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# CLUB MARINE

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**TRAILERBOAT HEAVEN IN NSW MAKOCRAFT'S AFFORDABLE 445 CATS ABOARD  
JETSKI HANDLING TIPS NEW SEAWIND 1170 SANCTUARY COVE SENSATIONS**



New Sail

# CAPABLE CRUISER

Seawind forged its reputation for safe and functional catamarans in the 40ft range, but the 1170 heralds a new era for the Australian-owned builder.

By Kevin Green  
Photography: Kevin  
Green and supplied







Above: Tall topsides, reverse bows and a raked-back coachroof reflect European styling.

Below: The new targa on the 1170 completely covers the cockpit and holds the tender on davits.



Seawind has been building boats with this in mind for 42 years and is pretty good at it. A large proportion of its customers want boats like the 39ft (11.9m) 1170 model. The company continues to produce these capable cruising boats from its Vietnam yard and has begun building them in its newly built yard on Turkey's western shore.

We joined Sydney dealer Brent Vaughan from Multihull Central aboard the first Seawind 1170 to reach Australia. We were keen to assess the boat's short-handed capabilities and, given the 24-knot breeze on Sydney Harbour on test day, were sure that spinnaker runs would be thrilling.

Features sure to attract buyers include the 1170's angled yet sleek aesthetics with reverse bows, backed-up with infused construction and an extensive sailplan. Like other models in the Seawind range, the 1170 includes a tri-fold door for easier access between the cockpit and saloon, and twin helms.

### DECK FEATURES

The cockpit includes transom seating and an electric barbecue. The wide fibreglass targa walkway supports the cockpit roof – it's a new extended version that includes the mainsheet track, controlled by a neat targa-side winch. The lengthened targa can support a hoist for a dinghy, negating the need for separate davits. Wide moulded steps on each hull lead down to swimladders.

At the twin helms, B&G electronics are used throughout, with a 12in plotter portside beside the throttles and small readouts on both sides.

The helms are well shaded by the hardtop, however skylights above each give a view of the mainsail. Electric-powered saloon windows drop down for clear views forward.

The review boat came with an electric Lewmar 50 winch portside, a manual winch starboard in addition to twin Lewmar 40s for the spinnaker, with adjoining jammers, plus another winch on the mast for spinnaker halyards. The running rigging was comfortably controlled from either helm, all tidily stowed into rope boxes aft.

Both hulls feature an escape hatch, in line with European CE standards. Our test boat was in Australian Survey as a charter vessel for Cruz Club. Multihull Central runs this charter service



for new sailors and offers Day Skipper and Competent Crew training aboard too..

### DEDICATED SALOON

On smaller Seawinds such as the 1170, the saloon is dedicated to entertaining and the galley is located below in the starboard hull. This creates ample open space in the saloon in front of the

saloon is dedicated to entertaining and the galley is located below



Above: Functional cockpit with large twin composite wheels and sail controls nearby.

Left: Good features in the saloon include the daybed, adjustable table and spacious navigation station.



# Quality finishes are found throughout



Above: Sailing in tropical waters requires an extensive sailplan, making the snuffer/asymmetric ideal for a short-handed crew.

Above right: There's sufficient work space around the twin 29hp Yanmar saildrives and the steering quadrants behind.

Below: Owner's island berth with tall headroom around it uses the bridgedeck for width.



Stepping down into the starboard hull brings you to the galley, with berths forward and aft. An open bulkhead above avoids stuffiness and allows the cook to chat with people in the saloon.

The galley has twin sinks, a three-burner gas cooker/oven, 150lt chest freezer, fridge, and ample worktop and cupboard space.

## ACCOMMODATION

The three-cabin layout includes a main guest cabin forward in the starboard hull with a queen-sized bed that has enough headroom to sit upright and a spacious bathroom in the bow.

At the stern, the voluminous hull has space for a double berth. The engine access is beneath it – potentially a noisy space when under power.

The owner's suite occupies the port hull, with an athwartships island bed forward and a bathroom astern. Between is locker space that includes the electrical control panel.

Large windows are fitted here, too, and an opening side hatch aids ventilation. Light-toned soft furnishings give the interior a beachy feel, complementing the pale ash laminate used throughout.

## TIDY TOPSIDES

Up top, wide, flat decks provide safe forward access, with the coachroof providing handholds and a rainwater collection system.

The forward area is uncluttered, with all systems in lockers, including the Maxwell vertical windlass with primary rode (55m galvanised chain, 35lb Delta anchor) running below the main cross beam. A secondary roller is installed.

Cleats are found all round, including midships, but are a bit undersized for my liking.

Nearby is the track for the self-tacking jib that rolls out and, once set, allows you to forget about it. The square-topped mainsail fitted to the review boat was a Doyle Cruising laminate with full battens, sitting in lazy jacks and with single line triple reefing – all operated from the cockpit.



Our review boat also came with a screecher and asymmetric spinnaker for flying off the carbon bowsprit.


## ON THE WATER

Gybing the kite in 24 knots of wind on Sydney Harbour while dodging other boats was a hairy manoeuvre double-handed, but we eventually succeeded. Kite hoists are done from the mast winch, which went smoothly via the use of a snuffer sock.

The 9 tonne Seawind 1170 felt lively with good feedback at the composite steering wheels. Before the kite run, we'd beaten upwind doing 7.5 knots at 35 degrees apparent in a 22-knot breeze. We tacked nimbly through 95 degrees without

touching any sheets, thanks to the effective self-tacking jib.

When trimming was required, the Lewmar 50 did the grunt work and the electric portside winch easily hoisted the mainsail from its lazy jacks. Unfurling the screecher also went without drama, allowing us to go 60 degrees upwind as well as broad reaching, managing 9 knots with wind on the beam.

Most surprising was the windward pointing of this 1170 that relies on only mini-keels integrated in the composite hull. But as I've said, Seawind has always excelled at this size of boat and the new 1170 confirms this yet again. 

SEAWIND 1170	
LOA:	11.9m
Beam:	6.5 m
Draft:	1.2 m
Displacement:	9000kg
Bridgedeck clearance:	0.7m
Power:	2 x 29hp Yanmar saildrives
Fuel capacity:	520lt
Water capacity:	500lt
Price as tested (subject to exchange rate):	\$1,139,098
More information: Multihull Central, tel: 1300 852 620. Web: multihullcentral.com.	

Left: Quality finishes and plenty of cupboard space in the practical galley.

Below: The Seawind 1170 is a successful evolution of the popular 1160, which ensures its pedigree as a bluewater cruiser.

# Seawind has always excelled at this size of boat and the new 1170 confirms this yet again

