



WESTERLY MARINE

Vulcan W34

Vulcan was designed for Westerly by Laurent Giles and Partners and performs equally well under sail and power. The main feature of this powerful cruiser is the pilothouse deck saloon with independent engine controls and helmsman's seat, plus a second steering position in the cockpit. The accommodation is extremely spacious and well finished with three separate cabins and 6/7 berths. She is fitted to a high standard with a full inventory and, with the exception of a few extras, she would be ready for an ocean passage.

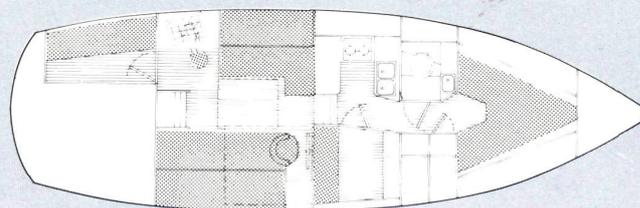
SPECIFICATION

Length Overall	34.0 ft.	10.36 m
Length Waterline	28.5 ft.	8.69 m
Beam	11.9 ft.	3.63 m
Draft — Fin Keel	4.9 ft.	1.50 m
Draft — Twin Keels	4.3 ft.	1.32 m
Designed weights		
Displacement	15571 lbs	7077 kg
Ballast Twin Keel	6840 lbs	3109 kg
Fin Keel	7200 lbs	3273 kg
Mast length	38.0 ft.	11.59 m

Lloyds Hull Construction Certificate

SAIL AREAS

Mainsail	242 sq.ft.	22.49 sq.m.
Light weather genoa	486 sq.ft.	45.15 sq.m.
No. 1 Genoa	451 sq.ft.	42 sq.m.
No. 2 Genoa	398 sq.ft.	37 sq.m.
No. 1 Jib	248 sq.ft.	26.35 sq.m.
No. 2 Jib	182 sq.ft.	16.9 sq.m.
No. 3 Jib	95 sq.ft.	8.8 sq.m.
Spinnaker	1113 sq.ft.	103.40 sq.m.



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The boat as described, to specification 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.



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PERFORMANCE — POWER AND SAIL

Vulcan is easily driven by the large diesel and will cruise effortlessly and economically at approximately 7 knots at 2,200 revs. Manoeuvrability both ahead and astern is excellent with plenty of power in hand. At cruising speeds, fuel consumption is under 2 gallons per hour giving a range of 180 miles from the 60 gallon fuel tank.

Under sail, Vulcan is easily handled and performs well on all points of sailing. She is well balanced, stiff and easily responds to her semi-balanced rudder. The rod steering system ensures smooth and effortless control at all times. She is simply rigged and sail handling is easily and safely carried out, thanks to the wide side decks and foredeck. Halyards and slab reefing lines are led to winches sited at the base of the mast. Visibility is excellent from both steering positions and a windscreen washer and wiper are standard.

ENGINE

Vulcan has a powerful 4 cylinder Volvo MD21B 60hp diesel, fresh water cooled with a heat exchanger and calorifier providing hot water to the galley, heads and shower. Sound deadening is fitted in the engine room and access is via large lifting hatches in the saloon sole, making every part of the engine within easy reach for servicing. The electrical system is 12 volt and an alternator is fitted as standard and the batteries are secured by straps, against rough weather. Single lever engine controls are duplicated in the saloon and the cockpit and a comprehensive instrument console is fitted by the helmsman's seat including ignition switch, revolution counter, fuel and temperature gauges and warning lights for battery charging and oil pressure. Two compasses and an echo sounder with repeater are also fitted as standard.

DECK AND COCKPIT

Vulcan's deck layout makes it extremely safe and easy to move about. There are wide side decks with double lifelines, grab handles along the coachroof and treadmaster on all working surfaces. Stainless steel bow and stern pulpits are standard and an anchor windlass is fitted on the foredeck with a 45 lb anchor stowing on the double stemhead roller. There are, in all, six mooring cleats and all deck fittings are stainless steel or alloy and are through bolted with backing plates and reinforced with laminates where necessary. All fixed windows and port lights are of toughened material designed for marine use. The emergency tiller provided can be fitted through a deck plate in the cockpit if required.

From the cockpit, when standing at the wheel, there is good visibility over the deck saloon. When seated, forward vision is through the saloon forward windows. Foresheet winches are set on the coamings and the cockpit seats are covered with treadmaster. A traditional solid teak grating is fitted on the cockpit sole. The Gaz bottle stowage locker is to port in the

cockpit and there is a huge locker under the cockpit seat to starboard for sails, warps etc. The two 12 volt batteries are also stowed in this locker. The cockpit is self-draining and the bilge pump and fuel filler are sited in the cockpit. There is a second independent bilge pump in the saloon which can be operated when the boat is closed up in bad weather.

ACCOMMODATION

Vulcan provides comfortable accommodation for 6/7 people in three cabins. The forecabin has the usual 'V' berth arrangement while the owner's double cabin is situated to starboard amidships and is fitted with a vanity unit and hanging locker. Below decks the use of teak, headliner and modern fabrics will please the most discerning yachtsman and his family and make life aboard a pleasure. The galley is well equipped with ample stowage for plates and cups and with drawers for cutlery etc. Work tops are situated on either side of the cooker and a stainless steel sink with hot and cold water supply. A refrigerator is fitted as standard. The light and airy deck saloon has ample comfortable seating for the whole crew on settee berths to port and starboard and from a sitting position, one has good all round visibility. The settees convert to full width berths by removing the back rest, this doubles as a bunk board for use at sea. The central fixed table, with flaps, is fitted with fiddles and is large enough to seat six people. A bottle stowage locker is provided on the port bulkhead, aft of the galley. Under the port cockpit seat is an enormous walk-in locker for all the gear a cruising yachtsman is likely to need. This locker is fitted with a pipecot for occasional use.

CONSTRUCTION

Every Vulcan is issued with a Lloyds Hull Construction Certificate which guarantees the structural integrity of the boat. The hull is constructed of hand laid glass fibre chopped strand matt, with woven rovings at stress points. The deck is also hand laid glass fibre with a balsa sandwich, which gives both strength and lightness. An important feature of construction is the deck to hull joint which is carried out by lapping the deck over the hull and then through-bolting the deck, hull and teak rubbing strake at 6" intervals with stainless steel machine screws and nuts. The joint is then glassed over on the inside. Keels are secured to the hull with marine grade stainless steel threaded studs fitted with neoprene 'O' rings. Double locking nuts and stainless steel backing plates spread the load inside the hull.

CONCLUSION

Vulcan is a sailing cruiser which will appeal to those who require comfort, both at sea particularly in bad weather, and for living aboard in harbour. Ideal for passage making or week-ending, she is a boat which will make an excellent investment and one that will have a great appeal for the whole family.