Aspen Power Catamaran - Summer Newsletter

September 9, 2014

September is here! What an unbelievable Summer the Aspen Team has had, beginning it with a record setting trip, and ending it with the Boat Show. Here are some of our highlights:

Pacific Challenge Champions!

Larry, Dave, and Nick are the first to complete a circumnavigation of Vancouver Island non-stop, unrefueled- at speed. The Aspen team completed the 641-mile (1,068-kilometer) challenge in 47 hours and 5 minutes, on 267 gallons (1,009 liters) of fuel. The boat averaged 13.61 knots (16 mph), which included 2 nights running at 9 knots, and 120 miles of sever seas at the NW corner of the island. Despite this, the team manged to average a very miserly 5.6 gallons per hour for the trip.

Aspen C111 Hull Mold Completed

In June, the hull mold successfully popped off the plug, with some minor detailing the surfaces were shined to perfection. The tooling was then finished with a steel frame and casters for moving through the factory. Full C111 update below.

August Owner's Cruise: Broughton Islands & Desolation Sound

9 Aspens participated in this year's 2 week cruise, they had countless unforgettable memories! They journeyed 650 miles through Beautiful British Columbia, the boats used about 203 gallons. The group experienced amazing sights such as 250 white sided dolphins, and unbelievable fishing.

Happening Now: Seattle Boats Afloat September 10th-14th.

Join us for the 36th Seattle Boats Afloat Show!

Tours and Demos are available, contact Nick to schedule: 206.948.5090

Aspen Owner's Cruise 2014: The Broughtons Finally!

By: Larry Graf

It took 2 years of planning but we made the trip this year. In 2012, we had planned to go North from Desolation Sound, but the weather in route and in the Broughton archipelago was miserable (late August), so we stayed in the warm blue skies of Desolation. This year we moved our annual trip back 2 weeks (late July-Early August), planning our departure through Johnstone Straight for just after sun rise, before the winds could pick up as they are always forecasted. Our passage up and back North of Campbell River was flawless. The water was almost glass with crystal clear blue skies. Our team started with 9 boats but after 2 days, one boat had to cut the trip short for a doctor visit.

Having talked with many cruisers who had made the trip to the Broughtons in the past, the reviews were mixed. Some spoke of amazing scenery and loads of wildlife with startling anchorages, while others spoke of fog and damp cold weather: "We couldn't leave fast enough." It was clear that to actually see the Broughtons, weather was critical. In talking with the resort owners and reviewing weather history, late July early August is the sweet spot, and our trip landed right on target; sunny, 75-80 degree days and only one day of fog.

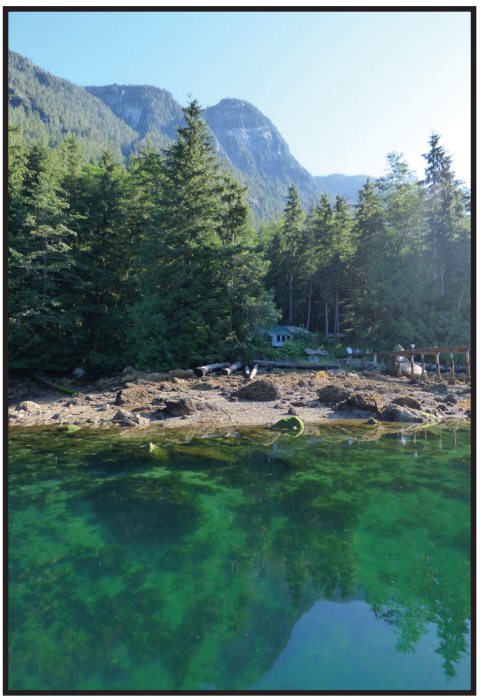
The trip North started on Friday, July 25th at **Bedwell Harbor** on Pender Island, BC. After dinner hosted by Aspen, we had a captain and crew meeting that laid out the trip plan and group cruising details; what VHF channels we'd be using, standard cruising formation, fuel stops and departure plans. Due to tides and currents, we had two sunrise departures. The next day's trip to **Campbell River**, up the west side of the straights of Georgia, was almost uneventful. However, just off the SE tip of Hornby Island, Gateway Two, captained by Dave Vetterlein, was cruising at 17 Kts when he heard a series of bangs and his engine ground to a halt. He had seen nothing on the water, so suspected a mechanical problem. He inspected the engine room and shaft; all looked good. So time for Larry to take a swim and inspect the prop. I found a dirty, yellow, submerged cargo net wound up into a big ball around the prop. 10 minutes with a very sharp knife and all was well. Dave now had an excellent trip souvenir.

We overnighted in Campbell River to allow for a slack high tide passage through Seymour Narrows at 6:00am. This gave us a solid North bound push, in calm conditions, up Johnstone Straight to **Lagoon Cove Resort** via Chatham Channel and the Blow Hole. The passage up Johnstone was magnificent with the 4,000 ft. mountains of Vancouver Island coming right down to the water, a pod of Killer Whales in the early morning light, and delightful scenery. By noon we were in the Broughton's! Yahoo! We went 210 miles North in 1½ day's. Lagoon Cove, near Minstrel Island, is a secure, friendly resort with hiking trails, good back-bay areas to explore, and fishing nearby. We had a ball for two days.

Next was a ½ day exploration of **Knight Inlet** fjord, a lunch raft-up with kayak tour in Hoeya Sound (with salmon jumping all around us), and a tour through Sargeaunt Passage to **Kwatsi Bay Resort**. Just outside Kwatsi Bay we were joined by a huge pod of very curious, big, white-sided Pacific Dolphins. The water was boiling with these guys over a ¾ wide by 1mile long area. Groups of 6-10 would come over to each boat in our group, jumping and playing in not only our stern waves, but bow waves as well, and right up through the hull tunnel section. They jumped straight out of the water 10 ft., peering at us, and then went back to running through the tunnel section while we were cruising. It was amazing. They are fast, athletic animals, with what seems like endless amounts of energy and delight. I was on the bow shooting video of one group for 5-10 minutes as they jumped in the bow wave while we were cruising at 14 Kts. I thought they must be getting tired swimming at this speed, but then all three shot out ahead, to the port about 500 ft. at 2-3 times the boat speed, and began to jump straight up out of the water - just amazing to see.

Kwatsi Bay Resort, owned by Max and Anca, sits in a mountainous bowl with tall dark rock cliffs, very similar to Yosemite, with a mix of cliffs, creeks, and deep green forests up the hillside. To the west side of the bowel is an islet, and ashore there is a large waterfall to explore. The resort is almost all floating with

no public shore access, but the docks are long and wide, and the owners very hospitable. We kayaked the bay and islands nearby. This was our Caribbean Island Party Night. We included all the guests on the dock and it was lots of fun, especially with the fresh seafood from the teams fishing that day. Our second day here was grand with some fishing, shrimping, crabbing, and some exploring nearby inlets.



Next was a run over to **Alert Bay** on Cormorant Island. Dock talk had said that the native museum there had just opened a section of artifacts that had been returned from the Smithsonian after 80 years. We popped over to have a look and do some shopping. This island also has a wonderful display of Native Totem poles that we hiked over to see, a great working marina, and very friendly people. Then we headed back across Queen Charlotte Straight to **Waddington Bay,** on Barronnet Island, for a 2day stay. This area is surrounded by small Islet's where we found crystal clear waters to explore. The bay is very protected and a great anchorage. Some of the team fished, some kayaked, and some went hiking on the Islet's. One even climbed a tree.

Our next destination was **Sullivan Bay**, the Northern most point on the trip at the top of the Broughton Islands. In route, while some fished, we detoured over to explore the Burwood Group and did a lunch anchor with an island foot tour on Twin Beaches. We landed on a white shell beach with large, white driftwood and hiked up and over 60 feet to the lagoon on the other side. It was warm sun, fresh air and incredible views. Ahaa, summer feels good.

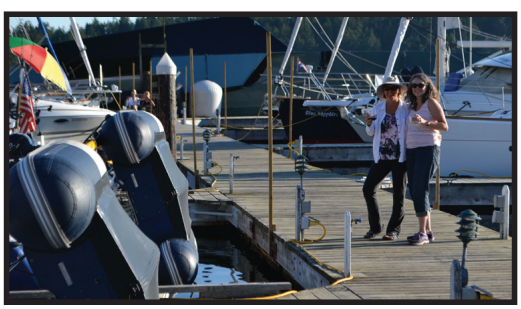
The run North up Penphase Passage in bright sunshine was grand. The 8 miles South of Sullivan, near Shawl Bay, we were joined again with the pod of Dolphins. This show was just as amazing as the one near Kwatsi Bay. They seemed like they knew us.

Sullivan Bay Resort is a 100% floating village with fuel, grocery store, a restaurant, floating homes, and an A-1 Marina with an A-1 staff for its 3,000 ft. of dock. This stop was, again, set to be a 2-day stay, allowing time to fish and for some to explore. Those fishing came back pleased, with limits on most boats, as well as Halibut and Lingcod. Those that went exploring, went to Turnbull cove and found an abandoned steam donkey and a great swimming lake up a short trail. They also worked their way through a small maze of passages up Mackenzie Sound to Nimmo Bay and the resort.

Our trip south included stops at Echo Bay, Tenados Bay, and Jededia Island. All were grand. In summary, the team caught approximately 35 salmon, 2 halibut, 3 lingcod, 35 crab and 75 shrimp. The trip mileage was 756 miles, with most boats using approximately 243 gallons at our typical cruise speed of 15.5 Kts. However, in the most scenic areas we cruised at 8 Kts. It is hard to explain with words the bounty and grandeur of this area of mountains, Islands and Fjords. My sense is, that much of the year it's shrouded in rain and fog, and for those few days of summer, it just glows. We will be going back.

See Cruising With Dolphins Video on uTube

ANCHORAGE AK 1070
CAMPBELL RIVER 160
BELLINGHAM WA 225
SEATTLE WA 309
EDMONDS WA 287
GENERAL STORE 2 BLK
VANCOUVER BC 315
SB GOLF 5 BK
CRYSTAL MOUNTAIN WA 412
SB BRIG 3 BK



WESTERN ICE

ASPEN POWER CATAMARANS
1st to Complete Pacific Yachting's PACIFIC CHALLENGE

Vancouver, B.C. June 23, 2014-A father and son team from **Aspen Power Catamarans** has just completed a circumnavigation of Vancouver Island non-stop, unrefueled in a C100 32' production boat, the team competed 641 mile (1009 kilometers) challenge in 47Hrs 5 minutes, on 267gallons (1068 Litters) of fuel, finishing June 22, 2014 at 2:00 PM. The modern 32' power proa cat averaged 5.6 gallons per hour at cruise speed. This adventure is in response to a challenge issued by ***Pacific Yachting magazine*** to owners of production powerboats of 40 feet or less to circumnavigate Vancouver Island in the least amount of time using only the fuel that can be carried on board.

"What a Grand Adventure," said Aspen Power Catamaran founder and president, Larry Graf. The team included his son Nick and Aspens BC dealer Dave Bonar of Bosons' Yacht Sales. The team targeting a very narrow weather window between storms departed Friday afternoon at 2:55 from Victoria. They encountered relatively calm weather for the 270 mile Inside Passage portion of the trip, other than running over one medium sized tree in the dark, south of Campbell River at 11:20 pm. But as they rounded Cape Scott on the NW corner the seas began to build. While nothing like the evening before's 60Kts-100+ kilometers per hr winds, as the team worked its way south rounding the Brooks Peninsula it did built to 35+ Kts. The sea state on this section of the north coast included a ground swell of 5-8ft rolling in from a storm in the Gulf of Alaska, combined with a SW swell of 2-3 ft, as well as a brisk SSE wind chop of 3-5 feet flowing right up the islands coast line. "It was something to see, the seas were so confused they simply imploded on each other creating vertical curling spouts 5' high. Something I've never seen in 30 years of boating and 3 oceans, our course took us straight into them" said Graf.

These seas were worrisome for two issues, first, fuel consumption, in that sea state due to climbing waves and rough water, fuel burn more than doubled, if it continued for the balance of the trip the record could have been in jeopardy, additionally if it built more toward the 100+ kilometer winds of the night before the teams safety was in question. That portion of the coast "has no easy night time access hurricane holes" said Graf.
"The west side of Vancouver island is a bit like Jurassic park, green huge mountains popping right out of the ocean to 8000+ feet in places. The west coast includes 5 major inlets each branching out into huge fjord systems of mostly uninhabited wilderness. "In the first 200 miles south of Cap Scott we saw not one boat, or cabin or light for that matter other than a very few navigation lights." Graf said.
The team would like to thank **Pacific Yachting** for issuing the challenge and its sponsors for their gracious support in this adventure, **Gateway Yachts** for loaning the 32' Aspen, **Volvo Penta** engine spares and fuel, **Garmin** electronics, and **Bosun's yacht sales** tech support.

A trip log, photos, and video are available on request.
For more information on Aspen Power Catamarans and the trip itself contact **Larry Graf** at **425-508-7005, Nick Graf** at **206-948-5090**, and for information on the PY Pacific Challenge, please contact **Dale Miller** at **editor@pacificyachting.com.**

Happening Now:

Seattle Boats Afloat Show: September 10th- 14th
You are Invited to Join us at Boats Afloat!
We are displaying a NEW C90, C100 & Previewing the C111

SOUTH LAKE UNION: Chandler's Cove 901 Fairview Av N

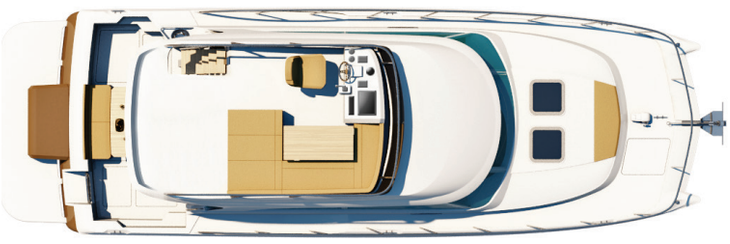
HOURS:
Weekdays 11:00 AM - 7:00 PM
Weekends 10:00 AM - 6:00 PM

If you would like Free Tickets, please give us a call!
360.668.4347

Aspen C111 Update Fall 2014

38' Aspen C111: Special Pricing From $610,800

Flybridge Model: Special Pricing From $653,590



The development of this new model continues to progress very well. It's a large project with 2 engineers, 1 documenter and 6 tooling people at this point. As many of you know, success is all in the details and this boat has them all just right. I'm excited! The combination of our teams experience and our first owners' ideas, as well as their experience, is blending into what I believe will be the finest, most efficient, capable cruiser ever made in this size range.
At this point, our hull mold is complete and ready to make parts. Our deck plug (the pre-mold part) is about 80% complete. The hull liner plugs that make the floors and walls of both the port and starboard baths and staterooms are 70% complete. The tooling team has just started on the dinette plug, while the engineering team is onto the hardtop and flybridge surface models. While it's getting tight, our finished boat goal is the Seattle winter Boat show mid January. To do that, we'll start laying up the first 38 in the next two weeks. Here are a few of the new features and better ideas from summer.

• Much larger port lights - 8"x23", 10 per boat. We didn't want to do the trendy hull side windows (I believe will be outdated in short order), but we did want more light and ventilation in the staterooms and heads. These are premium, US made, Bomar stainless units.

• (3) Big overhead frosted skylights - in both heads and in the Queen guest stateroom. Again, more light, giving a warmer feel in side.

• In the galley area, while tooling, we were able to include a toe recess; just makes that space more comfy while using.

• The swim platform now has an optional SS powered L-davit system with integrated swim ladder. Easy dingy access and use with 10-20Hp tender motors is important. This system allows the tender to go up or down with the touch of a button. When the tenders down the davit hides in the swim platform. It costs more but will be very handy, safe and low stress.

• Engine /Battery access - while tooling this, the team brainstormed new locations, considering how difficult many boats batteries are to access. We wanted something simple and easy visually. We moved the batteries to a shelf along the starboard cockpit wall and included a removable access panel.

• Engine access day hatches, in combination with the battery access panel, now has the whole floor, around and above the engine, removable. Again, easy access was the goal.

• Cabin side windows - these are now frameless, bonded in with inset opening ventilation windows. The look is clean and smooth, while long term, there is no aluminum frame with paint to age or corrode. This design will also be extremely water tight with 1 tenth the possible leak locations.

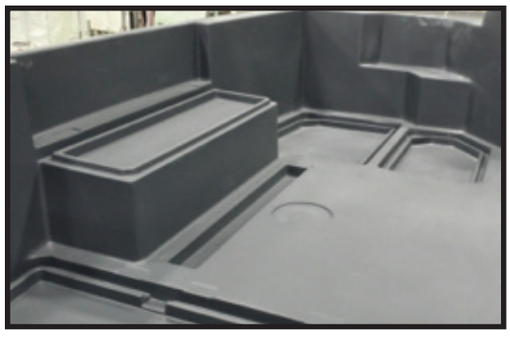
•Cabin solo storage - while tooling, the team found space to put floor storage bins in both staterooms - great for shoes, swim fins, or whatever else you can think of to store there.

• Shower stall features - the team designed in a folding seat for the port shower, as well as large soap and shampoo storage areas in both showers.

• Swim Step Bustle/storage locker - the teams design has the propane tank, fenders, dock lines and 2-person seat all integrated into the swim platform. Clean and functional.

• Wiper design to keep the master stateroom ceiling clean - we've worked with our wiper vendor to develop a 4-wiper pantograph system that keeps visibility A-1, even in the worst weather. Moving the motors above the window and behind the panel.

There is more, but those are the highlights. If you think the 38' may be your next boat, please call. We have a full-scale mockup available to walk through and review at the factory in Burlington, WA.



New Owners:

C100 - Mike & Judy Miller
from Calgary, AB and Campbell River, BC. Mike is an avid fisherman on the west coast of Vancouver Island. We had to build him a VERY custom 2685 Glacier Bay several years ago, and he was ready for more room and much more in cruising amenities. His new 32' C100 -
CatFish II is packed with many, first ever, Aspen fishing features and convenience details.
Here's a short list:

$5,400.00 Double magnum transom fish well - this box is so large it flows from the cockpit out onto the swim platform. It includes a timed pump system and stand pipe design that allows the tank to automatically fill 6-10" of cool water every 6-20 minutes. This allows the fish to bleed out in a controlled environment while kept cool all day long without the need to buy ice.

$5,500.00 Cork floors and combing's - Mike likes the soft cool comfort and non-slip surface.

$850.00 Fishing rail outboard corner down rigger mounts - these move the down rigger out of the cockpit fighting zone, supported by the fishing rail. Gives more freedom and softer edges during a big fish battle.

C100 Einar Brasso, also of Calgary, AB and Comox, BC on Vancouver Island. Einar and his wife **Donna** have owned larger boats and it was time for something more efficient, up to date, and smoother in all seas. Their 32' C100, Puma, is finished with polished teak interior to Yacht Style and Quality, a full rack of electronics, and all the cruising amenities. They will be cruising and fishing through the Desolation Sound area and near Comox and points North.

Glendinning Engine Controls for Trolling **$6,930.00**

Boats for Sale

New 2015 Prices Effective September 1st, For All 2015 Models

28' Aspen C90	*Special Pricing From $218,600*
32' Aspen C100 Escape	*Special Pricing From $287,440*
38' Aspen C111	*Special Pricing From $610,800*

Production has gradually increased as the demand for new orders grow. Currently, the lead time for a new C90 or C100 is about 25 weeks. The amazing press received from the Pacific Challenge, has had a huge impact on sales. We expect to grow another 100%, for 2014; with 7 new hires in the last 5 weeks. Our Aspen Team now has 20 full time employees, half working on the 38' Tooling. As 38' production begins this Fall we will add an additional 6 employees to that line; our current challenge is keeping up with

Our Pre-Owned Listings:

2013 Aspen C100, Talisman
$298,990 The only C100 Available! Includes: Volvo D3 220HP 170Hrs., Auto Pilot and Radar,
Many New Custom Options, truly one of a kind. Turn Key Ready! Enjoy the last month of summer. Anacortes, WA

2012 Aspen C90, Speedy Tweedy
$198,900 Exceptional, and above average vessel; which reflects in our price, Powered w/ Cummins 150HP 200hrs, Based in Newport beach, CA Fully loaded with options, call for details.

2011 Aspen C90, East Dragon
$186,000 USD Very well equipped late model C90. Lightly used, the interior shows as new. Powered with Cummins 150 HP In fact, the stove and oven have never been used. Based in North Vancouver, Canada.