Dear Friends,

Rowing is a team game for us producers too: you athletes, but also coaches and managers, you are our propellant.
We talk and interface with you, throughout the season, to be able to give you the best boats available. Our goal is to give always the best: whether it’s building a new one or guaranteeing service, wherever you compete.

The fact that, even this year, in the three world competitions over 60% of the athletes used a Filippi Boats confirms the success of this philosophy. And the medals won, a logical consequence.

The added value is the research and innovation work, so that every year we are able to provide a product that is always different and increasingly competitive.

On the pages of the calendar we wanted to pay tribute to all the sacrifice and talent of those who have taken home the most desired laurels.

But we also remain in support of those of you who, for different reasons, did not reach the podium this year. They will try again next year without ever giving up.

Thank you all, including your families who have always supported you, is the least we can do. Together, if you like, we can still grow... after all, Tokyo 2020 is just around the corner.

We are ready to be at your side for the most anticipated event ever.

Stay with us, and you will not be disappointed.
The F61 is designed for scull crews. Born to meet the need of creating a boat that could work in perfect synergy with the Aliante riggers.

In the catch phase the Aliante tends to change the attitude of the bow.

To maximize the arms' preformance, the F61 presents:

- A balance variation - the crew should be move towards the stern
- Wedge bow, with bigger volume, in order to reduce the sink and simplify the exit from the water

IMPROVEMENT OF THE SHAPE AND PERFORMANCE

Designing a bigger bow has allowed the hull to be lengthened, thus increasing the waterline, thus increasing the critical speed.

The result is a mould with:

- lower shape-resistance
- less wet surface therefore less water friction
- better passage on water, then better maintenance of direction line

INCREASED SPEED AND PITCH REDUCTION

The peculiar shape of the bow greatly reduces the pitching effect. The hull is designed to take advantage of a large number of strokes. All this translates into an increase in speed, resulting in maintaining a constant set-up.

In the moment of maximum speed, the reduction of pitching allows the crew to count on a constant and regular penetration of the blade in the water, especially for rowers in the first and fourth position. A good rowing technique allows you to take the max advantage of the boat, keeping it at almost constant speed.

FINAL IMPROVEMENTS

Even in no optimal wave and wind conditions, the big lateral dimension allows a secure stability against the roll. The fin is in a very backward position from the boat's center of gravity: it helps to contrast the yaw and ensures a better maintenance of the direction line.

SWEEP CONFIGURATION

The hull has been designed and built with overlapping geometries, minimizing the tendency of a turning caused by the roll. The use of the rudder together with the water resistance is therefore reduced. This is why the F61, despite being born for the couple, can also be the right choice for the sweep crews.
The new F83 is born for the sea and it’s a super performing boat; the rowing characteristics of the boat are deduced from the design as soon as you see it. Aggressive and fast like no other ever, but also stable to the waves effect, both stern and bow waves. The boat design starts from the concept of optimal penetration of the waves and fast straight sliding. To this, we have decided to add an easy of manoeuvring to tackle the buoys quickly. Hence the choice to combine two boats together.

All previous knowledge has made this new boat an object so futuristic that it deserves a patent. This type of bow will also be tasted on large sailboats.

BOW SHAPE DESIGN

The purpose of “opening the water” for a better increase of the central body of the boat is obtained through the penetration of the front part which, immersed, tends to break the natural flow of water that normally would meet the rest of the boat; to this first effect, which can be simply obtained with a bulb, a second one is added due to the flow of the wave in the empty area, therefore without friction resistance: the turbulent water is easily penetrated by the rest of the boat.

The concave area acts also as a reduction of the lateral wave perception, since the bow surface that is hit by the waves has been reduced.

Important then with the stern wave the boat that heel, does not make the classic “splash”, due to the pressure of the bow that impacts the still water creating a vacuum that must be won by the progress of the boat itself. Without this vacuum effect, the boat leans but not brakes and therefore is much faster. With bow waves the reduced length of the boat with the great curve, makes it easy to pass them following the outline without slowing the pace.

IMPROVEMENTS OF THE STERN

The F83 keel line has also a strong stern curve: this reduces the wet surface and guarantees fast and stable turn. It is also aided by the maximum curve position of the boat, just below the athlete, that allows it to be used as a pivot. The capacity of this hull to surf the stern wave is impressive, generating accelerations previously unthinkable, with a surprising stability. With the help of racing drop keel available, is possible to improve even more the easily turn.

TECHNICAL DETAILS

Main specs
- LENGTH: 6 mt
- WIDTH (water line): 49.3 cm
- WIDTH (overall): 100 cm
- CREW WEIGHT: 60-100 kg

Main features
- Bow shape reinvented
- Fast and stable against bow and stern waves
- Optimal wave penetration
- Turning made fast and stable

Materials
- CARBON
- KEVLAR
- TITANIUM
- HEXMC
- ALUM. ALLOY

Bow detail

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Bow detail

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- Turning made fast and stable

Materials
- CARBON
- KEVLAR
- TITANIUM
- HEXMC
- ALUM. ALLOY

Bow detail
The new Carbon Sweep Wing Aliante is the normal evolution of the Ala type rigger, introduced for crew boats, created to bring the thrust of the oar directly into the centre of the rigger swivel support searching the most rapid and rigid transportation force from the oar to the boat and therefore to its acceleration into the water. This note describes all the logic of the rigger’s development. The search for maximum rigidity, which allows the force to completely transform itself into acceleration with maximum efficiency, allows the maximization of the performance: only by reducing the energy absorbed as elastic deformation can we increase the efficiency. Athletes may argue that too much rigidity causes a discomfort: in reality it is a fundamental characteristic to take full advantage of the crew’s strength. Let’s take as comparison a Formula 1 car: it must be able to absorb curbs and roughness without deforming, so suspension and wheel arms must be able to absorb the vibration without transmitting them to the car. the chassis, however, must be rigid to maintain the right balance during the turn. If all the components tended to deform, nothing would be controllable. In the rowing boat the oar is the spring of the suspension, while the water is the damper. The chassis of the boat should be rigid in order to take advantage of the athlete’s energy. Everything on board will be as rigid as possible to transmit the load to the water in a productive way to generate an explosive acceleration.

- Nondeformable during rower action
- It directly transmits the load to the boat
- Weights positioned at the ends to optimize boat stability
- It directly transmits the thrust with no elastic absorption
- Easily adjustable
- Carbon look
- It can be mounted only on Ad hoc stratified boats

Our stiffest rigger ever

Filippi’s Aliante carbon sweep rigger
COUNTRY  | NZL
ATHLETES  | Ella Greenslade, Grace Prendergast
           | Emma Dyke, Kerri Gowler
           | Lucy Spears, Elizabeth Ross
           | Kelsey Bevan, Jackie Gowler
MEDAL   | GOLD
MOULD   | F42
TIME    | 05:56.910
ATHLETES | Caleb Shepherd
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Grace Prendergast
Kerri Gowler

W2−

COUNTRY: NZL
MEDAL: GOLD
MOULD: F13
TIME: 07:21.350

ATHLETES: Grace Prendergast, Kerri Gowler
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Brooke Donoghue
Olivia Loe

W2x

COUNTRY
NZL

MEDAL
GOLD

MOULD
F13

TIME
06:47.170

ATHLETES
Brooke Donoghue
Olivia Loe
M4−

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MEDAL: GOLD
MOULD: FA1
TIME: 09:12.990
ATHLETES: Roman Polianskyi
PR2 Mix2x

COUNTRY: GBR
MEDAL: GOLD
MOULD: FA2
TIME: 08:34.950

ATHLETES:
Lauren Rowles
Laurence Whiteley
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ATHLETES: Sverri Nielsen
MEDAL: SILVER
MOULD: F14
TIME: 06:44.580
COUNTRY: NZL
ATHLETES: Thomas Murray
          Michael Brake
MEDAL: SILVER
MOULD: F17
TIME: 06:45.470
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**ATHLETES**
Nicoleta-Ancuta Bodnar
Simona Gheanina Radis

**CALENDAR**

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**LANE**
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Marieke Keijser
Ilse Paulis
ATHLETES
Mihaita-Vasile Tiganescu
Mugurel Vasile Semciuc
Stefan-Constantin Berariu
Cosmin Pascari

COUNTRY
ROU

MEDAL
SILVER

MOULD
F40

TIME
06:11.410
W4– WRCh 2019

COUNTRY: NED
MEDAL: SILVER
MOULD: F52
TIME: 06:45.550

ATHLETES:
Ellen Hogerwerf
Karolien Florijn
Ymkje Clevering
Veronique Meester
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**JUNE**
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COUNTRY
ATHLETES
MEDAL
TIME
MOULD
GER
Jonathan Rommelmann
Jason Osborne
BRONZE
06:41.070
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FRA
Nathalie Benoit
SILVER
FA1
10:24.070

RUS
Alexey Chuvashev
SILVER
FA1
09:19.430
**PR3 Mix4+**  
*WRCh 2019*

**COUNTRY:** ITA  
**MEDAL:** BRONZE  
**MOULD:** F19  
**TIME:** 07:29.340

**ATHLETES:**  
- Cristina Scazzosi  
- Alessandro Brancato  
- Lorenzo Bernard  
- Greta Muti  
- Lorena Fuina

---

**PR2 Mix2x**  
*WRCh 2019*

**COUNTRY:** NED  
**MEDAL:** SILVER  
**MOULD:** FA2  
**TIME:** 08:37.780

**ATHLETES:**  
- Annika Van Der Meer  
- Corne De Koning

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**SEPTEMBER**

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MON 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30  
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THU  
FRI  
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**COUNTRY**

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**Athletes:**
- Moran
- Samuel

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**September 2019 Calendar**

**PR1 W1x**

*WRCh 2019*

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**Athletes:**
- Erik Horrie
World Rowing U23 Championships

AUS
Ria Thompson
GOLD
F15
07:36.080

W1x

COUNTRY: AUS
MEDAL: GOLD
MOULD: F15
TIME: 07:36.080
ATHLETES: Ria Thompson
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LM4x | ITA | GOLD | Giulio Acernese, Francesco Squadrone, Giacomo Costa, Alberto Zamariola | 05:59.120

LW4x | ITA | GOLD | Giulia Mignemi, Greta Martinelli, Silvia Crosio, Arianna Noseda | 06:26.680
COUNTRY | ATHLETES | MEDAL | MOULD | TIME
--- | --- | --- | --- | ---
AUS | Mitchell Hooper, Angus Dawson, Benjamin Danham, Adam Bakker, Caitlin Hockings | GOLD | F19 | 06:10.030
ITA | Claudia Destefani, Giorgia Pelacchi, Benedetta Faravelli, Laura Mariano, Diletta Diverio | GOLD | F31 | 07:02.220
World Rowing Junior Championships

CZE
GOLD
07:42.980

W2- CZE Rowing team
Anna Santruckova
Eliska Podrazilova
ATHLETES

COUNTRY

MEDAL

MOULD

TIME

M2x

WRJCh 2019

AUS

GOLD

F17

06:32.810

Hamish Henriques
Harrison Fox
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<td>Rongrong Yang</td>
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M1x  WRJCh 2019
COUNTRY: BLR
ATHLETES: Ivan Brynza
MEDAL: GOLD
MOULD: F39
TIME: 07:15.980

M2-  WRJCh 2019
COUNTRY: ROU
ATHLETES: Florin Arteni-Fintinariu, Alexandru Gherasim
MEDAL: GOLD
MOULD: F17
TIME: 06:56.790
### W4x WRJCh 2019

**Country:** NZL  
**Medal:** Gold  
**Mould:** F52  
**Time:** 06:54.320  
**Athletes:**  
Eva Hofmans  
Rebecca Leigh  
Shakira Mirfin  
Phoebe Trolove

### W4 WRJCh 2019

**Country:** CHN  
**Medal:** Gold  
**Mould:** F31  
**Time:** 07:01.420  
**Athletes:**  
Wen Yu  
Jianan Chen  
Tingting Wang  
Xuan Zhang
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<tr>
<th>COUNTRY</th>
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<th>TIME</th>
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<td>Beatrice Giuliani</td>
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<td>Clara Massaria</td>
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<td></td>
<td>Giulia Clerici</td>
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</table>
Carbon Rack Forged

CARBON RACK FORGED
Part of the energy that the athlete transmits during the stroke is dispersed because it is absorbed by the material bending (elastic energy).
In the rowing boats the fundamental point around which the strength is developed is, in fact, the relationship between the seat and the boat. This element, in fact, is the constraint that the athlete has on the boat and therefore represents the point on which it lean to exert force on the oars or, seeing it from another point of view, the point on which to leverage, using the pin as a support, "to lift the world".
By concentrating on the stretcher, racks and crossbar we have made a series of improvements to reduce the elastic absorption of the materials, channeling this force into the thrust of the boat.

CUTTING-EDGE MATERIALS
The new Aliante Wing Filippi Boats are born with the use of HexMC Carbon, short-fiber carbon pressurized at 150 atm (15198 kPa): innovative materials used in cutting-edge field such as aeronautics and automotive industries, supported by new studies on the stratification of the boat, have allowed to reduce the weight of the components by increasing the resistance and rigidity.

RACKS AND RIBBED
In order to optimize the load transmission capacity of the racks and ribbed we have chosen to glue them on the boat: the entire components surface is now perfectly adherent becoming one with the seating structure. The strength of the rower is entirely channeled into the thrust of the boat.
The shape of the rack tooth has been modified to ensure that the strength from the stretcher to the boat passes rigidly through adjacent elements, such as the racks-insert crossbar gasket.

The choice fell on a sawtooth junction that has the tooth part that looks at the bow practically vertical, while the one that looks at the stern normal to the stretcher in order to discharge the foot strength in the correct direction.

CROSSBAR AND STRETCHER
The carbon crossbar allows a considerable increase in the load transmission. The inserts (ends of the crossbar) are made with the same carbon of the racks and they have the saw-type toothing system so as to fit perfectly with the rack and glued to the crossbar instead of stuck as it was in the past. The relative sliding between crossbar and insert is no longer permitted, making everything infinitely more rigid. The new U-bolt support made with the same material as the racks ensures a more rigid fixing between crossbar and stretcher.
From this series of innovations that do not allow deformations, the need of carbon rack was born: the old plastic rack could not support the load without deforming.
The stretcher is designed to have a full foot support, from the heel to the plate (also in carbon). Thanks to the study of geometry and the particular material's stratification (lay-up), we have obtained the maximum rigidity with a weight decrease, considerably lowering the dispersion of energy (elastic one) channeling it into the thrust.

FINAL RESULT
Our goal is to create a perfectly rigid boat that can channel the whole athlete's strength in the right direction, without unnecessary dispersion. Focusing on the area of the stretcher and on all its details, has allowed us to reduce the dispersion of elastic energy by 9%. This means an available thrust for the progress, which allows an optimization of the result up to 4%.

Carbon Rack Forged

comparison between the new (left) and the old (right) rack
# COMPLETE MOULD LIST

## Competition moulds

<table>
<thead>
<tr>
<th>Boat</th>
<th>Mould</th>
<th>Length</th>
<th>Width</th>
<th>Athlete Kg.</th>
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<tbody>
<tr>
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## Training moulds

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## Other moulds

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## Coastal moulds

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## Adaptive moulds

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## All dimensions are given for indicative purposes only.