PRESS PACK n. 1

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BTBoats ltd. 61, Pretoria Rd Karaka Bays Wellington 6022 New Zealand Ph. +64 21 2963487 Email: lapo.ancillotti@btboats.co.nz info@btboats.co.nz www.btboats.co.nz

The KIWI 40FC – the birth of an iconic yacht

In 2004 the first of a new breed of 40 foot yachts was launched in France. Fast and capable offshore, it could be raced hard or cruised by a family, it harnessed modern design technology but using low-cost materials – the highly desirable, highly competitive, highly affordable Class40 was born. Since then more than 80 Class40 yachts have been built and each season the owner's association organises a comprehensive quiver of race events ranging from inshore regattas to a round the world race.

Affordable, accessible offshore racing for amateur sailors, combined with a rigorous box-rule that keeps purchase and campaigning costs low is the winning concept of Class40. The success of Class40, with over 25 boats racing at close-quarters in every organised event, is attracting a growing number of professional sailors from other categories of boats, enriching the Class 40 fleet.

New Zealand is a small nation but one that is renowned for its passion for innovation and its sporting prowess – qualities that have produced world-best sailors and yachts. The challenge of designing and building a Kiwi production Class40 boat is irresistible.

New Zealand based Project Coordinator, Lapo Ancillotti, and businessman Francesco Piva have created BTBoats Ltd in order to manage the New Zealand production and Worldwide marketing of the **KIWI 40FC** – an exciting production Class 40 designed by Farr Yacht Design and built by Cookson Boats.

Ancillotti, Farr Yacht Design, and Cookson Boats have collaborated on numerous projects over the last two decades. This experienced and successful team, enriched by the arrival of Francesco Piva, has enthusiastically embraced the challenge of creating a very innovative, fast, and competitive production Class40 yacht - the **KIWI 40FC**.

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Combining the world's racing yacht designer of choice with arguably the world's most respected racing yacht builder has produced a stunning Class40 yacht. The **KIWI 40FC** is the result of a close working relationship between BTBoats, Farr Yacht Design, and Cookson Boats with the common goal of producing a highly competitive boat at a good quality/price ratio.

Precision CNC tooling by Cookson Boats allows the **KIWI 40FC** to have a clean, simple structural boat layout and therefore a more efficient and precise weight control/VCG control. Cookson Boats have a highly developed resin infusion construction methodology and have established a consistent database with this technology. Resin infusion will be utilised for building the **KIWI 40FC** and as a consequence proper weight distribution, strength and stiffness is assured for the **KIWI 40FC**. The benefits of using resin infusion include a reduction in production time and an increase in cost efficiency.

The **KIWI 40FC** is destined to become an iconic yacht. Farr Yacht Design have created what we promise to be the fastest, most reliable and most stylish Class40 to date. If you are seeking exhilarating performance and highly competitive racing with a superbly crafted and yet affordable yacht – the **KIWI 40FC** is your ticket to ride!

The construction of the moulds will begin at the end of January 2010 and the first KIWI 40FC **will be launched in August.**

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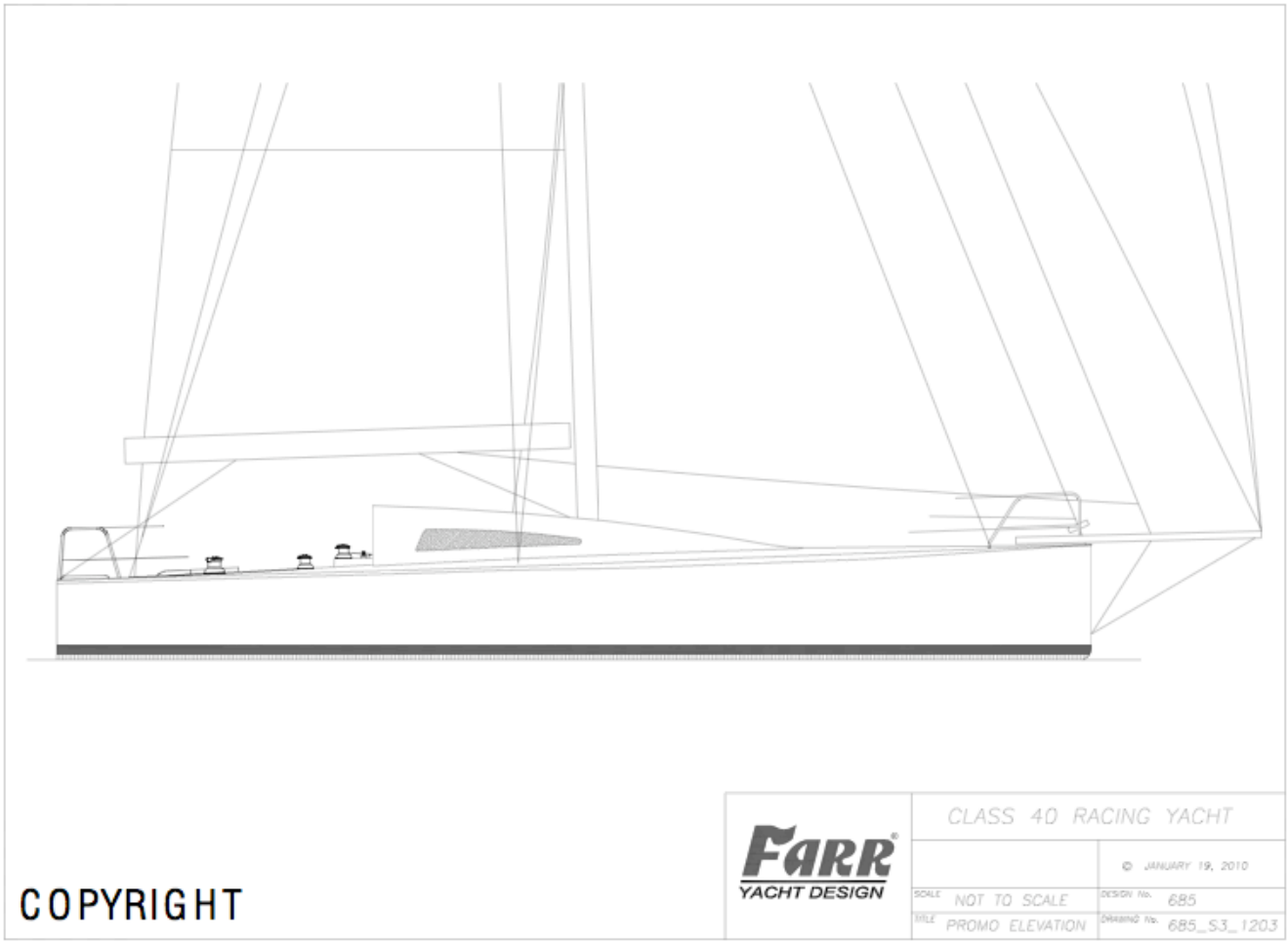
KIWI 40FC Elevation



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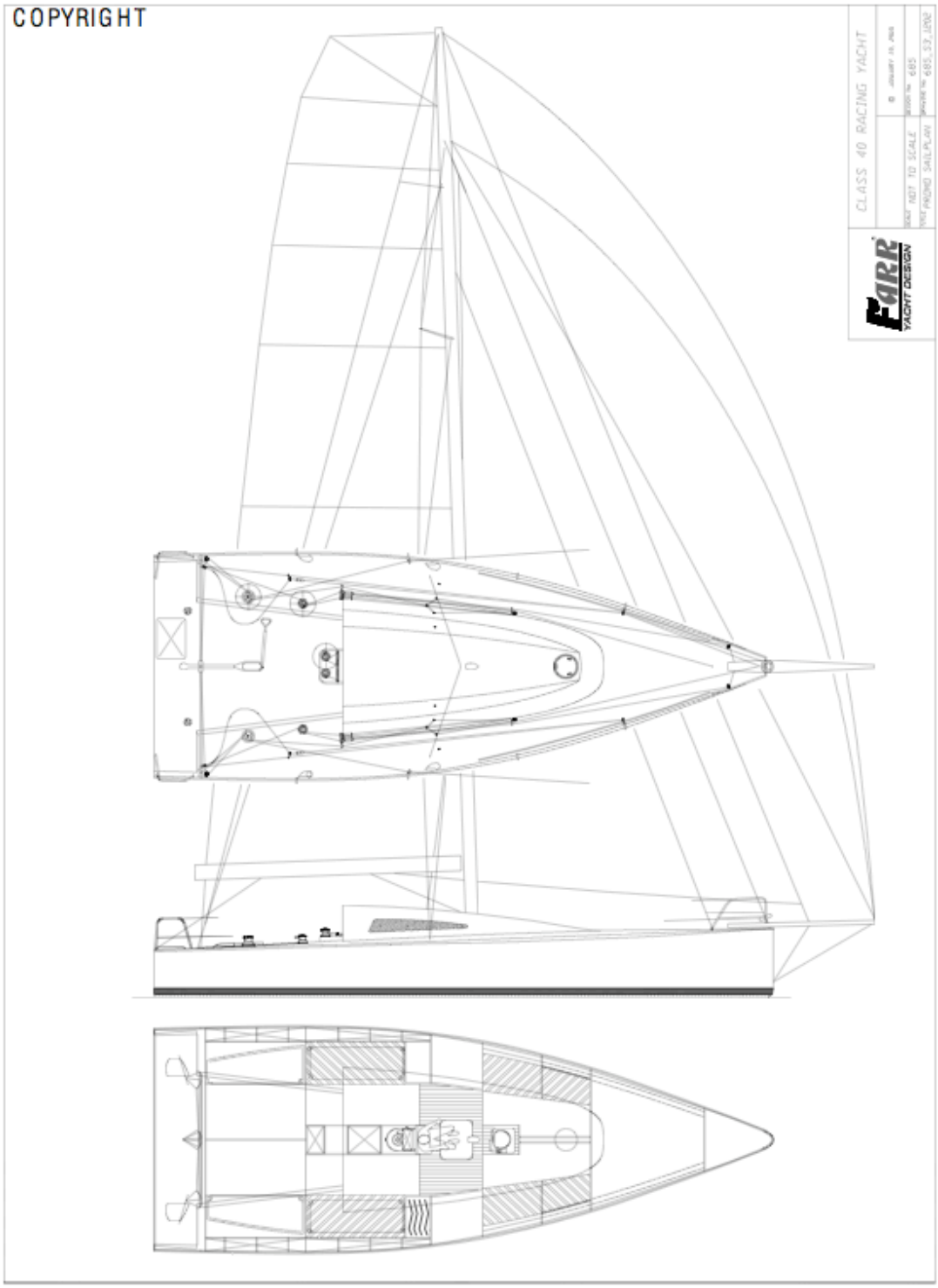
KIWI 40FC Sailplan



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Design #685 - Designer's Comments

The Class 40 fleet has undergone explosive growth in recent years by filling a market niche for fast, high performance offshore capable boats that are well suited to short-handed sailing. The class is governed by a strict set of rule controls that limit the principal characteristics of the design with an effort to tightly control costs and produce equitable performance between boats.

At Farr Yacht Design we have been watching developments in the Class 40 arena with interest for some time, looking for the right opportunity to bring our extensive Volvo Ocean Race and Open 60 offshore design experience to bear on this exciting class. In October 2009 we contracted with Lapo Ancillotti's BTBoats of New Zealand to develop a new limited production Class 40 design to be constructed in New Zealand by Cookson Boats.

An intensive computational fluid dynamics based hull development program was undertaken to evaluate a number of candidate hull styles exploring the performance effects of chines, transom immersion, longitudinal hull shaping and section style etc. The results from this work, combined with our Open 60 and Volvo Open 70 design work have resulted in a hull that approaches the maximum beam allowed by the class and incorporates power-boat style chines in the aftbody appropriate for high speed sailing. Significant focus has been applied to developing a hull shape that handles itself well in all sea states in order to maintain consistently high average speeds in long distance racing even in the worst of conditions. The water ballast tank placement has been optimized for maximum stability and longitudinally placed to provide trim adjustability.

This design has been carefully refined to meet the Class 40 rule requirements including Category 0 compliance from the outset. A detailed focus on the construction process and engineering of the yachts structure has allowed us to reach the minimum rule displacement and maximum 90 degree pull down test requirement placing the boat in the optimal position relative to the rule limits.

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The deck geometry and deck layout incorporate input and feedback from a variety of areas to produce a clean, functional and ergonomically efficient arrangement well suited to short-handed sailing in distance races. The arrangement incorporates the dual companionway, central line tunnel concepts originally pioneered on our Open 60 Design 498 - Virbac Paprec, and a winch layout specifically suited to the unique Class 40 rule restrictions and demands. Careful attention has been paid to developing an ergonomic deck layout and efficient steering systems to maximize the ability of the crew to hand-steer and trim the sails easily.

This logic has been extended through to the mast design and rigging layout where significant emphasis has been placed on maximizing the crew's ability to control the sail trim and mast bend. This is highlighted by the selection of a keel stepped mast with a boom vang arrangement to improve mainsail control. The mast is a 2 spreader highly swept carbon mast with chainplates located inboard to allow sufficiently tight sheeting angles for the Code 0 sails. Detailed studies of sail sizes and parameters have been completed to develop a well balanced sail plan with appropriate head stay control. Care has been taken to develop an even usage profile over each of the sails to maximize sail life and to develop candidate inventories appropriate for different racing conditions.

The interior arrangement has been designed for racing functionality with ample berths, head and galley for offshore races. The navigation station is positioned at the forward end of the main compartment with easy access through the dual companionways. The interior features the 4 rule required fixed bottom berths that will be supplemented with pipe berths when racing. The engine is situated forward in the main compartment with its box forming the navigation seat. A galley is located right behind the navigation seat. The head is located forward of the mast frame. Attention has been paid to developing an internal structural arrangement that will permit easy moving of gear and sails to alter the yachts trim.

The keel is built from fabricated steel with a fiber glass fairing attached to a squished lead bulb. The keel attachment has been engineered to simplify boat assembly. The design features twin rudders with a direct linkage steering system with a single tiller.