

Westerly Berwick Ketch



Year: 1978
Location: Newcastle upon Tyne
LOA: 32' 6" (9.90m)
Beam: 9' 6" (2.90m)
Draft: 3' 7" (1.12m)

Remarks:

Westerly Berwick Ketch is a 32' 6" (9.90m) long, 9' 6" (2.90m) wide, 3' 7" (1.12m) deep, 1978 built, 3-blade propeller, 30hp diesel with shaft driven, 30hp diesel engine. Below decks sleeps 5 in 2-cabin layout. There is a large space beneath, behind and above the cockpit. Equipment includes: VHF, GPS and log. Main, genoa and jib sails.

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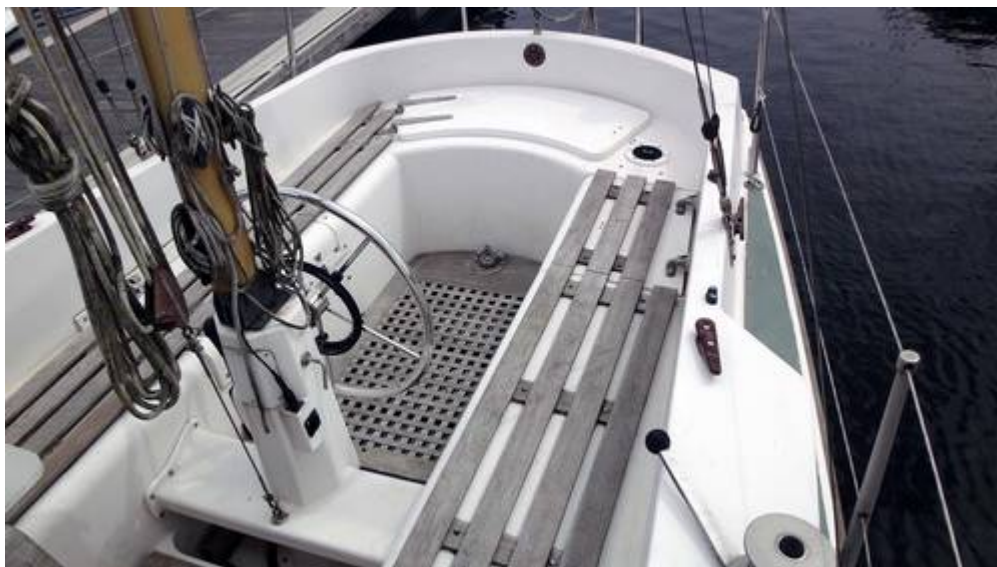
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Mechanical and Rigging

Construction:

GRP constructed yacht with white topsides and dark green cove line.
Bilge keel version with counter hung rudder. Teak bowsprit with a double roller.
Teak rubbing strake protects hull to deck join. Handily placed teak grab rails on coach roof.
Underwater areas antifouled in Spring 2018 before launch.
Stainless steel bow and stern rails joined by stanchions and double set guard wires.
Large self-draining cockpit with teak grate for comfort.
Teak slat topped locker seating with a bespoke set of cockpit cushions.
Storage lockers to port, starboard and transom.
All walkways finished in non-slip coatings.
Chain locker accessed from forecabin. Anchor stored on deck.

Engine & Electrics:

Vessel powered by an inboard Volvo Penta MD11C diesel.
This 23hp, raw water cooled workhorse is designed to push the boat along nicely when the wind dies.
Located beneath the companionway steps, sh is easily accessible for servicing and daily checks.
Reduction gearbox driving 3-bladed bronze propeller.
Bank of 2X12V batteries is providing engine start and domestic power.
These are recharged via the engine alternator and solar panel.

Sails & Rigging:

Ketch rigged yacht with gold anodised aluminium spars.
Stainless steel standing rigging with inboard stays allowing free access around the decks.
Terylene running rigging with the majority led aft to helm.
Semi battened main with sail cover and lazy jack lines.
Roller furling headsail and mizzen stay sail.
In high winds, the boat sails well with just the mizzen and genoa out.
Winches are close to the helm for ease when short-handed.
Genoa tracks with cars mounted on side decks.
Main sheet block attachment forward of the binnacle.

Inventory

Compass
Seafarer Depth sounder
NASA wind speed
Stowe log
MLR Valsat 2008 M2
Swifteck VHF
Wheel pilot
Manual anchor windlass
CQR anchor mountd on deck.
Warps & Fenders
Clock & Barometer
Bilge pump
Boathook
Horn
Navigation lights
Boarding ladder
Spraydodgers

Sprayhood frame.
(old sprayhood available and could be used as a template)
Redstart dinghy

Accommodation

The saloon is accessed from the cockpit. The companionway steps are incorporated into the engine housing and the Westerly "step" that is ideal as a toolbox can be removed to access the engine bay. Full standing headroom.

To starboard is the galley with a gas fuelled Flavel oven with 2-burner and grill. Stainless steel sink with foot-pumped fresh water and top loading coolbox adjacent.

Opposite galley is a cleverly constructed chart table. This full-size table slides in and out on runners and has chart storage and a reading light above. The quarter berth is still usable when it is not deployed.

Large seating area to port with a drop leaved wooden table. This incorporates two of the five berths with the settee opposite doubling as another.

The storage is fantastic with hull mounted storage above the settees and cubby hole storage behind the backrests.

In the bow is the forward cabin with two singles that can convert to a double with the use of an infill.

Between the saloon and bow cabin is the heads with sink, vanity unit and sea toilet. Opposite is a storage area with double wardrobes.

Large windows either side of coach roof let in lots of natural light. Fore cabin hatch lets in a through-flow of air.

12V lighting throughout and window curtains for privacy.

Webasto cabin heating extends the season.

Remarks :

The Westerly Berwick was yet another successful design from the board of Jack Laurent Giles. Following the success of the Longbow, Jack was tasked with producing a cruising yacht that could dry out and could sail well in any conditions. This was the result and was offered in both sloop and ketch rig versions. The boat is capable of 7.5 knots under sail and her powerful engine will eat up the miles when the wind fails.

Large safe cockpit, wheel steering, 5 comfortable berths, full standing headroom and storage aimed at the long range cruiser.

Sails are a serviceable condition including main sail, mizzen and roller furling genoa.

Instruments include wheel pilot, GPS, VHF, wind speed and log.

Contact: Royal Quays Marina Coble Dene Road North Shields Tyne & Wear NE29 6DU

Tel: 0191 272 9086

Fax : +44 0191 272 8288

Email: newcastle@boatpoint.co.uk