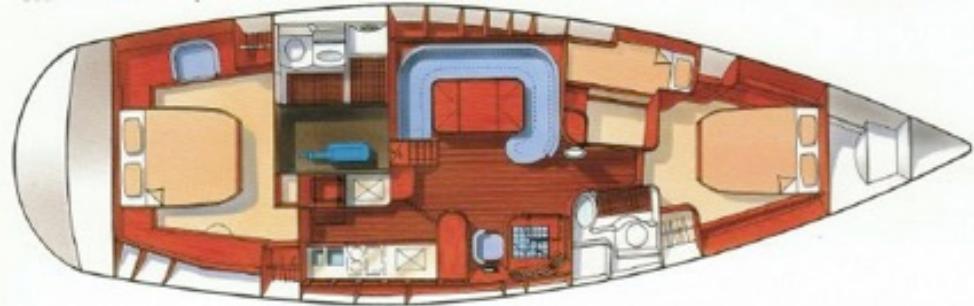


Laridae

Laridae.ca
Westerly Ocean 49



Westerly yachts, built in England, have long been admired for high standards of craftsmanship, exceptional strength, and sea kindly offshore performance. The Westerly Ocean 49 was one of the first offshore designs to embrace a wide beam carried farther aft towards the stern, now common among modern yacht designs. The wide aft section provides reduced heel upwind, great downwind performance, and a huge aft cabin.

Laridae was built in 1995 and launched in 1996. Under her first owners' experienced watch, she completed a circumnavigation between 1996 and 2012, receiving extensive refits in 2007 and 2011. Her major systems (sails, rigging, electronics, batteries, charging systems, etc) were refit again in 2015-2016 in the UK before she crossed the Atlantic to the Caribbean. She continues to be cruised in the Caribbean and maintained well.

All systems are working well and she is ready for a new owner to step aboard and enjoy her in the Caribbean, or sail her on new adventures; perhaps back across the Atlantic to the UK/Europe/Med, or through the Panama Canal and across the Pacific Ocean.

Laridae is for sale in the Virgin Islands with delivery possible anywhere between Boston and Grenada. Send inquiries to siegelcrew@gmail.com.

Equipment List

Exterior

- High performance fin keel & spade rudder
- Center cockpit
- Cutter rigged, keel stepped mast
- All furling sails (genoa, staysail & main sail) control lines led to cockpit
- Flexi-teak decks (2014)
- Professionally fit hard-top dodger with glass windows provide excellent visibility and protection from wind and rain
- Bimini with fully enclosed cockpit (plastic windows and bug/shade screens, new top 2016)
- Sunbrella cockpit awning (2011)
- Cockpit table and seat cushions
- Large steering wheel provides great visibility from many positions
- Sugar scoop transom with boarding step, swim ladder and freshwater shower
- Twin aft lazarettes
- Forespar Nova II outboard motor hoist (new 2016)
- Dinghy davits
- Double anchor roller
- Large forward anchor locker is a watertight crash section (isolated from hull)
- Avon 6-man life raft (serviced in 2015)
- Bow to stern webbed jacklines (new 2016)

Interior

- Large forward cabin with centerline queen bed
- Side cabin on port with up/down bunk beds
- Forward head with sink, shower fixture and sump pump
- Huge aft master cabin with centerline queen bed
- Aft head with sink, separate shower stall and sump pump
- Spacious U-shaped settee around large teak table with two fixed leaves and two removable leaves will seat eight (8) people
- Large chart table with swivel navigators seat
- Galley with generous Corian countertops and deep stainless steel sink
- Separate refrigerator and freezer spaces (both top loading, seawater cooled)
- Three burner Force 10 butane stove with oven/broiler
- Center island between galley and chart table with storage and liquor cabinet
- Pressure hot & cold water
- Whale foot pumps fitted to galley sink and both head sinks (new 2016)
- Seawater hand pump at galley sink
- Two stainless steel water tanks (port & starboard), each 100 gallons (UK)
- Lee cloths for all bunks (new 2016)

- Entire headliner professionally replaced (2014)
- 12V and USB charger stations fitted throughout
- Six (6) fire extinguishers

Sails and Rigging

- Roller furling main sail (Crusader Sails, new 2015)
- Roller furling genoa sail (Owen Sails, new 2016)
- Roller furling staysail (Owen Sails, new 2016)
- Running rigging, color coded (English Braid, new 2016)
- Main sail preventers and blocks (port & starboard, new 2016)
- Standing rigging (replaced in 2007)
- Asymmetrical spinnaker with sock (Doyle, 1999)
- Spinnaker pole
- Staysail pole
- All sail control lines led to cockpit
- Folding aluminum mast steps
- Electric winch for main sail and genoa furling
- Large bolt cutters
- Large inventory of spare parts

Electrical Systems

- House batteries, 6x 115 amp-hour (Rolls AGM S12-128, total 690 amp-hours, new 2016)
- Engine/Generator starter batteries, 2x 105 amp-hour AGM (good condition, 2011)
- Bow thruster, 1x 105 amp-hour AGM (good condition, 2011)
- Victron battery monitor BMV-700 and shunt (new 2016)
- Engine alternators, 2x 60 amps on smart regulator
- MorningStar SunSaver Duo solar charge controller with remote display (new 2016)
- 375 W solar array (2011/2016)
- Air Breeze Wind Generator (2011)
- AquaAir Hydro Generator with two towed propellers
- AC battery chargers, 2x 50 Amp smart chargers (110/220 V)
- Inverter, 110 V
- Hot water tank (2014)
- Fischer Panda generator, 3.8 KV, 3-Phase (839 hours, serviced in 2015)
- Seafresh water maker, 12 GPH, driven by 3-Phase pump from generator (serviced and pickled in 2011)
- Bow thruster, 7 HP, new control panel in 2015
- All interior lights are LED
- Tricolor/Anchor light is LED (0.1 Amp)
- Navigation and foredeck light is incandescent
- Eberspacher diesel forced air heater

- CD/Cassette Stereo system with interior and exterior speakers

Engine

- Volvo TMD-22A 78 HP Turbo Diesel, 4000 hours
- Gori feathering 3-blade propeller, shaft drive
- Major engine service work between 3500-4000 hours (2016-2017):
 - Replaced timing belt
 - Replaced starter
 - Cleaned heat exchanger
 - Replaced all filters, belts and hoses
 - Replaced Volvo dripless shaft seal
 - Replaced engine display at helm
 - Removed and cleaned turbo
 - Rebuilt water pump
- Primary fuel tank, 90 gallons (UK)
- Secondary fuel tank, 45 gallons (UK)
- Uses approximately 0.75 gallons per hour (3 liters per hour) at 2000 RPM
- Fuel capacity gives approximately 7 days motoring range (850 miles)
- Dual fuel filters
- Trabold oil filter
- Large inventory of spare engine parts and filters

Navigation Equipment

- Raymarine a95 GPS chart plotter at Nav Station with WIFI (new 2016)
- Raymarine Quantum radar (new 2016)
- Raymarine ST60 Speed, Depth, Wind (2012) at helm and repeaters at Nav Station
- Autohelm 7000 Autopilot, Type 2 linear drive unit & gyro, with complete set of duplicate spares (spare linear drive unit, computer, control head, etc)
- Autohelm control at helm with duplicate control head at Nav Station
- Standard Horizon CP300i GPS chart plotter at helm (2008)
- Furuno GP31 GPS (2000)
- Icom IC-707 SSB Radio with AH130 tuner
- Standard Horizon GXE1500E VHF, interfaced with GPS (2010)
- Standard Horizon RAM+ Mic for VHF in cockpit (2010)
- IridiumGO! satellite phone with external antenna (new 2015)
- Digital Yacht AIT1000 AIS, interfaced with both chart plotters (2010)
- McMurdo ES SmartFind EPIRB on yacht (new 2015)
- McMurdo FastFind 220 (with GPS) EPIRB in liferaft (new 2015)

Anchor Equipment

- Rocna primary anchor (25 Kg) on 80 m of 3/8" (10 mm) chain
- Bruce secondary anchor (20 Kg) on 20 m of 3/8" (10 mm) chain and 50 m Marlow Multiplat 8-strand (18 mm) anchor rode (new 2016)
- Fortress stern anchor on 15 m of 5/16" (8 mm) chain and 60 m of Marlow Multiplat 8-strand (16 mm) anchor rode (new 2016)
- Quick electric windlass with spare two-way solenoid (2007)
- Three anchor snubbers (new 2016)

Bilge Pumps

- 250 GPM electric pump in forward anchor locker (new 2016)
- Manual hand pump in forward anchor locker
- 250 GPM electric pump in main bilge with bilge pump alarm (new 2016)
- 2000 GPM electric pump in main bilge (new 2016)
- Manual hand pump in main bilge (operated from interior)
- Manual hand pump in main bilge (operated from helm station)
- All thru hulls replaced (2014)