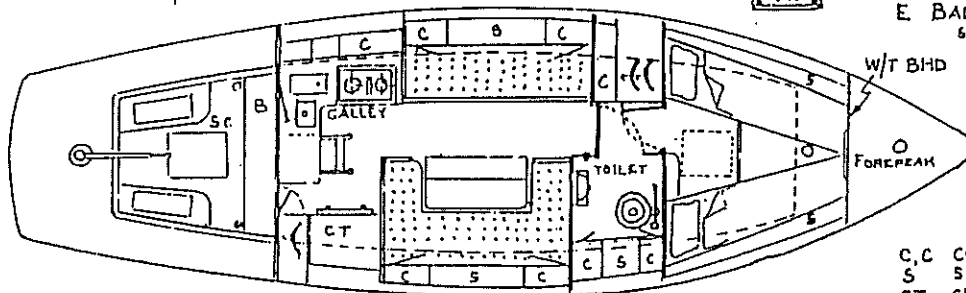
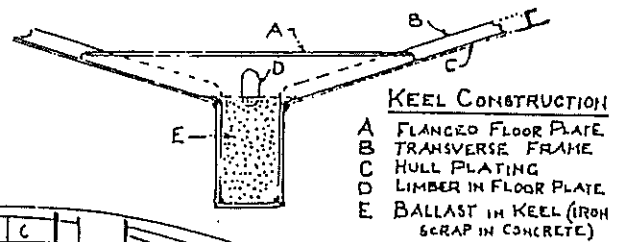
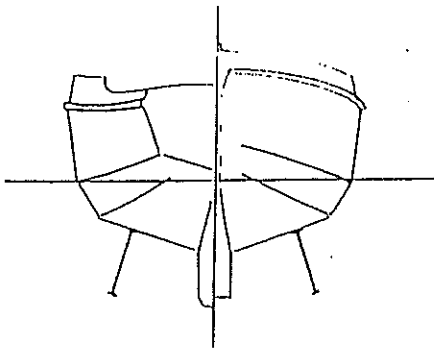
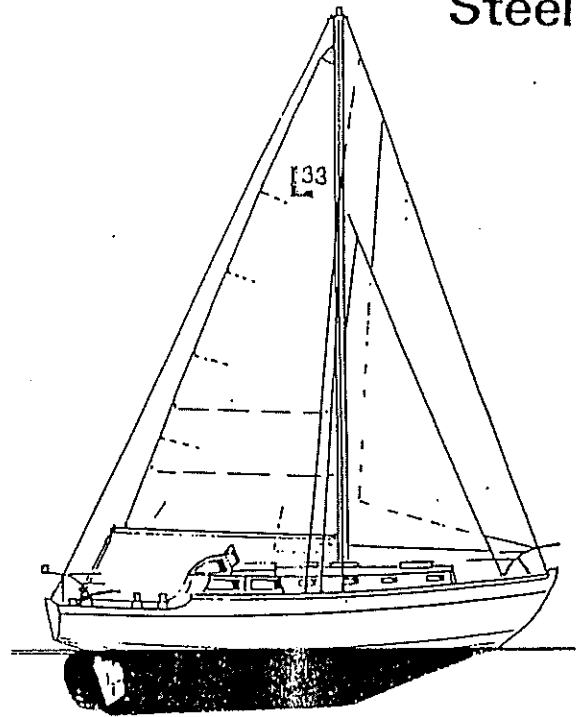


# LEVANTER 33

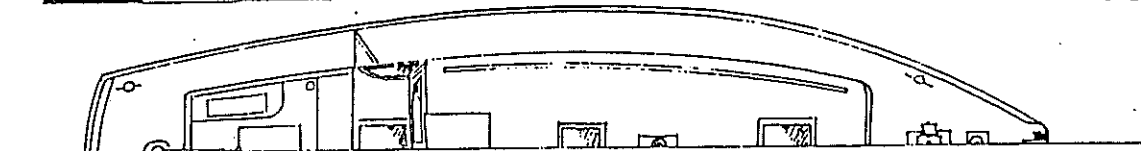
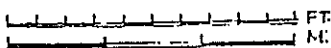
# Steel

LOA	33.5ft	10.21m
DWL	26.7ft	8.14m
Beam	10.1ft	3.08m
Draught	4.3ft	1.31m
Ballast	6,000lb	2720kg
Working sail area	515/697sq ft	47.8/64.8sq m

Designer Maurice Griffiths



- C,C CUPBOARDS
- S SHELF
- CT CHART TABLE
- B BRIDGE DECK
- SC SELF-DRAINING COCKPIT



CONTINUING the multi-chine, shoal draught concept with all-welded steel hull and bilge keels for home construction, the LEVANTER 33 makes a decided appeal to the man who looks for a powerful and roomy yacht for extended cruising.

Construction follows much the same plan as in the FRANCIS DRAKE 37, a multi-chine hull having 4mm plating, transverse angle bar frames at 510mm spacing, and flat bar longitudinals. The cockpit, decks, deck beams and superstructure with hatches are of lighter gauge steel, but owners can opt for marineply and wood construction for the superstructure, if they so wish.

The long keel, of trough formation as in the two previous designs, follows traditional practice for an offshore cruising yacht intended

to hold her course with minimal steering aids. An integral tank for fresh water or sewage holds 70 gallons (320 litres).

In this design, again, the bilge keels are highly effective as roll dampers, and in helping the yacht to claw to windward against a steep sea without any help from the diesel engine. They are not, however, an essential part of this design, and may be omitted by any owner who has no need for them.

The recommended accommodation plan reproduced here is a well tried and practical arrangement for a cruising yacht of the L33's overall measurements. It follows the main features of the FD37's cabin plan, and as in all yachts minor alterations can be made to the plan to suit individual tastes.