

**Z-Concepts** offers the designs and expert skills of a renowned California Naval Architect, Zachary M Reynolds. His original designs include a fleet of high speed passenger vessels operating in the Long Beach/Catalina trade. Designs and major conversions for an array of tugboats, barges and related equipment. High level responsibility for the analysis and solutions of technical marine matters.



*Courtesy  
Lake Tahoe Balloons*

### **Tahoe Flyer**

<http://www.laketahoeballoons.com>

**Lighter-than-aircraft Carrier:** A steel hull catamaran vessel providing a flight deck for landing and launching hot air balloons exclusively over water. This vessel has operated since the early 1990's and has thrilled passengers with the air craft carrier operations which launch and retrieve 12 passenger hot air balloons from the vessel's flight deck.

Fast, maneuverable and easy riding, this vessel is a key example to the design and construction skills of ZMR.

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## **Harbor Empress**

<http://www.catalinaclassiccruises.com>

**Long Beach Prince ,  
Long Beach Empress,  
Long Beach King,  
Empress  
Monarch  
Countess**

These comprise the fleet of passenger vessels which currently operate in channel waters and on San Francisco bay. Designed to carry up to 800 passengers in all weather. Steel construction and diesel powered.

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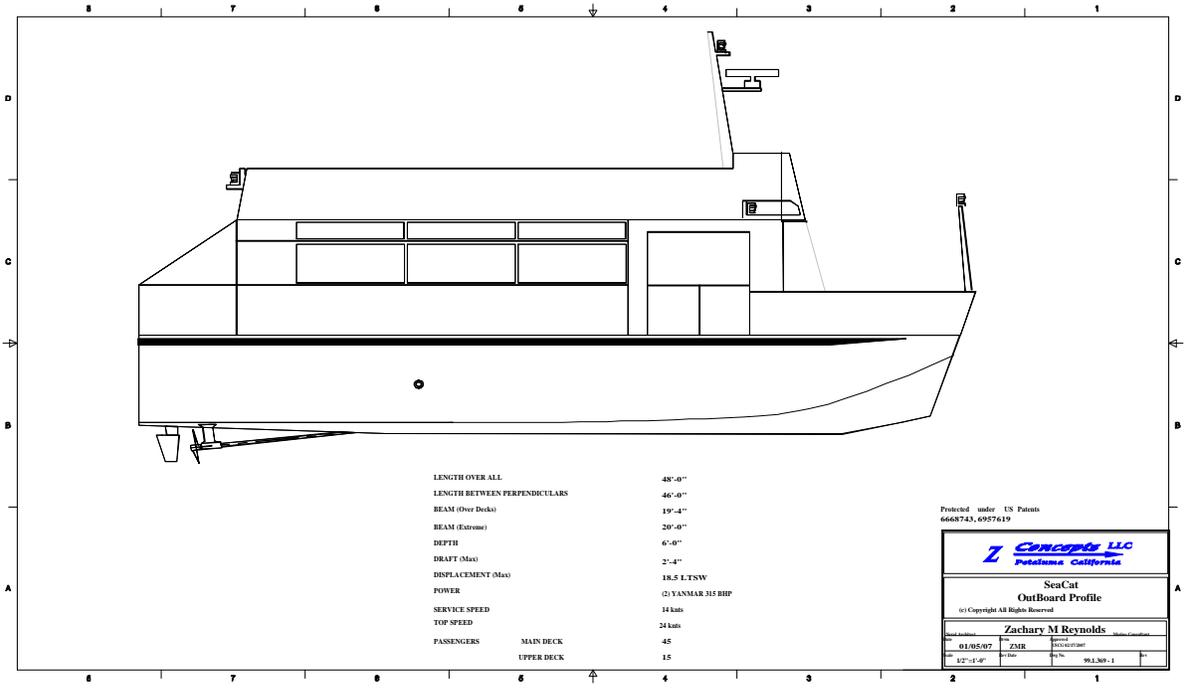
## **Royal Knight**

*Harbor Breeze web link*

Harbor excursion vessel and small passenger ferry designed for San Francisco bay , the Alcatraz ferry and San Pedro Bay



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<b>Zachary M Reynolds</b>	
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## **A new breed of ocean *CAT***

***US Coast Guard Approved for Oceans at 24 knots -  
Aluminum construction***

### **SEACAT**

**A vessel, subject to architectural review, as a twin hull (pontoon) vessel is designed for passenger service upon Oceans.**

**The vessel is approximately 48 feet in length with a beam not to exceed 20 feet, and will carry passengers. Scantlings will be aluminum for the pontoon hulls and the topside structure. The vessel is to be Coast Guard inspected and all hull design and operational features will be submitted to USCG for review and approval. The vessel is to be USCG certified with lifesaving equipment and floats furnished by the Builder (buyer.)**

**The pontoon hulls will be of all aluminum construction, with an engine compartment provided. The pontoons will be so arranged that they are separate from each other and will provide the main deck area for the passenger area.**

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and stability ranges which allow it to meet USCG requirements for operations on Oceans.

The passenger area supported by the twin pontoons will be of aluminum construction. The compartment will have a partially enclosed area in the main deck midships portion. This area will contain the head and seating areas. The compartment will be enclosed on three sides, and open at the stern, with enough deck area to accommodate 45 passengers. Passenger capacity will be based upon square footage of deck areas. Upper deck shall have a 15 passenger capacity in an open configuration and canopy top.

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