

Colvic Colvic Sailer 26



Year: 1992
Location: Poole Yacht Club
LOA: 25' 11" (7.90m)
Beam: 9' 0" (2.74m)
Draft: 3' 0" (0.91m)

Remarks:

Topsides were removed and replaced with new topsides. All anti-fouling was completely removed and replaced with new anti-fouling. There were no signs of any hull rot or damage. The boat is well maintained and is offered for sale in good order.

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Mechanical and Rigging

Engine and tankage

Nanni Diesel 21HP. Supplied refurbished and fitted by Purbeck Marine (Poole) in July 2013. Engine was completely reconditioned, receipts available. Raw water cooled on flex mounts. Drive via coupling to stainless steel shaft with three blade propeller. Remote greaser to stern gland.

Electric start, alternator charging, two batteries both in good condition.

Water flow alarm.

Tank capacity 55 L

Sails and spars.

Bermudan rig, deck stepped.

Mast boom and standing rigging all new in 2011, fitted by John Lack (Christchurch). Mast and boom by Z-Spars, anodised silver. Slab reefing into Lazy bag manufactured by Quay Sails (Poole) in 2011 and coloured blue to match the topsides and spray hood. Spray hood also from Quay Sails in 2011.

Genoa pole by SS Spars.

Main sail, genoa with blue u/v strip, cruising chute all in serviceable condition.

Bimini (removable) between spray hood and push-pit, new 2011.

Inventory

Navigational aids.

Autohelm ST1000 Autopilot

Incastex depth sounder, log and speed.

Suunto steering compass

Raymarine 54E VHF DSC radio

Nav lights

Equipment

Inflatable Jon Buoy and Dan Buoy from Ocean safety and fitted on the push-pit rail.

Stainless steel pulpit, pushpit, stanchions and guardrails. Pushpit has bracket for outboard.

Two Lewmar self-tailing winches. Two mast mounted Barton under-action halyard winches.

Deck mounted Bruce main anchor with 20m 10Kg galvanised short-link chain.

Stowed Danforth with mix of chain and rope.

Fenders (8) and warps included.

2 fire extinguishers.

Radar reflector.

Gas alarm.

Stainless steel boarding ladder.

Auto bilge pump.

Henderson hand bilge pump.

Barometer.

Cutlery and crockery, pots and pans.

First aid kit, fire blanket, jack-stays, emergency aerial and misc. other equipment.

Under fore-cabin berths are 2 plastic toolboxes in custom-made racks, one box with tools and one with spares. Both tool boxes and contents will be included in the sale.

Construction:

GRP hull, deck and superstructure. Topsides dark blue, off-white superstructure with

anti-slip panels. Teak rubbing strake and grab handles on coach roof.

Twin keels with encapsulated ballast.

Skeg-hung rudder with teak tiller.

Interior joinery of varnished mahogany.

Self-draining cockpit.

Hull below waterline epoxy coated with International Gellshield as an osmosis preventative measure (as far as the seller can see the vessel has no osmosis and none was found on past surveys).

Port side locker accessed from cock-pit contains warp stowage and access to fuel tank and associated shut-off valve.

Engine compartment is generous as the original engine was much larger (although less powerful). Access to stern-gland greaser system and raw water shut-off is easy. Doors from saloon to engine are mahogany as are the removable companionway steps. Engine bay is lined with 30mm foil-surfaced soundproofing which was new when the engine was replaced in 2013

Accommodation

Accommodation and internal features:

Interior trim, saloon table, chart table, galley and high-level stowage locker trim and doors are made to a very high standard from mahogany .

Five berths in two cabins:

Fore cabin has two v berths with under-storage and infill to form a double if required. Fore cabin has opening foredeck hatch. Mahogany lockers overhead.

Berths in main saloon have trotter boxes accessed by removal of settee ends. This effectively shortens the settees giving greater flexibility in the use of space. Settee berths have mahogany lockers over and stowage beneath. Fitted mahogany table with drop leaves between settees. Further quarter berth aft on port side with large storage capacity under and access to the rear of the engine.

Separate heads with Aqua-Marine 999 sea toilet to port side. Hanging locker behind heads and washbasin on starboard side. Hand water pump. Current fit has a curtain between the

main saloon and heads, the door is available and will be provided either separate or fitted to suit the buyer.

Chart table in solid mahogany with seat on quarter berth. Instrument and fuse panel above. Stowage under seat lifts out to access batteries.

Galley with Techniplex gimbaled gas stove, two burner hob, grill and oven. All believed to have been fitted around 2000.

Stainless sink with Formica surround, hand water pump. Wood sink infill.

Upholstery is blue.

Fitted Carver warm air system which is currently not working but has been made safe.

2 x 25L flexible water tanks sited in forepeak.

Remarks :

A separate document lays out the current owners understanding of the history of the vessel.

The current owner has made significant improvements, mainly with a modern and more powerful engine and with a new mast, boom and standing rigging. Topsides were refinished early in 2018, anti-fouling was renewed at the same time. All anti-fouling was completely removed about 5 years ago and the Gelshield checked for integrity, at that time there were no signs of any hull problems.

In current ownership Cumulus has been well and regularly maintained and is offer for sale in good order ready to be sailed immediately.

Sale of the vessel was unplanned but forced by health issues.

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