

Westerly 25

4 berth cruiser racer (Designed by D. A. Rayner, Assoc. R.I.N.A.)



Fast ... lively ... exuberant

Westerly 25

A fast lively exuberant yacht which you can race or cruise with a family – in comfort, safety and above all speed. You will find her easy to sail with a stability that makes her feel like a much larger boat.

She will tack to windward under either jib or main alone.

Her twin keels and skeg, faired and tank

tested for minimum drag, form a perfect tripod to permit her to sit upright without a cradle for winter storage, give her a shoal draught of only 30 inches, and allow navigation of many harbours prohibited to keel boats of her size.

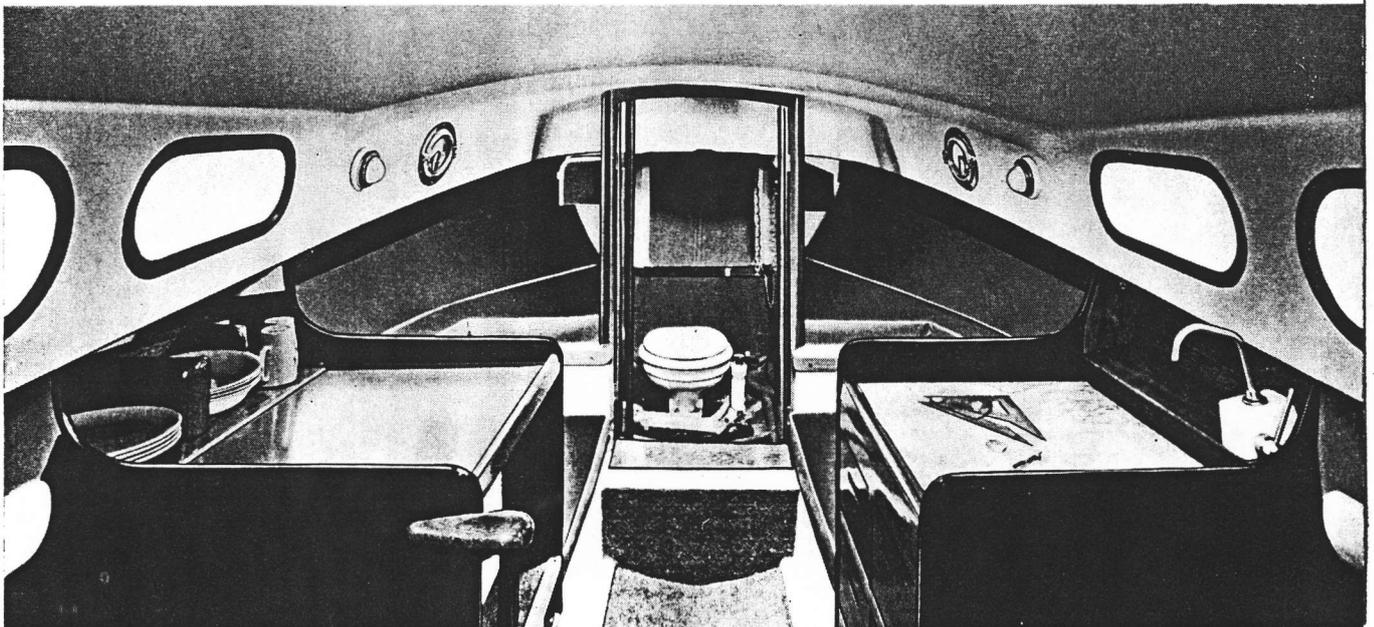
Like all Westerly yachts, the Westerly 25 has a Lloyds' Certificate as a guarantee of workmanship and strength.

The Cockpit is 7 ft. long! And with an awning over the boom, a real room out of doors for six people. All your gear and rigging is easily worked – perfect if you're handling the boat alone. Like all Westerly cockpits, it's self-bailing with sea-cocks fitted to both drains. All the woodwork, seats and floor are African teak, and the seat back-rest is deep and set at a comfortable angle for leaning. A cockpit that will please the most discriminating skipper!

The Cabin The large comfortable cockpit doesn't mean that the cabin is cramped. Far from it! It's really spacious. (That's where glass fibre pays off in usable space.) There is 5' 10" headroom under the hatch. Two 6' 6" long berths and two 6' 5" ones – all 25" wide. Plenty of room to move; and plenty of light and air with two opening portholes on the cabin side. And many features to delight your wife: two-burner and grill calor-gas stove to port; sink under Formica-finished lifting top on the starboard side; marine toilet in separate compartment; fitted trash can cunningly stowed below the hinged step of the companionway; attractive berth

cushions; and 80 cu. ft. of locker space (*all* this and much more is standard equipment, *not* extras). Everything compact and convenient and easy to care for. And the whole cabin is beautifully panelled in foam-backed Vyanide and rich mahogany.

Choice of Engine: Outboard or Inboard For the outboard engine (the long-shaft Johnson 6 or 9½ h.p.), Westerly have designed a unique completely retractable carriage for raising and lowering (which even a child can do with one hand). When housed, the outboard is entirely enclosed and locked. The petrol tank is carried in a special compartment which drains outboard for absolute safety. If, however, you prefer an inboard engine and remote controls in the cockpit Westerly offer the 7 h.p. Volvo Penta MD 1 which gives the yacht enormous 'push'. It is fitted on rubber mounts with a flexible coupling in the shaft line and remote greasers to the stern gland and water pump. The two-bladed propeller is self-parking behind the skeg.

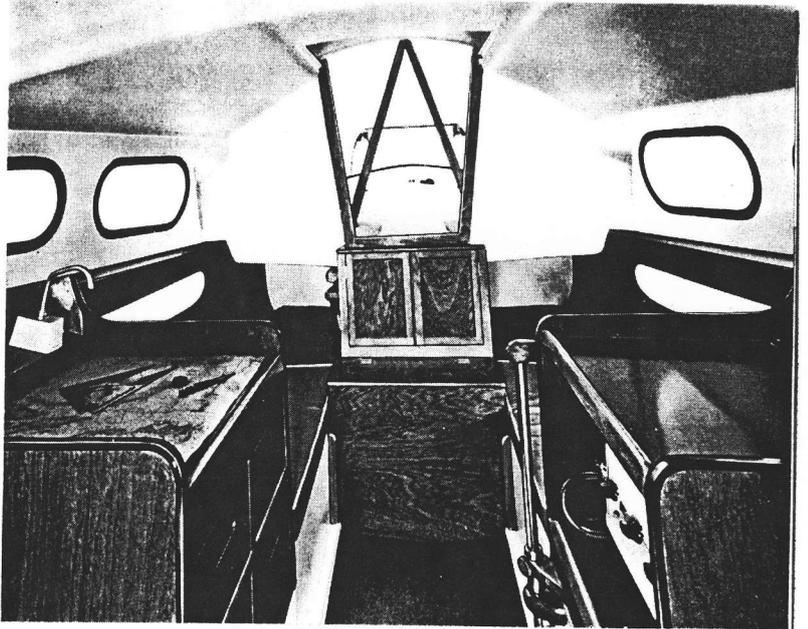


Right: The spacious cabin, looking aft.

Below: The comfortable self-bailing cockpit - plenty of room for four adults.

Below right: Her swift and manoeuvrable design is unmatched for family fun and racing excitement.

Opposite page: The cabin, looking forward.



WHAT EXPERTS SAY ABOUT THE WESTERLY 25

'Yachting Monthly' - Dec., 1964

The attractive glass fibre hull has that delicate balance that gives a free tiller . . . the flow along the sides and clean wake confirmed the impression of a perfect hull.

'Motor Boat & Yachting' - Dec. 31st, 1964

An attractive 25 ft. twin-keel boat which draws only 2' 6" and yet is capable of real open sea work. In light winds the boat sailed very well indeed.

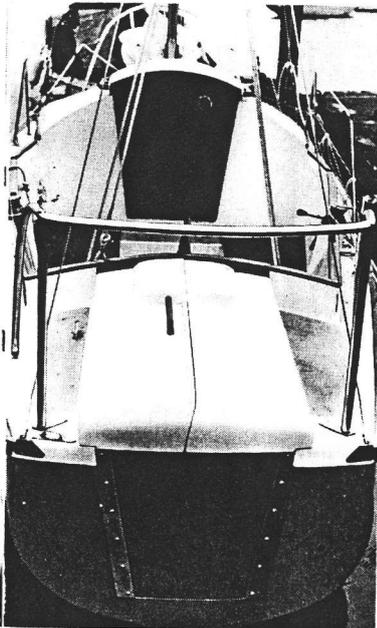
'Yachtsman' - Jan., 1965

In decent breeze of 18 knots I found she was well balanced, and left a remarkably clean wake.

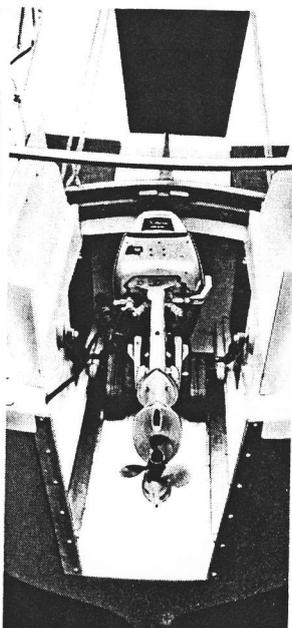
'The Field' - Jan., 1965

A masterpiece in glass.

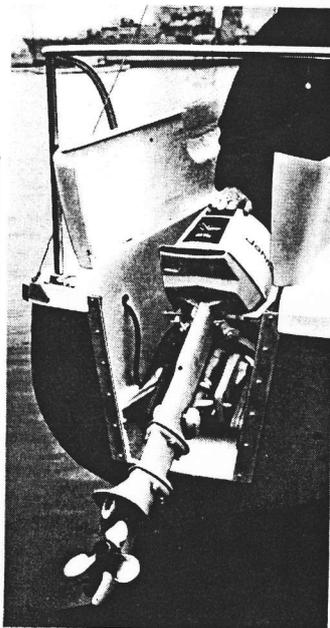
The retractable outboard engine. ONE . . .



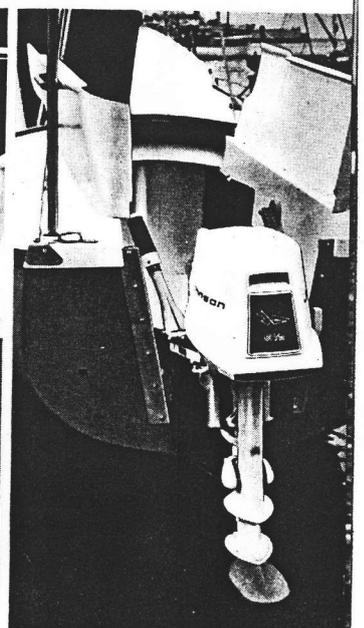
TWO . . .

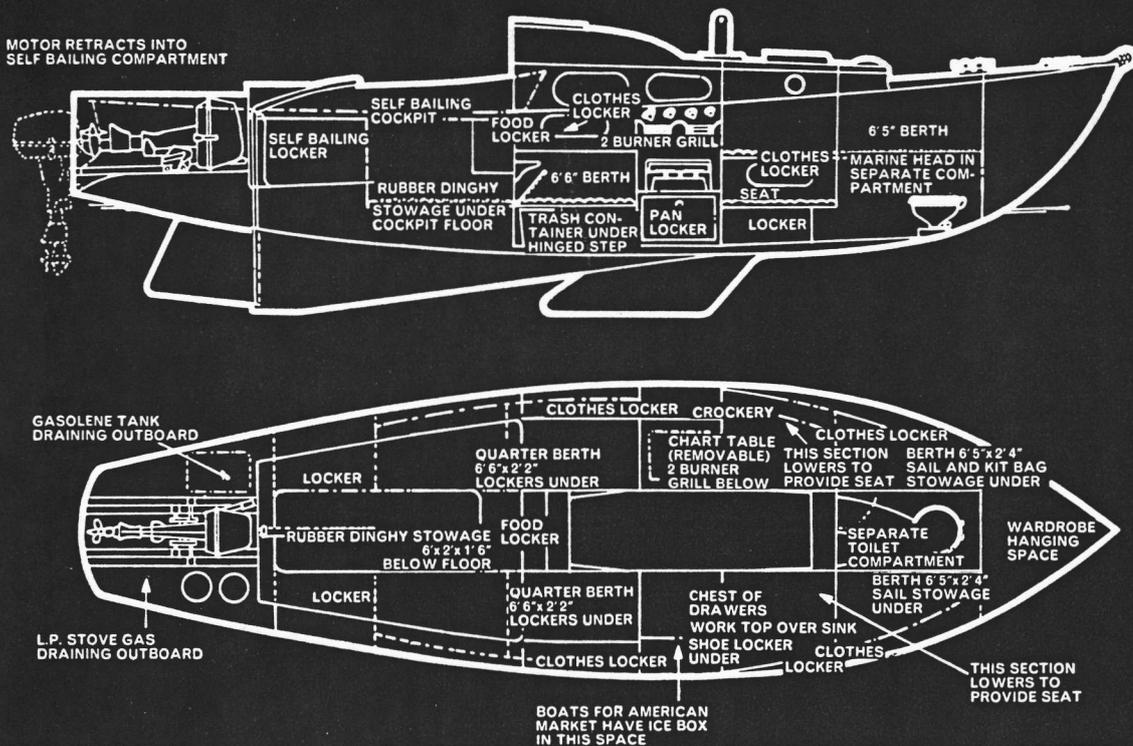


THREE . . .



GO!





Specification

LENGTH OVERALL 25' 1". LENGTH WATERLINE 21' 0".

BEAM EXTREME 7' 5". BEAM WATERLINE 6' 6".

DRAUGHT 2' 6".

HEADROOM 5' 10".

TRAILING WEIGHT 35 cwts.

DISPLACEMENT With crew and cruising gear 45 cwts.

SAIL AREA	BERMUDAN	sq. ft.	GUNTER	sq. ft.
	(Main and No. 1 Jib)	276	(Main and No. 1 Jib)	252
	Main	146	Main	140
	Genoa	166	Genoa	131
	No. 1 Jib	130	No. 1 Jib	112
	No. 2 Jib	67	No. 2 Jib	53
	No. 3 Jib	32	No. 3 Jib	32

BALLAST 650 lb. each keel. 150 lb. skeg heel. Total 1450 lb. N.B. The ballast in the skeg heel is omitted when an inboard engine is fitted.

SKIN AND DECK Polyester resin laminate to current Lloyds' specification.

MAIN FRAMES Laminated top hat section to Lloyds' specification for reinforced plastic yachts.

KEEL BOLTS Each cast-iron keel weighing 650 lb. is through-bolted to the hull with five $\frac{3}{4}$ " stainless steel stud-bolts. Each bolt is capable of sustaining a shear-load of 31 tons. This apparently excessive safety margin is to preclude any bending of the bolts on impact and the consequent leak which might then occur.

RUDDER The entire metalwork of the rudder stock and trunk is of stainless steel, and the cage around which the glass fibre rudder is moulded is of the same material. The rudder is of true hydrofoil section, the leading edge fitting closely into a semi-circular fairing at the after end of the skeg. The scantlings of the rudder are in excess of Lloyds' Rules.

TILLER AND TILLER BOX The lifting tiller of ash is housed in a hinged tiller box of stainless steel. The tiller box is bolted to a split brass block through which the square-topped rudder stock passes. The block can be adjusted for slack by two stainless steel bolts.

SKEG AND BILGE KEEL STUBS are integrally moulded with the glass fibre hull. There is no wood below the waterline. Both the skeg and the stubs have been most carefully faired into the low-drag hull to reduce turbulence to the minimum.

WOOD DECK TRIM includes cockpit floor and seats and trim on cabin top and cockpit coaming. All in oiled Burma teak.

INTERIOR WOODWORK Interior furniture, bulkheads: mahogany marine ply. Drawer and cupboard faces and framing: solid mahogany.

INTERIOR CABIN SIDES Panelled in Vyanide material over foam rubber.

DECK AND MAST FITTINGS include reefing gear, masthead fitting, stemhead fitting and chain plates. All in marine quality stainless steel.

STANDING RIGGING Stainless steel $\frac{3}{16}$ " diameter one/nineteen, swaged ends.

RIGGING SCREWS Stainless steel patent lock by Gibb of Warsash.

BLOCKS Stainless steel strapped Tufnol blocks by Gibb of Warsash.

RUNNING RIGGING Pre-stretched Terylene 1" circumference three-strand for halyards, $\frac{3}{4}$ " circumference three-strand for lifts, $1\frac{1}{2}$ " plaited for sheets.

MASTS AND SPARS Bermudan rig: Metal mast and boom by International Yacht Equipment, South Benfleet. Gunter rig: Clear grain silver spruce by Collars of Oxford.

SAILS All fore and aft sails other than Genoa 6 $\frac{1}{2}$ oz. Terylene by Jeckells of Norfolk. Genoa 4 $\frac{1}{2}$ oz. Terylene.

PAINT Anti-fouling International Hard Racing Copper. Interior varnish International Polyurethane 101. Interior deckhead International Korcon.

SEA COCKS All skin toilet fittings, cockpit drains and the sink drain are fitted with sea cocks of best marine quality bronze.

The Company is always seeking improvements and therefore reserves the right to change the specification without prior notice.

Standard price includes all the following:

- All woodwork shown in the drawings.
 - Burma teak trim.
- Mainsail and No. 1 jib in 6 $\frac{1}{2}$ oz. Terylene.
 - Stainless steel standing rigging.
- Terylene running rigging. Gibb Lockmaster rigging screws.
 - Stainless steel pulpit with single guard rail and stainless steel stanchions.
- Complete set of berth cushions.
- Metal mast and stainless steel deck fittings.
- Two foresheet winches with bottom handle (Gibb Patent 585).
- Marine toilet in separate compartment, 9" Ventilite over.
 - Trash can in enclosed compartment.
- Two-burner stove with grill.
- Sink with draining board complete with Formica cover.
 - Self-bailing cockpit.
- 17 lb. anchor with 15 fathoms $\frac{1}{4}$ " galvanised chain.
 - A full gas cylinder.
- Lloyds' Series Production Certificate.

WESTERLY MARINE
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