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Victoria 26 "Ronja"

£16,950 GBP
Tax/VAT: Paid / Included



| | | | |
|-------------------------|----------------|-----------------------|-------------------------|
| Condition | Used | Designer | Chuck Paine |
| Length Waterline | 6.48m | Beam | 2.44m |
| Displacement | 3,084kg | Location | Plymouth United Kingdom |
| Year | 1990 | Length Overall | 7.92m |
| Length on Deck | 7.90m | Draft | 1.17m |
| Engine | 1 x Beta BD722 | | |

Victoria 26 - 1990 - £16,950

The Victoria 26 was designed by Chuck Paine along with the almost identical Francis 26 specifically for blue-water cruising, these seaworthy little craft have made some impressive voyages and they are a sought after and suitable contender for sailing events such as the Jester Challenge - a testament to their ability.

The Victoria 26 shares the same seaworthy hull design with the Frances 26 but with an extended coachroof giving a much more comfortable cabin area. GRP hull and deck construction with a modest draft, long keel

and encapsulated lead ballast boasting an impressive 52% ballast ratio.

This example was built by Victoria Marine at Warsash in around 1990, and has received a simply huge refit over the past 3 years, replacing & updating nearly every system on board, the standing rigging replaced and a full set of brand new and un-used sails just delivered to the boat. Having neared the completion of the re-fit 'Ronja's owner has been presented with a business opportunity that he wishes to pursue and consequently 'Ronja' is unexpectedly available - albeit with some relatively minor details to finish before the 2024 season.

**** E-mail or Call us for a link to an extensive cloud-based photo file****

Accommodation

Laid out with four berths, two in the forward cabin & two in the main cabin with the enclosed heads compartment forward to starboard

Fore Cabin: a twin 'V'-berth with infill cushion to create a double berth,. The underlying berth tops have been modified to provide ventilation to the underside of the berth cushions. The cabin sides are tastefully finished with longitudinal wooden slats to encourage breathability and minimise condensation too. An overhead opening deck hatch and forward facing opening Lewmar portlight provide good light and ventilation levels.

Heads Compartment: This is situated to starboard between the forecabin and saloon and less intrusive than the alternative aft heads layout. Small hand basin is fitted and a 'Airhead' self-contained, composting toilet replaces the original marine-flushing toilet, while negating the need of a holding tank. The skin fittings from the previous marine toilet are still present and capped off. Wired for a 12v extractor fan (the fan is supplied but has not been fitted as yet).

Main Cabin: 5 x opening portlights by Lewmar provide excellent cross flow ventilation. Two settee berths are fitted. The port berth with a lee cloth; the starboard one with a 'trotter mbox' beneath the chart table. A fold-down saloon table stows against the forward bulkhead when not needed. Storage lockers are provided to each side, behind the settee berths, with further storage under the berths.

Galley Area: Situated aft to port and next to the steps up to the cockpit. A twin-bowl stainless steel sink unit with foot pumped fresh water with closed lockers located outboard, beneath the side deck. A new, two burner gimbaled 'Origo' alcohol cooker has been fitted to replace a diesel-burning ungimbaled stove and a loose cover provided to offer useful additional worktop space. A cool box unit is inset into the worktop.

Nav Area: Situated aft to starboard and next to the steps up to the cockpit. A good size chart table with internal storage drawer. Aft of the nav table is a simple, but very practical, bulk storage area.

Sails and spars

Rigged as a conventional bermudan rigged, sloop on her original Proctor aluminium alloy single spreader mast and boom with replacement stainless steel standing rigging in **July 2020** along with a new Harken headsail furling system.

- Harken Mk IV Furling system (New in **2020**).
- New, and un-used stackpack-stle mainsail cover in blue Weathermax material and lazy-jacks for convenient mainsail handling & stowage (**2023**).
- Turning blocks and twin rope jammers have been provided for mainsail reefing lines to be led to the aft end of the coachroof where a winch has been fitted. The remaining halyards and lines are handled at the mast.

Winches:

- 2 x Lewmar 16 **self-tailing** sheet winches.
- 1 x Lewmar 6, single-speed halyard winch on the coach roof.
- 2 x original Lewmar 6, single- speed halyard winches on mast

Sails include:

- Mainsail in Contender Fibercon HA6.52 material, semi-battened with 2 full & 2 short battens and 3 reef points (**2023**, Highwater Sails - **Brand new, never used**).
- Furling Genoa; radial cut in Contender Fibercon 6.5oz material and with a padded luff (**2023**, Highwater Sails - **Brand new, never used**).
- Asymmetric Spinnaker (Cruising Chute) in Contender Nylite 90 material with a snuffer or sock for easy use (**2023** Highwater Sails - **Brand new, never used**).
- There is an older sail storm jib too

- there is an order for storm jib too

Instrumentation

- Clipper Duet Log/speed & depth display by Nasa, connected to a Nasa EML-3 Electromagnetic log transducer & data box to avoid having a weeded-up paddle wheel.
- New bulkhead-mounted steering compass.
- Standard Horizon Matrix GX2200E VHF/DSC radio, with AIS.
- Standard Horizon CMP31 Ram3+ remote station Command Mic for use in the cockpit
- Bespoke 3D printed bracket mount for a tiller pilot (a tiller pilot is not included, but could be available by separate negotiation).
- Clock & barometer.

Mechanical and Electrical Systems

Engine:

- Beta Marine BD722 twin-cylinder, 20hp indirectly cooled diesel engine driving a fixed three-bladed propeller through a conventional stainless steel shaft fitted with a Volvo Penta type drip-less shaft seal.
- Hour meter is currently showing less than **260 hours** run from new.
- Beta Marine control panel 'B' (de-luxe) with tachometer and water temperature gauge.
- Engine fully serviced in 2022, including heat exchanger service, tappet clearances check and overhauled raw water pump.
- Marine exhaust temperature alarm.

Batteries:

- 1 x 55Ah engine cranking battery.
- 3 x 60Ah domestic and services batteries.
- Batteries charged by the engine-driven alternator and/or a solar panel (approx. 30w panel with 'Solar' charge controller).
- 240v Shore power connection with shore power cable.

Tankage:

- Stainless steel fuel tank located aft of & above the engine - capacity approx. 57 litres.
- Tank drained (fuel polished) and refitted with new sight level gauge.
- Water - Approx 57 litres.

Deck Equipment

- 12Kg Rocnor Vulcan Anchor (New & un-used).
- New anchor cable made up of 10m chain and 50m warp.
- 7 x mooring cleats - three at the bow, two at the stern and two amidships.
- Sprayhood in burgundy-coloured acrylic.
- Spinnaker pole
- Spare tiller.
- Warps & fenders.
- Lalizas professional bosun's chair (2021)

Available separately if needed:
Inflatable Tender 3D 230 with air deck

Safety Equipment

- Seago Sea Cruiser life raft (2020 - first service due)
- Crewsaver coastal flare pack (2020)
- Plastimo safety ladder (2021)
- Lalizas safety horn (2021)
- Mast-mounted Echomax passive radar reflector.
- 1 X 600g Dry powder fire extinguisher in galley area
- 1 X 1kg fire extinguisher in forward cabin
- Auto fire extinguisher within engine space
- Kidde CO2 Alarm

- Race CO2 Alarm
- Horseshoe lifebuoy
- Manual and auto electric bilge pumps.

General note on any safety equipment: *Any safety equipment such as life rafts, EPIRBs, fire extinguishers and flares etc. and if being left onboard as part of the sale of a used vessel may require routine servicing, replacement, or changing to*

History & Construction

The Victoria 26 was designed by Chuck Paine along with the almost identical Francis 26 specifically for blue-water cruising, these seaworthy little craft have made some impressive voyages and they are a sought after and suitable contender for sailing events such as the Jester Challenge.

Built by Victoria Marine at Warsash in around 1990. GRP Hull and deck with a modest draft long keel and encapsulated lead ballast boasting an impressive 52% ballast ratio.

The current owner purchased this yacht around 4 years ago and since then has extensively refitted this boat to satisfy himself that this vessel is fully prepared in terms of both operating and safety equipment to voyage anywhere.

This refit has included:

- A new and un-used set of sails (Main, Genoa & Cruising chute) plus new stackpack in 2023
- All new Standing & Running rigging
- New Harken furling system
- All hull valves & skin fittings replaced with TruDesign composite fittings
- All electrical wiring circuits replaced, including new Electrical switch panel
- All LED navigation lights

The hull has also seen a considerable amount of work:

Hull below waterline:

- All paint materials removed to an original epoxy layer
- Two coats of Hempel High Protect II 35780 high build epoxy treatment for future osmosis protection applied in accordance with manufacturer's instructions
- Two coats of Hempel Underwater tie coat Primer 26030
- Two coats of Seajet Shogun 033 anti-foul
- All skin fittings replaced with Tru-Design composite skin fittings

Upper Hull above waterline:

- Two coats of SML Shield HB Epoxy Primer Oyster White
- Three coats of SML Paints and Coatings Lustre L/Sheen S/Alkyd Oyster White

Dimensions

LOA: 26' 0" (7.92m)

LWL: 21'3" (6.48m)

Beam: 8' 0" (2.44m)

Draft: 3'10" (1.2m)

Designed Displacement: 3084kgs (Approx 6800 lbs)

Ballast: 1588kgs (Approx. 3500 lbs)

Working Sail Area: 336 sq ft. (Approx. 31.26sq m.)

Features

- Gps
- Manual bilge pump
- Lazy bag
- Depthsounder
- Marine head
- Storm jib
- Plotter
- Spray hood

- Spray hood
- Vhf
- Lazyjacks
- Log speedometer
- Mainsail cover
- Tiller
- Spinnaker pole
- Autopilot
- Battened mainsail
- Spinnaker
- Genoa

Contact Information

Contact us at the Barbican Yacht Agency on 01752 228855 or by e-mail in the first instance, this yacht is located ashore in a boatyard away from our office, so prior arrangement needs to be made for a viewing.

www.plymouthyachts.com

"In this case we are acting as Brokers only. Whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The particulars are intended only as a guide and they do not constitute a term of any contract. A prospective Buyer is strongly advised to check the particulars and where appropriate at his own 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. Note: Life-saving appliances do not form part of the inventory and it is for the buyer to ensure they are in date and suitable for his purposes."

Propulsion

| | |
|---------------|----------------|
| Engine | 1 x Beta BD722 |
| Engine hours | 259 |
| Fuel | diesel |
| Fuel capacity | 57 litres |





The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.