



Aspen C100 2015

Year: 2015

Length: 32 ft

Price: \$312,000

Located in: Anacortes, WA US

Hull Material: Composite

Engine/Fuel Type: diesel

YW# 4427944

Make

Make: Aspen

Builder: Aspen

Designer: Larry Graf

Measurements

Length Overall: 34.33 ft

Cabin Head room: 6.33 ft

Beam: 10.00 ft

Free board: 4.00 ft

Range: 345.23 mi

Engines

Total Power: 220|horsepower

Engine Brand: Volvo Penta

Year Built: 2015

Engine Model: D3

Engine Type: Inboard

Engine/Fuel Type: diesel

Engine Hours: 1150

Engine Power: 220|horsepower

Tanks

Fresh Water Tanks: 150Gallons

Fuel Tanks: 180Gallons

General Boat Description

2015 Aspen Power Catamaran – 32' C100 Escape -

A special design that combines every boater's dream for the perfect boat. Built in the Pacific Northwest by local craftsmen with every detail carefully considered for style, ease of use and longevity. If your perfect boat includes a hull design that slices heavy seas effortlessly with 70% more roll stability and 50% less carbon impact: please tour and test first hand.

"Yeah sure, the expanse of Puget Sound beyond Shilshole was pretty smooth at the time, but shoot—at virtually any speed, from idle to top end, I could put the boat on absolutely any course, lift my hands slightly off the wheel, and simply let her steer herself, asymmetricality be darned.

hydraulic steering system had a smooth feel to it, and turns produced little heel, only slight rev reduction, and (believe it or not) virtually the same three-boat-length turning diameter, whether I went right or left. Again—asymmetricality be darned.

Go-go-juice use was miserly. The average top speed I recorded was 20.5 knots, a velocity that generated a fuel burn of just 12.2 gph, for a wide-open operating efficiency of approximately 1.69 nautical miles per gallon. Good! But when I pulled the throttle back to a sedate but comfy 7.8 knots, I more than doubled our MPG and concomitantly bumped the range up to 383 nautical miles. Great! A couple of sporty tugboats, pulling swell-like 4-foot wakes, brought out one final performance-related feature—the boat simply does not seem to lurch, roll, or pound dramatically when dealing with seas, no matter what her orientation to them. Reasons for this, I would suppose, include the lateral stability a proa configuration tends to generate, the resistance to pounding inherent in a wide and lofty tunnel beneath a web with an ample snuff-busting fin on centerline, and the knifelike qualities of a displacement-type hull form that does not ride atop the water, but rather slices through it."

Bill Pike, Power Motor Yacht, December 2014

The 32' C100 Escape boasts style, comfort, and spacious accommodations. King master, ¼ berth, dinette converts to queen! Huge aft deck, 6gph at 18kts. Teak interior, D3 Volvo 220HP Diesel.

Please call for exact specifications. Professionally Maintained by Aspen Factory Service Center

Upgrades & Equipment

- Lewmar 33 lb Claw anchor installed; original Fortress anchor kept onboard as spare
- New 260 ft 8-plait anchor line with measurement tags; shackle added to swivel
- Extra anchor chain and rode stored sealed in aft bucket
- Four West Marine Comfort Plus deck chairs
- Garmin rudder sensor added to autopilot with full calibration — **major performance improvement**
- Handheld searchlight with charger
- Fresh flare kit
- Lifejackets onboard
- Shade screens and bug screens for overhead hatches
- Magma gas BBQ on rail with griddle and cover
- Blue Performance cabin bag storage added in primary and guest cabins
- Custom cockpit table built for full-time outdoor exposure; original polished Teak table onboard
- Cockpit sunshade with foldable carbon poles
- Portable 1500W heater and two 100W air dryers with fans
- SmartPlug 30A plug and cord (new)
- Fresh bottom paint (11/25)
- Topsides polished and waxed (11/25)
- Fresh factory service — motor & systems (11/25)
- VOLVO Timing Belt (12/25)

