

Corvette Motoryacht

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The **Corvette motoryacht** originally was a British-built "trawler"-styled motorboat with a nominal hull length of 32 feet (9.75m, SSR rating) and a beam of 13 feet (3.96m). The styling was traditional rather than contemporary, with a raised aft deck, wide walkaround side-decks, flybridge and fore & aft twin cabins, both with their own shower and toilet. Particular attributes were the spacious internal accommodation facilitated by the relatively wide beam and the full use of the two-level external deck space, providing comfortable social seating for 11. The very wide one-level side decks also facilitated safe movement and working around the boat. Unusually for a trawler yacht, by virtue of its semi-planing hull design, speeds in excess of 20 knots were achievable, depending on the engines used. Twin engines were almost universally used but there were some rare variants specially custom-built with a single engine in the 1980s. The Corvette was noted for its good sea-keeping qualities, by virtue of its somewhat unorthodox hull form. Production started in 1974 ^[1] with the Corvette 32 and through a number of company changes and developments became the Corvette 320 and finally the 340, a development of the 320 based on the same hull but with a revised aft deck/cabin, when production moved to Taiwan in 2009 and continues currently.^[2] The Corvette is a hand-built boat of some exclusivity, only having been manufactured in relatively very small numbers for a boat of this type over its 4 decade history - some 100 Corvette 32s are believed to have been built plus 58 Corvette 320s and 5 Corvette 340s.



Corvette 320 motoryacht

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History overview

Introduction

Corvette production spanned five different companies over the 40+ years, from 1974 to date. Manufacturing in the early days was not without its commercial problems, involving episodes of company liquidation, changing of ownership, changing of company premises and employee buy-outs. Corvette production was in the UK from 1974 to 2008 but then moved to Taiwan, where the current yard is based. The following summaries chart the progress and changes in these companies.

First era: Corvette Marine, Lymington: 1974-1977 - Corvette 32

Corvette production started in 1974 in Lymington by Corvette Marine with the introduction of a 32 ft British-built, "trawler"-styled family cruiser designed by naval architect, Terry Compton of Compton-McGill. This, however, was a trawler yacht with a difference. The Corvette 32 had a most unusual hull shape (round bilge sections flanked by shallow vee flats out to the chine). This semi-planing design gave the Corvette significantly better performance than normally achieved by the more traditional displacement hull used on this type of craft.

The engines favoured by the original builders were twin 106 hp Volvo Penta D32s, linked to sterndrives, and 105 hp Mercedes-Benz OM352s, with V-drives, top speed being about 16 knots in each case. This configuration generally required more use of the trim tabs to travel at the optimum angle. In the boats built in the 1970s, the aft cabin was quite limited, much of the space at the stern being taken up by the sterndrive or V-drive engines that were then installed, although there was still space on the port side for a double berth (the foot of which stretched under the after part of the saloon seating) and a small toilet/shower compartment. Access to the engines was via a door in the cabin.

The Corvette 32 exhibited at the 1974 Southampton Boat Show was priced at £25,500 ex VAT (equivalent in 2014 to about £269,000) with a pair of 106 hp Volvo Penta D32A diesel sterndrives. About 30 were made before the company went into liquidation in 1977.

Second era: Corvette Cruisers, Nottingham: 1984-1991 - Corvette 32 and "Classique" branding

In 1984 the moulds were bought by a new company, Corvette Cruisers of Nottingham, who redesigned the interior and built another 70 up to 1991. During that time significant changes were made to its design to improve handling and overall performance. The sterndrives or V-drives (which were only used on the first 10 boats) were changed to a traditional shaft system, with the engines being moved mid-ships for better weight distribution and enhanced sea-keeping characteristics. Thus in boats built since the 1980s the aft cabin was an altogether more spacious affair. Corvette Cruisers also managed to increase the width of the front berths so they were big enough, at a squeeze, to sleep two people on each.

Corvette Cruisers offered a great variety of engine options, including Volvo TAM41s up to 200 hp, which produced a top speed of 18-20 knots, and Cummins up to 210 hp, for 20-22 knots. A few single engine Corvettes were also specially commissioned. The shaft driven Volvo Pentas were a great leap forward in handling, as the engine weight was no longer at the transom but centred around the middle of the boat. Whilst one would expect the craft with shaftdrive installations to handle better at idling speeds, the rather small rudders fitted by Corvette Cruisers made them susceptible to being blown about in a strong wind. Handling at tickover, or when manoeuvring in and out of locks or marina berths for example, was not one of their strong points.

The Corvette 32 displayed in 1986(?) by MDL Boat Sales, agents for Corvette Cruisers at that time, was priced at £51,300 ex VAT (equivalent to about £136,000 at 2014 prices) with two 105 hp Volvo TAM30As working through conventional shaftdrives.



Corvette 32 probably from 1985 showing early half-height side window In later models this was full height

Unfortunately the company's quality control was suspect and some of the Corvette 32s produced became as well known for their faults as for their excellent design.^[3] One of the biggest problems was rusting of the mild-steel fuel tanks that were fitted as standard. The engine air vents were not really large enough for the larger engines and a vacuum was being created in the saloon causing some air to be sucked in. Some rain and spray could enter through the windows and door, as well as through the engine air vents themselves. This water was absorbed by the foam beds surrounding the mild-steel tanks causing them to rust. Poorly fitted windows and doors contributed to this problem. Some of the boats were fitted with stainless steel tanks and these do not appear to have had any problems.

Other problems included poor engine alignment and teak decking that was poorly stuck down. There were also some local weak spots in the deck and superstructure. Corvette Cruisers made some modifications to improve the situation and added the suffix *Classique* to its name, probably to enhance their marketing. (There were models called the "Classique 600", "Classique 500", "Classique 420" and the "Classique 400" - these apparently referring to the total engine installed hp and not the boat length!). The company started to run into financial difficulties at this time and there was some cost cutting in materials and fittings. None of these problems was insurmountable and whilst the company was still trading, some owners had their problems corrected under warranty, including fitting new fuel tanks.

Corvette Cruisers built two variants on the same hull shape in the late 1980s, one called the Corvette Mediterranean and the other the Corvette Europa. It is thought they only built two each of these boats (1 Mediterranean is known of, based in Ireland; 2 Europas are known of: one is in France and the other is in Kent). The Europa had no flybridge and low air draft (2.6m) for canal use. The Mediterranean featured a large aft deck area in lieu of the aft cabin. An extension to the flybridge afforded some protection from the sun. Photos of both the Mediterranean and Europa can be seen in the Corvette Motorboat Association website - <https://corvettemotorboat.wordpress.com>. Corvette Cruisers built about 70 boats, before they too went into liquidation in 1991 ^[4]

Third era: Seacoral Motor Yachts, Reedham: 1992-1994 - Corvette 320

In 1992, the company changed hands from Corvette Cruisers Nottingham to a new owner, Michael White of Seacoral Motor Yachts of Reedham. They changed the model name to Corvette 320 and set out to resolve the quality issues and build boats that would ensure the continuance of this exceptional trawler yacht. It was not long before Seacoral were producing a far superior vessel terms of construction, engineering and overall finish.

The Corvette 320 that Seacoral took to Southampton in 1992 was priced at £94,300 ex VAT (equivalent to about £177,000 in 2014) with two 200 hp Volvo TAMD41s.

Volvos and Cummins were fitted by Seacoral as standard and in some of the boats they exported to Japan they increased the size of the engines to a combined 600 hp of Cummins or Yanmar.

Seacoral also improved handling at idling speeds by adding 3in to the length of the rudders.

Seacoral took advantage of the change of engine specification and siting, to make the double bed in the aft cabin larger and swivel it round at an angle from the port corner creating a walk-around oval bed and more room in the toilet/shower area and more stowage space. (In later years, the double berth standard was against the side wall with the island berth an option. Although the island berth allowed access from both sides, it intruded somewhat into the floor space of the cabin but ultimately remained a personal choice). They also rounded off a lot of the sharper corners throughout the accommodation and dispensed with the balustrade rails to the shelves. The boat's level of performance caught the attention of journalists and avid cruisers, and the popularity of the Corvette 320 grew.

Seacoral had built 12 boats when in 1994 the owner decided to leave the boatbuilding business.

Fourth era: Corvette Marine, Reedham: 1995-2008 - Corvette 320

There was an employees' buy-out by Rod Nixon and Steve Robson in 1995, who then founded and renamed the company Corvette Marine, which ran until 2008. The popular 320 continued to be refined, resulting in a series of enthusiastic press reviews and solid sales throughout Europe and Japan. The quality improvements started under the Seacoral banner continued and the hand-built boats produced at the Reedham factory were of the highest standards in boat-building. The Corvette Europa (referred to above in the "second era") was also shown in their 2002 and 2006 brochures as an alternative model, yet it is uncertain whether any were actually made since the 1980s. They also undertook re-fits of earlier boats. Their customer service aftercare was legendary, and there are many accounts of customers who have been impressed by the quality of service and help that was available at that time.



2008 Corvette 320, the last one to be made at the Reedham yard

The most popular choice of engine from the early 2000s up until 320 production finished in 2007/8 was the 315 hp Yanmar 6LPA (or in some cases this engine's predecessor, the 250 hp Yanmar 6LP-DTE, which was basically based on the same marinised Toyota 4.2 litre engine as the 6LPA except with 2 valves/cylinder rather than 4 as on the 6LPA ^[5]). The 330 hp Volvo D6 was also an option in the later 2000s and a few boats used the Perkins Sabre 265. (More details on engine options are given in the section on "Standard specifications", below)



Yanmar 6LPA engine installation in a Corvette 320

The downturn of the global economy and the unique challenges of the hard-hit boat building industry caused Corvette Marine to close its doors in the UK in 2008. New construction of the Corvette 320 ceased as of 2007/8, the last UK-built 320 being commissioned in October 2008.^[6] 46 Corvette 320s were made by this company, Corvette Marine.

Fifth era: Corvette Marine (HK), Taiwan: 2009-date - Corvette 340

Following the closure of the Reedham yard, the Fleming team of Cowie and Shard stepped in, and production of an all-new model, the Corvette 340, began in 2009–2010 at the Tung Hwa yard in Taiwan. Although using much of the 320's infrastructure, including the original hull, the 340's most significant change was the creation of a full-width aft cabin with a central island berth. This, together with other developments, added some 1200 kg to the displacement, but the main hull dimensions remained the same (as can be seen in the later table). The full-width aft cabin, however, came at the price of compromising the single-level walkaround decks which many 32 and 320 owners appreciated and now became two-level, rising to the aft deck height, which now spanned the full beam. There were other minor changes to the hull at the stern, adding a cavitation plate and modifying the exhaust outlets. (These are detailed in the Design section below). Tung Hwa's craftsmanship is highly respected throughout the boating world, being associated with the Fleming Yachts brand, and has proved instrumental in adding to the overall quality of the Corvette. The iconic Corvette motoryacht thus continued in

the form of the new 340 model, produced alongside Fleming Yachts, but to date (2017) only 5 have been made.^[7] Also, to date (2017) no Corvette 320s have been made in the Taiwan yard. The standard engine package offered for the 340 is twin Yanmar 6LP-STP (315 hp) although the Cummins QSB 5.9 litre 330 hp is available as an up-grade^[8]

Summary of company history

1974 - 1977 Company started, Corvette Marine, Lymington

1984 - 1991 Corvette Cruisers, Nottingham

1992 - 1994 Seacoral Motor Yachts, Reedham, under Michael White

1995 - 2008 Corvette Marine, Reedham, under Rod Nixon & Steve Robson

2009 - date Corvette Marine (HK) Limited, built by Tung Hwa, Taiwan

Models

Corvette 32: 1974–1991

Corvette Europa: (no fly-bridge - inside steering only – low air draft – only 1 or 2 built 1986?)

Corvette Mediterranean: (aft cockpit, walk-through to saloon – only 2 built ~ 1987?)

Corvette 320: 1992–2007 (The 320 Europa was also listed in the 2002 and 2006 brochures)

Corvette 340: 2010 – date

In addition and as mentioned earlier, there were some single engine variants offered by Corvette Cruisers in the 1980s but these are very rare. There is also one Corvette which has a retro-fitted extended bulbous bow, presumably to extend the waterline length to help efficiency. Some owners have also made very large changes to the accommodation, including one where the whole forward berth and heads were converted to form a galley and the saloon then extended to form more seating.

A gallery of photos of various Corvette models and variants may be seen in the Corvette Motorboat Association website - <https://corvettemotorboat.wordpress.com/>

Standard specifications - Corvette 320 2005

The following is a summary of the standard specifications which applied at the time for the Corvette 320, as listed by the manufacturers in 2005.^[9] In addition, wide-ranging optional factory-fitted extras were available. The complete listing can be seen on the Corvette Motorboat Association website: <https://corvettemotorboat.wordpress.com/>

Engine Options (all twin engine installations)

Volvo Penta:

TAMD41P - 200 hp

KAMD43P - 230 hp

Perkins Sabre:

M225TI - 225 hp

M265TI - 265 hp

Yanmar:

4LHA/DTP - 200 hp

4LHA/STP - 240 hp

6LPA/DTD - 260 hp

6LPA/STD - 315 hp

Hull, Deck & Superstructure

The hull is of hand-laid glass fibre construction using isophthalic resin for the initial layer, giving protection against osmosis. A choice of coloured gelcoats is offered. The stiffeners are constructed using a foam core and extra strength is provided by the use of woven rovings and balsa core material. The superstructure uses the same hand-laid technique and incorporates PVC foam and balsa for strength. Epoxy coating to the hull is used below the waterline. Teak decks standard.

Deck Hardware

Substantial guard rails are constructed from 316 marine grade stainless steel and are through-bolted for security. Stainless steel self stowing stemhead fitting, housing a 16 kg Delta anchor with 30m of 8mm calibrated chain. Manual anchor winch. 6 substantial cleats. Stainless steel grab rails on the side of the flybridge. Stainless steel/teak bathing platform access ladder. A full set of IMCO navigation lights. Twin electric horns. Fuel and water filters. Hatch for gas bottle stowage (2 bottles). Hatch access to chain locker with stowage space. Hatch to forecabin. Stainless steel guard wires to access openings in side deck guard rails. Bathing ladder.

Flybridge

Easy step access from aft deck. Teak deck. Hydraulic steering and single lever engine controls. 3 bucket seats. Two side lockers with seat cushions. Substantial guard rails and grab rails, all through-bolted for security. Stowage beneath console.

Saloon Main Helm Position

The saloon main helm position is located to port with hydraulic steering, single lever engine controls, full engine manufacturer's instrumentation and alarms, magnetic compass, switches for navigation lights, anchor light, deck light, windscreen wipers. Washers to all three screens fed from main water tanks. LED indicators for identification of connected circuits. Voltmeter with selector switch for engine and domestic battery monitoring. 2 battery isolation switches.

Saloon and Galley

The saloon features fully upholstered L shaped seating to port with 2 drawers adjacent to the galley. Halogen lighting. Folding table to seat 4-6 people and can also be adapted to an additional berth. Opening windows are provided on port and starboard and the centre screen can be opened. The aft windows open to the aft deck. Two fixed ventilators are provided. The galley on the starboard side has a combined 4-burner gas hob and sink, with hinged worktop. Oven/grill and 90 litre refrigerator.

Estimates of numbers built

Sources for reliable information on numbers built by the first two companies are scarce but essentially are taken from yachting journals. The figure for 1984-91 production seems overly optimistic at 70 but this is the only information currently found. However, the figures for post 1992 production are accurate.

1974 - 1977 – approx 30

1977 - 1983 – none built in this period

1984 - 1991 – approx 70

1992 - 1994 – 12

1995 - 2007 – 46

2008 - 2010 – no 320 production

2010 - 2015 – 5 340s

Total 32 production - approx 100

Total 320 production - 58

Total 340 production – 5 (as at Nov 2016)

Design

Dimensions and displacement

Corvette dimensions								
model	LOA	hull length	LWL	beam	draft	air draft	displacement (kg)	
							(min op)	(loaded)
32 (1975)	9.75 (32')			3.96 (13')	1.22 (4')		7627	
32 (1988)	9.75 (32')			3.96 (13')	1.14 (3' 9")		6604	
320 (1999)	9.75 (32')	9.14 (30')		3.96 (13')	1.0 (3' 3")	3.2 (10' 6") 2.6 (8' 6") *	6600	7700
320 (2006)	9.75 (32')	9.14 (30')		3.96 (13')	1.0 (3' 3")	3.2 (10' 6") 2.6 (8' 6") *	7500	
320 (2008)	9.95 (32' 8")*	9.75 (32') **	8.23 (27')	3.96 (13')	1.0 (3' 3")		7600	
340 (2011)	10.6 (34' 10")		8.4 (27' 8")	3.96 (13')	1.0 (3' 3")	3.43 (11' 3")	8294	10540
		* builders certificate (includes bathing platform)				* Europa		
		** SSR value						
Dimensions in m (ft)								
Values are from various sources (reviews, brochures, manuals) and are stated as approximate								
320 (2008) are most reliable as from owners manual								
LOA values pre 2008 are suspect and probably a nominal "32 ft".								
2008 models were slightly longer (by approx 200mm) due to the extended bathing platform.								

Details of design and changes

- Hull:

The Corvette hull sections as originally conceived by the designers Compton-McGill are very unorthodox but the concept is also seen in the Searanger motoryacht (a Bill Dixon design of some 20 years later than the first Corvette^[10]). From the chines inwards for one third of the beam each side, the bottom is flat, but the lower area running along the centreline gives the hull a bowl-shaped section. Add a couple of spray rails, a single keel, and an enormous flare forward, and a shape is created that may appear ungainly, but actually works.

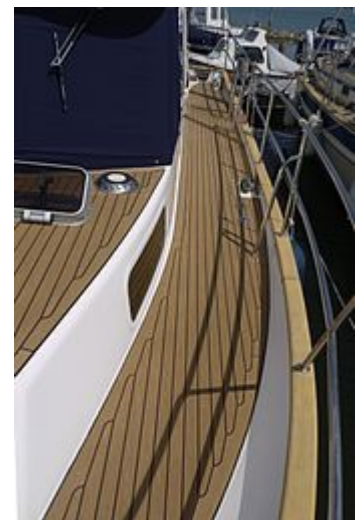
The 45-degree deadrise at the bow and the huge chine flats are instantly recognisable as Corvette. While it appears a typical trawler, the real surprise is below the waterline. The semi-displacement hull, complete with keel, has a substantial flat chine at the waterline, which explains the wide beam. The purpose of this is to combine the good handling and seakeeping of the semi-displacement boat, and its economy at slow speeds – with the efficiency of a planing hull at higher speeds. The hull has gained a reputation for great seakindliness, and because the broad beam is carried well forward coupled with the flare in the bow, it gives a relatively dry ride. The boat planes easily, packs in a lot of sensible accommodation, and yet at the same time, copes with some rough conditions

Along the bottom of the boat, out to a maximum of approximately 1m from the centreline, the hull has a round bilge, canoe-like underbody. Either side of this, out to the chine, the sections are flat and shallow-vee, virtually horizontal at the stern. The flat sections give the lift required for planing performance, while the round ones soften the ride. The very shallow vee sections, acting like broad chine-flats, cause the boat to turn at speed with almost none of the expected inward heel making for a very comfortable ride. Trim tabs have always been fitted. There were some problems on early boats, which did slam in very difficult conditions. But the early boats had engines close to the stern. In the 1980s the engines were moved under the wheelhouse, and all evidence of slamming and other handling problems were immediately eliminated.

- Decks:

The most striking feature of the exterior is the spacious feel of the decks (side, aft and flybridge).

The side decks are wide enough to allow two people to pass and there is plenty of room to sit on the lower deck above the aft cabin as well as the flybridge and on the forward coachroof above the forward cabin, around the fore-deck. A few wide steps lead from the aft deck to the flybridge, providing very easy and quick access. On the lower deck and flybridge, comfortable social seating is typically available for up to 11 as shown in the photograph of a 2008 Corvette 320 with fixed seating. Earlier Corvettes had different seating arrangements, for example, fixed individual bucket seats on the flybridge and/or no fixed seating at all on the lower deck, where owners could choose to use movable deck chairs for maximum flexibility. An added benefit of the later fixed seating was that this created significant outside storage volume.



Corvette 320 showing especially wide side decks



Corvette 320 fixed seating on lower and flybridge decks

- Why the Corvette has the "feel" of a larger boat than the numerical length suggests:

The Corvette has an unusually wide beam for its length, which is the main reason the Corvette feels like a "large small boat" rather than some other types which can feel like a "small large boat". The Corvette has a usable area on a par with some 36 feet and 38 feet boats. Also, having such a relatively wide beam gives stability benefits - Corvettes feel well "planted" on the sea, with little rolling.

- Interior design:

Unusually for such a relatively short hull, the Corvette has 2 heads - forward, between the two forecabin berths, and aft, in the double master cabin. Although this might seem extravagant on such a relatively short boat, the arrangement works extremely well for guests, having their own private "en-suite" totally separate from the master cabin. Much has been said of the beam, but this also is of benefit in creating a good impression of space in the cabins. The unfashionably large windows by contemporary standards also provide excellent visibility and light. The saloon is a little compromised by incorporating the galley, which itself could be better equipped ergonomically, but boat design is always a compromise.

- Hull changes to respond to changes in engine position and prop size:

The hull shape in the stern sections was amended to reflect the change in weight distribution from the 1970s original design with stern located engines & V drives or outdrives. This appeared to be carried out in two stages, progressively reducing the bulbous aft section to a much flatter section. The most recent change, in 2002, was carried out with the assistance of John Moxon a well-known designer. Another reason for the amendment was to accommodate the swing of larger propellers which would allow 300+ hp engines to be used.

- Other changes over the years:

The 320 changed the radar arch to the full width of the fly bridge.

The 3rd window in the saloon on some early boats was half the height of the other 2 windows.

The bathing platform was extended by approximately 200mm on the last 3 320s made in 2007/8.

Solid teak decks were a key feature of Corvettes and used in the early models - probably up to the 1980s. However, models after this time used teak veneer on marine ply, which could be prone to local wearing. Synthetic “teak” decking was used as standard on the last 2 320s made (hulls 45 and 46) but suffered adhesion problems and was subsequently replaced by a superior product on both boats.

On the 32 and 320, the engine exhaust exits above the waterline, usually via a rubber flap valve, and with no marine silencer used in the system due to lack of space available. Partly in order to offer some degree of attenuation of the (noticeable) exhaust booming noise, a characteristic of Corvettes, the latest 340 models have specially built 90 degree GRP exhaust elbows fitted to allow the engine exhaust to exit under water. These elbows have a small by-pass outlet with a flapper valve to prevent back flow. Also, the shape of the underside section is designed to promote suction to ensure that back pressure is within limits. To accommodate the underwater exhaust outlet, the trim tabs had to be cut away locally. Also on the 340, a fixed cavitation plate was added on the centreline between the trim tabs, as an extension of the hull lower surface. This fixed “interceptor” type trim tab helped bring the bow down at speed to improve the running angle and trim.

A gallery of photos of various Corvettes may be seen in the Corvette Motorboat Association website - <https://corvettemotorboat.wordpress.com/> An original sales brochure for the Corvette 320, from 2005, is also reproduced with permission from Corvette Marine on the Corvette Motorboat Association website. This gives some basic dimension and capacity specifications as well as external and interior photographs.

A virtual tour of the last 320 made in 2007/8 can be seen on:
http://www.corvettemarine.com/320virtual_tour.php

Performance, fuel consumption & noise

Performance

The engines used in 1974 were twin 106 hp Volvo Penta D32s, linked to sterndrives, or 105 hp Mercedes-Benz OM352s, with V-drives, top speed being about 16 knots in each case.

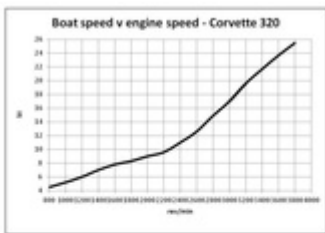
Corvette Cruisers offered several engine options in the mid to late 80s, including Volvo TAMD41s up to 200 hp, which produced a top speed of 18-20 knots, and Cummins up to 210 hp, for 20-22 knots.

From the late 80s onwards, many different engine options were available, including Cummins 210, Volvo 200, BMW 150, Thornycroft Hino, Perkins Sabre 225TI & 265TI, Yanmar 250/300/315 and Volvo D6. Most of the last Corvettes from 2004 had Yanmar 6LPA 315 hp engines which would return a top speed of around 25 knots. One owner, who re-engined an early 1988 Corvette with 315 hp Yanmars, claimed to have achieved 33 knots. This boat may well have been lighter than the more modern versions.

The 3 tables below summarise performance data from 3 published tests.

1988 MBM test Corvette 32				
Volvo TMD 41A 150 hp engines				
rev/min	kt	mpg	litre/h	litre/mile
1600	6.5	1.9	15.5	2.4
2000	8.1	1.6	21.8	2.9
2400	9.2	1.5	27.7	3.0
2800	11.2	1.4	37.3	3.3
3200	15.1	1.4	51.0	3.3
3600	17.5	1.3	62.3	3.5
3800	20.3	1.4	67.2	3.3
1999 MBY test Corvette 320				
Yanmar 6LP-DTE 250 hp engines				
rev/min	kt	mpg	litre/h	litre/mile
2300	9.5	1.3	33.2	3.5
2600	11.5	1.2	43.7	3.8
2900	14.1	1.1	58.2	4.1
3200	17.2	1.0	75.5	4.4
3500	20.8	1.0	93.7	4.5
3800	25.0	1.0	113.8	4.6
2010 MBM test Corvette 340				
Yanmar 6LPA-STP2 315 hp engines				
rev/min	kt	mpg	litre/h	litre/mile
2500	11.8	1.5	40.0	3.1
3000	14.7	1.1	63.0	4.2
3200	17.5	1.1	76.0	4.3
3500	20.5	1.0	96.0	4.7
3900	24.0	0.8	134.0	5.6

Boat speed (kt) v engine speed during survey of Childs Play (Corvette 320) Mar 2014							
Hull pressure washed and props cleaned before test							
4 persons on board & approx 800 litres fuel. Yanmar 315 engines							
Mean of two runs up and down Southampton water - calm conditions							
rev/min	speed						
800	4.5						
1000	5.2						
1200	6						
1400	7						
1600	7.8						
1800	8.3						
2000	9						
2200	9.6						
2400	11						
2600	12.6						
2800	14.9						
3000	17						
3200	19.6						
3400	21.7						
3600	23.7						
3800	25.5						



Corvette 320 boat speed versus engine speed from survey tests

Fuel consumption

Fuel consumption ranges typically from about 2 mpg (approx 2.5 litres/mile) at 6 knots down to around 1 mpg (approx 5 litres/mile) at maximum speeds. 1.5 mpg (approx 3 litres/mile) is a realistic typical figure achieved by the author on a 320 with twin Yanmar 315 hp engines in everyday mixed use at low to moderate cruising speeds (i.e. between 6 and 12 knots). Running on one engine extends the range; for example at 7 knots, fuel consumption is about 2.5-3 mpg (roughly 1.5-2 litres/mile) on a Yanmar 300 engine.^[11] At lower speeds on the French canals (approx. 4 knots) 4-5 litres/hour (~ 1 litre/mile) is typical for a twin 185 hp diesel engine Corvette mainly running on one engine^[12] The table below is a compilation of results from 3 tests, (although these are all different specification boats with different engines and test conditions, and so need some care in interpreting but it does give a broad idea of what consumption to expect): Corvette 32 (1998), 320 (1999) and 340 (2010) - covering engines: 150 hp, 250 hp, 315 hp. (The results look more meaningful if plotted). (Note: mpg = nautical miles per imperial gallon. Miles referred to in this entry are always nautical miles).

kt	mpg
6.5	1.9
8.1	1.6
9.2	1.5
9.5	1.3
11.2	1.4
11.5	1.2
11.8	1.5
14.1	1.1
14.7	1.0
15.1	1.1
17.2	1.0
17.5	1.3
17.5	1.1
20.3	1.0
20.5	1.0
20.8	1.0
24.0	0.8
25.0	1.0

Noise

Corvettes have a very characteristic and noticeable exhaust noise, as has been mentioned earlier in the Design section. Due to the low and shallow angle of the exhaust pipe from the turbocharger plus very limited space, conventional marine silencers are not used on Corvettes, despite attempts by the latest company. Consequently, the exterior exhaust noise has a noticeable low frequency booming characteristic. This is very apparent from the rear and flybridge decks. Within the boat, however, this booming noise is much less apparent. Noise levels have been commented on in one of the earlier press reports ("Reviews in the press" section below - No. 6), saying they were "about average....but the diesel rumble was very apparent". They added that adding a thick carpet would make a "huge difference". These comments referred only to the noise inside the cabins, not the exhaust booming noise mentioned above. Of all the many press reports and tests on Corvettes, however, no other reference singles out noise as a feature of Corvettes, suggesting that noise intrusion can be very subjective and not an issue with the majority of owners.

Reviews in the press

There were many press reviews over the years. Most of them are listed here.

1. Corvette 32. Motorboat & Yachting Dec 1975
2. Corvette 32. Motorboats Monthly Dec 1988
3. Corvette 32. Vene Koeajaa. 1988 (In Finnish)
4. Corvette 320. Europa. Motorboat & Yachting Aug 1997
5. Popular Cruisers - Corvette 32/320. Motorboats Monthly Feb 1998
6. Semi Displacement Special. Motorboat & Yachting Apr 1999
7. Corvette 32. Motorboat & Yachting Oct 1999
8. Corvette 32 – buying secondhand. Motorboats Monthly Apr 2004
9. Corvette 320 Used Boat File. Motorboat & Yachting Jun 2008
10. Corvette 340 test. Motorboats Monthly Apr 2010
11. Corvette 340. Motorboats Monthly Oct 2010 (compares 340 and 320)
12. Corvette 340. Sea (date?)
13. Doing the ditch. Yachting May 2011 (reviews 340)
13. Marex v Corvette. Motorboat & Yachting Dec 2010
14. Verdens største lille skip. Batguiden (date?)
15. A Classic Reborn Corvette 340. PassageMaker Mar 2011
16. A Solid Little Ship. Motorboating Jan 2011
17. “Our Boats” 320 article. Motorboat & Yachting March 2015
18. "Find me a used affordable trawler yacht". Motorboat & Yachting October 2015
19. "It shouldn't happen to a 'Vette". Used Boat Test - Corvette 320. Practical Boat Owner November 2016

Corvette prices

ex vat Corvette guide prices (UK) for new boats

(*equivalent price in 2014)

1975 £25,000 (*£227,000)

1986 £51,300 (*£136,000)

1992 £94,300 (*£177,000)

1999 £114,000 (*£175,000)

1999 £152,000 (*£233,500) MBY test boat

2005 £190,600 (*£255,000)

2008 £209,000 (*£253,000)

2014 £329,000 New 340

Corvettes around the world

Although most Corvettes are based in the UK, some were exported and some started life in the UK but moved to other countries later. Some currently known locations outside the UK are:

USA - 1 Corvette 340

Canada - 1 Corvette 340

France - 1 Corvette 340, 1 Europa, 1 Corvette 32

Scandinavia - 2 Corvette 340s

Norway - 1 Corvette 32 single engine

Denmark - 2 Corvette 32s

Finland - approx 10 (32/320s)

Ireland - 2 Corvette 32s & 1 Corvette Mediterranean

Corvette Motorboat Association

Corvettes attract an especially loyal following of enthusiastic owners and an informal owners group was started in 2004, coordinated by Alec Hopley. A website was created plus a list of about a dozen owners who stayed in contact through general communication, rallies and social gatherings. This group effectively ceased to operate from 2010 and the website was closed. A formal association or club was never set up. In 2014, David Morrison, a Corvette owner, met Paul Kelsey, a former member of the original group who retained the last list of owners when the group was wound up. These owners were then contacted and from this base a new membership developed, which David currently coordinates. (He is also the author of this Wikipedia article - see ref 7 in the references). The group regularly shares information, knowledge and experience related to Corvette boats of all ages and meets socially throughout the year. Through boating journals (letter in Motorboats Monthly,^[13] letter in Practical Boat Owner^[14]), the ybw forum, the Corvette Motorboat Association website and other contacts, more Corvette enthusiasts are joining the group and now to date (Sept 2017) the membership totals 72,^[15] with models ranging from the mid 1970s to 2010. Those who have had Corvette experience in the past, or are looking to own a Corvette in the future, or simply just interested in Corvettes generally, are also welcome to join as Associate Members. There is currently no joining fee. The group was formally named in Jan 2016, as the "Corvette Motorboat Association" and a new website created - <https://corvettemotorboat.wordpress.com>. This website provides a means of joining the Association, communicating with other Corvette owners and also includes a comprehensive gallery of photos and drawings, scans of original Corvette brochures, information on suppliers and maintenance plus a section dedicated to upgrades, hints & tips. Most member boats are UK Solent-based but others are in Falmouth, Plymouth, Torquay, Brixham, Christchurch, Poole, Channel Islands, London, Eastbourne, Gillingham, Ipswich, Burnham-on-Crouch, Ireland, N. Ireland, Tyne & Wear, North Yorkshire, Scotland, France, Norway, Finland, Denmark and Canada.

Sources of information in addition to "Reviews in the press"

www.yachtworld.com/karlfarrant-corvetteyachts

<http://steve-insightmarinesurveyor.blogspot.co.uk/2012/06/corvette-320-trawler-yacht.html>

<http://www.soundingonline.com/features/type-of-boat/287314-the-corvette-rides-again>

Research by Cheryl Francis during a visit to the Reedham yard

References

1. "Corvette 32". *Motorboat & Yachting*. Dec 1975.
2. "Corvette Marine". *www.corvettemarine.com*.
3. The Used Boat File - Corvette 320 - *Motorboat & Yachting*, June 2008
4. "The Used Boat File Corvette 320". *Motorboat & Yachting*. June 2008.
5. *Yachting* - Jan 1998 p30
6. "Our Boats. Corvette 320 - Time for a Change". *Motorboat & Yachting*. March 2015.
7. Morrison, David (April 2015). "The Story of the Corvette Motoryacht". *Unpublished work*.
8. Corvette Marine manufacturer's Price & Options List Aug 2009 and Sep 2010
9. Boat Showrooms of London - Corvette 320 & Corvette 320 Europa Retail Price List, Feb 2005
10. Semi-Displacement Special - *Motorboat & Yachting*, April 1999
11. Corvette 320 owner experience
12. Private communication with Corvette owner and member of Corvette Motorboat Association, based in France, 1 Nov 2016
13. "A request to the Corvette fraternity". *Motorboats Monthly*: 9. July 2014.
14. "Vette-erans association, Practical Boat Owner Jan 2017
15. "Join the club". *Motorboat & Yachting* (July 2015): 31.

External links

Corvette Motorboat Association website: <https://corvettemotorboat.wordpress.com/>

Corvette Marine website: <http://www.corvettemarine.com/>

Corvette Yachts website: <http://www.corvetteyachts.com/>

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