

WESTERLY CHIEFTAIN

Chieftain is a new centre cockpit, twin keel, sloop-rigged sailing cruiser, and has the same hull as Centaur, from which boat it was developed. With wheel steering there is ample space in the cockpit and, with three separate cabins, an exceptional degree of cruising comfort is assured. As Centaur, two interior layouts of the main saloon are available, with an 'L'-shaped dinette or with a standard dinette. The 'L'-shaped dinette is shown on the plan.

DECK AND COCKPIT

The deep, 5' long, self-draining cockpit is comfortable, gives excellent protection from the weather and a good view forward. The side decks are wide and give easy access to the foredeck, where there is ample room for handling sails. Four teak grab-rails are fitted to the coachroof and all working surfaces are treated with an effective non-slip paint.

SAILS AND RIGGING

The standing rigging is stainless steel throughout. Shroud plates are through-bolted to backing plates and the glass-fibre is specially strengthened in such places. The sails and running rigging are Terylene* and the mast and spars are gold-anodised alloy. The standard inventory includes the mainsail and a No. 1 jib.

**Terylene is a polyester fibre, similar to the American Dacron.*

ENGINE

The recommended engine for Chieftain is the Volvo Penta MD2B 25 h.p. twin cylinder diesel inboard. This

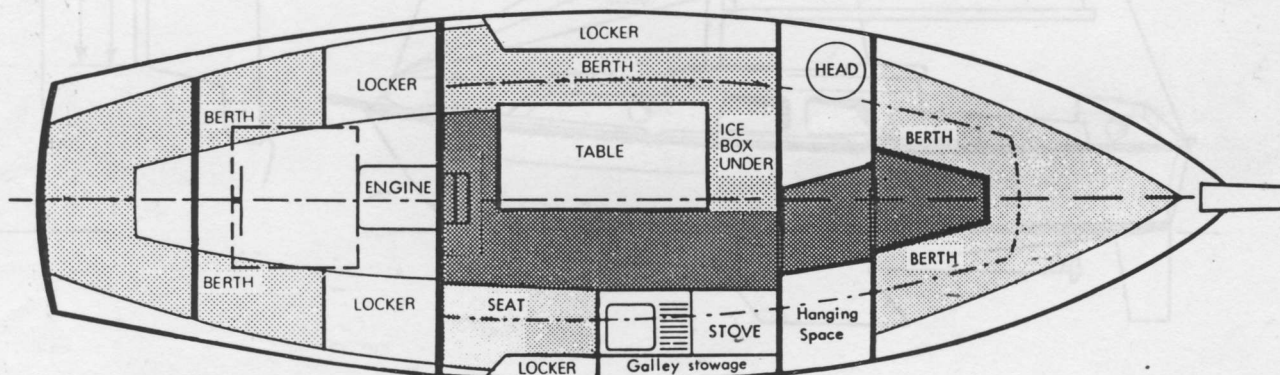
smooth-running, economical and well-proven unit will drive the boat at speeds of up to 7 knots and give an economical cruising range of about 250 miles on the standard 10 (Imperial) gallon tank. The single cylinder 10 h.p. Volvo Penta MD1B is also suitable.

CONSTRUCTION, MATERIALS AND QUALITY CONTROL

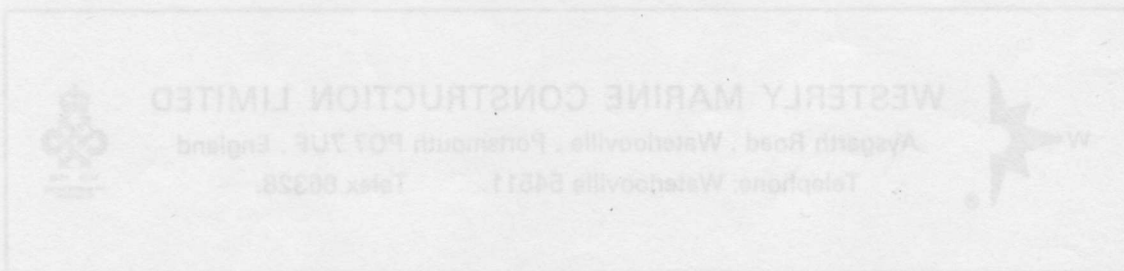
The boat is constructed in glassfibre reinforced plastics, with a minimum of 10 ozs. per square foot glass mat (all hand laid) on the topsides, and up to 22 ozs. of mat and rovings over the keel stubs. Woven rovings provide extra strength at key stress points – for example where shroud plates are fitted. The foredeck is of balsa sandwich construction, to give added stiffness. All materials used – from the paint and resins to the oiled teak, stainless steel and marine alloys – are of high quality. Deck fittings are through-bolted with backing plates and bulkheads are bonded in. The hull to deck joint is also through-bolted and matted over. The boat is subject to constant checks at every stage of its construction, including moulding, to ensure that Westerly's high standards are maintained. Each boat carries a Lloyd's Certificate.

MAINTENANCE

With the modern, low-maintenance materials used in her construction, Chieftain is easy to look after both during commission and out of season. A minimum of time and expense are required and the comprehensive operating handbook that comes with every Westerly will show you how to do what little maintenance is needed.



STOWAGE LOCKERS UNDER BERTHS



SPECIFICATION

| | | |
|-------------------------|----------|-------------------|
| Length, overall | 26' | 8.0 m |
| Length, waterline | 21'4" | 6.6 m |
| Beam | 8'5" | 2.6 m |
| Draft | 3' | 0.9 m |
| Designed scale weight | 6150 lbs | 2800 kg |
| Designed ballast weight | 2800 lbs | 1270 kg (approx.) |

| | |
|--------------------|---|
| Thames Measurement | 6.65 Tons |
| Mainsail | 161 sq. ft. 15.0 sq. m. |
| No. 1 Genoa | 240 sq. ft. 22.3 sq. m. |
| No. 2 Genoa | 180 sq. ft. 16.9 sq. m. |
| No. 1 jib | 133 sq. ft. 12.4 sq. m. |
| No. 2 jib | 80 sq. ft. 7.5 sq. m. |
| No. 3 jib | 45 sq. ft. 4.2 sq. m. |
| Standing rigging | $\frac{1}{8}$ " (5mm) diameter stainless steel 1 x 19, swaged ends. |

Running rigging

Halyards pre-stretched Terylene, sheets and lifts Terylene.

Mast and spars

Anodised aluminium alloy.

Seacocks and skin fittings

Marine bronze.

Deck fittings

Stainless steel or alloy.

Construction

Each boat carries a

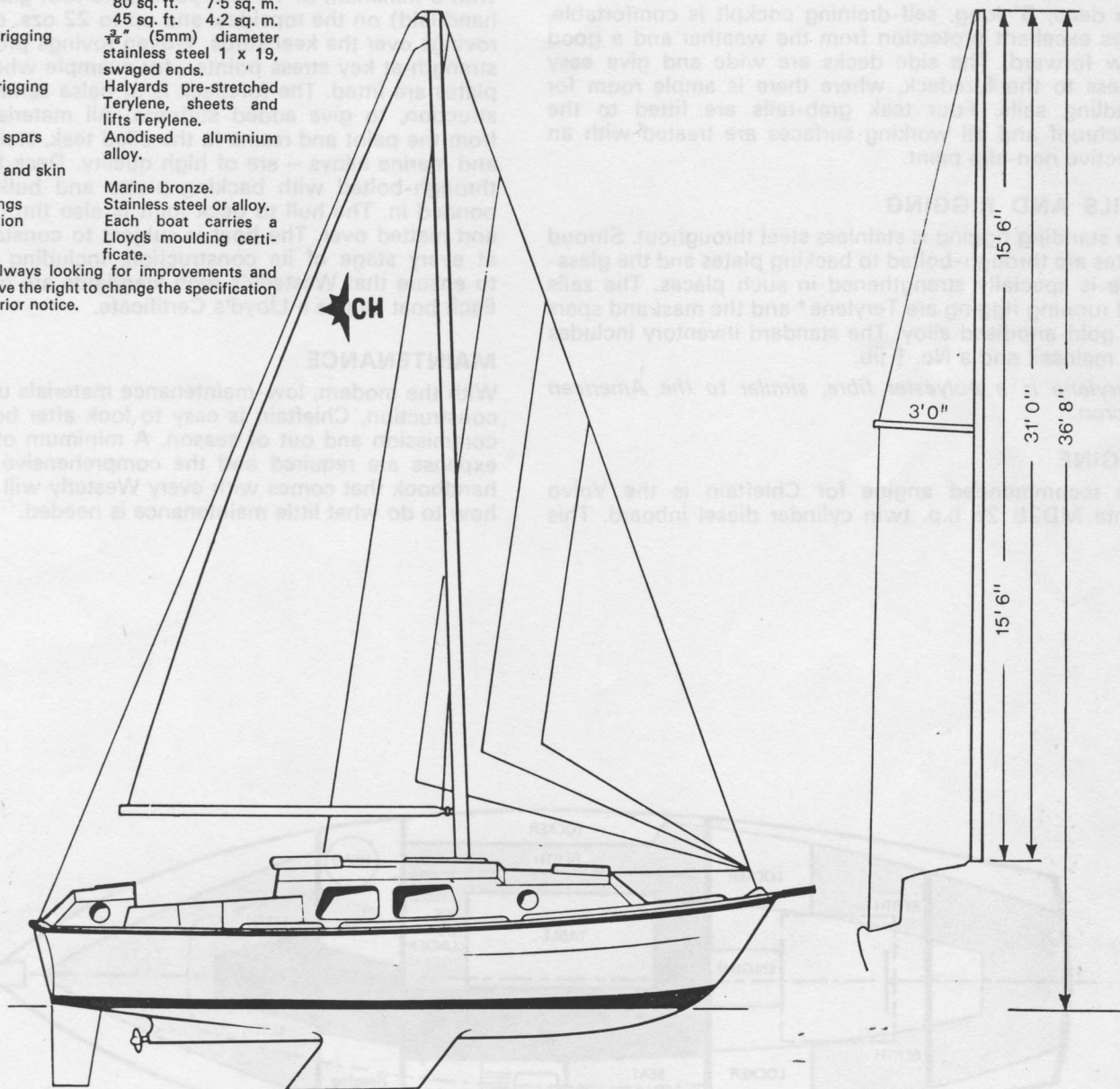
Lloyd's moulding certificate.

We are always looking for improvements and

thus reserve the right to change the specification

without prior notice.

NEW CENTRE COCKPIT SLOOP



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