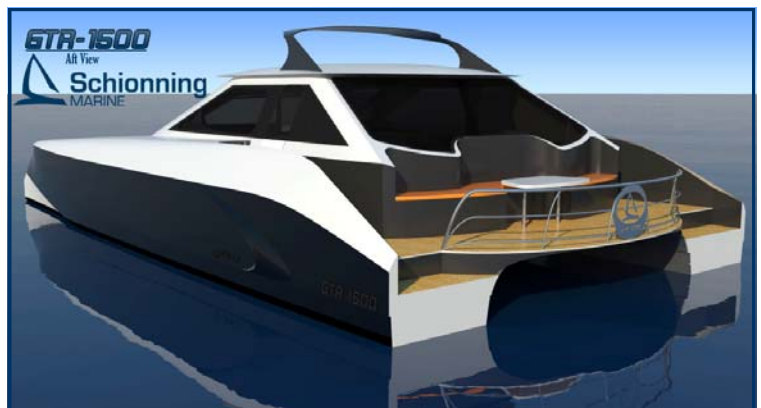
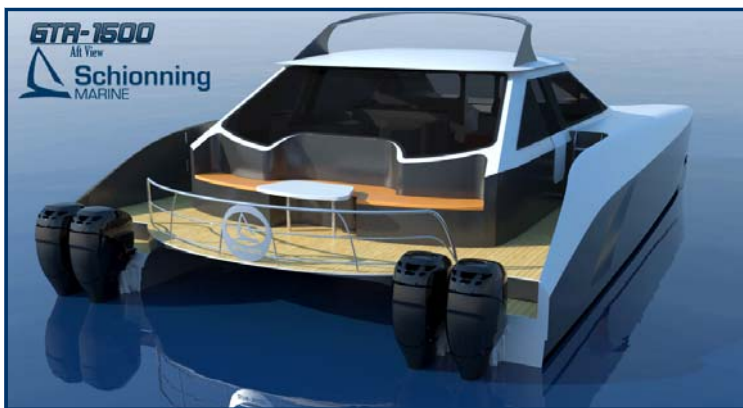


GTR 1500

GROWLER GTR 1500



SPORTS POWER CAT...

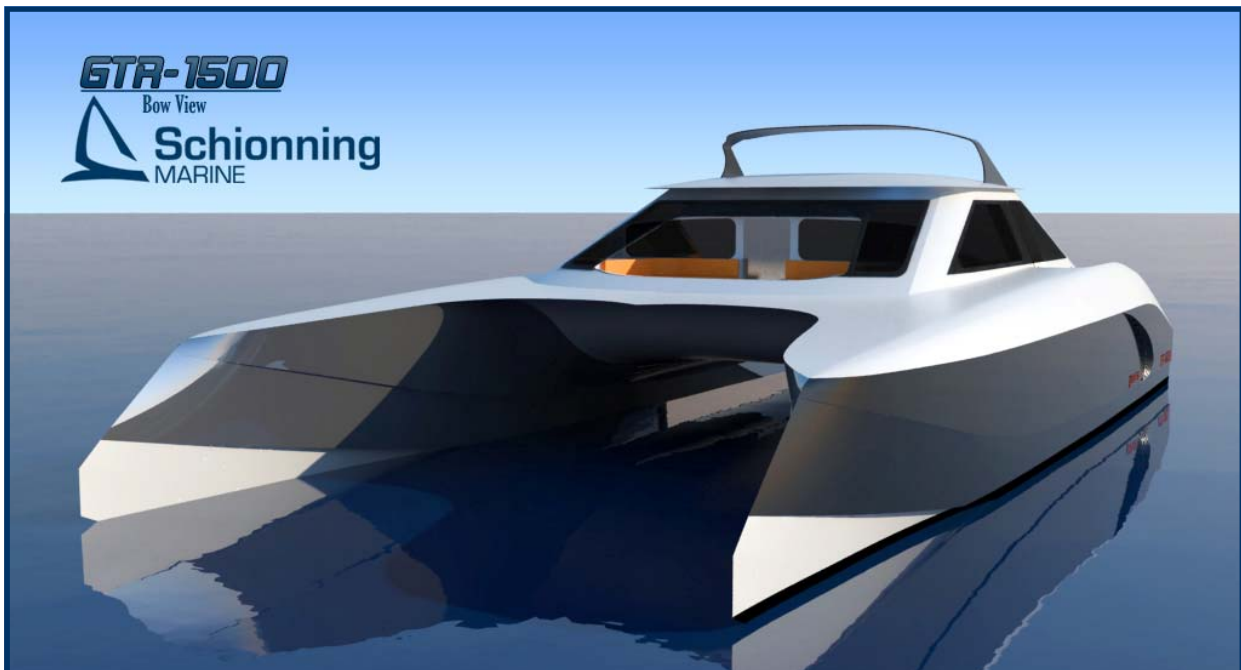
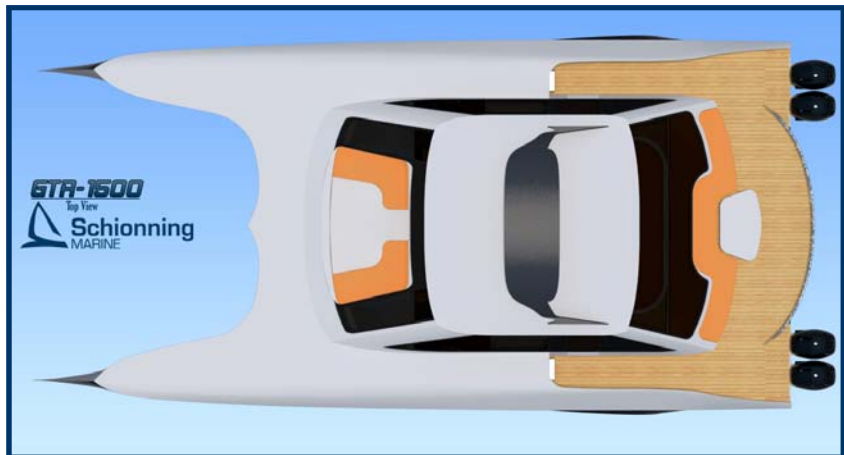
As a designer you've got to love those few clients who want something different and way out there.

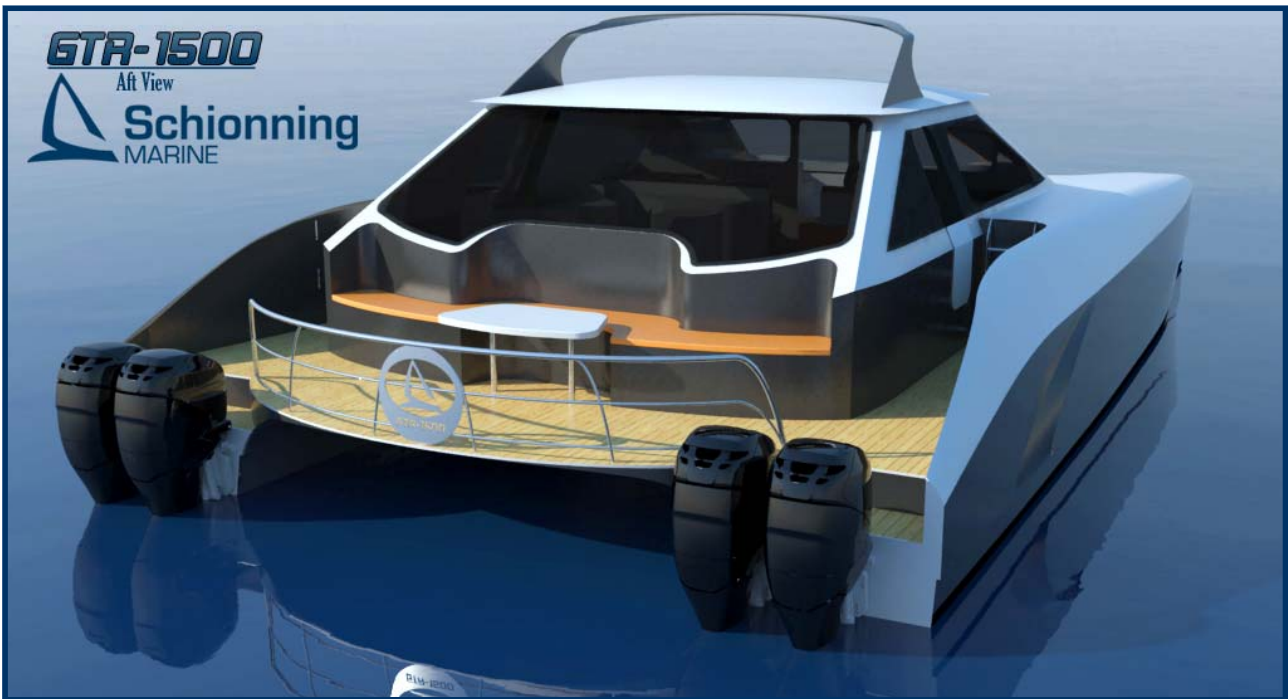
This design concept is for one of our loyal repeat owners, this being his fourth Schionning and happily loved them all, why wouldn't you, most of them new cutting edge sailing cats but now looking at the growing power cat market he's again thinking way outside the square.

We are using the new Whisper hull form we have been developing over the last few years, shallower draft, lower drag ratios and yet still having the superb soft ride and sea keeping ability of our VT series. She has generous hull beam giving huge accommodation in the hulls and high load values.

Styling follows our G-Force trend with the reverse bows, but has the sleek yet aggressive Growler Power Cat look, flexing those muscles.

The numbers need balancing as at 15 metres one expects a big cat but when you look more carefully you can see she's far more agile and light on her feet. Interior space is pure luxury yet delicately balanced, the seating is reversed - now looking forward, with a forward cockpit accessed directly from the saloon, and the dinette and galley with open plan layout. Ventilation will be excellent with the forward door and windows. Although she is designed to easily and efficiently be air conditioned in any hotter climates. Overhangs are long and lean making her feel smaller and more nimble than her actual size.





Main access is as per normal from the aft transoms however she is then a little different with gull wing doors each side, generous deck space, the bridgedeck extended out between the motors and a cozy aft cockpit with heaps of seating. There are hard shade tops that extend out of the cabin roof shading both the aft and forward cockpits. This aft area is an ideal fishing station.

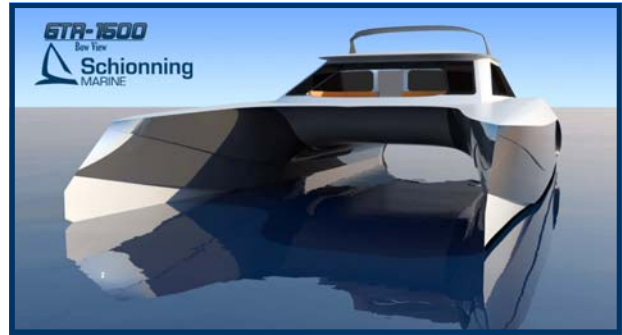
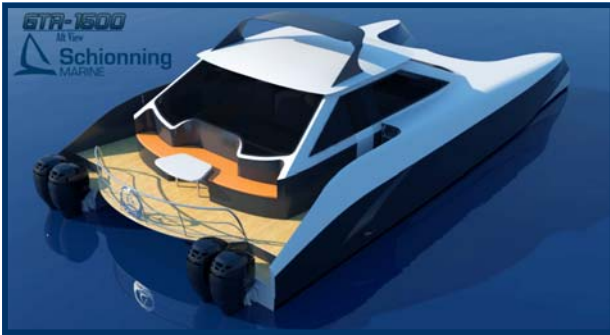
The mid-section of the aft cabin window opens to blend the aft cockpit and saloon areas together.



Interior is luxurious comfort, she really begs ultra modern design, carbon fiber modules, cork and lush carpets, alloy and varnish splashes here and there with knee deep upholstery to really set her apart. An imagination and a good builder should do her justice. Down below she is luxury for two couples, with queen bunks set low in the hulls sporting heaps of headroom, each with their own en suite head and shower aft.

Easy access down from the saloon, plenty of ventilation and easy to air condition.

The galley is spacious with an island bench for added space and an ideal position for the fridge/freezer and TV screen position facing the saloon seating, pop up of course. Entertaining will be easy with the dinette close by and all areas enjoying the 360 degree view.



Forward of the galley and dinette is the helm station to starboard and seating to port, a nice mini-lounge with a sweeping view forward while chatting to the driver. Step through the doorway and out into the forward cockpit, a nice lounging area with the pull out shade-top and easy access to the anchor winch and line handling when short handed. Anchor controls will of course also be run from the helm station.

Step forward onto the foredeck with sleek railing to keep you safe and possibly tramps as a personal option. There is only ladder access from the lower side deck to the top side deck, this saves space inside but mostly with the forward walkthrough I do not see any real need for access between these decks except for crew when the cabin is locked.

For a Ferrari I think this is pretty good.

She's a light cat displacing 6000 kilograms - so build quality needs to be good, so choose a builder who understands "light". She uses the light composites as per all our designs but more finely tuned, much like the G-Force cats. Glass will be "S" glass for lighter and yet stronger results, carbon caps and carbon reinforcing in the high load areas. Balsa cores will be used for their higher impact strength in high impact areas with honeycomb and balsa Duflex panels for furniture, bulkheads and all flat areas. Coupled to ATL's epoxy resin systems, this is an unbeatable combination.

Speed is going to be mind blowing she could use either the IPS-type diesel drives or pick from the superb 4-stroke outboard range. I would like to see her run 4 x 250 HP outboards, two each side set on the inboard side leaving good access space for boarding. They are quiet and powerful, easy to install - you'll save on rudder installation, draft issues and of course tilting to avoid any corrosion problems. Initial cost is better and even though economy may be a little worse recovering the difference is unlikely when looking at servicing and maintenance costs.

Speed – expecting well above 40 knots but mostly the real speed is cruising speed, she should run easily at 30 knots at moderate fuel consumption (wild guess 5-6 litres a mile).

Four fuel tanks, 2 each side set in the hulls under the aft side decks, 1000 litres each side. This quantity is for the long runs where speed will be kept sensible at about 20 knots giving a range of 500 miles. For high speed use the forward tanks keeping her light.

Growler GTR says it all, just look at her she's just waiting to rumble, aggressive and sleek - if you want one just let us know I think there will be a few prowling around out there soon.

Jeff Schionning