



WESTERLY MARINE

Konsort W29

The Konsort was designed by Laurent Giles and Partners with very much the cruising yachtsman in mind, the emphasis is on performance combined with comfortable, spacious accommodation, ease of handling and robustness of construction. Konsort is a big yacht for her length with clean lines, a modern interior and a sailing performance good enough to please the really experienced helmsman.

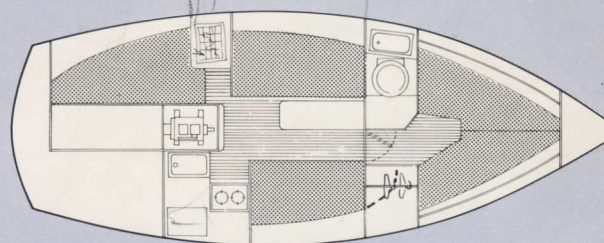
SPECIFICATION

Length overall	28' 10"	8.80 m
Length Waterline	25' 6"	7.77 m
Beam	10' 9"	3.29 m
Draft — Fin Keel	5' 4"	1.62 m
Draft — Twin Keels	3' 2½"	.98 m
Designed weights		
Displacement	7900 lbs	3590 kg
Ballast weight	3200 lbs	1451 kg
Mast length	35' 9"	10.89 m

Lloyds Hull Construction Certificate

SAIL AREAS

Mainsail	180 sq.ft.	16.72 sq.m.
No. 1 Genoa	333 sq.ft.	30.94 sq.m.
No. 2 Genoa	257 sq.ft.	23.88 sq.m.
No. 1 Jib	168 sq.ft.	15.61 sq.m.
No. 2 Jib	120 sq.ft.	11.15 sq.m.
No. 3 Jib	68 sq.ft.	6.32 sq.m.



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The boat as described, to specification 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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SAILING

Konsort under sail is well balanced with the performance and seaworthiness to make fast time over a long distance. She is a stiff boat with a determined feel about her and one which will give safe, enjoyable family sailing. She will handle and go about under headsail alone and will heave to for as long as she may be required to do so. Her semi-balanced rudder makes her light on the tiller and produces just the right degree of weather helm which should be an essential part of the designed safety in any yacht. Considerable thought has been given to the siting of deck fittings and to the sheeting arrangements to ensure that the boat is easily handled under sail. The halyards are led aft to winches on each side of the mainhatch and the sheet winches and mainsheet are all within easy reach of the helmsman. It is important in a family cruising yacht that the boat can, if necessary be sailed by one person.

DECK AND COCKPIT

The clear, unrestricted deck layout combined with the wide side decks and a really effective non-slip paint on all working surfaces make for safety and ease of movement for the crew. Good hand and footholds are provided by teak grabrails and toe rails and there is plenty of room to stow a liferaft just forward of the mast. All deck fittings are of stainless steel or a high quality alloy, being through-bolted to backing plates or washers on the underside. For extra strength and insulation balsa sandwich construction is used in the deck lay-up and a king plank is moulded into the foredeck. Double lifelines are fitted as standard and there are five large mooring cleats, including one each side amidships.

The transom hung rudder allows the optimum amount of cockpit space and there is room here for everyone on board. The cockpit is self-draining and Treadmaster is fitted to all horizontal surfaces.

The mainsheet track and traveller are fitted across the top of the transom over the tiller and the helmsman has the engine controls to hand on the side of the starboard cockpit seat. Under this seat is a very capacious locker providing sail stowage as well as room for warps, fenders, outboard motor and the usual miscellaneous gear.

GALLEY

The galley area is spacious and includes a two burner gimbaled cooker with grill, stainless steel sink with a foot operated cold water pump, an ice box and stowage for crockery, cutlery, food and pots and pans. A crash bar is fitted in front of the stove and the cooker is secured in the gimbals by split pins. The gas supply is fed via copper tubing from a gas bottle stowage locker at the aft end of the cockpit. An oven can be fitted as an optional extra as can a hot and cold pressurised water system.

ACCOMMODATION

The two cabin layout provides six to seven berths and the immediate impression is one of space, light and

warmth. Teak and marine ply are used almost entirely in the cabin construction with soft, cream coloured deckhead panels and an attractive choice of soft furnishings.

In the forward cabin there are two full length berths with lockers under and deep shelves running along the sides of the hull. The 30 gallon stainless steel water tank is fitted under the foot of these berths with the cabin locker in the forepeak. Separating the forward cabin from the saloon are the heads with Marine WC and washbasin to port and a hanging locker to starboard.

The saloon is laid out in the classic cruising style with settee berths on each side of a fixed central table. The foot of the starboard berth extends through the main bulkhead while the port berth converts very easily to a double. There are lockers under all bunks, stowage space behind the seat backs and deep fiddled shelves running along each side of the saloon under the side decks. The chart area and galley are to port and starboard respectively at the after end of the saloon and there is a quarterberth under the port cockpit seat.

NAVIGATION AREA

The Navigator sits on the end of the quarterberth and faces forward at the chart table. This is large enough to take an Admiralty chart folded in half and has stowage for charts, rulers, dividers and all the necessary navigational equipment under the hinged lid. Around the chart area there is plenty of room for an instrument panel and a radio and a flexible chart light is fitted as standard.

ENGINE

The diesel installation in Konsort is the 20 hp Bukh which will develop a hull speed of 6-6½ knots with a cruising range of over 170 miles from the 15 gallon fuel tank. An alternator, electric start, flexible mountings and remote greasing system are standard fittings and a heat exchanger for hot water can be included as an optional extra. Access to the engine compartment is through large hatches at the front of the engine and in the sail locker in the cockpit. Konsort is very manoeuvrable under power: a necessity in these days of crowded moorings and marinas.

CONSTRUCTION

The hull and deck are constructed of chopped strand mat with woven rovings incorporated at stress points. Each boat is built to Lloyds specification and every Konsort is issued with a Lloyds Hull Construction Certificate. Inspections are carried out at every stage of building with particular attention being paid at the moulding and curing stages. The deck and hull, together with the teak rubbing strake, are joined together by through-bolts every six inches, the join then being glassed over on the inside and a marine sealant used on the outside. The keels are cast iron and these are treated with a special primer before being fitted to the hull by stainless steel threaded studs.