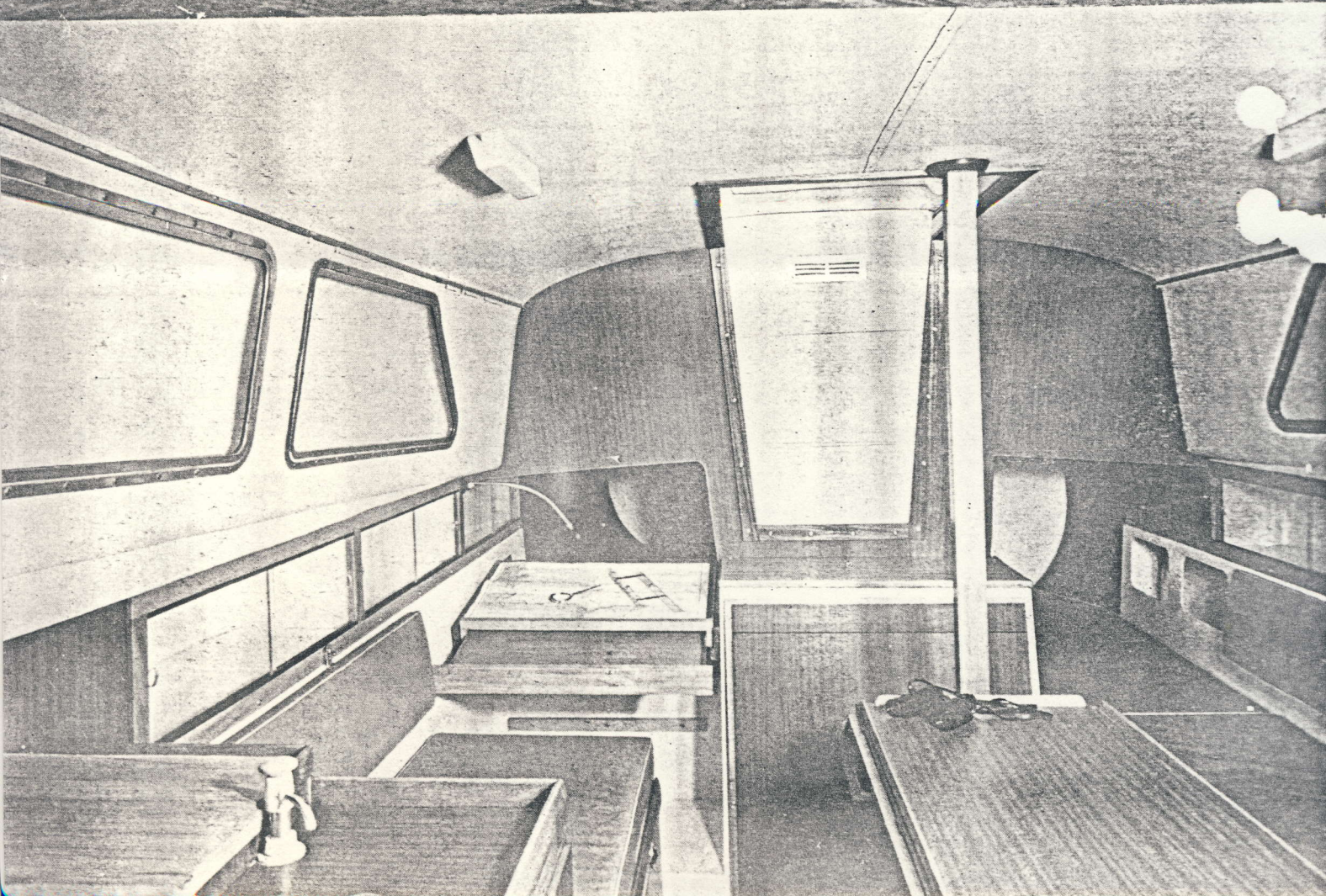
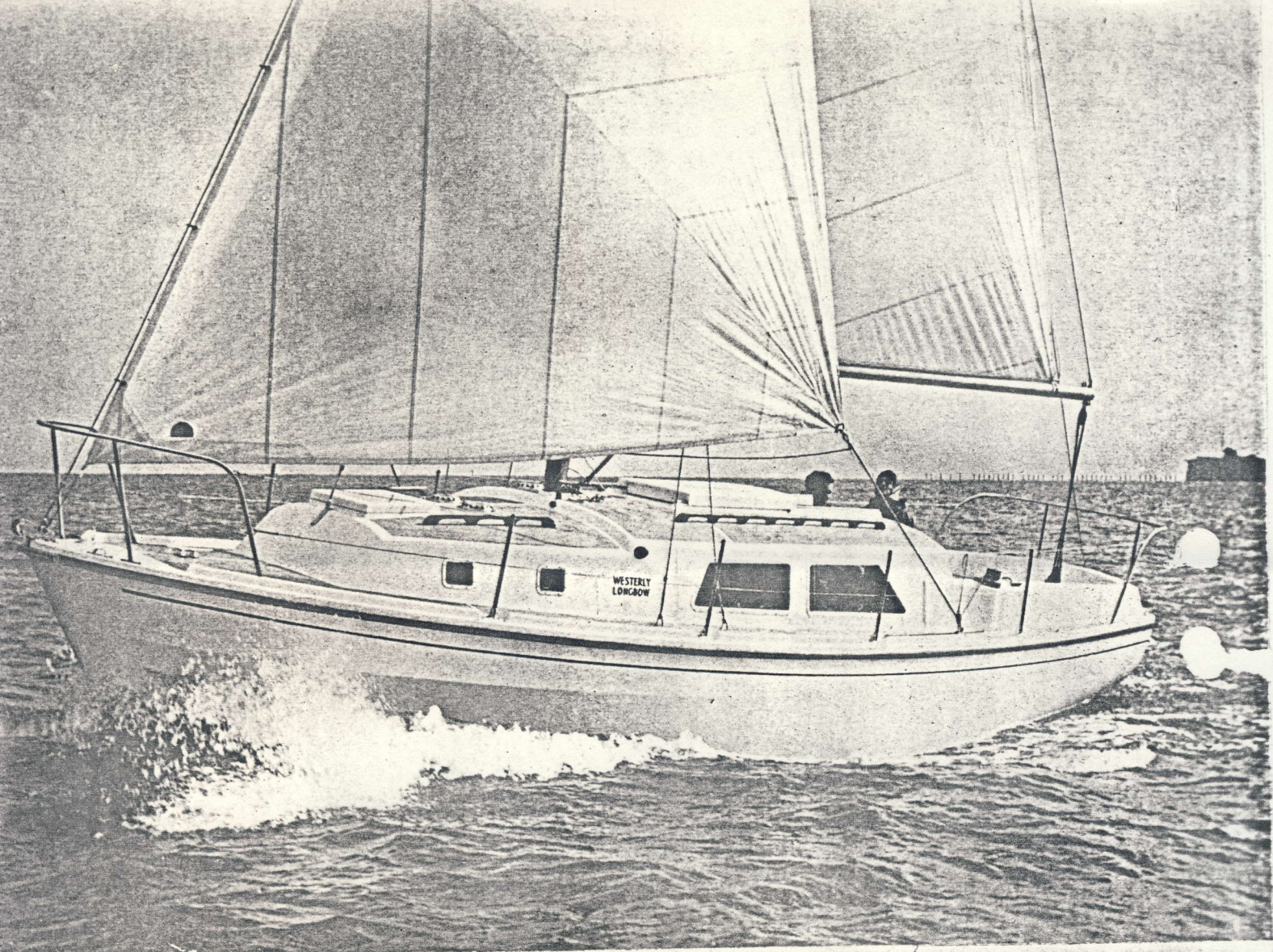


WESTERLY LONGBOW

Produced by Westerly Marine — *Designed by Laurent Giles*





WESTERLY LONGBOW

Westerly Longbow is a fin keel sailing cruiser which combines better than average performance with really good accommodation and a high degree of comfort. A powerful diesel auxilliary engine extends the cruising range and will push the boat at speed in adverse conditions as well as flat calms.

A boat of this size allows enough scope in design for rather less beam and freeboard in relation to waterline length than in smaller craft. Below the waterline, the sections have more vee and a fin keel has been adopted with a skeg and rudder.

The deck layout is straightforward and all working surfaces are treated with a non-slip paint. Twin lower shrouds are used in conjunction with an inner forestay and these, together with the topmast shrouds, are fitted close to the coachroof coamings to facilitate movement along the side decks. This also permits the genoa to be used very effectively to windward. The roomy cockpit exceeds 8' in length and has deep, wide coamings. Careful attention has been given to the height of the seats to ensure good visibility over the coachroof for the helmsman. Large lockers are provided to port and under the stern seat.

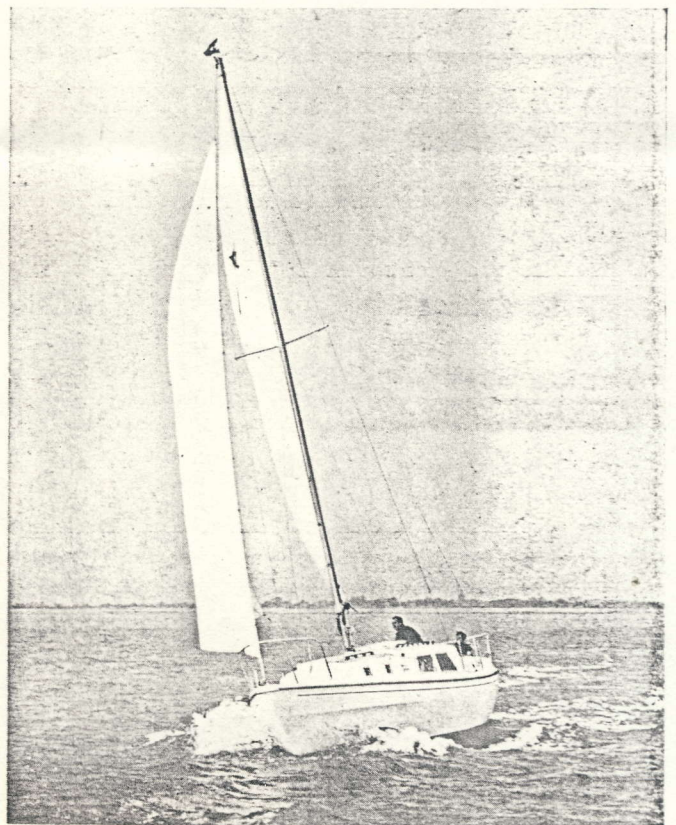
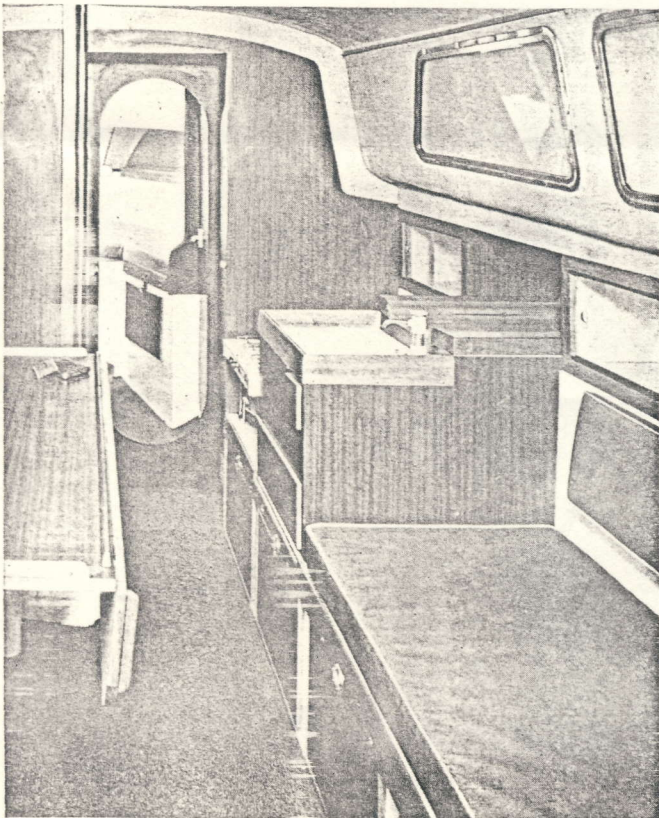
Optional extras available include:

*Wheel steering Pressure water system Shower Ketch rig (overall length then 32½ ft.)
Powered extractor fans Double berth conversion in forward cabin
4 cylinder diesel fitted as standard. 2 and 3 cylinder diesels optional*

The exceptional accommodation provides 6 berths in two cabins. Between these there is a large compartment to port comprising a marine W.C., a washbasin and provision for a shower. There is a double hanging locker to starboard. In the main saloon there is an L-shaped dinette to port and the galley to starboard. The chart table is aft of the galley and there are two large quarter berths. The galley can be placed in an alternate position at the aft end of the saloon if required.

Longbow is constructed in glass fibre with a minimum of 10 oz. per square foot glass mat (all hand laid) on the topsides and up to 24 ozs. of mat and woven rovings over the keel stub. Woven rovings provides extra strength at key stress points – for example where shroud plates are fitted. The deck is of sandwich balsa construction, to give added stiffness. Deck fittings are through bolted with backing plates and bulkheads bonded in. The hull to deck join is through bolted and matted over on the inside.

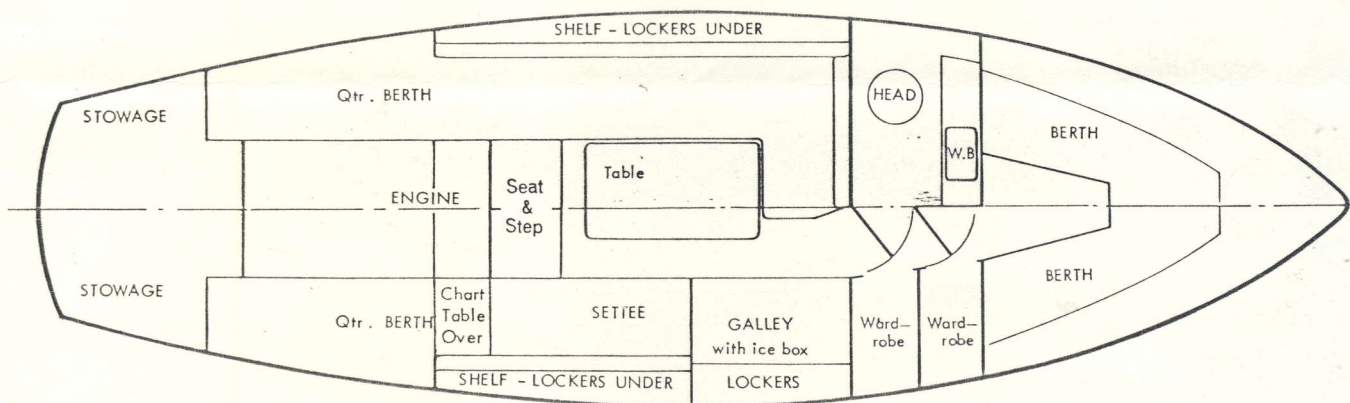
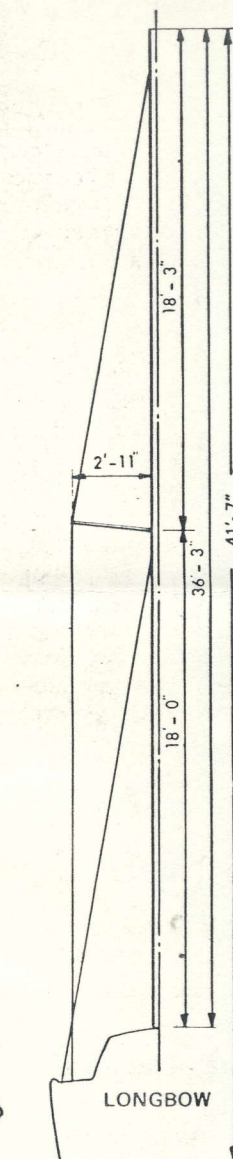
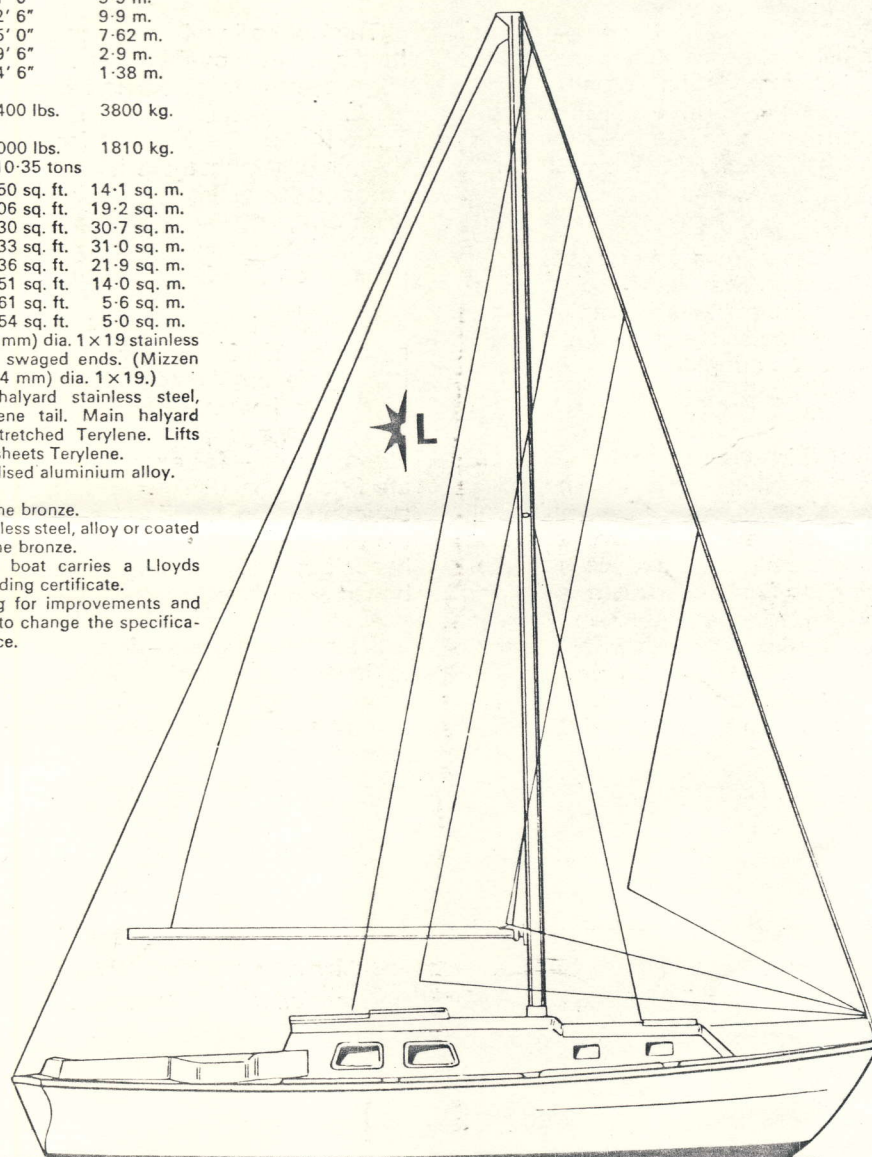
All materials used – from the paint and resins to the oiled teak, stainless steel and marine alloys – are of high quality. They, together with the boat at every stage of its construction, including moulding, are subject to constant checks to ensure that Westerly's rigorous standards are maintained.



SPECIFICATION

Length, overall		
(sloop)	31' 0"	9.5 m.
(ketch)	32' 6"	9.9 m.
Length, waterline	25' 0"	7.62 m.
Beam	9' 6"	2.9 m.
Draft	4' 6"	1.38 m.
Designed		
scale weight	8400 lbs.	3800 kg.
Designed		
ballast weight	4000 lbs.	1810 kg.
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	$\frac{1}{4}$ " (6 mm) dia. 1 x 19 stainless steel, swaged ends. (Mizzen $\frac{3}{8}$ " (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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