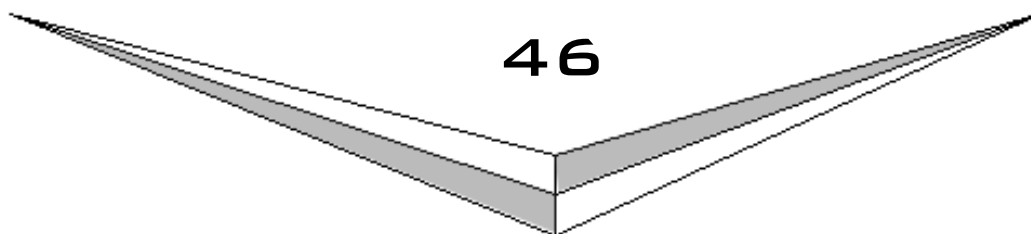


POWER CATAMARANS LIMITED

PowerGlide

POWERGLIDE 46



**Trevilling Quay
Wadebridge
Cornwall
PL27 6HF**

Tel:- 01208 814876

Specifications

POWERGLIDE 40

Length Overall	12.2m
Beam max	5.05m
Depth of Hull amidships	1.685m
Fuel Capacity	1300 lt
Displacement	11.0 tons
Engines Twin Diesel	370hp
Speeds Cruise	25 knots
Speed Max	32 knots
Cockpit area	13.8 m sq

POWERGLIDE 46

Length Overall	14.0m
Beam max	5.05m
Depth of Hull amidships	1.685m
Fuel Capacity	1300 lt
Displacement	12.5 tons
Engines Twin Diesel	370hp
Speeds Cruise	25 knots
Speed Max	32 knots
Cockpit area	19.2 m sq

Area of operation

MCA Code of Practice- Category 2 - 60 miles with 12 passengers + 2 crew
MCA Class V Passenger Vessel & class VI Passenger Vessel

PowerGlide 40 & 46

Technical Data and Specification

Length O.A. 14m
Beam 5.05 m
Power Twin Iveco Neff 400 hp rated at 370 hp each (or options)
Max speed 32 knots
Cruising speed 7 to 27 knots
Fuel capacity 1300 ltrs

Construction

MCA code of practice Cat B, 60 miles for 12 + 2 crew
Alternately Built to MCA class 6 approx 40 to 50 pax depending on use and area

Hull

Hand laid moulded fibreglass construction.
Bi-Axial stitched fabric reinforcement.
25mm core stiffening on bridgedeck. All as per laminate schedule.
Colour

“D” Section fender rubber.
Skeg for Prop protection

Gunwhale and Foredeck Moulding and Wheelhouse

Hand laid fibreglass incorporating Bi-Axial stitched fabric construction with stiffening core and insulation.
Moulded in quality non-slip finish.
Anchor Locker below.
Bow roller, Bollard stainless steel.
Bow cleats, 10" stainless steel Oval
Spring cleats, 10" stainless steel Oval
Stern cleats, 10" stainless steel Oval
Forward outside rails, Polished stainless steel.
Colour **options**

Cockpit.

Hand laid fibreglass over a 18 mm Ply deck, with drainage scuppers to rules in force.
Inspection Hatch to engine rooms and steering compartments, 4 in total
Door to main saloon.
Door to toilet
Stainless rails as required to 1 m height for MCA code of practice
All stainless in polished finish
No access ladder to fly bridge in this Spec
Access to engine and steering gear.
Nonslip in Light Aircraft Grey for main decks.

Flybridge.

Standard moulded flybridge.

Moulded seating for approx 6 to 8 persons

Ladder not included here.

Electrical.

DC 12v electrical distribution panel.

Bilge alarms warning and control

Navigation lights .

Cabin lights in ceiling, approx ten in number.

Deck lights

Twin 128 amp hr batteries for engine starting.

Four 128 amp hour batteries for house supply

Battery on/off switches with change over facility.

Anodes fitted.

Navigation lights to international standard.

Wired ready for delivery trip

Electronics supply at helm 12v volts.

Electronics not included here, owner supply

Mechanical.

Twin diesel engines. Iveco Nef 400Hp each. Rated at 370 hp for commercial use

Twin Disc 5061a Down angle gearboxes 2:1 ratio

Wired at 12 volt

Separ 2000 primary filters, water trap.

Remote fuel switch off.

All under deck compartments gel coat finish.

Bilge pumps, four electric automatic, two manual hand pumps. (Code of Practice)

Double stainless hose clamps on all underwater fittings.

Transom exit exhaust with water lock silencer and high riser

Single lever engine controls and cables.

Engine alarm system

Fresh water engine cooling.

Hydraulic steering system with hydraulic link.

Stainless steel TeMet propeller shafts, and Nibral four blade propellers.

Stainless high performance spade rudders.

Tides Marine seals, water injected.

Sea cocks and strainers, all bronze or stainless steel on all through hull fittings below water line.

Fuel Capacity 1300 lts.

Fuel senders and gauges fitted.

Blakes sea cocks for toilet outlet.

Black water tank with drain out and quayside suction point in gunwhale

Water pressure system

Fresh Water Tank

Water calorifier, engine driven 20 gal capacity

Closable air vents.
Fire extinguisher injection points for engine rooms.
Fire fighting equipment.
Pumps to rules in force (Class 6)

Main Saloon.

Helm position with Double helm seat over storage box
Dash with recessed instrument panel
Engine controls and hydraulic steering
Screen wipers on each window
Compass
Switch panels
Two forward cabins, Double mattress. (Not allowed below decks for class 6 vessels)
Options for cabin available
Storage under seating
Seating for passengers,
Storage below
Access to hull space and pumps
Fixed clear toughened glass windows to sides and forward.
Lockable Door to cockpit.
Roof trim and lighting Dark grey carpet finish
Side to be Lt grey carpet finish
Internal spot lamps as lighting ten off .

Galley

Sink and hot and cold water, plus options at this stage

Toilet.

Hinged door, lockable
Electric press button flush toilet. Fresh water flush.
Corner wash basin
Mirror.
Internal light
Hand rails.
Ceiling and walls waterproofed.
Floor in non slip finish.
Toilet roll holder.
Glazing in frosted finish.
Shower as option
Holding tank with suck out facility, and gravity drain to sea.

Safety gear, to code of practice. Supplied as required

Options :- to many to list

Rod Baker June 2010

Power Catamarans Ltd

The PowerGlide 40 & 46

The **Powerglide Catamaran** is constructed from the same mouldings as the Original USA Convertible and designed to lead the market in all aspects, speed, style, sea keeping, fuel economy and passenger comfort in bad weather.

Power Catamarans has developed these designs to give the absolute maximum fuel economy for skippers combined with an excellent turn of speed.

The combination of speed and fuel economy, until the PowerGlide, had been impossible to attain, and will now become the normal practice with these craft. Seventeen knots cruising speed will only consume 25 litres of fuel per hour! Three miles per gallon!

Because the hull is a displacement hull, (in fact a displacement Cat that can attain 32 knots), no fuel or power is wasted lifting the cat up onto the plane. The ultra slim bows of the craft allow all the power to be used in forward motion instead of lift. And as a bonus the boat maintains a level trim at all speeds. Our thirteen year design and development program is now over. We have not rushed this design stage and used customers to test the boats for them! The underwater hull lines come from the top Australian Cat designer and is thought to be the most efficient production commercial Catamaran design in the world today. Power Catamarans experience with the build of over 860 commercial Offshore craft gives us an extremely reliable engineering base.

Although the American style craft, with it's full luxury interior installed, would be totally price prohibitive and mainly unnecessary for the UK charter skipper, the UK styled cat is a very much stronger and more down to earth version of this craft and will be very affordable and economical to run with the major difference only in the internal fit-out.

Our construction standards are being continually raised, and our standard mouldings are built to Lloyds SSC rules and we have full stability and structure analysis for intact and damage stability.

The interior is built to a good commercial standard with fully upholstered seats, bathroom and accommodation. Twin state rooms are available as an option for those who wish to use the vessel for cruising or overnight accommodation.

If you wish, the Catamaran can be finished as a fully equipped long range leisure craft, easily capable of long voyages at speed.

Helm can be Single Station on the flying bridge or Single Station in the wheelhouse or can be configured for Dual Station on both flying bridge and wheelhouse in areas where the weather is more severe. (The U.K. for instance).

Options are available for enclosed Flybridge control in the UK and it is generally thought that this is the best option for comfort and visibility on a dive boat. It also leaves more space in the wheelhouse for divers. (It only takes about ten minutes up on the Flybridge to realise that this is the ideal position.)

Whilst every effort is made to produce a catamaran that is affordable to the professional skipper, the minimum build is always to the Code of Practice safety regulations, with full certification offered as an option.

Engines are normally of a lower horse-power than that found in an equivalent monohull and can even be naturally aspirated, (if you can find one) whilst still giving a top speed over 22 knots at a very low fuel consumption.

However, our standard engines will give 32 knots top speed and will cruise at any speed from 10 knots to 27 knots because the craft does not have to get to any planing speed.

The craft is not configured for overnight accommodation but can be customised to sleep guests in a variety of combinations from one double stateroom forward with shower and heads on the opposite side to comfortable berthing for six and up to nine.

The fuel and power curve below, will give you an accurate guide to the speed and fuel consumption at any horse power levels you may choose. Whilst the curve shows that you only require a very small amount of power, it is prudent to always use more power than you need and run at reduced RPM, as you are well aware.

We build this Catamaran as a full wheelhouse version or a Walkaround Island wheelhouse version. However, there have been many instances when we customise the mouldings to suit just about any configuration that you may choose. To convert existing mouldings is by far the most economical way of producing a good quality custom built craft rather than have new moulds commissioned.



HIGHLY CUSTOMISED TWIN DECK PASSENGER SHIP.

There are countless options and choices available for this Catamaran, so if there is something that is not mentioned here please just ask.

Rod Baker

Speed and Fuel Curves for PowerGlide Cat 40 & 46

