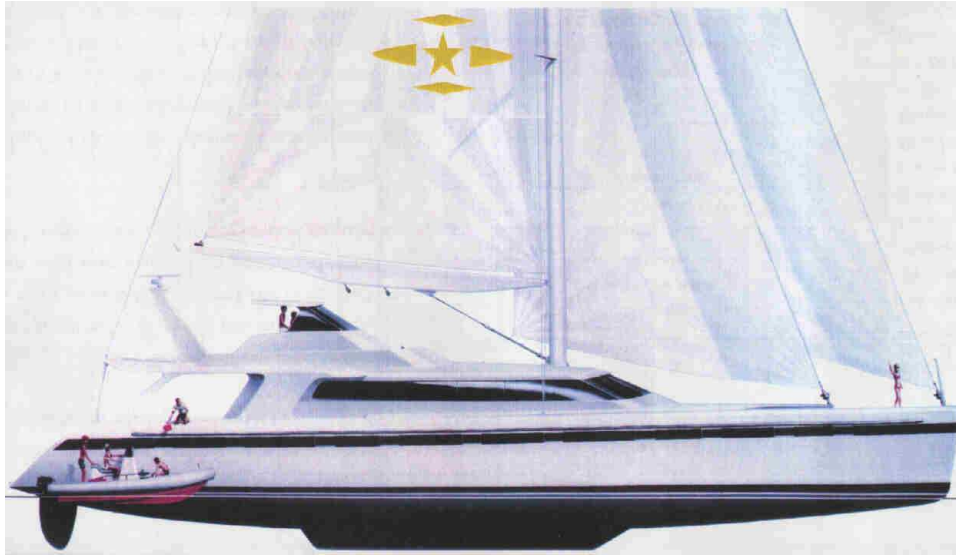


Pedigree Cats Inc.



Pedigree Cat 105' Catamaran

Sample interior pictures have been provided by customer.

PC 105 has been custom designed for a corporation located in California. The corporation plans to charter the yacht around the world. PC 105 will also be used as a research vessel catering to universities and private research firms. It will contain 8 staterooms, 2 crew quarters, and will be licensed to day charter 180 passengers with 12 crewmembers.

105' Catamaran		
Length Overall	105'0"	32.04m
Beam Overall	41'6"	3.9m
Draft	5'0"	1.53m
Power	2x 420hp diesels 16-18knts	Motor Sailing 18-23knts

Design

The Pedigree Cat 105' has been custom designed for a corporation located in California. The corporation plans to charter the yacht around the world. The Pedigree Cat 105' will also be used as a research vessel catering to universities and private firms. Ed Horstman of Tri-Star was commissioned to design this yacht. Up to then, Lock Crowther was the primary designer to conceive of these large catamarans.



New technology in hydrodynamics as well as super strong, lightweight materials led to the need for a new design. At 41' wide, there is more than 85 percent more room than a 105' monohull. The interior layout can be redesigned for each owner's preferences and requirements. Visit our Interior Designer's web pages for more information.

Construction

The construction method used on the Pedigree Cat 105' generally consists of Airex® foam core sandwiched between layers of E-glass, Kevlar or carbon fibers as the designer calls with vinylester or epoxy resins.

This type of construction has several advantages over aluminum or solid glass cats. They are generally 33 percent lighter and 33 percent stronger hull. The hull is also insulated which will aid in your cooling and heating needs and does not sweat. Unlike aluminum and wood used in yacht manufacturing, there is no degradation of foam core hulls. The foam core cabin, decks, interior walls, partitions, and bulkheads are structurally attached to each other, making a monocoque construction, the strongest possible.

The exterior is finished in Dupont's Imron® polyurethane. Anti-fouling bottom paint is used and has an approximate 10-year life.

The cutter-rigged sloop will have roller furling head and main sails. The yacht will be powered by twin 420hp Yanmar diesel engines using hydraulic steering, and electric shifting and throttles.

There is central heating and air-conditioning.

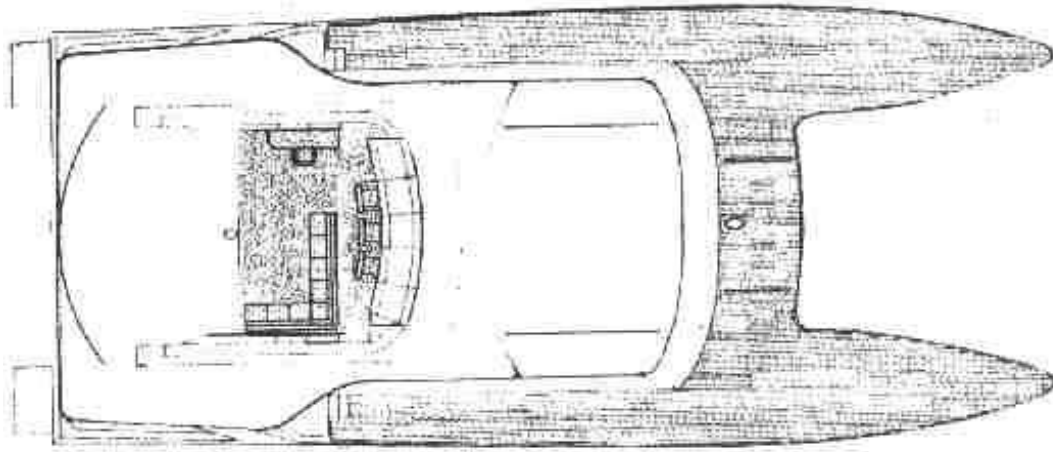
Twin diesel generators will provide the necessary power to run all systems along with the ice machine, water maker, and freezer.

The resale value will increase because of the construction of this yacht. We have seen our multi-hulls sell for the same price they were purchased for after 10 years.

Layouts

There are three levels of the Pedigree Cat 105': Fly bridge, Main Deck, and Lower Deck. The general layout can be modified to suit our client's requirements. Charter vs. personal vs. corporate needs.

Fly bridge: The fly bridge is where most people like to be while underway. The fly bridge on the 105' can be enlarged. It includes an upper salon and wheelhouse. The main controls are located here with a steering station also located on the aft deck primarily for docking. The marine radios, radar, GPS, satellite phone, SSB Radios, and much more are located within the fly bridge. The fly bridge is enclosable as desired.



Comforts are available including a seating area for your guests, complete bar with refrigeration, dumbwaiter from the galley, full entertainment with room to dance and sun bathe. The spiral staircase with indirect step lighting will take the guests down to the aft deck. Below are some examples of what previous clients cut from magazines to show us what they wanted in their fly

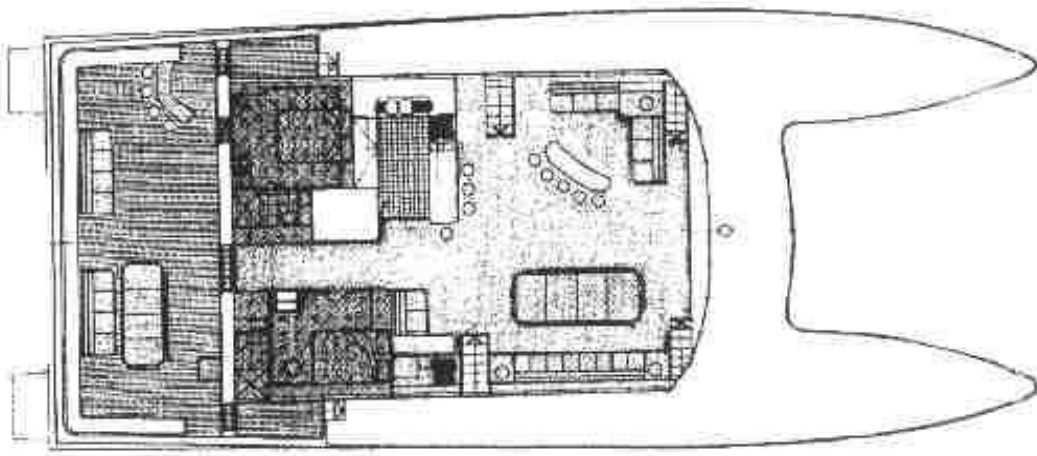


bridge and helm station.



Main Deck: The main deck contains the main salon with a galley, bar, dining and seating areas, 2 large staterooms, day head, and the aft deck.

The main salon has a formal dining area located forward and starboard. On the port forward, is a full seating and entertainment area. The full-size galley is located mid-ship. Equipped with everything you (or your chef) needs to create a gourmet dinner for your guests including full size household appliances, corian counters, with stairs leading to the deep freezer, food storage and wine cellar and laundry facilities.



Across from the kitchen to starboard, is a nice full bar area with refrigeration, sink, glass storage and seating for guest. Below are some examples of what a previous clients cut from magazines to show us what they wanted in their salon and kitchen areas.

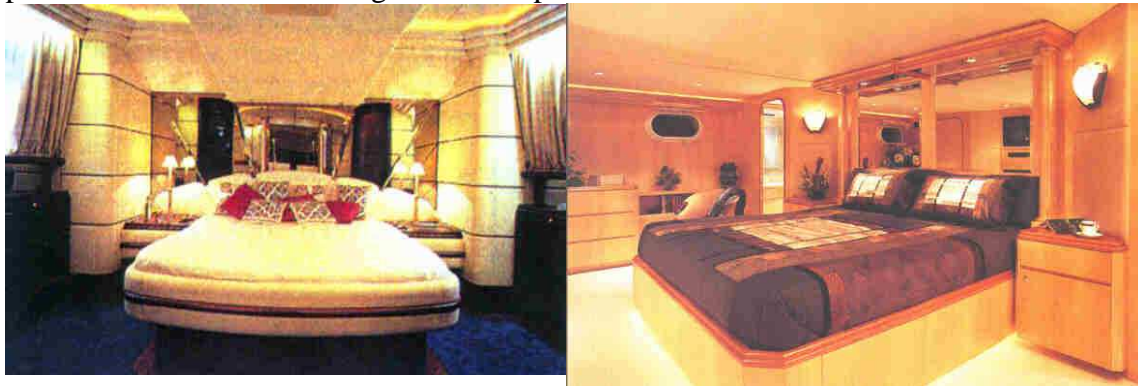


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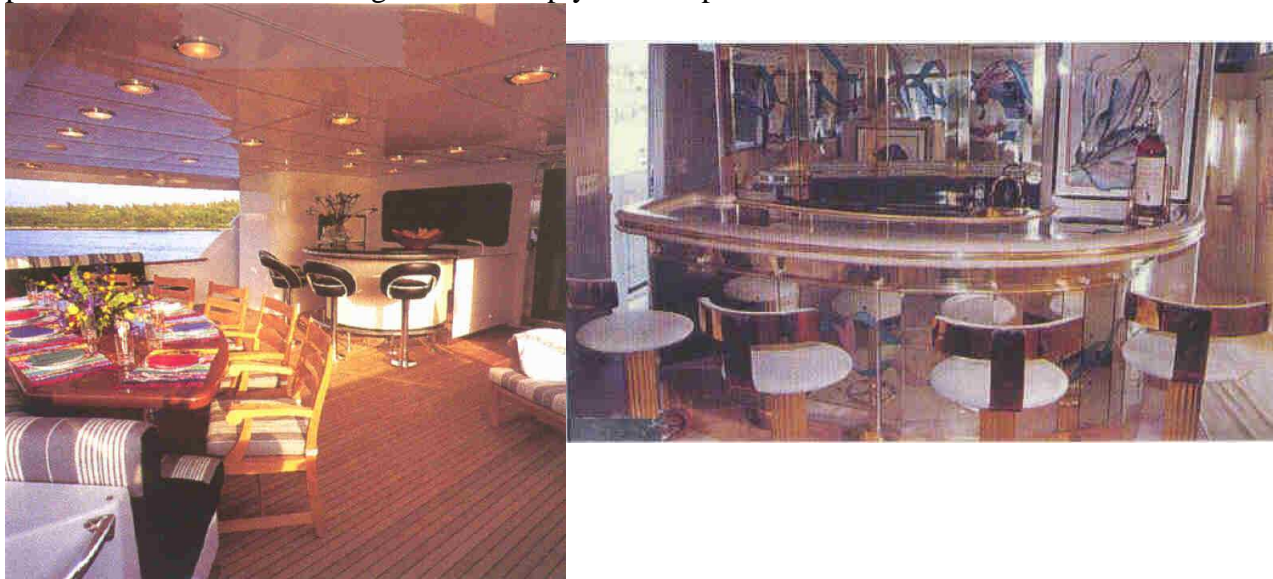


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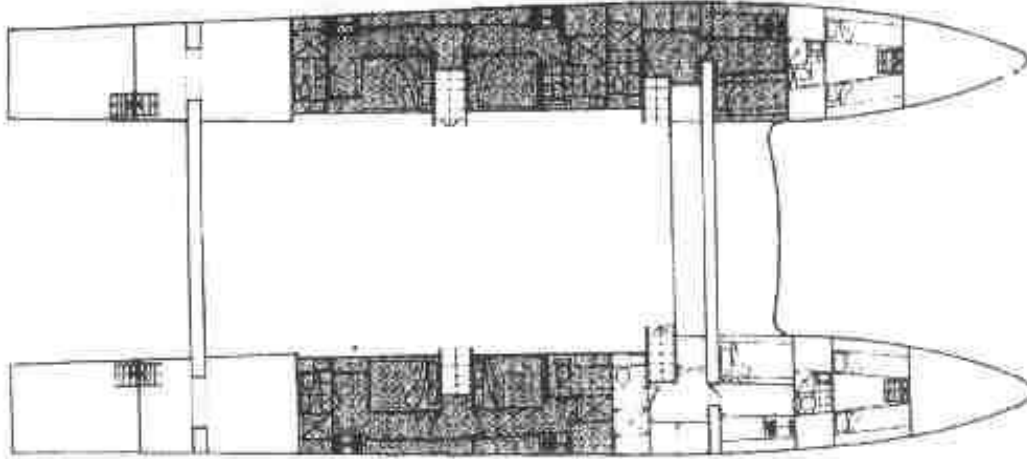
The owner's stateroom and guest stateroom are aft of the main cabin. Each have their own luxurious accommodations including a queen size bed, bath, shower, head, vanity area and plenty of personal storage including hanging closets. Below are some examples of what a previous clients cut from magazines for spacious staterooms.



The aft deck has a large entry to the main cabin. The deck is about 20' x 40' or 800 sq.ft. of area. A small bar with stools and an informal settee with chairs and tables with inlaid charts. Teak decks may be installed. There are large, lit steps leading down to the boarding platform aft on both the starboard and port sides. An underwater light is installed aft to attract fish at night for entertainment, also to assist in inspecting rudders and propellers as needed. There is storage forward of the steps forward for jet skis or dive gear. Below are some examples of what a previous clients cut from magazines to help you conceptualize.



Lower Deck: The spiral staircase leads down to the guest staterooms on the lower level. There are 4 en-suite staterooms with queen beds, plus 4 crew rooms forward.



Safety

This is an excerpt taken from Lock Crowther on Safety of his 98' catamaran: "Large catamarans are incredibly safe, probably the safest type of vessel afloat, This is because stability increases much more rapidly with size than does the power of the wind to overturn the boat. Doubling the size of a catamaran and changing nothing else requires double the wind pressure to cause a catamaran to capsize. This catamaran has been designed to carry full working sail in 50kts of wind on the side of a 20-degree wave without capsizing. Long before this point has been reached the sails will have blown out

...Under power the wide beam of the catamaran makes her virtually impervious to wave-induced capsize. She is far superior in this respect to the conventional monohull power yacht. The lead keel on a sailing yacht, whilst it makes her self-righting, leads to sinking in a matter of one or two minutes should the hull be holed. This is far a greater risk than the risk of capsizing with a catamaran.

The bottoms of the hulls are protected by beaching skegs which allow you to beach the boat without fear of damaging the hull bottom and which provide access to all of the hull bottom for scrubbing down and anti-fouling. The propellers and rudders are further protected by the rudder horn."