

APRIL-JUNE 2014
ISSUE NUMBER 26

SuperSail World

Supplement to
Yachting World

120 YEARS OF SUPERYACHTS

12 yachts for 12 decades – the editor's choice

CHARTERING A SUPERYACHT

What was on offer at the Antigua charter show

CLOSE FINISH AT THE SUPERYACHT CHALLENGE ANTIGUA

Marama wins by a whisker

BIG SAILS, BIG CHOICES

North and Oyster on which sails suit

SHOWCASE

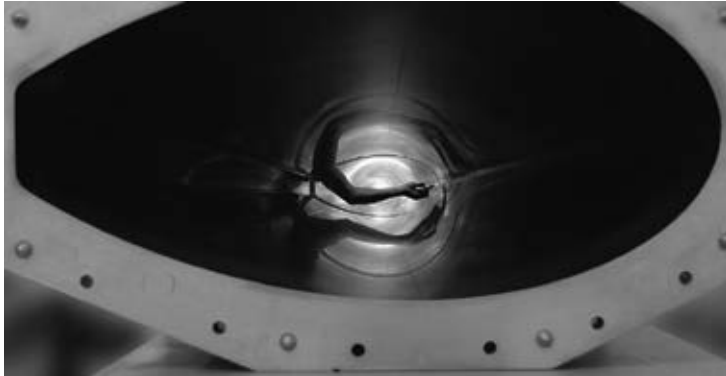
Perini's 60m Seahawk
New engineering and colourful plumage

BUCKET LIST

Go-to regatta for superyachting
St Barths Bucket - all the runners and riders



Above: temporarily seeing red. The second Perini 60m is launched in Yildiz, Turkey before heading to Viareggio for fit out. Note the twin rudders for the first time



Above: the ultra clean interior finish of the 76m Future Fibres mast tube



Above: an example of the detailing incorporated on the Future Fibres' mast. As well as these jammer housings, custom built steps are fitted near the base

Right: these Equiplite lead blocks weigh just 3kg for a 70 tonne block. They can be easily installed without tools on pad-eyes that rotate under load for perfect alignment



Perini 60m sloop

The second in the 60m series is a sloop, boasting some mind boggling statistics. With a mast measuring almost 250ft, the Doyle Sails inventory amounts to 10,200m² (2.5 acres!), including allegedly the two largest spinnakers in the world.

"We looked at every material available for these spinnakers and realised there was nothing that would deliver the performance we were looking for," CEO Robbie Doyle explained. Combining with Dimension Polyant allowed them to develop a new high-performance polyester spinnaker fabric which has been reinforced with Dyneema for durability and burst strength. Doyle predicts it will resist tearing when racing, useful on a sail that costs six figures!

Future Fibres have produced their first superyacht mast with zero filler for this vast sloop. The 75.8m tube is built from hybrid modulus carbon with a completely clear gloss finish. The result champions Future's milled aluminium tooling. A high pressure jet washing system is included inside the mast; crews simply attach a hose head for cleaning the rig.

Future's carbon furling boom measures 23.4m. The electrically-driven mandrel furling and locking system was designed by an ex-gearbox designer from Formula One to allow furling even with the boom moving up and down, in and out. The total weight of the solid carbon rigging package is below 1,500kg. This shaves 2.5 tonnes off the standing rigging alone compared to past Perinis that used rod.

Performance will be a key objective for this sloop, hence the predominant use of carbon aloft. Future Fibres have also produced their longest furling cable ever for a top down Code 0. That promises to be a mark rounding to watch.

The superstructure for a third 60m has already been built. A 70m ketch will follow in 2015 and will be among a new series designed with Philippe Briand.

With their systems and weight optimisation, this new series of 60m Perinis look like promising Bucket contenders. We will find out this March, as *Seahawk* is due to compete at St Barths against two 56m models among others. See www.perinnavi.it



SW