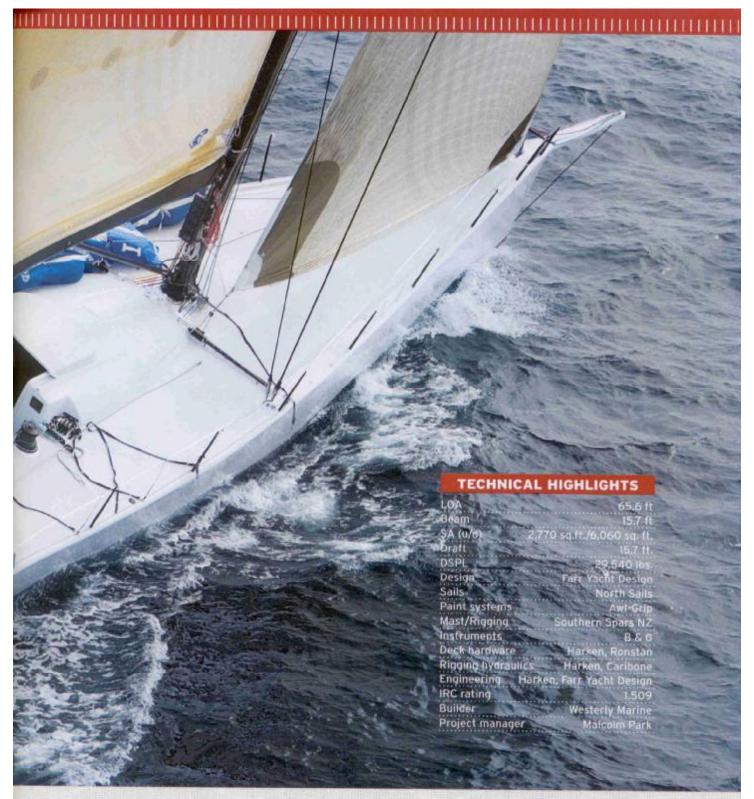


ROSEBUD, A DESIGN FROM THE FARR YACHT DESIGN OFFICE, IS Exhibit A of the new STP 65 box rule; a collaborative development of the East Coast's Storm Trysail Club, the West Coast's Transpacific YC, and several designers. Launched in June after a relatively quick pre-preg carbon build at California's Westerly 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



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 nay 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 Moneypenny, a Reichel/Pugh design, currently under build at McConaghy Boats in Australia.

-DAVE REED