

(Question 1 is 1 point per letter, or 10 points for question)

1.
 - a. Decking area between the hulls of a catamaran
 - b. Solid decking of the complete area between the hulls from bow to stern
 - c. Some solid decking and either some open space or netting (commonly forward)
 - d. Fully open or netting (like the beach cats)
 - e. Way of distributing the headstay loads and maintaining low weight forward
 - f. A means of distributing the mast and rig loads on a catamaran. On beach cats this is an open structure. In most cruising cats this is either part of the bridgedeck construction or is mounted inside the main beam.
 - g. Anchor bridles: reduce the "sailing" at anchor common to all multihulls. This should be over 150% of the beam of the boat.
 - h. Galley up is when the galley is up in the bridgedeck cabin — more spacious and social but makes the bridgedeck very "tall." Allows for private cabin areas.
Galley down is when the galley is in one of the hulls — allows less clutter in the bridge cabin, more attractive in smaller boat (less need for standing room in the bridge cabin, opens up the bridgedeck cabin for saloon service). Galley mess hidden out of the way.
 - i. Multihulls have great initial stability but will, once pressed too far, flip to an equally stable inverted position. Made efficient by having the beams be wide apart (form stability) vs. primarily keel weight of a monohull.
 - j. On some low bridgedeck and narrow hulled catamarans a nacelle between the bows smoothes the waves a bit and allows a large storage area. Appears as if almost a trimaran. This has grown into disfavor on new designs but may be seen on older narrow beam boats.

(Questions 2–16 are 1 point each)

2. False
3. False
4. False
5. False
6. True
7. False
8. True
9. True
10. True
11. True
12. False
13. False
14. True
15. False
16. False

(Questions 17–26 are 2 points each)

- 17. D
- 18. B
- 19. D
- 20. A (Confined area)
- 21. B
- 22. E
- 23. E
- 24. E
- 25. C
- 26. B

(Question 27 is 2 points per letter, or 14 points for question)

- 27. a. C
- b. P
- c. P
- d. P
- e. C
- f. C
- g. P

(Question 28 is 5 points)

- 28. Limits: Slow response, large turning area under sail, rapid way loss, poor visibility for helmsman, propellers very close to MOB and any other answer that makes sense.
Advantages: More stable platform under sail, ease of dinghy launch, davits/arch for MOB recovery, may have lower freeboard (especially at aft section) than same size monohull, better maneuverability with two engines versus single engine on monohull and any other answer that makes sense

(Questions 29–38 are 2 points each)

- 29. C
- 30. E
- 31. B
- 32. B
- 33. D
- 34. D
- 35. C
- 36. A
- 37. B
- 38. D

(Questions 39–40 are 4 points each)

- 39. For the same “size” boat the catamaran affords more living space, less load carrying capacity, more cost, more comfort, greater privacy, better engine on control, dual charging capacity, more stable deck area, room for the dinghy, perhaps more speed, shallower anchorage, perhaps beaching and drying out for bottom work, ... higher cost, higher slip fees, stigma of capsize
- 40. Tripod rigging. Diamond stays, multiple spreaders and intermediates in diamond, non-keel mounted dolphin striker, structure loading different.

(Question 41 is 1 point per letter, or 8 points for question)

- 41. Open answer, follow best logic. a, d, g, c, b, f, e, h

100 total points available — 80% passing for student level; 90% passing for instructor level.