



# WESTERLY MARINE

## Fulmar W32

The new Fulmar has been designed by Ed Dubois following the very successful introduction of his first boat for Westerly, a 26 footer. His hallmark for designing offshore cruisers has always been to combine excellent sailing qualities with elegant looks. The Fulmar has inherited these attributes together with a spacious well thought-out interior and a well planned cockpit and deck layout. The manageable rig provides comfortable cruising and a performance which will encourage the owner to race as well.

The Fulmar comes in a sailaway condition with a full standard inventory including a two cylinder diesel — add a few extras and you will have a boat which will appeal to the most experienced helmsman.

### SPECIFICATION

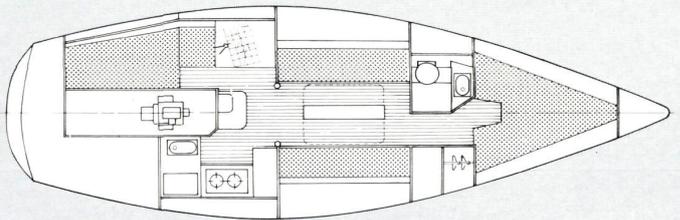
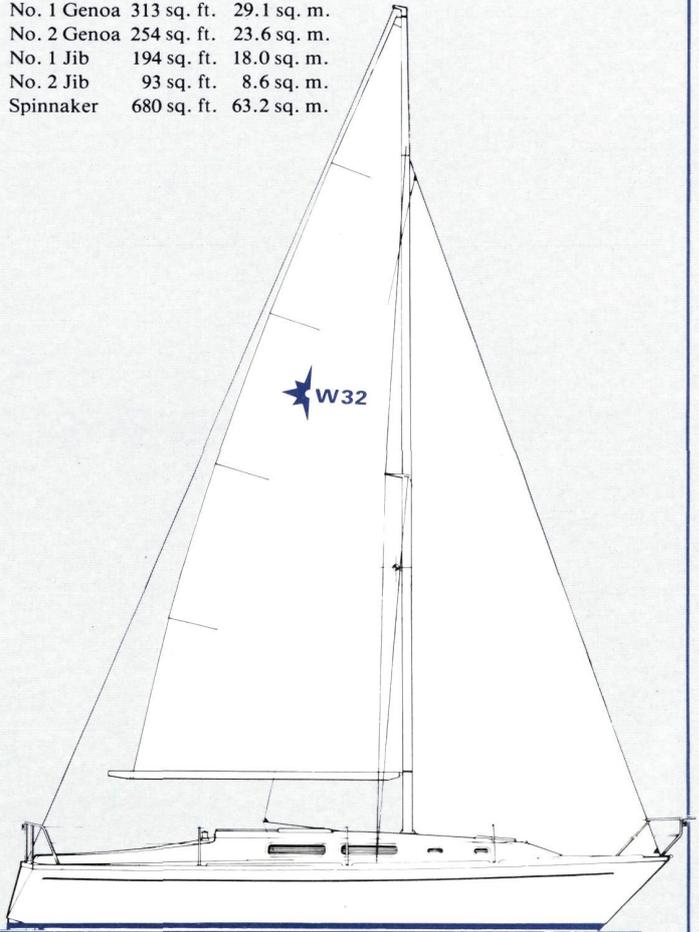
<b>Length Overall</b>	31' 10"	9.7m
<b>Length Waterline</b>	26' 0"	7.92m
<b>Beam</b>	10' 11"	3.33m
<b>Draft — Fin Keel</b>	5' 3"	1.6m
<b>Draft — Twin Keels</b>	4' 0"	1.22m
<b>Designed weights</b>		
<b>Displacement</b>	9900 lbs	4490 kg
<b>Ballast</b>	4210 lbs	1914 kg
<b>Mast length</b>	42' 6"	12.96 m

### Lloyds Hull Construction Certificate



### SAIL AREAS

Mainsail	253 sq. ft.	23.5 sq. m.
No. 1 Genoa	313 sq. ft.	29.1 sq. m.
No. 2 Genoa	254 sq. ft.	23.6 sq. m.
No. 1 Jib	194 sq. ft.	18.0 sq. m.
No. 2 Jib	93 sq. ft.	8.6 sq. m.
Spinnaker	680 sq. ft.	63.2 sq. m.



### WESTERLY MARINE CONSTRUCTION LIMITED

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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.



# WESTERLY MARINE

## Fulmar W32

### SAILING

In all conditions, whether manoeuvring in a crowded harbour, or cruising in open seaway in heavy weather, the Fulmar is manageable and responsive. Her well proportioned hull form and balanced sail plan provide both stability and performance. Westerly's yardstick of performance is a boat that sails well and one that can cope with all conditions likely to be encountered. Wherever you sail it is important that you know your boat is seaworthy and that your crew can cope. Sailing a fast 32 foot cruiser such as Fulmar opens up new horizons for longer cruises as well as club racing.

### DECK LAYOUT

The deck layout is designed for ease of handling under all conditions. All halyards, spinnaker pole controls, and reefing lines are led aft along the coachroof to two-speed winches, with halyard stoppers abeam the main hatch. The main hatch is recessed into the forward cockpit bulkhead with two-speed genoa sheet winches mounted on platforms aft of the main hatch. This provides a safe protected working area where all the control lines can be handled without leaving the security of the cockpit.

The cockpit is large enough to allow four people to sit to windward in comfort and is specially rounded at the forward end. When sitting in the cockpit the crew are sheltered from wind and spray, yet the gentle camber on the coachroof allows the helmsman good visibility ahead. With the genoa sheet winches on the coachroof and the mainsheet track on the aft coaming, both cockpit and side coamings are left uncluttered.

### GALLEY

The Fulmar has a very workable galley both at sea and in harbour. It is a good area in which to brace yourself in a seaway and has plenty of work surfaces with sensible fiddles. The galley has a gimbaled cooker with two burners and grill. A crash bar is fitted in front of the stove and the cooker is secured in the gimbals by split pins. The gas supply is via seamless copper piping and flexible pigtail to BSS 3212-3 from the gas bottle in its own vented locker in the cockpit. A stainless steel sink is fitted and the ice box is under the worktop, the icebox cover doubles as a chopping board. Drawers, lockers, shelves and racks all round the galley area provide good stowage space for food and cooking equipment.

### ACCOMMODATION

The two cabin layout provides six to seven berths with a large double berth in the port quarter aft of the navigation area. Teak and marine ply are used in the cabin construction with cream coloured soft deckhead panels and an attractive choice of soft furnishings. In the forward cabin there are two full length berths with lockers under and shelves above, running along the sides of the hull. The forward cabin

is separated from the saloon by a door. There are two separate hanging lockers. There is also a separate marine WC with shower tray and basin included.

The saloon is laid out in the classic cruising style. There are settee berths each side of the saloon table with a galley aft to starboard and the navigator's seat and chart table aft to port. There is abundant stowage in the lockers under the bunks and under the open shelves behind the seat backs. The saloon table has two hinged leaves running fore and aft and with these raised there is ample room for seven to eight people in comfort. The fiddled centre section has bottle stowage beneath the table top.

### ENGINE

The Fulmar is powered by a two cylinder diesel which is smooth running and gives a hull speed of over 6 knots with power in hand. The engine is on flexible mountings with a conventional shaft, remote greasing, two bladed propeller, electric and hand starting and single lever controls. The cruising range is in excess of 150 miles with a 20 gallon fuel tank. An alternator, fitted to the engine, charges a single battery which is securely strapped in. Access to the engine is through a large hatch on the forward end of the engine box, and the gear box and stern gear can be reached through the cockpit locker. The carefully balanced spade rudder allows positive handling under power, both ahead and astern and makes manoeuvring in confined spaces easy. A heat exchanger for a hot water system can be fitted to the engine as an extra.

### CONSTRUCTION

The Fulmar hull is constructed of hand laid chopped strand mat. The deck lay-up uses chopped strand mat either side of end grain balsa, for extra strength where appropriate, with woven rovings incorporated at stress points. Each boat is built to Lloyds specification and every Fulmar is issued with a Lloyds Register 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. The mast is deck stepped on the main bulkhead and stainless steel shroudplates are through-bolted on to fibreglass webs matted to the hull.

### CONCLUSION

Fulmar is a manageable, fast 32-foot sloop with the potential for deep water cruising. She is available in a fin or two keel version. Built by Westerly and designed by Dubois she carries the guarantee of first class construction and top class design.



# WESTERLY

## Westerly Yachts Limited

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## FULMAR 32

### THE STANDARD SPECIFICATION COMPRISES:

**SAILS & RIGGING:** Mainsail & No. 1 jib. Silver anodised mast and boom. Stainless steel standing rigging. Terylene running rigging. Main & jib halyards led aft. Topping lift. Burgee halyard. Slab reefing with lines led aft. Kicking strap.

**DECK FITTINGS:** Two 6.6:1 & 16:1 two-speed, top action halyard winches. Two 6.5:1 & 34:1 two-speed top action foresheet winches. Two winch handles. Stainless steel bow & stern pulpits. Gate in stern rail. Stainless steel double lifelines with 24" stanchions. Spinnaker deck hardware excluding spinnaker winches and boom. Sliding jib sheet leads. Twin bow rollers. Chain pipe. 35 lb. Plough anchor. Anchor stemhead stowage. 15 fathoms 5/16" chain. Mainsheet track & traveller. One forward, two stern & two midships mooring cleats. Two bow fairleads. Stainless steel shroud & stay plates. Teak handrails on cabin top. Teak washboards for sprayhood. Compass. Teak cockpit grating. Bi-colour pulpit mounted navigation lights. Stern light. Steaming light. Deck light. Ensign staff socket on stern pulpit. Tiller steering. Cockpit sail locker. Teak toe rails. Four fenders. Two 40' mooring lines. Blue Treadmaster on cockpit coamings. Gas bottle stowage for 2 Camping Gaz bottles. One 6 lb. Gaz bottle supplied.

**CABIN FITTINGS:** Lights in saloon, heads, forward cabin & quarter berth and galley. Chart light. Central circuit breaker panel. Complete set of berth cushions with seatbacks. Double berth conversion in saloon & forecabin. Holly & Teak flooring throughout. Foam backed headliner panels in saloon. Cabin sides lined with foam backed vinyl. Chart table & stowage. Fixed saloon table with bottle stowage. Galley unit with two burner gas cooker with grill & oven in gimbals. Stainless steel sink. Drained ice box. Crockery & cutlery stowage & work surface. Water supply to stainless steel sink and washbasin in heads from 30 gallon stainless steel tank. Marine W.C. Two lined hanging lockers. Deck ventilators in forward and main cabin. Deck hatch in heads. Hand rails. Curtain rails and runners in saloon, forward cabin and heads. Cabin ventilation grille. Perspex main & forward hatches. Dry powder fire extinguisher fitted.

**ENGINE:** Volvo 2002 diesel. Flexible mountings. 50 amp alternator. Two bladed propeller. Water cooled exhaust. Engine control panel. 102 amp/hr battery in double battery box. Electric start. Remote controls. Light in engine compartment. Low maintenance stern gland. 20 gallon fuel tank. Sound deadened engine box.

**HULL:** White hull. Fin keel. Blue moulded trim line. Non-slip deck paint. Cove line. Alloy framed windows. Bronze seacocks and underwater skin fittings. Teak rubbing strake. Blue antifouling. Cathodic protection. Self draining cockpit. Bilge pump.

LLOYD'S HULL CONSTRUCTION CERTIFICATE.

### TERMS OF BUSINESS

- 1 *A £500 deposit and the Purchaser's signature upon this specification form reserves a boat at the current price pending preparation of a contract by Westerly Yachts Limited. This specification is not the contract and the deposit is returnable to the Purchaser if a contract is not signed.*
- 2 *One third of the total price, less the initial £500 deposit payable upon signature of the contract. When the contract is signed by the Purchaser and returned a delivery date will be confirmed and the contract will be signed by Westerly Yachts Limited.*
- 3 *The balance outstanding is payable ten days before completion of the boat at the factory. 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 photographs are not included in the standard price.*
- 4 *For other conditions see our standard Terms and Conditions of Sale which are printed on the final page.*

AUGUST 1986

**WESTERLY YACHTS LIMITED**

<b>£</b>	<b>OPTIONS</b>	<b>FULMAR 32</b>
	<b>SAILS and RIGGING</b>	
315	No. 1 Genoa	
273	No. 2 Genoa	
214	No. 2 Jib	
485	Spinnaker radial head	
993	Rotostay reefkit with special No. 1 Genoa and suncover in lieu of standard Jib	
114	Masthead Tri-colour and white light	
204	Spinnaker gear (sheets, downhaul, halyards etc.)	
	<b>DECK FITTINGS</b>	
368	Folding sprayhood	
1213	Treadmaster decks	
193	Stainless steel swimming ladder	
133	Spinnaker boom with bridle	
81	Acrylic mainsail cover	
	<b>CABIN FITTINGS</b>	
189	Additional second battery and switch	
	<b>NAVIGATIONAL EQUIPMENT</b>	
114	V-Tronix combined VHF aerial and Hawk indicator fitted at masthead including co-axial cable and deck plugs to chart table. 12v supply	
230	Mariner depth sounder	
193	Mariner water speed	
301	Mariner wind speed	
534	Mariner wind set	
	<b>GENERAL</b>	
277	Twin keels	
785	Cradle for fin keel only	
347	Delivery to Hamble Point including wet or dry launch	

**ALL PRICES ARE EX - VAT**

*A full list of factory fitted extras and colour options  
is available on request*