

## PERIPLUS



### General

Periplus is a Colvic Victor 40. Designed by John Bennett, the hull was laid down under Lloyd's supervision in Colvic's yard, Ipswich in 1983 and then taken to Aberdour Yachts on the Forth to be completed. She was epoxied from new. Periplus was launched in May 1984, put up for sale in 1986 and bought by the current owner in 1987. Her interior therefore to a certain extent reflects the combined ideas of the builder and the former owner, but most Colvic 40s are unique. The designer's original plans are available. She is fin (encapsulated lead) and skeg underwater and is a British Registered ship. VAT was paid by the original owner. She had a £50,000 refit in 2005/6. She is safe, steady and comfortable. She was sailed by the present owners to Sweden and America amongst other cruises. She is an excellent live aboard, long-distance cruising yacht.

### Accommodation.

The interior fittings of the vessel are of Aframosia (reputedly from two trees). Aft of the chain locker she has a conventional fore cabin layout with inserts to convert the two berths to a double. There is extensive stowage, under the berths, on side shelves, in a full length hanging locker and under the sole. The opening hatch has a step.

Moving aft, to stbd there is a full length pantry locker with wire baskets on the lower shelves. To port there is a head with toilet, bowl and shower, shaver point (mains), full head room and two lockers.

Aft again, to port, the galley with stove (two hobs, grill and oven,) fridge (12v, 240v and gas) two basins with pressured fresh water, salt water pump, under-counter lighting with cupboards above, power points, utensil drawers and stowage lockers below. Further stowage under the sole. Two fire extinguishers and a blanket are to hand. To stbd, a berth with stowage behind and underneath. Bookshelf (4ft) above the berth with 3 lockers above and shelving above that for books, papers etc. The trotter box of the berth goes under the interior steering consol the back of which opens to give access to the electric panels and the back of the instruments above. It also holds the shore power battery charger. Under the berth is a manual bilge pump and in the consol switches for the electric one.

Up two steps, under which is the master unit for the ring mains circuit (12x13amp sockets) and into the saloon, on the stbd side is the interior wheel with Sestrel compass and Wynn rotary screen wiper. On the consol are full engine instrument dials and light/nav switches in front and a Morse engine control on the side and engine cut out. Below the wheel is the throttle control change-over switch (from inside to out) and cigar lighter type 12v socket. Above the panel is the radar (JRC1000 Mk2). Beside the steering position is the chart table (full Admiralty) with stowage for charts etc inside. Facing the user are VHF, Navtex, VDO speed/log, depth sounder, engine hours, ST60 wind speed and direction, music centre (radio, cassette player) gas alarm and solenoid switch, RDF and Furuno GPS. Under the chart table stowage for the life raft (6 man), flares, bolt-croppers, emergency tillers, search light, wooden bungs, a bookshelf for immediate use books, manuals etc and a flag locker. Seating at the table is on a free standing bench. Next to the chart table is a set of lockers containing, on top the bar (racks for bottles and room for glasses) and below an ice-maker (240v). A teak rack for binos, torch etc is by the companionway to the deck. All windows are one-way, armour plated 10mm glass.

On the port side is dinette seating (4-6), the table of which lowers to produce a large double berth. Extensive stowage behind, below and above the seating. Under the dinette is the 72HP Thorneycroft engine driving a 22in three bladed prop with prop cutters. The 1kw petrol generator is free standing. Total access can be achieved to the engine by removing all the cabin sole including the table. Tanks for fuel (55galls) and water (110galls) are on either side of the engine compartment and a heat sensitive fire extinguisher is mounted above. Fuel consumption at 6kts cruising speed is 1/16<sup>th</sup> gph. There is an engine room extractor fan.

A clock and barometer are mounted to the side of the companionway with the battery compartment (1x100ah, 4x85ah) under the seating below. Mooring warps, springs and other ropes are in a locker between the seat and the batteries.

Down two steps astern into the owners cabin which has a chest of drawers to stbd and a dressing table with mirror facing it, a small (2 person) seat beyond and a large (king size) berth thwartships with an opening hatch above. There is mains and 12v lighting, and two bookshelves run the width of the stern. Under the berth is stowage and the steering compartment (Whitlock Rod) with further stowage at the head of the berth and beside it. A short passage leads to the heads past a full hanging locker (stuffing glands below). The heads has toilet, wash bowl, shower with gas heater, mains shaver point and stowage in two large side lockers as well as under the counter and full head-room. A further fire extinguisher and blanket are on a bulkhead in the cabin.

## **On Deck**

All spars (Selden) roller reefing and rigging, standing and running, are from 2005/6. All winches are Lewmar ST, four are two speed. The boat has teak decking with jackstays from cockpit to bow. The bow holds a 45lb CQR with 150ft of chain working over an electric Wolf windlass. A second anchor, a 17kg Fisherman is stowed below with 24ft of chain and 300 ft of 16mm plait. Moving aft, a dismantable inner forestay, and then the mainmast with a single ended spinnaker pole mounted on the front and at the mast head radar reflector, Windex, VHF aerial and wind sensors. There are upper and twin lower shrouds, fore stay, twin back stays and running, dismantable back stays. It has granny bars and 2 winches (30&16).

The guard rails (new 2005/6) can be opened on both sides and on deck blocks on tracks for both head -sail and storm jib. Aft again; On the coach roof aft are 3 winches; a 30 and two 16s which enable all sail operations to be done from the cockpit. There is an 18w solar panel. In the capacious but deep, self-draining cockpit the helmsman has ST60 wind (main and close-hauled) and VDO log/speed instruments available and a chart plotter over the compass binnacle. The wheel is covered with elk-hide and has engine controls on the side. There are primary (44) and secondary (30) winches on both sides. Life buoys are mounted on both quarters with a strobe light on one and a MOB buoy on the other. The mizzen mast has 2x16 winches for the sail and stay-sail and spreader lights. A small side locker holds the gas bottles (up to five). There are cushions for the all the cockpit seats. There is a second manual bilge pump in the cockpit. On the stern is the Hydra-vane providing not only self steering but a second rudder. A new vane cover is on board. There is a further break in the guard rail on the stern for the boarding plank

## **Sails and awnings etc**

The main sail was new in 2006 but the old one is on board. There are two headsails, one for loose-footed use and the other (new 2009) on Furlex roller-reefing. Two storm jibs, one in hi-vis orange. A mizzen stay-sail and two mizzens, one also hi-vis orange. Both main and mizzen sails run on Selden cars and are slab reefed from the cockpit. Main and mizzen sails have new sail covers and there is a cover for the outside wheel.

There are side screens around the cockpit and two awnings that cover from the mainmast to the stern and a side one. A rain collection spout is in the main awning. A set of signal flags for dressing overall. Red ensign, battle flag and assorted courtesy flags.

## **Miscellaneous**

In addition to items mentioned above the following are available to go with the boat.

Dinghy and outboard

Cradle (new 2005)

5x life jackets, 5x safety harnesses

Dismountable mast ladder (fits both masts w. adaptor for mizzen).

Stainless steel boarding/swimming ladder

Bosun's chair

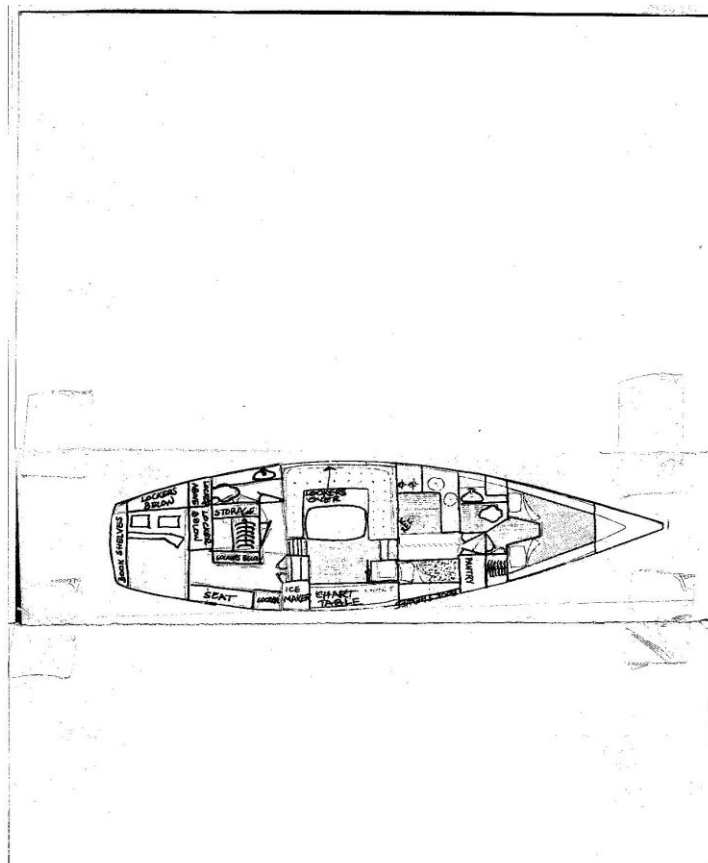
6 large fenders on carbine hooks.

Water and fuel jerricans

Boat hook, mop, deck scrubbers, broom, bucket, funnels.

Mugs, bowls, cutlery, glasses, kitchen items  
Charts, Pilots.  
Walkers patent log  
Numerous shackles, rigging screws, clamps, mast sliders, hanks  
2x hatch wind scoops  
Davies sextant, book and calculator  
Engine spares kit  
Shore power cable  
Perspex washboard in addition to the wooden one  
Storm boards for deck house windows  
Tri-Buckle MOB kit  
A large amount of rope.  
Large dismountable radar reflector

PRICE £69,500 ono



Reason for selling: Age forces us into our recently acquired motor boat.











