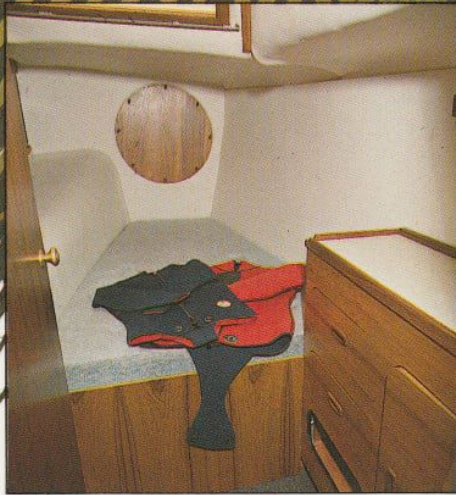


SNOWGOOSE 37

Elite



PROUT CATAMARANS



HISTORY The Elite is the culmination of over 40 years of continual cruising catamaran development. Prout Catamarans are the only company worldwide who, for over 40 years, have continually researched, developed and refined the catamaran principle for both pleasure and commercial use. All our expertise and skills are "in house" and our combined experience and technical knowledge have enabled us to build up an impressive data bank.

MODERN DESIGN The Elite is a state-of-the-art design, employing the best in modern construction techniques, yet retaining all the advantages of our previous designs. With over seven hundred similar cruising designs by Prout Catamarans sailing worldwide her pedigree is second to none.

The result is remarkable live aboard comfort, unsurpassed by any other comparable class, combined with exhilarating performance that leaves others in its wake.

SAFETY Prout Catamarans safety record is legendary. Our catamarans have sailed in perfect comfort and safety, virtually every ocean in the world over the past 35 years from blue water cruising to creek crawling.

SHALLOW DRAFT Her low aspect ratio keels give excellent windward performance with shallow draft, beachability and safety – *shallow keels allow the vessel to slide sideways in heavy, breaking sea conditions.*

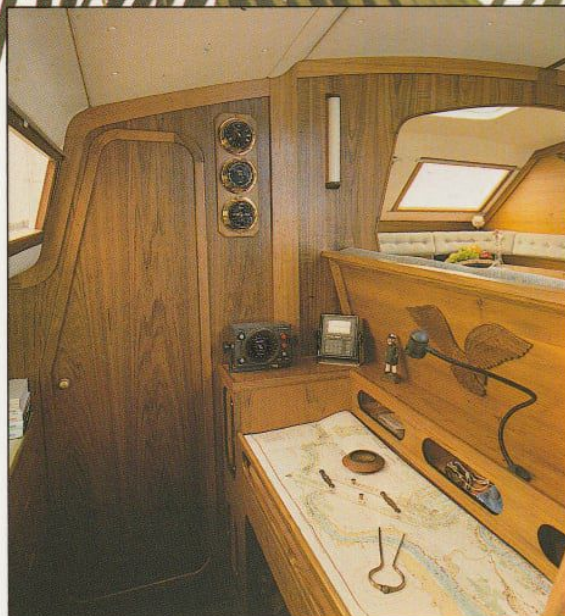
BUOYANCY All our catamarans have built-in buoyancy and whilst many manufacturers of monohulls have suddenly 'discovered' this, we have been manufacturing our boats to these standards, virtually since we started building catamarans. Of course it is a great safety feature as most losses are caused by underwater damage.

DESIGN Her advanced hull design incorporating the Prout nacelle running the entire length of the underbridge, adding strength, improving headroom and reducing wave slam. This combined with our round bilge hull form – *best for load carrying and performance*, low aspect ratio keels and our latest aft planning wedges give the Elite exceptional comfort, speed and load carry ability.

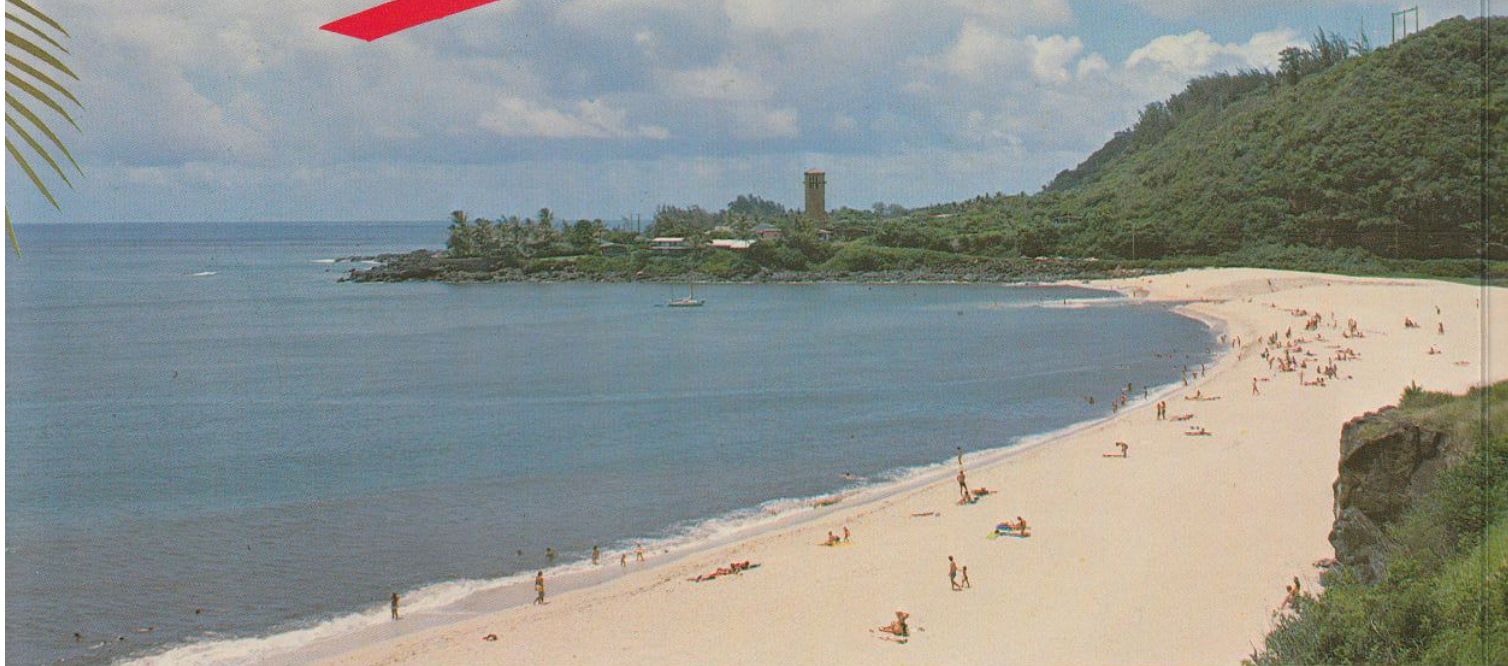
Deck areas are expansive and uncluttered, with even enough space for a full size dinghy on the aft deck, with plenty of locker space and large comfortable self drained cockpit.

PERFORMANCE Fast and responsive under sail, the Elite must be the easiest boat in the world to singlehand, all sheets, halyards and reefing lines are led aft to the cockpit, within a step of the helmsmans' position, enabling you to control the vessel without leaving the deep protected cockpit.

RIG One of the most famous important factors in the safety and performance of the Elite is our famous Prout "minsail" rig. The mast is stepped well aft, just forward of the cockpit bulkhead, allowing all the halyards to fall readily to hand. It keeps the centre of effort low, prevents depression of the leeward bow and



The Ultimate in Luxury Style and Performance



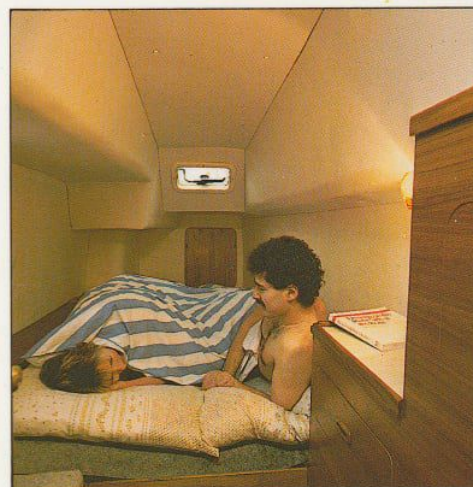
actually gives lift from the large roller genoa, adding to safety in heavy conditions.

ENGINE The Elite is fitted, as standard, with the most reliable, quiet and well balanced 27hp fresh water cooled diesel engine, driving through a reduction gearbox and special Prout steerable outdrive leg, supplied with a large three-blade propellor, which can be lifted clear of the water to reduce drag whilst sailing. It also makes light work of clearing a fouled propellor. This superior arrangement provides vectored thrust in addition to the strong, hydraulically controlled twin rudder system, greatly assisting manoeuvrability in tight situations. Cruising speeds between 6-8 knots can be expected, with a fuel consumption averaging between $\frac{1}{3}$ and $\frac{1}{2}$ imp. gallon per hour.

MOTOR SAILING OPTIONS Whilst we at Prouts consider the single engine installation in general, to be the ideal arrangement, we also offer twin engine options using well proven saildrive units. These give excellent performance and dependant on engine sizes, speeds of up to 12-14 knots are attainable. All these modern diesels are miserly on fuel consumption and extremely reliable. A sturdy pilot house is also available, whether you choose twin or single engine installations, alternatively a soft hood is available.

ACCOMMODATION Comfort and spaciousness have always been a feature of the Snowgoose range of catamarans, and the Elite is no exception to this. However compared with her predecessors the improvements are extensive, increased headroom, wider floors, increased ventilation and true full size double cabins aft. Ergonomically designed galley with three burner hob and eye-level oven & grill, twin sinks with hot and cold water system are standard features. Prout Catamarans are one of the only companies that insist on a full size chart table, with ample stowage and room for all the modern electronic needs of the yachtsman. Head and shower cabin is enormous, with room to "swing a cat"! Full size oval washbasin, hot and cold water with shower is all standard equipment.

Throughout the vessel copious stowage and hanging space for serious long term live-aboard cruising is provided and there is no need to have sails, anchors, fenders, gas bottles etc below decks, as provision is made for these items in large self draining deck lockers.



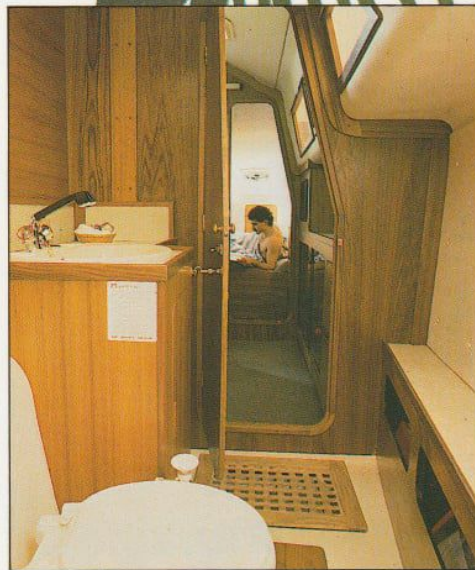
FINISH All our craft are built to exacting standards, with only the finest materials used throughout the construction, which is carried out by our own experienced craftsmen. The prolific use of teak, combined with soft lining throughout gives a warm and cosy environment whatever the outside conditions.



QUALITY CONTROL All our catamarans go through the same rigorous quality control procedures, with special checks and tests at all stages of construction, and finally every item is tested against a lengthy test specification before handing over to the client.

THE RIGHT INVESTMENT Apart from your house, your boat is probably your largest investment. It will reassure you to know that the Prout cats have consistently held their value better than any other comparable range, and there has always been a ready re-sale market.

In every way, the Snowgoose 37 Elite is all you could wish for in a cruising boat and we are sure you will get many years enjoyment should you choose to own one. **So why not come for a test sail and try her out first hand? Please give us a call.**



SNOWGOOSE 37

Elite

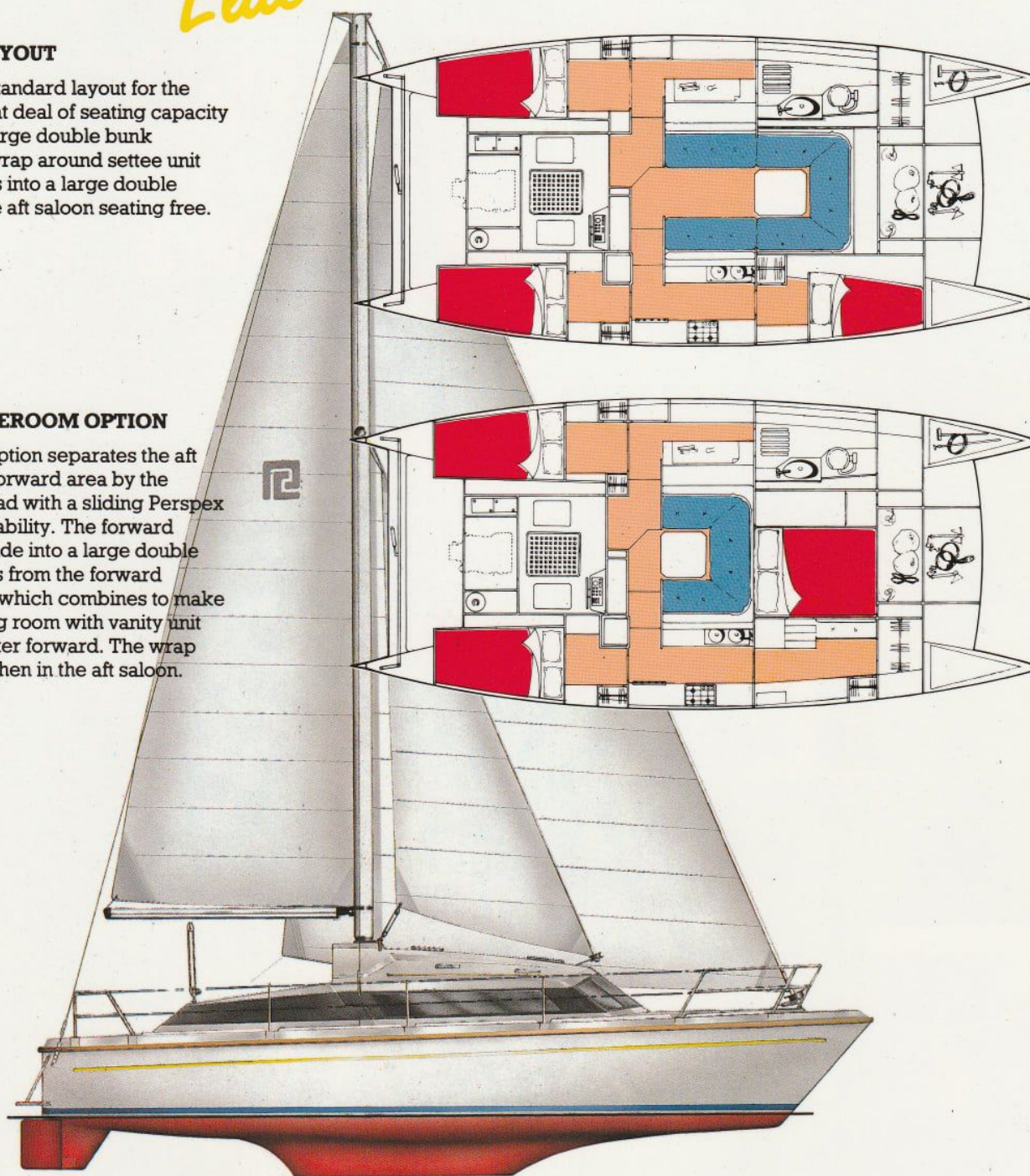
SPECIFICATIONS

STANDARD LAYOUT

The Open Plan standard layout for the Elite gives a great deal of seating capacity coupled with a large double bunk capability. The wrap around settee unit forward converts into a large double bunk, leaving the aft saloon seating free.

PRIVATE STATEROOM OPTION

The Stateroom Option separates the aft saloon from the forward area by the enclosed bulkhead with a sliding Perspex window for viewability. The forward saloon area is made into a large double berth with access from the forward starboard cabin, which combines to make a private dressing room with vanity unit and hanging locker forward. The wrap around settee is then in the aft saloon.



SPECIFICATION

Displacement	11,500 lbs	5216 kgs
L.O.A.	37ft	11.3 metres
L.W.L.	33ft 11in	10.3 metres
Beam	16ft 3in	4.95 metres
Hull max. beam	4ft 3in	130 cm
Draft	2ft 8in	85 cm
Mast height (from deck)	40ft	12.2 metres

INTERIOR SPECIFICATIONS

Headroom max. saloon	6ft 1in	186 cm
Headroom average hulls	6ft 6in	199 cm
Aft berth port	6ft 10in x 4ft 9in	208 x 149 cm
Aft berth stb.	6ft 10in x 4ft 3in	208 x 130 cm
Std. fwd. berth	6ft 1in x 3ft 5in	186 x 104 cm
Saloon singles	6ft 6in x 2ft	198 x 61 cm
Saloon double	6ft 8in x 4ft 6in	203 x 137 cm

SAIL AREAS

Main	200 sq.ft	18.5 sq.m
Genoa	416 sq.ft	38.6 sq.m
Staysail	84 sq.ft	7.8 sq.m
Spinnaker	1500 sq.ft	140 sq.m

ENGINES

Type	3 cylinder 27hp fresh water cooled diesel	
Gearbox	3.1 reduction	
Fuel cap.	15 imp. gall.	68 litres
Stern drive	Special Prout outdrive leg	
Propellor	3 bladed	
Fuel consumption	1/3 1/2 gall/hr	2 1/2 ltr/hr
Battery cap.	90 amp/hr	
Fresh water cap.	90 imp/gall	410 litres
Steering	hydraulic	

The World Leader in Cruising Cats



Prout Catamarans have one of the most up-to-date factories employing all the best techniques, enhancing quality and efficiency. As a result our catamarans show extremely good value for money, especially considering the high quality and comprehensive specifications.



OVER 35 YEARS OF DESIGN AND CRAFTSMANSHIP

STANDARD SPECIFICATION ELITE

CONSTRUCTION

The torsional rigidity so necessary in a catamaran design is given by the combination of hull and deck one-piece mouldings, bonded together continuously at the gunwhale connection and the bulkhead locations.

HULL

Hull, bridgedeck and nacelle form a one-piece moulding, with re-inforced stress points. Keels and rudder fairings are also included in this moulding.

DECK

Also a one-piece moulding, reinforced at chainplate points with balsa sandwich areas to give panel stiffness where required.

INTERIOR

All interior furnishings are designed to complete a 'honeycomb' type of structure. All pieces are bonded into the hull/deck assembly in order to serve the dual purpose of function and strength.

BUOYANCY

There are in-built buoyancy compartments both forward and aft in each hull and the water tanks form a double bottom system in the vessel giving buoyancy should she be holed.

ACCOMMODATION

FINISHES

Veneered bulkheads and furniture, grp, vinyl and fabric linings to deckhead and hull sides.

AFT CABIN

Starboard Side

Full size double berth moulding c/w crash tank, floor and integral icebox moulding.
4 in. cushions covered with Dralon or similar material.
Opening window to cockpit.
Hanging locker.
Bulkhead light.
Textured, soft linings throughout.
Inspection hatch to steering.

CENTRE CABIN

Starboard Side

Easy clean moulded floor.
Double sink.
Hot and cold pressurised water system.
Sink waste through gate valve and skin fitting.
3 burner Optimist hob, eye level Optimist oven and grill, fiddles and heat shield.
Five cupboards, shelves and four drawer units. Formica type work surface and splashback.
Fluorescent light.
Water tank under floor moulded into keel, with vent and two inspection covers.
Integral step unit.
Textured soft linings throughout with veneered bulkheads.

FORWARD CABIN

Starboard Side

Moulded double berth unit c/w integral crash tank.

Stowage under berth.
4 in. cushions covered in Dralon or similar.
Hanging locker.
Shelf.
Bulkhead light.
Opening hatch for ventilation.
Soft textured linings throughout.
Vanity unit with drawer.
Stowage under bunk.
Optional vanity area and wardrobe for stateroom option or 2nd head unit.

AFT CABIN

Port Side

Full size moulded double berth with floor and crash tank.
4 in. cushions covered in Dralon or similar.
Stowage under bunk.
Hanging locker with vanity unit and drawers.
Textured, soft headlinings throughout.
Inspection hatch to steering system.
Opening window to cockpit.
Seat unit with stowage under.

CENTRE CABIN

Port Side

Moulded floor.
Cocktail cabinet with stowage for bottles and glasses.
Full size slide-away chart table with large area for chart stowage, stowage under shelf, chart light.
Bulkhead light.
Water tank under floor moulded into keel, with vent and two inspection covers.
Integral step unit.
Soft, textured linings to hull and deckhead.

FORWARD CABIN

Port Side - Toilet

Fully moulded grp wipe down heads compartment.
Hot and cold pressurised water system.
Shower with grating.
Wash basin unit with hot and cold taps and waste fittings.
Sea toilet c/w inlet and outlet, both fitted with seacocks.
Textured, soft headlinings.
Shelf unit running fore and aft.
Fluorescent light.
Small ventilation hatch.
Wet locker/wardrobe.
Crash bulkhead with large inspection hatch secured with wing nuts.

CENTRE CABIN

Midships

Folding veneered table with adjustable pedestal which can be placed in two positions.
Seating with 4 in. Dralon cushions.
Two berths.
Fluorescent lights.
Main companionway.
Soft textured linings throughout.
Storage units.
2 opening main deck hatches.
Wrap around settee unit with soft buttoned upholstery.
2 singles or 1 double berth with 4 in. Dralon cushions or similar.
Large stowage locker for bedding.
Large hanging locker with access to steering/console/electronics.
Main switch panel on aft bulkhead.
Alternative stateroom option.

DECK FITTINGS

5 x 10 in. deck cleats.
Heavy duty bow roller.
2 genoa tracks.
2 staysail blocks.
Set of chainplates - 8 off.
Set of double lifelines and stanchion posts.
Double rail stainless steel pulpits.
Double rail stainless steel pushpits.
2 Lewmar, 2 speed self-tailing sheet winches (or similar) c/w handles.
5 aluminium opening deck hatches, 3 small, 2 large.
1 mainsail track, traveller and stops (Barton).
1 deck step.
Deck water fillers.
2 deck sockets.
Plastimo bulkhead compass or similar.
1 set Plexiglass 10mm windows, 2 opening ports, all tinted.
2 self draining, foredeck lockers for anchor and chain stowage and large sail stowage.
1 engine bay hatch.
2 cockpit lockers.
1 integrally moulded steering and instrument console with hinged Perspex lid.
1 mortice lock.
2 hasps and staples.
1 Yale cylinder lock with finger pull.
Stern decking with non-slip finish.
Teak handrails.
Companionway with grp door surround with teak-faced ply folding door in two.
4 halyard cleats.

PIPEWORK

Two water tanks moulded into keels with screw down inspection covers in each.
Pressure water pump to feed hot and cold pressurised system to head and galley. Gas feed to galley is via 3/8 in. bore copper tubing, from regulated 7kg bottle in vented locker. Bilge pumps are Henderson Gusher type operated from cockpit. Sink wastes, toilet fittings and salt water inlets are taken through low level skin fittings with gate valves. Engine water cooling is taken through a strainer. Oxygen sensor gas water heater.

ENGINE INSTALLATION

ENGINE BAY

Situated in rear of nacelle, accessible from the central locker in the cockpit and from the engine bay hatch.

MOTOR

Yanmar 27hp, 3 cylinder diesel, raw water cooled. 2:1 ratio gearbox.

STERN GEAR

Special Prout commissioned, steerable outdrive leg which transmits drive to a three-blade 14 x 14 propeller. Reverse lock. Whole leg can be raised when sailing.

COOLING

Engine is cooled by raw water drawn through Vetus water filter and low level skin fitting with gate valve.

FUEL

Stainless steel fuel tank, situated in the nacelle under the cockpit sole with teak grating over. It contains approximately 20 gallons. Fuel is drawn by fuel pump via a filter and an in-line sedimentor. Filler is situated on the tank. A sight gauge is also fitted.

CONTROLS AND ENGINE INSTRUMENTATION

Single lever control operation throttle and gear selection, gear over-ride is incorporated. There is a separate engine stop control.

Manual reverse locking mechanism. A second single lever control operates the outdrive leg steering. Instrument panel incorporates a combined starting and charging circuit control switch, non-function battery charging and oil pressure warning light/revcounter and audible alarm.

EXHAUST

Water cooled exhaust is emitted via rubber muffler and nacelle transom skin fitting.

ELECTRICAL SYSTEM

Supply

12v alternator. Negative earth return.

Equipment: (see also engine instrumentation). One 90 amp/hr battery, plus one 70 amp/hr engine battery and charging relay, master switch, engine control panel (see engine section) switch/fuse distribution on box giving

to the following:

Lights: 10 x 8w fluorescent lights.

Masthead tricolour.

Deck level navigation lights.

Steaming and deck floodlight.

Instruments

Plastimo bulkhead mounted compass.

Log.

Echo sounder.

STEERING

Twin grp rudders with in-built level steering arm, upper gudgeon and lower pintle in stainless steel with nylon ball fittings.

Hydraulic steering system.

SPARS

Aluminium alloy spars, anodised.

Mast: 6.6 in. x 5.2 in. section x 40 ft. long, sheaves or blocks for main, genoa, spinnaker and staysail halyards and topping lift. Track and fittings for spinnaker boom. Masthead tricolour. Deck flood and steaming light.

Spreaders with halyard eye.

Burgee eye and cleat.

2 halyard cleats.

4 halyard stoppers.

Boom: 80mm x 10 ft. 6 in. long, slotted mainsheet take-off, slab reefing eyes, cheek blocks and cleats.

RIGGING

1 x 19 x 8mm stainless steel roll swaged terminals with 7/16 in. dia. rigging screws.

Forestay in 1 x 19 x 8mm rolled swage.

Running: Main, genoa, spinnaker and staysail halyards in 16 plait and flexible stainless steel wire. Sheets in braided Terylene. Topping lift in pre-stretched Terylene. Mainsheet 4 part, staysail sheets 2 part. Genoa downhaul 4 part, reefing lines and reefing points in braided Terylene. ROLLER FURLING GEAR FOR HEADSAIL.

SAILS

White Terylene: Mainsail	8oz.	201 sq. ft.
Genoa	8oz.	400 sq. ft.
Staysail	8oz.	95 sq. ft.

Sail cover for Main.

Mainsail is fitted with two rows of slab reefing points and cringles.

DROP IN ITEMS

CQR anchor or similar - 35lb.

10m 9.5mm chain.

30m 16mm 3-strand nylon warp.

4 fenders.

2 warps.

2 winch handles.

Rigging and sails as specified.

2 pump handles.

EXTERIOR FINISHES

Standard gelcoat colours to be specified.

NOTE: Prout Catamarans reserve the right to modify this specification without prior notice.

