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Westerly Konsort 29

£11,950 GBP

United Kingdom

Well presented and upgraded example.

Manufacturer/Model	Westerly Konsort 29
Name	Katy
Designer	Laurent Giles
Year	1980
Category	Sail
New or used	Used
Status	Available
Price	£11,950 GBP
Price comment	Well presented and upgraded example.

Lying

Whitehills, Banffshire, United Kingdom

Specifications

Length overall	8.78 m
Length waterline	7.77 m
Beam	3.27 m
Draft	1.10 m
Displacement	3,862 kg
Hull	GRP hull with external bilge ballast keels
Keel	Bilge keel

Propulsion

Engine	Bukh DV20, 20hp Marine diesel engine. 2 cylinder, naturally aspirated, raw water cooled.
Fuel	Diesel
Fuel capacity	67 litres

Accommodation

Drinking water capacity	120 litres
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Description

Designed by Laurent Giles the Westerly Konsort was introduced in 1979 to fill the mid-range gap in the Westerly range. The newer styling and increase beam proved a success with the boat buying public and the model stayed in production through the 1980's and into the early 1990's. Around 800 boats were produced over the production run. A bilge keel version of the popular design KATY benefits from significant investment during the last two ownerships including:

New Lewmar Evo Self-tailing primary winches (2014)

New headlining throughout the accommodation

Recent upholstery

Full professional Osmosis treatment 2008 (invoices available)

Lying ashore Whitehills, Morayshire; viewing is strictly by prior appointment.

PRESS REVIEW

What's she like to sail?

The Westerly Konsort seems to be a bigger boat than she really is. At a fraction under 29ft in length, her appearance is deceptive because of her generous volume. It's not until you take the helm that you realise you are not really sailing a 34 footer, even though it may look like it!

She is light on the helm, super responsive but by the same token, she's not directionally stable. She has a superbly secure cockpit for offshore sailing: easy to use solo, yet with buckets of room for a full crew.

She may be a little under-canvassed but her hull, which has little wetted surface, is easily driven in light airs. When the wind pipes up, reefing is not necessary until winds reach the top end of a Force 4.

Her voluminous sprayhood can take half a knot off your boat speed upwind, so it's often worth folding it away if you have a long beat to windward and it's not too cold.

What's she like in port and at anchor?

She's a cinch to manoeuvre under power and goes astern almost as predictably as ahead – handy if you're between the tightest of marina finger pontoons. You might want a step fender or soapbox to step off from the deck to the pontoon as her topsides are rather high, and there is no bathing platform for easy stern access.

With a single bow roller, there's no second roller available for mooring lines, and with her anchor deployed she will sheer around in a breeze, her high windage overriding her wetted area. But as with all bilge-keel boats she comes into her own drying out up some lonely creek or settling on a half-tide beach.

Her long cockpit benches are comfortable for lounging and there's space for sunbathing on her wide, flat cabin top. She has a transom-hung ladder for bathing.

Her big cockpit lends itself to a removable enclosure, which can offer a 'conservatory' for sheltered sailing in foul weather and on warm nights, two extra crew could bed down on the cockpit seats.

Would she suit you and your crew?

She's not a fast passage-maker, but she's lively, nimble and responsive. She's an eminently practical boat for coastal cruising with plenty of living space and ample room for a family, or even a full crew of five adults, including oodles of stowage. Not that you'll need a crew – she's also an easy boat to sail singlehanded, with all sail controls to hand.

If you're a keen cook, you may find the Konsort's basic galley restrictive and lacking in workspace. That and the

rudimentary heads are drawbacks for those seeking luxurious comfort. However, the huge volume below decks more than makes up for this. You get 6ft standing headroom pretty much throughout; comfortable, wide and long berths – even the quarter berth can take two adults at a push – and a saloon table that could hold a banquet. Twin-keel and drop-keel Konsorts are well worth considering if you want to save money on mooring fees, as they're ideal boats to keep on a cheap, drying mooring.

Dick Durham. Yachting Monthly.

USED BOAT: Westerly Konsort. July 2017

CONSTRUCTION

Hull

Single piece GRP moulded hull.

External finish in original white gelcoat with blue coveline.

Blue antifouling below waterline.

Bolt on iron ballast bilge keels with stainless steel keel studs.

Transom hung spade rudder.

Solid teak rubbing strake.

Full underwater hull Osmosis treatment completed 2008, invoices are available.

Deck

Single piece GRP moulded hull with integral self-draining cockpit.

External finish in original white gelcoat with non-slip painted panels on decks and coachroof.

Cockpit seating panels and sole finished in blue Treadmaster panels.

Solid teak toerail and grabrail.

SPARS & RIGGING

The masthead sloop rig of the Konsort is widely acknowledged to be a little smaller in area than many comparable designs. The small wetted surface area of the under water hull however see her easily driven and hold full canvas after many other designs have to be reefed.

Masthead sloop rig.

Silver anodised alloy spars manufactured by Kemp Spars.

Stainless steel standing rigging. Replaced fully 2002

Rotostay furling gear for Genoa. (2008)

Mainsail reefing lines lead aft to cockpit.

New Genoa sheets fitted 2015

Winches

Primary Winches - Lewmar Evo 40, two-speed, Self-tailing.

Halyard Winches - Lewmar 10, single-speed. Port & starboard of the companionway.

Sail Wardrobe

Mainsail - White Dacron, slab reefing. SKB Sails (2004)

Genoa - White Dacron, roller reefing.

Cruising Chute - Lightly used.

The mainsail and genoa were both valeted and serviced during winter 2018/19 by Saturn Sails.

Canvas Work

Sprayhood - Blue with window. SKB Sails (2002). Stainless steel frame in need of repair.

Mainsail Cover

MOORING & GROUND TACKLE

Main Anchor - CQR plough anchor on chain/warp rode.

Mooring Warps - Selection

Fenders - Selection.

ON DECK

As you would expect from a family cruiser the cockpit is spacious and well protected with a deep moulded coaming and full sprayhood providing protection.

Stainless steel pulpit and pushpit rails

Alloy stanchions with two stainless steel guard wires running the length of the deck.

Decks painted in white non-slip deck painting on side decks and coachroof.

Single stemhead roller.

Large alloy cleat centrally on the foredeck, alloy midships and aft cleats.

Teak grab rails on coachroof.

Halyards and reefing lines lead aft to cockpit along coachroof.

Halyards and reefing lines lead aft to cockpit along coachroof.

Cockpit seating and sole finished with non-slip tread master panels.

Linear cockpit seating with short bridge deck forward.

Mainsheet running across transom clear of cockpit.

Large cockpit locker to starboard.

Moulded, self-draining gas locker at the aft end of the cockpit.

NAVIGATION INSTRUMENTATION

Depth - Raymarine ST40

Log - Raymarine ST40

Wind - Raymarine ST40

Repeater - Raymarine ST60 Multi. Mounted to starboard side of tiller.

Plotter - Leica Navigator MK20

Radar - JRC LCD 1000

VHF - Simrad RD68 DSC VHF

Autopilot - Simrad TP20 tiller pilot

Navtex - ICS Nav6Plus

Compass - Bulkhead mounted.

DOMESTIC EQUIPMENT

Fresh Water System - Manually pumped, cold water only freshwater system. Faucets in galley and heads. 120 litre, stainless steel water tank.

Galley Stove - Plastimo Neptune 2000, 2 burner, grill and oven gas cooker.

Heads - Jabsco manual marine toilet.

Stereo - JVC head unit with speakers in saloon.

BELOW DECKS

The Westerly Consort feels like a boat far larger than her 29' when you venture below decks. The accommodation provided is comparable with many designs with 4' more in the waterline. The combination of spacious accommodation and predictable handling under sail proved popular when she was new and make her a desirable cruising yacht today.

Joinery and bulkhead formed in mahogany with sapelle veneer faced plywood, finished in a satin varnish. Soles in the traditional teak and holly strip planking style.

Description of below decks accommodation from forward.

Forepeak - Two single berths in the traditional V-berth layout. Infill section provided to create a double berth when required. Shelve above bunk outboard running the full length of the berths, bin storage lockers beneath bunks. Light and ventilation provide from opening deck hatch.

Heads - Dedicated compartment located on the port side with a locking door. The base of the compartment finished in single piece GRP moulding incorporating mounting plinth for toilet and sole. Sink mounted within a slide out worktop immediately above the toilet. Compartment appointed with manual marine toilet, sink, water faucet and vanity unit.

Hanging Locker - Opposite heads to starboard. Dedicated hanging locker, draining to the bilge.

Saloon - Making full use the generous beam the saloon dominates the below decks space providing a light and spacious living space. Centrally mounted, drop leaf saloon table with bottle storage below the central part of the table. Full-length bench settees port and starboard with slide out extensions converting to generous single bunks. Storage lockers provided behind seat backs with lockers and deep fiddled storage shelves above the seatbacks outboard.

Galley - Starboard side of the companionway. Compact galley appointed with 2 burner gas cooker, stainless steel sink and a small area of the worktop. Storage provided below worktops with small lockers above worktop outboard.

Nav Station / 1/4 Berth - Opposite galley to port of the companionway. Forward facing chart table with navigator sitting on forward end of quarter berth cushions. Table of a generous size for a boat of 29' with VHF and GPS easily reached. Ships switch panel mounted on side of engine box inboard with battery isolator switch below the seat.

Large quarter berth stretching aft from nav station.

GENERAL EQUIPMENT

Shore Power System - Basic system with RCD protection.

Transom Mounted Boarding Ladder

Outboard Storage Bracket - Port aft rail

ENGINE

Located within dedicated engine space beneath cockpit sole. Access to the engine is gained by removing companionway steps. Access around the engine is good for routine maintenance tasks. Additional access to the sterngear can be gained via a removable panel in the bottom of the starboard cockpit locker.

Bukh DV20, 20hp Marine diesel engine.

2 cylinder, naturally aspirated, raw water cooled.

67-litre diesel tank

Stainless steel propeller shaft

3 blade bronze propeller (2008)

SHIPS BATTERIES

House Battery - 2x 12v will be fitted new at time of sale

Engine Battery - 1x 12v will be fitted new at time of sale

DISCLAIMER

In this case we are acting as brokers only.

The Owner is not selling in the course of a business. whilst every care has been taken in their preparation , the correctness of these particulars is not guaranteed. The Purchaser is strongly advised to check the particulars and where appropriate at their expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part.

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