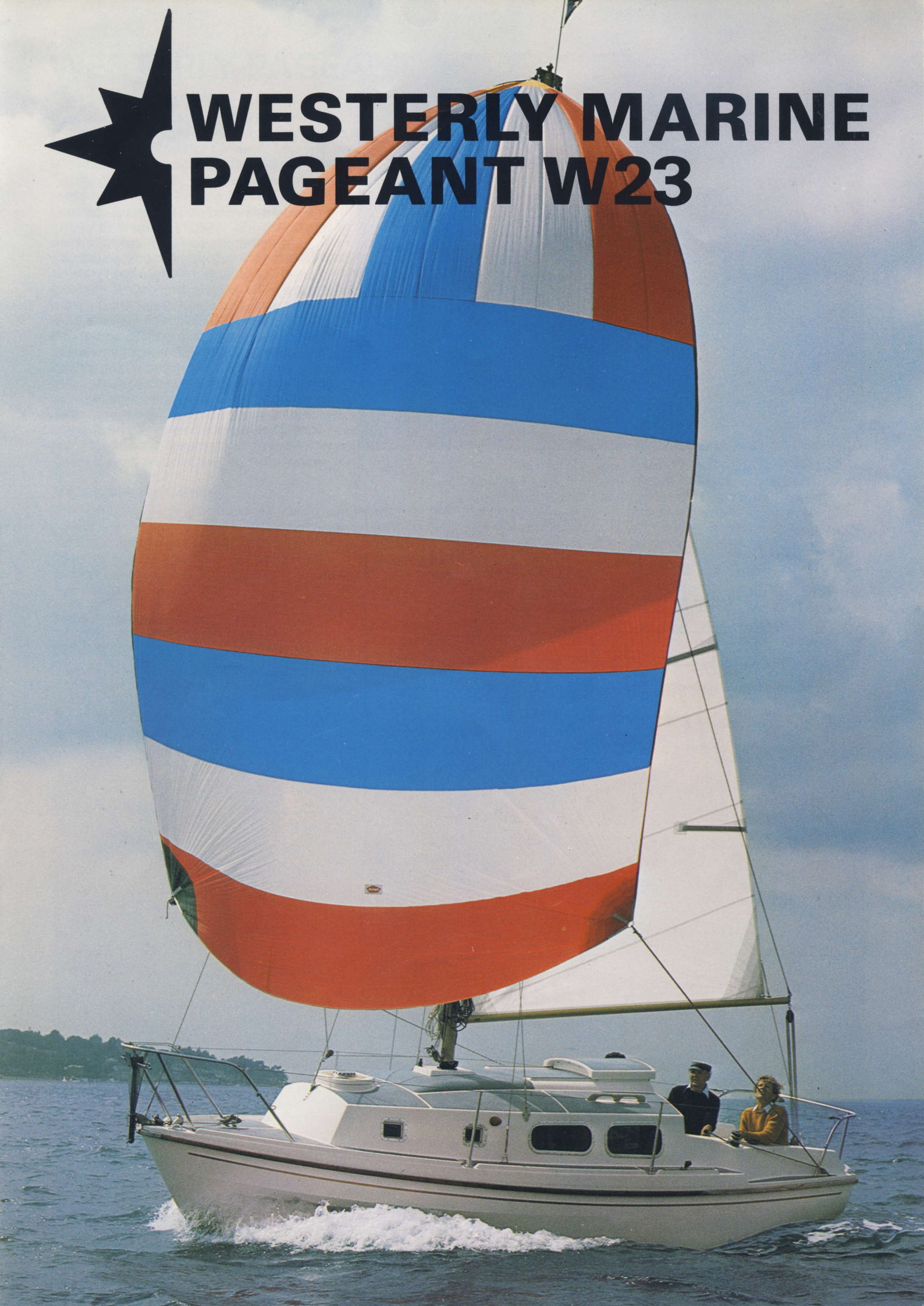




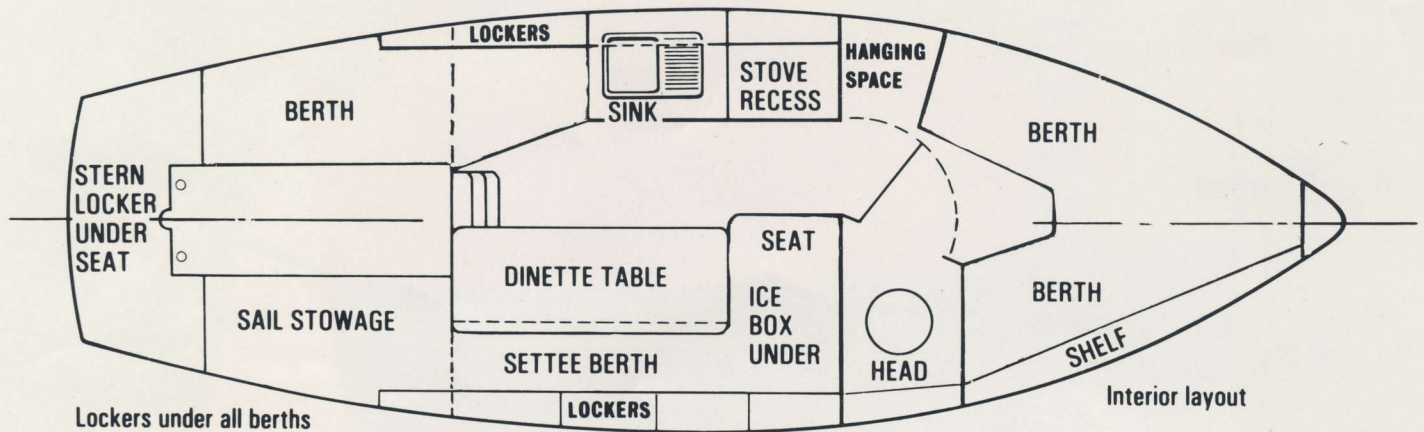
WESTERLY MARINE PAGEANT W23





The saloon from the cockpit hatch

The bright, airy saloon has good standing headroom (5' 10½"). There is an L-shaped dinette to starboard, which converts to a full-length double berth (or a large single one) when the table is lowered. To port is the galley, with its cooker, sink and piped water supply from the 15 gallon fresh water tank in the fore-peak. An ice-box is provided under the forward seat of the dinette, convenient to the galley. At the after end of the saloon there is a long quarter berth to port and to starboard there is stowage space (or even a child's quarter berth). Maximum use is made of all space to provide numerous lockers and sliding-front cupboards.



Looking aft from the forecabin with the table up

The separate forecabin, which can be shut off from the main cabin by the door to the head (Marine W.C.), has two good berths (6' 8" to port and 5' 9" to starboard) and a double berth conversion can be provided if required. The enclosed, ventilated head is to starboard and opposite there is space for hanging clothing.

WESTERLY PAGEANT

Pageant, described by Yachting Monthly as 'just about the pinnacle of small, family-boat design', is a smaller version of the very successful Centaur. Like her bigger sister she was designed by Laurent Giles and Partners for safe, fast family cruising. Her twin keels, whose shape and position were established by tank testing and have been proven in practice, give her the ability to dry out on the tide and sail safely in shallow waters. She goes well to windward, is well balanced, easily handled and responsive to the tiller. Her flared 'knuckle' bow and deep cockpit combine to give dry, comfortable sailing and the space below allows comfortable living when the passage is completed.

DECK AND COCKPIT

The deep 6' 6" long cockpit is comfortable and self-draining. It gives good protection from the weather and provides plenty of room for all the crew. Aft of the lifting tiller there is a good-sized stowage locker for warps, fenders and other deck gear. The side decks are wide and uncluttered, giving easy access to the foredeck, where there is ample room for handling sails. Two teak grab-rails are fitted to the coach-roof and all working surfaces are treated with an effective non-slip paint.

SAILS AND RIGGING

The standing rigging is stainless steel throughout. Shroud plates are through bolted to backing plates and the glass-fibre is specially strengthened in such places. The sails and running rigging are Terylene* and the mast and spars are gold anodised alloy. The standard inventory includes the mainsail and a No. 1 jib.

INTERIOR (see facing page).

ENGINE

The recommended engine for the Pageant is the Volvo Penta MD7A 13 h.p. twin cylinder diesel inboard. This

economical and well-proven unit will drive the boat at speeds of up to 6 knots and give an economical cruising range of about 100 miles on the standard 5 gallon tank.

CONSTRUCTION, MATERIALS AND QUALITY CONTROL

The boat is constructed in glass fibre reinforced plastics, with a minimum of 8 ozs. per square foot glass mat on the topsides and up to 20 ozs. of mat and rovings over the keel stubs. Woven rovings provide extra strength at key stress points; such as where shroud plates are fitted. The fore-deck is of balsa sandwich construction, to give added stiffness. All materials used – from the paint and resins to the oiled teak, stainless steel and marine alloys – are of high quality. Deck fittings are through bolted with backing plates and bulkheads are bonded in. The hull to deck joint is also through bolted and matted over. The boat is subject to constant checks at every stage of its construction, including moulding, to ensure that Westerly's high standards are maintained. Each boat carries a Lloyds' certificate.

MAINTENANCE

With the modern, low-maintenance materials used in her construction, Pageant is easy to look after both during commission and out of season. A minimum of time and expense are required and the comprehensive operating handbook that comes with every Westerly will show you how to do what little maintenance is needed.

TRAILABILITY

Pageant can be trailed, but with an all-up weight in the region of 3 tons it is recommended that a specialised towing vehicle, such as a Land-Rover is used.

** Terylene is a polyester fibre, similar to the American Dacron.*



SPECIFICATION

Length, overall	23' 1"	7.0 m
Length, waterline	19' 0"	5.8 m
Beam	8' 0"	2.4 m
Draft	2' 10"	0.85 m
Designed scale weight	4300 lbs	1950 kg
Designed ballast weight	2100 lbs	950 kg
Thames measurement	5.15 tons	
Mainsail	130 sq ft	12.3 sq m
No. 1 genoa	195 sq ft	18.1 sq m
No. 2 genoa	140 sq ft	13.2 sq m
No. 1 jib	106 sq ft	10.0 sq m
No. 2 jib	62 sq ft	5.9 sq m
No. 3 jib	35 sq ft	3.3 sq m

Standard rigging $\frac{3}{16}$ " (5 mm) diameter stainless steel 1 x 19, swaged ends.

Running rigging Halyards, pre-stretched Terylene, sheets and lifts Terylene.

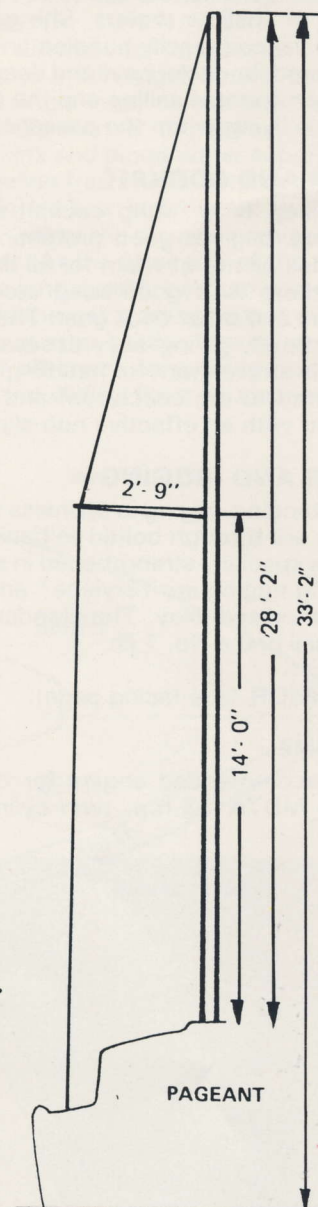
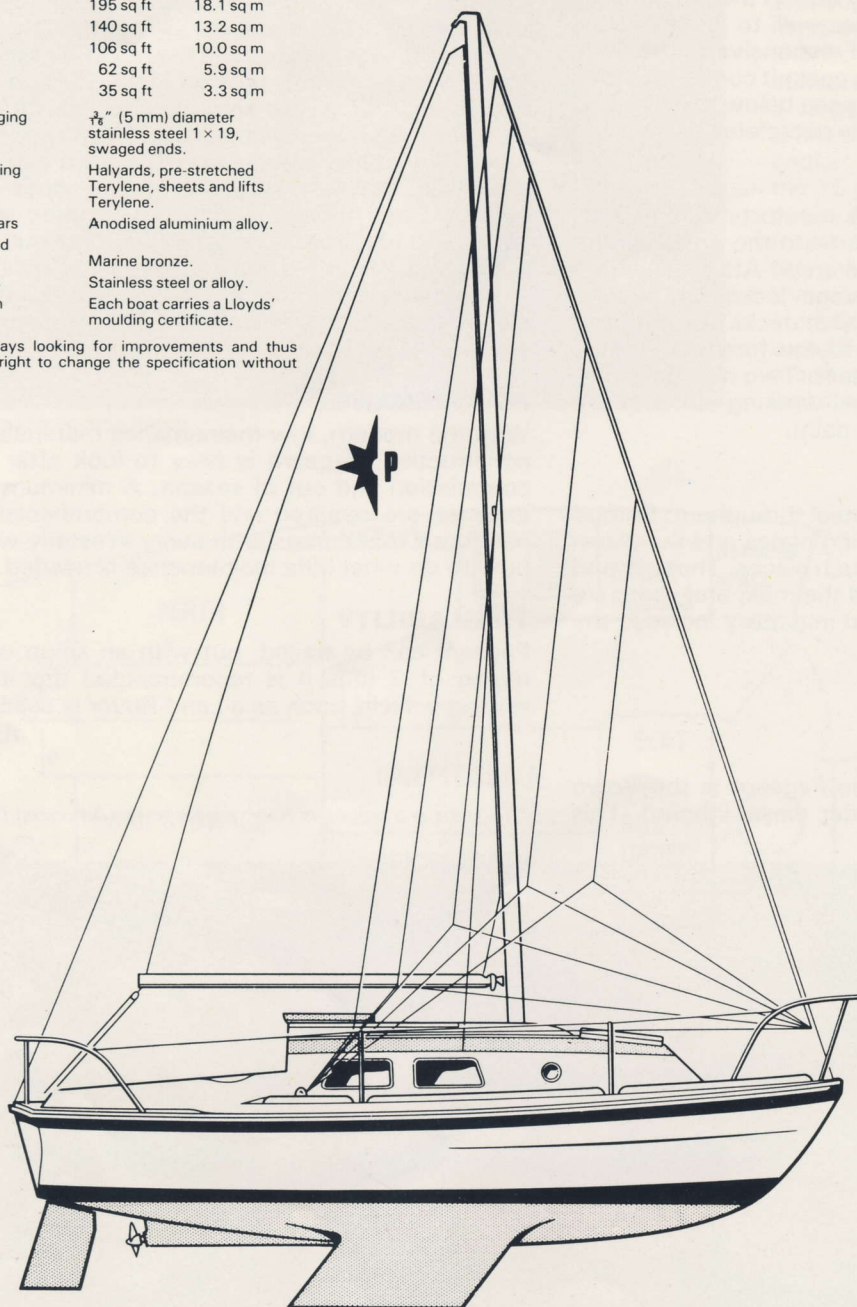
Mast and spars Anodised aluminium alloy.

Seacocks and skin fittings Marine bronze.

Deck fittings Stainless steel or alloy.

Construction Each boat carries a Lloyds' moulding certificate.

We are always looking for improvements and thus reserve the right to change the specification without prior notice.



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