



UNION NATIONALE POUR LA COURSE AU LARGE

Sport / inshore racing / offshore racing / training yacht / naval architecture / marine industries

Wednesday 1 September 2021

Class 30: Let's build the future!

Job done: the Class 30 jury, comprising four members of France's national offshore racing union, Union Nationale pour la Course au Large (UNCL), three from the UK's Royal Ocean Racing Club (RORC) and one from the American Storm Trysail Club, with the support of a range of consultants, has analysed every application received, together with various requested additional elements, in order to finalise its decision. Finally the VPLP/Multiplast Architect-Yard team has been nominated the winner of the international Request for Proposals competition designed to give rise to tomorrow's international training yacht for offshore racing.

Paving a new way forward for the introduction to offshore racing

Launched back in April with the aim of putting training in offshore racing centre stage again – with the focus on young audiences and getting both boys and girls in the mix – the Class 30 competition is designed to launch a new one-design boat measuring between 9m and 9m60 in length and embodying a fun, modern and stable eco-design concept, whilst adhering to a strict budget that is in line with that of a vast array of clubs worldwide. The specifications allow for the boat to be sailed by 5 to 6 crew, suitable for night sailing, available in two different versions: the **Class 30 Club**, a basic version that is simplified yet high-performance, with a particularly competitive ready-to-sail introductory price, and the **Class 30 One Design™**, with additional kit integrating various fit-out modules, including carbon mast and electronics, geared towards owners keen to race in a one-design or IRC category. Right away, there was a general willingness among many competitors to focus on the Class 30 club version, which is a primary lever in a renewed uptake of training. In the end, over twenty-five applications from nine different nationalities were selected, from which six teams of architects/yards were retained, along with two other projects relating to existing boats with similar specifications, modifications to which needed to be formalised, particularly in terms of budget.

A top trio shortlisted

Given the calibre of the applications, it proved to be extremely difficult to analyse, select and decide between 8 of the architects' plans - 4 French, 2 Italian, 1 American and 1 German – who gained selection in early July.

“These 8 projects are outstanding and an exceptional amount of work has gone into them, particularly in light of the short timeframe in which the competing teams had to present the fruits of their labour”, explains Yves Ginoux, vice-chairman of the UNCL. On the basis of around twenty selection criteria, demonstrating compliance with the specifications and the satisfying of objectives related to cost and performance, the International Jury shortlisted three projects early this summer, with those teams being given the chance to present their

projects in a video and reply to any additional questions, notably regarding their manufacturing approach and the eco-design aspects.

Screening of the finalists

3 projects boast major assets, all of them quite unique, with the final ranking set out in the following way: **first**, the project presented by **VPLP in association with Multiplast** stood out through its very modern design, inspired by the semi-scow bows, which are thriving in the 'big sister' Class 40 version, providing great stability and substantial dynamic buoyancy, which naturally favours speed. The characteristics of the project include a generous and powerful sail plan, highly tweaked ergonomics, an uncluttered yet well-equipped deck layout, together with a simple yet comprehensive interior structure.

The 2 other projects are **tied in second place**: the Italian project put forward by **Matteo Polli** features a very elaborate design based on a scow-type hull, implementing bio-based materials and recyclable resins. This solution is highly innovative and attractive, however the lack of feedback regarding the use of these novel materials and their high cost put the application at a slight disadvantage. Matteo Polli demonstrated real talent in coming up with a very appealing proposal.

The American project by **Farr Yacht Design** is based on a boat called the Farr X2, which is currently in development. Farr YD needs no introduction of course thanks to its countless successes with inshore (Mumm 30, TP52...) and offshore boats (Volvo 65, IMOCA...). The Farr X2 is a customised top-of-the-range boat dedicated to shorthanded offshore racing, the build process for which is just starting in the Philippines. Farr YD's adaptation of this design for the Class30 project brief has great appeal, however a European-based production for this very pretty boat would be a barrier in terms of cost.

In the starting blocks

The preliminary design study phase will kick off in September for VPLP and will likely continue through to the end of 2021. A scale model of the boat will be on display in December on the UNCL Stand at the Nautic Paris boat show 2021. Following the initiative of several enthusiastic owners, the launch of the first boats is scheduled for the fourth quarter of 2022.

Meantime, the presentation of a financing plan for the Club boats will trigger the search for financial partners or even a sponsor for the Class 30 as a whole.

From autumn onwards, presentations of the Class 30 project are scheduled to do the rounds in various Clubs.

Extract from the Project presentation made by VPLP and supported by Simon Watin (VPLP) and Yann Penfornis (Multiplast):

"For this sailboat, which aims to inspire a new audience to get out on the racetrack, we've opted for an understated and well thought-out design, yet for the same budget, the emphasis is placed on the areas which matter most: the sheer enjoyment of being out on the water in crewed format, slipping along on a quick boat, coloured by the adventurous aspect of offshore racing, to impress a salt sea narrative upon a fresh generation of sailors.

Key points of the project:

- A boat that is **great to sail**: seated comfortably at the helm or out on the rail, on a hull which is not too wet, with a large cockpit for carrying out manoeuvres in crewed format
- A design which **keeps a tight rein on cost**:
Simple forms with minimal developed surface area
A structure and assembly geared around the production of a one-design series
A pared-back deck layout and rig
- Significant focus on **eco-design**, with the **overall consideration** of the construction as well as the uses and manner of sailing
- A powerful and versatile hull for a boat which is **evolutionary** on every point of sail
- A **light, effective and accessible** deck layout to prioritise dynamic trimming and favour learning within crewed sailing

UNCL

A Club of enthusiasts and racers open to all those involved in the practice and development of inshore and offshore racing. The National Offshore Racing Union was created in 1971 from the merging of the U.N.C., created in 1913 and the G.C.L., created in 1960. A club affiliated to the French Sailing Federation (FFVoile), the UNCL boasts over 250 members and its efficient operation relies on a great many volunteers who take care of its organisation and its management. Together with the RORC, the UNCL created the Channel Handicap System (CHS), today's IRC (International Rating Certificate).

The UNCL takes charges of the development of an annual Mediterranean and Channel-Atlantic IRC Championship relying on races organised by the major Clubs in the region and managed jointly with the IRC measurement.

Its head office is located at 41 Avenue Foch 75016 Paris.

Présidente: Anne de Bagneaux-Savatier

Vice-Présidents: Jean-Philippe Cau, Yves Ginoux

Président Association de Propriétaires de bateaux jaugés IRC, PropIRC: Philippe Serenon

RORC

A unique and exclusive club, founded in 1925, dedicated to encouraging long-distance sea passages as well as other forms of races, regattas and activities associated with yachting. The Royal Ocean Racing Club's members comprise a vast network of sailors who benefit from two exemplary clubhouses located in central London and the UK's sailing capital of Cowes.

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Commodore: James Neville

Vice-Commodore: Eric de Turckheim

Storm Trysail Club

Founded in 1938 in Larchmont, NY, this Club is reserved for sailors who have experienced storm conditions and are capable of commanding a sailing vessel in such a situation. Its aim is to encourage blue water sailing and inshore and offshore racing. The Club is organised into 12 geographic stations, giving it representation in the major sailing centres in America.

The STC is renowned for being in the vanguard of the development of new events, corrected time solutions (handicap rating systems), boat design and safety procedures.

Commodore: Edward Cesare

Vice-Commodore: Ray Redniss

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Illustration

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