

# WESTERLY<sup>®</sup> PENTLAND

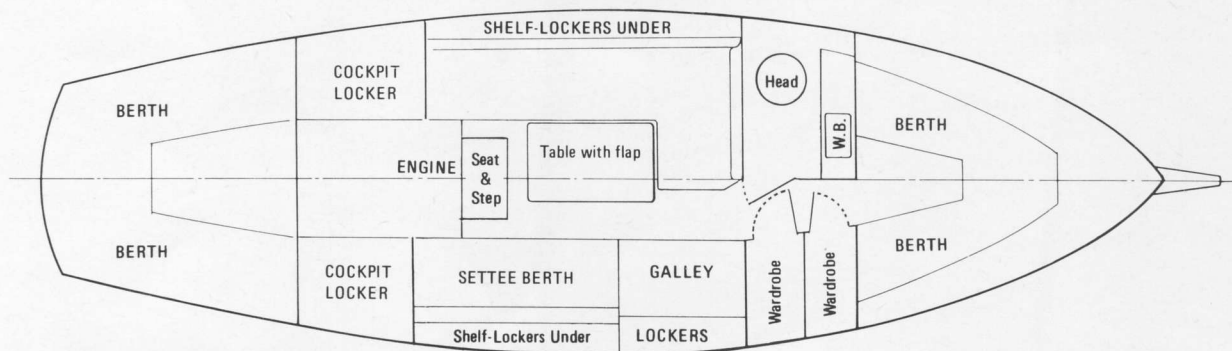
Produced by Westerly Marine — *Designed by Laurent Giles*



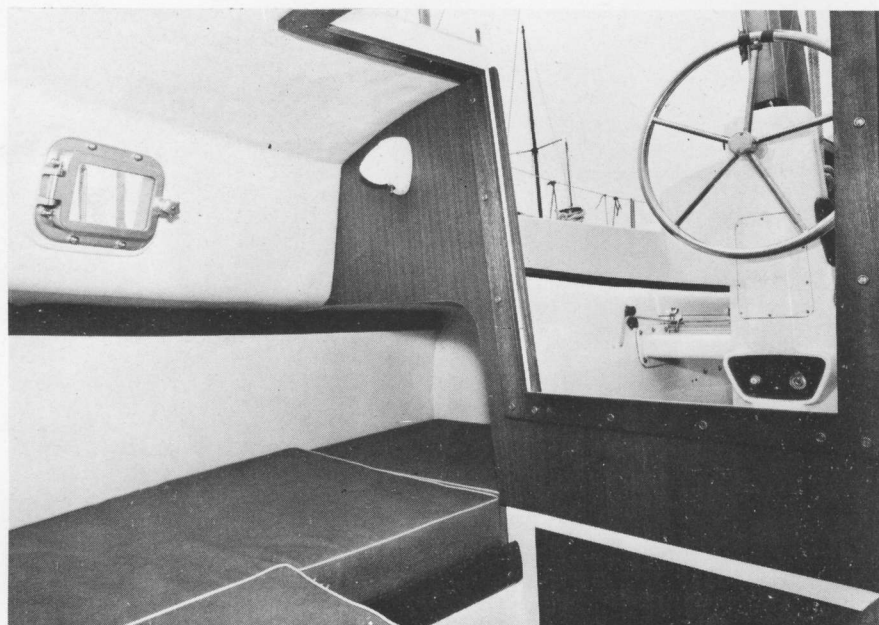


*The saloon from the cockpit hatch.*

The accommodation provides six berths in three cabins, all with a foam backed vinyl headliner to reduce condensation. The saloon is exceptionally spacious, with 6' 3" headroom. Between the forecabin and the saloon there is a large compartment on the port side containing marine W.C. and washbasin, where provision has been made for the installation of a shower. Opposite are two hanging wardrobes. The saloon has an L-shaped dinette to port and a galley to starboard. Numerous lockers and sliding-front cupboards make good use of every available inch of stowage space.



**ACCOMMODATION LAYOUT**



*The aft cabin.*

The aft cabin has two full-length berths. The forecabin can be shut off from the saloon by the dual purpose door of the forward hanging locker and a double berth conversion can be provided for this cabin. Throughout the boat the materials used have been chosen to give a warm and inviting appearance and yet be easy to keep spick and span.



# WESTERLY PENTLAND

This Laurent Giles designed offshore ketch is based on the very successful Westerly Renown. Her twin keels, whose shape and position were established by tank testing, give her a hull form very similar to that of Centaur. With her skeg-hung rudder she will dry out with the tide and her draft allows safe cruising in shoal waters. The 25 h.p. diesel is standard and will allow Pentland to be motored for long periods if necessary, in both adverse conditions and flat calm.

## DECK AND COCKPIT

The deck layout is similar to that of Renown. The lower shrouds and the topmast shrouds of the mainmast and the twin shrouds of the mizzenmast are all fitted close to the coachroof. This gives easy movement along the side decks and allows the genoa to be used very effectively to windward. The roomy cockpit is 6' 6" long and has deep wide coamings, making it both dry and comfortable. Wheel steering is fitted as standard and the helmsman has good visibility over the coachroof. Large lockers are provided under both port and starboard cockpit seats and a teak floor grating is also a standard item. All working surfaces are treated with a non-slip paint.

**INTERIOR** (See facing page).

## SAILS AND RIGGING

The standing rigging is stainless steel throughout. Shroud plates are through bolted to backing plates and the mainmast top-mast shrouds are attached to special webs built into the hull. The sails and running rigging are Terylene\* and the masts

and spars are gold anodised alloy. The standard inventory includes a No. 1 jib, the mainsail and the mizzen.

## CONSTRUCTION, MATERIALS AND QUALITY CONTROL

The boat is constructed in glassfibre reinforced plastics, with a minimum of 10 ozs. per square foot glass mat (all hand laid) on the topsides and up to 24 ozs. of mat and rovings over the keel stub. Woven rovings provide extra strength at key stress points — for example where shroud plates are fitted. The foredeck is of balsa sandwich construction, to give added stiffness. All materials used — from the paint and resins to the oiled teak, stainless steel and marine alloys — are of high quality. Deck fittings are through-bolted with backing plates and bulkheads are bonded in. The hull to deck join is also through bolted and matted over. The boat is subject to constant checks at every stage of its construction, including moulding, to ensure that Westerly's high standards are maintained. Each boat carries a Lloyds certificate.

## MAINTENANCE

With the modern, low-maintenance materials used in her construction, this boat will be easy to look after both during commission and out of season. A minimum of time and expense are required and the comprehensive operating manual that comes with every Westerly will show you how to do what little maintenance is needed.

*\*Terylene is a polyester fibre, similar to the American Dacron.*

Optional extras available include:

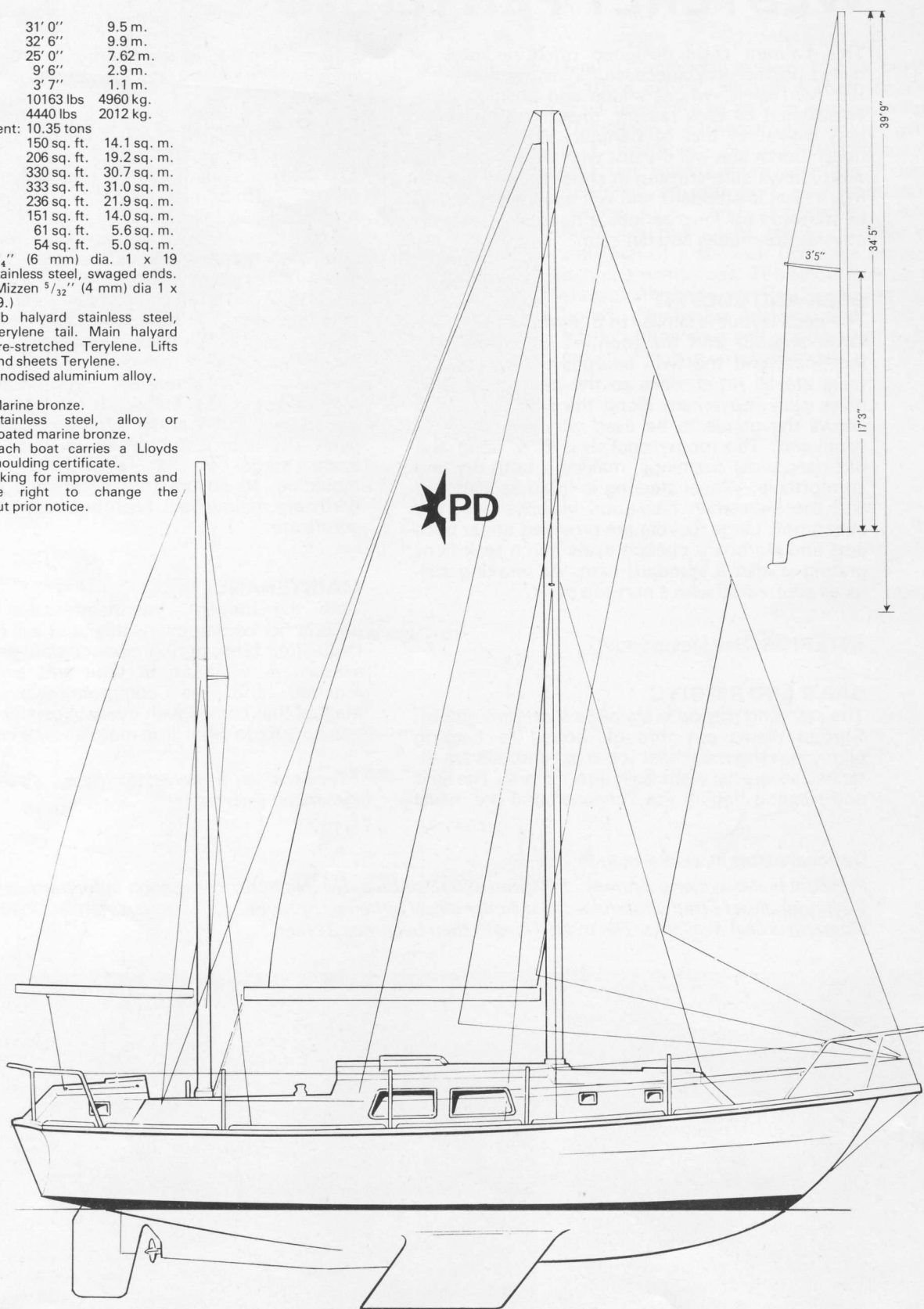
*Pressure water system. Shower. Powered extractor fans. Double berth conversion in forward cabin. 2 cylinder diesel fitted as standard. 3 cylinder diesel optional. Sprayhood. Sloop rig is also available. The overall length then becomes 31 feet.*



# SPECIFICATION

Length overall	31' 0"	9.5 m.
(sloop)	32' 6"	9.9 m.
(ketch)	25' 0"	7.62 m.
Length, waterline	9' 6"	2.9 m.
Beam	3' 7"	1.1 m.
Draft	10163 lbs	4960 kg.
Displacement	4440 lbs	2012 kg.
Ballast weight	Thames measurement:	10.35 tons
Mainsail (ketch)	150 sq. ft.	14.1 sq. m.
(sloop)	206 sq. ft.	19.2 sq. m.
Genoa (ketch)	330 sq. ft.	30.7 sq. m.
(sloop)	333 sq. ft.	31.0 sq. m.
No. 1 jib	236 sq. ft.	21.9 sq. m.
No. 2 jib	151 sq. ft.	14.0 sq. m.
No. 3 jib	61 sq. ft.	5.6 sq. m.
Mizzen	54 sq. ft.	5.0 sq. m.
Standing rigging	1/4" (6 mm) dia. 1 x 19 stainless steel, swaged ends. (Mizzen 5/32" (4 mm) dia 1 x 19.)	
Running rigging	Jib halyard stainless steel, Terylene tail. Main halyard pre-stretched Terylene. Lifts and sheets Terylene.	
Masts and spars	Anodised aluminium alloy.	
Seacocks and skin fittings	Marine bronze.	
Deck fittings	Stainless steel, alloy or coated marine bronze.	
Construction	Each boat carries a Lloyds moulding certificate.	

We are always looking for improvements and thus reserve the right to change the specification without prior notice.



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