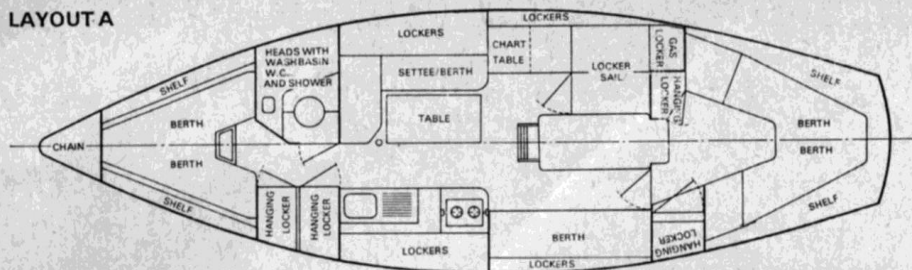
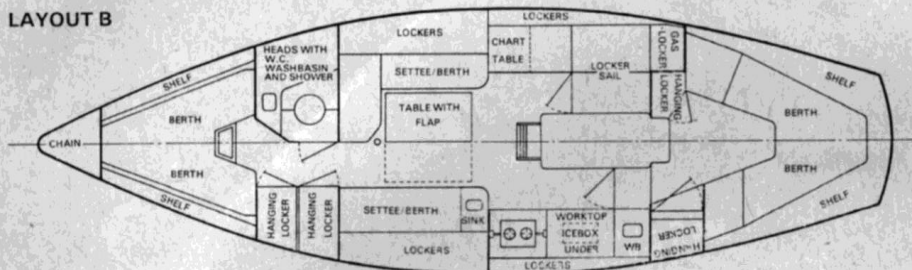


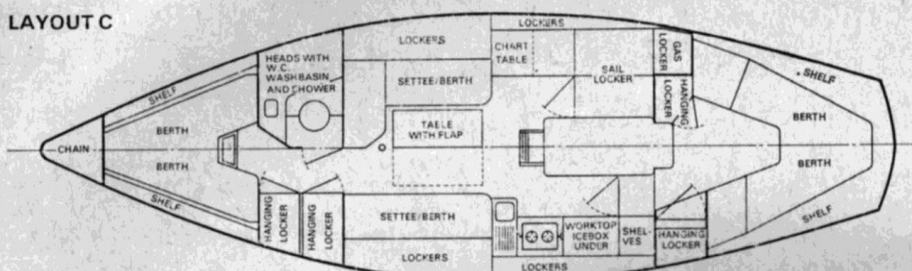
LAYOUT A



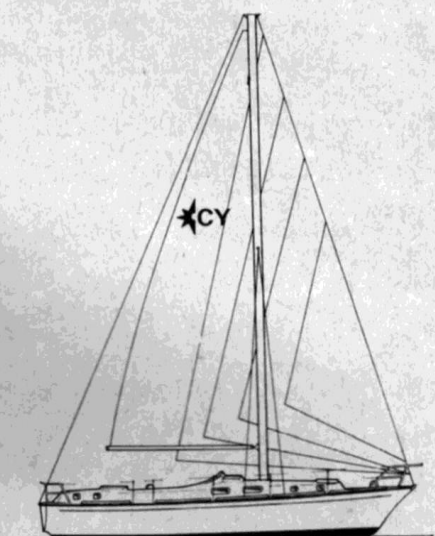
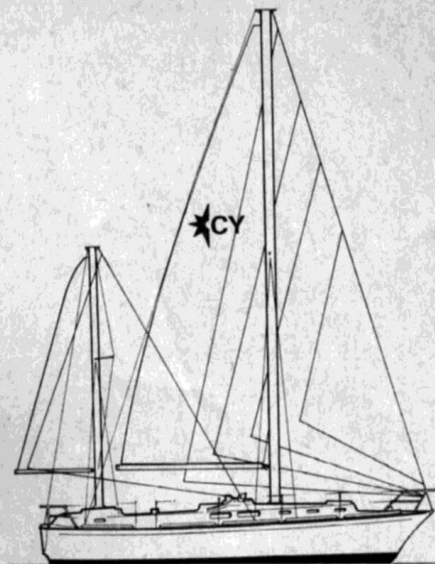
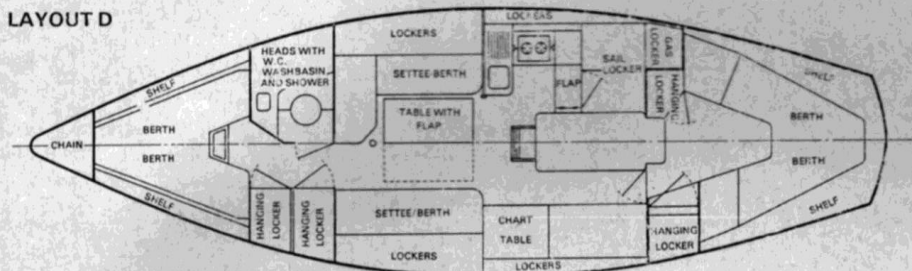
LAYOUT B



LAYOUT C



LAYOUT D



The guardrail wires were bare stainless in the demonstration boat and I think they should be plastic covered, not only for ease in hanging on, should a man go OB and be left holding on to these wires, but because they are easier to see.

The sheet winches fitted were Lewmar 40's and in 14 knots of apparent wind the 40·4m² (435sq ft) No 1 genoa was hard winding for a man and beyond the strength of most women. Depending upon the crew, whether beef is always available or not, more powerful winches should be fitted. Sail handling otherwise was straightforward. The halyards were external mast and of prestretched Terylene, although wire is available for those who prefer it. The main boom is low enough for small men or women crew to cope with when stowing sail, although it is important to lower the spray hood and close the main hatch.

Our demonstration was in the ketch version and it is interesting to note that the mainmast is in almost exactly the same position in both ketch and sloop and that the ketch mainsail is only 43sq ft smaller in area. This is usual enough nowadays and it means that a ketch of this sort, with mizzen stowed, is to all intents and purposes a sloop in terms of balance. The mizzen is

a useful hard weather sail with the main stowed and a light weather sail with the reaching staysail set on it.

PERFORMANCE UNDER SAIL

We had a day of drizzle and a 12-16 knot breeze. No searching conditions by any means but under No 1 genoa, main and mizzen the Conway was perfectly balanced and when on the wind, left unattended, showed just a slight tendency to luff up after maybe half a minute. We held her on a straight course across Spithead so that my colleague from *Everyday Electronics* magazine, Mike Kenwood, could test his final prototype for a make-it-yourself audio-compass (an article will be appearing in that magazine). This called for good directional stability in a boat and the Conway, steered blind as it were, proved to be very suitable. Later, we stowed the genoa and I deliberately put her in irons, got out on a sternboard and proceeded to gybe her and tack her with no trouble, demonstrating that she could be jilled around minus headsail without getting into trouble.

PERFORMANCE UNDER ENGINE

The fitted Volvo Penta MD3B 36hp gives 8 knots cruising speed with a low noise level at around mid throttle driving an

11×17in 3-blade propeller. We positioned her beam-on to the wind and stopped in the water. I then turned her into the wind and downwind, in bursts, on full helm and by ahead/astern bursts on a hard-over wheel. It was plain that she had plenty of reserve for use in strong wind manoeuvring and that marina handling will not present any difficulties beyond those ordinarily expected. Astern, she was less handy. Given time enough to run up a good speed she could be handled straight astern but in close-quarter handling situations the aim would be to carry out all manoeuvres ahead and use reverse solely to check headway. This is quite usual technique with modern boats. In fact the astern position for the gear lever is the gateway to more trouble and wrath than people realise.

CONCLUSION

The Conway is an enjoyable boat to sail, comfortable and reliable. She is not for racing but she could be for extended cruising and she is certainly for living aboard. Perhaps more than anything she is a boat for the man with his own ideas about things—the traditional pain in the neck for builders and the salt of the cruising world.

JDS

For a little more**35ft/36ft offshore cruisers over £35,000 and below £40,000**

Swan 36, Red Admiral 36, Bowman 36, Contest 35, Contest 36, Moody 36, Bianca 36

For a little less**35ft/36ft offshore cruisers below £30,000**

Elizabethan 35, Excalibur 36, Warrior 35

Westerly Conway

Like other Westerlys of the period, the 36ft Conway appeared in a number of guises and under several aliases. Depending on whether the hull sported fin or bilge keels, sloop or ketch rig, aft or centre cockpit, she was also known as the Galway, Medway and Solway. It was the Conway, though, with her fin keel, centre cockpit and sloop or ketch rig, that was to prove most enduring over a production run of nine years.

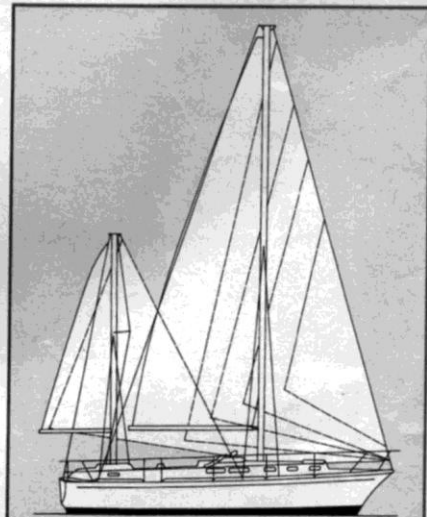
The roomy aftercabin was a big selling point, containing two single berths which converted to a double. There was a choice of four interior layouts to start with, catering for most tastes, and later models gained an *en suite* heads in the aftercabin. Total number of berths was usually six, but seven could be accommodated in one of the layouts. Stowage abounded and included a massive walk-in sail locker. Headroom was good throughout, except in



the walk-through to the aftercabin.

She sailed well, if unspectacularly, gaining a reputation for vice-free performance. She was not slow, but

comfort and reliability, rather than speed, were her forte. The boats were solidly built and no major faults have manifested themselves.

**Specifications****LOA** 35ft 9in**LWL** 30ft 5in**Beam** 11ft 3in**Draught** 6ft**Displacement** 7.2 tons**Ballast** 3.2 tons**Sail area** 743sq ft (ketch)**YM test:** Yes**Second opinion:** Yes

Owners' association: Westerly Owners' Association, K Fisher, Hon Secretary, 11 Church Road, Milford, Godalming, Surrey GU8 5JA