

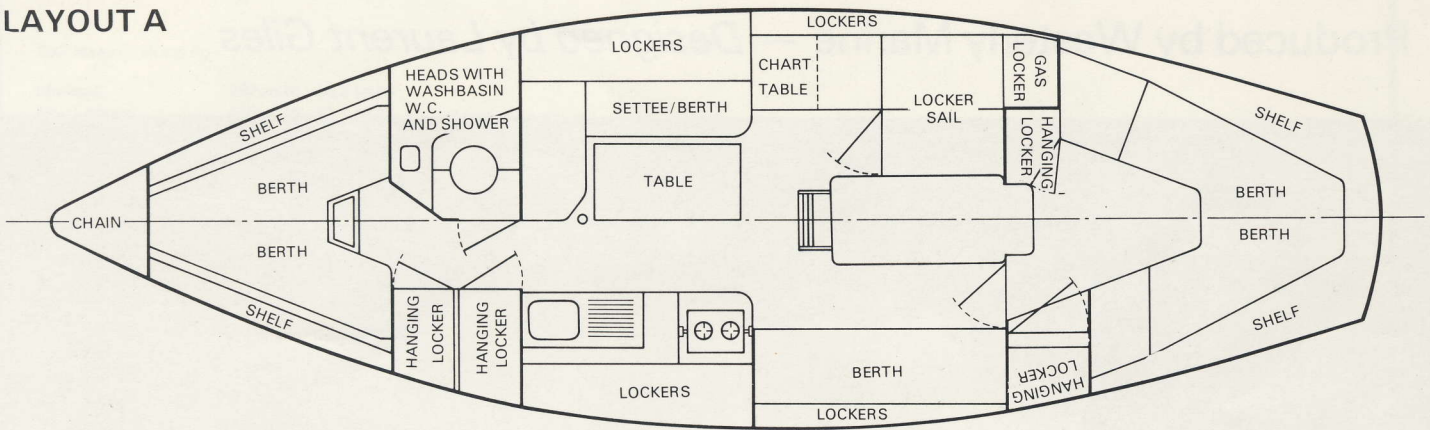
# WESTERLY<sup>®</sup> CONWAY

Produced by Westerly Marine — *Designed by Laurent Giles*

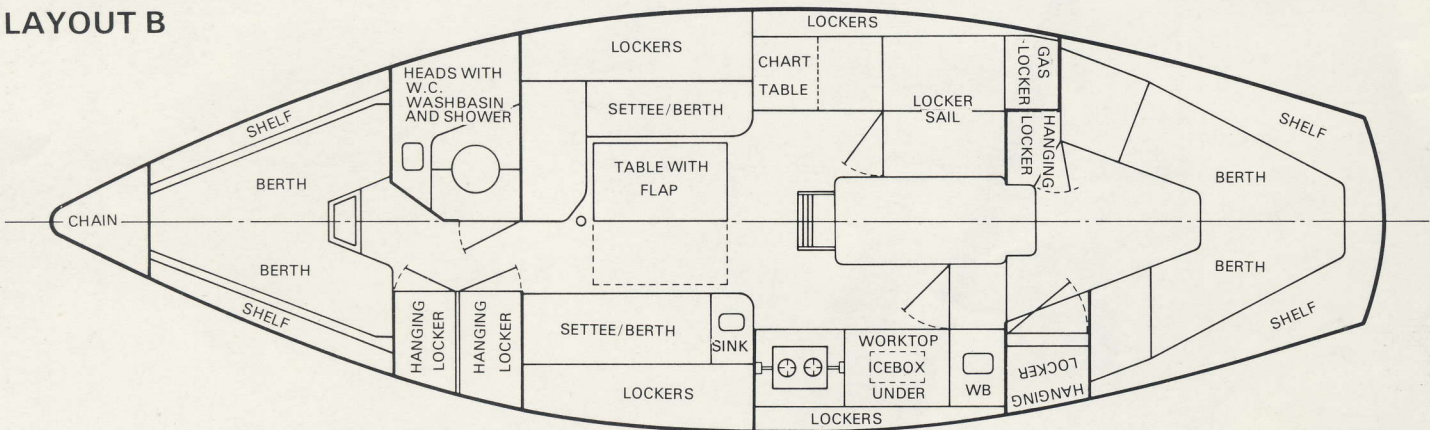


# CABIN LAYOUTS

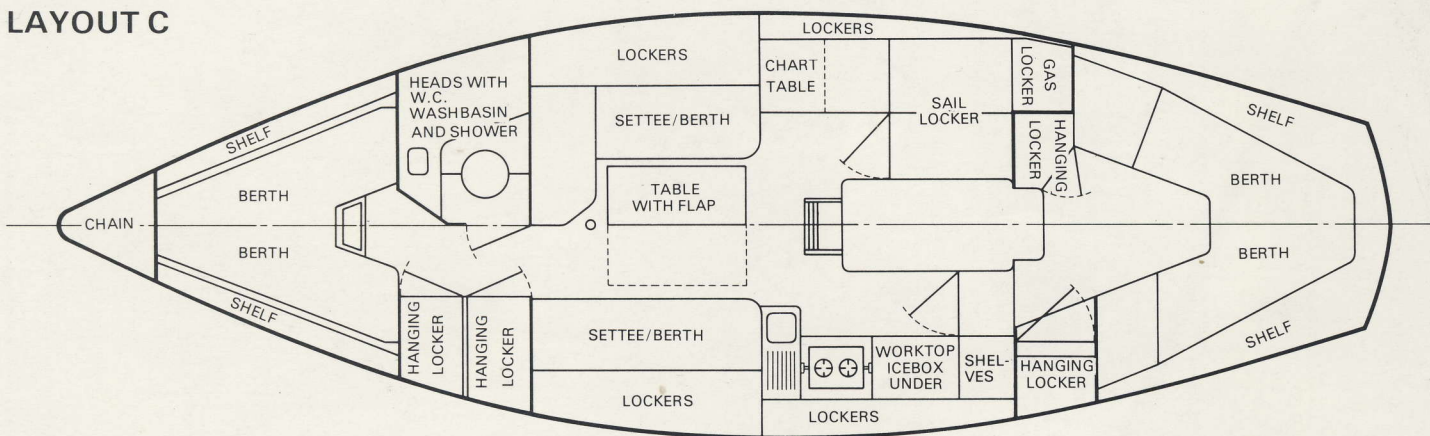
LAYOUT A



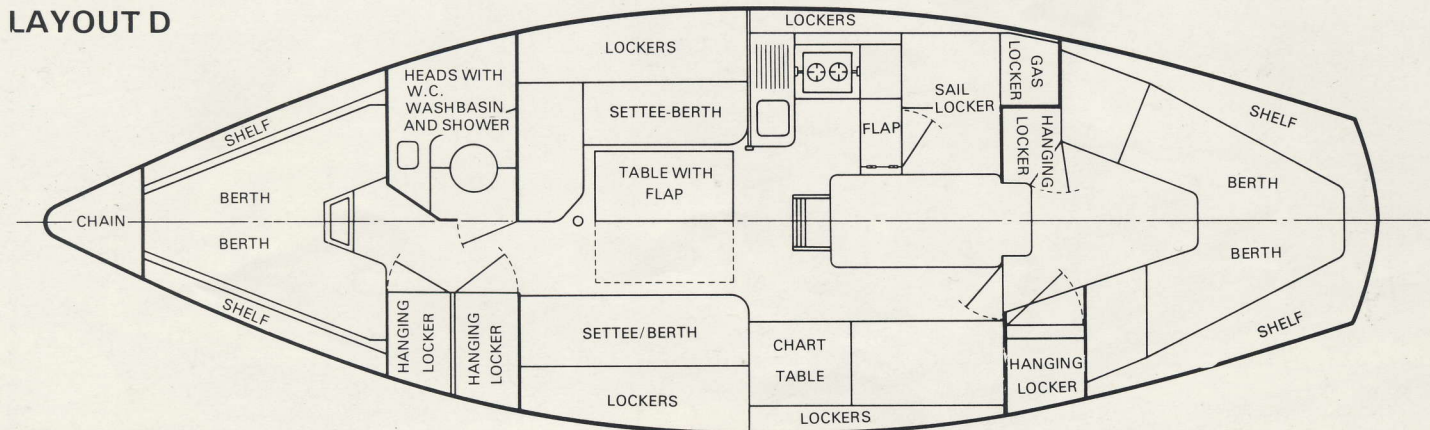
LAYOUT B



LAYOUT C



LAYOUT D



# WESTERLY CONWAY

This is the largest sailing cruiser in the Westerly range. Conway combines comfortable accommodation in three cabins with the ability to make fast sea passages. Within the four standard cabin layouts a number of variations can be incorporated in the main and aft cabins, some of which involve an extra charge.

## THE DESIGN

Laurent Giles and Partners were asked to design a powerful cruising boat with a fast, modern hull shape, a deck that is uncluttered with plenty of working space and a capacious interior. The hull shape was developed in the Southampton University test tank and the skeg and rudder shape evolved from repeated tank tests in Delft, Holland. The end product is an outstanding hull with fine entry, maximum sailing length and full sections aft. Good directional stability was a priority and although efforts were made to keep the wetted surface to a minimum, the keel is longer than currently fashionable. With a fairly generous beam the hull is, nevertheless, well balanced and little helm angle is required to keep a straight course even when the vessel is overpressed. The full bilge sections, deep keel and 44 per cent ballast weight ratio combine to produce a stiff boat, capable of carrying the sloop or ketch rigs effectively.

## DECK AND COCKPIT

The 7 foot long cockpit is well protected. It is self-draining with teak seats and floor grating. Wheel steering is standard with a friction brake and engine controls are situated near the pedestal. Main and mizzen sheets are cleated at the forward end of the aft cabin roof close to the helmsman. Jib sheets are taken through adjustable fairlead blocks and turning blocks to top action low geared winches which are also within reach of the helmsman. Wide side decks and a low coachroof make sail changing, anchoring and mooring easy and safe. A sprayhood or doghouse is available for added cockpit protection.

## SAILS AND RIGGING

Standing rigging on the main mast is 1 x 19 7mm stainless steel with shroud fittings taken by internal stainless straps on to deep glass fibre webs which are moulded into the hull. The mast is deck stepped and there is a tubular stainless steel column directly below the mast step which is taken on to the keel. The mast is gold anodised with through mast reefing fitted with a ratchet. All winches and the roller reefing take the same sized handle. Sails and running rigging are made of terylene, a polyester fibre similar to Dacron. All shroud and rigging plates are stainless steel.

## INTERIOR

An outstanding feature of the interior is the 5ft. 2in. (1.6m) high passage way to the aft cabin. The aft cabin itself has two generous berths and this cabin may have a second wc installed. Alongside the engine compartment on the starboard side there is a general purpose stowage cabin, primarily for sails, which can be tailored to suit the customer's specific needs. This cabin has an access hatch to the cockpit and a doorway to the main cabin. As in all Westerlys there are plenty of stowage lockers and compartments appropriate to the number of berths.

## CONSTRUCTION

Conway is constructed in glass fibre reinforced polyester and has a minimum of 12 ounces per square foot of glass mat (3600 g/sq m) on the topside, which increases to 26 ounces (7800 g/sq m) at the keel. Woven rovings are used in areas of stress concentration and balsa wood sandwich construction is extensively used in the deck. Moulding is subject to constant checks and each boat carries a Lloyds certificate. All load bearing fittings have backing plates or appropriate sized washers. The interior moulding forms framing and ribbing to stiffen and strengthen the hull. The cast iron keel is fastened with stainless steel studs. Steering and rudder gear are also made in stainless steel.

## ENGINE

We recommend the Volvo Penta MD3B 36 hp three cylinder diesel engine — a well engineered and smooth running unit. It will drive the boat at an economical cruising speed of 8 knots.

## MAINTENANCE

Modern low-maintenance materials are used in Conway to make her easy to look after — both in and out of the sailing season. You can count on spending a minimum of time and expense on the boat and a comprehensive handbook is provided. The specification of materials used in the construction will show you that, any maintenance that is required to be done can be easily tackled e.g. greasing of the stern gland is carried out remotely without any need to gain access to the engine compartment. Plastic laminates and vinyls are extensively used in the interior to provide surfaces which will not require any maintenance, except for the occasional sponging down with soapy water.



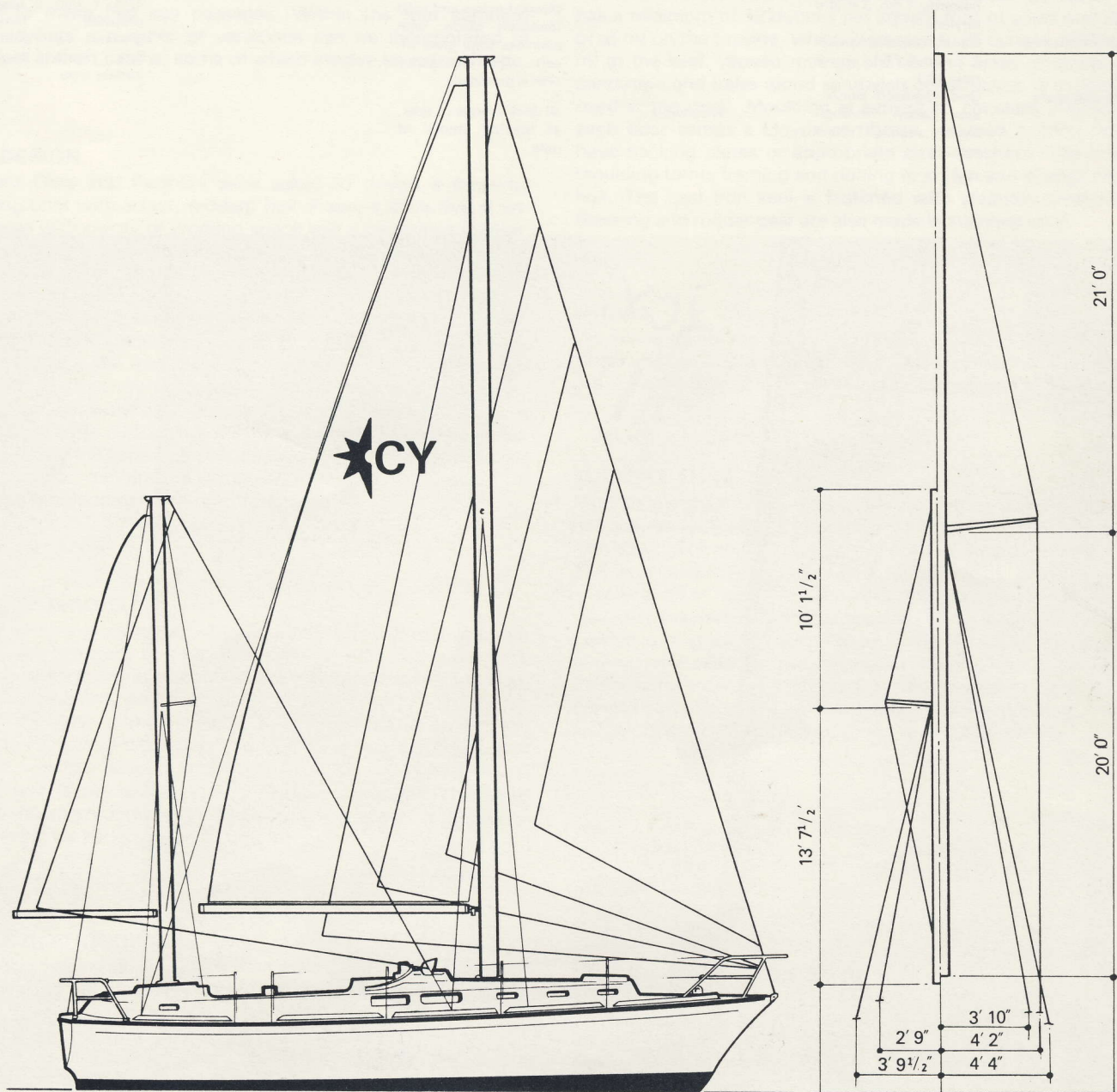
## SPECIFICATION

Length overall	35.75ft 10.89m	Mast lengths-	sloop 44ft. 10in. (13.7m), ketch main 41ft. (12.5)	Engine-	standard unit Volvo Penta MD3B diesel. 36 h.p. (DIN) at 2500 r.p.m., electric starter, alternator with 12 volt 450 watt output. Salt water direct cooling system, engine flexibly mounted and sound insulated.
Length waterline	30.4ft 9.26m	Seacocks & skin fittings -	gun metal.	Battery-	2 batteries as standard, total capacity 104 a h at 12 volts.
Beam	11.2ft 3.41m	Deckfittings-	stainless steel or alloy, through bolted.	Stern gear-	stainless steel shaft 17in. x 11in. 3 bladed propeller, remote greaser for stuffing box, stern bearing cutlass type.
Draft	6.0ft 1.83m	Steering-	wheel steering, cable system through sheeves to quadrant.		
Displacement	7.2 tons 7315kg	Rudder-	stainless steel assembly, self-lubricating plastic bushes and solid fibreglass blade, with stainless steel plate insert. An emergency tiller is provided.		
Ballast	3.2 tons 3251kg	Woodwork-	all deck fittings of teak, all interior fittings of utile.		
Thames measurement	14.54 tons				
Rigging-standing	1 x 19 7mm stainless steel, swaged ends (main mast) 1 x 19 5mm stainless steel, swaged ends (mizzen).				
running-	main plus jib sheets, 1.75in. plaited terylene halliards, 1.5in. 3 strand terylene.				
Jib sheet winches-	top action, two speed, 1:1 and 5.17:1, power ratio 40:1				
Masts and spars-	gold anodised aluminium alloy through mast reefing main mast.				



Sail areas — ketch rig

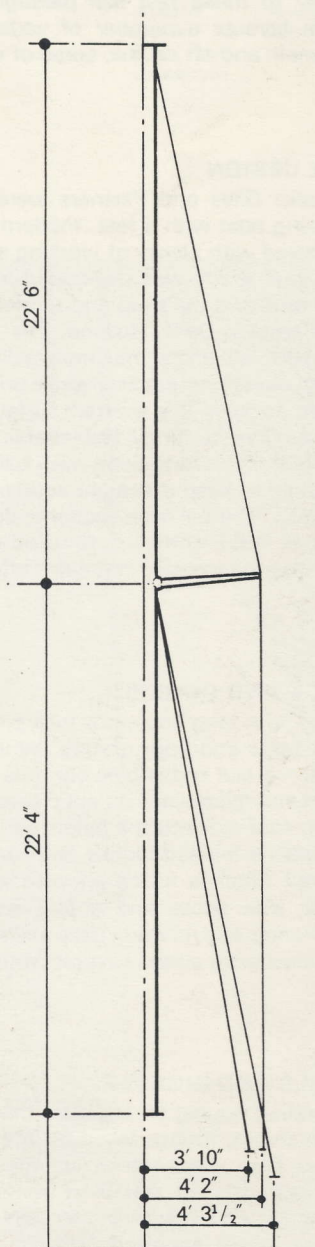
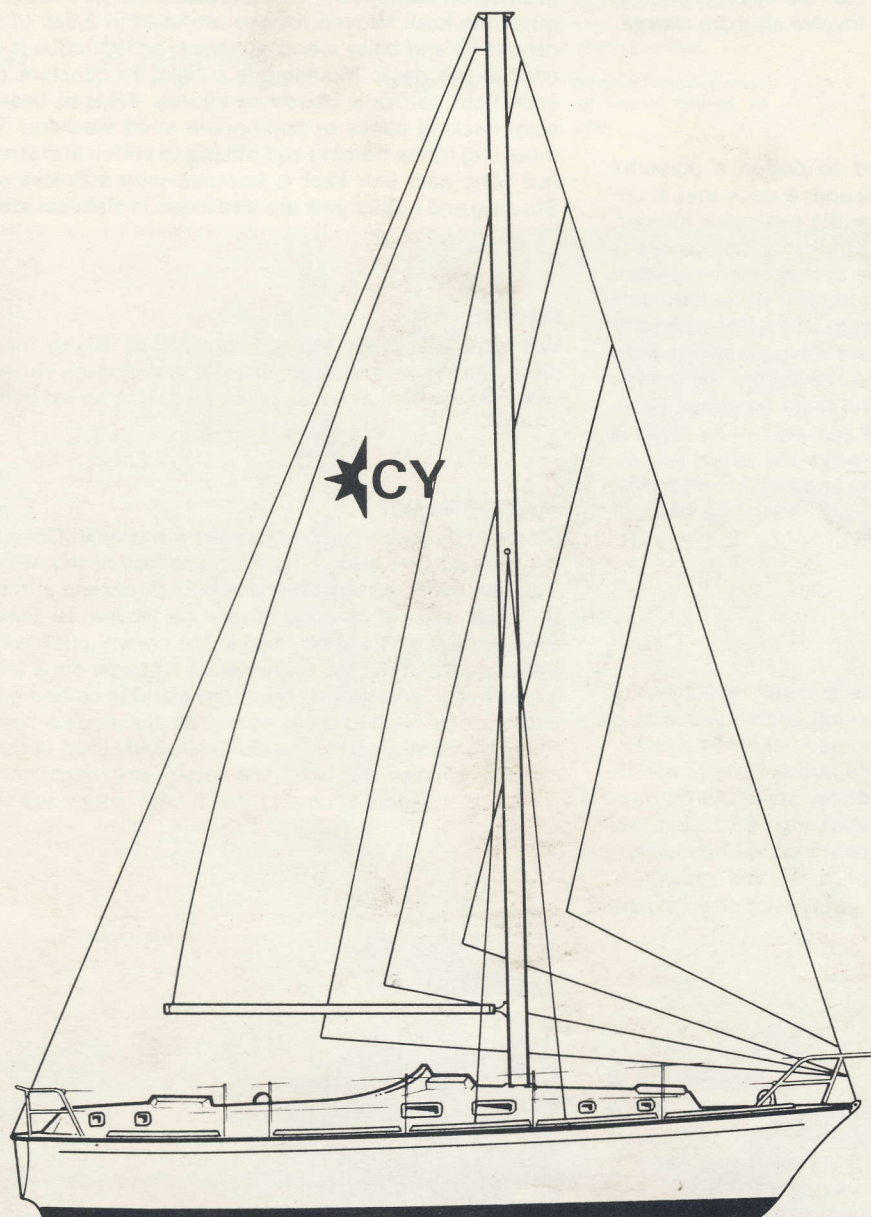
Mainsail	239 sq ft	22.2 sq m
Mizzen	69 sq ft	6.4 sq m
No. 1 genoa	435 sq ft	40.4 sq m
No. 2 genoa	334 sq ft	31.0 sq m
No. 1 jib	220 sq ft	20.4 sq m
No. 2 jib	110 sq ft	10.2 sq m
Mizzen staysail	197 sq ft	18.3 sq m



Ketch Rig

Sail areas — sloop rig

Mainsail	282 sq ft	26.2 sq m
No. 1 genoa	450 sq ft	41.8 sq m
No. 2 genoa	334 sq ft	31.0 sq m
No. 1 jib	220 sq ft	20.4 sq m
No. 2 jib	110 sq ft	10.2 sq m



## Sloop Rig



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