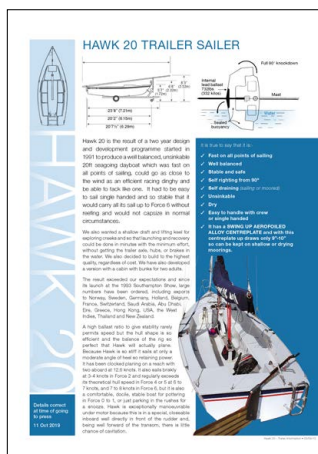
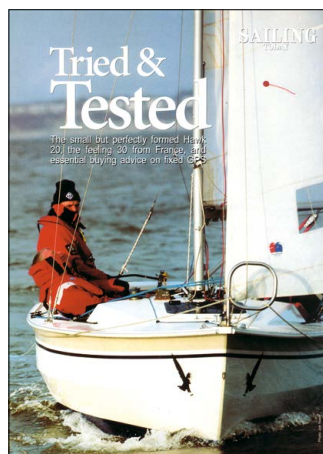




Full independent reviews of the Hawk 20 dayboat and information on the Hawk 20 road trailer:

- Sailing Today
- Practical Boat Owner
- Yachts and Yachting
- Trailer Information





Although a centreboard boat,
the Hawk is self-righting from
90° in normal circumstances and
self-draining sailing or moored,
and virtually unsinkable.

We do not know another boat
which combines all of the
Hawk's attributes.

But don't just take our word for
how good the Hawk 20 is . . .
here are some reviews from
the sailing press . . .



SAILING
TODAY

Tried & Tested

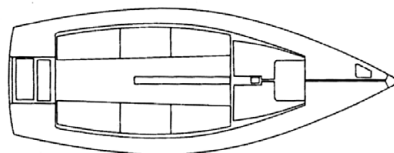
The small but perfectly formed Hawk 20, the feeling 30 from France, and essential buying advice on fixed GPS



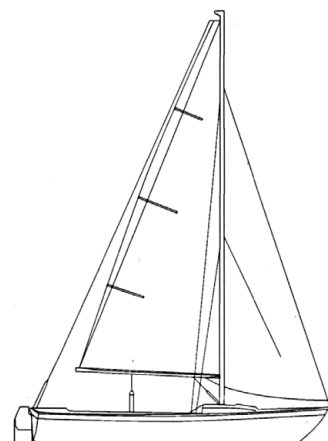


Specifications

LOA	20ft	6.10m
LWL	17ft	5.19m
Beam	7ft 5in	2.26m
Draught	9ins/4ft 3in	0.23m/1.30m
Mainsail	140ft ²	13m ²
Jib	80ft ²	7.44m ²
Spinnaker	255ft ²	23.69m ²
Total weight (without motor)	1,800lb	816kg
Ballast (included in above)	865lb	392kg
Tilt-back trailer	706lb	320kg
Design category	C	



Max people on board 6 (450kg max)
Max additional load 75kg **Max total load** 525kg
Max engine 6hp
Contact Reid Marine, Reid Street, Christchurch,
Dorset BH23 2BT ☎ 01202 483333
Fax 01202 478863 **Email** reidmarine@reidsteel.co.uk
Builder Composite Manufacturing & Design Limited
Designers Chris Hawkins/Reid Marine



Hawk 20

At almost £17,000 with the trailer this day-boat is pricey, but she's certainly popular. Over 200 have now been sold. **David Parker** went along to find out more about this unsinkable, sea-going trailer sailer

The Hawk 20 may, on first view, seem an expensive day-boat, but take a closer look and you see a one-design with some unique features. She's self-righting, unsinkable and very quick. The first time we sailed one of these she had no problem overtaking 25ft and 30ft cruisers but, with her medium displacement and 48 per cent ballast ratio, she's also very stable. And she's still light enough to plane - owners report reaching speeds of up to 12 knots.

Your reaction to the price may well be: "But I could buy an offshore cruiser for that." And so you could, but part of the ethos of her design is that a large proportion of cruisers are used as day-boats. They are much more expensive to maintain and berth than the Hawk 20 - and a lot less fun to sail. The Hawk is also built to a very high quality. Avoiding gear failures has been a prime consideration of the design team.

The concept behind the boat first saw the light of day as an 11ft dinghy designed by ex-MP Chris Hawkins. A heavily ballasted dinghy was too heavy to be practical but potential was spotted in extending his design. It took two years for the designer, in partnership with the Reid family, to get Hawk right by the time she was launched at the Southampton Boat Show in 1993. Originally the plan was to sell six Hawks to cover the cost of the moulds - but there are now 200 Hawk owners, and these boats have been exported all over the world. As Mike Reid points out: "We sell them faster than we can build them"

The Reids are a sailing family based in Christchurch, and their main business is steel fabrication. Test sails usually take place from their own private slip at the bottom of the garden of their elegant home on the edge of

Christchurch Harbour. That's where we met up with Mike's son, Peter, for our test sail.

Easily trailed and sailed

Weighing 816kg the Hawk can be towed behind the average family car. From the purpose built tilt-back trailer she was straightforward to launch and retrieve on this gently sloping slip. For retrieval Peter has a trick where he lowers the centreplate to act as a brake and keep the boat in position while he winches her up. This centreplate is epoxy-coated aluminium alloy and has a 'secret' aerofoil shape - so it's an expensive stick in the mud, but Peter's trick works, and the alloy is very tough.

The cockpit's long enough to host a reasonable game of skittles, but there's no accommodation. There is, however, good stowage space with port and starboard amidship lockers. These lockers measure 1.23 x 0.5m at the base, with an opening of 0.91m x 0.335m, so are large enough to stow the short shaft engine. Buoyancy compartments are located fore and aft of the lockers under the seats, also under the side decks, fore and aft decks and floor.

The engine sits in an outboard well, sited forward of the rudder so the prop wash over the blade gives good manoeuvrability under power. When not in use the engine can be swung clear of the water, and two closure blocks are used to seal the well, improving hull shape for sailing and to prevent water sloshing about. The outboard compartment can then be covered by a hatch.

The cockpit is self-draining and so the Hawk can be left confidently on a mooring with no cover. The seats have drains and the

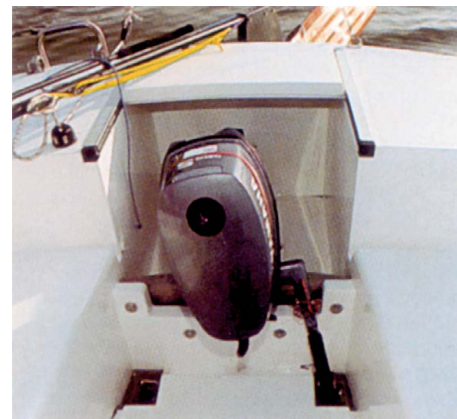
sole is above the waterline, so burns and feet keep dry. We should note that the seats are very comfortable on this boat. They're 2.75m long, 0.46m wide at the centre tapering to 0.39m aft. With the base of the cockpit measuring 0.74m there's plenty of knee room. In the right weather, longer passages wouldn't be a hardship with this spacious cockpit layout.

More stowage space is available in the port and starboard dry lockers in the sealed bulkhead just aft of the deck-stepped mast. The steering compass is conveniently positioned just under the mast, and this bulkhead also offers an ideal position for siting any other instrumentation, such as the Tacktick Sail Master.

On the foredeck itself is a large stowage locker which is accessed by a hatch measuring 0.49 x 0.36m. The locker is 0.91m deep and incorporates the spinnaker tube. The spinnaker lives permanently in the tube and is quickly set and retrieved through the stainless steel guide ring on the sternhead.

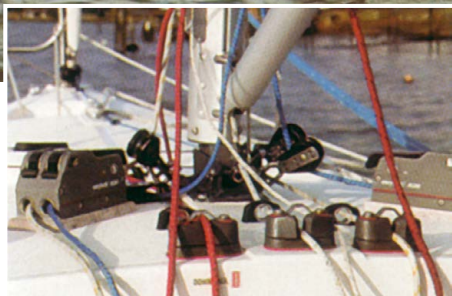


A purpose-built trailer makes launching simple





Well-balanced on all points of sail



All the deck gear is thoughtfully positioned



Lockers sit between the buoyancy compartments

Under sail

The Hawk has a seven-eighths Bermudan rig with split backstay tensioner. Winds on the day of our sail were light, varying between 6 and 10 knots, but we were impressed at her windward and off the wind performance.

All of the deck gear is Harken and has been thoughtfully positioned. For example it's easy to flip the jib sheet out of the cam cleat even when sitting on the far side of the cockpit.

We had 5.9 knots reaching in a variable 7 or 8 knots of apparent wind. When the wind dropped to 6 knots our boat speed was 4.8 knots until we hoisted the spinnaker, and she climbed back up to 5.8 knots. Using the spinnaker chute and Spiro self-launching pole, getting the kite up is remarkably neat and aggravation free. You don't need to leave the cockpit when setting or recovering the spinnaker. (The spinnaker itself is an optional extra, but the chute and launching system come with every boat.)

When we put the kite away we were making 4.8 knots boat speed close-hauled in about 10 knots of apparent wind. Then we furled the fore sail and she made between 3.7 and 4 knots under main alone. A single-line reefing system is used on the Hawk, with the option of fitting two reefing lines. Peter tells us you can sail her up to a Force 6 without reefing. For our test purposes we tried the first reef in the main and, using the foresail, achieved approximately the same speeds as sailing close hauled with just the mainsail. Weather helm is of course, heavier under main alone, but there's little loss of her windward performance.

During our test she sailed at 35° to the wind. 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 go she rounds up without a problem.

Under power

Motoring in and out of Christchurch harbour we found that she comfortably takes the lumpy seas breaking over the bar. The hull is easily driven under power, and the Yamaha 5 outboard gives maximum hull speed of 5.5 knots at full throttle, with a more comfortable and less noisy 4.8 knots on half throttle.

Locking the engine in position and using the tiller, we found that the Hawk can comfortably turn in her own length. We also tried her with a long shaft Mariner 4 and found this engine gives better 'bite' on the water, stopping her quickly when in reverse. However, despite the increased manoeuvrability, with a lower pitched prop we found we had a slower maximum speed.



SAILING TODAY

Verdict

A performance trailer sailer which is self-righting, unsinkable and of extremely high build quality.

FOR
Fast
Unsinkable
Self-righting
High-quality deck gear

AGAINST
Expensive
No accommodation

Next month: Small boat sailing - from Loch Sween to Iona

What do Hawk Owners think?

Bernard Blakely (83) from Chichester sails his Hawk, with Mike Coxon, aged 71. He pays £440 for a mooring, £100 for his dinghy storage and £25 harbour dues. *"I'd been sailing a cruiser for 40 years but didn't need a sleep-aboard and wanted a day-boat. We didn't consider any other boats because the Hawk is non-capsizable and self-bailing. She's fast in light airs and is responsive. Our only gripe is that the rudder arm is permanently attached, which can make it fiddly shipping and unshipping the rudder."*

Dr Eva Tonne from North Wales paid £12,500 for one of her Hawks when it was 18 months old. *"I own two now, one in Conwy and one in the south of France. To maintain the one in France all I do is have the sails cleaned and the engine serviced. Overall, I'm very pleased with them - some might think the Hawk is expensive, but you'd have a struggle to get it off me."*

David Langford (54) from Herts says his Hawk has given invaluable training to his daughter Jo, for the BT Global Challenge. *"It is very forgiving, stable and behaves very well in bad weather. Insurance costs me about £130, my mooring at Christchurch is £450. Peter Reid also cleans the boat and shrinkwraps it for winter for £400. Except for marrying my wife, buying this boat was the best decision I've ever made."*

Roy Broadhead (67) of Chalfont-St-Giles, Bucks previously owned a Laser 16. *"The problem with the Laser is we found it a sod to get it back up again when it went over. The Hawk is self-righting and has the feel of a yacht rather than a sailing dinghy. It is also easy to tow, and we can have it in and out the water in no time. The only thing I would change is to have something slightly bigger - a 'Hawk 22' if there were such a thing"*

David Mellor (64) is from North Wales and keeps his boat in Conwy Marina. *"I brought boat No 9 in 1995. I don't want the expense and hassle of cruising, but I don't want to be flung out of the boat either: The Hawk is stable and thrilling to sail. When I first went out in a Force 5/6 she had no problems because she's a very good sea boat. Being shallow draught she can also travel happily around the sand banks of the Conwy estuary. My wife thinks it's expensive for what it is but when they make new moulds I am planning to sell this Hawk and buy a new one. Reid Marine are very good at changing and improving things and the latest boats have been modified, welded stock. They're also very good at providing spares."*

HAWK 20



An Uncapsizable Dayboat?

DAVE GREENWELL SAILS A 20 FEET LONG DAYBOAT DESIGNED TO BE BOMB-PROOF

It was a difficult brief: an open, centre-board, sea-going dayboat, around 20 feet overall, which would be fast on all points of sail, unsinkable, self-draining and, oh yes, completely self righting even with her keel in fully raised. And what Mike Reid, who was commissioning the design really meant when he said self-righting was uncapsizable. The result was the Hawk 20 which took two years to develop and is quite a remarkable boat to sail.

On the day I was to meet Chris Hawkins, her designer, for a test sail, I arrived at Lymington in a Force 7 gusting to gale F8. The brochure claims that she could happily sail in a Force 7 under full sail, and it looked as though I was going to discover the truth the hard way.

We motored out towards the Solent, pushed by a 4hp Mariner outboard neatly accommodated in an engine well on the centreline and beneath the small after deck. Having the prop directly in front of the rudder made her easy to manoeuvre and because it was also well forward of the transom, there was little chance of the propeller ventilating, even in rough water. Surprisingly, there was little turbulence in the engine well, even with the outboard working hard, but for added sailing efficiency the outboard lifts clear of the water and a pair of panels slot in to close the hole.

Once in sight of open water, we hoisted sail in preparation for what was, for me, an 'interesting' experience. "*Might as well put it all up*" suggested Chris with confidence.

So that's what we did. Being more used to testing modern boats that make no bones about needing to be reefed at the top end of F3, I braced myself. But my fears were unfounded. Apart from setting off like a greyhound, nothing at all happened that would give cause for concern. She powered her way through the seas, shrugging aside a good deal of green water with virtually nothing coming aboard. Her steering remained light with just the right amount of feedback through the somewhat unusual tubular aluminium tiller. But there again she is far from being a 'usual' boat. Soon, I was feeling far more relaxed about the whole experience and began to take note of the exclusive few who had ventured out when prudent sailors would have stayed in



Everything the helmsman needs comes easily to hand - ideal for sailing alone.



Without a cabin, you not only get lots of space to sit, the view forward is also less obstructed.



Her outboard auxiliary fits neatly into the well situated directly in front of her rudder.



Forging along in a stiff breeze under spinnaker. Five aboard and still room to spare.

port. We happened on a thirty footer with the reputation for good performance, struggling under a fully reefed mainsail and a pocket handkerchief jib. We gave a cheery wave as we overtook at about twice their speed.

Although she showed no signs of pounding - by then we were heading across a particularly lumpy stretch of sea on a windward beat - common sense suggested that we should slow her a little by putting one reef into the main. Frankly it made little difference to her speed but we were no longer on a headlong crash through the waves. We were soon into calmer waters and turned onto a broad reach, by which time there seemed little need for the reef so we shook it out. It was just after that when she went on the plane and clocked 12 knots!

But for all that, she really felt very comfortable. As was only sensible we sailed, mainsheet in hand, ready to spill the extra heavy gusts. To see what would happen when pressed hard with everything pinned in, I cleated her off and held on. Even in the heavy patches, she never got anywhere near getting her side decks in the water. I understand that although during develop-



The rudder is an excellent example of the way her equipment has been engineered



Her wedge shaped foredeck provides protection for the cockpit and an excellent site for halyard and reefing line controls

ment trials she was taken out in really severe weather with the express intention of inducing a capsize, they were unable to lay her flat. Certainly she's very forgiving and whilst I'm very cautious of using the term, also very *safe* in terms of seaworthiness.

How's it done?

Very simply the answer to her quite amazing performance is a combination of a powerful rig coupled with enormous stability and clean lines with fine entry plus broad after sections. Stability has been achieved by giving her multi-chine hull very stiff sections and a generous amount of ballast mainly comprising cast lead ingots secured low in the bilges. Indeed her ballast ration of nearly 50 per cent is equivalent to that of a heavy cruising yacht. Interestingly, she derives little in terms of righting ability from her swing keel which is of cast aluminium alloy rather than the more usual steel. This was not a weight saving exercise but a deliberate attempt to give her the same self righting characteristics regardless of whether the keel was up or down. Also, being cast it has a very clean and efficient profile, unlike a flat centreboard.

Construction

But the ability to stand up to full sail in a F7 has been at a cost which very much benefits the owner. During two years of development and testing, they broke a whole selection of fittings until they finally found the make and quality that would successfully withstand the loads. As a result, there's no doubt that the Hawk 20 is very well put together with Composite Manufacturing & Design Limited, making an excellent job of her mouldings.

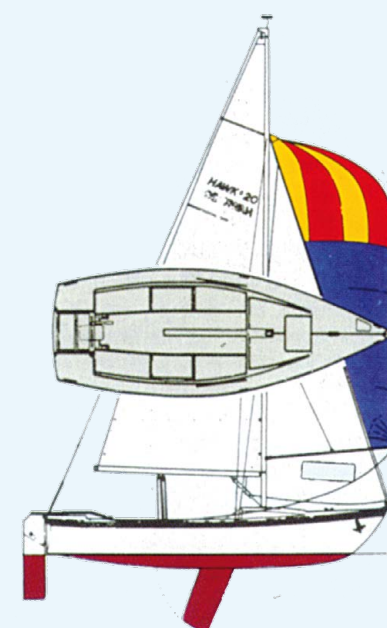
Looking into the space between the hull and deck/cockpit mouldings and beneath the foredeck gives a good idea of just how strong she really is. She has substantial plywood bulkheads which not only add structural stiffness but also divides it into buoyancy compartments. Not satisfied

with that, however, they also include close-cell foam blocks to keep her afloat if totally flooded. The space beneath the foredeck and under the side seats also provides ample dry stowage.

Conclusion

Our test sail certainly indicated that she lives up to all her builder's claims. Her high stability and self-righting ability make her an ideal family day boat.

Specification



LOA.....	20ft 0in
LWL	17ft 0in
Beam	7ft 5in
Draft - keel up.....	0ft 9in
- keel down.....	4ft 3in
Displacement.....	1,800lb
Ballast	865lb
Sail Area (100%foreΔ)	215 sq ft
- main	140 sq ft
- jib.....	80 sq ft
- spinnaker.....	255 sq ft
Engine	outboard well
Designer	Chris Hawkins
Builder	John Reid & Sons Ltd.
(Marine Division), Reid Street, Christchurch,	
Dorset BH23 2BT. Tel: (01202) 483333.	

We test the...

There can't be many 20ft dayboats designed by an ex-member of parliament and still fewer developed from a self-righting dinghy intended for a partially disabled man. The now almost fully recovered man and ex-MP are but one, in the person of Chris Hawkins. Now is not the time to tell Chris's story (though it is an interesting one, spanning some ten years of British political life and a long career in the marine industry); suffice to say that a partnership with successful engineering entrepreneur, Mike Reid, has resulted in a new and in many ways innovative centreboard dayboat.

Unlike almost every other currently available boat of this type, the Hawk 20 is both self-righting and (in as much as can ever be the case) unsinkable. In place of the almost obligatory galvanised steel plate centreboard, the Hawk has a unique aluminium casting. Not only is it lighter than steel, (thus affecting the self-righting capabilities little whether raised or lowered) it is shaped to an efficient hydrodynamic section. Upwind performance should, in theory at least, be much enhanced.

So it proved. A short beat in light airs at the start of our test presented an ideal opportunity to put theory to the test. Not only was the boat commendably quick, she pointed high too.

As our sail progressed the wind slowly built and we were able to make an assessment of her capabilities in moderate winds and even a short Solent chop. Neither performance nor control were ever found wanting. Upwind the boat moves very comfortably, never once slamming in the modest waves found off Lymington. The ride is dry, with only the most minor spray making its way aboard during our test; unusually for a boat of this size we never once had to resort to wearing oilskins.

The helm, light at the start of our test, never loaded up substantially but always provided a good positive feel. When heeled violently (a hard thing to do) the rudder loses grip at much the same time as the lee rail starts to go under, effectively making it impossible to fill the boat. The rudder stock and tiller assembly – in common with every other detail – have been exceptionally well engineered, without the slightest hint of free play anywhere. One gripe, a minor one, concerns the aluminium tiller which we felt would benefit from a little additional stiffness.

Downwind, the spinnaker is simplicity itself. The pole is launched racing style with a single line. The kite rises

effortlessly from a bow chute, much aided by an effective, if unattractive, bow hoop. Gybing is simple and controlled; at no time does any crew member have to step out of the cockpit. Dowsing the spinnaker is simply the reverse of launching it. Steering under spinnaker is much the same as upwind; light, positive and most of all fun.

So where does a 20ft boat weighing in at 1,800 pounds find all this performance? Quite simply through a generous sail area and massive stability. Without the need for decks or the interior fitting usually associated with this size of boat the centre of gravity can be kept low while still maintaining a reasonable displacement.



Peter Bentley found this 20ft dayboat from a new builder impressive in almost every way.

Hawk 20



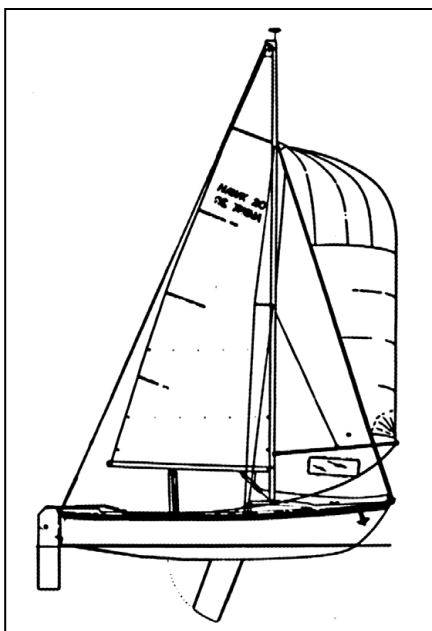
Hawk 20



A) Surprisingly brisk even in light conditions, the Hawk remained dry despite the spray thrown out by the fine bows.



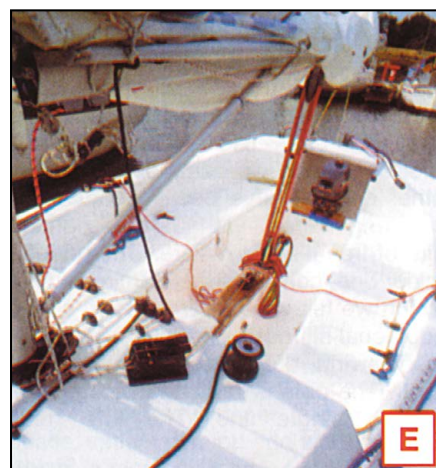
B) The moderately sized spinnaker is big enough to provide fast performance downwind but without any unnecessary drama.



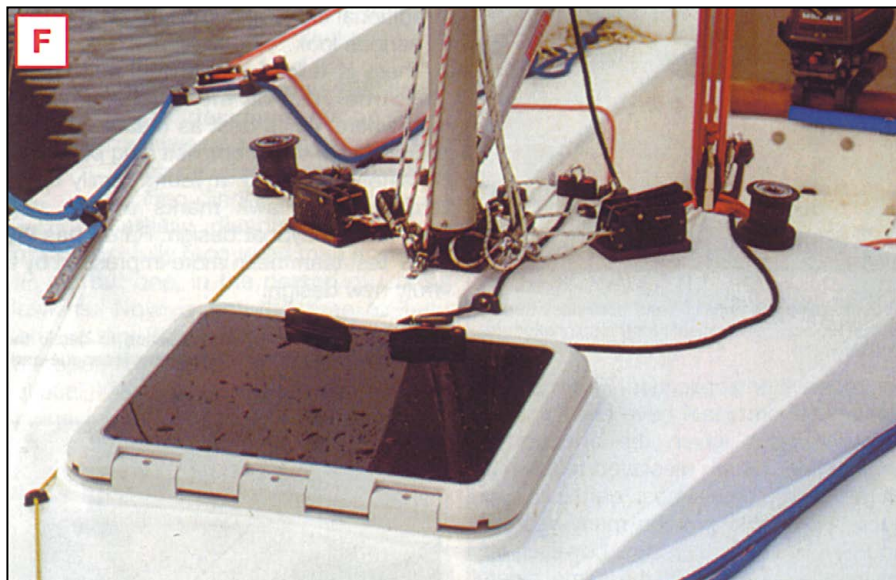
D) The spinnaker pole is of the 'fly-away' type more normally seen on racing dinghies. In practice, it works superbly with all spinnaker handling operations simply accomplished without ever leaving the cockpit.



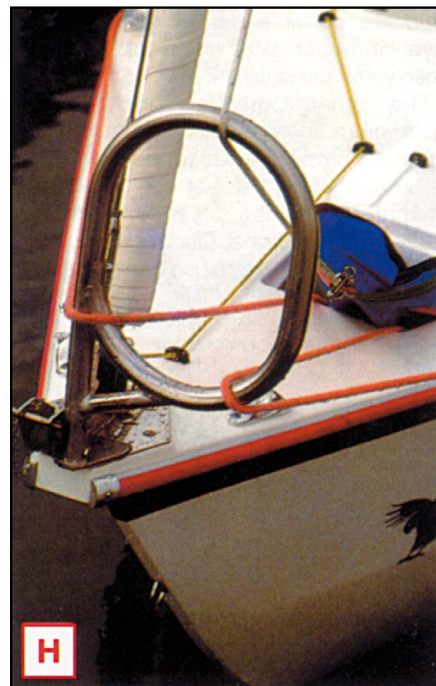
C) The cockpit is both well proportioned yet vast with ample room for five or six. Small waterproof lockers fitted in the forward bulkhead provide good stowage for sandwiches, cameras and the like.



E) All sail controls are led to a bank of cleats and jammers aft of the mast. Though it all works just fine, the layout certainly looks jumbled. Mast pivots in step. It can be raised singlehanded without the need of a crane.



F) The fore hatch effectively leads nowhere; the forward compartment is simply a large locker for sails, camping gear, etc. There are no bunks, or any other concessions to cruiser comforts.



H) The spinnaker launching ring is ugly but effective. The spinnaker went up and down without trouble on either gybe despite the chute's location well aft. Rubbing strake ends are typical of the unaesthetic details found in one or two places. Some minor tidying is still required.



G) The cockpit lockers are watertight compartments in their own right, separated from the remainder of the interior by glassed-in bulkheads. Lids have waterproof neoprene seals.

Specification

Length overall	6.1m
Length waterline	5.19m
Beam	2.26m
Draft	0.23/1.30m
Displacement	816kg
Ballast	392kg
Mainsail area	13sq m
Jib area	7.44sq m
Spinnaker	23.69sq m
Rig	Proctor

Extras available include trailers and trolleys, spinnaker gear, outboard motor, boom tent, all-up cover, sea toilet, etc.

Address: John Reid & Sons (Marine Division), Reid St, Christchurch, Dorset BH23 2BT.

Telephone: (01202) 483333



I) The engine fits snugly in the aft well. The cockpit self-drains through Elveström bailers underway or through a central bung at rest.

Full self-righting capability has been achieved through the use of snugly fitting cast lead ballast low in the bilge, which accounts for almost 50 percent of the overall displacement. According to Chris Hawkins, the Hawk will self-right from a 90 degree knockdown with one cockpit locker flooded and the plate raised.

Buoyancy is well provided for. In addition to a subdivided structure, there are sufficient closed cell foam blocks to keep the whole thing afloat even in the event of a total flooding. The two forwards bulkheads are both watertight and the space forward of the first on is fully filled with foam making the boat resistant to all but the most devastating frontal collisions.

Under engine (we had the benefit of a 4hp Mercury) performance is brisk. Wash in the engine well is tidily contained and never once did we see so much as the slightest splash enter the boat via this route. Once under sail, the well is closed by two blanking pieces, both easily enough fitted once the somewhat tortuous method of passing them around the outboard was explained.

Construction is of a universally high quality in terms both of materials and manufacture. The basic layout is clearly strong and perhaps even overbuilt in some places, but none the worse for that. The hull and deck are solid polyester / glass laminate, utilising modern stitched

and unidirectional materials. The bulkheads are substantially glassed-in plywood. Our test boat certainly looked as if it could take many years of use in a harsh sailing school environment without complaint.

Fittings have been the subject of much improvement over the course of a four boat development programme and are now almost universally from Harken. Chris tells us that production boats will be completely fitted out from this source. The result is a boat where everything works without effort or irritation. In practice the only complaint one can make about the fittings is their slightly jumbled look; a slight realignment here and there would do wonders for the boat's appearance.

In fact, appearance is one of only two things which really concerned us.

The boat has something of a strange look. Its fine bows and wide transom are emphasised by the hard chine hull-form – though neither acts to curtail

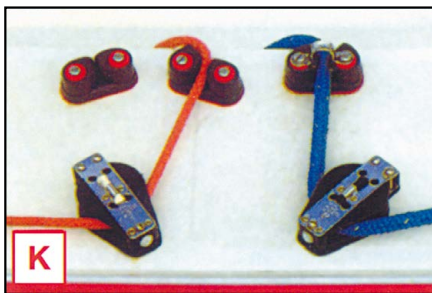
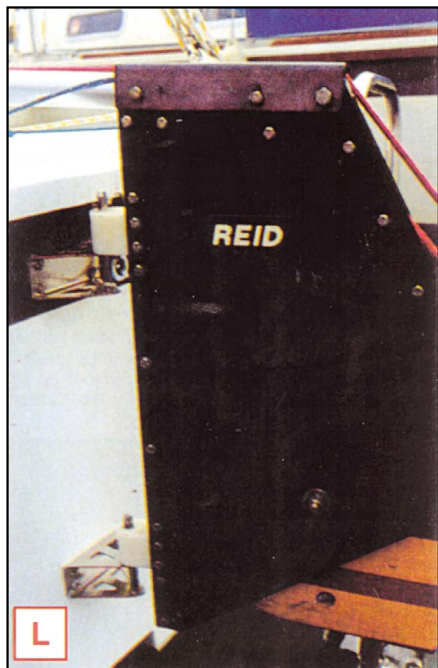


J) Substantial chainplates are bolted right through.

performance. Though there is nothing fundamentally wrong with the boat's appearance, little details grated on the eye; a minor tidy up would certainly resolve all our outstanding concerns.

The other potential worry is the aluminium centreplate. Cast from a special corrosion resistant ductile alloy, it is claimed to be the first centreplate cast in light alloy by the doyen of British keel makers, Henry Irons. Our concern, and it is a mild one, lies in its use of aluminium in

L) The rudder stock, made by one of the company owner's engineering companies, is exceptionally well built and very strong, it a little unattractive.



K) G genoa and spinnaker sheets both pass through ratchet blocks. Double cleats for the spinnaker are a nice touch.

an underwater application. Provided the electrolysis problems have been thought through – and given the attention to engineering detail displayed elsewhere in the boat, they almost certainly have been – it should provide many years of trouble free service. It does, however, rely on owners to maintain the same careful approach as the builder.

Equally at home on a mud berth or swinging mooring the Hawk also has all the virtues of a true trailer-sailer. There are no frills, no concessions to cruising comfort that will never be used, just sensible performance in a safe, well built package. As such it rates more than a quick look by anyone searching for a dayboat, certain in the knowledge that they will never sleep aboard. Sailing schools and such like will undoubtedly view the Hawk with interest, but private individuals tired of marina costs and

realistic enough to know the shortfalls of traditional cruising boats should also take a serious look.

There is talk of one-design racing, but the true role of the boat really lies elsewhere. At its best as a safe dayboat, equally able to accomplish long passages in safety or to take a young family creek sailing, the Hawk marks a real step forward in dayboat design. Rarely has the Y&Y test team been more impressed by a truly new design.

M) Here's a visible sign of attention to detail: the rudder blade is laminated using double tongue-and-groove joints.



ANSWERBACK from Michael Reid and Chris Hawkins

Functional equipment cannot always be beautiful and the spinnaker loop, although rather startling to some, works well, was favourably commented upon at the Southampton Show and is liked by customers.

We take Peter Bentley's point about fittings layout but the boat tested was the designer's and he is always trying out new ideas. He would probably put cam-jams on his shoes if we let him. On production boats, the layout is tidier, but after a long development programme the fittings have been placed where they work best and, as Peter himself says, 'everything works without effort or irritation.' We would sooner fitting be criticised for appearance than function.

Peter is correct in thinking we have carefully considered the possible problems of using an alloy centreplate. We consulted the Aluminium Federation and selected grade LM6 (BS1490) which is one of the purest aluminium casting alloys specifically recommended for marine use with a high resistance to both corrosion and impact. It is epoxy coated for extra protection and smoothness and we are satisfied it will last longer than any

alternative material. The possibility of electrolyte action has been dealt with by avoidance of dissimilar metal in the pivot which is made of Delrin – a hard plastic used for bearings.

The tiller is of heavy wall (3.25mm) tube and its strength exceeds what is necessary to accept, with minimal flexing, all loads imposed by the rudder.

After having the Hawk described as 'a real step forward in dayboat design' – and that from the most feared reviewer in the business – it seems almost churlish to raise even a minor quibble. But there are another two points I would like to make.

The racing potential of this boat should not be under-rated. There are thousands who, like me, have not had the benefit of a deep water mooring and whose needs have been ignored for far too long. Racing Dragons is great, but they can't moor on a mud bank, float off a trailer in 9in of water and don't fit on a 20ft mooring. With all the performance to which Peter refers, the Hawk 20 offers the speed and stability of a fin keeler with all the convenience of a centreboarder. Most important with no open cuddy to flood the boat awash, she is safe and

seaworthy being self-righting, self-draining and, in the normal sense of the word, unsinkable.

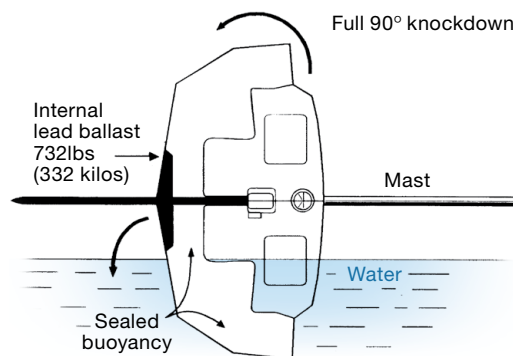
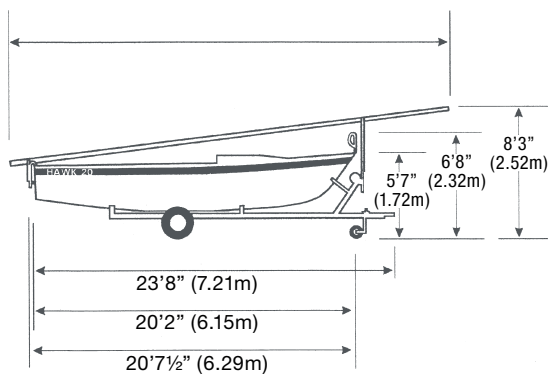
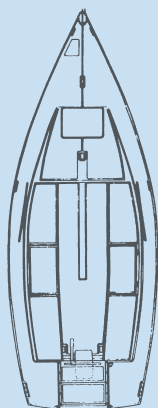
Peter asks where all the performance comes from in a boat only 20ft long. He concludes, 'quite simply from a generous sailplan and massive stability.' Both factors are important but would that life was that simple. If it were, heavy clunkers would win races and Bruce Farr designs would not.

Boat speed comes from balance, proportions and ratios but most of all from shape. The major development of our age is the ability to marry fine frontal sections (to slice the waves to windward) with very full stern sections (to provide exhilarating off-wind sailing) and yet retain a balanced boat. Without this development there would be double aft cabins in cruisers and Hawk 20 would not have recorded over 12 knots on a reach.

Modern shapes may lack the supreme elegance of the long thin pencils of yesteryear but they do offer real practical advantages in terms of space, speed, comfort and stability as well as a much drier ride.

These are minor quibbles with a review I found remarkably detailed and perceptive.

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.**



Details correct
at time of going
to press

11 Oct 2019



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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