

## Lightweight IRC 40 sportsboat



*A contradiction? We get to crawl around the exciting new Ker 40*

New kid on the block, or on the Solent at least, this season is Jonathan Goring's Keronimo, the first example to hit UK waters of the McConaghy-built Ker 40. This is a step-up for Goring who is perhaps best known for campaigning his J/109 Jeronimo in the 2004 Rolex Commodores' Cup. The new boat has been project managed by Ian Smyth of Liquid Marine. The Ker 40 is unique in several ways. Firstly it is a full-on IRC race boat, but it is also a production boat and hence represents substantially better value for money than a one-off custom build. Unlike other new non-IRC 40 footers such as the Farr 400 and Soto 40, the Ker 40 is designed for both inshore and offshore racing. Keronimo is due to compete in the Rolex Fastnet Race this year while hull no3 is heading for Australia and the Sydney-Hobart. But the Ker 40 is particularly unusual as it bucks the theory that grand prix IRC boats of this size should be heavier than they would be if they were not IRC-optimised. For example while the Mills 39 Mariners Cove displaces 6.5 tonnes, the Ker 40 weighs in at 4.85. That's one huge difference in displacement. According to designer Jason Ker, the new 40 came about as they had a number of enquiries for boats of this size, but these seemed habitually to be going cold when they were costed out as a custom build. Ker reckons that the production boat represents a saving of around 50% over a one-off. Ancasta are the agent for the Ker 40 in the UK where ex VAT but including sails and instruments delivered and commissioned in UK the boat costs in the order of £320,000. While the boat is IRC-optimised Ker says that it should also be okay under