



The Open 5.70's cockpit is uncluttered. With the mainsheet and traveler bar, and spinnaker and pole controls kept at the mast, the only lines found in the cockpit are the jib sheets.

the mast, and a poor tack-line lead made the spinnaker difficult to take down. Leads for both the jib and screacher need to be made adjustable for various conditions and points of sail.

Construction is the same as on all Corsair boats. Vinyl ester resin is used to bond two fiberglass skins over a foam core under vacuum-bag pressure. This construction technique has been refined over the years, producing strong, reasonably lightweight boats at an affordable price. Of most importance, they hold up well; many boats are still sailing after almost 20 years of occasionally phenomenal abuse.

At \$49,350, with trailer and 5-horsepower Nissan 4-stroke engine, the Sprint is a great boat for the money and certainly the most fun to sail. With the boat we tested, the only extras were the screacher and spinnaker, which depending on the sailmaker would cost \$3,000 to \$5,000.

—MEADE GOUGEON

**M**any of you are looking for a raceboat that's simple, stable, and sensational to sail, and we found it in the Open 5.70. My fellow judges agree that this Open 60-like craft is one of the best new European-bred one-designs we've tested in years.

A few key attributes made the Open 5.70 a clear winner in this year's contest. First, its construction: Built by Phileas Boats in Rochefort, France, the 5.70's hull is a foam-cored, molded structure, making the boat not only stiff, but unsinkable, according to U.S. importer Jerome Sammarcelli. The hull is fiberglass-rein-

forced polyester with a large, fixed longitudinal structure that connects between the deck and the hull.

The boat has a T-keel, which when fully deployed, draws 5'9", but it's possible to sail the boat with the keel lifted to a shallow-water mode, which draws 4'6".

The twin-rudder configuration is great and essential because the 5.70 has a wide beam aft; a single rudder would lift and stall too quickly. Groupe Finot, which designed the 5.70, got it right by going with two smaller rudders, both angled out from the hull, which allows the leeward rudder to become vertical as the windward rudder comes out of the water and reduces drag. We never had stalling issues with the rudders on any point of sail, and quickly discovered that a good rule of thumb for getting the boat up to speed was to bear off and let it heel.

To keep costs reasonable, and make replacement parts easy to obtain, the Open 5.70 uses the same rotating mast and boom as the Hobie Tiger catamaran. It also has the same stern-mounted mainsheet and traveler sheeting system you'll find on most cats these days, and, because of the extreme beam, has a huge amount length for the traveler bar. We sailed predominantly with the traveler on centerline because of the conditions, but we could see how the length would help de-power the

square-top main when the breeze is stronger. As we discovered, the combination of leech tension and traveler throw is the key to making the 5.70 go uphill.

The boat is a dream to set up, taking about 30 minutes to put the rig up, tighten things down, and launch. It can be ramp or hoist launched, and I'd recommend the hoist system, which allows you to do a quick bottom inspection and wet sand around hard-to-reach places where the trailer bunks touch the hull.

When you hop aboard, you think it'll topple over like a dinghy, but the boat barely heels. Moving around while sailing is easy because the cockpit is so wide open. We sailed the boat with two—in Europe the boat is usually raced with three, and class rules stipulate a max weight of 573 pounds. The kite hoists through the space between the shroud and mast; one person can do both the hoist and takedown alone. When sailing with two, simply pass

the halyard aft to the driver.

When the 344-square-foot spinnaker goes up, the 5.70 takes off nicely and is a treat to drive. With the breeze on, a slight heel, and weight aft, you'll be screaming, easily hitting boatspeeds into the mid-teens in a 12- to 14-knot breeze.

Finally, when all is said and done, the overall simplicity and stability of the 5.70 accommodates a wide range of sailors.

**Best One-Design  
Open 5.70**



Fast, fun, and stable, the Open 5.70 was an instant hit with our judges. It's also guaranteed not to sink and can be trailer or hoist launched.

◆ **The judges liked:** The boat's popularity in Europe, the price, and the huge cockpit.  
◆ **Price:** \$30,000  
[www.finot.com](http://www.finot.com)

The price of \$30,000 is definitely not too high to pay for the performance. The Open 5.70 is a fun and easy boat to sail, and showed us awesome speed with complete control.

—CHUCK ALLEN

**T**he X-35 One Design was an instant success in Europe. After only a single year of production, there were 24 boats at the 2006 Audi X-35 Gold Cup Regatta in Holland.

Once we stepped aboard it was easy to see why. Its design and construction result in a boat that's easily capable of taking on IRC, PHRF, and one-design racing. Its clean and roomy accommodations belowdecks make it a versatile weekender, too. It truly has everything the passionate weekend regatta racer needs.

During our test sail, the boat accelerated quickly in the light air and the steering was crisp and frictionless. We slid along upwind at 5.7 knots on the GPS in only 5 knots of wind. With well-placed winches for trimmers, tacking was fluid, and the helmsperson has great visibility from the wheel, allowing concentration on the sails and water ahead, and a good view under the boom to leeward, aft of the jib leech.

The 90-percent fractional rig has swept spreaders to accommodate the class-legal 108-percent jibs. There are no running backstays; both topmast bend and forestay tension are adjusted with the topmast backstay control, which exits just forward of the traveler. The jibs trim to tracks mounted outboard of the cabin,

and sheets are led through inhaulers to allow tighter sheeting angles in light air. Positive roach from a full-length upper batten in the top of the jib improves the boat's light-air performance through both the added sail area and interaction with the main aloft. The longer chord length of the upper part of the jib enhances twist in the jib leech as the wind increases, broadening the wind range of each jib.

Off the wind we moved along well with a light spinnaker and main. The X-35's symmetric kite seemed a little retro, but the boat still sailed fast (relatively) and deep. The cockpit layout worked well for jibing and trimming.

Other deck design details we like include the grand-prix-rigged mainsheet, the use of Ronstan's patented "Magic Wheel" system, which gives the main trimmer fingertip control of the backstay, and the jib sheets and after-guys led through fixed fairleads, rather than blocks. Rod rigging is standard on the X-35 with the D2 shrouds discontinuous at the spreader tips. Although this means a trip aloft to adjust the D2s, this arrangement has less stretch differential than continuous rigging. The turnbuckles attach to clean stainless sockets mounted in the rail with no clevis or cotter pins to snag rigging, sails, or hands. The mast is an IRC-friendly tapered aluminum extrusion with ta-

pered aluminum spreaders.

X-Yachts molds the hull with fiberglass skins sandwiching a Divinycell foam core to keep the boat light, yet stiff and strong. The outside skin uses vinyl ester resin for blister resistance; the rest of the

boat is polyester. A molded interior grid structure and galvanized-steel keel frame stiffen the hull shell. The keel's cast-iron fin is bolted through the hull and this frame firmly transfers the sailing loads from both the fin and lead ballast bulb to the hull. Shroud loads are transferred directly to the hull and main bulkhead at the rail, which eliminates the need for chainplate tie rods to a wide spot on the steel frame, and results in a lighter structure.

For one-design racing, class rules allow a main, two full-size jibs, a heavy weather jib, two symmetric spinnakers and storm sails. While waiting for one-design growth in the States, X-35 can initially race handicap under IRC (1.055), PHRF (59 to 63), IMS (606 GPH), or ORR (610.5 GPH), and owners will be wise to add asymmetric spinnakers. In light air this boat is fast enough to pull the apparent wind forward to the point that an asymmetric spinnaker will be faster than the light symmetric spinnaker.

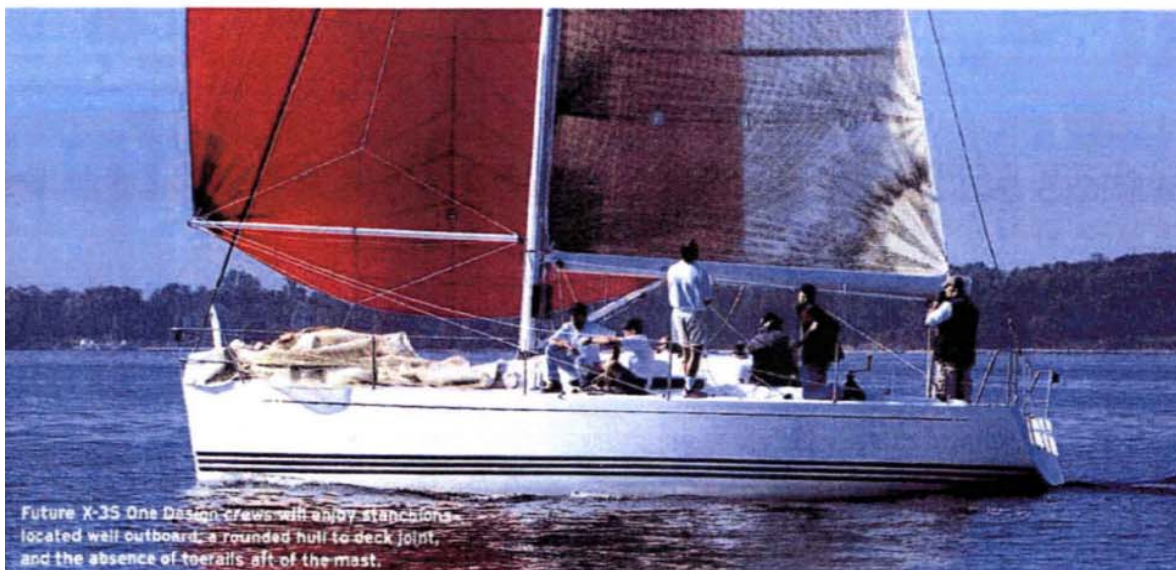
—ALAN ANDREWS

#### Best Racer/Cruiser X-35 One Design



X-Yacht's new 35-footer may end up being its most popular design both in Europe and the U.S.

♦ **The judges liked:** The no-compromise racing layout on deck, its performance, and the surprisingly comfortable interior.  
♦ **Price:** \$225,000  
[www.x-yachts.com](http://www.x-yachts.com)



Future X-35 One Design crews will enjoy stanchions located well outboard, a rounded hull-to-deck joint, and the absence of toe rails aft of the mast.