

SeaHawk



**an exciting 17ft.
Bermudan rig sloop
in glass fibre**



Performance

The Sea Hawk is a real thoroughbred. She is remarkably stable and safe yet has a thrilling turn of speed. Her handling, manoeuvrability and windward performance are as responsive as a dinghy. With the plate up she can be beached safely and will sit reasonably upright on her bilge fins. Under power (a 4 h.p. long-shaft outboard is ideal) she will give up to 6 knots. We can also install small inboard engines. Her versatility is exceptional; she is a hardy sea boat and is capable of off-shore passages, but she can also provide exciting sailing on inland waters. In short, she is a first-class family boat, and because of her size and construction, can be kept at home and trailed or left on moorings for long periods in safety.

Accommodation

The self-draining cockpit will seat four adults in comfort. In the saloon there are two full length, vynide-covered, foam-mattressed berths, with additional sleeping space in the cockpit or between the saloon berths, if required. There are two shelves with padded back rests above each bunk also ample space forward of the two berths, which can be fitted with a sea toilet or a galley. For stowage of sails, water, fuel, or other gear there are two large open lockers in the cockpit, and a chain locker forward.

Ideally the Sea Hawk is best thought of as providing comfortable cruising accommodation for two adults, but with minimum of inconvenience it can be stretched to sleep four.

We can offer a 4 berth layout.

Construction

The hull, deck and superstructure are moulded under recommended conditions, and the resins and glassfibre used are Lloyds approved. Construction of the Sea Hawk conforms to the standards of the Ship and Boat Builders National Federation. The deck is bonded to the hull by a double-overlap system that gives increased strength at the gunwhale and an overlap also runs through the Sea Hawk's centre line, around the keel and centre board casing providing double thickness at these stress points. Deck, saloon top and cockpit are a one-piece moulding. Handles and locking device are fitted to the moulded-fibreglass saloon door and there is a moulded, weatherproof, hinged hatch on the foredeck.

The centre plate is made of half-inch thick treated steel plate weighing 70 lbs. and on either side of the centre-plate casing, within the keel, there is iron and concrete ballast of about 370 lbs.

The interior moulding, forming the saloon sole and the two berths, gives the hull considerable extra strength.

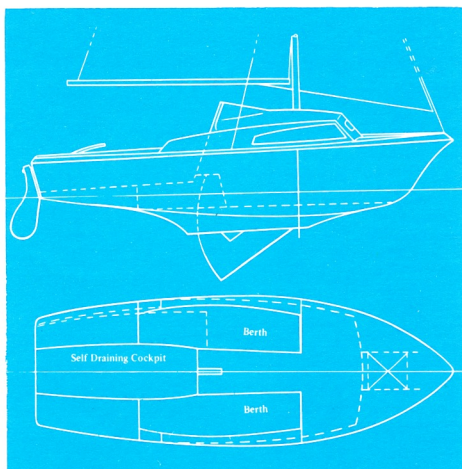
Mast and boom are of anodised alloy, the standard rigging of stainless steel, and the sails of terylene. The mahogany rudder and ash tiller are hung on stainless-steel gudgeons and pintles.

2 berth saloon interior looking forward



4 berth saloon interior looking forward





This illustration shows how the treated steel centre plate hinges down from within the keel. It swivels on a three-quarter inch cadmium-plated bolt and is fitted with a strong hand grip, which increases the draft from 18 ins.—3 ft./.45—1.91 M.

Ready-to-Sail Specification

The standard boat includes, mast, boom, standing and running rigging, mainsail and jib, hinged heel for mast and winching eye on bow, bunk mattresses and three mooring cleats.

L.O.A. 16 ft. 11 ins./5.13 M
 L.W.L. 14 ft. 6 ins./4.4 M
 Beam 6 ft. 6 ins./1.98 M
 Sail area Main and jib
 126 sq. ft./10.7 sq. M
 Weight 1200 lbs. approx./545 Kg.
 Ballast total 440 lbs. approx./200 Kg.

SeaHawk

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Designed by John A. Bennett, Naval Architect

Designed and Printed by Creasey Flood Ltd., Lowestoft, Suffolk.