

WESTERLY JOUSTER

Produced by Westerly Marine — *Designed by Laurent Giles*





RACING 1971 — one of Joust's successes:

Round the Island Race, De Sola Challenge Cup for J.O.G. Boats:

- First — Havoc V
- Second — Ebblake II
- Third — Prairie Oyster



WESTERLY JOUSTER

Jouster is designed and built as a fast, safe boat, with the emphasis on performance. In her first season she did extremely well racing under J.O.G. rules, gaining two firsts overall among her various successes. She combines seaworthiness with very responsive handling qualities, and a good windward performance. These attributes add up to a comfortable, sea-kindly boat, which will give safe off-shore cruising and a very good account of herself in competitive sailing.

HULL

Jouster has a modern hull with saucer shaped underbody, fine entry at the waterline and a slightly flared bow to give added width on the foredeck. The fibreglass rudder is transom mounted on stainless steel fittings and partly balanced. A choice of keel forms is available; a fixed fin or an external drop can be fitted. The bulb at the bottom of the fixed one and the extra depth of the drop keel both ensure a low centre of gravity and this, combined with the above average beam, results in a stiff boat.

SAILS AND RIGGING

Sails and rigging are all Terylene* and spars are gold anodised alloy. The mast is easily lowered and raised to go under bridges and when road trailing. Standing rigging is all stainless steel and, at the point where shroud plates are through bolted to a strong backing plate, the glass fibre is specially strengthened.

DECK AND COCKPIT

The self-draining 6' 6" cockpit is comfortable and gives excellent visibility forward. There is a stowage locker aft, where the tank for an outboard engine is stowed, and side decks give safe access to the roomy foredeck where, as on all the working surfaces, an effective non-slip paint is used.

INTERIOR

Jouster has two cabins separated by a bulkhead. The head in the forward cabin is under the double berth next to a space for hanging clothes. In the main cabin there is a quarter berth to port and a table opposite which lowers

to form a fourth berth. There is good sitting headroom, a small galley and a vinyl headliner to reduce condensation. There are lockers under all the berths, a fresh air grille in the mainhatch drop-board and easy-to-clean cushion upholstery for which a choice of colours is available.

CONSTRUCTION, MATERIALS AND QUALITY CONTROL

The boat is constructed in glass fibre with a minimum of 8 ozs. per square foot glass mat (all hand laid) on the topsides and up to 20 ozs. of mat and rovings over the keel stub. Woven roving provides extra strength at key stress points – for example, where shroud plates are fitted. The foredeck 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. Hull to deck joint is also through bolted and matted over. At every stage of its construction, including moulding, the boat is subject to constant checks, to see that Westerly's rigorous standards are maintained.

MAINTENANCE

With the modern low maintenance materials used, Jouster 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 little maintenance is involved.

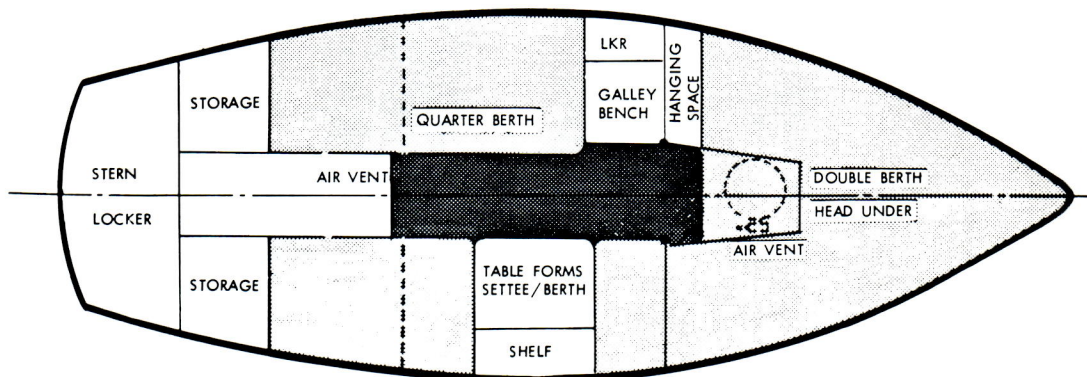
TRAILABILITY

Jouster can be trailed, which extends the cruising range and can reduce the cost of winter lay-up.

ENGINE

A long shaft outboard on a bracket can be used or small inboard engines can be fitted.

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

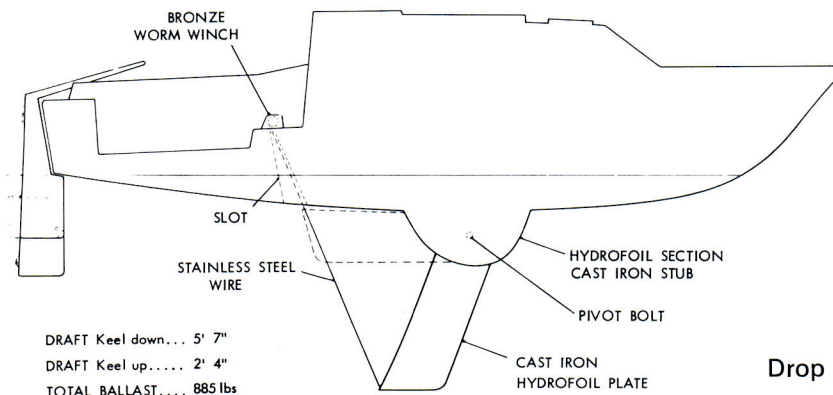
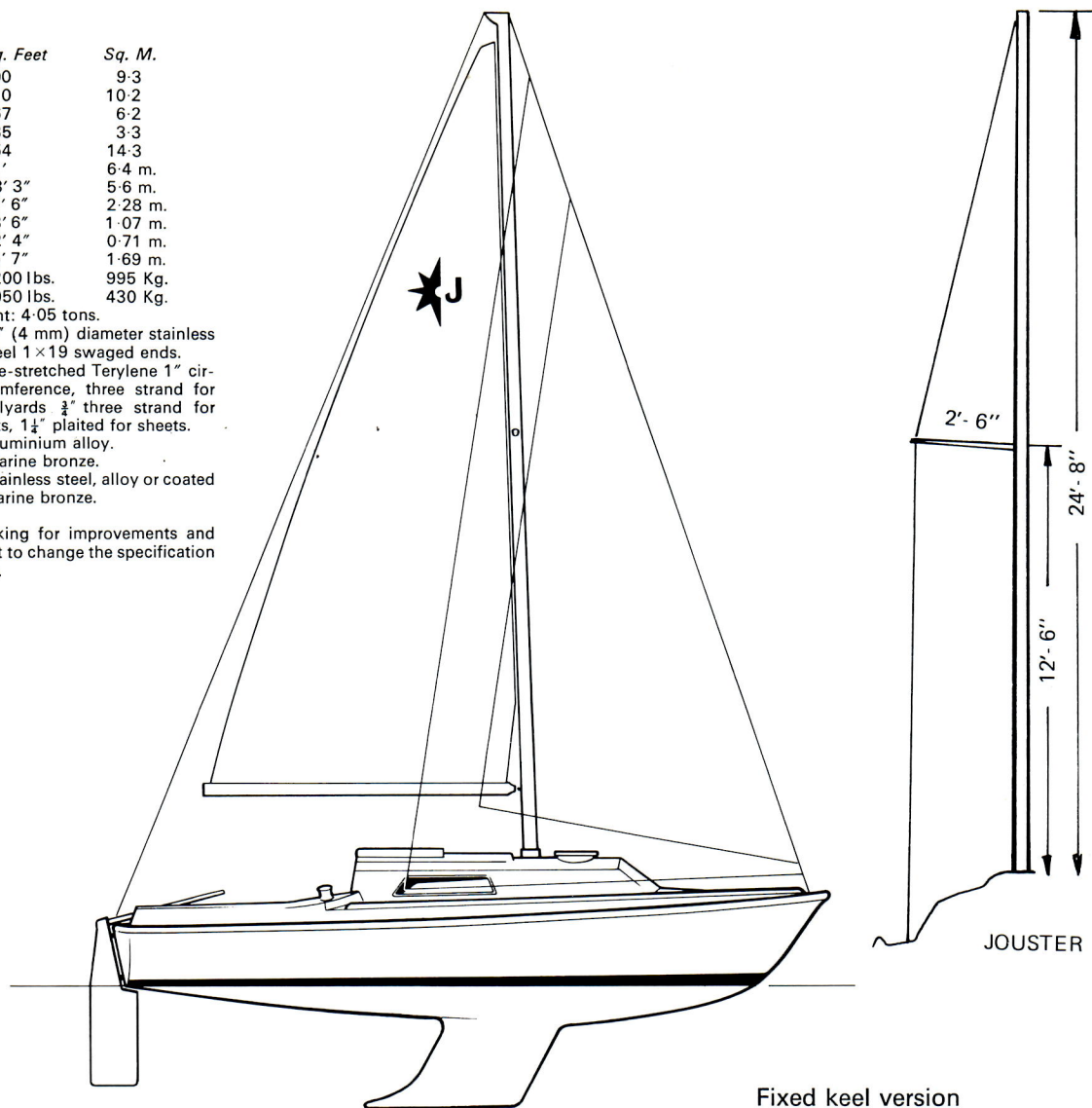


PLAN OF INTERIOR

SPECIFICATION

Sail Areas	Sq. Feet	Sq. M.
Mainsail	100	9.3
No. 1 jib	110	10.2
No. 2 jib	67	6.2
No. 3 jib	35	3.3
Genoa	154	14.3
L.O.A.	21'	6.4 m.
L.W.L.	18' 3"	5.6 m.
Beam	7' 6"	2.28 m.
Draft (fixed keel)	3' 6"	1.07 m.
Drop keel (up)	2' 4"	0.71 m.
(down)	5' 7"	1.69 m.
Scale weight	2200 lbs.	995 Kg.
Ballast (iron)	950 lbs.	430 Kg.
Thames measurement: 4.05 tons.		
Standing rigging	$\frac{1}{8}$ " (4 mm) diameter stainless steel 1 x 19 swaged ends.	
Running rigging	Pre-stretched Terylene 1" circumference, three strand for halyards $\frac{3}{8}$ " three strand for lifts, 1 $\frac{1}{4}$ " plaited for sheets.	
Mast and spars	Aluminium alloy.	
Seacocks	Marine bronze.	
Deck fittings	Stainless steel, alloy or coated marine bronze.	

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



Drop keel version



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