

Westerly craft, with their sturdy glass fibre hulls and long waterlines, have been professionally designed as seaworthy sailing boats that are ideal for cruising offshore. The Westerly range offers a choice of either twin keels with their advantages of shoal draft, ability to take the ground and trailing, or fin keels for those who want to race as well as cruise or do not require shallow draft. Westerly is on the list of Lloyds approved GRP moulders, and thus the ventilation, temperature and humidity in our moulding factory have to meet their limits throughout the year. Hand laid up mat is used in the one-piece hull, deck and cabin mouldings and, in addition, end grain balsa wood and woven rovings are used for extra stiffness and strength where appropriate. Deck fittings are through bolted with backing plates, bulkheads are matted in, and particular care is taken to maintain a very high standard of inboard engine installation. Hull deck joints are also through bolted and matted over on the inside. A quality controller is constantly involved in checking that the materials used are of a high standard, and that Westerly quality is maintained throughout the boats. Materials such as alloy and stainless steel deck fittings, Burma teak exterior trim, vinyls and modern laminates inside are all selected to be practical as well as attractive and to keep maintenance to a minimum. Interior layouts are carefully designed to accommodate families – points such as full headroom, separate cabins, closed off heads and proper locker space are, we consider, just as essential to successful and enjoyable cruising as the performance of the boat itself. One further point to remember when comparing prices is that the water line length and displacement are a sound measure of a boat's size.

Extract from the August 1971 edition of "Yachting Monthly":

"There is this to be said for the Westerly boats – they are good and solid. There is a solidity about them which reminds one of the pre-war 'Made in England' label. . . ."

When you buy your Westerly the transaction is smooth and efficient – and we are particularly about after-sales service. If you want more details please write to us or your nearest dealer.

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organisations. Their marine surveying abilities are used in ship building and by yacht builders from as far afield as Finland and Japan.

Hull Construction Certificate

EVERY WESTERLY IS SUPPLIED with a Lloyd's Register Hull Construction Certificate. There are several levels to which Lloyd's Register will survey craft during building. Many boat builders announce that they have "Lloyd's Certification" when this may only be in the form of a moulding release note, which is not a certificate. This must not be confused with a Lloyd's Register Hull Construction Certificate which attests that a much more comprehensive scrutiny of design and construction has taken place throughout the building and not just to the point where the hull is released from its mould. Various statements such as "Lloyd's Approved Premises" are also claimed by some manufacturers. However, Lloyd's Register does not approve GRP premises and this type of statement is meaningless.

Through building each yacht to the rigorous standards demanded by a Lloyd's Register HCC, Westerly have consistently achieved over the years an extremely low incidence of osmosis in their yachts.

Obtaining Lloyd's Register's Approval for Hull Construction Certificate

From the very earliest moments in the design of a new Westerly, consideration is given to Lloyd's Register's requirements. As the design unfolds on the Westerly drawing board, hull reinforcement in the keel area, centreline and rudder areas as well as bulkhead positions and the stiffening of topside panels are painstakingly thought through and reviewed. The experience of building 11,000 sailing yachts over the years and information gained from our After Sales support team has been a major contribution in this process. All the effort towards optimum construction occurs prior to the submission of drawings to Lloyd's Register for examination and approval by their in-house naval architects and engineers. This approval is always obtained before the first boat is launched.