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# Dazcat 1195



## DAZCAT 1195 description and specifications:

The D1195 cruising catamaran is an exceptional performance catamaran designed for offshore and coastal cruising and racing. With a lower beam to length ratio than other cats of the same length, so less surface area, weight and windage, it gives exceptional performance at all points of sail, especially upwind.

Its advanced composite construction has proven very robust and light; we have raced and cruised D1195s in a range of conditions most would not venture out into, in order to test them properly. When you are racing you have to know your boat is strong - which does not have to mean heavy - in order to be able to race it hard and win.

The advantage of keeping the boat light is needing less power to drive it. Which means the rig can be reduced in size, and loads on the rig come down, making it easier for the helm and crew to handle. Wear and tear are also reduced, reducing running costs, and the lighter mast means the boat does not pitch as much.

We designed the D1195 to be sailed by a family or a group of friends who love the exhilaration of sailing a fast, responsive boat, but also want to go cruising and relax comfortably. Having a high performance boat allows you to enjoy a larger cruising ground and gives you a greater choice of destinations, whether weekend sailing or cruising long distance. Passage times are reduced, less motoring is required and, even in the light winds of summer, the 1195 will sail fast, maximising your enjoyment on board. The boat only carries 80 litres of fuel, because we know from experience it can sail in most conditions and you don't need any more than that.

Besides performance, comfort of ride is also a key criterion of all Dazcat designs. The sea is rarely flat and sailing fast can make the ride bumpy, so Dazcat centralise as much equipment weight as possible to reduce the pitching motion big cruising cats can suffer from. This is achieved by raising the soles in the centre of the boat and fitting fuel tankage and systems underneath, for the twin benefits of reducing wiring and keeping all the weight central and low down.

Because we are keen sailors we also remove as much weight from the ends of the boat as we can, in both the design and construction processes. For instance Dazcat designs do not have big forward cabins or a forward beam. Neither do we put anchors on the front of the boat, instead we design fine entry hulls for smooth cruising and racing performance, and build spinnaker poles and rudders from carbon. All these considerations create one of the most comfortable boats you can sail in the varied conditions off the coast of Britain. Waters that can be very interesting due to the strong tides, headlands and variable winds.

The Dazcat 1195 interior has been designed to maximise the saloon space, creating a comfortable and social area where you can feel safe whether fully crewed or sailing shorthanded. For us it's important to have visual awareness. Of everyone on board - particularly children - and of what's around you, making communication easy and safe. Our classic layout has developed over the years but the principles remain the same.

The galley is half set down in the hull, so when you are using it your eye height is at the same level as the saloon and cockpit windows, giving you the best view around the boat. Aft twin double cabins are comfy; you can retreat for an afternoon nap and watch the water fly by through the hatch.

Storage is sufficient but simple, as we find that the more lockers you build into the boat the more gear gets left onboard, and weight accumulates. So we have a hanging cupboard for both aft cabins and

bag storage systems, to organise your kit well. Forward, the berth has been lengthened, making it great fun for a group of small kids to sleep in together when summer cruising, or as a romantic double for two. This has its own deck hatch and storage shelf and locker.

The saloon seating can seat six on twin bench shaped seats. There is plenty of storage for extra provisions underneath, and access to systems is located behind the upholstery. The view sitting down is superb and ventilation can be drawn from four different hatches, as well as by opening the sliding saloon door to the cockpit. Also positioned in the saloon is a chart table with an instrument console and the option of a hidden, pop-up TV that can be used as a chart plotter repeater. This arrangement works exceptionally well, as it can be viewed from both saloon and galley, enabling you to keep an eye on your position as well as the people around you. Or you can slip in a DVD to entertain the kids while you sail the boat, and at the end of the day sit and watch a movie together.

Out in the cockpit, the dual helm stations are positioned behind the saloon bulkhead, centralising weight and reducing motion, as well as giving you protection from the elements. You can sit on the coaming or stand at the wheel for excellent vision all-round, with the main and jib sheets positioned right in front of you and the traveller and spinnaker sheets close to hand. This makes it especially easy for single-handed sailing. Dual helm positions also allow you to move away from the slot effect of the jib, bringing the helm into clean air. Maximising your sailing performance at speeds of 16-20knts, knowing you are in full control, is simply fantastic fun and will make you grin from ear to ear.

### CONSTRUCTION METHODS AND MATERIALS

Each Dazcat is hand crafted by composite engineers and boat builders who understand the exacting requirements needed to produce a very strong but lightweight structure. Our experienced design team, combined with extensive knowledge of material processing, make Dazcats the lightest bridge deck catamarans on the market, with both the strength to race offshore and the comfort needed for a very capable offshore cruiser.

Only the highest quality materials are used, including a protective 65PA gel coat and isothalic resin with multi-axial and uni-directional engineered aramid and glass fabrics, vacuum sandwiched on a high quality PVC foam core for maximum panel stiffness and strength. Carbon is used to save weight and reinforce the monocoque structure, built using female tooling. Wet deck, bridge deck, canopy and bulkheads are internally finished by hand, avoiding as much double surfacing as possible to reduce the boat's overall weight and increase performance.

Hulls can be left gel finished, vinyl wrapped, or painted with a choice of metallic finishes to make your boat really stand out from the crowd. Interior finishes include gel coat, painted, timber, and lined surfaces which create a very modern contemporary style that is both aesthetically pleasing and practical, with a range of colours and finishes to make your boat unique to you.

The Multihull Centre is the licensed broker for the D1195, and it is built on their site by Multimarine. All boats are built to order and hand crafted for each individual client. Delivery takes 6 months from build start. It pays to plan ahead and allow up to 12 months as there may be boats in build already - to confirm current availability contact us. For a quote you will need to choose from specifications and options listed in our brochure; these prices will be held for 30 days. If you would like help with that give us a call to arrange a meeting with one of our team to discuss details.

We are a small Cornish company and have been delivering award-winning boats for many years. It is a source of great pride to us that everyone who commissions a Dazcat has an enjoyable experience from the start of the build process, as well as on the water.



Dazcats and their crews gather regularly during cruising and racing events run by MOCRA and RORC, to have as much fun on the water as possible. These combine with social events and talks in the summer and winter months at the Multihull Centre.

Our plan for 2015 onwards is to create a fleet of Dazcats 1195 and 1395 catamarans for people who want to enjoy the Caribbean circuit, including doing a few races en route each season. These will include events like the new RORC Transatlantic race and the Caribbean 600, but not forgetting to do some gentle cruising with a glass of rum with friends as well.

So if you want to join the growing Dazcat family get in touch and we will go through the option choices and specifications with you, helping you create your perfect catamaran.



MODEL:	Dazcat 1195
DESIGNERS:	Dazcat Designs
LOA:	11.9m
BOA:	6.5m
WEIGHT - lightship:	4500kg
WEIGHT - max loaded:	7000kg
LWBR:	10-1
MAIN SAIL AREA:	55m2
JIB AREA:	27m2
SPINNAKER:	80m2
CONSTRUCTION:	GRP Composite
BERTHS:	7
HEADROOM HULLS:	Standing
HEADROOM BRIDGE DECK:	Standing
STEERING:	Cable
RUDDERS:	Blade
FOILS:	Twin carbon dagger boards
AUXILIARY POWER:	2 x 14hp inboard
RCD:	CAT A
BUILDER:	Multimarine

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