

SV Lazy Bones – Irwin 54 CC

Lazy Bones is completely equipped, ready to go, in a slip at Ko’Olina Marina, Oahu, Hawaii.

Delivery to the west coast is negotiable and we are happy to take all the time you need to learn Lazy Bones.

Lazy Bones is a Ted Irwin designed center-cockpit cutter, with three cabins and two heads including the ensuite master stateroom. She can easily accommodate 8 people with the two extra-long settees in the main saloon.

Irwin is known for being easy to sail short-handed with more space above and below deck than you will find on most other yachts of the same size. Charter companies throughout the Caribbean have been using Irwin yachts for 30 years for their simplicity, and spaciousness and easy to maintain fiberglass decks.

Her shallow draft 1.7m (5’ 8”) has allowed us to anchor just about anywhere, and we have anchored more than 1,300 times in our circumnavigation around the world.

She holds 2,082 litres (550 gallons) of fuel and has an approximate range of 1,500 miles, enabling us to motor through times of little or no wind on long passages with no worries.

If you are serious about cruising the world in comfort and safety and are looking for a proven world class circumnavigation yacht, then Lazy Bones is not to be missed. My wife and I spent 13 years circumnavigating the world with Lazy Bones. She has proven herself in every way, and has weathered almost every condition imaginable.

We have upgraded and invested an additional \$400,000 in Lazy Bones since we purchased her in 1999, and we completed a major refit in Florida in 2017. At the end of 2019/2020 we varnished the floors of Lazy Bones and put new non-skid on the deck.

Few boats have the level of redundancy and upgrades that we have put on Lazy Bones. She offers amazing comfort and can be sailed by two people easily in any

condition. All lines run into the cockpit, and she has 3 large electric winches. She has enormous room both topside and down below, and has been well taken care of.

Basically, Lazy Bones is ready to go; everything you need is on board. All you need are your clothes and provisions! Once you have taken the time to learn the systems of Lazy Bones and how to operate her, you can be on your way.

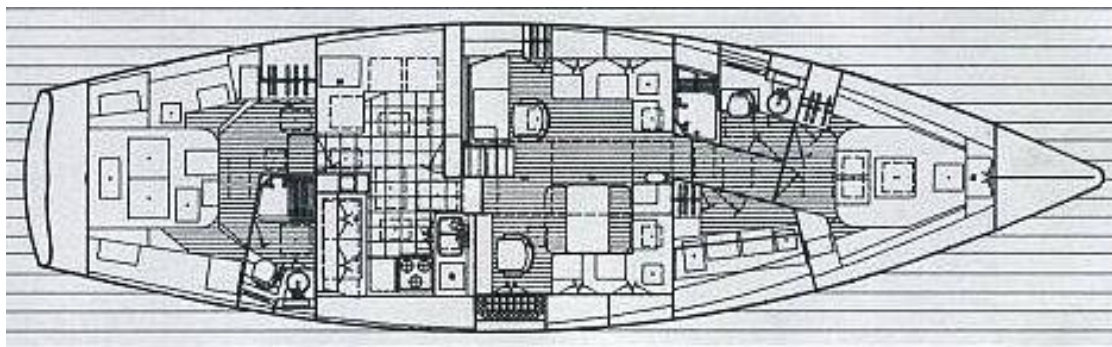
Gayle and I will be glad to take the time to show you everything you need to know about operating and maintaining Lazy Bones.

In addition to the detailed list below for specifications, we have included a separate description of all the custom improvements we made to Lazy Bones.

To learn more about our boat and our adventures, check out some of the travelogues and anchor logs of our circumnavigation. We anchored more than 1300 times during our 13 years and the logs will be very useful for anyone wanting to follow in our footsteps.

Fair winds,

Jeff and Gayle Allen



Specifications:

Boat Name

SV Lazy Bones, 1990, Irwin 54

Port of Registry, San Francisco

Builder: Irwin Yacht & Marine Corp

Hull: No 118, XYM54118A090

USCG: 966707

Designer: Ted Irwin

Keel: Full Displacement

Cockpit: Center

Dimensions:

Length on Deck: 16.6m (54 ft)

Length Overall: 19m (62 ft) (with bow pulpit, dinghy, and davits)

Beam: 1.6m (15 ft 4 in)

Draft: 1.7m (5 ft 8 in)

LWL: 13.5m (44 ft)

Displacement in the sling: 28T (58,000 lbs) approx

Ballast: 16,000 lbs approx.

Cruising Speed: 7.0 knots @ 1700 RPM

Maximum Speed: 9+ knots @2200 RPM+

Main Engine and Engine System:

Number of Engines: 1

Engine Brand: Yanmar

Engine Model: 4LH-THE

Engine Hours: approx. 7,000+. Oil changed 150-200 hrs, and in excellent condition

Engine Type: Inboard

Engine/Fuel Type: Diesel

Transmission: Hurth Forward/Reverse (replaced in 2017)

Engine Power: 140 HP turbo

Water Separators: 2, Racor with secondary manual override to auxiliary filter with vacuum gauge

Priming Pump: Manual and electric for simplified bleeding

Engine Alarms: 1 Engine flow alarm, 1 water temperature alarm

Fireboy Automatic/manual engine fire system (2017)

Engine Related Mechanical:

Stainless steel 1 ½" shaft

Cutlass Bearings; 2

Propeller: Maxprop 21" feathering

Cutters: PYI spurs on shaft

Dripless: PYI dripless shaft connection

Prop Strut: New 2017, custom manufactured by Derecktor, the yard that built Stars and Stripes

Bow Thruster: Sidepower 130 Dual prop (2013)

Tanks:

Fuel Tanks: (3) (2x 160 gallons, 1x 230 gallons) Total 2,082 litres (550 gallons) capacity

Approximate Range: 1,500 miles

Water Tank: fresh water tank: 1x 870 liters (230 gallons)

Water Maker: Spectra Newport 700, 110V AC, 76LPH (29 GPH) with UV and carbon block filters. All contained in custom built cabinet inside and easy to service as single unit

Water Heater: Vertical 65 liter (17 gallon) (2017). AC and heat exchanger from main engine

Generator:

120V/240V

Onan Cummings 9KW. (2013) Impeller eliminated, lift pump used instead.

Engine Hrs: 450+

Water Separator: Racor

Engine Alarms: 1 Engine flow alarm, 1 water temperature alarm

Electrical

Engine driven Yanmar Alternator: 135 amp, self-regulating

Engine driven Balmar Alternator: 200 amp

Balmar Maxcharge primary regulator

Heart regulator as backup

Isolation switch to disconnect Balmar from charging for restart on extended runs.

Inverter and Battery Charging

Primary inverter/battery charger: Victron Omni, 3000 watts

Victron digital color controller and monitor (2017/2018)

Secondary inverter/battery charger: Heart, 2900 watts

Link 2000, Monitor

Solar System

6 Kyocera panels @ 125W each, total 750 Watts with 50Amp Blue Solar controller with independent breakers for system and parallel panels (2x3). Usually produces 40 amps/hr for 6-8 hours a day.

AC systems

Primary dock connection 220V, 50amp

Secondary connection, 110V 30amp (1 or 2 cables)

Isolation Transformer: Allows voltage from 110V to 280V dock power. Single 240V/50 Amp, or single 110V/30amp, or dual 110V 30amp in phase or out of phase. Balances load evenly to main panel.

Main panel has two independent 110V legs and one single 240V tap between the two 110V legs

USB sockets inside and outside

17 Batteries (Gel); main bank (10x 6V), winch bank (4x 12V), engine bank (2x 12V) generator (1x 12v)

Battery switches to tie all batteries together for solar charging

Battery switches to select and/or isolate alternators

Battery switches for on and off for engine and generator

220V connections in place in aft deck locker for a scuba compressor

Air conditioning and heating

Aft Cabin: Marine Air A/C with reverse cycle heating

Main Cabin: Marine Air A/C with reverse cycle heating

Fwd Cabin: Marine Air A/C

Dehumidifer (portable), with valve at galley sink to drain water overboard while at dock.

Refrigeration:

Redundant refrigeration and freezing systems in galley

AC refrigeration and freezing in galley. Grunert, 110V Water Cooled.

Freezer: Top Loading, New insulation and new top, 7 cu ft. approx

2x 110V holding plates for Grunert with bypass switch from water-cooled compressor

1x 12V Dometic BD50 compressor and evaporator plate

Refrigerator: Full standing, front-loading 7 cu ft. approx (Galley)

1x 110V holding plate for Grunert with bypass switch from water-cooled compressor

1x 12V Dometic BD35 compressor and circulation evaporator

Cockpit fridge: 1x 12V Dometic BD35 compressor and circulation evaporator

There is a place and hookup for a 110v icemaker which is currently occupied by the dehumidifier.

Galley:

Dual sinks

Filtered cold water

3 Burner stove and oven, Seward with two 20lb propane bottles in cockpit locker
1,000 watt microwave

Massive amounts of storage

Custom built-in two way pass thru cabinets for plates, bowls, saucers, silverware, etc. for passing from galley to main saloon.

Trash Compactor, 110V

Washer and Dryer:

Bosch 240V AC stackable

Security Alarm

WiFi Security cameras in cockpit and main saloon

Separate alarm system for entry

Safety:

Viking 6 person canister deck-mounted life raft with hydrostatic buoyancy release, repacked 2016

Epirb ACR GPS

Iridium Sat phone 9555 (2017) (kept in nav station cradle) has waterproof case
Flares and laser flare

Fire extinguishers throughout

Fireboy engine fire alarm system auto/manual with override

Inflatable life jackets (Suspenders) with deck harness lines

Multiple VHF handheld radios

Dan-Buoy Emergency Throw Overboard Life Buoy

Life ring mounted on transom

Dual separate independent auto pilots

Separate emergency stern enabled rudder system

Bilge Pumps:

Active bilge pump lights in main saloon and in cockpit

3x 12v Auto bilge pumps in main saloon/galley

1x 12v Sump pump in main saloon

1x 12v Bilge pump in aft lazarette

1x Whale Gusher manual bilge pump

12V rechargeable spot light

Deck:

New non-skid (2020)

Windlass: Lighthouse 1500, dual chain/rope gypsy with remote counter/control in cockpit

Bow Roller: Dual, oversized stainless

Primary anchor; Oversized Rocna 55KG (121lb) (2014)

Primary chain: 400ft 3/8 G4 plus 150 ft rode

Secondary anchor; CQR 68 lb, 30Ft 3/8 G4, plus 150 ft rode

Stern anchor; 30lb Fortress, 20ft 1/2" Chain, plus 150 ft rode, mounted on stern rail

Salt water washdown hose in bow

Spare Line: 200 ft 3/4" dacron line for Paratech sea anchor if needed. Stored on covered roller on deck.

Spare Line: 200ft 3/4" polypropylene line for tying to trees. Stored on covered roller on deck.

Rails: Stainless steel rails instead of life lines on aft deck and transom.

Custom deck lockers: Custom stern deck lockers which hold spare Lg Propane tank and long propane hose, new BBQ, fish cutting board, 4 dinghy fuel tanks, 2

Scuba tanks, 12V Hookah for two (also 220v wired and space for Scuba compressor which we no longer have) and lots more storage.

Stern Lazarette: Large area with shelving, stern anchor rode, access to swim step controls, massive amount of spare lines, dinghy wheels, custom chocks for dinghy if needed, 110V AC fresh water power washer for deck with hose.

All deck cleats have been reinforced when new chain plates were made and moved outboard.

Electric reinforced platform swim step with ladder and a fresh water hot and cold shower system.

Deck-mounted fresh water foot rinse.

Dinghy and Davits:

Custom 4" stainless steel davits with Iridium antenna and GPS/VHF antennas.

Holds dinghy 7 ft off the water.

Davits can be rotated over the deck if dinghy is not on the davits to shorten LOA.

Dinghy: (**XM010125K798**) AB 11' 6" hard-bottom inflatable with center console for steering and throttle, depth gauge, and nav lights. Manual start.

Dinghy motor: Barely used Yamaha 25HP 2 stroke (2017), minimal hours

Rigging and Sails:

Cutter Rig

New Chain Plates: Moved outboard (2017) for easy inspection

Rigging: New standing rigging in Martinique Jan 2016, replaced backstay 2018

Head Harken furling stay with 110 Yankee cut genoa

Cutter Furling Stay (Profurl) to top of mast (2016); with 110 Yankee cut genoa

The two stays (genoa and cutter) allows downwind sailing without a spinnaker and easier to control and spill wind if necessary

Spinnaker Pole: vertical mounted on mast

Schaefer Furling Boom with full battens; Can raise and lower at angles up to 140+ degrees without coming into the wind, operated all from the cockpit.

Asymmetrical spinnaker with sock

Spare upwind/storm staysail

Riding sail (never used)

Paratech sea anchor for emergency, located in cockpit locker

Mast:

Aluminum, stepped on keel (keel step serviced 2017)

Reinforced with sleeve inserted from bottom of mast to above boom attachment for increasing thickness/strength (double thickness) and support of mast for the furling boom. (2004)

Double aluminum spreaders

Recently rewired (2017/2018); All new wire and antenna, LED white/blue dimmable Spreader, VHF, AIS, deck and mast reseated with Spartite partner

Dual Radar:

Primary Radar/Plotter: Raymarine Quantum direct and wireless connect (2017)

Secondary Radar/Plotter: Furuno Navnet 2 Radar/Plotter

Spreader/deck Lights: dual white/blue LED dimmable (2017)

Loud Speaker/Hailer

Tricolor mast light with anchor light (auto light sensor)

VHF antenna (2017)

WiFi antenna; Bitstorm BadBoy and Unleashed N Extreme long-range with local hotspot for wifi on boat (2017)

SSB: Backstay insulated antenna (2018)

AIS: Transponder Antenna (2017)

Spinnaker pole and track

Dual Spinnaker Halyards; One to cockpit, one on mast

Garhauer spring boom vang, adjustable from cockpit

Winches:

2x 32 Electric Barrients in cockpit (genoa winches)

1x 27 Electric Barrient in cockpit (main sail winch)

2x Small spare winches for control lines

3x Winches on mast for genoa, main, and staysail.

Hull:

Shaft: Stainless 1 ½"

New prop strut and motor mounts (2017) built and aligned by Derecktor Marine who built Stars and Stripes

Two cutlass bearings. Custom bearing added to shaft entry way

PYI spur shaft cutters

Emergency rudder pinions on stern

Swim step platform rebuilt and reinforced in 2015

All portholes reseated and new gaskets (2017)

Deadlights on forward 4 ports (two on each side)

Rudder, reinforced plus new bearing (2017)

Steering:

Chain and cable driven Edson steering system

Auto Pilots: Two completely independent quadrant attached systems:

Primary: Raymarine SG3 hydraulic, with motor located in engine room to reduce noise

Secondary: Raymarine Autohelm 300 linear drive.

Emergency rudder/tiller: 3 piece emergency rudder system

Emergency tiller for connecting to quadrant

Navigation and Electronics:

Raymarine ES127/GPS touch display (2017) with French Polynesia Charts, CMap and Navionics.

Raymarine Quantum radar/plotter (2017)

Furuno Navnet 2 radar plotter with French Polynesia charts (CMap)

2x Furuno 32 fixed GPS (1 in cockpit, 1 above nav station)

Raymarine primary autopilot 6003

Raymarine secondary 300 autopilot

Interphase forward sonar

Raymarine displays at helm station, cockpit, and below deck at nav station:

Speedo, wind speed, depth

AIS Transponder with WiFi (2017)

VHF Dual Radios: Standard VHF Matrix and Standard Quantum with AIS

Microphones: Two below deck in saloon and two in cockpit

Cockpit speaker for VHF

SSB Icom 802, interfaced to lap tops

Pactor 3 Modem, Interfaced to Iridium and lap tops

Iridium 9555 Sat phone and cradle (2016)

Dual backup solid state lap tops for connection to Iridium and Maxsea navigation with French Polynesia charts

Printer

Jensen stereo system

Sirius satellite radio receiver integrated with ES127. Sirius only has coverage in USA.

Dual navigation lights: Deck-based LED and Tricolor with anchor daylight auto sense.

Night Vision; 2nd Generation

Binoculars: Stein Commander 50

Mounts for iPads, etc. plus USB connections for power

Cockpit:

Storage: 4 large lockable lockers under seats

Propane: Dual 20lb propane tanks in above-deck locker

Refrigeration: 1 refrigerated above-deck locker

Captains chair

Custom hardtop, large standing room, with integrated wiring, VHF speaker, stereo speakers, lights, bilge alarm indicators, wifi camera, alarm.

Windows/clears: Strataglass (new 2017) all roll up into recessed section of hard top to eliminate line of sight interference.

Separate shades also roll up and down from recessed section of hard top.

Padded wrap around-covers for Strataglass when not being used.

Stainless steel handholds throughout.

Completely protected from wind, waves, and rain

Fiberglass large table with expandable sides for meals and easy storage

Winch handles

Paratech sea anchor

Ditch bag includes small emergency water maker

Life jackets

Down Below:

Floors recently varnished (end of 2019)

Main Cabin and 3 Staterooms:

Large settees on both port and starboard sides, each extra long enough for sleeping, plus a beautiful varnished teak dining table with expandable sides to seat 8+ comfortably.

Lighting: Led throughout including red night courtesy lights

Custom storage/shelving for dual lap tops and printer

Built in swivel chair for Nav table

Custom book cases (3) in main saloon

Massive Inventory of spare parts and tools of every kind needed to make a repair while underway.

Forward stateroom: separate entry into forward head. Large V berth (queen-size tapered bed) 12v TV.

Forward/midships head with Skipper 2 Manual Toilet (uses fresh or salt water), sink and vanity, and self-enclosed shower with door.

Y valve for overboard discharge and macerator for holding tank (30 Gal) discharge

Midship stateroom: dual single bunkbeds, with folding top over bottom

Access to forward head also from midships hallway

Aft Master Stateroom: Large queen-size bed with custom storage locker for extra space, 4 additional lockers of clothes and a chart storage table, 12v TV

Aft head with Raritan Electric Macerator Toilet (fresh or salt water), sink and vanity, and self-enclosed shower with door

Y Valve for overboard discharge and macerator for holding tank (13 Gal) discharge