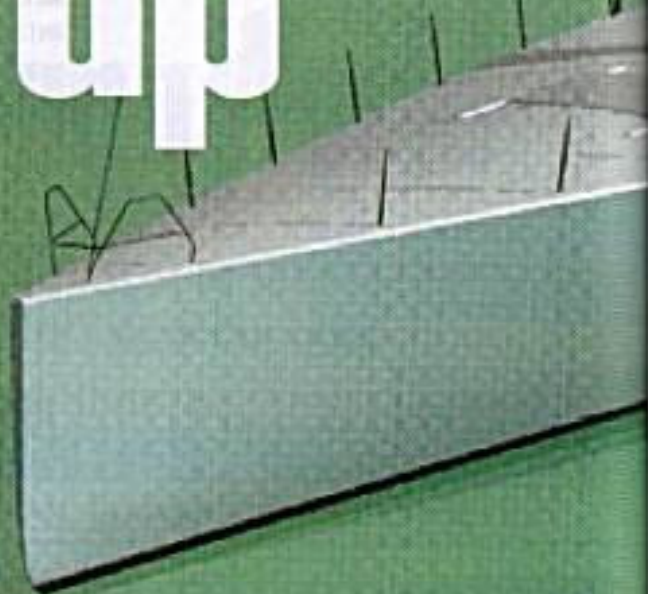


TEAM EBS

Supermaxis step it up

A new fast maxi is in build at Cooksons in Auckland, set to challenge the current crop of canting keelers



Cooksons in Auckland are about to launch a very mean-sounding 100ft (30.5m) supermaxi to a design by Greg Elliott and Clay Oliver. The yacht's owners are preparing an assault on the world 24-hour sailing record and the Rolex Transatlantic Challenge in May. They will also take part in a raft of high-profile regattas and races this summer, including Skandia Cowes Week and the Rolex Fastnet Race. She will polish off 2005 with the Rolex Sydney Hobart where there could be a spectacular scrap for line honours.

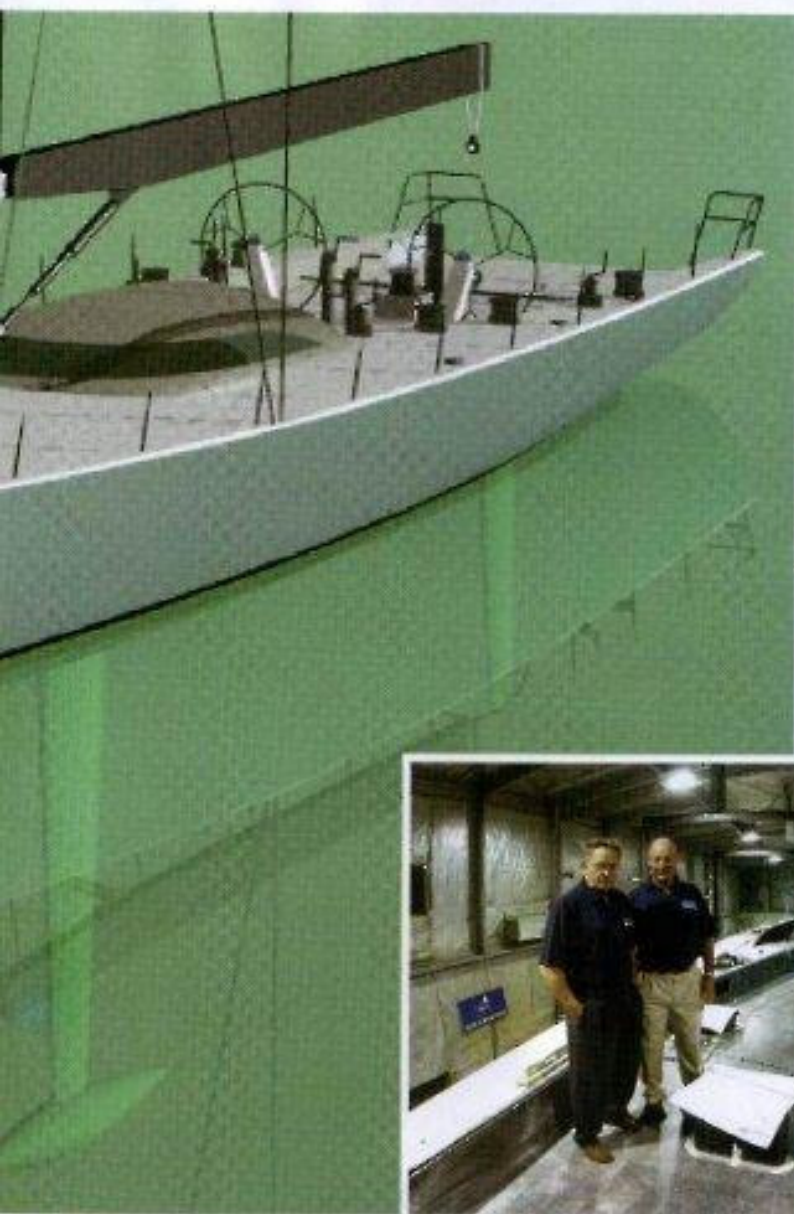
Predictions are for the

canting-keeled, rotating wing-masted yacht to be measurably faster than current canting keelers and, while it is unfortunate that the likes of *Genuine Risk* and her smaller sisterships, *Pyewacket* and *Morning Glory*, will be in the Pacific this summer, they are bound to confront each other in 2006 if not in the '05 Hobart.

Team EBS, as the programme is known, is headed up by Charles St C Brown and Bill Buckley, both well known yachtsmen based in New Zealand. Apart from Elliott and Oliver, who were also part of the *Mari-Cha IV* programme, other

names involved are High Modulus for the construction engineering, spar designer Chris Mitchell and builders Southern Spars, North Sails and mechanical engineers Buckley Systems. George Hendy, who was involved with the shore management of the GBR America's Cup team, is also involved in the project.

Charles Brown has successfully sailed Finns, Dragons, Tornados and Etchells and he currently owns the 'pocket' maxi *Anteus*, a 65ft Davidson design. He holds the Auckland to Fiji and Auckland to Port Vila race records and is



The 100ft supermaxi, known for the present as Team EBS – negotiations are still underway for a sponsor – being turned at Cooksons in Auckland. Below left: Bill Buckley (left) and Charles St C Brown, both well known NZ yachtsmen, are heading up the project. Below right: *Mari-Cha IV*



clearly driven by performance.

Buckley is a former NZ motorcycle champion and runs the precision engineering and nuclear physics company Buckley Systems.

What happened to Bols?

As one casts around for other yachts that might give Messrs Buckley and Charles something to aim for one is reminded of the Bols programme. The Hugh Welbourn-designed, Boatspeed-built *Bols Sport*, a fixed-keel boat

with unusual transom-mounted trim tabs, retractable prop and shaft and a well-drilled crew under project director Gordon Kay, had vast potential.

But just as the yacht was getting into her stride about a year ago and on track for a 24-hour record run Bols' corporate owner Remy pulled the plug on the programme and the yacht is now lying in La Clotat near Marseille with her rig pulled and her hull livery completely painted out in white.

There are legal proceedings underway, brought by Gordon Kay of Superior Yacht Services but, undeterred, Kay wants to get the boat back into commission. He's got yet another project on the go, again with Welbourn, which he believes is 20 per cent (yes, 20 per cent) faster than the current boat. That is one heck of a performance jump but when you see the drawings you get the feeling that this could work.

We're sworn to secrecy about

the detail but one feature involves deck spreaders which appear to be a moulded, integral part of the yacht.

Mari-Cha IV breathed on

And talking of record breakers, *Mari-Cha IV*, which holds the transatlantic west-east passage record of 6d 17h 52m 39s at an average speed of 18.05 knots, is being modified this winter with twin asymmetric daggerboards. According to Owen Clarke Design, who are working with the *Mari-Cha* design team, the modification will improve the yacht's upwind and reaching performance.

The canting-keeled, rotating wing-masted yacht should be measurably faster than current canting keelers