



WESTERLY MARINE

Discus W33

BRIDGE DECK (Sloop) or
CENTRE COCKPIT (Sloop or Ketch)

Discus 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 robustness 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.

SPECIFICATION

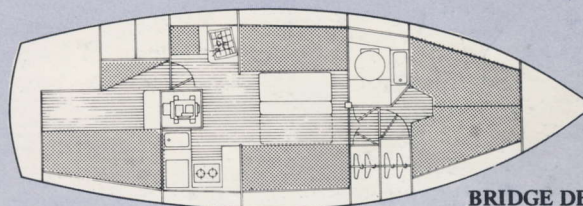
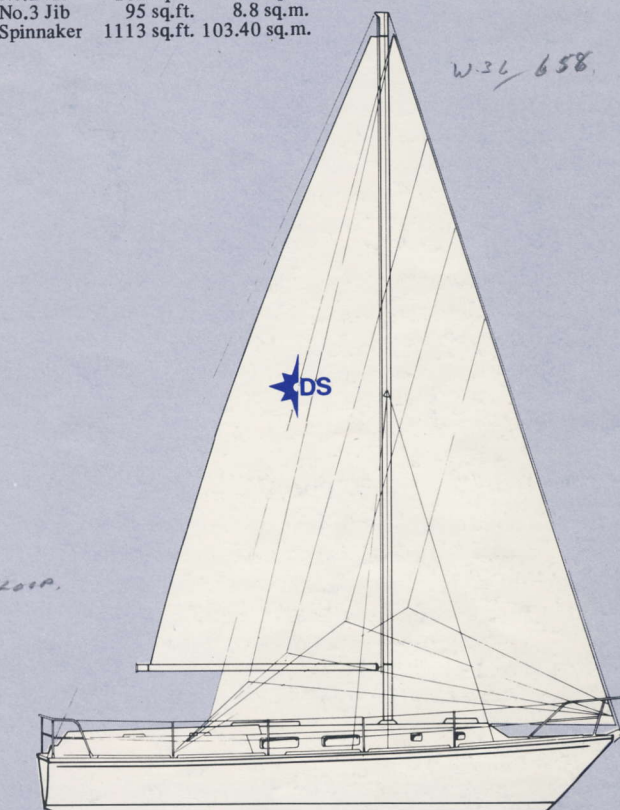
Length Overall	33' 3"	10.14 m	35.75
Length Waterline	28' 5"	8.68 m	30.4
Beam	11' 2"	3.40 m	11.2
Draft — Fin Keel	5' 5"	1.66 m	6.0
Draft — Twin Keels	4' 4"	1.32 m	
Designed weights			
Displacement	6.74 tons	6848 kg	7.2
Ballast	2.7 tons	2793 kg	3.2
Mast length (sloop)	40' 6"	12.64 m	44' 10" Sloop.
Lloyds Hull Construction Certificate			42 NA

SAIL AREA - SLOOP

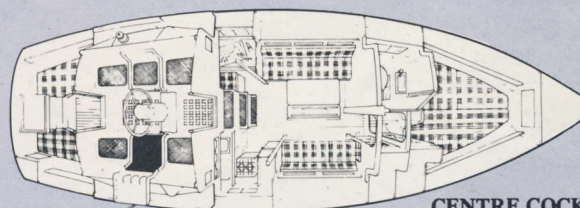
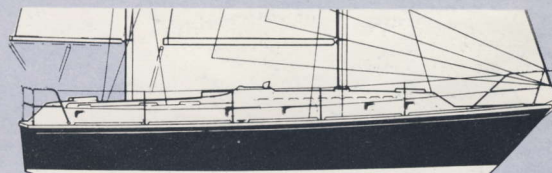
Mainsail	243 sq.ft.	22.53 sq.m.
Light weather		
genoa	486 sq.ft.	45.15 sq.m.
No.1 Genoa	451 sq.ft.	42 sq.m.
No.2 Genoa	398 sq.ft.	37 sq.m.
No.1 Jib	284 sq.ft.	26.35 sq.m.
No.2 Jib	182 sq.ft.	16.9 sq.m.
No.3 Jib	95 sq.ft.	8.8 sq.m.
Spinnaker	1113 sq.ft.	103.40 sq.m.

KETCH

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.



BRIDGE DECK



CENTRE COCKPIT



WESTERLY MARINE CONSTRUCTION LIMITED

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1969
1970
1977

The boat as described, to specification and standard inventory are liable to change according to availability of bought in and manufactured supplies. Some items shown in the photographs are not included in the standard price.



WESTERLY MARINE

Discus W33

SAILING

Discus is a boat which will give the family really enjoyable holiday cruising and week-end sailing. She performs with determination and, due to her excellent sea-keeping qualities, instils confidence in the less experienced members on board. She is very responsive and easily handled, her semi-balanced rudder making her light on the helm. She is steady and predictable on all points of sailing and will heave-to with ease. This has obvious advantages in a family cruising yacht. Discus will also handle and go about under headsail alone. Slab reefing is fitted as standard with a self-tailing winch on the mast for the reefing lines, and the halyards are led aft to winches on each side of the mainhatch. A ketch rig is available on the centre cockpit model.

DECK AND COCKPIT

Wide side decks and Treadmaster on all working surfaces make for easy, safe movement about the deck and there is enough clear space for a liferaft to be stowed forward of the mast. The 45 lb anchor stows on the double stemhead roller and an anchor winch is fitted as standard. 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 lay-up and a king plank is moulded into the foredeck.

The cockpit is comfortable and deep with 2 speed foresheet winches on the coamings. A compass and echo sounder are fitted as standard. The helmsman has the engine controls to hand and full instrumentation — rev counter, engine temperature, oil pressure and alternator warning lights are provided on a panel set into the cockpit coaming. Under the cockpit seat is a cavernous locker with enough room for sails, warps, fenders and all the miscellaneous gear which accumulates in every boat. The gas bottle is located in a separate vented locker.

ACCOMMODATION

The three cabin layout provides accommodation for up to seven people. Conventional Vee-berths in the forward cabin have stowage space both under the bunks and on the shelves running along the sides of the hull. The 45 gallon stainless steel water tank is installed under the foot of the forward berths just aft of the chain locker. Two hanging lockers to starboard and the large heads compartment to port separate the forward cabin from the saloon and the door of the forward hanging locker will also close off the forecabin. In the heads there is a Marine WC, washbasin and shower with hot and cold pressurised water and ample stowage space. The whole compartment is lined with a washable surface and ventilation is provided by an opening port and a deck-head ventilator.

The large, comfortable saloon is laid out in the

classic cruising style with settee berths each side of the saloon table with the galley and chart areas at the after end on either side of the companionway.

The saloon table has two hinged leaves running fore and aft and with these up there is room for seven to eight people to sit. The fiddled section has bottle stowage beneath the table top.

The seat backs of the settee berths can be lifted out and used as lee boards, when at sea. Alternatively the port settee can be converted quickly and easily to a double berth with the saloon table remaining in position. The whole interior gives an immediate feeling of warmth and light which is achieved by the use of teak, an attractive choice of soft furnishings and cream coloured soft deckhead panels. The aft cabin has accommodation for two giving privacy without isolation.

GALLEY

The galley has a gimballed cooker with oven, two burners and grill. The gas supply is via copper piping from the gas bottle in its own vented locker in the cockpit. A stainless steel sink is fitted with hot and cold pressurised water and an emergency foot pump. There is an ice box under the worktop the cover of which doubles as a chopping board. Drawers, lockers, shelves and racks all around the galley area provide good stowage space for food and galley equipment and sensible fiddles surround the work surfaces.

ENGINE

Discus is powered by a three cylinder, 36 hp Volvo diesel which is smooth running and gives a full speed of about 7 knots with power in hand. The cruising range is in excess of 200 miles with the 35 gallon fuel tank. A heat exchanger is fitted supplying hot water to the shower and the basins in the galley and heads.

Access to the engine is excellent with all parts being easily reached for servicing. Under power the boat handles positively both ahead and astern. Manoeuvring is easy even in the confined spaces.

CONSTRUCTION

The hull and deck are constructed of chopped strand mat with woven rovings incorporated at stress points. Each boat is built to Lloyds specification and every boat is issued with a Lloyds Hull Construction 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.