

# Hold me down

This stylish new entry into the performance cat market from McConaghy Boats is planned to hit the water at a dry displacement of just 8,950kg...



## McConaghy MC²60

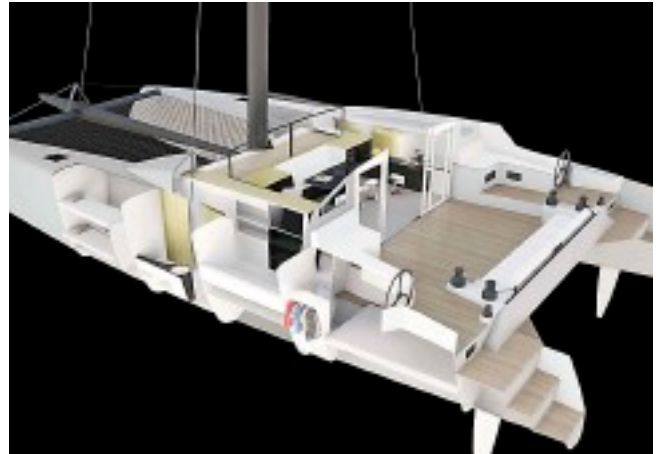
With the first of McConaghy Boats' new cats (for an Australian owner) well underway at the company's yard in China and a second boat now sold to Hong Kong, McConaghy's aggressive decision to enter a sophisticated sector of the performance racer-cruiser market seems to be showing signs of an early dividend.

With initial focus on the lighter air conditions typical of SE Asian sailing, one of the key performance parameters handed to designer Renaud Bañuls was for the new boat to outperform true wind speed from as little as 4kt TWS; Bañuls was previously closely involved with the naval architecture of America's Cup trimaran *USA-17* and also the stupendously fast *Banque Populaire V* maxi tri while working in Paris at designers VPLP.

The modern hull sections, powerful rig and very light displacement decided upon for this new boat should combine to meet the builder's stated goal, while efficient sailing systems developed in association with Harken should ensure the boat stays manageable once the wind really starts to blow... 'However, despite clearly being inspired by racing multihulls the MC²60 is not an extreme design,' claims project manager Raphael Blot. 'We have ensured enough stability to deliver the safety margins considered adequate for a fast-cruiser catamaran of this type'.

Though McConaghy China have built a full set of tooling for the main structure, the MC²60 remains a semi-custom boat with the interior able to be tailored to each owner's needs. Accommodation in boat no1 comprises four double cabins of equal size, two in each hull. Interestingly, the forward cabins are set up with bunk beds, with an option of transforming the lower bunk into a 1.4m double. Cleverly, the galley-up versus galley-down debate was solved with an open-plan layout opening out from the starboard hull into the central living area, so the cook doesn't feel isolated while working away. Standard specification includes the latest lightweight lithium ion batteries from Mastervolt plus a wireless digital music and DVD distribution system with wi fi headsets throughout...

The large cockpit features a semi-hardtop bimini to allow practical monitoring of the sails in race mode – often an issue on the



## MC²60

<b>LOA</b>	18.28m
<b>LWL</b>	18.28m
<b>Beam</b>	8.60m
<b>Draft</b>	1.40/3.20m
<b>Bridgedeck clearance</b>	1.10m
<b>Displacement (light)</b>	8.95t
<b>Displacement (max load)</b>	11.5t
<b>Mast height</b>	24.80m
<b>Design</b>	Renaud Bañuls

larger cats when they are being sailed competitively. Twin carbon wheels with sheet winches nearby and a transom-mounted mainsheet track keep the aft deck clear, while the carefully refined composite structure still allows the high mainsheet loads necessary for decent upwind performance. Twin high-aspect daggerboards and 1.2m bridge deck clearance to minimise wave friction should also contribute to good performance to windward.

The resin-infused hull is constructed in epoxy and carbon with all materials from SP Gurit. Beams are also in carbon with a mix of E-glass, carbon and foam used for the main deck and coachroof.

The Lorima carbon rig currently specified includes a rotating medium-section wing mast supporting a large square-topped fully battened mainsail. The first inventories are both being made by Incidences in France, well known for their expertise in multihull sails. Standing rigging is in Kevlar with an option of carbon shrouds.

The MC²60 features an escape hatch in each hull with the option of an Ocean Data System electronic anti-capsize system. Called the UpSideUp, the system monitors heel and loads for automatic and/or wireless release of the sheets and/or main traveller; the same system that was also used – successfully – on Thomas Coville's famously lively 105ft trimaran *Sodebo*...

Kevin Green & Gilles Marin  
[www.banulsdesign.com](http://www.banulsdesign.com)  
[www.mc2catamarans.com](http://www.mc2catamarans.com)



## XXC0812 Series

Weight -15%, SWL +30%

Carbon & Titanium Internal Components

Ceramic Coated Jaws

Side Mounted Bonded Versions

spinlock

the experts in rope holding