

AN INTRODUCTION TO THE

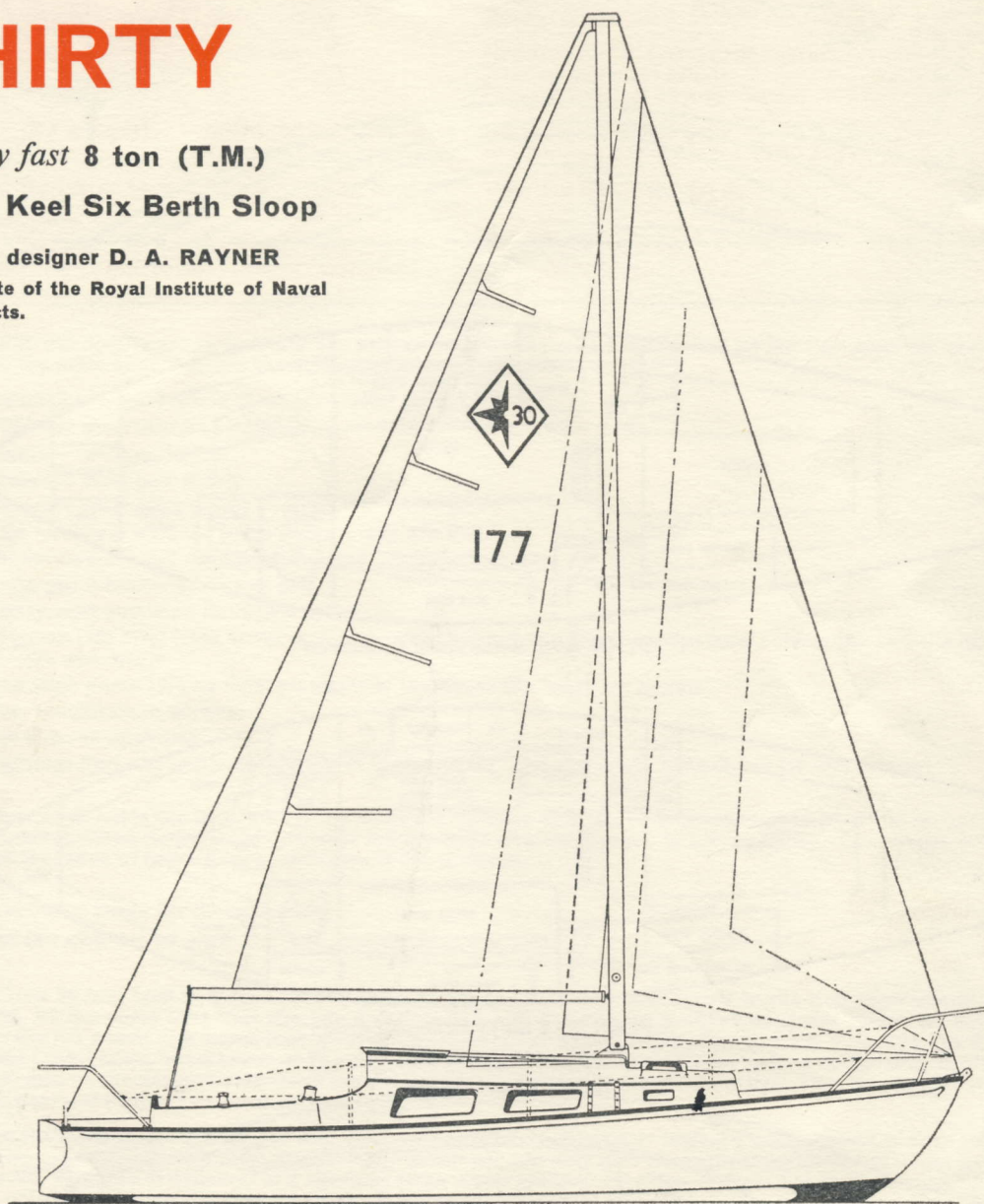
WESTERLY THIRTY

A very fast 8 ton (T.M.)

Twin Keel Six Berth Sloop

By our designer D. A. RAYNER

**Associate of the Royal Institute of Naval
Architects.**

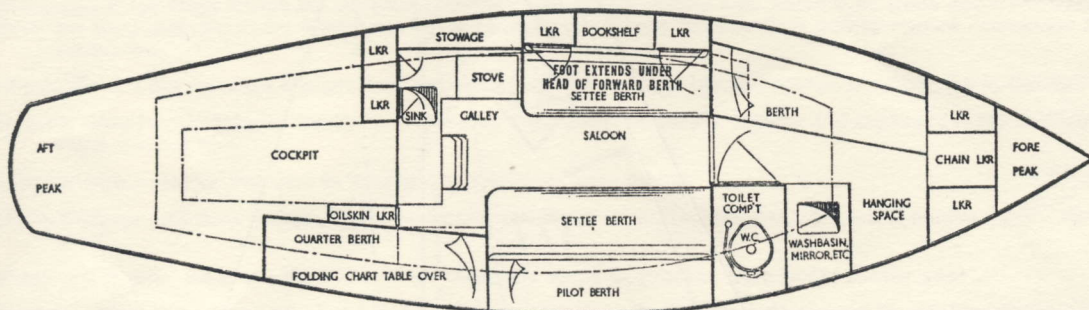
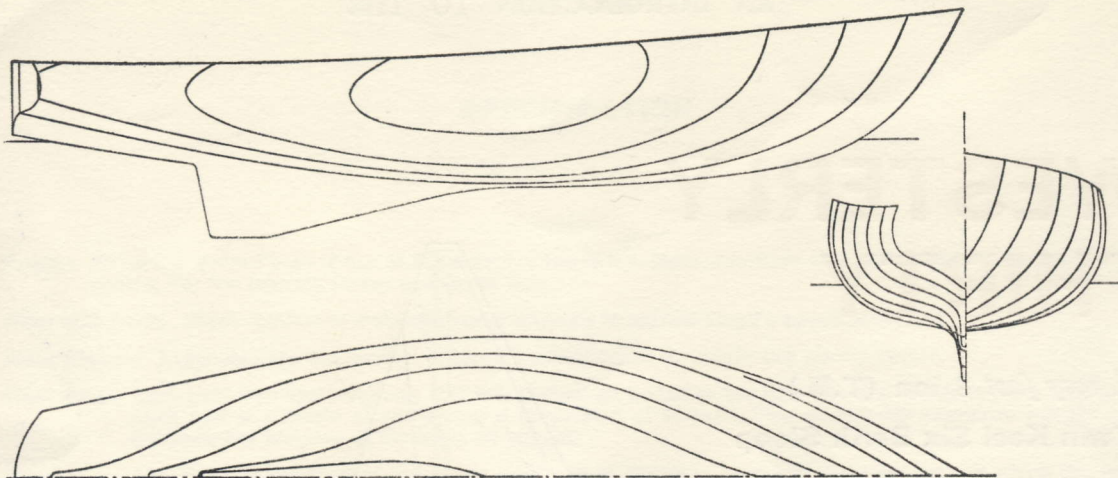


WESTERLY MARINE CONSTRUCTION LIMITED

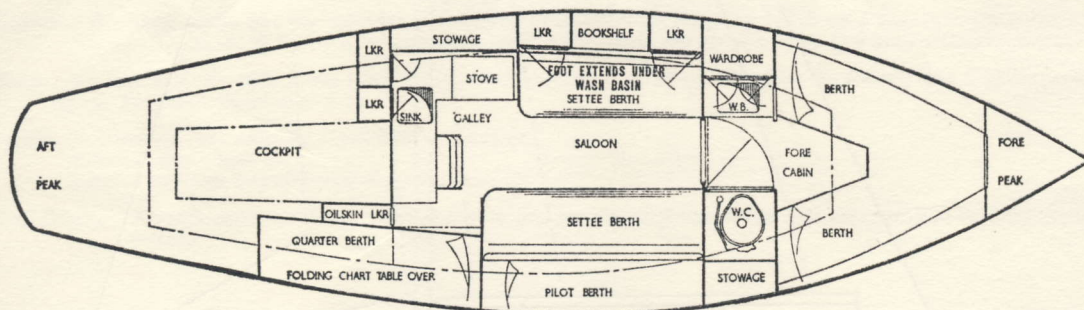
**DESIGNERS AND BUILDERS OF FINE CRAFT
HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE**

TELEPHONE : WATERLOOVILLE 51231

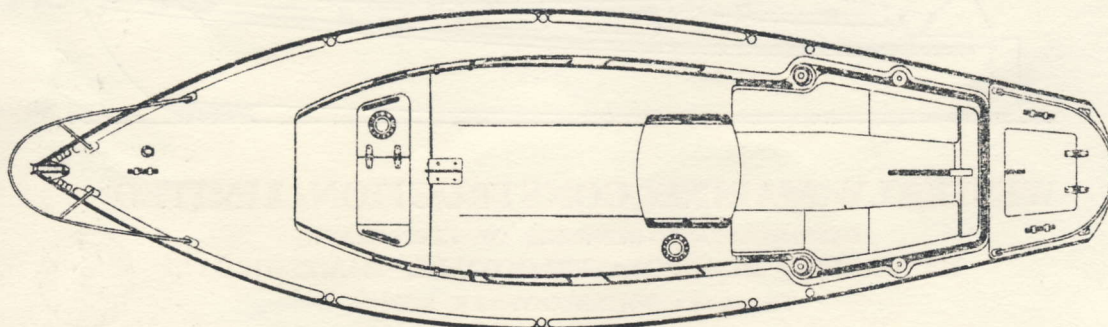




PLAN A - 5 Berth Accommodation



PLAN B - 6 Berth Accommodation



BRIEF PARTICULARS

Length Overall 30' 2½" (9.2 metres)

Beam (Deck) 8' 8" (2.64 metres)

Draught 3' 0" (0.915 metres)

Dry weight for trailing 7,020 lbs. (3180 kilos)

Sail Area Main & Genoa 413 sq. ft.
(38.5 sq. metres)

Ballast 1250 lbs. each keel. 300 lbs. skeg heel.
(566 kilos) (136 kilos)

Length Waterline 25' 9" (7.85 metres)

Beam (Waterline) 7' 8" (2.34 metres)

Headroom 6' 2" (min.) (1.90 metres)
(Throughout main cabin)
Forward Cabin 5' 6" (1.68 metres)

Displacement with crew 3.79 Tons
and cruising gear 8,490 lbs. (3850 Kilos)

Main and No. 1 Jib 365 sq. ft.
(34 sq. metres)

Total 2,800 lbs.
(1270 kilos)

2240 / 7020
6720
300.0

3.79
2240 / 8490
6720
17700
15680
20200
0

In addition to the rigging spars, furniture and fittings mentioned in the specification on the next page we have also included in the price quoted to you the following fixtures and items of gear.

Mainsail and No. 1 Jib in 7½ oz. Terylene

Stainless steel standing rigging

Terylene running rigging

Stainless steel bow pulpit

Stainless steel stern pulpit

Two foresheet winches (Gibb Pattern 587)

Marine lavatory and washbasin forward

Calor gas 2-burner stove and grill

Galley, sink and large formica worktop

30 gallon (135 litre) fresh water tank with deck filler and two flipper pumps (one serving the sink the other the washbasin)

One bilge pump (Whale Gusher) capacity 15 gallons (70 litres) per minute

Two ventilators in deckhead

Set of berth cushions

Lighting: Port and starboard navigation lights, stern light and seven cabin lights (12 volt system)

Although all boats are built exactly the same the services of a Lloyds Surveyor can be obtained to carry out an individual inspection during building and of the sea trials after completion to Lloyds 100A. The charge for this service and the issue of the resulting certificate is 100 Guineas.

Provisional Price for Season 1966

£4250 (ex engine) ex yard

Our new 30 foot boat is quite definitely not a motor-sailer, nor for that matter is she that other hybrid a so-called 50/50. At the same time that she has a real sailing hull she can carry either adequate power for auxiliary cruising or the full power of a motor boat without detriment to her sailing ability. For auxiliary purposes the 15 h.p. Volvo Penta Diesel gives her a speed of 6½ knots: the 34 h.p. Mercedes-Benz Diesel gives a speed of 8½ knots. As length is increased, the designer has much greater freedom to develop the lines of the hull. This twin keel design is the fastest and best seaboat we have yet built.

From the experience we have had with our previous boats and by water testing ½ scale models of both the hull and keels we have developed a form of after-body which will not only give the highest performance under sail but one which will allow the installation of a relatively large motor without either "suck-down" or the formation of a big "drag-wave" when the ship is under power alone. From the lines drawings you will see that we have been able to achieve this without recourse to an unnaturally broad stern which is the worst feature of many designs intended to carry high power engines. A boat whose after end is both broad and full is rarely a good performer under sail.

Particular care has been taken to make the accommodation really adequate for six full size people. A great deal of thought based on long experience under sea conditions has resulted in what we believe to be the most two "livable" designs yet produced for a yacht of this tonnage. Throughout the saloon there is a clear 6' 2" headroom under the cabin trunk and there is 5' 6" headroom in both the fore cabin and the heads. Truly the feeling of "space" below has to be experienced before it can be believed.

SPECIFICATION

Engine Either the Volvo Penta 15 h.p. M.D.2 Diesel or the 34 h.p. Mercedes-Benz O.M. 636 are fitted as an alternative choice. For the relevant prices see extras list.

Skin and Deck Glass reinforced Polyester resin laminate to current Lloyd's specification.

Main Frames Laminated top hat section to Lloyd's specification for reinforced plastic yachts.

Keel Bolts Each cast-iron keel weighing 1360 lbs. is through bolted to the hull with five stainless steel stud bolts. Each bolt is capable of containing a shear-load of 41 tons. This apparently excessive margin is to preclude any bending of the bolts on impact.

Rudder The entire metal work of the spade rudder is of stainless steel and the cage around which the glass fibre rudder is moulded is of the same material. The rudder is of true hydrofoil section. The sizes of all parts are in excess of Lloyd's rules.

Skeg and Bilge Keel Stubs are integrally moulded with the glass-fibre hull. There is no wood below the waterline. Both the skeg and the stubs have been most carefully faired into the low-drag hull to reduce turbulence to a minimum.

Wood Deck Trim includes cockpit floor and seats and trim on cabin top and cockpit coaming. All in Burma teak.

Interior Woodwork Interior furniture, bulkheads; mahogany marine ply. Drawer and cupboard faces and framing; solid mahogany.

Interior Cabin Sides Panelled in Vyanide material over foam rubber.

Deck Fittings All deck fittings, fairleads, cleats, stemhead roller, chain plates, etc., are of marine quality stainless steel.

Mast and Spars Gold anodised aluminium mast and boom by Proctor. Gibb Roller reefing gear.

Standing Rigging Stainless steel $\frac{1}{4}$ in. (.635 cm.) one/nineteenth wire. All ends swaged to stainless steel terminals. Gibb stainless steel Lockmaster rigging screws.

Blocks Gibb stainless steel strapped Tufnol blocks of adequate size.

Running Rigging Main and jib halyards of 3-strand pre-stretched Terylene $1\frac{1}{8}$ " (3 cm.) circumference. Main sheet $1\frac{1}{4}$ in. (3.4 cm.) circumference plaited Terylene. Jib sheets $1\frac{1}{2}$ in. (3.8 cm.) circumference.

Sails All fore and aft sails other than Genoa and Spinnaker of $7\frac{1}{2}$ oz. Terylene by Ratsey and Capthorn. Genoa $4\frac{1}{2}$ oz. Terylene. Spinnaker 2 oz. Nylon.

Paint Antifouling International Hard Racing Copper.
Exterior trim - teak oil.
Interior Varnish International Polyurethane 101.

Sea Cocks All skin lavatory fittings, cockpit drains, and the sink drain are fitted with sea-cocks of best marine quality bronze.

The Company is always improving its techniques and looking for better fittings. We therefore reserve the right to change specification without notice provided that any new article or material is superior to that originally supplied.

WESTERLY MARINE CONSTRUCTION LIMITED

DESIGNERS AND BUILDERS OF FINE CRAFT
HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

TELEPHONE : WATERLOOVILLE 51231