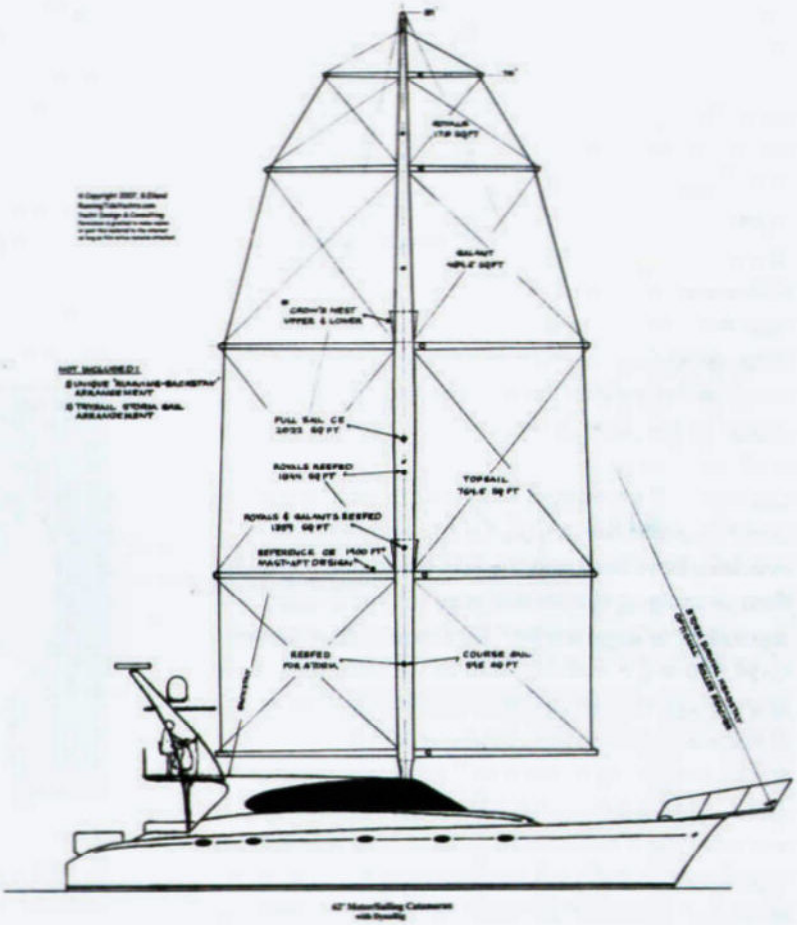
# In the News

An in-depth look at the latest news from around the globe within the superyacht market, with the Editorial team focusing on items of special interest.

## Dyna Cat

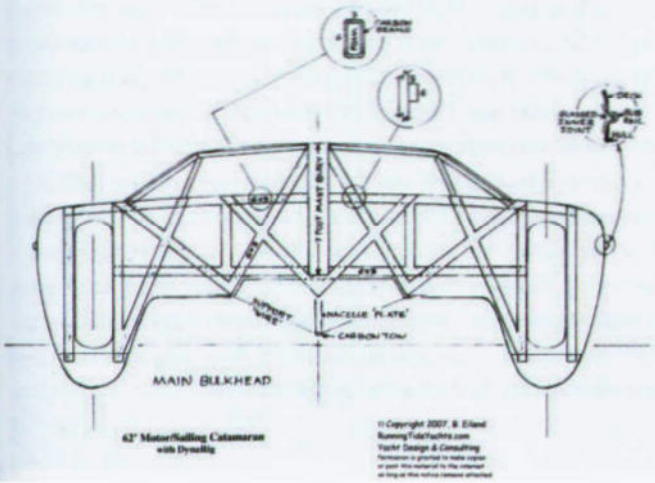


Rules are meant to be broken. To some extent that is what the iconic *Maltese Falcon* did and what we are certainly doing here writing about a 20-metre yacht. After all 24 metres is our cut-off and 30-metre plus our more normal focus. However, Running Tide's concept design makes our <24-m transgression understandable. The latest concept from Brian Eiland of Running Tide Yachts, Ltd will be – if built – the first post-*Maltese Falcon* Dyna rig. The designer is not afraid or unfamiliar with unusual solutions; his catamarans have in the past been designed with aft mounted masts; that is a mast where the backstay normally is.

His cats are designed as expedition yachts and also as sport fishing platforms. Unusual propulsion is common too for Brian; the DynaRigged cat has DE propulsion but other alternatives that have been looked into include belt drives. Here the DE drives rim-driven propulsors that deploy down and inward from the sponsons allowing a draft of four feet.

The Running Tide DynaRig application differs in more than one way from the *Falcon*'s. It has only three sizes of yard – the lower three being identical for ease of manufacture. The masts too will rotate through only 130°. This allows this DynaRig to be stayed, so not exactly free standing. Eiland's version is designed to have back – and even running – stays. A detachable forestay for heavy pitching conditions can also be accommodated, and this might well be capable of carrying a roller-furled reacher sail as well.

Intriguingly Brian envisages that instead of the *Falcon*'s furling (in mast) he says: "I believe there is a design variation that will avoid this extra complication, while concurrently allowing for a sealed mast tube." Supporting the DynaRig presents its own challenges with the relatively shallow area below decks in a Cat. Brian commented that the "DynaRig mast does not exert big compression loads to its base, but it does require considerable bending and torque support. This is provided by the X-structure formed by the athwartships 'space frame' bulkhead, and the longitudinal 'backbone rib' nacelle/front-frame combination." This arrangement is patterned after Shuttleworth's FEA research on an Aero-Rig catamaran design. Both efficient under sail and power, Brian said of the expedition cat: "This could be a real fuel-sipping machine requiring less fuel weight to haul and propel around, or seek out in remote locations. Demonstrated savings can reach 30–50%." All for a projected performance under sail of 18/20 knots and under power of 18–25 knots.




**www.runningtideyachts.com/dynarig/**

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