

Santa Cruz

YACHTS

The New SC 37



Fast is Fun—

And a whole lot more.



Fast is Fun and a whole lot more. Fast is stable-with more sail power transferred to accelerating forward instead of heeling. Fast is more comfortable-helping the boat move through the water with a smoother motion. Fast is safer-getting back to the marina or into the anchorage more quickly if the weather turns. Fast is more distance in less time! Get to that favorite anchorage before the crowd. Fast is easy-with small jibs and asymmetrical spinnakers, a large cockpit and uncluttered deck. Fast is Fun again with the Santa Cruz 37.



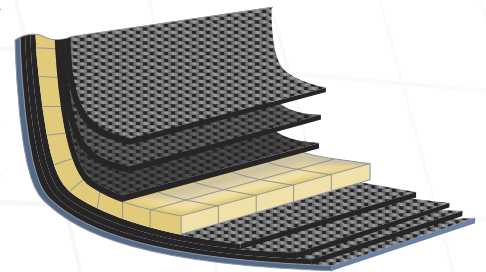
Whether you are going round the buoys with friends, distance racing to Hawaii or Bermuda, or just to that special anchorage with the family.

The Santa Cruz 37's modern hull form represents our latest thinking for stellar performance in a variety of conditions. It is optimized for greatest speed potential at heel angles associated with blast-reaching conditions. This hull form also has the benefits of being relatively slippery in light air, as well as providing increased waterline for maximum upwind speed, and a comfortable ride. The SC 37 will get you anywhere quickly.

Emphasis has been put on developing a strong, stiff structure. And a strong hull is a safe hull. The hull and deck will be vacuum resin-infused, carbon fiber bi-axial and unidirectional reinforcements featuring structural PVC foam cores of varying densities based on load requirements. The primary frame/interior structure will be resin-infused to produce high strength-to-weight ratio panels and exacting tolerances, and will feature localized carbon unidirectional reinforcement along critical load paths. KYD has done all preliminary engineering to the ISO 12215 Standard, and final details will insure the yacht is capable of being CE certified for Category "A" offshore use.

The SC 37 will feature cutting edge performance with an efficient hull and sail plan, plus high stability. The result—a highly stable and easily managed yacht capable of speeds in excess of 20kts with limited crew. Performance not just for racing but for the pure joy of sailing. Ballast/displacement ratio is close to 50% (advantaged under IRC) with a lightship displacement of 8,514 lbs.

We have designed the rig and sail plan in conjunction with leading sail makers to produce a versatile and easily managed sail plan which is also IRC, and family, friendly.





The Santa Cruz 37 is easy to sail with a crew or short handed. The standard jibs will be non-overlapping 105% LP. The 5' carbon bowsprit with asymmetrical spinnakers keeps the fun going off the wind. And the spirt retracts within the forepeak but doesn't intrude into the v-berth space. An optional fixed prod is also available.

The Main will feature max top girths and full battens, a highly efficient shape. The backstay will be on a masthead "flicker" to facilitate tacking and gybing in light air.

The warm and efficient interior arrangement provides comfort and ergonomic space without excess weight. The layout features 6'-3" headroom throughout; a large double/split quarter berth starboard aft, with an ergonomic U-shaped galley abreast of the companionway to port.

An optional interior featuring a double/split quarter berth port side aft is also available. To starboard is a generous nav area. Amidships are 6'-2" settee benches with drop-leaf dinette table. The seat backs fold up to become berths for crew or friends. Forward is an enclosed head and shower. The master stateroom features a double v-berth, storage bins, an ample hanging locker and a private entry from the forward cabin to the head.



When we say go anywhere with the Santa Cruz 37, we mean it. A simple and reliable electric/hydraulic lifting keel system will be available allowing you to slip into skinny water whether it's your dock or favorite cruising area. The rudder blade is also capable of being lifted, while maintaining a reasonable counter-balance coupled to wheel steering.

*The SC 37 combines leading edge concepts for more speed, more strength, more safety at sea and easier handling. Why not have some fun, it's time to try a **Santa Cruz 37-Fast is Fun!***



SC 37 Specifications

General

LOA	37.00 ft	11.28 m
LWL	34.75 ft	10.59 m
Beam	10.64 ft	3.24 m
Draft	7.50 ft Std.	2.29 m
	6.00 ft Shoal	1.82 m
Displacement	8,514.00 lbs.	3,861.89 kg
Ballast	3,930.00 lbs.	1,782.62 kg

Rig

Sail Area	717 ft ²	66.59 m ²
I	47 ft	14.33 m
J	13.5 ft	4.11 m
P	47 ft	14.33 m
E	17 ft	5.18 m

Calculated Ratios

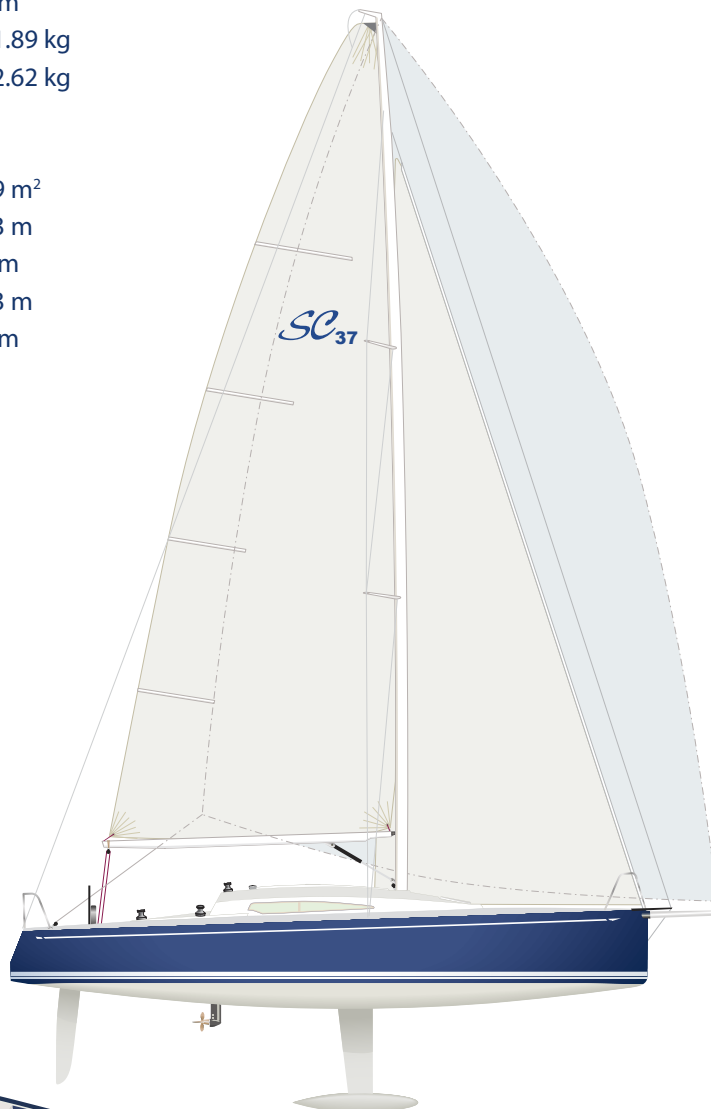
SA/D	27.50
D/L	90.55
L/B	3.27
Bal/D	0.46

Stability

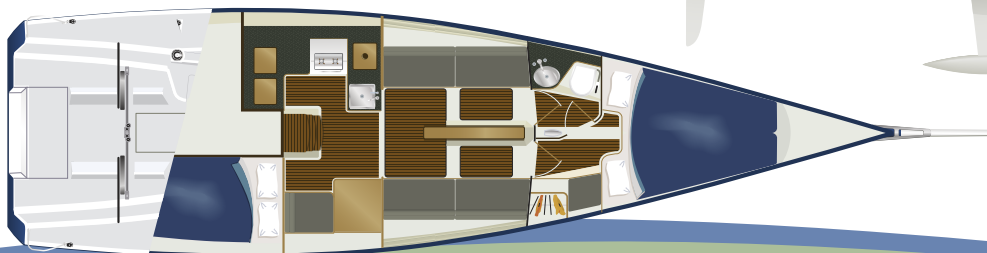
Limit of Positive Stability 142.00°

Propulsion

Engine	Yanmar 3YM, 29 Hp	
Sail Drive	SD20	
Diesel Capacity	18 Gal.	68.14L
Water Capacity	40 Gal.	151.42L



Optional Interior



SPECIFICATIONS - Base Boat \$280,000 USD

HULL AND DECK STRUCTURE

- All Structures are built in accordance with ISO 12215 and American Bureau of Shipping Guide for Building and Classing Offshore Yachts.
- Hull structure is vacuum resin-infused, carbon fiber bi-axial and unidirectional reinforcements with structural PVC foam core. Exceptionally stiff and light.
- Vinylester resin system for superior durability and blister resistance.
- High gloss isophthalic gel coat , white color, for exterior of hull and deck, with LP contrasting color boot stripe
- Structural Bulkheads are vacuum resin-infused E-glass bi-axial reinforcements with structural PVC foam core, perimeter bonded to hull and deck for optimal stiffness and strength.
- Deck structure is vacuum resin-infused, carbon fiber bi-axial and unidirectional reinforcements with structural PVC foam core including high density core inserts at all deck hardware locations. Exceptionally stiff and light.
- Structural grid with unidirectional carbon fiber reinforced E-glass, bonded to hull shell with Methacrylate adhesives for superior bond strength.
- Fully contained engine enclosure with access via cockpit sole hatch, for excellent sound and fume reduction, enhanced safety, and unparalleled machinery access.
- Non slip surface on deck, coach roof and cockpit.
- Molded, ORC compliant toe-rails on foredeck.
- Secondary bulkheads constructed from weight-saving resin-infused E-glass/PVC foam composite.
- Low profile Acrylic sliding companionway hatch with EC compliant washboards.
- Integrated polycarbonate cabin house side windows.

INTERIOR

- 6'-3" main saloon headroom.
- Exposed molded surfaces finished with high gloss and textured gel coat featuring hardwood trim. Other surfaces coated with matt polyester flow coat and stipple finish.
- Main and select secondary bulkheads veneered with matched-grain hardwood.
- Composite gloss and textured gel coat headliner in main cabin.
- Main saloon fitted with port and starboard settees with storage under. Seat backs hinge to form bunks.
- Hard wood drop-leaf saloon table with centerline storage bin.
- Ample crew lockers and storage.
- Deluxe bolstered settee and nav seat cushions of medium density foam with nylon fabric to owner's choice of colors from selection. Additional Premium fabrics available as an option.
- Navigation station with lifting nav table (chart storage under), cabinetry for navigational electronics, and storage under nav seat.

INTERIOR (Cont.)

- Large L shaped galley with twin burner propane stove with oven, stainless steel sink and storage area for crockery and cutlery. Hardwood fiddles surround countertops with cleanout locations.
- Large capacity drained icebox.
- Molded insulated engine bay cover incorporating companionway steps.
- Enclosed ventilated head area with vanity sink, mirror sliders, lockers and flushing toilet. Head area is accessible from main saloon and forward stateroom via wood trimmed doors.
- Forward cabin with large double vee-berth, hanging locker, dressing seat, and large overhead hatch.
- Double aft bunk (starboard side) with split cushion, allowing optimal lee-cloth placement. Optional arrangement features double berth to port.
- Large cockpit locker port side with access through cockpit seat (replaced by double berth in optional arrangement).
- Hardwood (TBD) cabin soles with non-skid finish.
- Interior brushed stainless hand rails.

MECHANICAL AND STEERING

- 29 HP Yanmar diesel with SailDrive and 50 amp alternator. Sea water cooling, wet exhaust system discharge through transom.
- Sound insulated engine box.
- Roto molded fuel tank with primary and secondary fuel filter.
- Backlit engine instrument panel with tachometer and alarm for oil pressure and temperature in cockpit.
- Single lever engine control in cockpit.
- Two blade folding racing propeller.
- Lift-able, balanced and race faired spade composite rudder.
- Race quality needle roller rudder bearings in "barrel" type cassette with integrated quadrant.
- Emergency steering tiller.

KEEL

- Low centre of gravity high-strength ductile iron fin with torpedo-shaped 3% antimonial lead bulb, fully encased in FRP abrasion-resistant fabric, epoxy coated and race-faired to designer's templates (optional hydraulic lift system).
- High ballast to displacement ratio of 46% for optimum stiffness and next-generation performance.
- Lift-able keel fin is positively linked to structural grid via high-strength stainless steel bolts in down-position.

DECK EQUIPMENT HARDWARE

- DECK EQUIPMENT HARDWARE
- (2) 40.2 Harken two speed self tailing aluminum racing primary winches.
- (2) 40.2 Harken two speed self tailing aluminum racing cabin-top winches.
- (2) 40.2 Harken two speed self tailing aluminum racing mainsheet winches.
- (2) Composite racing wheels with pedestals.
- (2) Pedestal mounted compass, back-lit.
- Opening hatch to forward cabin 21" x 16" trapezoidal.
- (1) Opening hatch in main saloon, 17" x 26".
- (2) Opening ports in cockpit sides.
- Flush fixed windows to cabin sides.
- Custom fabricated stainless steel stern and bow pulpits, stanchions.
- Double 5/32" stainless steel lifelines to ORC specifications.
- Stainless Steel low-profile "tip-cup" style transverse chain plates.
- Halyards run under deck to cabin top winches through (6) dedicated halyard clutches.
- (5) Harken 57mm mast base blocks.
- Harken Adjustable Jib lead car system with purchase lead to cockpit.
- Dedicated Jib in hauler system lead aft to cockpit cam cleats.
- Double-ended Harken mainsheet system lead through cockpit side under deck to dual mainsheet winches through dedicated line clutches. Traveler control lines lead under deck to mainsheet trimmer's foot chock.
- (2) Harken 1958NP 57mm spinnaker sheet blocks.
- (4) locking winch handles
- Port Cockpit seat with hatch access to large gear locker (assumes arrangement plan "A"- otherwise smaller line locker).
- Large cabin sole lazarette locker behind engine space (all arrangement plans).
- Dedicated life-raft locker aft of helm fits 6-man valise -easily accessible from cockpit and transom for offshore safety.
- Molded foot chocks in cockpit sole for trimmers and driver.
- Molded instrument recesses in aft face of cabin house (optional mast bracket).
- (4) Poly mesh line bags.
- Flag staff and 3' x 5' American Flag

PLUMBING

- Cold Pressure water system to galley and head (hot water optional).
- Manual fresh water foot pump in galley.
- Single deep polished stainless sink w/ designer faucet.
- Groco HF-B Marine head with holding tank and "Y" valve to macerator pump for overboard discharge.

PLUMBING (Cont.)

- (2) 50 liter bladder water tanks.
- Oval polished stainless vanity sink w/ designer faucet/shower head.
- Direct overboard head/shower sump pump.
- Icebox drain to sea cock.
- Marelon through-hull fittings with sea cocks.
- (1) Manual bilge pump cockpit-mounted, (1) manual bilge pump interior-mounted.
- Electric bilge pump w/ float switch and vented loop.

ELECTRICAL

- DC interior lighting including halogen overhead, bunk, and sconce lights.
- 12 Volt Electrical switch panel with circuit breakers and LED indicator lights. Battery voltmeter, hour meter & battery charging gauge.
- Two sealed heavy duty batteries with 3-position battery switch.
- Navigation lighting including masthead light and steaming light.
- 12 Volt outlet installed at Nav station.
- UL approved stranded, tinned copper wiring, color coded in accordance with ABYC standards.
- Bonding System in accordance with ABYC standards.
- VHF Radio.
- AM/FM/CD Marine Grade Stereo with 4 Marine Grade Speakers.

SPARS & RIGGING

- Keel stepped Carbon Mast with fractional double spreader tapered rig complete with Rod rigging, tangs, sheaves and rigging screws. Aluminum spreaders and custom metal work.
- Black Painted polyurethane aluminum boom with reef and outhaul system.
- Telescopic adjustable boom vang with tackle lead aft to cam cleats port and starboard in cockpit.
- Purchase system backstay lead under deck to main trimmer position in cockpit.
- Harken MK IV furling unit w/ toggle, furling line lead to cockpit.
- 5' Carbon retractable carbon bow sprit w/ control line lead aft to cockpit.
- 15" Carbon Bow Prod fits over sprit flying for Masthead Genoa. (accepts optional bow roller)
- Complete running rigging package of spectra, dynex and braided polyester:
- (1) Main halyard with captive shackle.
- (1) Mainsheet
- (1) Mainsheet traveler control
- (2) Jib halyards with clip.
- (2) Spinnaker halyards with clips
- (2) Jib sheets

SPARS & RIGGING (Cont.)

- (1) Spinnaker Tack line
- Pole extender lines
- (1) Double-ended, single pennant Spinnaker sheet with clip
- (2) Reef lines with clutches in boom
- (1) Cunningham system

OPTIONS PRICE–USD

12 volt refrigeration.....	\$2,440.00
Pressure hot/cold water to head, galley & transom shower	\$2,650.00
Shore power system with battery charger.....	\$2,200.00
Aft Cabin pipe cots & lifting tackle.....	\$1,500.00
Single LP Cove stripe 35mm wide.....	\$1,890.00
Hydraulic keel lift system.....	\$2,950.00
Kelp-cutting system (keel)	\$1,900.00
Shoal Draft Keel 6'	\$1,650.00
Contrasting non-skid color (deck).....	\$3,600.00
Port aft cabin layout.....	N/C
12v DC fans installed (ea)	\$190.00(ea)
Conventional Spinnaker Pole and tackle.....	\$3678.00
Factory Commissioning	POA
Canvas Dodger.....	\$2800.00
Custom Cockpit seat cushions	\$750.00
Transom-mounted boarding ladder	\$260.00
Bow roller insert for standard bow prod.....	\$480.00
Custom lee-cloth package for aft berth/settee berths.....	\$150.00(ea)

Specifications listed are in effect at time of printing and are subject to alteration without prior notice or obligation. Santa Cruz Yachts reserves the right to periodically upgrade these specifications through additions, deletions and substitutions.

Note: Prices are in effect at time of printing and may change at anytime without prior notification or obligation.

November 30, 2007

Design Comments- Design #28 Santa Cruz 37

The 37 represents the first new model for Santa Cruz Yachts in several years, and is the first of our designs in a series of exciting next-generation performance yachts from this venerable brand. The 37 combines leading-edge thinking in offshore performance with modern, clean, and functional aesthetics.

Hull: The hull form is similar in concept to our highly successful 70'er "Peligroso". It is optimized for greatest speed potential at heel angles associated with blast-reaching conditions. This is determined through an iterative process using our proprietary calibrated VPP and advanced CFD analysis achieved in our proprietary neural-network optimization shell. This proven hull concept offers exceptional off-wind performance, and reduces wetted area quickly while extending upwind waterline when heeled.

Keel: The foil shapes and bulb geometry for the new SC37 were developed using the same codes employed in grand-prix and ACC yachts, benefiting from our access to the Cal-State super-computer. The keel fin is cast from high-strength ductile iron and sealed with abrasion-resistant e-glass cloth coated in epoxy. This process allows a very efficient fin given the high tensile yield strength of the material. The fin will be coupled to a lead T-bulb via bolted mechanical connection. A simple and reliable electric/hydraulic lifting system will be available. This will allow sailors with draft restrictions at their slips to get into skinny water easily, and will allow the yacht to sit low on a trailer for easy transport without the expense of trucking. The structural configuration of the keel foundation is extremely efficient and robust, and is incorporated into a monocoque interior molding.

Rudder: Our goal was to develop a rudder blade which was capable of lifting, while maintaining a reasonable counter-balance, and coupled to wheel steering. The system we've developed consists of a barrel-type cassette which is foam-filled to prevent entrained water. The top of the barrel forms a steering quadrant and is recessed in a covered trough that runs from the dual wheel pedestals to the transom. A liferaft locker is incorporated into this trough, as are the control lines for the backstay. This arrangement fulfills our goals for the rudder blade while keeping the deck clean and functional.

Rig: We have designed the rig and Sail Plan in conjunction with leading sail makers to produce a versatile and easily managed sail plan which is also IRC friendly. The spar geometry features highly swept spreaders which terminate at the sheer. This reduces compression on the rig and provides a simplified and robust structural arrangement for the chainplate attachments. Standard jibs will be non-overlapping 105% LP. Masthead genoas can be flown from the 18" fixed sprit which also accepts a drop-in bow roller. A 5' carbon bowsprit retracts through the fixed sprit and within the forepeak. When retracted, the pole does not intrude into the accommodation space. The Main will feature max top girths and full battens, a highly efficient shape. The backstay will be on a masthead "flicker" to facilitate tacking and gybing in light air.

Accommodations: The interior arrangement is designed to provide comfortable and ergonomic space for offshore or dockside use. Modern materials and design will produce a warm and efficient interior. The cabin features 6'3" headroom throughout. Most of the interior panels are structural, reducing weight. The principal layout features a large double/split quarter berth aft, with ergonomic U-shaped galley abreast the companionway to port. To starboard is a generous Nav area. Amidships are 6'-2" settee benches with drop-leaf dinette table on centerline. The seat backs fold up to become port and starboard additional pipe berths and expand the area of the lower settees for sleeping. Forward of the

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settee to port is the enclosed head and shower. Forward of the settee to starboard is a master stateroom with ample hanging lockers, bins and a double v-berth. There is also private entry from the forward cabin to the head. An optional layout will feature an L-shaped galley and additional port side quarter berth. The finishes and molded shapes of the interior panels will be modern and clean.

Construction: Emphasis has been put on developing a strong, stiff structure built from minimal molds and utilizing high-modulus materials where most effective. The hull and deck will be vacuum resin-infused, carbon fiber bi-axial and unidirectional reinforcements featuring structural PVC foam cores of varying densities based on load requirements. Exceptionally stiff and light. The primary frame/ interior structure will be resin-infused to produce high strength-to-weight ratio panels and exacting tolerances, and will feature localized carbon unidirectional reinforcement along critical load paths. All engineering complies with both the ISO 12215 Standard as well as American Bureau of Shipping Guide for building and classing Offshore Yachts, and final details will insure the yacht is capable of being CE certified for Category "A" offshore use.

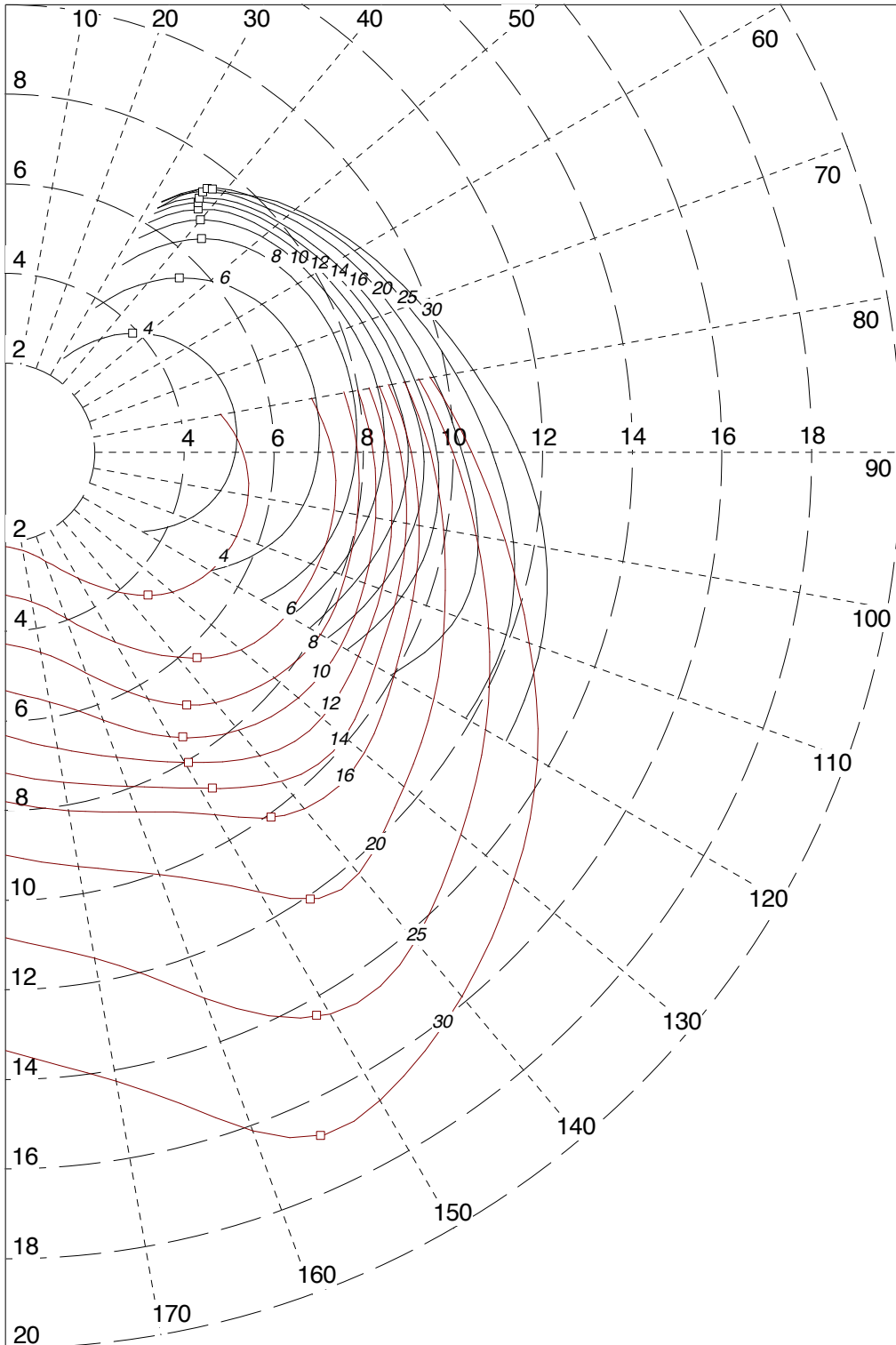
Performance: The SC 37 will feature cutting edge performance due to an efficient hull, sail plan, and high stability. Optimised structures provide a ballast / displacement ratio of 46% (advantaged under IRC) and class-leading stability. The result will be a highly stable and easily managed yacht capable of speeds in excess of 20kts with limited crew, and a range of positive stability in excess of 140deg.

A Lightship displacement of 8514 lbs and retracting keel and rudder allow the SC37 to be trailered by Standard large-size SUVs and Pickups. Now owners will have the ability to transport a truly offshore-capable yacht easily and without the expense of trucking. The new SC37 offers performance and safety features not found in other series-built yachts.

Tim Kernan
Kernan Yacht Design, Inc.

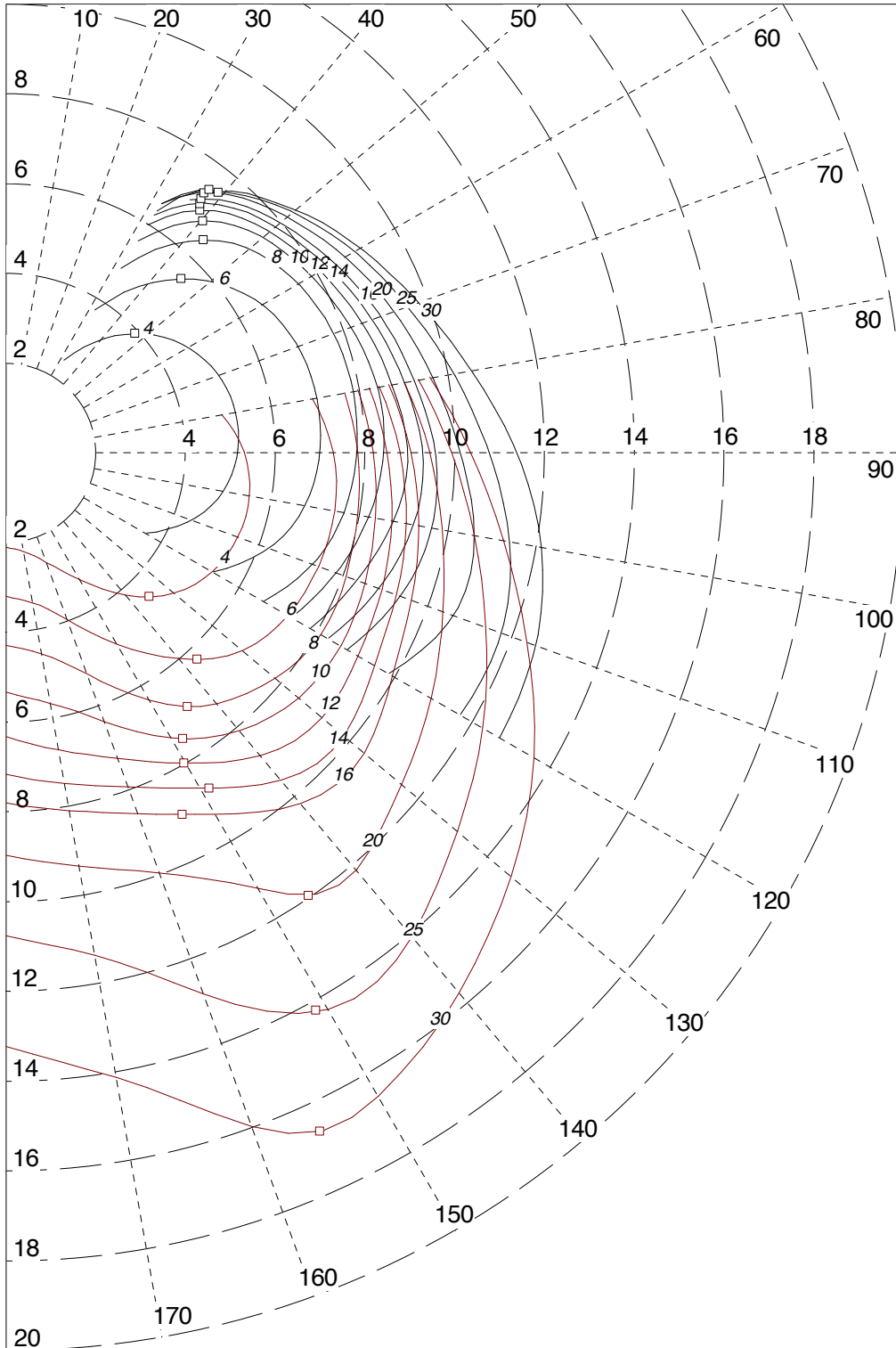
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Standard Draft Polars



10/26/07 14:49:04 Wind values at masthead height. Rough water.

Shoal Draft Polars



10/26/07 14:48:42 Wind values at masthead height. Rough water.

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