



Westerly kestrel 35 – Third Wave

Make:	Westerly	Boat Name:	Third Wave
Model:	kestrel 35	Hull Material:	Fibreglass (GRP)
Length:	34 ft 7 in	Draft:	5 ft
Beam:	12 ft 3 in	Number of Engines:	1
Year:	1993	Fuel Type:	Diesel
		Price:	GBP 34,950

Third Wave

Westerly Kestrel 35 - 1993 - **Keenly priced at £34,950** (to reflect work required).

The aft-cockpit versions of the Dubois-designed 34/35' hulls offer a super blend of ergonomic deck layout and space with a generous accommodation, good headroom throughout and two heads' compartments for absolute nighttime privacy at either end of the boat and spacious, comfortable communal space amidships.

The precursor of the Oceanquest AC, the Kestrel 35 had the upgraded teak-finished internal woodwork of the later incarnation, but teak-sheathed decks was an optional extra (unlike her later sisters) which is ironic in that it is that same kit-form 'teak' sheathing that has failed to stand the test of time and resulted in the currently restricted asking price.

With the most recently recorded price for an aft cockpit version of the Oceanquest 35 being £59,950 and this particular boat having previously sold from an asking of £63,950 we anticipate that buyers will choose to either strip the decks of the sheathing, fill and fair before painting with deck paint, or to have synthetic teak laid professionally. The more expensive option has been taken into account in our asking price for 'Third Wave' - as has the replacement of the standing rigging and of taking the opportunity represented by the removal of the deck fittings to address the necessary deck work, to have the interior professionally re-lined.

'Third Wave' has been professionally epoxy coated beneath the waterline from early in her lifetime. A sectional storage cradle for the boat is included in this sale.

'Third wave' was originally supplied to her first owners by our own James Green (now working here at the Barbican Yacht Agency) and we would be pleased to pass on the benefit of his intimate knowledge of the design and indeed of this particular example in a telephone conversation. Don't hesitate to call to hear more of the basis for this boat's keen pricing.

Measurements

LOA:	34 ft 7 in	Ballast:	2590 kg
LWL:	27 ft	Displacement:	6400 kg
Beam:	12 ft 3 in	Fuel Tanks Cap.:	159 L
Max Draft:	5 ft	Fresh Water Tanks Cap.:	291 L
		Number of Heads:	2

Accommodation

With the same fundamental layout as the earlier incarnation of this design (the Falcon 34) the Kestrel 35 was almost unique in offering a two sleeping cabin plus main saloon layout with two individual heads compartments, all in 34/35 feet. The detailing to the internal woodwork; finished as it was in teak and featuring smoothly rounded mouldings and radiused corners was a significant upgrade from the Falcon and with the teak sheathed decks, Westerly's intention was to lend emphasis to their higher build quality in comparison with many of their competitors of the time.

For comfort, a hot and cold domestic water system was fitted as standard, while this example is also fitted with a diesel-fired hot air heating system. During the third ownership (the father of the current owner), many subtle niceties such as background downlighting in the galley and individual locker lighting was fitted.

A diesel-fired, hot air heating system by Eberspacher is fitted, with outlets in the forward and aft cabins and the main saloon.

From forward, the accommodation features the following:

Forward Cabin: Laid out with a conventional 'Vee' berth form and with an in-filling cushion to enable a double berth. A hanging locker is provided within the 'vestibule' area of the cabin, opposite the heads compartment, while deep fiddled storage shelves are fitted to the hull sides for 'crushable' articles of clothing. A forward facing hatch is fitted to the coachroof over the berth for light and ventilation.

Forward/'Daytime' Heads Compartment: Located forward of the main bulkhead, this compartment may be used, in effect, as an 'en-suite' heads for the forward cabin at night time whilst available for general use during daytime. Light and ventilation is by overhead hatch above, with a mirrored locker outboard of a moulded hand basin. A mixer tap unit with shower head is provided and a dedicated waste water pump discharges the shower's 'grey water overboard, rather than into the main bilge.

Main Saloon: Spacious and well lit; headroom in the main saloon of these boats is of over 6'2" and the immediate 'Wow' factor is of just how much room there is to move around family and/or other crew members. A single settee/berth fitted to the port side is provided with a trotter box through the main bulkhead, while the settee/berth to starboard is located slightly further aft and this is provided with a plywood extension panel and cushion to be able to offer another double berth if desired. Behind the backrest cushions to both sides are lined cave lockers, while the under-berth space is all stowage too, with all the tankage located either under the aft cabin's berth or within the cockpit locker. A rigidly mounted, double leafed table is mounted on the centreline, with an optional overhead hatch for additional light and through ventilation above.

Galley: Located to port of the companionway, the galley is generous in the amount of footspace there is as well as simple, uncluttered food preparation area. Twin sinks are supplied with hot and cold pressurised water via a mixer tap in addition to having a foot pump back-up to the cold water supply. A refrigerated top-opening cool box is supplemented by a dry-storage top-opening locker set in the corners of the 'squared', U-shaped galley. A gimbaled, two burner plus grill and oven cooker may be covered with a fiddled cover to supplement the fixed work surfaces. The forward peninsular is fitted with a very convenient end-of-peninsular locker, fitted out with deep fiddled shelves inside and there is good stowage for crockery and staples beneath the port side deck, outboard of the cooker and the work surfaces to either side of it.

Navigation Area: A dedicated and forward-facing chart table, with its own seat, is fitted to starboard side of the companionway and features a wrap around fascia intended for instrumentation and repeaters and within which the early GPS by 'Magellan' is fitted. Outboard of the navigator's right shoulder, a 12V DC distribution panel is fitted with circuit breakers and here too there is a trough stowage for almanacs or similarly sized books. An opening portlight over the chart table is provided to encourage cross-flow of air and to work in conjunction with that fitted over the galley.

Aft Cabin: This is accessed through a door abaft the chart table and to starboard of the companionway steps. A generous double berth is provided and this is at such a level as to offer relatively good 'headroom' for the inboard occupant. A fixed portlight combines with a coachroof window to encourage good levels of natural light. The cabin's sole runs across the centreline behind the engine and beneath a bridge deck to access the aft heads compartment which is, in effect, 'en-suite.

Aft [en-suite] Heads Compartment: Another separate heads, fitted to port, with a manual flushing marine toilet, hand basin - the latter with a mixer tap and shower head - and there is shower curtain rail too. Sliding doors enclose an under deck, shelved locker.

Mechanical and Electrical systems

A Volvo Penta 2003 (28 BHP), three-cylinder diesel engine drives a two bladed propeller through a conventional shaft. The engine is an indirectly-cooled unit and the closed side of

the cooling system is used to heat domestic freshwater. A dripless lip seal is fitted to the inboard end of the sterntube.

The engine has been regularly maintained; initially by the local Volvo Penta agent in previous ownerships and then the vessel's owner in the current ownership. The engine was last serviced at time of annual winterisation in Nov. 2022.

A 'Stripper' rope cutter by Ambassador Marine is fitted to the propeller shaft, ahead of the propeller.

Electrical

Fitted with two 110A/hr 'Start-Pro' batteries by Exide and an 'X-ALT' Skipper alternator charge controller was fitted in 2006 together with an 'X-Split' electronic charge splitter to ensure the maximised charging of each battery individually when running the engine. The currently fitted batteries date from 2020.

A BM-1 battery state monitor by Nasa Marine has been fitted at the chart table.

The vessel is fitted with a 240V AC shore support system that has been supplemented with a 13 Amp socket at the galley (in addition to the originals in each cabin) and a 30 Amp galvanic isolator to protect the vessel's circuits from shore-based grounding faults.

A larger battery charger ('Mastercharger') replaces the original that was supplied by Westerly.

An immersion heater is fitted within the domestic hot water tank.

Tankage:

Fuel - 159 Litres/42 Gallons

Water - 291 Litres/77 Gallons

Sails and Spars

The Kestrel 35 is rigged as a bermudan sloop on aluminium spars by Selden, badged as 'Kemp' spars by the importing distributor for the UK of the time. The rig is that of a relatively lightly stressed masthead sloop, with single spreaders.

A Rotostay roller-reefing system is fitted to the for'stay, on which the genoa is hoisted.

The boom and its associated end fittings was intended to offer the opportunity for optional 'single-line' reefing of the mainsail although not fitted as such on this example. The three slab reefing pennants for the sail's leech are brought back to the winches at the forward end of to the cockpit/aft end of the coach roof.

An optional rod kicker by which the boom may be supported while taking in a reef in the mainsail is fitted.

A fixed length spinnaker pole, used for bearing out either the genoa or the cruising chute is carried and a vertical stowage system fitted to the mast for it's efficient stowage.

Masthead-mounted lights include Tricolour and all-round white (at anchor) light, with a combination steaming and deck flood light fitted lower down.

Sails:

- The original cross-cut roller reefing genoa by Arun, with UV protection strip is carried on a Rotostay roller reefing system.
- A fully battened mainsail, again by Arun, is of the same age as the vessel. The sail is provided with three reefing points.
- An asymmetric Cruising Chute (2006 and apparently little used) is provided with a stowing 'sock' for convenience.
- The mainsail is stowed within a 'Stack-Pack style of cover, supported on a three-fall lazy-jacks.

Sailing and Navigation Instrumentation

Within the Cockpit:

- Steering Compass.
- GPSmap 451 by Garmin 4" colour chart plotter with a clamp to be able to deploy it and attach it to and remove it from the steering pedestal.
- Raymarine ST4000 autopilot.
- Raymarine ST60 wind speed & direction readout.
- Raymarine ST60 speed & log readout.
- Raymarine ST60 depth readout.

At Chart Table:

Raymarine SL72 Pathfinder radar display.

- Navico RT6500s VHF radio (not DSC or GMDSS capable).
- Magellan 5200 DX GPS (not found serviceable).

Deck Equipment

- Delta, 35lbs anchor by Lofrans to replace the original CQR attached to 50m of 8mm calibrated chain.
- Lewmar electric windlass with warping drum; operable by foot switch within the anchor locker and by cockpit remote control pad.
- Fortress FX16 aluminium secondary anchor carried within the cockpit's locker.
- All Lewmar deck gear, including towed genoa sheet cars.
- Lewmar self-tailing winches; both halyard/reefing and primary sheet winches.
- Amidship life-line gateways, together with a hook-on boarding ladder.
- Double rung transom-mounted boarding steps and fold-down swimming ladder.

- Factory-fitted fairleads to the quarters.
- Pair of named, acrylic dodgers.
- Fold-down acrylic sprayhood (one window panel split).
- Set of acrylic winch covers.
- Cockpit table for mounting on the steering pedestal, c/w with a mug or cup holder.
- Outboard engine stowage pad.
- Avon 'Redcrest' inflatable dinghy.
- Miscellaneous loose equipment including: deck scrubber, extendable boat hook, 'Mooring Buddy', heavy duty bucket, etc.
- Min. of 8 inflatable fenders, plus 1 off 'fender step'.
- Miscellaneous mooring ropes.
- 1 off long 240v shore-support cable.

Safety Equipment

- Manual and electric bilge pumps.
- Fire extinguishers.
- Blipper mast-mounted radar reflector.
- Named horseshoe lifebuoy with floating light (the latter stored in the cockpit's locker).
- Stern boarding/recovery ladder.
- Wire jackstays along the side decks.

General note on safety equipment: *Any safety equipment such as life rafts, 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

"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



Saloon looking forward



Saloon port side & galley area



Saloon starboard side & Nav area



Chart Table Area



Galley area



Forward Cabin



Forward cabin access



Forward Heads



Roomy aft cabin



En-Suite Aft Heads



Excellent engine access from aft cabin





Roomy aft cockpit

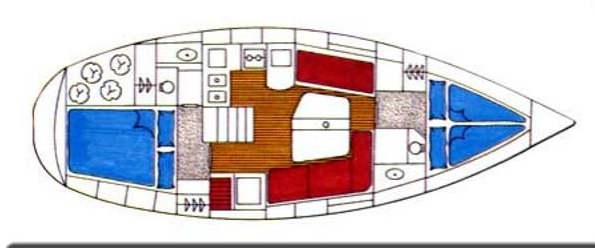


Roomy aft cockpit



Roomy aft cockpit





Layout Plan