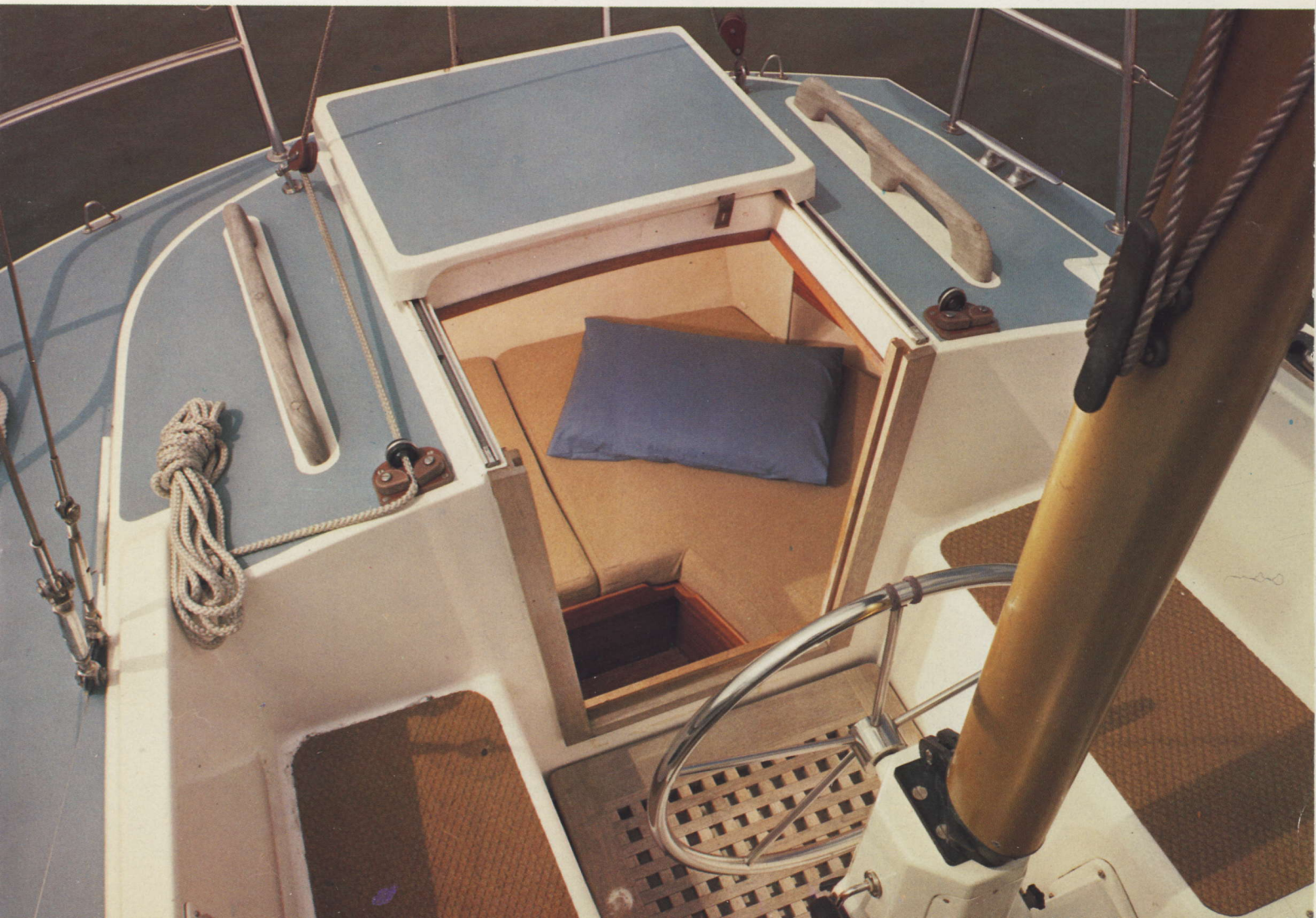


WESTERLY MARINE

W33









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1969
1970
1977

W33 CENTRE COCKPIT

The centre cockpit W33 is an ideal sailing cruiser for the owner who wishes to have the accommodation separated into three cabins. Designed by Laurent Giles and Partners she upholds the Westerly reputation for solidity of construction and safety. With her excellent sea keeping qualities she will provide enjoyable cruising for the family and is equally suitable for estuary sailing and long distance cruising.

THE ENGINE

W33 is powered by a four cylinder, 42 hp diesel which is smooth running and gives a hull speed of about 7 knots with power in hand. The 35 gallon fuel tank gives a cruising range in excess of 200 miles. The engine charges two batteries and a heat exchanger is fitted to enable hot water to be supplied to the galley and to the wash basin in the heads. Access to the engine is from a watertight hatch in the cockpit sole, a large hatch under the companionway and another smaller one in the aft cabin giving access to the stern gland. Under power she handles positively both ahead and astern and will turn surely, even against propeller torque effect.

SAILING

Under sail the boat is easily handled with either the ketch or the sloop rig. Her semi-balanced rudder makes her light on the helm and there is just the right amount of weather helm to provide a safety factor in heavy weather. On all points of sailing she is steady and predictable and will heave-to with ease under either rig. The headsails are fairly high cut to as not to obscure vision and the high cockpit allows good all round visibility without giving the feeling of being remote from the water. The coamings form a substantial backrest and it is easy to brace one's feet against the opposite seat when the boat is heeled. The helmsman has the choice of three positions: each side of the wheel and immediately behind it. Slab reefing is provided for both the sloop and the ketch. With either rig the W33 will handle and go about under headsail alone. It will be seen that there is a choice between fin and twin keels.

THE ACCOMMODATION

Up to seven people can live in the three cabin accommodation. Conventional vee-berths in the forward cabin have stowage space both under the bunks and on shelves running along the sides of the hull. Like all the other berth lockers, those under the forward bunks are

lined in wood to avoid condensation. The 45 gallon stainless steel water tank is fitted under the foot of the forward berth just aft of the chain locker. Two hanging lockers to starboard provide stowage for oil-skins and shore going clothes and the door of the forward one will also close off the forward cabin. The heads to port has a marine WC and hot and cold pressurised water with a shower. There is ample room for stowage of washing gear and the compartment is lined with a washable surface. A ventilator and an opening port are fitted as standard.

The saloon is laid out in the classic cruising style with settee berths each side of the central table and the galley and chart areas on either side of the companionway. The overall effect is one of warmth and light and this is achieved by the use of quality hardwood, an attractive choice of soft furnishings and cream coloured soft deckhead panels. There is seating for seven to eight people around the table which has hinged leaves on each side and the fiddled centre section incorporating bottle stowage beneath the table top. To convert the saloon for sleeping the settee backs are unbolted to give greater berth width and these can then be used as lee boards or, in the case of the port settee, for conversion to a double berth. This operation can be carried out without having to remove the saloon table. With lockers under the bunks and a double row on each side underneath the side decks there is plenty of stowage space for clothes and gear. The galley and chart areas are separated from the saloon proper by two half bulkheads.

THE GALLEY

The galley is equipped with a calor gas cooker which has two burners, grill and oven. The cooker is gimballed but can be locked by a simple catch. The gas bottle is stowed in a cockpit locker which drains outboard and shut-off valves are provided both on the bottle and at the cooker. When not in use the cooker is covered by a worktop which supplements the working surface alongside. The stainless steel sink is fed by the pressurised hot and cold water system backed up by an emergency foot pump should it be necessary to conserve the batteries. A wooden chopping board forms a cover for the sink. There are numerous lockers, drawers and crockery stowage racks in the galley area and space for a refrigerator is provided which serves as extra stowage space if a refrigerator is not installed.

THE NAVIGATION AREA

The chart table to port will take a once-folded Admiralty chart and the hinged top gives access to chart stowage and to compartments for instruments and all the useful bits and pieces which inevitably end up in the chart drawer. A flexible chart light is fitted and there is ample room for books and navigation instruments.

THE AFT CABIN

The aft cabin is reached from the cockpit and provides two comfortable full length berths. Between these there is a large drawer with a shelf over and this, together with the shelves along the sides of the hull, gives ample stowage space. The steering mechanism is beneath the bunks and the rudder stock is readily accessible should it prove necessary to use the emergency tiller.

Teak look flooring is used in all the cabins and curtain rails, cabin lighting and ventilation are fitted throughout the boat.

DECK AND COCKPIT

The deck and cockpit are laid out as one would expect, with the side decks wide enough to walk around safely. The long coachroof has enough clear space for a life raft to be stowed forward of the mast without causing a hazard for the crew. Treadmaster is fitted on all working areas giving an extremely safe surface to work on and enhancing the appearance of the boat. This material is also used on the cockpit seats. The 45lb anchor is stowed on the double stemhead roller and all deck fittings are of stainless steel or a high quality alloy, being through bolted to backing plates or washers on the underside. For extra strength and insulation balsa sandwich construction is used in the deck and coachroof. Double lifelines and bow and stern rails are fitted as standard and there are six large mooring cleats, including one each side amidships.

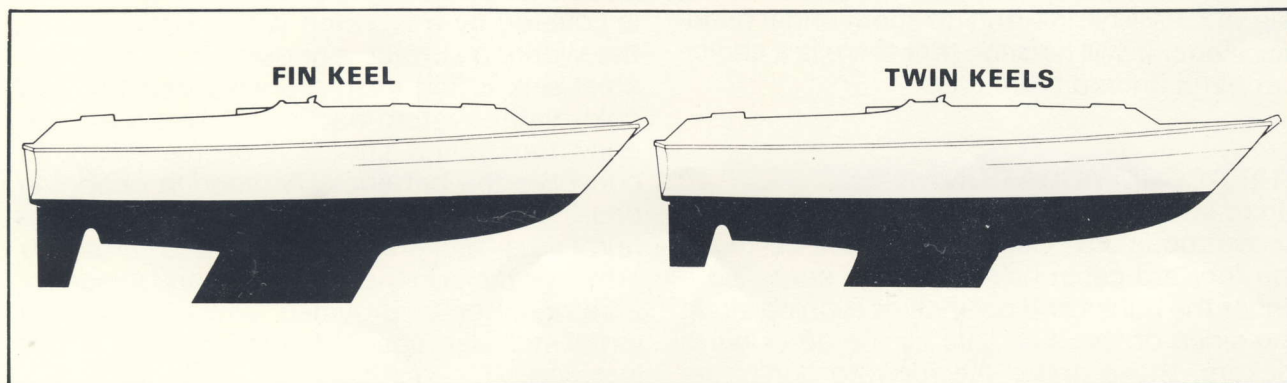
The cockpit is large enough to accommodate the whole crew. On each side there are cavernous lockers with enough room for sails, warps, fenders and all the miscellaneous gear which accumulates in every boat. The sheet winches are sited on the wide cockpit coamings which are canted outboard to allow for an efficient lead from the adjustable sheet blocks. The helmsman has the engine controls to hand on the steering pedestal and full instrumentation — rev counter, engine temperature, oil pressure and battery condition — are provided on a panel set into the cockpit coaming. A compass is fitted into the starboard cockpit bulkhead with an echo sounder on a swinging bracket on the opposite side. The cockpit is self-draining and has a teak cockpit grating.

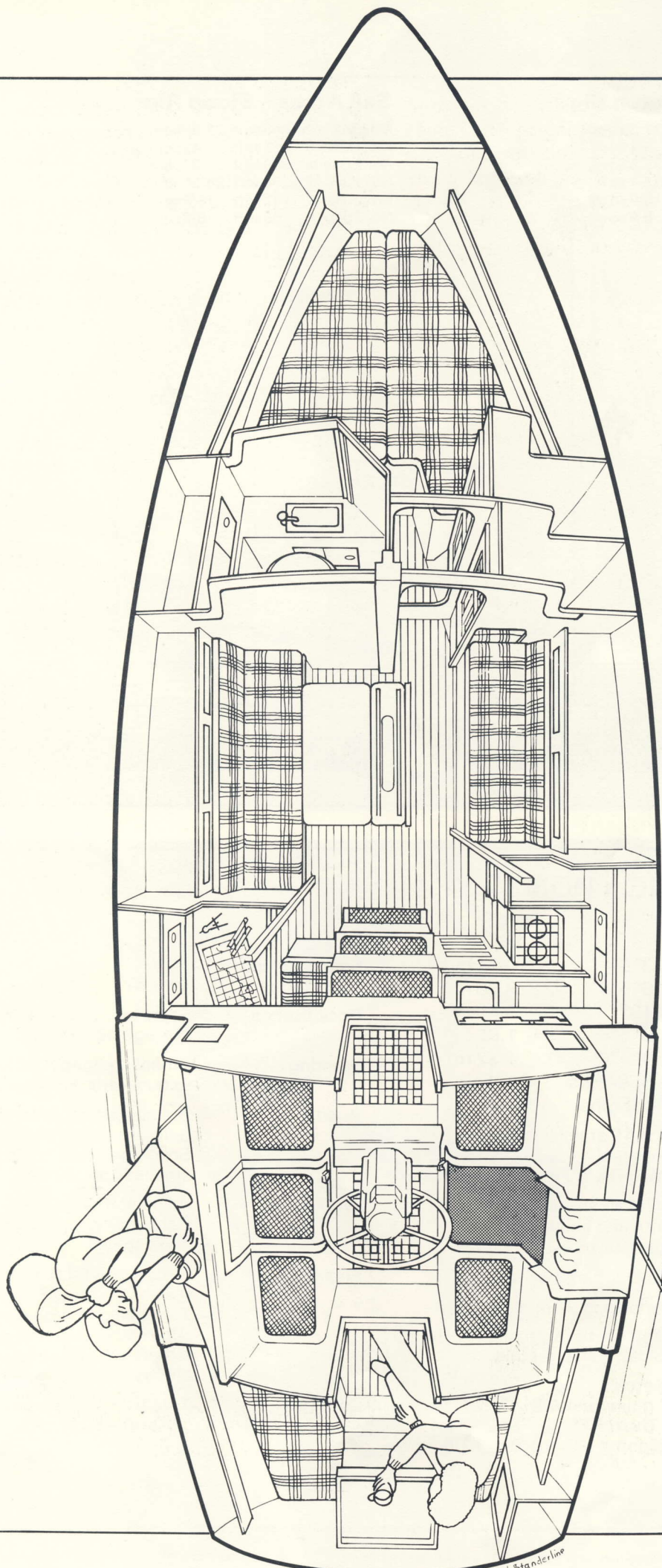
CONSTRUCTION

The hull and deck are constructed of chopped strand mat with woven rovings incorporated at stress points. Each boat is built to Lloyd's specification and every Westerly 33 is issued with a Lloyd's Register Certificate. Inspections are carried out at every stage of building with particular attention being paid at the moulding and curing stages. The deck and hull, together with the teak rubbing strake, are joined together by through-bolts every six inches, the join then being glassed over on the inside and a marine sealant used on the outside. The keels are cast iron and these are treated with a special primer before being fitted to the hull by stainless steel threaded studs.

CONCLUSION

W33 is a thoroughbred boat with very good sailing manners and she accomplishes the aim of her designers and builders of a really powerful cruising yacht. She is a boat which provides comfortable, efficient sailing and leaves a lasting impression of strength and security.

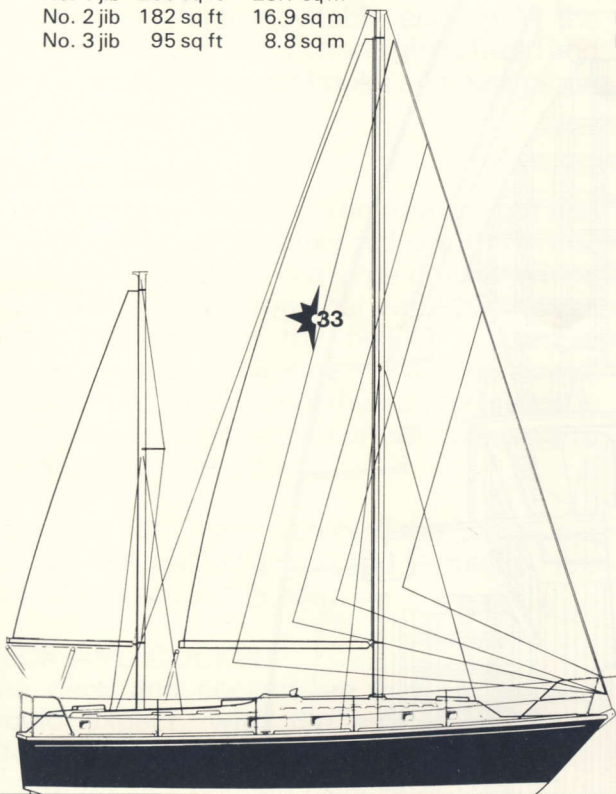




Nigel Standerline

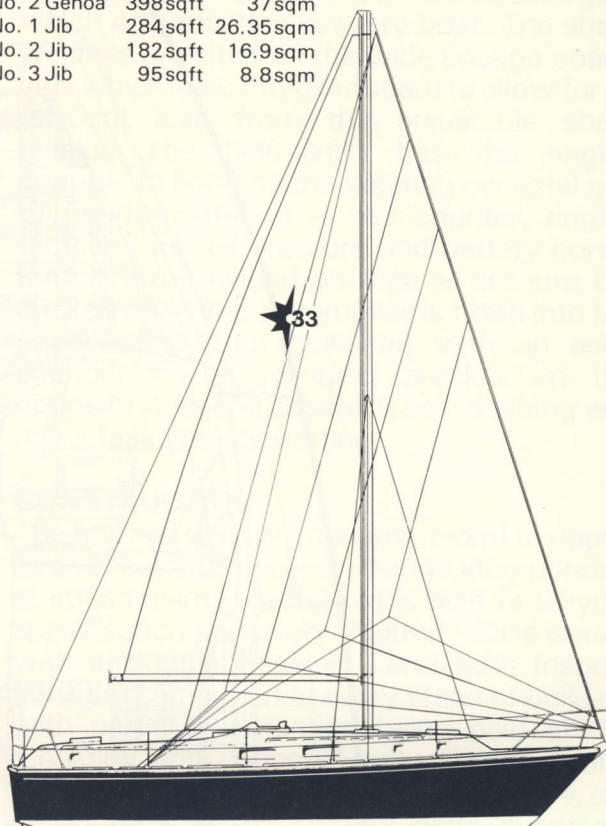
Sail Areas – Ketch Rig

Mainsail	186 sq ft	17.3 sq m
Mizzen	69 sq ft	6.4 sq m
Genoa	380 sq ft	35.3 sq m
No. 1 jib	255 sq ft	23.7 sq m
No. 2 jib	182 sq ft	16.9 sq m
No. 3 jib	95 sq ft	8.8 sq m



Sail Areas – Sloop Rig

Mainsail	243 sqft	22.53sqm
No. 1 Genoa	451 sqft	42 sqm
No. 2 Genoa	398 sqft	37 sqm
No. 1 Jib	284 sqft	26.35sqm
No. 2 Jib	182 sqft	16.9sqm
No. 3 Jib	95 sqft	8.8sqm



W33 SPECIFICATION

Length overall	33' 3"	10.14 m
Length waterline	28' 5"	8.68 m
Beam	11' 2"	3.40 m
Draft – Fin Keel	5' 5"	1.66 m
Draft – Twin Keels	4' 4"	1.32 m
Weight	6.74 tons	6505 kg
Ballast	2.7 tons	2743 kg
Standing rigging	1 x 19 stainless steel, swaged ends. Mainmast 7mm. Mizzen 5mm	
Running rigging	Jib halyard, Main halyard, lifts and sheets pre-stretched Terylene.	
Jib sheet winches	Top action, two speed.	
Masts and spars	Anodised aluminium alloy. Ketch – through mast reefing. Sloop – slab reefing.	
Mast lengths	Ketch mainmast 38' 6" 11.74 m mizzen 24' 9" 7.54 m Sloop 40' 6" 12.64 m	

Seacocks and skin fittings	Bronze.
Deck fittings	Stainless steel or alloy, through bolted.
Steering	Wheel steering. Cable system to quadrant. Emergency tiller.
Rudder	Stainless steel assembly. Self-lubricating plastic bushes. Solid fibreglass blade with stainless plate insert.
Woodwork	All deck fittings teak. Cabin construction utile and sapele.
Engine	Mercedes OM 636 42 h.p. Flexibly mounted. Three bladed propeller. Alternator. Water cooled exhaust. Reverse gear and electric start.
Batteries	Two batteries. Total capacity 180a.h. at 12 volts.

The specification, standard inventory and furnishings are liable to change. Boats are supplied according to the specification on the Price List at the time of ordering. Some items shown in the photographs are not included in the standard price.

Designed & Printed by Graphic Colour Print, Emsworth 6141