



## Apendix 1

### PAJOT Custom YACHTS Catamaran 110'

#### « The Eco yacht »

#### Technology serving an ecologic yacht

#### Technical precision and architectural insight

The combination of **different construction materials** and the blend of multiple talent and know-how will only lead to excellent results if the ingredients are ingeniously distributed and conscientiously implemented. Marc Pajot has gathered **a team around a precise set of specifications** with original technical solutions that seek performance and simplicity with the aim of offering a real "eco yacht" concerned with the environment and nature. This team captures and calculates in every detail all the compromises required to give this superyacht catamaran a very accomplished balance without creating technical complications, **or losing sight of the budget.**



## Complementary materials

Aluminium for the hulls and bridge deck was selected for the great flexibility it provides in manufacturing, allowing modifications and adapted **the know-how of different yards**. It allows weight and strength to be put where they are needed. It is also easy to maintain and repair and has **excellent durability**. Composite for the superstructure has been chosen for its aesthetic appearance, lightness and insulation properties. Carbon for the rig has been chosen for its combination of rigidity and lightness. This alliance of materials represents the best solution to combine construction quality, longevity, reasonable displacement, and build costs.

## Naval architecture at the service of high-performance and seaworthiness

### *Concerned by weight centring*

The architectural choices and propulsion systems have been designed to provide **good sensation and serenity** in all conditions, whether under sail or motoring. Maximum stability and balance is sought through rigorous weight reduction and weight centring. **The light, boom-less rig** and the engine rooms with generators and battery banks are all located in the centre of the hull. The electric motors, which are not very heavy, are located further aft. A bridgedeck clearance of more than 1.60 metres (5'), sleek bows and relatively narrow hulls ensure a **smooth and slamming-free passage through the sea**, with only a moderate need for propulsion energy. Equipped with two pivoting centreboards, the hull will be able to move upwind and reduce water drag downwind and under power. This 110' catamaran will therefore be able to access **sailing areas and deserted anchorages restricted to shoal draft boats**. The centreboard skeg casings will allow the boat to be stowed ashore or on the dock without the need for cradles or special bracing.

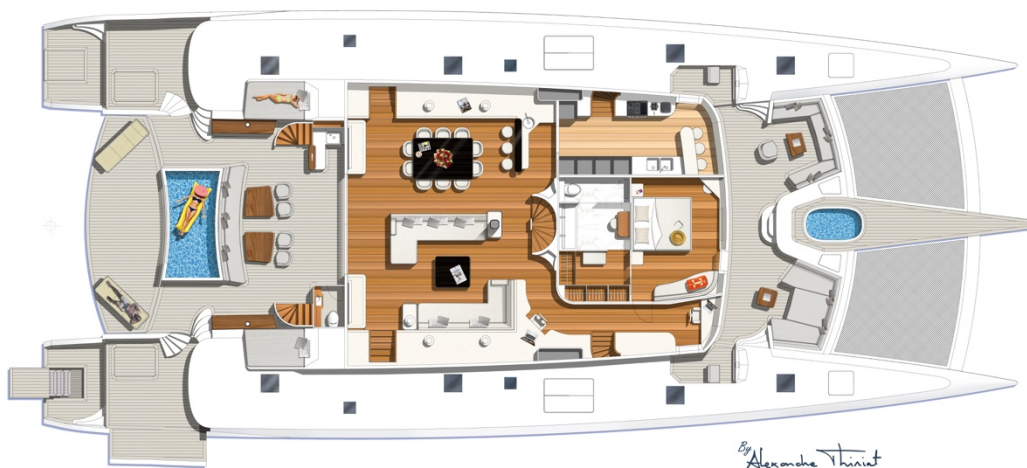
## A very innovative sail plan for performance and easy use

At the heart of the concept is the development of a **high-performance sailplan** to achieve high cruising speeds, while being **easy and safe** to handle. The **square-topped mainsail of only 181 m<sup>2</sup> (1,948 sq ft)** is narrow and efficient. The absence of a boom allows very simple and safe trimming, especially for gybing. It is also safe to hoist and to stow. It is simply flaked on deck, into a compartment on the flybridge, using a system of batten cars. The **headsails have the benefit of a very large foretriangle** for better downwind performance and to reduce the driving load as a function of the wind. A 110 m<sup>2</sup> (1,185 sq ft) jib, a 264 m<sup>2</sup> (2,824 sq ft) genoa, and a gennaker up to 790 m<sup>2</sup> (8,503 sq ft) are mounted on **electric furlers** and allow the best possible use of the weather conditions for maximum feel and safety. Sail trimming and manoeuvres are carried out on **captive winches** with electric controls, allowing the sails to be trimmed from the helm stations or from anywhere on board using the remote control. In order to prioritize the sensation, to keep the visibility and concentration

necessary for watchkeeping and to preserve the privacy of the guests, **fore helm stations have been integrated on the sidedecks**, grouping all the controls. An interior navigation station also takes place around the chart table.

### **Interior and exterior layouts favouring space for relaxation and friendliness**

The use of a large proportion of the overall length of the hull, dedicated to the nacelle, has the effect of enlarging the flush-decked living space, both inside and out. The flybridge is thus larger forward of the mast and provides **additional usable space** in the saloon and on the flybridge. The surface area of over 100 m<sup>2</sup> (1,075 sq ft) on the flybridge makes it possible to enjoy all the living areas, bar, sunbathing and dining areas without being hindered by crew manoeuvres. The foredeck, accessible from the interior through lateral doors is also very spacious and can be equipped with a Jacuzzi. A new design has been created for the very long sugarscoops, which can be transformed into **private terraces or beach club** space according to your desires. Together with the hydraulic platform in its lowered position, the sugarscoop form a **huge bathing platform** never before seen on a catamaran of this size and which can house a **Williams 625 tender**. A counter-current swimming pool gives its vocation as a superyacht.



Like a real superyacht, the layout and interior decor, which can be fully customised and modulated, are left to the discretion of the owner and his programme, in order to obtain the exclusivity and the level of finish always desired on this type of unit. The freeboard clearance (approximately 3 metres / 10 feet)) allows the VIP cabins to have **flush-decked opening onto the sugarscoops**, accessible through a bay window (Veritas standards).

The two VIP cabins thus have their own outdoor access. The main deck area of 100 m<sup>2</sup> (1,075 sq ft) provides a large saloon, dining area bar, separate galley and **panoramic owner's suite**. The crew quarters exploit the high headroom to provide comfortable duplex cabins and an independent crew mess with **direct access to the galley** and engine rooms. With these facilities, **equivalent to those normally found aboard a 40-metre (130') monohull**, 8 to 12 guests and 4 to 6 crew will be comfortably accommodated.

## Engineering supporting autonomy for greater respect for the environment,

### “The Eco yacht”

A sailing catamaran, thanks to a lower hulls drag, is undoubtedly the most appropriate type of vessel to optimise energy efficiency and **limit CO<sub>2</sub> emissions to as low as possible**, but also to **reduce noise pollution**, which contributes greatly to comfort. **With prop-shafts driven by electric motors**, hybrid engines allow for the heavier weights to be placed with generators and battery banks in the centre of the boat, saving space aft, in the sugarscoops. In addition, the excellent dynamic quality of the hulls requires only **limited propulsion energy**. Thanks to the easy use of the sail plan, and its efficiency in light airs, **hydrodynamic generation using retractable pods** becomes an important source of charge for the battery banks. Coupled with a system of more than 35 m<sup>2</sup> (376 sq ft) of solar panels, these green and silent energy sources make it possible to satisfy the power consumption of life on board. The battery banks are designed to free themselves from fossil fuels and noise **during the night while at anchor**. In the same way, coastal sailing and manoeuvring in port or in preserved areas will be able to be undertaken with zero CO<sub>2</sub> emissions, **without noise, without vibration and without smells, over a distance of 30 nautical miles**. These technical characteristics are a minimum and can evolve and be adapted to suit to the programme and specifications of the future owner.

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