STUDY NOTES

Westerly Pageant

and Kendal

Design No. 0591

For: xxx

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The Recreational Directive (94/25/EC) Notice to boat builders

This is Important Notice for boat builders who are planning or undertaking boat building projects where the vessel will be built or sold within the member states of the European Economic Area.

The Recreational Craft Directive (94/25/EC) Implementation dates The Directive came into force on 16 June 1996, with a transition period, which ended on 15 June 1998. This means that all new built craft must be CE marked. While in theory The Treaty of Rome should ensure that legislation governing CE marked products is the same across the whole of the EEA, the reality is that the regulations implementing and enforcing the Directives are drafted individually in each member state and do sometimes interpret the Directives differently. It is important, therefore, to check the interpretation of the Directive in every country in which a product is to be marketed. Complying with the regulations of one Member State does not automatically guarantee compliance in others and it does not ensure against interference from other responsible authorities or even from prosecution.

Purpose and application The Recreational Craft Directive has been introduced by the European Commission to ensure a uniform level of safety in the design and manufacture of recreational craft throughout the European Economic Area. The Directive applies to all craft that it is intended will be used for sporting and recreational purposes with a hull length of between 2.5 metres and 24 metres. Certain particular items of equipment are also covered, including ignition-protected equipment for inboard and stern drive engines; start-in-gear protection devices for outboard engines; steering wheels, steering mechanisms and cable assemblies; fuel tanks and fuel hoses and prefabricated hatches and port lights.

Exclusions There are also certain specific exclusions from the Directive. The Directive does not apply to: Craft intended solely for racing, canoes, kayaks, gondolas and pedalos, surfboards and sailboards, historical replicas, submersibles, hovercraft and hydrofoils or craft intended to be crewed and to carry passengers for commercial purposes (these are covered by another directive). Craft built for use by the builder are also excluded from the Directive provided they are not subsequently placed on the market for at least five years.

Administrative requirements The Directive has both administrative and protection requirements. The administration requirements are that the product be marked with the CE logo, and that the manufacturer compiles a file of technical information. In the case of complete craft or hulls, this file is to include test reports or calculations demonstrating that the craft has adequate stability in the anticipated sea conditions. The manufacturer also has to complete a Declaration of Conformity. The Directive also lays down requirements for type testing by a notified body and/or quality control procedures. These are set out in a series of ‘modules’ and are based on the size of the craft and whether any of the appropriate harmonised standards have been used when designing the craft.

Protection requirements The Directive lays out the essential requirements of recreational craft in some depth. These are based upon the conditions for which the craft have been designed: In all there are thirty separate headings under which safety requirements are listed. These include requirements for marking, stability, fire protection, gas equipment, engine protection and many other items. Some are already the subject of harmonised standards, while others have standards in preparation.

The majority of designs provided by The Laurent Giles Archive fall into one of the four design categories:

A: Ocean: Designed for extended voyages where conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4m and above, and vessels largely self sufficient.

B: Offshore: Designed for offshore voyages where conditions up to and including wind force 8 (Beaufort scale) and significant wave heights up to, and including 2m may be experienced.

C: Inshore: Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to and including wind force 6 (Beaufort scale) and significant wave heights up to, and including 2m may be experienced.

D: Sheltered waters: Designed for voyages on small lakes, rivers and canals where conditions up to and including wind force 4 (Beaufort scale) and significant wave heights up to, and including 0.5m may be experienced.

An indication for the appropriate category (as far as stability issues are concerned) is given in the Study Package. Vessels whose design remain unchanged and were first designed and built before 1950 are classed as Historical Vessels and are therefore exempt. Certain of the designs have been modified since their inception pre 1950, particularly those that have been updated to strip-plank or steel construction. For the majority of designs it may be possible to bypass much of the paperwork insofar as a case can be put to prove by record, each vessels seaworthiness and hull strength. This will not however be true for other aspects of the outfit such as (but not limited to) the fitting of ignition-protected equipment for inboard and stern drive engines; start-in-gear protection devices for outboard engines; steering wheels, steering mechanisms and cable assemblies; fuel tanks, fuel hoses and prefabricated hatches and port lights, or safety equipment (L.S.A) fitted on each vessel.
Purchasers of plans from the Laurent Giles Archive are therefore reminded that under the terms of the requirements of the Directive, it is the sole responsibility of the builder to ensure that their craft is constructed in a way where it is compliant with the Directive.

**Principal Dimensions**

The hull design and characteristics are identical for all four versions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value 1</th>
<th>Value 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length Overall</td>
<td>23’ 1”</td>
<td>7.00 m</td>
</tr>
<tr>
<td>*Length Waterline</td>
<td>19’ 0”</td>
<td>5.80 m</td>
</tr>
<tr>
<td>Beam</td>
<td>8’ 0”</td>
<td>2.40 m</td>
</tr>
<tr>
<td>Draft</td>
<td>2’ 10”</td>
<td>0.85 m</td>
</tr>
<tr>
<td>Keel Ballast</td>
<td>2,100 lbs</td>
<td>950 kgs</td>
</tr>
<tr>
<td>Displacement (service)</td>
<td>4,412 lbs</td>
<td>2001 kgs</td>
</tr>
</tbody>
</table>

* The datum waterline is established for the purposes of design and building and is intended to represent only the approximate flotation of the yacht on completion.

There has been much internet debate regarding the weight of Pageants. The Laurent Giles Calculation data book which records all of the salient technical calculation has the weight as 1.97 tons (English) which is equivalent to 4412 lbs. This will most certainly be the service load which in the LG book accounts for half fuel, half water and half stores. Westerly Marine however in all of their publicity material speaks of ‘Scale Weight’, being the dry weight without stores or crew. The quoted Scale weight is 4,300 lbs (1950 kgs)

**Thames Measurement:** 5.15 Tons  
Fuel capacity: 6 gallons l  
Fresh water: 15 gallons l

In September of 1970, in his column in *Practical Boat Owner* magazine Denny Desoutter wrote of the Pageant “Pageant offers cruising comfort, though all has been packed into a very modest space” he was comparing her to the smaller Westerly Jouter, at just 22’ and in his own words “a young person’s boat.” He observed that “both boats show evidence of careful thought to the likely desires of their owners in below deck amenities”. Which in 1970 were very modern, minimalist and open-plan.

Designed in 1969, 551 *Pageants* were built between 1970 and 1979 including six *Kendals* (with a single keel).

Stiff and with a high Ballast Ratio of 45% they were not intended to be sporty but a couple found themselves very competitive in the right hands. Indeed Chris Hawkins successfully campaigned his Pageant *Ebblake III* before stepping up a notch with the Westerly GK 24 wooden prototype *Ebblake IV*
The general arrangement remained mainly unchanged through production. L-shaped dinette with ice box beneath the seat was Pageant’s great space-saver. The seats have padded seat backs and by lowering the table in line with the seat bases and using an infill cushion converts to a double bed. The saloon is bright and airy, with full (in the 1970’s 5’ 10 ½ was considered ample!) headroom. Pageant has 6’ 0”.

Galley to port complete with two burner hob, sink with plumbed water supply from the 15 gallon tank located beneath the forward berths. Maximum use was initially made of G.R.P mouldings for interior furniture G.R.P mouldings. The port settee bases and galley and sink area was one individual moulding with cut out openings for plate stowage and an integral sink and cooker space. Similarly, the starboard side L-shape settee moulding. In both cases
the moulding extended upwards at the sips side to form the basis of shelving. All finished in hardwood.

Aft and to port a quarter berth. Maximum use was made of all spaces that could be used for stowage and lockers. The central pillar supports the coach roof while mast loads are carried by the main bulkhead.

On many of the later versions wood was used extensively replacing the plastic mouldings and with that significantly changing the whole ambience aboard.
this boat left me the impression that the small family bilge keel cruiser has now gone about as far as it can go and that Westerly Marine Construction, former winners in the field, have come in effect to a full stop. They can’t go forward, at least not until something new, revolutionary or price slashing turns up so they’re going back—going back to make good, to cross the t’s and dot the i’s. As a result the Pageant seems to be just about the pinnacle of small, family-boat design; no other bilge keel boat is likely to sail any better, no other 23-footer could offer any more room and probably no other £3,000 boat could be better finished or as free from fault. Standing still it appears brings its own rewards.

Like several others of their more recent models Pageant was designed by Laurent Giles & Partners. This sounds a rather extravagant gesture for a small family boat and probably only one that Westerly with their large production could afford but it was a worthwhile investment for her sailing qualities are something rather special. Although it is true that no bilge-keeler can be left to sail by herself the Pageant comes dangerously close to doing so. She is extremely well balanced and even heeling to a strong puff of wind (which in any of the bilge keelers I have ever owned would have seen me braced between cockpit sole and coaming and the tiller tucked under my chin) she gave hardly the slightest indication of weather helm. Indeed one could be fooled to believe she had a long and deep keel.

Another point where many bilge keelers fall down is their reluctance to heel to, but not so with this one. She did just as she was commanded quickly and directly, forereaching and drifting to leeward a little but producing no alarming angle of heel as would happen in my old boat under that force of wind. I asked the able team of demonstrators how she had behaved in even stronger winds and was assured that under the correct rig she lay just as still. It was quite impressive and a necessary quality in a small family boat.

Her ghosting qualities, for what that’s worth in a family boat, were not particularly striking but in a breeze she performed and pointed pleasingly high—we had a mixed bag of winds that day.

Manoeuvring under power with the balanced rudder was very satisfying; she steers astern almost as purposefully as a boat with a bow rudder and answers tiller movements immediately with no dithering or moment of uncertainty. She turns about in little more than her own length.

Nothing about her rigging or deck layout drew attention to itself as being weak or unsuitable. I didn’t trip over anything or knock myself (and that’s something novel) or find anything which didn’t function as it ought. The cross trees weren’t too wide, the side decks weren’t too narrow; the cockpit was safe and deep sided; the tiller hinged up; the mainsheet traveller ran sweetly on roller bearings and the block was fitted with a jam cleat; the new Gibbs sheet winches were a good size both top and bottom acting; the mainsail was cut sufficiently high at the tack so that at least 5 or 6 rolls could go in without it suffering boom-droop and clobbering those in the cockpit—they seem to have thought of everything and if there are any faults in her sailing machinery it would take more than a morning to find them.

She is powered by a Volvo Penta MD1 which was reason-

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**Westerly Pageant**

**DATA**

<table>
<thead>
<tr>
<th>Description</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loa</td>
<td>23ft 1in (7.0m)</td>
</tr>
<tr>
<td>Lwl</td>
<td>19ft 0in (5.8m)</td>
</tr>
<tr>
<td>Beam</td>
<td>8ft 0in (2.4m)</td>
</tr>
<tr>
<td>Draught</td>
<td>2ft 10in (0.86m)</td>
</tr>
<tr>
<td>Scale weight</td>
<td>4,300 lb (1,950kg)</td>
</tr>
<tr>
<td>Keel ballast</td>
<td>2,100 lb (950kg)</td>
</tr>
<tr>
<td>Mainsail</td>
<td>130sq ft (12.3m²)</td>
</tr>
<tr>
<td>Genoa</td>
<td>175sq ft (16.6m²)</td>
</tr>
<tr>
<td>No 1 jib</td>
<td>106sq ft (10.0m²)</td>
</tr>
<tr>
<td>Berths</td>
<td>4 (total of live can be arranged)</td>
</tr>
<tr>
<td>Fresh Water</td>
<td>15gall</td>
</tr>
<tr>
<td>Fuel</td>
<td>6gall</td>
</tr>
<tr>
<td>Engine</td>
<td>Volvo Penta 7hp MD1 diesel</td>
</tr>
<tr>
<td>(or other options)</td>
<td></td>
</tr>
<tr>
<td>Designer</td>
<td>Laurent Giles &amp; Partners Ltd</td>
</tr>
<tr>
<td>Builder</td>
<td>Westerly Marine Construction Ltd, Aysgarth Rd, Waterloo, Portsmouth.</td>
</tr>
<tr>
<td>Tel:</td>
<td>Waterloo (01252) 29811</td>
</tr>
<tr>
<td>Standard Price</td>
<td>£2,825</td>
</tr>
<tr>
<td>YM Index</td>
<td>To include the following items. Asterisks indicate items not included in the builder's standard inventory: Engine, spars, rigging, guardrail, pulpit (stem pulpit*), mainsail, jib, genoa*, storm jib*, spinmaker and gear*, anchor and cable, mattresses, galley with cooker, all lights, pumps, echo sounder*, log*, compass*, warps*, fenders*, deck hardware, tanks, registration*. YM Index figure £3,155.</td>
</tr>
</tbody>
</table>

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**Yachting Monthly**
ably quiet and vibration free. A particular advantage of this
diesel installation is that it can be hand started which all boat
engines should be. The siting of the ignition switch and
instrumentation inside the boat is sensible in that the electrics
are protected but as someone who has suffered more ills
with marine engines than an adolescent with spots I prefer
to see the oil and temperature gauge just as bold and near
my eye as it can be. One very useful device enables the stern
 gland to be greased, via a pipe, from a handy position at the
forward part of the engine—no duckpond antics on this boat!

The interior was pretty high faultless and with the inclusion
of some plastic simulated wood (the trade name escapes me)
on the bulkheads the Pageant has a warmer look than most
of her forerunners. A dinette I admit is not to everyone’s taste
but it seems to be an accepted feature these days and at least
dissenters will be pleased to discover that on this boat the
builders have had the sense to build in bunks port and star-
board so there’s always a leeside berth. A small number of
designers seem to ignore the need of this. Well, as mentioned,
there are these two quarter berths, the dinette which becomes
a double and there is room for one man and his midget up
forward. The boat also has standing headroom which for a
23-footer of pleasing proportion is a measure of its perfection
and no mean feat of juggling.

Fifteen gallons of water for the womenfolk are stored under
the forecabin sole in a stainless steel tank (is this a final
admission that GRP tanks do taint drinking water?) and
delivered to the galley sink through a foot pump, manually
operated and conveniently placed just beneath the sink. The

eternal problem of stowage in a little boat has been met fairly
imaginatively with deep lockers situated behind cushioned
backrests and under bunk lockers that are self-contained and
sealed from the bilge. The boat has a fair sized toilet, even
better with the fore cabin door hinged back and ventilation
seems adequate. I couldn’t find any noticeable faults in this
boat although probably some of the 200 or so existing
owners may have done so by now. Anyway I hope they have
found some little failings, perfection is a hard thing to sail
with.—BB

NOVEMBER 1971
Keel Arrangement
Shoal Draft Twin Keels (All Pageant Models)

Just like her large sister the Westerly Centaur Pageant has a balanced spade rudder, the helm is light without significant weather helm and with a speedy response.

The twin keels – often incorrectly referred to as bilge keels, have a degree of ‘toe-in’ developed by Laurent Giles in the test tank for Centaur and then used widely on all of the subsequent Laurent Giles twin keel Westerlys.

The design was developed for the twin keels to take the ground comfortably without the risk of tipping. The forward shore is only in place as a yard precaution!

Main Machinery

Engine: In 1971 the original recommended engine was the twin cylinder Volvo Penta MD 6 A 10 hp diesel, but the option was offered of the smaller 7 h.p MD 1
**Sail Plan**

<table>
<thead>
<tr>
<th>Sail</th>
<th>Square Feet</th>
<th>Square Metres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainsail</td>
<td>130 sq ft</td>
<td>(12.10 sq m)</td>
</tr>
<tr>
<td>No 1 Jib</td>
<td>106 sq ft</td>
<td>(9.85 sq m)</td>
</tr>
<tr>
<td>No 1 Genoa</td>
<td>435 sq ft</td>
<td>(40.4 sq m)</td>
</tr>
<tr>
<td>No 2 Jib</td>
<td>62 sq ft</td>
<td>(5.75 sq m)</td>
</tr>
<tr>
<td>No 3 Jib</td>
<td>35 sq ft</td>
<td>(3.25 sq m)</td>
</tr>
<tr>
<td>No 1 Genoa</td>
<td>178 sq ft</td>
<td>(16.45 sq m)</td>
</tr>
<tr>
<td>No 2 Genoa</td>
<td>140 sq ft</td>
<td>(13.00 sq m)</td>
</tr>
<tr>
<td>Spinnaker</td>
<td>400 sq ft</td>
<td>(37.20 sq m)</td>
</tr>
</tbody>
</table>

**Standing Rigging:** 3/16” mm diameter 1 x 19 stainless steel

**Standard Deck Fittings:**


**Construction**

The monocoque hull is constructed in glass fibre reinforced polyester and has a minimum of 8 oz per square foot of glass mat (2400 grams/sq m) on the topside, which increases to 20 oz (7000 grams/sq m) at the keel stubs.

Woven rovings are used in areas of stress concentration and balsa wood sandwich construction is extensively used in the deck and coach roof top. Areas of high stress such as deck cleats, stanchion bases and sheet tracks are reinforced with plywood cores.
Drawings

Lofting Plans
5912  Table of Offsets
5916  Ballast Keels
5917  Body Plan
5919  Ballast Keels (Iron) Modified
59110  Single Fin Keel

Sail & Rigging Plans
5915  Sail Plan  Pageant
5918  Deck Plan
59111  Sail Plan  Kendal

Interior Design & General Arrangements
5914  General Arrangement Sections

Note:
The rigs, engine and construction methods mentioned refer to the standard drawings. The Architects approval should be sought for any major alterations

Cost of Plans
Individual drawing copies are available (with the exception of lofting drawings) at a cost of NZ$85.00 per sheet. A full set of drawings for either version can be provided at 10% discount on the full price.

In 1971 the standard list price for a new Pageant ex factory -, was £2,825

Options for Model Makers
Three options are available for model makers:
1. For scratch models we are able to provide copies of the hull lines with keels & Rudder, deck and sail plans that were issued for the construction of the full size vessels. Please quote either the Pageant or Kendal. At the time of going to press the modellers scratch drawing package is priced at NZ$175.00 plus postage. Drawings can be supplied rolled.
2. Alternatively we do have a standard single A0 sheet drawing for the Pageant and at the time of going to press the 1:20 scale model drawing package is priced at NZ$100.00 plus postage. The drawing can be supplied rolled.
3. A single A1 sheet is available for those wishing to build a hull half model. At the time of going to press the modellers scratch drawing package is priced at NZ$50.00 plus postage. Drawings can be supplied rolled.

Coloured Sail Plan Profile ~ (Pageant)
Generated from the original design drawings these artworks are printed on photographic quality paper and measure 29 cm x 21 cm. Please state hull colours and hull/sail number)

Unframed NZ$300.00, framed NZ$375.00 plus postage.
Notes