



**33 - 1978**

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

**39 000 EUR incl vat**



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## General

Year : 1978

Beam : 11.00 Ft

Area : Preveza, Greece

Builder : Westerly

Length : 34.00 Ft

Life Raft : No

Leasing in progress : No

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## Engines

Fuel : Diesel

Power Unit. (HP) : 37

Engine Brand : Mitsubishi S4L2

Engine(s) : 1

## Facilities

Flybridge : No

Helm : No

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## Electronics

Autopilot : No

GPS : No

VHF : No

Watermaker : No

Radar : No

Sounder : No

Chartplotter : No

Converter 12/220 : No

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## Bridge equipment

Hydraulic 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

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## 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

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# Household appliances

Freezer : No

Microwaves : No

Electric stove : No

Washing machine : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : No

Gas stove : No

Heater : No

Dishwasher : No

TV : No

## Various

**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 & 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

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**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

&bull; Hull Coating: Recoated with AllGrib AKZO (2024)  
&bull; Hull 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

**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.

&nbsp;**CANVAS**

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

&nbsp;**TENDER**

- Dinghy: Highfield

&nbsp;**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

&nbsp;**DECK**

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

&nbsp;**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

#### 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

&nbsp;**DIMENSIONS**

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

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**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

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**PERFORMANCE**

- Cruising Speed: 6.5 knots

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**ELECTRICAL**

- Domestic Batteries: 2 &times; 110?Ah (2023)
- Engine Starter Battery: 1 &times; 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: &gt; 40 metres
- Inverter: Victron 12/450/25

**RIGGING**

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

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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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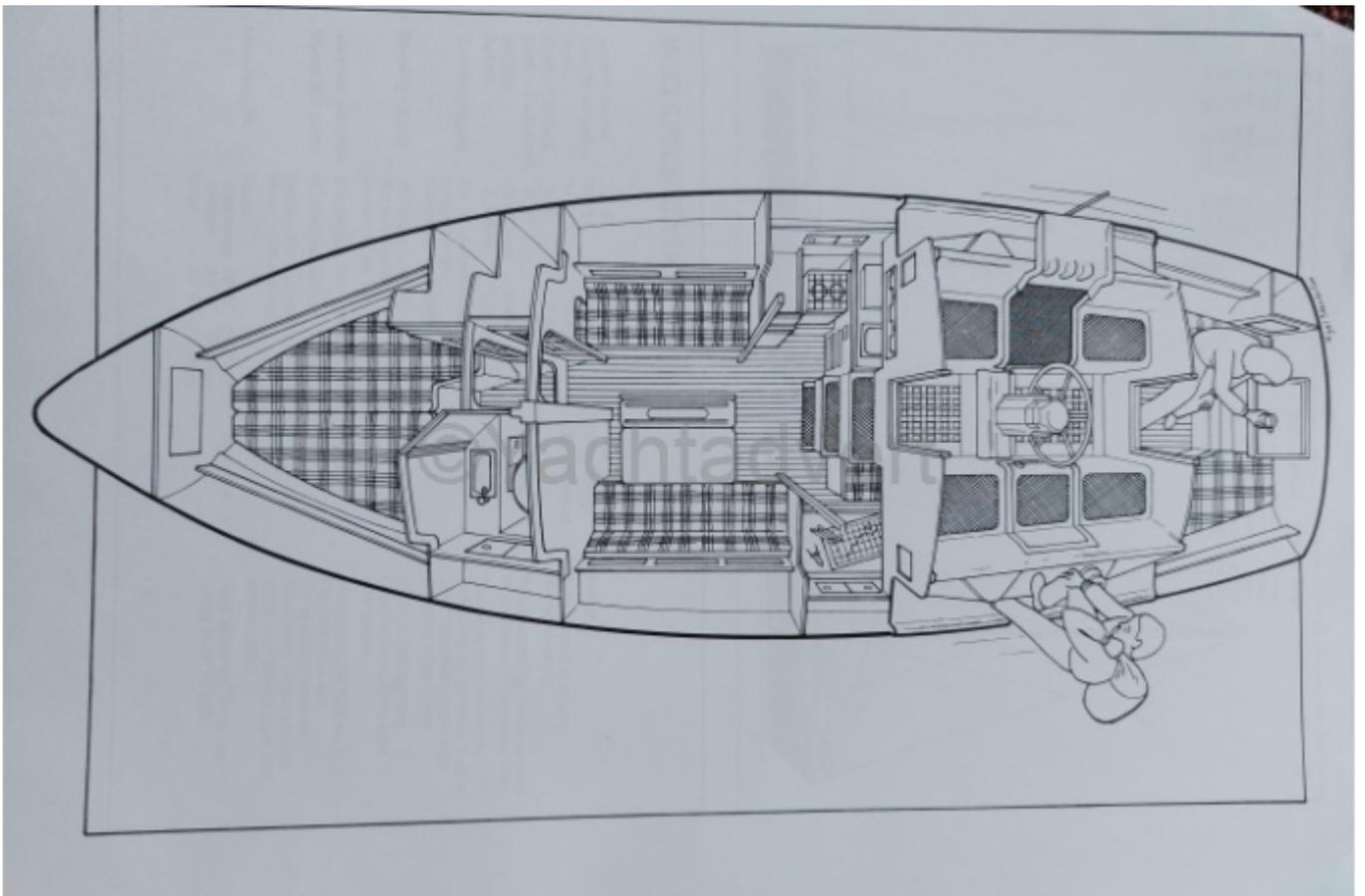
Reinforced replacement of original wooden floor of the steering stand

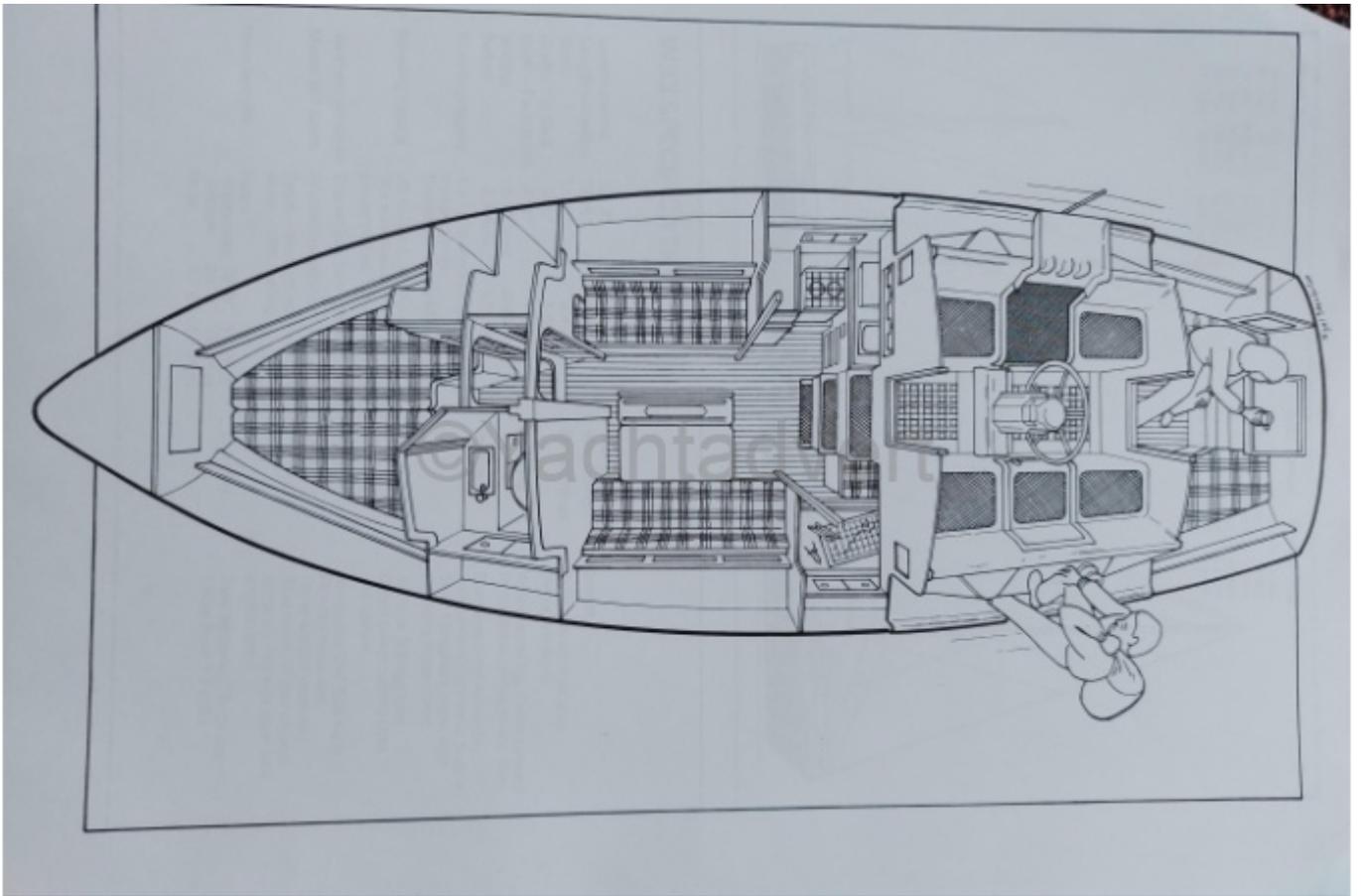


Reinforced replacement of original wooden floor of the steering stand





















**M**ANY 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 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 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 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 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 Oriscoll

After some aboard even in heavy weather.

The 33 is essentially a Westerly, instantly recognizable by the interior or made of fibreglass hull-side deck joint. Similar to the backbone of Westerly boats, clear injection moulded or clear fibreglass hull the company. However, it is the interior that has been seen in other boats built entirely of teak, urea and mahogany. Whereas some other builders have moved from wood to urea for interior, except stainless of Westerly's has retained the application of a joinery factory and interiors 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 moulded before being transported to the factory in Massachusetts, where a new factory has been built for construction of the 33. Each hull is laid up with fibreglass chopped strand mat on the hullside, isomax, urea, and fibreglass, in the way of the hull up to 18ft. The hull is attached to 14 aluminium deck studs, and the deck is constructed throughout of this material with urea sandwich flooring. Metal chain plates are attached by stainless steel bolts to deep g.p. webs moulded into the hull, and deck fittings are through-hull bolted to urea ribs, with urea nuts and washers between the chain plate's nut and the aluminium rib.

belied with metal doubters. The wide rudder consists of a 2.25 inch plate 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 from the aft cabin is the normal Westerly pattern, with a large on the deck leading to the hull, the port being covered by a non-sliping stainless through-hull at the stern.

Below, the Westerly 33 has no separate, separate in layout being rejected in favour of a head under deck is 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 conventional structure in the forward cabin. Here, 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 used to store more condensation and to keep their condensation. The w.c. compartment is the same size as the 31, but the 33 is equipped with a bigger, with single seat for the shower which is an optional extra. As standard, the 33 is equipped with a pressurized cold water system, and the head is the standard 2.25 inch compartment, as well as the galley sink. There is ample room for stowage of washing gear, and the compartment is well ventilated, with both a ventilator and an opening port. The layout 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 folded table section is wide enough for mugs. A step in this section gives access to the stowage in the middle of the table. When the table is down to convert the saloon for sleeping, the settee berths are extended to give greater berth width, while the table is used either for berths or as a table. In the case of the port settee, for conversion to a double berth, two lockers under the settee are extended to give greater berth width, while the table is used either for berths or as a table. In the case of the port settee, for conversion to a double berth, two lockers under the settee are extended to give greater berth width, while the table is used either for berths or 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 shaft-hat valves provided both on the hullside and at the corner. When not in use, the locker is covered by a vinyl-top which supports the working surface appropriate. The stainless steel sink is fed by a pressurized water system from the hullside, 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 of 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-top and the way in which the table-top is attached to the aft cabin hull encourages you to keep that water 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, fenders 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 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 sternhead stow, and a Simpson-Leverett is fixed under which it sits as standard.

As with the other large Westerlys, the 33 is available either as a sloop or ketch, although the latter has driven more interest. Both have a back-stayed main-mast, while the engine mast on the ketch is stepped in the cockpit, the mast support forming the steering pedestal. Through-mast roller reefing is standard on the ketch, but also 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. Settee berths can be repositioned at will, or in the case of the port berth, the conversion to a double

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 firmed 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 propeller 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 ahead, with the mizzen, provided its best indication for the conditions, giving us a much more comfortable ride to windward and a steadier course overall.

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 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 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      | 30hp       | 30hp        |
| Fuel        | 100 litres | 30 gal      |
| Fresh Water | 100 litres | 30 gal      |
| Price       | £22,900    | US\$ 42,000 |



Sheet winches are set on a down wind deck, on either side of the compass. The helmsman can easily transfer to either side of the cockpit, and there is ample room for sheets, backstays and other gear. The helm seat is well supported, with ample storage space.