

MACGREGOR 65



The main salon offers a large, comfortable area for dining and entertaining. It also serves as a sleeping compartment for two.

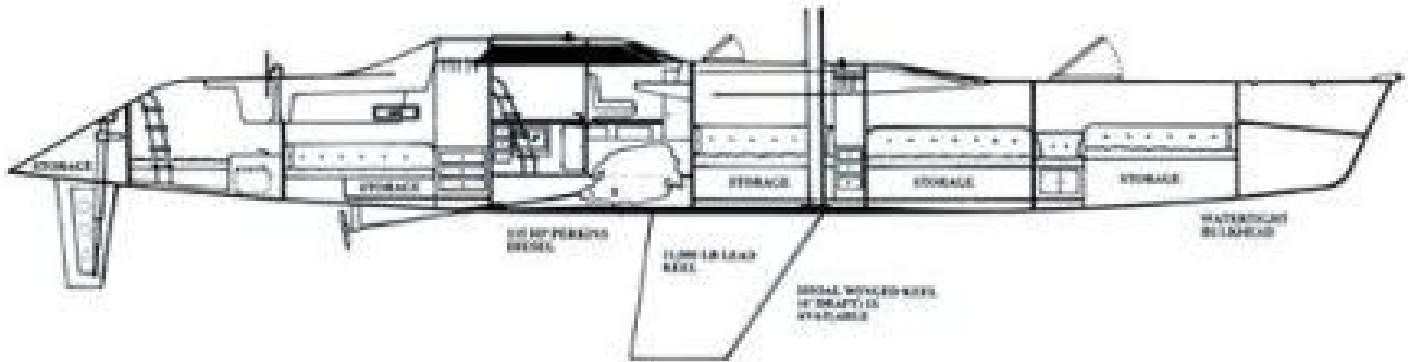


This view, facing aft from the main salon, looks past the galley and inside steering areas into the master stateroom.



The master stateroom offers a queen-sized bed, sofa, a large double hanging locker, full length mirrors, drawers and a place for a television set. The master and forward staterooms, both equally luxurious, have their own private bathrooms with showers.





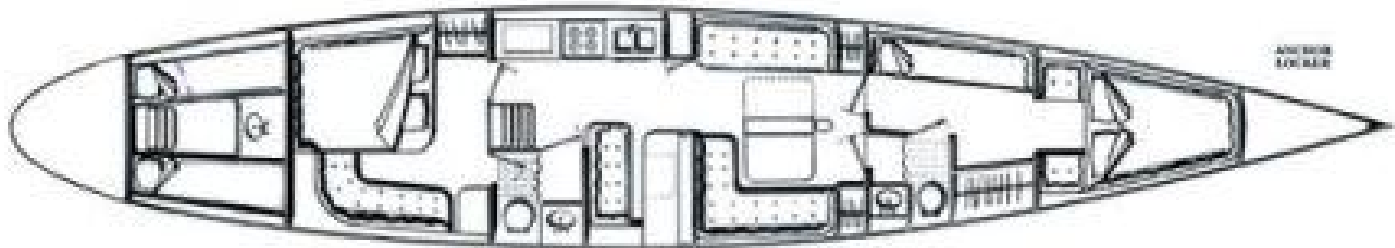
UPPER CABIN, WITH
HEAD, BERTHS, DINING
SEAT, AND LOCKER
FOR COFFEE/TEA
OR SODA

WATERCRAFT ROOM
WITH GREEN COLORED
RED, BLUE, BRASSING
LOCKER AND TRIM

GALLEY

DECK AREA, WITH
TWO BENCH SEATERS

FORWARD OF COCKPIT,
WITH DOUBLE BERTHS,
DINING, COFFEE,
SODA, AND TRAY
SEAT



STORAGE UNDER ALL
BERTHS AND DECK

MASTER BATHROOM
WITH SHOWER

DUCK STEERING
AND NAVIGATION
DECKTOP

PRIVATE BATHROOM
WITH SHOWER

AUXILIARY
STORAGE

LENGTH OVERALL 68'
WATERLINE LENGTH 62'
BEAM 12' 0"
DRAFT, DEEP KEEL 8' 6"
DRAFT, SHOAL DRAFT KEEL 6'
DISPLACEMENT, DRY 30,000 LBS
BALLAST, LEAD 11,000 LBS
FUEL CAPACITY 175 GALLONS
WATER CAPACITY 225 GALLONS
ENGINE, PERKINS DIESEL 135 HP
SPEED UNDER POWER 11.5 KNOTS

BERTHS 10
STATEROOMS 3
HEADS 3
MAINSAIL AREA 505 SQ. FT.
WORKING JIB AREA 407 SQ. FT.
GENOA AREA 1073 SQ. FT.
SPINNAKER AREA 2968 SQ. FT.
MAST TO JIB TACK (J) 26' 7"
FORETRIANGLE HEIGHT (F) 62"
MAINSAIL LUFF (P) 53' 3"
MAINSAIL FOOT (E) 19'



This photo of the main salon, taken at night, shows the effective use of indirect lighting.



The inside steering and navigation station is shown with a second set of engine controls, push button electronic steering, autopilot, VHF radio, Ioran, single sideband high seas radio, stereo and radar.

The MacGregor 65 is one of the fastest production sailing yachts available anywhere. It is designed for worldwide cruising and chartering, ultra-high speed sailing and powering, and for easy single or short handed sailing. It is ideal for making safe, high speed passages, and has the capability to be first to finish in any race.

The yacht provides outstanding performance without sacrificing comfort, strength, safety and ease of handling. This yacht can be used as a remarkably comfortable home on the water.

With its ultra modern styling, it is one of the most spectacular and beautiful sailboats ever built.

SAILING PERFORMANCE

The MacGregor 65 provides the upwind speed and power of the large meter boats, and the spectacular reaching and running performance of the modern ultralight racing yachts.

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 will sail at over 11 knots, and speeds of well over 25 knots can be reached in strong winds. The boat will easily exceed 9 knots sailing to weather.

A 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 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's high speed can reduce exposure to unfavorable weather or sea conditions. A fast boat has a better chance of completing a passage within the limits of weather forecasts, or of effectively seeking port to avoid impending storms.

This high speed, under power or sail, makes it possible to reach cruising areas or races that could otherwise 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. There is no sacred principle that says that a great cruising

yacht should be slow.

PERFORMANCE AS A POWERBOAT

The Perkins 135 h.p. diesel will drive the 65 at over 11.5 knots. Even at high speeds, the engine burns a small amount of fuel. Most powerboats burn up so much fuel that they are totally impractical to operate. For fuel economy, builders are turning to the long, narrow powerboats of days past; however, narrow, shallow draft boats roll so badly that they are almost uninhabitable. Because of its deep keel, the 65 offers speed and economy without unmerciful rolling. It will 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. In heavy weather, under power, the 65 will outrun many of the best oceangoing powerboats.

Unlike a power boat, when the engine quits, you can still get home.

INTERIOR

The interior decor of the yacht is striking. We have chosen to reflect the modern interiors of the best custom corporate jetliners and exotic European power boats, rather than the traditional, heavily wooded or rough fiberglass interiors of conventional sailboats. The interior is accented with indirect lighting and mirrors. 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. The seats and seat backs and the areas around the large double berths are upholstered in coordinated fabrics. Reading lamps are located over each berth. The optional stereo system has speakers located through out the yacht. Headroom exceeds 6' 3".

There are large hanging lockers in each area of the boat, and storage compartments under every berth and seat.

The galley is in the raised area of the cabin. The forward facing windows and opening side windows offer outstanding visibility and ventilation, eliminating the "buried away in a hole" feeling common in most sailboat galleys.

INSIDE STEERING STATION

An unusual feature of the interior is an inside navigation and steering station. It has excellent

visibility, a chart table with chart storage, and a comfortable, forward facing sofa-type helmsman's seat for three. All electronics can be mounted within easy reach, and there is an optional set of engine and steering controls. We see no need for the helmsman and friends to have to be exposed to adverse weather conditions.

The cockpit has a conventional pedestal steering system with a set of engine controls for pleasant weather sailing and powering. The cockpit and inside steering operate on completely separate systems, so if one fails the other can still do the job.

Another major advantage of the navigation-steering station is that the navigator can see what is going on outside of the yacht. This is much better than navigating blind from the depths of the boat.

The inside steering and navigator's area can also serve as an informal dinette with a great view.

VENTILATION

A lot of sailing and mooring is done in the tropics and in hot summer weather. The 65 has been designed with this in mind. It has 22 hatches and ports that can be opened when the heat starts to build. The openings have been carefully located to assure a comfortable flow of air in every compartment and stateroom. Air conditioning is available as an option.

ADVANTAGES OF A LONG, NARROW HULL

Speed, of course, is a major advantage. A long slender hull offers a long waterline, and waterline length is the major factor in determining how fast a boat will be. 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 11 knots, but it will easily slide thru this barrier and go much faster.

The narrow hull also offers a major safety advantage. Under a really extreme circumstance, 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, like the 65, with deep ballast, 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 from any position.

A long, slender yacht such as this is easy to keep on course, unlike many of the new IOR based racing and cruising boats that are very 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.

The long length also provides an extremely stable, comfortable motion at sea, with far less pitching than the typical cruising yacht. The really heavy components, such as engine, fuel and water tanks are located near the center of the boat. This is also a strong factor in keeping pitching to an absolute minimum.

HANDICAP RATINGS

The 65 can be raced under the IMS, IOR and PHRF handicap systems.

It has been designed without any regard whatsoever to any handicap rules. We have chosen to design the fastest and best sailing yacht possible, and let the handicaps fall where they may. It will probably be the highest rated boat in any fleet, and it will probably also be the fastest. The PHRF handicapping system has given the earlier version of the M65 ratings ranging from 0 to minus 45, among the lowest (and fastest) ever used.

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 any boat designed to a rule will be obsolete, and of very limited value, in a very short period of time.

EASE OF HANDLING

A couple will find the 65 a comfortable boat to daysail or cruise. Even though big and fast, it has one of the easiest rigs to handle of any comparable yacht. Thousands of miles have been put on M65's with a one man crew.

The 65 has a cutter rig, with no running backstays. In winds of over 10 knots, the optimum sailplan for going to weather consists of the mainsail, and a non overlapping roller furling working jib flown from the inner forestay. The working jib is sheeted to a

car on a curved track across the top of the deckhouse, just ahead of the mast. This allows the jib to tack itself without the crew having to touch a line, a major factor in making the yacht really easy to sail. Anyone who has ever tacked a large boat up a narrow channel, or in close quarters racing, knows that the effort of 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.

The self tacking jib and the full battened main minimize the violent and noisy shaking of the sails as the boat is tacked. It is a really quiet and gentle operation.

In light winds, and in heavy weather reaching and running, the 65 uses a large, lightweight 130% masthead genoa, also on a roller furling system, secured to the forward headstay.

The mainsail is equipped with a North Sails Lazymate furling system. Prior to the development of this system, furling the main on a big boat such as this was a very difficult job. It is now a single person operation, with minimum effort necessary. It is also extremely valuable for controlling the main while it is being reefed.

COCKPIT

Modern sailboat designers seem to 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 amidships, 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.

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.

Because of the precise tooling used to build every part of the boat, we build only the configuration shown in our specifications. We do no custom modifications.

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.

In short, 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 a big 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, and a good track record is the best assurance of sound construction. Resale values will be better, and insurance companies are likely to consider a production boat, from an experienced builder, more favorably.

CONSTRUCTION

The 65 is an American built boat that offers craftsmanship unexcelled anywhere. It is built to outlast

all of us.

Each 65 is built to exceed both the American Bureau of Shipping and Lloyds' fiberglass construction requirements. Few competing sailboats can meet these exacting standards.

We have stayed away from sandwich construction in the 65's hull, deck and bulkheads. Balsa core construction is prone to water absorption and rot, and the plastic foam cores do not provide the strength and delamination resistance that we require. We believe that solid laminates, with closely spaced frames or stringers, offer superior strength, puncture resistance, light weight and rigidity. This is typical of proven aircraft and yacht construction. The hull consists of many alternating, hand laid layers of fiberglass mat and fiberglass woven and unidirectional roving, with extra layers in all high stress areas.

All fittings are thru bolted, with heavily reinforced pads to carry the loads. The hull-deck joint is one of the strongest and most leakproof available on any yacht. 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.

Chainplates are bolted directly to the heavily reinforced hull, not bolted to bulkheads that are bonded to the hull.

There is a strong watertight bulkhead near the bow of the yacht. Other safety features include non-skid deck surfaces, strong lifelines, bow and stern pulpits, self bailing cockpit, and secure hatches and ports.

ENGINE INSTALLATION

Great care has been used in soundproofing the engine, and it is extremely quiet. Access to the engine and all equipment is better than in any

comparable yacht. With the engine cover opened, the engine, transmission and all related items are completely exposed for easy servicing. 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.

KEEL

The keel is an 11,000 lb conventional NASA 9% airfoil shaped lead fin, bolted to the hull with 13 1" stainless bolts. The bolts pass through 3 1/2" thick solid fiberglass.

A shoal keel (with 6' draft) is also offered.

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 damage occurs.

In order 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, and the usual haulouts and bottom jobs, should be all that will be required.

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.





The galley features a combination ice chest-freezer, double stainless sinks, and a gimbaled four burner stove with oven and broiler. Ventilation is excellent, and the large windows offer a great view in all directions.



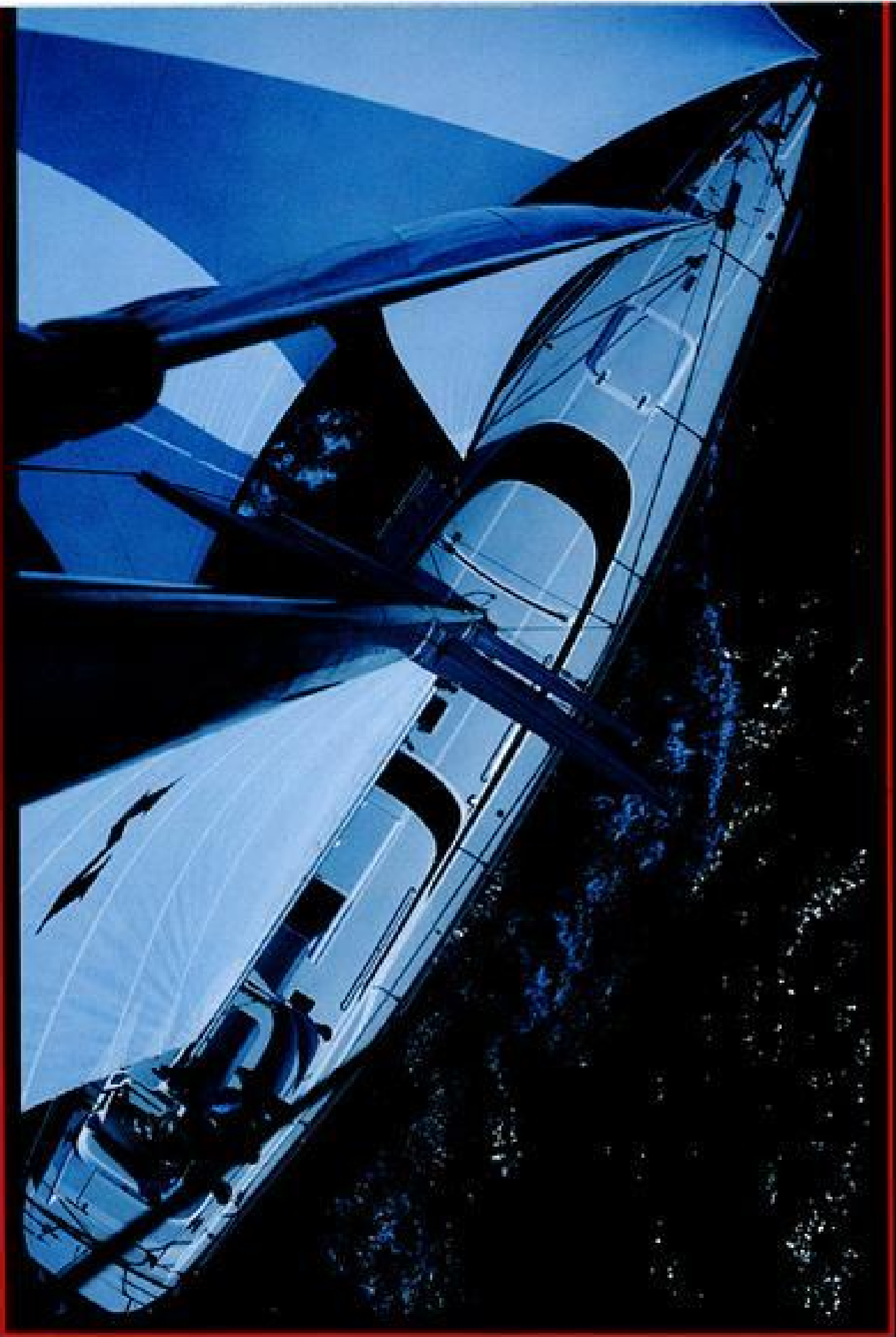
The rear cabin, located aft of the cockpit, has two single berths, a sink, portable head and a cabinet for the optional 110 volt generator. It is isolated from the main cabin and is reached thru a hatch near the stern.



With the California coast in the background, the yacht is sailing under self tacking jib and main, an effortless combination for single or short handed sailing.

MACGREGOR 65





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PRICE LIST - MACGREGOR 65

\$149,000

STANDARD BOAT INCLUDES THE FOLLOWING:

SAILS:

Dacron main (full battened) and working jib with acrilan roller furling cover.

INTERIOR:

Sleeps 10, arranged as follows:

Private rear stateroom with private bathroom (with head, sink and shower), queen sized double bed, sofa convertible to a single berth, large hanging locker, 2 drawers, storage areas under berths, and a combination desk/vanity table.

Private forward stateroom with private bathroom, (with head, sink, and shower), a large double bed and one single berth, a large hanging locker, drawers and under berth storage.

Separate aft cabin with 2 single berths, sink and head.

Dining area with berths for 2.

Hot and cold pressurized water system.

19 opening ports and hatches.

Soundproofed engine compartment.

Interior steering/navigation station, with desk, switch panels, and a forward facing sofa-type helmsman's seat for 3. The desk has chart storage and a place for electronics.

It serves as an inside steering station when autopilot option is ordered.

Dining table.

Fabric upholstery (with 5" thick cushions) on all berths, dinette seats, navigator's seat and lounge seats.

Corian countertops in galley, heads and aft stateroom.

Full galley, including double stainless steel sinks, and a 4 burner gimballed CNG stove with oven and broiler.

Large ice box.

225 gallon fresh water capacity.

ENGINE:

110 hp, 4 cylinder Yanmar turbo diesel, with 20" fixed bladed prop.

175 gallon fuel tank.

RIGGING:

Aluminum mast and boom, linear polyurethane finish.

2 spreader rig, 1 x 19 stainless rigging, and internal halyards.

Mainsheet traveller.

Self tacking jib system.

Boom vang.

Internal outhaul and slab reefing systems.

Harken roller furling system for working jib.

Lazyjack furling system for mainsail.

SAFETY EQUIPMENT:

Watertight bow bulkhead.

Double life lines, with gates.

Non skid deck surfaces.

Cabin top hand rails.

Stainless steel bow and stern pulpits.

2 electric bilge pumps.

Large diameter cockpit drains.

Slab reefing.

International running lights and mast light.

STANDARD EQUIPMENT (continued)

ELECTRICAL:	12 volt electrical system, with full panel and 4 deep cycle 90 amp hour batteries. Interior direct and indirect lighting system.
WINCHES:	Self tailing Harken-Barbarossa 2 speed winches, for the jib sheet, mainsheet, main and jib halyards, and reefing system. 3 winch handles.
EXTERIOR:	Pedestal wheel steering with 48" stainless wheel. Compass, mounted on steering pedestal. Foredeck anchor locker and bow roller. 11,000 pound external lead keel, 8'6" draft (see option list for 6' draft). Large, weathertight foredeck hatch. T shaped cockpit with contoured cockpit seats. Colors: Hull: White Deck: White Accent stripes: Black

OPTIONAL ITEMS *****

\$3910	130% Genoa with roller furling cover.
\$5879	Racing spinnaker.
\$3690	Cruising spinnaker with snuffer.
\$6750	Genoa equipment: Harken roller furling, Harken-Barbarossa self-tailing sheet and halyard winches, sheets, halyards and all necessary hardware.
\$8837	Racing spinnaker equipment, including halyards, spinnaker pole and reaching strut with chocks, blocks, shackles, Harken-Barbarossa self-tailing halyard, pole lift, foreguy and sheet winches, mast track and car assembly, sheets, guys and all necessary hardware.
\$1550	Cruising spinnaker equipment: halyard, blocks, shackles, halyard winch and all necessary hardware.
\$3796	Brookes and Gatehouse Hydra 330 Cruise Pack Plus.
\$7200	Brookes and Gatehouse Helmstar autopilot steering system at both the cockpit and interior steering stations. Includes secondary engine panel and controls in inside steering station, and all mounting brackets and tiller arm.
\$490	Ground system for single sideband radio, including copper strap bonded into hull laminate (for future SSB installation).
\$1710	110 volt AC electrical system.
\$3750	220 volt AC electrical system.
\$517	Newmar 110 volt battery charger.
\$637	Newmar 220 volt battery charger.
\$7420	Northern Lights 5 Kw 110 generator.
\$8220	Air conditioning- 2 ea 16,000 BTU self contained units, with ducts in all cabins.
\$3960	110 and engine driven refrigeration.
\$3800	Simpson-Lawrence Pacific 2000 windlass.
\$2400	Max Prop 3 blade 20" feathering propellor.
\$980	Contrasting pearl grey non-skid.
\$1790	Anti-fouling bottom paint, Proline hard vinyl with epoxy undercoat.
\$1500	Wing keel for 6' draft.
\$295	Cockpit cushions.
\$2500	Steel cradle for overseas shipping.

Prices and specifications subject to change without notice.
September 22, 1989