BERTHON INTERNATIONAL

SCAN TO VIEW

63' Nigel Irens Modern Classic > MOLLY BÁN OF DUBLIN

Price	**€450,000 VAT paid**
Location	Dartmouth, Devon - UK
Year	2008
LOA	63’ / 19.2m
LWL	61’4” / 18.7m
Beam	14’11” / 4.55m
Draft	3’7” / 1.11m
Air Draft	9’1” / 2.76m
Displacement	16,400kg / 36,155lb
Hull Material	GRP / Foam Sandwich
Engine	1 x Cummins QSB5.9, 300hp
Builder	Tuco Yacht Værft, Faaborg, Denmark
Designer	Nigel Irens & Theo Rye
Accommodation	6 berths in 3 cabins

BROKER'S COMMENTS

Designed by Nigel Irens and Theo Rye for a discerning and experienced racing and cruising yachtsman's entry into motor yachting, this uniquely stylish yacht is equally at home as a cruising weekender or as a proven, economic coastal and offshore passage maker. She offers excellent sea keeping together with comfortable and convivial accommodation for up to 6 people.

Having a maximum fully loaded speed of 15 knots via a single 300hp Cummins diesel, MOLLY BÁN's easily-driven/low displacement/length ratio (LDL) hull offers comfortable cruising at 14 knots on 30 litres of fuel per hour. For really quiet long range cruising, throttle back to 10 knots and the fuel consumption falls to just 10 litres per hour – that's 1 litre per nautical mile.

MOLLY BÁN had a complete new set of Raymarine Axiom electronics fitted in spring 2026 to go with her full fit out for the new season.

Explore more photos here: https://www.berthoninternational.com/yacht-sales-brokerage/yachts-for-sale/63-nigel-irens-modern-classic-molly-ban-dublin/

ON THE DESIGNER

Nigel Irens designs efficient hulls, whatever the power source. He may be best known for his record-breaking sailing multihulls, but from early in his career he has been in the vanguard of efficiently driven power yachts.

In recent years Irens has concentrated on monohull motor yachts fitting the LDL concept – Low Displacement /Length Ratio. At its simplest: a long narrow, relatively lightweight hull will be easily driven through the water. There is nothing particularly new in that, but it seems to have become lost along the path of motor yacht design over the past 40 years. MOLLY BÁN's lineage stems from the 38' Rangeboat, a production yacht built in France; a 70 ft version of which has also been built in China.

16 tonnes displacement requires a comparatively modern foam-sandwich hull construction and relatively modest systems - as well as careful fit-out, to which the single engine installation and light New England style interior with "picture framing" in cherry wood both contribute.

The aim was a largely independent yacht, capable of cruising in some of the less populated areas of northern European waters, including inland, and not requiring regular visits to marina berths. She has also acted act as a "mother ship" to yachts at sailing regattas and as a committee vessel and "VIP" boat at major international regattas. Here her spacious aft cockpit and opening transom offers an efficient work place, and a dock for support RIBS. In cruising mode this space doubles as the tender's "boathouse", and, with the large table erected, it is also a very pleasant social space.

OWNER'S COMMENTS

MOLLY BÁN was designed to be a comfortable seagoing mobile holiday home, and a mothership to my classic gaff cutter of 1894, PEGGY BAWN. Since she was launched in Denmark in June 2008, she has fulfilled these roles and has cruised thousands of miles, including Scotland, Ireland, the south coast of England, a return to Denmark and Sweden in 2010, and even the upriver Thames.

Representing a significant departure from conventional motor yacht design, her status as a modern classic was recognised by her invited participation, as the only modern craft, in the Historic Squadron of the Queen's Diamond Jubilee Thames Water Pageant.

As she glides by with her long unbroken sweeping sheerline, you may agree that MOLLY BÁN exudes a unique air of purposeful elegance.

Note: "Bán" is white, or blonde in Gaelic.

HISTORY

- MOLLY BÁN is a one-off motor yacht quite unlike any other, designed by Nigel Irens and Theo Rye. Nigel is best known for his racing trimarans, including Ellen Mac Arthur's KINGFISHER and Francis Joyon's IDEC. MOLLY BÁN embodies two of Nigel's favourite concepts: **Fusion design** - a blend of modern lightweight materials and construction techniques with traditionally inspired styling, and **LDL** - Light Displacement and Length.
- During her first six seasons MOLLY BÁN clocked up almost 20,000 passage-making and cruising miles in Irish, Scottish, Welsh, English, French, Dutch, German, Danish and Swedish waters, including a North Sea passage from Scotland to Denmark.
- In 2012 she was selected to represent efficient modern classic power boat design in the Queen's Diamond Jubilee Thames Water Pageant, and acted as "hotel ship" during the London Olympic Games whilst still fulfilling her regatta duties home in Ireland.
- In the summer of 2013 she completed a detailed exploration of Ireland's ruggedly beautiful west coast, where her ability to make quick headland passages - ahead of weather systems - to reach the next bay to be explored at a more leisurely pace - came to the fore, as did her self-sufficiency and long range on a coastline where marina berths and refueling possibilities are sparse.
- MOLLY BÁN sailed round Ireland in 2014. Since then she has generally been cruised in Irish waters, and splendidly serving as a committee boat. She continues to prove herself to be a comfortable and effective platform for cruising and spending time aboard.
- MOLLY BAN is professionally maintained.

CONSTRUCTION

Hull, Deck & Superstructure Construction:

- Prior to MOLLY BÁN, her builders, Tuco Yacht Værft, of Faaborg, Denmark, had completed over 100 IMX40 and 45 hulls for X-Yachts, the new generation Borresen Dragons and 80 ft to 82 ft hi-spec motor yachts for Royal Denship.
- She was built to comply with the necessary EU / RCD / ISO standards applicable, and to meet or surpass the requirements for Category B use for up to 12 persons.
- The hull and deck structure is a GRP and foam sandwich, with equispaced athwartships frames and a pair of full length girders which double as engine beds.
- Externally the surface finish throughout is AwlGrip with varnished teak trim and railing.
- Excellent seakeeping, thanks to her length and easy bow.
- Smooth motion in seas, with crew in the centre of rotation axes.
- MOLLY BÁN's profile is low, so as to be capable of inland waters cruising, yet she has an innovative standing upper steering position, designed by Theo Rye.
- In 2011 the burgundy fabric cockpit "roof" (see page 1) was replaced with the solid, white, foam sandwich canopy she has today. This work was carried out by Silvers Marine, this is now known as 'The Boathouse' and has worked very well.
- MOLLY BÁN has been fully serviced annually.

MACHINERY

Engine & Gearboxes:

- 1 x Cummins Diesel QSB5.9, giving 300 hp AT 2600 rpm via a ZF ZFE80A 2.0 gear box driving a 50mm s/s tail shaft via a Centa CF-200 thrust bearing and a Marine Craft Deep Sea Seal (all 2008. Engine mounts replaced 2014); Shaft removed, inspected by Hamble Propellers, with full re-alignment done on re-insertion (2014).
- Engine emergency stop button at upper steering position.
- Fuel shut off pull cables under “porch” bench starboard.

Maintenance & Performance:

- Cruising speed 8-12 knots. Maximum speed 15 knots in full cruising trim.
- Engine hours approx. 2520 @ February 2026.
- Complete 2000 hour service carried out by Pilkington Marine at Newtown Abbot, with test runs in Poole.
- Filters all regularly changed, including fuel, primary filters, oil filters for both engine and generator.
- Engine alternator belts changed 2019.

Propulsion & Steering:

- Emergency steering tiller.
- Four bladed fixed pitch propeller (re-balanced by Hamble Propellers, 2014), with “Stripper” rope cutter.
- Glendinning EEC-4 fly-by-wire throttle controls linked between steering positions.
- Maxpower R300 24 volt electro hydraulic retracting bow thruster. Totally rebuilt October 2023 including the replacement of all nylon bearings with custom built bronze bearings, and new water and oil seals. All parts were fully re-anodised and antifouled.
- Jefa rudder bearings with Jefa “inspection hatch” access through cockpit deck for emergency tiller location to keyed top of stainless steel rudder stock. All steering gear dismantled, inspected and re-assembled during prop shaft removal (2014).

ELECTRICAL SYSTEMS

Voltage Systems:

- 12 volt and 24 volt systems with independent engine and 220V charging.
- 12 volt system updated 2022 (with full Chargemaster check).
- 24 volt system updated 2016 (little used and charging well).
- 220 volt (European) sockets throughout, including cockpit.
- 12 V cigarette lighter type sockets at chart table, snug and in cabins.

Battery Banks:

- Engine battery: 12v 120Ah 780A (high crank power) - renewed April 2024.
- Bow thruster batteries: 24v (2x parallel) 12v 120Ah 780A - renewed May 2024.
- Domestic batteries: 12v x3 - renewed 6/2022 (chargemaster checked 2022).
- Generator battery 12v - renewed June 2022.

Battery Chargers:

- Mastervolt Mass Combi Charger/Inverter.
- Extra independent Mastervolt ChargeMaster specifically for shore power and generator charging of engine start battery but also back up charger for all 12 volt battery sets. Rocker switch at dash allows “jump” starting of engine.

Alternators:

- Cummins 12 volt, 130 Amp.
- Mastervolt 24 volt, 75 Amp.

Generator:

- Onan MDKBH 4 kW generator with separate starting battery .
- Genarator hours – 1716 @ February 2026.

Shore Power:

- 16 amp shore power socket with breaker.

PLUMBING SYSTEMS

Fresh Water & Water Heating System:

- 1 x Isotemp "Basic" 75 L hot water tank with 220 volt element, also receives hot water from Eberspächer, and Engine via Alfa Laval heat exchanger.
- Hot water, for the central heating radiators is supplied from a 12 volt Eberspächer Hydronic M10 water heater
- Hot water (to taps and shower only) can also be created via an Alfa Laval heat exchanger when running the main engine, and with a 220 volt immerser.

Bilge Pumps:

- 3 x Jabsco Utility Puppy impeller type automatic bilge pumps situated forward of snug, engine room, steering gear compartment.
- Jabsco Amazon Warrior double acting manual bilge pump on plywood base with long lengths of 38mm hose for emergency manual bilge pumping.
- Jabsco engine driven emergency clutch bilge pump.

TANKAGE

Fuel:

- 2 x 500 L stainless steel diesel fuel tanks in engine room.
- 1 x 25 L Polyethylene diesel tank in galley for stove and cooker diesel fed by electric pump from main tanks.
- Fuel tanks cleaned.

Fresh Water:

- 2 x 500 L stainless steel fresh water tanks aft of engine room under cockpit.

Grey/Blackwater holding tanks:

- 1 x 385 L polyethylene grey water holding tank engine room starboard aft.
- 1 x 42 L polyethylene grey water holding tank with transfer pump under snug sole.
- 3 x Polyethylene black water tanks: Day head 60 L; Bathroom 60 L; Fwd head 80 L.

NAVIGATION EQUIPMENT

- Raymarine Axiom 12 touch screen plotter internal (2026).
- Raymarine Axiom 9 touch screen plotter external (2026).
- Raymarine Ray 53 VHF inside (2026).
- Raymarine Ray 53 VHF outside (2026).
- Raymarine Autopilot Evolution EV-200 with (2026).

- Control head P70Rs on deck and below(2026).
- 2 x Raymarine I70S instrument display internal (2026).
- 1 x Raymarine I70S instrument display external (2026).
- Raymarine Triducer DST810 Gen2/Sea Talk NG /Bluetooth (2026).
- Pico one Battery monitor (2026).
- Em-trak class B AIS (2026).
- Silva 125T steering compass at inner steering position.
- 2x Silva 70UNE hand bearing/ multi-purpose compasses.
- All navigation lights by Lopolight. Including towing lights.
- Hydraulic wheel steering at inner steering position.
- Vetus electro-hydraulic steering system for both autopilot and Vetus “follow-up” steering at upper steering position.
- Echopilot Forward Looking Sonar with FLS Platinum Video engine displaying at inner steering position plotter (Video 1).
- Raymarine RD424 +4 kW radar system displayed at both plotters
- Hydraulic horn operated from upper steering position.
- Windscreen demist system.

DOMESTIC EQUIPMENT

Galley:

- Wallas 86D Diesel Hob and Oven supplied from a diesel tank under side deck.
- Isotherm 12 volt 130L front opening fridge with freezing compartment.
- Isotherm 12 volt BI53L top opening freezer set into aft worktop with matching Corian surfaces to lids.
- LG 800W 220 volt Microwave.

Heads/Showers:

- 3 x Tecma 12 volt Silence Plus fresh water flushed macerating type toilets with exit piping leading via dedicated holding tanks.
- Plastimo deck shower at day head.
- Whale twist deck shower (hot and cold) at cockpit port quarter.

Heating & Ventilation:

- A calorifier and the Eberspächer also supply fan heaters in the wheelhouse.
- A simple forced air ventilation system, using 24 volt fans, circulates air drawn from outside through the vessel by simple ducting.
- Works customised (to create flame window) - Refleks gravity-fed carburetor diesel stove provides heat to the snug (and wheelhouse area if door from snug forward is closed).

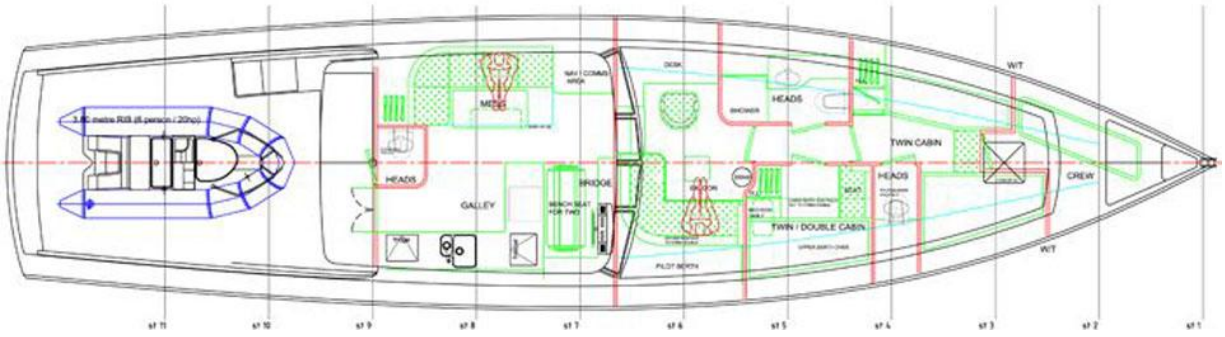
Entertainment:

- Flat screen stow-away TV with plinth for use at snug desk.

Lighting:

- All living spaces and cabins have a combination of LED downlights, halogen reading lamps and LED red courtesy lights.
- The forepeak is fitted with halogen ceiling lamps and reading lamps.
- The cockpit is fitted with two LED downlights and LED red courtesy lights fore and aft.
- All lighting by Cabin of Denmark.

ACCOMMODATION



Summary of Accommodation:

- MOLLY BÁN's general arrangement creates four distinct areas of usage, allowing for both social and private areas and for multifunction, multitasking use.
- The accommodation emphasises social living space with watch keeping, cooking and dining all at one level with excellent views, while cabins are small and functional. The plan also allows separate living spaces in the snug (or lower saloon) and the "porch" (cockpit). Comfort at sea is especially enhanced by putting the crew at the centre of pitching and rolling, and there is a facility to sleep athwartships in the snug and fore cabin.
- The finish incorporates Nigel Irens house style elements recognisable in his recent power and "fusion schooner" designs, with louvered locker doors and cherry wood capped deck house beams, combined with her commissioning owner's desire for a white painted with cherry trim "New England" style.
- She is designed around the large central deckhouse, with a sociable combined pilothouse, galley and dining space, much like a kitchen/living room onshore. Crucially, one does not live, as on most sailing yachts, "below the stairs", needing to stand up to look out.
- New side covers (2016 – but only used for 3 seasons). Old covers kept for use in the winter when MOLLY BAN is decommissioned.
- New steering hatch cover (2022).

Description of layout:

Wheelhouse Saloon 'The Boathouse':

- Access from the cockpit is by a teak faced door capable of being folded to facilitate use of the RIB recovery winch for a race boat mother ship towage warp via "Panama" fairleads in the port and starboard cockpit coamings.
- A lobby - with "day head", wash hand basin and occasional shower off to port, and sliding basket stowage to starboard - leads to the wheelhouse saloon, with fully equipped galley to starboard with Corian surfaces. A cherry veneered "mess" table with bench seating raised on a plinth for better visibility is to port, a bench seated steering and control area forward starboard includes the main electrical switchboard, there is a stand up chart table forward port.
- Upholstery in this area is light green "Alcantara" type fabric.
- The middle windscreen opens outwards for ventilation and external communication forwards.
- A short step down, offset to port of centerline, gives access forwards to the "snug" or lower saloon and the remainder of the accommodations.
- Although at a lower level, a light and airy feeling is preserved in the forward part of the boat by use of multiple opening hatches and attractive oval non opening ports set into the coach roof sides.

"Snug" or Lower Saloon:

- This cosy lounge, come office, come adaptable double cabin features a custom Refleks diesel stove with the white painted bulkheads finished in a v-groove effect.
- To port is a desk and book shelves with drawers and the concealed 220V switch panel under.
- A jack plug allows connection to the six speaker sound system by mobile devices, laptops and tablets, and there is a TV connection with an antenna wired in to the mast (dish presently stowed away).
- To starboard is an L shaped sofa with a same level "pilot" berth behind the seatbacks with book shelves above.
- These seat backs are removable, creating a large double bed, with a longitudinal heavy curtain affording privacy.
- With the corner seat back only removed, the L shape also allows an athwartships passage making bunk to be created for greater comfort at sea.
- Upholstery in this area is burgundy coloured "Alcantara" type fabric.
- A door in the forward bulkhead allows access to a passageway with the main bathroom to port and cabin to starboard.

Main Bathroom:

- The main bathroom contains a dry area toilet and vanity unit with good stowage, and a separate walk-in shower with roller blind type "door".
- Hot water towel-drying type radiator.

Starboard Cabin:

- This is an intimate double or large single berthed cabin with a built-in bunk above.
- There is a hanging locker with drawers below and a built in bench seat.
- Hot water towel-drying type radiator.
- A door forward in the passage leads to the forward cabin.

Forward Cabin:

- This is a twin berth cabin with an en suite WC and wash hand basin, a bench seat forward, drawer and shelved locker stowage, open shelf stowage and a hot water towel drying type radiator.
- A panel and bridging cushion can be inserted between the bunks creating an athwartships passage making berth.
- A semi door in the forward semi-watertight bulkhead leads to the forepeak.

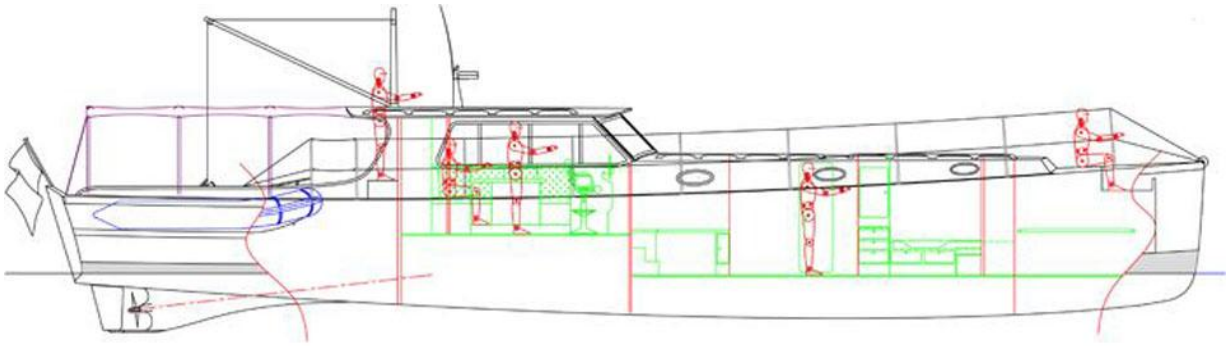
Forepeak:

- A substantial stowage area with large hatch access above by bulkhead mounted ladder.
- There is a roll away "pipe" cot to port and a hot water towel-drying type radiator.
- Twin manhole access in the forward bulkhead to the twin chain lockers.

COCKPIT/EXTERNAL

- The large cockpit is effectively a "boathouse" for tenders, and alternatively a large entertainment area with a table seating twelve. It includes a "porch" bench, two-step access to a unique upper steering position affording excellent all round visibility and spacious, screened off under side deck stowage.
- Her ergonomic side decks and high but inconspicuous guard rails offer security when moving forward to a spacious area of deck and low level coachroof, with the teak grab rails set back to afford comfortable seating.

DECK EQUIPMENT



General:

- Deck fittings are substantial, including twin spring line cleats, in a combination of stainless steel or chromed bronze. In particular there are large towing bollards at the quarters for mother ship race boat and/ or RIB towing.
- Derrick boom with gooseneck to mast for lifting operations and emergency steadying sail.
- Sliding gantry crane for launching and recovery of Lightweight dinghy.
- Spiech multifunction windscreen wipers on Professional Pantograph arms, incorporating washers, Type-M motor, with CT42 microcontroller based wiper control at dashboard
- Sovereign Alpha gas barbeque with location sockets in transom rail and port quarter side deck.
- Stow-away three section teak faced plywood cockpit table utilizing RIB chocks as frame.
- Aluminum and wood folding chairs.
- Aluminium side boarding/ swim ladder
- Exit Engineering folding carbon-fibre pasarelle/gangway.
- Mainsheet horse fitted upside down to facilitate the option of launching the "Valentine Punt".
- Under the deckhead: a mast for temporary fitting forward to stretch signal flags (for committee boat duty).

Anchoring & Mooring Equipment:

- Bower anchor 35kg Plastimo “Kobra” with 100m of 10mm galvanized chain, operated by a self-deploying and stowing powered pantograph. When stowed, anchor is out of sight, vertical behind the stem.
- 2 x 50m lengths of spare 10mm galvanised chain.
- Kedge anchor FX37 Fortress with Ankarolina polyester webbing reel.
- Muir Jaguar 3500 24 volt DC windlass with chain gypsy and rope windlass.
- Andersen 46ST 12 volt electric winch in cockpit for kedge, warping, towing, MOB etc.

Covers, Canvas & Cushions:

- Acrylic cockpit side and aft screens (three zipped together per side; two zipped aft; can be rolled and secured up together or individually.
- The upper steering position has a removable acrylic cover.
- An acrylic cross cockpit screen allows the possibility of segregated “camping” sleeping in the cockpit.
- Acrylic screens for under side deck cockpit stowage.
- Removable seat and back cushions for starboard cockpit bench seat.

Tender & Outboard:

- She features a long cockpit, which is called the “Boathouse”, designed to accommodate 3 x tenders, including a 25hp aluminium RIB, the VALENTINE PUNT, a replica of a classic 10ft

rowing boat (the original was built for the owner's grandfather in 1926) (which can be included in the sale at an additional cost), and the BODHRÁN, a lightweight Aerolite translucent canoe (which can be included in the sale at an additional cost). With the RIB replaced by a large table, the boathouse also provides a splendid large party area.

- Southern Pacific "Cormorant" 390 aluminium-hulled RIB (2009) with 25 hp Yamaha 4-Stroke outboard (2008).
- The two-panel removable transom permits easy launching and recovery of the RIB by a power winch, creates a tender dock and allows one level walk-on pasarelle access from a pontoon. This large space has made *MOLLY BÁN* a popular choice as Committee Vessel and VIP boat at major regattas including the ISAF Youth Worlds, Dublin 2012 and Dún Laoghaire Regatta 2013.

SAFETY EQUIPMENT

- All safety equipment is in date.
- 2 x Viking 6UKL liferafts. Last serviced 05/2025. Next service due 05/2028.
- Sea-Me active radar reflector.
- Viking Tri-Lens passive radar reflector.
- Ocean Safety "Parachute Anchor Pacific 20", with 100m of 20mm anchor line and 10mm retrieval line with floats (a bow deployed drogue).
- 2 x Viking six-person valise liferafts
- 4 x Lifebelts (2 with lights).
- Lifejackets.
- Childrens Lifejackts.
- Life vests.
- Kanad 406 manually activated EPIRB, on mounting bracket at day head (new battery 2014).

Fire-Fighting Equipment:

- Auto fire extinguisher system in engine room.
- Fire extinguishers at galley (and fire blanket), chart table, snug (and fire blanket), starboard cabin, fore cabin, forepeak.

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