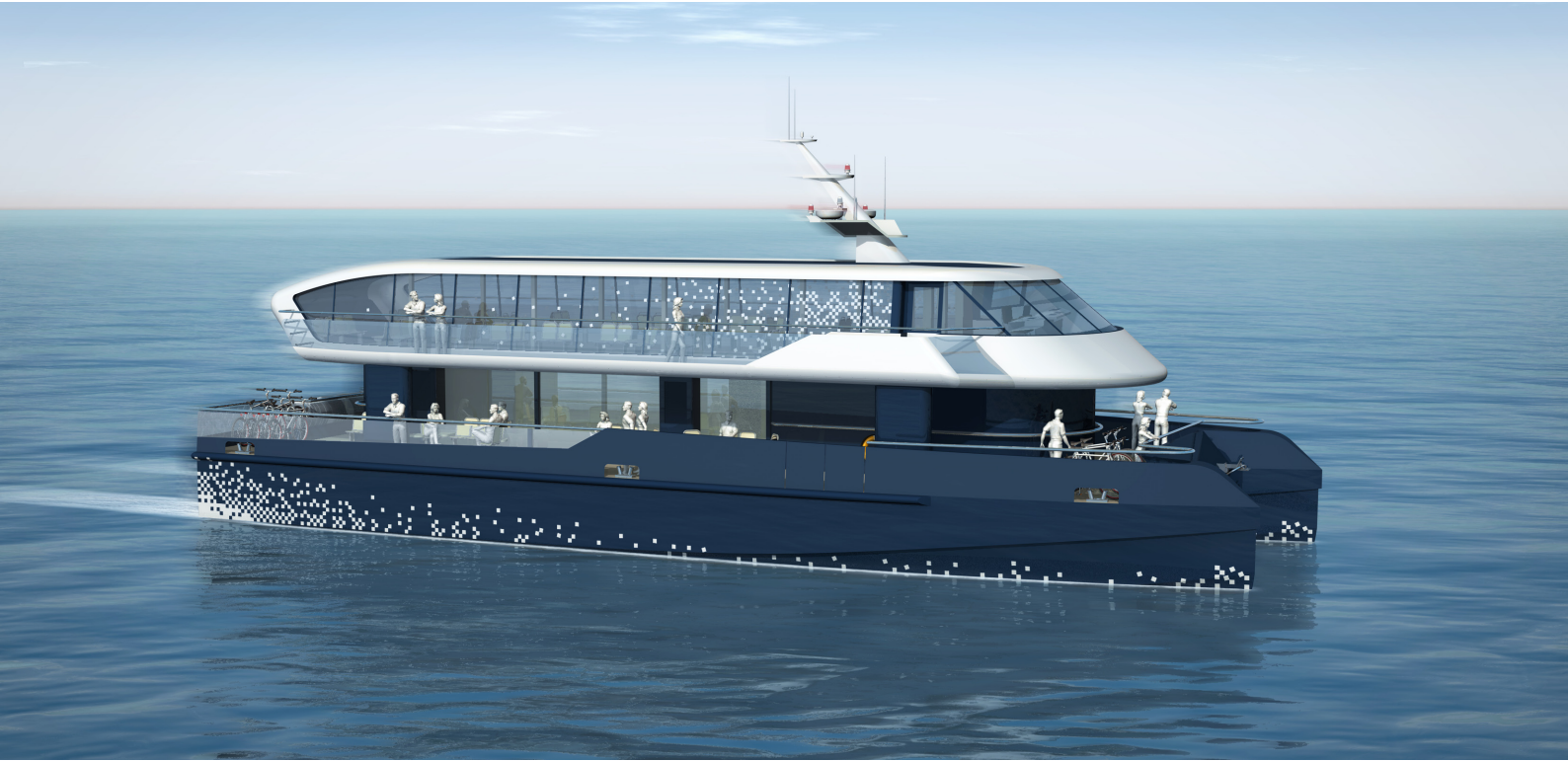


A NEW LOOK AT SIGHTSEEING SHIPS

Press release – Design
For immediate publication
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Main characteristics

Length at perpendiculars :	22,10 m
Length over all :	26,30 m
Width moulded :	9,70 m
Width over all :	9,90 m
Depth :	3,00 m
Design draught :	1,30 m
Engine power :	2 x 600 kW
Service speed (85% PMC) :	18 nds
Passengers capacity :	100
Max passengers capacity :	230
Crew members :	3

Let us go for a cruise on a ship offering the comfort of modern high speed trains, to discover from a panoramic lounge the Channel Islands, the Port of Copenhagen or Hamburg.

This is the challenge of this new passenger ship, with a design departing from usual coastal and river sightseeing vessels :

- Being able to offer to passengers to sail close to the water, along a continuous open promenade deck and to offer an upper panoramic lounge protected from weather conditions.
- This lounge is clearly separated from the ship hulls giving the feeling of journey in suspension above the water, inspired by the cable cars of Coblenz, New York or Nha Trang (Vietnam).

At high sailing speed, classic configuration of ships offers to passengers the choice between an enclosed main lounge at main deck where the visibility is reduced and a open upper deck where apparent wind reduce the comfort of navigation.

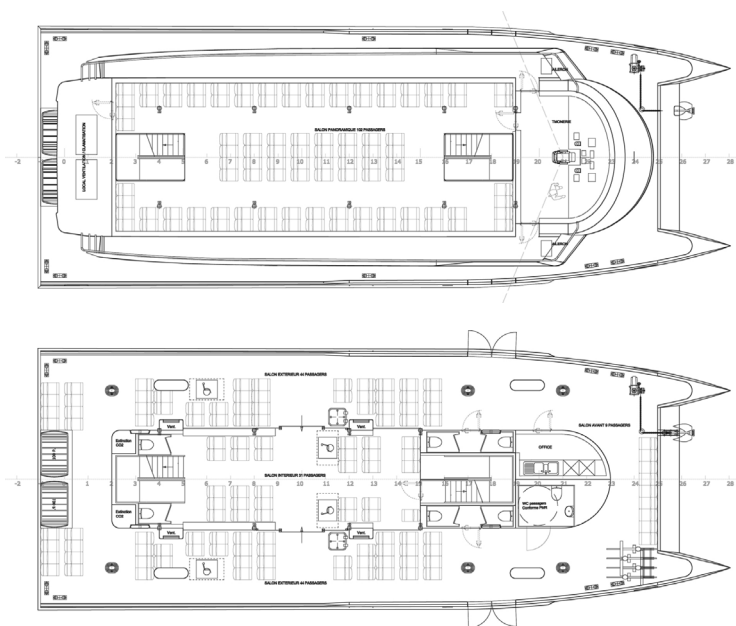


Thanks to this new architecture, all technical and service spaces are gathered at main deck (Bar, toilets, bikes storage, ship access, etc.). The upper deck is clear of any bulkhead which could reduce the panoramic sight. The front of the upper lounge and wheelhouse are separated by a glazed bulkhead. This upper lounge gives access to long cantilevered catwalks, used as wheelhouse wing bridge forward and exterior panoramic lounge aft.

From any place onboard, such travel is the opportunity to discover the surrounding landscape and various spaces of the ship, in direct communication with the environment.

Compact ship, this 26 meters catamaran can accommodate 230 passengers. Two stairs between the main deck and the upper deck insure safety of evacuation and allow the crew to serve the two decks during navigation or at dockside. The two 600 kW main engines allow a service speed of 18 knots.

Built in aluminum, this catamaran's shapes were carefully drawn to insure a reduced construction cost, and to offer as soon as possible a new experience of navigation for their future passengers. Contacts are now in progress with shipowners and shipping companies as well as with State authorities for projects of tourism development.



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