

## **“THE CAT” GOLD COAST 54DC DAY SAIL CATAMARAN**

### **DESIGN BRIEF**

The GC54DC like the GC64DC evolved as a result of the weakening world-wide economic conditions. Gold Coast has had to rethink our current line of highly technical vessels in order to be as cost sensitive as possible for those getting ready to test the new world order!

We've kept the basic Gold Coast passenger-friendly (and safe) layout as well as the guaranteed structural and mechanical integrity that we're known for. We have (wisely) combined the best of the latest in hull infusion technology (because it does cost less) and vacuum-bagged deck plates (because it costs the same but makes a better product) but replaced the structure with the material that we built our early reputation on: Douglas fir! Yes, all of the primary structural components and most amenities are being built of Douglas fir because it not only costs less in materials and labor but it typically saves weight over glass components.

The number of amenities and mechanical items that you want to add is totally up to you, but the basic vessel cost has definitely been lowered. Designed for maximum guest space at the lowest cost. 39" underwing clearance. Two head compartments with sink and toilets. U shaped bar for food and beverage service. Contoured fiberglass bench seating for 58. Single level walk around wet deck with fixed canopy roof.



### **SPECIFICATIONS**

LOA	54'
BOA	29' 6"
Draft	3'
Light Displacement	20,000 lbs
Heavy Displacement	32,000 lbs
Passengers	80
Engines	110 hp Yanmar
Fuel Capacity	2 x 100 gal.
Cruise Speed	12 knots
Full Speed	16 knots

**MORE PICTURES AND FEATURES BELOW.**

# GOLD COAST YACHTS®

ST CROIX, U.S. VIRGIN ISLANDS



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## **“THE CAT” GOLD COAST 54DC DAY SAIL CATAMARAN STANDARD FEATURES**

### **HULLS, DECKS AND SUPERSTRUCTURE**

#### **Construction**

Hulls, decks, bridgedecks, roof and seats built of Corecell foam, glass and CPD epoxy resin using resin infusion and vacuum-bag processes. All primary structural components and amenities built using West System construction methods.

#### **Exterior Finish**

- Dupont marine system
- Commercial yacht finish

#### **Paint and Graphics**

- Snow White topsides and cabin
- Choice of colors for topside stripe
- 2 Coats bottom paint, 3 on waterline
- 3" Name and hailing port on aft beam
- Hull graphics provided by Purchaser

### **ACCOMMODATIONS**

- 2 - Heads each w/ bifold door, sink, toilet and mirror
- U-Bar with icebox, storage cabinet and sink
- Cockpit seating for 58
- Rigid protective roof
- Aft capt steering station

### **DECK FITTINGS AND EQUIPMENT**

#### **Cleats**

- 7 - 12" 316 Stainless

#### **Life Rails**

- 32" Welded aluminum life rails. Halyard braid intermediary line.
- Aluminum stairway handrails port and starboard

#### **Deck Hatches**

- 2 - Lewmar Size 50 hatches
- 2 - Lewmar Size 60 hatches
- 2 - Bifold head doors
- 2 - Starboard wet locker hatches

#### **Windows**

- 2 - Beckson opening ports

### **Controls**

- 5-part mainsheet
- 2-part internal main halyard
- Internal jib halyard and topping lift
- Outhaul and slab reefing on boom
- Fixed jib sheet blocks
- Lewmar blocks, organizers and stoppers as required

### **Winches**

- 5 - Lewmar 44 Ocean Series
- 1 - Lewmar 40 Ocean Series
- 2 - 10" Double grip locking winch handle

### **STEERING**

- 32" S.S. destroyer wheel via Hynautic hydraulic steering system in series to bronze tiller arms.
- GCY fabricated fiberglass rudder. Schedule 80 S.S. rudder shafts

### **MAST**

- 62' Sparcraft anodized aluminum mast
- Charleston Spar anodized boom with provisions for two reefs and 2-part lazyjacks

### **RIGGING**

#### **Standing**

All standing rigging is Norseman 1x19, 316 S.S. wire terminating with Norseman fittings, turnbuckles and toggles to 316 SS chainplates

#### **Running**

All running rigging is GWB Halyard Braid

### **SAILS**

- Doyle loose-footed main with two reefs
- Mainsail cover
- Working jib with bag

### **GROUND AND MOORING TACKLE**

- 1 - 45 Bruce bow anchor with roller and 15'-3/8" chain and 200' of 3/4" rode.
- 1 - 35# Danforth anchor with 15'-3/8" chain and 200' of 3/4" rode.
- 4 - 50'-3/4" dock lines
- 4 - Scanmarin Fenders

## **ELECTRICAL**

- 1 - Clarion XMD stereo with AM/FM, IPOD adaptor and remote control, 4 Bose Speakers
- 1 - Standard VHF w/ mast head antenna
- 1 - 4" Danforth Constellation Compass
- 1 - Lightning rod dissipator
- 3 - Dynaplate ground plates
- 1 - Paneltronics DC electrical panel
- 1 - Port and starboard bow light, sternlight, steaming and anchor lights
- 6 - 12V Fluorescent interior light fixtures
- 4 - 12V S.S. Dome lights for salon
- 1 - 12V Receptacle

## **PLUMBING**

### **Piping**

- Water supply hosing is rigid PVC, nylon and reinforced vinyl
- 1 - Henderson MKV emergency manual bilge pump
- 2 - Rule 500 bilge pumps

### **Water Systems**

- 2 - 55 gal water tank each with Shurflo pressure pump and deck fill
- 3 - Sink spigots

### **Heads**

- 2 - Jabsco manual toilets, w/ marelon thruhulls and seacocks.

## **ENGINES**

2 - 4JH3-THE 110 hp Yanmar diesels with 1-1/2" Aquamet SS shafts and 3 blade fixed props. Bronze thruhulls. USCG approved hoses. Morse SL - 3 controls, Morse cables, Yanmar instrument panel, with oil pressure, water temp, and engine hour meters, safety alarm, tachometers, 55 amp alternator. Vernalift wet exhaust, 2-Optima (1000 CCA) starting batteries. 2 - 50 gal 1/4" wall aluminum fuel tanks. USCG approved hoses for fill and vent.

## **OTHER SAFETY FEATURES**

- 2 - Rope safety nets, 4" squares, forward flush to deck
- 1 - Aluminum 'Stairway to the Sea' forward
- Multiple watertight bulkheads

## **MISCELLANEOUS**

- Buckets, sponges, scrub brush
- Oil and garbage discharge plaques

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