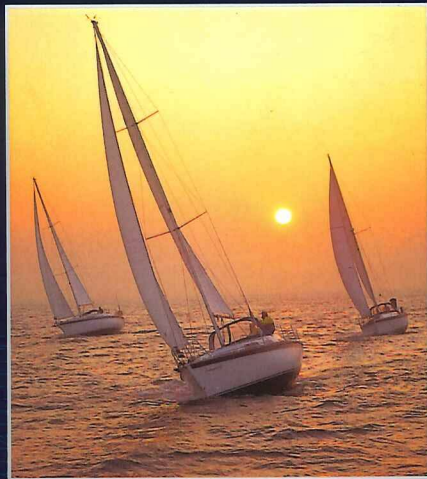


There are so many good reasons to **choose Westerly**

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## '....totally committed to quality and service'

For over 30 years, the name of **Westerly** has been renowned for exceptional quality and solid value, benefits reflected in a remarkable record of well over 12,000 boats built, and in the fact that so many of our owners return again and again to the marque.

And Westerly, now a member of the Bowman Group, is a truly formidable force, not just in British, but in global boatbuilding terms. The total commitment to quality and service in both design and construction is evidenced by the fact that the company was the first yacht builder in the world to be awarded the recognition of ISO9001 (BS5750) certification.

Our goal for Westerly in the future, is to extend still further the customer loyalty so vital to our philosophy and the continual development of our production programme which, backed by over 30 years of experience, ensures that we can always provide exactly the right boat for each and every customer.

So today's Westerly truly leads the field, offering an extensive and well-proven model line which combines the most appropriate and desirable of traditional boatbuilding skills with the very latest developments in yacht design and production technology.

There are so many good reasons to choose Westerly. But don't take our word for it, come and see the exciting range of Westerly yachts for yourself.

## *Some very good reasons to choose Westerly*

- *Over 12,000 Westerly yachts built since 1963*
- *World's first yacht builder to gain BS5750 Pt1*
- *450 documented quality checks on each boat*
- *Proven market record of high resale values*
- *Worldwide dealer network and warranty*
- *Active Westerly Owners Associations in several countries*
- *Virtually all fabrication is at our own yard*
- *Semi-custom interior design flexibility*
- *In-house naval architecture and design*
- *Dedicated After-Sales Department providing service, spares and accessories*
- *Builder of sail training craft for clubs, associations and sea schools*

Our *Ocean* range of cruising yachts has proved immensely successful. Their sea worthiness and strength has taken yacht after yacht over the horizon, across oceans, on extended cruises; giving their owners immense pleasure and satisfaction.

*Ocean's* style and finish reflects the qualities that British boatbuilding takes for its exclusive property, but brings with it the best in naval architecture and interior design, and the latest production methods for strength and reliability.

Naval architect, Ed Dubois, brought his talent to bear on the *Ocean* family of hull designs, creating a yacht that is capable of carrying crew and stores for an extended cruise, perhaps an ocean crossing, but still delivering speed and accommodation comfort.

The Dubois influence doesn't stop at the hull, however. With some of the world's top racing boats under his belt, you would expect that deck layout and sail handling systems would be developed for ease of use and efficiency; and so they are. By making the yacht more efficient to sail and simpler to handle, Westerly's "*Oceans*" conserve your strength, giving you time to relax.

If you plan to strike out across the globe or just potter your home waters, but insist on spacious comfort, strength and style, there is no better choice than an *Ocean* from Westerly.

***Ocean***

**regatta**

A *Regatta* is innovative, adventurous and practical; designed for the owner who wants a craft that reacts like a thoroughbred, but that has bright, modern and liveable accommodation for family cruising in the 90's.

We asked top designer Ken Freivokh to bring to life our analysis of the sailboat interior ideally suited to today's fast-paced lifestyle. Young families and club sailors want a boat that is quick on the water and easy to handle, yet comfortable for nights aboard, weekends away and for relaxing with friends.



# The All New Ocean 43

Created by Ron Holland, the world acclaimed Yacht designer, the launch of this boat promises to be one of the most exciting events to have happened in the marine industry.

The brief is to produce a yacht which many of our

customers have requested, one which fills the gap between the globetrotting Oceanlord 41 and the immensely successful Ocean 49. In essence, the concept is to bring the luxury of the 49 down into a size

that most couples or families can handle.

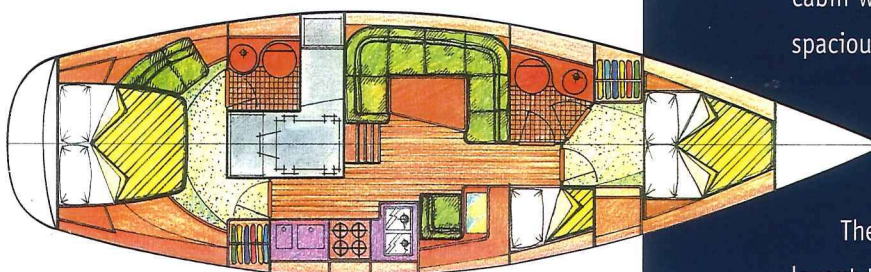
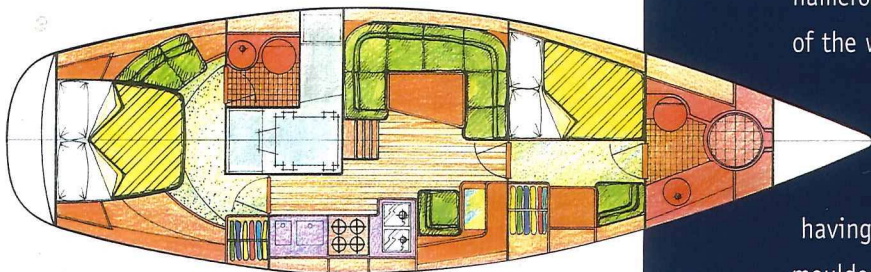
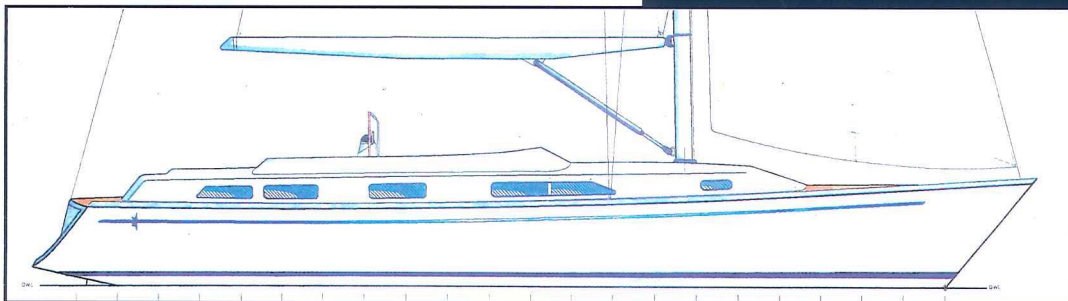
Ron Holland first built his reputation as a designer of numerous race winners, and then went on to become one of the world's foremost superyacht designers. He also has considerable experience with production boat builders, including the famous Trintella yard in the Netherlands. Westerly sought out Ron Holland having seen his work on the Trintella 47, which is moulded at Westerly's factory in Waterlooville.

The accommodation will boast an impressive owner's cabin with en-suite facilities and a central double bed, a spacious double guest cabin and dedicated sea berths. As well as a second toilet and shower for the guests, there will be a useful galley and a serious navigation station.

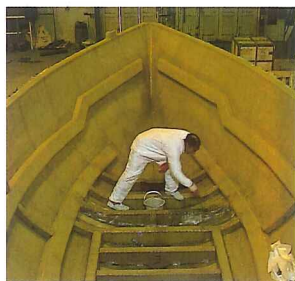
There will be several 'standard' options within the layout that can reflect each owner's particular balance between number and type of berths, stowage, choice of fabrics and wood finish, and even a choice of rigs.

We often get asked for such options as a workshop, laundry room or even a cot for the grandchildren, and all of these options are being planned for.

With Ron Holland's skill at making a boat sail quickly and comfortably, and Westerly's skills in construction and finish, we are confident this new boat will be an immediate success all over the world.







*Look at a Westerly and it's what you don't see that sets it apart.*

Beneath the sheen of gleaming gelcoat and stainless steel, behind the teak joinery work, lies the accumulated experience of 12,000 boats and 30 years of boatbuilding. That experience is concentrated in Production Director John Hinton, the man ultimately responsible for the quality and finish of every yacht that leaves the factory at Waterlooville.

Westerly yachts are built using techniques that might be considered too expensive or too bothersome by other manufacturers, but we use these methods because they ensure strength and reliability. We know that out at sea, vital items like the rudder, the hull-to-deck joint, the very integrity of the glassfibre laminate, have to be above question. It might take a little longer building boats the Westerly way, but you have the assurance of our reputation for reliability and quality control.

We reinforce our claims by commitment to standards like British Standard 5750 Part 1 (Westerly was the very first boatbuilder to gain this recognition), the new International standards ISO 9001 and European standards EN 29001. This insists that every yacht is inspected many times during construction by a highly skilled and experienced quality assurance team, ensuring that it conforms to internationally recognised benchmarks. Every manufacturing process is also recorded and retained, guaranteeing consistency and quality, day to day, month by month, year after year.

But it is the outward finish that first sets a Westerly apart, the high percentage of solid timber used in the interior of the boat, the thick laminated door frames and work surface fiddles, the solid corner posts and grab handles. It is here that Westerly craftsmanship is most closely examined and the experience of our craftsmen passes every test. Solid teak for the "Ocean" and Victoria ranges, cherry for the Regatta, is hand crafted for every boat. Hundreds of individual items fitted with skill and precision to create that special Westerly excellence.



"The heart of Westerly quality beats in the moulding shop," says John Hinton, emphasising that it is those hidden features of construction that are so vital in boatbuilding.

First, every Westerly is given two layers of isophthalic gel coat, the most effective barrier against possible osmosis. Then glassfibre laminations are laid in by hand, the first laminate also using isophthalic resin. Each layer is specially chosen material - unidirectional cloths at varying angles for maximum strength follow a layer of chopped strand mat against the gel coat. All are rolled into the resin and consolidated by experienced technicians. Even the resin used comes in for special attention, being prepared for every lamination by one



specialist, ensuring tight quality control and consistency.

Vital to the integrity of every boat, Westerly's hull-to-deck joint combines design, mechanical fastening, sealant and laminate bonding to give a three-way guarantee of security. The deck 'lips' over the hull and stainless steel bolts are used to secure the joint through the trademark teak rubbing strake; finally a special laminate is applied over the joint, lapping over on to hull and deck mouldings. Belt and braces? Perhaps, but out at sea, would you want to take a chance with anything less?

Westerly development in laminate technology has eliminated the foam or balsa cores that other builders use in their deck construction. With a cored deck extra fittings are confined to areas where there is internal stiffening. Westerly replace the core with special Firet mat, using a tough,

all-polyester deck construction that allows extra fittings to be added at any time, just where you want them.

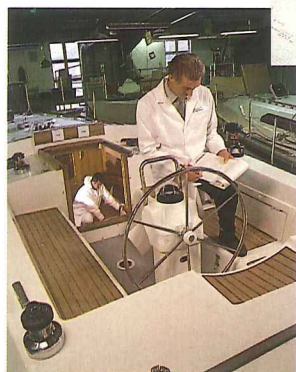
A rudder might be out of sight, but when you are out of sight of land they should not be out of mind, so on a Westerly we go to great lengths to ensure absolute integrity of this vital component.



Every Westerly rudder has a stainless steel stock positioned by hand inside a two-part glassfibre blade shell, which is then filled with resin mix and laminated together under pressure. Our way ensures the finished article is as strong as possible, using an alliance of the right materials and the best techniques.

Stainless steel parts like pulpits, rudder stocks and tanks are vital parts of the complete boat and at Westerly we realise that making the parts 'in house' is the only way to guarantee quality. Our pulpits always fit perfectly and have an inherent strength that complements the rest of the construction. Similarly, you can be assured that the stainless steel water tanks are built with the same meticulous attention we pay to every component part of a Westerly yacht.

Looking under the skin of a Westerly is an object lesson in the best of boatbuilding practice. From our in-house design and drawing office, to our final quality control checks, every Westerly is crafted with individual care and skill. We know that traditional standards of quality in boatbuilding are demanded by today's yacht owners and we know how to deliver the highest standards, allied to the best in modern production technology.



We are constantly striving to upgrade our product and therefore there may be differences between the boats featured in this brochure and the current production version. Some items shown within this brochure may not be included in the standard price.



# Ocean



Custom built in everything but name, the Westerly Ocean 49 tops every Westerly range in every aspect. Bigger, faster, the Ocean 49 can be designed to suit your personal sailing style by the combination of Ed Dubois' expertise with hull and rig, and our own in-house team of naval architects who can turn your pipe dreams into reality.

Take the basic hull and deck with their combination of Westerly quality and Dubois speed and seakeeping, and add your own ideas on accommodation, finish, style. Our years of experience can be relied upon to keep you from going overboard,

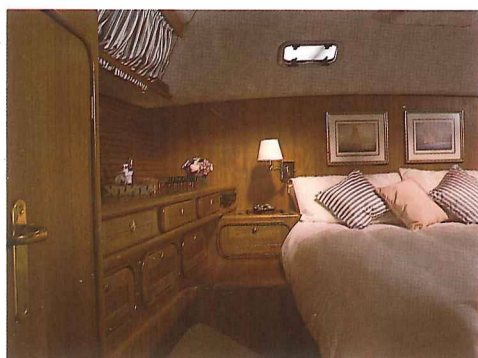
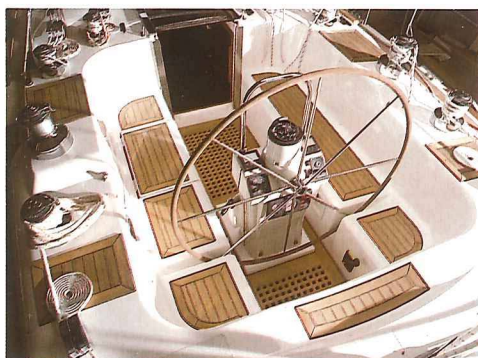


# 49



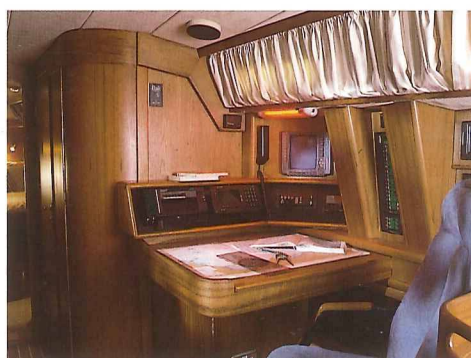
literally and figuratively, while ensuring that we go as far as practically possible to create the yacht of your dreams.

Ocean 49 is a blue water yacht of supreme capability. Teak decks, roller reefing mainsail and headsail, a cutter option on which to set inner headsails and a storm jib; the sailing options can be tuned to suit your expected crew and the waters you will sail. On deck the teak underfoot comes as standard, as do self-tailing winches, but the options for electric or hydraulic are there for you to specify.



Below, we show one of the suggested layouts offering you an after stateroom taking the full beam of the yacht, complemented by an almost equal cabin forward and a twin berth guest cabin. The saloon has room to seat all your friends and more, while the galley can cope with hot soup during a gale or a gourmet meal at anchor in a Caribbean bay.

With systems and options tuned to create a boat that is entirely you, the Westerly Ocean 49 is the closest you can come to custom building without paying custom building prices.



### Sail Areas

#### Sloop Rig

Mainsail	506ft <sup>2</sup>	47.00m <sup>2</sup>
Furling Genoa	777ft <sup>2</sup>	72.20m <sup>2</sup>
Spinnaker	1751ft <sup>2</sup>	162.70m <sup>2</sup>
Cruising Chute	1488ft <sup>2</sup>	138.30m <sup>2</sup>
Storm Jib	182ft <sup>2</sup>	16.90m <sup>2</sup>

#### Cutter Rig

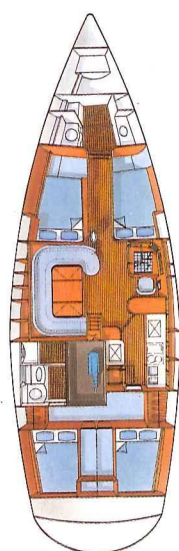
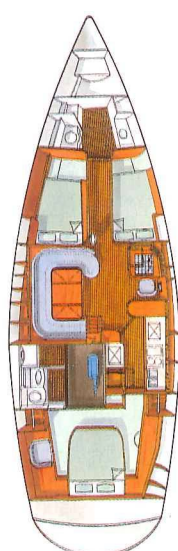
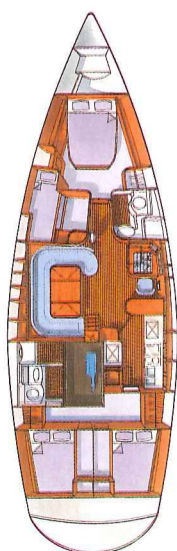
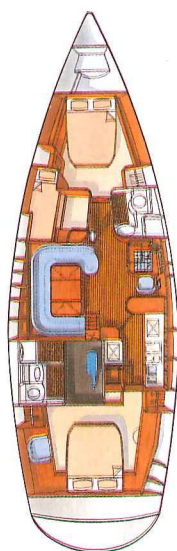
Mainsail	506ft <sup>2</sup>	47.00m <sup>2</sup>
Furling Genoa	665ft <sup>2</sup>	61.80m <sup>2</sup>
Furling Staysail	204ft <sup>2</sup>	19.00m <sup>2</sup>
Spinnaker	1751ft <sup>2</sup>	162.70m <sup>2</sup>
Cruising Chute	1488ft <sup>2</sup>	138.30m <sup>2</sup>

### Designed Weights

Displacement	28940lb	13125kg
Ballast	11680lb	5300kg

### Specifications

Length Overall	48'7"	14.80m
Length Waterline	42'2"	12.85m
Beam	15'1"	4.60m
Draft	7'1"	2.15m
Mast Height above Waterline	65'4"	19.90m



# Oceanlord



As cruising yachts get larger, so owners expect that there will be variations in layout and style, in finish and accommodation.

Aboard Westerly's Oceanlord 41 you can specify many variables in layout and fit-out, but there's one vital component that we won't let any owner tamper with - Westerly quality.

We recognise that a cruising yacht like the Oceanlord 41 will be called upon to entertain guests one week, take the family for a day-sail on Sunday, cross an ocean next month. We know that there cannot be any compromises in building standards for any of these uses, so we build the yacht to take the worst that can be thrown at her.

# 41



From the tip of the all-roller reefing mast-head sloop rig, to the bottom of the keel, experience gained from every Westerly yacht goes into the Oceanlord.

Sail handling is assisted by every aid that modern cruising research has devised, from rope clutch to self-tailing winch, from in-cockpit reefing to powered winches should you so specify. Oceanlord is planned to be a safe and simple-to-sail yacht, designed to make short-handed sailing a relaxing task.

Down below, the temptation to cram berths into the hull has been resisted, but advantage has been taken of the available space to offer some of the most comfortable accommodation in any cruising yacht.

The queen-sized berth centrally situated in the after cabin is ideal for live-aboards, while a passage berth in a separate cabin just abaft the navigation

area will allow the skipper to get his sleep while still remaining close to the heart of the vessel. Settees in the saloon are parallel to the centreline for sleeping comfort while heeled, and the roomy forward stateroom rivals the owner's cabin aft for space and amenity.

If the emphasis so far has been on sailing and the sea, an unusually large galley serves the inner well-being of the crew, while also catering for the comfort of the cook, allowing safe and secure cooking - even with the yacht well heeled.

Westerly's long legged Oceanlord is understandably popular, both as a long distance cruising yacht and as a comfortable cruising home for those with more limited horizons. Who is to say which one is right?

Whatever the answer, they can be assured of Westerly qualities of seakeeping and performance.

#### *Sail Areas*

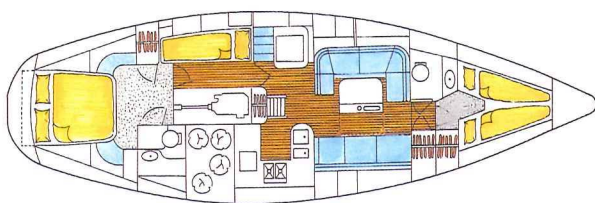
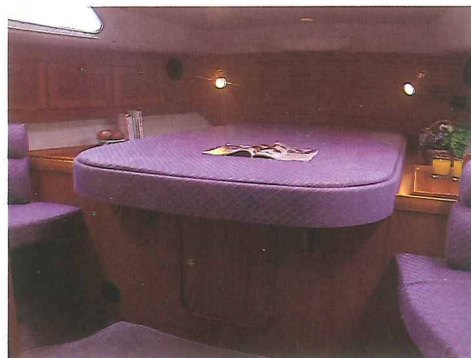
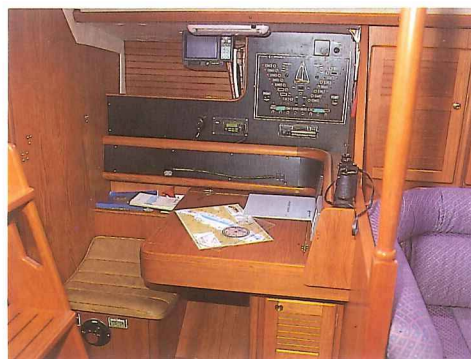
Mainsail	353ft <sup>2</sup>	32.79m <sup>2</sup>
No.1 Genoa	617ft <sup>2</sup>	57.32m <sup>2</sup>
No.2 Genoa	484ft <sup>2</sup>	44.96m <sup>2</sup>
No.1 Jib	349ft <sup>2</sup>	32.42m <sup>2</sup>
No.2 Jib	213ft <sup>2</sup>	19.79m <sup>2</sup>
Storm Jib	127ft <sup>2</sup>	11.79m <sup>2</sup>
Spinnaker	1483ft <sup>2</sup>	137.77m <sup>2</sup>

#### *Designed Weights*

Displacement	20878lb	9470kg
Ballast	8000lb	3629kg

#### *Specifications*

Length Overall	40'6"	12.34m
Length Waterline	35'3"	10.74m
Beam	13'6"	4.11m
Draft	5'6"	1.68m
Mast Height above Waterline	55'9"	16.98m





# Oceanranger



The name says it all. This Westerly Ocean is the consummate blue water cruiser for the owner who might today be sailing close to home, with just the occasional foray over the horizon, but who has plans for that long voyage when time permits. Oceanranger has been designed with passagemaking in mind, allying powerful, dependable sailing performance with remarkable accommodation well suited to long periods at sea.

On deck the deep centre cockpit layout keeps the crew on watch well clear of flying spray, but ideally placed to tend to the needs of the all-roller reefing rig and to keep a sharp-eyed lookout. Sail controls come easily to hand, close abaft the mast. When you have to go forward, teak decking

# 38