
Seaward Squadron

Rally Report - Yarmouth Isle of Wight - June 16th to 18th 2017



Yarmouth, Isle of Wight was chosen as the venue for the 2017 rally. The harbour provided an ideal location, where all of the boats could be moored together, which made for a very sociable gathering.

The weather this year has proved to be particularly changeable, so the members of the Seaward Squadron must consider themselves very fortunate that, as the date for the rally approached, the forecast was for light winds and fair weather.

Seventeen Seawards attended the rally, with boats from ports around the Solent, Channel Islands, West Country and Burnham-on Crouch, in Essex. Craft varied in size from 23 feet to 49 feet and included 'Magic' the new Seaward 39 and 'Little Lucy', the latest Seaward 35, launched just a few days previously.



Seaward Squadron

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Members Attending Rally -Yarmouth Harbour Friday 16th - Sunday 18th 2017

Boat Name	Type	Skipper's Name	Crew's Name	Home Port
Blue Dawn	23-085	John Hardwick	Melissa Hardwick	Southampton
Boat Dev Company	35-004	Angus Belcher	-	Cowes
Boat Development Co		Chris Clayton	-	Cowes
Boat Development Co		William Rhys-Jones	-	Cowes
Braveheart of	35-003	Caroline Russell	John Gearing	Ipswich
Bruiser	35-014	Richard Harrison	Jane Harrison	Plymouth
Cool Blue III	29-037	Ken Haynes	Heather Haynes	Mercury Yacht
Esk (previous owner)	29-029	David Woodley	M. A. Woodley, B Tullock, C Tullock, R Martin	
Esk VIII	29-029	Mike Bodger	Richard Ashford, Barbara Bodger, Angela Ashford	Hythe Marina
Firecrest	Bonita	Alan Kirkpatrick	Helen Kirkpatrick	Cowes
Greta	35-016	Johann Etasse	David Le Jean	St Peter Port
Jumper	25-040	Michael Awty	-	Hamble Point Marina
Kuonana III	25-073	Alastair Cameron	Alison Cameron	Alderney
Lady Ruth	23-041	Richard Villalard	-	St Peter Port
Larina	23-114	Adrian Tanner	Anna Tanner	Cowes
Little Lucy	35-017	John Gibbins	Gaynor Gibbins	Hamble
Magic	39-001	David Harland	Ann Harland, Chris Workman, Pauline Workman	St Peter Port
Merlin	25-018	Ron Foster	John Clark	Yarmouth, IOW
Sarnia	25-035	Roger Crew	Susan Crew, Paul Corbett, Jean Corbett	East Cowes
Sea Bear	29-006	James Mattison	Kay Mattison	Burnham on Crouch
Tasman	49-001	Paul Kelsey	Debbie Kelsey, Chris Pink, Jane Pink	Cowes IOW
Verity	23-103	Felix Hetherington	Diana Hetherington	Bembridge Harbour
Victory	Dale 38	Paul Frampton	-	Hythe Marina
Vikla III	35-008	Robbie McCann	Jane McCann	Lymington

24 Records Listed

By mid-afternoon, on Friday, all the boats had arrived and the harbour staff assisted in berthing the boats along one side of the events pontoon. It was good to see so many Seawards in one group and they received appreciative comments from other boaters in the marina.

In the evening, skippers and crew gathered at the Royal Solent Yacht Club. The RSYC occupies a fine position overlooking the Solent and drinks were taken on the balcony, taking in the view, before a meal was enjoyed in the dining room.





A few of the tables at the Royal Solent Yacht Club



Another table at the Royal Solent Yacht Club.

Below - Drinks on the Pontoon



Saturday dawned with clear sunny skies. After breakfast members enjoyed a relaxing day exploring Yarmouth and the surrounding area.

That evening skippers and crew gathered on the pontoon for drinks before strolling the short distance to The George Hotel.



The George Hotel, is a 17th Century townhouse nestling on the water's edge, between the castle and pier. Drinks were enjoyed in the sunny garden before the party went through to the Gala Dinner. Several more Squadron members had joined the party, travelling by road and there were forty-seven in total for the meal.

Before the meal was served, David Harland said a few words of welcome to everyone at this, the 30th annual rally of Seaward owners. Paul Frampton then kindly said Grace and the meal commenced. Wine to accompany the meal was kindly provided by The Boat Development Company.

After the meal there was the presentation of the '*John Hickman Award for Achievement*'. This is presented to the skipper, whom it is considered, has made the greatest effort to attend the rally and it is based on a formula using boat length, engine size, distance travelled. Some years it is a close run thing but this year there was no difficulty in reaching a decision; it was



awarded to James Mattison, who had travelled with his wife Kay, in their Seaward 29, 'Sea Bear' all the way from Burnham on Crouch. This was a distance of approximately 180 miles. This award is kindly sponsored by Everard Insurance Brokers.

Angus Belcher, principal of the Seaward Sea-school gave a brief summary of work in progress in the yard and then a raffle was held for a selection of Seaward branded items.



Ron Foster was lucky enough to win a Crew Jacket,



Gaynor Gibbins won a Polo Shirt



Ann Harland seems very pleased with her Sailing Cap!



The Boat Development Company had kindly donated these items.



Lady Ruth leaves for home.



Magic on her way home.

All photographs for this report were taken by Alastair Cameron

The fine weather held again for Sunday and after a slow start the craft began to depart for their homeports. Richard Villalard in his Seaward 23 'Lady Ruth' and Johann Etasse in Seaward 35 'Greta' set off in company to Guernsey.

David Harland with his crew Chris Workman set off to Cherbourg, to enjoy a night in France, before also continuing onto Guernsey.

Other boats left for various ports in the Solent and James and Kay Mattison, Seaward 29 'Sea Bear' set off to cruise back to Burnham-on-Crouch.

Next Years Rally

A final decision has still to be taken, but Weymouth Harbour has been suggested as a possible venue and Friday June 8th - Sunday 10th 2018 as the likely dates.

NEWS from the Yard

September is a busy time in the yard with another 42 and a 29 currently in build and we are just commencing construction of the latest 25.

We are also busy preparing for the Southampton Boat Show where we will proudly be showing off the latest of our deliveries, Seaward 39-001 'Magic' and Seaward 35-017 'Little Lucy.

The proud owners have kindly allowed us to borrow their boats for a few days, to exhibit at the show.

We hope that many Seaward Squadron members will come and check out these boats and we will be able to display other boats in build, just a Red Jet ride away, for anyone who would like to visit the factory.

These boats have many of the latest evolutions in systems and you will be able to see evidence of us taking more and more control of detail build practices. All the woodwork and the electrical installations of our latest boats are now done in house, which has allowed us to enhance bespoke and standard models alike.

We hope to secure more orders from the Southampton show and be in a position to expand the company slightly as we go into next year.

More and more people tell us that they appreciate the rugged British build, the performance and seakeeping of our boats and the opportunity to customise to

any extent they wish, we hope and expect those features will serve us well, for a long time to come.



The enormous strength of Seawards boats is evident from the next 42 hull in build at the factory

Mike Burnham

Notes and ramblings from Ron Foster – proud owner of MERLIN

25 ft. Seaward built 1997 in Guernsey– – Hull number – 25-18

In 1989 I graduated from sail boat to motor boat, but to be strictly true I already owned a Channel Isle 22 as well as my Hallberg Rassy 35 ketch for which I was finding it harder to get competent crew.

I bought the Channel Isle 22 with a friend on a 50/50 basis but he was not happy using the boat on his own so subsequently he wanted to sell out. I did find that with lack of crew for the sailing boat I was using the Channel Island more and more but I did not come into contact with Seaward boats until my eldest son bought a new Seaward 23 with his brother – in law and I immediately noticed that this was one step up in quality from the Channel Island 22 and was tempted to look for a used Seaward 25 which I found in East Cowes.



This was fitted with twin Yanmar 75`s but could do with a bit more power, but as with life you `live and learn` and I am satisfied with Merlin. If I saw a couple of twin 110HP engines with trustworthy low hours and give away price I might be tempted but in the meanwhile I will enjoy what I have.

I have abandoned the idea of fitting twin `Merlin` aircraft engines or even three Bristol Proteus gas turbines producing 10,500 HP plus two Rover gas turbines as auxiliaries like `Brave Borderer`. Out of interest this was an experimental 90 ft. Motor torpedo boat using gas turbines and capable of 50 knots plus and built in the 60`s by Vosper`s . This was eventually purchased privately and by chance one of my old friends was involved as an engineer on the maintenance of the fuel systems on the engines and promised me he would arrange for me to see the boat , but unfortunately he has now departed this world! The boat might well be in a museum somewhere now.

The Design and Build of Seaward 39-001 – ‘Magic’

It is not often that one is given, every boater's dream, of being able to assist in the design of your ideal boat, but this is what I have been lucky enough to achieve.

I have, over the past 28 years, been the owner of four Seaward boats, starting with a Seaward 23 and moving up through the range to the Seaward 35. As my most recent craft, was reaching its tenth birthday, I had started looking around for a possible replacement.



Photo by David Le Jean

I have always been extremely pleased with the semi-displacement hull design of the Seawards and although I never go out in search of rough water, I have never felt concerned, when sometimes it has been necessary to make a passage in testing conditions.

Looking around the market there were not a lot of models to choose from and slowly I started to focus on a range of Nelson hulled craft produced in Holland. These were also designed Arthur Mursell who is the designer of Seaward boats.

In the meantime Seaward Marine were keen to expand their range and were actively planning a new model based on the Nelson 42 mold that they had previously used for commercial pilot boats. The idea was to bring the transom forward a few feet to allow the construction on an integral bathing platform whilst still maintaining the water-line length.

Seaward had become aware of my interest in purchasing a new boat and were anxious to keep me as a loyal and satisfied customer. Designing and the production of a new boat are not without expense and complications and many clients would not want to commit to purchasing something that only existed on paper. The agreement that they would welcome my input into the design process was extremely attractive to me and something that I relished.

It was agreed that main design specifications were:

- Two cabins offering comfortable accommodation to sleep four.
- Generous lockers, hanging lockers and draw space.
- Spacious wheelhouse with comfortable seating, giving the ability to entertain and enjoy the views
- Galley with large fridge, Gas Cooker & Hob, lots of stowage in draws and cupboards and most important a sizeable waste stowage bin.
- Good sized Heads Compartment with separate Shower Cubicle with glass door.
- Engine capacity to cruise, economically at 18-20 knots.
- Fuel capacity to give range of 400 nautical miles

After considerable discussion and contemplation I signed the contract to proceed.

T. T. Boat Designs, the designers of Nelson Boats, provided me with the CAD file and I installed a CAD program on my computer and learnt how to use it. With this I was able to look at the design of the boat in great detail, with plan views, side views and sections through the hull.

Traditionally the side-decks of Seawards run from the transom to the foredeck. I asked if this could be amended so that cockpit could use the full width of the hull. This point was put to Arthur Mursell and within a few days the plans were amended; this increased the area of the cockpit tremendously and has become a major design feature of the boat.

As this was the 'first of line' Seaward invested in the construction of a wooden mock-up of the hull, where design concepts could be tried out and templates for the interior could be made.

Work progressed steadily but suffered one major delay. The directors of the company, who had produced the interior woodwork and furniture for many years, decided that they wished to retire. This came as a major blow but Seaward responded by equipping their factory with all the necessary plant and facilities to produce everything required in house. Although this caused a significant delay, in the long term it has been very positive, as the quality of the woodwork is of the highest quality.

As the months went by I kept in close touch with Mike Burnham and we discussed many points in detail. Mike tells me that there are over 1,000 emails in his in-box, so this gives some idea of the discussions that went on. At all times the philosophy was to achieve the best possible solution; there was never an attempt to cut corners or accept second best.

One of the aspects of the construction, that Seaward took great care with, was in was the sound-proofing and insulation though out the boat. The bulkheads have a sandwich of ply with an internal layer of insulation. The floor of the wheelhouse is made up of multiple layers, some 66 mm thick. It has proved very effective.

Each area of the boat received its own focus and with the CAD plans, on my computer, I was able to look at all details and feed my suggestions back to



Seaward. One area that I am particularly pleased with is the galley, here we have achieved a spacious feel with lots of storage cupboards and draws.



At last we approached completion and during a factory visit I was able to try out the helm position and discuss final console design. The boat was really taking shape and all the details we had worked on were coming to realisation.

Delivery day came at last and I was able to take control of my new boat. I spent an afternoon with Angus Belcher, Seaward's Bosun, doing slow speed manoeuvres and berthing, getting the feel for the boat and then the Sea Trials in the Solent. It takes time to get used to a new boat but first impressions were very good; she was extremely quiet and very easy to manoeuvre.



After spending a few days in the Solent area I took 'Magic' back to Guernsey with my good friend Paul, as crew. We then went on a cruise to Cherbourg and Saint Vaast.

Since then, over the past 15 weeks I have added 1,200 miles to the log and have enjoyed several trips back to the U.K. and to France. As I mentioned previously I found the boat very easy to manoeuvre and have made numerous single-handed trips out around the islands, something that would not be possible with most 42' boats. The variable power, bow & stern thrusters, with the docile nature of the boat and the ease of getting off onto the pontoon, make all the difference.



'Magic' is also a very comfortable boat to live on with plenty of space for stowage, large galley and spacious heads with separate shower. I look forward to many happy years cruising on 'Magic'.

The whole experience of designing and building 'Magic' has been a once in a lifetime experience and one I will remember for many years.

Bounding Towards Norway

The first part of Bounder's log 2017



The Seaward 42 Bounder was designed and specified by the owners with long voyages in mind and not the usual cruising in the sunshine on nice days; this was to be some serious stuff.

The planned summer cruise was to be in the sort of waters where the weather can change and the sea can be angry; the sort of places where only a Seaward would do.

The owners employed the services of Seaward's skipper to assist with the longer journeys, to deliver the boat to the cruising grounds, and then enjoyed relaxed cruises in some beautiful places.

Part One - Plymouth to Scotland - April 2017

Plymouth to Scilly Isles - 100 nm

The weather was perfect, blue skies and a calm sea. An easy cruise to New Grimsby Sound. A lovely calm inlet with clear blue water and a good pub a dinghy ride away.

Scillies to Kilmore Quay - 135 nm

Greyer and windy gusting up to 25 knots on the beam, now the Seaward starts to show her skills in the chunky short sea running over the top of an Atlantic swell. The day cleared and the sun came out to welcome us to Ireland. A pint of Guinness went down very well.

Kilmore to Howth - 92 nm

Now we're chasing weather windows, leaving Kilmore at 07:00 under leaden skies and with wind on the bow, the 42 cuts and pushes through the confused sea, still making 17 knots cruising speed and not in the least bit shy of the conditions. Progress has to be good as a big blow from the North is due in a few hours. The last half hour approaching Howth we have the wind increasing to 35 plus and the sea heaping up. So glad we're in a Seaward.

A prudent day ashore enjoying the delights of the little town follows as the force 8 to 9 blows.



Howth to Bangor - 95 nm

The weather has settled a bit and the tops are knocked off the waves, another short weather window beckons to allow a dash to Bangor. Once again we are chased in by the oncoming gale. Another day ashore and a couple of pints of the Black Stuff sees the storm pass. Who would believe it was springtime...

Bangor to Croabh Haven, Oban - 98 nm

A calmer day and some sunshine beckon for the last part of the trip, a beautiful run around the outside of The Mull of Kintyre up through the Islands, pushed and pulled by the racing tides near the Corryvreckan and in to a Highland welcome at the sheltered and well appointed marina at Croabh.

Part Two - Stornoway to Bergen**Spring Cruise - West Highlands - 300 nm**

The owners of Bounder enjoyed a few weeks of cruising in the fabulous West Highlands, much of the time in good spring weather. The next plan was to cruise the Norwegian Fjords for the rest of summer and the task was to get Bounder to Bergen.

Stornoway to Stromness, and Westray - Orkney - 154 nm

Once again the 'Summer' weather was being a little unkind. The sea gets angry quickly here and all the Seawards qualities come in to play. An annoying NW 4 to 6 had started to blow but the Seaward carried on eating the miles at her cruising speed. Turning a little to the North East round Cape Wrath (sounds dramatic but it is just old Norse for 'turning point') added some comfort and we pressed on a little to duck into Stromness with the wind again chasing our tail.

The weather again suggested a day ashore might be in order and as all of us aboard are ancient history addicts we made the most of being in the world centre of Neolithic remains; Skara Brae, the Stones of Stennes, The Ring of Brodgar, all visited in a day.

As the weather cleared an evening dash was in order to Westray to save a few hours in the morning.

Westray to Lerwick (via Fair Isle for lunch) - 92 nm

A fine day with sunshine and the odd squall & cloud. Fair Isle has a small, protected Harbour

In which a couple of sailing cruisers were tied up. Not many motorboats venture this far North.

Then on to Lerwick, a busy and bustling port with a busy VTS looking after the traffic.



Lerwick to Bergen - 202 nm

The day dawned damp and foggy and remained that way with a Southerly continuing to build.

Once prepared we set off in the mid afternoon, the visibility had improved but this was a false hope as once at sea it remained always less than 0.5 nm. The new Raymarine kit on Bounder earned it's money that night. Full use was made of the Radar and the AIS. The wind built past the original forecast of 4 to 5 and became 5 to 6 with occasional gusts of 8, we were offshore now and the 42 happily dealt with the grumpy, steep waves piling into her starboard shoulder.

Bounder was occasionally lifted aloft by 'the big one' to be dumped into the following trough and carry on her merry way.

Not weather that you would choose to be at sea in but when it comes Bounder goes to work giving all on-board a safe secure passage.

Finally the sky started to break open and the sunrise, the fog lifted and the wind dropped near the Norwegian coast. A beautiful morning saw us into a tiny, pretty anchorage. A couple of hours sleep and Bacon sandwiches and the final leg to Bergen was made in windless summer sun.

Bounder had reached Bergen.



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For information about the Seaward Squadron please visit our web site. <http://seawardsquadron.org>

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