

SUPERHAT



The world, according to Supercat, is divided into two kinds of sailors. First, there are all the nice monohull folks who burrow along between Harbor A and Marina B having a ding-dong time doing all the fussing and wallowing and enjoying the heck out of their cold chicken sandwiches.

Yawn.

Then there are the sailors who have discovered catamarans.

Now, these are an admittedly rambunctious bunch of hard-case speed freaks who like nothing better than laying down a few roostertails whilst scorching a path between anywhere and the next horizon. And those cat sailors who search for the ultimate multihull experience find it in the ultimate catamarans – Boston Whaler's® three state-of-the-art Supercats.





SUPERCAT 15

The Supercat™ 15 is the hottest new high on the beach—a new wave Maui Wowie for young sailors with a taste for excursion fare space travel.

Some days, it's an eyeball-flattening one-man race boat that can whump all the other single-handers and still get home in time to steal their girls. Other days, it can hit the starting line with two aboard, unroll its optional furling jib and add a handful of knots to its speed and another trophy to somebody's mantelpiece.

And when the racing's over, the party's just beginning. Because the 15 is built with Supercat's computer-generated, buoyant, elliptical hulls that can support a trampoline full of people, fun, refreshments and wicked fantasies.

If you're a life-at-the-limit kind of person and are itching to try sailing, begin your career with a bang. Because if you've got the brass, we've got the boat—the supersailing, supersexy Supercat 15.

BAD





SUPERCAT 17 The Supercat 17 is the greatest heart palpitizer to hit the beach since the string bikini. In a lineup of Hobies, Prindles and Whatevers, it stands out like a Fuel A dragster in the local supermarket parking lot.

The Supercat 17 is a two-sailor beach boat screamer built along the same computer-generated principles as the Supercat 20— same elliptically shaped hulls, but with deeper and sharper forward sections that eliminate the need for daggerboards.

In fact, in the Newport International Multihull Grand Prix, the 17 placed 1st overall, beating the 20 on corrected time—and, needless to say, absolutely every other make, model and size cat that counts itself a race boat.

Yet, because man doth not survive by trophies alone, the 17 reserves some days just for mischief. Its 8' by 8' trampoline can accumulate as many players and refreshments as it takes to make a party. As most owners learn, life with a Supercat 17 is either flat out or flat weather sailing—depending on whom you are with, and why.

BADDER





SUPERCAT 20 The Supercat 20 is a beautifully crafted, sensuous-looking rocketship that is the unquestioned fastest production boat in the world, bar none. With predatory grace, it can explode from dead on the water to 20 adrenalin-pumping knots. And on days when conditions are perfect, it has been known to nudge speeds approaching 30.

Yet, while the Supercat 20 is not for the faint-hearted, it's not an untamed beast either. The hulls are computer-optimized elliptical shapes which can be submerged without destroying boat speed or tempting pitchpoling. Daggerboards and rudders are NASA lift-generating foils, so handling is more Corvette than Fleetwood Brougham. The 120-square-foot trampoline doubles the sundeck of a Hobie, and the 12' beam telescopes to a legal 8' for trailering.

If you've sailed and liked fast cats, you're overdue for a crack at the King of the Sailing Jungle. Because, compared to a Supercat 20, all the other cats are candidates for Alpo.

BADDEST





RACER CHASERS.

Turning a Supercat loose among monohulls and old style cats is akin to asking the weasel to guard the hen house. At the *Yachting One-Of-A-Kind* (OOAK), a production Supercat 20 took the whole enchilada, first place overall. And, just to rub salt into the other 30 competitors' bows, a tall-rigged Supercat 20X swept across the finish line first in all 5 races, correcting out to second overall for the series. Bye-bye, Prindle. Ta-ta, Nacra. And, hey—that Hobie 18 back there in sixth place—even Mohammed Ali couldn't last forever!

A few 1981 Supercat Race Results.

Yachting One-Of-A-Kind Regatta

- 1st Supercat 20
- 2nd Supercat 20

International Multihull Grand Prix (Newport, R.I.)

- 1st Supercat 17
- 2nd Supercat 20
- 3rd Supercat 17
- 5th Supercat 17

Treasure Island Race (Tampa, Fla.)

- Portsmouth A Class
- 1st Supercat 17
- 2nd Supercat 17

15th Annual Florida Multihulls Regatta

- (First race for the new Supercat 15)
- Portsmouth Two Class
- 1st Supercat 15

Oh, yes—same story for the Supercat 17 and 15. The 17, for instance, nuked all comers at the *Newport International Multihull Grand Prix*. And, on its maiden outing, the Supercat 15 aced its class in the *Annual Florida Multihulls Regatta*.

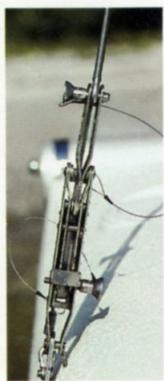


**DEVILISHLY
BEAUTIFUL.**

Now, there are those who believe that Supercats were spawned out of a computer by the devil. Because all those reams of numbers that translated into precision elliptical hulls not only teased more speed from the Laws of Physics, they finessed some rather sexy looking curves out of the Laws of Nature as well.



THE SERIOUS ISSUE OF SAFETY.



For all the carefree and sporting attitude Supercats project, they are built on the principle that safety is not a joke. Their elliptical hulls are engineered to absorb sailing loads which can, and do, break up traditional cats. Fiberglass/foam-reinforced hull laminates are buttressed by structural bulkheads and surrounded by substantial, non-corrosive metal fittings. And, should rampant enthusiasm turn a flying hull into a barrel roll, Supercat has designed special throw levers to lengthen the shrouds, so that one normal-sized person can pull the boat back onto its feet.

COMPETITORS ARE FOILED AGAIN.

The underwater foils (rudders on all three Supercats and daggerboards on the 20) trace their blood-lines to a wing shape that NASA designated as Type 63. Not only do Type 63 foils minimize friction drag and spongy maneuverability, they actually lift the hull up to weather. And sailors used to timing multi-hull tacks with a calendar better get their sneakers on for snappy three-second swings through narrow 90° arcs – not unlike (blasphemy of blasphemies) their monohull cousins.



CAN YOU SAY "ELLIPTICAL"?

Old style catamaran hulls are shaped essentially like domed-over capital Vees – with low initial buoyancy, sides that oilcan, edges that furrow a trapeezer's feet, and relatively modest inherent strength. And while a Vee shape goes over the water pretty smartly, it goes through the water like a pig. When a flat-topped, Vee-shaped bow is poked underwater, it can slow, trip and pitchpole the boat – with frightening consequences.

Supercat hulls are, in contrast, gracefully elliptical – a shape that gains its buoyancy rapidly when submerged, is structured for stiffness and rigidity, and has gently rounded surfaces for both trapeezer's feet and day cruisers' fannies. But most importantly, elliptically shaped hulls have the ability to rise out of waves with a willingness that works with forward speed and against a dangerous stern-over-telltale pitchpole.





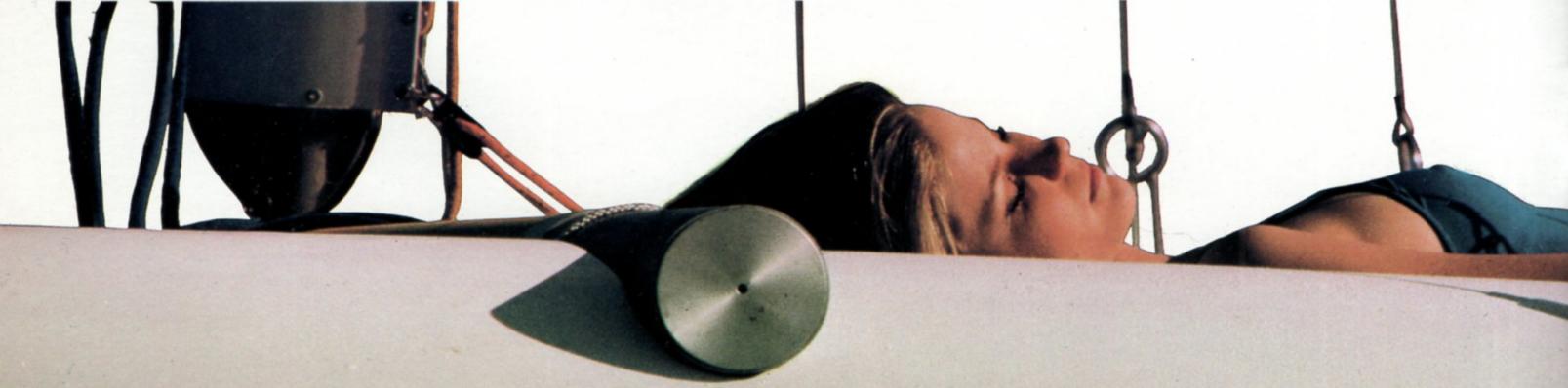
BEACH BOAT BINGO.

What happens when the wind doesn't blow? Well, as anyone who's ever cruised down Main Street in a Ferrari can attest, life in the fast lane isn't all frantic motion.

On those days when the sun alone is reason enough to drift and dawdle, the huge Supercat trampolines are made for pure monkey business. The 20 has the longest (10'), widest (12') playground afloat—more than twice the size of anybody else's. And the Supercat 17 and 15 are equipped with seductive 8' by 8' waterbeds. Camp out, take the rays, hold a Toga Party...if it can be done on the water, it's do-able on the trampoline of a Supercat.



SUPERCATIFRAGILIST





COMPUTER GAMES.

Squeezing pointing and tacking ability out of the daggerboard-stabilized Supercat 20 is one kind of trick. But getting the Supercat 17 and 15 beach boats to perform without hull foils was a months-long computer migraine. We direct your attention to the hulls. The bow sections are quite deep and sharply Veed on the bottom—shaped to carve notches in the water and to keep all the energy moving forward. As the lines lead aft, they become shallower and more gently rounded, allowing the sterns to glide smoothly through the tacks. Still, the overall elliptical shapes prevail, with no loss in strength, speed or anti-pitchpole characteristics.

Computers are pretty bitchin' machines themselves.

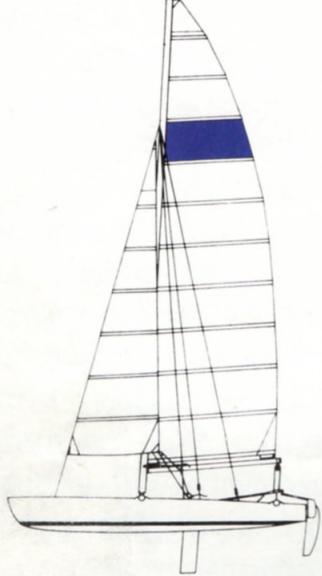


INCENPIALIFEROUS



Anyone who knows about boats knows how Boston Whaler® feels about safety. Doubters need only examine the 5-year Supercat warranty (5 times longer than most) that's transferable from owner to owner no matter how often the boat is sold.

Supercat 20	Supercat 17	Supercat 15
Weight 450 lbs.	Weight 335 lbs.	Weight 300 lbs.
Length 20'	Length 17'	Length 15'3"
Width 12'	Width 8'	Width 8'
8' on trailer	Mast Height 28' 9"	Mast Height 26'
Mast Height 33'	Sail Area 234 sq. ft. including spar	Sail Area Main, 160 sq. ft.
Sail Area 275 sq. ft. including spar	Draft Rudders up, 14"	Optional Jib, 49 sq. ft.
Draft Boards up, 6"	Rudders down, 28"	Rudders up, 10"
Boards down, 3'6"		Rudders down, 24"



Lime Accents
Waterline stripes: blue, lime, blue
Trampoline: lime
Mainsail stripe: lime



Old Faithful
Waterline stripe: blue, red, blue
Trampoline: blue
Mainsail: red, white, blue
Jib: red



Caliente
Waterline stripe: red, yellow, red
Trampoline: yellow
Mainsail: red, yellow, orange
Jib: red



Fresco
Waterline stripes: blue, blue, blue
Trampoline: lime
Mainsail: dark blue, lime, light blue
Jib: dark blue

As with most things in this world, specifications and colors (sail, trampoline and hull stripes) may change without notice.



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