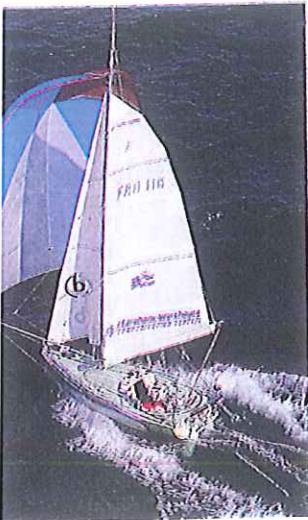


MINI 6.50

1991 & 1993, Fauroux
 With just 21ft LOA to angle-handed boat capable of crossing the Atlantic, designers had to find creative solutions to win the Mini Proto class in the search for performance and stability. One element first tested in the Mini was the canting keel. The first was Michel Desjoyeaux's story: "I made the first offshore boat with a canting keel, the bowsprit folding along the line, and a lot of details common on those boats and Desjoyeaux recalls. The adjustable bowsprit was for



the kite from the cockpit – in days pilots were poor, and the kite was big."

MacArthur then sailed the experimental Fauroux Mini, *Le Poisson*, in the 1995. Mark Turner recalls: "Minis were at for development as the 'hand-held' level – so the concept can be developed at the complications of power hydraulics. Uniquely they didn't have hull fittings sorted in Ellen's so there was a totally blocked area right up to the roof, which living inside even smaller than the Mini. Of course that didn't bother Ellen too much... simpler to operate than water level, especially for the solo (and much quicker to tack), the canting keel, which remains a stay system to this day, was an immediate performance leap. Of course it was the boat that started her racing career too."



41 JOLIE BRISE

1913, Alexandre Pâris/Paumelle

The 56ft gaff-rigged *Jolie Brise* was originally built to do a job of work. Designed to cross oceans rapidly, she was the last boat to carry the Royal Mail under sail. However, as steam replaced sail she suffered some ignominious years as a tuna fishing boat before being refitted for racing, taking part in the inaugural Fastnet Race in 1925, which she won. She went on to win the 600-mile Irish Sea epic twice more, a record which remains unbeaten. Although she appears to be a traditional pilot cutter, *Jolie Brise* was, unusually for the time, built to plans.



42 DORADE

1929, Sparkman & Stephens

Designer Olin Stephens was just 22 when the 52ft yawl *Dorada* was launched. The yacht, which he described as "a kind of awakening", was narrower in beam and lighter in construction than her contemporaries, partly due to the hull frames being steam-bent rather than sawn. Stephens was confident that a slim hull with a deep lead keel would pay off. He was correct – although his calculations were thrown into question at her launch, when the waterline stripe was three inches below the surface. Any detractors were silenced in the 1931 Transatlantic Race when *Dorada*, the third smallest yacht in the fleet, reached the line more than two days ahead of the next. She went on to win the Fastnet Race of the same year by a wide margin.

43 SUNDEER 68

1988, Steve Dashew

An unsung hero of yacht design, Steve Dashew built small numbers of highly specialised cruising yachts. Andrew Bishop of the World Cruising Club comments: "The powerful, balanced rigs are designed with sail handling for short-handed crews in mind, which, combined with their easily driven hull forms, make for consistently high speeds in a wide range of conditions. These boats were ahead of their time for modern fast cruising yachts." The range began with the 1978 Deerfoot, a 68-footer that featured the first swim platform, fore-and-aft watertight bulkheads, and an aft engine room. They later launched the Sundeer range, which could comfortably cover 230 miles a day, a distance Dashew describes as "the magic number that keeps you safe and comfortable".



40. Thierry Martinez/Ofishore Challenges. 41. Rick Tomlinson. 42. Daniel Forster/Rolex. 43. Berthon