

KONSORT 29



Spaciousness aboard the Konsort allows 6/7 people to live and sail together with ease. All three versions (fin keel, lifting keel or twin keel) offer quick response, fast performance and all-round design quality which everyone will appreciate.

SAIL AREAS

Mainsail	180 sq. ft.	16.72 sq. m.
No. 1 Genoa	333 sq. ft.	30.94 sq. m.
No. 2 Genoa	257 sq. ft.	23.88 sq. m.
No. 1 Jib	168 sq. ft.	15.61 sq. m.
No. 2 Jib	120 sq. ft.	11.15 sq. m.
No. 3 Jib	68 sq. ft.	6.32 sq. m.
Spinnaker	753 sq. ft.	69.96 sq. m.

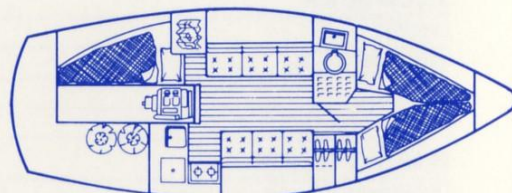
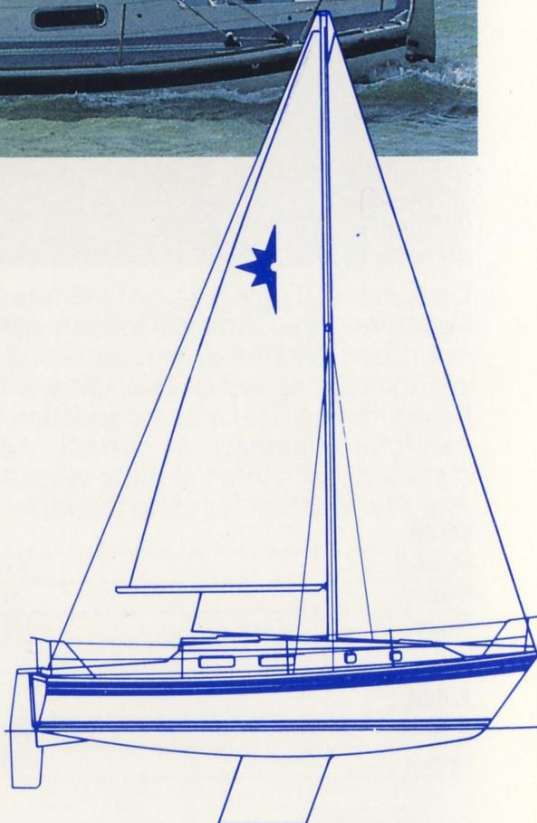
SPECIFICATION

Length overall (excluding rudder)	28' 10"	8.80 m.
Length waterline	25' 6"	7.77 m.
Beam	10' 9"	3.29 m.
Draft - Fin Keel	5' 4"	1.62 m.
Draft - Twin Keels	3' 2 1/2"	.98 m.

Draft - Lifting Keel		
plate up	3' 6"	1.07 m.
plate down	6' 9"	2.06 m.

DESIGNED WEIGHTS

Displacement	7900 lbs.	3590 kg.
Ballast -		
Fin & Twin Keels	3200 lbs.	1451 kg.
Lifting Keel	4695 lbs.	2130 kg.
Mast length	35' 9"	10.89 m.



Lloyds Hull Construction Certificate



Westerly Konsort

PRICE £30,500 (+£7,500)

The Konsort hasn't the GK29's racing ability, but many are drawn to its spacious interior



The inclusion of the Konsort here may perhaps seem odd to those who know the performance capabilities of the GK29, but it invites comparison because sales of the GK collapsed after Westerly introduced the Konsort. So what is the difference?

Two major advantages of the Konsort are the higher-volume practical accommodation and the twin-keel option that could keep mooring costs down considerably. In fact, most Konsorts are twin-keelers – only 80 fin-keeled ones were built.

While performance will never be able to match the GK, this is a capable family cruiser and passage times are reliable. The Konsort sleeps up to six in accommodation that has the same layout as the GK, but with considerably higher volume. The forecabin vee-berth is particularly large. Though there's no hanging locker here, there are two good-sized ones opposite the separate heads compartment.

There's a second double berth, created by an infill pulled out from beneath the port settee, and a large quarter berth that can sleep two at a push. Stowage is excellent and the slightly boxy-shaped coachroof allows good standing headroom all through the boat. While the galley is not an exceptional size, the chart table is large with plenty of stowage. The rudder is transom hung, but the deck and cockpit are more traditional in style and the design is unmistakably Westerly.

Performance is better than you might expect from the appearance of this boat, although it is clearly not like a GK or a Fulmar. Going to windward in larger seas the flatter forefoot can cause an uncomfortable slamming and the helm is much heavier.

Specifications

LOA	8.8m	28ft 10in
LWL	7.77m	25ft 6in
Beam	3.29m	10ft 9in
Draught (fin)	1.62m	5ft 4in
(twin)	0.98m	3ft 3in
Displacement	3,870kg	8,516lb
Ballast (fin and twin)	1,451kg	3,200lb
Sail area (main)	16.72m ²	180ft ²
(No 1 genoa)	30.94m ²	333ft ²

