

# SEAWIND

Cruising Club issue #2

**SEAWIND 1600**  
IS ON THE ATTACK

5 REASONS  
**WHY**  
THE 1260 WON 2019 BOTY

**22** | DAYS SOLO FROM  
**GALAPAGOS**



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"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







## A MESSAGE TO THE SEAWIND COMMUNITY

*Allow me to extend a warm welcome to the ever growing Seawind community! 2018 was a big year – we launched two new Seawind models and brought them to boat shows all around the world. It meant we met many new sailors, or sailors new to Seawind and expanded our own horizons greatly. Along the way the new models picked up a Cruising World Boat of the Year award, a European Multihull of the Year win, and a European Mutihull of the year 2nd place. 2019 promises to be a year of consolidation – we'll be working on refining and perfecting those new models and making sure they retain their position as class leaders and deserving award winners. What does "consolidation" mean for you? It means we're planning new and better ways to bring the Seawind community together – through events, regattas, and clubs. Introducing and integrating our new owners into the legendary Seawind owner community is what it's all about. As we plan those adventures, we'll be talking to you and all of the great sailors out there for advice. While we're off planning, here's a magazine full of stories we ourselves would like to read about. And here's to another 35 years of Seawind.*

*Thanks for making it all possible.*



Richard Ward  
Founder & CEO

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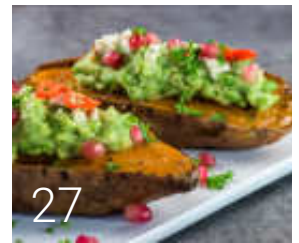


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# 2019

— EVENTS & MEETUPS —

## JANUARY

- 17 – 27: Dusseldorf Boat Show, GERMANY
- 25 Jan – 2 Feb: Seattle Boat Show, USA

## APRIL

- 4 – 7: Moreton Bay Regatta, AUSTRALIA
- 24 – 28: 10th International Multihull Boat Show, FRANCE
- 26 – 28: Annapolis Spring Sailboat Show, USA
- 27 – 28: Sail Expo Pittwater, AUSTRALIA

## AUGUST

- 1 – 5: Sydney International Boat Show, AUSTRALIA
- 17 – 24: Hamilton Island Regatta, AUSTRALIA
- 22 – 25: 14th Seawind Catalina Rally, USA

## DECEMBER

- 4 – 6: Seawind Bahamas Rally, USA

## FEBRUARY

- 14 – 18 Feb: Miami International Boat Show Strictly Sail 2019, USA

## MAY

- 19 – 24 May: Baja Rally, MEXICO
- 23 – 26 May: Sanctuary Cove International Boat Show, AUSTRALIA

## OCTOBER

- 10 – 14 Oct: US Sailboat Show, USA
- 25 – 26 Oct: Seawind Pittwater Regatta, AUSTRALIA


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# CRUISING VANUATU



By Roxy and Carl Podlogar





**I**n 2016, my husband Carl and I embarked on a new chapter in our lives as an offshore cruising couple. The new life was ten years in the planning. A small part of it – the story of our purchase decision and our experience of taking delivery of our new Seawind 1160 – appeared in the previous edition of the Seawind Magazine. Since then, we've had some truly wonderful adventures. But, prior to all of that, we were methodical about our planning: we appointed a land-based manager, worked with our financial team, established a trust, and met with our dentists, doctors and more. Right from the outset, we intended to sail around the world – and that plan never changed. But, despite our best efforts, no amount of preparation could prevent unforeseen emergencies in far-flung places. In such places, where a lack of basic communication can leave you utterly helpless, you must draw upon the strength of the sailing community, knowing that the friendships and people you meet will forever be an integral part of your sailing life.

Our journey began with the provisioning and commissioning of our Seawind 1160, Sky Pond, in Vung Tau, Vietnam. We arrived in Vietnam on the eve of Tet (New Year) celebrations, reaching Seawind's loading dock just before midnight to drop off supplies and spare parts. We toured Vietnam and finished the final provisioning of food and domestic items over the next few weeks. We set sail on our official delivery leg from Vietnam to Darwin, Australia, within a day of taking ownership of Sky Pond.

Six weeks later we arrived in Darwin, only to discover that Australia was celebrating a week-long Easter holiday. I'm sure all cruisers have experienced arriving in a port in need of marine services, only to find the town involved in a celebration, leaving you to wait patiently and fend for yourselves. After re-provisioning and refuelling in Darwin, we continued through the Timor

Straits, stopping at Thursday Island. We had planned to sail around the eastern side of Australia with the aid of the north-westerly winds, but unfortunately missed the seasonal weather window and motored against the wind and waves for most of our journey from Darwin to north-eastern Australia.

We eventually reached Cairns, Australia – which we viewed as the midpoint on the way to Brisbane – and a promise of some respite from our journey from Darwin. We moored at a delightful marina nestled into neighbourly Yorkey's Knob. At last, the 'delivery' leg of our journey felt complete. For the next month, we toured the area, meeting other sailors and making friends with those docked nearby, little knowing that the friendships we forged at the marina would prove to be invaluable in the future.

While moored in the Yorkey's Knob Marina, Carl and I made a habit of leaving the boat every day at sunrise to take advantage of the cooler temperatures. We ran on the beach or swam in the shark-netted surf – which was more anxiety-inducing than reassuring, as you might imagine. One morning on my way to the beach, I passed another boat and heard an alarm from inside it. I immediately reported it to the marina office, though predictably they did nothing. Over the next few days, I kept a watchful eye on the boat, waiting for its owners to return. Upon their arrival, I introduced myself. Sylvie was a French national who had begun scuba diving and photography at a young age, and found new passion later in life by crewing on sailing vessels. Robyn was also an accomplished sailor, diver and photographer. On learning that our itinerary would eventually take us to New Caledonia, Sylvie insisted on introducing us to her dear French friend Nicole, a resident of New Caledonia who, she said, would be happy to host us during our stay.



Introductions were made by email prior to our departure, and throughout our journey we kept in touch with our new friend, apprising her of our tentative arrival date in New Caledonia. We bid farewell to our new friends in Yorkey's Knob and set sail through the Whitsunday Islands, eventually reaching our next destination – Brisbane.

Our plan was to leave Brisbane in late June 2016, and rendezvous with the Island Cruising Association (ICA) rally which had already left New Zealand and been in Fiji for a month. Joining the rally afforded us the opportunity to garner knowledge from the rally leader, take advantage of the camaraderie of a small select group of experienced sailors, and expedite the process of immigration and customs that a rally organisation offers.

The life of a blue-water sailor is not as glamorous as many might imagine. Being on a boat does not afford constant access to fruit or vegetables, nor does it permit regular exercise. For these reasons, I was only slightly concerned when I noticed a slight ache in my lower right abdomen, which I attributed to the irregularity of

my diet. Carl and I were preparing to depart Brisbane, in accordance with the weather window, and I brushed aside any lingering concern about the pain. The passage was to be our first solo (or couple) ocean crossing, and we were busy preparing for the two-week journey to Fiji, commencing 30 June 2016. The passage was easily handled, with perfect winds and mostly sunny conditions. We conferred daily with a weather router and received Predict Wind downloads via Iridium satellite twice a day to monitor changes in the weather. We arrived in Vuda Point Marina, Fiji, to rejoicing local singers at the customs dock and a raucous 'Bula Bula'. For the next month, we sailed around Fiji making friends with many locals. Though we spent a month travelling around Fiji, it was still only a fraction of the amount of time needed to enjoy such a beautiful place and its people. As we were preparing for departure to Vanuatu, I told my husband for the first time, 'I've had this small ache in my side, and I thought you should know before we make this two-day passage to Vanuatu.' He made a mental note and we were on our way.

We arrived in Vanuatu on 9 August without incident, but the ache in my side had become more pronounced

*Remote atoll, Ouvea, New Caledonia where we left Sky Pond anchored under the watchful eye of our rally mates while we flew to Noumea.*



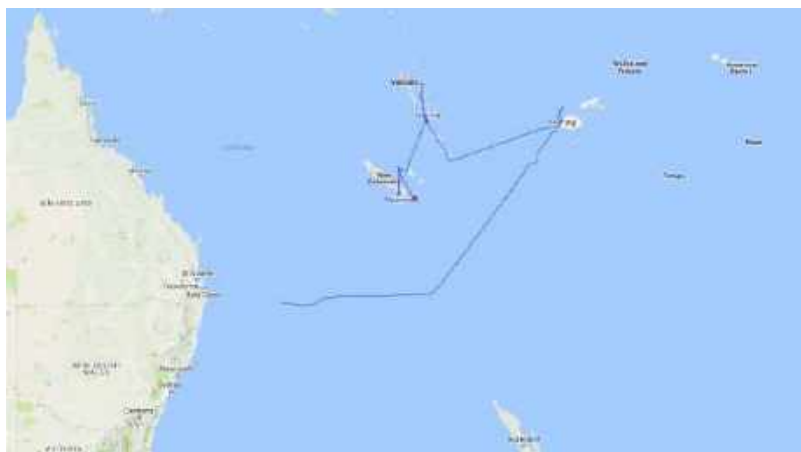


and was accompanied by nausea. At the main city, Port Vila, I visited an Australian clinic that was reminiscent of an American doctor's office. I felt comforted by the white walls and familiar procedures. The doctor couldn't elicit severe pain when palpating my abdomen, nor was I running a fever. The island, being more rural and rugged than those we had previously visited, didn't have the facilities necessary to perform the blood test that would diagnose appendicitis. I was sent to the French radiologist across the road for an ultrasound.

As I was on the examination bench, I watched small lizards crawl up the sides of the exam room, as the doctor informed me that his 'really good' ultrasound machine was not available but assured me that I did not have appendicitis based on the results obtained from his older machine. I walked back to the Australian doctor for the results from my urine sample. She thought there might be an elevated white blood cell count which would indicate a kidney infection. I was prescribed antibiotics and sent on my way. The pain in my side subsided with the antibiotics, and I supplemented my dwindling supply with more we had onboard, prescribed by our personal doctor. The next month was spent in peaceful bliss, the pain in my side forgotten as we explored the island.

As we prepared to commence the one-day sail from Vanuatu to a remote atoll in New Caledonia, my mind drifted once more to the pain in my side, which had slowly returned with the completion of my antibiotic prescription. I consulted with two of our close and experienced rally friends, Debora and Warren, also Seawind owners, asking that they weigh in on the available options to get to Noumea, the main city of New Caledonia. I felt that I needed to see a doctor for another diagnosis.

Within hours of our conversation, I was flat on my back in our master cabin telling Carl that I needed to fly to Noumea and get to an emergency room. I reminded him that another rally member, Pip Sawyer, was fluent in French and that she could be of assistance. Carl took the dinghy to her boat and asked for her help in communicating with the French-speaking staff at the local resort. Within a short time, Pip had arranged for an ambulance to transport me to the local ER to wait for our plane to the main island, which was at the crack of dawn.



The next morning, we flew to Noumea and were lucky to find a lone taxi to take us to the city's hospital. After working with the French admittance team in the ER, we were rushed through blood tests and an ultrasound, which both confirmed that I had been suffering chronic appendicitis for almost two months. The antibiotics had staved off an acute rupture of my appendix.

Time now to recall Nicole, the friend of a friend who we had only met through an email introduction while in Cairns, Australia. We had intended to meet her when we arrived in New Caledonia, but emailed her to inform her of my medical emergency as we were in transit to the ER. As I lay on my hospital bed waiting for my surgery late in the evening, a woman burst into the room speaking English and French and said to my husband, 'I am Nicole! I am here to make sure you are completely taken care of!'

She translated impeccably what I was experiencing to the French/English doctor and nursing team, then offered to take my husband to a nearby hotel to get him settled while my surgery was underway. Once the surgery was complete, we learned that I couldn't fly back to where Sky Pond was anchored on the remote atoll, as the surgical procedure included a carbon dioxide injection into my abdominal cavity. Our rally friends were kind enough to watch over Sky Pond, proving that the importance of a rally should never be underestimated.

Nicole generously invited me into her beautiful home for three days, while Carl flew back to Sky Pond. After my initial three-day recovery, Nicole and I went to the market and stocked up on French provisions, while Carl single-handedly delivered Sky Pond to the Ile des Pins, where the three of us rendezvoused, as Nicole and I took the high-speed ferry from Noumea to the island, passing Sky Pond as we crossed the channel. We spent the next four days enjoying and cementing our new friendship with Nicole on Sky Pond.

Our reliance on our French friends doesn't end there. Three weeks later, believing that our medical emergencies were behind us, Carl and I were picking up a mooring ball just west of the same town, Noumea. The seas were a bit rough and I was steering at the helm (with a still-tender abdomen) to







keep the boat pointing into the wind and towards the mooring ball. Our mooring ball procedure was to pick up the loop of the ball off of the bow, and I could see Carl leaning over the bow as he was trying to reach the mooring ball's loop. I then saw his body jerk dramatically downward before he popped back up holding his hand in the air, calmly stating, but with an ashen face, 'We need to get to the ER.' He had just 'gloved' the tip of what the locals refer to as his 'social' finger on his right hand. He had crushed his middle finger and, with little prevention from his sailing glove, detached the tip of his finger above the first knuckle. Suffice to say, we now only pick up the mooring ball off the port stern steps, and then walk it up to the bow.

Luckily, our location was approximately fifteen miles from Noumea, the same city and the same hospital where I had my surgery three weeks before, but Carl was in no shape to bring Sky Pond into an unknown marina. We realized that we were motoring past a popular mooring ball field at another resort island

where our French-speaking Kiwi friend, Pip, was also moored. We quickly changed course and sped toward Pip's boat while hailing her on the VHF. She and other friends helped us onto a mooring ball in their bay and provided some temporary medical care. They hailed a water taxi and provided instructions in French to get us to the hospital. Again, our rally friends watched over Sky Pond while we waited for the orthopaedic surgeon to reconnect Carl's finger. Carl's injury was triaged as a lower priority, and he lay waiting for several days before he could get his procedure.

I bunked with and enjoyed the company of the other rally members moored in the Noumea Marina while we waited for Carl's procedure to take place. We then used our circle of friends to generate a list of possible delivery skippers who could help sail Sky Pond back to New Zealand, a six-day passage, as the cyclone season was approaching and neither Carl nor I were functioning well enough to make the journey alone. We needed a reliable and trustworthy skipper to sail the

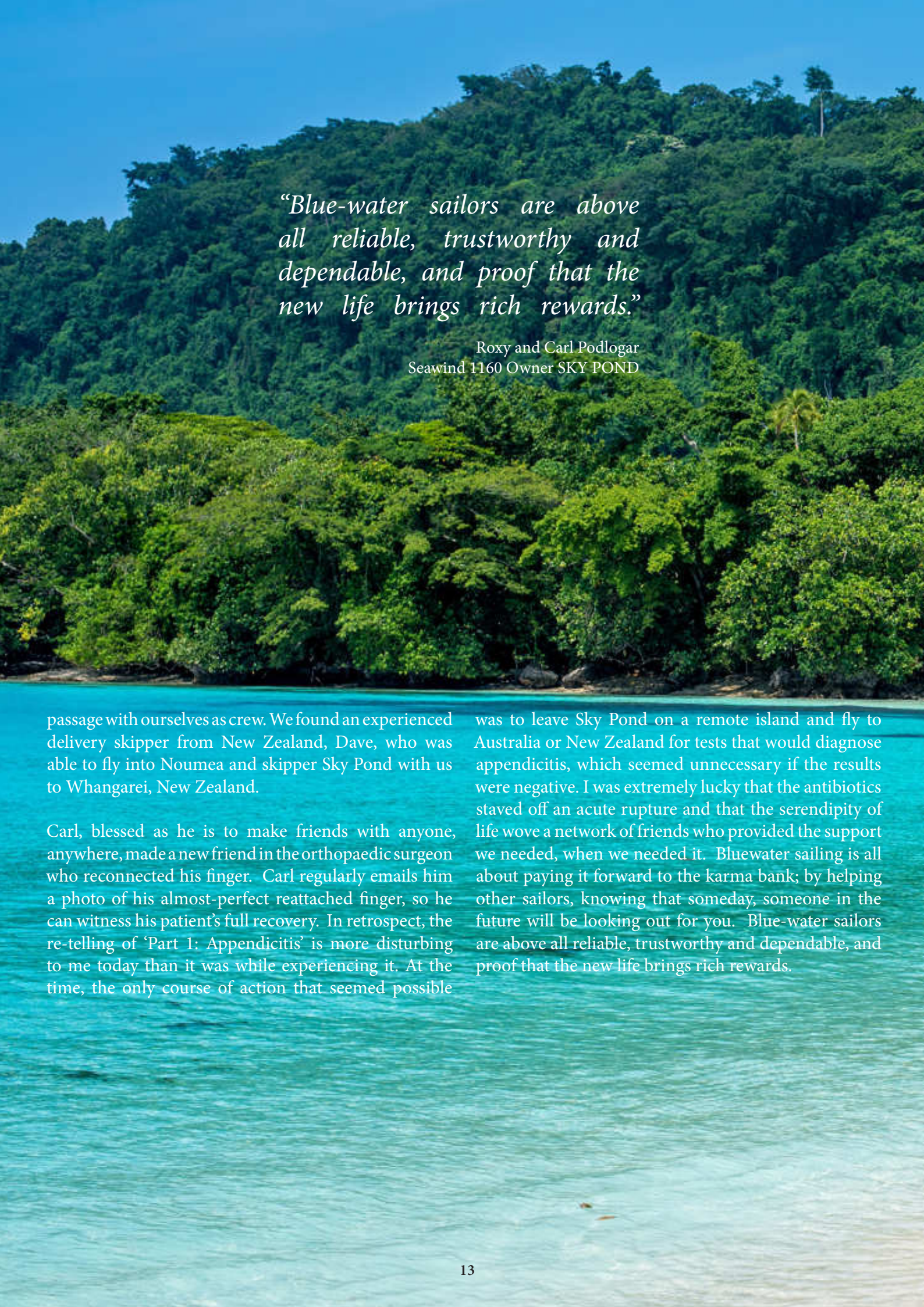




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*“Blue-water sailors are above all reliable, trustworthy and dependable, and proof that the new life brings rich rewards.”*

Roxy and Carl Podlogar  
Seawind 1160 Owner SKY POND

passage with ourselves as crew. We found an experienced delivery skipper from New Zealand, Dave, who was able to fly into Noumea and skipper Sky Pond with us to Whangarei, New Zealand.

Carl, blessed as he is to make friends with anyone, anywhere, made a new friend in the orthopaedic surgeon who reconnected his finger. Carl regularly emails him a photo of his almost-perfect reattached finger, so he can witness his patient's full recovery. In retrospect, the re-telling of 'Part 1: Appendicitis' is more disturbing to me today than it was while experiencing it. At the time, the only course of action that seemed possible

was to leave Sky Pond on a remote island and fly to Australia or New Zealand for tests that would diagnose appendicitis, which seemed unnecessary if the results were negative. I was extremely lucky that the antibiotics staved off an acute rupture and that the serendipity of life wove a network of friends who provided the support we needed, when we needed it. Bluewater sailing is all about paying it forward to the karma bank; by helping other sailors, knowing that someday, someone in the future will be looking out for you. Blue-water sailors are above all reliable, trustworthy and dependable, and proof that the new life brings rich rewards.





# 22 | DAYS SOLO FROM GALAPAGOS

By Richard Carey

*Rich and Karen together have cruised their Seawind 1160 all around the world. We now join them for a particular adventure, of the kind that rarely gets enough attention – sailing solo. Aboard his Seawind 1160, Rich made a solo crossing from the famed Panama Canal to the Galapagos Islands, and then to the Marquesas Islands, solo, in 22 days... Here's the story of the preparation, maintenance, and how he sails solo. Over to you, Rich...*



## Setting Up

I'm sailing the Pacific single-handed, as Karen is skipping the deep stuff. It turns out that she struggles to get over seasickness, so she is coming along to the nice places where the hops aren't too long. She did the Med and the Caribbean and will next be in Tahiti. Other than that, it's going brilliantly. x86 is now set up really well for cruising: Hydrovane (awesome thing!); 30-gallon an hour water maker; Marlec wind generator; Watt&Sea hydrogenerator; new Highfield dinghy; Mini B sub-aqua kit; 6hp Suzuki and a Torqeedo; Iridium GO! and the SSB; and dual water separator filters for each engine. And tons of great kit and spares aboard. In this configuration, I'm finding the boat really easy to handle.

03 Apr 2018 00:20:27

## The Pacific Ocean

Tomorrow (3rd April) I am off to the Galapagos. No wind :-( However, this was always anticipated hence the 'diesel work'. There's a routine dead zone west out of Panama, and I'm headed straight into it. This will be a seven-day motor, unfortunately. At least I'm not in a hurry, so no worries. I have an 'agent' paid up in the Galapagos, so in theory the arrival should be fairly smooth, hull police aside. The worst thing that can

happen is a \$5000 fine for having a 'dodgy bottom' as you're ordered to leave immediately. Ha, do your worst, I have plenty of food and water! Ah, food...

So, on the Canal run, we blew the 100-amp mains (inverter) fuse. I deal with this regularly, but didn't realise the effect on shore power when connected (it doesn't work). So, as I was going away to Cuba for 60 hours, I had a dilemma – risk flattening the batteries (\$1500 to replace) or save power by turning off the freezers and risking a full defrost. This dilemma only happens if you're away, otherwise you charge the batteries with the engines for an hour a day to keep them topped off. The freezers are chest freezers, and hold the cold quite well, but, as was evident on return – not quite well enough... bugger. Karen did quite a lot of work to get the contents sorted – oops! Anyway, the freezers are full again now, and the \$250 to do so was a lot less than the cost of ruined batteries. Which were ok, in case you were worried!

Now the Pacific Ocean chapter truly begins. All's well on x86, cleared to move, stoked to move.



04 Apr 2018 17:27:00

## **Ships, Donks, And A Lively Rip**

My animal sanctuary destination is bang on the Equator, so if the plan goes well I will be there in six and a half degrees.

Day one out of Panama was a bit dull; almost 24 hours required just to clear the bay and be in the open Pacific. But, as forecast, there was some wind (probably the only real wind of this passage), so I was able to sail quite nicely for two thirds of the day. That's good for fuel conservation, but alas it will not be enough. In no-wind conditions, I can do five 24-hour days on the two inboard fuel tanks – then I need to syphon fuel from the jerry cans (a weighty and laborious task lugging the heavy cans around a moving boat, and balancing them for the transfer), or pump it from the barrels. The barrels would be much easier but, in the Galapagos, if I decide to refuel (likely, as prudent, even though I have more than most would to get me to the Marquesas) I may have to do it via the jerry cans (no marina, just anchored) so need empty cans. So, that little fuel saving won't be enough to alleviate the 'lugging and balancing', but, no worries, that's sailing or rather 'motoring'!

So for most of the day I did nothing of note. Watched two movies. One I already can't remember. The night was mainly spent just lolling, but there were a few interesting items.

### **Pro Tip: Guard Zones**

I bought an excellent countdown timer for solo sailing. As I was in a fairly well-trafficked area, I set it for 30 minutes and then, when it goes off, just one click and the countdown starts again. I check the radar and AIS plotter charts (way better than using your eyes, for sure), and all being good, loll some more. As there is traffic around you don't really sleep, checking the charts quite often. The clock is just a backup in case you do get overtired. Once in the open Pacific, I'll set the clock for an hour because the charts have a very important facility – guard zones. Here I tell the AIS plotter to 'alarm' if a ship is going to pass within one mile of me (it does this three minutes before the ship is within one mile), and the radar plotter to alarm if a persistently plotted object (cuts out wave reflections) comes within three miles of me. Belt and braces. These facets of the system are wonderful and work perfectly as stated.

Around 16:00 yesterday, I was miles out in the bay (no

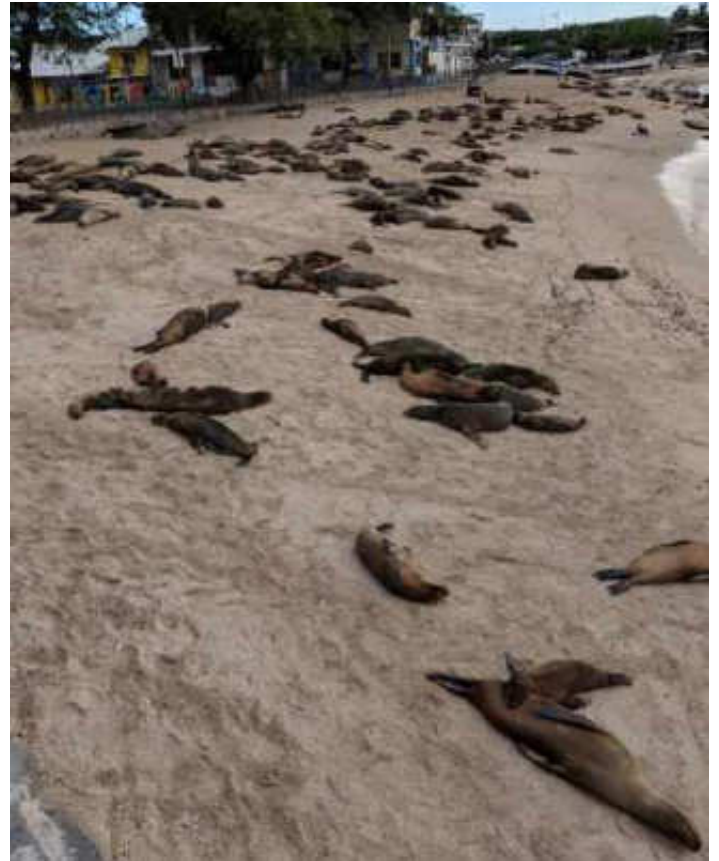
land in sight), and the radar guard zone alarm went off. The target was so small it was a few minutes before a blip indicated its relative position on the screen. In the meantime, I had stared, confused, all around me, eventually spotting a small fast-moving navy boat (the size of a car) crossing a couple of miles astern of me. No idea what they were up to, but they weren't interested in me. Even if I did watches like a pool lifeguard I wouldn't spot things like that, at least not until they were really close, so these guard zones are excellent.

Things got a little lively at 20:00. I made a stupid move that I've done more than once before, more fool me. After dark, you have to take down the screen lights from four devices in the cockpit as they become blindingly bright. The autopilot controller has a multifunction press button, acting to release the autopilot or dim the screen. So, the obvious happens, and I've done it several times now – doh! By the time I'd got the screen dimmed, I'd clicked off the autopilot, rotated the boat 100 degrees, gybed the boat and backed both sails – doh! The wind was a bit lively, and I was then largely hove to so couldn't get it to gybe back – doh! It's such a pain in the backside when that happens – you then have to complete the gybe, unback the sails, get sailing forward, and gybe back. To not have to do that (lots of rope hauling and anti-crash gybe care), I was able to twist the boat around by starting and using both engines, although the sails were so backed, x86 really resisted!

At 04:00, the wind shifted 90 degrees and I was back out doing a gybe for real, but all standard stuff.

The only other thing of interest was a note on the chartplotter of rip tides in a very specific place. There were zero seabed features indicating a reason for this, so it looked like the note on the chart was just general for the area. Nope, I went straight over the top and for about a mile it was quite lively. I'd gone that way because as the bay exits to the open ocean there were several notes of strong tidal rips, so although I did roll over one, it was in order to miss several others. This also positioned me well to miss a large TSS (Traffic Separation Scheme) at the head of the bay. These are ship magnets (they have to use these to traverse congested areas), and I saw a dozen big bruisers over the several hours it took to clear the zone completely.





Diet is a bit upside down. Had cornflakes at midnight (watching a supertanker pass half a mile astern of me), and sausage and mash for breakfast!

All's well on x86, not tired, moving nicely, albeit with a donk.

05 Apr 2018 20:10:00

### Fear

The night went well... In fact, it went very, very well. Being a poor sleeper who wakes often (just for the last few years [20]) has set me up very nicely for this lifestyle: set timer for an hour; wake; reset countdown; look at the monitor (noting: no traffic; expected speed; going in the right direction; no changes in the wind to affect the sails (if up)); listen to the running engine (if motoring); turn over and nod off again. That's only about eight minutes work in eight hours – easy peasy. Of course, things change a lot when the weather's lively – trust me, it's not always like this!

So today I was up at 07:00, well rested. Wind was 'bugger all on the tail', but later in the morning swung as expected to 'weak on the nose'. Spent some time tuning the sails to it and got a reasonably satisfying small wind

assist – still needed the donk, as wind in single digits. There's often a swing in fortunes around 13 knots that's quite interesting. You transition from five knots under donk and one-knot wind assist, to five knots under wind and one-knot donk assist. That's the point you start to ease back on the revs, and if the wind gives you just a breath or two more you may get to kill the donk. Not expecting to kill the donk anytime soon, but at least the sails are well set, so no banging or flogging – nice. x86 would be looking splendid from a distance if there were any eyes around! Even Bosun would be enjoying today. That's 'relative' of course... I raise my coffee mug to Bosun – still missing you, mate!

Next, I moved onto the Hydrovane. It's such a wonder and saves a heap of power (when you turn off the autopilot), but it can be a bit ladylike. Not knowing if you're coming or going half the time is not great at sea! It takes a while to get the vane tuned in for a particular wind direction. There's a frustration period of tweaking and tuning (interspersed by manual directional recovery when you screw it up) until, all of a sudden, it's a lock and remains so for hour after hour. You do need to keep your eye on things more when on wind steering, but that's the job, so no complaints.



Made a splendid bracket for my night monitor tablet. I had the tablet on a board, jammed down the side of the couch, at a half decent eye line from where I lie in the saloon. The new bracket mounts it higher, better angled, and at a better eye distance so I don't need to flap around every hour looking for my reading glasses. Nice.

Live update. Just heard something bump its way through the hulls. Small log. When that happens, it's a good idea to stand on deck scanning forward for a while as debris 'fields' are not uncommon. Wood and weeds aren't too bad as they're floating, so you're not worried about the props. If it's anything else, you'd go out of gear and slow up, while you see if you can circle out. This debris appears to be just a few floating bits of tree. Changed the running engine while on deck – running each for six hours at a time.

Bit of a swell happening right on the nose, most likely tide-induced as the period is quite short. Slowing me a bit, but not bad.

Listening to Keith Urban on the tunes box. Thinking about a spot of lunch. Then, what movie?

All's good on x86. Smooth and easy thus far.

07 Apr 2018 16:10:00

#### Sub-aqua Recycling Man Goes Ferry Gliding —

I cleaned the hulls while in Flamenco Marina, but have had a niggling worry ever since about the props. They don't get anti-fouled (as the anti-foul paint would dissolve super-fast) so they do get 'messy' with underwater growth. As I'd only been swimming with a mask in Flamenco, I was only able to do a cursory scrape and that's been really bugging me. So, this morning, with no wind and very little swell, I set up all my safety ropes, donned the sub-aqua, and went over the side for half an hour. Happy to report that things look much better in the prop department and that I didn't get eaten by a Pacific shark, not even chewed on a little!



08 Apr 2018 18:10:00

### Sparrows

The next point of 'weird note' is that, mid-afternoon today, a bird of the sparrow type (but better coloured) flew into the saloon, did two circuits and flew back out again. That was new. I think it may have been some kind of Galapagos Police super-drone, sent to look me over. It then landed on the tender and stared at me. I put out some nuts and raisins but it completely ignored the offering. Ha! A drone! Case closed. If they observed anything they don't like (I was watching Season 4 of 'Boardwalk Empire' (pretty innocuous?)), I may get Galapagos Police dolphin torpedoed. Or maybe a Hawk missile?

This is stirring stuff. Stirring enough to stir me to drag my fancy pants camera out and put the batteries on charge. It's been aboard since the start but never out of its bag. The phone camera is awesome, so why bother? Galapagos why. My X-T1 has 63 buttons and 4,581 settings. It's been a while, but I figured out how to turn it on. A visit of the manual is inevitable.

All's well on x86, except the 'death by manual' thing.

11 Apr 2018 02:15:13

### Nearly Arrested, South Of The Line

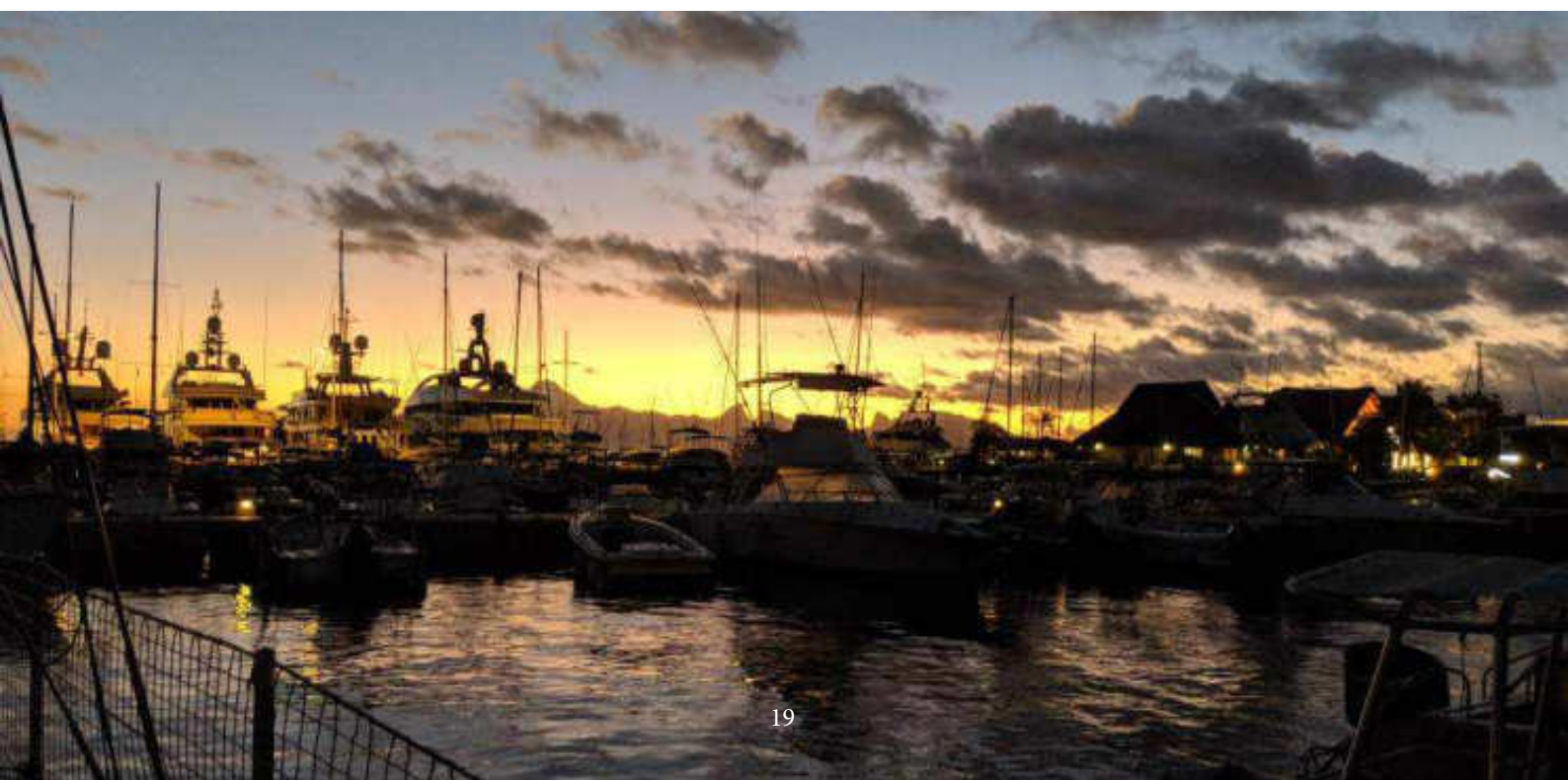
Crossed the Equator during last night – now reading southings and westings. A little less sleep as we approached the coast, but still well-rested. Fortunately, I had checked in with the agent, who informed me that

yachts are now (rules change weekly) diverted from Puerto Ayora to the capital, Puerto Morena. That was fine – in fact a bit closer, so pulled in mid-morning (I actually slowed down so that I wouldn't be too early).

Anchored in 'Wreck Bay'... no worries. Then...

Silliness 1. Two young seals hopped on the back, climbed into the cockpit and made themselves very comfortable. They're so ungainly but they can climb anything!

Silliness 2. A guy in a boat came by, speaking no English. One word I got out of the Spanish wordstream was 'Gala'. Ah yes, my agent. The guy then mimed that I needed to go swimming and cleaning yet again. Ridiculous. This isn't a show parade, it's about invasive species, and if I've brung 'em, they're already here. But you do as you're told, right? After an hour, when I was halfway around the hulls, a boatload of officials arrived, and as they approached, to a person (eight of them), they glared down at me in the water, wagging their 'you are a very, very naughty boy' fingers at me. Oops! Turns out the earlier 'adviser' was just a water taxi, sticking his bloody oar in! By the way, I'm not joking at all... Anyway, I wouldn't have blamed them if they'd refused to process x86 and told me to Foxtrot Oscar. My agent looked 'very worried', and I'm sure she's at home now talking to her husband about the 'complete plonker' she had to deal with today.





Luckily they didn't give me the bum's rush, and the 'gang' boarded x86 (police, immigration, customs). Lucky again – I had a printer and a soft copy of Encyclopaedia Britannica, as they needed five copies of every page. Remember that I'm stood here doing this – soaked, dripping wet, water everywhere. No-one spoke any English, which is probably why I wasn't standing to attention on deck being vigorously called to account by each department in turn...

No diver...? I've been cleaning and sweating this inspection for weeks! A cursory look at the food... I've thrown a ton overboard, like it was contraband but worse (apparently, if you bring the wrong type of cheese here, it starts a plague and everyone dies). A cursory look at my labels, signs and garbage-processing area – things of beauty – took me ages. Then they gave me 71 forms to sign and buggered off. As they left, one of the cops said to me, 'Welcome to Galapagos' and, as my passport got stamped, I'm thinking I'm legal...! Just in case I'm not, and a second gang is imminent, I'm now ashore writing this in a Galapagos bar, grabbing half a dozen swifties before moving on or going to jail.

To deflect from my stupidity, I like to think I had the last laugh. I had prepared mucho juice and chocolate cookies for the hoard, but as it seemed entirely inappropriate to serve up the goodies, in my aqua-man dripping state, they got nothing...

Getting ashore is nice and easy. \$1 water taxi hailed, as they often scoot past. I'm going to get many of these, in the hope that I recognise and can thus give a good spanking to, the 'clean your hull, Sir' Galapagos adviser I met earlier.

All's wet on x86, just chilling on Galapagos.

13 Apr 2018 04:09:15

### Excellent Day

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It was an excellent day, and I didn't even leave the boat. I spend the whole of it doing boat jobs. The 'excellent' part, was that I made a list of jobs at 07:30 this morning and by 15:00 I'd done the toughest three on the list (of six). There was some good fortune involved.

1. Refuel. There are no marinas, no fuel docks (they call it 'jerry jug lugging'), and it's hot, sweaty, time-consuming work. Or not. I'd emailed my agent earlier,

musung how I might sweat mightily in this endeavour. I think she appreciated the email a lot, as the language barrier on our single previous meeting had been acute (and fraught), but this time, Google stepped up. I used Google Translate to recount from my side the 'incident of the wagging fingers' and my amazement that she'd still got the officialdom plethora aboard, and x86 approved!

She must have liked my praise, as she personally turned up in a water taxi, picked up my cans, and had them filled and sent back full within an hour – freaking brilliant! In truth, I did spend an hour syphoning into the main tanks to empty them for filling. No small feat with boats shooting past and rocking me crazy, so it wasn't like I did nothing! But hey – fuelled, me happy :-)

2. Refill the sub-aqua bottles. My Mini B sub-aqua gear uses small (30-minute) bottles. The gear came with one and I'd bought one more. Being small, you have to be diligent in keeping up with filling them. I was down to half of one. They're important, as should be noted in my not-infrequent 'prop wrap' reports. So, I had two to lug to town (they're heavy) and find someone to fill them. Aha – brainwave! The tender from a tourist dive boat went past and I hailed it over. Half an hour later, I had my two bottles delivered back (for a not-so-small fee, of course) – bottles full, me happy :-)

3. Fix the third reef. Ok, those first two jobs were critical, but didn't exactly tax me too much to get done. This one did – six hours. The reefing line had sawn through on the ARC crossing, and it was such a major job to repair that I'd not yet done it. Now the next big hop is here, there's no avoiding that the work needs to be done. The repair required the disassembly of the boom from the mast, and it's a doozy! It took four hours to get the various pieces suspended so that I could swing the boom off the mast. Then I could feed through the new reefing line. Then an hour to put it all back together. Then an hour to put away the 273 different tools, ropes and slings it had required! Sunburnt, cream-cracked, but job jobbed.

So, three big jobs out of the way. Two turned out to be a doddle, one was exactly as tough as expected.

So what's left. I mentioned six jobs...



1. Service the steering gear. I know very little about it, but that's been the case with everything on x86, so nothing new here. The steering gear works hard, and while it's given no particular cause for concern... hmm... I now know to heed any and every tiny sign. And I've had a few tiny ones. Little squeaks, small rattles, some small wear marks, wear fillings, etc. Time to give the system some love and respect. If I can't do much (parts), it's not an issue, as I'm not thinking 'imminent failure', and I do have the Hydrovane :-)

2. Bed. My saloon bed base needs fixing. I live 'upstairs' all the time when sailing solo, so this bed is important. The baseboard is cheap, and it's broken, so I have to fix it or sleep on the floor!

3. Main toilet. Yep, it's starting to play up, already. Like everything else, if you get a hint, take a hint, and the darn thing is talking. After all my work in this area, I like to think that I'm a bit of a 'toilet whisperer', and it's obvious there's a fair size 'chat' coming up! It's time I got my eco-dry toilets ordered. Enough already!

15 Apr 2018 01:31:20

### Early Rejection From Galapagos!

06:30 - I'm awake in bed, reading the BBC newsfeed. 'Capitaan, Capitaan!' I'd heard it a few times, sounding like it was from a nearby boat... but wait... pop my head out of the hatch and there's a guy on my boat! 'Sir, Carmela's here (my agent).'

So, I go forth to the cockpit and there she is; 06:30am, with news (translation through the guy she's brought along to translate). 'Capitaan, your pass is for only five days, so you have to leave.' I paid \$1,000 for a single port, 20-day stop. 'Sorry Capitaan.' The 'Port Capitaan' is an annual appointment and the rules change all the time. 'I will need to bring immigration on Monday, finalise documents, and you must leave on Tuesday.' Eight days. I was furious. No, I wasn't. It's a bit weird, but I had just decided the night before to leave on Tuesday and was going to email her and ask how this could be achieved!

Ok, so this actually worked for me, but for some this would be a disaster! Many people have their boat lifted at considerable cost (\$500-1,000) to have the hulls cleaned and anti-fouled, and then stump for the \$1,000 fees. They then expect three weeks in the Galapagos. I, on the other hand, did my own cleaning (considerable

effort), and didn't particularly want to stay all that long as I'm keen on getting to the Pacific Islands. Some things just work out, but it's all a bit third-world pathetic...

Speaking of which... I was waiting before dark yesterday at the water taxi stand, to go home. I'd noted a military RIB hovering near x86 a few minutes earlier, and it was now at the taxi stand. A navy guy hopped off and asked me which boat I was on. It turns out that a navy 'tall ship' was coming in the following day, and he was trying to 'press gang' yachts at the harbour to go and escort its arrival. I sniffed incompetence, and made a 'solo sailor, too difficult' excuse. Sure enough, today the ship arrived and half a dozen of my fellows headed out to become a disorganised mess for a couple of hours. I had a great view, from my cockpit chair!

Not that my day was otherwise 'fun', but it was 'worthy' as I got those other three jobs done – yay :-)

I greased and tightened various 'bits' on the steering gear. Naturally, these were in extremely difficult-to-get places, but that situation's normal.

I completely changed the saloon skipper's bed. The cheap baseboard was binned. Instead I used two mighty pieces of lumber, allocated as 'barge boards' but only ever used three times. Barge boards (or giant tyres) are used to protect the sides when forced to tie up against metal piers. I'd used them on the Abu Dhabi F1 runs, when stopping at the security checkpoints. Now, I have an incredibly solid well-fitted base to my cockpit bed and it only took four hours to make! I fixed the toilet. I could elaborate, but you wouldn't want me to.

So, my jobs list is done, I'm booked to be checked-out, and I've done due diligence on safety aspects. If the weather forecast holds, I'm off to Hiva Oa on Tuesday. 3,000nm single-handed. It should take 3-4 weeks – I'm absolutely loving the prospect.

All's well on x86.





# Maiden Voyage of The Good Ship “Vantastic”

*From Nha Trang, Vietnam to Puerto Princessa, Phillipines*

By Stefan Malin

Our trip from Nha Trang to Palawan/Philippines commenced on Friday, 21, September. We departed at 5.30 am from the Bao Dai Villas anchorage and set sail as the sun rose over Hon Tre Island. On board the Seawind 1160 catamaran, named Vanatastic, were the owners, Juliette and Gregor Van Emmerick, joined by myself - Seawind Production Manager Stefan Malin. All were relieved and happy to be off after all clearance paperwork had been done and the journey was finally under way. Calm weather and light to moderate westerly winds were forecast for the first days and that proved mostly true, except for some occasional thunderstorms

in the vicinity, having us reefing the sails for some gusty winds and rain. The proud new owners were amazed and delighted at the speed and distance Vantastic made, even under lights winds. On Sunday, after two days of enjoyable sailing, we passed Trident Shoal at the northern edge of the Spratly Islands on our starboard side. Under blue skies with westerly winds we took advantage of the stable conditions to become more familiar with the B&G chart plotter, trying various options and settings. The efficiency and convenience of the autopilot “wind mode” was much appreciated as it kept the boat at the ideal angle to the prevailing winds allowing us to maximize the distance covered.

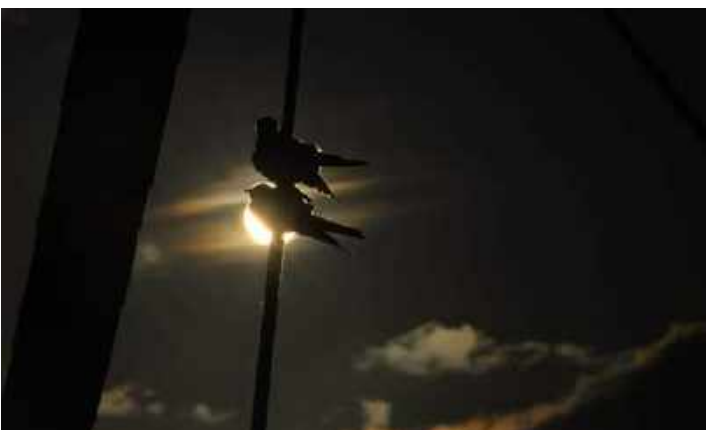




Monday morning, after sunrise, as we approached Nares Bank under perfect weather conditions we hoisted the spinnaker, in Dutch National colors. Angling fanatic Gregor had big hopes of finally catching some fish in the shallower waters of the Reed Bank we were about to cross, after days of disappointment which were highlighted by losing lures to fish intent on getting away. But finally in the early afternoon Gregor's luck changed and it was "fish on" as he landed a 6 kilo tuna after a short struggle. That turned out to be just a teaser though! As sunset advanced with gusts approaching, just at the moment we were lowering the spinnaker, his fishing line was suddenly spooling off the rod at a rapid clip and some frenzied minutes later a 25 kilo mackerel was flopping on the deck. Surely you know what was on the menu for the next couple of amazing meals prepared by Chef Juliette.



On Tuesday, after a smooth evening sail lit by a full moon under mainsail and genoa we hoisted the spinnaker at the crack of dawn and did some jibing along the edge of a restricted-entry oil field shown on the Navionics chart. At 2.30 pm it was "land ahoy", with the impressive mountains of Palawan sighted on the horizon.





Shortly after we were treated to an aquatic acrobatics performance by a small pod of dolphins taking advantage of the waves across our bow. After sunset we passed some good sized fishing vessels that were accompanied by a large Navy ship, which soon hailed us via VHF. A very inquisitive radio operator requested a long list of details regarding the route, boat registration, crew and captain of the Vantastic. Eventually satisfied with the answers he wished us smooth sailing and we were on our way again. As we approached the northern tip of Palawan the night sky began to look ominous as large cloud banks were forming, brightly lit by the full moon. With tight space to navigate between the many small islands, we prepared the second reef, and not too early as soon after pouring rain and strong gusts followed us for the next two hours while our course turned south, entering the Zulu sea. Finally, under clear skies, on a nearly flat sea and with a 20 knot offshore breeze we enjoyed an amazing close reach sail between the islands for the rest of the night and next morning.

At mid-morning after realizing that we would not reach Puerto Princessa until the next evening at our current pace, we decided to look for a good spot to anchor and rest for a few hours after a mostly sleepless night. Gregor spotted a white stretch of sand of an island called Pali and we dropped anchor there. After a nap, followed by snorkeling in clear water dotted with picturesque corals, we were invited to share fresh coconuts by some

locals who had arrived at this deserted beach at the same time we did.

At 3.00 pm we raised anchor and set off to sail through a narrow passage between Palawan and Dumaran Island before sunset. To our surprise we came upon a maze of fishing nets hanging from barrels and floating near the surface. It took us more than an hour to carefully navigate through the maze of nets, under motor power, until we made it to open sea on the southern end of the passage, just as the sun was setting behind the mountains of Palawan.

As the coastline changed to a south-westerly direction and the wind from the west became stronger, we went on a closed hauled course with first reef in, and it became a progressively bumpier ride during the night as the wind picked up and the waves swelled. Certainly the rough night's sailing was a new experience for Juliette, and a good one for Gregor to see how well the 1160 handles itself in such conditions. Despite the progress we had made, at 4.30 am, we decided to start the engines to get closer to the shore on a direct course west, and after sunrise we hoisted the sails one last time and tacked into the Puerto Princessa Bay.

The Abanico Yacht Club was awaiting us, a dinghy was sent to guide us to the mooring, and we completed our 7 days and 4 hour adventure at 10.00 am. By all accounts, a successful, adventurous and enjoyable journey it was!



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# Meals With Mi

By Mi Nguyen

**M**i is in charge of taking care of our clients when they come to Vietnam. She assists owners who choose factory delivery, in the coordination and planning of their provisioning and departure. She understands that having easy-to-prepare, healthy meal while sailing, especially for full-time cruisers, is extremely essential. Here are some quick, easy and nutritious recipes that she shares for you to try out on your next journey.

## *Sweet Potatoes with Guacamole*

Serves: 8    Cooking time: 15 – 20 mins

### Ingredients

- 1.5kg sweet potatoes, washed and cut in half
- 1 tablespoon olive oil
- ½ teaspoon flaky sea salt
- 1/8 teaspoon black pepper, freshly ground
- 2 tablespoons coriander and/or Italian parsley, roughly cut Guacamole (recipe follows)

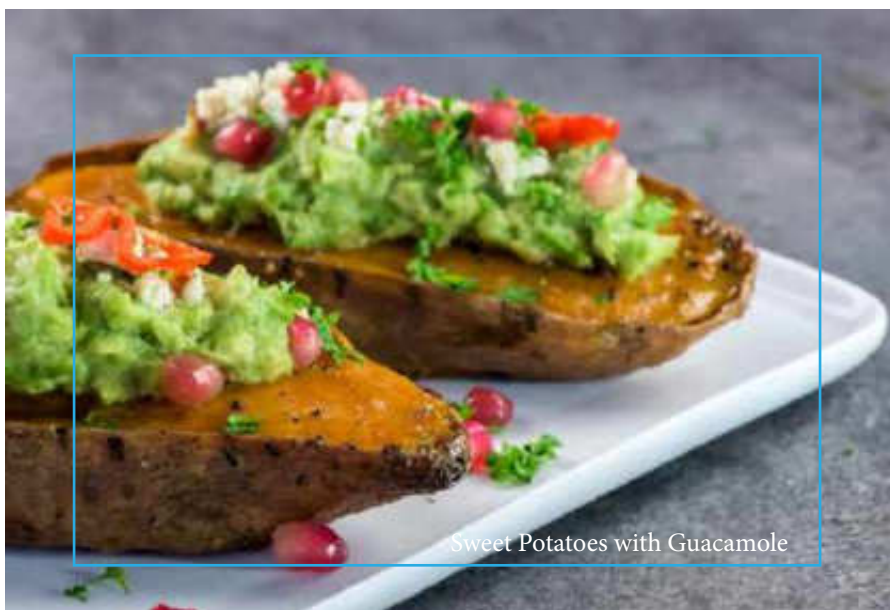
### Method

Put all the sweet potatoes to a medium-sized pot with lightly salted boiling water. Bring the water back to the boil, then reduce heat and set the lid ajar. Simmer for 10-12 minutes until fork tender. Drain the sweet potatoes and set the pot over a very low heat for 30 seconds to dry. Remove from heat and add oil, salt and pepper. Gently shake to combine. To serve, place the sweet potatoes into a serving bowl and generously dollop with the guacamole and coriander and/or parsley.

## Guacamole

- 2 ripe firm avocados, mashed to a chunky consistency
- 2 tablespoons lime juice
- 1 red pepper, finely diced
- 2 medium tomatoes, grated on a coarse grater, or peeled, deseeded and finely diced
- 4 tablespoons coriander leaves and stalks, finely chopped
- 1 tablespoon Dijon mustard
- ½ teaspoon black pepper, freshly ground
- 4-5 drops tabasco

Put all the ingredients in a small bowl and stir gently to combine. Serve within 4 hours.



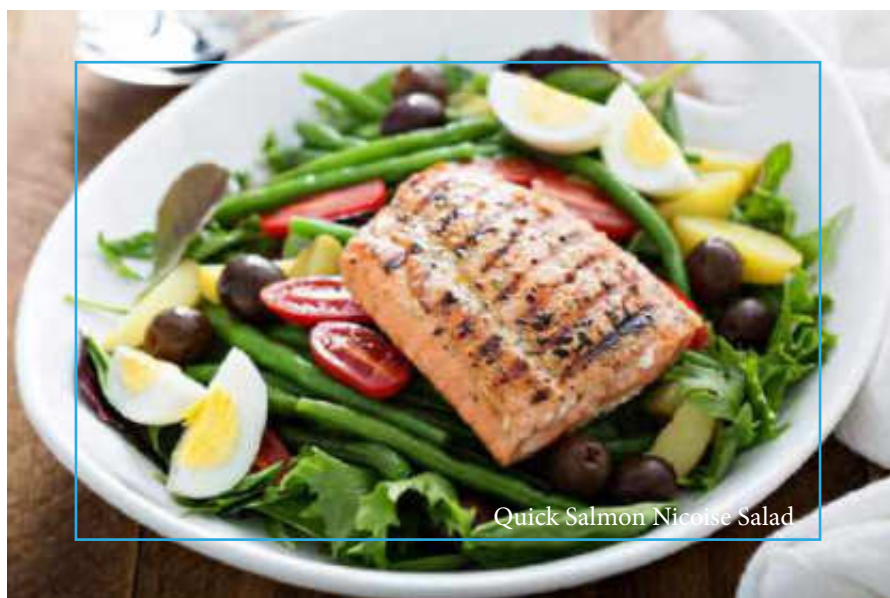
Sweet Potatoes with Guacamole

## Quick Salmon Nicoise Salad

Serves: 2    Cooking time: 20 mins

### Ingredients

- 2 x 120 g salmon fillets , skin on, scaled, pin-boned
- 300 g green beans
- 2 large free-range eggs
- 8 black olives, (stone in)
- 2 heaped tablespoons Greek yoghurt
- Splash red wine vinegar
- Salt and pepper
- 500g fingerling potatoes, halved lengthwise
- 1 head butter lettuce, leaves separated



Quick Salmon Nicoise Salad

### Method

1. Steam the fillets of salmon, skin side down for around 8 minutes in a colander or perforated tray over a pot of boiling salted water. Top and tail the green beans. Boil the green beans and the potatoes until just cooked to the bite in the salted water beneath the salmon (about 6 minutes).
2. 30 seconds after adding the beans to the water, add the eggs to boil for 5 1/2 minutes in the same water.
3. During this time, squash the olives and remove their stones, chopping them finely and adding half to the

yoghurt. Mix with a splash of red wine vinegar and season to taste with salt and pepper.

4. Remove the salmon, eggs, potatoes and beans. Mix the beans, the lettuce and the potatoes with the yoghurt dressing and divide into two plates. Rinse the eggs under cold water until cool enough to handle then peel and cut into quarters. Discard the salmon skin and flake the flesh over the beans, topping this with the egg quarters. Dot over the remaining chopped olives. Drizzle with a little extra virgin olive oil and salt and pepper to taste.





Tomato & Basil Omelette

## Tomato & Basil Omelette

Serves: 2    Cooking time: 20 mins

### Ingredients

- 2 sprigs of fresh basil
- 3 cherry tomatoes
- 2 large free-range eggs
- olive oil



### Method

1. Pick the leaves off the basil and roughly tear them.
2. Cut the cherry tomatoes in half on a chopping board.
3. Crack the eggs into a bowl.
4. Add a tiny pinch of salt and pepper.
5. Beat well with a fork until fully combined.
6. Place a small non-stick frying pan on a low heat to warm up.
7. Add ½ tablespoon of olive oil to the pan and turn the heat up to high.
8. Carefully add the tomatoes and fry for a minute.
9. Turn the heat down to low and sprinkle over the basil leaves.
10. Carefully pour in the eggs, then tilt the pan to spread them out evenly.
11. Using a fork, swirl the eggs around the pan a little.
12. When the omelette begins to cook and firm up, but still has a little raw egg on top, use a spatula to ease around the edges of the omelette, then fold it over in half – when it starts to turn golden brown underneath, remove the pan from the heat and slide the omelette on to a plate.



“ One thing about the Seawind that I loved was the dual helms, as opposed to the [Fountaine Pajot] Astréa's single wheel, ”

*Ed Sherman – Cruising World*

The Seawind design office has just received some exciting news, and we can't wait to share it with you... Cruising World judges have named the Seawind 1260 as the Best Cruising Catamaran Under 50 Feet! What a great achievement and positive endorsement of our entire design team. This award recognises the countless hours of design and engineering that have gone into each and every one of our models. The 1260 builds on the success of its predecessors, the 38' Seawind 1160 (2017 Cruising World Boat of the Year) and 35' Seawind 1000 (Australia's most successful Catamaran with over 230 sold).

With stiff competition from almost every major catamaran builder, this year the judges focused purely on boats that would make a great cruiser or live-aboard. This obviously plays well to the strengths of the 1260 in comparison to the many other charter-focused models that our competitors are building.

So, let's take a look at the top five defining reasons why this boat stands out in the crowded market of sub-50-foot cruising catamarans:





## 1. Protected Safe Steering

Dual helm stations are found on every model, and offer 360-degree visibility even on the largest 1600 model. This allows the skipper to sail safely in crowded harbour conditions and to keep an eye on the crew when offshore. Large targa tops offer protection from the harsh offshore conditions, both sun and rain, while panoramic opening windows provide ventilation as well as visibility. Seawinds offer the protection of a pilothouse yacht, with the visibility and helming advantages of a catamaran.

Ed Sherman shared that what he personally loves the most about the Seawind is the dual helms, compared to the single wheel of the Fountaine Pajot Astrée model.

## 2. Indoor/Outdoor Living

The famous Australian indoor/outdoor, open lifestyle is entrenched in Seawind designs, with an unbeatable living area complemented by 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 fibreglass coach house and targa top.

## 3. Proven Reliability First & Foremost

Every Seawind is built for cruising practicality but delivered on a platform of fast, performance hulls with a fine bow entry and strong, stiff construction. Poise is combined with power in the shape of a relatively powerful sail area, providing a power-to-weight ratio to set pulses racing. This additional power delivers the speed to bring significantly more destinations within reach, satisfying a modern market which may need to fit 'extended' cruising into only a few weeks or months.

What's more, in all of the 600 boats launched, not one has ever shed her rig or indeed suffered a capsized. Seawinds are built on a track record of success.

#### 4. Practical & Ergonomic

Seawind's sustained success over so many years is built on key features which are part of our DNA. Huge cockpit doors open to combine the saloon and cockpit – a feature unmatched in the market and which provides an expansive and versatile living space. The new 1260 enhances this feature further by adding a modular cockpit arrangement. Move chairs and seats to arrange the space as you need it, as circumstances demand. Seat eight people inside, and another eight outside. Or bring everyone in and make that a dozen inside, or easily clear the cockpit for a long passage. Every Seawind provides flexibility and luxury while sacrificing none of the practicality that made previous Seawind models the success they are. Seawinds provide unparalleled entertainment space while sacrificing nothing in offshore safety.

#### 5. Sails like a REAL Sail Boat

A decisive choice was made early to put sailing performance before pure volume, which is not the case of many modern catamaran designers. Having the main beds above the bridge deck rather than in the hull, allows finer hull design which cuts through the water more efficiently and is faster. The benefits of this are that you get to your destination more quickly and don't become frustrated by the lag of performance after days at sea or in moderate to light winds.

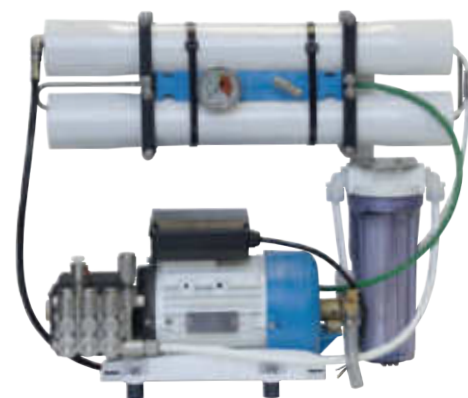
The Seawind 1260 continues a long and successful series of 12-metre Seawinds which now, thanks to the recognition of our friends at Cruising World, will carry legendary status among true blue-water cruisers. In many cases, this size offers the optimum balance between cruising robustness and manageability for a couple. The sustained success of this series is built on key features which are part of Seawind's DNA. In the new 1260, opening up the tri-fold doors provides over 13m<sup>2</sup> of open living space. The 1260 provides flexibility and luxury while sacrificing none of the practicality that made previous Seawind models the success they are.







# Water, water, everywhere



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### *Indonesia: Sailors Paradise*

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**T**he Seawind shipyard is located just a short hop away from some of South-East Asia's best cruising grounds. Many are still hidden gems, but others like Bali grow in stature every year. While Bali itself is a great island to visit (though increasingly busy) the wider region is home to the iconic Raja Ampat area seen below, and of course Komodo Island, home to the eponymous dragon. Taking delivery at the shipyard affords an opportunity to see Asia before using our shipping connections to deliver your yacht elsewhere in the world. And for many Seawind owners, seeing South-East Asia before making that one-way shipment home makes perfect sense. That's even more relevant if you're buying one of our daggerboard boats like the 1190 Sport or 1600. The widespread shallow areas in Asia help to keep big keel boats away and give you a free run at the more idyllic spots.

### *Brittany, France*

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Here's one for the 1160 and 1190 Sport owners: Brittany. Cruising France is top of the bucket-list for cruisers around the world, but if anything, cruising Brittany is

underrated. Most of Europe's big sailing yachts make annual pilgrimages to the South of France. And that's just it – wide beam and big draft are not conducive to cruising Brittany, as you can see in the port pictured here. But an 1160 or 1190 Sport can just about squeeze into the tiny berths, and larger marinas like Port La Crouesty make for a nice easy first stop anyway. La Trinité is a huge sailing town – think Cowes, or Newport, Rhode Island. Many of the bays have dozens of small islands to explore, but be careful: your tidal knowledge will be tested and there's a reason so many of the locals buy mini-keel or swing-keel boats that can dry out on the mud or sand. Speaking of sand, visit the island (Ile) d'Houat. Picturesque white sandy beaches and plenty of anchorages, what more could you ask for in Europe? ...Well actually we didn't mention the food. Brittany provides stunning gastronomic delights in ports aplenty and on the islands. Though they tend to be expensive (everything's brought in by small boat) those island restaurants are often far away from the maddening crowd. And if you're looking at an 1160 or 1190 Sport, why not ship straight there? A big port of entry into Europe is Le Havre, just striking distance from the best cruising in Brittany.



# CRUISING DESTINATIONS

By Jay Nolan

## *The English Riviera*

No, this is not a joke. With sinister implications in the shape of global warming, UK weather is getting better all the time. Many places along what the local tourist boards call “the English Riviera” are getting the weather that Bordeaux had a few decades ago. But the seaward-looking Cornish have a long sailing heritage both for cruising and commercial purposes. And one look at Torquay, Torbay, Fowey, and many more such little harbours and you can see why. This is the perfect place to sail in temperate conditions, while stopping off for real ales and pub comfort food along the way – all in idyllic surroundings. Take a visitor mooring in Fowey and make day trips to explore the hidden coves nearby.

The Living Coasts zoo and sea life aquarium near Torquay is perched right on the water and not to be missed by families. The famous harbour of Falmouth is full of naval history and charm. Back toward Torquay, take a visitor mooring in Teignmouth and enjoy that pub food at the famous Shipwrights Arms Pub. This will forever change your view of the UK.



Komodo Island, Indonesia



Brittany, France

# SEAWIND

## SEAWIND IS ON 1600 THE ATTACK

By Phillippe Echelle



*A generous but well-designed sail plan*

*Back in October 2017, visitors to the Barcelona show discovered a brand new model from the Australian builder Seawind: the 1600. Following the Catalan show, we tested this seductive catamaran, designed by the Californian Reichel-Pugh team. Resolutely different from European or South African productions, this catamaran has a distinctive personality that gave us some nice surprises.*

### BUILDING CATAMARANS IN AUSTRALIA FOR 30 YEARS

**R**ichard Ward, founder of the Seawind brand, is from Queensland's Gold Coast on the Pacific northeast of Australia, which is protected by the Great Barrier Reef and has an enchanting tropical climate. At the end of his studies, Richard traveled the Pacific cruising and got a taste for racing and regattas (completing in several Sydney-Hobart Races) before founding the company in 1982 and settling in Wollongong in the suburbs of Sydney. The first models manufactured were small coast-hopping catamarans (the Mari- cats), the next model was a trailable boat, the Seawind 24. Next came the 850 and 1000.

(a real success, with 165 units sold!). The shipyard continued this route during the 2000s by selling 20 to 30 boats a year, and then in October 2010 bought Corsair (the American yard with 1,600 trimarans built to date!). Paul Koch, Corsair's former owner, had relocated the production of the California plant in Chula Vista to Vietnam: Seawind seized the opportunity to consolidate all the group's manufacturing to Ho Chi Minh City (Seawind catamarans and Corsair trimarans). This yard today employs 200 people. The range of Seawind catamarans comprises three models, the 1600, the 1260 and the 1190 (Charter or Sport).





*The helm stations have pride of place in the deck plan!  
Bravo for the elegant console, the double wraparound  
seat and the ergonomics of helming*

## REICHEL-PUGH A GLOBAL FIRM OF NAVAL ARCHITECTS

John Reichel is a native of Oyster Bay, New York, who joined Doug Peterson at the height of his career in the IOR scene and would accompany him on projects as diverse as the cruising Hans Christian 48 and 52, or America3, Prada Challenge or NZL32 prototypes. The pair teamed up with Jim Pugh (a native of Liverpool, England) in the design office in San Diego (California), which has been the source of countless prestigious achievements in racing or cruising and exceptional one-offs such as Wild Oats, the 42m Perini Navi and the 130' Baltic My Song, as well as Alfa Romeo, Wally's Magic Carpet 3 and Galatea... but surprisingly few multihulls!

## AN ORIGINAL SILHOUETTE AND ARCHITECTURE

Starting from Seawind's specifications, with fully integrated daggerboards and wanting to offer a high-end catamaran mainly geared towards owners wishing to live aboard for ocean wandering, Reichel-Pugh designed a multihull which achieves a very real balance between genuine sailing performance, quality of life on board and refined amenities. The hull sections are a deep U, whose volume is graceful and progressive from the immersed forefoot and back to the middle of the hull, before expanding in the after third. The slope



*Classic and timeless lines for this  
blue water catamaran*



*One of Reichel-Pugh's first multihulls,  
showing beautiful mastery of design!*

of the archway cleverly houses the saildrives, but the curvature of the hull remains lightly pronounced. In terms of exterior design, the Seawind 600 displays a classic elegance, which is timeless, thanks to rigorously designed proportions. The straight bows, the moderate freeboard (despite a nacelle at 80cm), the delicate hull step, the volume of the coachroof and its aft-set position, and the beautiful design of the windshields, all allow the overall lines to exude style. On approaching the boat, it is very seductive, as much because of its architecture as the perception of quality which it exudes. Our test model was also presented with a beautiful paint-job (optional, as the boat is delivered with white gelcoat as standard).

## A HIGH-END COMPOSITE

The full use of Vinylester is a good choice. The mechanical characteristics are close to those of epoxy, but there are fewer constraints to its use, in particular concerning the health and safety of the boatbuilders. The infusion process is widely used and carbon reinforcements (bulkheads) and Kevlar (impact zones) are numerous. The boat is capable of being beached, thanks to the incorporation of a monolithic keel shoe which is 30cm wide. Excellent!



*Note the elegance of the hull-step and how the proportions are maintained. This is one nice catamaran!*

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The Seawind 1600 is an owner's catamaran and this philosophy underpins all trade-offs

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## AN ATTRACTIVE DECK LAYOUT

The Seawind 1600 is an owner's catamaran and this philosophy underpins all trade-offs, from the organization of the outdoor living spaces to the ergonomics of helm and sail handling stations. Despite very thin hulls forward, the decks are generous and fully flush, the side-decks are wide and the fixings for the lower shrouds (directly above the coachroof) facilitate passage forward or aft. The connection with the cockpit is well-designed, with great results. There is little difference in level, with perfectly sculpted steps; the forward-set positioning for the helm stations successfully incorporates this essential function into the deck layout and the "wraparound" helm seats allow two people to settle down comfortably. A nice sun lounger is opposite, and the access to the top of the coachroof and the bimini is easy and safe. The gooseneck is readily accessible and the boom is low enough for easy access when necessary, for hoisting, reefing or furling the mainsail, and the reefing lines and reefing pennants are clear and easy to use. As for

the running rigging, the deck plan picks up on an idea popularized by Catana, with two mainsheet tackles and a central electric winch installed horizontally on the aft beam. This geometry makes it possible to conceal the mainsail halyard, the three reefing lines, the topping lift and the solent sheet in a ducting beneath the nacelle (via two 90° deck organizers) and to avoid any constraints at the aft face of the mast foot. Handling the beautiful daggerboards is done from the cockpit via a line driver (notched pulley with a winch handle socket) and the lines are concealed beneath the deck. The precision of adjustment and the softness of handling are quite striking. The Seawind is a proper daggerboard boat, which also involves lifting the rudders! This system is probably one of the most elegant, even if it does not allow for the appendage to be removed in the event of a collision: it slides up into a pivoting carbon housing connected to the magnificent helm system with rigid links (articulated on stainless ball joints). The parallelism can be adjusted. Just superb!

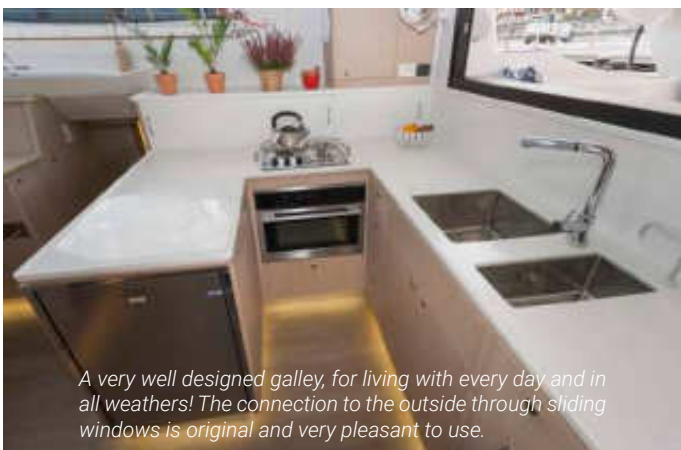
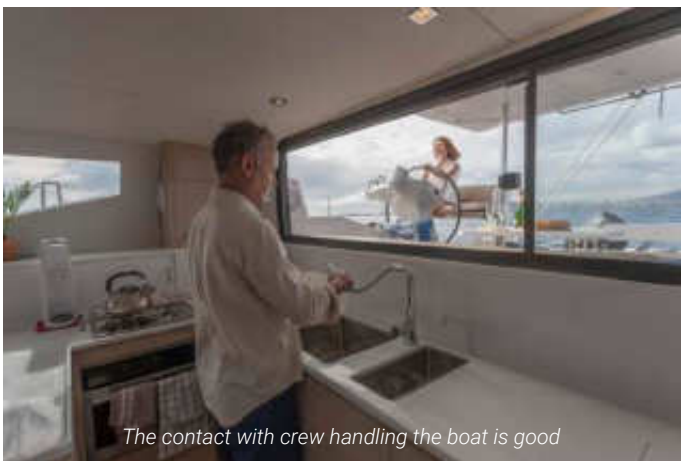
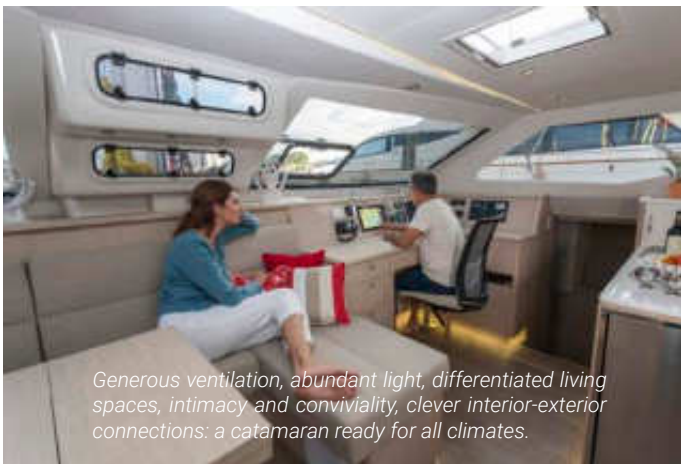




## INTERIOR: A VESSEL FOR FULL-TIME LIVEABOARDS

Contrary to the widespread trend of opening up and de-compartmentalizing spaces, Seawind and Reichel-Pugh have chosen a more intimate layout and accessibility. The cockpit and deck saloon are not flush-decked, allowing for a small area where wet boots or oilskins can be left. A sliding door opens to the inside, but it is not an opening bay window. The communication between the galley and the deck saloon (also smaller than many we are used to seeing these days), consists of two large sliding windows. This general arrangement bucks the contemporary ideas of perception of volumes and highlights the intimacy of separate, well-defined spaces, yet ones which are intelligently connected to each other in the spirit of sailing or for life on board for all climates. On the day of my arrival, the Mediterranean weather nearly generated a flood, perfectly highlighting the relevance of these choices! The Seawind also gives pride of place to the galley, which is a good size, with an efficient layout, enviable worktop areas and remarkable light and ventilation. There are three chilled facilities: a large vertical refrigerator, a freezer and a day-use fridge in the cockpit. The boat is also equipped with reversible

air conditioning. The 1000W solar panels, two high-output alternators and the generator will cater easily for the air conditioning, thus making the catamaran fully autonomous. The cabinetry and upholstery are superb, and the abundant indirect light sources (LEDs) give a beautiful perception of quality and a clean, functional style, creating an attractive atmosphere. The chart table is vast, and the dining table, which is convertible into a sofa, allows 4-6 guests to dine comfortably in this intimate area. The owner's hull houses a welcoming cabin with an island bed, a dressing table, a large wardrobe and a splendid bathroom in which is also housed the washing machine. The port hull is available in different versions (2 or 3 double cabins). Our test boat, in true owner's layout, different combinations of guests. An in-depth look at the technical aspects convinced me of the quality of the fittings and the care given to their installation, including the electrical set-up (battery rack, protected fuses, neat wiring, clearly installed circuit breakers, etc.), but also the high standard of composite work and the exacting overall finish.



## SEA TRIAL

The All Yacht Spars (Australia) lacquered aluminum fixed mast has two sets of spreaders, giving an excellent, simple and sturdy profile that allows for a generous Doyle mainsail (with Ronstan track and batten cars), a self-tacking solent secured to a stainless steel bridle which goes around the composite compression beam, a screecher (a small versatile gennaker) which can be attached to the end of the beam and an asymmetrical furling spinnaker on the telescopic bowsprit. It's all smart and well designed! The clever helm console design remains fluid and elegant, and it can house multiple repeater screens or a dedicated chartplotter as required! The helming position is very pleasant and the large diameter carbon wheel is coupled to a remarkable rigid transmission (and a few small fine adjustments to the sensitivity will make this perfect). The window in the top of the bimini allows the mainsail trimmer to work without having to perform any contortions. The generous power of the 80hp Yanmars makes for easy maneuvering and offers performance that only consumption will moderate (count on 8 to 9 knots as an economic cruising speed). Outside the One Ocean Marina at Port Vell, the sea is visibly had a double and a twin cabin to adapt to this makes for great test conditions. The 10-20 knots of wind will allow us to try out several combinations of headsails and mainsail. First off, I was struck by the excellent reactivity and the efficient way the boat slips along under one reef and the solent, with the wind not exceeding 15 knots. This measure seemed to me to be excessively cautious, but it was definitely the right canvas for changeable weather conditions.

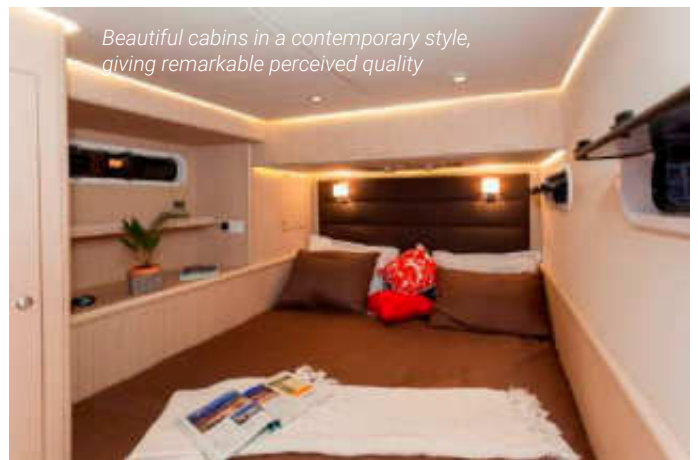




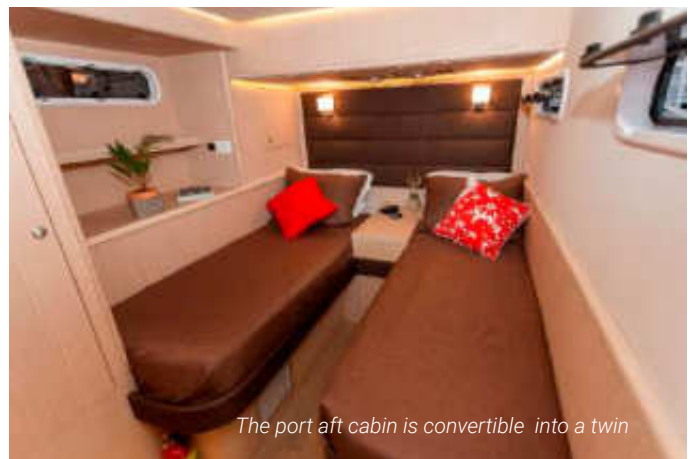
The hydrodynamic fineness of the hulls and the aerodynamics of the superstructure go some way to explaining the good results, but the well-managed weight and the good quality of the composite (stiffness) also play their part. Picking up again under full mainsail and solent, the Seawind displays an almost sporty temperament and especially shows nicely balanced movement in this confused sea. The catamaran remains alive in the choppy sea with the helm firm and sensitive. The ability to go through the waves is evident in the choppiest parts, where the finesse of the bows is wonderful. Our test boat is loaded for long-term cruising with full tanks and provisions, yet remains alive and dynamic. Under gennaker at 110° in 15 knots of SE'ly wind and rough seas, we maintain a speed of 12-13 knots (the polar predicts 14.5 on flat seas and even indicates 23 knots in 30 knots true under main and solent). Close-hauled, the catamaran behaves well and tacks with ease, and is particularly comfortable in a formed sea at 70-80° off the wind, something which really stood out for me. The movement of the whole platform, well damped by a favorable center of gravity (among other factors), contributes to a high level of comfort and a feeling of security. The boat is agile at all gaits and pleasant at the helm with a sensitive combination between the appendages and the sailplan.

## CONCLUSION

The Seawind 1600 is a nice multihull that plays skillfully with current trends, yet which is forging its own path. Sleek aesthetics, build quality, justifiable trade-offs and being enjoyable to use constitute this newcomer's main assets, establishing an original personality and identity.



*Beautiful cabins in a contemporary style, giving remarkable perceived quality*



*The port aft cabin is convertible into a twin*



*The bathroom in the starboard hull (owner's). Beautiful, spacious and practical*





# TOP 10 ON Instagram

Use these hashtags to find our community on Instagram:

#Seawind

#Seawind catamarans

#Seawind1000

#Seawind1000XL

#Seawind 1600

#Seawind1260

#Seawind1190

#Seawind1160

01

*Jervis Bay Sailing Charters*



@jervisbaysailingcharters  
#Seawincatamarans

02

*Phishpit*



@phishpit  
#Seawind1260

03

*Philip John Deans*



@zenoimages  
#Seawindcatamarans #Seawind1600

04

*Sue & Peter*



@sv\_lukim\_yu  
#Seawind1160 #Seawindcatamarans





05

Taya Brooks

@tayalucyy  
#Seawind #Seawind1000



06

Mirek Czajka

@mirek\_czajka  
#Seawind #Seawind 1600



07

David Roberts

@david\_roberts7  
#seawind



08

West Coast Multihulls

@westcoastmultihulls  
#seawindcatamarans



09

Sailing with dogs

@sailing\_with\_dogs  
#seawind #seawind1160



10

Sebastian Mozes

@sebastianmozes  
#seawindcatamarans





# NEW OPTIONS FOR 2019

By Shane Grover

**A**s 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.





## LITHIUM BATTERY UPGRADE (360AH)

### Part Number OP036

This option upgrades the standard lead-acid battery system to a high-capacity lithium system from Mastervolt, and also modifies the entire charging system ensuring a complete, compatible system with upgraded Mastervolt chargers and regulators. The start battery is also upgraded to AGM with a DC-DC charging unit.

Standard 1160/1190 battery system specifications:  
2 x 120AH lead-acid house batteries (34kg each) + 1  
x 120AH lead-acid start battery (34kg) = 102kg  
Usable house amp hours (lead-acid = 40%) = 96AH

Lithium battery system specifications:  
1 x 360AH lithium house battery (58kg) + 1 x 90AH  
(AGM) start battery (28kg) = 86kg  
2 x Magic 12/12-20, Mastervolt DC-DC chargers  
(1.8kg each) = 3.6kg  
1 x EasyCharge 10, Mastervolt AC-DC chargers  
(2.8kg each) = 2.8kg  
Usable house amp hours (Lithium = 80%) = 288AH  
Gain: 192AH  
Weight saving: 9.6kg

Available on: 1160, 1190 (a similar option is available on the 1260 as part number #OP028 and 1600 as part number #19294)



## CZONE DIGITAL SWITCHING (DC)

### Part Number 20155

The sleek CZone® touchscreen digital switching system provides a lightweight, sophisticated switching system enabling control and monitoring of your vessel through the navigation table-mounted touchscreen display. The system can also be controlled at the helm-mounted chartplotter or wirelessly via tablet or smartphone.

The CZone® digital control and monitoring network provides a sophisticated solution via the automation of complicated control and monitoring issues associated with today's onboard systems. The CZone® system features built-in timers, dimmers, alarms, voltage reducers, and load shedding. With safety in mind, the CZone® system features a manual bypass, and its 'No-Single-Failure-Point' technology means it is a plug and play system with redundancies.

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

## ROPE CUTTER - SHAFT SHARK

### *Part Number 19525*

The SHAFT SHARK is a serrated edge circular blade machined from high-quality marine grade 316 stainless steel. It is available as a two-piece split unit for quick and simple installation and maintenance, with no need to remove the propeller. Zero maintenance is required as there are no moving parts (cutters/bearings/zincs/stops) to maintain or replace annually. As a bonus, after years of use, the cutter can be easily re-sharpened if necessary.

Attached to the shaft just forward of your propeller, it rotates with the shaft, cutting away any rope, weed or debris that might try to entangle your propeller while you are under motor. This option is a must-have if motoring in polluted waters, such as in Asia, where stray fishing nets and debris are plentiful.

Available on: 1260, 1600



## SOLAR PANEL UPGRADE FROM 2 X 125W TO 2 X 210W RIGID AND 2 X 320W FLUSH PANELS

### *Part Number 20330*

In this configuration, Seawind installs 2 x 320W flush panels on the hardtop and 2 x 210W framed panels off the back of the targa arch, giving a total of 1060W. The flush-mount panels can contour to the shape of the roof and therefore cover more surface area. Their weakness, however, is reduced efficiency (our tests showed a 10% reduction compared to framed panels of equivalent wattage). This option also includes 2 x 60A Mastervolt solar regulators, maximising the efficiency the panels can output.

This option includes stainless aft supports and a davit extension, improving the ease of raising and lowering your dinghy from the transom.

Available on: 1160, 1190, 1260 (a similar option is available on the 1600 as part number #20331)





## B&G FORWARDSCAN® OPTION

### *Part Number 19375*

Explore poorly-charted or unfamiliar waters with confidence, avoid upcoming dangers or obstructions, and set custom shallow-depth alarms with B&G's forward-looking sensor. With an effective range eight times the water's actual depth, ForwardScan® helps you avoid groundings or damage to keels and rudders while pinpointing the ideal spot for anchoring.

Bottom Colour Tracking offers a solid 2D rendering of the bottom ahead of your vessel for an uncluttered, immediately understandable view. Make fast and well-informed navigational decisions without needing to interpret the individual data points returned by the echosounder.

Heading Line View integrates ForwardScan® depth data with the heading line displayed on the navigation page of your B&G multifunction display. The line is colour-coded in segments to represent deep, medium and shallow water, with customisable depth ranges to suit your boat's draught.

ForwardScan's forward range scale is automatically synchronised with the length of the heading line. In split-screen ForwardScan®/ Navigation View, the full distance from your vessel to the end of the heading line is represented in 2D on the ForwardScan® display. Quickly reconcile ForwardScan® data with the charted depth and your present course, for a comprehensive understanding of what's ahead.

Available on: 1160, 1190, 1260, 1600

## 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 Autopilot systems to enable precise heading adjustments and autopilot control.

Available on: 1160, 1190, 1260, 1600



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## HIGHFIELD DINGHY OM-390 - HYPALON CENTRE CONSOLE

### *Part Number 5355-0*

A fabulous cruising RIB and the perfect companion for the Seawind 1600. You can be assured that your Highfield RIB is built to last, as the Ocean Master 390 is designed with harsh conditions in mind. Integrated fuel tank, non-slip deck, and a 20° dead-rise let you take on even the roughest conditions with confidence.

The Ocean Master 390 is made of 3mm thick, powder-coated marine-grade aluminium for the hull and Hypalon fabric for the inflatable tube. This package includes rear bench seat, centre console with spray shield, anchor locker, dry storage, and even navigation lights for night trips. Combine with a lightweight 30hp outboard for the perfect cruising tender.

Available on: 1600 (smaller model Highfield RIBs available on the 1160, 1190 and 1260 models)







# World's #1 Aluminium RIB

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# IT'S RAINING CATS

By Chelsea Pyne



I've never been a cat person. I mean that both literally and nautically. My dog Margo and I started our “sailing life” only a few years ago. We tested our sea legs aboard a 44ft Caribbean Sailing Yacht (CSY) and found that it was simultaneously strange and fun. So I am no salty sea dog, but Margo surely is.

All of my early experience on boats is with monohulls. This includes sailing to the infamous Tangier Island in Chesapeake Bay, racing in the St. Maarten Heineken Regatta on a Volvo 70, and a week-long rum delivery aboard “Tres Hombres,” an old-school, engineless tall ship.

For three years, I was strictly a monohull gal. However, my partner Andy and I were stuck in a catamaran

fantasy – even though neither of us had ever sailed one. For years, Andy researched cats (in fact, it was the only reason he had a computer). After Hurricane Irma put a massive dent in our lives, we decided it was time for a change. A change rippling through all of the Caribbean islands. We wanted another hull.

In fact, catamarans are tipping the scales as the fastest growing market in the boat industry. They are designed with the newest technology and are proving themselves as high-performance cruising boats. They're lighter, faster, and more comfortable than ever before. In addition, St. Maarten has just held its first annual Caribbean Multihull Challenge. The regatta organizer told me that the potential of catamarans is underestimated – it's a growing market for a reason.



Our aim was to find a well-designed, safe boat that sailed well – not a floating apartment. Now that we have the future equivalent of the monohull grand prix in our backyard, we're even more motivated to be on a full-packaged boat. So, we set to work. Andy narrowed it down to two companies – Seawind and James Wharram. Then, as the voice of reason, I chimed in to cast my vote based on Seawind's 35 years of building experience. We weighed the options and came to our conclusion – Seawind. Their hulls are narrower and more streamlined, and the beds in the hull are on a bridge deck, which reduces resistance through the water and gives a smoother sail. The helm's position is on the same level as the saloon and cockpit, so no steps to climb up and down. There's no danger of falling off the helm's position and we'll stay protected from the elements. The convenience of two separate helms that can act as an emergency rudder is another great safety feature. But we didn't just want a great sailboat. Margo and I wanted comfort, and room to play. So our quest went forward. An 1160 or 1260?

Our question was answered one day as we were driving across a bridge over St. Maarten's lagoon. Andy immediately spotted a familiar shape. Later that day, we hopped in our dinghy and went to greet "Shamal." Ann and Alec of New Zealand welcomed our surprise visit and invited us over that afternoon aboard their 1160. After an eleven and a half year circumnavigation, they were more than happy to share stories and advice.

The bottom line was – they loved their "Shamal" – and knew we would feel the same on a "Shamal" of our own. So, over the next few weeks, Ann and Alec became our friends and mentors. By jotting notes in my book, I learned the odds and ends of an 1160. I was so overwhelmed with their guidance that their words turned to scribbles and I raced to get it all down on paper. Our original fear was that we would not have enough headspace in the 1160, but that fear was laid to rest once Ann shuffled us around and let us try out her home.

Ann and Alec ended up extending their stay in St. Maarten so they could get some items fixed. Because the island was still reeling from the hurricane season, it took much longer than expected. But at last, "Shamal" had her maintenance completed and it was time for a test drive. We received an email to join and I giddily accepted. Andy was busy crossing the Caribbean on a

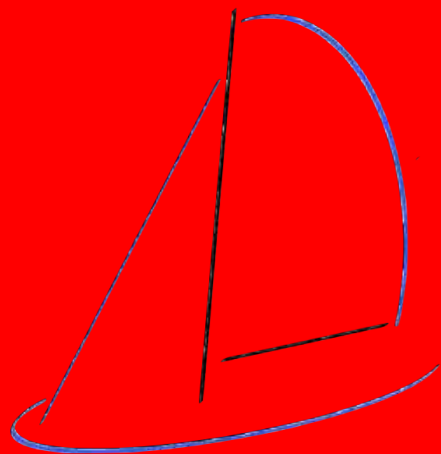
Bali 40 and unable to make it back in time, so I joined "Shamal" for a little spin around St. Maarten's Simpson Bay to test her new rigging. We hoisted the sail and immediately took off. In no time we were doing 8 knots. Alec threw me behind the helm and ran about with Ann fixing the lines. These were testing new waters for me, and I put us off course a few times.

As a newbie cruiser, I didn't know nearly as much as I would like to about the dynamics of sailing. But I knew one thing. "Shamal" felt good. I went under the deck, to see what it was like below while underway. When Andy and I sail, I have minimal duties, but I do have one that I take very seriously – food. I headed to the galley to see if I could handle a cat's kitchen. To my surprise, I was extremely comfortable. Because the galley is in the hull, it lays lower and therefore moves less. I rummaged about the spacious galley with ease. Although it wasn't a rough day, we were sailing fast and rocking away.

After a beautiful little sail, and the confidence of Ann and Alec sporting "Shamal", we decided to take a leap. I didn't consult Margo, but I have a feeling this is one cat she will love. With more room in the saloon and cockpit, she is sure to feel at ease.

When I returned home, I sent two emails. One to Andy about the successful trial, and one to Seawind enquiring more about a future together. After many back and forth emails, phone calls and message boards, we sent in our signed contract. We were to board our new home in March – "Stardust", an 1160 lite.





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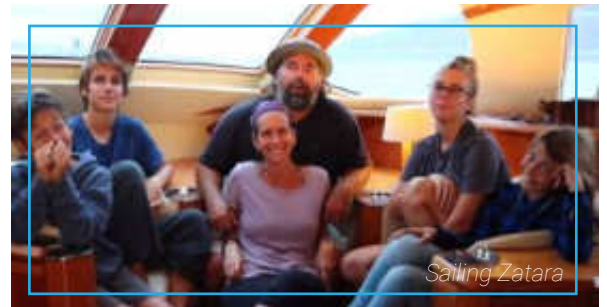


# OUR FAVOURITE CHANNELS

*"All great cruising adventures have a beginning and, for most, this involves research and learning from others' experiences. While the following videos may not feature Seawinds, we feel these are some great channels to follow for anybody wanting to become more prepared for a life at sea."*

## 1. *Sailing Zatará* - 60,333 subscribers

A family of six from Texas who have been sailing around the world since 2016. After a three-hour lesson on a lake, they fell in love with sailing. They then decided to take the next step and venture out into open waters. After buying their yacht, they have been non-stop sailing around the world. "Sailing Zatará" is a great channel that documents the sailing life of a big family, with a total of 97 videos.

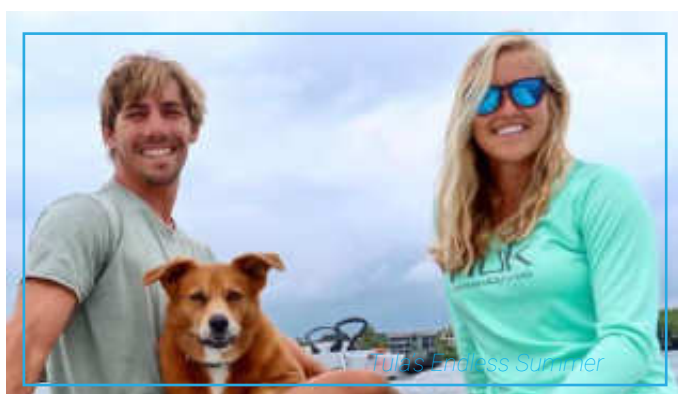


## 2. *Two Afloat Sailing* – 16,775 subscribers

A couple, Ryan and Nicole, decided to leave their house and jobs in San Diego to sail the French Polynesian islands. Ryan suffers from FSHMD, a disease that is eating away his muscles, but he still manages to tackle the challenges involved in pursuing the couple's passion and dream. Their story will inspire those who have a dream of sailing but face self-doubt and fear. You can follow their journey on the channel "Two Afloat Sailing" which currently has 45 videos and 16,775 subscribers.

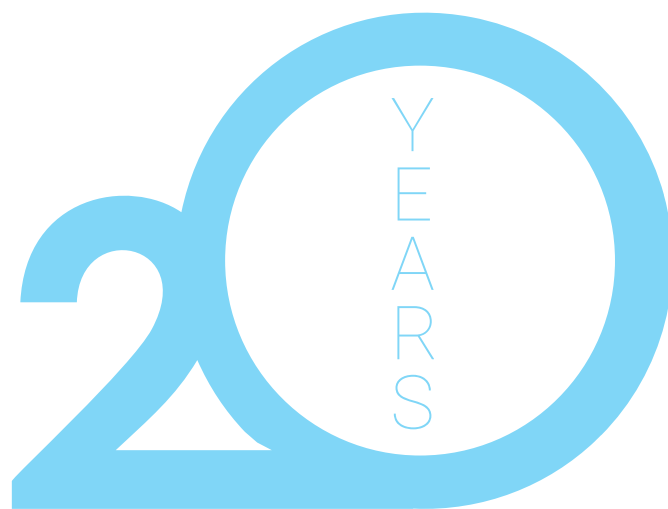
## 3. *Sailing Zingaro* – 33,766 subscribers

An inspiring couple who built their own catamaran with a small budget and have sailed more than 18,000km around the world. Their channel "Sailing Zingaro" takes us along on their adventure with around 100 challenges that can occur while sailing. Their channel currently has 61 videos.



## 4. *Tula's Endless Summer* – 93,178 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 and spearfishing. Oh, and their dog Jetty seems to love the water too! They decided to venture on boat life together, exploring as much as they can. Check out their fantastic journey with their "Tula's Endless Summer" YouTube channel of 298 videos.



# SEAWIND PITTWATER REGATTA





# A SENSE OF BELONGING

By Brent Vaughan

**T**wenty years ago, almost to the day, a bunch of Seawind owners got together to test their sailing prowess and race their cruising catamarans around the iconic Pittwater, just north of Sydney Harbour. Gathering at the Basin campground afterwards, tales were told over beers and a barbecue and friendships were born. The concept caught on, and the Seawind Pittwater Regatta became an institution that has grown to become one of the largest multihull regattas in Australia and one of the largest brand gatherings of its kind in the world, with up to 35 Seawinds racing at its peak.

After a hiatus from Pittwater for several years, it was considered fitting that Seawind would return to this spectacular cruising location once again and retrace the old racing programme established two decades ago to remind ourselves why this regatta was so special.

So, after many months of planning and organising by the regatta committee, made up of fellow Seawind owners, we gathered 22 boat entries and around 80 people to join us for a weekend of sailing.





Some boats were already on Pittwater, but many had to travel from locations including Port Stephens, Port Hacking and Jervis Bay. I sailed our little Seawind 1000, 'Seabbatical', up from Sydney Harbour one afternoon solo, taking advantage of the daylight savings sun and cruising in company with a Seawind 1250, 'Catty Shack'. A nice little sail up the northern beaches with a soft sun.

No-one had travelled as far as Rich Carey had done, on board his Seawind 1160 'X86'. Rich had recently arrived on Pittwater following his solo transpacific and previous transatlantic crossings, from the Med where he had been cruising for some time. Though his boat isn't really optimised for racing, it is optimised for offshore passage-making shorthanded with extra handholds, a windvane (rare to see on cats) and a whole bunch of equipment to help navigate the seas. Rich is now selling his boat and hopes it will go to another cruising adventurer (see [www.multihullcentral.com](http://www.multihullcentral.com) for details).

As you sail around Barrenjoey Head and into Broken Bay – that is, the three-way intersection between Pittwater to the south, the Hawkesbury to the west and Ettalong and Gosford to the north – you see the impressive Lion Island greeting you on arrival like a sphinx in front of the Great Pyramids. This is a destination rather than just a location, and I can appreciate why Pittwater has always been a favourite amongst yachties.

Following a short invitation race, the flotilla assembled

Friday afternoon on 26 October 2018 at Refuge Cove on Pittwater and gathered onshore at the Basin, where a large marquee had been erected in the yard of a heritage-listed cottage that had formerly belonged to settlers.

The Basin is a little piece of paradise, with what seems like hundreds of moorings in a protected bay and a sandy beach to pull up your dinghy, overshadowed by large Norfolk pines with a large flat grassy area where campers and kangaroos intermingle. On the inside, there is a large saltwater lagoon which is a favourite in the summertime for kids to go swimming. It's very peaceful here. It's near impossible to get here any other way than by boat, so there are no cars, no traffic... just the sound of birds in the trees and a gentle breeze. It's no wonder the Basin was picked as the location to catch up.

We gathered for a paella, freshly cooked onsite in front of us, and it was refreshing to see so many familiar faces that I hadn't seen for some time. After a welcome and short presentation, the 'Seabbatical Short Film Festival' was played in the marquee on a large screen, providing some inspiration for future adventures.

The next morning was a stunner, with perfect blue skies but not much wind. The group got together for bacon and eggs at the cottage, and Michael Meehan provided a briefing for the two races that lay ahead.



Sailing in next to no wind is a great test, not only of a catamaran's performance but also of your own sailing skills as you try to find clean air and predict where the wind will fill in from as the north-easterly builds through the day. The congested start line meant you could almost jump from one boat to another, which prompted some friendly rivalry between crews. However, it was impressive how well the Seawinds could sail in the lighter conditions, and in no time the fleet was making its way around the course.

Finishing near Towlers Bay, another pretty location with lots of moorings, the fleet dropped in for lunch. We took the kids onto the beach for a swim in the crystal-clear water before returning for a BBQ lunch and a chat with our neighbours who we had rafted up next door onboard Seawind 1000 'Tranquillity'. They had just won the first race and were keen to get out again for the second race as the north-easterly was building quickly.

Race two was action-packed, with 20 knots filling in from the northeast, which meant a couple of tacks which separated the fleet and a long march down to Lion Island and back. The wind against a strong outgoing tide in Broken Bay really tested the little Seawind 1000. We had a few green waves over the bow, but it punched through undeterred. We had pace, but couldn't quite catch 'Tranquillity' which held onto the lead the entire race but was chased by Seawind 1160 LITE 'Seaddler' and Seawind 1250 'Catty Shack', who were both flying on the return off the breeze.

Finishing at the Basin, the fleet consumed some sundowners before donning the formal attire (Hawaiian shirts) for the presentation later that night... more food rolled out from our caterers and the cool drinks on ice flowed.







# Seawind

## Catalina Multihull Rally

*By Steve & Pam Ellsworth  
S/V Barramundi  
Seawind 1000XL*

Every August for the past 13 years in southern California, there has been a migration of multihulls to Catalina Island. What started as a weekend party for Seawind catamarans sponsored by West Coast Multihulls has evolved into an annual rally. We come together for several days of sailing, friendship, learning, and most of all, parties! Boats come from as far south as San Diego and as far

north as San Francisco Bay. This year's rally kicked off with the Thursday night "Meet & Greet" on the patio at the Harbor Reef restaurant. It is always great to meet new participants and to catch up with veterans of the rally while swapping stories over appetizers and cocktails. Having attended all 13 rallies, Pam and I have met many new friends here.





Friday morning, we all met up at the Isthmus Yacht Club, which is located in a historic building that once housed Union Army troops during the Civil War. There is a bar serving Bloody Marys and continental breakfasts, and it is where we have a guest speaker each year. This year's speakers were Tim and Ruth Henning of "Victory Cat", a Seawind 1160 that had just completed an around-the-world cruise. Their presentation included beautiful photos and great stories and was both informative and entertaining. It is presentations like this that keep the dream alive for many sailors like us. Friday night, we all gathered for our themed dinner. This year's theme was "Jamaica Me Crazy," so out came the dreadlocks and reggae music. The food was island-themed and very tasty, and, along with rum cocktails, it wasn't long before the dancing and limbo started. My back is still killing me!

Saturday morning, we all left our moorings and headed out for our race (it's a rally, not a race...) around the west end of Catalina to Cat Harbor. This year's race saw plenty of wind and made the fishing a little more difficult while flying a spinnaker. I told you it was a rally, not a race! The biggest challenge is getting 10 catamarans rafted up in 25-knot winds; always exciting. Being rafted up allows us to visit all of the boats and enjoy all the themed appetizers and share stories. Later in the evening, many came over to "Barramundi," where we broke out the instruments and played music and sang until the Harbor Patrol came by and gave us the stink-eye.



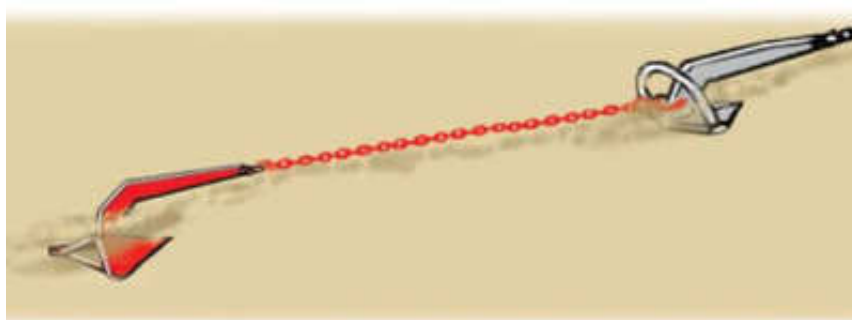
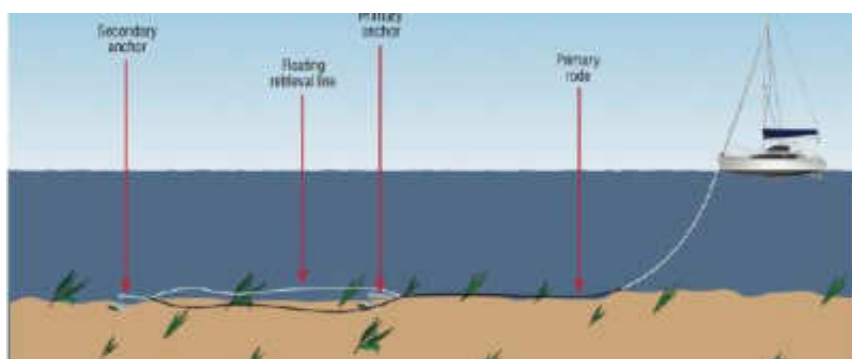
Sunday morning, we broke up the raft and headed out. Most were sailing home, but a few of us chose to sail around the back side of Catalina and find a mooring in Avalon. This has become a regular stop for several of us rally veterans, where we can stretch out the fun for a few more days. As always, a trip to Avalon wouldn't be complete without a stop at Luau Larry's and the Marlin Club. The great weather continued and we spent two more days enjoying the island. On the sail back to San Diego, we were already thinking about a theme for next year's rally. Yes, it's really that good!



# ANCHORING: WITH A SECONDARY ANCHOR

By Shane Grover

A secondary anchor provides additional redundancy, with the ability to set two anchors in the event of rough conditions when the primary is failing to set. It can also provide additional versatility by being used off the stern or side. A second anchor would seem to be a smart choice in increasing safety for you and your boat, so knowing how to use your anchor systems in the right conditions is important.



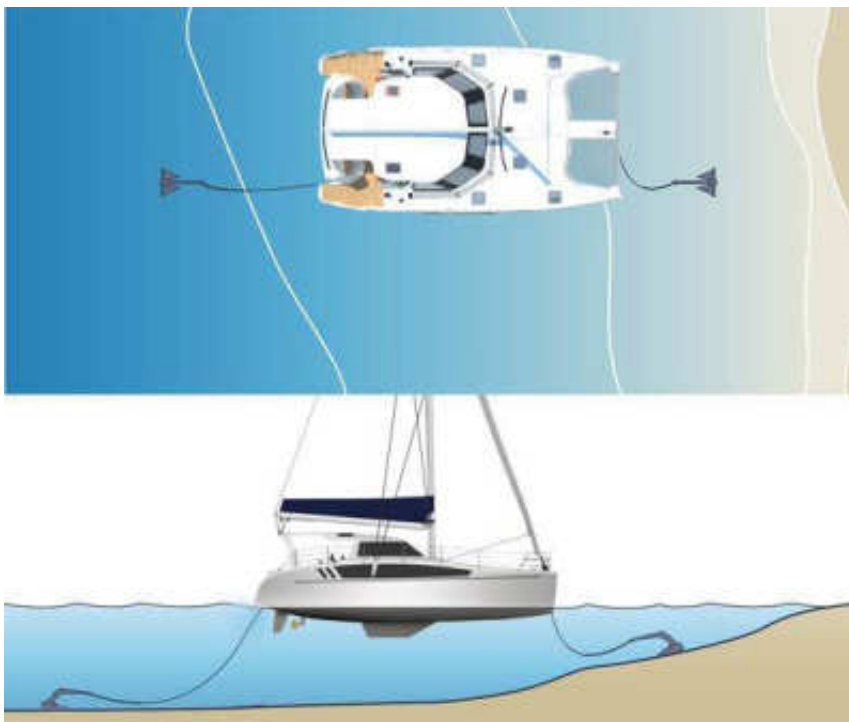
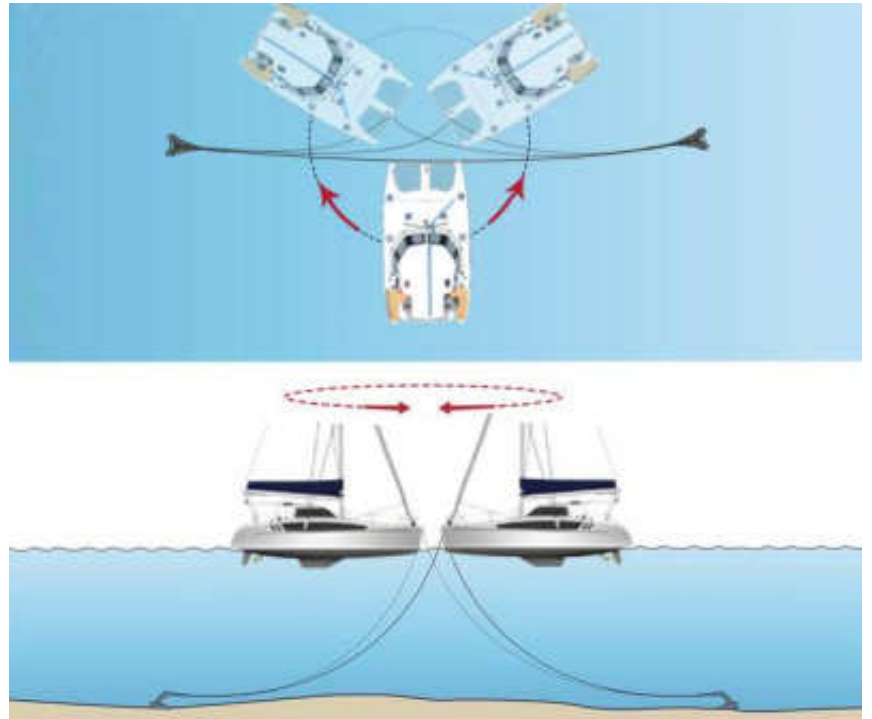
## Tandem Primary Setup

In extreme conditions, detach the secondary anchor from the rode and attach it to the primary anchor to provide additional holding capacity for the boat's primary anchor system. A tandem primary setup offers increased holding power, as the primary anchor ploughs through the soft seabed forming a trench in which the secondary anchor follows, thereby ploughing deeper into a firmer bottom.



## Bahamian Moor

Limit the range of swinging at anchor by using the Bahamian moor. This setup involves spacing two anchors off the bow by anchoring into the current and then backing down to set the first hook. Continue reversing to twice the distance you ultimately plan to use for your rode. Drop the second anchor directly down-current from the first, make sure it's set, then position yourself halfway between the two. On some boats, it might be easier to use a stern cleat to set the second anchor because it keeps the rode away from the propellers. Once the second anchor is set, you can then transfer the line to the bow. The biggest concern with establishing a Bahamian moor is slack on the line, because that can lead to fouling of one of the rodes in the boat's saildrive.



## Double Anchoring

Double anchoring is an option when anchoring just off the beach. Have a crew member drop the secondary anchor offshore, positioned to allow the boat to be where you want it when it's moored. The crew member then pays out the rode as you slowly idle bow first into shore, setting that anchor but continuing on. Next, have the crew member jump off as you lower the bow anchor into their grasp. Your crew member then walks the primary anchor up the beach. You pull the boat into the desired position by adjusting the length of the forward and stern rodes.

# 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*

**T**he 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 kg
Underwing Clearance	2' 4" / 0.73 m
Fuel	71 US gallons / 269 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**eawind 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 boat's 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 kg
Underwing Clearance	2' 4" / 0.73 m
Fuel	71 US gallons / 270 litres
Fresh Water	185 US gallons / 700 litres





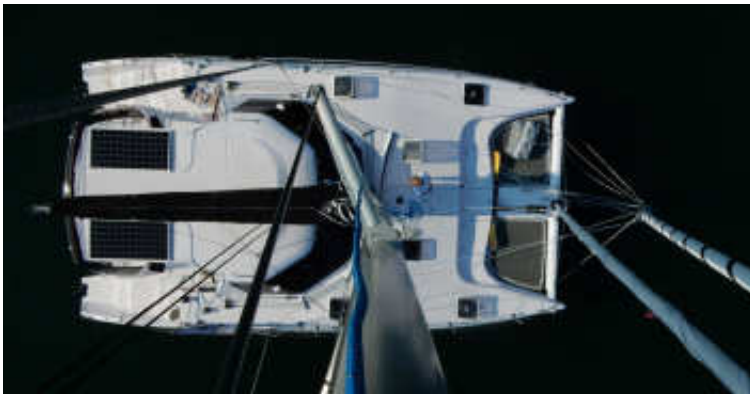
# SEAWIND 1190 SPORT

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.*

**T**he Seawind 1190 Sport offers all the advantages of a modern sport catamaran without losing the ability to also perform as a long distant 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.





## **DAGGERBOARDS AND RUDDERS**

Improved pointing to windard (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**

Reduced 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 kg
Underwing Clearance	2' 4" / 0.73 m
Fuel	71 US gallons / 270 litres
Fresh Water	185 US gallons / 700 litres





# SEAWIND 1260

A COMFORTABLE  
INDOOR/OUT DOOR  
LIFESTYLE

*“Bulletproof. 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*

**T**he 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 coach house 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 / 8,200 kg
Underwing Clearance	2' 6" / 0.80 m
Fuel	126 US gallons / 480 litres
Fresh Water	185 US gallons / 700 litres



# 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*

**D**esigned 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 managed 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	28,600 lbs / 13,000 kg
Underwing Clearance	2' 4" / 0.8 m
Fuel	200 US gallons / 750 litres
Fresh Water	155 US gallons / 600 litres





# SEAWIND 1160 RESORT

## AN UNFORGETTABLE GUEST EXPERIENCE

**T**he 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 / 7,000 kg
Underwing Clearance	2' 4" / 0.73 m
Fuel	48 US gallons / 182 litres
Fresh Water	108 US gallons / 410 litres





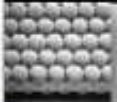



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# SAIL TRIMMING GUIDE

By John Hearne

Getting sailing is a most enjoyable experience. The sails on your boat are the engines that drive the boat across the seas. Not only are they a critical part of the boat, they have also been an investment in the enjoyment you will receive. Let's take a look at the sails on your boats.



	Sailcloth Type	Cost	Performance	Life Expectancy	Shape Retention
	Woven Polyester	Low	Low	Very High	Low
	Aramid	Medium	High	Medium	High
	Carbon	High	Very High	Medium	Very High
	Membranes	Very High	Extremely High	Low	Extremely High

**SAILS** - Sails work by the wind flowing over both sides of the sail. The sail is a 3-dimensional shape. As the wind separates and flows over each side and then re-attaches as it exits the leech, is what drives the boats forward. Sail trim is an important factor in getting the correct wind flow over the sails. To get all this to work, the sail has to match the boat and rig. It then must be trimmed for the wind angle you have relative to the boat.

**SAIL MAKING** - When we design the sails for a boat we have to factor in the size, displacement, righting moment, (resistance to heel) and the type of sailing you will be doing. A cruiser, who just wants to get from point A to point B with the least amount of fuss will need different sails to the gung ho racer. We then measure boats, we look at the sail plans and discuss the options with the boat builder. The sails are designed in a powerful CAD programme, tested on the computer and fine-tuned before the construction. Once everyone is happy we make the sails. To many people, choosing the spinnaker colour is important! To others, it's how fast will the boat go? Now let's look at some types of cloths.

**TYPES OF CLOTH** - There is a myriad range of cloths out there to choose from. Each style then has various weights of cloth. Eg-Dacron sails, which are white and probably the most common sails you see on yachts. These start at 2oz and go up to 13oz. Then there are different weaves in each weight. We then choose a

different weave for a mainsail or genoa. Then, there are the mylar and performance cloth options. This can be confusing so let's look at basic styles first.

**DACRON SAILCLOTH** - This is a white woven fabric and engineered for everyday use. It has reasonable stretch characteristics, (as loads go up on a sail, some cloths will stretch and change shape more than others.) Dacron sails by the nature of the weave will generally be crosscut sails. The cloth will be square to the leech and run across the sail to the luff. Durability wise, Dacron sails are very hard to beat. They last a long time but the shape does move around earlier than higher spec'd cloths. Dacron is also the most cost effective option.

**ARAMID SAILS** - These are sails made using an aramid fibre. This could be pentex, technora, Kevlar fibres woven and sandwiched between two layers of mylar. Mylar is a plastic film, pressure glued to each side. These sails would then be cut in a tri radial pattern so the weave follows the load in the sail more directly. This gives enhanced sail shape holding but a tri radial is more expensive to make and the fabrics are more expensive than Dacron.

**CARBON** - These sails are generally found on racing or performance cruising cats. They are similar construction to aramids but utilise carbon fibres in the laminate. They have become much more durable and modern laminations are very good. Generally they will



# WHAT I LEARNT

## RUNNING MY OWN CHARTER BOAT

By Brent Vaughan

*Multihull Central's Brent Vaughan shares his experience operating his own charter boat over a season and weighs up the pros and cons of this popular means of boat ownership.*

For years I have observed from a close distance a number of my financially savvy customers (ex bank managers, business owners, financial brokers, investors) opt to purchase a charter boat rather than a private boat. Like me, most of these people are still busy working and can't afford the time to move onboard their boats full time and go cruising... yet. But they have a plan...in 3, 5, 7 years time, they plan to cast off the lines and cruise to their hearts content. Sensibly, they don't want to jump in the deep end with a new boat when they retire with limited sailing experience and really don't want to wait another 5 years or so until they get to start playing on the water...they want their cake and eat it too. So when the opportunity came up to own my own charter I decided to follow my mentors and see if I could pull it off....a boat that earns a profit, provides my family an introduction to the cruising life, and slip in some cruising adventures along the way. So we invested in a Seawind catamaran we called 'Seabbatical' after my book of the same name and my mantra to pursue paradise by sea, BEFORE you retire. Why before you retire? Well sadly over my 20 years selling cruising catamarans and talking to people about their dreams of exploring far off islands the seas, many fail to get off the dock and often sickness, physical

limitations and family complications interrupt their plans and cause the most disappointing of obstructions. I'm not saying cruising in retirement shouldn't be the end plan, just not to leave things too late. Charter boat owners seem to have a leg up on everyone else because they have their boat, they are spending time onboard with family on little cruising adventure, gaining seamanship and ultimately gaining confidence.

I think one of the great outcomes of learning something new and stretching yourself beyond new horizons, is the confidence and self-belief it installs in oneself. It's not just about the destination – it really is about the journey. So picking up Seabbatical from Jervis bay and sailing her to Port Hacking was a small but super fun delivery adventure in 30 knots of south westerly, we soared up the coast and pushed the boat to its limits. I spent a month sailing locally around Port Hacking with friends and family, overnighing and introducing my two little girls to fun on a boat. They couldn't believe you could sleep, make dinner, shower and even use the 'toilet on a boat! We would take the dinghy ashore and play on the beach for hours with friends before returning.





Then our next mini adventure was to the Seawind Pittwater Regatta. I delivered the boat solo which was fun and they joined me at the Basin, a surreal location nestled amongst national park, with beaches, a swimming lagoon, and small wallaby kangaroos that welcome your arrival. The regatta was excellent and we had friends join us as we raced around the bay. It was a pretty amazing weekend and the weather was just starting to warm up. So were charter bookings. It was time to return to Sydney to start charter operations...

Seabbatical was built to Commercial Survey, meaning that its construction and safety requirements comply with AMSA's (Australian Marine Safety Authority) regulations. This is very important and one of the reasons why Seawind's are so popular as charter boats. Not only are they very versatile providing in space for large numbers in private cruises, or the bedding and simplicity of operation for overnight bareboat style chartering, but they can also be built at the factory with AMSA compliance. Very few other manufacturers in the world will build a production catamaran to suit Australia's commercial survey compliance, so this is a big deal and makes it much easier for the boat owner to get operating quickly without the hassle of trying to rebuild the boat to suit AMSA – trying to fit a square peg in a round hole! Note – not all Seawind's are built to survey as this is an optional extra from the factory and I wouldn't touch a used boat not already built to survey. Outside of Australia these requirements don't matter of course – we just have to deal with higher safety regulations here. Despite Seabbatical being survey compliant we still had hoops to jump through with AMSA and it took at least a month to get approval – one of the benefits of a new boat is that this is all done for you. Further to this, you need to have a Certificate

of Operation and a Safety Management System (SMS) to go hand in hand which is essentially a OH&S manual on safety and legal operations for your skipper and crew to follow. So by early November we were ready to operate and had our first charter on Sydney Harbour. Not only is Sydney where we live and run our business, but it is also a busy charter market. There are some 100 charter boats operating on the harbour including quite a few Seawinds. Was there too many already? Given we were starting so late in the season (which really starts in September), were we going to get bookings? To my delight yes...we partnered with three major charter booking agents in Sydney and the bookings started coming. But as I didn't want to be bogged down operating the charter boat myself, I recruited a booking reservations manager to look after bookings. She would take the booking, organise a skipper and sometimes crew, book the wharves for guest pick up and drop offs, liaise with the charterers and with the help of our inhouse Operations Manager / Skipper, ensure the boat had been fuelled up, pumped out (effluent) and detailed... then invoice the agent and collect the cash! If you had more time, these are all jobs a boat owner could do – in fact my wife Alana did so for a couple of weeks while our Reservations Manager was on holiday. Any mishaps or issues would be reported back to the Reservations Manager and our Opps manager would oversee any maintenance and repairs etc. Interestingly in Sydney, boats are virtually always rented out with a qualified skipper with at least a Coxwains ticket, or ideally Master 5. The charters consist mostly of private groups renting the boat as alternative venue high for a special occasion a birthday party, xmas party, engagement party etc. >>>>>>>>>>



# SEAWIND 1160 RESORT

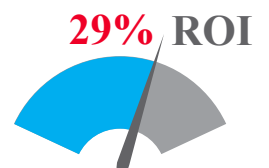
New 43 Passenger Day Charter Catamaran



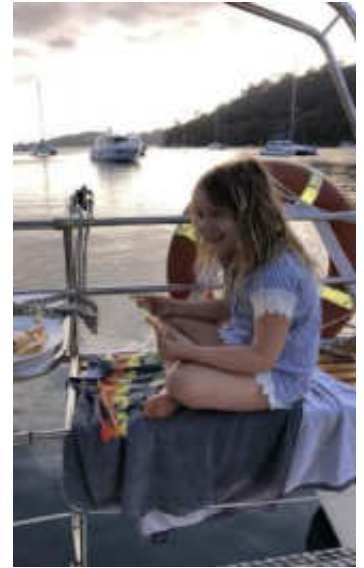
FOR THOSE SERIOUS ABOUT MAKING A LIVING FROM SAILING



To learn how to earn up to 29% ROI on this model,  
contact [info@seawindcats.com](mailto:info@seawindcats.com) for a copy of our Day Charter Business Plan Proposal







There is no doubt that charter boats get a bit more wear and tear than a private boat, but equally you have cash in the bank and potentially staff / management ready to make immediate repairs and keep the boat in top notch operational order. This is something I won't compromise on...to me, the charter revenue is there to help you maintain your boat so the minute there is a breakage, it gets fixed. Not in a week, month or next yearly service. Ideally the next day. We also have weekly detailing and an occasional polish. The boat looks amazing and charters, well I believe because of it. I am also very aware of the importance of resale and there is nothing worse than a boat that hasn't been used for a year or so and neglected. To me a busy boat well maintained is better than a slow boat with little maintenance. So after some 5 months of operating over summer, we have completed about 50 charters with more bookings still coming in. So once all expenses have been paid including insurance, repairs, marina fees, maintenance, skippers and crew, staff, we are on an incredible 10% ROI.

We plan to cruise with the family over Easter on Pittwater again and then take the boat north this winter to explore the Great Barrier Reef and perhaps pick up some charter work with the Whitsunday fleets, the other very popular charter boat hub.

### KEY LESSONS LEARNT

1. Having the boat with commercial compliance and a current certificate of Survey is critical. Your SMS is also important to do correctly.
2. Partner up with experienced booking agents or charter boat management company to ensure good

bookings and smooth operation of your boat. There's still lots to coordinate and organise for a busy charter boat.

3. Repairs and wear and tear are guaranteed, but you have a kitty to spend and look after your boat and keep it on top notch condition. Our boat is one of the best looking around.
4. Book in time for your family in advance before things get busy so you get some real personal value out of the boat.
5. I could never have afforded or justified the purchase at this time in life had I not run the boat commercially and I don't think I will ever own a private boat again!

As we have spent a year establishing reservation staff, marketing, operations staff, detailers, skippers and crew etc and understanding the market better than ever before, we have now established a new charter boat company we call "Charter Boat Central".

We plan to manage a small number of charter boats next season and help our customers enjoy their boats and the benefits from financial returns that they can bring, while offering the newest and best boats on Sydney Harbour and work in cooperation with fleets in the Whitsundays.

For enquiries about boat management, charter bookings or help establishing your own charter boat, contact Brent on [brent@multihullcentral.com](mailto:brent@multihullcentral.com) or visit [www.charterboatcentral.com.au](http://www.charterboatcentral.com.au)



# SAIL

## SELECTION GUIDE

By John Hearne

### RANGES OF SAILS

All sails have wind ranges. Generally, we engineer the sail to be fit for use on your boat. If anything, we overbuild the sails slightly. Two questions come into this: how long do you want the sails to last, and how often will you sail?

On a multihull, the righting moment is high. This means the boats are stiff and don't heel much, which creates power enabling the boats to go fast. This, in turn, increases the apparent wind. If you have 15 knots of true wind and you do 8 knots of boat speed, then you have 23 knots of wind across the deck.

15 knots of wind is generally considered a nice sailing breeze, but, on a multihull, you have to think of reducing the sail area much sooner. If you overload the boat with power, it will become harder to sail and more uncomfortable. Plus, you wear things out more quickly, the boat sails less efficiently, and generally you tend to be slower. Nearly every sailor I know has experienced the following scenario.

A nice pleasant sail and you don't realise the wind is increasing. You get more power and lots more spray over the deck, the boat is harder to control BUT you

are having fun. After a while you decide to reef, the boat settles down, you go faster, and it is much more comfortable.

I guess what we need to do is understand a set of wind strengths and angles and reef accordingly.

### RULE OF THUMB-REEF BEFORE YOU NEED TO!

The crossover chart on the right is what we worked out for the SW1600. The same rules apply to most boats.

Reef 1 - 18 knots true wind

Reef 2 - 23 knots true wind

Reef 3 - 28 knots true wind

Add your boat speed to this to get an approximate apparent wind.

### CROSSOVER CHART

The vertical scales tell you the true wind, and the horizontal scales the true wind angle. You then simply look at the wind and your course to get an accurate reflection of what sail you should be using. As you can see, it's hard for one sail to cover a big wind range. By using the chart, your sails will always be used correctly, and you will get optimum life from them.





## WHAT SAILS DO I CHOOSE? WHAT SAILING ARE YOU DOING?

This is the million dollar question! Easy to ask but hard to answer. Generally, we like to get the owner to think of their sailing over the next five years. It sounds a long time but is usually realistic. You have probably bought the boat with some term in mind. Questions we would normally discuss are:

- Are you coastal or blue-water cruising?
- Short or long-distance racing?
- What crew will you sail with? A couple is different to fully crewed.
- Will you cruise along the coast but then decide to cross oceans?
- Will you club race but then want to serious race?

The answers to these questions help us look at the fabrics in the sails and what sails you will need. Cruising, you may be happy with a main and jib. A racer may want asymmetrical and screeches.

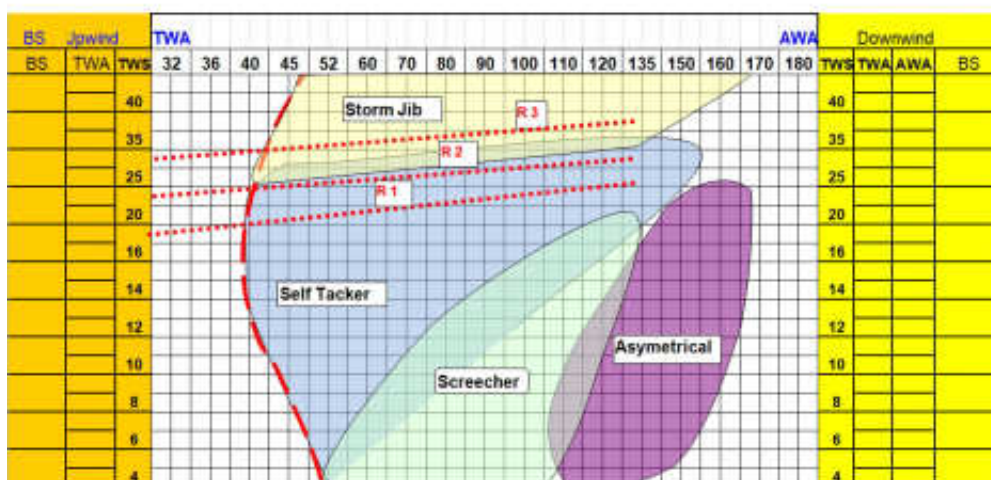
Once we ascertain the use of the boat, it is much easier to define a budget. The cheapest sails won't always help you achieve your objectives for the boat.

## CARE OF SAILS

Sails are often neglected. They are, however, the engine of the boat, and like any engine they should be properly cared for. Points to look for are:

- Never let the sails flap unnecessarily. Flapping will damage and weaken the cloth.
- Use leech and foot lines to control leech flapping.
- Protect from UV damage. UV and flapping are two of the biggest killers of sails.

- Check for chafe and wear and tear. Little issues can become big issues, usually at the wrong time!
- Always ease the foot outhaul before lowering the mainsail. If boom angle drops too much, you can overload lower sail slides.
- Have a sail repair kit on board.
- We can supply a sail maintenance article to anyone who would like this.



CROSSOVER CHART: R1, R2 & R3 MAINSAIL REEFS



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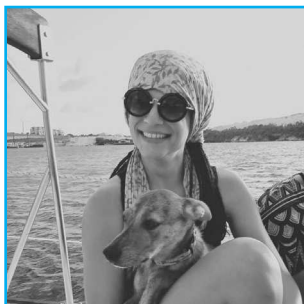


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