

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*.

