



## Germán Frers

Germán Frers' passion for yacht design began at school when he worked in the drawing office of his father, Germán Frers Sr. By the time he had reached 16, in 1957, Germán had designed his first boat a 10-metre offshore sailing boat, the first glass fibre boat ever to be built in Argentina.

In 1965 Germán moved to New York to work with the legendary design group, Sparkman & Stephens, at the time when S&S led the field in innovation in world yacht design. During three years spent at S&S Germán became one of the team's principal architects developing several designs that became classics in their class.

Germán Frers left Sparkman & Stephens in 1968 but continued his career in New York when he created his own designs for four yachts – Beau Geste, Wizard of Paget, Quest of Paget and Simba – for American and Bermudan clients.

But the draw of the family design dynasty was calling and in 1970 Germán Frers moved back to Buenos Aires to take charge of the design office founded by his father in 1928.

Since that moment the Germán Frers office has produced more than 600 designs from large luxurious megayachts, to cutting-edge grand prix racing boats to powercraft to ocean-going cruising yachts. The Germán Frers marque of quality and style has been established on boats from just 20 feet up to 200 feet. And the client list reads like a global yachting who's who from Europe, Great Britain, North and South America, to Japan, the Far East, Australia and New Zealand.

Germán Frers' designs have won all the major trophies around the world including the Admiral's Cup, Bermuda Race, Transpacific Race, Whitbread Round the World Race, SORC, Kenwood Cup, San Francisco Big Boat Series, the Ton Cups, ILC championships, Maxi World Championships and prestige Concours d'Elegance events like the Nioulargue and Zegna Trophy.

And the Frers design office has been at the cutting technological edge of the sport – at the America's Cup where designs are finessed at great expense in the quest for a few fractions of a knot of speed. Germán Frers moved to Italy in 1989 to lead Raul Gardini's Il Moro di Venezia design team for the 1992 America's Cup. Il Moro di Venezia III won the first world championship for the new International America's Cup Class in 1991 and the team went on to win the Louis Vuitton Cup against Team New Zealand to become the challenger for the 1992 America's Cup in San Diego. It was an experience and a relationship that led to the establishment of a permanent Germán Frers design office in Milan run by Germán Frers' son Mani.



The Frers team joined Prada for the 2000 America's Cup and again the Frers-inspired Luna Rossa won the Louis Vuitton Cup and earned the right to challenge Team New Zealand in the 2000 America's Cup.

But throughout a distinguished career at the forefront of racing yacht design, Germán Frers has forged a reputation as a designer of strong, seaworthy and stylish ocean-going cruising boats. Germán Frers has been the exclusive designer for Nautor's Swan in Finland, has created the highly-respected Hallberg-Rassy range, the Hylas line built by Queen Long Marine for the Caribbean Yacht Charters USA and Storebro in Sweden. And during nearly 30 years of designing yachts and powercraft of all sizes, Germán Frers has gathered an unrivalled wealth of experience. As a designer Frers has continually blended aesthetics with performance to marry the demanding expectations of a wide range of clients with exacting specifications to the designing of thoroughbred sailing machines capable of undertaking any voyage at sea.