

SEAWIND

Cruising Club

issue #3



**THE SIDE
EFFECTS OF SAILING**

**UNDERSTANDING
HULL SHAPE DESIGN**

**SEAWIND 1260
A 41 FOOT CATAMARAN THAT'S
AS UNDERSTATED AS IT IS EFFICIENT**

**NEW MODEL
SEAWIND 1370**



Working collaboratively with clients to deliver exceptional quality stainless steel components.

"You look at the stainless steel and the polished welds everywhere on the Seawind 1260; it's just mind-boggling"

Judges of the Cruising World Magazine about Midway Metals' stainless steel parts. They named the Seawind 1260 the best cruising catamaran under 50 feet.

2019 Boat of the Year awards
Cruising World Magazine



Midway Metals
MARINE



LETTER FROM THE FOUNDER

Greetings once again from Seawind to everyone in the wider Seawind Community. It would be remiss not to immediately wish you all well and good health. As I write this, we are in the eye of the coronavirus storm. But I know that you are remarkable sailors, and people, and no part of society is better equipped to deal with and overcome this challenge. We know that 2020 and 2021 will be tough years for Seawind – not necessarily because of any effect on our shipyard or production capacity. Although many shipyards in Europe and the USA are in complete lockdown, the Vietnamese government has done an amazing job of keeping us protected so far. Our production is operating normally. Rather, we know that the virus is damaging the trusted partner businesses that supply us with parts and equipment, and we know that the damage to the markets is causing financial suffering for our clients and owners.

Seawind has never sought excessive business growth. So, we are lucky to be a debt-free business with a large inventory of parts and equipment that can see the essentials of the production process maintained for some time. But that doesn't mean we are unaware of what's happening in the world. I encourage you all to talk to us about changes to your business and your life. We want to continue to build boats that you, the real sailors, want. Would you want a boat stripped back to the bare essentials because of economic scaleback? Or would you like a boat with all of the luxuries – something that defies any notion of bowing to the circumstances in which we find ourselves? Now, more than ever, we rely on owner feedback to guide our path through choppy waters. And everyone at Seawind is looking forward to facing the challenges together.

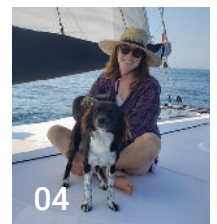
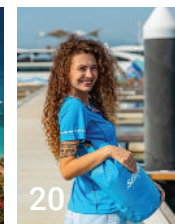
Our thoughts are with you.



Richard Ward
Founder

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2020 EVENTS & MEETUPS 2021



MEET US AT WORLD WIDE BOAT SHOWS

Seawind is delighted to participate in the boat shows mentioned below. We are looking forward to building up and intensifying our network with you. In order to get up-to-day schedule, please keep up with us by visiting www.seawindcats.com

2020

DECEMBER

- 03-06 : Seawind Key West Rally, Florida, USA

2021

JANUARY

- Dusseldorf Boat Show, GERMANY

MARCH

- Pittwater Sail Expo, AUSTRALIA

APRIL

- Moreton Bay Regatta, AUSTRALIA
- International Multihull Boat Show, FRANCE
- Annapolis Spring Sailboat Show, USA
- Sail Expo Pittwater, AUSTRALIA

MAY

- Seawind Baja Rally, MEXICO
- Sanctuary Cove International Boat Show, AUSTRALIA

AUGUST

- Sydney International Boat Show, AUSTRALIA
- Hamilton Island Regatta, AUSTRALIA
- Annual Seawind Catalina Rally, USA

SEPTEMBER

- Cannes Yachting Festival, FRANCE
- Auckland on Water Boat show, AUSTRALIA

OCTOBER

- US Sailboat Show, USA
- Biograd Boat Show, CROATIA
- Seawind Pittwater Regatta, AUSTRALIA

NOVEMBER

- Mandurah Boat Show, AUSTRALIA

DECEMBER

- Seawind Bahamas Rally, USA

THE



SIDE

EFFECTS OF SAILING

By Chelsea Pyne

When I first stepped aboard Stardust, our 1160lite, I was greeted by the handover guy. He immediately took me aside and said, almost in a whisper, “I want to give you a warning. This boat, you know, it’s just a day cruiser. You can’t go offshore with it or be motoring in seas bigger than a foot. It will never hold up.” Taken back by his brashness, I thanked him for his concern.



We're a young couple to own this boat, no doubt. And with our lack of years, many assume we are equally naive. As if my partner hadn't spent the last five years researching catamarans and narrowing down his options. As if we didn't get Seawind's approval about our plans. As if we didn't go for a test sail and receive the guidance of friends who have circumnavigated on a Seawind 1160lite. This purchase was not on a whim— it was a huge decision and we invested every part of our being into it.

Now I wish I could go back to our handover guy and tell him about our adventures. From sailing around the Bahamas all the way to Newport, Rhode Island. Entering the Salty Dawg Rally in Virginia, cutting through the Bermuda Triangle and back down to Saint Martin. Eight months and four thousand nautical miles later, the proof is in the pudding. We rarely used our engines on our offshore sail back to the Caribbean. (This was a great concern to the handover guy.) We chose the outboards because we prefer simplicity. We've had a monohull with a diesel inboard and we decided to change because we knew how well Seawind catamarans sail. We were betting on the sails to be our power, not the engines. Our nonstop sail lasted for two weeks, and it was indeed intense. The sea state was agitated and confused, unusual for this time of year. Many boats ended the rally with a heavy bill to fix, but Stardust, the little cat that could, remained resolute in her sails.

Perhaps the handover guy sized me up to be a delicate little flower. Someone afraid of getting wet. This is one reason I love to be a woman in the sailing community— it gives me the opportunity to prove people wrong.

But I also love it for other, bigger reasons. Sailing connects us back with Mother Nature. It takes us away from our digitized world and brings us to the present moment. As Leonardo Da





Vinci said, “Water is the driving force of all nature.” When you’re out on the ocean, you’re vulnerable, humbled, and a part of the earth that created you. And working with Mother Nature is an incredible feeling. We trim our sails and adjust our course to meet her needs. Many times, she teaches us patience and likes to remind us who’s in control. We don’t test her waters, instead we agree to her terms because it’s the power of our environment that calls the shots. We are along for the ride, doing our best to listen and act accordingly.

I started my cruiser life just a few years ago– on and off between land and water. There was a definite learning curve, especially as someone who didn’t grow up on the sea. What originally intrigued me about the cruising life is that I saw so few women commanding boats. I like a challenge, and to do something that is so different from what I am used to really intrigues me. So, I set out to take on a new adventure.

Since living on our Seawind1160lite, my understanding of sailing has improved tenfold. From maneuvering the boat, trimming the sails, finding the right point of wind, manning the helm, and so forth. It has been an education all its own. And I have to admit, our transition from monohull to multihull has been incredible. The smoothness of the boat makes sailing, cooking, and sleeping astronomically more enjoyable. Especially for our salty dog, Margo (@margopiratepup). She has loved the extra room our 1160lite affords her. From the cockpit to the bow, she can comfortably stretch her legs and play– a relief to us all.

I have also found that sailing is a good test of character. You find where your limits are and how far you can push them. You get to know what you’re made of, how resilient, flexible and creative you are. People who don’t have experience sailing probably view it as a very sexy sport/lifestyle. I have found this to be false most of the time. Sailing has been a



challenge physically, mentally, emotionally and financially. For Stardust, sailing is getting up at 2 am to take your night watch after rough seas have slung you about for hours on end. Sailing is keeping your cool when the weather turns on you in the worst possible way. Sailing is finding a balance between you and nature and living accordingly. Although I have not been a sailor for long, and there is far more to learn, it has made me a more confident person. I am a reliable deckhand because I'm a good listener and can execute orders. Even on the roughest days, I can cook a full meal in the galley and experience no seasickness. I am highly functional on low levels of sleep, which makes me a great addition to the night watch crew. Lastly, I can keep a course well, so I make a solid helmsman— and it feels good to be behind the wheel. These are new skills, so as my knowledge around sailing grows so does my motivation to be the best navigator I can be.

Still, I cannot tell you how to plot a course (yet!), but sailing has made me tough as a person, in more ways than one. I can handle stress and pressure with more heed. In September we were anchored in Liberty State Park, right behind the Statue of Liberty. We were there for four days, anchored in a safe, but

very small bay. Other boats, all from Canada headed south, anchored next to us, squeezing their way in. The bay was outlined in rocks, so everyone had to be careful how close we anchored to each other and the shoreline. Four uneventful days passed until suddenly the wind gusts changed direction and gained force. I was alone on the boat, not paying attention to much at all. My captain was on land for a few hours running errands. This bay, as we were to come to find, was covered in plastic bags. Every time someone anchored, they pulled up a plastic bag and had to try again. On this day, I had no reason to worry that our position wouldn't hold... until it didn't. I heard a loud rapping on the boat, and startled, I popped my head outside to see what it was. A man on his dinghy yelled, "Do you know you are dragging?" I looked past him to see the line of rocks a mere four meters away. I felt sick. He asked if I needed help, I nodded. He told me he didn't know how these types of boats worked, as he was on a trawler. I couldn't find the words to tell him what to do. In the heat of the moment, my mind went blank. But my body was moving.

Shaking, I ran down the steps to the chart table. I looked at



the battery switches and flipped one of them. I went back to the helm and started putting down the engines. I started them and immediately pressed forward, away from the rocks that were now two meters behind us. My Canadian ally was at the bow, telling me which way to steer as I pulled up the anchor. I was trying to keep us in the same position, without going too far forward over the anchor and without running aground on rocks. We eventually got the anchor up and returned to my old position. My heart was pumping and my head throbbing. My captain being Missing In Action and unreachable added to my squeamishness. I had forgotten to turn on the instruments and accessories on the control panel, but used an app on my phone to see our distance from the rocks. I was lucky it was high tide– my phone said we were in the green zone – aka on land! If the other boater had not alerted me in the nick of time, it would have been a devastating day. But in the end, we made it work.

Through this experience, although not an enjoyable one, it

added to my self-assurance. You have to be prepared for such cases, and when they do happen, you cannot freeze or panic. My critical thinking skills are constantly being sharpened, along with my ability to act on a pin drop. I know that when needed, my body will go into hyper-focused mode and I can handle what's to come. If I can survive rough seas and oncoming rocks, I'm not so intimidated by the little things in life. I can walk with my head held high in any situation that life throws at me.

Most times, sailing consists of cruising beautiful islands with dolphins greeting you day in and day out. (As we experienced for months on end throughout the Bahamas and US East Coast.) But there are times when things get fuzzy and you need to be able to think and act with purpose– and knowing I can do that has made me a more adequate person in all realms of life. I can handle stressful situations better. I can trust myself knowing that I'm responsible and adequate. I will always get through the next challenge as it comes.

AT THE FRONT



THREE UNIT SIZES:
For boats to 18 m LOA

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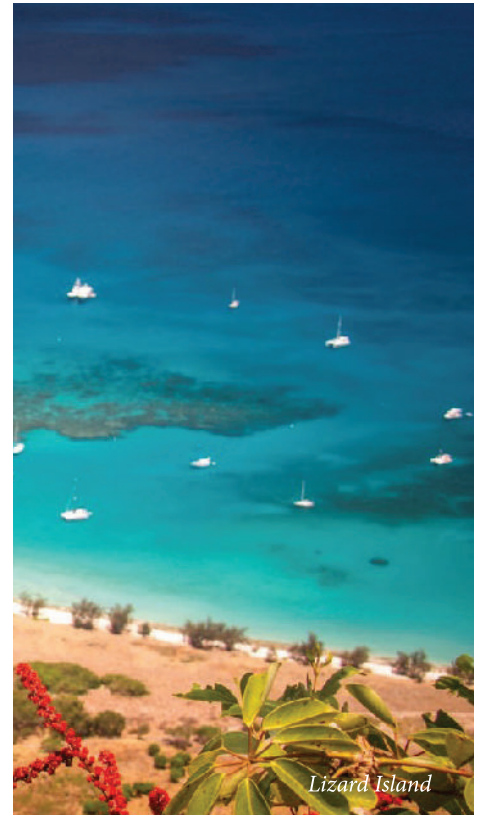


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WATCH VIDEO

AT THE FRONT **HARKEN®**



OVER THE TOP

By James Cumming

SUCKER PUNCH

In 2017, my wife (Peta) and I were stuck in a bit of a rut. Like everyone around us at the time, we were working hard, doing the 9-5 grind and for no particular reason. We would work so that we could buy more stuff that we did not need or to take an occasional holiday and visit family. We knew there was something not quite right with our lives, but it was hard to find the courage to do anything about it. It was easier to maintain the status quo rather than leaving the security of our jobs to do something different.

Then, shortly after Peta's 34th birthday, she was diagnosed with Stage IV bowel cancer. Our world crumbled as this new reality sank in. Doctors, operations, chemotherapy – it was anyone's worst nightmare. The only thing that kept us going was this far-fetched idea of buying a sailboat to go cruising on. Peta would watch YouTube sailing channels back to back, being too sick to do much else (SV Delos and Gone with the Wynns were particularly enjoyed) and I would spend my spare time researching everything I could on buying a used catamaran. Then after enduring a year of absolute hell, Peta's

outlook started to look better and the possibility of regaining a normal life was offered.

The idea of regaining some normality in our lives was so tempting after such an ordeal. Going back to work, commuting in heavy traffic, mowing the lawn on the weekend. These things we once despised so much almost had an appeal.

Fortunately, the experience had made us wiser and so we told normal life to get stuffed and bought a boat instead. A Seawind 1250 – SV Selkie.

THE PLAN

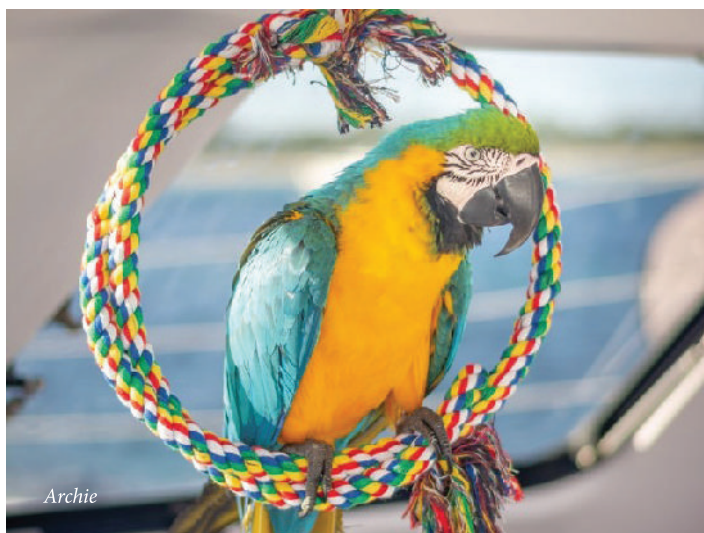
We bought the boat in Busselton in the beautiful South West region of Western Australia. Our original plan was to sail across the Great Australian Bight and then spend some time closer to Peta's family on the east coast of Australia, before heading further afield to the South Pacific. The Bight is a notoriously hazardous stretch of water, spanning hundreds



of kilometres with absolutely nowhere to hide. Not many cruising boats choose to do this route, turned off by the stormy seas and cold conditions.

We waited for several weeks for the perfect weather window. Then one appeared. We departed with the most recent forecast predicting beautiful offshore conditions with wind speeds of no more than 20 knots. However, within a few hours of departing, we were met with sustained 40+ knot winds. Not quite what we were expecting. While the boat handled the conditions like a champ, we decided to put our tails between our legs and turn back.

We ended up spending some time in Dunsborough in the stunning Geographe Bay while we reviewed our situation and waited for another weather opportunity. Here we met some amazing people who were heading north on their boats. Upon some reflection, and perhaps a little peer pressure, we decided to head north with them, with the aim of sailing over the top of Australia, via Darwin, and down to New South Wales. A trip of some 6,000 miles. This was probably a smart move as we were still unfamiliar with the boat and it had been several years since we last did any real sailing. We also had a parrot (Archie) on-board who was not particularly impressed with the cold weather we were experiencing down south.



ARCHIE

Archie is a five-year old Blue and Gold Macaw who lives with us on the boat. We have had him since he was a baby and one of our concerns about going sailing was how he would cope with living on a boat and having a smaller cage than he was used to at home. Luckily, he has taken to boat life like he was born for it (perhaps one of his ancestors was a pirate!).

Archie is a very social bird and likes having us around, so in that respect, we think he is happier on the boat than he was at home. We try to keep him out of his cage as much as possible, either inside with us on a shoulder or on his perch, or outside on his harness and leash so we can take him out for walks and flights. He loves a sundowner on the beach as much as we do! He has become really good at sitting on people's shoulders for selfies and loves the attention!

We often get asked how we cope with the poop problem, seeing as bird poop is the bane of many boaties' existence. Archie is well toilet trained and takes himself to his perch to relieve himself. His cage outside hangs over the water/tender, so when the tender is down, there's nothing to clean but when it's up – well, let's just say our deck hose gets a workout.

Having a pet on board is great. Archie is super entertaining, great company and a good way to meet people. He is also a great burglar alarm, with any unexpected guests being greeted by an ear-piercing war cry or a wolf whistle, depending on his mood.

PERTH COASTAL WATERS

The West Aussie coast has some fantastic cruising grounds to explore, provided you do not mind doing overnight passages and are not dissuaded by frequent strong winds.

We left the South West part of Western Australia for Mangles Bay, about 20 km south of Perth. This was simply a reprovisioning stop, made interesting by the Australian Military Base located on the adjacent Garden Island. It was quite intimidating having massive navy warships parked just outside of the anchorage!

From Mangles Bay, we went to our old stomping ground on Rottnest Island, located approximately 20km off the Perth coastline. We have always loved Rottnest. It simply has so much to offer regardless of what you are in to. The little island has a laid-back vibe to it, with no traffic to ruin the serenity. The standout feature of the island is actually its beaches. Each and every one of them belongs on a post card, with cliché white sand and turquoise waters. There's also the resident roo-cross-rat known as a quokka, which is where the island originally got its name from (Rats Nest). These things are adorable and have become a favourite on Instagram since Thor (Chris Hemsworth) posted a selfie with one.

Our favourite activity at Rottnest is freediving for the infamous western rock lobster. These are exported commercially from Western Australia to China for huge amounts of money and their prices remain high even locally. Fortunately, at Rottnest it is possible to swim off the back of your boat and catch a few. The diving in general at Rottnest is top-notch. The waters are clear and contain an interesting mix of tropical and temperate fish species. The tropical species can live this far south thanks to the warm, southward flowing Lewin Current. The underwater limestone topography is also fascinating, containing countless caves, canyons and swim-throughs to explore.

THE HOUTMAN ABROLHOS ISLANDS

From Rottnest, we sailed to the Houtman Abrolhos Islands, located approximately 500km North of Perth. These low-lying, windswept islands are fairly bleak from the surface and I can only imagine what it would have been like for the survivors of the many shipwrecks that have occurred here. Speaking of shipwrecks, the Abrolhos is where the wreck of the Batavia lies, which sank in 1629. The story of the Batavia is brutal and well worth reading about, being Australia's most horrendous mutiny and massacre. Led by a complete psychopath known as Jeronimus Cornelisz, more than 125 survivors of the shipwrecked Batavia were murdered by the other survivors.

Morbid stories of mutiny and massacre aside, when you put your head below the water here, you soon forget about the Abrolhos's bloody past. This place is amazing! Similar to Rottnest Island, the Abrolhos is in the middle of the warm Lewin Current and represents one of the world's highest latitude reef systems. This means that there are colourful corals aplenty and an abundance of tropical fish species to see... and eat.

We have never eaten as well as we did at the Abrolhos. The western rock lobster is in plague proportions here and it is the only place we have ever been, or heard of, where you can dive off the back of your boat and spear any assortment of 5-star rated fish. Tusk fish, bald chin groper, coral trout... they all swim merrily about just metres from the boat in beautiful clear water. We prefer spearing to regular fishing as it is more selective with no unwanted catches (we seem to only catch sharks when using a rod and we have a reputation



for being hopeless at fishing anyway). Needless to say, we ate like kings and queens at the Abrolhos! To this day, having completed our journey around to the east coast of Australia, the Abrolhos Islands remain our favourite cruising destination. Perhaps we were exceptionally lucky with the weather (it is almost always windy there) and perhaps there may be some bias as we were in great company, but regardless, the Abrolhos has a lot to offer and is a must for anyone on the west coast of Australia.



Steep Point

SHARK BAY

From the Abrolhos Islands, we continued north to Steep Point, the main entrance to the iconic Shark Bay (from the south) and also the most western point of mainland Australia. Steep Point is called this for a reason. It is surrounded by towering cliffs with huge crashing waves beneath. The swell up here always seems to be on the larger size, which can make the Steep Point entrance a little sketchy if too rough. Fortunately, we had beautiful conditions when we went through and we were greeted with the serenity of Shelter Bay just around the corner.

The entrance to Shark Bay from Steep Point is formed by an interesting and well-marked channel, formed by Dirk Hartog Island on the west and mainland Australia on the east. We had previously done this passage twice before back in 2013 on another boat, but both times were done after dark and so it was great taking in the amazing scenery this 3rd time round.

Shark Bay is a stunning place to explore by boat and has a lot to offer. Located some 800 km north of Perth, the World Heritage Listed location comprises a series of large bays, smaller inlets and numerous islands. It is almost completely

enclosed and thus provides calm conditions for sailing, with numerous anchorages in which to sit and enjoy the view.

Despite the name, we didn't see any sharks. We did, however, see a few dugong, which are apparently present in relatively large numbers due to the extensive seagrass beds.

Having already spent time in Shark Bay, we didn't stay very long as we were eager to arrive at the Montebello Islands further north.

The Montebello Islands

From Shark Bay, we sailed north to the Montebello Islands, stopping along the way at Carnarvon, Coral Bay and Exmouth.

We were extremely excited to be going to the Montes. We had heard so much about them, being told that we would like them even more than the Abrolhos Islands.

The Montes are an archipelago of around 170 small islands, located about 80 miles off the Pilbara coast on mainland Australia. The islands have a bit of a dark past, being the chosen site of the first nuclear bomb tests performed by the British military back in the 1950s. All but two of the islands



Champagne Bay, Montebello Islands

are considered safe now, with Alpha and Trimouille Island being considered potentially hazardous for stays of more than one hour per day.

Put aside your mental images of mushroom clouds and destruction. The Montes are beautiful and definitely worth a visit, if you can get there. Unfortunately for us, our arrival coincided with an unseasonal spell of sustained winds exceeding 25 knots. While we did move about from anchorage to anchorage, with each one being more picturesque than the last, it was difficult to get off the boat to do anything fun. We explored some of the destroyed structures left over from the nuclear testing and we held a curry party in a cave at Champagne Bay, as you do.

After two weeks of strong winds, with no sign of them letting up, we decided to move on to the Kimberley.

THE KIMBERLEY

Wow. Just wow. I should leave it at that as there are simply no words that can adequately describe just how incredible the Kimberley region of Australia is. I'll give it a go though.

The Kimberley is sometimes referred to as Australia's last frontier. It feels wild and remote... because it is. With a population of just a few thousand and a surface area of nearly double that of the United Kingdom, it shouldn't come as a surprise if you feel isolated here. It's also a place of extremes, with ridiculous tides (sometimes exceeding 11m!), a hot monsoonal climate and rugged topography.

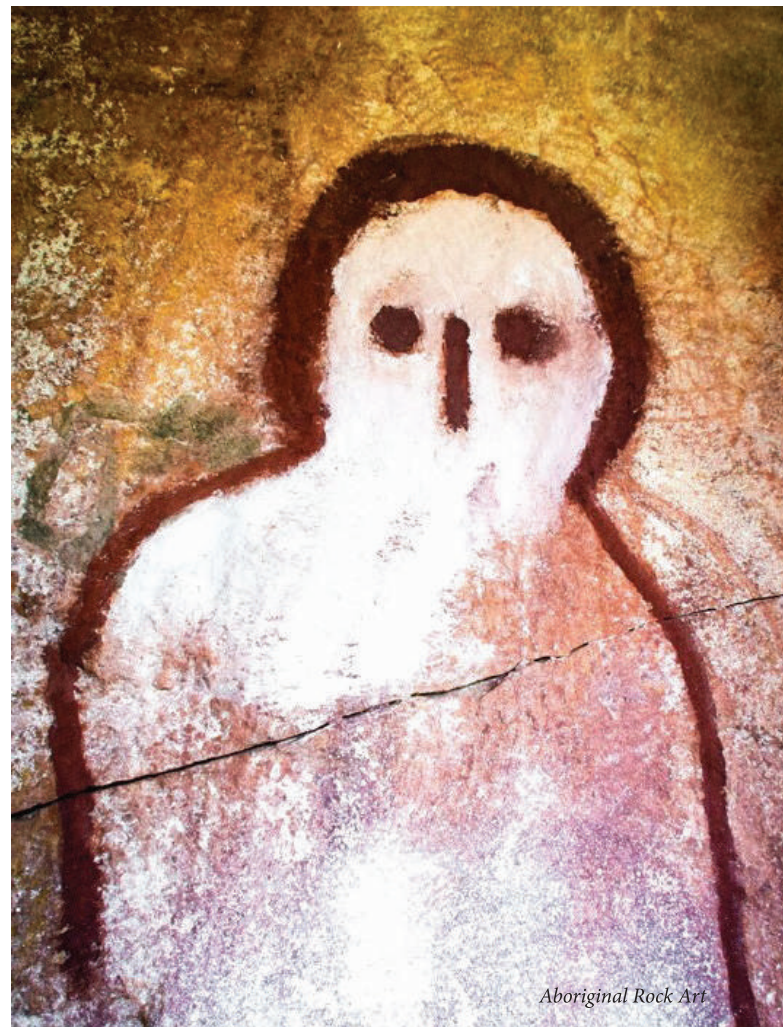
Our Kimberley experience started in Broome, where we spent some time working, fixing things and catching up with friends. The main anchorage at Broome is located at the infamous Cable Beach. Despite the beautiful setting, it's not the best of anchorages with big tidal influences, some uncomfortable swell and a few isolated coral bommies to foul your anchor. The latter cost a fellow cruiser some grief when his anchor rode was sheared off, causing his boat to drift off whilst he was in town. His boat was saved by some locals, but it left him without an anchor. Fortunately, being keen free divers, we were able to locate and retrieve his anchor. Little did we know that this whole experience was foreshadowing for our own drama.

We left Broome to head to Cape Leveque. We dropped the anchor in 10m of water at a recommended anchorage, as listed in a couple of guides. The anchorage was scenic and pleasant enough, except for the jarring sound of the anchor chain scraping on something hard... remember that foreshadowing? The noise was worrying, so we decided to move to another nearby anchorage around the corner. Unfortunately, our anchor decided it was happy where it was and refused to budge.

The following half-hour was literally the most physically challenging task I've ever had to undertake. With Peta at the helm and in 15 knots of wind, she would nudge the boat forwards in order to provide some slack in the chain while I dove down to try and free it, in no less than 10m of water.



Aboriginal Hand Splatter



Aboriginal Rock Art



Typical Kimberley Sunset (seriously!)

It turns out that the chain was wrapped around a coral bommie, caught under a ledge, wedged in a crack between rocks with the anchor stuck beneath another rock. I was convinced that we would have to cut it free, but through pure perseverance, we freed it. The experience proved to be a valuable lesson as we now religiously scan each new anchorage with the fish finder to assess the bottom before dropping the anchor.

Did I mention that sharks and saltwater crocodiles are not uncommon at Cape Leveque?!

Fortunately, after Cape Leveque, each and every anchorage proved to be better than the last as we worked our way northeast.

Peta and I love being in the water, whether it's for spearfishing, surfing, diving or kitesurfing. Unfortunately, this is a death sentence in the Kimberley due to the number of saltwater crocodiles and sharks. The fact that we found the Kimberley to be so enjoyable, therefore, testament to just how beautiful and amazing the Kimberley is.

We did spend some of our time chasing freshwater to swim in. As the Kimberley had experienced little rainfall during the previous wet season, there wasn't the usual selection of pools and falls to frolic in. Nonetheless, there were still a few around to be enjoyed, such as the beautiful Rainforest Falls

which are accessed via a stunning dingy ride, followed by pool after waterfall after pool for as long as you care to hike.

The rest of the time was spent exploring, hiking and searching for Aboriginal rock art, of which there is so much to be seen.

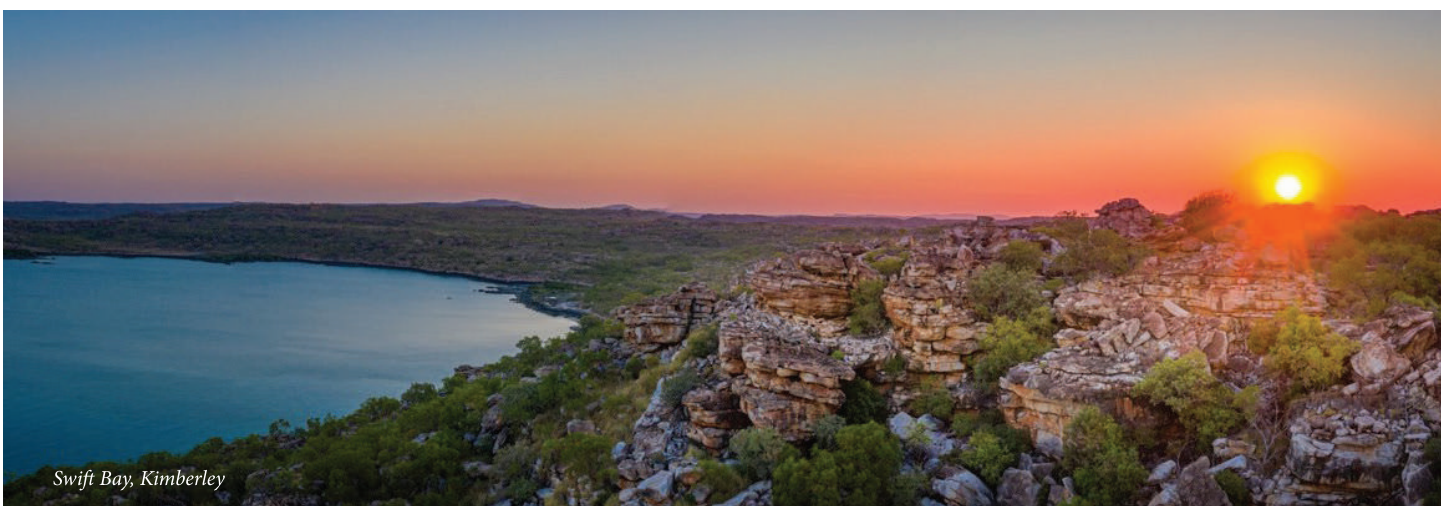
KING GEORGE FALLS

The King George River is located in the east Kimberley. It is so incredibly stunning, that it deserves its own heading.

The river is accessed via Koolooma Bay by traversing a shallow sand bar that moves about from year to year. With the latest coordinates in hand, we zigzagged nervously across the bar into the river itself, with our jaws planted firmly on the gelcoat. Stunning, spectacular, amazing, magnificent, awesome... these are all adjectives that do not do the King George River justice.

The river is characterised by its steep, rugged cliffs and pastel hues. Meandering up the river, the cliffs become higher and higher as the river becomes narrower and narrower, until you reach the 90m high falls at the end. New words are required to describe this.

Even though the falls were barely flowing due to the aforementioned drought, I doubt we will ever see anything so beautiful again. We could only imagine what it would be like with the falls flowing with their usual force.



Swift Bay, Kimberley

We spent about a week anchored just down from the falls where the river bed rises up from 60m depth to just three or four metres. A small 'track' can be followed to the top of the falls from this anchorage, but it's very steep and rugged. To our amazement, a couple of tourist boats from a cruise ship dropped off some grey-haired explorers at the base of the track. We thought no one would make it all the way up, but they proved us wrong when we saw several ant-sized figures standing at the top of the falls. Respect!

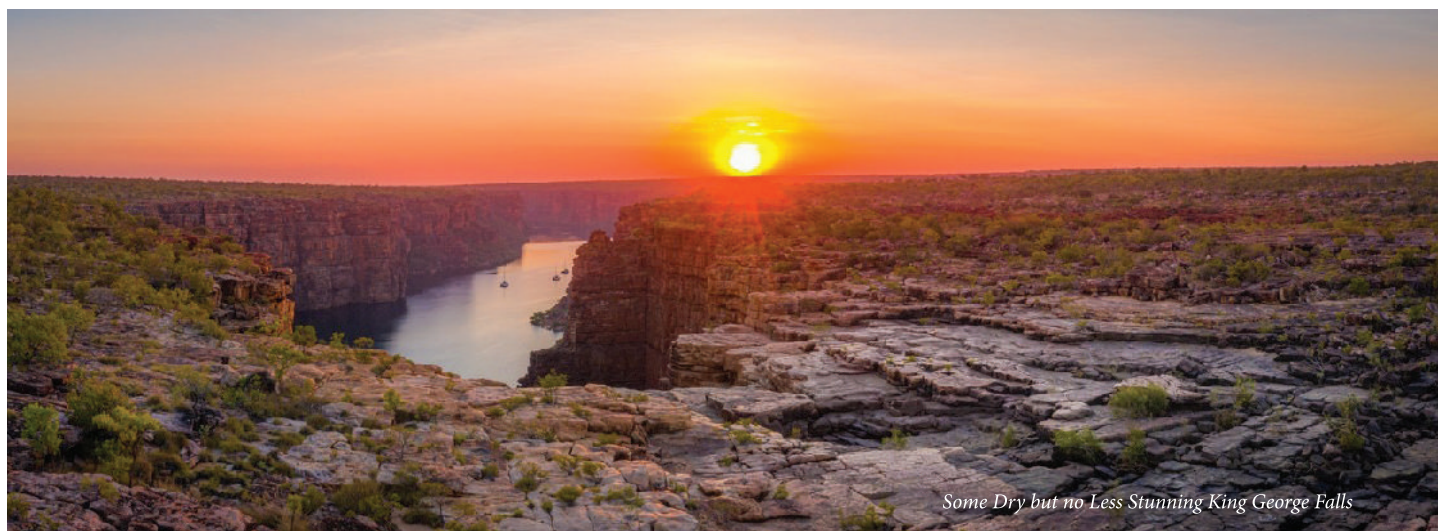
Further down the river is the East Arm, a small branch in the river that leads to a slightly smaller, but no less impressive waterfall. We ended up climbing part of the waterfall to find

a series of deep pools to swim and cool down in. With no consideration to the remoteness and safety aspects, it wasn't long before we were jumping off the surrounding cliffs into the beautiful fresh water below. This is living!

After discovering this newfound playground, we made the difficult decision to leave as a favourable weather window to cross the Joseph Bonaparte Gulf had presented itself.

THE NORTHERN TERRITORY

We left the King George River and made a beeline to Darwin in the Northern Territory. This was our first time in Darwin and without expectations, we planned to stay no more than



Some Dry but no Less Stunning King George Falls



Anchorage at the Base of the King George Falls

a week. One month later, we were still there. Darwin is great!

The main anchorage at Darwin is called Fannie Bay. It's a big, open bay that requires anchoring quite far out from the beach due to the extreme tides. For deep keeled boats, this means anchoring over a mile from the beach. It was always fun after a night out trying to find our way back to the boat, so much so that we ended up buying some flashing fairy lights to help identify our boat from the 200+ other boats anchored in the bay.

Right at the front of Fannie Bay is the wonderful Darwin Sailing Club (DSC). Unlike many yacht clubs, DSC embraces

cruising yachts and for a small weekly fee (\$5), allows cruisers to use all their facilities and amenities. They even provide trollies for your tender so that you can pull them up the beach at low tide. The venue is also top notch, with a beautiful set bar and restaurant overlooking the bay.

Around from Fannie Bay is the Mindil Beach Sunset Market. Every Thursday and Sunday, what seemed like the whole of Darwin would head down to the markets to check out the 200+ stores and fooderies and watch the sunset.

After saying goodbye to two other boats who we had sailed with on and off since the beginning of our trip, we eventually

left Darwin and started working our way east. Not many cruisers head up this way, which is a shame as we found many beautiful and peaceful anchorages.

It was slow going heading across the top due to the strong easterly trade winds which were opposing us. We had to hole up on a couple of occasions due to some 25 to 30 knot conditions, but with ample rivers to choose from, this was no problem.

Our final stop in the NT was Groote Eylandt, a large island in the southwest Gulf of Carpentaria. We really liked it there, with its laid back attitude and friendly locals. I guess they don't see many blue and gold macaws on the island as Archie stirred up a bit of attention.

We were a bit nervous about crossing the Gulf of Carpentaria, the large expanse of water at the top of Australia. It is notoriously brutal when heading the wrong way as the strong wind meets strong currents to cause very tall, sharp waves. We managed to cross the 400 mile (725km) stretch of water without incident and even managed to beat two other catamarans that left 24 hours before us (it's never a race until there's another boat!). Our Seawind excels in strong headwinds, although for our own comfort, we had to manage our speed in the mornings while it was on the nose (easterly), before speeding up in the afternoon when it was more on the beam (south easterly).

QUEENSLAND

Midway across the Gulf of Carpentaria, we entered Queensland. Our first stop in Queensland was Seisa, a small coastal town which is the main gateway to the Torres Strait Islands. It's a great little anchorage with a chilled-out islander vibe to it. As usual, we were waiting for the right weather to head further east to Cape York. There were a few other cats doing the same thing, so we spent our time getting to know them, working and fishing. The latter nearly ended up in us being eaten by a large crocodile while fishing from the dingy. We are always very vigilant when using the dingy in croc territory. Inflatable boats are called 'croc chew toys' for a reason. In this instance, the croc managed to get within a few metres of us before we noticed it and hightailed it out of there, fishless. It was a seriously close encounter that could have ended very differently.

From Seisa, we moved to Cape York – the most northern point of mainland Australia. Cape York is stunning and has the most spectacular sunsets, with colours and hues that you wouldn't normally expect to see. We of course did the obligatory walk to the northernmost tip of Australia, bringing Archie along for the ride. Little did we know that this would mean stopping multiple times for selfies by passing tourists! I doubt many other macaws have been this way before!

The next leg of our journey was the one we were dreading most. The strong (20 – 25 knot) southeast trade winds from Cape York down to Cairns are relentless and we knew that



we were in for a horrible time. Something strange happened though. An unexpected northerly wind presented itself and we had the best sailing conditions of our whole trip. Screecher up doing a consistent six to eight knots of downwind sailing. It doesn't get any better than that.



Cape York

We flew down the coast, weaving in and out of the Great Barrier Reef as we loosely followed the shipping lane. In no time at all, we made it to Lizard Island and for the first time in so many months, we could swim again without worrying about crocodiles. Our hulls were filthy, having spent so much time in murky rivers without being cleaned. We got to work and gave them a scrape, whilst getting eaten alive by the millions of sea fleas that had been calling our boat home. To our amazement, this gained us at least a couple of knots speed.

Lizard Island is great. A true, postcard island paradise. Captain Cook climbed its peak to work out a path through the reef. We climbed it to get mobile reception. Ahhh, progress.

The rest of our trip down the coast was a blur due to favourable sailing conditions and the need to be in Brisbane before the start of the cyclone season. We briefly pulled into a few great places, but along with all the places we missed, we will have to go back and visit them properly.

WHAT NEXT?

Our plan was always to get to the east coast of Australia. After 6,000 miles of adventures, we are now safely waiting out the cyclone season in the Moreton Bay area near Brisbane. Our next plan is to head back north and explore all the amazing places we missed in northern Queensland, before heading further east to New Caledonia and the beyond.

Stuff normal life!

SEAWIND

MERCHANDISE

Seawind Catamarans offer a wide range of items to accompany your cruising trips in any kind of weather. For availability and pricing, contact customerservice@seawindcats.com

SEAWIND

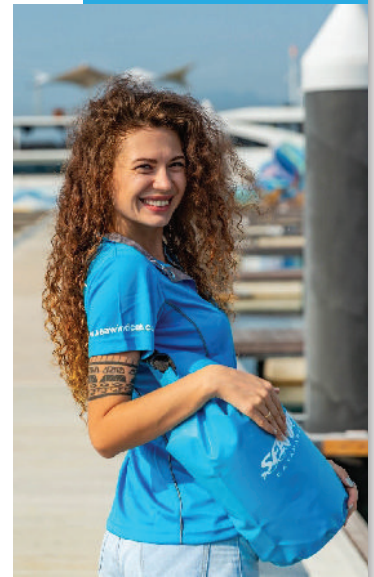
WATERPROOF BAG

Seawind Waterproof Bag is one of the great waterproof equipment to accompany your cruising and sailing and boating trips.

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The bag has the folding mechanism combined with key press, sturdy and watertight. When the bag closed, it will become the handle for carrying convenience.

Capacity: **10 L (390 OZ)**



SEAWIND

WATERPROOF JACKETS

(UNISEX)



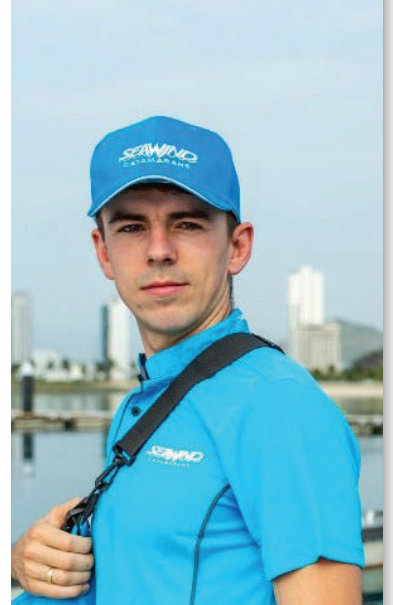
The Unisex Seawind Waterproof Jacket is outstandingly tailored with waterproof and airy features. The jacket is made from waterproof and snowproof technology, this is the greatest choice of a jacket which can accompany you in your sailing trip thousands of miles from the shore. The next level of the convenience this jacket could bring to you via removable caps and multiple pockets. The innermost layer is woven from mesh polyester silk helping you moving completely comfortably.

Available Sizes: **M, L, XL, XXL**

SEAWIND CAP



Available Sizes: **S/M, M/L**



The Seawind Cap is prominent with the Seawind blue color making you look good in all type of outfits. The sweat lining designed with technology that absorbs moisture. The cap is smartly designed with adjustable handle on the back and curved brim.



SEAWIND SHIRT



Our Seawind shirts are made with soft fabric. With the aim to provide the comforts in your sailing day. It is highlighted with outstanding functions: fast drying and sweat absorbing. This aims to make you feel satisfied with the shirt on you when you conquer thousands of nautical miles.

Available Sizes:
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CRUISING CATAMARAN RUDDER

FOR LIFTING RUDDERS

By Jay Nolan

*This article was published in Multihulls
World magazine issue #194 March 2019.*



IN DEFENCE OF LIFTING RUDDERS AND LIFTING DAGGERBOARDS

Seawind Group, which owns both the Seawind Catamarans and Corsair trimaran brands, has been using both lifting rudders and lifting daggerboards for many years and at least 2500 boats have been launched featuring the combination. It suits both brands: the performance advantages offered by high-aspect foils make them perfectly suited to high-performance Corsair trimarans. And this is backed up by the market – Corsair is the market share leader in trimarans worldwide and voters made the Corsair 760 the Multihull of the Year in her category in 2018. But it is also a great fit with Seawind catamarans, which are designed to deliver cruising comfort, safety and performance. Seawind views speed as part of the safety equation: it's important to see the weather forecast, but less helpful if you're too slow to do anything about it. But it's not only about performance.

HOW DO THEY WORK?

Seawind and Corsair rudders are housed in a cassette, as seen in the pictures.

This allows for easy lifting and convenient maintenance. And of course the system is a natural fit with high-aspect performance rudders, which are easy to lift and handle due to the narrow profile. For performance sailors, this allow for easy removal to prevent biological growth. Daggerboards have a matching frictionless cassette which is designed more toward reducing daggerboard banging. Daggerboards are always operated via a dedicated manual winch and tackle to reduce the likelihood of encountering a situation where they can't be raised – a daggerboard stuck in the down position is highly dangerous as it may prevent entering a safe port.

REDUNDANCY

Here lies the first big and often overlooked advantage – the rudders are sacrificial. In other words, when impacted, the Seawind or Corsair rudder should break before the cassette, and the cassette should break before the steering system. This means that offshore cruisers can bring an extra rudder along and in the case of a breakage, dispose of the remains of the old rudder and replace with a new one in a matter of seconds, without needing to address the cassette or steering system. When racing, a broken rudder does not mean the end of the regatta. This means the breakage load for the boards is an important, and carefully calculated equation. The picture here shows the Seawind 1190 Sport daggerboards in flex and strength destructive testing.

BUT THEY'RE NOT CHEAP

In order to meet that crucial strength and flex requirement all rudders and daggerboards on our boats larger than 24' (7.6 metres) are made from Epoxy, Carbon and H200 foam cores. So they're not cheap. But being built in-house means that we can produce them on a large scale, and in fact spares are always kept in stock and ready to ship out anywhere in the world when required by a customer. It also means that they are relatively light. This has obvious performance benefits, but it also means that a spare rudder is light enough to handle manually, even on the largest model the Seawind 1600. Those foam cores provide some buoyancy, so while a look at the photos presented here might appear to show an intimidating rudder to haul out of a cassette, in practice the rudder wants to float itself up about 30%, so it is surprisingly easy to pull up (in fact you secure them down with a simple pin). In the case of the 1600 the starboard bow locker is shaped to fit a spare rudder lying flat on the bottom to occupy the minimum of storage space. In the case of the Seawind 1190 Sport (which has a smaller bow locker) the space is in the fuel tank locker. When evaluating the overall cost of those high-aspect foils, consider that replacing a fixed rudder stock after a breakage is an expensive operation.

VARIABLE DRAFT VERSATILITY

The most obvious benefit of being able to raise both boards and rudders is reduced draft. But sporty trimarans aren't the only boats that benefit from variable draft and keeping appendages clean. Safety and versatility are the paramount considerations for cruisers. The ability to raise both foils brings many more cruising destinations within reach, and enables the exploration of shallow lagoons and hidden coves in a way that boats with fixed rudders simply cannot. Reducing the risk of hitting a coral reef is also ecologically prudent. This versatility influences the boat design down to its core. Knowing that our customers can and will explore very shallow areas, we keep the decks very clean and free from anything which will obscure the skippers vision in a shallow area. So the daggerboards don't protrude through the deck when raised, as seen in the picture here.



Even when up, the daggers remain under the little hatch inboard of the shrouds. The hatch is for checks and maintenance only. And as much as possible, we resist the temptation to offer reverse or "dreadnought" bows – those lifting boards and rudders encourage sailors to explore shallow areas and a severely reversed bow is difficult to see and might itself encourage a collision. You might wonder about the engine or saildrive legs: Saildrives are kept above the lowest point in the hull, and in the case of the 1190 Sport catamaran and all trimaran models, the outboard engine version has a power tilt to raise the engine out of the water. We don't see the rudder stocks in a fixed rudder as being much protection for the saildrive legs. To provide steering the saildrive must be in front of the rudder and is therefore more likely to be impacted first, and in modern boats the rudder stock is simply not robust enough to withstand a serious impact, as demonstrated by some high profile tragedies over the last decade. A fixed rudder is just another item to break in those circumstances, and something which can't be remedied at sea. Of more mundane interest you might find that the ability to beach the boat to clean the hull yourself is rather handy – especially when far from home and a long way from marina assistance.

There are some "deeper" considerations concerning draft. In exposed areas, finding the most inshore place to anchor can be a big relief. While other cats with fixed rudders can move inside of the monohulls, with raised rudders you can skip past even them – just be careful that your swinging arc might travel more quickly so perhaps you'll need to give those other cats extra room. In the most serious of circumstances of a hurricane or typhoon, you could even move right in and tie up among mangroves, knowing that a scratched hull is a price worth paying when compared with a write-off. [Picture of Bobs Boat Beached]

After 35 years of refinement, the lifting rudders and daggerboards combination form the backbone of a package that we find safe, reliable, fast, and convenient for cruisers and racers alike.

IN DEFENCE OF MINI

KEELS & FIXED RUDDERS...

By Jay Nolan

That previous page was originally printed in Multihulls World Magazine – they wanted our take on why we like lifting daggerboards and rudders. But we do like mini keels and fixed rudders as well. Here is the flip side of the coin:

If done correctly, mini keels with matching fixed rudders are the far more practical option for the majority of sailors. Underlying all of the other reasons is one major factor: simple is safer. As a company, we're excited by new technologies and innovations, but that fundamental philosophy that simple is safer trumps most. Mini keels provide simple protection for the saildrive when moving forward, and the keels do the same when manoeuvring. That influences the way we build them – in particular the mini-keels. On most Seawinds, the mini keels are molded into the hull structure (you can see the shape of the mini keel in the mold). So you can think of it being “glassed-in” – however it's separated from the main curvature of the hull in that we also complete the hull shape straight past the keel. That means that the mini keels are very strong – while being sacrificial in the sense that losing one won't compromise the hull.

It's safe to beach Seawinds with mini-keels. As shown in the pictures here, owners can beach their boats not only in the case of an emergency such as a storm, but as a way to conduct checks or even service the saildrives or transmissions. That sort of practicality is invaluable in remote regions, and is in sharp contrast to daggerboards which add complexity and remove the beaching ability.

It's undeniable that daggerboards and high-aspect rudders can enhance performance. They can raise the pointing angle through increased lift while reducing drag downwind. But they must be used correctly and only outperform mini-keels when used at higher speeds – and at their optimum speeds. Usually, that optimum speed is at higher speeds than most cruisers are comfortable with. It might mean more sails area is up than the average sailor is comfortable with in stronger winds. And “used correctly” means that there is a fair amount of tinkering required: upwind there is something to do on every tack, and downwind requires practice and attention. And it's always easy to enter a shallow area at night and forget your daggerboards and rudders are all the way down.

There are many pros and cons either way, so Seawind has both options on offer. We're glad to spend time with you to make sure you have the right solution for your sailing plans.



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SEAWIND 1260

A 41-FOOT CATAMARAN
THAT'S AS UNDERSTATED
AS IT IS EFFICIENT

By Kevin Green

*The Seawind 1260 was tested and reviewed by
Multihulls World magazine in issue #172 - July/August 2020*

A traditional design, with the weight under control and open layouts, this Australian 41-foot catamaran comes with a proven pedigree, good practicalities and enough speed to reel in the miles for bluewater passage-making. A future classic!

The Seawind 1260 is a successful evolution of the popular 1250, which ensures its pedigree as a bluewater cruiser for this Australian builder now based in Vietnam.



The Seawind 1260 was launched in 2018, and was an evolution of the popular 1250 that had proven herself across all the world's oceans, as had her smaller sibling, the 1160 that continues to be built. Straight away, I got a positive feel, and having sailed on the original 1250s, even delivering one around the north of Australia, I can testify to their seaworthiness after that 1,500nm voyage in all kinds of weather.

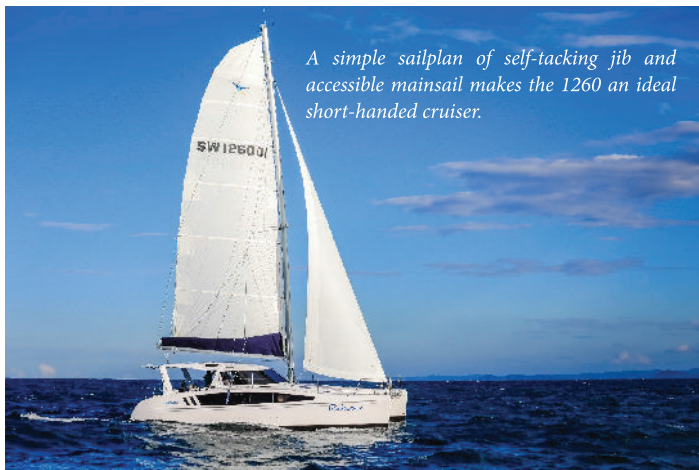
THE PROVEN PEDIGREE OF THE SEAWIND 1250

Following the financial crisis of 2008, this former Australian – based company saw serious financial difficulties which led them to establish a more cost-effective base in Vietnam, which I visited to see their modern operation. More recently, boss Richard Ward has been telling me about further expansion plans for their Ho Chi Minh site: the construction of an entirely new purpose-built yard which will be near the

water to allow much easier launching of their entire range of Seawinds and their Corsair brand as well. The 1260 is clearly following in the wake of the previous model, right down to that familiar rounded topside profile that has positive shear and a chine on the inboard side of the hulls, creating more space inside. The coachroof profile reduces windage. For the hulls, Ward aimed to build a “True bluewater boat to sail around the world with confidence”. The other proviso was ease of handling with unctonality preferred over ostentatiousness, allowing a couple to manage it easily.

A MORE COMFORTABLE COCKPIT

Cruising comfort and accommodation are major advantages that catamarans enjoy over similar-sized monohulls, so the design remit of the 1260 was to maximize these, beginning with the area sailors spend 80% of their time in: the cockpit. This has changed significantly from the 1250. Retaining the



A simple sailplan of self-tacking jib and accessible mainsail makes the 1260 an ideal short-handed cruiser.



The 1260 has plenty bridgedeck clearance and a wave deflecting bulkhead that also contains a water tank to lower the center of gravity.

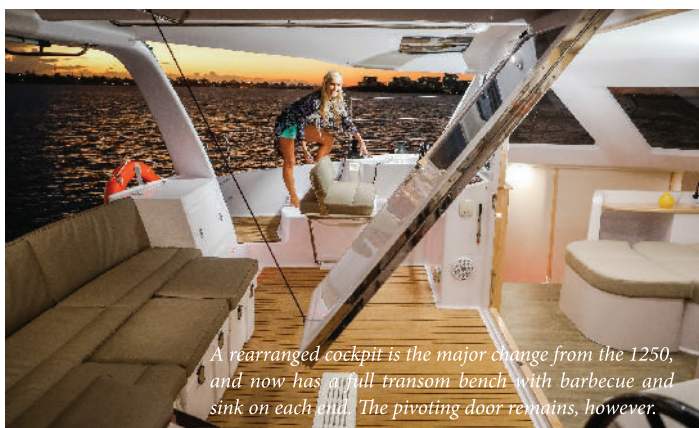
THE COACHROOF PROFILE OVERHANGS THE HULLS, CREATING MORE SPACE INSIDE

open space of previous models, segregated by the company's popular tri-folding doors but sensibly partitioned with a lip to prevent water ingress, the 1260 devotes the entire transom to seating and a discretely covered cooktop with sink on the port quarter. The addition of a small table is a welcome feature here as well. Protecting the outside cockpit is a wide fiberglass bimini, a similar setup as previous models which includes the mainsheet track, controlled by a winch. Further aft, the builder offers optional solar panels. Davits support the small dinghy and swim access is good on both hulls with wide steps and a ladder. At the twin helms, B&G electronics are used throughout with a plotter and readouts portside. The helms are shaded by the rigid bimini, but wisely, skylights above each give a view of the sails, and the adjoining saloon windows drop down electrically for clear views forward, through the front saloon windows. Our test boat came with an electric Lewmar halyard winch located beside the port helm with another manual one forward of it, and one on starboard. As we found out during our sail, this entire setup worked well, with both the sheltered helms comfortable and the running rigging controls all tidily laid out and secured by large jammers. Another plus was the flat coamings which allowed the helmsman to sit out and adopt a more race-style posture - also handy when docking with the twin portside throttle levers nearby. Clever design is evident throughout this area, including the moveable helm seat backrests, and the GRP steering wheel; the latter an improvement on the metal ones used on earlier boats.

HULLS OPEN TO THE SALOON

Stepping inside the saloon, the first thing that strikes you is that the coachroof overhangs the hulls, thus allowing parting of the hulls to be integrated into the saloon living area. In the center, there's a day bed as part of the U-shaped lounge seating.

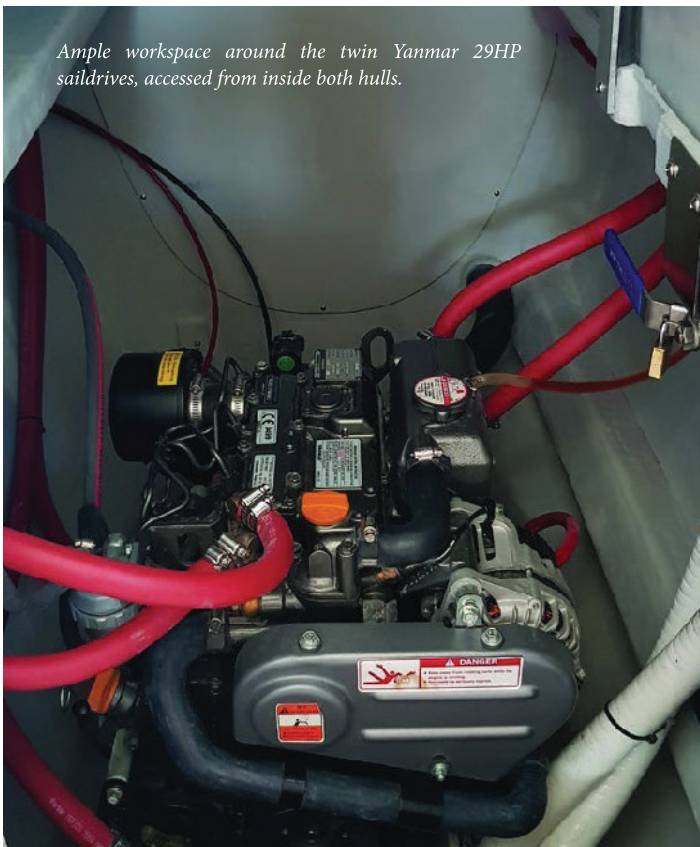
This portside area also adjoins the navigation table which is across the saloon from the chart plotter; the latter is near the port helm and swivels to allow both steerer and saloon-based crew to view. Quality finishes are evident all around the area with real leather coverings and polished hardwood finishes, while 360 degrees views are afforded - so that you could lounge inside and simply steer by the optional B&G remote control, should the weather turn foul. Sloping bulkheads forward reduce windage and large, opening windows give the essential airflow. Seawind's preferred galley-down arrangement means that the entire area is dedicated to the saloon. The three-cabin layout with the galley down on the starboard side, means the owner's suite is in the port hull and there are two double berths to starboard. A bathroom in each hull allow spacious ablutions, helped by generous tankage. Heads are manual as standard, with electric options. Privacy is one of the big pluses with accommodation on catamarans and the portside owner's suit on the 1260 does a pretty good job at this with the forward athwartships island bed and stern bathroom - a very pleasant area, plus the option for a small office space in between. Outside views are excellent down



A rearranged cockpit is the major change from the 1250, and now has a full transom bench with barbecue and sink on each end. The pivoting door remains, however.



Sail handling can mostly be done from the spacious cockpit and the large hardtop targa gives good weather protection.



Ample workspace around the twin Yanmar 29HP saildrives, accessed from inside both hulls.



Both double berths are fairly large but located over the bridgedeck so headroom is limited; as seen here in the owner's suite.



Good features in the saloon include the daybed, adjustable table and swinging chart plotter that the steerer as well as the person seated at the navigation station can view.

here, thanks to large windows, and ventilation is also good, as an opening side hatch is fitted to both hulls. Climbing up the three steps and walking across the saloon and down again into the starboard-side galley reveals panoramic views from the twin sinks which could persuade even the most reluctant crew to wash the dishes. Alongside them is the three-burner gas hob and oven. Good design points here include a large 140-liter (4.9 cu ft) chest freezer on the inboard side and a 130-liter (4.6 cu ft) front-opening refrigerator. The entire area is surrounded by ample synthetic worktops and cupboard space as well. The remaining two double cabins are forward and aft of the galley, with an ensuite bathroom up front, completing a well thought out layout. A lightwood finish of Ash laminates throughout the interior contrasted nicely with the ambience from neutral colored soft furnishings, proving that it's not just big European builders that can turn on the style. One personal niggles, especially as this a bluewater cruiser, is the lack of escape hatches as standard but again the company can fit these if required.

PRACTICAL DECK LAYOUT

Moving up top and forward, the latter something that you'd rarely need to do unless sunbathing on the trampolines, access is good with strong handholds on the cabin. There also are footholds for climbing onto the flat saloon roof to access the boom.

The forward area is uncluttered with all systems in lockers, including the large Muir horizontal windlass with primary rode running below the main beam and there's a secondary roller installed. Nearby is the track for the self-tacking jib, yet another clever cruising feature of the 1260, that rolls out and once set allows you to forget about. The big roached

mainsail fitted to the review boat was a Doyle Dacron cruising cut with full battens, sitting in lazy jacks. Single line reefing, again all operated from the cockpit, finished off a functional sailplan, which can be enhanced with overlapping genoas tracks are already laid on the wide side decks. For downwind running, big sail options include an asymmetric and screecher with bowsprit. Holding all this up are dyform wire outboard shrouds with substantial chain plates molded into the gunwales, attached to a 7/8 single-spreader alloy mast.

BUILD QUALITY AND EASE OF MAINTENANCE

Seawind build to both European CE standards and Australian ones. In addition, our review boat – hull #11 – was built to Australian commercial survey standard for charter purposes. This required some more structure in the boat and additional safety gear. The GRP hulls are fully foam-cored which both creates strength and more inherent buoyancy, while the vacuum bagging build has also been refined to include triaxial fiberglass cloth in key areas. The 1260 uses mini keels which protect the saildrives when beaching.

Importantly, at 0.8m (2'8"), there's plenty bridge deck clearance to give an easy motion, as long as you don't overload it. Engine access is behind the bathroom bulkhead and the two 29HP Yanmars have all their service points accessible. The saildrive legs have twin bladed folding propellers, to minimize drag. Batteries are three AGM 400 amp-hours for the house and a 700CCA AGM for each engine. Apart from the engine alternator, the large cabin top space can accommodate 2 x 125W Solar Panels coupled to a 40 amp regulator; plus, there's locker space forward for a generator.



SYDNEY HARBOUR TWILIGHT RACING

Australia and New Zealand Seawind dealer, Multihull Central's summer twilight race night was an ideal way to experience the new 1260, since I could measure it against its predecessor, the 1250 and of course other catamarans as well; remembering of course that this was a dedicated cruising boat plus one that was heavy with commercial charter gear such as life rafts. Leaving the tight confines of the Multihull Central's busy marina was the toughest test of the 1260, requiring it to spin around in its own length – simply done by pushing one throttle forward and the other one back, so no need for a bow thruster. Once clear, motoring along beyond the confines of Rozelle Bay we cruised under power at 7.0 knots with the Yanmar 29s running at 2,500 RPM but reached 7.6 knots when pushed to the maximum at 3,000RPM.

Out on the Harbour we met up with a mixed fleet of Seawinds – ranging from early 1000 models, 1160s and others – showing the history of this illustrious marque. Aboard the 1260, sail setting was easily done by going head to wind then

clicking the electric Lewmar to quickly hoist the mainsail, before the jib was unfurled; jobs easily done by even alone sailor, but we had plenty crew on hand. Our crew included dealer BrentVaughan, and 1260 owner Edward, who was keen to improve his sailing skills by testing them in a friendly racing environment.

The non-spinnaker social racing is ideal both for the camaraderie it engenders and the learning experience it gives new sailors like Edward, who has big plans. "Our dream is to explore the western Pacific eventually, and after five years of looking at boats we're sure we have the ideal boat," explained the Sydney businessman. Meantime, he and his wife are enjoying coastal hops up to Pittwater and generally getting used to the new 1260, he said. Exploring the capabilities of your boat is quickly done when racing, so after our crew trimmed the sails for our first windward beat, I noted 6.8 knots on the chart plotter at about 40 degrees in the 14-knot breeze as ten boats jostled around us, amid good-natured banter among the fleet. Tacking up the Harbour was easily done since the jib was self-tacking, allowing us to focus on our positioning as we rounded the top mark then eased sheets for the run back down. Interestingly, our speed was the same off the wind but if a large cruising chute was deployed this would have nearly reached double digits. Sitting out on the coaming allowed me to see the headsail telltales and there was sufficient feedback from the cable steering to make it a rewarding experience.

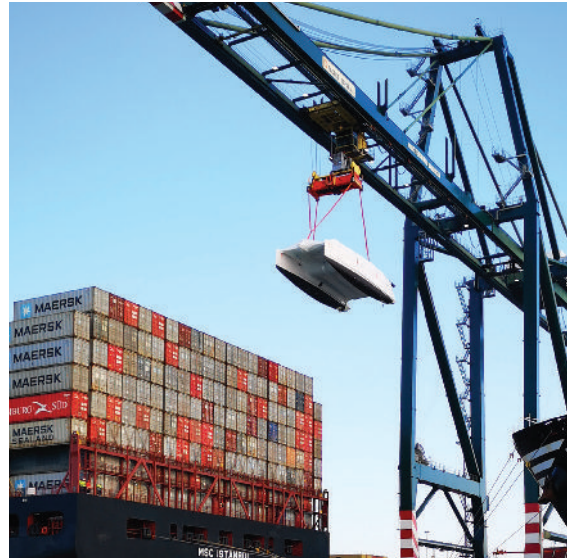
Another plus, in a hectic racing environment was the ability to see through the windows and across the decks on the Seawind 1260. This aided us in reaching a podium finish, which reflected both the crew's efforts and the obvious abilities of this accomplished Seawind, despite not having a genoa. There's no doubt that with a full sail wardrobe, the 1260 would do even better!

TECHNICAL SPECIFICATIONS	
Builder	Seawind Catamarans
Architect	Richard Ward/Seawind Catamarans
Overall length	12.45 m (40'10")
Beam	6.8 m (22'4")
Draft	1.16 m (3'10")
Displacement	8,240 kg (18,170 lbs)
Mainsail	69 m ² (743 sq ft)
Self-tacking jib	24 m ² (258 sq ft)
Genoa	60 m ² (645 sq ft)
Gennaker	66 m ² (710 sq ft)
Spinnaker	115 m ² (1,240 sq ft)
Bridgedeck clearance	0.80 m (2'8")
Steering Twin Helms	Cable steering
Diesel Sail Drives	2 x 29HP Yanmar
Fuel	480 liters (127 US gal)
Fresh Water	700 liters (185 US gal)
Price	€ 355,000 ex-tax



SHIPPING & COMMISSIONING A SEAWIND

By Jay Nolan



One of the big questions we get from new buyers is “How does shipping and commissioning work?”. We understand that it’s an area of uncertainty for them – it is not something that often comes up at boat shows, regattas, or on YouTube channels. Seawind buyers are often spread far and wide and across the globe, and thinking about the complexity of shipping their new boat probably invokes some trepidation. Likewise “commissioning” is a vague term that does not connect with a physical product that adds value on an options list or when tallying up a budget. But in fact the process is not as “deep” as it at first appears and there is great value in getting it right.

First, the shipping. And this is a fairly simple yes or no. Here is a breakdown of the options and how it works:

Shipping is possible to most locations – and if not the precise location, somewhere in close proximity to popular shipping locations, in the vast majority of cases. Shipping to popular locations such as Australia, the Med, or the USA, accounts for 80% of Seawinds produced. If you are shipping to one of those popular spots, Seawind starts to seek quotes about 6 weeks before your boat is completed. Prior to that date, carriers might not know where their vessels will be, and certainly don't know how full they are, so they tend not to even quote on your boat prior to that timeframe. Seawind has a huge number of shipping providers on call – your boat movement will be tendered out to dozens or hundreds of companies. So, the price offered is usually very competitive and you won't benefit from spending time hunting for shipping offers yourself. When we say “competitive” let's be clear – unless you are collecting a boat from our factory, or from another manufacturer in France or South Africa for example, shipping is somewhere in the price of any boat you buy. In many countries this is itemised on a final invoice because it falls into a different tax band for importation purposes. But even if it's not, it's in there somewhere as part of the base price or final price. Seawind doesn't add a mark-up to the shipping price. You pay the shipping fee straight to the provider – Seawind is not in the middle. We find that is the most efficient and economical solution for all: we are not seen to be profiting from your shipping and we know the price is competitive because we've tendered it far and wide and sought out the best price possible for your boat without any mark-up on the shipping cost. Seawind also seeks out shipping insurance options for you – sometimes from the carrier, or an independent provider. But your yachting insurance probably will not cover the shipping and we will help direct you to the right cover.

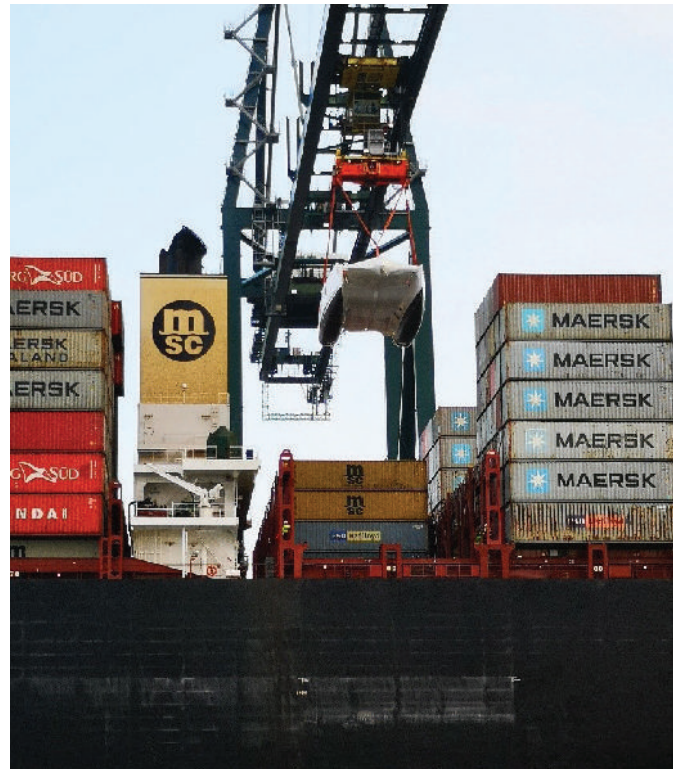
If you're not going for shipping, then the other option is a “factory launch”. This means we go straight from the factory door, to launching your boat in Vietnam and handing it to you there. It skips the part where your boat goes onto a ship... but nothing else. All other technical matters surrounding launching the boat still apply. So commissioning from this point is no different – more on the commissioning later!

HOW DOES SHIPPING ACTUALLY WORK?

There are two basic types of shipping available:

1. Carriage on container ship (bulk shipping)

This is usually the most cost-effective, and essentially sees your boat go as deck cargo.



2. Yacht-transport shipping

Which is either a lift-on, lift-off shipping similar to container shipping but without all of the containers on the vessel. Or, more likely it's a float-on, float off shipping where, as the name implies, your boat is towed onto the vessel on water, and the vessel drains and then sets sail. On arrival, the vessel is flooded again for your boat to be floated off.



COMMISSIONING

Now for the fun part. When your boat leaves our factory, it must make its way to the water for launch – as shown in the picture below:



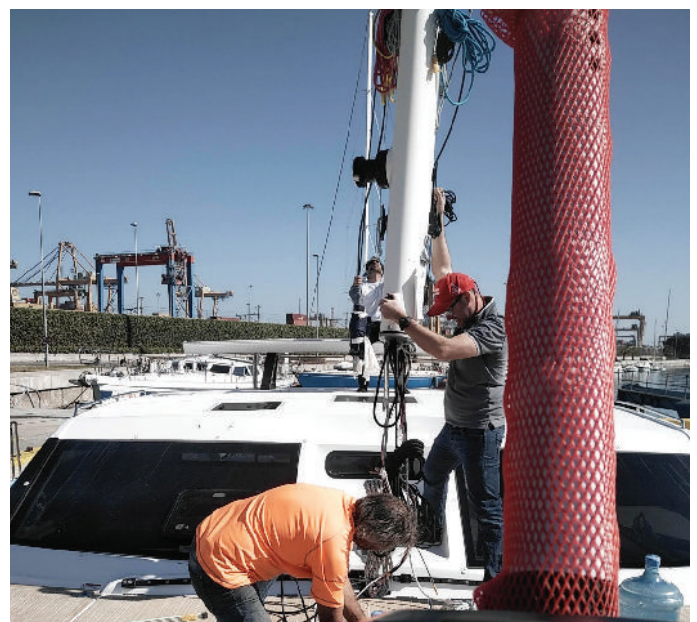
If it's on a ship, then it might be discharged straight into the water or to the dock side in the port. But from this moment on the commissioning process is the same. Seawind uses 3 locations in Vietnam for commissioning, depending on the size of the boat and availability of facilities at the ports. Because we do it so often, and pricing is fairly consistent in Vietnam at the time of writing “Local launch and Commissioning” is fix-priced at \$20,000 on our price sheets. Commissioning may be more or less expensive at overseas locations (your dealer or Seawind contact can give more details). If you have your heart set on starting sailing and commissioning in glamorous Porto Cervo, we can be absolutely certain it will cost more than \$20,000! But \$20,000 is generally the right number to budget on – the price in Vietnam is very much in line with the average. In broad terms this includes:

- Moving the boat from land to water*
- Engine trial: checking engines across all fluids, checking pumps inlets, outlets, and running the engines.
- Rigging the boat – including joining the mast, raising the mast, fitting the boom.
- Rigging the sails – including fitting the sails to the furlers (headsails), fitting batten cars to the mast for the main, attaching and rigging the bowsprit, attaching the main, and fitting the lazyjack system.
- Fitting electronics (electronics on the mast cannot be fit prior to raising the mast)
- Rigging the deck hardware and rigging the doors (for models with tri-fold doors)
- Assembling and fitting the dinghy (if ordered), and rigging davits.
- Checking and testing all boat systems (everything from deck wash to safety lines)
- Calibrating electronics.
- Testing sails for a second round of engine testing, and checking sails.
- Handover with the customer.

**unless already discharged to the water from a container ship, in this case it involves using a rib or tender to board from the water.*

Most of the above list is quality-checked and tested while your boat is in the factory – so that commissioning list includes some things being done for a second time. But of course, there are things that can only be done during the commissioning period (starting and transmitting the radar might be a good example). The customer is generally only present for the final handover stage. There are a number of reasons for this. Above all is safety – this commissioning period is probably the most dangerous time in the entire lifetime of your boat.

As you can see in the photos of us stepping the mast, great care is needed when lifting the joined mast, lifting the boom, and attaching the rigging. The last thing we want is even a small injury to one of our customers during the process. And we must admit that our team requires focus, and aren't really able to provide feedback on the process while in action.



The second part of the safety consideration is that buyers may not even be allowed into the port (on safety grounds). Usually, the commissioning location in Vietnam is within a part of the secured port and work permits are required for entry. It is not possible for the buyer to obtain those permits. Ports too are dangerous places to be, and most of the accidents in our industry happen there. Another reason is the high level of organisation required. The commissioning team will have hundreds of parts to fit, and they have an organisational process to stick to. Adding customers and their gear into the equation slows them down and adds more capacity for error.

HOW ABOUT THE HANDOVER?

Generally, this is a 3-day process, depending on the options fitted and their complexity. The first day is entirely filled with going through the boat with the buyer to make sure they understand how to run and troubleshoot each feature. That day ensures that the new owner did not miss anything by not being present while the boat was in the secure port or was busy for commissioning. The technical day might spill over into day 2 if many options have been selected. Day 2 will be spent sailing, with the goal being that the owner knows how to raise and lower, douse, or furl all of the sails. It's important to note that this differs from sailing training. Training brings a person from a lower to higher competence level in many or all aspects of sailing. But the commissioning sailing is from the point of view of making sure the owner understands how to sail a Seawind – this might be how the square-top mainsail works on a Seawind, or how the self-tacking jib works. It assumes that the buyer already has the requisite training to go cruising. It won't teach someone how to operate their VHF, or tack a sail. However, we do recognise that many owners are coming from ownership of monohulls, so we might spend time helping the buyer to understand the true and apparent wind data, how to use the lazyjack system, or operate an anchor bridle. Generally, the new owner(s) are on the helm and operating the sails with Seawind providing oversight and tips. Day 3 will be spent having a discussion about what worked and didn't work on day 2. Often that's things such as docking and departing the dock – things that are different on a cat to a monohull or are unique to a Seawind. And later in the day there will be some warranty items to note or parts to replace. With tens of thousands of parts on any Seawind, there will be some that fail or don't operate to manufacturer standards. So generally those things have been caught throughout the commissioning process, engine trial and handover stages and we'll go through those things on day 3 and identify how and when replacement parts will be delivered. Owners can then start to bring their personal items on board on day 4 after the formal commissioning has finished. In the case of a local launch, we'll be delivering spares or replacement parts on that day.



Shipping, and in particular the commissioning is a science, not an art. But every boat and every location are different. After all – in over 700 catamarans built, we are not aware of any two that have had the exact same equipment list. So as a buyer or owner it is important to keep an open mind and try to absorb as much information as possible, without being stressed about sticking to a minute-by-minute schedule. Like your future cruising plans, commissioning sometimes needs to respond to the weather. But you are in great hands with Seawind. We are not a high-volume boatbuilder, and we are attuned to our customers' wants and needs and try to respond where we are needed. So, don't let this be an area of worry for you, and don't hesitate to send us your deeper questions on the subject.



TOP 10 ON Instagram

Use these hashtags to find our community on Instagram: #Seawind #Seawind catamarans

#Seawind1000
#Seawind1190

#Seawind1000XL
#Seawind1160

#Seawind 1600
#Seawind1250

#Seawind1260

01

Sv Selkie

#Seawind
#Seawind1600
@svselkie



02

Venity yachts

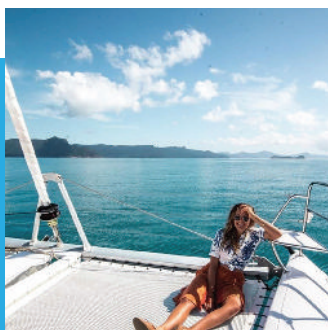
#Seawind
#Seawind1600
@venity_yachts



03

**Jervis Bay
Sailing
Charters**

#Seawind
#Seawind1600
#Seawincatamarans
@jervisbaysailingcharters



04

**Sailing
Reeve Crew**

#Seawind
#Seawind1600
#Seawincatamarans
@sailingreevecrew



05

Down to Berth

#seawind
#seawind1160lite
@downtobearth



06

**Sue & Peter
Lukim Yu**

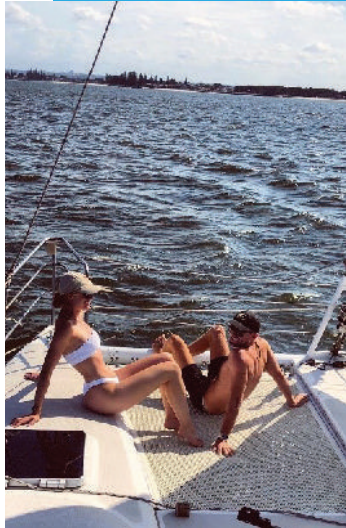
#Seawind
#Seawind1160
@sv_lukim_yu



07

Taya Brooks

#Seawind
#Seawind1000
@tayalucyy



08

**GodSpeed
Sailing**

#Seawind
#Seawind1260
#Seawindcatamarans
@godspedsail



09

David Roberts

#Seawind
#Seawind1600
#Seawindcatamarans
@david_roberts7



10

**West Coast
Multihulls**

#Seawind
#Seawind1260
#seawindcatamarans
@westcoastmultihulls





NEW OPTIONS FOR 2020

As new technologies develop, our customers are constantly coming across new and innovative products they would like to have installed on their new-build Seawinds. Where we can, Seawind assists its owners in the discovery, research and installation of these items, as we too like to future-proof our boats and the options we make available to our customers. So, let's take a critical look at some of the newest options Seawind is offering, along with their benefits and restrictions.



SARCA EXCEL ANCHOR

Part Number SW-OPT076

Sarca Excel No 7 galvanised anchor is a certified Super High Holding Power anchor; it has a cast filled ballast to ensure self righting, it is a new design of 70 percent convex, 30 percent concave, part of this concave being the cutting edges. With its combination of convex-concave design has apertures along the sides of its flukes, whilst the anchor is being set, these apertures allow water to be dragged through. This further aids the movement of compressed sea bed and assists the deep setting in hard mud or clay. These apertures work in reverse on retrieval and helps to bring up a relatively clean Excel on retrieval.

The steel Excel version has a stainless-steel cutting toe combined with a steel fluke. This toe is like the original Super Sarca toe in its shape, turned down giving instant penetration, it can be sharpened for weed or hard substrate types. As well, the stainless steel does not rust. All those features make Excel possibly the deepest diving anchor on the market that allows incredible performance regardless heavy weed or any other sea bed types.

Proven to perform over a wide range of varying sea floors, no scoop full of mud, no hoop makes it easy to fit our bow roller arrangements. This is making the Excel yet another winner, both designs are of convex design, this means excel with no lead, no ploughing is easy on the environment, plus you leave the mud behind.

Excel is not a plough anchor there are no plough sheers, in their place is what are called single plain concave flukes, this being the greater part of its concave arrangement. Rather than plough the substrate, this new fluke arrangement is designed to compress, then directs the material-substrate over the rear of the Excel, forcing itself deeper as more load is applied.

With its shank being of bisaloy 80 or equivalent the build strength from the number four anchor and up of the Excel is exceptional, the bulbous on the underside of the toe aids in the Excel turning through wind and tide changes.

FEATURES:

- Tangle resistant.
- Low centre of gravity self rights and keeps the toe hunting continuously to take advantage of the ocean floor.
- Full range of anchors have been tested for super high holding power certification.
- Unrivaled Holding Power

Available on: 1160, 1190, 1260, 1370, 1600





LIFT UP STORAGE BED

Part Number SW-OPT004

An easy to lift storage bed is an option that adds extra storage space without taking any more space inside your master cabin. The design provides a hidden space without taking the valuable area, frees up floor space and make the room more clutter-free.

Some lift-up mattress storage beds are actually quite complicated to open, and at Seawind, we are changing this. The bed allows you to access the storage on a regular basis. The mechanism should be swift and easy to open and close. So that is exactly what we created - an easy to lift storage bed.

Available on: 1600 only

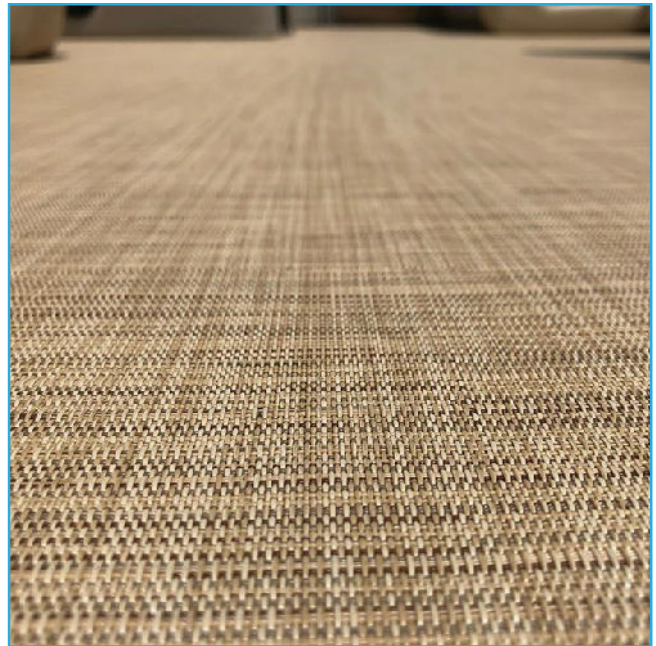
MARINE VINYL COCKPIT FLOORING

Part Number SW-OPT014

This foam-backed waterproof marine flooring by Infinity Luxury Woven (LWV) will help keep your cockpit clean and tidy. This makes it an ideal flooring for boat indoors and it reduces pressure on your heels when barefoot onboard and looks super classy.

The carpet is formulated blended synthetic fiber, custom made for marine use so the fiber is selected with the highest durable resistant level. Luxury vinyl flooring also reduces noises. In addition, our carpet is made waterproof, mold and mildew resistant, therefore inside of the boat will remain the new look regardless any type of damp. There is a variety of colours and styles to choose from suiting a wide range of tastes. With this wide range of luxury vinyl flooring, we've got the look you want.

Available on: 1160, 1190, 1260, 1370 (A similar option is available on the 1600 as part number #20171)



CARBON PARK AVENUE BOOM

Part Number SW1600-OPT001

Very simply, the wings of the carbon fiber boom extend outwards to catch the mainsail as it is lowered. Lazy jacks ensure that the mainsail is captured within the confines of the recessed area of the boom deck and hides the bulk of the sail when moored. The sail cover is fit to the inboard groove of the track system installed on the inside perimeter of the boom top.

Available on: 1600



B&G V60 VHF RADIO

Part Number 19525

SEE AND BE SEEN WITH INTEGRATED AIS

The V60-B integrates a Class B AIS transmitter and receiver, which not only receives AIS targets but also transmits your yacht's position to nearby AIS-equipped vessels. This helps other mariners to spot your boat through any conditions, day or night. A built-in AIS receiver monitors the position of other AIS-equipped vessels, helping you to proactively avoid collisions in crowded harbours and waterways. AIS information can be viewed on the radio's built-in screen, or overlaid on your chart or radar screen through a compatible chart plotter.

EXPANDABLE WITH WIRELESS HANDSETS

Add an optional H60 wireless handset to take your radio anywhere on board. Each handset duplicates your radio's display and controls, enabling remote access to all key functions. Up to two handsets can be connected to a single V60-B, and with multiple handsets connected your radio doubles as an on-board intercom.

MAN OVERBOARD (MOB) FUNCTION

Hold down the NAV/MOB button to drop a waypoint on your current location and the V60-B will enter MOB mode to show you how far away you are and where you need to steer to get back to the position of the MOB event. The MOB waypoint is also transmitted over NMEA 2000 to the rest of your network.

TRACK UP TO 5 BUDDIES!

The Track Buddy feature will automatically request the position of another VHF radio at set intervals. Simply enter the MMSI of the VHF into your contact list and start tracking! You will be able to see their position in any compatible chartplotter.

- Class D DSC approved VHF radio
- See and be seen with an integrated Class B AIS transceiver
- Integrated GPS receiver
- Removable fist mic supports front or rear connection
- Connect up to two wireless handsets
- Add an optional loudhailer or external speaker
- NMEA 0183° and NMEA 2000° connectivity
- Track up to 5 vessels with the 'Track Buddy' feature
- Use Navigation Mode to display speed and course
- Includes Man Overboard (MOB) function

Available on: 1600, 1370, 1260 and 1160



B&G AUTOPILOT REMOTE

Part Number 18224

Stay in control, wherever you are on board. Incorporating long-range Bluetooth technology for a range up to 30 metres, in a compact and lightweight package, the WR10 wireless remote works with B&G Auto-pilot systems to enable precise heading adjustments and autopilot control.

EASY TO USE

With just five buttons delivering comprehensive autopilot control, the WR10 strikes the perfect balance between a compact design and buttons large enough to be operated easily by any fingers in any conditions.

CONTROL OF YOUR YACHT FROM ANYWHERE ONBOARD

The design featured with Retro-fit accessory for B&G Triton and H5000 Pilot system and long range Bluetooth communications allow you to control your boat from anywhere on board.

LOW POWER CONSUMPTION

Loaded with low power consumption feature, this autopilot remote can be a sailor's best friend for the long day cruising trips.

Available on: 1160, 1190, 1260, 1370, 1600



HIGHFIELD CLUB CL360BLT- HYPALON

Part Number OP137052

Extra level of comfort for this double deck hulled dinghy that will keep your feet dry. The high quality finish and luxury look belies the fact that this range of tenders has been designed to work hard. A durable aluminium hull coupled with full length keel guards make these ideal for those beach-hopping days with friends and family.

The large weight savings achieved compared to equivalent GRP tenders means you'll enjoy impressive performance with smaller engines, and with excellent payload capacities, the Classic range really does offer a tender for everyone. The optional FCT console allows forward steering control for increased comfort and greater ease of navigation.

The hulls of the Classics are built of 2.5mm thick powder coated marine grade aluminium. The tubes are made of 1100 dtex coated fabric.

Available on: 1600, 1370




HIGHFIELD
aluminium boats


World's Number 1 Aluminium RIB Builder



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info@highfieldboats.com

 [Facebook.com/highfieldboats](https://www.facebook.com/highfieldboats)

 [Instagram.com/highfieldboats](https://www.instagram.com/highfieldboats)

TECH TALK


By Jay Nolan

FOLDING PROPELLERS

S seawind has been fitting Gori 3-blade folding propellers as the low-drag (folding or feathering) prop of choice for many years. And this is something to take very seriously – folding props cut propeller drag by up to 95% compared to fixed propellers, and on a catamaran with two, it's doubly important. Getting the choice of propeller wrong – even by just a few percentage points, adds up to real costs over long motoring miles.

Gori are widely respected as the premium option due both to their construction and technology. The first Gori folding prop was released in 1975, and the other manufacturers have been playing catch-up ever since. In terms of construction, the boss and blades are bronze, and the pins are stainless steel – so they're robust, but not unduly so. Bronze blades are a good thing. In an impact, aluminium and stainless steel props either sheer off, or are so strong as to put additional strain resulting in additional damage to the saildrive or transmission. Of course, an impact can still damage those things, but bronze offers performance while providing a little forgiveness in that (hopefully rare) situation.





So why do we fit them on Seawinds? That's down to the technology side. The complicated mathematics and turbulence are widely regarded as the most difficult mathematical fields, works. Gori got the fundamentals right. But they're the cruisers' choice now due to a key advantage: overdrive. The blades on a Gori have a 3-way gearing system. The first two are forward and reverse and forward functions as you would expect from a propeller – in the conventional position you see on an aircraft prop, or roughly the natural position of a fixed prop. In reverse, the blades rotate around in their own individual axis so the leading edge of the blade spins in the correct direction for reverse. This is like asking a planetary satellite to start orbiting the other way (if it were possible) – the blades spin like you would need to rotate the solar array on the satellite, and it goes the other way around. The key advantage for us is that 3rd gear – overdrive. In this position, you can think of the blades being extra pitched forward – as if they are arms hyperextended forward toward the bow. Under motor in overdrive position, efficiency is increased up to 20% in good conditions. That's a big, big thing for buyers of Seawinds who make big crossings, live aboard, and who understand the stress of running low on fuel.

It sounds like we just wrote the blurb for Gori's next brochure, right? Not so fast. That efficiency comes at a cost: stopping distance. While in a former life this writer worked at a magazine that tested folding propellers under strict controls (as scientifically as possible). Props were fitted to

an identical boat and tested for sailing drag, motoring efficiency, stopping distance from a set speed, "prop walk", and many other factors. Gori came in dead last for stopping distance. From a speed of 6 knots, Gori props took 11 seconds to stop the boat dead. The best props did it in 7.

So, what does that stopping distance sacrifice mean for Seawind? Not very much in fact. Seawinds have two engines, and two props. Tests on props tend to be conducted on monohulls, and real-world experience counts doubly over any test. We also tend to have punchy engines – often overpowered compared to our competitors. So close quarters manoeuvring is not an issue. Further, we want our boats to motor long distances on one engine where possible – hence the uprated engines, and the overdrive efficiency feels like doubling up on fuel savings. You might make an argument for fitting a different prop, or even a fixed prop to one of our larger day charter boats.

But even then, it would only be in the situation that those day charter boats are making close range point-to-point runs and prioritise turnaround time and busy harbour manoeuvring. They, too will appreciate motoring efficiency when they go out in little or no wind. So, when it comes to manoeuvring your new Seawind, you'll find no noticeable problem with reverse speed or stopping speed. And if you've had a Seawind with a fixed prop or another brand before, you will quickly adapt. But that's not all when it comes to manoeuvring. One often-overlooked characteristics of Gori's: they deliver best-in-class performance in terms of "prop walk". This is the phenomenon of shimmying to the side when engaging forward gear and adding revs. That's a real thing on catamarans like ours with 2 props. Not all Seawinds have counter-rotating propellers (this is just starting to roll out in our range of Yanmar drives). So shunting a cat into drive heavy-handedly will often give you the unwanted kind of kick. And while it's a smaller detail, it's yet another factor adding up to making the Gori the prop of choice for Seawind.

The talk around props is at best a mystery for most buyers, at worst a dark art. If you have any questions, contact Seawind Customer Service before your boat enters construction.

NOT ALL FOLDING PROPELLERS ARE ALIKE

ONE BRAND
STANDS OUT
FROM THE REST

- Superior stopping power
- Lowest drag of all

Proud supplier to
Seawind Catamarans
for more than 20 years



GORI PROPELLER

experience the difference

www.gori-propeller.com

GORI Propeller design and manufacture the world's most efficient and manoeuvrable folding propellers for yachts.

OUR FAVOURITE BOAT REVIEW YouTube CHANNEL



" We have decided to sail the world. Yep, like many others. We sold up, rehoused the cats (that was such a wrench, we loved those cats) and moved onto a boat! We are now sailing around the globe, filming our adventures and making some sweet videos. We hope you like what we do!"

Nick & Tyresa

121k



SUBSCRIBERS



Nick and Tyresa are living it up to the decision to sail and travel the world. Throughout the years, their lives are full of enjoyment by traveling to many countries and making new videos to share their adventurous cruising experiences. Their YouTube channel currently has over 238 videos and releases a new video every Tuesday.

Their channel has been voted as our favourite boat review channel because of the genuinely useful information shared in their videos. Sailing Ruby Rose has provided great inspiration spread all over the sailing community and those who would like to change their lifestyles.

Nick and Tyresa are welcoming a new home to their amazing cruising life. They have been reviewing many cruising catamarans to find themselves a worthy catamaran. Seawind models were evaluated as their favourite yachts. More than 5 videos reviewing Seawind models have been published in their channel with wholesome information and detailed explanation.

For those of you who might be considering adapting a change of lifestyle with a Seawind, Ruby Rose Sailing can be considered a great reference source.

OUR FAVOURITE SAILING COUPLES'



How does it feel to live on a boat for years? What is it like out there when you are 800 miles away from the shore? Is it expensive to sail around the world?" – Many questions have been pondered about sailing life, especially with your loved one. We hope you can now easily find the answers by enjoying the virtual vacations with these 5 YouTube sailing couples. More stories about glorious cruising lives are being shared to millions of viewers and to those who want to become more prepared for a life at sea.

01



TULA'S ENDLESS SUMMER

135K SUBSCRIBERS

Another great channel of a young couple, Billy and Sierra, who are both into water and everything to do with the ocean, including surfing, paddling, swimming, kiting, spearfishing, etc. Oh, and their dog, Jetty, seems to love the water, too. They have sailed up and down the east coast, all of the Bahamas and through the Caribbean. Check out their fantastic journey with their "Tula's Endless Summer" Youtube channel of current 440 videos.



02

THE O'KELLY'S

53.5K SUBSCRIBERS

Their channel is about cruising aboard on a catamaran. Nick is a meteorologist and pilot, so they may be talking a bit about that as it relates to sailing. Megan is a seamstress and has her own channel where she shares her projects and other passions. Their channel has more than 111 videos with varied topics from sailing techniques to reviewing boats and sharing cruising life experiences.



03

LEARNING THE LINES

78.4K SUBSCRIBERS

Jordan and Randi are a passionate couple who love making videos about sailing life. This is a channel for sailors and/or people thinking about becoming sailors to be able to watch and learn as they go from knowing very little about sailing and owning a boat to world cruisers. Their channel is now hosting more than 150 videos. New video is released in their channel every week.

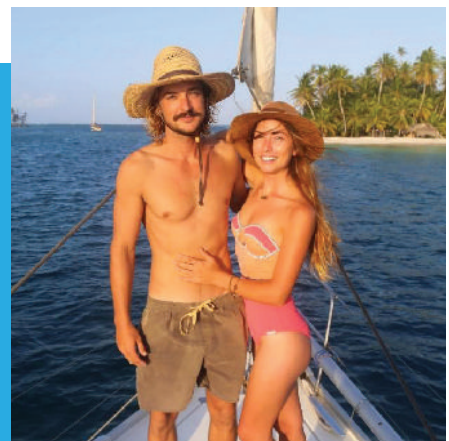


04

SAILING LA VAGABONDE

1.48M SUBSCRIBERS

An Australian couple with the intentions of circumnavigating the globe by yacht. Initially having no clue of how to sail, they have now sailed over 30,000 nm through the Mediterranean, Atlantic Ocean, Caribbean, Panama Canal and Pacific Ocean. They started making movies to share our adventure with friends and family back in Australia. They keep sharing their adventures with the world by making 1 video every week.



UNDERSTANDING HULL SHAPE

By Antoine Richer

THE BASIC PROCESS OF DESIGNING A HULL SHAPE

The first step a Naval Architect must undertake in designing a hull shape is to know and understand the brief of the catamaran. Typically, a catamaran can be placed into one of 3 categories, either it is designed for chartering, cruising or no-compromised performance. The basic inputs needed before starting are the designed weight (see *Weight table) and the center of gravity (longitudinal). A quick benchmark of similar-sized catamarans will give us an approximate start weight of the vessel. The center of gravity location is approximated at this stage as we rarely have a weight table until further into the design process.

Initial Inputs:

1. **Design program**
2. **Total Loaded Displacement**
3. **Longitudinal location of the center of gravity**

The design process, for the hull and the rest of the boat is all about loops, working a little bit on the weight study, hull design, general arrangement, understanding the production capability... and then coming back again and again by refining the design and numbers progressively throughout the project. Ideally all the aspects of the boat have to be thought through at the same time.



BOAT DESIGN PROCESS



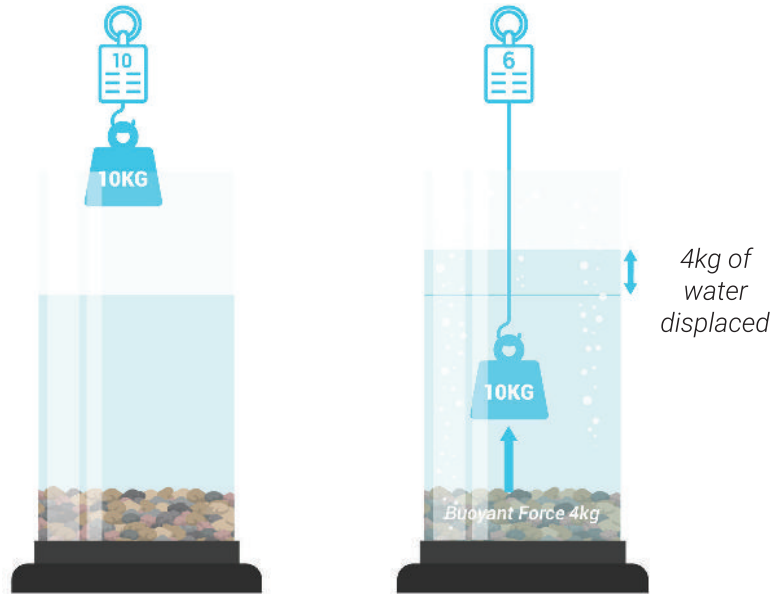
Longitudinal location of the center of gravity

WEIGHT TABLE LOA= 11.600 M Δ (LCB/CG) -0.125	TOTAL WEIGHT (KG)	% DSPL	X/ FP (M)	Z/ DWL (M)	Y/CL (M)	% LOA
COMPOSITE PARTS	961	13.30%	5.87	1.06	0	50.60%
COMPOSITE HULL	1807.1	25.00%	4.62	0.39	-0.01	39.80%
COMPOSITE ROOF + DECK	1351.1	18.70%	7.28	2.35	0	62.80%
COMPOSITE STRUCTURE	132	1.80%	4.88	0.67	0	42.10%
EXTERIOR FURNITURES	74	1.00%	3.58	1.72	0	30.90%
INTERIOR FURNITURES	195	2.70%	5.51	0.26	0.18	47.50%
ENGINES AND PROPULSION	225	3.10%	5.25	1	0	45.30%
ELECTRONICS	353	4.90%	4.14	1.71	-0.34	35.70%
PLUMBING	154	2.10%	4.04	0.52	0.08	34.80%
EQUIPMENTS	256	3.50%	3.82	1.35	0.37	32.90%
TOTAL WEIGHT	7239	100%	5.195	1.518	-0.001	44.80%

*Weight table

THE BASICS OF HYDROSTATIC AND ARCHIMEDES PRINCIPLES

Before going into more details, we need to understand how hydrostatics work. Archimedes stated that 1 cubic meter submerged under water displaces equivalently roughly 1 ton. Meaning that for an average 40-footer with a weight of 10 tons, the below waterline portion of the hull shall displace 10 cubic ometers of water



*Therefore this 10kg object displaces 4 kg of water.
It feels like it only weighs 6 kg underwater.
(The volume of the object is 4 liters)*

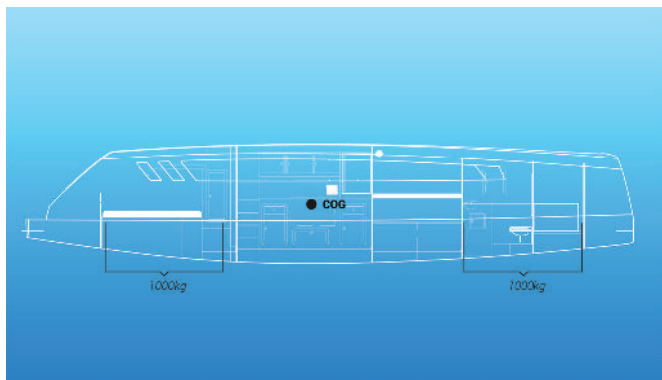
The volumetric center of the shape of the underwater part of the hull, otherwise known as the center of buoyancy (COB), will inevitably line up with the boat's center of gravity (COG). If the center of gravity moves forward of the center of buoyancy, the boat will sit bow down and vice-versa. If the hull is designed to carry 10 tons but loaded at 12, it simply means that 2 more cubic meters of hull are submerged below the water, increasing both drag and draft. In this event the catamaran no longer floats on "her designed lines" anymore. Generally, this is detrimental for the performance and sea keeping.



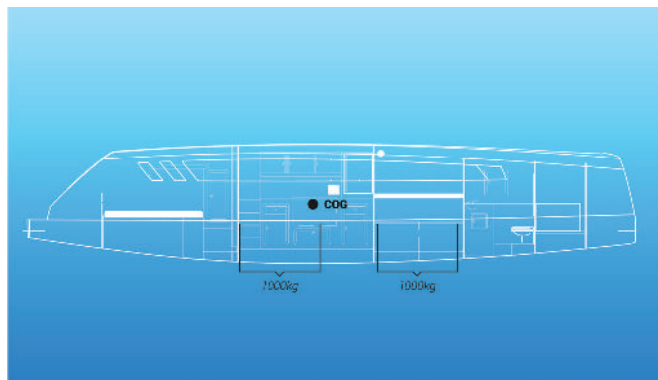
Static position

Weight location: 2 boats can have the same center of gravity, location but one can have the weight located nearer the COB and the other one located further fore and/or aft.

The center of gravity of the two is the same, but the catamarans motion through the water and waves will be different. The first boat will have quick reactions on pitching and will come back on her lines faster. On the other hand, a catamaran which has its weight distributed farther from the COG will have slower, more drawn out motion which can exaggerate the initial pitching effect - this is sometimes referred to as “hobby-horsing”. Preferably we want to have the weight centered as much as practically possible.



Weights distributed far from COG



Weights distributed close to COG

HULL SHAPE

Depending on the approach, the hull shape is either a result of the boat weight (fitting a hull around a predefined interior) or it is the starting point of the design process. The design brief is the starting point of the design and from that different characteristics and design touches will be applied to the hull shape to make it as efficient as possible.

In the context of great catamaran design, the word “performance” does not only refer to speed, but also relates to the ride comfort in various sea states, the sea keeping behavior (design safety) and the capability to match the vessel brief.

CHARTER CATAMARAN	CRUISING CATAMARAN	PERFORMANCE CATAMARAN
<ul style="list-style-type: none"> - Large & Deep hull - Increased displacement - More wetted surface area (friction drag) - Strong rocker & rounded section 	<ul style="list-style-type: none"> - Narrow & Shallow hull - moderate displacement - Less wetted surface area (friction drag) - Gentle lines (rocker and waterlines) 	<ul style="list-style-type: none"> - Narrow & Shallow hull - Low displacement - Less wetted surface area (friction drag) - Straighter lines (rocker and waterlines)
<p><i>More drag and slower speed but more comfort, interior volume and carrying capacity</i></p>	<p><i>A compromised balance between performance and volume, with high focus of safety</i></p>	<p><i>Less interior volume, higher speed</i></p>

The ratio of hull depth to hull beam is an important ratio that has to be kept consistent, if - to increase carrying capacity the hulls need to become wider, to remain as efficient as possible it should also become deeper. Unfortunately, many builders fail to address this, specifically smaller yards who fail to complete thorough hull analysis studies prior to entering production.

A skinny and deep hull will have high skin friction drag. The same is true for the opposite, for the same given displacement if the hull is wide and shallow it may negatively increase form drag.

For instance, a narrow and shallow hull, which would be fast in light airs when stripped of all heavy luxuries would quickly lose its performance when excessively loaded as it will quickly become a narrow and deep hull, which as we have now highlighted is not optimum for performance.

Tip: The quickest way to increase boat speed
The first thing to make a hull shape fast is to focus on reducing weight as it will directly influence the immersed volume and the wetted surface area. This can be done at the design stage, while building or even after years of sailing. You can try to remove unnecessary equipment and spares, buy less options, or choose lighter equipment, e.g...choosing carbon spars instead of aluminum.

HULL SECTION SHAPE

The best compromise for wetted surface area and weight carrying ability is the semi (half) circle. However, the flat sections found on fast modern catamarans will promote vertical lift (at the expense of wetted surface area at low speeds). Vertical lift is a dynamic lift, it is generated and increases effect with water flow speed. This is why you will never see a low-speed cruiser with flat sections, because with low boat speeds, this shape is not optimum. The charter catamaran, for instance, will not reach the necessary speeds to make vertical lift beneficial. It is, therefore, preferable for slower boats to optimize the wetted surface area.

The benefit of vertical lift is first and foremost to elevate the hull and therefore to reduce drag proportionately as the speed increases.

HULL ROCKER AND WATERLINE

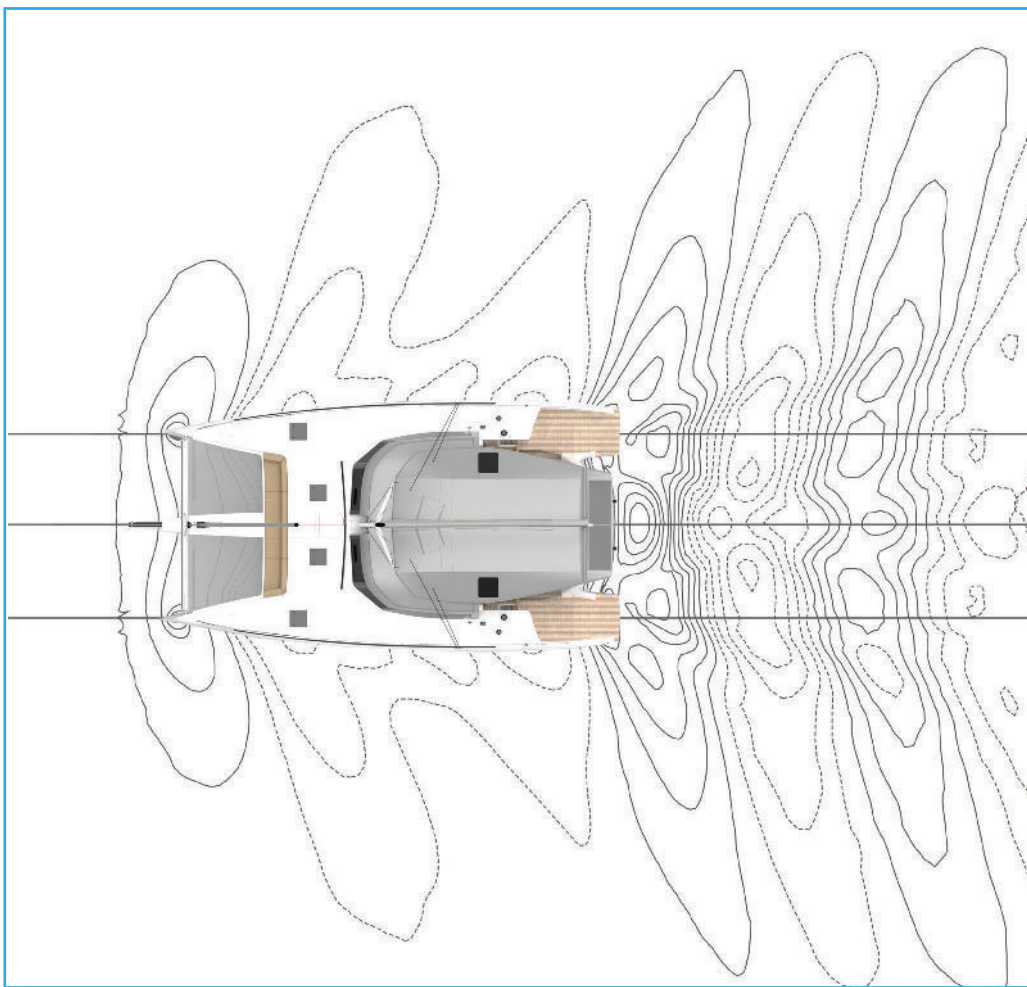
A hull with a pronounced rocker, rounded waterline and transom above WL will perform best at low speeds and the performance shall typically be less affected when loading the boat with heavy gear. The flatter rocker hull shape will reduce the pitching moment and make the reaction quicker and more comfortable. Reducing pitching will also result in greater airflow over the sails.

HULL AFT ROCKER

The aft rocker will play on counterbalancing the pitching moment of the sail forces and the hull drag. Aft rocker should not exceed 7 degrees, as above this number the water flow gets too turbulent and a drag effect is created. Aft rocker works following the Coanda effect, excessive rocker brings the transom down. The rocker will have a greater influence if the sections are flat.



How the aft rocker counter affects the pitching moments thanks to Coandar effect.



Waves interference

SUBMERGED TRANSOM

The transom stern waves are influenced by the aft rocker and by how much the transom is below the WL. Depending by how much it is immersed it will affect the lift and the drag (wave creation/resistance). The higher the froude number is, the more it can be immersed, for example, on a high speed power catamaran, the rocker/keel line is straight from the max hull depth to the transom, therefore the transom depth is equal to the maximum draft to maximize the lift of the planning surface.

HULL INTERFERENCE

The closer the two hulls are to each other the greater the drag induced on one another is. This effect is caused if the wake created off each hull comes into contact with each other under the wingdeck of the catamaran.

PRISMATIC COEFFICIENT (CP)

Prismatic coefficient is a measure of the fullness of the hull, the higher this number, the better for a performance catamaran. A higher C_p increases drag at low speeds, which is why a high C_p was once considered a negative design character. But at speeds above planning speed drag decreases on a high C_p boat relative to one with a low C_p .

PERFORMANCE VS COMFORT VS PRICE

COMPROMISE FINALLY EXPLAINED

Depending on the program of the boat, the brief will vary a lot from one shipyard to another. For a performance cruising catamaran the hull shape should be designed first, with a strong focus on weight optimization. The general arrangement is taken into account but it is knowingly done so at the compromise of performance. Meaning less interior volume, for greater performance gains.

However, with the design of the typical charter catamaran where the interior volume is the most important design consideration, the bed width and the GA is decided first by the marketing team of the company and the naval architect who designs the boat has to adapt the hull according to these layout requirements.

The two are a totally different approach, neither is right nor wrong. The choice simply comes back to the intended brief of the project.

SEAWIND 1600

PERFORMANCE
WITHOUT
COMPROMISE



“ This is a big, powerful, luxurious boat - and we intend to do a lot of long ocean trips. Doing long offshore miles, this is a perfect boat to get us there quickly, safely and in comfort. ”

Andrew Stanning, Seawind 1600 Northstar

Designed for extended ocean crossings, the Seawind 1600 has all of the cruising practicality you would expect from a new Seawind, but delivered on long, fast, performance hulls. The carbon and Kevlar reinforced hulls with collision bulkheads are both stiff and safe. High aspect deep retracting daggerboards performance and practicality -this boat tacks easily and is a nimble performer, but has a minimum draft of only 54cm with the foils raised. Poise is combined with power in the shape of a 23-metre rig and relatively larger sail area, providing a power to weight ratio to reel off long miles, but man- aged with simple sailing systems.

ELEGANT STYLING WITH REFINED FINISHES

The Seawind 1600 carries an exclusive interior full of the elegant finish work expected of a true thoroughbred sailing yacht. A delightful light-oak interior oozes Italian style, while the teak interior option offers classic styling many offshore cruisers love. The chic grey of the oak interior contrasts well with the modern walnut floor timbers. Soft LED lighting and quality sound system enhance the carefully planned atmosphere aboard.



Overall Length	51' 8" / 15.74 m
Waterline Length	51' 6" / 15.70 m
Beam	25' 10" / 7.9 m
Max. Draft	8' 6" / 2.6 m
Displacement light weight	28,600 lbs / 13,000 kgs
Underwing Clearance	2' 4" / 0.8 m
Fuel	200 US gal / 750 litres
Fresh Water	155 US gal / 600 litres





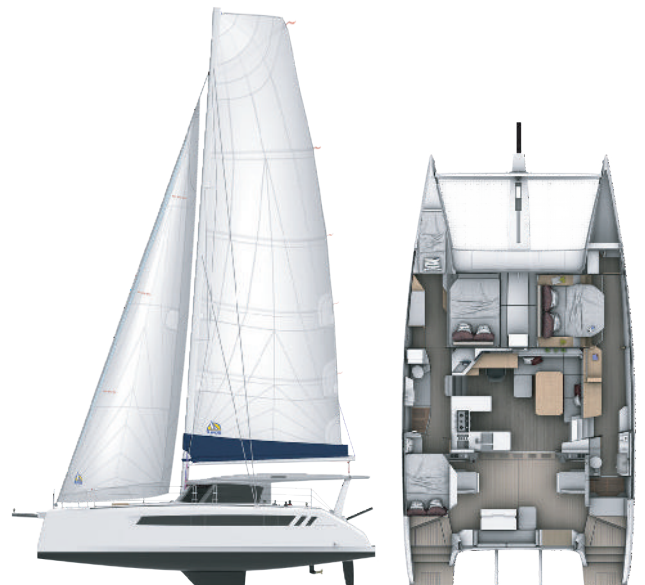
SEAWIND 1370

THE PERFECT BALANCE OF PERFORMANCE & SAFETY

The 1370 strikes the perfect balance between performance and safe, comfortable sea keeping. Weighing in at only 11 tonnes, the 1370 is very light and nimble for a significantly spacious 45-footer, but crucially the 1370 is capable of being heavily loaded with only the minimum of impact on performance. Countless hours have been invested in Computational Fluid Dynamic (CFD) studies in order to discover the best balance of speed, and comfort under sail enabling Seawind to favour robust systems such as mini keels and spade rudders whilst not sacrificing on performance. The Seawind 1370 sails high, and sails fast offshore.



Overall Length	45' / 13.7 m
Beam	24'11" / 7.6 m
Draft	4'3" / 1.3 m
Displacement	24,250 lbs / 11 tonnes
Diesel Saildrives	2 x 40hp Yanmar
Fuel	155 US gal / 600 litres
Fresh Water	155 US gal / 600 litres
Sail Area	1,248 sq ft / 116 sq m



SEAWIND 1370 SMASHING SALES AT SEAWIND

By Thi Pham

“The Seawind 1370 is a generational step forward in catamaran design – though we are not going to stand still. There will be more new models to come in the following years. And we wish to bring the Catamaran community even more great adventure boats using our Australian boatbuilding heritage. ”

Shane Grover

Seawind’s Sales and Marketing Director



The boat is built to deliver a perfect balance between performance and liveaboard cruising comfort.

NEW MODEL SEAWIND 1370 BREAKS RECORDS WITH HUGE NUMBER OF HULLS SOLD

Seawind has hesitated to celebrate 2020 – a year full of surprises bad and good. But cruising and even inshore boating appear to have become more and more an attractive way to take holidays while enjoying travel. The appeal of enjoying the outdoor environment while minimizing interactions with crowds and busy mainstream travel has hit home for Seawind. Fortunately, being based in Vietnam where the Covid-19 situation has been well controlled by the authorities, we have largely been unaffected in terms of both our production schedule and development plans.

In early July 2020, we released the video which brought exciting news to the Seawind community - our new model, the Seawind 1370 was announced and unveiled. The Seawind 1370 is designed through a collaboration of Seawind Founder, Richard Ward, and French Naval Architects, at Yacht Design Collective, and is built using advanced lightweight composites and vacuum infusion technologies. The boat is built to deliver a perfect balance between performance and liveaboard cruising comfort. And so, designed to reel off long ocean miles at ease, she has become the market leader for couples seeking to sail around the world. We received no less than 37 orders within the first month. The Seawind 1370 is a true greatest hits parade of the last 10 years of catamaran design. She has got the truest of Seawind DNA –the folding, opening doors, along with the advanced saloon design seen on our glamorous Seawind 1600. The hull shapes are fast, while having the requisite storage space modern cruisers desire.

CORSAIR
™
MARINE
INTERNATIONAL



The mission of the Corsair 880 is simple: To provide sailors of all skill levels the opportunity to trailer a boat across the continents, be comfortable and sail at effortlessly fast speed.

**EFFORTLESSLY FAST
PERFORMANCE SAILING**



EFFORTLESS FOLDING



EASY 45-MINUTE SETUP



UNBEATABLE RELIABILITY

CORSAIR880
BY CORSAIR MARINE

www.corsairmarine.com



SEAWIND
1260
A COMFORTABLE
INDOOR/OUT DOOR
LIFESTYLE

“Bullet. Proof. We have done a lot of coastal and offshore sailing and the boat has performed flawlessly. Fast, safe and no hesitation in recommending one.”

Brett Hodder, Seawind 1250 Winds of Change

The Australian indoor / outdoor, open lifestyle is entrenched in this new design, with an unbeatable living area complimented with brilliant natural ventilation, protected cockpit lounge, and social helm seats putting the skipper in control as well as in the conversation. Best of all, you can enjoy what many cats compromise on...“visibility” for the skipper and crew, with 360 degree views from the helm and saloon seats all within the protection of the fiberglass coachouse and targa roof.

BUILT TOUGH FOR SERIOUS SAILORS

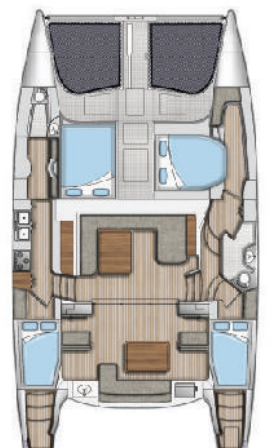
The 41ft 1260 is Seawinds’ ultimate mind-sized ocean cruiser, Seawind designers have made no compromises in safety, strength and offshore performance. This comfortable yet robust cruiser is the first and foremost world class oceangoing yacht, placing practicality, ergonomics and construction strength above all else.



"In 12kts of breeze when many other boats are motoring the 1260 will easily do better than half wind speed."

Andrew Crawford

Overall Length	41 ft / 12.45 m
Beam	22' 3" / 6.8 m
Draft	3' 8" / 1.16 m
Displacement	18,077 lbs / 8.2 tonnes
Underwing Clearance	2' 6" / 0.80 m
Fuel	126 US gallons / 480 litres
Fresh Water	185 US gallons / 700 litres



SEAWIND 1190

ADVENTURE AWAITS
GO ANYWHERE WITH
THE NEW 1190



"I liked the boat immediately. It's simple, but it's sincere. It's real. And it would be a fast, awesome coastal cruiser."

-Ed Sherman, Cruising World

S seawind proudly brings to you the new 39 foot Seawind 1190. Released a good two seasons after the more performance oriented Seawind 1190 Sport, the 1190 has been developed to meet the continuous cries from multihull cruisers for a great shallow draft blue water cruiser, capable of entering protected waterways or for the occasional beaching.

The 1190 supports an identical fitout and sail plan as the 1160 however benefits from the lengthier hulls and retracting daggerboard and rudders the 1190 is so often envied for. While the 1190 lacks the carbon construction and increased sail area of the sport it does so with focus on this boats true calling; cruising versatility.



Overall Length	39 ft / 11.9 m
Waterline Length	37 ft / 11.3 m
Beam	21' 4" / 6.5 m
Draft	1" 9" – 6" 9" / 0.6 -2.1 m
Displacement	13,227 lbs / 6,000 kgs
Underwing Clearance	2' 4" / 0.73 m
Fuel	71 US gallons / 270 litres
Fresh Water	185 US gallons / 700 litres





SEAWIND 1190 SPORT

THE PRODUCTION
CATAMARAN FOR
PERFORMANCE SAILORS

For the home run we unfurled the screecher from the carbon bowsprit as I turned down to 120 degrees apparent wind (with true at 18kts) which boosted the 1190 Sport's speed to 11.2kts; and allowed her to earn her 'sport' moniker. It's a boat that definitely rewards experienced sailors, which is exactly how a sports version should be; so well done Seawind.

The Seawind 1190 Sport offers all the advantages of a modern sport catamaran without losing the ability to also perform as a long distance cruiser. Optimized in collaboration between two of the industry's leading multihull designers, the 1190 Sport has been developed for sailors looking for performance without compromise on comfort or range.



DAGGER BOARDS AND RUDDERS

Improved pointing to windward (5-7 degrees), reduced drag and light, responsive steering

POWERFUL RIG

Tall double spreader rig allows for a higher aspect mainsail and jib.



CARBON REINFORCEMENTS

Extensive use of carbon fibre in high load structural areas, increasing stiffness and reducing unwanted weight.

SYNTHETIC RIGGING & SAFETY LINES

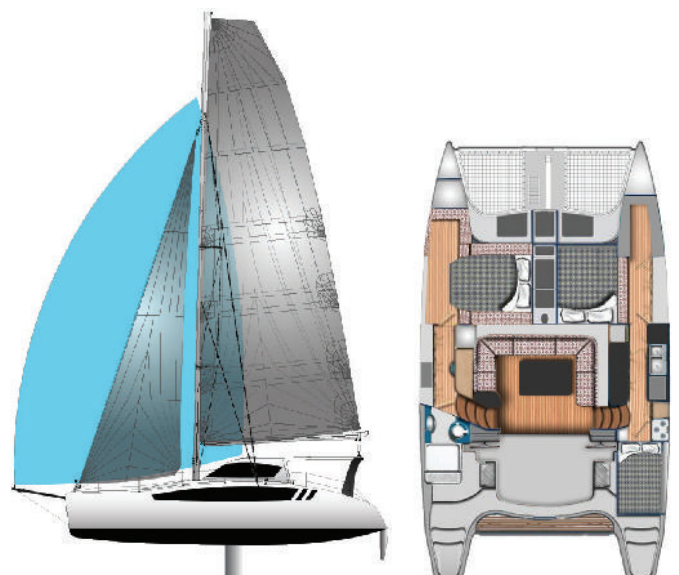
Racing spec Dynux synthetic rigging, reducing weight aloft.



OUTBOARD ENGINES

Reducing weight and drag, twin 20hp outboard are standard. Added benefits include reduced maintenance and associated costs.

Overall Length	39 ft / 11.9 m
Waterline Length	37 ft / 11.3 m
Beam	21' 4" / 6.5 m
Draft	1" 9" – 6" 9" / 0.6 -2.1 m
Displacement	13,227 lbs / 6,000 kgs
Underwing Clearance	2' 4" / 0.73 m
Fuel	71 US gallons / 270 litres
Fresh Water	185 US gallons / 700 litres



SEAWIND 1160

LIVE, EXPLORE
AND DISCOVER
WITH AN 1160



*“What more could you want in a boat?
She’s fast, comfortable, huge shower.
Just a wonderful boat to go away on.”*

*Mark Ridsdale,
Seawind 1160 Lite Reality II*

The Seawind 1160 design is the perfect balance of ergonomics. With all of the comforts of luxury comfort, safety, and short-handed sailing apartment, you can easily live aboard as a couple or family, but sail singlehanded in safety and speed. The only 38-foot catamaran built to reach unlimited destinations found only by sea. The Seawind 1160 Lite is an evolution of the award winning Seawind 1160. Proven as one of the most versatile multihulls on the market, the 1160 Lite is furnished with a modern interior and is ideal for both family cruising or single handed sailing in all conditions.

The Seawind 1160 Lite has a sleek new interior design and fitout, with lightweight and stylish timber-effect laminates and a contemporary colour palette. The upholstery is modern, angular, yet practical, with a range of hard-wearing interior fabrics to choose from. The layout offers incredible of space, with a unique open airflow from the cockpit into the saloon and down to the cabins and a forward wet locker. With 360 degree views and plenty of natural light down below, you have a great vantage point from any angle on this design.



Overall Length	38 ft / 11.6 m
Waterline Length	37 ft / 11.3 m
Beam	21' 4" / 6.5 m
Draft	3' 6" / 1.1 m
Displacement	14,300 lbs / 6.5 tonnes kgs
Underwing Clearance	2' 4" / 0.73 m
Fuel	71 US gallons / 269 litres
Fresh Water	185 US gallons / 700 litres





SEAWIND 1160 RESORT

AN UNFORGETTABLE GUEST EXPERIENCE

The Seawind 1160 Resort is tailored to the needs of commercial operators who require a safe, cost effective yacht which also provides maximum comfort for guests. Ideal for dive operator, whale and dolphin watching, or simply taking tourists to explore coral reefs and sheltered sandy bays. The Seawind 1160 Resort is built to last, while being stylish and comfortable - completely reinventing the day charter concept. This yacht will add a new dimension to your business with the aim of retaining guests year after year.

A LIFE - CHANGING INVESTMENT

Passenger capacity relative to the length of a day charter boat is the critical metric when it comes to optimizing earning potential. At 38 feet, the 1160 Resort day charter catamaran safely carries up to 43 passengers, delivering optimum returns!



Whale & Dolphin watching



Eco Tourism



Lunch & sunset cruises



Dive & snorkel



Parties



Overall Length	38 ft / 11.6 m
Waterline Length	37 ft / 11.3 m
Beam	21' 4" / 6.5 m
Draft	3' 1" / 1.1 m
Displacement	15,432 lbs / 700 kgs
Underwing Clearance	2' 4" / 0.73 m
Fuel	48 US gallons / 182 litres
Fresh Water	108 US gallons / 410 litres

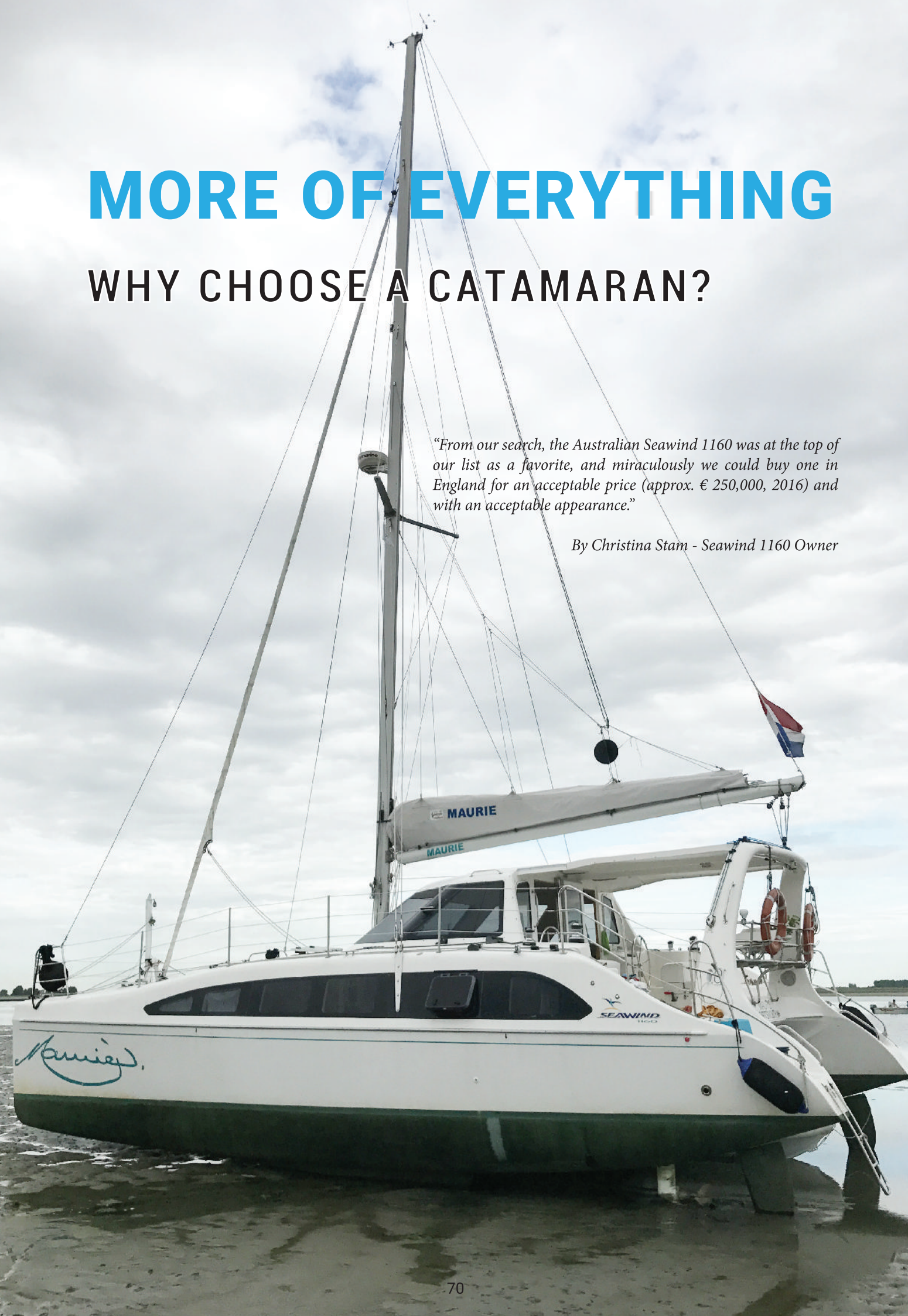


MORE OF EVERYTHING

WHY CHOOSE A CATAMARAN?

“From our search, the Australian Seawind 1160 was at the top of our list as a favorite, and miraculously we could buy one in England for an acceptable price (approx. € 250,000, 2016) and with an acceptable appearance.”

By Christina Stam - Seawind 1160 Owner



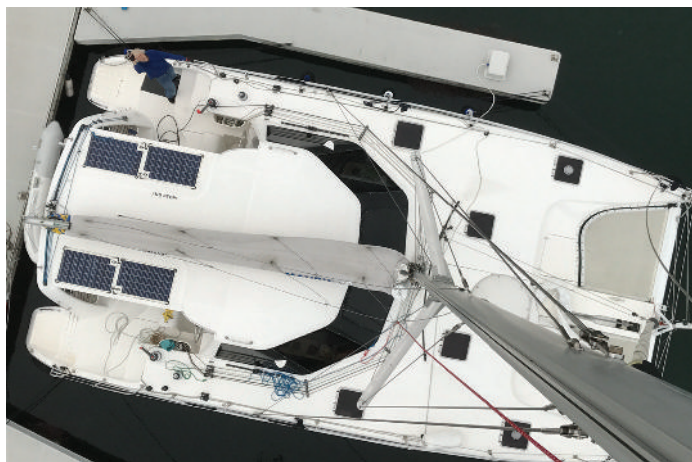
After 30 years of sailing in our 8.5-meter monohull on the Mediterranean Sea and in the Netherlands, we decided that we wanted a larger boat. And with a number of features that we missed in our old faithful boat, such as speed, drying out, deck house with views all around and standing height. We visited a number of monohulls with a sturdy character, but eventually discovered that a catamaran unites all the characteristics that we were looking for. From our search, the Australian Seawind 1160 was at the top of our list as a favorite, and miraculously we could buy one in England for an acceptable price (approx. €250,000, 2016) and with an acceptable appearance, because in terms of beauty, monos are still winning.

That turned out to be a good decision, because Maurie is now actually our second home. We spend almost all of our (usually long) weekends on it, and all holidays. Even in winter, when the low light is so beautiful and the waters empty. First in Zeeland, but with a faster boat you soon come across a bridge or lock. Now Den Helder is our home port and we enjoy the beauty and the vastness of the Waddensea. We have not done drying out very often, but we will certainly do so. Then we will ensure that we do not skew in a trench like the last time... your damn still lie crooked with your catamaran!

Last year we made a 5-month trip to Scandinavia and enjoyed all the fantastic features of the boat endlessly.

Enumerating the benefits of our catamaran soon sounds like an advertising chat. Such as the excellent sailing characteristics, despite the fact that the boat only has fixed keels; the sheltered steering position behind the deckhouse, the upright sailing, which means that you will be less tired on long journeys. Because you do not drag any ballast through the water, the boat accelerates even with a slight increase in wind, which still surprises us for such a large boat. It also sails nicely with very little wind, especially on the spinnaker.

And then the comfort of the large spaces inside: the large kitchen in the SB hull, spacious bathroom, large deck house where you can drink coffee inside at sea if you wish, and still keep an eye on the outside world. On hot days we enjoy our bonus attraction: the doors of the deckhouse can be hoisted against the roof of the cockpit, creating one large open space. In short, there are plenty of benefits.



Coming up with disadvantages clearly requires more effort ... with a stronger wind, the relatively large windage sometimes causes some awkward moments when maneuvering in the harbor, and you do not always end up where you wanted. There are only a few yards where the boat fits in the travel lift or crane. And if you are going to clean your boat, it never ends with those two hulls! The mooring fee is annoyingly high in some ports, but luckily there is nothing better than being at anchor; then again there is the advantage that you are not easily bothered by waves.

Initially we thought that learning to maneuver with such a wide ship would be difficult, but that turned out not true. Estimating the width (6.5 m.) you learn quickly, and the two engines make the ship very easy to turn, even on its axis. I often get compliments after mooring, but I think that's mainly because men don't expect a woman to be able to do this kind of manoeuvring. I can't imagine now that we'll ever want another boat, and certainly not a monohull! Although we still prefer the looks of many monos.



RIG TUNING GUIDE

By Shane Grover

While your new Seawind will be delivered with a well-tuned rig ready to go sailing, occasionally it will become necessary to adjust and tune the mast and rigging. Mast tuning is, in reality, a fairly simple process that many people avoid for fear of doing wrong. The result of this is these boats are sailed with loose rigging and improper mast structure, far worse than had the perfect tuning not been achieved with a reasonable attempt at keeping the rig adjusted. This article aims to act as a guide to both demonstrate the ease of tuning your rig whilst also giving you the basics on how to proceed. For more precise instructions, follow the recommendations set out in your owner's manual.

A number of rig types have been used on Seawinds over the years, in this article, we shall focus on the two types used on current models. These are a single spreader fractional rig (1160, 1190, 1260) and double spreader fractional rig (1190 Sport,

1370, 1600). Both follow the same basic principles; however, where one differs from the other, we shall clarify in the steps that follow.

If tuning your rig for the first time, or retuning a sloppy rig, the first step shall be to back off all the turnbuckles to release pressure and enable you to start from a blank canvas. When doing so, do not unwind turnbuckles past their safe bury limit (there should remain at least 3 threads exposed protruding past the turnbuckle end). Of course, if what you need is just a minor adjustment this can be performed without backing off all rigging, simply skip ahead to the section of interest, however, this guide shall work through all steps based on a completely untuned setting.

Note: When adjusting rigging screws, it is always good practice to attach a spare halyard to a pad eye or horn cleat near the stay you are adjusting. Apply some pressure and clutch off as a safety backup.

COLLUMN

This is the straightness of the mast when looking at the forward or aft face. The mast should stand straight, it should not lean to either side of the boat and should be perfectly in column with no curves along the way.



Mast leaning to one side

- Your mast is leaning to one side? First double check that it is your mast that is leaning and not your boats heel. Take a spare halyard to a datum point on the port chainplate and then again on stbd. The halyard should reach both datum's with equal tension applied. If one side does not touch, or is too loose then you shall need to adjust your cap shrouds to pull the mast back to centerline.

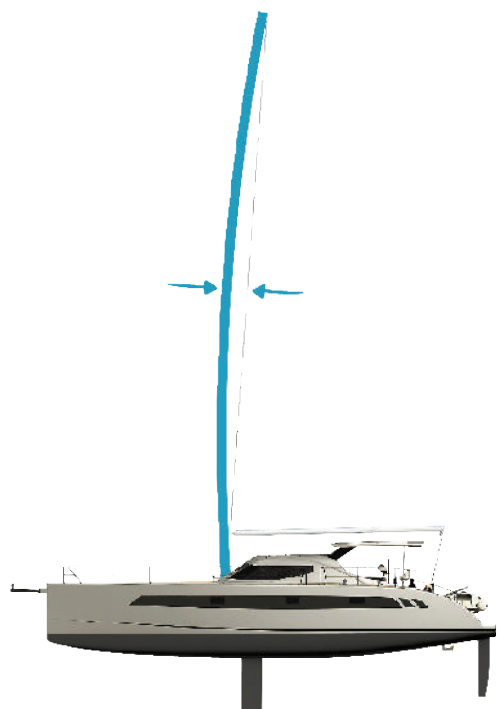


Mast having a curve or S bend

- Your mast has a curve or S bend when looking up the forward face: This can be adjusted by tightening or loosening the diamonds accordingly. On a double spreader rig you will have two sets of diamonds, start by adjusting the upper diamonds first then work down from there.

PRE-BEND

Pre-bend is the natural fore-aft curvature of the mast when static and unloaded. To check pre-bend, take the main halyard and attach it to the gooseneck, then pull tension on the halyard to remove any slack, thereby producing a straight line from head to gooseneck. This is an easy way to visualize the amount of pre-bend on your mast.



On all aluminum Seawind masts the pre-bend is set at 50% of the total mast section chord (length). IE, on an aluminum mast with a fore – aft length of 300mm the pre-bend should be set at 150mm.

The following table can be used when tuning your 1160, 1190, 1260 or 1600:

	Mast Chord (mm)	Pre-bend (mm)
1600	306	153
1260	248	124
1190 Sport	233	117
1190	233	117
1160	233	117

To apply or adjust pre-bend begin by first tensioning the outer diamonds. Adjust each side with equal turns to the turnbuckles. With the correct pre-bend achieved, continue to adjust the diamond wires to get the mast straight in a sideways plane (in column). Second, take up the inner diamonds equally until they are firm and sharing the load. For advanced tuning this pre-bend should match the cut of the mainsail.

RAKE

Rake is the term given to the fore or aft lean of the mast. This fore-aft lean (rake) effects the balance of the helm by shifting the center of effort (COE) further forward or aft of the center of lateral resistance (CLR). Adding rake (leaning the mast further aft) will add weather helm to the boats balance, whereas standing the mast up straighter reduces weather helm, or adds lee helm, depending on the extent of the movement. Changing the rake on a Seawind is as simple as adjusting the forestay and cap shroud turnbuckles.

When adjusting rake for optimum results the rake can be finely tuned after some trial and error setting and re tuning to achieve a setting that provides some weather helm upwind in light air, without becoming unbearable in a blow. You want to ensure that if you were to leave the helm the vessel would gradually round up and stall into the breeze, thus not becoming out of control. Consideration should also be made for the optioned sail wardrobe, a Seawind optioned with a screecher or Code-0 should be set with more rake than a vessel with main and jib only. Doing so will add more weather helm when sailing main and Jib only but will prevent lee helm when sailing with the screecher.

Rake can be measured by attaching a weight such as a wrench or hammer to the main halyard and taking a measurement from this forward to the gooseneck. On a vessel sitting on it's designed waterline this measurement corresponds to the settings outlined in the following table.

	Rake (mm)								
	1°	1.5°	2°	2.5°	3°	3.5°	4°	4.5°	5°
1600	334	500	667	834	1000	1167	1330	1493	1660
1260	312	450	588	725	862	1000	1136	1275	1410
1190 Sport	270	406	541	676	811	945	1079	1213	1346
1190	453	583	711	840	968	1096	1224	1350	1478
1160	453	583	711	840	968	1096	1224	1350	1478

The rake measurements in blue are the default rake settings used by the Seawind commissioning team.



The rake of your Seawind can be adjusted by simply tightening or loosening the forestay. This should be done whilst also proportionately adjusting the cap shrouds.

RIG TENSION

The rig tension on your catamaran should be firm, but not overly tight. The best way to determine correct tension is to watch the leeward shrouds when sailing. These should become slightly loose when sailing however should not be loose enough to appear sloppy.

To tighten the rigging, begin by taking up the outer side stays on both sides evenly, changing each side a few turns at a time. Do not over tension; take them up evenly until the stays feel firm. While there are tools such as loose gauges available to evaluate tension, these typically do not work on the wire sizes typically used on multihulls. To check whether you have achieved appropriate firmness, grasp the shroud at standing height and rotate the shroud in an arc. You should be able to rotate the stay in no more than a 100mm diameter.

Last, take up the lower stays evenly until they are firm against the pre-bend provided by the spreader diamonds. Their purpose is to contribute to holding the mast in column with the pre-bend and stop it from “pumping” when under sail. If when sailing you notice the mid or lower sections of the mast moving this likely indicates the lowers require adjustment. Like the outer shrouds you should be able to rotate the stay in no more than a 100mm diameter at standing height.

SAFETY

When adjusting rigging screws it is always good practice to attach a spare halyard to a pad eye or horn cleat near the stay you are adjusting. Apply some pressure and clutch off as a safety backup. After adjusting your rigging, please take care to lock off all the locking nuts and replace any safety pins removed before tuning. On an older boat your rigging should have already been stretched in and should maintain its tension for a reasonable period, as such we recommend inspecting your rig tune every 6 months. On a new vessel you will need to monitor and adjust your rig tune more frequently as the stainless rigging wire stretches in. It is recommended for the first 12 months of owning a new catamaran you inspect rig tune at 1 month, then 6 months then every 6 months after.



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SW 126001

CATAMARAN

MAINSAIL TRIMMING

By John Hearne

The mainsail on your catamaran makes up a large component of your total sail area. Setting up your sail correctly can unsurprisingly therefore, improve the performance of your boat. But what you may not already understand is that this can also significantly extend the life of your sail.

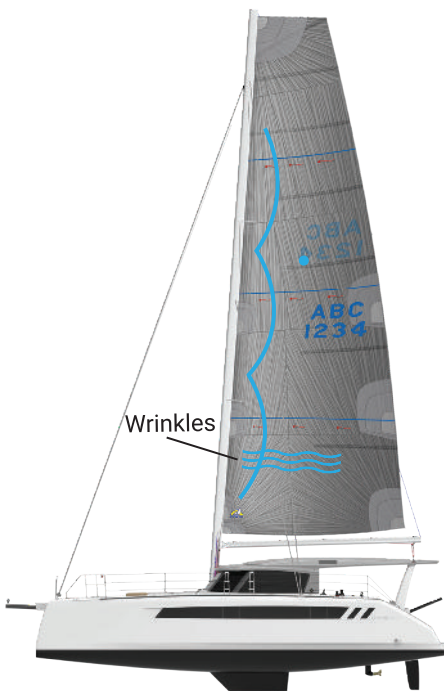
There are many areas that need to be looked at when setting up the mainsail on your catamaran for optimal performance. Some of you will have performance laminate style sail cloth and many will have cruising Dacron sails. While the following rules of thumb apply to each type of sail, fine tuning the trim will be a little different depending on the cloth your sail is made from. The key areas of the sail to watch for when optimising sail trim are the leech ribbons on the aft edge of the sail and the luff and foot tensions. We discuss the basics of trimming to each of these areas below.

LUFF TENSION

This is a key area of the sail as mainsails are large and highly loaded. Apply too much luff tension and the shape of your sail will become distorted. Most people think the shape of their sail is too far forward and get vertical creases behind the luff. Too little tension will cause the luff to sag between the battens and the intermediate slides. This will also tend to overload the slides and possibly damage the sail. What then is the correct luff tension? The answer in simple terms is to just remove the small horizontal wrinkles coming off the luff. If anything, some tiny wrinkles are better than no wrinkles at all, so try to avoid over tensioning by maintaining this fine balance.



There are many areas that need to be looked at when setting up the mainsail on your catamaran for optimal performance



Not enough luff tension



Enough luff tension

FOOT TENSION

When working to windward, you usually need to have the foot tension eased. Conventional wisdom, tells you to pull everything on tight to go fast, and ease off to slow down. When trimming sails however, this is not the case as flattening off your sail actually tends to depower the boat. Although the mainsails are big, catamarans do like a bit of power to get moving in light airs, therefore in these

conditions, ease the foot right out. Once the boat is moving comfortably, the outhaul can start to be sheeted in until you reach higher speeds where the foot can be fairly flat. As a catamaran gets moving, the apparent wind strength can increase quite quickly, it is in such conditions a flat mainsail is preferable.

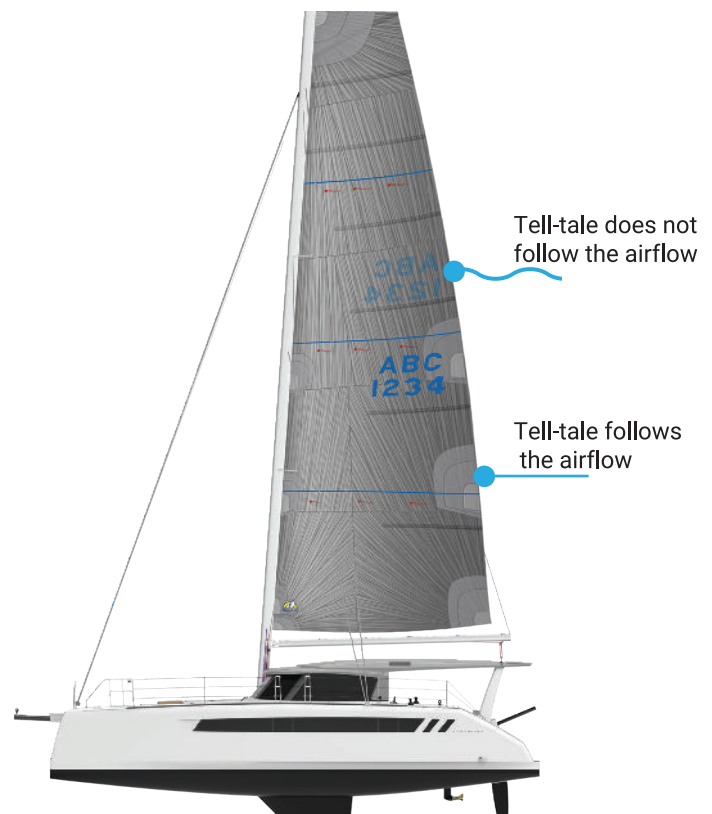


“When working to windward, you usually need to have the foot tension eased. Conventional wisdom, tells you to pull everything on tight to go fast, and ease off to slow down.”

LEECH RIBBONS (TELL-TALES)

Like the dashboard of a car, these are a key indicator of correct mainsail trim. The little red and green strips of spinnaker cloth sewn to the leech of the sail tell you how the wind is flowing over the leeward side of the mainsail. No flow over the leeward side of the mainsail and the boat will feel sluggish and underperform to its potential. You can tell the flow by how the leech ribbon reacts. The critical ones are the ribbons up high. Down low, there is a jib in front of the mainsail, which should be directing flow over the leeward side. Up high, where there is no jib, correct flow is paramount. When you have good flow the leech ribbons will stream all of the time. If you cannot see the top leech ribbons streaming, then there is no flow over this part of the sail. Easiest cure is ease the mainsheet till the leech ribbons start to stream. You should find speed and responsiveness improves.

The top leech ribbons, in an ideal world should stream around 50% of the time. That should be a guide when discovering how to trim your mainsail. Remember- No leech ribbons, no flow and the boat will feel sluggish and won't want to go.



You can tell the flow by how the tell-tales react

NO LEECH RIBBONS = NO AIR FLOW = NO GO

If the leech ribbons are streaming all of the time, then you will go fast but maybe point a little low. The trick here is to master how much mainsheet you use to balance the flow over the top of the sail.

Remember, these are a guide and you should experiment with your boat and sailing area. For example, if you have really choppy water, then leech ribbons streaming all the time would be better.

BATTEN TENSION

The batten tension should be considered when setting your sails. Too much tension will distort the cloth across the sail. Too little and you will have short vertical creases along the batten pocket. Both of these are detrimental to your sail. Too tight and you are trying to distort the sail in a way the cloth was never meant to be stretched. (Most loads are vertical in the sail). Too loose and you may expose the sail to more chafe as the sail works, or even worse, the batten can come out of the batten pocket protector at the luff in a gybe and do damage to the sail.

Tip: When not using your boat for a while, it is beneficial to ease the batten tension off in your sails. All materials stretch and shrink. When you don't sail for a while, the sailcloth relaxes and the battens end up overtight. Once you get a good batten tension set, mark your pockets so you know where to tension battens to next time, this makes re-setting after a period away an easy task.

WRINKLES IN MAINSAIL

Wrinkles in sails don't usually offer major detriments to performance. The rule of thumb is that it is better to be a fraction loose rather than too tight. Most wrinkles have been covered above so keep a watch on wrinkles as you trim your sail.

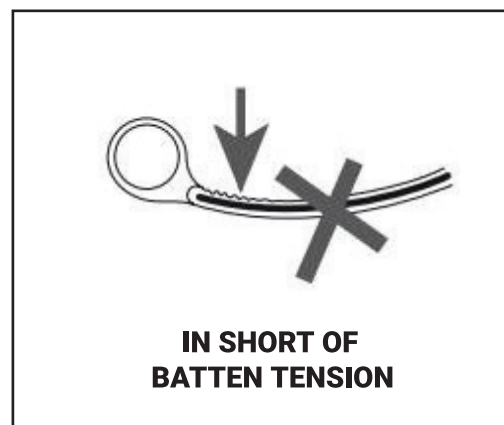
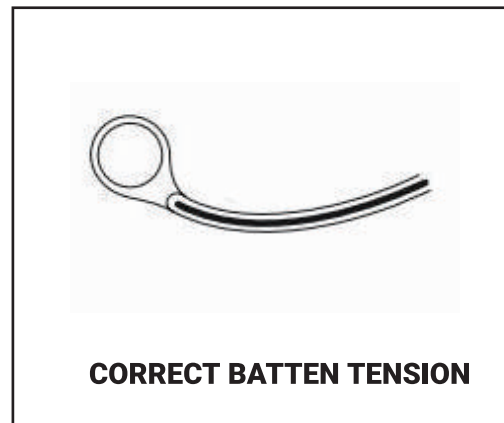
REEFING

In last year's article, we explained that it is better to reef earlier than later. The same trimming tips above apply when reefed.

LEECH LINE

All mainsails should have a leech line in them. Use the leech line as it is needed. A flapping leech will do damage to your sail as the two worst things for a sail are flapping and UV exposure. Tension on the leech line will stop the leech flapping between the battens. It is a good habit to constantly check your sail for leech flap. Especially as the wind increases in strength or you add reefs.

These are a general guide to understanding and trimming your mainsail well. To further improve your performance and sail life the best thing you can do is experiment with different trims on your own boat and see what combination finds the sweet spot for you.



“Too much tension will distort the cloth across the sail. Too little and you will have short vertical creases along the batten pocket. Both of these are detrimental to your sail.”



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Christina Stam
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Shane Grover
Sales & Marketing
Director



Jay Nolan
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Sales & Marketing
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Antoine Richer
Naval Architect



Thi Pham
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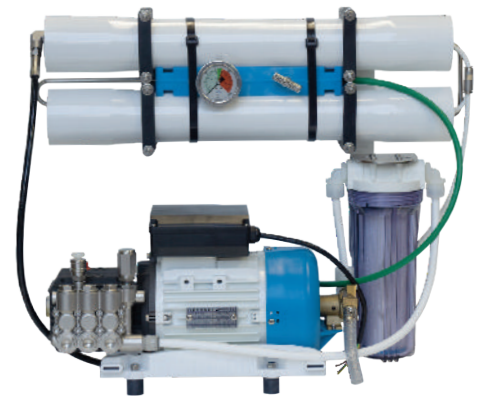


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