



Fulmar - 1988

<https://www.yachtadvert.com/1002-westerly-fulmar.html>

18 277 â,- incl vat



General

Year : 1988

Length : 101.71 Ft

Life Raft : No

Leasing in progress : No

Builder : Westerly

Material : GRP

Beam : 32.81 Ft

Area : Chichester Marina, United Kingdom

Engines

Engine(s) : 1

Engine Brand : Volvo Penta MD2002

Power Unit. (HP) : 18

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No
GPS : No
VHF : No
Watermaker : No

Radar : No
Sounder : No
Chartplotter : No
Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : No
Teak cockpit : No
Furling mainsail : No

Gangway : No
Davits : No
Electric windlass : No
Cockpit awning : No
Teak deck : No
Furling genoa : No
Spinnaker : No

Main equipment

Stern thruster : No
AC : No
Black Water : No
Tender : No

Bow Thruster : No
Marine Generator : No
Hot water : No
Flaps : No
Tender Engine : No

Household appliances

Freezer : No	IceMaker : No
Microwaves : No	Oven : No
Electric stove : No	Gas stove : No
Washing machine : No	Heater : No
TV antenna : No	Dishwasher : No
SAT-TV : No	TV : No

Various

Remarks :

"Quintette" is a 1988 Westerly Fulmar 32 was built by Westerly Yachts, designed by the renowned naval architect Ed Dubois, adding to its credibility as a solid performer in various sailing conditions. The boat has a white GRP hull with the traditional blue and red style strips, with grey painted non-slip decks, teak rubbing strakes and a teak toe rail. The fin keel design is optimal for performance, providing good upwind ability and overall stability in various conditions. The current owners have owned the boat since 1998 and she has been sailed along the South Coast from Eastbourne to the West Country and across to North Brittany, Normandy and the Channel Islands. This is a sad sale due to health reasons but would make a great blue water cruiser

Overall, this Westerly Fulmar is well-designed for its size, with an efficient use of space and facilities that make it comfortable for extended cruising while being manageable for smaller crews.

To arrange a viewing please call 01243 550042

Accommodation :

The accommodation layout of this 1988 Westerly Fulmar is practical and well-suited for comfortable cruising, especially for its size. The boat offers up to six berths across two cabins, providing flexibility for families or small crews. The forward V-berth is the most spacious, with the option for an infill to create a double bed. The saloon seating can also convert to sleeping areas, with settee berths to port and starboard. One of the settees can be converted to a double berth. The headlining panels were fitted by Bernie Merrett (ex Westerly) in 2008 to the saloon side decks, forepeak and quarter-berth. The hull side linings have been removed in the forepeak and saloon berths. Bernie Merret also replaced the windows. The galley is well-equipped for cruising, with a Flavel Vanessa two-burner gimbaled gas cooker that includes a grill and oven, making it practical for cooking at sea. There's a stainless steel sink and a manual water pump that services both the galley and heads. The boat's 40-gallon freshwater capacity is reasonable for coastal cruising or short trips. The heads compartment to port includes a marine toilet and washbasin, providing basic but essential amenities. The boat has hanging lockers both in the forward cabin and near the heads, offering useful storage. The chart table to port with a quarter berth behind is typical of cruising boats, giving you a dedicated space for navigation and an additional sleeping area. The headroom of 1.85 meters (about 6 feet) should be comfortable for most people, making the boat feel more spacious and functional, especially for extended time onboard.

Inventory :

Instruments

Tacktick (Raymarine) Wireless Wind Transmitter, Depth Transducer, Hull Speed Log & Fluxgate Compass Transducer
Micronet Dual Digital Display, Analogue Display & Remote Display with Hull Transmitter and Wireless Interface
Garmin 4008 Series Chartplotter with G2 Vision Maps (EU628L area) mounted in Cockpit connected to Tacktick

Garmin GPS126 at Chart Table
Furuno Marine Radar Model 1721 with 7" CRT
Easy AIS Receiver and Easy Splitter for VHF / AIS / FM Radio
Icom - M601 DSC VHF Radio with cockpit mic and separate speaker
2 Plastimo Contest Compasses
Raytheon (Autohelm) Tiller Pilot
Tiller Extension && Guardrail Backrest

Safety Equipment

2 x Horseshoe Lifebuoys with single Danbuoy
Ocean Signal LED Flare
Seago GX 4 Person Cannister Liferaft in Cradle (Service due 2025)
3 Fire Extinguishers (Forepeak, Saloon && Cockpit Locker)
Galley Fire Blanket
Pair of Webbing Jackstays && 2 Safety Lines
Set of Softwood Emergency Plugs
Lead Line
Folding Cone && Anchor Ball

Miscellaneous Items

3 x Back Plastic Gerry Cans (2 x 10 litre && 1 x 5 litre)
9 Fenders (various sizes including bow)
6 Mooring Lines && 2 Extended Shore Mooring Lines
2.5 Tohatsu 2 stroke outboard motor && pushpit bracket
Kedge Anchor
Water Hose && Shore Power Cable with Splitter
Fuel Filter, Oil Filter, Drive Belt, Water Pump Impellers and assorted gaskets, bulbs && spares
Westerly Handbook && Instrument / Equipment Information Sheets
Waeco Coolmatic Fridge
Eberspacher Heater
Sprayhood [2021]
Full Cockpit Enclosure [2001]
Cockpit Table
TV Antenna

Mechanical :

Sails

Main sail (Arun Sails 2009) with 3 slab reefing lines to cockpit
Sail Stack-pack Cover && Bonnet. 2 Preventer Lines
Genoa (Saunders, Lymington 2016) with new Harken ESP Headsail Furling (Holman Rigging 2018)
Standing Rigging replaced 2018
Barton T-Track with cars with Barlow (24) 2 Speed Genoa Winches
9 Spinlock XA Rope Clutches for Halyards, Topping Lift, Kicking Strap, Cursing Chute Tack && 3 Reefing Lines.
Barlow (19) Haylard Winches
2 Sets of Genoa Sheets
3 Winch Handles
Simpson Lawrence Anchorman Manual Windlass with 8mm Gypsy
35lbs CQR Anchor on 30m Calibrated chain

2 'Quintette' Dodgers

Red Ensign & Flag Staff

Engine & Drive

Volvo Penta MD 2002 18hp 2 cylinder inboard diesel, direct sea water cooled (rebuilt Cutler Marine 2004)

Engine Mounts replaced 2011 (Hayling Island Yacht Co)

Fractured cooling water pipe replaced 2022

Connection for future calorifier

Stainless Steel Fuel Tank (Approx 90ltrs)

2 bladed propeller with Ambassador Stripper shaft rope cutter

3 x 12v Heavy Duty 110 leisure batteries (1 engine & 2 domestic)

80 w ARFLX reinforced semi flexible solar panel

Sterling Mains Battery Charger

Last lifted for antifouling & polishing in 2023 (Shore Shine Valeting)

The hull was stripped and peeled by Hayling Island Yacht Co.Ltd. in 2011 and epoxy coatings applied including additional layer of biaxial cloth sheathing.





































