



# STIMSON

## YACHT DESIGN

2008



## IRC 42

**Stimson Yachts recently welcomed the first of two Stimson IRC 42s to the UK, just a short time after its launch in Sweden. Stimson's race-design pedigree is well known due to the success of the Reflex 38, now an 8 year old design that is still winning races. The initial race results of the 42 hint at a similarly successful future.**

Stimson Yachts designed this IRC race boat with two key characteristics in mind – performance and handling. She has clean lines and medium displacement to promote a balanced performance profile on the race track, yet she also offers stability characteristics and good manners to suit a crew of mixed abilities. This has been demonstrated in her first few outings in the Garmin Hamble Winter Series, racing with a predominantly non-professional crew, whilst tuning the boat and working her up slowly, yet still achieving podium places.

Although the sail plan and deck layout are as you would expect for a Grand Prix race boat, the Stimson IRC 42's hull has been designed for a variety of roles - from the more utilitarian training charter to professional race campaigns - and the equipment specification for each boat reflects this. Boat 1 is configured for race charter with an alloy rig, whilst Boat 2 sports a Marstrom carbon mast and boom as a Grand Prix specification.

The 42's hull, keel, bulb and rudder are the products of extensive analysis using CFD and VPP design tools to maximise performance and optimise the rating under IRC. Her fine entry and slender stern offer a low wetted surface area for light airs racing, and the high ballast ratio and deep draft offer excellent stability, providing her owners with a good all round performance profile. The accommodation is basic yet comfortable, suiting both local 'round the cans' as well as offshore racing.

All in all, the Stimson IRC 42 will offer both exhilaration and a great ride for seasoned race boat owners and crews, as well as the handling and stability demanded of successful training/charter boats.

## NEWS IN BRIEF

### Inspiration 47ft Charter Cat

A significant step forward in purpose-designed charter catamarans, the Inspiration 47 has over 30% more main deck area than the 'leading brand' 50ft, as well as a 5/6 cabin layout. Whilst aimed at charter operators with ROI at the heart of the concept, and some clever features to ensure she is family-friendly and child-safe, her sailing performance has not been compromised. With displacement reduced through the adoption of light weight composite structures, she has been engineered to strike a balance between weight reduction/performance and durability/reliability. Due to start production in 2008.

### Stimson Yachts awarded ISO 9001

Stimson Yachts have recently been awarded the internationally recognised ISO 9001-2000 quality management standard for the provision of yacht design and naval architecture services. "We endeavour to offer a high level of service and provide quality designs to clients," says Christian Stimson. "However, achieving this award is just the beginning, and we are committed to a programme of continuous improvement."

### New team member

Ed Wingate has recently joined Christian and Guy in the Stimson Yachts Cowes office. A Yacht & Power Craft Design graduate from Solent University, Ed also has three years practical boatbuilding experience under his belt, including a 2007 ACC campaign, two Open 60 builds, as well as time at Wally Yachts in Fano.



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# STIMSON 66

An intelligent blend of elegance and performance in a boat that is easily handled and uncomplicated to sail. These are the key attributes underlying the design concept of the Stimson 66ft *Touché*, which is to be project managed by Alkim Gulcan and built by Marine Works in Turkey in 2008. *Touché* can be sailed shorthanded by two or three people for coastal cruising, and will be competitive with a racing crew in IRC offshore classics.

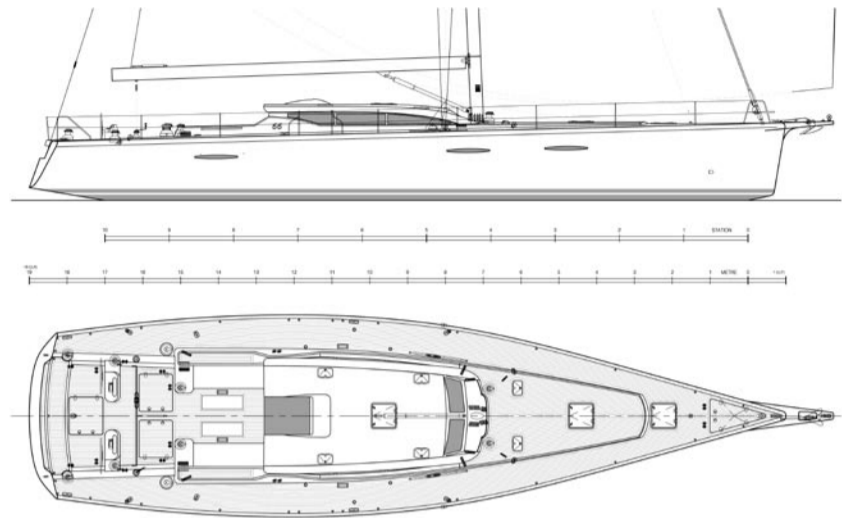
Whilst Stimson Yachts are always keen to take on and find solutions to challenging design briefs, they are enjoying *Touché's* 'back to basics' approach, where the design challenge in this case is to keep it simple.

"We have carefully considered the elements of cost, complexity and performance throughout the design loop. The end result is a fast, well-appointed yacht, which will be uncomplicated to sail," says Christian Stimson. "At the heart of the solution is the adoption of composite construction, with a strip-plank cedar hull, sheathed in E-glass and epoxy, and an E-glass/epoxy/PVC foam deck."

*Touché* will offer the speed, stability and control that the owner requires for short handed sailing, but without turning to excessive systems. An example of this is her 3.6m fixed draft keel and T-bulb. By reducing weight in the rig, deck and hull structure, around 1500kg can be redistributed to the bulb. This achieves the required righting moment and eliminates the need for a lifting keel, which could be complicated and costly to build.

The sailing systems are equally balanced with respect to simplicity, cost and performance. She has hydraulic winches, a powered headsail furler, non-overlapping headsails, as well as a fixed bowsprit and asymmetrical spinnakers.

The net result is a ballast ratio of over 40%, with an efficient high aspect keel fin slung beneath a slender, easily driven hull and a powerful rig.



# COWES HARBOUR COMMISSION RIB

One thing is certain – the Cowes Harbour Commission RIB is easily spotted when on service in the Solent! With her vibrant yellow, red and blue livery, she ensures that the Harbour Master and his team are able to carry out their tasks effectively and efficiently, without being mistaken for a leisure RIB.

Launched in time for Skandia Cowes Week 2006, she has completed a full year on service, and has certainly proven her worth to the CHC, having been used for many demanding tasks. 'She has fulfilled every expectation in terms of performance, handling and functionality, even exceeding in some areas,' says Harbour Master, Cpt Stuart McIntosh (pictured right with Christian Stimson). 'She is most definitely the flagship boat of our fleet.'

The CHC RIB incorporates: the latest generation Volvo D4/225hp inboard diesel and Hamilton 241 waterjet to enable shallow draft operations and a high bollard pull of ¾ tonnes; a stainless steel bimini and cage for shade and shelter, carrying instruments, flashing lights and the PA system; and dual fuel tanks (184 litres total). She comfortably exceeds the contract speed required by the Cowes Harbour Commission by 10%, and does this at an impressive 2/3 of the weight, with an engine 2/3 of the power of that specified by the competition, thereby cutting fuel consumption and running costs by 1/3 over the life of the boat.

This 8.5m RIB is the second in a range of Stimson-designed high performance composite RIBs built on the Isle of Wight. Currently under construction is an 11m Commuter Launch (see below), and in design is a fleet of 5m-8m tenders for a mega-motor yacht undergoing a refit.



# 11m COMMUTER LAUNCH

Stimson Yachts were commissioned to design a replacement launch for a 20 year old ex-rescue services experimental power catamaran in which the client commutes every week across the Solent and back. To be used year round and in all weathers, the new launch has to be robust, reliable, capable and sea-kindly. Additional criteria included a speed of 40knots+, reduced running costs, the ability to occasionally dry-out at low-water springs, and compliance with the appropriate MCA Code.

The result is a deep-V 11m hull, engineered to the DNV High Speed Light Craft Code (HSLC), powered by twin Yanmar BY260's and Alamarin 235 jets, weighing in at just under 3 tonnes, and clearing 43knots with the minimum operating loadcase. Compared to the client's current catamaran, which is powered by twin Yamaha 420hp engines and sterndrives, and weighs in at just over 7 tonnes lightship, the Stimson launch has a much improved power-to-weight ratio, reduced horsepower and therefore operating costs, and the ability to take the ground by virtue of the jet drives rather than sterndrives.

The interior accommodates five guests seated, with helm and navigator at two-position bolster seats, with the cockpit seating a further four guests in fair weather. All-round grab rails and a self-draining foredeck well allow safe operations out of the cabin. Construction is currently underway at Projects By Design in Cowes, UK.



For further information about these projects, please visit [www.stimsonyachts.com](http://www.stimsonyachts.com) and click on News.