

**ASK ABOUT
BIG SHOW DISCOUNTS**

1985

All prices quoted are for boats with the manufacturer's standard base inventory (including working sails), landed, duty paid, at the ports of Baltimore, New York or Norfolk. Prices to other ports are subject to varying ocean freight rates. Inland freight, commissioning, state and/or local taxes, if any, are not included.

Single Keel boats require purchase of shipping/storage cradle: \$550 for Griffon; all others: \$1,000. No cradle required for twin keel boats.

Detailed brochures, specifications and price sheets are available on all boats.

Prices and specifications are subject to change without notice.

WESTERLY YACHTS LIMITED,
47 Aston Road,
Waterlooville,
Portsmouth, PO7 7UF, Hants.,
ENGLAND

ANDREW GEMENY & SON MARINE CORP.
5809 Annapolis Rd.,
Hyattsville, Md., 20784

Phone: (301) 779-6190

September 1st, 1984

Westerly

**NEW 1985 BOATS
— NEW TEAK INTERIORS
— SPECIAL SHOW PRICES
1985 BOATS —
— BELOW 1980 PRICES**

WHEN YOU BUY A WESTERLY, THE STRONG U.S. DOLLAR MORE THAN OFFSETS FOUR YEARS' INFLATION.

BECAUSE THE BRITISH POUND HAS DROPPED AND THE DOLLAR IS STRONG, SHOW DISCOUNT PRICES FOR 1985 WESTERLIES ARE GUARANTEED TO BE BELOW THE RECOMMENDED LIST PRICE FOR COMPARABLE MODELS, EFFECTIVE SEPTEMBER, 1980.

YOU GET "BUILT TO LLOYD'S", "NORTH SEA" RUGGEDNESS, AND RECOGNIZED BRITISH QUALITY, AT A COST NEARLY AS LOW AS MANY "PRICE" BOATS.

BUT, HURRY. ECONOMISTS SAY IT WON'T LAST FOREVER. TODAY YOU CAN AFFORD A WESTERLY.....TOMORROW, MAYBE NOT.

SEALORD 39 (36 32'6" x 13'2" x 5'6")

SLOOP \$112,000
KETCH \$114,000

The new "SEALORD 39", flagship of the WESTERLY fleet, was designed by world famous designer Edward Dubois to give SEALORD owners a subtle mix of spacious and usable accomodation below decks, allied with a capability as a performance cruising yacht that confirms her as a true, blue-water ocean traveler.

Fin keel, with a modest 5'6" draft, 8,000 lbs ballast, and 18,500 lbs displacement, the Center-cockpit SEALORD is available either ketch or sloop with an optional cutter rig.

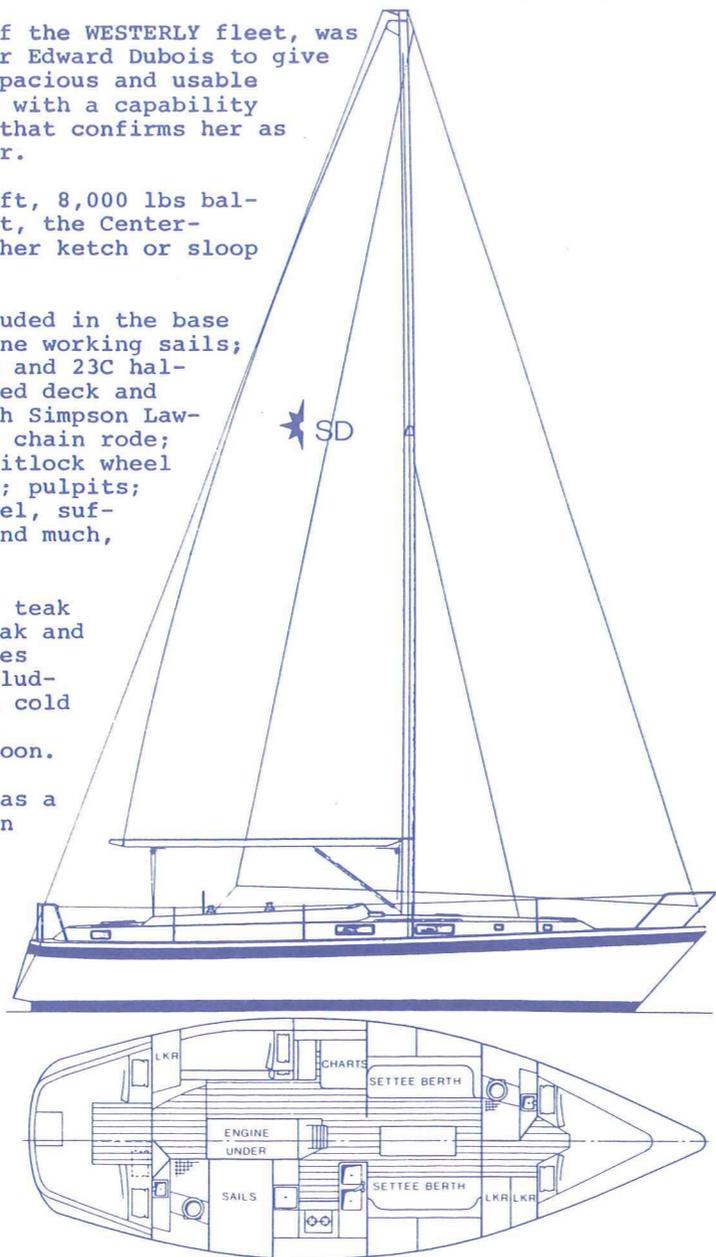
Her standard equipment, all included in the base price, includes Ratsey & Lapthorne working sails; Barlow 2 speed 32C sheet winches and 23C hal-yard winches; Treadmaster surfaced deck and coachroof; 45 lb plow anchor with Simpson Lawrence Hy/speed windless and 180' chain rode; teak cockpit seats and grate; Whitlock wheel steering; Aqua Signal nav lights; pulpits; lifelines; Volvo 36hp MD17D diesel, sufficient to power her at 7.5 kn, and much, much, more.

Below deck, with generous use of teak and teak faced ply, including teak and holly cabin sole, SEALORD provides berths for up to 10 persons, including two heads, both with hot and cold shower; hanging and wet lockers. Headroom is 6'4" in the main saloon.

SEALORD is intended to be built as a semi-production boat, rather than "custom"; however, because many owners in this size range often develop specific individual desires, some limited customization (not to interfere with completion of boats in line behind) may be negotiated.

Built to Lloyds, with the prototype unveiled at the January, 1983, London Show, the SEALORD is in full production and has undergone a full season of testing under rugged English offshore conditions prior to her American debut in the Fall, 1983, Shows.

For additional information on the WESTERLY SEALORD, call or write:
Andrew Gemeny & Son Marine Corporation, 5809 Annapolis Road, Hyattsville, Md., 20784. Phone: (301) 779-6190.



ASK ABOUT BIG SHOW DISCOUNTS

1985

All prices quoted are for boats with the manufacturer's standard base inventory (including working sails), landed, duty paid, at the ports of Baltimore, New York or Norfolk. Prices to other ports are subject to varying ocean freight rates. Inland freight, commissioning, state and/or local taxes, if any, are not included.

Single Keel boats require purchase of shipping/storage cradle: \$550 for Griffon; all others: \$1,000. No cradle required for twin keel boats.

Detailed brochures, specifications and price sheets are available on all boats.

Prices and specifications are subject to change without notice.

WESTERLY YACHTS LIMITED,
47 Aston Road,
Waterlooville,
Portsmouth, PO7 7UF, Hants.,
ENGLAND

ANDREW GEMENY & SON MARINE CORP.
5809 Annapolis Rd.,
Hyattsville, Md., 20784

Phone: (301) 779-6190

September 1st, 1984

GRIFFON (26) (26'0"x21'7"x9'3"x4'9"fin; 3'3"twin) **\$34,000 fin keel**
\$34,400 twin keel

GRIFFON is the successor to the famous WESTERLY CENTAUR (of which over 2,500 are sailing worldwide). From the board of the renowned Ed Dubois, GRIFFON is available either single or twin keel and is intended for serious offshore cruising (as well as lazy gunkholing in its twin keel version, with a draft of only 3'3").

With full headroom, six berths and a fully enclosed head, GRIFFON's 9'3" beam has enabled Dubois to include accommodations substantially larger, even, than those of Centaur. GRIFFON compares favorably to most 27's and many 28's.

GRIFFON comes with a comprehensive inventory, including 18 hp Volvo diesel, Ratsey sails, 4 Barlow winches, pulpits, lifelines, international navigation lights, anchor, rode, bottom paint, bilge pump, Lloyds Certificate, all in base price.

KONSORT (29) (28'10"x25'6"x10'9"x5'4"fin; 3'3"twin) **\$46,000 fin**
\$46,400 twin

An attractive sloop designed by Laurent Giles and Partners, and available either twin (3'3" draft) or fin keel (5'4" draft). Like all Westerlies, KONSORT is built to Lloyds, each with its own Lloyds Hull Construction Certificate. Standard power is the 18 hp Volvo 2 cyl. diesel, producing about 6 to 6.5 kn under power with a cruising range of about 170 miles.

With six berths and fully enclosed head, few other 29's or 30's can match the room below. She is laid out in traditional fashion, with V berths forward of the head and hanging locker; setee berths on either side of the central table in the main saloon. An aft galley is to starboard, while the navigators station with chart table is just forward of the port quarterberth.

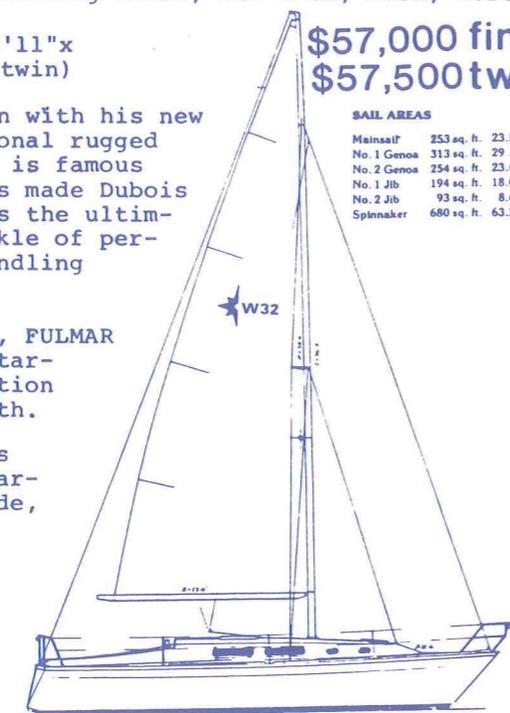
In addition to her powerful diesel, KONSORT's standard inventory includes pulpits, lifelines, Ratsey sails, navigation lights, 4 Barlow winches, 5 mooring cleats, 25lb plow anchor, 90' chain rode, fenders, mooring lines, and much, much, more.

FULMAR (32) (31'10"x26'0"x10'11"x 5'3" fin; 4'0" twin)

World famous designer Ed Dubois scores again with his new WESTERLY FULMAR (W32) combining the traditional rugged cruising characteristics for which Westerly is famous with a sprinkle of the performance which has made Dubois famous on the Grand Prix Circuit. FULMAR is the ultimate for the cruising sailor desiring a sparkle of performance in his 32, and the ease of sail handling with her 3/4 rig.

With the interior lavishly finished in teak, FULMAR offers 6/7 berths, spacious aft galley to starboard and an extremely large navigators station forward of the double sized port quarterberth.

The 2 cyl. 18 hp Volvo diesel is standard, as well as Ratsey sails, pulpits, lifelines, Barlow winches, 35lb plow anchor, 90' chain rode, and much, much, more, all included in her "landed, East Coast, duty paid" base price.



\$57,000 fin
\$57,500 twin

SAIL AREAS	
Mainmast	253 sq. ft. 23.5 sq. meter
No. 1 Genoa	313 sq. ft. 29.1 sq. meter
No. 2 Genoa	254 sq. ft. 23.6 sq. meter
No. 1 Jib	194 sq. ft. 18.0 sq. meter
No. 2 Jib	93 sq. ft. 8.6 sq. meter
Spinnaker	680 sq. ft. 63.2 sq. meter

MERLIN 28

FIN \$41,000
TWIN T.B.A.

(28'7" (incl. rudder); x 27'1" (on deck); x 9'11" x 5' (fin); 3'4" (twin))

Fast and racey, the WESTERLY MERLIN from the design board of Ed Dubois, is available either single keel or twin keel. She's "Northsea Tough" in Westerly's Lloyds Approved tradition, with top quality glasswork, easily driven and forgiving.

Probably the most striking feature of the WESTERLY MERLIN is the "magic" worked by Dubois in designing a boat which, from the exterior has traditional lines, yet below deck offers accommodation with a decidedly "French" flavor.

Careful design and a slight lengthening of the trunk cabin have enabled Dubois to provide a roomy "owner's stateroom", with standing headroom and hanging locker to port, aft of the galley, extending beneath the deck and cockpit seats above, while to starboard, the head, complete with washbasin, is abaft the navigator's station.

Her base price includes the traditional large Westerly base inventory: Choice of 18 hp Volvo or 20hp Bukh diesel; sails, pulpits; lifelines, winches, anchor, etc.

"Merlin" introduced in England at the September, 1984, Southampton Show, has been an instant success, and will be seen in the U.S. at the 1985 Spring Shows.

SEAHAWK 34

FIN \$75,000
TWIN T.B.A.

(33'8" x 27'0" x 12'3" x 4'11" (fin) or 3'11" (twin))

After his outstanding design success with the 36' WESTERLY CORSAIR, what could Dubois do for an encore? He's put almost as much accommodation in the new 34' SEAHAWK hull! And, again, as he's done with MERLIN, he's given the accommodation a decidedly "French" decor.

With an LOA of 33'8", SEAHAWK is a center cockpit sloop, with a hugh aft galley to port, full sized nav station to starboard, and a walkthru to the commodious double in the completely private aft cabin, for a total of 7 berths.

Like all Westerlies, she's "Built to Lloyd's" and comes with sails, anchor, rode, pulpits, winches, a 28hp Volvo diesel, and much, much, more, all in her base price.

All Westerlies (except the 36' CORSAIR and 39' SEALORD, which are available only as shoal draft, single keel) are available in either twin or single keel.

Boat for boat, with less wetted surface, a single keel Westerly will be somewhat faster than its twin-keeled sister. The twin keeler, however, will offer the advantage of a shoaler draft, the elimination of cradle for shipment or storage, and the ability to sit upright if grounded on a falling tide...even to the point that, with suitable tidal range, an owner could work on the bottom without necessity of hauling out.

Either way, single or twin, WESTERLY offers a wide range of cruising auxiliaries, built to an extremely high standard, and at competitive prices, to suit the needs of the most discriminating yachtsman.

MERLIN 28

FIN \$41,000
TWIN T.B.A.

(28'7" (incl. rudder); x 27'1" (on deck); x 9'11" x 5' (fin); 3'4" (twin))

Fast and racey, the WESTERLY MERLIN from the design board of Ed Dubois, is available either single keel or twin keel. She's "Northsea Tough" in Westerly's Lloyds Approved tradition, with top quality glasswork, easily driven and forgiving.

Probably the most striking feature of the WESTERLY MERLIN is the "magic" worked by Dubois in designing a boat which, from the exterior has traditional lines, yet below deck offers accomodation with a decidedly "French" flavor.

Careful design and a slight lengthening of the trunk cabin have enabled Dubois to provide a roomy "owner's stateroom", with standing headroom and hanging locker to port, aft of the galley, extending beneath the deck and cockpit seats above, while to starboard, the head, complete with washbasin, is abaft the navigator's station.

Her base price includes the traditional large Westerly base inventory: Choice of 18 hp Volvo or 20hp Bukh diesel; sails, pulpits; lifelines, winches, anchor, etc.

"Merlin" introduced in England at the September, 1984, Southampton Show, has been an instant success, and will be seen in the U.S. at the 1985 Spring Shows.

SEAHAWK 34

FIN \$75,000
TWIN T.B.A.

(33'8" x 27'0" x 12'3" x 4'11" (fin) or 3'11" (twin))

After his outstanding design success with the 36' WESTERLY CORSAIR, what could Dubois do for an encore? He's put almost as much accomodation in the new 34' SEAHAWK hull! And, again, as he's done with MERLIN, he's given the accomodation a decidedly "French" decor.

With an LOA of 33'8", SEAHAWK is a center cockpit sloop, with a hugh aft galley to port, full sized nav station to starboard, and a walkthru to the commodious double in the completely private aft cabin, for a total of 7 berths.

Like all Westerlies, she's "Built to Lloyd's" and comes with sails, anchor, rode, pulpits, winches, a 28hp Volvo diesel, and much, much, more, all in her base price.

All Westerlies (except the 36' CORSAIR and 39' SEALORD, which are available only as shoal draft, single keel) are available in either twin or single keel.

Boat for boat, with less wetted surface, a single keel Westerly will be somewhat faster than its twin-keeled sister. The twin keeler, however, will offer the advantage of a shoaler draft, the elimination of cradle for shipment or storage, and the ability to sit upright if grounded on a falling tide....even to the point that, with suitable tidal range, an owner could work on the bottom without necessity of hauling out.

Either way, single or twin, WESTERLY offers a wide range of cruising auxiliaries, built to an extremely high standard, and at competitive prices, to suit the needs of the most discriminating yachtsman.

CORSAIR 36 (35'8" x 30'5" x 12'6" x 4'11")

SLOOP \$85,000
KETCH \$86,600

With the wide acceptance of the WESTERLY SEALORD during her initial season under sail in England, Westerly and Ed Dubois lost no time or momentum in developing the new 35'8" "WESTERLY CORSAIR", with lines and character which immediately identify her as a somewhat smaller, but equally beautiful, sister of SEALORD.

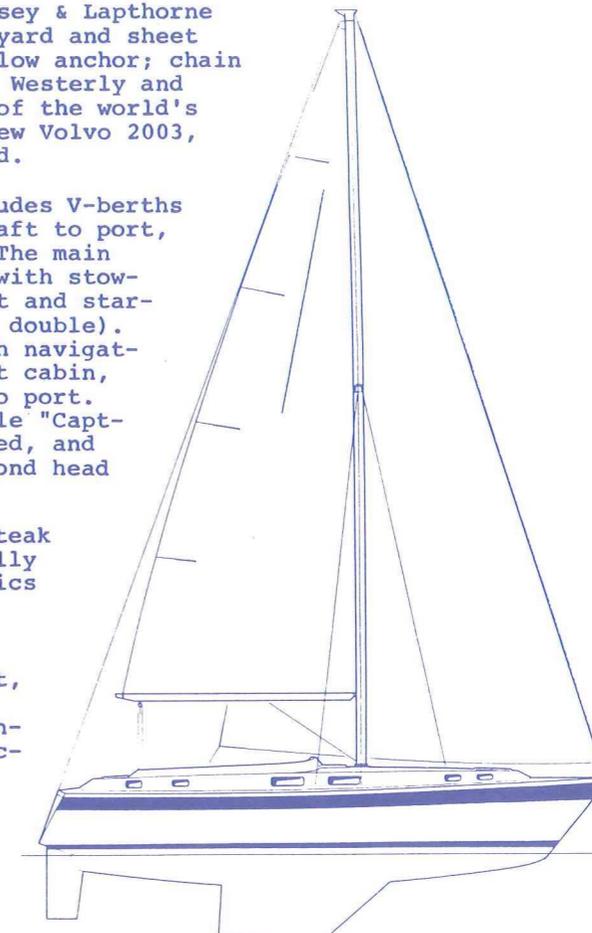
In keeping with the most modern design trends, Dubois has given CORSAIR a wide, 12'6" beam, at the same time holding her fin keel draft to 4'11". Her design displacement of 15,500 lbs includes 6,600 lbs ballast, all incorporated in a hull which, like all Westerlies, is built to Lloyds specifications and under the supervision of a Lloyds surveyor. Her rig includes double spreader Kemp spars, and an ample sail area of 836 sq. ft. (main and genoa) for the sloop, or 828 sq ft (main, genoa and mizzen) for the ketch.

Her standard inventory includes Ratsey & Lapthorne working sails; two speed Barlow halyard and sheet winches; Whitlock wheel steering; plow anchor; chain anchor rode; and much, much, more. Westerly and Volvo have selected CORSAIR as one of the world's first boats to be fitted with the new Volvo 2003, 28 hp 3 cylinder diesel, as standard.

Deck, Corsair's interior includes V-berths, with head and shower just aft to port, and hanging lockers to starboard. The main saloon has a large drop leaf table with stow-away liquor locker. Seetees to port and starboard make into wide berths (port a double). The galley is aft to starboard, with navigator's station and companionway to aft cabin, (complete with Navigator's berth) to port. The large aft cabin contains suitable "Captain's Quarters", including double bed, and sufficient room for an optional second head if desired.

The interior is tastefully done in teak or teak faced ply, with teak and holly sole, and a choice of designer fabrics for cushions.

CORSAIR was designed as an offshore cruiser - not a racing machine. But, remember, Ed Dubois in one of the world's leading Admiral's Cup designers. No way would his name be associated with a boat which wouldn't perform. CORSAIR'S performance under sail: SUPERB!



For additional information on the WESTERLY CORSAIR, call or write:
Andrew Gemeny & Son Marine Corporation, 5809 Annapolis Road, Hyattsville, Md.,
20784. Phone: (301) 779-6190.