

WESTERLY NIMROD

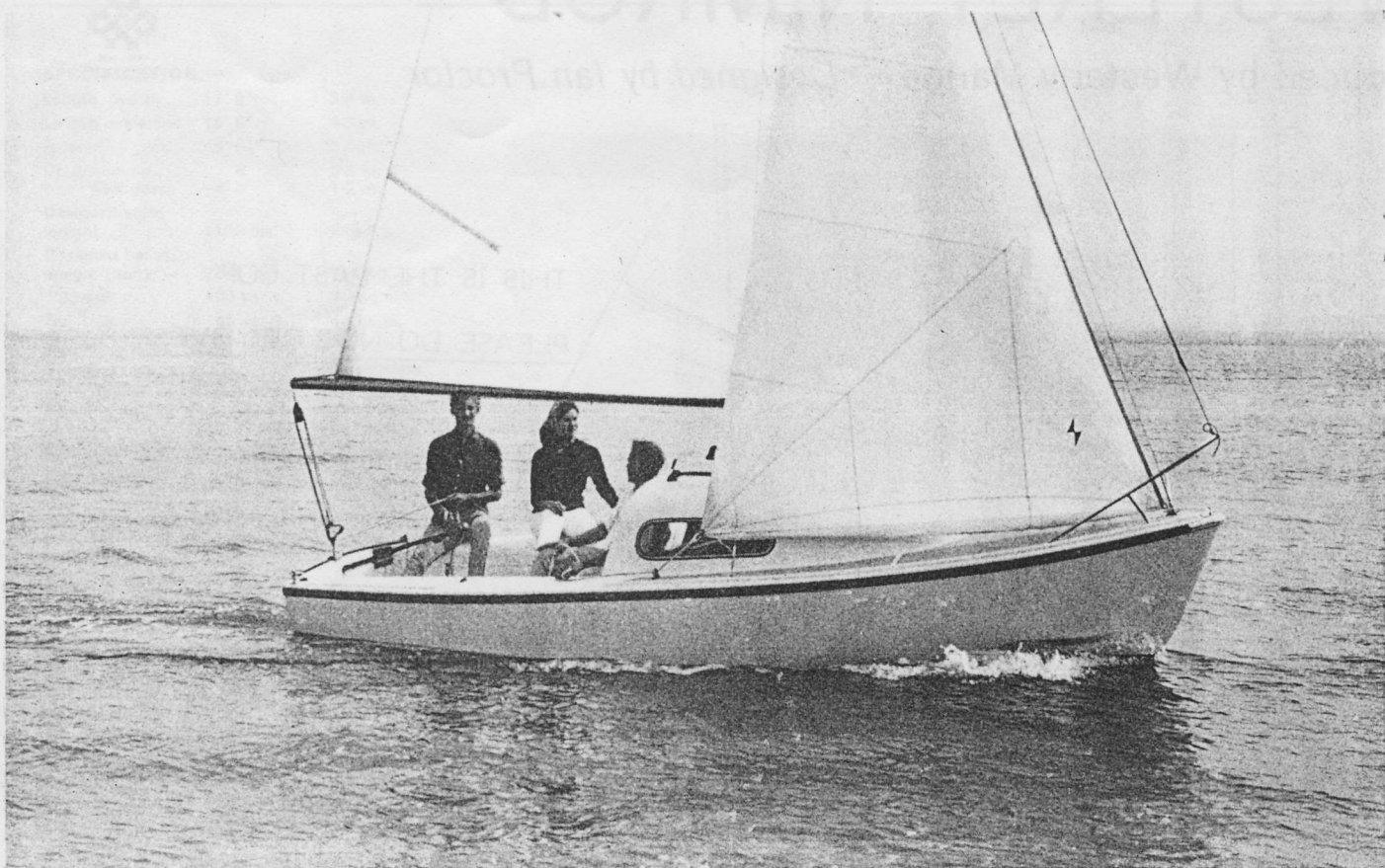
Produced by Westerly Marine — *Designed by Ian Proctor*



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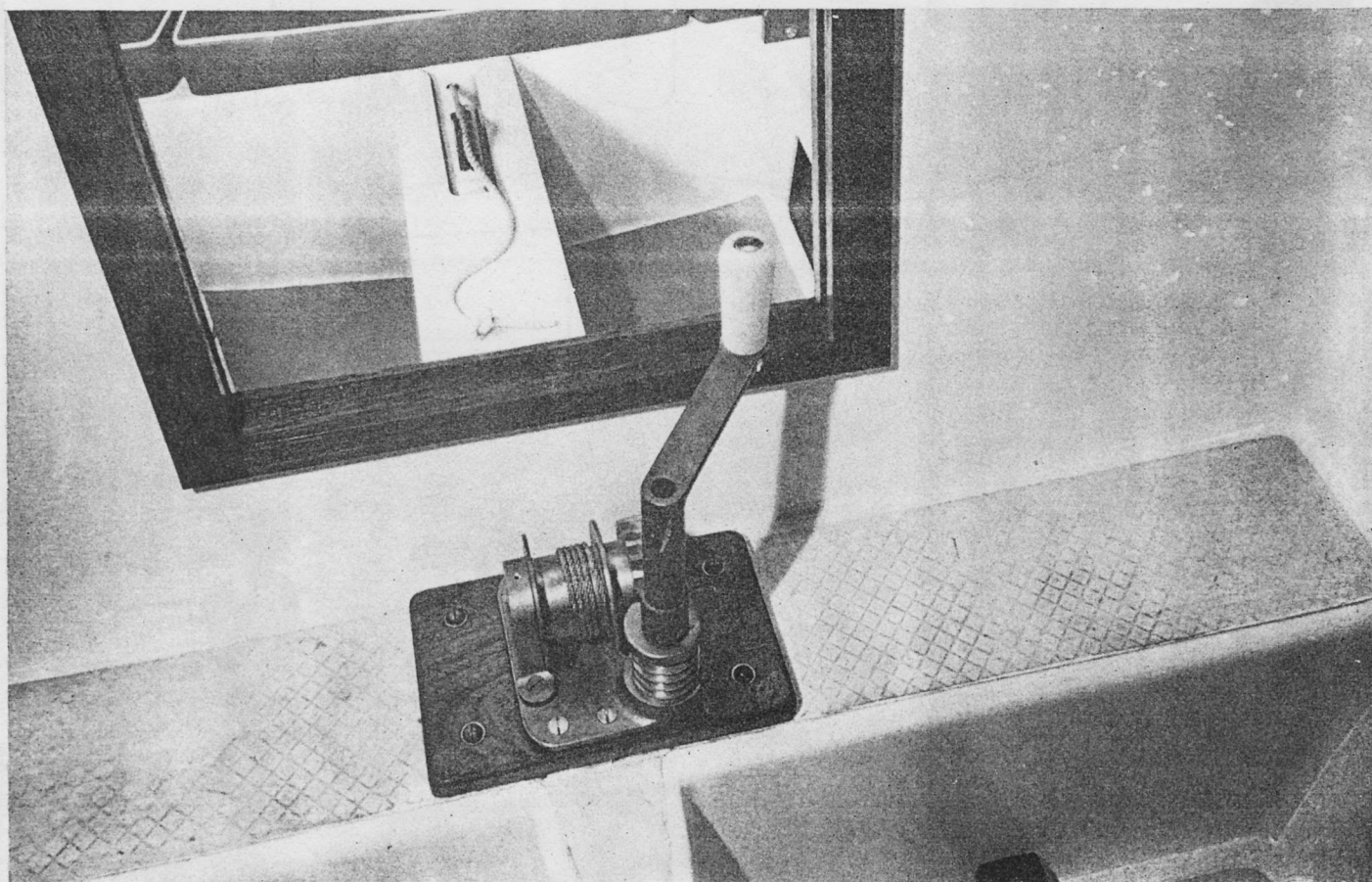
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1971 FORESHORE RALLY RESULTS (Division 3)

First race (Wind: Force 3-4)	First
Second race (Wind: Force 4-5)	First
Third race (Wind: Force 3-4)	First
Fourth race (Wind: Force 2-3)	Second



The winch (with cover removed) and beyond the lanyard for retaining the keel in the lowered position.

WESTERLY NIMROD

Nimrod is an easily trailed day boat or weekender designed by Ian Proctor. The boat is well balanced, fast and points high on the wind. She has built-in buoyancy, a retractable bulb keel with lifting rudder and a large, self-baling cockpit, for which a boom tent is available. She is self-righting when the keel is fixed in the down position. There are two sizeable berths and full sitting headroom. Provision is made for the installation of a marine head.

SAILS AND RIGGING

The standing rigging is stainless steel and where shroud plates are through bolted to a backing plate the glass fibre is specially strengthened. The sails and running rigging are Terylene* and the spars are gold anodised alloy. The mast is easily raised and lowered.

DECK AND COCKPIT

The 6' 6" self-baling cockpit gives good visibility forward. It has two large stowage lockers and toestraps are fitted. The keel winch is sited on the bridge deck, there is a pad for an outboard on the transom and there is a sliding cabin hatch with two dropboards. There are good side decks and two grab rails on the coachroof.

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

INTERIOR

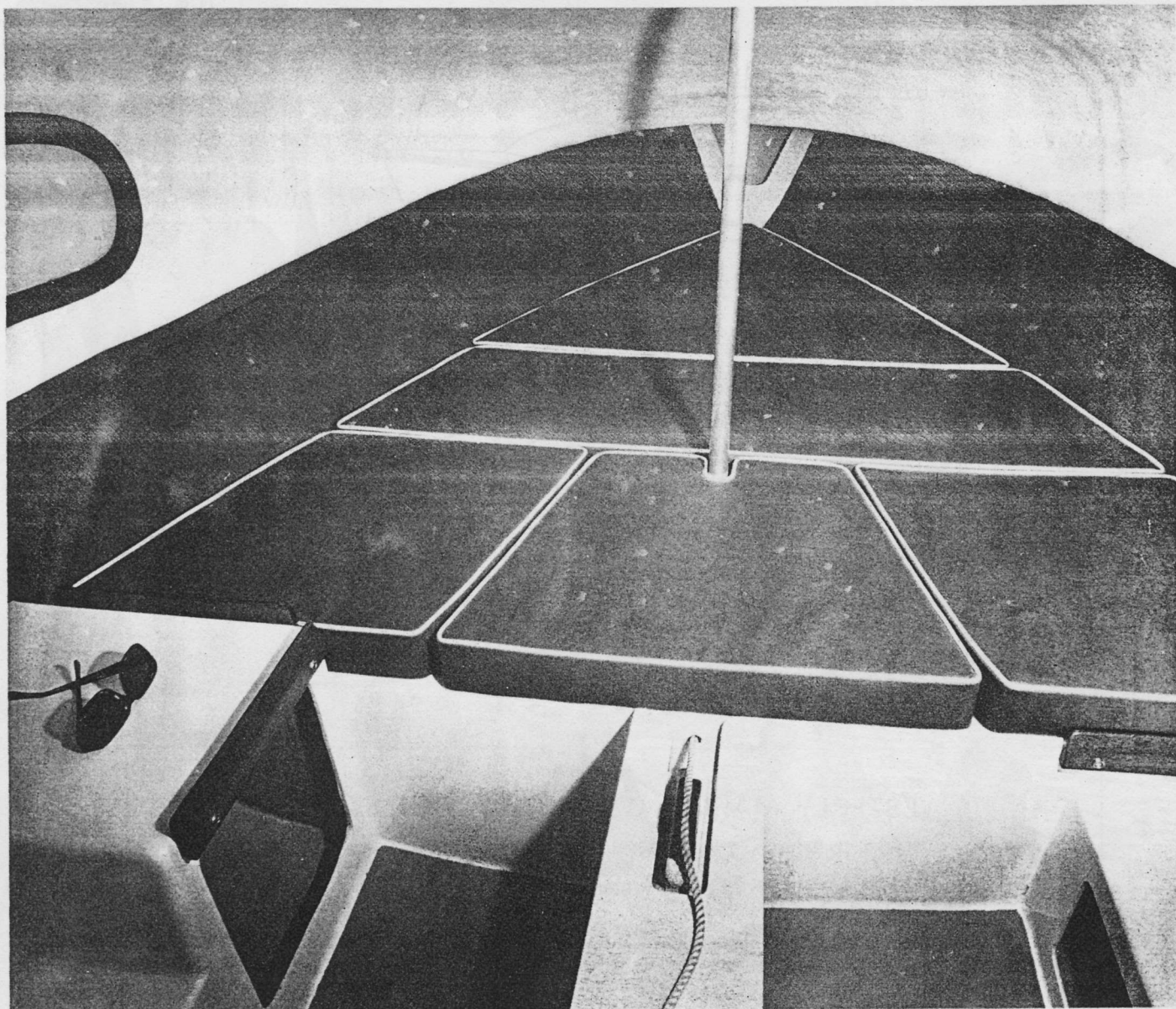
Nimrod has two full-length berths forward, aft of which is sitting space either side of the drop keel recess. A wooden cover over this acts as a small table and there is stowage space under the cockpit seats and cockpit floor. When a marine head is fitted, this goes between the two berths.

CONSTRUCTION, MATERIALS AND QUALITY CONTROL

Nimrod is constructed in glass fibre, using hand-laid mat and woven roving where additional strength is required. All materials – from the paint and glass fibre 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.

TRAILABILITY

Nimrod can be trailed by an average size car and can be launched and recovered on a suitable hard. She will sit upright when dried out, with the keel retracted.

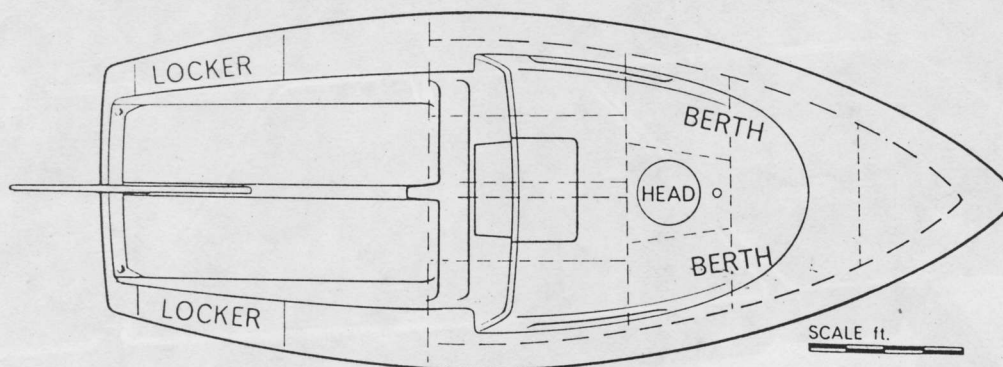
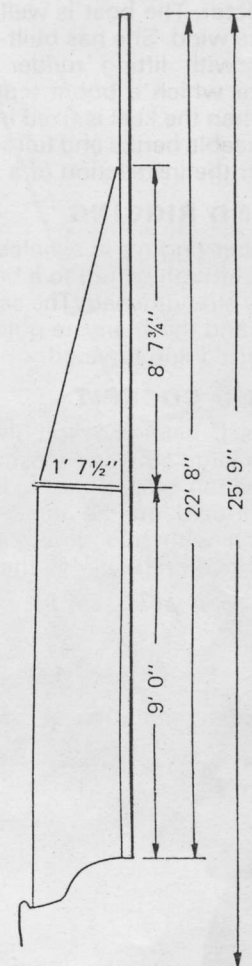
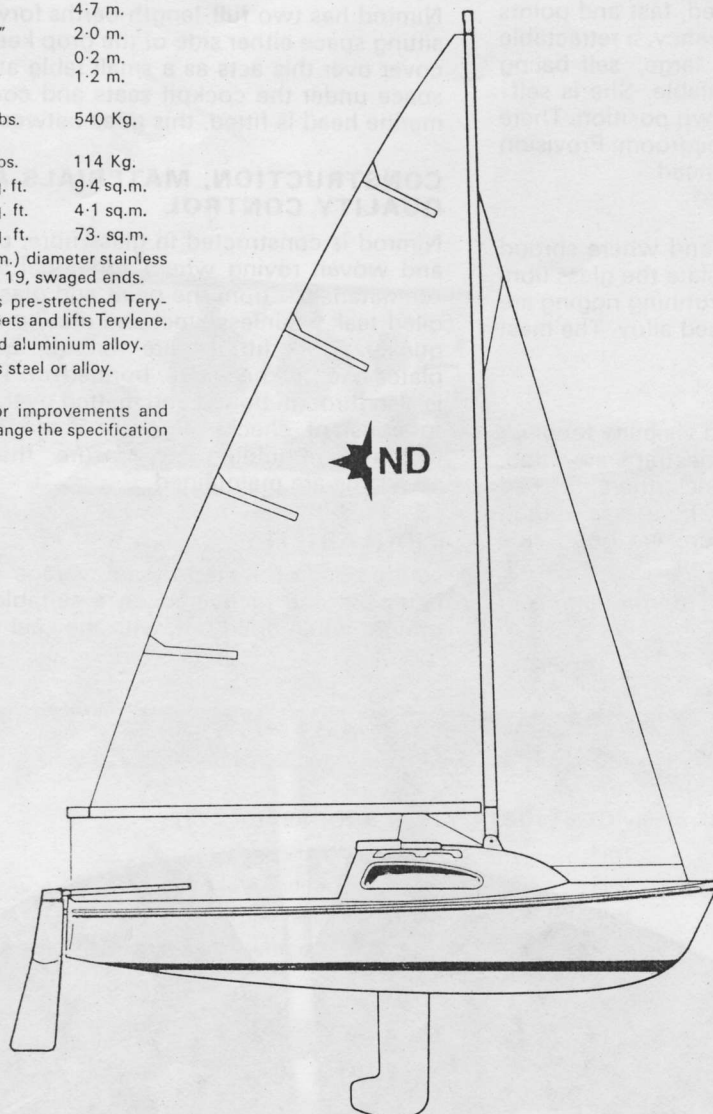


General view of the interior looking forward.

SPECIFICATION

Length, overall	17' 9"	5.4 m.
Length, waterline	15' 6"	4.7 m.
Beam	6' 5½"	2.0 m.
Draft: keel up	8"	0.2 m.
keel down	4' 0"	1.2 m.
Designed scale weight	1100 lbs.	540 Kg.
Designed ballast weight (iron)	250 lbs.	114 Kg.
Mainsail	100 sq. ft.	9.4 sq.m.
No. 1 jib	45 sq. ft.	4.1 sq.m.
Genoa	77 sq. ft.	7.3 sq.m.
Standing rigging	⅛" (3 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.	
Deck fittings	Stainless steel or alloy.	

We are always looking for improvements and thus reserve the right to change the specification without prior notice.



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