

SPECIFICATIONS

| | |
|----------------------|---|
| LOA | 24'6" |
| LWL..... | 20'7" |
| BEAM | 8'4" |
| DRAFT | 25" |
| DISPLACEMENT | 2550#  |
| BALLAST | 850# |
| SAIL AREA..... | 218 sq. ft. |
| MAST HT A.W.L. | 30 ft. |

IN CANADA:

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PERFORMANCE

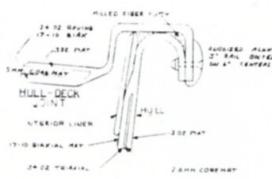
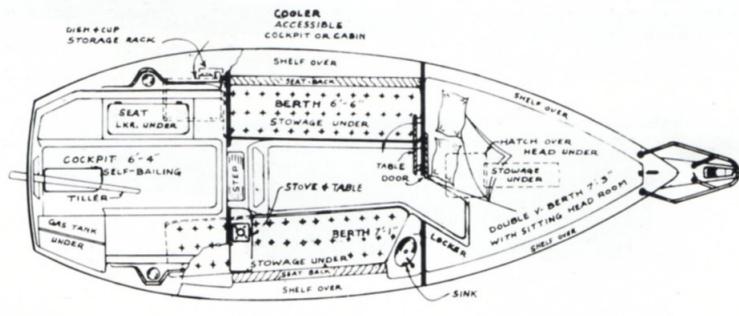
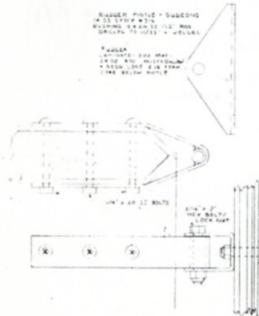
It is here where the Seaward excels. We build cruising boats that do not sacrifice performance. Careful design considerations that make the Seaward an outstanding performer are...a long waterline...NASA profile to improve laminar flow...maximum beam 65% AFT for chop slicing efficiency to windward...balanced hydrofoil rudder...Tumblehome sterns maintain waterline length when heeled for speed and constant balance at the helm.

TRAILERING

Sewards are compact family trailerables. The factory trailer is hot-dipped-galvanized frame, axle, and wheels. All hubs have bearing buddies. Lights are waterproof. The boat is self centering when retrieved by strong keel guides. These are not universal trailers, but are designed specifically for the Sewards.

MAINTAINABLE

The integrally molded structural interior lining forming the top and bottom of the cabins eliminate hard to clean crevices and porous surfaces that absorb moisture, odor, and dirt. Remove the cushions and one can hose down the interior for spring cleaning!



WHY A SEAWARD CLASSIC 23

As a prospective sailboat buyer, if you are taking the time to read all of this detailed material, we know that you are comparing boats; and we suggest that you ask yourself, What are your needs? What do you want form your boat? Also, what is it that you don't want? Maybe make a checklist of what is important to you! Is slick appearance more important than room and comfort? What about seaworthy-ness? Handling ease? How solid is the construction? There are a lot of factors you might like to consider.

WHY SAIL:

For many people, owning a sailboat is the ultimate getaway. Whether it is a week's vacation or just for a summer evening and a sunset; sailing your own boat is a sure way to leave day to day stresses behind. Whether you race your boat for sport, or cruise it for leisure; it is very important for your boat to be suited to your needs and to your means. The Seaward Classics are coastal cruisers, originally designed to sail the coastal waters of the Atlantic. They are very capable little boats and are ideally suited to finding their way into small bays and inlets or cruising the open waters of the Great Lakes.

TRAILERABILITY I:

Trilerable boats are often smaller than other yachts around marinas or clubs; and as such, trailerables don't seem effective in the status department until you get around to talking about where you have been sailing. A large yacht with Toronto as its home port is effec-tively landlocked on Lake Ontario, but a trailer-sailor may be just back from Georgian Bay, the Chesapeake, P.E.I., Florida in winter...

TRAILERABILITY II:

For a boat to be really trailerable, the owner should be able to launch or retrieve his boat and set up or take down the mast easily, with perhaps one helper and without extra gear or the fear of pulling his back out. Limiting factors for launching are generally the draft of the boat, (on most ramps difficulties start as you approach 30") and the quality of the trailer. We suggest you get under a Seaward and check out what makes the difference. Seaward's do not need complicated gear to allow one person to raise the mast.

SEAWORTHYNESS:

The one thing that makes a true keel boat safer than other boats, and allows small sailboats to cross oceans, is the placement of heavy ballast in the boat's keel. There are no equally safe substitutes. The law of physics is Force = weight x distance. By locating the Seaward 23's 800 lb. ballast down in her keel, the distance determinate of self righting force increases dramatically as the boat heels in the wind.

CONSTRUCTION:

The Seaward Classic 23 is made of the finest quality marine grade plastics reinforced with multiple layers of hand laminated fiberglass mats and rovings to maximize the boat's strength and durability, without bringing on excessive weight. Seaward hulls are much more sturdily built than the hulls of other boats their size. They are made of solid fiberglass and their one piece interior liners are bonded in to double up their structural strength. Seaward decks are a sandwich construction of inner and outer fiber-glass surfaces bonded together with micro-balloon foam cores. The hull to deck joints are chemically bonded, then mechanically fastened with stainless steel bolts for added strength and durability.

BRAND NAME GEAR:

Brand name gear isn't just more expensive, its also more reliable and repair parts are more readily available. That's why brand names are included in the Seaward Classic's specifications.

OWNERS ASSOCIATION:

A quarterly newsletter helps keep Seaward owner-members in touch.

SAFETY:

In addition to her particularly sturdy construction, the Seaward Classic 23 has a long list of safety features which we invite you to compare to other boats. The unusually deep cockpit, bulwarks around the foredeck, nonskid surfacing, rails, lifelines, top quality hardware and most important of all, the ease with which the boat is sailed. All these features contribute to the safety and relaxation of the Seaward's crew.

EASE OF HANDLING:

The Seaward Classic 23 is rigged to be most user friendly sailboat that you could buy. The Seaward 23's large mainsail is fully battened and easily takes its proper shape in any wind. Skilled adjustment always help, but are not really necessary. The mainsail is controlled by a "big boat" type traveler and sheet system that is easy to use and is conveniently located on the bridge deck. The standard jib is just large enough to allow the boat to sail easily to windward, which is something that a boat with out a jib simply cannot do. The Jib is also self tacking; its lines do not need to be adjusted each time the boat is tacked through the wind. Simply set the Seaward's jib and then don't worry about it. If you want to add roller reefing, a large genoa or a radial head drifter to your Seaward 23 - No problem! The hardware to handle these different sails can be factory ordered or can be easily added later.

SAILING PERFORMANCE:

Above the waterline, the traditional styling of the Seaward's plum stem, high bulwarks, portholes and overall lines are deliberate. Nick Hake designed them to be Classic in appearance. But below the waterline the Seaward 23 is pure high-tech. The boat has all the right ratios; hull and ballast weight, sail area and waterline length; and all the right shaping to her hull and modern shoal draft keel with wing sections aft. The Seaward 23 will actually outperform many pointy nosed pseudo-racers that are long on style and short on waterline.

SPACE AND COMFORT:

Aside from their strong construction and distinctive styling; space, comfort and privacy when you want it are what sets Seaward Classics apart from their racy looking competitors. Sewards are unique among pocket cruisers. Topsides, where everyone spends most of their time, the Seaward 23 has a very deep unobstructed cockpit where the seating is dry and secure. A removable table adds to cockpit convenience. Wide side decks allow for easy movement around the boat and the uniquely comfortable foredeck is often used for reading or sunbathing. The boat has a wide companionway entrance to the cabin and the large sliding hatch allows for standing headroom below. To maintain the structural integrity of the decks and the safety of the whole boat in the unlikely event of a roll or knock down, the use of a "pop-top" was absolutely rejected.

INTERIOR APPOINTMENTS:

Below decks, six opening ports insure that the cabin stays bright and airy, even when the hatches are closed. The main cabin is designed with two upholstered settee berths, comfortable back cushions, shelves, a unique serving table that hinges down from the forward bulkhead and teak flooring. The cabin is fully lined above and all around. Crevices that can collect dirt and mildew have been eliminated. Galley equipment is carefully located with a stainless steel sink set into a corner shelf. The stove is located aft to starboard and the cooler is aft to port where it is also accessible through the cockpit locker. The private forward compartment is separated from the main cabin by a solid bulkhead with a solid door. The head is located forward as is a large berth that comfortably accommodates two adults with lots of space.

MAKE A COMPARISON:

Each of our customers makes his or her own judgment as to which boat they should buy. The best that we can do is to provide each potential customer with factual information. Your questions are always welcome.

USER FRIENDLY

SEAWARD CLASSIC 23

FULLY RIGGED & READY TO SAIL AWAY

BOAT...RIGGING...SAILS...MOTOR...STOVE...HEAD...

SEAWARD 23'S SUPERIOR SAFETY FEATURES AND EQUIPMENT:

In addition to her seaworthy hull and ballast design and the Starboard Yacht Company's particularly sturdy construction methods the Seaward 23 has an impressive list of additional safety features.

Two tone non skid Deck Surfacing, raised Bulwarks forward and teak Hand Rails on the cabin top for sure-footed safety..... Included

Teak Bow Sprit with built in Anchor Roller and Deck Pipe; and cast Mooring Cleats with Hawse Pipes for mooring lines Included

Stainless steel Bow Pulpit, Aft Rail and Stanchions; and Cable Lifelines with pelican hook Shackles Included

One piece fiberglass Rudder with an ash and mahogany Tiller mounted through the transom for secure easy handling..... Included

Life jackets and other basic safety equipment is required by Canada Coast Guard Regulations. We will be pleased to discuss your needs and add your selection of safety equipment and/or navigation compass, marine radio or other accessories to your boat.

AUXILIARY POWER AND ELECTRICAL SYSTEMS:

HONDA Motors

shaft available

Evinrude Yachtwin 8hp. Outboard with alternator, manual start, long shaft and oversize propeller; mounted on an adjustable stainless steel bracket..... Included

9.9 hp. Yachtwin with electric start or an inboard diesel engine is also available.

12 volt electrical system, with Surette Marine Battery, battery box, motor hook up and fuse panel; navigation, and cabin lights Included

CUSTOM HAULER TRAILER: (Trailer price information is attached)

Specially made for Seaward with single axle, heavy duty galvanized frame, hydraulic brakes, tongue jack, loading winch, movable front post, centering glides, highway lights and 2,800 lb. capacity.

With the trailer, Trailer/Sailors Association introductory membership Included

COCKPIT AND CANVAS ACCESSORIES:

The Seats in the Seaward 23'S Cockpit have unusually high backrests and a deep foot well to provide personal comfort and security. All lines are in easy reach.

Custom Made Cockpit Cushions are available in open cell foam upholstered in stain resistant vinyl or in mono-cellular flotation foam, upholstered in acrylic canvas.

Main Sail Cover made of colour co-ordinated, sun resistant acrylic canvas Included

A matching sail cover for the jib, a dodger, hatch covers and other custom made canvas work is also available.

SEAWARD CLASSIC 23'S USER FRIENDLY SAILING RIG:

Seaward's Mast and Boom are made of anodized aluminum alloy and are finished with cast aluminum and stainless steel fittings. The mast step has a hinge pin. It is easy to raise the mast by hand without muscle strain or extra hardware on the boat. We will be pleased to provide details.

Stainless Steel Shrouds and Stays with properly swaged terminals and chromed bronze, open body Turnbuckles Included

SAILS AND SAILING RIG:

The sailing rig on the Seaward 23 is very efficient. It is also easier to sail with than any rig on any other sailboat of comparable size and price.

User friendly, fully battened Main Sail with the Seaward insignia Included

4:1 Mainsheet System with Traveler, Rolling Car and adjustable stoppers Included

Internal Halyards and internal 2:1 Mainsail Outhaul and Reefing Lines..... Included

User friendly, self tacking Jib sail..... Included

Special purpose Genoas and Drifters and are also available for the Seaward Classic 23

SEAWARD 23'S DELUXE CABIN AND COMFORT EQUIPMENT:

THE MAIN CABIN:

The Main cabin is light and airy and is a comfortable location for lounging or dining. It is completely finished with fine upholstery, teak trim and teak & holly flooring.

Comfortable, adult sized seats on both sides of the main cabin easily convert to overnight berths. Shelving is built in behind the seat backs and storage space is located under the seats. There is also a large storage area located under the cockpit and accessible from the cabin or through the cockpit hatch.

Teak Table that folds away when not in use..... Included

Four stainless steel opening side Ports with screens Included

Galley Equipment:

Stainless steel sink with water Pump and fresh water supply..... Included

Removable Cooler, accessible from the cabin or the cockpit hatch..... Included

Origo single burner, alcohol fueled Marine Stove..... Included

FORWARD COMPARTMENT

The Seaward 23's forward compartment has lots of headroom to sit upright and a full size double Berth for two adults Included

Two stainless steel opening Side Ports with screens..... Included

Full size overhead hatch for added light and ventilation Included

Self contained Marine Head with MOE approved pump out Included

A built in Marine Head with separate waste holding tank is also available.

Suncast yachts is authorized to use the corporate name and other rights that are the property of Seaward and Starboard Boat and Marine Inc., Ontario and Starboard Yacht Company, Florida. Prices and specifications are subject to change without notice.

Suncast Offers Three Prices



3. SUNCAST'S CANADIAN PRICE

(Imported and Commissioned)

2. SUNCAST'S FACTORY PICK UP PRICE

(Order from Suncast, Pick up in Florida)

1. U.S. Manufacturer's Suggested Retail Price
(freight & commissioning not included)

| <u>SEAWARD 23 SAILBOAT</u> | | <u>\$16,900</u> US | <u>\$15,720</u> US | <u>\$28,890</u> Cdn |
|------------------------------------|--------|----------------------------|----------------------------|----------------------------|
| Extra Cost Options on US list. | | | | |
| Galley Unit | | \$600 US | \$555 US | Incl. |
| Origo 1 Marine Stove | | \$250 | \$230 | |
| Portable Head | | \$175 | \$165 | Incl. |
| Main Sail Cover | | \$200 | \$185 | Incl. |
| | | <u>\$1,225</u> US | <u>\$1,135</u> US | |
| Boat Total, \$US. | | \$18,125 US | \$16,855 US | |
| Exchange to \$Cdn. @ | @ | \$1.38 | <u>\$6,887</u> Cdn | <u>\$6,405</u> Cdn |
| | | | \$25,013 Cdn | \$23,260 Cdn |
| Customs Duty, FTA | 4.5% | <u>\$1,126</u> | <u>\$1,047</u> | Incl. |
| | | \$26,138 Cdn | \$24,307 Cdn | |
| Freight & Brokerage | | <u>\$1,620</u> | n/a | Incl. |
| | | \$27,758 | \$24,307 Cdn | |
| Add Motor and Battery: | | | | |
| HONDA or Evinrude 8 hp Long & Chg. | | \$1,980 | \$1,980 Cdn | Incl. |
| Marine Battery & Plug | | <u>\$140</u> | <u>\$140</u> | Incl. |
| BOAT AND MOTOR TOTAL | | <u>\$29,878</u> Cdn | <u>\$26,427</u> Cdn | <u>\$28,890</u> Cdn |
| CUSTOM HAULER TRAILER | | | | |
| Exchange to \$ Cdn. @ | \$1.38 | \$2,500 US | \$2,280 US | \$3,720 Cdn |
| | | <u>\$950</u> Cdn | <u>\$866</u> Cdn | Incl. |
| | | \$3,450 | \$3,146 Cdn | |
| Customs Duty, FTA | 3.1% | <u>\$106</u> | <u>\$96</u> | Incl. |
| | | \$3,556 | \$3,243 | |
| Freight & Brokerage | | <u>260</u> | n/a | Incl. |
| TRAILER TOTAL | | <u>\$3,816</u> | <u>\$3,243</u> Cdn | <u>\$3,720</u> |
| BOAT, MOTOR & TRAILER | | <u>\$33,694</u> Cdn | <u>\$29,669</u> Cdn | <u>\$32,610</u> Cdn |
| SAVINGS--BELOW U.S. PRICE | | n/a | <u>\$4,024</u> Cdn | <u>\$1,084</u> Cdn |

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Prices and Specifications are subject to change without notice. (January '95)
Taxes will be added as required by law.