

# McKinna Yachts

## Boat Specifications, By Series:

### ✚ McKinna 40 Series

- Length Overall w/ Bolt-on Swim Platform = 40'0"
- Documented Length = 37'0"
- Beam = 11'0"
- Freeboard at "Carolina Flare" Bow = 6'
- Draft - centerline keel to lower "high speed" chine = 1'8"
- Draft - centerline keel to lower "low speed" chine = 2'4"
- Draft to propeller tip varies based on shaft length and number of engines
- Fuel = 230-380 gallons
- Water = 50 gallons
- Deadrise at the transom (Keel to Inner Chine) = 17-19 Degrees
- Deadrise at the transom (Keel to Outer Chine) = 22-24 Degrees
- Deadrise at the midships = 22-27 Degrees
- Deadrise aft of bow tip = 40-60 Degrees
- Extreme bow spray-rail incorporates McKinna's patent pending "Downdraft Spray Reduction System"
- Horsepower = 450hp to 1,400hp (typically twin Mercury 600 hp each)
- Speeds up to 70mph

**Hull Design:** Advanced "hybrid" hull with deep V and extreme spray rails and strakes

Hull Characteristics: Wide bow, VERY dry/soft non-pounding ride, stable, fast, fuel efficient

**Ride Quality:** The deadrise distribution provides a soft ride and has been designed to optimize a perfect performance. The running surface runs in concert with the vessel's displacement and center of gravity. Bottom loading is optimized (perfected) to ensure an incredible ride quality while not sacrificing performance or handling. Designed to run on a single chine. At high speeds, the aft running strake can convert to an inner chine to create more efficiency by running on the inner chine.

**Designed to be dry:** The integral, down angled chine with curve forward and flat aft provides a superior dry and stable ride. This chine design directs spray downward and out/away from the boat. Knocking down the spray at such a low point on the hull means less mist/spray resulting in a dry ride. The hull design is optimized with extreme spray rails and strakes for a VERY dry ride in extreme conditions. In heavier seas, the flare in the hull sides directs any solid water away. While at rest, the extreme chine curve forward allows water chop redirection without the "slap" of a hard chine allowing peaceful sleep. In addition to the chine, the vessel has two extreme spray rails forward (the upper spray rail converts into a running strake aft).

**Downdraft Spray Reduction System:** As a typical boat moves forward, the hull spray rails and chines direct water outward creating water spray. This water spray can become undesirable when it goes up onto the boat and its passengers. The forward momentum of a boat equipped with the "Downward Spray Reduction System" captures air flow and redirects the water spray downward, causing a desirable effect keeping the boat and its passengers dry. As the boat moves forward, the bow shape captures air, creating pressure/PSI and direct air flow/CFM above the water spray. As the

boat increases speed, the pressure/PSI increases inside the secondary spray rail, resulting in a more consistent air flow/CFM above the water spray, thus pushing the water spray down (versus up and onto the boat and its passengers).

**Exterior Hull Design:** Gibbs & Cox, Donald L. Blount & Assoc., Inc. - Naval Architects/Marine Engineers

**Interior/Exterior Design:** Ocean5, Fernandez Design Group

**Design/Build:** Designed in the U.S.A./Built in Mexico

## **McKinna 50 Series**

- Length Overall w/ Swim Platform = 52'0"
- Documented Length = 50'0"
- Beam = 16'6"
- Draft (incorporating propeller pockets) = 3'9"
- Fuel = 860 gallons
- Water = 125 gallons
- Waste = 62 gallons
- Deadrise at the transom = 14 degrees
- Deadrise at the midships = 21 degrees
- Horsepower = 1,200 to 2,000hp (typically twin CAT C12A 1,000 mph each)
- Speeds up to 40 knots

**Hull Design:** Advanced hull with modified V and hard chine

**Hull Characteristics:** Dry/soft non-pounding ride, stable, fast, fuel efficient

**Ride Quality:** The deadrise distribution provides a soft ride and has been designed to optimize performance. The running surface runs in concert with the vessel's displacement and center of gravity. Bottom loading is optimized to ensure an incredible ride quality while not sacrificing performance or handling.

**Designed to be dry:** The integral, down angled chine with curve forward and flat aft provides a superior dry and stable ride while at speed. This hard chine design directs spray downward and out/away from the boat. Knocking down the spray at such a low point on the hull means less mist/spray resulting in a dry ride. In heavier following seas, the flare in the hull sides directs any sold water away.

**Exterior Hull Design:** Gibbs & Cox, Donald L. Blount & Assoc., Inc. - Naval Architects/Marine Engineers

**Interior/Exterior Design:** JC Espinosa, Inc., Architecture on the Sea, Ocean5, Fernandez Design Group, Garret Martin "Innovation Specialist"

**Design/Build:** Designed in the U.S.A./Built in Mexico

## **McKinna 70/74 Series**

- Length Overall w/ Bolt-on Swim Platform = 73'0"
- Documented Length = 70'0"

- Beam = 18'6"
- Draft (incorporating propeller pockets) = 4'11"
- Fuel = 2,000 gallons
- Water = 310 gallons
- Waste = 260 gallons
- Horsepower = 1,200 to 2,300hp (typically twin CAT C18A 1,150 mph each)
- Speeds up to 30 knots

**Hull Design:** Advanced hull with Modified V and hard chine

**Hull Characteristics:** Dry/soft non-pounding ride, stable, fast, fuel efficient

**Ride Quality:** The deadrise distribution provides a soft ride and has been designed to optimize performance. The running surface runs in concert with the vessel's displacement and center of gravity. Bottom loading is optimized to ensure an incredible ride quality while not sacrificing performance or handling.

**Designed to be dry:** The integral, down angled chine with curve forward and flat aft provides a superior dry and stable ride while at speed. This hard chine design directs spray downward and out/away from the boat. Knocking down the spray at such a low point on the hull means less mist/spray resulting in a dry ride.

**Exterior Hull Design:** Howard Apollonio - Naval Architect/Marine Engineer

**Interior/Exterior Design:** JC Espinosa, Inc., Architecture on the Sea, Fernandez Design Group, Garret Martin "Innovation Specialist"

**Design/Build:** Designed in the U.S.A./Built in Mexico

## McKinna 90/94 Series

- Length Overall w/ Swim Platform = 94'0"
- Beam = 23'6"
- Draft (incorporating propeller pockets) = 5'6"
- Fuel = 2,000 to 3,250 gallons
- Water = 620 gallons
- Waste = 410 gallons
- Horsepower = 2,030 to 3,800hp (typically twin Cat C32A 1,600-1,900 mph each)
- Speeds up to 30 knots

**Hull Design:** Advanced hull with Modified V and hard chine

**Hull Characteristics:** Dry/soft non-pounding ride, stable, fast, fuel efficient

**Ride Quality:** The deadrise distribution provides a soft ride and has been designed to perfect performance. The running surface runs in concert with the vessel's displacement and center of gravity. Bottom loading is optimized (perfected) to ensure an incredible ride quality while not sacrificing performance or handling.

**Designed to be dry:** The integral, down angled chine with curve forward and flat aft provides a superior dry and stable ride while at speed. This hard chine design directs spray downward and out/away from the boat. Knocking down the spray at such a low point on the hull means less mist/spray resulting in a dry ride.

**Exterior Hull Design:** Gibbs & Cox, Donald L. Blount & Assoc., Inc. - Naval Architects/Marine Engineers

**Interior/Exterior Design:** JC Espinosa, Inc., Architecture on the Sea, Fernandez Design Group, Garret Martin "Innovation Specialist"

**Design/Build:** Designed in the U.S.A./Built in Mexico

*McKinna has been involved in some of the most significant new construction designs and transactions of the last 28 years; and continues to inject innovation and energy into every one of its endeavors. Founded by President/CEO & **Inventor with Multiple Patents**, Garret Martin in 1994/2004 (Brokerage Side; Manufacturing Side), the company is today still headed by Garrett who has been Chief Executive since 1994.*

*Founder, Garret Martin, is widely regarded as one of the industry's/world's foremost experts on yacht design and build, particularly that of classics. Garret is an out of the box thinker. Garret does not like to take "no" for an answer or be told something is not possible. Time and time again, people tell Garret that it cannot be made, designed, or built and Garret somehow figures out how to make the impossible a reality. Within the McKinna ranks you will find former captains, highly credentialed engineers, design experts, crewman and managers, delivering a complete picture of yacht manufacturing, ownership and enjoyment.*

