

Westerly Tempest



Year: 1987
Location: Newcastle upon Tyne
LOA: 30' 7" (9.32m)
Beam: 10' 11" (3.33m)
Draft: 3' 9" (1.14m)

Remarks:

Fast cruising sailboat, suitable for cruising and weekend racing. Accommodation for 4 people, including the bow forward of the heads compartment. Equipped with roller furling headsail, 2002 J/35 2002 diesel.

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Mechanical and Rigging

Construction:

GRP constructed yacht with bilge keels and counter hung spade rudder.
The vessel is wintered ashore every second year and most recent antifoul was in May 2018.
White original Gelcoat topsides with signature navy cove line stripe.
Teak hull to deck join rubbing strake and teak toe rail. Teak grab rails.
White superstructure with all walkways finished in grey non-slip coatings.
Cockpit with angled coamings providing support when heeled.
Rope locker to port and gas locker to starboard. Varnished tiller with a protective canvas sleeve.
Stainless steel bow and stern rails. Removable guard wire at transom for rear boarding.
Transom bathing step with non-slip. Stainless steel bathing ladder.
Aluminium stanchions and bases with double set guard wires.
Self-bailing anchor locker in the bow with a secured lid. Sail/store room with deck mounted access hatch.
Stainless steel bow fitting. Aluminium rope fairleads. Midship cleats.
Deck mounted access hatch with privacy film to heads compartment. Solar-powered vent.
Portlights in coachroof and cockpit allow natural light into saloon and cabins.

Engine & Electrics:

The yacht is powered by an inboard Volvo Penta MD2002 diesel engine.
The engine is situated beneath the companionway in a soundproofed compartment.
Access is perfect with removable panels to front side and rear.
The engine itself is immaculate and has only completed 765 hours.
Service is carried out annually with most recent in April.
Engine start panel in cockpit. Single lever engine controls.
Reduction gearbox driving a stainless shaft and 3-bladed fixed bronze propeller. Rope cutter.
12V system with a bank of two batteries fitted with rotary style isolator.
Batteries are recharged via engine alternator.

Sails & Rigging:

Bermudan sloop rigged yacht with deck stepped kemp spars.
Roller furling headsail system with sheet tracks mounted port and starboard.
Slab reefing mainsail with sail cover. Rigid rod kicker.
Stainless steel standing rigging including babystay.
Terylene and Dyneema running rigging, the majority of which is led back to the helm.
Spinnaker rigging including pole, mast fitting, and sail.
Two halyard winches mounted either side of the companionway.
Genoa sheet winches within easy reach of the helm. Tiller extension.
Mainsheet track mounted at the rear to keep cockpit free.

Inventory

Plastimo Contest Compass
Navman 5100 speed
Silva wind speed/direction
NASA Clipper Depth
Robertson Dataline Waypoint+ GPS
Standard Horizon Matrix GX2200E AIS VHF
Navico TP500 tiller pilot
Main anchor with chain and warp
Kedge anchor with warp
Manual fire extinguisher

Fire blanket
Life jackets (6)
Gas detector - NEW October 2019
Air horn
Manual bilge pump
Horseshoe buoy
Throwing line
Danbuoy
Boarding ladder
Warps & Fenders
Boathook
Navigation lights
Sprayhood
Dodgers with boat name
Clock and Barometer
CD/radio
Cutlery/Crockery/Utensils
Tiller extension
Winch covers
Shore power lead

Accommodation

Below decks is beautifully appointed with such a spacious feel. The level of accommodation is in line with what you would expect on a 34 footer. This is due to her generous beam and excellent layout and standing headroom. The interior woodwork is a mixture of solid teak and teak faced marine ply. This is in lovely condition. All fabrics, although original, are in excellent condition.

The saloon is entered via the companionway. The ladder down is fairly steep in keeping with yachts of this era. What is different from most similar-sized yachts from this era is the twin double berthed aft cabins. Both have opening ports into the cockpit for ventilation and both have hull mounted shelving, hanging space and cubby hole storage.

There is a side-mounted chart table on the starboard side with 12V switch panel, chart storage, and chart reading light. Also here you will find the DSC VHF, the GPs and the CD/Radio player. Opposite the chart table is the L-Shaped galley with gas fuelled gimballed Plastimo oven, top-loading coolbox, and stainless steel sink. Behind the galley is bespoke hull-mounted storage and built within the cabinets are drawer storage. The water system to both the galley and the heads is as follows. There are a hand-pumped cold, freshwater faucet and a pressurised, gas-fuelled instant hot water system. This works well and saves on battery power.

The saloon has a centreline, drop leaved table with inbuilt bottle storage. The seating area to port is slightly larger and U-shaped and will seat 3-4 people in comfort. Opposite is another settee/berth. There is hull mounted-storage lockers port and starboard with further storage behind and below the settees. In the bow is the heads compartment. The Jabsco toilet was replaced in 2018. Opposite is a sink and vanity unit with hot and cold water,. Here you will find the gas water heater. There is a further door from the heads into the forward sail locker/equipment room. This is a great storage space and can also be accessed from the deck. The headlinings, so often an issue on Westerlys are in great condition. 12V deck head lighting. Teak and holly laminate flooring.

Remarks :

IT IS FAIR TO SAY THAT WE ARE ENTERING UNPRECEDENTED TIMES. THE PRIORITY

IS TO KEEP EACH OTHER SAFE. WE ARE BEING ADVISED AGAINST UNNECESSARY TRAVEL SO WITH THIS IN MIND WE ARE OFFERING FACETIME AND WHATSAPP VIDEO CALLING AS AN ALTERNATIVE TO PHYSICAL VIEWINGS.

The Westerly/Ed Dubois partnership has to be one of the most successful partnerships in the world of yachting. Westerly, renowned for building safe and sturdy craft combined with Ed's ability to design yachts that could not only sail but were a pleasure to spend time on, resulted in a fleet of boats still as popular today as they were when first introduced to the yachting public.

The Tempest is no exception and was in production between 1987 and 1993 during which 107 were produced. The big appeal, apart from her looks, was her sailing performance. She proved to be a winner at club level satisfying both the racing enthusiast and the family cruising yachtsmen alike. Below decks is astounding as she has two aft double cabins. In the bow is a spacious head and beyond that a large sail and equipment locker which can be accessed from on deck. Large saloon with storage that puts modern 31 footers to shame and an ergonomically designed galley make extended periods afloat, a reality. There is even a chart table with a pull-out seat.

This boat is immaculate and has benefitted from loving owners during its life. Viewing highly recommended.

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