

## Senegal

We operate in the nautical sector in Senegal since 2009, when we started our activity designing a catamaran, called “Sirène du Saloum”, 9 m long, and providing technical assistance for two months to the our Senegalese associated company **GIANIPA**, who built it. The experience was so enjoyable and rewarding that we repeated it also in subsequent years, supervising the construction of other wooden boats and the restoration of fiberglass boats sent from Italy. We are working since the beginning with the same Senegalese team that we had trained, teaching to them the modern wood boat building techniques. In 2013 we decided, in collaboration with **GIANIPA**, to give to our activity a more stable character: whereas in previous years the boatyard worked only during the period necessary for the construction, for two or three months a year, at the beginning of 2013 **GIANIPA** hired a permanent staff and opened a real construction yard located thirty kilometers from Dakar. Moreover we had the opportunity to buy in Italy at a favorable price a **complete wood-working professional equipment**, rather old but in good condition, and we have sent it to the Senegalese yard. As the yard cannot survive building only boats (Senegal is a small market for boating) it has started to **build furniture and other wooden products**, either for the local market either to be exported abroad. Among the furniture proposed there is a line of products whose design is inspired by Africa and some of them also have a vague reminder of our passion for boats: we have designed some **chairs, benches and tables** which include elements of the planking of the typical traditional Senegalese pirogues, magnificent boats richly decorated in bright colors. We have been really fascinated by these boats, and we consider them a genuine expression of popular art, worthy of being put in value. Other furniture are made in wood and **African fabrics**. The fabrics are made by hand in a training center for tailoring of Dakar, managed by the Italo-Senegalese association Sunugal. We will open soon a site specifically dedicated to this new activity. We will present our furniture, as well as an **authentic Senegalese pirogue, in Milan in April, during the Salone del Mobile** (Furniture Show). In the same period, between 12th and 16th of April, there shall be an event, supported and sponsored by us, called “**Nio Far**”, a festival of friendship between Italy and Senegal, with four days of concerts, exhibitions, workshops and meetings.

The other activities in Senegal that we mentioned in previous newsletters are going on regularly. They are illustrated in the site [www.voile-senegal.com](http://www.voile-senegal.com). Anyone interested in a sailing vacation out of the box, sustainable and eco-friendly, may find interesting proposals visiting the site. We give some updates on the project **Sénévoile**, which had been widely reported in our last Newsletter (January 2013). The project was based on the opening of a sailing school for Senegalese young people and we had set for this project the ambitious goal to form a **Senegalese sailing team which could participate at the 2016 Olympics Games in Rio**. Actually things did not go exactly as planned and this is not unusual in Senegal. The site that had been promised to the sailing school in Dakar was denied, the group of French and Senegalese who had committed themselves to manage the school as a result of this gave up the project, the support of the institutions and local sponsors has been, so far, rather bland. Despite these difficulties, which make almost unthinkable to bring a team from Senegal to Rio 2016, we had anyway some satisfactions from the Sénévoile project, as the real purpose it, which relates more to the social than to pure sport, is in progress. In fact we have **started from December last year in Ndangane**, a small village on the Sine Saloum, 150 km from Dakar, where GIANIPA has its nautical base, a **sailing school for Senegalese boys**. The first lessons have been very encouraging and the courses are continuing on a regular basis. The students have been contacted through the schools of the village, and many of them seem enthusiastic and eager to learn. We have a fleet of thirty boats: a part of them have been built in our boatyard in Senegal. We also have many





Optimist, 470, Laser or other dinghies coming from Italy that we have been offered as a gift or sold at favorable prices from sailing clubs, associations or private. **Particularly appreciated was the contribution of Lega Navale Italiana - Milano**, which from the beginning is following with great sympathy and participation this initiative. Recently we have been contacted by the **Cercle de la Voile de Dakar**, the historical Senegalese yacht club frequented by all ocean sailors arriving in Dakar. Having seen our initiative they also intend **to start a sailing school in the capital** and have requested support and boats, that we have provided willingly. Things therefore seem to be in movement, and we are pleased to have helped to generate interest in an activity such as sailing in a country where so far it was in fact non-existent or restricted almost exclusively to Europeans. If now the hopes to participate in Olympics in Rio in 2016 are very few, we aim with confidence on Tokyo in 2020, and if we shall not succeed we shall try again the next one: the important thing is to participate, not to win, and we hope, sooner or later, to be able at least to participate.



## Bolivia



We close this long page on our activities abroad adding some brief information on the developments of the initiative in **Bolivia**, where we had designed two years ago, on behalf of an Italian missionary, Father Leonardo Giannelli, a catamaran of 9 m, called **Titicat 1°**. The catamaran was designed to be rented to tourists for sailing on **Lake Titicaca**, with the scope of providing an economic contribution to the mission, which desperately needs resources and funding to meet the needs of the local population. The catamaran was built in the yard of the mission and in this case we have just provided our assistance for short periods. Titicat 1° was **launched** with a solemn and picturesque ceremony in April 2012 (**link youtube**) and since then it regularly sails the waters of the lake, with a Bolivian crew that has now made a good experience in sailing technique. **Soon a twin boat, Titicat 2°, shall be launched**. This boat has been built on the the yard of the parish without any assistance from abroad. From the information received Titicat 2° is now in an advanced stage of construction, and it resulted even better and lighter than the first one, meaning that the shipyard has now acquired a good mastery of wooden construction techniques and there are also good prospects for other works in nautical sector. Also in this case we encourage our readers to consider the idea of an **“alternative “ holiday spent sailing on Lake Titicaca**, in an incredible landscape between mountains which rise to over 6000 m above sea level: we can assure you that it shall be an unforgettable experience, from the nautical and human point of view. More information on the site [www.mochilabolivia.org](http://www.mochilabolivia.org).

## Stock plans

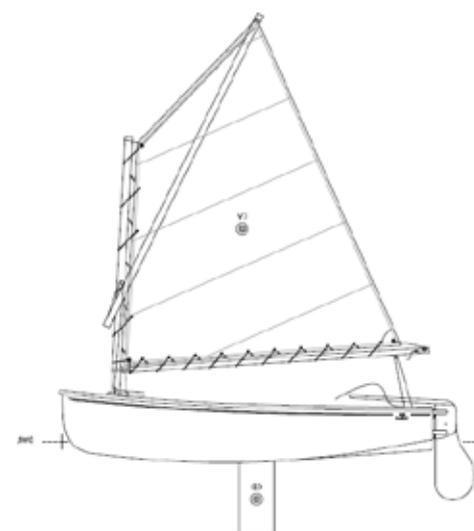
Although we are quite busy in our initiatives abroad we do not intend to leave the amateur boat building sector which has been our main interest for a long time and in which we are the main and the most enduring reality in Italy. In recent years, thanks to the long work done by translating in English all our plans, we are gaining a good reputation and new customers also outside Italy. The new plans presented in 2013 are not many: just **four dinghies**, all based on the same concept, that we called KIS boats. We designed them in order to meet a very practical need of amateur boat builders. Since they often find themselves in trouble in building masts, sails and rig of their boats and are likely to spend in these items more money than what they paid for the materials to build the hull, we thought to design four boats, simple and easy to build, suitable to be rigged with spars and sails of four very popular dinghies: Laser, Flying Junior, 420 and 470. This allows the builder to easily find equipment and accessories for his boat, either buying them new from dealers either finding them on the second hand market. The hulls of our boats are of course different from those of their “parent dinghies”, mainly because, in order to make the construction accessible even to beginners, we have designed chine hulls instead of round hulls. However, we have maintained the same basic size parameters of the original boats and similar features for the hull shape. As they are known as excellent boats, which have already proven their quality over decades of long and glorious career, there was no reason to radically change designs that represent the best of what the boat design has produced in this field. Only in the layout of the cockpits we have introduced some changes because the original boats are designed for fiberglass construction, with solutions that are not easily reproducible in wooden boats. These similarities allow us to predict that the performance and behavior of **KIS dinghies** will be very close to that of their parent boats. Obviously they cannot participate in official races of the respective classes but they can meet them informally or in club races on almost equal terms.

The construction technique is that of the stitch and glue, which allows to obtain solid, stiff and light hulls, fully comparable in quality to those in fiberglass. In summary, with these dinghies we wanted to achieve what in literature is called a paraphrase of the original ones: “The paraphrase - Wikipedia writes - is characterized by an “humble” intent: to accompany a difficult text with a version that will smooth out the difficulties.” This is exactly what we intended to do: build a real Laser or a real 470 for an amateur builder would be difficult. We tried to make it more accessible. That’s why we called these boats KIS boats, where KIS is taken from the famous acronym, widely used in computer science, KISS (Keep it simple, stupid). We agree with the call to simplicity, but it seemed more polite to remove the second S as a form of respect towards our customers.

Recently we also added to our catalog the plans of a **micro - catboat**, only 2.6 m long, suitable to be used with the Optimist rig. The boat comes by request of a customer who is already owner of a classic catboat and wanted to have a tender in style with his nice boat.



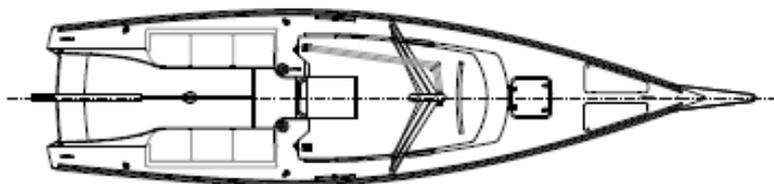
**KIS 4.2**  
**KEEP IT SIMPLE!**



## Plans for private clients



In the course of 2013 we have completed some of the projects for private clients that we had started in 2012. You may have some information on them visiting our site. We have completed or still in progress some other projects acquired during the year, among which the ones here illustrated that are now at an advanced stage.



## Plans of other designers



As we already have many boats of different size and type designed by us in our catalog of stock plans it is quite rare that we put in the catalog plans of other designers, but we made an exception for a nice **catamaran, very modern and sporty**, by the architect **Alessandro Comuzzi**, who already is in our catalog with the fast cruiser **D870**. The catamaran is made in marine plywood, the construction is not very simple but is accessible to builders of average experience, and it certainly can give great satisfactions to those who love fast sailing and racing.

## RACING ACTIVITY



In a short time new racing seasons shall start for two sailing classes in which we are particularly active, and where many boats designed by us are present: **Diecipiedi** (Ten Footer) class and Micro class. Regarding Diecipiedi we are pleased to note that the sailing class founded by us 23 years ago is still active and lively, with an intensive program of races also for the current year. Even more pleasure makes us to see a revival of the **Micro Class**, to the success of which we have devoted much effort in the past years. Since last year the Class has an active Secretariat and a real calendar of races in Italy. Our Micro, called Sam, who behaved brilliantly in the World Championship in Austria some years ago, shall try his luck again this year in Berlin. For information on the classes visit the sites [www.diecipiedi.it](http://www.diecipiedi.it) and [www.microclassitalia.it](http://www.microclassitalia.it).

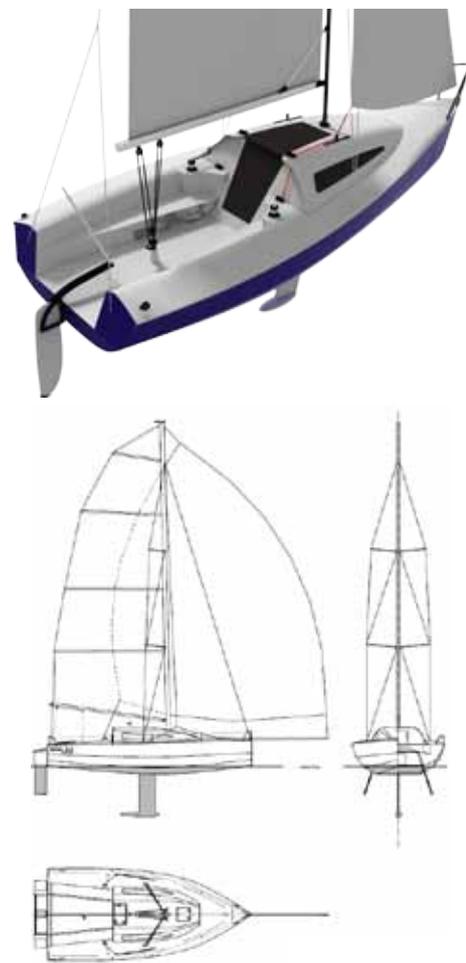
The day-boat **Pamina**, prototype of the **series Dafne24** of our brand **Ninfa Yachts** ([www.ninfayachts.com](http://www.ninfayachts.com)) will participate in the races and in the events for classic boats on the lakes of Northern Italy.



## COURSES

After a few years of pause this year we have decided to organize again our Yacht Design courses, that we held regularly until some years ago and which were appreciated by all the participants.

The formula is different and we studied it mainly for clients from Milan and surroundings. Instead of making the course in two week-ends, as it was in the past, we shall do an evening course once a week over a period of three months from **mid- October 2014 to mid-January 2015**. The course consists mainly of a practical exercise on a specific theme and we have chosen for this year as theme the design of a **Mini - Transat (6.5 m)** and a **Micro ( 5.5 m)**. The theory of Yacht Design shall also be explained during the course. You may find further information on the course at the page of our website ([www.bcademco.it/EN/corsi.html](http://www.bcademco.it/EN/corsi.html)).



## COLLABORATION WITH THE UNIVERSITY POLITECNICO OF MILAN

Since many years we have established relations of friendship and cooperation with the **Politecnico of Milan**, the major Italian university which trains engineers, architects and industrial designers. They are quite active in the field of yacht design, with initiatives such as the Master of Yacht Design, the Laboratory Boat at the Polo Territoriale di Lecco and the participation to the race “Mille e una vela” (1001 sails), held once a year between boats designed and built by various universities. Our collaborator Matteo Costa had designed and built some years ago as his thesis the boat that had won the first edition of the race and since then he has maintained a close relationship with the University. Over the past three years he has participated actively in the Yacht Design course at the **University of La Spezia** providing assistance for the design and construction of new boats realized by students for the race “1001 sails”. You may see in the picture the latest achievement, a skiff with foils.



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