail furling system.

Rebuilt, upgraded to latest specification and not sailed since.

For racing, the drum is removable and a twin groove forestay allows one sail to be hoisted inside another for fast sail changes.

Adjustable backstay tensioner

Mainsheet track with car control ropes and cleats

New rollers, cleats, end stops

Main halyard and twin jib halyards

All led back to cockpit

Halyard bags on bulkhead

Slab reefing

Bottle screw covers and shroud covers

Spinnaker gear

Spinnaker

There is a second spinnaker, but it is smaller and better used for reaching

Two pairs of pulleys on toe rail for sheets and guys

Sheets, guys and light weather sheets

Spinnaker pole

Spinnaker halyard, uphaul and downhaul

Adjustable spinnaker fitting on mast

All led back to cockpit

Spinnaker snuffer

Sails

No. 1 genoa

Storm Jib

Furling genoa

Main

No. 3 jib

Two Spinnakers, as above

Winches

Twin, two speed Lewmar jib winches

Twin Lewmar halyard winches on coachroof

Twin Lewmar spinnaker winches

Mooring

Main anchor: 20lb CQR type with 10m of chain and 50m of multiplait warp in forward anchor locker

Fenders

Nylon warps

Boat hook

Engine

Yanmar 1GM10 inboard diesel

Replacement for original Petter engine

Tows 34' boats with ease

Control panel and single lever control in cockpit

Three blade propeller

23 litre stainless steel fuel tank with deck filler

Soundproofing added between engine and cockpit

Electronics / Instruments

Stowe log and wind speed with through hull and mast head transducers

Stowe depth sounder with bronze, through hull transducer

Garmin GPS with pushpit mounted aerial

Nasa VHF radio

Plastimo bulkhead compass

Original replaced with newer model

Hawk masthead wind direction indicator

Electrics

New battery. Wired for twin batteries and holder for second.

Two way battery master switch

Much of the wiring on the boat has been replaced.

This has all been done with tinned copper wire (imported from the USA)

Two new distribution panels have been fitted, using re-settable circuit breakers rather than fuses where appropriate. They also have a switched battery voltage meter

Two 12V power points

For portable fridge/mobile phone/laptop etc.

Navigation lights

Steaming light

Cabin lights

Accommodation

Sleeps 2 in main cabin

Either in original two side berths or on fold down double bed

Maker's specs say the boat sleeps 3 in main cabin, but one would have to be very small.

Sleeps 2 in forward cabin

All seat, berth and back cushions plus new cushions for fold down bed.

Two burner cooker with grill

Set of stainless steel saucepans pans, frying pan, grill pan, kettle, cutlery. mugs etc.

Ventilator over galley

Wet locker

Folding table with chart storage

Lockers under both side berths and forward berths

Lockers above seats on both sides with sliding doors

Lockers above galley with sliding doors

Forward hatch replaced

Windows replaced

New washboards

Extra hand holds on companionway

New marine toilet

Storage above toilet

Provision for 60/100 litre water tank with deck filler

The tank was leaking and has been removed. All fittings are in place for new 60 or 100 litre plastic water tank and in-line water filter.

Sink with hand pumped tap

Cool box

Much of the interior wood has been removed, cleaned, re-varnished and re-fitted.

Deck

Treadmaster non-slip covering on deck, in cockpit and on forward coach roof

Stem head fitting replaced

Vastly stronger and better secured than the original

Includes bow roller and twin fairleads

New jib cleats

Jamming type. Much more substantial than originally fitted.

New aft mooring cleats

Much more substantial than originally fitted.

New aft fairleads

Much more substantial than originally fitted.

Large stern locker in cockpit

Proper catch – boat originally did not have one

Anchor locker on foredeck

Proper catch – boat originally did not have one

Outboard engine storage bracket on pushpit

Large sprayhood

Dodgers

Sail cover

Winch handle

Steering

Rudder replaced

Stronger than original and with much improved fixing arrangements

Rudder bearings replaced

Tiller replaced

With mountings for autopilot

Tiller extension

Safety

Manual bilge pump operated from cockpit

All sea cocks replaced

Wooden bungs in place for all through hulls

Cockpit drain pipes replaced

Toilet inlet and outlet pipes replaced

Webbing jackstays

Fire blanket

Boarding ladder

Horseshoe lifebuoy and light

Folding radar reflector

Vented gas locker in stern cockpit compartment

Gas cut off switch in cabin as well as at gas bottle

Pelican hooks on lifelines for fast removal

Anything else

The boat has the sail number IRL 2418 assigned – ideal for an 18/24

It is currently ashore at Rosmoney, Westport, Co. Mayo, Ireland