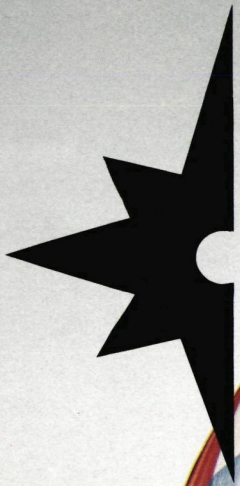
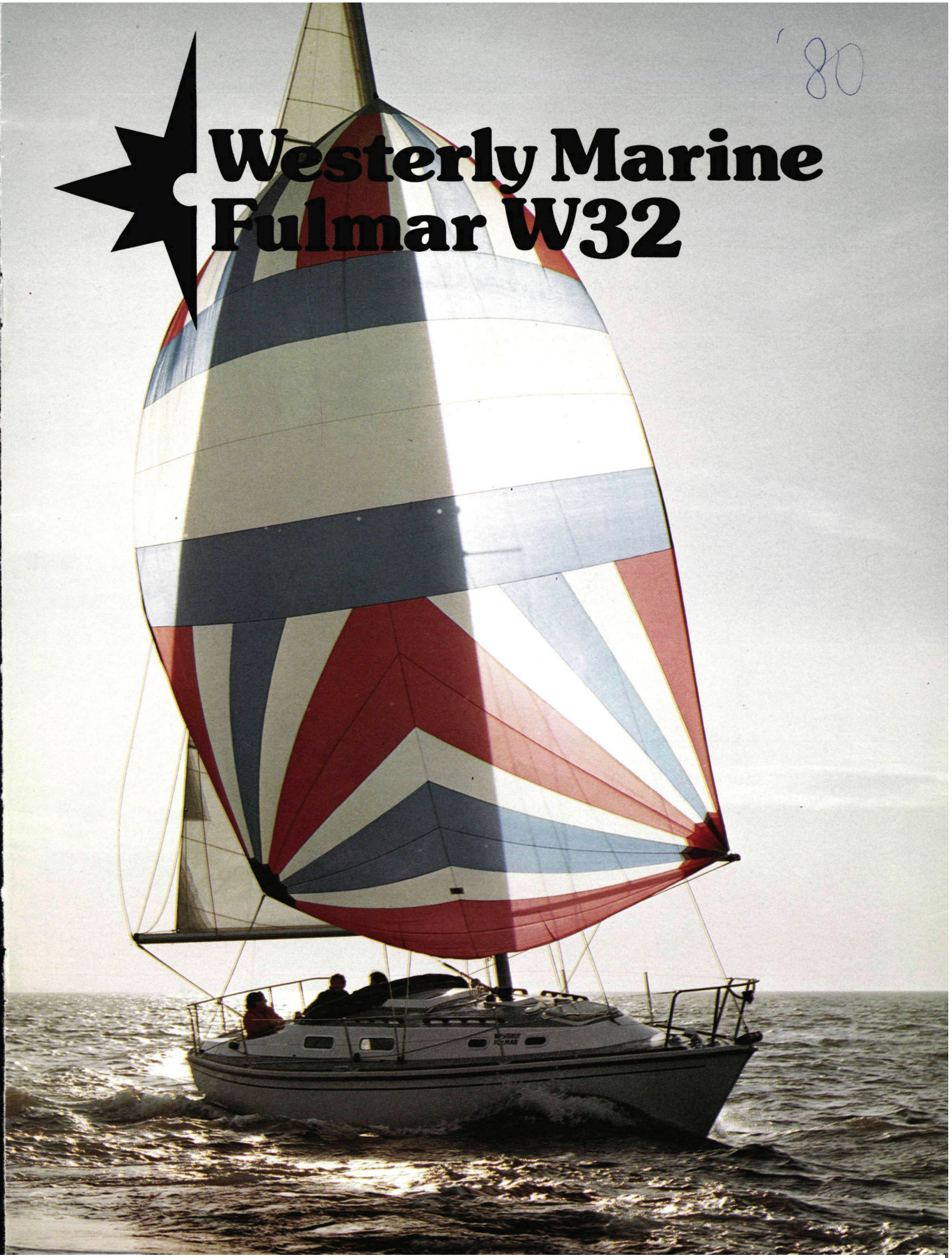


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Westerly Marine Fulmar W32





Fulmar W32

The new Fulmar has been designed by Ed Dubois following the very successful introduction of his first boat for Westerly, a 26 footer. His hallmark for designing offshore cruisers has always been to combine excellent sailing qualities with elegant looks. The Fulmar has inherited these attributes together with a spacious well thought-out interior and a well planned cockpit and deck layout. The manageable rig provides comfortable cruising and a performance which will encourage the owner to race as well.

The Fulmar comes in a sailaway condition with a full standard inventory including a two cylinder diesel — add a few extras and you will have a boat which will appeal to the most experienced helmsman.

SAILING

Fulmar is a combination of a fast sailing boat and a safe family cruiser. Traditional Westerly sailors are finding that the Fulmar provides good performance in a well mannered, sturdy boat. The deck is laid out in such a way that two people can manage the boat comfortably from a safe position.

The Fulmar is the culmination of extensive trials and is the result of many years experience in building robust cruising boats. We have chosen the traditional $\frac{3}{4}$ rig because it is so much easier to handle than masthead rig, for example: —

1. Because headsails are smaller and lighter, sails are more easily changed and winched in. Also manoeuvring under sail is easier, Fulmar tacks through 85° — 89° .
2. Fewer sail changes are required with smaller headsails and the mainsail size is easily controlled by slab reefing — Fulmar comfortably carries the No. 2 genoa and one reef in the main in 25 knots of wind.
3. Down wind $\frac{3}{4}$ rig boats are directionally stable — in Force 6 with spinnaker flying, the helm of the Fulmar is feather light — no rolling — no broaching!
4. Under main alone the Fulmar goes to windward at up to 4 knots.

In all conditions, whether manoeuvring in a crowded harbour, or cruising in open seaway in heavy weather, the Fulmar is manageable and responsive. Her well proportioned hull form and balanced sail plan provide both stability and performance. Westerly's yardstick of performance is a boat that sails well and one that can cope with all conditions likely to be encountered. Wherever you sail it is important that you know your boat is seaworthy and that your crew can cope. Sailing a fast 32 foot cruiser such as Fulmar opens up new horizons for longer cruises as well as club racing.

DECK LAYOUT AND COCKPIT

The deck layout is designed for ease of handling under all conditions. All halyards, spinnaker pole controls, and reefing lines are led aft along the coachroof to two-speed winches, with halyard stoppers abeam the main hatch. The main hatch is recessed into the forward cockpit bulkhead with two-speed genoa sheet winches mounted on platforms aft of the main hatch. This provides a safe protected working area where all the control lines can be handled without leaving the security of the cockpit.

The cockpit is large enough to allow four people to sit to windward in comfort and is specially rounded at the forward end. When sitting in the cockpit the crew are sheltered from wind and spray, yet the gentle camber on the coachroof allows the helmsman good visibility ahead. With the genoa sheet winches on the coachroof and the mainsheet track on the aft coaming, both cockpit and side coamings are left uncluttered.

The tiller and engine controls at the aft end of the cockpit give the helmsman really positive control. Under the starboard cockpit seat is a huge locker with enough room for sails, warps, fenders and all the miscellaneous gear which accumulates in every boat, and the hinged gull wing lid allows easy stowage of sailbags. The twin gas bottle locker under the starboard seat is completely sealed from the inside of the boat and drains into the cockpit. The cockpit is self draining with a teak grating on the sole, and Treadmaster is fitted on the seats and coamings. Liferaft stowage is under the tiller on the cockpit sole.

Wide side decks, spacious coachroof, and non-skid paint on all surfaces make for easy, safe movement about the deck. Handrails on the coachroof are at a convenient height. The 35 lb anchor stows on the double steamhead roller. All deck fittings are of stainless steel or a high quality marine alloy, being through-bolted to backing plates or large washers on the underside. For extra strength and insulation balsa sandwich construction is used in the deck lay-up. Double lifelines and bow and stern rails are fitted as standard and there are five large mooring cleats including one each side amidships.

THE ENGINE

The Fulmar is powered by a two cylinder diesel which is smooth running and gives a hull speed of over 6 knots with power in hand. The engine is on flexible mountings with a conventional shaft, remote greasing, two bladed propeller, electric and hand starting and single lever controls. The cruising range is in excess of 150 miles with a 20 gallon fuel tank. An alternator, fitted to the engine, charges a single battery which is securely strapped in. Access to the engine is through a large hatch on the forward end of the engine box, and the gear box and stern gear can be reached

through the cockpit locker. The carefully balanced spade rudder allows positive handling under power, both ahead and astern and makes manoeuvring in confined spaces easy. A heat exchanger for a hot water system can be fitted to the engine as an extra.

ACCOMMODATION

The two cabin layout provides six to seven berths with a large double berth in the port quarter aft of the navigation area. Quality hardwoods and marine ply are used in the cabin construction with cream coloured soft deckhead panels and an attractive choice of soft furnishings. In the forward cabin there are two full length berths with lockers under and shelves above, running along the sides of the hull. The forward cabin is separated from the saloon by a door. There are two separate hanging lockers. There is also a separate marine WC with shower tray and basin included.

The saloon is laid out in the classic cruising style. There are settee berths each side of the saloon table with a galley aft to starboard and the navigator's seat and chart table aft to port. There is abundant stowage in the lockers under the bunks and under the open shelves behind the seat backs. The saloon table has two hinged leaves running fore and aft and with these raised there is ample room for seven to eight people in comfort. The fiddled centre section has bottle stowage beneath the table top.

The seat backs of the settee berths can be lifted out and used as lee boards, when at sea. Alternatively the port settee can be converted quickly and easily to a double berth with the saloon table remaining in position. The whole interior of Fulmar gives an immediate feeling of warmth and light.

THE GALLEY

The Fulmar has a very workable galley both at sea and in harbour. It is a good area in which to brace yourself in a seaway and has plenty of work surfaces with sensible fiddles. The galley has a gimballed cooker with two burners and grill. A crash bar is fitted in front of the stove and the cooker is secured in the gimbals by split pins. The gas supply is via seamless copper piping and flexible pigtail to BSS3212-3 from the gas bottle in its own vented locker in the cockpit. A stainless steel sink is fitted and the ice box is under the

worktop, the icebox cover doubles as a chopping board. Drawers, lockers, shelves and racks all round the galley area provide good stowage space for food and cooking equipment. Positioned under the winch platform there is plenty of headroom over the sink and icebox.

THE NAVIGATION AREA

The navigation area with a separate navigator's seat offers a really effective area which may be used even when crew are sleeping in the quarter berth. The chart table, on the port side of the companionway, faces forward and will take an admiralty chart folded in half. The hinged top gives access to chart stowage and to compartments for instruments and all the useful bits and pieces which inevitably end up in the chart drawer. There is a shelf running alongside the chart table and plenty of room for an instrument panel and a radio. Positioned under the winch platform there is plenty of headroom above the navigator's area which is well sheltered when the main hatch is open.

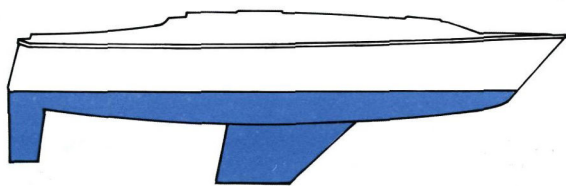
CONSTRUCTION

The hull and deck are constructed of hand laid, chopped strand mat either side of end grain balsa, where appropriate, with woven rovings incorporated at stress points. Each boat is built to Lloyd's specification and every Fulmar is issued with a Lloyd's Register Certificate as standard. Inspections are carried out at every stage of building with particular attention being paid at the moulding and curing stages. The deck, hull, and teak rubbing strake, are through-bolted with stainless fastenings every six inches, the join then being glassed over on the inside and a marine sealant used on the outside. The keels are cast iron and these are treated with a special primer before being fitted to the hull by stainless steel threaded studs with stainless backing plates inside the hull. The mast is deck stepped on the main bulkhead and stainless steel shroudplates are through-bolted on to fibreglass webs matted to the hull.

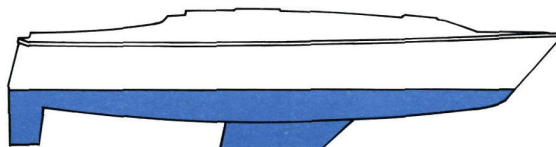
CONCLUSION

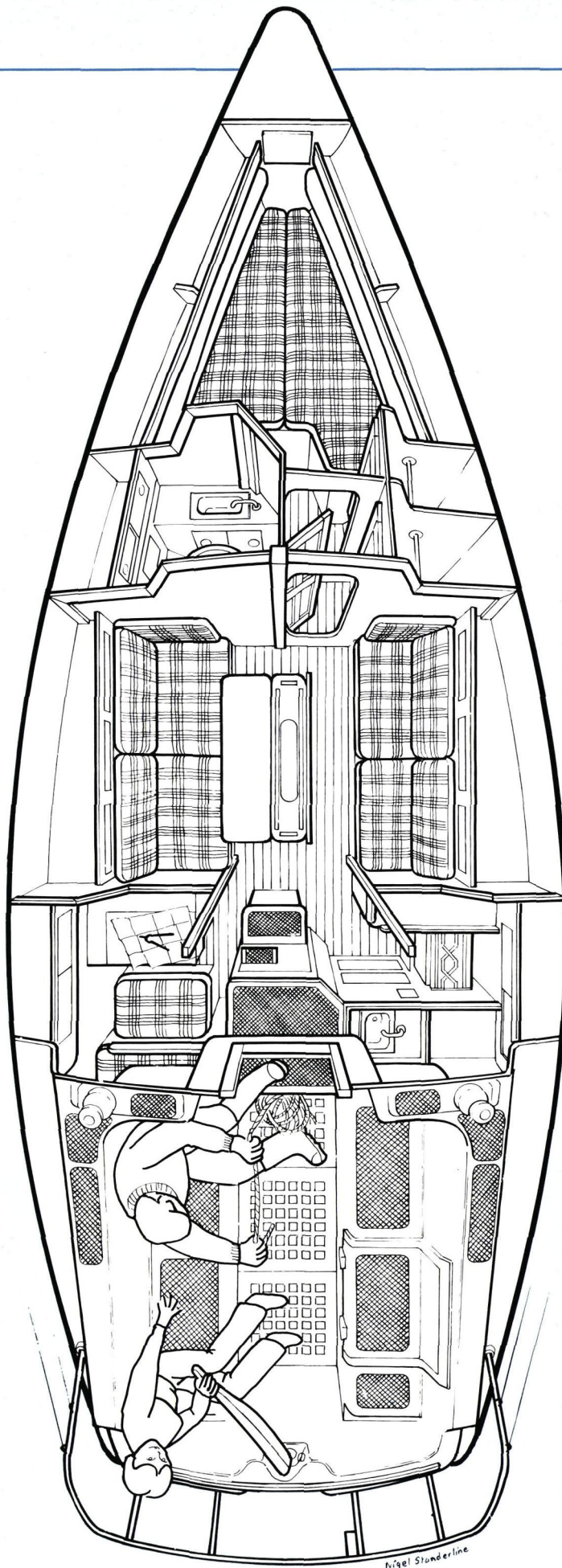
Fulmar is a manageable, fast 32-foot sloop with the potential for deep water cruising. She is available in a fin or two keel version. Built by Westerly and designed by Dubois she carries the guarantee of first class construction and top class design.

Fin Keel



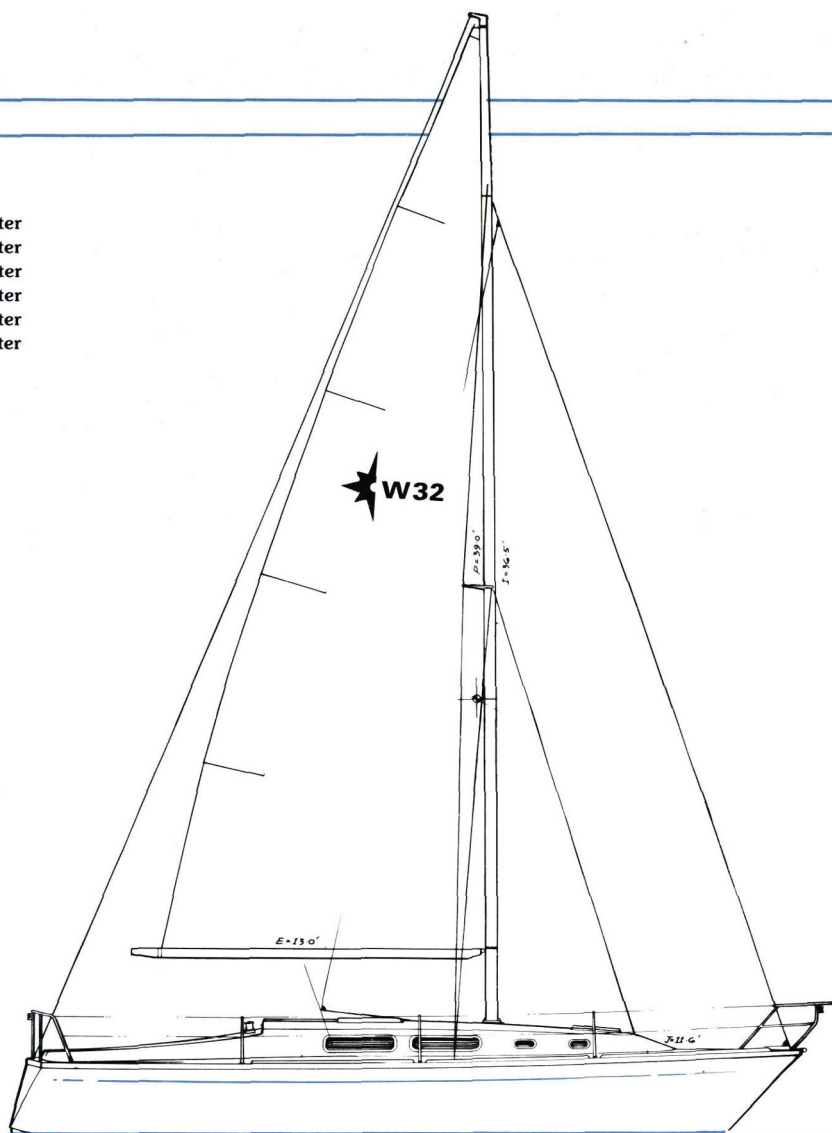
Twin Keels





SAIL AREAS

Mainsail	253 sq. ft.	23.5 sq. meter
No. 1 Genoa	313 sq. ft.	29.1 sq. meter
No. 2 Genoa	254 sq. ft.	23.6 sq. meter
No. 1 Jib	194 sq. ft.	18.0 sq. meter
No. 2 Jib	93 sq. ft.	8.6 sq. meter
Spinnaker	680 sq. ft.	63.2 sq. meter



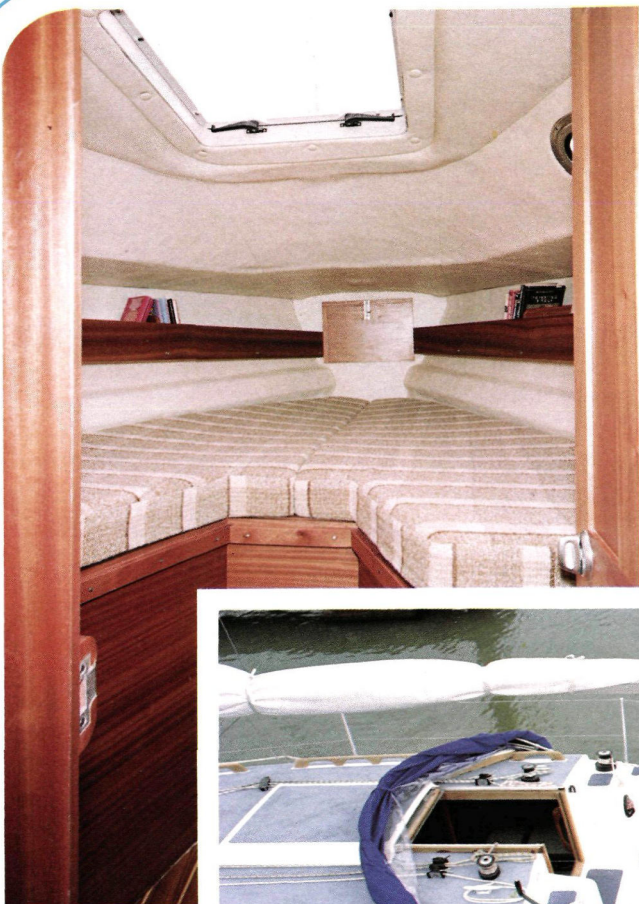
W32 Specification

Length Overall	31' 10"	9.7 m
Length Waterline	26' 0"	7.92 m
Beam	10' 11"	3.33 m
Draft - Fin Keel	5' 3"	1.6 m
Draft - Twin Keels	4' 0"	1.22 m
Designed Ballast weight	4210 lbs	1914 kg
Designed sailing displacement (Fin Keel)	9900 lbs	4490 kg
Thames Measurement	13.25 tons	
Standing Rigging	1 x 19 stainless steel, swaged ends 7 mm, backstay 6 mm.	
Running Rigging	Jib halyard, main halyard, lifts and sheets pre-stretched terylene.	
Jib sheet winches	Top action, two speed.	
Masts and spars	Anodised aluminium alloy.	
Mast length	42' 6"	12.96 m
Seacocks and skin fittings	Bronze.	

Deck Fittings	Stainless steel or alloy, through bolted.
Steering	Tiller.
Rudder	Spade semi-balanced rudder, self-lubricating nylon bushes, solid fibreglass blade with stainless stock.
Woodwork	All deck fittings teak. Cabin construction utile and sapele.
Engine	2 cylinder diesel engine flexibly mounted, two bladed propeller, alternator, water cooled exhaust, reverse gear and electric start.
Batteries	Single battery. Total capacity 58 a.h. at 12 volts.

Lloyds Register Certificate

The boat as described, to specification 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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