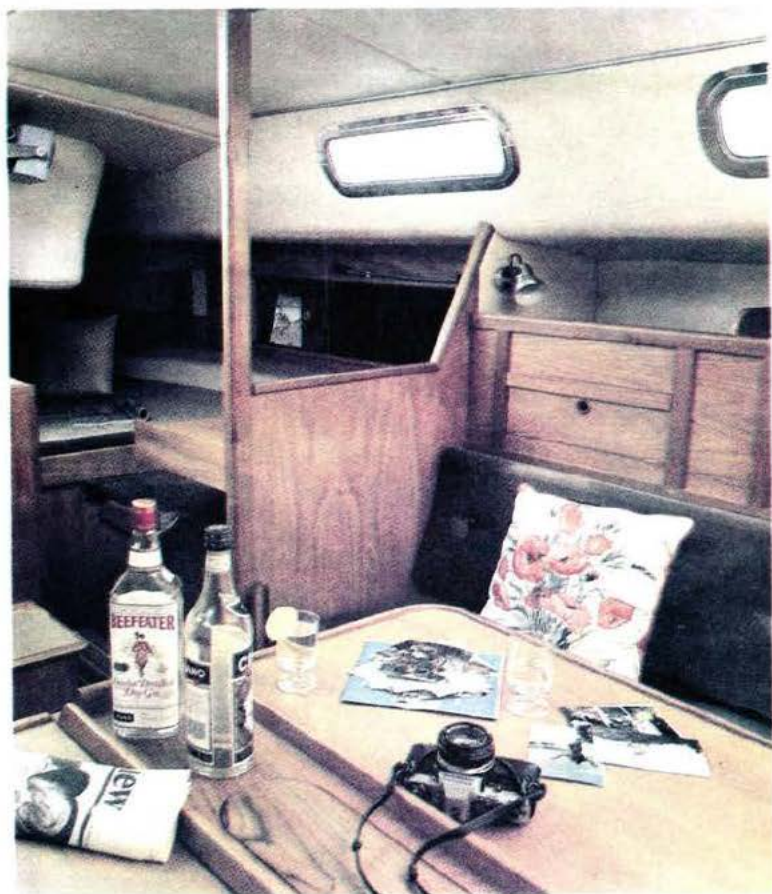




WESTERLY YACHTS

FULMAR





The Westerly FULMAR is a fast yet highly manageable 32' sloop whose blend of elegant looks, and superb sailing qualities is scarcely even approached by other yachts in the same class. She provides enjoyable cruising in comfort for all the family as well as a level of performance that's right at home in racing company – an unusual combination, to say the least, and one in which the masterly hand of designer Ed Dubois can easily be discerned.

The FULMAR's well-proportioned hull and balanced sail plan, with $\frac{3}{4}$ rig keep headsails and spinnakers to a manageable size, and ensure stability in any weather. This in turn opens up the intriguing possibility of long-distance, deep-water cruising which every yachtsman sooner or later wants to undertake.

Despite her size, the FULMAR can be handled solo with ease. All the halyards, spinnaker pole controls and reefing lines are led aft to tough, 2-speed winches; and stoppers located abeam the main hatch. 2-speed genoa sheet winches are mounted aft of the main hatch, which is recessed into the forward cockpit bulkhead.

Furthermore, the cockpit forward end is specially rounded, giving welcome shelter, and a safe, protected working area from which the helmsman can see clearly ahead and keep complete all-round control. The deck area is clear, uncluttered and extremely safe to work on, while every item of deck hardware is substantial and secure.

The interior is spacious and well-planned, making ingenious use of all the available space. Four fixed portlights and the tinted perspex saloon hatch allow plenty of light to come in, adding to the attractive and quietly elegant atmosphere finished throughout in teak. The padded deckhead panels are cream in colour, and there's a choice of soft furnishings to go with them. Added to this is a teak



strip cabin sole which completes the overall effect of luxury.

Up to 7 adults can be accommodated on the FULMAR. There is a double berth in the port quarter, aft of the navigation area. The forward cabin has two full-length berths with lockers below and shelves above. Immediately aft are two hanging lockers and the marine WC with shower tray and basin.

The saloon features two berths, one on each side of the central table. With the table's hinged leaves raised, there's plenty of room for as many as 8 people to sit together and bottle storage in the centre. There are lockers beneath the bunks, and also under the open shelves behind the seat backs. All lockers are lined.

The galley is aft of the saloon on the starboard side, with the navigation area to port. Ample working surfaces, plenty of room, and the standard equipment makes meal preparation surprisingly easy. The gimballed cooker, with two burners, oven and a grill, has gas supplied along seamless

copper piping from a storage bottle in its own vented compartment in the cockpit. Under the worktop is the ice-box, whose cover doubles as a chopping board. The sink is stainless steel, and a series of drawers, lockers, shelves and racks give plenty of room for cooking/eating equipment as well as a healthy selection of stores.

The navigation area is also eminently workable, with a large table on which you can really spread those charts. A flexible chart light is fitted as standard, and there's stowage space for rulers, dividers and other items of navigation equipment.

Power for the FULMAR comes from the very reliable and smooth running 2-cylinder Bukh diesel, which gives a hull speed in excess of 6 knots – plus power to spare. The 20-gallon fuel tank gives a cruising range of over 150 miles. The engine is on a flexible mounting, with a conventional shaft, low maintenance bearing, two-bladed propeller, electric and manual starting, single lever controls and an alternator to keep the heavy-duty battery fully charged. A heat exchanger for a hot water system can also be fitted.

Under power, the FULMAR handles decisively ahead or astern – invaluable for when you find yourself manoeuvring through a crowd of yachts, or having to take quick evasive action. Access for maintenance is by a large hatch at the forward end of the engine box, and also through the cockpit locker.

The FULMAR's outstanding quality begins with her sturdy glassfibre hull, endorsed by the Lloyd's Hull Construction Certificate, and extends to every single fitting on board.

Regular inspections to maintain that quality are made throughout the construction process, especially at the moulding and curing stages.

This fast, exciting sloop, available in fin, twin or lifting keel versions, offers a major extension to your cruising and racing potential.



WESTERLY Fulmar

POWERED BY



DIESEL

SAIL AREAS

Mainsail	253 sq. ft.	23.5 sq. m.
No. 1 Genoa	313 sq. ft.	29.1 sq. m.
No. 2 Genoa	254 sq. ft.	23.6 sq. m.
No. 1 Jib	194 sq. ft.	18.0 sq. m.
No. 2 Jib	93 sq. ft.	8.6 sq. m.
Spinnaker	760 sq. ft.	70.61 sq. m.

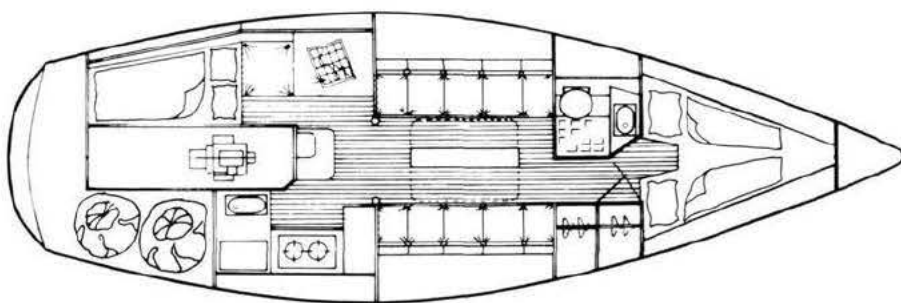
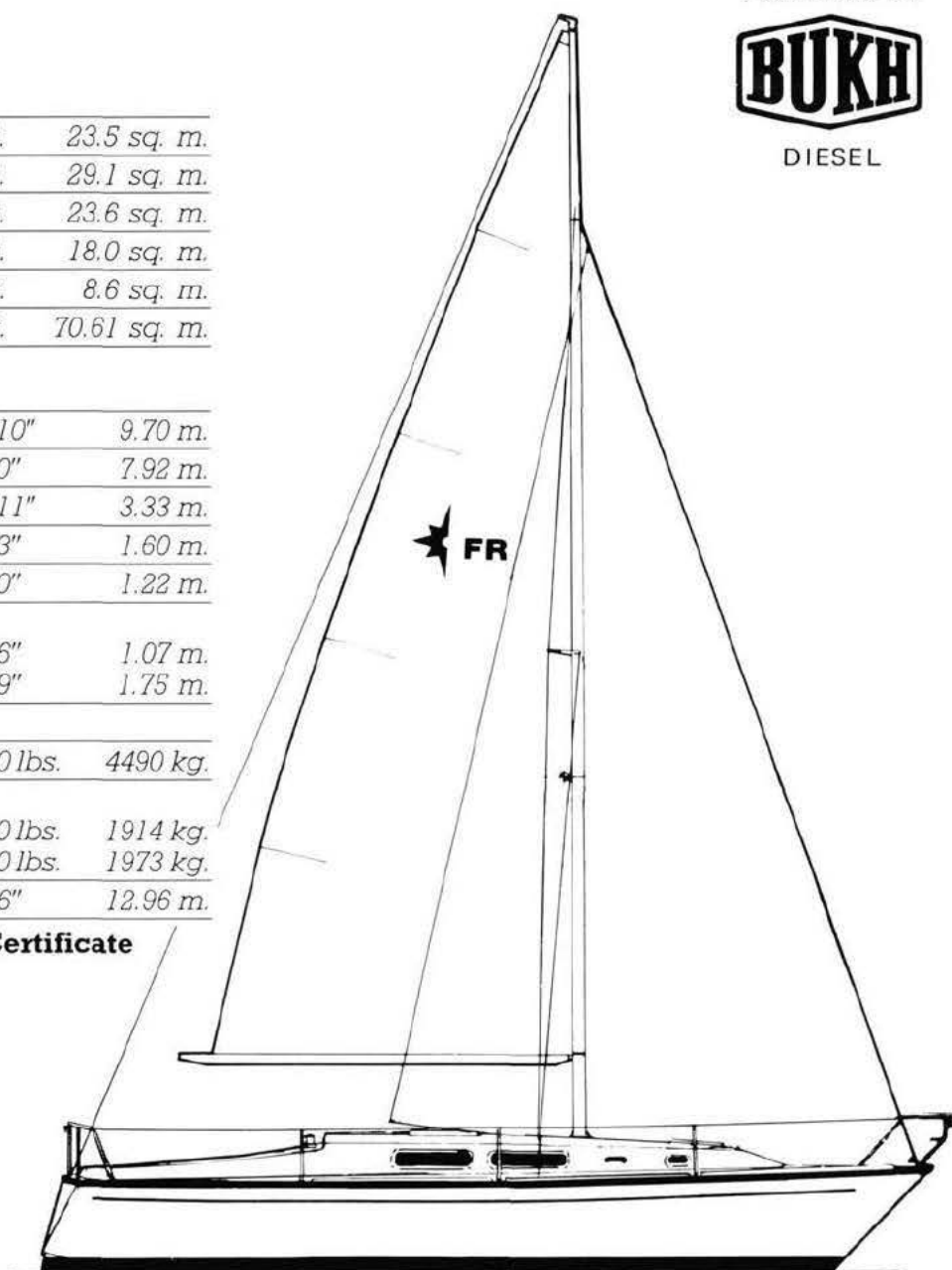
SPECIFICATION

Length overall	31' 10"	9.70 m.
Length waterline	26' 0"	7.92 m.
Beam	10' 11"	3.33 m.
Draft - Fin Keel	5' 3"	1.60 m.
Draft - Twin Keels	4' 0"	1.22 m.
Draft - Lifting Keel		
plate up	3' 6"	1.07 m.
plate down	5' 9"	1.75 m.

DESIGNED WEIGHTS

Displacement	9900 lbs.	4490 kg.
Ballast -		
Fin & Twin Keels	4210 lbs.	1914 kg.
Lifting Keel	4350 lbs.	1973 kg.
Mast length	42' 6"	12.96 m.

Lloyds Hull Construction Certificate



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The boat as described, to specifications and standard inventory are liable to change according to availability of bought in and manufactured supplies. Some items shown in the photographs are not included in the standard price.



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