

HIS LEASURE — WATKINS



Builder: WATKINS

Year Built: 1986

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 33' 0" (10.06m)

Beam: 10' 6" (3.20m)

Max Draft: 4' 0" (1.22m)

Cruise Speed: 6 Kts. (7 MPH)

Max Speed: 7 Kts. (8 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **His Leisure — WATKINS** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **His Leisure — WATKINS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

RECENT PRICE REDUCTION!!! Great Live Aboard. Watkins boats are cruisers, not racers. All Watkins boats have solid hulls, with no cores. Decks after 1980 are cored with plywood blocks in a mosaic-like pattern with spaces left between the blocks and the space filled with resin to stop moisture intrusion from spreading. All the boats are heavy built with strength being more important than weight savings. The fiberglass layup schedule called for woven glass on both inner and outer layers for strength. The center of the hull is glass mat. Sadly most new production boats no longer use this excellent method due to cost. With that being said, they are very comfortable, safe, sea kindly boats that make great family boats for day sailing, gunkholing, and living aboard. The boat is ideal for shoaling waters like Florida, the Bahamas or the Intra-coastal waterway. This model has good headroom and interior volume for her size.

Basic Information

Category: Cruising Sailboat

Sub Category: Sloop

Model Year: 1986

Year Built: 1986

Country: United States

Dimensions

LOA: 33' 0" (10.06m)

LWL: 26' 6" (8.08m)

Beam: 10' 6" (3.20m)

Max Draft: 4' 0" (1.22m)

Clearance: 43' 0" (13.11m)

Speed, Capacities and Weight

Cruise Speed: 6 Kts. (7 MPH)

Max Speed: 7 Kts. (8 MPH)

Displacement: 11200 Pounds

Water Capacity: 60 Gallons

Fuel Capacity: 30 Gallons

Accommodations

Total Cabins: 2

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Hull Designer: Watkins Yacht

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: 3M30F

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Information

Interior The boat is sloop rigged with a 4½ foot draft and a skeg mounted rudder. Standard items includes diesel engine, pressure water, shower, ports, and shore power. The galley is aft and to starboard with a deep sink, 2 burner propane stove, refrigerated icebox and storage. There is a hanging locker opposite of the head forward. Teak and holly sole and teak veneer bulkheads and solid teak trim. The interior is a molded fiberglass unit with bulkheads and cabinetry fastened to it with screws, bolts, and adhesives. The interior molded assembly is bonded to the hull with woven roving and mat, that when completed, forms a single unit structure having great strength and rigidity. The interior is finished with hand rubbed teak accents and the bulkheads and cabinetry is teak veneered plywood. The interior layout is typical with a V-berth forward, the head (to port) and lockers (starboard) divide it from the main salon area.. To starboard is a single settee berth with dinette opposite. Aft and to port is a double quarter berth with chart table and to starboard is the galley. The electrical panel is located to port next to the chart table, and the stairs remove to allow access to the engine. Besides the main hatch there is an opening hatch in the salon cabin top and in the V cabin top. The main salon has 6'½ x 5'½ headroom.

Electrical The battery configuration consisted of two 12-volt batteries connected in parallel to allow single or combined use and charged from the stock engine alternator. 12 Volt system
Three Batteries Battery charger 120 Volt system Shore power cable

Hull and deck The hull is molded as a single unit of a combination of polyester resin and fiberglass woven roving and multidirectional chopped strand fiber (MCSF). The keel is molded integrally with the hull and all ballast is contained inside. The deck and cockpit, like the hull, are molded as a single unit of a combination of polyester resin and fiberglass woven roving and MCSF. Plywood coring is incorporated between layers of fiberglass in the cabin top, deck, seat, and cockpit sole areas to give additional stiffness. The non-skid finish is molded into the deck. The exterior finish is pigmented gelcoat molded onto the fiberglass. The boot and sheer stripe are also gelcoat molded permanently into the hull. The hull-to-deck joint is a 'flange' type, which during assembly, is liberally coated with a combination adhesive/sealant. The deck is then lowered onto the hull and fastened in place with stainless steel screws. The aluminum toe rail is then installed, bedded in a heavy layer of the same compound and secured in place with stainless steel through bolts. There is an anchor locker on the foredeck, there are teak grab rails on the cabin top and a large aft cockpit with good back rests and storage lockers. The companionway goes down to seat height, about 12" above the cockpit sole. The rudder is made by Foss Foam, molded as two fiberglass halves, the hollow stainless steel rudder post welded to blades is placed inside and the assembly is filled with a high density foam. The rudder is mounted to a partial skeg for strength. The Edson pedestal steering system operates with stainless steel cables rotating a quadrant bolted and keyed to the rudder post.

Topsides Equipment All spars (mast, boom, and spreaders) are extruded aluminum 6061-T6 alloy, with a protective coating on all external surfaces. The masts has a single spreader, and

boom with double reefing. The Watkins 33 has a mast and boom made by Kenyon. The standing rigging is made of stainless steel wire. The forestay attaches to the stem head fitting at the bow. This is fabricated of welded stainless steel backup plates and through bolted to the hull. All other stays and shrouds are attached to chainplates at the edge of the deck and are through bolted to the hull. Additional fiberglass reinforcement is molded into the hull in all chainplate areas. The main sheet traveler is mounted on the cabin top with control lines led to the cockpit edge.

Exclusions

Owner's personal belongings.

Disclaimer

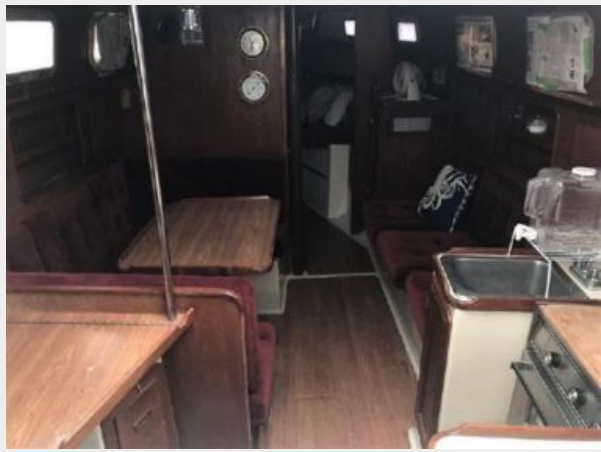
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PHOTOS













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