



The end of an amazing 2010, and looking ahead to a busy 2011 ...

We hit the ground running back in January and some of us haven't really stopped since, so the festive break will be a very welcome opportunity to sit back, relax, recharge our batteries and reflect on the year ending and our aspirations for the one to come.

It started with a commitment to take Dazcats out into the world to show people what a performance catamaran actually looks like; we attended the first Atlantic Multihull show in Lorient, Brittany, where Dazcat 1150 *Drama Queen* received much favourable press and public acclaim in recognition of her status as the only truly performance-oriented cruising cat there.

In the same vein, we committed ourselves to a full racing programme, from the Triangle Race to the Eddystone Charity Pursuit Race via the Shetland Round Britain and Ireland Race (and a boat launched between times, back in May, three weeks before the start of her maiden race). Darren has blogged extensively on the subject of the SRB&IR and the wonder of having four of his boats competing in his favourite race, and his musings on bilge pump manufacture are still available to read.

While we were out racing and showing everyone what Dazcats can do the growing workforce at the yard have been busy building boats. A new D1395 for Mike Butterfield has started, with the first hull already made.

In addition to this, *Cloud Nine* has gone carbon. A new rig from Selden, supplied by Allspars, will power up C9 something lovely. Her original mast did over 100,000 nautical miles and owner Chris wanted a bit more power, so the new one has grown to 17 meters long. New sails from Peter Sanders have also been ordered (you may remember how much wear they got out of the old set, which was 7 years old) along with a new and exceptionally pretty carbon bowsprit being built by Multimarine, which will set it all off very nicely.

Mike Browne's new Powercat 695 is nearly finished, complete with modifications made to the existing design to make it accessible for his wheelchair - it will make him a great boat for fishing and mucking about on up the Beaulieu river.

The Taylor Davidsen catamaran we are fitting out is also making good progress. A lot of design development has been done, with new production tooling developed for building future versions, although it is still envisaged that there will be a large degree of client interaction in

wish you a very



and a merry and prosperous 2011



A selection of our favourite photos from the year: D1150 Drama Queen at Lorient; DQ SRB&IR co-skipper Dan Fellows in Honey I Shrank My Skipper; D10RT Paradox and D1195 Suenos chat before the start of the SRB&IR. Continues on next page





the build of future boats, enabling everyone to tailor their boats when buying what will be the highest quality catamaran in her class. The general feel of the interior is shaping up very well, with much of the work on systems done, as well as the beautiful oak and carbon finishes; she will be absolutely stunning when finished next year.

D1195 *Sueños* has come out of the water for the winter at our refit facility at Insworke Mill. This will allow us to make a few tweaks to the rig and to enlarge the rudders slightly - we hope we will be able to drive her a bit harder next year, though the main emphasis will be cruising, as we have added a few more features including the bimini and davits for the RIB.

New designs for next year include a new 50 foot power catamaran with and without flybridge. Our aim is to reduce the overall weight of the boat so smaller engine units combined with stern drives or shaft propulsion units are sufficient to drive it - this is all part of our efforts to make them the most stylish as well as the greenest boats on the water, without compromising performance. Also on the drawing board will be a 50 foot out and out high performance bridgedeck catamaran.

The new Powercat website is up. It showcases a large range of vessels; the very successful Powercat 525 and 695 as well as new additions the EcoCat 8m and 10.5m, which will be re-branded as the Powercat E28 and E34. Design development will create new leisure versions of these very successful commercial boats, diversifying the Powercat range. Check it out at www.powercat.co.uk.

All in all both Dazcat and Multimarine continue to be very busy even in these globally difficult times. Our continuing success is due to the added value we bring to your boating choice, by being a UK-based business here in Cornwall, and by giving our clients a very high level of service that covers everything they might want, from the drawing board to the water.

We are also working with a range of other brands to develop leading composite processes with less environmental impact, for both the design and construction of boats. This is a very exciting time and the process is very enjoyable, motivating us to continue leading the way in this field. We look forward to doing it all again and sharing our successes with you in 2011! Our first event will be the Plymouth Falmouth Fowey Triangle race 30th April-2nd May, and we will be running another Millbrook Multihull Weekend, again incorporating the RWYC's Eddystone Charity Pursuit Race, to raise more money for good causes. Please come along with your boat, and join in the fun.

Over the next two pages you can read yachting and racing veteran Rupert Kidd's verdict on *Sueños*. He and his partner Isa had very specific ideas of what they wanted after many years' experience of sailing, and we did our very best to fulfil and surpass those criteria.



The extremes of racing: Daz on the first leg of the SRB&IR to Kinsale in Force 6-7; Simon becalmed near Selsey Bill. Multihulls rafted up in Cawsand Bay in July during the Multihull Weekend; the first hull of the new D1395 design emerges from its mould



Weighing up the 1195: owner Rupert Kidd's verdict (abridged - for the full low down go to dazcat.co.uk):

Sueños ('dreams' in Spanish) is proof you really can have it all: genuine performance, style and comfort in a catamaran that can be sailed shorthanded; small enough to fit in marinas and not to break the bank; big enough to cross oceans safely; fun to race and a pleasure to cruise. The racing performance was demonstrated on the successful completion of the two-handed Round Britain and Ireland Race in June. We have had limited time for cruising as yet but we have been very pleased with how comfortable *Sueños* is to live on.

How did *Sueños* come about? I have a background of shorthanded racing in trimarans and extensive family cruising with small children in catamarans. Over 5 years Isa and I sailed our Outremer 50, *Bagheera*, about 25,000 miles including four Atlantic crossings. Our primary aim in replacing her was to acquire a cruising boat that would really sail and be easy to handle short-handed. Above all we wanted a boat I would still be able to handle in 10 years time, when I will be 70. A secondary aim was to have a boat that we could have fun racing. In August 2008 we drew up a list of ideal design aims we wanted in our new catamaran, which is available to read on the web. Reviewing this today I am surprised at just how much of our wish list *Sueños* delivers, and some of the differences were the result of deliberate changes in our preferences following discussions with Daz and Simon.

We deliberately wanted a smaller boat for ease of handling, cost, mooring etc. We looked at production catamarans, primarily second hand, but most of them are way too heavy to sail well. We looked at some of the Australian designed boats, but no one was building them in the UK. We did not really want to build a one-off, but after sailing on Simon Baker's *Drama Queen* we realised that here was a catamaran that really could perform and yet had good basic accommodation. The hulls were clearly quick, but could the bridge deck be modified to provide standing headroom and more comfortable access to the hulls, yet keep a sleek and attractive profile? Could we add the other features we knew we wanted?

Daz, with assistance from Nic Bailey, has drawn a new coach roof and together we modified the interior, which really works well. Multimarine built a mould for the bridgedeck, cockpit and transoms so they can produce future boats in semi production mode. Using a mould saved significantly on weight during construction and the bare deck and hulls of *Sueños* are probably lighter than the sister boat even though we have a bigger coach roof. Initially we were not keen on the galley half down, but after sailing on *DQ* we warmed to the concept and are now totally convinced. It opens up the boat to lots of light from the sides, uses space that would otherwise be a passageway and, by providing room for tanks underneath, enables the weight to be centralised. Standing in the galley, where one's head is at the same level as someone seated in the saloon, is also more comfortable in a seaway with the bonus of providing an excellent all round view.

We modified the layout from *DQ* to provide a small chart table in the saloon. In all, the layout works very well and provides ample space on a 12m boat with standing headroom





Work was still in progress when these were taken so we don't have good interior photography of the berth cabins yet - but will do before the winter is out. Here you can see the spacious saloon and galley areas, including the mini-Nav station in the saloon. The saloon seating is upholstered in leather for a very sumptuous look and feel. The galley has twin sinks and a twin hob and is positioned to give maximum light and views to the chef - it's a happy thing when your chief designer is a gourmand who wants to share the love

everywhere you need it, but especially on the two steps down into the hulls, so you don't have to stoop.

The fixed bimini was a bone of contention for some time but blends in beautifully with the lines of the boat. The deck layout works well with twin helm stations and all the lines led back to the cockpit, so that there is nothing we would wish to modify. The hydraulic steering was a nightmare initially because of difficulty bleeding air out, nearly causing us to abandon the Round Britain Race at Kinsale, but once properly bled was not a problem. In the cockpit we added a seat across the stern with a table in front, which still leaves plenty of space for sail handling. In all we have added around 500kg to the basic boat.

The Round Britain and Ireland Race (RB&IR) was certainly one of the toughest commissioning cruises anyone is likely to do. Daz has already documented this, at inordinate length and with some very open and honest comments on some of the problems we inevitably had with a boat launched only 3 weeks before the race. Although detrimental to our race performance these were all very minor and readily enough fixed. The Selden carbon mast from Allspars remained totally stiff, despite some severe thrashing to windward, the only problem being the reef downhaul eyes we pulled off, which need re-enforcing pads. The one aspect of the boat we were not happy with was the steering. The skeg rudders (for drying out on moorings) are not big enough and will be enlarged over this winter. We also had some trouble with setting the spinnaker, which did hurt us on the RB&IR, which is also being modified. Otherwise the Banks sails were excellent, especially the screecher which works brilliantly. This is also a great sail for cruising.

In all I thoroughly enjoyed the RB&IR, although disappointed that it was all upwind or downwind with only a few very short reaches. We did get to see speeds in the high teens on a few occasions, some compensation for the four periods we had to kedge on the last leg. It was brave of Daz to agree to do the race with me, as we had never sailed together before, and he must have felt rather unsure of what reaction he might get if the boat failed to perform. I am delighted to say we got on very well and I thoroughly enjoyed his company. Daz did the cooking, while I did the navigating and route planning. Not sure who did the sailing but Daz certainly did all the blog writing! I am sure, being a new boat and with no training time, we did not push *Sueños* as hard as we could, but we were very pleased with the boat's performance, straight out of the box, the only breakages we had being rig related and minor at that.

In summary *Sueños* is a beautiful boat that is quick and comfortable and easy to handle and I would recommend anyone looking for a true performance catamaran of this size to look no further. A fleet of similar boats would really give us some fun racing. We look forward to seeing more of them. I would like to thank Daz, Simon and all the crew for building us such a great boat. *Sueños* is indeed a dream come true.

Rupert and Isa Kidd

We would like to wish you a very happy Christmas, and a prosperous New Year, from everyone here at Dazcat and Multimarine

dazcat.co.uk multimarine.co.uk