



Dazcat 1195

performance cruiser



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DAZCAT 1195: fast performance cruiser

DESIGN BRIEF:

The D1195 cruising catamaran was developed from the successful D1150, to take its attributes of easy handling and exceptional performance and add a higher level of interior finish and headroom in the saloon; aiming her more at performance cruising than stripped down racing. The benefits of a light boat are the reduction of rig size, loads, and wear and tear on lines and gear. It is also better for the helm and crew, as reduced sheet and halyard loads make the boat easier to control. The D1195 also has a lower beam to length ratio than other cats of her size, creating less windage and giving her exceptional performance, particularly up wind.

The Dazcat 1195 is not designed as a charter but as a boat that can be sailed by a family or group of friends who love the exhilaration of manoeuvring a fast, responsive boat. The benefits of a fast boat allow one to enjoy a larger cruising ground and a wider choice of destinations, whether weekend sailing or long distance cruising. Passage times are reduced, less motoring is required and, even in the light winds of summer, the Dazcat 1195 will sail very well.

Comfort of ride is also important to us; increased speeds can make it bumpy so, as with most Dazcat designs, the weight is centralized, reducing pitching. This is achieved by raising the soles in the centre of the boat and fitting all tankage and systems underneath for the twin benefits of reducing wiring and keeping all the weight central and low down; until you sail a Dazcat you won't know how much difference this makes.

The interior has been designed for hot climates, with optional forward opening Lewmar hatches to give free flowing ventilation throughout the bridgedeck. The saloon is very spacious, with innovative mid-level galley that combines the sociability of the galley up with the increased space and practicality of the galley down. This provides a superb all-round view and creates a large and airy living space across the width of the boat, that needs to be seen to be believed. A gas hob comes as standard, with an option for diesel, and we would recommend one fuel source for long distance cruising. Having gas on board is always a risk, and purchasing the right cylinder with the same connections can be difficult on an extended world cruise. Besides, who wants to be carrying bottles of gas back to the boat in the heat of the Caribbean sun.

Out in the cockpit, further thought has gone into the dual helm and crew positions, which are forward again to centralize weight. A raised cockpit and seating give excellent vision all-round, with the main controls right in front of you and giving full access to all lines, making single-handing easy and, more importantly, safer. Dual

helm positions allow you to move away from the slot effect of the jib, bringing the helm into clean air and making it easier and more comfortable to drive the boat effectively.

A lot of work has gone into reducing systems weights on the boat. An optional insert generator is fixed to one of the engines combined with Mastervolt and EmpirBus wiring. This system gives all the power one needs combined with easy control, supplying power to all on board systems. A dual heating and air con system is also available, and all components have been chosen for maximum efficiency and reduced weight.

FOILS AND STEERING:

- Fixed semi balanced rudders
- Hydraulic helm pumps
- Twin steering wheels
- Twin symmetrical, retractable composite dagger boards

ENGINES:

- Twin Nanni 14HP including start panels etc
- Shaft drives
- 8.5 knts max engine speed
- 7.0 knts cruising @ 2 ltrs per hour

PROPELLERS:

- Folding 2 bladed 14" for lowest drag when sailing

FUEL SYSTEM:

- Twin 40 litre fuel tanks positioned under floor

DECK GEAR:

- Harken winches
- Harken blocks and traveller cars etc
- Lewmar port lights
- Spinlock jammers

SAILS:

- Mainsail* 50m² full-radial, performance laminate taffeta
- Jib* 28m² self-tacker full-radial, performance laminate taffeta
- Spinnaker* 75m² tri-radial





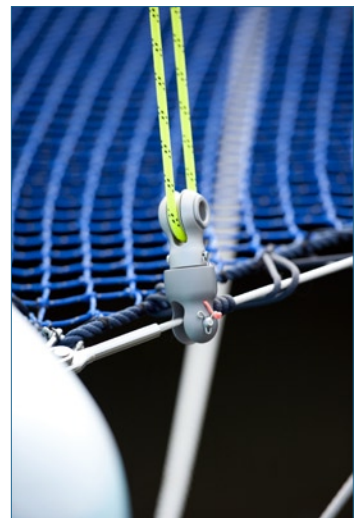
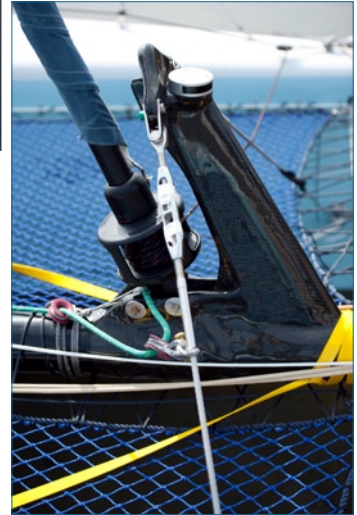
ELECTRICAL SYSTEMS:

- Battery switch
- Switch panel
- Interior Halogen fluorescent and LED lighting & wiring
- Start batteries x 2 55 amp
- House batteries 2x 110 volt



MAST AND RIGGING:

- 15m aluminium mast with 1x19 stainless steel standing rigging
- Running rigging
- Spinlock halyard jammers
- Alloy boom
- Navigation tri-colour and all round white light
- Steaming lights
- VHF aerial
- Hawk Windex



COCKPIT: FOREDECK:

- Seating, storage beneath, inc. self-draining gas locker
- Helm and crew positions raised for good visibility
- Helm controls sails and sheets inc. main & genoa
- Moulded console with steering wheels and engine panels and controls
- Main traveller and dagger board up control lines and jammers
- Manual bilge pumps
- Stern cleats
- Option of bimini

- Anchor locker in beam
- Fender locker in port hull
- Bow and mid cleats
- Net fixed to hulls and beam
- Spinnaker pole with tack line and cleat
- Seagull striker bridle wires and hull fittings



NAVIGATION SYSTEMS:

- Navigation lights
- Chart light
- Twin helm station compasses
- Optional electronics

FIXINGS:

All A4 stainless steel

FRESH WATER SYSTEMS:

- Twin 200 litre fresh water tanks, moulded in main beam
- 30L hot water calorifier and pressure pump for fresh hot water supplied to both galley and heads shower

ACCOMMODATION

PORT HULL FWD ZONE:

Large self-draining fender locker with deck access hatch

Heads Compartment:

Moulded vanity units with stainless steel hemispherical sink, shower and tap

Toilet with overboard discharge and black water holding tank

Fluorescent lighting

Hull port light and round opening deck hatch

Moulded heads sole with grey water sump and pump.

UPHOLSTERY AND HULL LININGS:

Saloon seating

Upholstered forward and aft double mattresses in hulls

Short fur cabin side linings

STARBOARD HULL FWD ZONE:

Forward double cabin (3.6m long):

Large bed with mattress and storage underneath

Seat and storage shelves

Hull sidelining

LED lighting

PORT HULL MID ZONE:

Navigation Station, Storage and Systems:

Moulded nav station

Chart storage

Instruments

Flexi chart lighting

Hanging lockers and shelves

Systems locker

Battery stowage

Switch panel

Dagger board and case

Fluorescent lighting

Saloon access steps

Access hatches to bilge

Fuel tank

STARBOARD HULL MID ZONE:

Galley:

Moulded galley unit, with moulded hemispherical sink and worktop surface in "Polystone"

Stainless steel taps

Stainless steel gas 2-ring burner.

diesel stove optional

Fridge freezer 65 ltrs

Storage under worktop

LED and fluorescent lighting

Dagger board and case

Access hatches to bilge

30 ltr calorifier

Fuel tank

PORT HULL AFT ZONE:

Aft cabin:

Step down access to aft cabin

Seat and storage shelves

Large bed with mattress and storage underneath

LED lighting

Hull side lining

Cockpit port light

Steering access hatch

Escape hatch

STARBOARD HULL AFT ZONE:

Aft cabin:

Step down access to aft cabin

Seat and storage shelves

Large bed with mattress and storage underneath

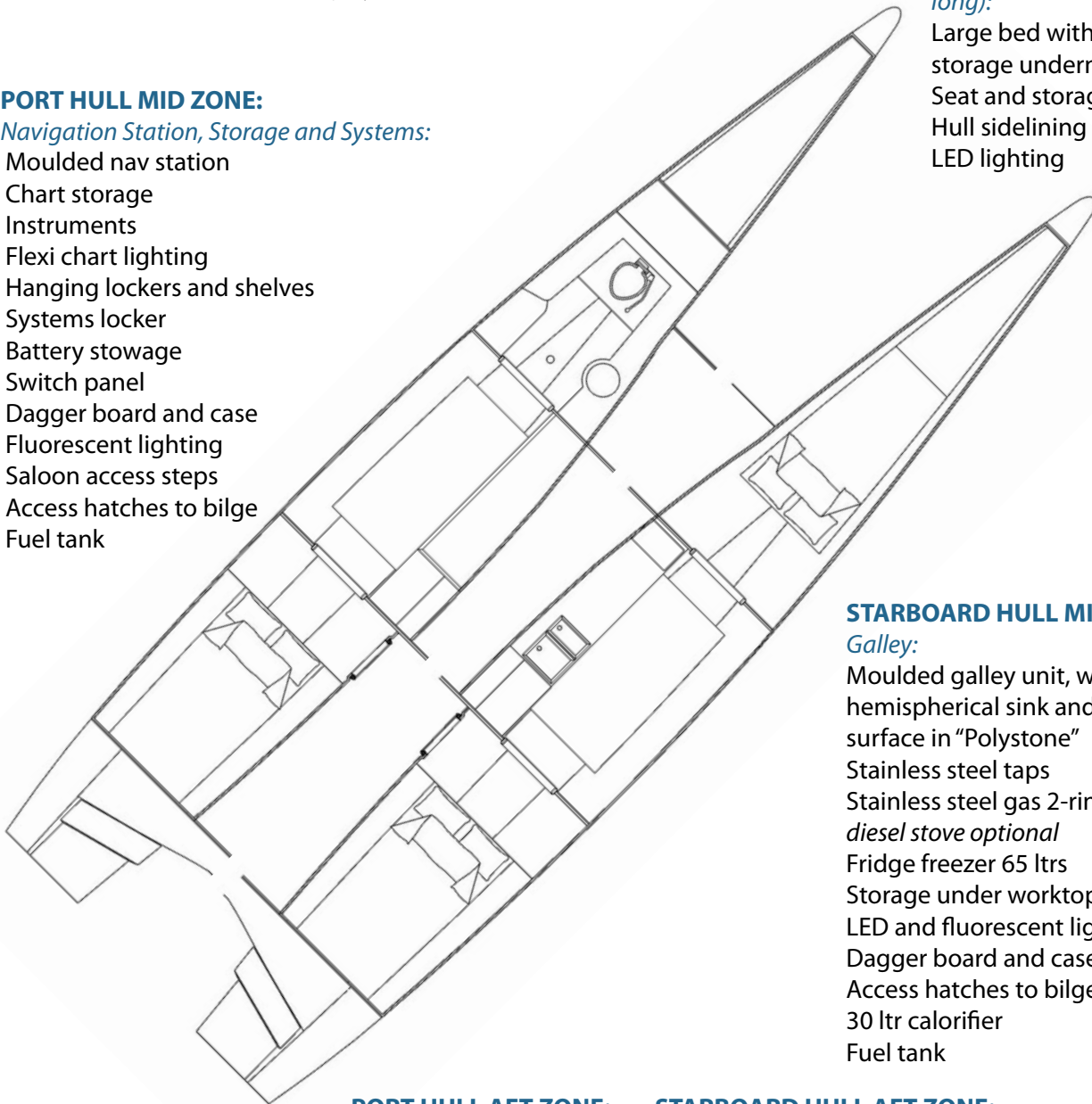
LED lighting

Hull sidelining

Cockpit port light

Steering access hatch

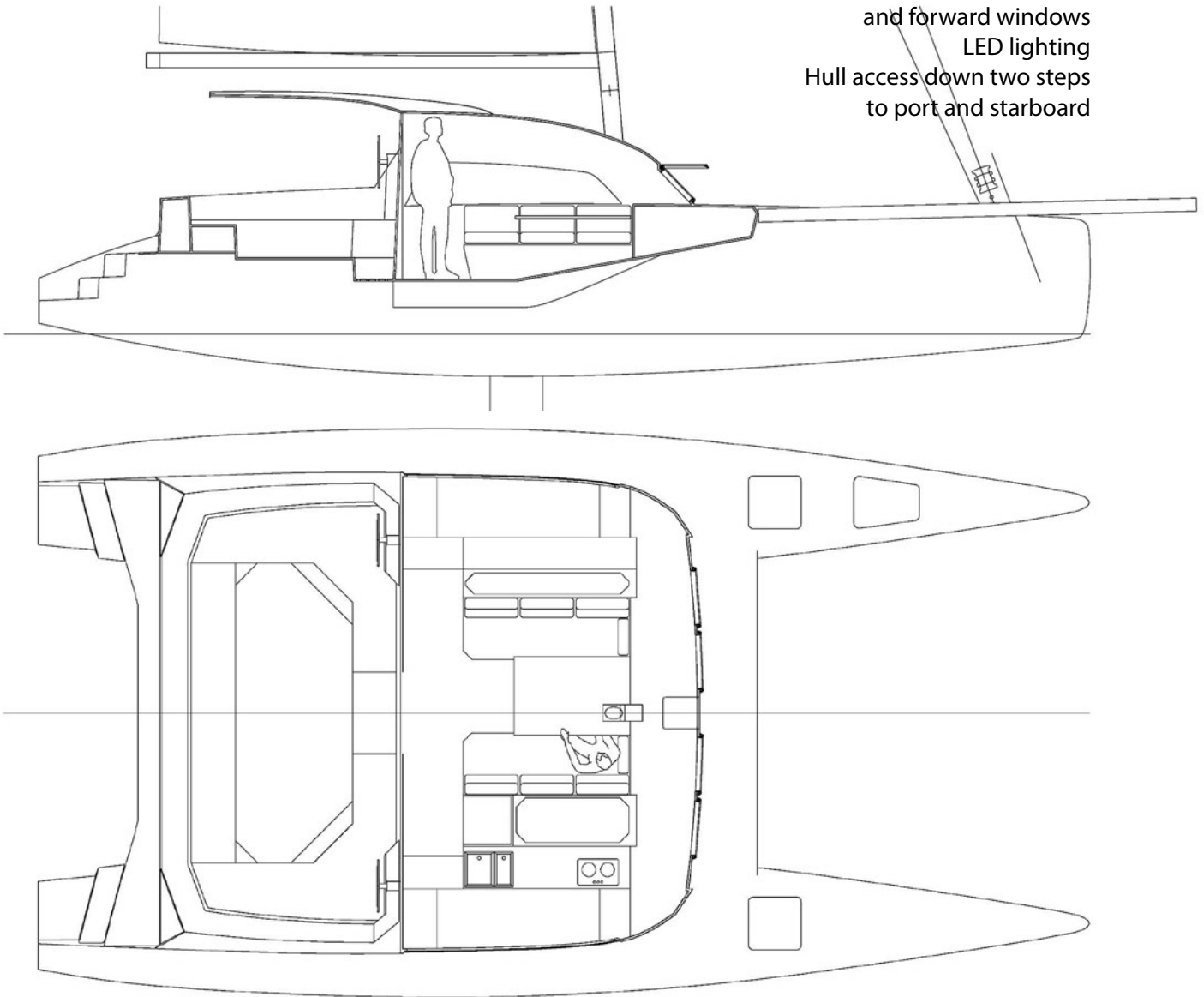
Escape hatch



ACCOMMODATION cont.d

SALOON:

- Moulded saloon seating unit with storage underneath
- Saloon table
- Forward opening port lights x 2 in saloon
- Deck hatches x2
- Recessed perspex side and forward windows
- LED lighting
- Hull access down two steps to port and starboard



CONSTRUCTION METHODS AND MATERIALS:

Each Dazcat is hand crafted by composite engineers and boat builders who understand the exacting requirement needed to produce a very strong but lightweight structure. Combined with clever design and material processing, this makes Dazcats half the weight of a standard production catamaran, with the strength to race offshore. Only high quality materials are used in our boats, and each is specified individually to its purpose.

Materials include protective 65PA gel coat, Isothalic resin with multi-axial and uni-directional engineered fabrics. Core material is PVC foam for the hull structure, wet-deck, bridgedeck canopy and bulkheads. Interior finishes include gel coat, painted, timber, and lined surfaces in hulls. Carbon reinforcements for the bridgedeck, and beam joints Kevlar hull reinforcements. Built using female tooling.

BOAT STATISTICS:

LOA	11.99m
BOA	6.50m
Draft	0.80m-2.0m
Mast height	15m
Sail Area	153m²
Disp	4000kg
RCD	Cat A
Price	Price On Application
	terms are standard
	BMF contract