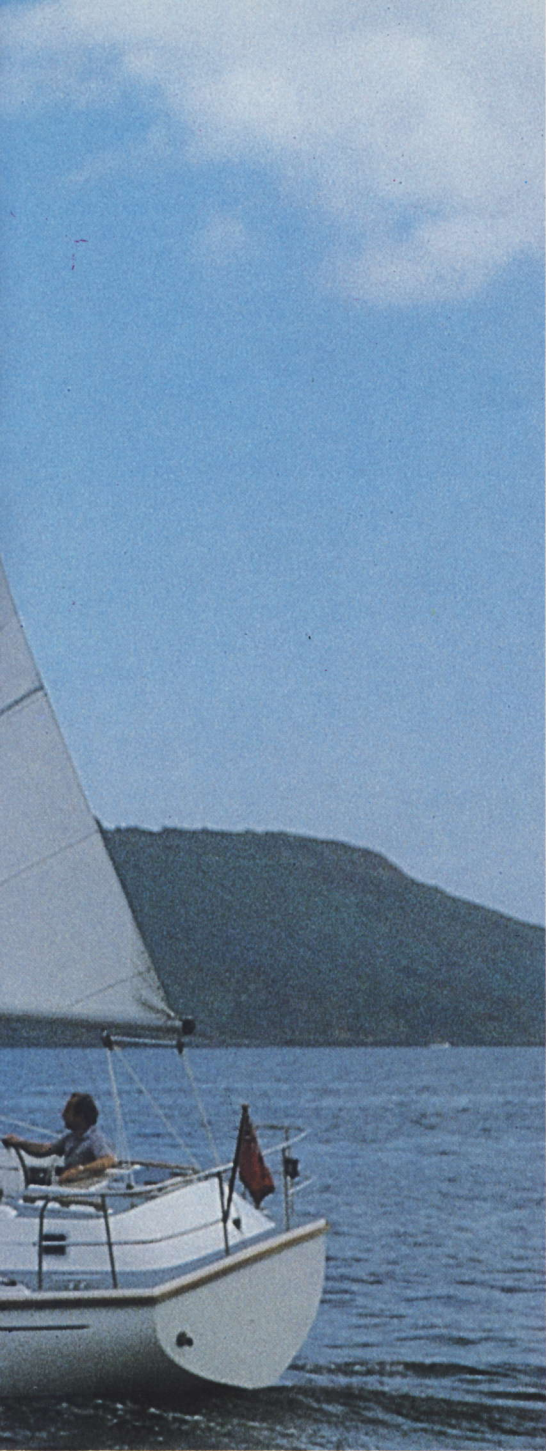


WESTERLY

DISCUS









Whatever your idea of an enjoyable family cruising holiday – from a slow meander along a familiar coastline to a really adventurous transoceanic voyage – Westerly's Discus is built and equipped to turn your dreams into reality. Exemplary handling, determined performance and excellent sea-keeping qualities make these beautiful yachts amongst the very best family cruisers to be found anywhere. (Available in Fin and Twin keel versions).

Discus is available in two versions: with a bridge deck or with a centre cockpit. The centre cockpit version has alternative ketch or sloop rig.

Out on the high seas, the DISCUS is steady and predictable on all points of sailing; she'll handle and go about under headsail alone, heave-to with the greatest of ease and respond at once to even a light touch on her semi-balanced rudder. Slab reefing is fitted as standard. The reefing lines and halyards are led aft to a pair of high-performance winches and stoppers on each side of the main hatch. 2-speed foresheet winches are located on the coamings of the deep, comfortable cockpit. From this sheltered position, the helmsman enjoys good weather protection and unhindered visibility; he also has the engine controls right to hand and an instrument panel on which the dials or warning lights are all clearly displayed. Sails, warps, fenders and any assorted gear from spare lines to rubber boots can all be stored in the cavernous locker below the starboard cockpit seat.

Naturally, no yacht can be sailed without some work forward of the cockpit, so the DISCUS has been designed with wide side decks and effective non-slip on all working surfaces to make it safe and easy for the crew to move around. Forward of the mast is a space where the liferaft can be stowed, and the 45lb anchor stows on a double stemhead roller. For extra strength, a hard wood king plank is moulded into the foredeck, and balsa sandwich deck construction provides rigidity and insulation. The deck fittings, made of stainless steel or high-quality alloy, look and perform as though they were made to cope with Cape Horn conditions.

Laurent Giles' genius for design is possibly even more striking below decks than above. Starting our survey of his 3-cabin layout at the forward end, we find a comfortable cabin whose conventional Vee-berths have spacious lockers below and useful shelving along the sides of the hull. Under these bunks, and just aft of the chain locker, is the baffled stainless steel water tank (capacity: 45 gallons).

The forecabin is separated from the saloon by two hanging lockers to starboard and a large heads compartment to port. (The door of the forward hanging locker will also close off the forecabin.) In the heads is a marine WC, a washbasin and shower with pressurised hot and cold water. The compartment itself is lined with a washable surface and has plenty of stowage space for towels and toilet articles, it is ventilated by an opening port and a deck-head ventilator as well.

The third cabin is either under the bridge deck, or in the centre cockpit version, in the stern reached by a passage under the port cockpit seat.

Returning to the saloon, we find the conventional layout of settee berths on either side of a central table; the port settee can be easily converted to a full double. An extra refinement is that the settee berths' seat backs can be lifted out when at sea, and used as lee boards. The table has hinged leaves running fore and aft, so that when they are raised, there is room for up to 8 people to sit together in comfort. The whole

interior gives an immediate feeling of light, warmth and solid comfort, thanks to generous use of teak, and the harmoniously-coloured deckhead panels. Settee covers and other soft furnishings are available in a range of colours and designs to suit individual preferences.

Immediately aft of the saloon is the navigation area and galley, to port and starboard respectively. The galley is excellently equipped and easy to work in, as any sea-going cook will quickly testify. The gimbaled cooker has an oven, grill and two burners, with gas supplied along seamless copper piping from a storage bottle in its own vented compartment. The top of the capacious ice box doubles as a chopping board, and there are plenty of lockers, shelves and drawers for keeping plates, cutlery and stores. Pressurised hot and cold water to the stainless steel sink makes washing-up as easy as at home, and there's a cold water foot pump as an emergency stand-by.

The navigation area has a broad table on which the navigator can really spread his charts. The flexible chart light is an especially useful standard feature, and there's ample space for charts, log, reference books, tide tables and the various items of navigation equipment.

Few yachts live successfully by sail alone, a fact which is recognised on the DISCUS by the installation of a rugged and reliable 2-cylinder 20 hp Bukh diesel (a 36 hp Volvo diesel is available as an option). Running smoothly even at her near-maximum hull speed of around 6½ knots (and still power to spare), she has a 35-gallon fuel tank and a cruising range in excess of 200 miles. Even more important, it gives the quick response and positive handling both ahead or astern which allows you to thread your way into a tight berth. A heat exchanger is fitted as standard, supplying hot and cold water to the shower and basins in the galley and heads. Access for maintenance is simple, with all parts easily reached when servicing time comes around.

Like all the Westerlys, the DISCUS carries the distinction of a Lloyd's Hull Construction Certificate, underlining the rigorous quality control which is exercised throughout every stage of building. Hand laid glass fibre mat is used throughout with woven rovings at stress points. This first-class family cruiser recognises very few rivals to her style or performance, and no limits to her sailing horizons.



WESTERLY Discus

SAIL AREAS – SLOOP

Mainsail	243 sq. ft.	22.57 sq. m.
Light Weather Genoa	486 sq. ft.	45.15 sq. m.
No. 1 Genoa	451 sq. ft.	42 sq. m.
No. 2 Genoa	398 sq. ft.	37 sq. m.
No. 1 Jib	284 sq. ft.	26.35 sq. m.
No. 2 Jib	182 sq. ft.	16.9 sq. m.
No. 3 Jib	95 sq. ft.	8.8 sq. m.
Spinnaker	1113 sq. ft.	103.40 sq. m.

KETCH

Mainsail	186 sq. ft.	17.3 sq. m.
Mizzen	69 sq. ft.	6.4 sq. m.
Genoa	380 sq. ft.	35.3 sq. m.
No. 1 Jib	255 sq. ft.	23.7 sq. m.
No. 2 Jib	182 sq. ft.	16.9 sq. m.
No. 3 Jib	95 sq. ft.	8.8 sq. m.
Spinnaker	935 sq. ft.	86.86 sq. m.

SPECIFICATION

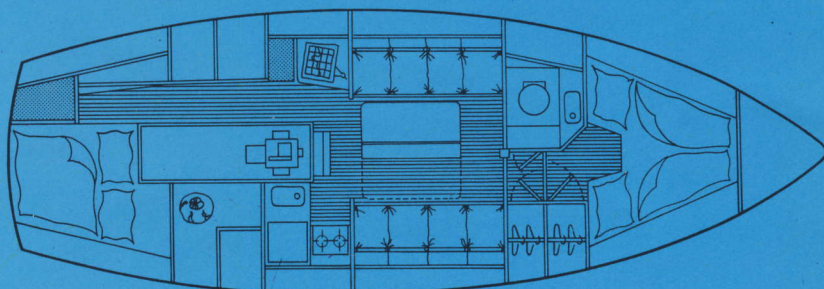
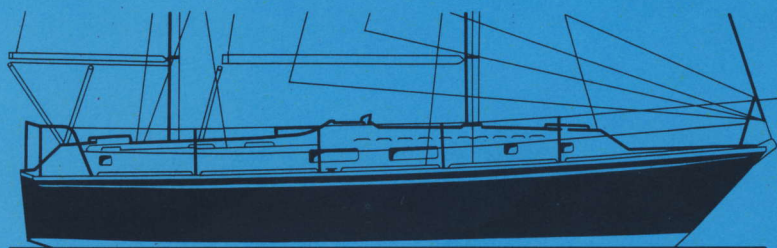
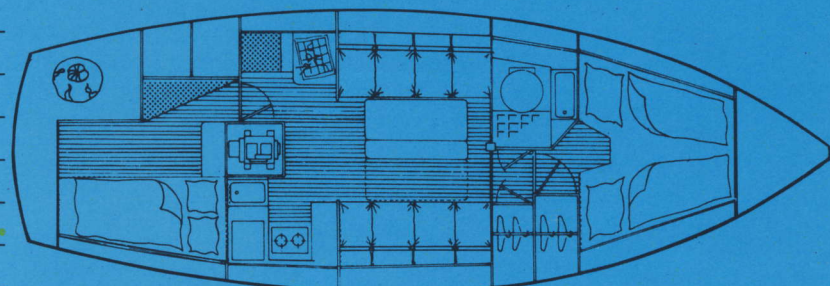
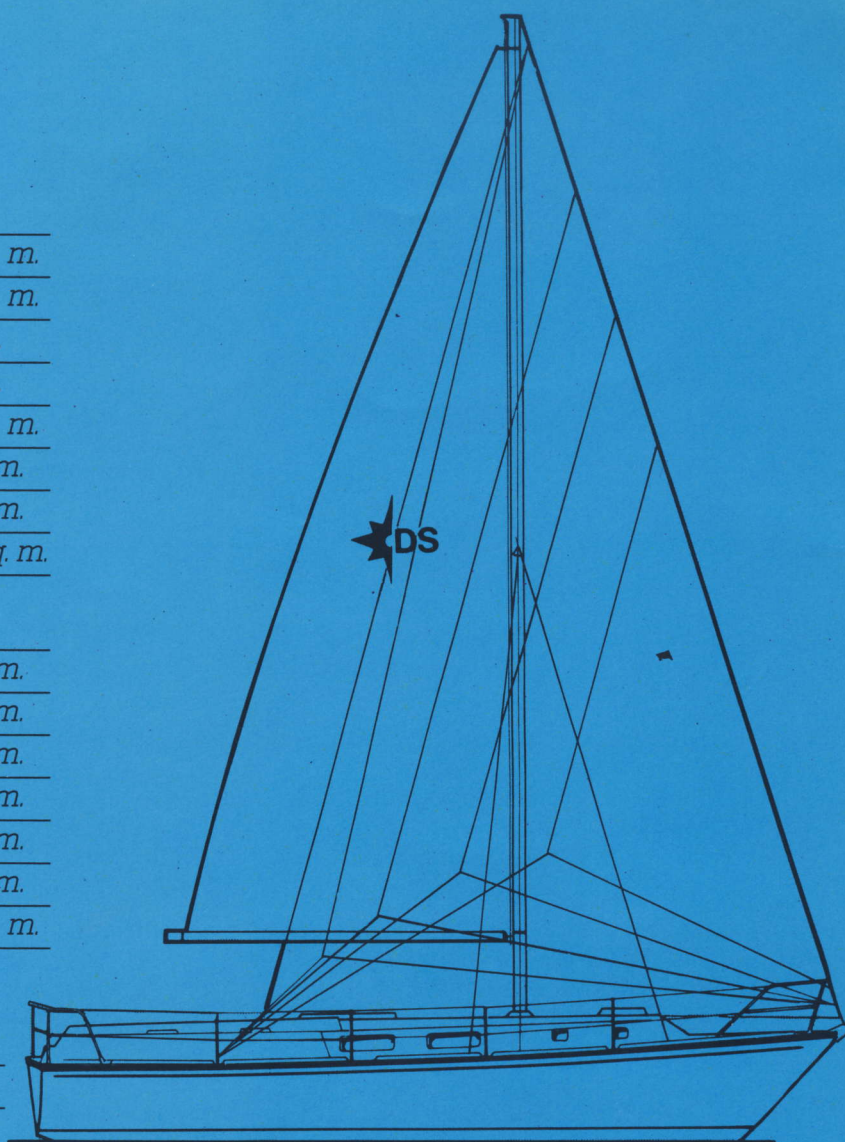
Length overall	33' 3"	10.14 m.
Length waterline	28' 5"	8.68 m.
Beam	11' 2"	3.40 m.
Draft – Fin Keel	5' 5"	1.66 m.
Draft – Twin Keels	4' 4"	1.32 m.

DESIGNED WEIGHTS

Displacement	6.74 tons	6848 kg.
Ballast	2.7 tons	2793 kg.
Mast length (Sloop)	40' 6"	12.64 m.

Lloyds Hull Construction Certificate

The boat as described, to specifications 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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