with Sol Cat

You'll be sitting pretty whether you choose the 18 or the 15-ft. model. Either way, you can be sure you've got the best cat around. Sleek, slim and sultry. And ready for all the action your heart can stand. Turn one loose and find out for yourself.

Sol Cat for a number of reasons

It takes an extremely delicate blend of engineering and sailing know-how to achieve the all-around performance offered by a Sol Cat. A near-ideal combination of hull design, daggerboard shaping and sail plan. All working together in harmony. This is how the Sol Cat works:

1. Hull design For maximum buoyancy the Sol Cat features computer-engineered symmetrical hulls. Thanks to a sail plan placed well aft and meticulously shaped daggerboards, these sleek hulls offer an unusually fine entry and greatly reduced wetted surfaces. The result is increased speed, less pitch-poling and ample freeboard for comfortable, safe sailing.

2. Mast Easily stepped by two people, the Sol Cat mast rotates so you can get the most from every single inch of sail.

3. Sail plan A relatively high-aspect ratio yields maximum efficiency and ease of handling. Naturally, fully tapered battens are included. Increased draft control is achieved through an adjustable boom batten and loose-footed main.

4. Daggerboards Painstakingly shaped for proper lift and lateral resistance to the wind, these boards produce outstanding balance and stability. The kind that lets you point closer to the wind, and run with more control and confidence. Integral housings eliminate cracks and leaks.

5. Mainsheet traveler Fine tuning is a cinch with Sol Cat's full-roller traveler. Smooth, sure and reliable for quick adjustments while underway.

6. Mainsheet block A self-lubing championship racing block gives slick, quick performance every time. Put it together with the quality ratchet camcleat and you've got a neat 5 to 1 purchase ratio to work with.

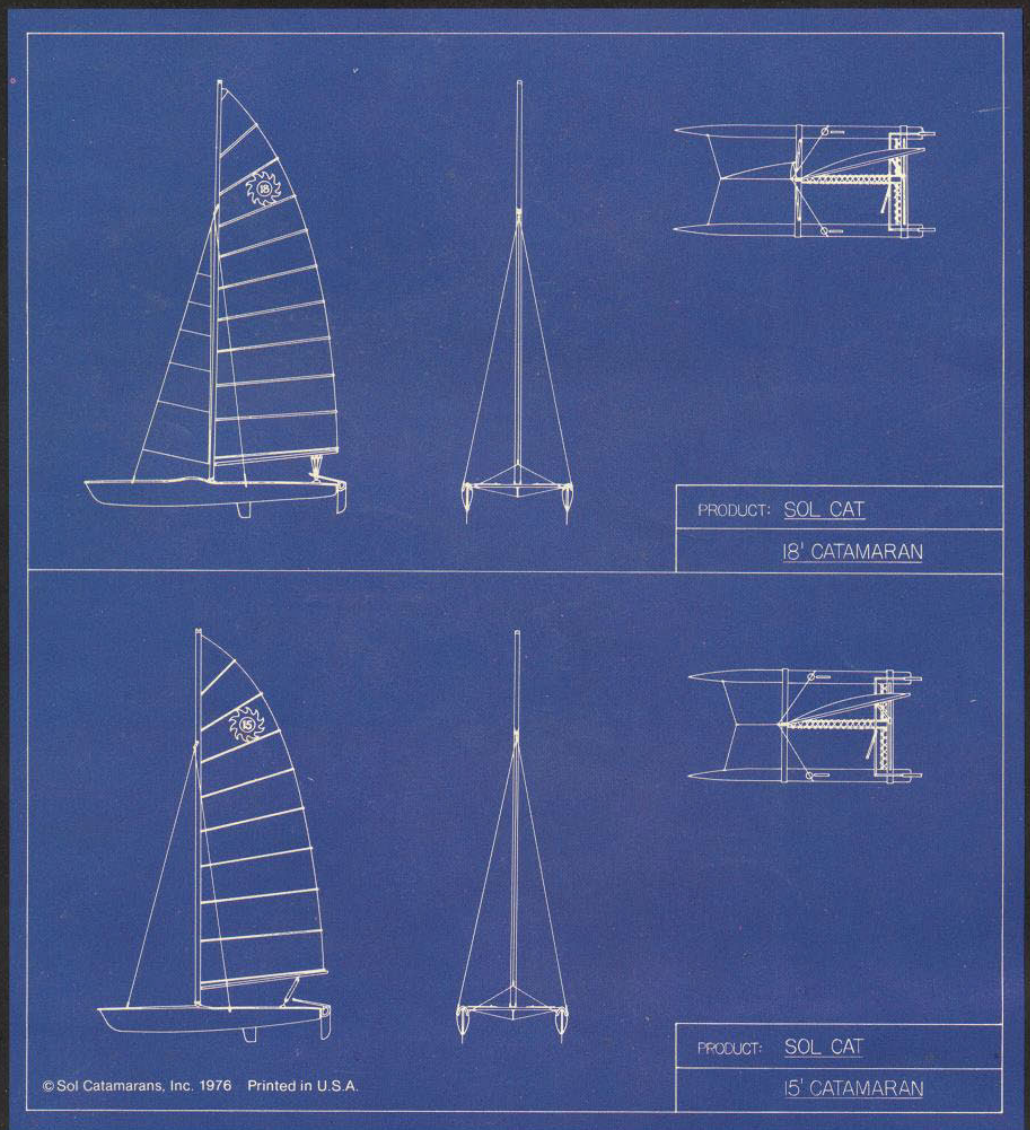
7. Mainsheet ratchet camcleat Sure holding power comes from a fully unitized design. Easy cam-angle adjustments add up to more efficiency and comfort.

8. Rudder system Strong, light fiberglass rudders are systematically shaped for the utmost sensitivity and control. Anodized aluminum housings, with positive hold-down and kick-up control, make it easy to tell the exact position of the rudders at any time.

9. Adjustable hiking stick Full control from any tramp or trap position is assured by a 74-inch maximum extension. Anodized aluminum construction means it'll hold up over the long haul.

10. Trampoline Plenty of room for everybody on this spacious 6 X 7-ft. tramp. Tough, durable and comfortable.

Sol Cat offers a wide selection of colors and color combinations for hulls, deck and sails. Special orders can also be filled so you can customize the look of your cat.



Sol Cat 18

Length, *overall*	18' 3"
Length, *at waterline*	18'
Beam	7' 11"
Weight	330 lb.
Mast length	28' 0"
Sail area,	
including spars	175 sq. ft.
Jib	45 sq. ft.
Total	220 sq. ft.
Draft,	
daggerboards, up	4 in.
daggerboards, down	30 in.
Hull material	molded fiber-glass w/vacuum foam sandwich throughout
Hull design	symmetrical
Crew	2 to 4

Sol Cat 15

Length, *overall*	15' 8"
Length, *at waterline*	15'
Beam	7' 11"
Weight	275 lb.
Mast length	26' 0"
Sail area,	
including spars	160 sq. ft.
Jib	30 sq. ft.
Total	190 sq. ft.
Draft,	
centerboards, up	4 in.
centerboards, down	18 in.
Hull material	molded fiber-glass w/vacuum foam sandwich throughout
Hull design	symmetrical
Crew	1 to 4

SOL CAT

Sol Catamarans, Inc.
1932 East Pomona Street
Santa Ana, California 92705
714/ 541-2285

SOL 18

For Those Who Take Their Thrills Seriously.

The spirited one! That's the Sol 18. This cat will put you right in the fore-front of the action, and its stylish design will make you look good when you're there.

This race-breed cat has a proven championship heritage. Victories are a natural for the Sol 18. Its sleek design alone makes it a winner.

The Sol 18 achieves the ultimate realization of form-follows-function. This cat was designed for the sailor who demands styling equal to performance. Advanced symmetrical hull design, meticulously shaped daggerboards, carefully computed sail plan, expertly formed fiberglass rudders, and our exceptional hardware features, give you the optimum in modern sailing technology.

If you're looking for a hot-handling cat with plenty of spirit, then hang onto a Sol 18. You can grab our Eighteen for about what you might expect to pay for a smaller Sixteen. From its inception, the Sol 18 has been a trend-setter for design, and its value, the standard for what others have tried to emulate.

So, if your idea of seeking cheap thrills is shooting over the water at exhilarating speeds, then we have the cat for you.

Sail the spirited Eighteen. Together, yo 'll create thrilling performances! Encore!

THE SOLID CHOICE!

• **Hull design.** Computer-engineered symmetrical hulls produce maximum buoyancy, resulting in reduced wetted hull surface, thus minimizing resistance and drag. This superior symmetrical design produces increased speed and reduces pitch-poling effects for more confident, safer sailing. • **Daggerboards.** Shaped precisely for proper lift and lateral resistance to the wind, our design yields optimum balance and stability. This allows you to run with more control and to point closer to the wind. • **Sail plan.** A high-aspect ratio and fully tapered battens produce maximum efficiency of sail area. Increased draft control is achieved through an adjustable outhaul and a loose-footed main. • **Mast.** Fully rotating mast provides optimum efficiency of the sail plan. • **Mainsheet traveler.** Fine tuning of main attained through a full-roller traveler. • **Mainsheet block.** Self-lubing racing blocks deliver maximum performance with ease of handling. • **Mainsheet rachet camcleat.** Fully unitized design permits easy cam-angle adjustments for sure holding power. • **Rudder system.** Strong, lightweight fiberglass rudders accurately shaped for utmost control and sensitivity. Positive hold-down/kick-up system allows safer sailing and beaching ease. • **Adjustable hiking stick.** Fully telescoping adjustment permits sailing control from any position on the tramp. • **Trampoline.** Designed for comfort and low maintenance of tough, durable nylon. • **Additional features.** Easily managed flat tailoring; built-in ice chest in 15′ hulls; large selection of sails and hull colors; custom sail combinations available.

HULLS

- Canary Yellow
- Competition Orange
- Sun Tan
- Terracotta Red
- Executive White
- French Blue
- Apple-Green Lime

COLOR SELECTIONS

SAIL PLANS

*Sol 20 available with Racing White sail only.

SPECIFICATIONS

SOL 20

Length, *overall*	19′11¾″
Length, *at waterline*	19′5½″
Beam, *Sailing*	10′
Trailored	8′
Weight	475 lb.
Mast length	30′
Sail area, *Main*	180 sq. ft.
Jib	65 sq. ft.
Total	245 sq. ft.
Draft, *daggerboards, up*	5″
daggerboards, down	30″
Hull material: fiberglass, kevlar and graphite fiber reinforcements.	
Hull design	symmetrical
Crew	2 to 6

SOL 18

Length, *overall*	18′3″
Length, *at waterline*	18′
Beam	7′11″
Weight	330 lb.
Mast Length	28′0″
Sail area, *including spars*	
Main	175 sq. ft.
Jib	45 sq. ft.
Total	220 sq. ft.
Draft, *daggerboards, up*	4″
daggerboards, down	30″
Hull material: molded fiberglass w/vacuum foam sandwich throughout.	
Hull design	symmetrical
Crew	2 to 4

SOL 15

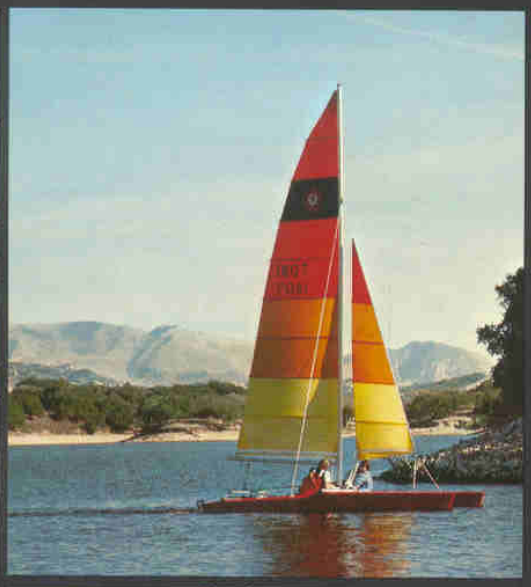
Length, *overall*	15′8″
Length, *at waterline*	15′
Beam	7′11″
Weight	275 lb.
Mast length	26′0″
Sail area, *including spars*	
Main	160 sq. ft.
Jib	30 sq. ft.
Total	190 sq. ft.
Draft, *centerboards, up*	4″
centerboards, down	18″
Hull material: molded fiberglass w/vacuum foam sandwich throughout.	
Hull design	symmetrical
Crew	1 to 4

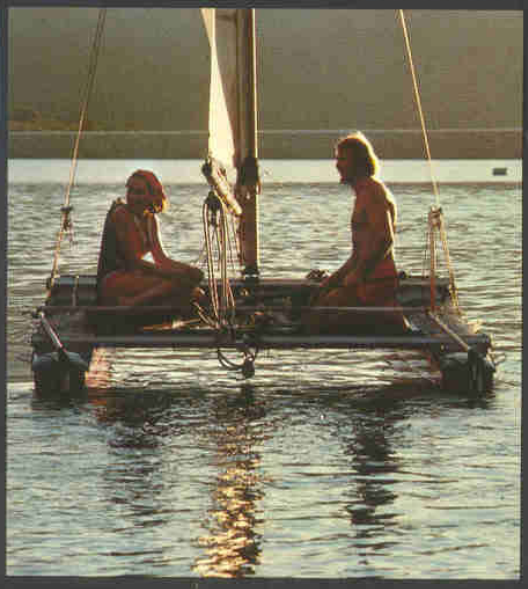
SOL CATAMARANS, INC.

All prices, specifications, and color selections, subject to change without notice. Printed in U.S.A.

1932 E. Pomona
Santa Ana, CA 92705
714/541-2285

For Those Who Take Their Fun Seriously!





A different breed of cat. Sol Cat's exclusive design and unique symmetrical hulls let you launch and sail just about anywhere there's water. And you can skim along, when the wind's right, at speeds over 30 mph. The Sol Cat is truly a cat among cats.

Run with the fast company

It takes a dedicated sailor to design and build a quality sailing craft. Not a yachtsman in blue and white. Not a surfer looking for a new high. Not an engineer who doesn't care for getting his feet wet. Gene Vernon is a dedicated sailor.

It was the late sixties when Gene decided that what he needed to compete in world-class catamaran racing, the way he wanted to compete, just wasn't available. So, he set out to put together his own kind of cat. One that would do all the things he wanted it to do. Including win. It had to be much more than a beach boat, but at the same time it couldn't be complicated and expensive. It wasn't an easy job.

After 3 years, many prototypes and hundreds of trial runs, Gene felt everything was ready. All of his work would be put to the real test. The 1972 World Multi-Hull Speed and Efficiency Trials. When it was all over, Gene found he had himself a real winner. In fact, he has won the event three times. And so, the Sol Cat was born.

Although he had no intention of getting into the boat business, today Sol Catamarans, Inc. encompasses a 35,000 sq. ft. manufacturing facility in Santa Ana, California. And is one of the fastest growing cat builders in the world. And why not? Sol Cat is one of the fastest cats in the world.

The new Sol Cats are the culmination and refinement of all that went into that original world championship craft. An artful combination of practicality and competitiveness. Easy to launch from a secluded, sandy beach. Yet, stable, strong and lightning quick on open water. A truly versatile vessel that can be enjoyed by perfectionist and learner alike.

Sol Cat puts you in that special place. Where man, boat and water meet. Fast, free and together. Sol Cat.

The Sol Cat Owner's Association sponsors regular regional regattas, as well as the yearly Sol Cat Nationals for both 18 and 15-ft. boats. All Sol Cat owners are invited to participate. The National Sol Cat Newsletter keeps you up to date on the latest goings on.

SOL 20

For Those Who Take Their Sailing Seriously.

Introducing the hottest performer ever to hit the water. The revolutionary Sol 20! This is a new breed of Cat. Developed through exhaustive testing and computer technology, the result is a state-of-the-art catamaran. And it really flies.

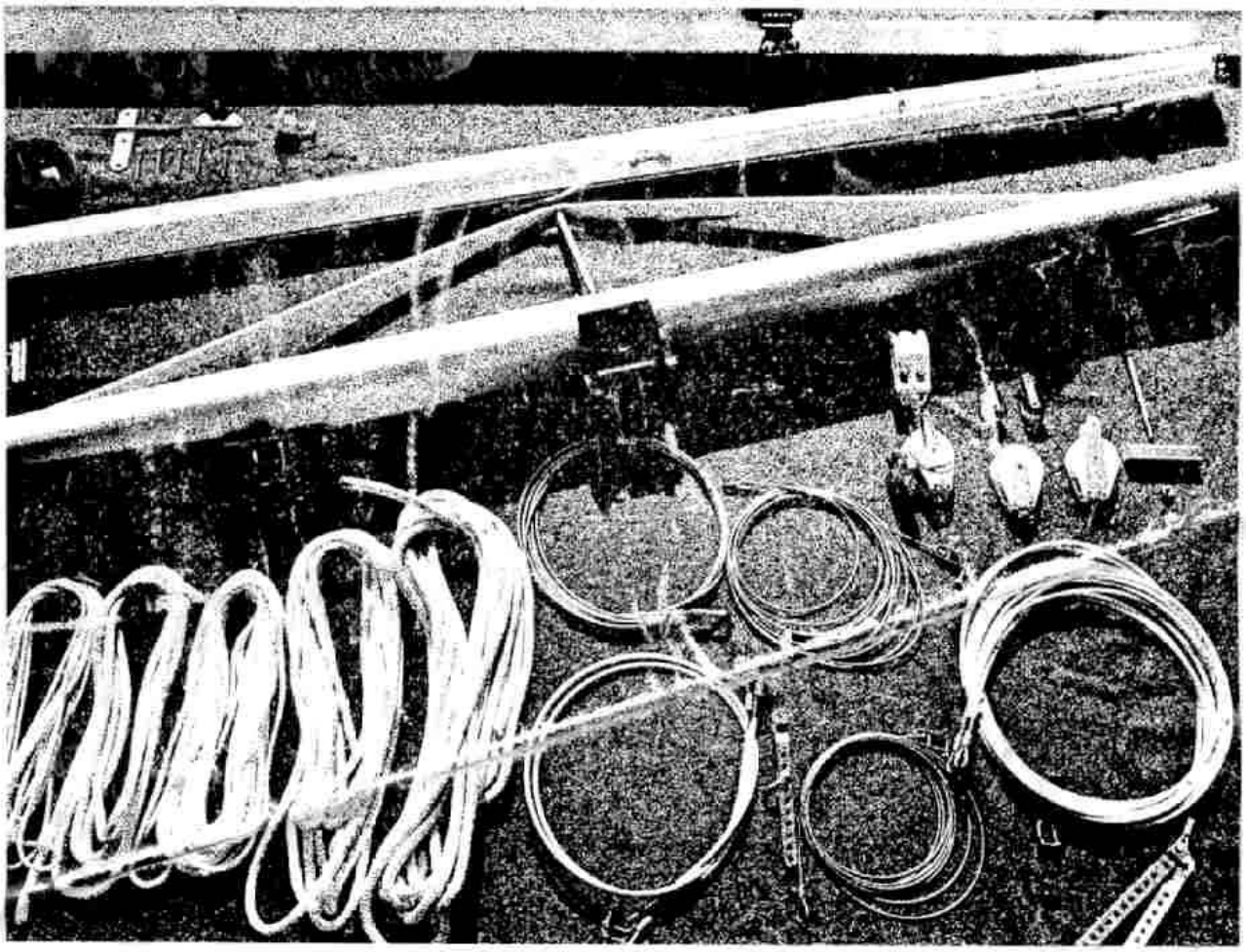
The hull shape of the Sol 20 was innovated through extensive computer analysis to achieve optimum hull form parameters. A unique hull-to-deck bonding system fuses the new hull together, thus eliminating the joint flange.

Superior materials of graphite and kevlar have been incorporated in the hull construction maximizing strength and weight coefficients.

Another major innovation for the Sol 20 is the bear extension system. This versatile mechanism permits reduction o the fully-rigged 10' beam to a convenient 8' beam for fla trailoring.

And that's important. You'll want to race this Ca anywhere and everywhere. It has all the winning features to mak it the hottest Cat around.

So, if you have a burning desire to go fast, then sail the So 20. And you won't burn alot of bucks in the process eithe When you buy a Sol 20, the price of being the fastest, is afford able. Ply the twenty! It won't let you down.

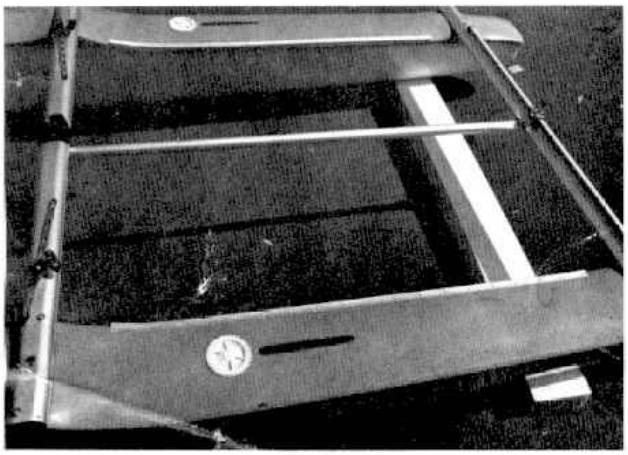


SOL CAT 18

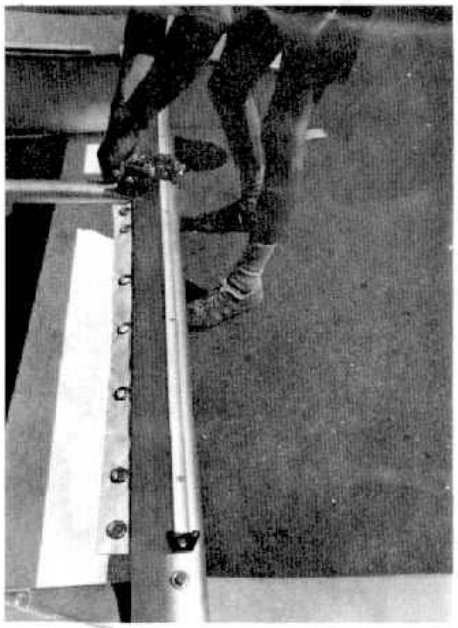
ASSEMBLY INSTRUCTIONS

We would like to welcome you as a new Sol Cat 18 owner. To fully enjoy your new catamaran we recommend that you follow the assembly instructions closely. The more knowledgeable you are about your boat, the less hassle you will encounter during your sailing days. Your Sol Cat 18 is designed for performance, and in order to capitalize on the performance it must be put together properly. The assembly is not difficult if you utilize the photographs and text of this manual . . . without this information you are likely to create unnecessary h:artaches.

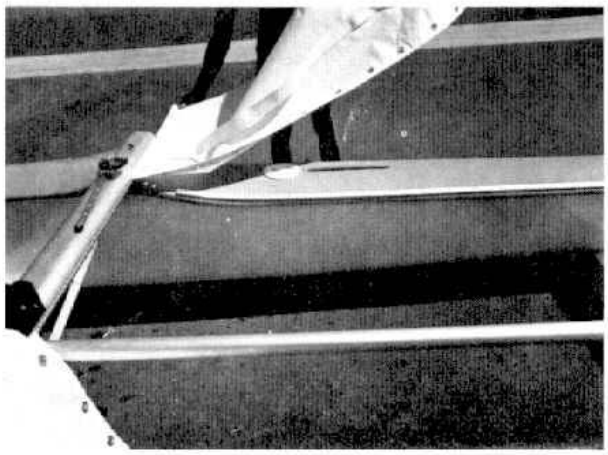
ASSEMBLY OF HULLS AND TRAMPOLINE . . .



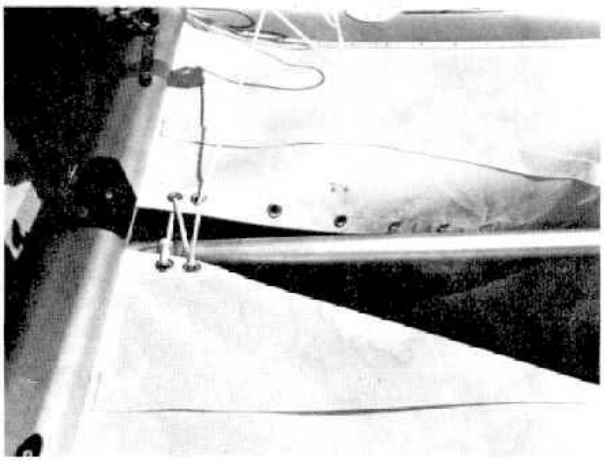
1 Your Sol Cat 18 will arrive from the factory completely disassembled. To begin your assembly, place the hulls parallel, separated by approximately the beam of the boat which is 7'11". Do not place the hulls on cement or other surfaces that will deface them. Bolt the foreward and aft crossbars into position on the hulls. Insert the center tube with the round end into the bracket under the maststep on the forward crossbar.



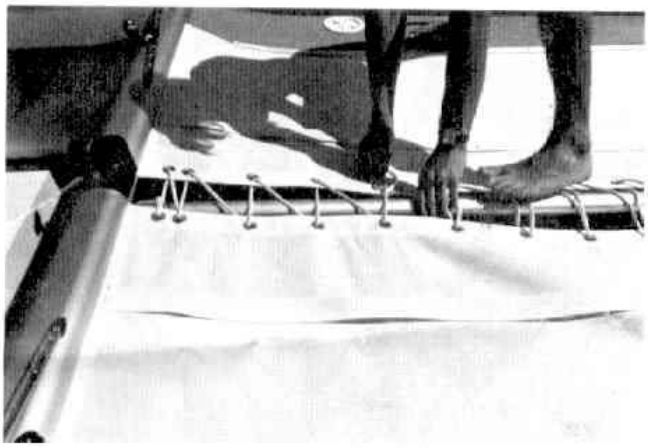
2 The Trampoline. Begin by inserting the end straps of the trampoline into the aft crossbar. These two end straps are identical, therefore, it doesn't matter which is placed in the starboard or port side.



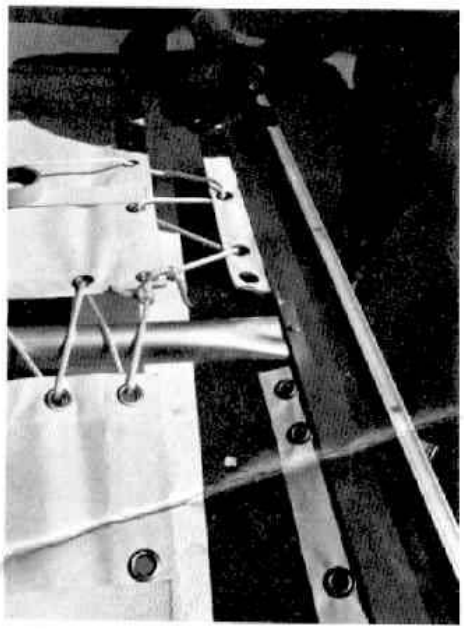
3 You begin the main portion of the trampoline by inserting the port side half into the foreward crossbar. It must be the port side first because the opening on the foreward crossbar is on the starboard side, and in order to have the trampoline fitted properly, the port half must go through first. The toe straps must be in the center of the finished trampoline.



4 When the trampoline is in the correct position, you are ready to begin the lacing. Begin at the foreward crossbar with a bowline in one end of your trampoline cord.

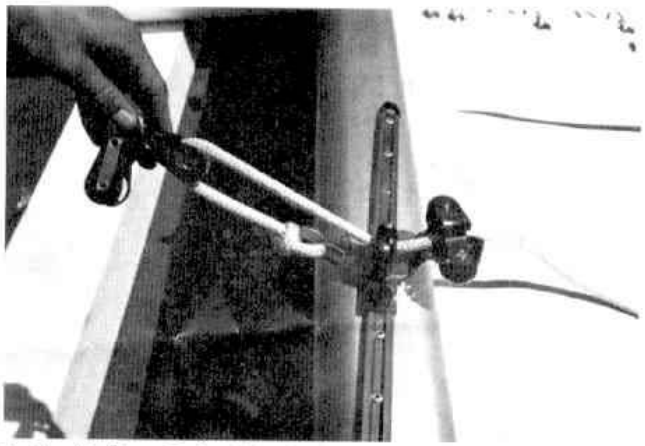


5 Do NOT lace it like you do your shoes. Lace the center portion of the trampoline – tighten it firmly and cut the line and tie it off.

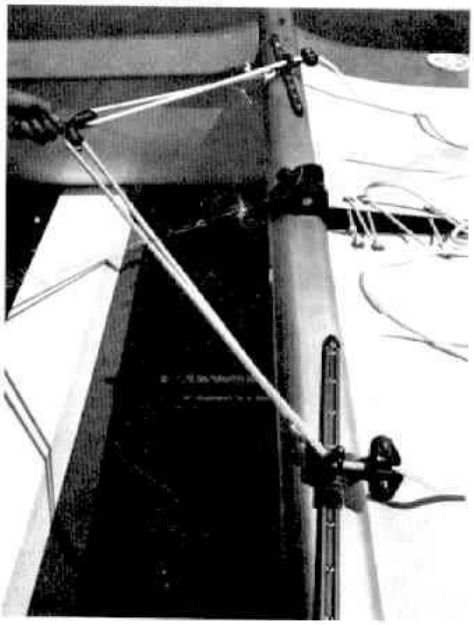


6 From this point you can either complete the lacing in one continuous weave from the port to the starboard or vice versa, or you can cut the line and make two separate weaves from the center to port and starboard.

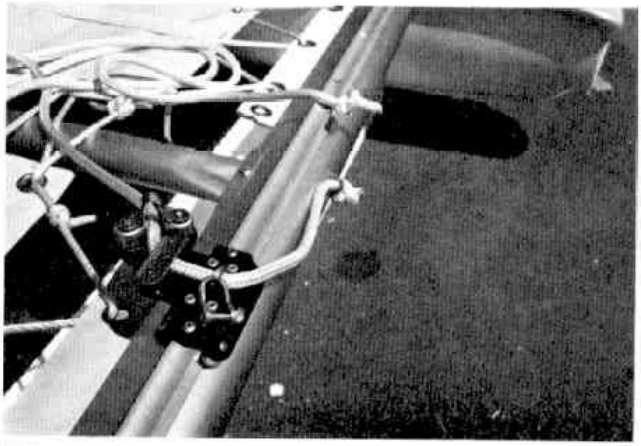
7 Either way, this is the end result.



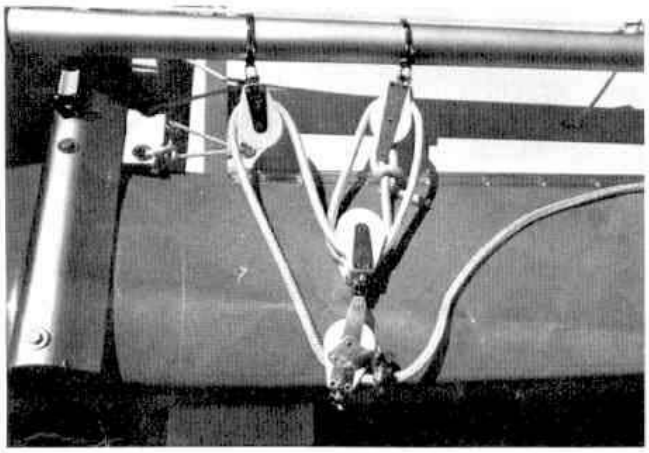
8 **The Jib Sheet.** Begin with a bowline at the port jib cleat. From this point, run the sheet through the jib block and back through the port jam cleat. From here the sheet runs aft of the mast through the starboard jam cleat, to the jib block and then is tied off at the starboard cleat on the foreward crossbar so the finished results look like Photo 9. Note that the jib sheet is one continuous line, not seperate part and starboard sheets as on some boats.



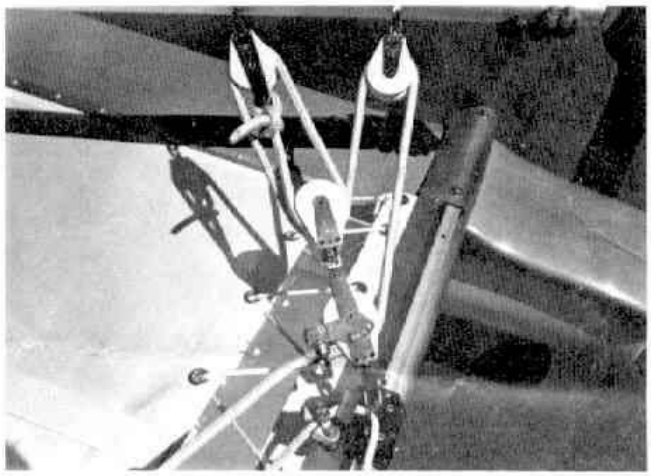
9



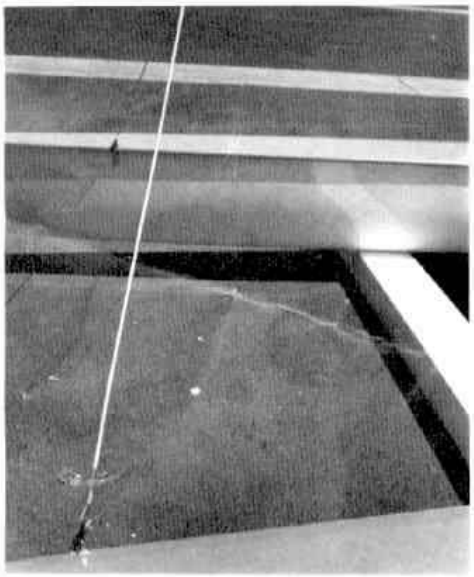
10 **The Main Sheet Traveller.** Begin with a holding knot into the bracket on the aft crossbar, then run the line through the traveller block and cleat. (A sailing note: Tie the free end of the main sheet traveller to the center tube to avoid washing the line over the stern and dragging it behind your boat.)



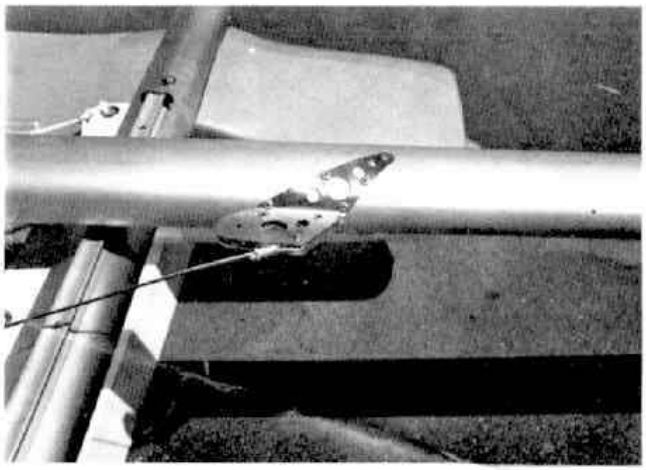
11



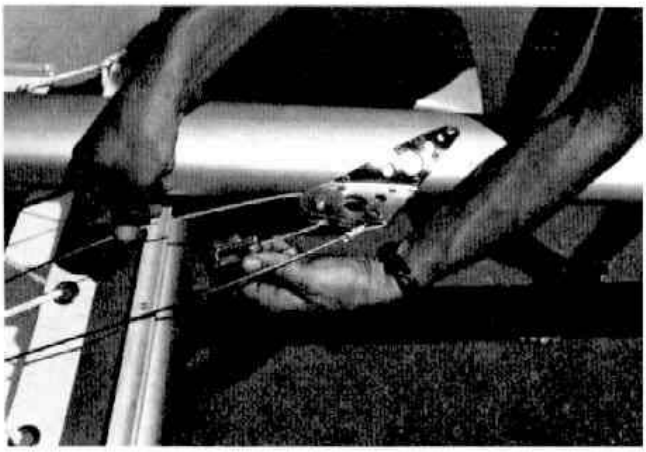
12 The Main Sheet. The threading of the main sheet defies the written word, making a photo worth one thousand words. The proper rigging is shown in Photos 11 and 12. (NOTE: Tie off the loose end of the main sheet to the center tube or it will drag behind while under sail.)



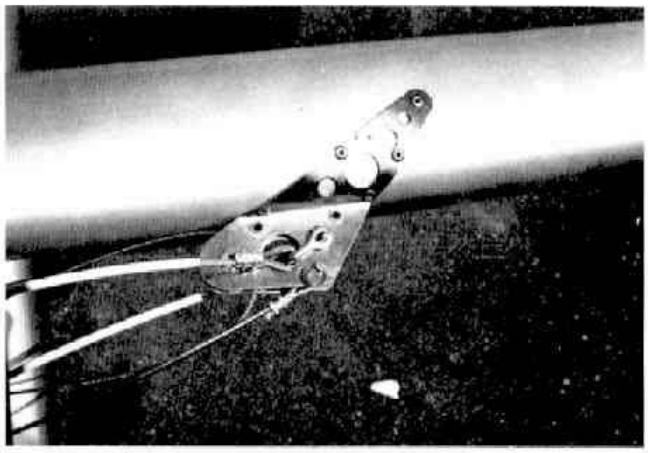
13 The Foreward Bridal. The first piece of standing rigging is the foreward bridal which is attached to the chainplates located ¾ of the way toward the bow of the boat. The finished rig is shown in this photo. Tighten these shackles with pliers.



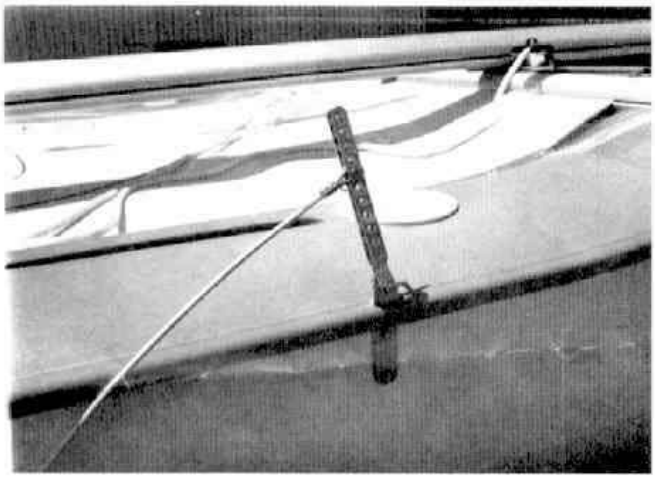
14 Preparing the Mast. Begin your mast preparation by laying the mast across the boat fore and aft with the base of the mast fore. Start the rigging at the mast yoke. The yoke is ¾ of the way to the top of the mast. The fore stay attaches with a pin and cotter circle.



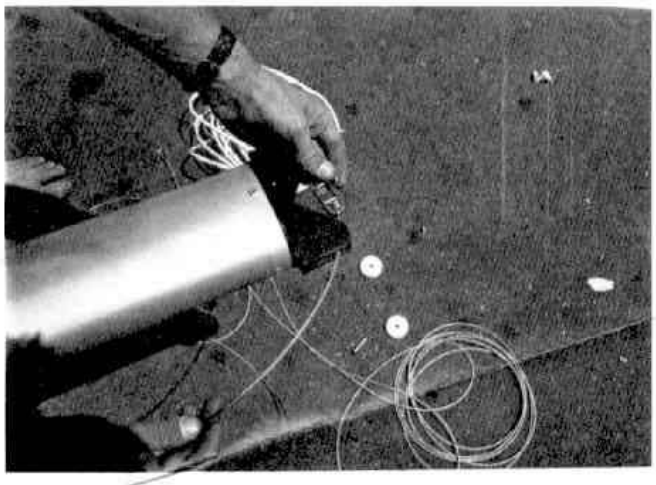
15 The jib halyard is mounted by removing the sheave at the base of the yoke and inserting the wire halyard and replacing the sheave as shown in Photo 15. Now attach the rope portion of the halyard and cleat the halyard on the jib cleat at the base of mast. (Do this to keep from



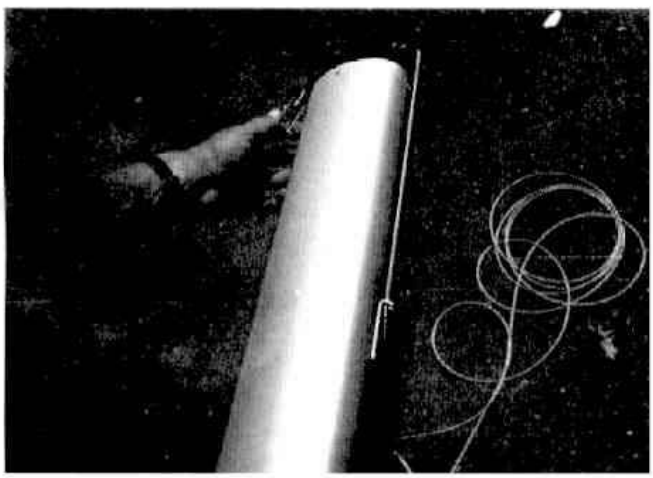
16 confusing the situation with more loose lines than necessary). The port and starboard shrouds are now shackled to the yoke as shown in Photo 16. This shackle should be tightened with pliers . . . if it comes loose the mast will fall. Normally you won't tighten shackles with pliers because in daily use, pliers will make them difficult to loosen.



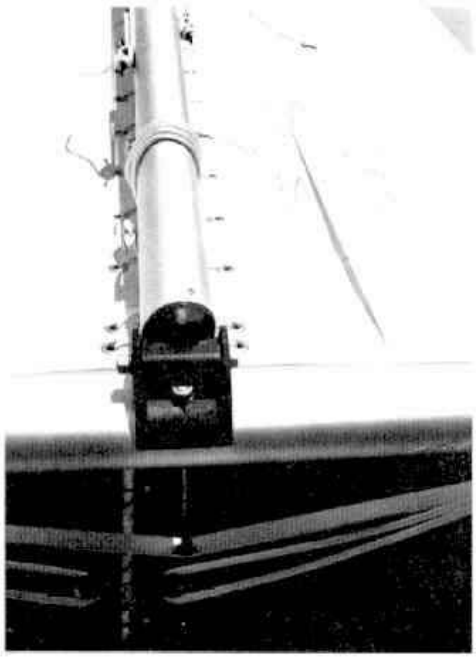
17 The shrouds are now attached to the hulls with the shroud adjusters attached to the chainplates located at midship, as shown in this photo. The tension of the shrouds is normally correct, with the shrouds attached in the third or fourth hole in the shroud adjusters.



18 The **Main Halyard.** Remove the two sheaves from the mast head fitting and run the wire portion of halyard through the head fitting.

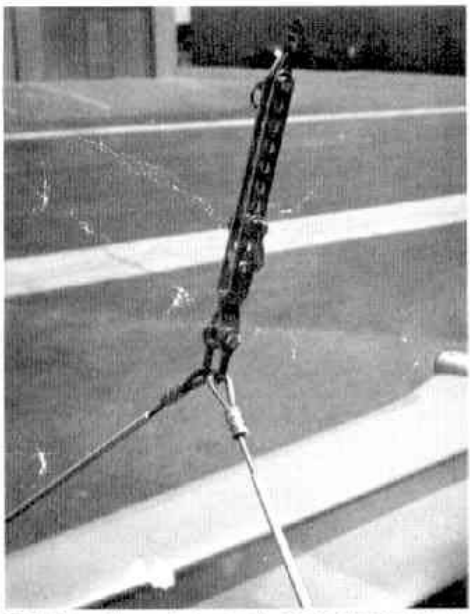


19 Replace the sheaves and be sure halyard moves freely OVER top of sheaves. Also be certain the mainsail shackle is on the aft side of the mast where the mainsail track is located. The fore side of the mast has the halyard lock on it and the halyard should lock here when the mainsail is fully raised. Attach the rope portion of the main halyard and cleat it to the main halyard cleat on the base of the mast.

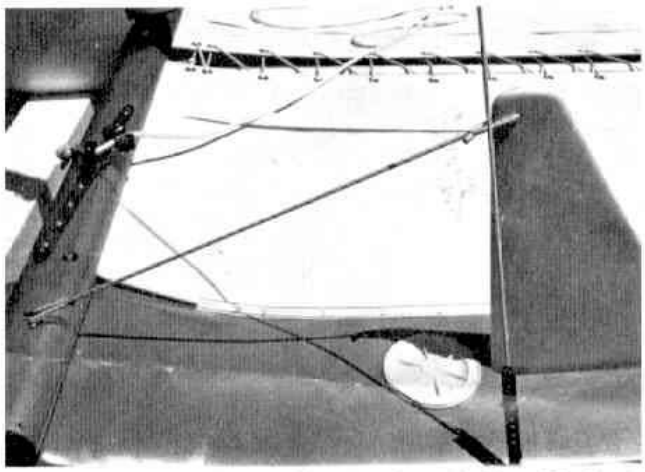


20 **Stepping the Mast.** Before you begin this procedure, be certain all the shrouds and miscellaneous lines, ropes, tools, etc. are well out of the way or free of binding. Place the base of the mast into position on the forward crossbar. The mast fits into place and is not fastened in any way.

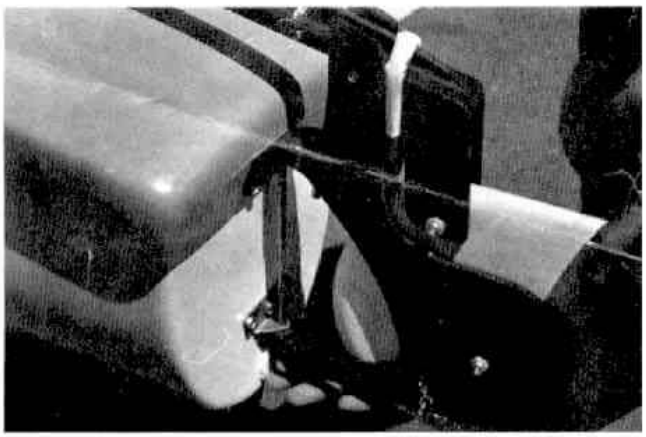
21 With this in mind you have two alternatives. One is to have someone hold the mast firmly in position while another walks the mast into upright position. The second alternative is to tie down the mast with the down haul by running the down haul under the mast swivel on the forward crossbar and then back up through the down haul cleat. This will hold the mast in position allowing two people to walk the mast into its raised position.



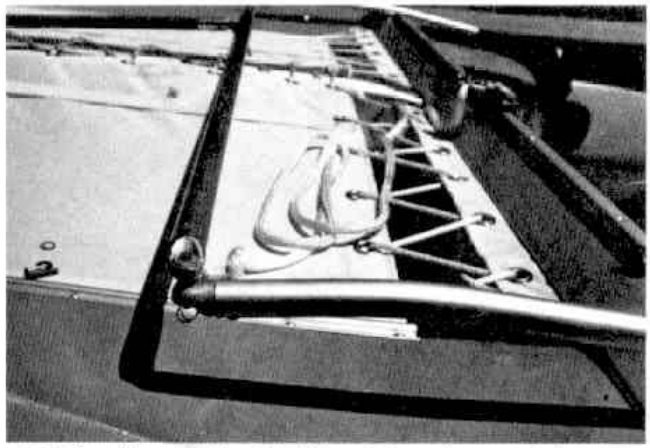
22 When the mast is raised, attach the forestay to the forward bridal and the mast is up.



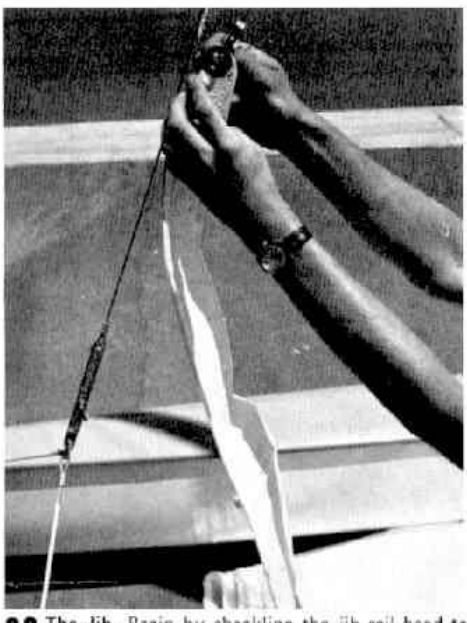
23 **The dagger boards** are positioned as shown in Photo 24 with the shockcords attached to the hooks on the forward crossbar.



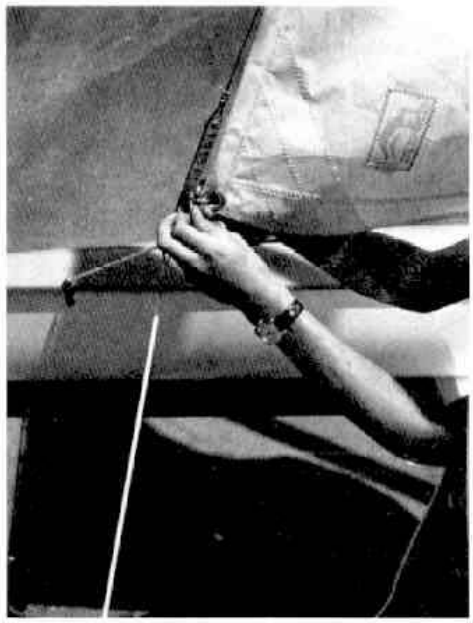
24 **The rudders** are positioned and secured with the rudder pins placed through the stern gudgens.



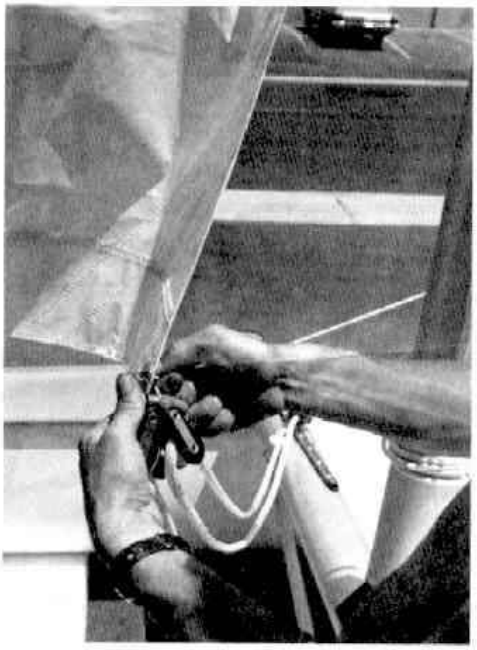
25 The tiller and adjustable hiking stick are then attached as shown here. Be careful to examine the photo closely on the placement of the tiller — if you accidently put the tiller on upside down, which is a common error, you'll cause a break in the joint to the rudder arm.



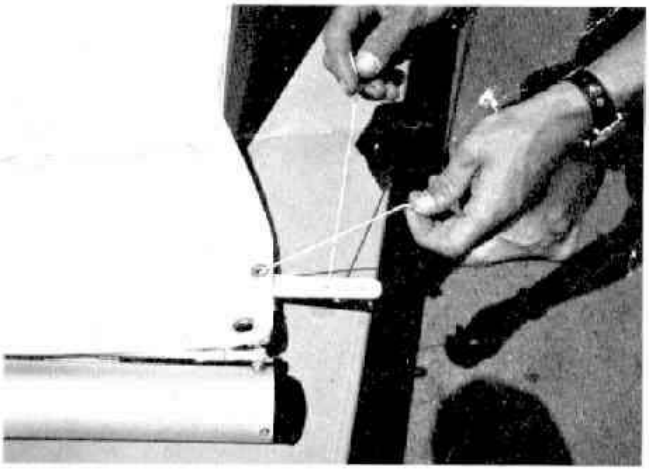
26 **The Jib.** Begin by shackling the jib sail head to the jib halyard.



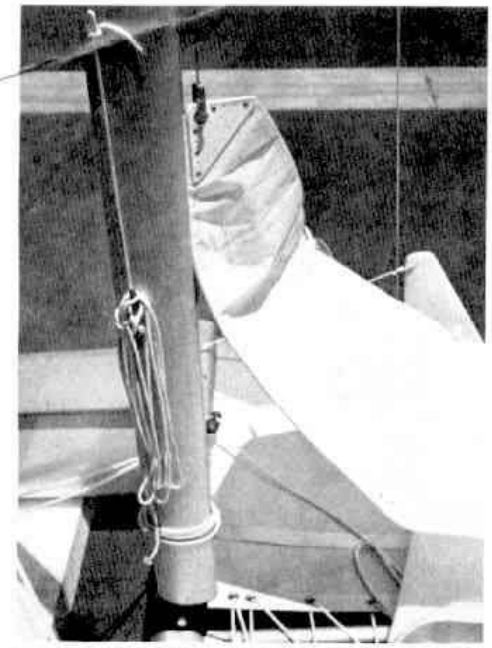
27 Now fasten the individual twist snaps to the forestay. The tack of the jib is now shackled to the cross section of the forward bridal . . .



28 . . . and the jib clew is shackled to the jib sheet block. Raise the jib and tie off the halyard on the jib cleat on the starboard side of the mast. NOTE: To help you remember the location of the main and jib sheet cleats, you can label them with marking tape. Downhaul well enough to keep the jib from scalloping on the leading edge. To downhaul the jib means to raise it.

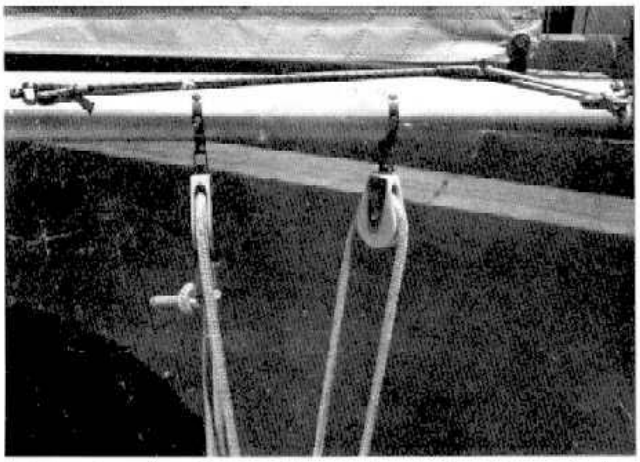


29 **The Main Sail.** To prepare the battens, fit the rounded or flat tips to the rounded or flat ends of the battens. When you insert the battens, be sure the ends are completely into the plastic protectors. The battens are placed with the smallest at the top of the main and the largest to the foot. Tie each batten as shown.

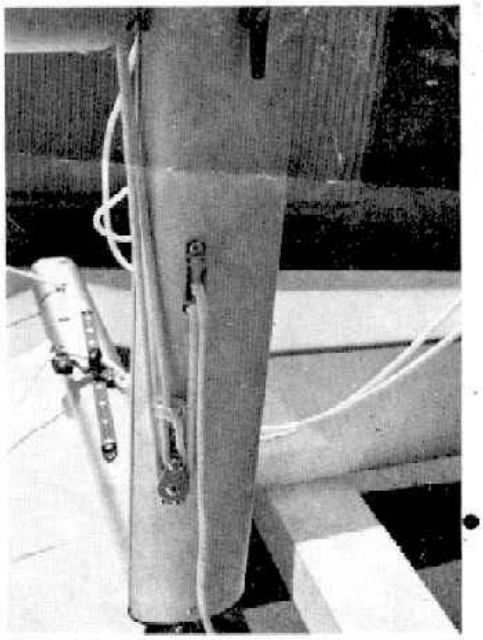


30 The mainsail halyard is shackled to the gromet in the main headboard and then the main can be fed slowly into the mast track while it is being raised.

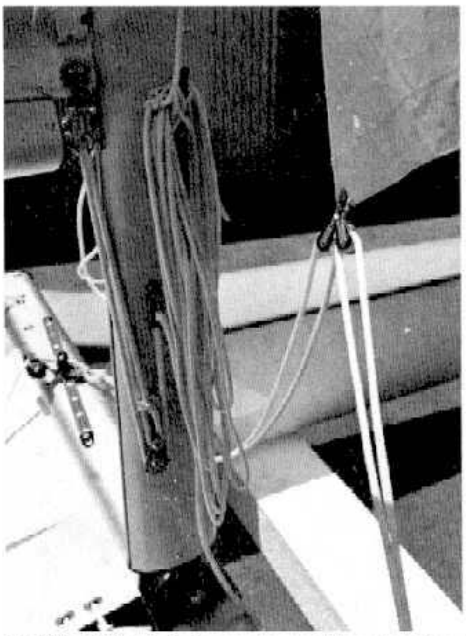
31 The main is raised until the halyard lock can be locked into place on the fore side of the mast. (Refer to Photo 19). Tie off the main halyard at the mainsail cleat on the port side of mast. The boom is attached at the mast by the boom gooseneck fitting into the mast track.



32 The aft section of the boom is attached to the clew of the mainsail by the fitting on the outhaul. Remember the main is loose footed and therefore does not fit into the boom track.



33 The downhaul is knotted at the mast block and run up through the boom downhaul loop on the gooseneck and then back through the mast downhaul block and then through the downhaul cleat.



34 The finished rigging at the mast base should resemble this photo.

Your Sol Cat 18 is now ready to go.