

G FORCE 1500



by LORRAINE SCHIONNING

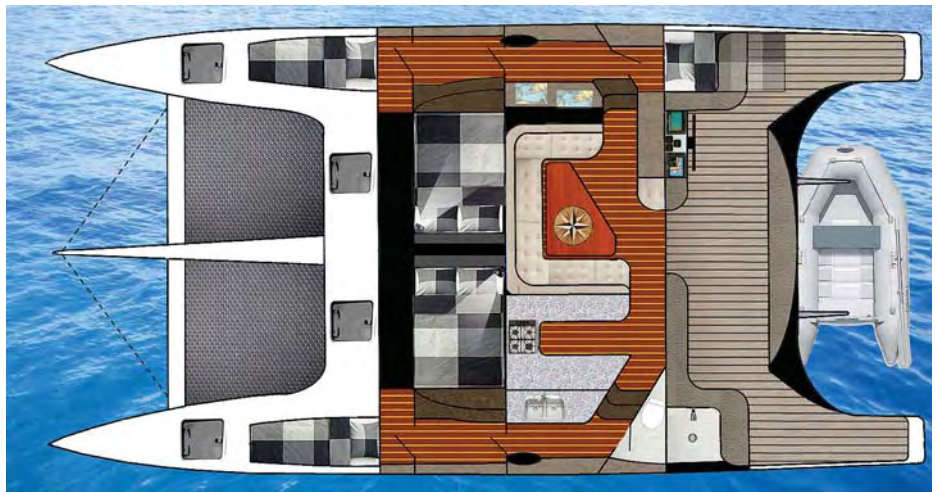
FOLLOWING THE AMAZING WIN OF THE G FORCE 1400 BULLETPROOF IN THE 2009 BRISBANE TO GLADSTONE YACHT RACE, WE WERE INUNDATED WITH ENQUIRIES INTO THIS DESIGN ALONG WITH REQUESTS FOR A SLIGHTLY LONGER VERSION WITH A LITTLE MORE ACCOMMODATION YET KEEPING ALL THE GOOD CHARACTERISTICS OF THE SMALLER DESIGN.

Bulletproof – G Force 1400, winner multi division of Brisbane to Gladstone 2009.

NOT SURPRISINGLY THE first to commission the bigger G-Force design has been a French client from New Caledonia – Alain and Solange Villas wanted a high-performance cruiser that was easy to single hand. They are very experienced multihull sailors and so possess a good understanding of exactly what they want. After building the G-Force 1400 (*Bulletproof*), Crick Boatbuilding in Maryborough now have their hands full with two G-Force 1500 designs on the go.

Our primary focus with this design is performance, good up wind performance especially. Ultimately builders should strive to keep her light, and without the need for greed she'll easily provide enough accommodation and quality comfort, and this compromise makes her ideal for those who enjoy this type of cruising and a stunning looking cat.

We've kept what is essentially a minimalist approach with the G-Force



Interior layout – G Force 1500.

concept but with a little more waterline length (15.450m) she carries the added displacement with ease and now has even better waterline beam-to-length ratio than her little sister. A little added beam keeps her stability high and allows the extra room to house the galley up while still giving a comfortable saloon and dinette area. A nav station is aft and starboard in the saloon, directly in front of the helm position giving easy inside/outside access to instruments and charts.



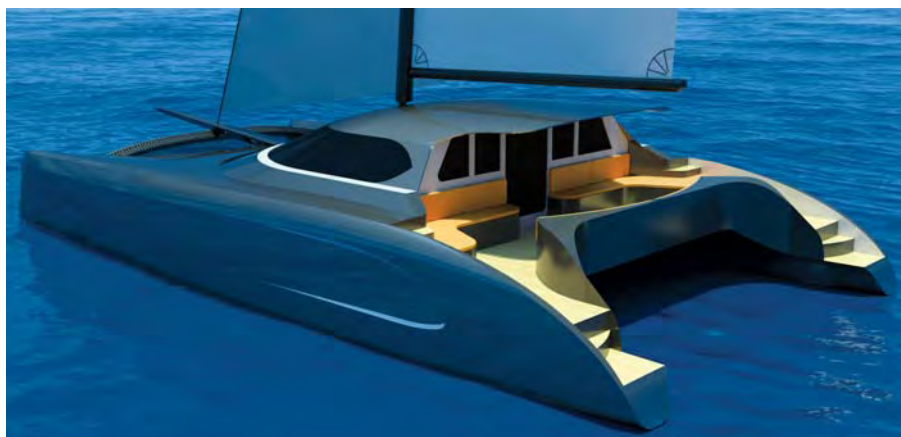
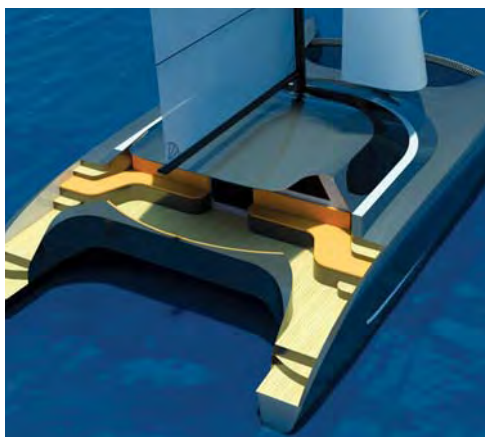
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One of two G Force 1500 cats under construction at Crick Boatbuilding in Maryborough. (top)

A spacious functional cockpit. (above left)

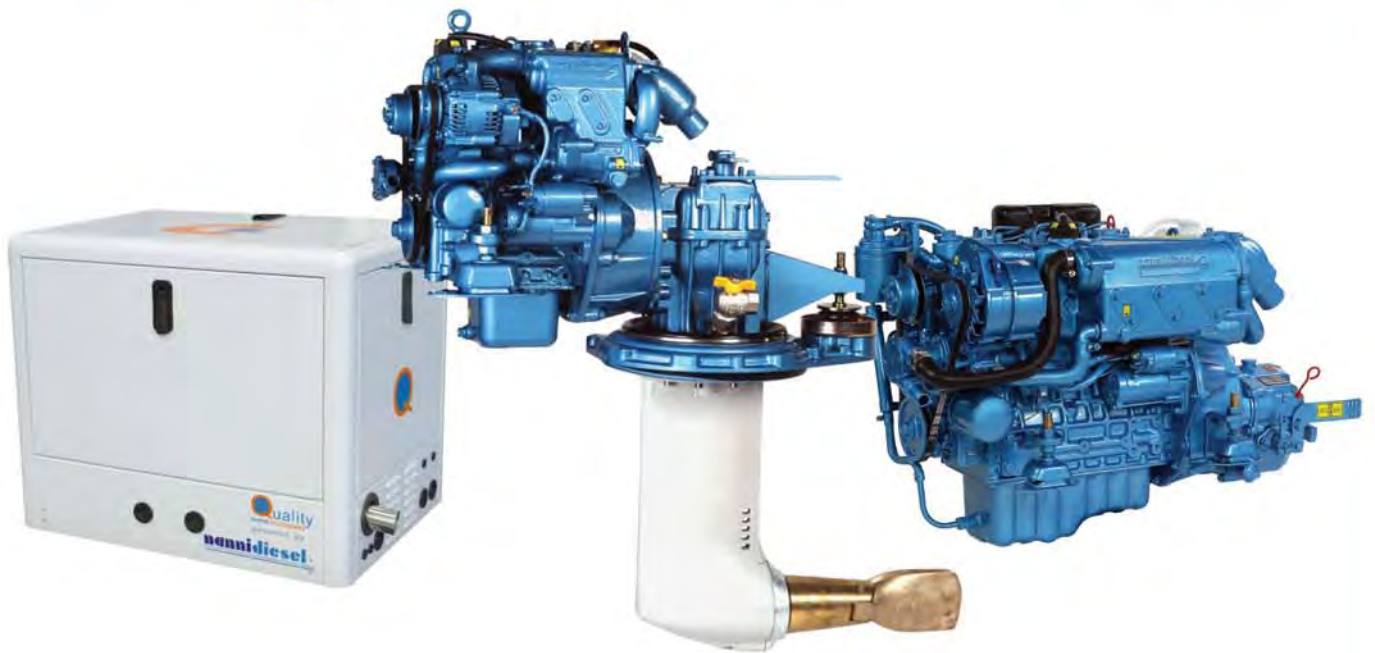
Generous transoms for easy boarding. (above right)

Helm position is optional, Alain chose a single helm position to starboard providing good visibility through the saloon windows, however this is a personal choice. Keeping it close enough to the side deck allows you to pop out for a better view during those awkward instances when lights, buoys or rain obscure the skipper's vision or when mooring or racing. The G-Force 1500 retains the two queen-size sleeping cabins forward combined with a double aft (starboard) and a nicely separated head and shower situated aft in the port hull. Despite being seen as a somewhat spartan cruiser she boasts very spacious and comfortable accommodation. Comforts such as fridge and freezer, a stove with oven, hot water from the diesels, pressure water, either electric or manual head and holding tanks can be easily achieved, and with a decent inverter power supply is not going to be an issue.

The choice of engines in the first boat is twin 27hp shaft-drive diesels, set under the aft bunk to starboard and to port under the shelf in the shower. This choice has good access and yes, there can be noise and smells if they're badly installed, but when properly insulated and sealed they are in the ideal position. Rudders are preferred as kick-up but fixed is a workable option, with steering being a simple efficient spectra pulley system. Water capacity is plentiful with 400 litres stored in two tanks plus a water maker. She carries 150 litres of diesel.

Your dinghy is lifted and stored with composite davits aft of the cockpit. The anchor is set on the cabin front preferably which keeps weight aft, a light electric anchor winch being a must. Sail and deck hardware remains pretty standard with the prodder/cat walk

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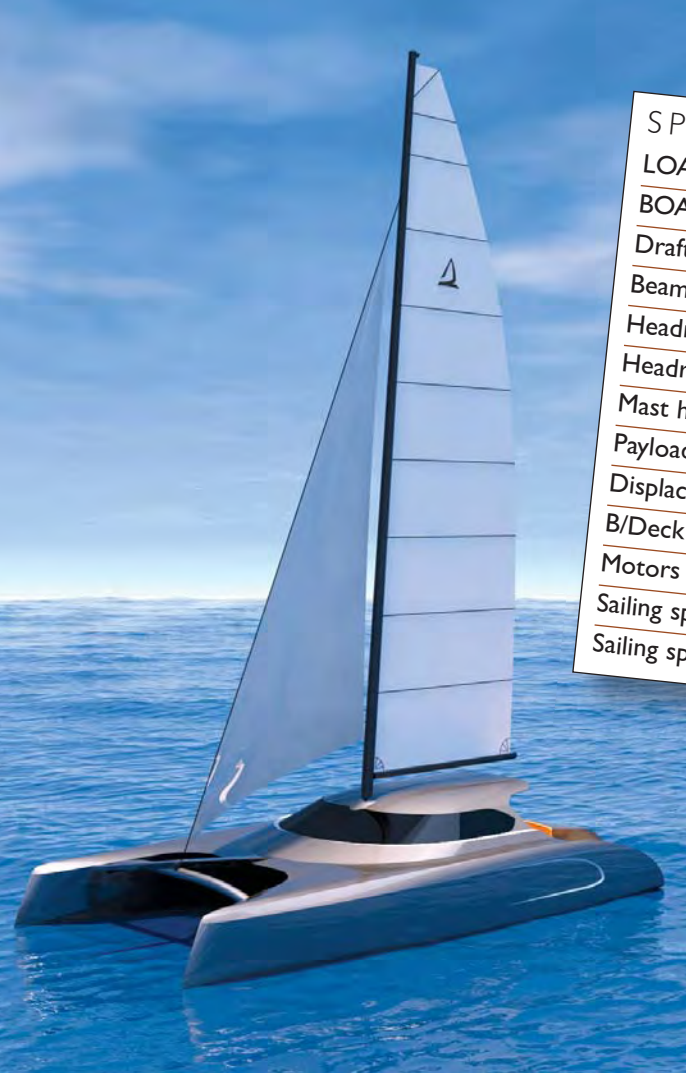
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SPECIFICATIONS	
LOA	15.45m
BOA	7.80m
Draft	0.500m
Beam – Length Ratio	16.8:1
Headroom in hulls	1.96m
Headroom in bridgedeck	1.96m
Mast height	19.50m
Payload	1850kg
Displacement - Light	5000kg
B/Deck clearance	0.950m
Motors	2x29hp dsl S/Drive
Sailing speed – cruising	10-16kts
Sailing speed – top	25+kts

running aft to the cabin front sporting two big trampolines either side.

Her mast is 19.5m – very moderate for the performance potential, either alloy or rotating carbon for a little extra ‘oomph’. The G-Force 1500 has pretty standard systems, a radial track aft with the sheet and traveller within easy reach of the skipper and crew. A screecher, kite and roller-furled jib make her very easy to sail shorthanded. Dagger-boards are essential for good windward performance, the G-Force range sail to windward like a rocket. The reverse bows give that

little bit extra in waterline and bite. A good sail maker is going to be worth the extra money on this design.

Draft is good at 500mm loaded (daggers up) for a boat this size. She has a very sexy ‘slim’ look making her seem smaller than her real physical size. The sleek stepped cabin sides and low approach help achieve this but still give good access below and very good visibility forward.

Are you ready for a hot affair? The G Force 1500 offers that special ‘love affair’ to the person she appeals to.



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