

Sea[®]

AMERICA'S WESTERN BOATING MAGAZINE

NEW MEGA-YACHT ACCOMMODATIONS

**A boon for
all boaters**

➤ **MCKINNA 70
PILOTHOUSE COCKPIT
MOTORYACHT**





MCKINNA

70 PILOTHOUSE COCKPIT MOTORYACHT

A VERSATILE BIG BOAT SURE TO BRING THE FAMILY TOGETHER

Picture this. Your wife and a couple of the kids are in the floating spa off the starboard side of the swim platform, soaking in the heated water. You and a buddy are in the cockpit. You are in the fighting chair, locked in battle with a billfish while your buddy uses the remote control to guide your chair from side to side, so you don't have to. You land the pelagic beast, a personal best for you, and your kids give you a World's Best Dad plaque. Life is good.

OK, you're not going to have both activities going on at the same time, but the story highlights the duality of the McKinna 70 Pilothouse Cockpit Motoryacht. You're definitely going to want to fish the 70, but I'm willing to bet the comfort and cruising aspects of the yacht are what's going to draw buyers in.

The floating spa isn't a figment of my imagination. It's a sure-to-be-favorite feature of the 70 PH CPMY. When deflated, it fits into a bag the size of one of those hockey duffels the kids use; inflated, it's an oasis for four. The spa is plumbed through the boat, and the water is warmed by an electric heater that can circulate fresh or salt water.

(It might be able to circulate high-end champagne, if you ever need to shoot a music video on your yacht.) As at-anchor toys go, it's a good one.

Both features point to the McKinna strategy of keeping the whole brood happy while maintaining its commitment to anglers. In other words, McKinna is building a family boat, according to company president Garret Martin, who conducted the sea trial with us. And there is something for just about everyone, including people who prefer their action behind the boat.

Kids — and kids at heart — who like to tube or wakeboard will find the 70 PH CPMY's acceleration to their liking. We timed the boat from 0-20 knots

in 10 seconds. That's definitely fast enough out of the hole to get a wakeboarder or a wakesurfer up and running, and you can pull an inflatable tube, no problem. The acceleration of the upgraded twin CAT C18-E diesels with 1,015 mhp is smooth, so water-sports enthusiasts won't have their shoulders separated by a jerky climb up the speed spectrum. Eight seconds later, we were at top speed, 25.5 knots on test day.

Now, it will be up to the adults to decide how much (if any) towing action is conducted, because fuel consumption is going to be a factor. At 20.8 knots, 2000 rpm, the 70 burns 67 gph, giving the boat a range of about 606 nm on 2,000-gallon tanks. At top speed, the boat burns 104 gph at 2350 rpm, dropping its range to just less than 500 nm. If you want to run from San Diego to Cabo San Lucas nonstop, pull the throttles back to about 1400 rpm, at which point the boat settles



The McKinna 70's outdoor spaces are numerous, from the lower cockpit to the flybridge. Inside, rich African cherry wood starts in the salon and continues through the master stateroom below. Even the engine room is clean, functional and spacious.

ity was uninterrupted all around. The captain should have plenty of company, too. There is a companion helm seat and a settee with seating for six just aft of the helm. An ice-maker and a sink are welcome touches. Aft of the seating area is an extended deck with room for a tender, a davit and — on our test boat — two kayaks. Extending this deck served two purposes: creating room for the tender and toys, and creating cover for the cockpit below.

C'MON ABOARD

Access to the yacht is via the swim platform and through a starboard-side door into the lower cockpit. Directly ahead of the door is a built-in unit that houses a livewell, a sink and plenty of flat surface for fish cleaning or food-and-drink presentation (probably not at the same time). A watertight door in the middle of the bulkhead provides access to the crew quarters and engine room. A base plate in the deck will hold the aforementioned remote-controlled fighting chair, from which to catch a fish, or a dining table, on which to eat the fish.

You don't have to switch out the chair and table, however, as there is another dining table with a settee accompaniment in the upper cockpit, which is entirely covered by the flybridge deck overhang and has a docking station in the aft port corner. A grill and a

in at 11.9 knots and provides a range of 810 nm, which is cutting it pretty close, so maybe somewhere between 1300 and 1400 rpm is the way to go. At 10 knots, the boat's range is 1,235 nm, with the engines churning at a comfortable 1150 rpm and burning 16.2 gph.

People who want to have a little fun while driving their boat won't be disappointed by the McKinna 70. You've already read that it can get out of the hole in good time for a big boat, and it does it with a minimum of bowrise. It can also cut a tight circle in a hard turn

while maintaining a pretty flat horizon line. I put the yacht into a tight turn, realized I didn't have the wheel to the stop yet, pulled it a little farther and turned an even tighter circle inside the one we'd just created. With the mighty Pacific a little too calm to provide a test of the McKinna's abilities, we had to create our own fun, so I pulled out of the hard-left turn into a hard right and used our own wake to challenge the 70 PH CPMY. No problem.

From our perch under the hardtop at the flybridge helm station, visibil-



sideburner share a built-in cabinet to starboard, and a TV is mounted to the overhang. Add in the day head and the ice-maker that flanks the staircase to the flybridge, and there really isn't much reason to abandon what is essentially the California deck — except that the interior is beautiful.

Through a tinted sliding-glass door is the fully appointed salon, with a settee and table to port, twin barrel chairs to starboard and a high-low TV behind the chairs. It's here you get the first glimpse of the rich, high-gloss African cherry wood interior. The African cherry is an upgrade from Anigre, and I can see why the builder chose it. The look says high end, and it carries throughout the yacht.

Up two steps is the pilothouse, which is home to the galley, too. We didn't spend much time here during the test, due to the near-perfect Southern California day, but it could

TESTER'S OPINION:

You're definitely going to want to fish the 70, but I'm willing to bet the comfort and cruising aspects of the yacht are what's going to draw buyers in.

definitely be a refuge on a bad-weather day. An L-shaped settee is to starboard, directly behind the helm, and it can seat four comfortably and five if they like each other. A wood table creates yet another dining area. Cabinets above increase galley storage. The galley has a dishwasher, a microwave, an electric four-burner cooktop, a stainless sink, three refrigerator drawers,

one freezer drawer and lots of stone countertop space, plus storage above and below.

The helm station's dash is faced with an eye-catching maple burl accent wood that you'll find throughout the yacht. It's a perfect accent to the African cherry. In the dash is room for whatever electronics an owner chooses. There are two Garmin multifunction displays in our test boat, one to either side of the centered autopilot and VHF radio. The CAT engine controls are there, as are the throttles and a beautiful wood wheel. Visibility is excellent through the four-section windshield, and the captain can see all the way back to the California deck.

Between the helm and the galley is a stairway to the accommodations. At the bottom of the stairs, in the companionway, is a washer and dryer. Forward is the VIP stateroom with a raised berth and direct access to the guest head, which includes a full-height shower stall. To port is the guest stateroom. It has a single upper bunk and a wide lower bunk that can sleep two, so there is room for five in the forward accommodation area.

The master is in its own suite amidships, below the pilothouse area. It is accessed via winding stairs forward of the salon settee. A queen berth occupies center stage, with a bureau and a flat-screen TV in the bulkhead at its foot. To port is a hanging locker and a vanity with a built-in mirror below three forward-leaning portholes. Beyond the berth behind sliding doors is the long and narrow head, with the toilet and tall storage cabinets on one

➔ SPEC BOX

LOA 73 ft., 8 in. BEAM 18 ft., 6 in.

DRAFT 4 ft., 11 in.

FUEL 2,000 gals. WATER 310 gals.

ENGINES Twin CAT C18-E, 1,015 mhp,

ZF 550A gear PRICE Contact dealer

STANDARD EQUIPMENT

Twin CAT C12 700 mhp w/ZF gear, 83,000 Btu reverse-cycle heat and air, 30-gal. water heater, Side Power electric bow thruster, central vacuum, washer and dryer, refrigerator, 4-burner stove, microwave, dishwasher, garbage disposal and much more.

OPTIONAL EQUIPMENT

Twin CAT C18-E, 1,015 mhp, ZF 550A gear, extra 600-gal. fuel tank, NAIAD stabilizers, Wesmar electric bow thruster or high-thrust bow thruster (to go w/JMS), teak decks, crew quarters w/AC and much more.

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end and the shower stall with a seat on the other. The vanity top stretches the distance between them, with the sink near the shower. For those chilly mornings, the head's marble floor is heated, as is the sole in the guest head. Maple burl accents spice up the headboard, the vanity frame and the edges of the bureau/TV unit.

Like all McKinna boats, this one comes with McKinna Control, a system that allows owners to control and monitor yacht systems from anywhere in the world with a Wi-Fi connection via mobile devices. It's really handy.

The McKinna name should tell you there is fishing in this yacht's DNA, but from top to bottom, the 70 PH CPMY exudes luxury and comfort. A buyer could be excused for never fishing the vessel, but he could also be excused for fishing while the rest of his family ignores him and enjoys the rest of the yacht. Depends on your definition of "together," I guess. 🐟