



<http://www.yachtworld.com/westyachts>

West Yachts LLC
West Yachts , West Yachts LLC ,
1019 Q. Ave. Suite D
Anacortes, WA 98221, United States

Tel: 360-299-2526
Fax: 360-299-3193
info@west-yachts.com



Classic Herreshoff

Herreshoff Caribbean 50 Ketch— Ming

- Year: 1977
- Price: \$ 118,000
- Location: Anacortes, WA, United States
- Hull Material: Fiberglass
- Fuel Type: Diesel
- YachtWorld ID: 3680245
- Condition: Used

!!!JUST LISTED!!!

Herreshoff Design World Cruising 50 ft. Ketch

Herreshoff designed 50 foot ketch with beautiful lines and designed for comfortable, safe cruising.

She features a well laid-out cockpit capable of handling up to 10-12 guests. The private, spacious master stateroom is aft with plenty of storage, head and shower and navigation desk. The common areas, galley, dining, second head and crew accommodations are forward also featuring classic teak.

135HP Perkins diesel installed 2002 with only 300 hour, enclosed cockpit, full boat cover, hydronic heat, led lights, teak decks and interior, and many upgrades.

Additional Specs, Equipment and Information:

Builder/Designer

Builder: D. Cheng Boat Builders

Designer: Herrshoff

Dimensions

LOA: 54 ft 6 in

Beam: 14 ft

Number of Heads: 2

Engines

Engine #1

Engine Make: Perkins

Engine Model: Sabre M-135

Primary Engines: Inboard

Location: Center

Engine Year: 2002

Hours: 300

Power: 135 hp

Propeller Type: 3 Blade

Propeller Material: Bronze

Design Concept / History

The Herreshoff Caribbean 50 was designed by famous naval architect, Halsey Herreshoff, with input on the concept from Olympic sailor and rig innovator Garry Hoyt.

Halsey Herreshoff was asked to design the vessel with a focus on blending traditional sea kindly lines to maximize cruising comfort for the Caribbean trade winds. The design was/is to be pleasing to the eye and perform well on all points of sail and power. Her focus is on comfort at sea and anchor. Her long rounded hull with partial keel and use of centerboard accomplished both comfort as well as pointing ability.

David Cheng was the master ship builder, built in Hong Kong by craftsmen who knew how to make teak work with fiberglass and stainless steel. All fittings were top grade material with about 10-15 of these vessels being custom built.

Between 10-15 of these designs were built for owners. This is hull number 7.

Dimensions

Hull Reported:

- LOA: 54 ft 6 inch
- LOD: 50 ft 6 inch
- LWL: 38 ft 6 inch
- Beam: 14 ft
- Min Draft: 6 ft 0 inch
- Max Draft: 12 ft 0 inch

USCG Registered Doc:

Length: 53 '
Breadth: 14.1'
Depth: 10' (keel to deck)
Gross Tons: 28
Net Tons: 25

Displacement: 45,000 lbs

Specifications

- Designer: Halsey Herreshoff
- Design: "Caribbean 50", fiberglass diesel auxiliary ketch custom build
- Builder: D. Cheng Boat Builders Ltd., Hong Kong
- Rig: Ketch
- Hull: Round Bilge, 6 foot depth with 12 foot centerboard for upwind sailing
- Mast(s): Aluminum, stepped thru partners in the cabins to mast steps in bilge
- Construction: Hand-laid fiberglass with smooth gelcoat finish, hull stiffen with 2" x 2 " section longitudinals on 2 ft centers
- Hull to Deck Join: Overlapped and glassed

- Bulkheads: 3/4" plywood glassed to the hull and overlaid with teak in cabins

Tankage

- FUEL: Approx 230 gallons total in 2 aluminum fuel tanks; (Port tank new in 1993). Chocked to port side of engine room and behind joinery under starboard side deck.
- WATER : Approx 400 gallons total in 2 200 gal stainless steel tanks. Water pressurized by 12V pump.
- WASTE HOLDING: Approx 30 gals in plastic tank in galley bilge. Holding tank is plumbed to a deck fitting and overboard seacock via hand-pump. Tank is fed by 2 manual heads (toilets).
- HOT WATER : 6 gallon

Performance

The following are performance aspects are approximates based upon information available.

- Sail Area / Displacement : 13.18
- Displacement / Length : 1371.7
- Theoretical Hull Speed : 8.2 kts (*owners report speeds from 7 - 11 kts)
- Capsize Screening Formula: 1.53 (*below 2 is considered stable)
- Working Sail Area: 1042 sq ft.

Interior

- Sleeps 5 - 2 in Private Master Aft
 - 3 in Forward V Berth Bunks
- Hot & Cold Pressure Freshwater System
- 6 gallon water heater, operates on 120V and off engine heat

Layout

- Lots of room with 50 ft length, 14 ft beam, and well thought-out layout.
- Enormous center cockpit can easily sit 12 people for those who love to entertain, or potentially use as a captain day charter business.
- Main Cabin: Moving forward, down the companion way is the expansive main cabin. The U shaped galley is to port and community head is to conveniently located to starboard.
- Moving forward is a partial bulkhead separating the galley from the dining area. A large U shaped dining table is to port. The table can be lowered for additional sleeping if needed.
- Fore Cabin: This cabin is separated from the main cabin by a closable door and has three bunks. Two bunks are located starboard in an over/under configuration and one bunk is located to port with a large storage bin below it. An overhead hatch provides great light, airflow and emergency egress.
- Passage Way: From the main cabin, a passage way to the engine room and aft master stateroom. This passage way is located to starboard of the companion way. The passage way provides convenient storage. The ceiling opens up, as and when needed, making excellent light and ease in handing items from the engine room to cockpit.
- Engine Room: The engine room is under the cockpit with easy access from the passage way. Additionally, the teak floor in the cockpit can be lifted as needed. There is excellent light in the engine room and easy access from all sides of the engine.

- Aft Stateroom: The aft stateroom is access via either the passage way from the main salon or aft steps from the cockpit. This spacious room includes a forward facing nav station, The master head and shower is located to port, and features a sit down shower stall. The aft bunk is elevated above some small settees and has massive storage beneath. There is a built in chest of drawers to starboard, with a large hanging locker beside them. There is provision for an emergency tiller on the rudder head.

Mechanical

- Engine: Single Perkins Sabre M135 diesel engine, naturally aspirated 6-cylinders, 12 V start, fresh water cooled through a heat-exchanger and wet exhaust with water-lift muffler. Engine is rated for approx. 2600 RPMs.
- Transmission: Borg Warner transmission, model AS 3-71C with 2.10-1 gear ratio.
- Shaft : 1 3/4 inch diameter stainless steel shaft exiting hull via bronze flax packed stuffing box and rubber cutlass bearing.
- Propeller: Three bladed bronze is estimated 24 inch diameter, right hand, with 14 inch pitch.
- Steering: Wheel cable and quadrant with cockpit helm on pedestal.
- Rudder: Cored fiberglass on a 2" diameter stainless steel rudderstock
- Gauges: Cockpit engine gauges include tach, water temperature, oil pressure, and voltmeter.
- Cabin Heat: Webasto diesel hydronic furnace

Electrical

- Shore Power: 120V via Marinco 30-Amp shore power inlet
- Distribution Panels: AC Panel is located aft in the engine engine room. Master breaker on top, with switches / circuit breakers. DC Panel located in main cabin, on starboard side near companion way and hallway leading aft.
- LED Lights through out vessel (2016)
- Alternator:
- Batteries: Starter - One 12V 4D battery.

House - Two 12V 8D batteries

Windlass - Two AGM & Blue Seas Control Switching (2013)

- Inverter/Charger: Victron Energy 110V /12V
- Bonding System: The bonding system is #6 and #8 green insulated stranded copper wire and copper strap to major underwater metals and hull zincs.
- Sacrificial Zincs: 4 # buttons port forward and port aft on the hull and wired to cutlass bearing housing, Perry nut on propeller

Navigation and Electronics

- Compass: 4" Ritchie Powerdamp
- Autopilot : Simrad AP25
- Radar/Depth/GPS/Chart: Furuno NAVnet C-MAP NT with displays at helm and nav station
- GPS / Chart: Garmin 2010C GPSmap
- Log / Speed : Raymarine Autohelm Series

- Wind: Raymarine True / Apparent
- Depth Finder: Autohelm Signal
- Radio(s): ICOM IC_M504 DSC scanning VHF

ICOM IC-720A HF

- Barometer: 6" Schatz
- Clock: 6" Royal Mariner

Galley Equipment

- Stove / Oven: Shipmate 3-burner propane stove with oven
- Refrig / Freezer: 12V Frigoboat Refrigeration - Air Cooled (2016)
- 2nd Refrig / Freezer - Cooled by Compressor on Engine (Needs Service - Currently used for additional galley storage)
- Galley Sink(s): Double stainless steel sinks with pressured hot / cold water
- Seawater galley pump and faucet
- Fresh water pump
- Propane: 2 tanks plumbed to common gauge, then solenoid switch to one LPG rated hose from propane locker to galley stove. Tanks are stored on-deck, located in dedicated teak box on quarterdeck.

Sails & Rigging

- Proven ketch design with centerboard for upwind performance, raised for downwind sailing and anchorages
- Main Sail : Rebuilt with full battens and lazy jack system (2015). Strong track installed by Anacortes Yacht Riggers (2015)
- Mizzen Sail: Built by Rolly Tasker Sail Loft (2015). Premier cruising sailmaker.
- Headsail: New Harken MKIV furling installed by Anacortes Yacht Riggers (2015)

Entertainment

- TV: 19" Insignia flat screen
- Sound: Quadraflex 085R sound system

Ground Tackle

- Windless: Lofrans / Tigres (2013)
- Rode: 300 ft 3/8 inch hi test chain (2013)
- Anchor: 65 lb. Rocna Plow Anchor (2013)

Miscellaneous

- Teak decks professionally refastened (2012)
- Bottom and Centerboard completely sanded down and repainted with two coats of bottom paint by North Harbor Diesel (2014)
- New Centerboard Cable Replaced (2014)
- All thru-hull fittings cleaned and greased (2014)
- Full boat enclosure - helps maintain condition of teak toerails, handrails and hatches.

Personal Effects - Do Not Convey

The owner's (seller's) personal effects *do not* convey with the sale of vessel.

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.



Classic Herreshoff



Comfortable Sailing



Cockpit View



Spacious Main Salon



Well Designed Galley



U Shaped Galley to Port



Main Cabin



Main Salon Seating



Head to Starboard of Companion Way



Gorgeous Master Aft Cabin



Immaculate Master Stateroom



Plenty of Storage



Nav Station - Aft



Aft Stateroom Looking Forward



Clean Aft Head



Shower in Aft Head



Internal Walkway - Starboard



Enclosed Cockpit



Classic Helmstation



Companion Way



Manufacture's Plate



V Berth



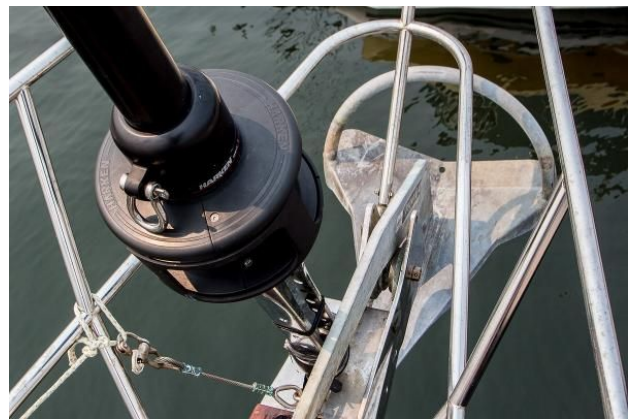
V Berth



Classic Looks and Ventilation



Teak Decks and Large Winches



Roller Furling Headsail



Windlass



Spacious engine room



Engine Room



Enclosed Cockpit



Full Boat Cover



Classic Lines

