

# ASIA-PACIFIC BOATING

MARCH-APRIL 2010

## CHINA REPORT 2010

### SPECIAL FEATURE

The China Report – an overview of South China's top yacht builders

### INTERVIEW

Rick Oo, the angel investor of Xiamen's Iron Rock Club

### DESTINATION

Indonesia's Komodo Island reveals a lost world to yachtsmen

### SPOTLIGHTS

Azimut's Magellano 74, Lürssen's Arkley, Perini Navi's Riala and the Riva 86 Domino



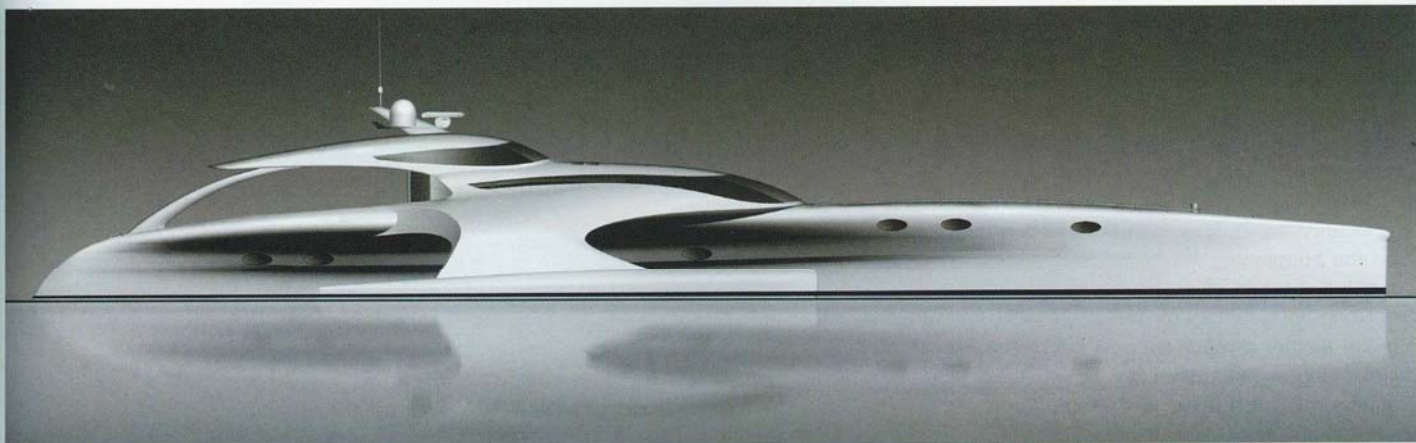
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Hong Kong, China  
Singapore  
Malaysia  
Thailand  
China

HK\$70  
S\$10 (inc GST)  
M\$25  
B\$45  
DM\$75

India  
Indonesia  
Australia  
New Zealand  
Japan

RS915  
RP50,000 (inc tax)  
A\$10  
NZ\$10  
¥886



## MCCONAGHY'S CHINA

McConaghy's made a name for itself building top-flight maxi racing yachts from its Australian base. Then, in the early 2000s, the company began the process of opening a production facility in mainland China. Now settled in Zhuhai's Pingsha Yachtbuilding Park, McConaghy's has set some hearts afire in the Asian racing scene. Its first foray was in Dongguan in 2005, later moving to Zhuahi in 2008.

While racing yachts continue to be the focus of McConaghy's (GM of China Mark Evans is quick to point to the fact that McConaghy's built boats took the first three podium places in the 2009 running of the Sydney to Hobart Race), the China operation now offers a whole lot more than just maxi-racing yachts. As Evans notes, the China operation has become adept at big, one-off projects that defy expectations about what is possible in China. The China operation, which operates as a separate cost and profit centre from the Australian operation, has developed designs for its own dinghies, and has come up with some remarkable structural solutions involving the use of kevlar composites that alleviate the well-known wicking problem.

In the past 12 months, McConaghy's China has been busy, turning out 60 Eliots and 70 of its Mark 2 Foiling Moths – high powered dinghies that make use of hydrofoils to fly above the water's surface.

Building one-design class dinghies and small boats has given McConaghy's supervisors and management the chance to train local staff in very high level build techniques, and Evans says that the firm is now at the point where Chinese staff are training Chinese staff, though he does concede that particularly special projects still require extra staff from Australia to be brought in.

Some of these projects defy the view of McConaghy's solely a race boat builder. At the time of *Asia-Pacific Boating's* visit, there were two hovercraft in production, one nearly done. These are normally purchased for mass tourism or military uses, but sport coupe versions with



The 138 trimaran in the yard.



McConaghy's sleek 138-foot trimaran will soon be cruising the Philippines and Hong Kong.

convertible hard top can be developed for more personal use. McConaghy's estimates top speeds at about 100 miles per hour.

But most significant was a fantastic new 42-metre power trimaran, being built for a Hong Kong-based businessman. According to McConaghy's, the yacht will be used for cruises from Hong Kong to the Philippines, as well as for journeys up to Alaska with exploration along the way.

Powered by a single, 1000-horsepower engine, the 42-metre trimaran is expected to have a cruising speed of 19 knots and top of 23 knots. While speed may not be the top concern, long-range cruising is. Such a yacht will have the Philippines' many thousands of islands at its disposal.

McConaghy's China will also likely be the builder of choice for other sexy trimaran projects, including a racing yacht intended for another Hong Kong buyer. The company is also planning to build a new sailing one-design class now dubbed the McConaghy 36, which features design by Harry Dunning, formerly with Farr Yacht Design and Rachel/Pugh.

Perhaps most significantly for McConaghy's China is the national story that was built there. During the lead-up to the 2007 America's Cup, the company was responsible for building the entry yacht for the China Team syndicate. The experience of building a yacht intended to represent the country did a lot for the worker's pride, according to Evans. That pride in the boat may be the last piece of the puzzle that builders in China have been trying to make fit.

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