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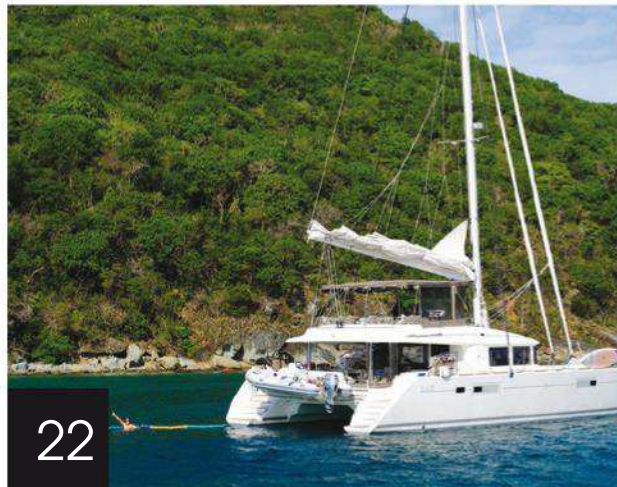
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Cover shot: Leopard 50, Leopard 40 and  
Leopard Powercat in the Bahamas  
Photo: Leopard Catamarans



## Letter from the Publisher

# 50 Is the New 40

**A**s you walk around marinas or motor through popular anchorages, more and more, you will see that the population of cruising multihulls, cats in particular, has been growing at a rapid rate. A lot of marinas weren't designed to accommodate catamarans with beams of 25 feet or more so the new entrees are often at the ends of piers or in areas with shallow water where monohulls with deep keels can't go.

But even with this obstacle, the cat fleets around America and Europe are the most dynamic segment in the sailing marketplace. The other thing you will notice is that the boats are getting bigger. Fifteen years ago when the multihull phenomenon was first gathering steam, there were a lot of cats in the 35 to 42 foot range. The Lagoon 38, Leopard 38 and FP Lipari 41 ended up being the most popular production cats of their eras and there were many designs in the 40-foot category with similar success.

The next size threshold was in the 45-foot range and we have seen some very popular models between 44 and 47 feet that have an enduring place in the market. For several years we chartered in the BVI with three other couples on a 47-foot cat and thought at the time that this was the optimum size for sailing with a lot of friends and family. It also seemed like a very big boat. There were times on that boat when you had to go looking for someone to chat with since there were so many places for the eight of us to disperse.

A few years ago, I had the good luck to sail in the Salty Dawg Rally from Hampton, VA to the BVI with good friends aboard their Outremer 51. I had sailed a lot of big cats but this was my first long offshore passage aboard one. A 51-footer in my opinion at the time was a very big boat for a couple to handle. The power in the mainsail, jib and reaching sails is enormous so the strains on running and standing rigging, on chainplates, travelers and line stoppers are vastly more than on a 40 footer. That means you have to take great care when handling the sails, especially when jibing or flying the reacher.

Yet, after a few days of sailing the 51, it became obvious that a 50-footer was not too big for a couple and in many ways was a perfect size. The saloon and cockpits on a 50-footer are huge, commodious and almost as comfortable as a waterfront condo. The cabins are like small bedrooms. The galley is like a real kitchen.

It is no wonder that in the fleet of new designs coming out this year there are several 50 footers that have already proven to be enormously popular. Check out the design reviews in this issue and you will see what I mean. The Leopard 50 and Lagoon 50 are already setting sales records and the all new McConaghy 50, that will be introduced to the U.S. this fall, has earned a rabidly enthusiastic following.

So, it looks like 50 is the new 40, and marina owners around the country need to figure out where they are going to put them all.



# MQ

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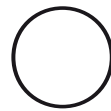






*The father of modern multihull sailing*

## Pioneering Catamaran Designer James Wharram Wins Award, Reflects on What It All Means



On April 3, James Wharram and Hanneke Boon attended the 2018 *Classic Boat Awards* ceremony at the Royal Thames Yacht Club in London. Awards were given for various categories of building and restoring classic boats. However, this year there was a special

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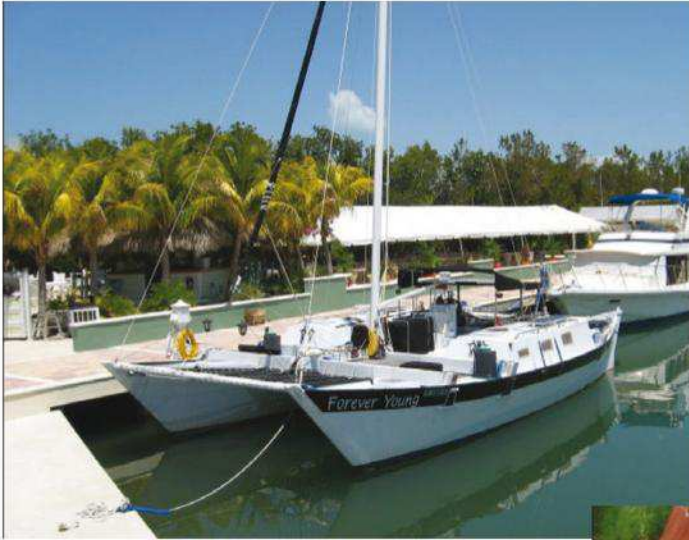
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West to East (New York to N. Wales) in a multihull, the 40ft catamaran *Rongo*, built in Trinidad. Since then, he has sold more than 10,000 of his plans for cruising multihulls worldwide, and some consider him to be the father of modern multihull sailing. More than that, James has always understood that sailing is not about expenditure. He has remained firmly wedded to his 'less is more' philosophy, always looking for simpler effective ways to build and rig his designs. What should be specially noted is his simple, but highly efficient Wharram Wingsail

extra award presented to James Wharram for a 'Lifetime Achievement' as Pioneer catamaran builder, sailor and multihull designer. James was the last to receive the award and was introduced to the audience by Rob Peak, editor of *Classic Boat* with these words:

"James Wharram will not need an introduction for most of us. In 1956, he made the first successful Atlantic crossing in a multihull – the 23ft 6in (7.2m) *Tangaroa*, which he designed and built himself for £200 and sailed with two German girls. In 1959 they were the first to cross the North Atlantic from



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rig. He is 90 this year and shows no sign of stopping. He is, simply, a living legend.”

James was emotionally stirred as he addressed the audience in his speech of thanks. Many people commented afterwards of how much they appreciated

the speech and the attitudes expressed in it.

Here is James' speech:

“Frank Lloyd Wright, the famous American architect was once asked how he achieved fame. He answered: “ I lived longer than the others”. Maybe being close to my 90th birthday and having survived most of my design competitors, is why I am standing here today to receive this *Classic Boat* 'Lifetime Achievement Award.

“So, who were my competitors? In the design of multihulls there have been three lines of development. Some multihull designers focused on the narrow beam length ratio of the individual hulls

to achieve 'speed', faster than the maximum speed of fixed ballast monohull yachts, due to their wave drag. Other designers used the raft configuration of the multihull to create comfortable floating villas, as an

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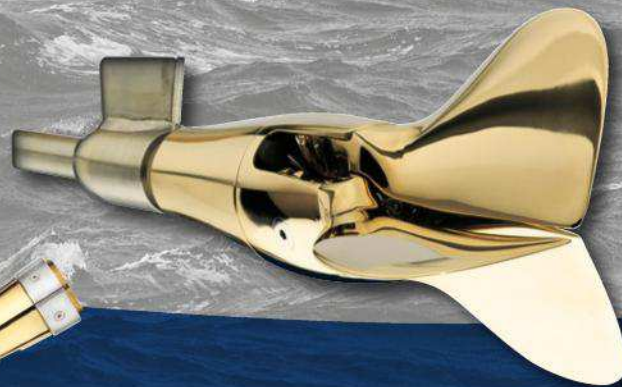
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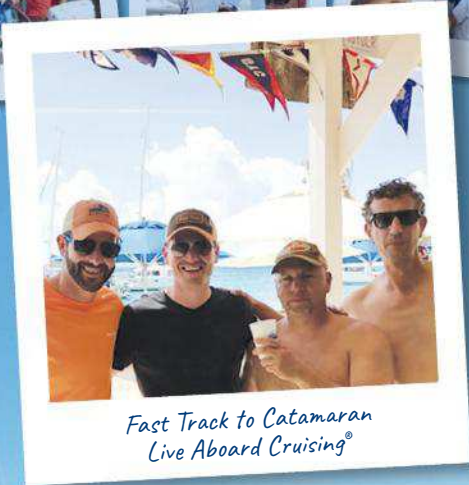
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*— Chris Turner, Pueblo, Colorado*

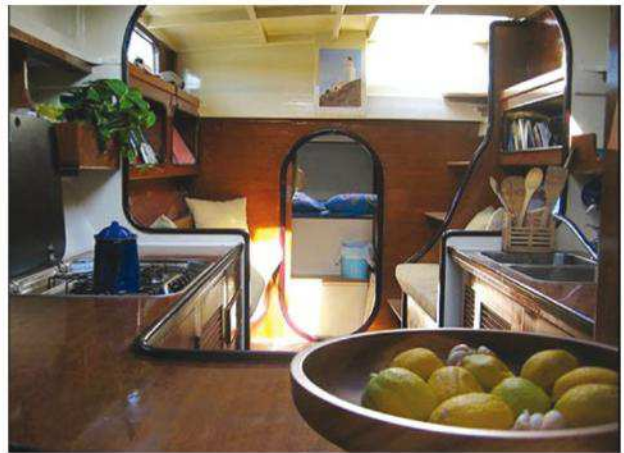


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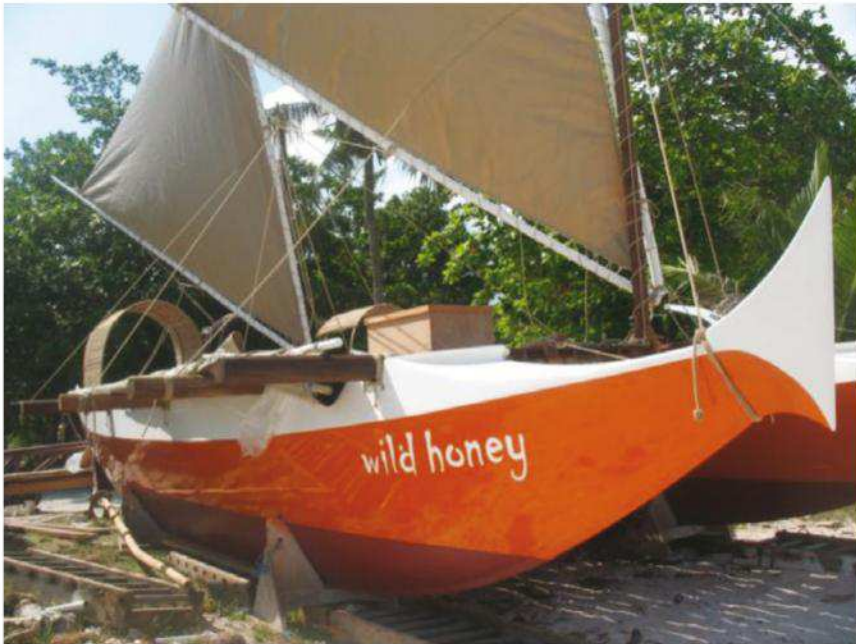
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from different perspectives. Until fairly recently, the view was of early man the great hunter followed by women and children picking up their scraps.

"However, with more studies into human DNA and further archaeological finds, it is becoming clear that early woman/man followed coast lines and rivers where fish and shell fish were abundant and easily gathered. The making of watercraft must have been one of mankind's earliest skills. The first people to reach Australia, as early as 60,000 years ago, arrived there by some form of watercraft. This archaic affinity with the sea and watercraft is in the DNA of all of us, and I believe, leads us to want to own and sail our boats.

alternative to buying expensive coastal land for a villa by the sea.

"I belong to a third group of boat-owners and sailors, summed up in poetry, as in: "I must go down to the sea again to the lonely sea and the sky". We 'dreamers of dreams' follow an essential part of the human psyche, either consciously or unconsciously. The development of early man has over the years been viewed

Many present day sailing people are not interested in male competitive sports, they are not interested in a sea villa, they are moved by a deep instinct of our species to be on or by the water.

"Throughout my life, beginning as a pioneering catamaran sailor, I have been aware of this instinct and as a designer have tried to express it in my boats. Having

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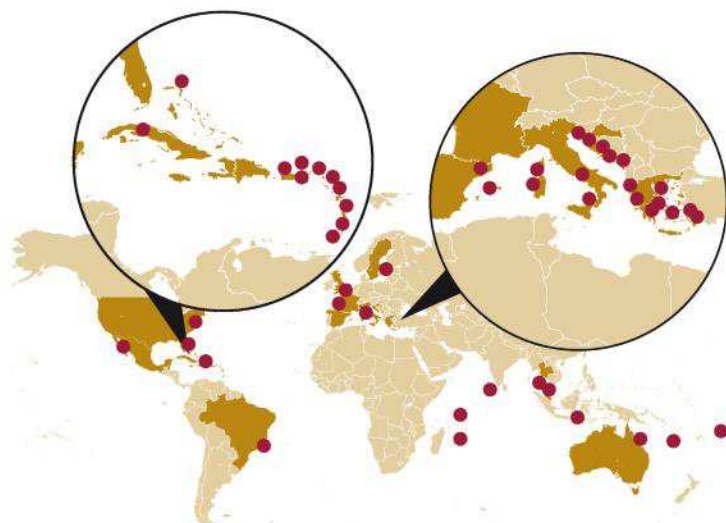
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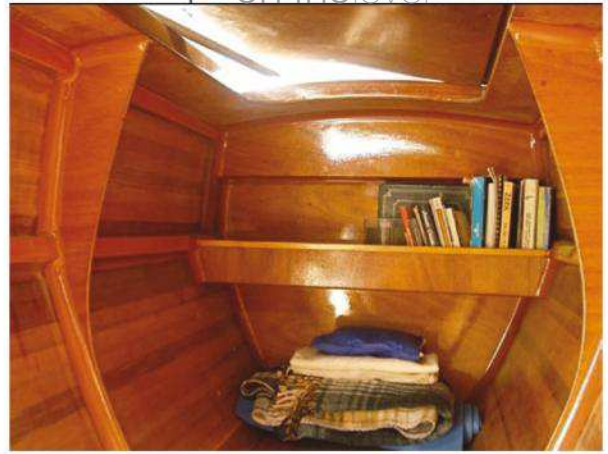
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sold over 10,000 designs, it does seem many of my builders connect with this."

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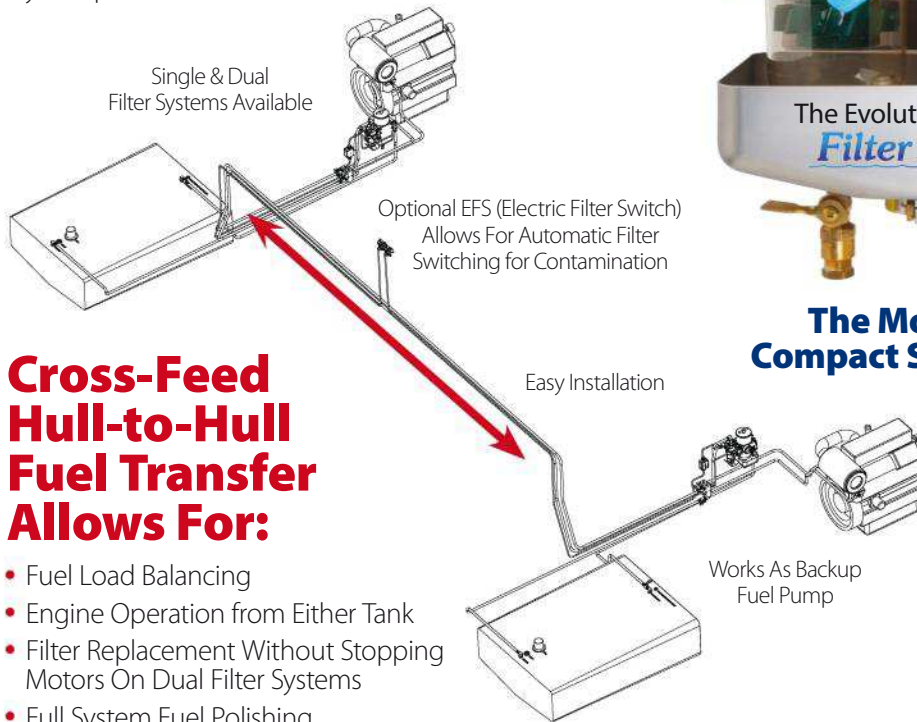
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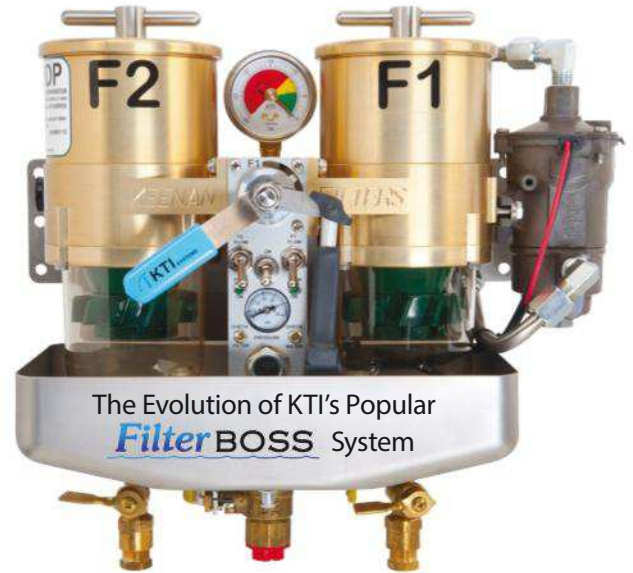
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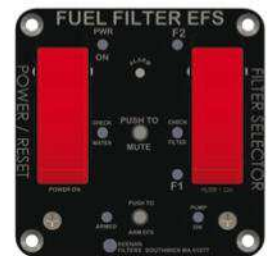
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## The Five Steps to Getting a Good Deal on a Used Catamaran

Working with a broker to find and buy your perfect cruising multihull helps to take the guesswork and legwork out of the process

by Andrew Holland, agent Multihull Company





world more interconnected. While some of these blogs or forums have good information, the knowledge it takes to make a sound purchasing decision still rests with the experienced hand.

Let me explain what it really means to combine the best of what the internet provides – listings – and the best of what seasoned brokers can provide – experience. First, there are the steps taken to narrow the list of boats that suit our buyers, and then the knowledge to really recognize a “good deal”, and when to walk away. Everyone wants to get a great deal on a used boat, but not everyone has the knowledge base to recognize one.

While I am writing this as if I was working as buyer’s agent for a customer, the following tips should help those of you who wish to go it alone. If you fall into that category, you can thank me later! But, be advised, a truly good broker generally saves their buyers a lot of time and money. Let me show you how.

#### STEP ONE: YOUR BUDGET AND SAILING PLANS

The first thing you must ask yourself is how much you want to spend. When determining this figure, it’s important to establish expectations on the condition of the vessel, how much more that you may need to invest into the boat after the purchase on necessary repairs, and also taxes and/or duties that may be due. All of these potential costs should be factored into the total budget for the vessel. If you are working with a broker, be forthright about your budget and your after purchase expectations as it will assist him or her to narrow the options.

*Tip: Do not assume that a boat listed at \$400,000 is going to sell for \$200,000.*

If you are the type of buyer who wants to go world voyaging, you will be shopping for a very different catamaran than the buyer who is looking to day sail around the Bahamas. And while the world voyaging catamaran may also suit cruising the Bahamas, it may not be the best catamaran for that agenda. It’s important to keep this in mind as you are reading up on all of the latest and greatest owner blogs, forums and sales literature to determine if a model may be a good fit, or if you should rule it out. In the end, almost any boat can sail around the world – at issue is whether it is the ideal boat for you to do so.

Owner blogs and forums can be full of confirmation bias, so be mindful of this. While they may love the boat they purchased, they may not have had a chance to experience the pros and cons of many other boats that may have also suited their cruising agenda. In fact, we often find that most people do not make the right choice on their first boat if they are shopping alone – and this has mainly to do with them not yet figuring out what sort of cruiser they will be.

**A**s the sales manager at The Multihull Company I have seen a significant shift in the brokerage market with the proliferation of MLS searches, blogs and forums that have made the catamaran





### STEP TWO: TIME TO LOOK AT BOATS

Once you have established your budget, it's time to go on your preferred yacht search site and start to educate yourself on which catamaran models fall within your budget. At the outset of your search, you will want to keep your parameters as broad as possible and take note of everything within your budget – from performance cruisers to comfort catamarans – you will want to take a look at everything that falls in your range.

Why? Because when you first begin searches, you may not have the knowledge base to understand the subtleties of the marketplace such as why two of the same model catamarans of a similar vintage vary in price point so substantially. As your knowledge base grows, you will learn about the market impacts of vessel history, layout, condition, equipment and location, all of which and more impact the market valuations of particular boats. Look at the pictures of the options that fall in your budget, share them with your partner in this adventure and together list which ones seem the most appealing.

Once you have a preliminary list of catamarans that you believe would be of interest to you take the time to go and see them in person. If you are going to be sailing with a partner, be sure they come along. This is always a mutual decision and factors that are important to one may not be to the other. In the used catamaran market, there is no true "one stop shop," which makes the shopping process a lot more difficult and labor intensive than you might realize.

One of the biggest benefits of working with an experienced buyer's broker is the ability to rule out boats that may be on your shortlist before traveling to see them. Factors that you might not have been thinking of can be dealt with quickly by a broker.

If you do travel to see boats, start by looking at all of the options that are nearby, then expand out as

required to see the various models you need to see. This will take some travel and a lot of showings arranged by your broker. But, after some time, it does help to bring clarity to the type of boat you want.

Fort Lauderdale, FL is probably the best place in North America to see the most used cats quickly followed by Annapolis, MD. In Europe, head to the south coast of France or La Rochelle. And in Australia, try Sydney or Mooloolaba. You may have to do a lot of driving and flying to really see all the designs you need to see firsthand.

If you are working with a buyer's broker on your purchase, you will want to be in close contact with your agent and have them arrange a suitable itinerary of showings that suits your travel schedule. For the self-shopper, you are going to have to call several different listing agents to see all of the boats you need to see and arrange a suitable time to inspect the boats on your list. This can be a lot of work and very inefficient as it means that if you want to see five boats in Fort Lauderdale on the same day, you may have to contact five different agents and arrange individual meeting times rather than drive around with one agent who organized all of the showings for you.

### STEP THREE; ESTABLISHING VALUE

After you have done some online shopping and travelling to see boats firsthand and established the type of catamaran you are looking for, it's time to isolate your search and determine values on particular options of this model.

Let's say, for purposes of this exercise, you have narrowed your model to the Lagoon 420 Owners Version, and it is down to four specific boats that are currently listed for sale, all of which are in different locations. One of them is "cruising in the Bahamas," another is in Grenada, another in Tortola, and one of them is in Fort



Lauderdale. For the self-shopper, things can become quite difficult and time consuming at this juncture, so buckle up.

You will need to call four separate agents who are listing these particular boats and start asking questions. You will want to understand the condition of the vessel and hope the broker you are talking to is honest, has seen the boat, and can give you an accurate description of the boat. That broker, however, will not know you, has not shown you boats to see how you react to various levels of condition, so they will not be able to calibrate your expectations with his or her experience. Consider that their rating of a six out of a 10 may be your four. We often see at our company that some buyers apply condition expectations that may never be found in their budget for the models they desire. A good broker is going to be able to understand the buyer well enough to be able to focus them on what is possible, not the impossible.

I find, myself, when working with buyers, that a calibration on condition expectations is vital to the success of any transaction. This to me is the largest challenge for self-shoppers since they have to spend a lot of time getting educated on what sort of boat, in what sort of condition, falls within their budget. I often see self-shoppers reject boats they should have accepted and finally accept a boat they shouldn't. It takes time and market education to gain the confidence to know a good deal from a bad one, and often by the time they finally are educated enough to buy with confidence the market dynamics have changed due to currency fluctuations or supply.

The one thing I stress over and over is that every boat has a value in a given market, in whatever condition it's in. Consider these past two months that Multihull Company Agent Carl Olivier in Tortola has been charged with the task of selling hurricane Irma salvage boats for an insurance company. Even dismantled and upside down these boats have a value. It is simply a matter of determining what that fair market value is in the current market.

The determination of what is fair market value can be especially difficult for the self-shopper as values can be directly tied to previously sold boat prices, which are not made available publicly. Further, even if these figures are obtained from a professional yacht broker, they may not include the necessary clarifications on the reported comp, whether the reported sold figure was a hard used ex-charter boat with little gear, a privately captained charter boat in average shape, or a pristinely cared for and privately owned vessel of a pilot or engineer who maintained meticulous logs of every piece of work they have done on the boat.

The danger of course is that you train your eye on the cheapest one that ever sold, without a willingness to accept the fact that the boat was a very hard-riden charter cat in need of some significant refits. For the buyer working with an experienced yacht broker these figures should be provided to you by your agent, with clarifications on the condition of the vessel and equipment on boat, the sold date, currency in which the vessel was sold and the value of that currency at the time of sale. The catamaran market is driven mainly by the Euro, not the dollar, so the exchange rate





between these two currencies has a significant impact on the overall market.

#### STEP FOUR: MAKING OFFERS

Let's get back to our example, the Lagoon 420. Let's say after phone calls and research you have determined that the option in Grenada is the best one to pursue. It sure looks good on paper. Should you hire a surveyor to go over and do a visual report? Fly down to see it yourself?

For a boat of significant interest, with that first condition vetting, my advice is always to make an offer pending survey and sea trial on the boat prior to any long travel to view or inspect her because you always want to establish the seller's best price before flying any distance. While the boat may be in super, eight out of 10 in condition, that seller may want \$60K more for his boat than the seller who has the same model in Tortola that is only marginally less clean, or a bit less equipped. Would you rather get a seven out of 10 for \$60K less? Most of our buyers would. That's why we always feel it is vital to establish the seller's bottom line on any yacht before investing time flying to see her, let alone to survey her.

For the self-shopper, in order to make an offer, you will need to call up the listing agent and ask them to put together an offer sheet for you to sign and send to the seller. Note: Please do not think that a simple email offer to a broker is going to get the seller excited enough to enter into serious negotiations with you. If you are going to go on a fishing expedition, you at least need to the bait the hook by showing the seller you are serious. That requires a written offer and a refundable deposit placed in the broker's escrow account.

It is of course imperative that you read in full any signed offers you may submit and be sure of the legitimacy and good standing of any yacht broker for which you may send in a deposit. Outside of the U.S., most brokers are neither licensed or bonded or support dedicated escrow accounts. If you are a buyer working with a buyer's broker you can send in your deposit to your agent and ask them to hold it on your behalf for the purpose of submitting offers. Your broker will then draft up contracts for you to submit to sellers or seller's agents on any of the yachts that appeal to you.

At this point in our example, you have submitted an offer, have a deposit in escrow, and then after some back and forth have established the seller's lowest price. That price may or may not be a super deal, so then you will have a choice to make. Prior to finalization of the agreement, it may be worthwhile to go back and review secondary options that maybe didn't have some things you wanted, but may have a more motivated seller. For the self-shopper, you will have to have your deposit sent back, send that deposit on to the secondary options listing agent, and then submit a new offer sheet.

Some buyers have to go through this process many times before they really learn what the market value is or is not. Just as many sellers have to be chastened by

time to accept the true value of their yacht, many buyers have to be chastened by rejected offers to finally learn what a good deal is or isn't.

#### STEP FIVE: POST SURVEY NEGOTIATIONS

After you have narrowed your list, found the right option and negotiated the best price, it comes time to find yourself a good surveyor. This is a very big decision. The danger is that you choose a surveyor who really doesn't know the market well or a particular brand of boat. Or who just isn't any good!

Remember, surveyors are paid to find problems, so they do. And this is where I often see sales fall apart. The surveyor's role is not to tell a buyer if he has a good deal or not, but to objectively survey a boat and find her faults. And often, after a survey, the buyer asks for credits or repairs that a seller is not willing to make, and frankly shouldn't, given the price he may be selling the boat for. The seller is not required to make repairs or to lower the price based on the survey results.

My own advice is to focus on the big stuff, the real stuff, the consequential issues that may turn up after a survey. In most survey reports there are two or three significant things that might cost a bit of money to correct, while the other 28 items are minor stuff that one could tick off with a few days of work. Pick the big battles, not the little ones. The standard level that should be expected at a survey, and whether adjustments may be necessary also largely depends on the price that the boat is under contract for and whether a premium is being paid, or if the buyer is obtaining a boat for below fair market value.

#### BUYER'S BROKER OR SELF-SHOPPER

In yacht sales there is an enormous difference between a yacht broker and a salesman. A yacht broker is selling his or her expertise and is compensated by the seller for working with and for him as the buyer upon the sale. A salesman is someone who is really only interested in selling you what he or she has listed for sale. In our industry that means a listing he or she might have, or a new boat they can flip you on to, as opposed to presenting you with the better option even if it is listed by a competitor. A good buyer's broker sets aside what might be their best immediate financial gain to serve your best interests, is deeply knowledgeable about all of the catamaran options in your budget, and is prepared to take the time to understand you and your needs to help you find the best boat.

As I said to start, the internet brings the world of boat sales to your door. But it does not help you understand what to do with all those choices once you open the door. That is what a great broker does.

A truly successful broker will have sold a lot of boats and will often have a wide range of very good listings that might in fact be the best boat for you, but it is vital that you know that he or she is going to focus on your needs, not his or hers, and help you make the right decision as if they were helping a family member. ■



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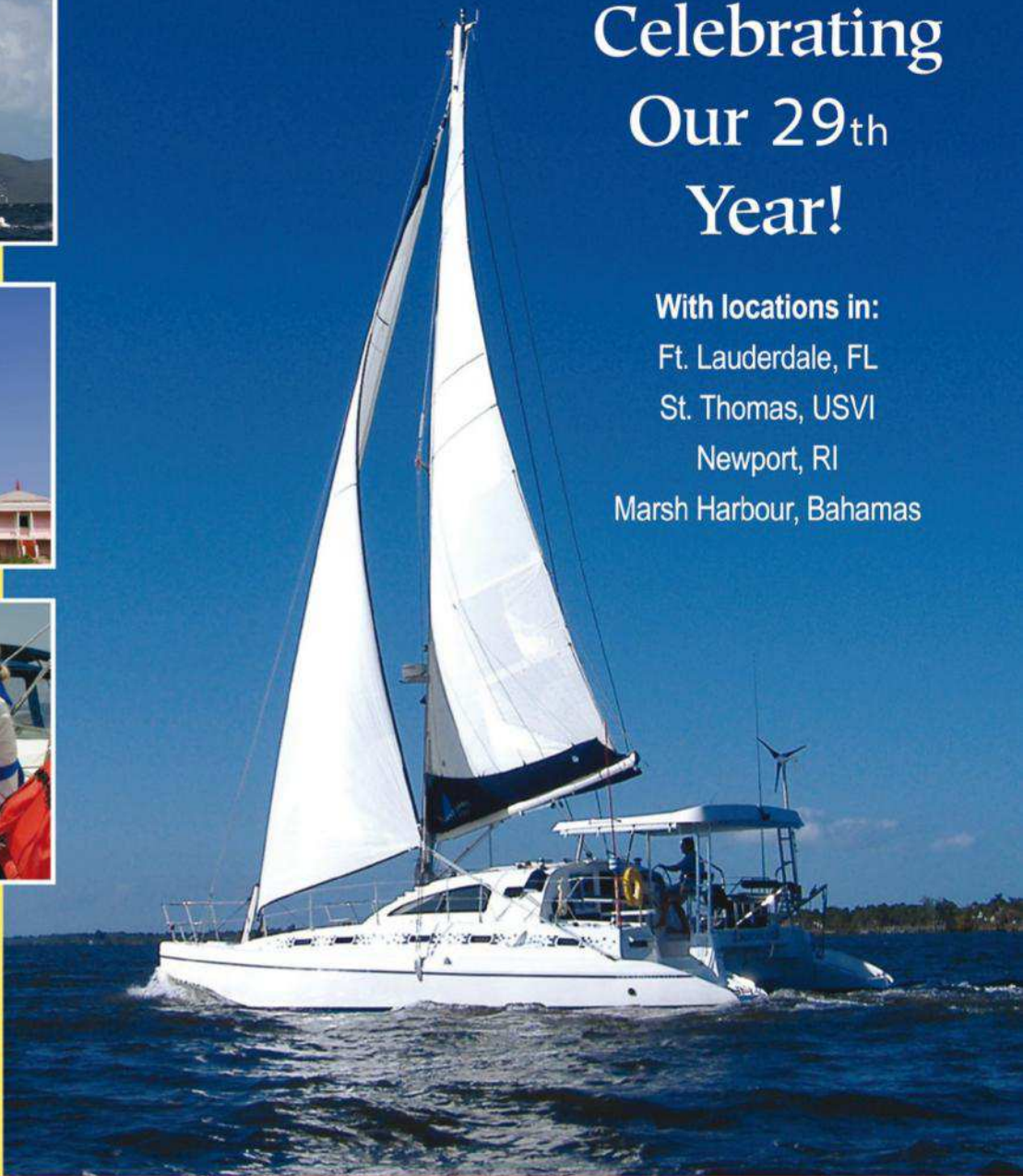
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## Heavy Weather Tactics

## Storm tactics require a bag of tricks that will let you slow the boat and prevent capsize

by Bill Biewenga

**A**s I came up on deck I could see the wide-eyed look in everyone's faces. The catamaran was going too fast, and no one fully understood what to do. The speed had crept up on the crew, so I could hear it and feel it even while sleeping fitfully. With seas building and the apparent wind angle moving to a close reach, more speed could mean more trouble than anyone wanted to face. It would be a good opportunity to demonstrate the "miracle" of trailing warps off the stern.

On sailboats most of us spend the vast majority of time trying to figure out how to make the boat go faster. Easing or trimming, a little less helm or a little more sail help create a vast array of tweaks and tricks to speed up the boat and shorten the passage. We're seldom interested in slowing the boat down.

When those rare occasions happen, however, slowing the boat down can seem like a Godsend. Assumed imminent disaster suddenly fades into a pleasant afternoon or an opportunity to focus more fully on what else needs to be done.

Of course, we're all familiar with shortening sails and the general procedures for doing that. Generally, I like to reduce power forward prior to reducing sail area in the main. As a broad concept, the main can help to support the back of the mast, especially when on the wind. The value of storm sails can't be overestimated in my opinion when heavy weather comes into play. That applies to both mono and multihulls. The difference between the two, however, is that the storm sails on a multihull should be significantly smaller for a given boat length. Being generally lighter without a lead keel, multihulls usually require less sail area to make them move, and in storm conditions you want to slow the boat to a manageable speed. If the same formula is applied to sizing a storm jib for a high tech catamaran as the



formula for a similar length monohull, the storm sail will be too large to actually slow the multihull down.

Another difference between monohull and multihull storm tactics is due to the fact that the monohull usually has a lead keel hanging from the bottom of the hull, helping to keep the boat generally upright. Also, it turns out that a multihull is pretty stable in both the upright and up-side-down "configuration". Obviously, we all prefer the former to the latter, and we can increase that likelihood even in storm conditions if we are mindful of how we deploy not only our sails but also our daggerboards on multihulls.

When equipped with daggerboards in each hull, we usually sail with the leeward board down in normal sailing conditions going upwind. In those conditions, the weather board may be down, as well, depending on the wind angle and wind speed. As the wind and sea state build, the leeward board should be up, and the weather board may only be partially down, again depending on wind speed and angle. The objective is to allow the multihull to slide down the face of an oncoming wave that is approaching us on our quarter or off to the side of the bow. If the weather hull starts to "fly", to keep the boat upright, it's important that the leeward hull be allowed to slide sideways down the face of the wave rather than trip on its daggerboard and result in a capsize.

Of course, it's not only multihulls that have been known to move too fast on occasion. There are plenty of ways to adapt to heavy weather if that's the cause of the added speed. An adept helmsman can pinch the boat up a bit if they're on a close reach or alternatively

one can run off if on a beam reach. Waves can be put forward or aft of the beam to reduce the possibility of being rolled by large breaking waves. Those heavy weather tactics, of course, don't only apply to multihulls. Sailors on monohulls can face the same dilemmas. In extremis, one would never want to be beam-on to large breaking waves regardless of the type of sailboat one was aboard. That would be courting disaster. Sometimes, however, running off only adds more speed as the sailboat surfs down increasingly large waves. Pinching the boat up may mean rocketing off waves that seem to have a cliff rather than a back following the crest. The resultant hard slamming may shake the rig so violently that failure seems inevitable. In either case, it's time to slow the boat down.

The desire to slow the boat down doesn't only result from heavy weather, however. There can be other reasons to slow the boat down. Perhaps there is an equipment failure that requires a more stable platform. Perhaps a self-steering vane needs to be repaired. Or perhaps slowing the boat to make a daylight landfall would be more convenient. Speed isn't everything, control is. At times, slowing the boat provides just the added control you need to make everyone's life just a little better.

When I arrived on deck finding people disconcerted by the speed of the boat during that gale, I suggested that it would be the perfect time to deploy a series of warps. The process is easy enough, and most boats have plenty of equipment to accomplish the task. We already had the dock lines handy. Into one line we tied an eye in the middle of the rope, forming a bridle from







which the warps would trail. We tied all of the other dock lines into that eye.

With the relatively short bridle line in which the eye had been tied, we put one end around an aft winch on the port quarter, and the other end of the same bridle was secured around an aft winch on the starboard quarter after running that line aft of the backstay, outside of everything in the back of the boat and careful to make sure that the line was clear and would be free from chafe when the warps were deployed off the stern. We then tossed the warps, and bridle off the back of the boat, keep the two ends of the bridle secured to the two winches. We could control the location of the eye off the back of the boat using the winches. The boat speed went from 16 knots to 8. We were under control, and the remaining storm sails provided enough power to allow steerage.

When necessary to additionally slow the boat, I will tie overhand knots every two feet in the warps that are attached to the eye of the bridle. The knots add enough friction to further slow the boat. When retrieving the warps, I bring the eye close to one of the winches and merely haul the warps in one at a time. Even with the line knotted for additional drag, it's not an overly difficult task.

Drogues, such as the well-known Galerider, are also meant to slow the boat down. Deployed from the back of the boat, drogues – as with all types of equipment that have a potentially rapid increase in load – should be deployed with care. If your vessel is traveling at speed and you suddenly introduce a means to slow it down, the added friction will put a substantial load on the line that is holding the drogue.

Lines such as warps can be paid out slowly, introducing drag gradually. Depending on the type of drogue you might use, the load may be somewhat sudden. The bitter end of the line holding the drogue to the boat should be secured around a winch and tied to avoid losing the drogue. The line should be readily adjustable at the winch, however, so make sure it has several wraps on the winch and the bitter end is then secured. The line should be flaked out so that the drogue is able to run freely without chafe and the line is laid out in a figure-eight pattern to ensure that there are no knots or tangles. Feet and arms should be well clear of the line as it plays out, and everyone on the crew should be aware that the drogue is in the process of being deployed. Everyone clear! No surprises!

As we discovered the damaged ama on a different trimaran in 50 knots of wind, it became obvious that we would need to deploy the sea anchor during a difficult passage. Generally, sea anchors are meant to be set from the bow and designed to stop the boat. Stopping the boat in breaking seas, however, renders the vessel at the mercy of the oncoming waves and reduces its ability to diminish the impact by moving with the wave. Since the parachute sea anchor had a trip line that allowed for partial deployment by pulling the center of the parachute forward towards the boat, we decided to deploy the sea anchor from the stern and reduce the sea anchor's ability to fully deploy. I don't think I'll do that again, although when trying to stop a multihull, the sea anchor may still be the best way to accomplish that.

Prior to deployment of the sea anchor we had fed the rode into a laundry basket, leaving enough bitter end



tail to be led to a winch. With the rode properly stacked in the laundry basket and the bitter end secured to a large winch, we hooked up the sea anchor to the other end of the rode, making sure it was clear to run when we put it over the side. I'll admit to the fact that the sea anchor was effective at stopping the boat. Happily enough, the winch wasn't ripped off the deck, and neither arms nor legs are part of this story.

The point of all of this, however, is to suggest that whenever deploying anything meant to slow the boat down, try to slow the boat down first. If the boat is moving at speed and the tether to the sea anchor is short, you will experience an abrupt speed reduction as the line suddenly loads up. If people are in the way, problems can result.

Heaving-to is also a valuable tool that everyone should practice in moderate conditions. Monohulls can creep forward at a few knots while hove to, and merely by tacking without releasing the jib sheet, one can find how their own boat reacts. Each boat is slightly different. Some may need the wheel tied over. Others will benefit from having the boom prevented so the boat is stable and safe. Multihulls may find heaving-to is difficult due to their bows catching the wind and spinning the boat around, never quite finding a point of equilibrium that is stable for an extended period of time. In all cases, practice in moderate conditions is a worthwhile exercise.

Ideally, whether you use warps, drogue or sea anchor, you should stow the gear properly, ready to deploy so the load will be introduced gradually either by having the boat at dead slow or by deploying something like warps which can gradually be fed into the sea. Another suggestion is that you should try deploying your gear in 10 or 15 knots of wind under good conditions first. You will learn a lot and have a great time doing it. And the next time you need to confront heavy weather conditions, you will have added more than a few procedures to that ever-expanding bag of tricks. ■

*Bill Biewenga is a veteran offshore racer with several circumnavigations under his belt. He is a professional weather guru and router for offshore sailors and is a moderator for Safety at Sea Seminars.*







## Summer Charter Specials

Explore the  
four corners  
of America  
this summer  
in a chartered  
catamaran

# W

hether you own and cruise in your own boat this summer, booking a charter somewhere that's always been on your to-do list this summer makes for a great family vacation. Here are places to sail and things to do all around America and beyond.

### SOUTHERN NEW ENGLAND

If Newport, RI is the sailing capital of the east coast, then southern New England is one of the great cruising grounds, too. From Long Island Sound all the way to Nantucket, you will find hundreds of great harbors, anchorages and marinas. You can stop in Block Island, Martha's Vineyard and even Hyannis Port. There are



not a lot of companies offering multihulls for charter but Swift Charters and Narragansett Sailing Charters in Rhode Island each have half a dozen or so that are available. (We could not find any multihulls for charter north of Boston and in Maine.)

### THE CHESAPEAKE

The Chesapeake Bay is the largest estuary in North America and offers some of the very best cruising from the Sassafra River in the north to Hampton and Norfolk in the south. There are famous towns to visit like Annapolis, St. Michaels and Oxford. There are cities to enjoy in Baltimore and Washington, DC and there are the wilds of places like Solomons Island.

It can be hot and windless in July and August, but spring and fall are perfect. You can find catamarans at several charter companies, including Dream Yacht Charters, Sunsail and more.

### FT. LAUDERDALE

The yachting capital of Florida's east coast, Ft. Lauderdale is a great place for a week-long charter. You can hang around the ICW if you like and explore the canals and rivers nearby. The Bahamas are only 60 miles away and Miami and Biscayne Bay are just a short sail to the south. Probably the best place to charter from will be Fun in the Sun Charters who can get you going with a boat just right for your needs.

Another vacation option in Ft. Lauderdale will be to take a learn-to-sail catamaran course from the gang at the Bluewater Sailing School. In only a few days you can go from being a novice to a competent catamaran skipper so you can take off on your own on a bareboat charter.

### SAN DIEGO

In the land of the endless summer, sailing and cruising around San Diego offers something a little different. You can go for a long weekend and just enjoy that area around San Diego, or you can take a longer cruise and either head north to Catalina or south to Mexico.

The winds all summer are fair and the air mild. But the Pacific Ocean is still quite cold so bring a sweater. West Coast Multihulls has a dozen catamarans in their fleet and they can set you up with the boat and cruising itinerary that's just right for you.

### SAN FRANCISCO

San Francisco Bay in summer can be a foggy place but if you sail up the bay toward Oakland, Richmond, the Delta or wine country you can escape the fog and enjoy some great inland cruising. You can actually get quite close to Napa Valley, if wine tasting is on your list. Or you can head over to Jack London Square in Oakland for a great selection of restaurants and nightlife.

A really fun San Francisco vacation would be two or three days to explore the city and then another three or four days sailing on and exploring the bay. You can charter cats from Modern Sailing Academy in Sausalito or from the OCSC in Berkeley.

### PACIFIC NORTHWEST

According to sailing industry studies, the Pacific Northwest is the most popular summer charter region in the continental US. Puget Sound to the Straits of Juan de Fuca and then north to the inside passage to Canada all offer hundreds of anchorages, charming towns, great hiking ashore and much more. You can go urban and spend time in Vancouver and Victoria, or go wild in the beautiful and mostly unspoiled San Juan Islands.

There are dozens of charter companies. Two of the most famous are Anacortes Yacht Charters and San Juan Yacht Charters.

### THE BAHAMAS

Just a short plane ride from Florida, the Bahamas are a great place to charter in summer when the trade winds blow steadily and the weather tends to be benign, although the longer you go into summer, the more likely will be the potential of tropical storms.

The Abacos are a favorite chartering destination and offer a variety of destinations all within a few hours of sailing. Cruise Abaco has a good selection of multihulls and runs a great charter company there and can put together a variety of programs to suit your needs. Dream Yachts charter has a fleet and the Moorings has five cats available in the Abacos, too.

The Exumas are one of the great unspoiled cruising grounds in the world and are only a short plane ride from Florida. The islands run north and south from Nassau to George Town and offer hundreds of anchorages, great snorkeling, and fun villages ashore for sun-downers and meals. Dream Yacht charters has a big fleet of cats for charter out of their base in Nassau. ■

Anacortes Yacht Charters  
[anacortesyachtcharters.com](http://anacortesyachtcharters.com)

Bluewater Sailing School  
[bwss.com](http://bwss.com)

Cruise Abaco  
[cruiseabaco.com](http://cruiseabaco.com)

Dream Yacht Charter  
[dreamyachtcharter.com](http://dreamyachtcharter.com)

Fun in the Sun  
[funinthesunyachts.com](http://funinthesunyachts.com)

Modern Sailing Academy  
[modernsailing.com](http://modernsailing.com)

Moorings  
[moorings.com](http://moorings.com)

Narragansett Sailing Charters  
[narragansettcharters.com](http://narragansettcharters.com)

OCSC  
[ocscsailing.com](http://ocscsailing.com)

San Juan Yacht Charters  
[sanjuansailing.com](http://sanjuansailing.com)

Swift Charters  
[swiftyachts.com](http://swiftyachts.com)

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# Leopard 50: Luxury Afloat

The new Leopard 50 is destined to be one of the most popular mid-size family cruisers in the multihull market

W

e were all checking our phones as we gathered at the Leopard 50 in the Harbor Towne Marina because the forecast was for serious thunder squalls later that morning. The storm was brewing over southwestern Florida and aiming right for us in Dania, which is just south of Ft. Lauderdale. The green blotches on the radar had large yellow and red highlights that indicated both really heavy rain and probably lightning.

But that didn't stop us. We climbed aboard the new 50, let go the lines and inched our way out the marina entrance in Dania Cut. At the helm was regular Leopard skipper Calvyn, plus Steve Long and Katie Baker from the Leopard sales and marketing team.

Under power, the 50 handled smartly, turning in its own length inside the marina and then strutted easily into the building breeze at cruising revs as we motored down the canal toward the cut at Port Everglades that would take us to the open sea. The boat comes standard with two 57-horsepower diesels that are easily accessible in the large engine compartments aft.

The 50 we sailed had the optional raised lounge on

top of the hard Bimini that covers the cockpit. This is a great space and even though it is quite high, you do not feel like you are on top of a multi-tiered wedding cake. The helm is raised to starboard and at a level right between the cockpit and the raised lounge so the helmsperson is always in contact with the rest of the crew.

Visibility from the helm is good but the port bow is just out of sight behind the cabintop for those under six feet tall or so. The ergonomics of the helm are well thought out so a lone watchstander can manage all lines and sheets through a battery of deck organizers, line stoppers and the three electric winches. Certainly, on a boat of this size, owners would be wise to go with electric winches instead of manual ones.

Once we reached the ship turning base at Port Everglades we hoisted the huge mainsail which has a two-part halyard and a country mile of line to gather as the sail inches upward. It's a big sail with full battens and 1,066 square feet of area. We motorsailed out the cut and then fell off the wind and rolled out the genoa.

In big cruising cats, the sensation of speed or even



acceleration can often be muted or subtle. That wasn't the case with the Leopard 50. The big mainsail and 125-percent genoa with a total area of 1,750 square feet, packed plenty of power to get the cat moving smartly. The wind was blowing at about 12 knots and we were making 7.5 to 8 sailing up wind at an apparent angler of about 50 degrees. We threw the big cat through a few tacks and determined that it would easily tack inside 100 degrees and in flat water would get close to 90 degrees. But, a big cat like this is happier sailing at about 50 degrees AWA instead of being pinched.

Calvyn was happy to let me run the boat so I took the helm and ran through a series of tacks and jibes without assistance from the crew. The boat can easily be single-handed if the autopilot is working properly and the electric winches are functioning. Once you get the lay of the land, all lines and sheets are where they should be so even jibing in the rising breeze was not a huge challenge on my own.

Off the wind the 50 was more in her element and at 110 degrees apparent it really showed the performance built into the design and sail plan. The breeze was building and the dark clouds of the advancing squall were rising over the western horizon but we carried on and tried to get the boat to maintain 10 knots while accelerating to over 11 in the puffs.

We finally had to relent as the dark clouds gathered and the radar images on our phones showed an alarming number of dark red thunder head patches. We raced back into the inlet and quickly dowsed the sails. The mainsail fell neatly into the stack-pack sail cover and the genoa rolled away with the press of a button.

With the throttles down, we hightailed it back to the marina and managed to get the big boat into its marina slip in a piping crosswind just in time to beat the rain, thunder and lightning. The Leopard 50 was a pleasure to handle under power and showed a good turn of speed at over 8 knots when we were in



a hurry. Under sail it performed above average for a modern production cat intended for the charter fleets as well as private owners. Ten knots is a pleasant cruising speed and the 50 can do that in the right conditions. Plus, the boat is set up so it can be single-handed, which is a requirement for couples cruising on their own.





LIVING ABOARD

While an owner might choose the Leopard 50 for its overall ease of handling and performance, there is no question that at the top of the list of positive qualities will be the boat's spaciousness, accommodations and dedication to comfortable living.

The main cockpit is huge but it is only one of three outside cockpits. The U-shaped dinette will seat up to

eight and will be the spot for most meals in warm weather. There is a drawer style fridge in the cockpit and easy access to the staircase that leads to the lounge.

Aft, between the hulls there is a platform that rises and lowers mechanically that doubles as a massive swim platform and a dinghy dock, with a folding cradle, that will hoist the dinghy clear of the water when underway.

On the foredeck, you will find another cockpit with a roof with a sliding hatch over it where one could sit in the shade and read or simply watch the world go by. This can be accessed through a large, weather-proof door from the saloon. Just ahead of the cockpit is a large sun bed that runs across the bridge deck. Under the pads you will find the generator, the water tanks and the windlass and chain locker.

There are large storage lockers on the forward ends of both hulls for fenders, lines, downwind sails, a second dinghy and other spares. The starboard locker can be fitted out as crew's quarters with a single bunk and a head.

The saloon is set up for indoor-outdoor living with the door in the front and a large sliding door and sliding window aft. When everything is open, the breeze will flow unobstructed right through the boat from bow to stern.

As you enter the saloon from the aft cockpit, there is another eight-person dinette that will be the spot for meals in rainy or cool weather when the boat can be buttoned up. The chart table is forward and to port while the huge galley takes over the whole starboard side of the saloon. With giant windows all around, the saloon is a very bright, airy and inviting space.



The hull accommodations can be set up with three, four or five-cabin layouts and up to five heads. The boat we were sailing had the normal four-cabin layout with two comfortable cabins in each hull. Access is via a single stairway into the port hull or via two stairways into the starboard hull. The master cabin in the four-cabin layout is the aft starboard cabin.

The cabins are large and have plenty of ventilation and light. Plus, the boat can be rigged with air



conditioning run by the genset so you can stay comfortable even on hot muggy nights. There is a remarkable amount of storage space throughout the boat which in turn makes the 50 ideally suited for living aboard and long range cruising.

The fit and finish of the 50 has been done to a high standard with an emphasis on simplicity and uniformity in all of the veneers, table and counter tops, doors and the floors. Keeping a boat like the 50 in trim and clean will be easy and not require a lot of elbow grease.

#### BWS THOUGHTS

The Leopard 50 does a lot of things well and will be a great addition to a charter fleet or a fine private yacht for an adventurous couple. It is easy to sail and does sail very well. It powers efficiently and handles tight quarters with twin-engine ease. With 264 gallons of fuel, the 50 will have a cruising range under power at 7 plus knots of nearly 900 miles. Running on one engine at six knots would give you a range of more than 1,200 miles – which, FYI, happens to be the distance between Bali and Singapore in an equatorial region known for little or no wind.

The 50 is a very large 50 footer so even with the four-cabin layout, you will always have privacy and a place to find some quiet time. Fifty feet seems to be the new mid-size for cruising cats and I can see why. The boat is big enough to be a proper home yet not so large that it swallows you. It is easy to sail and fast enough to make quick work of long passages but not too complicated for a couple to manage on their own.

The new Leopard 50, which replaced the very popular Leopard 48, is destined to be an even bigger success. ■



### Leopard 50

<b>LOA</b>	<b>50'6"</b>
<b>LWL</b>	<b>48'11"</b>
<b>Beam</b>	<b>26'5"</b>
<b>Draft</b>	<b>5'3"</b>
<b>Displ.</b>	<b>44,092 lbs</b>
<b>Sail area</b>	<b>1,750 sq. ft.</b>
<b>Bridge Clear</b>	<b>3'3"</b>
<b>Mast height</b>	<b>77'2"</b>
<b>Engines</b>	<b>57-hp. X 2</b>
<b>Water</b>	<b>185 gals.</b>
<b>Fuel</b>	<b>264 gals</b>
<b>Waste</b>	<b>45 Gals</b>

[www.Leopardcatamarans.com](http://www.Leopardcatamarans.com)

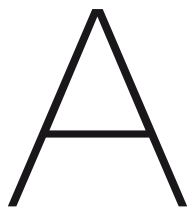






## Lagoon 50

Lagoon continues to innovate and the new 50 is brimming with new ideas and interesting details



fter the Miami International Boat Show last winter, we had the opportunity to sail both the new Lagoon 50 and Lagoon 40 on a fairly boisterous afternoon. We found the boats in the boat show, which was being broken up and many docks had already been removed. It looked like a ghost town after the brilliant hustle and bustle of the show itself over the four prior days. The carnival was definitely leaving town.

The Lagoon 50 is a huge 50-footer, with high topsides and a seemingly massive beam. The boat was moored stern to the dock so we mounted the aft starboard swim platform and climbed into the main cockpit – main because there are two more to choose from.

There was already a crowd onboard who were all sipping coffee and milling about inspecting the boat. The new Lagoon 40 was moored alongside so when all expected crew and journalists had arrived, the party was split in two to populate the two boats.

We started on the 50 and soon were motoring away from the Miami Marine Stadium lagoon where the boat show was held and heading for the ship channel and the open sea. The Port of Miami is a huge shipping and container port so it is always fun to motor past the ships that hail from all over the world. Now and then you will see one of the truly huge container ships that dwarf all ships and boats around them.

As we approached the cut to the sea we raised the big, square-topped mainsail and motorsailed our way through the turbulence and square waves that was being raised by the trade winds blowing against a strong out-going tide. Even in a large 50-foot cat, the motion was active. Yet the twin engines were more than a match so we were soon clear of the worst of it and able to leave the channel. Once in flatter water we rolled out the genoa and close reached northward along Miami Beach.

The Lagoon 50 has the new modern rig developed for the company by the design firm VPLP who designed the hulls as well. The mast has been moved well aft to just about a point over the cat's center of gravity. This creates a rig with a large fore triangle and a small, high aspect mainsail. The large fore triangle accommodates a large self-tacking jib that is powerful enough to



give the boat better than average performance while being a snap to handle from the safety and comfort of the raised flying bridge.

The small mainsail is much easier to handle than the huge mainsails that are customary on cruising cats, yet with the square top design and tall mast, the sail still provides power and lift. Jibing it is much less of a chore than it is on a boat with a conventional cat mainsail.

The running rigging is set up so all lines run to the helm where with rope clutches and electric winches, you can manage all sail trim. The visibility from the bridge is excellent and, unlike on some large cats, you do not get a sense of vertigo looking down on deck. It's just not that high.

Aft of the helm there is a large lounging area with three sun beds with folding backs that act like chaise lounges. This is a great place to while away an afternoon. The boat we were sailing had an optional hard Bimini top that had full headroom and fit neatly under the boom. For those who will be sailing in the tropics or for charter companies, this add-on is well worth the expense.

We put the 50 through a series of tacks which were completely painless as all you have to do is turn the wheel while the jib takes care of itself. The boat tacks

inside 100 degrees true and carries its speed through the tack quite well. In the 15 knots of breeze we had that day, we were able to sail upwind at seven to seven and a half knots.

Off the wind, of course, a big cruising cat really comes into its element. We jibed our way back toward the channel and saw speeds over nine knots occasionally. The boat handles easily and feels very sure footed, even in a roiling chop.

#### LUXURY IN 50 FEET

For monohull sailors, the square footage of modern cruising cats is unbelievable. The cockpit, saloon, side decks and foredecks of the Lagoon 50 measure 50 by 26 feet; that's 1,300 square feet or the ground floor of a nice four bedroom house ashore. The hulls each have about 300 square feet and the flying bridge and sun deck have approximately 200 square feet. Altogether, the Leopard 50 has about 1,800 square feet of living space.

With all of that space to work with, it is easy and, I expect, fun for the designers to come up with an accommodation plan (or plans) that creatively and cunningly make the best use of it. The 50 has three optional accommodation plans. The owner's version



Lagoon 50 - Palma - 09/2017 - Mention obligatoire/Mandatory credit: Photo Nicolas Claris



had the owner's suite in the starboard hull and two generous guest cabins with en-suite heads in the port hull. The owner's suite has a huge head and shower compartment all the way forward and a dressing room cum study amidships.

The four-cabin version will work well for a family or in the charter fleets. There are two good cabins in each hull and each has its own head and shower.

The six-cabin version takes the basic four-cabin plan and adds two more cabins forward of the stairs. These are pullman style cabins that will appeal to children and crew. They are small spaces but work well as additional berths or large storage areas for supplies, sails, toys, etc.

The saloon and cockpit flow together to make a huge living space. All the way forward there is a huge U-shape sofa that runs the breadth of the cabin. This has an ingenious table that folds out to form a large dining surface. Aft to port the L-shaped galley has plenty of working space and the fridges are easily accessible.

The saloon and the sleeping cabins are all well ventilated. The lighting in all spaces is creative and you can adjust the mood in many ways. The view of the

surrounding harbor are excellent and you always have natural light wherever you are.

The cockpit has the large dining table to port where you will spend most of your time in warm weather. There is another bench seat across the transom and a third to starboard, plus a wet bar. If you like to have your friends over for sundowners or dinner, the 50 is set up to accommodate a large crowd.

Lagoon has gone back to a warm, teak-colored veneer for their joinery that gives the boat a pleasant, yacht-style ambience. Contrasting with off-white fabrics, headliners and wall panels, the whole feel is of a thoroughly modern cruising cat with a touch of old school class.

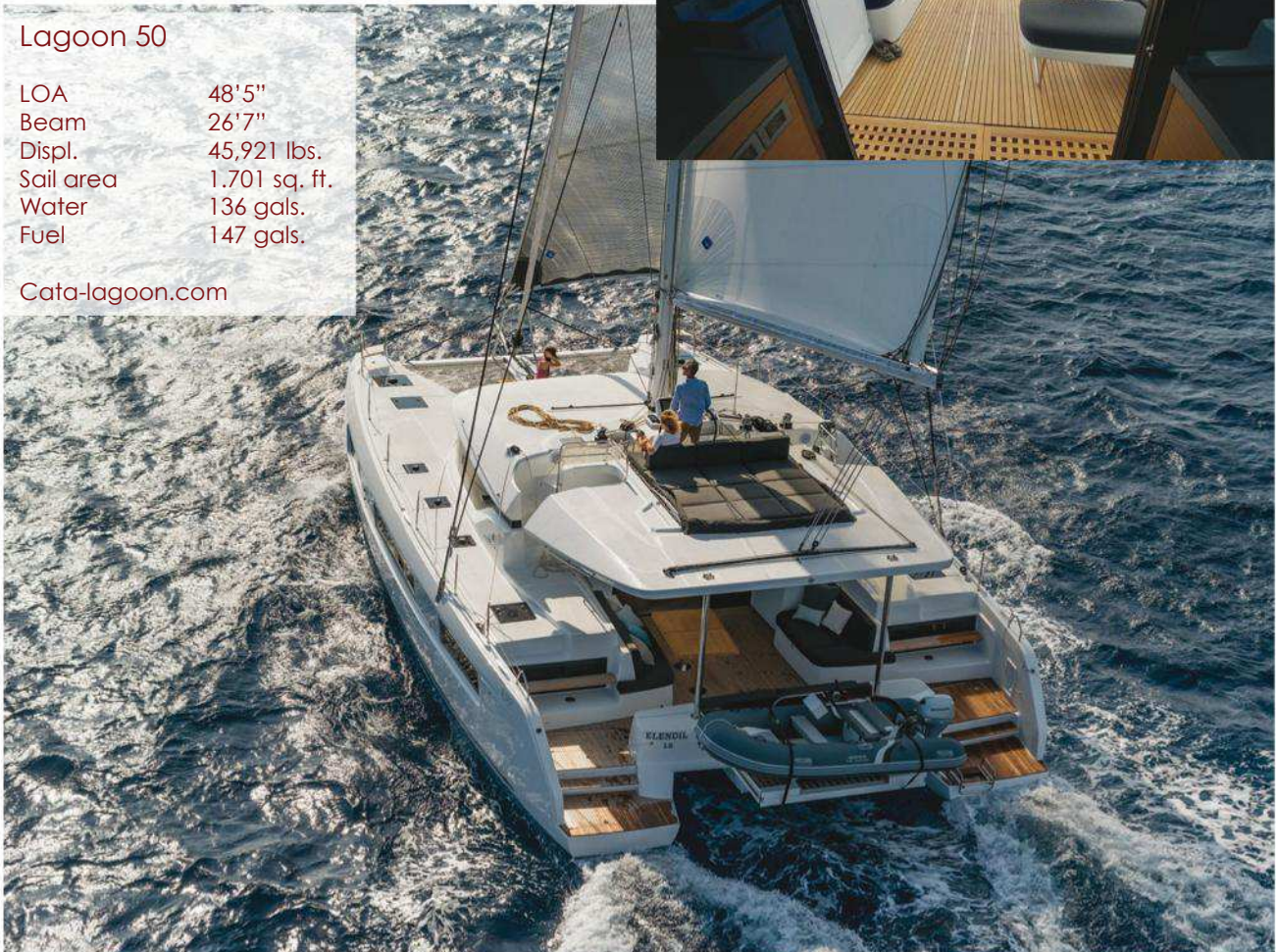
The Lagoon is a very attractive and innovative addition to the Lagoon fleet and will make her owners both very comfortable and pleased with fast daily runs and quick passages. ■



### Lagoon 50

LOA	48'5"
Beam	26'7"
Displ.	45,921 lbs.
Sail area	1,701 sq. ft.
Water	136 gals.
Fuel	147 gals.

[Cata-lagoon.com](http://Cata-lagoon.com)



Lagoon 50 - Palma - 09/2017 - Mention obligatoire/Mandatory credit: Photo Nicolas Claris





Lagoon 40 - Palma - 09/2017 - Men/lon obligatoire/Mandatory credit: Photo Nicolas Claris

## Lagoon 40

Great things  
sometimes  
come in small  
packages

A

fter sailing the Lagoon 50 along Miami Beach for an hour or more, we switched over to the new little sister for a sail trial on it. The Lagoon 40 is very much a smaller clone of the 50. She shares the same overall modern look with the powerful VPLP hulls and the rakish angled cabintop.

The rig follows the same pattern as the 50 so the mast has been moved aft to be over the boat's center of gravity. With the smaller square-top mainsail and larger self-tacking jib, the boat is set up to be very easy to sail. The roller furling reacher or Code 0 can be flown forward

of the jib and can be left rigged and ready when you are cruising. The reacher adds a ton of sail area and greatly adds to the boat's sailing performance.

The 40's helm is in the usual raised position to starboard where the visibility forward is very good for anyone over five-foot, ten-inches. The forward slope of the cabintop exposes the port bow so docking on that side is going to be a lot easier than it is on boats without this feature.

All lines, sheets and halyards run to the helm station where they are controlled with line stoppers and electric winches. On a boat of this size, manual winches can be manageable, but for those over 50, electric winches are so much more efficient and easier.

After sailing the 50, the 40 seemed smaller, lighter, more nimble and maybe a little quicker on her feet. With the mainsail raised and working jib rolled out we chased the 50 along Miami Beach for a while and the bigger boat did not walk away from us. But, we couldn't catch them, either.

At 60 degrees to the true wind of 15 knots, the 40 was able to maintain speeds over seven knots and we saw a few eights in the puffs. We put the 40 through a series of tacks and found that it turned through the wind easily and maintained her speed reasonably well.





the bridgedeck. Under the deck there is a nacelle that adds to the strength of the hull and deflects or dissipates waves that try to slam in choppy seas.

It would have been fun to fly a Code 0 or reacher in the breeze to see just how fast the new 40 really is. I suspect we would be able to coax 10 knots out of her in the right conditions. As it was, we were happy to sail at eight and eight and half knots at 160 degrees true.

As we headed back for the channel into Miami, the wind died

The self-tacking jib makes this course change a snap. A downwind sail on the 40 or any cruising boat can really add to the fun of sailing and adds many miles to a daily sailing run.

We chased the 50 for a while then broke off to put the 40 through a series of tacks and jibes. The boat handled very nicely and one person can manage both tacking and jibing from the raised helm. The 40 accelerated well out of tacks and managed to tack with 100 degrees true.

We fell off onto a beam reach and watched the speed go from seven knots hard on the wind to eight and a half off the wind. There was a bit of chop that had built during the afternoon, but we got no slamming in



a bit so we carried full sail right into the port. It was very pleasant sailing and always fun to sail through a busy working port. The Lagoon 40 handles very easily under sail and shows a very good turn of speed for her size. The design seems just right for a cruising couple since it truly can be sailed by one person.

#### LIVING ABOARD

Compared to the 50, the 40 has a more compact layout focused around the large cockpit aft and the saloon which flow together as one open living space. Two layouts are available, a three-cabin owner's version and the four-cabin version that will appeal to families and charter fleets.

The cockpit is roomy and has a bench



seat aft with compartments under it. The dinette, where most meals will be served, is to port. With folding chairs added, you will be able to seat eight for dinner. Across the cockpit to starboard there is another short bench and the stairs leading to the helm. The cockpit is large enough for 10 to 12 adults to relax together and you can add 10 more if the party spills over to the saloon.

The saloon has an L-shaped dinette under the forward windows and a table that will seat eight with folding chairs added. At the port end of the dinette, the chart table faces to port and has a desk large enough for a folded chart and flat mounting surfaces for all of your instruments and communications devices.

The galley is aft to port and has enough counter space and storage for families living aboard and doing a lot of their own cooking. The fridge is tucked under the counter. The three-burner stove is a counter-top unit and the separate oven/broiler is tucked into the cabinet below it.

The saloon has huge windows so you are always looking at what is around you in harbor or at sea. Plus there are plenty of ports to open to catch the cooling breezes.

The owner's version has the master suite in the port hull. The large double berth has a corner cut away so

you can climb in and out of bed without leaping over your partner or falling off the foot. The huge head is all the way forward and has a full width separate shower stall large enough for two. Between the berth and head you will find a desk, a huge hanging locker and a bench settee. If you bring your work with you, this will make a fine home office.

The guest cabins in the starboard hull have a V-berth in the forward cabin and a good double berth aft. The single head is large and has a separate shower stall. There is plenty of storage in both cabins for guests or children to settle in for a long cruise.

The 40's cabins are full of natural light from deck hatches and the large hull windows. And, ventilation is excellent with multiple hatches and ports to open so that air can flow unimpeded.

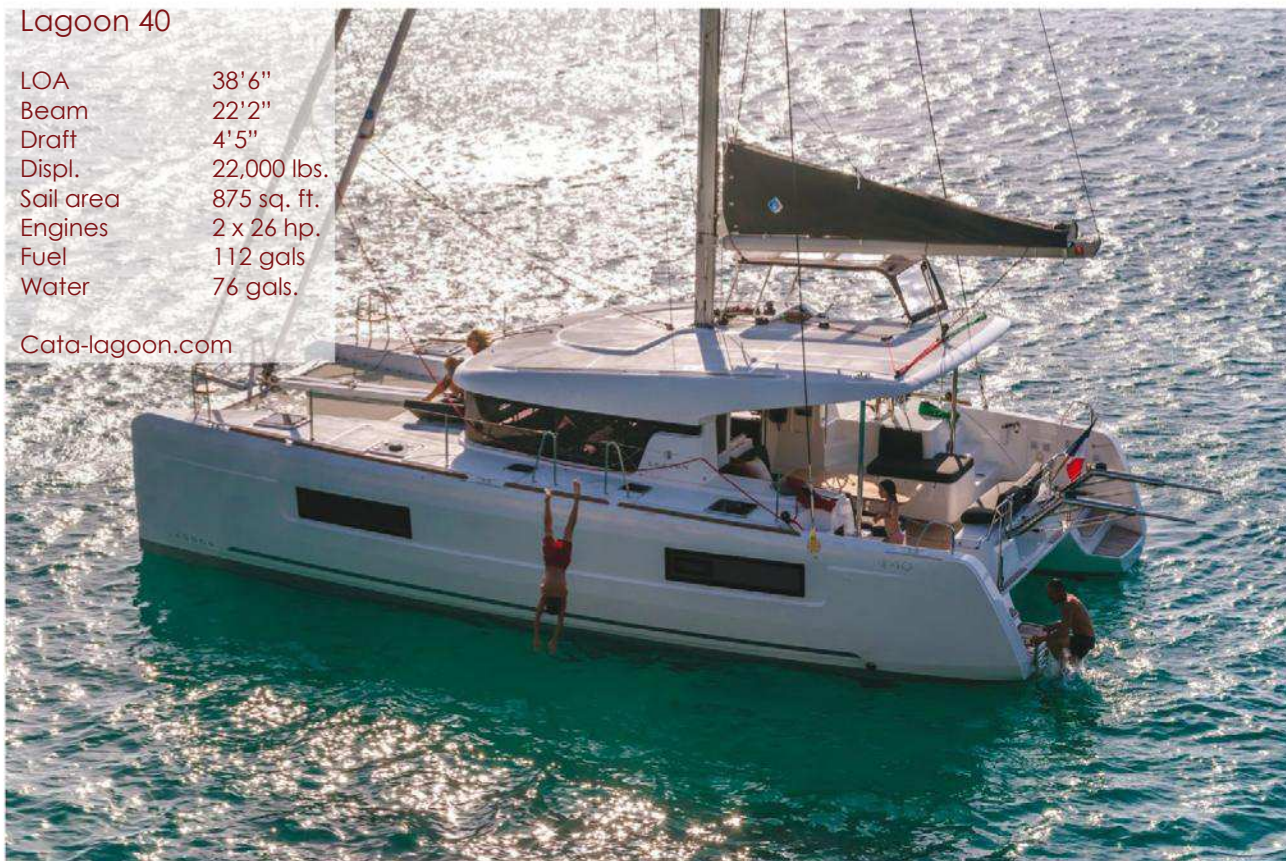
Like the 50, the 40's joinery is in a teak colored veneer that gives the interior spaces a warm and classic look. The ambience is very yacht-like with a traditional blend of off white and teak brown.

By today's standard, the Lagoon 40 is a fairly small cruising catamaran yet it is very roomy and spacious. The boat has a very comfortable layout and will make a fine floating home. Plus, it will be fun and easy to sail and will be able to take you and your family anywhere your cruising dreams lead. ■

## Lagoon 40

LOA	38'6"
Beam	22'2"
Draft	4'5"
Displ.	22,000 lbs.
Sail area	875 sq. ft.
Engines	2 x 26 hp.
Fuel	112 gals.
Water	76 gals.

[Cata-lagoon.com](http://Cata-lagoon.com)



Lagoon 40 - Palma - 09/2017 - Mention obligatoire/Mandatory credit: Photo Nicolas Claris





## McConaghy MC50 Performance Luxury Catamaran

The McConaghy MC50 catamaran is the first of a line of performance luxury cruising catamarans by the famed builder McConaghy Boats. With engineering and manufacturing bases in New Zealand, Australia and Hong Kong, the McConaghy brand needs no introduction to experienced yachtsmen.

McConaghy's has 50 years of experience in aerospace-type high-tech composite construction. They have built the world's most advanced composite projects, such as submarines, racing cars and a very wide range of yachts from the most famous racing and superyachts to America's Cup boats. They are now entering the booming multihull market.

The company commissioned naval architect Jason Kerr, known for his successful racing yachts and BAR America's Cup design, to conceive the most luxurious and safest performance multihulls. The results

are a comprehensive model lineup of Grand Prix type multihulls including the CE and Bureau Veritas Certified MC50, MC60, MC77 and MC90.

Trademarks for these performance catamarans are swing up centerboards, a flybridge and a unique open space bridge deck that combines the salon with the outside cockpit.







- The 50 is put together using McConaghy's exclusive modular interior-build-system allowing for lighter and faster production. The company has developed the lightest and strongest composite systems on the market.
  - The design has an unique deck step, for stiffness and more interior room
  - The 50 has no forward crossbeam to reduce weight.
  - The interior spaces are fully customizable to owners' specifications.
- The first McConaghy 50 catamaran has been completed with several MC50's, MC60's and a custom MC90' under construction.

### McConaghy 50

LOA	49'2"
LWL	49'2"
Beam	26'5"
Draft	3'4"/8'10"
Sail area	1,610 sq. ft.
Fuel	132 gals
Water	158 Gals.
Engines	2 x 80 hp.

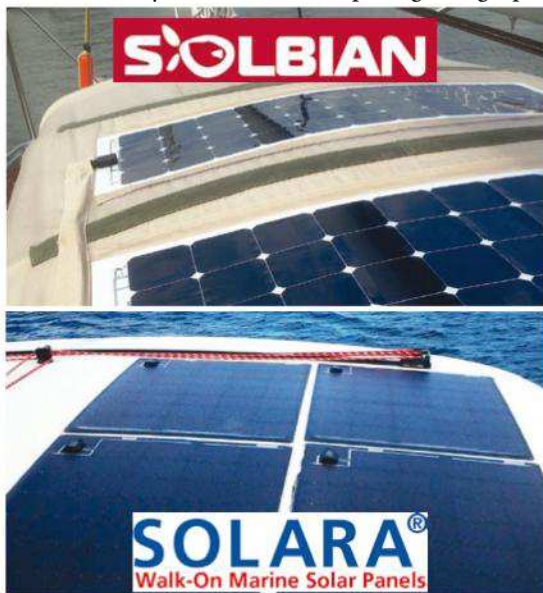
Contact: Gregor Tarjan • Aeroyachts  
www.aeroyacht.com

The MC 50 has some unique highlights:

- Large sliding and opening salon side windows which are unique in modern cruising catamarans.
- An unobstructed 15- opening between the salon and the cockpit with completely frameless salon doors. This opening is the largest in the market.
- Instead of daggerboards, the 50 has safe, retracting centerboards that do not take up a lot of interior volume and will kick up if they hit an underwater obstruction.
- The 50 was designed to be the fastest, luxury, fly-bridge production catamaran on the market.

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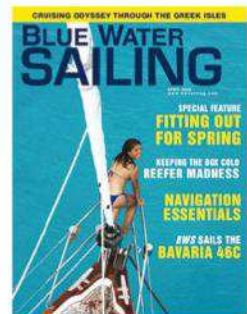
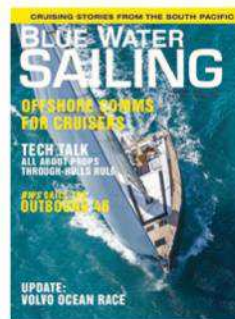
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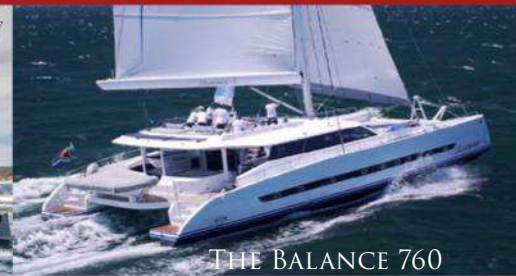
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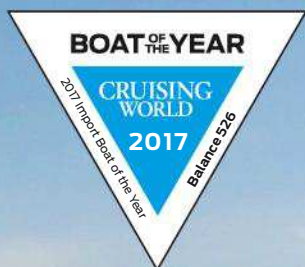


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