

G-SAIL 51 - A TRUE OCEAN ROVER

Everyone who has been out there knows, as beautiful as they are, the oceans of this world can be a hostile place. They demand that complete attention be paid to every last detail during the planning and construction of any ocean-going craft.

In spite of this, or maybe because of this, open water sailing is one of the most thrilling and enjoyable adventures left to us today. For every one of us, there are still anchorages undiscovered and sunsets unseen.

Throughout the design and construction of this stunning cruising/performance catamaran our aim has been to sail in total safety, comfort and style. After the initial 5000Nm test sail from Sweden to Greece, we think we succeeded! We are looking forward to your opinion.

Sincerely your G-Sail Team



HANS GUNNERVALL
Project Management / Building



IRIA HUNGERBUEHLER
Interior Design / Building

G-SAIL 51 - SAFETY CONCEPT

The G-Sail 51 is one of the the safest sailing catamarans in the world. Here are some of the reasons why:

ALUMINIUM

The hull is constructed from fully welded 4mm marine grade aluminium. Beams are made of Alustar alloy for increased strength. Each hull has 4 watertight bulkheads. All handrails and cleats are welded directly to the hull for strength and in order to minimize the number of "through-bolts" in the hull. As opposed to laminate, aluminium bends and buckles before it breaks making the hull virtually indestructible.

INSULATION

The closed cell insulation combined with the other interior construction materials provide enough displacement to keep the boat floating. We have used a mix of cell rubber and cell foam with excellent heat/cold/sound insulation.

GLAZING

We have used 12mm polycarbonate in all windows. This material is not only pressure resistant but also impact resistant, able to resist even a shotgun blast!

REDUNDANCY

- The engines with their starting and fuel systems are two completely separated systems. The tanks can be interconnected in case of need.
- The rudders each have a separate wire steering. If one wire breaks the other rudder still works and steering is not impaired.
- The water and waste systems, including boilers, are separated port and starboard.
- There are two life rafts.







G-SAIL 51 - SPECIFICATIONS

DESIGN

Naval design	Peter Kerr, Australia
External design	G-Sail
Internal design	G-Sail
Technical design	G-Sail

DIMENSIONS

LOA	15.5 m
Beam	7.9 m
Draft with dagger boards up	1.0 m
Draft with dagger boards down	2.2 m
Weight (empty)	10400 kg
Height (over waterline)	22.5 m

RIGGING/SAIL HANDLING

Rigg/Mast	Tapped aluminium mast, Seldén
Running rigging	7 winches, Size 3 travelers etc., Lewmar
P	18760 mm
E	7320 mm

SAIL

Main	95 m ² , 5 battons, Seldén heavy duty roller sliders
Genua	66 m ²
Storm sail	12 m ²
Genacker (optional)	125 m ² or 148 m ² (with bowsprit)

MECHANICS

Engines	2 * Yanmar 3JH4E (40hp)
Props	2 * Kiwiprops (3 blade, fluting)
Diesel tanks	2 * 330 L, tot 660 L
Steering	2 * wire steering by Jefa
Anchor winch	1500W, incl. remotecontrol and chaincounter, Quick
Chain	100 m, 10 mm
Anchors	30 kg Bruce, 15 kg Bruce

COMFORT

Water tanks	8 * 180 L integrated tanks, tot 1440 L
Waist tanks	2 * 80 L
Toilets	3 * electrical
Fridges	240 L, 130 L front loaded, Vito Frigo
Stove	full size gas, Simens
Oven	gas, Techimpex
RIB	3.8m, 30 hp outborder, Carib/Tohatsu

ELECTRICITY

Batteries	500 Ah service, 2 * 80 Ah start, all AGM, Leach
Charger/Iverter	Mass Combi 100A/2000W, Mastervolt
Isolation transformer,	Mass GI 3500 W, Switch Mode, Mastervolt
Switchboard	2 pole automatic fuses, Mastervolt

ELECTRONICS

Plotter, GPS, depth, log	Multifunktion display, NAVnet, Furuno
Radar	4 kW, Furuno
Autopilot	NAVpilot, Furuno
Autopilot drive unit	150Nm electrical chaindrive, Jefa
VHF	RO4700, Furuno
EBIRP	Furuno

CERTIFICATION

CE	Category A „ocean“ by DNV (Det Norske Veritas)
----	--

G-SAIL 51 - INTERIOR

While designing we have kept the skipper/owner with a large family or friends on extensive sailing trips around the world in mind. The owner's cabin (front star-board) has a desk area suitable for laptop and office equipment with an adjacent spacious toilet. The front port cabin has an integrated toilet. The layout suites crews with varying needs, be that a family or a more homogeneous group such as friends or a charter crew.

The interior layout is clearly influenced by our experiences of chartering with large crews. We went for spacious cabins, big bathrooms and a large kitchen area with serious storage capacity.

Since cooking is a central social activity for most cruising crews, we have chosen to put the kitchen in the saloon. This makes it an integral part of life on board and allows easy access to the cockpit. The window above the work area is designed so food and drinks can be passed directly to people in the cockpit.

KITCHEN

The kitchen is designed to the same standards as any modern kitchen in a medium sized house. You will feel right at home! The stove is a regular sized gas stove so cooking for 10 people is no problem. The draws run smoothly on Blum's rollers and cupboard space is ample. The fridge and freezer are spacious with a total volume of 370 litres.

The concept is based on five working zones, making the best and most efficient use of available space.

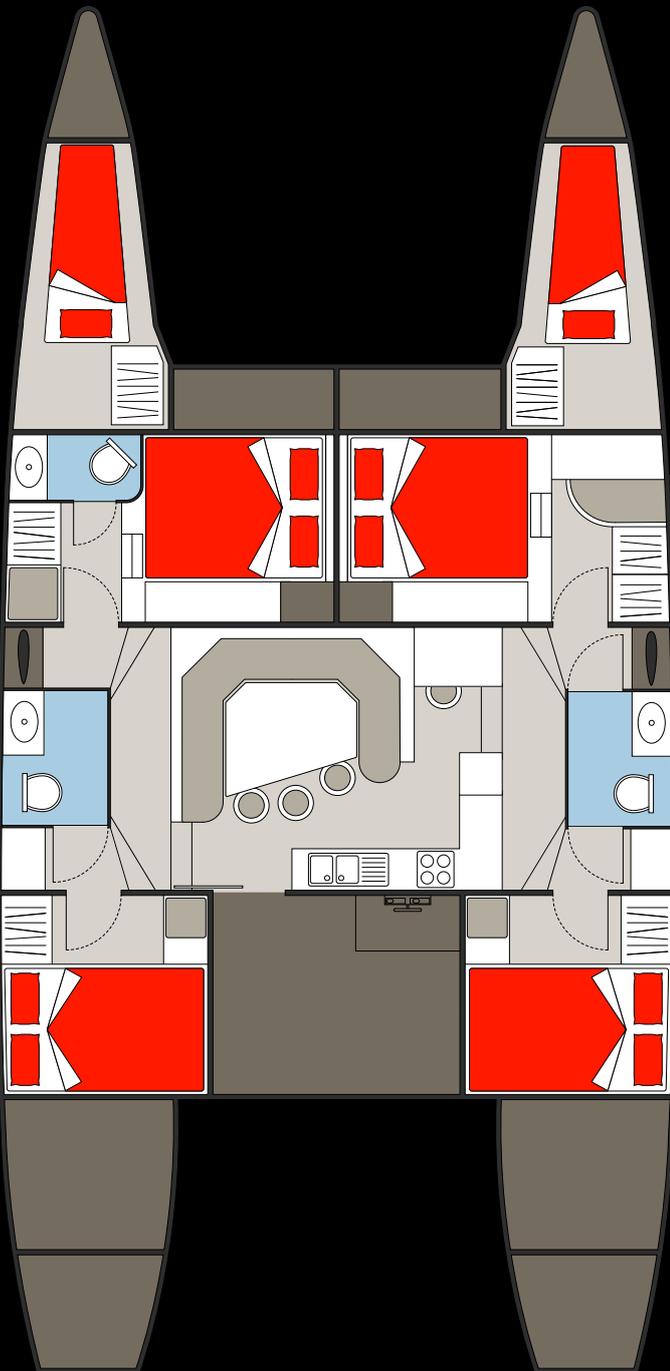
MATERIALS AND FINISH

Lightweight oak panels or oak sandwich panels have been used for all interior construction and floors are of layered birch panels. The natural OSMO oil we use provide better water resistance than any varnish and gives a warm satin finish allowing you to still feel the wood. Because we use oil instead of lacquers, small scratches can be repaired easily without having to sand off the whole panel.

All seats and cushions are covered with calf leather since no other material gives the same natural feel combined with outstanding resistance to water and dirt.

The kitchen working area is seamless and made of Corian. Easy to keep clean and fresh. Corian is possible to polish, so it will look new even after many years of use.

We have chosen natural materials as you would do at home, but with careful consideration to the specific requirements of a home on the oceans.





G-SAIL 51 - THE IDEOLOGY AT A GLANCE

We think an aluminium hull with an adequate, strongly stayed rig give the optimum balance between speed and safety. Retractable dagger boards increase speed and improve sliding capabilities in heavy seas. Many sailors will agree that among the most important things on a sailing boat are the engines and the anchor.

The engine compartments are big, very well insulated and completely separated from the rest of the boat. Two Yanmars with SD50 sail drives guarantee trouble free engine hours. The anchor system is massive with 100 m of 10 mm chain and a 30 kg SS main anchor. The anchor box is 1.2 m deep and situated very close to the metric center.



The electrical components from Mastervolt and the two pole wiring are state of the art. All fuses are automatic, including the big ones. All cabling is tinned. A generator could easily be installed, but we opted for more environmentally friendly solar panels.

Since needs might change over time, the G-sail 51 has been designed with flexibility in mind. The interior is all screw mounted and can be completely taken apart for maintenance or refit. A water maker and diving compressor could easily be installed.

The powerful 30 hp RIB hangs on custom made davits and makes independent anchoring a real pleasure.

G-SAIL CONSTRUCTION

YARD

Döve, 520 24 Blidsberg, Sweden

tel +46 70 294 64 31

OFFICE

Meinrad Lienertstr. 23

8003 Zürich, Switzerland

tel +41 44 462 90 36

info@g-sail.ch

www.g-sail.ch

G-sail and its agents give notice that this brochure is produced for the general promotion of the yachts and for no other purpose. This brochure and particulars are sent out as a general outline only for the guidance of intending purchasers and do not constitute part of an offer or contract – all dimensions, descriptions, references to conditions for use and other details are given in good faith and are believed to be correct, as at the date of publication, but any intending purchasers should not rely on them as statements or representations of fact. Details and specifications may be subject to variation and intending purchasers must rely on their own enquiries and satisfy themselves by inspection or otherwise as to the correctness of each item. Date of publication: November 2008



