

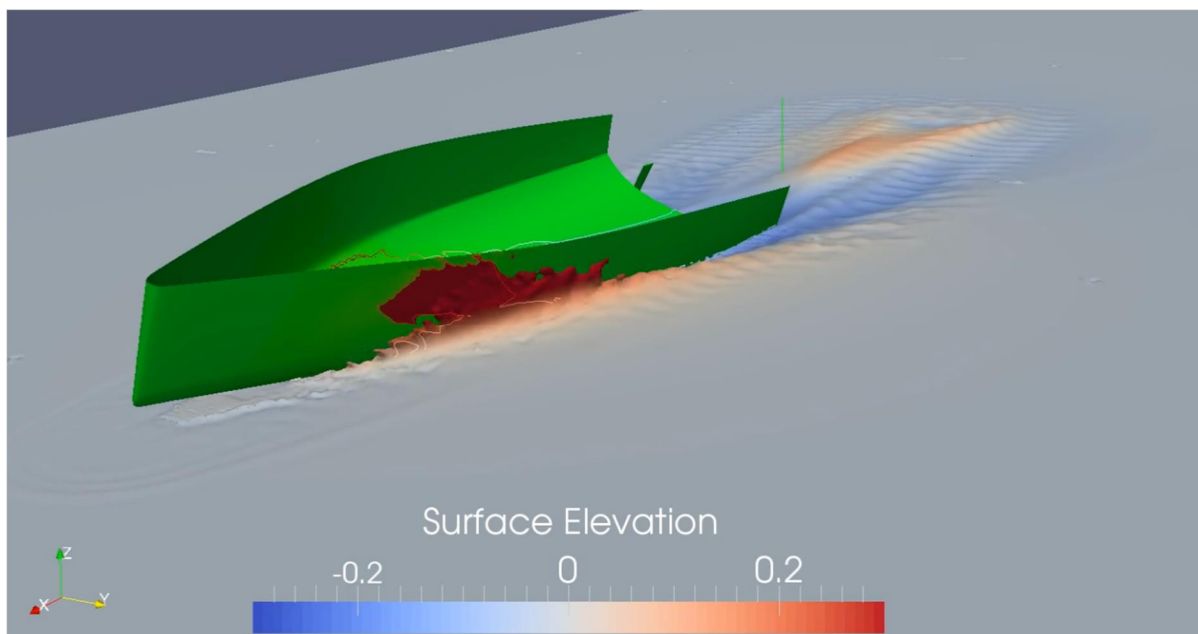
L-30 / »Kenwood Chef«?

It is a very rare privilege to have the opportunity to work on project with so streamlined »no compromise« design input as was the case when we (Russell Coutts and myself) worked on the RC44. The majority of our down to earth work, designing racers and cruiser/racers, happens on a playground where you have to trade some design features and (despite all the available technology) it remains on the designers common sense to compromise in a smart way, what at the end results in a good product.

When we started to talk with Rodion Luka about his boat idea, I first tried to figure out... Olympic medal, World Champion, sailing, well, it has to be parallel reality, somehow I flipped.... into... the design input could not be more contradictory... So you really mean: trailerable/light and narrow, 1.80 draft, lifting keel, huge standing height bathroom, cosy accommodation, fast, huge cockpit, a family boat for OD racing and corporate sailing.... in short a minivan, that feels and performs like a true GT and fits in the motorbike shed?

OK!

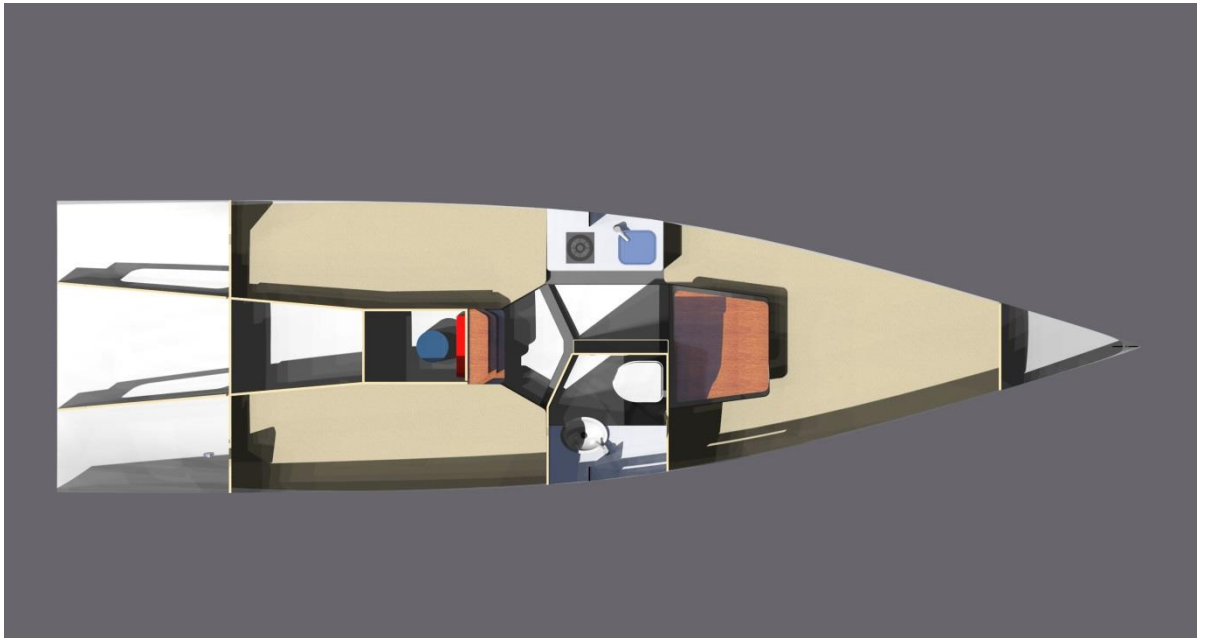
Hull: we worked a lot on the balance between form stability and wetted surface trying to keep fine bow entry and balanced heeled volume distribution. Due to the moderate beam the boat is not a »reaching beast«, but she is fast, responsive and forgiving on a up-down. The small section bulb and high aspect ratio keel boost the performance, while the twin rudders reduce drag and enhance control. The chined hull produces a good dynamic lift, keeping the spray low and wake flat.



Construction: To respect the quality demands and the OD aspect, vinylester resin, unidirectional and biaxial glass fabrics and different density PVC core are vacuum bag infused for all the boat composite parts. To minimize the weight we designed a structural light interior built, around the keel box, with the same materials as the hull and deck. When structurally bonded, hull, interior/structure and deck form a very rigid and easy to maintain composite monohite.



Internals: for the corporate (mixed crew) use a real standing height bathroom with fixed shower, wash bassin and marine head was a non negotiable must, so we positioned it on Starboard side of the keel box, that thanks to the reverse sheer and chined hull offers a lot of volume despite the limited beam – the result is really impressive for a boat of this size. A front V berth/dinette, a central mini galley on Port and two symmetric aft berths round up the accommodation.







Deck: Minimalistic streamlined coachroof, huge racing cockpit with twin wheels and ergonomic layout of match race sized deck hardware characterize the looks. These days a 52 thoroughbred has a tiller steering and a 30 cruiser has typically a wheel steering, so we should be far from racing in this detail? Considering the looks and ease of moving in the cockpit YES. But considering the feedback the helmsman gets from the rudders definitely NO – a fairly direct transmission ratio and unbalanced (lifting not rotating) high aspect ratio rudder foils produce just the right amount of pressure/steering wheel torque to deliver all the information on boat ballance.



Rig: the deck stepped carbon rig with pivoting mast foot and rod standing rigging can be stepped without a crane. With the 30 °backswept spreaders is designed to sail without runners or backstay in the »minivan setup«. When racing, the runners allow for better sail trim and additional safety in extreme conditions, like on the below picture when Garmin showed boat speeds of up to 24.7kts in gusts of up to 35kts of TWS with a surprisingly dry deck. The rig and the sail areas are definitely not oversized according to the boat length, the demand was not to reef the main up to 14knt of TWS shorthanded and up to 18knt of TWS in racing setup.



Despite the good VPP numbers, we were a bit concerned about the low wind performance and we were considering a taller mast option as a back up plan. But already on the second trial day, with 4-6knt of TWS, we were sure there is no need for more power, the hull is really easy to drive.



Plans: The father of this project Rodion Luka has a great idea/business model (that deserves to be presented in the proper way on a separate occasion) for promotion of sailing. The L-30 is the dedicated tool that makes this idea really work in all aspects. Beside this, the L-30 with the performance, features, ease of logistics and low operating costs remains a boat to consider for everybody looking for a »Mini Volvo« even for the bigger lakes.

Actually the reality got much better than we ever believed could be: with the first L-30 sailing events and Rodions efforts, the L-30 One Design boats are selected as the one design class for for the WS (World Sailing) new racing event – Mixed Offshore World Championships for the next years.



Conclusion: Happy Owner = Happy Designer