

WESTERLY[®] MEDWAY

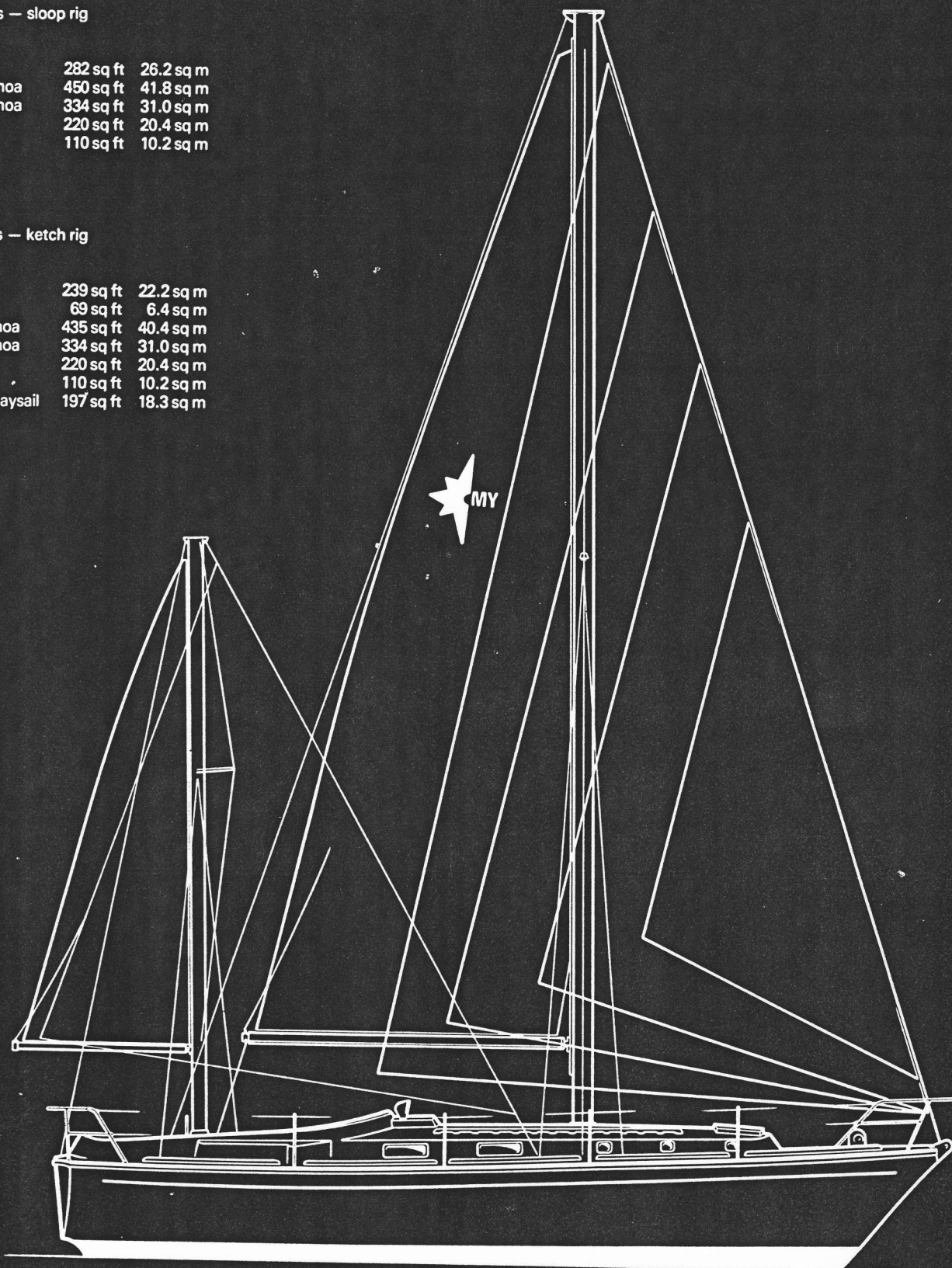
Produced by Westerly Marine — Designed by Laurent Giles

Sail areas — sloop rig

Mainsail	282 sq ft	26.2 sq m
No. 1 genoa	450 sq ft	41.8 sq m
No. 2 genoa	334 sq ft	31.0 sq m
No. 1 jib	220 sq ft	20.4 sq m
No. 2 jib	110 sq ft	10.2 sq m

Sail areas — ketch rig

Mainsail	239 sq ft	22.2 sq m
Mizzen	69 sq ft	6.4 sq m
No. 1 genoa	435 sq ft	40.4 sq m
No. 2 genoa	334 sq ft	31.0 sq m
No. 1 jib	220 sq ft	20.4 sq m
No. 2 jib	110 sq ft	10.2 sq m
Mizzen staysail	197 sq ft	18.3 sq m



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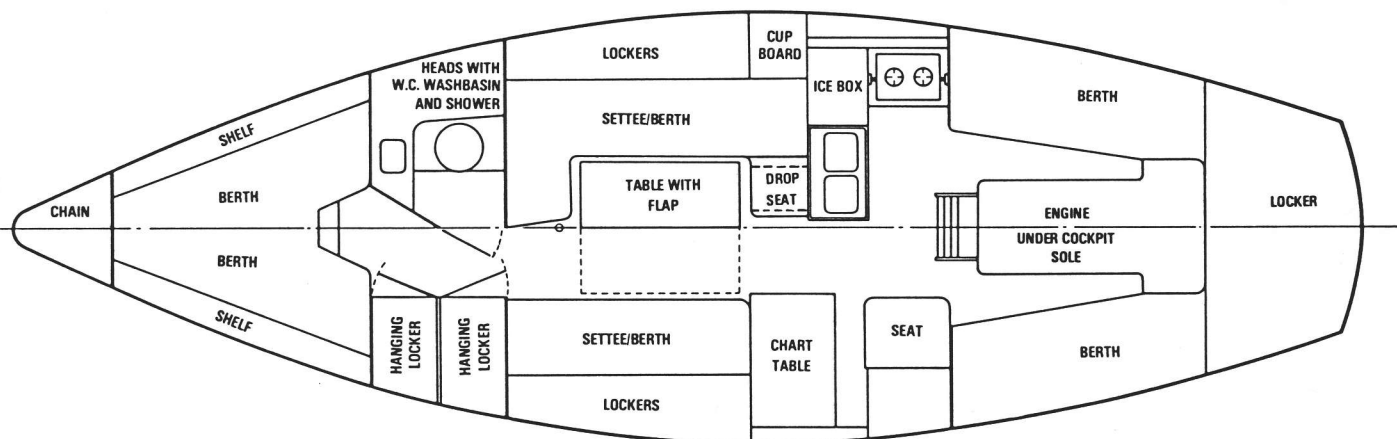
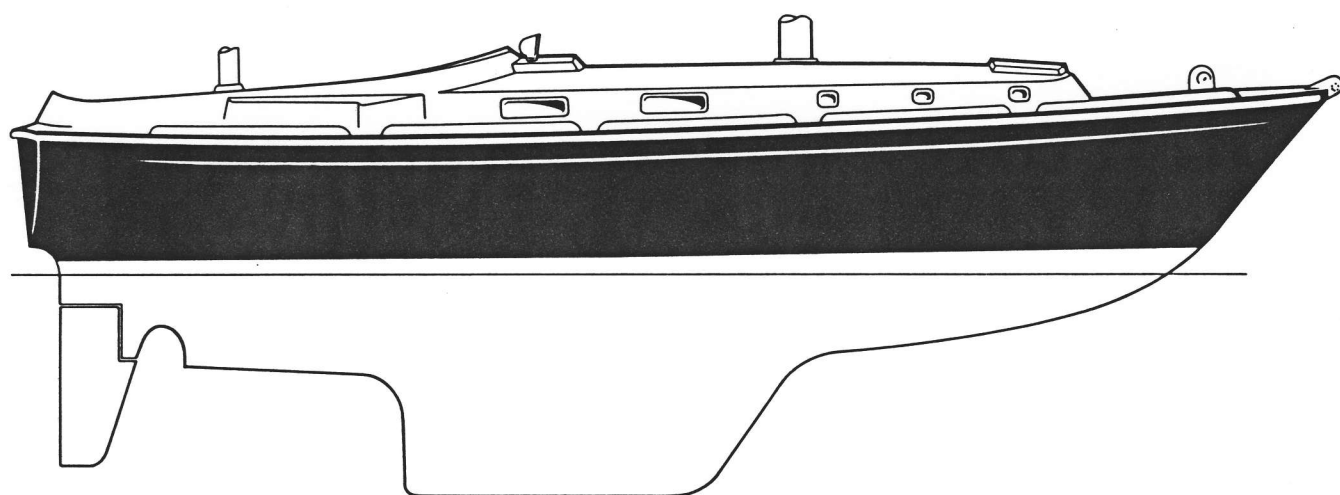
This off-shore sailing cruiser is a development of the Westerly Conway, the two hulls being identical. The designers are Laurent Giles and Partners.

The main features of Medway are the 12' 5" long main cabin and the large aft cockpit. The accommodation is in two cabins and provides six berths with a generous amount of space for the galley and chart areas. There is ample room round the saloon table to seat six people in comfort, and there are plenty of lockers for the stowage of both sailing and personal gear. The long, low coachroof and wide side decks contribute to the safety and ease of sail changing, anchoring and mooring. Medway is available either as a ketch or as a sloop and wheel steering is standard.

Like the other three 36' Westerlys each boat carries a Lloyd's Certificate and moulding is subject to constant

checks. The construction is GRP with a minimum of 12 ounces per square foot of glass mat (3600 g/sqm) on the topsides increasing to 26 ounces (7800 g/sqm) on the bottom of the hull. Woven rovings are incorporated at stress points and balsa wood sandwich construction is extensively used in the deck moulding. The cast iron keel is fastened with stainless steel threaded studs and stainless steel is also used for the rudder and steering gear. The shroud fittings are taken by internal stainless steel straps on to deep glass fibre webs which are moulded into the hull. The deck-stepped mast is carried on a stainless steel mast support taken right through to the keel.

The standard engine is the three cylinder 36 h.p. Volvo Penta MD3B.



SPECIFICATION

Length overall	35.75ft	10.89m
Length waterline	30.4ft	9.26m
Beam	11.2ft	3.41m
Draft	6.0ft	1.83m
Displacement	7.9 tons	8027kg
Ballast	3.0 tons	3048kg
Thames measurement	14.54 tons	
Rigging-standing	1 x 19 7mm stainless steel, swaged ends (main mast) 1 x 19 5mm stainless steel, swaged ends (mizzen).	
running-	main plus jib sheets, 1.75in. plaited terylene halliards, 1.5in. 3 strand terylene.	
Jib sheet winches-	top action, two speed, 1:1 and 9:1, power ratio 50.4:1.	
Masts and spars-	gold anodised aluminium alloy through mast reefing main mast.	

Mast lengths-	sloop 44ft. 10in. (13.7m), ketch main 41ft. (12.5)
Seacocks & skin fittings -	gun metal.
Deckfittings-	stainless steel or alloy, through bolted.
Steering-	wheel steering, cable system through sheeves to quadrant.
Rudder-	stainless steel assembly, self-lubricating plastic bushes and solid fibreglass blade, with stainless steel plate insert. An emergency tiller is provided.
Woodwork-	all deck fittings of teak, all interior fittings of uille.

Engine-	standard unit Volvo Penta MD3B diesel. 36 h.p. (DIN), at 2500 r.p.m., electric starter, alternator with 12 volt 450 watt output. Salt water direct cooling system, engine flexibly mounted and sound insulated.
Battery-	2 batteries as standard, total capacity 104 a h at 12 volts.
Stern gear-	stainless steel shaft 17in. x 11in. 3 bladed propeller, remote greaser for stuffing box, stern bearing cutlass type.