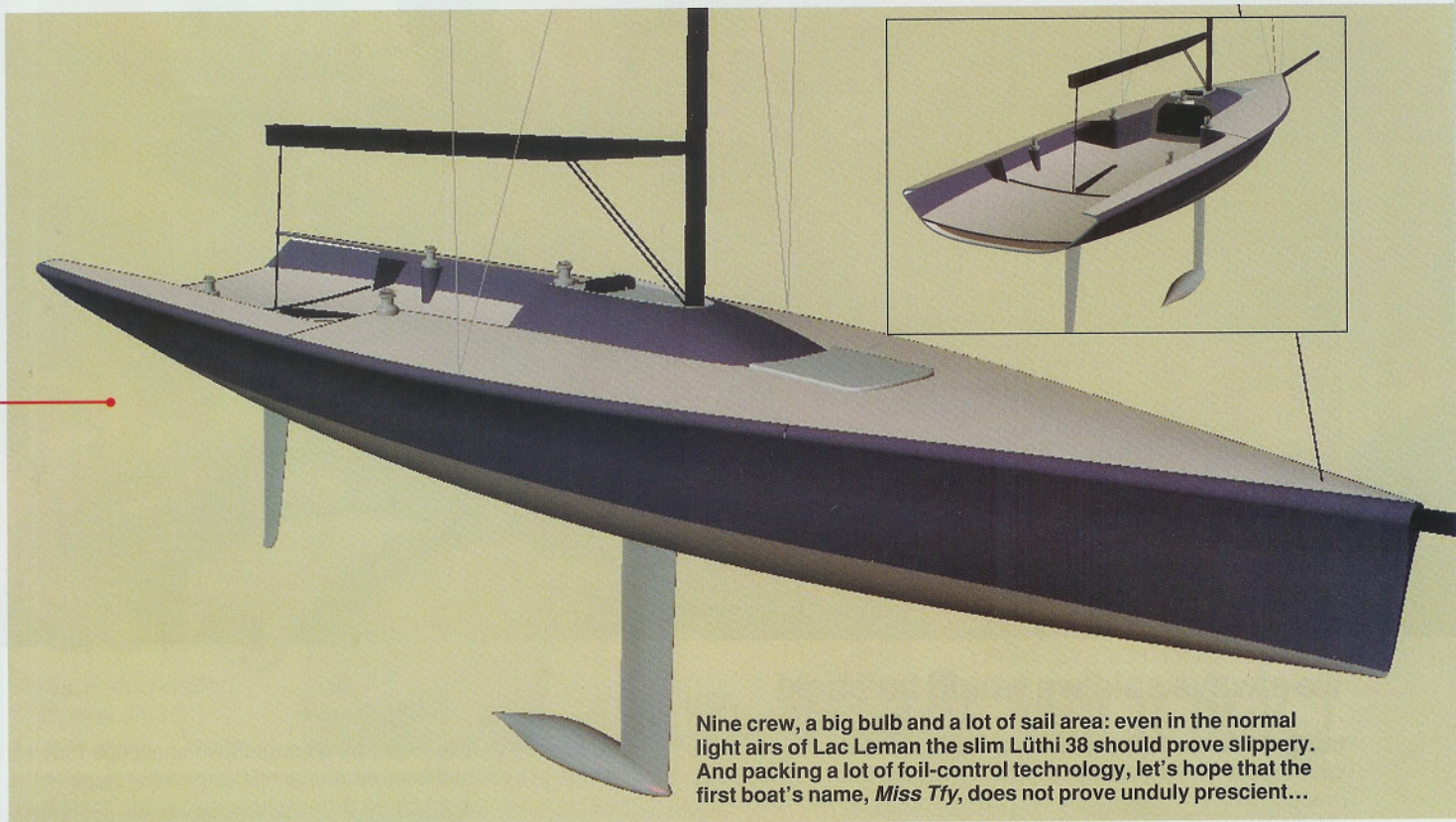


New and foxy lady

The new Lüthi 38 lake racer from Sebastien Schmidt



Nine crew, a big bulb and a lot of sail area: even in the normal light airs of Lac Lemman the slim Lüthi 38 should prove slippery. And packing a lot of foil-control technology, let's hope that the first boat's name, *Miss Tfy*, does not prove unduly prescient...

Olivier Lüthi and his shipyard in Crans-Céligny, near Geneva, are currently finishing off our latest design aimed at Class 2 of the ACVL, the rating rule currently in use on Lake Lemman.

Destined for a private jet pilot, a client with an excellent appreciation of foil behaviour, we were offered the opportunity of pushing harder in the area of foil optimisation, towards finer and more aggressive profiles than we might normally employ. Among our objectives were low surface area, high-aspect ratios, a lengthy 3D milled steel fin with trim tab, and advanced foil sections. Moreover, use of an Angle of Attack display (AOA), taken from a Learjet 45, should allow our 'test-pilot' helmsman to accurately record valuable target data when trying to optimise upwind performance in particular.

ACVL rating rules limit only the hull length and leave girths, freeboards or other constraints unrestricted, meaning that we are in a good position to pursue our development work on volume-asymmetry while heeling, creating waterlines comparable to asymmetric wing sections. This will also help our rather critical and relatively low-lift appendage plan to resist the considerable (leeway generating) side forces!

The aggressive deck layout has seen the

cockpit opened up almost completely in the lateral plane, keeping the minimum sidedeck for the crew to hike from. Safety is ensured, however, by ensuring that openings into the hull 'cavity' sit above the 90° heeled waterline (the capsize condition).

Spinnakers and foresails will be manoeuvred through an America's Cup-type sliding fore-hatch, custom made in composite. The powerful sailplan has been optimised in close collaboration with Jean-Marc Monnard of Europe Sails, using modern carbon fabrics throughout.

Hull and deck construction revolve around ensuring sufficient I-Beam stiffness, with plentiful use of carbon unidirectional both along the side-decks and running along the hull bottom. However, the principal construction uses a laminate of glass/epoxy/PVC foam, which allows us to keep the price down to a relatively manageable 200,000 to 230,000 euros depending on specification.

Sebastien Schmidt

