

WESTERLY 28

6 berth family cruiser/racer *by Westerly Marine*



Fast . . . Comfortable . . . Single keel

WESTERLY 28

SINGLE KEEL

Westerly have been producing twin-keel boats very successfully for some years and from their experience of the market realised that despite the advantages of twin keels (shallow

Design. The original specification for Westerly 28 was for a boat similar to that used so successfully by the American sailing family. The accommodation should be generous, the boat should be easily driven and big enough to sail confidently offshore in competition with other boats. It also had to look attractive. We knew that such a boat would be very popular in the United States and that English and European sailors would appreciate the combination of comfort and performance. The result is a boat 28 feet long with a wide beam of 9' 0", light displacement and comparatively shallow draft: 4' 4". The wetted surface has been reduced to a minimum, with fin keel and separate spade rudder. Like all Westerly boats the finish and attention to detail are characteristically superb.

Sails. The boat has been designed with alternative rigs, the U.K. rig is for the strong varying wind conditions round the British Isles and is to R.O.R.C. rating rules, the U.S. rig is of greater sail area carried on a taller mast and makes the best of the C.C.A. rating measurements and provides maximum drive in very light air conditions.

Cockpit and Deck. The self-bailing cockpit has been made roomy enough to allow for the six people who can be carried in the boat. The foredeck has been laid out so that sail-handling is easy and safe, and the side decks are wide enough to walk on when going forward. The forehatch is big enough for the

draft, trailerability and drying out) many wanted a single-keel boat. The 28 is the first of a line of single-keel boats that Westerly will produce to meet this demand.

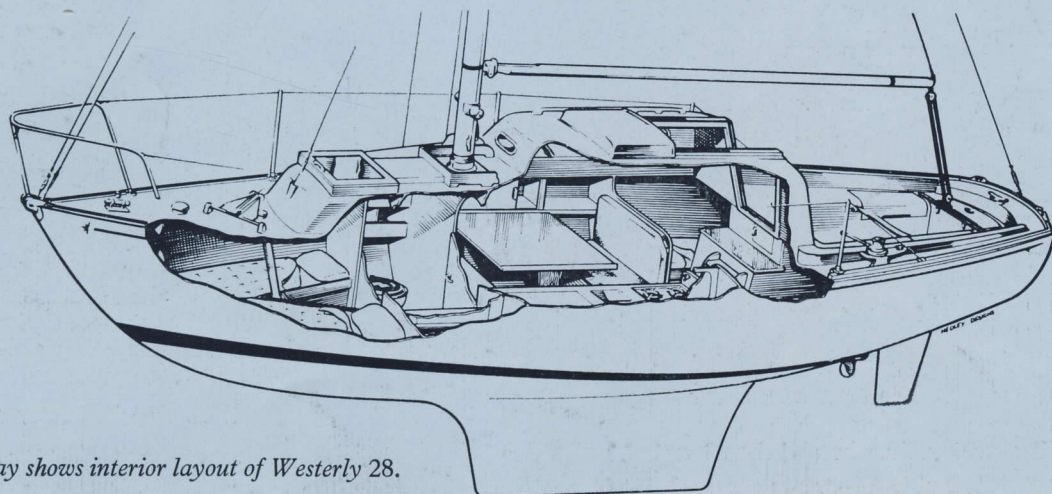
sails to be taken in and out without snagging. The exterior trim is oiled Burma teak. All the load bearing fittings are stainless steel. The standard rigging is stainless steel and with the alloy mast is designed to be simple, light and strong.

Accommodation. The boat is exceptionally roomy. There is over 6' 0" headroom in the saloon and all the berths, four single and one double, will accommodate adults over 6' 0". The dinette lay-out allows four people to use the boat with their sleeping and living accommodation separate. When the saloon table is in use there is still free passage up and down the boat.

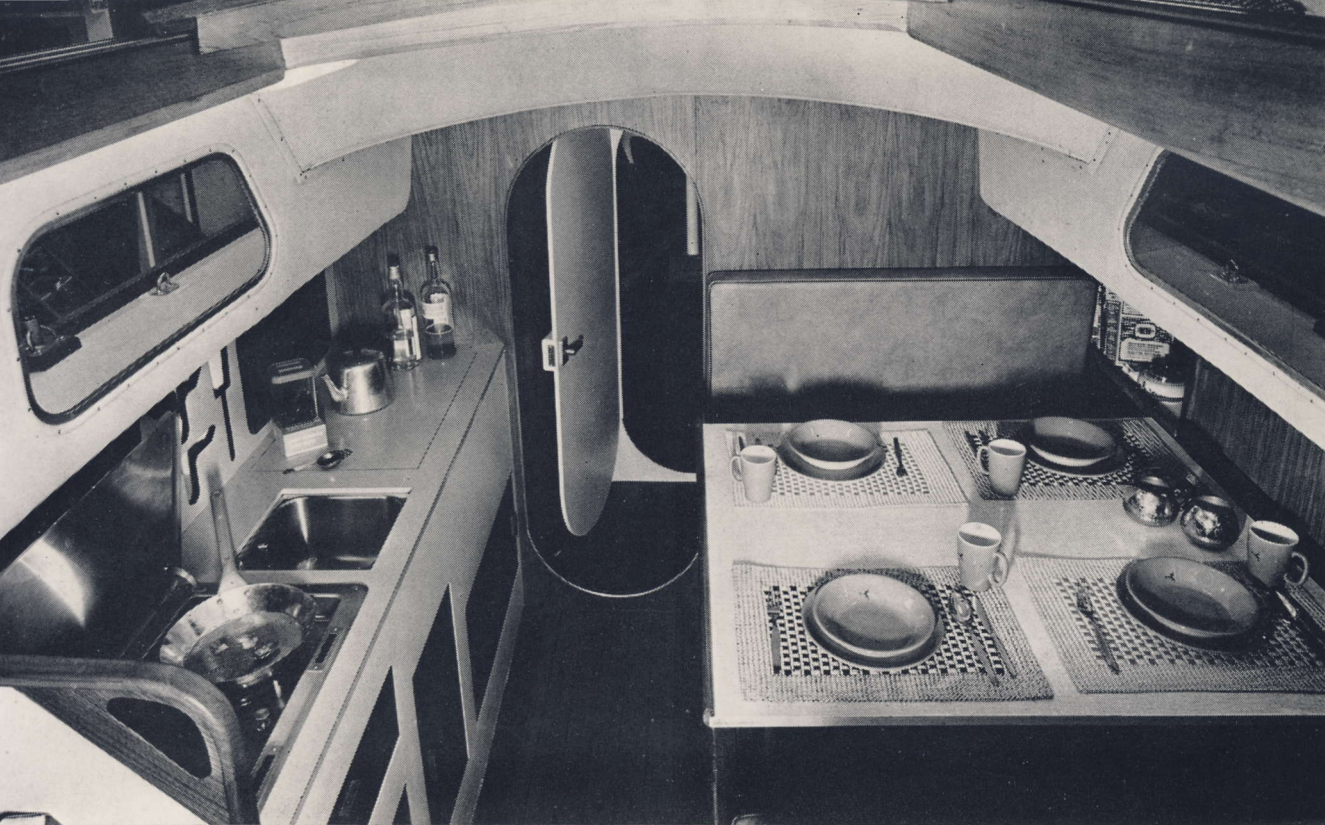
Guarantee. Like all Westerly boats the Westerly 28 is fully guaranteed and carries a Lloyd's Certificate.

Some points to look for:

1. Stemhead fitting forms the base for the bow pulpit.
2. Chain pipe fitting will not let water into the boat.
3. Big teak bar cleats on foredeck and stern.
4. Fairleads big enough to take a larger boat's warp.
5. Brackets cast to our pattern to take jib sheet winches and cleats.
6. Watertight cockpit lockers which are sealed from the interior of the boat.
7. Teak grab stanchion in main saloon.
8. Hand rails on cabin top.
9. Ventilation.



Cutaway shows interior layout of Westerly 28.



Dinette layout in the spacious saloon easily converts to double berth.

INTERIOR DETAILS

The interior of the Westerly 28 is luxuriously fitted out with matt finish teak and formica. The deckhead and cabin sides are lined with foam backed Vinyl. Colours are co-ordinated so that the linings and textures of seat cushions, upholstery and teak trim blend.

Ventilation. As part of the standard equipment of the boat a full ventilation system is installed. Cowl ventilators on deck pass a stream of fresh air through a water trap box into the main saloon. The forward cabin is also ventilated and opening ports into the head and hanging space make sure that the boat is kept sweet.

The Head. Not often talked about in brochures but a spacious head makes sailing and living on the boat more enjoyable. Opposite the head is a huge hanging locker. This too makes living or week-ending on the boat that little bit more convenient.

Forecabin. The forward berths sleep two comfortably. The chain pipe makes a useful hand hold and keeps the chain away from cushions and brings the weight towards the centre of the boat. A small detail but one which shows how carefully the boat has been designed.

Quarter Berths. Under one quarter berth is fitted a large flat shallow locker to take charts, and under the other is fitted a battery box. This allows a short run from the battery to the engine so that the starter cable is kept as short as possible.

Engine. The standard engine is a Volvo Penta MD1 Diesel and the installation includes electric start, remote controls, remote greasing and flexible mounts. The water cooled exhaust is muffled with a silencer. The engine can be started by hand if the electrics have failed or the battery run out. Access to gear box and stern tube is through a waterproof hatch in the cockpit floor.

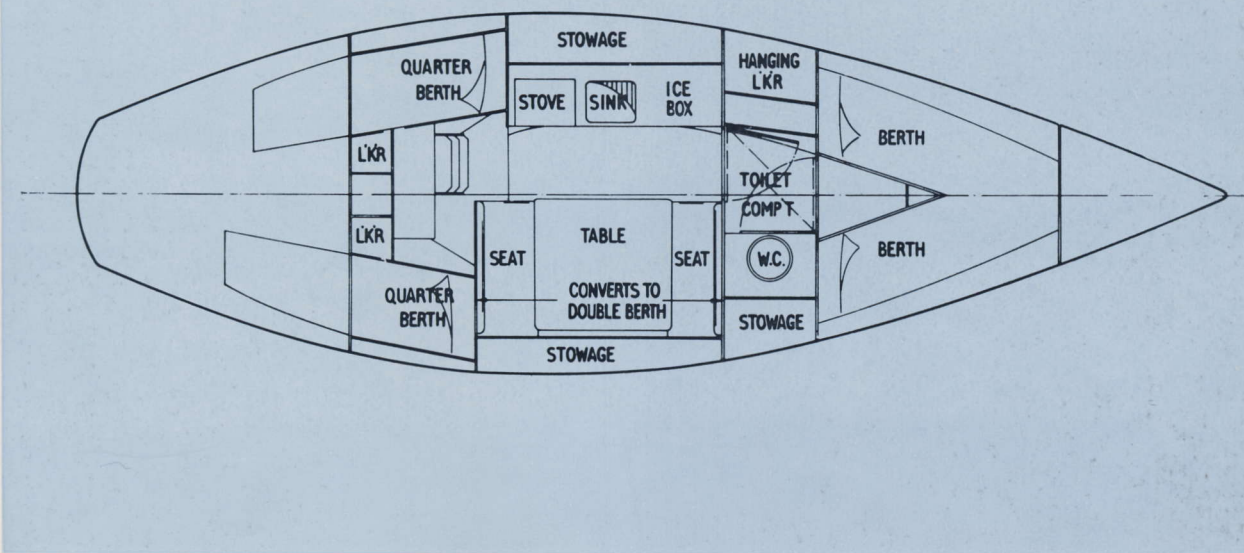
Electrics. Fluorescent strip lights are fitted in the main cabin and of course these take little from the battery. Navigation lights are fitted on the pulpits, where they can be seen when sailing. Other lights are fitted to the interior where required.

Galley. The galley has been placed opposite the dinette for ease of food preparation and serving. The stove at one end is near enough to the hatch to allow heat and fumes to escape. Behind and below there is generous stowage for all stores and crockery. The insulated ice box, so necessary in warm summers, can also be used as a cool food store.

The Dinette. The dinette allows seating for four adults in comfort with a drinks locker by one's elbow. If required the table can be dropped to a lower level and the back rest cushions form a large comfortable double berth.

Stowage. Under all the berths there is generous locker space. Over the engine is a small but very useful bosun's store.

Water and Fuel. A stainless steel water tank is in the after part of the keel, the fuel tank under the cockpit floor.



Accommodation plan showing the six berth arrangement.

SPECIFICATION

LENGTH OVERALL 28' 3" (8.60 m.).

LENGTH WATERLINE 22' 0" (6.70 m.).

BEAM 9' 0" (2.74 m.).

DRAFT 4' 4" (1.30 m.).

BALLAST Lead ballast of 1.25 tons (1250 kg.) integrally moulded into G.R.P. fin keel.

HULL Moulded one-piece polyester resin glass fibre reinforced laminate with Lloyd's hull moulding Certificate.

DECK AND COCKPIT One piece moulding.

BULKHEADS Marine quality plywood to British Standard 1088.

RUDDER AND STEERING GEAR Resin and glass cloth coated mahogany rudder blade stainless steel stock and bronze fittings and wooden tiller.

DECK TRIM Oiled Burma teak toe rails, hand rails and coamings.

VENTILATION Main saloon: cowl ventilators on water trap boxes. Large opening double sliding box type hatch. Forward accommodation: mushroom ventilator and opening ports.

DECK FITTINGS Stainless steel.

SKIN FITTINGS Marine bronze.

SEACOCKS Bronze cocks on all skin fittings below the water line.

SPARS Mast and boom of extruded aluminium alloy by Ian Proctor Metals Masts, Ltd. All fittings including roller reefing of stainless steel or alloy.

STANDARD RIGGING Stainless steel $\frac{3}{16}$ " diameter wire of 1 x 19 construction with swaged ends.

RIGGING SCREWS Lockmaster by M. S. Gibb of Warsash.

RUNNING RIGGING Pre-stretched Terylene halyards with wire headsail halyard. Blocks of Tufnol and stainless steel by M. S. Gibb Ltd.

SAILS Terylene by Ratsey & Lapthorn Ltd.

WATER TANK Stainless steel 20 Imp. Gall. (91 litres) capacity.

FUEL TANK Steel. 6 Imp. Gall. (27 litres) capacity.

PAINT International Paints.

ENGINE Volvo Penta MD1 Diesel and Morse Controls.

The Company is always seeking improvements and therefore reserves the right to change the specification without prior notice.

* Terylene is similar to Dacron.

WESTERLY MARINE

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Printed in England.



Comfortable head in its own compartment.



The roomy cockpit.



AREAS

U.K. Rig	Sq. Ft.	Sq. Metres
Mainsail	159	14.8
No. 1 Jib	177	16.4
No. 1 Genoa	270	25.0
No. 2 Genoa	248	23.0
No. 2 Jib	118	11.0
No. 3 Jib	66	6.0
Spinnaker Luff	32' 9"	10 metres
Leach	32' 9"	10
Racing Mainsail	142	13.2

Note: With standard Mainsail the provisional R.O.R.C. rating is 18.2, with Racing Mainsail it is 17.56.

U.S.A. Rig	Sq. Ft.	Sq . Metres
Mainsail	175	16.3
No. 1 Jib	204	19.0
No. 1 Genoa	306	28.4
No. 2 Genoa	300	28.0
No. 2 Jib	136	12.6
No. 3 Jib	70	6.5
Spinnaker Luff	35' 4"	10.8 metres
Leach	35' 4"	10.8

