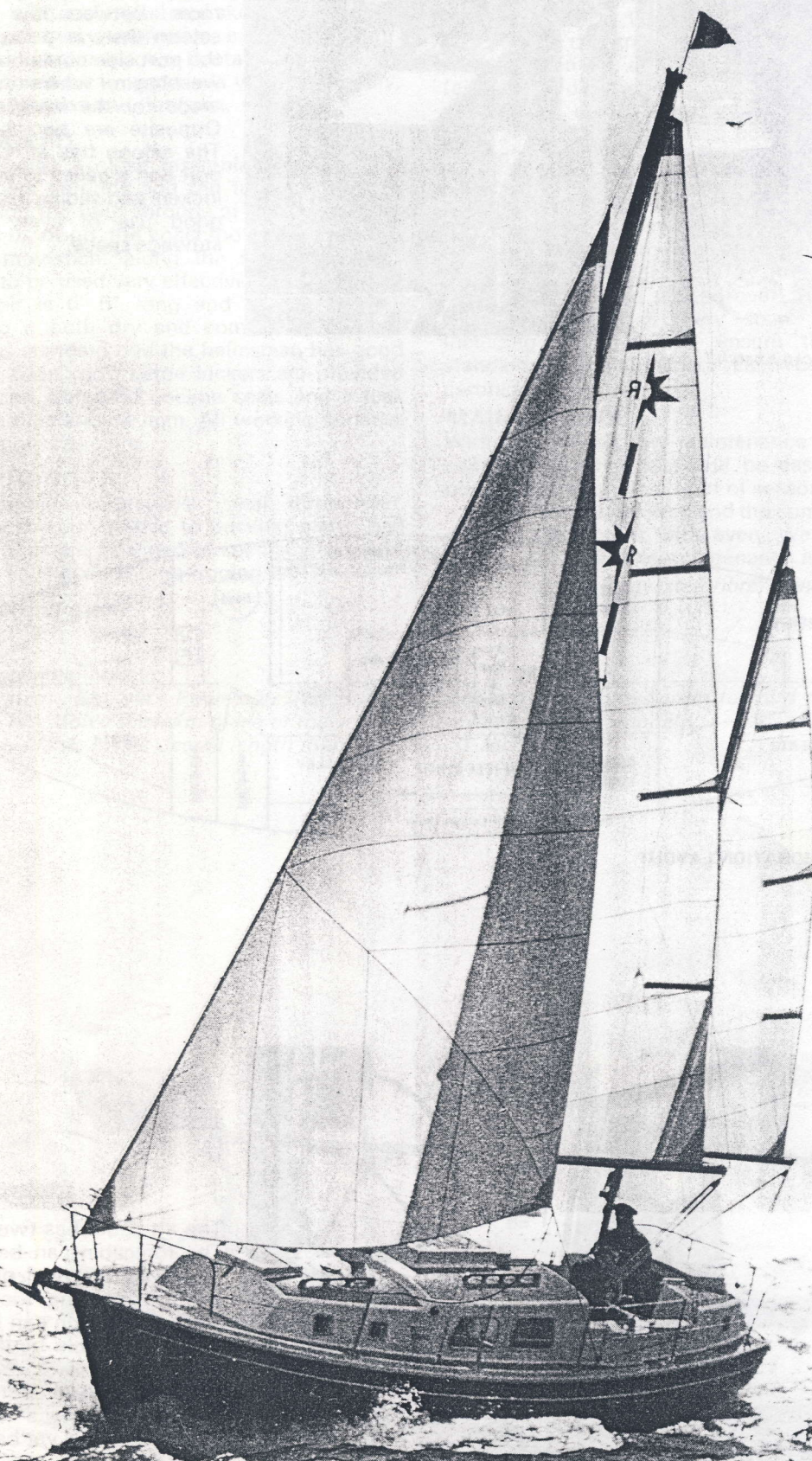
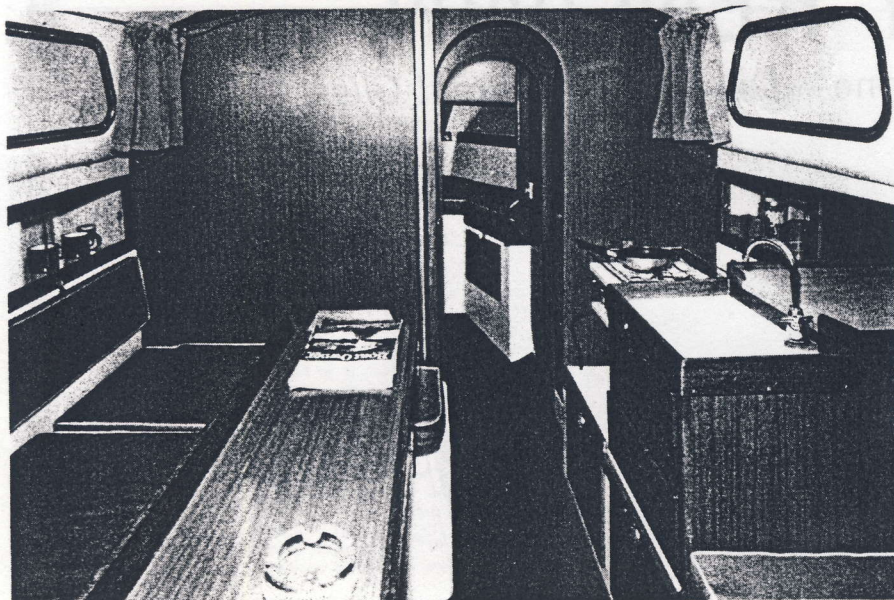


# WESTERLY<sup>®</sup> RENOWN

Produced by Westerly Marine — *Designed by Laurent Giles*

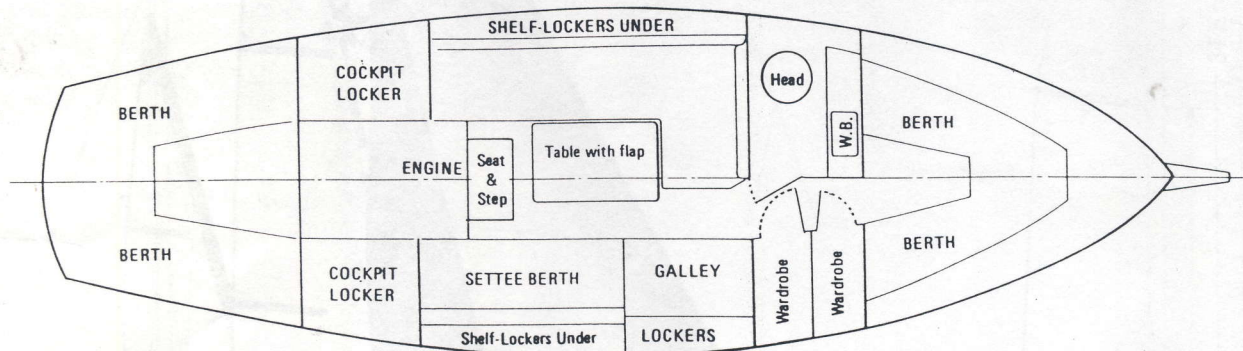




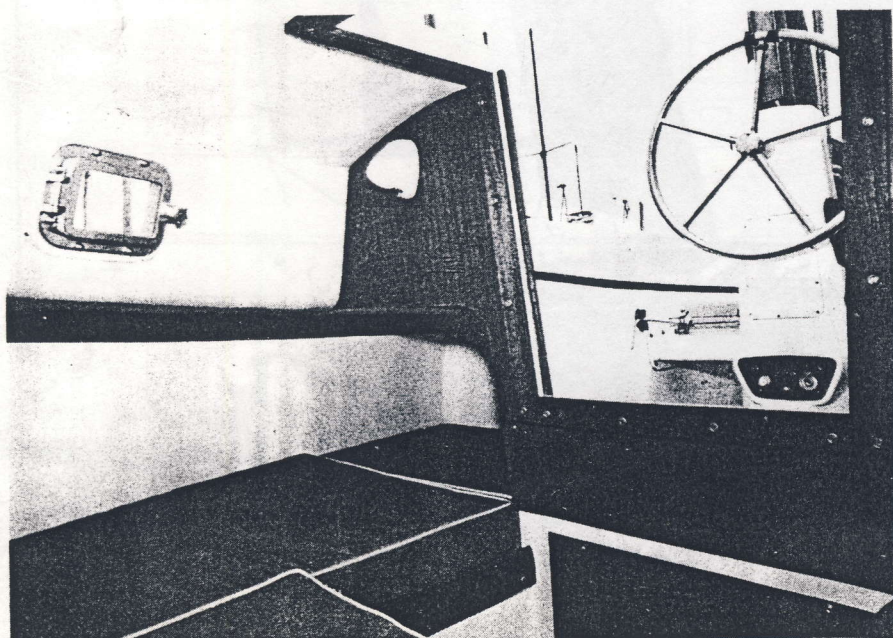


*The saloon from the cockpit hatch.*

The accommodation provides six berths in three cabins, all with a vinyl headliner to reduce condensation. The saloon is exceptionally spacious, with 6' 3" head-room. Between the forecabin and the saloon there is a large compartment on the port side containing marine W.C. and washbasin, where provision has been made for the installation of a shower. Opposite are two hanging wardrobes. The saloon has an L-shaped dinette to port and a galley to starboard. Numerous lockers and sliding-front cupboards make good use of every available inch of stowage space.



**ACCOMMODATION LAYOUT**



*The aft cabin.*

The aft cabin has two full-length berths. The forecabin can be shut off from the saloon by the dual purpose door of the forward hanging locker and a double berth conversion can be provided for this cabin. A double berth can also be provided in the saloon, if required. Throughout the boat the materials used have been chosen to give a warm and inviting appearance and yet be easy to keep spick and span.



# WESTERLY® RENOWN

This new offshore cruiser from the Laurent Giles stable utilises the proven Westerly Longbow hull, and combines the spaciousness of Longbow with the advantages of a centre cockpit and after cabin. The sailing performance of the Longbow hull, with its fin keel and skeg-hung rudder, has been shown to be very impressive, and the inclusion of a powerful diesel engine (Volvo Penta MD2B) allows the boat to be motored for long periods when necessary, in both adverse conditions and flat calm.

## DECK AND COCKPIT

The deck layout bears a close resemblance to that of Longbow. The lower shrouds and the topmast shrouds of the mainmast and the twin shrouds of the mizzenmast are all fitted close to, or on, the coachroof and coamings. This gives easy movement along the side decks and allows the genoa to be used very effectively to windward. The roomy cockpit is 6' 6" long and has deep wide coamings, making it both dry and comfortable. Wheel steering is fitted as standard and the helmsman has good visibility over the coachroof. Large lockers are provided under both port and starboard cockpit seats and a teak floor grating is also a standard item. All working surfaces are treated with a non-slip paint.

## SAILS AND RIGGING

The standard rigging is stainless steel throughout. Shroud plates are through bolted to backing plates and the mainmast shrouds are attached to special webs built into the hull. The sails and running rigging are Terylene\*

## INTERIOR (see facing page)

Optional extras available include:

*Pressure water system Shower Powered extractor fans Double berth conversion in forward cabin and saloon  
Three cylinder 36 h.p. Volvo diesel in place of the standard 2-cylinder 25 h.p. model.  
Sloop rig is also available. The overall length then becomes 31 feet.*

and the mast and spars are gold-anodised alloy. The standard inventory includes a No. 1 jib, the mainsail and the mizzen.

## CONSTRUCTION, MATERIALS AND QUALITY CONTROL

The boat is constructed in glassfibre reinforced plastics, with a minimum of 10 ozs. per square foot glass mat (all hand laid) on the topsides and up to 24 ozs. of mat and rovings over the keel stub. Woven rovings provide extra strength at key stress points – for example where shroud plates are fitted. The foredeck and coachroof are of balsa sandwich construction, to give added stiffness. All materials used – from the paint and resins to the oiled teak, stainless steel and marine alloys – are of high quality. Deck fittings are through-bolted with backing plates and bulkheads are bonded in. The hull to deck join is also through-bolted and matted over. The boat is subject to constant checks at every stage of its construction, including moulding, to ensure that Westerly's high standards are maintained. Each boat carries a Lloyds certificate.

## MAINTENANCE

With the modern, low-maintenance materials used in her construction, this boat will be easy to look after both during commission and out of season. A minimum of time and expense are required and the comprehensive operating manual that comes with every Westerly will show you how to do what little maintenance is needed.

*\*Terylene is a polyester fibre, similar to the American Dacron.*





# **SPECIFICATION**

Length, overall		
(ketch)	32' 6"	9.9 m.
(sloop)	31' 0"	9.5 m.
Length waterline	24'	7.3 m.
Beam	9' 6"	2.9 m.
Draft	4' 6"	1.38 m.

Designed  
scale weight 8700 lbs. 3946 kg.

Designed  
ballast weight 4000 lbs. 1810 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.

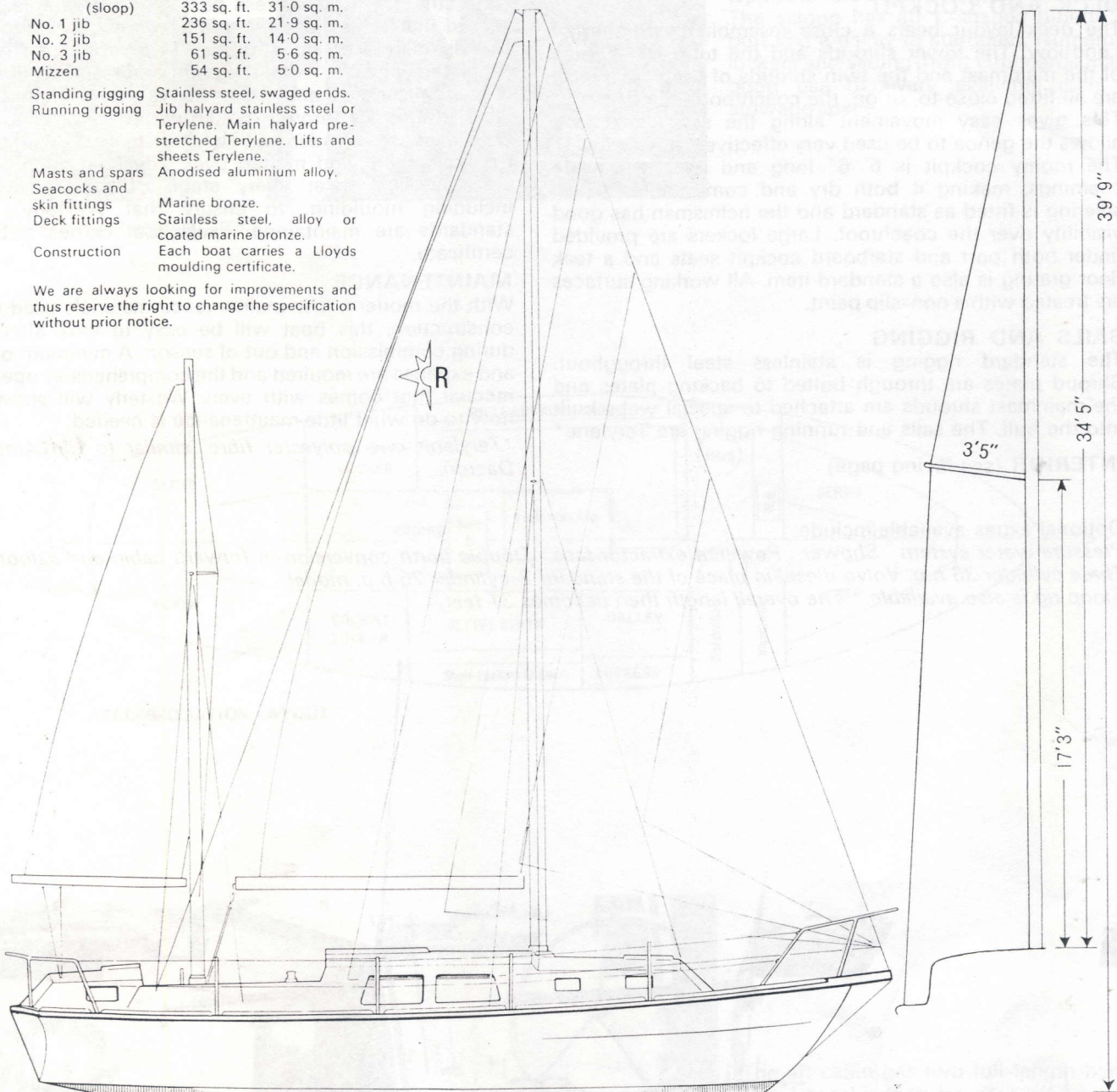
Standing rigging Stainless steel, swaged ends.  
Running rigging Jib halyard stainless steel or  
Terylene. Main halyard pre-  
stretched Terylene. Lifts and  
sheets Terylene.

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.



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