



## Westerly Fulmar 32 – Ciona

Make:	Westerly	Boat Name:	Ciona
Model:	Fulmar 32	Hull Material:	Fibreglass (GRP)
Length:	31 ft 11 in	Draft:	5 ft 3 in
Beam:	10 ft 11 in	Number of Engines:	1
Year:	1983	Fuel Type:	Diesel
		Price:	GBP 22,500

### Ciona

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Westerly Fulmar - 1983 - £22,500

A fin-keeled example of the popular and well respected Fulmar, with lines drawn by Ed Dubois, Westerly's build quality and sailing schools' undiminished respect for their sailing qualities.

'Ciona' has been in the current ownership since 2015 when she was bought in Weymouth, and at that time her notable inventory included Hydrovane self-steering; hot and cold water system; fridge and antenna gantry. Since 2015, the spars and rigging received a thorough overhaul in 2017 and the original Bukh engine was replaced by a brand new Beta Marine 25 HP, which now has Less than 97 hrs running time recorded! The headsail sheet

winches were replaced with self-tailing winches, these conveniently re-sited further aft to be within reach of the helmsperson.

In current ownership, she was stationed in France for a period, but In more recent years 'Ciona' has been based here in Sutton Harbour Marina and simply been offering infrequent, but comfortable accommodation for her retired owners when in the UK, but they have another vessel in southern Europe and the decision has been made to now 'slim down' the fleet.

This capable yacht is being sold with all her useful loose equipment, including an inflatable tender and the balance of their mooring license in Plymouth's Sutton Harbour Marina (until 31st March 2024) could be available by separate negotiation if required.

It's fair to say that there's no doubt a new owner will choose to spend time & some money 'freshening' her up again when commencing a new ownership, but 'Ciona' represents a very good basis on which to do this.

**\*\* E-Mail or Call us for a link to an extensive cloud based photo file\*\***

## **Measurements**

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LOA:	31 ft 10 in	Ballast:	1910 kg
LWL:	26 ft	Displacement:	4491 kg
Beam:	10 ft 11 in	Number of Heads:	1
Max Draft:	5 ft 3 in		

## **Accommodation:**

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Being of 1983 vintage, the joinery within 'Ciona' is of the lighter-coloured teak-faced plywood with hardwood cappings, head-linings are of foam-backed vinyl; the majority of which are original and have been re-attached as necessary. Headroom of some 6' 1" at the base of the companionway steps. All berths are 6' 3" long with those in the saloon, straight and parallel to the centreline and provided with lee boards - thereby making excellent sea berths.

A 3kW diesel-fired, hot air heater by Volvo is fitted (located within the cockpit's locker) but this appears to be unserviceable. Where originally fitted within the accommodation, filament bulbs have been replaced with LED and/or fluorescent lamps. A radio/CD player is fitted for entertainment, together with a flat screen TV for mounting on the port side of the main bulkhead. A masthead-mounted TV antenna is fitted. The vessel is fitted with a 240V AC electrical system, with 13 Amp sockets at galley and near to the chart table.

### From forward:

The for'cabin offers a conventional double 'V'-berth with stowage beneath and shelves both sides. Even when the infill cushion is fitted, there remains standing room to change clothes abaft the head of the berth. With a dedicated hanging locker in the cabin in addition to the more communal locker opposite the heads compartment.

The **heads' compartment** is forward and to port of the centreline, with an additional overhead deck hatch having been fitted for greater light and ventilation. A Lavac marine flushing toilet is fitted. Hot and cold pressurised water is supplied to the stainless steel handbasin.

The **saloon** settees convert to sleeping berths utilising the space beneath the side locker units to increase width right to the side of the hull and the settee backs provide leeboards. The port side settee converts to a double berth for harbour use and there is good daytime stowage for pillows/blankets/duvets behind the backrests in addition to the space beneath. Three closed lockers and a deep fiddled shelves over are provided to either side above the berths. The double-leafed table is a wonderful feature of the Fulmar's interior; genuinely big enough to accommodate six diners and securely mounted to the hull structure and thereby offer secure support/handhold to crew in a seaway.

The **Navigation Station** is to port and enjoys a dedicated seat rather than relying upon the head of the quarter-berth. The forward-facing chart table, with chart storage under, will accommodate a folded Admiralty chart and is supported by a 3-drawer plinth. There is also a 4' long locker with sliding perspex doors above and bulkhead-mounted navigation instruments.

Aft of the Nav. Station there is a very generous quarter-berth that is 3' 10" wide at its head, with deep fiddled stowage shelf to the hullside.

The "L"-shaped galley, to starboard at the base of the companionway, offers a large inset stainless steel sink with pressurised hot and cold water supply. There is an electrically refrigerated icebox and a gimbaled, replacement gas cooker by Plastimo featuring a hob with two burners, grill and oven. There is excellent stowage with cut-outs in the aft bulkhead for crockery, a cutlery drawer and a locker under the sink, and an additional locker within the forward work surface's peninsular with three shelves.

## **Mechanical and Electrical Systems:**

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A Beta Marine 25 HP, three cylinder and indirectly cooled diesel engine was professionally fitted in 2016/17 and replaces the original Bukh DV20, (20 BHP) engine. Engine hours recorded (July 2023): just 96.7 hrs!

The engine drives a fixed, three-bladed propeller via a conventional stainless steel shaft (replaced at time of the engine change) and lip seal by Volvo Penta is fitted to the inboard end of the stern tube for a relatively convenient and minimal maintenance, dripless seal.

The electrical systems have been updated over the years, with two 105/110 A/hr batteries currently fitted and selected through a rotary switch to enable either battery to be used for engine cranking or domestic 'Services' use, or to be linked.

Charging is by means of the engine mounted alternator and/or a 20A battery charger (when connected to shore support on a marina).

## **Sails & Spars:**

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Rigged as a 3/4-rigged fractional bermudan sloop, this particular Fulmar's spars are of the later Selden spars (badged as Kemp Masts of Titchfield). The whole rig was the subject of a close and comprehensive inspection in 2017 and anything requiring repair/ replacement was done - including the for'stay - although there is no documentary evidence that the rest of

the standing rigging was replaced at that time (possibly having already been replaced relatively recently, prior to 2017).

A 'Stack-Pack style of mainsail cover, with lazyjacks assists in the handling of the mainsail.

The roller reefing genoa is fitted on a Facnor roller reefing system that replaces the original Rotostay.

#### **SAILS:**

- Mainsail (reported as dating from 2006); three slab reefs.
- Roller-reefing genoa reported as dating from 1999.
- Hanked Storm Jib by Banks Sails.
- Cruising Chute (2000) by Team Sails.

#### **Navigation Equipment:**

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##### **At the Companionway:**

- Dataline Depth.
- Dataline Wind.
- Dataline Speed.
- Dataline Steering Compass, with digital and analogue displays.

##### **Within Cockpit:**

- Raymarine ST2000 tiller pilot

##### **At the chart table:**

- Dataline 'Central' multi repeater.
- Garmin VHF 220i DSC and GMDSS capable VHF radio, with remote command Mic. (GHSi 10) stowed within reach of the companionway.
- Redundant, older VHF Radio (Non DSC).
- Garmin GPS Map 4008, LCD colour display unit, producing imaging for the GPS, plotter and radar data feeds.
- Older, Garmin GPS Map 230 monochrome [but with a relatively large screen] chart plotter.

#### **Deck Equipment:**

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The cockpit affords seating in comfort for up to six adults and provides tiller steering, single lever engine controls and instrumentation. There is a deep (climb down into!) locker to starboard with a gas canister locker immediately ahead.

The 'Primary' (sheet) winches have been replaced with relatively modern **self-tailing winches** by Lewmar. These were fitted on the cockpit's coamings, within reach of a helms' arm, so

that they could be operated while steering and shorthanded.

Sail controls are led aft by way of turning blocks and rope clutches to the original Barlow 19 winches mounted on the aft end of the coachroof.

Ground tackle includes a recent Rocnor 10 main anchor, attached to its chain cable by stainless steel swivel. The cable is handled by manual windlass (SL Hy-speed). A secondary 'Danforth'-type is stowed beneath the saloon's port-hand berth.

Other deck equipment includes:

- Upgraded, replacement pushpits that incorporate larger diameter legs within the design of an 'antenna arch' on which the radar scanner, plus various other antennae are fitted within serviceable reach of the deck.
- Hydrovane self-steering system fitted to the transom.
- Life raft stowage cradle fitted to port-hand pushpit.
- Teak sheathed cockpit seats and teak gratings to cockpit sole.
- Stainless steel, fold down swimming ladder to transom.
- Pale blue, painted anti-slip finish to deck and coach roof surfaces.
- Folding, triple-hooped sprayhood (supplied in Plymouth).
- Set of acrylic-covered cockpit cushions.
- 3-fall lazy jacks and 'Stack Pack'-style of mainsail cover.
- Reinforced PVC boom-supported tent cover to lend protection to the cockpit.
- Inflatable dinghy ('Waveco')
- Min. 6 inflatable fenders.
- Min. 6 mooring ropes.
- 2 off butane canisters, by Camping Gaz .
- High spec. adjustable tiller extension by Spinlock.
- Outboard engine stowage bracket.
- 2nd [clear acrylic] washboard to assist internal light levels when the companionway is closed up.

## Safety Equipment:

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- Horseshoe lifebuoy.
- 2 off dry powder fire extinguishers.
- Fire blanket.
- 4 person life raft, kept stowed in a canister on the port pushpit (Please note; this item has not been inspected for many years and is well out of its 'Service-due' date).
- Manual bilge pump, operable from within the cockpit.
- Electric bilge pump, with manual and automatic switches.

- Blipper, mast-mounted radar reflector.
- 1st aid kit; note the contents have not been checked for their suitability, nor their expiry dates.
- Coastal Flare pack replacement due date noted as 12/2015.

General note on safety equipment: Any safety equipment such as Liferrafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

## **Disclaimer**

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*"In this case we are acting as Brokers only. Whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The particulars are intended only as a guide and they do not constitute a term of any contract. A prospective Buyer is strongly advised to check the particulars and where appropriate at his own expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part. Note: Life-saving appliances do not form part of the inventory and it is for the buyer to ensure they are in date and suitable for his purposes."*

# Photos

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General view of saloon



Saloon table extended



Galley, starboard of companionway



Port settee made up to a double berth



For'cabin



Heads compartment



Heads compartment



Good light and ventilation in the heads



Chart table, port of companionway



Shared hanging locker (opposite the heads)



For'cabin's hanging locker





Dataline instruments on retro-fitted fascia



Detail of the colour chart plotter at chart table



Just 97.6(!) engine hours



Beta Marine 25 HP engine; fitted 2016



Looking aft of the engine to fuel tank



Hydrovane self-steering