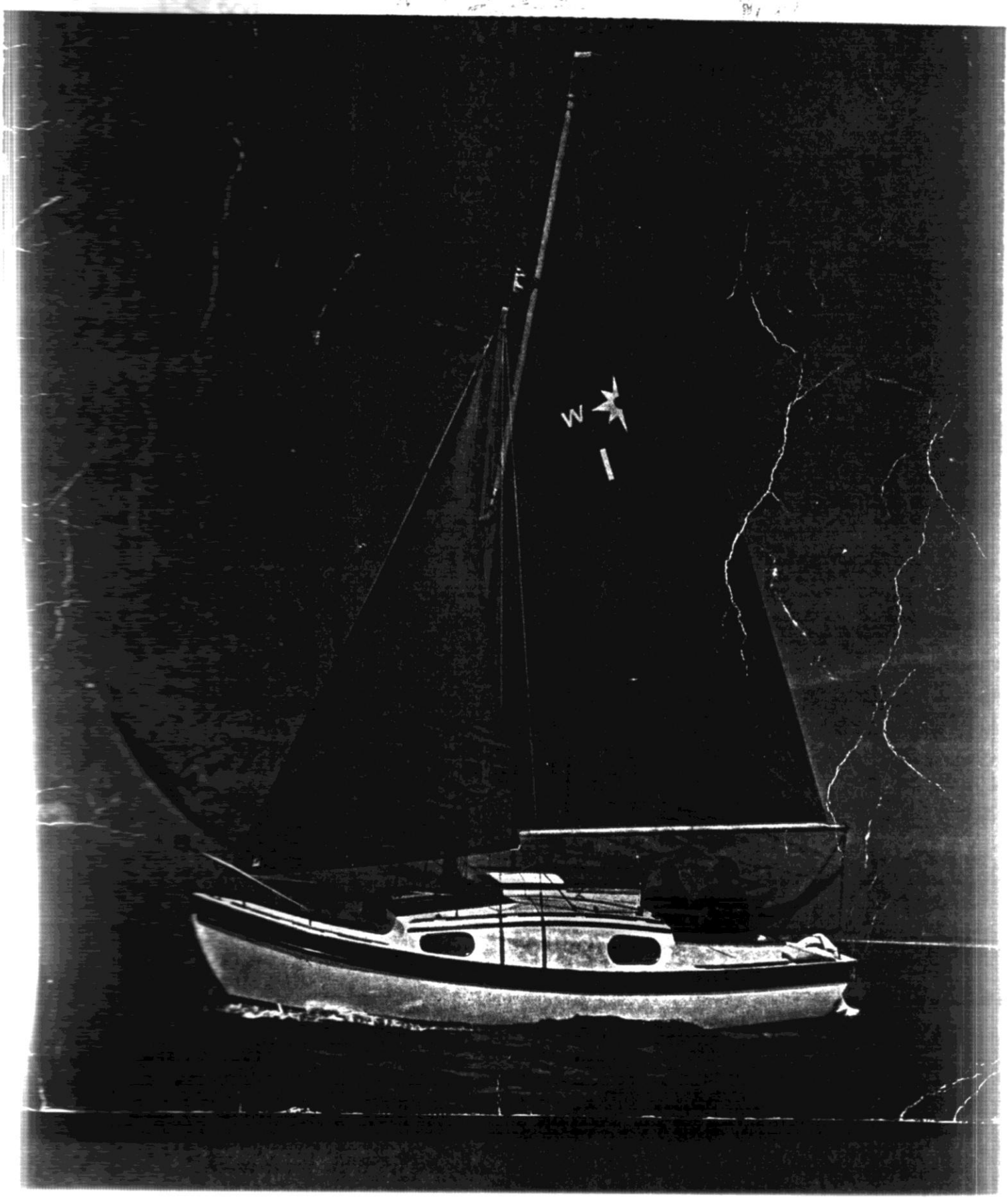
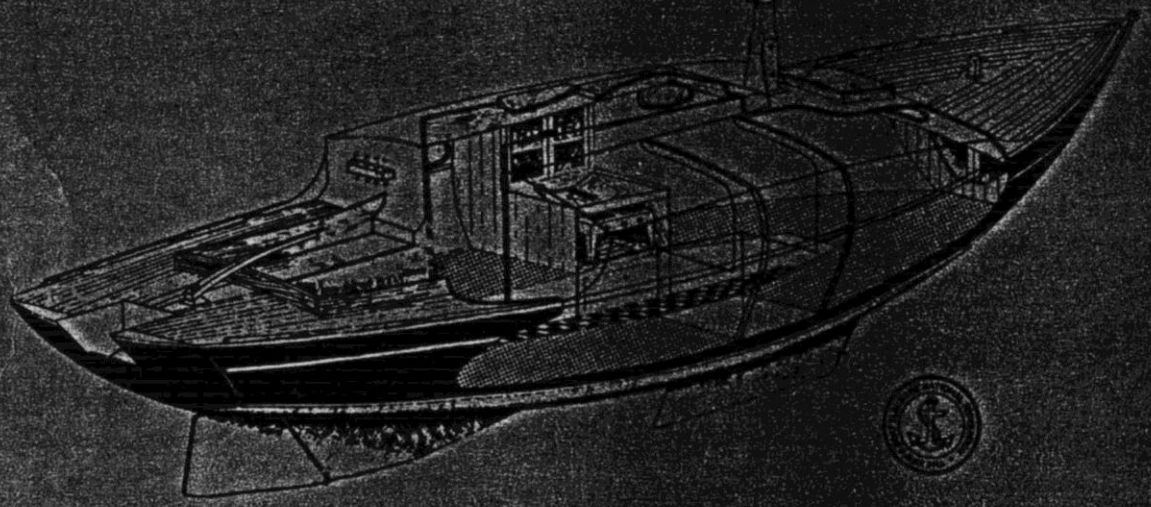
Westerly 22



Westerly 22

a 4½ ton (TM) twin-keel four-berth sloop
designed by D. A. Rayner and
built by Westerly Marine Construction Ltd
members of the Ship & Boat Builders'
National Federation

Built to Lloyd's series production schedule



There's something

Success in designing small boats
depends on finding the best answer
in every case of compromise—
and this can only be achieved
by living for long periods with the result
of your decisions.
Experience shows which ideas work
in practice and which don't.
Our designer has
many years' experience
of going to sea in small boats,
and as a result
Westerly 22 is a good boat to live aboard.

about a

She looks, and is,
a real 'little ship';
one which will be the envy of others
and stamp her fortunate owner
as someone who knows
what a boat ought to be.

Westerly 22

You can take her to sea in weather
that will deter much bigger vessels.
And, even if you are not
that sort of sailor
but just want a quiet time,
it is comforting to know that,
if you are caught out,
you have something beneath you
which will bring you home safely.
Confidence in your boat is the best recipe
for enjoyment at sea.
A *Westerly* 22 will give you that
confidence.

About the Westerly 22

DESIGNED AFTER YEARS OF EXPERIENCE OF CUSTOMERS NEEDS

BY D. A. RAYNER

IN THIS DESIGN we did our very best to get away from the normal appearance of a plastic boat. Two heavy teak rubbing strips on each side go a long way towards achieving this aim. The decks, after special preparation, are painted with International non-slip deck paint. The toe rails, the cabin hatch and the cockpit are of teak. We believe that in this boat we have made the best possible use of old and new materials, and a really shipshape appearance is the result.

Westerly 22 is a twin-keeled sloop, with full hydrofoil sectioned keels. The twin keels and the skeg form a three-point landing so that she always settles easily when she dries out or is put on a trailer. The skeg on which the rudder is hung is far enough away from the keels to avoid hydrodynamic interference between one keel appendage and another. The rudder blade is turned well up to avoid damage when grounding.

On the wind the performance of a Westerly is a great deal better than that of many single keel boats. More than two hundred and twenty were sold in the first two years from the launch of the prototype. Many of these have made fine voyages

both coastwise and trans-ocean, often in very hard weather. They have sailed to Norway, Sweden, Denmark, Germany, Holland, Belgium, France and across the Bay to Spain. In all cases the boats had absolutely standard sails and equipment. The hull of a *Westerly* is so well balanced that she will lie 'hove to' with headsail backed for hours on end while you cook a meal or take a rest. A *Westerly* 22 is virtually non-capsizable and at sea she always feels much larger than she really is. Her righting moment at 90° keel is over 4,500 footpounds. Even if by some untoward circumstance she were to be knocked flat she could come back again.

It should be of considerable interest that amongst our satisfied customers there are those who have previously owned one of the following internationally known class boats of accepted performance: 12 metres, 6 metres, Nicholson 32's, S.C.O.D.'s, Dragons, Folkboats and Vertues. That these experienced yachtsmen continue to enjoy sailing in our boats is surely the greatest compliment for which we could hope.

Built to Lloyd's series production schedule

Everything about the hull and decks is built under Lloyd's supervision and to their approval. The much-prized certificate can only be obtained after Lloyd's surveyor's closest inspection of the factory and of the boat during its building. Each hull is supplied with a Lloyd's Certificate. This we have found to have a very large effect on the second-hand value of glass fibre boats since Lloyd's introduced this extremely worthwhile standard.

In the manufacture of reinforced laminates, the factory building itself, as well as the skill of the workmen, contribute to a satisfactory product. In our new buildings, thanks to cavity brick walls and insulated roofs, with fans and heaters which control both temperature and humidity, we achieve a standard of resin cure which cannot be improved upon by any other boat builder. It is on the carefully controlled transformation of the wet mat into a solid laminate that success depends.

A good laminate is stronger and lasts longer *with less maintenance* than any other boatbuilding material yet devised. The Royal Navy now use it for all boats under 32 feet long, and, at both the Hamburg and New York boat shows, more than fifty per cent of the exhibits are of glass fibre construction.

We are always pleased to show prospective purchasers round our plant, where visitors are very welcome to see full details of the construction both in drawings and fact.

Fire risk reduced

There is no greater fire risk with glass fibre than with wood (and wood itself, when it has been built into a hull, is not easy to ignite). Fire at sea is neither caused nor prevented by the structure of the ship. It comes from what is carried in her and is nearly always the result of bad stowage or faulty handling of inflammable liquids or gas.

We, as designers, cannot prevent mistakes at sea, but we can at least build our boats with special and adequate compartments for the two most dangerous liquids – petrol and bottled gas. For these we have provided safe stowage in a way which we do not think has ever been done before in a boat of this size and price. Two separate watertight and vented spaces have been built into the stern. One of these will hold two gas bottles and the other a five-gallon petrol tank. The floors of both compartments slope aft and have open drains through the counter so that any spillage or leakage can immediately escape outboard. With this arrangement, there is a very great reduction in the fire hazard, and in our opinion this should be obligatory on all cabin cruisers.

Economy

It is generally recognised that boats of glass fibre construction are more economical to maintain than those built of any other material, both in ease of maintenance and in freedom from large repairs. Two people working for two week-ends should be able to complete with ease the annual maintenance.

So much for the short-term view, but real economy should be considered over the normal useful life of any product. In the course of years many wooden and steel boats develop defects which call for heavy expenditure if their fabric is to be kept in perfect condition.

The US Customs Authority has recently completed a ten-year trial and has reported exhaustively on three boats built of glass fibre to the same common design as their boats with wooden and steel hulls. At the end of the ten-year period the glass fibre hulls, tested scientifically, showed no significant deterioration, and carefully kept cost figures proved the remarkable economy in maintenance of the laminated plastic construction. The maintenance costs of the three boats examined were in every case *less than one-fifth* of the cost of wooden or steel hulls in comparable service.

In other words, glass fibre can offer, over the years, an 80 per cent reduction in maintenance cost.

Design for spaciousness

The feeling of space and quality of finish in the cabin is a continual surprise to visitors. The space taken up by each item has been so carefully regulated by experienced design that the cabin feels even bigger than it really is. There are over 64 cubic feet of deep and easily reached lockers in the cabin furniture, besides four drawers, pan locker, galley, sink, cupboard and adequate hanging space. Our drawings give an overall impression of the lay-out and appearance of the cabin, but only a visit can really give an idea of the comfort aboard.

There are two 6 feet 6 inch berths and two 6 feet 3 inch forward berths which can be made into a double by inserting an additional mattress between them. If required the forward compartment can be made into a separate cabin, ensuring privacy.

A marine-type lavatory is standard equipment in the forward cabin, and a double-burner cooker and sink amidships.

In the cabin, the ship's side is panelled in foam rubber and Vynide to match the cushions. This keeps the cabin cool in summer and warm at the beginning and end of the season.

The cockpit

The cockpit is self-draining, with sea-cocks fitted to both drains. All the woodwork, seats and floor are of African teak. The seat backrest is deep and set at a comfortable angle against which to lean. A lifting tiller is standard equipment, and greatly increases the effective size of the cockpit.

Advantages of the outboard engine

Now that outboard engines are so very reliable and those with rubber mountings so quiet, there are great advantages in adopting this type of engine for auxiliary yachts of medium tonnage. After all, it is not only the machinery of an inboard engine that takes up space; the stowage capacity of every compartment through which the exhaust or petrol pipes lead is reduced.

Again, it is not merely in the context of space that the outboard scores. When sailing, the propeller is lifted clear of the water. There can be no drag from a raised outboard. The after deck has a well into which the engine-head may be tipped when not in use. The engine can be left locked on the counter throughout the year. Another material point: the very best outboard is less than the fitted cost of even the cheapest inboard engine.

Or an inboard

But if special circumstances demand that you have an inboard installation we can fit either the 7 h.p. Penta M.D.1 Diesel or the 7 h.p. Wankel petrol engine. In the case of the Penta diesel the engine is fitted amidships mostly under the cockpit floor although it is necessary to build a small bridge deck at the fore end of the cockpit to take the cylinder head. With the diesel so fitted we provide a locker under the after deck large enough to house the rubber dinghy. This engine is rubber mounted and has a flexible coupling in the shaft.

The Wankel engine which drives the propeller by means of a Fairey Marine Hydraulic drive can be sited on rubber mounts in the locker under the after deck and thus it is quite clear of the living accommodation. With this engine the cockpit is untouched and the space below can still house the deflated dinghy.

Both engines have full electrics, starter, dynamo, heavy duty 12 volt accumulator, and remote control panel in the cockpit.

Choice of rigs

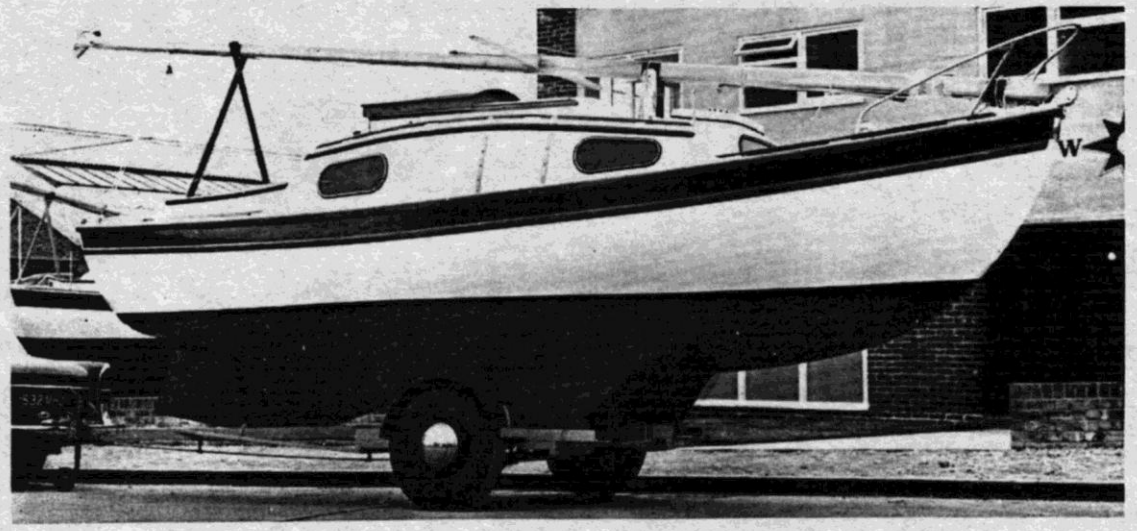
The hull will take either the Gunter or the Bermudan rig with equal facility; both give very much the same performance. The main advantage of the Gunter rig, in 'family' sailing, is the ease with which it can be reefed without leaving the cockpit. In this rig, all the halyards lead aft to pinrails within reach of the helmsman. This is a big point for the man who may be at sea with just his wife and children for crew.

We feel that the masthead Bermudan rig demands a stronger crew to handle the big working jib which is so much part and parcel of this rig; while in some people's eyes the longer mast of this rig will give the boat a better look when at anchor than the shorter Gunter mast. So we think this choice is a matter for the individual, who will know the strength of his normal crew.

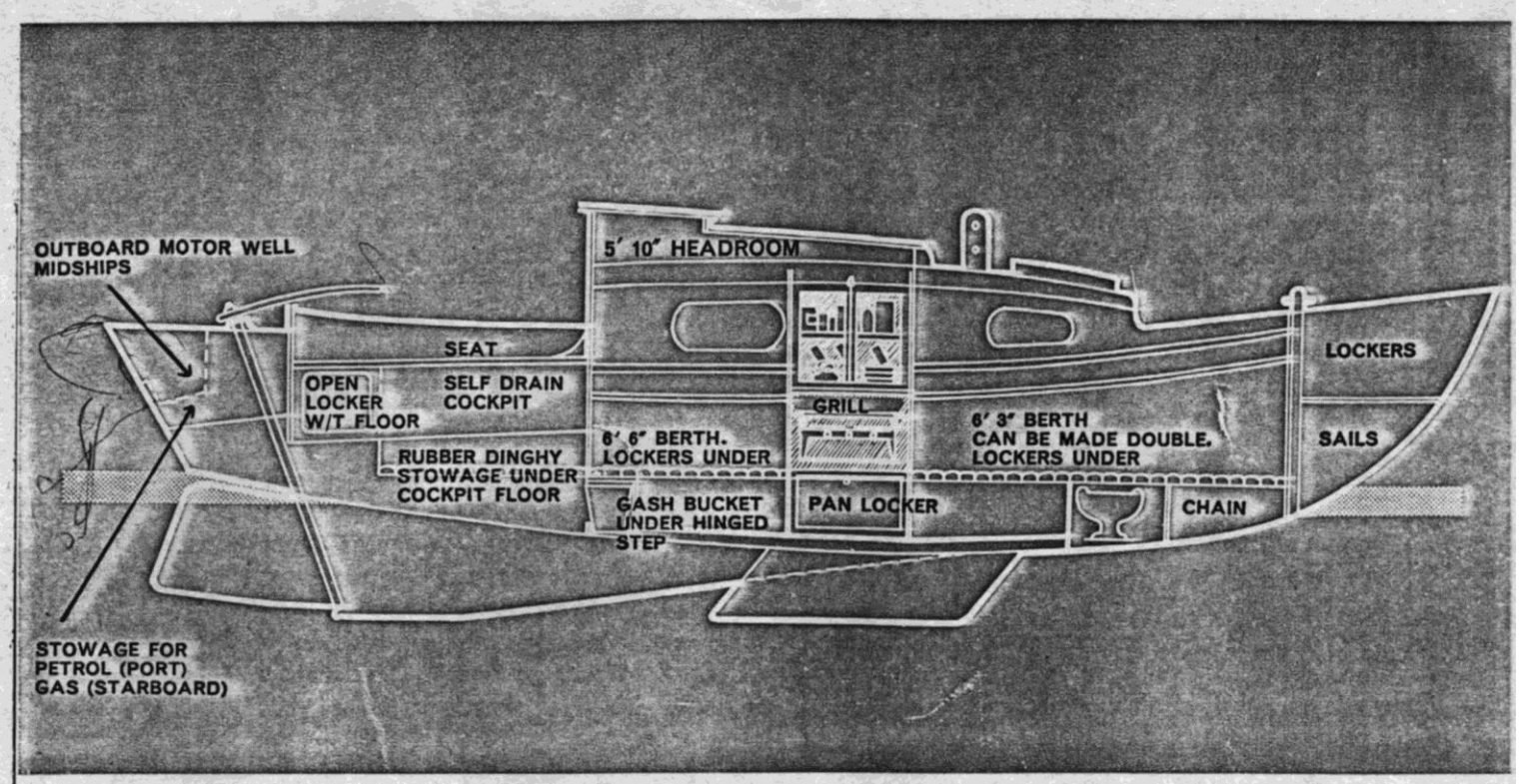
Trailing

A trailer not only enables you to visit new cruising grounds for holidays without the fear that bad weather will prevent your return to your home port – it also allows you to take your boat home for the winter. Even for a busy executive, the small amount of servicing required by a glass fibre *Westerly* 22 makes this a reasonable proposition.

It is not necessary to have a special towing vehicle. When on the trailer designed by us for our own boat, she will trail easily behind any four-gear car of over 1,800 cc (and an automatic gear change seems to make no difference). Indeed, cars of as low a capacity as 1,500 cc have towed greater weights over selected routes without damage.



Ready to leave No. 3 factory. A *Westerly* 22 on her trailer.



SPECIFICATION

LENGTH OVERALL 22ft 3 in Length waterline 18ft 4in

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

DRAUGHT 2ft 3in

HEADROOM 5ft 10in

TRAILER WEIGHT 27cwt

DISPLACEMENT with crew and cruising gear 32cwt

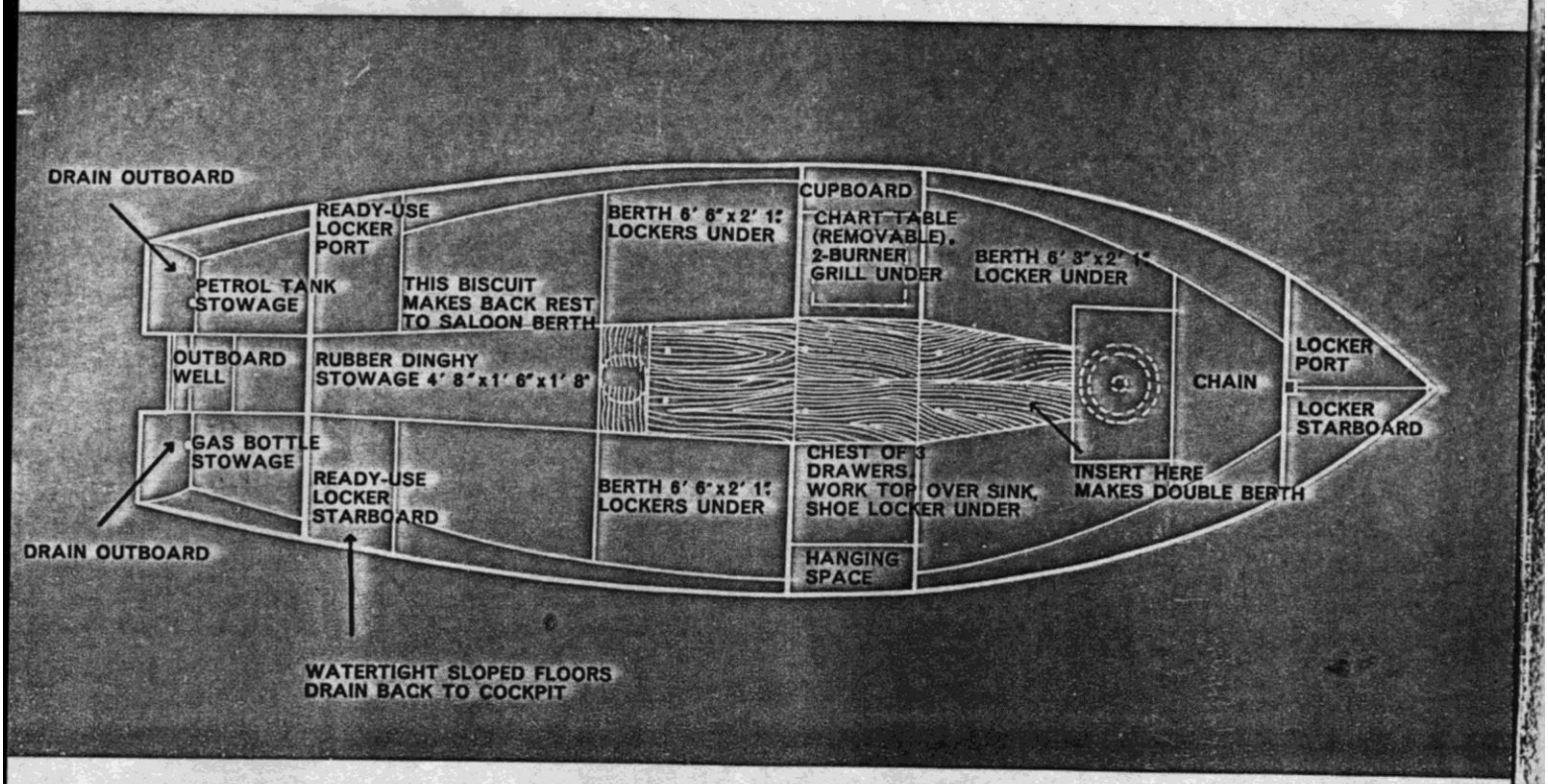
SAIL AREA

	sq ft		sq ft
Gunter	232	**Bermudan**	227
Main	157	Main	120
No. 1 Jib	75	No. 1 Jib	107
No. 2 Jib	34	No. 2 Jib	63
Spinnaker	150	No. 3 Jib	31
		Spinnaker	216

BALLAST 475 lb each keel and 100 lbs in the skeg Total 1050 lb

SKIN AND DECK Colour impregnated polyester resin laminate to current Lloyd's specification

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



COCKPIT SEATS & FLOOR, MAIN HATCH, DECK TRIM AND RUBBING STRIPS
African teak

INTERIOR WOODWORK Mahogany marine ply, grain selected and matched

INTERIOR CABIN SIDES Panelled in Vynide material over foam rubber

DECK FITTINGS Stainless steel, naval brass and galvanised iron

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

RIGGING SCREWS Stainless steel by Gibbs of Warsash

BLOCKS Stainless steel strapped blocks by Gibbs of Warsash

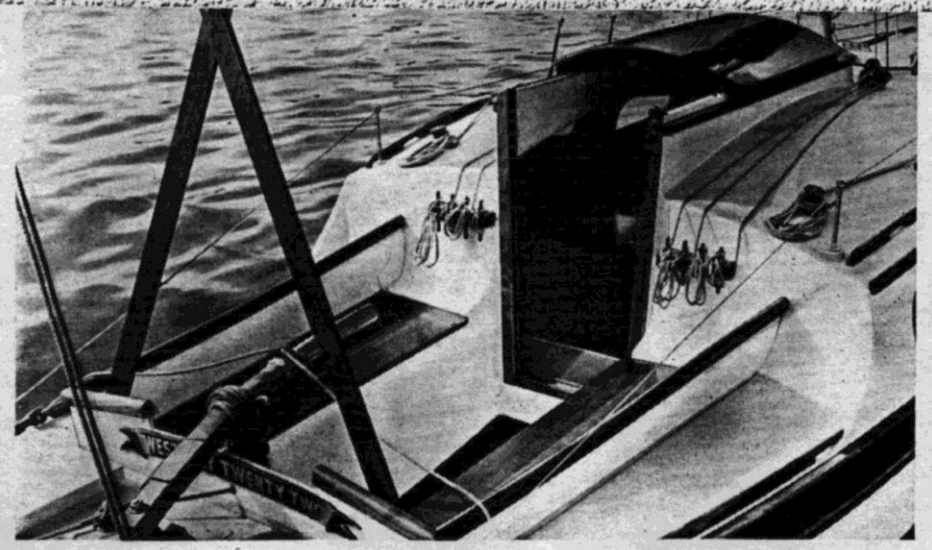
RUNNING RIGGING Prestretched Terylene by Belfast Ropes. 1in circumference three strand for halyards $\frac{3}{4}$in circumference three strand for lifts, $1\frac{1}{4}$in plaited for sheets

MAST AND SPARS Clear grain silver spruce by Collars of Oxford. Stainless steel masthead fittings by Gibbs of Warsash.

SAILS 6oz Terylene. Colour to choice. By Jeckells of Norfolk

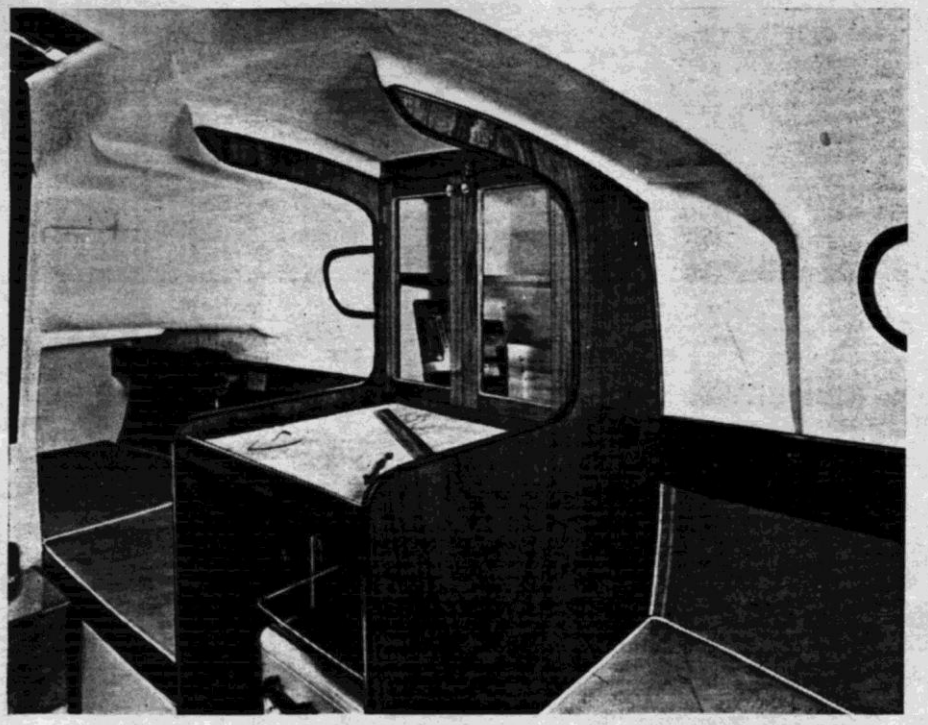
PAINT International standard Interlux marine finishes and anti-fouling. Colours to buyer's choice

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

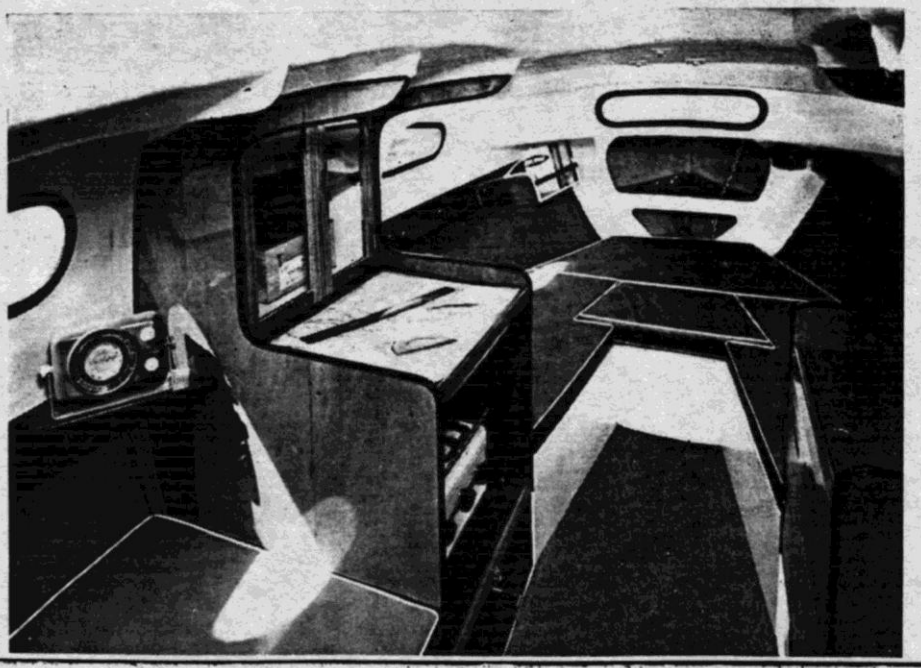


The cockpit of a Gunter-rigged boat with the halyards and the reefing tackle led aft. Plenty of room for four adults

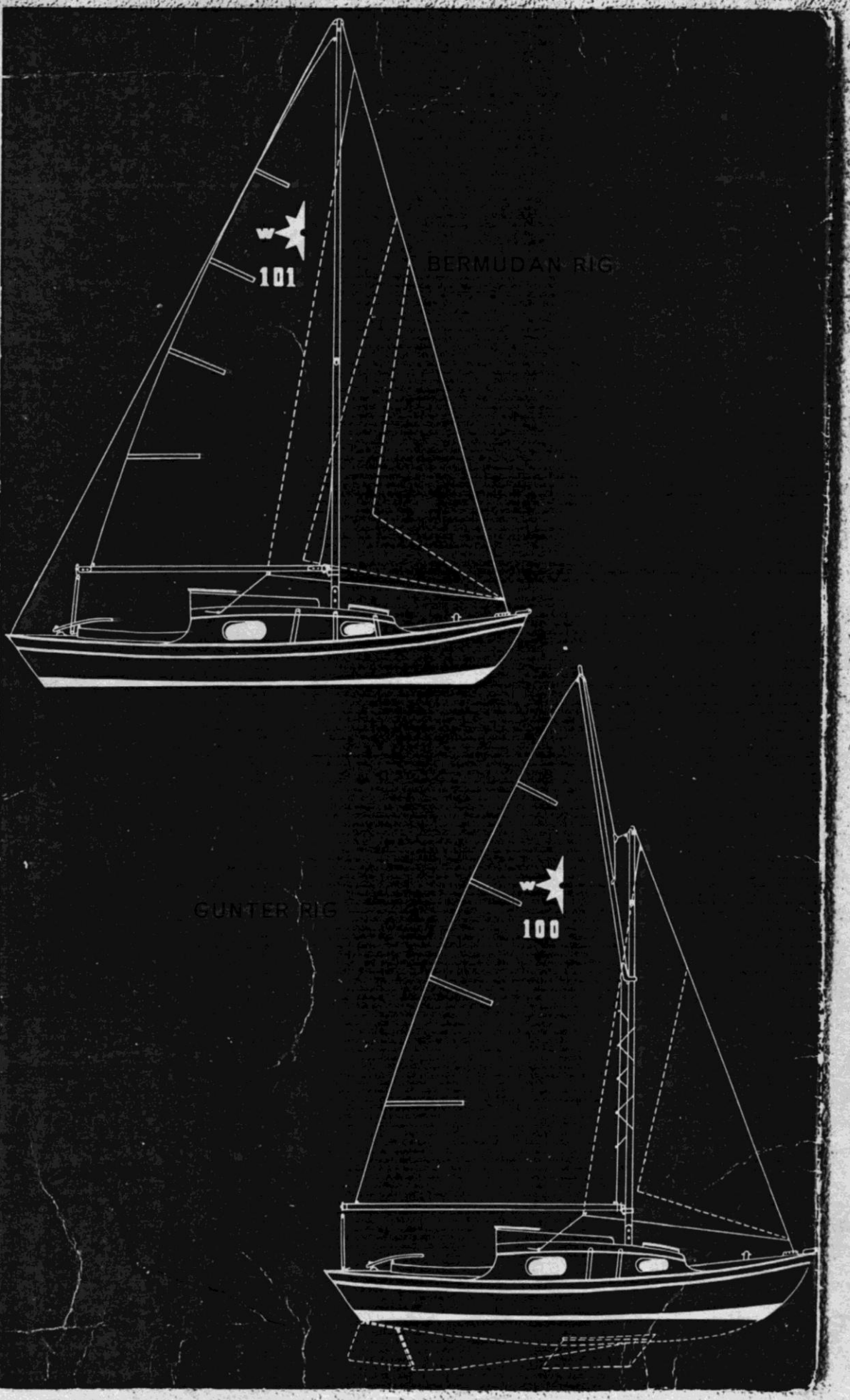
Aboard the SPACIOUS Westerly 22

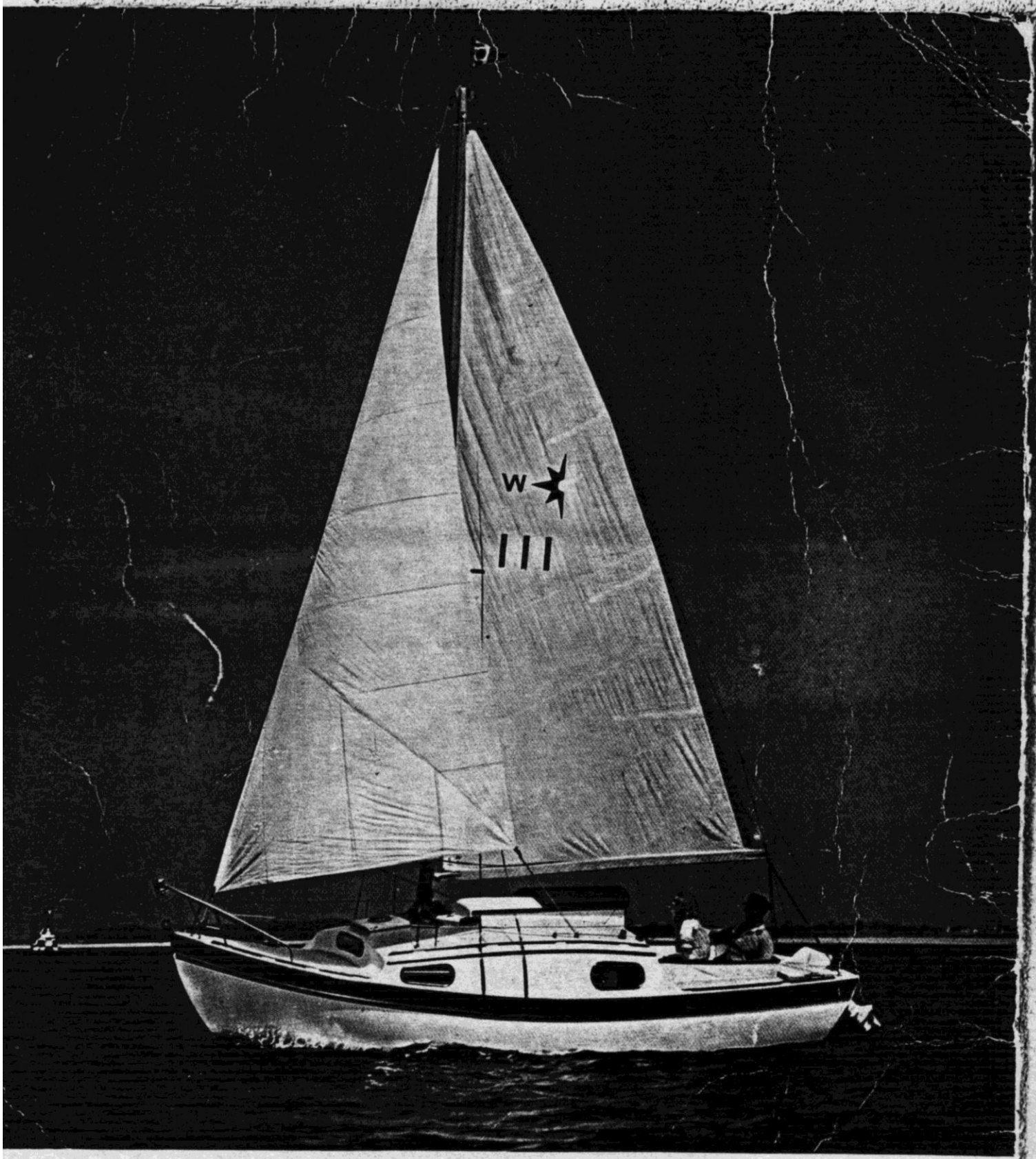


The larder and galley are on the port side. The chart table lifts off to make an extra work top when cooking



The cabin, with room for nine people to gather in comfort. An insert between the forward bunks makes a double berth or space for three adults to sleep in bags. The sink is under the lifting top on the starboard side


101
BERMUDAN RIG
GUNTER RIG
100



Hambledon Road • Waterlooville • Hampshire

WESTERLY MARINE CONSTRUCTION LIMITED

Telephone: Waterlooville 51662

Arthur Coomer Ltd, Portsmouth

' = foot = 30,48 cm
" = inch = 2,54 cm

GUNTER 22 RIG

MAIN	Luff	9'11"	voorlijk = 302,26 cm
	Leach	24' 6"	achterlijk = 746,76 cm
	Head	12' 8"	bovenlijk = 386,08 cm
	Foot	11' 9"	onderlijk = 358,14 cm
JIB (No.1)	Luff	18' 0"	
	Leach	16' 9"	
	Foot	9' 0"	
JIB (No.2)	Luff	12' 6"	
	Leach	9'10"	
	Foot	6' 9"	
GENOA (No.1)	Luff	18' 0"	
	Leach	17' 4"	
	Foot	10' 9"	
SPINNAKER	Luff	19' 6"	
	Leach	19' 6"	
	Foot	11' 0"	