



**ASPEN**  
POWER CATAMARANS



## THE ASPEN ADVANTAGE

# The Efficiency of Proa Asymmetry

The bold advantages of Aspen set us apart, and result in a better boating experience.

THE BENEFITS OF ASPEN'S PATENTED HULL FORM • LESS DRAG • LIGHTER WEIGHT • SMALLER WAKE • SMOOTHER RIDE • BETTER FUEL ECONOMY •

Setting out with the goal of building the most efficient boats we could, our founder Larry Graf and his designers sought to create earth-friendly cruisers that would inspire a new generation of boaters. And because Larry and his team played a hands-on role in developing some of the world's best catamarans, they had an idea of what a boat could be in terms of comfort, stability, and fuel economy.

After considering many designs, we developed a revolutionary hull design (proa) for power catamarans. The two hulls are identical in profile, but they are actually very different in shape—with one hull being 35 percent thinner. The hulls work together and their unique shape makes the boat track straight even if more power is exerted on one hull, and this provides numerous benefits. As the asymmetrical hulls move through the water, their fluid-dynamic relationship reduces drag to help the boat cruise more efficiently.

The wider starboard hull provides more space for the accommodations, and also makes it easier to access and manage the engine and machinery. The proa hull on the portside is 35 percent narrower, but its actual drag is reduced by approximately 50 percent due to fluid dynamics. A hull that is a little thinner maintains the buoyancy required to keep the boat running true but requires a lot less energy to move through the water. This makes a big difference in efficiency.

Our patented proa design for inboards uses just one engine, one shaft, one prop, and one keel—half the typical engine appendage drag of a twin-engine design. The hulls are shaped to compensate for the engine torque. Since both fluid-dynamic and engine-torque forces are proportional to speed, the boat runs straight. Even better, the single-engine design saves dramatically on machinery weight, which in turn, saves on the required structural-component sizes and fuel needs, and their corresponding weight. This reduces the boat's weight by around 44 percent. Less weight also equals much less drag.

Thanks to solid engineering principles and innovation, our boats strike the perfect balance for the environment: comfortable and efficient.



The hulls (above) look the same from the profile, but they are very different. Larry Graf (left), founder and president of Aspen, likes it that way, because he knows the benefits of this unique design.

## WHAT SETS AN ASPEN APART?

Aspen differences are Aspen advantages.

### Unparalleled Fuel Economy Throughout the Line –

The 28' C90 Cruiser weighing in at 8,900 pounds cruises comfortably at 16 mph while only burning a stingy 4.6 gph. This level of fuel economy is in a class by itself!

### Smooth Ride in Any Sea Condition at Any Speed –

The Aspen hull provides a soft ride at displacement speeds as well as at full cruise, preventing the tunnel-thumping that other catamaran designs often deliver.

**Abundant Accommodation Space** – Thanks to the dual hull design, every Aspen boat has the interior room of a monohull that is 25 percent longer, and much more expensive to operate.

**One Engine or Two?** – Aspens offer all the advantages of a catamaran, but in a design that can use a single, efficient diesel inboard or two outboards of different horsepower. It's the best of all worlds; the ride and stability of a catamaran with true choice of propulsion.

**Exceptional Resale Value** – While it's not always easy for boaters to picture the day they sell a boat before they even buy it, resale value should be a critical consideration in every boat purchase. Aspen's fuel efficiency and cruising performance are excellent selling points, particularly when combined with the premium materials and proven construction techniques used in every hull. In a world of uncertain fuel prices, Aspen owners can cruise with confidence, knowing efficiency never goes out of style on the resale market, and demand is bolstered by limited production runs.

REDUCED EMISSIONS • BETTER CRUISING RANGE PER TANK • NATURAL STABILITY • MORE INTERIOR SPACE • IMPROVED EFFICIENCY

## THE ASPEN ADVANTAGE



Patent No. US 8,109,221 B2

# Built to Endure

Aspen Power Catamarans are built to the highest standards by our experienced team led by our founder and president, Larry Graf, who is implementing his dream of building the ideal cruising boat. Aspen associates are boaters as well as builders, boating all year round, constantly looking for the next amazing anchorage, cove, or remote waterfront village. It's in these voyages that we find inspiration for our ideas, and the result is true innovation. We're pushing the envelope for comfort and efficiency in ways that just don't seem to occur to other boatbuilders.

### Not All Fiberglass Is the Same

Fiberglass is a trusted material that has been in use for more than 45 years with excellent results. While many consider fiberglass to be generic, discerning boaters know the difference. The composites used in the construction of an Aspen power cat are a thoughtful balance of modern

high technology, using premium Vinylester and Isophthalic resins, S-glass, Kevlar, and cross-linked PVC cores ranging in thickness from a quarter-inch all the way up to 2½ inches. Construction is robust: Stringers and bulkheads are all made with synthetic Coosa board, a glass-fiber-reinforced urethane board and wrapped with up to a quarter-inch thickness of solid glass. The highest-quality UV-stabilized gelcoat is used, which is more expensive but provides a better finish that holds its color and shines longer. This level of quality materials combines with the care in handling and construction to yield high-strength, lightweight hulls and decks that are very stable in the marine environment. This stability and quality is what ensures your boat's strength and aesthetics into the future. Properly maintained Aspen hulls should last more than 100 years, which may exceed your personal expectations. This ensures your resale value, making your true cost of ownership among the lowest in the industry.

Aspen's bows include an unusual degree of reinforcing behind the six alternating layers of mat and roving doubling over at the bow from each hull side, and we also add a layer of Kevlar. This material is exceptionally strong and will not fracture even on severe impact. In past boats with a similar construction we have seen the result of actual high-speed collisions with immovable objects. We have found the Kevlar binds the core laminates in a way that makes them stack and work as one unit. Without the Kevlar, they tend to open (crack) on severe impacts.

The bows of each hull have the first 3 feet boxed in with glass-wrapped Coosa composite board. These compartments are then filled with foam to 6 inches above the waterline. While a severe impact may damage this area, this construction will help keep the boat's watertight integrity intact.

Because Aspen owners tend to go on long trips exploring remote areas, we have included a double-bot-

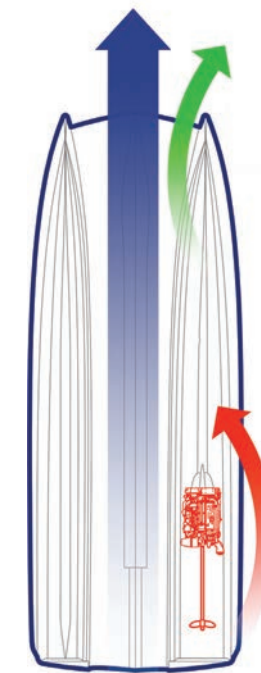
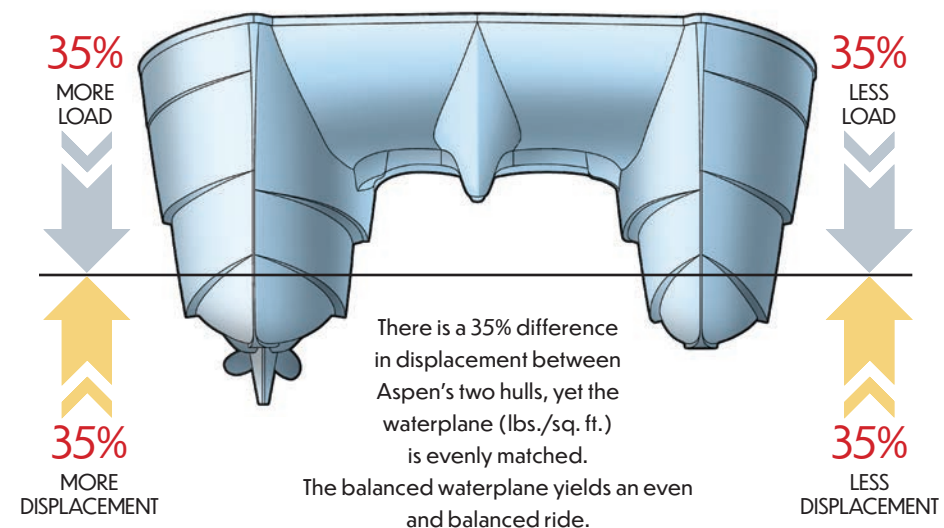
tom construction method. After the normal hull lamination procedure and thickness development, we go back in and add two layers of closed-cell cross-linked Divinycell foam; the first is a half-inch thick, the second three-quarters of an inch thick, and wrap each layer in glass and resin. When complete the hull bottom impact area is approximately 2 inches thick. In the bottom of each watertight compartment are bilge-pump wells, so the pumps placed in these 8-inch-square areas can completely evacuate the bilge, but 92 percent of the Aspen hull bottom is protected.

### Electrical Systems Done Right

For most boaters, the electrical system is mysterious and can also lie at the heart of many common problems. Many boatbuilders consider wiring to be an inconvenience of production or an afterthought. At Aspen, all of our boats start with a solidly engineered electrical backbone with tinned marine copper wire. Backing this up are yacht-grade 12-volt and 120-volt Blue Seas Systems panels, breakers, and hubs. Individual electrical components are chosen carefully from internationally recognized premium vendors that ensure their availability for future service. The installation follows rigorous procedures and testing to ensure safe connectivity and flawless functionality before deck is joined to hull.

### Machinery and Engine Installation

We believe our special breed of owners will use their boats consistently and aggressively for many years, expecting problem-free service. Engine mounts are 3/8-inch plate welded on both sides, exhaust systems are oversized piping with exceptionally quiet water-lift muffler systems, prop shafts are oversized diameter, and 5052 marine-grade U.S. aluminum fuel tanks are standard.



The proa design tracks straight with a single engine because fluid dynamics let the hulls work together.

## THE ASPEN ADVANTAGE INSIDE AND OUT

Aspen Power Catamarans are different than other recreational powerboats because we incorporate years of boatbuilding experience, practical on-the-water use, and innovative design to make a boat that is steps ahead of any other boat on the market. That is the Aspen Advantage. Larry Graf has been building powercats for over 30 years. He started Glacier Bay Catamarans in 1987 and then founded Aspen Power Catamarans in 2008 when he developed our new revolutionary patented hull design (Power Proa) and drive system. Larry has been awarded more than 30 U.S. Patents over the years for his innovative designs and engineering. He and his team constantly work to improve every boat in order to produce and deliver boats of the highest quality achievable. Aspen is a family business with Larry's wife, two sons and daughter all working to ensure that the program continues into the next generation and beyond, and won the 2018 Washington Family Business Award from Seattle Business magazine. In addition to the immediate family, Larry's extended Aspen family consists of boatbuilders with over 100 years of combined experience. All Aspens are built in-house from start to finish in our state-of-the-art 30,000-square-foot factory in Burlington, Washington, USA. Our family business model goes beyond just having five family members working for Aspen—we treat our customers like family too. Because we sell our boats factory direct, you will be working directly with Larry, the rest of the Graf family and the Aspen team to ensure that your boat exceeds your expectations.



# Outboards Our Way

Patents Pending

At Aspen we understand that many boaters today are looking for outboard power, and we've received a lot of input from our owners and prospective buyers. Over the years buyers have said they like what we do in terms of efficiency, stability, cabin space, and style, but wanted the versatility outboards provide. Some needed to cut across sandbars and draft was an issue. Others travel to areas where it is easier to service outboards, or head far offshore and prefer the redundancy and peace of mind twin engines provide. Some buyers just prefer outboards: Having grown up with them, they understand them better.

Aspen's Founder and President Larry Graf noticed his earlier-designed outboard-powered catamarans could successfully run off a single engine with slight steering corrections. He understands the efficiency, speed, and performance outboards can achieve. With the technological developments that outboards have undergone in the last decade, they are cleaner, quieter, and more fuel efficient than ever. Larry set out to integrate outboard power into his patented proa design to provide added benefits and efficiency.

Larry set out to incorporate outboard power to create even more of an advantage for our owners. He tested our asymmetrical hulls with a single engine like on our inboard boats and they ran well. Since many outboard fishermen would also want to troll, he then experimented with adding a smaller trolling motor to the other hull. At first he thought that the trolling motor would be tilted up when running at speed but he soon found that the smaller outboard added appendage drag that helped with tracking. The outboard-powered hulls lacked the keel of the inboard boats. He soon realized that if you are going to have both engines in the water you might as well power them both while running. Dialing in the size and power of the engines as well as the hull shape he came up with the optimal running setup and the first asymmetrical outboard-powered catamaran was born.

Our Aspen C107 is optimally paired with 200- and 70-horsepower outboards. Together they provide a nice balance for our Power Proa hull. The engines run perfectly in unison or individually. They both are rated for the same maximum rpm range of 5,000 to 6,000, have the same lower-unit gear ratio, and use similarly pitched props. The motors deliver thrust proportional to their horsepower at the same rpm. Since the port hull is 35 percent narrower, it takes about 50 percent less energy to slip through the water. We changed the starboard hull so it no longer has the keel form and prop pocket. The hull shape at the bow still lets the boat run in balance: No helm correction is needed, and hands-free tracking is on par with our inboard design.

As with any new model or change, we do extensive testing and sea-trialing. The results of this power package were surprisingly good. The outboard model



Aspen is not afraid to do things differently if they make the boats better. Matching outboard power to asymmetrical hulls means dissimilar outboards. While it may look unconventional, the range numbers will make you wonder why no one thought of it before.

topped out at speeds that were 20 percent faster than the diesel inboard version of the same boat. We categorize the acceleration as startling, and we'll leave it at that. These outboards are a lot different than those that many of us used to know: They're actually quieter at cruising speed than the inboard diesel. With power tilt, we can reduce the draft of the boat to 22 inches. On one engine she'll run at 8 knots, and single-engine operation also can reduce trolling speed to less than 1.8 knots.

While our outboard-powered boats have some advantages over the diesel-powered boats, there are some differences to consider. For example, a boat powered by the two outboards will burn 15 percent more fuel than the single-diesel model. Outboards will not last as long as a robust diesel engine, but re-powering is easier. Storing a dinghy is a little trickier with outboards, but we have designed a patent-pending davit system that is fast and easy to use.

Outboard power is very popular today and many owners are willing to sacrifice some fuel efficiency and engine longevity for faster top-end speeds and other advantages. Aspen delivers top efficiency in their outboard models compared to other outboard-driven boats in their size and class and continues to offer a full line of diesel inboards too.

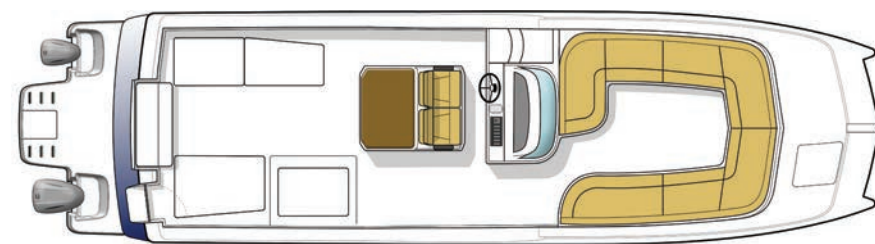


## L107

### OUTBOARD POWER WITH ASPEN EFFICIENCY AND A VERSATILE OPEN LAYOUT

The L107 is built on the asymmetrical hulls that deliver the smooth ride quality and efficiency that have made Aspen an industry leader, but with a wide-open deck. The 200- and 70-horsepower outboards provide asymmetrical outboard power—another groundbreaking feature—and let her run quietly and smoothly, with engines used in unison or individually. While the design replicates much of that used on the single-diesel models, the starboard hull has no keel form or prop pocket. The hull shape at the bow still lets the boat run in balance: No helm correction is needed, and hands-free tracking is on par with our inboard design. The L107 is a big, open boat, ideal for day cruising and even longer excursions. There is plenty of storage on the L107, and she comes with an outdoor galley complete with a fold-down table and seating, wraparound lounge seating in the bow and she even has an enclosed dayhead below. The bow seating can convert to a sleeping area with an optional canvas dodger. Additional options include: a radar arch with a large bimini over the helm, equipped with solar panels to provide both power and protection from the elements while under way, and an array of fishing configurations.

The L107 takes all the efficiency of the cruising designs and brings those attributes to an open layout limited only by the owners' imaginations—and the inspiring views all around.



<b>LOA</b> .....	36'8"
<b>BEAM</b> .....	10'
<b>DRAFT</b> .....	2'7" (shoal draft of 1'10" with outboards tilted halfway up)
<b>DRY WEIGHT</b> .....	7,200 lb.
<b>FUEL</b> .....	130 gal.
<b>WATER</b> .....	20 gal
<b>WASTE</b> .....	30 gal.
<b>ENGINES</b> .....	Yamaha 200 (starboard) Yamaha 70 (port)
<b>RANGE</b> .....	240 miles (at 23 mph with 130 gal. expedition tanks and 10-percent reserve)
<b>TROLLING RANGE</b> .....	1,334 miles (70-horsepower only, with 10-percent reserve)

Just because the layout is open does not mean a boat lacks for features. Her forward seating area doubles as sleeping quarters, and the cockpit is roomy and versatile.



ASPEN ADVENTURE: *To the Arctic Ocean and Back*

### Why not trailer a boat north, and head through a remote and rugged Canadian river system to the Arctic Ocean?

The L107 is the first production model from Aspen that doesn't have a hardtop, but that didn't stop Larry Graf, founder and president of Aspen Power Catamarans, from figuring out how to take one to the Arctic Ocean. The trip started with 1,171 miles of trailering through the Canadian Rockies. Then, after launching the boat at Great Slave Lake, he and journalist Peter Robson took the boat down the Mackenzie River to the Arctic Ocean and back. These are some of the most pristine and untouched waters in the world, in an area where there are far more bears than people. As they cruised to the Arctic, they made scattered stops for fuel at small indigenous villages. Few vessels have the combination of speed and range necessary to cover the long distances required to accomplish this epic task. The Aspen L107, powered with two dissimilar Yamaha outboards, is capable of speeds in excess of 30 mph but when cruising at just under 20 mph burns only 7.7 gallons per hour yielding 2.55 miles per gallon.

The farther north they got, the fewer buoys there were to mark the route. They'd travel at 3 to 5 miles per hour in areas, zig-zagging the river to find the best route and deepest water—there was no more cruising at 24 miles per hour. The Mackenzie River is described as one of the most complex river systems anywhere, and should be cruised only by those with extensive local knowledge.

Read about the entire adventure at [aspenpowercatamarans.com/arctic-adventure/](http://aspenpowercatamarans.com/arctic-adventure/)

**AT A GLANCE** Designed as a day cruiser, this boat is capable of making long passages too, including heading down a river to the Arctic Ocean and back.



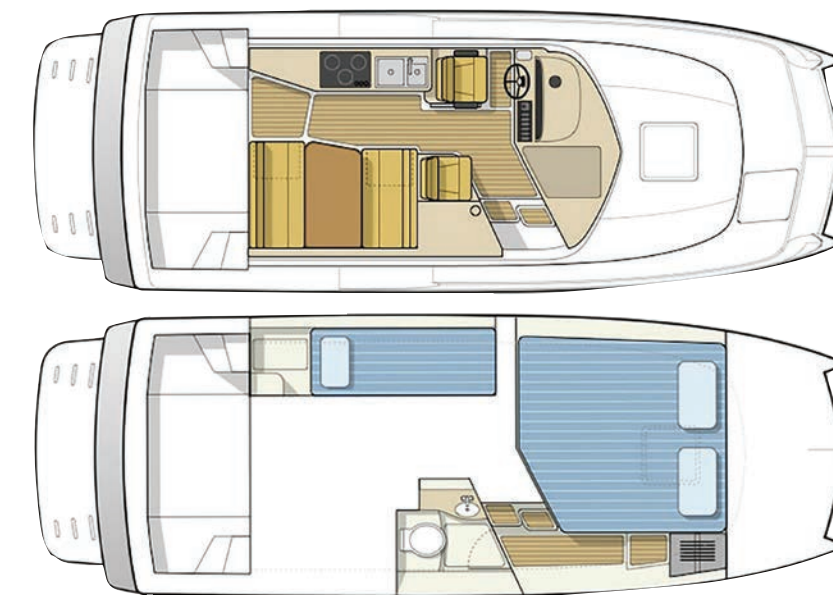
## C90

### EVERYTHING YOU NEED IN A POCKET CRUISER

When the design team first set out to create the C90, they were establishing what would become the Aspen pedigree of efficiency and onboard comfort, in a boat that would also be suitable for trailering. The design includes many standard features, such as a master forward with a king-size berth, and a separate enclosed head with shower. In the salon, a dinette seats four and also converts to a double berth. The galley runs along the port side of the salon and is equipped with a propane stove and oven and a refrigerator. A quarter-berth is beneath the galley, with access from the main salon. The cockpit area measures 5 feet long by 9 feet wide, with stairs to either side offering access to the side decks. A wide swim platform eases access to the water and a transom door with gate simplifies boarding. A cruise-ready pack and an aluminum trailer round out the options list on this capable coastal cruiser. With a single 150-horsepower Volvo Penta D3 diesel in the starboard hull and an 80-gallon fuel capacity, the C90 can cruise at 18 mph with a range of 245 miles. Or slow it down to 7 mph for a range of 497 nautical miles, with a 10-percent fuel reserve.

With Aspen efficiency, the C90 can take her owners anywhere they want to go in comfort and style. Find your own views at your own pace.

**AT A GLANCE** The single-diesel design means efficient cruising, while her overall size makes the C90 the ideal boat for a couple with a bad case of wanderlust.



<b>LOA</b> .....	30'5"
<b>BEAM</b> .....	10'
<b>DRAFT</b> .....	2'9"
<b>DRY WEIGHT</b> .....	8,900 lb.
<b>FUEL</b> .....	80 gal.
<b>WATER</b> .....	50 gal.
<b>WASTE</b> .....	26 gal.
<b>ENGINE</b> .....	150-hp Volvo Penta D3 diesel
<b>TOP SPEED</b> .....	21.4 mph
<b>RANGE</b> .....	245 miles (at 18 mph)

A king-size berth makes the C90 a comfortable choice for a couple looking to set their own course.



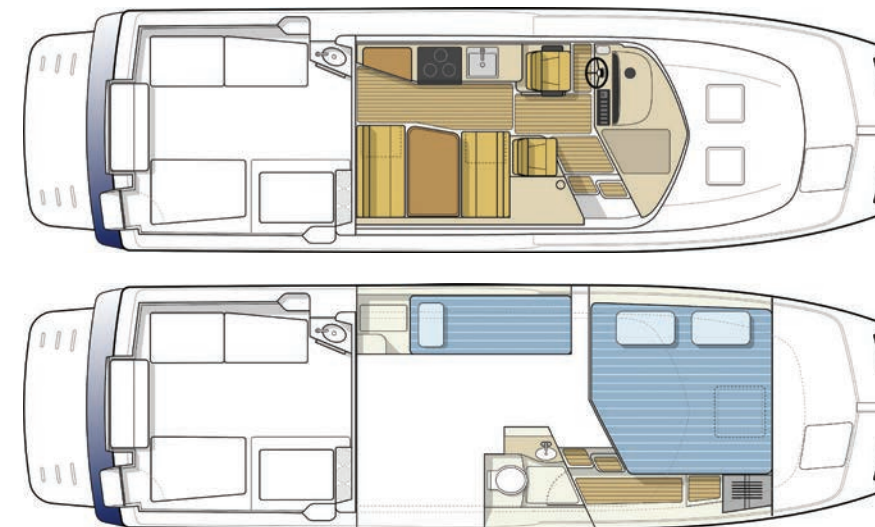


## C100

### READY FOR ADVENTURE, WITH CRUISING EFFICIENCY AND A VERSATILE COCKPIT

The Croo Escape has a comfortable salon area with galley to port and a dinette to starboard. The dinette seats four and converts to a double berth, while the galley is equipped with a propane stove, oven, and a refrigerator. Accommodations include a master forward with a king-size berth, and a separate enclosed head with shower, and there's a quarter-berth beneath the galley. The 220-horsepower Volvo Penta D3 is mounted just abaft the salon bulkhead and reduces noise levels to make the C100 exceptionally quiet under way. The spacious cockpit is designed for fishing or entertaining with standard features including a refrigerator and a sink, a built-in, 96-quart Igloo cooler with a large seat, and generous stowage in port and starboard lazarettes. The C100 hull is special, designed with substantial buoyancy that adds travel to the boat's suspension system for large-sea passage-making. C100 owners are set to make week-long adventure trips, island to island, or cruise vast open coastlines with speed, comfort, and efficiency.

Smooth-running hulls combine with onboard appointments to make the C100 a comfortable yacht for short jaunts or extended cruises.



**LOA** .....34'8"  
**BEAM** .....10'  
**DRAFT** .....31"  
**DRY WEIGHT** ..... 9,300 lb.  
**FUEL** .....80 gal.  
(optional capacity of 120 gal. available)  
**WATER** .....50 gal.  
**WASTE** .....30 gal.  
**ENGINE** .....1/220-hp  
Volvo Penta D3 diesel  
**RANGE** .....367 miles  
(at 18 mph with 120 gal. capacity)  
**TROLLING RANGE** 1,650 miles

Large windows in the salon add to great views from the helm and companion seats.



ASPEN ADVENTURE: *The Pacific Challenge*

The C100 took on the nonstop circumnavigation of Vancouver Island, a feat difficult to accomplish for a boat this size.

The founder and president of Aspen Power Catamarans, Larry Graf, was the first builder to respond to Pacific Yachting Magazine's challenge to boaters to travel non-stop around Vancouver Island without refueling. He took an Aspen C100 on the nonstop 557-mile circumnavigation of the island, completing the challenge in 47 hours and 5 minutes. The challenge was designed to elicit excitement among boatbuilders about the possibilities that come from efficient powerboats, and to inspire boaters to embark on their own adventures. Any adventure requires planning and understanding the boat's capabilities. "My first project was to understand how the C100's fuel economy would be affected under very heavy load conditions," Graf told Pacific Yachting. "In a test at the Anacortes Trawler Fest we had full fuel, half water and 2,265 pounds of cargo (people) on board. This approximated the trip's beginning fuel weight as well as spares, food, safety equipment and the estimated weight of our expedition tank." While the Inside Passage portion of the cruise was relatively uneventful, the sea conditions at Brooks Peninsula were another story. "It was something to see. The seas were so confused they simply imploded on each other, creating vertical, curling spouts 5 feet high," Graf told Pacific Yachting. "This was something I've never seen in 30 years of boating in three oceans, and our course took us straight into them." The adventure is surely something Graf will never forget.

To learn more, visit [aspenpowercatamarans.com/media/](http://aspenpowercatamarans.com/media/)

**AT A GLANCE** A roomy cockpit creates flexibility, whether for fishing, welcoming aboard guests for a fun day on the water, or expanded living space for cruisers.



# C107

## OUTBOARD POWER WITH EFFICIENCY AND AMENITIES

The C107 is unlike any other boat ever designed, with asymmetrical hulls and asymmetrical power. Perhaps counterintuitively, this is the quietest Aspen ever, and she scoots across the bay smoothly, under power from either one or both of her outboards rated for 200- and 70-horsepower engines. The outboards provide a balance for our Power Proa hull, though we changed the starboard hull so it no longer has the keel form and prop pocket. The engines are rated for the same maximum rpm range of 5,000 to 6,000, have the same lower-unit gear ratio, and use similarly pitched props. The hull shape at the bow still lets the boat run in balance: No helm correction is needed, and hands-free tracking is on par with our inboard design. The C107 has a comfortable salon area with galley to port and a dinette to starboard. The galley is equipped with a propane stove and oven, and a refrigerator. The dinette seats four and converts to a double berth. Belowdecks, accommodations include a master forward with a king-size berth, and a separate enclosed head with shower, and there's a quarter-berth beneath the galley. She's nicely appointed with Burmese teak, a custom-selected tile backsplash, and more. The C107 is a true cruising yacht that makes the most of today's outboards for quiet, efficient operation.

For those who want a capable cruising boat but have an affinity for outboard power, the C107 has all the comfort of the C100 plus two engines mounted on a bracket.



The all-around sight lines (left) enjoyed from the helm and companion seats are just one feature that carried over to this outboard-powered cruiser from our single-diesel models. The useful wide deck trail, below, is another.

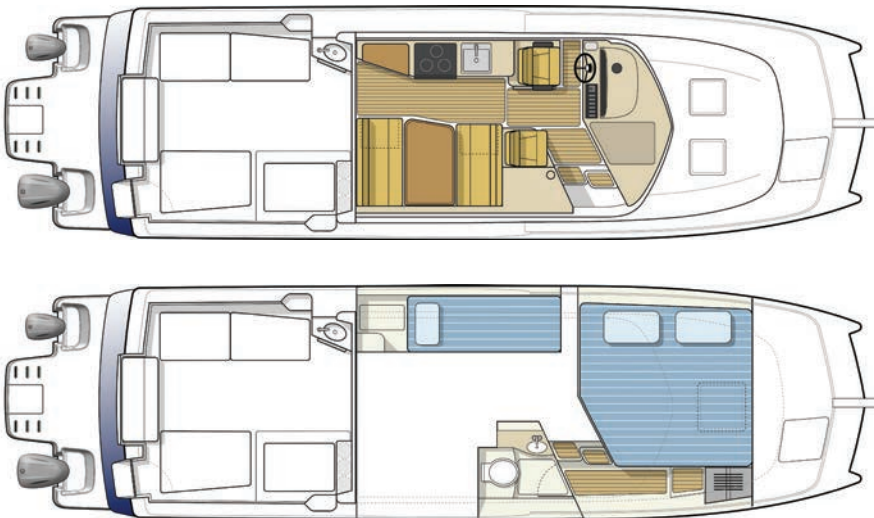


## EXPEDITION EXTENDED HARDTOP



Adventurous cruisers will appreciate the additional shelter provided by this hardtop, available with a full enclosure for four-season comfort, designed for the C100 and the C107.

The Expedition Extended Hardtop was developed for our most intrepid cruisers. The top extends over the cockpit, providing additional shelter that holds up far better than folding bimini tops or fixed-frame fabric options. With this hardtop, we generally include a guttered boarding hatch on the port side. The top has ventilation hatches and a full-length Solar Guard skylight along each side. An optional, elegant yacht enclosure is constructed of polycarbonate panels on dual tracks that are designed to open the panels without removing them, then stow them by folding them up into the hardtop. The hardtop is an option available on the C100 and C107 models.



- LOA..... 36'8"
- BEAM .....10'
- SHOAL DRAFT ..... 22"
- DRY WEIGHT.....9,300 lb.
- FUEL..... 80 gal.  
(optional capacity of 130 gal. available)
- WATER ..... 50 gal
- WASTE ..... 30 gal.
- ENGINES ..... Yamaha 200  
(starboard) Yamaha 70 (port)
- RANGE ..... 236 miles  
(at 23 mph with 130 gal. Expedition Fuel  
Tanks and 10-percent reserves)
- TROLLING RANGE 1,334 miles  
(70 horsepower only with 10 percent  
reserve)

**AT A GLANCE** While the range and efficiency are not quite the same as the single-diesel C100, the C107 offers a wider range of speeds and a higher top end.

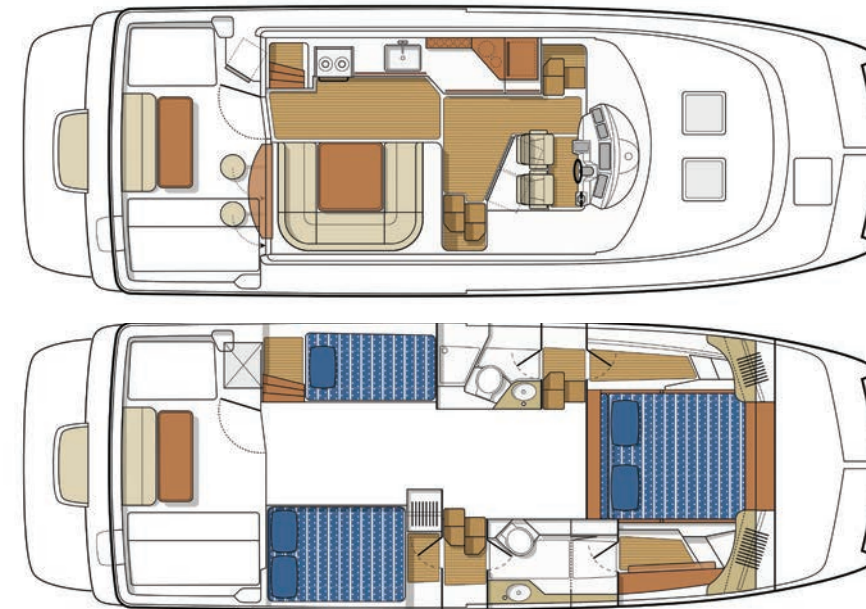


The flying bridge gives the C120 a distinctive profile in the fleet, and the yacht still capitalizes on the efficiency of the asymmetrical hulls with the reduced drag of single-diesel propulsion.

## C120

### ASPEN EFFICIENCY IN A GRAND CRUISING DESIGN

The C120 is a special design that combines every boat-er's dreams for the perfect boat with a hull design that slices heavy seas effortlessly with 70 percent more roll stability and 50 percent less carbon impact. She is fast and maintains Aspen's signature efficiency, and is also the first boat in the category with 600 square feet of deck and living space. The modern design starts in the salon with an amazing open-window layout that provides 360-degree views from every seat. Forward is the full-width, island king Master stateroom, which includes port and starboard hanging lockers, drawer sets, and starboard vanity. Each hull has a roomy head with a shower and large vanity. Below the dinette is a queen-size VIP guest stateroom, complete with hanging locker and portlights. Below the galley, a second guest stateroom has a twin bed and portlights.



**LOA**..... 42'6"  
**BEAM** ..... 13'10"  
**DRAFT** (half load) ..... 3'3"  
**DRY WEIGHT**..... 22,500 lb.  
 (estimated)  
**FUEL**..... 180 gal.  
 (optional capacity of 220 gal. available)  
**WATER** ..... 100 gal.  
**WASTE**..... 83 gal  
**ENGINE**..... 1/330-hp  
 Volvo Penta D6 (optional 435-hp available)  
**RANGE** ..... 410 miles  
 (at 17.5 mph with 220 gal. capacity)  
**TROLLING RANGE** 1,725 miles

Cruisers will want to turn the bows to the far horizon with all the comforts of a wide catamaran design and all-around views.



### ASPEN ADVENTURE: The C120 Takes on the 10,000-Mile Tour

After cruising around the San Juans and Seattle, the owners of a brand-new C120 christened Knot Wafflen' embarked on a journey of epic proportions, taking the boat 10,502 miles from the Pacific Northwest to Annapolis, Maryland. That's a lot of boat driving, a lot of navigating, a lot of anchoring, and a huge adventure. She carried her crew in comfort from Southeast Alaska's glaciers and fjords to the azure waters of Mexico, then navigated the Gulf of Mexico, visited the Bahamas, and continued up the East Coast to end her voyage in Annapolis, Maryland. Included in the trip were several challenges, like rough conditions, long cruising legs, and a 1,600-mile overland portage via semi-trailer across Mexico. Knot Wafflen' managed beautifully throughout this epic adventure. Read all about the adventure at [aspenpowercatamarans.com/10000-mile-tour/](http://aspenpowercatamarans.com/10000-mile-tour/)



The owners enjoyed stunning views on the C120 in Alaska, Mexico, and beyond.

**AT A GLANCE** The C120 is designed for those who cruise extensively, with spacious accommodations for up to seven, and a flying bridge with excellent sight lines.

## Aspen Owners' Cruising Club and Factory Delivery Experience

Every year, Aspen Power Catamarans organizes various events for our owners in order to gather everyone together to share cruising experiences, exchange ideas and meet the other owners and members of the Aspen family. One event is a three-day rendezvous, typically held in June where we cruise to various places in the greater Puget Sound area. In the past we've visited the San Juan Islands, Jarrell Cove on Harstine Island, and Tacoma to the LeMay Car Museum and the Museum of Glass. With the help and input of our owners, we also arrange a one- to two-week-long cruise in late July or early August. This gives our owners a chance to cruise comfortably to areas they ordinarily wouldn't visit on their own. Previous trips have been to Desolation Sound, the Broughton Islands, San Juan Islands, Gulf Islands, and Vancouver, British Columbia. The long cruises have proven to be an excellent learning and bonding experience, and just a few more compelling reasons to join the Aspen family. For Aspen buyers that live in other parts of the country, they can take delivery of their new Aspen power catamaran at the factory and cruise the Pacific Northwest on a shakedown cruise like no other, including some of the aforementioned events and gatherings. When your Northwest Cruising is completed, the factory will prepare and ship your Aspen to your home port.



### C90

"Welcome to the vessel *Brizo* with whom I am living in the Sea of Cortez. .... There is really only the winds, currents, pure blue sky, setting the anchor, predicting what the night winds would do, breathtaking turquoise blue water, and the wake-up feel of the warm water as we jumped in to clear out the sleepy-stuff from our brains. But mainly there was the sense of connection with nature and the awe of the expansive sky and stars at night. All the stuff of the "real" world of bills, emails, taxes, and duties became the dream, and the reality became us and the Sea of Cortez."

*Gary Groth-Marnat, California*



### C107

We almost gave up looking for that perfect boat. After 14 years on our 2005 Grady White 27 Islander, we had been looking to find a replacement. We trailered and lived aboard our Grady in Alaska, Maine, The Abacos, Florida Keys, and Chesapeake Bay. We were used to quality and did not want an open bow, but needed comfort and the ability to still trailer long distance. Aspen was like a dream come true when we saw these boats at the Annapolis boat show in October 2018, checking off all our boxes. The king-size bed in Aspen models was unbelievable. Generator, heat, and air conditioning, a hardtop to keep us warm and dry in inclement weather, outboards for shallow water, and even a custom Davit system for launching our dinghy! We flew from Virginia to tour the factory in Burlington. We met with Larry Graf and his fabulous team, and saw how well Aspens were constructed and the thought that goes into each and every boat. This trip convinced us Aspen was the right choice for us. After delivery this July, we cruised around the San Juan Islands, Canadian Gulf Islands, and up to Desolation Sound and British Columbia. We plan on taking her to Alaska in 2020, then will trailer her back to Virginia. We love our C107!

*Pam & Dave Hainsworth, Virginia*



### C100

Thank you for my new 32-foot Aspen Catamaran. You and your crew did an outstanding job building the vessel. The workmanship on this boat—it is breathtaking, down to every little detail. I have been around a lot of boats and nothing compares to your engineering of this particular boat. What really stands out is the way you personally delivered the Aspen and stayed two days to ocean test and show us every detail about my new boat. I have never had a better experience than I have with this purchase!

*Ladena James, Oregon*



### C120

Anybody that's looking at an Aspen, in my opinion, needs to visit the plant... and needs to do a tour and demo. Because once you visit the plant and once you do the tour and demo, then it's a question of not 'why should you do it...' but 'why shouldn't you do it?' The staff is great, quality control is great, everybody cares about it, it's an American-made boat with great design, it's unique, and it is really safe—and you can see that if you visit the plant. Short of that, you're just looking at spec sheets.

*David & Sue Ellen Jenkins, Maryland*





Burlington, Washington

**360-668-4347**

[aspenpowercatamarans.com](http://aspenpowercatamarans.com)

