



**33 - 1978**

<https://www.yachtadvert.com/fr/2241-westerly-33.html>

**35 500 EUR ttc**



## Général

Constructeur : Westerly  
Longueur : 10,36 m  
Quille : Biquille  
Région : Preveza, Grèce

Sous type : Plaisance  
Année : 1978  
Largeur : 3,35 m  
Radeau : Non  
Leasing en cours : Non

## Moteurs

Carburant : Diesel  
Puiss. Unit. (CV) : 37

Marque moteur : Mitsubishi S4L2  
Nombre : 1

# Aménagements

Flybridge : Non

Timonerie : Non

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## électronique

Pilote auto : Non

GPS : Non

VHF : Non

Déssalinisateur : Non

Radar : Non

Sondeur : Non

Traceur de carte : Non

Convertisseur 12/220 : Non

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## équipement de pont

Hydraulique : Non

Plateforme AR : Non

Taud d'hivernage : Non

Capote de roof : Non

Cockpit en teck : Non

Grand voile sur enrouleur : Non

Passerelle : Non

Bossoirs : Non

Guindeau électrique : Non

Taud cockpit : Non

Pont teck : Non

Génois sur enrouleur : Non

Spinnaker : Non

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## équipements principaux

Propulseur Arrière : Non

Clim. : Non

Eaux noires : Non

Annexe : Non

Propulseur avant : Non

Groupe élec. : Non

Eau chaude : Non

Flaps : Non

Moteur annexe : Non

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# électroménager

Congélateur : Non  
Micro-ondes : Non  
Réchaud électrique : Non  
Lave-linge : Non  
Antenne TV : Non  
TV SAT : Non

Glaçons : Non  
Four : Non  
Réchaud gaz : Non  
Chauffage : Non  
Lave-vaisselle : Non  
TV : Non

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## Divers

**Remarks :**

A solid, well-cared-for Westerly 33 Aft Cabin, ideal for those seeking a dependable cruiser with a practical layout. Designed by Laurent Giles and built by Westerly Marine in the UK, this yacht features the desirable centre cockpit and private aft cabin &ndash; ideal for comfortable family or guest cruising. With her bilge keels and shallow draft, she&rsquo;s especially well-suited for exploring tidal waters and taking advantage of drying moorings. Significant recent upgrades, including new standing and running rigging (2024), engine service (2025), and a professional hull recoating, make this a sensible and attractive yacht for those seeking reliability and ease of ownership.

**Highlights Listed below but included in Full Specs:**

- Standing rigging replaced (2024)
- Running rigging updated (2024 &amp; 2015)
- All GRIP professional hull recoating (2024)
- Bilge keels &ndash; ideal for shallow cruising and drying moorings
- 6 berths across 2 doubles and 2 singles &ndash; practical for family or guests
- Full navigation suite including radar, autopilot, and depth instruments
- Life raft, 2015 - serviced 2021 and 4 serviced self-inflating life jackets (2024)
- Optional Highfield dinghy with Torqeedo electric outboard (2019)
- Hard GRP sprayhood and modular cockpit cover
- New Treadmaster anti-slip deck finish

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**BROKER&rsquo;S REMARKS**

This Westerly 33 Aft Cabin offers a solid, practical cruising solution for those who value dependable build quality and well-thought-out accommodation. Designed by Laurent Giles and built by Westerly Marine, she features the classic centre cockpit and aft cabin layout, ideal for privacy and extended stays aboard. Her bilge keels make her particularly suitable for drying moorings and exploring tidal waters, while her shallow draft opens up a range of cruising grounds. The yacht benefits from recent rigging upgrades (2024), a reliable Mitsubishi engine with regular servicing, and the hull has been freshly recoated in 2024. With accommodation for six, a protected cockpit, and good navigation and safety equipment, this is a capable and reassuring choice for island-hopping and family cruising. A sensible option for those wanting a straightforward, well-maintained yacht that&rsquo;s ready to enjoy straight away.

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**CONSTRUCTION**

- Type: Sail
- Builder: Westerly Marine Construction
- Model: Westerly 33 Aft Cabin, Centre Cockpit
- Year Built: 1978
- Designer: Laurent Giles
- Location Built: Waterlooville, UK
- Hull Coating: Recoated with AllGrib AKZO (2024)

Material: GRP with heavy laminate construction &bull; Keel Type: Bilge keels &bull; Steering: Wheel steering &bull; Helm Position: Centre cockpit &bull; Rudder Type: Spade rudder &bull; Deck Finish: GRP with new Treadmaster anti-slip &bull; Superstructure: GRP &bull; Hull Colour: Oyster White

**Accommodation :**

&nbsp;**ACCOMMODATION**

- Berths: Total 6 (2 doubles, 2 singles)
- Upholstery (see pictures)
- Curtains (see pictures)
- Wood flooring (see pictures)
- Chart Table
- Saloon Table with bar
- Webasto Air top 3500 heating in all spaces
- Manual toilet
- Oven
- Refrigerator
- Water System: Pressurised and manual, with salt water inlet
- Tailor made robust Stainless steel window frames

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**LAYOUT**

Aft cabin layout with centre cockpit. Two double berths and two singles provide six berths in total. The saloon is arranged around a central table with an integrated bar. The chart table is set to starboard, with a galley opposite.

**DOMESTIC**

Includes manual marine toilet, oven, refrigerator, pressurised and manual water system with salt water inlet, and a central saloon table with bar.

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**CANVAS**

- Sprayhood: Hard-cover (GRP) with opening window
- Cockpit Cover: Modular sun protection
- Sail Cover
- Cockpit Cushions

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**TENDER**

- Dinghy: Highfield

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**MISCELLANEOUS**

- Fenders: 10

**Disclaimer**

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

**Inventory :**

**NAVIGATION**

- Radar: Raytheon Pathfinder SL70
- AIS Vespermarine WatchMate WMX850
- Autopilot: Raymarine ST4000
- VHF Radio: Standard Horizon Eclipse GX1300E
- Echo Sounder: Nasa
- Log / Speed: Nasa
- Wind Instrument: Raymarine ST60
- Wind Indicator at Masthead: Raymarine
- Navtex: Nasa Clipper Navtex
- Compass: Contest 130

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**DECK**

- Anchors: Rocna 20kg and CQR 20kg
- Anchor Chain / Warp: 90m Lofrans 8mm galvanised chain (Grade 40 DIN766)
- Winches: Andersen 40ST 2-speed
- Cockpit Table: Not permanent
- Windlass Lofrans Cayman 1000w (2023)

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**SAFETY**

- Life Raft: Lalizas 4-persons (Last serviced 2021)
- 2 Self-inflating life jackets ( serviced 2024)
- EPIRB: Ocean Signal E100
- Manual foghorn
- Radar reflector (separately stored)
- 5 Fire extinguishers &ndash; ELRO Smartwares (serviced 2024)
- Fire blanket
- Manual bilge pump &ndash; Henderson V
- Electric bilge bump - Sureflow 1000 model 355-100-00 (April 2026)

**Mechanical :**

**CONSTRUCTION**

- Type: Sail
- Builder / Designer: Westerly Marine Construction
- Make / Model: Westerly 33 Aft Cabin, Centre Cockpit
- Year Built: 1978
- Year Launched: 1978
- Designer: Laurent Giles
- Where Built: Waterloo Ville, UK
- Preventative / Remedial: Recoated in 2024
- Details of Any Treatment: AllGrib Coating AKZO
- Construction Materials: GRP & amp; fibre, very thick layers
- Keel / Hull Form: Bilge keels
- Steering Type: Steering wheel
- Helm Position(s): Centre cockpit
- Rudder Type: Spade rudder
- Deck Materials: GRP, Treadmaster antislip
- Superstructure Materials: GRP
- Hull Colour: Oyster White

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**DIMENSIONS**

- LOA: 10.14m (33'3")
- LWL: 8.68m (28'5")
- Beam: 3.40m (11'2")
- Draft: 1.32m (4'4")
- Displacement: 6,505kg
- Ballast: 2,743kg

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**MECHANICAL**

- Engine Manufacturer / Model: Mitsubishi S4L2 - serviced April 2026 - Full set of original spares
- Year of Manufacture: 2001
- No. of Engines: 1
- Power: 37HP
- Last Engine Service: 10/2025
- Drive Type: Shaft
- Fuel Type: Diesel
- Propeller Type: Bronze

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**PERFORMANCE**

- Cruising Speed: 6.5 knots

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**ELECTRICAL**

- Domestic Batteries: 2 &times; 110Ah (2023)
- Engine Starter Battery: 1 &times; 72Ah (2023) Windlass batt-2023
- Windlass battery - 110Ah
- Charging System: Generator on engine, solar and 220V input
- Battery Charger: Victron Blue Smart IP22, 3-channel
- Shore Power: 220V
- Shore Power Cable: &gt; 40 metres
- Inverter: Victron 12/450/25
- Battery management Controller Mobitronic 800-4000
- Vega powerstart MFC31-1000
- Solar panels Topsolar 100w (2024) &amp; 2 x 40w Solar (2002)

**RIGGING**

- Type of Rig: Inox 1 &times; 19 - Ketch
- Spars: Material not specified
- Standing Rigging: 2024 - Chain plates 2015
- Running Rigging: 2024 and 2015
- Lazy Jacks
- Selden 204S Genoa Furling System

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**SAILS**

- Mainsail (2002): Battened &ndash; good condition, well maintained
- Genoa (2002): Good condition, well maintained
- Storm Sail (2002): Genua and Main, heaviest cloth &ndash; new, never used
- mizzen- good condition 2002



















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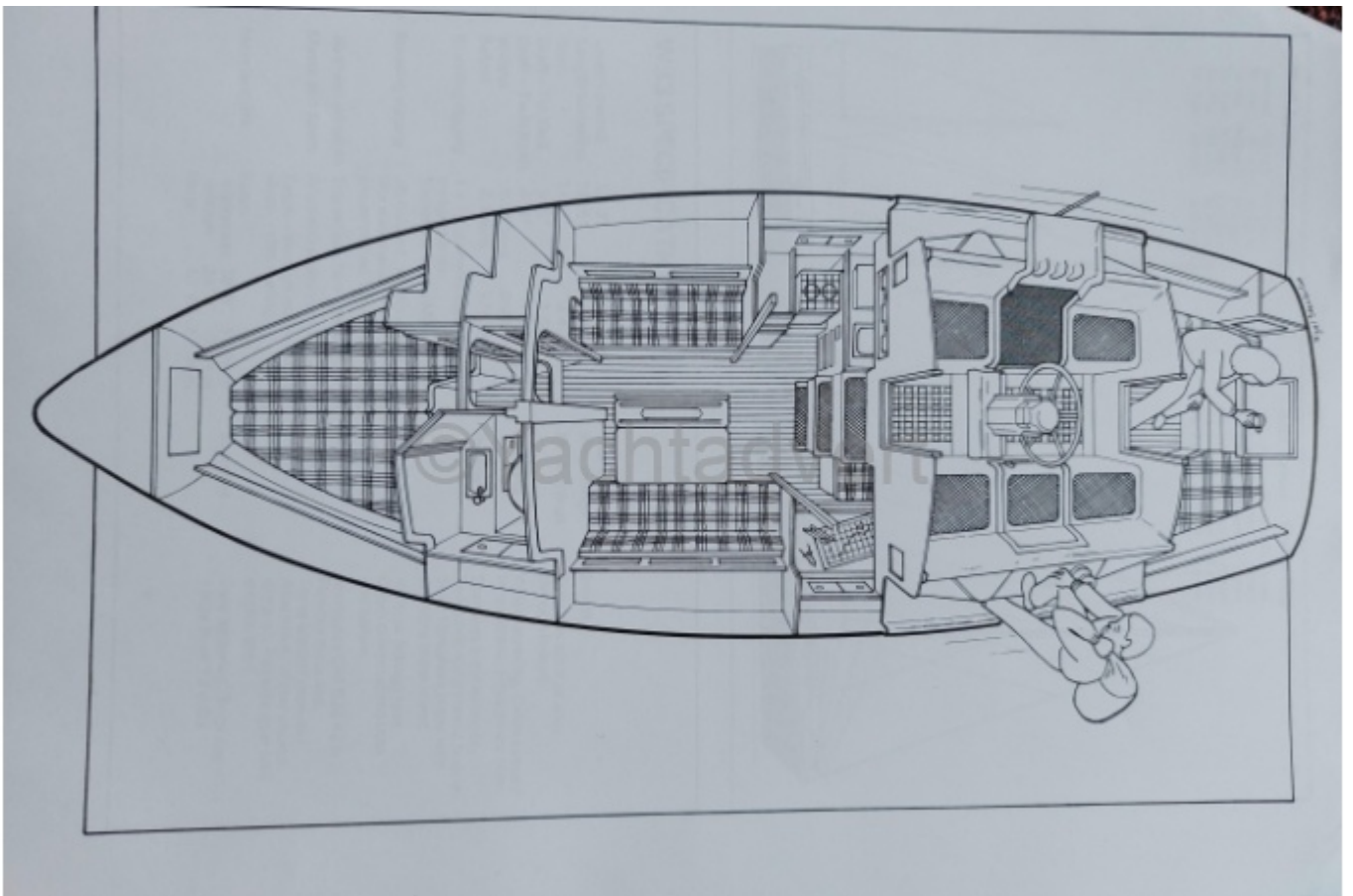


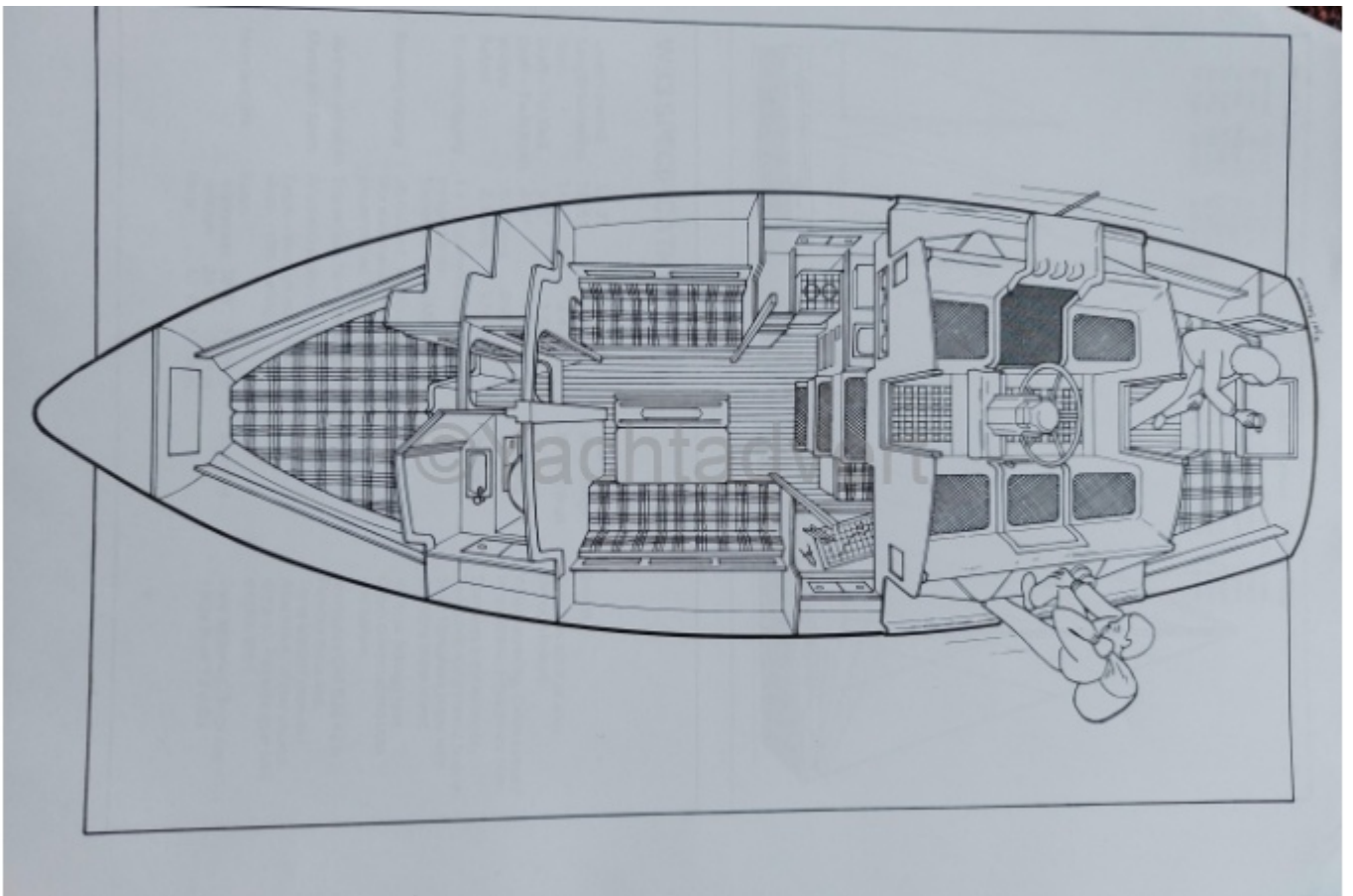


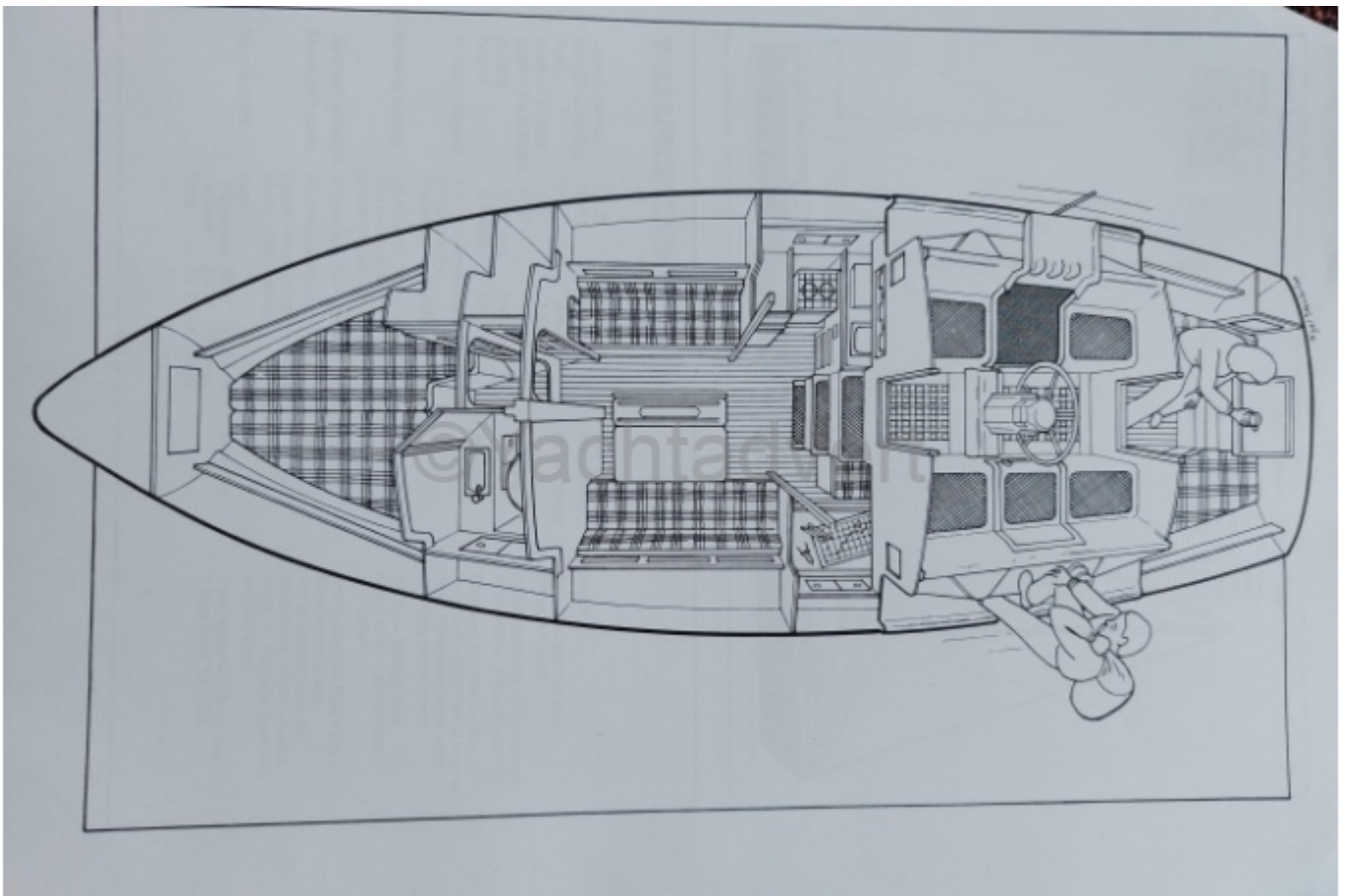
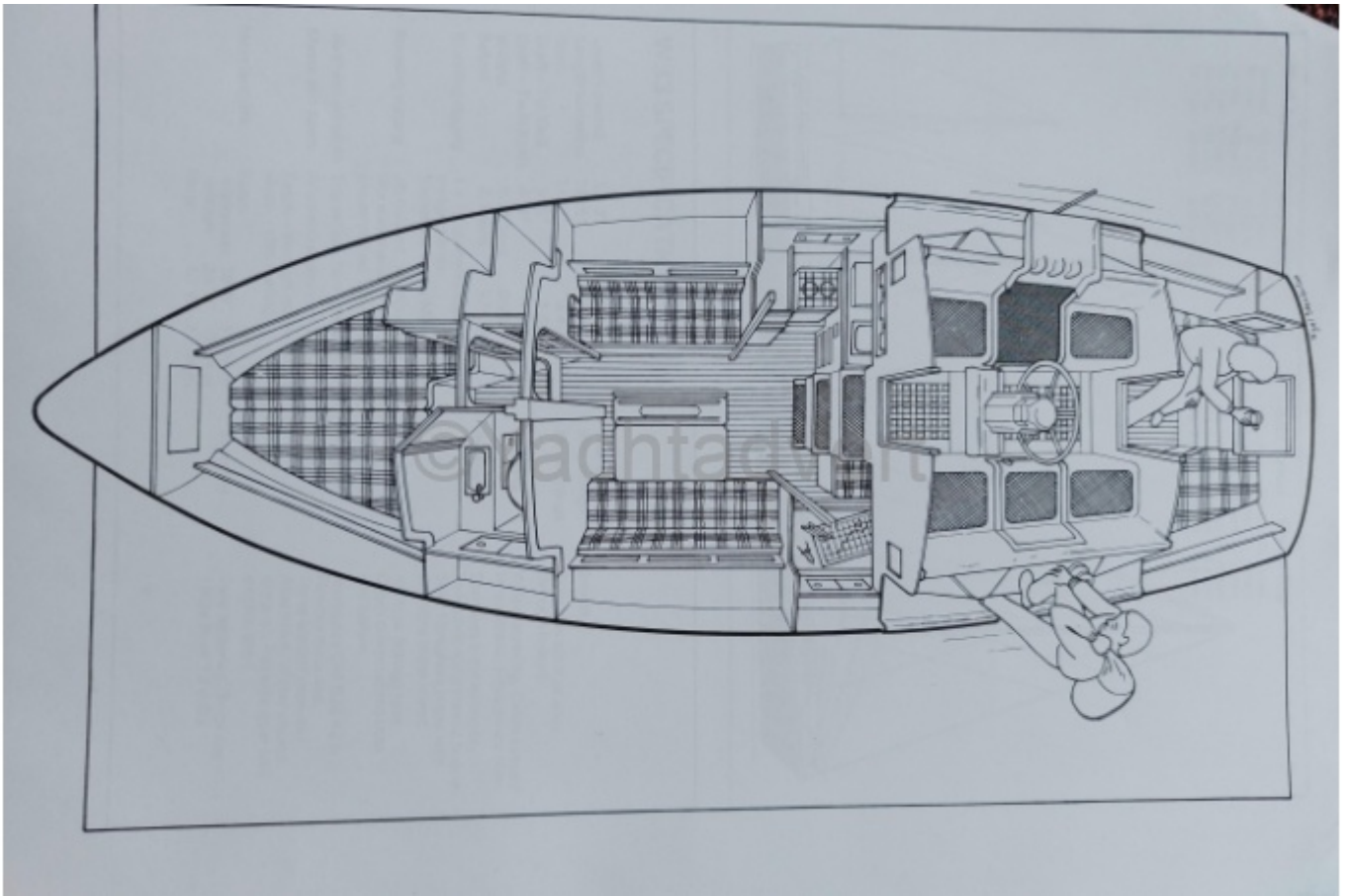












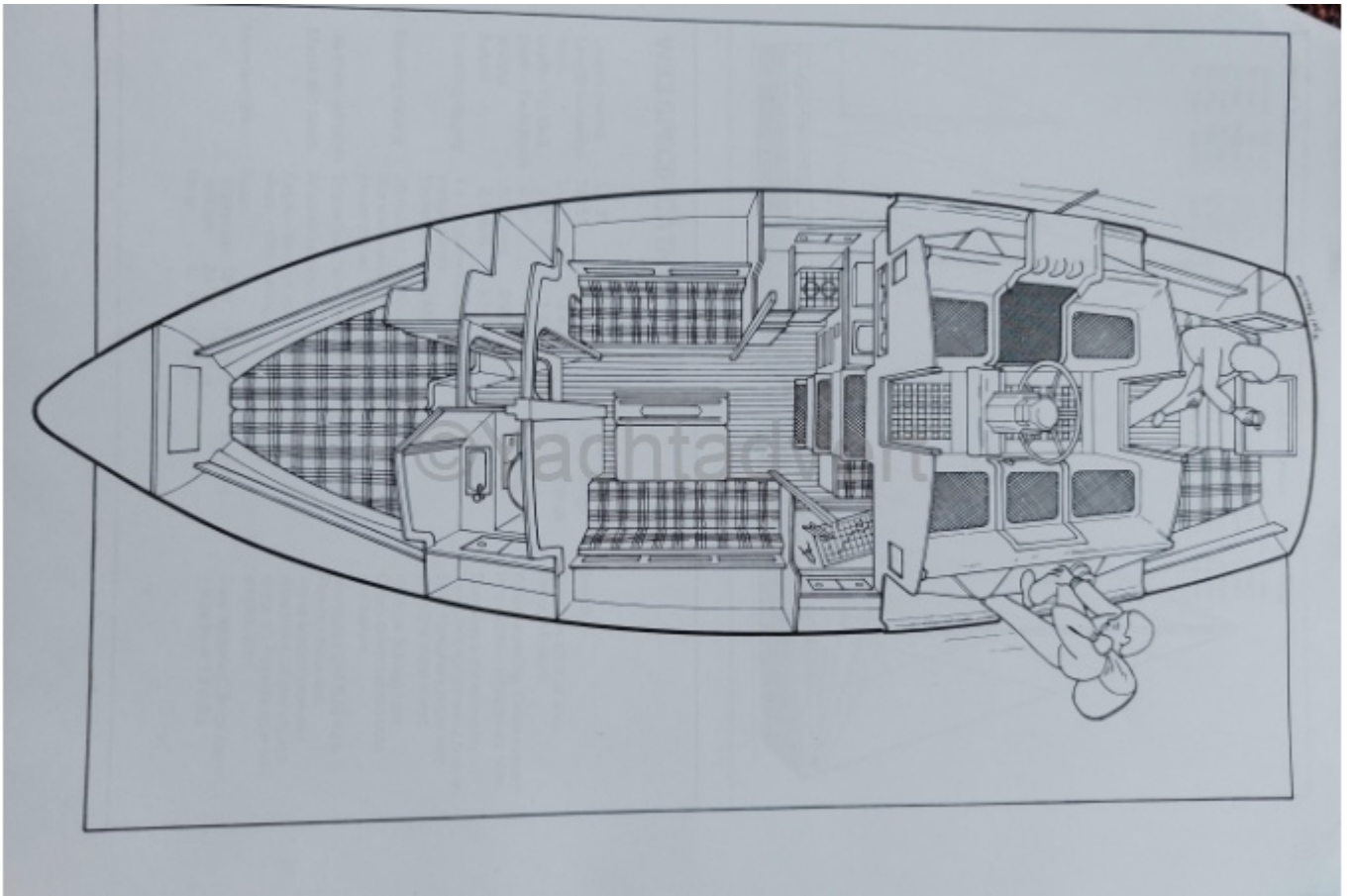
















































Photo by Peter F. Dillingham

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Westerly Marine Construction, the largest yacht building company in the UK, has established a reputation over the years for its solid cruising boats which appear in various sizes and hull configurations in 21, 23, 25, 27 and 300 versions. The gap between the 27 and 300 series represented a considerable price differential to the 23, lower in the Westerly cruising range, was reduced up to the point of production are that this view has been justified, since about 45 per cent of the orders taken for the 23 in the last few months have been from owners of boats in the 27th range.

As the construction 23 falls so readily between the two other boats, builders to get things right from the start, and this has been achieved with only minor changes being made to the 23 comes midway between the others, but far overall beam is only marginally smaller than the 26, allowing proportionately more space below. The latest boat above and below class is replacement of the variety of interior options, all with access from the saloon to the aft cabin. With the 23 being a 23 in appearance to the 26, the 23 has retained the moulded hull sections of the 27th range and the slightly flared top-edge which prevents the brackets help to throw spray clear, making the 23 a relatively dry boat to sail. In fact, with the high coaming to the cockpit, only limited amounts of



## GETTING TO KNOW . . . Westerly 33

by John Driscoll

After some aboard even in heavy weather.

The 23 is unmistakably a Westerly, instantly recognised by the owner for shade of styling, the 23 is a 23 in appearance to the 26, the 23 has retained the moulded hull sections of the 27th range and the slightly flared top-edge which prevents the brackets help to throw spray clear, making the 23 a relatively dry boat to sail. In fact, with the high coaming to the cockpit, only limited amounts of

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Westerly Marine Construction, the second yacht building company in the UK, has established a reputation over the years for its solid cruising boats which appear in various size and head configurations in 21, 23, 26, 27 and 300 ranges. The gap between the 27 and 300 series represented a considerable price differential to the 23, later in the Westerly cruising range, was introduced to the particular advantage that this price has been justified, since about 45 per cent of the orders taken for the 23 in its first few months have been from owners of boats in the 27th range.

As the construction 23 falls so neatly between the two other boats, one would expect the designers and builders to get things right from the start, and this has been achieved with very little change being made from the prototype. In many respects the 23 comes midway between the two, but her overall beam is only marginally smaller than the 26, allowing approximately same volume below. The layout both above and below decks is reminiscent of the larger boat although the 23 has a variety of interior options, all with access from the saloon to the aft cabin. With being single in appearance to the 26, the 23 still retains the moulded floor sections of the 27th range and the slightly flared topsides which result from the brackets help to throw spray clear, making the 23 a relatively dry boat to sail in. In fact, with the high coamings to the cockpit, only limited amounts of



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The 23 is generally a Westerly, instantly recognisable by the red and white stripe of the hull, the 23 is a Westerly design. Close inspection reveals a major departure for the company, however, is that the interior is finished with an off-white but only of oak, veneer and maple. Whereas some other builders have moved from wood to glass for interior, recent expansion of Westerly's has included the acquisition of a joinery factory and interior for the 23 will be manufactured as much as possible before being installed in the hull. A wooden interior obviously has advantages in stiffness and weight, as well as being quieter and cheaper to build.

Hull and deck are moulded by hand, made at Newport before being transported to the sea area in Warwickshire, where a new factory has been built for completion of the 23. Each hull is laid up with fibreglass chopped strand mat on the tonnage, increasing to fibreglass in the way of the hull up to 18ft. The hull is attached to 14 aluminium steel studs and the deck is constructed throughout of this mat with some sandwich of fibreglass. Mast, chain, plates are attached by stainless steel bands to deep g.p. water moulded into the hull, and deck fittings are through-

bolts fixed to stainless steel base blocks which are moulded into the cabin soleplate and on the aft cabin bottom.

bolts with metal doubters. The double rudder consists of a g.p. blade on a stainless steel plate mast, mounted on a fibreglass bushes and connected to the shaft by a cable system. Provision is made for emergency steering, access to the rudder stock being in the aft cabin. The fuel tank is below the normal Westerly pattern, with a large on the deck leading over the hull, the joint being covered by a non-sucking strake through-hatch at the stern.

Below, the Westerly 33 has no separate, separate in layout being reached in favour of a head system which is easier to work. The temperature to clear too much into the head has been reduced with the result that enough space has been allocated for each location, the conventional compartments in the forward cabin have storage space both under the bunk tops and on shelves running along the hull sides. Like all the other layouts, those under the forward bunks are fixed in order to avoid condensation and to keep them constant over the w.c. compartment. The w.c. compartment is as used on the 27th range, but the compartment is a bigger, with angle iron for the shower which is an optional extra. As standard, the 23 is supplied with a pressurised cold water system, and this feeds the wash-basin, the w.c. compartment, as well as the galley sink. There is ample room for storage of washing gear, and the compartment is well ventilated, with both a ventilator and an opening port. The layout is laid out in the

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As the construction 23 falls so neatly between the two other boats, one would expect the designers and builders to get things right from the start, and this has been achieved with very little change being made from the prototype. In many respects the 23 comes midway between the two, but her overall beam is only marginally smaller than the 26, allowing approximately same volume below. The layout both above and below decks is reminiscent of the larger boat although the 23 has a variety of interior options, all with access from the saloon to the aft cabin. With being single in appearance to the 26, the 23 still retains the moulded floor sections of the 27th range and the slightly flared topsides which result from the brackets help to throw spray clear, making the 23 a relatively dry boat to sail in. In fact, with the high coamings to the cockpit, only limited amounts of



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Below, the Westerly 33 has no separate, separate in layout being reached in favour of a head system which is easier to work. The temperature to clear too much into the head has been reduced with the result that enough space has been allocated for each location, the conventional compartments in the forward cabin have storage space both under the bunk tops and on shelves running along the hull sides. Like all the other layouts, those under the forward bunks are fixed in order to avoid condensation and to keep them constant over the w.c. compartment. The w.c. compartment is as used on the 27th range, but the compartment is a bigger, with angle iron for the shower which is an optional extra. As standard, the 23 is supplied with a pressurised cold water system, and this feeds the wash-basin, the w.c. compartment, as well as the galley sink. There is ample room for storage of washing gear, and the compartment is well ventilated, with both a ventilator and an opening port. The layout is laid out in the

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Westerly Marine Corporation, the second largest building company in the UK, has established a reputation over the years for its solid cruising boats which feature in various size and hull configurations in 27, 33, 36, 41 and 500 models. The gap between the 31 and 36 models represented a considerable price differential to the 33, later in the Westerly cruising range. As a result of this, the 33 hull has been popular, since about 40 per cent of the boats taken for the 33 in its first few months have been from owners of boats in the 27th range.

As the conventional 33 falls on really between the two other boats, one would expect the designer and builders to get things right from the start, and this has been achieved with very little change being made from the prototype. In many respects the 33 comes midway between the others, but her overall beam is only marginally smaller than the 36, allowing approximately 100 cu ft more below. The 33's hull above and below decks is reminiscent of the larger boat although the 33 has a variety of interior options, all with access from the saloon. In the aft cabin, while being a single in appearance, the 33 has 30 cu ft of storage in the 270-degree range, and the aft cabin top deck is a 30-degree slope which helps to keep the spray clear, making the 33 a relatively dry boat to live in. In fact, with the high coaming to the cockpit, only limited amounts of



# GETTING TO KNOW . . . Westerly 33

by John Oriscoll

After some aboard even in heavy weather.

The 33 is essentially a Westerly, instantly recognizable by the narrow, or wide of the stern, and the 33 will be constructed as much as possible before being installed in the hull. A wooden interior, however, has advantages in stiffness and weight, as well as being quieter and cheaper to build.

Hull and deck are moulded by hand, as is the cabin top, and the hull is laid up with fibreglass chopped strand mat on the inside, inboard of the hull. The hull is attached to the deck by 14 stainless steel studs, and the deck is constructed throughout of this mat with a sandwich of fibreglass. The hull is attached to the deck by stainless steel studs to keep the water moulded into the hull, and deck fittings are through-hull.

belied with many doubts. The 33's hull is a composite of a 270-degree range, inboard of the hull, and a 30-degree slope which helps to keep the spray clear, making the 33 a relatively dry boat to live in. In fact, with the high coaming to the cockpit, only limited amounts of

water is allowed to enter the cockpit. The 33's hull is a composite of a 270-degree range, inboard of the hull, and a 30-degree slope which helps to keep the spray clear, making the 33 a relatively dry boat to live in. In fact, with the high coaming to the cockpit, only limited amounts of



classic cruising style, with settee berths each side of the cabin table, and galley and chart area on either side of the companionway. There is seating for eight people around the table, which has folding tables on each side, and with the tables down, the cockpit area is wide enough for mugs. A step in this section gives access to the cabin. When the table is down, the cabin is a double berth, with lockers under the table and under the table. There is plenty of storage space for clothes and gear. Chart table and galley are separated from the saloon by two bulkheads, and the cabin table itself will accept a standard Admiralty chart, and the chart table will accept a standard Admiralty chart, and the chart table will accept a standard Admiralty chart.

and as one would expect from Westerly, the installation is a good one, with gas bottle storage in a cockpit locker which draws overhead, and a hot-water tank in the hull. The hot-water tank is covered by a vinyl-coated aluminium working surface. The stainless steel sink is fed by a pressurized water system from the hull, but in the event of a failure in the system, water can be pumped to the sink by a foot-operated pump. Outside the sink is a deep recess and, rather than providing space for a separate refrigerator, a refrigerator unit for the cabin is included in the list of factory-fitted extras. Storage for food, cutlery and pans is adequate, but the early boats had no specific provision for plate storage, an omission which has since been rectified.

The aft cabin on the Westerly 33 follows the pattern of so many others on yachts of this size, com-

pletely isolated from the cabin, with access from the cockpit. At first sight the cockpit to both cabins appeared rather low, but the high headroom and coaming of the 33 make the cockpit a relatively dry area, and the way in which the table is mounted on the lower part of the aft cabin hull encourages you to keep the water level in place when at sea.

Between the saloon and the aft cabin, the engine compartment is flanked by two cavernous cockpit lockers, with enough room for sails, ropes and all the miscellaneous gear which is accumulated on every boat. Access to the engine is good, from a hatch in the cockpit and under the companionway, together with a small hatch in the aft cabin giving access to the stern gland.

On deck, the 33 again demonstrates the designer's and builder's experience, there are no bolts and no sharp corners. The stainless steel is wide enough to walk around safely and are carried right aft, while the long coaming has enough clear space ahead of and about the mast for life-line or inflatable dinghy storage. Rather than incorporating a dinghy well on the foredeck, the 400 CQR anchor is stowed on the stern deck, and a Simplot anchor is fixed on the stern.

As with the other large Westerlys, the 33 is available either as a sloop or ketch, although the latter has proved more popular. Both have a deck-stepped mast-head, while the engine cabin on the ketch is stepped in the cockpit, the mast support forming the steering pedestal. Through-hull roller reefing is standard on the ketch, but roller reefing is provided for the sloop. The difference is due to the larger number of sail combinations possible for the ketch and the greater scope for small reductions in mainsail area needed to achieve good balance. In addition, the builders consider roller reefing to be easier for a short-handed crew to manage.



Some creative use of wood gives the 33 a warm feeling. Below decks can be reconfigured at will, or in the case of the aft berth, the companionway is a double.



Peering through a confused sea all patterns of the elements of the vessel are clearly demonstrated

classic racing style, with settee berths each side of the cabin table, and galley and chart areas on either side of the companionway. There is seating for eight people around the table, which has folding boxes on each side, which with the leaves down, the hinged cover section is wide enough for mugs. A trap in this section gives access to the bilge. When the time comes to convert the settee for sleeping, the settee boxes are unlatched to give greater left-hand width, while the backs are used either for bolsters or, in the case of the port settee, for conversion to a double berth. Six lockers under the table tops and outboard on each side underneath the table, there is plenty of storage space for clothes and gear. Chart table and galley are separated from the settee proper by two half-bulkheads, and unlike many modern production yachts, enough space has been provided for left. The chart table itself will accept a one-sided Admiralty chart, and the angled top gives access to the deep chart drawer, whose forward section is divided up into compartments for pencils, rubbers and all the useful bits and pieces which normally end up in the chart drawer. A sliding fronted locker outboard gives storage for books, while there is enough room on the bulkheads for instrument units.

Storage for the two 90 amp four batteries is below the navigator's seat, close to the engine compartment and the master battery switch is easily accessible.

Opposite the galley is equipped with a Flame B/VAC, Castor gas cooker, which has two burners, grill and oven. The cooker is gas-bled but can be locked by a simple catch.

Water, extensive use of wood since the 33 is a warm hull, better looks or to re-introduce or reduce it, at choice to the owner, or in the case of the port berth for conversion to a double.

and as one would expect from Westsly, the insulation is a good one, with gas bottle storage in a cockpit locker which draws outboard, and shut-off valves provided both on the bottles and at the corner. When not in use, the locker is covered by a work-top which supports the working surface alongside. The sternmost steel sink is fed by a pressurized water system from the edge tank, but in the event of a leak in the system, water can be pumped to the sink by a foot-pedal and below the corner. Outboard of the sink is a deep icebox and, rather than providing space for a separate refrigerator, a refrigerator unit for the locker is included in the list of factory-fitted extras. Storage for food, cutlery and pans is adequate, but the early boats had no specific provision for plate storage, an omission which has since been rectified.

The aft cabin on the Westsly 33 follows the pattern of so many others on yachts of this size, com-



pletely isolated from the cabin with access from the cockpit. At first sight the bridge deck to both cabins appeared rather low, but the high headroom and coaming of the 33 make the cockpit a relatively dry spot, and the way in which the foreman's seat is located over the lower washboard to the aft cabin hatch encourages you to keep that washboard in place when at sea.

Between the settee and the aft cabin, the engine compartment is flanked by two cavernous cockpit lockers, with enough room for sails, masts, ladders and all the miscellaneous gear which is accumulated on every boat. Access to the engine is good, from a hatch in the cockpit sole and under the companionway, together with a small hatch in the aft cabin giving access to the stern gland.

On deck, the 33 again demonstrates the designer's and builder's experience, there are no bolts and everything is laid out as one would expect. The sideboards are wide enough to walk around safely and are carried right aft, while the long coaming has enough clear space ahead of and about the mast for life-raft or inflatable dinghy storage. Rather than incorporating an anchor well on the foredeck, the 400 CQR anchor is stowed on the sternhead stowage, and a Simpson-Laverack 14-lb anchor which is fixed as standard.

As with the other large Westsly's, the 33 is available either as a sloop or ketch, although the latter has a fixed mast instead. Both have a deck-stepped main-mast, while the engine case on the ketch is stepped in the cockpit; the mast support forming the steering pedestal. Through-hull roller bearing is standard on the ketch, but also being provided for the sloop. The difference is due to the larger number of sail combinations possible for the ketch and the greater scope for small reductions in masthead area needed to achieve good balance. In addition, the builders consider roller bearing to be easier for a short-handed crew to manage.



Peering through a confused sea all patterns of the elements of the vessel are clearly demonstrated

classic racing style, with settee berths each side of the cabin table, and galley and chart areas on either side of the companionway. There is seating for eight people around the table, which has folding boxes on each side, which with the leaves down, the hinged cover section is wide enough for mugs. A trap in this section gives access to the bilge. When the time comes to convert the settee for sleeping, the settee boxes are unlatched to give greater left-hand width, while the backs are used either for bolsters or, in the case of the port settee, for conversion to a double berth. Six lockers under the table tops and outboard on each side underneath the table, there is plenty of storage space for clothes and gear. Chart table and galley are separated from the settee proper by two half-bulkheads, and unlike many modern production yachts, enough space has been provided for left. The chart table itself will accept a one-sided Admiralty chart, and the angled top gives access to the deep chart drawer, whose forward section is divided up into compartments for pencils, rubbers and all the useful bits and pieces which normally end up in the chart drawer. A sliding fronted locker outboard gives storage for books, while there is enough room on the bulkheads for instrument units.

Storage for the two 90 amp four batteries is below the navigator's seat, close to the engine compartment and the master battery switch is easily accessible.

Opposite the galley is equipped with a Flame B/VAC, Castor gas cooker, which has two burners, grill and oven. The cooker is gas-bled but can be locked by a simple catch.

Water, extensive use of wood since the 33 is a warm hull, better looks or to re-introduce or reduce it, at choice to the owner, or in the case of the port berth for conversion to a double.

and as one would expect from Westsly, the insulation is a good one, with gas bottle storage in a cockpit locker which draws outboard, and shut-off valves provided both on the bottles and at the corner. When not in use, the locker is covered by a work-top which supports the working surface alongside. The sternmost steel sink is fed by a pressurized water system from the edge tank, but in the event of a leak in the system, water can be pumped to the sink by a foot-pedal and below the corner. Outboard of the sink is a deep icebox and, rather than providing space for a separate refrigerator, a refrigerator unit for the locker is included in the list of factory-fitted extras. Storage for food, cutlery and pans is adequate, but the early boats had no specific provision for plate storage, an omission which has since been rectified.

The aft cabin on the Westsly 33 follows the pattern of so many others on yachts of this size, com-



pletely isolated from the cabin with access from the cockpit. At first sight the bridge deck to both cabins appeared rather low, but the high headroom and coaming of the 33 make the cockpit a relatively dry spot, and the way in which the foreman's seat is located over the lower washboard to the aft cabin hatch encourages you to keep that washboard in place when at sea.

Between the settee and the aft cabin, the engine compartment is flanked by two cavernous cockpit lockers, with enough room for sails, masts, ladders and all the miscellaneous gear which is accumulated on every boat. Access to the engine is good, from a hatch in the cockpit sole and under the companionway, together with a small hatch in the aft cabin giving access to the stern gland.

On deck, the 33 again demonstrates the designer's and builder's experience, there are no bolts and everything is laid out as one would expect. The sideboards are wide enough to walk around safely and are carried right aft, while the long coaming has enough clear space ahead of and about the mast for life-raft or inflatable dinghy storage. Rather than incorporating an anchor well on the foredeck, the 400 CQR anchor is stowed on the sternhead stowage, and a Simpson-Laverack 14-lb anchor which is fixed as standard.

As with the other large Westsly's, the 33 is available either as a sloop or ketch, although the latter has a fixed mast instead. Both have a deck-stepped main-mast, while the engine case on the ketch is stepped in the cockpit; the mast support forming the steering pedestal. Through-hull roller bearing is standard on the ketch, but also being provided for the sloop. The difference is due to the larger number of sail combinations possible for the ketch and the greater scope for small reductions in masthead area needed to achieve good balance. In addition, the builders consider roller bearing to be easier for a short-handed crew to manage.



Passing through a confined sea off Portland, the sea elements of the Western 33 are clearly demonstrated.

classic cruising style, with settee berths each side of the cabin table, and galley and chart areas on either side of the companionway. There is seating for eight people around the table, which has sliding covers on each side, which with the seats down, the hatted canopy section is wide enough for eight. A trap in this section gives access to stowage in the middle of the table. When the trap comes to convert the table for sleeping, the settee berths are unfolded to give greater length, while the table is used either for bedheads or, in the case of the port berth, for conversion to a double berth. Six lockers, under the table tops and outboard on each side underneath the table, there is plenty of stowage space for clothes and gear. Chart table and galley are separated from the settee proper by two half-bulkheads, and unlike many modern production yachts, enough space has been provided for both. The chart table itself will accept a complete Admiralty chart, and the sprung top gives access to the deep chart drawer, whose forward section is divided up into compartments for pencils, rubbers and all the useful bits and pieces which normally end up in the chart drawer. A sliding fronted locker outboard gives stowage for books, while there is a storage room on the bulkheads for instrument units.

Stowage for the two 30 amp four batteries is below the navigator's seat, close to the engine compartment and the master battery switch is easily accessible.

Opposite the galley is equipped with a Flavel 8VAC, Calsol gas cooker, which has two burners, grill and oven. The cooker is gas-fired but can be locked by a simple catch.

Water, extensive use of steel since the 33 is a steel hull. Below decks can be reconverted to rubber, at choice in aluminium, or in the case of the port berth to copper to a cabin.

and as one would expect from Stuart, the insulation is a good one, with gas bottle storage in a cockpit locker which draws outboard, and shut-off valves provided both on the bulkhead at the corner. When not in use, the locker is covered by a work-top which supports the working surface alongside. The sternmost steel sink is fed by a pressurized water system from the rigging tank, but in the event of a failure in the system, water can be pumped to the sink by a foot-pedal fitted below the cockpit. Outboard of the sink is a deep-labour pod, rather than providing space for a separate refrigerator, a refrigerator unit for the lazaret is provided in the list of factory-fitted extras. Stowage for food, cutlery and pans is adequate, but the early boats had no provision for plate storage, an omission which has since been rectified.

The aft cabin on the Western 33 follows the pattern of so many others on yachts of this size, com-

pletely isolated from the cabin with access from the cockpit. At first sight the bridge deck for both cabins appeared rather low, but the high headroom and coamings of the 33 make the cockpit a relatively dry spot, and the sea in which the helmsman's seat is located over the lower washboard to the aft cabin hardly encourages you to leave that washboard in place when at sea.

Between the cockpit and the aft cabin, the engine compartment is floored by two cavernous cockpit lockers, with enough room for sails, instruments, ladders and all the miscellaneous gear which is accumulated on every boat. Access to the engine is good, from a hatch in the cockpit sole and under the companionway, together with a small hatch in the aft cabin giving access to the stern gland.

On deck, the 33 again demonstrates the designer's and builder's experience, there are no holes and everything is laid out as one would expect. The side decks are wide enough to walk around safely and are carried right aft, while the long coamings face through clear space ahead of and about the mast for life raft or inflatable dinghy storage. Rather than incorporating an anchor well on the foredeck, the 400 CQR anchor is stowed on the sternhead stow, and a Simpson-Lawrence is lashed another which is fixed on standard.

As with the other large Westerns, the 33 is available either as a sloop or ketch, although the latter has a sprung mast goosel. Both have a deck-stepped transom, while the engine case on the ketch is stepped in the cockpit, the mast support forming the steering pedestal. Through-transom roller bearing is standard on the ketch, but also regular is provided for the sloop. The difference is due to the larger number of sail combinations possible for the ketch and the greater scope for small reductions in masthead area needed to achieve good balance. In addition, the builders consider roller bearing to be easier for a short-handed crew to manage.



As can be seen from the photographs, we sailed the 33 in the sort of conditions which can highlight the shortcomings of a boat, but if there was a single sailing impression given by the 33, it was one of strength and security. Under power, she handled positively both ahead and astern, turning more quickly than one might expect. Engine controls are close to hand on the steering pedestal and fuel, water, temperature, counter engine temperature, oil pressure and battery conditions are monitored on a panel set into the cockpit covering.

Not knowing quite what to expect when it came to sailer handling, I found that the 33 turned surely, even against the propeller torque effect. Flamingo manoeuvres help to keep vibration down, while the noise level in the cabin is acceptable.

Leaving harbour under racing 30 and mizzen, it was a simple matter to leave to when the wind shifted and three rods put in, temporarily oversteering the boat in a Force 6, we hauled the wind and reach her head on the wind, while the trucked bow was effective at throwing spray clear, such that the crew only required the occasional shower of spray from a short windward chop.

Downwind under the same rig the 33 required constant attention to keep her on a steady course, but when we reached round required sea conditions she became easier to handle. Having to open to head the night we changed to the No 2 genoa ahead, with the cutter, provided its best combination for the conditions, giving us a much more comfortable ride to windward and a steadier course offwind.

As the jibs and genoas are high-cut set out to obscure waves, and the high cockpit allows good all-round visibility without giving the feeling of being ratched from the water. Small winches are mounted on the side cockpit coamings, for the sheeting arrangement for the mizzen did seem over-crowded. Although it would have been possible to make the cockpit wider, the temptation to do this has been resisted, with the result that it is easy to brace one's feet against the opposite seat when the boat is heeled. The coaming provides a substantial backrest, and the helmsman has the choice of three alternative sitting positions, each side of the wheel and immediately behind it.

With the reputation of Laurent Giles and Pinner and Western behind her, one would expect the handling of the 33 to be above reproach, and throughout each of our passages she gave the feeling of being steady and predictable at all times. In fact the overall impression is one of poise and ease that throughout while the 33 would not win prizes for maximum speed or outstanding performance, her creators have accomplished their aim of producing a powerful cruising yacht, sensibly laid out and fully equipped to a high standard.

LGA	10-ton	200 lbs.
LWL	36m	118 ft 0 in
Beam	3.40m	11 ft 2 in
Depth	1.60m	5 ft 3 in
Ballast	60 and 80 lbs	
Displacement	8.7 tonnes	27 tons
Ballast	2.1 tonnes	7 tons
Engine	Mercedes D16, 65	
	42 h.p. diesel, Ford	
	three-speed, gas-	
	petrol, reverse gear,	
	electric start	
Fuel	160 litres	30 gal
Fresh Water	100 litres	22 gal
Price	£22,800 in VAT	

Designed by  
Laurent Giles and Pinner  
Ltd, 4 Quay Hill,  
Lymington, Hampshire.

Built by  
Western Marine Con-  
struction Ltd, Appledram,  
Hants, Waterlooville,  
Purton, Hampshire.

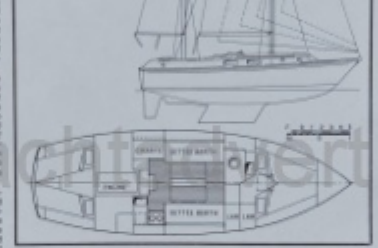


Chart table and galley are given wide berth, as with table of the companionway. The locker can easily be moved in position in full motion, and there is ample room for charts, books and instruments. The helm is well equipped, with depth-swing seats, backrest and coamings. The helm is well equipped, with depth-swing seats.

As can be seen from the photographs, we sailed the 33 in the sort of conditions which can highlight the shortcomings of a boat, but if there was a single lasting impression given by the 33, it was one of strength and security. Under power, she handled positively both ahead and astern, turning more quickly than one might expect. Engine controls are close to hand on the steering pedestal and full instrumentation—meter, counter, engine temperature, oil pressure and battery condition—is provided on a panel set into the cockpit covering.

Not knowing quite what to expect when it came to water handling, I found that the 33 turned surely, even against the propeller torque effect. Flooding arrangements help to keep vibration down, while the noise level in the cabin is acceptable.

Leaving harbour under working jib and mizzen, it was a simple matter to leave to show the yacht was tucked and three rods put in, temporarily oversteering the boat in a Force 6-7, we found the wind would reach her head on the wind, while the trucked bow was effective at throwing spray clear, such that the crew only received the occasional shower of spray from a short windward chop.

Downwind under the same rig the 33 required constant attention to keep her on a steady course, but when we heeled there rapid sea conditions she became easier to handle. Having to open to hand the helm we changed to the No 2 gear which, with the correct gear, used its low compression for the conditions, giving us a much more comfortable ride to windward and a steadier course overall.

All the jibs and gears are light on the foot to ensure ease, and at the high control areas good all-round visibility is maintained, giving the feeling of being remote from the water. Sheet winches are mounted on the side cockpit coverings, but the sheeting arrangement for the mizzen did seem over-complicated. Although it would have been possible to make the cockpit wider, the temptation to do this has been resisted with the view that it is easy to brace one's feet against the opposite seat when the boat is heeled. The cockpit provides a substantial berween, and the helmsman has the choice of three alternative sitting positions, each side of the wheel and immediately behind it.

With the reputation of Laurent Giles and Partners and Westery behind her, one would expect the handling of the 33 to be above reproach, and throughout each of our manoeuvres she gave the feeling of being steady and predictable at all times. In fact the overall impression is one of poise, where the thoughtfulness which the 33 should not win prizes for (despite being an outstanding performer), her creators have accomplished their aim of producing a powerful cruising yacht, sensibly laid out and fully equipped to a high standard.

LOA	13.1m	33ft 3in
LWL	9.8m	32ft 3in
Beam	3.4m	11ft 2in
Depth	1.6m	5ft 3in
Ballast	45 and 30kg	
Displacement	6.7 tonnes	8.7 tons
Engine	2.7 tonnes	2.7 tons
	Westerbeek CW 636	
	42 h.p. diesel, fixed	
	three-bladed	
	propeller, reverse gear,	
	electric start	
Fuel	160 litres	35 gal
Fresh Water	180 litres	40 gal
Price	£22,800 in VAT	

Designed by:  
Laurent Giles and Partners Ltd, 4 Quay Hill, Lymington, Hampshire.

Built by:  
Westery Marine Construction Ltd, Appledram, Waterlooville, Portsmouth, Hampshire.

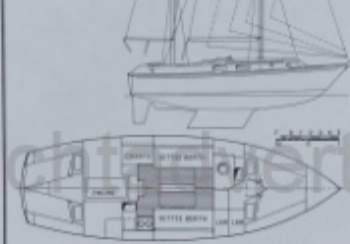


Chart table and battery on engine room table. At other side of the compartment, the navigation table is ready to be put in its position, and there is ample room for charts, books and accessories. The party is well equipped, quite with depth storage space.

As can be seen from the photographs, we sailed the 33 in the sort of conditions which can highlight the shortcomings of a boat, but if there was a single lasting impression given by the 33, it was one of strength and security. Under power, she handled positively both ahead and astern, turning more quickly than one might expect. Engine controls are close to hand on the steering pedestal and full instrumentation—meter, counter, engine temperature, oil pressure and battery condition—is provided on a panel set into the cockpit covering.

Not knowing quite what to expect when it came to water handling, I found that the 33 turned surely, even against the propeller torque effect. Flooding arrangements help to keep vibration down, while the noise level in the cabin is acceptable.

Leaving harbour under working jib and mizzen, it was a simple matter to leave to show the yacht was tucked and three rods put in, temporarily oversteering the boat in a Force 6-7, we found the wind would reach her head on the wind, while the trucked bow was effective at throwing spray clear, such that the crew only received the occasional shower of spray from a short windward chop.

Downwind under the same rig the 33 required constant attention to keep her on a steady course, but when we heeled there rapid sea conditions she became easier to handle. Having to open to hand the helm we changed to the No 2 gear which, with the correct gear, used its low compression for the conditions, giving us a much more comfortable ride to windward and a steadier course overall.

All the jibs and gears are light on the foot to ensure ease, and at the high control areas good all-round visibility is maintained, giving the feeling of being remote from the water. Sheet winches are mounted on the side cockpit coverings, but the sheeting arrangement for the mizzen did seem over-complicated. Although it would have been possible to make the cockpit wider, the temptation to do this has been resisted with the view that it is easy to brace one's feet against the opposite seat when the boat is heeled. The cockpit provides a substantial berween, and the helmsman has the choice of three alternative sitting positions, each side of the wheel and immediately behind it.

With the reputation of Laurent Giles and Partners and Westery behind her, one would expect the handling of the 33 to be above reproach, and throughout each of our manoeuvres she gave the feeling of being steady and predictable at all times. In fact the overall impression is one of poise, where the thoughtfulness which the 33 should not win prizes for (despite being an outstanding performer), her creators have accomplished their aim of producing a powerful cruising yacht, sensibly laid out and fully equipped to a high standard.

LOA	13.1m	33ft 3in
LWL	9.8m	32ft 3in
Beam	3.4m	11ft 2in
Depth	1.6m	5ft 3in
Ballast	45 and 30kg	
Displacement	6.7 tonnes	8.7 tons
Engine	2.7 tonnes	2.7 tons
	Westerbeek CW 636	
	42 h.p. diesel, fixed	
	three-bladed	
	propeller, reverse gear,	
	electric start	
Fuel	160 litres	35 gal
Fresh Water	180 litres	40 gal
Price	£22,800 in VAT	

Designed by:  
Laurent Giles and Partners Ltd, 4 Quay Hill, Lymington, Hampshire.

Built by:  
Westery Marine Construction Ltd, Appledram, Waterlooville, Portsmouth, Hampshire.

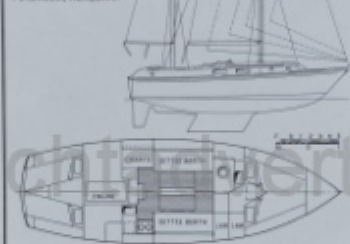


Chart table and battery on engine room table. At other side of the compartment, the navigation table is ready to be put in its position, and there is ample room for charts, books and accessories. The party is well equipped, quite with depth storage space.

As can be seen from the photographs, we sailed the 33 in the sort of conditions which can subject the workings of a boat, but if there was a single lasting impression given by the 33, it was one of strength and security. Under power, she fared positively both ahead and astern, turning more quickly than one might expect. Engine controls are close to hand on the steering pedestal and full instrumentation—oil, counter engine temperature, oil pressure and battery condition—projected on a panel set into the cockpit covering.

Not knowing quite what to expect when it came to steering handling, I found that the 33 turned surely, even against the propeller torque effect. Flamingo's reassuring help in a steep situation down, after the noise level in the cabin is acceptable.

Leaving harbour under working 30 and mizzen, it was a simple matter to leave to show the boat was tucked and three rolls put in, temporarily oversteering the boat in a Force 6-7, we found she would still reach her knees on the wind, when the trucked bow was effective at throwing spray clear, such that the crew only received the occasional shower of spray from a short and seaward chop.

Downwind under the same rig the 33 required constant attention to keep her on a steady course, but when we reached those regular sea conditions she became easier to handle. Having to open to hand the helm we changed to the No 2 engine which, with the stabilizer, used to be less desirable for the conditions, going in a much more comfortable 10 to vindicate and a steadier course overall.

All the jobs and gears are laid out as far as to obscure vision, at the high control desks good all-round visibility without giving the feeling of being remote from the water. Sheet winches are mounted on the side cockpit coaming, but the sheeting arrangement for the mizzen did seem over-complex. Although it would have been possible to make the cockpit wider, the temptation to do this has been resisted, with the idea that it is easy to brace one's feet against the opposite seat when the boat is heeled. The cockpit provides a substantial berceuse, and the helmman has the choice of three alternative sitting positions, each side of the wheel and immediately behind it.

With the reputation of Laurent Giles and Pymers and Westery behind her, one would expect the handling of the 33 to be above reproach, and throughout each of our manoeuvres she gave the feeling of being steady and predictable at all times. In fact the overall impression is one of poise, rather than manoeuvrability, while the 33 would not win prizes for innovative styling or outstanding performance, her creators have accomplished their aim of producing a powerful, covering yacht, sensibly laid out and fully equipped to a high standard. ■

LOA	10.1m	33.3m
LWL	8.6m	28.2m
Beam	3.4m	11.2m
Draught	1.8m	5.9m
Ballast	610kg	1,800kg
Displacement	6.7 tonnes	8.7 tons
Engine	2 7-horsepower 2.7-horse	
Price	30,000	35,000

Designed by:  
Laurent Giles and Pymers Ltd, 4 Quay Hill, Lymington, Hampshire.

Built by:  
Westery Marine Construction Ltd, Argyle Road, Waterlooville, Hampshire.



Sheet winches are better on down wind, while at other side of the cockpit, the helmman can reach forward in position in full motion, and there is no need for sheets, blocks and sheaves etc. The party is well equipped, with depth always near.





