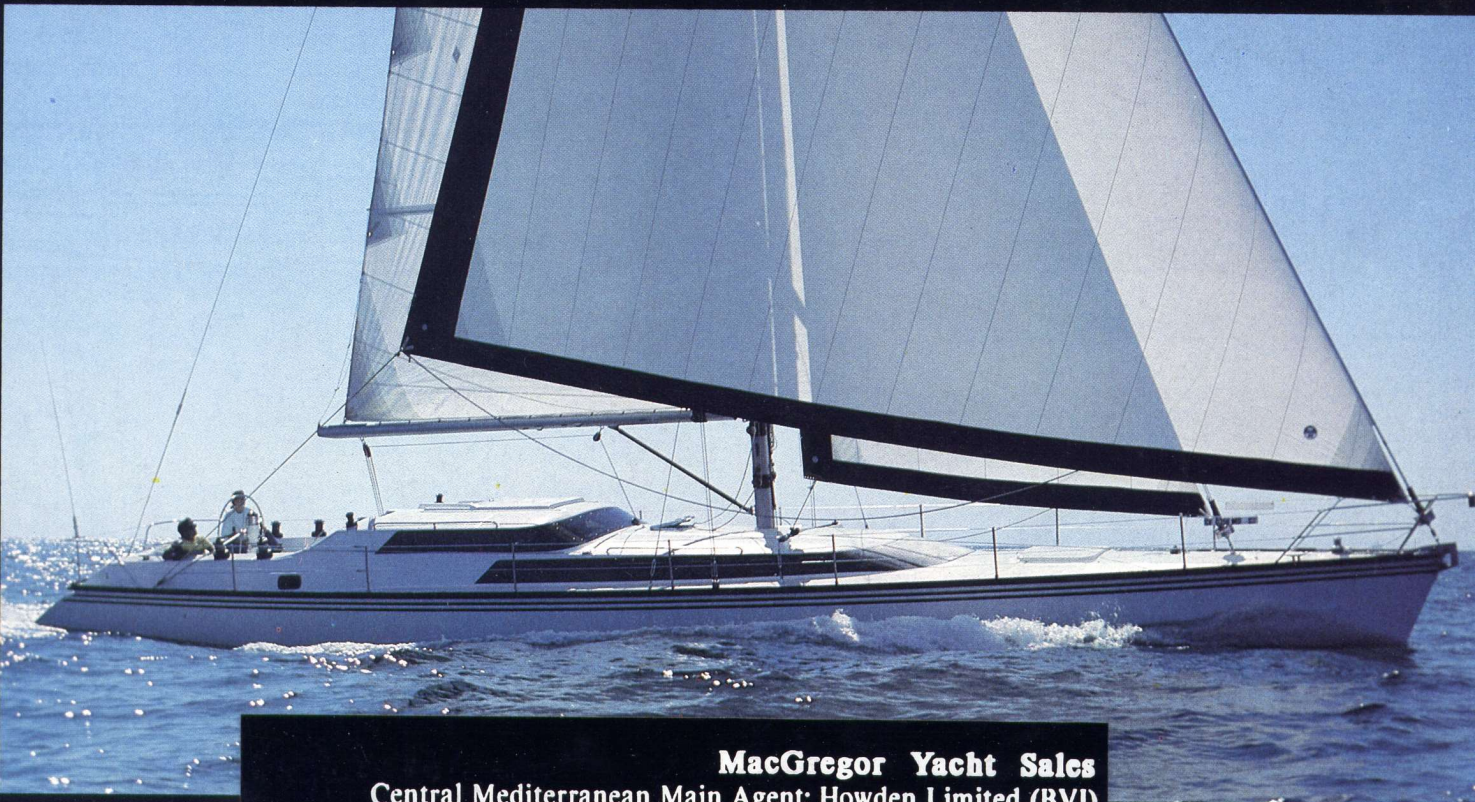
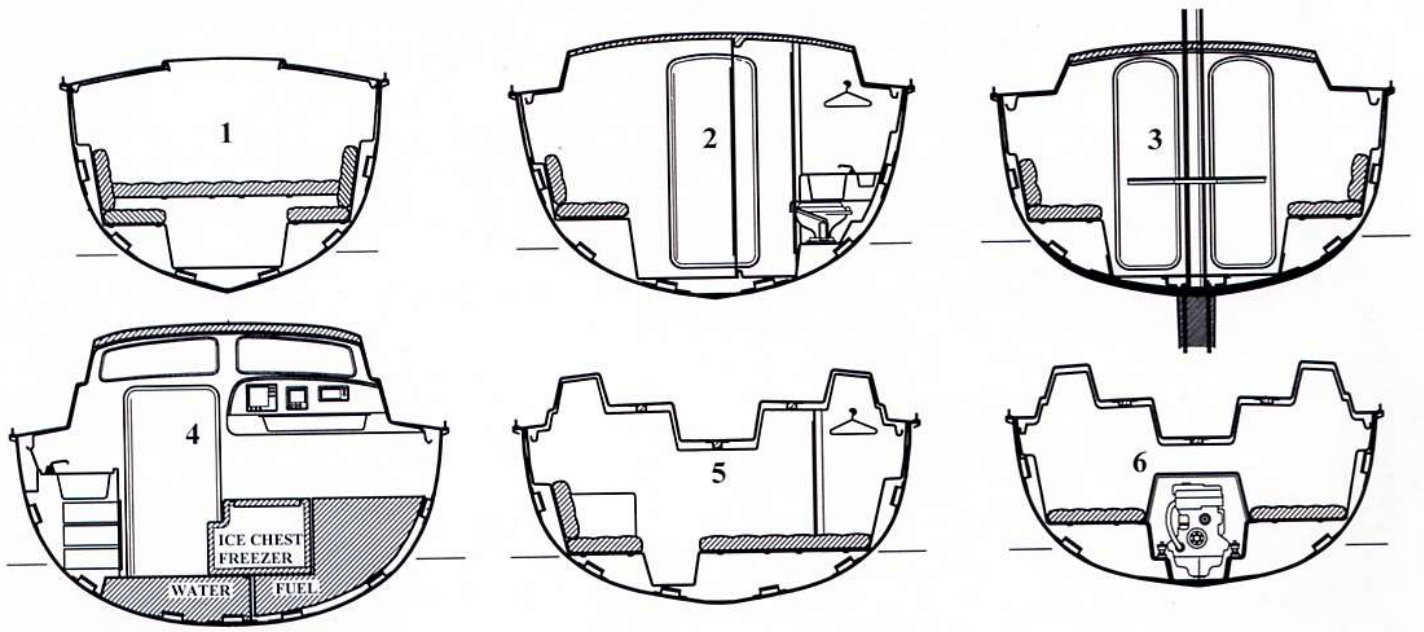




# MACGREGOR 65



**MacGregor Yacht Sales**  
Central Mediterranean Main Agent: Howden Limited (BVI)  
Tal-Fanal, St. John The Baptist Str., Bahar Ic-Caghaq, Malta NXR 08  
Tel : ++.356.374236 Fax : ++.356.375292



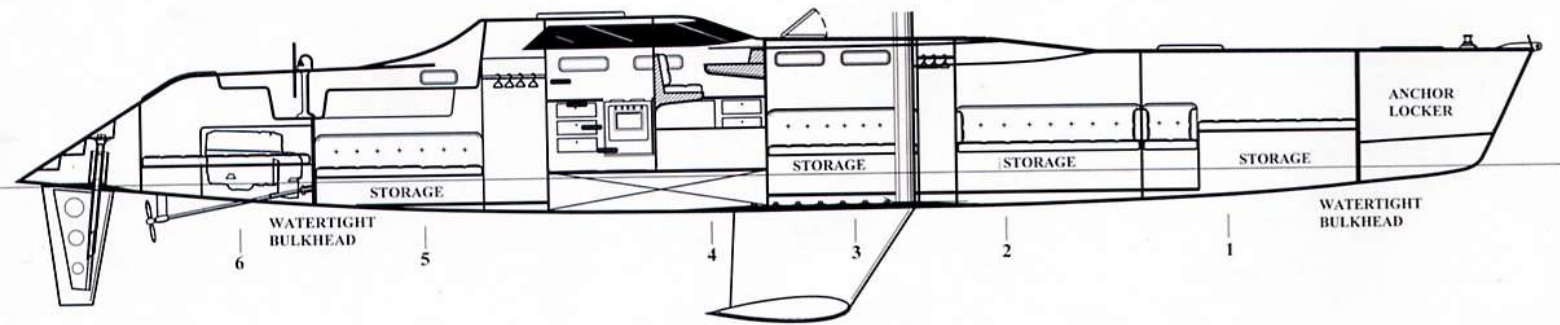
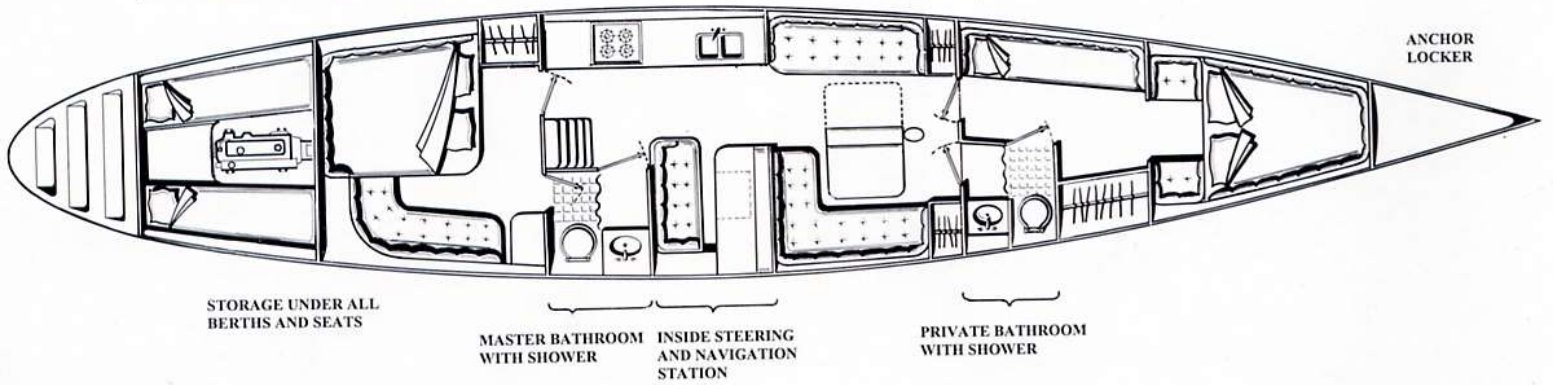
ISOLATED AFT CABIN

MASTER STATEROOM, WITH QUEEN SIZED BED, SOFA, HANGING LOCKER AND DESK

GALLEY

DINING AREA, WITH TWO SINGLE BERTHS

FORWARD STATEROOM, WITH DOUBLE BERTH, SOFA, HANGING LOCKER AND TWO SEATS



LENGTH OVERALL 65'  
 WATERLINE LENGTH 63'  
 BEAM 12' 0"  
 DRAFT 6'  
 DISPLACEMENT, DRY 32,000 LBS  
 BALLAST, LEAD 12,000 LBS  
 FUEL CAPACITY 250 GALLONS  
 WATER CAPACITY 225 GALLONS  
 ICE CHEST CAPACITY 9.3 CUBIC FT  
 DIESEL ENGINE 150 HP  
 SPEED UNDER POWER 10.5 KNOTS  
 BERTHS 10

65'  
 63'  
 12' 0"  
 6'  
 32,000 LBS  
 12,000 LBS  
 250 GALLONS  
 225 GALLONS  
 9.3 CUBIC FT  
 150 HP  
 10.5 KNOTS  
 10

STATEROOMS 3  
 HEADS 2  
 MAINSAIL 543 SQ. FT.  
 WORKING JIB, 85% (SLOOP) 700 SQ. FT.  
 STAYSAIL, (CUTTER) 407 SQ. FT.  
 GENOA, 130% 1072 SQ. FT.  
 CRUISING SPINNAKER 2026 SQ. FT.  
 MAST TO JIB TACK (J) 26' 7"  
 FORETRIANGLE HEIGHT (I) 62'  
 MAINSAIL LUFF (P) 53' 3"  
 MAINSAIL FOOT (E) 19'

3  
 2  
 543 SQ. FT.  
 700 SQ. FT.  
 407 SQ. FT.  
 1072 SQ. FT.  
 2026 SQ. FT.  
 26' 7"  
 62'  
 53' 3"  
 19'



The MacGregor 65 is designed for worldwide cruising and chartering, and is the best selling large yacht in the history of sailing. It is one of the few production yachts eligible for the American Bureau of Shipping's +A1 rating and for Coast Guard certification. It is also the fastest production sailing yacht, under sail or power.

No big production sailing yacht has accumulated more deep sea sailing miles. There are nearly a hundred 65s sailing all over the world. In total, these boats get more abuse, stress, pounding, rig loads and overall grief in one year than most competing types of boats get in a lifetime. They have been sailed from our factory in California to Istanbul, Yugoslavia, Spain, Ecuador, Malta, Bermuda, Germany, Holland, Hawaii, Australia and the Caribbean. One 65 sailed from Newport Beach, California to Australia in 6 weeks, on her maiden delivery voyage.



Professional delivery captain Don Ross writes the following: "After logging over 30,000 miles delivering the MacGregor 65 and comparing it to the numerous other cruising yachts I have delivered, I find the MacGregor 65 to be the best cruising yacht on the market...I spent 5 days in a North Atlantic gale, surfing down huge rollers, and hitting speeds over 20 knots. It was incredible to be sailing that fast, but the 65 was right at home. My crew and I just hung on and enjoyed a record breaking 7 day 14 hour passage from Bermuda to Horta (in the Canary Islands)."



**MAIN SALON:** This is a large, comfortable area for dining and entertaining. It also serves as a sleeping compartment for 2. There are a pair of hanging lockers and room for a TV and VCR. Opening side windows and a deck hatch provide this area with a lot of light and ventilation.

The interior decor of the yacht is striking. We have chosen to reflect the modern interiors of the best custom jetliners and exotic European power boats, rather than the traditional, heavily wooded or rough fiberglass interiors of conventional sailboats. Luxurious carpeting is used throughout the boat, and high quality fabrics are used on walls, bulkheads and ceilings to quiet the boat and soften the decor.



This view, facing aft from the forward end of the main salon, looks past the galley and the inside steering station into the master stateroom. Visible at the far end are the entry steps, which are really steps and not the usual near-vertical ladder. The step cabinet houses a convenient trash container or storage area. There is a storage locker under every seat and berth throughout the boat.



**MASTER STATEROOM:** This area offers a queen-sized bed, sofa, a large double hanging locker, under berth storage, drawers, vanity and a place for a TV set. The master and forward staterooms, both equally large and comfortable, have their own private bathrooms with showers.

Behind the cockpit and the aft watertight bulkhead there is a third, completely private sleeping area. This is a perfect area for a charter crew, or for the kids. This area also makes a great workroom or garage for storing all of the stuff that you may not want in the main cabin (rafts, oars, fenders, sail covers, etc.) There is also room for a diesel AC 50 or 60 hertz generator to power appliances and air conditioning.

**INSIDE STEERING STATION:** An unusual feature of the interior is an inside navigation and steering station. It has excellent visibility, a chart table with storage, and a comfortable, forward facing sofa-type helmsman's seat for three. All electronics and a second set of autopilot helm controls can be mounted within easy reach. The autopilot then serves as a backup steering system. We see no need for the helmsman and friends to have to be exposed to adverse weather conditions. With the quiet engine or under sail, it is really nice to sit inside and watch the water fly by. Another major advantage of the navigation-steering station is that the navigator can see what is going on outside the yacht. This is much better than navigating blind from the depths of the boat. This area can also serve as an informal dinette with a great view.



**GALLEY:** The galley countertop is a full 8' long, with a deep double sink, 4 burner CNG stove and oven and a huge amount of locker and drawer space. It is located in the raised area of the cabin, near the inside navigation station. Most large yachts have the galley tucked away deep in the interior, where ventilation and visibility is poor, and where the cook is totally isolated. A great deal of time is spent in and around the galley, cooking, making coffee and looking for cookies. We have placed it where it has a great view in all directions and lots of fresh air. Its location also gives easy access to the dinette, cockpit and nav station. The icebox, located under the navigation station, has 9.3 cubic feet capacity, one of the largest that you will find in any comparable boat. It is extremely easy to reach from the galley. A combination alternating current or engine driven refrigeration/freezer system can be added.



**FORWARD STATEROOM:** This area has a very large V berth, 2 seats, a sofa, double hanging locker and private head. A large opening hatch is located directly over the V berth. There is room for a washer-dryer.

The watertight bulkhead can be seen at the forward end of the V berth. Ahead of this bulkhead is a large anchor locker that will hold an amazing amount of equipment.





**SAILING PERFORMANCE:** The MacGregor 65 is the fastest production cruising sailboat built, including even the large cruising catamarans. The relatively small, easily handled sailplan will drive the boat at speeds that no other cruising boat, and very few large racing machines, can match. In winds of 15 knots, the 65 can sail at over 11 knots, and speeds of over 25 knots can be reached in strong winds. The boat can exceed 9 knots sailing to weather.

A boat that performs well is generally safer to sail. It will certainly yield greater long term enjoyment. There is no greater frustration than the comfortable "houseboat" that is painfully slow. You can always make a fast boat go slower by reducing sail, but you can't make a slow boat sail fast. High speed, under power or sail, makes it possible to reach cruising areas or races that otherwise could not be reached within the time limits of a weekend or a vacation. A fast cruiser such as this can often cut the time necessary for a long passage by half, and you will go in style. Also, the yacht's high speed can reduce exposure to unfavorable weather conditions, and its speed gives it a better chance of completing a passage within the limits of weather forecasts, or of effectively seeking port to avoid impending storms. It is also a lot of fun to fly past other boats like they were tied to a rock. There is no sacred principle that says a great cruising sailboat should be slow.

The low, streamlined profile gives low windage, which greatly increases the speed of the boat when sailing or powering into the wind. The typical fat, high sailboat is burdened with an enormous amount of wind drag. (The low windage also means that there is a lot less force to cause the boat to drag its anchor.)

All competitors claim their boats will provide fast passages and virtually every boat can lay claim to an unusually long day's run. The issue is how often they get these good rides. The MacGregor 65 will provide better speeds and incredibly long day's runs in normal, everyday sailing conditions.

There is one great way to prove speed. Racing! JOSS, a racing version of the MacGregor 65, presently holds the course record for the prestigious Los Angeles to Puerto Vallarta classic. In setting this record, the yacht averaged over 10.5 knots for 1150

miles, in generally upwind conditions, and hit top speeds of over 25 knots. 5 of the first 7 boats were MacGregors. MacGregor 65s have finished first in dozens of major races, and hold the course records for the rugged San Francisco to Los Angeles race and the crew of 2 Farallon Islands race. In these races, the 65s were competing with many of the fastest yachts on the West Coast.

The yacht FIRST CLASS, a Coast Guard licensed MacGregor 65 in daily charter service in Lahaina, Hawaii, consistently sails faster than any of the high speed beach catamarans that have heretofore dominated the charter business in the islands. The owner considers it to be the fastest yacht in the islands.

For an independent assessment of performance, look at the rating given to the 65s by the Performance Handicap Racing Fleet (PHRF). PHRF is a racing handicap system that is based on performance, not the design of the boat. Race results have been tabulated over years of racing, and handicaps are adjusted to keep different kinds of sailboats competitive. The result is a system that tells the relative speed based on real racing history. There are about 50,000 boats racing under the PHRF throughout the United States. The PHRF handicapping system has given the M65 ratings ranging from +12 to minus 45, (yes, minus 45) among the lowest (and fastest) ever issued. The handicap number is expressed in seconds per mile. In other words, at minus 45, history shows the M65 to sail one mile 108 seconds faster than the Swan 57 at +63. Here are some other ratings for comparison: The lower the number, the faster the boat.

Hunter 40	+102	Swan 57	+63	Tayana 52	+138
C & C 62	+24	12 meter	+24	Valiant 40	+138
Catalina 42	+105	Baltic 51	+60	Ericson 41	+132
Irwin 52	+102	J40	+87	Petersen 52	+54

We have chosen to ignore measurement handicap rules. We see no reason to slow up the boat to improve its handicap. Being first to get there is a lot more fun, and it seems to be what gets the most publicity. Moreover, you can count on the fact that handicap rules will always be changing, and that any boat designed to a rule will be obsolete, and of limited value, in a very short time.



**PERFORMANCE AS A POWERBOAT:** The 150 h.p. diesel will drive the 65 at 10.5 knots. Even at high speeds, the engine burns only 3 gallons per hour. Most powerboats burn up so much fuel that they are totally impractical to operate for long distances. For fuel economy, builders are turning to the long, narrow powerboats of days past. Unfortunately, narrow, shallow draft boats roll so badly that they are almost uninhabitable. The 65's keel limits this unmerciful rolling. It well may be one of the most efficient and comfortable oceangoing powerboats available. The combination of mainsail and engine will yield phenomenal speed, with virtually no rolling. Going to weather under power in heavy seas, the 65 will outrun many of the best oceangoing powerboats, because the powerboats have to throttle back to avoid slamming themselves to pieces. Unlike a power boat, if the engine quits, you can still get home.



**COCKPIT:** Modern sailboat designers have forgotten that the crew and guests need somewhere comfortable to sit. Many cockpits have degenerated to the point where they are nothing more than footwells surrounded by flat deck, totally unlike the deep, comfortable cockpits of the past. The 65's cockpit is deep and luxurious, with seats and backrests that really fit the passengers. Many of the new cruising boats have their cockpits located amidship, right in the path of large doses of spray when the boat is sailing to weather. The 65 has its cockpit near the stern, where spray is minimized, and where the helmsman can keep an eye on the entire rig and boat without putting a crick in his neck. The cockpit seats are high enough that you can easily see over the cabin top, and long enough to sleep on. With a bimini in place, this is a really great spot.



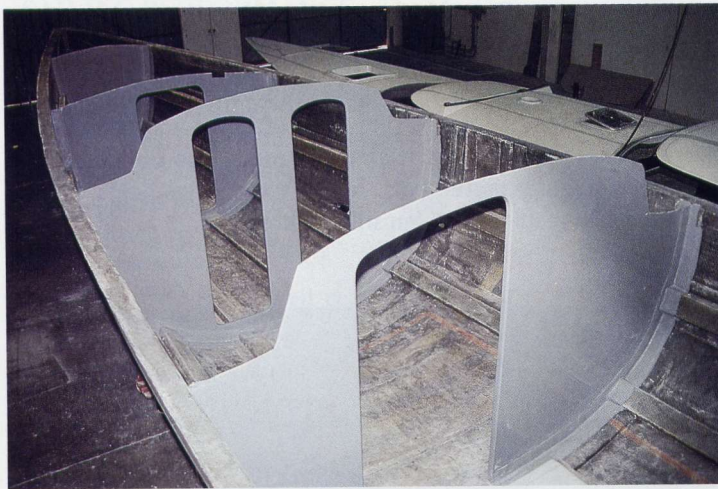
**SINGLE HANDED SAILING:** This is one of the easiest boats to sail single handed. The self tending jib eliminates sheet tending with each tack. All the cockpit winches and controls are near the helmsman. It is still necessary to go to the mast for main hoisting and reefing, but all other lines are led aft. (We do not lead reefing lines and the mainsail halyard to the cockpit because the extra blocks add friction to the system and create a lot of extra load). Single handed sailing requires a good auto pilot, so that the boat will sail itself while sails are raised, sheets are tended, and navigation and housekeeping chores are performed. With a couple, sailing the boat is a snap. Single handed sailing requires a bit of care on how much sail you carry and how much open space you have for raising and handling sails. These boats have been sailed thousands of miles with only one person aboard.



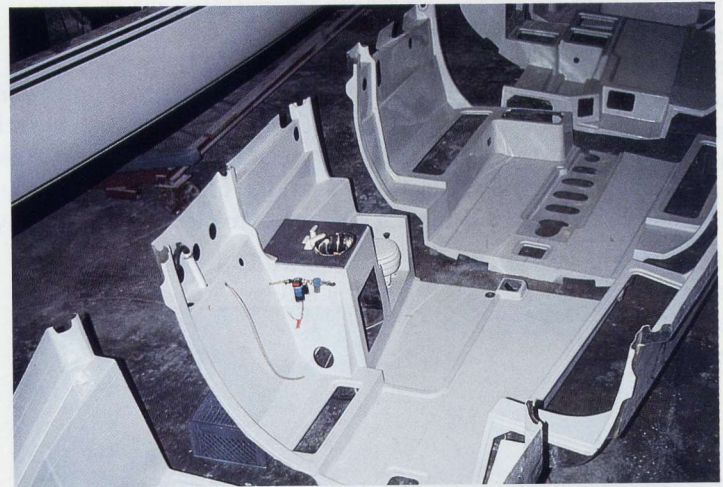
This is the mold from which the 65 hull is produced. It will be polished and waxed. The white exterior hull finish will be sprayed on the mold, followed by many layers of hand laid fiberglass mat and woven roving. Each layer is impregnated with resin and cured.



These are the continuous longitudinal stringers that provide support for the hull shell. The continuity of the stringers eliminates "hard spots" which create high concentrations of stress. The raised area across the centerline is a 3" thick solid fiberglass layup that carries the loads imposed by the keel.



This picture shows the transverse bulkheads that support the hull stringers and hull shell. These bulkheads are bonded on both sides to the shell and stringers with 1/4" thick fiberglass layups. Few boats have this many full bulkheads, and they give the hull tremendous stiffness and strength.



These are the individual fiberglass liners that fit between the bulkheads. These form the floors, berths, seats and interior cabinetry. Each liner is produced on its own mold. These liners bond to the hull and bolt to the bulkheads and add a great deal to the structural integrity of the boat.



This is the upside down deck, without the cosmetic liners that form the ceiling. You can see the stringers that give the deck its stiffness, and the partial bulkheads that bolt securely to the tops of the hull bulkheads. We use heavy, solid laminates rather than low density cored construction for strength and stiffness.



On the North American continent, we can ship to you by truck. Here you see a 65 being loaded on a container ship. This boat is headed for Spain. Most 65s are launched at Newport Beach, California, near our plant, and sailed to their home ports throughout the world.



**CONSTRUCTION:** The 65 is an American built boat that offers craftsmanship unexcelled anywhere. It is built to outlast all of us. It offers the highest quality fiberglass construction. Each boat is built of individual layers of fiberglass fabrics, laid in place by hand, in a carefully controlled process. Hulls and decks are extremely strong, with extra reinforcement at all high stress points, such as the areas around chainplates, rudder fittings, the mast base, and under all other load carrying hardware.

The 65 has a one piece hull. Many cruising boats are built in separate mold halves and joined at the centerline. There is no continuous fiberglass through their centerline joints. This is risky practice and these boats should be avoided.

Many other builders use "chopper guns" to build their boats. These are devices for spraying a mixture of resin and very short strands of fiberglass. We don't use them, even though they reduce cost. They do not, in our opinion, give adequate impact strength or controllable hull and deck thickness. It is too easy for the operator, no matter how good, to miss a spot, and it is almost impossible to inspect a chopper-gun layup after it is built. With a hand laid hull, it is very easy to count layers of woven fabric. Since each layer offers consistent thickness, you are sure of having the proper fiberglass content. The hand layup system provides a higher ratio of fiberglass to resin, resulting in a stronger, lighter boat. Chopper gun laminates are brittle and more prone to failure. We use only hand layup, with a high percentage of woven fiberglass reinforcement, because that is the system that builds the best boats.

Many builders continue to mix resin and catalyst (the catalyst causes the resin to become hard) in gallon buckets and apply the resin with a brush. Using that method, it is virtually impossible to determine if the catalyst ratio is right and the resin stirred properly. It is also hard to control the amount of resin applied to the fiberglass. (The fabrics seem to soak up any amount of resin and the result can be a seriously overweight boat.) We use automated spray equipment that injects the catalyst in exact amounts at the head of the gun, mixes it completely, and applies it uniformly to the fiberglass. These systems are expensive, but reliable. Improper catalyzation is, in our opinion, the leading cause of blistering that can occur later in the life of the boat. We have been remarkably free of this problem, and

believe that our automated mixing guns are the reason. Practical Sailor did an extensive study of blisters, and found that MacGregor was one of two builders experiencing the lowest incidence of blistering.

We have stayed away from sandwich construction in the 65 hull. We use only solid fiberglass laminates. Foam cores, often used by competing builders, offer less than 200 pounds of adhesion per square inch. That is not much better than rubber cement. The resin bonds that hold our hull laminates together will take over 2500 lbs per square inch to pull apart. Polyester resin, which is one of the basic materials used in virtually all modern boats, is not totally impervious to water absorption. For this reason, we do not use balsa core in the hull. If exposed to water for long periods, the balsa can rot and literally turn to mush, causing major structural problems. Balsa is fine, in our opinion, for decks and structures that are not constantly immersed in water (as long as there is no balsa near holes for mounting hardware), but we, and many other quality builders, shy away from balsa below waterline.

All fittings are thru bolted, with heavily reinforced pads to carry the loads. Side shroud, backstay and forestay chainplates are bolted directly to the heavily reinforced hull, not bolted to bulkheads that are bonded to the hull. The hull at the chainplates is 1 1/4" thick. Recognizing that leaks resulting from badly sealed hardware attachments can drive the owner crazy, and that a completely dry boat with a dusty bilge is one of sailing's great joys, we spend a lot of time and effort to seal and test all attachments.

The hull and deck are joined with 3/8" stainless steel bolts on 4" centers. The joining flange is external so the bolt holes do not penetrate the interior of the boat, eliminating a potential source of leaks. The hull-deck joint is one of the strongest and most leak proof available on any yacht. We have yet to have a leak with this system.

The mast steps on a transverse solid fiberglass hull beam, 20" wide and 3" thick, including the hull. This beam also supports the forward end of the keel. It extends sideways to pick up the chainplate loads. There are 6 similar beams, 3" thick by 6" wide, thru which the keel bolts pass .



**ABS RATING AND COAST GUARD CERTIFICATION:**

Each 65 is built to exceed the American Bureau of Shipping fiberglass construction requirements, and an ABS +A1 classification is available. Although most large custom yachts and ships have ABS ratings, few competing production sailboats can meet these exacting standards. ABS calls out hull thickness, bulkhead thickness, stringer size, and material strength requirements. Their requirements are proven over years of experience in all types of yachts and ships. In addition to structural plan approval, the ABS has approved our production systems and the individual systems offered with the boats. We can arrange to have an ABS surveyor monitor the construction of your boat.

ABS requires independent laboratory test of our fiberglass panels in order to obtain the +A1 classification. Our sample panels tested significantly better than ABS requires, indicating that the boats are far stronger than the ABS standard. The results are shown in the table below.

	ABS Requirement	M65 Actual
Tensile Strength	18,000 psi	29,300 psi
Tensile Modulus	1,100,000	1,600,000
Shear Strength	11,000 psi	14,340 psi
Compressive Strength	17,000 psi	34,030 psi
Compressive Modulus	1,000,000	1,900,000
Flexural Strength	25,000 psi	52,860 psi
Flexural Modulus	1,100,000	1,700,000

When you are shopping for a boat, and you certainly should shop carefully, ask our competitors why their boats are not approved by ABS. You will get amazing answers. They will probably squirm a lot. The real answer is that ABS requires considerable hull thickness and very strong, continuous bulkheads and stringers. To quote from their manual: "In general, the hull is to be longitudinally framed with the deck and shell longitudinals supported by transverse web rings, transverse bulkheads or a combination of both..... hard spots are to be avoided..." These requirements are hard to meet with conventional production boats. Our 65, like all large ships and all aircraft, have continuous longitudinal stringers supported by transverse bulkheads (at right angles to the stringers). To provide stiffness, most other production boats depend on hull liners and pieces of cabinetry that bond to the hull. Normally, these bonds do not provide the continuous support that ABS requires. ABS rules are tough, but they make a strong boat. Most overseas governments require rating bureau certification on large yachts, and ABS approval greatly widens your market if you ever choose to sell your boat. ABS approval can also help with your insurance rates.

The 65 is also eligible for Coast Guard certification, allowing the commercial use of the boat for up to 44 passengers.

**ADVANTAGES OF A LONG, NARROW HULL:** Speed, of course, is the big one. A long slender hull offers a long waterline, and waterline length is the major factor in determining how fast a boat will be. You can see it in the lack of wake when the boat is going near or beyond hull speed. Since a slender hull pushes less water aside in the form of waves, it is not as limited by a defined hull speed. The theoretical hull speed on this yacht

is 10.7 knots, but it will easily slide thru this barrier and go much faster.

If you wish to see the speed advantage of a narrow hull, compare a long slender rowing shell with that of a plump dinghy of equal weight. Given the same amount of effort, the difference in speed is astounding.

The easily driven, narrow hull requires a very small sailplan to go very fast. This makes the boat easier to sail. The mast height on the 65 is not much greater than on the average 45 footer.

There is also a major safety advantage. Under really extreme circumstances, if a wide yacht gets upside down it may stay there for quite a while, until it gets set upright by a wave, or floods and sinks. Over the past few years, the rating authorities have been doing a lot of soul searching about the wide boats that the handicapping rules have tended to create. Many can no longer be considered self righting. A narrow yacht with deep ballast, like the 65, will recover from a severe roll a lot more rapidly. It is our opinion that, regardless of the dictates of the handicapping system, an oceangoing yacht should be self righting. The angle from which the 65 will right itself exceeds that of most other production sailboats.

A long, slender yacht such as this is easy to keep on course, unlike many of the IOR based racing and cruising boats that are difficult to steer, particularly downwind in large seas. The balanced rudder is a long way aft, and exerts enormous steering power with minimum loads for the helmsman. The yacht can be turned in virtually its own length.

Length provides an extremely stable, comfortable motion at sea, with far less pitching (or hobby horsing) than the typical cruising yacht. The hull knives through waves with little slamming. When sailing hard into the wind, most of the spray is generated at the bow. With the rear cockpit location, it is rare to have spray get as far aft as the cockpit. Broad beamed boats shoulder a lot of water aside, and it ends up being blown over the boat. The foredeck is no place to be in heavy weather on any boat, but the aft end is nicely isolated.

A wide cabin is no doubt attractive at a boat show or at a dock, but when sailing at any angle of heel, it becomes a real challenge. Picture a boat with a 20 foot beam, and thus a 20' wide main salon. When this is heeled 10 to 20 degrees, it is a long, uphill climb when going to the windward side, or worse, a long downhill roll to the leeward side. In the center, there is little to provide support. A narrower cabin gives a lot more safety and security at sea. Another advantage of the M65 hull shape is that the usable width extends for much of the boat's long length. On a plump, shorter boat, the wide beam may only extend for a few feet before it tapers off to bow and stern.

Privacy is also a factor. The staterooms are a long way apart, separated by the lounging and working areas of the boat, and the occupants can be assured of far more privacy than in a shorter boat. The rear sleeping area is really remote, and ideal for the charter crew or noisy kids. This area is separated from the main living area by a soundproofed watertight bulkhead.

**RIG:** The relatively short mast requires no running backstays. Runners are really inconvenient on a cruising boat. They require a lot of winch grinding and tend to chew up mainsails. Also, a mast that is designed to require runners could come down if someone is careless.

There are two rigs available on the standard boat, sloop or cutter. The sloop rig includes the mainsail and a working jib hoisted on the headstay. The cutter rig includes the mainsail and a staysail jib which hoists on an inner forestay. A 130% genoa is available for either rig.

The sloop rig is best for racing, daysailing, and cruising in areas where the winds are predominantly light. The jib or genoa, if furled on a luff furling system, can be partially reefed for heavy weather. The headsail can be easily tacked, as there is no inner forestay to contend with.

The cutter rig is superior for long passages and heavy weather sailing because of its versatility. The staysail with main (reefed or unreefed) is the ideal combination for really heavy conditions, and the 130% genoa can be unfurled for reaching and running in most wind conditions and for upwind in winds under 15 knots. Most of the boats have been sold with the cutter rig, with the two headsails on roller furling systems. In heavy winds, the staysail, set further back from the bow, keeps the boat in trim better than a partially furled genoa or working jib because it keeps the center of sail effort further aft.

The inner forestay goes to the forward watertight bulkhead. It attaches near the mast head, so most of its loads are transferred to the backstay. On many cutter rigs where the forestay attaches lower on the mast, runners are required. The higher inner forestay and the strong fore and aft lower shrouds stop the mast from pumping in heavy seas, and allows for a taller staysail. There is sufficient distance between the headstay and the inner forestay so that the genoa can be tacked easily. Also, it can be easily removed, allowing the boat to be sailed as a sloop.

Either the staysail on the cutter rig or the jib on the sloop can be sheeted to a self-tacking roller bearing car on a curved track just ahead of the mast. When the boat is tacked, the sail moves automatically to the opposite side of the boat without releasing and re-tightening the jib sheet. This minimizes the noisy flapping of the jib as the boat is tacked and saves an enormous amount of work. The skipper simply turns the wheel. Anyone who has ever tacked a large boat up a narrow channel, or in close quarters racing, knows that the effort to bring a large jib from one side to the other with each tack can be a killer for the crew. The self tacking system, in our opinion, is indispensable for comfortable sailing.

Roller furling systems for headsails are great. The headsails can be furled or unfurled in a matter of seconds. For the mainsail, we prefer good luff slugs and extra long conventional battens, which make the main a lot easier to raise and lower. Standard lazy jacks are still the best way of controlling the mainsail as it comes down, making flaking on the boom a snap.

For those who want all out racing performance, we also offer a custom tall rig.



**The M65 FIRST CLASS**, in charter in Hawaii, makes full use of the capabilities of the cutter rig. Every day, as it leaves the protected harbor of Lahaina with up to 24 passengers, the big genoa and working jib are used together sailing into the wind in light air. When the boat sails out of the lee of Maui into the rather violent trade winds, the main is reefed, the genoa is roller furled and the boat drives through the big seas with just the main and working jib. On the return trip, off the wind, the big genoa is unfurled and the boat gets an unbelievably fast sleigh ride back to the lee of the island. The system has worked flawlessly.



**SAFETY:** This photo shows a 65 undergoing Coast Guard stability testing, using a small army (50 people) as moveable ballast. Notice that the waterline stripe is still visible, even with this excessive load.

There are two watertight bulkheads. The forward bulkhead is at the rear end of the anchor locker. The aft bulkhead is under the steering pedestal. Other safety features include non-skid deck surfaces, strong lifelines, bow and stern pulpits, self bailing cockpit, and secure hatches and ports. The non-skid deck surface has enough tooth to insure good footing, yet it is not so rough as to tear up your skin.

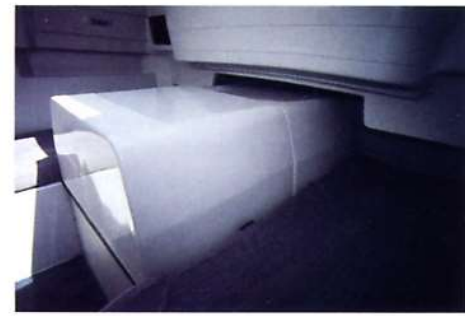
There is a large electric bilge pump, a second system for draining bilges and shower pans, and a general purpose pickup hose that can suck water out of any spot in the central area of the boat.



This photo shows the engine with both of its soundproofed covers removed. This is the compartment aft of the watertight bulkhead. As you can see, every part of the engine is completely exposed.



This shows the front cover in place. You still have access to most of the items on the engine that may require attention. The front cover seldom comes off. (It takes about 10 seconds to remove each cover.)



Here the engine is completely enclosed in both of its fiberglass covers. Access to the engine and all other mechanical equipment is far better than in any comparable yacht.

**ENGINE INSTALLATION:** The engine is big for a boat of this size, but we wanted the ability to punch thru heavy seas at high speed. The strut, shaft, bearings, mounts and all drive train components are oversized and designed for extra long life. The engine is mounted near the stern of the boat, under the cockpit. The propeller is driven thru a V drive transmission. This position has monumental advantages:

**1. Safety.** All engine thru hulls, exhaust tubing, muffler, shaft log, strut and engine water hoses and rudder are behind a solid, watertight bulkhead. If a thru hull or hose fails, or if the prop, shaft, strut or rudder strikes an underwater object hard enough to cause damage, the rear compartment will fill to about 12" deep, but the bulkhead will protect the boat from flooding. This is a major safety advantage, since these are the items that are the most vulnerable to damage that could cause loss of the boat.

**2. Soundproofing.** This is the quietest and most vibration free engine installation you will find on any production sailboat. Noise levels in the main cabin are unbelievably low. Here are some decibel readings. For the boats, readings were taken at 8 knots. A few cars were thrown in for comparison. For the cars, readings were taken on smooth freeways, windows closed, at 60 mph. A 10 point change in decibel readings means a doubling of the noise level.

MacGregor 65	63
Swan 68	69
Beneteau 35s5	78
Freedom 38	85
Cadillac Sedan de Ville	72
Ford Taurus	76
Corvette	76

Excessive engine noise on long passages can wear you down. The injector clatter on most modern diesels can be murder. Most sailboat engines are in the main cabin, and are so loud that conversation is difficult. A few hours of that and you will be ready to shut it off. Under power with the rear engine, it is like sailing. The muffler and prop, often sources of objectionable

noise, are also isolated from the main cabin. This boat is quiet.

**3. Rudder control.** The rear engine position places the propeller right near the rudder, so the prop blast has lots of effect on steering ability, both in forward and reverse. If the helm is put over hard, the transom will swing in the direction that you intend before the boat starts to move forward or to the rear. This is really useful in docking. Few sailboats have better steering control, at any speed, whether going forward or backwards.

**4. Engine heat and odor.** Engines get hot, and give off unpleasant fuel smells. Even the most meticulously cared for yacht usually smells of diesel. Placing the engine behind a watertight bulkhead really fixes this big problem. An engine mounted in the main cabin can heat up the living areas. This may be fine in the winter, but is a disaster in the summer.

**5. Thrust.** The downward thrust of the prop at the stern of the boat helps lift the stern and prevent it from squatting, giving a bit more speed. If the prop is near the keel, it tries to lift the entire boat. No chance.

In our original engine forward configuration, the engine was directly under the inside navigation station. When we moved it to the stern, the transom lowered in the water by only 3/8" of an inch. Moreover, the engine is now located nearer to the fore and aft center of pitching motion. The new position has improved steering considerably. There was no change in sailing performance.

**PROPELLER:** The standard boat is equipped with a 3 bladed 20" x 14 conventional prop. If you are interested in getting another knot or so of speed under sail, we highly recommend the optional 3 bladed Maxi-prop. When sailing, the blades automatically point in the direction of the flow of water. These are remarkably well engineered props. They give excellent performance in both forward and reverse (most folding props leave a lot to be desired in reverse), and provide minimum drag. They are pricey, but well worth it. If you are buying a really fast boat, there is no sense sailing it with the brakes on.

**KEEL:** The keel is a 12,000 lb. conventional NASA 9% airfoil shaped lead fin with wings, bolted to the hull with 13 1" stainless bolts. The bolts pass through 3" thick solid fiberglass. The draft is a very shallow 6', which will allow you into most great cruising areas. 6' of draft is about it for many good cruising areas, particularly in the tropics. The quietest and calmest anchorages are usually nearest the shore. You will spend a lot of time at anchor, where comfort is a big thing.

We have built several of the 65s with 8'6" draft conventional IOR type keels, but we find a negligible performance difference between the 6' draft winged keel and the deep keel. The winged keels really do work, as the America's Cup participants have found. The center of gravity on the deep and shallow draft keels is identical. There is no reason to lock yourself out of the best cruising waters for a marginal improvement in windward performance.

A shallower keel exerts less force on the hull if you really plow into something solid on the bottom, so the chance for damage is less. (It is comforting to know that we have had a number of the 65s run aground at over ten knots with no hull damage.)

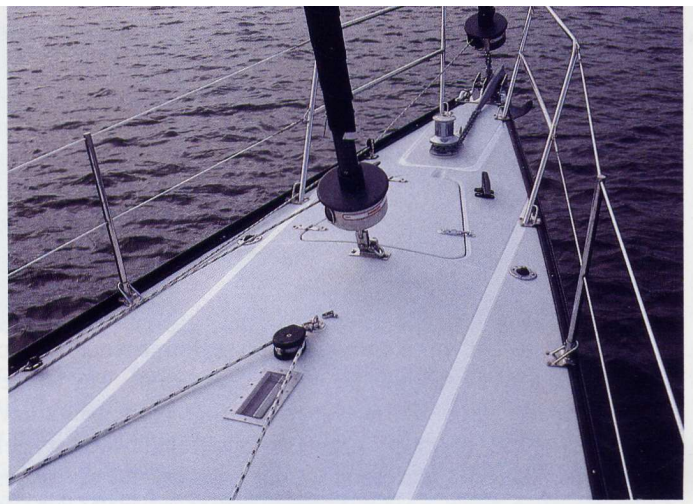
**VENTILATION:** A lot of sailing and anchoring is done in the tropics and in hot summer weather. The 65 has been designed with this in mind. It has 13 hatches and ports that can be opened. The openings have been carefully located to assure a comfortable flow of air. Air conditioning can be installed. The hot engine is isolated in the rear of the boat.

**ELECTRONICS:** We have found that the following electronic package works very well for most sailing:

1. VHF radio for short range communication
2. GPS system for general navigation
3. Depth, wind and boatspeed system
4. Auto pilot
5. Windex masthead fly (not exactly electronic, but useful.)
6. Radar
7. Single sideband radio for long distance cruising. Forget it for coastal waters

The main units can be located either in the cockpit or nav station, with a repeater in the other area. It is great to have the radar, etc. near the helm, and it is also great to have one below to keep you from sinking another boat while you are fixing your lunch.





**ANCHORING:** The 65 has a large, self bailing anchor locker ahead of the watertight bulkhead. The optional anchor windlass is strong and secure. We recommend at least 300 ft of 5/16 high tensile chain and a Fortress, Danforth or CQR anchor. (We prefer the Fortress because of its light weight and its exceptional holding power.) The anchor roller will grip the anchor in a horizontal position and keep it away from the hull and deck. It helps to mark the chain every 20' with painted bands to keep track of how much is out. A second anchor and rode should also be carried as backup, or for fore and aft anchoring.



**APPEARANCE:** Most will agree that this is one of the best looking sailboats ever built. It is a show stopper. Under sail or power, or when you pull into an anchorage, the boat will be the center of attention. Most boats, with their conventional styling, come and go virtually unnoticed. There is a saying in the aircraft industry that good looks is good aerodynamics. A vehicle that looks fast probably is. If the designer had the sense to design a great looking yacht, he probably had the sense to build one that will perform well. Sailing is an aesthetic endeavor as much as anything else. You are only here once, so don't settle for a bland, ugly or boring boat.

**MAINTENANCE:** The boat is designed for easy world wide servicing. The engine and related components are standard items available throughout the world. The solid, all fiberglass construction, with no sandwich core material, makes damage less likely and far easier to deal with if it should occur. Everything is easy to fix.

To allow the owner or charterer more sailing and less work, we have tried to keep the boat extremely simple and as maintenance free as possible. There is no wood to refinish, no complex systems to keep tuned, and a minimum of potential opportunities for electrolysis or corrosion. An occasional polishing and waxing, care of the sails and the engine, periodic inspections, zinc changes, and the usual haulouts and bottom jobs, should be all that will be required.

The mechanical and electronic systems are spread throughout the boat and are easily accessible. With most other boats, everything is in the engine room, and it is usually necessary to sprawl across a hot engine to work on such things as bilge pumps, water heaters, steering, etc. In the 65, only the engine and its related equipment are located inside the engine covers.

**WHY THE LOW PRICE:** As you have probably noticed, the price for this yacht is considerably less than the price of boats of comparable size. The reasons are many.

MacGregor is one of the few production oriented builders of large sailing yachts in the world. We have one of the largest, most modern and efficient plants in the industry. We buy in volume, obtaining the best materials at the lowest possible prices. Overhead and development costs can be spread over a large number of boats.

Unlike most sailboat builders, we make large investments in manufacturing engineering -- the art of creating production systems that are labor saving and foolproof. We build jigs, fixtures and tooling that allow the worker to do his job with a minimum of difficulty and a maximum of accuracy. To give you an idea of the benefits, one man can remove the hull from the hull mold in 10 minutes. The deck can be removed from its mold and rolled over onto its assembly rack in less than 10 minutes. Without highly specialized equipment, many builders take hours, or even days, to perform these tasks.

Because of the precise tooling used to build every part of the 65, we build only the configuration shown in our specifications. We do no custom modifications. We do, however, offer a variety of optional additions to the boat.

Many designers spend very little time in production plants, and tend to create boats that are extremely costly and unnecessarily difficult to build. We are highly skilled at building sailboats, and equally skilled at designing boats that are easy to manufacture. With care, this can be done without sacrificing quality, performance or safety.

Woodwork is expensive as well as hard to maintain. A major part of the cost and weight of many cruising boats is the elaborate joinery and finishing. Most modern powerboats have wood



free interiors similar to the 65. Wood is nice, but a beautiful, maintenance free and far less expensive interior can be created without it.

Competitors, who we are outselling wildly, would like you to believe that their boats are better because they cost more. They are wrong. The old adage "you get what you pay for" is often the inefficient builder's rationalization for his higher prices. Be sure that "what you pay for" is not a builder's high overhead, excessive advertising expenditures, unnecessarily complex designs, poor inventory control, lack of well engineered production tooling, or a wide range of other wasteful business or manufacturing practices. These are of no value to you, but their costs are invariably passed on to you in the form of higher prices.

**WHY NOT BUY OR BUILD A CUSTOM BOAT?** Getting a production boat has major advantages. Lowest cost is the obvious one. Of greater significance is the amount of testing and reliability involved. The more boats of a given type that are sailing, the more likely that difficulties will be discovered and corrected. A "one-off" yacht generally receives little testing compared to a series of production boats. With a custom yacht, you are buying an experiment. A good track record is the best assurance of sound construction. Insurance companies are likely to consider a production boat, from an experienced builder, more favorably. Resale values will be better. Our 65s have held their values extremely well. Because of their high quality and durability, a few of them have changed hands for more than the first owner originally paid for the new boat.

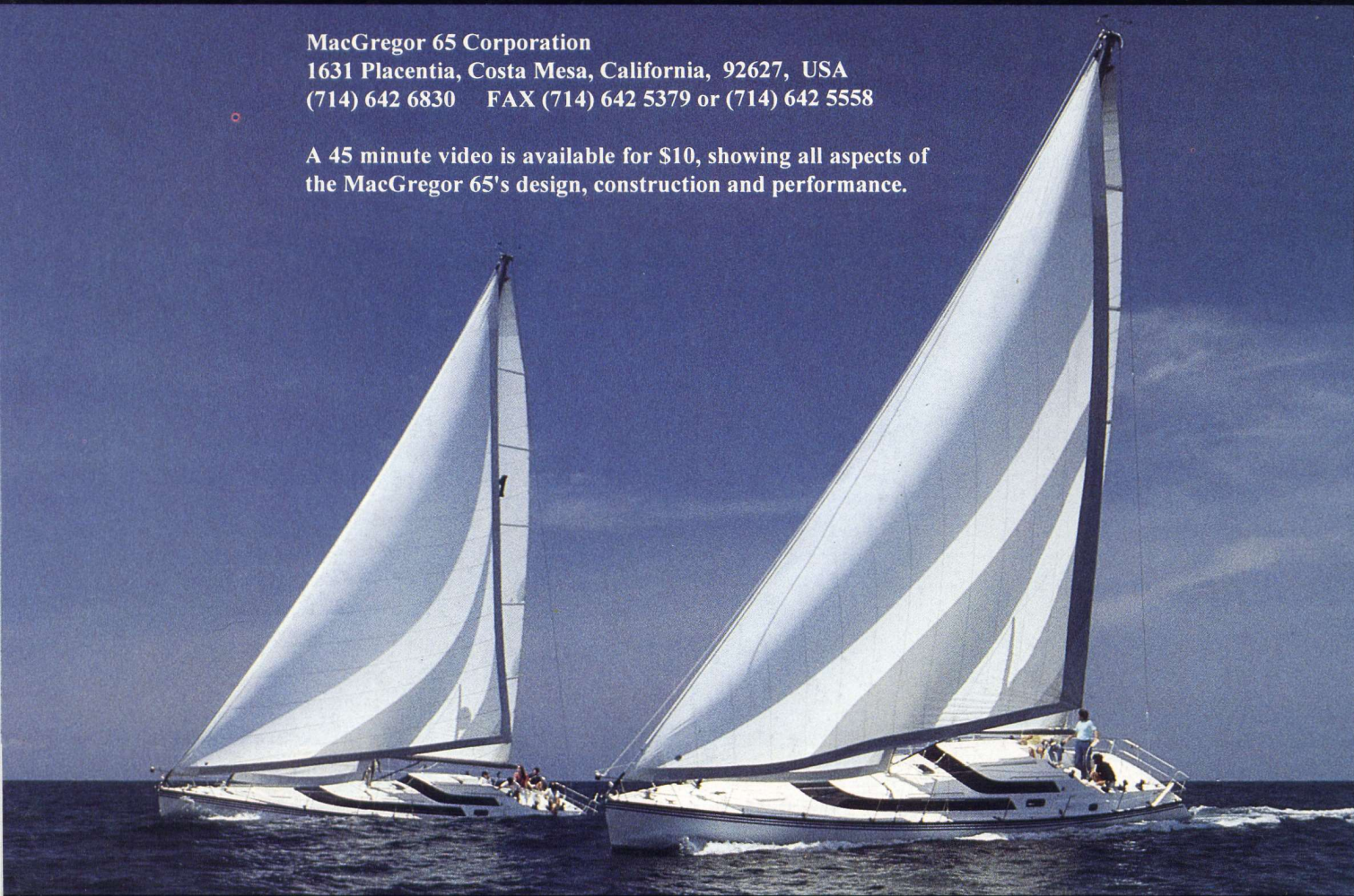
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Arrange for a demonstration sail, and visit our plant to see 65s in various stages of construction. You will be convinced that this unusual and spectacular yacht offers the finest sailing and the best value to be found anywhere.



**MacGregor 65 Corporation**  
1631 Placentia, Costa Mesa, California, 92627, USA  
(714) 642 6830 FAX (714) 642 5379 or (714) 642 5558

A 45 minute video is available for \$10, showing all aspects of the MacGregor 65's design, construction and performance.





**CENTRAL MEDITERRANEAN MAIN AGENT - HOWDEN (BVI) LIMITED**

Tal-Fanal, St. John The Baptist Street, Bahar-ic-Caghaq, MALTA

Tel: (00,356)-374236 Fax: (00,356)-375292

Ottobre, 93

**MacGREGOR 65 - Prezzo: \$149,000**La Dotazione Standard comprende quanto segue:-

Resa franco cantiere, tasse escluse

**VELE:**

Randa e Fiocco (100%) in dacron.

**INTERNI:**

Posti Letto per 10 persone sistemate nel modo seguente:

Cabina privata a poppa con servizi privati (W.C., lavandino e doccia), letto a due piazze, divano convertibile in cuccetta singola, armadietto grande, 2 cassetti, stivaggio sotto le cuccette e un mobile ad uso scrivania e como'.

Cabina privata in prua con servizi privati (W.C., lavandino e doccia), un letto grande a due piazze e una cuccetta singola, grande armadio, cassetti e stivaggio sotto le cuccette.

Cabina separata in poppa con due cuccette singole, lavandino, W.C.

Area pranzo con cuccette per due persone.

Sistema pressurizzato d'acqua fredda e calda.

13 tra oblo' e boccaporti.

Sala macchine "soundproofed".

Ponte di comando interno con scrivania, pannello pulsanti, e una poltrona per tre, incluso il timoniere. La scrivania è munita di cassetti per conservare mappe e per alloggiare altre strumentazione elettronica. Serve da ponte di comando al coperto se si installa l'auto pilota.

Tavolo da pranzo.

Tapezzeria (con cuscini da 10cm di spessore) su tutte le cuccette, sedili nella sala pranzo, poltroncina del navigatore e poltrone nel salone.

Cambusa completa, compresi due lavandini in acciaio inossidabile, cucina (CNG) con quattro fuochi a sospensione cardanica, forno e girarrosto.

Frigider grande.

Serbatoio d'acqua con capacita' di circa 851 litri.

**MOTORE:**

Turbo diesel, 150 cavalli a 5 cilindri con elica fissa di 508mm (20").

Serbatoio con capacita' di 946 litri di nafta.

**ATTREZZATURA:**

Versione Sloop

Albero e boma in alluminio anodizzato.

Due crocette, cavi monotrefoli 1 x 19, drizze interne.

Wang.

Sistema di messa in forza del tesabunga e delle terzaroli.

**SICUREZZA:**

Paratie stagne a prua, paratia stagna a prua ed a poppa a protezione della zona motore.

Fibre di vetro posata a mano secondo gli standards del American Bureau of Shipping.

Draglia doppia con cancelli.

Superfici anti scivolo.

Tientibene sulla tuga.

Pulpiti.

Pompa di sentina elettrica.

Grossi tubi di drenaggio nel pozzetto.

Luci di via.

**IMPIANTO****ELETTRICO:**

Impianto a 12 volt, con pannello completo e 2 batterie "deep cycle" 90 Ah.

Sistema d'illuminazione interna.

**ARGANI:**

Argani a due velocita' Harken per la randa e drizzi di randa e fiocco

2 manovelle per argano.

**ESTERNI:**

Timone e base con ruota di timone in acciaio di 91cm.

Bussola montato sulla base.

Vano ancora a poppa e musone di prua.

Chiglia in piombo da 5455 kg con pescaggio di 1.83m

Comodi gradini realizzati a stampo nell' specchio di poppa.)

Grande boccaporto a prua.

Pozzetto a forma di 'T' con relativi sedili.

Colori: Scafo: Bianco.

Coperta: Bianca

Strisce: Nere

**NOTE:**

\* Dettagli su altre opzioni - a richiesta. \* Informazioni sulla registrazione e sopralluogo - a richiesta.

**Prezzo e dotazione possono essere soggetti a modifiche senza preavviso.**