



## THERE'S ALWAYS ROOM FOR A WESTERLY

This photograph shows two lines of Westerlys which lie afloat at all states of the tide. The interesting point is that they are in water which had previously been thought to be too shallow for offshore cruising yachts. Last year one line was put down and there was still found to be water to spare for another. There must be literally hundreds of miles of estuary and waterways around our coasts where the same could be done. For such shoal-draught craft the mooring problem hardly exists, and, because they all lie the same way to tide and wind, they can be more closely moored. They take up less room than a mixed fleet. Mooring Officers in other centres have already reached the same conclusion, and we know of at least three places where special moorings are being laid for Westerlys to lie together as a class.

## AND IN THE WINTER TOO

A trailer can cut the cost of upkeep and may well save its cost in the first year. Most people can find somewhere near their home where (properly sheeted against snow and frost) their boat may be parked to wait for next season. To trail the Twentytwo we recommend a four-gear car of 1800 cc and one of 2000 cc for the Twentyfive. Cars of these capacities are certainly necessary where holiday journeys are concerned and when it is intended to

tow the boat long distances across the continent. But many people who make only one short journey to the sea and back each year have, with a sense of proportion and careful choice of route, successfully moved their boats with smaller vehicles. If you fear to tow with your own car, there are always four wheel drive towing vehicles to be hired at very reasonable cost. Remember that with a boat parked close to your home you save the time and expense of winter travel to work on her: jobs get done in plenty of time, and then, when the spring comes round again you are ready to go afloat whenever you wish.

## A QUESTION OF SIMPLE ECONOMICS

In an era of continually rising costs (both labour and materials) it is obvious that despite economies effected by improvements in production prices will continue to spiral upwards. This is particularly noticed when a company is doing its utmost to give maximum value for money. The price for 1966 will have



to be increased. Fortunately many of our materials have been bought on contracts reaching well forward and so, despite the current increase in wage rates, we can offer to deliver all boats built and paid for before the end of the year at this year's price.

Although prices for next year are not yet fixed the increase is sure to amount to a sum well worth saving. And of course it means that, with your boat built by the end of December, you will be able to launch as soon as you like in 1966. For you there will be no waiting in the queue that forms after the boat show. Admittedly it suits us to build your boat out of the season of greatest rush. It would be dishonest of us to suggest otherwise. So an order at this time of year helps both of us. You get a cheaper boat—we keep our production line full.

## DEPRECIATION - OR - APPRECIATION?

As with any other new product there may be some depreciation on the first year, perhaps even 10%. But with prices continually rising and with such a long life craft as a Westerly there should then be a steady rise in value. After the initial depreciation we would expect her (if well kept) to appreciate at approximately 5% per annum in terms of pounds sterling. Do you realise that craft built in reputable yards before the Second World War now change hands at four and five times their pre-war value? They, of course, were wooden craft. Glass fibre to Lloyd's specification has more than doubled the expected life of a boat. A Westerly is not an expense but a well enjoyed investment.



**WESTERLY 22.** Our 4½ Ton Four-berth Family Cruiser. £1,435 ex yard.



**WESTERLY 25.** Our 5 Ton Cruiser Racer with four berths. £1,985 ex yard.

*These prices will be held for all winter building boats paid for before 20th December, 1965.*

*Demonstrations of both boats at Gosport by appointment.*

## STOP PRESS

Sail numbers for the Twentytwo are now 191 of which 45 are Bermudian and 146 are Gunter. Sail numbers for the Twentyfive are 52 of which 47 are Bermudian and 5 are Gunter.

Westerly Twentyfive Sail No. 9 (Mr. and Mrs. Slade Penoyre) sailed westward across the Atlantic on 20th May. Both boats now available with 8 h.p. inboard diesel engine.