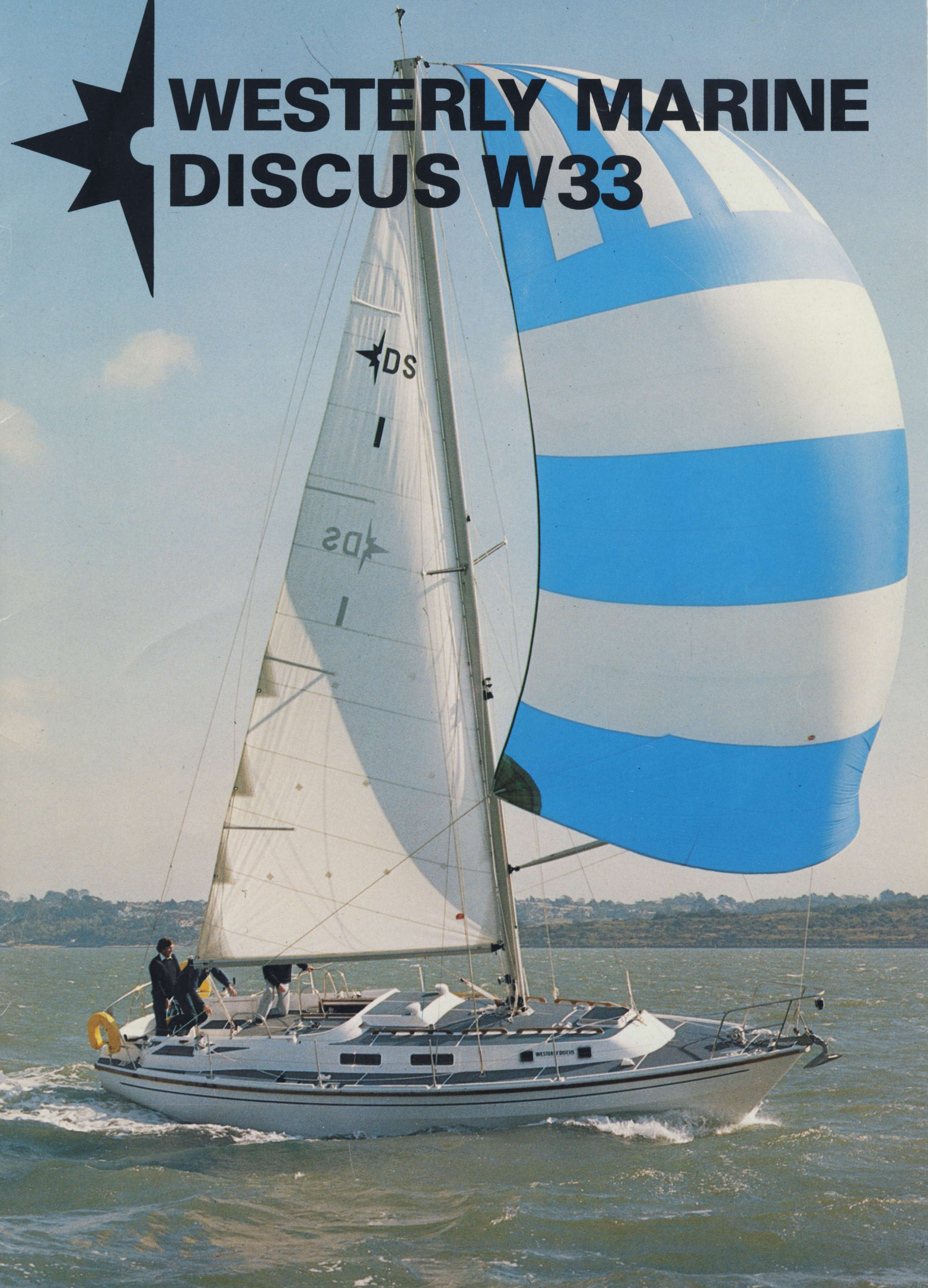




WESTERLY MARINE DISCUS W33









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WESTERLY DISCUS W33 – Bridge Deck Cabin

Discus is a development of the original Westerly 33 and provides an alternative for those who prefer an aft cockpit boat. These two Laurent Giles 33 footers have identical hulls, but in the Discus certain new design features have been incorporated and the extra large bridgedeck gives sufficient space below for the third cabin to be incorporated with the rest of the accommodation. As will be seen from the very full standard inventory, the boat is supplied in a sailaway condition and, with the addition of some extra sails, safety gear and stores, she would be ready for an ocean passage.

THE ENGINE

Discus 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 cruising range is in excess of 200 miles with the 35 gallon fuel tank. The engine charges two batteries, and a heat exchanger is fitted supplying hot water to the shower and the basins in the galley and heads. Access to the engine is through large hatches at the forward end and on the port side of the engine compartment and the gear box can be reached by lifting the seat just aft of the engine. Under power the boat handles positively both ahead and astern. Manoeuvring is easy even in confined spaces.

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. There is not a great deal of difference in the sailing performance between the fin and the twin keels but, as one would expect, the fin keel has the edge to windward. The hull is designed with both these keel forms in mind and the choice must depend on the owner's requirements.

THE ACCOMMODATION

The three cabin accommodation provides seven berths. Conventional Vee-berths in the forward cabin have stowage space both under the bunks and on 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, wash-basin and shower with hot and cold pressurised water and ample stowage space for washing gear. 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. Lockers abound both under the bunks and under the side decks where there are double banks of open and closed lockers. 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 centre 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 of Discus gives an immediate feeling of warmth and light which is achieved by the use of quality hardwoods, an attractive choice of soft furnishings and cream coloured soft deckhead panels.

THE GALLEY

The extra length at the after end of the main cabin in Discus provided by the aft cockpit arrangement ensures that there is really good working space for the cook. 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.

THE NAVIGATION AREA

The chart table, on the port side of the companionway, faces forward and will take an Admiralty chart folded in half. 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. There is a shelf running alongside the chart table and plenty of room for an instrument panel and a radio.

THE AFT CABIN

The aft cabin which gives privacy without isolation, is reached by a passageway which runs aft from the main saloon between the engine and the navigation area. Immediately aft of the navigator's seat there are hanging lockers and shelves then the passageway continues round behind the engine to a double berth under the bridge deck and starboard cockpit seat. Light and ventilation are provided by a large perspex opening hatch in the aft side of the bridgedeck and an opening port at the head of the bunk is optional. Two cushioned seats bring an extra touch of comfort and this would make an ideal skipper's cabin for anyone wishing to use the boat for charter or teaching purposes.

All three cabins are well lit with swivelled copper lights fitted over each bunk and at other strategic points, a fluorescent light is fitted in the galley and a chart light for the navigator. Ventilation is through opening ports, fixed ventilators in the heads and in the forward cabin, and two Dorado vents in the saloon. An additional deck hatch over the saloon table can be fitted if required.

THE DECK AND COCKPIT

Discus has a longer coachroof than the aft cabin Westerly 33, but apart from this, the deck layouts are similar. 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. Double lifelines and bow and stern rails are fitted as standard and there are six large mooring cleats, including one each side amidships.

Just aft of the mainhatch is a bridge deck large enough to accommodate all those who are not involved with sailing the boat. Robust stainless steel hand rails are fitted on each side of the mainhatch and on the cockpit coaming each side of the bridge deck. These could also provide anchor points for safety harness. The working part of the cockpit is in the stern giving a clear working space for the helmsman and crew. The foresheet winches are sited on the cockpit coamings with the mainsheet on a track across the after edge of the bridge-deck. A compass is fitted on the steering pedestal and an echo sounder on a swinging bracket on the port side of the mainhatch. The helmsman has the engine controls to hand and full instrumentation — rev counter, engine temperature, oil pressure and battery condition — are provided on a panel set into the cockpit coaming. Under the port 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 locker at the stern end is completely separate. The cockpit is self-draining with a teak grating on the sole and Treadmaster on the seats.

CONSTRUCTION

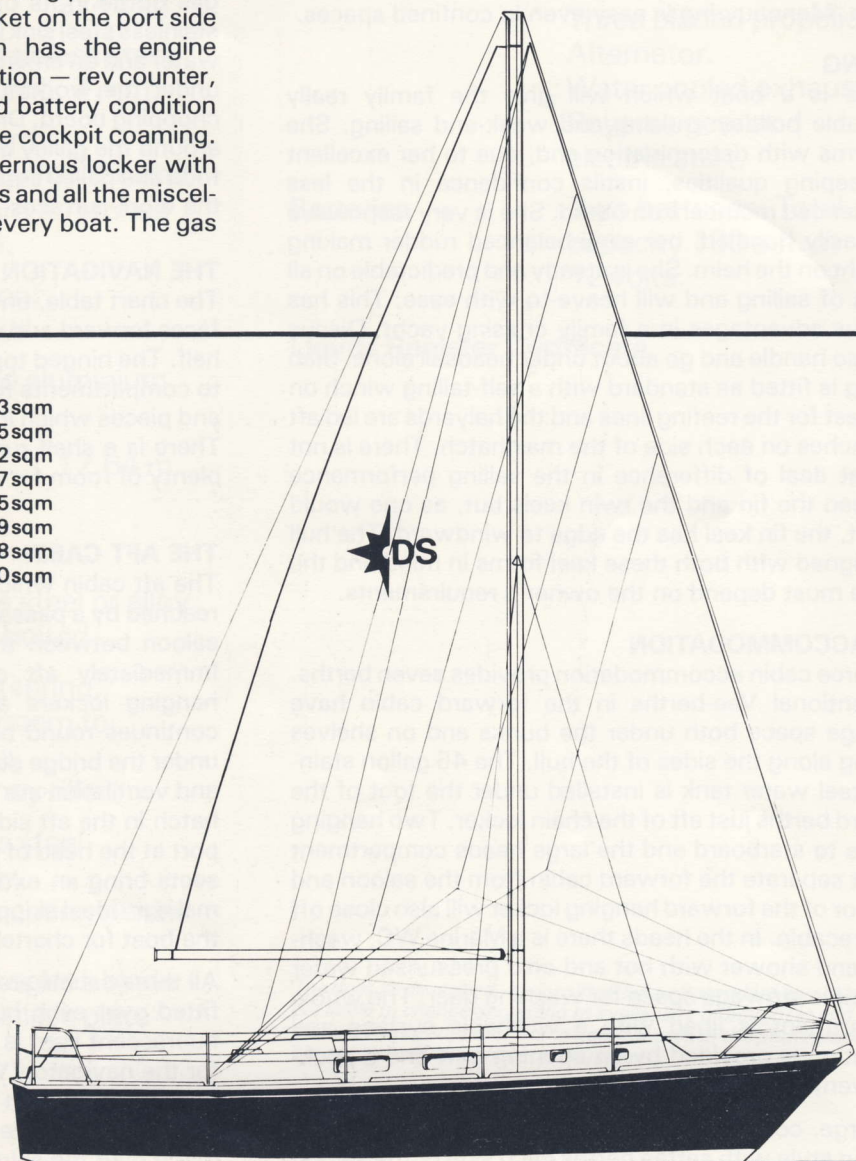
The hull and deck are constructed of chopped strand mat with woven rovings incorporated at stress points. Each boat is built to Lloyds specification and every Discus is issued with a Lloyds Register Certificate. Inspections are carried out at every stage of building with particular attention being paid 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.

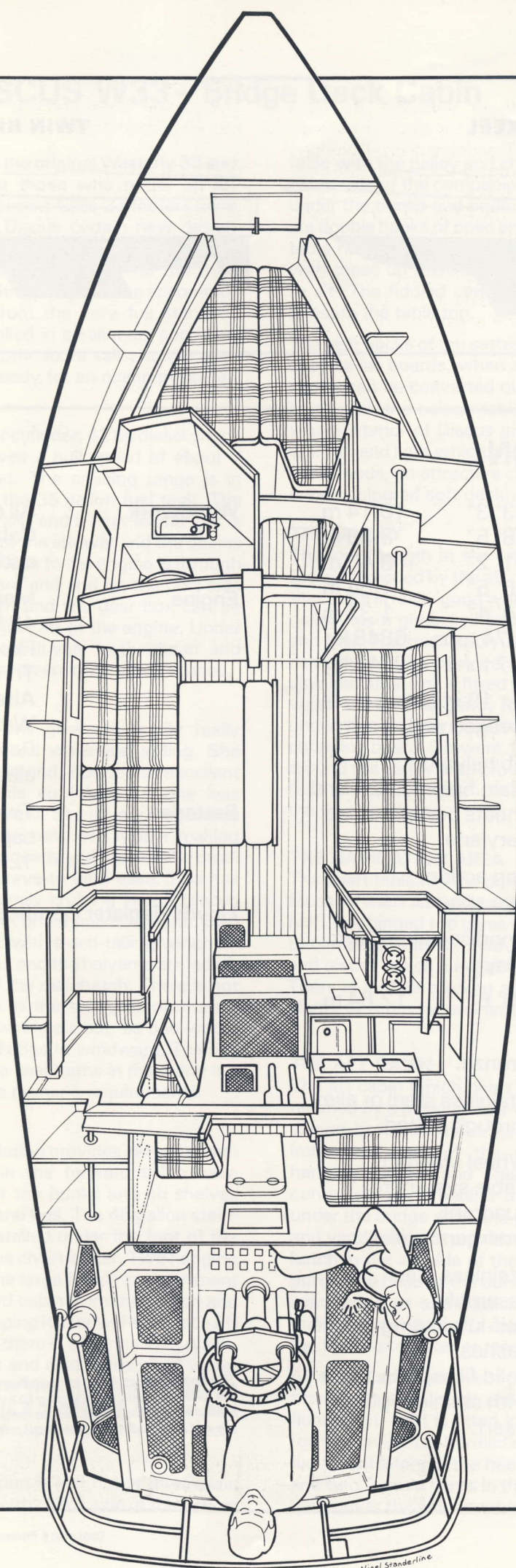
CONCLUSION

Discus has the same good sailing manners as the aft cabin Westerly 33 with similar manoeuvrability under power. She is supplied with sloop rig only and should appeal to those who give priority to maximum cruising performance. She is a boat which provides comfortable, efficient sailing and leaves a lasting impression of strength and security.

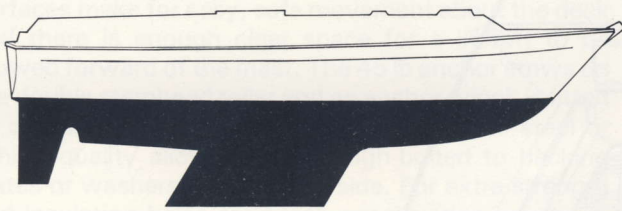
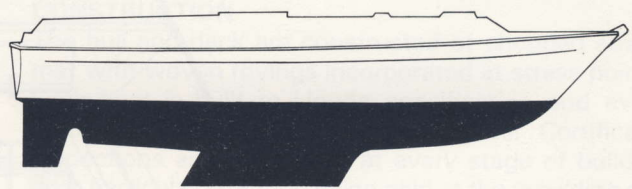
Sail Area

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





Nigel Standerline

FIN KEEL**TWIN KEELS**

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	6848 kg
Ballast	2.7 tons	2743 kg
Standing rigging	1 × 19 stainless steel, swaged end. 7 mm.	
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.	
Mast length	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 180 a.h. at 12 volts.

Lloyds Register Certificate

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.