

WESTERNMAN 51 FT PILOT CUTTER 1998



Specification

ALEXANDER T

WESTERNMAN 51 FT PILOT CUTTER 1998

Designer	Ed Burnett & Nigel Irens	Length waterline	44 ft 11 in / 13.7 m	Engine	Yanmar 4JH2 DTE 85 HP Diesel
Builder	Covey Island Boat Works Nova Scotia	Beam	14 ft 1 in / 4.3 m	Location	Spain
Date	1998	Draft	7 ft 10 in / 2.4 m		
Length overall	65 ft 7 in / 20 m	Displacement	30.2 Tonnes		
Length deck	51 ft 2 in / 15.6 m	Construction	Douglas fir strip planking on laminated Douglas fir frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

Designed for ocean voyaging by Nigel Irens on the lines of Bristol Channel pilot cutters and built to Ed Burnett's drawings by Covey Island Boat Works in Nova Scotia, her stability and structural integrity were approved by David M Cannell & Associates. ALEXANDER T formerly ELEANOR MARY has been used solely as a family yacht since her launch in 1998. ALEXANDER T is an extraordinary marriage of yesterday's traditional sailing ideals with today's technology and design. Built and to MCA Category Zero to maintain a standard; not to charter, she of course has the potential to be used by a school or a trust or to simply continue as a wonderful family boat for safe adventure almost anywhere in the world.



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## CONSTRUCTION AND FINISH

Comprehensive information on the construction is available, the essentials are summarised here

The design, construction and vessel's facilities are Code compliant

- Douglas fir hull 1 ¾ inch strip planking on laminated mainly 3 x 3 inch Douglas fir frames
- Hull sheathed with two part marine epoxy, 3 coats min and 4 coats below the waterline
- Entire structure glued and fastened with 2 part marine epoxy
- Planking edge fastened with 3" stainless nails and fastened to frames with 3" stainless screws
- Hull further sheathed with 3 layers 10oz woven E-glass. Planking is 1¾" strips, framing is
- Watertight bulkheads of two layers of ¾ inch Douglas fir ply veneered to match interior
- The Internal bulkheads create 5 watertight compartments
- Custom doors with aluminium frames and dogs, veneered to match interior
- Other bulkheads are single layer ¾ inch Douglas fir ply, veneered to match interior
- Varnished ash cabin soles
- End grain teak galley sole
- All hoses, wires & ducts passing through a bulkhead / panel are fixed and or padded to prevent chafe
- Where passing through a watertight bulkhead watertight seals are provided

- All heavy gear, tanks, batteries, machinery and fittings secured; even against potential roll over

- 3 x ¾ inch thick decking with seam compound, epoxy bonded to one layer 9.6oz E-glass set in epoxy, over 1 layer Douglas fir plywood, epoxy saturated bonded to 3½ x ¾ inch thick Nova Scotia pine beaded edge tongue and groove
- Cockpit ½ in mahogany staving on a 10 oz E-glass layer set in epoxy over ¾ in laminated Douglas fir
- Removable duckboards on cockpit sole
- 2 x 2 cockpit drains with sea cocks
- Bulwarks limbered aft of the mast and stern bulwark open for water freeing
- Ballast: External 14.25 Tons of lead in a single casting with stainless steel keel bolts
- Hull finished in navy blue and Micron Extra Blue antifouling
- Bulwark capping rail finished in vintage red and inside finished with varnish
- Deck treated with Varnol / turpentine mix
- Wood spars, hatches and cockpit coaming all varnished
- Interior deckheads, bulkheads and general furniture painted with magnolia marine enamel
- Trim and soles satin varnished
- Head / shower compartments epoxy coated and epoxy painted

### Specification

## ACCOMMODATION AND DOMESTIC EQUIPMENT

### Summary

Accommodation is for up to 8 in 2 dedicated double berth cabins, 2 dedicated single berths and 2 settee berths with fore and aft shower, head compartments and forepeak workshop with bosun's store.

The after cabin, aft head doors and cupboard doors are louvred for ventilation.

- Access from cockpit via sliding hatch in coach roof and companionway steps down over the engine
- Lobby with Navigation area to port and access to master double cabin stbd
- Master cabin with double berth to stbd

Forward to port is the well equipped galley

- Force 10 four burner hob, grill and oven rebuilt by specialist engineer 2005
- Stainless steel sink new 2005
- Large fridge / freezer new 2014

To starboard

- Aft head and shower compartment
- Dickenson diesel 'Antarctic' heater backing onto aft head stainless steel flue to deck

Forward by half bulkhead to port

- Large U shaped settee berth to port with stowage under and outboard

- Single pilot berth above and outboard
- Mahogany saloon table to port for eight opened, lifting leaf to port fiddled when closed
- Settee berth to stbd with stowage under and outboard
- Single pilot berth above and outboard
- 3 x Sorensen oil ship's lamps with smoke bells new 2005
- Seat and berth cushions of 4" open cell foam, covered in Cambridge blue water resistant cloth
- Lee cloths to berths
- Mahogany trim for all counter fiddles, doors, handrails
- Aromatic cedar lining in hanging and head lockers
- All interior joinery hardware is of brass or bronze
- Lockers and closed storage compartments have vent openings

Bulkhead forward with bookshelves

- Doorway offset to stbd of mast to forward accommodation
- Double berth cabin to port
- Single berth off corridor to stbd
- Steps up to foredeck hatchway
- Forward head and shower compartment
- Forepeak workshop and bosun's store

### Specification

## RIG SPARS SAILS AND CANVAS

- Solid Columbian pine lower main mast, boom and bowsprit
- Spars laminated with resorcinol glue, by Spencer Thetis, 2000
- Lower mast has internal channel for navigational wiring
- Stainless steel swinging spreaders for topmast shrouds on main lower mast
- Hollow carbon fibre gaff and main topmast
- Topmast fittings and fids on lower mast and topmast to permit housing of topmast
- Carbospars hollow carbon fibre square yard
- Main boom with 4 x Spinlock clutches for boom outhaul and three reefing clew lines
- Stainless steel sleeves in way of chafe points
- Traditional port and starboard Bee blocks
- Stainless steel horse and outhaul block for clew of loose footed mainsail
- Stainless steel mainsheet block on traveller, leather covered
- c 50 varnished black locust wood shelled blocks rigged, custom made
- Various spare wood shelled and Lewmar blocks and strops
- Galvanised standing rigging with lower ends turned and seized, except swaged end to forestay
- Port aft shroud with isolators to act as SSB antenna
- Ratlines on starboard shrouds
- Topping lifts port and starboard with lazyjacks
- Black locust wood deadeyes and Spectra lanyards to chain plates
- Main pin rail for halyards around mast foot
- Port and starboard pin rails for purchases at bulwarks
- Port and starboard light pin rails for flag halyards on shrouds
- Flag halyards to topmast cap and to port and starboard spreaders
- Spare line: all sizes ¼ inch to 5/8th inch
- Wykeham Martin furling gear for working jib
- Traditional outhaul and traveller on jib for setting jib when furling gear not used
- Running rigging in white double braid line from Spencer Rigging in 5/8th or ½ inch
- Port and starboard topsail halyards and Spectra jackstay and purchase to lead luff of topsail
- Slab reefing lines for three reefs
- Tack pennants led via turning blocks at mast foot to reefing winches on mast
- Clew pennants led via Bee blocks through Spinlock clutches to reefing winches

- Two movable tackles made up with 5/8" Lewmar blocks and double braid line.
- Bowsprit net

### Sails

- Working sail areas Main 789 sq ft
- Topsail 216 sq ft
- Staysail 338 sq ft
- Jib 314 sq ft
- Jib topsail 295 sq ft
- All working sails by SKB Sails of Penryn and are in cream hi-spec Dacron with UV protection
- All sails reinforced with leather or sailcloth at potential chafe points
- Genoa by Ratsey & Laphorn in white
- Mainsail: 789 sq ft, 11.4 oz sailcloth, loose footed, horizontal cut; clew to horse and outhaul
- 3 x Sets slab reef points; tack laced to mast and head to gaff
- Peak flag halyard usable as downhaul
- Topsail: 216 sq ft in 7.8oz sailcloth, with non-stretch luff
- Staysail: 338 sq ft in 10.2oz sailcloth, with one set of reefing points
- Downhaul and rings on luff for downhaul and turning block on stem head
- Jib new 200): 314 sq ft, crosscut in 8.4 oz sailcloth
- Luff wire in 6mm 1x19 Dyform to work with Wykeham Martin furling gear
- Jib topsail: 295 sq ft in 7.2oz in Haywards 7236 sailcloth
- Dyneema luff rope with hanks, leech and foot lines
- Downhaul and rings on luff for downhaul and turning block on bowsprit crane iron
- Reaching Genoa: 1,184 sq ft in 3.4oz Challenge sailcloth
- Heavy weather jib: 158 sq ft in 10.2oz sailcloth
- Storm trysail: 230 sq ft in 12oz sailcloth
- Storm staysail: 180 sq ft in 11.4 oz sailcloth
- Jackyard topsail: 520 sq ft in 5.2oz sailcloth
- Square sail: 568 sq ft in 7.8oz sailcloth, with non-stretch luff. Lacing eyes along foot
- Squaresail bonnet: adds 6ft to foot of square sail in 7.8oz sailcloth, with lacing eyes along head
- Spare jib: as above needs repair

### Covers all in blue acrylic Sunbrella fabric

- Mainsail, staysail and square sail covers, with lacing.
- Dinghy cover needs repair
- Skylight and fore hatch jackets
- Full awning from mast to stern
- Half awning for cockpit area
- Full winter boat cover from stemhead to stern

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### Specification

## DECK EQUIPMENT AND GROUND TACKLE

- Stainless steel gantry and plastic roller for self stowing anchor at stemhead
- Stainless steel plate below stemhead to prevent hull chafe from anchor
- Black locust wood bitt at bow to carry bowsprit
- Delryn rollers to permit bowsprit housing at bitts Spencer Thetis
- Bronze fairleads at bow
- Fairleads amidships through bulwarks
- Stern roller fairlead
- Stainless steel and rubber traditional shock absorber on main sheet
- Large black locust cleats on midships bulwarks
- Other cleats and leads
- Mahogany rope tidy at mast
- Boarding gates in bulwarks port and stbd, with bronze stepping sills with

- 200 ft ¾ inch nylon rode
- Anchor sentinel & weights to Claud Worth design
- Main anchor chain lock forward of windlass
- Two stainless steel anchor claws
- Chain locker for bower chain fwd of mast water tight; sump and pump
- Access from fore cabin
- 6 large inflatable docking fenders
- Stainless steel and wood boarding and swimming ladder 2006 to fit hull profile
- Ash 10 ft boat hook

### Openings, Vents and Lights

boat's former name

- Solid bronze stanchions deck mounted to permit removal and stainless steel lifelines
- Opening gates port and starboard
- Spectra jackstays and fore and aft attachment points
- Stowage beds and tie downs for two eight man life rafts
- Stowage for two life buoys and Jon buoy
- Stowage bed for square yard
- Flag sockets and pole
- Mahogany cockpit table with removable stainless steel legs new 2006

Winches

- Antal W43 and W46 ST; 2 x staysail, 2 x Jib and mainsheet winches at cockpit
- Antal W40 winches; 2 x reefing winches on main lower mast
- Double handed winch handles

Ground & mooring tackle

- Bronze Sprint 3000 electric anchor windlass with rode pipe chain to chain locker
- Rope capstan integral to windlass
- 75 lb galvanised CQR plough bower anchor
- 300 ft tested ½ inch galvanised chain for bower anchor
- 120 ft 3/8th inch galvanised chain
- 50 lb galvanised storm anchor
- 300 ft 7/8th inch nylon rode.

-Opening mahogany and safety glass skylight over main saloon, lockable from below

- Opening mahogany foredeck hatch and light, lockable from below
- Mahogany companion way sliding hatch and doors lockable from cockpit
- Drop boards to secure opening offshore
- Anti insect screens for deck openings
- Lazarette hatch on stern counter
- Cockpit locker hatches closing on aluminium and rubber frames to ensure watertight integrity
- Fore hatch dorade cowl ventilators
- Dorade cowls at skylight and companionway; all with bronze disks for sealing from interior
- Mushroom vent on aft deck for lazarette
- Removable chimney with bronze cover plate on deck for flue when chimney not in use
- Inverted U swan neck fitting for aerial through deck opening
- 6 x Deck prisms provide natural light below to each cabin
- 2 x Diesel fuel fillers with bronze screw covers aft
- 2 x Fillers with bronze screw covers for fresh water on port side deck
- 1 x Filler with bronze screw cover for lamp oil on port aft deck
- 1 x Filler with bronze screw cover for holding tank pump-out on port foredeck

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## Specification

### MECHANICAL ELECTRICAL AND TANKAGE

Where applicable Mech and E specifications are Code compliant

- Yanmar 4JH2 DTE, 85 HP turbo diesel engine, gearbox and heat exchanger cooling
- Engine lifted in 2004, shot blasted and epoxy painted with full service and reinstalled
- Wet exhaust with water lock and anti-siphon
- Slip-ring bearing stuffing box matches propeller shaft, with cooling water lubrication injection
- Cutlass bearing inside stern tube - new 2014
- Marine Propeller Srl 3 bladed 25 in feathering J-prop 2006
- Engine salt water intake through 1½ in seacock to Groco strainer in companionway bilge
- Twin Racor fuel filter / water separators
- Manual switches of fuel and returns between tanks and filters in locker at navigation station
- Additional switch for diesel flow to saloon heating stove
- Dedicated 12 V engine start battery
- Guest 4 way selector isolates of start and house batteries
- The selector enables emergency start from either two house battery banks
- Additional isolator switch at battery to reduce risks of electrolytic corrosion
- Maritex fire resistant and sound insulated panels enclose engine and limit sound to the vessel
- Engine room ventilation sufficient air in / out ducts to operate without blower assistance
- 12 V blower to cool engine when it is not running
- 2 x c 100 Gallon stainless steel diesel tanks under port and starboard cockpit side decks
- Fuel cut-off switches accessible from on deck via cockpit lockers
- Level gauges at navigation station
- Tank fills on port and stb aft side decks, marked "diesel" vented to deck at aft sides of cockpit
- 1 x 10 Gallon lamp oil / paraffin tank under port side deck at cockpit, filled

- Circuit breaker for Sprint 3000 windlass by mast between battery compartment and windlass

- 10 x ABI dome type lights located throughout vessel
- Lights at navigation station and galley switchable between red and white
- 8 x Viking berth lights located throughout vessel
- 5 x 12 V DC outlets at nav station, compass, saloon, fore cabin and forepeak work bench
- Aqua Signal chart light at navigation station
- 240 V AC shore power
- RCD & 16 A Switch box at shore line entry in lazarette; box and wiring new in 2003
- 30 A 4 circuit AC breaker panel
- Sterling 40 A charger
- 2 x AC outlets at navigation station
- Aquair Ampair towed turbine electricity generator, with wind conversion kit

Gas system

- Entire gas system inspected annually
- Xintex carbon monoxide detector
- Xintex propane sniffer and alarm with automatic shut-off by solenoid near gas bottle storage
- Self draining dedicated compartment for two Calor 7 lb Propane bottles abaft helm wheel
- 4 x 7 lb Propane bottles

Plumbing

- 1 x Integral 150 gallon fresh water tank under saloon sole
- 1 x Integral 100 gallon fresh water tank under fore cabin sole
- Tank fills on deck and level gauges at navigation station
- 1 x 50 gallon stainless steel black water holding tank from forward head
- 'Y' valve to alternate manual and deck pump out
- Additional 'Y' valve at WC to overboard discharge with vented loop or to

from deck

- Lamp oil tap at navigation station
- All lines sized to engine manufacturer's specs
- All hoses secured with double stainless steel hose clips
- Firebuoy auto fire extinguisher in engine compartment - switches at 12 V DC switch board
- 2 x House battery banks each of 2 HD lead acid batteries to give 260 Ah 2004
- 2 x Link10 monitors, one for each of the two banks of house batteries
- Amp and volt meters on DC switch board
- House battery banks in dedicated battery compartment by mast with independent ventilation
- 2nd Guest 4 way selector between house batteries by engine start battery selector at nav station
- 12 V DC circuit
- 2 x Double pole DC breaker panels
- Separate HD breakers for electric bilge pump and MF/HF SSB, on DC breaker panel

holding tank

- Seaward 6 gallon hot water tank, with engine heat and 240 volt AC immersion heater
- 2 x Jabsco manual 'Regular' WC, one each in fore and aft heads; units and plumbing new 2004
- 12 V pressure system for hot and cold fresh water to galley and heads pump new 2005
- Whale foot pumps at galley sink and fore and aft head basins
- Whale 'System 15' piping, ½ inch, labelled with flow indicated at all internal stop fittings
- Manifold accessible under saloon sole by galley
- Moulded FRP shower sumps in both head compartments
- Whale manual shower sump pumps
- Stainless steel basin in aft head and brass bowl sink at forward head
- Whale mixer tap set / telephone showers at both head compartments
- Salt water through 1½" sea cocks with GROCO strainer to manifold and to demand points
- Whale foot pump for salt water at galley sink
- All pipe work secured by double stainless steel hose clips

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#### Specification

### NAVIGATION, COMMUNICATIONS AND ELECTRONICS

Communications

- ICS GMDSS control system to VHF, SSB, Inmarsat C, VHF Channel 70 and MF/HF watch Rx
- Units housed in waterproof enclosure; control screen at navigation station.
- Skanti 3000 VHF transceiver working to spreader aerial
- Simrad waterproof extension speaker
- Skanti TRP 7203 all channel MF/HF SSB transceiver and tuning unit via port shroud antenna

- Earth to ground plate on exterior of hull

- VHF Channel 70 and MF/HF watch receivers
- Thrane & Thrane Inmarsat C receiver and antenna
- 2 x Navico AXIS 250 GMDSS approved handheld VHF transceivers

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#### Specification

### SAFETY

- 2 x Float free RFD 8 man life rafts in flat hard containers fitted with SOLAS A packs and Hammar hydrostatic release units
- 8 x Crewsaver self inflating 150 Newton lifejackets with thigh straps
- 8 x Three point safety lines, one for each lifejacket, for attachment to dedicated fixed points in companionway and cockpit area and to fore and aft Spectra jackstays

- 8 x AQ4 armband strobe lights date expired

- Jon buoy
- 2 x Life rings
- Jason's Cradle for recovery of man overboard
- Radar reflector mounted on stay
- 1 x 406 Mhz EPIRB
- Float free Kannad in hard container with Hammar hydrostatic release unit
- 1 x Carry off Jotron SART registered with HMCG Falmouth
- PLB registered with HMCG

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#### Specification

### TENDER ELLIE MAY

Tender design by Pete Culler, following closely the old East Coast of America

trading schooners' wherry yawls

- LOA 10½ feet, beam 4½ feet
- Sprit rigged for sailing with 47sq ft sail by SKB sails to match cloth for ALEXANDER T.
- Steel centreboard in case
- Towing strong point on bow

- 2 x Pairs of oars

- Three point bridle for lifting on board via jib topsail halyard
- Chocks and bronze tiedowns for stowage on port side deck
- Blue cover to match covers for ALEXANDER T
- Yamaha 2.5 HP four stroke outboard 2008

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#### Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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[Specification](#)

**GALLERY**







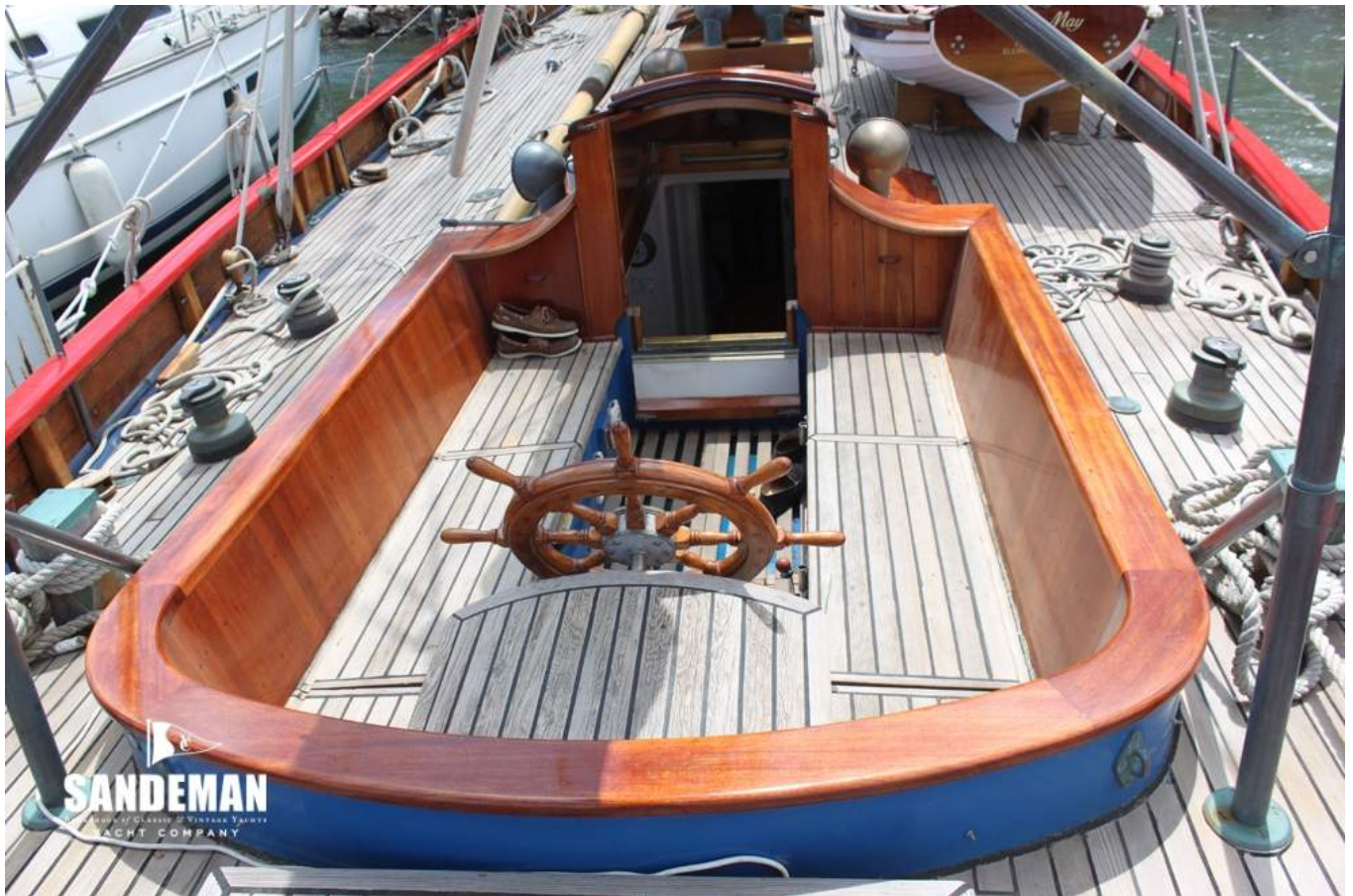








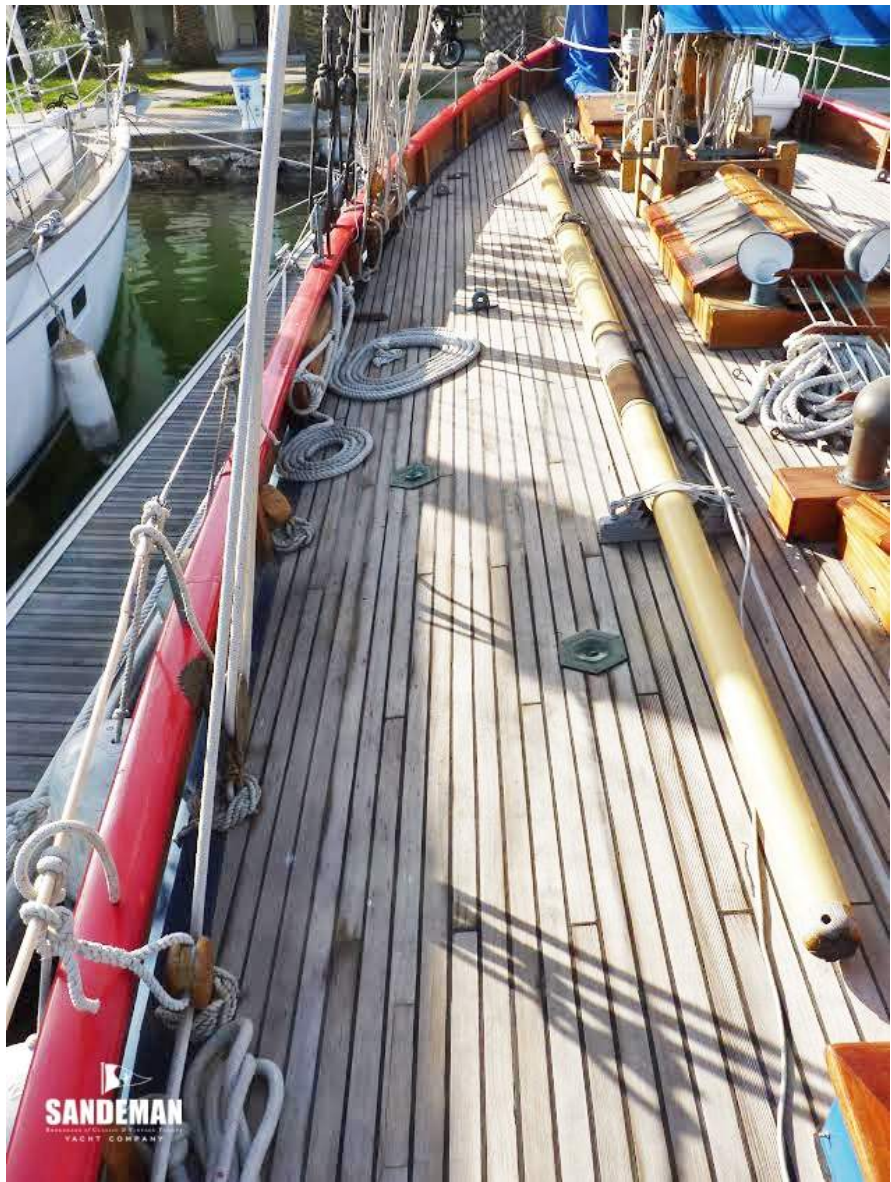
















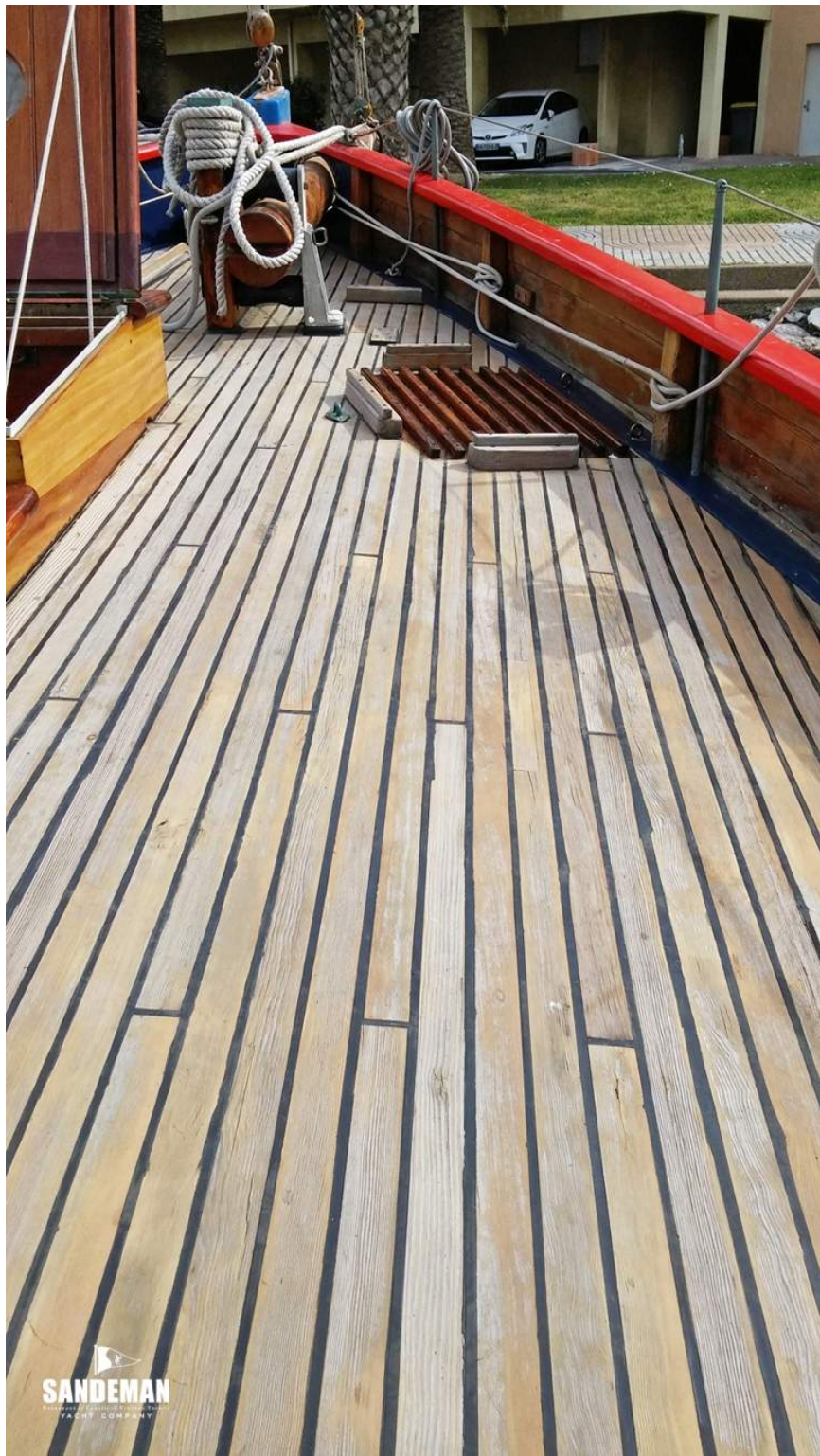




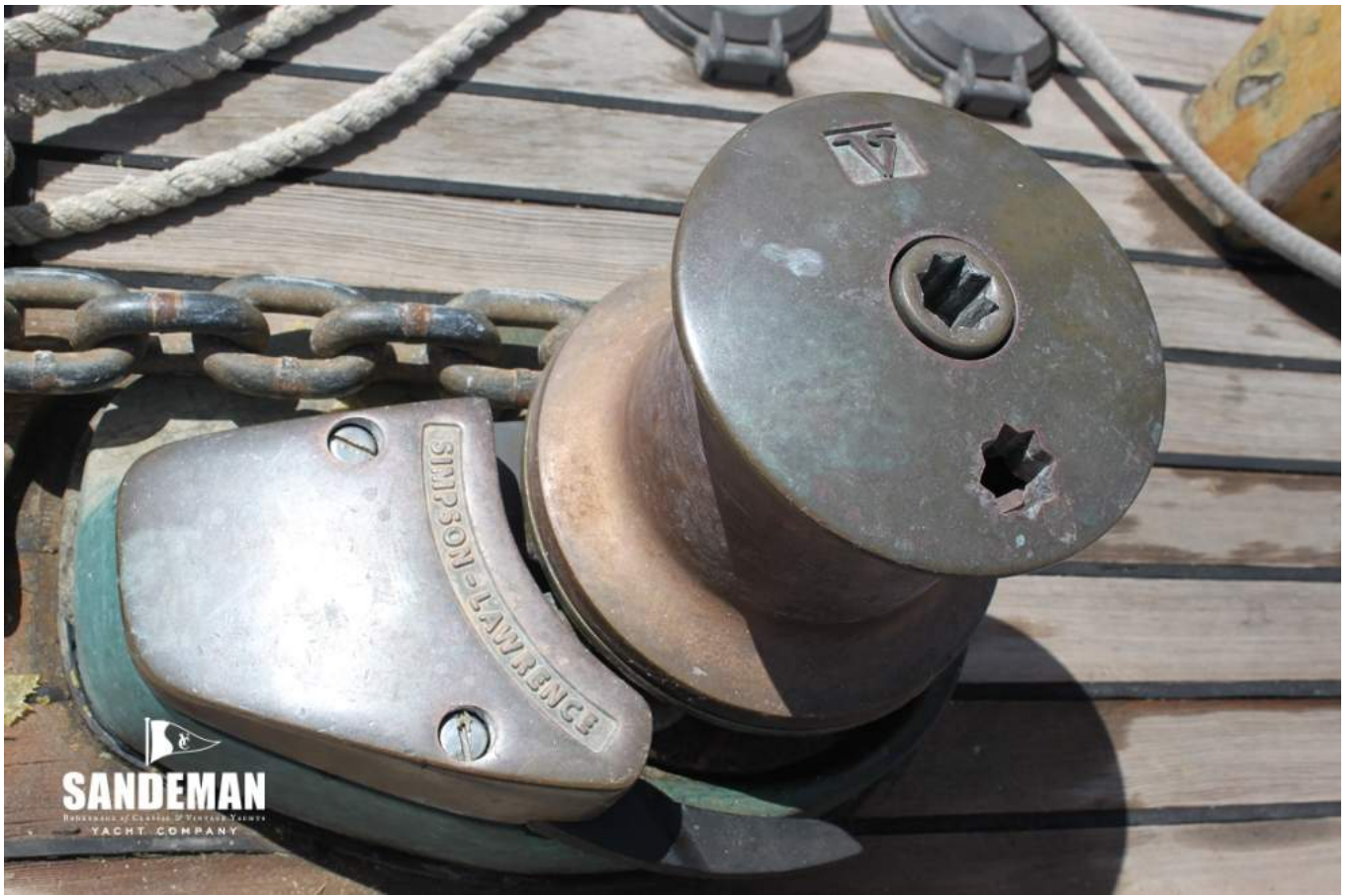










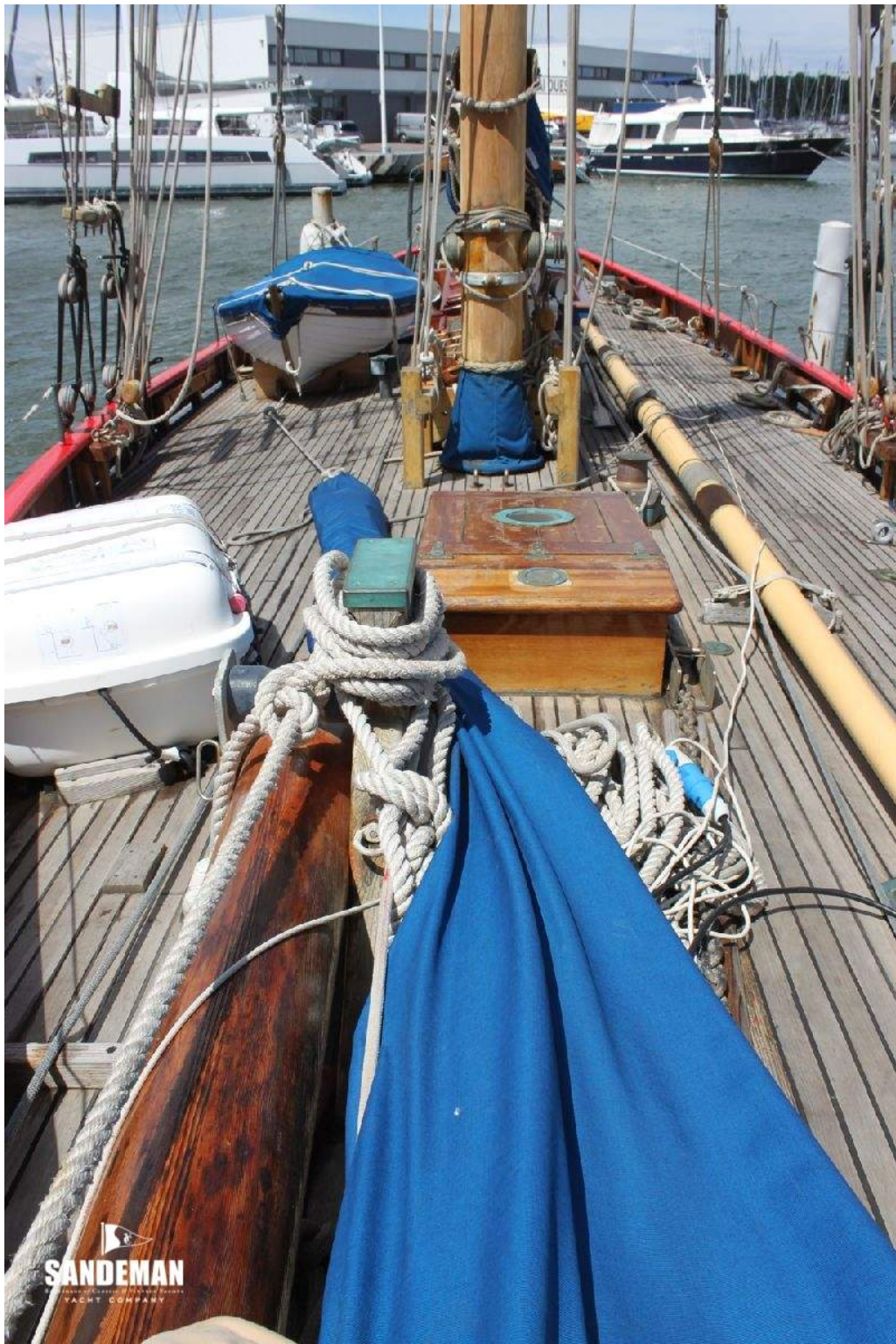


  
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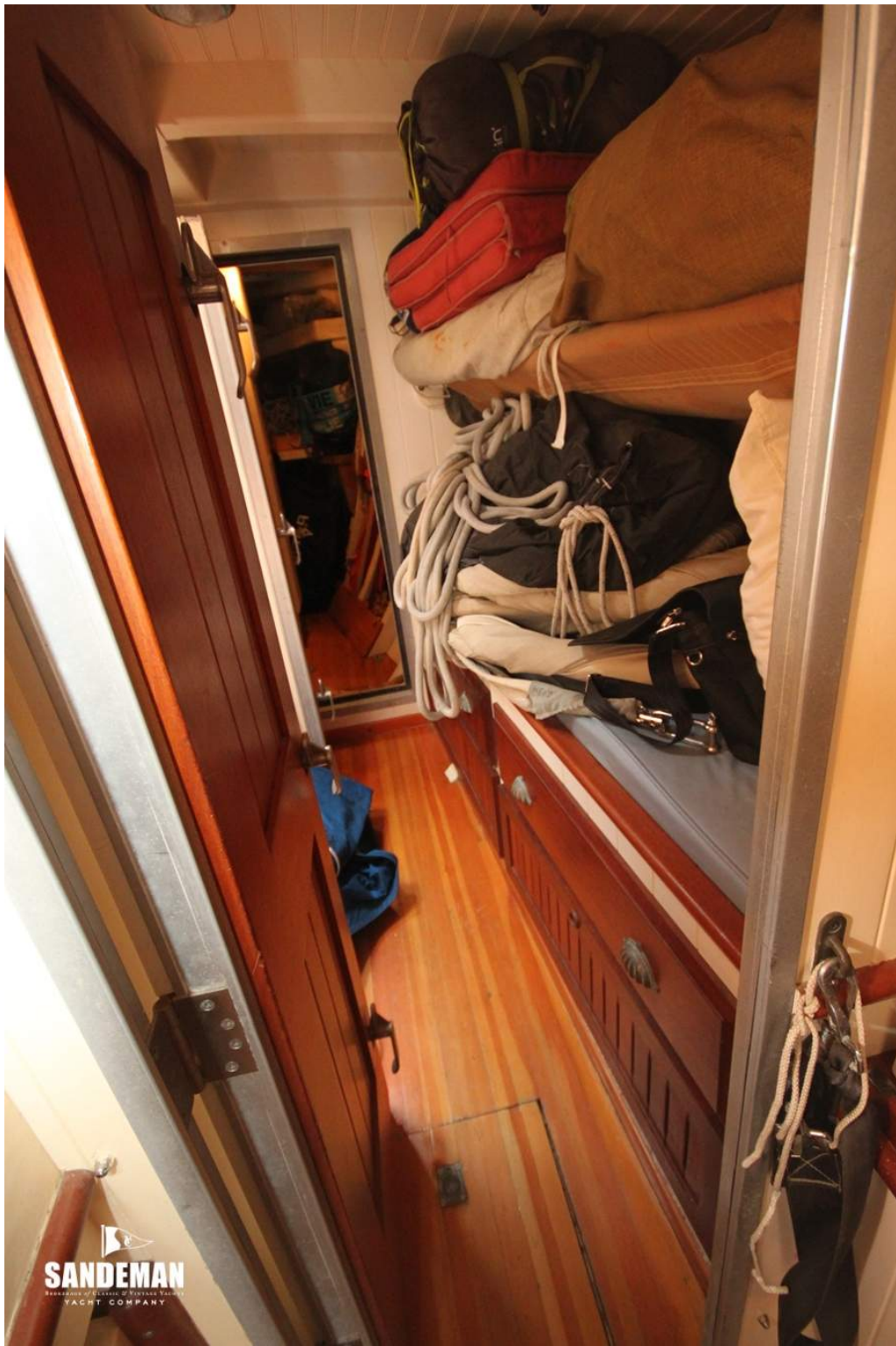










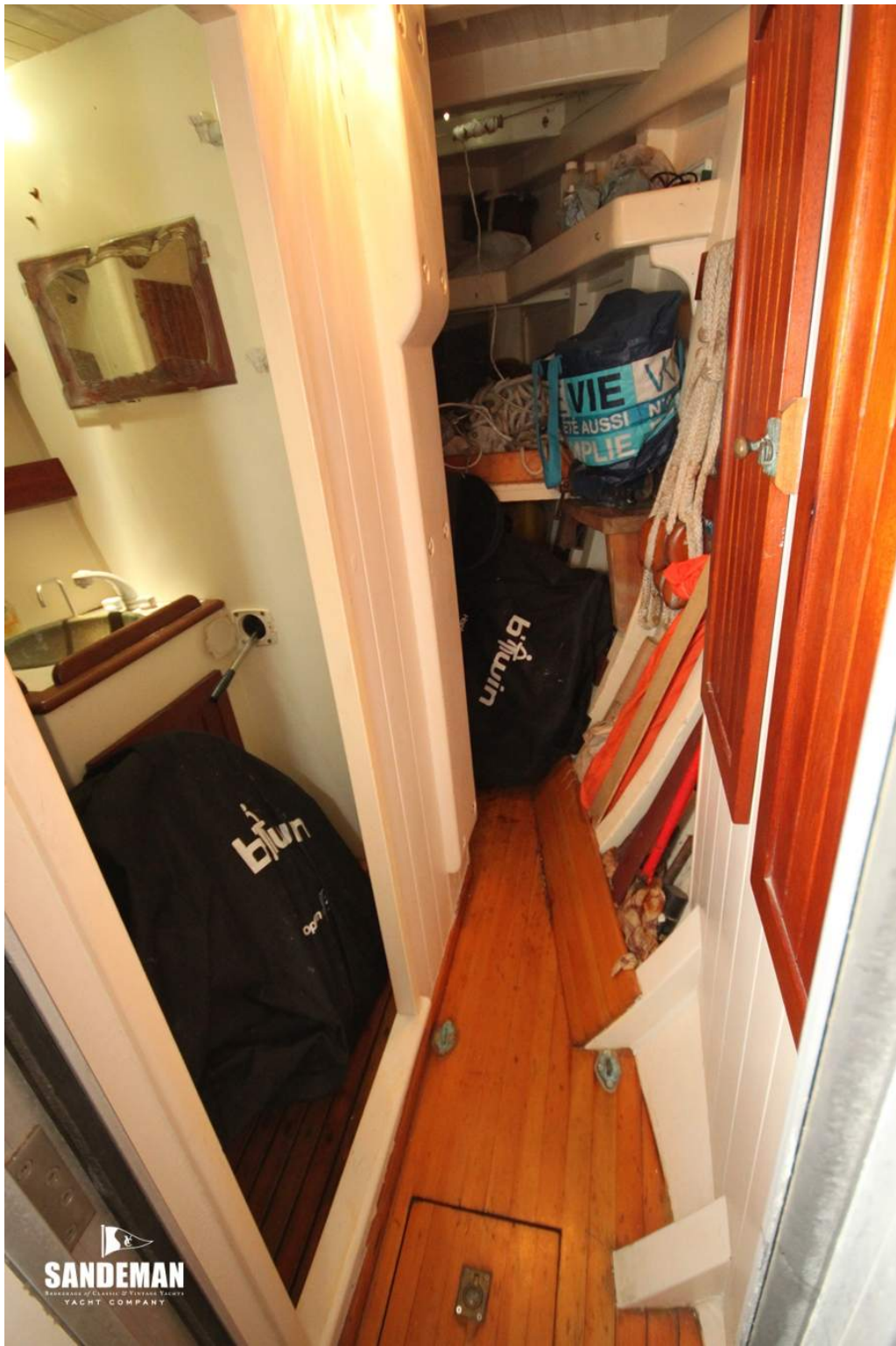








  
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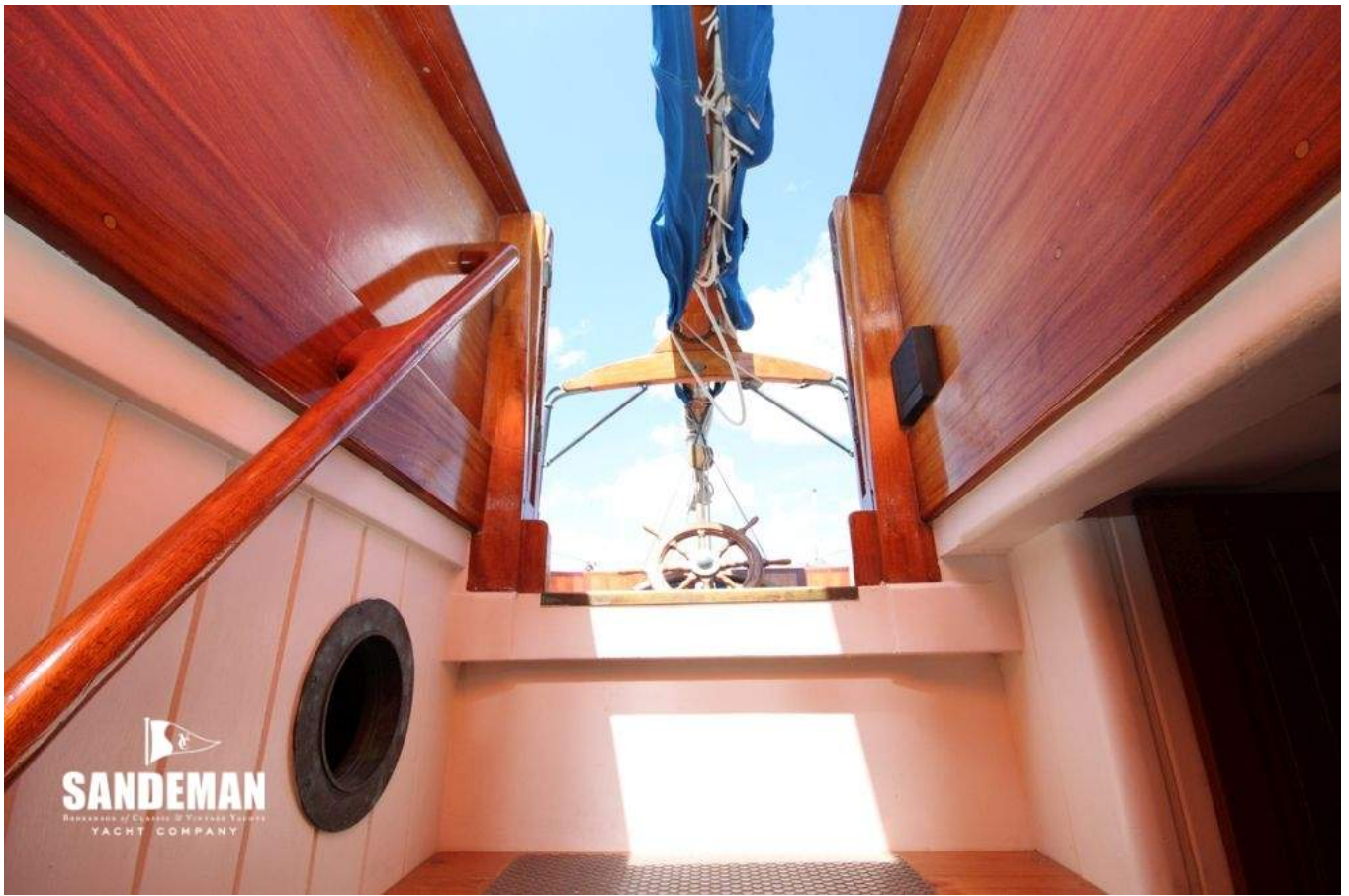
















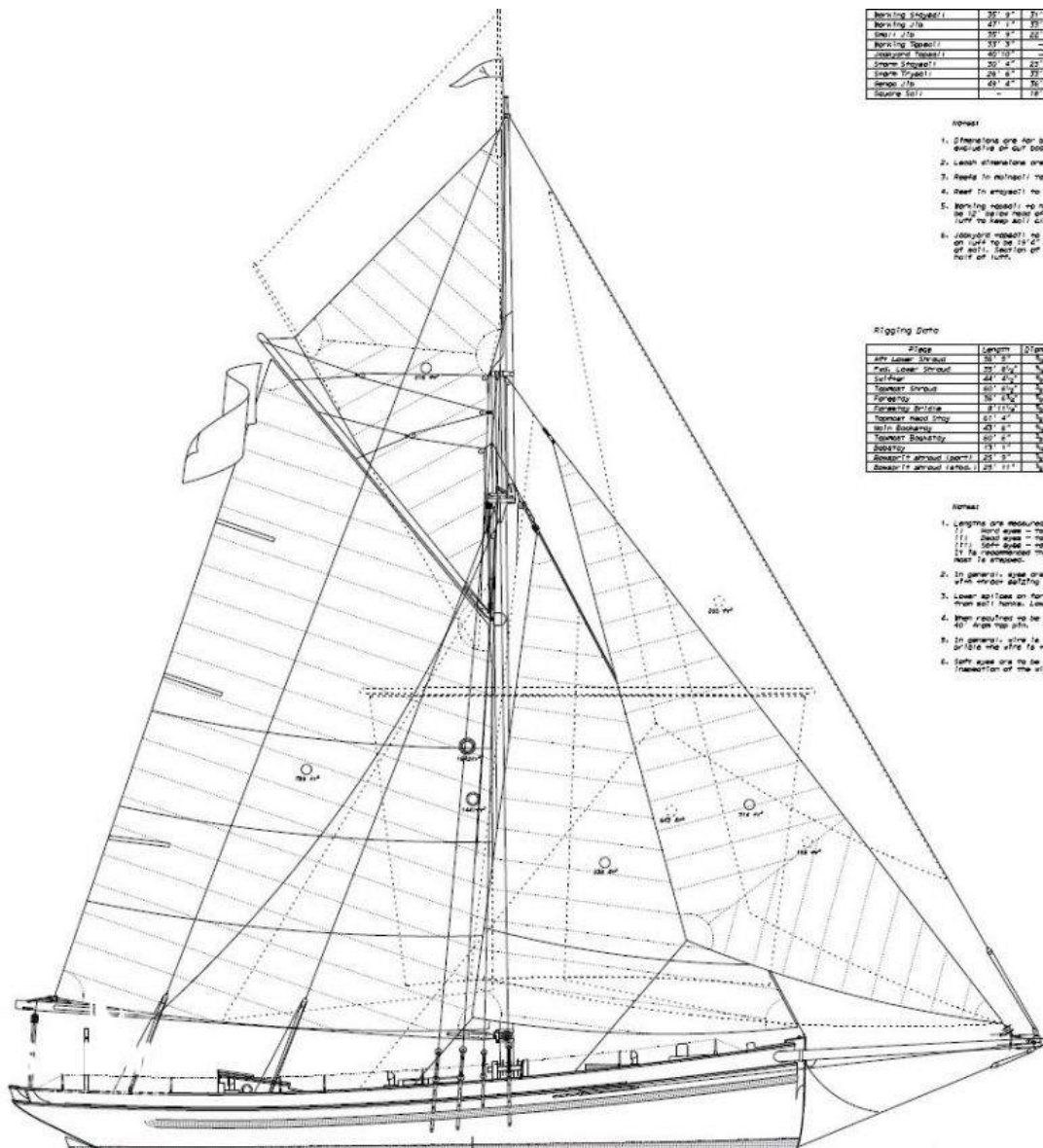
  
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Boat length	32' 0"	31' 0"	30' 0"
Boat width	42' 0"	38' 0"	34' 0"
Boat depth	38' 0"	34' 0"	30' 0"
Boat weight	150' 0"	140' 0"	130' 0"
Boat speed	40' 0"	35' 0"	30' 0"
Boat height	20' 0"	18' 0"	16' 0"
Boat width	28' 0"	26' 0"	24' 0"
Boat depth	40' 0"	36' 0"	32' 0"
Boat weight	150' 0"	140' 0"	130' 0"

#### Notes:

1. Dimensions are for side angles, & are not to be used.
2. Length dimensions are to be used.
3. Rigging to be used: no measure 4' 0"
4. Mast to be used: no measure 4' 0"
5. Rigging to be used: no measure 4' 0"
6. Rigging to be used: no measure 4' 0"

#### Rigging Data

Place	Length	Strength	Pin Size
Top Mast	32' 0"	1/2"	1/2"
Top Mast	32' 0"	1/2"	1/2"
Top Mast	32' 0"	1/2"	1/2"
Top Mast	32' 0"	1/2"	1/2"
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Top Mast	32' 0"	1/2"	1/2"
Top Mast	32' 0"	1/2"	1/2"

#### Notes:

1. Lengths are measured to the top of the mast.
2. In general, use one to be used.
3. Lower splices on foremast and mainmast.
4. When required to be used for mast.
5. In general, use one to be used.
6. Splice one to be used and is in position of the wire.

