

Why buy a carbon Seawind ?

- It looks cool
- It weighs less (officially 200grams less)
- Doesn't need painting
- Hopefully doesn't crack around the keel like ABS versions



Is it easy to build ?

1. Most of it is the same as the ABS model, so basic answer is 'yes'
2. The hull is factory finished, so no trimming, 'finishing' or painting is required
3. Hull is carbon fibre – looks cool – who would want to paint it ?
4. Hull flexes inwards quite a bit, so be gentle
5. Deck is fibre glass and is factory gel coated blue
6. The holes for the deck decorations (wheels and dummy pulleys) go straight through, so you either have to fit the decorations or fill them and paint the deck !
7. The keel box is pre-moulded into the hull, but considerable time is required to sand and shape the top of the keel fillet so it fits into the keel box
8. I assembled, sanded and painted the keel, bulb and rudder as the bulb to keel attachment needs a little filler to smooth the fit. I didn't use the rubber boot.
9. The Seawind forum website warns that the rudder hole is misaligned on 80% of all carbon boats. Mine was perfect, but check it.
10. As the hull is thinner than the ABS, the blue alloy rudder tube protrudes above the inside support, so the rudder arm swivels directly on it. There would be less friction, but if you want, you could cut the tube down so it fits the same as the ABS model.

11. There is no allen grub screw for the rudder arm – it now comes with a knurled knob to tighten with your fingers – vast improvement !
12. The main modification is to the internal mast support, part number C3.
13. The deck is very thin and flexes downwards quite a bit where the mast step sits. This happens on the ABS models, but not quite as much.
14. C3 only supports the deck under the rear most screw, so it needs extending forwards so it supports the mast and a bit of deck ahead of it. To transfer the downwards pressure from the mast and rigging, I attached a diagonal piece of plastic onto the alloy tube with a rubber grommet at the foot to act as a shock absorber. The deck now barely moves.
(See Richard's comments on an alternative design for the C3 part)



15. The second battery box was added in case the club required ballast to be added to get the boat up to the same weight as ABS models. By placing ballast in this location, it offsets the biased weight of the 4 x AA batteries.
16. The blue alloy mast tube screws from the deck, through the item above and into the keel box. Be careful not to over tighten as you are only screwing into what feels like fibre glass (plastic on ABS models)
17. The carbon kit comes with extra instructions showing what standard parts need modifying (don't know why the factory doesn't do it when you are paying NZ\$900.00 without radio gear).
18. The instructions say to sand off the top part of C3 to allow for a step under the deck surface. Basically, there is a fibre glass reinforcing pad under the deck and below where the mast sits. This reinforcing pad is

to allow for the screws to get a better bite and for the mast not to break through. If you look carefully at the photo, you can see where its been sanded away on the top 2/3rds.

19. C3 would not sit flat on the underside unless you sand a part away.
20. The complete assembly shown in the photo is too tall to fit between the deck and the new keel box, so you have to cut 2mm off the alloy tube (this instruction is also enclosed in the extra Kyosho instructions). I found filing it the best way so there was no danger in cutting too much off. Adjust the length before making the changes to part C3.
21. Where the rigging screws go into the deck, Kyosho have placed reinforcing fibre glass pads under the deck, except for the side stays. The screws are quite difficult to go into the reinforced areas and are in no danger of pulling out. The side stays are easier to screw in (less thickness) but seem quite adequate. If they ever did pull out, it would be easy to add something under the deck to prevent it.

pack, plus a piece of lead placed between the battery boxes aft of the mast tube. CofG therefore not changed

- Wind conditions were again very light – only 1 lap of course was raced
- Seemed slower than previous week, but wind conditions were different

It really needs a bit more wind to see how its performance compares – will keep you posted.

By the way, have you ever weighed your battery pack ? 4 x AA Alkaline with holder weigh around 100 grams depending on brand of battery 4 x AA Rechargeable with holder weigh around 125 grams – an easy way to save 25grams, use alkalines !

The forum on the Seawind website has a few discussions about the carbon boats. From their experience, they found no performance gain. Some quotes;

1. However the heaviest boat at a regatta is usually Mike's ABS and he still kicks our tails.

2. From the purely racing aspect, when we were pacing each other, carbon v's ABS, and even trading boats, we both agreed that we could detect no noticeable difference in speed.

3. First impression of the CE version under sail:

1) Did not feel much difference in performance, when compared to the ABS version.

2) The other owner felt the slightly quicker response of CE model in acceleration after tacking under light wind. (but I did not..., so this is purely the slight minuscule personal feeling gain

4. RE: Accommodate both the ABS and CF versions in SEAWIND regatta in Japan ?

The answer is YES, under the KYOSHO Marine Cup.

There is no need to add any weights to correct the discrepancy of weights for the SE nor CE models! Sailor's greater skills seems to surpass the difference until now... May or may not change in the near future.

Summary of assembly:

- a) reshape top of keel to fit keel box - just time consuming
- b) check rudder hole alignment – ok, unless it's wrong - see Seawind website for details
- c) shorten inner mast alloy tube by about 2mm - use a file, takes a minute or so
- d) modify part C3 – the challenging and time consuming bit, use our ideas or design your own, but probably the most critical bit of the whole construction – worth doing on the ABS models, see how your ABS hull flexes just in front of the mast.

Is it any faster or handle differently ?

The boat has only been in the water twice.

1st outing – no ballast

- wind conditions were very light
- sailed as assembled, not tuned
- It seems to turn and accelerate quicker
- Alongside another boat in same wind, there didn't appear to be any speed difference

2nd outing – with 200g of ballast

- The boat weighed in at 2.9kg - the same as John's #11 ABS boat.
- Ballast consisted of a 2nd battery carrier, opposite the original, holding a 2nd battery