

MAIR 47



Designers Notes

The new Mair 47 is a long range cruising cat , having been developed over a period of two years after discussions with a range of experienced cruising cat fanatics.

The hull shape is from the proven cats “Big Day Out” and “Aristocat II” both featuring the Mair fully parabolic hull form. These hulls are not narrow race hulls but highly efficient, large volume hulls to allow a no compromise interior fitout. They have good volume in the bow above the waterline, for reduced pitching and greater safety in big seas.

The unique Marine Kits pre-cut structure allows optimum metal usage and fastest build time. The design is aimed primarily at semi-skilled to professional aluminium boatbuilders.

Starting at the transom....

The large 8 seater deck lounge was a necessity for those balmy days at anchor, with the fresh fish sizzling on the barbeque.

The targa aft serves two functions:

- As the lift frame for the dinghy
- As a frame to attaché the stainless steel wires which support a retractable sail shade canopy with battens.

This system was developed by Gavin Mair on the superb “Millenium Falcon” 54 knot tri-hull built by Kirby Marine for a middle eastern client.

The cockpit is huge at 4m x 3m with sheet control stations port and starboard by standing on the side 'seats'. These lead directly aft to steps, down the transom to swim platforms.

The helm station is a definite 'two seater' with superb vision through the wheelhouse, however a large hatch above the helm doubles as ventilation and viewing when entering difficult anchorages.

A touch on convenience with a servery from the galley through a sliding window to the port side of the helm station.

As we head inside . . .

Dedicated navigation station to starboard with all necessary instruments and chart drawer.

On the main bridge deck we maintain a minimum of 2 metres of headroom and dedicate this area to 'living'. A sumptuous galley with servery, plus a seven seater lounge / meals table. A T.V. is built into the galley angled servery face. An entertainment console with drinks locker is to port, just forward of the stairs. The cabin windows are set to maintain good panorama when both standing and seated.

Down into the hulls . . .

To port we have a dedicated laundry with washer, dryer and linen storage.

Just aft is the en-suite for the port master cabin.

Both the port and starboard master cabins incorporate full size double beds with steps access to 'each side of the bed'. This is a must especially for older cruising couples who should not expect to climb 3 feet or more just for a bit of shut eye.

Both cabins have ventilation hatches and great panorama's, creating a massive 'open' space feel.

'Spare' single cabins are situated in the hulls, forward of the main double berths.

We have deliberately installed 'dedicated' engine rooms. These are the heart of the machinery for live aboard cruising vessels of all kinds. We have standing headroom in the engine / machinery rooms, ample space for desalinators, generators, batteries, sea inlets, tool cabinet with good size work benches . . . designed for ease of maintenance. Lets face it, if you can walk in and look around at all your gauges and general engine room condition, then there is less likelihood of failure due to neglect.

Back up on deck forward . . .

The anchor winch and ground tackle is hidden in the main cross beam, keeping weight off the bow.

We just had to have mesh nets forward !!.

A 600mm wide planked walkway to the forestay creates a safe access zone

The Rig . . .

Aimed at performance cruising and simplicity of operation, the mainsail is fully battened with a moderate roach, stowing into lazy jacks.

An overlapping headsail maintains the balance of the rig.

Swept back shrouds located stays for good boom angle when broad reaching and double swept back diamonds to provide lateral support to the heavy duty mast section.

The Genika is our ‘must have’ for getting places when the winds are light and on the beam or abaft.

In desperation, you could quite easily crank up the tin 40 horse sail drives and get there at 10 knots, but that’s just aint cricket!!.

A picture is worth all these words, so pour over our presentation drawings at leisure...

