Two berth **cabin version**

HAWK 20

HAWK 20

530

Similar performance to the day boat

Retains a spacious cockpit nearly as big as the day boat

Now has the additional comfort and convenience of a 2 berth cabin with cooker and toilet

Identical motor position

REIDmarine

HAWK 20

2 Berth Cabin Version

SPECIFICATIONS

Length Overall:	20ft / 6.10m
Length Waterline:	17ft / 5.19m
Beam:	7ft 5ins / 2.26m
Draft:	9ins - 4ft 3ins / 0.23 - 1.30m

DESIGNED WEIGHT

Total: (without motor)	1800lbs / 816kg
Ballast: (included above)	865lbs / 392kg
Tiltback Trailer	706lbs / 320kg

SAIL AREAS

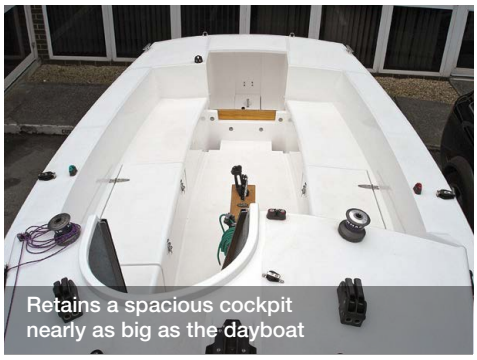
Mainsail:	140ft² / 13m²
Jib:	73ft² / 6.75m²

View inside cabin

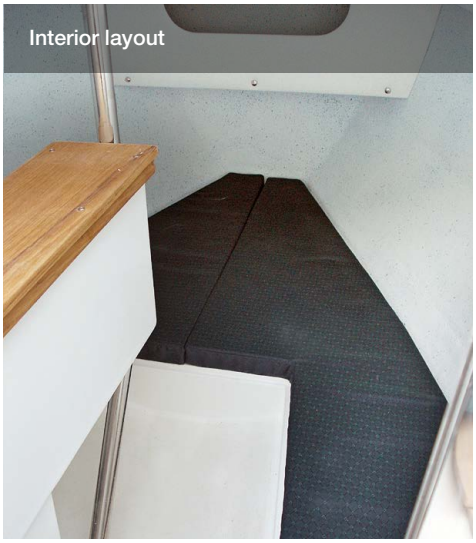
Porta-potti storage

Single burner stove

Outboard motor swung up clear of water

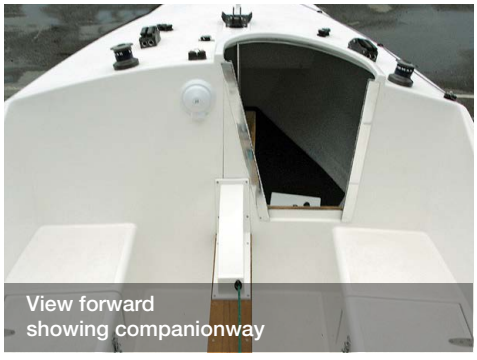


Retains a spacious cockpit nearly as big as the dayboat



Interior layout

Even when Hawk is capsized beyond 90° the cabin door remains above water



View forward showing companionway

Interior with cushion insert giving two 6'6" berths

Self righting test with main sail up

Can be trailer sailed on purpose built breakback trailer

John Reid and Sons Ltd (Marine Division)
Strucsteel House, Reid Street, Christchurch, Dorset, BH23 2BT, England
Tel: +44 (0)1202 483333 • **Fax:** +44 (0)1202 470103 • **Email:** reidmarine@reidsteel.co.uk • **www.hawk20.co.uk**

British Marine Federation

HAWK 20

Full independent reviews of the Hawk 20 cabin boat and information on the Hawk 20 road trailer:

- Practical Boat Owner
- Trailer Information

PBO Boats

Hawk 20 Cruiser

PBO BOAT TEST

HAWK 20 CRUISER: trailable weekender

When the Hawk 20 appeared she was hailed as the dayboat that did everything. All she lacked was a cabin – which the Cruiser version now offers, as David Harding reports

Nearly 20 years after the Hawk burst on to the dayboat scene, she still has little direct competition. Anyone wanting something around 6m (20ft) long that's fast, unsinkable, self-draining, self-righting and easy to trail, launch and recover is unlikely to have many other boats on the list. Add the Hawk's enormous cockpit, her reputation for being well built and her renowned competence in heavy weather, and it's no surprise that nearly 300 have been sold.

When Reid Marine developed her with the designer, Chris Hawkins, they weren't after building something for the lowest possible price. Refreshingly they decided to create a boat that was as good as they could make it, to build it with the most appropriate materials and to equip it with the best kit they could find. As a result there really wasn't a lot for anyone to criticise – unless, that is, they wanted something cheap. Neither is she the most elegant of boats, and if you favour traditional appeal you're more likely to go for the BayCruiser (as tested in September's PBO) or a modern-gaffer like the Cornish Shrimper. If modern functionality and the option to join in some one-design racing is what you're after, the Hawk has long been the boat that sets the pace.

All she originally lacked in some people's eyes was a cabin. She was such a good seaboat and swallowed the miles so readily that the more adventurous owners inevitably started going off on cruises, sleeping on the cockpit sole beneath a boom-tent and keeping their kit in the cavernous watertight stowage compartment in the bow. Suggestions that Reid develop a cabin version appeared to have no effect. 'It is a dedicated dayboat with no pretence at being anything else', proclaimed the brochure. It still does, but inside its glossy folds is now an insert featuring something that many thought would never be seen: the Lidded Hawk (otherwise known as the Hawk Cruiser or cabin version).

Even when Reid did eventually entertain the idea it was a further six years before anyone could actually buy one of the Cruisers. Since then however, it has been selling faster than the dayboat and it's easy to

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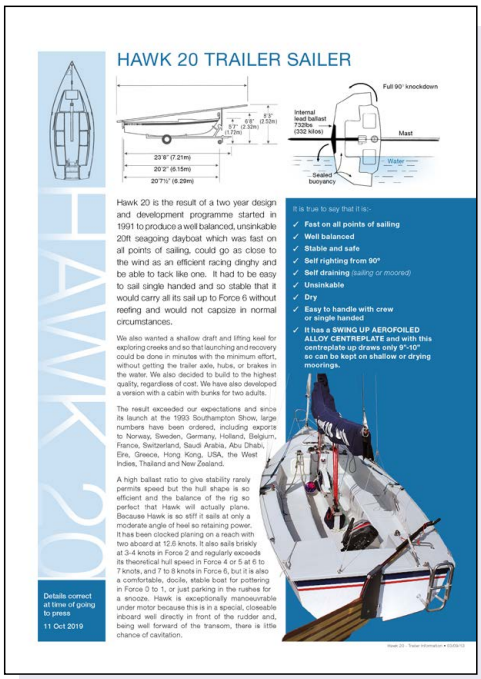

HAWK 20

HAWK 20 TRAILER SAILER

Hawk 20 is the result of a two year design and development programme started in 1991 to produce a well balanced, unsinkable 20ft seagoing dayboat which was fast on all points of sailing, could go as close to the wind as an efficient racing dinghy and be able to tack like one. It had to be easy to sail single handed and so stable that it would carry all its sail up to Force 6 without reefing and would not capsize in normal circumstances.

We also wanted a shallow draft and lifting keel for exploring creeks and so that launching and recovery could be done in minutes with the minimum effort, without getting the trailer axle, hubs, or brakes in the water. We also decided to build to the highest quality, regardless of cost. We have also developed a version with a cabin with bunks for two adults.

The result exceeded our expectations and since its launch at the 1993 Southampton Show, large numbers have been ordered, including exports to Norway, Sweden, Germany, Holland, Belgium, France, Switzerland, Saudi Arabia, Abu Dhabi, Eire, Greece, Hong Kong, USA, the West Indies, Thailand and New Zealand.

A high ballast ratio to give stability rarely permits speed but the hull shape is so efficient and the balance of the rig so perfect that Hawk will actually plane. Because Hawk is so stiff it sails at only a moderate angle of heel so retaining power. It has been clocked planing on a reach with two aboard at 12.6 knots. It also sails briskly at 3-4 knots in Force 2 and regularly exceeds its theoretical hull speed in Force 4 or 5 at 6 to 7 knots, and 7 to 8 knots in Force 6, but it is also a comfortable, docile, stable boat for pottering in Force 0 to 1, or just parking in the rushes for a snooze. Hawk is exceptionally manoeuvrable under motor because this is in a special, closeable inboard well directly in front of the rudder and, being well forward of the transom, there is little chance of cavitation.

It is true to say that it is:-

- ✓ **Fast on all points of sailing**
- ✓ **Well balanced**
- ✓ **Stable and safe**
- ✓ **Self righting from 90°**
- ✓ **Self draining** *(sailing or moored)*
- ✓ **Unsinkable**
- ✓ **Dry**
- ✓ **Easy to handle with crew or single handed**
- ✓ **It has a SWING UP AEROFOILED ALLOY CENTREPLATE** and with this centreplate up draws only 9"-10" so can be kept on shallow or drying moorings.

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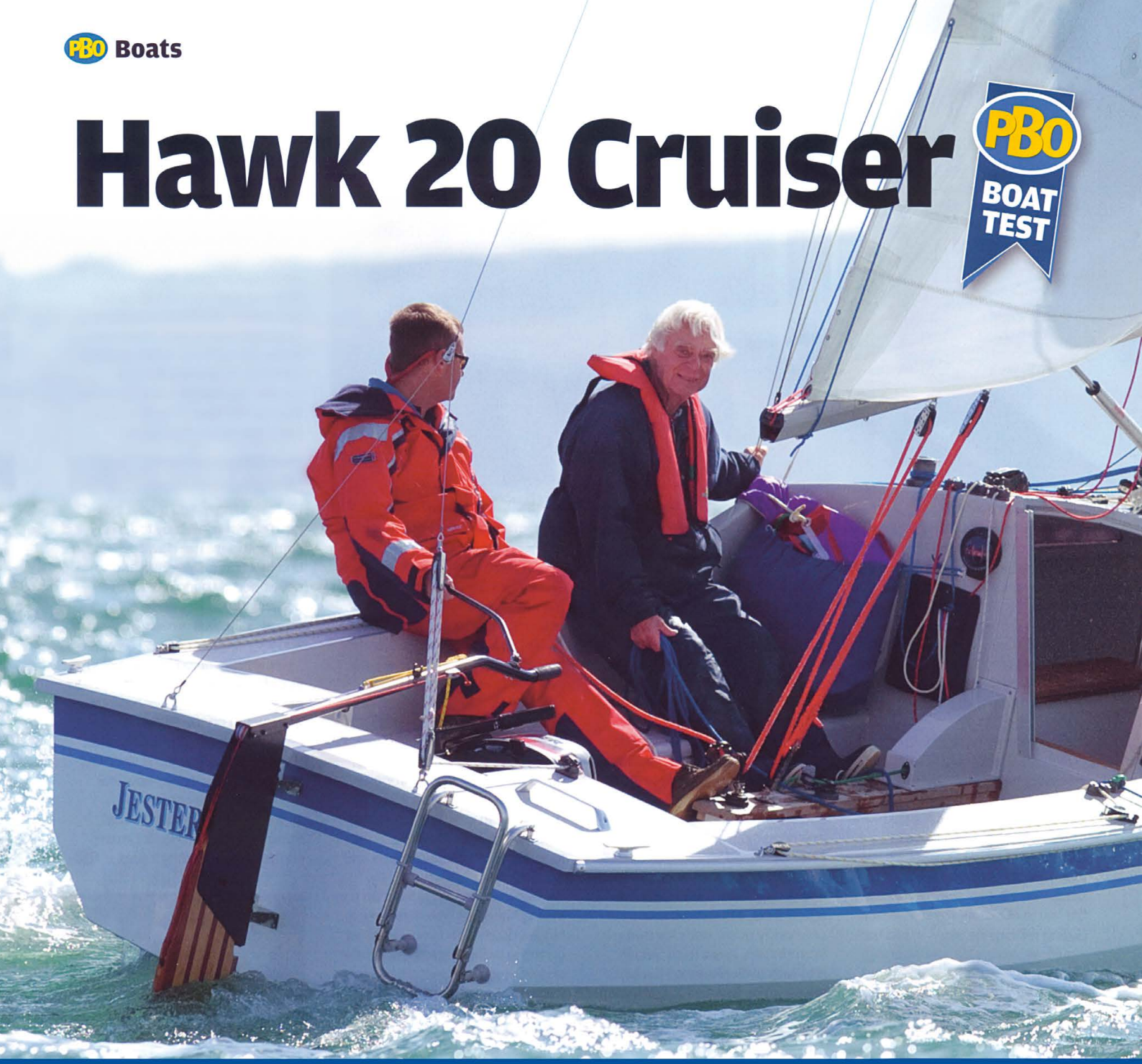
REIDmarine

Hawk 20 Cruiser

PBO BOAT TEST



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Sharp chines: the flat sections contribute to high form stability

Downwind is where the Hawk excels, readily surfing down the waves

see why. Because the dayboat's raised foredeck extends abaft the mast, creating an enormous space in the bow that's almost a cabin in its own right, all that was needed was a few inches more height, a couple of windows and a companionway, and the over-sized locker became a snug two-berth cabin with space for a cooker and a loo. In practice it wasn't quite as simple as that, of course – boat design and re-tooling never is – but the point is that the cabin uses space that was there already and has minimal effect on the qualities that have made the dayboat so popular. The cockpit is shorter by a mere 15cm (6in), forward visibility is affected only for the very small, the weight is the same and the extra windage negligible.

Apart from the wider sheeting angle and a slight loss of sail area because the jib is higher in the clew, the biggest difference is in spinnaker handling. The dayboat uses a chute that runs beneath the foredeck, whereas on the cruiser the kite is launched from a bag on the port bulkhead. This makes it harder to set on a port reach, because you can't simply pick it up and throw it dinghy-style around the forestay. If this matters – and it probably wont to the majority of Hawk owners – you can always rig up a second bag to starboard.

To all intents and purposes, then, there's little to choose between the two versions when it comes to performance. They compete on equal terms in racing events, such as the Hawk National Championships held every year in the class's home waters off Christchurch. Our test boat finished second to a dayboat this year.

Sailing for pleasure

Although the competition is there for those who want it, few owners buy their Hawks just for racing. Neither is the boat equipped to maximise performance. For example, the absence of a hoop, traveller or bridle for the mainsheet makes it clear that open space in the cockpit was a priority. She's a delight to sail nonetheless, as I discovered on a day when an easterly breeze was kicking up a short chop in Christchurch Bay. For a boat with a very flat-sectioned hull she sliced through the waves remarkably well the fine bow making sure she never slammed or got brought up short. To keep driving through a chop like this you also need a rig that's big enough to deliver plenty of punch, and this one is. It's easy to pull the mainsail into the right shape by tweaking the backstay, luff tension (there's a Cunningham hole but no purchase), outhaul, sheet and kicker. A traveller will be missed principally in lighter airs.

The Hawk proved delightfully positive and responsive

The breeze started at around 12 knots, giving us 5.3 knots on the wind, and steadily picked up to around 17 knots. As the tide was flowing in the opposite direction it got a little lumpy over Christchurch Ledge but the boat took it all in her stride and kept us remarkably dry.

The great thing about large mainsails that are easy to de-power is that they seldom need reefing. As with most racing keelboats, if it's windy enough to reef it's probably too windy to go out, though the Hawk does come with a couple of reef points for times when you want to take things gently.

Upwind she proved delightfully positive and responsive, handling just like a big dinghy. This is one of those boats that makes you want to sail for the simple pleasure of sailing; whereas all too many feel as though they're being pushed through treacle, she answers to every tweak of the sheet and movement of the tiller in a way that encourages you to get the best from her. At the same time punishment is muted if you get it wrong, so anyone moving down from bigger boats will have nothing to fear. A growing number of sailors these days bypass small boats altogether depriving themselves of the chance to develop the instincts and reactions that can only be acquired by racing dinghies, so sailing something like the Hawk that's effectively a ballasted dinghy would sharpen up their sailing skills immensely while sparing them the indignity of being tipped in.

The absense of toe straps is a further clue that this is intended as a family boat, though the crew can get his or her bum over

the edge by hanging on the shrouds and the jib sheet. The sheet is on a 2:1 purchase to obviate the need for a winch in a breeze. In light airs you would want to reduce it to a direct pull. Similarly, the helmsman can miss out one of the blocks in the 6:1 mainsheet to reduce it to 4:1.

Bearing away and cracking the sheets brought the speed up to 6 knots even in the lighter conditions, while hoisting the kite had us slithering down the waves at over 8 knots. With her flat hull the Hawk should be an impressive performer downwind in a breeze. She has been clocked at 12 knots and I see no reason why she shouldn't achieve a good deal more.

Flown from a self-launching Spiro pole system, the spinnaker is simple to handle. There are no tweakers – just reaching hooks that are, in fact, over-length, fat-headed clevis pins for the cap shrouds. On the early boats it was found that the spinnaker guy kept catching under the pins so Reid decided to make use of them.

Finding the limits

With nearly half her weight being in the form of lead castings in the bottom of the hull, it's no surprise the Hawk feels reassuringly stiff. The weight would have more effect in a keel, of course, but lifting a heavily ballasted keel involves more work and more complex engineering. Keeping things simple was the objective with the Hawk, so the centreplate is aluminium: a high grade of aluminium on a Delrin pivot to avoid problems with electrolysis. A proper foil section for efficiency, it's easy to lift with a purchase led to a swivel cam on the top of the case and the boat is just as stable with it up as when it's down. Reid argue that an aluminium plate is less prone to damage than one made from ballasted glassfibre. Even if you didn't know it was aluminium, you would soon guess when it hits a sandy or shingly bottom because of the metallic noise.

A large cockpit provides plenty of crew space and also simplifies sail handling by allowing easy access to the foot of the mast

The other factor contributing to the Hawks stiffness is her double-chined, flat-sectioned hull. It's closer to the shape of a single-chined hull, as on a Mirror or GP14, than to that of double-chined dinghies such as the Enterprise or Wayfarer: there's minimal deadrise and the lower chine is below the static waterline for much of its length. Form stability is therefore enormous and, although it looks like a hull that was designed for plywood construction, it has been built in GRP from the outset.

This is a great boat full of sensible ideas

One function of such a fine entry, broad stern and flat-bottomed hull is that the boat inevitably rounds up when pressed beyond a certain point. The rudder blade is big enough to keep her on track most of the time, but by about 20° of heel the helm is getting heavy. If you don't do something about it, the rudder loses grip just before the gunwale dips below the water. In some ways that's a safety valve and means you're unlikely ever to ship serious amounts of green water, though I would prefer to have some balance on the blade to reduce the tug on the tiller in normal sailing mode. It was a little heavier than I found comfortable and could easily be reduced by a tweak to the blade at the bottom of the stock to allow it to swing further forward.

One more change I would make if not racing (it would be outside the class rules) would be to narrow the jib's sheeting angle: the tracks are on the gunwale and, as a result, the tacking angle is close to 90°. For a boat that's otherwise as efficient as the Hawk, that's a bit of a let-down. It would be easy to move the tracks inboard, on to the top of the coachroof or, alternatively, to rig up a barber-hauler arrangement. The angle is a little narrower on the dayboat and, in any event, the shorter superstructure would preclude moving the tracks inboard. At the moment it seems a waste of the cruiser's potential to live with this limitation upwind.

In terms of function, those would be the critical tweaks. The change I would like aesthetically is a lower stern and a higher bow, because the Hawk always looks as though she's trimmed down by the bow. She's not: it's nothing to do with ballast placement or the longitudinal centre of buoyancy, just that she has a broad and relatively high stern and a fine, sharply raked and rather low bow. This doesn't make her a wet boat to sail – she's remarkably dry – but to me it just doesn't look right.

Practical solutions

Given the number of happy Hawk owners, things like rudder balance, sheeting angles and a slightly bow-down appearance don't seem to have put too many people off. It's no surprise: this is a great boat full of sensible ideas.

You don't need to worry about capsizing and neither is swamping a problem, because the cockpit sole is above the waterline and a pair of self-bailers at the aft end will dispose of any water that comes aboard.

Hawk 20 Cruiser

LOA	6.10m (20ft 0in)
LWL	5.19m (17ft 0in)
Beam	2.26m (7ft 5in)
Draught - centreplate up	0.23m (0ft 9in)
Draught - centreplate down	1.30m (4ft 3in)
Empty weight	816kg (1,800lb)
Ballast	392kg (865lb)
Sail Area	20.44 sq m (220 sq ft)
Engine	2.5 - 6hp outboard
Headroom	1.17m (3ft 10in)
RCD category	C
Designer	Chris Hawkins

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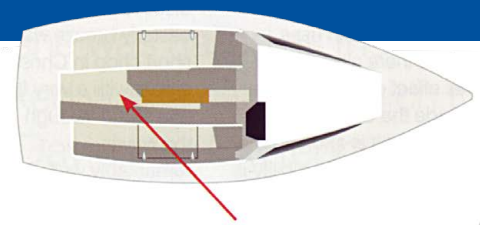
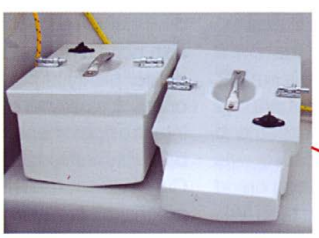


Despite the cabin, the cockpit is almost as long as that in the dayboat version



Fairing plugs fit into the bottom of the hull to eliminate turbulence when the outboard is raised

The spinnaker flies from a self-launching pole

The centreplate is aluminium, cast in a proper foil shape. Most of the ballast is internal

Luxurious it's not, but the cabin is more than adequate for weekending - especially if combined with a cockpit tent

You can leave them open when the boat's on the mooring to stop her filling up.

Even in extreme conditions she should stay afloat because blocks of polyurethane foam are enclosed either side of the outboard well, beneath the cockpit and below the bunks in the cabin.

When the wind dies or you need to punch the tide through the harbour entrance, help can be summoned from an outboard of between 2.5hp and 6hp. As befits a boat designed to sail, it lives in a well that allows it to be lifted clear of the water. Having hinged it up, you drop two fairing plugs into the gap: they fit flush with the hull to eliminate any turbulence. Sailing without the plugs in position would be intolerable: the sloshing and gurgling would drive you mad and it would be like towing a large bucket. Just out of curiosity, when running back up the harbour under spinnaker we watched the speed while first removing the plugs and then lowering the engine. With the plugs removed we dropped from 4.5 knots to 4. Lowering the engine took off another half-knot and dropping the spinnaker brought us down to a get-out-and-walk 3 knots.

Under engine she's nicely manoeuvrable because the prop is immediately forward of the rudder, though for close-quarters work its simplest to lift the rudder entirely and steer using the engine alone. In a chop the well helps to keep the prop immersed.

Apart from my well-aired gripes, everything about the Hawk is well thought out. Equipment is universally good: deck hardware is from Harken, spars from Seldén and sails (with sliders on the luff of the main) by Sanders in Lymington. An Easykick rod kicker stops the boom crashing down on unwary heads when the main is lowered and there's also a topping lift. The aluminium rudder stock and tiller assembly are substantial and the blade is made from tongue-and-groove timber. Mouldings are fair and free of any flexing.

At 2.5m (8ft 2in) long, the cockpit is roomier than that on many large cruising yachts. It has lockers either side, nicely flowcoated and with good rubber seals and proper clasps that can be padlocked. In here you can stow the hull-fairing plugs when the outboard's in use, together with the washboards and companionway hatch.

When it comes to packing up and trailing her home, the mast simply hinges down. Then you winch her on to the braked, break-back trailer and off you go. Drawing a modest 23cm (9in) with the plate raised, she doesn't need a lot of water to float on and off.

Compact cabin

Dropping down through the companionway you find two bunks 2.03m (6ft 8in) long that can be filled in to create a wall-to-wall berth, divided at its after end by the centreplate case and the cranked compression post. To port is a slide-out shelf for a singleburner gas cooker and there's space for a chemical toilet to port. Headroom above the bunks is ample at 90cm (2ft 11in). Most owners forgo luxuries like batteries and lights but they can be fitted. Trim is minimal: just a few headlining panels.

PBO's verdict

It's refreshing to find a boat that hasn't been spoiled by too many compromises. The Hawk is fast, fun and functional. Designed and developed by people who understand sailing, she's also robust, safe, well proven, seaworthy and forgiving.

Her sharply-raked bow is a clue that she has been around for a year or two but the competition can still be counted on the fingers of one hand: few other all-rounders have proved to have the same versatility and appeal. Especially now that more people are coming to appreciate the benefits of small, trailable boats, the Hawk Cruiser should have a healthy future. PBO

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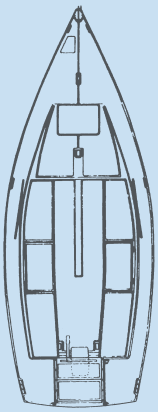
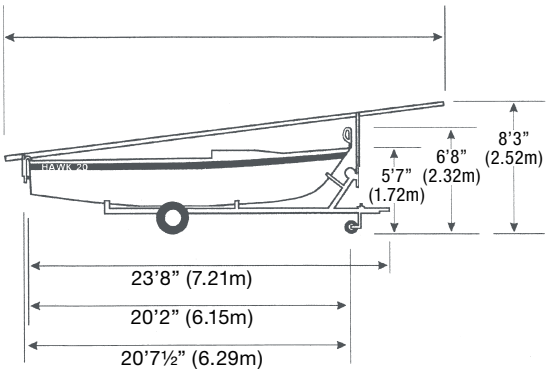
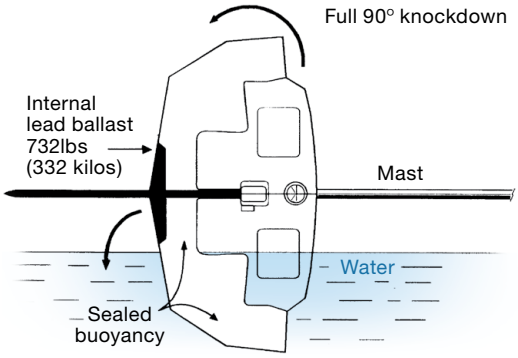


HAWK 20 TRAILER SAILER





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Much of the testing was done in winds of Force 5 to 7 and occasionally 8. We did everything possible with full sail to make Hawk capsize to test its self-righting capability. Although we don't believe there is any boat in the world that won't knock down, capsize or even turtle in certain circumstances, we failed to knock it down, as did testers from yachting journals.

To do a self righting test we had to moor the boat tightly fore and aft and pull it over 90 degrees to the vertical with the spinnaker halyard. This was done repeatedly with sail set, she righted immediately we let go the halyard and the little water remaining in the cockpit drained by itself through the self bailers.

Hawk 20 is CE marked and meets the requirements of Category C of the EU Recreational Craft Directive.

Test reports from Practical Boat Owner, Sailing Today, Yachts and Yachting, Yachting Monthly and Waterline confirm the quality, comfort, performance and safety. Hawk is just as suitable for One-Design racing as for family cruising, for beginners or for experienced sailors seeking fast, exciting sailing.

Hawk 20 has already been sailed by a Norwegian owner, Erik Eriksen, across the Skagerrak from Denmark to Norway and, in the summer of 1998, boat No. 95 was sailed single handed by owner Nick Bruford from Chichester, across the English Channel, to St Vaast (near Cherbourg) where, after a good dinner, he slept on board before sailing back next day. Recently a couple sailed their Hawk from Chichester to St Malo, thence via the Bay of Biscay and French waterways to the Mediterranean and Southern Spain; a journey of 1300 miles.

We have included as standard everything needed for safe, satisfactory sailing and boat handling and the optional extras are only those items which are not essential and which some customers may not require. Although a spinnaker is an optional extra, the spinnaker chute has been included as standard because it is part of the deck moulding. Similarly the spinnaker halyard and sheaves are already on the standard mast and such things as the aluminium telescopic kicking strut, backstay adjuster, compass, wind direction indicator, bilge pump, rope bags, mainsail cover etc. are all included as standard.

The perfectly balanced tilt back road trailer, which supports the boat in exactly the right areas, has its pivot just in the right place so that the multi-roller system with nylon bearings takes the drama and backache out of launching and recovery, which can be done in minutes without putting the trailer hubs in the water, nor getting wet feet. It can be done single handed if necessary.

If you would like a test sail we would be pleased to provide this from our jetty which is on the harbour front where the test boat is moored. **Please telephone Peter Reid (01202 483333) to arrange this.**

REVIEW EXTRACTS . . .

Practical Boat Owner - *Extracts from a test report by Dave Greenwell (03/93)*

"Being used to testing boats that make no bones about needing to be reefed at the top end of Force 3, I braced myself ... to set forth in Force 7 with full sail, but my fears were unfounded."

"Apart from setting off like a greyhound ... she powered her way through the seas, shrugging aside a good deal of green water with nothing coming aboard. Her steering remained light with just the right amount of feedback."

"We happened on a 30 footer with a reputation for a good performance struggling under a fully reefed main and a pocket handkerchief jib. We gave a cheery wave as we overtook at about twice their speed..."

"In Force 7, gusting Force 8 ... common sense suggested we put in a reef. Frankly it made little difference to her speed ... so we shook it out ... just after that she went on the plane and clocked 12 knots."

Sailing Today - *comments from report (04/01)*

"Her fine entry, the stiffness of the boat and the aerofoil rudder section working together to provide excellent close-hauled performance. Hove to she lies comfortably across the wind making only a half-knot of drift. On all points of sailing we found her to be well balanced with enough weather helm to give positive control of the tiller, and if you let everything to she rounds up without a problem."

Yachting Monthly - *report (11/93) on the dayboat test day at Burnham-on-Crouch in June 93*

"Of all the boats at the rally, the Hawk was the biggest, fastest, best thought out and most suited to knock about coastal day cruising ... she is arguably the Rolls Royce of dayboats in terms of design, construction, fittings and performance, and justifies her price with her quality ... She is a delightful boat to handle. She showed a clean pair of heels to all the other boats."

Yachts & Yachting - *test by Peter Bentley (12/92)*

"Construction is of a universally high quality in terms both of materials and manufacture ... the Hawk makes a real step forward in dayboat design. Rarely has the Yachts & Yachting test team been more impressed by a truly new design."

Waterline - *test by Geoff Hales, Trans-Atlantic single-hander (Winter/92)*

"She was just as responsive as you would hope ... balance and finger-tip control - simply delightful. She was certainly quick too..."

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