STRAIGHT TALK ABOUT SEAWARD

A FEW GOOD REASONS TO BUY A SEAWARD

-QUALITY: You won't find a better boat for the money. Ask an owner.

-SEAWORTHYNESS: Lead ballast deep in the water where it can have the greatest impact on stabilty, rock solid layup, serious ports and hatches, hull form with plenty of reserve buoyancy.

-EXTREME VERSATILITY: Our boats are trailerables that can really sail. They inspire confidence in extreme conditions. Dial in the draft you need. Coastal cruise or explore quiet creeks.

-COST- NOW AND LATER: New Seawards are very competitively priced and used Seawards hold their value and are hard to find.

-INTEGRITY: Hake Yachts is a small company that cares about its owners and their boats.

-BEAUTY, GRACE & ELEGANCE

Quality is an overused term, but is the first thing you notice about a Seaward . The *obvious* clues are the flawless gelcoat, substantial feel, and quality hardware.. Less obvious are the high tech construction techniques and thoughtful design. These are *sensed* in a quality-engineered boat.

When you choose a Seaward, *pride of ownership* is one of the many rewards.

A fine sailboat is a blend of *practical* and *simple* quality. Nothing should be over or under done. There should be no wasted space, weight or friction. Everything should be accessible, maintainable, replaceable and cleanable. This is ***simple quality***.

A boat should sail well in most conditions. Whether in deep or shallow water, in light chop or full gale, your boat should treat you kindly and take you safely where you want to go. It should rig and launch and sail effortlessly. As you read on, you'll learn how our boats do all of this.

PERFORMANCE– Our classic looks are deceptive. Clean underwater sections, vertically adjusting high aspect foils and powerful sailplans make Seawards fast across the water. Handling is unequalled. They are light on the helm, will accelerate in the slightest puff, and can turn in their own lengths. And because their ballast is low at the keel's lower tip, they are extremely stable.

TRAILERABILITY– Ease of trailering is one of the key reasons owners give for buying our boats. Our 26 is the largest reasonably trailered boat on the market today. By "reasonably", we mean it will launch at most ramps, mast and rigging will go up easily, and its beam is less than 8' 6", so no permits are required on the highway. Draft with the keel fully retracted is just 15", so the boat floats easily on and off its trailer. It sits low on the trailer and highway travel is relaxed.

Trailerable boats have advantages over non-trailerables. They can be quickly moved to escape severe weather; can be trailed to new sailing grounds quickly; can gunkhole and be beached; and can be stored in your backyard where the rent is free.

THE KEEL– While we offer low aspect fixed keels , we prefer our *electrically oper-*

ated vertically retracting high aspect fin keels with bulbs for the following reasons:

-***Performance*:** the high aspect shape (tall in the vertical dimension and narrow in the fore and aft dimension) fin keel provides lift that a shoal draft keel cannot. Consequently the retracting keel boats perform dramatically better on all points of sail .

-***Stability*:** Concentrating most of the keel's ballast weight low in a bulb at the keel's lower tip allows it to have the greatest impact on the boat's stability.

-*Versatility*: The ability to adjust draft to suit the waters you are sailing in is an enormous advantage, and a pleasure as well**.** ***When the boat that will take you offshore with confidence can also duck into shallow anchorages or cross knee-deep flats, you've got it all.*** Draft range on our Seaward 26 with retracting keel is between 15" and 6', and draft range on our Seaward 32 with retracting keel is between 20" and 6'6". Both keels can be positioned anywhere within the range.

-***Trailerability:*** The retracting keel also makes both of these models easily trailerable since they need little water depth to launch , and sit low on their trailers with keels retracted.

KEEL CONSTRUCTION- Our vertically retracting fin keel is not cast, but is laminated as an empty shell, much like our hulls, using unidirectional glass. Lead is then added and bedded in a resin-composite creating the monolithic keel. The keel bulb is made in a similar fashion and bonded to the keel's lower tip during assembly. The bulk of the boat's ballast weight is in the bulb. The keel moves vertically via an electric winch, controlled from the cockpit. It is housed in a trunk that runs from the cabin sole to cabin roof. The trunk is a water tight well and acts as an overbuilt compression post, absorbing all rig loads. The 12 volt electric winch moves the keel via stainless cable through bronze turning blocks. All are engineered to handle more than three times the required load. The keel can be retracted manually in the event of a power shortage.

WATER BALLAST VS. LEAD- The water ballast idea came about to enable a little car to tow a big boat. The trick was to make the ballast removable, a little like taking your lead keel off and leaving it at the marina in order to have lighter load to tow home. The theory starts to fall apart when you consider that water weighs 90% less than lead, and is difficult to get it low enough to have a meaningful impact on stability. Water ballasted boats are easy to tow, but no fun to sail in a breeze and don't instill confidence in a seaway.

THE HULL- Our boats have five common design features:

The plumb stem extends the boat's waterline length without increasing length overall. This adds boatspeed potential, interior volume and adds big boat handling and feel.

Tumblehome sections extend waterline beam, increasing hull form stability, sail carrying ability, interior volume, as well as reducing draft and creating a cleaner underbody.

A forty percent cord means that the deepest hull cross section occurs 40% of the boat's length back from the bow. This feature eliminates speed robbing suction caused when water exits the underside of the hull in an undignified manner.

The steep sheerline and resultant high bow make for dry and comfortable accommodations. The high bow allows us to mold in a raised bulwark or toerail that makes footing

secure on the front and side decks. The sheer also restates the traditional origins of this otherwise modern design

Reversed, walk-through transoms extend waterline length, giving the boat more speed potential. They also make boarding from a dink or from the water after a swim much easier than climbing over a fixed transom. The transom can be closed with weather-boards if sea conditions deteriorate.

HULL CONSTRUCTION– While most boat buyers focus on hull **thickness**, if a boat is intelligently built with modern materials and techniques, **hull strength** should be the primary focus. If a boatbuilder can achieve hull strength without undue weight, the boat will perform best. At Hake Yachts, we believe hull strength and weight are supercritical factors in the makeup of any boat. Our layups are among the strongest and lightest in the industry because we take the time to make them right. Big production builders often don't have that luxury.

Our hulls are built using the finest materials. Gelcoats are isothalic resins with a vinylester backup for protection against osmotic blistering. Forty ounce triaxial unidirectional glass is used throughout our hulls. Coremat, a synthetic material made of glass microballons is used as a veil (to present a smooth surface so that no woven look will show through the gel coat), and for stringers where hull stiffness is needed but the weight of a heavy solid glass layup would be detrimental.
Wood, wood coring, roving and ortho-based gelcoats are never used in our boats. Our hulls have strike rails below the sheerline to protect the hull sides from the scrapes and bruises of docking.

THE DECK– The design and construction of the deck is critical, since the deck must absorb compression and tension forces of the rig, mainsheet system, lifelines and pulpit and is the part of the boat that must resist damage when striking docks and pilings.

The deck must be both **light** and **strong**. Lightweight is key because:
-the heavier the boat, the lower it sits in the water, creating wetted surface which slows the boat.

-The heavier the deck, the higher the boat's center of gravity, which means it needs a bigger keel or less sail area.
With these thoughts in mind, our decks are built with materials that maximize strength and minimize weight. Where flat expanses require coring for stiffness, such as cockpit sole and cockpit seat tops, we use PVC foams which are unaffected by water exposure. Adhesion between foam and glass is permanent, and the parts are very resilient. **Plywood is never used** in our boats.

Our headliner, in addition to being attractive and easy to clean, is an important structural part of the boat. It is vacuum-bonded to the deck during the layup process. Many builders choose to use headliners for cosmetic purposes only, and create weight without adding strength.

We use no carpeting or Formica because they tend to absorb moisture and odors, they can chip and peel, and are hard to keep clean.

HULL TO DECK JOINT- Buyers frequently ask about our hull-to-deck joint. Ours is the best we've seen.
The outward turned flange of the deck and the outward turned flange of the hull join together and turn downwards to form an upside down "J".
This shape is difficult to mold, but produces an extremely strong joint because of the large area of mating surface it provides. We get an exceptional chemical bond and rein-

force it mechanically with stainless bolts every six inches.

THE INTERIOR- Regardless of the boat's size, interior space is always at a premium. Every inch of a Seaward interior has been given serious consideration. It is not by accident that there is sitting headroom on all forward berths and comfortable supported seating on all settees. Backrests and seat cushions can easily be removed so the interiors can be hosed down for Spring cleaning.

V-berths are more than seven feet long, and roomy, partly because of the forward extension of the cabin house overhead. Water and waste tankage is located below decks with more than ample stowage remaining for gear. Shelves surround all berths and settees. Forward cabins of the 26 and Eagle have hanging lockers.
The dining table on the 26 is simple, functional and unique. It swings away after use, storing vertically. *It gets used because it is easy to use.*
Headroom, whether sitting or standing, is perfect. More would destroy the graceful lines of the boat. Raising the deckhouse to gain more headroom sets off a chain reaction of bad things: You can't see over a high cabin, so you must raise the cockpit. Now we have a higher center of gravity so we need a deeper keel... and so on.

THE COCKPIT- In a cruising boat, the cockpit is as important as the cabin. Our deep cockpit has comfortable seating with good back support. With our midboom sheeting, you're always comfortably facing forward, have shorter sheeting lines, and a boom vang is not required.

HARDWARE- Our hardware is the finest available. Everything is the best stainless: cleats, anchor chainpipe, ports, rails, chainplates, everything. The optional stainless ports that provide excellent ventilation below will look good and be trouble free for the life of the boat. Our stainless bow lights are recessed into the bulwarks and are protected by the overhanging sheer flange. All lights are fed by duplex wire that runs unspliced directly from the circuit breaker.

SAILS AND RIGGING-
Full battened mains with full roach carried to the head are standard on both 26 and 32 models.
A hank-on 110% jib is standard on the 26 and a roller furled 135 is an available option. The 32 model comes standard with a roller furled 135 genoa.

STANDARD RIG- our fully battened mainsails add sail area and manageable power without undue weight aloft, . With full battens, you benefit from better sail shape even in light air, lower center of effort, easier hoisting and lowering, less slatting and better offwind performance. Standard on our sails are jib leachlines to eliminate flutter, one set of jiffy reef points and sail bags. Mast, boom and all built-in rigging, including internal halyards and internal outhauls are built to Seaward's high standards.

Our 26 and 32 masts can be easily be stepped by a husband and wife team using our optional gin pole-based mast raising system. The mast raising gear takes the physical exertion out of the process.

AUXILLARY POWER- We are very proud of our diesel installation. Our engines are bolted to a clean molded pan that acts as engine bed and containment basin for any oil, fuel or water spills. The stainless prop shaft passes through a dripless shaft log and bronze strut with easy access cutless bearing. We offer Yanmar diesels that are extremely reliable, easy to maintain and economical to operate. And we have designed-in easy access to them. Our 26 model is also available with outboard power.

Specifications subject to change without notice

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