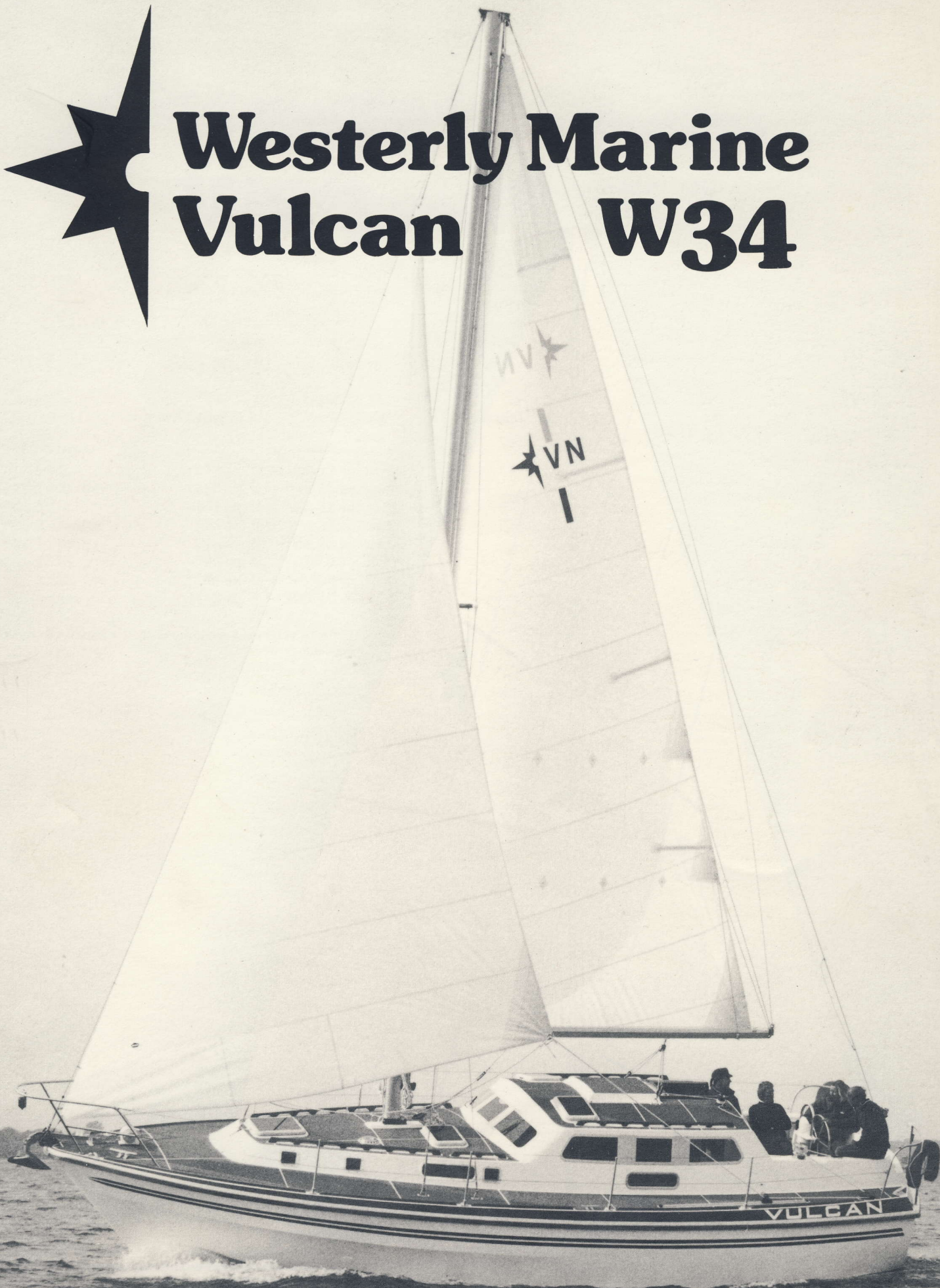
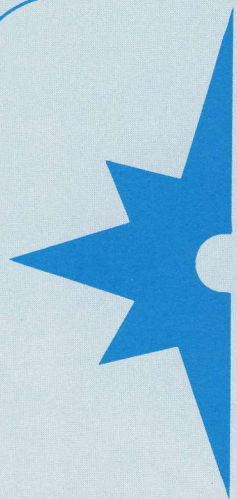




Westerly Marine Vulcan W34





Westerly Marine

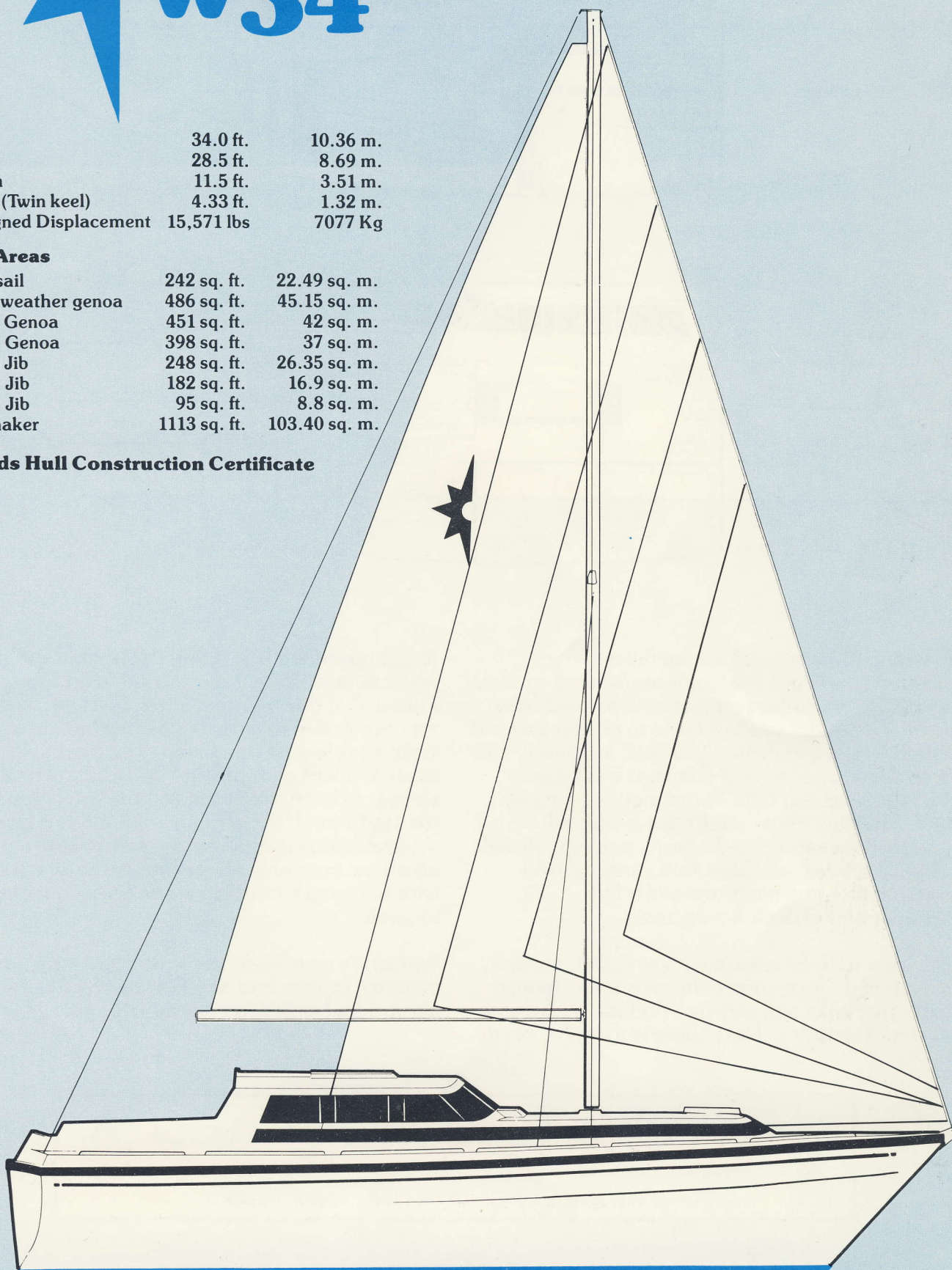
W34

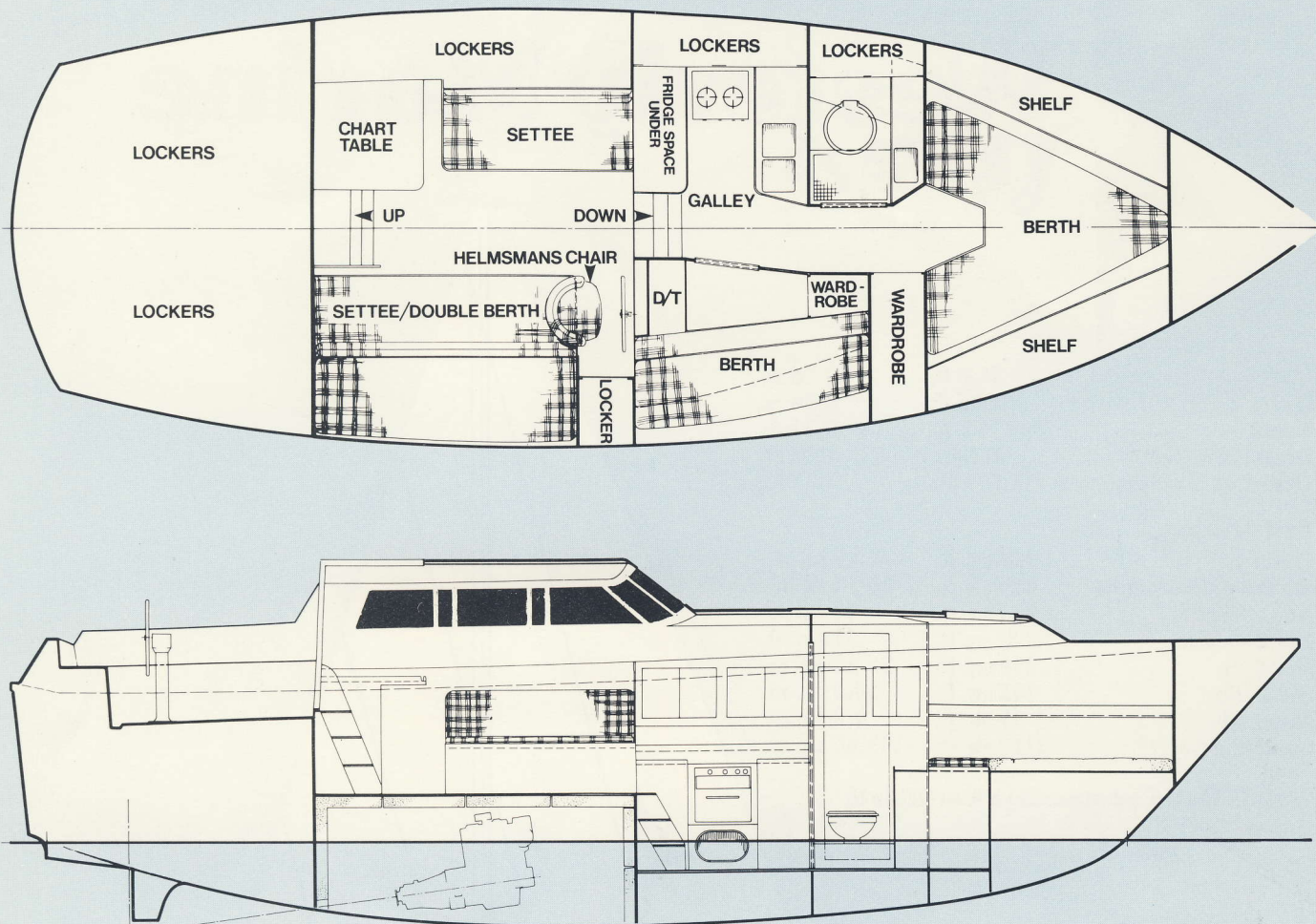
LOA	34.0 ft.	10.36 m.
LWL	28.5 ft.	8.69 m.
Beam	11.5 ft.	3.51 m.
Draft (Twin keel)	4.33 ft.	1.32 m.
Designed Displacement	15,571 lbs	7077 Kg

Sail Areas

Mainsail	242 sq. ft.	22.49 sq. m.
Light weather genoa	486 sq. ft.	45.15 sq. m.
No. 1 Genoa	451 sq. ft.	42 sq. m.
No. 2 Genoa	398 sq. ft.	37 sq. m.
No. 1 Jib	248 sq. ft.	26.35 sq. m.
No. 2 Jib	182 sq. ft.	16.9 sq. m.
No. 3 Jib	95 sq. ft.	8.8 sq. m.
Spinnaker	1113 sq. ft.	103.40 sq. m.

Lloyds Hull Construction Certificate





Westerly Marine and Laurent Giles have designed and built the Company's latest model, a new 34 foot sailing cruiser with a pilothouse deck. The designer's brief was to produce a boat which would sail properly as well as motor, and from the attractive hull shape, it will be seen that the boat can fulfil both functions equally well. The pilothouse yacht has a very full standard inventory, including a powerful diesel inboard engine, working sails, internal and external steering positions and a full complement of deck hardware.

The boat with its spacious, functional, cockpit, is designed for comfortable cruising. It has an attractive light and airy deck saloon with good all round visibility. Here there is a double berth

to starboard incorporating the helmsman's seat, while to port there is a chart table and settee. Forward of this on lower level, is a spacious modern galley to port, opposite which is a comfortable separate cabin. The heads compartment with marine WC and fresh water shower is located to port and the forecabin has the traditional 'V' berth arrangement. A door separates this from the rest of the boat. There is an abundance of stowage lockers in all cabins with full length hanging wardrobes conveniently located.

Westerly's new 34-footer is an ideal long distance cruiser and one that can be lived aboard and sailed in considerable comfort.



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AN INTRODUCTION TO THE WESTERLY VULCAN W34

VULCAN is a 34 foot sailing cruiser from Westerly Marine. She was designed for us by Laurent Giles and Partners, and performs equally well under sail and power. The main feature of this powerful cruiser is the pilothouse deck saloon with independent engine controls and helmsman's seat, plus a second steering position in the cockpit. The accommodation is extremely spacious and well finished with three separate cabins and 6/7 berths. She is fitted to a high standard with a full inventory and, with the addition of a few extras, she would be ready for an ocean passage.

The Engine - Vulcan has a powerful 4 cylinder Volvo MD21B 60hp diesel, fresh water cooled with a heat exchanger and calorifier providing hot water to the galley, heads and shower. Sound deadening is fitted in the engine room and access is via large lifting hatches in the saloon sole, making every part of the engine within easy reach for servicing.

The electrical system is 12 volt and an alternator is fitted as standard. The batteries are stowed in a special ventilated locker and secured by means of straps against rough weather.

Single lever engine controls are duplicated in the saloon and the cockpit and a comprehensive instrument console is fitted by the helmsman's seat including ignition switch, revolution counter, fuel and temperature gauges and warning lights for battery charging and oil pressure. A compass and echo sounder with repeater are also fitted here as standard.

Performance Under Power

As one would expect from the sailing hull of Vulcan, she is easily driven by the large diesel and will cruise effortlessly and economically at approximately 7 knots at 2,200 revs. Manoeuvrability both ahead and astern is excellent with plenty of power in hand. At cruising speeds, fuel consumption is approximately 2.1 gallons per hour giving a range of 144 miles from the 50 gallon fuel tank.

Under Sail

Vulcan is easily handled and performs well on all points of sailing. She is well balanced, stiff and easily responds to her semi-balanced rudder. The rod steering system ensures smooth and effortless control at all times. She is simply rigged and sail handling is easily and safely carried out, thanks to the wide side decks and foredeck. Halyards and slab reefing lines are led to winches sited at the base of the mast. Visibility is excellent from both steering positions and a windscreen washer and wiper are standard.

In short, Vulcan is a pleasure to sail, stiff and reassuring under all conditions.

Accommodation

Vulcan provides comfortable accommodation for 6/7 people in three cabins. The forecabin has the usual 'V' berth arrangement while the owner's double cabin is situated to starboard amidships and is fitted with a vanity unit and hanging locker. Below decks the use of teak, headliner and modern fabrics will please the most discerning yachtsman and his family and make life aboard a pleasure.

The galley is well equipped with ample stowage for plates and cups and with drawers for cutlery etc. Work tops are situated on either side of the cooker and a stainless steel sink with hot and cold water supply is standard.

Saloon

The light and airy deck saloon has ample comfortable seating for the whole crew, on settees to port and starboard and from a sitting position one has good all

round visibility. The central fixed table, with flaps, is fitted with fiddles and is large enough to seat six people. A wine bottle stowage locker is provided on the port bulkhead aft of the galley. Under the port cockpit seat is an enormous walk-in locker for all the gear a cruising yachtsman is likely to need. The settees convert to full width berths by removing the back rest, this doubles as a bunk board for use at sea.

Deck and Cockpit

Deck Layout - Vulcan's deck layout makes it extremely safe and easy to move about. There are wide side decks with double lifelines, grab handles along the coachroof and treadmaster on all working surfaces. Stainless steel bow and stern pulpits are standard. On the foredeck, an anchor windlass is standard and the 45 lb anchor stows on the double stemhead roller. There are in all, six mooring cleats and all deck fittings are stainless steel or alloy and are through bolted with backing plates and reinforced with laminates where necessary. The emergency tiller provided, can be fitted through a deck plate in the cockpit if required. The mainsheet track and winch are fitted clear of the cockpit over the main hatch snood. All fixed windows and port lights are of toughened material designed for marine use. There are two life harness attachment points either side of the main hatch and harness lifelines can be fitted on the side decks.

Cockpit - When standing at the wheel there is good visibility over the deck saloon. When seated, forward vision is through the saloon forward windows. Foresheet winches are set on the coamings and the cockpit seats are faced with treadmaster. A traditional solid teak grating is fitted on the cockpit sole. The deep seat backs are angled for maximum comfort and security and all corners and edges are rounded. At the steering pedestal, within easy reach of the helmsman, there are the engine controls, a pedestal compass and engine instrumentation. The Gaz bottle stowage locker is to port in the cockpit and there is a huge locker under the cockpit seat to starboard for sails, warps etc. Two 12 volt batteries are also stowed in this locker. The cockpit is self-draining and the bilge pump and fuel filler are sited in the cockpit. There is a second independent bilge pump in the saloon which can be operated when the boat is closed up in bad weather. The water tank filler is on the port side deck.

Construction

Every Vulcan is issued with a Lloyd's Hull Construction Certificate which guarantees the structural integrity of the boat. The hull is constructed of hand laid glass fibre chopped strand mat with woven rovings at stress points. The deck is also hand laid glass fibre with a balsa sandwich, which gives both strength and lightness. An important feature of construction is the deck to hull joint which is carried out by lapping the deck over the hull and then through-bolting the deck, hull and teak rubbing strake at 6" intervals with stainless steel machine screws and nuts. The joint is then glassed over on the inside to eliminate all possible leaks.

Keels are secured to the hull with marine grade stainless steel threaded studs fitted with neoprene 'O' rings. Double locking nuts and stainless steel backing plates spread the load inside the hull. The mast is deck stepped over the main bulkhead and the shroud plates are through bolted on to glass fibre webs matted to the hull. All rigging is 1 x 19 stainless steel with stainless steel rigging screws and toggles.

Conclusion

Vulcan is a sailing cruiser which will appeal to those who require comfort both at sea, particularly in heavy weather, and for living aboard in harbour. Ideal for passage making or week-ending, she is a boat which will make an excellent investment and one that will have a great appeal for the whole family.