

The Seahawk Dynasty

SEAHAWK, SEAHAWK 35, OCEANDREAM, OCEANQUEST 35,

Autumn 1984 brought the arrival of the Ed Dubois hull to which nine different boat names were subsequently applied over its 17-year life. But initially it was simply the Seahawk.

The Seahawk claimed "Long distance live-aboard luxury for 7". She was certainly spacious, with full standing headroom plus sofa and washbasin in the aft double cabin, acres of tiled galley worktops, a kitchen-style fridge, large wrap-around saloon settees, a dedicated chart table and a massive cockpit locker. She also sailed well, and she sold.

The following autumn her sister, the aft-cockpit Falcon, was introduced. She sacrificed some of the spaciousness of the Seahawk's aft cabin and galley, but with two heads, forward facing chart table, a deep cockpit and improved performance, she too was a hit.

At the start of 1988 they were both given a joinery update, and the 'sugar scoop' treatment which gave much improved access to a dinghy and an extra foot in length although none of it was put on the waterline. These were the Seahawk 35 and the Falcon 35.

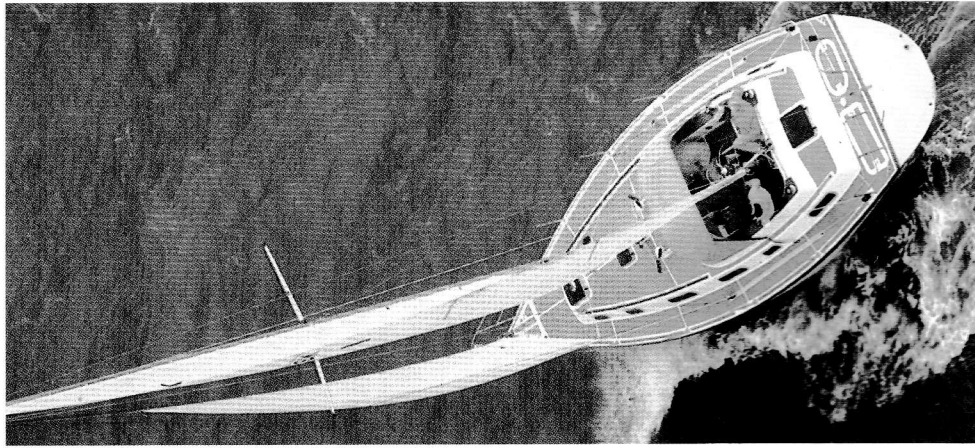
1988 also brought the Riviera; more a cousin than a sister perhaps. The Riviera is a 6-berth motorsailer, but built on the same hull. Westerly thought that they had learned a few

lessons with their little 28ft motor-sailer the Konsort Duo and made this third and final attempt at the motor-sailer market. And it did indeed have some success over a period of five years.

1991, the year of the second receivership, was, not unsurprisingly, one of those years when Westerly had nothing on the water that was new, so it imaginatively introduced a new name instead: the Oceandream. This is essentially the Seahawk 35 with its woodwork polished up again. The Falcon by this time had been dropped from the range. The following year, however, customers were asking for an aft-cockpit Oceandream, so they did it again, introducing the Kestrel 35, which is essentially the resurrected Falcon 35 of course, although in this case they extended her galley area and offered her only with a deep fin.

The final round of changes for this family began in autumn 1993. The Westerly range was being presented as the Ocean range of "cruisers with speed" and the Regatta range of "thoroughbreds with cruising accommodation". The 7-berth centre-cockpit Oceandream acquired a new deck moulding, underwent a major internal redesign and reappeared as the luxurious 4-berth Oceanquest 35, whilst at the start of 1994 the aft cockpit Kestrel with very little change was redesignated the Oceanquest 35 AC.

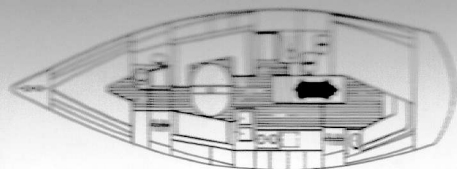
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• The Seahawk 34



• The Seahawk 35



• Seahawk/Oceandream layout