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ENGINEERS DREAM

The story behind the fastest production catamaran in the world.

Two Engineers had a Dream

What do you get when you combine two aerospace engineers who were championship sailors in their own right? The answer: a creative combination with a powerful desire to design the ultimate sailboat.

Steve Edmonds and Bill Roberts were just such a combination. Their love of sailing and their desire to create the fastest, most manoeuvrable, safest and strongest catamaran on the market was mutual.

They met when Edmonds offered to build a faster suit of sails for Roberts Contender class monohull. They talked design and concluded that present day catamarans just weren't as good as they could be. They decided to build a "super" catamaran.

Computers and Mathematical Modeling

They began by graphing the characteristics of every popular catamaran in production.

Running the data through a computer, they learned the good and bad points about each. Many popular designs had too little fore and aft stability. Many popular designs had too little fore and aft stability. Many weren't as easy to handle as claimed. Not one combined all of the best features they desired and not one was fast as the boat they wanted to build.

With a mathematical model, they determined the physical characteristics of their design. Thousands of hull shapes and hundreds of sail shapes were tried.

Finally the idea began to jell. On paper, they had created the world's fastest catamaran.

Years of Testing and Retesting

But the fastest on paper was not good enough. Through an extensive "on the water" test program, each idea was tested for validity and possibly the largest background of catamaran design characteristics was established.

To build the ultimate catamaran, they had to find the ultimate materials.

They ordered samples of high strength resins, every type of cloth and every type of high density foam.

Testing each combination not once but seven times, they began to build a warehouse of the lightest, strongest and most durable materials for construction imaginable.

6061 T6 aluminum was chosen for the mast and beams because of its high strength to weight ratio. High-strength S-type fiberglass and Klege-Cell foam were combined in a sandwich type construction in the hull lay-up to ensure a design that would hold its rigid characteristics year after year.

Special telescoping crossbeams were developed to give the Super Cat a wide 12-foot beam in the water and a street-legal 8-foot beam for trailering.

In the factory, less than the best was never tolerated. Each fitting, each part, was molded specifically to the computer plan. If

any part was less than perfect, they started over.

After four years of intensive testing and design the ultimate had been achieved. Two prototypes were launched.

Since their cat was so super and the design was by formula they christened their "baby" the "Super Cat."

The Winning Combination

It sailed and manoeuvred like a dream.

On the water its 20-foot length, 12-foot beam and 100-square foot trampoline gave it plenty of room for the whole family.

It tacked in less than 5 seconds.

The 33-foot-high mast and computer designed sails captured the wind and converted it to unbelievable power. The Super Cat sliced easily through the waves. The balanced design wouldn't pitchpole.

When they did purposely turn the boat over, the special lever built into the sidestay made it possible for one person to right the boat.

Today, after less than a year of head to head competition on the race course, where it counts — the "Super Cat" has proven its superiority among high-performance sailboats.

The North American Multihulls Sailing Association has rated it fastest production multihull.

"Yachting" magazine has called it a "most remarkable product combining sailing experience and scientific research."

And interested sailors from the United States and abroad have called in or written to learn more about the fastest catamaran in the world.

The story of the Super Cat is really just beginning.

Find out how you can become part of the most advanced class in sailing history

