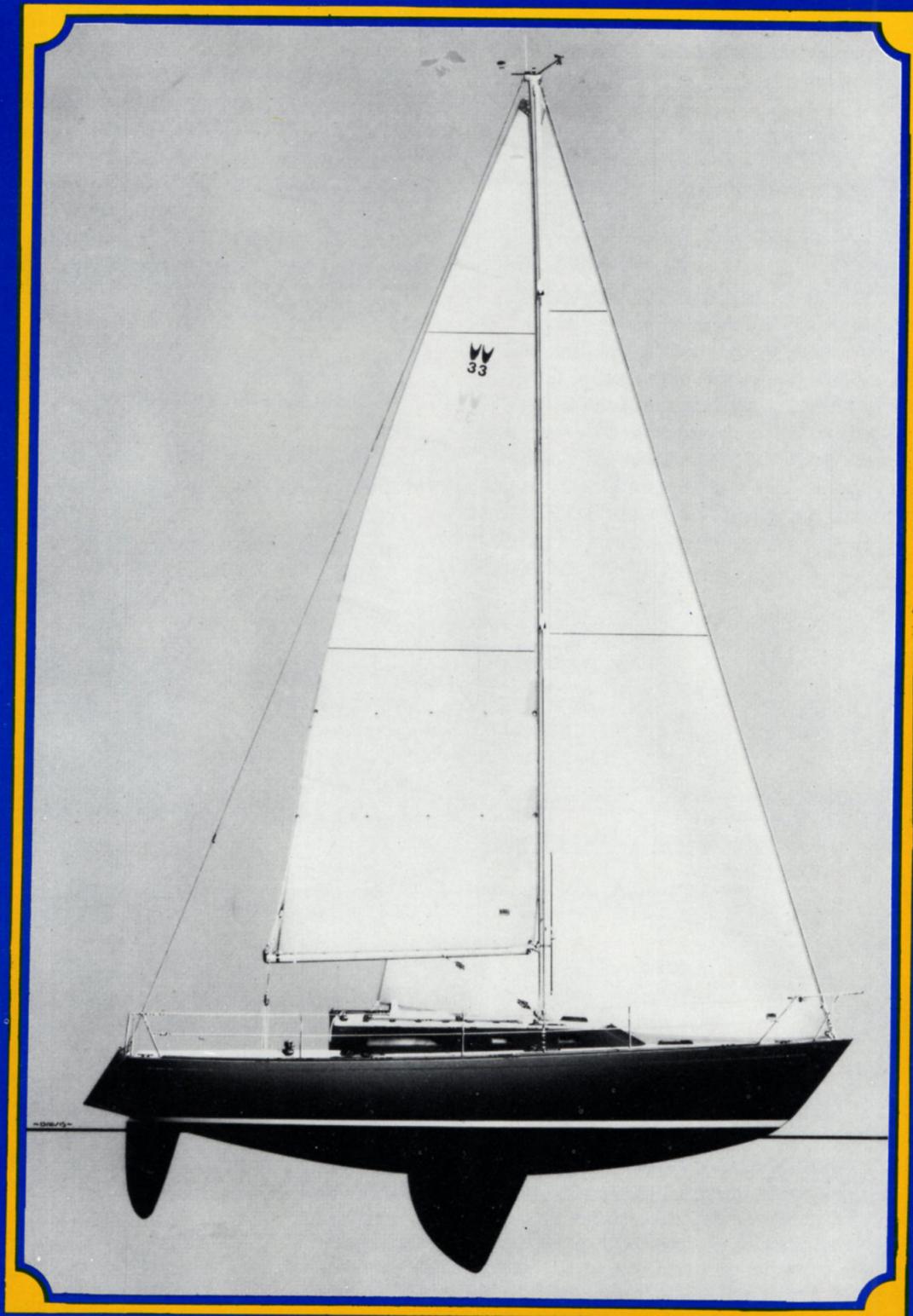


# WALTERS 33



NEW CRAIG WALTERS DESIGN  
BUILT BY HOLBY MARINE CO., BRISTOL, R.I.

## A PRACTICAL ALTERNATIVE

To meet requirements for both exceptional performance *and* shoal draft, Craig Walters has revived and refined the *internally ballasted centerboarder* as a practical alternative to yachts with *fin keels*, *keel-centerboards* and *winged keels*. While the WALTERS 33 is available with a shallow or deep fixed keel, the unique Walters centerboard, which provides excellent pointing ability and ease of operation, is worthy of any sailor's consideration.

Speed, responsiveness and comfort benefit all boats, but a sailboat should be beautiful as well. Above and below decks, appearance was a high priority in this design's development. Many have noted that the WALTERS 33 calls to mind *classic* yachts from years gone by, yet is freshly distinctive in its own right.

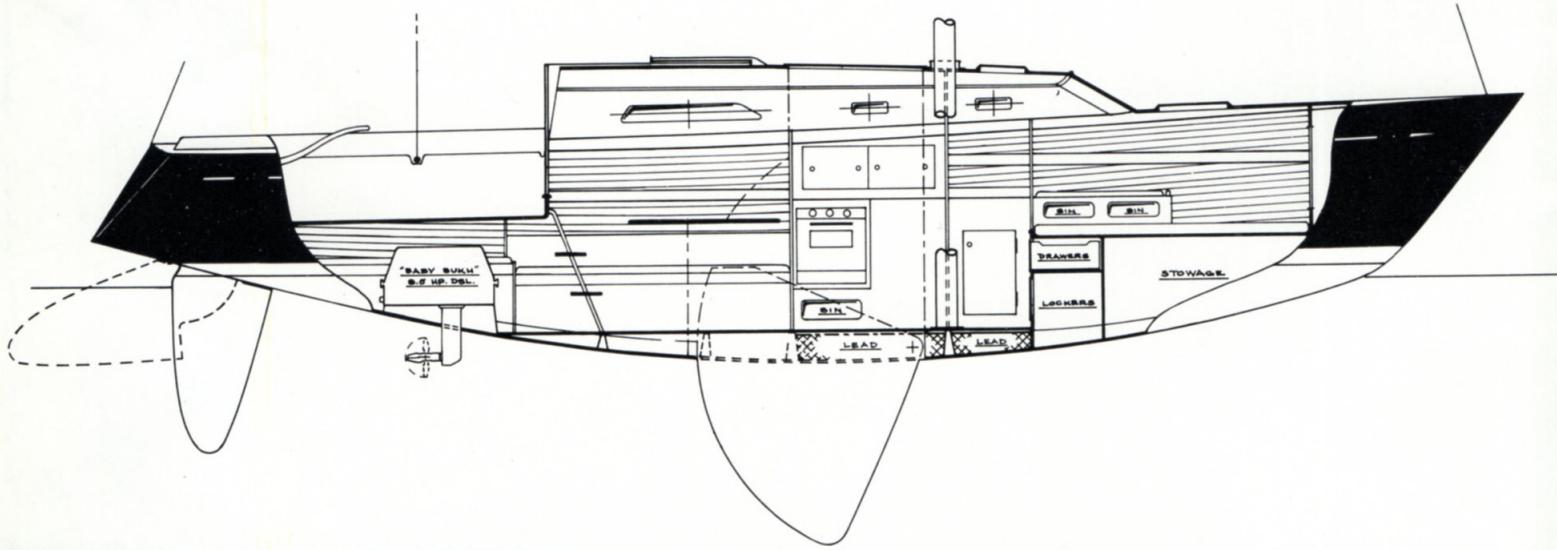
What further sets the WALTERS 33 apart from all other yachts of this size is our *semi-custom* method of construction. Beyond the shape of the hull, deck and cabin, we can modify the interior arrangement, equipment or detail at a fraction of the cost of fully customized construction. In satisfying differing needs and tastes, the WALTERS 33 can be constructed for daysailing or blue water cruising; for all cruising or all racing; utilizing more or less wood; or using a different trim wood, such as mahogany, ash, cedar or spruce. Spartan or sumptuous, the options are yours.

# WALTERS

## HIGHLIGHTS

Designed by Craig V. Walters, the WALTERS 33 offers several distinctive features previously unavailable in this size range. The design was conceived as:

- ★ a cruiser/racer with the ability to excel in either capacity
- ★ a shoal draft centerboarder that performs on par with modern fin keelers
- ★ an eye-pleasing blend of traditional styling and contemporary construction
- ★ a semi-custom yacht with flexibility to meet each owner's needs and objectives
- ★ a limited production yacht of the highest quality and detail



## BRIGHT AND BEAUTIFUL

Our standard interior has a uniquely spacious and functional arrangement. The galley and head are located amidships, which creates a comfortable stateroom forward — well separated from the main cabin. When privacy isn't needed, the entire interior opens up for a delightfully bright and airy effect. The centerboard trunk serves multiple functions: as a centerboard housing; as an interior partition; and as a structural beam that greatly enhances hull-to-deck integrity. The double and four main cabin berths are 6'5" in length and all are supplied with ample lighting, ventilation and storage.

To further brighten the interior and draw out the natural beauty of wood, panel surfaces are white and teak is used sparingly as trim. The exposed hull interior is planked with a traditional wood ceiling; cabin sides are white and the overhead is a white cushioned headliner with teak battens for accent. The seats and sole of the 8'6" long cockpit are surfaced with natural teak planking, and teak cabin sides are an available option.

By combining expert craftsmanship with judicious use of highest-grade materials we demonstrate that a boat built of fiberglass need not look or feel like a "fiberglass boat".

DIME

L.O.A. ....	33'4 1/2"
BMAX ....	10'4"
Displacement ....	9,000 lbs
Sail Area ....	467 sq. ft

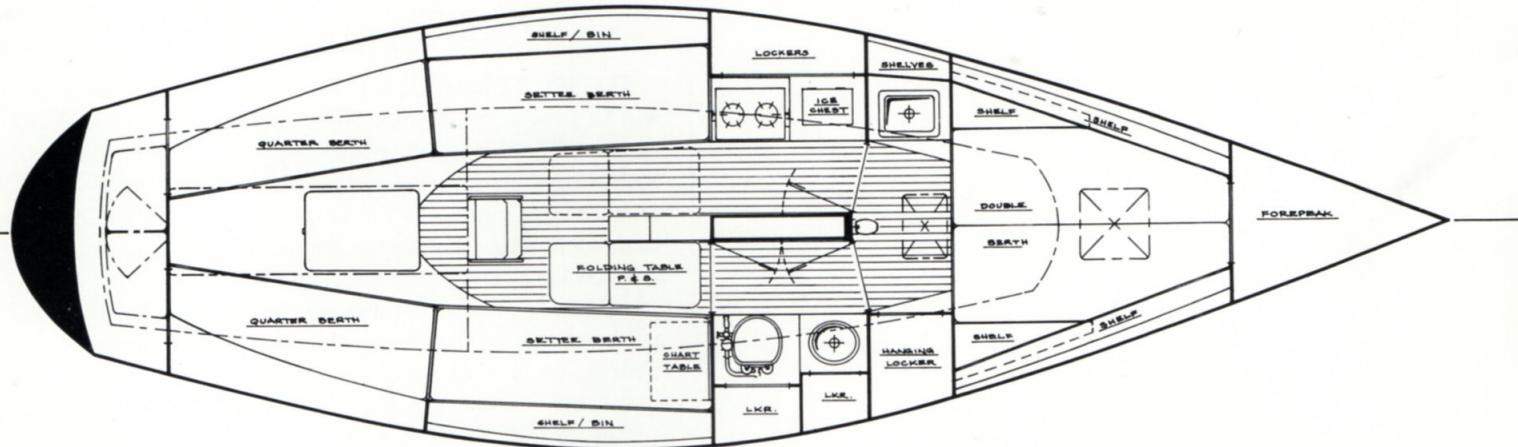
R

Displacement to length  
Sail Area to displacement  
Ballast to displacement

# ERS 33

## THE DESIGNER

Craig V. Walters from Old Greenwich, Connecticut has diverse credentials as a yacht designer. An accomplished one-design and offshore sailor, Craig is a past Mallory Cup and U.S. Admiral's Cup crew member. He was a staff designer for Dick Carter, Morgan Yachts and Sparkman & Stephens, and previously had a design office in St. Petersburg, Florida. His knowledge of rating rules is extensive and includes experience as a measurer, builder, boat owner and rule committee member. He has designed a wide variety of yachts that range in size from a 12-foot one-design to an America's Cup contender. A custom Walters 48-foot cruiser/racer is currently under construction in Maine, as are several SEGUIN 40's. Craig is also a Contributing Editor for SAILOR Magazine.



## THE BUILDER

W. Barrett Holby, Jr. has a range of experience that few sailors achieve in a lifetime. As a youth, Barrett was an active one-design racer out of Larchmont, New York. He has cruised extensively throughout North America and Europe, and in recent years has become a respected name in offshore yacht racing. Most notably, in 1979 and 1981 Barrett won 1st-in-class in the single-handed legs of the Bermuda One-Two; in 1983 he was Project Manager for the modifications and America's Cup trials for COURAGEOUS; and he was Project Manager and Captain for MORNINGSTAR during construction and through the 1984 SORC. Founded in 1984, Holby Marine Company of Bristol, Rhode Island is the builder of the Frers 40 and Tripp 37 as well as the WALTERS 33.



## SIONS

D.W.L.	25'7 1/2"
Draft	1'10"/6'1"
Ballast	4,750 lbs.
Mast height above D.W.L.	45'10"

## TIOS

Wind	238.8 (moderate)
Current	17.3 (moderate)
Waves	.52 (high)

# A NEW STYLE OF CENTERBOARDER

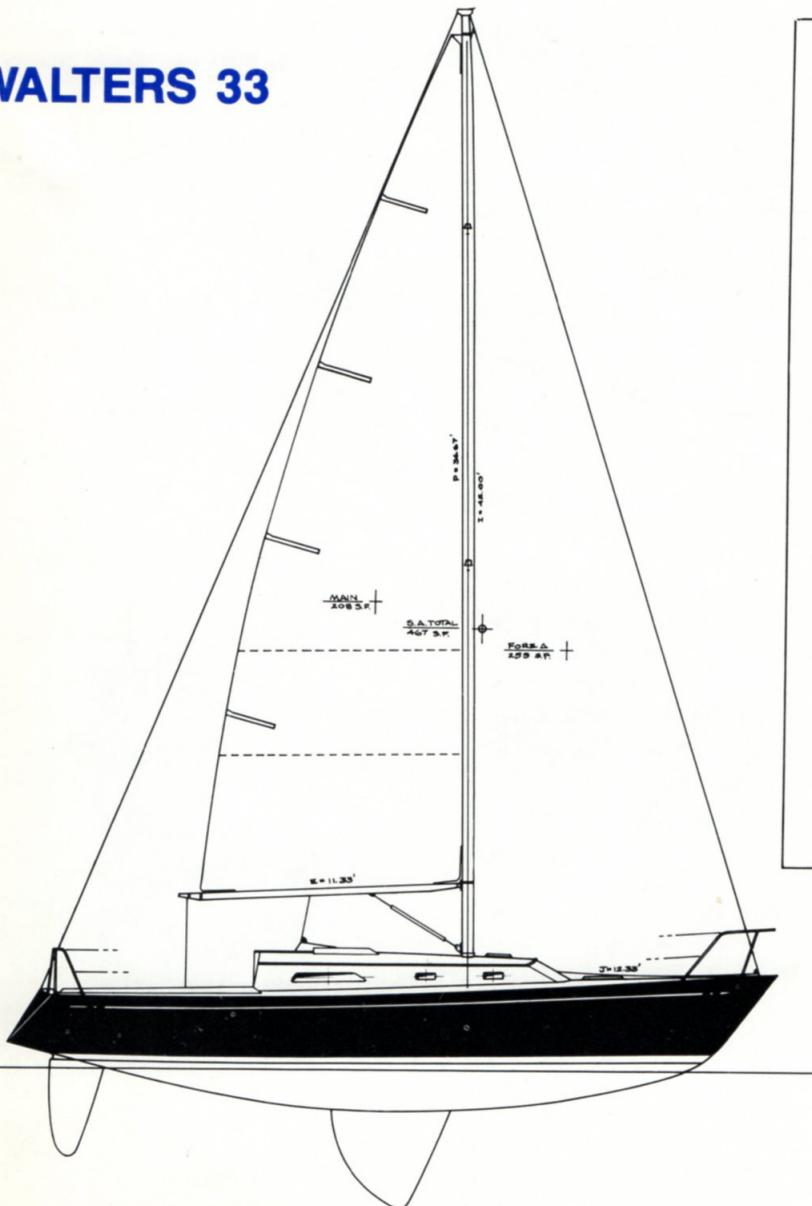
The need today is greater than ever for yachts that can sail exceptionally well cruising or racing. For serious sailors confronted with shoal waters the need is especially keen, since keels have been getting deeper for enhanced windward performance and cruising capabilities have been reduced in direct proportion. *Compromise-draft* fixed keels and *keel-centerboard* configurations reduce draft but generally reduce speed and pointing ability. *Winged keels* are a new and promising approach, but one that has yet to demonstrate structural or economic merit.

*Internally ballasted centerboarders* are a proven and practical alternative. For more than a century offshore cruising and racing centerboard yachts from such noted designers as Ralph Monroe, Ray Hunt and Ted Hood give strong testimony to the centerboard solution. An advantage of making the ballast an integral part of a yacht's structure is that stresses to the hull are substantially reduced compared to yachts with externally ballasted keels. The Craig Walters designed SEGUIN 40's have already established winning race records and logged thousands of pleasurable cruising miles from Maine to the Caribbean.

New materials enhance the capabilities of modern centerboarders, and in constructing the WALTERS 33 we make judicious use of such materials. For example, uni-directional E-glass, select end-grain balsa core and vinylester resins provide excellent strength as well as substantial weight savings in the hull, deck and cabin. Weight savings make it possible for us to sufficiently lower the boat's net center of gravity, providing stability comparable to that of contemporary fin keel designs. The cored construction of the hull and deck provides excellent insulating as well as structural benefits, and unlike the wood or plate metal centerboards from the past, our centerboard is a molded fiberglass airfoil filled with high-density foam and ballasted only to overcome buoyancy and to insure easy lowering.

While many early centerboarder designs tended toward extremes, the WALTERS 33 is notably moderate in displacement and beam. Moderate displacement provides for generous accommodation, comfort and stability, without resorting to excessive beam or centerboard ballast. Moderate beam combined with a hull form free of distortions or rating rule influences provides excellent speed on all points of sail and a most seakindly behavior.

## WALTERS 33



The WALTERS 33 is not like any other 33-foot sailboat, and for several good reasons. With its remarkable centerboard and shoal draft capabilities our "33" can unlock coves and harbors that you may have only dreamed of exploring. Fast, attractive and just plain *fun to sail*, the WALTERS 33 also bears such virtues as generous *elbowroom* (for comfort in cabin and cockpit) and *easy access to equipment* (for proper maintenance or repair). These are the subtle differences that set this design and our construction apart from the ordinary. This is the kind of boat that we like to build.

The WALTERS 33 is not likely to please everyone, but for those who share our enthusiasm for its blend of old world and new, we intend to please you very much. Holby Marine plans to build to order no more than six WALTERS 33's each year, so that Craig Walters and I can work closely with each owner and insure that your objectives are achieved.

If you are interested in learning more about this refreshing new design, please write or give us a call.

W. Barrett Holby, Jr.

**Holby**  
Marine Co.

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