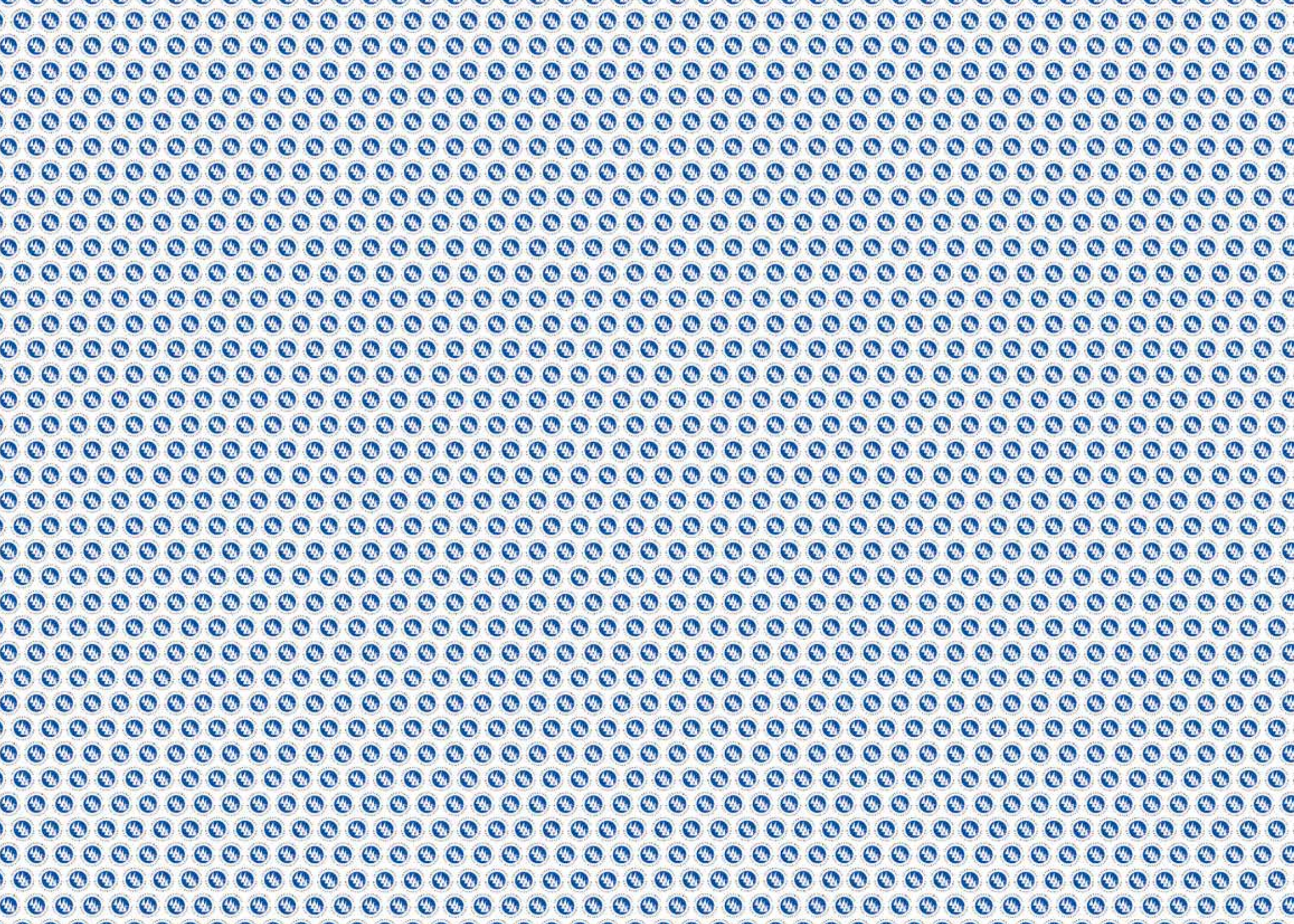
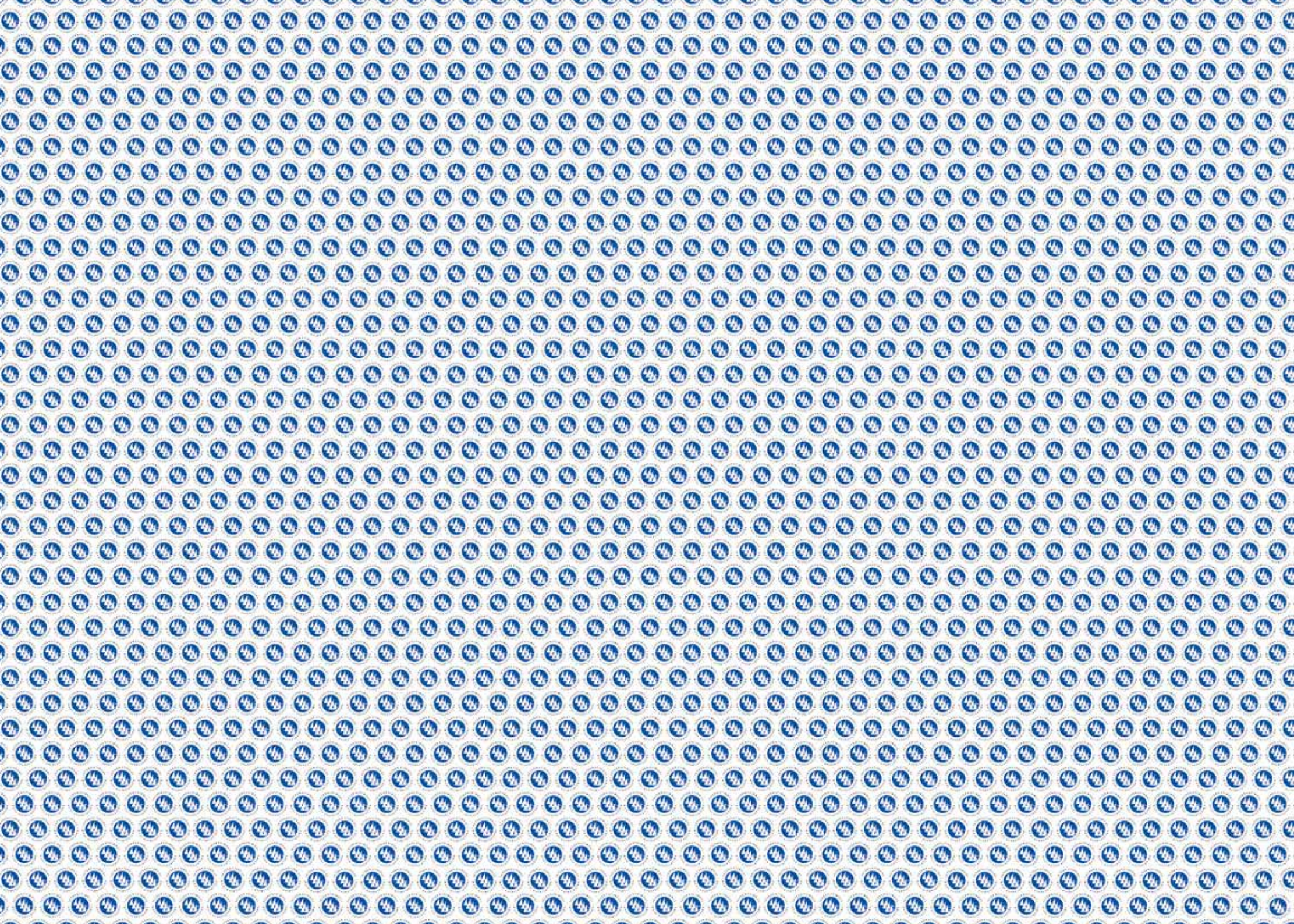


20



22





ROLEX SYDNEY HOBART
YACHT RACE



ROLEX FASTNET RACE



ROLEX SWAN CUP

NEVER STRAIGHT

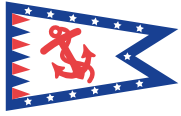
It is said the shortest distance between two points is a straight line. But at sea, charting any course comes with a slew of uncontrollable factors. The winds, the currents, the swell... Only the strongest will, the keenest experience and a sharp intuition can overcome such overwhelming powers. Only by keeping the highest expectations and harnessing the deepest resources can one chart a course between where one is and where one aims to be. There is very little chance it will ever be a straight line. Yet more often than not, it will be the right one.

#Perpetual



OYSTER PERPETUAL
YACHT-MASTER II





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For more information please visit the International Maxi Association website at: www.internationalmaxiassociation.com

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IMA APP FOR IOS AND ANDROID

The IMA’s bespoke smartphone app is ideal for those looking to enter or follow maxi yacht events during the season. It is part of the IMA’s on-going mission to harmonise maxi events and improve our collaboration with race organisers. It provides easy one-click access to vital information for maxi events, such as race documentation, results, news and photos and other information. The app is free to download from Android and Apple app stores.

IMA FOUNDER MEMBERS

FOUNDER MEMBERS

François Carn

Raul Gardini

John B. Kilroy

Baron Edmond de Rothschild

William Whitehouse-Vaux

IMA HONORARY MEMBERS

HONORARY MEMBERS

His Highness the Aga Khan

His Majesty Juan Carlos I of Spain

Luca Bassani Antivari

Peter Bateman

Patrizio Bertelli

Peter Bowker

François Carn

Harold Cudmore

William I. Koch

IMA OFFICERS

IMA OFFICERS

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George Andreadis
Vice President

Hap Fauth
Vice President

Roberto Lacorte
Vice President

Claus-Peter Offen
Vice President

Sir Lindsay Owen-Jones
Vice President

Sir Peter Ogden
Treasurer

IMA PAST PRESIDENTS

PAST PRESIDENTS

Baron Edmond de Rothschild

Marvin Green

Jacques Dewailly

George Coumantaros

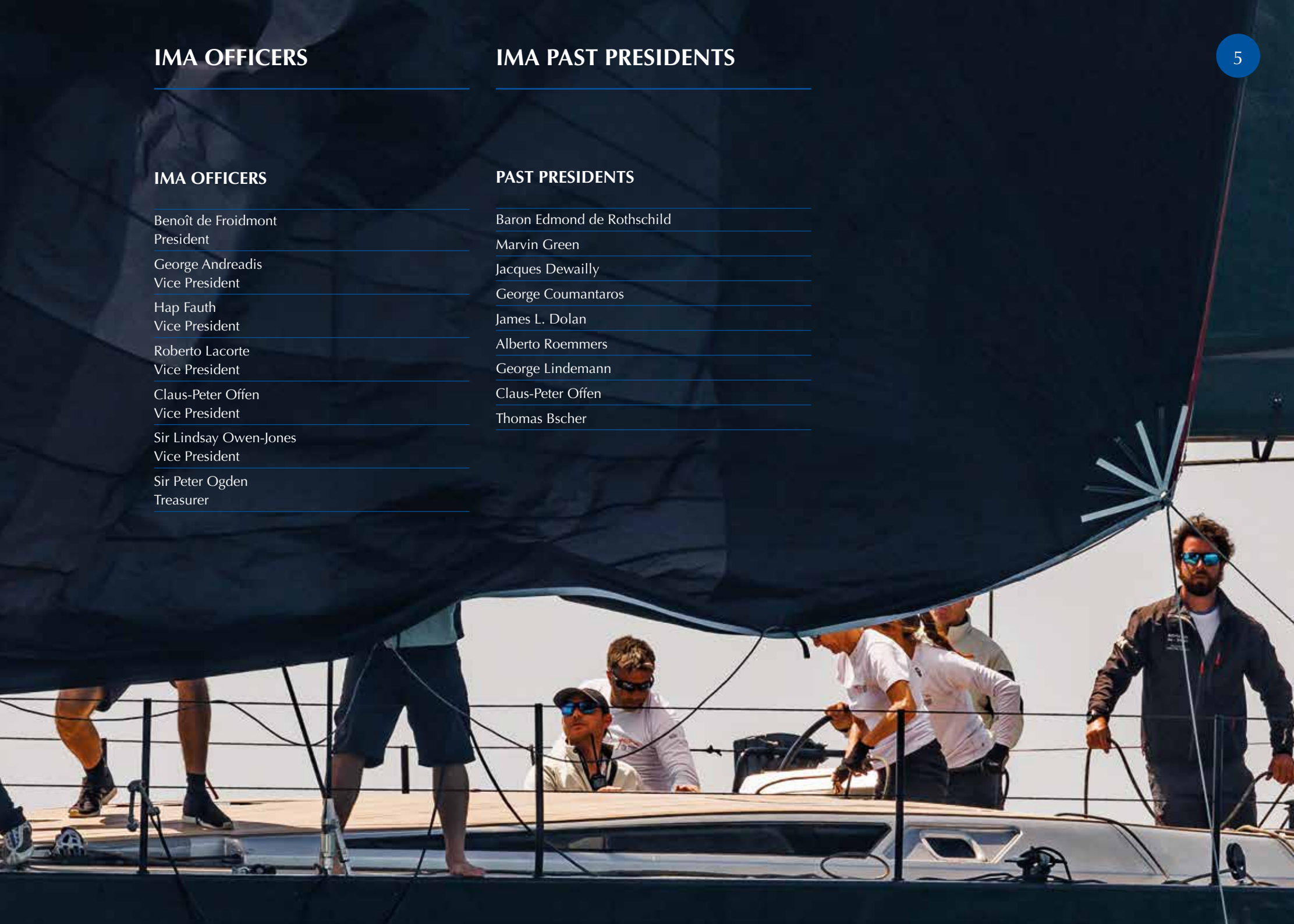
James L. Dolan

Alberto Roemmers

George Lindemann

Claus-Peter Offen

Thomas Bscher





Andrew McIrvine
Secretary General

Retired surgeon, Andrew McIrvine is a former Commodore and Admiral of the Royal Ocean Racing Club (RORC) as well as being a keen yachtsman. He was appointed Secretary General in September 2013. He is responsible for the development and administration of the Association. Based in London, he maintains contact with members, and represents the IMA to international bodies and event organisers.

sg@internationalmaxiassociation.com



Maria Luisa Farris
Communications and PR

A trained journalist, Maria Luisa Farris is the longest serving staff member of the IMA. She is in charge of the Association's internal and external communications and PR, and social events. From her office in Sardinia she is responsible for media relations and press liaison, updating the IMA website and managing editorial projects and printed material.

communications@internationalmaxiassociation.com



James Dadd
Association Technical Office

Former RORC Rating Office Director and VO65 Class Manager, James Dadd oversees the Association Technical Office (ATO). This is responsible for reviewing and approving all the Association's rating certificates, recommending class splits, conducting measurement checks and maintaining relationships with the ORC and IRC rating offices. It also ensures compliance with IMA Class Rules and provides technical services to IMA event organisers.

technicaloffice@internationalmaxiassociation.com





Monica Recchia
Race Secretariat

Monica Recchia comes from a race management and logistics background on professional yacht racing circuits, including the TP52s and America's Cup. Based in Ibiza, she joined the IMA in 2016. Her role is to maintain contact with members and skippers, working with the race organisers on rules and with the ATO on ratings, scoring and results.

info@internationalmaxiassociation.com



Alfredo Ricci
Race Advisor

With 40+ years of experience in yachting, Alfredo Ricci (IRO/IU) has done it all: sailor, America's Cup umpire, Olympics umpire/judge, and PRO of top international events. Based in Salerno with his wife (Alina) and their pug (Victoria), Alfredo joins the IMA as Race Advisor to oversee maxi yacht racing and improve race management consistency at IMA-supported regattas.

racing@internationalmaxiassociation.com



Rob Weiland
Maxi 72 Class Manager

Following a lengthy career overseeing race boat projects, Rob Weiland moved across to class management. He has been running the TP52s since 2007 and from 2014 took on the Maxi 72s, a class created by, and affiliated to, the IMA. In this role, he works with the owners to agree the calendar, rule changes and other class business. His wealth of expertise well places him to advise on race documentation and all matters of race management.

maxi72@internationalmaxiassociation.com



James Boyd
Media

During his 35+ years as a yachting journalist, James Boyd has been sailing correspondent for the Daily Telegraph newspaper, Assistant Editor of Yachting World magazine and owner/editor of the thedailysail.com website. He looks after press release writing and event reporting for the Association and is editor of its publications.

press@internationalmaxiassociation.com



Donatella Gianni
Accountancy and Administration

Based in Olbia, Donatella Gianni is the long-term financial administrator of the Association and of the Maxi 72 Class. She looks after the day-to-day administration and accounts, as well as the membership and entry fees.

administration@internationalmaxiassociation.com



Jack Murray
Social Media

Brought on in 2020, Jack is the Director of SBC Marketing Group and joins the IMA team to build the Association's social media presence, both in terms of following and engagement, and to help further publicise our news and event reporting online.

media@internationalmaxiassociation.com



2021-2022 IMA MEDITERRANEAN MAXI OFFSHORE CHALLENGE EVENTS

2021

23 October

Rolex Middle Sea Race
Valletta to Valletta, Malta,
anticlockwise around Sicily via
the Strait of Messina, Stromboli,
Favignana, Pantelleria and
Lampedusa

15 June

Rolex Giraglia (offshore)
Saint-Tropez, France to Genoa,
Italy via Giraglia rock

2022

30 April

La Larga
Palma to Palma via Dragonera,
Ibiza, Formentera and Cabrera

10 July

Aegean 600
Sounio to Sounio, Greece, via
Milos, Santorini caldera, Kassos,
Rhodes, Kandelioussa, Kos,
Farmakonisi, Agathonisi,
Patmos and Mykonos

14 May

Regata dei Tre Golfi
(part of the IMA Maxi Europeans
and Tre Golfi Sailing Week)
Naples to Capri, Italy via Ponza
and Li Galli

19 August

Palermo-Montecarlo
Palermo, Sicily to Montecarlo
via YCCS gate off Porto Cervo

2 June

151 Miglia-Trofeo Cetilar
Livorno to Punta Ala, Italy via
Marina di Pisa, Giraglia rock
and Formiche di Grosseto

**To be eligible for the annual MMOC trophy, yachts
must compete in at least three of these events.**



2022 IMA MEDITERRANEAN MAXI INSHORE CHALLENGE EVENTS

2022

4-8 May

PalmaVela
Palma, Mallorca

16-20 May

Maxi Yacht Sorrento Trophy
(part of the IMA Maxi Europeans
and Tre Golfi Sailing Week)
Sorrento, Italy

12-14 June

Rolex Giraglia (inshores)
Saint-Tropez, France

30 July-6 August

Copa del Rey MAPFRE
Palma, Mallorca

4-10 September

Maxi Yacht Rolex Cup
Porto Cervo, Sardinia

2-8 October

Les Voiles de Saint-Tropez
Saint-Tropez, France

**To be eligible for the annual MMIC trophy, yachts
must compete in at least three of these events
including the Maxi Yacht Rolex Cup, which will
carry a higher scoring co-efficient.**



2022 IMA CARIBBEAN MAXI CHALLENGE EVENTS

2022

21 February

RORC Caribbean 600
Antigua to Antigua via Barbuda, St Kitts and Nevis, Saba, St Barth, St Maarten, Tintamarre, Guadeloupe, La Désirade and Redonda

3-6 March

St Maarten Heineken Regatta
St Maarten

17-23 April

**Les Voiles de St Barth
Richard Mille**
St Barth

30 April-6 May

Antigua Sailing Week
Antigua

Open to all maxi yachts (not just IMA members), to be eligible for the annual CMC trophy, yachts must compete in at least two of these events.

IMA SUPPORTED EVENTS

(these include IMA members' trophies)

2022

8 January

RORC-IMA Transatlantic Race

19 August

Palermo-Montecarlo

21 February

RORC Caribbean 600

4-10 September

Maxi Yacht Rolex Cup

3-6 March

St Maarten Heineken Regatta

11 September

**Porto Cervo-Monaco
IMA 24 Hour Challenge**

17-23 April

**Les Voiles de St Barth
Richard Mille**

2-8 October

Les Voiles de Saint-Tropez

21-25 April

Regate di Primavera-Portofino

22 October

Rolex Middle Sea Race

30 April-6 May

Antigua Sailing Week

IMA ENDORSED EVENTS

2022

23 June

Trophée Bailli de Suffren

22 September

Rounditaly Genova-Trieste

9 October

Barcolana

15 October

Venice Hospitality Challenge

26 December

Rolex Sydney Hobart Yacht Race

30 April

**La Larga
PalmaVela**

4-8 May

**IMA Maxi European
Championship (Tre Golfi
Sailing Week):**

14 May

Regata dei Tre Golfi

16-20 May

Maxi Yacht Sorrento Trophy

2 June

151 Miglia-Trofeo Cetilar

12-18 June

Rolex Giraglia

10 July

Aegean 600

30 July-6 August

Copa del Rey MAPFRE

IMA YACHT OF THE YEAR

This will be the IMA yacht elected by the Officers as having achieved the best performance over the year in both IMA supported and endorsed events.



Dear Members, Partners and Friends

After the last two complicated seasons, we hope 2022 will see a return to normality. Looking back, we are proud of the huge commitment made by all the yacht clubs, and our partners, who tried to make it possible for us to enjoy the sport we hold so dearly during such difficult times.

Sadly, in 2021 we lost one of our Officers and longest-serving members, Sir Peter R. Harrison, who died last May. Peter was a passionate sailor who

loved sharing his enjoyment of the sea and maxi racing with his family and friends. In his beautiful blue ketch *Sojana*, he spent almost two decades racing and cruising worldwide. As Vice President of the IMA, he never counted his time, and his contributions were invaluable to us all. On behalf of the Association and our members, I express my heartfelt condolences to his family.

The role of the IMA is to promote, improve and encourage maxi racing throughout the world, and it was in this spirit that we held the very first Presidents' Forum at the Yacht Club de Monaco in December. This proved a great success, with many of our yacht club partners in attendance. The IMA organised the Forum to highlight issues and concerns raised over past seasons, from social to technical matters, with open discussion and constructive exchanges. The result is the creation of the IMA Charter and the IMA Tour presented in this Yearbook. The Presidents' Forum will now be an annual event, and I thank all yacht clubs for their enthusiasm and commitment to this.

Our Association is powered behind the scenes by a dedicated and extremely skilled team led by our Secretary General Andrew McIrvine. In order to keep improving and moving forward, we have decided to reinforce our team with a new technical officer to advise on race management: Alfredo Ricci. Alfredo is one of the most experienced race officers in the Mediterranean, but with global experience including the America's Cup and Olympics. He will be available to share his experience with race committees to ensure that maxi competitors can

enjoy the same high standards across the season, regardless of which races they are competing in.

This year we have a returning Vice President in Sir Lindsay Owen-Jones (*Magic Carpet Cubed*). As a long-term member of the IMA, he has followed our evolution closely and expressed his desire to invest himself personally once again. His broad experience and passion will benefit all of us and I express my warmest gratitude for his commitment.

This season we are introducing the very first IMA Caribbean Maxi Challenge, set to include four major events in this fantastic sailing area. As with our other Challenges, the best-scored maxi yacht will be awarded the IMA Caribbean Maxi Challenge trophy. Meanwhile we have also, with our partners, the YCCS and YCM, introduced the new Porto Cervo-Monaco IMA 24 Hour Challenge, with a novel race format you can read about on p126.

Naturally, none of this would be possible without the contributions of our members and the support of our official partners, Rolex and Credit Suisse. I thank you all for your investment in what we do.

Finally, I would like to welcome the new members who joined our Association this past season, including Jim Swartz (*Vesper*), Paulo Mirpuri (*Green Eyes*), Luciano Gandini (*Twin Soul B*) and Matteo Fossati from *Stella Maris*.

I wish you all good luck for 2022 and hope this new season brings you joy, excitement and the results you deserve.

Benoît de Froidmont

*Benoît de Froidmont at the helm of his Wally 60 Wallyño.
Photos: ROLEX/Studio Borlenghi*





I am pleased to report that the International Maxi Association is going from strength to strength. Over the last few years we have been able to increase our number of regatta partnerships and, despite the constraints imposed by the global pandemic, the programme for 2021 proceeded almost as planned. The atmosphere at all the regattas was wonderful, palpable proof that the world was starting to return to normality. One of the great aspects of sailing at this level is its international nature. Being able to

meet again, even with some of the limitations of masks and social distancing, was an enormous bonus after more than a year away.

We started in Italy with Regate di Primavera-Portofino, a new regatta organised by the Yacht Club Italiano in Portofino. This was a brave move as, during the planning, it looked very unlikely that it would be possible to hold such an event within the local and national COVID restrictions. Nonetheless the regatta was a success and will be repeated in 2022.

Restrictions on participation for boats from outside Italy affected both this event and Rolex Capri Sailing Week but, as the year progressed, confidence and enthusiasm to go racing again built. By the time of the Maxi Yacht Rolex Cup and Les Voiles de Saint-Tropez, we were back up to pre-pandemic fleet numbers. Full reports of all our events are detailed in this Yearbook.

In the Transatlantic Race, which we run jointly with Royal Ocean Racing Club and, new this year, the Yacht Club de France, one third of the fleet were maxis. It proved an exciting race, with *Comanche* breaking the record previously set by *My Song* by more than two days and finishing only a day behind the 70ft trimaran *Maserati*, which claimed line honours overall. *Comanche* went on to complete 'the triple' - line honours, race record and winning on corrected time too.

It is more encouraging to look forward than back, and we can be cautiously optimistic that this season will develop normally. In store for 2022 we have several exciting new events: The first IMA Caribbean

Maxi Challenge series will run from February to April. Meanwhile the Real Club Náutico de Palma has added an offshore race round the Balearics to their spring opener, PalmaVela. We will also be holding our first IMA Maxi European Championship in May in Sorrento - a new venue, but with racing on the familiar waters of the Bay of Naples. We are also looking forward to welcoming the new Aegean 600 race into our Mediterranean Maxi Offshore Challenge series in July.

None of this would be feasible without the help and participation of our partner clubs and race organisers, with whom we have entered into a new era of close cooperation following our Presidents' Forum in Monaco last December.

I am lucky to be supported by an enthusiastic President and Board of Vice Presidents. I am even more fortunate to have gathered together a team with incredible combined talent and expertise, covering all aspects of maxi racing.

Finally, a big thank you to all maxi owners and especially those who are IMA members. We only exist because you are willing to go to the expense to build, and then to risk racing, your magnificent yachts, for which we are ever grateful. I also wish to thank our most generous long-term sponsor Rolex, as well as our more recent supporters, Code-Zero and Credit Suisse.

The IMA team and myself wish you a most enjoyable and competitive season and look forward to seeing you at the regattas.

Andrew McIrvine

*IMA team with some members and Officers (bottom row from left): Aldo Parisotto, Benoît de Froidmont, Marietta Strasoldo, Hap Fauth, Luciano Gandini and Riccardo de Michele.
Photo: IMA/Studio Borlenghi*



ABOUT THE INTERNATIONAL MAXI ASSOCIATION

The International Maxi Association is the body officially tasked by World Sailing, and supported by Rolex, to oversee, encourage and develop maxi yacht racing worldwide. In this pursuit, it represents its members and maxi owners in liaising with international and national authorities, yacht clubs and race organisers, looking after all technical aspects of maxi yacht racing, including measurement and ratings.

Background

Even by the time the International Class A Yacht Association (ICAYA, the IMA's original name) was established by a pioneering group of maxi owners more than 40 years ago, racing between giant yachts had come a long way.

Throughout the 19th century, commercial motivations drove clipper ships to race back from China to be first to market with tea, or from California to the East Coast

via Cape Horn during the Gold Rush. Simultaneously, yacht racing was developing as a pastime both inshore, notably in the America's Cup, first held in 1851, and offshore, in events like the New York Yacht Club's Transatlantic Race in 1866.

From the late 19th century ships evolved into pure racing yachts thanks to willing owners and pioneering designers such as NG Herreshoff, CE Nicholson and William Fife. This produced many 100+ft yachts culminating in the J Class of the 1930s.

In the 1960s the modern era of maxi yachting truly began, with individuals such as Cornelis Bruynzeel with *Stormvogel*, followed by Americans with their yachts, like Huey Long's *Ondines* and Jim Kilroy's *Kialoas*, setting the trend for relentless campaigning. Their maxis competed across the globe, from the Newport Bermuda, Transpac and Fastnet races in the Northern Hemisphere, to the Sydney Hobart and Cape to Rio in the Southern.

An Association is born

Into this context, the International Class A Yacht Association (ICAYA) was created at a meeting between maxi owners during Cowes Week on 6 August 1979. The fledgling ICAYA stated its aim as 'encouraging amateur yacht racing and sailing, as well as the organisation of corinthian sailing matches, races, regattas and competitions for big sailing yachts all over the world'. It was formally registered in Geneva.

'Class A' referred to maxi yachts with a 60-70ft rating under the IOR rule used at the time, although, at its top end, most were in fact around 80ft long with 35-40 tonnes displacement.



Above: The legendary *Stormvogel*, still racing today.

Photo: ROLEX/Kurt Arrigo

Right: *Magic Carpet* shows the way to Comanche upwind.

Photo: ROLEX/Studio Borlenghi





Among the owners at the meeting were *Gitana VI's* Baron Edmond de Rothschild, who was appointed President, with *Kialoa's* John Kilroy and *Mistress Quickly's* William Whitehouse-Vaux becoming Vice Presidents of the Western and Eastern Hemispheres respectively. His Highness the Aga Khan and His Majesty King Juan Carlos of Spain were made Honorary Members. The first Honorary Secretary was the Yacht Club de France's François Carn. Extra co-opted technical

advisers included yachtsman Harold Cudmore, *Kialoa* skipper Bruce Kendall and sailmaker Peter Bateman.

The ICAYA soon gathered a select community of like-minded maxi yacht owners.

Early on, the ICAYA's members agreed upon a race programme including the Caribbean, USA and Europe, avoiding clashes with established classic ocean races, such as Newport Bermuda, the Fastnet

and Sydney Hobart. Typically the circuit alternated annually between Europe and the US/Caribbean. Regular venues included Palma, Porto Cervo and Saint-Tropez in Europe, and St Thomas and Antigua in the Caribbean. In the US, Newport, RI and the popular Southern Ocean Racing Conference (SORC) in Florida, were subsequently joined by the Pan Am Clipper Cup/Kenwood Cup in Hawaii and San Francisco Big Boat Series.

Early editions of the ICAYA World Championship usually comprised multiple events over a season, winners including Kilroy's *Kialoa IV* in 1981 and 1983. There were also years when there was a single World Championship event, usually held in Porto Cervo, with Australian John Kahlbetzer's *Bumblebee 4* claiming the first in 1980.

Other famous pairings from the IOR maxi period included Giuseppe Recchi and *Benbow*, Mark Johnson or Rod Muir with *Windward Passage*, Herbert von Karajan and *Helisara*, Bob Bell and *Condor*, Marvin Green and *Nirvana*, Bevin Koeppel and *Congere* and latterly, Bill Koch with *Matador*, Bernard Lewis and *Sovereign*, and Alan Bond with *Drumbeat*.

Following the demise of the IOR rule and the Offshore Racing Council's creation of an International Level Class (ILC) for maxis in 1994, the maxi class's pinnacle event was renamed the ILC Maxi World Championship for 1997 and 1998. With this came a fresh influx of maxi owners and new yachts, including Jim Dolan's *Sagamore*, Alberto Roemmers' *Alexia*, Hasso Plattner's *Morning Glory*, Riccardo Bonadeo's *Rose Selavy*, Vittorio Moretti's *Viriella*, Harry Macklowe's *Unfurled*, and Larry Ellison with *Sayonara*, among others.



His Highness the Aga Khan and His Majesty King Juan Carlos of Spain with ICAYA Secretary General Gianfranco Alberini, taken in Porto Cervo in the late eighties.
Photo: YCCS Archives

The 1990s also saw the creation of a new genre of maxi in the Luca Bassani-conceived Wally Yachts, starting with *Genie of the Lamp* and *Magic Carpet*. These fast cruiser-racers created a renaissance in maxi yacht design, combining state of the art technology and performance with supreme style that has since permeated through the maxi yacht industry.

By 1999 the ICAYA had 13 members. A small, efficient team ran the Association's day-to-day: a President, two Vice Presidents (Western Hemisphere and Eastern Hemisphere), a Treasurer and Secretary General - all with excellent international connections. Presidents during the 1990s were George Coumantaros, James L. Dolan and George Lindemann.

An instrumental figure over this period was Gianfranco Alberini, a retired Admiral from the Italian Navy. He was appointed ICAYA Secretary General in 1981 and would remain in that role until his death in 2013. From 1975, Alberini was also Secretary General of the Yacht Club Costa Smeralda and, from 1981, its Commodore. As a result, from 1986, the YCCS doubled as the headquarters for the ICAYA. Relations between the Association and the YCCS remain close to this day.

As IOR had done a decade earlier, during the 2000s the ILC Maxi class waned and racing moved across to the more all-embracing IRC rating system. In 2001, as a direct consequence of the demise of the IOR and with it the Class A, the ICAYA was rechristened the International Maxi Association.

IRC was officially adopted by the IMA in 2008 and remains the rating system used at the Maxi Yacht Rolex Cup and most major maxi yacht events today.



Top left: The *Nariida* ketch lines up with *Solleone* and *Yam* at the Maxi Yacht Rolex Cup in 1995. Top right: John Kilroy's *Kialoa V*. Bottom left: *Kialoa V* on the start line with *Emeraude*, *Il Moro di Venezia III* and *Othello* off Porto Cervo in 1987. Bottom right: Gianni Varasi's all-conquering *Longobarda*, ICAYA World Champion in 1989. Photos: YCCS Archives

Rolex, IMA and the Maxi Yacht Rolex Cup

Former IMA Secretary General Gianfranco Alberini used to remark how natural it was that Swiss watch manufacturer Rolex came to support the Yacht Club Costa Smeralda's events. This started with the Swan World Cup, which became the 'Rolex Swan Cup': "In 1985, for the Maxi Yacht World Championship in Porto Cervo, Rolex CEO André J. Heiniger decided to offer a Rolex Cup, in the belief that coupling both our logos and philosophies had tremendous potential: so the Maxi Yacht World Championship - Rolex Cup was born."

In December 1994 Rolex agreed to sponsor the Porto Cervo maxi event and future editions. The subsequent event was the first to use its present name: Maxi Yacht Rolex Cup. In 1999 Rolex agreed to sponsor the Maxi Yacht Rolex Cup annually, instead of in odd years only, starting from 2000. It would be for yachts with a minimum LOA of 20m, taking place in Porto Cervo over what has become the event's immovable first week of September slot. Rolex remains a keen supporter not just of the Maxi Yacht Rolex Cup, but of the IMA too. Their long-term commitment has been invaluable to the sport.



Rolex Giraglia prize-giving at the Yacht Club Italiano with (left to right) Rolex Italia's Gian Riccardo Marini, SNST President Pierre Roinson, the IMA's Monica Recchia and YCI President Gerolamo Bianchi.
Photo: James Boyd/IMA

IRC and modern day maxis

IRC becoming maxi yachting's rating system during the 2000s coincided with a huge diversification in the fleet in terms of the size, performance and age of each yacht. Yet it has worked, and continues to work well at creating a level playing field.

Unlike the rating systems it replaced, IRC is a 'secret' rule and goes some way to prevent typeforming (where a yacht design is optimised to a specific rule). Today yacht designers draw the best boat they can for an owner's requirements and then let IRC decide its rating, although many have strong ideas about how to attract a favourable IRC TCC.

Compared to their 1980s IOR forebears, modern IRC racing maxis are typically around two thirds the displacement, fuller in the ends, with much more advanced materials used in their construction and gear. Carbon fibre, once only used in hulls, extends to mast and spars, sails and even rigging. Movable ballast is today permitted as water ballast or a canting keel. Some maxis such as the Reichel/Pugh 60 *Wild Oats* have retracting DSS lateral foils to generate righting moment. The next step will be maxis fitted with foils enabling them to fly.

The modern-day maxi fleet starts with yachts of 60ft overall length, with theoretically no upper limit, although 100ft (30.48m) has been considered the maximum length for racing maxis, and remains the maximum length for Rolex Sydney Hobart and Newport Bermuda entries. A few racing maxis have been substantially larger, notably Robert Miller's *Mari Cha III* and *IV* (now *Samurai*). Today yachts of up to 120-125ft are being raced in anger, notably from builders such as Baltic Yachts, Southern Wind and Nautor's Swan.

Superyacht racing for even larger yachts has grown over recent decades with events such as the Superyacht Cup in Palma and the St Barths Bucket in the Caribbean. However superyachts are typically not optimised for racing and, for reasons of safety, their racing mostly takes place in a 'pursuit' format. More performance-orientated examples, usually belonging to owners with a background in racing, do compete in IMA events – in the mid-2010s *Hetairos*, a colossal schooner measuring 72m LOA, was a regular competitor.



Across the size range are maxi yachts of all flavours, from pure racers to full cruisers. Some, especially the pure racers, are one-off designs, while the majority are semi-custom production models from companies like Nautor's Swan, Southern Wind, Vismara, CNB and Mylius.

Given the maturity of maxi racing today, the fleet spans a giant age range. One of the most welcome surprises has

been the resurgence of the J Class, perhaps the first ever thoroughbred maxis when originally raced in the 1930s. Today nine are sailing, some original, the majority recreations of original plans. Four or five will compete in the IMA's races in 2022 (see p144).

Also with a strong following are Swan 65s, one of which won the first Whitbread Round the World Race in 1973-74.

Maxi fleet growth

While five to nine yachts entered 1980s IOR maxi events, as the Maxi Yacht Rolex Cup became the pinnacle maxi event, attendance by the late 1990s was into the 20s. By 2001 it had grown to 26 and by 2005 was up to 37, including 100-footers like Wild Oats XI and Alfa Romeo. Since then participation has ranged from 32 in 2014 to a peak of 53 in 2016.

*Close racing between Leopard and the Wallycento Galateia at the Maxi Yacht Rolex Cup.
Photo: IMA/Studio Borlenghi*



The IMA evolves and grows

With increased diversity across the maxi fleet, so the International Maxi Association has had to extend its remit and respond to the latest and varying needs of maxi owners.

A most significant step for the Association came over 2009-2010 when the IMA became an International Class, fully recognised by sailing's governing body World Sailing. In the process the IMA was granted the exclusive right to hold annually two official World Championships for maxi yachts. As a result

the first Mini Maxi World Championship took place alongside the Maxi Yacht Rolex Cup in 2010, with Niklas Zennström's *Rån II* first to claim the new title, a feat the Swedish tech entrepreneur and his faithful Judel/Vrolijk 72 repeated in 2011, and again in 2013. The title was also won by Hap Fauth's *Bella Mente* and Andres Soriano's *Alegre* before a re-thinking of the Mini Maxi Racing category in 2014 led to the creation of the Maxi 72 Class.


Subsequent Maxi 72 World Championships were claimed by *Bella Mente* (2015/16) and Dieter Schön's

Momo (2017/18) before the World Championship was officially rescinded due to lack of yachts racing 'in class' in 2019. Maxi 72s still race enthusiastically but in the Mini Maxi Racer class, where Italian Dario Ferrari and his *Cannonball* team won this now 'unofficial' world championship against stiff competition in 2019 and 2021.

Within the maxi yachting community, the IMA also has 'affiliated' and 'associated' classes: This gives class associations the choice to operate under the IMA umbrella to different degrees, to the benefit of both. In the case of 'affiliated' classes, like the Maxi 72 Class or the J Class, dual membership with the IMA is mandatory, whereas for 'associated' classes, like the Wally Class, it is optional. In 2017, the J Class Association joined the IMA, enabling the first ever J Class World Championship to take place in Newport RI that August, organised between the New York Yacht Club, the J Class Association and the IMA.

Today, membership of the IMA is open to all maxi yacht owners or long-term charterers. At present the IMA has more than 50 members from across the world.

The Association's operations are centred in the Western Mediterranean and especially Italy and the south of France, where the majority of the world's maxi racing takes place. Smaller maxi fleets regularly compete in Northern Europe, the Caribbean, both coasts of the USA and the Lakes, and as far afield as Hong Kong and Australia, where one of the biggest maxi events in the offshore calendar is the annual fight between the 100-footers for line honours in the Rolex Sydney Hobart Yacht Race.



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For recent Maxi Yacht Rolex Cups, the IMA has chartered the Southern Wind 78 Whisper for use as a guest and hospitality boat.
Photo: Gianfranco Forza

New era

Taking over as the IMA Secretary General from Gianfranco Alberini in 2013 was Andrew McIrvine, a retired surgeon, former Commodore and Admiral of the Royal Ocean Racing Club and himself an accomplished yacht racer.

Under McIrvine, the IMA has developed and grown substantially. Recognising the responsibility of the IMA to promote maxi racing participation, by either tempting more owners into the sport or encouraging those already with maxi yachts to race them more, the IMA employs a media team which has grown the Association's online, social and print media presence with, for example, publishing this IMA Yearbook among its initiatives.

To entice more maxi owners out on to the race course, the Secretary General also conceived and formulated the IMA's Mediterranean Maxi Offshore Challenge (MMOC). This gathers together the top offshore events in the Western Mediterranean, such as the Rolex Giraglia and the Rolex Middle Sea Race, into an annual championship. It was first won by George David's *Rambler 88* for the 2015-16 season. This was followed in 2019 with the MMOC's inshore brother, the IMA Mediterranean Maxi Inshore Challenge (MMIC), which includes all the major maxi events in the Western Mediterranean such as the Maxi Yacht Rolex Cup and Les Voiles de Saint-Tropez. The latest IMA series, being launched this season, is the IMA Caribbean Maxi Challenge (CMC). This ties together the RORC Caribbean 600 with the area's leading inshore events such as Les Voiles de St Barth.

Each of these series has an annual champion who receives a prestigious antique silver perpetual trophy. The Association also awards a special trophy to the owner of the 'IMA Yacht of the Year', presented at the annual IMA Members' Dinner in Porto Cervo every September (read more about all the IMA trophies on p104).

The Association continues to be steered by its Officers, its Vice Presidents representing the full breadth of the maxi fleet from 60-footers to superyachts. Leading the Officers is Benoît de Froidmont, owner of the Wally 60 *Wallyño*, who was elected President in 2018 and re-appointed in 2021 for another three-year term. De Froidmont has helped the IMA stride forwards with new initiatives such as the IMA Presidents' Forum, which aims to support the progress to standardisation of all aspects of events where maxi racing takes place. The ultimate goal of this is to ensure that if a maxi event has 'IMA endorsement', members and maxi owners can rest assured that it will be of high quality. Such events will form an IMA Tour. The first Presidents' Forum, held at the Yacht Club de Monaco in December, was a strong step towards achieving this, attended by leading representatives of race organisers and yacht clubs, who were able to meet and exchange ideas (see p25).

Meanwhile Secretary General Andrew McIrvine manages an ever-growing international team to run the Association. Their expertise covers all aspects of maxi racing: From race administration and documentation, rules, measurement, class splits, race management and course selection, to PR and media. The IMA's specialist

staff work principally for the Association and its members, but are able to support maxi fleets and maxi race organisers around the world.

One of the IMA's main jobs is to ensure the best possible and fairest racing among maxi competitors. This has been evolving rapidly. Until recently, IMA Class Rules divided the maxi fleet by size – the familiar Mini Maxis (60-80ft), Maxis (80-100ft) and Super Maxis (100+ft) categories. At major events these were then further subdivided, as necessary, by their performance or rating, into racer, racer-cruiser and cruiser sub-divisions. However, it was widely felt that these names were misleading and as a result they have been dispensed with, and this season it is intended that IRC alone will now group them. This means that yachts of similar performance, but not necessarily type, will compete, in an attempt to ensure the closest possible racing.

Andrew McIrvine explains: "For enjoyable races the aim is to get boats of a similar performance to race together. The old concept, based mainly on waterline length, just does not work well anymore."

Among its purposes, the IMA's By-laws also state that the Association lay on social functions to enable members to meet and develop friendships ashore, even if they remain fiercely competitive on the water. Highlight of the season is the IMA Members' Dinner, held during the Maxi Yacht Rolex Cup every September. More IMA social functions will be taking place at maxi events in the future, with the President setting the tone at the IMA party held during the last Les Voiles de Saint-Tropez.



Top: IMA Members' Dinner pre-drinks on the terrace of the Yacht Club Costa Smeralda.
Above left: Benoît de Froidmont with Twin Soul B's Luciano Gandini.
Above right: Andrew McIrvine presents Lorina 1895's owner Jean-Pierre Barjon with his prize at the 2021 Rolex Capri Sailing Week.
Photos: IMA/Studio Borlenghi

The future

It is hard to predict the long-term effects the pandemic may have on maxi racing; for example, whether there will be less inclination for owners and crews to travel from the four corners of the earth to take part in events. So far the effects seem to be the opposite – frustration has led to a pent-up desire among owners to race their yachts more, combined with a strong urge among some to trade up.

These days, there is no shortage of events attempting to attract maxis to compete. Notable additions to the calendar this year include the Aegean 600 (won in 2021 by Carlo A. Puri Negri's Farr 70 *Atalanta II*) and

the Rounditaly, from Genoa to Trieste which, at 1,130 miles, is Italy's longest non-stop offshore race.

But perhaps the most exciting developments are in the potential for the maxi fleet to extend into other areas of maxi yachting.

Several owners are now campaigning hard in the MOD70 trimaran class and there is similar enthusiasm among others, such as Lord Irvine Laidlaw, to campaign high performance cruising catamarans, such as Gunboat's range, at maxi events.

Meanwhile this year, IMA Vice President Roberto Lacorte will be launching his 60ft fully foiling

monohull *FlyingNikka*, which is designed to be a smaller, but more all-round, version of the AC75 foiling monohulls currently used in the America's Cup. In a similar vein, designer Shaun Carkeek and Persico are marketing a 70ft fully foiling day racer, the F70 (see page 156). Other fully foiling maxis are sure to follow.

The maxi fleet is no stranger to significant performance hikes, but how such extreme boats will be able to race with, or alongside, the existing maxi fleet will be the subject of much debate over the next few years. Then there is the no small matter of somehow rating these flying machines.



Launched in 2021, the ClubSwan 125 Skorpios is one of the world's largest grand prix race boats.
Photo: ROLEX/Studio Borlenghi



At the request of IMA President Benoît de Froidmont, the first Presidents' Forum took place in early December 2021 at the Yacht Club de Monaco, hosted by the International Maxi Association.

World Sailing, the official governing body of the sport, recognises the IMA as the organisation exclusively tasked with overseeing maxi racing internationally, and representing the interests of owners.

To continue developing maxi yacht racing, the IMA works closely with the many yacht clubs and race organisers around the world who run racing for maxis. In the Mediterranean, the relationship between these clubs and the IMA is especially close as many run top maxi events included in the Association's annual Mediterranean Maxi Inshore and Offshore Challenges.

This is similarly now the case in the Caribbean, where the IMA has launched its Caribbean Maxi Challenge.

The IMA Presidents' Forum represents the first step towards standardising as many aspects of maxi events as possible, with the aim of developing and agreeing 'best practice' between event organisers. The IMA employs specialists who can provide these clubs with advice and support covering every aspect of maxi racing – from race documentation, ratings, measurement, class splits, course formats, and media, to the logistics for teams entering.

In addition to the IMA executive, led by Benoît de Froidmont and Secretary General Andrew McIrvine, the first Presidents' Forum was attended by 14 yacht club presidents or their representatives.

Topics discussed were wide-ranging, covering class splits, the training of race officers and race officials, standardising course types and duration (for inshores/coastals), robot marks, prize-givings, tracking, safety and much more.

Once standardisation and best practice has been agreed between the IMA and the clubs, this will be formalised in an IMA Maxi Yacht Race Charter. The intention is for yacht clubs to meet the standards laid down in this Charter. Once they have done so, their maxi events will become endorsed and part of the IMA Tour, a sign to maxi owners that such events conform to minimum agreed standards.

The intention is for the IMA Presidents' Forum to become an annual event held every December.

Grand gathering of yacht club presidents and representatives and IMA staff at the Yacht Club de Monaco in December 2021. Photo: Martin Messmer/Yacht Club de Monaco



IMA Presidents' Forum, Yacht Club de Monaco, 2 December 2021

Top row: James Dadd (IMA), Maria Luisa Farris (IMA), Jean Dufour (Yacht Club Italiano), Philippe Héral (Yacht Club de France), Lionel Pean (Marenosturm Racing Club/Bailli de Suffren), Pierre Roinson (Société Nautique de Saint-Tropez), Andrew McIrvine (IMA), Benoît de Froidmont (IMA), George Andreadis (IMA), George Prokopiou (Yacht Club of Greece), Ioannis Maragkoudakis (Hellenic Offshore Racing Club), Fanny Brouchoud (Yacht Club de Monaco)



Bottom row: Monica Recchia (IMA), Gerolamo Bianchi (Yacht Club Italiano), Rob Weiland (IMA), Philippe Serenon (UNCL), James Neville (Royal Ocean Racing Club), Georges Bonello DuPuis (Royal Malta Yacht Club), Edoardo Recchi (Yacht Club Costa Smeralda), Achille d'Avanzo (Yacht Club Capri), Alfredo Ricci (IMA). Photo: James Boyd/IMA



Hap Fauth, one of maxi yachting's most enthusiastic owners.
Photo: Kevin Johnson Photography

There are few sweeter paths to maxi yacht ownership than those who, having learned to love sailing at a tender age, do extremely well in business and then, in their later years, are able to indulge their childhood passion. One such example, in fact perhaps the most extreme example, is *Bella Mente*'s John Fauth, more widely known as 'Hap' (a childhood nickname, an abbreviation of 'Happy').

Fauth grew up in Long Island and at the age of seven began racing dinghies such as Beetle Cats, Penguins and Blue Jays nearby at Babylon Yacht Club. Fauth was good - three times he competed in the Sears Cup, the US national championship for 15 to 18-year-olds in three person boats. Held since 1921, winners of this have included future pro sailors like John Kosteki and Morgan Larson. As Fauth recalls "We never won it, but we were in the money..."

So bitten by the sailing bug was the teenage Fauth that he worked in the local sail loft after school and in the summer holidays. This brought him into contact with big boat racing and made him aware of the America's Cup (at the time, still anchored firmly in the New York Yacht Club). As a youth with proven talent, he got on big boats, including those of respected Connecticut sailor Bill Zyglar III and George Coumantaros, subsequent owner of the *Boomerang* maxis. He then went on to attend Georgetown University, captaining its sailing team.

Straight out of college, Fauth began work in New York for Citicorp (now Citibank) who put him through business school. He remained with the giant bank for 14 years, spending the last five years

Fauth and *Bella Mente*, in the thick of Maxi 72 competition at the Maxi Yacht Rolex Cup in 2019.
Photo: IMA/Studio Borlenghi



establishing a new office for them in Minneapolis. During this time his competitive sailing largely went on hold. His stint with Citicorp ended in 1980 when he turned down a transfer overseas. He then spent two years as Executive Vice President and COO of Waterways Transportation, a Minneapolis-based commercial barge company.

From here, Fauth forged out on his own, establishing an investment bank, the first piece of what would

become an impressive business empire whose parent, The Churchill Companies, is named after Fauth's hero.

Forty years on and The Churchill Companies remains privately owned. It includes a substantial investment fund of an undisclosed scale and companies whose businesses range from precision instrument manufacturing to emission control, tractor parts and agricultural equipment supply, real estate, and a

yacht charter company. Fauth, 76 at the time of writing, remains firmly at its helm.

But by the early 2000s the time had come: The business had reached an adequate size and the kids were away at school, leaving Fauth time to put his master plan into effect - the creation of *Whisper*, a 116ft long sloop designed by Ted Hood/Ted Fontaine and built by Holland Jachtbouw. "Someone once told me 'don't ever be a passive boat owner', especially while its being built. So I was not - I went over to Europe monthly for two and a half years," Fauth recalls.

Following *Whisper's* launch in 2003, Fauth was a regular competitor and frequent winner at the Bucket events, from Maine down to St Barth. "We had great fun sailing - a great experience," he remembers. "The boat is very powerful and it has an interesting dynamic - you don't find many big centreboard boats anymore." The giant centreboard, largely vanished from modern boats, was a traditional feature of sailing yachts based on the US East Coast, where draft is typically shallow. *Whisper's* event schedule became more hardcore when Fauth entered her in the Rolex Transatlantic Challenge, held in 2005 to mark the centenary of the NYYC's famous Kaiser's Cup race from New York to the Lizard.

While racing *Whisper* was fun, and Fauth still owns her, she was not adequately fulfilling his need to race and, later that year, Fauth found himself in Saint-Tropez admiring the latest carbon fibre hardware. "We came across *Sotto Voce*. The Dutchman who owned it was going to build a TP52, so I made him



Fauth returned to yachting in style with his 116ft sloop *Whisper*.



an offer which nobody should have accepted, but he did... He wouldn't sell the name, because of course I thought 'Whisper'...'Sotto Voce'...this is meant to be!" Thus was born the first *Bella Mente*. However it was not plain sailing. The Judel/Vrolijk 66's technology and speed far exceeded what Fauth was used to and she was already outdated, built to the IMS (when IRC was on the ascent), complete with spinnaker pole and symmetric kites. Despite this, in their first season in 2006, Fauth and his team won Newport-Bermuda line honours. In retrospect Fauth says this was a "transition boat".

Soon after, now fully bitten by the racing bug, he commissioned a new mini maxi, a Reichel/Pugh 69

built by NEB in Rhode Island. At this time the STP65 box rule class was all the rage, but Fauth steered away from this; wise given how short-lived the class was.

Unfortunately the 69, along with some of her contemporaries, such as Jim Swartz's *Money Penny* and Neville Crichton's *Alfa Junior*, were the victims of some dud R&D. As Fauth recalls: "They made the stern too square and we couldn't hold a line." Digging in the chine would create alarming lee helm. "So we had to strip 30ft from the transom forward and rebuild." While just a few short words, this was a massive undertaking. Fortunately the 69 then enjoyed some success, including winning the Barn Door Trophy (line honours) in the 2011 Transpac.

By this time work was already progressing on a third *Bella Mente* – a Judel/Vrolijk 72. This received substantial development work, both via computer simulations and tank testing, taking 18 months to complete.

However, it was third time lucky. The new *Bella Mente* proved herself to be Fauth's prize stallion, an all-round weapon, capable of claiming significant silverware both inshore and offshore. Fresh out of the box, she won the 2012 Rolex Mini Maxi World Championship (part of the Maxi Yacht Rolex Cup) against strong competition. She claimed the top prize in maxi yachting again in 2015 and 2016, by which time the top Mini Maxi racers had become

The third Bella Mente was a Judel/Vrolijk Maxi 72 and, as a triple world champion, is Fauth's most successful race boat to date. Photo: ROLEX/Studio Borlenghi



Powering upwind on the latest Botin Partners-designed Bella Mente.
Photo: ROLEX/Studio Borlenghi

the Maxi 72 class. Among many other accolades, she also won the RORC Caribbean 600 in 2015 and 2017. As Fauth succinctly puts it: “Rolfy [Vrolijk] did a good job.”

After six highly successful years with the Judel/Vrolijk 72, Fauth’s fourth Maxi 72 came online in the autumn of 2018, a Botin Partners design, and a step on from Dario Ferrari’s *Cannonball*.

Development of the boat was held up due to the pandemic, but even in its second season in 2021 there was still much work to do. As Fauth describes it: “It is just like sailing a big dinghy with a team of 20 professional athletes. We are still figuring it out.” As to how she compares with the Judel/Vrolijk: “This boat has more rocker and feels quite different. The last boat had a flat bottom and went like hell downwind, but wasn’t as good upwind. We have already put a new fin and bulb on this boat and have taken some weight out of it. We are waiting for a new mast...”

Fauth has learned many lessons about maxi racing over the years. Crew composition is one example: “We started with half pros and half amateurs. The first thing we learned was that amateurs couldn’t take enough vacation to sail with us; we needed a crew commitment of 60 or 70 days, half racing and half practice - they couldn’t do that.” Today the *Bella Mente* crew is largely American or Kiwi, with a smattering of Brits, Italians and French – all professionals. “It is just like a company - you build a winning culture, a disciplined culture.”

In less than a decade the upper end of the Mini Maxi fleet evolved into the Maxi 72 and has since



devolved from it. All are now out of class: deeper, with more sail area or longer. Nonetheless they remain happily racing one another under IRC.

“It is a natural thing,” observes Fauth. “I like it the way it is right now, with everyone having their own rating. The reality is that we race as a class only for a minority of the time. The rest of the time we do other

things – the Bermuda race or we go down to the Caribbean – and then you are competing with other people who have no limitations in terms of what they can do with their boats.”

He also likes the technical side of his campaign, no doubt genes passed down from his aeronautical engineer father. On *Bella Mente* there is constant

tinkering. “Our competitors call us ‘Experi Mente’ because we are never the same – the sails, the rigging, etc. You either get better or you get worse, but you never stay the same. It is fun.”

Dario Ferrari’s *Cannonball* was the first Maxi 72 to be unashamedly optimised for inshore racing. This has proven to be a good strategy, with *Cannonball* winning the Maxi Yacht Rolex Cup in both 2019 and 2021. Fauth doesn’t begrudge this trend: “If you sail in the Mediterranean you want a light and nimble boat, not a boat built for offshore. But we’ll go and race in the Caribbean, do St Barth, etc. We’ll do [Newport] Bermuda, because it is close to home and maybe do the Transpac one more time. In addition, we’ll compete in the Med and do the world championships with enthusiasm.”

Despite his age, Fauth remains fit and still very much enjoys his yachting: “They are full-on boats, even to helm. I can still get around on the boat. I have said this is my last boat...for the last two boats! I am still skiing, fly fishing and playing golf. I have had two new knees in the last two years - and they are damned good!”

He reckons that even without an official class now, there is still much life left in racing the former Maxi 72s. “There are more around not being sailed - we’d like to get those back in action. The issue is that this is not for everyone. It is expensive: You put a pro crew on and start shipping stuff all over the world, people, plane tickets, hotel rooms, etc.” Running costs, he says, exceed US\$ 5 million per annum. “It is not for everyone. We have done it for years,

Hap Fauth and boat captain Peter Henderson after winning the Rolex Maxi 72 World Championship in 2015.
Photo: ROLEX/Studio Borlenghi





because we like the competition over here [in Europe] and we'd come for the season. We obviously like it or we wouldn't do it."

While the Maxi 72 represents his personal sailing, Fauth recently took a giant step on when he, with partner Doug DeVos, backed American Magic, the NYYC's challenge for the 36th America's Cup. Fauth's connection to the NYYC extends back decades; he remembers regularly chartering a Swan

65 on which to watch the America's Cup racing in Newport. Between the *Bella Mente* and DeVos' *Quantum Racing* crews there is massive AC experience. "We built a really competitive culture within the American Magic syndicate during the 36th America's Cup," he says.

At the time of writing, the show was back on the road and American Magic is challenging for a second time. Fauth points out that American Magic controls



all the assets from their last campaign, giving them infrastructure and a good head start in mounting their challenge for the 37th America's Cup, due to take place in 2024. They have also ordered two of the new 40ft training boats that will be used as a training platform.

A true gentleman and a delight to have sailing maxis – let's hope we see Hap Fauth and more *Bella Mentes* for years to come.

Left: Fauth is one of the two Team Principals of American Magic, the New York Yacht Club's present America's Cup challenger. Photo: Sailing Energy/American Magic

Above left: (left to right) Andrew McIrvine with Maxi 72 Class Manager Rob Weiland, Hap Fauth and the Yacht Club Costa Smeralda's Secretary General and Sports Director Edoardo Recchi. Above right: Fauth, jubilant upon winning his third World Championship. Photos: ROLEX/Studio Borlenghi



2021 Season Round-up





Due to the pandemic the Regata dei Tre Golfi was more low-key than usual, with the traditional dinner at the Circolo del Remo e della Vela Italia's clubhouse and midnight start, replaced by crews receiving a hospitality pack and an early evening departure.

Among the fleet of 110, eight maxis got away in the second start at 19:30 in 15 knots. Making the best of the first upwind leg northwest to Ponza was Carlo Alberini's Davidson 69 *Pendragon VI*, followed by Guido Paolo Gamucci's canting keel Mylius 60 *Cippa Lippa X*.

The return was a straight line port gybe broad reach to the end of the Sorrentine peninsula. At this point *Cippa Lippa X* was still second on the water, but being

chased by *Lupa of the Sea*, followed by *Fra' Diavolo*, *Lorina 1895* and *Anywave*.

Pendragon VI reached the end of the Sorrentine Peninsula at 15:00, but was then slow getting to the Li Galli gate off the Amalfi coast. Fortunately for them, everyone else slowed here too and Alberini's team was able to speed away, returning round the south side of Capri to the finish off the island's Marina Grande.

First home, *Pendragon VI*'s race time of 17 hours 54 minutes 19 seconds established a new maxi yacht record (beating the previous time of 18 hours 49 minutes 24 seconds, set by *Caol Ila R*) but narrowly missing out on the outright race record of 16 hours

44 minutes 13 seconds set by the Cookson 50 *Cippa Lippa 8* in 2016. For his efforts, Alberini was awarded the line honours trophy, the Coppa Gustavo d'Andrea.

Corrected time victory overall went to Giuseppe Puttini's 1976 vintage Swan 65 *Shirlaf*, on which Gabriele Bruni was calling tactics, ahead of *Lorina 1895* and *Fra' Diavolo*.

Maxi IRC results

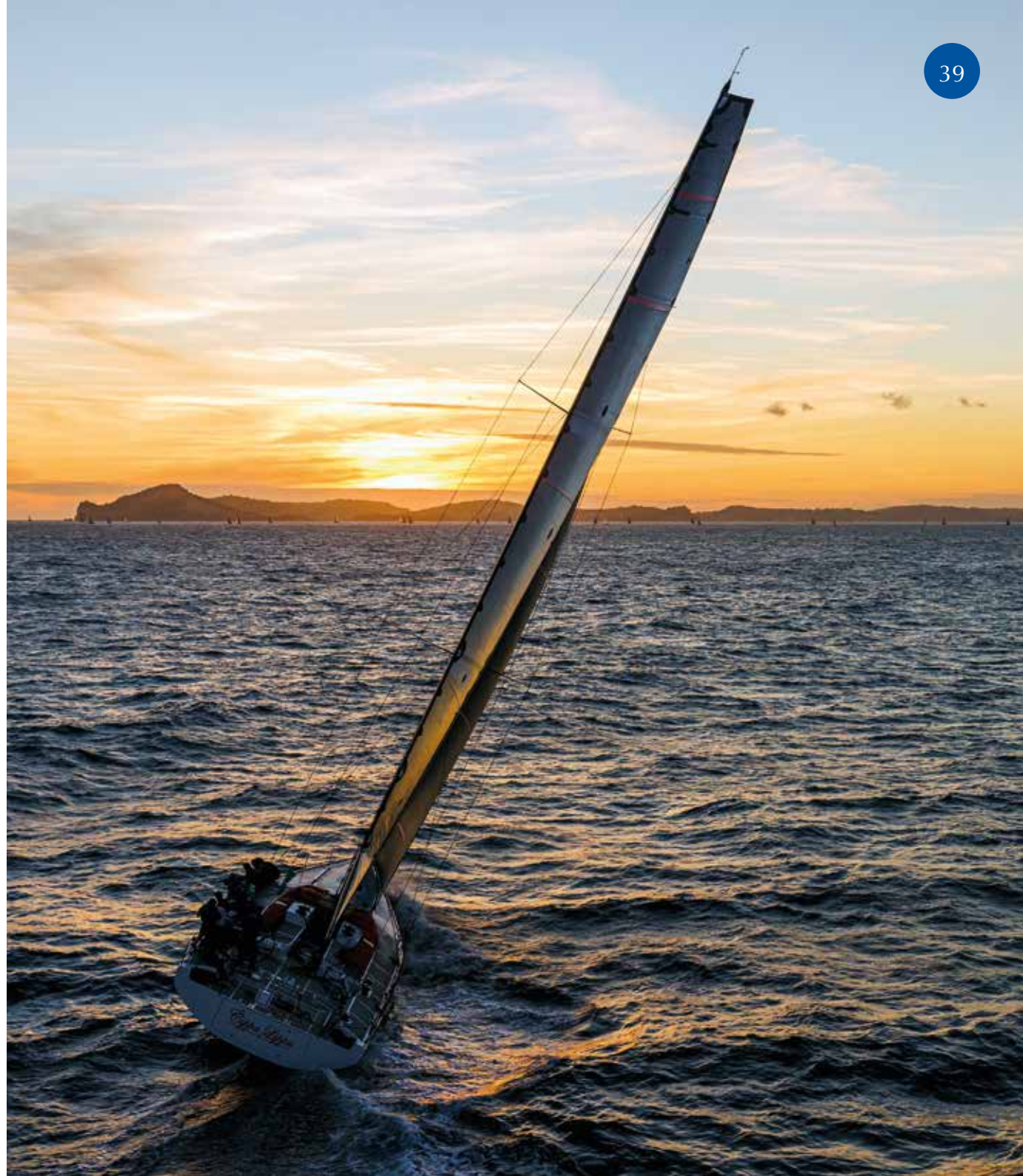
1	<i>Shirlaf</i>	Giuseppe Puttini (ITA)
2	<i>Lorina 1895</i>	Jean-Pierre Barjon (FRA)
3	<i>Fra' Diavolo</i>	Vincenzo Addressi (ITA)



Above: The start from off Naples' Castel dell'Ovo.

Middle left: CRVI President Roberto Mottola di Amato with event special patron, actress Maria Vera Ratti, and the CRVI's Fabio Ratti and Maurizio Pavesi.
Bottom left: Flag raising ceremony outside the CRVI's clubhouse. Far right: The canting keel Mylius 60 *Cippa Lippa X* heading out into the setting sun.

All photos: ROLEX/Studio Borlenghi





Top: (left to right) Luca Salvetti, Mayor of Livorno and Gianluca Conti, Yacht Club di Livorno President, with organiser Roberto Lacorte and Yacht Club Punta Ala President Alessandro Masini.

Despite strong regulations still being in force due to the pandemic, the 12th edition of the 151 Miglia-Trofeo Cetilar offshore race set sail from Livorno, Italy with a near-record fleet of 250 yachts, including 13 maxis in the IRC Over 60 class. Given the circumstances, this was a fine turn-out for the third event in the IMA's 2020-21 Mediterranean Maxi Offshore Challenge.

Despite the strong fleet, the 151 Miglia-Trofeo Cetilar was a more discrete affair, missing the usual massive parties at the start and finish for which the event has gained a strong reputation.

Backed, as usual, by IMA Vice President Roberto Lacorte's company, this year, for the first time, Lacorte was not competing on his own boat. While he waits for the launch of his radical 19m long AC75-inspired flying maxi *FlyingNikka*, he was instead to be found racing on Vincenzo De Falco's Mills 43 *Skarp*.

The course for the 151 Miglia-Trofeo Cetilar is a large tour of the Tuscan coast: The fleet leaves Livorno for a turning mark off Marina di Pisa, then heads southwest to the Giraglia rock, before coming back southeast past the Tuscan archipelago and Elba, to a turning mark at the Formiche di Grosseto rocks, finally heading north again on a short leg to the finish line off Punta Ala.

With no *Rambler 88* to defend her title and her record, the race favourite was the 100ft *Arca SGR*, campaigned by pro sailor Furio Benussi. The former *Wild Thing* maxi made the best of the start and was looking strong, first to arrive at the Giraglia rock in the early evening. While the course from there is

southeast, competitors can actually find themselves heading north or northeast, well off course to stay in the often fickle night breeze in this area.

Sadly for the Trieste-based maxi, the wind did disappear for three hours and this enabled Carlo Alberini's *Pendragon VI*, Luciano Gandini and his Mylius 80 *Twin Soul B* and Guido Paolo Gamucci's canting keel Mylius 60 *Cippa Lippa X* to close in on them. It wasn't until late in the evening that most of the front runners got moving again, leaving poor Riccardo De Michele's Vallicelli 80 *H2O* becalmed and wallowing, closer to the rhumb line to the south.

Progress was not to last long however, and in the early hours of the morning the trio following *Arca SGR* got stuck off the western end of Elba. While *Cippa Lippa X* and *Pendragon VI* had their bows pointed 90° to the course, *Twin Soul B* managed to slip through by deliberately staying further offshore, where there seemed to be better pressure.

Further ahead, *Arca SGR* forged on and passed the turning mark at Formiche di Grosseto at 05:00, followed by *Twin Soul B* two hours later. After a final park-up just short of the finish line, the 100ft maxi at last crossed at 06:37:09. Her elapsed time of 15 hours 42 minutes was just under two hours outside of the race record set by *Rambler 88* in 2019.

"I am very satisfied with the results, the performance of the boat and with the crew's effort," said Furio Benussi, who sailed as helmsman and skipper with a crew including top Italian sailors such as tactician Lorenzo Bressani, Nacra 17 Olympian Vittorio Bissaro, Stefano Spangaro and Andrea Caracci.

...and they're away! *Twin Soul B* leads *H2O* off on starboard, while *Pendragon VI* gets an early advantage over *Arca SGR*.
All photos: Studio Taccola





“Winning line honours in the 151 Miglia was one of our goals and part of a bigger project. My congratulations go to the organisers of this wonderful event. The race course is simply magic.”

The well-deserved overall win in the race’s IRC Over 60 class went to *Twin Soul B*, largely thanks to the Mylius 80’s success in keeping moving in the early hours while her rivals wallowed to the west of Elba. Luciano Gandini, who is also Mylius Yachts’ President, observed of that moment: “It enabled us to get a good advantage on the rest of the fleet, including *Pendragon VI* and *Cippa Lippa X*.”

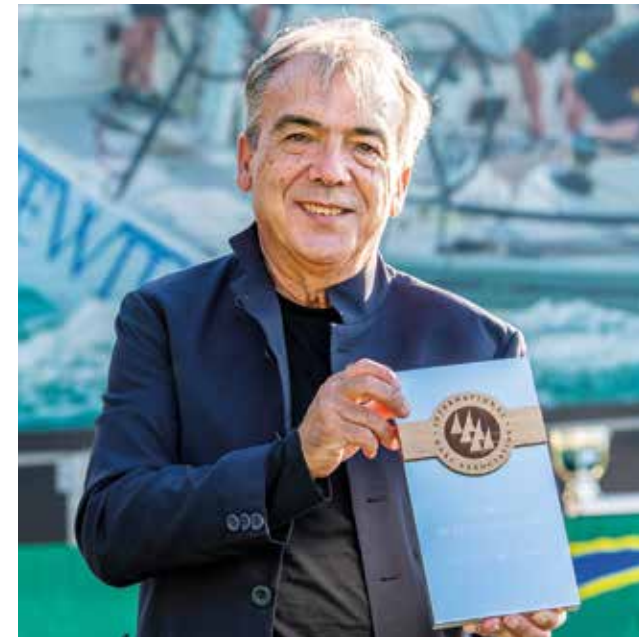
Gandini praised the extreme moves demanded during the race by his tactician Roberto Pardini and navigator Mauro Montefusco. “We had carefully studied the weather forecasts before, but we were also lucky.”

After escaping from her rivals at Elba, *Twin Soul B* managed to hang on to her advantage to finish second on the water, just under two hours after *Arca SGR*, recording an elapsed time of 17 hours 37 minutes 42 seconds. “My congratulations to the organisers – what a wonderful race this is!” Gandini concluded.

The podium was completed with *Arca SGR* managing to secure second under IRC corrected time. While *Pendragon VI* was third home on the water 1 hour 36 minutes after *Twin Soul B*, it was *Cippa Lippa X*, arriving just 36 minutes later, that claimed third under corrected time, with *Pendragon VI* ending up fourth.

IRC Over 60 results

1	<i>Twin Soul B</i>	Luciano Gandini (ITA)
2	<i>Arca SGR</i>	Furio Benussi (ITA)
3	<i>Cippa Lippa X</i>	Guido Paolo Gamucci (ITA)



Left: Close racing between eventual maxi class winner *Twin Soul B* and *Pendragon VI*.
 Above left: Furio Benussi and the 100ft *Arca SGR* claimed line honours and were second overall.
 Above right: Overall winner *Twin Soul B* owner Luciano Gandini with his IMA prize.
 All photos: Fabio Taccola/Studio Taccola





ROLEX GIRAGLIA

For the 68th Rolex Giraglia, its organisers, the Yacht Club Italiano, were forced to run a pared back version of their offshore classic to comply with COVID regulations. This meant there was no feeder race to Saint-Tropez and no inshore racing, the race instead starting from Sanremo and only venturing into French waters at a turning mark off Rade d'Agay, before the crossing to the Giraglia rock.

It was fortunate that this, the fourth event in the IMA's Mediterranean Maxi Offshore Challenge, could go ahead, even maintaining a similar 241 mile course length, but naturally the fleet was depleted with just 143 entrants, although still including 17 maxis. Among these were three 100-footers: Sir Lindsay Owen-Jones' Wallycento *Magic Carpet Cubed*, a two-time line honours winner and one-time overall winner; Furio Benussi's Trieste-based *Arca SGR*, fresh from securing 151 Miglia-Trofeo Cetilar line honours, and *Leopard*, the Farr 100 now owned by Dutch internet entrepreneur Joost Schuijff.

Mainstay of the 2021 maxi season, Carlo Alberini, racing his Davidson 69 *Pendragon VI*, was taking part in his first ever Rolex Giraglia. The hot 60-footer competition included Hungarian Márton Józsa's Reichel/Pugh 60 *Wild Joe* and the two Mills Vismara 72s: Jean-Philippe Blanpain's *Leaps & Bounds 2* and Luigi Sala's *Yoru*. Much-anticipated was the on-going fight between IMA President Benoît de Froidmont's Wally 60 *Wallyño* and Jean-Pierre Barjon's Swan 601 *Lorina 1895*.

After a successful start in sunshine and a light breeze, a tough contest played out among the maxi leaders

as they experienced a game of meteorological snakes and ladders, with the wind fading to the west of northern Corsica.

Among the front runners, *Arca SGR* finally pulled ahead at the inshore mark off Ventimiglia and then led for the remainder of the race, albeit with *Magic Carpet Cubed* constantly nipping at her heels.

The passage to Giraglia was difficult, with an expected shift from the northeast to east-southeast initially failing to materialise. Instead the wind dropped, allowing *Magic Carpet Cubed* to eat into *Arca SGR*'s lead. Finally the expected shift arrived, 25 miles short of the rock, where *Arca SGR* held a 15 minute lead. Bearing away, *Arca SGR* saw the wind veer further southeast and build to 20-25 knots. Extending her lead to eight or nine miles, the high speeds dwindled 20 miles short of the finish line, when the Trieste-based maxi put in a final hitch west to cover *Magic Carpet Cubed*.

After the slow final miles, *Arca SGR* crossed the Genoa finish line at 14:08:10 CEST, followed by *Magic Carpet Cubed* just minutes later at 14:23:55.

With his *Magic Carpet Cubed* finishing substantially ahead of *Arca SGR* under IRC corrected time, Sir Lindsay Owen-Jones was pleased with the result of his "family cruiser". This was the dark blue Wallycento's first race in 20 months, although he had taken her cruising.

However, under corrected time the race was not one for the big boats. In a fantastic outcome for the YCI, representing their club, Adriano Calvini's Felci 61

Strong maxi turn-out for the Rolex Giraglia including (left to right) *Leopard*, *Inti 3*, *Leaps & Bounds 2*, *Capricorno* and *Pendragon VI*.
Photo: IMA/Studio Borlenghi



Itacentodue, claimed the IRC 0 maxi boat class. This was a fine achievement since *Itacentodue's* crew largely comprised 17 to 25-year-olds from their B&G offshore sailing academy, plus an afterguard of America's Cup legend Tommaso Chieffi and Ambrogio Beccaria, the 2019 Mini Transat winner.

Meanwhile, as expected, *Wallyño* spent most of her race locking horns with *Lorina 1895*. Ultimately de Froidmont's silver Wally 60 reached Genoa at 22:25 CEST to claim a well-deserved second place in IRC 0. *Wallyño's* race had started slowly after a block broke just before the start causing them to cross the start line bareheaded. They were then stuck with almost no wind for three hours en route to the Giraglia rock. However, her saving grace was keeping the breeze approaching Genoa and she was able to sail in, while most others were becalmed. Behind them, *Lorina 1895* claimed the third step on the IRC 0 podium.



Maxi IRC results

9	<i>Itacentodue</i>	Adriano Calvini (ITA)
12	<i>Wallyño</i>	Benoit de Froidmont (BEL)
15	<i>Lorina 1895</i>	Jean-Pierre Barjon (FRA)

Home team win! *Itacentodue*, with a mostly young crew from the Yacht Club Italiano, was the top maxi.
Photo: ROLEX/Studio Borlenghi



Above: Furio Benussi's Arca SGR closes on Genoa to claim line honours.
Top right: Despite a slow start, Benoît de Froidmont's Wallyño was second maxi on IRC corrected time.
Bottom right: Luigi Sala's Vismara Mills 62 Yoru had a great race, finishing fourth maxi under IRC.
All photos: ROLEX/Studio Borlenghi



PALERMO-MONTECARLO

Falling, as usual, at the end of the summer, the fifth and concluding event of the 2020-21 IMA Mediterranean Maxi Offshore Challenge was the Palermo-Montecarlo. A race renowned for being tactically challenging, in this respect, its 16th edition certainly delivered, providing flat calms to a 30-knot Mistral off Bonifacio. The course took the fleet from the start off the Circolo Vela Sicilia in the Gulf of Mondello, near the Sicilian capital city of Palermo, to a gate off Porto Cervo, run by the Yacht Club Costa Smeralda, and then on to the finish and into the arms of the Yacht Club de Monaco.

Despite the pandemic, there was a solid turn-out. Among 46 starters were six maxis, of which the scratch boat, entered by Monaco-based Italian Guido Miani, was the 100ft *Arca SGR*, the 2003 Rolex Sydney Hobart line honours winner.

Setting off at 12:00 on Saturday 21 August, the first hurdle was high pressure over southeastern Sardinia, which forced the fleet offshore. Halfway to the gate on the first night, the wind backed and *Arca SGR* alone tacked east, hunting better pressure, while her competition remained closer to the rhumb line. She initially benefitted, but upon reaching the gate, just before 01:00 on Sunday morning, the chasing pack had closed, with Carlo Alberini's Davidson 69 *Pendragon VI* and Andreas Verder and Arco Van Nieuwland's Marten 72 *Aragon* passing through at 02:38 and 02:52 respectively.

Despite the Mistral filling in, the leaders were able to get up Bomb Alley and through the Strait of Bonifacio almost on one tack, before having to beat

up the coast of southwest Corsica. Eventually the breeze backed, finally allowing some fast miles to be made before they had to endure the usual nighttime park-up short of the Monaco finish.

Arca SGR ghosted in to claim line honours, although her elapsed time of 59 hours 3 minutes 8 seconds was well outside the 47 hours 46 minutes 48 seconds record set by Igor Simčič's 100ft maxi *Esimit Europa 2* in 2015.

With *Arca SGR* moored, Guido Miani expertly wielded a sabre to chop the top off the victor's champagne bottle, duly spraying his crew. This was led by Trieste legend Furio Benussi, with a strong line-up including tactician Lorenzo Bressani and Nacra 17 Olympian and World Champion Vittorio Bissaro.

Miani previously won the 2007 and 2008 editions of this race aboard his lengthened Grand Soleil 56 *Out of Reach*, but this was his first line honours victory. For Miani, sailing is a family activity, established by his father Adalberto, who until recently campaigned the Advanced 66 *Boca Dritta*. Among *Arca SGR*'s crew this time were Guido's son and nephew.

"It was an interesting race in different conditions," said Miani. "The first 50% was beating upwind, then we got 30 knots in the Strait of Bonifacio. We didn't have any problems; the boat was fantastic and the crew did a great job in keeping her in good shape."

Skipper Furio Benussi, who was also part of Miani's winning *Out of Reach* crew, added: "It was quite frustrating and really hard because we had many,

Setting sail from the Palermo suburb of Mondello and its dramatic backdrop, Arca SGR leads from Leaps & Bounds 2 and Pendragon VI.
Photo: CVS/Studio Borlenghi





many different conditions – light wind on the first day and then strong wind off Bonifacio and also in the first part off Corsica, 30 knots and really choppy, with high waves – and a cross sea. We passed through the Strait with one reef and the J6 – we have never used that before!”

The battle to be second home remained close throughout the race between *Pendragon VI* and *Aragon* – the former a shorter grand prix racer, the latter a newer racer-cruiser featuring a few French sailing stars such as America’s Cup winner Thierry Fouchier.

Pendragon VI led, however, while beating up the Corsican coast *Aragon* nosed in front. So despite

Aragon taking an easterly flier towards the finish, *Pendragon VI* prevailed, finishing at 02:20:05, 15 minutes 10 seconds ahead.

For *Pendragon VI*’s Carlo Alberini, an accomplished inshore one-design sailor, this, surprisingly, was his first Palermo-Montecarlo. “It was very interesting because the wind was up and down, stop and go, especially on the approach to Porto Cervo. It was fantastic, sailing along Corsica in the strong wind, making 13-14 knots. The race is very interesting – I encourage others to do it.”

Aragon’s largely Dutch crew enjoyed the race, despite being unable to beat *Pendragon VI* on the water this

year, as they had by two and a half minutes in 2019. But after IRC correction they scooped first place in the Maxi class.

Andreas Verder described their race: “It was challenging, but the result was good. We had nice breeze and managed to sail a straight line until Porto Cervo. *Pendragon VI* took the same route. We went through the Strait in the Mistral, but it was fine - we have been through a lot worse.”

They lost 30 minutes fixing a broken strop holding the tack of their jib and then got stuck in a hole off the Corsican coast. “Then we had a good sail until we got to five miles from Monaco.”

Among the other maxis competing, *Leaps & Bounds 2*, the Mills Vismara 62 campaigned by Jean-Philippe Blanpain, was fifth across the line at 08:09:57.

Ultimately, this year’s Palermo-Montecarlo proved not to be a big boat race, with the top maxi *Aragon* finishing 12th overall under IRC corrected time, and *Pendragon VI* 14th.

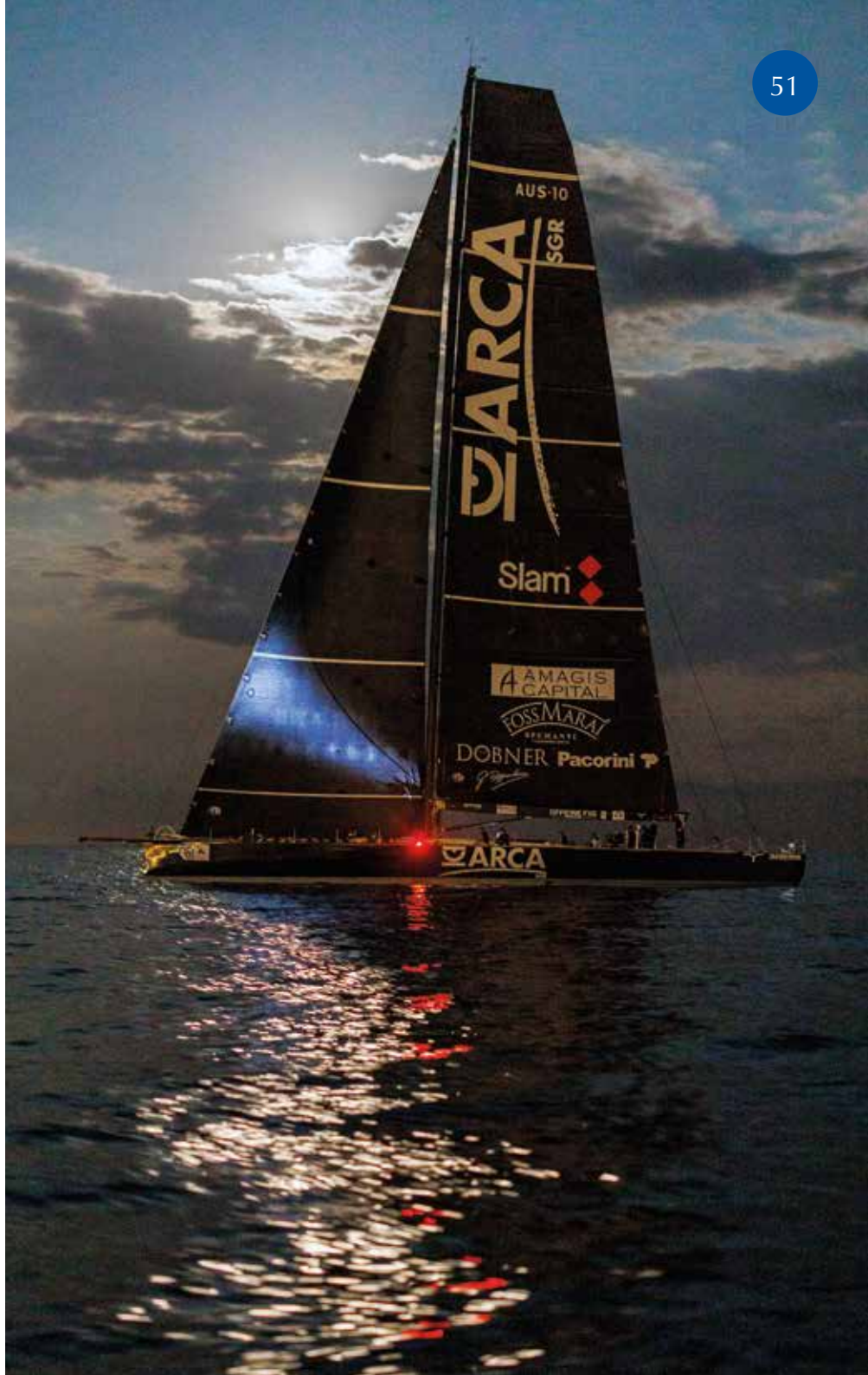
“This is not a boring race at all!” concluded Verder. “90% of the time it was sailable and through the Strait we had a lot of wind. It was an excellent mix. This is a great race, plus we like Palermo and the contrast of arriving in Monte Carlo.”

Results

12	<i>Aragon</i>	Arco Van Nieuwland/ Andreas Verder (NED)
14	<i>Pendragon VI</i>	Carlo Alberini (ITA)
16	<i>Leaps & Bounds 2</i>	Jean-Philippe Blanpain (FRA)



Above: Arco Van Nieuwland and Andreas Verder’s *Aragon* was top maxi.
Photo: CVS/Studio Borlenghi



Top: Hidden among their mostly Dutch crew were top French pro sailors Olivier Douillard and America's Cup winner Thierry Fouchier.
Above: Arca SGR's Guido Miani opens the line honours winner's champagne the traditional way.
Right: Arca SGR ghosts across the Montecarlo finish line, the first boat home.
Photos: CVS/Studio Borlenghi



In one of the most superb high-speed offshore racing competitions, three of the world's largest and fastest racing maxis hurtled around the Rolex Middle Sea Race course, all arriving back in Valletta having completed the anticlockwise lap of Sicily ahead of the record time. It was the most dramatic of possible starts to the IMA's 2021-22 Mediterranean Maxi Offshore Challenge.

After the howitzer fire had echoed around Valletta's Grand Harbour on Saturday 23 October, sending the fleet of the Royal Malta Yacht Club's 'classic 600 miler' on its way, there was a prolonged battle for the monohull lead on the water. On the one hand there was the tried and tested, now Russian-owned, VPLP-Verdier 100 *Comanche*. On the other was Dmitry Rybolovlev's giant ClubSwan 125 *Skorprios*, just launched late in the spring and competing in only her second race, following August's Rolex Fastnet Race. Strangely, crews on both boats were led by former Olympic Tornado medallists – Australian Mitch Booth on *Comanche* (silver in Atlanta; bronze in Barcelona) and Fernando Echavarri (gold in Beijing) on *Skorprios*.

After a close race, it was *Comanche* that prevailed, blazing her way around the course to finish at the entrance to Malta's Marsamxett Harbour in a time of just 40 hours 17 minutes 50 seconds. This represented a monumental improvement of 7 hours 37 minutes 13 seconds, or 16%, over the race record established in 2007 by American George David and his original *Rambler 90*. Despite numerous attempts by David's seasoned crew of former America's Cup and Volvo Ocean rock stars in his subsequent *Rambler 100* and

Rambler 88, he had never managed to improve upon his time in the intervening years.

Skorprios finished 1 hour 26 minutes astern, while *Rambler 88* was outgunned by the sheer waterline length advantage of her rivals, although there was some consolation that, with an elapsed time of 46 hours 20 minutes 25 seconds, David had finally managed to better his record.

Comanche's record is likely to stand for some time, as former Volvo Ocean Race skipper Neal McDonald, racing on *Skorprios*, put it: "The chances of going downwind across the top [of Sicily] and then downwind across the bottom again is zero." *Comanche's* Mitch Booth agreed: "It'll be a tough one. I don't think we could have got a better weather window than that. It was pretty close to perfect."

Modern-day high performance monohulls typically don't go upwind well. Fortunately, in this race there was just an hour of upwind for the frontrunners to slog through, to get round the southeast point of Scilly on the first afternoon. Also, often competitors get held up passing through the Strait of Messina, which narrows to just two miles; but not so this time, McDonald explained: "We shot out like you wouldn't believe – at 20 knots in flat, flat water in the middle of the night. These boats are wind creators: You don't need much to generate so much speed with the massive rig. It was multihull speeds in a monohull - phenomenal."

Both boats experienced issues at the Strait – *Comanche* blew up a spinnaker entering it, while *Skorprios* came to a grinding halt, suffering furler

Possibly the most magnificent start experience in the racing calendar:
to howitzer gun fire, surrounded by the ancient ramparts of the
Maltese capital Valletta's Grand Harbour.
Photo: ROLEX/Kurt Arrigo





SALUTING BATTERY



problems, on exiting it. “When you have a furling problem on a boat that size, you are in the hands of the weather gods,” said McDonald. The net result, plus *Comanche* being assisted by the tactical and navigational cunning of Tom Slingsby and Will Oxley respectively, left the two yachts neck and neck up to the turning mark at the volcanic island of Stromboli, while *Rambler 88* was slowly losing ground astern.

Sailing along the north coast of Sicily was the windiest part of the race, when at times they saw 25 knots. “It was full-on, downwind, pedal to the metal - just marvellous,” continued McDonald. “It wasn’t wavy, so you’re not really surfing, but still doing 20-25 knots. I thought that would be the time when they [*Comanche*] would hammer us, but when we were next to them, they were higher and faster and we were lower, but clearly our VMG was better, because we were slowly drawing ahead.”

The ride was exhilarating, but wet, on *Comanche*, which hit 32 knots. As Booth recounted: “It was good fun - a lot of spray, a good ride, but very wet. The amount of water that comes over the boat is mind-blowing, as it’s so low.”

This was compounded by further sail issues. “A couple of hours after Stromboli, it started building and building. Then we broached and blew up another spinnaker,” admitted Booth. “*Comanche* is not an easy boat to broach! We were pushing so hard, doing 30 knots of boat speed, on the edge, and it just spun out and [the kite] flogged and blew up. But that’s racing – you push to the limits. We were lucky we had a third [spinnaker] that we could put up and continue on.”

Then, unfortunately, another disaster struck, although this time of Mother Nature’s making. Even before the start, the forecast had shown the area between Trapani, at the western end of Sicily, and Pantelleria being particularly volatile, and so it proved. *Skorpios*, which had regained the lead, was passing Trapani when she fell into a windless hole

beneath a rain cloud. Remarkably, the fastest monohull in the world, the most highly rated ever under IRC, stopped dead. “That cost us 30 miles,” said McDonald. “We went in there 12 miles ahead and came out 7-8 miles behind, which rapidly turned into 20. It was mortifying. We were flapping around, stopped. I saw 0.01 knots...”



Left: George David’s *Rambler 88* was fastest out of the blocks, leading the maxi fleet out of Grand Harbour.
 Above: Making the trip from Slovenia was the Gašper Vinčec skippered *Way of Life*.
 Photos: ROLEX/Kurt Arrigo



Comanche was able to pass to the east of the parked ClubSwan 125. “The breeze went a bit squirrely and we snuck by them,” recounted Booth. “We thought we had better keep covering from there, but as the breeze filled, we started to extend again.”

Remarkably, this was the Russian owner of *Comanche*’s first ever offshore race. Understandably, as Booth said, “he loved it. There was no better way to start an offshore experience than that race. It was just brilliant. It was a good way to show him that offshore racing is an endurance, equipment-based sport.”

Behind the lead trio, the second wave of maxis had a harder time in the latter stages of the race, on the home straight back to Malta in headwinds. This group included the Gašper Vinčec skippered maxZ86 *Way of Life* and several VO70s and VO65s, led by the Grzegorz Baranowski’s VO70 *I Love Poland* and including Márton Józsa’s Reichel/Pugh 60 *Wild Joe*.

Ultimately, due to deteriorating conditions, the race committee of the Rolex Middle Sea Race chose to shorten the course retrospectively. The new finish line at the South Comino Channel resulted in a reshuffling of the overall corrected times, with the result that *Comanche* was able to secure the ultra-rare ‘triple’ – record, line honours and overall victory. Beginner’s luck perhaps.

Results

1	<i>Comanche</i>	Mitch Booth (AUS)
5	<i>Rambler 88</i>	George David (USA)
18	<i>Fra’ Diavolo</i>	Vincenzo Addressi (ITA)

Above: George David’s *Rambler 88* was unable to hold on to the coattails of the larger, faster *Skorpios* and *Comanche*, but still beat her existing record and finished second maxi overall.

Right: Wet ride for the crew led by double Olympic Tornado medallist Mitch Booth on *Comanche*.

Photos: ROLEX/Kurt Arrigo







ROLEX CAPRI SAILING WEEK

59



With so little maxi racing in 2020 due to the pandemic, the decision by the organisers to go ahead with the Rolex Capri Sailing Week and its Maxi Yacht Capri Trophy was a gamble that paid. This resulted in the successful launch of the 2021 IMA Mediterranean Maxi Inshore Challenge and provided confidence to those watching from afar, wishing they too were out racing around Capri.

Given these circumstances, it was unsurprising that almost all the entries were Italian, among them Giuseppe Puttini's Swan 65 *Shirlaf* and the Mylius 18e35 *Fra' Diavolo* of Yacht Club Gaeta President Vincenzo Addressi. However, a big 'chapeau' must go to Jean-Pierre Barjon and his French crew on the Swan 601 *Lorina 1895*, the only team competing from outside of Italy.

On this occasion the Maxi Yacht Capri Trophy preceded Rolex Capri Sailing Week's offshore race, the Regata dei Tre Golfi (see p38).

On day one a single windward-leeward was held before rain finally killed the breeze. After an even first beat *Cippa Lippa X* led around the top mark. Guido Paolo Gamucci's canting keel Mylius 60 attempted to consolidate on the downwind with an early gybe, but could not shake Alberto Leghissa's Frers 63 *Anywave*, which was close on her transom at the leeward gate.

Cippa Lippa X, on which former America's Cup helmsman Paolo Cian calls tactics, kept her nose ahead of *Anywave*, with *Lorina 1895* recovering well on the second beat to take third. However, under IRC corrected time, it was Luca Scoppa's Dehler 60

Blue Oyster that won by 40 seconds from *Shirlaf*, with *Lorina 1895* third.

For day two, a long coastal course was set with an opening leg up to Montechiaro, back to a mark off Punta Campanella at the tip of the Sorrentine Peninsula, followed by a beat into an anticlockwise lap of Capri, finishing off Marina Grande. Once again, the fight at the front was between *Cippa Lippa X* and *Anywave*, with the canting keeler finishing just eight seconds ahead on the water. However, both lost out on corrected time to *Fra' Diavolo*, the winner ahead of *Lorina 1895*, both benefitting in addition from the 1.5x scoring co-efficient for the longer distance race.

The course for day three was again a 1.5x scoring coastal, this time starting with a short beat before heading east to the Punta Campanella mark and then onto a lap of Capri, this time clockwise, passing through a gate off the Faraglioni rocks, a beat along the south side of the island, before a run back to Punta Campanella and a beat back to the finish.

This time it was not until the downwind leg that *Cippa Lippa X* and *Anywave* managed to shake off those chasing, with *Cippa Lippa X* first home by 1 minute 39 seconds. However, neither managed to recover their time on the slippery *Fra' Diavolo*, with *Blue Oyster* claiming second from *Lorina 1895*.

After an overnight deluge, the fourth and final day of the Maxi Yacht Capri Trophy was held in conditions that challenged both competitors and race committee alike. A giant wind shift caused the first attempt at a windward-leeward to be abandoned.

*Given that Italy was still in the grips of the pandemic, there was a strong turn-out for the Maxi Yacht Capri Trophy.
Photo: ROLEX/Studio Borlenghi*

The race committee then moved a little further out into the Bay of Naples and started again in a 4-6 knots south-southeasterly.

Off the line the venerable Swan 65 *Shirlaf* won the pin, but on board *Anywave*, Italian America's Cup legend Mauro Pelaschier was quick to call the tack, as those on starboard keyed into a significant left hand shift with the breeze building into double figures.

Lorina 1895 picked up well on the final part of the first beat to trail *Anywave* and *Cippa Lippa X* around the top mark. However this time it was the turn of *Anywave* to finish first on the water. Pelaschier observed: "It was the first time racing for the crew after the pandemic, so there was big excitement on board. The wind also made the course very stimulating. The race committee did an excellent job. We love to be in Capri - the organisation is excellent."

Fra' Diavolo's situation wasn't looking so rosy at one point, starting in last place. However, Addressi and his crew managed to recover, eventually finishing third on corrected time, enough to secure them the Maxi Yacht Capri Trophy.

Addressi commented: "There were 'only' eight yachts, but the level of competition was very high, with some very good sailors. My compliments go to the race committee, who chose very good courses, some of them very tough.

"We have never had such a gorgeous week in Capri before and we are so happy we chose to be here, despite all of the uncertainties of the last weeks."

Under IRC *Shirlaf* corrected out ahead of her competition in this final race, despite Swan 65s traditionally preferring stronger conditions, with *Lorina 1895* second. Winning the last day's race elevated *Shirlaf* to second, 1.25 points astern of *Fra' Diavolo*, with *Lorina 1895* a further 0.75 back.

Having ventured all the way from France to compete, Jean-Pierre Barjon was pleased: "It is a historic week because it is the first time we have returned to do a race since the pandemic. Capri is a fantastic place and the conditions were really exceptional."

Sadly for *Fra' Diavolo's* crew, they were unable to repeat their performance in the subsequent Regata dei Tre Golfi, and the Rolex Trophy, the overall combined prize for Maxi Yacht Capri Trophy and the offshore race, went to *Shirlaf*.



Results

1	<i>Fra' Diavolo</i>	Vincenzo Addressi (ITA)
2	<i>Lorina 1895</i>	Jean-Pierre Barjon (FRA)
3	<i>Shirlaf</i>	Guiseppe Puttini (ITA)

Left: *Lorina 1895* and *Fra' Diavolo* duking it out downwind on the Bay of Naples.

Above right: Andrew McIrvine presents *Fra' Diavolo's* Vincenzo Addressi with the IMA prize for the Maxi Yacht Capri Trophy winner.

All photos: ROLEX/Studio Borlenghi



Top left: Matteo Fossati's Starkel 64 Stella Maris was sixth overall.
Top centre: (left to right) Monica Recchia, Brunella d'Avanzo, Andrew McIrvine, Francesca Todaro and Maria Luisa Farris.
Top right: Overall winner, the Mylius 18e35 Fra' Diavolo.
Bottom: Jean-Pierre Barjon's Lorina 1895, the only non-Italian yacht competing, was rewarded with second place overall.
All photos: ROLEX/Studio Borlenghi



Maxi yachting's premier event bounced back strongly in 2021, confounding expectations with a fleet of 43. The Maxi Yacht Rolex Cup was organised, as it has been for 40+ years, by the Yacht Club Costa Smeralda in conjunction with the IMA.

Among the Super Maxis were two magnificent Js, *Velsheda* and *Topaz*, continuing their intense match racing. They were joined by the beautiful Spirit Yachts 111 *Geist*, the Swan 115 *Shamanna* and regular competitor Vittorio Moretti's Maxi Dolphin 118 *Viriella*.

While the Maxi class has been thin in recent editions, the opposite was true this time. With the inclusion of the Wallys, it featured six 100-footers: the two Wallycentos - Sir Lindsay Owen-Jones' *Magic Carpet Cubed* and David M. Leuschen's *Galateia*, Claus-Peter Offen's Wally 100 *y3k*, the Verdier-VPLP 100 *Comanche*, the Farr 100 *Leopard* and *Arca SGR*, campaigned by Furio Benussi. In addition, George David's all-conquering *Rambler 88* and the new, race-optimised Swan 98 *Be Cool* lined up. Competing at her first Maxi Yacht Rolex Cup was American Wendy Schmidt's new Botin 85 racer *Deep Blue*, plus Lord Irvine Laidlaw's Reichel/Pugh 82 *Highland Fling XI*, Paul Berger's Swan 82 *Kallima* and Philip Rann's Swan 80 *Umiko*.

In the Mini Maxi classes, the hottest competition would be between the former Maxi 72s, the question being if Dario Ferrari's 2019 winner *Cannonball* could fend off her newer sistership, Hap Fauth's *Bella Mente*. George Sakellaris' *Proteus* (ex-*Ràn V*) and Jim Swartz's *Vesper* (formerly the 2017-18 World Champion

Momo) would also be fighting it out with Peter Dubens' newly acquired, and now power-winded, *NorthStar* (ex-*Ràn III/Sorcha*).

Also in Mini Maxi 1 were the Austrian VO65 *Sisi*, the Russian-chartered Marten 72 *Aragon* and, nipping at their heels, Hungarian Márton Józsa's DSS-equipped *Wild Joe*.

Carlo Alberini, on his heavily campaigned Davidson 69 *Pendragon VI*, was looking forward to lining up with old friend Alessandro Del Bono on his ILC maxi *Capricorno*. Significant past winners included Riccardo de Michele's Vallicelli 80 *H2O* and Terry Hui's formidable Wally 77 *Lyra*.

As ever, there was a strong turn-out from Mylius Yachts, led by President Luciano Gandini's 80ft flagship *Twin Soul B*, plus Guido Paolo Gamucci's canting keel 60 *Cippa Lippa X*, former winner *Fra' Diavolo* of Vincenzo Addressi, Aldo Parisotto's 65FD *Oscar3* and Franz Baruffaldi Preis' 60FD *Manticore*.

Among the competitive 60-footers were the Swan 601s, Gerard Logel's *@robas* and Jean-Pierre Barjon's *Lorina 1895*, facing stiff competition from IMA President Benoît de Froidmont's Wally 60 *Wallyño*. They were joined by Matthias Maus and Edith Lange's Swan 65 *Alpha Centauri of London*, Matteo Fossati's Starkel 64 *Stella Maris* and the Dehler 60 *Blue Oyster* of Luca Scoppa.

While the Costa Smeralda is renowned for the strong northwesterlies that funnel down between Sardinia and the La Maddalena archipelago, unusually the forecast was for light northeasterlies, veering into the

Maxi yachting defined - the J Class classic Velsheda leads the Swan 115 Shamanna into Bomb Alley.
Photo: ROLEX/Studio Borlenghi







southeast and building to the mid-teens on Thursday. Ultimately four races were held, with the layday postponed from Thursday to Friday, while racing was cancelled on the Saturday.

Throughout the week, among the Super Maxis, the Js prevailed; the quality and competitiveness of the racing consistently impressive between such ancient designs. Ultimately *Velsheda*, whose owner Ronald de Waal was being supported by Mike Toppa and Andy Beadsworth (Tom Dodson was stuck in New Zealand), came out on top, winning the first three races. In the first and third, *Topaz* seemed to have the upper hand early on, only for the higher rated *Velsheda* to recover and pull ahead enough to win under corrected time. In the third race they passed *Topaz* after a tacking duel, as an awestruck Beadsworth observed: "It is a life experience, having a big tacking duel in Js coming up through Bomb Alley."

Only on the last day of racing did *Topaz* recover one, by a mere 16 seconds, *Velsheda* passing them on the finish line. "We get closer with these two 180 tonne boats than I get in my Finn!" quipped *Topaz's* helmsman, Peter Holmberg.

The Maxis were operating in uncharted territory, given their substantial fleet. Surprisingly, it wasn't the 100-footers, but *Highland Fling XI* that gained an early advantage, winning the first two races. "The boat may be 12 years old, but it is still extraordinary," enthused Lord Laidlaw. "It doesn't matter if it is blowing hard or light – we are competitive."

Second in both races was *Magic Carpet Cubed*, while equally impressive was *y3k* coming third and then

winning the third race outright, despite being one of the oldest maxis – much to the delight of owner and former IMA President Claus-Peter Offen: "We thought we were fifth or sixth, so it was a nice day! We are the heaviest of all the boats, so generally moderate average breeze favours us more."

Sadly, the latter part of the regatta did not go so well for *Highland Fling XI*: involved in a collision on the Wednesday and breaking her forestay on the Thursday. Fortunately, rapid work by the crew stabilised and saved the rig. Then, in record time, they managed to get a replacement forestay fitted.

On what would prove to be the final day, David M. Leuschen's *Galateia* won, while finishing second was enough to see Sir Lindsay Owen-Jones' *Magic Carpet Cubed* take the top spot. For Owen-Jones, this was his seventh victory at this event: "I am very happy. None of us had the faintest idea how it would work out against all these incredible boats that have won the Rolex Fastnet or Sydney Hobart races, etc but *Magic Carpet* is a well-rounded boat that does most things pretty well."

The 'Maxi 72 on steroids' *Deep Blue* finished fifth, much to the relief of owner Wendy Schmidt. "This was our maiden voyage, finding out about the boat and its modes. We had great competition to do that with," she said.

In Mini Maxi 1, inevitably dominating the class were the former Maxi 72s, all now racing out of class. They were the only fleet to sail some windward-leewards. The first three races favoured the Botin designs - *Cannonball* winning for the first and third

races and *Bella Mente* the second, although all five Maxi 72s were close. The Judel/Vrolijkx finally won the two windward-leewards on what would be the final day, with George Sakellaris' *Proteus* claiming the day, posting a first and then a second to Jim Swartz's *Vesper*.

Ultimately *Cannonball*, with Michele Ivaldi and Vasco Vascotto on tactics, successfully defended her title, finishing two points clear of *Vesper*, in turn just one ahead of *Proteus* and *Bella Mente* with Peter Dubens' *NorthStar* in fifth. "The crew was very good, the tactician was very good - so we won," explained a jubilant Ferrari. "I believe that this is the best class as the racing is so close between everybody."

In Mini Maxi 2 there was great diversity at the top of the fleet with *Lorina 1895* finishing third overall after claiming Tuesday's race, leaving IMA President Benoît de Froidmont's *Wallyño* fourth. The two overall leaders were longer - *Twin Soul B* taking second to Alessandro Del Bono's immaculate *Capricorno*.

Del Bono only recently recommissioned his family's ILC maxi in order to race it with his son Rinaldo. Despite being relatively old, she has been fully refitted and modernised. "We knew we were competitive and, in the end, we achieved the result we fought for," del Bono explained. "The races were very good."

The result might have been different had Luciano Gandini's *Twin Soul B* not been scored OCS on the Tuesday, a blemish on his otherwise near immaculate 2-1-1 scoreline. Wednesday's race was especially

Top: Terry Hui's *Wally 77 Lyra* prevailed in her class at the Maxi Yacht Rolex Cup for a third consecutive year.

Bottom left: The new *Swan 98 Be Cool* made her debut at the Maxi Yacht Rolex Cup.

Bottom right: Battle of the Swan 80s - Philip Rann's *Umiko* leads Paul Berger's *Kallima*.

Photos: IMA/Studio Borlenghi

good for Mylius Yachts when they claimed the entire Mini Maxi 2 podium: *Twin Soul B* followed by Aldo Parisotto's *Oscar3* and Vincenzo Addressi's *Fra' Diavolo*. "I think probably it was because of the weather conditions," said Gandini. "The wind was much better. *Twin Soul B* needs more than 7-8 knots."

Of *Wallyño's* fourth place, Benoît de Froidmont commented: "We have sailed really well, but the conditions have been very complicated. On *Wallyño*, it is not easy, but we were not too far from the rest of the fleet. Generally we are very happy."

Once again, the stand-out performance across the maxi fleets came from Terry Hui's *Lyra*. The 2000 Wally 77, once raced by the Murdoch family, was

first campaigned by Hui in 2018 and won the Wally class that year, while in 2019 she scored firsts and seconds in all but one race. This year *Lyra* scored four straight bullets in Mini Maxi 3, often winning by a significant margin, although Riccardo de Michele's *H2O* was second by two minutes on corrected time on the Wednesday. Remarkably, *Lyra* won with a day to spare.

How did this happen? *Lyra* is a well-equipped, finely tuned boat with a top professional crew led by Kiwi tactician Hamish Pepper, including round the world sailor Phil Harmer, former Team Shosholoza America's Cup navigator Marc Lagesse and skipper Mark Sadler. As Terry Hui explained: "I have been lucky to have a good boat and a good crew, but most importantly, lucky to be back. It makes me feel that whatever we take for granted, that is normal, is actually so precious. It makes you appreciate that what we have been doing is very special."



Above: Aldo Parisotto's Mylius 65 FD *Oscar3* starts to windward.
Right: Strong competition, as ever, between the former Maxi 72s, this year racing in Mini Maxi 1.
Photos: IMA/Studio Borlenghi



Results

Super Maxi

<i>Velsheda</i>	Adriano Calvini (ITA)
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Maxi

<i>Magic Carpet Cubed</i>	Sir Lindsay Owen-Jones (GBR)
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Mini Maxi 1

<i>Cannonball</i>	Dario Ferrari (ITA)
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Mini Maxi 2

<i>Capricorno</i>	Alessandro Del Bono (ITA)
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Mini Maxi 3

<i>Lyra</i>	Terry Hui (CAN)
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Top row left: Benoît de Froidmont's with Wallyño's afterguard, Cedric Pouligny and Olivier Douillard.
Middle: Capricorno's Alessandro Del Bono with his father Rinaldo and son, also Rinaldo.
Right: y3k's Claus-Peter Offen with tactician Karol Jablonski.

Far left: Terry Hui at the helm of Lyra.

Left: Cannonball's Dario Ferrari, with tacticians Michele Ivaldi (left) and Vasco Vascotto (far right), collects the Mini Maxi 1 prize for a second year from Princess Zahra Aga Khan and Rolex's Gian Riccardo Marini.

Bottom row left: David M. Leuschen at the helm of his Wallycento Galateia.

Middle: Sir Lindsay Owen-Jones with (to his left) Rolex Italia's Stefan Müller and (to his right) Olympic legend Jochen Schumann, Rolex's Gian Riccardo Marini, Magic Carpet Cubed boat captain Danny Gallichan and America's Cup veteran Tom Whidden.

Right: Mylius Yachts President Luciano Gandini's Twin Soul B was a close second to Capricorno in Mini Maxi 2.





Top row left: Secretary General Andrew McIrvine with the CRVI's Maurizio Pavesi at the IMA Members' Dinner.
Middle: Lyra owner Terry Hui with wife Olivia.
Right: Lunz am Meer's Marietta Strasoldo
Middle: Pre-dinner cocktails on the YCCS terrace.
Bottom row left: IMA President Benoît de Froidmont.
Middle: US maxi racing titans - Vesper's Jim Swartz chats with Bella Mente's Hap Fauth.
Right: (left to right) Yacht club top officials - CRVI President Roberto Mottola di Amato, YC Venezia President Mirko Sguario, YCI President Gerolamo Bianchi, IMA President Benoît de Froidmont, Royal Malta YC Malta Honorary Secretary Mark Napier and YCCS Commodore Michael Illbruck.







LES VOILES DE SAINT-TROPEZ

For a second year, Les Voiles de Saint-Tropez was extended to a two-week duration, only this time the classics and smaller yachts were allocated the first week, giving the maxi classes exclusive, free reign for the second. While initially there was some scepticism over this arrangement, in fact it works supremely well for the maxis: It allows them sole use of the Golfe de Saint-Tropez and the full attention of the race committee, while back in Saint-Tropez it means more mooring space is available in the picturesque and atmospheric port, where artists are dotted around the quayside, alongside street performers, classic car rallies and famous bars such as the Sube and Café de Paris.

Another result of this is that teams seem to be treating Les Voiles de Saint-Tropez, held in the Cote d'Azur's best known yachting hotspot, less as a festival, as perhaps it has been traditionally, and increasingly as a hardcore regatta; a fitting conclusion to the IMA's Mediterranean Maxi Inshore Challenge.

Thus, this year's event attracted 45 maxis, surpassing the size of the Maxi Yacht Rolex Cup fleet for the first time. These ranged in size from the two magnificent J Class yachts, *Topaz* and *Velsheda* (*Topaz* being fractionally the longer at 140ft (42.7m)), down to numerous 60-footers such as IMA President Benoît de Froidmont's Wally 60 *Wallyño* and the Swan 601s, *@robass* and *Lorina 1895*.

Due to the weather, racing on Les Voiles de Saint-Tropez's usual coastal courses could only be held on the Tuesday, Thursday and Saturday. There was a

strange mix of excessive breeze – when racing was cancelled – punctuated by days when there was too little, with the fleet having to wait for the breeze to fill in on the Thursday and Saturday. Thanks to the efforts of the IMA, the race committee was encouraged to lay on windward starts whenever conditions in the Golfe de Saint-Tropez permitted.

IRC 1 was the home of the performance maxis and the Swan 115 *Odin*. Wendy Schmidt's new *Deep Blue* got off to the best start to win race one, also marking the first ever bullet for her Botin Partners 85 grand prix racer. Still fired-up from a highly successful Maxi Yacht Rolex Cup, Claus-Peter Offen's Wally 100 *y3k* claimed the second race on the Thursday, but ultimately it was the high consistency of both George David's *Rambler 88* and Sir Lindsay Owen-Jones' *Magic Carpet Cubed* that prevailed.

Rambler 88 particularly enjoyed Thursday's reaching conditions, as tactician Brad Butterworth confided: "George [David] was pretty excited. It was all good. The start was a big deal. You had to get your nose out. There was a bit of reaching and then it was a bit cracked. It suited the big boats and the rich got richer. We got ahead with *Comanche*, and we tried to stick with them as long as we could."

Rambler 88 and *Magic Carpet Cubed* started the final day tied, but victory in the last race sealed the deal for Owen-Jones' navy Wallycento, adding a second major trophy to her delighted owner's large collection, following his Maxi class victory in Porto Cervo the preceding month.

A most impressive turn-out of maxis off Saint-Tropez including, (left to right) *Shamanna*, *Leopard*, *Rambler 88*, *Magic Carpet Cubed*, *Deep Blue* and *y3k*.
Photo: Gilles Martin-Raget/www.martin-raget.com



*100-footers stacked up! Comanche with Leopard and y3k above her.
Photo: Gilles Martin-Raget/www.martin-raget.com*

Comanche won the line honours prize, newly created by the Société Nautique de Saint-Tropez. The VPLP-Verdier 100-footer especially enjoyed Thursday's racing, when there was more breeze than expected and more reaching, which better suited the powerful ocean speedster. As *Comanche's* Mitch Booth commented: "We had a great day sitting on 18 knots. The owner's son was driving all day and he loved it. We are still at a stage where we're learning how to sail it, to get us ready for our line honours races, like the Rolex Middle Sea Race."

IRC 2 was home to the two Js, *Topaz* and *Velsheda*, plus the slower maxis and super maxis. These ranged from the plush Dubois 121 *Silvertip* and the immaculate Wally 107 *Green Eyes* (ex-*Kauris 3*), now owned by Portugal's Paulo Mirpuri, to Philip Rann's Swan 80 *Umiko* and the Swan 82FD *Kallima* of Paul Berger.

As at the Maxi Yacht Rolex Cup, it seemed reasonable to assume that the Js, *Topaz* and *Velsheda*, would not only put on a magnificent show out on the water, but would claim the top results too. However, in a turnaround from Porto Cervo, while the Js were indeed the star attraction, it was *Topaz* that this time had the upper hand, with *Velsheda* having to retire from the first race with a severely torn mainsail (no trivial affair on a yacht her size), leaving second place to go to *Silvertip*. While *Velsheda* was back on the water for the remaining races, she was unable to press home her usual speed advantage and it was *Topaz* that went on to win the series with straight bullets.

On Thursday's race *Topaz* won the start before taking advantage of there being no passing lanes on the

predominantly reaching course. Then, in the last race, Peter Holmberg at the helm of *Topaz* managed to box out *Velsheda* at the start. *Velsheda* slowly clawed back, especially in the rougher water on the second beat, leaving it all on for the last run.

As Holmberg described it: "On the way to the finish, it all came down to who peeled from the spinnaker to the jib cleanly. We pulled it off, kept our lead and beat them across the line by one minute, with the owner driving, which was a pretty nice end to her regatta."

In IRC 3, the former Maxi 72s were separated out with the VO65 *Ambersail 2*. The first time out on the water this season for *Jethou*, Sir Peter Ogden's black Judel/Vrolijk 77 posted a perfect scoreline, with second going to Jim Swartz's *Vesper* in the first two races, and Peter Dubens' *NorthStar* in the third and last. Certainly, on occasions waterline length was allowing *Jethou*, on which multiple America's Cup winner Murray Jones was calling tactics, to gain the lead and then benefit from giving her shorter rivals dirty air.

The other IRC 3 class for the remaining Mini Maxi racer cruisers was the biggest with 15 entries, including two brand new boats: *Pink Gin Verde* (see p148), a Baltic Yachts Café Racer 68 designed by Javier Jaudenes and with strong 'eco' credentials (half of the fibres used in her construction are hemp and she is fitted with electric engines), and *Black Legend 6* (see page 150), a speedy, spacious, Sam Manuard-designed lightweight 74-footer from Black Pepper Yachts, located in Nantes, France.

Paolo Mirpuri's immaculate Wally 107 *Green Eyes* (ex *Kauris III*).
Photo: Gianfranco Forza





Despite it being the largest class, there were few surprises when it was won, once again, by Terry Hui's *Lyra*. The Chinese Canadian's Wally 77 is heavily optimised and sailed by a crack squad of pros. The only upset was that after finishing the Maxi Yacht Rolex Cup with a perfect scoreline and looking set to repeat this, after winning the first two races in Saint-Tropez, in the final race *Lyra* came home a lowly fourth. This last race was claimed by Alessandro del Bono and his seasoned crew on the Reichel/Pugh 80 IMS maxi *Capricorno*, which ended the week second overall ahead of the 2020 class winner, Philippe Ligier's Wally 80 *Ryokan 2*, in third.

Traditionally *Lyra* races in and wins the Wally class, but this year they were incorporated into the bigger IRC fleet and Hui found himself competing against

against 18 other maxis, but this he relished. "It was much more exciting than just having a few boats - it was so tight," he explained. "The starts are very important, but very difficult. On the first day we won by only a minute and the second day a couple of minutes. The competition is really tight."

IRC 4 had a difficult regatta: First, failing to finish race one's lengthy course, then, in the second, several boats failed to sail the correct course, including the famous 12m *French Kiss*. Fortunately, Yan Cornil's crew on the one-time French America's Cup challenger, made amends by winning the final race. However it was too little too late and the overall IRC 4 win was awarded to the consistent performance of François Benais' Shipman 63 *Bambo*, ahead of the race two winner, Nicolas Piguet's CNB77 *Aloha*, and Maxime Labessouille's Bordeaux 600 *Ila 2*.

Of the week's racing, Secretary General Andrew McIrvine commented: "We are pleased that the IMA has helped to improve the quality of the race management with our own international race officer Ariane Mainemare on the race committee boat, working alongside the SNST's team to assist with starts and courses."

Results

IRC 1	<i>Magic Carpet Cubed</i>	Sir Lindsay Owen-Jones (GBR)
IRC 2	<i>Topaz</i>	Peter Holmberg (USVI)
IRC 3A	<i>Jethou</i>	Sir Peter Ogden (GBR)
IRC 3B	<i>Lyra</i>	Terry Hui (CAN)
IRC 4	<i>Bambo</i>	François Benais (FRA)

Top left: Sir Lindsay Owen-Jones and Deep Blue's Wendy Schmidt share the IRC 1 podium.

Top right: Sir Peter Ogden wins IRC 3A with *Jethou*.

Bottom left: *Lyra*'s Terry Hui on the podium with previous winner Philippe Ligier, owner of *Ryokan 2*.

All photos: Gilles Martin-Raget/www.martin-raget.com

Top right: Peter Dubens drives *NorthStar* through waves.

Bottom right: Terry Hui's all-conquering *Lyra* won yet again.

Both photos: Gilles Martin-Raget/www.martin-raget.com

Far right: Sir Peter Ogden's *Jethou* leads Jim Swartz's *Vesper*.

Photo: Gianfranco Forza



IMA COCKTAIL PARTY - SAINT-TROPEZ





The IMA's Les Voiles de Saint-Tropez cocktail party was held at the invitation of President Benoît de Froidmont at the beautiful premises of Villa Meltem and was attended by many IMA members, other maxi yacht owners and friends of the IMA.
Photos: Gianfranco Forza





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RACE MANAGEMENT WITH ALFREDO RICCI

Yachts competing in maxi events around the world are precision machines, operated fluidly and diligently by professional and corinthian teams alike. Therefore, when the sailing competition is of the highest level, the race management needs to be of equal excellence.

Striving for fairness, maybe even perfection, is the inherent goal for any race management team, but particularly at a maxi event. One way to help safeguard fairness between different events is to have a professional race management team, or at least a professional Race Advisor linked to the class. That Race Advisor can attend class events as a Principal/ Course Race Officer and/or Consultant, to help create consistency and fair sailing from event to event. The Race Advisor should be a trained and certified World Sailing Race Official and also have extensive experience working with sponsors, event organisers, host clubs, volunteers, media, and anyone else that may be involved in a maxi yacht regatta.

The IMA has recently appointed Alfredo Ricci (IRO, IU, former IJ) in this role as Race Advisor, specifically for their Italian events. Alfredo has been a competitor since the late 1970s and as a race official since the 1980s, and been involved in numerous regattas in various capacities. Looking back on his wealth of experience, here he shares some of his best practises in race management:

How do you prepare for an event before the racing actually starts?

First and foremost, I meet with the organisers and class associations involved in an event, usually eight

months to a year prior to the start date. From here, maintaining an open line of communication with the organisers is crucial to keep up-to-date on everything that could potentially affect the event (for example, harbour repairs, a fish-farm in the racing area, new forbidden areas, new obstructions, etc.).

If the regatta is at a venue that is new to me, a site visit is important to understand the logistics; ideally visiting the venue at the same time of year as the regatta is scheduled.

Ashore, I want to see everything: the harbour, moorings, lifting options for damage or measurement, club facilities, meeting location, equipment storage areas, etc. Afloat, I want to know the travel time from harbour to race area, race area nautical charts, prevailing breeze conditions across the race area, obstructions, and if the race area can accommodate the kind of racing schedule that the owners and class association want.

Finally, building the right race committee team with the correct equipment is crucial. The racing programme will dictate the skills and number of people required, and whether there is sufficient local expertise or if people need to be brought in specially.

Then I ask if there is enough of the correct equipment, or does something need to be rented or borrowed? I always plan to arrive at least two days prior to the start of racing just to make sure we have the complete team and equipment.

What about event documentation?

The goal is to have consistent documentation from

between events and the IMA already has a team in place for this. Having a consistent timeline for document publishing is also key (ideally publishing the Notice of Race seven months before the regatta and Sailing Instructions three weeks before). This way, event registration opens early and organisers have a better idea of how many entrants to expect.

During the regatta, how do you prefer to communicate with the competitors?

To start, having the Skipper's Briefing the day before racing starts is essential. You can pick up any mistakes or confusion in the official documents with enough time to correct them. This is also when I



*Left: Alfredo Ricci hard at work on the Maxi Yacht Rolex Cup race committee boat with wife Alina, Andrew McIrvine, YCCS Commodore Michael Illbruck and PRO Peter Craig. Photo: IMA/Studio Borlenghi
Right: Ricci is a well known umpire as well as PRO for this year's IMA Maxi European Championship and the Palermo-Montecarlo, among other events.*



establish two-way communication between myself and the competitors, to make sure we are all on the same page for the regatta ahead.

I think it's also valuable to have morning meetings before racing each day, to give everyone a snapshot of conditions and course options. At some venues, the breeze is more predictable and you can share your course selection during that meeting. However, in many other venues the race committee really needs to be out on the race area, feeling the conditions, before any decisions are made.

I also like to be available in the hours post-race, because many of the sailors I know well and I want them to have a chance to be brutally honest with me. If something did not work, I need to know so I can fix it; equally, if something worked well, that's also great to hear too!

Photo: IMA/Studio Borlenghi

On the water, I rely on VHF, WhatsApp or email for communications. WhatsApp is often the most effective. I do always recommend that everyone turns on their VHF immediately after the morning meeting. It is important to me that any thoughts I have about the regatta – for example, starting on time, delays, wind information around the course, mark boat problems, when the line is set, etc – are all passed on to all competitors. In addition, I will often ask teams for their average wind direction as they sail past the committee vessel to ping the starting line. This is because the instruments on maxi yachts are better calibrated and are reading from a better height than I can obtain while standing on the deck of the race committee boat.

Finally, while I try to stay positive and upbeat throughout a regatta, I know that not all of my conversations with competitors will be pleasant. Someone may be frustrated about the day, or an OCS call, and will want to come to me to remonstrate. In this situation, the best course of action (as I also advise the rest of my race committee team) is to remain calm and try to diffuse the tension.

What about communication and cooperation with other race officials?

As someone who has worn many hats in sailing, I have a very good sense of what other officials need, but it comes down to teamwork. Umpires, the race committee and judges need to use each other as resources because we are all working towards the same goal: a fair sailing event.

How do you approach the start line set up? How do class splits affect this?

Based on the entries, the technical committee will split the yachts into sub-classes. Once I have those numbers, I can work out if I need multiple starting lines of different lengths. The sub-classes will also determine the start order. Having a practice day is a great help for everyone, afloat and ashore, to establish this.

How do you select or configure courses?

Not all maxi yachts want the same courses, and understanding those wishes is fundamental to tailoring a race programme for a regatta. If some sub-classes want days of windward-leeward racing, but others only want coastal, then having two



Alfredo and Alina Ricci with the IMA's Maria Luisa Farris and IMA President Benoît de Froidmont and wife Aurélie Grao-de Froidmont at the Venice Hospitality Challenge in 2021 where Alfredo was PRO.

separate racing areas with separate race committees is necessary.

What about scoring?

The best option is to have the scorer on board the committee boat. Located there, they will know the course and get the finish order first, as the yachts cross the arrival line. This minimises delay in results being published.

What are your thoughts on some of the new sailing technologies?

When running racing in the late 1980s we had nothing more than a handheld compass and paper nautical chart, setting the course off points along the coast while estimating boat speed...the technology that has been invented since then is amazing.

So, nowadays, the goal is to try to optimise the available time on the water.

Since we started using autonomous marks (like MarkSetBot), we have moved to another level in terms of efficiency and time-saving. While these marks do not fully replace the race committee and mark-laying personnel, they are useful: A start line can be set in under three minutes, with the possibility still to adjust and fine tune in seconds. In addition, depth of water is no longer a deterrent, which opens up the opportunity for new racing locations.

That tracking devices are now mandatory at major events today is also very helpful; not only do they help the race management team, but are essential for media, spectators and sponsors.



What role do the media play at regattas?

I always try to interact with the media team and, having had experience as a correspondent and commentator, I understand the importance of their job and the urgency of passing along the information. Media and news coverage have always been an integral part of our sport but now, with the ability to connect instantly with people around the world, it's even more important. I try to check in

with the media teams every morning, but I also like to have a dedicated WhatsApp group for them.

It is also helpful if organisers provide VHF radios to the media team so they can listen in and get all the same live updates as the competitors. As with the competitors, the media team need to know start times, courses, delays, and any other information to help them present the event to the wider audience, across all channels available to them.

Photo: ROLEX/Studio Borlenghi



I, like many others, saw 2021 as being a recovery and consolidation period after the chaos of 2020. In no way did I foresee the fleet sizes that gathered, nor the evident excitement throughout them. After so long, it was great to meet with old friends on the dock again and, while we kept the involvement of equipment inspection to a minimum so as to avoid unnecessary contact, the discussions and ideas were definitely flowing.

In fact, 2021 saw a real resurgence in the Maxi (80 to 100ft) division. At the Maxi Yacht Rolex Cup, we combined all of these 80 to 100-footers into one start and saw 12 yachts competing, resulting in a podium that included some who probably were not expecting to stand there. The final podium was filled exclusively with Wally Yachts, although the Reichel/Pugh 82 *Highland Fling XI* would have been among them had she not suffered a broken forestay during race four.

As it happens, earlier in the season I had received some concerns from a number of Wally Yacht owners and crews about whether they would be competitive in the main fleet, as it had been so long since they had competed there under IRC. These concerns soon dissipated as the week went on, and that *y3k* took a win in race three against the higher optimised Wallycentos, must have pleased owner Claus-Peter Offen and his crew tremendously.

But it wasn't just about the podium. Throughout the Maxi division we saw a heightened level of enjoyment. This may have been simply due to getting back out on the water, but I'm sure that the adrenalin that flows while racing boat-on-boat must have helped. In the Mini Maxi division, we had 23 entries at the Maxi Yacht Rolex Cup in 2021, a higher number than we could have hoped for. Again, combining the Wally yachts back into the fleet caused some raised

eyebrows, with *Lyra* taking four bullets in Mini Maxi 3 and 4.

I have been asked many times about why *Lyra's* rating is so favourable. To me, that is the wrong question. Of course, when a boat does particularly well the rating is normally the first place to point the finger, but the fact that *Lyra* has been meticulously developed and optimised for racing by the current and previous owners, maintaining the same top-level crew throughout, and leaving no stone unturned in optimisation for the race course, should tell you why they consistently stand atop the podium. To be honest, I would be questioning the rating rule if they had not done so well. That is not to say that their competition was not well organised. Just look at *H2O's* race history for example, and it is clear that they had their work cut out. But I feel that the long-term work of the

*While there have been questions surrounding Terry Hui's Lyra, her supreme success comes down to a heavily optimised boat sailed by a world class crew.
Photo: IMA/Studio Borlenghi*

Lyra team is a tough one for any yacht in the IMA fleet to compete against.

Another welcome surprise for some was the return of *Capricorno* and the Del Bonos, showing us that three generations of this famous yacht racing family can have a great time out on the water together. *Capricorno* not only claimed the Mini Maxi 2 division, but was also awarded the Paolo Massarini Trophy for the best performing yacht in the largest division. It fell to the Association Technical Office (ATO) to determine who that might be, considering that the Mini Maxi fleet saw different numbers in each sub-division.

Using the IRC results, and weighting the score based on entry numbers, *Capricorno* just pipped *Lyra* and *Cannonball* at the post. It was fortunate that the trophy went to an Italian as the shipping costs for such a large trophy would have been eye-watering!

Looking ahead to 2022, there have been many questions about how the revised sub-division process will work. It is based on a simple formula but, to me, it was never expected to be right straight away. It is also very dependent upon which yachts enter which events and, when I set the splits in January 2021 for the season ahead, I could never have predicted the entry list for each event. Actually, when looking at the final entry lists, I would never have come close, particularly given the sizeable fleets at the Maxi Yacht Rolex Cup and Les Voiles de Saint-Tropez.

One point that has been made very clear, is that whatever solution we use, it has to be as simple as

To promote close racing, classes and definitions, such as Mini Maxi, will disappear in favour of class splits based purely on IRC rating rather than boat type.

Photo: ROLEX/Studio Borlenghi





The latest grand prix maxi to join the fleet is Wendy Schmidt's Botin Partners 85 Deep Blue.
Photo: Gianfranco Forza

possible. While the formula we have been using has been seen as a simple way of dividing the fleet based on performance and boat type, the question has been raised: "Who cares about boat type as long as there is close boat-on-boat racing and fair corrected results?" A very reasonable question. It also coincides with another question that has become increasingly difficult to answer: "Why do we still have the three divisions of Mini Maxi, Maxi and Super Maxi?" The divisions made sense when looking at IOR and IMS maxi classes and given the rarity of anything over 80ft in length, but things have changed a lot since then. Now it is genuinely possible to race boats over 100ft with the agility and response of an IOR 50-footer back in the day.

So why do we separate the fleet in such a way that one 80ft yacht can be racing against others down to 60ft, while a near sistership a few centimetres longer races against anything up to 100ft? Quite simply, there is no good technical reason for this. So we have decided to focus on what will work best today, rather than dwell on historical precedent.

As such, for 2022 we are taking the simplest approach possible, and basing class splits on performance alone, using just IRC TCC. The rationale is that if the TCC of a race optimised 60-footer is the same as that of a more cruising-orientated 100-footer, why can't they race against each other and have a fun tussle on the water? Yes, there will be stages where one pulls ahead and stages where the other catches up. There will also be wind strengths and angles that favour one over the other, but isn't this the nature of yacht racing?



Preparing for the day ahead at the Maxi Yacht Rolex Cup.
Photo: IMA/Studio Borlenghi



Adopting this system also ensures that each start has enough competitors to raise the game. After all, seeing a fleet of five Maxi 72s race off followed by just two maxis from a separate start 10 minutes later, only to see the maxis follow the 72s and finish 10 minutes later, does not encourage competition. Surely having them all start together and able to play the tactical game adds to everyone’s enjoyment, even if just to give the tacticians an excuse!

For the Super Maxis, we are looking to be more flexible. If competitors see that they are likely to have more fun racing against the Wallycentos than the larger cruisers, then they can request to race in the main fleet. If, however, they feel that the Super Maxi fleet is the right place for them then, provided we have sufficient numbers, we will try and accommodate both options.

We will see how this pans out over the season, but please let me know your thoughts from the race course.

Another element that I feel I have been talking about for far too long is increasing our measurement group. Specifically, we want to expand the small group of IRC and ORC measurers with whom we work, to deal with the added complexity of measuring a maxi.

In addition, we are starting a forum; somewhere to come together and discuss the pitfalls and ways to improve how we work, with the first scheduled to take place during the first quarter of 2022 in the south of France. It is not a training session, as those who will be invited will already be experienced measurers, but it will be an opportunity for us to



ensure we increase standardisation of approach and develop even better consistencies.

We are also working on a measurement protocol, where it is clear to owners and teams what we expect to be done over the winter months, to ensure we retain confidence in all of the measurement data that the ATO has on record. We have to retain flexibility in this protocol, but it should help as a guide for teams to understand what is expected and why. I hope it will also help those concerned to gain confidence that the data of all competitors is treated equally.

2022 is going to be a very interesting year from a technical perspective and, as always, I look forward to our discussions on the dock.

James Dadd

*Alessandro Del Bono has had his family IMS maxi Capricorno refitted and, despite her age she has been performing exceptionally, with many of his father's original 1995 Admiral's Cup winning crew on board.
Photo: IMA/Studio Borlenghi*

With the extraordinary record of winning one of the most competitive international yacht racing series - the 52 Super Series - every year since 2008, it was inevitable that yacht designers Botin Partners would

end up making their mark in the maxi fleets too. Here the Maxi 72 is the most professional and hard-fought class.

After four years of Judel/Vrolijk victories at the Rolex Maxi 72 World Championship, finally a Botin Partners design prevailed, with Dario Ferrari's *Cannonball* winning the Maxi 72 racing in 2019 and defending in 2021. Albeit known almost exclusively for their racers, at present Botin Partners have their first superyacht, a 111-footer, in build at Baltic Yachts, while they focus on their main task: Winning the 37th America's Cup for Alinghi Red Bull Racing.

Marcelino Botin comes from the famous Spanish dynasty of bankers behind Banco Santander; in 2020 ranked the 16th largest bank in the world.

Fortunately there are enough Botin cousins to take care of the family firm. As he puts it: "There wasn't too much pressure [to become a

banker]. There are a lot of sailors in our family, so they were happy to have someone designing boats." These have included a Class40 for his brother Gonzalo, which was one of the most successful in the class over 2012-17. Botin's father Jaime owns the magnificent 64.5m three-masted schooner *Adix*.

Botin's family comes from the yachting hub of Santander on Spain's north coast where he grew up sailing Optimists, Lasers and big boats. From an early age he was more interested in the technicalities of boats: how they worked and what made them go fast. Botin went on to attend the famous Yacht and Small Craft design course at Southampton College of Technology (now Southampton Solent University) that has produced many of the world's top yacht designers.

After leaving Southampton in 1994, he and fellow graduate Shaun Carkeek set up Botin & Carkeek. Their first race boat was the 33-footer *Zuritel*. This did well on Spain's burgeoning IMS circuit, leading to bigger boat commissions. They were firmly put on the map when their 46-footer *Zurich* won Spain's all-important Copa del Rey in 1999. "And it wasn't the biggest boat in the fleet - traditionally bigger boats win on the Bay of Palma because the wind drops at the end of the day," Botin recalls.

When the King of Spain encouraged the maximum length limit of the IMS fleet to be enlarged, resulting in the birth of the IMS 500, it was Botin & Carkeek's 57ft designs that came to the fore. They won Copa del Rey over 2002-04, on the latter two occasions with their 57s - Vicente Tirado's *Caixa Galicia* and Stefano Spangaro's *Subaru X-Sport*. Their designs were also



Design powerhouse Marcelino Botin (left) and Adolfo Carrau, both now work full time with the Alinghi Red Bull Racing America's Cup challenge.



Botin initially made a name for himself and then partner Shaun Carkeek in the heyday of IMS. Their IMS 500 and 600 designs were put into production in Cantiere del Pardo's Grand Soleil range, with 42s, like the Vasco Vascotto-skippered Italtel (top left) and 56Rs, such as Stefano Spangaro's Subaru X-Sport (bottom left). In the mid-2000s they got off to a good start in the fledgling TP52 class, winning the first season with Pisco Sour (right), campaigned again by Vasco Vascotto. Photos: James Boyd/www.thedailysail.com

regular winners of IMS World Championships. At this time, Italian production builder Cantiere del Pardo had 42ft and 57ft Botin & Carkeek raceboats in its Grand Soleil range.

When IMS owners began moving into TP52s in 2005, Botin & Carkeek moved with them. The first Breitling MedCup season that year was won by their design, the Vasco Vascotto-skipped *Pisco Sour*. They repeated this success with *Quantum Racing* in the 2008 Audi MedCup.

New era

While Botin and Carkeek went their separate ways in 2010, Adolfo Carrau had joined the company in 2008 and has since become a partner.

Carrau comes from Uruguay, where Punta del Este and the capital Montevideo are active sailing centres opposite Buenos Aires, lying further up the River Plate. Argentina has a huge legacy in yacht design, with the Frers family at its centre, providing inspiration for subsequent generations, Carrau among them.

In Uruguay, Carrau was uniquely placed. Every two years during his youth the extraordinary fleets of either the Whitbread or the singlehanded BOC Challenge round the world races would stop in town – both the very cutting edge of offshore racing technology. Carrau was well-positioned to see them as his father was in charge of organising these stopovers on behalf of the Yacht Club Punta del Este. This provided huge inspiration to the young Adolfo, as he admits: “Since I was very small, I wanted to be a yacht designer.” He was also highly motivated and, before going to Southampton University to do a

Masters Degrees (his thesis was on VPPs), he had already completed a degree in mechanical engineering and had represented his country at the Sydney 2000 Olympic Games in the Laser. It was while in Southampton that he first encountered Botin, who was testing hull shapes in the University’s tank.

From there Carrau went on to work at the Frers office in Milan at a time when German ‘Mani’ Frers Jr. was with the design team of Victory Challenge, the Swedish entry in the 2007 America’s Cup. By coincidence, Botin was also working on his first America’s Cup campaign next door in Valencia at Emirates Team New Zealand.

Post-Valencia, Carrau signed on with Botin at a time when they were designing their first VO70 for Puma Ocean Racing Team (and later Team New Zealand’s *Camper*, which finished second in the 2011-12 Volvo Ocean Race).

So began the first of two abbreviated Cup campaigns for them. Both Botin and Carrau moved to Auckland to work on Emirates Team New Zealand’s AC90 design, in preparation for the 33rd America’s Cup, before the Alinghi-Oracle fiasco caused the event to descend into a Deed of Gift match to their exclusion. However, their continued work for the team produced what both regard as their finest ‘development’ boat, the Emirates Team New Zealand TP52.

As Botin describes it: “Compared to our previous generation of TP52s, the differences were pretty remarkable - the hull was narrow in the waterplane upright, but when heeled it was producing 10% more righting moment due to how the topsides were

curved to give [more] righting moment. You had a boat that was narrow and fast downwind, and powerful upwind - something more related to offshore boats that we got right for inshore, windward-leeward boats.” Emirates Team New Zealand’s TP52 crushed the opposition in 2009, winning on 128.5 points to *Quantum Racing*’s 202.5, and repeated their success the following season.

Of today’s 52s, Botin observes: “Boats that win the 52 Super Series are the ones that win in all conditions: light airs, in waves and in breeze.”

Botin Partners designs have become top boats in the other fleets too, with, for example Marco Seafini’s TP52 *Xio* winning the 2021 ORC Europeans in Capri or their Phoenix 44 design winning the Brazil ORC championship. However, as Carrau acknowledges: “Once you start working with the best teams, results start coming.”

Botin Partners designs have also won the Rolex Fastnet, Sydney Hobart, and Middle Sea Races, in addition to the RORC Caribbean 600, Transpac, ORC Worlds, IRC Worlds, Voiles de Saint-Tropez, Hamilton Island Race Week, NYYC Annual Regatta, Japan Cup and many others.

Maxis

While Botin Partners had designed two 65ft maxis, *Caro* and *High Spirits*, that shared the same hull shape but with different deck and interior layouts, these were largely Mediterranean cruisers, although *Caro*’s owner Maximilian Klink did start to race his boat enthusiastically in races across the globe, before downsizing to a Botin Partners 52.

Incredibly, Botin Partners dominated the Audi MedCup and then the 52 Super Series, winning every year since 2008. Their latest winner in 2021 was Takashi Okura’s Sled. Photo: Nico Martinez/52 Super Series





Aside from their VO70s, their first racing maxi was something of a compromise. After Karl Kwok's Farr 80 *Beau Geste* suffered severe structural failure during a gale in the 2012 Auckland to Noumea Race, Botin Partners were called in to design a replacement - a canting keel 80-footer (the Farr had been lift keel), but with the proviso that the rig and deck gear were used from the old boat. To accommodate this, they designed the lightest boat for the maximum given righting moment permitted by the rig spec, with the new *Beau Geste* weighing in at just 16.5 tonnes. Sadly, this made for a bumpy ride and the boat was sold to an American owner. It is currently back in Australia and competed in last year's Rolex Sydney Hobart, in fresh pink livery, as *Stefan*.

It was after their second America's Cup campaign was canned in 2015 by Luna Rossa's team principal Patrizio Bertelli, that Botin Partners started work on their first racing maxi. This came about as a result of their long relationship with Italian tactician Vasco Vascotto, which had started with the Grand Soleil 42 *Italtel* and their first TP52 *Pisco Sour*. Vascotto was now racing with Roberto Tomasini Grinover on the Maxi 72 *Robertissima* (ex *Ràn II*). As Carrau recalls: "We were working for Luna Rossa and, when we work for America's Cup teams, we usually don't take on any extra projects because it takes up a lot of time. We were telling Vasco he had to wait, but literally 10 minutes after Luna Rossa closed, he called us and said 'no excuses - you are going to design our Maxi 72!'"

Halfway through the build of the boat at Premier Composite Technologies in Dubai, she changed

owner, having been acquired by Dario Ferrari and renamed *Cannonball*.

In terms of the design, the Maxi 72 allowed much greater freedom than the more constrained TP52, and enabled significant development. For example, *Cannonball* is the first 'inshore' Maxi 72. As Carrau explains: "They never had any intention to do any coastal or offshore races, which is what allowed us to do that bow and deck shape and low freeboard."

Thus weight could be saved from her structure, making her, at the time, the lightest of the Maxi 72s with the tallest rig. Much of the aero development work they had been investigating with Luna Rossa was put to good use with *Cannonball*. Her foredeck has a significant chamfer which removes and physically lowers weight from the bow with extra aero benefits. Botin explains: "It was interesting to see how the air flowed over the bow, and how we could improve the aerodynamics of the jib and the interaction with the main and jib. There were some interesting gains there that the boat benefits from - but it does look a bit strange. Not all the owners like it."

Launched in 2017, *Cannonball* had a development year before winning her class at the Maxi Yacht Rolex Cup in 2019. She successfully defended her title when it was next contested in 2021, despite not having been sailed in the interim.

Cannonball was followed by another Botin Partners design, launched for the 2019 season, in Hap Fauth's latest *Bella Mente*. Significantly, she is conceived to have some coastal racing capability (although she is unlikely to race the Caribbean 600 again) and,

according to Botin, much research went into developing her hull shape. Thus she has 250mm more draft and, at the time of writing, was some 500kg lighter than other maxis - continuing the trend towards lightness and power. Following the pandemic and key crew having been tied up with the American Magic America's Cup campaign, 2022 is expected to be the year *Bella Mente* fully gets up to speed.

Botin Partners' latest racing maxi is *Deep Blue* for Wendy Schmidt. This is 85ft long, which, size-wise, appears to be a 'No Man's Land' in the maxi world, but was the conclusion they came to having spent much time researching the design brief - to win races under corrected time. Carrau explains: "The plan was for a fixed keel boat and the 7m draft dictated the length of the boat. Going beyond that - to a canting keel and daggerboards, etc, we didn't think it was the right thing for Wendy." *Deep Blue* is fitted with a lifting keel. While not in her programme at present, *Deep Blue* has the structure and set-up so that she could be raced offshore.

As with the 52s, Botin says their approach, once again, is to create a maxi yacht with strong all-round performance. They also like designs which are easy to sail and, especially, to steer, due to the owner-driver requirement of the maxi classes. "Much depends upon the experience and ability of the person helming. The most important thing is that the boat is properly balanced and easy to helm with a wide groove. It is not so much the size of the rudder, but a question of having a boat with, and is efficient over, a wide groove. That is something we do across all classes and is perhaps one of our trademarks."

Botin Partners' have duplicated their TP52 success in the Maxi 72s with Dario Ferrari's Cannonball (left) winning the class at the last two Maxi Yacht Rolex Cups and with Hap Fauth's more recent Bella Mente (right) expected to be a star performer this season.
Photo: ROLEX/Studio Borlenghi

To demonstrate this, Carrau points out that many of their TP52 designs, after their 52 Super Series careers are over, have ended up racing under IRC or ORC with amateur teams and yet still remain competitive.

America's Cup

While they were not involved in the 33rd and 34th America's Cups, both were on the design team (Botin as Principal Designer, Carrau as Design Co-Ordinator) for the New York Yacht Club's American Magic challenge in Auckland, backed by Hap Fauth (see p28). They were the most promising of the challengers until a cruel nosedive destroyed their boat and, ultimately, their chances.

Now they hold similar roles with Alinghi Red Bull Racing, Carrau's job being especially taxing - having

to pull in all the parts of the design, from the rig, the hull, the foils, and the control systems, via the different departments such as VPP, aero, hydro, engineering, composites, etc.

Not widely recognised is how being an America's Cup team designer is much the same as undertaking a perpetual PhD. In no other area in yachting is so much resource thrown at making a sophisticated racing yacht go fast. As Botin emphasises: "Designing boats is becoming more and more a technological endeavour. There is no way a design office that is not involved in the America's Cup can keep up with the technological developments."

He cites the computing power available to an America's Cup team being something like 10x more

powerful than the already sophisticated tools they have in their own office in Santander. "The development we do in the America's Cup - like simulations and VPPs, and all sorts of tools for optimising different aspects of the design - you wouldn't be able to do unless you are in an America's Cup team."

But computers aren't everything. As Botin states: "The reality is that you can develop hull shapes and appendages to the nth degree, but there are still lots of things that need to be developed on the water by sailmakers and sailors. You can't model everything on the computer." Some 'black art' is still involved in a sport that involves the double media of air and water, and this is especially apparent when developing sails. "The subjective part is still important. The 'art' of sailing is still there, although we are closing the gap, especially in the America's Cup," he continues.

Already we are seeing foiling trickle down into different areas of the sailing market, with some owners eager to experience their exceptional speeds. But with this comes the potential for great discomfort, and it seems unlikely that such sailing will be for everyone. "It is hard to anticipate," says Botin of where this may end up. "At some point foils will be more common, maybe not full foiling as we do in the America's Cup, but getting some of their benefits. Right now, we are only at the start of this process and to keep a foiling boat up and running you need 110 people. But we'll get there. Things are getting simpler and we are achieving the same thing with more reliable systems."

We look forward to seeing how *Bella Mente* and *Deep Blue* get on in 2022.



Botin and Carrau were integral to the design team of the NYYC's American Magic America's Cup challenger in Auckland. Their AC75 was the most promising challenger in the 36th America's Cup before a nosedive and capsize effectively put her out of the running.

Photo: Sailing Energy/American Magic

Opposite: Wendy Schmidt's 85ft pure racer Deep Blue is Botin Partners latest maxi yacht to launch.

Photo: IMA/Studio Borlenghi





Looking ahead to 2022



Almost as a kickback against the pandemic, in 2022 opportunities to go maxi racing are increasing, with the IMA adding a few more worthy events to its calendar.

The big news is the first ever IMA Maxi European Championship. Raced exclusively under IRC, for 2022 this will combine the results of the Regata dei Tre Golfi offshore race (with a 1.25x coefficient) with four days of inshore and coastal racing at the Maxi Yacht Sorrento Trophy, to produce one IMA Maxi European Champion. The IMA Maxi European Championship forms part of Tre Golfi Sailing Week, which this year replaces Rolex Capri Sailing Week.

The intention is for the IMA Maxi European Championship to become an annual fixture going forwards, although not necessarily based upon these events.

Elsewhere, the IMA has launched the third in its series of 'challenges', this time bringing together four of the major events in the Caribbean into a maxi championship, starting with the RORC's Caribbean 600. This continues on from the RORC-IMA Transatlantic Race, which this January saw a record fleet of 30 competing, more than half being yachts of 60+ft, including the mighty 100-footer *Comanche*.

Comanche's new Russian owners won the 2021 Rolex Middle Sea Race line honours and overall – in what was their first offshore race ever! We can look forward to great competition between *Comanche* and the awesome new ClubSwan 125 *Skorprios*, also Russian-owned. *Comanche* got the better of her rival in the Rolex Middle Sea Race, but it is still early days for

Dmitry Rybolovlev's giant yacht which will certainly put its extra 25% waterline length to maximum use over the next few seasons.

As James Dadd observes on p84, it is good that the length division between maxi groups is being dispensed with as, under the old system, *Comanche* and *Skorprios* would have been, respectively, in the Maxi and Super Maxi classes and not racing against one another. Given that they are two of only a handful of boats ever to have >2.000 IRC rating (in the Rolex Middle Sea Race *Comanche's* TCC was 2.022; *Skorprios'* a resounding 2.149, beating the previous TCC record of 2.056 of the 67m mega-ketch *Hetairos*), it would be a shame for them not to be able to race together.

The 2022 IMA Mediterranean Maxi Offshore Challenge has grown to comprise seven events, with new additions including the Aegean 600. The first edition of this was held in 2021 and won conclusively by a maxi yacht, both on the water and under IRC corrected time. The Aegean is a sailing area relatively untouched by international yacht racing. While numbers may swell, if only for reasons of curiosity to start with, it seems likely, especially given the smart minds behind the event, including IMA Vice President George Andreadis, that it has a bright future.

Also joining the MMOC for 2022 is La Larga, the new offshore event preceding PalmaVela in much the same way as the Regata dei Tre Golfi traditionally heralds Rolex Capri Sailing Week.

Other events to contemplate, not listed elsewhere in this book, are the RORC's new Baltic Sea Race,

another new 600-miler, but starting and finishing in Helsinki and rounding Gotland. The first edition of this sets sail on 21 July 2022, and it is due to become a regular fixture. This is suitably close to the Baltic's real classic maxi event, the Royal Swedish Yacht Club (KSSS)'s Gotland Runt, starting on 3 July, which in previous years has attracted competitors from across the globe. Today this event uniquely starts in the centre of Stockholm, providing competitors with the opportunity to sail through the utterly breathtaking Swedish archipelago, before circumnavigating Gotland and finishing in Sandhamn, at the KSSS's clubhouse.

On the US West Coast, while the appetising Transpac Tahiti from Los Angeles has sadly been cancelled for 2022, the Pacific Cup from San Francisco to Kaneohe, on the east coast of Honolulu, is going ahead, starting on 4 July. The event usually has a strong maxi turnout, with Roy P. Disney's modified VO70 *Pyewacket* already entered at the time of writing.

Looking a little further ahead, 2 January 2023 will see the start of the 50th anniversary of another traditional maxi classic, the Cape to Rio Race, or Cape2Rio2023, organised between the Royal Cape Yacht Club and the Club Rio de Janeiro. While it has dropped off the maxi racing map recently, one look at its trophy list shows its huge tradition in international maxi yacht racing, from Huey Long's *Ondine III* claiming line honours in 1976, and Hasso Plattner's *Morning Glory* winning overall in 1993, through to Bob McNeil's Reichel/Pugh 75 *Zephyrus IV* scoring the double - line honours and handicap - in 2000. In 2009, George David's *Rambler 90* won overall, while Mike Slade's Farr 100 *ICAP Leopard* was first home.

*The enormous ClubSwan 125 Skorprios is the new benchmark in terms of sheer scale in the racing maxi fleet.
Photo credit: ROLEX/Kurt Arrigo*



La Larga



151 Miglia-Trofeo Cetilar



Regata dei Tre Golfi

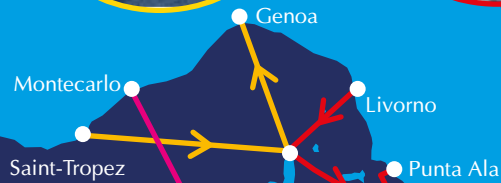


Rolex Giraglia



IMA Mediterranean Maxi Offshore Challenge

- Rolex Middle Sea Race - 23 October 2021
- La Larga - 30 April 2022
- Regata dei Tre Golfi - 14 May 2022
- 151 Miglia-Trofeo Cetilar - 2 June 2022
- Rolex Giraglia (offshore) - 15 June 2022
- Aegean 600 - 10 July 2022
- Palermo-Montecarlo - 19 August 2022



Italy

Naples
Capri

Sardinia

Sicily

Palermo

Valletta
Malta

Greece

Sounio

Rolex Middle Sea Race



Aegean 600



Palermo-Montecarlo



Spain

Mallorca

Menorca

Ibiza

Palma

Formentera



Since the IMA's dawn, one of its fundamental roles has been to decide the calendar and to gather events into an annual championship in which members can compete. Today there are many more events, and, fortunately, also many more maxis.

It was the brainchild of Secretary General Andrew McIrvine, an enthusiastic offshore racer, to set up the IMA Mediterranean Maxi Offshore Challenge (MMOC), first run in 2015-16. This doesn't fall over the calendar year in order that the MMOC's silver trophy can be presented at the IMA Members' Dinner during September's Maxi Yacht Rolex Cup.

The aim of the MMOC was to encourage more maxi owners to compete offshore, at a time when maxi yacht racing in the Mediterranean was becoming very inshore-orientated. In its first year it was won by George David's *Rambler 88*, while the defending champion is Argentinean Miguel Galuccio and his Reichel/Pugh 84 *Vera* (it has not been held over the last two seasons due to the pandemic).

While for many years the MMOC comprised five events, in 2022 it will grow to seven, with competitors having to sail a minimum of three (and able to discard their worst results if they sail more).

The MMOC starts with its most hardcore event: the Rolex Middle Sea Race. In October, as they sail from Malta on their anticlockwise lap of Sicily, competitors can experience everything from calms to full-scale storms. However the course, from the start in Valletta onwards, is a breathtaking bucket-list item for all sailors, passing Mount Etna and Stromboli, two of Europe's few active volcanoes.

Photos left: Nico Martinez; Fabio Taccola; ROLEX/Studio Borlenghi; ROLEX/Kurt Arrigo; Nikos Alevromytis-Alen

The MMOC resumes in 2022 with a new event, La Larga, the offshore race of the traditional maxi season opener, PalmaVela. Depending upon the forecast, La Larga will run on one of two courses of 225 miles and 350 miles respectively, rounding Ibiza and Formentera. The first postponed edition, finally held in the autumn of 2021, was won by Jens Dolmer's VO70 *L4/ Trifork*, followed by *Pelotari Project*.

Mid-May, the MMOC moves to Italy with the Regata dei Tre Golfi. Significantly for 2022, this also forms the offshore part of the new IMA Maxi European Championship. Starting in the early evening from Naples' Castel dell'Ovo, the race heads north to Ponza before diving south to a mark off the Amalfi coast, then finishing off Capri's Marina Grande.

A fortnight later, in Tuscany, is the first of two events rounding the Giraglia rock off northern Corsica. Despite only being 13 years old, the 151 Miglia-Trofeo Cetilar is now one of the most popular offshore races in the Mediterranean.

Founded by IMA Vice President Roberto Lacorte and backed by his company, the race starts in Livorno and finishes in Punta Ala, taking in Giraglia and Elba. The race is always tactically challenging, but hugely social too, thanks to its exceptional parties before the start and at the finish - COVID restrictions permitting.

Oldest event in the MMOC is the Rolex Giraglia, first held in 1953. After running an all-Italian race in 2021, starting from Sanremo, this year it will return to its regular format and course, starting from Saint-Tropez, heading for the Giraglia rock and then continuing on to Genoa.

The second new addition to the MMOC is the Aegean 600. First run in 2021, this starts and finishes off the Temple of Poseidon on Cape Sounio and follows a winding anticlockwise lap around the many islands of the southern Aegean, notably the Dodecanese.

The MMOC concludes with August's Palermo-Montecarlo race. The only IMA race visiting Sicily, this can be light and tactical, taking place in the Mediterranean midsummer. Competitors must first funnel through a gate off Porto Cervo before deciding whether to leave Corsica to port or starboard.

All events in the MMOC are 'IMA supported', meaning that each has prizes for maxi class winners as well as the top IMA member.

Past winners

2018-19	<i>Vera</i>	Miguel Galuccio (ARG)
2017-18	<i>Atalanta II</i>	Carlo A. Puri Negri (ITA)
2015-16	<i>Rambler 88</i>	George David (USA)



Miguel Galuccio's *Vera* was the last winner of the IMA's MMOC. Photo: ROLEX/Studio Borlenghi



After founding the IMA's Mediterranean Maxi Offshore Challenge, it was inevitable that an inshore equivalent would soon follow, and duly in 2019 the IMA Mediterranean Maxi Inshore Challenge (MMIC) was launched.

In fact, in 2019 the competition proved to be so hot that the winner was only decided on the last race of the final regatta. Ultimately, the first name on the MMIC silver trophy's plaque was Benoît de Froidmont's *Wallyño*, after a Mini Maxi Racer-Cruiser class showdown in which the IMA President and his crew just nudged out their old rival Jean-Pierre Barjon's *Lorina 1895*.

In the Mediterranean maxi fleet today there is still a greater appetite for racing inshore than offshore, and in 2019 this meant numerous yachts were in the running for the MMIC. Therefore, while the pandemic disrupted the MMIC for the last two seasons, it is with great anticipation that its next edition will be held in 2022.



*Benoît de Froidmont and his Wally 60 Wallyño are defending champions in the IMA's MMIC.
Photo: IMA/Studio Borlenghi*

Once again, the MMIC will comprise six events, with competitors having to complete a minimum of three.

As it has since 2004, the Real Club Náutico di Palma's PalmaVela will launch the maxi season in the Mediterranean and with it the 2022 MMIC. Palma remains among the world's premier yacht racing destinations and in early May conditions are potentially at their optimum. Maxis have been racing in the Bay of Palma since the earliest days of the class, attracted by a versatile race area, the RCNP's hospitality and Palma's world class facilities.

From Palma, the fleet has time to make it to the major new event of the season, the first ever IMA Maxi European Championship, taking place as part of Tre Golfi Sailing Week. The Europeans will comprise the Regata dei Tre Golfi offshore race, followed by four days of inshore/coastal racing in the Bay of Naples and around Capri in the Maxi Yacht Sorrento Trophy, event two in the 2022 MMIC. While the sailing ground will be familiar to maxi sailors, this will be the first time the maxi fleet is based in Sorrento, where teams are assured of a welcome reception.

The third event in the MMIC is again the inshore racing associated with an offshore race, this time Rolex Giraglia. This takes place out of Saint-Tropez over three days prior to the offshore, with the maxis competing on their own course, with their own race committee, on the Baie de Pampelonne.

For event four it is back to Palma for Spain's answer to Cowes Week, Copa del Rey MAPFRE. This offers

the chance to race on the Bay of Palma in the height of the summer season. The event is especially popular given that the Spanish monarch, His Majesty King Felipe VI not only participates but presides over the event's prize-giving.

The major event in the maxi racing calendar remains the oldest and most prestigious – the Maxi Yacht Rolex Cup, held every September in maxi yachting's spiritual home: Porto Cervo, Sardinia. While some classes sail windward-leewards, the joy of competing here are the multitude of coastal courses, taking in the magnificent La Maddalena archipelago and 'Bomb Alley', down which the prevailing northwesterlies funnel. Ashore, five-star hospitality is offered by the Yacht Club Costa Smeralda, while social events include the IMA Members' Dinner and the Rolex Gala Dinner at the Cala di Volpe hotel.

The MMIC concludes with another highlight of the season, Les Voiles de Saint-Tropez. With its new two-week format, maxis get to enjoy the run of the famous Côte d'Azur hotspot during Les Voiles' second week. This move, first introduced in 2020, has resulted in maxi crews taking the racing more seriously, which has been reflected in IMA-encouraged improvements to the race management.

The overall winner of the MMIC sees their name added to the vintage silver trophy, awarded at Les Voiles de Saint-Tropez' prize-giving.

Past winners

2019	<i>Wallyño</i>	Benoît de Froidmont (BEL)
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Photos right: Nico Martinez; ROLEX/Studio Borlenghi, Gilles Martin-Raget/www.martin-raget.com

IMA Mediterranean Maxi Inshore Challenge

- PalmaVela - 4-8 May 2022
- Maxi Yacht Sorrento Trophy - 16-20 May 2022
- Rolex Giraglia (inshores) - 12-14 June 2022
- Copa del Rey MAPFRE - 30 July-6 August 2022
- Maxi Yacht Rolex Cup - 4-10 September 2022
- Les Voiles de Saint-Tropez - 2-8 October 2022

Spain

Saint-Tropez

Corsica

Italy

Porto Cervo

Sorrento

Sardinia

Palma

Mallorca

Sicily

Malta





Puerto Rico

British Virgin Islands



Netherlands Antilles

IMA Caribbean Maxi Challenge

- RORC Caribbean 600 – 21 February 2022/20 February 2023
- St Maarten Heineken Regatta – 3-6 March 2022/2-5 March 2023
- Les Voiles de St Barth Richard Mille – 17-23 April 2022/16-22 April 2023
- Antigua Sailing Week – 30 April-6 May 2022/22-26 April 2023



St Maarten Heineken Regatta

Les Voiles de St Barth Richard Mille

RORC Caribbean 600

Antigua Sailing Week



Following on from its Mediterranean Maxi Inshore and Offshore Challenges, the IMA has introduced a new annual Challenge starting in 2022, this time taking place in the Caribbean. In its first year this will comprise four of the most maxi-friendly events on offer in the West Indies, including one offshore and three of the famous race weeks. Significantly this is open to all maxis, not just those belonging to IMA members.

Before the IMA Caribbean Maxi Challenge (CMC) sets sail, there is the perfect opportunity for maxi yachts to get to the Caribbean in the RORC-IMA Transatlantic Race. This sets sail in early January from Puerto Calero, Lanzarote in the Canary Islands bound for Camper & Nicholsons Port Louis Marina in Grenada. This 3,000 mile Atlantic crossing is never for the faint of heart, but generally is a trade wind route, allowing for days on end of running downwind in stiff breeze and balmy temperatures (although this was not the case in 2022!)

First up in the CMC is the RORC Caribbean 600, starting and finishing from off English Harbour, Antigua. The Caribbean 600 course winds its way between 11 Caribbean islands, as far north as St Maarten and as far south as Guadeloupe, taking in Barbuda, Nevis, St Kitts, Saba and St Barth. The present monohull race record was established by George David's *Rambler 88* in 2018 with a time of 37 hours 41 minutes 45 seconds.

Since it was first held in 2009, maxi yachts have claimed monohull line honours in all and won nine of the races outright under IRC. IRC Overall

winning maxis have included Hap Fauth's *Bella Mentis* twice, George Sakellaris' *Proteus* and *Shockwave Maxi 72s*, two of George David's *Ramblers*, Niklas Zennström's *Rån II*, Karl Kwok's *Beau Geste* and finally, in 2019, the Askew brothers' VO70 *Wizard*. Favourites for line honours in 2022 were *Skorpions* and *Comanche*.

From Antigua, the maxis head northwest to St Maarten Heineken Regatta in early March, run by the Sint Maarten Yacht Club. Like Antigua, St Maarten has an international airport and the island, being half Dutch and half French, benefits from direct flights from the Netherlands and France.

Maxis get to sail either a coastal course or up to four inshore races each day. Those with a draft of less than 5m can moor in the heart of the action in Simpsons Lagoon. The organisers here are highly amenable to setting up courses that are maxi-friendly and the event usually attracts a strong entry of ex-Volvo Ocean Race yachts.

From St Maarten it is a short jump to Les Voiles de St Barth Richard Mille, taking place in late April, backed by the watchmaking company belonging to Peter Harrison. This comprises five days of racing for maxis under IRC on a variety of coastal courses around the French island paradise, plus a strong social programme including concerts every evening, a Crew Party and a layday (pandemic restrictions allowing). Currently, among maxi owners it is the most popular of the Caribbean regattas, perhaps because Saint-Tropez and St Barth both share the same laid-back, chic ambience.

No Caribbean series would be complete without the original Caribbean regatta - Antigua Sailing Week. Taking place in early May, this is usually the final race week of the Caribbean season and it will be the final of the Caribbean Maxi Challenge. Racing here is on a variety of courses, determined by the size of yachts competing and the weather conditions, with the aim for racing to last three to four hours daily.

The IMA Caribbean Maxi Challenge has been developed in conjunction with the Caribbean Sailing Association, whose President Michele Korteweg commented: "We are looking forward to hearing from the boat owners, managers and crew to see how we can make this IMA Caribbean Maxi Challenge an unforgettable experience for all, so we can further develop this in upcoming years."



Photos left: Laurens Morel; Michael Gramm; Paul Wyeth; RORC/Tim Wright

Caribbean regattas are renowned for their resounding parties. Photo: Souleyman T Photography

IMA Yacht of the Year Trophy

Each year the Association awards a special prize in recognition of the IMA member whose yacht has

achieved the best performance throughout the year. This is calculated using a formula based on the number of races in which a yacht has taken part and its performance in each. Traditionally, while the IMA

Yacht of the Year is announced at the end of the season, the Trophy is only presented at the IMA Members' Dinner during the Maxi Yacht Rolex Cup the following year.

The IMA Yacht of the Year Trophy is a refurbished Georgian-style antique, two-handled cup with cover. It was made in London by Barnard Bros and dates back to the end of the 19th century. It was purchased by the IMA through a London-based dealer who used to work for Garrard, the silversmiths who crafted the America's Cup.

The latest winner of the IMA Yacht of Year for 2021 is Luciano Gandini's black Mylius 80 *Twin Soul B*. The Mylius Yachts' President and his team sailed exceptionally all season, their results including a well-deserved victory in the 151 Miglia-Trofeo Cetilar, plus second place in class at both the Maxi Yacht Rolex Cup and Les Voiles de Saint-Tropez. Along with Carlo A. Puri Negri's victory in 2018 with *Atalanta II*, this was a rare occasion when the Trophy was not won by a grand prix racing maxi.

Past winners

2013	<i>Ràn II</i>	Niklas Zennström (SWE)
2014	<i>Robertissima</i>	Roberto Tomasini Grinover (ITA)
2015	<i>Momo</i>	Dieter Schön (GER)
2016	<i>Rambler 88</i>	George David (USA)
2017	<i>Proteus</i>	George Sakellaris (USA)
2018	<i>Atalanta II</i>	Carlo A. Puri Negri (ITA)
2019	<i>Rambler 88</i>	George David (USA)
2021	<i>Twin Soul B</i>	Luciano Gandini (ITA)



Benoît de Froidmont presents the IMA Yacht of the Year Trophy to 2019 winner Rambler 88's George David.
Photo: IMA/Studio Borlenghi

Gianfranco Alberini Challenge Trophy

The Gianfranco Alberini Challenge Trophy was created in tribute to the 'Comandante', who served as the IMA's much revered Secretary General from 1979 until he passed away in June 2013.

Having also served as Yacht Club Costa Smeralda's Commodore from 1982 to 2007, Alberini made a massive contribution to the growth and success of the IMA. He established several of the most important maxi events, such as the Maxi Yacht Rolex Cup, and brought Rolex on board as a partner.

To honour the great man the IMA Board established, in his memory, this perpetual trophy: A dodecagonal silver cup, mounted on a juniper plinth.

Awarded to the worthy IMA member whose crew demonstrated the most exceptional sportsmanship, the Trophy was first awarded in 2014 at the end of the Volcano Race - an offshore race starting and finishing in Gaeta, running down to the volcanic Aeolian islands off Sicily and back. Held from 2011 to 2016, it was the last maxi event Alberini created prior to his untimely death.

While the Volcano Race may have ceased, the Trophy is now awarded during other events, at the discretion of the IMA Board.

Past winners

2014	<i>Shirlaf</i>	Giuseppe Puttini (ITA)
2015	<i>Fra' Diavolo</i>	Vincenzo Addressi (ITA)
2016	<i>Wild Joe</i>	Márton Józsa (HUN)



Top: The Gianfranco Alberini Challenge Trophy.
Above: *Comanche's* Mitch Booth receives the IMA Trophy for the 2022 RORC-IMA Transatlantic Race from Secretary General Andrew McIrvine.
Photo: RORC/Arthur Daniel

IMA Trophy for the RORC-IMA Transatlantic Race

This trophy is awarded to the monohull line honours winner of the annual Transatlantic Race, traditionally running between Lanzarote and Grenada and organised by the Royal Ocean Racing Club in conjunction with the IMA.

The 'Adam Style' vintage sterling silver trophy was acquired by the Association in 2014 and awarded for the first time the following year.

The event always attracts a strong maxi entry, particularly with its new January start date separating it from the ARC. The 2022 event attracted a strong fleet of 23 monohulls of which six were maxis.

The crew of the winning 100ft maxi *Comanche* were presented with the trophy by IMA Secretary General Andrew McIrvine after they not only scored line honours, but set a phenomenal new record of 7 days 22 hours 1 minute 4 seconds, shaving more than two days from the previous record set by Pier Luigi Loro Piana's Baltic 130 *My Song* in 2018.

Past winners

2015	<i>Nomad IV</i>	Jean-Paul Riviere (FRA)
2016	<i>Leopard 3</i>	Mike Slade (GBR)
2017	<i>CQS</i>	Ludde Ingvall (FIN)
2018	<i>My Song</i>	Pier Luigi Loro Piana (ITA)
2019	<i>Childhood</i>	Bouwe Bekking (NED)
2021	<i>Green Dragon</i>	Johannes Schwarz (AUT)
2022	<i>Comanche</i>	Mitch Booth (AUS)



Photo: WMA Studio Bologna



2022 Maxi Race Previews



Photo: RORC/Tim Wright/www.photoaction.com

Course: Starting and finishing off English Harbour, Antigua, passing Barbuda and rounding the islands St Kitts and Nevis, Saba, St Barth, St Maarten, Tintamarre, Guadeloupe, La Désirade and Redonda

Distance: 600 miles

Entry: Open to maxi yachts of all sizes

Organiser: Royal Ocean Racing Club in association with the Antigua Yacht Club

e: racing@rorc.org

t: +44 (0) 1983 295 144

www.caribbean600.rorc.org

The first event, and only offshore, in the IMA's new Caribbean Maxi Challenge is the RORC Caribbean 600. Since the Royal Ocean Racing Club launched this event in 2009, it has swiftly become a classic to rival the Rolex Sydney Hobart, Fastnet and Middle Sea races. Uniquely, the event takes place in roasting temperatures, stiff easterly trades and a large Atlantic swell, drawing comparisons with the Kenwood Cup of old.

Darting between so many islands, no other course offers the Caribbean 600's twists and turns and the potential to sail every wind angle.

Maxis regularly perform well and, more often than not, win the race overall as well as take line honours. Past overall winners have included George David's *Ramblers* (2011/18), Hap Fauth's *Bella Mentis* (2015/17) and George Sakellaris' *Shockwave* (2014) and *Proteus* (2016), while the American Askew brothers won aboard their VO70 *Wizard* in 2019.

With the 2021 race cancelled due to the pandemic, this year's event was on track for a near record fleet.

ST MAARTEN HEINEKEN REGATTA - 3 to 6 MARCH



Where: St Maarten, Caribbean
Courses: Coastal
Entry: Open to maxi yachts of all sizes
Organiser: Sint Maarten Yacht Club
e: info@heinekenregatta.com
t: +1 721 544 2079
www.heinekenregatta.com

The second event in the IMA Caribbean Maxi Challenge, St Maarten Heineken Regatta has, over the last 40 years, grown to become one of the Caribbean's most popular race weeks. Support from the famous Dutch brewer provides the event with extra fizz, and it is known for its superb parties featuring top bands like the Black Eyed Peas, UB40, The Commodores and The Jacksons.

Taking part in the event are competitors of all abilities, from fully professional teams to amateur crews on bareboat charters.

Crystal clear waters and northeasterly trades provide a spectacular setting for races on a variety of courses, including one around St Maarten.

The event has always been popular with maxis. While the regatta didn't take place in 2021, the year before Vincenzo Addressi's Mylius 18e35 *Fra' Diavolo* claimed first place, with the Swan 80 *Umiko* in second. Recognising the increasing participation of former Volvo Ocean Race boats in these regattas, the organisers typically create special classes for them. In 2020 the Polish VO70 *I Love Poland* took class victory over the Cookson 50, *Grace O'Malley*.



Main photo: Laurens Morel
Top right photo: Souleyman T Photography



Where: St Barth, Caribbean

Courses: Coastal

Entry: Open to maxi yachts of all sizes

Organiser: TP Sail

e: contact@lesvoilesdestbarthrichardmille.com

www: www.lesvoilesdestbarthrichardmille.com

Today the most glamorous island in the Caribbean has got to be the French gem of St Barth. Effectively the Caribbean equivalent of its Saint-Tropez counterpart, Les Voiles de St Barth Richard Mille combines a laid-back, informal atmosphere with serious racing run by famous French offshore sailor Luc Poupon. Traditionally it offers lively shoreside entertainment and beach parties on the layday.

Backed by watch manufacturer Richard Mille, Les Voiles de St Barth is the third event in the IMA's new Caribbean Maxi Challenge.

The regatta is a firm favourite with Maxi 72 owners, especially *Bella Mente's* Hap Fauth and *Vesper's* Jim Swartz, the latter having won the event three times (in 2011, 2013 and 2015). This year, they will be led around the race track by Wendy Schmidt's new Botin 85 *Deep Blue*. Further stiff competition will be among the Swans, set to include Philip Rann and Simon Greiner's Swan 80 *Umiko*, Fabio Scalzi's Swan 68 *Trust* and Adrian Lee's Swan 60 *Lee Overlay Partners II*.

With the last two editions cancelled due to the pandemic, hopes are high that this year's event will be a great success.

REGATE DI PRIMAVERA-PORTOFINO - 21 to 25 APRIL



Photo: YCI/Studio Borlenghi

Where: Portofino, Italy

Courses: Triangle and coastal

Entry: Open to maxi yachts of all sizes

Organiser: Yacht Club Italiano

e: info@yci.it

t: +39 010253381

www.yachtclubitaliano.it

2021 saw a welcome return to the maxi racing calendar of the picturesque Ligurian seaside village, Portofino, which despite its compact size, had for many years hosted popular maxi events such as the Nespresso Cup and Zegna Trophy.

As with these previous events, the Regate di Primavera-Portofino is organised by the Yacht Club Italiano, in this case in collaboration with the Municipality of Portofino, the IMA and main partner Rolex. In addition to its main Genoa clubhouse, the Yacht Club Italiano has its summer base in Portofino, where the club has been running yacht races since the 19th century.

Due to space constraints, only a limited number of entrants will be able to moor stern-to in Portofino's small harbour. Others will anchor off, or berth in Porto Santa Margherita Ligure's marina, just two kilometres away.

Racing on the Gulf of Tigullio will take place over a long four-day weekend, culminating in a final prize-giving on the Monday. Adding to the spectacle this year, the event coincides with the feast day of patron saint San Giorgio, and there is an impressive bonfire and celebrations planned in Portofino's main piazzetta on 23 April.



Where: Antigua, Caribbean

Courses: Coastal

Entry: Open to maxis of all sizes

Organiser: Antigua Sailing Week Committee affiliated with the Antigua and Barbuda Sailing Association

e: info@sailingweek.com

t +1 268 725 6651

www.sailingweek.com

Final event of the IMA's Caribbean Maxi Challenge, Antigua Sailing Week is also 'grand-daddy' of the Caribbean regatta circuit. First held by a group of friends in 1968, it was originally more a festival of all forms of water sports, but has since refined itself to providing top quality racing for its usual entry of around 100 yachts.

A relatively recent addition to the schedule is the Peters & May Round Antigua Race, an anticlockwise lap which takes place on Saturday 30 April, prior to the main event. The present monohull record for this was set in 2018 by Stephen Murray Jr's VO70 *Warrior* with a time of 3 hours 55 minutes 38 seconds.

Antigua Sailing Week then takes place over five days, run out of Antigua Yacht Club, with racing off the south coast and a layday on the Wednesday, when activities move to Pigeon Point Beach.

Typically, high performance maxis compete in the CSA 1 class with racer-cruisers in CSA 2.

As an added bonus for the event, Antigua has excellent logistics, including an international airport, good on-site facilities and services for yachts of all sizes.

Photo: Paul Wyeth/Antigua Sailing Week





Photo: Nico Martinez/www.martinezstudio.es

Where: Palma de Mallorca, Spain

Courses: Offshore (La Larga): Palma to Palma, via Dragonera, Ibiza and Formentera and Cabrera (225 miles) or via Dragonera, Tagomago, Cabrera (165 miles) Inshore courses: Up to six windward-leeward and coastal

Entry: Open to maxi yachts of all sizes

Organiser: Real Club Náutico de Palma

e: coordeportiva@rcnp.es

t: +34 971 72 68 48

www.palmavela.com

Since the IOR era of the 1980s, Palma has been a popular venue in the maxi racing calendar, with competitors enjoying the ideal sailing conditions on the Bay of Palma.

In 2004 the Real Club Náutico de Palma introduced Maxi Race Week as the Mediterranean season opener. Since rechristened PalmaVela, today maxis race alongside other smaller keelboats, but it still remains the opening event of the IMA's Mediterranean Maxi Inshore Challenge. Due to the pandemic, the 2021 event was moved to the autumn, but this year the regatta returns to its regular slot in the calendar.

A significant new development last year was the addition of La Larga, an offshore race that precedes the usual inshore event. While two principal courses of 350 and 225 miles are available, set between Ibiza and Mallorca, a final decision will be made according to weather conditions. As a stand-alone event, La Larga has also been introduced to the IMA's Mediterranean Maxi Offshore Challenge for the first time in 2022.



Courses: Naples, Capri, Italy via Ponza and Li Galli

Entry: Open to maxi yachts of all sizes

Distance: 155 miles

Organiser: Circolo Remo e Vela Italia and Yacht Club Italiano in collaboration with the IMA

e: info@tregolfisailingweek.com

t: +39 081 764 6393

www: www.tregolfisailingweek.com

A new stand-out event in the IMA calendar is the first IMA Maxi European Championship. This will combine the maxi results from the Regata dei Tre Golfi (carrying a 1.25x co-efficient) with the inshore and coastal races of the Maxi Yacht Sorrento Trophy. Both form part of Tre Golfi Sailing Week, which this year replaces Capri in the calendar, with the centre of operations instead based in Sorrento.

First held in 1954, Regata dei Tre Golfi is the second oldest Italian offshore race after the Rolex Giraglia. This year's 67th edition will also be the third event in the 2022 IMA Mediterranean Maxi Offshore Challenge.

Once again this time, the traditional dinner at the Circolo del Remo e Vela Italia, followed by a romantic midnight start, will be dispensed with in favour of a 19:00 start, off Naples' magnificent Castel dell'Ovo.

The course takes the yachts north through the bays of Naples, Salerno and Gaeta, around Ponza and then south, where they can leave Capri to port or starboard, before continuing on to the Li Galli rocks, the turning mark off the Amalfi coast. They then return, via the south side of Capri, to the finish off Marina Grande.



Photo: ROLEX/Studio Borlenghi

including MAXI YACHT SORRENTO TROPHY - 16 to 20 MAY

TRE GOLFI SAILING WEEK

MAXI EUROPEAN CHAMPIONSHIP

115



Where: Sorrento, Italy

Courses: Windward-leeward, coastal

Entry: Open to maxi yachts of all sizes

Organiser: Circolo del Remo e Vela Italia and the IMA

e: info@tregolfisailingweek.com

t: +39 081 764 6393

www.tregolfisailingweek.com

The first ever IMA Maxi European Championship continues on from the Regata dei Tre Golfi with four days of inshore and coastal racing in the Maxi Yacht Sorrento Trophy. This event also forms part of Tre Golfi Sailing Week and is the second in the IMA's Mediterranean Maxi Inshore Challenge.

Replacing the Capri event in the annual maxi calendar, the fleet will be based nearby in Sorrento at Marina Piccola, although the race areas and format will remain the same: In addition to the mix of windward-leewards and coastal courses around the Bay of Naples, there will be, if conditions allow, a race around the exotic Italian island of Capri, taking in its famous Faraglioni rocks. The backdrop to the race area is stunning, with Capri in one direction and the mountainous Sorrentine Peninsula in the other, with Mount Vesuvius looming behind it in the distance.

Although this event is an 'IMA European' championship, it is open both to non-IMA members and those who are not European citizens. Yachts entering must have an IRC Endorsed certificate. Due to berthing restrictions in Sorrento, entries will be limited to around 25 maxis, according to the make-up of the fleet, with late entries going on to a waiting list.

Photo: ROLEX/Studio Borlenghi





Course: Livorno to Punta Ala, Italy, via Marina di Pisa, Giraglia rock and Formiche di Grosseto

Distance: 151 miles

Entry: Open to maxi yachts of all sizes

Organiser: Yacht Club Punta Ala, Yacht Club Livorno, Yacht Club Repubblica Marinara di Pisa

e: segreteria@151miglia.it

t: +39 050 310023

www.151miglia.it

Rising star among Mediterranean offshore races, the 151 Miglia-Trofeo Cetilar was the brainchild of IMA Vice President Roberto Lacorte, whose company also supports it. It is the fourth event in the IMA Mediterranean Maxi Offshore Challenge.

After just 12 editions it is now one of the Mediterranean's most well attended offshore races in the Mediterranean, with more than 250 yachts

competing, among them maxis racing in an IRC Over 60 class.

Its popularity is due to a mix of its relatively short duration, proximity to Italy's biggest fleets and not one, but two epic parties, at the start and finish – COVID restrictions permitting.

Starting from Livorno, the race is challenging, with the threat of shut-downs, often while rounding the Giraglia rock overnight or passing Elba, before competitors reach the final turning mark of Formiche di Grosseto and head to the Punta Ala finish.

While Furio Benussi's *Arca SGR* claimed line honours in 2021 and Luciano Gandini's *Mylius 80 Twin Soul B* won the IRC Over 60 class, the blistering course record of 13 hours 50 minutes 43 seconds, set by George David's *Rambler 88* in 2019, remains unbroken.

Course: Newport, RI to Bermuda

Distance: 635 miles

Entry: Open to maxis up to 100ft, Superyacht division for LH 80+ft

Organiser: Cruising Club of America and Royal Bermuda Yacht Club

e: participation@bermudarace.com

www.bermudarace.com

The grandfather of the world's 'classic 600 mile' offshore races, inspiring no less than the Rolex Fastnet Race, the Newport Bermuda Race was first held in 1906 to demonstrate that ocean racing was possible for yachts of less than 80ft. Ironically it has since become a must-do event for maxi yachts.

From the 1960s onwards, line honours winners have included famous maxis including *Stormvogel*, *Kialoa II*, *Ondine*, *Windward Passage*, *Nirvana*, *Boomerang*, *Condor*, *Congere*, *Windquest*, *Alexia*, *Sagamore*, *Pyewacket*, *Morning Glory*, *Shockwave*, *Bella Mente* and *Rambler 88*. *Comanche* is the present record holder with a time of 34 hours 42 minutes 53 seconds.

Unlike the other 'classic 600 milers', Newport Bermuda is an open water dash. Its most notable feature is the Gulf Stream, which affects the final two thirds of the race, bringing with it humid air and warm sea temperatures, but also the potential for speed-sapping back eddies and severe, lumpy seas. Uniquely, the race separates the pure racers, competing in the Gibbs Hill Lighthouse Division (<100ft LH), from the cruiser-racers in the St David's Lighthouse Division. Both use the ORR rating system to determine the winners.



Photo: Daniel Forster/PPL



Feeder race: Sanremo, Italy to Saint-Tropez, France

Feeder race distance: 57 miles

Inshore courses: Windward-leeward and coastal

Entry: Open to maxi yachts of all sizes

Organiser: Yacht Club Italiano in collaboration with Yacht Club Sanremo (feeder race) and Société Nautique de Saint-Tropez

e: info@yci.it

t: +39 010 253381

www.rolexgiraglia.com

While its famous offshore race remains the main event, inshore racing at the Yacht Club Italiano's Rolex Giraglia has grown extremely quickly. First introduced in 1998, the event now attracts almost as many participants, including many maxi yachts. It is also the third event in the IMA Mediterranean Maxi Inshore Challenge.

Due to the pandemic, in 2021 the Rolex Giraglia dispensed with the inshore racing, and so its reintroduction this year marks a welcome return to normality for the new season. The event starts on 10 June with the ever-popular feeder race from Sanremo to Saint-Tropez. Once arrived, the inshore racing then takes place under the auspices of the Société Nautique de Saint-Tropez.

For the inshores, the maxi yachts have their own race area in the Baie de Pampelonne to the south of Saint-Tropez, where better wind conditions are often to be found. Here the maxis also have their own race committee, assisted by the IMA. Ashore, competitors can enjoy the many delights of Saint-Tropez, renowned for its chic, laid back ambiance.



Course: Saint-Tropez, France to Genoa, Italy via the Giraglia rock
Distance: 241 miles
Entry: Open to maxi yachts of all sizes
Organiser: Yacht Club Italiano in collaboration with Société Nautique de Saint-Tropez
e: info@yci.it
t: +39 010 253381
www.rolexgiraglia.com

It is yachting legend that over dinner in a Parisian bistro plans were cooked up for a new race from the south of France to Italy, to help repair European relations after WWII. Present that evening in December 1952 were three yachtsmen: Beppe Croce, President of the Yacht Club Italiano, René Levainville, President of the Yacht Club de France and Franco Gavagnin. So the Giraglia race was born, from Saint-Tropez to Genoa via the now famous rock off the north tip of Corsica.

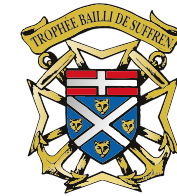
Photo: ROLEX/Studio Borlenghi

One of the oldest surviving offshore races in the Mediterranean, the Giraglia first received backing from Rolex in 1997, and has since spawned an inshore series in Saint-Tropez and a feeder race from Sanremo. Its offshore race, traditionally starting on the Wednesday immediately after the inshore series, is the fifth event in the IMA Mediterranean Maxi Offshore Challenge.

Perhaps because it is relatively short, requiring just one night at sea for the big boats, or that it starts from ever-fashionable Saint-Tropez, the Rolex Giraglia remains the most popular event in the offshore series.

Cancelled due to the pandemic in 2020, an abbreviated all-Italian version took place in 2021, but this year the intention is to return to the normal course, starting from Saint-Tropez and concluding in Genoa, outside the Yacht Club Italiano's clubhouse.

TROPHÉE BAILLI DE SUFFREN - 23 JUNE to 9 JULY



Course: Saint-Tropez, France to Mahon, Menorca to Carthage, Tunisia to Malta

Distance: 800 miles

Entry: CIM Vintage or Classics, IOR, IRC Spirit of Tradition or Corinthian of 11+m

Max number of entries: 30

Organiser: Société Nautique de Saint-Tropez, Club Maritimo de Mahon, Club Nautique de Sidi Bou Saïd, Royal Malta Yacht Club, co-ordinated by the Marenostum Racing Club

e: marenostumracingclub@gmail.com or regate@snst.org

t: +33 494 973054

www.tropheebaillidesuffren.com

A unique event in the IMA calendar, the Trophée Bailli de Suffren was born from an urge to sail to Malta following the launch of Henri-Christian Schroeder's book *Illusion of Malta*. At the time Schroeder was perched in Saint-Tropez's famous Hotel Sube by the statue of French naval commander Admiral Suffren, nicknamed the Bailli de Suffren or Admiral Satan. The race has evolved from there and this year's will be its 21st edition.

Organised by French former Whitbread Round the World Race winner Lionel Pean via his Marenostum Racing Club, this multi-leg offshore race is principally for classic, modern classic and spirit of tradition yachts. Vital is its philosophy: A 'gentlemen's race', maintaining the values of fair, corinthian sailing. Intense competition on the water is matched by strong camaraderie and the themed parties ashore.

While the last race left Saint-Tropez bound for Bonifacio, Trapani and then Gozo before finishing in Malta, in 2022 the race will instead be a three-leg affair on a new course. From Saint-Tropez it will visit Mahon, Minorca and Carthage, Tunisia, spending 48 hours in each, before arriving in Malta. Leg lengths are 225, 350 and 225 miles respectively.

The 2021 race culminated in an epic three-way battle. The magnificent *Moonbeam of Fife*, the 55ft S&S yawl *Hilaria* and Carl Ollivier's *Ratafia* finished on almost equal points with the latter winning on countback to win the impressively titled 'Sabre of the Admiral Satan' class with a prize-giving held at the Royal Malta Yacht Club.



Photo: Michael Kurtz/Michaelkurtzphoto.com

Course: Sounio, Greece via Milos, Santorini caldera, Kassos, Rhodes, Kandelioussa, Kos, Farmakonisi, Agathonisi, Patmos and Mykonos

Distance: 605 miles

Entry: Open to maxi yachts of all sizes

Organiser: Hellenic Offshore Racing Club

e: info@aegean600.com

t: + 30 210 4123357

whatsapp: +30 6932708404

www: www.aegean600.com

A welcome addition to the world's ever-growing series of 600 mile offshore races is the Aegean 600, first held last year out of Olympic Marine in Lavrio, at the southern end of Greece's Attica peninsula. This year it joins the IMA Mediterranean Maxi Offshore Challenge.

The race is most comparable with the RORC Caribbean 600 as it weaves its way through numerous islands. The course takes competitors on an anticlockwise lap of the Dodecanese Islands of the Aegean, passing picturesque and distinctive landscapes imbued with ancient history such as the start/finish line off Homer's sanctuary, the Temple of Poseidon on Cape Sounio, plus the Santorini caldera. Alongside these are Milos and Karpathos, the

cosmopolitan hotspot of Mykonos and the UNESCO world heritage site of Delos, as well as major islands such as Rhodes and Kos, close to the Turkish coast.

The Hellenic Offshore Racing Club has conceived the course well, balancing both points of sail, open versus protected water and avoiding shipping routes. Typically, the prevailing NNE Meltemi is Force 3-5, but can build to Force 6-7 and drop off at night.

Clearly maxis are in with a good chance; in the first edition Carlo A. Puri Negri's Farr 70 *Atalanta II* won not only line honours, but also overall under IRC.





COPA DEL REY MAPFRE - 30 JULY to 6 AUGUST



Where: Palma, Mallorca

Courses: Windward-leeward and coastal

Entry: Open to maxi yachts of all sizes

Organiser: Real Club Náutico de Palma

e: coordeportiva@rcnp.es

t: +34 971 726848

www.regatacopadelrey.com

The Mediterranean's most famous and historic multi-class regatta is the Real Club Náutico de Palma's Copa del Rey MAPFRE, where maxis compete in IRC 0. It is the fourth event in the IMA's Mediterranean Maxi Inshore Challenge.

The event has a long history, first run in 1905 by sailing enthusiast King Alfonso XIII as Spain's answer to Cowes Week or Kiel Week, both of which were held under royal patronage. It was originally based in Getxo, Bilbao but subsequently moved to Gijon. After the Second Republic and Franco's reign, Copa del Rey was reinstated in Palma in 1982 by King Juan Carlos I. Today it continues to be actively supported by the Spanish royal family, with His Majesty King Felipe VI personally competing in the regatta and hosting the prize-giving.

Thanks to its largely protected water and reliable sea breeze, the Bay of Palma is one of the world's most highly regarded venues, hosting racing for Olympic dinghy classes to superyachts throughout the season. For maxi teams, in addition to the club's superb facilities, Palma's huge harbour is located close to a major international airport and it has one of the best boatyards for large yachts in STP, where many maxis already base themselves.



Photos: Nico Martinez/Copa del Rey MAPFRE

Course: Palermo, Sicily to Montecarlo via YCCS gate off Porto Cervo

Distance: 437 miles

Entry: Open to maxi yachts of all sizes

Organiser: Circolo della Vela Sicilia, Yacht Club de Monaco and Yacht Club Costa Smeralda

e: info@palermo-montecarlo.it

t: +39 091 347731

www.palermo-montecarlo.it

The only event in the IMA calendar to visit Sicily, the Palermo-Montecarlo is also the last opportunity to earn points for the IMA's 2021-22 Mediterranean Maxi Offshore Challenge.

The race is organised by the Circolo della Vela Sicilia, based in Mondello, just north of Palermo. The club is well known for being the Italian Luna Rossa Prada Pirelli Team's challenging club for the 36th and 37th America's Cups.

From the start, the fleet heads across to the east coast of Sardinia and up to a turning mark off Porto Cervo, overseen by the Yacht Club Costa Smeralda. From here the course opens: If conditions are suitable – they weren't in 2019, but were in 2021 - competitors can then leave Corsica to port and round the island's north side. The more popular, and around 30 miles shorter, route is to sail up past the Costa Smeralda's La Maddalena archipelago, on through the Strait of Bonifacio and up the west coast of Corsica, before crossing to Monaco.

Taking place in August, this race can be light and prove ultra-challenging and in the past there have been examples of boats having to err dramatically off course to remain in the breeze.

Since 2015, the record for the race has been held by the 100ft *Esimit Europa 2*, with a time of 47 hours 46 minutes 48 seconds.







MAXI YACHT ROLEX CUP - 4 to 10 SEPTEMBER



Where: Porto Cervo, Sardinia

Courses: Coastal, but some windward-leewards

Entry: Open to maxi yachts of all sizes

Organiser: Yacht Club Costa Smeralda in conjunction with the IMA

e: secretariat@yccs.it

t: +39 0789 902200

www: [yccs.it](http://www.yccs.it)

For more than 40 years the pinnacle of the international maxi racing calendar has been the Maxi Yacht Rolex Cup, run by the Yacht Club Costa Smeralda in conjunction with the IMA. It is also the penultimate event in the IMA Mediterranean Maxi Inshore Challenge for 2022.

The Costa Smeralda has some of the best sailing grounds in the world, as Porto Cervo's developer, His Highness the Aga Khan, recognised when he acquired the land here in the 1960s. Close to the Strait of Bonifacio, prevailing, and often strong,

northwesterlies funnel between Corsica and Sardinia and the magnificent sailing ground in 'Bomb Alley', around La Maddalena archipelago, complete with its azure waters and rugged sandstone terrain.

Given all this, and the hospitality of the Yacht Club Costa Smeralda and the facility that is its magnificent clubhouse, it is understandable why maxi owners enthusiastically keep returning.

The event always attracts a strong turn-out of yachts with 50+ maxis expected to attend this year's event, which will feature a dramatic overhauling of the class splits to allow the best racing between boats of similar performance, rather than type.

Assuming COVID restrictions are lifted, participating owners can also enjoy two of the social highlights of the season – the IMA Members' Dinner, where the IMA Yacht of the Year Trophy is awarded, and the Rolex Owner's Dinner at Hotel Cala di Volpe.



Photos: IMA/Studio Borlenghi

Course: Porto Cervo, Sardinia to Monaco; or distance from Monaco after 24 hours

Entry: Open to maxi yachts of all sizes

Organiser: Yacht Club Costa Smeralda, Yacht Club de Monaco and the International Maxi Association

e: secretariat@yccs.it

t: +39 0789 902200

www.yccs.it

Repeatedly scuppered by the pandemic, 2022 will finally see the first running of another new event in the IMA calendar: the Porto Cervo-Monaco IMA 24 Hour Challenge.

Brainchild of IMA President Benoît de Froidmont, in conjunction with leading representatives of the Yacht Club Costa Smeralda and the Yacht Club de Monaco, this race is a means of uniting two of the world's most prestigious yacht clubs. In addition, the new event provides an exciting alternative to a delivery trip back to the mainland, following the Maxi Yacht Rolex Cup, or on to the next event in the IMA calendar, Les Voiles de Saint-Tropez, a month later.

The format for the Porto Cervo-Monaco IMA 24 Hour Challenge is simple, but unique. Competitors will set sail from a line off Porto Cervo at 11:00 CEST on the morning after the Maxi Yacht Rolex Cup concludes, and race to Monaco. If conditions permit and competitors finish within 24 hours, then their times will be taken. Those which haven't reached Monaco within 24 hours will instead have their distance to the finish calculated at 11:00 CEST on the Monday. IRC TCCs will then be applied to determine a winner using time on distance scoring.

The course is left open, with competitors permitted to pass through the Strait of Bonifacio and sail up the west coast of Corsica or, if conditions are more favourable, to leave Corsica to port, which can make for a 30 mile longer passage to Monaco.

The event will conclude with all the competing yachts reaching Monaco ready for a prize-giving and an owners dinner at the Yacht Club de Monaco on the evening of 12 September.

Photo: CVS/Studio Borlenghi



Course: Genoa to Trieste, Italy

Entry: Open to maxi yachts of all sizes

Organiser: Yacht Club Italiano and Società Velica di Barcola e Grignano

e: regate@svbg.it

t: +39 040 411664

www.rounditaly.com

One of the most ambitious new events to enter the maxi yacht racing calendar has been the Rounditaly Genova-Trieste. Organised between the Yacht Club Italiano and the Società Velica di Barcola e Grignano, the latter best known as the yacht club behind the Barcolana, the first edition of the race successfully took place in 2021 with the support of Fincantieri.

The course from Genoa, in the west, to Trieste, close by the Slovenian border in the east, via the Strait of Messina, is 1,130 miles long. Taking in most of the Italian coastline, this makes the Rounditaly the longest non-stop yacht race in the Mediterranean.

The timing of the event is also significant: It kicks off at the start of the Salone Nautico di Genova and finishes just in time to allow competitors to take part in the famous Barcolana. In fact, it shares the same finish line as the world's biggest single-start yacht race, off Trieste's Piazza dell'Unità d'Italia.

The first edition attracted five entries and was won on the water by Carlo Alberini's *Pendragon VI*, which also claimed the Maxi Class prize. In the process, the much-campaigned Davidson 69 established a new record for the giant course of 6 days 18 hours 3 minutes 57 seconds.



Photo: Andrea Carloni



LES VOILES DE SAINT-TROPEZ - 2 to 8 OCTOBER



Where: Saint-Tropez, France

Courses: Windward-leeward and coastal

Entry: Open to maxi yachts of all sizes

Organiser: Société Nautique de Saint-Tropez

e: info@snst.org

t: +33 494 973054

www.lesvoilesdesaint-tropez.fr



As a venue, Saint-Tropez has long been a favourite with maxi yacht owners. The most famous of Côte d'Azur hotspots, it still retains the laid-back bohemian glamour that famously attracted the 'jet set' to it during the 1920s and 60s.

Some questioned the wisdom when, in 2020, Les Voiles de Saint-Tropez was extended to two weeks – separating the maxi fleet out from the classics and smaller modern yachts - but the stand-alone second week of maxi racing in 2021 proved an unequivocal success, attracting more entries than even the Maxi Yacht Rolex Cup. The new arrangement enables those maxis with a shorter draft more room to moor stern-to in the picturesque port, while the entire fleet can now enjoy full run of the Golfe de Saint-Tropez.

Les Voiles de Saint-Tropez also represents the last chance for competitors to score points in the 2022 IMA Mediterranean Maxi Inshore Challenge, as its sixth and deciding event. Due to the pandemic, the MMIC was last raced in 2019 when its winner was only decided in the final race in Saint-Tropez, going to IMA President Benoît de Froidmont and his Wally 60 *Wallyño*.

Making the maxi event stand-alone has also incentivised competitors to take the racing here more seriously. This in turn has led to the IMA working more closely with the race management team, to meet the ever-increasing standard of racing now demanded by the maxi competitors, with, for example, upwind starts when wind conditions allow.

The event concludes with a prize-giving where the MMIC winner will receive their trophy.





Where: Trieste, Italy

Course: Single mass start on quadrilateral course

Entry: Open to maxi yachts of all sizes

Organiser: Società Velica di Barcola e Grignano

e: iscrizioni@barcolana.it or regate@svbg.it

t +39 040 411664

www.barcolana.it

With a peak in 2008 of 1,800 boats, the UK's annual Round the Island Race is considered to have a huge turn-out, however it is comfortably eclipsed by that of the Barcolana. The annual season-ending regatta, held in Trieste every year since 1969, regularly features a monster fleet with a record entry of 2,100+ boats in 2017.

The course itself is a modest 13 mile fixed quadrilateral, the start line set between Barcola and Miramare, and the finish off Trieste's Piazza Unità d'Italia. Most remarkably, the Barcolana fleet sets off en masse, making for an impressive, if harrowing, starting experience.

With no multiple starts, the Barcolana also uniquely has no handicap system and the winner is simply whichever boat claims line honours, making this a fabulous opportunity for maxi yachts to pick up silverware.

Over the years some great maxi yachts have claimed the big prize, including Bob Bell's *Condor* and Raul Gardini's *Il Moro di Venezia* in the 1980s, Neville Crichton's *Alfa Romeo*, which enjoyed repeat victories in the 2000s, followed by Igor Simčić's *Esimit Europa 2*, scoring five back-to-back wins in the 2010s.

Most recent winners include the Gašper Vinčec-skippered maxZ86 *Way of Life* in 2019, while local hero Furio Benussi's *Arca SGR* won last year's Barcolana53, presented by Generali.



Where: Venice, Italy
Course: San Marco, Giudecca and Lido canals
Entry: Open to maxi yachts of all sizes by invitation
Organiser: Yacht Club Venezia
e: info@venicehospitalitychallenge.it
t: +39 3461 897428
www.venicehospitalitychallenge.it

It may not create the best yacht race in the world, but as an 'experience' it is unsurpassed: Racing maxi yachts through the very heart of Venice, past world famous landmarks such as Piazza San Marco, the Basilica San Marco and the Doge's Palace.

This invite-only opportunity occurs annually in a unique event in the maxi sailing calendar: the Venice Hospitality Challenge. In this, maxi yachts get to team up with Venice's leading hotels. These include some of the best known in the world, such as the Gritti Palace, Belmond Hotel Cipriani and Hotel Danieli.

During the event the area is closed to cruise ships and other large vessels, permitting the maxis to sail a short, single race, largely confined to the Bacino di San Marco.

The 2021 event saw the fleet increase in size to 16 maxis. Seeking to stop the winning streak of the maxZ86 *Way of Life* was the favourite, the Furio Benussi-skippered *Arca SGR*, but instead it fell to Slovenian skipper Milos Radonjic and his 80ft maxi *Jena*, partnered with the Sina Centurion Palace Hotel, to take the win. Due to the increase in fleet size, entries were divided into two classes, the smaller won by the Farr 80 *Anemos*, skippered by Gughi Danelon.



Photo: Studio Borlenghi



ROLEX MIDDLE SEA RACE - 22 OCTOBER



Course: Starting and finishing in Valletta, Malta, anticlockwise lap around Sicily via the Strait of Messina, Stromboli, Favignana, Pantelleria and Lampedusa

Distance: 606 miles

Entry: Open to maxi yachts of all sizes

Organiser: Royal Malta Yacht Club

e: info@rolexmiddlesearace.com

t: +356 21 333109

www.rolexmiddlesearace.com

Starting the IMA Mediterranean Maxi Offshore Challenge for 2022-23 is the Rolex Middle Sea Race. Co-founded in 1968 by the Royal Malta Yacht Club and the RORC, this anticlockwise lap of Sicily, starting and finishing in the Maltese capital Valletta, is one of the world's 'classic 600 mile' offshore races. Its start is also one of the most dramatic: Howitzer cannon fire sends the fleet off from Grand Harbour, surrounded by Valletta's towering ancient ramparts.



From there yachts pass Sicily's smouldering Mount Etna, before tackling the Strait of Messina and on to the active volcanic island of Stromboli. There the course continues its anticlockwise lap of Sicily before diving south to the islands of Pantelleria and Lampedusa, the most southerly turning mark of the course, and returning to Valletta via the South Comino Channel. Scheduled at the end of the season, weather during the race can be very volatile, ranging from flat calms to raging storms.

The race has attracted top maxis since it began. Early line honours winners included William Whitehouse-Vaux's *Mistress Quickly* and Raul Gardini's *Rumegal*, followed by past IMA Presidents Jim Dolan with *Sagamore* and Alberto Roemmers with *Alexia*.

In more recent years, Neville Crichton's *Alfa Romeos* and then Igor Simčič with *Esimit Europa 2* were first home three and four times respectively. However, the record for line honours victories belongs to George David, whose *Ramblers* have secured six, David's best being in 2007 when he scored 'the triple' (overall win, line honours and race record). *Comanche* enjoyed similar success in 2021 as first monohull home and setting an 'unbeatable' course record of 40 hours 17 minutes 50 seconds, a 16% improvement on *Rambler's* time.

Photos: ROLEX/Kurt Arrigo







Course: Sydney to Hobart, Australia
Distance: 628 miles
Entry: Maxis up to 30.48m (100ft)
Organiser: Cruising Yacht Club of Australia
e: cyca@cyca.com.au
t: +61 2 8292 7800
www.rolexsydneyhobart.com

Among the 'classic 600 mile' offshore races, the Rolex Sydney Hobart has its own unique characteristics, always setting sail on Boxing Day

with a spectacular televised start from within Sydney Harbour. It can also offer the most severe weather: Hobart lies at 43°S, squarely in the Roaring Forties, and the race is renowned for 'southerly busters' which can bring 40-knot winds and rough wind-against-current seas. The fleet must also cross Bass Strait, where depressions funnel through from the Southern Ocean.

The fight for line honours is as serious a competition as the overall prize. Over the decades it has attracted

top international maxis, winners including Huey Long's *Ondines*, Jim Kilroy's *Kialoas*, Larry Ellison's *Sayonara* and Hasso Plattner's *Morning Glory*. In more recent years Bob Oatley's *Wild Oats XI* has claimed it nine times, scoring the 'triple' in 2005 and 2012 (also winning overall and setting a new record).

The record is currently held by the 100ft maxi *Comanche*, which in 2017 set a time of 1 day 9 hours 15 minutes 24 seconds. *Comanche* also claimed line honours in 2015 and 2019.

Course: Puerto Calero, Lanzarote, Canary Islands to Port Louis, Grenada, Caribbean

Distance: 2,995 miles

Entry: Open to maxi yachts of all sizes

Organiser: Royal Ocean Racing Club in association with the International Maxi Association

e: racing@rorc.org

t: +44 (0) 1983 295 144

www.rorctransatlantic.rorc.org

Moving the departure date of the RORC-IMA Transatlantic Race to January, thereby separating it from the ARC, has proved a sound decision. The January 2022 edition succeeded in attracting a record number of entries, with *Comanche* leading a strong fleet of former Volvo Ocean Race yachts.

The Lanzarote start from the Canary Islands is hosted, as always, by Calero Marinas, while competitors finish into the welcoming arms of Camper & Nicholson's Port Louis Marina in Grenada.

In theory the course is a case of keying into the trade winds and then making the best of the downwind sleigh ride to the finish. However, as the 2022 edition demonstrated, in which the trades were severely disrupted, these days the race can come with as complex meteorology as any in the calendar.

For maxis, the race provides a well-timed feeder to the IMA Caribbean Maxi Challenge, which kicks off with the RORC Caribbean 600.

Maxis have won the race overall under IRC, including the 100ft *Nomad IV* in 2015 and the Dutch Marten 72 *Aragon* in 2016.



Photo: RORC/James Mitchell



YCCS Commodore Michael Illbruck is an accomplished yachtsman and business leader.

Photo: ROLEX/Studio Borlenghi

Some outside observers may have raised an eyebrow when on 1 August 2020 the new Commodore of one of the most glamorous and famous yachting establishments in Italy, the Yacht Club Costa Smeralda, was revealed. While his family's name has been familiar in yacht racing circles internationally since the 1970s, winning top regattas such as the Admiral's Cup and culminating in a spectacular victory in the 2001-02 Volvo Ocean Race, there was one significant oddity in the appointment – the new man was not Italian. However, for YCCS members and others close to the club, the appointment could not have been more natural.

Michael Illbruck is first to admit that much of the Illbruck story belongs to his father Wilhelm or 'Willi'. It was he who built up an industrial empire based to the north of Cologne that ultimately employed more than 3,000 people in 16 countries, a conglomerate that Michael took over during the 1990s. But Willi Illbruck's passion for business was rivalled by his passion for his favourite pastime – yacht racing. Joyously, it was a passion that both father and son could share.

Born in 1960, Michael's hero from an early age was Willi: "In 1969 when they landed on the moon, people would go 'who do you want to be?' And everyone would say 'I want to be an astronaut,' but I would say, 'no, I want to be like my father.'"

During Michael's childhood, at every available moment during the summer, his family would decamp to the IJsselmeer in the Netherlands, where he learned to sail on Optimists and then Lasers. When Walter Huisman built the first of many *Pintas*, an aluminium

One Tonner, a nine-year-old Michael got to sail on board, and from then on, was part of the regular crew. This led to a 'different' sort of childhood: "My parents always said 'it is better to go sailing than to go to school'. So I missed a lot of schooling," he recalls.

By the mid-1970s the *Pinta* programme was becoming a serious affair. 1975 was their first participation in the Admiral's Cup (following Germany's victory in 1973) when they were runner-up, but in 1983 *Pinta* led Germany to victory again. Over this time, the Illbrucks' campaign was globetrotting, taking in all of the major international events: Sydney Hobart, Newport Bermuda, the SORC, Kenwood Cup, the Big Boat Series in San Francisco among others.

Aged 17, Michael became the team's bowman, a role that would last until the late-1980s when he started helming. Come the 1990s the *Pinta* team was fully professional. With Russell Coutts calling the shots on board, 1993 was their golden year, again leading Germany to victory in the Admiral's Cup and then winning the prestigious One Ton Cup, defending it the following year with John Kostecki.

After the 1997 Admiral's Cup, the Illbrucks chose a different path, stepping up to the highest rung of the offshore racing ladder by competing in the 2001-02 Volvo Ocean Race. *Illbruck Challenge's* crew was based around Kostecki as skipper and Ross Halcrow, both coming with prior experience of the round the world race. They went on to win four out of nine legs, and finished the race in Kiel, in the Illbrucks' native Germany, where heaving crowds were cheering dockside, amid huge celebrations to welcome the victorious team home. "Even today we

The evolution of the Illbruck family's Pintas from their humble origins racing in the North Sea and the English Channel. But Porto Cervo and the Costa Smeralda became a popular destination for them, and they competed at the Sardinia Cup in 1986 (bottom right), 1988 (top right) and 1990 (bottom left).





Michael Illbruck with his 2001-02 Volvo Ocean Race-winning skipper John Kostecki.

refer to that as our 'landing on the moon' moment," explains a beaming Illbruck of that amazing day. "At the start of the race my father complained that we had gone with a Farr design instead of a Judel/Vrolijk - that was very upsetting for him. In the end he was very proud of what we had done, but we could not have done it without him and what he did for sailing." Sadly, by this stage Willi Illbruck was severely ill and he passed away in 2004.

Following the Volvo Ocean Race, an attempt was made to challenge for the 31st America's Cup in Auckland in 2003, to the extent of building a boat, but, when they failed to secure additional sponsorship, Michael Illbruck pulled the plug on the campaign and the boat was donated to Team New Zealand.

The Illbrucks' lengthy connection with the Costa Smeralda came initially through Michael's mother Christiane, who visited on holiday in 1976. As he remembers: "She came back and told us, 'There is this fantastic place you should see...'" They did as they were told, competed in the first Sardinia Cup in 1978, and were fully hooked. As Michael recalls: "When you come from Bonifacio, go across in a big breeze and enter La Maddalena, then it is like 'is this real?' So we stayed and obviously developed a great passion for Sardinia and Italy. Sailing in shorts and a t-shirt when it was blowing 20 knots was quite different." They bought a property at the seaward end of Porto Cervo's harbour which remains in the family.

Overlooking Porto Cervo harbour, the YCCS was established by H. H. the Aga Khan in 1967 and, from early on, the Illbrucks' allegiance to it was strong, racing under its flag from 1978 onwards. The

club's first Commodore, Gianfranco Alberini, was a very close friend and to them the YCCS was more than a club, coming complete with values and a philosophy that they deeply admired. "It is a very unique place, somewhere very, very special; so when our President of the Board - Princess Zahra Aga Khan - asked me if I would consider becoming Commodore, I immediately said 'yes', because it is a great honour," Michael explains. He replaced Riccardo Bonadeo, YCCS Commodore since 2007.

Edoardo Recchi, the YCCS's Secretary General and Sports Director adds: "The fact that our club decided to elect a Commodore who is not Italian is a kind of natural step, endorsing the international credentials of Porto Cervo and the YCCS. The majority of people who race here are from abroad and we are very supportive of this."

Michael's yachting credentials also indicate how seriously the club takes its racing. Whether it was as the first Italian club to challenge for the America's Cup, or as the present-day organiser of the Maxi Yacht Rolex Cup, the YCCS runs world-class events, including those for superyachts, Nautor's Swan and various championships, as well as the Finals of the Sailing Champions League or the 69F Cup for small foiling craft. In this latter circuit, the club backed its own Young Azzurra team for 18 months.

Since the time YCCS Commodore Alberini was also Secretary General of the International Maxi Association, the IMA and the club have remained the closest of companions and today are still joint organisers of the Maxi Yacht Rolex Cup. As Recchi puts it, the event that has taken place since 1980

is “like a solid brick that is part of our club’s foundations.” To host the 2021 event, the club went to great lengths - perhaps not fully recognised - with the Italian Sailing Federation and the local government, to ensure that it could happen, despite heavy restrictions put in place due to the pandemic. The event was a success, attracting a fleet of almost 50 maxis.

It doesn’t take too much contemplation to realise that as a race area the Costa Smeralda is made for maxis. Most maxi owners prefer coastal courses, and why would you sail windward-leeward – which you can do anywhere – when you could be racing down Bomb Alley with its azure water and wind honed



Michael Illbruck at the helm of the winning VO60 that bore his family’s name.
 Right: A giant flotilla gathered to greet a victorious illbruck Challenge into Kiel, Germany at the finish of the 2001-02 Volvo Ocean Race.
 Photo: Rick Tomlinson/www.rick-tomlinson.com

sandstone rock formations, that stand like sculptures, or blasting down the back of La Maddalena with big waves and 20 knots behind you? Most maxis are fast enough to race into the Strait of Bonifacio and back, passing all the Costa Smeralda’s off-lying islands, comfortably in an afternoon.

Michael Illbruck’s experience on maxis has only occurred since taking up his new role.

In 2020, he got to sail on Juan Ball’s Swan 90 *Nefertiti*. “It was a new experience - just getting the main up, getting going and starting the boat were unbelievable,” he recalls. “There were all these Olympic sailors on board and I could see how Juan really enjoyed it. And he was going ‘Mike - look at the coast...’ If I told John Kostecki I’d looked at the coast, he’d have hit me! He enjoyed it so much, but from a different perspective.”

He also raced on the Wallycento *Galateia* in last year’s Maxi Yacht Rolex Cup, and was even invited to helm it in place of the owner on the final day, until racing was cancelled. “I saw how an owner was helped and coached, and was into it in a very different fashion to what I am used to. I took the helm when we were driving in, and Murray [Jones] told me: ‘Don’t worry, the boat will get smaller and smaller by the minute’. It really did! It was amazing how agile the Wallycento is, and how powerful. I have a huge respect for the loads on these boats. They are amazing machines.”

Obviously, yachting is in a state of considerable development at present with, for example, the advent of foiling boats, and the YCCS is aware that





*The Yacht Club Costa Smeralda has been part of the Illbruck family's life since the late 1970s.
Photo: ROLEX/Studio Borlenghi*

its events, including the Maxi Yacht Rolex Cup, must evolve accordingly as this develops.

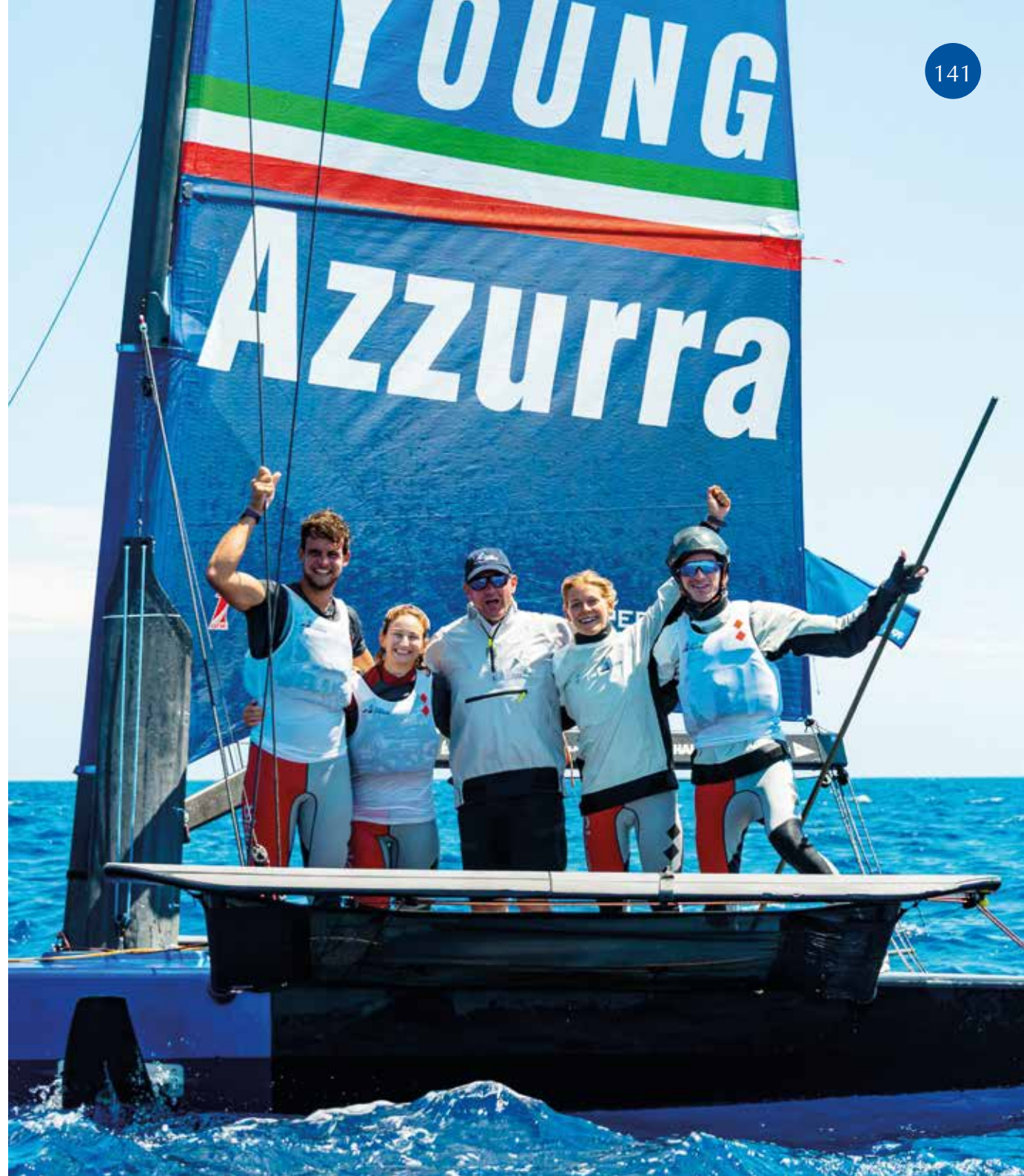
In the meantime, Illbruck will continue to make a difference in his role at the club, whether it is by encouraging new classes to come and race, or improving the services the club offers to its 600 or so members and visitors. "We put a lot of attention on the quality of life for our members and guests in the yacht club, to make them feel great." They are also redeveloping the upper terrace by installing a new fitness area.

If yacht club commodores are supposed to lead by example, then Illbruck is relishing this opportunity. While in recent years he has enjoyed actively racing smaller keelboats like the Dragon, Melges 32, Melges 20 (in which he was World Champion in 2016), and currently the J/70 (aiming for the Worlds in October), his latest project, the latest *Pinta*, is a new 52ft Reichel/Pugh design, built by Core Composites in New Zealand, due for launch this year. On this we may see some familiar Illbruck names such as Kostecki, Halcrow and Don Cowie.

However, he acknowledges that racing in his own club's events is not simple. "I think it is a good thing that the Commodore of YCCS is someone who actively races, but my attention and priority is the YCCS. There is enough other racing to be done on the J/70 and on the *Pinta* 52 elsewhere."

Given that Illbruck is only the YCCS' third Commodore in some 55 years, it seems likely that this enthusiast will remain in the job for some time. Especially since he has now learned to speak Italian fluently.

*Commodore Illbruck, centre, with the 69F Young Azzurra team in 2021: (left to right) Federico Colaninno, Francesca Bergamo, Erica Ratti, Ettore Botticini.
Photo: Gianluca di Fazio*





Maxi News



A 2022 programme focused on three popular events; J Class yachts changing hands, including the return of *Ranger* to the racing arena in the hands of an enthusiastic new owner; the appointment of a new J Class Secretary, and further work to the new, purpose-designed 'science-based' J Class Rule: there are many signs of an exciting 2022 and an even brighter future for the J Class.

After 2017's highpoint, and then subsequent slump in interest – caused by a variety of factors – lessons have been learned and a more conservative, sustainable approach is being taken as the J Class rebuilds progressively, with boats and teams returning to class racing.

The 2021 season was confined to two regattas, with *Velsheda* and *Topaz* matching up within the appropriate handicap classes at both the Maxi Yacht Rolex Cup and Les Voiles de Saint-Tropez. Honours between the sparring partners finished pretty much even as *Velsheda* – with many of her Kiwi core crew confined to New Zealand – prevailed on the Costa Smeralda, while *Topaz* made the best of the challenging conditions in Saint-Tropez.

Events for the 2022 J Class calendar were agreed at the class's AGM in late autumn last year, starting with the St Barths Bucket (17-20 March), then back to the Mediterranean for the Superyacht Cup Palma (29 June – 2 July) and the Maxi Yacht Rolex Cup (4-10 September). At time of writing, three J Class teams were signed up for the first event in St Barth: *Hanuman*, *Ranger* and *Velsheda*. All three are also expected to race at the European regattas, joined by *Topaz*.

At all these regattas the class will race under the new J Class Rule, which has been written specifically for the class by Chris Todter and which was initially rolled out at the Superyacht Challenge Antigua in the spring of 2020 before racing was curtailed. Todter has spent the intervening period fine-tuning the science and is due to release it to the key designers in ample time before St Barths Bucket. The rule has been developed to best account for the speed-producing features of the modern, active class boats.

The return to the J Class race course of one of the most active campaigners of recent years, *Ranger*, is highly anticipated. The passing of John Williams, the passionate and pragmatic owner of *Ranger*, left a significant void. This was not just because the *Ranger* programme halted as a result, but the redoubtable Williams had been a down-to-earth cornerstone of the class for many years.

The new owner of *Ranger* is reputed to have fallen in love with the boat and the J Class at the NYYC America's Cup World Series event in 2016. *Ranger* is his first racing yacht and this year's St Barths Bucket will be his first experience of a major regatta.

Ranger has undergone a major refit, which has resulted in a significant reduction in weight. All of the equipment has been removed from the engine room and modernised, much of it before reinstallation, while the hydraulics have been updated to a more competitive system for racing. She has also had a full paint job and new teak decks laid, as well as a simplified deck layout, incorporating a new cockpit,

which means liferafts can be stored below, not mounted on deck anymore.

A very strong new crew has been put together, including many America's Cup winners and a core group of regulars from the double World Championship winning TP52 *Platoon*. Although he is a relative newcomer to steering J Class yachts, Ed Baird was one of the most accomplished winning helms in the International America's Cup Class, taking part in the 31st and 32nd America's Cups, and they have similar handling characteristics to a J Class yacht. John Kostecki is on tactics, working with Jordi Calafat and navigator Jules Salter, as he does on *Platoon*, along with main trimmer Dirk De Ridder. Meanwhile Ross Halcrow will be complemented by the very experienced Warwick Fleury and Mo Gray.

"Overall, all these changes should improve the performance of *Ranger*, but to what degree we won't really know until we line up against other boats, so we are really looking forwards to that," explained Greg Sloat, the owner's representative.

Racing interest has also been rekindled on the successful *Hanuman*, which has not raced since 2017, as Chris Hosking, project manager, outlines: "We will start racing again with a great baseline boat. We certainly anticipate great racing in the Caribbean this winter. *Velsheda* is a proven boat with a great team that has spent many years racing together. *Ranger* is a new team with a boat that has undergone further optimisation, and *Hanuman* is a well-optimised boat with many of the original crew



*There is nothing more impressive than the bow overhang of a J Class yacht, seen here thundering along at Les Voiles de Saint-Tropez.
Photo: Gilles Martin-Raget/www.martin-raget.com*



and a few new guys who all have previous J Class experience. As Kenny Read said to me ‘...our strengths are us, and our weaknesses are us...’”

Gavin Brady is set to steer *Hanuman*, sharing the role with long-time skipper Kenny Read. Read notes: “The Clarks are very excited to be back racing after taking several years off. The boat has been in luxury cruising mode since 2017 and is still moderately in that state. We are slowly turning her back into a part time race boat. My guess is that we have our work cut out for us as *Ranger* went through this huge refit and has a ‘Who’s Who’ of crew aboard. Then *Velsheda*: always the class act of the group because they never stop racing and have more races under their belts than any other J over the last few years, with an updated sail inventory and a great proven team aboard.”

Velsheda indeed have some sail updates for 2022 and, as planned at the time of writing, this year should see the return of the Kiwi core led by tactician Tom Dodson, who has spent lockdown honing his Finn dinghy skills. In 2021 *Velsheda* raced with Andy Beadsworth and Mike Toppa coming together in the tactician-strategist roles and Beadsworth is returning in 2022 to back up Dodson.

Of the latest developments, Dodson explains: “These are the first new sails really since Bermuda. We have had some new spreaders and rigging and carried out a good deal of work on the bottom of the boat. We do try to manage the costs and keep it all sensible – I think we will be just fine. We are looking forwards to racing under the J Class handicap system, which I believe has been refined a lot. The previous rule was

kind of left behind when it came under close scrutiny, with so many people looking for loopholes to exploit. We are very lucky with our owner Ronald, who has been around long enough that we are not so much driven by results, as by putting in our best performance.”

Of *Velsheda*’s strengths and weaknesses, Dodson adds: “We tend to go well upwind, but have a small foretriangle by comparison, so we are not so good in the light airs as a heavy boat. However, we are strong in crew work and we continue to be good in starting, although that is getting harder all the time.”

Given the varied fortunes of the class in recent years, Dodson’s opinion on the J Class’ immediate horizons is pragmatic: “I really feel the future is about initially avoiding the peaks and troughs, maybe not getting excited and overheating everything by running world championships: Focus on just laying out seasons which feature the popular, known events initially, keeping the owners happy. The class is about turning up at regattas and racing hard against your mates and rivals, but also enjoying the camaraderie on the pontoon afterwards.”

Topaz will not race the early season in the Caribbean, but will attend the European regattas. They are well up to speed after a decent 2021 season, racing with a strong crew, which remains unchanged over the six years they have been together.

Timmy Kröger, project manager for *Topaz*, explains: “We very much know our strengths and weaknesses and how to make the boat go. We have some new

While Topaz and Velsheda spent much of last season match racing, this year they will be part of an expanded fleet.
Photo: ROLEX/Studio Borlenghi

sails which are more refined towards the way we sail the boat, and I think we sail her so much better now thanks to the continuity we have in the crew. These boats are very specific to sail, there is a limit to what you can do, and you have to live with the fact they are to an 80-year-old design concept, and so we have been working on our weaknesses. All that being said, what we are looking forward to is the simple pleasure of fleet racing again, and not just going out to match race! It is great to have a new owner join us. I am sure we will all embrace him and make him feel welcome in this friendly, wonderful class."

As mentioned, the hiatus from racing has given the class's Technical Director Chris Todter time to refine the formulae behind the new rule, although – like the owners and sailors – he would much rather have been working from live race data gathered over the last 18 months.

After Todter's appointment in 2019, all of the boats were scanned and measured. He explains: "What we have achieved I think is our own VPP, which is based now on real (measured/scanned) CFD data from the boats, and the tool is now available to the designers. I am happy with the science behind it and our VPP should be good now, at least for full upwind-downwind courses. It should be really more representative of their actual performances."

This season will also see an exciting transition as Louise Morton hands over the Class Secretary reins to Stuart Childerley. A double Olympian turned one-design keelboat and offshore racing expert, Stuart

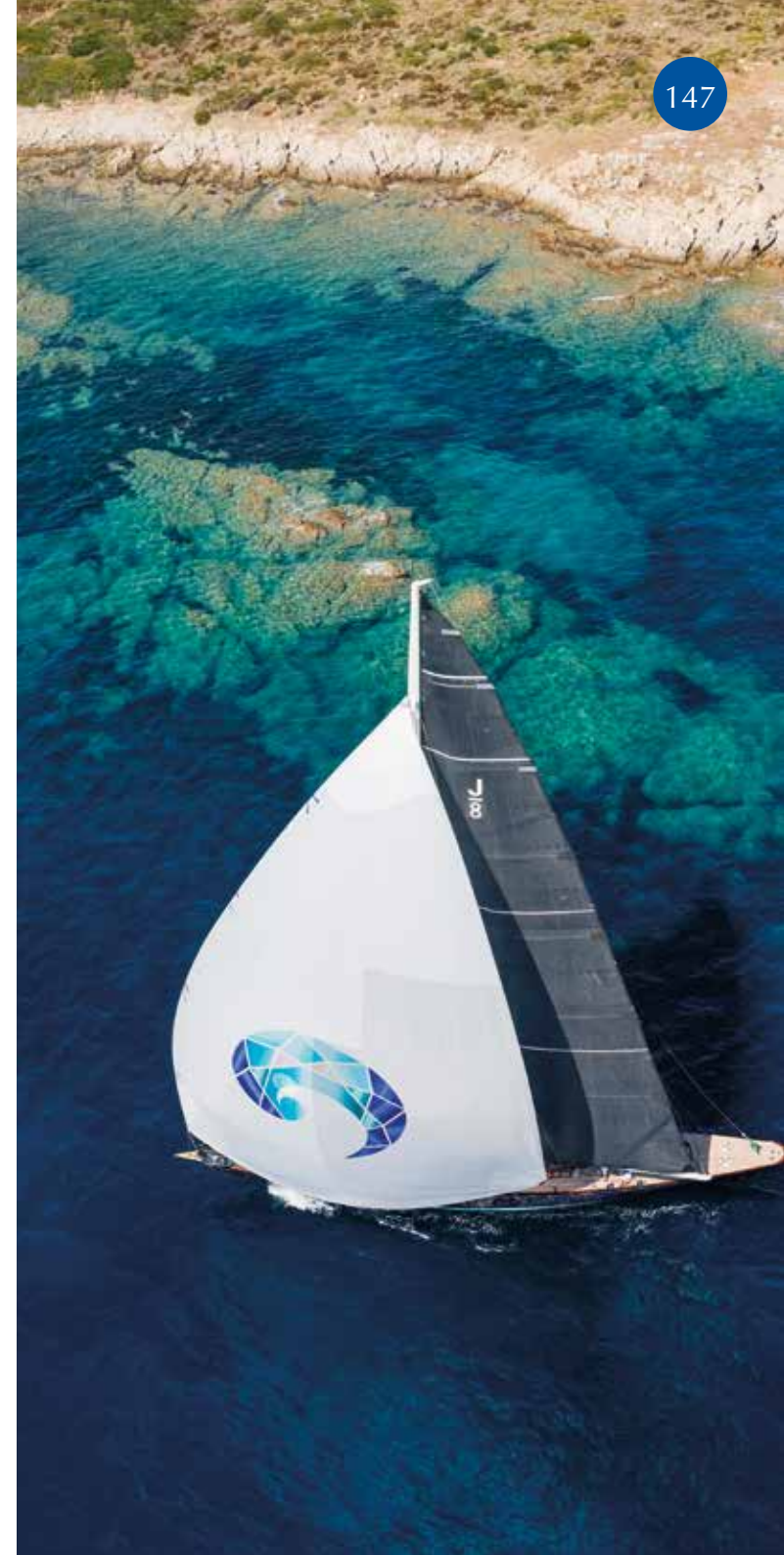
has become one of the most sought-after and experienced International Race Officers, notably working with the GC32 Racing Tour as well as the highest level in Olympic, world and European championship events. His range of experience in the sport should give him a broad appreciation of what it will take to do the job well.

As Stuart says: "Getting just the right balance in terms of the number and the locations of regattas will be important; too little activity, people lose interest, but too many events and people don't commit as they also want to do their own thing. Creating a consensus from all the different opinions, keeping the owners happy and making sure the afterguard turn up at regattas with similar expectations; how teams prepare for regattas and how we all approach the events, has to be undertaken in a similar way. The new rule is very exciting, and having everyone reach a point where they are content with what the rule offers will be key also."

Louise Morton concludes: "I think Stuart will be excellent at the job. He has the experience and is easy to work with. He will be good with, and for, the owners, the pro sailors and the boat managers, and he offers strong race management. During the transition period, as long as that takes, I will be in the background should he need me as a sounding board. I think the future is looking bright. There is a boom in superyacht activity and, correspondingly, I think we are seeing new people coming forwards who want to own and race J Class yachts."

Andi Robertson

*The magnificent Topaz negotiates the tricky waters of the Costa Smeralda's Bomb Alley.
Photo: ROLEX/Studio Borlenghi*



A NEW Y3K

14 years on from the debut of his last Wally 100, Claus-Peter Offen will be launching his latest Wally 101 in May 2023.

For his new *y3k*, Offen has a design from Judel/Vrolijk, who come with the added benefit of being located just 50 miles from his base in Hamburg. As usual, Wally founder and president Luca Bassani has been in charge of styling and ensuring the yacht maintains the Wally aesthetic.



The latest *y3k*, Offen says, “will be more performance orientated - more comfortable for the owner and his wife, and a bit faster on the race course. We have found a very good compromise.” Effectively she is a slightly more cruising-orientated version of a Wallycento with, for example, more extensive soundproofing and stronger air conditioning. As a result, her displacement is 56 tonnes, around six to eight tonnes more than the Wallycento, but still some

six less than the present *y3k*, despite being larger in almost every dimension. Her beam is 7.49m compared to the present yacht’s 6.8m, with a taller rig, a 4m bowsprit and increased upwind sail area, from 540sqm to 630sqm. Maximum draft is also greater at 6.8m, compared to 5.4m, with the lifting keel enabling draft to be reduced to 4.7m, allowing her to moor in Saint-Tropez harbour.

VPPs for the new *y3k* suggest her performance will be roughly a 10% improvement over her predecessor, with better reaching ability and even some

opportunity to get out of her own way. Yet her IRC TCC will still be less than a Wallycento.

Construction started in March 2021 and, like the present *y3k*, is state of the art, in carbon fibre from female tooling with titanium metalware. Her build is taking place in Forli (south of Ravenna), with many of the same workforce who built the previous *y3ks* involved with the new project. Impressively, this will be Offen’s fourth yacht from Wally.

BALTIC 68 CAFÉ RACER

Those in Porto Cervo and Saint-Tropez last year will have noticed the crisp lines of Baltic Yachts’ new 68 Café Racer, *Pink Gin Verde*. The concept of this masterpiece from designer Javier Jaudenes (who also drew Kim Schindelbauer’s Baltic 108 *WinWin*) is a performance-orientated, stylish daysailer-racer, able to be sailed shorthanded but, in particular, showcasing Baltic’s ability to harness the very latest in sustainable yachting. The technology to achieve this is increasingly in demand, as Baltic Yachts’ Henry Hawkins explains, “by owners – especially their companies or their grandkids.”

Perhaps most groundbreaking is the 68’s construction, in Gurit’s prepreg SPRINT that combines carbon fibre with 50% Bcomp ampliTex flax (with Corecell and epoxy). Following panel testing by Gurit, this proved the best compromise; a first step before going to full flax and bio-resin. Greater use of flax has been made in non-structural areas, such as floorboards, for its added insulation and sound deadening properties, along with Armacell polyethylene foam (made from recycled plastic bottles).

For charging the lithium-ion battery banks, there are solar panels neatly incorporated into the cabin top. The two saildrives are powered by electric motors, but these double as hydrogenerators; the system from Ocean Volt. Having twin saildrives improves manoeuvrability under power, and means that the leeward one can always generate when heeled. Also fitted is a micro-turbine genset, the latest groundbreaking power generation tech, being

lightweight and ultra-efficient. This will run on bio-fuels or, in due course, hydrogen, but at present uses petrol.

On the opposite side of the power equation, steps have been taken to minimise consumption. For example, the air conditioning mixes recirculated drier air with fresh air, reducing consumption by <30%. Beyond this, Baltic have tried to make the 68 as user-friendly as possible, to minimise preparation time and complexity in sailing the boat. While there would be more while racing, the aim is generally for two or three people to be able to handle the 68 with ease.



For example, the Marstrom-built rig has no runners or backstays, instead relying on swept-back spreaders plus mainsheet, an oversized vang and Doyle's Structured Luff Technology to provide adequate tension throughout the sail plan, for windward ability. For daysailing, the sail wardrobe will be limited just to main, jib, A3 and a Code sail, with all headsails on furlers. Each furler is driven by a Harken Flatwinder (a powered block), thereby eliminating furling lines.

All this slightly distracts from Jaudenes having designed a sweet-looking yacht with a relatively low

freeboard, average beam of 5.63m with a chine, a fixed keel drawing 4m and a VO65-style reverse sheer bow and bowsprit. On top is a sweeping deck, including ramp-style side decks and what, from a distance, appears to be a large acreage of teak deck, but is in fact sustainable cork.

At the time of writing Baltic Yachts had in build a top secret 111-footer, which may be a foiler of some description, as well as a 110ft blue water cruiser plus a 67ft performance cruiser. The company is looking forward to 2023 which will mark its 50th anniversary.



Photos: Michael Kurtz/Michaelkurtzphoto.com

BLACK PEPPER CODE 3

Latest addition to Black Pepper's range of racer-cruisers is the 72ft Code 3, which was at Les Voiles de Saint-Tropez last year.

The Code 3 is now the largest in the Nantes-based chantier's range, which begins with the 8.2m Code # and previously extended up to the 60ft Code 2. While their previous models have been Marc Lombard designs, the new 72 is from Sam Manuard, with whom they worked putting together the IMOCA *L'Occitane en Provence* campaign for the last Vendée Globe.



As with other models in his range, former agronomist Michel Douville de Franssu, who set up Black Pepper in 2007 and is its President, was behind much of the Code 3's styling, its deck and the design of its interior. He says that the Code 3 is not related to an IMOCA apart, perhaps, from its cockpit and deck layout. It is designed to be sailed easily by a crew of just four or five with the additional benefit of powered winches. It has twin rudders and a powerful hull, with a 6m beam that is carried well forward towards the plumb bow and bowsprit. The keel is lifting, enabling draft to be reduced to 3.1m from 5.5m – so its beam and draft are more than a Maxi 72, on a boat that weighs two tonnes more. In addition, it has mid and aft ballast tanks on either side, each able to carry one tonne of water. Another IMOCA feature is the deck-stepped mast, however this is supported by the wide shroud base and runners.

Saint-Tropez was the first occasion the Code 3 had raced and for that event their sail inventory included



four jibs, the three smallest on furlers, plus a FRO and an A2 flown from a substantial bowsprit, with the ability to fly a staysail too.

Construction is fully in carbon fibre, and is reasonably high tech, built using infusion and foam with female tooling.



Photo: James Boyd/IMA

SOUTHERN WIND 108 HYBRID

Construction is underway at their build facility in Cape Town, of Southern Wind Shipyard's latest model, the 108 Hybrid. As usual, the design is sleek with low freeboard and marks a continuation in the long relationship the shipyard has with Farr Yacht Design and stylists/interior designers Nauta Design.

Compared to previous models, the 108 Hybrid features an enlarged sail plan, 2.64m bowsprit, and

twin rudders, while a lifting keel provides a draft range of 4.0-6.2m. Despite its considerable size, key aspects such as the carbon fibre-Corecell hull, deck and bulkheads, honeycomb or foam cored internal structure and furniture, plus high modulus carbon mast and boom, carbon rigging and titanium deck fittings ensures a displacement of just 73.2 tonnes.

The SW108 Hybrid's design permits various sail plan and appendage options, tailored to an owner's exact specification.



Below, the coachroof has been redesigned to create an especially bright saloon, thanks to a central skylight and side windows. The four-cabin layout has the owner's suite forward and three guest cabins and crew quarters aft. The transom hides a tender garage and an optional, large fold-down swimming platform and dock.

The 108 will be the first Southern Wind to feature a state of the art diesel-electric propulsion system. This has been designed in collaboration with BAE Systems, which has fitted their system to thousands of vehicles.

The specification of this HybridGen system is most impressive: compact, weighing no more than a conventional diesel engine and gearbox set-up, while also offering fuel savings of 5-30%. The electric motor is powered by a substantial Lithium-Ion battery bank, charged by twin Cummins QSB 4.5 generators, each providing 112kW. The 108's propellor can also operate as a hydrogenator, recharging the batteries when sailing.

The first example will be launched in the early summer of 2023.



MYLIUS M 72

A new era has begun at Mylius Yachts, one of the most successful manufacturers of racer-cruiser maxis, with their new M 72, due for launch in 2023. This is the product of a fresh partnership between the builder, Carkeek Design Partners and Studio Parisotto + Formenton. South African Shaun Carkeek is a well-known race boat designer, while Aldo Parisotto is a high-profile architect and interior and product designer, who races his own Mylius 65FD *Oscar3*.

The majority of the yachts created to date at Mylius Yachts' yard in Podenzano, 30 miles southeast of Milan, have been semi-custom, but the M 72 marks the first major step into fully custom building. The new design has aero and hydro features Carkeek used with his all-conquering FAST40+ *Rán VII*. It has a powerful hull shape with a massive beam of 6.2m requiring twin rudders, plus a lifting keel, with a draft range of 3.5 to 5.7m, and water ballast. With construction fully in carbon fibre, her displacement will be 23.5 tonnes. Mylius Yachts produces 80-footers, such as company President Luciano Gandini's own *Twin Soul B*, but the M 72 will be their most performance-orientated model to date.

The interior design benefits as much from Parisotto being a sailor, as an Italian designer of sophisticated taste, combining style with practical features such as fluid lines and no sharp corners. The standard layout comes with four cabins and a transom, plus a head compartment and a transom garage for a tender of up to 3.8m. A stripped out and lighter-weight racer option has also been drawn for the M 72.



CLUBSWAN 80

The new ClubSwan 80 is a new maxi design by Juan Kouyoumdjian and the first one is all set to make a very strong impression in IMA events this year. Significantly, this will be the first maxi Swan not to be built at Nautor's facility in Pietarsaari, Finland, but in strategic partnership with Persico in Italy.

We wrote about this in detail in last year's IMA Yearbook, but to recap: The ClubSwan 80 has what

at first glance appears to be an offshore racing set-up with twin rudders, a canting keel and a steerable, retracting canard. The canard is positioned just forward of the keel, rather than further forward, to negate leeway and even coax her up to weather.

Since that report, the rudder design has been upgraded and the size of the bulb reduced, allowing for a full crew of 19. The bowsprit has also got shorter and this, plus other modifications, are aimed at improving her IRC rating.



According to Enrico Chieffi, now Nautor's Swan Senior Advisor, after leaving his full-time role at the company to take on revitalising the Slam clothing brand: "This is a completely new generation boat with a new hull shape and a full bow. It is a very modern interpretation, combining high performance with a cool, minimal, but beautiful, interior." He adds that there is much interest in the ClubSwan 80, which may result in more of the series being commissioned once this first is launched in early April 2022.

Further ClubSwan models are in the pipeline, but in the meantime the sailing world is enjoying following the company's extraordinary flagship, the ClubSwan 125 *Skorpios*, which last year claimed line honours in the Rolex Fastnet, and participated in the Rolex Middle Sea Race. She is set to have a busy season ahead, lining up against the 100ft *Comanche*.

The Rolex Swan Cup returns to Porto Cervo this year, the week following the Maxi Yacht Rolex Cup. Given that, at the time of writing, preliminary entries were higher than they had ever been, it is thought that this year's event could see a record turn-out.

FLYINGNIKKA UPDATE

Ignoring AC75s and IMOCA, the first fully foiling 'Mediterranean' maxi yacht is due to be launched by King Marine this spring, the latest project of former *SuperNikka* owner and IMA Vice President Roberto Lacorte.

FlyingNikka was described in these pages last year; it is the product of a team gathered by Lacorte, comprising North Sails' Alessio Razeto, Lorenzo Bressani, Enrico Zennaro, Andrea Fornaro and Lorenzo

de Felice and Fabrizio Turini. The design is led by Mark Mills, with Nat Shaver on foils and Micky Costa project managing. R&D is being carried out by KIND with PURE handling the engineering.

The new flying machine is essentially a more practical 60ft AC75, complete with flip-up foils, but with a small keel to ensure it complies with stability rules. An engine will provide hydraulic power and it will have more automation for foiling features like trim and ride height. The aim is to be able to race both inshore and offshore (notably in the 151 Miglia – Trofeo Cetilar,

which Lacorte created and his company backs). *FlyingNikka* was due to be assembled in Valencia in March-April, united with her AC75-style foils, which have been built by Re Fraschini close to Milan. From there, as Mark Mills puts it, it will be a case of "developing the boat to the point where it is working the way it is meant to work."

Rather than having flaps on the trailing edge of the foil's main horizontal lifting surface (its wing) or a rake control for the entire wing and arm, on *FlyingNikka* foil rake is controlled by the whole wing rotating



Significant moment in the construction at King Marine, when *FlyingNikka*'s hull and deck were united.



around a bearing at the bottom of the arm. According to Mills, one benefit of this is that they can structure the wing so that its tip can unload under pressure (flaps don't take well to the foil deflecting). They have also been able to save weight, using one hydraulic ram (rather than two) on each side to control raising the foil and wing rake.

The rake of the rudder and its elevator can also be adjusted. Its attachment has changed with the hull now extending aft. The lower bearing is mounted in this, while the top bearing attaches to an external A-frame.

The rig has been simplified now with no runners. In addition to the mainsail there are two jibs while a larger R1 reaching sail will be used in light winds when *FlyingNikka* is not flying. Hydraulics are from Cariboni and, in addition to the foils, they are also used to operate most sail controls, via powered winches. This will enable *FlyingNikka* to be sailed by a crew of five.

According to Mills, the powers behind both ORC and IRC are attempting to find a way of rating *FlyingNikka* and future foilers. In turn, race organisers will have to find a way to include them in their events, without affecting racing for existing fleets. Mills makes the point that with boats whose performance changes dramatically when they plane, a single number rating system makes it difficult to accurately reflect their performance. This is taken to a whole new level with flying boats that also sail in displacement mode.

King Marine has full female tooling for *FlyingNikka*, and Mills is confident that future boats will come out of these moulds.

PERSICO F70

Leading high-tech composite boat builder Persico Marine is setting itself up as a major player in the world of foiling yachts having built Luna Rossa's AC75s, the foil arms for all the last generation AC75s and also with its own popular 69F and Fly40. However, their most dramatic flying machine is the F70, designed by Carkeek Design Partners in conjunction with Pininfarina Nautical.

A truly futuristic looking yacht, a nautical supercar, the F70 is intended as a racer-daysailer. Imagine a Porsche GT3 RS which can both be raced by enthusiastic amateurs or just blasted around for fun. Thus it has a more forgiving foil system that has

considerable automation. It even has an interior, albeit the most lightweight and minimalist.

On the flying side, it uses IMOCA-style Dali type foils, but rather than retracting into a case, they articulate via a giant bearing at the hull, where their rake can also be trimmed - the same arrangement as AC75s. The Dali foils, along with adequate structure, ensure that the F70 can be raced offshore in Cat 0 events.

The foils can be canted vertically up, minimising the F70's footprint for berthing. Additional lift comes from the fin for its canting keel, the control of which is part of the automation package. Compared to an IMOCA, the F70's foiling should be more stable thanks to its AC75-style rudder elevator. The foils



will have some elements to minimise damage in the event of impacts.

The rig comprises an IMOCA/multihull-style rotating wing with small deck spreaders to increase the shroud base, reducing weight aloft and a tiny sail inventory. Foil and most sail controls will be hydraulic and the flight control system will control pitch and ride height to whatever degree of automation an owner requires. This will enable the F70 to race with a crew of seven or eight. This set-up, combined with its ultra-light weight, should enable the F70 to fly in 10 knots of wind.

When it is gets airborne, the F70 will not only be one of the fastest maxi yachts afloat, but it will also



be one of most elegant with Pininfarina Nautical handling exterior and interior styling, although the prepreg carbon interior furniture will be minimal to conserve weight. Pininfarina previously worked with Persico on the Wallycento *Tango*.

Persico acknowledges that foiling maxis won't be for everyone, however there are, unquestionably, owners for craft like the F70. Notably, it is designed for those with experience or none at all, for example those with a background in motor racing, a thirst for speed and competition, and who are young enough to withstand what can potentially be a harsh ride, at speeds that at times may exceed 40 knots. For those without experience, the aim will be to offer instruction and simulators to get owners and crew up to speed before their yacht is even launched.



INFINITI 105

Following on from their 36, 46 and 52 models, the Infiniti 105 represents the long-awaited fitting of a Dynamic Stability Systems foil to a high performance racer-cruiser supermaxi. With its low profile and distinctive chines, the new Infiniti's design is once again by Hugh Welbourn, who, with Gordon Kay, over the course of the last two decades has pioneered the development and use of the DSS foil.

The retractable DSS foil projects to leeward from mid-ships beneath the waterline, from where it provides 'dynamic' lift, ie the faster the boat sails, the more vertical lift the foil produces. This is the equivalent of keel bulb size increasing, or having more people sitting on the rail as they are needed as speed increases.

In addition to the very welcome feature of providing more righting moment whenever it is needed, the foil also produces many beneficial side-effects. In 2019, the Baltic 142 *Canova* was the first superyacht to be fitted with DSS. This transformed her ride - reducing heel while locking her to the water, reducing fore and aft pitching. This helped *Canova* to sweep the board at the World Superyacht Awards in 2020, where she was judged Sailing Yacht of the Year.

The effect of the DSS foil on the relatively lower displacement Infiniti 105 will be more apparent still, with this added horsepower making a greater contribution to her speed. In short, she will be one of the fastest monohulls, and certainly the fastest racer-cruiser, of her size, and, thanks to the stabilising effect of her foil, one of the most comfortable.





ATALANTA II



BELLA MENTE



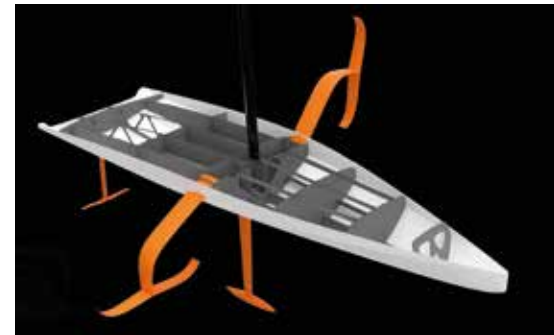
BULLITT



CHARIS



CONTAINER



FLYINGNIKKA



GALATEIA



GREEN EYES



H2O

*INDIO**JETHOU**J ONE**KALLIMA**KAURIS IV**LIONHEART**LORINA 1895**LUNZ AM MEER**LYRA*



MAGIC CARPET CUBED



MASCALZONE LATINO



MELITI



MY SONG



NILAYA



NORTHSTAR



NUMBERS



OPEN SEASON



OSCAR3

*PROTEUS**RAMBLER 88**SIX JAGUAR**SOLLEONE**STARK RAVING MAD VII**STELLA MARIS**STRATHISLA**TOPAZ**TWIN SOUL B*



UNFURLED



VELSHEDA



VESPER



WALLYÑO



WAY OF LIFE



WILD JOE



WINDFALL



Y3K



YORU

PAST MAXI WORLD CHAMPIONS AND MAXI YACHT ROLEX CUP WINNERS

1980	<i>Bumblebee IV</i>	A. Kahlbetzer (AUS)	ICAYA WC
1981	<i>Kialoa IV</i>	J. B. Kilroy (USA)	ICAYA WC
1983	<i>Kialoa IV</i>	J. B. Kilroy (USA)	ICAYA WC
1985	<i>Boomerang</i>	G. S. Coumantaros (GRE)	ICAYA WC
1987	<i>Kialoa V</i>	J. B. Kilroy (USA)	ICAYA WC
1988	<i>Il Moro di Venezia III</i>	R. Gardini (ITA)	ICAYA WC
1989	<i>Longobarda</i>	G. Varasi (ITA)	ICAYA WC
1990	<i>Matador 2</i>	W. Koch (USA)	ICAYA WC
1991	<i>Matador 2</i>	W. Koch (USA)	ICAYA WC
1995	<i>Sagamore</i>	J. Dolan (USA)	
1996	<i>Boomerang</i>	G. S. Coumantaros (GRE)	
1997	<i>Sayonara</i>	L. Ellison (USA)	ILC MWC, Porto Cervo
	<i>Morning Glory</i>	H. Plattner (GER)	
1998	<i>Sayonara</i>	L. Ellison (USA)	ILC MWC, Newport
1999	<i>Sayonara</i>	L. Ellison (USA)	ILC MWC, Porto Cervo
	<i>Genie of the Lamp</i>	G. Vacchi (ITA)	
2000	<i>Rose Selavy</i>	R. Bonadeo (ITA)	IMS Division
	<i>Magic Carpet</i>	L. Owen-Jones (GBR)	Cruising Division
2001	<i>Unfurled</i>	H. Macklowe (USA)	Cruising Division group 1
	<i>Virtuelle</i>	C. Perrone (ITA)	Cruising Division group 1
	<i>Vae Victis</i>	A. Grande (ITA)	Wally Division
	<i>Edimetra</i>	E. Gismondi (ITA)	IMS Division
2002	<i>Alexia</i>	A. Roemmers (ARG)	IMS Division
	<i>Adela</i>	G. Lindemann (USA)	Classic Cruisers
	<i>Viriella</i>	V. Moretti (ITA)	Cruising Division
	<i>Magic Carpet</i>	L. Owen-Jones (GBR)	Wally Division
	<i>Nautor Challenge</i>	Nautor (ITA)	Unlimited Division
2003	<i>Alfa Romeo</i>	N. Crichton (NZL)	IRC Division
	<i>Idea SAI</i>	R. Raiola (ITA)	IMS Division
	<i>Wallyño</i>	L. Bassani Antivari (MON)	Wally Division
	<i>Whitfin</i>	A. Canessa (ITA)	Spirit of Tradition
2004	<i>Alexia</i>	A. Roemmers (ARG)	Wally Division
	<i>Pyewacket</i>	R. Disney (USA)	Racing Division

	<i>Mister A</i>	A. Pagani (ITA)	Cruising Division
2005	<i>Adela</i>	G. Lindemann (USA)	Spirit of Tradition
	<i>Unfurled</i>	H. Macklowe (USA)	Cruising Division group A
	<i>Roma</i>	F. Faruffini (ITA)	Cruising Division group B
	<i>y3k</i>	C. P. Offen (GER)	Wally Division
	<i>Black Dragon</i>	O. Happel (GER)	Racing Division
2006	<i>Magic Carpet 2</i>	L. Owen-Jones (GBR)	Wally Division
	<i>Alfa Romeo</i>	N. Crichton (NZL)	Racing Division
	<i>Atalanta II</i>	C. A. Puri Negri (ITA)	Mini Maxi Division
	<i>Roma</i>	F. Faruffini (ITA)	Maxi C Division
	<i>Hetairos</i>	O. Happel (GER)	Spirit of Tradition
	<i>Unfurled</i>	H. Macklowe (USA)	Cruising Division
2007	<i>J One</i>	J. C. Decaux (FRA)	Wally Class
	<i>Morning Glory</i>	H. Plattner (GER)	Racing Class
	<i>Ranger</i>	Rsv Ltd (USA)	Cruising Class
	<i>AllSmoke</i>	G. Herz (GER)	Mini Maxi Class - IRC
	<i>Atalanta II</i>	C. A. Puri Negri (ITA)	Mini Maxi Class - ORC
2008	<i>Magic Carpet 2</i>	L. Owen-Jones (GBR)	Wally Division
	<i>Numbers</i>	Meyers/Bertarelli (USA/SUI)	Mini Maxi Division - IRC
	<i>Rambler</i>	G. David (USA)	Racing Division
	<i>Ads Glen</i>	Miani/Benussi (ITA)	Mini Maxi Division - ORC
	<i>Ranger</i>	Rsv Ltd (USA)	Cruising Division
2009	<i>y3k</i>	C. P. Offen (GER)	Wally Division
	<i>Alfa Romeo</i>	N. Crichton (NZL)	Mini Maxi Racing
	<i>Whisper</i>	M. Cotter (IRL)	Mini Maxi Racing/Cruising
	<i>Ràn</i>	N. Zennström (SWE)	Mini Maxi Racing group
	<i>Beau Geste</i>	K. Kwok (HKG)	Racing and Racing/ Cruising Division
	<i>Velsheda</i>	Tarbat Inv. (GBR)	Cruising/ Spirit of Tradition
2010	<i>y3k</i>	C. P. Offen (GER)	Wally Division
	<i>Esimi Europa 2</i>	I. Simčič (SLO)	Racing and Racing/ Cruising Division
	<i>Aegir</i>	B. Benjamin (GBR)	Mini Maxi Racing/ Cruising Division

	<i>Hetairos</i>	O. Happel (GER)	Super Maxi Division
	<i>Ràn II</i>	N. Zennström (SWE)	Mini Maxi World Champion
2011	<i>y3k</i>	C. P. Offen (GER)	Wally Division
	<i>DSK Investments</i>	D. Salsi (ITA)	Maxi Racing/ Cruising Division
	<i>Highland Fling</i>	I. Laidlaw (MON)	Maxi Racing Division
	<i>Nilaya</i>	F. Balcaen (BEL)	Super Maxi Division
	<i>Ràn II</i>	N. Zennström (SWE)	Mini Maxi World Champion
2012	<i>Esimit Europa 2</i>	I. Simčič (SLO)	Maxi Racing Division
	<i>Nilaya</i>	F. Balcaen (BEL)	Super Maxi Division
	<i>Magic Carpet 2</i>	L. Owen-Jones (GBR)	Wally Division
	<i>Aegir</i>	B. Benjamin (GBR)	Maxi Racing/ Cruising Division
	<i>Bella Mente</i>	H. Fauth (USA)	Mini Maxi World Champion
2013	<i>Aegir</i>	B. Benjamin (GBR)	Maxi Racing Division
	<i>Altair by Robertissima</i>	P. Scerni/R. Tomasini (ITA)	Maxi Racing/ Cruising Division
	<i>Nilaya</i>	F. Balcaen (BEL)	Super Maxi Division
	<i>J One</i>	J. C. Decaux (FRA)	Wally Division
	<i>Velsheda</i>	Tarbat Inv. (GBR)	J Class Division
	<i>Lupa of London</i>	J. Pilkington (GBR)	Mini Maxi RC Division
	<i>Ràn II</i>	N. Zennström (SWE)	Mini Maxi World Champion
2014	<i>Highland Fling XI</i>	I. Laidlaw (MON)	Maxi Division
	<i>Firefly</i>	E. Bijlsma (NED)	Super Maxi Division
	<i>Magic Carpet Cubed</i>	L. Owen-Jones (GBR)	Wally Division
	<i>Lionheart</i>	Stichting Lionheart Syndicate (NED)	J Class Division
	<i>Lupa of London</i>	J. Pilkington (GBR)	Mini Maxi RC Division
	<i>Alegre</i>	A. Soriano (GBR)	Mini Maxi World Champion
2015	<i>Open Season</i>	T. Bscher (GER)	Wally Division
	<i>Inoui</i>	M. Vogele (SUI)	Super Maxi Division
	<i>Windfall</i>	M. Cotter (IRL)	Maxi RC Division
	<i>H2O</i>	R. de Michele (ITA)	Mini Maxi RC Division
	<i>SuperNikka</i>	R. Lacorte (ITA)	Mini Maxi R Division
	<i>Bella Mente</i>	H. Fauth (USA)	Maxi 72 World Champion
2016	<i>Open Season</i>	T. Bscher (GER)	Wally Division

	<i>Win Win</i>	K. Schindelbauer (GER)	Super Maxi Division
	<i>Leopard 3</i>	M. Slade (GBR)	Maxi Racing Division
	<i>My Song</i>	P. L. Loro Piana (ITA)	Maxi RC Division
	<i>Wallyño</i>	B. de Froidmont (BEL)	Mini Maxi RC Division
	<i>Atalanta II</i>	C. A. Puri Negri (ITA)	Mini Maxi R Division
	<i>Grande Orazio</i>	M. Florio (ITA)	Southern Wind Division
	<i>Bella Mente</i>	H. Fauth (USA)	Maxi 72 World Champion
2017	<i>Ribelle</i>	S. Trifirò (ITA)	Super Maxi Division
	<i>Highland Fling XI</i>	I. Laidlaw (MON)	Maxi Division
	<i>Jethou</i>	P. Ogden (GBR)	Mini Maxi R Division
	<i>SuperNikka</i>	R. Lacorte (ITA)	Mini Maxi RC Division 1
	<i>H2O</i>	R. de Michele (ITA)	Mini Maxi RC Division 2
	<i>Galateia</i>	D. Leuschen (USA)	Wally Division
	<i>Momo</i>	D. Schön (GER)	Maxi 72 World Champion
2018	<i>Topaz</i>	J8 Marine Ltd (CAY)	Super Maxi Division
	<i>Grande Orazio</i>	M. Florio (ITA)	Maxi Division
	<i>SuperNikka</i>	R. Lacorte (ITA)	Mini Maxi RC Division 1
	<i>H2O</i>	R. de Michele (ITA)	Mini Maxi RC Division 2
	<i>Lyra</i>	T. Hui (CAN)	Wally Division
	<i>Momo</i>	D. Schön (GER)	Maxi 72 World Champion
2019	<i>Velsheda</i>	Tarbat Investments Ltd	Super Maxi Division
	<i>Lyra</i>	T. Hui (CAN)	Wally Division
	<i>Highland Fling XI</i>	I. Laidlaw (MON)	Maxi Racing Division
	<i>Nefertiti</i>	J. Ball (ARG)	Maxi Racing/ Cruising Division
	<i>Cannonball</i>	D. Ferrari (ITA)	Mini Maxi R Division 1
	<i>SuperNikka</i>	R. Lacorte (ITA)	Mini Maxi R Division 2
	<i>Flow</i>	S. Cucchiario (USA)	Mini Maxi RC Division 1
	<i>H2O</i>	R. de Michele (ITA)	Mini Maxi RC Division 2
2021	<i>Velsheda</i>	Tarbat Investments Ltd	Super Maxi Division
	<i>Magic Carpet Cubed</i>	L. Owen-Jones (GBR)	Maxi Division
	<i>Cannonball</i>	D. Ferrari (ITA)	Mini Maxi Division 1
	<i>Capricorno</i>	A. Del Bono (ITA)	Mini Maxi Division 2
	<i>Lyra</i>	T. Hui (CAN)	Mini Maxi Division 3

MAXI RECORD HOLDERS

Event	Time	Year	Yacht	Type	Skipper
Races					
Rolex Fastnet Race (to Plymouth)	1d 18h 38m	2011	<i>Abu Dhabi Ocean Racing</i>	VO70	Ian Walker (GBR)
Rolex Fastnet Race (to Cherbourg)	2d 8h 35m 5s	2021	<i>Skorpios</i>	ClubSwan 125	Dmitry Rybolovlev (RUS)
Rolex Sydney Hobart Yacht Race	1d 9h 15m 24s	2017	<i>LDV Comanche</i>	VPLP-Verdier 100	Jim Cooney and Samantha Grant (AUS)
Rolex Middle Sea Race	1d 16h 17m 50s	2021	<i>Comanche</i>	VPLP-Verdier 100	Mitch Booth (AUS/NED)
Rolex Giraglia (to Sanremo)	14h 56m 16s	2012	<i>Esimit Europa 2</i>	Reichel/Pugh 100	Igor Simčič (SLO)
Newport-Bermuda	1d 10h 42m 53s	2016	<i>Comanche</i>	VPLP-Verdier 100	Jim and Kristy Hinze Clark (USA/AUS)
RORC Caribbean 600	1d 13h 41m 45s	2018	<i>Rambler 88</i>	Juan K 88	George David (USA)
ÅF Offshore Race (Round Gotland)	1d 3h 4m 9s	2019	<i>HiQ 4</i>	VO65	Bouwe Bekking (NED)
Transatlantic Race (Newport-Lizard)	6d 22h 8m 2s	2011	<i>Rambler 100</i>	Juan K 100	George David (USA)
RORC Transatlantic Race	7d 22h 1m 4s	2022	<i>Comanche</i>	VPLP-Verdier 100	Mitch Booth (AUS/NED)
Transpac	5d 1h 55m 26s	2017	<i>Comanche</i>	VPLP-Verdier 100	Jim and Kristy Hinze Clark (USA/AUS)
Regata dei Tre Golfi	17h 54m 19s*	2021	<i>Pendragon VI</i>	Davidson 69	Carlo Alberini (ITA)
	(*actual race elapsed time record of 16h 44m 13s was set in 2016 by the Cookson 50 <i>Cippa Lippa 8</i>)				
Pineapple Cup	2d 10h 24m 42s	2005	<i>Titan 12</i>	Reichel Pugh 75	Tom Hill (PUR)
Pacific Cup	5d 2h 41m 13s	2016	<i>Rio 100</i>	Bakewell-White 100	Manouch Moshayedi (USA)
151 Miglia-Trofeo Cetilar	13h 50m 43s	2019	<i>Rambler 88</i>	Juan K 88	George David (USA)
Palermo-Montecarlo	1d 23h 46m 48s	2015	<i>Esimit Europa 2</i>	Reichel/Pugh 100	Igor Simčič (SLO)
Cape Town-Rio	10d 11h 29m	2014	<i>Maserati</i>	Open 70	Giovanni Soldini (ITA)
Cape Town-Salvador de Bahia	11d 2h 55m	2009	<i>Rambler</i>	Reichel/Pugh 90	George David (USA)
Round Ireland Race	2d 2h 24m 9s	2016	<i>Rambler 88</i>	Juan K 88	George David (USA)
Round the Island Race	3h 43m 50s	2013	<i>ICAP Leopard</i>	Farr 100	Mike Slade (GBR)
Sevenstar Round Britain Race	4d 13h 10m	2014	<i>Abu Dhabi Ocean Racing</i>	VO65	Ian Walker (GBR)
Chicago to Mackinac	17h 59m 49s	2012	<i>Il Mostro</i>	VO70	Peter Thornton (USA)
Rolex China Sea Race	47h 31m 08s	2016	<i>Alive</i>	Reichel/Pugh 66	Philip Turner/Duncan Hine (AUS)
Hong Kong to Hainan Race	23h 31m 52s	2016	<i>Scallywag</i>	Dovell 100	Seng Huang Lee (HKG)
Hong Kong to Vietnam Race	1d 17h 30m 20s	2019	<i>Lucky</i>	Maxi 72	Bryon Ehrhart (USA)
Buenos Aires - Rio de Janeiro	4d 9h 55m 45s	2008	<i>Rambler</i>	Reichel/Pugh 90	George David (USA)
ARC (Gran Canaria-St Lucia)	8d 6h 29m 15s	2016	<i>Rambler 88</i>	Juan K 88	George David (USA)
Passage					
Cadiz-San Salvador	10d 23h 9m 39s	2012	<i>Maserati</i>	Open 70	Giovanni Soldini (ITA)
Around Isle of Wight	3h 13m 11s	2017	<i>MAPFRE</i>	VO65	Xabi Fernandez (ESP)
New York-San Francisco	47d 42m 29s	2013	<i>Maserati</i>	Open 70	Giovanni Soldini (ITA)
New York-Lizard	5d 14h 21m 25s	2016	<i>Comanche</i>	VPLP-Verdier 100	Jim and Kristy Hinze Clark (USA/AUS)

INTRODUCTION

The Maxi Class Association was formed on 7th August 1979 in Genève, Switzerland.

Founding Members:

- François Carn
- Raul Gardini
- John B. Kilroy
- Edmond de Rothschild
- William Whitehouse-Vaux

The Association was initially named ICAYA (International Class "A" Yacht Association).

In March 2001, after the abolition of the Class A and the IOR classification, the name was changed into International Maxi Association (I.M.A.).

At the 2009 ISAF mid-year meeting the IMA was granted provisional status for the Mini Maxi fleet entitling the division to a recognized World Championship.

In November 2009 the IMA was granted the rights by ISAF to hold two World Championships as an International class. At the 2010 ISAF Annual Conference the ISAF Council approved the International Maxi Association as a full ISAF International Class.

The International Maxi Association Rule intends to guide and structure maxi yacht racing. The rule defines and classifies maxi yachts. It aims to embrace all maxi yachts and as such follows, instigates and encourages developments that are deemed to have a positive effect on the construction and racing of maxi sized boats.

Accommodating development requires keeping a certain balance with the existing fleet. In rare cases this may lead to grandfathering or protection of certain features. This shall be at the full discretion of the IMA. The IMA reserves the right to refuse to award an IMA Certificate or approve an alternative Class Certificate as it considers appropriate and to interpret clauses of the IMA Rule accordingly at any time. Members, crew, designers, suppliers and builders carry the responsibility for complying with the intent and spirit of the IMA Rule.

PART I – ADMINISTRATION

SECTION A – GENERAL

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.1.2 The word "shall" is mandatory and the words "may" and "can" permissive.

A.2 ABBREVIATIONS

- WS World Sailing
- MNA WS Member National Authority
- IMA International Maxi Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- OSR Offshore Special Regulations
- ATO Association Technical Office

A.3 AUTHORITIES

A.3.1 The international authority of the class is WS which shall cooperate with the IMA in all matters concerning these class rules.

A.3.2 The international authority of the Rating System(s) used at IMA events is that of the Rating Authority of the Rating System of choice, as specified in the NOR.

A.3.3 The authority of the IMA affiliated or associated classes is as described in the By-laws of the individual Class Associations.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 WS has delegated its administrative functions of the class to IMA.

A.4.2 Responsibility for the Rating Systems used at IMA events remains with the respective Rating Authorities.

A.4.3 IMA may delegate part of its administration to an IMA affiliated class.

A.5 CLASS RULES

A.5.1 The IMA Rule shall be read in conjunction with the applicable Rating Rule or Affiliated/Associated Class Rules.

A.5.2 Except where used in headings, when a term is printed in "bold" the definition in the ERS applies and when a term is printed in "italics" the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

A.6.1 At Class Events WS Regulation 10.5(f) applies. At all other events RRS 87 applies.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these class rules are subject to the approval by the IMA AGM and of WS in accordance with the WS Regulations.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretations of these class rules shall be made in accordance with the WS Regulations and the applicable Class By-laws.

A.9 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE

A.9.1 The IMA shall pay the International Class Fee where applicable.

A.9.2 WS shall, after having received the International Class Fee, send the WS Building Plaque to the IMA.

A.9.3 After having received the WS Building Plaque the IMA shall charge the International Class Fee to the owner of the boat concerned.

A.10 SAIL NUMBERS

A.10.1 Sail numbers shall be issued by the Owner's MNA or other approved authority.

A.11 CERTIFICATION

A.11.1 An IMA Certificate shall be issued or alternatively rating /class certification shall be validated by the ATO. IMA certification shall record the following information:

- (a) Boat name and Class
- (b) Sail number
- (c) Owner / Class Member
- (d) Designer / Builder / Manufacturer details
- (e) Date of issue of initial certificate

- (f) Date of issue of certificate
- (g) Rating System and /or Class Certificate Number
- (h) Rating (if applicable)
- (i) Amendments since previous Certificate
- (j) Dispensation to the Offshore Special Regulations
- (k) History/Notes
- (l) WS Plaque Number (if applicable)

A.11.2 To be valid the IMA Certificate must bear the name and signatures of a representative of the ATO. No boat shall have more than one valid IMA Certificate at any time. A copy of the IMA Certificate, as well as of the Rating Certificate, shall always be on board the boat.

A.11.3 The IMA reserves the right to refuse, withdraw or award an IMA Certificate or the alternative certification validation as it considers appropriate. This decision shall not be grounds for any claim whatsoever.

A.12 INITIAL CERTIFICATION

A.12.1 For an IMA Certificate to be issued to a boat not previously certified:

- (a) Measurements shall be carried out by a measurer recognized by the applicable Rating Authority as well as by the IMA. IMA may require to have access to the measurement and input documentation.
- (b) The rating certificate and the IMA certification fee shall be sent to the IMA and the IMA may issue an IMA Certificate.

A.13 VALIDITY OF CERTIFICATION

A.13.1 An IMA Certificate or the alternative certification validation becomes invalid upon:

- (a) A change to any items recorded on the IMA certificate and/or the rating/class Certificate required under A.11.
- (b) Withdrawal by the IMA (note: WS or a Rating Authority may request the IMA to withdraw the certificate).
- (c) The issue of a new certificate.

A.14 RE-CERTIFICATION

A.14.1 The certification authority (IMA) may issue a certificate to or revalidate a previously certified boat:

- a) When it is invalidated under A.13.1(a) or (b), after receipt of the old certificate, and certification fee if required.
- (b) When it is invalidated under A.13.1(b), at its discretion.
- (c) In other cases, by application of the procedure in A.12.

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 The IMA Secretariat shall:

- (a) Retain the original documentation upon which the current certificate is based.
- (b) Retain a copy of the Rating and / or Class Certificate.
- (c) Retain a copy of the IMA Certificate.

A.15.2 The Owner shall retain the original Rating Certificates.

SECTION B - BOAT ELIGIBILITY

B.1 CLASS RULES AND CERTIFICATION

B.1.1 No boat shall be considered a Maxi or be eligible to race in IMA events unless:

- (a) It is in compliance with the IMA Rule and the IMA Interpretations and has a valid IMA Certificate and (if applicable) a valid Rating / Class Certificate on board when racing.
- (b) It is owned by an IMA Regular Member.
- (c) It is measured by an IMA recognized measurer and has if applicable a valid Rating/Class Certificate and a valid IMA Certificate on file at the IMA Secretariat.

B.1.2 However it will be possible under this Rule to supply a Maxi, owned or chartered by a person other than an IMA Class Member, a "One Event – IMA Certificate", on condition that:

- (a) The event is approved by the IMA Secretary General as suitable for a "One Event – IMA Certificate".
- (b) The "One Event – IMA Certificate" is valid only for the duration of the event.
- (c) The Maxi is in compliance with the IMA Rule and Interpretations and the applicant supplies the ATO with any information required by him to substantiate this.
- (d) EUR 500 is received with the application for the certificate. Please note IMA Rule D.6.2.

Note: this requirement may be fulfilled by increasing the event's NoR entry fee by this amount.

B.1.3 Wild Card Invitations for IMA races/events may be extended to boats not fully compliant with the IMA Rule if:

- (a) The event's NOR indicates this option.
- (b) The applicant agrees the IMA may set additional conditions for the invitation and accepts that the decision to extend the invitation is entirely with the IMA and not open to protest, appeal or claim.

B.2 CLASS MARKINGS

B.2.1 IMA may require, in an individual event NoR, to fly the IMA flag for the duration of the event when moored.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when racing.

In case of conflict Section C shall prevail.

The rules in Part II are closed class rules (if it is not permitted it is prohibited). Certification control and equipment inspection shall be carried out in accordance with the ERS except where varied in this Part.

SECTION C - CONDITIONS FOR RACING

C.1 GENERAL

C.1.1 Rules

- (a) WS Racing Rules of Sailing.
- (b) WS ERS Part I – Use of Equipment.
- (c) WS OSR Category 3 except as changed in C.1.2.
- (d) Applicable Rating Rules, except as varied herein.
- (e) Applicable Class Rules of IMA Affiliated or Associated Classes.
- (f) IMA Interpretations.

C.1.2 Alterations of the Rules:

The following rules do not apply:

- (a) RRS 51 Movable Ballast is changed as follows: to allow canting keels, movable appendages and water ballast if declared on the rating certificate.
- (b) RRS 52 Manual Power is changed as follows: to allow the use of stored power as declared on the rating certificate.

Note: At an IMA event or race in the event of a discrepancy:

- (1) Between the applicable Rating Rule and the WS Rules (RRS, ERS, OSR), the applicable Rating Rule takes precedence.
- (2) Between the applicable Class Rule and the WS (RRS, ERS, OSR) or IMA Rules, the applicable Class Rule takes precedence.
- (3) Between the applicable Rating Rule and the Class Rules, the applicable Class Rule takes precedence.
- (4) Between the applicable Rating Rule or the WS Rules (RRS, ERS, OSR) and the IMA Rules, the applicable IMA Rule takes precedence.

C.1.3 The Owner is responsible for ensuring that the rules and interpretations are aboard the boat and that all members of the crew fully understand and comply with the limitations which apply whilst racing.

C.1.4 Sails shall only be set in those areas declared for

measurement, and no sail shall be carried on board that exceeds the limiting dimensions for such a sail as shown on the Rating Certificate, nor is of a shape or has features not permitted by the rules.

C.1.5 The Owner is responsible for ensuring that when the engine is run for any purpose the propeller does not rotate.

C.1.6 At least one fuel tank shall be operable and carry not less fuel than indicated in OSR 3.28, also in case of Category 4 races. Race Organizers may waive/alter this requirement by so specifying in the Notice of Race.

C.2 CREW, HELMSMAN AND GUESTS

C.2.1 Limitations:

(a) Classification: While racing under the IMA rule the WS Sailor Classification Code, Regulation 22, does not apply but for two possible exceptions:

- (1) IMA affiliated and / or associated classes in their class rules may choose to use the WS Sailor Classification Code.
- (2) IMA (sub)-classes may request IMA to use the WS Sailor Classification Code as well as set additional rules on helmsman classification, designation, replacement, etc. Such a request shall be supported by a two-third majority of the IMA members in that (sub)-class and the rules set shall be as given in C.2.2. - C.2.5. Minor changes of C.2.2 – C.2.5, again upon request of the IMA (sub)-class members two-third majority, may be considered. The request may be for a single event or single race, or a series of events, or a mix of events and single races, or for a certain period of class events and races.

If granted the use of the WS Sailor Classification Code and the additional rules must be invoked by the Notice of Race or Sailing Instructions of each event concerned. The default is these rules do not apply. The notice of race shall state that “IMA Rule C.2.1. (a).2 applies” and then give the specific details.

(b) A crew shall consist of not more than the number of people stated as maximum in the applicable Rating Rule, with the following exceptions:

- (1) IMA affiliated and / or associated classes in their class rules may vary on crew number and/or set specific rules for guests.
- (2) IMA (sub)-classes may request IMA to set additional rules on crew number and/or set specific rules for guests. Such a request shall be

supported by a two-third majority of the IMA members in that (sub)-class. Specific guest rules shall be set as given in C.2.6.

C.2.2 Helmsman:

During IMA events or races all boats in this fleet shall be helmed by an IMA Helmsman Approval Panel approved helmsman subject to the following restrictions (for offshores races (c) this rule may be modified in the event’s NoR, but only with written permission by the IMA):

- (a) WL races: **Owner Driver or Charterer Helm only from the preparatory signal.** After one hour a 10 minute break per hour or the equivalent is permitted. The Owner Driver or Charterer Helm shall drive the final two miles of the race. The break(s) shall take place between mark roundings and avoid clearly imminent manoeuvres (tack/gybe).
- (b) Coastal Races (any non WL race up to 60 miles): **Owner Driver or Charterer Helm only from the preparatory signal.** After one hour a Relief Helm may helm up to a total of 15 minutes per hour and after four hours up to a total of 45 minutes per hour. The Owner Driver or Charterer Helm shall drive the final two miles of the race.
- (c) Offshores (any race over 60 miles): **Owner Driver or Charterer Helm only from the preparatory signal.** After one hour no further restrictions.
- (d) **At anytime, so also during the first hour or the final two miles to the finish, the Owner Driver or Charterer Helm may be assisted for safety reasons** (immediate risk of collision or driver incapable to continue helming, for instance because of injury). Also permitted is a crew member holding the helm for the few seconds it takes to cross from side to side during a manoeuvre. Note: A short stop (maximum 5 minutes) for good reason (sanitary, change of clothing, etc) is permitted during the first hour, but not whilst or shortly before or after mark roundings or in the lead up to or whilst manoeuvring (tack/gybe) if such a manoeuvre clearly is imminent.
- (e) The Owner Driver may apply to be replaced by a Substitute Helm or the Boat Captain to the Helmsman Approval Panel in case of proper reason for absence or incapacity to helm. This shall happen no later than seven days in advance of the race to which the request applies. Proper reason may also be a request to relax the conditions of C.2.2 a, b and c on basis of an age limit if set at 70 or 75, whether for an individual case or for a (sub) class. Avoiding having to go in the very detail of incapacity to

helm to come to a more general arrangement. Only clear emergencies arising within the seven day period will permit a shorter application interval.

C.2.3 Helm Approval:

To become eligible as a helmsman described in C.2.2 requires compliance with the Helm and Competition Criteria of C.2.4. The applicant helmsman shall fill out the IMA Helmsman Application form (Appendix ...) and submit the completed form to the IMA Helmsman Approval Panel no later than the close of registration for the event to which the request applies.

The form shall at least require:

- (i) the name and group of each helmsman other than the relief helm and, where necessary, their WS Sailor Classification, WS Sailor ID and expiration date; and
- (ii) the name of the Boat Captain when nominated as a Substitute helmsman; and
- (iii) the period the Owner Helm or Charterer Helm is replaced by a Substitute helmsman; and
- (iv) that all the provisions of the rule are understood and complied with.

C.2.4. Helm Designations and Criteria:

OWNER HELM, is 100% Owner of the boat, no further restrictions. Or is:

- 51% or more Owner of the boat and shares running costs. In which case the Owner Helm shall be a Group 1 competitor. Or be:
- An immediate relative of the owner. In which case the Helm shall meet all competition criteria of C.2.5.

NOTE:

Approvals are valid until original application conditions change.

CHARTERER HELM, is bona fide charterer for any period or any event and shall meet all competition criteria of C.2.5.

- Approval is valid for duration of charter, but no longer than a calendar year.

SUBSTITUTE HELM, can be any sailor meeting the competition criteria of C.2.5.

- Approval is required per event.

RELIEF HELM, can be any sailor of any classification group.

- No approval required.

BOAT CAPTAIN, in the case of a genuine full time Boat Captain of the boat for which the application is made, employed by the Regular Member or by the Charterer supporting the application and meets competition criteria

B) and C).

- Approval per calendar year.

In events where C2.1 (a)(2) is applied and In the event that an Owner Helm or Charterer Helm is unwilling or unable to steer in compliance with this Rule and is replaced for any reason by a Substitute Helm or by the Boat Captain the OA and the Class shall be notified in writing and the following penalties on the elapsed time shall apply:

- if helmed by the BOAT CAPTAIN – 1%

- if helmed by a SUBSTITUTE HELM (Group 1 competitor) -2%

In such a case the Owner Helm or Charterer Helm shall notify the O.A. and the Association in advance. When written notification is received the Helmsman Approval Panel will deal with each request on a case by case basis. If more than one substitute is requested each must receive approval from the panel.

C.2.5 Competition Criteria:

- (a) Group 1 Classification status (as determined under the current version of the WS Sailors Classification Code).
- (b) The helmsman shall not have competed as a helmsman in the Olympic Games or in an America's Cup or Challenger Series within the past fifteen (15) years.
- (c) The helmsman shall not have competed in the Volvo Ocean Race within the past four (4) years or have been in the top 20 of the World Match Race Rankings for the past fifteen (15) years.

NOTE:

- Notwithstanding all of the above, an applicant not meeting all of the requirements of C.2.5 may be found by a majority vote of the IMA Helmsman Approval Panel to meet the intent and spirit of the IMA, and therefore be approved as a helmsman.
- Individual IMA Helmsman Approval Panel member votes shall be confidential.
- If at any time the IMA Helmsman Approval Panel determines that the information submitted to it by or on behalf of a proposed helmsman is incorrect, incomplete or misleading, or that there has been a failure to report a change in classification status, it may withdraw and declare void the approval of that helmsman.
- The IMA ATO shall promptly notify the Race Committee of action taken under this provision, under the terms of RRS 78.3, when that action occurs during a regatta.

C.2.6 Guests:

- (a) IMA events in their NOR or SI may add bona fide guests to the Rating Rule crew limit and set specific

conditions for this, but only if this is approved in writing by the IMA. Guests are not allowed to participate in the sailing, including giving advice or coaching. Guests shall wear clothes that are distinctive from the crew.

- (b) At all times, when racing, all crew members shall be registered with the organizing authority.

C.2.7 Helmsman Approval Panel

In events where C 2.1(a)(2) is applied a Helmsman Approval Panel shall approve all helmsmen designations in accordance with the criteria set out below:

- The Panel shall be comprised of the IMA Secretary General, an Association Technical Office representative and one member of the IMA Executive Committee appointed by the President. Decisions shall be by a simple majority.
- A list of all approved helmsmen will be published on the IMA website.
- Prior to rejecting any helm on the basis of an incorrect WS Sailor Classification Coding the Panel shall consult with the WS Sailor Classification Commission.
- Any owner or Charterer may request a review of the eligibility of any helmsman by the Panel.
- Panel decisions shall be final.

C.3 PERSONAL EQUIPMENT

C.3.1 Personal equipment shall be to the minimum standard of WS Offshore Special Regulations

Category 3 Event's in their NOR may alter this requirement, but not below Category 4. This requirement shall be increased to Category 1 for Transatlantic Races.

C.4 ADVERTISING

C.4.1 Advertising shall only be displayed in accordance with the WS Advertising Code. (See WS Regulation 20).

C.5 PORTABLE EQUIPMENT

C.5.1 The boat shall be equipped to the minimum standard WS Offshore Special Regulations Category 3 including liferafts with the exception that for Category 3 race only jackstays shall be aboard but need not be fitted on deck at the discretion of the person in charge. Events in their NoR may alter this requirement or indicate additional equipment, but not below Category 4. This requirement shall be increased to Category 1 for Transatlantic Races.

C.5.2 IMA affiliated and/or associated classes may require in their class rule that the safety equipment carried by the

boat shall be off the shelf/production articles (so no customized) items).

C.5.3 All boats shall have a provision to carry canister liferafts on deck, as close as practical (considering crew movements and deck layout) to the stern of the boat. Events may require boats to carry the liferafts in that position as specified in the NoR.

C.5.4 All types of electronic navigational aid, including radar, V.O.R., satellite etc. are permitted unless specifically forbidden in affiliated and/ or associated class rules.

C.5.5 Dispensations:

- (a) Boats may apply to IMA for a dispensation which shall be recorded on the boat's certificate. Dispensations are not generally given. Examples of where they will be considered are:
 - (i) To allow resolution of conflicts between the OSR and classification society rules requirements.
 - (ii) To amend parts of the OSR where the standards are not fully appropriate for boats over 24.08 meters.
 - (iii) Where unique design features create factual compliance (such as bulwarks rather than lifelines).
- (b) Dispensation shall state which OSR category it applies to.
- (c) Dispensation shall only be given in consultation with WS Technical Department.

C.5.6 Shipping, Unshipping or Shifting of Ballast, Fixtures and Accommodation:

- (a) The removal for racing of fixtures and items of accommodation which were aboard for weight and in water measurements is not permitted.
- (b) Attention is called to Section 51 of the RRS - Moving Ballast: "All movable ballast shall be properly stowed, and water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board".
- (c) Note that unwarranted quantities of stores may be considered as ballast under this rule. Please check with the ATO.

C.5.7 Portable equipment, gear, sails and stores may only be moved from stowage for use in their primary purpose. Stowage in this respect is the position for any item of equipment or stores, to be maintained for the duration of a race or series, when such item is not in use for its primary purpose.

C.6 SAILS

C.6.1 If an event's NoR or the IMA affiliated classes in their class rules are not specific on the sails carried on board (including the mainsail) then these need not remain the same for the duration of the event but shall be the same for each competition day. A competition day begins when the boat leaves the dock for the first time on the day.

C.6.2 IMA events in their NoR may set sail limitations that vary from those in the applicable Rating Rules.

C.6.3 Sails shall only be set in those areas declared for measurement, and no sail shall be carried on board that exceeds the limiting dimensions for such a sail as shown on the Rating Certificate, nor is of a shape or has features not permitted by the applicable rules.

SECTION D - LIMITATIONS

D.1 MAXI BOAT DEFINITION

D.1.1 Monohull sailing boat with a minimum LH of 18.29 meters. Note: LH = Hull Length (ERS D.3.1)

D.1.2 Shall have a keel, but no limit on number or type of appendages.

D.1.3 IMA affiliated (D.4), IMA associated classes (D.5), as well as non IMA associated classes, may set additional boat definition limits.

D.2 CLASS OPTIONS AND RULES

D.2.1 Maxi boats are divided into three classes by LH:

(1) **MINI MAXI**

Boats with LH not less than 18.29 meters (unless grandfathered) and not over 24.08 meters. Mini Maxi may be divided into a maximum of 4 sub-classes (D.2.2):

- Mini Maxi 1
- Mini Maxi 2
- Mini Maxi 3
- Mini Maxi 4

(2) **MAXI**

Boats with LH not less than 24.09 meters and not over 30.50 meters. Maxi may be divided into a maximum of 3 sub-classes (D.2.2):

- Maxi 1
- Maxi 2
- Maxi 3

(3) **SUPER MAXI**

Boats LH 30.51 meters and no upper limit. Super Maxi

may be divided into a maximum of 3 sub-classes (D.2.2):

- Super Maxi 1
- Super Maxi 2
- Super Maxi 3

NOTE:

The class options given in D.2, as well as their sub-classes, may be combined for starts and/or trophies to optimize the quality of the racing, but only with written permission of the SG. Additional limits and rules, like on race format and safety, may be set.

D.2.2 Assignment of boats to sub-classes shall be accomplished on basis of a performance related formula proposed by the ATO + the SG and approved by the Officers. The formula shall be set for at least one full calendar year. The ATO may per event vary the limits defining subclasses and so the assignment of boats to sub-classes, if approved by the SG.

D.2.3 To have a separate (sub) class at IMA events each shall have a minimum of four (4) entries (for Mini Maxi this may be increased to each five (5) entries). If the minimum number is not achieved the (sub) class will be scored with another (sub) class **or allowed to race as a separate (sub) class with fewer numbers** as decided by the ATO with the approval of the SG and the OA, who may set additional conditions.

D.2.4 For IMA events all competing boats, to be formally registered as a competitor and to be qualified for scoring and prizes, shall have an IMA Certificate or alternatively rating/class certification validated by the ATO, whether owned by an IMA member or not. Please see D.6.2.

D.3 IMA DUAL MEMBERSHIP CLASS OPTIONS

D.3.1 There are two options:

- (1) IMA Affiliated Class. All members of the affiliated class also are IMA members. By agreement a set part of the IMA membership fee is credited to the affiliated class.
- (2) IMA Associated Class. No dual membership requirement. An owner that joins the IMA pays the standard fee.

D.3.2 Affiliated Classes can apply to the IMA for one of its WS authorized World Championship titles. Both IMA affiliated and IMA associated classes are entitled to class starts at IMA events if meeting the requirements as set in D.2.3.

D.4 IMA Affiliated Classes

D.4.1 Registered:

(1) Maxi 72 Class.

(2) J-Class.

D.5 IMA Associated Classes

D.4.1 Registration upon application with and approval by the SG.

D.6 IMA World and Continental Championships

D.6.1 The IMA is authorized by WS to allocate two World Championship titles per year, as well as Continental Championships.

D.6.2 World and Continental Championship titles can be allocated to classes (D.2) or to affiliated classes (D.3). In case of classes there will be no sub-classes and class rule B.1.2 (d) shall be changed to: EUR 2.000,- is received with the application for the certificate (note: this requirement may be fulfilled by increasing the event's NoR entry fee by this amount). For boats participating in World or Continental Championships the rating certificates shall be endorsed by the applicable Rating Authority and approved by the ATO.

SECTION E - MEASUREMENTS

E.1 GENERAL

E.1.1 It is the principle of measurement under this rule that all measurements are taken according to the applicable Rating Rules. Additionally it is required that:

- (a) Measurements and certification control shall be carried out by an IMA recognized measurer (A.12.1).
- (b) The resulting Rating Certificate is approved by the ATO.
- (c) The IMA may require certificates to be Rating Authority endorsed.

E.1.2 The IMA may set additional protocols (in co-operation with the Rating Authorities) for measuring and especially measurement controls, in order to streamline procedures between measurers, as well as to come to better accuracy and consistency.

E.1.3 Modifications normally require re-measurement. In case there is no evidence of changes a boat shall not be re-measured and processed except where the ATO is satisfied that reasonable evidence of error exists.

E.1.4 To secure accurate and fair measurements and measurement checks, it is necessary to have close co-operation between the owner('s representative) and the measurer. It is desirable, therefore, that the Owner and his representative are reasonably familiar with the requirements of Section F.

SECTION F - OWNER'S RESPONSIBILITIES

F.1 GENERAL

F.1.1 Before an IMA Certificate is valid it must be signed by the Owner of the boat. The name of the individual who signs the IMA Certificate shall also be printed on the Certificate. By this signature the Owner signifies that he or she understands the Owner's responsibilities under all parts of the IMA Rule, a copy of which shall be aboard while racing.

F.1.2 The Owner shall have the primary responsibility for ensuring compliance with the IMA Rules. When the person in charge of the boat while racing is not the Owner, he shall be equally responsible for compliance.

F.1.3 Owner's responsibilities are divided into three categories:

- Owner's responsibilities prior to and during measurement.
- Owner's responsibilities after measurement.
- Owner's responsibilities whilst racing (see *Section C of these Rules*).

F.1.3.1 Prior to and during measurement

- (a) The Owner is responsible for arranging measurement.

- (b) The Owner shall present his boat for measurement ashore in an accessible location, clear of obstructions, properly chocked and leveled. If required the keel bulb shall be presented for measurement separately. Adequate lifting equipment shall be provided by the Owner.
- (c) The Owner shall on another occasion make the boat available at a suitable location agreed with the Measurer so that flotation measurements may be taken.
- (d) The Owner is responsible for preparing the boat in measurement trim as specified by the applicable Rating Rule. He shall declare to the Measurer the weight and location of all ballast.
- (e) The Owner is responsible for declaring to the Measurer all spars and sails that he proposes to carry on the boat and the location in which he proposes to set them, so that they may be properly measured.

F.1.3.2 After Measurement

It is the Owner's responsibility to declare to the ATO any changes made to the boat, its rig, or its equipment which could change any of its measurements under the applicable rules. Such changes could be:

- (a) Changes of ballast in amount or location or configuration.
- (b) Change of tankage, fixed or portable, in size or location.
- (c) Any changes in the engine and/or propeller installation.
- (d) Addition, removal or change of location of gear or equipment, or structural alteration to the hull, that affect the trim, VCG or flotation of the boat.
- (e) Movement of any measurement bands used in sail area measurement, or any changes in spars, spar location or forestay position.
- (f) The Owner shall be responsible for ensuring that all mainsails, jibs, staysails and spinnakers bear a recognized Sail Stamp. He shall also be responsible for ensuring that the sails and these marked dimensions do not contravene the values stated or permitted for them on the Rating Certificate.
- (g) Changes to spars or standing rigging configuration, including elements of rigging identified as adjustable while racing.
- (h) Changes to the Elements influencing the boat's weight, including hull, deck and appendage construction, spars, accommodation and rig configuration, etc.



Photo: ROLEX/Studio Borlenghi

IMA BY-LAWS

(As last amended at the Annual General Meeting of September 2012)

NAME AND SEAT

Article 1

Under the name INTERNATIONAL MAXI ASSOCIATION, this is a non-profit Association governed by the present By-laws and by art. 60 – and subsequent articles - of the Swiss Civil Code.

The Association was set up in Geneva, on August 7th, 1979, under the name “International Class A Yacht Association” (ICAYA).

The seat of the Association is in Geneva.

Its administrative office may be located anywhere else, in Switzerland or abroad.

PURPOSE

Article 2

The purpose of the Association is:

- 2.1 The encouragement of amateur yacht racing, organisation of Corinthian sailing, match races, regattas and competitions for the sailing yachts of the Categories indicated in Class Rules. Yacht racing to be governed by the rules of the “World Sailing” (WS). Events to be organised by the Association jointly with recognised Yacht Clubs.
- 2.2 To undertake all necessary steps with International and National Authorities and sailing organisations in order to ensure and co-ordinate the achievement of the purpose stated above.
- 2.3 The promotion of social activities among Members of the Association.
- 2.4 To review the application of handicap and measurement rules for yachts of the Categories indicated in Class Rules and to establish appropriate regulations to be applied at IMA events.

MEMBERSHIP

Article 3

- 3.1 Any person over the age of 18 years may become a member of the Association in accordance with the provisions hereinafter set forth.
- 3.2 The Association includes:
 - Founding members;

- Members (active or non-active);
- Honorary Members: persons elected according to the procedure set in art. 4 below, who, in the opinion of the Members or in the opinion of the Officers are able to assist in the development and aims of the Association. The Honorary Members have no voting rights and do not pay annual subscriptions.

The Association may accept new Members at any time.

ADMISSION

Article 4

- 4.1 Candidates for membership must be proposed in writing by one Member and seconded by another one having voting rights (art. 10 below). The proposal should be forwarded to the Secretary General accompanied by letters from the proposer and seconder which should state for how long and to what extent the candidate has been known by them. The proposal should contain the full name of the candidate, his address, nationality and profession, name of the yacht owned and other clubs of which the candidate is a member.
 - 4.2.1 The candidate must be the owner of a boat included in the categories mentioned in Class Rules.
 - 4.2.2 The candidate must show to the Secretary General written proof that he has contracted the building or the purchase of a sailing yacht of the categories mentioned in Class Rules, to be delivered to him within twelve months from the date of the candidature.
 - 4.2.3 Should the new-built yacht as referred to above not be completed within the prescribed time, the building time may be extended for a period not exceeding six months. Should the yacht not be completed within 18 months from the date of the candidature, membership is *ipso facto* cancelled.
 - 4.2.4 The candidate must show to the Secretary General written evidence that he has contracted bare boat charter of a sailing yacht of the categories mentioned in Class Rules for a period of twelve months from

the date of the candidature or for a period of time lapsing upon the delivery to the candidate of yacht to be purchased or built in compliance with the art. 4.2.2 or 4.2.3 above.

- 4.3 As soon as possible after receiving the proposal for membership, the Secretary General shall advise the members with voting right by mail, fax or email of the proposal and request them to vote in favour of or against the election of the candidate by letter, fax or email within 30 days of the Secretary General's original notification. Members failing to vote within the thirty days period shall be deemed to have voted in favour of the candidate's proposal.
- 4.4 After the period of 30 days referred to above, the Secretary General shall submit the proposal to the Officers and, provided that there has been no adverse vote from any member with voting rights, the candidate's election shall be confirmed. The Secretary General informs the candidate by mail, requesting payment of the subscription. In case of one adverse vote, the candidature may not be presented again within a period of two years.
- 4.5 In case of a qualifying yacht having more than one owner, all co-owners must be members of the Association.

RESIGNATION, DECEASE, EXPULSION

Article 5

A member shall cease to be a member of the Association:

- 5.1 Upon notification in writing to the Secretary General of the member's intention to terminate membership, with or without notice. The resigning member shall pay the annual fee. The annual fee already paid will not be reimbursed.
- 5.2 Upon death.
- 5.3 Upon bankruptcy.
- 5.4 Upon expulsion, if the conduct of any member is considered, in the opinion of the other members, to be injurious to the character or interests of the Association or makes him unworthy to belong to it. However, the resolution of expulsion cannot be taken before such member has had the possibility to

offer an explanation either orally or in writing to the Secretary General and to the Officers.

- 5.5 If the annual subscription and/or possible additional contributions (art. 16.3) is in arrears for a period of six months after the Annual General Meeting at which the subscription was determined or the additional contribution was requested. The resolution of expulsion is at Members' discretion and no appeal shall be granted. The motives need not be indicated. The notice of expulsion shall be sent in writing to the member's last known address.

ORGANS

Article 6

The organs of the Association are:

- The General Meeting of the Members;
- The Officers;
- The Secretary General;
- In case of appointment, the Auditors.

ORDINARY GENERAL MEETING

Article 7

- 7.1 The Ordinary General Meeting takes place every year at the date and place set by the Officers, within nine months following the closing of the financial year.
- 7.2 All members are called individually by the Secretary General at least thirty (30) days in advance, indicating the Agenda and the names of the Officers in charge of the Association.
- 7.3 Unless otherwise provided for in the By-laws, the Meeting may validly deliberate if at least 51% of the Members with voting right are present or represented by proxy. Should this quorum not be reached, a second meeting shall be called where the quorum is at least 26 %.
- 7.4 Unless otherwise provided for in the By-laws, the resolutions are taken upon a show of hands by the majority of the members present or represented.
- 7.5 Proxies must be in writing (by letter, fax or email) and must be given to a member with voting rights.

EXTRAORDINARY GENERAL MEETING

Article 8

- 8.1 An Extraordinary General Meeting may be called at any time on the initiative of the Officers or upon request in writing to the Secretary General by - subject to art. 64 al. 3 of the Swiss Civil Code - at least three members with voting rights. The

Secretary General calls the meeting according to the procedure indicated in art. 7.2 above.

- 8.2 The Extraordinary General Meeting cannot take resolutions if at least 51% of the members are not present or represented by proxy. Unless otherwise provided for by the By-laws, the resolutions are taken with the majority of three quarters of the members present or represented.
- 8.3 A resolution notified by the Secretary General and approved in writing by at least three quarters of the members with voting rights is equivalent to a resolution of the General Meeting. Art. 4.4 and art. 13.1 are reserved.

PROCEEDINGS AT GENERAL MEETING

Article 9

- 9.1 At all General Meetings the Chair shall be taken by the President or in his absence by one of the Vice Presidents, and in the absence of the President and Vice Presidents, the Chair shall be taken by the most senior member of the Association present.
- 9.2 The Chairman may, with the consent of the majority of the members present or represented, adjourn any General Meeting to another date and place. However, at the second meeting no business may be transacted other than the business left unfinished in the first meeting.
- 9.3 Members who were not present or represented at the original meeting shall be entitled to attend and vote at any adjournment thereof.
- 9.4 The Minutes of the General Meeting are edited by the Secretary General, and shall be signed by him and by the Chairman. The extracts from the Minutes are certified by the Secretary General.

VOTING RIGHT AT GENERAL MEETINGS

Article 10

- 10.1 Each member shall have one vote at General Meetings. However:
- 10.2 When a yacht is owned by two or several members (art. 4.5 above), the latter shall have only one vote per yacht.
- 10.3 Members who have not paid the annual subscription and/or possible additional contributions (art. 16.3 below) within the prescribed deadline are deprived from their voting right.
- 10.4 In compliance with art. 68 of the Swiss Civil Code, any member involved in a transaction or a legal case

of the Association, or whose relatives in direct line or spouse are involved in such a case, do not have voting rights on those matters.

COMPETENCES OF THE GENERAL MEETING

Article 11

The General Meeting is the supreme body of the Association. Its powers include:

- Approval of the Annual report of the President, of the Treasurer and of the Secretary General;
- Approval of the annual accounts;
- Release of the Officers and the Secretary General;
- Determination of the annual subscription;
- Admission and expulsion of members;
- Election and removal of the Officers, of the Secretary General and, as the case may be, of the Auditors;
- Adoption of and amendments to the By-laws and dissolution of the Association;
- Setting or approval of the racing calendar;
- Dealing of all affairs which do not fall within the competence of the other organs;
- The General Meeting also decides on motions or proposals presented by individual members with voting rights to the Secretary General at least 30 days before the date of calling.

OFFICERS

Article 12

12.1 The Officers of the Association are :

- The President;
- One Vice-President for each category;
- The Treasurer.

They are elected among the Members with voting rights.

- 12.2 The Officers are elected for a period of three years.
- 12.3 The President and the Vice Presidents may be re-elected for a second period of three years. The President and the Vice Presidents having served the maximum period, shall not be eligible for re-election as President or Vice Presidents in the three following years.
- 12.4 "One year" means the period between an Ordinary General Meeting and the following one.
- 12.5 The President shall be responsible for coordination with the Secretary General and shall preside at all social and official events of the Association. The President represents the Association at all official and social events to which the Association is invited.

However, in no case shall he take upon himself any duty, office or position which are within the competence of the Secretary General.

- 12.6 The Vice-Presidents assist the President in the activities concerning the category they represent and shall deputize for the President if he is unable to be present at any social or official event. However, the duties that they so perform shall not exceed the duties indicated in art. 12.5 above.
- 12.7 The Treasurer is the supervisor for all financial management tasks entrusted to the Secretary General. He also reports to the General Meeting about the financial status of the Association and proposes to the meeting the amount of the subscriptions to be set for the current year.
- 12.8 In the event that an Officer's position becomes vacant, the other Officers with the procedure of Article 12.9, have the power to appoint a member with voting rights to fill such vacancy until the next Annual General Meeting.
- 12.9 The Officers meet at least once per semester or more frequently if necessary. They take resolutions at the majority of the votes casted by the Officers present, provided that these form the majority of the officers in charge. In case of equality of votes, the President has a casting vote. The resolutions may also be taken in the form of an approval given in writing to a proposal, unless a discussion is requested by one of the Officers.
- 12.10 The Officers have the widest powers to manage the Association. They may establish temporary or permanent committees with the aim of dealing with specific aspects of the life of the Association or grant mandates to third parties for specific purposes. The Officers shall approve the sponsorship contracts proposed by the Secretary General.

SECRETARY GENERAL

Article 13

- 13.1 The Secretary General of the Association shall be appointed by the General Meeting for such period of time and upon such terms and conditions as the latter may think fit. The General Meeting may remove him by a resolution (taken in the meeting or by written/fax approval) gathering at least 51 % of the members with voting right.
- 13.2 The Secretary General shall keep the register of the Minutes of all the meetings.
- 13.3 The Secretary General is responsible for the

day-to-day administration of the Association in accordance with the instructions given to him by the General Meeting. The Secretary General shall keep correct accounts of all transactions and prepare a balance sheet and a "Profit and loss Statement" at the end of each financial year. He reports regularly to the Treasurer on all expenses incurred on behalf of the Association.

He represents the Association for all purposes relating to art. 2 above. He is in particular authorized to bind the Association towards Authorities and other associations or similar entities.

- 13.4 The Secretary General is not a member of the Association.

REPRESENTATION

Article 14

The Association is validly represented toward third parties by the individual signature of the President or the Secretary General. Further, the Officers may delegate the right of signature (individual or joint) to any other persons being members or non-members of the Association.

In any case, the right of signature on bank accounts is exercised individually by the Treasurer or by the Secretary General.

TECHNICAL CONSULTANTS

Article 15

The Officers, at the suggestion of the Secretary General, may appoint one or more technical consultants who, in consultancy with the Class Measurers and the appropriate international bodies (ORC, RORC, UNCL, ISAF) will act as the Association Technical Office.

RESOURCES

Article 16

- 16.1 The resources of the Association are derived from the subscriptions paid by the members, from donations and bequests by members and third parties and from income of activities such as sponsorship agreements.
- 16.2 The amount of the annual subscriptions is set so as to enable the coverage of the annual expenses and to establish an appropriate contingency fund.
- 16.3 The Secretary General may, subject to the President's permission, ask at any time for additional

contributions from the members for specific reasons.

- 16.4 Any balance of funds available after the payment of all the costs incurred may be utilised as the General Meeting may think fit for the furtherance of the Association's development.

RESPONSIBILITY

Article 17

Only the Association's assets guarantee the liabilities of the Association. Any personal responsibility of the Members is excluded. The Members do not have any obligation towards the Association and third parties, except those provided for in these by-laws.

AUDITORS

Article 18

Auditors may be appointed each year by the General Meeting. Art. 69b al. 1 of the Swiss Civil Code is reserved in any case. Appointed Auditors may be re-elected indefinitely.

However, considering art. 16.3 above, the Association is obliged, in accordance with art. 69 b al. 2 of the Swiss Civil Code, to appoint Auditors in case of request by one single member.

FINANCIAL YEAR

Article 19

The annual financial year starts on January 1st and ends on December 31st of each year.

GENERAL

Article 20

Any Member may not, under any circumstances, utilize the Association, its name or events or publications, nor a yacht belonging to another member for private or commercial personal purposes.

AMENDMENTS TO THE BY-LAWS

Article 21

- 21.1 Any member wishing to propose amendments to these by-laws shall do it in writing to the Secretary General at least 30 days in advance of the next Ordinary General Meeting with the secondment of another member. The Secretary General includes the proposal in the Agenda. The proposal shall be motivated during the General Meeting by the proposing member.
- 21.2 The Officers may as well call at any time an

Extraordinary General Meeting to propose an alteration to the By-laws.

- 21.3 The decision is taken with the majority of three quarters of the members with voting rights.

DISSOLUTION

Article 22

In case of dissolution, decided at the majority of three quarters of the members with voting rights, the General Meeting, on proposal by the Officers, appoints one or more liquidators and specifies their powers.

ALLOCATION OF THE ASSETS

Article 23

In case of dissolution of the Association, the assets available at the end of the liquidation will be allocated to a non-profit entity with similar purposes, selected by the Officers.

SAILING RULES

Article 24

- 24.1 All races organized by or on behalf of the Association or which the latter takes part in, shall be governed by the Rules of the World Sailing Racing Rules of Sailing.
- 24.2 The sailing and racing programme for the following season or seasons shall be selected or confirmed by the members with voting rights of the Association at General Meetings and the Secretary General shall make all necessary arrangements for the implementation of the sailing and racing programme. The management and control of the Association's own sailing and racing programme shall be the responsibility of the Secretary General. He shall also be responsible for co-ordination with all other Associations and other clubs organizing

events in which Association boats take part as a Class, as well as for the necessary administrative functions, including:
Notice of Race; Sailing Instructions;
Race Committee; Race Functions; Logistics;
International Jury; Social Events.

PLACE OF JURISDICTION

Article 25

Any dispute which may arise, during the life of the Association and its liquidation, whether between the Members and the Association or the Officers, the Secretary General, the auditors or the liquidator, or between the members themselves concerning the activities of the Association, shall be submitted to the competent courts of the seat of the Association, save any appeal to the Swiss Federal Tribunal.



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