

WESTERLY

SEACRAFTSMANSHIP



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Tempest 31



SAIL ONE BEFORE ONE OUTSAILS YOU.

Designing a yacht which manages to outsail most others in its class is a rare accomplishment. Building one which also manages to combine more space and greater comfort than its rivals, is an achievement second to none. Yet the winning team of Ed Dubois, Britain's leading designer and Westerly, Britain's biggest yacht manufacturer, has done exactly that.

The Westerly Tempest 31 promises much, even at rest. The clean, elegant lines flow smoothly over the sleek coachroof to the racing-style transom, hinting at the performance of which she is capable.

Yet below decks, a surprise awaits. As you slide back the companionway cover, there is a startling impression of space. An impression which is confirmed when you stand and look around the saloon.

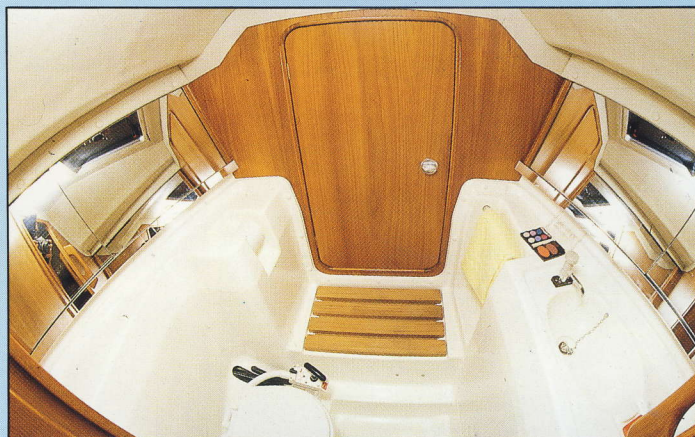
Past the teak bulkhead forward is the saloon proper, with a folding table on the centreline, and plenty of space to seat a crew of six on the luxurious fabric-covered sofas.

Behind the seats are craftsman-made lockers, providing ample space for stowage, and there's more underneath.





At the forward end of the holly and teak cabin sole is a full-width teak bulkhead, with a door to the heads.



The heads stretch across the full beam of the Tempest, so there's plenty of room around the washbasin and marine WC, yet the designer hasn't forgotten the all important "wedgeability". There's an opening deck hatch, and access to the forward sail and extra storage room.

Back in the main saloon, the superbly fitted galley is to starboard. Teak fiddles surround the worktop, there's a drained insulated icebox and a gimbaled two burner cooker with oven, grill and crash bar. It's fitted out to be ready for anything, from a fresh lobster in a foreign anchorage to a hot soup in the middle of the night.

To port is the navigation area, with a pull-out swivel seat and plenty of storage space for charts and the other paraphernalia that goes with the job. There's a panel for instruments, and the circuit breaker is to hand.

As you stand facing forward in the saloon, one of the secrets of the success of the design is behind you: two spacious, luxuriously appointed double aft cabins.

By arranging the twin aft cabins under the cockpit, Ed Dubois has managed to use all the available space to the best advantage, making the Tempest genuinely more comfortable to live aboard than other yachts in the class.



Setting out for the open sea from the marina presents no problems with the Tempest's excellent manoeuvrability and the powerful, reliable diesel engine. With fenders and warps stowed in the cockpit locker, there's time for an appreciative look around the clean open decks before hoisting sails.

All the fittings have the solid, reassuring look to them that you'd expect to find on a Westerly. All the guardrails, stanchions and standing rigging are stainless steel, and the coachroof grab rails, rubbing strake and toerail are crafted from carefully chosen solid teak.

There are twin headsail tracks on the side decks, and all the halyards and slab reefing lines are led back to a pair of winches mounted on either side of the coachroof. When it's time to hoist sails and the foredeck hand goes forward to ready the genoa, there's no need to lug the sailbag along the side deck on board the Tempest — the sails are stowed just where they're needed, in the sailroom under the foredeck.



Access is through a large hatch, and the sail locker has been arranged to let a member of the crew help the foredeck hand pass the sailbags up from the heads compartment. A sensible arrangement making sail handling especially easy when the spinnaker is in use.



With the sails hoisted, the Tempest can really show what she's made of. The cockpit coaming is cleverly sculpted to be supremely comfortable at any angle of heel, and going to windward the mainsheet trimmer and helmsman can sit up on the rail where their weight is best placed in perfect safety, leaning back against the lifelines.

The sheet winches and halyard winches are positioned around the forward end of the cockpit. It's not only safer that way, it's a good deal easier, too. That's important on a long beat.

At the helm, the balance of Ed Dubois' design gives a light tiller with plenty of feel, and the Tempest answers instantly with the kind of response a fast modern yacht should provide. Acceleration is crisp, and the yacht points well to the wind.

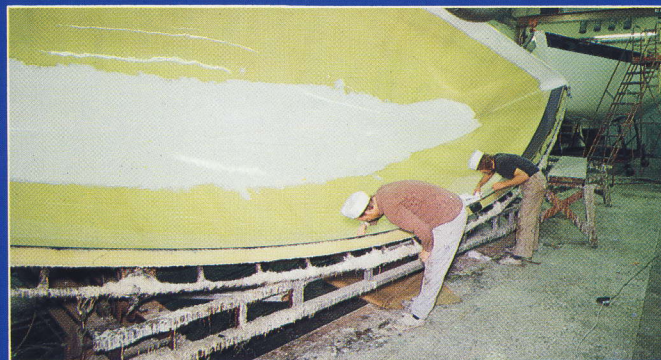
She feels fast, and a check on the log confirms it. But it's when the Tempest is set against other boats that her real potential becomes apparent. Well sailed, Ed Dubois' hull design will show a clean transom to just about any yacht in her class, as well as a surprising number of considerably larger yachts.

Sailing the Tempest is a rewarding experience. Tweaking the rig is easy, yet gets a good response. She asks to be sailed as a performance yacht should be, yet is stable and forgiving enough to allow simple shorthanded cruising. Either way, not many yachts will outsail the Tempest 31.



Each Tempest is built to the rigorous standards needed to qualify for the Lloyd's Hull Construction

the high resale values that are commanded by Westerly yachts.



Certificate. That means the designs and specifications are carefully checked by Lloyd's surveyors, then each stage of manufacture of each yacht is subject to rigid quality control by their surveyors.

If a hull isn't good enough, it doesn't get a certificate. And without a certificate it isn't sold.

The hull is laid up by hand under precisely controlled conditions and Kevlar reinforced glassfibre is used strategically for lightness with strength. Additional strengthening is provided by bonding the bulkheads to the hull, and the hull is sealed inside and out with a double layer of gelcoat, to give the outstanding osmosis resistance which partly explains

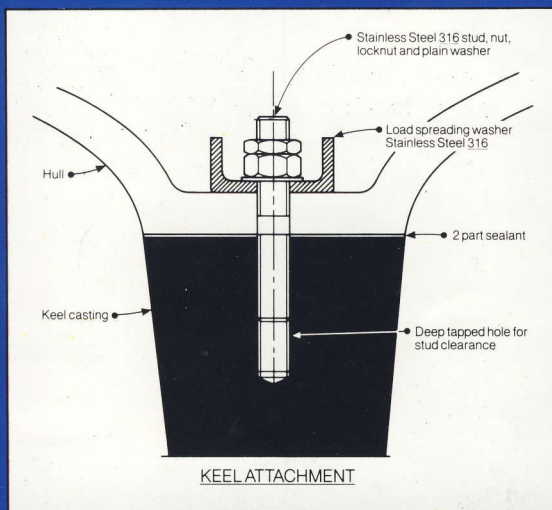
Westerly craftsmen pay close attention to every detail, selecting the best materials and constructing the entire boat to the very highest standards.

For example, the keel is attached by keelbolts which exceed the Lloyd's specification by 50%,

and high grade 316 stainless steel is used throughout.

Cruising or racing, the Westerly Tempest has been designed to keep on giving you satisfying sailing for years to come.

To find out just how rewarding sailing the Tempest can be, the only thing to do is to take one for a test sail. Before one outsails you.



THE WESTERLY *Tempest 31*

SAIL AREAS

Mainsail	190sq ft	17.6sq m
No. 1 Genoa	333sq ft	31.0sq m
No. 2 Genoa	267sq ft	24.8sq m
No. 1 Jib	212sq ft	19.7sq m
No. 2 Jib	165sq ft	15.3sq m
Storm Jib	70sq ft	6.5sq m
Spinnaker 100%	872sq ft	81.0sq m
Spinnaker 80%	697sq ft	64.8sq m

SPECIFICATIONS

Length Overall	30' 4"	9.32 m
Length Waterline	24' 6"	7.47 m
Beam	10' 10½"	3.32 m
Draft — Fin	5' 0"	1.53 m
— Twin	3' 9"	1.15 m
Mast Height Above Waterline	41' 9"	12.73 m

DESIGNED WEIGHTS

Displacement	9020 lbs	4100 kg
Ballast — Fin	2690 lbs	1220 kg
— Twin	2866 lbs	1300 kg

Specifications and standard inventory are liable to change according to availability of bought in and manufactured supplies. Some items shown in the photographs are not included in the standard price.



CONSTRUCTION STANDARDS

Lloyds Hull Construction Certificate.

Double gelcoat to both external and internally to waterline.

Temperature and humidity controlled laminating.

Very high degree of lamination control.

Quality control system with 200 Lloyds approved items.

Our own carefully selected teak.

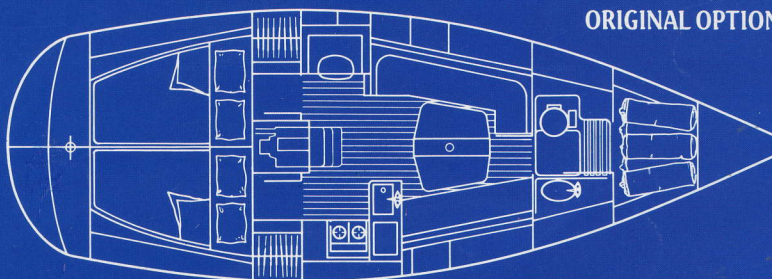
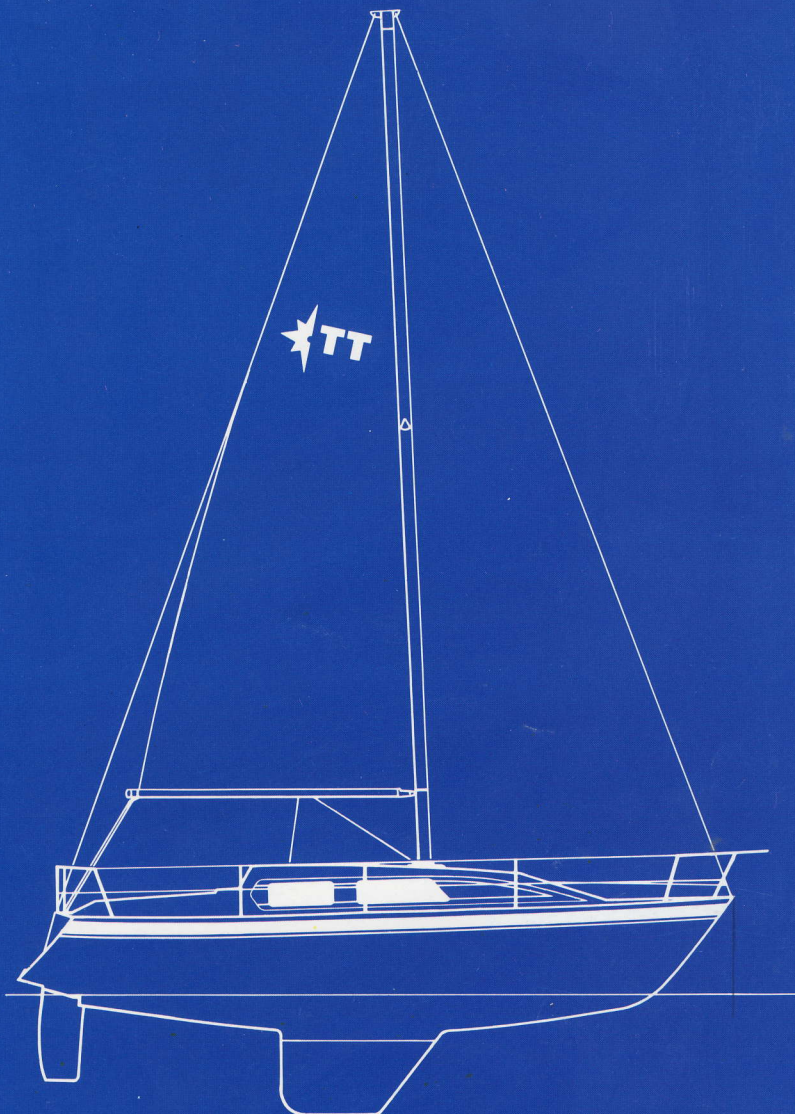
Solid teak toe rails, grab handles and rubbing strake for durability.

316 high grade stainless steel from our own fabrication factory.

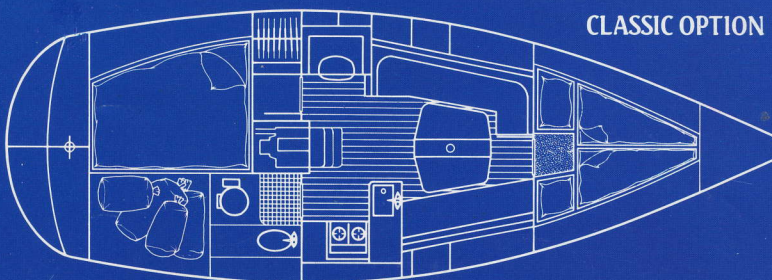
Fire retardant foam in all upholstery.

Keel studs 50% over Lloyds specification with locking bolts.

316 stainless steel fuel tanks.



ORIGINAL OPTION



CLASSIC OPTION



WESTERLY

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