

Ian Anderson designed the Seastream 43 in 1981, but she is one of those yachts which seems to rekindle the enthusiasm of builders and buyers at regular intervals. One such reawakening took place recently when the small, specialist builders, Delvecourt, took over production.

Today's Seastream, while very different from the model reviewed by *Yachting Monthly* in 1983, retains her strong lines and essential seagoing character.

Most obviously the yacht is now a cutter not a ketch. Her sailplan is much taller and has a generous working area of 123.6m² (1,320sq ft), which should improve the modest windward and light airs performance of the earlier design. The cockpit is further aft and less deep to improve headroom and space in the aftercabin. Access to the deck saloon is still a reasonably steep up and over climb, but much better than it was.

Below decks

The standard layout in the new model remains substantially the same, but there are many detailed changes and improvements which give the whole accommodation a modern, spacious and practical feel. Delvecourt is essentially a one-off builder, so almost any interior within limits can be specified. The bulkheads are not structural; consequently there is plenty of scope for imaginative design. The yacht we sailed had several small personal touches, but essentially conformed to Ian Anderson's latest standard drawings.

The deck saloon is vast, bright and well ventilated. The six to eight-seater raised dinette has great views all round except for a small blind arc over the transom. The navigation area opposite can be fitted out in a number of ways, but most will have an inside conning position (there is no wheel) forward, with a chart table aft. On our boat the chart table doubled as a cocktail table with the pilot's chair swinging round to double as an easy chair.

For controlling the yacht the 'helmsman' is provided with a remote autopilot control and a set of engine controls. The layout is a good compromise, but dedicated navigators will prefer an option with a more practical chart table. This is provided for in an alternative layout. Stowage here and throughout the boat is exemplary (there are 136 lockers scattered throughout the vessel) with a good variety of accessible drawers and lockers.

Beneath the sole of the saloon is a vast bilge area where the engine and all ancillary machinery such as generators,



Cutter rig comes alive in winds over 12 knots

Photograph by Patrick Rouch/PREA

Seastream

This powerful deck saloon cruiser has recently reappeared on the market in much modified form

watermakers, chargers and inverters are easily accommodated. In the event of major failure, the saloon is built in such a way that all the furniture can be disassembled to replace major items. In the case of the batteries, this is just as well, since the table has to be dismantled to remove them, though they have a rated 10-year life.

In the body of the yacht forward, the generous beam allows for a well fitted galley on one side and a spacious, twin-bunked cabin on the other. This will provide comfortable accommodation for guests or for crew at sea. Despite the flush decked style, there is full headroom throughout the interior.

The master cabin is in the stern and dominated by a large but unusually shaped bunk. Its well-designed furnishings includes an easy chair. There is access to an *en suite* heads which features a separate shower unit. Ventilation in this after suite is adequate but would be improved by a cowl vent. Despite the aft cockpit layout of the boat, there is a generous amount of space in the cabin, including full headroom over much of the sole area.

The forecabin, in contrast, is quite small with limited standing room. It can be fitted with twin bunks or a double.

Throughout the boat the joinery is to a very high standard and the cherry wood finish is excellent. She is also equipped to a high standard. Delvecourt impressed us as a company particularly anxious to fall in with customers' wishes. There are many examples of that little bit of extra thought which makes managing a large cruiser a bit easier. One instance is the specially commissioned engine which has all service points on the port, accessible, side.

On deck

Visually the deck saloon dominates the upper works of the boat but in practice visibility over and around it is quite acceptable. The large, flush deck forward of the mast makes working the boat delightfully easy though most owners will probably avoid moving forward as much as possible by fitting roller furling on all three working sails. Cleats, fairleads, bow rollers and other deck gear is all massive with plenty of chafe patches on the gunwale and protective bars over vent cowl. The cockpit is spacious and comfortable. The main traveller is out of the way on the coachroof but all sail controls fall easily to hand. The boat would be easy for two and not beyond the ability of one.

YACHTING TESTED



Five or six people can dine in comfort



The nav area doubles as steering station



The galley is spacious and well equipped



The odd-shaped bunk fills the aftercabin

43 Mk III

Under way

We had light to moderate winds for our trials which varied from a gentle Force 3 to a more useful Force 4. The outward appearance of the boat would suggest that she might need a bit more of a blow to be seen at her best and, indeed, in less than 10 knots true wind she lacked feel, though she managed up to 4 knots on a close reach and 3.5 knots to windward.

Over 10 knots, though, she became animated in a quite striking way. The helm, never heavy, came alive and directional control was much more

positive. She also picked up speed rapidly reaching 5.5 knots hard on the wind in 11 knots true. With the wind just free, she would be quite capable of maintaining 6-6.5 knots in these conditions, with 7 knots coming up in 14 knots true wind on a close reach. Downwind she was a little slower, but she tracked well and remained easy on the helm.

She tacked through 90 degrees without pinching and would come through the wind in a steady arc rather than spinning on her keel. She carried her way well though so would come out of

the tack having lost the same proportion of speed as a more agile yacht.

The standard 80hp Perkins M90 provides more than enough drive for general cruising purposes. We recorded a top speed of 8 knots, while she would cruise quietly and smoothly at 7.5 knots.

She has great stopping power and good acceleration, but she is not the sharpest yacht to handle under engine, and has a larger than average turning circle ahead and astern. In strong winds the wheelhouse tends to give her a mind of her own at low speeds. Many owners will go for the option of a bow thruster for marina work.

Conclusions

With six of the new Mk III Seastreams now built, the boat has proved herself in this specialist, bespoke market. She is a solid, powerful cruiser which will appeal as a blue water voyaging home and as a more domestic cruiser with the ability to withstand the vicissitudes of late season sailing in British waters. She will be an easy rather than a fast passage-maker, but won't let her skipper down in the company of most moderate cruising yachts.

She is well built, well equipped and well finished. Above all, the company's flexibility means the boat can be tailored very closely to individual needs. The price of a fully-fitted yacht is quite high, but Delvecourt runs an interesting programme called the Professionally Managed Scheme. Under this the buyer effectively becomes the builder of the yacht but contracts Delvecourt and Ian Anderson to manage the project in factory space rented from Delvecourt. The cost-saving is significant, though owners are recommended to read the small print carefully. JJ



Specifications

LOA 13.30m (43ft 5in)

LWL 10.80m (35ft 5in)

Beam 4.30m (14ft)

Draught 1.89m (6ft 3in)

Displacement (approx) 14,254kg (31,360 lb)

Ballast (lead) 5,090kg (11,200 lb)

Sail area (cutter) 123.6m² (1,320sq ft)

Engine 80hp Perkins M90 driving

three-blade fixed prop

Fuel 728 lit (160 gal)

Water 546 lit (120 gal)

Price Completed by Delvecourt,

£272,247; PMS, £256,996

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