

JULIUS

NEWS WAVES

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WELCOME TO JULIUS NEWSLETTER

“Julius NewsWaves” will be published monthly for our team members, sponsors and others involved in “The Death & Life of Julius”.



After 6 months of many exiting developments, with the future unknown, the project of bringing Julius back to life has gathered momentum and is now in full swing. The sailboat was named Julius in honour of the original builder, after Alen Milic acquired the original sailboat from replying to an ad on Craigslist. His idea was to build the upper-structure and install new hardware, to see the boat ocean ready. The results to date were unpredictable. Klacko Spars was the first to come on board as the aluminum fabricator, followed by a strong line of product-placement sponsors. ThyssenKrupp Materials NA joined as sponsor for the raw material, and Vetus, as the supplier of 28.5HP diesel engine. Although there was much enthusiasm for the project, a harsh reality quickly came to the surface, challenging the progress of rebuilding. Because of the riveted construction, the original hull would be more difficult to repair and would involve more time and labour than in building a brand new boat.

Yacht designer Mark Ellis offered his consultation and design for Niagara 35, but time delay concerns regarding adaptation to aluminum construction lead to the decision to go with the readily available and proven ocean-going sailboat design, Ted Brewer’s Aragosa 35. Danny Klacko and Alen Milic are well on their way to building the new boat, which following the lines of the original Julius, will end up twenty percent larger in size. The design blueprints arrived on March 28th at Klacko’s. Without reservation, Danny Klacko stated firmly, “Now there is no turning back”.

Thanks to all who have made this project possible. I will provide you with information and updates to keep you informed as we push towards completion of the Julius rebuild.

In just 6 months, it is your overwhelming support and encouragement that is making the Julius dream come to life. Thanks to all of you who built on the idea, and inspired me with your enthusiasm. The project is evolving quickly and we are now just a few days away from the start of the rebirth of Julius.



Alen Milic - Producer



JULIUS REBUILD LOG NEWS #01

MARCH '07.

Ted Brewer's Aragosa design arrives at Klacko Spars

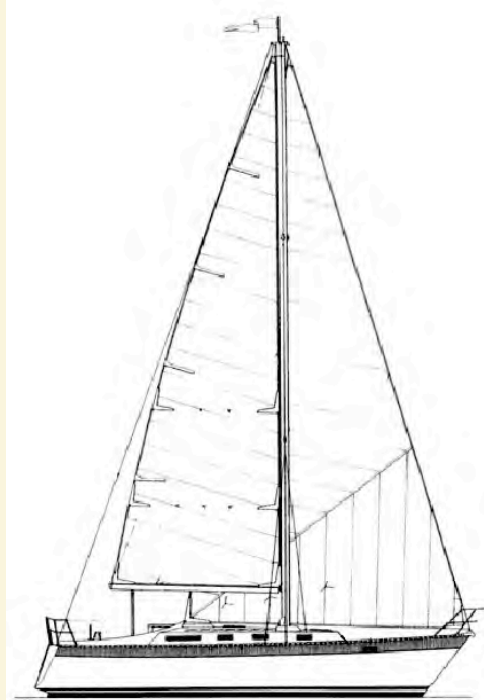
The sailboat drawings and building plans arrived at Klacko at the end of March. The construction team led by Project Manager, Chris Giraudy, studied drawings and specifications and developed the list of raw material needed to get started on the project. Early in April, the aluminum will be ordered from ThyssonKrupp Materials NA. The initial fabrication of the hull is about to begin.

The rebuild in a nut-shell

- October '06. Julius finds a new home
- January '07. Boat Show attracts product sponsors to Julius and brings many on board, making it possible to start the rebuild
- February '07. Klacko Spars commits to partnership for revival of Julius, as the aluminum rebuild shop
- Steve Killing pronounces Julius 'dead' as it would involve excess labour and cost to fix the hull, than to build the new boat from scratch.
- The raw material from ThyssonKrupp and the diesel engine from Vetus, got provided, making it possible to build the new boat from scratch
- The design got ordered from the guru of metal sailboat design - Ted Brewer.



Follow the rebuild in detail, find about team members and watch videos online at www.highseas.tv



ARAGOSA 35 by Ted Brewer

LOA 34' 9"

LWL 28' 6"

BEAM 11' 3"

DRAFT 5' 4"

BALLAST 5,400 lbs.

SAIL AREA 631 sq. ft.

DISPL. 15,250 lbs.

DISPL/LENGTH 294

SA/DISPL RATIO 16.42

PRISMATIC COEFF 54

CAPSIZE S.F. 1.81

TANKS 50 gals. Fuel,

100 gals. Water

ARAGOSA 35' Auxiliary Sloop Brewer Design #212

The ARAGOSA 35 follows her 38 sister and is of the same family of radius bilge aluminum hulled yachts designed for cruising comfort and performance.

Construction is solid with closely spaced longitudinal stringers on widely spaced athwartship frames, forming a strong grid to resist collisions or grounding.

The deep cockpit gives good protection to the crew in adverse weather and wide side decks offer a safe working platform for sail changes. Her tall sloop rig with inside chainplates provides drive for the long waterline hull. Below water, the NACA fin with end plates assures good windward ability, while generous beam, firm bilges and a solid ballast ratio supply the necessary stability so she can stand up to a good breeze.

JULIUS PRODUCTION NEWS

Production, Publicity & Promotion News

- After consultation with our distribution company rethink Entertainment, the decision has been made to form a complete television series of 13 episodes including 30 minutes of programming for each. Based on feedback from potential broadcasters, this format provides a more likely dedicated audience and better overall exposure for our sponsors.
- The series will be produced in High Definition (HDTV) format.
- Rebuild videos are being prepared for publishing on YouTube
- BOSHmedia Communications has partnered with High Seas Productions as the Media Relations company for the Julius project, providing media communications, content and publicity tools for increased world-wide exposure.

Sponsors Update

The successful line-up of product sponsors opened the possibility to start the rebuild project. With much interest generated at the Toronto International Boat Show, the first sponsors that came on board include UK Halsey (sails), Synergy Marine (shock absorber dock lines), Voyager Windvanes (windvane), CIL Orion (safety equipment), Bluffer's Park Marina (home-base), EZ Kold (refrigeration system), Wave One (entertainment system) and Goods-To-Go (portable mobility).

Next, the fabrication shop needed to be assured, and Klacko Spars come on board. Following were Whale (water systems) and Neptune (bed/seat support) provided by Paynes Marine Group. Webasto (heating system) provided from Webasto headquarters came on board next.

Two major sponsorships, providing the raw material for the rebuild and the diesel engine, were recently approved by ThyssonKrupp Materials NA and Vetus / Vredband.

We are now ready to begin.



M 3.28: 3 CYLINDERS, 20 KW (27.2 HP)

Featured Sponsor:

VETUS / VREDBAND

VETUS is a supplier of choice for almost all leading boat builders. Vetus den Ouden N.V. was founded in 1964 and since then this wholly Dutch company has grown into an international manufacturer and trading company selling marine diesel engines, marine accessories and technical equipment for pleasure craft and smaller commercial vessels.

From the beginning, the company's principle has been the in-house design and development of exclusive VETUS marine accessories, leaving the manufacturing and assembly to specialised third parties.

Today a wide range of the top quality equipment is available from VETUS; bow and stern thrusters, hydraulic systems, windlasses, steering systems, climate control, electrical systems and diesel engines from 11hp to 286hp etc.

VETUS is exclusively distributed in Canada by VREDBAND.
450 668 3111 www.vredband.com

Major Sponsors



Sponsors

