



33 - 1978

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35 500 EUR incl vat



General

Year : 1978

Beam : 11.00 Ft

Area : Preveza, Greece

Builder : Westerly

Length : 34.00 Ft

Life Raft : No

Leasing in progress : No

Engines

Fuel : Diesel

Power Unit. (HP) : 37

Engine Brand : Mitsubishi S4L2

Engine(s) : 1

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

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

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

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:

- 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

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
- Tailor made robust Stainless steel window frames

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

- 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
- AIS Vespermare 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

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)

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
- 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

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 - 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

PERFORMANCE

- Cruising Speed: 6.5 knots

ELECTRICAL

- Domestic Batteries: 2 × 110Ah (2023)
- Engine Starter Battery: 1 × 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: > 40 metres
- Inverter: Victron 12/450/25
- Battery management Controller Mobitronic 800-4000
- Vega powerstart MFC31-1000
- Solar panels Topsolar 100w (2024) & 2 x 40w Solar (2002)

RIGGING

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

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



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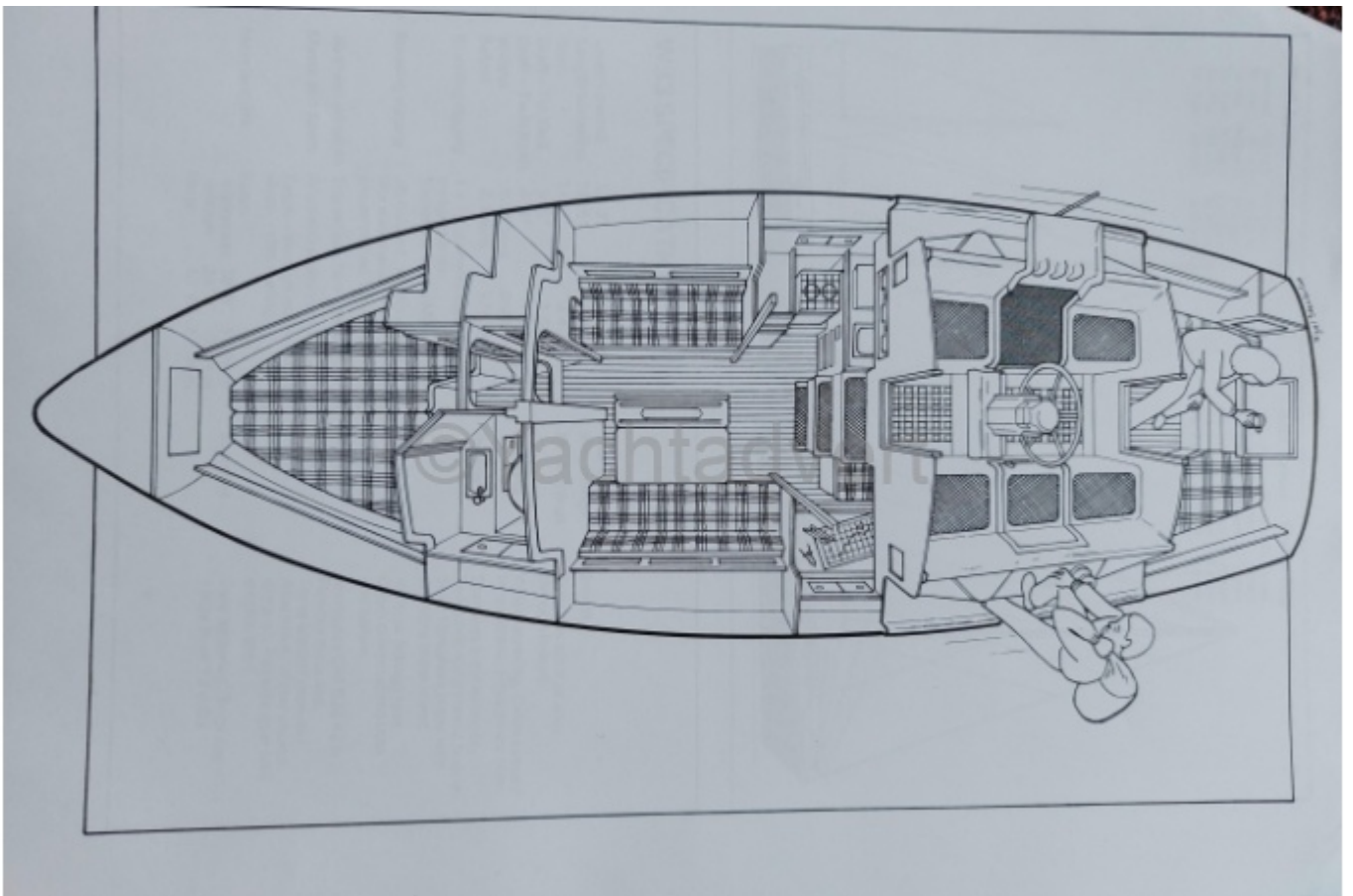


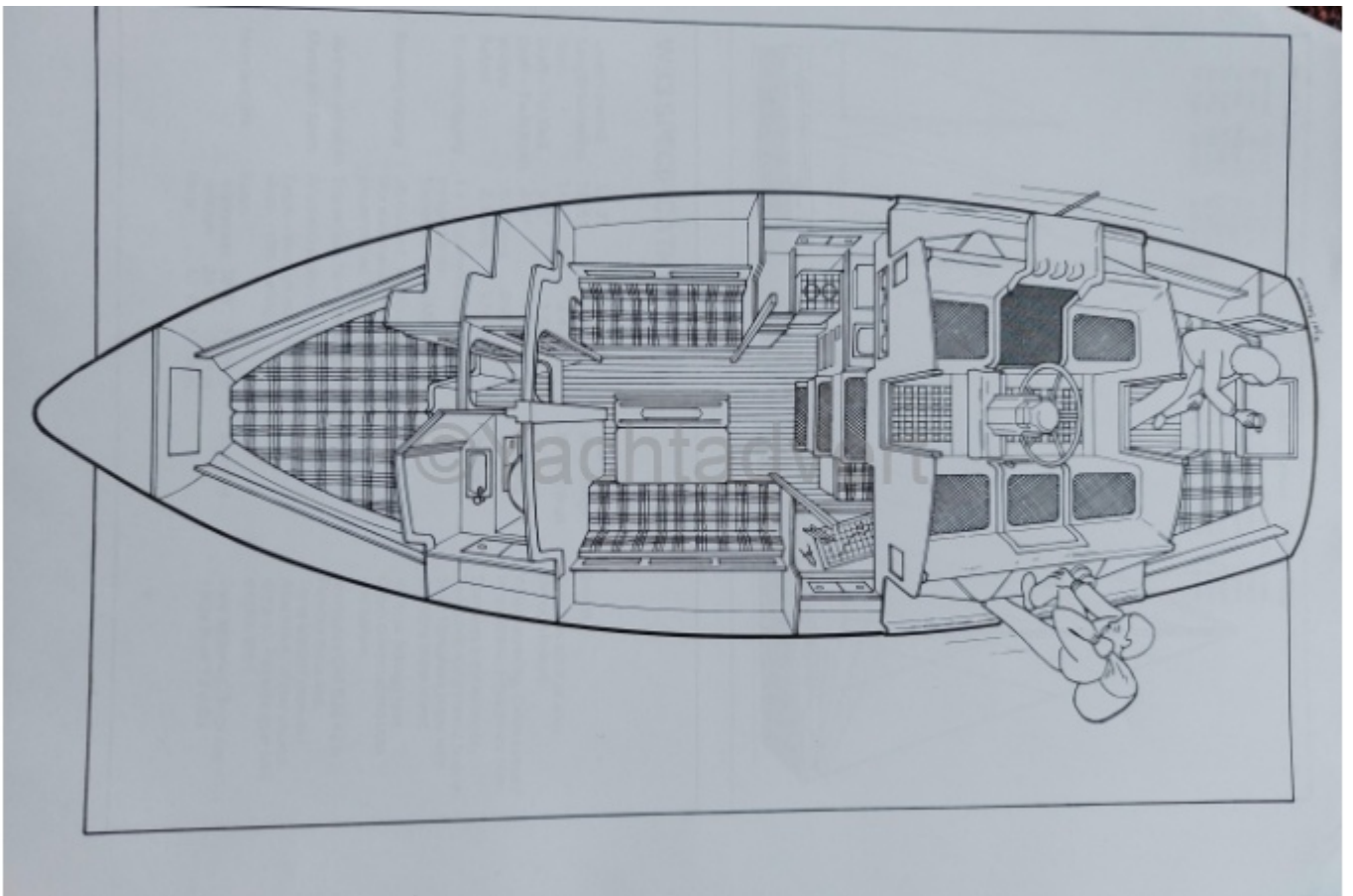


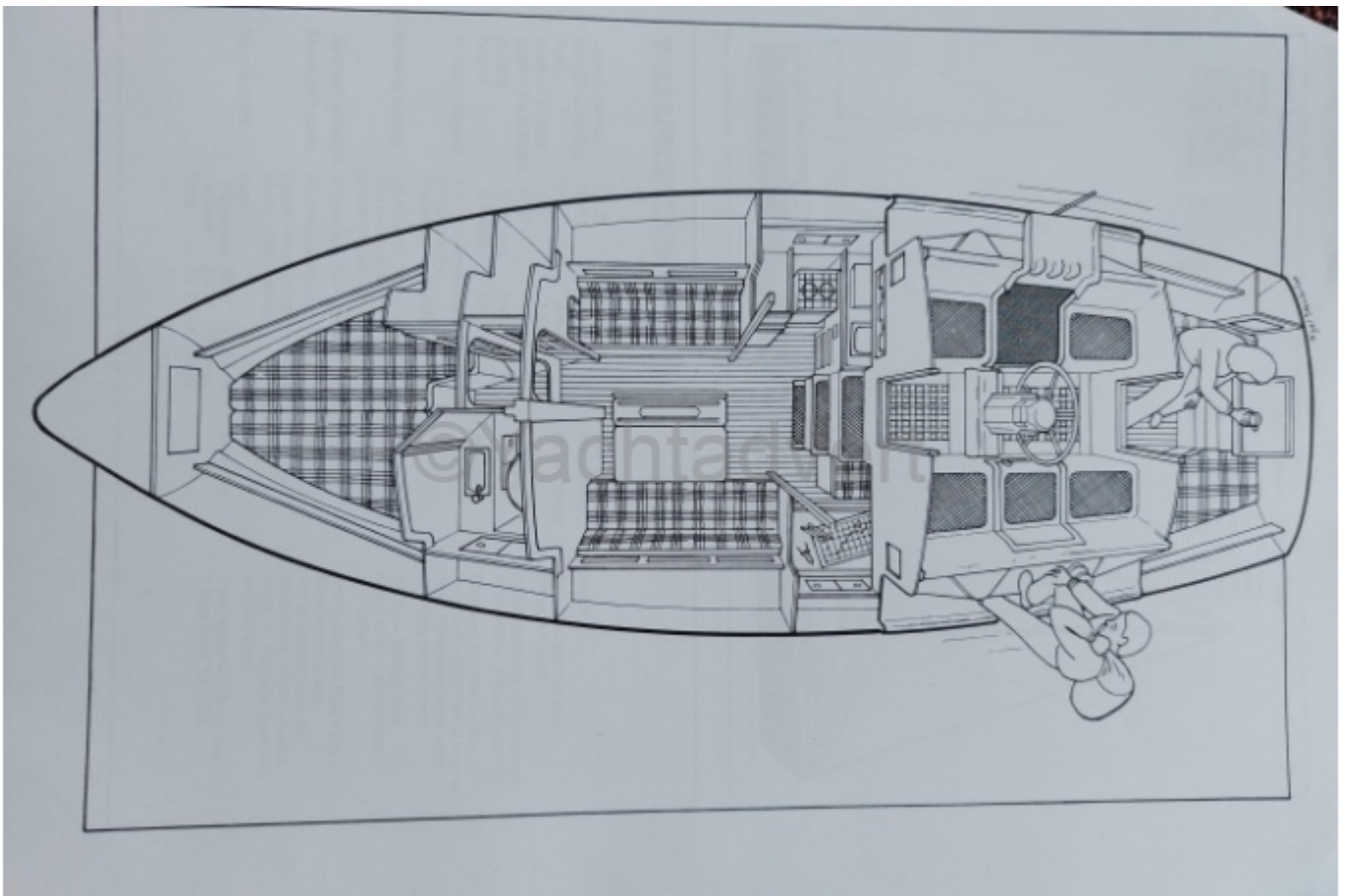
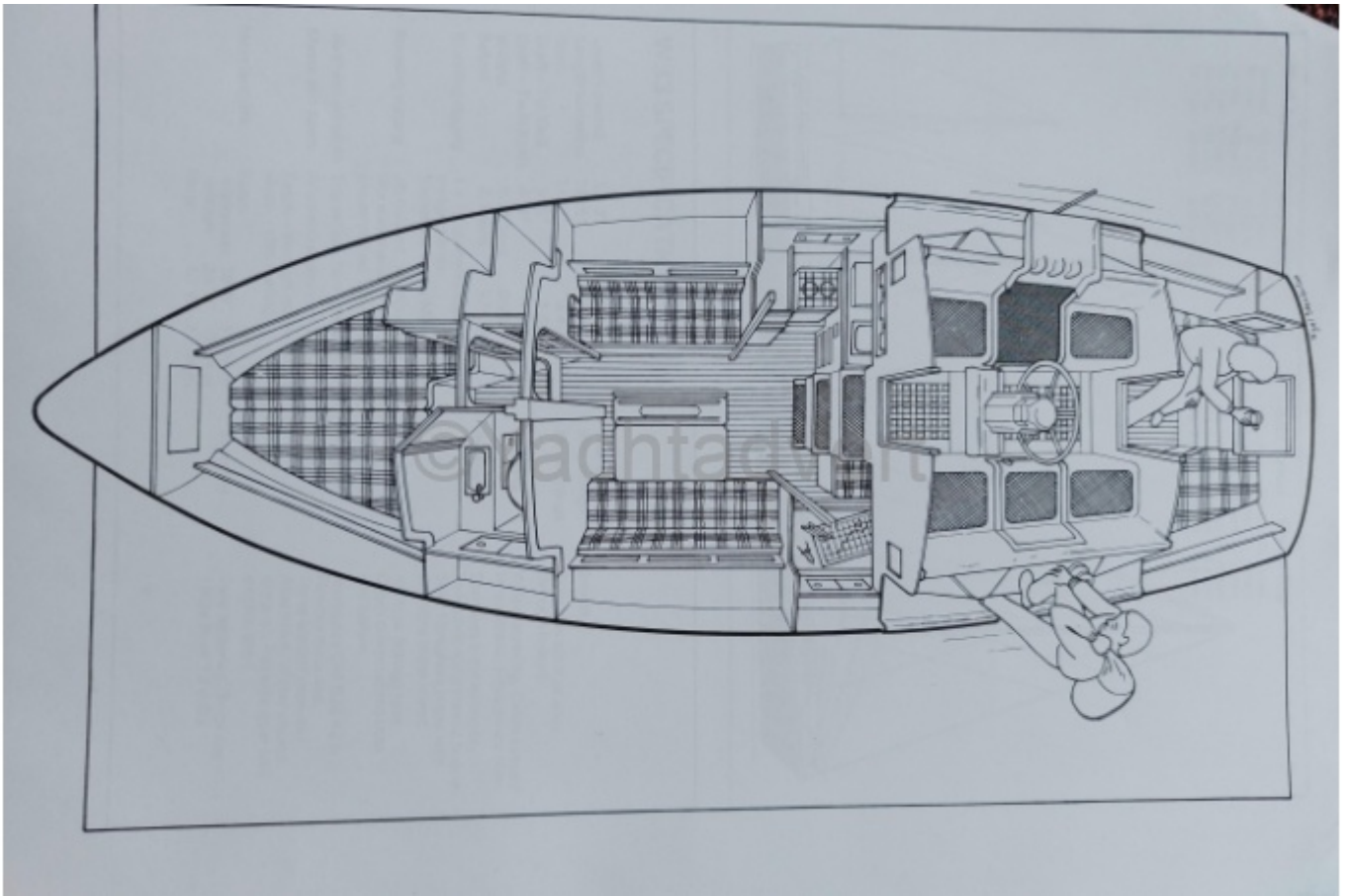












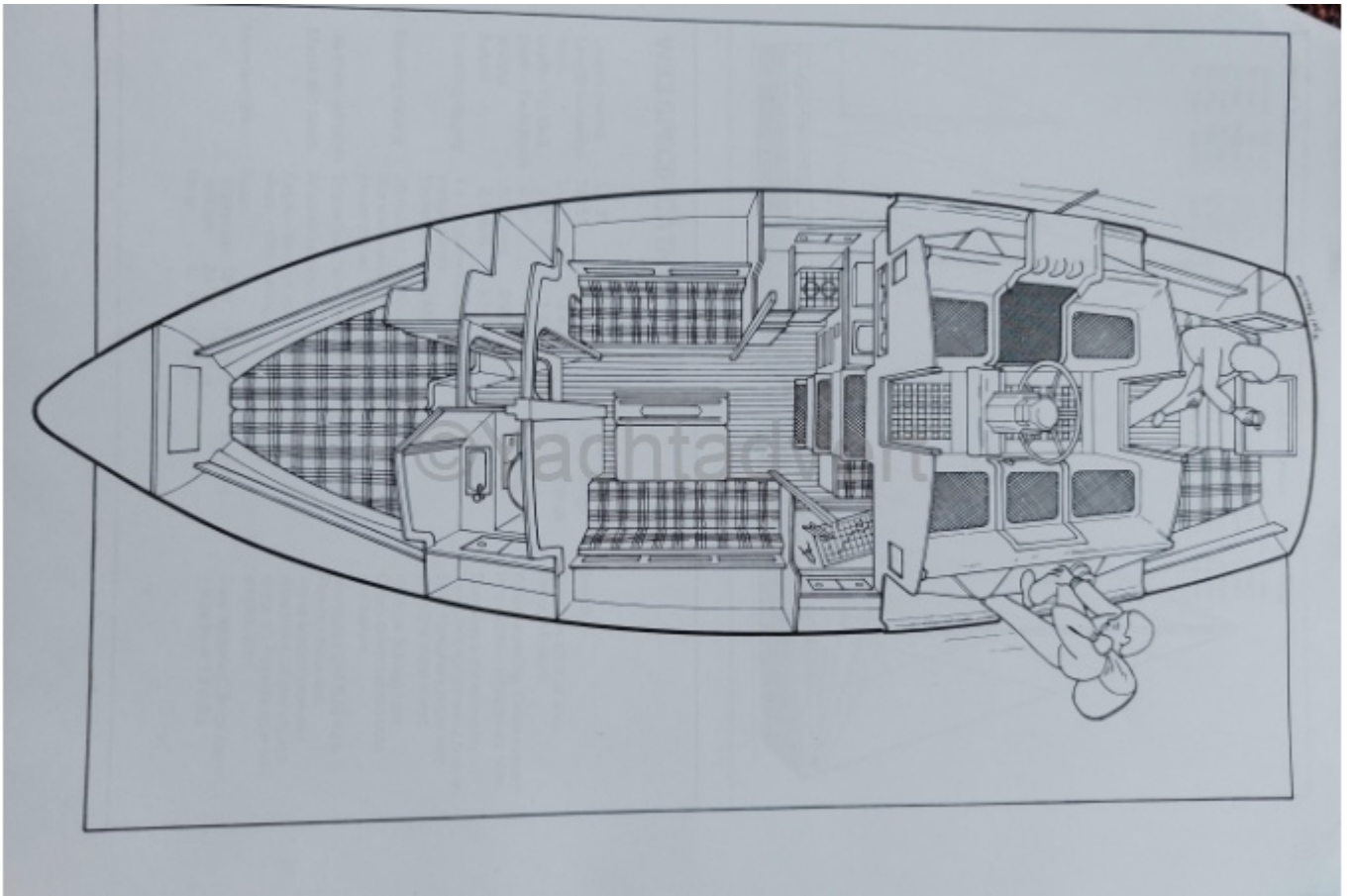
















































Photo by Peter F. Dillingham

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

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 models. 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 and 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 27 and 300 series, but far smaller than the 23, allowing approximately same price below. The latest boat above and below does its best to offer a larger boat although the 23 has a variety of interior options, all with access from the cabin to the aft cabin. With the 23 being a 23 ft boat, the 23 has the rounded stern sections of the 27th range and the slightly flared top edge which prevent 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 (orange) tan-to-olive blue (see below) in thousands of Westerly owners. Close inspection reveals a major departure for the company, however, is that the vessel's hull has been replaced by an advanced hull of light, ultra and superb. Whereas other builders have moved from wood to GFR, for instance, recent expansion of Westerly's has included the acquisition of a jacking factory and interior for the 23 will be constructed as much as possible before being installed in the hull. A wooden interior assembly has advantages in stiffness and weight, as well as being quieter and cheaper to build.

Hull and deck are moulded by the same or moulded before being transported to the hull area in Waterbury, where a new factory has been built for completion of the 23. Each hull is laid up with fibreglass chopped strand mat on the outside, increasing to three under the waterline, with extra strengthening in way of the keel up to 180L. The hull is attached to 14 aluminium steel studs and the deck is constructed throughout of this mat with some sandwich decking. Main chain plates are attached by stainless steel bands to deep g.p. water moulded into the hull, and deck fittings are through-hull fast to stainless, with less than 100mm of space between the chain plate and the hull as the aluminium

is fitted with metal doublers. The whole rudder consists of a GFR blade on a stainless steel plate mast, mounted on self-lubricating bushes and connected to the wheel by a cable system. Provision is made for emergency steering, access to the rudder stock being in the aft cabin. The fuel tank sits below the normal Westerly pattern, with a large oil slick located just the hull, the joint being covered by a non-slipbing grate throughout at the stern.

Below, the Westerly 23 has no separate, separate in layout being needed in favour of a fixed system which is known to work. The hull has been raised with the result that enough space has been allocated for each location, the conventional ventilation in the forward cabin. Two 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 are used in order to avoid condensation and to keep their contents clear. The w.c. compartment contains the same 21-gp. flushing as that used on the 27th range, but the compartment itself is bigger, with ample space for the shower which is an optional extra. An overhead, the 23 is supplied with a pressurised cold water system, and this feeds the wash-basin in 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 toilet is laid out in the



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 part, the builders have to provide suitable yachts for each step in the programme, if they are not to lose their customers elsewhere.

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 new line 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, unfortunately, more tumble down. 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. While being strong in appearance to the 26, the 23 still retains the rounded bow 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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After some aboard even in heavy weather.

The 23 is generally a Westerly, instantly recognisable by the rainbow stripe of changing non-slip deck paint. Similar to thousands of Westerly owners, closer inspection reveals a major departure for the company. However, it is the overall ship handling seen on other vessels that has been noticed by an owner but not by other builders. Whereas some other builders have moved from wood to glass for interiors, 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 apparently 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 the sea area to Waterlooville, where a new factory has been built for completion of the 23. Each hull is laid up with fibreglass chopped strand mat on the tonneau, increasing to 1000 gsm under the waterline, with extra strengthening in way of the keel up to 1500. The hull is attached to 14 aluminium deck 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. webs moulded into the hull, and deck fittings are through-

bolts fixed to stainless steel base blocks set up on the hull. The cabin interior's seat is the aluminium reinforced

bedded with metal doublers. The spine rudder consists of a g.p. blade on a stainless steel plate mast, mounted on, stabilising bushes and connected to the wheel by a cable system. Provision is made for emergency steering, access to the rudder stock being in the aft cabin. The fuel tank is set below the normal Westerly pattern, with a flange on the deck leading over the hull, the joint being covered by a non-slipbing grate 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 temptation to clear too much into the head has been resisted with the result that enough space has been allocated for each location. The conventional berths 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 berths are fixed in order to avoid condensation and to keep them constant. The w.c. compartment is the same size as that used on the 27th range, but the compartment itself is bigger, with ample room 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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bolts fixed to stainless steel base blocks set up on the hull. The cabin interior's seat is the aluminium reinforced

bedded with metal doublers. The spine rudder consists of a g.p. blade on a stainless steel plate mast, mounted on, stabilising bushes and connected to the wheel by a cable system. Provision is made for emergency steering, access to the rudder stock being in the aft cabin. The fuel tank is set below the normal Westerly pattern, with a flange on the deck leading over the hull, the joint being covered by a non-slipbing grate through-hatch at the stern.

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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 the gap, the 33 has been popular since that time. The price has been justified, 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 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-degree range, and the aft cabin top 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



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After some aboard even in heavy weather.

The 33 is essentially a Westerly, instantly recognizable by the author, for made of fibreglass hull-side deck joint. Another, the backbone, of Westerly design. Clear inspection reveals no major departures from the company. However, it is the interior that is being seen on other yachts built entirely of teak, urea and mahogany. Whereas some other builders have moved from wood to glass for interior, except stainless of Westerly's has retained the acquisition of a joinery 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 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 backbone, isomax, styrene, strengthening, in way of the hull up to 18ft. The hull is attached to 14 aluminium deck studs, and the deck is constructed throughout of this mat with urea sandwich flooring. Metal chain plates are attached by stainless steel bolts to deep grip webbing moulded into the hull, and deck fittings are through-hull bolted to stainless steel base blocks which are embedded into the hull. The cabin is built on the aluminium backbone.

belied with metal doubters. The spine rudder consists of a 2.25" 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 stock being in the aft, the normal Westerly pattern, with a large on the deck leading into the hull, the fore 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" w.c. 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 boxes on each side, with the leaves down, the folded cover 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 boxes are unfolded to give greater length, 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, six lockers under the settee and under the table, there is plenty of storage space for clothes and gear. Chart table and galley are separated from the saloon proper by two bulkheads, and unless using modern protection fabrics, enough space has been provided for both. The chart table itself will accept a standard Admiralty chart, and the single 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 outward gives storage for books, where there is enough room on the bulkheads for instrument units. Storage for the top 30 and four batteries, a below the navigator's seat, close to the engine compartment, and the master battery switch is easily accessible.

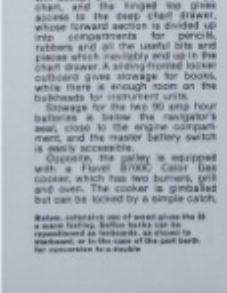
Opposite the galley is equipped with a three burner, cast-iron cooker, which has two burners, grill and oven. The cooker is gas-burned, but can be locked by a simple catch. Below, extensive use of wood gives the 33 a warm feeling. Below decks can be reached at various points, either to the stern, or in the case of the port berth, the companion to a cabin.

plywood isolated from the cabin, with access from the cockpit. At first sight the bulkhead 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 lower washboard to the aft cabin hatch encourages you to keep that washboard 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, compass, loggers 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 stowage. Rather than incorporating a large well on the foredeck, the 400 CQR anchor is stowed on the sternhead stow, and a Simpson-Leverett is lashed under which it stowed 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-hull roller reefing is standard on the ketch, but still 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 builder's consider roller reefing to be easier for a short-handed crew to manage.





Peering through a confused sea of palm trees, the abandonment of conventional lines is clearly demonstrated.

classic styling 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 tables on each side, and 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 locks 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 line cooker, which has two burners, grill and oven. The cooker is gas-bled but can be locked by a simple catch.

Note: extensive use of wood since the 33 is a warm hull. Better locks can be recommended on windows, at doors to cockpit, or in the case of the port berth for conversion to a double.

and as one would expect from Westsail, 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 stainless steel sink is fed by a pressurized water system from the edge tank, but in the event of a failure in the system, water can be pumped to the sink by a foot-pedal unit 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 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 Westsail 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 cabin 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-line 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-Leverett is lashed another which is fixed as standard.

As with the other large Westsails, 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 of palm trees, the abandonment of conventional lines is clearly demonstrated.

classic styling 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 tables on each side, and 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 locks 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 line cooker, which has two burners, grill and oven. The cooker is gas-bled but can be locked by a simple catch.

Note: extensive use of wood since the 33 is a warm hull. Better locks can be recommended on windows, at doors to cockpit, or in the case of the port berth for conversion to a double.

and as one would expect from Westsail, 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 stainless steel sink is fed by a pressurized water system from the edge tank, but in the event of a failure in the system, water can be pumped to the sink by a foot-pedal unit 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 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 Westsail 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 cabin 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-line 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-Leverett is lashed another which is fixed as standard.

As with the other large Westsails, 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 the bilge storage in the middle of the table. When the trap comes to convert the table into a dining table, the settee berths are unfolded to give greater width, while the hatted canopy section of the port settee, for conversion to a double berth, with lockers under the table top 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 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 storage for books, while there is a storage room on the bulkheads for instrument units.

Storage 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, Calspar hot 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, better looks or is considered as robust, at least in the stern, or in the case of the port berth for conversion to a double.

and as one would expect from the designer, the insulation is a good one, with gas bottle storage in a cockpit locker which drains outboard, and exhaust valves provided both on the hull and at the cockpit. 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 sink, rather than providing space for a separate refrigerator, a refrigerator unit for the locker is provided in the list of factory-fitted extras. Storage for food, cutlery and pans is adequate, but the early boats had no separate 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 coverings 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, equipment, 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 coachroof 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 stow, and a Compass-Logrange is fixed 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 mainmast, while the ketch has the mast stepped in the cockpit; the mast support forming the steering pedestal. Through-hull 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 back regular 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 keen 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 ruffled from the water. Sheet winches are mounted on the side cockpit coverings, 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 coverings provide 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 Perren 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 judicious care, the thoughtful while the 33 would not win prizes for innovation, 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.

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
Sail area (working)	45 and 18 sqm	
Displacement	8.7 tonnes	27 tons
Ballast	2.7 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 Perren Ltd, 4 Quay Hill, Lymington, Hampshire.

Built by Western Marine Construction Ltd, Appledram, Waterbeach, Peterborough, Hampshire.



Chart table and galley are given wide berth, as with table of the companionway. The helmsman can easily transfer in position in both directions, and there is ample room for charts, books and equipment. The helm is well protected, open with ample 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 astern, with the result, predicted its best contribution for the conditions, giving us a much more comfortable ride to windward and a steadier course overall.

All the jibs and gears are light out as well as obscure water, and the high control allows good all-round visibility without 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 and ease that throughout while the 33 should 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.

LOA	13.1m	33ft 3in
LWL	8.6m	28ft 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-horsepower 2700 cc	
	42 h.p. diesel, fixed three-bladed propeller, reverse gear, electric start	
Fuel	100 litres	28 gal
Fresh Water	100 litres	28 gal
Price	£22,800 in VAT	

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

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

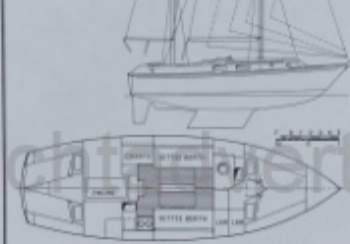


Chart table and battery on stern seat. Helm at other side of the cockpit. The helmsman can rotate himself in position in full motion, and there is ample room for charts, books and accessories. The party is well protected, even with depth charge attacks.

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 astern, with the result, predicted its best contribution for the conditions, giving us a much more comfortable ride to windward and a steadier course overall.

All the jibs and gears are light out as well as obscure water, and the high control allows good all-round visibility without 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 and ease that throughout while the 33 should 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.

LOA	13.1m	33ft 3in
LWL	8.6m	28ft 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-horsepower 2700 cc	
	42 h.p. diesel, fixed three-bladed propeller, reverse gear, electric start	
Fuel	100 litres	28 gal
Fresh Water	100 litres	28 gal
Price	£22,800 in VAT	

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

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

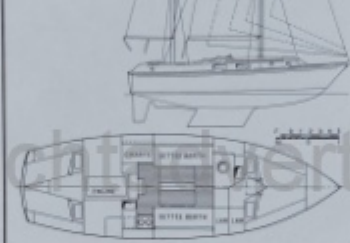


Chart table and battery on stern seat. Helm at other side of the cockpit. The helmsman can rotate himself in position in full motion, and there is ample room for charts, books and accessories. The party is well protected, even with depth charge attacks.

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—is provided 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, while 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, proved to be less disturbing for the crew, 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, and the high cockpit offers 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 cockpit provides a substantial berwind, 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 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	2.7 tonnes	2.7 tons
Engine	2 x Volvo Penta 2700	
Fuel	100 litres	26.4 gal
Fresh Water	100 litres	26.4 gal
Price	£22,900	US\$ 42,500

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 placed on down wind side, on either side of the compass housing. The helmsman can rotate himself in position in his seat, and there is ample room for sheets, blocks and tackle etc. The party is well protected, with depth always clear.





