



Victory

45' (13.72m) 1983 Cape Dory 45
Portsmouth Rhode Island United States



OVERVIEW

\$125,000

Manufacturer:	Cape Dory	Hull Material:	Fiberglass
Engines:	1 Perkins	Cruise Speed:	6 Knots
Engine Model:	4-154	Max Speed:	7 Knots
Engine HP:	55	Cabins/Heads:	/
Beam:	13' 0"	Fuel Type:	Diesel
Max Draft:	6' 3"	Fuel:	100 G (378.54 L)
Water:	190 G (719.23 L)		



Data Sheet

Category: Cruisers
Condition: Used
Model Year: 1983
Beam: 13' (3.96m)
Max Draft: 6' 3" (1.91m)
LOA: 45' (13.72m)
LWL: 33' 6" (10.21m)

Maximum Speed: 7 Knots
Cruise Speed: 6 Knots
Fuel Type: Diesel
Hull Material: Fiberglass

Displacement: 24000 Fuel Tank: 100 gal
(378.54 liters)
Fresh Water: 190 gal (719.23 liters)
Imported: No
HIN/IMO: CPDZ0002M83C

Engines/Generators

Engine 1

Perkins
4-154
55HP
41.01KW
Fuel: Diesel
Hours: 2455
Location: Middle

Summary/Description

Victory is hull number two of the three Cape Dory 45's ever built. Carl Alberg's grandest achievement, the Cape Dory 45 is built to the highest quality and is a go-anywhere yacht. Victory has been stored indoors and is in excellent condition.

Victory has been donated to Massachusetts Maritime Academy and is offered on an attractive lease to buy program.

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Description

Builder's Comments

"The Cape Dory 45 is a remarkable yacht built by craftsmen dedicated to quality and reliability. Each detail has been carefully designed from a flared, tapered toe rail with custom polished bronze chocks, to the independently stayed ketch rig, to the extensive chase tube routing system below the cabin sole.

This boat truly carries the distinction of being "yacht finished" in all regards with uncompromised standards and attention to detail throughout.

It is not only the polished hardware, the hand-rubbed varnished teak finish below or the luxuriously upholstered cushions which make the Cape Dory 45 the exceptional yacht that it is, but in total the many small, significant design and construction features which set it apart from the rest of the fleet."

Accommodations

The Cape Dory 45 interior is an expert iteration of Carl Alberg's classic, functional designs.

The interior is large for a 45 footer with 6' 8" headroom and a general feeling of space throughout.

The forward cabin is spacious with 6' 3" V-berth, drawers, counter top, hanging locker, shelves. There is a private door to the forward head.

Aft to port is the forward head with teak grated sole draining to a shower sump. One door to forward cabin, one door to main saloon.

Across from the head to starboard is a hanging locker, counter top and bank of drawers.

Continuing aft is the main saloon with generous L settee to port and straight settee to starboard with pilot berth above and outboard.

There is a gorgeous drop leaf table on centerline which allows seating for 6+. Bottle storage inside the table accessible from two top-opening lockers.

There are bookshelves and storage lockers above the port settee and storage pockets behind port and starboard settee backs. There is a large storage / hanging locker aft to port and a TV mounted above.

Aft to starboard is the full sized nav station. The flip top nav desk provides storage for charts, ships papers, etc. Nav / Comm equipment is mounted outboard and above.

Continuing aft, the large U shaped galley is to starboard at the base of the companionway stairs. Centerline double stainless steel sinks, chopping block, three burner propane stove with oven, deep insulated refrig / freezer box, microwave oven.

There is engine access behind the removable companionway stairs and lift off counter / cover.

To port of the companionway stairs is the aft stateroom with a generous 6' 10" double berth, changing settee, counter, drawers, locker, shelves and hanging locker. There is engine access along the inboard partition.

The aft head is the larger of the two heads with sink, vanity, toilet and a full sized separate shower stall.

The sellers' personal gear is excluded from the sale.

Mechanical

4-cylinder Perkins 4-154 (55 hp) engine with 2,455 hours

Cockpit engine control and gauge panel

Nilsson V-3000 vertical electric windlass

Vented Propane storage locker (fits two full sized bottles) with regulator and solenoid

Stainless steel hot water heater (engine heat exchanger and electric)

Electric and Manual bilge pumps

Electrical / Electronics

120 volt, 30 Amp shore power with 2x shore cords

Updated Mastervolt Dakar Combi 12 / 2500-100

House and Engine Start Battery banks with parallel switch

B&G Depth, Speed, Apparent Wind and Wind Speed instruments in cockpit

VHF mounted in stbd laz for helm access

Robertson Autopilot with wired remote at helm and control head at nav station

Ratheon Radar at nav station

Sitex Ultima VHF at nav station

Magnavox MX100 GPS Navigator at nav station

Northstar 941X GPS / Plotter

B&G Hecta 4 Depth at nav

B&G Hecta 4 Sailing instruments at nav

Furuno SSB

Sails and Rigging

Cutter / Ketch rig

Keel stepped main mast

Deck stepped mizzen (cockpit sole)

Harken roller furling genoa / yankee

Harken Roller furler staysail

Roller furling main

Roller furling mizzen

Wire standing rigging

Hull and Deck

Hull is laminated with 1/2" airex foam core between laminates of bi-directional combination rovings and polyester resin

Deck is laid up with glass strands and woven roving with klegicell core for stiffness and insulation. Hardware / equipment areas are solid glass / wood / aluminum

The deck sits on the inward turning hull flange and is through-bolted under the toe rail

Internal 2-piece lead ballast is encapsulated in the keel in resin

Long keel with attached rudder

3-bladed bronze fixed prop in aperture

Bow sprit / anchor roller

Stern boarding / swim ladder

4 opening overhead deck hatches

10 bronze opening portlights

Bow pulpit and stern pushpit

Stanchions and double stainless steel lifeline

30" diameter wheel on Merriman pedestal and steering gear

Exclusions

Personal items, artwork, tools, loose general items seen onboard or in photos and not specifically listed are solely at the discretion of the Seller.

Mechanical Disclaimer

Engine and generator hours are as of the date of the original listing and are a representation of what the listing broker is told by the owner and/or actual reading of the engine hour meters. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or his agent to verify engine hours, warranties implied or otherwise and major overhauls as well as all other representations noted on the listing brochure.













































































