

C-CAT 65



TECHNICAL DOSSIER

COMAR

A new benchmark among high-performance maxi catamarans.

Drawing on Comar Yachts' fifty-five years of expertise in building performance cruising sailboats, our high-performance catamaran line continues to evolve. These multihulls feature striking lines that satisfy both a family's need for space and the rigorous standards of experienced sailors.

The project is based on four pillars:

- Superior build quality: high-end engineering, premium materials, and top-tier manufacturing processes.
- Performance: consistent double-digit speeds and highly responsive, effortless handling.
- Comfort: bright, expansive living spaces paired with an ergonomic and intuitively organized deck layout.
- Safety: watertight crash boxes, reinforced structures, and project-wide FEM structural analysis.



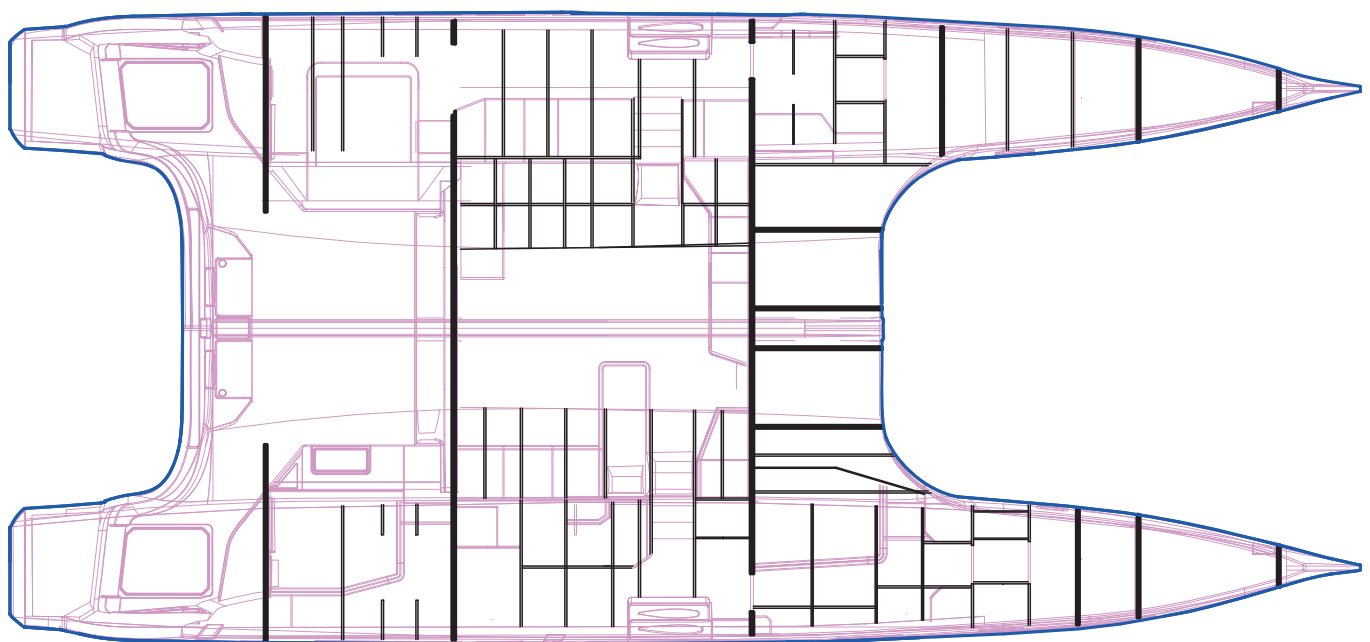
CONSTRUCTION

The C-CAT 65 has been entirely designed using FEM analysis, including components such as mast, rudders, beams, bowsprit and daggerboards, ensuring rigidity and reliability while maintaining low displacement.

The construction of the C-CAT 65 and its components is carried out using infusion and vacuum bagging techniques. The structure integrates fiberglass and extensive use of carbon fiber on an epoxy matrix, both to reinforce the most stressed parts and to lighten non-structural aesthetic components.

The C-CAT 65 hull is built using an infusion process, with Corecell sandwich, quadriaxial glass fabrics and unidirectional carbon fibers on an epoxy matrix oriented according to load mapping.

All bulkheads are in carbon and composite to increase stiffness in critical areas; they are bonded and laminated along the entire perimeter using vacuum techniques, as are many parts of the furniture.



- Full carbon Bulckheads
- Composite Bulckheads carbon/fiberglass

The deck is entirely in carbon with Corecell sandwich, manufactured using infusion to reduce weight and increase stiffness.

The daggerboards are entirely in carbon with a corrugated structure.

The standard mast is 27 m in pre-preg carbon, with a safety factor of 1:3 standard on all our boats.

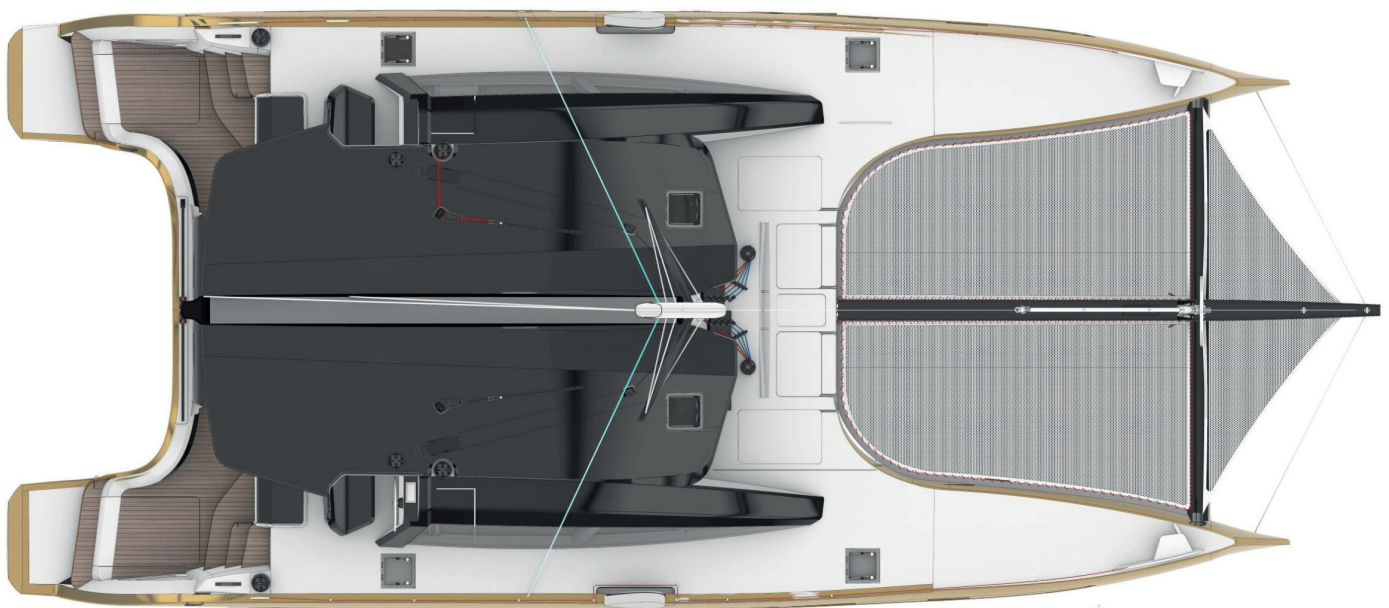
The forward beam and bowsprit are made in pre-preg carbon in a single cross structure with articulation on the hull.

The hull-deck joint, a strength point of the boat, is bonded with structural adhesives and fully laminated both internally and externally.

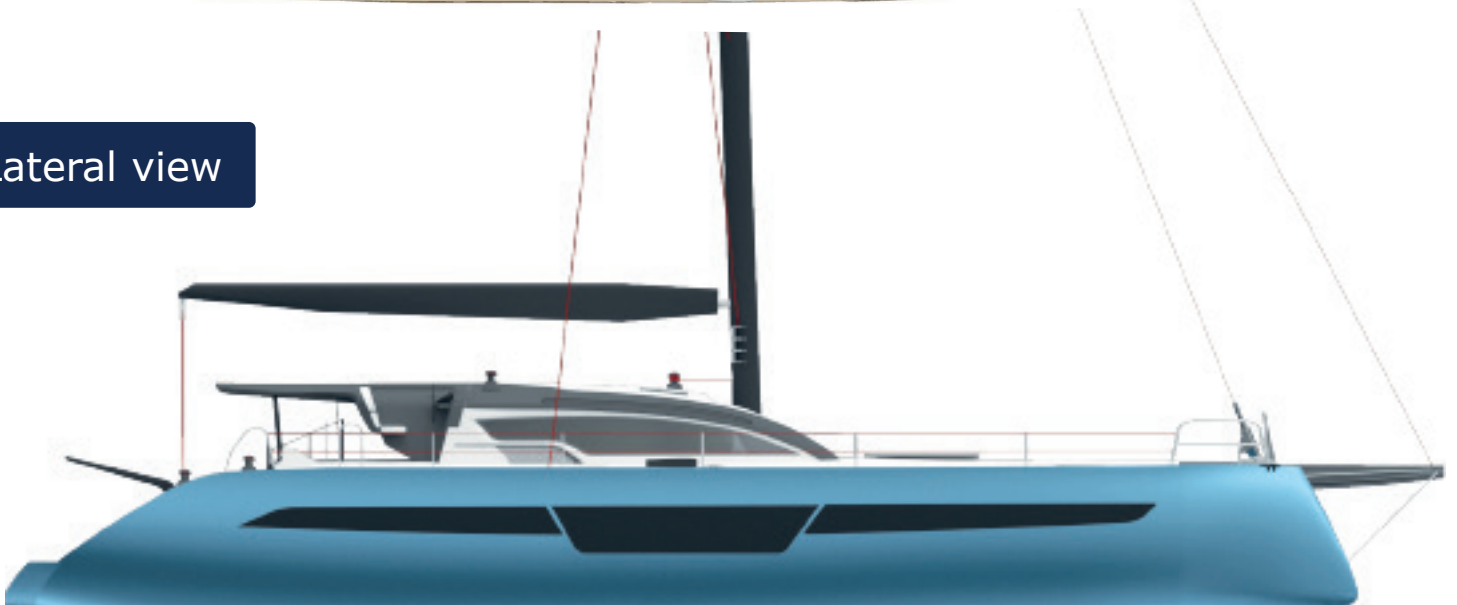
The weight distribution on board, concentrated towards the center, is the result of extensive studies aimed at reducing pitching, improving performance and maximizing comfort.

No liners are used, except in the bathrooms, and the headliners are made of lightweight wood covered in eco-leather to improve insulation, prevent condensation and reduce weight.

Top Layout



Lateral view



COMFORT

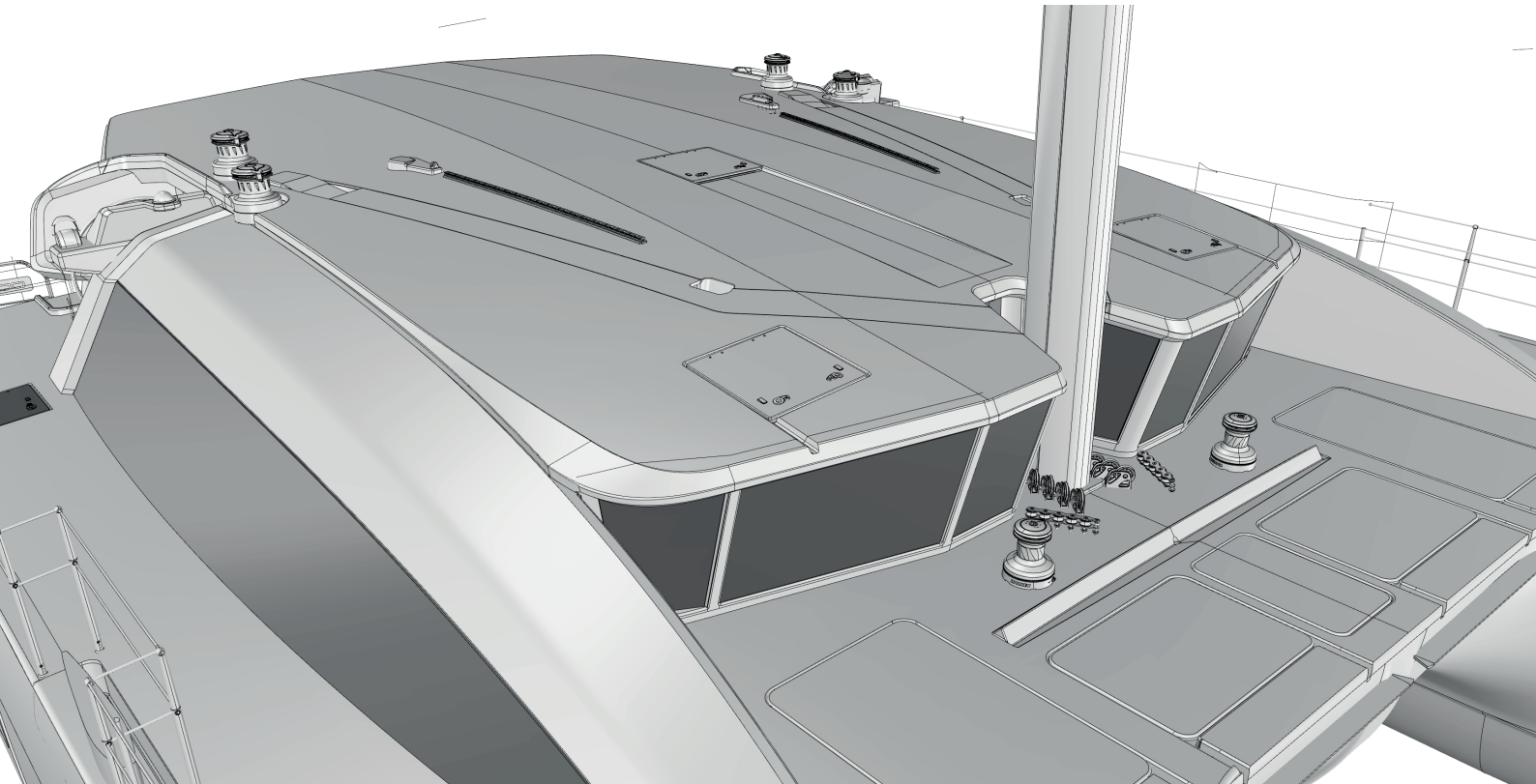
The coachroof design, with the classic profile of Comar catamarans, features a unique and distinctive element in the forward windows with reverse inclination inspired by professional vessels and ocean-going tugs.

This design improves thermal reflection and visibility, both in sunny conditions and in rough seas and rain.

The cockpit is covered by a rigid carbon hard top, designed to be fully enclosed with glazed technical marine fabric panels. This solution allows a doubling of the living area and protection of the cockpit from the elements while maintaining comfortable outdoor space for maneuvers.

The design is centered on a high freeboard, allowing a significant distance between the tunnel and the sea surface to reduce wave impact on the "belly" of the vessel. The result is interiors with generous headroom in the cabins, where the extensive use of glazing increases external visibility and brightness.

Reverse windows



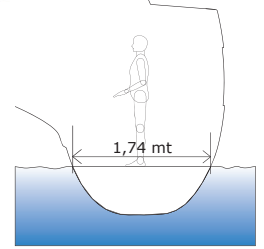
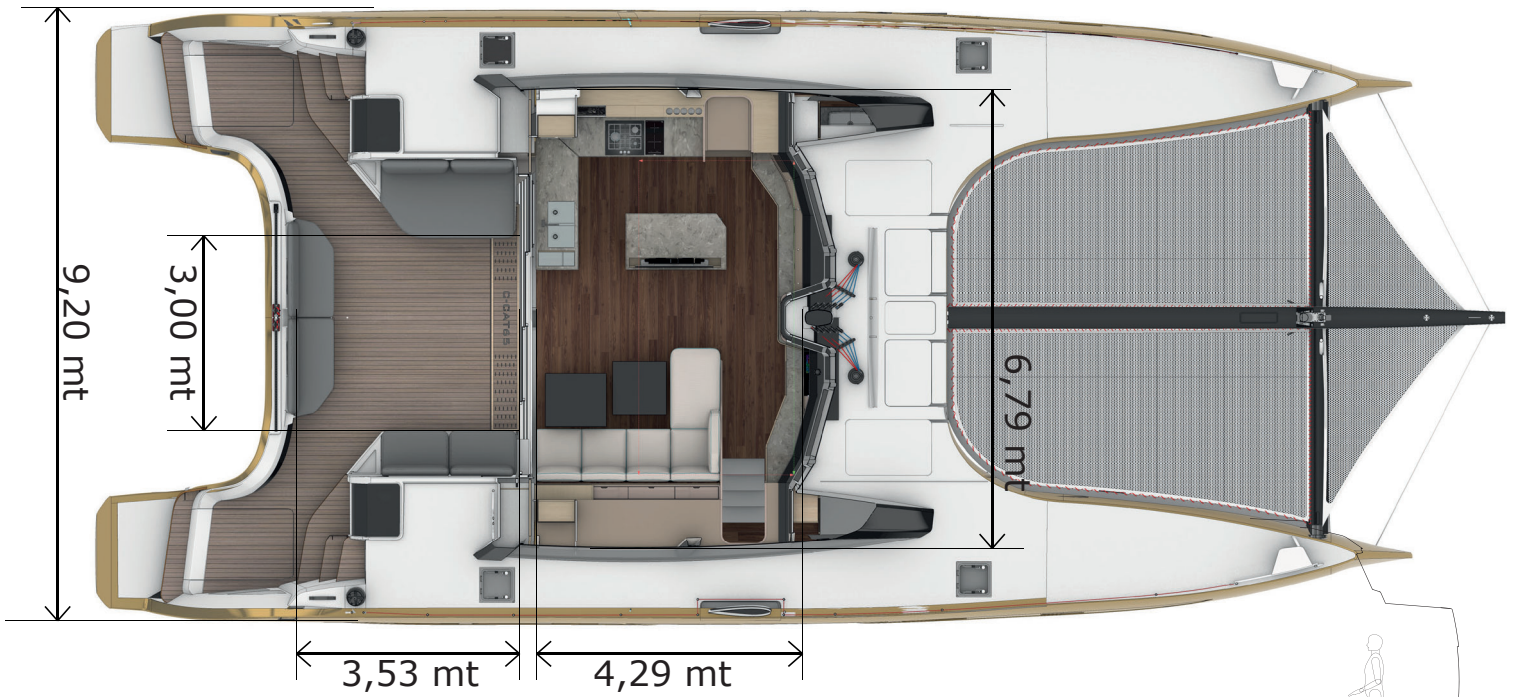
The interior design

Thanks to the continuity between the saloon and the cockpit, all on one level, the C-CAT 65 offers the feeling of a true terrace on the sea. The seamless connection between the two areas ensures optimal usability of the interiors, with everything easily within reach.

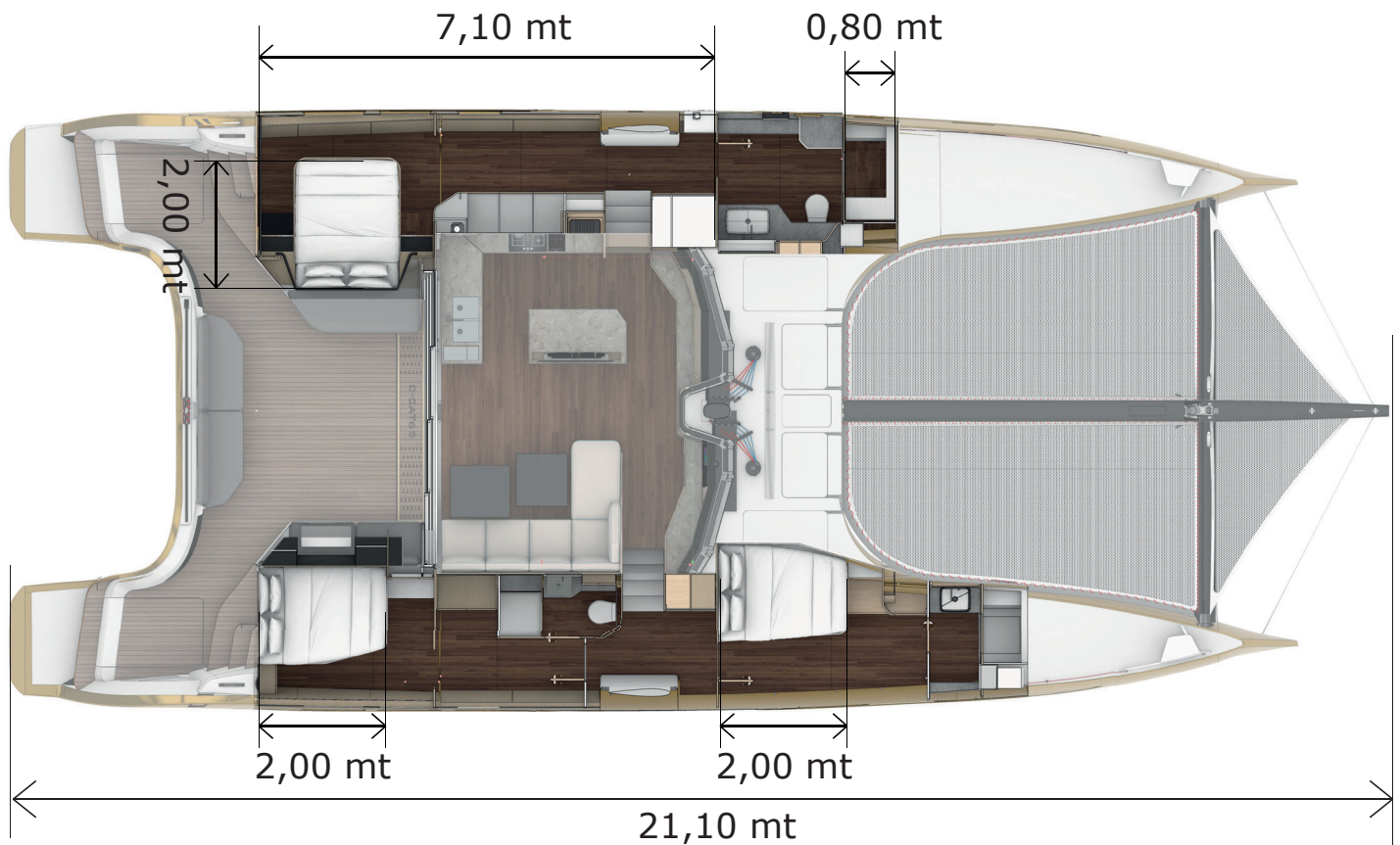
The linear and harmonious furnishings are offered with oak finish and are designed to maximize storage space and onboard ergonomics.

Customization is one of the pillars of Comar Yachts.

The C-CAT 65 is available with 3 or 4 spacious and elegant cabins, each with private bathroom and separate shower. Storage solutions include wardrobes, shelves and seating in each cabin, ideal for long-range cruising without compromise. Forward, a comfortable crew cabin is provided with 2 berths and a separate bathroom with shower.



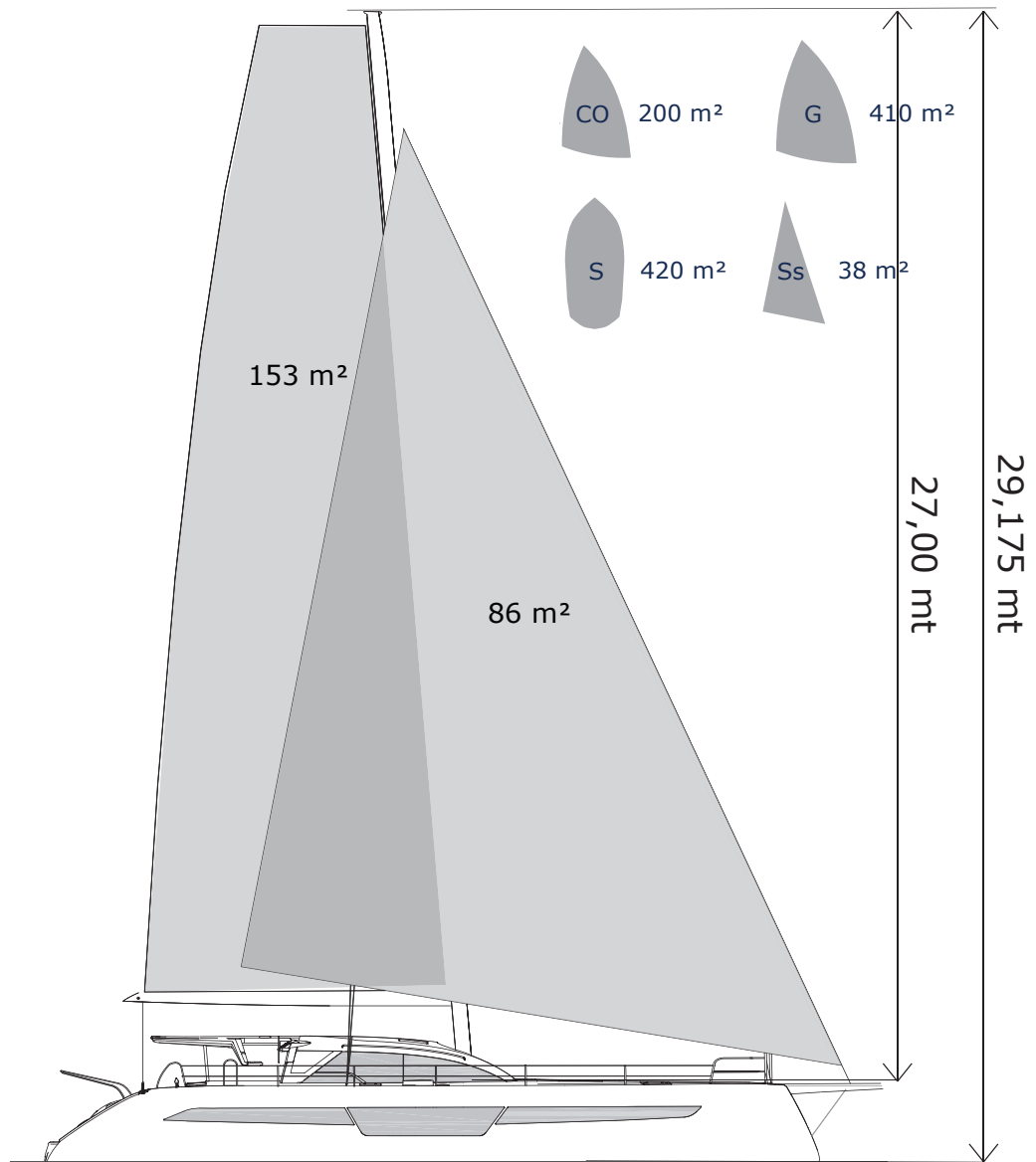
Main Deck Layout



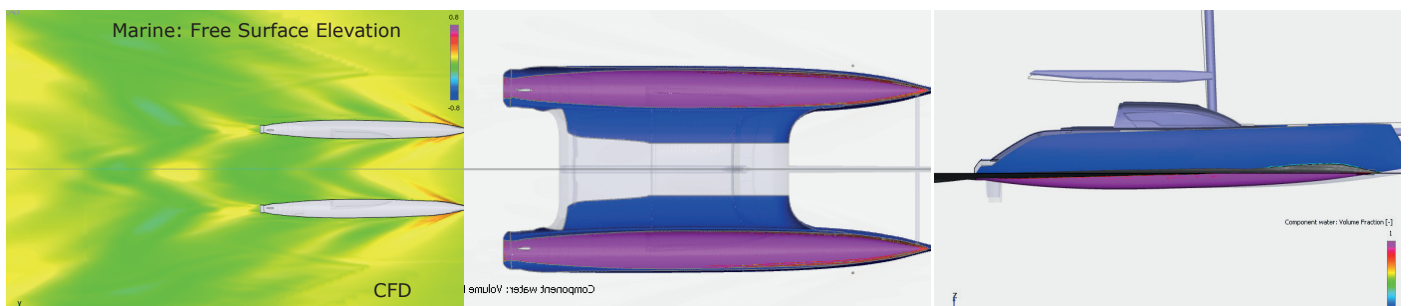
Lower Deck Layout

Various wood essences and finishes, different propulsion systems (with saildrive or shaft line), systems optimized according to requirements as well as configurable sail plans make the C-CAT 65 an ideal choice for demanding sailors and for extended stays on board. The optional internal helm station features a joystick for maneuvering and engine controls. This configuration is ideal for longer and more demanding passages.

Sail Plan



Computational Fluid Dynamics



PERFORMANCE

The C-CAT 65 is designed with slender hull lines: a waterline beam of only 1.74 m and a fineness ratio of 11.30.

Hydrodynamic CFD (Computational Fluid Dynamics) studies optimize speed in all sea and wind conditions.

The hull design, while maintaining a narrow profile at the waterline, flares outward to accommodate greater loads without compromising hydrodynamic performance.

The powerful sail plan, 350 m² of mainsail plus the Code 0, combined with a light displacement of only 18.5 tonnes, creates a power-to-weight ratio at the top of the sport catamaran category. The core of the propulsion is the powerful square-top mainsail, integrated with a furling jib working in perfect synergy with the Code 0, ensuring exceptional lift and stability.

For maximum efficiency upwind, the genoa tracks are strategically positioned to ensure tighter sheeting angles.

Every maneuver is assisted by eight three-speed electric winches, with units specifically dedicated to the high loads of the Code 0.

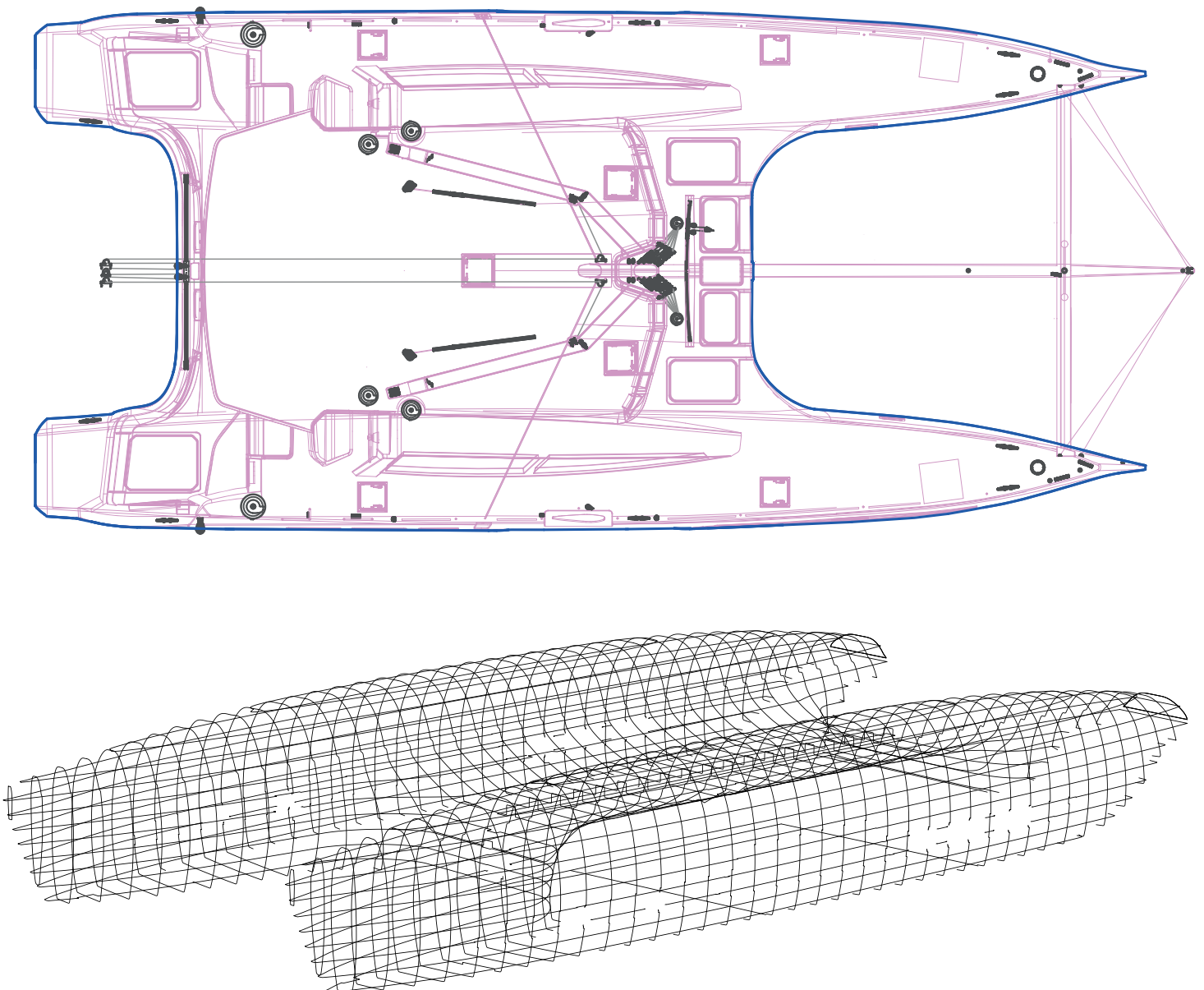
The sophisticated deck layout places every sheet and halyard within easy reach of the crew. Thanks to a remote control system, all winches can be operated directly from the two helm stations: a solution that ensures a smooth and safe sailing experience, both when sailing with multiple sails and during short-handed passages.

The layout is designed for maximum versatility:

Sheets and halyards on the coachroof are recessed, leaving space for large sunbathing areas or for the installation of solar panels.

The winch positions are optimized to allow the helmsman and crew to operate simultaneously without interference.

The technical setup is completed by fully carbon daggerboards with variable draft (170 cm - 346 cm), highly effective in all points of sail.



SAFETY

At the bows, two separately laminated compartments form the first barrier in case of impact.

The C-CAT 65 features 4 watertight compartments with a total capacity of 30,000 liters.

On the C-CAT 65, every compartment is accessible and inspectable. We have chosen not to use liners, limiting them only where strictly necessary, such as in shower trays. This means zero "hidden" areas and maximum freedom for long-term maintenance.

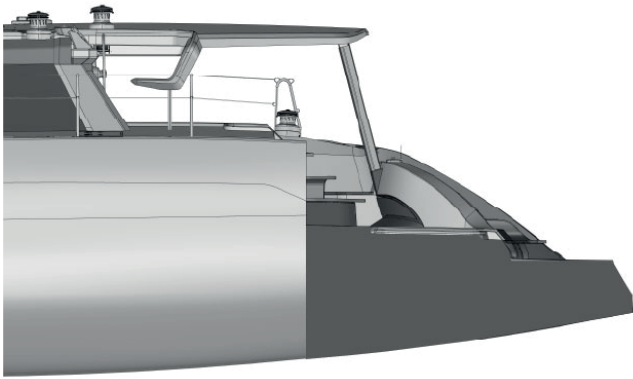
The floorboards are not bonded nor structural; they rest on a dedicated structure and are fully removable in a few minutes.

The advantage: safety in case of failure, quick inspections, deep cleaning and intelligent use of space.

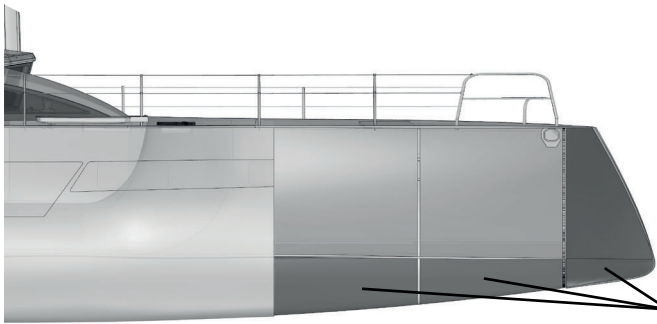
The result is a safer and easier-to-maintain boat with optimized interior volumes.

The layout of the deck and onboard equipment once again combines ease of handling with maximum safety, allowing the crew to maintain full control without leaving the helm station.

All structures are subjected to accurate structural analysis with a safety factor of 1:3. Every operation and maneuver has been designed for efficiency, speed and safety.

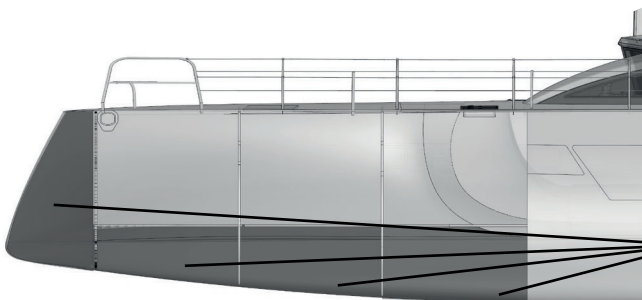


Buoyancy reserve 9,25 m³



Buoyancy reserve 7,60 m³

Right crash box 2,32 m³



Buoyancy reserve 10,73 m³

Left crash box 3,55 m³

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Dimensioni|Dimensions

Lunghezza scafo Length hull	19,64 mt
Lunghezza fuori tutto Length overall	21,10 mt
Baglio massimo Maximun beam	9,20 mt
Dislocamento leggero Light displacement	18,50 t
Disl. pieno carico Full Loaded Displ.	24 t
Imersione (derive su/giù) Draft up/down)	3,46 mt

Equipaggiamento/Equipment

Motori Engine	2 x 80 Hp
Serbatoi acqua dolce Water tanks	880 l
Serbatoi carburante Fuel tanks	2 x 450 l

Superficie Velica|Sail Plan

Randa Mainsail	153 m ²
Trinchetta autovirante Staysail	38 m ²
Genoa	86 m ²
Code zero	200 m ²

Interni|Interiors

Cabine Cabins	3 - 4 + 1 crew
Bagni Toilets	3 + 1 crew

Progetto|Project

Enrico Contreas – Amadio&Partners - Naval Design

Cantiere|Shipyard

Comar Yachts

CE

A: 18 pax - B: 28 pax - C: 34 pax



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