



WESTERLY MARINE

Griffon W26

Designed by Ed Dubois, Griffon is a cruiser very well suited for family sailing and, as one would expect from her designer, will produce the performance to please the experienced enthusiast. The Westerly strength of construction is maintained in this boat and there is sufficient comfort and space to provide enjoyable family holidays.

SPECIFICATION

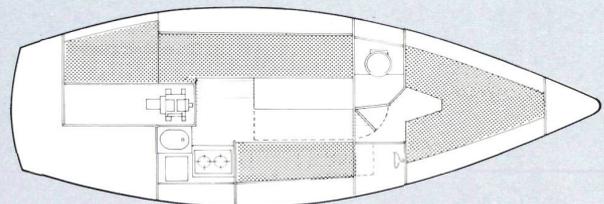
Length overall (excluding rudder)	26.0 ft	7.93 m
Length Waterline	21.6 ft	6.59 m
Beam	9.24 ft	2.82 m
Draft—Fin Keel	4.75 ft	1.45 m
Draft—Twin Keels	3.25 ft	0.99 m
Draft—Lifting Keel		
Keel down	5.5 ft	1.67 m
Keel up	3.25 ft	0.99 m
Designed weights		
Displacement	5900 lbs	2685 kg
Ballast	2717 lbs	1235 kg
Mast length	32.2 ft	9.82 m

Lloyds Hull Construction Certificate



SAIL AREAS

Mainsail	155 sq.ft.	14.39 sq.m.
No. 1 Genoa	277 sq.ft.	25.73 sq.m.
No. 2 Genoa	224 sq.ft.	20.80 sq.m.
No. 1 Jib	143 sq.ft.	13.28 sq.m.
No. 2 Jib	72 sq.ft.	6.68 sq.m.



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The boat as described, to specification and standard inventory are liable to change according to availability of bought in and manufactured supplies. Some items shown in the photographs are not included in the standard price.



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SAILING

The exceptional sailing qualities of Griffon really need to be experienced to be appreciated. Her long waterline and the lines of her hull give her speed through the water on all points of sailing. At the same time she is very manageable and capable of withstanding any combination of wind and sea. With all the halyards led aft the boat can be sailed and handled from the cockpit. This is a distinct advantage for family cruising when, more often than not, there are a number of inexperienced people on board. It is also an obvious advantage for single handed sailing. The cockpit is large enough to accommodate five to six people and this is partly due to the fact that the transom hung rudder keeps the tiller right aft and out of the way of the crew. Her semi-balanced rudder makes her light on the tiller and there is just the right amount of weather helm to provide a safety factor. Sloop rig is standard with slab reefing on the mainsail.

DECK LAYOUT

Considerable thought has been given to the deck layout to ensure that, when it is necessary to go forward, movement is unrestricted. This is achieved by wide side decks, a clear, flat coachroof and all working surfaces treated with a really effective non-slip paint. Teak grabrails along each side of the coachroof provide effective foot or hand holds. All deck fittings such as chain plates, cleats, fairleads, stanchion bases and bow roller are through-bolted to backing plates and balsa sandwich construction is incorporated in the deck lay-up for additional strength and insulation. The self-draining cockpit has a large locker under the seat which can be used for sail stowage. Treadmaster is fitted on the cockpit seats and sole.

GALLEY

The galley is at the aft end of the saloon on the starboard side. This is fitted with a two burner gimbaled cooker, ice box, stainless steel sink, large worktop and lockers for food, pan and crockery stowage. An alternative two burner cooker with grill or a fixed oven can be fitted as an optional extra. The 15 gallon stainless steel water tank is fitted under the starboard saloon berth adjacent to the galley.

ACCOMMODATION

The first impression of the cabin is one of warmth and spaciousness for a boat of this size. The interior of Griffon is built almost entirely of wood; quality hardwoods and marine ply being used. There is an attractive choice of soft furnishings and the deckhead throughout is lined with cream coloured foam-backed vinyl. There is full standing headroom in both cabins.

The accommodation is for five people in two cabins. Up forward there is the conventional vee-berth which can be converted to a double as an optional extra. There are large lockers under the berths and shelf stowage along the sides of the hull. The heads with marine WC to port and hanging

locker to starboard are between the two cabins.

The saloon has settee berths each side of the central table which folds up onto the main bulkhead when not required. With the table in use there is enough room for up to five people to eat comfortably. The port berth will convert to a double by lifting the leaf which forms the bunk front, and fitting the backrest cushion. This still leaves plenty of room for the full length quarter berth under the port cockpit seat. There are lockers under all the berths and large open lockers with fiddles under the side decks.

Standard fittings in the cabin include all the cabin lighting, run from the battery in its own locker under the port saloon berth, plydeck cabin sole, curtain rails and runners, pumped water supply to the galley sink and a complete set of berth cushions.

ENGINE

The standard installation is the reliable 13h.p. twin cylinder Volvo Penta MD7A. This gives a cruising speed of approximately 6 knots and there is nearly 40 hours running with the 10 gallon fuel tank which is situated aft of the engine under the cockpit sole. Among the standard fittings are a combined throttle and gear lever, battery, electric start, alternator, exhaust muffler, remote greasing system and a ventilated engine compartment. The 10h.p. Bukh diesel is offered as an alternative and this would be suitable in areas where strong tides are not too much of a problem.

CONSTRUCTION

Each boat is built to Lloyds specification and every Griffon is issued with a Lloyds Hull Construction Certificate as standard. Inspections are carried out at every stage of building with particular attention being paid at the moulding and curing stages. The deck, hull, and teak rubbing strake, are through-bolted with stainless fastenings every six inches, the join then being glassed over on the inside and a marine sealant used on the outside. The keels are cast iron and these are treated with a special primer before being fitted to the hull by stainless steel threaded studs with stainless backing plates inside the hull.

CONCLUSION

Griffon is a true family boat with the ability to make a good account of herself should any members of the family wish to take part in the occasional offshore club race. Griffon is available in a choice of three keel formations: fin keel, twin keels or hydraulically operated lifting keel. The choice would depend on the owner's requirements and Westerly personnel are always ready to give advice, if this is required, and to offer the opportunity of a test sail.