WESTERLY MARINE
GRIFFON

GRIFFON

Griffon is the first Westerly sailing cruiser to be designed by Ed Dubois. She is a boat that is very well suited for family sailing and as one would expect from her designer, will produce the performance to please the experienced enthusiast. The Westerly strength of construction is maintained in this boat and there is sufficient comfort and space to provide enjoyable family holidays.

THE ENGINE

The standard installation is the reliable 13 h.p. twin cylinder Volvo Penta MD7A. This gives a cruising speed of approximately 6 knots and there is nearly 40 hours running with the 10 gallon fuel tank which is situated aft of the engine under the cockpit sole. Among the standard fittings are a combined throttle and gear lever, battery, electric start, alternator, exhaust muffler, remote greasing system and a ventilated engine compartment. The 10 h.p. Bukh diesel is offered as an alternative and this would be suitable in areas where tides are not too much of a problem.

SAILING

The exceptional sailing qualities of Griffon really need to be experienced to be appreciated. Her long waterline and the lines of her hull give her speed through the water on all points of sailing. At the same time she is very manageable and capable of withstanding any combination of wind and sea. With all the halyards led aft the boat can be sailed and handled from the cockpit. This is a distinct advantage for family cruising when, more often than not, there are a number of inexperienced people on board. It is also an obvious advantage for single handed sailing. The cockpit is large enough to accommodate five to six people and this is partly due to the fact that the transom hung rudder keeps the tiller right aft and out of the way of the crew. Her semi-balanced rudder makes her light on the tiller and there is just the right amount of weather helm to provide a safety factor. Sloop rig is standard with slab reefing on the mainsail.

THE ACCOMMODATION

The first impression of the cabin is one of warmth and spaciousness for a boat of this size. The interior of Griffon is built almost entirely of wood; quality hardwoods and marine ply being used. There is an attractive choice of soft furnishings and the deckhead throughout is lined with cream coloured foam-backed vinyl. There is full standing headroom in both cabins.

The accommodation is for five people in two cabins. Up forward there is the conventional vee-berth which can be converted to a double as an optional extra. There are large lockers under the berths and shelf stowage along the sides of the hull. The heads with marine WC to port and hanging locker to starboard are between the two cabins.

The saloon has settee berths each side of the central table which folds up onto the main bulkhead when not required. With the table in use there is enough room for up to five people to eat comfortably. The port berth will convert to a double by pulling out the frame under the berth and dropping the seat back onto it. This still leaves plenty of room for the full length quarter berth under the port cockpit seat. There are lockers under all the berths and large open lockers with fiddles under the side decks.

The galley is at the aft end of the saloon on the starboard side. This is fitted with a two burner gimballed cooker, ice box, stainless steel sink, large worktop and lockers for food, pan and crockery stowage. An alternative two burner cooker with grill can be fitted as an optional extra. The 15 gallon stainless steel water tank is fitted under the starboard saloon berth adjacent to the galley.

Standard fittings in the cabin include all the cabin lighting, over from the battery in its own locker under the port saloon berth, plydeck cabin sole, curtain rails and runners, pumped water supply to the galley sink and a complete set of berth cushions.

THE DECK

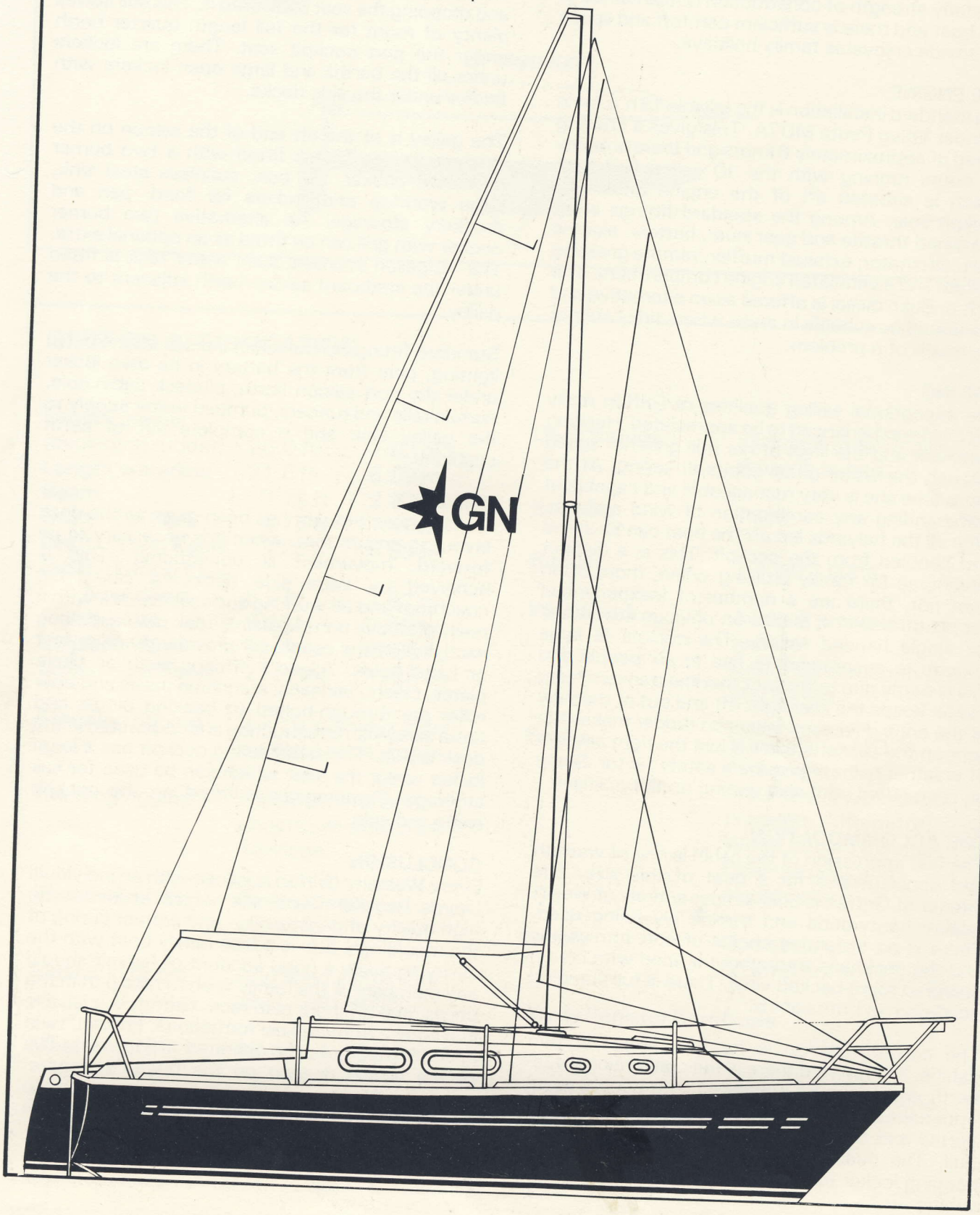
Considerable thought has been given to the deck layout to ensure that, when it is necessary to go forward, movement is unrestricted. This is achieved by wide side decks, a clear, flat coachroof and all working surfaces treated with a really effective non-slip paint. Teak grabrails along each side of the coachroof provide effective foot or hand holds. All deck fittings such as chain plates, cleats, fairleads, stanchion bases and bow roller are through-bolted to backing plates and balsa sandwich construction is incorporated in the deck lay-up. The self-draining cockpit has a large locker under the seat which can be used for sail stowage. Treadmaster is fitted on the cockpit seats and sole.

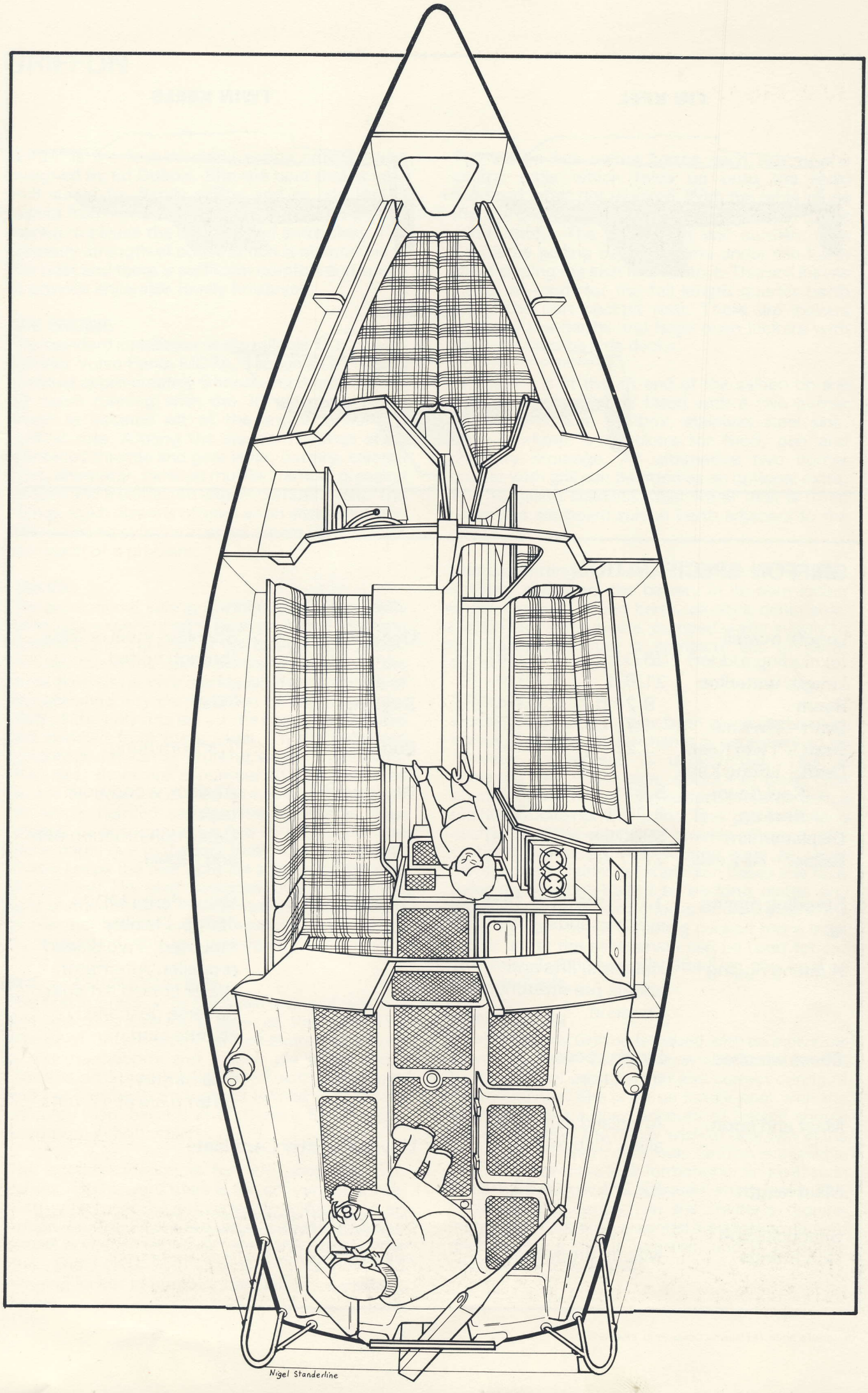
CONCLUSION

Every Westerly Griffon is issued with an individual Lloyds Register Certificate which assumes the high quality of construction and correct curing of the mouldings. She is a true family boat with the ability to make a good account of herself should any members of the family wish to take part in the occasional offshore club race. Griffon is available in a choice of three keel formations: fin keel, twin keels or hydraulically operated lifting keel. The choice would depend on the owner's requirements and Westerly personnel are always ready to give advice, if this is required, and to offer the opportunity of a test sail.

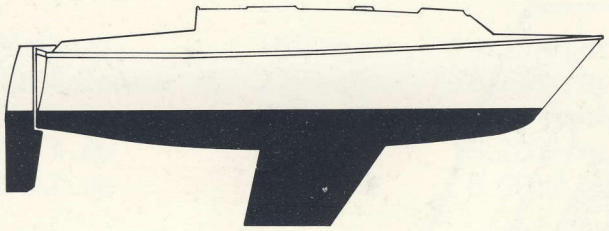
SAIL AREAS

Mainsail	155 sq ft	14.39 sq m
No 1 Genoa	277 sq ft	25.73 sq m
No 2 Genoa	224 sq ft	20.80 sq m
No 1 Jib	143 sq ft	13.28 sq m
No 2 Jlb	72 sq ft	6.68 sq m

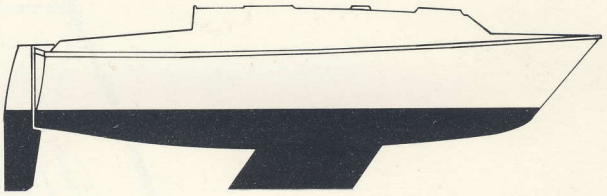



Nigel Standerline

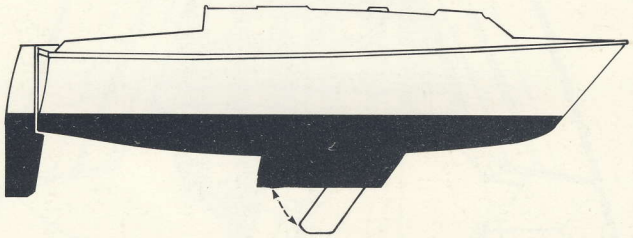
FIN KEEL



TWIN KEELS



LIFTING KEEL



GRIFFON SPECIFICATION

Length overall (excluding rudder)	26.0 ft	7.93 m
Length waterline	21.6 ft	6.59 m
Beam	9.24 ft	2.82 m
Draft – Fin Keel	4.75 ft	1.45 m
Draft – Twin Keels	3.25 ft	0.99 m
Draft – Lifting Keel		
Keel down	5.5 ft	1.67 m
Keel up	3.25 ft	0.99 m
Displacement	5900 lbs	2685 kg
Ballast – All Keels	2717 lbs	1235 kg

Standing rigging 1 × 19 stainless steel, swaged ends. 6 mm.

Running rigging Halyards, lifts and sheets pre-stretched Terylene.

Sheet winches Single speed, top action.

Mast and boom Anodised aluminium alloy. Slab reefing.

Mast length 32.2 ft 9.82 m

Seacocks and skin fittings Marine Bronze.

Deck fittings Stainless steel or alloy, through bolted.

Steering Tiller.

Rudder Transom hung.

Woodwork All deck woodwork teak.
Cabin construction utile and sapele.

Engine Volvo Penta MD7A 13 h.p. Flexibly mounted. Two bladed propeller. Alternator. Water cooled exhaust. Reverse gear and electric start.

Battery One battery. 58 amp hrs at 12 volts.

Lloyds Register Certificate

The specification, standard inventory and furnishings are liable to change. Boats are supplied according to the specification on the Price List at the time of ordering. Some items shown in the photographs are not included in the standard price.

Designed & Printed by Graphic Colour Print, Emsworth 6141

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WESTERLY GRIFFON

WESTERLY MARINE CONSTRUCTION LIMITED

Aysgarth Road · Waterlooville · Portsmouth PO7 7UF · England

Telephone: Waterlooville (07014) 54511 Telex: 86328

1969
1970
1977

DOORNBOS

Jachtwerf Doornbos b.v., Herenweg 21-23
3625 AA Breukeleveen (Post Maarssen)
Tel. (02158) 4654
Direktie: A. L. van Veen (02158) 4229 Telex 4362
Bank: A.B.N.-Hilversum Reknr. 550.346.104
Rabo-bank Nw. Loosdrecht Reknr. 33.69.02.220
Postrekening 548475

P R I J S L I J S T 1980

WESTERLY · GRIFFON ƒ Zie bijlage

De standaarduitvoering is als volgt:

TUIGAGE

Grootzeil en fok nr.1, geanodiseerde mast en giek, rvs staand want, terylene lopend want, 2 valwinches vanuit de kuip bedienbaar, bindrif.

DEKBESLAG

Rvs preekstoel en "open" hekstoel, rvs enkele zeerailing met 24" scepters, 2 schootwinches, grootschootoverloop, anker ca 6,8 kg met 27 mtr ketting, kikkers, helmstok, teak handgrepen op kajuitdak, teak "washboards" voor sprayhood, treadmaster op kuipzitting, navigatieverlichting, stoomlicht, 2 stootwillen en 2 landvasten.

INTERIEUR

Kajuitverlichting (6 lichtpunten), schakel- en zekeringspaneel, kussens, teak strip vloer, anti-kondensbekleding, kajuittafel, hangkast, o.w. toilet, 68 ltr rvs watertank met pomp, kombuis met rvs gootsteen, 2 pits gaskomfoor half kardanisch, koelbox, gordijnrails in kajuit, ventilator, perspex luiken, patrijspoorten.

MOTOR

10 pk Bukh DV 10 ME inboard diesel met wisselstroomdynamo.

ALGEMEEN

Kleur romp wit, anti-slip dekverf, teak berghout, antifouling, cove-line, messing afsluiters op huiddoorvoeren, zelflozende kuip, lenspomp.

LLOYD'S CERTIFICAAT ALS GARANTIE OP DUURZAME KWALITEIT

z.o.z.

EKSTRA'S (alle prijzen zijn inklusief BTW en montagekosten):

Fok nr.2	ƒ	430,--
Genua nr.1	ƒ	1.165,--
Genua nr.2	ƒ	955,--
Fokkeloet	ƒ	360,--
Spinnaker	ƒ	1.460,--
Spinnaker equipment en boom	ƒ	1.320,--
Zeilhoes, blauw of wit	ƒ	195,--
Neerhouder	ƒ	70,--
Plastimo Contest bulkhead kompas	ƒ	385,--
Seafarer dieptemeter	ƒ	520,--
Sumlog	ƒ	905,--
Meerprijs Lewmar 30 2 speed schootwinches	ƒ	400,--
Sprayhood, blauw of beige	ƒ	1.045,--
Dubbele zeerailing	ƒ	145,--
Ventilator in voorkajuit	ƒ	160,--
Ventilator boven kombuis	ƒ	160,--
Poederbrandblusser	ƒ	85,--
2-pits gaskomfoor met grill (meerprijs)	ƒ	935,--
Vulstuk voorkajuit	ƒ	165,--
2e akku met schakelaar	ƒ	530,--
Kaartentafel	ƒ	410,--
Wasbak (schuifbaar) in toiletruimte	ƒ	545,--
Meerprijs voor 13 pk Volvo Penta MD 7 A diesel	ƒ	1.510,--
Meerprijs gekleurde romp	ƒ	495,--
Cradle	ƒ	1.235,--
Meerprijs voor lifting kiel	ƒ	4.555,--
Vrachtkosten tot en met Breukeleveen	ƒ	2.500,--
Afleveringskosten	ƒ	500,--
Vracht- en afleveringskosten tot en met Hamble (Engeland)	ƒ	490,--

WIJZIGINGEN IN PRIJS EN UITVOERING VOORBEHOUDEN

JACHTHAVEN DOORNBOS b.v.
Herenweg 21-23
3625 AA BREUKELEVEEN
Tel.: 02158-4654
Tlx.: 43623 dobos nl

Januari 1980.
JL/AB

Hiermede komen alle voorgaande prijslijsten te vervallen.