



33 - 1978

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

39 000 EUR ttc



Général

Constructeur : Westerly
Longueur : 10,36 m
Tirant d'eau : 0,00 m
Radeau : Non
Leasing en cours : Non

Sous type : Plaisance
Année : 1978
Largeur : 3,35 m
Quille : Biquille
Région : Preveza, Grèce

Moteurs

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

Marque moteur : Mitsubishi S4L2
Nombre : 1

Aménagements

Flybridge : Non

Timonerie : Non

électronique

Pilote auto : Non

GPS : Non

VHF : Non

Déssalinisateur : Non

Radar : Non

Sondeur : Non

Traceur de carte : Non

Convertisseur 12/220 : Non

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

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

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

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 – ideal for comfortable family or guest cruising. With her bilge keels and shallow draft, she’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:

- Brand new winter cover
- Standing rigging replaced (2024)
- Running rigging updated (2024 & amp; 2015)
- All GRIP professional hull recoating (2024)
- Bilge keels – ideal for shallow cruising and drying moorings
- 6 berths across 2 doubles and 2 singles – 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

BROKER’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’s ready to enjoy straight away.

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

Accommodation :

 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

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.

 CANVAS

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

 TENDER

- Dinghy: Highfield

 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
- 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

 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

 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 – ELRO Smartwares (serviced 2024)
- Fire blanket
- Manual bilge pump – Henderson V

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 & 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

 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

MECHANICAL

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

PERFORMANCE

- Cruising Speed: 6.5 knots

ELECTRICAL

- Domestic Batteries: 2 × 110?Ah (2023)
- Engine Starter Battery: 1 × 72?Ah (2023) Windlass batt-2023
- Charging System: Generator on engine, solar and 220V input
- Battery Charger: Victron Blue Smart IP22, 3-channel
- Shore Power: 220V
- Shore Power Cable: > 40 metres
- Inverter: Victron 12/450/25

RIGGING

- Type of Rig: Inox 1 × 19 - Ketch
- Spars: Material not specified
- Standing Rigging: 2024
- Running Rigging: 2024 and 2015
- Lazy Jacks

SAILS

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









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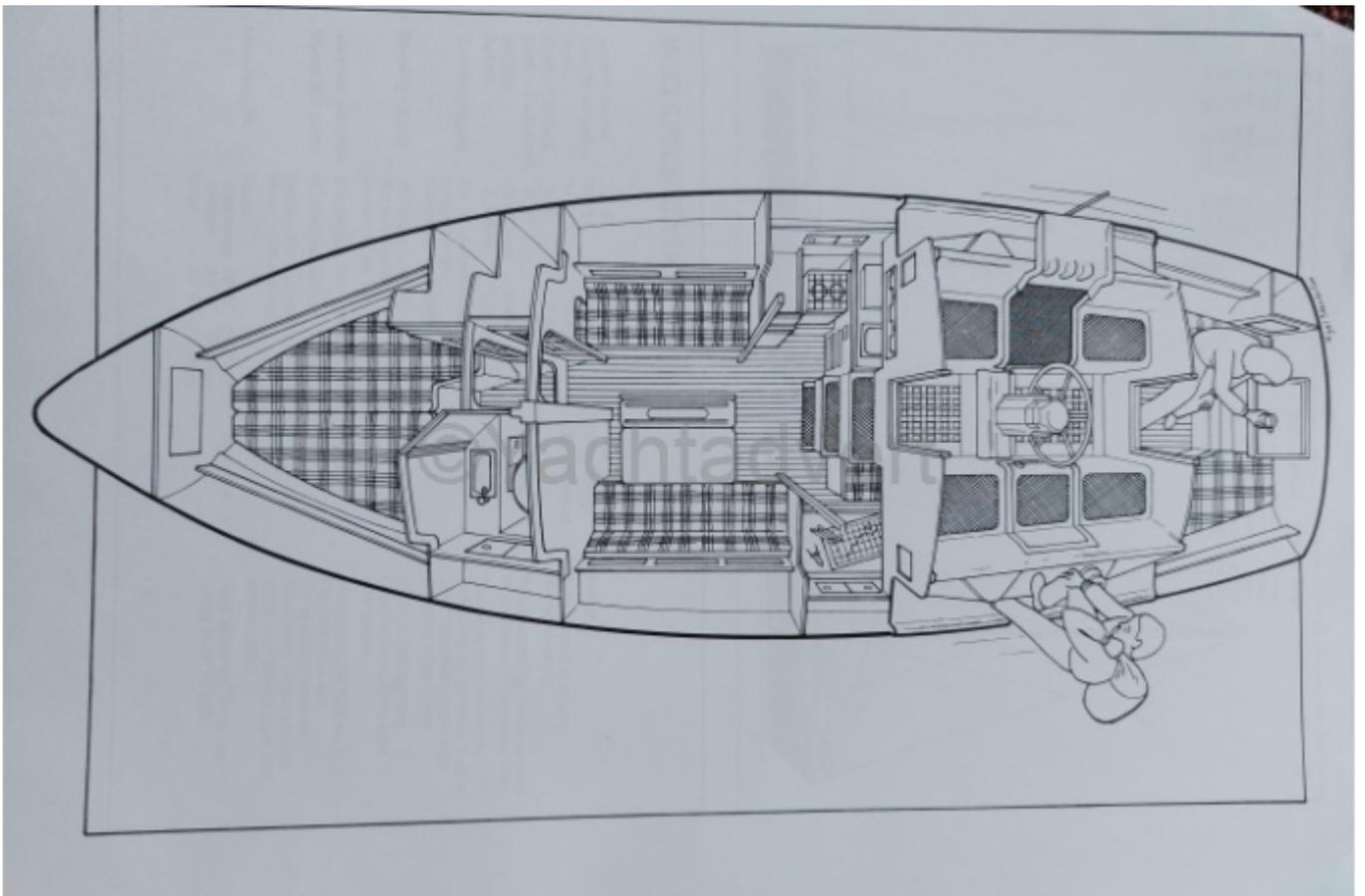
Reinforced replacement of original wooden floor of the steering stand

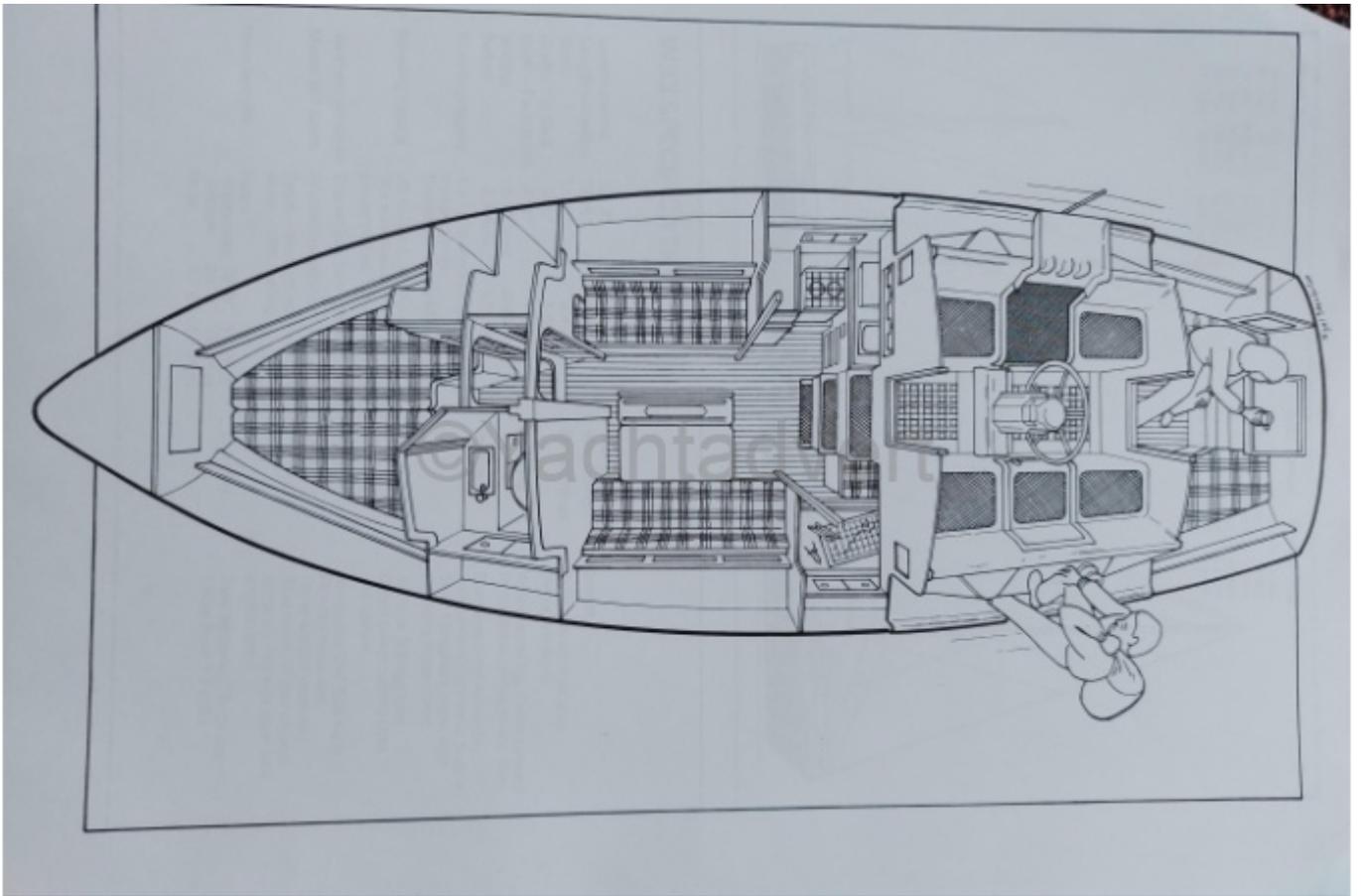


Reinforced replacement of original wooden floor of the steering stand





















MANY yacht owners, whose first boat might be one of the smaller models in a particular range, tend to be loyal to the brand as they progress to larger boats. On that point, the builders have to provide suitable steps for each step in the progression, if they are not to lose their customers elsewhere.

Westerly Marine Corporation, the major yacht 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 the gap, the 33 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 27 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 layout both 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 single in appearance, the 33 has 30 cu ft of storage in the 270 cu ft range, and the aft cabin floor, top-side when raised, from the brackets help to throw 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 Oriscio

After some aboard even in heavy weather.

The 33 is essentially a Westerly, instantly recognizable by the narrow, or wide of the mainmast, the hull, of Westerly design. Clear inspection reveals no major departures from the company. However, it is the interior that has been seen in other yachts but not in the 33, and it is here that the 33 has moved from wood to a more modern, cheap material of Westerly's has included the installation of a primary factory and interior for the 33 will be constructed as much as possible before being installed in the hull. A wooden interior apparently has advantages in stiffness and weight, as well as being quieter and cheaper to build.

Hull and deck are moulded by heat mats or moulds before being transported to the factory in blocks, where a new factory has been built for construction of the 33. Each hull is laid up with fibreglass chopped strand mat on the hull, and is then reinforced with Kevlar, with the deck being reinforced with Kevlar. The hull is reinforced with 14 strands of glass cloth, and the deck is reinforced with 14 strands of glass cloth. The hull is reinforced with 14 strands of glass cloth, and the deck is reinforced with 14 strands of glass cloth.

belied with many doubts. The wide rudder consists of a 2.5" blade on a stainless steel plate mast, mounted on a stainless steel bracket and connected to the shaft by a cable system. Provided a cable for emergency steering, access to the rudder can be made in the aft cabin. The hull has a full keel, with the normal Westerly pattern, with a large oil tank located under the hull, the fore being covered by a non-sliping stainless steel through-hatch at the stern.

Below, the Westerly 33 has no separate, separate in layout being rejected in favour of a head under deck, a more work. The temptation to clear too much into the hull has been resisted, with the result that enough space has been allocated for each location, the optional water tank in the forward cabin, plus storage space both under the bunk tops and on shelves running along the hull sides. Like all the other boats, those under the forward berth and under the aft berth are used to keep their contents dry. The w.c. compartment, the same as that of a 33, is a good size, with a shower which is an optional extra. As standard, the 33 is equipped with a pressurized cold water system, and the heat exchanger and the 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 water is laid out in the



classic cruising style, with settee berths each side of the cabin table, and galley and chart area on either side of the compartment. There is seating for eight people around the table, which has folding tables on each side, with the leaves down, the table can be used as a table. A step in this section gives access to the cockpit. When the table is down, the table is used as a table. When the table is down, the table is used as a table. When the table is down, the table is used as a table.

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 provided both on the hull and at the corner. When not in use, the boiler is covered by a vinyl tarp which supports the working surface above. 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 below the cockpit. 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 arrangement 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 laid out is a good one. The w.c. compartment is well ventilated, with both a ventilator and an opening port. The water is laid out in the

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 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-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 Simpson-Lawrence 40 lb anchor which is fixed as standard.

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 mast 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 masthead 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. Bulbs can be recessed in the ceiling, or in the case of the port berth, the companionway to a cabin.

As can be seen from the photographs, we sailed the 33 in the sort of conditions which can tempt the owners 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 forged 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—the 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 pro-peller torque effect. Flamingo's reassuring help to keep the boat steady, after the noise level in the cabin is acceptable.

Leaving harbour under working jib and mizzen, it was a simple matter to leave to where the boat was headed 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 heaved to in rough sea conditions she became easier to handle. Having to open to hand the helm we changed to the No 2 engine astern, with the motor, provided its best indication for the conditions, giving us a much more comfortable ride in windward and a steadier course offwind.

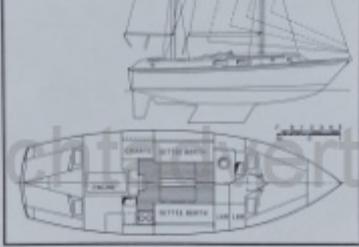
All the jobs and gears are laid out so as not to obscure vision, or at the high control desks good all-round visibility without giving the feeling of being narrow from the water. Sheet winches are mounted on the side cockpit coaming, but the sheeting arrangement for the mizzen did seem over-complex. 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 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 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, rather than manoeuvrability, while the 33 would not win praise for innovative styling 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. ■

LOA	10.1m	33.0m
LWL	8.8m	28.9m
Beam	3.4m	11.0m
Draught	1.8m	5.9m
Ballast	2.7 tonnes	2.7 tons
Engine	2 x Volvo 2700	2 x Volvo 2700
Fuel	100 litres	30 gal
Fresh Water	100 litres	30 gal
Price	£22,900	US\$ 42,000

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

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



Sheet winches are better on down wind down, on either side of the compass housing. The helmsman can easily transfer to position in full motion, and there is ample room for sheets, backstays and downhaul. The helm is well protected, with depth always clear.