

WPM. PRACTICAL

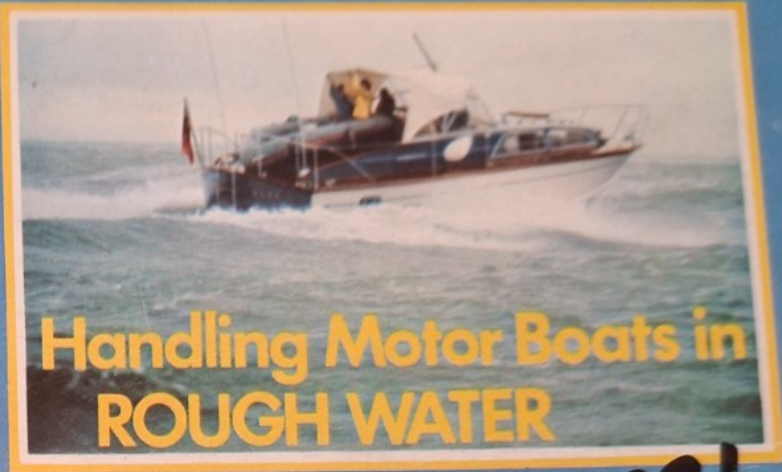
Boat Owner

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**Handling Motor Boats in
ROUGH WATER**

V.A.T. MADNESS!
Astounding details
revealed!



SEA WYCH



**KIT
BOAT
BUILD**

**Basic kit
Extra needs
D/L extras**

SEA WYCH by name, beguiling by nature, this 19ft, GRP kit-built 4-berth sailing cruiser has some very winning ways. We met two proud owners who were completely under her spell and, having to sail her within a few minutes of first meeting her, we too were won over.

Secret of the success of Sea Wych is her designer, John Sadler, who conducts his business in Bicester, Oxfordshire, and although he has some help now, he started entirely on his own, working in a shed made from packing cases.

That was in 1970, and after three years of hard slog, he was able to move into his new fac-

tory — designed by himself of course — and now produces about 70 Sea Wych kits a year.

In the beginning, he set out to design a small sailing cruiser, strong, with best quality equipment and a minimum of four berths. He based his strategy on the Volkswagen car story of a sturdy, singular product and his sales are proving his point.

We saw two of these craft in the hands of happy customers. The first one had just been launched by her owner and builder, Ron Jobling of Bicester. He had taken about a year to complete *La Rochelle*, including the fitting of a Stuart Turner 6hp inboard petrol engine and wheel steer-

ing, connected to a stub tiller on the transom-hung rudder.

She had only been in the water about a fortnight, fully rigged and lying to her mooring on the river Hamble. Her sails had been hoisted, just to see how it was done, but she had not yet been sailed. When we saw her, a slight contretemps with a low bridge at Swanwick had snagged a filament of the short wire forestay, between the top of the luff spar and the truck.

We also discovered that the foresail roller reefing line was not quite long enough to allow the Genoa to unfurl completely, but this appeared to be the only genuine error in the whole boat.

The wheel steering was Ron's own modification, which he reckoned was justified by the inboard engine. It permitted the wheel to be positioned near the engine controls at the forward end of the starboard cockpit seat, while the Bowden cable was led aft inside the cockpit coaming, emerging just before the transom and loops round to a short support on the transom. The inner cable terminates in a push rod which connected to the stub tiller by a ball and socket knuckle joint.

For sailing, we preferred to use the original tiller steering, and for this the stub tiller was slipped from the socket in the tiller head and the knuckle joint disconnected. The ash tiller then slips into the rudder stock.

It is Ron's boat that you can see sailing on our cover this month. Pretty, isn't she?

The second boat that we saw belonged to Harry Broome, a farmer just outside Bicester. He had taken delivery of his kit only one month before and already he had a very presentable little ship.

The kit comes as a literal bare hull and superstructure with all the materials needed to complete a sailing boat. But quite a lot of work is involved. Harry had the good chance of doing most of this heavy work over Easter bank holiday.

The hull is delivered with the superstructure bolted temporarily in position. The first job is to separate the two halves and tilt the hull onto its stem, in order to pour a mixture of shot ballast and resin into the twin bilge keels. By tilting the hull like this, you ensure that the majority of your 720lb of ballast is sited well forward.

When the resin has set, the hull is returned to a level position and the rest of the keels are filled with polyurethane foam. The floor timbers are then glassed in, followed by the berth moulding, the forepeak and aft bulkheads, and the sink unit, before you can even think about bonding on the superstructure. But the instructions are quite clear and all the materials are supplied.

The superstructure and deck moulding is joined to the hull with more glass fibre and resin, the two parts are bolted together, and the joint is covered by a rubber synthetic fender strip all round the sheerline. All fastenings are stainless steel and all timber is mahogany marine plywood (structural) or solid teak.

Once the halves are together, nearly all the rest of the work is spare time stuff, which can be started and stopped at will, without having to complete a job at one go because the 'glue will go off'.

Incidentally, although most of the boat is in glass fibre there is yet plenty of scope for good timber work, and a lot of this is supplied. There are the plywood

bulkheads and the teak edged companion way, but one can add timber lockers and deckhead shelves to increase the warmth of wood below.

In fact, after his month's work, this was the stage that Mr Broome had reached. He had joined up his hull, made the companion way and was busy fitting all his deck gear. He had yet to make up his cockpit lockers and interior fixtures. But he had a boat to show off to his friends.

The kit of the Sea Wych is very complete in itself. No short measures are given, so the basic kit gives you a boat to sail away in, at about £1,369 including VAT at 25%. To make your sailing comfortable and secure, you would need about £280 worth of necessary extras, and to make a de luxe boat, about £200 worth of equipment. And an outboard motor and trailer could pile on about £590 more.

In this analysis, we have called such items as teak woodwork, headlining, berth cushions, anchor and chain, and fresh water gear, the essential extras, while the de luxe boat equipment includes a stove, compass, flushing toilet, 12V electric lights, etc. The latter items one might have already, or one might want to alter the specification.

A 5hp Crescent outboard motor is recommended and as the displacement of Sea Wych is around 1,500lb you will need a hefty trailer with brakes.

The sailing gear on this boat is particularly praiseworthy, because it not only includes roller reefing gear for the mainsail, but also Barton roller reefing for the Genoa foresail, including a handsome luff spar.

WHAT IT COSTS

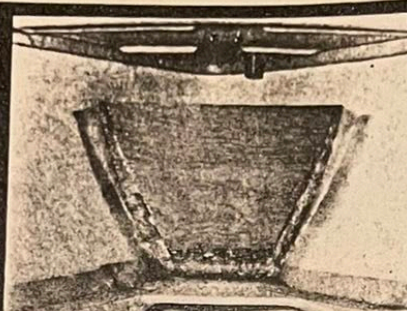
Basic kit, including mouldings, sailing gear to complete craft

Necessary extras, about £280

De luxe items, about £200

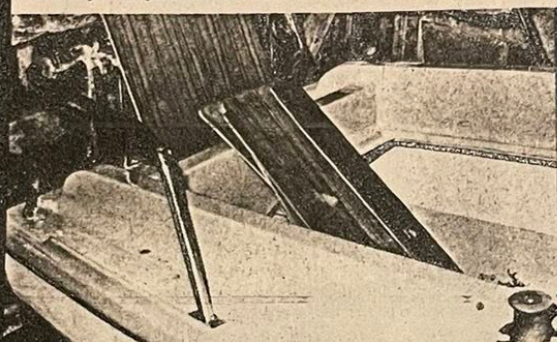
Outboard motor, trailer about £590

(all prices include 25% VAT)

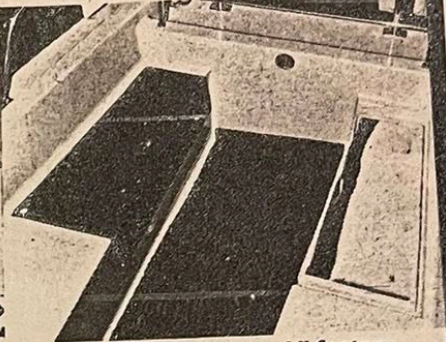


Bulkheads have to be glassed in before hull and deck mouldings are joined. We show Mr Broome's boat unfairly compared with a ...

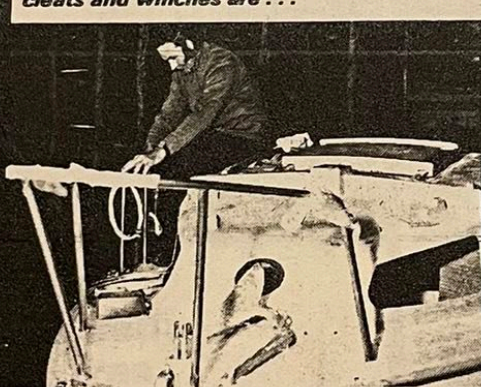
... factory finished show model to give a before - and - after comparison. Deckhead shelf and cushions are extras, but padded head-lining can be supplied as a handy extra



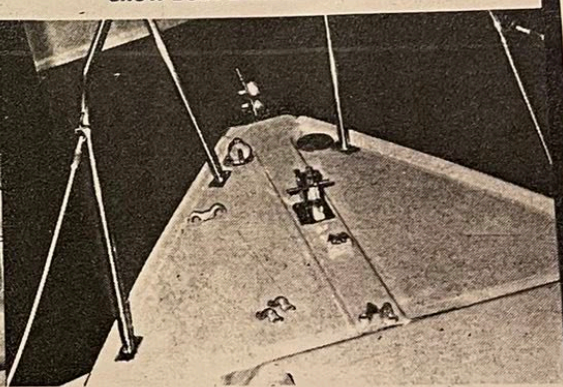
Owner must make up and fit all the woodwork he needs, but best quality materials are supplied. Sturdy stainless taffrail is an extra, cleats and winches are ...



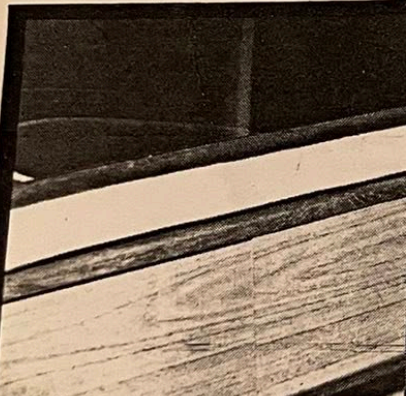
... basic kit equipment. All factory equipment and work is SBBNF approved, hence their seal on the show boat transom



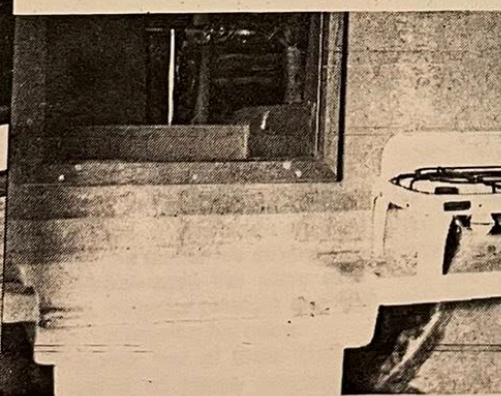
Mr Broome showed us how he was to mount to stanchions and lifelines at the gunwale. The Perspex windows will be fitted with thick rubber seals



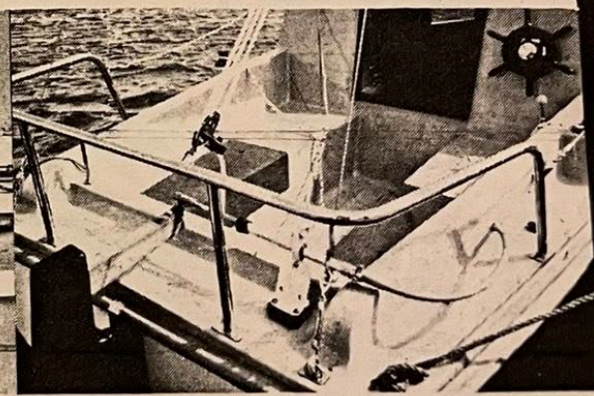
All fastenings are in stainless steel, as are most of the fittings also. The standard of glass fibre finish is very good and decks have non-slip surfaces



The shelf is optional. In the showroom boat, a neat striplight had been let into the bulkhead



The cabin step is given added strength by glassing in a full width galley unit, with draining shelves, sink and locker, under companion way



Ron Jobling's boat carried a Stuart 6hp inboard engine and he had added the wheel steering, so as to keep all the controls together forward