

# Grand Prix LAUNCHES



## Rosebud, Storm Trysail Transpac 65

*ROSEBUD*, A DESIGN FROM THE FARR YACHT DESIGN OFFICE, IS Exhibit A of the new STP 65 box rule; a collaborative development of the East Coast's Storm Trysail Club, the West Coast's Transpacific YC, and several designers. Launched in June after a relatively quick pre-preg carbon build at California's Westerly Marine, *Rosebud* showed its buoy-racing potential by winning its first pre-Transpac warm-up regatta. Weeks later, in its first offshore jaunt to Hawaii, the boat fully satisfied owner Roger Sturgeon's expectations.

"It was better than we imagined before the race," he says. "It's a pretty simple boat. There's no pole, no backstays, no reaching struts, and compared to the TP 52, it's a much more comfortable ride."

The STP 65 is a box rule similar in concept to the TP 52, but with greater emphasis on offshore racing. The rule's sail plan limitations are well defined, the mast height is set, and there are limits on the boat's basic dimensions, such as length overall, maximum beam, and draft. One significant requirement is a lifting keel with a draft range from 15.7 feet to a minimum of 10.8. The displacement range is 13 to 13.4 metric tons.

Given that *Rosebud* is the first to be built under the rule, and with a wide variety of inshore and offshore events on its racing schedule, it's no surprise that it falls in the middle of the box. "It's an all-around boat," says FYD's Jim Schmicker. "It's not in the inshore corner—wider for stability going upwind—nor the





#### TECHNICAL HIGHLIGHTS

LOA	65.6 ft
Beam	15.7 ft
SA (w/b)	2,770 sq.ft./6,060 sq. ft.
Draft	15.7 ft.
DSPL	29,540 lbs.
Design	Farr Yacht Design
Sails	North Sails
Paint systems	Awl-Grip
Mast/Rigging	Southern Spars NZ
Instruments	B & G
Deck hardware	Harken, Ronstan
Rigging hydraulics	Harken, Carlbone
Engineering	Harken, Farr Yacht Design
IRC rating	1.509
Builder	Westerly Marine
Project manager	Malcolm Park

offshore corner, narrower for better performance running." As far as performance goes, Schmicker says the boat's polars show it being typically 2.5 knots faster than windspeed in light winds, and equal to the windspeed in the moderate range. At 30 knots, *Rosebud* should do around 25 knots.

To compensate for interior volume requirements, the trend in the TP 52 class has been coach roofs with cutouts that accommodate headsail-sheeting systems. Similar volume requirements apply to the STP 65, but Schmicker says they didn't want the cutout arrangement for *Rosebud*. Instead, they moved the house further aft on the boat. Says Schmicker, "It's cleaner and makes the jib sheeting quite slick." The cockpit itself is on the

shorter side because of it. Halyards and control pass through the house (in line tunnels) rather than routing around the house, which, says Schmicker is "much more efficient with respect to friction and speed." Elsewhere in the cockpit, there are twin wheels and a single centerline mainsheet winch, which is typical for this size boat. Belowdecks is a barebones interior; pipe cots, enclosed head, and a basic nav station area.

With a third in class in this year's Transpac, *Rosebud* will turn its attention to the Rolex Big Boat Series in San Francisco. In 2008 they'll be joined by Jim Schwartz's *Money Penny*, a Reichel/Pugh design, currently under build at McConaghy Boats in Australia.

—DAVE REED