

# Aboard a

Classic lines for a well-designed  
blue water cruising cat.



**Made in Germany honours certain well established products on the world market. Multihulls until today do not belong to this range of well established products. But it may change with the Balticat 43...**

Certain reasons are mentioned to explain this lack of innovative Yacht design in the niche segment of Cruising Multihulls. Never the less, there are some smaller Yards, designing and building catamarans for decades already. Not a single mass production boat but certain productions that developed steady and successfully along the Northern coasts.

One of these productions is the Balticat range established in 1991 on the estuary of the river Schlei on the Baltic coast. Today, the Balticat Yard represents the only German yard building Class A certified performance catamarans as

cold moulded Sandwich constructions between 38' and 45' of length. The founder of this nowadays well expanding Yard is Stefan Hüttermann, a sworn catamaran lover who crossed the oceans strictly on his own designs.

Since nearly 20 years now, Stefan and his team of about five to ten boat-builders does practise best boatbuilding and steadily

launched about one to two catamarans per year.

The most famous Balticat 42' has been build eighteen times until today and even the first designs still today perform best. The development on this well accepted and successful Design never stopped since Stefan spends several weeks per year aboard his catamarans and can not avoid creating new features aboard.

Since 2008 the new tested BaltiCat 43' design followed, produced in epoxy Sandwich or Kevlar / E-Glass all done in Vacuum Infusion technique. Compared to the former 42' Design, the hulls were widened about 14cm above the waterline, the saloon became bigger again and some more Sail area was added by the Square top Mainsail. Flat decks with all

« Although still the decks remained covered with a thin layer of ice, we motored towards the open sea... »



The clever system for stowing the dinghy...



The interior is comfortable, however it deserves better finishing...

hatches mounted flush and Aluminium- instead of composite beams rounded this design. The single line Main-Reefing-System, with all lines lead back to the cockpit is a typical feature that really supports single handed sailing.

Latest and in the meantime standard issues are the integrated dinghy garage under the aft beam and the dismantlable Hard Top that samples rainwater and feeds the tanks.

### ABOARD THE BALTICAT 43'

We had the pleasure to test sail the just launched BaltiCat 43' on the still icy Baltic sea.

When we arrived on this freezy morning in March 2010 at the Yard pontoon, the decks were still covered with a closed layer of thin ice. Stefan Hüttermann, the developer and CE of the Yard in Arnis Germany invited us to come inside and warm up in the fully insulated and best temperatured saloon.

The hull structure is monolitique

below the construction water-line to avoid any moisture impact. Above the Sandwich-core stiffens in the most weight reducing way and offers full insulation for all climates from the icy to tropic waters. Although still the decks remained covered with a thin layer of ice, we motored towards the open sea. During the five mile inshore cruise, we checked the manoeuvrability and propulsion by the twin VOLVO HP 39 inboard Diesel with folding props. The 6.2 tons ships accelerated easily to 7 knots on flat water with both engines still in economic revolutions. Full ahead throttle offered 11 knots steady. Stop manoeuvre with both engines put in full astern within 1.5 ships lengths.

The manoeuvring in general is easy and direct, acceleration and reduction most straight.

A noise check at full speed in the aft cabins which are fully separated from the engine compartments ensures that sleeping is still a comfortable issue whilst

under engine.

The break-waters at the Schlei estuary were passed, heading against the wind, Stefan prepared to hoist the 55 m<sup>2</sup> fully battened Mainsail. The Easy-bag easily accessible due to the flat anti slip covered saloon top that extends into the rigid Bimini. A safe and reliable solution. The Lazy Jacks are unlike most other systems mounted at the spreaders ends.

This offers easy handling and hoisting of the main and avoids most tangling with the battens. A simple and very practical solution strictly developed by experience.

The Hydranet square top mainsail after just one Baltic summer service offered perfect shape and as soon as the first breeze streamed along the profile, our Test-Balticat 43' started to accelerate. Both engines were stopped, Genoa unfurled on the practical endless furler and on the first tack with 5-7 knots of true wind from the East, we sailed along with 4-6 knots of speed.

Sailing this catamaran is pure pleasure because the direct non Hydraulic wheel (3 revolutions from hard to hard) offers straight response and feels absolutely straight.

The Auto Pilot had his day off and we enjoyed sailing. Reaching under gennaker, on another endless Furler, we always went faster than the true wind and simply enjoyed the harmonic movements aboard this stiff, light and well designed cruising catamaran. In this light wind condition (15-20 knots true) we sailed along with 10-12 knots under Gennaker steady.



All customisation is possible, from the simplest to the most elaborate...



### THE PLUSSES

- performance well above mass production cats
- wide range of customization
- lots of well thought about practical features



### THE MINUSES

- interior finish still to be improved



### SPECIFICATIONS

Shipyard : Balticat
Length : 13,20 m
Beam : 6,95 m
Draft : 1,10 m / 0,65/2,60 m
Empty displacement : 6,2 tons
Sail area : 96 m <sup>2</sup>
Fuel : 240/440 l
Eau : 500 / 750 l
Engine : 2 x 21 KW / 30 CV



Wide side decks, a deep, reassuring cockpit: here is an ideal boat for family sailing.