

# MARK CAMERON YACHTS

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## Victory 40' Ketch

**£70,000 GBP**

**United Kingdom**

**Extensively upgraded blue water cruising ketch**

Manufacturer/Model	Victory 40' Ketch
Name	CORSAIR
Designer	Van De Stadt
Year	1977
Category	Sail
Status	Available
Price	£70,000 GBP
Price comment	Extensively upgraded blue water cruising ketch

Lying

Argyll, United Kingdom

## Specifications

Length overall	12.20 m
Length waterline	10.05 m
Beam	3.50 m
Draft	1.50 m
Displacement	12,192 kg
Hull	GRP hull with encapsulated keel
Keel	Full keel

## Propulsion

Engine	Yanmar 4JH3-TE marine diesel engine. Fitted new in 2005. 75hp @ 3800rpm 4 cylinder, direct injection, turbo charged, indirectly cooled ZF Hurth hydraulic marine reversing gearbox.
Engine hours	2,500 hours
Fuel	Diesel
Fuel capacity	760 litres

## Accommodation

Drinking water capacity	725 litres
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## Description

The **Victory 40** hull has proven its self as a capable offshore, long distance cruiser. The same **Van de Stadt** designed hull underpinning the European built **Trintella IV**. With its traditional lines and stepped sheer the **Victory 40** gets admiring glances wherever she goes.

Fitted with a doghouse the **Victory 40 CORSAIR** is ideally suited to cruising in northern climes. In the current ownership she has enjoyed cruising the waters of the length of the Mediterranean in the south, the Baltic and the coast of Norway from Stromstad to Tromso, alongside cruising her local waters of the Scottish west coast and the northern isles. Set-up for shorthanded cruising her current owners have sailed predominantly with just two aboard.

**CORSAIR** has benefitted from continual re-fitting and upgrading throughout the last two ownerships and boast a comprehensive inventory. Some of her highlights include:

### Preventative epoxy hull treatment applied in the 1990's

**Stiffening of the decks in way of the mast steps 2004/05**  
**Installation of new Yanmar 4JH3-TE engine 2005**  
**Installation of new Aquadrive unit and all new sterngear 2005**  
**3 blade VariProp feathering propellor fitted 2005**  
**Vetus Bow Thruster installed 2008**  
**Raymarine Autopilot system renewed 2012-2014**  
**Raymarine C125 MFD Chart plotter and Radar 2012**  
**Avansea AIS Receiver 2012**  
**Raymarine Instrumentation new 2012**  
**Aerex wind generator 2011**  
**Gas galley stove replaced 2021**  
**Webasto diesel air heating system 2005**  
**Mainsail and working jib fitted new 2014/15**  
**Tubular davits 2011.**

We have a large selection of additional images available upon request.

Afloat and in commission for the 2021 season **CORSAIR** is a boat that's ready to set off on new adventures with her owners this year. Viewings are strictly by prior appointment.

### OWNER'S COMMENTS:

Originally British owned she was registered in Guernsey in 1980 as Brigaret II. In 1993 she was sold to a Dutch owner and removed from the British Registry. Following the sale, her underwater hull was stripped and epoxied, thought to

be precautionary as there is no evidence that she was affected by Osmosis. Subsequently she is believed to have been fitted out for round-the-world cruising by the yard Blei & Hetterschijt Jachtmakelaars of Dintelmond, near Willemstad when the owner's fatal illness triggered a further sale.. She went back into British ownership in 1997. We purchased her on Hayling Island in 2004 and subjected her to a major re-fit, all by professional tradesmen. This work included strengthening of the deck in the areas of both masts, replacement of cockpit roof, Provision of emergency tiller steering facility, removal of Treadmaster deck covering, painting the hull & deck (two-pot Awlgrip), replacement of mizzen standing rigging and guard-rails, new Raymarine instrumentation including C120 plotter, autopilot, Radar, DSC Radio, Navtex, GPS and new Webasto heating etc. The LPG gas system was also renewed, gas alarm and solenoid shut-off added. We have undertaken many further replacements or improvements subsequently, including replacement of the majority of her electronics in 2012/13 following a lightning strike. During our 17 years of ownership we have enjoyed the boat immensely exploring most of the coast of Europe, including Ireland , the west coast of Scotland and the ~Northern Isles. We have spent at least the equivalent of 3 full years living aboard. CORSAIR has proven a highly capable long distance cruiser always looking after her crew no matter the weather conditions. Its with a heavy heart we have decided to sell this fantastic blue water cruiser.

### **MANUFACTURER HISTORY:**

The Tyler Boat Company (UK) was founded by Edward Tyler, originally an English house builder. As early as 1946, Tyler had been using fibreglass moulds in the production of concrete panels for prefabricated houses. Alongside this he had also started to experiment with various other uses for the new material including the waterproofing of boat decks. In later years he founded the Tyler Boat Company. The company quickly established itself in the growing market of mass production GRP boat building. For many years it became one of best-known builders of fibreglass yachts in the world.

Alongside its own boats the company contract moulded hulls for many of the leading brands of the day both in the UK and throughout Europe. When such contracts ended and the model production had ceased Tyler secured a deal allowing bare moulds to be offer for home completion or custom fit out by smaller yards.

### **CONSTRUCTION**

#### **Hull Construction:**

Single piece GRP moulded hull.

Stepped sheerline.

Portlights on aft quarters of hull within moulded recesses.

Hull painted with two-pack Awlgrip paint system, applied in 2004.

Hull coated below the water line with a preventative epoxy treatment during the 1990's

Underwater hull freshly antifouled in spring 2021.

#### **Deck & Superstructure Construction:**

Single piece GRP moulding.

Stepped deck with integral cockpit and coachroof.

Decks strengthened in way of main and mizzen mast steps in 2004/05.

Doghouse, constructed of mahogany and marine ply with large glass windows forward and aft, opening hatches forming windows aft.

Teak eyebrow running length of coachroof sides forward.

Coachroof portlights fitted with chromed bronze frames.

Deck and superstructure finished with two-pack paint non-slip panels. Non-slip deck panels subsequently overpainted (International Interdeck) 2021.

#### **Keel:**

Full-length keel

Encapsulated lead ballast

#### **Rudder:**

Keel hung, full depth rudder.

Stainless steel rudder stock.

### **MACHINERY**

#### **Engine & gearbox:**

Yanmar 4JH3-TE marine diesel engine. Fitted new in 2005.

75hp @ 3800rpm

4 cylinder, direct injection, turbo charged, indirectly cooled

ZF Hurth hydraulic marine reversing gearbox. (2005)

Single lever control

Racor turbine duplex fuel filtration system for engine supply. (2011)

**Maintenance & Performance:**

Engine running hours in May 2020, approximately 2500 hours

Fully serviced annually until 2019, boat not commissioned for 2020 season.

Cruising speed of 6kts at 1900rpm

**Propulsion & Steering:**

Halyard Aquadrive thrust bearing. (2005)

Stainless steel prop shaft. (2005)

Bronze, 3 blade Vari-Prop feathering propellor (2005)

Vetus hydraulic steering system

Bronze quadrant.

Emergency steering tiller, through-deck, direct to rudder stock.

**Bow Thruster:**

Vetus 75Kgf 12VDC thruster. (2008)

Push button type controller at helm station

**Autopilot:**

Raymarine P70S Control head (2012)

Raymarine STX course computer. (2012)

Raymarine and Vetus system. New Raymarine pump. (2014)

**General:**

Windscreen Wiper – WYNN continuous belt type.

**ELECTRICAL SYSTEMS**

**Voltage systems:**

12v onboard power supply

240V shore power system.

**Shore Power:**

Hardwired system

Consumer unit with RCD protection and circuit breakers.

13amp outlets, immersion heater and battery charger.

**Battery Banks:**

Engine/Windlass – 1x 110Ah, 12v, AGM type battery. (2017)

Domestic – 3x 120Ah 12v, lead acid type batteries. (2017)

**Charging:**

Sterling 240VAC – 12VDC charger

**Alternator:**

Single engine driven unit

12VDC, 80 amp.

**Wind Generator:**

Aerex wind generator mounted on mizzen mast (2011)

400w output.

**Solar Panel:**

Solara flexible panels (x2) mounted on doghouse roof.

Solid panels on hinge mounts on guard rails aft port and starboard at 4.85 amps each. (2013)

Charge regulator unit.

**Battery Monitor:**

Merlin Smart Gauge monitor at helm station

**PLUMBING & GAS SYSTEMS**

**Fresh Water:**

Pressurised hot and cold water with faucets in galley and both heads.

Manual hand pump operated faucet also in galley.

Filtration system on pressurised galley supply.

Showers in forward heads

**Grey Water:**

Sinks and wash hand basins discharging overboard.  
Showers electrically pumped overboard discharge.

**Black Water:**

Independent tanks for forward and aft heads.  
Manual overboard discharge  
Forward tank fitted with deck suction discharge

**Bilge Pumps:**

Electric bilge pump, switched manually or automatically.  
Manual pump

**Deck Wash:**

12VDC pressure pump.  
Salt water wash down.  
Hose connection on foredeck.

**Gas System:**

Self-draining gas bottle locker for 2x 4.5kg bottles.  
Remote operated isolation solenoid.

**TANKAGE**

**Fuel:**

Two separate tanks port and starboard.  
Each tank of approximately 380ltr capacity  
Combined total fuel capacity 760ltrs.  
Protected filler located inside doghouse.  
Fuel transferred between tanks through balance pipe.  
Starboard tank cleaned in 2019.

**Fresh Water:**

Twin tanks.  
Main tank in saloon bilge space. Secondary tank beneath aft cabin.  
Combined tank capacity of 725ltrs  
Tanks can be isolated and used independently.

**Calorifier:**

Single insulated stainless steel tank. (2009)  
19ltr capacity.  
Heated via engine coolant and 240v immersion heater.

**Black Water:**

Two independent tanks.  
Lee Sanitation custom-made plastic tanks.  
Aft tank approx 55ltrs, forward tank approx 25ltrs.

**Tank Monitoring:**

BEP Marine Matrix tank monitor – Tank transducers need replaced  
Sight gauges for fuel tanks in engine space.  
Light alarm on forward black water tank

**NAVIGATION & COMMUNICATION EQUIPMENT**

**On Deck:**

Depth Sounder – Raymarine ST60+ (2012)  
Log – Raymarine ST60+ (2012)  
Wind Instrument – Raymarine ST60+ (2012)  
Plotter/Radar – Raymarine C125 MFD with Navionics cartography (2012)  
Radar Scanner – Raymarine, 2kw radome type scanner mounted on mizzen mast. (2012)  
Magnetic Compass  
Electric Fog-horn on mizzen mast

**At Chart Table:**

GPS – Furuno GP32 (2012)  
Navtex – Furuno NX300 (2012)  
Barometer

**Communications Equipment:**

VHF – NorthStar DSCVHF with loudspeaker. Commandmic lead reach chart table from helm station  
AIS – Avanse AIS350 receiver. (2012)

## **DOMESTIC EQUIPMENT**

### **Galley:**

Galley Stove – Aquamarine 4500 gas cooker. 2 burner and grill. Mounted on locking gimbals. (2021)

Refrigerator – Custom built top-loading fridge under saloon seating with Frigomatic compressor and chiller plate.

Cool Box – Below worktop, outboard of galley stove.

Stainless steel sinks

Pressurised hot and cold water faucets.

Manually pumped freshwater faucet.

### **Heads:**

Forward and aft heads compartments

Lavac manual marine toilets fitted in both heads

Overboard or holding tank discharge.

Pressurised hot & cold mixer faucet.

Shower in forward heads

### **Heating & Ventilation:**

Webasto Airtop 5000 (2005)

Diesel fired blown air system.

Thermostatic cabin controller.

Outlets in all cabins below decks.

### **Lighting:**

Fluorescent strip lights in saloon.

Overhead lighting in cabins fitted with LED bulbs

Reading lights in saloon and in way of cabin bunks, fitted with LED bulbs

### **Entertainment:**

Kenwood/radio head unit in saloon.

Speakers in saloon.

### **General:**

12v air circulating fans throughout living space.

## **ACCOMMODATION**

### **Summary of Accommodation:**

7 berths over 3 cabins.

Double forward cabin.

Saloon converting to occasional double berth

Aft cabin with large double berth and single sea berth.

Two heads

### **Accommodation Finish:**

Joinery constructed in solid hardwood and teak faced plywood.

GRP deck headlining in forepeak.

Saloon and aft cabin headlining finished with vinyl panels and timber strips.

Sole boards of ply with teak and holly veneer to finish.

Hull sides where exposed are lined with veneered plywood panels.

Heads finished in traditional marble effect formica.

### **Description of Accommodation from Forward:**

#### **Forward Cabin:**

Two single berths in traditional V-berth layout.

Access to anchor chain locker forward.

Shelves running the length of the bunks outboard, overhead, port and starboard.

Locker space beneath aft end of bunk, accessed from sliding locker doors beneath bunks.

Large opening deck hatch providing light and ventilation.

#### **Forward Heads:**

Occupying the full width of the hull immediately aft of the forward cabin.

Doors forward and aft.

Forward facing manual marine toilet located aft to port.

Countertop with inset wash handbasin running along outboard edge to port.

Vanity locker outboard of countertop with storage lockers beneath

Large hanging locker to starboard.

Teak grating sole draining into large, self-contained bilge sump with dedicated drain pump

#### **Galley:**

Linear galley running along starboard side of saloon

Worktop finished in marble effect formica with hardwood fiddles.

Working space forward

Inset stainless steel sink centrally

Gas cooker aft.

Worktop infill sections to fit over cooker and sink.

Top loading coolbox under worktop outboard of cooker.

Selection of storage lockers above worktop outboard.

Selection of storage lockers and drawers below worktop.

#### **Main Saloon:**

U-shaped settee wrapping around a saloon table to port.

Fixed saloon table on height adjustable leg.

Table drops down with infill cushion to create large double bunk.

Lockers outboard of seating overhead.

Locker space beneath and behind saloon seating unit.

Built-in top loading fridge under inboard, aft section of seating.

Tool locker above aft section of seating, also providing access to steering and switch gear

#### **Navigation Station:**

Outboard to starboard, aft of galley.

Forward facing navigators seating.

Large chart table.

Chart storage within table.

Instrumentation mounted on large panel forward of chart table

Bookshelf and locker outboard.

Pantry locker behind navigators seat back.

Long storage locker overhead, extending aft.

#### **Wheelhouse:**

Helm station to port forward.

Helm seat on swivelling base, choice of two seats to fit on base.

Bench seating finished in substantial teak slats port and starboard.

Removable table mounting centrally.

Large, full depth lockers located beneath port and starboard seating.

Opening windows forward port and starboard.

Opening hatches aft.

Canvas roll-up doors port and starboard.

Electric winch mounted aft to starboard with roller furling lines, mainsheet and mizzen sheet all run aft to winch.

#### **Aft/Master Cabin:**

Accessed through separate companionway from aft end of cockpit.

En-suite heads forward to starboard.

Double bunk with lee cloth offset to starboard aft.

Single bunk/settee with lee cloth to port, excellent sea berth.

Counter top aft of bunk and outboard of port bunk with lockers beneath.

Selection of drawers and lockers beneath bunks.

Hanging locker and storage lockers forward to port.

#### **Aft Heads:**

Aft cabin en-suite, to port forward of aft cabin.

Inboard facing manual marine toilet locate outboard aft.

Compact countertop with inset wash hand basin forward.

Vanity locker outboard

Storage locker beneath countertop



## **DECK EQUIPMENT**

### **Rig:**

Deck stepped, masthead, slutter rigged ketch.  
Anodised alloy masts and spars.  
Main and mizzen masts single spreader.  
Standing rigging of 1x19 stainless steel with stainless steel rigging screws.  
Standing rigging replaced as a rolling replacement  
Mizzen mast standing rigging all replaced 2019  
Main mast backstays replaced for 2020 season  
Cap shrouds replaced 2015  
Slutter rig conversion including inner forestay completed in 2011.  
Twin forestays, both fitted with Schaefer roller reefing systems.  
Fully battened mainsail with slab reefing at main mast (2015)  
Mast steps on main mast to masthead.  
Main and Mizzen halyards at the masts.  
Mainsheet and roller reefing lines lead to electric winch in cockpit.  
Lazyjacks on main mast

### **Winches:**

Primary Winches: 2x Barlow 44, two-speed.  
Cockpit Winches: 1x Lewmar 44, electric, two-speed manual, self-tailing. (2008)  
Main Mast Winches: 3x Barlow 24, two-speed.  
Main Mast Reefing: 1x Lewmar 16, two-speed, self-tailing.  
Mizzen Mast Winches: 2x Barlow winches.

### **Sails:**

Genoa – Roller reefing, lighter weight sail, green UV strip. Gowen Sails  
Working Jib – Roller reefing, heavy weight sail, green UV strip, sets on inner forestay. Olimpic Sails 2014.  
Mainsail – White Dacron, fully battened, slab reefing with 3 full reefs. Blaus Sails 2015.  
Mizzen – White Dacron, partially battened. Leitch Sails 2005.  
#2 Working Jib – Hank-on sail, not used in current ownership. Gowen Sails  
Storm Jib – Hank-on sail, not used in current ownership. Gowen Sails  
Cruising Chute – Saturn Sails 2010

### **Canvas Work:**

Mainsail Cover – Backpack type cover with mastboot, connected to lazyjacks.  
Mizzen Cover  
Dodgers – Fitted around aft deck to provide windbreak/protection  
Hatch Covers – All new 2011  
Wheelhouse Doors – with windows.

Wheelhouse Fly Screens – Fitted screens to fit in place of roll-up doors  
Canvas "Wrap" round winter cover for wheelhouse (requires service)

### **Anchoring & Mooring:**

Bower Anchor – Spade S100 (20kg) on 60m chain rode  
Kedge Anchor – 45lb CQR  
Kedge Anchor/Main Anchor Rode Extension – 3m chain / 60m warp.  
Anchor Windlass – Lofrans Tigres electric windlass with foot switches on foredeck  
Ankorlina spooled anchor tape for stern anchoring.  
Passerelle gangplank for stern to boarding.  
Mooring Warps – Selection  
Fenders – Selection

### **General:**

Hardwood capping rail running the length of the decks outboard.  
Stainless steel pulpit rail and deck mounted stanchions with plastic coated stainless steel guardwires running forward from cockpit.  
Bespoke, stainless steel folding and removable bow ladder for continental marina moorings  
Guardwire gates port and starboard in way of the cockpit with reinforced stanchions  
Stainless steel deck mounted stanchions fitted with varnished teak taff rail around aft deck, lower plastic coated

guard wire. Gate in rail over transom.

Twin bow rollers.

Fairleads mounted on caprail forward port and starboard.

Deck mounted mooring cleats forward, port and starboard.

Caprail mounted midships cleats.

Teak deck storage box mounted on coachroof forward of mast.

Stainless steel 'granny bars' fitted at mainmast (2011)

Harwood grab rails running along outboard edge of coachroof, port and starboard, forward of doghouse. Further grabrail running length of doghouse roof.

Stainless steel boom crutch fitted on doghouse roof.

Raised after deck

Lewmar mainsheet track spanning width of deck immediately aft of cockpit.

Liferaft mounted on deck cradle aft of mainsheet. (2017)

Outboard motor storage on port side of taff rail.

Stainless steel tubular davits (2011)

Transom mounted boarding ladder.

#### **SAFETY EQUIPMENT:**

General note on safety equipment: Any safety equipment such as liferafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

#### **Navigation Lights:**

Masthead Tri-colour and Anchor light – Hella LED unit

Low level navigation lights

Steaming light.

#### **Life Saving:**

Liferaft Nautic cannister raft 2017

Lifering

Danbuoy with light

Sea-Me active radar reflector.

#### **DISCLAIMER**

In this case we are acting as brokers only.

The Owner is not selling in the course of a business. whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The Purchaser is strongly advised to check the particulars and where appropriate at their expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part.

This vessel is offered subject to prior sale, price change, or withdrawal without notice.











