



We deal in dreams

First a little background on SYDE (an acronym for Schickler Yacht Design & Engineering, which is spelled out S-Y-D-E or pronounced "side"). SYDE is a yacht design firm making its mark on the field. The sailor is the focal point of our work, the sailor's goals, the sailor's safety, the sailor's enjoyment and satisfaction with the results. Doug founded the company in 2004, having moved to Amsterdam from New York. Of course, Holland is more about giant aluminum ketches than carbon racing sloops, but there is a different vision of the future. Certainly the highly professional approach of ABN-AMRO and Roy Heiner should be a testament to what will be happening here.

Right now for SYDE it is all about the box. Sparing you the history lesson, the present and immediate future of monohull racing is box rules, whether crewed "around the buoys" (ORC GP 26/33/42 and TP52) or offshore shorthanded (Mini 650, Class 40, IMOCA 50/60). Offshore crewed the VOR 70 sets the pace, but a new class has positioned itself to be the focal point for high net-worth owners: the STP 65.

Our interest in the STP 65 followed from Doug's personal history. Between 1998 and 2003 he was working for Tripp Design. Racing IMS40's and dinghies (team and fleet) out of Larchmont two years put him in touch with Ed du Moulin of the Storm Trysail Club. Later, after Doug started SYDE, Bill Tripp was instrumental in getting the Storm Trysail 65 started. These factors meant SYDE has been watching and talking about the class since the early days.

A really great rule and size; big enough to be exclusive, rugged and capable for any race distance, yet not a line-honors chaser. We see this as a class for owners dreaming of more offshore racing, rather than the paradigm the TP's have evolved into. The success of the class is dependent on the race schedule against other STP65's, hopefully in all the offshore classics. Why not canting keels? While it is true: that genie is not going back in the bottle, to make another canting keel design just a meter or two shorter than the VO70 is unthinkable. It is of course an issue of build and maintenance costs. Besides, the clientèle, by and large, want a monomaran just as little as a catamaran. Other cost-limiting choices, such as the permanent backstay and main girths are pragmatic decisions, though critics may find this makes the boats a bit dated looking.

The original version of the rule published by the Storm Trysail Club was interesting enough, but the later turbo version (almost 16 foot draft!) was even better for a new design firm like SYDE. With a changing of the guard taking place in sailing yacht design, it seemed an ideal vehicle for proving our talents. A concerted effort was begun to get onto this elevator at the ground floor. The preliminary developed so far is the basis for R&D, and for budget purposes. While not commissioned yet, conversations have begun with potential European, and hopefully soon North American, owners about the courses, and the horses.

We are not fooling ourselves about what designers the safe money is on, at the onset. FYD, R-P, J-V are all going to be in there. Botin and Carkeek have stated their interest in the class. But, there is room on that list, especially for an owner that demands a great deal of individual attention, and wants a boat tailored to his schedule and goals.



The team is the thing

To take on the biggest names in the design world it is going to take a concerted effort by professionals, who share a focus on creating a customized sailor's yacht. To this end, SYDE has formed the Race Projects Team (RPT for short); a group of contemporaries who have the skills to win at the highest level. These are friends, yes, but they are also self-starters, and deeply talented. Hailing from numerous countries, the RPT is committed to using its broad experience and the latest technology in research, development, and communication to bring the highest performance potential to a yacht racing program.

Besides marketing the preliminary design to potential owners and tendering bids from prospective builders, ongoing work includes parametric hull and appendage optimizations. The goal is to maximize the boat's speed for specific racecourses: horses for courses. Using fully parametric design and optimization tools (Friendship Systems Suite and PTC/ProEngineer) the hull shape can be improved until later in the design phase, while the models and drawings stay current. After the optimization process, validating tank testing is anticipated.

A brief rundown of the pocket-sized AC-style design team:

Doug Schickler/SYDE is a veteran of a number IMS race projects, and the +39 Challenge design team. Doug heads the effort and is responsible for shapes, coordinating structural design, and all systems on board. Bill Cook/Proteus Engineering is a veteran of Stars and Stripes, America One, Oracle-BMW campaigns, and Chessie Racing among other race teams. Bill is providing VPP and specialized programming. Philip Demler/Demler Yacht Consulting is involved in project management, market and racecourse research. His background includes IMS yacht design and distance racing. Davide Tagliapietra (following America's Cup commitments) worked on the design of Amer Sports One, Victory Challenge and the +39 Challenge. For the RPT he will be responsible for keel, rudder, spar optimization. Bettar El Moctar/Germanischer Lloyd, worked for the illbruck Volvo Ocean race and America's Cup campaign. He will provide RANS Computational Fluid Dynamics research. The team is further backed by companies providing data, services or software, such as Harken Inc., Future Fibres, High Modulus, Ockam Instruments Inc., Friendship Systems GmbH, Germanischer Lloyd AG, and more.

For more information, see www.syd-e.com/rpt and www.stp-65.org