

Westerly Westerly Corsair



Year: 1988
Location: Plymouth
LOA: 35' 8" (10.87m)
Beam: 12' 6" (3.91m)
Draft: 4' 6" (1.37m)

Remarks:

This Westerly Corsair is a well-maintained boat, having been re-engined, new mainsail, new engine, new interior, new upholstery, new flooring. She has been relined internally so there are no separate cabins and sleeping quarters.

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REF: 1011246



Mechanical and Rigging

Construction:

Westerly Corsair MK II
Built by Westerly Yachts Ltd in 1988
Designed by Ed Dubois
GRP hull deck and superstructure
Cast iron fin keel
Rudder hung on a partial skeg
Headlinings replaced throughout!!

VAT paid
Part 1 registry 714935

Mechanics:

Beta Marine 35hp diesel engine (new 2010 and professionally installed)
300 engine hours
Shaft driven
Three blade fixed pitch bronze propeller
Single lever morse control
Eberspacher D2 diesel fired cabin heating

Tankage:

Freshwater capacity litres (111 gallons) in three stainless steel tanks
Fuel capacity 168 litres (37 gallons) in a single stainless steel tank (new 2010)

Water System:

Hot and cold water
Pressurised water system
Hot water from calorifier

Electrics:

Three x 12V 130ah batteries (new 2016)
Charging from 100 amp engine alternator
Aerogen wind generator for charging

Rigging:

Kemp aluminium spars
Stainless steel standing rigging (new 2012)
Double spreader rig
Deck stepped mast
Terylene running rigging (partially replaced in recent years)
Rotostay Regatta genoa furling system
Slab reefing

Sails:

296 sq feet mainsail new 2016 and virtually unused!
Spare Mainsail by Ratsey and Lapthorn
400 sq feet genoa
540 sq feet genoa by Ratsey and Lapthorn
980 sq feet cruising chute

Inventory

Navigation Aids:

Hydrovane self-steering system
JRC radar 1000
Autohelm 4000 autopilot
Nasa Marine target Navtex
Icom IC-M59 euro VHF radio
Steering compass

Ground Tackle:

Quick electric anchor windlass
CQR anchor
Chain 30 meters
Warp
Double stainless steel bow roller

Deck Gear:

Two x Barient #27 two speed sheet winches
Two x Barient #18 two speed halyard winches
Nine x Spinlock rope clutches
Aft cockpit mainsheet traveller
Genoa tracks with cars
Stainless steel pulpit and pushpit
Teak cockpit grating
Stainless steel boarding ladder
Outboard engine bracket
Aluminium mooring cleats
Three x opening deck hatches
Darodes deck ventilation
Teak grab bars on the coachroof

Safety Equipment:

All Safety equipment listed is included in the sale but the vendor offers no warranties
The purchaser must service the safety equipment and ensure that it is appropriate for his purposes
GME EPIRB
Two x horseshoe lifebuoy and lights
Electric bilge pump
Manual bilge pump
Navigation lights
Fire blanket
Fire extinguishers

Equipment:

Inflatable dinghy
2hp Mariner outboard engine
Canvas sprayhood
Canvas boom cover
Cockpit cushions
Canvas over boom/cockpit cover
Cockpit table
Various warps and fenders

Accommodation

Sleeps up to eight in two separate cabins as well as the saloon
forward cabin with large double V berth

Forward heads
Starboard single settee berth in the saloon
Port single settee berth that will convert to a double berth
Galley positioned to starboard
Forward facing chart table to port
Passage to aft cabin has a single quarter berth
Large owners double aft cabin with en-suite

Eberspacher D2 diesel fired cabin heating
Headlinings completely replaced throughout

Forward Cabin:

Large V berth with an infill to create a large double berth
Open shelving to port and starboard
Hanging locker
Under berth storage
Opening deck hatch
Portlights

Forward Heads:

Forward heads positioned to port, aft of the forward cabin
Jabsco sea water toilet
GRP moulded hand basin
Hot and cold pressurised water
Small opening deck hatch

Saloon:

Port and starboard settee berths (backrests remove and become lee cloths/boards and adds extra width on the berth size)
Port berth converts to a large double berth
Saloon table with bottle storage
Storage below and above the seating
Teak grab bars

Galley:

U-shaped galley positioned to starboard
Nelson Tecma two burner gas hog, grill and oven (new 2016)
Double stainless steel sink
Hot and cold pressurised water
Coolbox
Under and over counter cupboard, shelf and drawer storage

Chart Table:

Forward facing chart table positioned to port (full size for chart work)
Chart stowage
Shelf, and drawer storage

Passageway to the aft Cabin:

Sea berth positioned to port (wooden lee board)
Under berth storage
Engine access panel

Aft Cabin:

Large, full width, double aft berth
Under berth storage
Hanging locker and shelves
En-suite heads

Opening deck hatch

Remarks :

This Westerly Corsair has been in the same ownership since new; the owners have continually upgraded her throughout the years. She benefits from having the internal headlining and hull lining recovered entirely, she has an electric anchor windlass, hydrovane self-steering system, wind generator, hot and cold pressurised water, recent mainsail which is in as new condition, Eberspacher cabin heating and she had also been re-engined in 2010, the engine has only but 300 hours and has been serviced regularly. The current owners have for the majority of their ownership stored the boat on the hard standing for the winter months.

This Westerly Corsair has for the majority of her life cruised along the Southwest coast; the owners have also regularly sailed to Brittany and the Channel Islands during the summers. Wattamolla is set up for single handed sailing, and the current owner enjoys trips sailing on his own.

Owners Remarks:

We have owned Wattamolla for such a long time now she is a part of the family, she has served us well, and we have full confidence in her seakeeping ability. We have cruised her as far as the West Indies and regular trips to the Channel Islands and North Brittany. We have sailed her to the Scilly Islands once and many trips along our beautiful Southwest coastline.

I am finding fewer crew members that would like to go away for week-long trips so now sail a vast majority of the time single handed which Wattamolla is set up for. The Hydrovane self-steering system is an excellent bit of kit, which was well worth investing in. We invested in a new Beta Marine 35hp engine in 2010 which has been superb, and she has only done 300 hours since her professional installation.

We purchased a brand new mainsail in 2016 which we have only used twice as I thought the older mainsail still held a good shape and were using the new mainsail as a back up until I decide that the older one is really past its best. Hence the new mainsail in excellent condition still. It will be a sad day when Wattamolla sells, but we shall also be excited for the new owners and hope that they will have as many fantastic memories as we have with her.

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