

## Lancer 40 Features

This 1982 Lancer 40 was an early production of Lancer Yachts manufactured in California. At that time Lancer quality was high. Later they sold to Bally (not to be confused with Bali a division of Catana), and production was taken to Mexico. The Lancer yachts produced after that transition suffered from a lower level of production quality.

Our yacht "Providence" was manufactured in 1982 and marketed as a 38' OAL on deck with a 2' swim deck. The year following, the same yacht was marketed as the Lancer 40, the Lancer 38 being promoted without the swimdeck and the 40 with swimdeck.

The L40 is a center cockpit design with walk under in the cabin below. Full height headroom is retained throughout the cabin space which affords much more usable space on the long sides of the vessel. A pedestal queen stateroom is located forward with an athwart ship queen in the aft cabin. The aft cabin has direct access to the lavatory and head. The lavatory is separated from the head to afford a standup shower area that is much more roomy than many boats in this class. The main salon has two couches with a fold down table between. The table is equipped with a center console having three deep storage compartments. Both salon couches are equipped with sliders which can be pulled out into double berths.

Ten offshore, heavy duty stainless steel portlights manufactured by New Found Metals are provided with the boat and four of those portlights have been installed. They are of excellent quality and all are provided with screens.

The center cockpit is roomy with all lines and winches operated from this central position. Halyards, sheets, boom vang, topping lift and reefing lines are all lead to the cockpit making for very secure and efficient sailing operation.

Forward there is a deep hold for storing sails, lines and gear, while aft there are two covered boxes located just behind the cockpit. A ladder is provided to access the rear swim step from which a dinghy can easily be launched or a convenient swim can be enjoyed.

The engine and sail drive are housed in a watertight compartment midship. The saildrive makes backing this boat a breeze, and the rudder is partially skegged for protection. The original Volvo MD17C and 110S saildrive were replaced in January, 2020 with a low hour Universal M50 and Volvo 130S saildrive. The new engine and drive are in excellent condition and provide a quieter and smoother drive system than Providence had from the factory.

Though our plan was to refit her for Gulf and Caribbean use from Mexico to Florida we decided it is time to let someone else take her there or wherever they may choose. She is ready for the next leg in her journey and will provide many secure and distant travels to her next happy owner.