

# Grand Prix

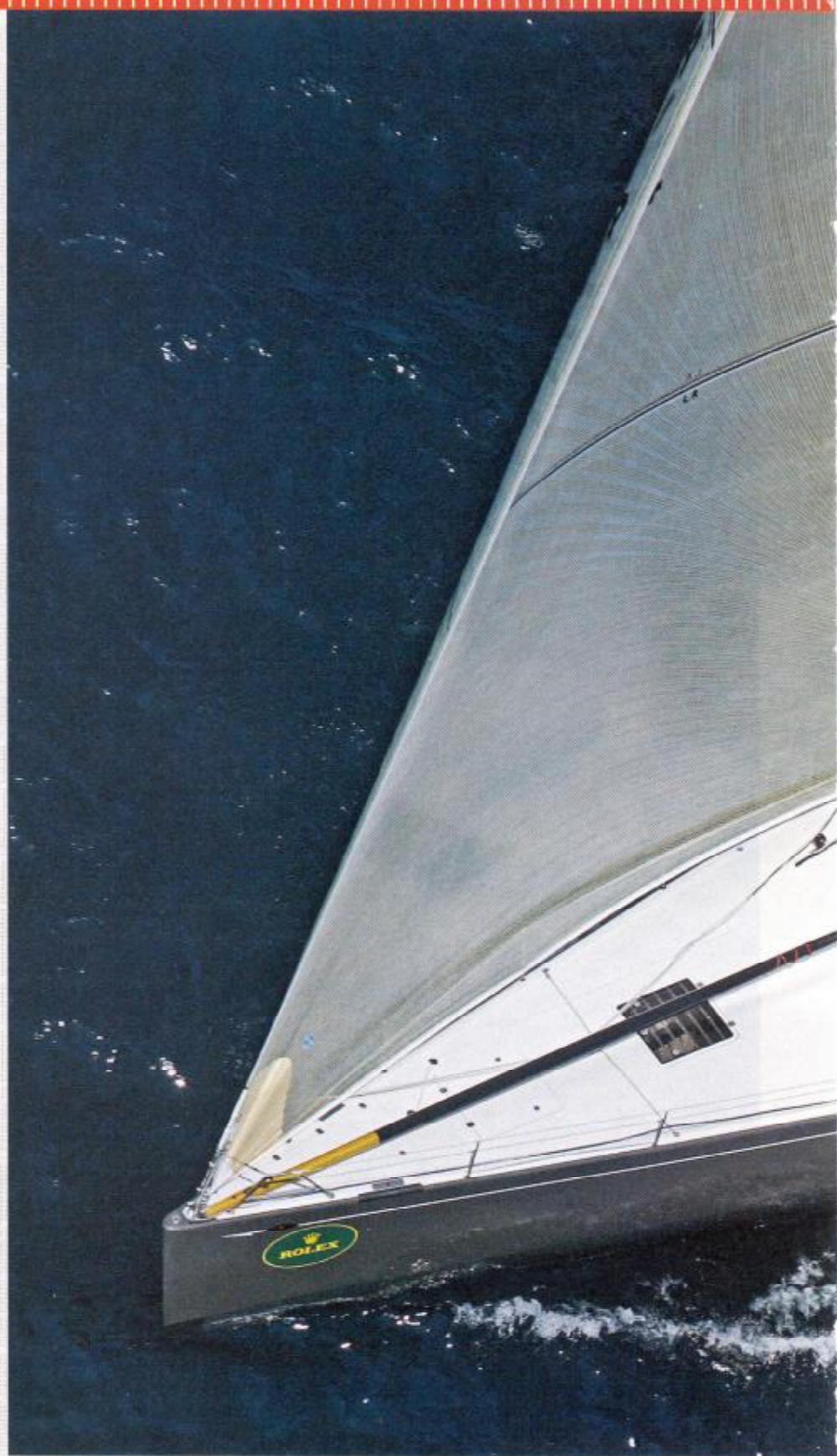
## LAUNCHES

### *Atalanta II,* Farr 70

BIG-BOAT OWNERS ENTRENCHED IN THE Mediterranean racing scene have had little choice but to ride the design trends of IMS. When Carlo Puri, of Italy, commissioned the Farr Yacht Design office to come up with a 70-foot racer/cruiser, he knew he was at the mercy of an evolving rule. At the outset, Negri and *Atalanta II*'s project manager, Elio Petracchi, expected the International Technical Committee, which oversees the IMS, would close what they felt were performance-detrimental loopholes favoring jib-only sailplans and boats that heel excessively, so they signed off on a stiffer speed-performance oriented IMS boat with overlapping headsails.

Petracchi spent two weeks a month for nearly two years commuting from Genoa, Italy, to the Goetz boatyard in Bristol, R.I., where the boat was built. "I know the boat from the bottom of its keel to the top of its mast," says Petracchi. "There were a thousand details. From widening door frames and matching the radius of the curve of the bulkheads, to flush deck hatches, to the design of engine vents, we reviewed everything for aesthetics, performance, and symmetry." They spent considerable time figuring out how to properly distribute the added weight of cruising gear, such as the generator and watermaker.

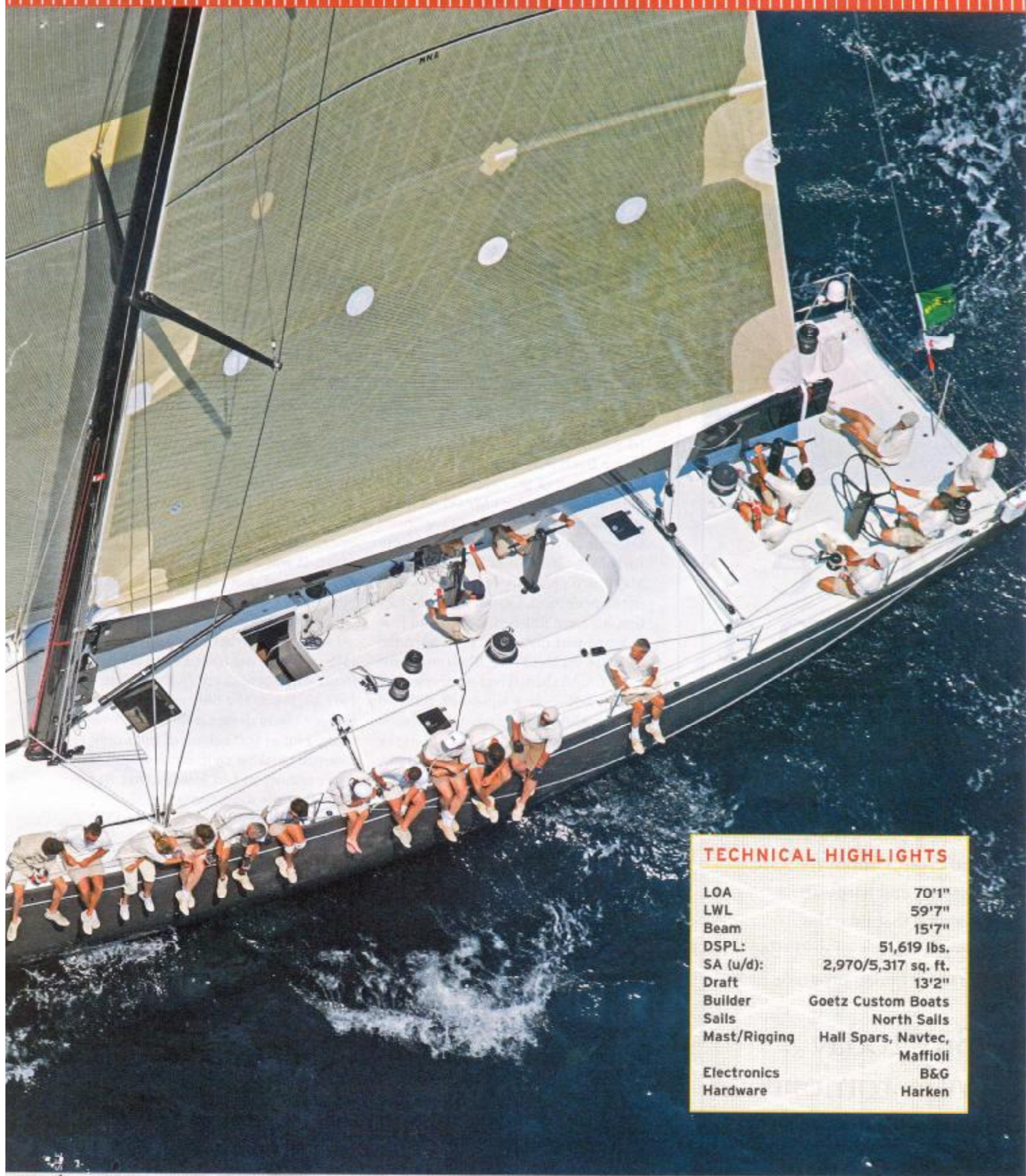
The boat was built with a tall Hall Spars carbon mast (105 feet from the keel) and, in anticipation of the above mentioned 2004 IMS rule changes, the sailplan was developed with a 140-percent genoa. The rig can change to and from its racing configuration—overlapping headsails and running backstays—to its cruising setup—non-overlapping headsails and a single topmast backstay. When pulled into racing duty, the interior is stripped virtually bare (with the exception of the



owner's aft cabin), and when cruising, pedestals can be removed and the cockpit reconfigured to accommodate the entire crew for a sit-down dinner.

"Upwind, it's unbeatable," says Petracchi, "the spreaders are swept back 20 de-

grees, which makes it an easy rig to sail." That much was confirmed with top finishes at its debut regattas in Antigua and Europe last year, but according to Petracchi, the boat is not yet optimized for downwind, and the rule changes they ex-



#### TECHNICAL HIGHLIGHTS

LOA	70'1"
LWL	59'7"
Beam	15'7"
DSPL:	51,619 lbs.
SA (u/d):	2,970/5,317 sq. ft.
Draft	13'2"
Builder	Goetz Custom Boats
Sails	North Sails
Mast/Rigging	Hall Spars, Navtec, Maffioli
Electronics	B&G
Hardware	Harken

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pected in 2004 left them wanting. "The rule modifications were so marginal as to leave the advantages [jib and heeling] untouched," he says. Regardless, he is working with FYD to improve the boat's downwind speed.

Jim Schmicker, senior naval architect at Farr, believes 2005 rule changes will favor the boat. "Atalanta II was designed for flexibility and racing with enough sail in light air," says Schmicker. "The beam is narrow and the freeboard is low. It has a

good performance envelope. We are recommending a different spinnaker for masthead gear under IRC, and another for fractional under IMS. They campaign under both."

—DOUGLAS HULL