

WESTERLY TIGER

Call 1969-76

Produced by Westerly Marine — *Designed by John Butler*



WESTERLY TIGER

Tiger is a clean-lined, fast, single keel, 25 foot cruiser, designed for performance and comfortable cruising. She points high on the wind and handles easily. In the Yachting World Rally the judges rated her performance as 'very good'.

DECK AND COCKPIT

The side decks are wide, to give easy access to the fore-deck; there are teak grab-rails on either side of the coach-roof and all working surfaces are treated with an effective non-slip paint. The deep, 7 foot long, self-draining cockpit is comfortable, gives excellent protection from the weather and a good view forward now that the seats have been raised. Aft of the lifting tiller there is a good storage locker for warps, fenders and so forth.

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

There are two separate cabins in Tiger and a separate, ventilated, head (or marine W.C.). The door of the head is also used to shut off the forecabin from the saloon. A space for hanging clothing is provided on the port side, opposite the head. The forecabin contains two full length berths and a double-berth conversion is available if required.

The comfortable saloon contains an L-shaped dinette, which lowers to form a double berth (or a wide single one) and two full length quarter berths. On the port side is the galley, with its cooker, sink and piped water supply from the 15-gallon stainless steel tank in the forepeak. An ice-box is fitted under the seat opposite the cooker and there are numerous other lockers and plenty of sliding-front cupboards to facilitate the stowage of all the gear needed on an extended cruise. There is full standing headroom. The wood-grained plastic laminates used on

the bulkheads, the foam-backed vinyl headliner and the natural wood trim used for cupboard fronts, and so forth, together with the choice of colour for the seat cushions, all combine to give the saloon a warm and friendly appearance; and because all the materials used are readily cleaned, keeping the boat spick-and-span is as easy as careful design can make it.

ENGINE

The recommended engine for Tiger is the 10 hp Volvo Penta MD1B single cylinder diesel inboard, but the engine compartment is large enough to take the more powerful twin cylinder MD2B, if required. Speeds of up to 6 knots can be achieved with the MD1B engine and this very economical unit will give about 80 hours of motoring, at cruising speed, on the 10 gallon tank normally installed.

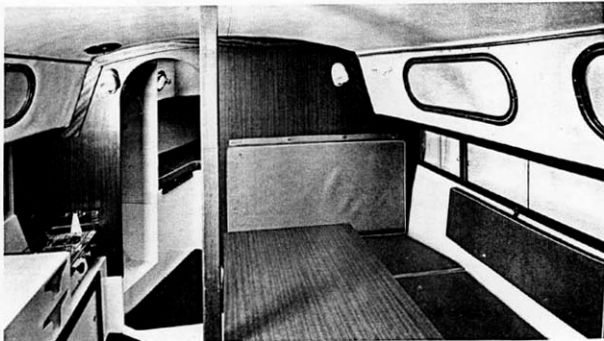
CONSTRUCTION AND QUALITY CONTROL

The boat is constructed in glass fibre reinforced plastics, with a minimum of 10 ozs. per square foot glass mat (all hand laid) on the topsides, and up to 22 ozs. of mat and rovings over the keel stub. Woven rovings provide 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. 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.

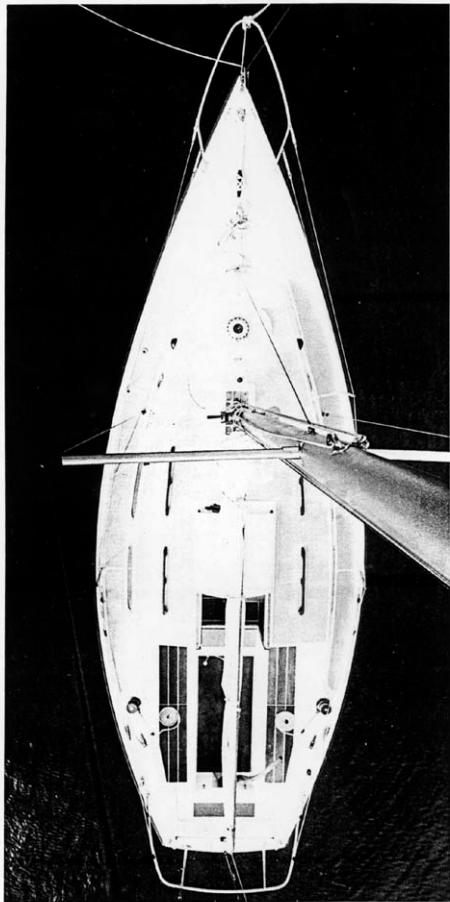
MAINTENANCE

With the modern, low maintenance materials used in her construction, Tiger 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 needed.

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



General view of interior looking forward.



SPECIFICATION

Length, overall	25' 1"	7.7 m.
Length, waterline	21' 10"	6.8 m.
Beam	8' 9"	2.7 m.
Draft	4' 3"	1.3 m.
Designed scale weight	5254 lbs.	2370 Kg.
Designed ballast weight	2240 lbs.	1010 Kg.
Thames measurement: 5 tons		

Mainsail	155 sq. ft.	14.4 sq. m.
No. 1 genoa	226 sq. ft.	21.2 sq. m.
No. 2 genoa	180 sq. ft.	16.9 sq. m.
No. 1 jib	133 sq. ft.	12.4 sq. m.
No. 2 jib	80 sq. ft.	7.5 sq. m.
No. 3 jib	45 sq. ft.	4.2 sq. m.

Standing rigging $\frac{1}{8}$ " (5mm) diameter stainless steel 1 x 19, swaged ends.

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

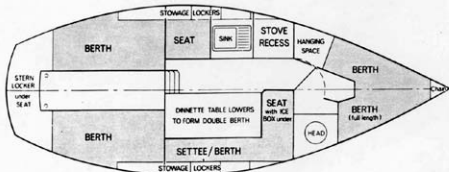
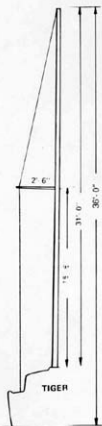
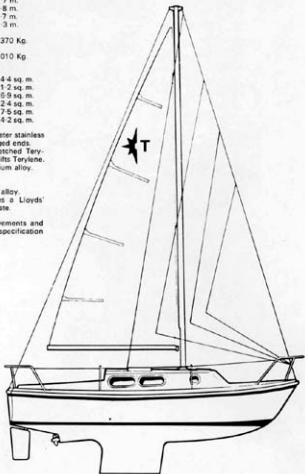
Mast and spars Anodised aluminium alloy.

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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