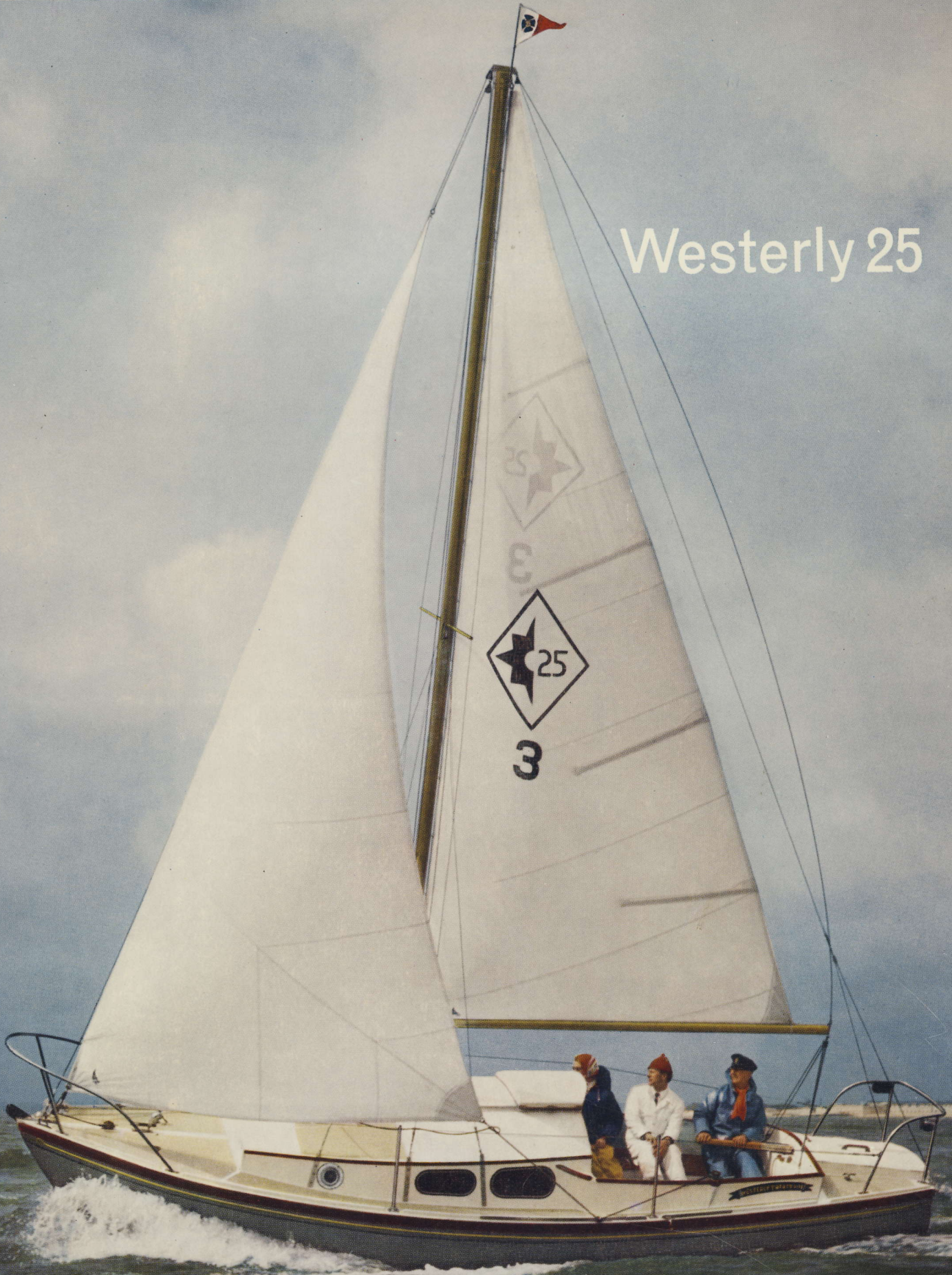


Westerly 25





Built to Lloyd's series production schedule: Westerly



Provisional R.O.R.C. rating 16'30ft, T.C.F. 0.7059



Westerly 25 is new

... a fast 5-ton cruiser-racer with twin keels and berths for four designed by D. A. Rayner, Assoc.R.I.N.A., and built by Westerly Marine Construction Ltd, who are members of the Ship & Boat Builders' National Federation.

The low-drag hull is revolutionary in more ways than one. In a Westerly 25, however hard the wind may blow, you'll have that feeling of confidence and security which is the basis of all enjoyment at sea.

The cabin, looking forward



There are two 25-inch wide berths 6ft 6in long and two similar berths 6ft 5in long. There is plenty of light and air. *Westerly 25* has two large fixed ports on each side of the cabin top and two opening portholes in the cabin side for hot weather.

Advantages of the outboard as an auxiliary

We firmly believe that an outboard can provide the auxiliary power for sailing cruisers of this type and size. These engines are very quiet, markedly reliable, convenient to service, have no propeller drag when the ship is under sail, and, in a leak-proof hull, have the great advantage of not calling for the stern tube and other below-water fittings necessary with an inboard installation. When an outboard is mounted to our design the safety factor is also greatly increased. The petrol tank, as in the case of the calor gas bottles, is carried in a separate compartment which drains outboard. The risk of fire is minimal because any leakage or spillage escapes immediately into the sea. The engine itself travels on a wheeled trolley running in guides. This trolley is controlled by a double link mechanism which locks it automatically in both the extended and housed positions. The engine can easily be raised and lowered by a child using only one hand, and when housed it is completely enclosed under hatches which can be locked. When not in use no one would know by sight or smell that an engine was aboard.

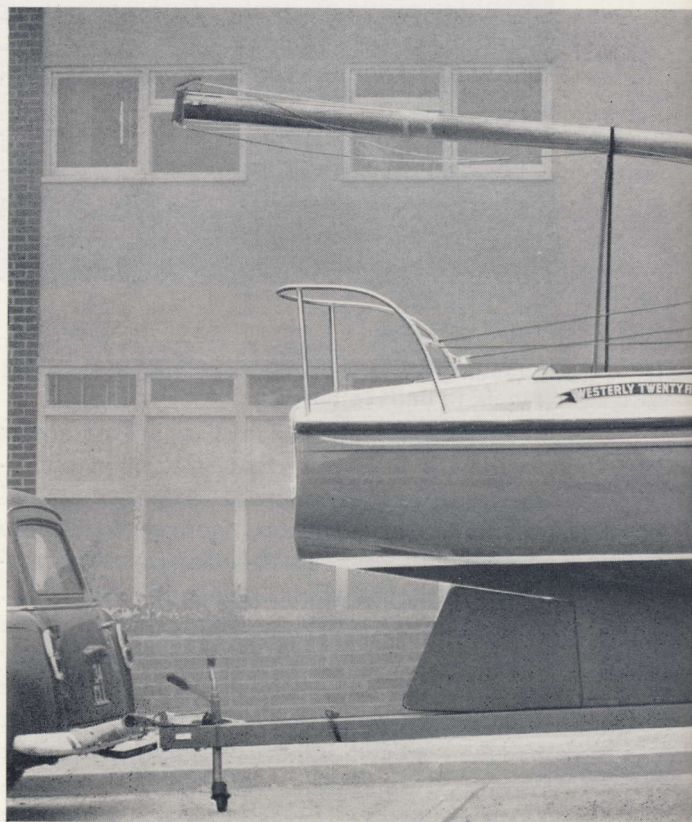
But if you prefer an inboard

To find the right inboard and design the engine into the boat often takes longer than to design the boat herself. An inboard engine is useless unless it is reliable under all conditions. As the standard diesel machinery we have, after much searching, chosen the 7 H.P. Volvo-Penta MD 1. This engine gives our boat enormous "push". Like all machinery which is the best of its type it cannot be cheap, but remember that its dynamo does give you a proper 12 volt electrical capacity large enough to fulfil all the require-

ments of a modern cruiser including electric starting. It is fitted on rubber mounts with a flexible coupling in the shaft line. Remote gear and throttle control is lead to the cockpit and a remote greasing assembly in the cockpit locker serves the stern gland and water pump. This greatly eases the problem of servicing these vital parts. As this engine fits under the cockpit floor stowage for the rubber dinghy is now arranged in the locker aft of the cockpit where the outboard motor stows in the standard boat.

Seakindliness and seaworthiness

All my designs, have proved remarkably seaworthy—often in the hands of novices—and, what is more, they have been equally comfortable to live aboard. *Westerlys* have cruised as far afield as Norway and Spain. *Westerly 22 Sail*



No. 68 was hove to for two days in a force eight gale half way across the Bay of Biscay. Later she crossed the Atlantic by the Canaries to Barbados route and averaged over 100 miles a day with a best day's run of 140 miles. *Westerly 25* Sail No. 9 crossed the Atlantic by way of the Azores and Bermuda. In light head winds she averaged over 50 miles a day and sailed more than 5,000 miles in six months. A *Westerly 25* will heave-to for long periods and is so well balanced that she will tack to windward under either jib or main alone.

The Gunter rig as an optional choice

We had not at first intended to extend our development of the Gunter rig to the *Westerly 25*, but when two of the first five owners made urgent requests for this rig we agreed.

What has the Gunter rig to offer to the owner

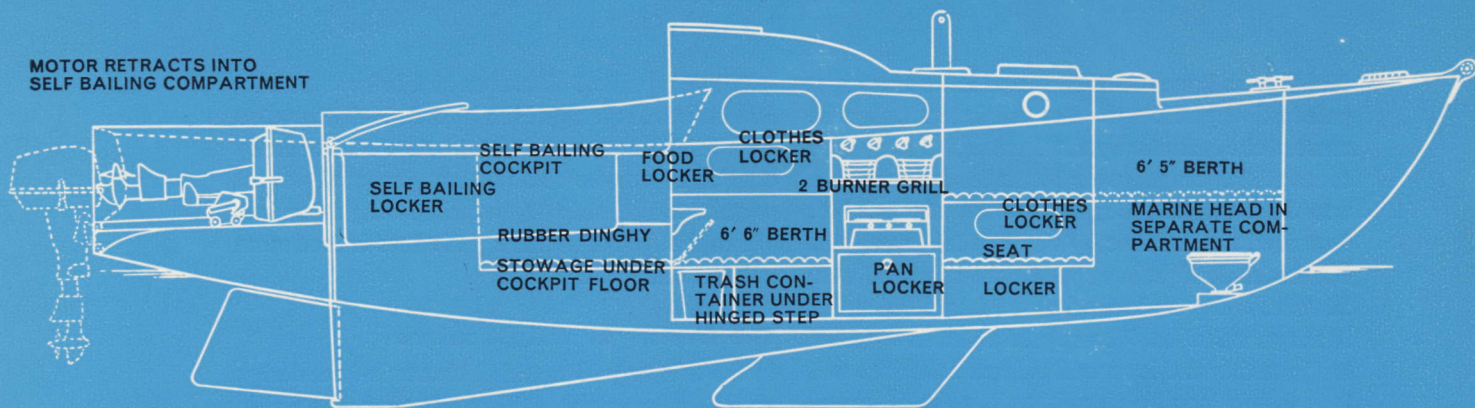
of a Twenty Five? It allows him to have a really fast hull under a rig which is more easily handled by a small crew and (as in the case of the family cruiser) it can be reefed from the cockpit. It permits a fine ship to be sailed single-handed. When thought of in this light it does indeed seem a worthwhile alternative.

The *Westerly 25* really is unique

In the *Westerly 25* we think that twin-keel design approaches maturity. Now we offer you a ship which can not only be kept in shoal waters and easily trailed, but is also capable of being driven really hard across an ocean, can win her races, or on another day can take your family cruising with comfort, safety and, above all—speed.

You'll not be left behind in a *Westerly 25*.





SPECIFICATION

LENGTH OVERALL 25ft 1in Length waterline 21ft 0in

BEAM EXTREME 7ft 5in Beam waterline 6ft 6in

DRAUGHT 2ft 6in

HEADROOM 5ft 10in

TRAILING WEIGHT 35cwt

DISPLACEMENT with crew and cruising gear 45cwt

SAIL AREA sq ft

Bermudan

(Main & No. 1 Jib)	276
Main	146
Genoa	166
No. 1 Jib	130
No. 2 Jib	67
No. 3 Jib	32

sq ft

Gunter

(Main & No. 1 Jib)	252
Main	140
Genoa	131
No. 1 Jib	112
No. 2 Jib	53
No. 3 Jib	32

BALLAST 650 lb each keel. 150 lb skeg heel. Total 1450 lb N.B. The ballast in the skeg heel is omitted when an inboard engine is fitted

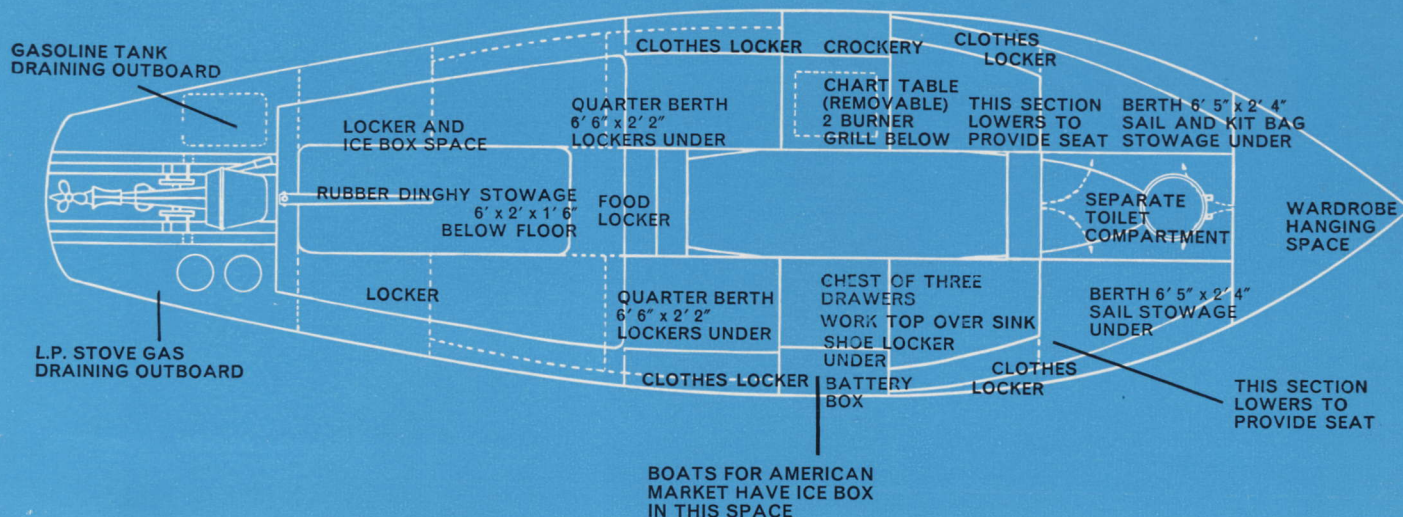
SKIN AND DECK Polyester resin laminate to current Lloyd's specification

MAIN FRAMES Laminated top hat section to Lloyd's specification for reinforced plastic yachts

KEEL BOLTS Each cast-iron keel weighing 650 lb is through-bolted to the hull with five $\frac{3}{4}$ in stainless steel stud-bolts. Each bolt is capable of sustaining a shear-load of 31 tons. This apparently excessive safety margin is to preclude any bending of the bolts on impact and the consequent leak which might then occur

RUDDER The entire metalwork of the rudder stock and trunk 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 leading edge fitting closely into a semi-circular fairing at the after end of the skeg. The scantlings of the rudder are in excess of Lloyd's Rules

TILLER AND TILLER BOX The lifting tiller of ash is housed in a hinged tiller box of stainless steel. The tiller box is bolted to a split brass block through which the square-topped rudder stock passes. The block can be adjusted for slack by two stainless steel bolts



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 the minimum

WOOD DECK TRIM includes cockpit floor and seats and trim on cabin top and cockpit coaming. All in oiled Burma teak

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

INTERIOR CABIN SIDES Panelled in Vynide material over foam rubber

DECK AND MAST FITTINGS include reefing gear, masthead fitting, stemhead fitting and chain plates; all in marine quality stainless steel

STANDING RIGGING Stainless steel $\frac{3}{16}$ in diameter one/nineteen swaged ends

RIGGING SCREWS Stainless steel, patent lock by Gibb of Warsash

BLOCKS Stainless steel strapped Tufnol blocks by Gibb of Warsash

RUNNING RIGGING Prestretched Terylene. 1in circumference three strand for halyards, $\frac{3}{4}$ in circumference three strand for lifts, $1\frac{1}{4}$ in plaited for sheets

MASTS AND SPARS *Bermudan Rig* Metal mast and boom by International Yacht Equipment, South Benfleet

Gunter Rig Clear grain silver spruce by Collars of Oxford

SAILS All fore and aft sails other than Genoa, $6\frac{1}{2}$ oz Terylene by Jeckells of Norfolk
Genoa, $4\frac{1}{2}$ oz Terylene

PAINT Antifouling International Hard Racing Copper Interior Varnish International Polyurethane 101
Interior Deckhead International Korkon

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

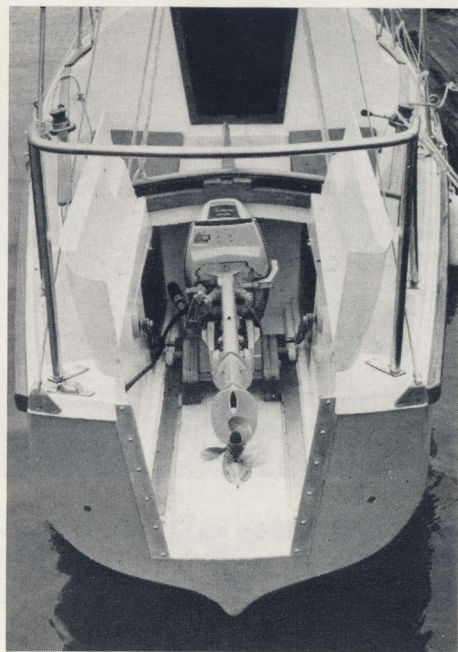
The Company is always researching products and processes, and reserves the right to alter the above specification when materials of better performance or appearance are discovered.

Westerly
25

The
retractable
outboard
motor



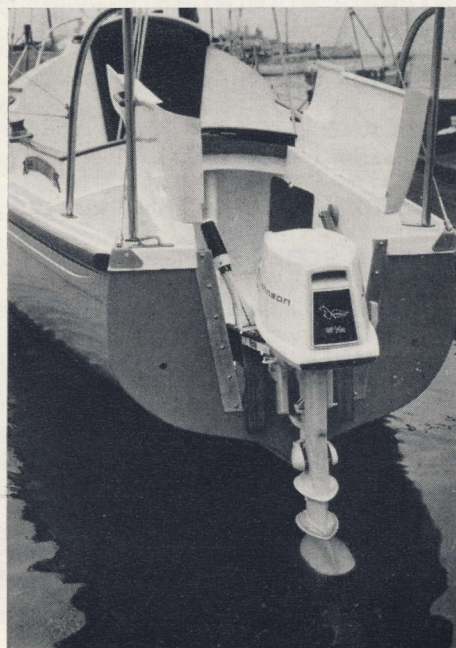
ONE ...



TWO ...

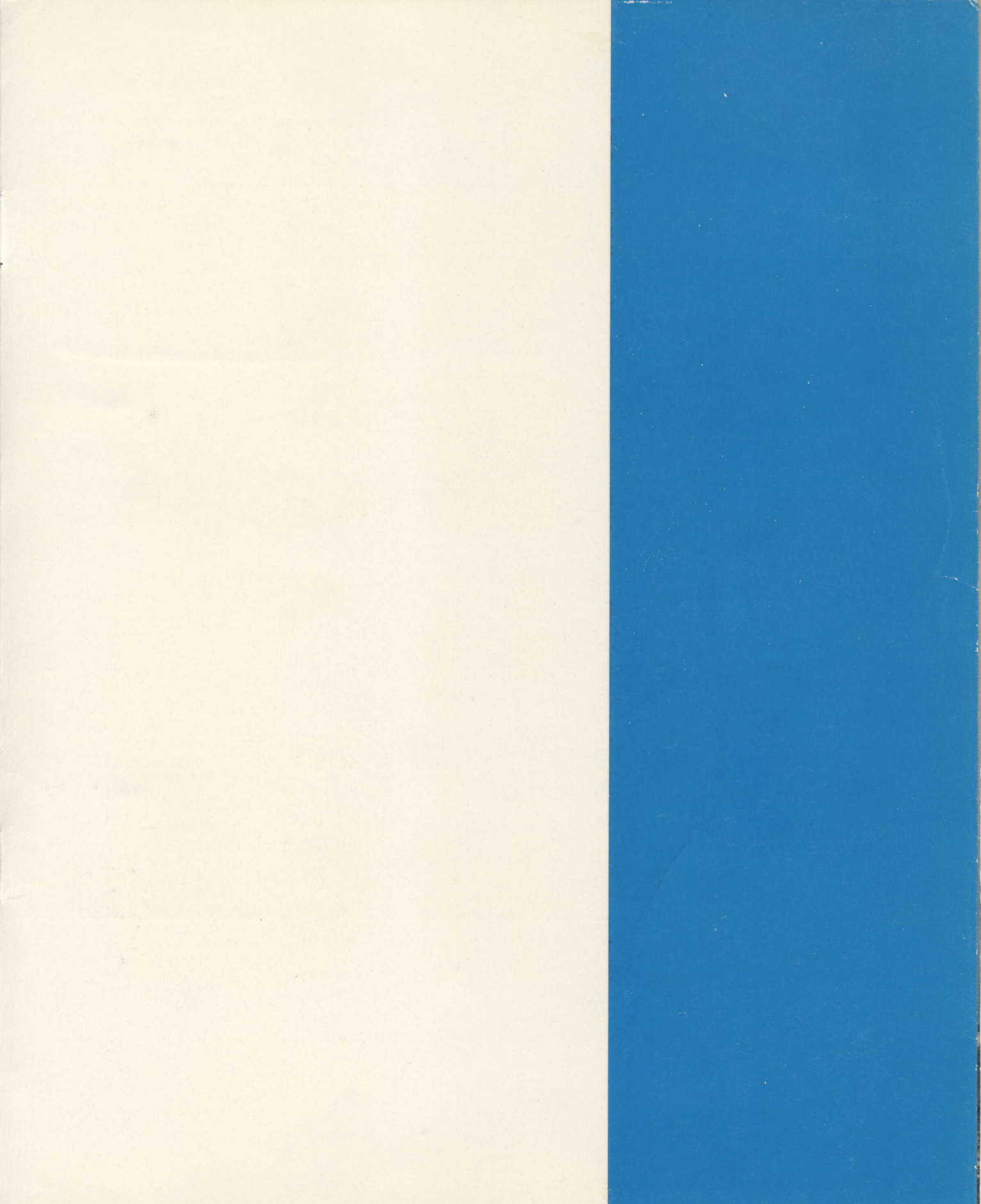


THREE ...



GO!

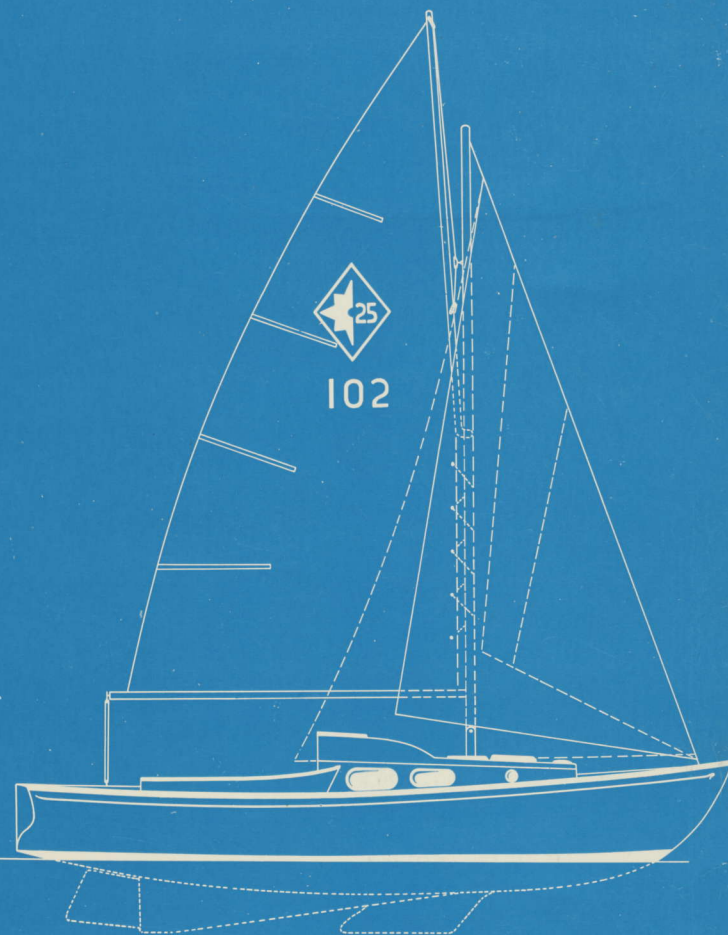
This retractable carriage and associated linkage is the subject of British Patent Application No. 48437/64



Westerly 25



BERMUDAN RIG



GUNTER RIG



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