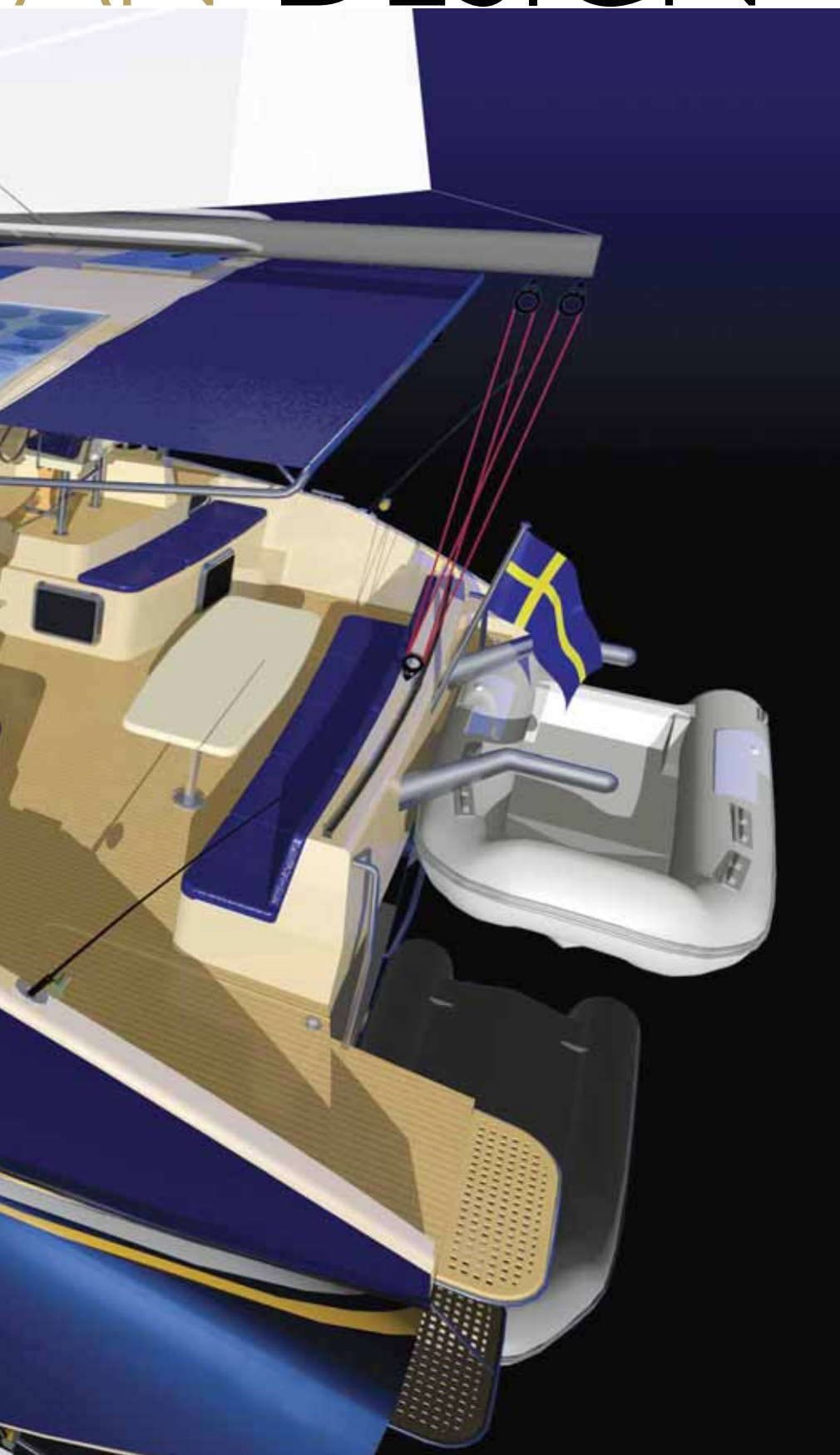


NEW 44' CATAMARAN

by ALBATROSS MARINE



AN DESIGN

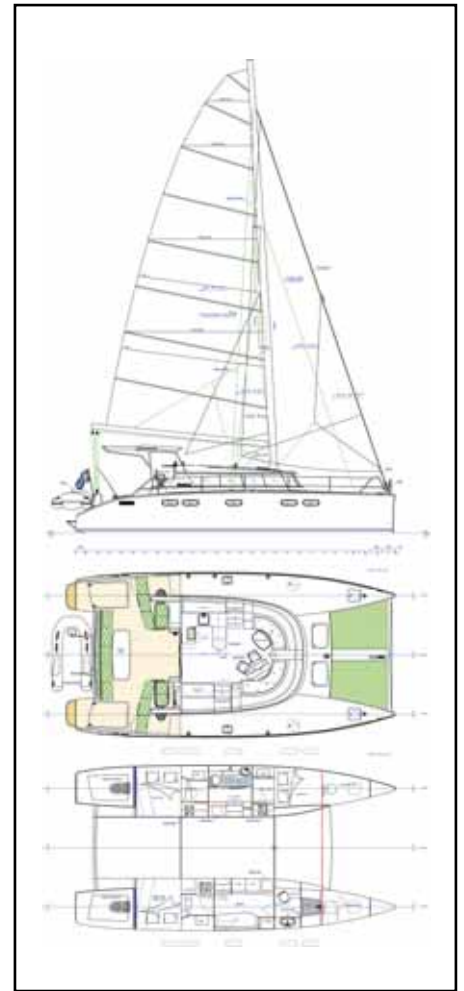


by ALBATROSS MARINE DESIGN

THAILAND-BASED DESIGN OFFICE OF ALBERT NAZAROV 'ALBATROSS MARINE DESIGN' IS DEVELOPING A NEW DESIGN OF THE 44' CRUISING SAILING CATAMARAN V44 'VIKINGCAT' FOR KATAMARAN CENTER AB. THE DESIGN IS A KIND OF BASE FOR CHARTER BOAT OF WIDESPREAD SIZE, OR PRIVATE BOAT OPTION.

IN TERMS OF STYLING, THE BOAT possesses a bit of Scandinavian style with practical but elegant shapes without extremes. The designer refers such shapes are 'fashion-proof' – will look good for a considerable amount of time.

The boat is best suited for the tropics: hardtop and bimini covering the entire cockpit to help avoid getting 'roasted' by tropical sun. Plenty of hatches for ventilation, moderate slope of cabin windows to avoid direct sunlight in the



Stock design of 'LaspiCAT 1000' available now!

ALBATROSS MARINE DESIGN
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LaspiCAT1000

Length - 10.1m
Beam - 5.0m
Displ - 4.2/6.2t
Power - 2x(170...250)HP
Speed - 34kts
Fuel - 2x400L

saloon. Besides, the boat is suitable for colder climate if clear (dodger) is put around the hardtop.

In the cockpit, innovative solution is forward looking elevated seats both sides, so the crew and guests benefit from looking forward instead of looking at the bulkhead. The steering station is at starboard seat, with provision for secondary station at port. The cockpit is designed in single level so there is no need to climb out for the swimming platform. The aft area of the cockpit is reserved for outdoor dining, where folding garden-style chairs are used along with an aft sofa and pedestal table.

The interior includes a master hull with bedroom, lockers and library, vanity and private bathroom, and guest hull with two cabins and a shared toilet. The saloon gives great space with curve-shaped sofas, U-shaped galley and office/chart table.

Optional skegs provide easy access to shallow beaches, while the daggerboard option possesses better windward performance. The sailing rig is efficient but simple; all controls lead to the steering station to enable short-handed sailing.

The engine rooms are separate from the living spaces ('engine under bunk' solution is never used in Albatross' designs), with convenient access from deck hatches for installation and service. This enables reduction of heat, safety and noise reduction.

The structure will be built in composite with wide use of honeycombs above waterline; bottom is in high-density foam sandwich.

In general, the boat is designed for category A 'offshore' of European RCD.