

# HAWK 20



... quality built, self-righting  
20ft sea-going dayboat

Reid Boats Ltd



The Hawk 20 is very stiff because of its hull design and ballast ratio. The hull is optimised to

provide clean entry, low bow wave, dry sailing in all but the roughest conditions and astonishing stability. She planes readily given the breeze and her stability at speed has to be experienced to be believed.

She is very easily driven and makes little wake in the whole speed range. Hawk 20 is a fast, modern dayboat which sails like a dream; she was clocked planing at 12 knots during the Practical Boat Owner test in March 1993. Single handed or with crew she tacks and gybes with no fuss, and carries a kite without a tremor. She will sail fully-rigged in Force 6 and feels safer than many a cruiser. But she also eases along smoothly in near calm. The speed is comparable with most 25 footers. Going to windward in a blow, the Hawk 20 does not slam into the waves nor bury her nose; the water curls away as she rides the swell.



**BUILD QUALITY** • Hawk is built to a very high standard from the best glass mats, rovings and cloth and all laid up by hand in a temperature controlled factory with the latest osmosis resistant isophthalic resins (which have lower water absorption even than epoxy resin).

The ballast is pure lead, cast to the shape of the hull to place the centre of gravity as low as possible, providing the remarkable stability and self-righting capability.

**UNIQUE CENTRE-BOARD KEEL DESIGN** • The pivoting centre-board is lowered and raised by crew or helmsman using a single rope which disappears through the cowling within which the operating tackle is enclosed. This makes it nearly impossible for fingers, sheets, clothing or children to get snagged.

The special design of the centreboard allows it to be removed from above, avoiding craneage. It is made of marine grade aluminium alloy and will take knocks and bumps far better than a GRP board; it is not a commonplace flat metal plate but a high quality casting, fully aerofoiled for performance.

**MINIMUM DRAFT** • A draft of only 9 inches (with centreboard up) and a lifting rudder make it easy to explore shallow creeks or return to a drying mooring long after the tide has started to ebb.

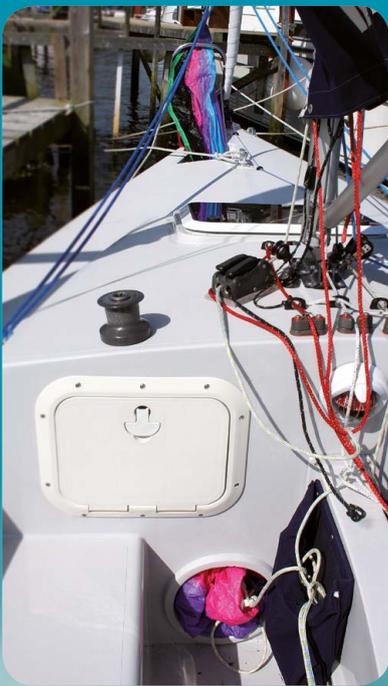
**SELF RIGHTING & BUOYANCY** •

A near 50% ballast ratio ensures that the Hawk is fully self-righting. If knocked over a full 90 degrees she will spring back upright, provided she is left free to do so, without the crew holding onto the boat or rigging. Hawk 20 has the stability of a fin-keeler with the convenience of a centre-boarder. Sealed buoyancy compartments are filled with closed cell foam so that even if holed, the Hawk will float safely. The lockers and stowage compartments provide further water exclusion.

**SELF-DRAINING** •

The sole is above the waterline and drains through two self-bailers, so if left on a mooring without a cover the Hawk will not need bailing.





**OUTBOARD MOTOR** • Hawk is designed to use a 4hp motor which may be left in the down position, tilted up clear of the water or stowed in 'midship lockers'. The motor can operate on shallow drive whilst steering with Hawk's own rudder raised for shallow draft. A 5hp motor will also fit if a charging coil is required for log, radio or lights. When the motor is tilted up closure blocks can be dropped into position and secured in seconds, restoring the shape of the hull for efficient sailing.

**RIGGING** • The modern seven-eights Bermudan rig offers the best combination of power and ease of handling. Nothing beats a Bermudan rig to windward and the big mainsail, 140 sq ft, provides ample off-wind boatspeed even without the optional spinnaker. An easy-reef system is standard which allows the sail to be reefed using one rope led to a winch. The mainsail can be flattened with clew outhaul and backstay tensioner which are all standard. You will like the way the Spinnaker is set and recovered on the dayboat version. A stainless steel guide ring mounted on the stem-head leads the spinnaker to and from a thru' deck chute flush with the foredeck, into a large diameter tube down through the main bulkhead so that the spinnaker can be launched from and recovered into the tube where it stays until needed again.

It does not have to be rebagged, nor can it get around the crew's feet. If water gets into the chute it drains into the self-draining cockpit and NOT into the bilge. The combination of this spinnaker chute and Spiro self-launching pole make it unnecessary to leave the cockpit whether launching or recovering the spinnaker, even when gybing.

**MOORING POINTS** • For'ard there is a Samson double bollard on the foredeck with two fairleads and a proper stemhead roller whilst aft there is a large cleat on both quarters.

**AMPLE DRY LOCKER SPACE** •

There are two large lockers, one each side under the seats amidships. In the sealed bulkhead just aft of the mast are two bottom hinged hatches giving access to two more dry lockers for clothes, cameras, sandwiches etc. Under the foredeck there is an enormous stowage locker, accessible through the large foredeck hatch.



The recently introduced Hawk 20 cabin version is ideal for family sailing



**MARKET** • The boat is ideal for the dayboat racing and cruising enthusiast; the family sailor who wants comfort and security for the family without losing the exhilaration of fast windward sailing, club dayboat fleets for closely matched one-design racing and sailing schools; it is also highly suitable for holiday and chartering organisations wishing to offer exciting sailing to experienced sailors and total security and ease of handling for the not so experienced or beginners. During trials we also noted great interest from owners of large cruisers who wanted to regain the agility and exhilaration of a dinghy whilst retaining the comfort and stability of a cruiser.



**TRAILER/SAILER** • Although ideal for permanent moorings because of its self-draining capability, Hawk is perfect for long distance trailing. Our galvanised tilt-back trailer with its multi-roller system allows launching and recovery in minutes without physical strain and without getting the trailer wheels, hubs, brakes, or your feet wet.



# MAGAZINE NEWSREVIEWS



## SAILING TODAY

*Test Report April 2001*

"Her fine entry, the stiffness of the boat and the aerofoil rudder section work 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."

## PRACTICAL BOAT OWNER

*Test, March 1993 by Dave Greenwell*

"In Force 7, gusting Force 3 . . . common sense suggested we put in a reef. Frankly it made little difference to her speed so we took it out... just after that she went on the plane and clocked 12"

## YACHTS & YACHTING

*Test, Dec 4, 1992 by Peter Bently*

"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."

## HAWK 20 RACING

The Hawk 20 is strictly 'one-design' with all boats built to weigh the same, carry the same rigging and standard sails. No major extra expenditure will be needed. Rule benders will not be able to gain advantage by spending money. Hawk brings you the joy of close racing at low cost - for less than half of the cost of an X boat you can race a one-design vessel - and the Hawk is comfortable, buoyant, dry, self-righting, simple and cheap to maintain.

Have you noticed that a large proportion of cruisers today are used as dayboats but are expensive to berth and maintain; and owners take the better half of each week on the telephone to keep them crewed?



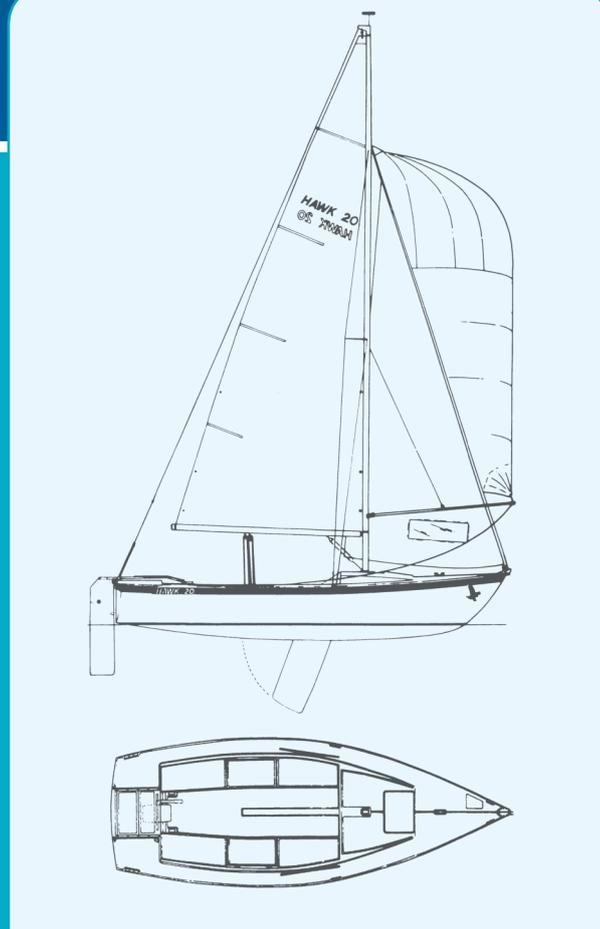


Hawk is a 20ft self-righting, self-draining, shallow-draft, centre-board, sea

going dayboat built in GRP to uncompromising standards of quality, safety, materials, fittings and sails. It has exhilarating performance and is suitable for racing or cruising but it is so stable you could take your grandmother for a sail without alarming her.

Hawk 20 is a dedicated dayboat with no pretence at being anything else.

**DESIGN BACKGROUND** • There has been a lot of input and experience from the Reid company. Rollo Reid, Technical Director, has sailed most of his life and helmed the Royal Engineers' Contessa in the Round Britain Race and other similar long distance events. Peter and Tim Reid, both involved in technical matters within the company, have sailed from the age of 6 and currently compete successfully with Lasers and Hurricane catamarans (Tim came 3rd in the Olympic Trials for the Tornado) and Mike Reid, the MD, who has cruised and raced for over 30 years. All of them have been involved in developing and testing with the designer.

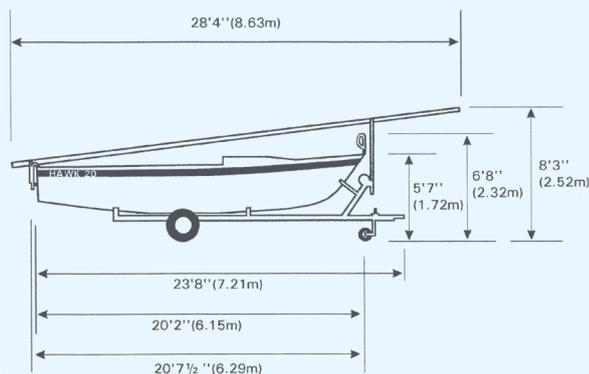


SPECIFICATIONS		Metric	Imperial	Length overall
		6.10m	20ft	Length
waterline	5.19m	17ft	Beam	
		2.26m	7ft 5ins	
Draft		0.23m	1.30m	9ins/4ft 3ins

DESIGNED WEIGHT		Metric	Imperial	Total (without motor)
		816kg	1800lbs	
Ballast (included in the above)		392kg	865lbs	
Tiltback Trailer		320kg	706lbs	

SAIL AREAS	Metric	Imperial
Mainsail	13m <sup>2</sup>	140ft <sup>2</sup>
Jib	7.44m <sup>2</sup>	80ft <sup>2</sup>
Spinnaker	23.69m <sup>2</sup>	255ft <sup>2</sup>
Fore Triangle	7m <sup>2</sup>	75ft <sup>2</sup>

Hawk 20 on the Trailer



## Reid Boats Ltd

7 Friars Road  
Mudford  
Christchurch BH23 4EB

Tel: +44 (0)1425 274549

Mob: +44 (0)7774 240161

Email: peter@reidboats.co.uk

[www.hawk20.co.uk](http://www.hawk20.co.uk)

