

McCONAGHY



McCONAGHY 36

**ONE DESIGN GRAND PRIX
RACE YACHT**

DESIGNED BY DUNNING & ASSOCIATES

| Concept

The McConaghy 36 is a one design class that takes high performance yacht racing to a whole new level combining results driven design with state of the art construction all supported by solid one design class management setting the stage for truly exciting, fast, competitive racing.

The next generation in one design racing, the McConaghy 36 features an unprecedented performance driven hull design, and an easily removable carbon fibre fin keel for ease of transport making it ideal for both international campaigning and club racing alike.

| Features

Strict one design class rules

Pro active class association

Professional class manager

Direction and control by members

Owner's investment protected



| Grand Prix Race Yacht



The McConaghy 36 is a light displacement high performance race yacht, designed by America's Cup yacht designer Harry Dunning and professionally crafted by McConaghy Boats. The McConaghy 36 is for top level racing in local and international regattas. The concept and the design features are dedicated to strictly controlled one design, but also is a standout in mixed fleets and social twilight racing.

The objective of the Class is to develop a high level and entertaining racing program and to maintain the integrity of the one design concept by ensuring that all boats are as identical as possible in terms of construction, hull shape and appendages, weight, deck layout, sail plan and performance.

The boat is built to the highest standards utilizing the latest hi-tech materials and building techniques comparable with that used in America's Cup yacht construction and fit out. It is a top end race boat with professional class management ensuring the longevity of the fleet providing many years of enjoyable, competitive racing.

| The product is **the ultimate**
state-of-the-art, high-
performance, fun, boat.



Designer Comments

Harry Dunning



After persistent approaches by dissatisfied owners of some very prominent One Design classes, I was asked to develop a new One Design yacht which considers the vital lessons learnt while racing in classes that have failed to respect and address the needs and wishes of their boat owners.

Some key points from those discussions:

“The boat’s are generally heavy and their performance is relatively uninspiring.”

“The boats are poorly built and deteriorate quickly – keeping down the cost of the boat on the front end results in significantly higher costs later on.”

“There’s a lot of complexity in design that does not add much value given how the boat is used – the galley, head, bunks, holding tank, fresh water tank, wheel option, nav station, etc are simply never used.”

“It takes 10 people to sail the boat, but there are only 6 or 7 real jobs on board.”

“Owners are spending a lot of money after delivery, sometimes equal to the purchase price of the boat, to get the boat ready to race.”

“The annual cost in maintenance, sails and crew dwarf the cost of the boat.”

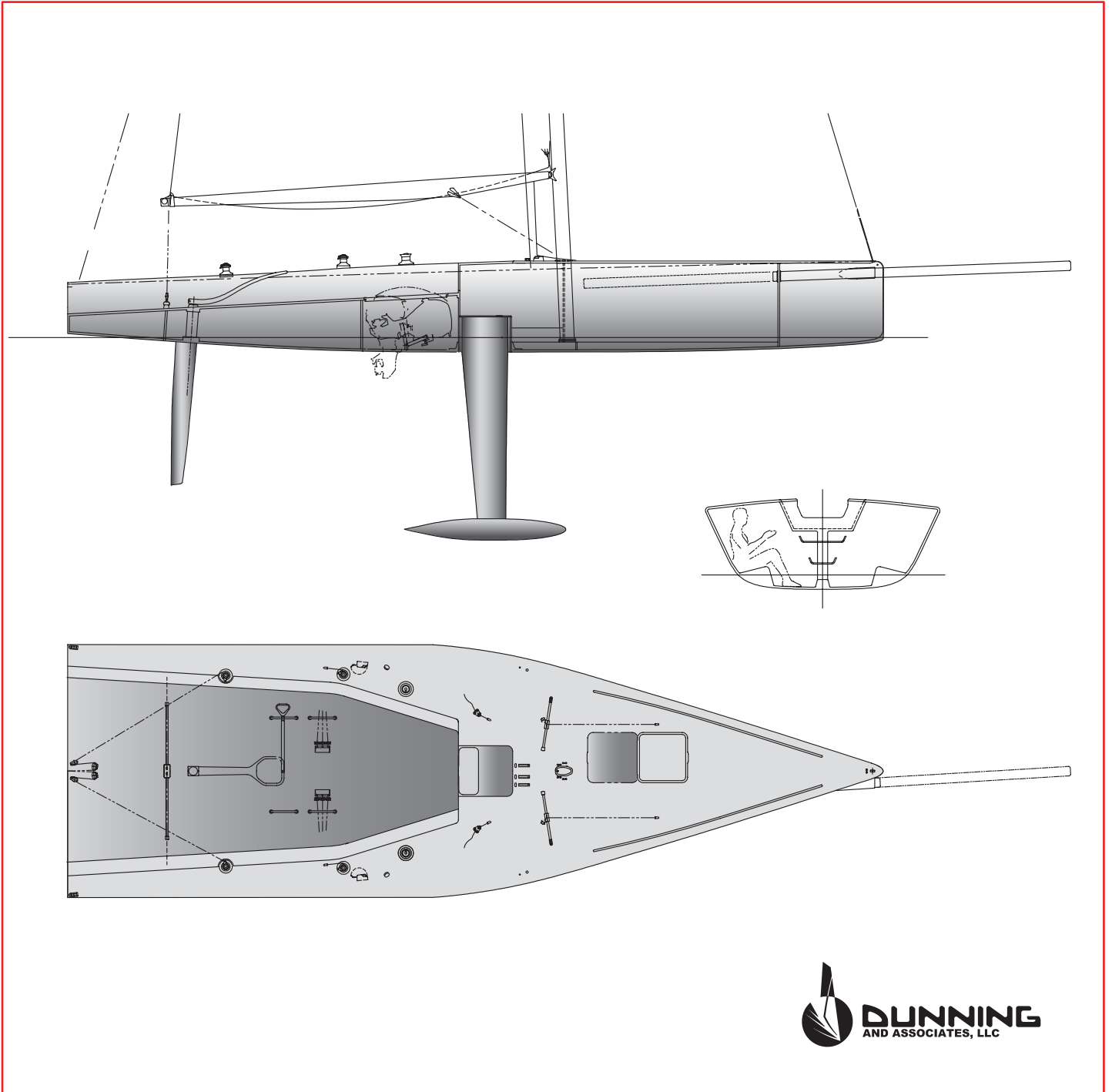
“The net result, in a number of classes that have had a successful run is that they are now witnessing the inevitable problems associated with the “arms race”, narrowing the class appeal.”

The “Design Brief” was clear. To design a one design race boat that is consistent with current state of the art building techniques and materials. Based on the successful owner /driver concept, it has been designed to be raced at various levels. From Club racing through to national and international regatta competition. It has plenty of sail area, which provides lots of power which is compensated by adequate stiffness. It is designed to go upwind solidly like a much larger boat and yet performs downwind like a high performance dinghy.

| Sail Plan Drawing



| Profiles



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| Yacht Specifications



LOA	11.28	M
LWL	10.55	M
Beam	3.50	M
Draft	2.80	M
Disp.	2,900	Kg
IM	16.00	M
Hull Area	45.60	SqM
Deck Area	31.70	SqM
Bulb	1600.00	Kg



To be built using the best materials available in the market utilizing advanced composite techniques normally reserved for America's Cup and other high performance yacht construction, the McConaghy 36 will be built to the highest possible standards.

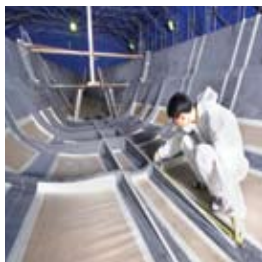
This is a project that fits well within the ethos and culture of the McConaghy team leveraging over 40 years of experience in producing world class winning yachts.

Construction Hull, Deck & Internals



The precision milled tooling will accurately reflect the design, all made technically possible through our advanced Computer Numerical Controlled milling capabilities.

The outer hull skin features uni-direction carbon fibre, utilizing elevated post cure schedule procedures. The uni-directional laminate, optimizes fibre/resin ratios, which reduces laminate overlaps and provides the best performance possible in stiffness, strength and weight.



McConaghy Boats are working in conjunction with Dunning & Associates to best optimize the final construction detailing to maximize the yachts performance.

McConaghy utilizes a 64 point monitoring system to record pressure, temperature, vacuum and humidity. Multiple sensors are used on all parts to provide a full map of temperature distribution to ensure optimum cure profiles for all areas.



To ensure one design quality control, all components will be inspected, weighed and checked against target specifications prior to installation.



Construction Foils & Metalwork



At McConaghy, all foil tooling is produced utilizing our 3D modeling and CNC milling capabilities. This allows us to create steel female tooling that is precise and accurate.



Through the use of our autoclave we achieve the highest tensile characteristics possible. This allows for optimum consolidation of laminates, elevated temperature cure and maximization of fiber/resin ratio. This process minimizes weight and maximizes the stiffness and performance of the carbon composite keel, fin and rudder.

McConaghy has full metal work capabilities in-house with a team of six full-time engineers. All materials are chemically tested for specification compliance, including alloys, titanium's and stainless grades prior to fabrication.

Construction Paints and Finishing



Female tooling and finishing films will be used to reduce finished weights. All painting shall be finished to McConaghy Boats highest standards. Featuring a white hull and deck or a clear coat over carbon hull, custom colours and graphics are accommodated to the owners requirements and priced accordingly.



The People

Mark Evans



Evidence of Mark Evans' business acumen and instinct for enterprise emerged early and it was no accident it all revolved around his passion for boats. As a teenager growing on Pittwater in Sydney, he raced dinghies and ran a successful sideline business building, buying and repairing then selling boats.

He formalised his qualifications completing his boat building apprenticeship before travelling overseas in 1991 to expand his experience, working his way around several countries and international boat yards.

Back on Sydney's Northern Beaches with international boat building experience in hand he then joined McConaghy as a shipwright in the mid-1990s, progressing to foreman and head foreman a relatively short time later. In that capacity he worked closely with now-partner John (Jono) Morris on the Farr 40 production project, a close collaboration that was further strengthened when they bought the company in 2000.

Since then, the pair have capitalised on their complementary skills to manage the construction of some of the most successful maxi yachts built anywhere in the world. Since 2006 Mark Evans has been based principally in China and instrumental in the training and skills transfer processes that have underpinned the company's successful expansion offshore. His direct involvement, along with other key Australian personnel, has ensured that the usual standard of quality control and attention to detail that is synonymous with the McConaghy name has been maintained. While running the Chinese operation Evans has overseen the production of more than 200 foiling moths including the Mach 2, the worlds fastest moth, more than 100 production racing yachts and nine one-off racing yachts, including Americas Cup and Volvo 70 contenders.

The People

Jono Morris



The talent that Jono Morris brings to the business of high-tech boat building derives from two key sources – his skills as an architect and his immersion in the world of yacht racing.

In a very successful international sailing career spanning the last 20+ years Jono Morris has been part of some of the most professional and successful yachting teams on the world grand prix yachting circuit. This gives him extremely valuable insights into the way the boats he builds are used and handled.

Having been involved in high tech racing yacht construction since 1989, and joining McConaghy Boats in 1994, Jono Morris worked for several years in private architectural practice but was drawn back to boat building again in 1998 by the opportunity to join McConaghy as project manager of its Farr 40 project.

Along with co-owner Mark Evans he embraced the opportunity they were presented in 2000 to take over the company from founder John McConaghy. Since then the company has continued to pursue a very conservative financial strategy while also diversifying to extend its revenue base, a strategy that has seen it triple in size in the past decade. Morris has been able to maintain a very hands-on management approach while staying on top of the ever changing world of professional yacht racing.

The People

Harry Dunning



Harry Dunning has been a professional yacht designer for 22 years, holding design positions at Farr Yacht Design and Reichel/Pugh Yacht Design. He has also been a part of four America's Cup design teams, most recently as the principal designer for Mascalzone Latino-Capitalia Team.

He has played an active role in developing many of the most innovative racing yachts of the last 15 years, including winners of nearly every major inshore and offshore events. He was also involved in the development of the Mumm 30, Mumm 36, Farr 40, and Corel 45 offshore one-designs as well as the many successful IOR and IMS yachts. America's Cup projects at Farr included Tag Heuer in 1995 and Young America in 2000.

As the Senior Designer at the Reichel/Pugh office, Harry was heavily involved with the innovative canting ballast maxZ86 class and sisterships Pyewacket and Morning Glory along with McConaghy built Wild Oats XI and Alfa Romeo II. During this period, he developed an enviable working relationship with Mark Evans and Jono Morris which flourishes to this day.

Since 2005, Harry has been the principal designer for the Mascalzone Latino-Capitalia Team 2007 America's Cup Challenge. Harry has also competed in many of the world's top events including, IOR Maxi yacht circuit, the Fastnet, Newport-Bermuda, Sydney-Hobart, Maxi World Championships, Key West, and many world championships in the Mumm 30 and 36, Farr 40, and Corel 45 classes.

The People

Rob Brown



Rob Brown is one of Australia's most celebrated yachtsmen with years of experience in designing, project managing and construction of all types of sailing craft. In 1983 he was a crewmember on the famous 1983 Americas Cup winning Team with Australia 2, when it came from behind to win that amazing seventh and deciding race, ending Sport's longest winning streak record of 132 years.

Other notable achievements have come from much faster sailing craft, by winning 3 World 18' Skiff championships, and seven 18' Skiff Grand Prix titles.

Rob was heavily involved in the design and construction of 25, state of the art 18' skiffs. After retiring in 1996, he formed an events company and took over the promotion and management of the Flying 18's Grand Prix television Circuit, which provided spectacular television shown all over the world.

For the last 5 years Rob has been working with the Seven Television Network in Australia, as expert commentator covering the Hobart Race.

In 2006 Yachting Australia contracted Rob to manage the Australian Olympic High Performance Sailing Program whereby coming away as the number 2 team in the world, winning 2 Gold and one Silver Medal at the 2008 Beijing Olympic Games.

Rob is now heading up McConaghy One, the Sales and Marketing arm of McConaghy Boats. Rob has been integral in the development of this boat and will be responsible for setting up the class association and professional team to manage the class.

Vessel Access During Construction



Owners are welcome at McConaghy. The buyer may appoint a representative to have access to the vessel at all reasonable times during construction.

Travel to our facility in Zhuhai is straightforward from either Hong Kong (1¼ hours by ferry) or from Macao which is our neighbouring city. A visit to our facility can easily be accomplished as a return day trip from Hong Kong.



For clients wishing to visit during construction we can make all necessary local travel arrangements and provide advice should a longer stay be preferred.

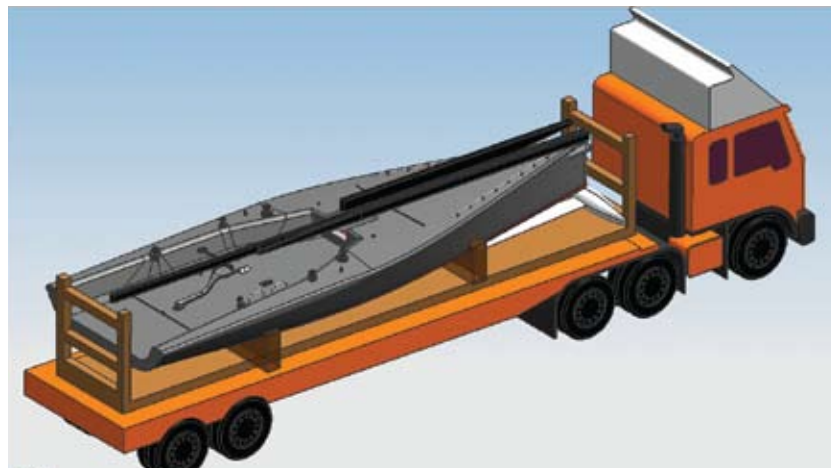
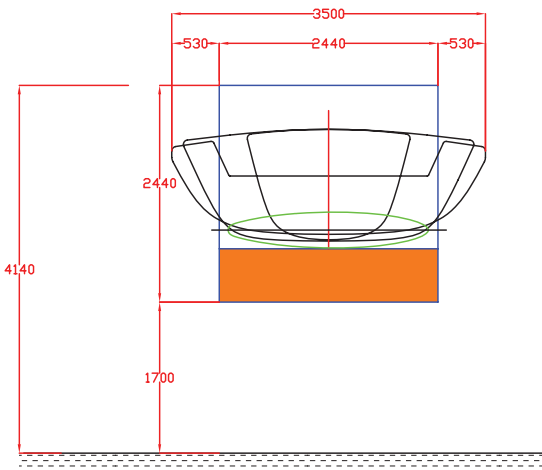


| Shipping



McConaghy Boats employs a full-time import export manager to deal with all shipper requirements. Being located close to Hong Kong, one of the world's busiest shipping ports, world wide shipping is both frequent and easily managed. We work closely with a number of freight companies which allows for competitive rates world wide.

The boat has been designed with transport options in mind. To make assembly and packing for transport fast and cost effective we have come up with these transport options.

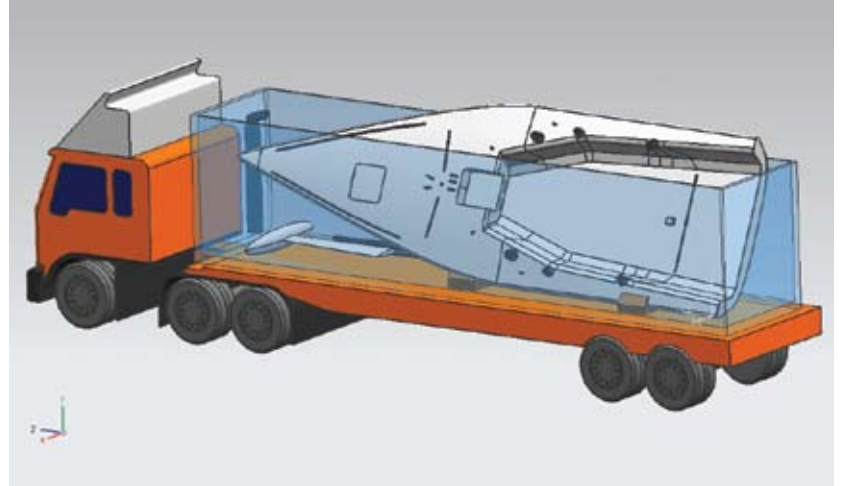
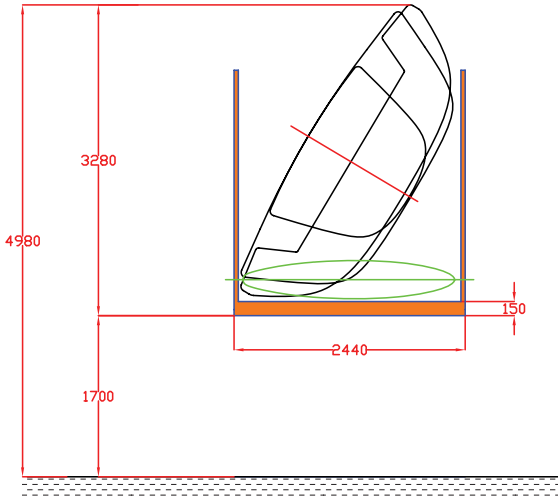


Horizontal keel removed on flatrack

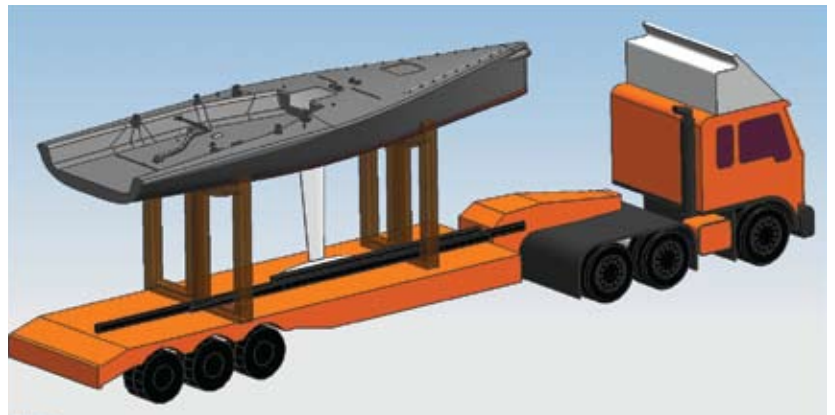


Horizontal keel retracted on flatrack

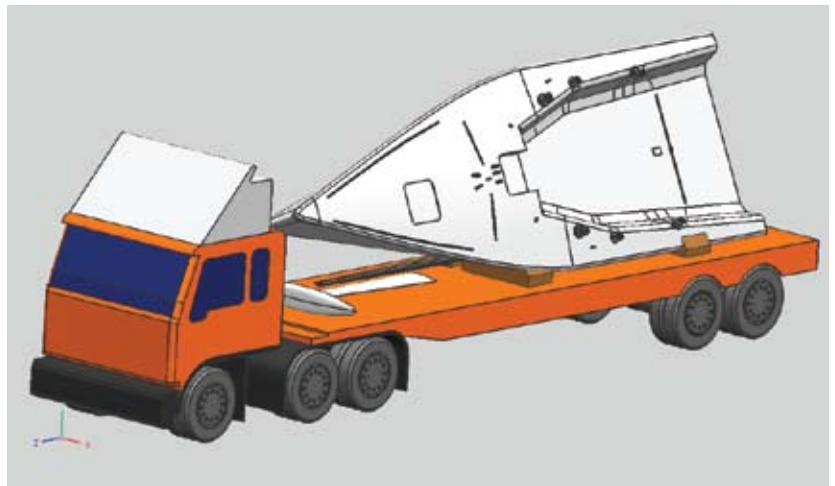
| Shipping



Angled keel removed on open top high cube container



Horizontal keel attached on low loader



Angled in cradle on truck

| About The Program



To ensure one design compliance both from a building perspective and that of the class association, McConaghy Boats and designers Dunning & Associates are committed to engaging professional class management to work closely with the owners associations and to develop the class constitution, rules and measurements. Solid, dependable class management will be the strength of this new design, which will have strict class rules and limitations which will enhance the long term value of the fleet, the individual yachts and therefore the owners investment.

PROPOSED CLASS RULES HIGHLIGHTS

These rules have been proposed to help keep costs under control and to address issues experienced in other classes where the “arms race” has decided the winner.

- 1.** Quotas on the on the number of professional sailors allowed to sail in sanctioned McConaghy 36 One Design class regattas.
- 2.** Combination of Owner-Driver regattas, Professional regattas and regattas with limits on the number of races that can be helmed by professional helmsmen.
- 3.** No transfer of sails from one yacht to another.
- 4.** Limited sail buttons replaceable after a defined number of races/regattas are sailed.
- 5.** With issues regarding the One Design Rule, “the spirit of the rule” will take precedence.
- 6.** Other than protests, all other issues handled by the class association manager and or the executive.
- 7.** No modification of the design or optimisation work can be carried out on the hull, foils, spars or onboard systems without written approval from the Class Association measurer or the executive.
- 8.** The hull, foils, mast, spars, deck hardware and control systems can only be supplied by McConaghy Boats.
- 9.** Sails can be purchased from any sail maker and shall comply with strict measurement control.
- 10.** Outboard Motor: Brand, Make, Model, Engine and Fuel Capacity covered under the class rule. Purchased locally by owner.
- 11.** The final decision on all matters pertaining to MC36 class rules will be governed by the Owners Association and Class Executive.

| About McConaghy



Whether it's building the world's fastest racing yachts, a performance luxury yacht, a specialised component for a Formula One racing team, or developing solutions for architects, scientists and defence organisations, this diversified international company has a proven track record of conquering any challenge.



For more than 40 years McConaghy has been at the cutting edge of race yacht construction; leading the way in the research and application of new materials and technologies to build some of the strongest, lightest – and most successful – racing yachts ever launched. But that is only part of the McConaghy success story. With manufacturing bases in Australia and China, McConaghy now deploys its wealth of talent and its mastery of laminated construction techniques across a number of different divisions, extending the strong commercial platform that has allowed it to defy industry trends and continue to thrive even in the toughest economic conditions.



| McConaghy Edge



Owned and managed by international yachtsman and architect Jon (Jono) Morris and master boat builder Mark Evans, their astute business management has been responsible for the most exciting and successful period in the company's long history. Since they took over in 2000 the business has more than tripled in size as they have diversified, both in and beyond the marine industry. During the same period the McConaghy reputation for building the world's most technologically advanced yachts has been consolidated, with a steady stream of famous, record-breaking yachts going out through their doors.



Backed by an intimate understanding of the demands of high-performance yacht racing and hands-on direction, Morris and Evans have been able to transmit their own passion for boat building embedding a culture of innovation and constant improvement throughout the business, building on the strong legacy left by company founder John McConaghy. They maintain a keen focus on research and development, which now extends to non-marine applications, and have assembled a team of in-house experts covering all facets of boat building to create a company with unique capabilities. Customers benefit from the professional project-management skills applied to every project undertaken. As a result, McConaghy has a deserved reputation among its many repeat clients as the "go-to" builder; an organisation with the skill, experience and tenacity to tackle the most complex challenges and a track record of being able to deliver a flawless product on time and on budget, no matter how complex the brief.



| McConaghy Racing Yachts



Stronger. Lighter. Faster. For more than 40 years McConaghy has been driven by these imperatives and it continues to push the boundaries in pursuit of ever improved performance. Each new project is seen as a new opportunity to reset previous benchmarks and reinforce the company's reputation as builders of the worlds best grand prix performance racing yachts. That reputation has been earned through an enviable record of reliability and race success, headlined by Maxi yachts like Alfa Romeo II, Wild Oats XI and ICAP Leopard 3, most recently the 1st, 2nd and 3rd place winners in the 2009 Rolex Sydney Hobart Race finishing 82 nautical miles ahead of the next closest Maxi in a race which featured the largest convergence of Maxi yachts the world has seen in recent times.



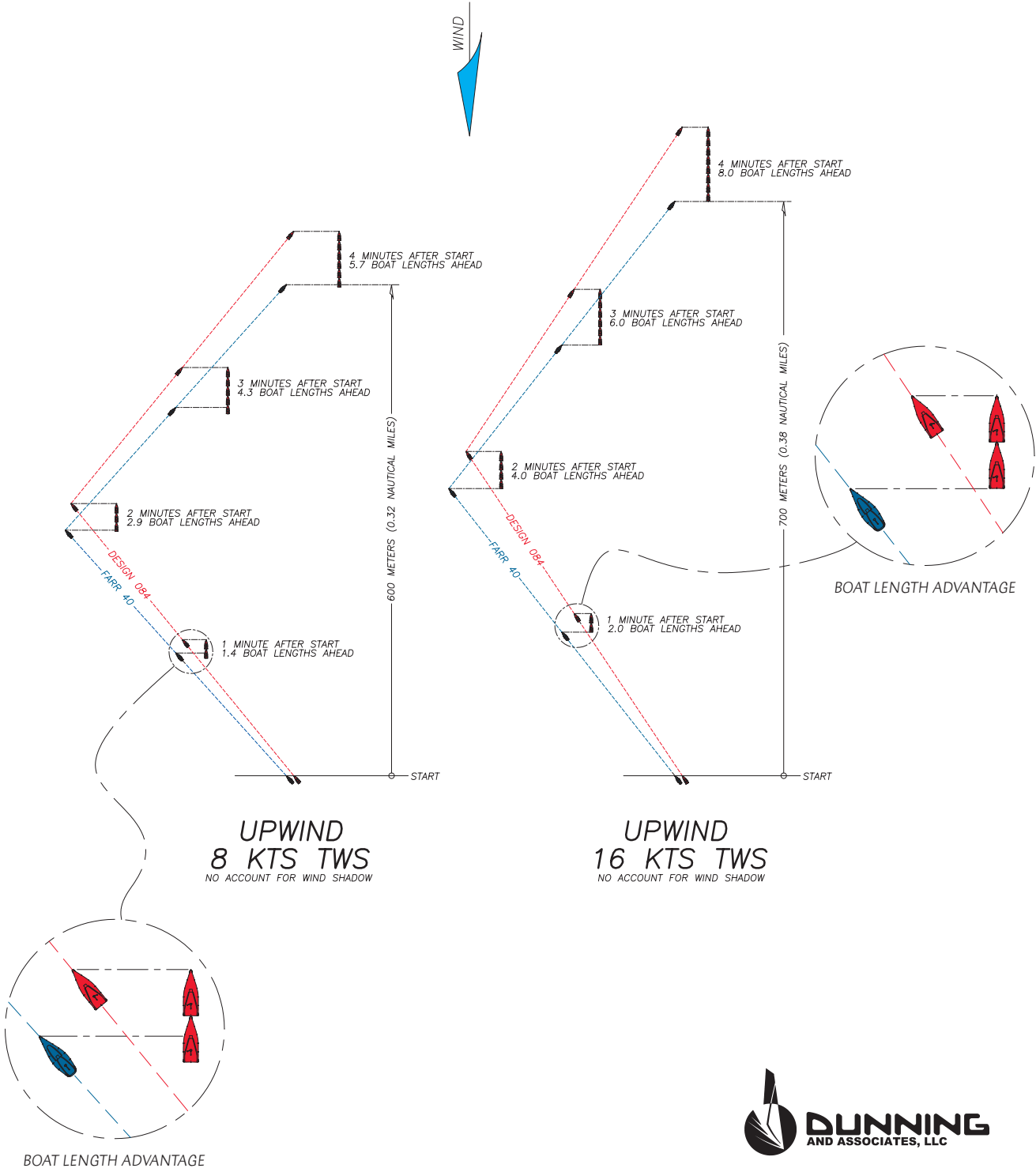
While some in the industry are just discovering the winning edge of advanced technologies such as pre-preg carbon construction, McConaghy has spent the past 3 decades perfecting them after founder John McConaghy became the first marine manufacturer to adopt and pioneer the aerospace industries developing lamination technology. The world's best designers know that they can rely on the perfectionist culture at McConaghy to executed their plans with ultimate precision. Owners enjoy not only the 40 years of experience that goes into each and every yacht they also benefit from the performance, singular style, unflinching quality of workmanship and attention to detail that distinguishes each and every McConaghy yacht making them the builder of choice and one that sailors around the world aspire to owning.



CONTACT

www.mcconaghy.com.au
enquiries@mcconaghyone.com.au
+61 (0)2 9997 7722

Velocity Predictions Upwind vs Farr40



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