

Early Summer 2009 Newsletter - June 6, 2009

Aspen Power Catamarans has been very busy as usual on many fronts. Here is an over view of the last 4 month's activity.

New Engineering Shop Finished

Our new 3,890 sq. ft. shop was wrapped up in early April. The shop includes a large mezzanine for offices, a conference room, and all the best features of a first-class shop. We installed 48 yards of concrete, 1,400 ft. of wire, 32 high-output lights, a power panel, plumbed in sinks and a head, insulated, installed a new compressed-air system, and installed a 4-ton crane system for lifting molds. With 23 windows and two 16'x16' doors, it's perfect for the job at hand. With this space, we can now do tooling for boats up to 60'.



3,890 Sq. ft. Shop



May 2009 - Rolling the Boat

Puget Sound Round-About

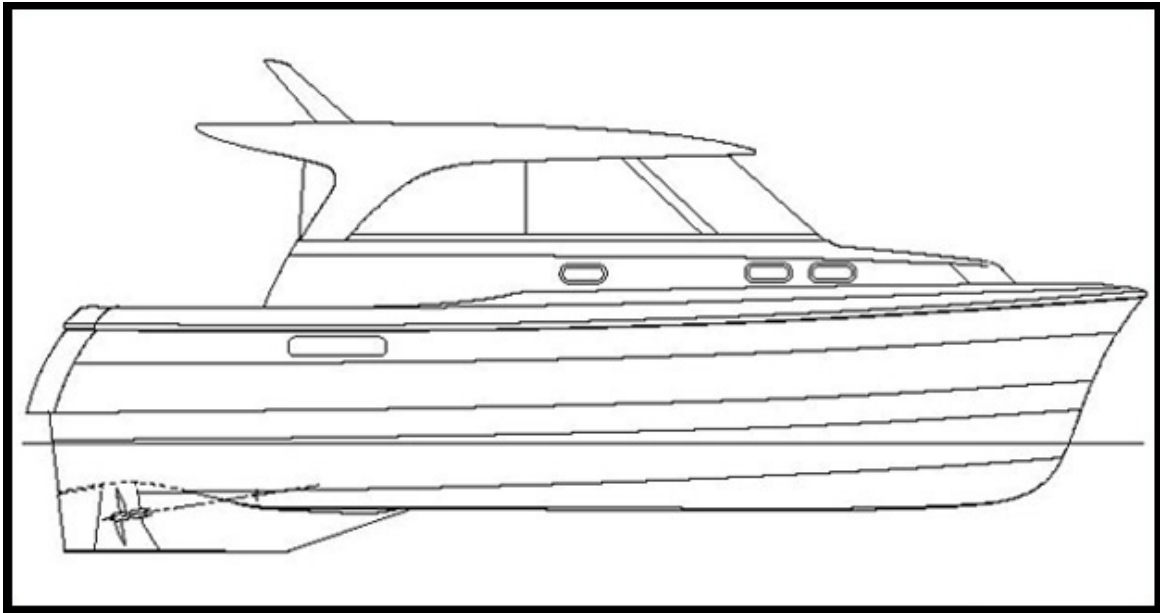
With the completion of the Trawler Fest show in Anacortes, we had built quite a list of interested boaters who wanted to take a demo ride to see how the new design felt and performed first hand. This trip had two legs: one North through the San Juan Islands (118 miles), and the second, as far south as Gig Harbor (122 miles). In all, we made 10 stops visiting boaters who were considering an Aspen as their next boat. In 240 miles of running, the prototype L80-Launch used 28.3 gallons of fuel for an average of 8.48 miles per gallon (light load). We took two orders in this period, just prior to de-rigging the L80-Launch to tool up the mold. It was fortuitous visiting so many serious prospects in such a compressed time frame, as we learned a lot about what owners are looking for. In general, folks who have seen and been on the boat have been blown away by its smooth quiet ride, along with its efficient manners and sea keeping. But there was one consistent comments about the 26' cruising boat. "You have everything right: a nice covered salon, king-sized master bed, roomy head/shower, usable quarter berth. Buy the aft cockpit is way too small."

Rumblings of this feeling had surfaced before and the design team had come up with several "fixes" including a bi-fold aft bulkhead and a molded-in transom seat. But in the end, these were "fixes," not true solutions. Personally, at that point, I had a good deal of history, energy, time, and money in the 26' and I must admit to being reluctant to make any big changes. It may be a cliché, but I've always had the most success with boats where I listen closely to a buyer's desires and then delivered a product that exceeds those expectations. The simple direct solution was clear: We needed a bigger boat.

C90: The Ideal 28' Trailerable Cruiser

Once the decision to enlarge the 26' was made, the next question was by how much. After rounding up the design team, we built a mock up of the aft deck and began adjusting the size until we had room for 4 deck chairs, easy swim step access, and a comfortable feel. We also played fisherman or crabber; again, checking what size should be just right. It was found that two additional feet was the best balance of space for a really functional aft deck, while still keeping the overall boat length down to a minimum for towing and easy docking. The new deck is now 40 sq. Ft. (56"x104"), or 75% larger than the original, (32"x104"). Buyers who have been through the full-scale mock up of the new 28' all feel we've got it just right.

The C90 - 28'



Aft Deck



Hull Extension

Additional C90 Refinements

Working with potential owners, we've also picked up additional issues that needed resolving. Here are a few points:

We needed a longer guest berth in the dinette. We added 3". Now it is 6'3"

Can you keep the speed you have with the light launch in the cruising boat? We have adjusted the hull slightly to allow for a Cummins, common-rail technology, 150-hp engine (this gives 40% more push with almost the same economy)

Could you do a solar-powered refrigerator? Actually, yes. Solar panels have come down in price significantly. The combination of solar and deep-cycle house batteries allows for 2-3 days of very earth-friendly refrigeration which is now standard.

Can we heat our hot water with the engine, and how about cabin heat as well? No problem? Rather than use a propane hot water heater, we have ordered the engines with hot water ports that will be plumbed to the heat exchanger in an insulated hot water tank. The engine water is 160 degrees, which is more than ample. This supply can also be plumbed to a Red Dot cabin heater.

Can we have more stowage? Yes. We have added a long stowage shelf to the outside of the dinette, two more bins under the dinette seats, a hamper under the seat in the master suite, and a bookshelf on the forward bulkhead of the master suite.

The C90 has a number of changes that greatly enhances its capabilities and usability. Most of these do have a cost associated with them, so we will have a modest price increase in the next few weeks. However, the engine suppliers do have some inventory which is available at special pricing. For the next few boats we can dampen this price increase somewhat.

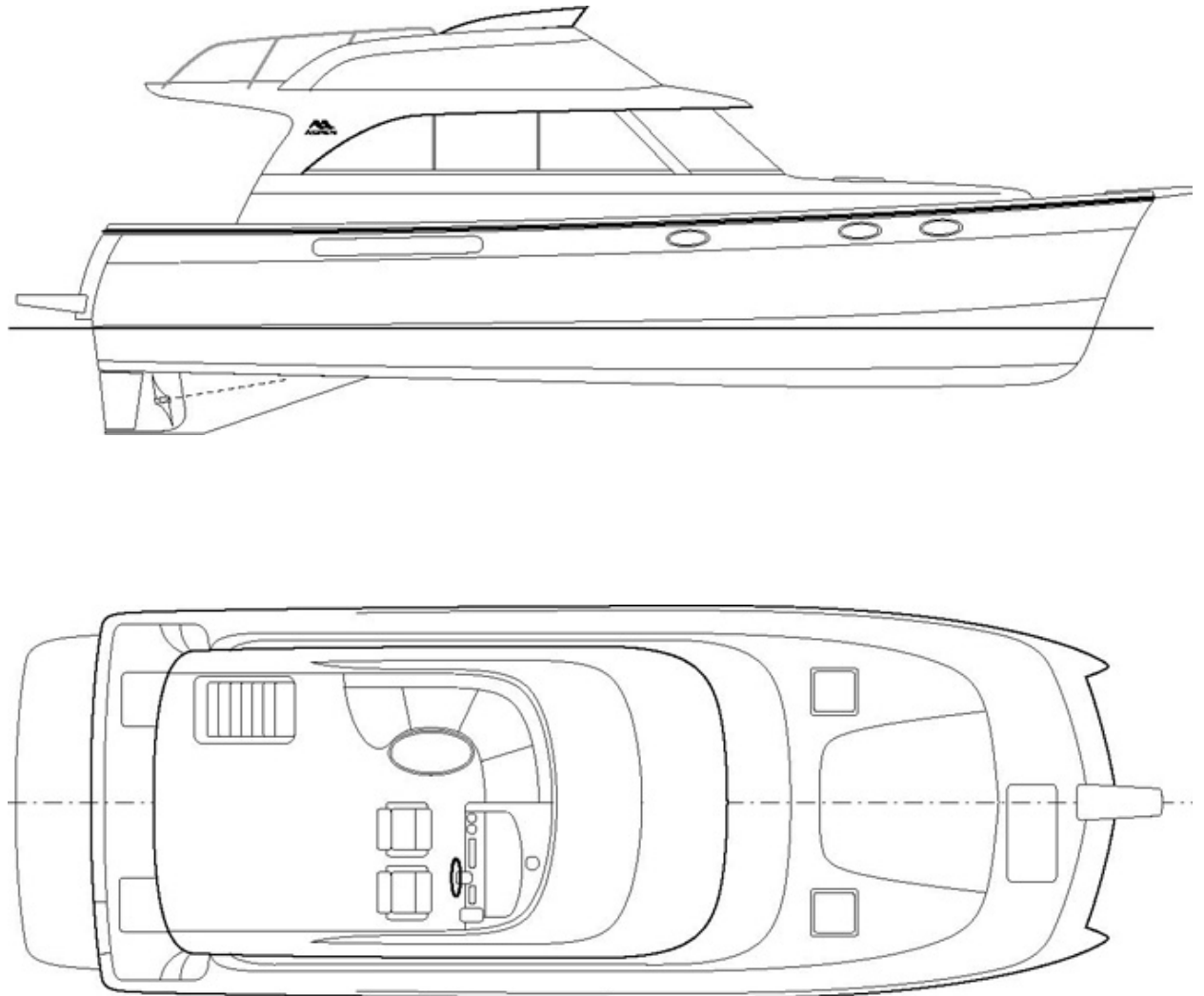
C90 Tooling and Delivery

Our C90 tooling program is well underway. All molds will be done by July 15th and the first C90 is scheduled for delivery on August 10, 2009.

C130 Update

Our C130, 39', has continued with its engineering and design detailing. The big change in the design was to

move the Cummins QSB380 out from under the starboard salon floor and into the starboard lazarette. We did this change by adding a Walter V drive forward, turning and moving the Cummins aft under the starboard lazarette hatch. The transmission is the same ZF unit as previously used. While costing slightly more, the new design gives much better engine access at all times. It moves the noise and heat out of the salon and keeps the same highly efficient shallow drive shaft angle, as the prior set up, along with easy prop-shaft seal access. All are positive benefits for long-term ownership and serviceability. We have also completed the drawings for the C130's flying bridge. (See drawings below.)



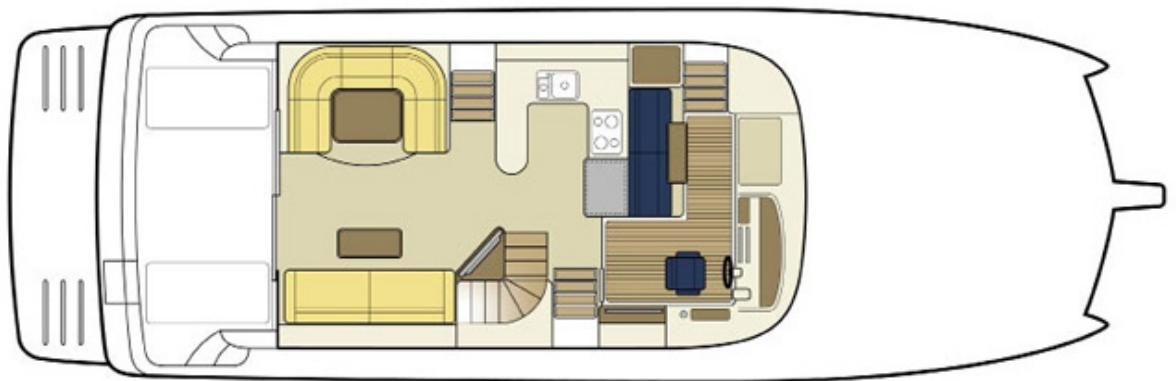
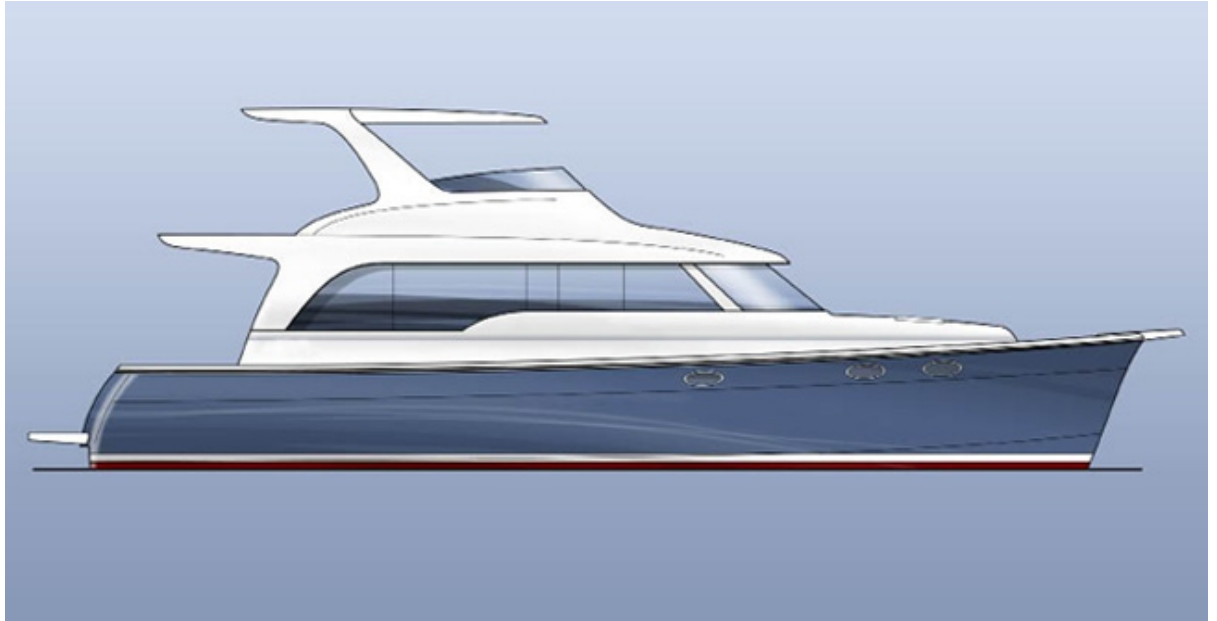
C130 Tooling Plan

This model is currently slated to begin tooling after the C150's hull mold is finished, which will be in early 2010. Tooling will take about 8 months and the first boat will be finished after 11 months with subsequent boats following on a 60-day cycle. Interest has just recently perked up significantly for this two-stateroom family cruiser.

C150 Update

Interest in the C150, 48', is very strong at this time. It has the space and capabilities which many long range cruisers are looking for, combined with the comfort that 1,200 sq. ft. and 3 staterooms allow. There are two new design adjustments. The engine location follows the V-drive design of the new C130, 39'. The Cummins QSM11 moves out from under the salon to the starboard lazarette with the same benefits. The

next change involves having an optional salon design that creates a separate pilot station/lounge up forward by the helm seat, and a large raised couch to port, so guests can share in the action. This pilot station also works well as a separate hideaway/reading area while at anchor. The next change was to the port stateroom. Buyers were concerned about those using the third stateroom having to come up to the salon, walk around, and then back down to use the bathroom. The new design puts a double head with a shared shower in the center between the two port staterooms. This design is more convenient. Much better for the guests and much better if the boat was used for charter.



C150 Tooling Plan

Engineering and design work is almost complete on the C150, 48'. We've had deep discussions with several buyers/investors. We hope to begin tooling in the next 3 to 4 months. Tooling will take approximate 14 months. The first boat should be finished about 18 months after tooling begins. Subsequent boats will take approximately 3 months once the production line is completed at Nordic where the boats will be built.

That's all for now. I hope this information has been helpful. If you would like to come see the boats while we are tooling, please feel free to call, 360.668.4347.

All The Best Larry G.

