



Former boatbuilder jailed

The former head of Sweden Yachts Group (SYG), has been sentenced to a year in prison by the Swedish courts. Mattias Rutgersson was convicted of insolvency after misappropriating company funds and defrauding Sweden Yacht buyers out of advance payments totalling more than €4m.



Ferrari's 'Hypersail' 100ft foiler

Supercar brand Ferrari has announced a radical new 100ft foiling monohull to be launched next year. The project – named 'Hypersail' in reference to Ferrari's three-times Le Mans winning Hypercar – is being led by legendary Italian skipper Giovanni Soldini, with design by foiling wizard Guillaume Verdier.

The Hypersail project will not only be the largest fully 'flying' foiling monohull ever built, but is also designed to be the first yacht of its size to be entirely energy self-sufficient.

The 100-footer will stabilise in flight on three points of contact: an innovative canting keel, a foil on the rudder and, alternately, one of two lateral foils. While the T-foils, with flaps, and rudder with elevator look reminiscent of the AC75s, the bulbous canting keel with elevator is unique (the keel on the foiling Maxi *Flying Nikka*,

the most similar design so far, does not have elevators). No details have been released about the rig and sailplan, but the drawings suggest a huge 40m-high wingsail with stays on outriggers.

"This boat is absolutely innovative in every respect," said Soldini. "It's a flying monohull, designed to fly across the ocean, bringing together all the advantages of a multihull – a lot of righting moment, stable flight even in large waves – combined with all the benefits of a flying monohull like an America's Cup yacht, which from an aerodynamic point of view is much more efficient. For the first time ever a monohull is fitted with a foil on the keel.

"It is to do something that has never been done before. It's about taking a leap of faith."

The yacht will have no engine, and the intention is that all the power required to run the control systems for the appendages, sails, as well as computers and instruments, will be generated using solar, wind and kinetic energy.

Hypersail is currently under construction at an undisclosed yard in Italy, and scheduled to launch in 2026.

The team have yet to confirm what events or records they hope to take Hypersail to, Ferrari Chairman John Elkann saying at the launch: "[The] America's Cup is regulated and this boat is thought to go beyond rules.

"This project gives us the chance to experiment in new areas."



The Hypersail foiler under construction in Italy

Red trouser phenomenon

Classic red trousers are a de facto uniform for yachtsmen at some traditional yacht clubs – but what is their significance? As Cowes Week approaches, *Leon Schulz* dives into the history.

Though there are many versions on the market today, the original red yachting trousers are known as 'Cowes Trousers', and were made by British company Captain Charles Currey Ltd.

Capt Currey CBE RN (1890-1973) was an Olympic sailor with a long and distinguished naval career. In 1939 he was the officer in charge of the Naval division responsible for defusing mines, with many of his officers and sailors receiving the George Cross and George Medal for the dangerous work undertaken. One of the specialist tools needed for this job later became the Currey Lockspike stainless steel knife, first sold in 1946. The classic locking knife with shackle key and marlin spike remains a popular sailors' pocket tool today.

The company is in its fourth generation of family ownership and about to celebrate its 80th anniversary.

The legend goes that you can only wear red trousers if you've crossed the Atlantic (before that, you may wear navy or sand coloured). If you have sailed half an Atlantic – ie to the Azores – then you may wear red shorts!

The story behind it is that the red canvas trousers were popular among English sailors who bought them in Cowes before crossing to the United States in the 1970s as ocean sailing gained popularity. To Americans, these intrepid, smartly dressed English sailors looked like they were wearing uniforms, and any British yachtsman arriving having sailed across the Atlantic was duly treated with great respect.

