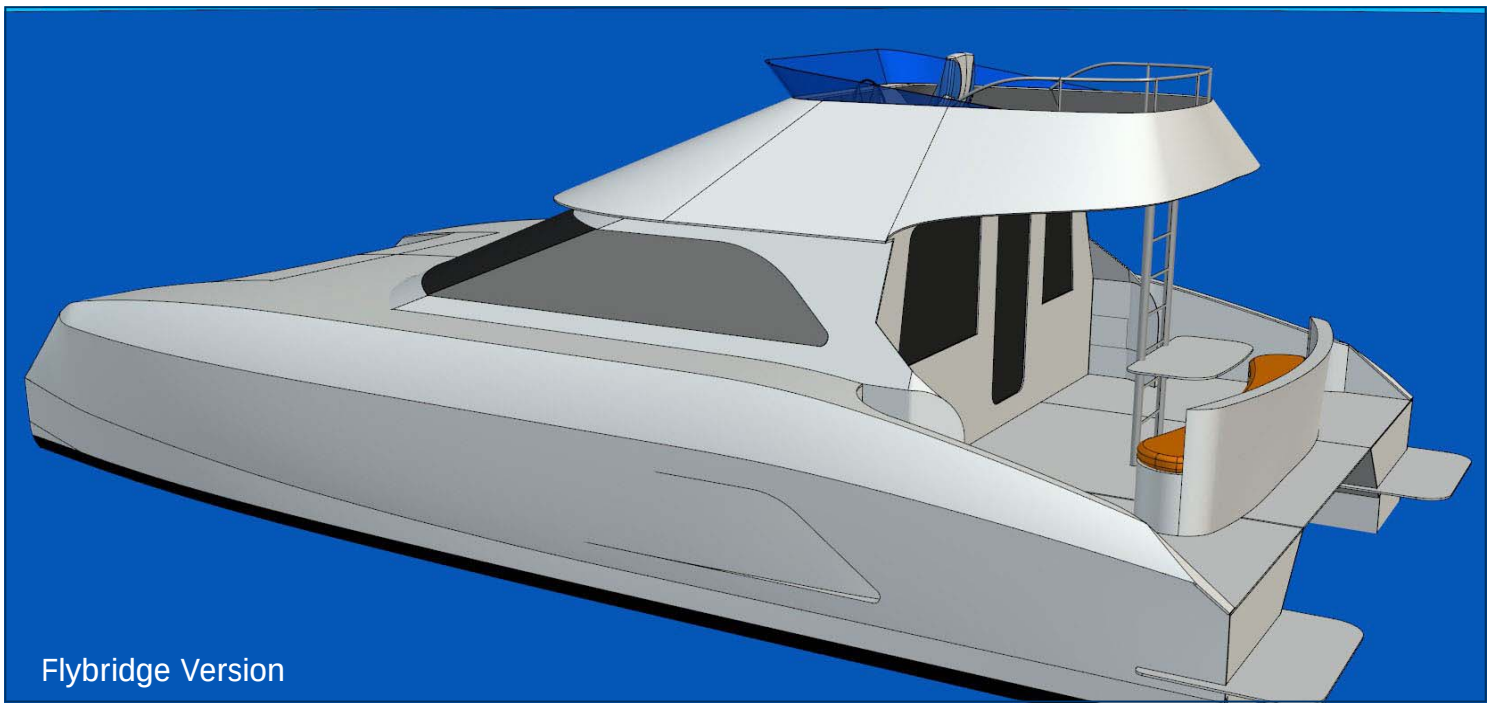
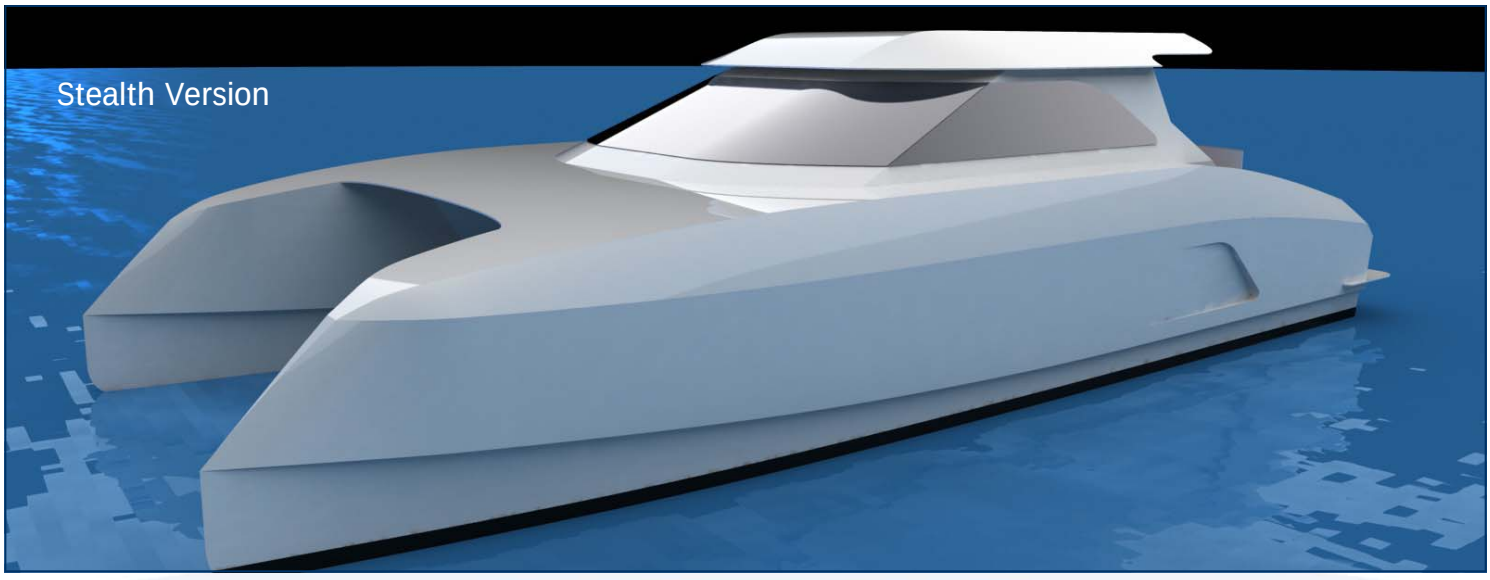
PROWLER GTR1040

PRELIMINARY

STUDY PLANS



Flybridge Version



Stealth Version

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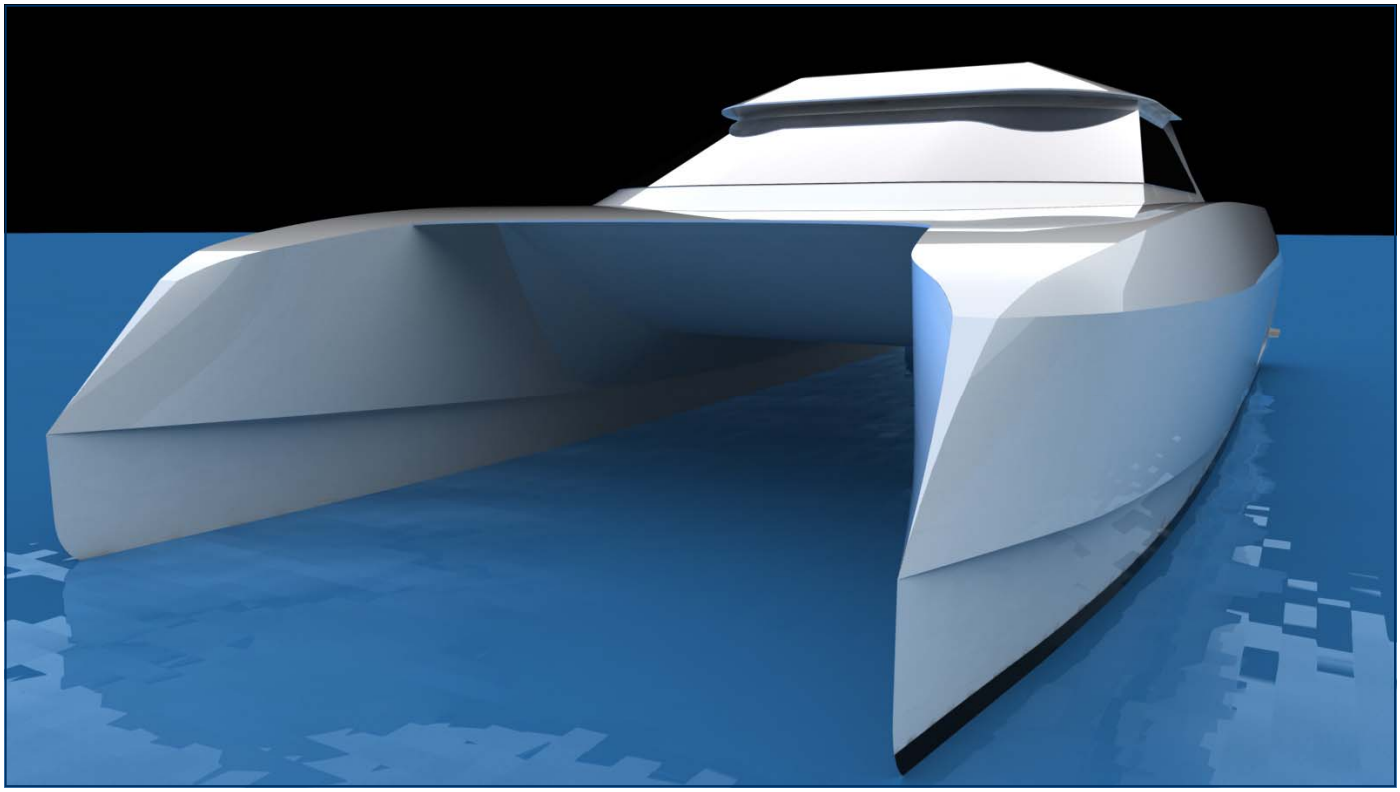


Hello and thank you for showing interest in our Design.

Schionning Designs is a family based Australian business, we are very passionate about our designs and continually strive to offer the best options to get you out there and make your dream a reality.

Choosing the right design can be a real challenge, there are so many options and variations and purposes a boat needs to meet. We will help you to determine which design will best suit your lifestyle and purpose, also your budget. We have plenty of options!

These Study plans contain a lot of information directed at the “OWNER BUILDER”, the aim being to show you how simple and achievable it really is and to help you determine whether you will be able to do it yourself. Be assured, hundreds of absolute novices have and are doing it so if you really want to build a boat, go for it, we will help you all the way.

If you are NOT an owner builder and would like to buy one of our designs, we work closely with several excellent boat building yards in Australia and overseas. Using one of these builders to build a custom boat for you, rather than buying a molded production boat is very rewarding, you can get exactly what you want and you’ll be surprised just how well priced this can be too. Later re-sale value is high and the quality of a hand build composite boat, built by a recommended builder far out strips any production process in terms of strength, quality and lightness (therefore performance).

We look forward to hearing from you once you’ve studied the following pages. We have not included kit pricing due to the many variations and options so please email or call us and we’ll furnish these on request.

Good luck with your research and project.

Jeff, Lorraine, and Ben Schionning

DESIGN OVERVIEW

The Prowler GTR1040 looks quite like the Growler VTR, both sharing the new 'Schionning' sleek, stealth styling above water but the underwater shape is quite different. The Prowler GTR has a standard semi-displacement hull shape. This is a very efficient hull that travels through the water so doesn't plane or achieve the very high speeds of the Growler but she is however more economical for longer distance travel and she'll cruise comfortably and efficiently from 0-22kts.

The hull is rounded so construction uses strip planking for the hull bottoms but the rest of the boat is supplied in a flat panel pre-cut kit for easy building by anyone. At 10.40m long and with a beam of 5.30m this design is a very capable cruiser. With twin 125hp Yanmar diesel engines (50hp-125hp recommended), she has a cruising range of around 1500 miles at 10kts.

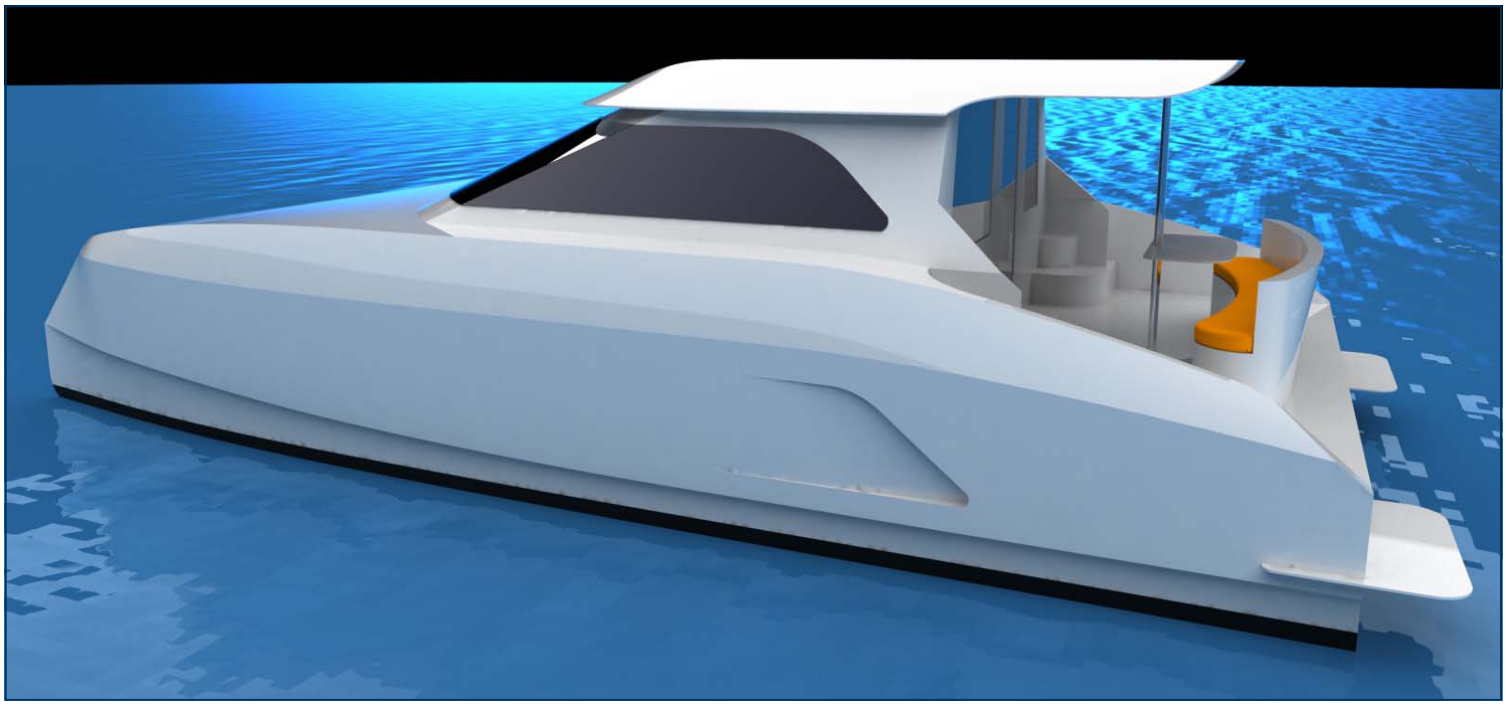
Accommodating seven people in three separate cabins (three queen beds and one single), she has a big bathroom aft in one hull with a separate toilet and shower area. One sleeping cabin has an en suite bathroom for the 'owners' or you could have a walk in robe or another single berth instead if preferred.

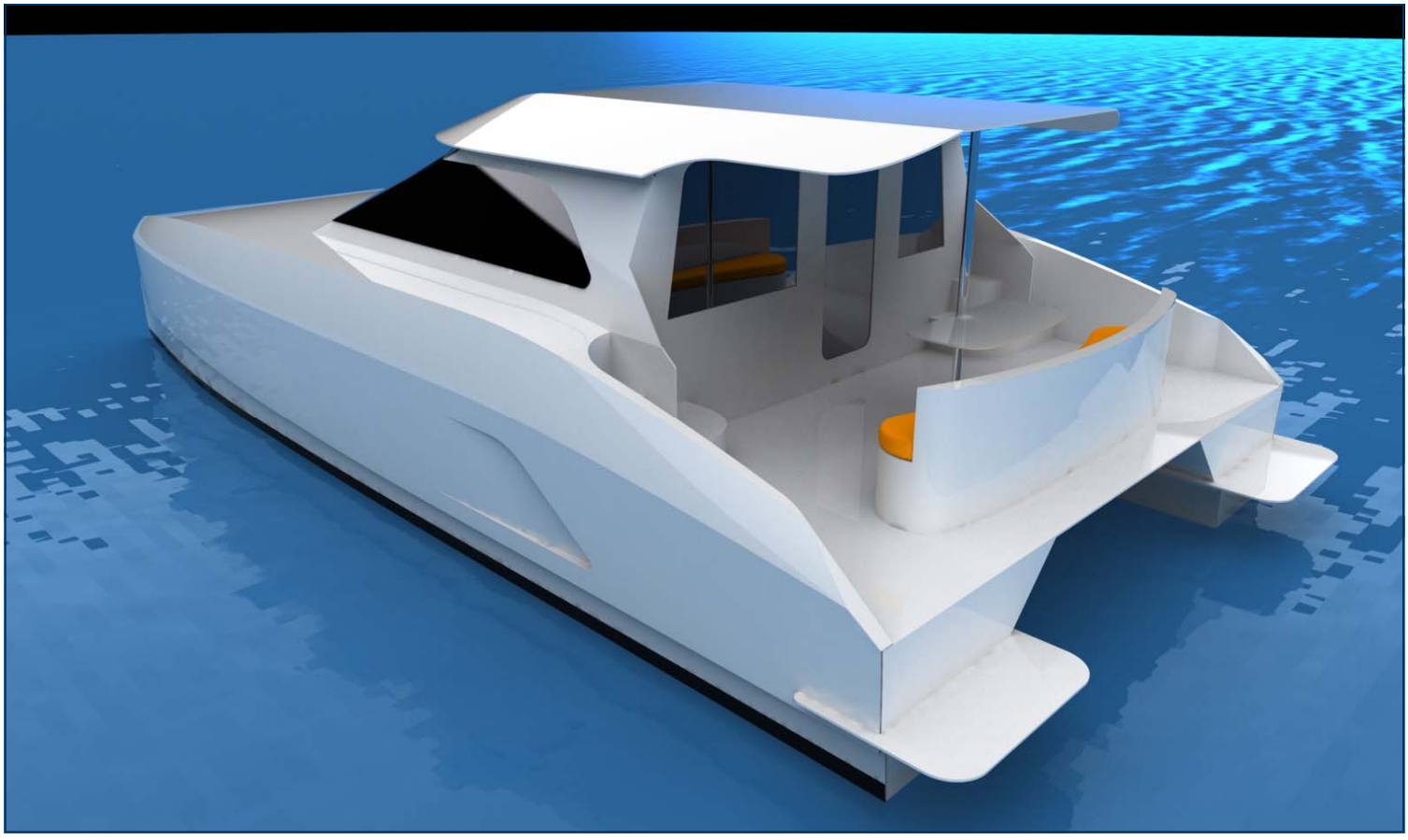
If beds aren't a priority, you could simply have two generous sleeping cabins, each with their own big bathroom aft in each hull.

LOA	10.40 Metres
BOA	5.30 Metres
Draft	0.650 Metres
Headroom/ Bridgedeck	1.90 Metres
Headroom/ Hulls	1.90 Metres
Displacement	6,000 Kilograms
Building Time (Approx)	4000—5000 hours
Motor Option	2 x 75 - 125HP Diesels
Motor Speed—Cruise	12 - 15 Knots
Motoring Speed—Top	20 - 22 Knots
Fuel Capacity	1540 Litres
Water Capacity	400 Litres

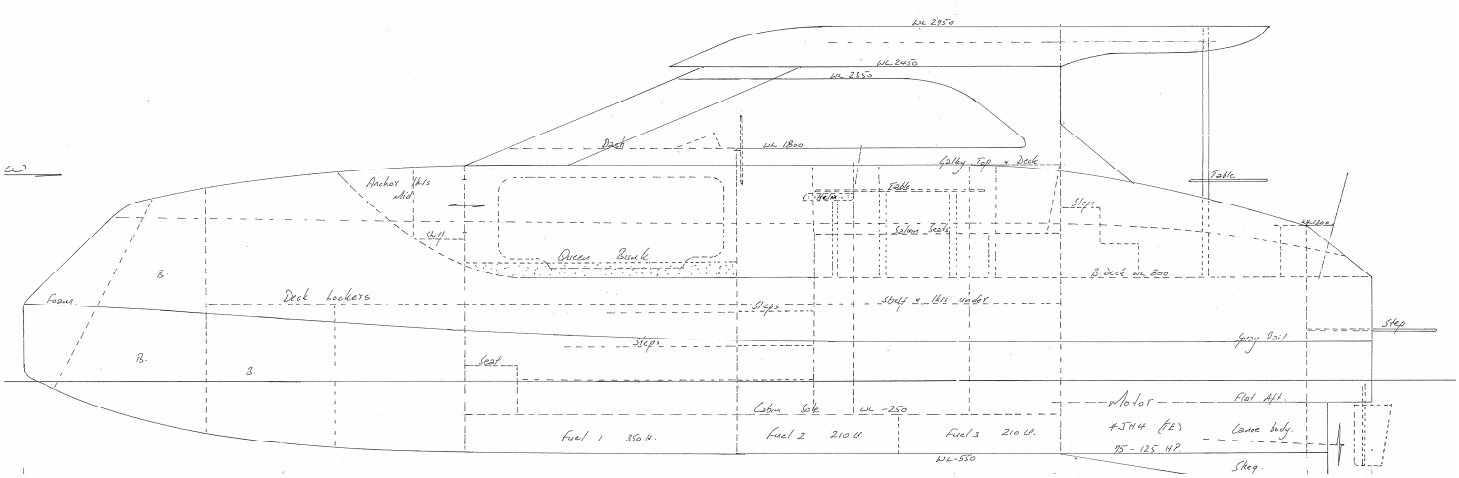
Upstairs on the bridge-deck you will find the saloon and galley opening out to a very generous cockpit, this is where so much time on board is spent. Big drop down, fully opening windows integrate the inside with out, perfect for long summer days and entertaining. The steering station is inside amidships with perfect visibility forward. A helm seat and dashboard for instruments and navigation make this a comfortable place from which to handle the boat.

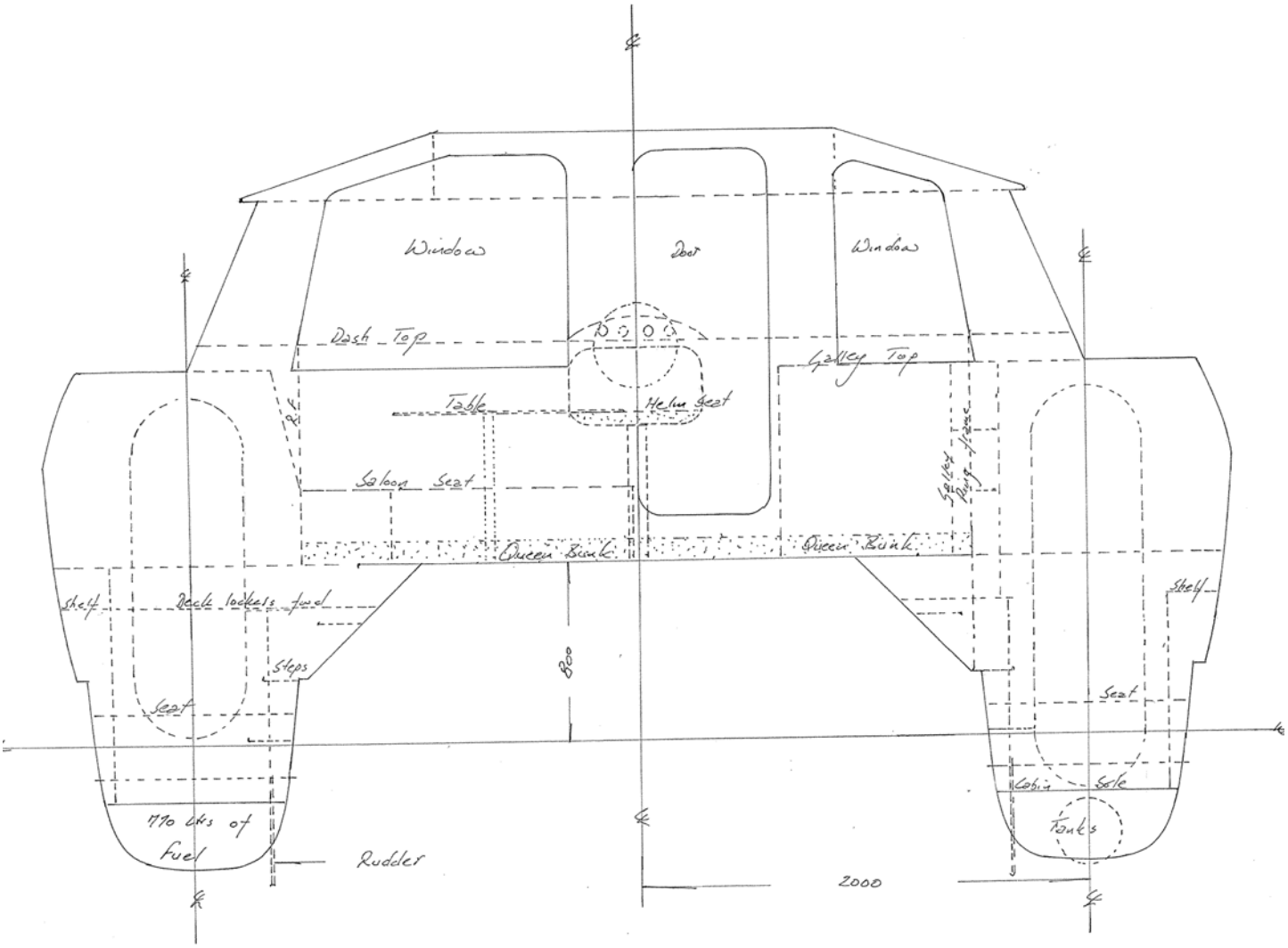
A flybridge is an option and will accommodate a second or outside steering station, and creates another place for relaxing outside, this is especially nice if you tend to cruise with a big family or friends. With the 360 degree visibility, you'll enjoy the view from inside whether in the galley, dining or relaxing.

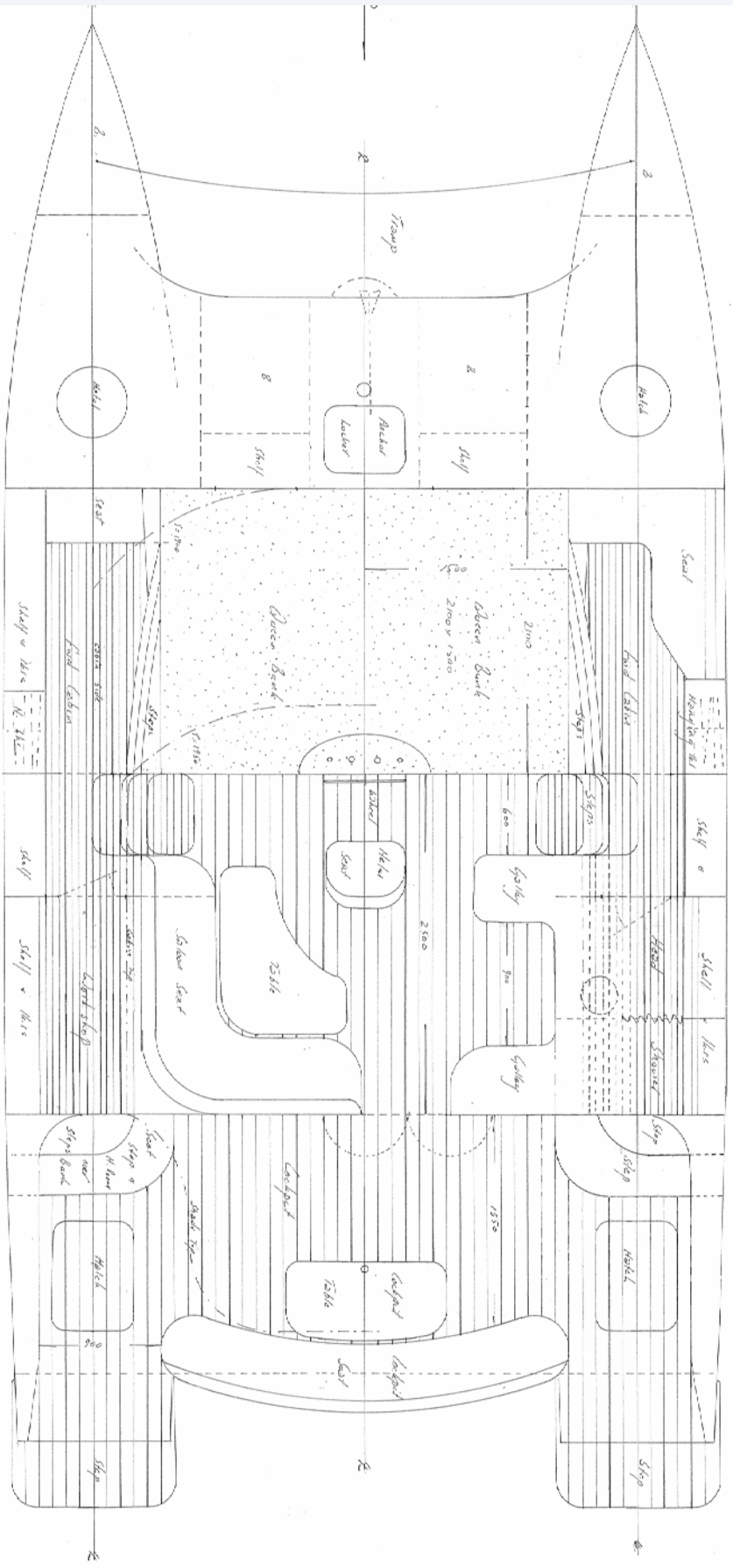




CROSS SECTIONS & LONGITUDINAL SECTIONS

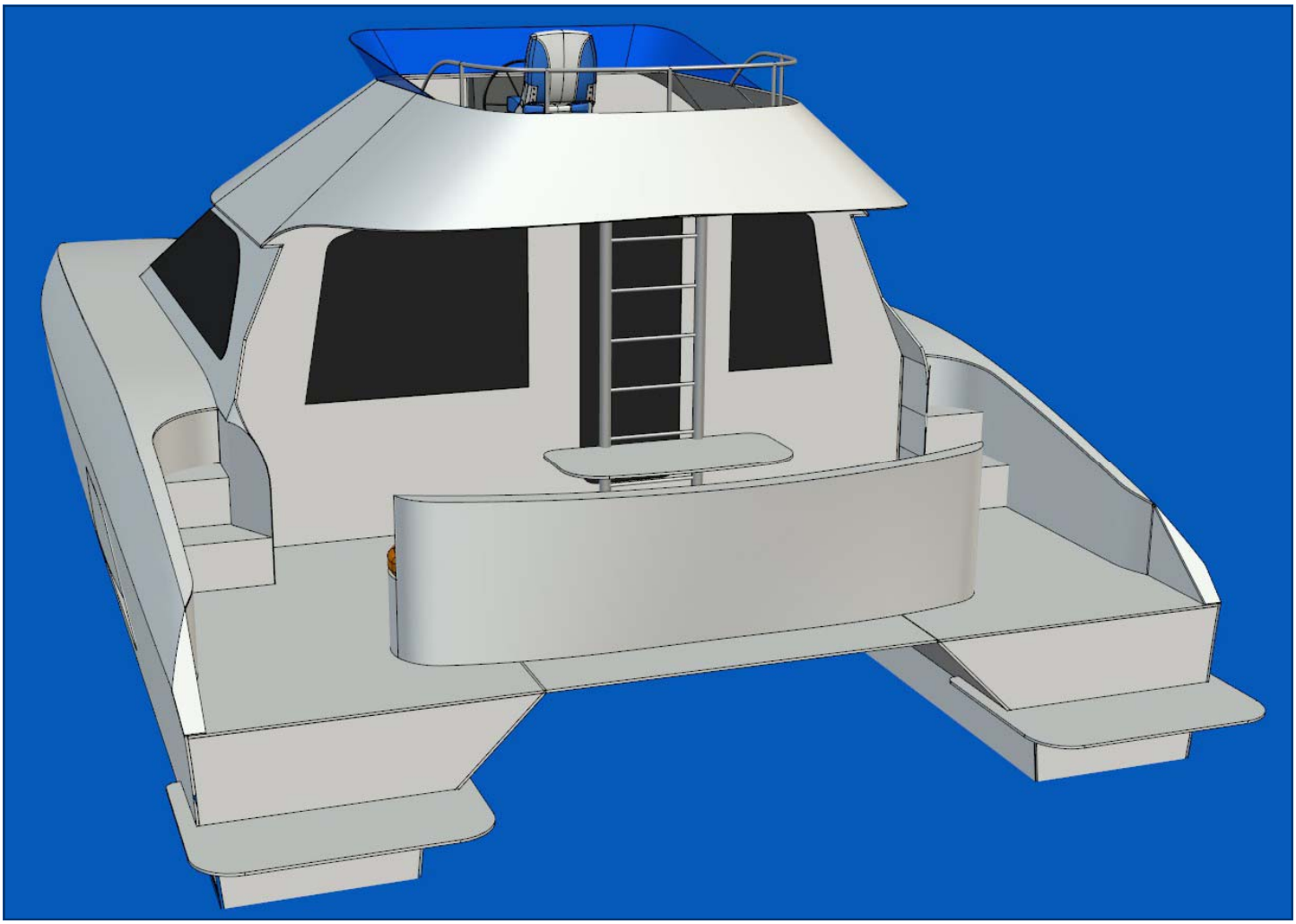


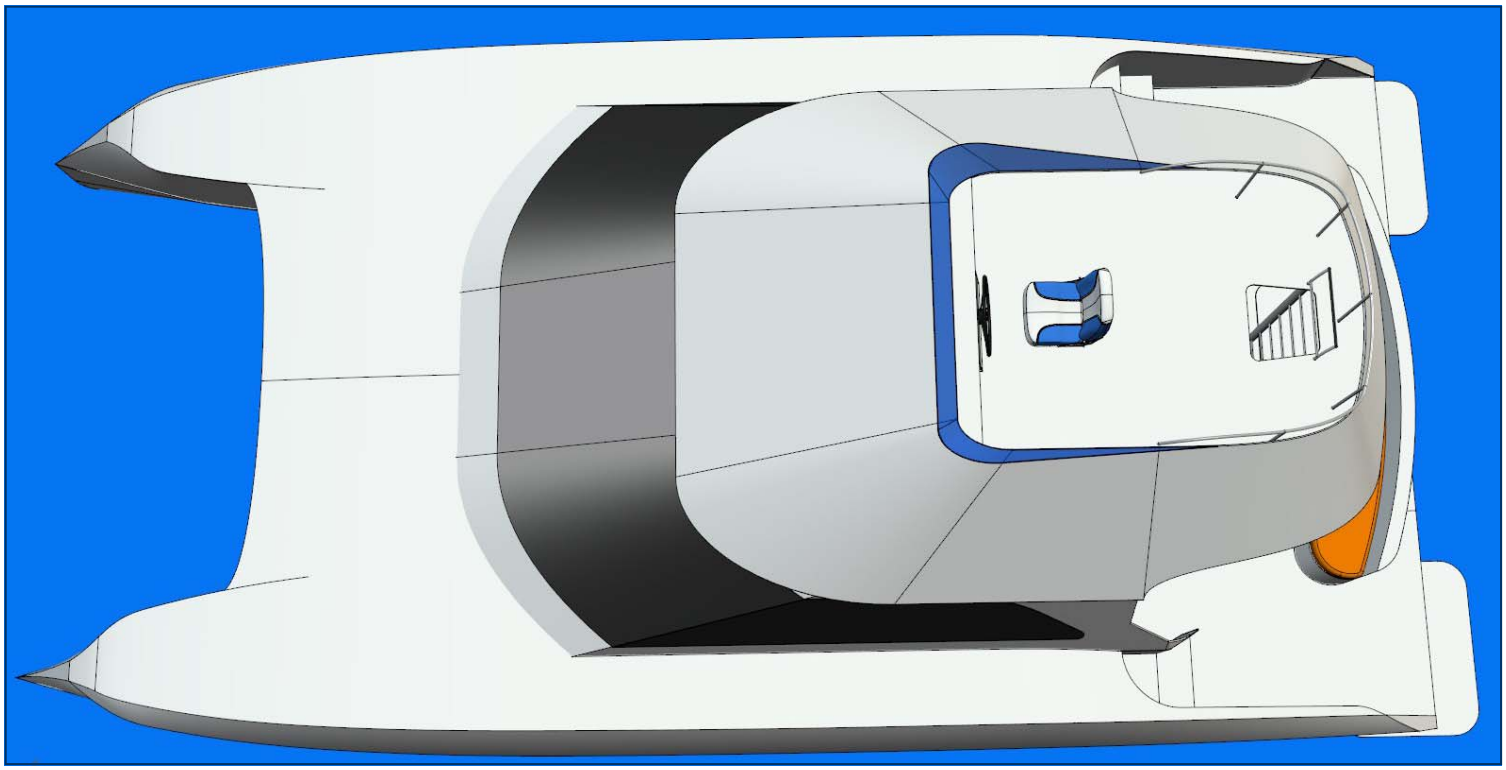


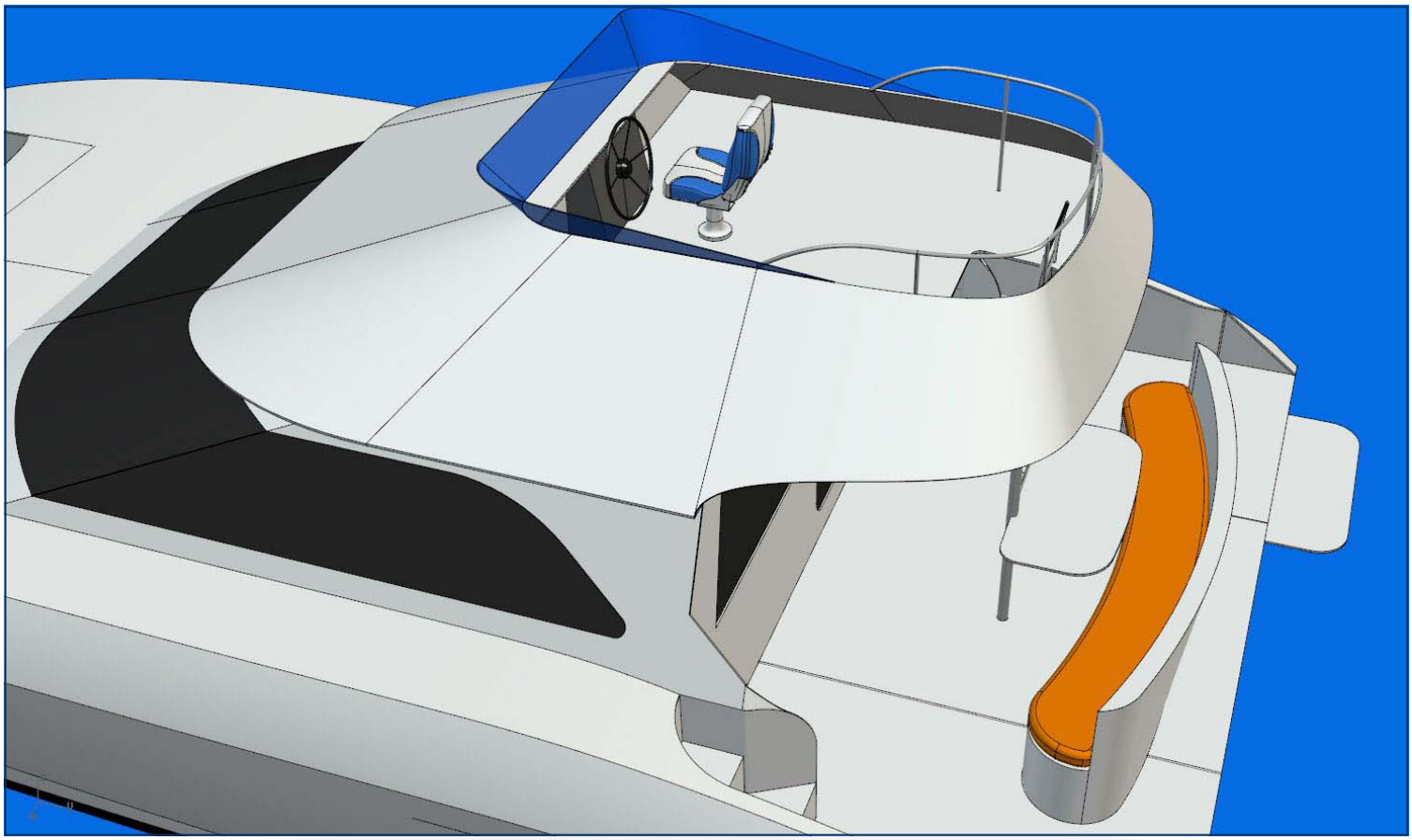


LAYOUT PLAN

FLYBRIDGE RENDERS







CONSTRUCTION

PROWLER VT950 CONSTRUCTION SHOWN—DEMONSTRATION ONLY

MATERIAL LIST COMING SOON

NOTES FROM THE DESIGNER....

The success of our designs I feel, stems from the practical commonsense approach of a boat builder, coupled with many years of live aboard experience and 50 - 60,000 sea miles in some of the worst conditions in the world. This experience makes one aware of the power of the sea and the need for a boat to be able to survive these conditions, protect her crew physically and psychologically as well as being a fast comfortable vehicle for all the good times. I am sure you will find our designs reflect our sailing and live-aboard experience and will give you the offshore confidence to cruise safely anywhere in the world. Multihulls are '*beautiful, safe, cruising boats'*. We hope you find them as exciting as we do.

CHOOSING A DESIGN...

Choosing a design can be difficult so we hope that this introduction helps clear the way a little. We've taken particular care with the balance of construction methods in our designs, making them light and strong yet easy to build in small sections, most of which are manageable by a group of friends when they need turning over and moving. The blend of strip planking and light flat panels kept in single plane form, makes building easy and quick and produces a finished catamaran of classic good looks which will not date quickly, giving you very good investment security.

One of the first steps in changing this dream into reality is figuring out whether you can afford the boat (or more likely, how much money you 'don't' have!). Two realities here are, firstly, two similar sized boats with similar displacement, built of similar materials will cost the same to build overall. Designers' estimates of materials are often inaccurate and sometimes minimized to lead one to believe their boat will be cheaper. This is definitely not the case, ***similar boat, similar price!*** Your choice should therefore be towards the boat that suits you best and offers you good backup and is a good investment. Secondly, we know a lot of people who could not afford their boat at the onset so don't be discouraged. Once you start building it is surprising how you focus your interest, spare time and money into your new project. With our new owner-builders we suggest they start with the

smaller items which can be built in the garage, carport, (lounge?) etc. These initial items use very little material and money but use a lot of time, so at the early stages you can get a lot done while you wait for your old boat or car or house etc. to sell. These items are; flybridge, targa bar, cabin roof, rudders, dinghy etc. The experience and confidence gained building these bits speeds up the second stage of larger items and gets the whole project finished much sooner.

WHAT MAKES A GOOD MULTIHULL?

Cat design is not just a matter of two hulls floating a cabin above the water. Only in fairly recent years have the basic elements of design and an understanding of their effect on the use and performance of the finished boat been understood. The basic principles of good design should all be present in the boat you're considering building or buying. These will blend together to produce an excellent Multihull.

THE BASICS ELEMENTS OF A GOOD DESIGN:

- GOOD ENGINEERING is obviously essential.

- FLAT DECKS. The flatter deck lines have a number of advantages. Secure footing while on deck at any time in rough conditions, life lines are at a sensible protective height instead of set down a level. A flat deck is great for socializing, sunbathing or as a kids playground.

- BUOYANCY. Buoyancy distribution is the placement of buoyancy in the hulls. Our designs have between 50 and

> *"A power vessel that uses less fuel and is capable of running efficiently at higher speeds saves you money and time."*

  60 separate buoyancy tanks built into every shell so they are almost unsinkable. Most old designs hobbyhorse a lot making them uncomfortable and inefficient. Modern designs have the buoyancy pushed towards the hull ends damping down the hobby-horsing tendencies and giving a lot more safety downwind where the buoyant hulls stop nose-diving. Coupled with a lot of reserve buoyancy high up and forward in the hulls, this adds an enormous amount of safety and gives you confidence off the wind.

- A soft 'V'd entry, quickly picking up reserve buoyancy with lots of reserve higher up is an ideal combination.

- BRIDGEDECK CLEARANCE. High Bridgedeck Clearance is essential. A short cabin length with long hull overhangs is a good safety feature. Good clearance on a planing hull cat would be 600mm – 800mm, or 1m—1.2m for a power cat running displacement hulls. Chamfer panels add high reserve buoyancy and need less clearance than a similar cat without them.

- FUEL ECONOMY AND CRUISING RANGE. When discussing sailing designs we often talk about speed and performance as being a real safety feature, and our power designs are no different. Good power designs should be capable of speed in all kinds of sea conditions safely, as severe weather can be outrun or avoided, and there is no need to spend time waiting for a gap in the weather. Fuel economy is important for saving you money, and time. Having a vessel that uses less fuel and is capable of running efficiently at higher speeds means less time at sea, more time fishing or relaxing on the beach and a smaller risk of bad weather while on that ocean passage or weekend trip. We feel a healthy fuel reserve is extremely important, and being able to carry enough fuel to get you safely there and back, and keep you going should something go wrong cannot be emphasized enough.

- LOW DRAG. This is a good characteristic. Slim hulls reduce drag and are efficient.

A good cruising cat would have a Waterline beam to length ratio of 11.5 to 12.5:1. A performance cruising cat 12.5 to 14:1 and a racing cat 14 to 20:1 It is important to note that ***ALL*** these elements must be present in a design to make any of them valid. For example, a design can be really good looking, have high bridge-deck clearance, a powerful rig and sail plan and be built reasonably light and show a fair displacement, but then have an 8:1 Beam to Length ratio. She'll be a good looking, powerful boat but it will be impossible to go forward, except slowly!

There is no reason why a good modern design does not have all of these features. If you find some of these lacking it is usually for the wrong reasons. A lot of cats have very little bridge-deck clearance because the designer is concentrating on a low profile cat which looks good or being dictated by interior accommodation and ignoring the fact that the boat will pound badly at sea. This is not only noisy and uncomfortable but can well be the cause of structural problems.

Our designs have been developed around these practical elements of good design then we accommodate personal comforts and lifestyle choices.

Good luck with your research and project, don't hesitate to contact us should you need further information or a chat about our designs. ***Jeff***

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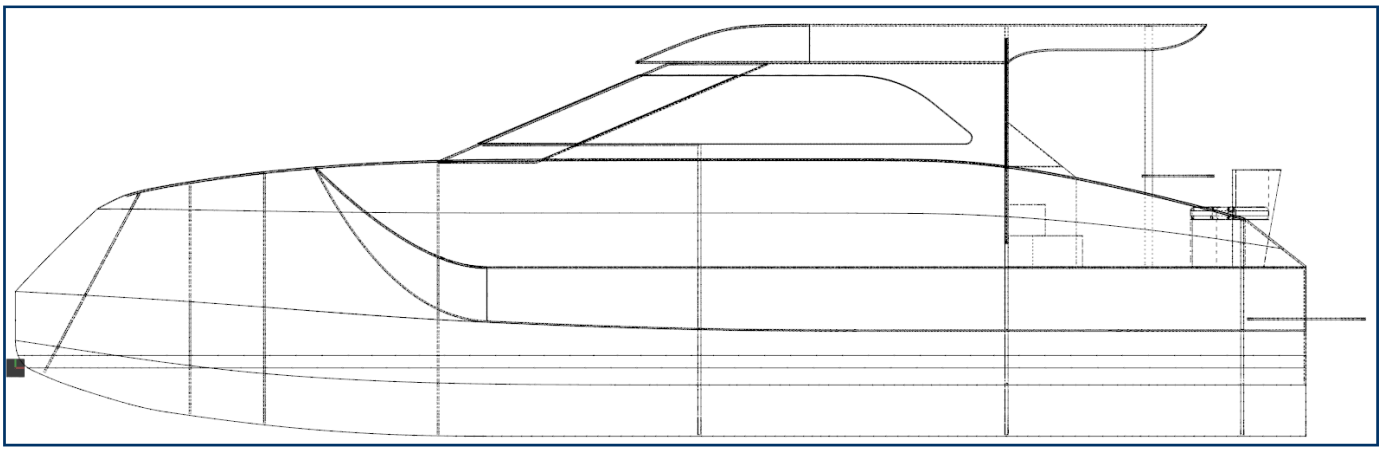
CONSTRUCTION PLANS



WHAT YOU GET WITH PLAN PURCHASE:

The Prowler VT950 has a comprehensive set of CAD drawn plans showing every inch of construction detail. Brett Schionning has produced a CD-ROM that shows the assembly and building techniques as well as loads of tips on the easiest way to do things with plenty of photographs for reference. It includes basic information such as what tools you require and product information and use. Plans are suitable for Amateur construction.

PLANS INCLUDE:

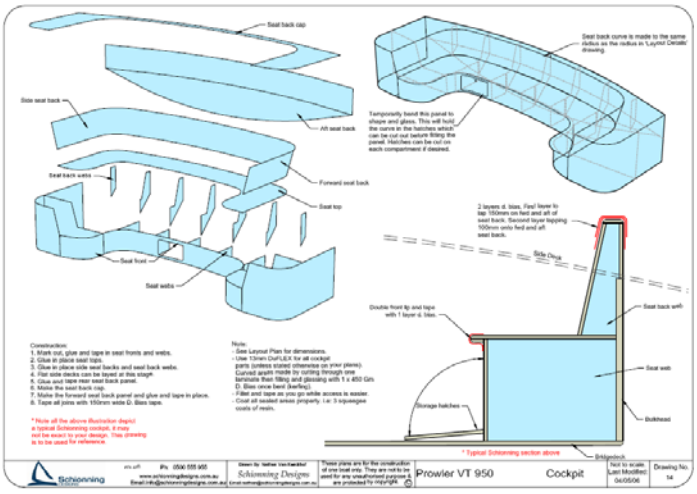
- Full size, colour-coded plots for bulkheads
- A3 Booklet of CAD Drawings
- CD-Rom building manual
- Backup support throughout your project

COST OF PLANS:

Prowler GTR1040 plans cost AUD $10.450.00.
Price valid until 31st Oct 2012.
Includes GST in Australia
Includes shipping to any destination.

UNLIMITED BACK UP SERVICE:

Our back-up service is unlimited, our professional boat builder (Brett Schionning) will be here to guide you through any problems throughout your entire project. Email and phone support is available during business hours Monday to Friday.



AN EXAMPLE SHEET FROM PROWLER VT950 CONSTRUCTION PLANS

HOW TO ORDER

HOW TO ORDER PLANS:
We require a signed and faxed or mailed PLAN ORDER FORM with every plan purchase. The Plan Purchase Order form explains our terms and conditions and plans will not be mailed until a signed order form is received. (See form included in study plans)

PAYMENT:
WE ACCEPT: Bank cheques or direct deposit into our bank account. Our account details are on the order form. Credit cards are not accepted for plan purchases.

SHIPPING:
Plans are sent by express mail within Australia and by courier to other countries at no extra charge to you.

HOW TO ORDER PLANS:

- Complete the attached PLAN PURCHASE ORDER form and mail or scan and email it back to us.
- Deposit payment to Schionning Design's Account, (details on order form).
- When payment and your order are received your construction plans will be assembled, checked and mailed within 7—10 days to your nominated address.

KIT ORDERS:
Construction plans must be ordered before (or at the same time) as your kit.

- Contact Schionning Designs for a KIT quote when you are ready to order your kit.
- We will invoice you for the kit, 50% of this invoice value is required upon order, deposit to the account as shown on the invoice.
- You will also be asked to complete a second order form for the kit and on this form you will nominate whether you would like us to insure the kit during transit (cost is 0.75% of the invoice value) and you'll need to provide us the delivery address.
- We will notify you of the lead time (date) once the order is logged into the manufacturing schedule and we will contact you again about two weeks before your kit is ready for dispatch.
- You will then need to deposit the balance of the kit value, including freight and insurance if you nominated to use our services, into our account. Once this is received, the kit will be shipped to you.

ANY PROBLEMS, CONTACT US:
+61 (02) 49 97 91 92

Building a boat is definitely a challenge but with good plans, our helpful friendly support and the modern materials available, it's never been easier. The investment of time and money is very worthwhile, offering a rich life experience, fun reward when you launch her and financially you can certainly stand to gain substantially. We look forward to hearing from you again and wish you the very best with your project.

Milski family on launch day.