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iven the chance, most sensible people would rather be comfortable than not. Until now, those who choose to go sailing have not had that choice to make – the average sailing yacht, by its very design, is bound to be uncomfortable at times.

Enter the Westerly Riviera 35. A yacht which takes the crew's comfort as its first priority, without sacrificing true sailing performance.

Of course, the hull shape is just what you'd expect from the drawing board of Ed Dubois. An easily driven underwater profile, with good stability and handling characteristics.

Rigging, too, has been carefully designed to ensure good performance with comfort. In-mast furling for the mainsail and a roller headsail come as standard and are easily controlled from the cockpit so that the Riviera's sails can be handed, whatever the conditions.

Underfoot, the Riviera takes care of her crew with a coloured non slip deck surface along the length of the boat and on a step on the coaming for added safety.

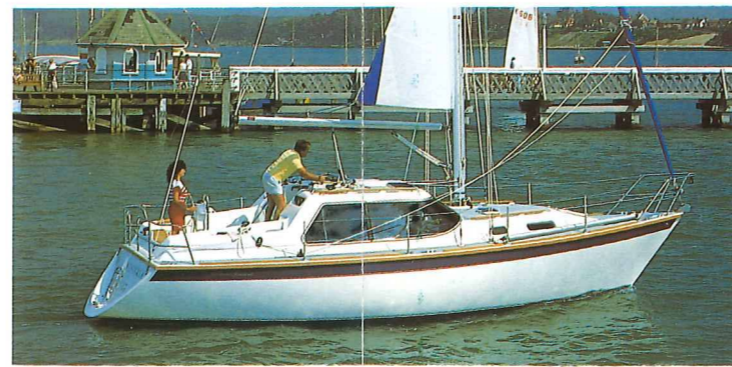
Good performance though is what you'd expect from any Westerly. So what else makes the Riviera different?

Inside the companionway (which incidentally doubles as a neat storage space for the wine) the large open saloon is just a few steps down from the cockpit. All around you are panoramic windows. Tinted to retain privacy, you realise that, as you sit at the table on the generous u-shaped



sofa (which hydraulically converts to a double berth) you can actually see the view.

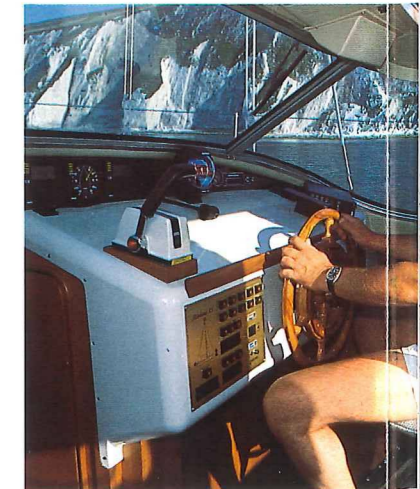
So, of course, can the helmsman, should the weather make the inside steering position (with its hydraulic steering and ergonomic seat) a more pleasant place to be than out in the cockpit.



All rather different to sitting in the saloon of an ordinary yacht, where the windows only give you a view of the seagulls.

At the helmsman's station, all the controls are at hand – log and echo sounders with dual stations as standard, full instrument panel with water and fuel level gauges and battery tester and plenty of space for additional electronics. Chart storage is conveniently at hand, on top of the hanging space to port.

Moving across the saloon to the starboard side, the superbly equipped galley faces outboard. So whether you're using the gimbaled cooker, twin





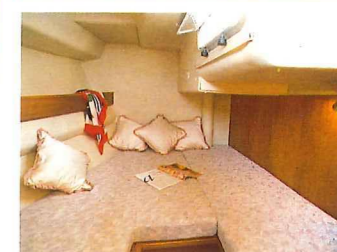
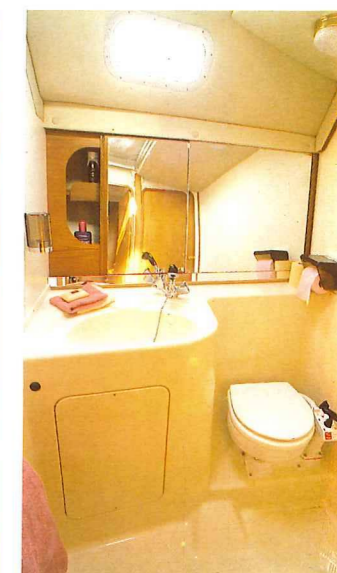
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sinks or the designer tiled work surface, you can stand and watch the world go by. Which could, of course, result in making a cup of tea at sea a rather less unsettling experience than below on a more conventional yacht.

And even when you do move below, forward



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to the master stateroom and heads, the impression is again one of light and space – a comfortable seat to port, a good size double to starboard and plenty of hanging space and mirror surface make up the cabin, and you even have your own entrance to the generous midships heads. There's plenty of storage, too, enough for an extended cruise.

Down aft of the saloon is the second cabin, again with an optional heads compartment and with additional locker space. Both this and the master stateroom are fully carpeted, while the saloon has a teak and holly sole.

