



WESTERLY YACHTS

SEALORD 39

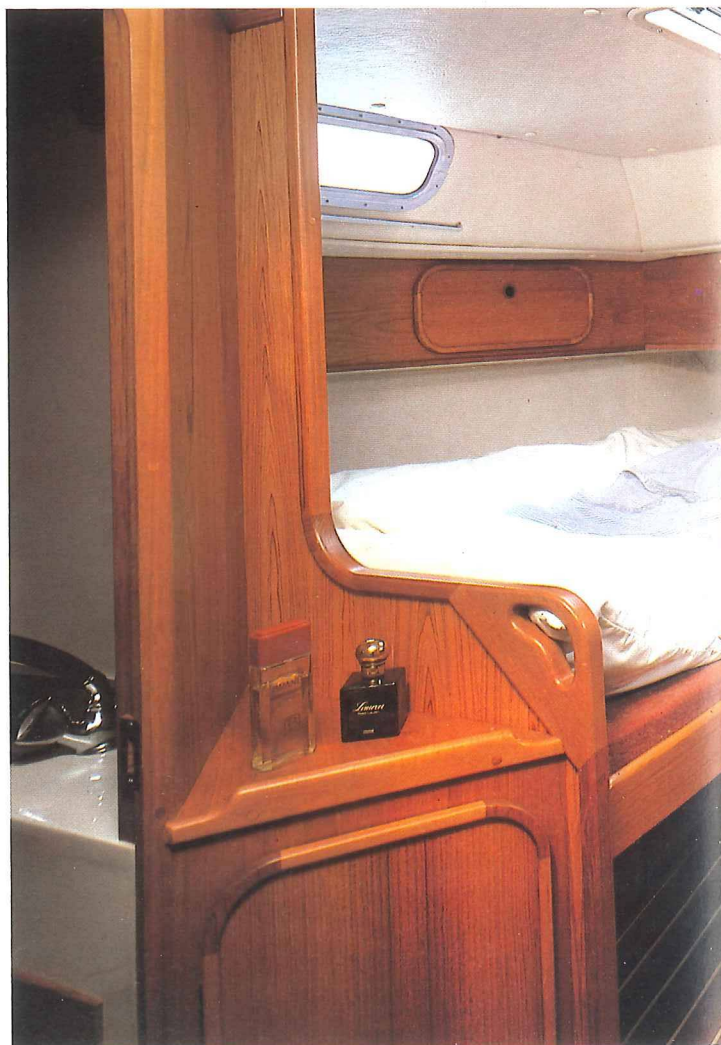
Yachting World said in May 1983 of Sealord 39: "Westerly should be justly proud of their flagship. Ed Dubois has combined good performance and handling with a large volume interior – and without the latter being too obvious from outside. Westerly have used the space sensibly and with considerable thought for the owner. Overall, we regard the Sealord as an extremely effective performance cruising boat."

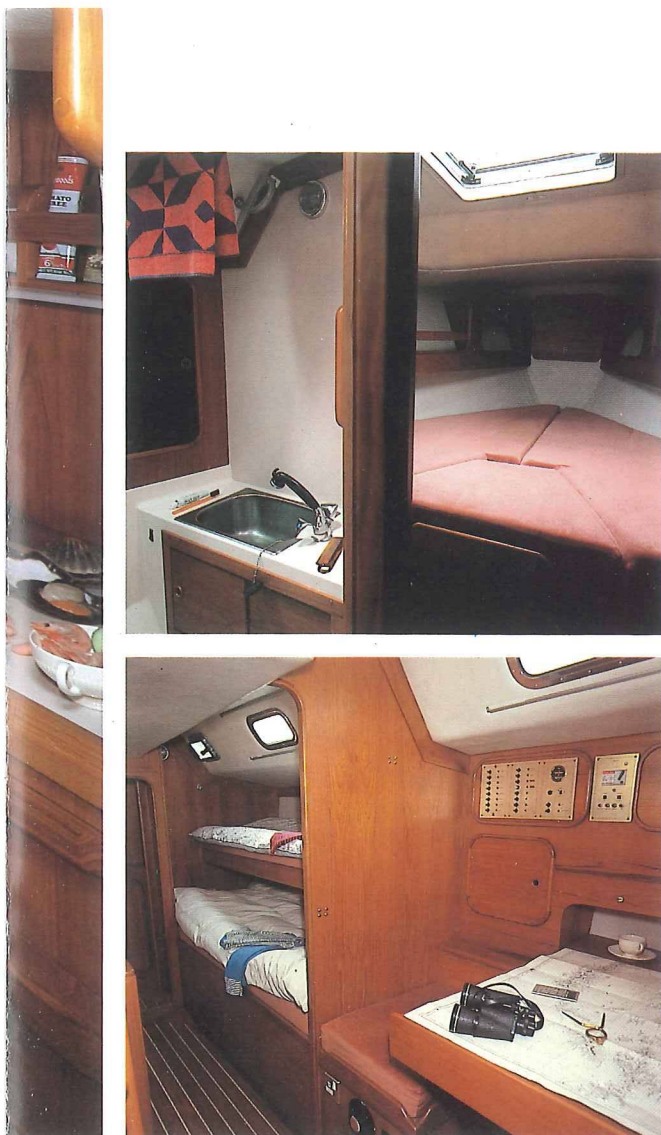
Her underwater shape, incorporating a moderate length fin keel, provides a clear indication of hull speed and sea kindliness. The yacht is designed to be stiff with a high ballast ratio and good form stability. Both hull and deck are hand laid mat, under environmentally controlled conditions, with woven roving used in areas of high stress. The deck uses end grain balsa sandwich with hardwood pads in way of deck fittings and a hardwood kingplank in the foredeck. Sealord comes with a full Lloyd's Hull Construction Certificate.



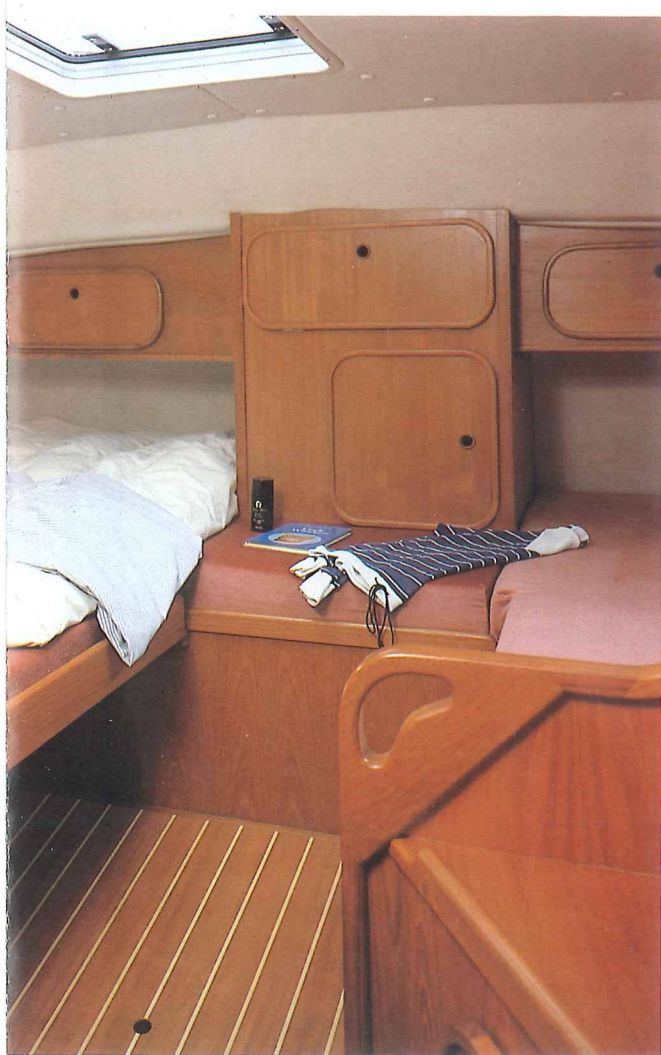


Rigging Standing and running rigging on Sealord offer the best material specifications and functions, designed and laid out to allow ease of handling under either sloop or ketch rig, all halyards and slab reefing lines lead to the centre cockpit and its powerful winches. Deck fittings and hardware are ergonomically sited and safety in a seaway has been a major consideration in the positioning of handrails, double life lines, stainless steel bow and stern rails, and Treadmaster deck covering. Teak decks are an option. The self-draining cockpit is deep, comfortable and a safe working area on ocean passages. Below the starboard cockpit seat there is vast locker space for safety gear and the wide ranging sail wardrobe. Under the cockpit sole is the powerful Volvo diesel engine in a sound deadened compartment. Its reliable economical performance is reassuring when you have to make a destination. The rudder is a partially balanced spade on solid 2 $\frac{3}{4}$ ins. stainless steel stock. The positive light wheel steering gives confident manoeuvrability under sail or power.





Below decks, the yacht is a tribute to our craftsmen's art. With a design complement of up to 10 people, usable space and privacy have been our priorities. The forecabin has two V-berths, converting to a double. The forward heads and shower with hot and cold pressurised water supply, is to port. To starboard are two separate lined hanging lockers. The main saloon occupies the full width of the boat (13' 2" beam). The port saloon berth converts to a double and the whole crew can fit around the saloon table. The chart table is to port and takes a half Admiralty chart with room to spare, has drawers underneath and shelves and lockers above. There is room for all the navigator's instruments and equipment. To starboard there is a huge 'U' shaped galley with twin sinks, work surfaces, a large refrigerated ice box and a cooker with oven and grill. Underneath the sink and work surfaces there are lockers with shelves large enough to take pots and pans and bulky items. Behind the cooker there is a sliding front food store in addition to fitted cup and plate racks. The galley is designed to be used efficiently both in harbour and at sea. Aft of the navigator's station on the port side there is a walk-through to the aft cabin. In this walk-through there are two pullman berths with lee cloths, probably the best position to sleep when at sea. The aft cabin is a real master stateroom. It has two berths, one of which converts to a double for use in harbour, its own heads with hot and cold water to the shower and basin. There are two full length hanging lockers and also lockers above the berths and across the stern. The layout is ideal for two couples to sleep at opposite ends of the boat in self-contained accommodation. It could also take a large party of different sizes. Those who have already sailed the boat say that it is equally as good on a long distance passage across the Atlantic as for pottering up and down the Channel. A well found yacht should be as comfortable at sea as in harbour.



The boat as described, to specifications and standard inventory are liable to change according to availability of bought in and manufactured supplies. Some items shown in the photographs are not included in the standard price.

SEALOYD 39

Lloyds Hull Construction Certificate

SPECIFICATIONS

| | | |
|------------------|-------|---------|
| Length overall | 38'6" | 11.73 m |
| Length waterline | 32'6" | 9.90 m |
| Beam | 13'2" | 4.01 m |
| Draft | 5'6" | 1.68 m |

DESIGNED WEIGHTS

| | | |
|-------------------|-----------|----------|
| Displacement | 18,500 lb | 8,392 kg |
| Ballast | 8,000 lb | 3,629 kg |
| Mast length Sloop | 50'3" | 15.32 m |
| Ketch main | 48'3" | 14.71 m |
| Mizzen | 31'6" | 9.60 m |

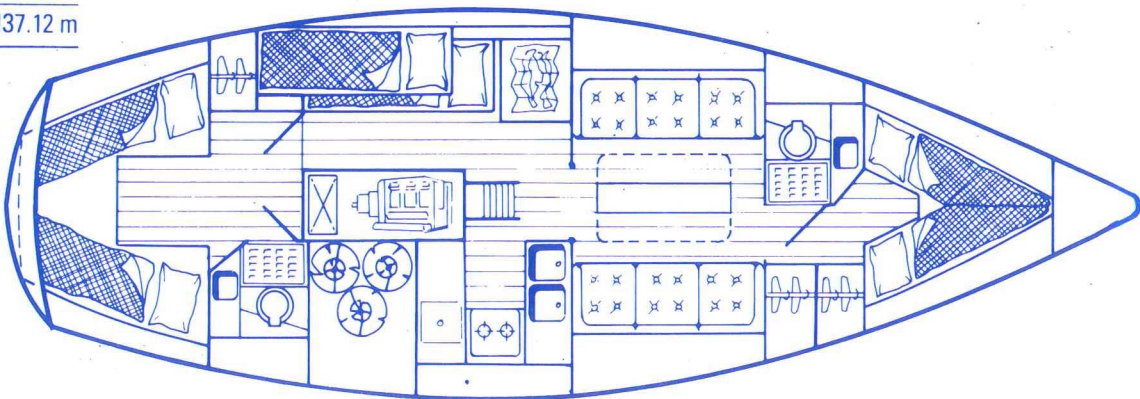
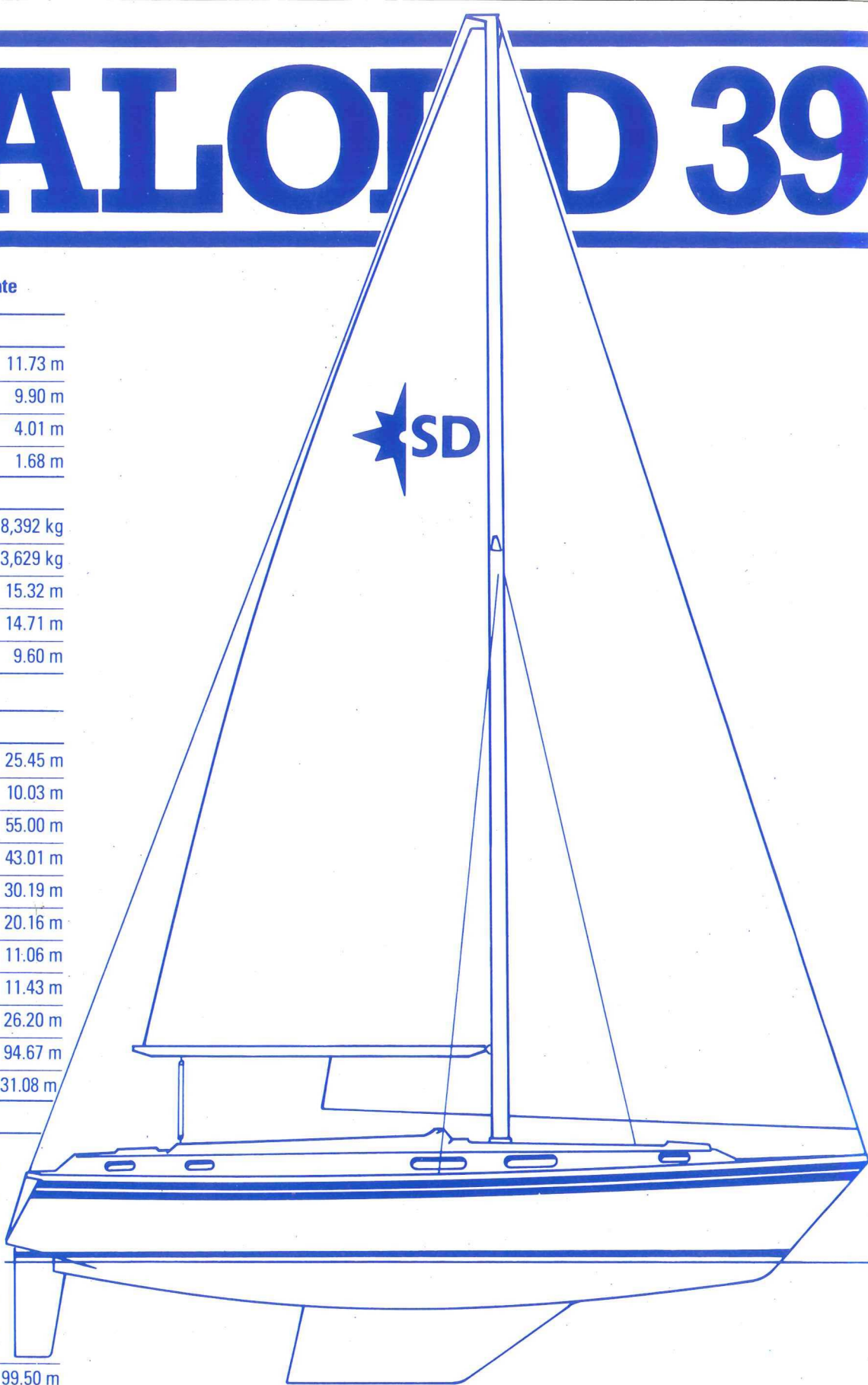
SAIL AREAS

KETCH:

| | | |
|-----------------------|-------------|----------|
| Mainsail | 274 sq ft | 25.45 m |
| Mizzen | 108 sq ft | 10.03 m |
| No: 1 Genoa | 592 sq ft | 55.00 m |
| No: 2 Genoa | 463 sq ft | 43.01 m |
| No: 1 Jib | 325 sq ft | 30.19 m |
| No: 2 Jib | 217 sq ft | 20.16 m |
| Storm Jib | 119 sq ft | 11.06 m |
| Trisail | 123 sq ft | 11.43 m |
| Mizzen Staysail | 282 sq ft | 26.20 m |
| Radial Head Glider | 1,019 sq ft | 94.67 m |
| Radial Head Spinnaker | 1,411 sq ft | 131.08 m |

SLOOP:

| | | |
|-----------------------|-------------|----------|
| Mainsail | 352 sq ft | 32.70 m |
| No: 1 Genoa | 615 sq ft | 57.13 m |
| No: 2 Genoa | 478 sq ft | 44.40 m |
| No: 1 Jib | 352 sq ft | 32.70 m |
| No: 2 Jib | 217 sq ft | 20.16 m |
| Storm Jib | 119 sq ft | 11.06 m |
| Trisail | 123 sq ft | 11.43 m |
| Radial Head Glider | 1,071 sq ft | 99.50 m |
| Radial Head Spinnaker | 1,476 sq ft | 137.12 m |



**POWER AND
VOLVO PENTA
PERFORMANCE**



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