

Tyler Boat Co. Invicta 26



Year: 1966
Location: Sunderland
LOA: 26' 5" (8.0m)
Beam: 7' 6" (2.3m)
Draft: 4' 6" (1.4m)

Remarks:

Invicta 26 with stainless steel hull and deck. Beta 13hp diesel with stainless steel propeller. Self Steering system. Deck stepped with 2 genoa's, storm jib and a particularly nice cabin. Porti loo and diesel cabin heating

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Mechanical and Rigging

Construction:

GRP long keeled hull with encapsulated lead ballast.

Transom and keel mounted rudder with tiller steering. (Rudder bearings and mounts replaced 2004)

Topsides painted in high gloss white paint (Spring 2015)

Large self bailing cockpit with locker and transom storage.

Removable teak seating and sole.

Stainless steel bow and stern rails connected by stanchions and guard wires. All stanchion bases and chain plates were removed and stainless steel backing plates fitted. (2004)

Cockpit and accommodation deck moulding painted in International grey. All side decks painted in Green Teamac non-slip.

In 2004 vessel underwent a mini "Beefing up" refit and additional beams were fitted beneath the foredeck and cockpit sole.

Engine & Electrics:

Vessel fitted with an inboard Beta Marine Diesel engine.

This 2 cylinder, 13.5hp unit was fitted circa 1998 and has been well maintained by present owner.

Reduction gearbox driving stainless steel shaft and 3-bladed bronze propeller. (prop puller included)

As part of the "Beefing Up" refit the following work was undertaken:

New engine mounts, New starter motor and alternator. New shaft fitted along with new cutlass bearing.

Boat was completely rewired along with new switch panel.

The batteries are Orbital Gel type and provide 12V engine start and domestic power. Ashore and trickle charged during lay-ups.

These are fitted with isolators and recharged via the engine alternator.

Handles very well under power and is exceptionally responsive to steering going astern.

Rigging and Spars:

Bermudan masthead rigged yacht with deck stepped gold anodised aluminium spars.

Stainless steel standing rigging and terylene running rigging.

Chain plates removed and refitted with new stainless steel backing plates.

Slab reefing system for main and hank-on fore sails.

Vessel is so well balanced she can be sailed easily single handed.

Good suit of tan coloured sails including:

Main, No1 genoa by Trident (2000), No2 genoa, Working jib with reefing points by Trident (2007), Storm jib (original); also 20sq.ft spitfire jib.

Spinnaker with varnished pole and a variety of older white sails if required.

Inventory

This is a well equipped yacht suitable for coastal cruising. Included in the sale are:

Silva P70 compass

NASA Depth/Log

Standard Horizon GX2200 AIS/GPS

DSC VHF radio (2015)

ST1004 Tiller pilot (requires remounting due to addition of Self steering gear)

Hasler Wind Vane self steering gear (refurbished and fitted and used 2015)
Echomax radar reflector (orange).
25Lb CQR anchor with 25M chain plus 25M anchorplait warp
15Lb plough anchor
Manual bilge pump
Electric bilge pump (not fitted yet)
Navigation lights (masthead and pulpit mounted)
Webbing jack stays
Fire extinguisher
Fire blanket
Warps and fenders
Lifebuoys(2)
Yard cradle. (This can be dismantled and will fit in a large car)
Prop puller

Accommodation

Vessel can sleep 4 persons and is probably better suited to 2 adults and 2 children. The fore peak is used for sail storage and for housing the toilet. This craft had the gas system removed and the marine toilet removed for ease of maintenance. The addition of a chemical toilet makes sense as this is transportable and minimises number of holes in the hull.

On entering the cabin there are two quarter berths port and starboard that run aft beneath the cockpit. To starboard is a chart area with switch panel and VHF radio.

Opposite is the "Galley" area with gimbals for a single burner gas hob, sized also for 2-burner Origo spirit stove (not included) There is a water tank incorporated into the keel. There is a hand pump but this is not connected as the present owner tends to use portable containers.

There are two good sized adult berths mid ships port and starboard. These have trotter box arrangements to increase the lying down length and are fitted with lee cloths.

Excellent storage behind these seating/berths.

The boat is fitted with diesel fired Eberspacher heating (2011; little used) to extend the sailing season and range and keep the cabin warm and dry.

The boat is in a winterised state and those wishing to view should be aware that all cushions, batteries and degradable items have been removed for safe keeping.

Remarks :

Seen by many as a modern classic, the Invicta 26 was introduced to the great British yachting public as an alternative to the Folkboat. Whilst the Folkboat was predominately built from wood the Invicta 26 was built in the then, little known GRP. The boat was the brain child of the world renowned E.G. Van de Stadt who embraced the new moulding techniques of the time. This particular model was built by the Tyler Boat Co. of Tonbridge in 1966, and fitted out by William King of Burnham-on-Crouch, and has seen many years of good service. She is well maintained and will no doubt provide many more years of good service to her next owner.

This is a superb sailing boat and is equally at home in light airs as she is in a gale. The long keel with her encapsulated ballast makes her easy to handle and responsive on the helm. Her inboard Beta diesel offers reliability and economy and her deep self bailing cockpit offers security when sailing with the family.

If day sailing is your thing or perhaps you require greater adventure further afield, this boat will cope with whatever you throw at her. The Hasler self-steering gear and the Eberspacher heater both increase the scope for use.

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