



Westerly Oceanlord 41

Specifications:

Long LOA	12.19 m	Main	32.79 m²
Length LWL	10.74 m	<u>Genua I</u>	57.32 m²
Width	4.02 m	Cruising Chute	Ja m²
Draft	2.07 m	<u>Stormjib</u>	Ja m²
Mast height	20 m	Batteries 110 Ah	4
Displacement	9,470 kg	Battery motor 110 Ah	1
Keel	3,630 kg	Volvo Penta D2-55 engine	55 PS
<u>Watertank</u>	495 l	Consumption	~ 3 liters/h
<u>Dieseltank</u>	202 l	Hull speed	7.95 kts
<u>Reservekanister</u>	40 l		



All pictures shown are taken within the last four years









SOMOYA
TROON





Backskiste





















Bugkabine









Gangkoje



Achterkoje





Equipment and maintenance

Interior, hull and deck	
All interior upholstery has been replaced and recovered	2012
Complete repaint of the hull	04/18
New Eberspächer Airtronic D5 heating installed	02/18
New rigging cables	10/18
New HYDROVANE wind steering installed	11/18
Replace hatches of front cabin, aft cabin, saloon	12/19
Total refit of hull and superstructure	07/22
Engine	
New Volvo D2-55 installed to date 1398 hours	2011
Total refit: New raw water hoses cooling circle, new impeller pump, new clutch R&D Volvo MS25, new transmission MS25A-A, shaft alignment, cutlass bearing, shaft seal	12/19

Bruntons 3 blade Autoprop	2012
Sails	
Saturn Sails	2011
Main - Selden In mast furling sail	
Genoa - Furlex 300S furling system	
Genoa II	
Storm Jib Original - piston hanks	
Cruising Chute	
Spinnaker boom	

Anchoring	
Main Anchor - Manson Supreme 45lb Galvanised	
Chain - 70m galvanised 10mm chain	
Secondary Anchor - Danforth Fortress with 100m rode	
Lofrans Tigres Anchor Windlass Horizontal with Gypsy & Drum	
Windlass controls at windlass and helm position	
Navigation	
Furuno NavNet VX2 - C-Map NT Max - 7" Screen at Nav Table	Not working
Furuno NavNet VX2 - C-Map NT Max - 10.4" Screen at Helm	Not working
Autopilot - Raymarine ST6001+ Repeaters at helm and Nav table	Not working
Furuno GP32 GPS Receiver	
Raymarine AIS 700 class B Transceiver installed	07/18

Raymarine 55E VHF DSC Radio	
Raymarine Raymic 2nd Station extension mic. at helm, replaced	07/18
Raymarine ST60 Wind, Depth & Speed in cockpit & repeaters at nav table	
Navtex - Morer WIB2D Navtex and Barograph - Portable	
Plastimo Ships Compass	
Plastimo Iris 50 hand bearing compass	
Electrical	
Domestic Batteries 4 x 110Ah Victron Gel	2012
Engine Battery 1 x 110Ah Victron AGM	12/19
Sterling Pro Charge 60Amp Battery charger	2015

Sterling Pro Power Q 1000W Inverter	
new 12V and 230V distribution Panel	2012
Honda EU10i suitcase generator	2015
Safety	
3 fire extinguishers	03/18
ISO 9650 Ocean Safety 6 man liferaft, serviced	06/21
EPIRB Safelink Sport Pro+, serviced	06/21
Jon Buoy Pick Up sling	
Kim Pick Up sail	
2 x horseshoe lifebuoys with automatic lights	
3 fire extiguishers	03/18

1 danbuoy	03/18
Iridium Go! External antenna	03/18
Tender	
SEATEC tender "Aerotend 260"	10/18
Tohatsu 9.8HP 2-stroke Outboard external fuel tank, serviced	12/19

Upgrades & Improvements (before 2017, by former owner)

- **ENGINE** – On the advice of our surveyor, we upgraded the original 43HP Volvo Penta. We chose the D2 55HP Volvo Penta. This is a 4 cylinder naturally aspirated (no turbo), diesel engine. This has made a huge difference especially in difficult weather.
- **ENGINE ACCESS** – To make servicing easier, the following improvements were made:
 - An oil drain pump was permanently plumbed in, so no messing around with drain trays! Old engine oil is simply pumped directly into an old oil can.
 - Oil filter and secondary fuel filter are mounted remotely from the engine, in front of the fuel tank, next to the primary fuel filter. This makes filter changing very easy.
 - The alternator, starter motor and heat exchanger are all on the port side of the engine, which is easily accessible from the main access panel.
- **PROPELLOR** – The old fixed 3 blade propellor was changed for a new Bruntons Autoprop. Fuel consumption has improved considerably. The old, perfectly serviceable prop. is kept on board as a spare.
- **FUEL TANK** – The old mild steel tank has been changed for a new stainless steel tank. Good job too, as when we cut open the old tank, there was considerable corrosion evident. It wouldn't have been too long before it started leaking!
- **FUEL POLISHING** – We have built a portable fuel polishing system using a 12V fuel pump and Racor filter unit. It is a straight forward operation to connect it up and run for a while to give the fuel an extra clean.
- **CHART PLOTTER & AIS** – The existing Furuno VX2 chartplotter is located at the Nav. station. We installed an additional, larger version at the helm, and linked it in to the autopilot and a new Raymarine AIS receiver. It has made passage making much easier.
- **TEAK DECK** – The teak deck which was fitted by the previous UK owner, whilst he was in Turkey is in very good condition. The caulking however, was showing signs of breaking down. In January 2017 we stripped out all the old caulking and replaced with Teak Decking Systems TDS SIS440 caulking. We chose this system as it comes from Florida in the USA

(available in the UK and Europe), and has a very good reputation for UV resistance and wear.

- **DECK FITTINGS** – When the teak deck was fitted, all the old anodized aluminium deck fittings were replaced with stronger, polished stainless steel.
- **DAVITS** – Strong polished stainless steel davits have been fitted, which allow dinghy to be securely stowed when sailing, or not needed.
- **ENGINE HOIST** – A polished stainless steel engine hoist has been fitted which allows for easy storage and handling of the outboard engine.
- **ELECTRICAL** – In 2011 we made the following changes:
 - Galvanic Isolator fitted – This has significantly reduced anode wear. ○ A new 12V distribution and switch panel was built and installed. ○ This involved re wiring much of the cabling, and every cable as been terminated with heat-shrink terminals. ○ The domestic battery layout and cabling was changed. Now all batteries are located under the sea berth.
 - The domestic capacity was increased to 4 x 105A Victron AGM batteries ○ The engine battery is a 95A Victron Gel battery.
- **SAILS ETC** – New sails, sprayhood, bimini and helm cover were made by Saturn Sails of Largs in 2011.
- **UPHOLSTERY** – All interior upholstery has been replaced and recovered in 2012.