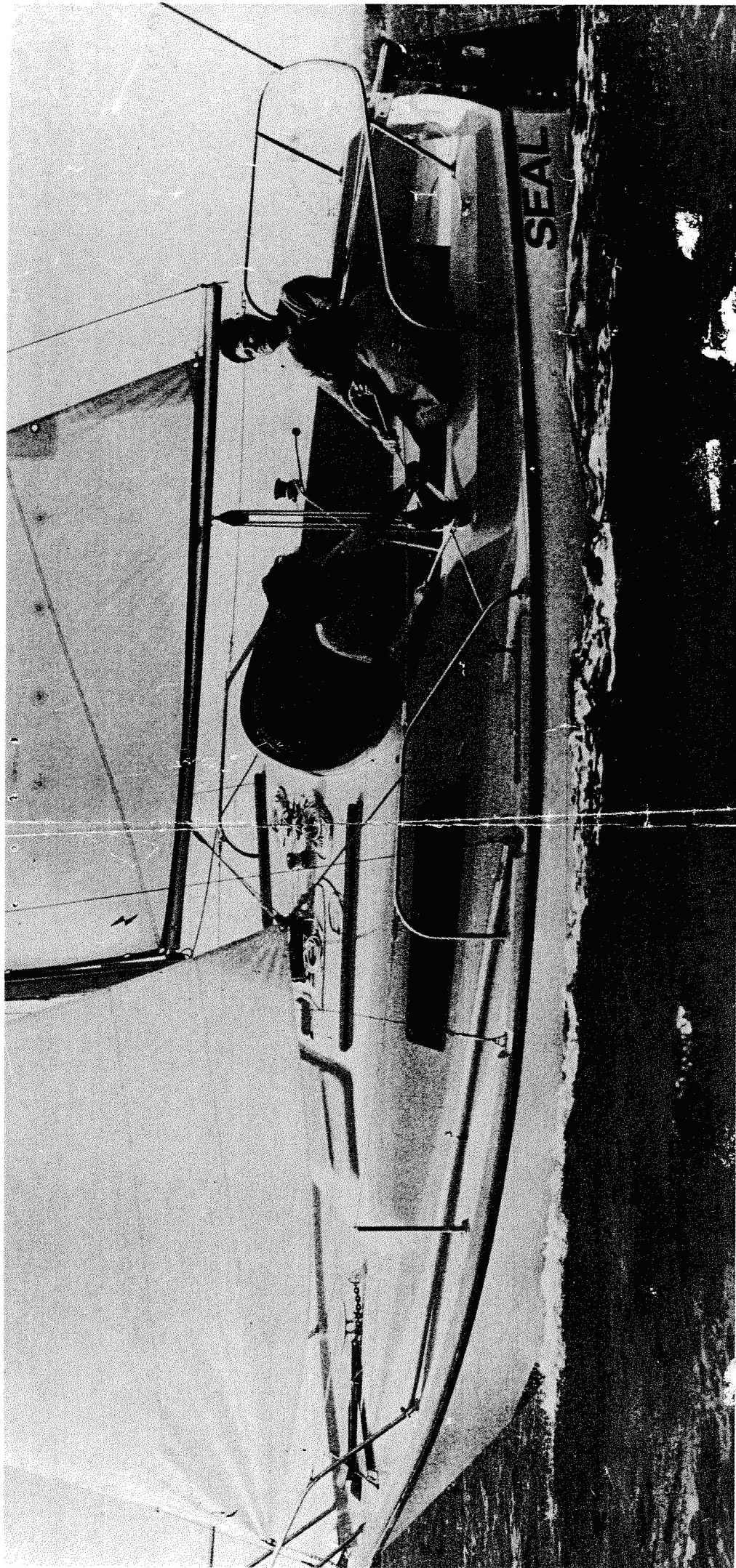
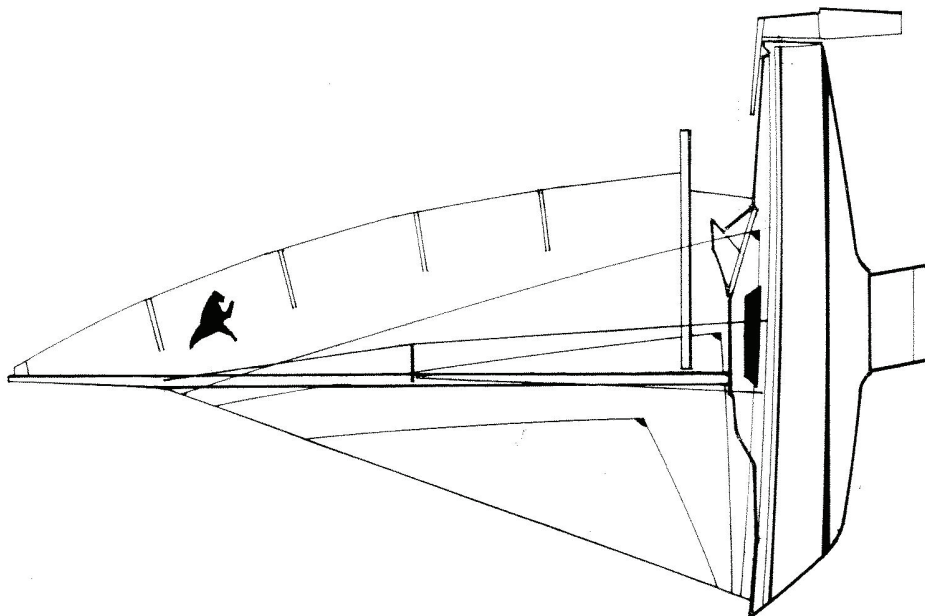




22 foot retractable fin keel sailing cruiser

SEAL



Because the Seal has a large area mainsail, a small easily handled jib can be set without the boat being undercanvassed. The large I.O.R. genoa and spinnaker are primarily racing sails, but also make a useful addition to the cruising locker. The keel is shown fully lowered, it can quickly be raised a few inches to free the boat after grounding, or when sailing downwind. The keel is raised and lowered by a screw jack mounted beneath the table. Twin half inch diameter flexible stainless steel wire straps give a high safety factor; even in the unlikely event of failure the keel cannot leave the boat. The folding canopy is shown raised in the diagram above and in the photograph centre right.

Construction. The all glassfibre Seal is moulded in our modern, temperature controlled factory. Hull lay up consists of the gelcoat followed by a layer of 1½ oz mat, then a 2 oz layer of mat, a single layer of 18 oz woven roving and a final layer of 1½ oz mat. In addition, there is progressive thickening from the waterline to the keel and at the bow. Extra hull rigidity is achieved by the interior moulding, which forms the berths, etc. The deck, coachroof and self-drain cockpit form one moulding which is bolted and bonded to the hull. Non slip surfaces are moulded in. All fittings are through bolted into wood backing pieces bonded in during lay up.

Keel and rudder. The retractable keel is an iron casting of approximately 800 lbs (376 kg) weight. It is hydrodynamically shaped and fits snugly into a glassfibre housing. The simple screw jack lifting gear is easy to operate; see diagram on back of brochure. The lifting rudder has anti fracture marine ply cheeks, stainless steel hangings and 5/16" (7.5 mm) mild steel blade.

Rig. The Seal is a Bermudian sloop. Mast and boom by Ian Proctor Metal Masts Ltd. are silver anodised. Stainless steel rigging consists of upper shrouds with swinging spreaders, and lower shrouds and forestay. Halliards are pre-stretched terylene. Sails are also terylene. Gibb jib sheet winches, adjustable jib fairleads and four to one purchase on the main-sheet make sail handling relatively easy.

Dimensions

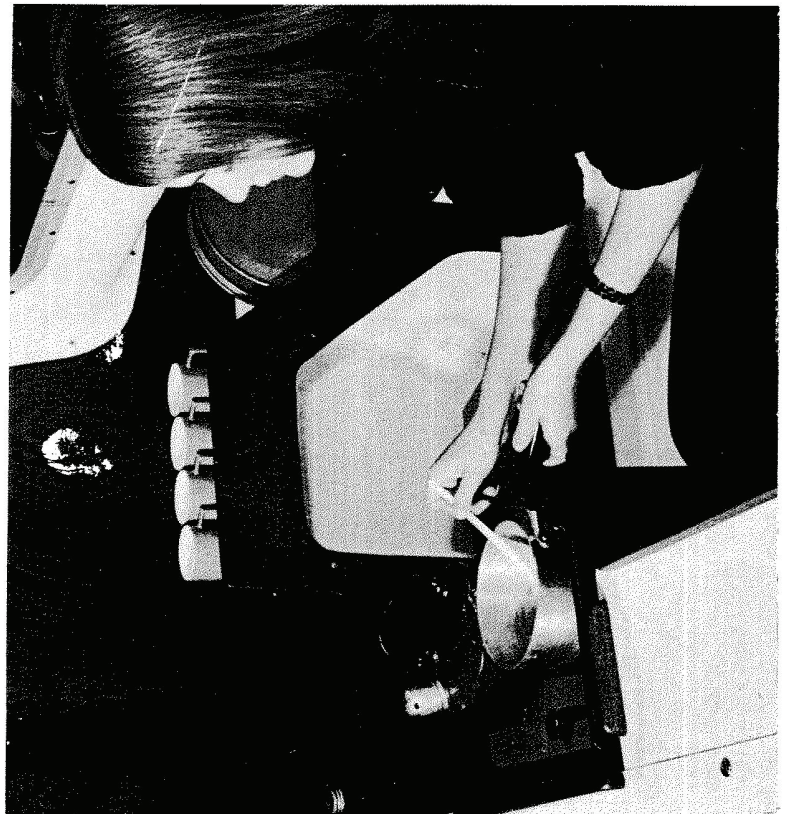
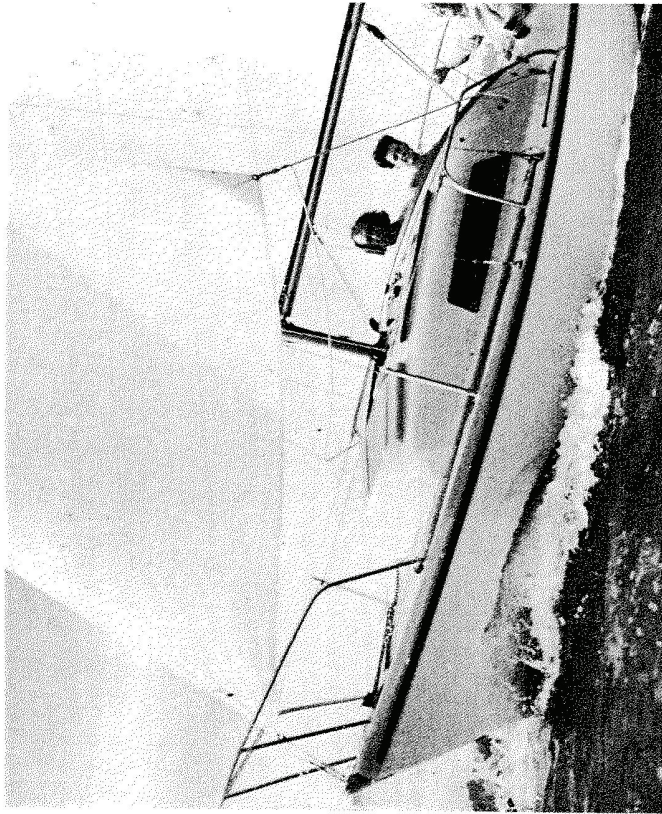
L.O.A.	21' 9"	(6.63 m)
L.W.	18' 0"	(5.49 m)
Beam	7' 9"	(2.36 m)
Displacement	2400 lbs	(1100 kg)
Draft keel up	2' 0"	(0.61 m)
Draft keel down	4' 0"	(1.21 m)

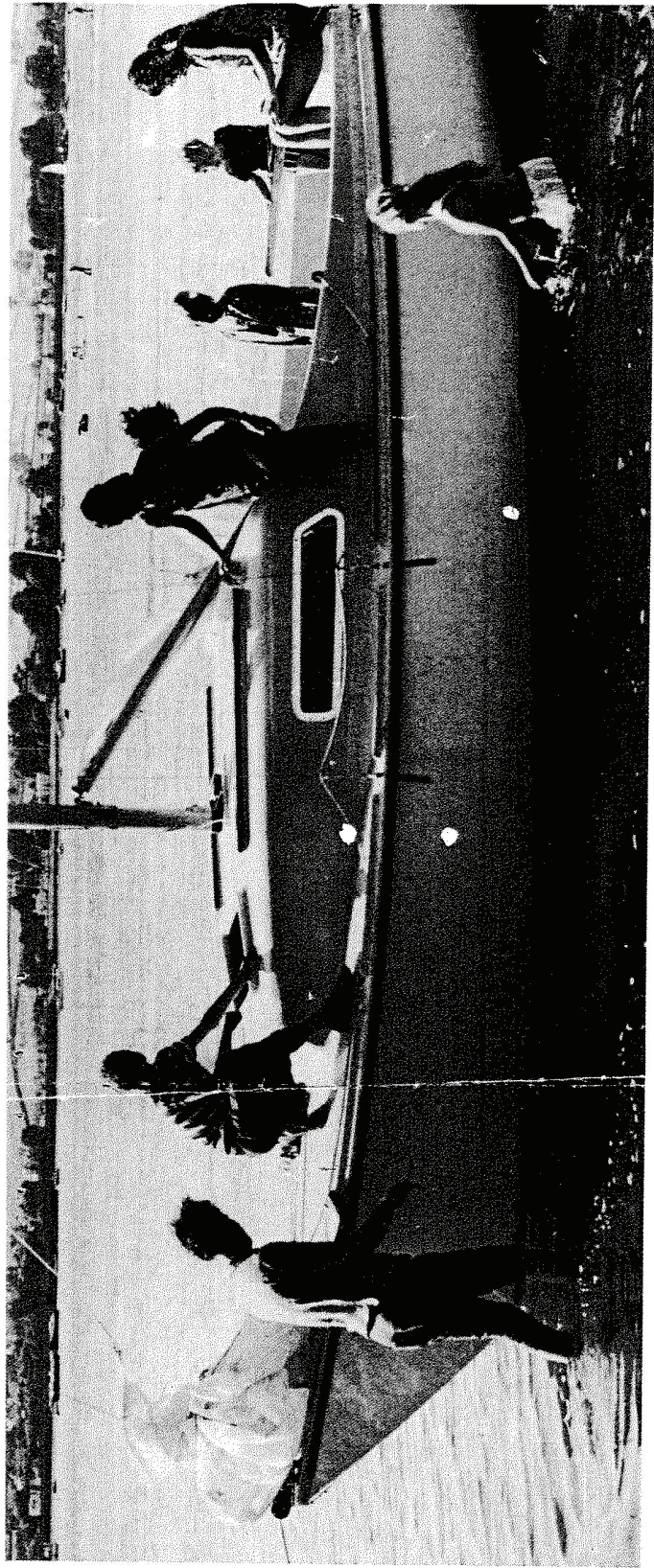
Sail Areas

Mainsail	121 sq. ft.	(11.3 sq. m)
Cruising Genoa	120 sq. ft.	(11.2 sq. m)
Working Jib	63 sq. ft.	(5.9 sq. m)
I.O.R. Genoa	160 sq. ft.	(14.85 sq. m)
Spinnaker	290 sq. ft.	(27 sq. m)

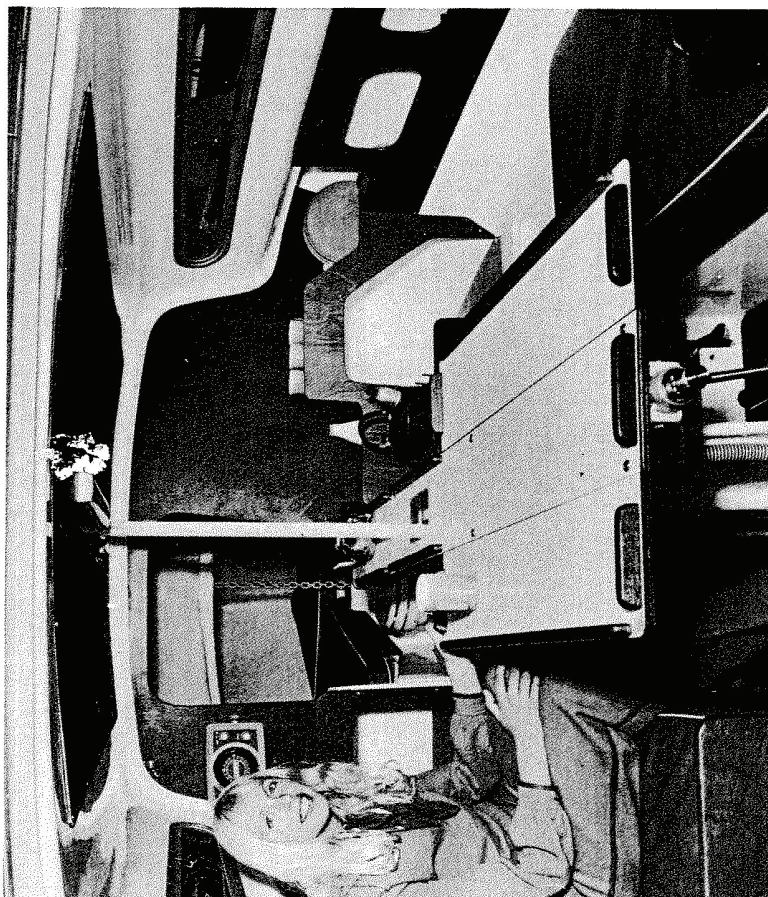
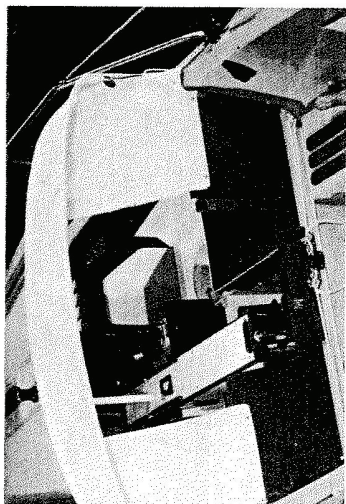
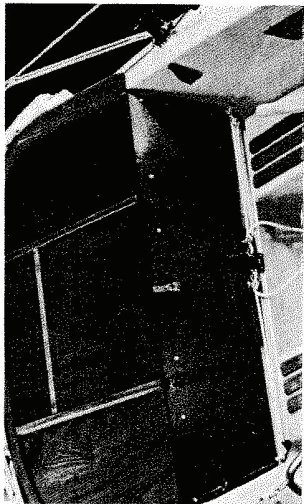
Designer

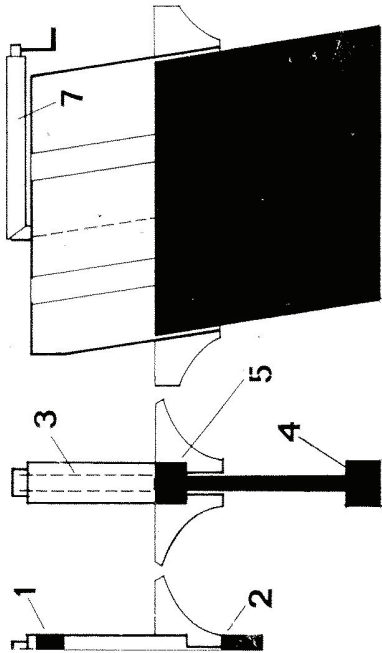
Angus Primrose.



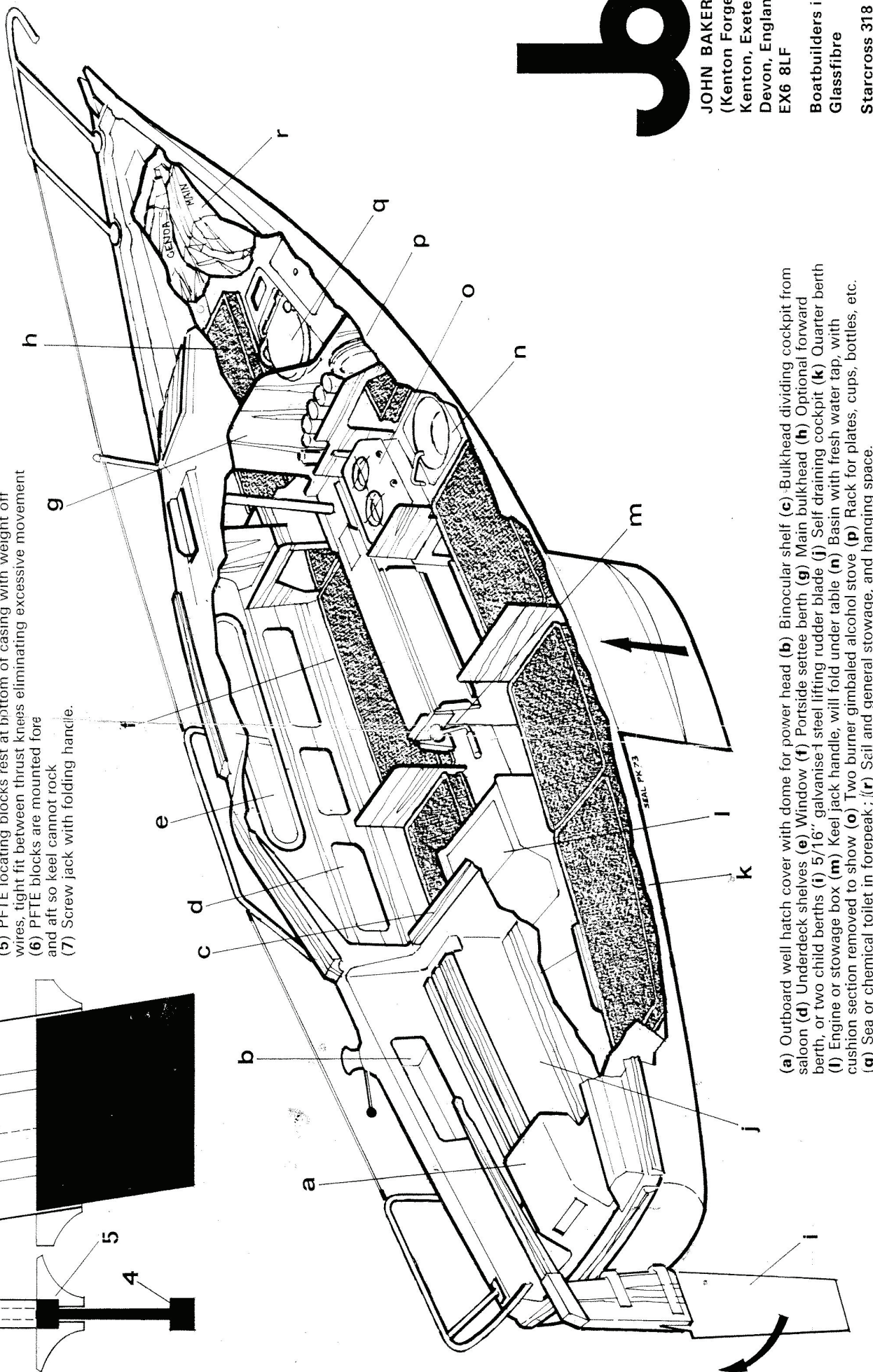


Above, the Seal with keel fully retracted can be sailed close to the shoreline and people put ashore, without the need to make risky trips between ship and shore in a dinghy. Left, the saloon table is mounted neatly over the keel housing, the formica covered flaps when lowered allow easy passage to the fore-ends. It is possible to sleep one adult or two children forward; but this is an optional arrangement and the boat is normally supplied with two quarter berths and two settee berths, leaving the forepeak to the toilet, chain locker and sail and general stowage, there is also hanging space. Far left, the galley area has a two-burner alcohol stove, with gimbals and fiddles, cups, plates and bottles can be stowed neatly in bulkhead racks. There is a basin with fresh water pump and tap. The compact galley has been arranged for use under sea conditions, and the cook can work with free hands in a safe sitting position. Top centre, these two pictures illustrate the closure boards and canopy. In one the canopy is stowed and the closure boards fully secured, making the boat reasonably safe from thieves; the boards also provide additional safety when at sea in bad conditions. Top left, the Seal under sail, a fin and bulb keel, make her a stiff boat; here she is carrying full main-sail and cruising genoa, in blustery conditions.

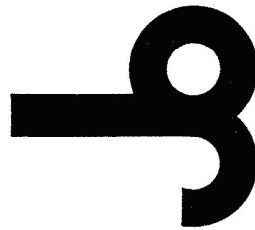




- (1) PTFE locating blocks at top of grp casing with keel raised
- (2) Keel bulb effectively closes shut when keel is raised, keeping out stones if boat is beached (3) $\frac{1}{2}$ " diameter stainless steel wire stops
- (4) Keel bulb four feet down when keel lowered gives good stability
- (5) PTFE locating blocks rest at bottom of casing with weight off wires, tight fit between thrust knees eliminating excessive movement
- (6) PTFE blocks are mounted fore and aft so keel cannot rock
- (7) Screw jack with folding handle.



- (a) Outboard well hatch cover with dome for power head (b) Binocular shelf (c) Bulkhead dividing cockpit from saloon (d) Underdeck shelves (e) Window (f) Portside settee berth (g) Main bulkhead (h) Optional forward berth, or two child berths (i) $5/16$ " galvanise-1 steel lifting rudder blade (j) Self draining cockpit (k) Quarter berth (l) Engine or storage box (m) Keel jack handle, will fold under table (n) Basin with fresh water tap, with cushion section removed to show (o) Two burner gimbaled alcohol stove (p) Rack for plates, cups, bottles, etc. (q) Sea or chemical toilet in forepeak; (r) Sail and general stowage, and hanging space.



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Glassfibre

Starcross 318