

**Witte Raaf** (ALC 40) was designed in 1970 and built in 1990 by Le Comte in Vianen, the Netherlands, after a Sparkman & Stephens design from the late sixties. She was finished in 1992.

In the sixties and seventies, Le Comte has built many yachts for the US-market and these were considered as the “Rolls Royces among yachts”.



A ketch performs best on reaching courses, but Witte Raaf is also very quick upwind because of her high main mast, her high-tech sails and low weight. Handling is easy for a short handed crew because all winches are self-tailing.

Although a classic, she is constructed using modern techniques (vacuum-moulded and reinforced with kevlar) and equipped with up to date materials. She is very well maintained by her first owner and ready to sail to any destination.

The interior is especially designed for a comfortable stay on longer trips for a crew of two persons, but she can sleep up to six. There is plenty of room for storage.

Witte Raaf is now sailing from Trinidad to St.Maarten and ready to be inspected anywhere in that area. Because the boat is different from “standard” yachts, it is difficult to establish a selling price. That is why any offer will be considered seriously. For insurance purposes the yacht was valued in 2009 at € 118.500,-, but the price the owner would accept is certainly negotiable.

Witte Raaf is registered in The Netherlands (18224 ZR 1991) and VAT is paid.

More information: [www.witteraaf.info](http://www.witteraaf.info)

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## Dimensions

L.O.A.	12.80 m
L.W.L.	9.32 m
Beam	3.60 m
Draught	2.10 m
Displacement	9000 kgs
Ballast (lead)	3900 kgs (moulded into the hull)

## Sails inventory

Main	32 m <sup>2</sup>
Mizzen	13.5 m <sup>2</sup>
Furling genoa (125%)	37 m <sup>2</sup>
High aspect jib	29.5 m <sup>2</sup> (Norlam)
#4 jib (2x)	18.9 m <sup>2</sup>
storm jib on cutter stay	10 m <sup>2</sup>
spinnaker	109 m <sup>2</sup> (0.75 oz)
mizzen genoa	42.7 m <sup>2</sup> (1.5 oz)
storm jib	10 m <sup>2</sup>

## Equipment

### Sail handling

- Furlex 330 S furling system (2009)
- 9x Barient/Lewmar selftailing winches
- 2 spinnaker poles
- Kicking rod (Kemp)
- Snatch blocks (4x), snap shackles (including spinnaker quick release shackles\*), etc. etc.

### Electrics/Electronics

- 1 x 90 AMPs/12V starter battery (2011)
- 2x 130 AMPs/12V deep-cycle service batteries (2011)
- Xantrex TrueCharge2 battery charger 110-240V/50-60Hz (2011)
- Xantrex Link20 battery monitor (2009)
- Victron inverter 12V-220V
- Aqua4Gen generator (towable propellor + windset)
- Siemens 65W solar panel + SunLogic regulator (including 1 spare)

### Navigation equipment

- Raymarine speed, depth, wind and close hauled, compass + repeater in the cabin
- Radar Raymarine Pathfinder Z335
- GPS Furuno GP-31
- Prosser Weathertrend digital barometer
- Nasa Navtex Pro

- Sestrel Major 350100 compass
- Walker knotmaster KDS Mk3

#### Communication

- VHF Sailor RT2080 ZV
- Icom 706 HF radio + SGC 230 smarttuner + Pactor IIe modem (Winlink/Sailmail incl. Pactor 3)

#### Steering

- Windpilot Pacific selfsteering unit (windvane/pendulum)
- Raymarine 1000 autopilot as possible add on to the Windpilot
- Raymarine 4000+ autopilot (wheel; drive-unit replaced 2012)

#### Safety

- Epirb ACR 406 Mhz (serviced 2010)
- Lifteraft Avon 6 persons (serviced 2011)
- Safety lines on deck
- Plastimo rescue sling
- Automatic buoy light
- Life buoy
- 3x auto inflating marine safety jacket
- Bilge pumps (3x): Whale gusher (electrical) and 2x manual pumps

#### Engine

- Volvo Penta 2003T (48 HP), saildrive (revised 2010)
- 2x Flexofold 3-blade folding propeller, 2 blade fixed propeller
- Fuel filter Baja 4,5"

#### Dinghy

- Zodiac Cadet 260
- Yamaha outboard engine 2HP (2007)

#### Galley

- Taylor 041 gas cooker + grill and oven
- Isotherm fridge
- 2x aluminum gas bottles (2010) in gaslocker

#### Miscellaneous

- Spares and special tools
- Bimini
- Dickinson stainless steel cabin heater (diesel)
- Kenwood audio system (radio and CD-changer for 10 cd's)
- Ample mooring lines, fenders, sail covers, etc., etc\_

### Anchoring equipment

- Delta 44lb anchor + 10mm chain 50 meters
- Windlass Simpson & Lawrence, manual
- Fortress 15 lbs anchor, aluminium 40 meters with chain and rope
- Danforth 10 lbs dinghy anchor

### Further specifications

- Fuel tank 225 liters plus day tank 20 liters
- Fresh water tanks: 1x 100 liters, 1x 250 liters
- Gas locker in the cockpit

## Interior

The interior has varnished mahogany trimmings and drawer/locker fronts, and Oregon pine floors. Bulkheads and ceilings off-white. Many Lewmar hatches make the interior very light and well ventilated.

Coming down the companionway:

1. To port: navigational area and storage; to starboard: double bed and lockers, headroom 1.8m.
2. To port:



Generous galley; to starboard: large bathroom with shower, washbasin, sailing gear closet, Lavac vacuum toilet and 100 l. holding tank

3. Spacious salon.



To starboard: dining area seating 4-6 persons, mahogany table converting into double bed, many lockers, headroom 1.9 m.



To port: settee, pilot berth, book shelves

4. Foc's'le: sails storage and pipe cot (folding)

## Recommendations

Witte Raaf (ALC 40) is one of the finest examples of classic GRP sailing yachts that are built to last a lifetime. Le Comte and Sparkman & Stephens are famous for this. She is a true "gentleman's yacht" as her elegance is timeless and she radiates beauty and quality.

At anchor Witte Raaf distinguishes herself from all the other yachts by her classic lines and her conspicuous rig. And as an originally Sparkman & Stephens design, when sailing she competes with any modern yacht in her size.

Witte Raaf is the ideal bluewater cruiser. She is the type of sailing yacht people dream of, drawing envious looks and receiving expressions of appreciation anywhere she goes.

And this ALC 40 is now for sale.



*Moored in Walilabou Bay (St. Vincent)*



*Sailing Witte Raaf is easy for all crew members*



*Still comfortable with wind >20 kts on the nose*



*At anchor (Palm Island)*



*Hull construction using vacuum injection (1990)*



*Sailing in Holland*



*Overview cabin*



*Dining table*



*Galley with Taylor's gas cooker/oven/grill*



*Double bed on port side*



*Spacious bathroom*



*Navigation area on starboard*



*Easy access to the engine*



*Engine*



*The cockpit by night*