

Noryema X

OWNER: Ron Amey
 DESIGN: Germán Frers in 1975
 CONSTRUCTION: Alloy
 LENGTH OVERALL: 46.12ft (14.06m)
 WATERLINE LENGTH: 37.65ft (11.48m)
 BEAM: 7.61ft (2.32m)
 DRAFT: 7.61ft (2.32m)
 DISPLACEMENT: 11.60tonnes
 BALLAST: 5.80tonnes
 SAIL AREA: 937.84sq.ft (87.16sq. m)

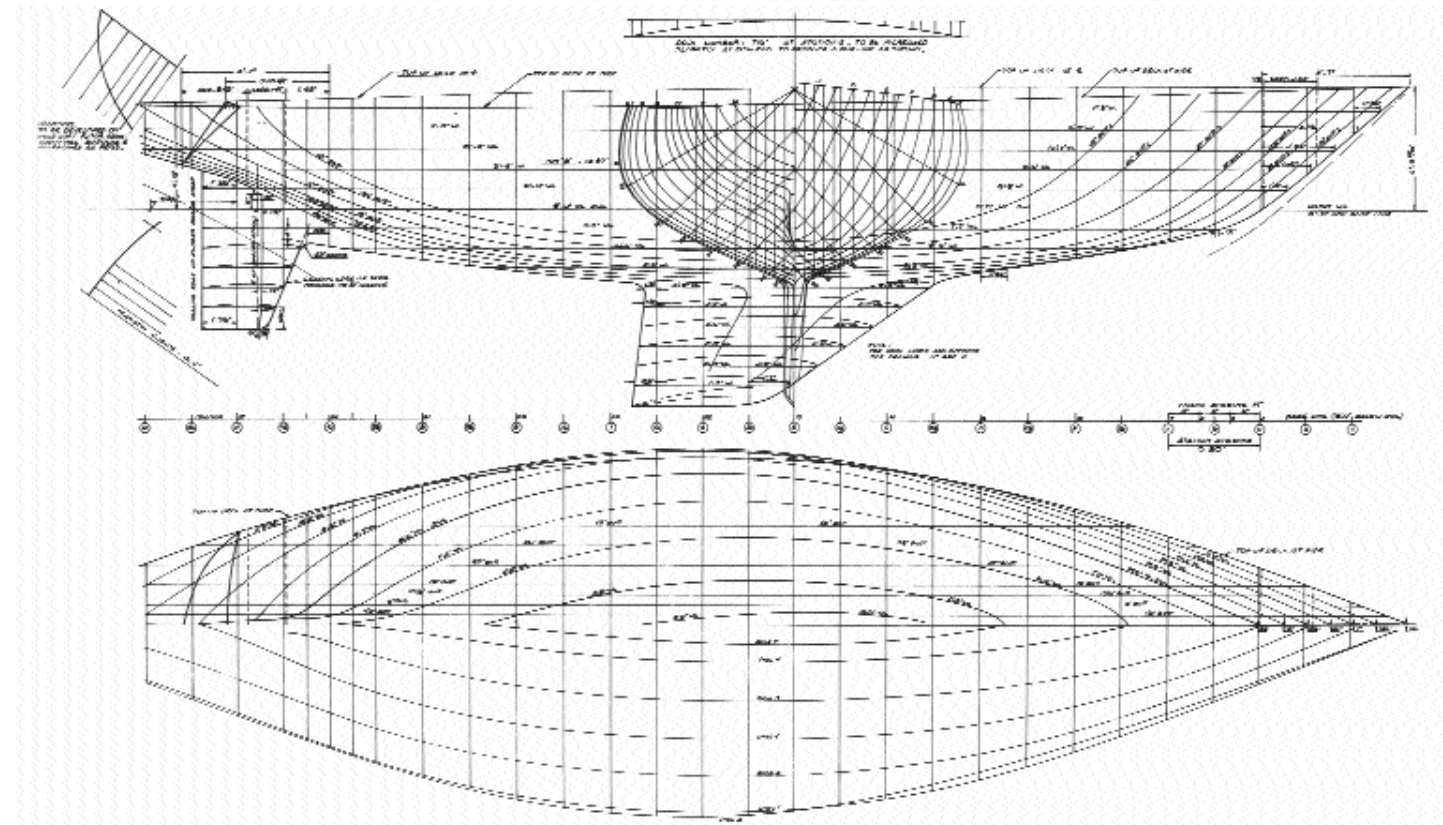
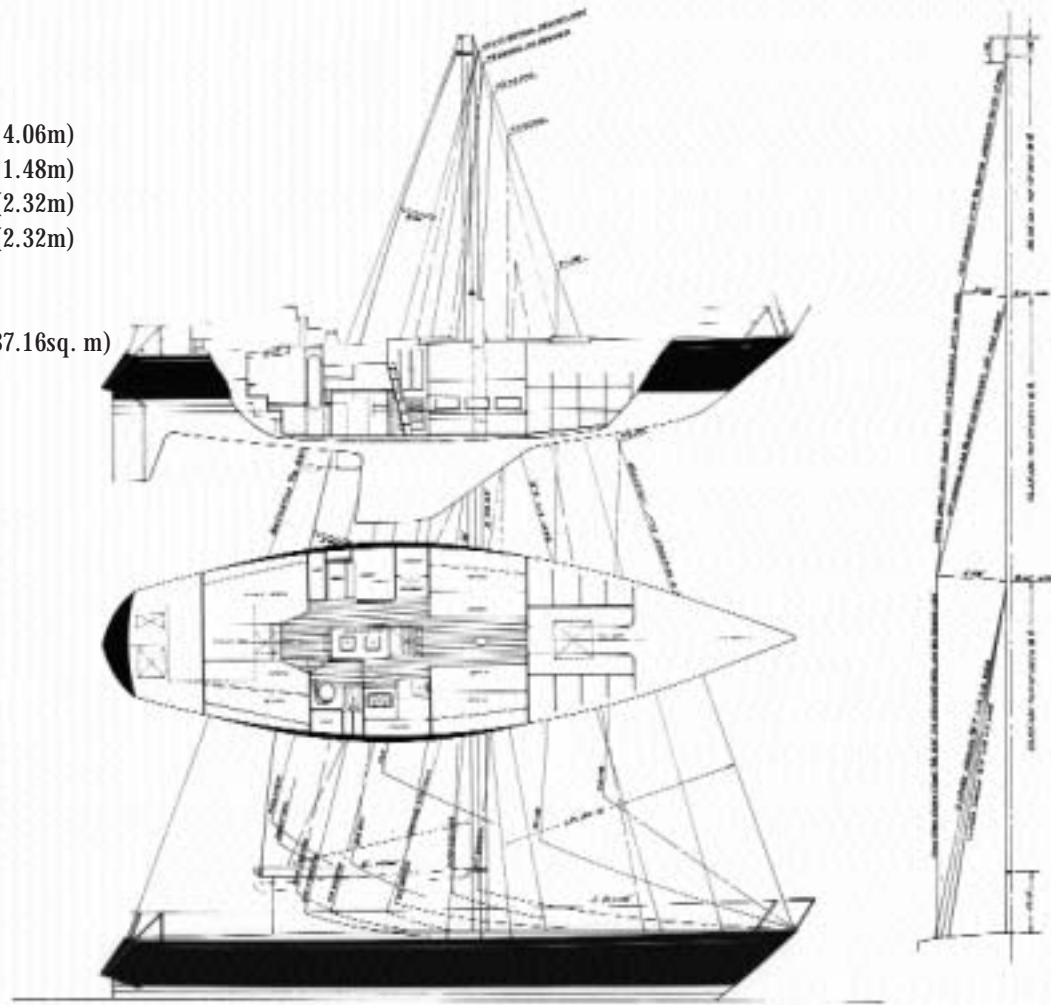


PHOTO - ALASTAIR BLACKFPP

'Ragamuffin' - Syd Fischer's IOR yacht which represented Australia in the 1977 Admiral's Cup. Eight months earlier, she finished 3rd overall in the Sydney/Hobart classic. The following year, Fischer and his crew scored a second overall in the same race, and the yacht, re-named 'Constellation', again finished third in the 1978 Sydney/Hobart.



PHOTO - BOB FISHER/PP

'Scaramouche' owned by Chuck Kirsch from the USA, was top of her class in the 1979 SORC.



PHOTO - ALASTAIR BLACKFPP

'Gitana V11' built for Baron Edmond de Rothschild, winner of the 1979 Two Ton Cup.

were known, were a great success. *Rattler* won her class in the 1976 SORC and others such as *Arieto* and *Destination* all made their mark on the American race circuit.

The list of winners spread around the world. Frenchman Jacques Dewailly commissioned a 50 footer, the first in a successful line of *Emeraude*s, from Wolter Huisman's yard in Holland, which sailed in the French Admiral's Cup team in 1977. Irving Loube, the San Franciscan lawyer who in later years became a leading supporter of IOR racing in the United States, ordered the first in a line of *Bravura* yachts. This one, a 48 footer, won the 1978 Victoria/Maui transpac race.

From Italy, Raoul Gardini chose Frers to design his first *Il Moro di Venezia*, a 68ft wooden pocket-maxi built to perform well in the light airs of the Mediterranean. Syd Fischer, the Sydney-based hotelier, chose a 47.5 footer for his second and most famous *Ragamuffin*, and Minnefords built the 47ft *Tatoosh* for Robert Hutton, who sailed her to overall honours in the 1980 Sardinia Cup.

In 1979 Chuck Kirsch launched his second *Scaramouche*, a 48.5 footer which carried him to class honours at that year's SORC, and Carlos Corna commissioned *Recluta IV*, a sistership. Down-under, John Kahlbetzer underlined the 'Big Boat' label attached to all Frers work by calling on him to design an all-out maxi in the form of *Bumblebee 4*. Back home, however, this tag did not stop local Argentines from ordering as many as eighteen Quarter-tonners for the following season, and owners elsewhere began to think of him for Ton Cup yachts. *Gitana VII*, built for Baron Edmond de Rothschild and campaigned by Ghislain Pillet and the redoubtable Jean-Louis Fabry, won the Two-ton Cup in 1979, with *Sur*, sailed by Diego Peralta Ramos and Pepe Frers, taking a close second. *Samsara*, another French boat, this one owned by Madame Tran van Dom, also made a splash that year, finishing second at the Three-quarter Ton Cup.

The 1979 Admiral's Cup was marred by the notorious Fastnet disaster in which fifteen sailors drowned during an unprecedented storm in the Irish Sea. Germán was sailing aboard Burt Keenan's *Acadia*, his first outright racing design, and remembers it well. 'We were laid over to 120 degrees on two occasions. I was glad to be aboard a lightweight racer and not a deep heavy boat that might have been swamped. A modern boat asks more of its crew than the traditional designs, but racing yachts today are much more responsive. Being able to accelerate and slow down at will in those seas was a great asset. I was much happier with the seas breaking on the hull, rather than over the decks.'

In some ways it was not such a good Cup series for the Frers racing team. *Madrugada* and *Sur*, with Pepe at the helm, two of their brightest prospects, collided so heavily at the start of the first inshore race that the Brazilian yacht was knocked out of the series, almost before it had begun. Instead, the limelight fell on Ernest Juer's British team yacht *Blizzard*, which stormed round the Solent to finish thirteen minutes ahead of her nearest opposition, and four minutes up on corrected time. This Frers 51 footer also dominated the second race – until a missed mark cost her crew forty-two places.

In the Channel Race that year, Germán steered *Acadia* to second place on elapsed time, beating all her 'big boat' rivals on handicap, but the strong winds and currents worked against them, pushing the small boats to the fore. There was greater joy in the next race though. *Acadia*, which was racing for Argentina after being