

## Germán Frers JR

German 'Mani' Frers gained his passion for yacht design from a family whose tradition runs back to 1928. But for Mani, who raced at a national and international level as a child in Optimists, Cadets, 470s and even Quarter and One Tonners, the passion was developing for performance boats and leading edge technology.

The quest to learn more led to Southampton and the internationally renowned course in naval architecture between 1988 and 1992.

During his studies in Southampton German Jr. completed the research, analysis and design of an IOR ¼ Tonner.

Later on, he joined Il Moro di Venezia sail design team, where he worked in the CFD program for sails and hulls interaction to get the boats ready for the '91 world championship, which they won.

In 1992, he moved to Milan to take responsibility of the Frers design office in Italy. Since then, he has been directly involved with several advanced high performance designs, in the execution of plans and supervisions of the construction, trials and racing.

Life in Milan began with Red Wine; a 36-foot light displacement water ballasted racing boat with a big-roach mainsail, carbon mast and a retractable bowsprit. These features marked the beginning of a new era in global racing and cruising yacht design allowing high performance with ease of handling. A successful line of small production boat followed with the same concept.

Success on the Mediterranean circuit led to further commissions for Frers Milan for open boats with canting keels, canards and water ballast from 30 and 40 feet up to 60 feet LOA. These features led to the super fast machines being raced around the world today.

In 1994, Mani Frers designed the Wally 77 that has paved the way for collaboration with that stylish marquee that continues to the present day. Alongside such prestige and stylish commissions Mani Frers continued to push the grand prix boundaries and in 1996 and 1997 this work included research, rating optimisation and racing with the Boomerang ILC maxi programme and the design of the distinctive black 92-foot Stealth.

Alongside this grand prix racing design work, in 1997 Mani Frers also became a key figure in the Prada design team. Prada's elegant Luna Rossa won the Louis Vuitton Challenger Series and became the challenger for the 2000 America's Cup in Auckland against Team New Zealand.

In 1998 Mani Frers' 39-foot IMS design Yah-Man won the IMS world championship boasting a number of innovative features that have become the norm in top level IMS design: narrow beam, high freeboard, low stability, deep draft and large appendages; it was Frers' ability to interpret a design rule that led to a world-beater in the IMS world.

And it was this ability to innovate, together with the Frers' tradition and pedigree in races like the Whitbread Round the World Race, that led to the commission to design Nautor Challenges' Volvo Ocean Race Volvo 60 Amer Sports One that achieved a podium finish in the 2001/02 Volvo Ocean Race.



Mani was nominated as chief designer for the Swedish America's Cup challenge in 2003 and 2007. Victory Challenge has a track record of delivering the highest result for the time and budget available.

Other work includes successful canting keel Open racing yachts from 30' to 60', production yachts and custom Superyachts of unique personality.

A refreshing design approach coupled with America's Cup, grand prix racing and performance cruisers work has allowed Mani Frers to continue to develop the family tradition of distinctive lines and high performance yachts.