

## EBS Yachting's *Maximus* Gears Up for 2006 Season

15 June 2006

Sporting a newly stepped mast and Doyle Stratis Code 3 headsail, EBS Yachting's *Maximus* is gearing up for a busy 2006 racing season, beginning with the Centenary Newport to Bermuda Race starting on June 16<sup>th</sup>.

With her canting keel technology, *Maximus* is confined to the 3-boat Demonstration Division along with Open 50 *Gryphon Solo* and Open 60 *Pindar Artemis*. As such, her race is one against time, reducing the other 250 race entrants to little more than navigational hazards. And unfortunately, with the current light-air weather predictions, it is looking unlikely that she'll be breaking *Pyewacket*'s record of 53 hours 39 minutes, set in 2002.

*Maximus*, co-owned by Charles St. Clair Brown and Bill Buckley, was designed by Greg Elliott and launched in Spring 2005 in Auckland, NZ. Prior to suffering a dismasting during the 2005 Maxi Yacht Rolex Cup in Sardinia, she took Line Honors in the 2005 Rolex Fastnet Race and in her first outing - the 2005 Ultimate Coastal Challenge between Auckland and Tauranga. Her speed has been proven and her owners are looking forward to demonstrating her true potential in 2006.



Charles St. Clair Brown says of the upcoming season, "We're very much looking forward to this season. Having recently stepped and tuned the rig, we've also made some adjustments to the mechanics and electronics of handling the boat that will significantly increase the boat's performance."

"We've come to the Centenary Newport to Bermuda Race to re-establish the credibility of the boat and to have a go at the record – although it's looking unlikely at this point given the forecast. We're very much looking forward to the 2006 season – heading to the Round Britain Race after Bermuda and then looking forward to going up against the big boys in the Mediterranean circuit."

Richard Bouzaid will be joining *Maximus* for Round Britain and the Mediterranean events.

For more information on *Maximus* and EBS Yachting, visit [www.supermaxi.co.nz](http://www.supermaxi.co.nz).  
For more information on the Newport-Bermuda race, visit <http://www.bermudarace.com>.

## ***Captivity* Vies for Results (and Name Recognition)**

15 June 2006

“What boat are you sailing on in the Bermuda Race?” one sailor asks another.

“*Captivity*” replies the other. His reply is met by a quizzical look.

“...You know, the old *Sagamore*”, he explains.

*Captivity*, a 76-foot maxi yacht designed by Bill Langan and launched in 1999 as *Sagamore*, is back on the water for its second season under new owner and a new name. Sam Byrne, who purchased the boat in 2005, and his crew now have two challenges ahead of them: race results and name recognition.

Their 2006 racing season kicked off with the NYYC Annual Regatta on June 10<sup>th</sup>-11<sup>th</sup> and continues with the 100<sup>th</sup> Newport-Bermuda Race on June 16<sup>th</sup>. Featuring a brand new inventory of Doyle Stratis sails, the crew is hoping that they can navigate some tricky light

for a  
board for  
Captain  
Langan,  
Richard  
Cray,

With time  
results, it  
the name  
itself and  
former



air weather systems  
successful finish. On  
the race will be  
Reggie Cole, Bill  
Robbie Doyle,  
Bouzaid and Godfrey  
among others.

and a few choice race  
won't be long before  
*Captivity* speaks for  
the boat can shed its  
name.

*Captivity* sailing in Newport, RI with her Doyle Stratis sail inventory.

For more information on the Newport-Bermuda race, visit <http://www.bermudarace.com>.

## Richard Bouzaid Returns Victorious from Ericsson Racing Team

15 June 2006



On Sunday June 11th, Richard Bouzaid returned from his stint aboard the Volvo Ocean Race entry *Ericsson Racing Team*. Bouzaid sailed with *Ericsson* on Legs 6 through 8, covering the trip from Baltimore to New York, New York to Portsmouth, and Portsmouth to Rotterdam, including In Port races in Portsmouth and Rotterdam.

With Bouzaid's understanding of the project, his early design work in the wind tunnel and on VPP's for the sail cross overs, *Ericsson* achieved podium finishes in both the New York to Portsmouth (2<sup>nd</sup> Place) and the Portsmouth to Rotterdam (3<sup>rd</sup> Place) legs -- results they haven't achieved since the early days as the boats were 'shaking out' their

kinks.

The boat that Bouzaid joined in Baltimore was quite a different boat than the one that started the race in Galicia, having substituted almost half of its crew, undergone numerous sail design modifications, and performed certain structural updates, as *Ericsson* and all of the VOR race entries learned the true power and limitations of the boats that they sailed. Explains Richard Brisius, Ericsson Racing Team Project Director, "We have been working hard on improving every area, from sail design to crew organization. The changes have proved valuable, but there is still a need for progress. We are determined to have the best possible team for each of the remaining legs and will carry on fighting and improving all the way to Gothenburg." And from the looks of things, *Ericsson* has achieved this success.

When asked what contributed to the boat's recent success, Bouzaid replied simply, "Things just started to fall into place a bit better, tactically and otherwise. We managed to get the boat into the right positions at the right times."

Joining Bouzaid at the start of Leg 6 were Mark Rudiger as navigator for Leg 6 and Ian "Barney" Walker and Ken Read, who will complete the remainder of the race with *Ericsson*.

Recently, *Ericsson's* sail program has been called into question, in particular by skipper John Kostecki, who highlighted the switch from Doyle to North as a particular weakness.

Says Magnus "Mange" Olsson, Technical Director at Atlant Ocean Racing, *Ericsson's* partner in the Volvo Ocean Race project, "We did quite a lot of sizing with the





Doyle group and we were in the wind tunnel in New Zealand...[However] it didn't go very far at all. When more and more people came in [to the program] the decision was changed. But we were after Richard Bouzaid because he was the type of designer we wanted because he is the kind of guy who is also very good at sailing these boats. He won the race with Yamaha and so on...So I don't think it is a big deal that we switched, not at all."

For more information on the Volvo Ocean Race and the Ericsson Racing Team, visit [www.volvooceanrace.com](http://www.volvooceanrace.com) and [www.ericssonracingteam.com](http://www.ericssonracingteam.com).