

fied designer. 'Her boom weighed half a ton, the mast and rigging were all oversize and many of her fittings were out of all proportion to her length, which all conspired to kill my expectations.'

He did win one significant argument, however. A friend of Raoul's pressed him to christen the boat *Rollerball*, but Frers pushed harder for *Il Moro di Venezia*, calling it 'such a nice Italian name'. So did Gardini, who named all his yachts after the famous merchant from then on.

Despite Frers' concerns for her weight, *Il Moro* was no slouch on the race course, especially when reaching across a soldier's breeze. In 1977 she won the Channel Race, and the following year competed at the SORC, winning the final Nassau Cup race in the Bahamas.

Germán's next big break came with the order for a second boat from Australia's John Kahlbetzer. 'He wanted a full-sized maxi to take on Jim Kilroy's all-conquering ketch *Kialoa III*', Frers remembers. 'We decided it should be sloop rather than ketch-rigged, which prompted Kilroy to go for a single mast as well.'



PHOTO: ONNE VAN DER WALPPE

Cornelis Van Rietschoten. It was his attention to detail and determination to win, even in the face of a heart attack suffered mid-way across the Southern Ocean, that set his Whitbread challenge apart from the rest.



PHOTO: ONNE VAN DER WALPPE

'Flyer' the 76ft maxi built by Royal Huisman Shipyard that carried Dutchman Cornelis van Rietschoten to line and handicap honours in the 1981/82 Whitbread Round the World Race. The yacht was later converted by Huisman into a luxurious cruiser which the Dutchman then took around the world again with a crew of five.

Flyer

OWNER: Cornelis Van Rietschoten

DESIGN: Germán Frers

BUILDER: Royal Huisman Shipyard

CONSTRUCTION: Aluminium

LENGTH OVERALL: 76.00ft (23.16m)

WATERLINE LENGTH: 65.00ft (19.81m)

BEAM: 18.00ft (5.49m)

DRAFT: 12.00ft (3.66m)

DISPLACEMENT: 30.39tonnes

BALLAST: 17.01tonnes

SAIL AREA: 2,559.00sq.ft (237.83sq.m)

