

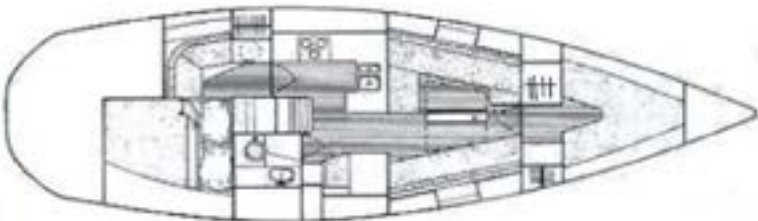
Westerly Typhoon 37 - 1991

Fully Updated with all for Blue Water Cruising

Updated recently with: NEW Engine, CopperCoated hull, Recent Sails, Most New Electronics, Renewed Standing Rigging (over sized) 2018, New Running Rigging, New Clutches, New Spade Anchor and SS chain, Electric Windlass. Solar Panels, Wind Generator, AIS, EPIRB, STARLINK, NO Teak Deck.

The Westerly Typhoon 37, Dubois-designed Westerly Typhoon was popular and still is due to its fantastic build quality and proven performance and stability, but only 40 Typhoons built between 1990 and 1993, The Typhoon is rarer than most other Westerlys but is definitely one of the best yachts Westerly ever built, if you value performance. The same hull as was later used for the Westerly Ocean 37 - but only a few build before manufacturer stopped.

The hull is a solid hand-laid GRP laminate, with GRP foam sandwich deck construction, with plywood backing pads and metal plates under fittings. Westerly has always had a good reputation for build quality, and the hulls have Lloyds hull construction certificates - Lloyds specifications (HCC SOU 016138).



FACTS

YEAR & SIZE

YEAR: 1991
Length: 11,38 m
Length in waterline: 9,71 m
Width/Beam: 3,75 m
Draft: 1.83 m
Displacement: 7,5 tons (empty)

ENGINE

Beta 30HE
Year: 2023
Engine Hours: 160 hours
Propeller: Feathering 3-blade

SAIL

Main - Owen Sails Vectran, 4 slab reefs, reefing pennants back to cockpit
Tri-radial furling genoa 110% - Owen Sails
Tri-radial hank-on blade staysail - Owen Sails
Hank-on genoa
Hank-on storm jib

RIG

Sloop 7/8 Two-spreader Deck stepped rig
Kemp Mast and Boom
ProFurl C-350 genoa furler and foil
New "Easymatic" mainsheet system (4:1 and 8:1)
Spinnaker Pole, mounted on mast





This boat is the perfect, safe and quality designed cruiser very comfortable in even rough sea. For a couple or a family either wanting to cruise the oceans, live-aboard or to have her for more coastal sailing, she is great choice in quality, comfort and not least a size that make costs for marinas at a lower level than just a few meters larger boats.

Here you have the type of boat that is simply built to last and with quality details and long lasting solutions. Westerly is well known in UK and northern Europe, and often compared to boats like Hallberg-Rassy, Moody and Malö from the years where shipyards build yachts with hull thickness, teak and mahogany interior to last.

Here is a lot of classic design but a big factor here is the conventional block and tackle mainsheet system in the cockpit which allows quick, simple, and safe control by the crew or the helmsman.

Her deep narrow cockpit is a good design feature. It feels very secure when you're moving about or trimming, especially when heeled.

This 1991, Westerly Typhoon 37 has proved itself in all types of sea and weather, both in the colder northerly hemisphere in UK, along the coast of Europe down to the Canary Islands on the Atlantic to Madeira. S/Y Papaver is now on the hard in Portimão on the sunny coast of Algarve in Portugal, waiting for her new owner. She is really ready to go with the many updates and a brand new CopperCoat applied by SlickHull in Portimão, Portugal!

DETAILED SPECS

GENERAL

- Model year 1991, Construction number TN27
- HIN: 905950
- Name: S/Y Papaver
- Length: 11,38 m
- Length in waterline: 9,71 m
- Width/Beam: 3,75 m
- Draft: 1.83 m
- Displacement: 7,5 tons (empty)
- Ballast: 2,7 tons (cast iron)
- Mast height (Bridge Clearance) 16,9 m
- Layout with two cabins (aft cabin and forward Cabin) and a total of 6 berths incl 2 in salon.
- One Head/Bathroom/Toilet
- NEW ENGINE Beta 30HE (160 hours) - 2023
- MAX PROP Feathering 3-blade - Factory Refurbished 2023
- Ambassador Rope Cutter fitted on shaft
- Diesel tank 135 liter (stainless), with access hatch, sight gauge and sump - 2009
- NEWER Electric Lofrans X2 windlass in the bow (2021) and with NEW Spade S100 anchor 20kg/40lb anchor and 50m Stainless Steel 10mm anchor chain (2024)
- 20kg CQR backup anchor

NAVIGATION AND ELECTRONICS

- Raymarine Axiom+ 9" MFD, new 2022 - at chart table
- Raymarine SL631 10.4" MFD - under sprayhood
- Raymarine Quantum 2 Doppler radar on arch, new 2022
- AIS transceiver Em-Trak 921 new 2022 - 'silent' switch at chart table
- ICOM IC-M423 VHF DSC radio, new 2024
- ICOM IC-M802 SSB radio, with AT-140 auto tuner and hull-mounted sintered bronze groundplane, 2005 & isolated backstay aerial
- Hawk VHF antenna at masthead, new 2023
- Backup VHF 2m rigid fibreglass antenna on arch, new 2023
- New B&G Triton2 display at helm 2023
- B&G Hydra Pilot autopilot control at helm
- B&G Hydra NMEA FFD at chart table
- New B&G T1 hydraulic autopilot ram 2022 (old one repaired and kept as spare)
- New B&G MHU-213 masthead wind indicator unit 2020
- B&G Synchro "analogue" wind direction, magnified wind direction and wind speed at snood
- B&G 20/20 display at snood - currently configured for depth
- B&G Hydra 330 processor (true wind)
- B&G External 9-axis compass for autopilot etc
- Simrad GS-25 GPS antenna and compass as backup
- B&G ACP-1 autopilot control unit (lithium backup battery replaced 2021)
- NMEA-0183 and NMEA-2000 networks fully integrated through 2x Actisense NGW-1 converters (2022)
- Airmar depth sounder
- Airmar ST-100 paddlewheel boat speed sensor
- Digital Yacht TriNav GPS-160 GPS/GLONASS/Galileo antenna at snood, new 2023
- Raymarine RS125 GPS backup antenna on pushpit rail (changeover switch at chart table)
- Nasa Clipper Navtex at chart table, with new 2023 H-vector antenna on arch
- Encapsulated radar reflector at masthead



On S/Y Papaver you get a long list of improvements and updates, as she was made ready for circumnavigation and Blue Water Cruising by her current owner. Just look at the specification and the amazing list of updates in later years.

In the cockpit, everything is optimally placed so that the boat can be easily sailed by one or two people. You can safely sail her from the cockpit almost without having to go on deck during the sail. The high backrests in the cockpit provide comfort and convenience, and under the large sprayhood you are well protected from the elements. Inboard winches allow the sails to be trimmed from the safety of the bridge deck, not hanging off the leeward rail as in many boats.

When you come down the stairs to the salon, you are immediately greeted by the impression of quality, with robust, top-class teak interior mixed with quality textiles. The floor in classic teak-and-holly and with good storage spaces underneath. Headroom approx. 1,90 mtrs

On the Port side behind the galley, an aft cabin with sofa, wardrobes and good storage facilities. On the Starboard side aft, behind the navigation area, is the roomy head with toilet and shower.

In front of the aft cabin on the port side is the galley/ kitchen with 1 & ½ sink, gas oven, grill and gas stove and plenty of cupboard space, good size fridge in countertop. On the other side of the galley on the starboard side is the navigation area with everything needed for instru-

DETAILED SPECS

RIG

- Sloop 7/8 Two-spreader Deck stepped rig
- Kemp Mast and Boom
- ProFurl C-350 genoa furler and foil, complete new system 2023
- Standing rigging all replaced in 2018, one sized oversize
- Replaced wire running backstays with Dyneema 2022 – these were fitted by the original owner as optional support for the mast, when running downwind in big seas, and can be clipped out the way for normal sailing
- Running rigging mostly replaced 2022-23. Liros Dyneema main halyard 2023
- New “Easymatic” mainsheet system (4:1 and 8:1) 2023
- Mast removed 2023, replaced masthead sheaves and separator, folding mast steps to full height.
- Spinnaker Pole, mounted on mast
- Cutterstay/Inner removeable forestay on Highfield lever

SAILS

- Mainsail - Owen Sails Vectran, full batten, 4 slab reefs, reefing pennants back to cockpit, new 2021
- Tri-radial furling genoa 110% - Owen Sails, Hydranet, foam luff, new 2020
- Tri-radial hank-on blade staysail (for inner forestay) - Owen Sails, Hydranet, new 2020
- Hank-on genoa (used for wing-on-wing on inner forestay) - well used
- Hank-on storm jib, little used
- Triesail on separate mast track, little used
- Gennaker/asymmetric, Hyde Sails, in Oleu snuffer/sock (2023), tacks to stainless steel retractable bowsprit (2023)
- Recent canvas throughout – lazybag, sprayhood, hatch covers, winch covers

BATTERIES AND CHARGING

- Shore power connection Current: 240V system panel with switches for sockets, water immersion heater and battery charger
- Sterling battery charger 1240CED
- Sterling current monitor/RCCD, shunts on both engine and domestic battery banks
- Sterling ProSave C galvanic isolator
- Victron Phoenix 500 Inverter (2023) at chart table for laptop etc
- Solar panel Photonic Universe 180W on arch, 2019 to Photonic Universe MPPT controller
- Solar panel Sunbeam system 55W flush on forward coachroof, 2024, to separate Photonic Universe
- MPPT controller
- Rutland 913 wind generator on arch
- Marelec wind generator controller/charger at chart table
- Sterling smart alternator regulator
- Domestic batteries replaced 2021-22, 3x110Ah gel Victron
- Engine start battery replaced 2022, Bosch 110Ah lead acid

WATER, HEATING AND SANITATION

- Water heater that heats both via shore power and engine
- Jabsco Toilet/heads with manual flush
- Toilet hoses replaced 2023
- No Holding tank
- Freshwater pump (Shurflo AquaKing 2GPH) replaced 2024
- Accumulator tank replaced 2024 (2 litre SPXflow)
- Sigmar Marine calorifier hot water from engine and shore power
- Backup freshwater hand pump in heads
- Backup freshwater foot pump at galley - replaced 2024 - Whale Gusher 2 - with carbon filter (cartridges)
- Saltwater hand pump at galley - replaced 2023 - Whale

ments, communication, and navigation as well as a panel for electrical installations and control of the switch panel. Storage shelves behind the nav station are used for easily accessed items underway.

In front of the galley and navigation area you find the large saloon with one C-shaped (with infill cushion to convert to a generous bunk) and one long sofa and a large table with foldable sides between. You can comfortably sit at least 6 people around the table, and if you are more than 3-4 people aboard the saloon has another 2 berths with lee-cloths.

A double cabin in the forward part of the boat has wardrobes and storage – even cupboards along the sides, and the former head on portside converted to hanging wardrobe, shelves and storage space and even with fan installed for increased ventilation. The storage space under the V-berth has been remade with three independent crash bulkheads, with waterproof hatches for access, designed to increase survivability in case of collision.

The boat has had three owners.

The first owner ordered every possible option in the build, more than doubling the new price of the boat, and she still benefits from many of those improvements. The boat had an easy life in the first 5 years, sailing between the Solent and France, and being professionally maintained and laid-up each winter. Her second owner kept the boat for 20 years, taking her to the Caribbean on the 2006 ARC and cruising there for 5 years before sailing back to UK. The current owner bought Papaver in early 2019, in Plymouth, initially cruising in the UK and around south and west Ireland in the summers of 2020 and 2021, before heading south to the Canaries for the winter. The following summer was spent in Galicia (NW Spain), then south again to the Algarve for winter. She was laid up in Portimao for most of 2023 due to medical issues, then crossed to the Canaries again in spring 2024, spending the summer there and around Madeira, before returning to the Algarve in late 2024.

The current owner prepared her for circumnavigation, ensuring that all aspects of the boat are the highest quality, with the expectation of trouble-free sailing for an extended period. Improving finances have now led him to get a significantly larger boat and thus let Papaver go to new owners.

She is currently UK Part-1 registered but was in Ireland (EU) during the Brexit transition and therefore has EU VAT Paid status, with documentary proof.

DETAILED SPECS

- Pressurised hot- and cold water taps at galley and heads
- 2x stainless steel freshwater tanks under aft bunk (225 litres)
- TekTanks plastic 85l freshwater tank under forward bunk, with changeover switch
- Johnson automatic bilge pump (with manual over-ride)
- Whale manual bilge pump in cockpit
- Two burner Neptune 2000 gas cooker, with oven and grill
- Refrigerator

MISCELLANEOUS

- Hull CopperCoat treatment -2023
- Liferaft SeaGo Master Offshore ISO 4p (next test due Nov 2025), mounted in cradle on pushpit
- Extra Anchor (CQR 20kg)
- Misc Safety equipment , Several Fire extinguishers, Life lines, Spare parts etc.

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