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## Scuderia 65, a fast IRC sailboat for racing, but fitted out for cruising



**The Scuderia 65 is a racing yacht designed by the designer Harry Miesbauer and made entirely of carbon sandwich. Since its launch in**

**May 2020, it has been successful in many regattas, but its interior design also makes it a real cruising yacht.**



**Chloé Torterat**

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## Nice performances in regattas

Started in 2016, the Scuderia 65 is a [sailboat](#) primarily designed for regatta performance. It is the brainchild of Austrian designer Harry Miesbauder, himself a regatta enthusiast. It has an overall length of 20,050 m and a beam of 5,510 m for a total weight of 19,500 kg. It was built by the Italian [shipyard](#) Adria [Sail](#) in full carbon and launched in May 2020.

Her [first](#) year on the water was marked by a season of victorious regattas and podium finishes from the Adriatic to the Aegean Sea: Aegan 600, around the Greek islands, or the Cinquanta or the Barcelona Race. In the latter, he crossed the finish line [first](#) twice, before being narrowly beaten by a 76-foot boat. In the last race, he finished 3rd in real time and 14th in compensated time in a fleet of 1,700 boats.



The Scuderia 65 in regatta

But also by the gain of a notorious design award. [Offshore](#) performances due to an optimized stability of form, a simplicity of maneuvers in reduced [crew](#), a rig (also in carbon) with a [sail](#) surface of 260 m<sup>2</sup>, and a lifting [keel](#), even more notable in strong wind.

Two crewmen also reported reaching a maximum [speed](#) of 28 knots

Harry Miesbauder

*"Together with the owner, we chose a more efficient hull shape. We knew it would give her an advantage when reaching or sailing downwind, and in some conditions we are even faster than our VPP. When I was on board, we were sailing at 21 knots with 20 knots of*

*wind. Two crewmen have also reported reaching a top speed of 28 knots."* explains the designer.



The Scuderia 65 in regatta

## Tips for style and comfort

In addition to its racing performance, the Scuderia 65 has elegant hull lines and a flush deck, correlating with its minimalist yet cozy interior design. Its main feature is its very low roof with wrap-around glazing, which gives the impression of length. The designer also used another trick to play with perspective in the living room. Standing next to the [keel](#) well and looking aft, you can see the companionway that extends to the cockpit, whose steps that narrow as they go up give the impression of lengthening.



The descent



The large luminous square



A fully equipped kitchen

Another area the designer focused on was the controls around the two helm stations. The owner wanted hydraulic controls on the side of the console, so the designer integrated all the buttons directly on the tiller bracket. The throttle lever is recessed directly into the console, close to the helm, where it is less in the way.



Helm stations with hydraulic controls

## **An arrangement for the cruise**

unlike many fast boats in the IRC class, the Scuderia 65 was also designed for cruising. The U-shaped galley on the **port** side is well equipped and spacious and there are 3 cabins. The owner's cabin forward offers a double bed with a sofa area and a bathroom with separate shower. Two cabins with scissor beds aft also have their own bathroom, all in light composite.





The owner's cabin



The owner's bathroom



Double cabin on the back

The secondary appliances such as the washing machine or the ice-maker are installed in a modular way, so that they can be easily dismantled for the regatta.



Scuderia 65 in navigation

*"This concept was born from an initial conversation I had with the skipper and owner during the Middle Sea Race a few years back. Together we thought of a concept of a larger, fast **offshore** boat with sexy lines, but where there is room for family cruising. I think we've found the perfect balance, it's a boat you can **cross** the Atlantic on happily. And although it is a high performance boat, it is not complicated. It is easy to handle as a duo. We had the choice between complicated technical solutions, but we chose to keep it simple concludes Miesbauer.*

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