

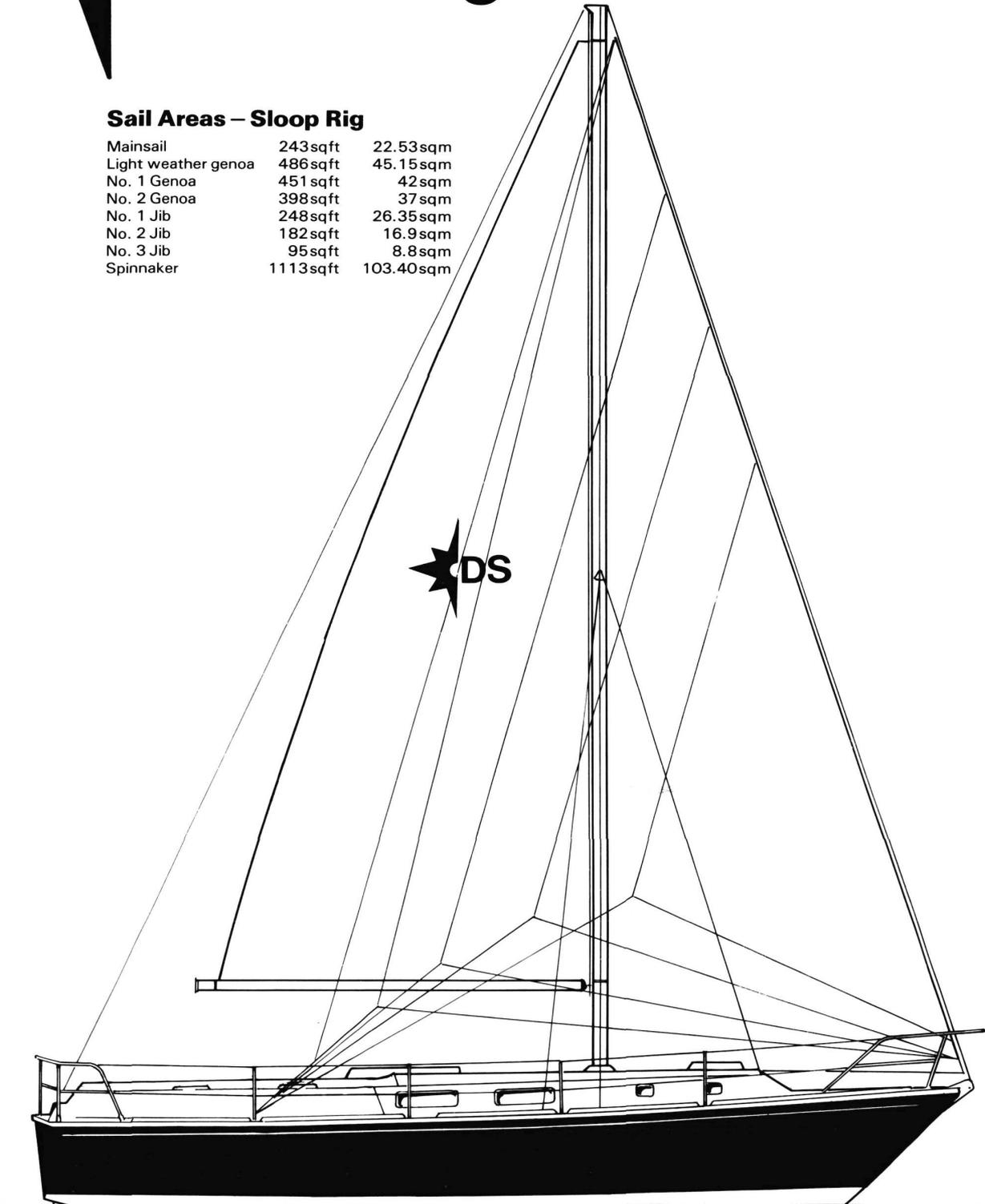
# WESTERLY MARINE

## DISCUS

### W33 - bridge deck cabin

#### Sail Areas – Sloop Rig

Mainsail	243sqft	22.53sqm
Light weather genoa	486sqft	45.15sqm
No. 1 Genoa	451sqft	42sqm
No. 2 Genoa	398sqft	37sqm
No. 1 Jib	248sqft	26.35sqm
No. 2 Jib	182sqft	16.9sqm
No. 3 Jib	95sqft	8.8sqm
Spinnaker	1113sqft	103.40sqm



## **WESTERLY DISCUS W33 – bridge deck cabin SLOOP**

DISCUS has been designed and built to fulfil the needs of those who prefer an aft cockpit boat. Using the well tried hull of the Aft Cabin W33 design features are incorporated in the layout which are somewhat of a departure from the rest of the Westerly range. 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 4 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 2 batteries and a heat exchanger is fitted to enable hot water to be supplied to the galley and the wash basin in the heads.

### **THE ACCOMMODATION**

Seven berths are provided in the three cabin accommodation. Forward there are two full length berths with lockers under and shelves along the sides of the hull. The chain locker is in the forepeak and just aft of this, under the berths, the 45 gallon stainless steel water tank is fitted. Two hanging lockers to starboard give stowage for oilskins 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, hot and cold pressurised water, a shower, a wash basin and lockers for washing tackle. Opening ports and ventilites are fitted in the forecabin and in the heads.

The main saloon is attractively fitted out and has a very warm airy feel. This is achieved by the use of teak strip flooring, sapele faced bulkheads and locker fronts, hardwood trimmings and cream coloured soft deckhead panels.

The port berth converts very easily into a double by pulling out a berth section. The table with flaps runs fore and aft and has bottle stowage in the centre section. With the table fully up there is room to accommodate at least seven people. There are large lockers under the berths and a double bank of open and closed lockers under the side decks. The saloon is lit by adjustable copper lights and ventilation is through two Dorado vents. Grabrails are fitted at each end of the cabin and between the two starboard windows.

### **THE GALLEY**

The main cabin in DISCUS is long enough to ensure that there is really good working space for the cook to prepare a meal for six or seven people. The galley has a gimballed cooker with oven, two burners and grill which is fed through copper piping from the vented gas locker in the cockpit. A stainless steel sink is fitted. Under the spacious work area there is an ice box, and lockers and cupboards for food, pots and pans, crockery and cutlery are incorporated all round the galley area. Sensible fiddles surround and divide the working areas.

### **THE NAVIGATION AREA**

The chart table to port faces forward and will take an Admiralty chart folded in half. Stowage for charts and instruments is under the hinged lid and a flexible chart light is fitted. There are shelves and plenty of room above and to the left of the chart table for an instrument panel and radio.

### **THE AFT CABIN**

The Aft Cabin is reached by a passageway which runs from the main saloon via the chart table and round the back of the engine to a large double bunk on the starboard side. Daylight and ventilation are provided by a large perspex opening window in the aft side of the bridge deck. Just aft of the navigator's seat is a hanging locker and a shelf unit and there is a cushioned seat facing aft opposite the opening hatch.

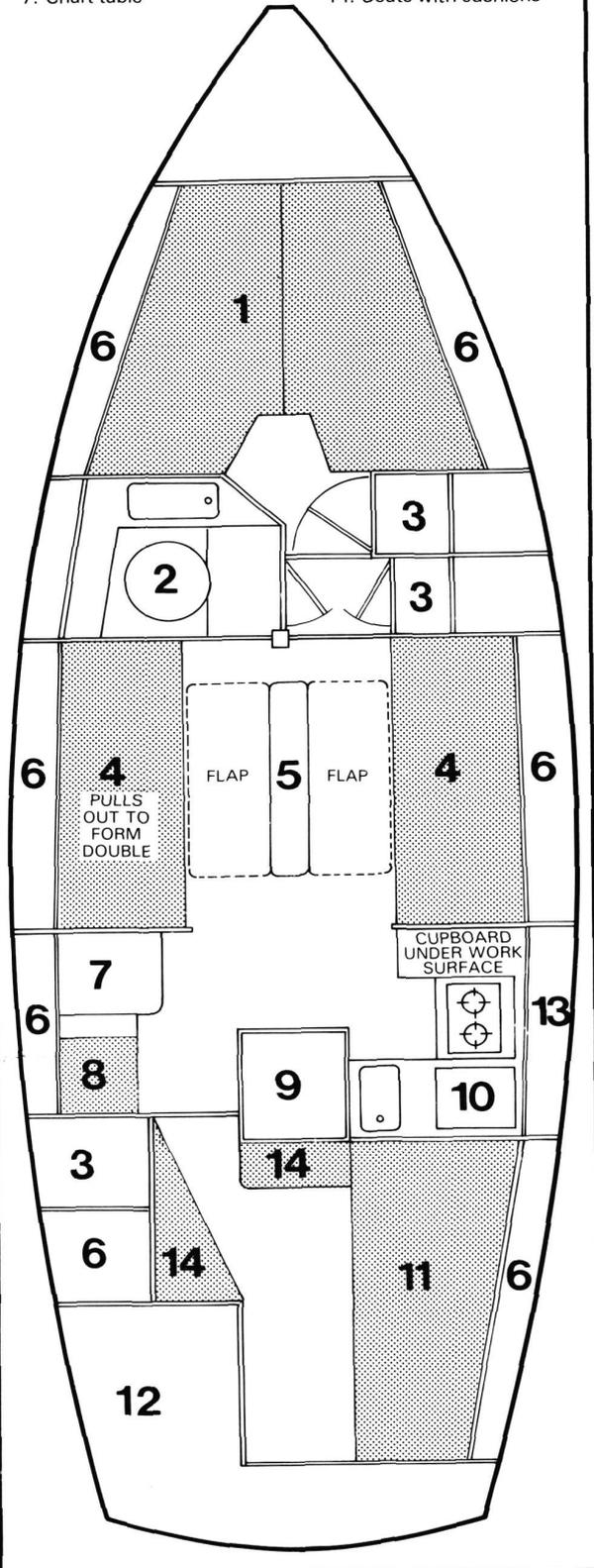
### **THE DECK AND COCKPIT**

As far as the deck and coachroof are concerned the layout is similar to the Aft Cabin W33. The big difference between the two boats is that in this one there is a bridge/sun deck which is large enough to accommodate those who are not involved in sailing the boat. The working part of the cockpit is in the stern with wheel steering fitted as standard and the foresheet winches sited just aft of the bridge deck. This gives clear working space for the helmsman and crew. The halyards are led aft and slab reefing is standard.

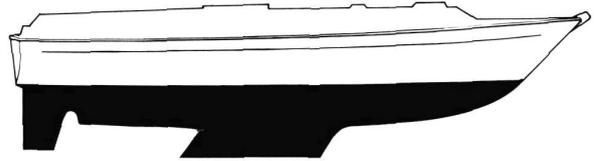
### **CONCLUSION**

A Lloyds Register Certificate is standard with each vessel and as with the aft cabin W33, the sailing performance and manoeuvrability are outstanding. DISCUS perhaps has the advantage of the accommodation being under one roof and with her aft cockpit design should appeal to those who give priority to maximum performance.

- |                    |                         |
|--------------------|-------------------------|
| 1. Forward berth   | 8. Navigators Seat      |
| 2. Head            | 9. Engine               |
| 3. Hanging Locker  | 10. Ice box             |
| 4. Settee/berth    | 11. Aft berth           |
| 5. Table with flap | 12. Cockpit Locker      |
| 6. Shelves         | 13. Lockers             |
| 7. Chart table     | 14. Seats with cushions |



### TWIN KEELS



### FIN KEEL



## SLOOP SPECIFICATION

<b>Length overall</b>	33' 3"	10.14 m
<b>Length waterline</b>	28' 5"	8.68 m
<b>Beam</b>	11' 2"	3.40 m
<b>Draft – Fin Keel</b>	5' 5"	1.66 m
<b>Draft – Twin Keels</b>	4' 4"	1.32 m
<b>Weight</b>	6.74 tons	6848 kg
<b>Ballast</b>	2.7 tons	2743 kg
<b>Standing rigging</b>	1 × 19 stainless steel, swaged end. Mainmast 7mm. Mizzen 5mm.	
<b>Running rigging</b>	Jib halyard. Main halyard, lifts and sheets pre-stretched Terylene.	
<b>Jib sheet winches</b>	Top action, two speed.	
<b>Masts and spars</b>	Anodised aluminium alloy.	
<b>Mast lengths</b>	Sloop	40' 6" 12.64 m
<b>Seacocks and skin fittings</b>	Bronze.	
<b>Deck fittings</b>	Stainless steel or alloy, through bolted.	
<b>Steering</b>	Wheel steering. Cable system to quadrant. Emergency tiller.	
<b>Rudder</b>	Stainless steel assembly. Self-lubricating plastic bushes. Solid fibreglass blade with stainless plate insert.	
<b>Woodwork</b>	All deck fittings teak. Cabin construction utile and sapele.	
<b>Engine</b>	Mercedes OM 636 42 h.p. Flexibly mounted. Three bladed propeller. Alternator. Water cooled exhaust. Reverse gear and electric start.	
<b>Batteries</b>	Two batteries. Total capacity 180 a.h. at 12 volts.	
	<b>Lloyd's Register Certificate.</b>	



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