

Something special(ized)

A two-piece carbon mast plus a lifting keel means you can tow this one shorthanded too

Aeolos P30

There is no shortage of 30-ish foot production boats in the marketplace oriented to shorthanded sailing. This size is at the threshold of where the boat can deliver inshore and offshore capability, ease of handling by one or two people and good all round performance. Most have been introduced as production builds in conventional materials by large reputable builders with the network to get their boats quickly out onto the race course.

Yet so far few if any of these designs have the pure focus on performance that only carbon construction can bring. Designer Hans Genthe spent the last few years campaigning his speedy Farr 280 with success in Europe, winning the huge Silver Rudder race in 2018, in breezy conditions that forced 90 per cent of the fleet to retire, then won it again in 2019. Since last May his team have been sketching ideas on how to incorporate the positive elements from the stripped-out carbon Farr 280 into a boat of similar size but rather more amenable to shorthanded sailing.

The result is the Aeolus P30, produced by Aeolos Composites in Dubai. At only 1,500kg dry – 500kg more with two crew, sails and provisions for three days' racing – and with 57.3m² upwind sail area plus 111m² gennaker, the P30 has the highest power/weight ratio of any current boat of its type. A 2.2m bulb keel gives sufficient stability to forgo the complications of water ballast, plus Genthe claims the outboard position of the berths below deck adds the same righting moment as the off-watch crew hiking on the rail.

The full bow and a nice run aft with some rocker was CFD-optimized to find the critical balance for good upwind speed – and tracking – without compromising offwind pace. Hull and deck are vacuum-infused carbon/Corecell, with engineering provided by Solico



in the Netherlands. The structures meet ISO 12215 Category A as well as OSR Cat 2 safety standards for non-oceanic offshore races.

Solico also engineered the carbon keel blade, wrapping the laminate continuously around the bulb to create a unified structural component more resistant to grounding loads.

The keel/bulb assembly also lifts up into the hull, the single carbon rudder blade is removable, and the carbon Pauer spar is in two sections... all features to facilitate easier trailering. The single rudder Genthe believes will enhance upwind performance with less drag compared to twin-rudders, particularly improving performance in light air yet still with enough grunt to be effective for high-speed offwind planing. Also reducing drag is a neat fairing plug for the cockpit well where a small 5hp outboard is deployed when needed.

There are numerous clever features in the P30 design, but what's perhaps most impressive is it is all available at an all-up price a shade under €100,000. Production starts this month with four boats already on order and no doubt plenty more on the way.

Dobbs Davis

Custom builds

BOAT

LOA

DESIGNER

BUILDER

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COMMENTS