



WESTERLY MARINE

Conway W36

This Laurent Giles design is currently the largest in the Westerly range of sailing cruisers. She has proved to be most comfortable and efficient and is ideal both for offshore cruising and for extended ocean passages.

Her clean lines and attractive sheer, low coach-roof and powerful stem show Conway to be a cruiser which will sail well with the minimum of 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. Conway is available with both aft cabin and bridgedeck layouts.

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
Designed weights		
Displacement	7.2 tons	7315 kg
Ballast	3.2 tons	3251 kg
Mast lengths	Ketch	
	mainmast 41' 0"	12.5 m
	mizzen 23' 6"	7.23 m
	Sloop 44' 10"	13.7 m

Lloyds Hull Construction Certificate



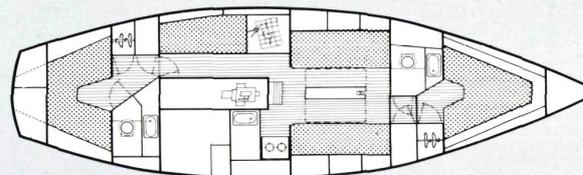
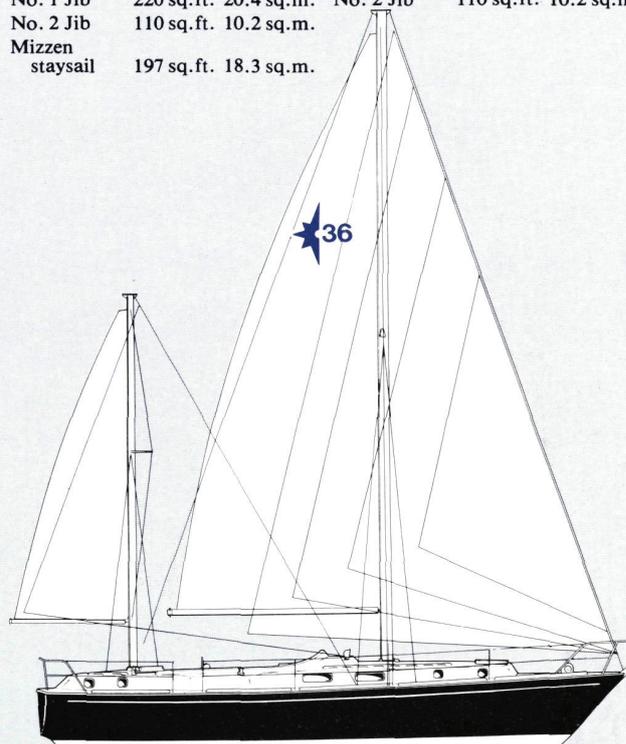
SAIL AREAS

KETCH RIG

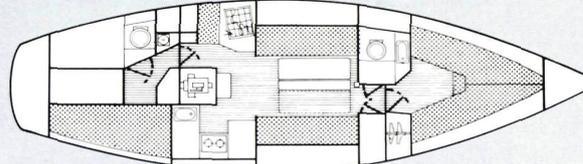
Mainsail	239 sq.ft.	22.2 sq.m.
Mizzen	69 sq.ft.	6.4 sq.m.
No. 1 Genoa	435 sq.ft.	40.4 sq.m.
No. 2 Genoa	334 sq.ft.	31.0 sq.m.
No. 1 Jib	220 sq.ft.	20.4 sq.m.
No. 2 Jib	110 sq.ft.	10.2 sq.m.
Mizzen staysail	197 sq.ft.	18.3 sq.m.

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.



AFT Cabin — Centre Cockpit version



AFT Cockpit — Bridgedeck version

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The boat as described, to specification and standard inventory are liable to change according to availability of bought in and manufactured supplies. Some items shown in the photographs are not included in the standard price.



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Conway W36

SAILING

Under sail the boat handles well with either the ketch or the sloop rig. The rudder is semi-balanced and steering is easy both upwind and down. 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.

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 portholes 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.

MAIN SALOON

The main saloon is very comfortably laid out and well appointed and a warm attractive finish is achieved with the all teak interior. 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.

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.

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. The bridgedeck version has an aft cockpit with a cabin under the bridgedeck.

DECK

The deck and cockpit are well laid out and Treadmaster is fitted on the coachroof, decks and cockpit seats. 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.

ENGINE

Conway is powered by a 3 cylinder Volvo 36 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. 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. Cruising speed is approximately 7 knots.

The engine charges two batteries giving a total of 140 ah at 12v. The engine cooling water heats hot water via a heat exchanger.

CONSTRUCTION

The Westerly Conway is constructed to Lloyds specifications and is issued with an individual Lloyds Hull Construction 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.

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 stainless steel threaded studs 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.