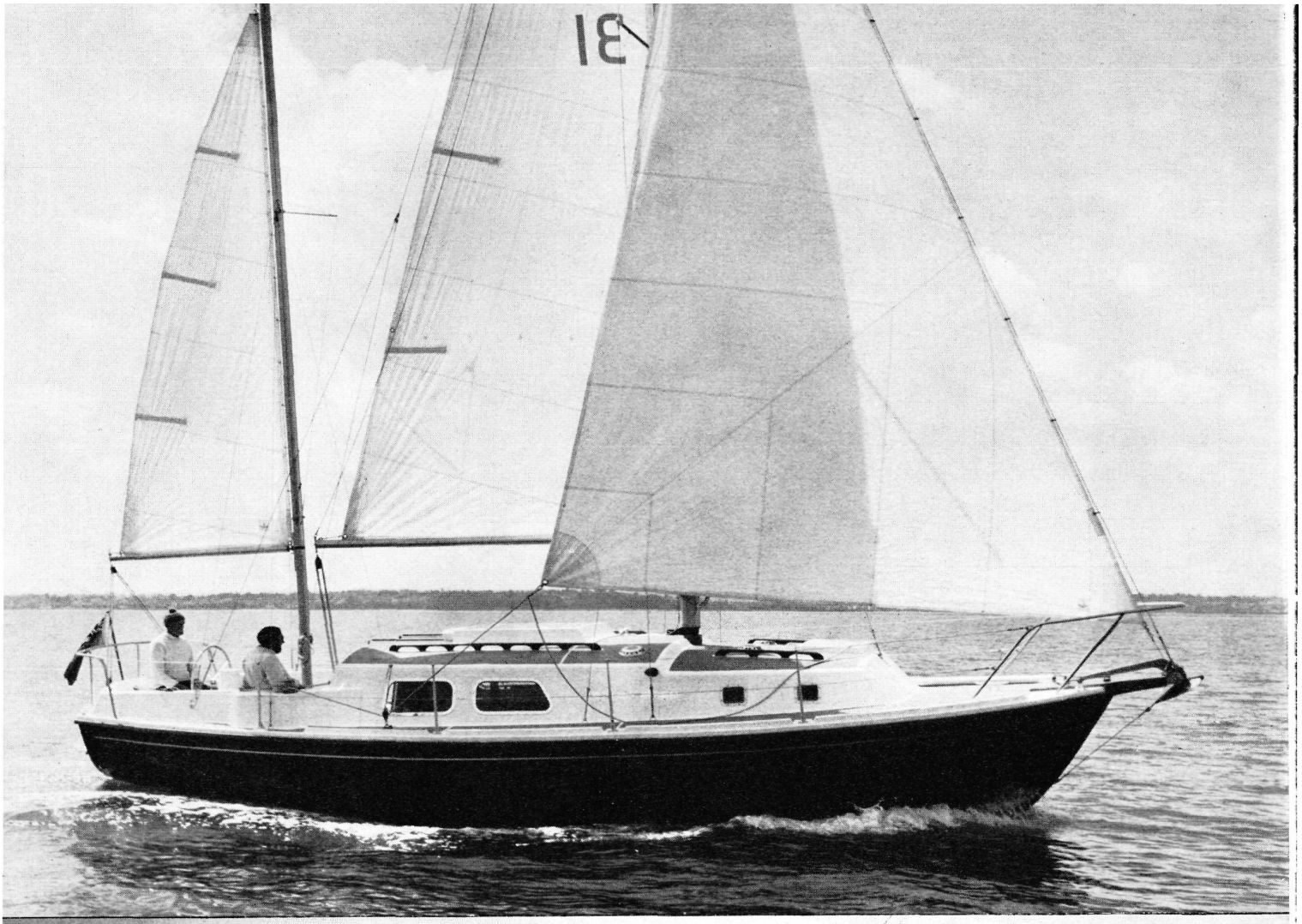
WESTERLY® BERWICK

1977

Produced by Westerly Marine—*Designed by Laurent Giles*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WESTERLY® BERWICK

This Laurent Giles designed sailing cruiser is based on the very successful Westerly Longbow. Her twin keels, whose shape and position were established by tank testing, give her a hull form very similar to that of Centaur, now being sailed by over 1000 owners. With her skeg-hung rudder she will dry out with the tide and her draft allows safe cruising in shoal waters. The 25 h.p. diesel is standard and will allow Berwick to be motored for long periods if necessary, in both adverse conditions and flat calm.

The deck layout is straightforward and all working surfaces are treated with a non-slip paint. Twin lower shrouds are used in conjunction with an inner forestay and these, together with the topmast shrouds, are fitted close to the coachroof coamings to facilitate movement along the side decks. This also permits the genoa to be used very effectively to windward. The roomy cockpit exceeds 8′ in length and has deep, wide coamings. Careful attention has been given to the height of the seats to ensure good visibility over the coachroof for the helmsman. Large lockers are provided to port and under the stern seat.

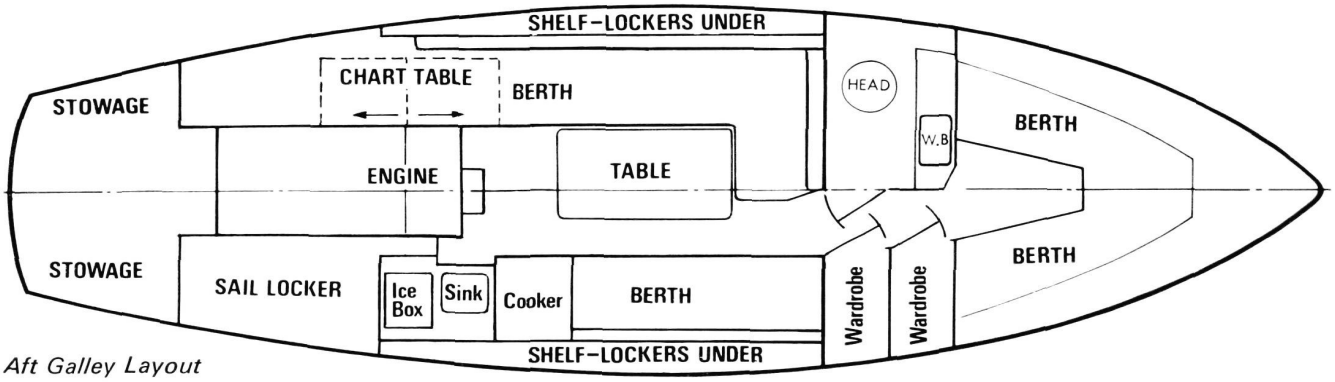
The exceptional accommodation provides 6 berths in two cabins. Between these there is a large compartment to port comprising a marine W.C., a washbasin and provision for a shower. There is a double hanging locker to starboard. In the main saloon there is an L-shaped dinette to port and the galley to starboard. The chart table is aft of the galley and there are two large quarter berths. Alternatively the galley can be fitted aft with the chart table fitted on runners over the port quarter berth. This layout has 5 berths.

Berwick is constructed of GRP with a minimum of 10 oz. per square foot glass mat (all hand laid) on the topsides and up to 24 ozs. of mat and woven rovings over the keel stub. Woven rovings provides extra strength at key stress points – for example where shroud plates are fitted. The deck is of balsa sandwich construction to give added stiffness. Deck fittings are through bolted with backing plates and bulkheads bonded in. The hull to deck join is through-bolted together with the teak rubbing strake and matted over on the inside.

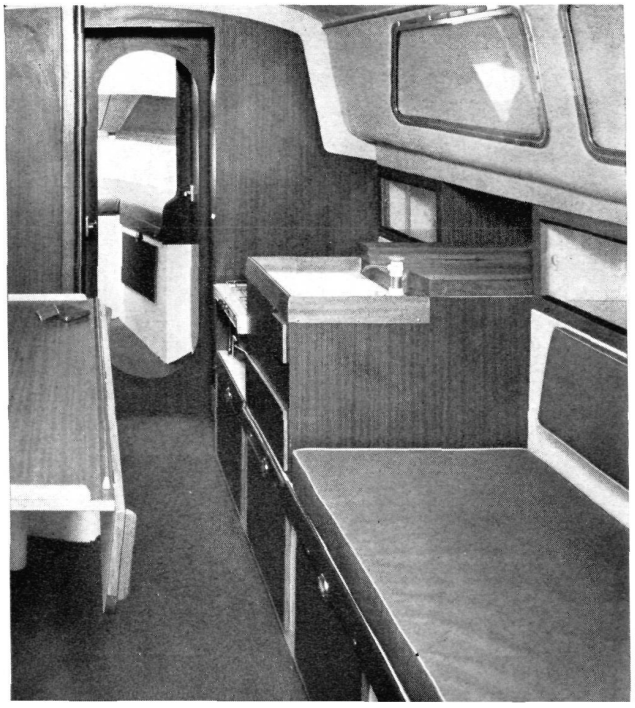
All materials used – from the paint and resins to the oiled teak, stainless steel and marine alloys – are of high quality. They, together with the boat at every stage of its construction, including moulding, are subject to constant checks to ensure that Westerly's rigorous standards are maintained.

Optional extras available include:

Pressure water system. *Shower.* *Powered extractor fans.* *Double berth conversion in forward cabin.*
3 cylinder diesel optional. *Sprayhood.*



Aft Galley Layout



SPECIFICATION

Length, overall		
(sloop)	31′ 0″	9·5 m.
(ketch)	32′ 6″	9·9 m.
Length, waterline	25′ 0″	7·62 m.
Beam	9′ 6″	2·9 m.
Draft	3′ 7″	1·1 m.
Weight	9863 lbs.	4450 kg.
Ballast	4440 lbs.	2012 kg.
Thames measurement: 10′35 tons		
Mainsail (ketch)	150 sq. ft.	14·1 sq. m.
(sloop)	206 sq. ft.	19·2 sq. m.
Genoa (ketch)	330 sq. ft.	30·7 sq. m.
(sloop)	333 sq. ft.	31·0 sq. m.
No. 1 jib	236 sq. ft.	21·9 sq. m.
No. 2 jib	151 sq. ft.	14·0 sq. m.
No. 3 jib	61 sq. ft.	5·6 sq. m.
Mizzen	54 sq. ft.	5·0 sq. m.

Standing rigging ¼″ (6 mm) dia 1 × 19 stainless steel, swaged ends. (Mizzen $\frac{5}{32}$″ (4 mm) dia. 1×19.)

Running rigging Jib halyard stainless steel, Terylene tail. Main halyard pre-stretched Terylene. Lifts and sheets Terylene.

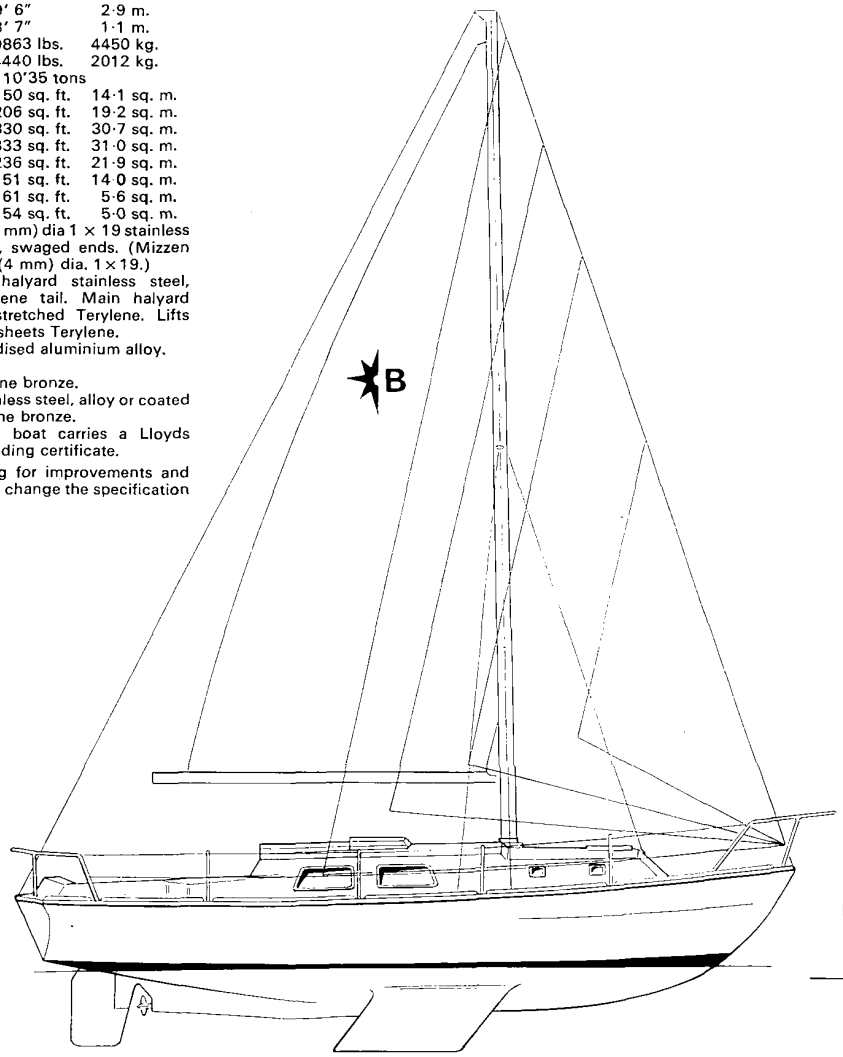
Masts and spars Anodised aluminium alloy.

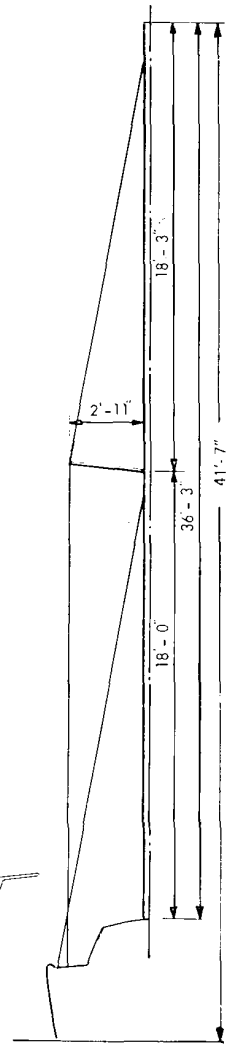
Seacocks and skin fittings Marine bronze.

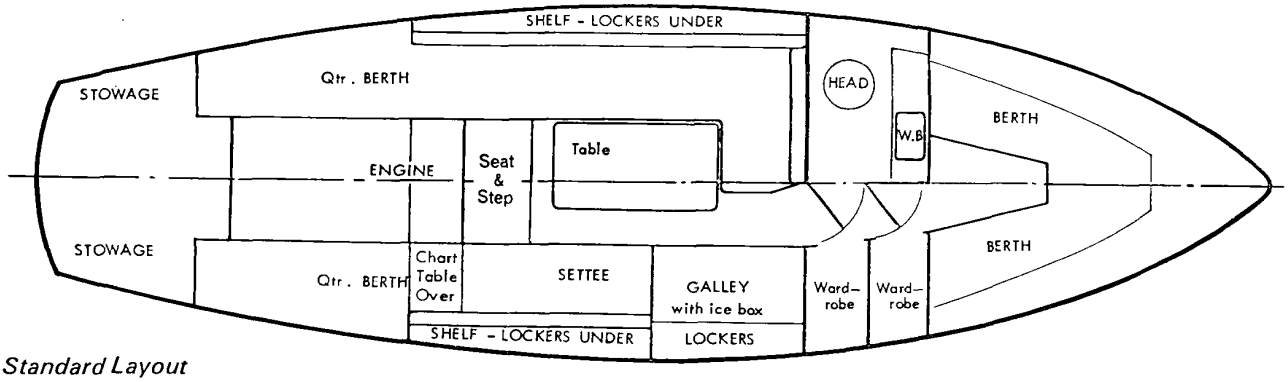
Deck fittings Stainless steel, alloy or coated marine bronze.

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.







Standard Layout

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