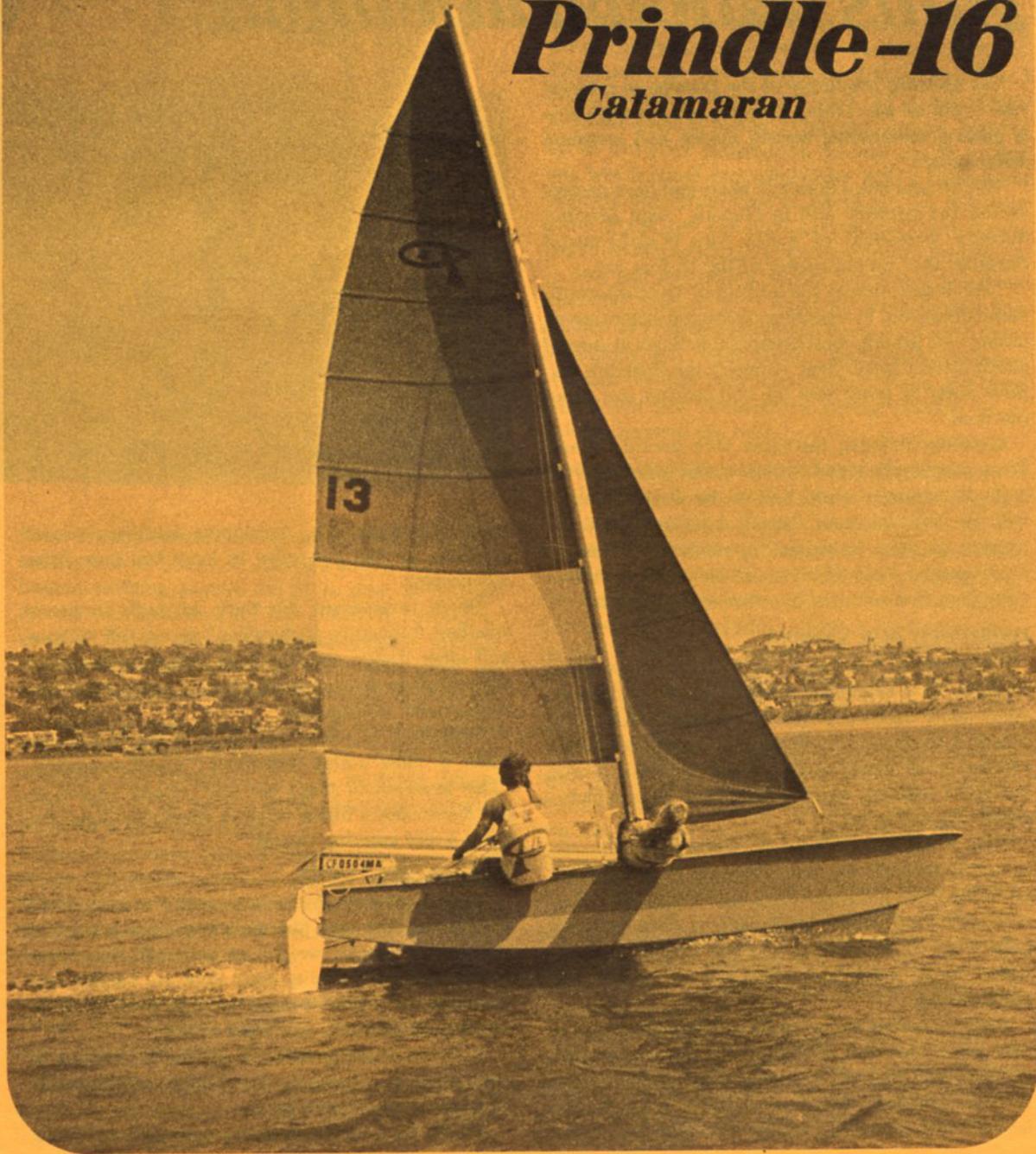


# ***The Prindle-16 Catamaran***



# High-performance multi-hull gains national attention

The growing popularity of the Prindle-16 catamaran—with an advertising program not yet started—is gaining momentum among novice and seasoned sailors alike.

"We've sold more than 575 boats and have dealers across the country and in Hawaii," said Sterling Santley, president of Santa Ana (Calif.)-based Surfglas, Inc., manufacturer of the 16-foot cat.

"The boat's success is the result of word-of-mouth communication. Prospective catamaran sailors see us sailing and beating most comparable boats in formal and informal races. They compare the Prindle's features point by point with the competition and select our boat."

Geoffrey Prindle, Surfglas vice-president and former nationally-rated Hobie-14 racer, designed the high-performance multi-hull so he could compete with his wife as crew. "Small catamarans are extremely sensitive to weight," says Geoff. "I wanted a competitive boat which could be sailed by lighter crew than that required by other two-man cats."

## DESIGNED FOR SAFETY

"With my wife along, I also wanted more safety," he adds. "So I developed a design which would overcome most catamaran safety problems like pitchpoling. I compared the design and handling characteristics of as many catamarans as I could, sorting out those features which I liked and those which I could improve upon."

The Prindle's 15 feet of wetted length cuts smoothly through the water because its flared bows on asymmetrical hulls provide a finer water entry than is available on other catamarans. A long foredeck helps keep the Prindle's bows from burying in heavy water, while establishing balance for responsive maneuvering.

Radical cambering of decks complements the hull flare for a four-fold advantage: (1) reduced weight, (2) increased strength, (3) more comfortable seating for the crew and (4) improved water entry. As the lee hull dips, cambering brings both gunwales to the



water simultaneously, developing additional water pressure on the gunwales to keep the bow from submerging.

"Most catamarans dip their lee hulls in heavy weather, frequently pitchpoling," says Geoff. "These and other design and handling characteristics were researched to determine which were good and which would need modification."

"The result is a boat that keeps its lee deck above water in most sailing conditions," Geoff continues. "This asymmetrical shape not only retards sliding to lee, it provides a lifting force to weather to keep the hull up and entering cleanly."

## DESIGN FEATURES

Foam-sandwich hulls and decks are securely bonded together with fiberglass to provide maximum strength at a total weight of only 300 lbs. Extra layers of aircraft-quality glass cloth are bonded into the hulls for added strength at high stress areas at the shroud adjusters and cross beams.

A Prindle-designed kick-up rudder system is controlled by spring tension, which is adjustable while the boat is under way.

The 26-foot, limited-rotation mast carriers 150 sq.



fleet afloat. An optional third color may be specified for the hulls and decks. Colored trampolines are included in the basic price, while colored sails are extra.

## YEARS OF EXPERIENCE

In 1968, after nine years of building surfboards, Geoff Prindle founded Surfglas with Sterling Santley. The same year, Geoff bought his first catamaran and began sailing in earnest. In 1969, he placed second to Hobie Alter in Hobie-14 national ratings. Moving up to two-place catamarans, he was unable to find one which could race effectively with a lightweight husband-wife crew. Out of his search for this boat grew plans for his new catamaran, which was launched in August, 1971, as the prototype Prindle-16.

"We and our sailing friends tested and tuned the boat until August, 1972, when we began limited production of Prindle-16s alongside our surfboard manufacturing line," adds Geoff. "The Prindle-16 began to appear in inter-class races at Dana Point and Long Beach and this competition testing enabled us to further improve the boat."

## RACES AND SHOWS LEAD TO SUCCESS

The Long Beach boat show in the fall of 1972 marked a real turning point of the Prindle 16, exposing the boat to the general public for the first time.

"When people walked into the show wanting a cat, but with an open mind as to what kind it would be, they picked our boat after a feature-by-feature comparison," Sterling recalled. "That's still the case today. Geoff's outstanding design and our careful workmanship are what's making the Prindle-16 a success."

By the end of 1972, nearly two dozen Prindles were in the water, the nucleus of a class organization was starting, the first Prindle-16 races had been held and several southern California dealers were signed up.

Six months later, the dealer network had extended from California to Florida and Hawaii, production was up to five boats a week, and the total number of Prindles had passed the 100 mark. The class organization was holding races, tune-up clinics and publishing its own newsletter.

Both the novice and veteran sailor are moving up and over to this versatile cat. It has been featured in sailing magazines across the country and proven its adaptability and racing performance to seasoned sailors.

ft. on its fully-battened main, and reefing can quickly cut the area to 118 sq. ft. during a strong blow. Continuous sheeting enables the main sheet to be used for traveler adjustment. The 40-sq.-ft., partially-battened jib is also continuously sheeted through fairlead blocks placed on the trampoline aft of the mast. All sheets can be handled from the trapeze rigs.

Maximum crew space is obtained by attaching the trampoline directly to the gunwales, taking full advantage of the Prindle-16's 7 ft. 11 in. beam. All exposed deck areas have a rough textured, non-skid finish for added crew safety.

Class rules have been developed which give each skipper reasonable latitude in making "go fast" modifications, but will bar the more exotic, expensive racing equipment which would push class racing beyond the budget of most sailors.

A standard boat is ready to race with Pattison Sail Design sails, Harken "Hexacat" mainsheet blocks, and a full-width roller bearing traveler.

Standard Prindle-16's are available in a choice of any of eleven colors—a possible 216 color combinations which make the Prindle-16s the most colorful

## Prindle-16 Catamaran®

LOA: 16'	Sail Area:
LWL: 15'	Main: 150 sq. ft.
Beam: 7' 11"	Jib: 40 sq. ft.
Draft: 9½"	Weight: 300 lbs.
Mast: 26'	Racing Crew: 2 persons

### Standard Features

Molded fiberglass asymmetric hulls  
Foam-sandwich hull and deck; bonded  
together with fiberglass  
Pattison Sail Design Sails, with sailbags  
Harken "Hexacat" mainsheet blocks  
Full-width roller bearing traveler  
Adjustable kick-up rudders  
Trapeze with harness  
Heavy-duty anodizing on all spars  
Stainless steel rigging

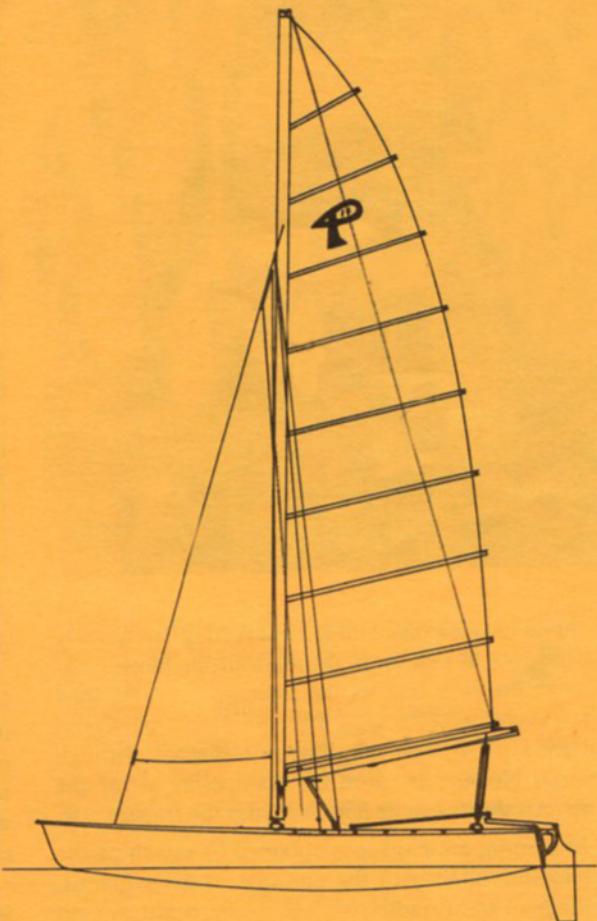
### Prindle-16® Color Chart

Color	Hulls <sup>1</sup>	Trampoline <sup>2</sup>	Sails <sup>3</sup>
Dark Blue	X	X	X
Light Blue	X	X	X
Lime Green	X	X	X
Green	X		X
Yellow	X	X	X
Gold	X		X
Golden Brown	X		
Orange	X	X	X
Tangerine	X		
Red	X	X	X
White	X	X	X <sup>3</sup>

1. Any combination of two hull colors is standard. A third color from this list is optional.

2. Standard trampoline colors.

3. White sails are standard. Striped or solid colors from this selection are optional.



Prindle-16 Catamaran® Prindle-16® Prindle Cat®  
Patent Pending

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