

gives a sure foothold and that look and feel of quality yacht building that is the heritage of every Westerly.

Comfortable at sea, at anchor or tied securely alongside in your home berth, Oceanranger's accommodation has a masterly owner's stateroom aft, complete with en suite toilet and shower and the storage capacity that serious passagemaking demands.

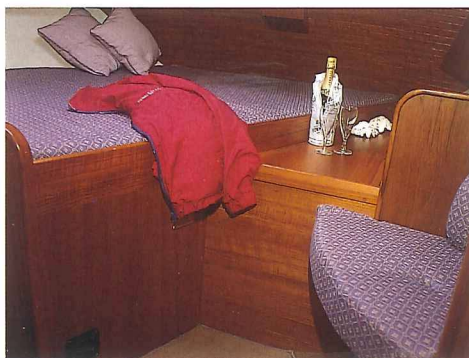
In the passage between the after cabin and the saloon, a sea berth close to the navigation table will satisfy the most fastidious skipper, while the navigation table will suit the advocate of astro, as well as the devotee to the accuracy of satellite navigation. Room for almanacs and tables, copious chart stowage, space for all the instruments and more, the teak-crafted navigation centre of the Oceanranger 38 is a delight to every seaman.



Cooks will enjoy the room and the security of the U-shaped galley, provided with twin stainless steel sinks, cooker and stowage for food to satisfy the crew on any passage.

Two settees parallel to the centreline of the boat make for comfortable sleeping if they are used at sea, though their primary function will be in seating crew and guests for convivial meetings below. Between the saloon and the forward cabin a second heads compartment serves the forward double cabin and saloon alike.

Oceanranger is deservedly the standard by which modern passagemaking yachts are compared. This combination of quality, accommodation and sailing performance equals only one thing, she's a Westerly.



#### *Sail Areas*

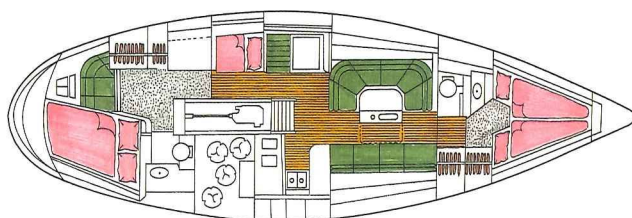
Sloop Rig		
Mainsail	296ft <sup>2</sup>	27.50m <sup>2</sup>
No.1 Genoa	540ft <sup>2</sup>	50.17m <sup>2</sup>
No.2 Genoa	445ft <sup>2</sup>	41.34m <sup>2</sup>
No.1 Jib	328ft <sup>2</sup>	30.47m <sup>2</sup>
No.2 Jib	228ft <sup>2</sup>	21.18m <sup>2</sup>
Storm Jib	115ft <sup>2</sup>	10.68m <sup>2</sup>
Spinnaker	1296ft <sup>2</sup>	120.40m <sup>2</sup>

#### *Designed Weights*

Displacement	15900lb	7212kg
Ballast	6600lb	2994kg

#### *Specifications*

Length Overall	38'0"	11.58m
Length Waterline	30'9"	9.37m
Beam	12'8"	3.86m
Draft	5'0"	1.52m
Mast Height above Waterline	52'0"	15.85m





# Oceanquest



The Oceanquest 35 answers the demand for a centre cockpit version of the well proven and successful aft-cockpit model.

But it's not just the deck that has changed. We took advantage of the change in space below, created by the new configuration, to design an all-new layout that gives more accommodation, a bigger master stateroom and a redesigned galley, saloon and forward cabin. In truth, this is a new yacht in the range.

On deck, in common with all the Ocean range, teak decks, roller furling headsail and self-tailing winches are standard on this yacht, emphasising Westerly's commitment to cruising in comfort and safety. Teak decks are probably the best non-slip available, quite apart from offering a



# 35



look of quality and traditional atmosphere. The roller headsail keeps you off the foredeck when the weather worsens, letting you shorten sail safely without exposure. Self-tailing winches let you trim sheets and take in reefs with the minimum effort, simplifying a vital job if you are sailing shorthanded.

Our centre cockpit arrangement gives a deep cockpit well clear of flying spray, but close to the feel of the boat, so that your sailing pleasure is heightened, while the comfort of the seating and the protection this layout gives from the elements is ideally suited for long cruises.

Below decks, new-found space has been utilised to create an all-new after cabin with a central double berth, the toilet and shower compartment being between the after cabin and the saloon to give the best of both worlds; en suite facilities or shared as you wish. A passageway forward leads you past the navigation area to the saloon,

where the U-shaped galley gives ease of use, plus excellent communication with the saloon.

The spacious saloon features a curved settee to port, opposite either a straight settee or two easy chairs to starboard with a beautifully crafted table between. Dining or just spinning a yarn under the cabin lamp, Oceanquest's saloon is the ideal social centre!

Right forward is a double cabin with its own hanging locker and stowage, well suited for friends or family, closed off for privacy, but within easy reach of the facilities of the rest of the yacht.

Available in twin keel or conventional keel variants, the Oceanquest's Ed Dubois-designed hull gives a remarkable combination of accommodation volume and sailing performance, but with stability, build quality and safety as top-of-the-list priorities; a starting point for plans for serious cruising.

#### *Sail Areas*

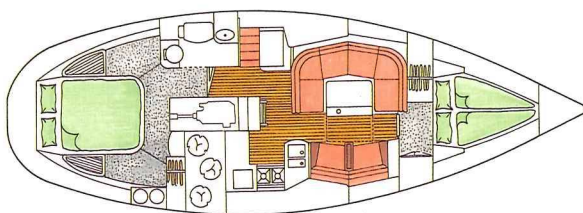
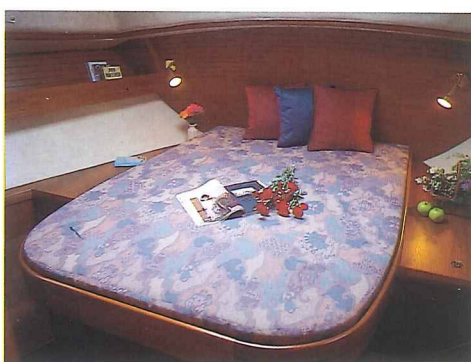
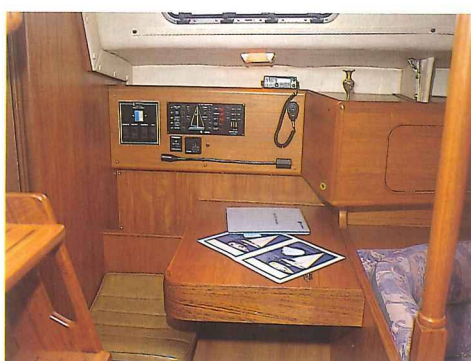
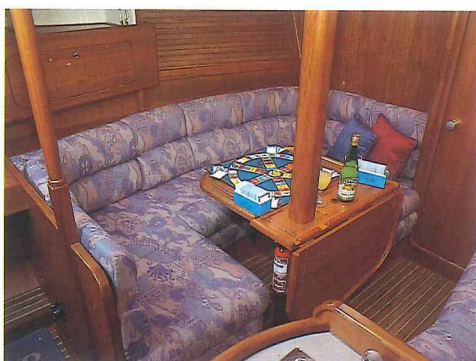
Mainsail	235ft <sup>2</sup>	21.83m <sup>2</sup>
No.1 Genoa	485ft <sup>2</sup>	45.05m <sup>2</sup>
No.2 Genoa	400ft <sup>2</sup>	37.16m <sup>2</sup>
No.1 Jib	357ft <sup>2</sup>	33.16m <sup>2</sup>
Storm Jib	81ft <sup>2</sup>	7.52m <sup>2</sup>
Spinnaker	1052ft <sup>2</sup>	97.73m <sup>2</sup>

#### *Designed Weights*

Displacement	14080lb	6387kg
Ballast - fin keel	5698lb	2585kg
- twin keel	6512lb	2954kg

#### *Specifications*

Length Overall	34'7"	10.54m
Length Waterline	27'0"	8.23m
Beam	12'3"	3.74m
Draft - fin keel	4'6"	1.37m
- twin keel	3'11"	1.19m
Mast Height above Waterline	48'5"	14.76m





# Oceanquest



Designed as a cruising yacht with accommodation volume and safety as prime criteria, the Oceanquest 35 AC nevertheless manages to have a sailing performance that has surprised more than a few racier craft. The Ed Dubois-designed hull has a lot to do with her sailing performance, though the generous sloop rig, all controlled from a deep and safe cockpit, has its part to play.

Down below, the classic layout with a voluminous double quarter cabin, a navigation station to delight even the most salty of ocean-crossing pathfinders, a compact L-shaped galley and one of the biggest saloons to be found in any boat of her length, makes it clear why this boat has been a favourite of so many owners.

The after cabin has its own en suite toilet and shower, while the forward cabin has its

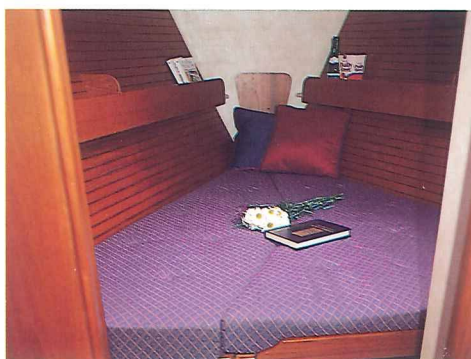
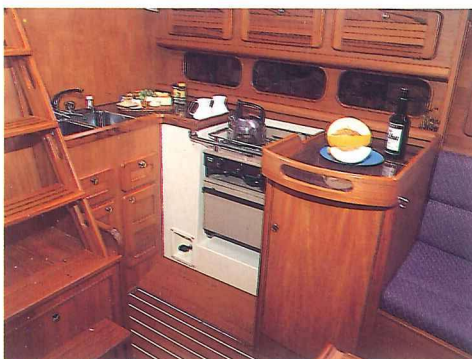
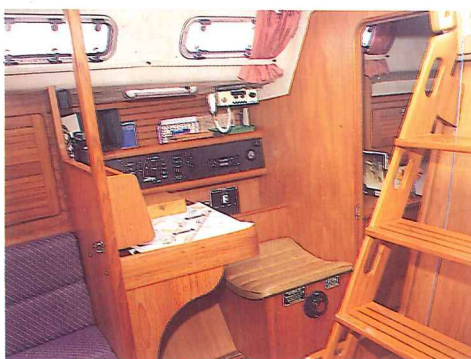
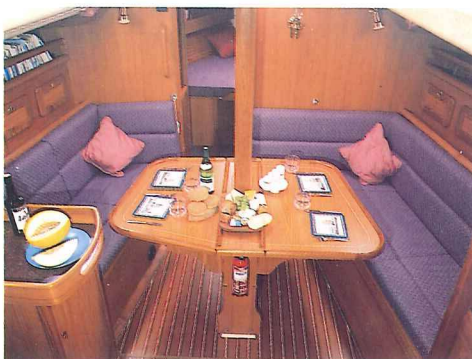
# 35 AC



own separate facilities close to hand. The saloon settee can convert to make another double for unexpected guests or for large families, while the single settee opposite, still offers space for 'just one more'.

In common with all the Westerly yachts in the Ocean range, the Oceanquest 35 AC

is completed to the highest standards below, with solid teak trim for fiddles to work surfaces and for grabrails, teak veneer for all panels and bulkheads and our own, high standard of in-house upholstery work.



#### *Sail Areas*

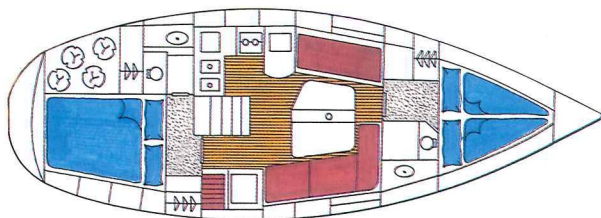
Mainsail	240ft <sup>2</sup>	22.30m <sup>2</sup>
No.1 Genoa	485ft <sup>2</sup>	45.05m <sup>2</sup>
No.2 Genoa	398ft <sup>2</sup>	36.97m <sup>2</sup>
No.1 Jib	288ft <sup>2</sup>	26.76m <sup>2</sup>
No.2 Jib	204ft <sup>2</sup>	18.95m <sup>2</sup>
Storm Jib	82ft <sup>2</sup>	7.62m <sup>2</sup>
Spinnaker	1135ft <sup>2</sup>	105.44m <sup>2</sup>

#### *Designed Weights*

Displacement	14080lb	6387kg
Ballast - Fin	5698lb	2585kg
- Twin	6512lb	2954kg

#### *Specifications*

Length Overall	34'7"	10.54m
Length Waterline	27'0"	8.23m
Beam	12'3"	3.74m
Draft - Fin	4'6"	1.37m
- Twin	3'11"	1.19m
Mast Height above Waterline	48'5"	14.76m





# 370

 **regatta**  
370



The Flagship of the Regatta range, the 370 has an Ed Dubois designed hull, computer optimised for performance and stability which is light and responsive under way, but satisfying enough for the most demanding skipper. But the 370 can be a pussycat too, safe and simple to sail when short-handed or on a family outing.

Keel options of shoal or full draft configuration allow you to pick a boat that best suits your cruising grounds, or to balance outright power against cruising convenience. No matter which is your choice, the immense stability of the 370 allows the powerful fractional rig to give a racing performance or cruising control. Sail controls fully optimised for ease of use in all conditions, allow you to balance the boat to respond just as you like it, in control with confidence.

International design consultant Ken Freivokh has created the new style for Regatta, incorporating an

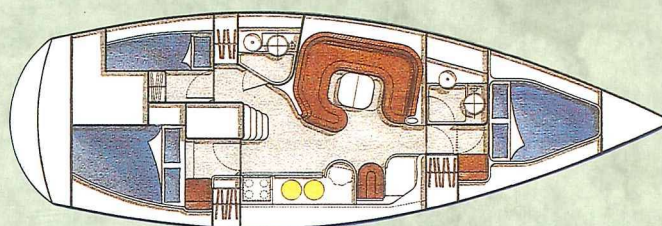


innovative choice of materials, from the Cherry timber and veneer to the specially selected soft upholstery materials planned to co-ordinate throughout the boat. Freivokh has taken the standard yacht interior onto a new plane with his use of sweeping curves and his refusal to be bounded by the flat restrictions of bulkheads and panels. And Westerly have taken modern boat building techniques to their ultimate in laminating and moulding timber and glassfibre to create an interior that is easy to live in afloat, is immensely practical for modern sailing use, but that pushes the envelope of creative yacht design. Nowhere is this better illustrated than in the 370, the leader of the Regatta range.

The 370 has a master stateroom forward, complete with en suite toilet and shower compartment, separate double and single cabins aft, with another separate heads compartment. The elegant saloon and dining area is dominated by a sumptuous settee surrounding the ingeniously convertible table. The galley runs along the starboard side of the yacht, with the navigation table at its forward end.

Heavily rounded corners to all units, combined with substantial fiddles and numerous grab rails, make this spacious interior safe to move around in at sea.

The Regatta 370 sets the scene for the complete Regatta range, a remarkable statement of Westerly quality and standards of build, allied to the best in hull design and the latest thinking in living at sea.



#### SAIL AREAS

Mainsail	361ft <sup>2</sup>	33.54m <sup>2</sup>
No.1 Genoa	500ft <sup>2</sup>	46.45m <sup>2</sup>
No.2 Genoa	414ft <sup>2</sup>	38.46m <sup>2</sup>
No.3 Genoa	304ft <sup>2</sup>	28.24m <sup>2</sup>
No.4 Genoa	172ft <sup>2</sup>	15.98m <sup>2</sup>
Storm Jib	95ft <sup>2</sup>	8.82m <sup>2</sup>
Spinnaker 100%	1047ft <sup>2</sup>	97.27m <sup>2</sup>
Spinnaker 80%	997ft <sup>2</sup>	92.62m <sup>2</sup>

#### DESIGNED WEIGHTS

Displacement	16470lb	7470kg
Ballast - Fin	6050lb	2744kg
- Shoal	6260lb	2840kg

#### SPECIFICATIONS

Length Overall	37'4"	11.38m
Length Waterline	31'11"	9.73m
Beam	12'4"	3.76m
Draft - Fin	6'0"	1.83m
- Shoal	4'11"	1.50m
Mast Height above Waterline	55'6"	16.92m



# W W O

 **regatta**  
330

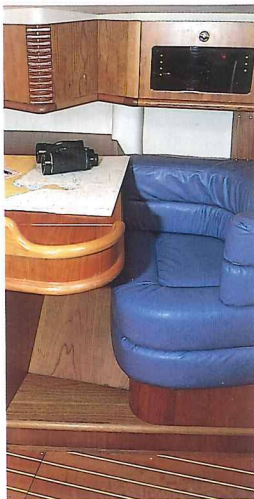


There can be no other 33-footer on the market today that combines all the Regatta 330's qualities of sailing performance, deck efficiency and interior design. A thoroughbred Ed Dubois designed hull topped with a twin-spreader fractional rig of controllable power, hides a remarkable interior that offers innovation, style and space.

A spacious cockpit makes handling for performance a simple matter, while the same space is ideal for a gentle family cruise, where spreading out and relaxing is the order of the day. For both occasions, ease and efficiency of handling are essential, and the 330 offers the best systems to simplify every action. All control lines come to the cockpit, for attention through rope clutch or winch. There is easy access to the sheet winches for headsail or spinnaker trimming, while the mainsheet has been kept aft where it is out of the crew's way, but ready for instant sail adjustment.

 **WESTERLY**



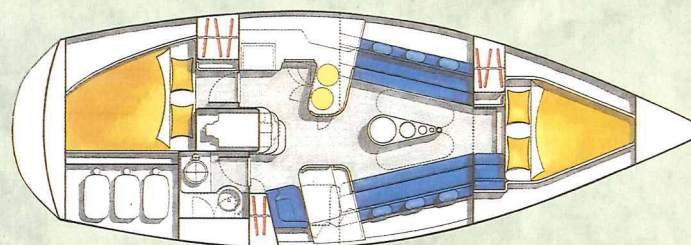


Down below, we challenge you to find a performance yacht that can boast such accommodation, the galley being one of the largest ever offered on a boat of this size. The chart area is big enough for the traditional navigator to spread out chart, almanac and instruments, while giving the electronics specialist ample area on which to display instruments and navigation aids. A comprehensive electrical system is planned for the addition of virtually every electronic device imaginable, and a circuit breaker-controlled electrical panel manages everyday consumption and control.



Two separate double cabins, forward and aft, provide the fixed berths, but for those occasions when you can no longer resist the company of your friends, the saloon settees double as full length bunks, while during the day their creative detailing and individual headrests create a new atmosphere below.

Regatta throws down a challenge to boatbuilders and designers to match Westerly quality and the innovation that these new boats show. We believe that the standards of building and design shown by Regatta make the boats irresistible in today's boating market.



#### SAIL AREAS

Mainsail	281ft <sup>2</sup>	26.10m <sup>2</sup>
No.1 Genoa	370ft <sup>2</sup>	34.37m <sup>2</sup>
No.2 Genoa	309ft <sup>2</sup>	28.71m <sup>2</sup>
No.1 Jib	241ft <sup>2</sup>	22.39m <sup>2</sup>
Storm Jib	70ft <sup>2</sup>	6.50m <sup>2</sup>
Spinnaker	774ft <sup>2</sup>	71.90m <sup>2</sup>

#### DESIGNED WEIGHTS

Displacement	11,310lb	5130kg
Ballast - Fin	4210lb	1910kg
- Twin	4990lb	2263kg

#### SPECIFICATIONS

Length Overall	33'2"	10.11m
Length Waterline	27'0"	8.23m
Beam	11'7"	3.53m
Draft - Fin	5'6"	1.68m
- Twin	4'11"	1.50m
Mast Height above Waterline	49'5"	15.06m



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The logo for the Regatta 310 sailboat. It features a small red and yellow flag icon to the left of the word "regatta" in a green, sans-serif font. Below "regatta" is the number "310" in a larger, blue, sans-serif font.

Right in the middle of the Regatta range, the 310 brings together the sparkle of an Ed Dubois hull design and the style of the Ken Freivokh interior, in a boat that will thrill club racers and cruising families alike. Single or twin keels, a powerful but easily handled fractional, twin-spreader rig and probably the biggest cockpit of any yacht in this class, Regatta 310 is a rewarding sailing craft, and an able cruising yacht.

Safety features come as standard with Regatta, from the effective non-slip surface on the working deck, to the bare teak grabrails on the coachroof, that ensure a good grip when conditions test crew and boat alike. All sail controls lead back to the cockpit where twin banks of rope clutches help the winches do their job and even the lead of the main-sheet has been considered; not threatening fingers and heads in the middle of the cockpit but taken right aft where it is easy to handle but out of the way.