

Bib 0059

# Lloyd's Register

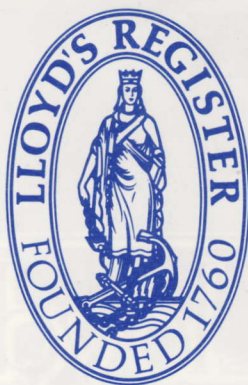


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WESTERLY were one of the first yacht builders to construct ALL their yachts under a Quality Control Checking System recognised by LLOYD'S REGISTER of SHIPPING


They are still one of the few builders in the United Kingdom eligible to receive a Hull Construction Certificate (HCC), and display in their yachts the distinctive HCC plaque, for their total production of sail boats.

Listed below are just a few examples of WESTERLY SEACRAFTSMANSHIP:

- Over 450 Quality Control checks by the builder go into the building of each yacht.
- All mouldings are hand laid up in workshops that are controlled for temperature and humidity at all times 24 hours a day, 7 days a week.
- Bi-axial or uni-directional Combination Reinforcement material is used extensively in the hull.
- Foam cores and shear ties are used in ALL decks. ALL deck fittings are through-bolted onto reinforced areas with substantial backing plates.
- The internal surface of the hull is over-coated with 2 coats of gelcoat up to waterline level to protect against water penetration.
- ONLY Grade 316 Stainless Steel is used for ALL external Stainless Steel fittings.
- ALL keel studs are Grade 316 Stainless Steel BS. 1449 Part 2, and threaded into the keel to a depth of not less than 2.5 times the stud diameter. The studs are then secured using double stainless steel nuts, together with washers.
- ALL skin fittings below the waterline are fitted with valves made from Marine Grade bronze for added safety, and have double clipped Stainless Steel hose connections.
- Their buyers search extensively for best quality teak and select grain and colour for WESTERLY.

These are a few of the features built into a WESTERLY yacht. Quality is stressed throughout all stages of production



and close inspection will reveal the precise craftsmanship of teak joinery and level of attention given to the smallest detail that have become the hallmark of 

Lloyd's Register And The Customer's Westerly

Perhaps the most tangible aspect of Lloyd's Register's involvement in the building of the Customer's Westerly is their surveyor's factory visit and inspection. Westerly Yachts established with Lloyd's Register and their own quality control, an inspection and checking procedure which supports the requirements of the visiting surveyor. A multipoint checklist of the hundreds of processes and constructional aspects in which Lloyd's Register is involved is followed assiduously by two full time Westerly quality control inspectors. From the application of the first layer of the double gelcoat through each subsequent laminate right through to the fitting of the last chainplate, each process is checked for compliance with Lloyd's Register's requirement. For example, during the moulding processes, not only must strict environmental conditions of humidity and temperature prevail, but each layer of gelcoat and reinforcement has to be applied within a tight time-window. If too soon, a subsequent layer of resin and reinforcement could affect the gelcoat or interfere with the curing process of the previous layer, too late and problems of poor adhesion might occur. To ensure the consistent standards of quality required by Westerly and Lloyd's Register, various tests are regularly conducted to determine factors such as the consolidation of the laminate and the resin to glass ratios. All boats are Barcol Hardness tested to ensure that the gelcoat has cured and samples of each hull are retained by Westerly on Lloyd's behalf for future reference should any query arise on a Westerly hull.



# STERLY

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# YACHTS



organisations. Their marine surveying abilities are used in ship building and by yacht builders from as far afield as Finland and Japan.

## Lloyd's Register's HCC Covers More Than Just Hull and Deck Mouldings

In the design stage Lloyd's Register examines and approves the hull and deck construction drawings. In addition to the scantlings of the mouldings, and their manufacture, Lloyd's Register require its standards to be met on the following aspects:

1. Hull and deck scantlings.
- \* 2. Deck reinforcement in way of high stress areas (ie. chainplates, mast step, winches, cleats, sheet tracks, etc.).
- \* 3. Hull to deck joint.
- \* 4. Keel (s) attachment.
5. Hull reinforcement and stiffening in way of keel(s), centreline, rudder, engine beds and topsides.
- \* 6. Cabin window fitting and design.
- \* 7. Chainplates construction, attachment and reinforcement.
- \* 8. Steering system arrangement and installation, rudder construction and installation.
- \* 9. Specification and fitting of all skin fittings.
10. Mast support arrangement.
11. Stern tube and shaft support bracket attachments.
12. Positioning and bonding-in of all structural bulkheads.

The featured schematics show graphically some of the typical Lloyd's areas of scrutiny.

\* Items marked thus are shown in schematics on reverse side.

## Westerly And Lloyd's Register - Together We Produce Yachts Fit For The World

Lloyd's Register has been revered since the 18th Century as the world's leading classification and survey organisation on the construction and engineering of sea-going craft. Through the years, Lloyd's Register has amassed knowledge, technical data and experience which surpasses all other similar maritime

## Hull Construction Certificate

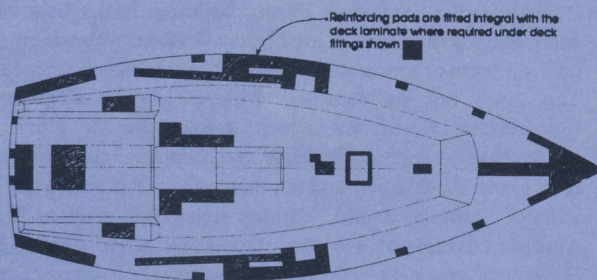
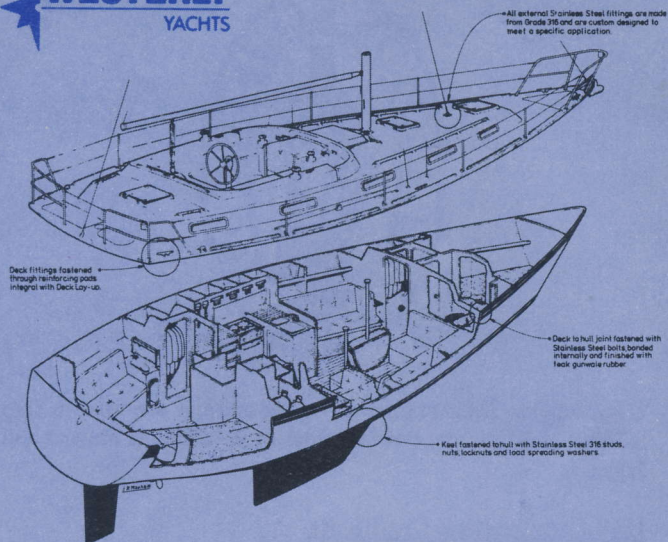
EVERY WESTERLY IS SUPPLIED with a Lloyd's Register Hull Construction Certificate. There are several levels to which Lloyd's Register will survey craft during building. Many boat builders announce that they have "Lloyd's Certification" when this may only be in the form of a moulding release note, which is not a certificate. This must not be confused with a Lloyd's Register Hull Construction Certificate which attests that a much more comprehensive scrutiny of design and construction has taken place throughout the building and not just to the point where the hull is released from its mould. Various statements such as "Lloyd's Approved Premises" are also claimed by some manufacturers. However, Lloyd's Register does not approve GRP premises and this type of statement is meaningless.

Through building each yacht to the rigorous standards demanded by a Lloyd's Register HCC, Westerly have consistently achieved over the years an extremely low incidence of osmosis in their yachts.

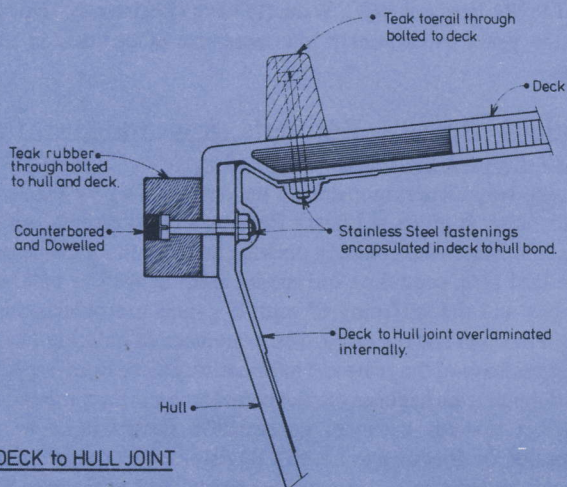
## Obtaining Lloyd's Register's Approval for Hull Construction Certificate

From the very earliest moments in the design of a new Westerly, consideration is given to Lloyd's Register's requirements. As the design unfolds on the Westerly drawing board, hull reinforcement in the keel area, centreline and rudder areas as well as bulkhead positions and the stiffening of topside panels are painstakingly thought through and reviewed. The experience of building 11,000 sailing yachts over the years and information gained from our After Sales support team has been a major contribution in this process. All the effort towards optimum construction occurs prior to the submission of drawings to Lloyd's Register for examination and approval by their in-house naval architects and engineers. This approval is always obtained before the first boat is launched.

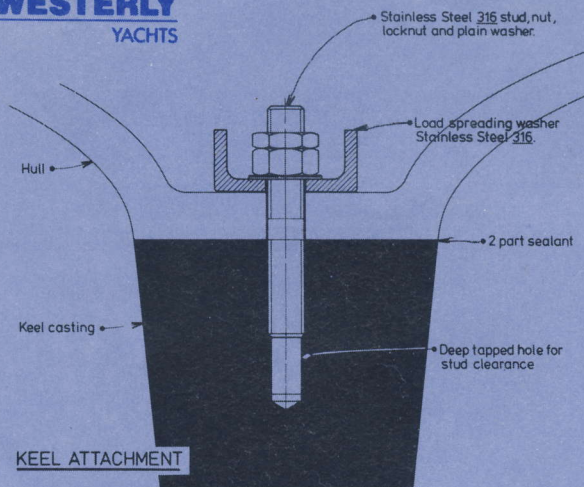




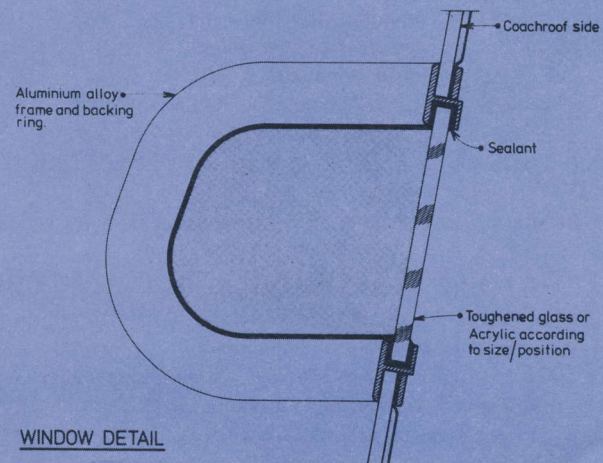
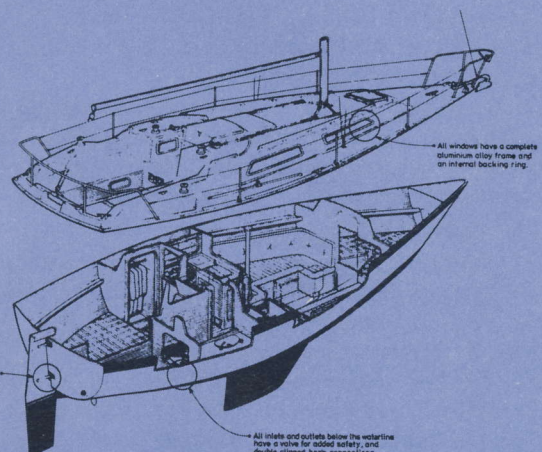
DECK REINFORCING PADS



DECK to HULL JOINT

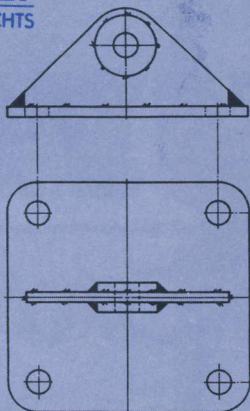


KEEL ATTACHMENT

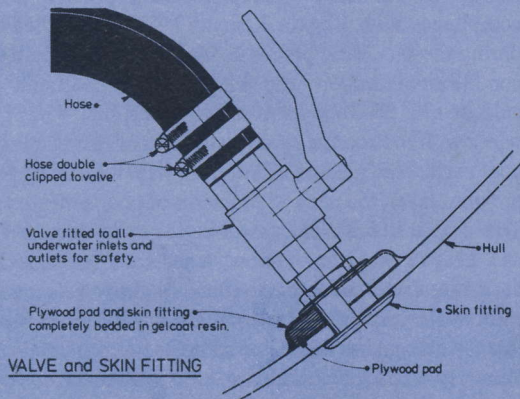
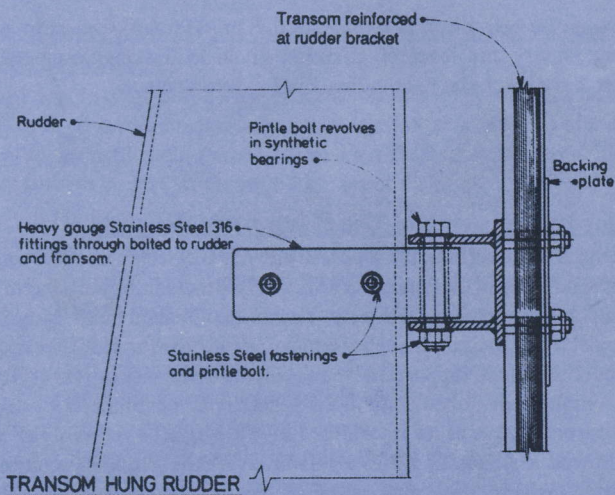


WINDOW DETAIL





All Stainless Steel deck fittings are fabricated from Grade 316 material to BS 1449 part 2. Fittings are designed by WESTERLY to meet a specific application, e.g. a shroud plate as shown here.



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