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Victory 40

£59,000 GBP

United Kingdom

Spacious blue water ketch

Manufacturer/Model	Victory 40
Name	CORSAIR
Designer	Van De Stadt
Year	1977
Category	Sail
Status	Available
Price	£59,000 GBP
Price comment	Spacious blue water 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
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. (2005)
Engine hours	2,800 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. Purchased by her current owner specifically to complete a circumnavigation of the UK CORSAIR successfully completed the trip during the 2022 season and proved to be ideally suited to short handed offshore cruising. During the previous ownership she cruised 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. 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
- Electrical refit with new Lithium battery installation in 2021/22
- 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 2023 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:

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 estimated to be in the region of 2,800 – 3,000hrs

Engine serviced January 2023

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 (2022)

13amp outlets, immersion heater and battery charger.

Battery Banks:

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

Domestic – 3x 100Ah, 12VDC, Renergy lithium batteries (2022)

Charging:

Victron 230VAC – 12VDC charger (2022)

Victron 12VDC – 12VDC charger (2022)

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

Reenergy batteries with Bluetooth connectivity via app

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.

Forward tank fitted with deck suction discharge

Both tanks with electric macerator pump 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 vis electric transfer pump (2022)

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 – Trunion bracket and wiring to mount C125 MFD (currently built into chart table mounting)

Radar Scanner – Raymarine, 2kw radome type scanner mounted on mizzen mast. (2012)

Magnetic Compass

Electric Fog-horn on mizzen mast

At Chart Table:

Plotter/Radar – Raymarine C125 MFD with Navionics cartography (2012)

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 – Dometic two burner gas stove (2022)

Refrigerator – Front loading Dometic fridge with ice box(2022)

Stainless steel sink

Pressurised hot and cold water faucets.

Heads:

Forward and aft heads compartments

Tecma 'Super Silent' electric flush marine toilet in both heads compartments

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

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:

Galley and both heads compartments refitted in 2021/22
Joinery constructed in solid hardwood and teak faced plywood.
GRP deck headlining in forepeak.
Sole boards of ply with teak and holly veneer to finish.
Hull sides where exposed are lined with veneered plywood panels.
Resin worktop and counter tops in galley and heads
Tile lined bulkheads to finish heads compartments
PVC headlining panels fitted 2022

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 running length of compartment outboard.
Wash had basin mounted on countertop forward with mixer tap which extends for use as a shower
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
Resin worktop and splashback
Inset stainless steel hob/sink unit forward with folding cover to finish flush with worktop when not in use
Working area aft
Storage area 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.
Locker behind navigators seat back with Litium batteries and charger located inside
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 electric flush marine toilet locate outboard aft.
Shelve above toilet outboard with vanity locker above
Small countertop forward of toilet
Self contain wash hand basin mounted inboard of toilet forward

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. Olympic 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 – Stackpack 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









