

# WESTERLY CENTAUR

Produced by Westerly Marine — *Designed by Laurent Giles*

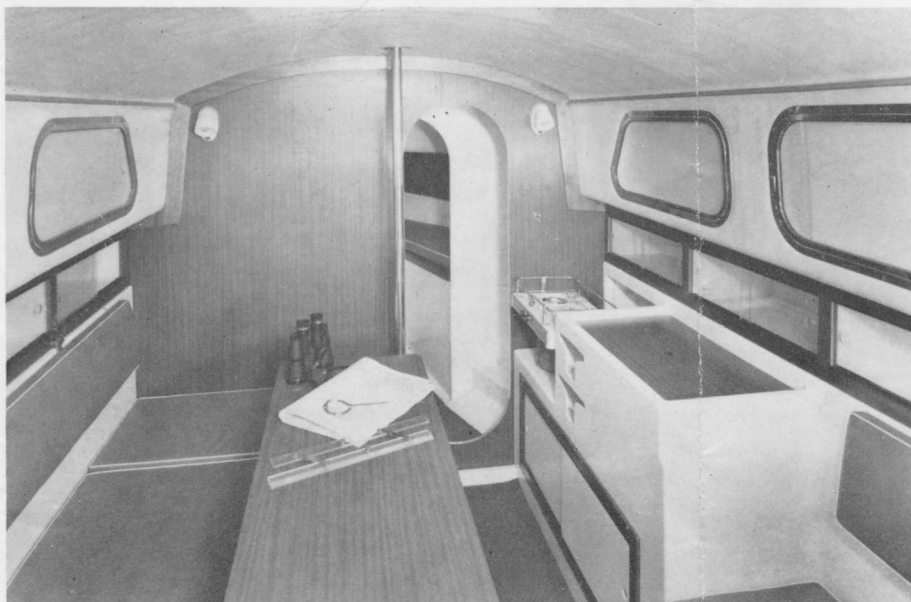
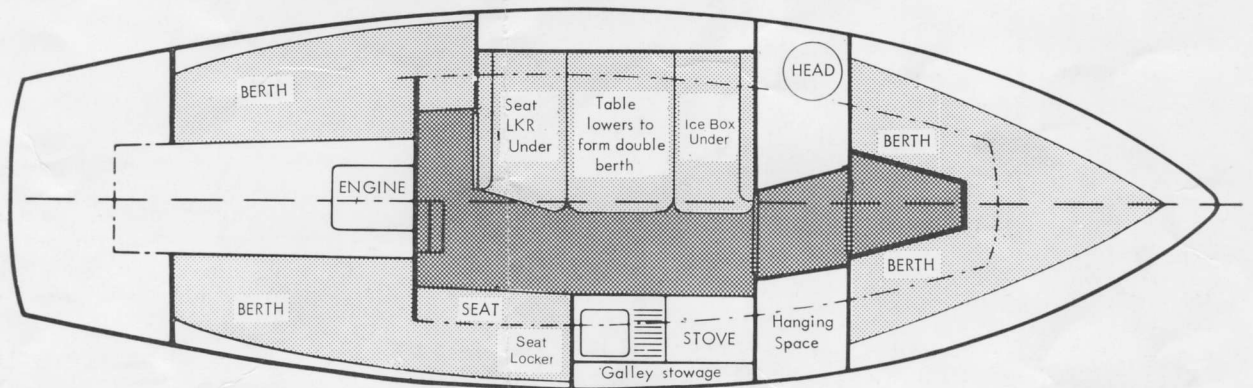


# CHOICE OF INTERIOR LAYOUTS . . . . .



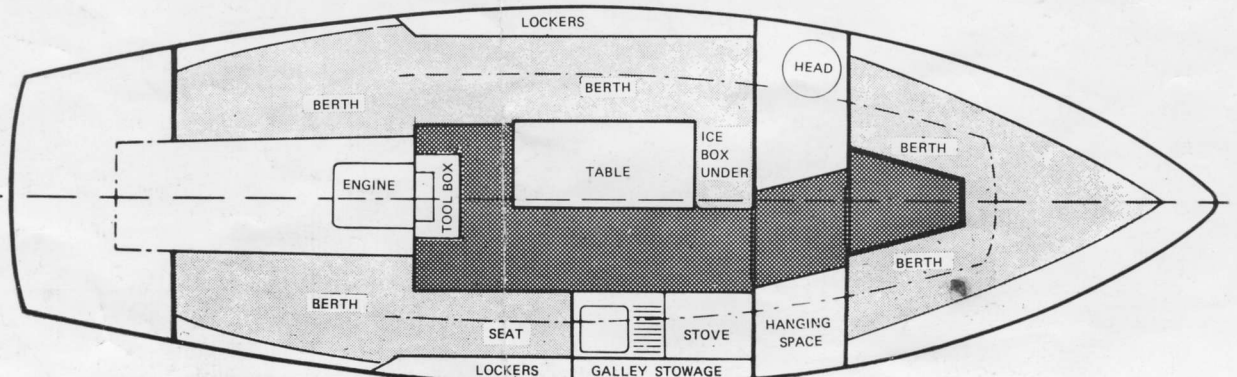
Two styles of interior are now available for Centaur. They differ principally in the arrangements in the saloon. The 'Type A' layout has a dinette with athwartships seats, whilst the 'Type B' has an L-shaped dinette. Both layouts give full standing headroom (6 feet) in the bright, airy saloon, which is equipped with cooker, icebox, sink and piped water supply. Every inch of space is utilised to provide numerous lockers and sliding-front cupboards.

'Type A'



Each layout has two full length berths in the separate forecabin and two quarter berths. In the 'Type A' layout the table lowers to make a double berth; in the 'Type B' layout a double berth conversion for the L-shaped dinette is available as an option. There is an enclosed head to port and opposite this is a hanging space. Both cabins are lined with an easily cleaned vinyl headliner with foam backing, to minimise condensation.

'Type B'





# WESTERLY CENTAUR

Centaur is a seaworthy, spacious and handsome boat designed by Laurent Giles. The first of a new generation of Westerly cruisers, she is fast, goes well to windward, is easily handled and responsive to the tiller. With her flared 'knuckle' bow and deep cockpit she gives comfortable, dry sailing. This combination of sailing qualities and spacious accommodation has made her a firm favourite for extended cruising. Her twin keels, whose shape and position were established by tank testing and proven in practice by over 400 owners, allow her to dry out with the tide and sail safely in shallow waters.

## DECK AND COCKPIT

The deep, 7' 6" long, self-draining cockpit is comfortable, gives excellent protection from the weather and a good view forward. It is also plenty big enough for the whole crew. Aft of the lifting tiller there is a large stowage locker for warps, fenders and the like. The side decks are wide and give easy access to the foredeck, where there is ample room for handling sails. Four teak grab-rails are fitted to the coachroof and all working surfaces are treated with an effective non-slip paint.

## 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.

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

**INTERIOR** (see facing page)

## ENGINE

The recommended engine for Centaur is the Volvo Penta MD2B 25 h.p. twin cylinder diesel inboard. This smooth-running, economical and well-proven unit will drive the boat at speeds of up to 7 knots and give an economical cruising range of about 250 miles on the standard 10 (Imperial) gallon tank. The single cylinder 10 h.p. Volvo Penta MD1B is also suitable.

## CONSTRUCTION, MATERIALS AND QUALITY CONTROL

The boat is constructed in glassfibre 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 stubs. 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

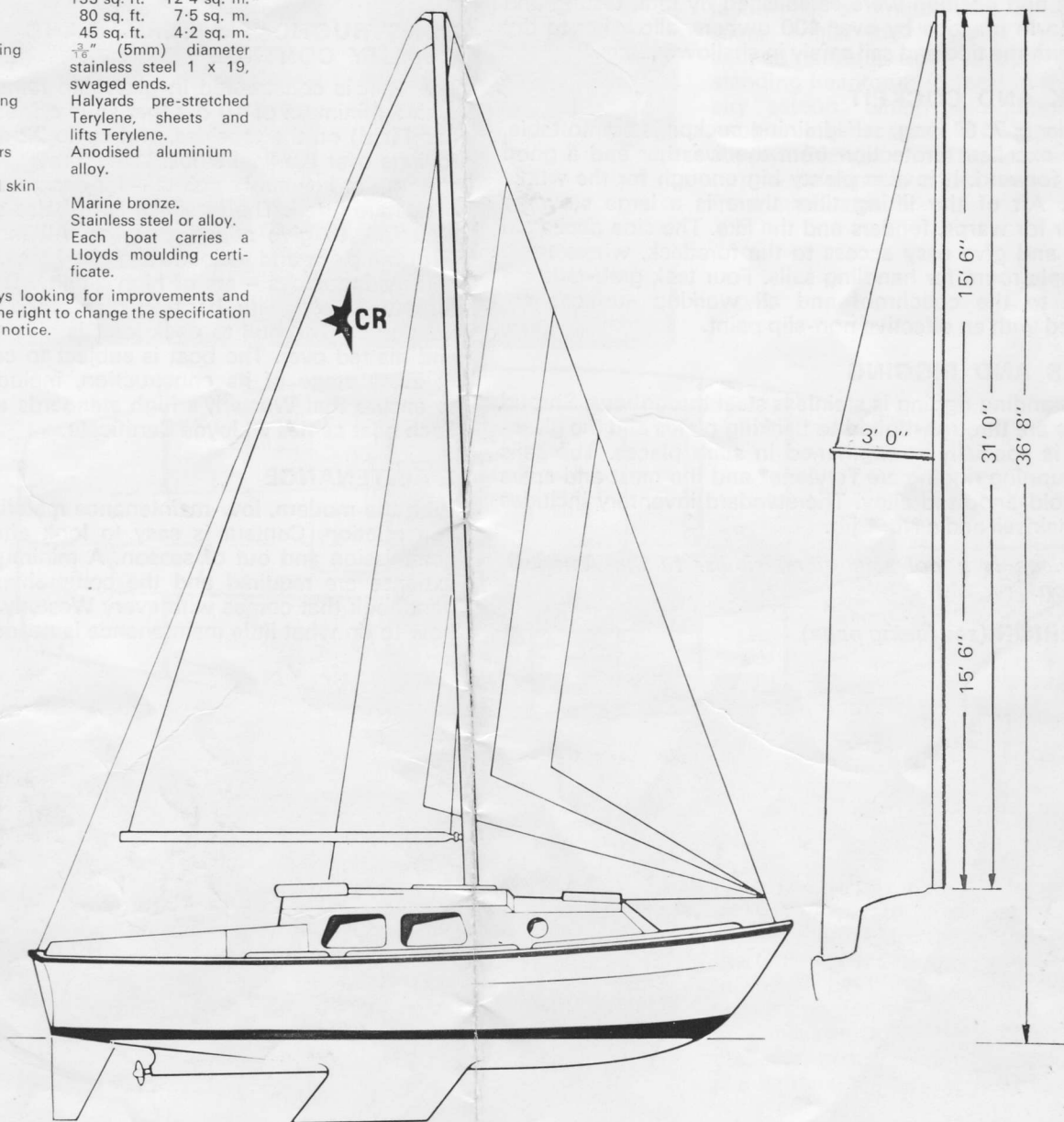
With the modern, low-maintenance materials used in her construction, Centaur is easy to look after both during commission and out of season. A minimum of time and expense are required and the comprehensive operating handbook that comes with every Westerly will show you how to do what little maintenance is needed.



# SPECIFICATION

Length, overall	26'	8.0m
Length, waterline	21'4"	6.6m
Beam	8'5"	2.6m
Draft	3'	0.9m
Designed scale weight	6150 lbs	2800 kg
Designed ballast weight	2800 lbs	1270 kg
Thames Measurement	6.65 Tons	
Mainsail	161 sq. ft.	15.0 sq. m.
No. 1 Genoa	240 sq. ft.	22.3 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	$\frac{3}{16}$ " (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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