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MC²60

Breed for speed

Another contender for the cruiser-racer holy grail, the MC²60 is the first of a new range of high-performance luxury cats from Australian yard McConaghy. She certainly looks striking and is designed to achieve an all-round sailing performance similar to that of a TP52, without the need for 11 or more crew hiking out on the rail, yet simultaneously offer an interior that is compatible with family cruising.

Her hulls sport reverse sheerline and a plumb bow, two features that, when applied to monohulls, rarely make for conventional beauty. But here it works. The angle of the bows is mirrored in the low-profile coachroof, establishing flowing lines from stem to stern.

Designer Renaud Banuls knows a thing or two about multihulls, having taken prominent roles in the design of America's Cup winner *BMW Oracle* and the record-breaking maxi-trimaran *Banque Populaire V*.

The MC²60 shows that racing pedigree. Much of the deck gear, including Karver furlers and Lorima rig, is similar to what you would find on an ORMA 60 trimaran. The Cousin Trestec running rigging can also be seen on the maxi-trimaran *Sodebo*, whose skipper, Thomas Coville, was the technical adviser for this project.

McConaghy accept that the MC²60 won't have quite as much accommodation as some other 55-60ft luxury catamarans, but she will be significantly lighter. A standard MC²60 build – you can have an even lighter, full-carbon construction – has been kept down to nine tons. The hull and deck are constructed from E-Glass and carbon with a Corecell core, and all exposed surfaces have been painted only – there is no gelcoat. Below deck, there are no headliners on the deckhead and all furniture is constructed from lightweight composites. A carbon rig provides further weight-savings.



This is a semi-custom build. There are plenty of performance-orientated options to choose, from a rotating carbon mast, lifting rudders and electric propulsion to lifting carbon daggerboards. The latter are sited in the middle of each hull to enhance performance – not a typical cruising catamaran option because it compromises the interior hull design. Here, however, the daggerboard cases are integrated into the design of the interior.

A minimalist layout below mirrors

The space-age interior is in keeping with a yacht that potentially redefines the meaning of a cruising catamaran

the lightweight concept of the yacht as well as creating uncluttered spaces that should be aesthetically pleasing as well as practical. The cockpit can seat 12 and a light composite folding table can be stored in any of the foredeck lockers. The open-plan style continues into the saloon, accessed through wide sliding doors. A large saloon table seats eight comfortably and there's a sizeable chart table nearby. The galley is in the starboard hull and

there is a sofa/video area on the port side. The semi-custom build means you can choose various options, between two and four cabins.

The rig is powerful and the sail wardrobe extensive, including a 118m² square-top mainsail, 120m² Code 0, 165m² gennaker and 235m² asymmetric spinnaker. McConaghy are expecting regular speeds around the 15-knot mark and the MC²60 should be capable of 25 knots or more. However, the big difference between it and many cruising catamarans is that whereas standard cruising cats only hit high speeds when sailing in their optimum wind range at a favourable angle, the MC²60 will perform in light or heavy airs, upwind and down. The first hull should be delivered in September.