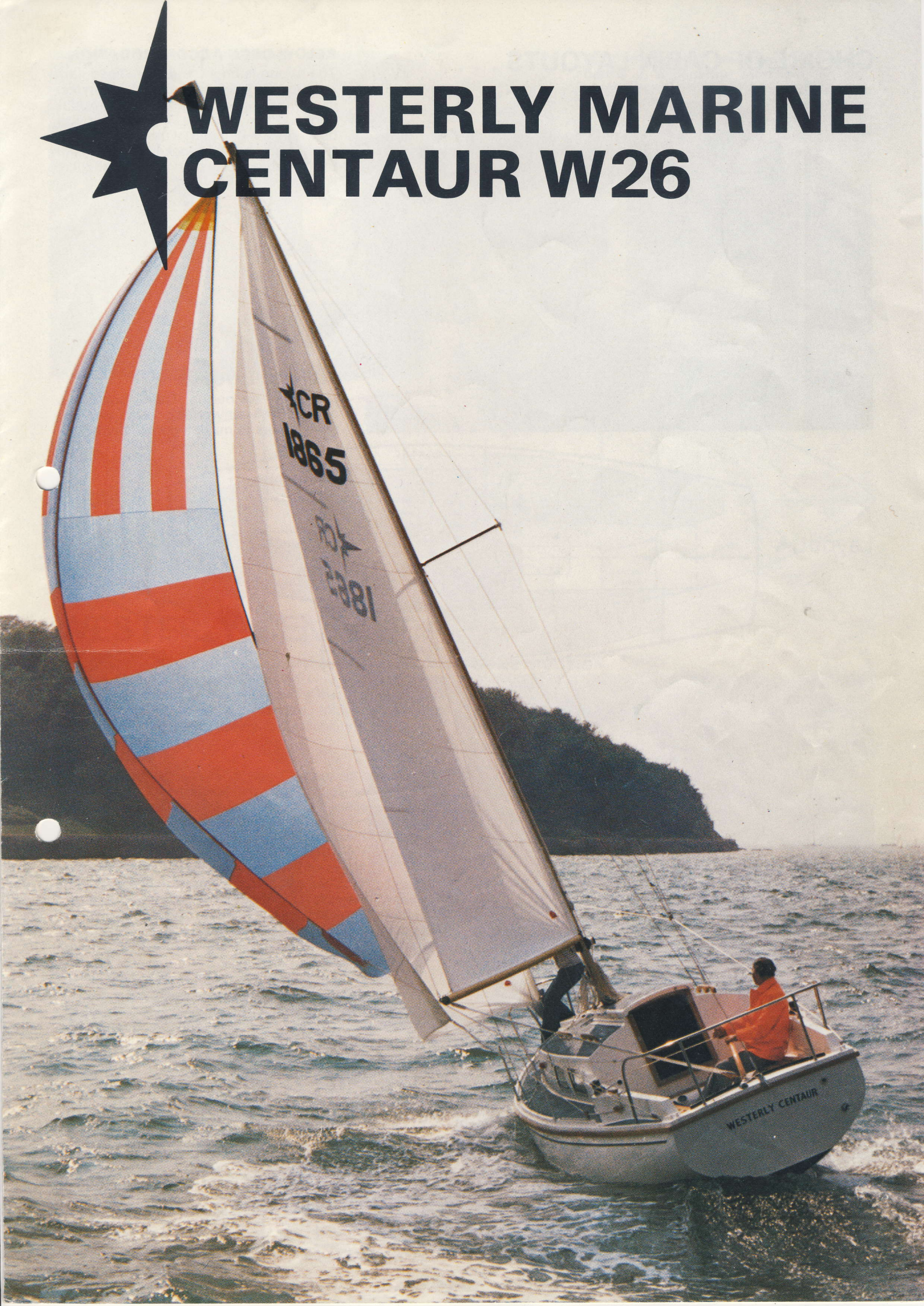


# WESTERLY MARINE CENTAUR W26





## CHOICE OF CABIN LAYOUTS . . .



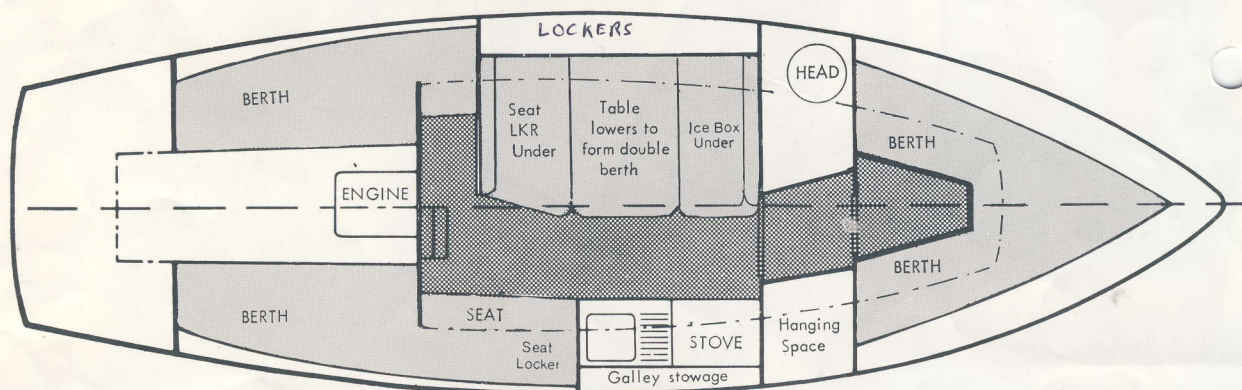
### BELOW-DECK ACCOMMODATION

The saloon is bright and airy – lined with foam-backed vinyl, to minimise condensation. Standard equipment includes bunk cushions, marine W.C., cooker, ice-box, sink and piped water supply and there are numerous lockers and sliding-front cupboards. Even right forward there is 6 feet of headroom.

### CHOICE OF THREE INTERIOR LAYOUTS

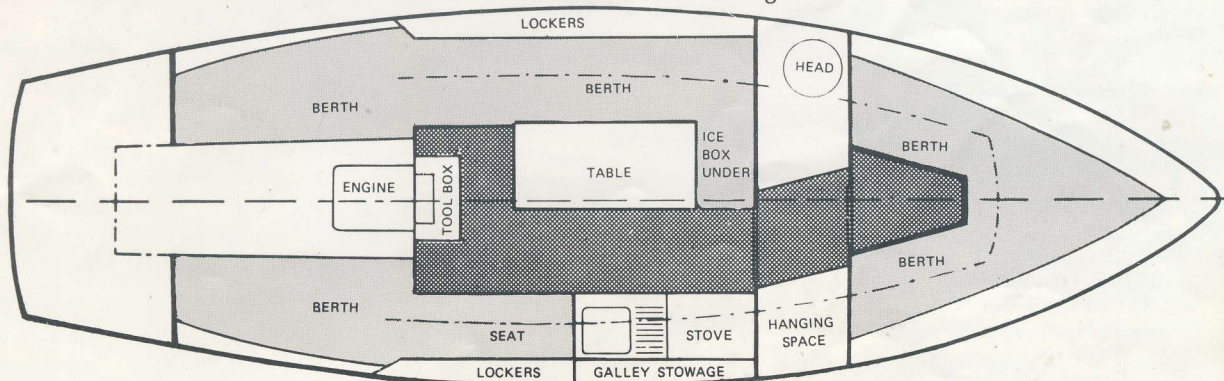
Layout A – six berths. The saloon has a dinette with athwartship seats and the table lowers to make a double berth.

Layout A



Layout B – five berths. The saloon has an L-shaped dinette with the option of a double bunk conversion at a small extra charge.

Layout B



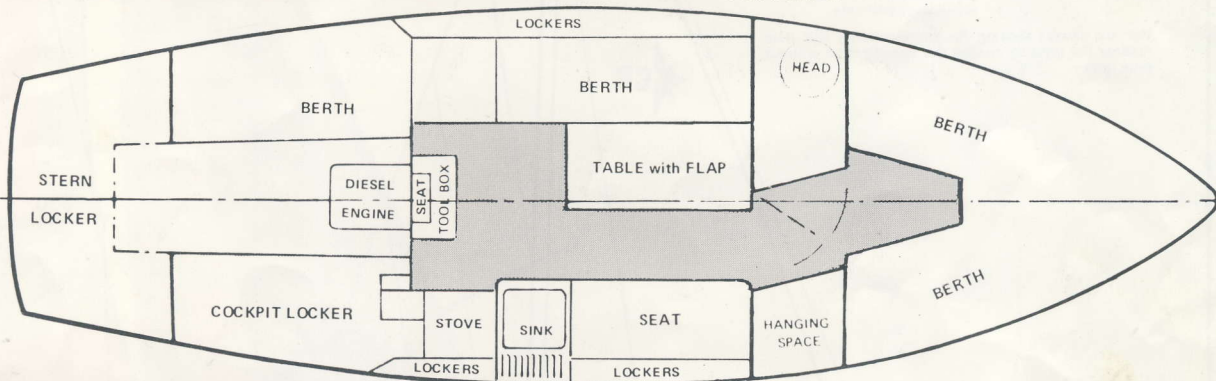




All three layouts have two full length berths in a separate forecabin, an enclosed head to port and hanging space opposite. Layouts A and B have two large quarter berths. In layout C there is a quarter berth to port and a large locker under the starboard cockpit seat.

Layout C – four berths. The saloon has a settee berth to port and an aft galley to starboard.

Layout C



## WESTERLY CENTAUR

As a boat specifically planned for dry, comfortable family cruising Centaur has proved to be very successful and exceptionally easy to handle. She is fast, responsive to the tiller and goes well to windward. Altogether Centaur represents good value, safety and reliability.

### THE DESIGN

Laurent Giles set out to design Centaur as a good, fast cruising boat. The shape and position of her twin keels were established by tank testing and these allow her to dry out with the tide and sail safely in shallow waters. Her flared knuckle bow and deep cockpit are an advantage in all weathers, but particularly when there's a special need to keep dry. The overall impression is one of clean, pleasant lines. Space is used to the best advantage both above and below deck. Down below there is full standing head room and all deck fittings are well placed and uncluttered. This combination of sailing qualities and spacious accommodation has made Centaur a firm favourite with owners.

### DECK AND COCKPIT

The big self-draining cockpit is an important feature of the Centaur. It is 7' 6" long and provides maximum comfort and protection. There is ample room for the whole crew and a good view forward. Width of the side decks allows ease of movement and clear access to the foredeck. The coachroof has four teak grab rails and all working surfaces are treated with an effective non-slip paint. Large stowage space for warps, cans and fenders is provided aft of the lifting tiller.

### SAILS AND RIGGING

For strength and extra reliability standing rigging is stainless steel throughout. All sails and running rigging are made of Terylene\* and the mast and spars are gold-anodised alloy. The standard sail inventory includes main-sail and No. 1 Jib.

### CONSTRUCTION

Centaur is constructed in glass fibre reinforced plastics with a minimum of 10 ozs per square foot glass mat (all hand laid) on the topsides and up to 22 ozs of mat and rovings over the keel stubs. All deck fittings are through-bolted to backing plates and 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 – paint and resins, teak, stainless steel and marine alloys – are of high quality. The boat is subject to constant checks at every stage of construction, including moulding, and each boat carries a Lloyds' Register Certificate.

### ENGINE

We recommend the Volvo Penta MD11C 23 h.p. twin cylinder diesel inboard – a smooth-running, economical and well-proven unit. This engine will drive a boat of this weight and size at speeds of up to 6½ knots and give an economical cruising range of about 100 miles on the standard 10 (Imperial) gallon tank. Suitable alternative diesel is the twin cylinder 13 h.p. Volvo Penta.

### MAINTENANCE

Modern, low-maintenance materials used in Centaur make her easy to look after – both in and out of the sailing season. You can count on spending a minimum of time and expense on this boat, but in case of repair a comprehensive handbook is provided with her. If any doubt should arise, or any specialized advice is needed, Westerly representatives are now available at four key points in Britain – Hampshire, Sussex, Essex and Scotland – and are only too willing to help.

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

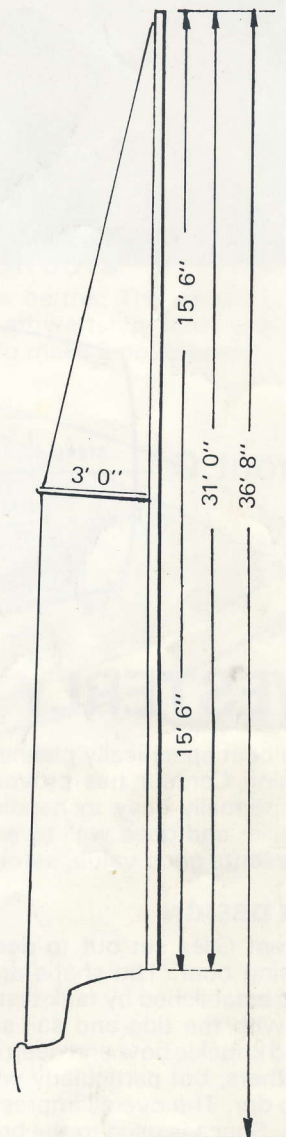
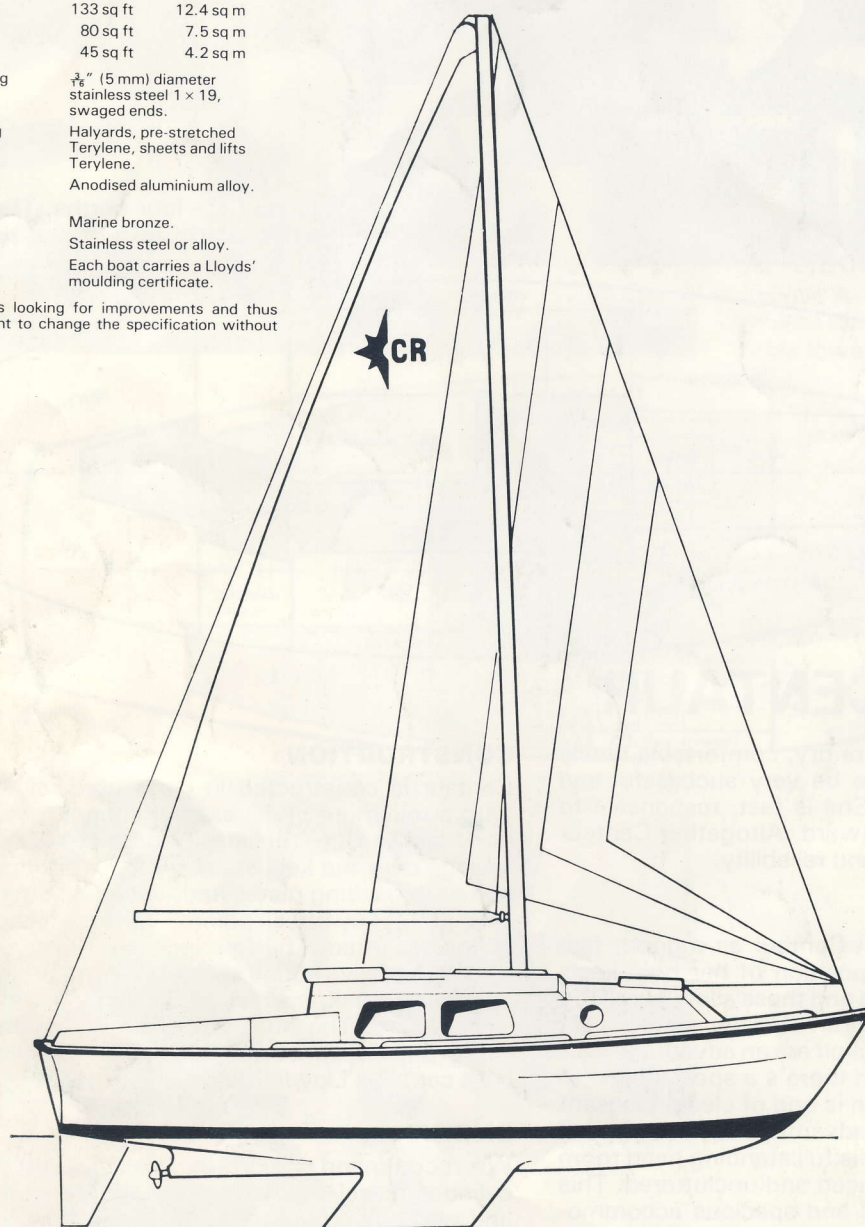


## SPECIFICATION

Length, overall	26' 0"	7.9 m
Length, waterline	21' 4"	6.5 m
Beam	8' 5"	2.6 m
Draft	3' 0"	0.9 m
Displacement	6700 lbs	3039 kg
Ballast weight	2800 lbs	1270 kg
Thames measurement	6.65 tons	
Mainsail	161 sq ft	15.0 sq m
No. 1 genoa	223 sq ft	20.8 sq m
No. 2 genoa	182 sq ft	16.9 sq m
No. 1 jib	133 sq ft	12.4 sq m
No. 2 jib	80 sq ft	7.5 sq m
No. 3 jib	45 sq ft	4.2 sq m

Standard rigging	$\frac{3}{16}$ " (5 mm) diameter stainless steel 1 x 19, swaged ends.
Running rigging	Halyards, pre-stretched Terylene, sheets and lifts Terylene.
Mast and spars	Anodised aluminium alloy.
Seacocks and skin fittings	Marine bronze.
Deck fittings	Stainless steel or alloy.
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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