

WESTERLY BERWICK

Produced by Westerly Marine — Designed by Laurent Giles



SPECIFICATION

Length overall	31'0"	9.5m
Length, waterline	24'0"	7.3m
Beam	9'6"	2.9m
Draft	3'7"	1.1m
Designed scale weight	8400 lbs	3800 kg
Designed ballast weight	4000 lbs	1810 kg

Sail Areas

Mainsail	206 sq.ft.	19.2 sq.m.
Genoa	333 sq.ft.	31.0 sq.m.
No. 1 Jib	236 sq.ft.	22.0 sq.m.
No. 2 Jib	151 sq.ft.	14.1 sq.m.
No. 3 Jib	61 sq.ft.	5.7 sq.m.

Standing rigging Stainless steel, swaged ends

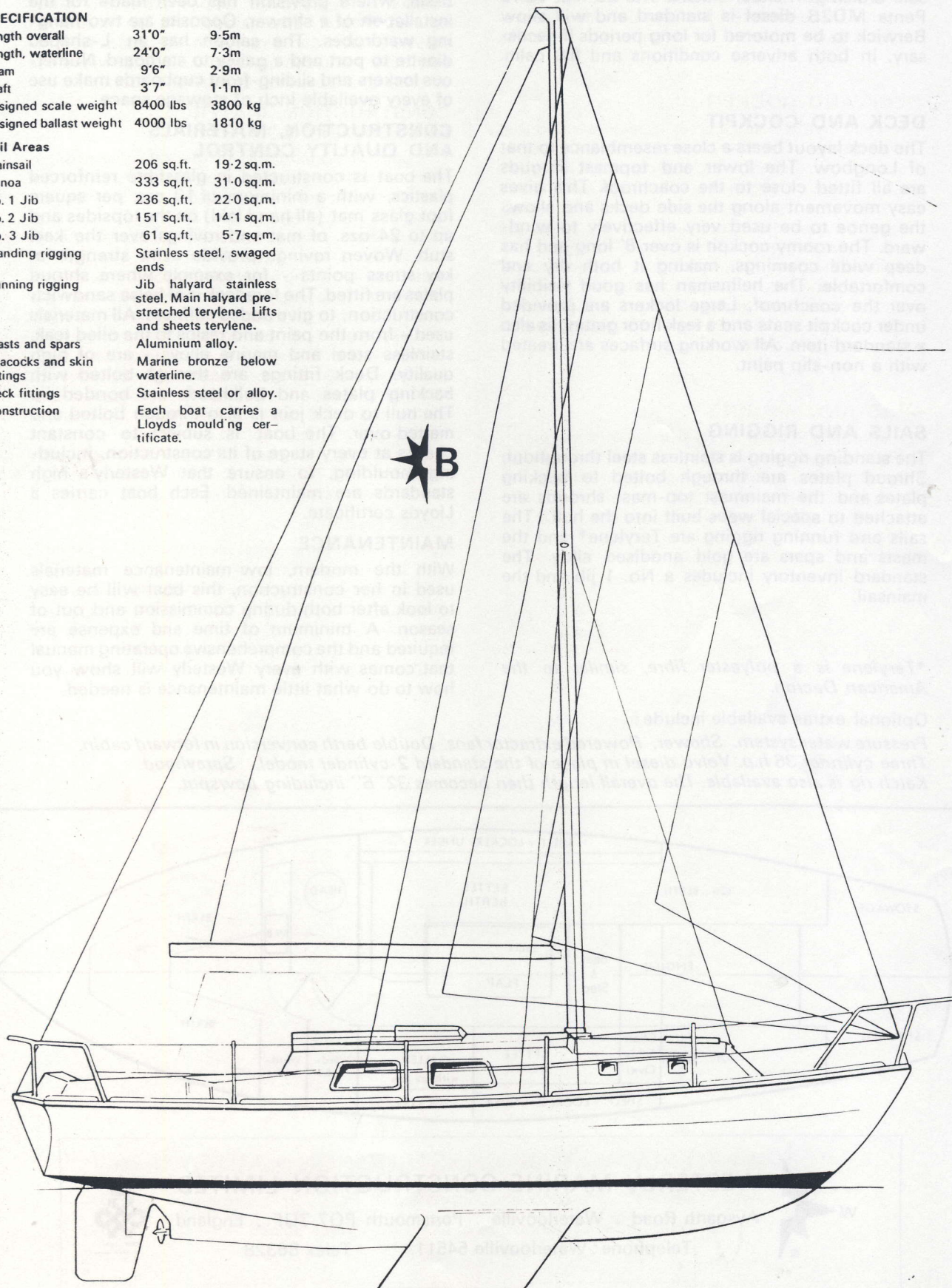
Running rigging Jib halyard stainless steel. Main halyard pre-stretched terylene. Lifts and sheets terylene.

Masts and spars Aluminium alloy.

Seacocks and skin fittings Marine bronze below waterline.

Deck fittings Stainless steel or alloy.

Construction Each boat carries a Lloyds moulding certificate.



WESTERLY BERWICK

This new Laurent Giles designed offshore Sloop is based on the very successful Westerly Longbow. Her twin keels, whose shape and position were established by tank testing, give her a hull form very similar to that of Centaur, now being sailed by over 700 owners. With her skeg-hung rudder she will dry out with the tide and her draft allows safe cruising in shoal waters. The 25 h.p. Volvo Penta MD2B diesel is standard and will allow Berwick to be motored for long periods if necessary, in both adverse conditions and flat calm.

DECK AND COCKPIT

The deck layout bears a close resemblance to that of Longbow. The lower and topmast shrouds are all fitted close to the coachroof. This gives easy movement along the side decks and allows the genoa to be used very effectively to windward. The roomy cockpit is over 8' long and has deep wide coamings, making it both dry and comfortable. The helmsman has good visibility over the coachroof. Large lockers are provided under cockpit seats and a teak floor grating is also a standard item. All working surfaces are treated with a non-slip paint.

SAILS AND RIGGING

The standing rigging is stainless steel throughout. Shroud plates are through bolted to backing plates and the mainmast top-mast shrouds are attached to special webs built into the hull. The sails and running rigging are Terylene* and the masts and spars are gold anodised alloy. The standard inventory includes a No. 1 jib and the mainsail.

**Terylene is a polyester fibre, similar to the American Dacron.*

Optional extras available include:

Pressure water system. Shower. Powered extractor fans. Double berth conversion in forward cabin. Three cylinder 36 h.p. Volvo diesel in place of the standard 2-cylinder model. Sprayhood. Ketch rig is also available. The overall length then becomes 32' 6" including bowsprit.

INTERIOR

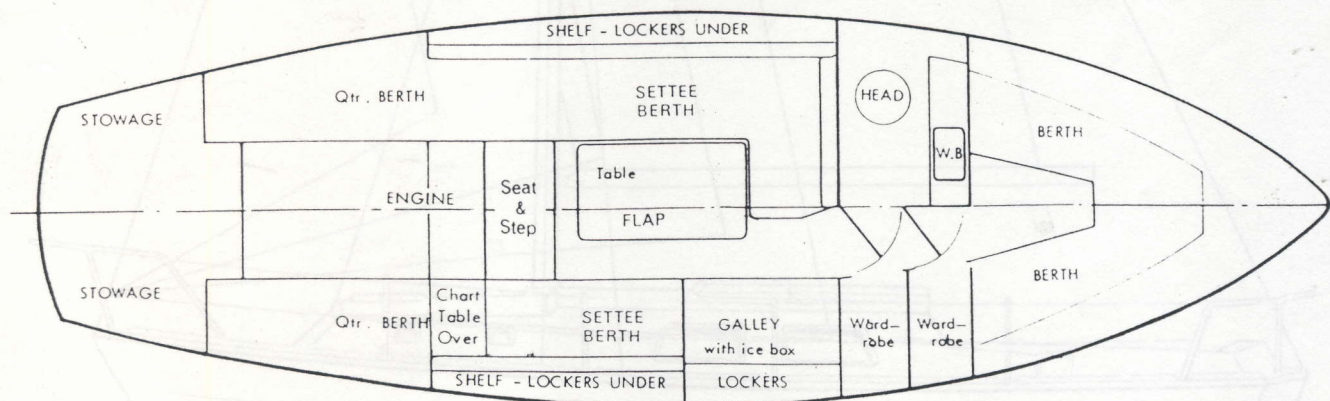
The accommodation provides six berths in two cabins, all with a vinyl headliner to reduce condensation. The saloon is exceptionally spacious, with 6' 3" headroom. Between the forecabin and the saloon there is a large compartment on the port side containing marine W.C. and wash-basin, where provision has been made for the installation of a shower. Opposite are two hanging wardrobes. The saloon has an L-shaped dinette to port and a galley to starboard. Numerous lockers and sliding-front cupboards make use of every available inch of stowage space.

CONSTRUCTION, MATERIALS AND QUALITY CONTROL

The boat is constructed in glassfibre reinforced plastics, with a minimum of 10 ozs. per square foot glass mat (all hand laid) on the topsides and up to 24 ozs. of mat and rovings over the keel stub. Woven rovings provide extra strength at key stress points - for example where shroud plates are fitted. The foredeck is of balsa sandwich construction, to give added stiffness. All materials used - from the paint and resins to the oiled teak, stainless steel and marine alloys - are of high quality. Deck fittings are through-bolted with backing plates and bulkheads are bonded in. The hull to deck join is also through bolted and matted over. The boat is subject to constant checks at every stage of its construction, including moulding, to ensure that Westerly's high standards are maintained. Each boat carries a Lloyds certificate.

MAINTENANCE

With the modern, low-maintenance materials used in her construction, this boat will be easy to look after both during commission and out of season. A minimum of time and expense are required and the comprehensive operating manual that comes with every Westerly will show you how to do what little maintenance is needed.



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