MINI 6.50
1991 & 1993, Fauroux
With just 21ft LOA to tackle the Atlantic, designers had to find creative solutions in the Proto class in the search for performance and stability. One concept first tested in the Mini was the canting keel.

It was Michel Desjoyaux's proposal: "I made the first offshore boat with a canting keel, the bowsprit folding along the line, and a lot of details on those boats and Desjoyaux recalls. Adjustable bowsprit was for the kite from the cockpit - in lays pilots were poor, and the camera big."

MacArthur then sailed the experimental Fauroux Mini, Le Petitson, in the 1995

Mark Turner recalls: "Minitas for development as the 'hand-held' level - so the concept can be developed at the complications of power draughts. Uniquely they didn't have fittings sorted in Ellen's eye there was a totally blocked right up to the roof, which living inside even smaller than onal Mini. Of course that didn't r Ellen too much -pler to operate than water, especially for the solo (and much quicker to tack). Nothing keel, which remains a stay system to this day, was an adequate performance leap. Of course it was the boat that started no racing career too."

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.

DORADE
1929, Sparkman & Stephens
Designer Olin Stephens was just 22 when the 52ft yawl Dorade 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 Dorade, 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.

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 Sunee range, which could comfortably cover 250 miles a day, a distance Dashew describes as "the magic number that keeps you safe and comfortable."