

Seahorse

International Sailing

Issue 319, £3.95 US\$7.50

IRC Wars

- production designs fight back

- Volvo rig technology**
- Russell Belben and Paul Snape
- Volvo Ocean Race 2008**
- Glenn Bourke
- IRC to Bermuda, Cowes**
... and beyond
- Dry feet**
- Paul Cayard
- 'T' fails hulls**
- Neal Pawson
- GP42 design**
- Adrian Konynendyk



ANOTHER BLUE RIBAND
Why Bruno Peyron is
(still) the boss

SEPTEMBER 2006

The official
magazine of the
Royal Ocean
Racing Club



ISSN 0143-246X



ORC Sten Edholm and Paolo Massarini

The TP52 gets a (not so) little sister

Already we are halfway through what seems to be a hectic European racing season with the ORC classes. The new Farr-designed Wally 80 *Tango* won the 2006 Zegna Trophy under our IMAX scoring system, Peter de Ridder's much-travelled *Checkmate 3* took the IMS 600 European Championship and the Sardegna Team captured the Sardinia Rolex Cup.

The sea off Valencia was also busy in early July. On the north side of the harbour the ACC fleet was fighting it out in Louis Vuitton Act 1.2 and further south numerous smaller designs were competing in the Trofeo SM la Reina. Seven TP52s, including HM the King of Norway's latest *Fram*, and the first GP42, were all competing in the new IMS Open Division together with a

virtually invisible. Only production boats (10 or more built) are eligible, and a majority of each crew must have ISAF Group 1 classification.

As a consequence of last year's dominance by a production design optimised with a custom keel, ORC has decided that to be eligible boats now need also to be identical in the appendages, and not only come from the same mould. Competition continues to be tough, with a fleet of mostly sponsored boats and top crews, many racing Grand Soleil 37s plus a handful of X-37s. The IMS 670 World Championship is scheduled for late August in Sotogrande where a strong fleet is expected.

The Giraglia Race reached a record entry of 200 boats this year, with a diverse fleet spanning from the flaming supermaxi *Alfa Romeo* to old ex-IOR 30-footers. The light conditions prevented *Alfa Romeo* from breaking its predecessor's course record set a couple of years ago, and in what became a small-boat race it was the 1978 Holland design *Aia Bianca* that took first place overall as the big boats slid steadily down the list on corrected time.

The Round Gotland Race in Sandhamn, Sweden, is the Baltic's biggest offshore event and this year it drew 210 boats from 30ft to 100ft from 11 nations, all monohulls participating under either IMS or ORC Club; one of the participants was the VOR 70 *Ericsson* skippered by Neal McDonald, officially the first VOR 70 to request an ORC certificate! (The GPH issued was 376.6 sec/mile.)

The new ORC Grand Open Class counted six boats from 50ft to 100ft. *Ericsson*, with swing keel and water ballast, was first across the finish line, finishing a not unreasonable fourth on corrected time. Overall winner was the Swedish *Sinergia 40 Datacommunication*, skippered by Ralf Aspholm. Hopefully this spread of

results will increase confidence in the scoring of swing-keel designs. Meanwhile, in our new box rule classes, after just 10 months of development the first two GP boats are out racing. The GP26 owned by Italian Giuseppe Giuffrè and designed by Giorgio Grassi has competed in two IMS regattas – winning both; it seems that IMS 2006 does not penalise fast and stiff boats too heavily.

At the same time, in Spanish waters the first ever GP42, Latini Marine's *Roma*, has shown her potential competing 'inside' the IMS Open fleet during the Trofeo SM la Reina in Valencia. Most significantly, the president of the Spanish Offshore Sailing Federation, Manuel Chirivella, has confirmed that the federation is endorsing the GP42 as an official class for 2007, with next year's Spanish series also being cut from 18 events to six, to allow GP42 owners also to compete at major international events.

It really does seem that the much dreamed of success of the box rule format will become a reality with serious competition in the 2007 season. Relief all round at the ORC!

Finally, an IMS One Design certificate has been issued for the incredibly successful new X-35 class. This means that any class-legal X-35 wishing to compete in an IMS event can use a class certificate and will not require further measurement. The X-35 joins a growing family of one-design classes with an OD IMS certificate, with identical handicaps across each class.

The ORC has also extended the concept of One-Design IMS certificates to its own new GP classes, so that for each of these classes a single Class IMS certificate will be issued that will be identical for all boats belonging to that class. □



Latini Marine receives the prize for being the first yard to launch an example of the ORC's box rule GP42 – the Farr-designed *Roma* here putting on a good show in the IMS Open Class in Valencia

dozen other big IMS racers. Meanwhile, the IMS 600s were racing for the first time on elapsed time, as were the IMS 670s. Winner of the IMS class in Valencia was event favourite Pedro Campos with his Grand Soleil 56 *MoviStar*. Also new for this event was the generally successful grouping of 'amateur cruiser-racers', competing together under the local RN system.

The IMS 670 class is flourishing in Spain but elsewhere it remains