



Franck Cammas and his team fight to minimise the damage to Groupama after capsizing on the first night of the Route du Rhum

Groupama turned over in what Cammas calmly describes as a typical racing incident.

However, a number of other trimarans in the Rhum failed with varying degrees of structural damage, prompting questions over the construction and engineering employed. Loick Peyron, who suffered grave problems on *Fujifilm*, disputes these allegations (see page 8), stating that he is perfectly happy with his boat and looking forward to developing and racing it next year – once he has recovered the wreckage! The type of damage and the reports from those concerned suggests a storm of extreme violence, with a confused sea state that threatened any craft in the most affected areas; at least one large commercial vessel was overwhelmed in the same storm. The problem of building these trimarans for multiple roles is a tough one, however. Strong and heavy for offshore makes them too slow on short courses and uncompetitive in normal conditions in any race. Rather than radically slow down the boats for rare extreme conditions, it would be better to primarily address the problem on a macro-level through the regatta programme itself. (Many competitors already feel there are too many inshore grand prix for hard-pressed shore teams to cope with.) Perhaps the ultimate limiting conditions for these fabulous craft should now be reassessed and their offshore programme tailored to suit. Some improvements in the boats are clearly also needed, but that is not such a big part of this particular issue. Remember, only a few years ago a similar debate surrounded the future of round-the-world monohull racing, after two huge storms had (more tragically) devastated the 1996/97 Vendée Globe fleet...

Cover: Gilles Martin-Raget
Inset: Jason Carrington

LOUIS VUITTON CUP

36 Hi boys!

Chris Dickson returns to the Cup scene – and it doesn't go as 'well' as many of his rivals had hoped... **TIM JEFFERY** reports from Auckland

37 Team by team – Louis Vuitton quarter-finals

How they fared, who's there and who isn't – and at least some of the whys

38 They said it

A few choicer thoughts

38 Bruce Farr

Discusses Oracle BMW's 're-emergence' from the boonies

40 Ciao

VINCENZO ONORATO enjoyed his first Cup experience – and the Cup certainly enjoyed having the Latin Rascals in town

40 Laurent Esquier

Prada's legendary operations director has had easier America's Cup campaigns than this one...

41 Stop press!!!

And Chris Law has been enjoying the show!

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28 Building the rocket

Asa Abloy project manager **JASON CARRINGTON** describes the construction process that created probably the 'lightest-built' VO60 yet

33 Compared to...

DEE SMITH looks at the strengths and weaknesses of the boats in the last Volvo Race

34 Volvo routing

DAVID BRAYSHAW and **MIKE QUILTER** have some strong opinions on the pros and cons of the previous race format

42 Share the load

BILL BIEWENGA argues in favour of a better



understanding and wider use of weather routing services

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8 Update

IAN BURNS of Oracle BMW comments on his team's chances in the remainder of the competition, **LOICK PEYRON** gives off-the-boat commentary as *Fujifilm* disintegrates around him and **Steve Phillips** adds the 2002 Farr 40 world crown to his growing trophy collection

14 World news

An 'exciting' start to the Route du Rhum (*inset above*), **VDH** sets off, **Stamm**, **Richards** and **Van Lieuw** shine in *Around Alone*, the Auckland wind range debate rages on, **Crichton** and **Oatley** lock horns (ashore) in Sydney and **IMS** news... or is it perhaps all change for the USA?

IVOR WILKINS, **PATRICE CARPENTIER**, **DOBBS DAVIS**, **TIM JEFFERY**, **ROB MUNDLE**

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Busy – but not in Auckland (today...)

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ROB BROWN on the future for skiffs and **CAROL CRONIN** with an Yngling update

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NICOLA SIRONI has a Spanish wrap-up...

47 Design – Might light be right?

DAVID HOLLUM has rerun some ACC calculations that might worry some of Oracle's rivals

50 Seahorse raceboat build table

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Left: Stella Filante is a new 44ft luxury daysailer designed by **Luca Brenta** and built by **Galetti**. The design brief, to be suitable for single or two-handed sailing, fast and beautiful, and with the minimum of interior, seems to have been met! A powerful carbon rig, light displacement and 60 per cent ballast ratio should deal with the performance... *Right: a distraught Ian Walker* after GBR Challenge's elimination from the LV Cup





Another champagne moment for Ellen MacArthur

Her fabulous win in the Route du Rhum monohull division could not have come at a better time for Ellen as she makes her final preparations for a first Jules Verne attempt on *Kingfisher 2*. Also, everyone was aware that MacArthur, still only 26, was dreading stepping ashore from *Kingfisher 1* in Guadeloupe for the last time. Being first to finish must have been some consolation. Her *Kingfisher* programme has now raised the bar in the solo monohull distance classes and the same may happen with the multihulls. MacArthur will campaign *Kingfisher 2* during 2003, before building a new 60ft trimaran, *Kingfisher 3*, for launch in 2004. The combination of a brilliant young skipper, a substantial budget and the formidable shore and media support supplied by her and Mark Turner's company, Offshore Challenges, has proved overwhelming for Ellen's predominantly French competition. Better prepared in almost every area, Ellen's own extraordinary skill and enthusiasm have made for an unbeatable combination. As many of her rivals once again fell victim in the Rhum to preventable technical difficulties, it was less of a surprise than it would once have been to see how MacArthur and her excellent all-round design, *Kingfisher 1*, ploughed on relentlessly, just grinding down anyone who dared threaten them. Though it may be tough to accept, there is good news in this latest non-French triumph for that nation's ocean-racing fleet. MacArthur's success is a much-needed wake-up call for a type of racing that has come to tolerate too readily the repeated failures of some of their best boats. Now the best survivor won't always pull it off. The best racer may come to dominate. The rest of the competition must – and will – improve to meet the new threat

Cover: Gilles Martin-Raget

LOUIS VUITTON CUP
44 Poundin'

Afloat Ernesto Bertarelli's (*right*) team have been beating up on anyone that gets close. Ashore it seems OneWorld were being beaten up by anyone who got close to them. **TIM JEFFERY**



46 The king of cool

JESPER BANK looks back at his first Cup experience with neither awe nor regret. Just as a multiple Olympic gold-medallist would...

48 They said it

And here it is to haunt them

50 Even cooler

RUSSELL COUTTS has been very careful to distance himself from all the controversy. But then he's in New Zealand to win the America's Cup...

FEATURES

32 Not for the faint-hearted

NIGEL IRENS takes a frank look at the multi-hull dramas in the recent Route du Rhum

35 New wave?

DOBBS DAVIS talks to JIM BURNS of DynaYacht, plus JOHN REICHEL and JIM PUGH about the fundamental appeal of CBTF

41 No blue blazer

GLENN BOURKE finally got to sit in the CEO's chair for the Volvo Race late last year, but he is confident the right changes will still be made

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IVOR WILKINS explores the underwater intrigues of the Viaduct Basin, DEE SMITH reports on another successful Farr 40 Worlds and incoming RORC Commodore CHRIS LITTLE has an update on Admiral's Cup developments

14 World news

Ellen does it again, as does Michel Desjoyeaux, Peyron (B) stirs things up around the globe, old hands go for the new Figaro one-design, Emma Richards heads south in *Around Alone*, 'Stars in a Bottle' in Auckland, Hobart organisers face a recession of their own, MaxZ86 goes CBTF and Terra Nova Key West Race Week preview. IVOR WILKINS, PATRICE CARPENTIER, DOBBS DAVIS, TIM JEFFERY, ROB MUNDLE

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Bad news if you're not with the Alinghi Challenge

28 Seahorse readers' letters

ROB WEILAND pops out of the woodwork

30 Olympic and small boat news

PAUL PIEKER has not only been helping draw new ACC boats for Oracle BMW, he's also found time to create an all-new International 14 design

54 Design – Shockwave

ROB BROWN looks at Neville Crichton's super-maxi, and its unusually 'impressive' ballast system

56 Seahorse raceboat build table

58 RORC news

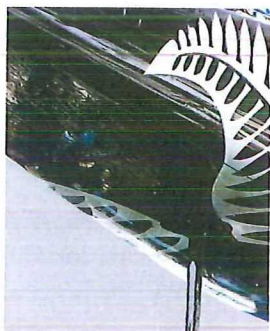
73 Seahorse race calendar

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And where the hell have all the men gone?



Comparison in batwings: *Alinghi* (main picture) and *Prada*. First thought up by Simon Daubney when he was with Team NZ, the 'idea' travelled with him to Switzerland (careful here...). Now copied by most other teams, the 'wings' allow big headsails to be sheeted hard yet 'in shape' against the top spreader.



Only the water will tell

It's been a while since an America's Cup unveiling has generated such controversy and excitement. With few exceptions, the evolutionary pace in IACC design during this Cup cycle has appeared more as a crawl than a leap, with focus on the steady refinement of nuances: narrowness of hulls, mast design, bulb size and shape, and number and position of winglets on appendages seem as variations on a theme to the untrained eye. That is, of course, of what we can see – few of us can navigate the mysterious world of computational fluid dynamics, tank testing and the like to appreciate these subtleties. More observable elements, such as rig and sail development, appear to be more active, with the number of carbon and Cuben fibre sails, batwing spreaders and the like suggesting perceived but still speculative contribution to performance. It would be rash to think Alinghi beat the rest of the Louis Vuitton Cup field simply by being better sailors, right? And while secrecy is such an essential element of the America's Cup game, Team NZ have revealed something of great significance: their knowledge of what makes an IACC boat go through the water is so complete that they appear to have bet the farm on pushing the measurement rules to the limit. To get more length and lower the transom, the 'hula' was developed as a sort of rigid blister fitting over the hull, but not touching it. Since this 'appendage' is an integral part of the hull design, Alinghi have been scrambling in the short time available to test their own hulas. Legal claims have been muted, since apparently the innovation has withstood measurement scrutiny. We'll soon see how the water feels about such an intrusion.

**Cover: Daniel Forster
Inset: Paul Todd**



LOUIS VUITTON CUP

36 Unveiled

At last the nail biting is over – Russell Coutts and Ernesto Bertarelli (*right*) celebrate their America's Cup draw vs Alinghi. TIM JEFFERY reports on the lead-up to the final line-up

37 Europe bound...

GRANT SIMMER gives the Alinghi perspective on the last races – and that appendage...

38 They said it

And here it is to haunt them

40 ...Homeward bound

JOEY ALLEN, TNZ Bowman and coach, feels the old man of the sea in this youthful team

41 Relaxed and pensive

After being brought in from the cold, Chris Dickson talks up Oracle BMW's prospects just before the deciding races

43 A final word...

Juan Kouyoumdjian gives his verdict on the design developments made during this Cup cycle

FEATURES

30 Faster still!

LAURENT DELAGE and BRUNO DUBOIS of North Sails compare sail development in the ORMA 60s with the IMOCA Open 60 fleet

44 Nothing new under the sun (really)

The tandem keel may not be a no-go after all. DAVID HOLLUM discusses its credentials – and finds it's not quite such a novel idea

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DOBBS DAVIS on lively (if cold) racing at Key West, a tribute to marine photographer Stanley Rosenfeld and PATRICE CARPENTIER on ORMA's decisions on the Route du Rhum tragedies

14 World news

Geronimo forges ahead while Ellen founders, the virtually unbackable favourite *Alfa Romeo* (aka *Shockwave*) wraps up in Sydney, *Wild Oats* romps into the record book, hula hoopla in the Cup, Bernard Stamm battles to victory in the Around Alone third stage, the US turns up the heat on the grand prix handicap debate. IVOR WILKINS, PATRICE CARPENTIER, DOBBS DAVIS, TIM JEFFERY, ROB MUNDLE

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An all-New Zealand America's Cup – is sailing just in the Kiwis' blood?

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JOHN ILLETT's foil innovations on *On the Prowl* make the International Moth even nippier

48 Design – Solune

AXEL DE BEAUFORT describes the 60-footer from Nacira Yacht Group – a rival for *Wild Oats* in the America's Cup?

50 Seahorse raceboat build table

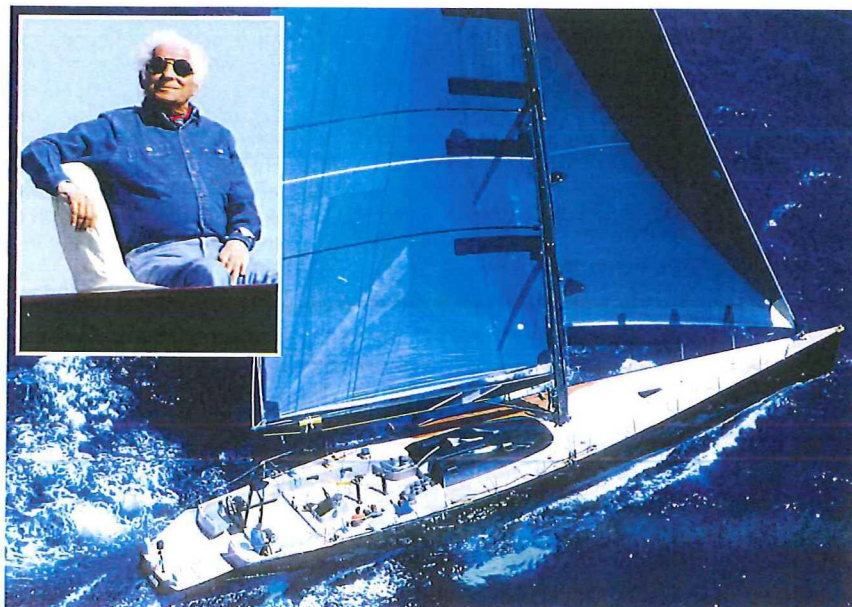
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The distaff holds its own again



On standby following repairs in Plymouth as we went to press. The seemingly unstoppable Giovanni Agnelli, one of Italy's most powerful businessmen as head of Fiat, died at 81 after a year-long bout of cancer. His exotic all-black 90ft daysailor *Stealth* was first to finish in the 2001 Fastnet and later the Round the Island Race in the America's Cup Jubilee



Celebrations all round for Alinghi but there is only desolation for Dean Barker

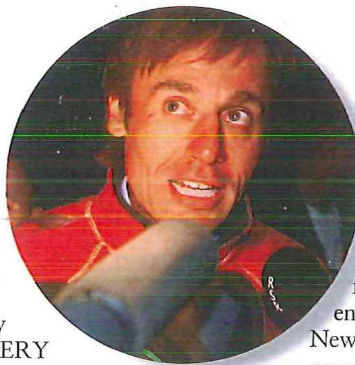
For Barker the last race of the 2000 defence must seem an age ago. In his own words, when he heard of the departure of Russell Coutts' inner sanctum his first reaction was to feel sick. Promotion is great, but it helps to have a handover. No one doubts that with the right preparation Barker's younger crew was up to the task. But just as in Fremantle in 1987 and San Diego in 1995, by the time the challenger had fought their way through a tough Louis Vuitton series they were way more battle-hardened than the defender, who was relying on another 18 months of potentially lifeless in-house racing, punctuated only by brief skirmishes with Victory Challenge's first new Frers design, and allegedly with some last-minute runs 'within range' of Prada. Barker's boat looked theoretically capable of defending. Barker's own words again: 'We rarely lacked speed and at times had flashes of better pace'. But it all looked too new. Alinghi's speed advantage came from thorough refinement of a well-tested boat that was geared totally around the strategic preferences of its sailors. A perfectly honed tool. Against the billionaire challengers TNZ knew they again had to go for innovation, but this time it backfired. As one well-known designer said, only slightly tongue in cheek after Race 1, 'For the hula to work the boat has to float...' Had NZL-82 been through the wringer of the LV Cup series it could have been awesome. But the reality is that at best it may still have been matched by Alinghi. Pecking orders are nasty things in competition; to overcome Coutts & Co's impeccable race management, in 2003 Barker's team always needed a clear speed edge

COVER:
DANIEL FORSTER
SERGIO DIONISIO
STEPHANE LAMY,
DPPI
CARLO BORLENGHI,
SEE & SEA

America's Cup XXXI

34 Game over

Maybe their 'supporters' carp-ing and moaning got in the way, but when the BS stopped Team New Zealand were unfortunately just not good enough. **TIM JEFFERY**



37 Rolf Vrolijk

Peerless – and at any level. That is the only conclusion that can be drawn about a designer who is also one of sailing's best-liked personalities

38 You got the wrong guys

Rather than pick on the easy targets, New Zealand should have looked closer to home

39 The future

With typical preparedness, Alinghi announced its new Cup Protocol within 48 hours of victory

40 The boats

FRANÇOIS CHEVALIER AND JACQUES TAGLANG perform their typical dissection of the best three boats from this America's Cup. In *Seahorse May 2003* we will be looking in greater detail at foils, winglets and ballast packages

FEATURES

31 (Another) rising star

NICK MOLONEY did well to survive his first few years as a wannabe shorthander. Now this talented and determined Aussie is on a roll

43 At the end of a windless tunnel...

DOBBS DAVIS talks to JB Braun about North's latest development in sail design technology

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If Team New Zealand is to move forward then it should first bring proper closure to 'Coutts-gate'

8 Update

ERNESTO BERTARELLI talks about his path to the America's Cup. Plus a look at the new-format Volvo Ocean Race – with encouraging comment from Team NewsCorp's GORDON MAGUIRE

PHILIPPE DUTOIT / DPPI

14 World news

ORMA opts for rule stability, a planing offshore cat for Parlier, Mini Transat is full, back in the shop for the Figaro 2, a reality check from New Zealand, more problems for Dalton (Graham) in Around Alone, Spanish IMS preview, CYCA fight Hobart criticisms, the Protocol that might have been... and *Zephyrus V* zaps the Pineapple Cup record. **IVOR WILKINS, PATRICE CARPENTIER, CARLOS PICH, DOBBS DAVIS, TIM JEFFERY and ROB MUNDLE**

25 Rod Davis

How have Team New Zealand managed to get so far for so long with so little – here's how!

26 Olympic and small boat news

'The future looks good'; **ROB BROWN** reports back from the 2003 skiff worlds in Sydney

28 ORC column

The new Rule Working Party is up and running in pursuit of a better solution – **BRUNO FINZI**

29 Seahorse readers' letters

There is nothing new about twin-foils or bustles!

46 Design – Where's the bow rudder?

Take a close look as **DAVID BECK** reviews a 'radical' new 50-footer from **MATT BROWN**

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Why canting keels should be rated fairly at Cowes

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Where are they now... well, they done pretty good!



RIVACOM / DPPI

A long way from the maths class where he used to teach: Jean-Luc Van Den Heede leaves Tasmania with *Adrien's* broken carbon spar now replaced by a locally welded mild steel replacement (*Atlantic Privateer* veterans start to weep at this point). VDH had planned to ship his alloy 77-footer back to France, but the shipping quote got him looking for alternative solutions. There is innovation at sea, and then there is innovation at sea from a Vendée Globe veteran...



A distraught Olivier de Kersauson faces the press at the end of Geronimo's failed Jules Verne attempt

This was De Kersauson's sixth attempt at the record, and the fifth failure. The former Jules Verne holder (onboard the tri *Sport Elec*) did have the consolation of confirming that his new VPLP design is certainly now fast enough to make a new record feasible. However, the competition is hotting up and De Kersauson also knows that chances such as this, heading into the Indian Ocean with a three-day jump on the record, do not come often. *Geronimo* had dream conditions for the first two segments of the voyage: while the opening section can be predicted, to string the first two sectors together so successfully is against the odds. Current record-holder Bruno Peyron's new big cat goes afloat later this year, the Kingfisher team are likely to be making a follow-up attempt and Tracy Edwards' *Club Med/Maiden 2* is still waiting in the wings. But one thing that will have given De Kersauson cause for optimism is the excellent pace *Geronimo* set in the adverse light air on the return upwind leg. This is exactly the sort of performance that leads the enigmatic French skipper to prefer three hulls over two; 'enough' offwind and heavy-air pace without the dramatic light air and upwind vulnerability of even his best twin-hulled rivals. De Kersauson was clearly encouraged by just how much time could have been made up with more normal conditions once back up in the Atlantic. During the last Vendée Globe we saw in the performance of the best all-round Open 60 monohulls, *Sill* and *Kingfisher*, the importance of upwind speed to a successful circumnavigation. This confirmation of the desirability of balanced performance won't have been lost on other skippers who are interested in giant multihull projects. The queue for Nigel Irens' address starts here...

COVER: JACQUES VAPILLON/DPPI

America's Cup XXXII

37 Frothy times

A lot has been going on in the first few weeks following Alinghi's removal of the Cup from the Royal New Zealand Yacht Squadron's trophy cabinet. TIM JEFFERY

38 Alinghi's analysis

How Europe's first-ever successful challenger judged its own efforts

40 The new protocol

Alinghi chief counsel HAMISH ROSS explains the process and criteria that produced the protocol for the 32nd America's Cup

FEATURES

28 More than one way to skin a cat

DAVID HOLLAM produced an insightful analysis of the appendages chosen by Auckland's final three... ahead of the final rounds. This month we look at ACC bulbs and in *Seahorse* June 2003 we will examine fins and winglets

33 Aiming high

BRUNO PEYRON is not only working hard to expand his 'The Race' operation and its regatta schedule, he is also about to start campaigning his first new-brand big cat for over 10 years

43 Harnessing the load

Former Carbospars head DAMON ROBERTS explains how the designer's utopia of real-life, real-time load recording within composite structures is now becoming a reality

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ANDREW HURST

It's time for major event organisers to throw open the doors



8 Update

Around Alone news and event development with ROBIN KNOX-JOHNSTON and BRAD VAN LIEUW, US Sailing's lifejacket and harness initiative stirs 'em up (again), and the first glimpse of BRUNO PEYRON's (inset) new 80ft one-design catamaran

14 World news

The devastating collapse of *Geronimo*'s challenge, ORMA and Total Elf go their separate ways, *Virbac* launch, it's yes/no for the IMS 50 worlds (again), another 'replacement' IMS hull shell from Judel-Vrolijk, Admiral's Cup interest continues to grow, dog days in the Viaduct Basin... but Kiwi Olympic hopes on the up, 'pops' across the Tasman, CYCA shuts out the big boys, Farr 40 Australian championships, and the 2003 Chesapeake Symposium is awash with ACC papers. IVOR WILKINS, PATRICE CARPENTIER, CARLOS PICH, DOBBS DAVIS and ROB MUNDLE

25 Paul Cayard

Some great campaigning, some less great sportsmanship and a serious run at Athens 2004

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MAGNUS LILJEDAHL and STEVE MITCHELL on Star development and the 2003 Bacardi Cup

46 Design – Third in a fast line

MERFYN OWEN describes the discreet gestation of MIKE GOLDING's new Open 60 *Ecover*

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An update on 2003 Admiral's Cup entries

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'Bols below the surface' – what you won't see when HUGH WELBOURN's new maxi is afloat

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And this month it's Bermuda versus La France

CARLO BORLENGHI



Well, you'd expect Coutts to be smiling, even if he hadn't also just won the America's Cup for the third time in succession: Kirsty Bertarelli joins Coutts and sister Donna to add some glamour to the boys' celebrations. No sooner had the Alinghi team returned to Switzerland than the hard work began on the next event. Alinghi has already impressed with an unprecedented commitment to changing the event for the better, showing little regard for the implications for the Cup's defence. Such confidence!



Unusual leniency from the organisers meant a record 521 boats contested the 25th Anniversary Spi Ouest regatta in La Trinité over the Easter weekend

Interesting that once again Spi Ouest saw an almost even split between one-design and IRC-based handicap entries. It is a measure of the continued success of the IRC system that it manages to hold off the one design onslaught that has devastated the handicap entry at many other major events elsewhere in the world. IRC will receive even greater – many would say unwanted – international exposure at this year's Admiral's Cup in Cowes when it is used for the event's Big Boat class for the first time. While many doubt the efficacy of the system for an event of this type, the hands-on approach of the IRC managers should ensure the rule comes through unscathed. Similarly those who express concern that new swing keel designs will clean up, 'no point in going' say some, probably were not going to go anyway! Meanwhile, longer term everyone surely now accepts that not only is IRC not the ideal rule for such an event, but more important that a new offshore grand-prix rule is indeed required if international events of this kind are to have any kind of a modern future. IRC will do a good job this summer in Cowes – big boat owners especially have few complaints about the system – but soon thereafter it should ideally be returned to the cruiser-racers for which it was created. Of course for this to happen a suitable alternative will have to present itself in time... Overall, there is the promise of a good year of racing in Europe. IRC entries are up, IMS racing in the Med continues to hang in there and in the Open and one-design fleets orders for new boats continue to be placed. Add to this growing excitement over a European America's Cup, an incredible multihull and Mini 6.5 racing scene and there is plenty to do this year!

COVER: J M Liot/DPPI

America's Cup XXXII

39 Hello boys!

After much debate Grant Dalton has put aside his offshore ambitions, 'probably for the next 10 years', to concentrate on rebuilding Team New Zealand as its new managing director. **IVOR WILKINS**

40 That venue

The final eight now have just two months in which to prove their case. **TIM JEFFERY**

42 Strange times

JUAN KOUYOUMDJIAN thinks that the decisiveness and experience of their sailing team made Alinghi's design task a much clearer challenge – but argues that Team New Zealand remain the most innovative kids on the block

FEATURES

30 More than one way to skin a cat – Part II

In the second part of his post-America's Cup analysis aerodynamicist **DAVID HOLLUM** looks at the detail of the fins and winglets used by the 'big three' and also lobbies for minimum change to the ACC Rule for the next event

35 Hanging in there

CLAUDIO FASSARDI describes some of the methodology that must go into any successful set of tank tests and explains why this established technology still has plenty of life left in it

44 Iron men and plastic ships?

ROB BROWN visits his former 18 Foot Skiff builder **JOHN McCONAGHY** – who has since moved on to building other much bigger and frequently more challenging structures

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8 Update

Cammas and *Groupama* take the opening ORMA Grand Prix, as 'Le Professeur' threatens... **JAMIE SPITHILL** profiled by **ROB BROWN**, **ELLEN MACARTHUR** and **NIGEL IRENS** go public with their long-awaited new toy, plethora of Volvo Ocean Race books hit the stands – and is it another trip back to the future with Bruno Peyron's new 'triple-hull' OD 80 cat?

14 World news

A sunny Spi Ouest (at last), Jean le Cam goes for the Vendée, K-Challenge start hiring, VDH is safely into the Atlantic, first Farr Open 60 goes afloat in Auckland, Spain sprints for Athens, as IMS circuit kicks off in Malaga, *Oats* prepares for Cowes, *Wild Thing* goes two-spreader... and new match-racing initiatives in the US. **IVOR WILKINS**, **PATRICE CARPENTIER**, **CARLOS PICH**, **DOBBS DAVIS** and **ROB MUNDLE**

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It's time we got into some 'real' coaching

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And the new Rule Working Party gets going

28 Olympic and small boat news

PETER BENTLEY muses upon the continually escalating demands of Olympic campaigning

46 Design – Unfinished business

At last **NIGEL IRENS** has the opportunity to complete the interrupted development of his 'ideal' fast and ergonomic oceanic solo racer

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Simon Rogers' Mini 6.5 swinging/sliding keel

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Two very popular fellows for you this month...



'Give me a moment to get back into this': oceanic superstar (and much in demand rally navigator) **Laurent Bourgnon** took the helm of **Philippe Monnet's Sopra** in the Lorient Grand Prix after Monnet was sentenced to six months in prison following a driving offence. The man whose 24hr solo run of 538 miles **Ellen MacArthur** has in her sights enjoyed his weekend, but still maintains that the present ORMA tri is an undesirable compromise between inshore and offshore efficiency



Another Swiss sailor on the podium: Bernard Stamm celebrates his dominant victory in the Around Alone

To say that Stamm won the latest Around Alone doesn't do him justice. Truth is he walked it, if racing solo around the world can ever be described that way. Although it is easy to say that the competition this time was less than historic, certainly compared to the last Vendée Globe, Stamm's elapsed time was nevertheless extremely impressive. We know from recent history in the IMOCA Grand Prix that both Stamm and his powerful Rolland-designed Open 60 are on the pace, but we similarly know that *Bobst Armor Lux* is a far from easy boat on which to maintain high averages, especially in lighter conditions. It is clear that Stamm pushed hard throughout his circumnavigation, even in the final stages when he knew that his innovative all-composite swing keel system was flawed and vulnerable. His transatlantic monohull record, set immediately after he pulled out of the last Vendée Globe, was another example of foot-down sailing – and of being very cute in tackling the weather. Meanwhile, the consistent success of Stamm's Open 60 across several seasons should mean new commissions for its designer, Pierre Rolland, and in doing so add another name to the pool of proven Open-class designers. *Armor Lux* was an outstanding first shot at a modern Open 60 – Rolland's next boat will be even better. In fact, the Open class design arena has never looked more interesting, with the once all-powerful Groupe Finot being challenged by names like Owen-Clarke, Humphreys, Lombard, Bruce Farr and now Pierre Rolland. With so much competition between designers another big step forward in development and performance looks assured; the gap between 60ft monohulls and their multihull cousins is closing. Especially when they meet a few waves!

COVER: J M Liot/DPPI

FEATURES

31 Strike two!

Navigator of *Australia II*, design co-ordinator for Alinghi Challenge, and a lot in between, GRANT SIMMER talks to ROB MUNDLE

35 (Almost) a free lunch

Among recent innovations in 'grand maxis' and their like has been an almost unspoken move to embrace composite standing rigging. TOM HUTCHINSON reports on progress

39 Postscript

DAVID HOLLON wraps up his recent detailed look at ACC hull and appendage design with an overview of the different design philosophies one can employ in an America's Cup campaign

43 Wrap yourself in electrons

The ingress of electronic navigation and communication tools onto raceboats has been overwhelming. BILL BIEWENGA looks at some key factors in using the new technology efficiently

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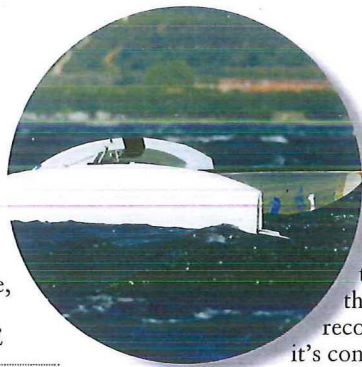
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TIM JEFFERY catches up with Around Alone winner BERNARD STAMM, CARLOS PICH reports from Barcelona, where there has been plenty of IMS action both afloat and ashore, and DOBBS DAVIS has been busy at the Trofeo Locman on the Italian island of Elba

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Around Alone finish in Newport, a new boat



looks for Emma Richards, Transpac preview, only modest carnage in the Challenge Mondial Assistance, Philippe Jeantot back in the news..., more new entry records set in shorthanded races, it's confessions all round in Auckland and sad news from Australia. IVOR WILKINS, TIM JEFFERY, PATRICE CARPENTIER, DOBBS DAVIS and ROB MUNDLE

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Team New Zealand's problems – began with the walk and the talk and were mostly self-inflicted...

26 Olympic and small boat news

PETER BENTLEY reports from another windy Hyères pre-Olympic Regatta (*inset above*)

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Loïck Peyron throws his hat into the ring

46 Design – Pocket rockets

Two slippery little European swing-keel designs

48 Seahorse raceboat build table

This month Australian-resident Italian designer and boatbuilder DARIO VALENZA brings some Open Class technology 'back' to the world of model yacht design

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And two tougher offshore racers you won't meet



Back home: after three months in Canada looking for the rare 'perfect ice' for a world speed record attempt, the *Mk 2 Windjet* has returned to the UK for an attempt on the land sailing record. *Windjet Mk 1* raised the British record to 113.4mph, 3mph off the world mark. The ice yacht was easily pushing 100mph but an excess of snow prevented a record attempt. A waterspeed record craft is near completion



The Admiral's Cup is back... and so are Corum!

Relief all round as eight strong teams line up at Cowes this month for the new-look Admiral's Cup. Although there is a high proportion of Anglo-Saxon in this year's entry, this cannot detract from the fact that eight good IRC designs and eight equally competitive IMS 600s will enjoy a testing week of races held on a variety of inshore and offshore courses. There was no easy solution for this year's event in terms of team or boat type. Literally, there is no one design class nor handicap fleet that would have met everyone's requirements. Similarly with the venue and the racing format. What has finally been selected has attracted as good a fleet as ever looked likely at any point during the pre-event negotiations. Every alternative option of boat type brought with it as many disadvantages or clashes of scheduling as it did strengths. In practice, the big boat IRC fleet is pretty representative of the direction in which handicap racing is now developing. It has been so long since there has been a universally accepted international rating rule that many former fence-sitters have simply opted to build fast seaworthy boats – not a lot wrong with that. If any future new development rule is to be successful it must similarly point the way towards fast and reliable boats. Nothing else will do. So in general terms at least the Admiral's Cup can, ironically, once again be described as pointing the way forward. Remarkably, a similar tale could be told of the small boat IMS 600 fleet; if the class management can act decisively enough to stop current destructive developments and steer the class back where it belongs, then IMS will truly have successfully returned to its original purpose: providing good racing for wholesome dual-purpose cruiser-racers. Strange times indeed...

COVER: Barry Pickthall/PPL
INSET: Christian Fevrier/Bluegreen

2003 ADMIRAL'S CUP

14 Welcome back!

ANDREW HURST previews the first running since 1999 of this world-famous offshore team event and examines the wide-ranging implications for its outcome. Plus full details of this year's entry and the racing programme

16 Design perspective

Bribon designer JASON KER explains why this formidable 55-footer is less a rating special and more a wholesome high-performance yacht

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34 A powerful ally

After its success with the VO60 Rule Farr Yacht Design has recently moved into the wider world of offshore box rules. DOBBS DAVIS talks to PAT SHAUGHNESSY and BRITT WARD

37 Ker... Pow

The world's most innovative, efficient and fastest accelerating sailboats have 'misaid' their premier trophy. HENRY ELLIOTT explains

41 Diverse

TERRY HUTCHINSON is nothing if not active on a wide range of different racing fronts...

44 No more electrons

Last month it was all about harnessing modern electronics – now BILL BIEWENGA looks at the options when the worst really does happen and everything on the end of a wire just goes phut!

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Volvo Ocean 70 Rule nears completion, Farr 40s set to break records in Sardinia, a fourth Bol d'Or for *Alinghi*, Sir Peter Johnson remembered and a new 'Open Class' from Finot

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A maiden victory for Karine Fauconnier, Jonathan McKee sets the pace in the Minis, Spanish AC hopefuls battle it out, new speed record attempts, fresh start for Antarctica Race and Carroll Marine closes its doors. PATRICE CARPENTIER, IVOR WILKINS, CARLOS PICH, DOBBS DAVIS and ROB MUNDLE

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Musical chairs begin as the venue contest rages on

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A good look around leads to some radical ideas...

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The very special TORBEN GRAEL talks to TIM JEFFERY about Prada, Star sailing and real life...

32 ORC column

Where to now for last year's best IMS models?

46 Design – Offshore dreamboats

Two new very fast and very cool offshore racers

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DOBBS DAVIS takes a close look at J-P Dick's *Virbac*, the first Open 60 from Farr Yacht Design

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Two fast Americans for you to choose from



Unstoppable: Australians Darren Bundock and John Forbes have barely lost a Tornado championship in recent years - barring a rare 2nd place at the Sydney Olympics. Their latest win came in the 2003 European Open Championships in Sardinia. Second were Andreas Hagara and Michael Seidl (AUT), while keeping it in the family in 3rd were Roman Hagara and Hans Steinacher



Wild Oats struts her stuff on the way to finishing as top individual points scorer at the 2003 Admiral's Cup

It was entirely fitting, not only that *Wild Oats* won the prize for top boat but that Australia took home the first 'new-look' Admiral's Cup. Bob Oatley and the Royal Prince Alfred Yacht Club were the first to commit to the new event, late last year, sticking with it through subsequent uncertainties that others cited as reason to stay away. Similarly Spain's second place was also a fitting reward, for another great sailing nation that returned to support the revival of a once mighty international offshore competition. Meanwhile, it was strikingly appropriate that Bob Oatley won his prize with a boat that breaks new ground among offshore Grand Prix racers; originally designed as a Sydney Harbour special, *Oats* looked pretty at home blasting downwind through the Channel at well over 20kt. (And unlike 'sleds' of previous years, *Wild Oats* powers upwind as well – what hope the 2005 Transpac fleets when the CBTF maxZ86s arrive?). *Oat's* success at Cowes offered some nice symmetry; a radically revised event was won by a radical boat. And notably it was a boat of a type that would have been ineligible had the event organisers insisted on using the 'official' international offshore rule: IMS. Some simple single-number handicapping allowed a radical CBTF design to compete pretty adequately against an equally fine conventionally-keeled racer, *Bribon*. IRC is not the rule for such events long term, but it is clear that a simple, single-number system can provide racing as good as anything more complex, and also offers the ONLY way to accommodate, and encourage, not only the latest race design concepts, but also those concepts that have not yet even been thought about

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2003 ADMIRAL'S CUP

33 Phew!

There was plenty of sweat in the months before, but come the day and the 2003 Admiral's Cup was widely judged both a success in itself and also an indicator of continued healthy interest in international offshore competition. **TIM JEFFERY**

35 Ringmeister

The man who inherited the chair where the 'buck stops' sign hangs, **CHRIS LITTLE**, discusses the future for the RORC's premier event

36 Full and frank

We hear from winning navigator **IAN BURNS** and *Bribon* co-helmsman **BOUWE BEKKING**. **TIM JEFFERY** and **MAGNUS WHEATLEY**

38 Pacy new world

He's been a tad preoccupied recently helping create a string of the world's largest motor and sailing yachts, but now **ED DUBOIS** and his team are back where they began (well, sort of...), with a new full-on 90ft swing-keel racer

42 Keeping the road under the show

GRANT DALTON has got a bit on in his new office, 'resuscitating' one of the world's best sailing brands – Team New Zealand. **DEAN BARKER** (*top*) has the task of winning on the water...

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ADRIAN STEAD reports on a spectacular Rolex Farr 40 worlds, **DOBBS DAVIS** was in the



winning crew for the first Volvo Baltic Race and **BRIAN THOMPSON** has been studying progress among the ORMA trimaran fleet

14 World news

Jonathan McKee continues his assault on Mini Transat fleet, oldies back in the Figaro, Calais Round Britain, Transpac and Tour de France reports, **Chris Sayer** gets knocked back (again), new *Ecover* goes afloat, B&C flyers continue to clean up in IMS, Aussies celebrate Cup win and Americans move to replace IMS. **PATRICE CARPENTIER**, **IVOR WILKINS**, **CARLOS PICH**, **DOBBS DAVIS** and **ROB MUNDLE**

24 Seahorse Letters

Less than a free lunch perhaps?

27 America's Cup news

The recruitment begins - rather slower than before

28 Paul Cayard

Crash and burn... rather too literally this month

30 Olympic and small boat news

HENRY ELLIOTT describes the creation of 'the *Cogito*', probably the greatest C-Class cat ever

46 Design – Pick your rule...

ROB BROWN looks at the immaculate and swift new Reichel-Pugh 57-footer *Speedy Gecko*

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DOBBS DAVIS talks to **PELLE PETERSEN** about his new Swedish Match 40 One Design

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And it's Italy versus Australia for your votes



Australia celebrates (*left*) as the first images are released by Reichel-Pugh of Roy Disney's new CBTF maxZ86 *Pyewacket* (*above*), currently under construction at Cooksons in New Zealand. Both *Pyewacket* and Hasso Plattner's similar CBTF maxi *Morning Glory* (building at McConaghy) will race the next Pittwater-Coffs Harbour Race – but not the Sydney-Hobart...

DANIEL FORSTER/DPII

TIM WRIGHT/PPL

COVER: Kos Pictures
INSET: Ocean Image



A 2003-generation Figaro Bénéteau OD piles downwind in prerace training

At a time when many other offshore one-designs have plateaued, with existing stock eliminating the need for continued production, in 2003 the new Figaro class brought a breath of fresh air to the short-handed scene. Many elsewhere in offshore sailing may now be thinking about a swing back to a new development fleet, but for embryo shorthanders – and also their more experienced rivals – the use of a one-design for the Figaro circuit provides a wonderful chance to be measured, and to develop, without the added technical and financial dimension of the search for a design edge. The new Marc Lombard design proved a great success, being slightly larger but much faster and more current than its predecessor (meanwhile, the previous Figaro ODs are a steal on the secondhand market for those after a slippery and inexpensive IRC racer). Use of a twin-rudder configuration, typical of modern Open-class designs, also takes the new boat a step nearer in concept to the bigger sisters to which many Figaro skippers aspire. Given the production difficulties that were still being encountered by Bénéteau this spring, it was something of a minor miracle that 42 boats fronted up for the Figaro itself, with more still being built for late-season delivery. The new design was also partly responsible for inspiring so many stars of the oceanic circuit to put reputations back on the line in this intense feeder category; and didn't they show a thing or two? Helped no doubt by the fact that a light Figaro put a premium on skill and experience over youthful fitness, Messrs Gautier, Peyron and Desjoyeaux all made it into the top six overall; and in the closest Figaro finish ever. Plenty of food for thought...

COVER:
Gilles Martin-Raget
INSET: Christian
Fevrier/Bluegreen

CHRISTIAN FEVRIER/BLUEGREEN

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29 Any minute now...

BRUCE FARR and MERFYN OWEN describe their input into the Volvo 70 rule and the design implications of the limits that have been put on some of the key parameters

33 Improve or die

GAVIN BRADY has chosen Oracle BMW Racing as his best bet for the 32nd America's Cup. But given Oracle's resources last time why does he believe they can do any better in 2007?

37 Top of the game

MARCELINO BOTIN talks to CARLOS PICH about his firm's now total dominance in IMS competition, about his thoughts on the system's future – and about its likely replacement

38 One-make class

The 22nd Copa del Rey, the world's premier IMS competition, brought little in the way of consolation for Botin & Carkeek's design rivals

40 No more holes

STEFANO BELTRANDO's Italian company is leading the way in the successful non-destructive testing of composite hulls, spars and structures

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Crichton takes Fastnet line honours, Mike Golding takes delivery of his new Open 60, *Ecover*,



Kiwis claim the first modern swing keel and the flying moths simply go ballistic...

12 World news

Armel Le Cléac'h takes a classic Figaro (left), *Mari-Cha IV* goes afloat, Joyon's record attempt, Dalts stomps on a few toes in Kiwi, Oatley takes Hamilton Island (as well), Australian America's Cup momentum fades and TP 52s gather some serious steam across the pond. PATRICE CARPENTIER, IVOR WILKINS, DOBBS DAVIS and ROB MUNDLE

22 Rod Davis

The long road back for New Zealand sailing and a simple solution to the issue of 'nationality'

24 America's Cup news

Kostecki plumbs for Oracle and Iain Percy makes his long-awaited Cup 'debut'

26 Olympic and small boat news

It may have lost the Little America's Cup (for now at least) but the mighty C Class cats clearly plan on sticking around for a little while yet

45 Design – The time has come...

DAVID HOLLOW goes back to basics with a two-part look at the fundamentals of drag

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RICHARD GLADWELL has news of a deceptively 'simple' new yacht from Marten Marine

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66 Seahorse Sailor of the Month

It's Ben Ainslie versus flying designers Botin & Carkeek for honours in this month's contest



So the Little America's Cup is now going to be sailed in one-design 'beach cats'. How sad is that? In the days of the C Class the International Catamaran Trophy (the official title) may have been a rather sporadic event, but when it did take place the frontiers of sailing were *always* pushed back by another step

JEAN-MARIE LIOT/DPPi



Not the ideal 'goodbye'

The last appearance of Alberto Roemmers' Maxi *Alexia* did not go exactly as planned. *Alexia*, now put up for sale by its Argentinian owner, clashed rigs with the British Reichel-Pugh Maxi *Leopard* during the prestart on the third day of the Rolex Maxi Worlds in Porto Cervo. *Alexia* was dragged over and then through the water sideways by the fast-passing – and much heavier – *Leopard*, before the top of the Argentinian boat's mast broke off and she righted herself violently. After many successful years' racing *Alexia* in the Mediterranean, Roemmers is now on the waiting list for a new Wally 100. Meanwhile the Maxi series itself was a walk-over for Neville Crichton's *Alfa Romeo* which, apart from an interesting battle with *Zephyrus* during the 2003 Fastnet, must by now be aching for some proper competition. Although there are several fantastic new, large ocean racers currently under construction, the Maxi as a class has never recovered from the collapse of the IOR Rule in the early 90s (in fact it has never recovered from Bill Koch's *Matador*², but that's another story). The Maxi owners never embraced the IMS/ILC alternative, and most of the boats now being built are designed to different sizes and configurations. Crichton himself recognises this, hence his delay in committing to a new boat. The maxZ86 class shows promise, although it too is in danger of being overtaken by bigger boats like *Genuine Risk* and *Wild Thing 2*. Perhaps when a new box rule is established at lower sizes enough consensus will develop to either grow the maxZ86 fleet or establish a viable alternative. We must be able to do better than this year's enjoyable, but hardly 'Grand Prix' racecar vs luxury sedan contest in Sardinia...

COVER:
C Borlenghi/KPS
INSET:
Veal/International
Moth Class

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32 Growing up

This year's entry-restricted 70-strong Mini Transat fleet is the best ever seen. BRIAN THOMPSON reports on development

35 Ergonomic dream

PETE MELVIN of designers Morrelli & Melvin reviews development in the oh so elegant A-Class cats (above) plus news of an all new design

39 Rolls off the tongue

These days we discuss VPPs with the familiarity of discussing the weather. Composites engineer PETER SCHWARZEL explains the fundamentals that support this essential design tool

42 Shoreside

F1 Grand Prix designer STEVE NICHOLS explains the VPP-comparable lap-simulation technology used by racecar engineers

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SAM DAVIES has her end of Figaro year report, Moet Cup report from San Francisco, ISAF's big party is a success in 'Cadeeeth', and some initial thoughts on the new VO70 box rule

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Cammas takes the final ORMA Grand Prix, Desjoyeaux takes the Trophée Clairefontaine (as Ellen takes a swim), New Zealand bemoans



a lack of blue water enthusiasm, rotating rigs on the up (sorry), VO70's warm reception in the US and another successful Big Boat Series. PATRICE CARPENTIER, IVOR WILKINS, DOBBS DAVIS and ROB MUNDLE

23 Paul Cayard

And the 'body of a 44-year-old' is just about hanging on to the Star Class teenyboppers

24 America's Cup news

JIM PUGH thinks it's time to speed up the ACC fleet and ERNESTO BERTARELLI says 2007 is quite soon enough, thank you...

26 Olympic and small boat news

For the first time foil-borne Moths are winning races at world championship level... and how!

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MANOLO RUIZ DE ELVIRA describes the IMS VPP changes that are in the pipeline for 2004

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DOBBS DAVIS looks at the latest TP52 *Rosebud*

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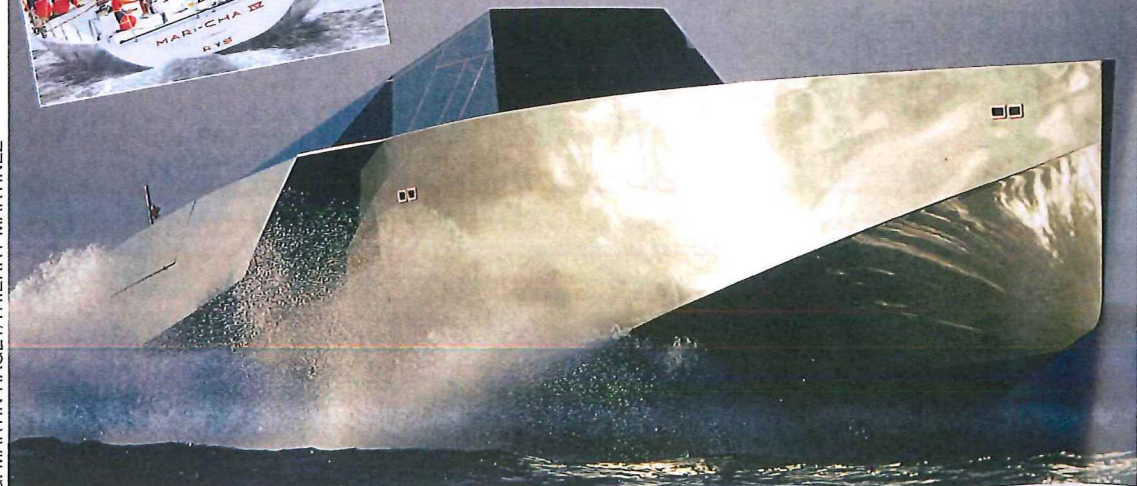
66 Seahorse Sailor of the Month

Always entertaining; this month it's Australia versus New Zealand...



It's been a month of extraordinary boat launches, including this new Wally 118 powerboat and Robert Miller's new 140-footer *Mari Cha IV*. Wally Yachts continues to push back the boundaries in the design of many forms of luxury performance craft; sometimes their ideas take time to perfect but their influence on modern large yacht design is unarguable. The same may soon be true of the powerboat market...

G. MARTIN-RAGET/THIERRY MARTINEZ





A remarkable month

The record-breaking performance of the still brand-new *Mari Cha IV* in knocking two days off the Atlantic sailing record for monohulls says a great deal about the professionalism of both JMV Shipyard in Cherbourg, where she was built, and owner Robert Miller's management team. Indeed, had we not had so many great performances to acknowledge at the ISAF Worlds in Cadiz, Miller and his chief project manager, Jef d'Etiveaud, would have been frontrunning candidates for sailor of the month. Given the poor initial track record of many newly launched large on-the-edge monohulls, that *Mari Cha's* main setback was a destroyed Code 3 genoa is remarkable. 525 miles in a day: no great problem. Average speed across the pond: over 18kt. On a monohull. Next on the list is a sub-80-day round-the-world attempt, which is of course a bigger ballgame completely. But with so much pace in hand, who is to say this one too will not tumble? Meanwhile, going in the opposite direction, on 13 October the Mini Transat became the poorer for the 'assumed' dismasting of Jonathan McKee's US entry *Team McLube*. While battling it out for the lead with Samuel Manuard's leg one winner, *Tip Top Too*, McKee's Rogers-designed sliding-keeler fell off the competitive radar, dropping to an average speed of 3kt. With no long-range shore contact (banned in the Minis), organisers remained unaware of the cause of McKee's problem, but the effect was clear. McKee's successful – to date – European Mini campaign has raised the profile of this competition outside France, particularly in the USA, where the 1984 FD gold medallist was the toast of the Annapolis Sailboat Show. The entry problem for the much beleaguered organisers will only get worse in two years!

COVER: Devine/Aquasolutions
INSET: Jon Nash

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30 Principessa no more

UMBERT FELCI's new Libera Class *Clan Des Team* swept all before it at this year's rugged Centomiglia on Italy's Lake Garda

32 Sleek and tidy

For Mike Golding's new Open 60 MERFYN OWEN moved up from project manager to chief designer. The result is arguably the best-finished and most innovative Open 60 yet seen

36 On the move

ADRIENNE CAHALAN is above all extremely focused when it comes to her sailing ambitions. ROB MUNDLE catches up with her in Monaco

39 Not bad at all

The 2003 ISAF Worlds was the first attempt at running all 11 Olympic-class championships concurrently. So often a critic of ISAF's ambitions, PETER BENTLEY was rather impressed

43 Staying in touch

BILL BIEWENGA offers his own perspective on the state of play in digital communications

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ISAF President PAUL HENDERSON reveals 'some' of his future plans and Sydney Olympic gold medallist MARK REYNOLDS reflects on changes that are sweeping through the Star Class



12 World news

Transat Jacques Vabre preview, Multiplast's new giant, creating the *Mari Cha*, new home for Blake's *Seamaster*, all 'raced out' in Spanish IMS, but plenty going on ashore... Australia II crew party on, as new tales emerge from 20 years ago... Kenny Read wipes out the Etchells fleet and momentum grows among the Maxis. PATRICE CARPENTIER, IVOR WILKINS, CARLOS PICH, DOBBS DAVIS and ROB MUNDLE

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Read into it what you like, but ROD DAVIS has decided it's time to tell the real story of Prada Challenge's path (almost) to the America's Cup

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Naples slips up, but stays confident... and LOICK PEYRON will stick to his self-imposed deadlines

26 Olympic and small boat news

TORBJORN LINDERSON of Marstrom Boats congratulates the Tornado on the first 36 years

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So who did get the first swing keel to go upwind?

46 Design – Obvious departure

Trendsetters in the field of large, fast yacht design, it was really only a matter of time...

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And a look at the latest maxZ86 spars from Hall

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A full house from Cadiz. Obviously!



Horses for courses (above): *Pindar* has acquired a 'conventional' VO 70-style mast and boom in acknowledgement of Emma Richard's Volvo Race ambitions. *Ecover* has a 2003-generation swing rig. Racing fully crewed in Tenerife (right) a 22ft Mini appears to 'grow'!