BERTHON
INTERNATIONAL

SCAN TO VIEW

Seaward 42 > **BOUNDER**

Price	**£395,000 VAT paid**
Location	Lymington, UK
Year	2016
LOA	45’3” / 13.78m
Beam	13’ / 3.96m
Draft	4’ / 1.22m
Displacement	14,250kg / 31,416lb
Hull Material	GRP
Engine	2 x Cummins QSB 425hp
Builder	Seaward Boats
Designer	Seaward / TT Boat Designs
Accommodation	4 berths in 1 cabin & saloon

BROKER'S COMMENTS

Building on an exceptional history of crafting the most seaworthy semi-displacement hulls known to man, the Isle of Wight's Seaward Boats were approached to design and deliver this semi-custom Seaward 42. Valuing the integrity and seakeeping of this exceptionally capable hull to carry them away from land, with long-distance passage-making at a reliable cruise of 18 knots being forefront of their needs.

Following delivery in 2016, BOUNDER set off in 2017 for the North of Scotland, to Bergen in Norway and the Baltic - into an environment in which she truly thrives. She is equipped with long-range tanks (an extra pair of 410 litre wing tanks brings her total capacity up to a little under 3000 litres), for a potential range over 500nm. She sports a Quick gyro stabilizer whilst a Humphree's Active Ride control balances her Interceptor trim system; bringing modern technology alongside one of the greatest hulls ever conceived. This hull has been used variously by pilots, harbourmasters, navies, and enforcement agencies internationally since it is phenomenally capable, almost regardless of sea conditions.

BOUNDER however is no commercial workboat, and was specified precisely to deliver her crew in complete safety and exceptional comfort. In a vessel unflustered by weather, and built to maintain speed where other craft simply cannot. She was selected to run on a pair of Cummins QSB 6.7 litre diesels, lending her 850HP, and these punchy six-pot common-rail motors will drive her upwind at 25 knots. Whilst also ensuring quiet performance and sensible fuel burn (18 knots equating to a combined burn of 100 litres).

In terms of build finish, access, durability and just quality - there is very little that can live with the Seaward. This yacht is trimmed in selected high-grade teak, hand-built and massively constructed to cope with life at sea in less-than-ideal conditions. Everywhere is deep fiddled, with a light satin varnish reflecting the light and ensuring that even her stout column handholds at the companionway are smoothly tactile, whilst serving their purpose. There is very little wasted space, so every void is filled with a drawer or locker, to maximise ability to stay out at sea, and carry a heavier loading in terms of stores and vittles than lesser boats.

Her decks are low, broad, and beautifully clear – something she does inherit from her pilot-boat forebears – so she is a delight to move around, with over-size stainless grabs and a beautifully-conceived customs rail running all the way forward from her aft cockpit side exits to her flush foredeck. A substantial frame supports her aft canvas cover, creating a covered outside space aft of the wheelhouse, with comfortable seating and table at deck level, with plenty of deep lockers and lazaretto and machinery access. There is direct gate egress aft onto the solid bathing platform – but yet again Seaward use the extra length smartly – improving the ride, creating a safe, stable area to board the tender from, and even fit in a neat, sliding liferaft storage slot – to tuck the canister neatly away, and launch without fuss if ever required.

Internally – as you would expect, an exquisitely fitted-out saloon leads forward to a commanding helm, with a brace of fully-adjustable, sprung helm seats cosseting the navigator to starboard, and the helm to port. Triple forward screens (double-glazed for safety and best de-misting) are served by heavy-duty Speich pantographing wipers (independently wipe and speed controllable by a pad at the helm chair's plinth). This is a boat that longs to be driven a decent distance.

The wheel and accompanying foot braces are height-adjustable for that perfect position. The pair of displays are angled correctly to negate glare, and all required systems fall to hand readily and correctly. Rather than a pair of poorly fitting side windows, Seaward install a ratcheted locking mechanism to clamp the sliding screen shut, and then run a protective cowling hood around the outer

frame - just for good measure. So, the bridge is just what you'd hope for – but what of the accommodation?

Seaward's tend to be run by owners who would value efficacy over extravagance, but the Seaward 42 has a fantastic galley arrangement, with plenty of light, loads of worktop space, excellent storage volume, an enormous double freezer, AND fridge. Along with the smart options such as a Quooker instant-hot tap, microwave, and loudspeakers.

The lower dinette faces the galley – it is private, charmingly snug, exactly what you need after a decent offshore passage, and forms a large occasional double berth if numbers demand.

Then forward we go and into the main bow cabin, which is separate from the rest of the ship. Here there are two well-sprung mattress berths in a v-layout, both with lockers outboard, shelves above, and lockers below. A proper hanging locker is fitted aft, over a range of drawers, with en-suite access to the forward heads/shower, but perhaps the most Seaward item on the boat is fitted in the forward starboard locker. They have fitted a switched light to illuminate the fall of your stainless-steel chain in the chain locker. Set in the aluminium frame of a watertight hatch, it's both a great conceit, and an engagingly individual nod to the traditional artisan build of these yachts.

Explore more photos here: https://www.berthoninternational.com/yacht-sales-brokerage/yachts-for-sale/seaward-42-bounder/
Sales Video: https://www.youtube.com/watch?v=HIWiRNqXcCk

PRESS COMMENTS

"There are the pretenders, the boats with blue hulls and chunky trawler-like styling that only appear to be serious seagoing boats. And then there are boats like the Seaward 42, which truly can venture forth any time in any weather.

The 42 is the real McCoy."

Dave Marsh; Motor Boat & Yachting, September 2016.

OWNER'S COMMENTS

The previous owner of "Bounder" was an experienced yachtsman that commissioned her from new and was thoroughly involved in the build. Specification included significantly upgraded systems and specifically soundproofing. "Bounder" was his second Seaward, and he kept her in absolutely immaculate condition, maintained by a professional skipper. We were thoroughly smitten by her sea-kindly motion, comfort and build quality as we upgraded from planning-hulled motorboats. However busy diaries have kept us from making time to be afloat during our ownership and "Bounder" is now offered in pristine condition.

CONSTRUCTION

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – "Ocean" for 12 persons on board.

Hull, Deck & Superstructure Construction:

- Blue GRP hull and white superstructure, with integrated aft bathing platform for increased waterline, running length and aft buoyancy.
- Grey Treadmaster diamond-grip laid to foredeck & side decks.

- M4 black rubber D-section protective fendering to hull topsides.
- Synthetic Flexiteak laid to bathing platform, aft cockpit, and aft cockpit steps – coloured as per teak with black caulking.
- CopperCoat to underwater hull with Hempel Polygloss White boot top.
- Air draft: 13'11" / 4.25m.

MACHINERY

Engines & Gearboxes:

- 2 x Cummins QSB 6.7 litre 425HP (418HP @ 3000RPM) diesel engines – 650 engine hours at May 2026.
- 6.7 litre, inline 6-cylinder, turbo-charged and aftercooled, common-rail direct fuel injection.
- Central screen displaying digital engine information, fuel, and other diagnostic information.
- Single lever digital gear/throttle controls.
- ZF 85A 2.5 ratio reduction gearboxes.

Maintenance & Performance:

- Servicing on BOUNDER: last service – October 2023.
- Shaft seals replaced 2022.
- 18 knot cruising speed.
- 25 knot maximum speed.
- Remote Reverso electric engine oil change pump.

Propulsion & Steering:

- Hy Drive 6012 single station hydraulic steering with constant running pump set.
- Conventional shaft drive via homokinetic coupling with water-lubricated PSS shaft seals (2022).
- 2.25-inch Marinemet 25 propellor shafts.
- 5BLH 26 x 30 5-bladed propellors.
- AM20 rope cutters fitted.
- SidePower proportional bow and stern thrusters (stern thruster is powered drop-down), operated via S-Link control panel, with remote pendant.
- Humphree Interceptor Active Ride control trim system, with Humphree digital display.
- Quick MC2X AC Anti-Roll Gyro stabilizer.

ELECTRICAL SYSTEMS

Voltage Systems:

- 24V ships battery system with Empirbus NXT CAN-bus power networking and distribution.
- Seaward Yacht control digital touchscreen switching screen.

Battery Banks:

- 4 x 110Ah in port battery at engine bay (new 2022).
- 2 x 110Ah in starboard battery at engine bay (new 2022).
- 2 x 110Ah batteries for thruster and windlass – at forward cabin under berth (new 2022).
- 1 x 40Ah battery for generator start in lazarette (new 2022).
- Victron digital battery monitoring.
- Battery parallel switching.

Battery Chargers:

- Victron Quattro 24V/8000VA/200amp automatic battery charger/inverter.

Alternators:

- Lecce 8RG3081 80A/24 Volt high-output regulated alternators to both engines.

Generator:

- Cummins Onan 8MDKBW 8kVa generator – 210 generator hours at May 2026.

Shore Power:

- Fitted with Marinco 16A connector, RCD breaker and shore cable, with galvanic isolator.

PLUMBING SYSTEMS

Fresh Water & Water Heating System:

- Pressurized hot & cold-water system via automatic pressure pump and accumulator pump – heating by calorifier and 240V immersion.

Bilge Pumps:

- Electric monitored bilge pump system (10 Rule units) with float-switches & alarms to helm on touchscreen.
- 3 to lazarette, 4 to engine bay and 3 to forward bilge.
- Scavenging manual bilge pump at aft cockpit.

TANKAGE

Fuel:

- Two fuel tanks of 945 litre capacity each are internally moulded into the keel section, with two additional wing tanks of 410 litres (total capacity of 2710 litres), with splash-stops fitted to fuel fillers to prevent spillage.
- Fuel manifold with switchable crossflow valves for fuel supply selection.
- Dual Racor filtration with clear bowls and electric fuel transfer system.
- Filling through wing tanks, with remote fuel valves at main helm and digital level indicators at console screen.
- Manual fuel shut-off handles fitted aft of wheelhouse.

Fresh water:

- Total capacity of 700 litres in two 350 litre water tanks fitted forward in engine bay.

Grey/Blackwater holding tanks:

- Holding tank (350 litre capacity) fitted forward in engine bay.
- Deck and sea pump out facility.

NAVIGATION EQUIPMENT

Wheelhouse:

- 2 x Raymarine HybridTouch multifunction displays.
- 3 x Raymarine i70 Graphic displays (data selectable).
- Raymarine Autopilot & P70 control head.
- Raymarine Ray63 DSC VHF radio.
- Plastimo Contest 130 steering compass.
- Raymarine HD Digital open array radar scanner, Raymarine aft docking camera, anemometer for Wind display aerials & radar reflector mounted on white powder-coated mast to wheelhouse top.

DOMESTIC EQUIPMENT

Heads/Showers:

- One en-suite heads/shower, with basin and Raritan Elegance electric marine WC.

Heating & Ventilation:

- Eberspacher Airtronic 5 diesel-fired air-heating system to cabins, heads compartment and aft cockpit.
- 4 hooded ventilators to forward accommodation deckheads, 2 to wheelhouse deckhead.
- Overhead opening deck-hatches to wheelhouse, forward cabin, dinette/galley, and heads.
- Cabin air conditioning – fitted 2026.

Entertainment:

- Pioneer DEH-X8700DAB DAB radio/CD player DEH-X8700DAB to saloon, with loudspeakers throughout and Kenwood KSC-SW11 sub by main helm.

Lighting:

- LED overhead ships lighting throughout, with red/white selection.
- Blue pinpoint courtesy LED lighting to aft cockpit.
- Reading lights to forward cabins berths.
- Full Osculati/Hella navigation lighting.

ACCOMMODATION

Summary of Accommodation:

- Accommodation for 4 in one separate forward cabin and occasional double berth conversion to the dinette.
- Forward “V” berth, en-suite to heads with shower compartment.
- Heads/shower with Day head access from dinette area.
- Large U-shaped dinette to port, with large dining area, which converts to double berth.

Internal Layout:

Description of layout from forwards:

- Forward separate Owners cabin with a twin “V” shaped berth layout, hanging locker and storage areas.
- Access directly to anchor locker, with switchable light to illuminate locker.
- Heads/shower aft to port, with en-suite and day access.
- Galley area aft to starboard with Corian worktops and good stowage.
- Dinette lies to port, with comfortable seating for four.

- Three steps (with carcassed drawers) up to wheelhouse, with twin helm seats, saloon with raised seating for four to starboard, and sideboard to port with drawer storage and glass/bottle locker after.
- Glazed aluminium locking door to aft cockpit.

Forward VIP Cabin:

- Quality satin-gloss varnished teak cabinetry with brushed steel door furniture and fittings.
- Flexi-Teak flooring to cabin, with ivory panelled deck-head and side linings.
- Twin single "V" berths with sprung mattresses with ventilating mesh beneath, two drawers under each berth.
- Raised lockers to port and starboard, with book shelf below, and hanging locker aft, with three drawers below.
- Sealed port-lights, opening overhead hatch, reading lights and overhead LED lighting.
- Loudspeakers to locker carcassing, and anchor locker with tinted watertight hatch to forward bulkhead.

VIP/Day Heads/Shower:

- One en-suite heads/shower, featuring dual access doors from lower dinette, and forward cabin.
- Raritan Elegance electric marine WC (freshwater flushing with selectable seawater flushing valve).
- Basin inset into grey Avonite work-top, with single-lever mixer tap.
- Thermostatic shower with automatic pump-out.
- Easy-clean GRP moulding with Flexi-Teak flooring.
- Powered extractor fan with variable timer control.
- Sealed port-light with opening overhead hatch.
- Shaver socket.
- Heater vent.
- Teak-trimmed stowage lockers.

Dinette and Lower saloon:

- Raised horseshoe seating for four around varnished-teak table with fiddle on telescopic leg.
- Royal Blue Alcantara upholstery, with infill cushion to create double berth.
- Two sealed port-lights, opening overhead hatch and overhead LED lighting.
- Drawer storage beneath table base, locker beneath forward seating and access hatch to Empirbus/helm circuitry.
- Brushed steel clock and barometer.
- Heater outlet vent.

Galley:

- GN Espace OceanChef 3 stainless steel gas oven with 3-burner gas hob (two 907 gas bottles carried in ventilated locker at aft starboard cockpit, with BEP Marine gas detector/valve at companionway panel).
- Miele 6022 microwave.
- Double sink GN Espace Gastronorm A&B sink with hot and cold mixer tap (Quooker instant hot water tap fitted).
- Large double top-loading fridge/freezer compartment in aft range.
- Isotherm front-loading refrigerator.
- Grey Corian worktops, Flexi-Teak flooring to cabin and galley soles.

DECK EQUIPMENT

General:

- Decks laid in Grey Diamond-grip Treadmaster.
- All deck gear in highly polished stainless steel.

Anchoring & Mooring Equipment:

- Lewmar V3 electric windlass, single roller with lock, 27kg polished stainless steel Ultra anchor with 60m of highly polished 10mm stainless chain & 50m of 16mm nylon warp.
- Stainless steel bow protection plate.
- Warps and fenders (fender stowage for 8 in sub-deck fender racks to each side).
- 2 x highly polished stainless-steel bollard sets to foredeck, with fairleads and protective strips.
- Pair of midships deck cleats with protective strips.
- 2 x highly polished stainless-steel bollard sets to aft quarters, with fairleads and protective strips.
- Highly polished stainless steel tubular customs rail inboard.
- Bow pulpit in highly polished stainless steel.

Covers, Canvas & Cushions:

- Navy aft deck canvas awning and stainless-steel frame.
- Blue aft cockpit cushions.

Tender & Outboard:

- Ribeye RIB tender with Yamaha 2.5hp outboard engine (stores in aft port cockpit locker).
- Simpson snap davits to bathing platform with stand-off bars.

SAFETY EQUIPMENT

- Plastimo Transocean4 4-person canister liferaft to bathing platform (service date unverified).

Fire-Fighting Equipment:

- Sea-Fire automatic ships fire suppression system – FD750M to engine room & FD400A to generator compartment at lazarette.
- 3 manual powder extinguishers (service dates unverified).
- Fire blanket.

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