



WESTERLY MARINE **CONWAY W36 aft cabin**









WESTERLY MARINE CONSTRUCTION LIMITED

Aysgarth Road · Waterloooville · Portsmouth PO7 7UF · England

Telephone: Waterloooville (07014) 54511

Telex: 86328



1969
1970
1977

CONWAY W36 Aft Cabin

The clean lines of the W36 with her attractive sheer, low coachroof and powerful stem show her to be a cruiser which will sail well with the minimum of fuss and discomfort for the maximum length of time. With that in mind the entire layout and construction of the boat contribute towards a comfortable existence whether at sea or relaxing in harbour.

THE ENGINE

The W36 is powered by a 4 cylinder Mercedes 42 hp diesel which is smooth in operation and the 35 gallon fuel tank gives a range of over 200 miles at cruising revs. Sound insulation and flexible engine mounts keep the engine quiet. There is impressive acceleration as the combined throttle and gear lever is pushed forwards and, with no commotion, the boat accelerates to a cruising speed of about 7 knots. The speed with which the boat responds to the power of the engine and her tight turning circle, about 1½ boat lengths, makes for easy manoeuvrability even in very confined spaces. The Conway is as manoeuvrable astern as she is in forward gear.

The engine charges two batteries giving a total of 180 ah at 12 v. The engine cooling water heats hot water via a heat exchanger. Fifteen minutes of engine provides sufficient hot water for two conservative showers and ample hot water for the sink in the galley and the basin in the heads. The hot and cold water is piped round the boat by a pressurised water system. The engine is easily accessible via large hatches at the forward end and the two sides of the engine compartment.

SAILING

Under sail the boat handles very well with either the ketch or the sloop rig. The rudder is semi-balanced and steering is easy both upwind and down with just the right amount of weather helm in heavier weather. With full main, No. 1 genoa and mizzen set in force 3-4 in a fairly smooth English Channel the boat sailed herself to windward for twenty minutes with no attention necessary from those on board except for regular look outs. While under way there is an easy motion down below which adds greatly to the comfort of an extended passage. Reports from a number of owners who have made ocean passages emphasize the Conway's excellent sea-keeping qualities and ability to make really good time over long distances. She will heave-to with ease, when reefing the mainsail is easily accomplished by one person under the lee of the headsail. Sailing under headsail or headsail and mizzen alone presents no problem; the boat will go about and will keep sailing to windward, on a reach or down wind for as long as required.

THE ACCOMMODATION

The accommodation is arranged in three cabins. Up forward there are two full length single berths that can easily be converted to a large and very comfortable double by the insertion of a board and cushion in the V-shaped gap between them. Illumination and ventilation are by the forward hatch and two opening port-

holes in addition to the two electric lights. There are two hanging lockers to starboard which drain into the bilge and are suitable for stowing both shore going clothes and oilskins. The door of the forward hanging locker doubles as a door for the forward cabin.

THE HEADS

Opposite the hanging lockers is the forward heads. There is a generous wash basin with hot and cold pressurised water and a cold water foot pump if it is felt necessary to conserve the batteries. The shower is pressurised by the same system as the taps and the used water is pumped overboard by an electric pump. The marine WC is very simply operated, having two sea-cocks and a single hand pump. There is ample storage space for everyone's washing tackle and the whole compartment is lined with a washable surface. Ventilation is by an opening port and a deckhead ventilator to which a powered fan can be fitted for a small extra cost.

THE MAIN SALOON

The main saloon is very comfortably laid out and well appointed. The warm attractive finish is achieved with teak-look flooring, sapele faced bulkheads and locker fronts and hardwood trimmings. The cream coloured soft panels of headliner give the saloon a very airy feel and these are easily unscrewed to reveal the electrical wiring and mountings for deck fittings. There is a choice of fabrics for the cabin cushions, although Vinyl coverings can be supplied if preferred. The saloon is lit by adjustable copper lights and ventilation is by two Dorado vents.

The table running fore and aft has a centre section for bottle stowage and the two leaves fold out to allow seven to eight people to sit comfortably. The seat backs both port and starboard can be removed to reveal more bunk space under the side lockers. The seat backs can then be dropped into position to form lee boards to give two very wide single berths. Alternatively the port side berth converts to a double by the simple process of sliding out the front of the bunk and dropping the port and starboard seat backs into the space revealed making a five foot wide berth. This operation does not involve the saloon table which can remain in position. There are lockers under both bunks and a double bank of open and closed lockers each side under the side decks.

THE GALLEY

The galley is supplied with a gimbaled cooker with oven, grill and two burners fed by two gas bottles stowed in a separate vented compartment in the cockpit locker. Copper gas piping is used with a tap at each end. The removable cover over the cooker doubles as an extra work top. A stainless steel sink is fitted with hot and cold pressurised water and an emergency cold water foot pump. A chopping board forms the cover for the sink. Under the remaining part of the work area there is a deep ice box and there are numerous lockers and racks in the galley area for cooking utensils, crockery and cutlery. The galley is lit by a fluorescent strip light.

NAVIGATION AREA

The navigation table to port is large enough to take an

Admiralty chart folded in half and the space under the hinged top provides stowage for instruments and charts. A flexible chart light is fitted for night use. The table faces forward and the end of the navigator's berth forms the seat. Above the chart table to the left of the navigator is a well thought out instrument panel. Instruments are mounted on a hinged locker front which opens to allow easy access for maintenance, removal and servicing of the instruments. In addition there are spare lockers aft of the instrument panel. The navigator's berth in the passageway is fitted with a wooden lee board.

AFT CABIN

The aft cabin is reached by the walk-through passage between the navigator's berth and the engine compartment. A door at the after end provides complete privacy in what might be regarded as the owner's stateroom. The two large single berths can be converted to an enormous double by the same system as used in the forward cabin. There is a separate heads with marine WC and washbasin, two hanging lockers, a set of drawers under the after deck and deep shelves along the sides of the hull. Ventilation is by opening ports, the aft hatch and a ventilator on deck. Adjustable copper lights are fitted at the head of each bunk. Throughout the boat curtain rails and runners are fitted over all windows and opening ports.

DECK AND COCKPIT

The deck and cockpit are well laid out and Treadmaster is fitted on the coachroof, decks and cockpit seats. This is an extremely safe surface to work on and gives the boat a smart appearance. There are teak grab rails along both sides of the coachroof. The 45 lb anchor stows neatly on the robust double stemhead fitting and is easily handled by the standard anchor winch. There are two large cleats forward, one port and one starboard amidships and one on each quarter. The robust standing rigging, bottle screws and chain plates would not look out of place on boats of fifty feet. Sail handling is facilitated by the thoughtful positioning of the main and mizzen sheets and of the two-speed jib sheet winches. Deck stowage is provided under the starboard cockpit seat. This locker is eight feet deep and steps down are provided. It is big enough to take a full suit of sails, warps, fenders, an outboard, collapsed rubber dinghy and all the other paraphernalia which seems to collect in a boat. The cockpit is self-draining and the sole is covered with a teak grating.

The 2' 6" diameter steering wheel is mounted on a free standing binnacle in the cockpit and the steering position is comfortable whether sitting behind the wheel, on one of the cockpit seats or standing up to manoeuvre in confined places. A steering compass is fitted on top of the binnacle. The emergency steering arrangement is housed underneath the aft cabin berths. A five foot long tiller fits on to the rudder stock and it is possible to steer the boat by standing on the berth with one foot on the tiller and one's head through the aft hatch.

CONSTRUCTION

The Westerly Conway is constructed to Lloyds' specifications and is issued with an individual Lloyd's Register certificate. Lloyds are consulted at every stage in the building from the initial design of the lay-up and of the engineered fittings right through to the release of the finished boat from the factory. The hull is constructed of chopped strand mat and woven rovings. Extra stiffness is provided by six box section stringers running fore and aft the whole length of the boat.

The deck fittings are either stainless steel or a high quality alloy and all are through-bolted to backing plates or washers on the under side. A king plank is moulded in on the foredeck and for extra strength and insulation balsa sandwich construction is used in the deck and coachroof.

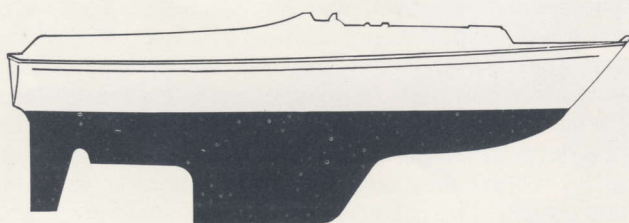
The hull to deck join is extremely strong with the deck moulding fitting over the hull like a shoe box lid. This, together with the teak rubbing strake, is then through-bolted every six inches round the entire boat, the join being glassed over on the inside and a marine sealant applied on the outside.

The cast iron keel is joined to the hull with fourteen stainless steel threaded studs (one 20mm and thirteen 24mm diameter), the keel having first been treated with a special primer. Neoprene and stainless steel washers are used on the inside of the keel stub together with metal backing plates and locking nuts. A marine sealant is used between the top of the keel and the hull.

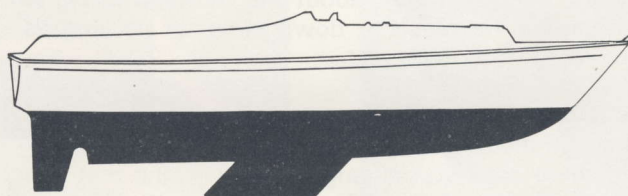
CONCLUSION

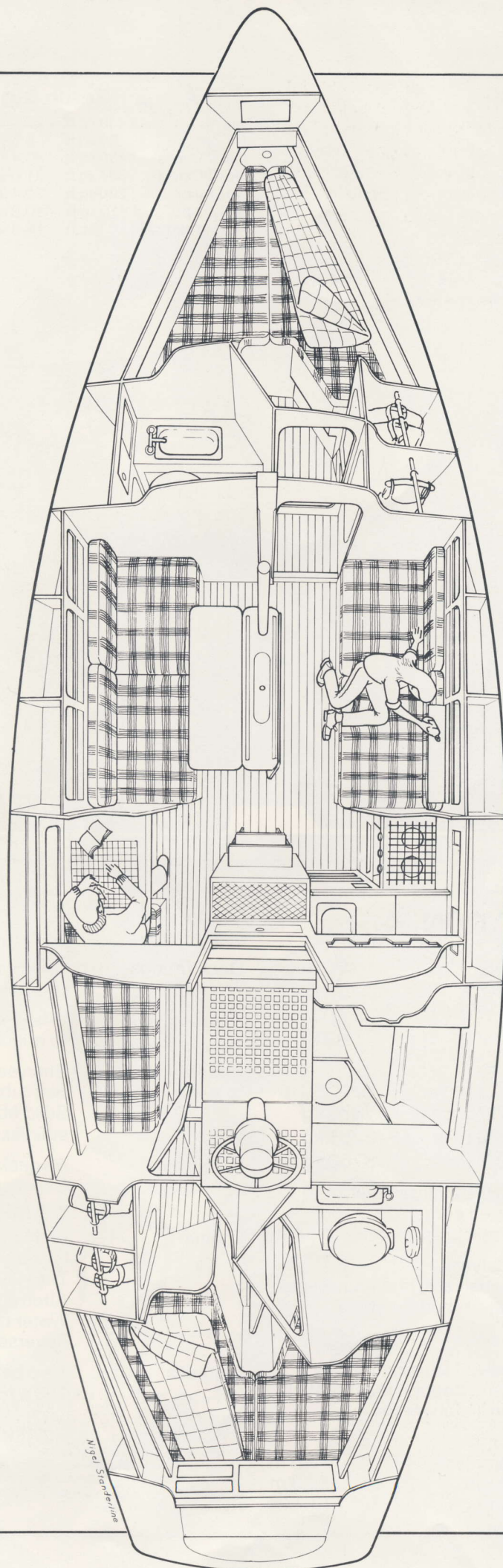
The initial impression of the Westerly Conway as a comfortable long distance cruising boat is fully realized as one gets to know her better. The strength and conscientiousness of her construction through the ease of day sailing to the comfort of living aboard for long periods make her a true family boat capable of coping happily with ocean passages.

FIN KEEL



TWIN KEELS

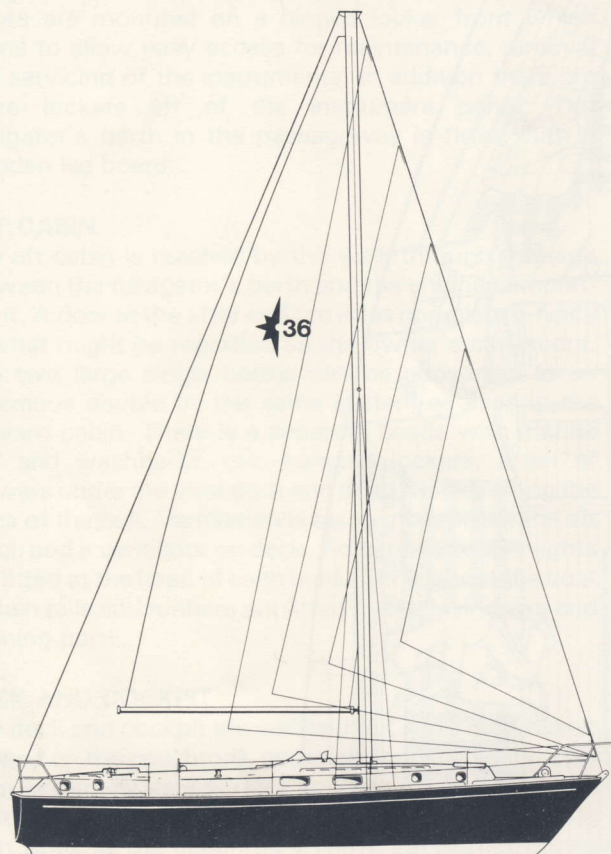




Nigel Stancliffe

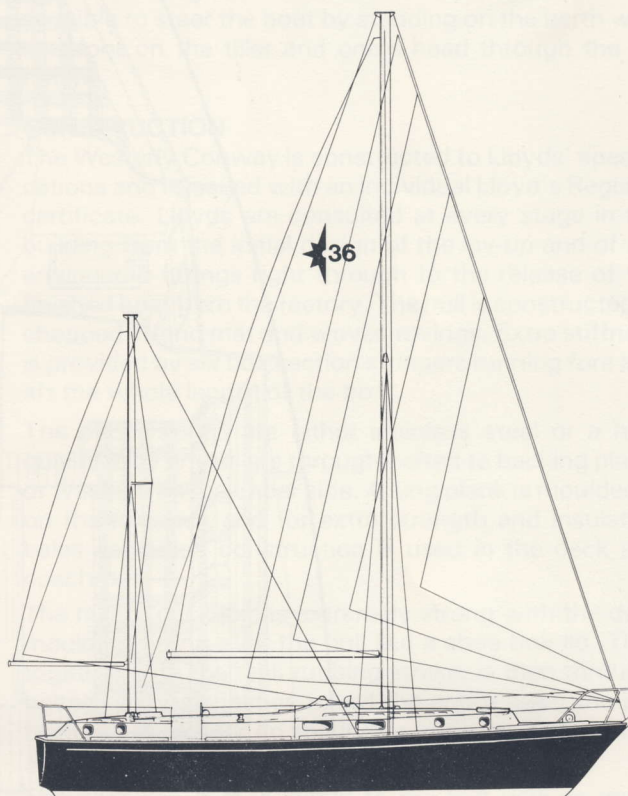
Sail Areas – Sloop Rig

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



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



W36 SPECIFICATION

Length overall	35' 9"	10.90 m												
Length waterline	30' 3"	9.22 m												
Beam	11' 2"	3.40 m												
Draft – Fin Keel	6' 0"	1.83 m												
Draft – Twin Keels	4' 6"	1.37 m												
Weight – Fin Keel	7.2 tons	7315 kg												
Weight – Twin Keels	7.75 tons	7870 kg												
Ballast – Fin Keel	3.2 tons	3251 kg												
Ballast – Twin Keels	3.7 tons	3760 kg												
Standing rigging	1 x 19 stainless steel, swaged end. Mainmast 7mm. Mizzen 5mm.													
Running rigging	Jib halyard. Main halyard, lifts and sheets pre-stretched Terylene.													
Jib sheet winches	Top action, two speed.													
Masts and spars	Anodised aluminium alloy. Ketch – through mast reefing. Sloop – slab reefing.													
Mast lengths	<table> <tr> <td>Ketch</td><td></td><td></td></tr> <tr> <td>mainmast</td><td>41' 0"</td><td>12.5 m</td></tr> <tr> <td>mizzen</td><td>23' 6"</td><td>7.23 m</td></tr> <tr> <td>Sloop</td><td>44' 10"</td><td>13.7 m</td></tr> </table>		Ketch			mainmast	41' 0"	12.5 m	mizzen	23' 6"	7.23 m	Sloop	44' 10"	13.7 m
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Seacocks & skin fittings

Gun metal.

Deck fittings

Stainless steel or alloy, through bolted.

Steering

Wheel steering. Cable system to quadrant. Emergency tiller.

Rudder

Stainless steel assembly. Self-lubricating plastic bushes. Solid fibre-glass blade with stainless plate insert.

Woodwork

All deck fittings teak. Cabin construction utile and sapele.

Engine

Mercedes OM 636 42 h.p. Flexibly mounted. Three bladed propeller. Alternator. Water cooled exhaust. Reverse gear and electric start.

Batteries

Two batteries. Total capacity 180 a.h. at 12 volts.

Lloyd's Register Certificate.

The specification, standard inventory and furnishings are liable to change. Boats are supplied according to the specification on the Price List at the time of ordering. Some items shown in the photographs are not included in the standard price.