



There's never been a better excuse to go sailing





'.....totally committed to quality and service'

For over 30 years, the name of Westerly has been renowned for exceptional quality and solid value, benefits reflected in a remarkable record of well over 12,000 boats built, and in the fact that so many of our owners return again and again to the marque.

*Not content to sit back on such a record, the Westerly Group recently announced a totally new range, **Regatta**, now firmly established as a front runner in the competitive market for fast, good-looking cruiser/racers.*

*Regatta ideally complements the sophisticated **Ocean** cruising yachts. The result is an unbeatable portfolio to suit every sailing style.*

So today's Westerly truly leads the field, offering an extensive and well-proven model line which combines the most appropriate and desirable of traditional boatbuilding skills with the very latest developments in yacht design and production technology.

And Westerly, now a member of the Bowman Group, is a truly formidable force, not just in British, but in global boatbuilding terms. Our total commitment to quality and service in both design and construction is evidenced by the fact that the company was the first yacht builder in the world to be awarded the recognition of ISO90001 (BS5750) certification.

Our goal for Westerly in the future, is to extend still further the customer loyalty so vital to our philosophy, through the continual development of our production programme ~ ensuring that we can always provide exactly the right boat for every customer ~ and to back those ranges with over 30 years of experience.

But don't take our word for it, come and see the exciting range of Westerly yachts for yourself ~ what better excuse do you need to come sailing?





Look at a Westerly and it's what you don't see that sets it apart.

Beneath the sheen of gleaming gelcoat and stainless steel, behind the teak joinery work, lies the accumulated experience of 12,000 boats and 30 years of boatbuilding. That *experience is concentrated in Production Director John Hinton*, the man ultimately responsible for the quality and finish of every yacht that leaves the factory at Waterlooville.

Westerly yachts are built using techniques that might be considered too expensive or too bothersome by other manufacturers, but we use these methods because they ensure strength and reliability. We know that out at sea, vital items like the rudder, the hull-to-deck joint, the very integrity of the glassfibre laminate, have to be above question. It might take a little longer building boats the Westerly way, but you have the assurance of our reputation for reliability and quality control.

We reinforce our claims by commitment to standards like British Standard 5750 Part 1 (Westerly was the very first boatbuilder to gain this recognition), the new International standards ISO 9001 and European standards EN 29001. This insists that every yacht is inspected many times during construction by a highly skilled and experienced quality assurance team, ensuring that it conforms to internationally recognised benchmarks. Every manufacturing process is also recorded and retained, guaranteeing consistency and quality, day to day, month by month, year after year.

But it is the outward finish that first sets a Westerly apart, the high percentage of solid timber used in the interior of the boat, the thick laminated door frames and work surface fiddles, the solid corner posts and grab handles. It is here that Westerly craftsmanship is most closely examined and the experience of our craftsmen passes

every test. Solid teak for the "Ocean" and Victoria ranges, cherry for the Regatta, is hand crafted for every boat. Hundreds of individual items fitted with skill and precision to create that special Westerly excellence.



"The heart of Westerly quality beats in the moulding shop," says John Hinton, emphasising that it is those hidden features of construction that are so vital in boatbuilding.

First, every Westerly is given two layers of isophthalic gel coat, the most effective barrier against possible osmosis. Then glassfibre laminations are laid in by hand, the first laminate also using isophthalic resin. Each layer is specially chosen material - unidirectional cloths at varying angles for maximum strength follow a layer of chopped strand mat against the gel coat. All are rolled into the resin and consolidated by experienced technicians. Even the resin used comes in for special attention, being prepared for every lamination by one

specialist, ensuring tight quality control and consistency.

Vital to the integrity of every boat, Westerly's hull-to-deck joint combines design, mechanical fastening, sealant and laminate bonding to give a three-way guarantee of security. The deck 'lips' over the hull and stainless steel bolts are used to secure the joint through the trademark teak rubbing strake; finally a special laminate is applied over the joint, lapping over on to hull and deck mouldings. Belt and braces? Perhaps, but out at sea, would you want to take a chance with anything less?

Westerly development in laminate technology has eliminated the foam or balsa cores that other builders use in their deck construction. With a cored deck extra fittings are confined to areas where there is internal stiffening. Westerly replace the core with special Firet mat, using a tough,

all-polyester deck construction that allows extra fittings to be added at any time, just where you want them.

A rudder might be out of sight, but when you are out of sight of land they should not be out of mind, so on a Westerly we go to great lengths to ensure absolute integrity of this vital component.



Every Westerly rudder has a stainless steel stock positioned by hand inside a two-part glassfibre blade shell, which is then filled with resin mix and laminated together under pressure. Our way ensures the finished article is as strong as possible, using an alliance of the right materials and the best techniques.

Stainless steel parts like pulpits, rudder stocks and tanks are vital parts of the complete boat and at Westerly we realise that making the parts 'in house' is the only way to guarantee quality. Our pulpits always fit perfectly and have an inherent strength that complements the rest of the construction.

Similarly, you can be assured that the stainless steel water tanks are built with the same meticulous attention we pay to every component part of a Westerly yacht.

Looking under the skin of a Westerly is an object lesson in the best of boatbuilding practice. From our in-house design and drawing office, to our final quality

control checks, every Westerly is crafted with individual care and skill. We know that traditional standards of quality in boatbuilding are demanded by today's yacht owners and we know how to deliver the highest standards, allied to the best in modern production technology.



We are constantly striving to upgrade our product and therefore there may be differences between the boats featured in this brochure and the current production version. Some items shown within this brochure may not be included in the standard price.



Ocean

With the 'Ocean' range of cruising yachts, Westerly re-emphasises their commitment to the qualities of seaworthiness and strength that take yacht after yacht over the horizon, across oceans, on extended cruises.

Ocean's style and finish reflects the qualities that British boatbuilding takes for its exclusive property, but brings with it the best in naval architecture and accommodation design, and the latest production methods for strength and economy.

Westerly's consultant naval architect, the internationally renowned Ed Dubois, brought his talent to bear on the Ocean family of hull designs, creating a yacht that is capable of carrying crew and stores for an extended cruise, perhaps an ocean crossing, but still delivering speed and accommodation comfort.

The Dubois influence doesn't stop at the hull, however. With some of the world's top racing boats under his belt, you would expect that deck layout and sail handling systems would be developed for ease of use and efficiency; and so they are. By making the yacht more efficient to sail and simpler to handle, Westerly's "Oceans" conserve your strength, give you time to relax.

The "Ocean" range of high-volume hulls takes the best of modern design development and marries it to the tried and tested tenets that are vital for safe 'open water' cruising yachts. Wide beam, balanced ends, the ability to take load after load of stores without destroying sailing performance, plus that essential for every yacht, a pleasing profile, are fundamentals of the range.

If you plan to strike out across the globe or just potter your home waters, but insist on spacious comfort, strength and style, there is no better choice than our Ocean from Westerly.



Regatta is innovative, adventurous and practical; designed for the owner who wants a craft that reacts like a thoroughbred, but that has bright, modern and liveable accommodation for family cruising in the 90's.

We asked top designer Ken Freivokh to bring to life our analysis of the sailboat interior ideally suited to today's fast-paced lifestyle. Young families and club sailors want a boat that is quick on the water and easy to handle, yet comfortable for nights aboard, weekends away and for relaxing with friends.

Ken Freivokh created an adaptable design, light, airy and roomy, but with the realities of life afloat in mind. Solid timber for strength, rounded corners for safety, spacious bunks for comfortable sleeping, combined with an inspired choice of timber and fabric finishes and a portfolio of design details that will take your breath away.

But we haven't forgotten that Regatta is still a Westerly through and through. Tough, dependable construction, outstanding quality, efficient and safe on deck and in the cockpit, these are just some of the features that come as standard with Regatta from Westerly.



Gone Sailing!

20 other very reasonable excuses for buying a new Westerly...

- Over 12,000 Westerly yachts built since 1963
- 40% of new boats sold to Westerly owners
- Active Westerly Owners Associations in several countries
- Proven market record of high resale values
- Guaranteed fall-back prices on trade-ins
- Worldwide dealer network and warranty
- World's first yacht builder to gain BS5750 Pt1
- Registered MOD Contractors (Victoria Marine Commercial Craft Ltd.)
- 450 documented quality checks on each boat
- BS 316 stainless steel is used throughout
- Virtually all fabrication is at our own yard
- Semi-custom interior design flexibility
- Sea trials and hand-over for each yacht
- In-house naval architecture and design
- Repair & refit, and refurbishment facilities
- Full yard services on the Hamble River
- Mail order spares and accessories Dept.
- Dedicated After-Sales and Service Dept.
- Preferential facilities for yacht financing
- Builder of sail training craft for clubs, associations and sea schools



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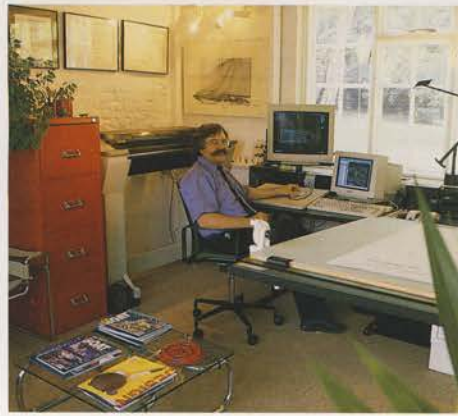
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Ocean



Custom built in everything but name, the Westerly Ocean 49 tops every Westerly range in every aspect. Bigger, faster, the Ocean 49 can be designed to suit your personal sailing style by the combination of Ed Dubois' expertise with hull and rig, and our own in-house team of naval architects who can turn your pipe dreams into reality.

Take the basic hull and deck with their combination of Westerly quality and Dubois speed and seakeeping, and add your own ideas on accommodation, finish, style. Our years of experience can be relied upon to keep you from going overboard,



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literally and figuratively, while ensuring that we go as far as practically possible to create the yacht of your dreams.

Ocean 49 is a blue water yacht of supreme capability. Teak decks, roller reefing mainsail and headsail, a cutter option on which to set inner headsails and a storm jib; the sailing options can be tuned to suit your expected crew and the waters you will sail. On deck the teak underfoot comes as standard, as do self-tailing winches, but the options for electric or hydraulic are there for you to specify.



Below, we show one of the suggested layouts offering you an after stateroom taking the full beam of the yacht, complemented by an almost equal cabin forward and a twin berth guest cabin. The saloon has room to seat all your friends and more, while the galley can cope with hot soup during a gale or a gourmet meal at anchor in a Caribbean bay.

With systems and options tuned to create a boat that is entirely you, the Westerly Ocean 49 is the closest you can come to custom building without paying custom building prices.



Sail Areas

Sloop Rig

Mainsail	506ft ²	47.00m ²
Furling Genoa	777ft ²	72.20m ²
Spinnaker	1751ft ²	162.70m ²
Cruising Chute	1488ft ²	138.30m ²
Storm Jib	182ft ²	16.90m ²

Cutter Rig

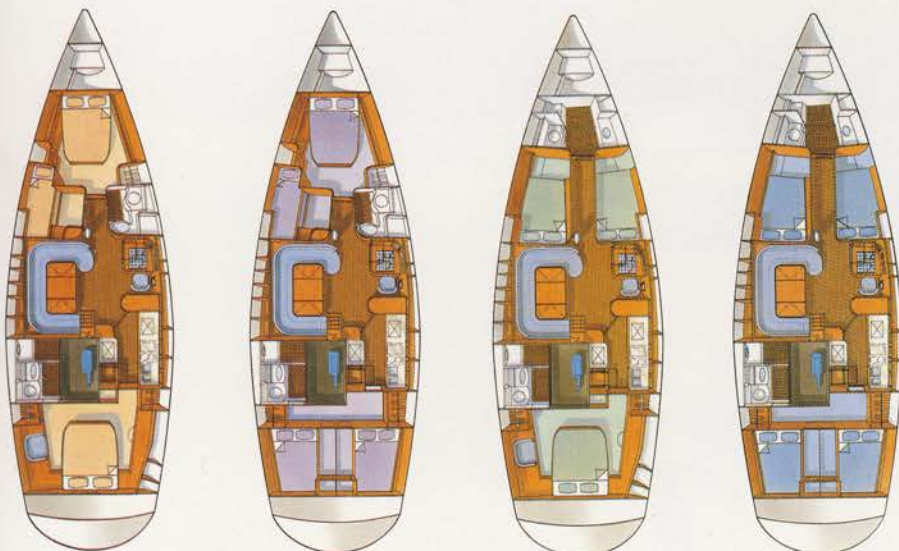
Mainsail	506ft ²	47.00m ²
Furling Genoa	665ft ²	61.80m ²
Furling Staysail	204ft ²	19.00m ²
Spinnaker	1751ft ²	162.70m ²
Cruising Chute	1488ft ²	138.30m ²

Designed Weights

Displacement	28940lb	13125kg
Ballast	11680lb	5300kg

Specifications

Length Overall	48'7"	14.80m
Length Waterline	42'2"	12.85m
Beam	15'1"	4.60m
Draft	7'1"	2.15m
Mast Height above Waterline	65'4"	19.90m



Oceanlord



As cruising yachts get larger, so owners expect that there will be variations in layout and style, in finish and accommodation. Aboard Westerly's Oceanlord 41 you can specify many variables in layout and fit-out, but there's one vital component that we won't let any owner tamper with - Westerly quality.

We recognise that a cruising yacht like the Oceanlord 41 will be called upon to entertain guests one week, take the family for a day-sail on Sunday, cross an ocean next month. We know that there cannot be any compromises in building standards for any of these uses, so we build the yacht to take the worst that can be thrown at her.

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From the tip of the all-roller reefing mast-head sloop rig, to the bottom of the keel, experience gained from every Westerly yacht goes into the Oceanlord.

Sail handling is assisted by every aid that modern cruising research has devised, from rope clutch to self-tailing winch, from in-cockpit reefing to powered winches should you so specify. Oceanlord is planned to be a safe and simple-to-sail yacht, designed to make short-handed sailing a relaxing task.

Down below, the temptation to cram berths into the hull has been resisted, but advantage has been taken of the available space to offer some of the most comfortable accommodation in any cruising yacht.

The queen-sized berth centrally situated in the after cabin is ideal for live-aboards, while a passage berth in a separate cabin just abaft the navigation

area will allow the skipper to get his sleep while still remaining close to the heart of the vessel. Settees in the saloon are parallel to the centreline for sleeping comfort while heeled, and the roomy forward stateroom rivals the owner's cabin aft for space and amenity.

If the emphasis so far has been on sailing and the sea, an unusually large galley serves the inner well-being of the crew, while also catering for the comfort of the cook, allowing safe and secure cooking - even with the yacht well heeled.

Westerly's long legged Oceanlord is understandably popular, both as a long distance cruising yacht and as a comfortable cruising home for those with more limited horizons. Who is to say which one is right?

Whatever the answer, they can be assured of Westerly qualities of seakeeping and performance.

Sail Areas

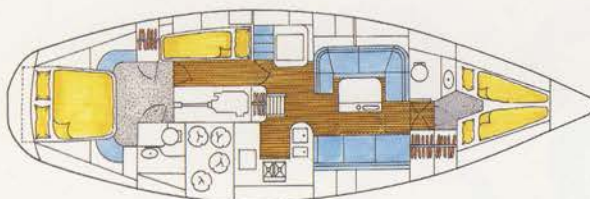
Mainsail	353ft ²	32.79m ²
No.1 Genoa	617ft ²	57.32m ²
No.2 Genoa	484ft ²	44.96m ²
No.1 Jib	349ft ²	32.42m ²
No.2 Jib	213ft ²	19.79m ²
Storm Jib	127ft ²	11.79m ²
Spinnaker	1483ft ²	137.77m ²

Designed Weights

Displacement	20878lb	9470kg
Ballast	8000lb	3629kg

Specifications

Length Overall	40'6"	12.34m
Length Waterline	35'3"	10.74m
Beam	13'6"	4.11m
Draft	5'6"	1.68m
Mast Height above Waterline	55'9"	16.98m



Oceanranger



The name says it all. This Westerly Ocean is the consummate blue water cruiser for the owner who might today be sailing close to home, with just the occasional foray over the horizon, but who has plans for that long voyage when time permits. Oceanranger has been designed with passagemaking in mind, allaying powerful, dependable sailing performance with remarkable accommodation well suited to long periods at sea.

On deck the deep centre cockpit layout keeps the crew on watch well clear of flying spray, but ideally placed to tend to the needs of the all-roller reefing rig and to keep a sharp-eyed lookout. Sail controls come easily to hand, close abaft the mast. When you have to go forward, teak decking

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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

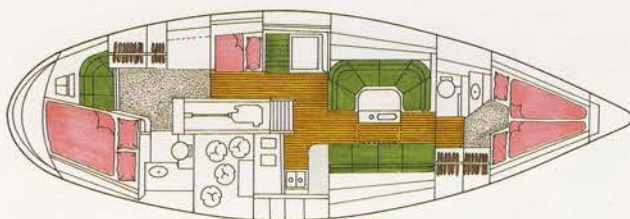
Sloop Rig		
Mainsail	296ft ²	27.50m ²
No.1 Genoa	540ft ²	50.17m ²
No.2 Genoa	445ft ²	41.34m ²
No.1 Jib	328ft ²	30.47m ²
No.2 Jib	228ft ²	21.18m ²
Storm Jib	115ft ²	10.68m ²
Spinnaker	1296ft ²	120.40m ²

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

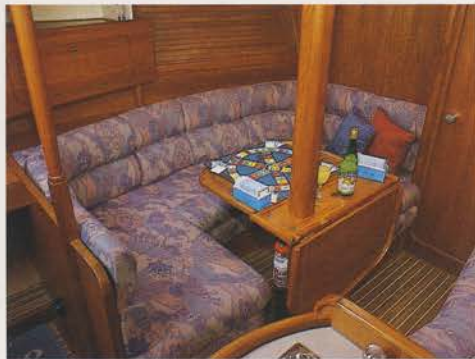


35

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

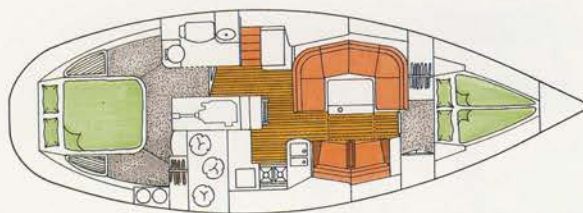
Mainsail	235ft ²	21.83m ²
No.1 Genoa	485ft ²	45.05m ²
No.2 Genoa	400ft ²	37.16m ²
No.1 Jib	357ft ²	33.16m ²
Storm Jib	81ft ²	7.52m ²
Spinnaker	1052ft ²	97.73m ²

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

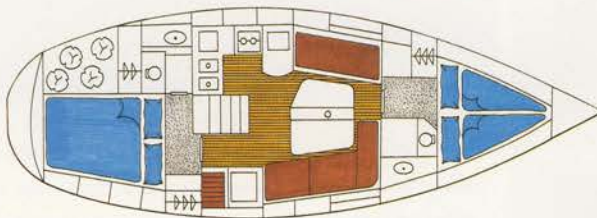
Mainsail	240ft ²	22.30m ²
No.1 Genoa	485ft ²	45.05m ²
No.2 Genoa	398ft ²	36.97m ²
No.1 Jib	288ft ²	26.76m ²
No.2 Jib	204ft ²	18.95m ²
Storm Jib	82ft ²	7.62m ²
Spinnaker	1135ft ²	105.44m ²

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
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Draft - Fin	4'6"	1.37m
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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.

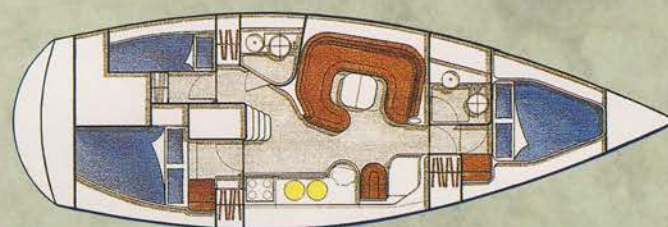
International design consultant Ken Freivokh has created the new style for Regatta, incorporating an

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

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

330



 **regatta**
330



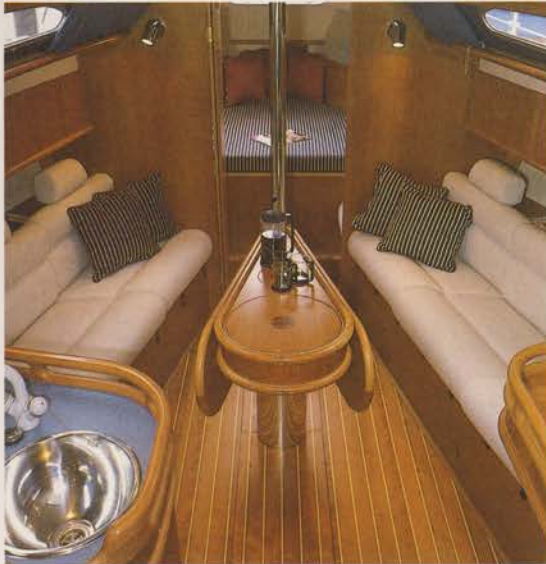
There can be no other 33-footer on the market today that combines all the Regatta 330's qualities of sailing performance, deck efficiency and interior design. A thoroughbred Ed Dubois designed hull topped with a twin-spreader fractional rig of controllable power, hides a remarkable interior that offers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

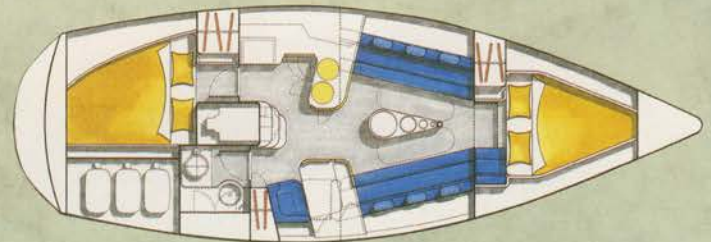


Down below, we challenge you to find a performance yacht that can boast such accommodation, the galley being one of the largest ever offered on a boat of this size. The chart area is big enough for the traditional navigator to spread out chart, almanac and instruments, while giving the electronics specialist 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 ²	26.10m ²
No.1 Genoa	370ft ²	34.37m ²
No.2 Genoa	309ft ²	28.71m ²
No.1 Jib	241ft ²	22.39m ²
Storm Jib	70ft ²	6.50m ²
Spinnaker	774ft ²	71.90m ²

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

W

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 **regatta**
310



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.



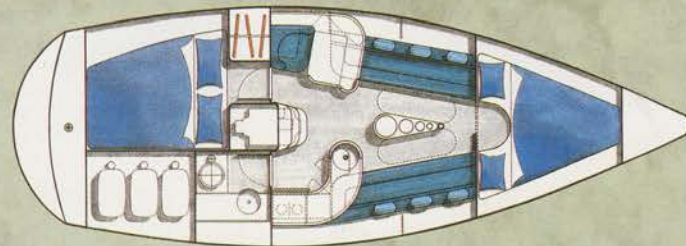
In the saloon, a well-equipped and spacious galley to starboard, complements the navigation area to port, both these vital working areas of the boat being close to the crew on deck, but also convenient when it's time to relax below. Stowage for food and other galley essentials is generous, while navigators will delight in the stowage for charts and almanacs, plus the liberal space for instruments and electronics. Westerly's combination of quality and technology is evident in the comprehensive, illuminated circuit breaker-controlled electrical panel.

A full double berth cabin aft and another forward, are the permanent berths in the Regatta 310, but the original treatment of the saloon settees not only renders them comfortable seats for day use, but also allows their service as bunks should your sailing complement warrant it.



And even with a full crew aboard there is still more than sufficient stowage, with lockers flanking the saloon above the settee backs, stowage beneath the bunks and in a full hanging locker in the after cabin.

The 310 boasts Regatta's attention to detail and the hand-crafted timber finish that sets the boats apart. Cleverly angled lockers, curved laminations of Cherry, solid timber sculpted for hand-holds, fiddles and even as housings for stereo speakers; the Regatta style sets new standards for finish and quality.



SAIL AREAS

Mainsail	242ft ²	22.48m ²
No.1 Genoa	291ft ²	27.03m ²
No.2 Genoa	238ft ²	22.11m ²
No.1 Jib	187ft ²	17.37m ²
Storm Jib	60ft ²	5.57m ²
Spinnaker	615ft ²	57.13m ²

DESIGNED WEIGHTS

Displacement	9020lb	4091kg
Ballast - Fin	2690lb	1220kg
- Twin	2866lb	1300kg

SPECIFICATIONS

Length Overall	30'4"	9.25m
Length Waterline	24'6"	7.47m
Beam	10'10 ¹ / ₂ "	3.31m
Draft - Fin	5'0"	1.52m
- Twin	3'9"	1.14m
Mast Height above Waterline	45'11"	14.00m

REGATTA

 **regatta**
290



When you are looking for all the features of a big yacht in a concentrated package, Regatta 290 comes up with the goods. Big boat features like a spacious navigation area, an innovative curved galley that allows a cook to create, or simply sustain, as conditions demand, a toilet and shower compartment with room for the most obtrusive elbows, sit comfortably within an Ed Dubois-designed hull that won't break the bank in marina fees.

Ken Freivokh's magic has been performed in the interior of the 290 using his Regatta theme of Cherry timber and ply, for a light and interesting timber finish, as well as in groundbreaking upholstery treatments. Full length settees with deep rolls and individual headrests, flank a twin-leaf folding table that features useful stowage and Burr Elm detailing.

The door to the forward cabin slides back to give the feeling of space at eye level, though for sleeping, it can be closed off for privacy and quiet; an ideal cabin for young

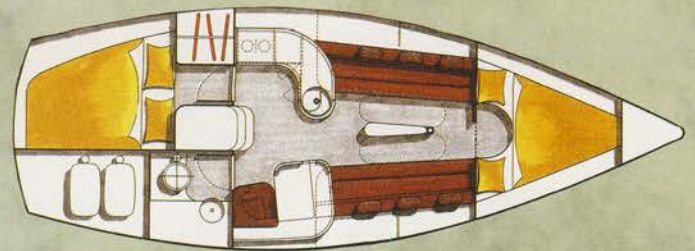
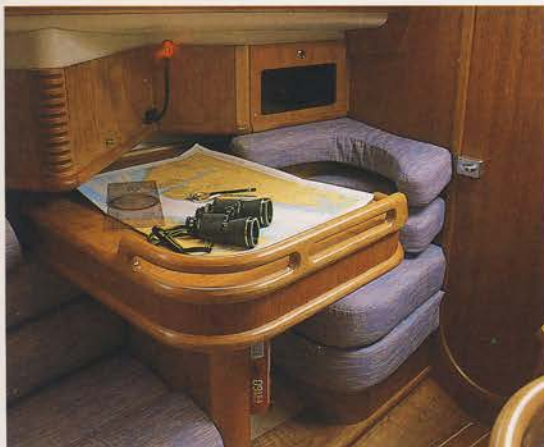


children. A roomy double-berth quarter cabin completes the accommodation.

Throughout the boat, stowage is a visual feature as well as being of vital necessity for the cruising owner. High level lockers flank the saloon, while galley stowage rivals that on many bigger boats.



On deck the boat has been designed for safe and easy handling, with a deep cockpit and all sail controls led back. The fractional rig has the option of a selection of headsails from storm jib to No.1 genoa, and there is a spinnaker kit too. On windless days, the inboard diesel engine offers reliable performance and manoeuvrability in the confines of a marina.



SAIL AREAS

Mainsail	208ft ²	19.32m ²
No.1 Genoa	236ft ²	21.92m ²
No.2 Genoa	192ft ²	17.84m ²
No.1 Jib	129ft ²	11.98m ²
Storm Jib	46ft ²	4.27m ²
Spinnaker	410ft ²	38.09m ²

DESIGNED WEIGHTS

Displacement	7694lb	3490kg
Ballast - Fin	2987lb	1355kg
- Twin	3329lb	1510kg

SPECIFICATIONS

Length Overall	29'0"	8.84m
Length Waterline	23'7 ¹ / ₂ "	7.20m
Beam	9'11"	3.02m
Draft - Fin	5'0"	1.52m
- Twin	3'4 ¹ / ₂ "	1.02m
Mast Height above Waterline	36'8 ¹ / ₂ "	11.19m

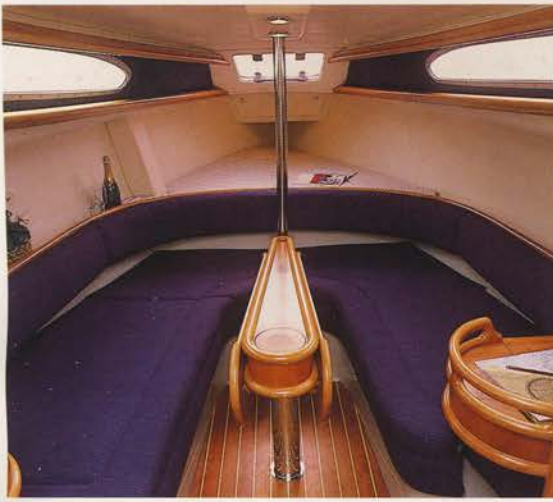
260

 **regatta**
260



The baby of the Regatta family certainly, but not forsaking any of the features that make this range the ideal choice for expert and novice alike, the Regatta 260 is the perfect combination of sailing performance and living space, embodying proven hull design and construction with innovative styling and layout.

Rigged with an easy-to-handle, fractional, sail plan featuring swept back spreaders and a self-tacking jib, Regatta 260 has been planned from the outset to be easy to sail, safe and secure. The deep cockpit and substantial guard rails give security on deck, while all the sail controls are led to the cockpit to minimise your time on deck. If the wind fails, start the inboard diesel saildrive engine, and motor quietly and economically on your way. The optional twin keels give a shallow draft, allowing you to take advantage of those out-of-the-way creeks and anchorages to explore - and those cheaper, drying moorings.

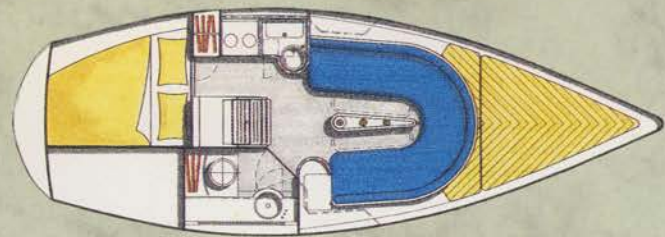


Designer Ken Freivokh has created remarkably spacious accommodation within the overall length of the Regatta 260. The functional galley is close to the magnificent curved settee surrounding the cabin table, ideal for a hungry crew or for entertaining friends in a quiet anchorage. Skilful use of visual space (there is no forward bulkhead) allows the eye to roam the full length of the accommodation, and the use of light woods and cleverly co-ordinated colours, makes the saloon welcoming and luxurious.



Westerly pays attention to sailing's essentials, as well as to the comforts of accommodation and living aboard; which ensures that the Regatta 260 boasts an eminently practical and spacious navigation area as well as an electrical control system equal to that aboard boats twice her size. We recognise that today's owners demand the best in navigation aids and instrumentation and so we make provision for your every requirement.

More than ample storage, for food or clothes, open plan for lightness below, but with a thoroughbred sailing performance and Westerly build quality as your guarantee, Regatta 260 might be the smallest boat in the range, but a small boat that packs all the punch of her larger sisters.



SAIL AREAS

Mainsail	143ft ²	13.28m ²
Self-tacker	100ft ²	9.29m ²
Gennaker	304ft ²	28.24m ²

DESIGNED WEIGHTS

Displacement	4840lb	2195kg
Ballast	2315lb	1050kg

SPECIFICATIONS

Length Overall	25'10"	7.87m
Length Waterline	21'8"	6.60m
Beam	8'10"	2.69m
Draft - twin keel	3'1"	0.94m
- fin keel	4'6"	1.37m
Mast Height above Waterline	37'0"	11.28m



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