33 - 1978

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

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

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 :
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: <ul data-start="924" data-end="1525"> <li data-start="951" data-end="987"> Standing rigging replaced (2024) <li data-start="988" data-end="1029"> Running rigging updated (2024 & 2015) <li data-start="1030" data-end="1076"> All GRIP professional hull recoating (2024) <li data-start="1077" data-end="1141"> Bilge keels – ideal for shallow cruising and drying moorings <li data-start="1142" data-end="1218"> 6 berths across 2 doubles and 2 singles – practical for family or guests <li data-start="1219" data-end="1294"> Full navigation suite including radar, autopilot, and depth instruments <li data-start="1295" data-end="1365"> Life raft, 2015 - serviced 2021 and 4 serviced self-inflating life jackets (2024) <li data-start="1366" data-end="1434"> Optional Highfield dinghy with Torqeedo electric outboard (2019) <li data-start="1435" data-end="1483"> Hard GRP sprayhood and modular cockpit cover <li data-start="1484" data-end="1525"> New Treadmaster anti-slip deck finish <hr data-start="1527" data-end="1530"> BROKER’S REMARKS<br data-start="1552" data-end="1555">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. <hr data-start="2470" data-end="2473"> CONSTRUCTION<br data-start="2491" data-end="2494"> • Type: Sail<br data-start="2506" data-end="2509"> • Builder: Westerly Marine Construction<br data-start="2548" data-end="2551"> • Model: Westerly 33 Aft Cabin, Centre Cockpit<br data-start="2597" data-end="2600"> • Year Built: 1978<br data-start="2618" data-end="2621"> • Designer: Laurent Giles<br data-start="2646" data-end="2649"> • Location Built: Waterlooville, UK<br data-start="2684" data-end="2687"> • Hull Coating: Recoated with AllGrib AKZO (2024)<br data-start="2736" data-end="2739"> • Hull

Material: GRP with heavy laminate construction<br data-start="2792" data-end="2795"> • Keel Type: Bilge keels<br data-start="2819" data-end="2822"> • Steering: Wheel steering<br data-start="2848" data-end="2851"> • Helm Position: Centre cockpit<br data-start="2882" data-end="2885"> • Rudder Type: Spade rudder<br data-start="2912" data-end="2915"> • Deck Finish: GRP with new Treadmaster anti-slip<br data-start="2964" data-end="2967"> • Superstructure: GRP<br data-start="2988" data-end="2991"> • Hull Colour: Oyster White

Accommodation :

 ACCOMMODATION <ul> 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 <ul> Sprayhood: Hard-cover (GRP) with opening window   Cockpit Cover: Modular sun protection   Sail Cover   Cockpit Cushions   TENDER <ul> Dinghy: Highfield   MISCELLANEOUS <ul> 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 <ul> Radar: Raytheon Pathfinder SL70   AIS Vespermarine WatchMate WMX850   Autopilot: Raymarine ST4000   VHF Radio: Standard Horizon Eclipse GX1300E   Echo Sounder: Nasa   Log / Speed: Nasa   Wind Instrument: Raymarine ST60   Wind Indicator at Masthead: Raymarine   Navtex: Nasa Clipper Navtex   Compass: Contest 130   DECK <ul> Anchors: Rocna 20kg and CQR 20kg   Anchor Chain / Warp: 90?m Lofrans 8?mm galvanised chain (Grade 40 DIN766)   Winches: Andersen 40ST 2-speed   Cockpit Table: Not permanent   Windlass Lofrans Cayman 1000w (2023)   SAFETY <ul> 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 <ul> 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 <ul> 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

**   MECHANICAL <ul> 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 <ul> Cruising Speed: 6.5 knots   ELECTRICAL <ul> Domestic Batteries: 2 × 110?Ah (2023)   Engine Starter Battery: 1 × 72?Ah (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 <ul> 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 <ul> 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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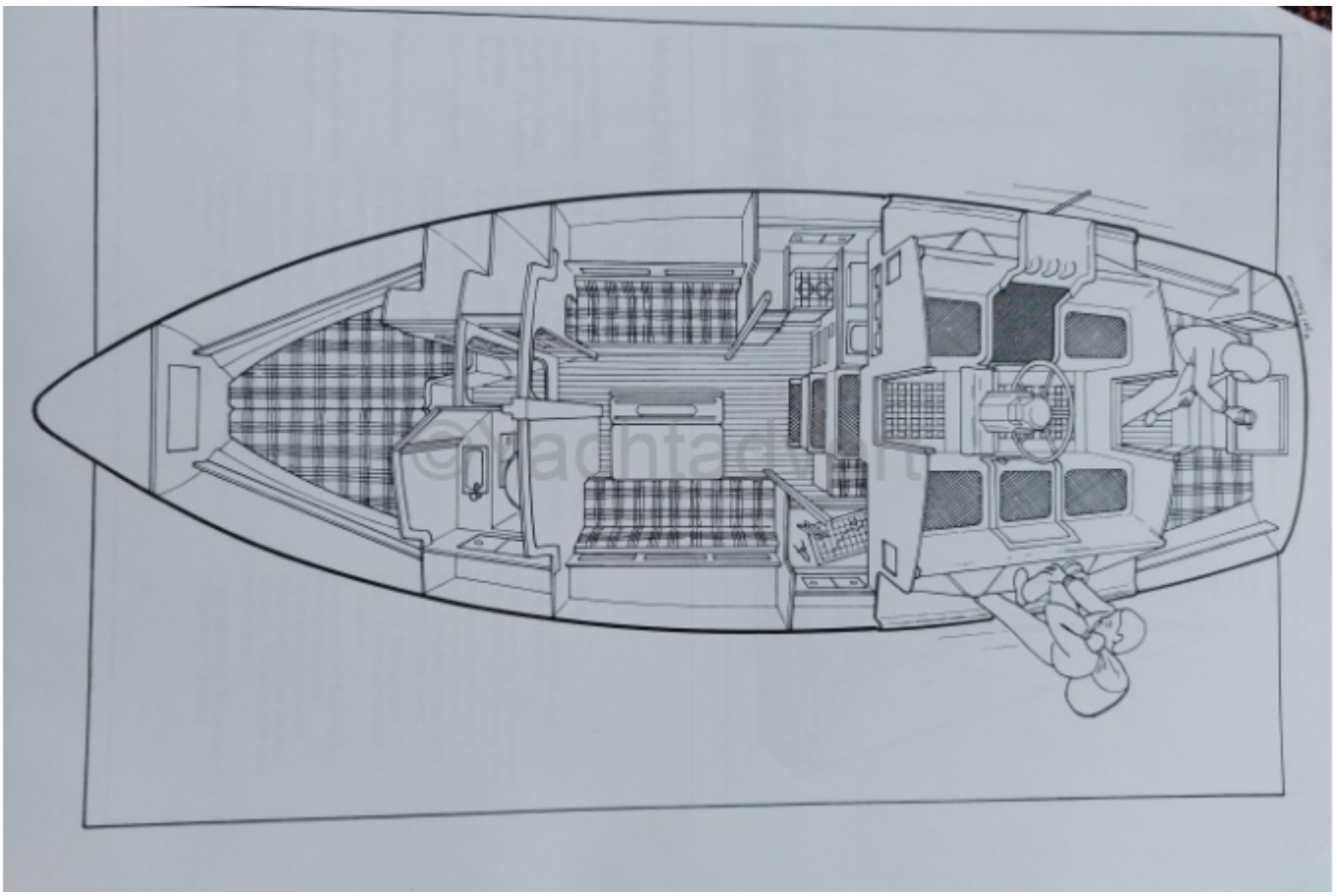
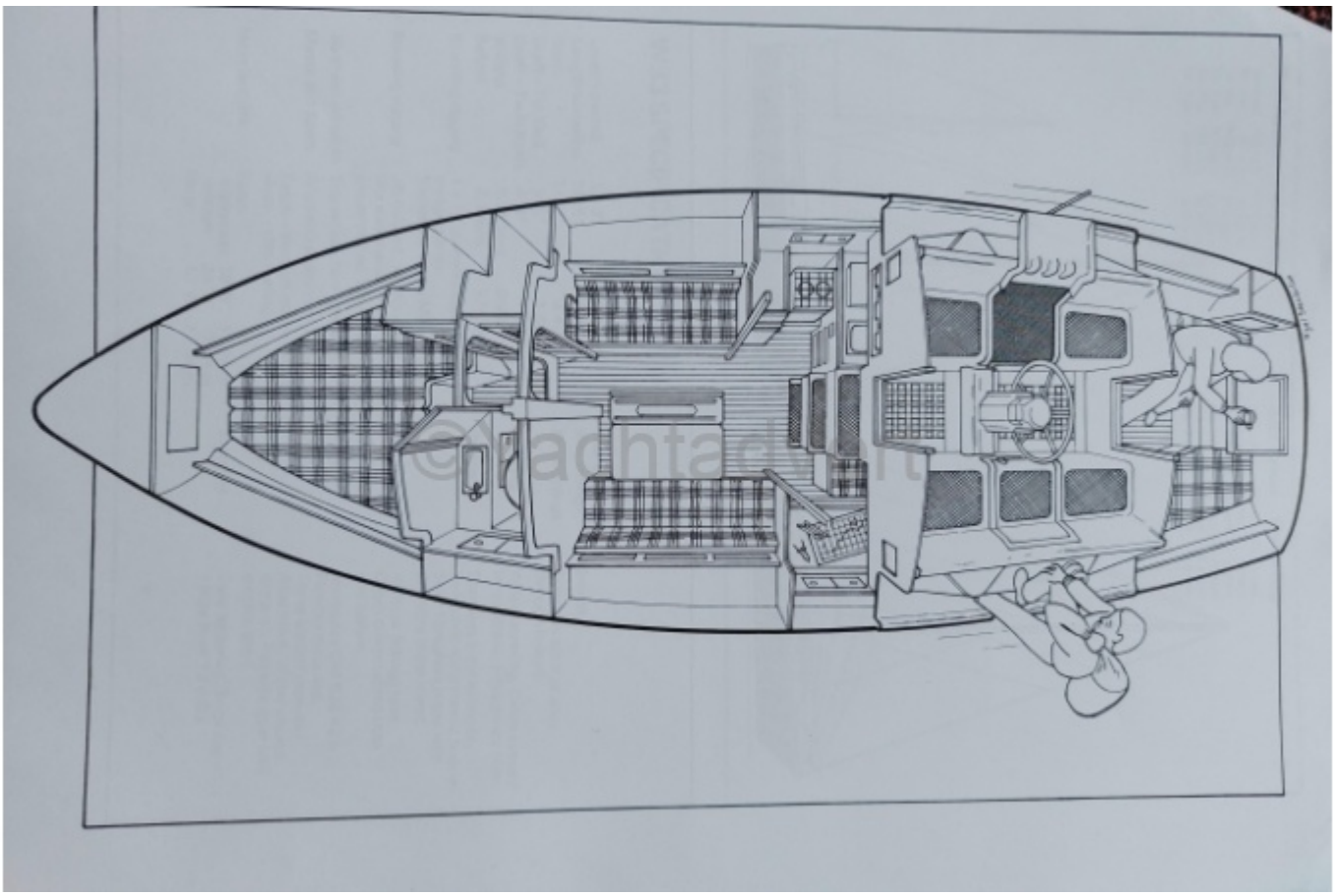
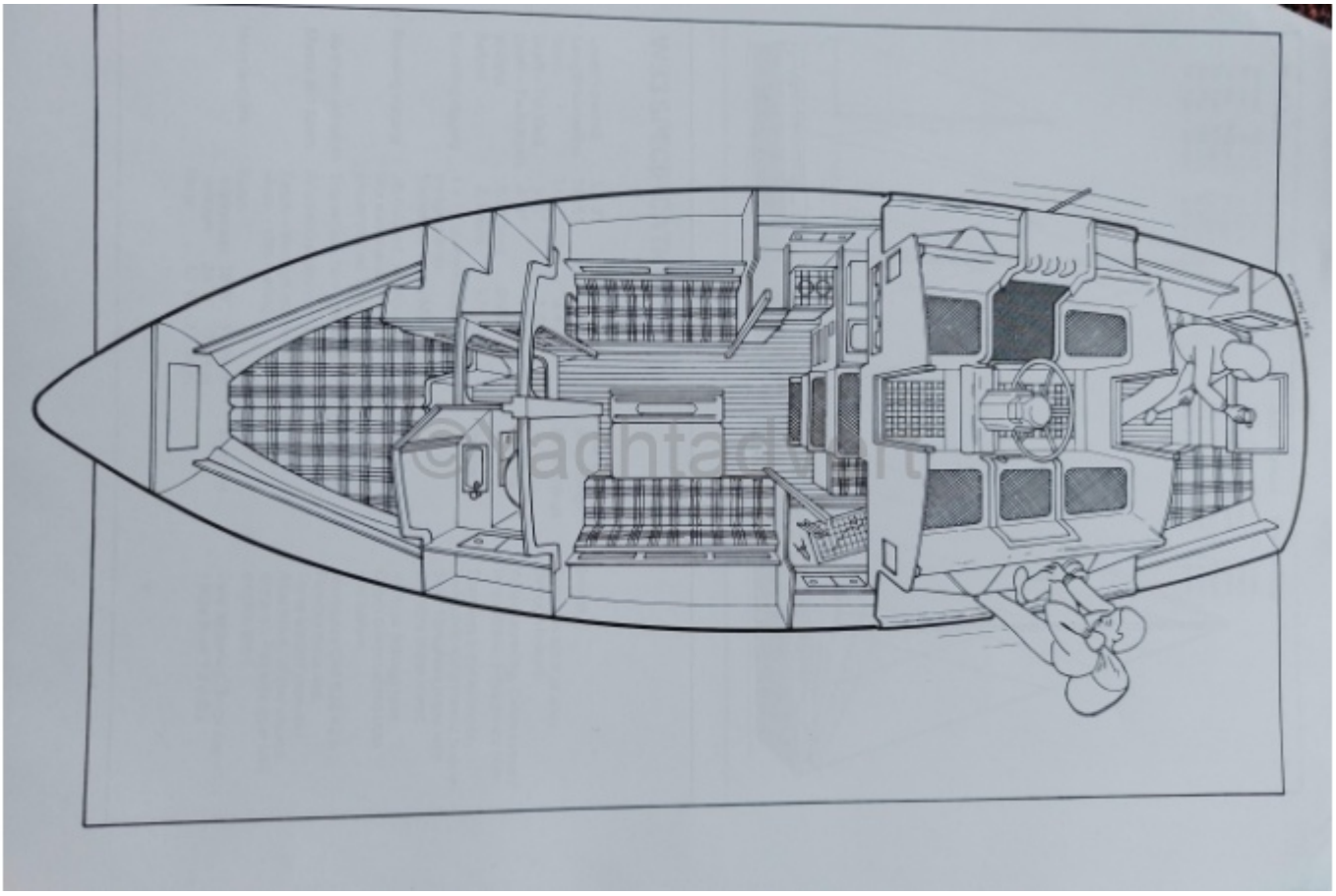
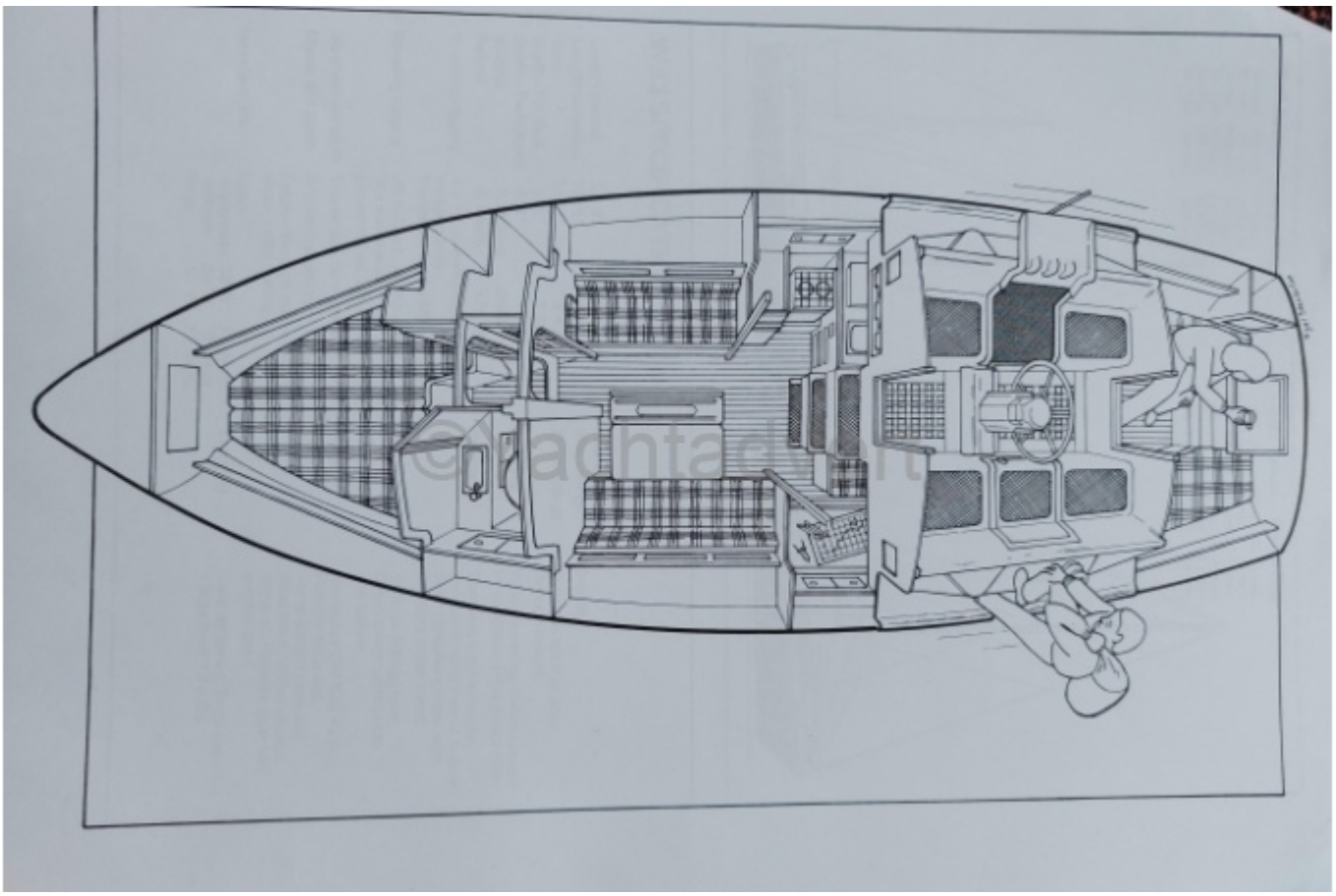
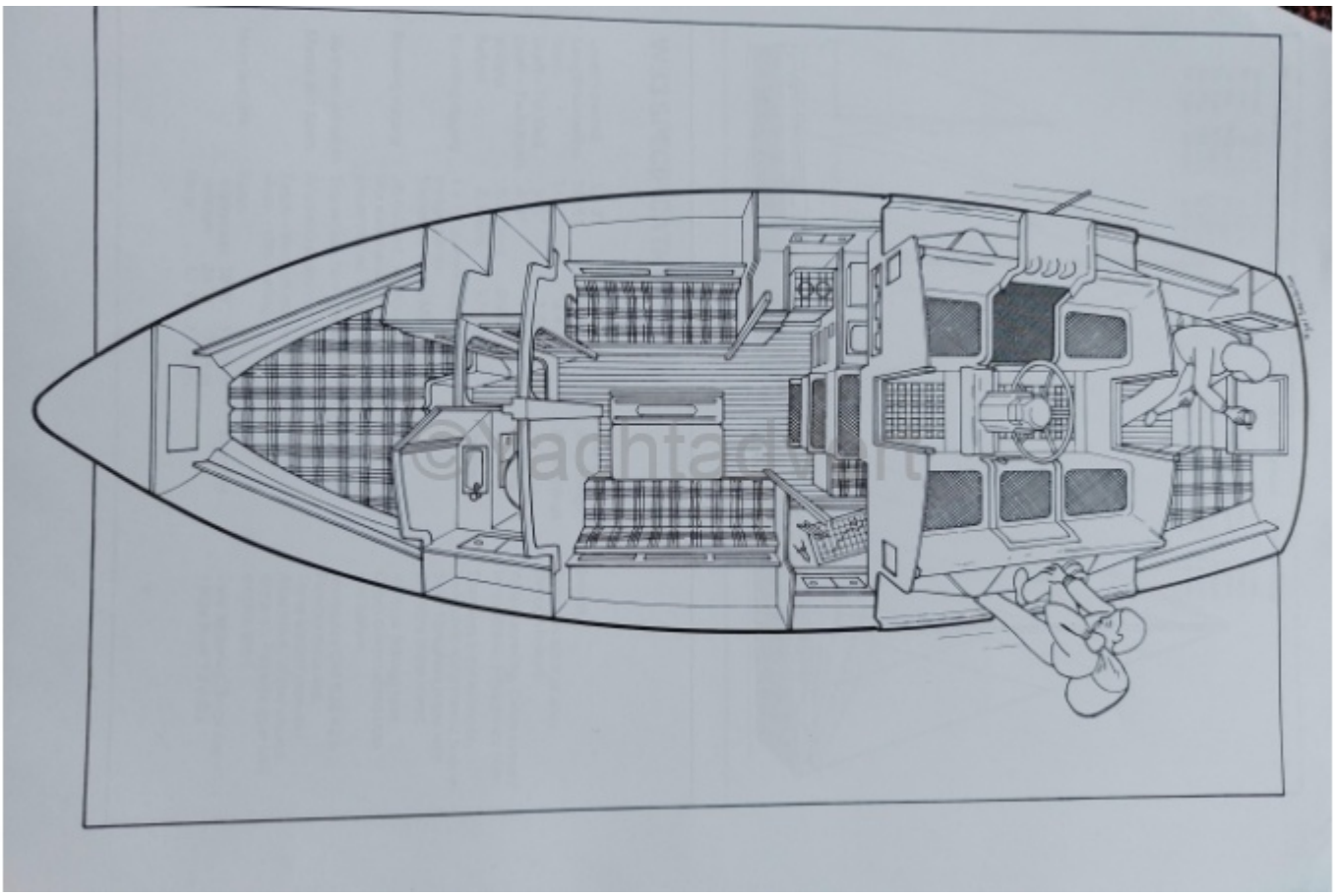
Media

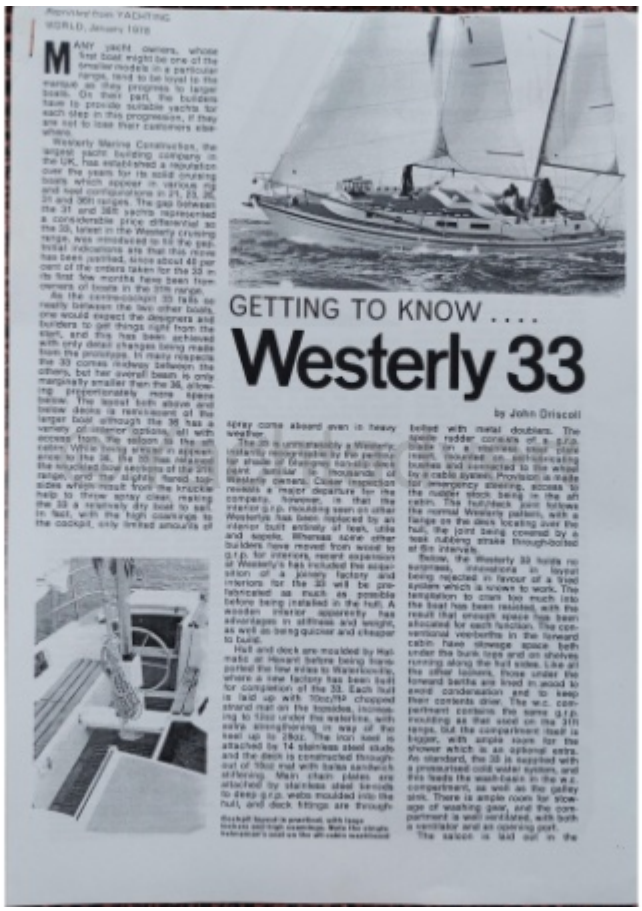












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Westerly Marine Construction, the largest yacht building company in the UK, has established a reputation over the years for its solid cruising boats which appear in various rig and keel configurations in 21, 23, 26, 31 and 36ft ranges. The gap between the 31 and 36ft yachts represented a considerable price differential so the 33, latest in the Westerly cruising range, was introduced to fill the gap. Initial indications are that this move has been justified, since about 40 per cent of the orders taken for the 33 in its first few months have been from owners of boats in the 31ft range.

As the comprehensive 33 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 only detail changes 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 proportionately more space below. The layout both above and below decks is reminiscent of the larger boat although the 36 has a variety of interior options, all with increased headroom. The saloon of the 33 seats seven. While being smaller in appearance to the 36, the 33 has retained the moulded bow sections of the 31ft range, and the slightly flared topsides which result from the knuckle help to throw spray clear, making the 33 a relatively dry boat to sail in fact, with the high coamings to the cockpit, only limited amounts of spray come aboard even in heavy weather.

GETTING TO KNOW . . . .

Westerly 33

by John Driscoll

The 33 is unmistakably a Westerly, instantly recognisable by the particular shade of Glasspar hand-lay-up paint familiar to thousands of Westerly owners. Closer inspection reveals a major departure for the company, however, in that the interior g.r.p. moulding seen on other Westerlys has been replaced by an injection built entirely of teak, ply and sapele. Whereas some other builders have moved from wood to g.r.p. for interiors, recent expansion of Westerly's has included the acquisition of a joinery factory and interiors for the 33 will be prefabricated as much as possible before being installed in the hull. A wooden interior apparently has advantages in stiffness and weight, as well as being quicker and cheaper to build.

Hull and deck are moulded by Halmatic at Havant before being transported the few miles to Waterlooville, where a new factory has been built for completion of the 33. Each hull is laid up with 10oz/ft² chopped strand mat on the topsides, increasing to 15oz under the waterline, with extra strengthening in way of the keel up to 28oz. The iron keel is attached by 14 stainless steel studs, and the deck is constructed throughout of 18oz mat with balsa sandwich of flexiply. Main chain plates are attached by stainless steel bends to deep g.r.p. webs moulded into the hull, and deck fittings are through-bolted with metal doublers. The spade rudder consists of a g.r.p. blade on a stainless steel plate insert, mounted on polybearing 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 hull/deck joint follows the normal Westerly pattern, with a flange on the deck locating over the hull, the joint being covered by a teak rubbing strake through-bolted at 6in intervals.

Below, the Westerly 33 holds no surprises, innovations in layout being rejected in favour of a tried system which is known to work. The temptation to cram too much into the boat has been resisted, with the result that enough space has been allocated for each function. The conventional veeberths in the forward cabin have stowage space both under the bunk tops and on shelves running along the hull sides. Like all the other lockers, those under the forward berths are lined in wood to avoid condensation and to keep their contents drier. The w.c. compartment contains the same g.r.p. mouldings as their used on the 31ft range, but the compartment itself is bigger, with ample room for the shower which is an optional extra. As standard, the 33 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 stowage of washing gear, and the compartment is well ventilated, with both a ventilator and an opening port.

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Hull and deck are moulded by Halmatic at Havant before being transported the few miles to Warsash, where a new factory has been built for completion of the 33. Each hull is laid up with 10oz/ft² chopped strand mat on the topsides, increasing to 13oz under the waterline, with extra strengthening in way of the keel up to 24oz. The iron keel is attached by 14 stainless steel studs and the deck is constructed throughout of 18oz mat with balsa sandwich stiffening. Main chain plates are attached by stainless steel bends to deep g.r.p. webs moulded into the hull, and deck fittings are through-bolted with metal doublers. The spade rudder consists of a g.r.p. blade on a stainless steel stock, mounted on self-aligning 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 hull/deck joint follows the normal Westerly pattern, with a flange on the deck locating over the hull, the joint being covered by a teak rubbing strake through-bolted at the intervals.

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The saloon is laid out in the 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 folding leaves on each side, while with the leaves down, the added centre section is wide enough for mugs. A step in this section gives access to bottle stowage in the middle of the table. When the time comes to convert the saloon for sleeping, the settee backs are unbolted to give greater berth width, while the backs are used either for leecloths or, in the case of the port settee, for conversion to a double berth. With lockers under the bunk tops and outboard on each side underneath the sidedecks, there is plenty of stowage space for clothes and gear. Chart table and galley are separated from the saloon proper by two bulkheads, and unlike many modern production yachts, enough space has been provided for both. The chart table itself will accept a once-folded Admiralty chart, and the hinged 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 inevitably end up in the chart drawer. A sliding-fronted locker outboard gives stowage for books, while there is enough room on the bulkheads for instrument units.

Stowage for the two 90 amp hour 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 B100C Calor gas cooker, which has two burners, grill and oven. The cooker is gimballed but can be locked by a simple catch, and as one would expect from Westerly, the installation is a good one, with gas bottle stowage in a cockpit locker which drains overboard, and shut-off valves provided both on the bottle and at the cooker. When not in use, the cooker is covered by a worktop which supplements the working surface alongside. The stainless steel sink is fed by a pressurised water system from the 40gall tanks, but in the event of a failure in the system, water can be pumped to the sink by a foot pedal sited below the cooker. Outboard of the sink is a deep shelf and, rather than providing space for a separate refrigerator, a refrigeration unit for the icebox is included in the list of factory-fitted extras. Stowage for food, cutlery and plate is adequate, but the early boats had no specific provision for plate stowage, 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, complete isolated from the saloon with access from the cockpit. At first sight the bridgedeck to both cabins appeared rather low, but the high freeboard and coamings of the 33 make the cockpit a relatively dry one, and the way in which the Felmaran a 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 saloon and the aft cabin, the engine compartment is flanked by two cavernous cockpit lockers, with enough room for sails, warps, 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 frills and everything is laid out as one would expect. The sidedecks are wide enough to walk around safely and are carried right aft, while the long coachroof has enough clear space ahead of and abaft the mast for liferaft or inflatable dinghy stowage. Rather than incorporating an anchor well on the foredeck, the 45lb CQR anchor is stowed on the stemhead fitting, and a Simpson-Lawrence hi-speed anchor winch is fitted 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 main mast, while the mizzen 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 slab reefing is provided for the sloop. The difference is due to the larger number of sail combinations possible for the ketch and the greater scope for small reductions in mainsail area needed to achieve good balance. In addition, the builders consider roller reefing to be easier for a short-handed crew to manage.

Plunging through a confused sea aft underwards, the effectiveness of the cockpit bow is clearly demonstrated

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Stowage for the two 90 amp hour 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 B1000 Calor Gas cooker, which has two burners, grill and oven. The cooker is gimballed but can be locked by a simple catch,

Below, schematic use of wood gives the 33 a warm feeling. Settee backs can be repositioned as leeboards, as shown to starboard, or in the case of the port berth for conversion to a double

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Plunging through a confused sea aft underwards, the effectiveness of the cockpit bow is clearly demonstrated

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Heading through a confused sea off Falmouth, the effectiveness of the clipper bow is clearly demonstrated

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Saloon, interior use of wood gives the 33 a warm feeling. Settee backs can be repositioned as bedboards, as shown to starboard, or in the case of the port berth for conversion to a double

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—rev counter, engine temperature, oil pressure and battery condition—is provided on a panel set into the cockpit coaming.

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

Leaving harbour under working jib and mizzen, it was a simple matter to heave to while the main was hoisted and three rolls put in. Interestingly overpowering the boat in a Force 6/7, we found she would still reach five knots on the wind, while the knuckled bow was effective at throwing spray clear, such that the crew only received the occasional shower of spray from a short wind-over-tide chop.

Downwind under the same rig the 33 required constant attention to keep her on a steady course, but when we reached more regular sea conditions she became easier to handle. Hoping to again to hand the main we changed to the No 2 genoa which, with the mizzen, provided the best combination for the conditions, giving us a much more comfortable ride to windward and a steadier course offwind.

All the ports and genoas are high-cut so as not to obscure views, and the high cockpit allows good all-round visibility although giving the feeling of being remote from the water. Sheet winches are mounted on the wide cockpit coamings, but the sheeting arrangement for the mizzen and warp overcomplicated. 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 coamings 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 reputations of Laurent Giles and Partners and Westerly 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 pedigree rather than thoroughbred, while the 33 would not win prizes 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	10.14m	33ft 3in
LWL	8.66m	28ft 5in
Beam	3.40m	11ft 2in
Draught	1.98m	6ft 6in
Sail area (working)	47.4m²	510ft²
Displacement	6·7 tonnes	6·7 tons
Ballast	2·7 tonnes	2·7 tons
Engine	Mercedes OM 636 42 h.p. diesel. Fixed three-bladed propeller, reverse gear, electric start	
Fuel	180 litres	39 gall
Fresh Water	180 litres	40 gall
Price	£22 808 inc VAT	

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

Built by: Westerly Marine Construction Ltd, Aysgarth Road, Waterlooville, Portsmouth, Hampshire.

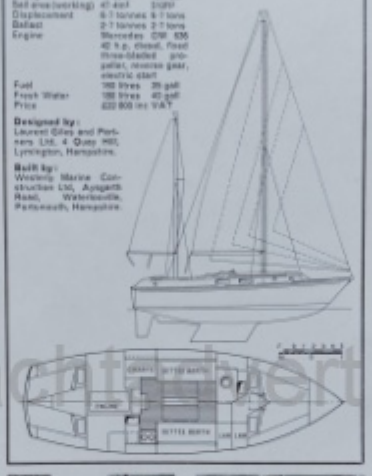
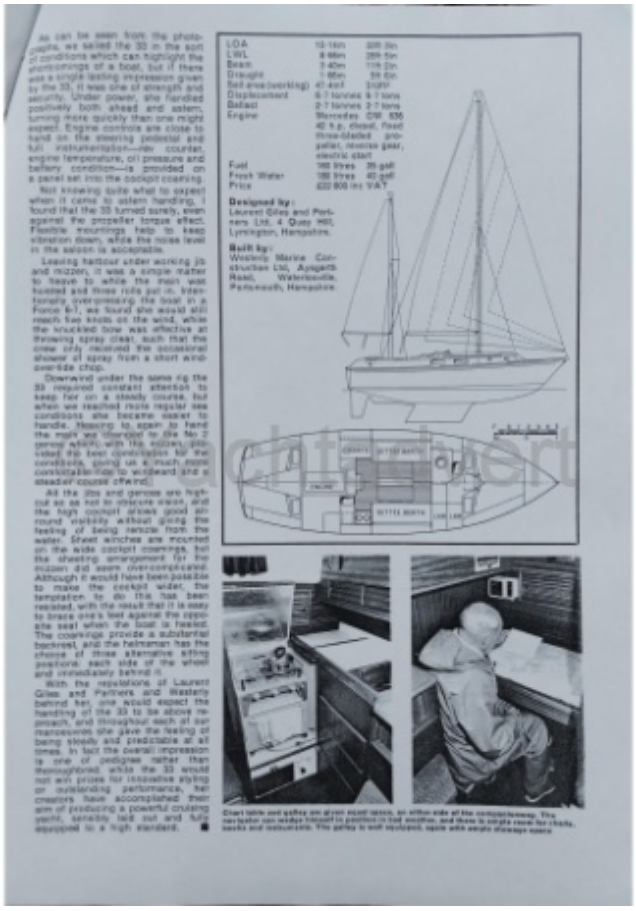


Chart table and galley are given equal space, on either side of the companionway. The navigator can wedge himself in position in bad weather, and there is ample room for charts, books and instruments. The galley is well equipped, again with ample stowage space



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Displacement	6·7 tonnes	6·1 tons
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Fuel	160 litres	35 gall
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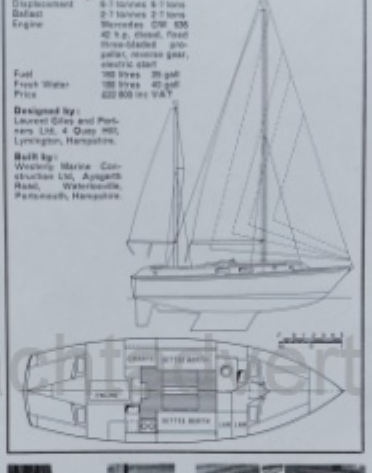

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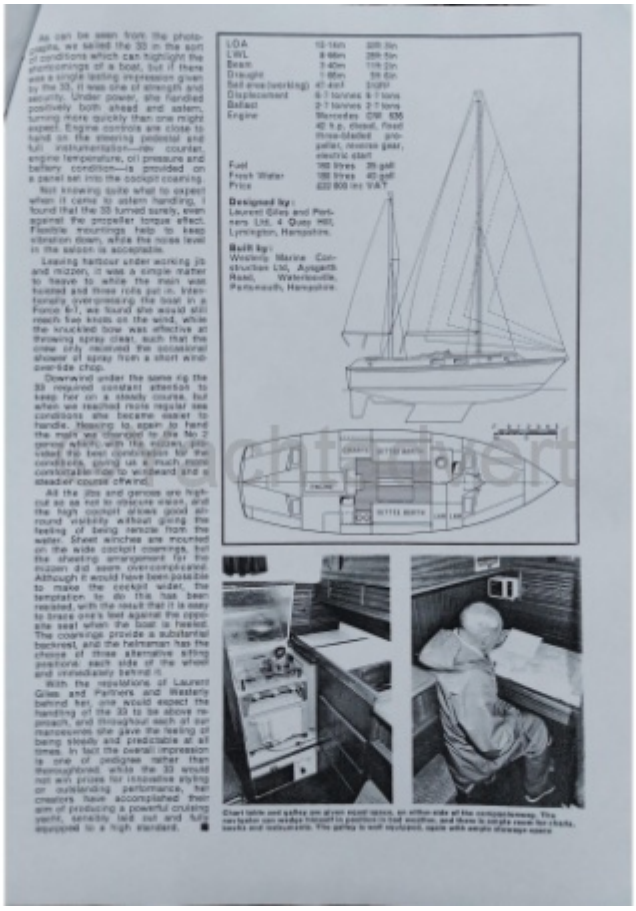

As can be seen from the photographs, we sailed the 33 in the sort of conditions which can highlight the shortcomings of a boat, but if there was a single lasting impression given by the 33, it was one of strength and security. Under power, she handled positively both ahead and astern, turning more quickly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

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

Leaving harbour under working jib and mizzen, it was a simple matter to heave to while the main was hoisted and three reefs put in. Intentionally overpressing the boat in a Force 6/7, we found she would still reach five knots on the wind, while the knuckled bow was effective at throwing spray clear, such that the crew only received the occasional shower of spray from a short wind-over-tide chop.

Downwind under the same rig the 33 required constant attention to keep her on a steady course, but when we reached more regular sea conditions she became easier to handle. Hoping to again to hand the main we changed to the No 2 genoa which, with the mizzen, provided the best combination for the conditions, giving us a much more comfortable ride to windward and a steadier course dwind.

All the jibs and genoas are high-cut so as not to obscure vision, and the high cockpit allows good all-round visibility without giving the feeling of being remote from the water. Sheet winches are mounted on the wide cockpit coamings, but the sheeting arrangement for the mizzen did seem overcomplicated. 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 coamings 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 reputations of Laurent Giles and Partners and Westerly 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 pedigree rather than thoroughbred, while the 33 would not win prizes 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	10·14m	33ft 3in
LWL	8·46m	28ft 1in
Beam	3·40m	11ft 2in
Draught	1·66m	5ft 6in
Sail area (working)	47·4m²	510ft²
Displacement	6·7 tonnes	6·7 tons
Ballast	2·7 tonnes	2·7 tons
Engine	Mercedes OM 636 40 h.p. diesel, fixed three-bladed propeller, reverse gear, electric start	
Fuel	190 litres	35 gall
Fresh Water	180 litres	40 gall
Price	£22 900 inc VAT	

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

Built by:
Westerly Marine Construction Ltd, Aylgarth Road, Warblington, Portsmouth, Hampshire.

Chart table and galley are given equal space, on either side of the companionway. The navigator can wedge himself in position in bad weather, and there is ample room for charts, books and instruments. The galley is well equipped, again with ample stowage space