

WESTERLY

SEACRAFTSMANSHIP



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 **WESTERLY**  
*Storm 33*

# A NEW CLASS RACER. A NEW CLASS OF LUXURY.

There's an old saying in yacht racing circles. If a boat looks right, they say, then it is right. And one glance at the Westerly Storm 33 will reveal that here is a yacht to be reckoned with.

No effort has been spared, no compromise made in producing what is certain to be an important one design class. Even so, Westerly's tough brief to designer Ed Dubois wasn't just for an out and out racer; the Storm had to match up to the strict demands of the Lloyd's Hull Construction Certificate, and, more difficult still, provide truly luxurious accommodation for seven.

The Storm 33 is the result of that brief. And the challenge has been met. Brilliantly.

Even moored amongst other craft in a marina, the Storm stands out. Across the pontoon, the sleek, high performance hull looks fast, from the smooth entry to the scooped-out transom. The eye runs over the wide side decks and low coachroof, taking in such details as the twin headsail tracks and racing backstay tensioner.

Stepping aboard and into the cockpit, more evidence of thoughtful design becomes apparent. The deck fittings all have a reassuring, solid appearance as we step onto the removable teak grating covering the liferaft stowage in the companionway, then down below to stow the gear – should we expect the stripped out, bare interior of a racer?

No. The main cabin has all the luxury expected of a Westerly. Hand crafted teak is everywhere, from floor to grabrails. There's comfortable seating around the folding table for eight, ample locker space and well over six feet of headroom.



To starboard is the generous navigation area, with carefully planned stowage for charts, a drained oilskin locker and even a drawer with a shaped interior to hold each item of the tool kit securely in place.

On the port side is the galley area, a far cry from the primitive facilities found on many a racer. Twin stainless steel sinks are set into an easy-to-clean tiled worktop. The two burner cooker, with its grill and oven, is on gimbals with an opening port above. Naturally, the stowage is more than adequate.

Behind the galley is the separate aft double cabin with a hanging locker and two opening ports into the cockpit. On the opposite side are the roomy heads, which have been made light and easy to clean and have an opening port.

Moving forward, there is the large forecabin, with a double V-berth and more thoughtful touches such as the hand basin, netting for books, glasses and so on and the zippered hanging locker. Above is an opening deck hatch.

And so, gear stowed, we are back on deck again and ready to cast off. The diesel engine takes us down river until we are able to hoist the sails, a simple task thanks to the halyards being led aft to the coaming-mounted quick release jammers and efficient winch positions.

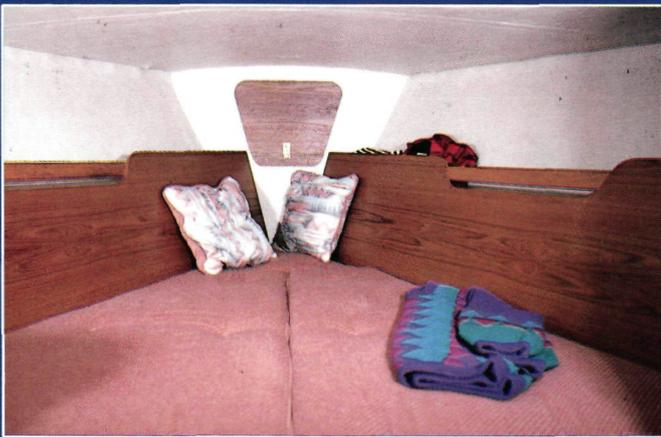
Under sail, the Storm really starts to show what she's made of. Crisp acceleration and pin-sharp handling give a hint of the performance of which she is capable, and yet the light tiller and stability of the hull design give reassurance that the Storm will never become temperamental and hard to handle.

Up on the wide sloping coaming of the well-protected cockpit, tiller extension in hand, is a comfortable place from which to appreciate the rest of the Storm's attributes. There is a huge sail locker on the starboard side, easily accessible on either tack. All the deck gear is of a very high specification, and is ideally laid out for either efficient racing or simple, shorthanded cruising.

As you'd expect, a twin luff groove system is standard for racing sail changes. Also standard are a new low drag, low centre of gravity keel shape and a streamlined rudder, twin headsail tracks and slab reefing on the mainsail. Also standard is the racing hull, with minimal wetted area for reduced drag.



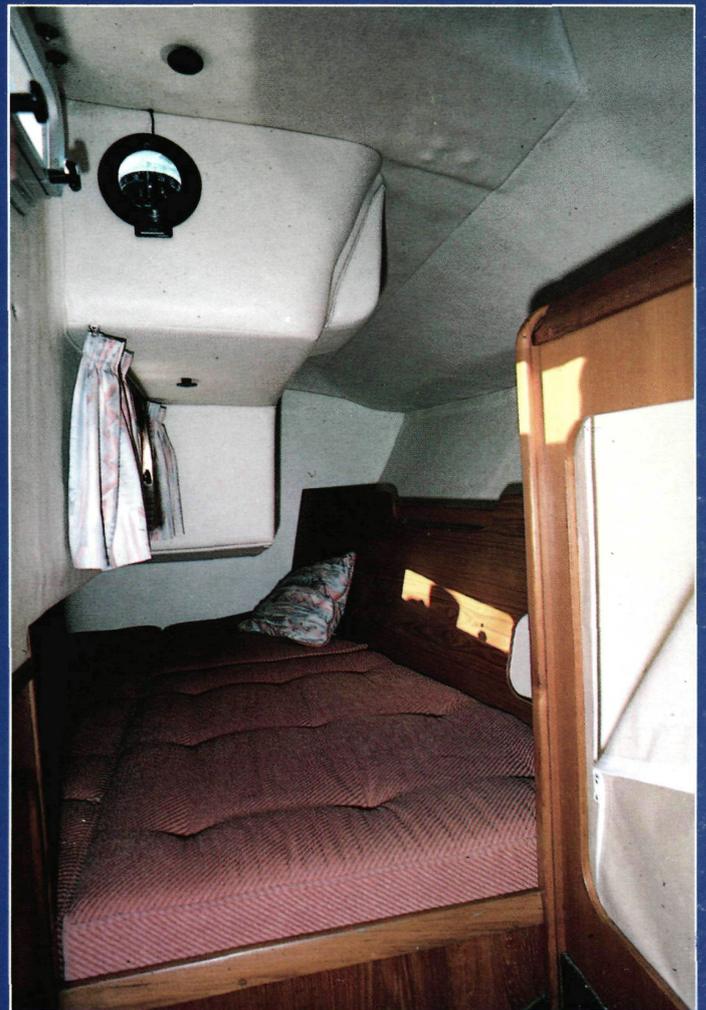
SALOON



FORECABIN



GALLEY



AFTCABIN

Solid teak is used for deck fittings like the cockpit floor and toerails, and 316 high grade stainless steel is used throughout the boat for long-lasting strength and corrosion resistance.

In fact the Storm 33 is fully equipped and ready to join the one-design class racing. We supply the Seacraftsmanship. All you really need to supply is your sailing skill and the will to win!

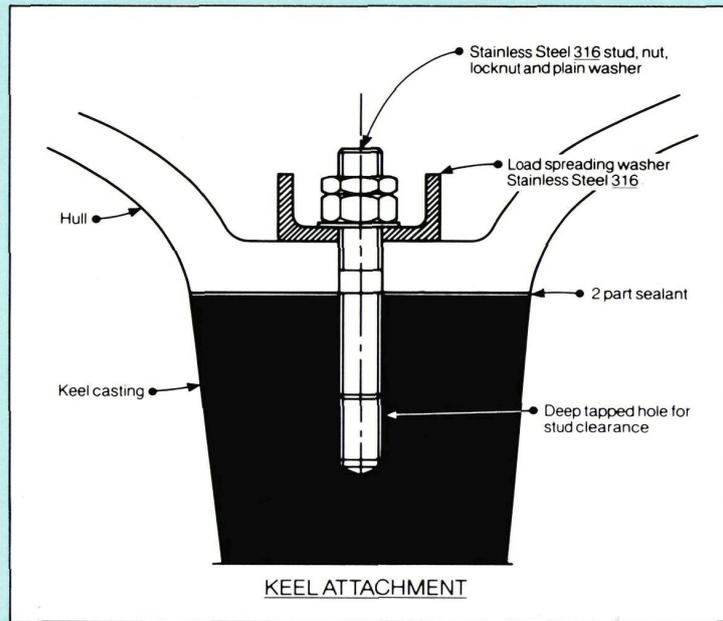
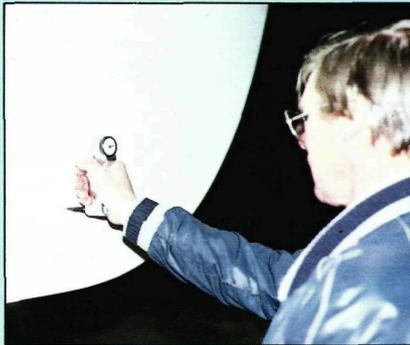


Westerly Yachts are well known for their exceptionally high build quality. Less well known, perhaps, is that every Storm 33 is built to the stringent demands of the Lloyds Hull Construction Certificate. Not only are the designs and scantlings scrutinised, but every stage of manufacture of each boat is subject to rigid quality control and inspection by Lloyds surveyors.

The keel, for example, is attached by stainless steel studs which exceed Lloyds specification by over fifty percent.

The main structures of the yacht are completely laid-up by hand in glassfibre which is constantly tested for strength and thickness, and sealed with a double gelcoat

external throughout and internal to waterline; many manufacturers use only one externally and none inside. The entire process takes place under carefully controlled conditions of temperature and humidity.



This explains the unusually high resistance to osmosis and delamination exhibited by Westerly boats, and such is the attention to detail that the workforce will insist on taking a hull from the mould at precisely the right time, even if that means working through the night!

Westerly craftsmanship isn't restricted to glassfibre, though. Solid teak hardwood is used wherever wear should be expected, such as rubbing strakes,

and below deck selected teak from the finest timber, is hand built into each individual yacht. All bulkheads are bonded to the hull on both sides to provide additional stiffening which is part of the Lloyds Hull Construction Certificate.

Attention is paid to even the slightest detail; the water tanks are made from stainless steel for strength and better tasting water, and all the cushions have flame retardant foam.



# THE WESTERLY *Storm 33*

SAIL AREAS	ONE DESIGN		CRUISER	
	SQ FT	SQ M	SQ FT	SQ M
Mainsail	233	21.61	200	18.57
No. 1 Genoa	444	41.28	333	30.95
No. 2 Genoa	362	33.60	267	24.80
No. 1 Jib	251	23.31	212	19.69
No. 2 Jib	—	—	165	15.30
Storm jib	90	8.40	70	6.48
Spinnaker	1045	97.16	756	70.23
SPECIFICATION	FT	M	FT	M
Length Overall	33' 2"	10.11	33' 2"	10.11
Length Waterline	27' 0"	8.21	27' 0"	8.21
Beam	11' 7"	3.52	11' 7"	3.52
Draft - Fin	5' 6"	1.68	5' 6"	1.68
- Twin	—	—	4' 0"	1.22
Mast Height above waterline	45' 10"	13.90	41' 9"	12.73
DESIGNED WEIGHT	lb	kg	lb	kg
Displacement - Fin	11310	5130	11310	5130
- Twin	—	—	12355	5604
Ballast - Fin	4210	1910	4210	1910
- Twin	—	—	4990	2264

Specifications 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.

## CONSTRUCTION STANDARDS

Lloyds Hull Construction Certificate.

Double gelcoat to both external hull and internally to waterline.

Temperature and humidity controlled laminating.

Quality control system with 200 Lloyds approved items.

Very high degree of lamination control.

Our own carefully selected teak.

Solid teak toe rails, grab handles and rubbing strake for durability.

316 high grade stainless steel from our own fabrication factory.

Fire retardant foam in all upholstery.

Keel studs 50% over Lloyd specification with locking bolts.

316 stainless steel water tanks.



## WESTERLY

Westerly Yachts Limited, 47 Aston Road,  
Waterlooville, Portsmouth, Hants PO7 7XJ.  
(A subsidiary of Centreway Industries plc)

THE WESTERLY RANGE: PERFORMANCE CRUISERS - STORM 33, TEMPEST 31. FAST CRUISERS - OCEANLORD 41, CORSAIR II 36, SEAHAWK 35, FALCON 35, FULMAR 32, KONSORT 29. DECK SALOON CRUISERS - RIVIERA 35, KONSORT DUO 29.

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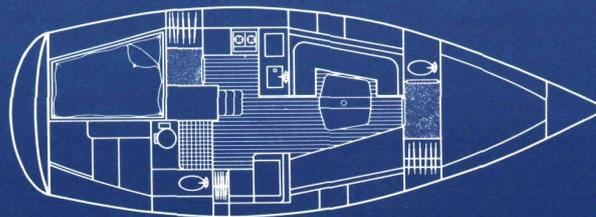
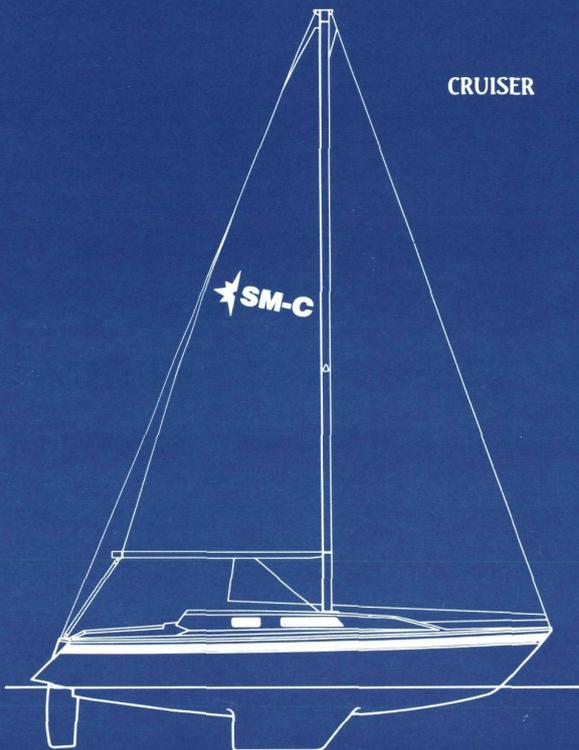
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ONE DESIGN



CRUISER



100 Freefone Westerly Yachts. Demonstrations available 7 days a week.