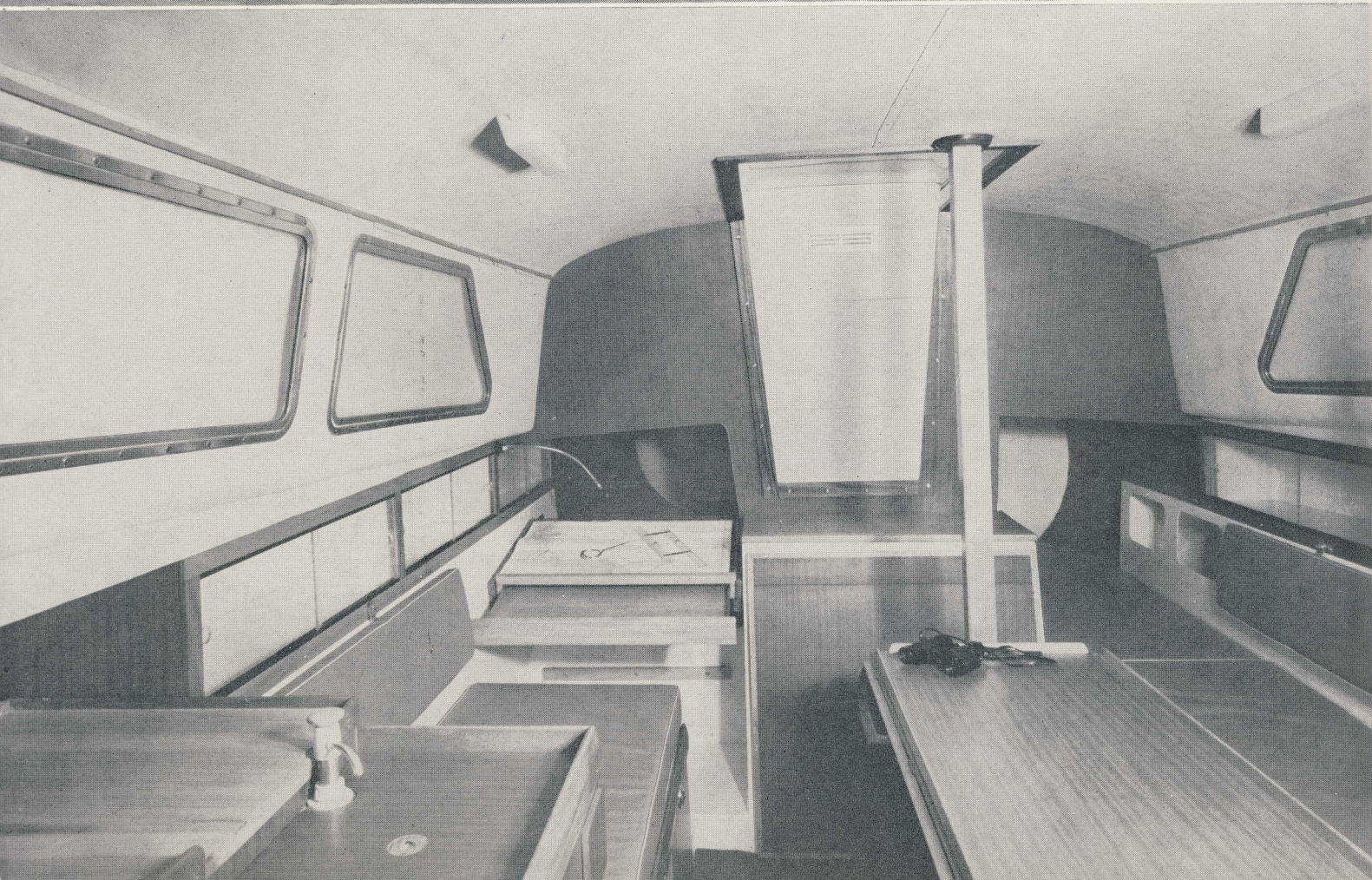
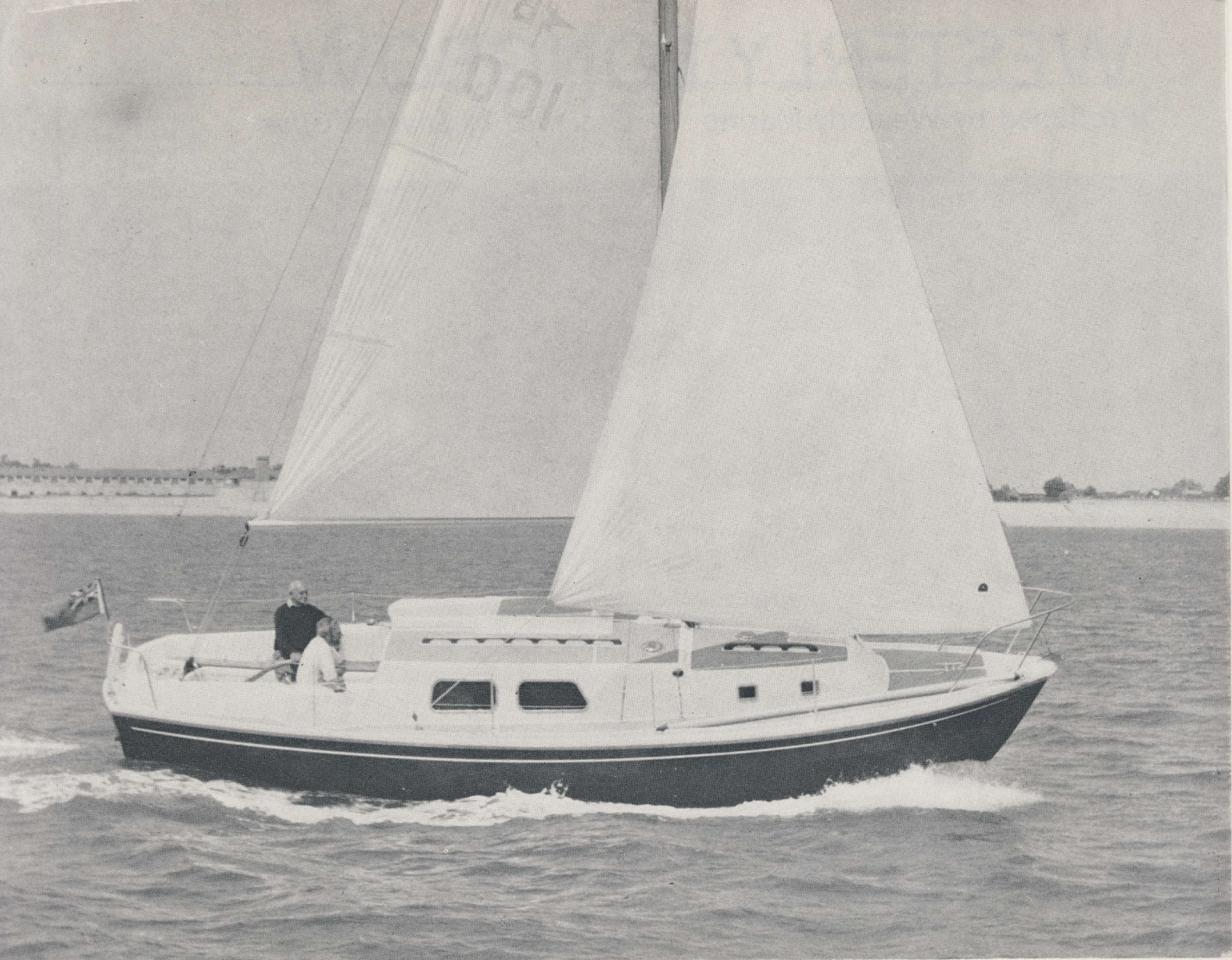


WESTERLY® LONGBOW

Produced by Westerly Marine — *Designed by Laurent Giles*





WESTERLY® LONGBOW

Westerly Longbow is a fin keel sailing cruiser which combines better than average performance with really good accommodation and a high degree of comfort. The 25 h.p. diesel is standard and will allow Longbow to be motored for long periods if necessary, in both adverse conditions and flat calm.

A boat of this size allows enough scope in design for rather less beam and freeboard in relation to waterline length than in smaller craft. Below the waterline, the sections have more vee and a fin keel has been adopted with a skeg and balanced rudder.

The deck layout is straightforward and all working surfaces are treated with a non-slip paint. Twin lower shrouds are used in conjunction with an inner forestay and these, together with the topmast shrouds, are fitted close to the coachroof coamings to facilitate movement along the side decks. This also permits the genoa to be used very effectively to windward. The roomy cockpit exceeds 8' in length and has deep, wide coamings. Careful attention has been given to the height of the seats to ensure good visibility over the coachroof for the helmsman. Large lockers are provided to port and under the stern seat.

The exceptional accommodation provides 6 berths in two cabins. Between these there is a large compartment

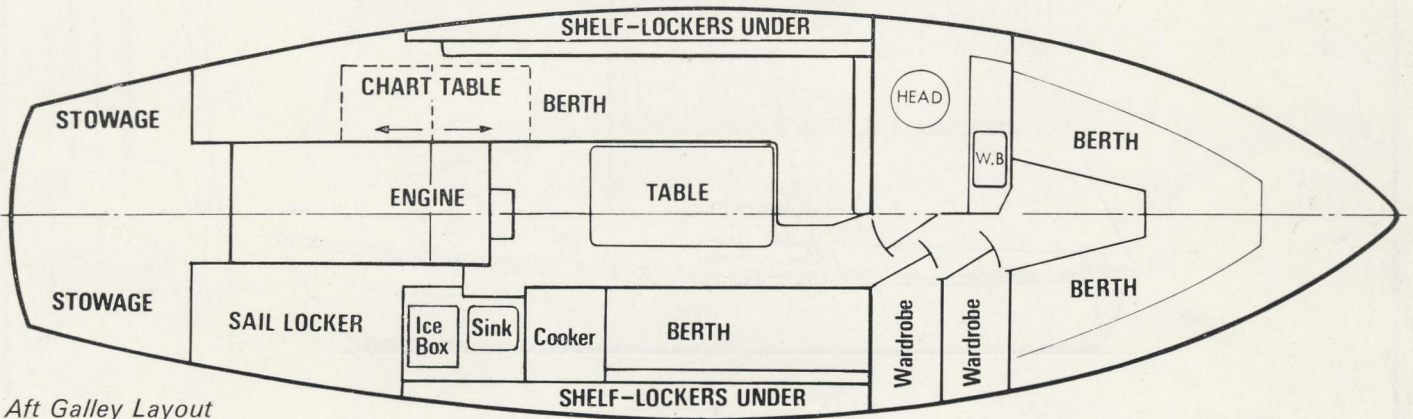
to port comprising a marine W.C., a washbasin and provision for a shower. There is a double hanging locker to starboard. In the main saloon there is an L-shaped dinette to port and the galley to starboard. The chart table is aft of the galley and there are two large quarter berths. Alternatively the galley can be fitted aft with the chart table fitted on runners over the port quarter berth. This layout has 5 berths.

Longbow is constructed of GRP with a minimum of 10 oz. per square foot glass mat (all hand laid) on the topsides and up to 24 ozs. of mat and woven rovings over the keel stub. Woven rovings provides extra strength at key stress points – for example where shroud plates are fitted. The deck is of balsa sandwich construction to give added stiffness. Deck fittings are through bolted with backing plates and bulkheads bonded in. The hull to deck joint is through-bolted together with the teak rubbing strake and matted over on the inside.

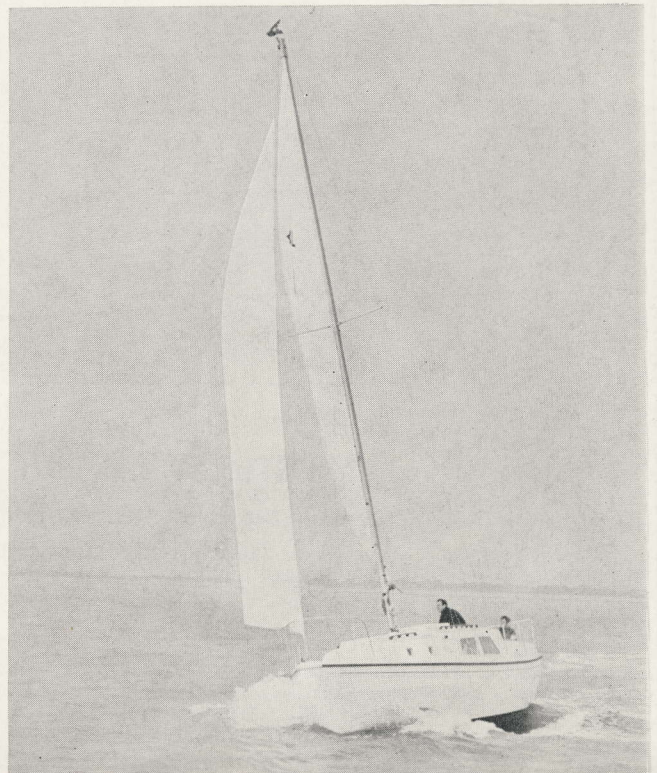
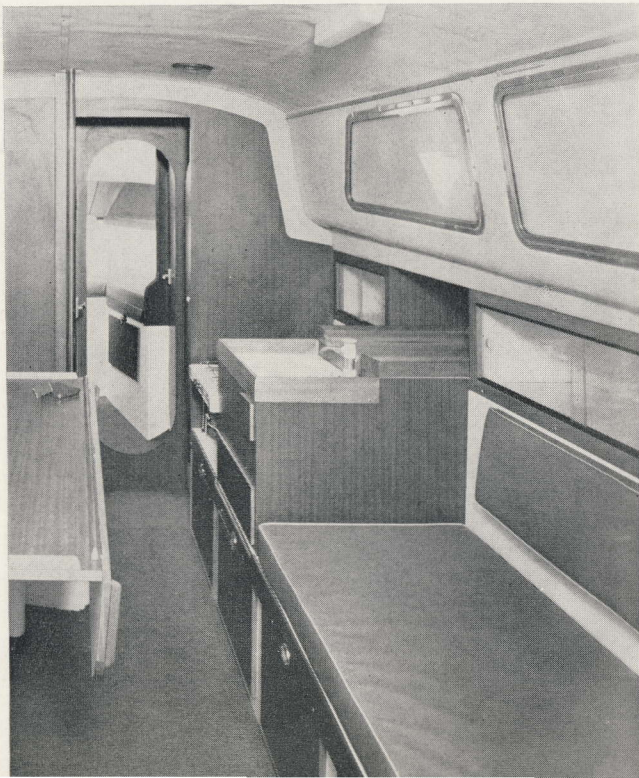
All materials used – from the paint and resins to the oiled teak, stainless steel and marine alloys – are of high quality. They, together with the boat at every stage of its construction, including moulding, are subject to constant checks to ensure that Westerly's rigorous standards are maintained.

Optional extras available include:

Wheel steering. Pressure water system. Shower. Ketch rig (overall length then 32½ft.) Powered extractor fan Double berth conversion in forward cabin. Sprayhood. 3 cylinder diesel optional.

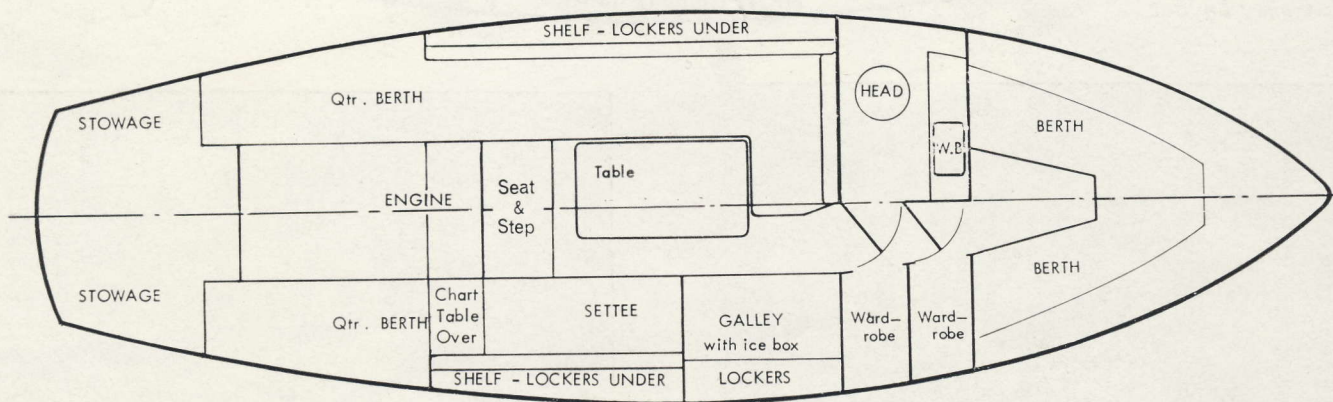
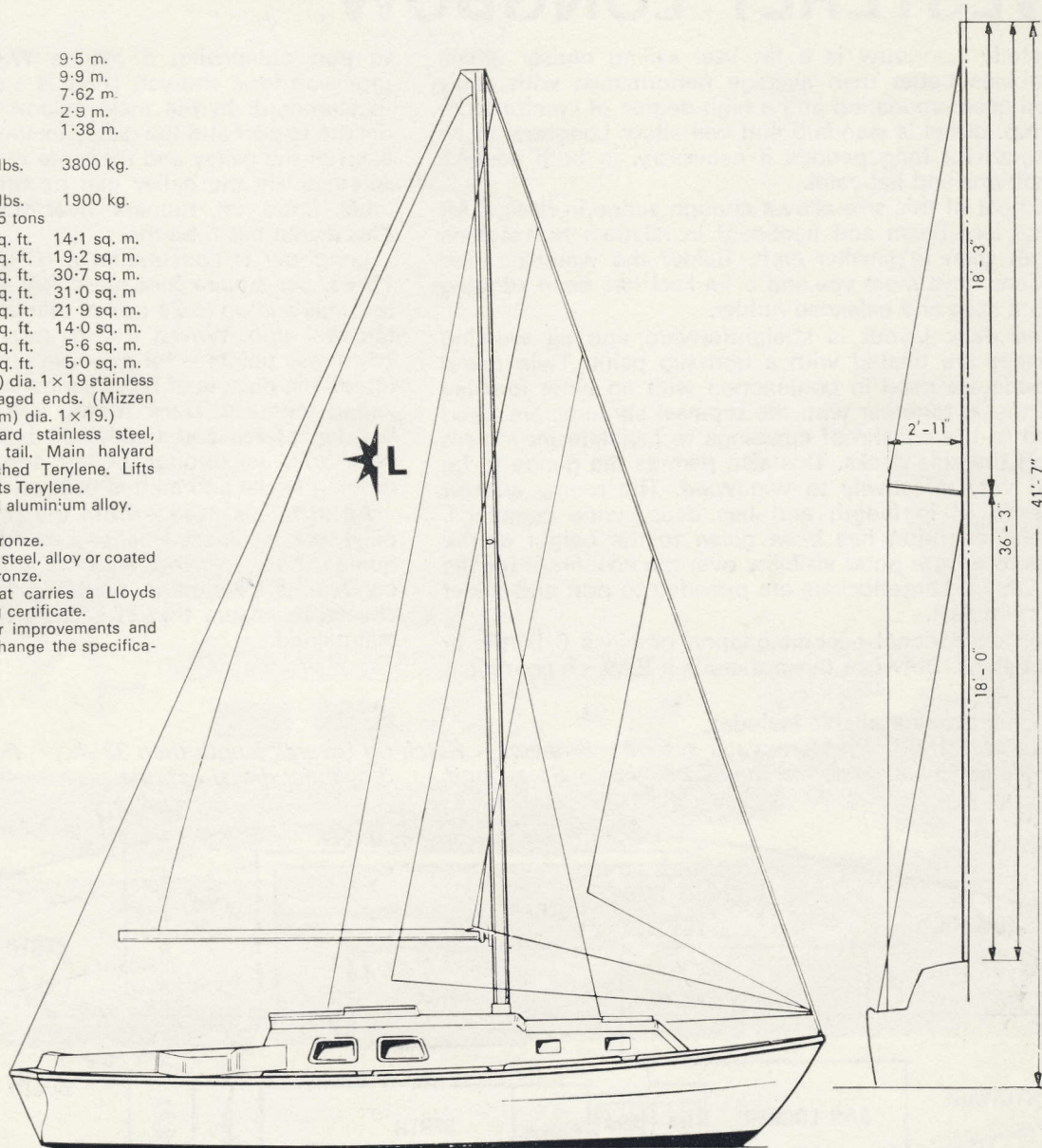


Aft Galley Layout



SPECIFICATION

Length, overall		
(sloop)	31' 0"	9.5 m.
(ketch)	32' 6"	9.9 m.
Length, waterline	25' 0"	7.62 m.
Beam	9' 6"	2.9 m.
Draft	4' 6"	1.38 m.
Designed scale weight	8400 lbs.	3800 kg.
Designed ballast weight	4200 lbs.	1900 kg.
Thames measurement:	10.35 tons	
Mainsail (ketch)	150 sq. ft.	14.1 sq. m.
(sloop)	206 sq. ft.	19.2 sq. m.
Genoa (ketch)	330 sq. ft.	30.7 sq. m.
(sloop)	333 sq. ft.	31.0 sq. m.
No. 1 jib	236 sq. ft.	21.9 sq. m.
No. 2 jib	151 sq. ft.	14.0 sq. m.
No. 3 jib	61 sq. ft.	5.6 sq. m.
Mizzen	54 sq. ft.	5.0 sq. m.
Standing rigging	$\frac{1}{4}$ " (6 mm) dia. 1 x 19 stainless steel, swaged ends. (Mizzen $\frac{3}{32}$ " (4 mm) dia. 1 x 19.)	
Running rigging	Jib halyard stainless steel. Terylene tail. Main halyard pre-stretched Terylene. Lifts and sheets Terylene.	
Masts and spars	Anodised aluminium alloy.	
Seacocks and skin fittings	Marine bronze.	
Deck fittings	Stainless steel, alloy or coated marine bronze.	
Construction	Each boat carries a Lloyds moulding certificate.	
We are always looking for improvements and thus reserve the right to change the specification without prior notice.		



Standard Layout



WESTERLY MARINE CONSTRUCTION LIMITED

Aysgarth Road · Waterlooville · Portsmouth PO7 7UF · England

Telephone: Waterlooville 54511.

Telex: 86328

Westerly Longbow

A cruiser for the growing family

THERE is this to be said for the Westerly boats—they are good and solid. There is a solidity about them which reminds one of the pre-war 'Made in England' label which distinguished our own toy motor cars (for instance) from foreign imports, usually more ingenious and less robust. Nowadays the picture has altered somewhat and in some fields of commerce it has actually reversed.

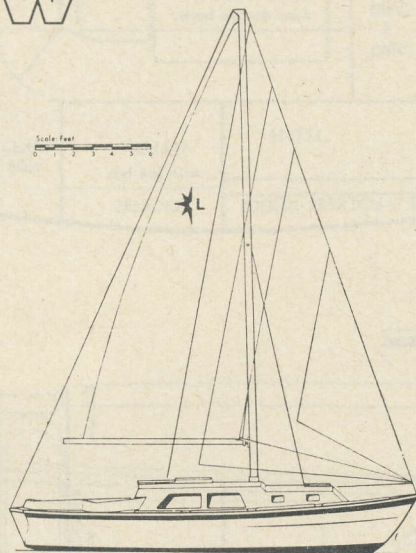
Longbow is also quite ingenious because all her six berths can be counted as usable (a total of 7 is possible), and the double berth is in the privacy of the forward cabin (it can convert); I never did see the merits of a double under the cold eye of the occupant in the bunk opposite. Admittedly the long saloon has a faint aura of a luxury coach but the use of wood grain Melamine surfaces on bulkheads has quite overcome the clinical look of earlier Westerly cruisers.

I liked the layout below. There is an 'L' shaped dinette which does not prohibit lounging, two good quarter berths with a removable chart table over one of them, two separate wardrobes and a very large heads/washplace. Private lockers are easy of access although the saloon lockers with transparent fronts revealing contents created an untidy impression for all that it was easy to see which one contained what.

At sea, with a full crew of 6 adults, the watch off can always find a lee berth and the watch on deck has a big cockpit with good leg room. No doubt there might be things to criticize after a few days at sea but nothing was obviously wrong that I could see.

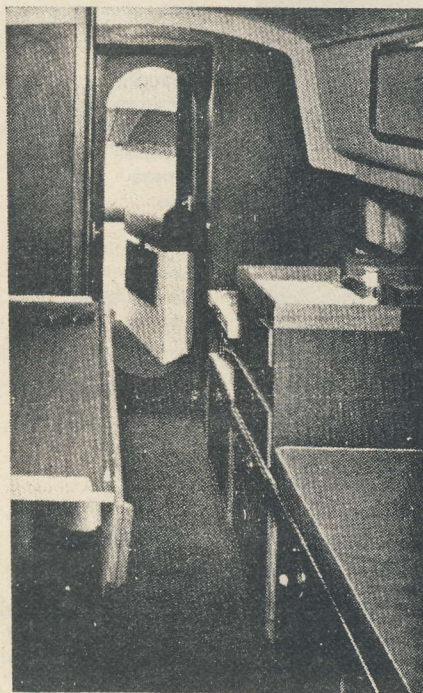
Back to solidity. The hinges on the fore-hatch are massive and hinges on lockers are big and carefully fitted. Workmanship is precise and beefy while the hull itself is both bonded and bolted to the balsa sandwich deck and heavily reinforced at key points—shroud plates, deck strong-points, keel area and so on. It all stems from a rigorous system of stage inspection during building and if the end product is a bit more expensive it is money well spent.

Longbow, as befits a fin keel design, handles easily and quickly even in light airs. She is perhaps too heavy a boat to ghost easily in zephyrs and this must not be interpreted as a hint that she is a sluggard, it means precisely that. I would think her a dry boat in a seaway due mainly to the characteristic knuckle bow but a powerful sailer too; not a racer but a cruiser with a good swinging pace to her. There was a trace of weather helm to be felt but in a light breeze it merely served to give a positive feel to the helm. We carried out



our usual handling tests and, in that weight of wind at any rate, there were no weak spots, nothing remarkable either, just good modern yacht manoeuvrability.

Although I did not have an opportunity to sail Longbow in a fresh breeze (one could go down again and again for trial sails hoping to cover all conditions) I am told reliably that in a fresh breeze she carries fairly hard weather helm on a reach and on the wind and this is the signal to reef. With a couple or three rolls down her helm she becomes responsive and light again. This is no startlingly new discovery or that she sails



Looking forward in the spacious saloon. Note that there are two separate hanging lockers at the entrance to the forecabin.

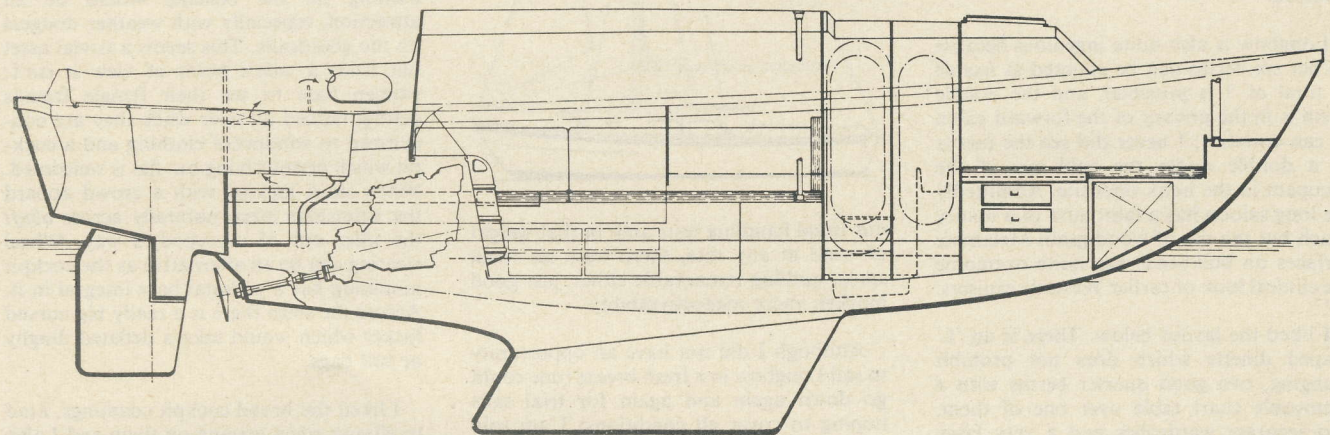
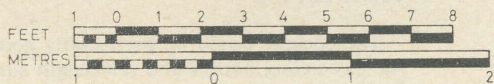
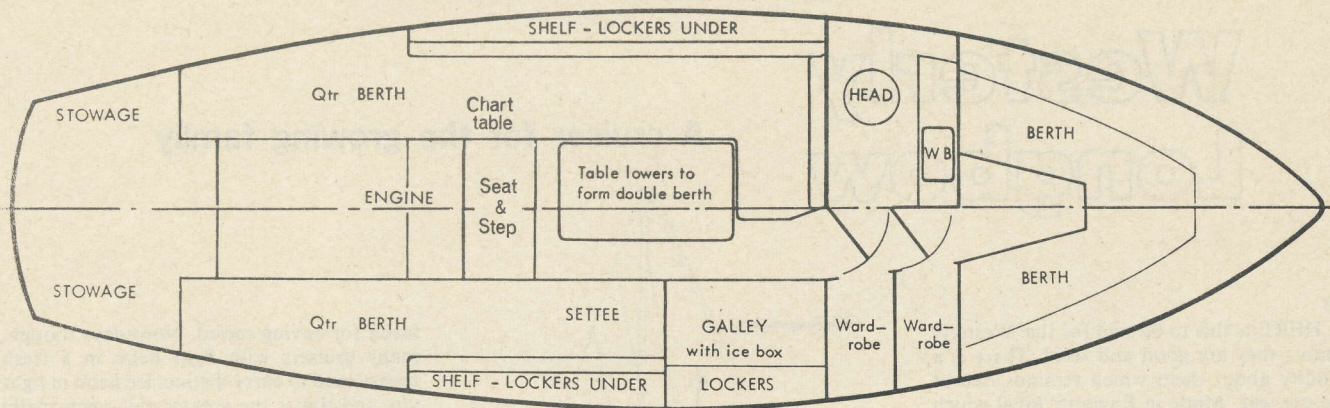
faster for having reefed. Nowadays though, many cruisers with light helm in a fresh breeze tend to carry distinct lee helm in light airs and this is the greater evil—personally I like a boat that tells you when she wants you to reef her.

The cockpit would be particularly good for day-sailing parties and full length sunbathing on the benches would be an attraction, especially with weather dodgers on the guardrails. This seems a trivial asset but from a wife's point of view it isn't; women hate to see their female friends getting tanned all over while they are condemned to windproof clothing and a cockpit which permits lying out flat is welcomed. When short tacking with a crowd aboard the helmsman steps naturally across *abaft* the tiller out of everybody's way. Wheel steering can be an alternative as the cockpit moulding has a pedestal base integral in it. Across the stern there is a really big curved locker which would take a deflated dinghy or sail bags.

I liked the broad cockpit coamings, kind to elbows when leaning on them and I also liked the 1½ in diameter cockpit drains under a big teak grating (standard), incidentally the cockpit sole can be lifted for access to the engine and under the companionway steps there are useful and immediately accessible tool lockers. Standard also is the steaming light correctly mounted on the mast at acceptable height (an all-round masthead light does not comply with International Regulations but is often wrongly used as a steaming light). The 35lb CQR anchor provided as standard is also to be approved; too often builders provide an anchor which is marginally lighter than is to be desired.

The engine installed in the boat in which we sailed was by owner's choice far more powerful than is usual being a 35hp Volvo diesel. The Volvo Penta MD2b uprated to 25hp driving a 3-blade propeller should be plenty powerful enough for all ordinary use, in fact the standard MD2 at 16.5hp would be an adequate auxiliary. This particular boat with a 15 gal fuel tank could get 24 hours running without refuelling which, at say 5 knots in a calm, would take her from Dover almost to Poole.

All-in-all Longbow is a spacious cruiser, long enough and big enough to provide good accommodation without becoming boxy-looking. She has the weight and power to stay at sea on extended passages and she can be motor-sailed effectively. There are plenty of both roomier and smaller, faster craft but few which can equal her in terms of accommodation allied to performance.—JDS



Draught has been kept to a moderate 4ft 6in in the interests of cruising and handling ashore but a high ballast ratio makes her a powerful little ship that will sail at a comfortable angle most of the time.

DATA

Loa	31ft 0in (9.5m)
Lwl	25ft 0in (7.62m)
Beam	9ft 6in (2.9m)
Draught	4ft 6in (1.38m)
Designed weight	8400 lb (3800kg)
Designed ballast weight	4000 lb (1810kg)
Mainsail	206sq ft (19.2m ²)
Genoa	333sq ft (31.0m ²)
Jibs	No 1, 236sq ft (22.0m ²) No 2, 151sq ft (14.1m ²) No 3, 61sq ft (5.7m ²)
Berths	6 (total of 7 can be arranged)
Construction	GRP to Lloyd's Series (Certificate)
Engine	Volvo Penta MD2b 25 hp, or MD3 35hp, or Watermoth 25hp (all diesels)
Fuel	20 gal
Water	30 gal
Designers	Laurent Giles & Partners
Builders	Westerly Marine Construction Ltd. Aysgarth Road, Waterlooville, Portsmouth, Hants.

YM Index figure.

YM Index for a cruising boat to include the following. Asterisks indicate items *not* included on builder's standard inventory. Engine, spars, rigging, winches, guardrails, pulpits, mainsail, jib, genoa*, storm jib*, spinnaker and gear*, anchor and cable, mattresses, galley with cooker, all lights, pumps, echosounder*, log*, compass*, warps*, fenders*, deck hardware, tanks, registration*.

P R I J S L I J S T 1979

WESTERLY LONGBOW (finkeel)

(afm. 9.50 x 2.90 x 1.38 mtr)

Sloop f Zie bijlage
Ketch f Zie bijlage

WESTERLY RENOWN (finkeel)

(afm. 9.90 x 2.90 x 1.38 mtr)

Sloop f Zie bijlage
Ketch f Zie bijlage

(standaard Westerly Renown is inkl. achterkajuit en stuurwiel)
(Boegspriet bij ketch-uitvoering).

De standaarduitvoering is als volgt:

TUIGAGE

grootzeil en nr. 1 fok (21.9 m²), goud geanodiseerde mast en giek, rolreefinstallatie, rvs staand want, Gibb rvs wantspanners, Gibb beslag, terylene grootzeilval en rvs fokkeval.
Rvs voorpreekstoel en hekstoel, rvs dubbele zeerailing en scepters, twee Gibb 574 vallieren, Gibb sheetmaster fokkeschootwinches met bottomhandle, rol en kluis voor ankerketting, anker 16 kg met 28 mtr ketting, navigatieverlichting, handrails op kajuitdak, metalen ruitafwerking.

Kajuitverlichting met centraal paneel, complete set interieur kussens, kajuitafwerking van foam en vinyl, 135 ltr rvs watertank met pomp, 2-pis gaskomfoor met grill in gimvals, aanrecht en koelbox, L-vormige dinette, kaarttafel met twee laden, twee hangkasten, spiegel, vloerbedekking in salon en voorkajuit, gordijnrails, patrijspoorten in salon en voorkajuit, douchebak, drie kajuitventilators, onderwaterlijntoilet, lenspomp, 4 stootwillen en 2 landvasten.

ALGEMEEN

Kleur romp: wit. antislip dekverf. Burma teak-afwerking, afsluiters op alle rompdoorvoeren, antifouling.

MOTOR

23 pk Volvo Penta MD11C diesel met alternator (inclusief teobehoren)

LLOYD'S CERTIFICAAT ALS GARANTIE OP DUURZAME KWALITEIT

EKSTRA'S (alle prijzen zijn inclusief BTW en montagekosten):

Fok nr. 2 (14.0 m2 )	..... f	770,--
Fok nr. 3 (5.7 m2 )	..... f	335,--
Genua nr. 1 (31.0 m2 )	..... f	1.415,--
Spinnaker	..... f	1.655,--
Spinnakerboom en beslag	..... f	915,--
Zeilhoes (Voogd)	..... resp. f 200,-- en	275,--
Goud geanodiseerde uitzetter	..... f	455,--
Plastimo Bulkhead kompas	..... f	310,--
Seafarer echosounder (wegklapbaar)	..... f	375,--
Sumlog	..... f	565,--
Poederbrandblusser	..... f	80,--
Waterdruksysteem	..... v.a. f	880,--
Heetwatervoorziening	..... f	3.080,--
Meerprijs voor 34 pk Volvo Penta MD17C diesel	..... f	1.685,--
Tweede akku met schakelaar	..... f	490,--
Kleur romp anders dan standaard	..... f	630,--
Sprayhood (wit) (Lammerts van Bueren)	..... f	1.170,--
Gaskomfoor met oven en grill	..... f	260,--
Vulstuk voorkajuit	..... f	170,--
Vulstuk hoofdkajuit (midships galley lay out)	..... f	295,--
Mastkoker	..... f	495,--
Bokkepoot inclusief slingerwant	..... f	1.450,--
Webasto verwarming 1 uitlaat f 3.150,-- 2 uitlaten ...	..... f	3.450,--
Vrachtkosten tot en met Breukeleveen	..... f	4.000,--
Afleveringskosten	..... f	500,--
Vracht- en afleveringskosten tot en met Gosport (Engeland) ..	..... f	665,--

WIJZIGINGEN IN PRIJS EN UITVOERING VOORBEHOUDEN

Hiermede komen alle voorgaande prijslijsten te vervallen.

JACHTHAVEN DOORNBOS b.v.
Herenweg 21-23
3625 AA BREUKELEVEEN (Post Maarssen)
Tel.: 02158-4654
Tlx.: 32623 dobos nl

Januari 1979.