

## Aventura - 40

£ 84,999

📍 Hayling Island, South East



**Waterside Boat Sales**

[www.watersideboatsales.com](http://www.watersideboatsales.com)

**02392 388884**

● United Kingdom ● 1989 ● 12 m/39 ft

### Aventura 40- 1989

Hydraulic Lifting Winged Daggerboard 1m to 2.2m, Centre Cockpit, Twin Perkins Perama M30's, Twin rudders. Inmast furling. 7 berths in 2 cabins plus the saloon. Ideally suited for a couple to go sailing with occasional guests. Launched in 1989 she completed a circumnavigation between 1989 and 1992, some of which was part of the first Round the World Rally organized by her first owner and co designer Jimmy Cornell

#### Mechanical

\* Twin Perkins Perama M 30

\*

2001 – France – port engine replaced, all the work was carried out by the Perkins official supplier and contractor.

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2004 – Malta - removed the starboard engine for a full overhaul with Perkins parts.

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2013 – USA – north Carolina - had both engines fully overhauled by very qualified mechanics

\*

2018 - both engines were fully serviced prior to laying up on the hard in October

\* 29 Hp each

\* Shaft drive

- \* 3 blade folding propellers
- \* 15 litre gravity fed day fuel tank system topped up via a dedicated pump,
- \* 2 tanks - total 400 litres/100 gallons – steel construction
- \* Tank tender 4 tank measuring system
- \* Engine hours - approx 8000
- \* Engines last serviced - prior to layup in October 2018

(OWNERS COMMENTS) The engine area for the twin 29hp Perkins engines is midships. There is plenty of room to work comfortably due to the all side access.

The advantage of having two engines is apparent during manoeuvres in confined spaces, the two propellers make it easy to keep the boat under control.

The starboard engine is fitted with a non-standard 75Amp alternator so that this engine can be used not only for propulsion but also as a generator to charge the bank of 6 batteries having a total capacity of some approx. 800AH. This arrangement works well in spite of the large electricity consumption (SSB radio, Radar, pressurised water system, electric windlass) the batteries are easily kept charged up.

The same starboard engine is also fitted with a calorifier so that it provides a continuous supply of hot water.

Just 30 minutes running time each day provides all necessary electricity and hot water, and consumes just half a gallon of fuel.

Another advantage of twin engine installation (the ultimate spare) becomes essential when one engine has an unexpected failure.

We have never experienced an engine problem due to dirty fuel – thanks to the gravity fed fuel system. Its location within the engine bay ensures that whilst topping up via a dedicated pump, regular inspection of the whole engine areas is achieved.

#### Electrical

- \* 6 Batteries with capacity of approx. 800AH. all renewed 2015.
- \* Inverter Nikkai – 600 watt - 12vdc to 220vac
- \* 2 x 60 w Solarex solar panels, located on stern arch
- \* Ampair - aquair 100 both wind and towing generators
- \* Ac power - distribution throughout 230v
- \* The starboard engine is fitted with a non-standard 75Amp alternator so that this engine can be used not only for propulsion but also as a generator to charge the bank of 6 batteries

#### Navigation

- \* B & G Hydra 330 instrumentation – cockpit and chart table repeaters
- \* Auto pilot - B & G Hydra pilot
- \* Windvane steering system - Hydrovane
- \* Chart plotter - Standard Horizon
- \* AIS class b transponder - Digital Yacht
- \* Radar - Furuno
- \* SSB - Icom ICM600
- \* VHF/DSC - Cobra
- \* Binnacle compass - Rigel

## Sails, Spars and Rigging

- \* Cutter rig
- \* Hood stowaway mast and jib furling system
- \* Twin poles permanently mounted on the mast.
- \* Standing rigging all renewed 2010
- \* 12mm s/s 1x19 wire - cap shrouds and forestay and backstay – norseman fittings
- \* 10mm s/s 1x19 wire - inner forestay, fixed runners, intermediates, forward and aft lowers – norseman fittings

## Sails

- \* 1 x 110% – furling genoa
- \* 1 x yankee cut genoa
- \* 1 x inner staysail – hanked loose-footed sail
- \* 1 x storm sail
- \* 1 x in-mast furling mail -plus 1 spare
- \* 1 x starlight lightweight genoa (cruising chute)

(OWNERS COMMENTS) The sail plan ensures La Aventura has a good turn of speed under most conditions. The tall 54 foot mast can spread a lot of canvas and is essential to keep her sailing well in light winds, while the cutter rig offered us maximum flexibility under any conditions.

Roller furling gear is fitted to both mainsail and headsail. The in-mast furling mainsail and roller furling genoa lines lead back to the cockpit enabling boat handled by one person alone. The in-mast furling main has allowed us to reef easily and safely on all point of sail, in all conditions. All our passages have been without additional crew and sailed by just us two.

Upwind sailing both with genoa only, and a staysail cutter add to boatspeed while maintaining balance.

The mast has a twin spreader rig, with an adjustable backstay. Twin spinnaker poles are anchored at the base of the mast and stored vertically.

A cutter rig of healthy proportions provides a rig with small sails for handling and the ability to tune the rig to optimise the self steering capabilities of the yacht

## Interior and Domestic

- \* 7 berths in 2 cabins plus saloon
- \* 1 x heads and shower
- \* Pressurised hot and cold water
- \* 2 Fresh water tanks 520 litres/130 gallons – aluminium Construction
- \* 1 Holding tank – aluminium construction
- \* 12v fans throughout
- \* Double berth to starboard
- \* Two single bunks, one over the other in the port cabin.
- \* The navigators berth is to starboard with full view of the Nav station
- \* The aft saloon provided 2 comfortable long and wide sleeping berths in port or at anchor
- \* Forward facing chart table
- \* Saloon with wrap-around lounge seating for up to 8
- \* 2 leaf dining table with centre bottle storage
- \* 2 x port lockers and 2 x starboard lockers – each locker is approx. 2ft x 2ft x 1ft 6ins.
- \* Also there are 8 storage locker areas behind the backrest cushions in the aft area – all approx. 1ft 6in x 1ft x 1ft.
- \* All storage areas are lined with carpet.
- \* Galley with two burner stove, grill and oven
- \* Electrolux upright fridge - currently not working
- \* Waeco/coolmatic top-loading refrigeration
- \* Stainless steel double sink
- \* Forward cabin storage & workshop

(OWNERS COMMENTS) The main saloon occupies the entire aft section and is a wonderful open living

area

Steel construction allows the area to be entirely open, from the port-side galley and starboard passageway to the navigation area.

The feeling of spaciousness is enhanced by the light ash interior, trimmed with beech. Two portholes in either side of the hull and two in the stern allows a view of the outside world, an unusual feature on a monohull of this size.

The area is serviced well with a variety of storage areas and is well ventilated.

The galley is narrow enough to offer security at sea, and passage cooking on either tack has never been an issue.

There is direct access to the cockpit via a side hatch.

The fridge/freezer arrangement has worked well for us as a couple. There is ample work surface and good ventilation.

The amount of storage is the envy of many of my fellow sea cooks. There is vast storage in the adjacent aft under seating area

The watertight forward cabin has no berths – instead it provides generous storage space in a dedicated storage/workshop cabin with a work bench. It is a well laid out and practical area with deck access via an extra-large deck hatch. The deck remains uncluttered because everything is stored forward.

#### Deck

- \* Treadmaster laid deck
- \* Teak laid cockpit
- \* Electric anchor windlass with cockpit remote - Lofrans Tigres
- \* Rocna – 52lb/25 kg with 50m chain
- \* Danforth – 45lb/20kg kedge anchor
- \* 7 x Lewmar two speed self-tailing winches
- \* 3 x 30 in cockpit
- \* 2 x 52 in cockpit
- \* 2 x 40 at mast

(OWNERS COMMENTS) The small wheel is offset to port, with standing room directly behind it and seating abaft. The view from the helm is good, the lower telltails and the horizon can be seen through the panoramic windows, whilst the mast top and mainsail are viewed through the roof hatches. The steering position has good vision of all the 'corners' whilst manoeuvring in a marina.

The B & G instruments sit in front of the wheel. Plotter screen is on the forward starboard bulkhead. All winches and furlers can be controlled from the sheltered helm as well as the lifting keel hydraulics, windlass and engine. Sails shortening is actioned from the safety of the centre cockpit.

Self-steering meant that we hardly ever steered by hand, and on the rare occasions when we did, it was during rough conditions when the sheltered steering position allowed us to take over from our self-steering gear.

Our very enviable scoop-like transom serves as a wide stern platform for boarding from the dingy or from the water after swimming. A shopping trip is no longer a challenge.

Whilst living at anchor more than sufficient power is generated from the two solar panels and wind generator mounted on the stern arch.

With a secondary windlass remote at the helm those sometimes tricky med-mooring situations are easily achieved by just two persons.

On passages under sail constant power is generated from the Ampair towing generator allowing all night navigation and living onboard equipment to be kept in good shape.

#### Safety

- \* Four man canister life raft - Seago
- \* Grab bag with survivor hand operated watermaker
- \* Epirb - GME
- \* 3 x dry powder fire extinguishers
- \* 1 x fire blanket, located in galley
- \* 1 x horseshoe with strobe
- \* 1 x horseshoe with danbouy

(OWNERS COMMENTS) The transom platform provides easy access to the liferaft which is mounted on the stern. The oceangoing raft can be launched without difficulty by any crewmember.

#### Miscellaneous

- \* Hard bottom 10ft Caribe tender – new 2012
- \* 15 hp 2 stroke Yamaha outboard – new 2012

(OWNERS COMMENTS) Our on-water taxi has great power and is a generous size– especially on a diving expedition.

The dingy is stored on deck, fitting comfortably and safely between the foot of the mast and the cutter stay.

#### Spares

A large inventory of spares, charts, cruising guides together with a comprehensive collection of the practical items and equipment necessary for the cruising lifestyle. Owners have only removed personal items

#### Construction

The Aventura 40 features a round bilge. The construction specifications state Hull Plating 3/16ins = 4.76mm. Construction of the hull was formed from 3/16th high tensile plate over T section longitudinal supported by equally spaced ring frames The deck is constructed of 3mm and 4mm plate. To avoid weld distortion the 3mm plate was press formed rather than welded, especially in the cockpit area.

The wheelhouse is constructed of light gauge plate and has been designed to minimise weight and maximise strength.

The hull and deck were shot blasted and aluminium arc sprayed outside, and zinc flame sprayed inside. The inside of the hull above the waterline was waxed for added corrosion protection. The outside then painted with quality epoxy paint scheme.

(OWNERS COMMENTS) The twin rudder configuration works well and the boat is easy to steer on all point of sailing. With the sails well trimmed the boat maintains her course easily without the help of the self-steering gear.

The Hydrovane system works independently of the rudders. The powerful B & G autopilot is backed up by the Hydrovane self-steering gear which is mounted through the stern platform so that it forms an integral part of the boat.

The lifting winged keel is undoubtedly one of the most envied and original features of La Aventura. A powerful hydraulic ram driven by an electric motor easily lifts the keel in less than one minute.

For emergency purposes, there is a manual backup with a secondary hydraulic pump.

#### Owners comments

La Aventura was designed by Bill Dixon and Jimmy Cornell as Jimmy's second boat. She was built by Croft Marine and launched in 1989. She completed a circumnavigation between 1989 and 1992, some of which was part of the first Round the World Rally organized by Jimmy Cornell between 1991 and 1992

This well engineered yacht has the style and practicality few other boats of this size offer.

La Aventura offers a sailing experience with minimal physical effort and high standard of living accommodation. Designed in such a way to make the owners life easier, and the on-board experience more pleasurable – making long distance cruising achievable.

The boat is clearly aimed at couples with occasional guests who are looking for comfort and space in a 40th foot yacht.

La Aventura has been continuously invested in, kept up-to-date, well maintained and looked after throughout the 23 years with the current ownership.

She is fully equipped for world cruising- ready to go anywhere

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