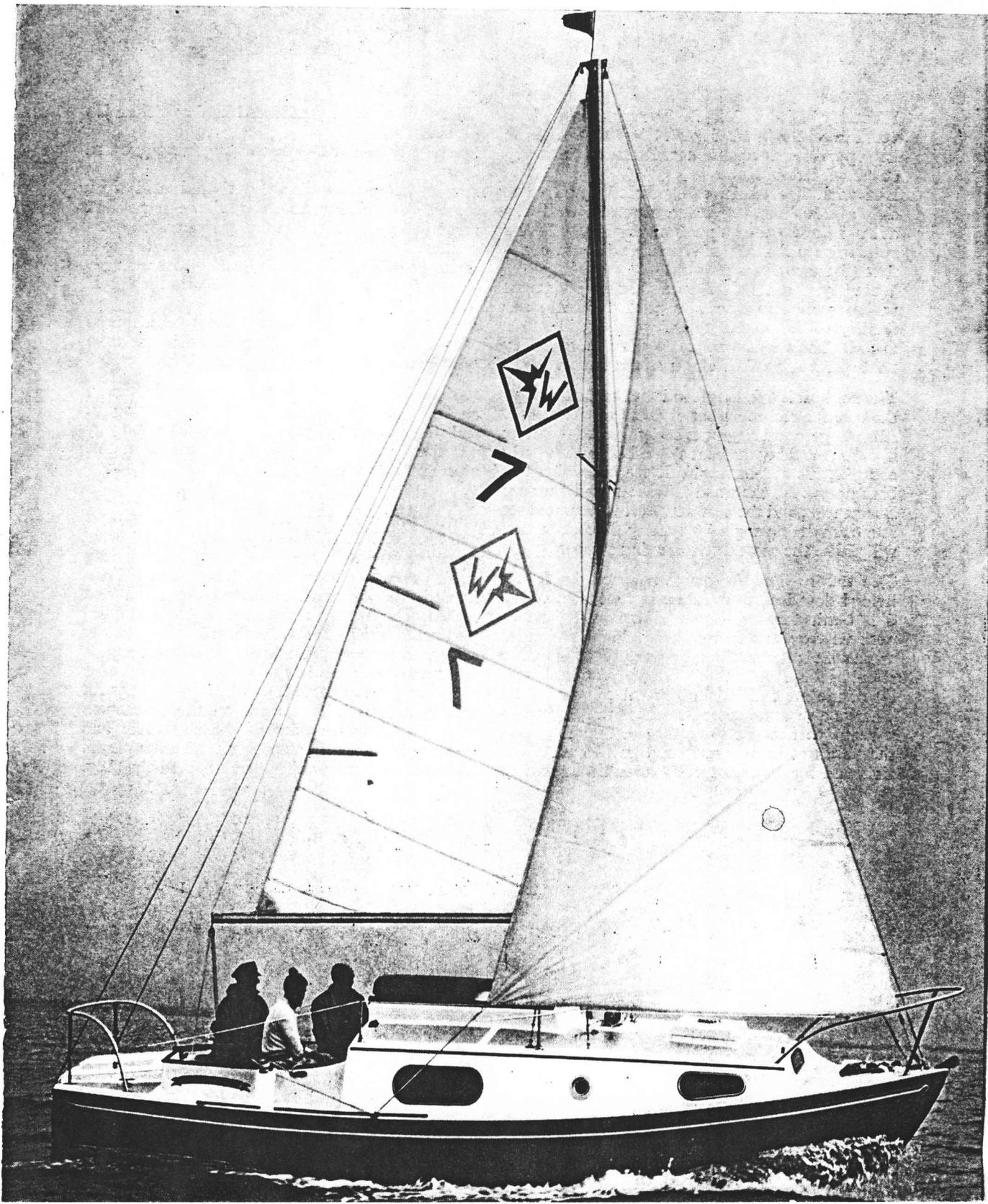


Westerly WINDRUSH 25

4 berth cruiser racer (*Designed by D. A. Rayner, Assoc. R.I.N.A.*)



Fast . . . beautiful . . . spacious

Westerly WINDRUSH 25

Westerly Windrush 25 is the new raised-deck version of the Westerly 25. She has the same high performance characteristics as this very successful sloop.

But with her cabin top carried out to the ship's side, and extended forward and aft, she's much more spacious inside. There's room for a family of six to gather in comfort (for two she's palatial!)

Westerly Windrush 25 is a fast, lively yacht which you can race or cruise with your family — in comfort, safety and above all speed. She's easy to sail, with a stability that makes her feel like a much larger boat.

The cockpit is 6 ft. long! And with an awning over the boom, a real room out of doors for six people. All your gear and rigging is easily worked — perfect if you're handling the boat alone. Like all Westerly cockpits, it's self-bailing with sea cocks fitted to both drains. All the woodwork, seats and floor are Burma teak, and the seat back-rest is deep and set at a comfortable angle for leaning. A cockpit that will please the most discriminating skipper!

The cabin. There's generous space for family living below decks: two cabins instead of one. Two 6' 3" berths forward — two 6' 6" berths aft (and, as optional extra, two fold-up berths in the saloon for those with larger families; that's really comfortable sleeping for six!). There's full six foot headroom aft of the mast (5' 6" in forward compartment). There's a separate compartment with large wardrobe to port, toilet to starboard. In the saloon there's a two-burner stove and grill to port; and sink and ice box under Formica lifting top to

(She will tack to windward under either jib or main alone.)

She's easy to trail — to any cruising ground you choose.

Her twin keels and skeg, faired and tank tested for minimum drag, form a perfect tripod to permit her to sit upright without a cradle for Winter storage, give her a shoal draught of only 30 inches, and allow navigation of many harbours prohibited to keel boats of her size.

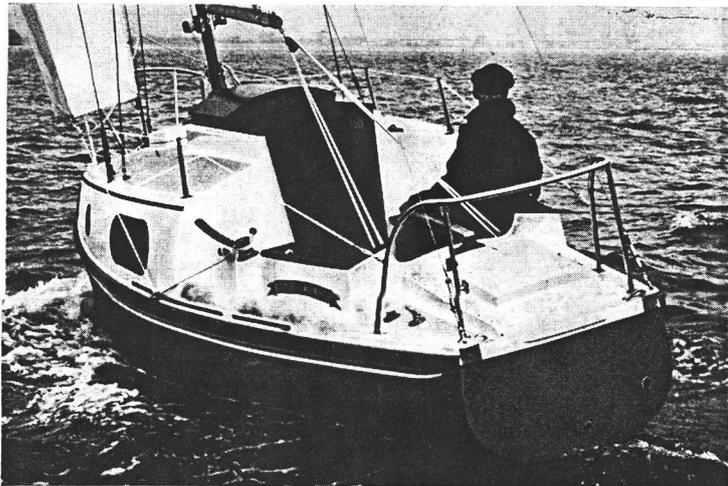
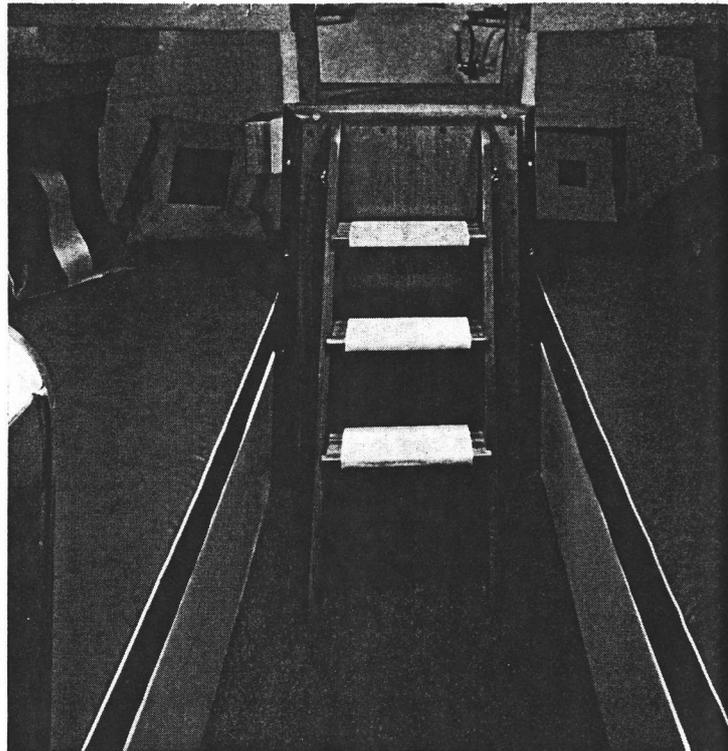
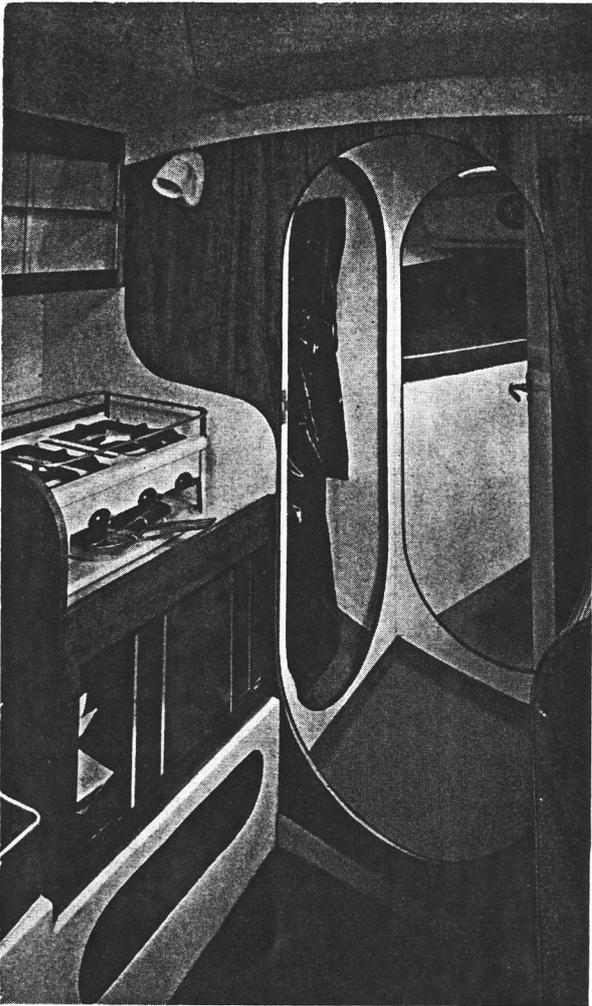
And (like all Westerly yachts) she has a Lloyd's Series Production Certificate as a guarantee of strength and workmanship.

starboard — and room for six people to gather. 80 cu. ft. of locker space, attractive berth cushions, and foam-backed Vyanide and rich mahogany panelling are some of the many features in this great new boat that will please your wife.

Choice of engine: Outboard or Inboard.

For the outboard engine (the long-shaft Johnson 6 or 9½ h.p.), Westerly have designed a unique completely retractable carriage for raising and lowering (which even a child can do with one hand). When housed, the outboard is entirely enclosed and locked. The fuel tank is carried in a special compartment which drains outboard for absolute safety. If, however, you prefer an inboard engine and remote controls in the cockpit Westerly offer the 7 h.p. Volvo Penta MD 1 which gives the yacht enormous 'push'. It is fitted on rubber mounts with a flexible coupling in the shaft line and remote greasers to the stern gland and water pump. The two-bladed propeller parks behind the skeg.





Above: The galley on the port side. Large wardrobe in the compartment opposite the toilet. The sink is under the lifting top on the starboard side.

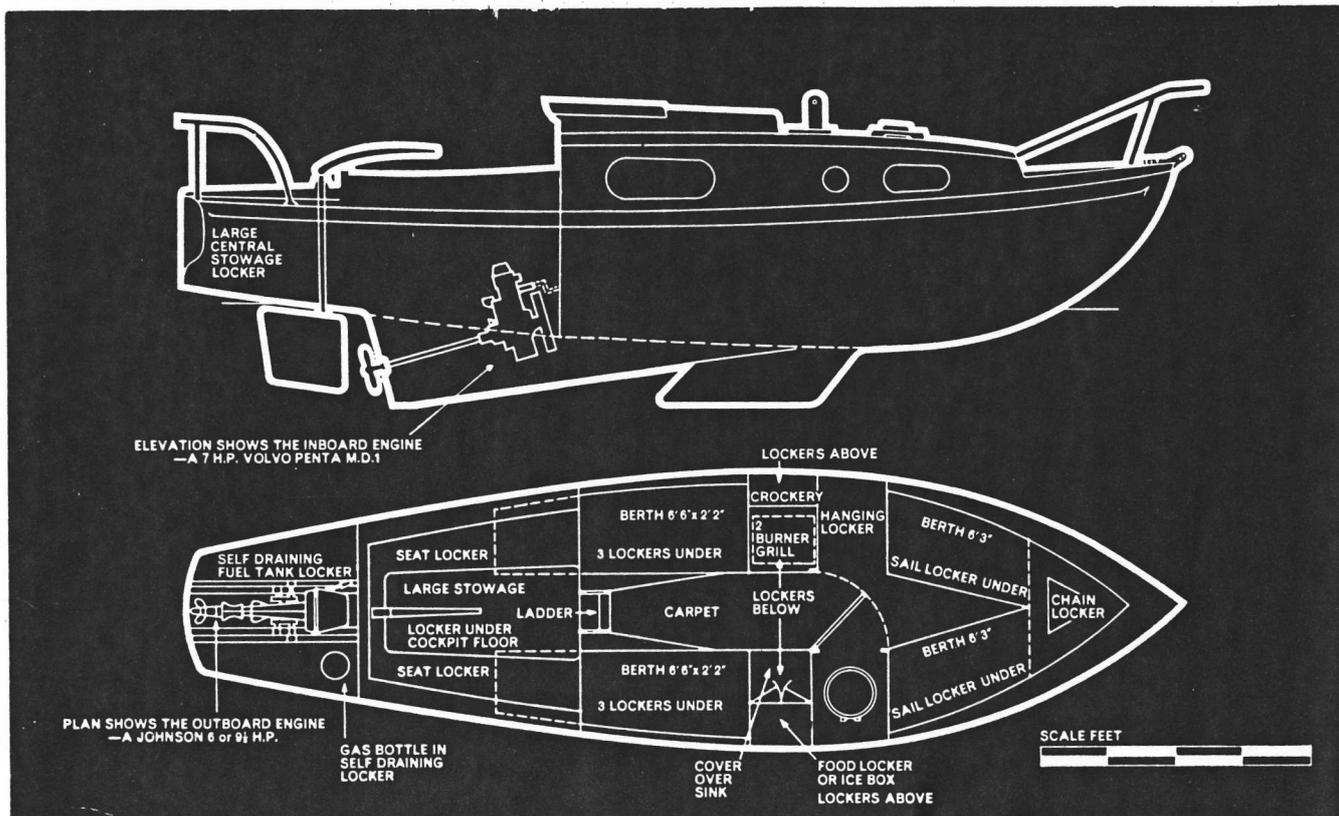
Top right: The spacious saloon, looking aft. Six people can gather here in comfort.

Centre right: The comfortable self-bailing cockpit – plenty of room for six people. Note how the cabin top is carried right out to ship's side.

Below: Westerly Windrush 25 can take your family cruising in comfort – and get you home under auxiliary power when you wish.

Opposite page: The saloon, with view of the double cabin forward.





Specification

LENGTH OVERALL 25' 1". LENGTH WATERLINE 21' 0".

BEAM EXTREME 7' 5". BEAM WATERLINE 6' 6".

DRAFT 2' 6".

HEADROOM 6' 0".

TRAILING WEIGHT 43 cwt.

DISPLACEMENT With crew and cruising gear 53 cwt.

SAIL AREA	BERMUDAN	sq. ft.
	(Main and No. 1 Jib)	276
	Main	146
	Genoa	166
	No. 1 Jib	130
	No. 2 Jib	67
	No. 3 Jib	32

BALLAST 650 lb. each keel. 110 lb. skeg keel. Inboard version additional 110 lb. in skeg; total 1520 lb. Outboard version additional 220 lb. in skeg; total 1630 lb.

SKIN AND DECK Polyester resin laminate to current Lloyd's specification for reinforced plastic yachts.

KEEL BOLTS Each cast-iron keel is through-bolted to the hull with five $\frac{3}{4}$ " stainless steel stud-bolts. Each bolt is capable of sustaining a shear-load of 31 tons. This apparently excessive safety margin is to preclude any bending of the bolts on impact and the consequent leak which might then occur.

RUDDER The entire metalwork of the rudder stock and trunk is of stainless steel, and the cage around which the glass fibre rudder is moulded is of the same material. The rudder is of true hydrofoil section, the leading edge fitting closely into a semi-circular fairing at the after end of the skeg. The scantlings of the rudder are in excess of Lloyd's Rules. On the inboard version a balanced rudder is fitted.

TILLER AND TILLER BOX The lifting tiller of ash is housed in a hinged tiller box of stainless steel. The tiller box is bolted to a split brass block through which the square-topped rudder stock passes. The block can be adjusted for slack by two stainless steel bolts.

MAIN FRAMES Laminated top hat section to Lloyd's specification for reinforced plastic yachts.

SKEG AND BILGE KEEL STUBS are integrally moulded with the glass fibre hull. There is no wood below the waterline. Both the skeg and the stubs have been most carefully faired into the low-drag hull to reduce turbulence to the minimum.

WOOD DECK TRIM includes cockpit floor and seats and trim on cabin top and cockpit coaming. All in oiled Burma teak.

INTERIOR WOODWORK Interior furniture, bulkheads: mahogany marine ply. Perspex cupboard faces with mahogany framing.

INTERIOR CABIN SIDES AND SALOON DECKHEAD Panelled in Vyanide material over polyurethane foam.

DECK AND MAST FITTINGS include reefing gear, masthead fitting, stemhead fitting and chain plates. All in marine quality stainless steel.

STANDING RIGGING Stainless steel $\frac{3}{4}$ " diameter one/nineteen, swaged ends.

RIGGING SCREWS (TURN BUCKLES) Stainless steel patent lock by Gibb of Warsash.

BLOCKS Stainless steel strapped Tufnol blocks by Gibb of Warsash.

RUNNING RIGGING Pre-stretched Terylene 1" circumference three-strand for halyards, $\frac{3}{4}$ " circumference three-strand for lifts, $1\frac{1}{4}$ " plaited for sheets.

MASTS AND SPARS Bermudan rig: Metal mast and boom by Ian Proctor Ltd.

SAILS All fore and aft sails other than Genoa $6\frac{1}{2}$ oz. Terylene by Ratsey & Laphorne. Genoa $4\frac{1}{2}$ oz. Terylene.

PAINT Anti-fouling International Hard Racing Copper. Vanguard Paints interior matt varnish. Interior deckhead of forward compartment International Korcon.

SEA COCKS All skin toilet fittings, cockpit drains and sink drain are fitted with sea cocks of best marine quality bronze.

The Company is always seeking improvements and therefore reserves the right to change the specification without prior notice.

WESTERLY MARINE

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