Top, *the yacht was close-winded and tracked well. She tacked through 77°.* **Above,** *comfortable settees angle towards the centreline forward. There are plenty of handholds*

WESTERLY

TYPHOON 37

This new British-built boat, launched at the Southampton Boat Show, blends performance with real comfort below deck. We sailed the prototype

With the introduction of their new Typhoon 37 at the Southampton International Boat Show, Westerly Yachts of Wateroville have added an important new flagship to their range of performance yachts. This already consisted of the Storm 33 and Tempest 31.

These yachts are intended, commensurate with their sizes, to provide a performance to please race-minded owners. At the same time, real comfort throughout the accommodation has been a prime consideration. The yacht is marketed in a standard trim, but owners can choose from a wide range of options to cater for their serious racing or short-handed cruising needs. We sailed the pre-production prototype on which there were several small details requiring attention. The builders confirmed, however, that almost all those we brought to their notice would be dealt with.

The yacht closely resembles her smaller sisters and, like them, is from Ed Dubois's board. Her greater length has also allowed the designer to produce a more handsome – almost racy – profile.

A moderate forward overhang is matched by a retroussee transom, indented by two steps and provided with a boarding ladder. Handholds up the transom are required. A pair of self-draining wet lockers each side are designed to hold swimming gear.

Accommodation

Generous headroom throughout the yacht lends a general air of spaciousness. Even in the forecabin there is more than six feet (1.8m) beneath the 500 x 500mm forehatch. Cross-over berths were fitted in the yacht we sailed, but the more usual vee berth is available as an alternative at no extra charge. The upper berth appears small, but once one has wriggled into it, it seems to be of adequate size. Both upper and lower berths are 6ft 6in (1.9m) long. The upper berth restricts one's legs at calf height when rolling over, but a slight change in the construction where the inboard side joins the base would increase leg room by another couple of inches.

At the after end of the forecabin, on the port side, there is a small head which is rather claustrophobic with the door shut. Seacocks for the toilet are sited conveniently beneath the head of

COMPARABLE BOATS	TYPHOON 37		SIGMA 38		OMEGA 36		OCEANIS 390	
LOA	37ft 4in	11.38m	38ft 0in	12.00m	36ft 1in	11.00m	38ft 2in	11.65m
LWL	31ft 10in	9.71m	31ft 0in	9.45m	30ft 0in	9.15m	33ft 4in	10.15m
Beam	12ft 4in	3.75m	12ft 2in	3.70m	11ft 0in	3.36m	12ft 9in	10.15m
Draught	6ft 0in	1.83m	6ft 8in	2.02m	5ft 7in	1.70m	5ft 5in	1.65m
Disp	16,434lb	7,470kg	13,750lb	6,237kg	11,243lb	5,100kg	14,330lb	6,500kg
Ballast	6,050lb	2,750kg	5,750lb	2,613kg	4,630lb	2,100kg	5,181lb	2,350kg
Sail area (inc 100 per cent foretriangle)	678.2ft²	63.00m²	690ft²	64.10m²	667ft²	62.00m²	633ft²	58.78m²
Berths	7		6/8		5/7		8	
Engine	Volvo 2003		Volvo 2003		Volvo 2003 (Sail drive)		Volvo 2003	
	28hp	21kW	28hp	21kW	28hp	21.86kW	28hp	20.86kW
Water	50gal	227lt	60gal	332lt	40gal	182lt	55gal	250lt
Fuel	30gal	136.4lt	25gal	114lt	14gal	64lt	38.5gal	175lt
Sail area:disp	16.85		19.30		21.34		17.23	
Disp:LWL	227.43		206.05		185.90		172.73	
Price (ex VAT)	£65,490		£69,040		£61,600		£74,939	

the lower berth in the forecabin. Opposite is a neat vanity unit which opens to reveal a wash hand basin served with pressure hot and cold water. A mirror is fitted on the underside of the cover. This would be more useful if it could be set at a greater angle.

Hanging space, a shelfed locker and fiddled shelves against the topsides accommodate plenty of personal gear. The main socialising area is well forward. The settees are firmly upholstered, but the seat squabs are a shade narrow. There are louvre-fronted cupboards behind each settee.

A stout and well-fiddled, two-leafed saloon table seats six in reasonable comfort. There is a useful wine bin in its centre section. A panel in the cabin sole beneath the table removes to reveal a crumb tray and, a little further back, there is easy access to the bilge suction. Fresh water tanks are sited beneath the settees, so stowage is limited here, but there is useful lined lockerage behind their backs.

Considerable space at the after end of the saloon on the port side has been devoted to the galley. Worktop space is generous and well fiddled with a heavily rounded moulding. There are no brush-through corners. A stainless steel grabrail runs round the worktop just below the worktop fiddle, forming a crash bar where it crosses the cooker. This needs to stand off a little more to give better knuckle room.

We felt that the worktop was a bit too high (38½in/980mm). Pressure hot and cold water serve the one-and-a-half-bowl stainless steel sink and there is manual back-up. A large refrigerated icebox is also standard. The worktop is covered with a dark chocolate, marble-effect laminate. A lighter finish might be more attractive.

Starboard of the companion is the navigating station with its large, fiddled chart table and wraparound angled panel to take instruments. The ship's electrics are also in this area. Beside the vinyl-covered navigator's seat is a bin to take books and drawing instruments. Two 92 amp/hr batteries are secured beneath the seat.

In the prototype it was something of a squeeze to get to the table. The hanging locker behind the navigator's seat is to be narrowed and this will make access much easier. Behind the navigating station a door in the bulkhead opens into the yacht's main head. The toilet faces forward and the seacocks are conveniently sited for easy operation beneath it. There is poor access to them for servicing, however.

CONTINUED OVERLEAF

Top, *close reaching under spinnaker, the yacht was fast and stiff. The sheet winches on the after end of the coachroof were well sited.* **Above,** *the deck is neatly detailed and there are plenty of hatches to admit light to the accommodation.* **Above right,** *wide, gently sloped coamings which are uncluttered by winches, make for comfort in the cockpit.* **Right,** *there is plenty of display area for instruments in the navigating station. Better access is being provided to the navigator's seat*

The wash hand basin is deep and there is plenty of room to put things down on the vanity top. A fiddled shelf behind the basin would be useful for restraining the soap.

Although the cockpit well intrudes into the after cabin, it is still an impressive size. There is 6ft 1in (1.8m) of headroom in the lobby beside the head of the berth and the berth itself is wide. A shelf runs along its starboard side, but the vinyl-covered topside on the starboard side looks a little bare.

There is plenty of room here for extra cupboards. Beside the berth is an L-shaped settee with a hanging locker between it and the forward bulkhead and a shelf between the settee back and the yacht's side.

On deck

A 35lb (16kg) plough anchor connected to 15 fathoms (27.5m) of calibrated 5/16in galvanized chain comprises the ground tackle. This is handled by a manually operated Vetus winch mounted in the anchor well. The anchor stows shank down in the fore part of the well.

Side decks and foredeck are commendably clear. The common anchorage for the aft-set shrouds, and the genoa car track which is close to the cabin trunk, permit easy passage along the side deck. A full length, stout teak grabrail runs either of the coachroof. The T-shaped cockpit is large and deep. The coamings are devoid of any sheet winches. These are mounted upon the after end of the coachroof at each side of the re-entrant leading to the companion. The outboard sides of the coamings slope gently down to the side decks and are particularly comfortable to sit upon when perched up to weather.

A 36in (915mm) diameter wheel connected to Cobra solid rod transmission is fitted as standard. A 48in (1,220mm) diameter wheel is also available and there is even a tiller option. During development, the wheel moved rather further aft than was originally intended, so there is relatively little space between it and the cockpit after coaming. The very narrow, detachable helmsman's seat provided is not much of an asset; the remaining corner seat is sufficiently comfortable without it.

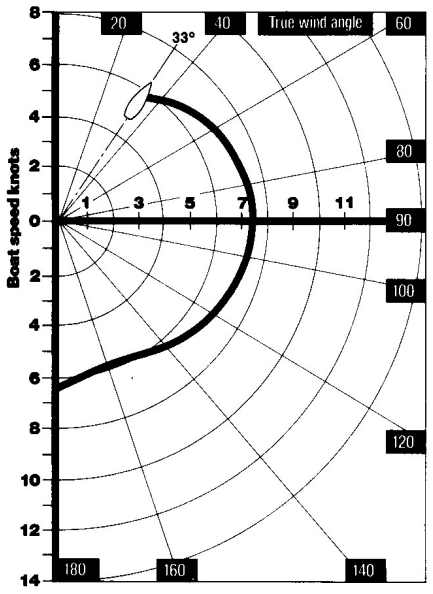
Rig and sails

A seven-eighths fractional, three-panel rig provides the power. The Kemp mast is deck-stepped. In the yacht we sailed, the boom was controlled by a purchase-operated racing strut and the foam-luffed genoa set from Rotostay furling gear; both are on the extras list. All control lines are led aft from the base of the mast down each side of the main hatch beneath garages to batteries of rope stoppers backed up by Lewmar 43ST winches.

When we sailed the yacht the mast stood with a great deal more aft rake than we suspect was originally intended. (The designers indicated that they required approximately two and a half degrees of aft rake.) Considerable prebend had also been applied by tensioning the shrouds, while in contrast the backstay remained relatively lightly loaded.

The mainsail carries the long battens now permitted by the IOR. The ends of the two upper battens project past, and lie against, the aft-swept shrouds when the sail is trimmed on a broad reach or run. It is very likely that the batten pockets will be chafed at these points.

We understand that, during tuning subsequent to our test, pre-bend has been almost eliminated: this reduces the appearance of the aft rake as well as the actual rake.

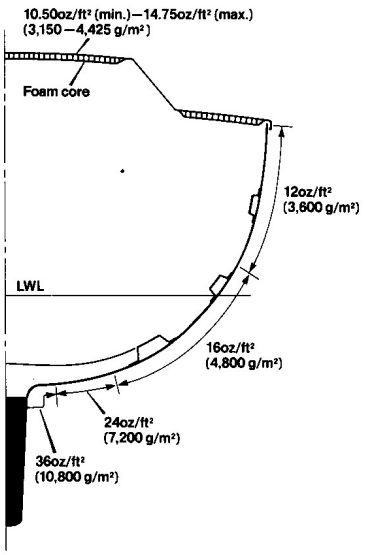


Test conditions
Wind speed 16kt
Sea state: moderate
Sail combination: mainsail and 130 per cent furling genoa

Engine trials - decibel levels/speed

Speed	3kt	4kt	5kt	6kt	7kt	7.4kt
Forecabin	54	58	60	71	75	81
For'd head	56	60	62	71	74	80
Saloon	60	64	67	72	77	78
Galley	66	69	72	77	82	84
Charts	63	66	67	77	82	81
After head	68	73	75	80	83	86
After cabin	69	74	76	83	86	87
Cockpit	61	68	70	72	81	82

Speed	rpm	Speed	rpm
3.1kt	1,000	7.0kt	2,500
5.0kt	1,500	7.4kt	2,900
6.0kt	2,000		



Factors
Prismatic coefficient 0.56
Immersion 1,129.5lb/in (201.71kg/cm)
Ballast ratio 36.81 per cent
Personal stowage 19.15 per cent

Stowage volumes

Forecabin	18.39ft³	0.52m³
Saloon	9.92ft³	0.28m³
Charts	7.54ft³	0.21m³
Galley	33.88ft³	0.96m³
After head	18.92ft³	0.54m³
After cabin	21.04ft³	0.50m³

Stowage factor: 3ft³ per person, for stowage of personal effects. Factor is shown as a percentage of total volume. **Pounds/inch (kg/cm) immersion:** How much weight it takes to sink the boat parallel to DWL. **Prismatic coefficient:** The ratio of volume displacement to a volume at LWL and the max cross sectional area below the load waterplane. An indication of the fineness or fullness of the hull. **Polar diagram:** Shows the optimum closehauled angle to the true wind. Also shows speed attained on all courses. **Important – Consider in conjunction with the true wind speed during the test. Sail area displacement ratio:** This ratio gives some indication of power available. Higher numbers = greater performance.

$$\frac{SA(ft^2)}{(Displacement\ (lb) \div 64)^{66}}$$

Ballast ratio: A comparison between displacement and the weight of ballast. **Displacement waterline length:** performance indicator. Low Nos. = higher performance.

$$\frac{(Displacement\ (lb) \div 2240)}{(0.01 \times LWL\ (ft))^3}$$