

## TOMCAT 9.7 CONSTRUCTION DETAILS

**T**he first TomCat 9.7 was finished in 2003. The company now delivers about five TomCat 9.7s per year.

**HULL:** The vacuum-bagged hull is foam-cored with high-density Corecell foam, approximately 5/8-inch to 1-inch thick, except in high-load areas and hull penetrations, where solid laminate is used. Multiple units of 18-ounce biaxial cloth with 8-ounce mat scrim form the outer and inner skin. Buyers can upgrade from standard isophthalic resin to blister-resistant vinylester resin. Structural support comes

from bulkheads tabbed and glassed into the hull, and a solid beam running athwartship under the compression post.

**DECK:** The deck is also Corecell composite, again substituted with solid laminate in high-load areas and penetrations. Nonskid is polymeric particles embedded in gelcoat.

**HULL-DECK JOINT:** Once joined by the bridgedeck, the hulls are "captured" beneath the single deck mold, and the



*Loads from the deck-stepped mast are transferred via a compression post to a heavily built solid fiberglass beam supported by several posts. The centerboard trunk can be seen under the saloon table.*

hull and deck are glassed together with three overlapping layers of fiberglass tape to effectively form a monocoque hull. The forward 8 feet of each hull is a watertight "collision bulkhead." House windows are high-strength safety glass.

**SPARS AND RIGGING:** The single-spreader Selden rig supports a full-batten mainsail. Spreaders are swept back 10 degrees. A carbon spar is optional.

**KEEL AND RUDDER:** Centerboard is foam core with multiple layers of axial glass and carbon fiber. The

board rotates on a 1-inch diameter stainless pin "loose fit" so that heavy-side sailing loads bear down on the trunk and supporting beams. The rudder assemblies consist of a "cassette" mounted in a slot in the aft end of the hull on a tilt tube pin, a 1½-inch stainless-steel rudder post through the cassette, and the NACA 15 foil-shaped rudder blade molded to the post.