



IC36

# A great boat offering the utmost enjoyment

This is the sort of catamaran they don't seem to make nowadays. Very light, a great deal of fun, she is very versatile: the IC36 offers us a refreshing vision of what constitutes a weekend boat. We're not looking here at a boat which offers you selfish pleasures, but rather one that allows you to enjoy speed and excitement with as many friends as possible.

**CONDITIONS DURING THE TRIAL:** Barcelona, SW'ly wind, 5-6 knots dying away, smooth sea.

The clear goal with this multihull is to enable you to get double-digit speeds, while offering you king-size bunks and a large number of shower rooms. The recipe appears to be simple: take two lightweight hulls that are narrow at the waterline and join them together with two beams. The fittings can be found in the hulls which are spacious above the waterline: a large platform between the two hulls serves as a cockpit. It is big enough to house a bench up against the forward beam, and another (which is also used as a bridge) at the rear, with a decent table in the middle, which includes a hob and small sink. This cockpit is protected by a bimini top (in nothing less than carbon) and it has flexible

windcreens. An opening in the middle of the central windscreen allows you either to go outside onto the foredeck, or can be used so you can work directly on the halyards from the foot of the mast. To get to the foredeck, it is easier to go via the outside of the bimini, passing in front of the helmsman. The latter can be comfortably seated in a moulded seat when controlling the boat using the tiller. In front of him, he can see the instruments, but there is also a winch and jammers to deal with the mainsail sheet, the traveller car or indeed the rotating mast. To trim the headsail, another winch is used, which is further forward. The IC36 offers a mainsail with large square top and a decent sized self-tacking jib, while out on the bow a carbon

stick between the two hulls offers a nice bowsprit, enabling you to set a 55 square metre code 0 sail.

## THE SPEED OF THE WIND

In the light conditions we encountered, we were able to sail easily enough at the speed of the wind (6 knots), but our fellow enthusiasts at the European Yacht of the Year were able to sail in winds above ten knots and said they achieved speeds upwind of between seven and eight knots and with the wind on the beam under code 0 speeds of between eleven and thirteen knots. The quality of the build and the deck hardware is obvious, with the large surface area of the carbon daggerboards proving that. The companionways to go down into the hulls are protected by a large transparent cover (with a jack). Once inside, the quality of the finishings is clear to see. At the stern of each hull, there is a double bunk. The latter is a bit high up and for good reason. The volume for a single bunk has been left under the double bunk. Let's make it clear, we would prefer to use

this space to stow our bags, rather than slip in there via the tubing, which does not offer easy access. In the port hull, opposite the daggerboard housing up against the external planking, there is a kitchenette with forward, two single bunks one above the other. In the starboard hull, there is a small nav area at the foot of the companionway, with a toilet cubicle forward with toilet and shower. Between the companionway and the toilets, a cupboard is equipped with a decent pack of lithium-ion batteries, as this first model is equipped with two Mastervolt engines, which are also used as hydrogenerators.

## A CATAMARAN THAT CAN BE DISMANTLED

This catamaran, designed and built in the Czech Republic, is clearly very ambitious. She is already available to be sailed without a combustion engine, but she has also been designed to be easily dismantled to be transported (to be done by professionals). The quality of the build is plain to see and the ideas they have come up with are very functional. ■



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ANDREAS LINDLAHR



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ANDREAS LINDLAHR



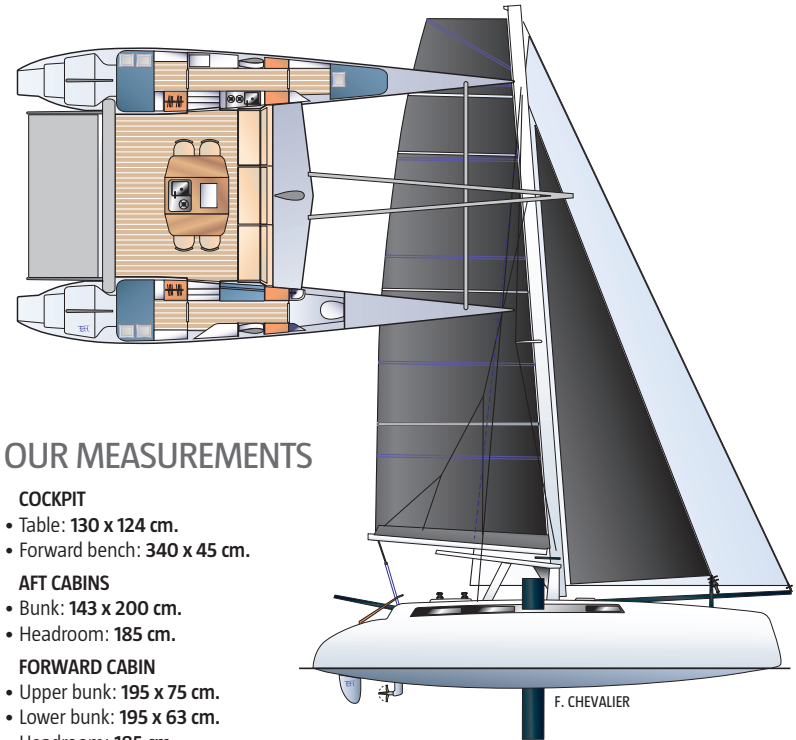
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ANDREAS LINDLAHR

**1 – Extremely comfortable.** The cockpit table includes a single burner hob and sink, as well as a refrigerator unit. Racing doesn't mean you can't enjoy such pleasures.

**2 – Forward cabins.** The double bunk is fairly high up to make the most of the maximum beam of the hull. There is a single bunk underneath, but we would prefer to use this as storage space.

**3 – Forward to port.** Two bunks, one on top of the other, can be found in the forward cabin. It's neat enough and well built, but getting in and out means you have to be a real gymnast.



## OUR MEASUREMENTS

### COCKPIT

- Table: 130 x 124 cm.
- Forward bench: 340 x 45 cm.

### AFT CABINS

- Bunk: 143 x 200 cm.
- Headroom: 185 cm.

### FORWARD CABIN

- Upper bunk: 195 x 75 cm.
- Lower bunk: 195 x 63 cm.
- Headroom: 185 cm.

## FIGURES FROM Voiles et Voiliers

|                  | IC36                           | DAZCAT 1095                       | CORSAIR 37                |
|------------------|--------------------------------|-----------------------------------|---------------------------|
| Length           | 11 m                           | 10.95 m                           | 11.27 m                   |
| Waterline length | 10.82 m                        | 10.50 m                           | 10.66 m                   |
| Beam             | 6.20 m                         | 6 m                               | 7.80 m                    |
| Draught          | 0.85-2 m                       | 0.80-1.90 m                       | 0.50-2.30 m               |
| Displacement     | 2,400-3,200 kg                 | 3,000 kg                          | 3,050 kg                  |
| Sail surface     | 60 m <sup>2</sup>              | 80 m <sup>2</sup>                 | 74.40 m <sup>2</sup>      |
| Jib              | 18 m <sup>2</sup>              | 30 m <sup>2</sup>                 | 26.50 m <sup>2</sup>      |
| Mainsail         | 42 m <sup>2</sup>              | 50 m <sup>2</sup>                 | 47.90 m <sup>2</sup>      |
| Materials        | sand. glass-carbon-epoxy/Airex | sand. glass-carbon-epoxy/PVC foam | sand. glass/PVC foam      |
| Designer         | Tomas Jonas Janda              | Darren Newton                     | Design Team Corsair       |
| Builder          | Independent                    | Catamaran Dazcat                  | Catamarans Corsair Marine |
| Price incl. tax  | 561,775 €                      | nc                                | 234,920 €                 |

Builder: Independent Catamaran, [www.independentcatamaran.com](http://www.independentcatamaran.com)

**BASIC PRICE INCL. TAX. .... 561,775 €**

**PRICE OF THE BOAT WE TRIED ..... 616,738 €**

3DI Mainsail and Jib ..... 20,670 €

Code O 48,50 m<sup>2</sup> ..... 4,190 €

Coloured Hull ..... 3,428 €

### WHAT WE LIKED

The modular concept of the boat is attractive and works well with this type of boat.

- ▶ The quality of the finishings.
- ▶ The position when steering.
- ▶ The performance.
- ▶ The bimini top.

### WHAT WE DID NOT LIKE

Adding extra gear adds to the bill and the weight estimates.

- ▶ The work at the foot of the mast from the cockpit.
- ▶ The hindrance caused by the anchor line.
- ▶ Access to the single bunks.

## CONCLUSION

The size of this boat means you can look forward to short, fast cruises while enjoying the comforts. The simplicity of the design, her light weight and the quality of the build offer high performance. In any case, it is best to keep your hand on the sheet to avoid a scare, but a race crew can still really enjoy themselves. The price is fairly high, particularly for the Independence version fitted out like the one we sailed for our test.