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OFFICERS REPORTS - RACE REPORTS - CRUISING REPORTS

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Dear Members,

At last it has been a year that has felt like things are getting back to normal, with Covid restrictions removed. My own boat, Backlash, has even finally hit the water just before Christmas after a refit that has dragged on for four years.



Sadly, Derek Kelsall, a highly respected boat designer passed away. He was a real multihull pioneer of foam sandwich construction. Among others he designed the first trimaran to finish a Trans-Atlantic Race (1964), and he designed, built and sailed 42ft Trimaran 'Toria' to win first RWYC Round Britain Race 1966, which is our cover photo (credit Colin Forbes).

This year we had a Round Britain and Ireland, and we have several reports of that race, but we are notably missing any report of the Round the Isle of Wight race. So as always I need to remind you that this is your Annual Review. We can only publish the articles you write. So please think during the coming season if there is anything you could write up to share with other members. So also, a big thank-you to all our contributors in this edition.

Fair Winds Matthew West Backlash Publications Secretary



www.mocra-sailing.org.uk





For 2023 MOCRA memberhip remains ar £25.

The cost of a rating remainss at £26.

Anyone requesting a Rating will need to be a MOCRA member.

Selling your boat?

Just a reminder...... If you as a MOCRA member sell your boat to someone in the UK, you can give the new owner **a FREE year's membership of MOCRA.**

If you would like to email the Hon Sec, Melanie Holder at **melanieholder23@gmai**l.com then they will send you the application form.

The membership will be for the remainder of the calendar year and a MOCRA Rating certificate is not included.

Cover Photo

Toria sailing on River Camel

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Commodore's Report 2022



It was good to see the return to a much more normal sailing season post Covid than last year with its rather restricted slow start. This has

seen an encouraging increase in MOCRA members to 246 from 177 last year. Our membership secretary, Andreas Hofmaier, has very helpfully, analysed the spread of the members around the world in some detail in his report. Our MOCRA Ratings Secretary, Simon Forbes has been particularly busy issuing 120 ratings up from 88 last year. As well as in the UK, the MOCRA rating is being used in a number of countries, even including in some French races.

It was especially pleasing to see one of the biggest turnouts in years with 17 boats at the MOCRA nationals in early May. The formula of round the cans racing in Plymouth, followed by inclusion of the Plymouth, Falmouth Fowey Triangle race seemed to work well. The results were an interesting mix of small trimarans and large and smaller catamarans, indicating that the MOCRA rating was working well. It was especially pleasing to see the participation of some of the East Coast boats joining in. There are some benefits in having trailer-sailor trimarans. When the Nationals are held on the East Coast, those of us in the west are rather poor at making it that far east, but we do have to sail there. I hope next year's plan to hold the nationals in the Solent the week before the Round-the-Island Race will attract as many boats.

As our Racing Secretary reports, one of the main events for the UK multihulls was the Two-Handed Round Britain and Ireland Race. Soon after it started in 1966, this became one of the classic ocean races with up to 80 boats starting, many of them multihulls. Its unique formula of a continuous race with four 48-hour stopovers made the race especially interesting with the chance to meet and spend time with the other crews at the stopover ports. This year's race was reduced to 3 stopovers, missing out the iconic stop in Barra, with consequent longer legs such as the 750 miles from Galway to Lerwick. This time there were 6 multihulls in the two-handed class and one, Morpheus, sailing in a new class allowing 4 crew. As the race proved to be a beat nearly the whole way, this leg took its toll on the smaller multihulls such that all three dropped out. Congratulations to Simon Baker, our Vice-Commodore, and Dan Fellows on Hissy Fit on taking linehonours and the handicap win in the MOCRA two-handed class. On Sueños, we at least kept them looking over their shoulders as we had been leading on handicap after legs 2 and 3. We had enjoyed particularly our tussles with Michel Kleinjans on his TS 42, Kahu. Personally, I would hope, probably forlornly, that the race would revert to 4 stopovers including Barra and returning to Lowestoft for the last stop as Blythe is too far north, making a very tough last leg. While it remains my favourite race, completing 7 races is probably enough!

Perhaps in contrast, looking at the Route du Rhum, which starts on 6th November, out of the 120-boat limit there are 31 multihulls. These are 7 Ultimes, 8 Class 50 trimarans and 16 of the Rhum Class, which is effectively the rest and includes a number of vintage boats. Six of the Rhum class are catamarans, several of them TS 50's. Here I note that Christophe Barreau, designer of 5 of the catamarans, expressed his concern that they were not really suited to single-handed sailing. I can only agree that racing single-handed, a trimaran is preferable as catamarans are less forgiving in that they give much less warning when over pressed. Regarding the positive numbers of multihulls, perhaps, if in the UK, we ran races to warmer places, we would attract some bigger entries. I note that the 2023 AZAB Race has over 80 potential entries, mainly monohulls at present, although there is some growing interest amongst the UK based multihulls.

Finally, I would like to thank all the

MOCRA Executive Committee members for their contributions to running the Association on your behalf. While to my knowledge all officers have offered to continue next year, if any other of the members can come forward to help it would be much appreciated. As mentioned before, whilst he valiantly continues, we would like someone to step forward to take over the Treasurer's role from Tim Wilson in due course. The role does not require accounting experience, just some familiarity with spreadsheets.

We also look forward to receiving your contributions to the Annual Review. Last year Matthew West assembled an excellent bumper issue, although we apologise for its rather late issue. This year we are requesting all contributions to be sent in by Xmas, so that he can get the review out well within Q1.

I look forward to seeing many of you at the AGM and Lunch at the Royal Thames Yacht Club on 19th November. The format will be the same that was so well organised by our Honorary Secretary, Melanie Holder, last year.

Rupert Kidd Commodore

Racing Secretary Report 2022



Finally, after the Covid-related disturbances to sailing programmes over the last couple of years, we have managed to enjoy a fairly normal year of racing. With the exception of a few international events such as the RORC transatlantic race and Caribbean 600 both won by the MOD 70 Maserati, with Powerplay and Argo

taking turns to be runner-up, following what amounted to a match race with the other MOD 70s taking part. Multihull racing kicked off in the UK over the early May bank holiday, with the MOCRA nationals hosted by the Royal Western YC. The first day, Friday, comprised 3 round the cans races in Plymouth Sound and the environs, 2 shortish ones and a final longer race. Followed over the bank holiday weekend by the 3 legs of the Plymouth, Falmouth Fowey triangle race. There were 17 entries for the nationals, including a few boats that had made the long trip from the Solent and the east coast. The racing saw generally light winds, which made for some tight racing, with the tricky conditions resulting in some widely varying placings from race to race but eventually only 10 points separated the top 5 places. These places were occupied by a wide variety of boats from small tris to big cats. One of the new teams Will Rogers in the F28 Trillium came out on top with James Holder in Dazcat 1295 Slinky Malinki in 2nd and Dominic Gooding in Dazcat 10 Belladonna in 3rd. Will was successful by virtue of putting together the most consistent series, never winning a race but always either on the podium or the steps up to it. There were some notable performances from some shorthanded and scratch crews and all in all it was a great event, with the mixture of round the cans and passages races suiting most teams at some point.

The big event of the year for many was the RWYC Round Britain and Ireland race which started on 29th May. There were several changes for this edition of the race, with only 3 stops compared to the previous 4 and a new fully crewed class in addition to the familiar 2-handed class. There were 7 MOCRA entries, 6 in the 2handed and one, Morpheus in the fully crewed category. The race unfolded as a beat around the UK, with very little downwind sailing and some challenging weather. Leg 4 was probably the most variable; with a very quiet period in the southern North Sea and eastern channel, including a day becalmed off Beachy Head for Suenos, which put paid to their chances of winning on corrected time, followed by a gale blowing

through. Andrew Fennel's team in the Shuttleworth 39 tri Morpheus came out as line honours and fully crewed winners, very narrowly beating Simon Baker and Dan Fellows in Dazcat 1495 Hissy Fit, who won the MOCRA double-handed class. Rupert Kidd and Alan Mitchell in Dazcat 1195 Suenos were 2nd in MOCRA and the only other finisher; a great performance by the oldest team in the race. The lead that these 3 boats pulled out on the first leg plus a few technical problems left the back half of the fleet in somewhat worse weather between Galway and Lerwick causing 3 retirements on this leg. Nemo a Newick 38 tri sailed by Matt Theobald and Enora Pichon heroically struggled on to Lerwick where Matt managed to complete repairs to one of their amas before sailing back down the east coast. Meanwhile, the two Dazcat 10m both retired on the west coast; Easy Tiger into Stornoway and Belladonna into the Clyde, both to "enjoy" a cruise back down through the Western Isles and Irish Sea once the damage sustained had been repaired.

The length of the RB&I had a bit of an impact on some of the subsequent west country racing as many of the boats and crews were a bit tired afterwards; so there were no MOCRA entries for some of the usually popular races such as the Trebeurden and PASAB. One interesting point to emerge from some of the monohulls in the Trebeurden race was that the entry procedures into and out of France are still not straight forward, especially if one wants to do anything other than just sail straight back with the same crew that arrived. Hopefully, this will improve by next year. However, there was good participation in the coastal races later in the season. Including around Eddystone, to Dartmouth and around the cans off Plymouth replacing the Salcombe race, with some new additions to the fleet bringing entries up to 5 or 6 for most races. The last couple of races of the season both went to Fowey. The TMSC Stewards Cup had the unusual turnout of 2 monohulls and 5 multihulls and was followed the following weekend by the informal "Last Hurrah" organised by Simon Baker, with 7 boats taking part. One of the new teams of Andy Sinclair and

Brendan Seward in their F82R Panoramix were consistently successful in all these races.

One west country boat Bare Necessities a Dazcat 1150 sailed by Bruce and Alison ventured across to France to race twice, on the first occasion for the Armen Race from La Trinite in May. This is one of the French "bucket races" and the course is from La Trinite in South Brittany to a virtual mark off the infamous Raz de Sien Headland and back round assorted islands to La Trinite. It's a bit like a Fastnet start as there are normally multi 50's, IMOCA's and Ultimes whizzing around. This year there were 3 Ultimes! Sadly, Bare Necessities suffered a breakage which caused them to retire when in second position. One tip from Bruce was that if you are going from Plymouth that L'Orient was really good for doing the Brexit clock in as they were prepared to arrange appointments. Bruce reports that the cost is very reasonable with the value of the free berthing at La Trinite nearly covering the entry fee and then there are the parties and wine and oysters. Might be one to try and get a few more boats across to take part in again in the future. Bare Necessities was back in France for the La Trippate. This was a "raid" encouraged by Ian Farrier for 3 hulled boats, as Bruce and Alison had previously participated in their F27 they have honorary membership. It's a great fun meet up albeit somewhat dominated by Dragonflies. The location varies down the west coast of France but it is always 3 days around the bank holiday of July 14 and it's free.

There was only one multi entry in the Scottish Islands peaks race Alan Rankin's F27 trade winds.

As usual, the Island Sailing Clubs Round the Island Race, this year on 25th June attracted the biggest Multihull fleet of the year with 20 entered and 14 finishers. There were also 2 Grand Prix and 6 bridge deck multis taking part. To quote the race director "*The competitors enjoyed a fair breeze with a favourable wind angle going down through Hurst Narrows. There was a pleasant reach down to St Catherine's and an incredible spectacle as spinnakers were hoisted for the run back to the* *finish.*" The fair conditions were reflected in some fairly quick, if not record times for the lead boats with Julian Linton's Farrier F32 NRB (GP class) taking line honours, in 4hrs19minutes and Mark Upton-Brown's F9A Alini being first on corrected time as they were in 2021. An honourable mention goes to Luke Butler and Toby Yeabsley who completed the race in Roadrunner a DIAM 24 in 4 hrs 24 Minutes, very nearly taking line honours, fantastic effort 2 up in a 24ft boat.

Participation in the RORC series with races in the Solent area, cross channel and Baltic has been limited this year with only the occasional MOCRA participation, just a single different boat each race. This left Maserati as the overall multi-hull points winner, due to their success in the international RORC races.

Also in the Solent the Royal Victoria's various series over the season have had consistent entries of around 3 to 5 boats with James Holders Dazcat 1295 Slinky Malinki coming out on top of the open series and Richard Rae's Dragonfly 32 Strider coming out on top of most of the other events including the Merrydown Regatta.

On the east coast, the Royal Burnham has been running the usual bank holiday regattas with up to 5 entries. Nick Wood's F27 Origami came out on top of the Platinum Jubilee regatta as they did in the Burnham week regatta which had 6 entries.

We are looking forward to a full season next year, plans are falling into place to hold the MOCRA Nationals in the Solent, jointly hosted by the Royal Victoria YC and Bembridge SC. The intention is to have the event during the week preceding the Round the Island race on 1st July. The idea being that boats travelling from the East coast or the West Country can sail down the weekend before, sail in the Nationals Monday to Thursday, have a lay-day Friday, then do the RTI and sail home on Sunday, thus getting both events in for only a week(ish) off work. Alternatively, pop home for the week leaving the boat in the Solent and then do the RORC Cowes-Dinard-St Malo Race the following weekend, 7th July.

The racing sub-committee held its first meeting for a while in November to

examine some potential changes to the rating rule. The following items are under consideration:

- Changing the way sails are 1) measured: the MOCRA method does not correspond with either IRC or ORC methods of sail measurement, especially for mainsail heads. This has resulted in some erroneous measurements being submitted by people familiar with the "standard" ways of measuring. Thus, we plan to adopt a measuring method more in line, if not the same as IRC or ORC. This will be introduced for 2023 ratings.
- Free flying headsail 2) measurements, there has been some comment about the development in free flying headsails such that they are now quite effective up-wind whereas previously they were screecher type down-wind sails and as long as they were smaller than the spinnaker not rated. We are looking at a more progressive way of rating free flying headsails based on mid-girth, so off-wind sails would carry no or a very small rating penalty, but up-wind capable sails would carry a larger rating penalty. However, this needs to be balanced against regular jibs/genoas as currently up to 130% of foretriangle area is not penalised in the rating. These changes require measurement data to be gathered, including some data on bowsprit length and tack positions and some trials with experimental ratings compared to the current ones, so we are not expecting a change in the rating methodology before 2024. However, you will see a requirement for some more sail measurements, and measurements of tack positions in the 2023 rating renewal process.
- The rating of powered winches is being looked in to as these get a small penalty in most other rating systems.
- At the AGM a request was also made to examine the crew weight allowances.

Rating Secretary Report 2022

The MOCRA Racing Committee did not make any amendments to the Rating Rule for 2022.

120 MOCRA Rating Certificates were issued for 2022, compared with 88 in 2021. The certificates were emailed to the boat owners and have been published on the MOCRA Rating website.

Half a dozen multihulls were weighed during the year using the MOCRA Loadcell.

Simon Forbes, MOCRA Rating Secretary

Multihull Cruising What can MOCRA do to help?

Gordon Baird (Cruising Secretary) and Alan Rankin.

This article aims to see if help is what members want or need, and how we can best offer it. Over time, cruising plans of people have changed and the "Cruising in Company" events of the past have become more challenging with reduced enthusiasm for organised events. The logistics of mooring accommodation and the need for the energy and enthusiasm of an organiser face an often thankless task. If we are to be inclusive the sparse nature of the multihull community outside the Southern centres creates a challenge to engage an already individualist demographic. For those individuals, the benefits of accurate and up-to-



date paper, online and electronic cruising guides, and navigational accuracy of almost total reliability allow confidence of access to even the most remote places. What is

Hidden gems in the Clyde.

missing is an interactive and personalised process with up-to-date information and an ability to understand what you want and how to develop a good plan that will stand how personal constraints and preferences will be combined with combinations of weather, tides and geography.

In response to these changes, the committee sought a different solution: a cruising secretary who would be a gateway to local information through a conversation with a knowledgeable, skilled and experienced multihull sailor. In short, a networking agency. The cruising secretary would be in effect a finger pointing to a local resource who will help tailor your plans. It is our aspiration that as the system matures this will include the UK regions, Europe and perhaps other areas where MOCRA members have knowledge and contacts

As Scots, we are biased. We view the South Coast as a passage, not a destination, and with good reason. There are lovely places and nice people but busy and with a slightly urbanised accent; remote and sometimes pleasantly quirky experiences are rarer and often crowded experiences. But we perhaps should consider it if we were open-minded enough to speak to someone who knew what we seek and where it might be found. Equally, we might be able to advise where in our patches have a marina with a wide range of services, travel access from other areas and a plethora of short hops. Where the boat could be safely and inexpensively left for the summer and used as a weekend base from the South Coast or North of England. The Clyde for example is well endowed with safe pontoon berths that are rarely full and have good facilities but secluded, safe and lonely anchorages with short hops a certainty. For folding tris the Crinan canal is a wonderful trip. Further west access is more challenging, and once in the North West, few will do more than scrape the surface of the almost infinite opportunities to explore and engage with friendly and welcoming remote communities.



Dinosaur footprint Arran beach



Crinan canal



Staffa



Drift Inn. Lamlash Arran



Acersaid Mor on the island of South Rona provides refuge and a staging post on to the way north to the Minch from Skve



nchmarnock – uninhabited and beautiful



The island of Longa at the mouth of Gairloch offers 'uninhabited' solitude for a lunch stop or quite overnight rest.



Oldany Island offers an unspoilt and tranquil anchorage



Isle Martin Loch Broom. A community owned island offering walks and quiteness close to the services and shops of Ullapool

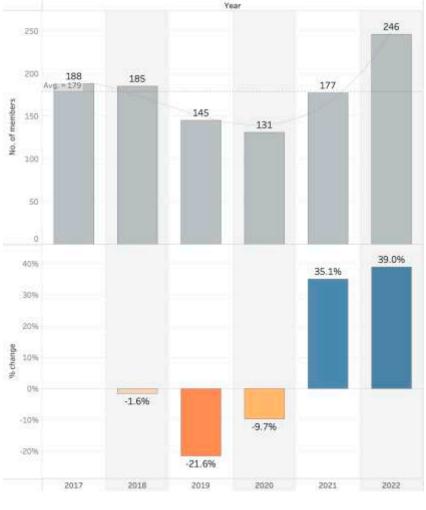


Goat fell Summit - a day walk from the free moorings at Brodick



The sailing boom in general and the multihull growth in particular are showing a continued robust momentum in 2022 despite the overall increasingly challenging environment. In line with this trend MOCRA member numbers are growing significantly (> 30%) in each of the last two years. With currently 246 active members MOCRA is delighted to report a new membership high in 2022.







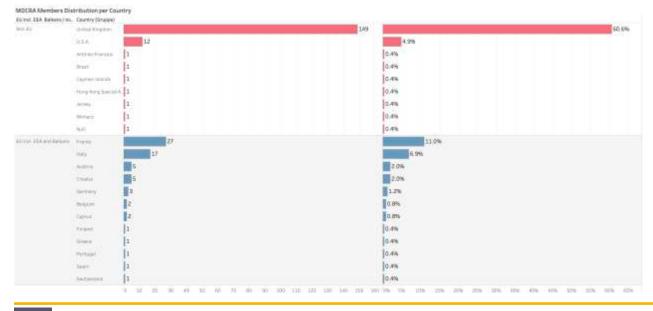
Whilst the majority of MOCRA members are still U.K. based, there is a lively MOCRA community in Continental Europe (France, Italy, Austria and Croatia amongst others) and in the U.S. More MOCRA members can be found in LatAm (e.g., in Brazil or in the Caribbean).

MOCRA continues to be an increasingly international association of multihull lovers.



In MOCRA's U.K. "home market" there are the established major member clusters in the Southeast, South and Southwest. Up north in Scotland there are also some very committed long-term members in "MOCRA's Scottish Division".

For those who would like to have a more detailed picture on MOCRA's global member distribution, the U.K. is home to about 60% of MOCRA's members, whereas France, Italy and the U.S. are the major three non U.K. MOCRA countries. There is clearly sufficient room for future development; especially but not limited to Asia and Africa. So your kind support in "helping to spread the multihull / MOCRA word" would be very much appreciated.





Within MOCRA trimarans are the largest multihull group with a share of 46% followed by Catamarans with 37%. For 17% we currently have no information on their type of multihull on file.

With the exception of France and Portugal MOCRA cruising members are exclusively located in the U.K., whereas non-U.K. MOCRA members are focusing on the racing side of multihull sailing. Likewise, the majority of new members are joining for racing / rating reasons.



At MOCRA we are doing our best to have complete and accurate member information. We couldn't do this without your active support. So, a big thank you to all of you for keeping us informed and up to date. Allow me to close with the "eternal" request of all member secretaries: Please let us know, in case your address and / or contact details are changing. Just a quick mail will do. In case you are not receiving the annual MOCRA Review or invitation to the MOCRA AGM, most likely your member details are incomplete or outdated. Please don't hesitate to reach out and we will be happy to make the required amendments directly.

Thank you for being a valued MOCRA member!

Andreas Hofmaier (Honorary Membership Secretary)

Scottish Island Three Peaks Race – a lonely time.

It was heartening to see the Scottish Islands Three Peaks Race 'back on' after two years of Covid enforced absence. The race was to be played out over the 18th – 20th May



weekend and attracted 38 boats. The event has the reputation of being the main multihull race on the Scottish calendar. Sadly the 2022 race had one multihull entry, my F27 Trade Winds. As it turned out the race was a 'perfect nightmare' for us with hours and hours of beating into a lively southerly wind and chop. We had elected to go again in the All Rounders. Our plan was simple. Send three fast young hill runners up Ben More and

Jura leaving the elder statesmen in the shape of Willie Gibson and myself to shuffle up Goat Fell on Arran, the shortest of the hill runs. The plan was fine; however, the execution was not without its challenges.

We were first out of Oban Bay and had the fleet strung out behind us. This was not to last as three large and well canvassed racers overhauled us on the flooky reach up the Sound of Mull. I had elected to hold on to the screecher rather than hoisting the asymmetric – this decision based on the overall experience of the crew aboard. It had been costly but as Gordon Baird and I often say. It's getting to Troon that is the main objective. After falling victim to a ghastly 'hole' near Salen on Mull we dropped off the runners in 4th place overall and 1st in All Rounders (4th/1st).

Our whippets ran exceptionally well with the third fastest hill time and we set off in very light airs at 22.00hrs in 3rd/1st positions. In next to no wind the fleet bunched at Duart Castle and then as we rounded the point to head south the forecast southerly blow came in that was to blight us for most of the race.

Overnight we bashed out way to the Sound of Luing only to

be faced with an extremely uncomfortable beat down the east side of Jura to Craighouse. The short chop and our 'laden state' with five crew and all associated running kit, food and oars and sliding seats hindering progress. To rub salt in our wounds and bloodshot eyes



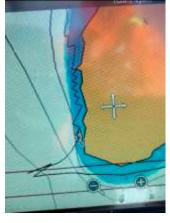
dawn came in and the wind dropped to a whisper. This left us struggling to make way in a still active chop and the merest of breezes. The frustration of the overnight sail and now slatting sails had me actively considering a move to campervanning as the past-time of first choice.

After a frustrating tacking sequence into Craighouse Bay we

MOCRA Scottish Report

dropped the runners in a lowly 9th/1st. The lads delivered on the hill yet again and we set off for The Mull of Kintyre and Arran in 4th/1st place.

With the wind on the nose, we set a long tack over the Kintyre shore, clear in our minds that timing would have us arrive and the 'Mull' hitting adverse 2-4+ knot tides. We 'ticky tacked' up the rocky shore under the cliffs and were finally picked off by the tide that took us offshore



despite our best efforts. For 2 hours we went sideways with no real progress to show for the efforts. The tide released its grip and we at last had a fast deep reach to Arran. In the bar after the race one of the other skippers bought a round for our crew. This he said was in appreciation of our persistence with the adverse tide, wave and wind remarking that at times we looked like a bobbing cork!

Our main competitor in the All Rounders had sailed through us at the Mull and by now the race was all but lost. Having dropped to 11th/2nd we landed 4 crew on Arran where Willie and I shuffled our way up and down Goat Fell over the 14 miles of track and road. As we plodded upwards to the summit, we greeted our opposition All Rounders with 'fixed grins' as they came thundering down the track. We knew



there was too much of a gap to make up on the water, but we soldiered on to the summit.

The sail across the Clyde was without event or any real competitive edge and we entered Troon a few minutes short of 48 hours since the start at 47hrs, 55mins. In terms of honours, we were 14th overall and 2nd in the All Rounder Class. Of the 20+ Scottish Islands Three Peaks I have 'enjoyed' 2022 must go

down as one of the most demanding on boat and crew. **There is always next year – you fool!** Alan Rankin Tradewinds



The transfer of ownership of Tri Mhor to one of Scotland's greatest Olympic yachtsmen, Mike McIntyre left me little time to get around the coast this summer, while I waited for new engines to arrive in Essex. This left a multihull class of one in the Scottish islands Peaks Race with Alan Rankin in the F27 Tradewinds choosing to do the all-



rounders. a particularly masochistic approach to an already demanding event. In addition, the weather Gods were upset, and the finish was wellearned. His account is currently being written for the vearbook. The West coast is as friendly, beautiful and diverse as ever, and multihulls are becoming less uncommon, but as yet most (but some of the best races such as

SIPR and Round Mull) choose to explore the vast and varied opportunities for cruising- weather and midges permitting.

Anyone looking for advice or suggestions should contact me if they wish and I will do my best or point you in the right direction.



Mocra Nationals 2022



Date - 29th April - 2nd May Venue - Plymouth, Falmouth, Fowey Host Club - Royal Western Yacht Club

Sponsors - Highwater Sails, PR Systems, Allspars Masts & Rigging, Multihull Centre

Words - Will Rogers (Trillium F28 AC)

A superb entry of 18 boats gathered in the South West of the UK for the MOCRA Nationals between the 29th April and 2nd May 2022. The event was carefully planned to include round the cans style and coastal racing which would suit all sizes of boat, get the season off to a great start and blow away the cobwebs and winter blues. Local boats were pleased to see competitors making the passage by road(!) or sea from further afield.



The 3 inshore races were to be held in Plymouth Sound while the coastal races would involve the fleet linking in with the Royal Western Yacht Club's 3 day Triangle Race which included 3 passage races, Plymouth to Falmouth (44nM), Falmouth to Fowey (20nM) and Fowey to Plymouth (22nM).

Coming into the weekend the forecast was generally light and predicting mainly light downwind racing on the





longer coastal races. With varied weightings applied to each race, there could be big gains, or big losses to be made over the longer coastal races. 9 trimarans and 8 catamarans made up the fleet, ranging from just 24' to 49'.

Friday - Plymouth Sound Races 1, 2 & 3

(0.5, 0.5, 1.0 Ratings)

The fleet gathered in a sunny Plymouth sound for 3 committee boat starts, the plan would be to do 1 windward leeward race within the breakwater (0.5 weighting), 1 short round the cans within the breakwater (0.5 rating) and 1 longer race navigating outside the breakwater (1.0 rating). For the first two races the wind was under 10 knots from the Southwest. Matt Baker on Wombat won that start on the pin end, but it was Misty, the F9A that took line hours and the win, Nigel Stevens coming in 3rd. In race two, Matt Baker and Wombat again showed their top time and distance as the little Grainger tri popped its bows in front of the fleet and didn't look back, only being overtaken by the pair of battling Diams. Peter Middleton in the Diam 24 Raygun took 2nd on corrected while the F28 Trillium started to get in the groove and finished 3rd. The first 2 races had seemed to favor the small lightweight Tri's, but race 3 would allow the larger cats to stretch away in the slightly bigger seas encountered outside the breakwater. After the initial

races the fleet were all starting to push harder on the line, competition was really revving up.

The longer distance 12 mile inshore would give the fleet plenty of tactical challenges, sail changes and mark



roundings with more at stake with this race having a rating of 1.0. A late wind shift saw Trillium as well as several others seize the opportunity for a port flyer. Desperately trying to hold off being rolled by Simon Baker's Hissy Fit and Will Lee's Twister F9 the pressure got the better of Trillium who took a bad shift on the first beat dropping back significantly. As the fleet headed out of Plymouth Sound the building breeze and sea state saw the larger Dazcats of Hissy Fit and James Holder's Slinky Malinki really started to show their potential, pulling out from the fleet. Meanwhile, the two Diam 24s demonstrated their incredible speed on the close reaches in solid breeze - a close battle was developing between the two as they screeched well into the lead on the tight reaches south of Plymouth Breakwater. However, the

two Diams could not quite do enough with Hissy Fit and Slinky Malinki coming in to take 1, 2 on corrected time with Peter Middletons Raygun taking third just seconds in front of Luke Butler's Diam. Matt Baker's Wombat would lead into day two followed by brother Simon on Hissy Fit. Trillium had managed to hold onto third.

Huge thanks are due to Roger Irvine for this day's racing, setting some exciting courses in light airs with several shipping movements to work around.

Saturday - Race 4 -Plymouth to Falmouth (Rating 1.5)

Saturday delivered a light 10 knot easterly and clear blue skies for a 40 mile downwinder to finish at the entrance to the stunning Carrick Roads. With such a long day of racing on one leg, on Trillium we knew we needed to work hard to stay in touch



and get off the line fast to avoid the larger boats wind shadows. With Friday giving an indication of form, we paid a close eve to Wombat and Hissv Fit, but also knew that Slinky was sailing well and we would need to work on every little bit of boat speed to stay as close as possible. Our crew of three rotated on helm, kite trim and bacon cooking duties gybing downwind on the shifts, not giving too much leverage to our main competitors. Crossing the line in just under 6 hours we knew we had probably done enough to put ourselves on the podium, but looking behind we could see that Dominic Gooding and Brendan Seward had sailed Belladonna extremely well to take the win. Slinky Malinki had done a superb job keeping close to the larger Dazcat Hissy Fit and took 2nd, while we were pleased with securing the last podium



spot and banking some good points on this heavily weighted race.

Boats moored up in Port Penndennis marina with the walk ashore and a glance back showing the impressive fleet all rafted together. Multihull sailing in the UK really showing its strengths.

IThe Saturday social was hosted by the Royal Corinthian YC, Falmouth, putting on great food and a fantastic opportunity for all to catch up, meet new friends and share plans for the season.

Sunday - Race 5 -Falmouth to Fowey

(Rating 1.0)

Sunday dawned overcast, just like many of the sailors heads. The forecast was very light all day with everything still to play after Saturday's weighted race having brought more boats into contention.

The fleet started into a zephyr from the SSE and slowly crept around St. Antony's Head. Heading east, some took a more southerly route enabled by better pointing light air headsails, this was further to sail, but they would gamble on the wind reaching them first. Trillium hugged the shore, so close we had to pull the dagger board up at times as we crept along in the light air. The stand out performance of the day went to Nigel Stevens on Triassic,

Words from Nigel:

"I cleared St Anthony's head and was able to ease off and lay a pretty much direct course for Fowey. I've got a lovely screecher on Triassic which has proved to be a very effective headsail in these conditions and for a long time I was able to keep the bulk of the fleet behind me, with just Wombat close to windward and Twister a hundred yards or so to leeward. Unfortunately for me the weather gods had other plans and as the winds shifted the spinnakers started appearing and it all got very close with Slinky Malinki, Wombat, D1 and myself passing through the narrow entrance into Fowey in line abreast. Although I was mugged over the line I had done enough to win on corrected time. I was over the moon!"



Second on corrected went to Dominic Gooding on Belladona, who was now really in contention after two good days following their tough first day. Peter Lilywhite on Adonnante sailed a great race, rolling through the fleet to finish 3rd.

Screeching from Dodman point to Fowey the battle between the Diams was really hotting up - the two one design tri's were working hard to draw every last bit of speed out of their machines. Described by some of the sailors in the bar that evening as some of the best boat on boat racing they had done for a long time there were plenty of smiles.

On Trillium we worked hard to maximize speed in the light airs and then get the right sail up and working as the breeze built. We changed sails 4 times between Dodman and the finish to hold 4th and lead into the final day...JUST. Slinky was just 3 points behind with Beladona hot on our heels.

Another great night in the Royal Fowey Yacht club was a superb opportunity for more multihull chat, and some banter to the majority of the monohulls who in the light winds had been forced to retire.





HAT ASY

Monday Race 6 - Fowey to Plymouth Cattewater (RWYC Club line finish)

The day started with a postponement due to light winds, followed by a start in just the tiniest breath close reaching. There was all to play for today with several boats still well in contention and the light and fluky conditions would add to the pressure for boats fighting for the top positions. With the multihulls starting just after all the monohulls competing in the triangle race we found it was critical in a smaller boat to avoid the wind shadows as we weaved our way through the monohull fleets.

Nigel Stevens (Triassic) and Matt Baker (Wombat) got away well, while the larger Dazcats didn't get off the line so well due to the light airs but as the breeze started to slowly build we all watched them closely as they gradually gained and got closer and closer. It was certainly a day where the benefits of the lighter weight trimarans showed.

As we all crossed the line, it was unclear who would be the MOCRA national champion from those in contention. On Trillium, we knew we had done enough to beat our nearest competitor Slinky Malinki, but it would be a waiting game to see how Belladona would finish the race and if they could mix up the final positions.

As the corrected results came in Nigel Stevens on Triassic had sailed yet

another superb race for his second win of the event. Trillium secured 2nd and Wombat 3rd. Belladona came in a very

respectabl e 4th, but not enough to take the overall event win from Trillium or the 2nd



place from Slinky Malinki. A very closely contended championship with a wide range of sizes and types of multihulls taking the top spots suggesting also that the MOCRA rating does its job effectively.

Not a wild and exhilarating 4 days of sailing, but some amazing tactical racing, that worked us hard around some stunning coastal waters. Thanks so much to everyone who supported the event, through either local boats turning up and non-local boats making the passage (or drive) to Plymouth. Thanks for the generous event sponsors and of course the RWYC for hosting such superb racing. My first MOCRA event, but really showed me that the MOCRA fleet in the UK is competitive, thriving and full of passion. Roll on 2023!

Final results:

https://www.halsail.com/Result/ Public/60793

Will Rogers Trillium

The fleet beat to windward in the windward reward race of day 1

Race Report: mostly multihulls focus

Race organised by Royal Western Yacht Club

By Oriel Butcher (Dazcat & Multihull Centre Media)

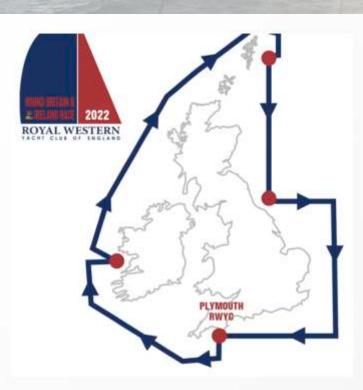
19 boats left Plymouth Sound at 11.30 on Sunday 29th May. These included seven multihulls and 12 monohulls.

The multihulls included a Shuttleworth Design trimaran 'Morpheus', a TS 42 'Kahu' from Belgium, a Newick trimaran 'Nemo' and four different models of Dazcat: D1495, D1195, D10, D995R.

Match racing with some of the multis for much of the way were the Open 50 Pegasus and Sunfast 33 Orbit. For the full entry list visit the RWYC website. The race remit is to sail outside everything that is the British Isles and Ireland, excluding Rockall and the Channel Isles. It makes for a demanding course of some 2000 miles. From waterspouts to massive wind holes this 15th edition of the Corinthian classic organised by the Royal Western Yacht Club of Plymouth stayed true to tradition full of challenges and surprises.



Since the first RBI in 1966 this has been a two-handed race consisting of five legs with four mandatory 48 hour stopovers. This 2022 edition broke with race tradition – the course was changed to four legs with three stopovers and among the fleet for the first time there were also fully crewed boats and the fleet was heading to the new destination of Galway for leg one and Blyth in leg three. Another break with tradition was the ban on rowing, which in previous iterations had



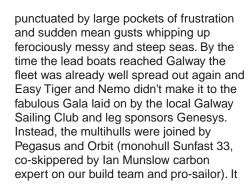
Three mandatory 48 hr stopovers in Galway, Lerwick and Blyth made the difference between winning and not winning. The lead boats left the Sound at an astonishing speed. Unsurprisingly, at the front of the fleet and making an impressive sight was the all carbon Shuttleworth design trimaran 39 'Morpheus'. The surprise came with the Belgian entry, TS42 'Kahu', following them like a rocket, or, like a big cat hunting down its prey. It was a tight reach up to round the

Eddystone before turning west towards the Irish sea. By then Dazcat 1495 Hissy Fit was neck and neck with the TS and they, along with the monohulls Open 50 Pegasus and Morpheus, who was already miles ahead, seemed to have marked themselves out as the fleet leaders. Coming up behind them were Dazcat 1195 Sueños, Sunfast 33 Orbit, Dazcat 10 Belladonna and Dazcat 995 Easy Tiger, with Newick trimaran Nemo bringing up the rear of the multihulls fleet. But it wasn't long before the first of the massive holes struck and somewhere off the Lizard Hissy Fit was soon within shouting distance of Morpheus. As time went on they were joined by the rest of the fleet in what was to become the second start line as they all waited, drifting together in the murk, for the wind to fill in.





As the lead boats wallowed around in frustration. further back Belladonna watched in astonishment as a tornado type cloud picked up water. passed over Easy Tiger and then 'chased' them for several very long moments. Belladonna





was here in Galway that Morpheus, the only fully crewed multihull, swapped out the first crew member. They swapped one at each stop.

Leg Two

The next leg took the fleet up the Irish coast, around the Western Isles, up around Muckle Flugga and then into Lerwick in Shetland. This leg, according to all contestants was the most beautiful in terms of scenery and wildlife. They encountered 'dolphins as far as the eye could see' as well as meeting a small pod of the rarer bottle-nosed dolphins, minky whales and a vast plethora of birdlife. It was also the leg where the most carnage occurred.

As we watch the carnage unfold from home...

You might imagine that there'd be some relief from all this pounding as the boats rounded the top of Britain and headed south. All the way up the wind had blown northerly but as they turned south, to the dismay of all, so did it! As the lead boats approached Muckle Flugga there was some serious excitement from Simon and Dan on board Hissy Fit, and groans of



filmed the chase and Easy Tiger, who had stopped filming to deal with the conditions, appeared shortly afterwards on camera looking somewhat shaken and a little uncertain about what had just happened...The footage has been captured by both Belladonna and Easy Tiger in their leg one videos.



The wind eventually filled in and set its theme for the race: light, fickle, headwinds



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dismay on board Morpheus. The big, fat, comfy cruising cat with hot water, fully stocked galley, below decks heating and racing just two-handed was actually within eyesight distance of the bare bones, fully crewed, hot-bunking, dehydrated-foodeating race machine, Morpheus. That was it for pretty much the rest of the course and in an astonishing turn of events Hissy Fit arrived back in her home port of Plymouth just 11 miles behind Morpheus, having kept on her tail relentlessly. The super lightweight cruising cat carrying massive power capability that can sail close to the wind and doesn't stop in her tracks every time a wave comes by. A distinguished and impressive piece of engineering.



Andrew Fennell, owner of Morpheus, wrote eloquently about their race in his article for Sailing Anarchy "In an uncomfortable trimaran".

Yet perhaps more impressive still was that Dazcat 1195 Sueños arrived into Lerwick in first position on corrected time. They held this lead through the next leg down to Blyth and looked to have a very strong chance of taking the race title...Until, during the final leg, they fell into the windhole to end all wind-holes and had to sit on the kedge for many hours as they saw their chance of winning tick past. Sueños, launched in 2010, is no youngster and Rupert and co-skipper Alan between them are 148! That makes all of them very experienced and on this race Rupert took the record for the most completed RBI races - seven in total. They had dubbed themselves 'The Ancient Dreamers' for the race and for a time it looked as though their dreams might come true. In second place at this point was the TS 42 Kahu (Michael and Ian), with Hissy Fit in third.

Heading straight into the steep seas for hundreds of miles started to take its toll on the older and smaller boats. On board



Easy Tiger they had to pull into Killybegs to effect a repair on the rudder fuse holder and reseal some windows. This lost them 24 hours but they battled on for two more days into light head winds. It was when 35 knots loomed on the forecast that they decided they and their boat were tired and they pulled in again, this time to Stornoway. While they waited out the northerly blast, watching the other boats round Muckle Flugga and head to Lerwick, Neil and Julian made the decision to retire from the race and enjoy a gentle cruise home through the beautiful islands.

Belladonna was also taking a hammering but they persevered until a pre-race injury to owner Dominic's elbow became impossible to ignore any longer when his whole arm became swollen. They pulled into the almost deserted bay of Mol an Dunain on the Isle of Lewis. None of the boats were racing with dingy so it was with huge gratitude that Dominic accepted the offer of a ride ashore from a local fisherman called lan, who then surpassed all expectations by handing over the keys to his truck and pointing Dominic in the direction of the nearest doctor a few miles up the road in a tiny town called Carloway. Here, with the nearest hospital being a five hour taxi ride away, the local doctor kindly supplied a selection of medications to reduce swelling and pain. One wonders how the locals cope in an emergency but this doctor obviously plays a crucial role in this remote little town and while he advised an X-ray he was also understanding about the race circumstances. For Dominic and his indefatigable energy and spirit of competition the five hour drive to hospital and back seemed like too much time out, so he put his hopes on the medication and off they set again into the same punishing seas. The 10m Belladonna, now 24 years old, had done well in the 2018 race but as she started to grumble at this relentless pounding Brendan became more concerned by Dominic's injury as his arm continued to swell, and they too eventually

decided to retire. They left Belladonna in Oban with Dominic hoping for a bit of cruising in the beautiful isles once he is back to full health. It turned out Dominic had chipped the bone on his elbow before the race even started. That they got as far as they did is pretty impressive.

Nemo, with owners Matt and Enora coskippering, was also struggling but we didn't know what was going on with them. The race tracker was faulty on a number of boats including Nemo who had also lost their AIS so we had no sights on them at all. As the lead boats enjoyed the hospitality in Lerwick and others retired. Nemo had been off the radar for nearly three days. Concerns were starting to escalate when they finally reappeared within signal range as they approached Muckle Flugga, reporting a crack to their main beam of significant structural concern. They limped their way into Lerwick, where fortunately with the help of local boat building expert Fred from Shetland Composites they were able to build in enough strength to sail home as gently as possible.

All crews complimented Lerwick on their incredibly warm welcome. Excellent photos of Nemo leaving Lerwick after effecting their repairs, with thanks to @charlieumph



Leg Three

As they set off from Lerwick we had Sueños in the lead on corrected time, followed by Kahu and then Hissy Fit with Morpheus in fourth position. But of course, there now seemed to be a very real possibility for Hissy Fit to actually compete with Morpheus for line honours. They were so tantalisingly close...

The leg to Blyth continued into the fickle southerlies, with the additional challenges of avoiding oil rigs and massive, eerie, wind farms.

Added to this were sudden, intense gusts of wind - Hissy Fit saw 38 knots come from almost nowhere. Bring overfalls into the mix and it was in general an uncomfortable, wet and lumpy leg that even saw Hissy Fit's skippers mumbling about looking forward to drying off. Maybe it's just as well it was a particularly short leg, though of course that only left extra pain for the fourth and final stint homewards.

The stop at Blyth, hosted by the Royal Northumberland Yacht Club, provided a warm welcome to all.

shows both boats going backwards and sideways on several occasions as the tidal currents out-powered the wind. Twice Hissy Fit had to kedge and reports back that hauling up the kedge from 50 meters was the worst part of the entire race. In the end, having come as close as two-miles between the boats, on the morning of June 17th Morpheus crossed the line just 11 miles ahead of Hissy Fit taking line honours (though of course, not forgetting they were fully crewed so strictly speaking racing a different race). But, with the Dazcat 1495 around 20 hours ahead of them on corrected time there's no doubt which boat came out tops in the performance scales. In real time, if you remove the mandatory stopovers, Hissy Fit and Morpheus completed the 2000 ++ miles into fickle light headwinds in just 13 days. Impressive stuff from both boats.

Pegasus the, Open 50 racing for Parkinson's awareness, arrived the following day in a flurry of wind and spray making quite the spectacle and taking monohull line honours. Pegasus by 6.30 this evening to win on MOCRA handicap have gone. It has been a good race but nearly all upwind. Apart from two stretches of 49 miles we have been hard on the wind since the Aran Islands off Galway. Looks like we will finally get a pretty boisterous reach to Plymouth."

The wind had indeed finally turned, so with a northerly settling in they thought they'd enjoy a great reach home. Some parts of it might have been that, but in a final cruel twist they had to reduce to bare poles during the night as the winds gusted to 38 knots. Despite this they made excellent time and found themselves match-racing with Orbit all the way back to Plymouth. They flew into the finish line just half a mile apart on the morning of June 19th exactly three weeks after their departure and having sailed over 2000 miles! Apart from the tests to patience, seamanship and boat, a big attraction of this race is the opportunities to socialise at



Leg Four

In multihulls we now had Sueños still in the lead, Hissy Fit in second place and Kahu in third. Things were looking close and with a long leg coming up almost anything could happen so it was with dismay that not long after setting off on the final leg we saw an about turn from Kahu as they headed into port and then crossed the channel the following day, headed for home. Perhaps they had just run out of time and with more light winds ahead home just looked too close to simply sail on past? Although we were disappointed they might well have been feeling quite smug as they sat at home watching the remainder of the fleet flounder. Have you ever seen anything quite like Hissy Fit's track.

So then there were just three...Leg four proved to be relentlessly tense as Hissy Fit and Morpheus came within two miles of each other while Sueños sat in their personal wind-hole. The tracker clearly had raced the first three legs with Banksy the owner on board. Banksy has had a diagnosis of Parkinson's for five years and has been working with researchers to explore the benefits of exercise and sailing.

Further down the fleet Orbit had caught up with Sueños just as the wind returned for them. Rupert had written "As we sit anchored off Beachy Head waiting for the tide to turn and the wind to come any chance of getting to Plymouth



the stops. Many of the crews know each other from previous races and different boats so it's a great chance to catch up and share their adventures old and new as well making new friends. The local clubs and ports always lay on an impressive welcome and support, making sure the crews and boats are well taken care of. It's also lovely to hear the reports that this warmth towards the racers (or possibly to all sailors in need) is prevalent throughout our northern regions, regardless of whether it's an official stopover or not. Perfect strangers offered amazing generosity and support to all those who pulled in for various reasons. The racers have all said they'd like to come cruising in this area and spent at least some of the lighter wind time studying the chart for possible future cruising spots.

The comradery, the scenery, the wildlife, the warm welcomes and the unpredictable challenges. It's what keeps many returning to do this race again and again. And of course we're thrilled to have two Dazcats in 1st & 2nd places, well done to Hissy Fit and Sueños. Also of course to team Morpheus and the two monohulls Orbit and Pegasus.

Results from the 2022 edition are here. You can click through to see separate results for each leg, fully crewed results and IRC results: https://www.halsail.com/Result/Public/63346

The Round Britain and Ireland Facebook page covers events from all entries:

https://www.facebook.com/RWYCRoundBritainandIrel and

The 2022 RBI Playlist on Dazcat You Tube channel has footage from on board all legs. It makes a compelling story:

https://youtube.com/playlist?list=PLWV92NthSQOvS1 bek38z1Ql35UgRevF2M

Several of the boats and teams that we've mentioned also have their own social media so you can scroll back and follow the blow by blow updates: Dazcat: https://www.facebook.com/Multihullcentre / https://www.youtube.com/c/DazcatCatamarans/video s

Multihull Centre:

https://www.facebook.com/Themultihullcentre

Trimaran Nemo: https://www.fa cebook.com/N emoSailingTri maran Pegasus of Northumberla nd: https://www.fa cebook.com/gr oups/1095690 720611159 Morpheus runs a private group.



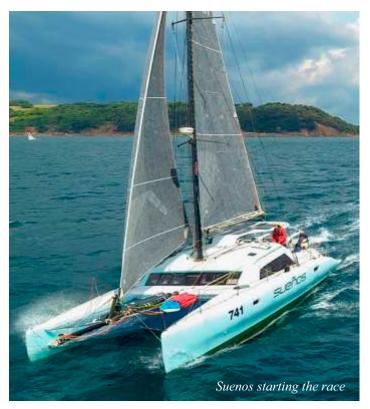






Hissu Fit

Barton



The Round Britain and Ireland Race (RB&IR) is one of the iconic races originally proposed by Blondie Hasler and first run by the Royal Western Yacht Club (RWYC) in 1966. After the OSTAR it became the second iconic race, attracting many top sailors, at its peak in 1982, attracting 85 entries and still had over 60 boats in the first races in which I competed in 1985, 1989 and 1993. The formula of a continuous race, but with 4 compulsory stops was brilliant, especially the stops in Barra and Lerwick. As expressed by Phil Weld (winner of the 1980 OSTAR) after the 1974 race: "It has been such terrific fun; the point of the whole thing is the marvellous people you meet, the other contestants, the camp followers and the locals in each port. The Round Britain is a wonderful race."

This year the race was changed by reducing it to 3 stops in Galway, Lerwick and Blyth, sadly missing out Barra. This made a longer first leg, a much longer second leg of 750 miles, a short third leg and a long final leg from Blyth back to Plymouth.

My co-skipper for the race was an old friend, Alan Mitchell, who I first met when we were competitors in the same 30foot class in the 1985 RB&IR. Alan then completed 2 RB&IRs on Fiery Cross in 1989 and 1993. The 1989 race was our best when we won our class and finished 6th overall in a fleet of 60 boats. The 5 boats ahead were all much bigger than Fiery Cross. Alan told everyone that, in view of our more advanced ages, the plan was to cruise round, but I knew the moment we started, his competitive instincts would kick in.

This year's race had 17 starters of which 7 were multihulls, although Andy Fennel's trimaran Morpheus was sailing in the newly introduced fully crewed category with a crew of 4. All the rest were two-handed. The race started with a power reach across Plymouth Sound. Kahu, the Belgian TS42 catamaran (actually 44 foot long), crewed by Michel Kleingans and Ian Wittevrongel took off like a rocket leaving both Suenos and Hissy Fit in their wake. We were wondering whether we would see them again. Michel,

Suenos Round Britain by Rupert Kidd

whom I have known for years, was by far the most experienced sailor in the race and would be tough to beat. As it was, the wind dropped and by afternoon the next day, we were all becalmed with a windless zone south of Mount Bay, where all the leading boats collected and at one point were all almost dead level in a N-S line. At one stage on Suenos we found ourselves situated on the arrow point of a patch of breeze, such that we came right up to Kahu and Pegasus, who were becalmed within 50m of each other and carried on straight past before they could pick up the breeze.



Half-way across the Celtic Sea it became a dead beat that extended all the way up the SW corner of Ireland. Dominic Gooding and Brendan Seward on Belladonna, and Neil Boughton and Julian Weyer Brown on Easy Tiger were close behind until the windward sailing slowed them down. At least we had wind as we passed Great Skellig, where Suenos had been becalmed for almost 24 hours on the previous race 4 years earlier.



We had an interesting tacking duel with Kahu, who were sailing 1 to 2 knots faster than Suenos but tacking through a wider angle such that by the time we turned the corner, after passing Dingle Bay to head NE up toward Galway we had overtaken them. Once onto a reach on the new course they soon shot past again. The last part of the leg proved very frustrating as the wind died and we took 7 hours to cover the last few miles in Galway Bay. This put us 13 hours behind Hissy Fit, which equated to 8 hours on correct time with Kahu 4 hours ahead, but only 20 minutes on corrected time. Belladonna was still in touching distance some 4 hours further back, but Nemo and Easy Tiger were a long way adrift. Galway was a new stopover for the race, where we were made very welcome with the boats moored in the inner harbour and a great reception put on and we got to spend time with the crews on the other boats. Previously the race had stopped on the South coast of Ireland at Cork and later Kinsale. One advantage of the Galway stop is that it took us closer in along the west Irish coast, so that we got to see much more of the spectacular coastline. Shortly before we left, Chris Briggs arrived to replace one of the crew on Morpheus, who had to leave for a family emergency. Chris did two legs on Morpheus and then the final leg on Pegasus, thus



being on both the first multihull and first monohull in the race.

Departure from Galway was nearly as painful as coming in with very light winds. There was then a lovely 40-mile reach along the south side of the Aran islands, but shortly after it was hard on the wind for 650 miles all the way to Muckle Flugga at the top of the Shetlands, first a fetch and then a dead beat. Most of it the wind was guite light and while a little bumpy it was enjoyable sailing. We passed close to the spectacular St Kilda in beautiful weather and the wind favoured tacking inshore and then out to leave all the Flannan Isles and other outlying islands to starboard. By this time, we had no idea where our main competitors as Hissy Fit, Kahu and Suenos all had problems with failing trackers. It was also a shame for everyone following the race. Such a long beat could also lead to wide separation. We picked up what could only be a yacht given its speed and direction on our AIS. To our surprise it turned out to be Kahu, who had left Galway 4 hours ahead of us and had to give us quite a bit of time on handicap. We then spent the next 24 hours within sight of each other regularly crossing tacks. As the wind picked up, we could see them start to gain on Suenos, as Kahu is a bigger, more powerful, boat with more bridge deck clearance, so could cope with the bigger seas more easily. The last 12 hours or so approaching Muckle Flugga were remarkably rough considering there was only about 20 knots of wind. The seas were very confused and at times the autopilot struggled to cope, and we actually had to hand steer! Once round Muckle Flugga and passed the top of the Shetlands it was a quick scoot down the 40 miles to Lerwick. Though we lost a few hours on Kahu but were well ahead on corrected time. Furthermore, when we managed to work out the correct time ourselves, since the race office seemed unable to do this, we were very surprised to discover we were leading the race on corrected time by half an hour over Hissy Fit.

In Lerwick we were made welcome by local sailors and the famous Lerwick Boating Club. For once it did not rain or blow a gale while we were there. The fleet was now spread out so that there was only Morpheus, Hissy Fit, Pegasus (the Merfyn Owen designed Open 50) sailed by Ross Hobson and Adrian Banks, Kahu and Suenos. Later Orbit, the Sunfast 33 came in and shortly before we left Nemo arrived, having had to retire after motoring in with structural damage, which Matt Theobold and Enora Pichon repaired and then sailed back to Plymouth. Sadly, the two other Dazcats, Belladonna and Easy Tiger had both had to retire with various issues. The incessant beating in small catamarans took its toll.

From Lerwick to the next stop, Blyth is only 300 miles due south. The wind now was due, of course south, so yet another beat. A bit more wind, it was first one reef then two as we tacked back and forth. We headed in toward the Orkneys, which Alan was hoping to see for the first time. Although we were less than 10 miles away it was not to be in the poor visibility. We were now into an area of wind farms in the Moray Firth to add to the oil platforms. I almost felt I was in familiar territory, because although I had never been on the sea there, my first job in an oil company had been mapping the Moray Firth with seismic data. As we were approaching Kinnaird Head, the boat was slamming really hard as the waves were refracting round the headland, so we were going straight into them. It was time for the third reef. The route tracker showed it would be better to short tack down the coast past Peterhead, where it would be 20 knots or so compared to 25 to 30 knots further offshore. We did several tacks, coming back in each time we reached the big seas and higher winds, but with the tide against us we were hardly making progress. A change of plan and we headed out to the rougher conditions as we thought the freeing wind would let us head back inshore further south approaching Blyth. It proved not as bad as anticipated, and we made good progress south under 3 reefs and a heavily furled jib. Approaching the Northumberland coast, the wind freed and with flatter water Suenos was hitting the high teens as we passed Flamborough Castle. The reefs came out and went back in several times until we got to Blyth, but a lovely last 40 miles close reaching.

When we got to the marina tucked inside an industrial port, we had a great welcome from the Northumberland Yacht Club and got lunch in their clubhouse on an old lightship moored in the marina. We had been fortunate to arrive on a Sunday morning as the rest of the time the club was closed except in the evening. Otherwise, it was a couple of miles walk down the coast to get a nice meal in a pub. Nothing much close by. When Dominic Boons and Ian Munslow on Orbit arrived, having had a wet and miserable time in a small boat not designed to go to windward, there was nothing available, so Alan cooked them breakfast on



Suenos. However, above all Blyth is the wrong place for a North Sea stop over. A site a relatively short distance from Lerwick and leaves a very long leg back to Plymouth with lots of gas rigs, sand banks and wind farms to deal with before the Thames Estuary, more wind arms and then the Straits of Dover and the Channel. Lowestoft was a much better stopover with the Royal Norfolk and Suffolk Yacht Club, a great club that was always open.

The results in Blyth showed that Suenos was now leading on corrected time over Hissy Fit by more than 4 hours. We were gaining on them and were also a long way ahead of Kahu, who were in third place. However, on studying the weather for the next leg we realised we had little chance of hanging on to our lead. It was going to continue to be upwind, but Hissy Fit was going to get a fetch most of the way to the Norfolk coast, while we were going to have a dead beat in quite light airs. So, it proved to be. The only break in this was 30 miles of light weather reaching off the Norfolk coast, during which we managed to catch a lobster pot round one of the rudders, before it was back to beating again. Dodging the wind farms and keeping to the very tight line of avoiding any traffic separation zones was tedious. With the wind dying we had to anchor off Ramsgate waiting for the tide to turn. At this point Kahu, who had been 30 miles ahead decided they had had enough. They went into Ramsgate for the night retired and headed back to Belgium. Michel Kleingans graciously messaged us saying they did not think they could beat us and with pressing time commitments a short trip home was too tempting. Since it was clear we were going to lose so much time on Hissy Fit, we knew we could not beat them, there was no longer anyone for us to race. Just a cruise home. In fact, the wind deserted almost completely, and we were in sight of Beachy Head for 24 hours, kedging twice. Finally, when the wind did come, it came with a front passing through, which at nearly 40 knots caused us to drop the mainsail completely off the Isle of Wight, but we were still making over 10 knots with a partly furled jib. Back to 3 reefs across Lyme Bay we had another exciting time off Start Point, but we were now back to racing as while we sat becalmed off Beachy Head, Orbit had managed to sail round us. We had a fun sail against them, shaking out the reefs off Salcombe. We finished a few minutes behind them, but they later had penalty time added on for going through a traffic separation zone.

Thus, in the end Suenos finished second multihull in both line honours and corrected time. Overall including the monohulls, we were third in line honours behind Hissy Fit and Pegasus. Morpheus had finished just ahead of Hissy Fit, making them the fully crewed class winners.

Congratulations to Simon Baker and Dan Fellowes on Hissy Fit on the Two-Handed Race win. We kept them looking over their shoulders until our park up off Beachy Head. In total we were on the wind for around 90% of the time. We used the spinnaker for an hour or two three times and the bigger screecher only a few times. This was remarkably like our experience on Alan's previous race in 1993. The only thing we broke was the mainsail clew Velcro strop. Suenos could easily have gone round again, but I don't think the crew could have faced anymore beating to windward! A good one-two for the Dazcats. They are tough boats.

Our thanks to Adrian Gray and the RWYC for organising the race, the support crews at the stopovers, and the other competitors whose company we much enjoyed and my thanks to Alan Mitchell for coming round Britain with me for the third time. We were pleased with what we achieved on Suenos' 4th trip round, as we were by far the oldest crew with a combined age of 146 (30 years more than

Morpheus and they had 4 crew!). Not bad for a boat still equipped with a washing machine. I believe the 7 **RB&IRs I have now** completed, spread over nearly 40 years is more than anyone has done. I have enjoyed them all and I hope this iconic race continues and is able to attract the bigger entry it deserves.



Morpheus Round Britain and Ireland Report

The Royal Western Yacht Club Round Britain and Ireland race started in 1966 and was reportedly described by Robin Knox Johnston who has won it twice as one of the hardest races in Northern Europe. The race takes place every 4 years and now has 3 48 hr stopovers. Galway in Ireland, Lerwick in Shetland and Blyth in North East England.

This year for the first time the race allowed both 2-handed and 4-handed entries, previously only 2-handed entries were permitted.

We entered Morpheus, a 39' carbon trimaran designed by John and Orion Shuttleworth and launched in 2018. The boat was designed to compete in the Round Britain race but missed entry to the 2018 race by a whisker. This year we entered in the fully crewed (4-handed) category. Our main competitors were Hissy Fit the Dazcat 1495 50' catamaran sailed faultlessly by Simon Baker and Dan Fellows and Pegasus the swing keel Open 50 sailed by Ross Hobson, Adrian Banks, and Chris Briggs. There were also a number of smaller multis and monohulls in this year's race.

On this race, the whole of the British Isles was covered by an area of high pressure which made for challenging conditions. 90% of the race was upwind and pockmarked with wind holes for 3 out of the 4 legs.

Leg 1 Plymouth to Galway approx. 530 miles

We came off the start line in a brisk 20 knots TWS which saw the boat fully powered up and peaking at 19 knots boat speed. After rounding the Eddystone lighthouse we bore away and raised the screecher reaching off in the high teens and early 20s along the SW British coast. In a premonition of what was to come we stretched out



a comfortable lead on the following boats of about 30 miles until the wind switched off somewhere between the Lizard and the Scilly Isles. We watched appalled as the entire fleet caught us and joined the park up, waiting for the wind to reappear. Once the wind filled in again we were reaching through the Scillies on the first night and tacking towards the Fastnet Rock. Rounding the rock we continued to follow the southern shore of Ireland round before heading north to Galway – all the time waiting for a bear away which never happened....hard on the wind all the way to Galway!

We arrived in Galway just a few hours ahead of Simon and Dan on Hissy Fit with Pegasus joining us the next day. In Galway one of our crew had a family emergency and had to go home at short notice. We called veteran multihull sailor Chris Briggs and 4th leg crew for Pegasus and he dropped everything to join us for Legs 2 and 3. Thanks Chris!

Leg 2 Galway to Lerwick

We left Galway at 1400hrs after our 48-hour stop and proceeded upwind for most of the 2nd leg (around 750 miles north, around St Kilda and over Muckle Flugga – the northernmost point of the UK)..once again, between Scotland and Shetland the wind

Morpheus Round Britain and Ireland Report

crapped out for a day and up crept the forerunners in the fleet behind us (Hissy Fit, Pegasus and Orbit the Sunfast 33 sailed by Dominic Bowns and Ian Munslow). The race restarted again- and not for the last time, with Hissy Fit very close by. Upwind all the way to Muckle Flugga where we cross tacked 100m in front of Hissy Fit! Bearing away after Muckle Flugga made for some exciting reaching for all of an hour or so, followed by a downwind surf for the last 30 miles down to Lerwick in big following seas. That was the fun bit. We arrived just 2 hours in front of Hissy Fit.



We were the lucky ones. We saw a max wind speed of just 25 knots on leg 2 up to Lerwick. The following fleet were not so lucky. With the wind speed increasing dramatically, and still all upwind, 3 of the smaller multis suffered damage and gear failure and had to retire from the race. Belladonna Dazcat 10 sailed by Dominic Gooding and Brendan Seward had to retire due to Dominic suffering an injury and



problems with the rig. Easy Tiger sailed by Neil Boughton and Julian Weyer Brown had steering problems and took shelter in Stornaway. Most notably Nemo (Newick 36 sailed by Matt Theobald and Enora Pichon) made it to Lerwick but suffered structural damage and retired in Lerwick to effect repairs for a gentle sail back South. Leg 3 Lerwick to Blyth approx. 330 miles

We left Lerwick in a gentle upwind breeze (naturally). The breeze built up



to around 20 knots and we tacked all the way to Blyth in a nasty North Sea chop, arriving somewhat battered and bruised in Blyth around 36 hours later, followed less than 2 hours later by Hissy Fit who was closing on our lead! Pegasus and Orbit had joined us by the time we were prepping to leave 48 hours later.

Leg 4 Blyth to Plymouth approx. 530 miles

This was The leg of Frustration. Leaving Blyth with (amazingly) the wind on the beam and a steady 18 knots of boat speed we were hoisting the J3 when the Screecher halyard let



go, injuring Paddy Hutchings in the process. Paddy suffered a bad ankle sprain but told us to continue, adding that he could still helm and work the pit on one leg. After an hour or so the wind stopped again and left us drifting around going nowhere with Hissy Fit powering after us. The wind gently filled in again and we were off reaching across the Thames estuary – once again increasing our lead which had got down to 5 miles on the inexorable Hissy Fit. Only to get to Dover and another wind hole, just outside the busy ferry entrance. We



kedged. When the tide turned we wound up some apparent and proceeded upwind at 4-6 knots until the next wind hole which coincided with the tide turn again and found us kedged in 100 feet of water next to a wind farm in the vicinity of Brighton. This time we watched Hissy Fit sail up to within a couple of miles of us and



stop – as we had. Once the tide turned we glided away, again increasing our lead to a few miles before a further kedging session when the tide turned. Finally, the tide turned again and we slipped away in a light breeze (upwind) which just about stayed with us all the way to Start Point and up into Plymouth Sound where we ghosted to the finish under Spinnaker as the breeze clocked round 180 degrees to the South.

What a relief. Painful for us but worse for those behind.

Hissy Fit arrived a couple of hours later. The rest of the fleet got caught in more wind holes and turned up over the next few days!

Thanks to my crew Sam Curtis, Andy Sinclair, Chris Briggs, Richard Enock Paddy Hutchings.

Andrew Fennell Morpheus

Bucket List: Lamu

Herever we want to go, we go. That's what a ship is, you know. It's not just a keel and a hull and a deck and sails, that's what a ship needs but what a ship is... what the CASSANDRAVILLE really is...is freedom.

To me, there is almost as much joy in planning a cruise, as actually undertaking it. Our recent trip to Lamu in northern Kenya, was almost 2 years in the planning.

Having helped two friends sail their large catamarans ("Condo-marans?") from Watamu, Kenya to Lamu, in the north of Kenya (just south of Somalia) in November 2020 and again in October 2021, I knew that I wanted to sail my own Elf 26 catamaran2 up to Lamu.

My wife asked, "Why? You have already sailed their twice before." "I know, but it wasn't in my own boat. This is my own personal Everest (#smallboatbigadventure)!

Actually, the planning for this trip started probably in September 2020 before my first sail up to Lamu with



friend Chris in his Leopard 39 catamaran. We had planned to cruise in company (each on our own yacht), but I couldn't get anyone to crew for me. I decided it would be best to go with Chris and get the experience and local knowledge. It was a fabulous trip although we had only spent a few hours in Lamu itself having divided our time between Manda Bay Resort and Mike's Camp Kiwayu having sailed past the new LAPSSET port under construction by the Chinese. Upon our return, I immediately started planning my own adventure. As noted earlier, I find that planning a cruise is almost as much fun as actually sailing it. However, we had to make our annual "pilgrimage" to Tanga, Tanzania as our yacht is Canadian registered and must leave Kenya annually. This was our third time down to Tanga. On the 2 previous occasions we had cleared in at Tanga and then proceeded to sail down to Dar-es-Salaam, the cosmopolitan capital of Tanzania. We sailed in the Dar Tanga Race, the oldest, largest and longest yacht race in East Africa keeping Zanzibar to port (to the left) in both directions. The race starts in "Dar" and ends in Tanga. A few days later we race back to Dar. In our second attempt, we came second in the cruising class.3

Again, the planning started for the Lamu trip and we were anxiously watching the weather with a plan to go in late March 2021 just before the Kusi started blowing again. We were fully provisioned and ready to go, and then...the Kusi with all its vengeance started blowing again.

Through sailing circles, I became acquainted with Craig, an American circumnavigating the globe in his Mumby 48 aluminium catamaran. I was initially supposed to help him sail from the Seychelles to Kilifi Kenya but had to go on assignment to Juba, South Sudan. After several weeks in Kenya, he approached me and asked if I would help him sail up to Lamu. I would then leave him there and fly hom e. Again, this presented another opportunity to get to know the conditions and the way to Lamu. This time, I brought along my deckhand Emmanuel so he too could get the experience and knowledge of sailing up to Lamu.

We then started "practicing" for our sail up to Lamu in CassandravillE. Shortly after our return in November from Tanga, I started to plan for a cruise up to Ras Ngomeni which seemed to be a suitable half way point on the way to Lamu having stopped there for a few hours with Craig on the way up. So just before Christmas, Emmanuel along with my friends Jos & his wife Billi sailed up and anchored overnight before sailing back to Watamu the following day.

Again, planning was started for another chance to sail CassandravillE up to Lamu for late January in time for my 65th birthday. Unfortunately, I had an adverse reaction to my Covid booster jab and was out of commission for almost a month; but still the dreaming and planning continued.



I had several friends express interest in joining us on the sail but when the time came to actually sail, they had to back out owing to work



commitments. I had also by this time found a Bajuni4 Dhow Captain named Othman who had apparently made the trip hundreds of times over his 60 + years.

After consulting with Captain Othman for the right weather window, we finally departed at 0605 on the morning of Saturday, March 12 for a wonderful motor sail up to Ras Ngomeni at the southern tip of Ungwana Bay in northern Kenya.



However, just after we passed the Ras, the weather started getting rough and the wind was blowing fiercer than I could ever recall in my little catamaran (about ¼ the size in volume of the other 2 cats that I had sailed in. We were battling strong winds and large seas and barely making over 1 knot per hour of headway.

The Captain said that there was no reef and that we could seek refuge along the eastern shore. We started the long slog and finally reached the point where the coast started shifting the north east. It was after sunset by that time and I could see a dip in the horizon as if a valley. The Captain said that it was an island that he had sought shelter behind the island many years ago but it may have silted in and be inaccessible. We decided to check it out but as we motored towards there, we could hear the sound of surf and then actually saw the surf in the moonlight; not a good choice.

We then decided to make our way to Kipini where I knew there to be a harbour having done a land-based

> recce of it a few weeks before while planning the voyage. Again, when we got there about 1 AM on Sunday, it didn't look safe so we proceeded along the

coast finally anchoring at Ziwayu at about 230 AM (I had taken a nap just before then and was awakened just before we dropped the hook.)

After 4 hours of sleep at anchor outside of Ziwayu, we were up again at 0630 and after a coffee and a quick breakfast; we were underway with beautiful sailing conditions.

Shortly after upping the anchor, we caught a HUGE barracuda.



We sailed past Tenewe and Kinyika islands before sailing around Lamu Island, past Kipungani, Matadoni and Mokowe and on to Manda Airport to check in with Kenya Customs and the Coast Guard at the airport (it was a Sunday so the KRA Offices were



closed except at the airport). As we approached Lamu from the backside, I got a warm, fuzzy feeling. In fact, as I commented to one of my travel companions on the yacht, the same feeling I got when I first saw





Bucket List: Lamu

Shimla, the Indian Hill Station almost 30 years ago as we rounded a mountain in the Himalayas: Shangri-La!

My friend Nicholas and his family came up to collect me from the airport in his launch and we then proceeded to a lovely lunch at the Majlis Resort on Manda Island, just across the channel from Lamu



Island. While I was catching up with Nicholas, the crew sailed the yacht over to Shela and anchored in front of the world famous Peponi Hotel.

After a sundowner of Seychelles rum (which had just been sailed over by some friends) I made my way over to Peponi Hotel for supper (try the Poke Bowl, it's delicious!) with friend Saeed to plan our first day of activities in Lamu.

Lamu Old Town is the oldest and best-preserved Swahili settlement in East Africa, retaining its traditional functions. Built in coral stone and mangrove timber, Lamu is characterized by narrow streets and magnificent stone buildings with impressive carved doors. The architecture and urban structure of Lamu graphically demonstrate the cultural influences that have come together over 700 hundred years from Europe, Arabia, and India, utilizing traditional Swahili techniques that produced a distinct culture. The buildings on the seafront with their arcades and open verandas provide a unified visual impression of the town when approaching it from the sea. Unlike other Swahili settlements which have been abandoned along the East African coast. Lamu has continuously been inhabited for over 700 years.5



Monday, March 14 was our first full day in Lamu.

This morning we went to the floating petrol station to refuel and sailed past the @floatingbarlamu



on the way to our anchorage in just by Peponi Hotel in Shela. This had been one of my so-called Bucket List of items to do having filled up there while in one of the many water taxis last October. Although we could have easily taken our Jerry Cans in a water taxi, I wanted to do it with the actual yacht.

My other bucket list items were anchoring in front of the Peponi Hotel in Shela so that my family and friends could see where we were at all times on the webcam6 (my wife actually rang me when we went to the floating petrol station as she had seen that the yacht was no longer there). My other 2 items that I had hoped to achieve was to tie up at the Floating Bar Lamu and enjoy a dinner (they had previously given us permission when I spoke with them while planning the cruise

many months ago) and sailing up the Manda Channel to Manda Bay Resort and on to Pate Island. We cancelled the trip up to Pate owing to the fuel shortage in Lamu (which presaged a nationwide fuel shortage in Kenya about a month later which continues at the time of this writing).

My final bucket list item was to sail the route of the dhows at sunset and with the assistance of friend Saeed and Captain Hassan who was the skipper of Nicholas' launch, we followed the procession of dhows and witnessed a magnificent sunset over Shela. Nicholas later invited our new friends and me to dinner at his palatial compound on top of the hill



in Lamu Town through the narrow streets of Lamu.

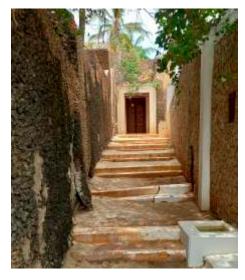
On Tuesday, we had planned to sail up to Manda Bay, but due to the fuel shortage and the Captain (whom we found him on the beach at dawn), I decided just to have a quiet day at anchor.

Emmanuel paddled me in our SUP to shore late in the morning where I stopped by Peponi Hotel for a juice and a snack before proceeding to wander among the many neat and narrow lanes of Shela Village. Shela, which is also on Lamu Island, is a village about 2 nautical miles from Lamu Town, inhabited by the likes of European royalty. While Lamu has a certain gritty charm with narrow winding lanes and donkeys among the main mode of transport. Shela is more antiseptic; basically, a Disney version of Lamu, although equally beautiful in my eyes.

Bucket List: Lamu

Caston

Late in the afternoon, I took the water taxi back to Lamu Town where I attended a Rotary Club of



Lamu meeting at Mwana Arafa Restaurant Garden on the ancient seafron

On Wednesday, we were up by 5 AM and getting the yacht ready to sail home. My friend Saeed was waiting on the beach for us long before dawn. Emmanuel paddled to shore to collect Saeed who came to wish us "safari njema" (journey mercies). At 0555 we



pointed the yacht in the direction of Watamu and started the long sail back.

After passing Kipini and later Tenewe, we quickly caught a



kingfish and later a 10 kg wahoo.

As the wind built up astern of us, we were racing along passing an array of vessels on the opposite course for Lamu including a small container ship, Sport Fishing vessel "Sirai Sea" and a fishing dhow who approached us asking for cigarettes.



We had cleared Ras Ngomeni before sunset as the winds continued to build. We had long since turned off the auxiliary outboard motor and were reefing



both the main and jib sails until we were under jib alone as we passed Malindi (and a Chinese fishing trawler) around 930

PM.

We finally reached Ocean Sports Resort in Watamu where we normally moor in the Kaskazi season just after 1130PM, elated to be home and at the success of our journey.

Lamu is so magical that we want to do it again; I am already planning my next cruise up to Lamu for late September. This time however, instead of sailing direct from Ras Ngomeni across to Lamu, we want to explore the western shore of Ungwana Bay.

Other cruising plans include Kismayu in Somalia (we want to be the first yacht to WILLINGLY sail into Somalia since 1991!) and then north, 35 or so nautical miles just to cross the Equator and become a proper "shellback."

Where else should we consider sailing to?

For further information:





Email: cassandraville.catamaran @gmail.com Instagram: @sailingcassandraville

WhatsApp +254 715 457 412 Watch our YouTube video about the cruise here:

https://youtu.be/Tm07yK6WXiU 1 With apologies to Captain Jack Sparrow.

1 With apologies to Captain Jack Sparrow... 2 The yacht is an 8 m long Richard Woods design built in South Africa in 1996. I had bought here in the Cape Town area in October 2015 and after an extensive refit, she was sailed around Africa to our home port of Watamu on Kenya's north Coast finally arriving in late November 2017. 3 Read my article on the race here:

https://multihullsmag.com/three-bucket-list-items-checkedone-memorable-cruise/ or https://issuu.com/george.day/docs/winter_mt_2020_issuu

https://issuu.com/george.day/docs/winter_mt_2020_issuu on page 18. 4Bajuni people are a Bantu ethnic group mainly residing

4Bajuni people are a Bantu ethnic group mainly residing on the Bajuni Islands of Somalia and the surrounding coastal areas between the port city of Kismayo and



The Electric Voyage

Cruising with an electric outboard in France

The plan was audacious, namely to sail our Strider catamaran from Jersey to some islands off the coast of France and back without using any power save that in the wind and in the battery of our 3 hp electric outboard. The islands in question Paul had visited as a teenager, (and that was over 40 years ago), and had taken on a mythical status in his memory. It was an act of great courage for Tim, the safety officer, to join in with the adventure. The route seemed to be over 150 nm, and was studded with rocky outcrops and beset with strong tides.



Our meal ashore was to consist of two quite small mackerel that we had, to Paul's amazement, caught in route. Fortunately some old friends were also on this tiny beach in the middle of nowhere, and they offered to share their fully equipped BBQ with us. Potato salad, home grown with herbs, beetroot crisps, an assortment of condiments etc.

Les Echrehou delivered its magical trick of landscape transformation, moving from a few isolated islets in a vast sea to a sandy wilderness stretching like the Sinai desert into the distance.

Floating off the next day at 4 pm we skirted round the intimidating Bigorne rock. We had taken advice from a wild looking bearded local. Hardening up to sail between granite rocks we headed for France.

Lingering in the back of our minds was range anxiety with regards the electric motor, and the unknowns of French recharging facilities. We imagined having to carry the batteries ashore in a rucksack and having to find a

free socket, perhaps in a church, or in the kitchen of an understanding restaurant proprietor.

As it turned out no sooner had we arrived in Carteret marina than we spotted a series of tubular, blue, electric sockets a mere meter away. More astonishing still was the fact that Paul, apparently as an afterthought, had put on board a suitable adaptor! After a kindly Dutch sailor (he was actually French, with a British genetic history, but that's another story) showed us where the on button was, we plugged in our charger and set off into town somewhat ebullient.

The following day we hoped to

continue the electric theme but on bikes. No powered bikes were available so our search for the mystery prehistoric passage grave of Carteret was conducted on human powered machines. It was hot, and everywhere we cycled seemed to be up hill. The kind lady at the tourist information salon had placed a circle on the map



Our 22ft boat is famed for its sleek profile and total lack of concessions to human comfort other than two bought low profile deck chairs. Our engine was a long shaft Epropulsion Spirit 2 with two charged batteries.

We left Gorey harbour, Jersey and headed for Les Echrehou a formidable reef of rocks sited about 8 miles offshore. The wind died and we were left to the mercies of the tide so the electric engine was immediately put to the test. With almost no noise we began clipping through the calm sea at about 4 knots. Compared with a noisy outboard it was a delight. We humans have to realize how dreadfully noisy we are, and how inspiring the world is when filled with only natural sounds. In commendation four dolphins cut across our bows. We sat in our deck chairs marveling at it all.

At low tide Les Ecrehou forms a vast, magnificent, Martian type landscape while at high tide just a few heads poke above the sea. On these survivors are a few unlikely fishermen's cottages. where she presumed the ancient passage grave to be. She was wrong. After cycling along what was clearly a goat path we just happened to stumble upon the wonderful Mesolithic temple, or Allee Couvert, in the middle of a maize field by sheer lucky accident. Paul felt that this might in fact be a load of builders rubble and not a Druid shrine.



Charging the outboard engine battery in a marina

On the way home we had similar good luck in finding the smallest pot and pan in Europe on sale next to the smallest gas cylinder, all items most suitable for our miniature camping stove and missing from our galley.

Next day, secure in the knowledge of a fully charged battery and pans, we set off with some confidence for another remote group of rocks set in the midst of a wicked tidal stream, Chausey.

Everything went to plan until we entered the narrow opening between headlands that led to an anchorage. The electric engine on full tilt was only just powerful enough to make headway against the strong tide. We made it at about a millionth of a knot and were able to secure our bows to a mooring after a viscous wrestling match. To be fair to the engine it did well in the circumstances. A petrol outboard would have certainly quit just when we needed it most.



Les Ecrehou

Tim inflated the dinghy, (a dinghy that fairly quickly deflated it might be stressed, and added a fixed timescale to any dinghy operation) and heroically rowed out to secure a stern mooring. In the now howling wind, four knot current and with a

somewhat dubious rear mooring we both considered we were in for a tough night as we retired to our individual hulls and tomblike bunks. Tim kept his sea socks on in readiness.

We slept like logs and both awoke at 8am. The sun was out, the tide slack, the wind gentle, the boat in the same place, it was time to go. The trusty electric engine allowed us to silently retrace our steps and launch into the open ocean. Unlike any previous Brittany sailing expedition we found ourselves in sunshine with a fair wind on the beam. Normally we'd be beating into the drizzle with the threat of yet more inclement weather to come.

By the time we arrived in St Cast the sea had built. We decided to pick up a mooring near the marina entrance

before attempting to enter a crowded marina in a strong wind. With what was later considere d to be an exemplary piece of

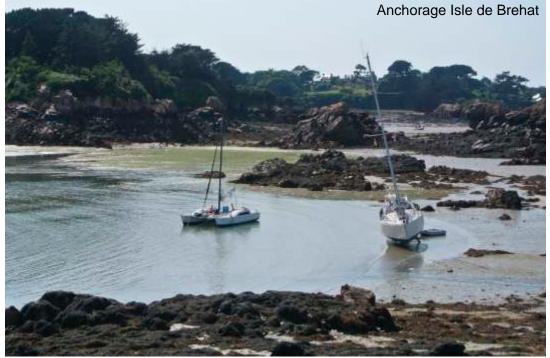


Allee Couvert Carteret

boatmanship La Vitesse swept in amongst the moorings, reared up into wind, and ran out of momentum just as a buoy slid alongside the starboard bow and was secured. If only we had had an audience, but you, dear reader, no doubt can picture the scene and be only too aware of all the things that could have gone wrong. The fact that it was not the buoy we were aiming for mattered not a jot, and a discreet veil can be drawn over that information.

The marina has the same facilities for recharging the battery, and the weather had decided to be sunny again the next day. We realized that the advent of decent electric engines might have been spurred on by global warming, and that the warm Brittany wind was lulling us into a false sense of security. Despite these sobering thoughts we decided to seize what was on offer and keep heading east. Tucking close into the glorious Brittany coastline we agreed to head straight for the Mythical Islands where there are no cars, only bilingual people on bicycles and tranquil French town squares with Boulangeries.

Sailing across a vast bay we eventually spotted on the far horizon a serrated line of rocks. There was some debate as to whether the Mythical Isles lay to the right or left, but in the end we found ourselves being swept by tide and wind through yet another rock strewn passage. Miraculously a small opening appeared and we dived into a small anchorage like a mouse, chased by a cat,



into a providential hole. Swinging into the brisk wind Paul chucked the trusty Rocna anchor overboard, Tim lowered the mainsail, and we relished the stark beauty of our Brittany sanctuary. Later we boarded our dinghy and mounted our other electric outboard, the smallest in the World. We moved silently, and somewhat slowly, across a glassy smooth sea to a slipway.

In the village square of Isle de Brehat, rendered all the more delightful by the absence of cars, we found a tourist information establishment. Here was Justine who, remarkably, had a map tattooed on her arm! Hiring electric bikes we toured in style. Evading a thunderstorm we took refuge in a restaurant specialising in Moule (a bivalve mollusc the french enjoy eating sometimes with chips). Paul managed to clean his feet in a tiny hand sink and then dry them in blade drier without either breaking anything or injuring himself. Finally a use for all that yoga.

Leaving for Jersey a couple of days later we sailed out on a beam reach into the tide. Then the wind totally died. We swam, fished and rescued a bumble bee, then employed our electric outboard! For an hour we

slipped along in virtual silence and just as the battery started to indicate half capacity a fine wind sprung up and we romped home to Jersey marina and its collection of unused super yachts.

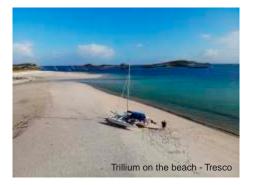
Mission completed! If you want peace, low maintenance and reliability electric is the way forward.

By Tim Cox and Paul Ellison.





Will Rogers heads to the Isles of Scilly with his young family for some adventures in his small trimaran.



Learning of my forthcoming fatherhood in late 2020 I decided it was time to sell up my yacht of 6 seasons - a little 25 foot monohull which had served its purpose well for both racing and cruising, but I had outgrown her and needed a new sailing challenge. With a baby joining us in mid 2021 and time about to be more stretched, it seemed like now was a good opportunity to sell up, wait a few years until the family was at a sensible age, save up and get my perfect multihull. Georgie was in agreement with the only request being that the upgrade would need an accommodation upgrade of at least a shower, heater, fridge and an oven. Having also moved just up the road from Millbrook's mighty Multihull Centre, two or three hulls made perfect sense. To be honest, I'm not sure you are allowed to live in Millbrook and own a monohull and with such a great team in the yard with huge multi experience and enthusiasm in the south west it would be silly not to!



Fast forward to the autumn of 2021 and Georgie and I were just about getting the hang of the new member of our family, Albie, born a little early in May 2021 weighing just 5lb 7oz but fit and well. Like many new parents experience, after the first few months, we were just finding the time to breathe and slowly starting to dream of adventures ahead with little Albie as well as our own independent sporting challenges and adventures. Georgie, who's a keen runner signed up for what looked like an incredible ultramarathon in Scotland's Knoydart to give her focus to get fit again in the second half of her maternity leave. I started searching for mine, which kept bringing me prematurely back to boats. I wanted to wait a few years, but as we all know, the challenge is unlimited and addictive. You can go anywhere in the world, race, explore and spend hours fixing broken things. Although I wanted to have a break, I wasn't capable of having a break. I needed a boat. Fast forward 3 months to early 2022 and I was rolling down the M5 with a Farrier F28AC in tow. It was a miracle that one had come available, but also that I managed to

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Family Cruising On The F28 'Trillium '

persuade Georgie to go with the idea! It has neither a heater, oven, fridge or shower as well as a much more sociable heads compartment! But, truth be told, cruising wasn't really the idea for Trillium; this would be my boat to race on, take on a new challenge and learn something new.

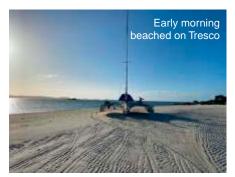
But as the season progressed and the huge benefits of a multihull became clear, cruising started to come on the agenda. Trillium proved herself as a competitive race boat when she won the MOCRA nationals in April. By May I felt confident sailing her on my own in moderate winds and that's when my adventure mind started whirring. The clever Farrier design made her feel safe and sea worthy and comfortable on anchor. Space was tight on board, but the additional outside space on the nets as well as a great cockpit tent more than made up for it and we both started to think some living onboard would be possible.

We decided we could attempt a week in the Isles of Scilly - off the South western tip of the UK. Having cruised there numerous times on the old boat, we knew the spots, it felt familiar and had the flexibility of 2 weeks for a weather window. We started to envisage that it could work with me delivering the boat and Georgie and Albie catching the ferry over. Sailing with an imminently mobile 1 year old didn't seem a sensible solution, but with this solution we were all happy, I got to get some miles in and Georgie got a week in Scilly (her favourite place). We both agreed it was going to be tough in such a small space with a crawling 1 year old, but we both like a good challenge. We booked a flexible ticket for the ferry. started the jobs list and before long we were packing the boat with carefully calculated nappy and wet wipe rations!

I set off on 4th June in a damp easterly which got me from Millbrook to Scilly in just 10 hours. Topping 20 knots was exciting, but the F28 always felt safe. The most disappointing part of the passage was that the damp weather didn't agree with my lighter so this meant I had no way of making a cup of tea or hot food! But it can always be worse.... it would have been twice as long without a cuppa had I been on a monohull!



The quick and direct passage that gave me a day 'family free' was by design so I could tidy and dry the boat, have 2 or 3 pints in the pub, get all the various inflatable toys (SUPs, Wing Foils etc) inflated and on the tramps and the impressive cockpit tent or 'the conservatory' fitted ready for Georgie and Albies arrival. The weather was glorious and I finished the day watching the most incredible sunset on the forward nets of Trillium. What dreams are made of, but today it was a reality. Georgie and Albie arrived safely and smoothly on Sunday lunchtime and we had a short motor up to the spot I had scoped out the previous day - Borough beach on Tresco. I was keen to dry out where possible to reduce our reliance on the dinghy and reduce the risk of getting small trimaran cabin fever as the next few days were looking a little grey and rainy. The ability to dry the boat out with such ease excited me, Scilly offers plenty of clean rock free sandy spots, particularly if you are in a shallow multihull.



Our first night on the boat went smoothly, Albie was sleeping in the forepeak in his handy pop up tent/ travel cot contraption with us getting the double mid ships. For sleeping, the interior of the F28AC almost exclusively becomes a huge bed which is great for morning cuddles with Albie. The weather was kind to us on our first night and Albie slept well, crawling out of his tent at a glorious 8am in the morning to come and say hello.

It was low tide and Trillium was firmly on the bottom - the early morning sun was beautiful and we



all enjoyed some shell hunting and sandcastle building before breakfast.

At this stage in his life, Albie still did a lot of sleeping, at least two naps a day meant that we knew we wouldn't be able to do much in the way of activities The best sand pit in the world... straight out of bed



as he's not great at sleeping anywhere unless it's a bed! Time between naps while fitting in meals becomes tight but Scilly makes these challenges more achievable as within 20 mins of getting off the boat on pretty much all the islands you can be sitting having lunch, a potato cake or pint of beer. There's some lovely short walks and safe shallow water for paddling in as well as a relaxed vibe that's perfect for holidaying.



We moved around drying anchorages each day, walking around them at low tide enjoying meeting our neighbours - an experience you don't get when you are floating at anchor. As the tide



Trillium on Tresco Borough Beach

flooded over the sand banks we let Albie play in the shallows and gave him SUP rides. It was great to see him become more confident in and on the water throughout the week. As the water surrounded the boat I managed a few wing foiling sessions - the compact inflatable board and wing fitting neatly into the floats for the passage over.

At times during the trip we had to pinch ourselves to remember we were not in the Caribbean Scilly is a very special place. Heading there on a small trimaran with basic accommodation we were definitely a little out of our comfort zone but looking back at the photos taken and reflecting on the memories made, I'm glad we challenged ourselves to do it. Accommodation is tight, but we learnt that it really wasn't much harder than living in a much larger



boat - as long as you were organized and tidy, life was simple and humbling. The conservatory cockpit tent did however make it much easier when the wind was up or rain came as it doubled our living accommodation space.



With Albie being only a little bit mobile the timing of the trip probably really helped it go smoothly, he was really happy in the main hull of the boat, usually re-organising the tins in the galley!



When it was time to head home, Georgie and Albie jumped onboard the Scillonian, and shortly after I started my passage east. Wind just behind the beam for most of the trip made for an exhilarating sail with the screecher, I raced a French Class 40 until Falmouth where it headed for port. Lizard to Rame Head took just 4 hours on a wild, screaming fetch that probably sealed my loyalty to multihulls for the rest of my life! I dropped anchor in Cawsand bay at sunset, poured a big whiskey and smiled ear to ear after a week of great sailing and family time.



Summer in Scotland Homeward Cruise from the Scottish Peaks Race

The plus side of the trip south for the Scottish Peaks Race from my home port of Ullapool is that I had a 250 mile cruise home. Three of us sailed back to Oban enjoying a with-tide rounding of the Mull at 10+knots and an overnight stop at Gigha. From Oban I had elected to take Trade Winds the remaining 140 nm singlehanded. The passage plan took me from Dunstaffnage Marina near Oban, up the sound of Mull rounding Ardnamurchan point and then aiming to overnight at Isle Oronsay on the SW side of Skye. Oronsay is an ideal holding area to get the brisk north going tide through the Kyle narrows. Once through the narrows and under the sky bridge the passage plan took me outside Rona passing Loch Gair and Loch Ewe. Rhuba Reidre light provides the headland to bear NE into the opening to Loch Broom. The forecast was for a strong and meaty south-westerly and it delivered.

Approaching Ardnamurchan Point.



The trip was under one reef all the way and many spells with a well-shortened jib. There were a couple of heart stopping moments as I passed below and through the Skye bridge narrows with quite vicious downdrafts whipping off the mountains of Skye. The trip north from there was a series of gybes heading outside South Rona and jibing back inshore to the entrances to both Loch Gair and Loch Ewe before reaching off into Loch Broom itself. Rather than head into Ullapool I dived into the shelter of Isle Martin knowing a better sleep would be had in the sheltered bay than bouncing on the mooring in Ullapool Bay. I had sailed over the last 36 hours in a constant noise of wind, wave and rushing hull sounds so the moment of complete silence after tying up to pontoon on the uninhabited Isle Martian was a real joy. It reminded why I sail this far north away from the expensive marinas and madding crowds of the Oban and Clyde sailing areas. The passage from Oronsay had been fun, hard work but so very satisfying both in terms of performance by boat and skipper. Isle Oronsay to Isle Martin had been an enjoyable 77nm passage taking 10 hrs 11 mins at an average speed of 7.5 and registering a top speed of 15.0. One golden segment of 20nm clocked an average 9.4knots. The torment of the Peaks Race was a distant memory and this love affair with my F27 was getting even more serious.

Sula Sgeir – Outlying Gannet Colony in the N Atlantic

Sula Sgeir is truly an outlier and is the most NW island of the UK. The rock sits 45 miles NW of Cape Wrath and 40 miles north of the Butt of Lewis. The barometer was steady, and forecasts showed a constant NE wind of 3-10 knots. My plan was to head out to the rock to





intercept the Round Britain and Ireland Race and in particular spot Pip Hare's Medallia whoosh by. I set up on a close-hauled starboard tack and made good progress on apparent wind speeds of 15 knots. Progress up the Minch was good and with The Butt of Lewis light abeam to port a course of 370 degrees was taken into the open North Atlantic.

Night came in and I settled into my tried and tested 20minute cap napping sleep routine. An AIS exclusion zone and iPhone timer set to alert me to any approaching vessels and time to waken. The evening sail progressed under the most wonderful skies and at this latitude even with it being well into August it never did get truly dark. As dawn came in the wind had dropped to almost nothing and the rocky outpost appeared on a mercury smooth grey sea. The atmosphere made Sula Sgeir look a very lonely place excepting the company of North Rona not far beyond to the North. This was my third time to the island. I had served as a turning mark on my single handed trip round Britain and Ireland and an earlier monohull sail around Scotland.

The island is one of Scotland's remarkable Gannet colonies and consequently is also famed or infamous depending on your standpoint. The men of Lewis maintain an ancient custom supported by modern-day licensing to come the island each year to capture and kill hundreds of young Gannets. Tradition of these annual trips goes back hundreds and years and thanks to some extraordinarily strong local lobbying the custom continues to this day. The young Gannets are killed, their feathers singed off and the carcasses then stacked into salted barrels for consumption through the long winter months. Not for me thank you!



The sea was flat calm, and I had maybe three of four hours to wait until Medallia might appear from the far southwest. I caught up on sleep with the boat drifting aimlessly in next to no wind. I realised that the RB&I fleet would have been languishing in the overnight calms and would be well behind the anticipated schedule. I decided it was time to head back to Ullapool. I had an 80-mile sail back to port. Despite the light wind conditions, a reasonable Atlantic swell continued from the SW. The swell crashed against the cliffs of Sula Sgier. This sent a fine mist into the still air and created a very surreal environment.

I set a very conservative course motoring around the outlying rocks and marvelled at the thousands of Gannets circling above and many thousands more clinging to their rocky perchs. The air was however pungent, and it was time to head home.



I was now on a more open reach heading SE back into the Minch. With the main sail and my screecher pulling I set about rigging the blade jib to offer maximum sail area. After some tweaking, I had all three sails pulling



very nicely on a light breeze.

The 65nm trip south to the entrance to Loch Broom was enjoyable and relaxing. T-shirt sailing on a sunny day in The Minch!

Daylight was fading as I approached the first of the Summer Isles and ahead lay heavy thick low lying fog banks. Visibility was down to 100 metres in places.

I picked my way through the islands and followed the plotter to take me back to Ullapool. The fog was a real pea souper on what was now a chilling evening after the warm afternoon. The heavy night moisture soaked everything above and below decks. Thanks to the hazy glow set off by the powerful floodlights on the harbour pier I was able to orientate myself in Ullapool Bay and pick up one of the outer visitor buoys.

I tied on with great relief, went below, poured a stiff dram and contemplated a 177nm mile cruise with not a single tack required, so different from the Peaks Race nightmare. The following day was warm and sunny, so the boat innards were turned out on the deck to dry for another day.

Alan Rankin, Tradewinds

Rebuilding Trimaran Trying (a 1984 Norman Cross 37)

By Douglas Reid CEng

Dear Reader,

Romance, in my view, includes sailing far offshore atop a deep blue ocean catching mahimahis, navigating under the stars with a few friends, heading to some far-flung atoll to surf, dive, hang out and share stories over cold beers and rum.

I'm discovering that turning dreams into reality is far less romantic, and this is my story of rebuilding a Cross 37 cruising trimaran. The article is a summary photo diary of how we (family, yard staff and great friends) found a shipwreck and turned it into a legit sailboat within a year.

During the extended lockdowns of 2021, I became stoked with the idea of a bigger boat and was initially interested in various large (and unaffordable) multihulls. One winter evening I heard a mysto story of an old trimaran in the back of the Multihull Centre in Cornwall. Being accustomed to acquiring second hand things and repairing them, I was curious to learn more. I arranged to visit said trimaran - one thing led to another, and it was bought!

The boat was in some state. Everything was green (cue superstitions): green-painted hulls and algae-covered decks, masts and ropes. All except the mud inside the main hull which was brown.

Inside, it was full of stuff, with extensively damaged bulkheads, a large hole in the main hull beneath the mainmast bulkhead, and a lot of water in the starboard ama. Most components for a sailing vessel were there but most required attention. Despite the muddle, the boat had good vibes and some charm. I was delighted and so on a wet cold January night, set about dealing with the mess. Photos 1. through 8.1 show ground zero in January 2022:



1. the hole under the mainmast bulkhead from where the original keel had broken away (we never found it)



1.1 external view of the hole looking up and forward towards to port ama bow



2. starboard side looking forward & a previous repair without UV protection



3. ground zero furnishings inside looking forward



4. bent rudder & broken p-bracket fixing



5. everything green



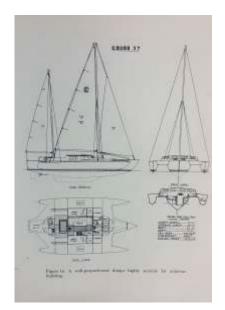
6. back of the yard club



7. under-wing angle



8. front view after a scaffold base frame was erected, with tent to keep some rain off



8.01 general arrangement design drawing



8.1. The Monitor self-steering gear is available if you're interested!

Initially, the boat had to come off the blocks because it was at risk of further damage. Cradles were hastily made and lined with carpet to spread the load. Weeks of sorting, scrubbing and grinding followed then finally, after much tea-drinking, designing and critical-path planning, the first repairs were ready to commence.

Photos 10. through 18. show the sequence of repairing the sandwich construction over a period of four months.



10. mainmast bulkhead cut back and grind prepped



11. mould former in the process of being applied



12. the first GRP being applied to the inner skin. This ended up being four layers of CSM and biax with increasingly large overlaps, all using vinylester resin.



13. foam core bond being applied



13.1. vacuum bag applied (this photo is actually a pre-bag to check for moisture; the foam core was vac'd after)



14. the new core after vac bag removal



15. building up the outer sandwich layers



16. reinforcing layers with big overlaps



17. a further external stabilising layer pre-keel moulding



18. external view - all that upside down laminating was tough!

Photos 19. through 28. show a selection of repairs undertaken through the spring, blessed by dry warm weather.



19. a selfie in the repair zone brandishing a cordless reciprocating saw- an effective tool for making your boat lighter



20. the short version of the engine servicing - it went to Dad's workshop and started first time



21. meanwhile the engine compartment was rebuilt (note the new longitudinal stringer is already in place in this photo)



22. plenty of ama



23. and after bulkhead damage before



24. chopping out stern rot



25. and replacing with everything coated in epoxy



26. same cut out and replacement treatment for the stern cabin including mizzen mast base





27. plywood



28. loves epoxy

Whilst designing the optimal repair method and sequence, we eventually decided upon a longitudinal stringer connecting all main bulkheads, so that when the next keel decides to depart, the hull structure should remain intact. Much like surfboard construction crossed with box beam bending theory, we went about constructing it:

Photos 29. through 36. summarise a foam shaping and laminating campaign:





With the stringer complete, we were able to hang the boat from the wings and get underneath to repair the main hull. Other activities occurred in parallel:



37. Big thanks to the yard staff for straightening the rudder stock. Rudder blade and stock were then rebuilt



38. Practising vacuum bagging on a hatch lid thanks to Multimarine Composites Ltd for showing me how during work experience back in the day!



39. The wheelhouse roof was completely rebuilt



40. Halfway-ish through



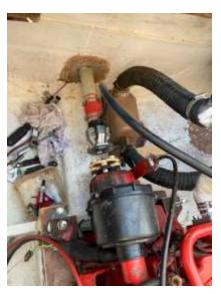
41. Lots of activity underneath including blanking skin fittings and paint removal



42. A daggerboard would have been cool, but I chose to honour Norman Cross's original design intent and set about constructing a new keel.



43. The p-bracket was fiddly but serviceable



44. Re-mounting the engine



45. A new stern tube, shaft coupling and dripless shaft seal with decent access. Then came what was to be one of the most testing jobs: building a new keel in the summer heatwave. Remember how warm July was?



46. I took a moulding off the hull, transposed some frames onto the bench, and bonded on a full depth stringer to give the new keel shape and rigidity



47. Then we glued polyurethane foam sheets and shaped it (surfboard-type construction again



48. Fibreglass followed- CSM, woven, CSM, biax. The woven cloth layer is shown here.



49. Keel ready for final fitting



52. Taped, filled & faired



53. Primed



54. and antifouled (note addition of trailing edge fairing piece to reduce drag)



55. 100 jobs later it was launch day



56. The long weekend was frantic & stressful but epic. Snags included the engine cooling water failing to prime (inlet hoses too large), horrible shaft vibration (resolved with a new coupling) and leaking prop tube. Thanks to those who visited and sorry I was too stressed to hang out!



57. Hoisting sails for the first time. The speed record was 9.4kts. This will be improved next season.



58. This photo was taken at the end of autumn just prior to lifting out. Straight out of the 80's!

During the autumn we sailed the boat, learning heaps and making big improvements each time.

It was half a tonne lighter than design weight, straightforward to sail and very responsive.

Special thanks must go to Andy Sinclair of Highwater Sails who has been consistently generous with his time and expertise. He now has the challenge of tuning an old ketch rig in preparation for next season...

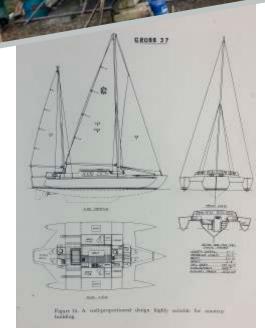
Also thanks to Simon Forbes of MOCRA for visiting, weighing & sharing some of his extensive knowledge.

This classic trimaran has been re-named 'Trying'. It is now back in the boatyard for upgrades, including a not-green paint job.

As a new member of MOCRA, I'm intending to get the boat (and crew) in shape for the May 2023 Triangle Race. I look forward to seeing you there :)

Douglas

Rebuilding Trimaran Trying (a 1984 Norman Cross 37)





Derek Kelsall Tribute

by Simon Forbes

Derek Kelsall the innovative multihull designer and boat builder died on 11 December 2022 in hospital in Thames, New Zealand aged 89.

In 1964 Derek ordered three hulls from Cox Marine of a 35ft Arthur Piverdesigned Lodestar trimaran built by Contour Craft. Derek completed the boat on the Medway with an almost flush deck. (Derek had previously built a Piver Herald 32ft trimaran while he was in East Texas and sailed with Bill Goodman from Galveston to Majorca.) 'Folatre' was the only trimaran that started the 1964 Observer Single Handed Trans-Atlantic Race, racing against two catamarans: the Colin Mudiedesigned 'Rehu Moana' sailed by David Lewis and the Michael Henderson designed - 'Misty Miller' sailed by Mike Butterfield. They were joined in the Royal Western Yacht Club organized race by 12 monohulls. Five days into the race while vying for the lead with Eric Tabarly's 'Pen Duick II', about 500 miles out from Plymouth, 'Folatre' hit something that broke the rudder. Thirteen days after the start 'Folatre' was back in Plymouth and after rudder repairs set off again to make the crossing to Newport Rhode Island in a sailing time of 34 days, finishing eight days after Mike Butterfield.

In Newport Rhode Island, Derek married Clare with Mike Butterfield as Best Man.

Two years later the Royal Western YC

organised their first two-handed Round Britain Race. Derek designed and built at Wadebridge in Cornwall a 42ft trimaran called 'Toria'. 'Toria' was innovative in that she was constructed in glass reinforced Airex foam sandwich, with round bilge hulls and the outer hulls set high so that the windward hull skimmed clear of the water surface even in light winds.

Derek raced the Round Britain 1966 with Martin Minter Kemp and were pitted against 15 other boats comprising 6 monohulls, 5 trimarans and 4 catamarans. The race featured plenty of off wind sailing and 'Toria' was first to finish, 15 hours ahead of second placed 36ft Prout catamaran 'Snow Goose'. This success saw Derek invited to exhibit 'Toria' on the forecourt entrance of the London Boat Show at Earls Court. The delivery trip from the home port of Padstow saw Eric Tabarly join Derek Kelsall and crew for the trip to the River Thames. The fast trip convinced Eric Tabarly that he needed to build a trimaran to win the 1968 OSTAR.

In late 1966 Derek received an order for a sistership to 'Toria', from a member of the yachting establishment: Major-General Ralph Farrant, Chairman of the RYA Olympic Committee and a member of the Royal Yacht Squadron. Trifle was more sophisticated than 'Toria', with a fully-battened mainsail and a rotating mast. In 1967 'Trifle' won the Freedom Challenge Bowl for the first to finish multihull in the Island Sailing Club's Round the Isle of Wight Race, a feat that she repeated in 1970, 71,72, and 76. 'Trifle' was sold in 1978 and competed in the first Route du Rhum and is still afloat in Chesapeake Bay.

Derek's Multihull Construction Co Ltd, also built in 1967 a 40ft trimaran 'Express Ayr' for R McIntyre and 'Cornish Clipper' a 37ft trimaran R Wingfield.

By 1968 Derek had relocated to Sandwich in Kent and received a commission to build 'Sir Thomas Lipton', a 57ft Robert Clark designed ketch using foam sandwich. The construction method was to set upside down temporary wooden frames covered by longitudinal battens, then cover the framework with Airex foam sheets, then laminate glass fibre cloth over the foam. The hull would then be turned upright and the internal temporary framework removed. The inside of the hull was then covered with glass fibre cloth and laminated. Geoffrey Williams won the 1968 OSTAR in a new record time of 25 days. 'Toria' now renamed 'Gancia Girl' and fitted with a ketch rig sailed by Martin Minter-Kemp was the first trimaran to finish in seventh place in 34 days.

A 37ft trimaran followed, 'Worcestershire Sorceress' for J Sadler. Medina Yachts in

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Cowes were building Kelsall-designed production trimarans K31 and K36 including a 36 for Edward Maguire called 'Triad of Wight'.

Lloyds Register of Yachts shows that Derek Kelsall Ltd built several more monohulls in 1969-1971 : 'Westering Wind' a 42ft Tucker-Brown design, 'Whimbrel of Orford' a J Francis Jonesdesigned 33 footer and 'Caramanda' a J Turner designed 25 footer, and two Holman & Pye designs 'Nylanni' a 53 footer, and 'Partizan of Emsworth' a 35 footer.

The foam sandwich construction became popular with amateur builders and John Beswick built a 'Toria' sistership in Nottinghamshire called 'Leen Valley Venturer'.

MOCRA was formed in 1969 and Derek attended meetings, was a committee member and contributed to MOCRA Symposiums with presentations. Four years after Derek's Round Britain Race victory in 'Toria', four Kelsall multihulls started the 1970 Round Britain Race. Derek's company built a 44ft trimaran for American Phillip Weld called 'Trumpeter'. To defend his title Derek built a 51ft two masted proa called 'Sidewinder' following the successful Newick-designed 'Cheers'and was crewed by Bill Goodman. 'Toria'/'Gancia Girl' and 'Leen Valley Venturer' were also in contention against the 71ft 'Ocean Spirit' monohull in a fleet of 25 boats. The Round Britain Race was a disappointment, 'Sidewinder' was completed just in time and not tuned up and retired at the first stop in Crosshaven. ('Sidewinder'/'Marram' subsequently was re-built into a 40ft trimaran named 'Bowline Motto'.) 'Trumpeter' despite returning to Lerwick to fix leaking outrigger hatches was the best placed Kelsall design as third to finish behind the 71ft monohull and 36ft catamaran 'Snow Goose'. 'Leen Valley Venturer' was sixth after rudder loss off Aberdeen. 'Gancia Girl' finished eighth slowed by broken rudder pintle repairs at Barra.

1969/1970 also saw Derek design and build a 50ft catamaran 'Triana' for charter work in the Caribbean, which was thought to be the first catamaran class by Lloyds at 100A1. Also built was a Jay Kantola designed 32ft trimaran 'Njorth' for American Phil Townley.

Nigel Tetley had competed in the 1966 Round Britain Race with his Piverdesigned 40ft plywood trimaran 'Victress'. In 1968-69 he had raced in the first Single-handed Round the World Golden Globe race. On the homeward leg off the Azores, fearing that Donald Crowhurst was catching him up, 'Victress' suffered wave damage and was abandoned. Nigel planned with Derek Kelsall a new 60ft trimaran for the 1972 OSTAR. 'Miss Vicky' was launched but Nigel's untimely death never saw the boat race.

The 'boom and bust' of a one-off boat builder saw Derek Kelsall Ltd cease trading around 1972.

'Lillian' was a 55ft Atlantic proa design but differed from 'Sidewinder' in that she had a sloop rig.

OSTAR 1972 saw 'Trumpeter' finishing a lowly 27th in 39 days.

At this time at the other end of Derek Kelsall's building in Kent there was Tony Smith of AJS Sandwich Construction churning out over 300 hundred production Telstar 26 trimarans. Derek Kelsall tended to specialise in one- off construction though moulds were sometimes reused for different trimarans. The Tango 23 folding trimaran in 1973 was an attempt to establish a production run and the prototype 'Aardvark' won the Round Isle of Wight Race multihulls on corrected time.

KSS, the Kelsall Swiftsure Sandwich technique, cleverly used flat panels that could be laid up rapidly on a table, enabling construction time to be dramatically reduced, a process Derek first used in 1973 and constantly evolved over subsequent decades to embrace resin infusion.

David Bains built the 40ft Kelsall trimaran 'Aqua Blue' in the early seventies. Finishing first multihull in the 1981 Round the Isle of Wight Race. David has continued cruising the Mediterranean for many years.

In November 1972 Derek and one colleague were lofting the lines of the Alan Gurney-designed 74ft monohull 'Great Britain II' for Chay Blyth to compete in the 1973 Whitbread Round the World Race. By the launch date of May there were 32 men working round the clock including many of the Parachute Regiment crew. 'Great Britain II' set the best elapsed time for the Round the World Race.

The 1974 Round Britain Race saw four Kelsall trimarans racing, 'Gancia Girl' was back, now owned by Tony Bullimore, a 44ft 'Pulau Tiga' Trumpeter design completed by Stanley Merer and two 35 footers.

David Palmer a journalist with the Financial Times had secured funding for a trimaran aimed at the under 35ft Round Britain Race Class and also at the OSTAR Jester Class Rules which specified a maximum waterline length of 28ft. 'FT' was designed with a short waterline but the outer hulls were carried to 35ft length. Construction was during the difficult winter of 73/74 with power cuts and lack of availability of aluminium tubes which resulted in some issues with the crossbeams. 'FT' was fast in light winds (winning Round the Isle of Wight 1975 race on multihull corrected time), but rudder issues saw her finish 2 days 18 hours behind the winner of the 1974 Round Britain Race 35ft Class.

'Three Legs of Mann' was a Kelsall 37ft trimaran built by Nick Keig on the Isle of Man, for the Round Britain Race the bow overhang was cut off and she won the 35ft Class, even finishing ahead of the 80ft maxi monohull 'Burton Cutter'. In 1975 Nick competed in the Azores and Back Race claiming a solo 24 hour run of 340 miles.

After the first Whitbread Round the World Race 1973-74 for monohulls, Whitbread and the Royal Naval Sailing Association announced a race around the North and South Atlantic for Multihulls. Chay Blyth persuaded his backer, Jack Hayward, to fund an 80 foot Kelsall trimaran to be called 'Great Britain III' to be the largest trimaran so far. The main hull was built at Wicormarine in Portsmouth Harbour and was an early user of carbon fibre and Kevlar. Unfortunately the Whitbread Multihull Race was undersubscribed and cancelled. In 1975 'GB III' sailed to USA and made an unsuccessful attempt on the TransAtlantic West-East record taking 13 days. Chay Blyth entered the 1976 OSTAR but while concluding his solo gualifying trip 'GB III' was in collision with a ship which broke the bow off one outrigger and subsequently capsized. 'GB III' was recovered and subsequently sold to Swiss Pierre Fehlmann becoming 'Disque d'Or II' which started the first Route du Rhum in 1978.

OSTAR 1976 had increased in popularity with 125 entries with five Kelsall trimarans starting: 'FT' was rebuilt with grp composite crossbeams replacing the aluminium channels sections. David Palmer took a southerly route and finished seventh in 27 days. Guy Hornett sailed 'Old Moores Almanac' (ex-'Leen Valley Venturer') to 21st place and Nick Clifton finished in 33rd place sailing 'Azulao'. 'Azulao' was an innovative wing decked 32ft trimaran with hydrofoils for increased stability and a built-in selfrighting arrangement of watertight compartments and pumping system. The hydrofoils were discarded before the start. Derek later wrote: "Found that foils need a boat that will get up into the midteens [boat speed] before there is any significant advantage. At speeds around 9 knots we noticed a loss of speed of 0.25 knots when the foil was in action compared with when it was retracted. As

there was not much time for testing and this 30 footer sailed mainly below 9 knots we decided to remove the foils." Nick Clifton capsized on the return trip and the ropes caught in the companionway hatch thwarted attempts to self-right. The tri was recovered by a ship and enjoyed a second lease of life based on the Medway.

'Gancia Girl' was abandoned by Tony Bullimore after catching fire. 'Altergo' a 39ft trimaran built by Chris Ward retired with a broken rudder.

Design work proceeded on a range of Tonga catamarans designed for amateur construction featuring large flat panels of foam sandwich with a gentle longitudinal radius. These include a Kelsall-built Tonga 36 which demonstrated end-forend self-righting by flooding compartments and pumping systems.

The boatyard in Sandwich now named Bayside Marine built a 45ft catamaran 'Sable Fleur-de-Lys' for Robert Gayre. Nick Keig and his team on the Isle of Man were busy building a 53ft Kelsall trimaran 'Three Legs of Mann II', which was first to finish the 1977 Round Wight Race. A Tango 32 trimaran was created as a production design.

Paul Constantine (very involved with MOCRA in the 1980s) built in Suffolk 'Starship' a 35ft modified version of 'Three Legs of Mann 1' using the more cruising-orientated hull sections of 'Inkwazi' and publicised his adventures cruising Round Britain in a series of magazine articles

At this stage John Shuttleworth was assisting Derek with the increasing design work and a series of three racing trimaran designs were produced to the Royal Western Yacht Club's OSTAR Classes of Pen Duick 46ft, Gypsy Moth, and Jester 28ft waterline. A Stripling 28 called 'Gazelle' was built for Charles Dennis who had previously sailed half way round the world in an Iroquois catamaran. The larger 53ft design was represented by Chay Blyth returning for 'Great Britain IV'.

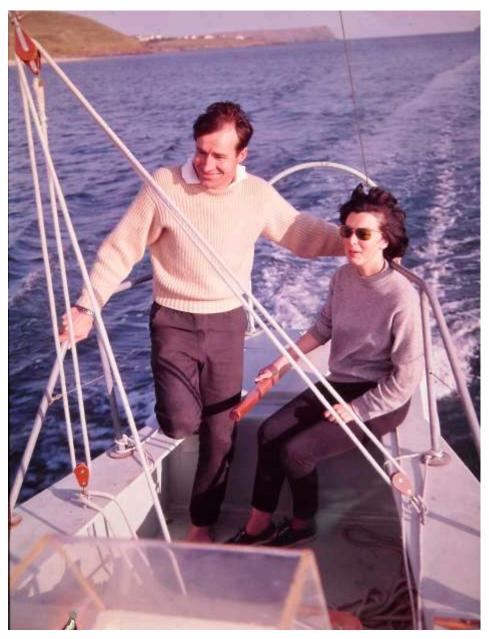
The 1978 RWYC Observer Round Britain Race had increased in popularity with 74 entries, including 4 Kelsall trimarans. Chay Blyth crewed by Rob James were up against Philip Weld with a 60ft Newick trimaran 'Rogue Wave'. 'Great Britain IV' suffered damage to the crossbeam fairings on the first leg arriving in 6th place, nine hours behind Rogue Wave at Crosshaven. After repairs to the beam fairing which had also caused the outrigger bow to fill with water, 'GB IV' set off up the west coast of Ireland and within 36 hours of sailing had caught up with Rogue Wave in light airs and fog. "GBIV" was a light weather boat and suffered in winds over Force 4 compared with 'Rogue Wave' so the rest of the race saw swapping of positions depending on the wind strength and direction. 'GB IV' started the last leg from Lowestoft four hours behind 'Rogue Wave' but in a light wind leg pulled through to finish first by over 12 hours. Nick Keig also overtook 'Rogue Wave' to give Kelsall trimarans 1st and 2nd places. 'Gazelle' finished 17th and Tony Bullimore who had bought 'Three Legs of Mann 1' (renamed 'Runaround') finished 21st.

At this time Derek Kelsall and John Shuttleworth developed their KS Performance Number and KS Stability Number to assess the performance of multihulls. Don Wood worked with Derek on the 25ft Typhoon design using Tornado catamaran hulls for outriggers.

The first Route du Rhum Trans-Atlantic Race from St Malo to Guadeloupe

started in November 1978. Out of 45 entries, there were five Kelsall trimarans – Eugene Riguidel with sponsorship from VSD magazine had a sistership to 'Great Britain IV' rapidly built by Barbaret in Rennes. 'VSD' was fitted with forward and aft T-foils under the main hull to reduce pitching. Chay Blyth was racing 'Great Britain IV', 'Trifle' was renamed 'Syntegral', Alain Gliksman had bought the 53ft 'Three Legs of Mann II' renamed 'Seiko' and Pierre Fehlmann was racing 'Disque d'Or II' (ex 'Great Britain III').

Electric autopilots were in their infancy causing 'Seiko', 'Great Britain IV' and 'Disque d'Or II' to retire. Pierre Fehlmann tells of complete electrical failure, eventually sailing into La Rochelle Marina in the early hours of the morning and docking the 80ft trimaran with no one to help. 'Syntegral' hit a submerged object and retired in the first 24 hours. Riguidel despite hitting a Brittany Ferries spectator ship and returning to St Malo did make the Atlantic Crossing only to



lose the boat on a reef 80 miles north of Guadeloupe.

For 1979 Riguidel had 'VSD II' a sistership built again by Barbaret to race the 6000 mile Transat en Double again fitted with T-foils. Sailing with Gilles Gahinet, two days after the start the foils broke off during the first depression. The boom also broke. Riguidel put in for repairs at the turning point of Bermuda. He was 50 hours behind Eric Tabarly and Marc Pajot on 'Paul Ricard'. After 13 hours of repairs, notably to the foil cases, 'VSD II' departed Bermuda. 'VSD II' overtook 'Paul Ricard' 2 hours from the finish in Lorient to win by 5 minutes after 34 days racing.

For 1979 Nick Keig was building an updated 53ft trimaran 'Three Legs of Mann III' which he was to sail to second place in the 1980 OSTAR behind Phil Weld's Newick 'Moxie'.

Mark Gatehouse with help from dinghy builders Spud Rowsell and Phil Morrison assembled a 30ft Kelsall trimaran called 'Mark One Tool Hire' winning the 30ft class in the 1981 Two-Handed TransAtlantic Race. Later renamed 'Lasmo Explorer', MOCRA Commodore Rupert Kidd and Nic Bailey sailed her to a Class win in the 1985 Round Britain Race.

Terry Cooke built a 35ft Kelsall trimaran with GRP composite tube beams in 1981 called 'Triple Fantasy' and won the 1982 Round Wight Race on corrected time and was first in the 35ft class in the 1985 Round Britain Race.

Following the 1979 success, for 1982 and the second Route du Rhum, Eugene Riguidel commissioned the biggest trimaran at that time, Design#103 an 89ft Kelsall design sponsored by William Saurin. Riguidel finished a disappointing 17th, four days behind the winner Marc Pajot on 'Elf Aquitaine'. Returning to the Transat en Double in 1983 Riguidel sailing 'William Saurin' finished second to 'Charente Maritime'.

A 38ft bridgedeck cruising catamaran 'Upho' was designed for Ron Spells and featured Kevlar sandwich hulls. Many good times were posted in over a decade of Round the Isle of Wight races including a time of 5 hours 54 minutes in 1991.

1980 saw 'Freedom of Norwich' launched a 40ft trimaran which is still sailing on the south coast.

Around 1982 Derek developed an innovative proa 'Bits and Pieces' aimed at Weymouth Speed Week, one Tornado hull, one shorter Hobie hull, some carbon fibre hydrofoils and mast set on the leeward hull and canted to windward. The resulting craft saw the leeward hull rise up on the foils and heel to windward. Several lightweight 35ft trimarans were built for skippers to compete in the Bol d'Or on Lake Geneva where Kevlar laminate and honeycomb cores were employed.

Also in 1982 the 45ft cruiser/racer trimaran 'Third Degree' was built which became a regular Scottish Peaks Race competitor.

1983 saw Nick Keig and Derek develop the 63ft catamaran 'VSD' (III) with a central nacelle cabin supporting the rig with centreline under the mast rigging as seen many years later on America's Cup catamarans such as 'Alinghi V'. From the mid-1980s for the rest of his career, Derek's work as a yacht designer mainly focussed upon cruising catamarans, accompanied by further developmental steps in boat building techniques. Among them too have been limited production-run catamarans such as the Space 55, Suncat 40 and Islander 39 and larger one-offs such as the 70ft 'My Way' and the 77ft light weight motor sailor, 'Mannanan'.

After his wife Clare succumbed to Parkinson's Disease, Derek was involved in the build of one of his 72ft catamaran designs for John Tucker in New Zealand. Derek loved New Zealand so much that following that project in the mid-1990s, he chose to make it his home. With new partner Paula Henderson he made his home in Waihi, just north of Tauranga, from where he continued to design yachts and motorboats and promote the KSS for the rest of his life. By 2009 Kelsall Designs were up to Design Number 466.

Derek is survived by Paula and his daughter Victoria Liepins and son Liam and Liam's two children Elena and Libby. Meanwhile Derek's designs, including many of his early work from the 1960s, thanks to their foam sandwich construction, have survived him and are to be found in every corner of the globe. A memorial service will take place for Derek in New Zealand on 25th Jan 2022 With acknowledgement to James Boyd and Liam Kelsall for information.

Simon Forbes 31/12/2022

Photos supplied:

Derek Kelsall and Claire Kelsall – helming 'Toria' September 1966 'Toria' – September 1966



Annual General Meeting 2022

12:30 Saturday 19th November, 2022

Agenda

1. Welcome by the Commodore

No Speaker this year, but a number of points for discussion.

2. Apologies for AbsenceTim Wilson, Gordon Baird, Simon Barnes, Simon Baker, Matt Baker, Alan Rankin, Robin Russell, Daryl Morgan, Mischa Kellner, Fabio di terlizzi, Chris Breeze, Edward Pot

3. To Approve the Minutes of the Previous AGM

Proposed: Matthew West . Seconded: Neil Boughton

4. Matters Arising

5. There were none

6. To receive the Commodores Report

Thanks from the Commodore to the committee for their work

Particular thanks to Matthew West for the large edition of The Review this year.

Thoughts on Round Britain and Ireland and the changes to the stop overs.

Proposed: Neil Boughton. Seconded: Andreas Hofmaier

7. To receive the Treasurer's Report

As ever this was a report of the last completed financial year - 2021. The balance remains healthy

Proposed: Matthew West. Seconded: Rupert Kidd

8. To reappoint the auditors

Proposed: Matthew West. Seconded: Rupert Kidd

9. To receive the Membership Secretaries Report

A run down of the current membership globally, and in terms of boat type. Active member numbers have been increasing. Most members are in the UK, with an increasing number across Europe.

Proposed: Melanie Holder. Seconded Neil Boughton

10. To receive the Cruising Secretaries Report

No report received other than no enquires have been made to the cruising secretary all year.

11. To receive the Racing Secretaries Report

The racing calendar has been busy, from the Caribbean 600 to smaller races in the Solent. The highlight of the year being the Round Britain and Ireland race. This was an exhausting race for crews and boats, which had implications on the participants of races immediately following it.

Next year's nationals briefly discussed. They are taking place mid week (Tuesday - Thursday) with the hope that multihulls will be in the Solent to take part in RTI on the Saturday. One days grace has been build into the schedule.

Proposed: Rupert Kidd. Seconded: Matthew West

12. To receive the Rating Officers Report

In addition: Ratings this year up to 120 from last year's 80 issued. Route du Rhum used MOCRA ratings with no prior warning which has contributed 15 boats to this increase in ratings certificates.

Proposed: Melanie Holder. Seconded: Andreas Hofmaier

13. To receive the Scottish Region Report

A lengthy report from Scotland which would make a lovely article for The Review.

Proposed: Rupert Kidd. Seconded: Neil Boughton

14. To receive the East Coast Region Report

There was no formal report. However it was reported that 6 trimarans participated in Burnham over the August bank holiday on day one. On day 2 and 3 this was down to 4 boats. At the prize giving there was a discussion as to whether to reduce the requirement from cat 3 to cat 4 boats to allow more to participate, it being thought that lifeboats are not required for such racing. No decision made as yet.

15. Executive Committee Resolutions

There were none

16. Members Resolutions

The constitution states: "Any member wishing to propose a motion shall give notice of the same to the Honorary Secretary at least twenty-one days before the meeting."

There were none

17. Election of Commodore and Executive Committee

The constitution states: "Nominations for officers and committee members shall be made in writing at least fourteen days before any Annual General Meeting except that additional nominations may be made at any Annual General Meeting to fill any vacancy remaining."

There were no changes made, The committee was reelected as a whole.

Proposed by James Holder. Seconded: Jon McColl

18. Any Other Business

There was none

Multihull Offshore Cruising and Racing Association

Income and Expenditure Account

for the year ended 31 December 2021

Income	Note	2021 £	2020 £	2019 £
lincome				
Subscriptions Racing Ratings		4,829 2,429	3,643 878	5,090 2,862
		7,258	4,521	7,952
Expenditure				
Newsletter and Yearbook Calendar Racing Administrative expenses Website RYA and other subscriptions		2,031 0 600 0 330 205	2,247 185 83 0 599 205	2,620 2,160 348 0 304 200
Audit and accountancy		210	210	210
AGM / Dinner Membership gifts Insurance	1 2	52 960 495	0 0 444	1,660 2,720 442
		4,883	3,973	10,664
Net Surplus / (Deficit) of Income		£ 2,375	£ 548	£ (2,712)

Notes

1. AGM / Dinner The 2020 AGM was held by Zoom due to Covid restrictions so no costs were

incurred.

2. Membership Gifts

MOCRA branded burgees (2019 Golden Jubilee MOCRA branded caps).

3. Fixed Assets

The load cell was written down to a nominal £1 in 2000.

Multihull Offshore Cruising and Racing Association

Balance Sheet

as at 31 December 2021

		2021 £	2020 £	2019 £
	Note	L	L	Z
Fixed Assets Cost less Depreciation		337 336	337 336	337 336
	3	1	1	1
Current Assets				
Sundry debtors Cash at bank		0 13,863	0 12,190	0 8,430
		13,863	12,190	8,430
Current Liabilities				
Accrued expenses and creditors		2,930	3,632	420
		10,933	8,558	8,010
		£ 10,934	£ 8,559	£ 8,011
Accumulated Fund Balance as at 1 January 2021 Surplus / (Deficit) for the year		8,559 2,375	8,011 548	10,723 (2,712)
		£ 10,934	£ 8,559	£ 8,011

Tim Wilson

Honorary Treasurer

Auditor's Report

The Income and Expenditure Account for the 12 months ended 31 December 2021, and the Balance Sheet as at 31 December 2021, reasonably reflect the position of the Multihull Cruising and Racing Association, as presented by those records made available to me, and in conjunction with the explanations and assurances made by various officers of MOCRA. The scope of my audit must be limited by the very nature of MOCRA, which in common with many similar organisations, cannot operate the detailed financial controls which should be expected of a sophisticated business.

Barry JY Lomas FCA - Auditor

19 October 2022



Multihull Offshore Cruising & Racing Association Established – 1969

Burgee - Orange with five black triangles

www.mocra-sailing.org.uk

Commodore	Rupert Kidd		
Vice Commodore	Simon Baker		
Honorary Secretary	Melanie Holder		
Honorary Treasurer	Tim Wilson		
Membership Secretary	Andreas Hofmaier		
Racing Secretary	Neil Boughton		
Cruising Secretary	Gordon Baird		
Ratings Secretary	Simon Forbes		
RYA Liaison Officer	Simon Forbes		
Trophies Secretary	Neil Boughton		
Social Secretary	Simon Barnes		
Safety Secretary	Simon Forbes		
Scottish Area Representative	Gordon Baird		
East Coast Representative	Simon Barnes, Nick Wood		
Publications Secretary	Matthew West		
Webmaster	Nick Bowles		

The Multihull Offshore Cruising & Racing Association is the association for seaworthy Multihulls in the UK.

The association is open to overseas members.

The MOCRA Rating Rule is a measurement rule to provide fair racing for seaworthy multihulls.

To apply for a rating go to: https://sites.google.com/site/mocrarating/ or contact: Simon Forbes 12 Queens Court, Peninsula Square, Winchester, SO23 8GL

Email: simonforbes3@gmail.com

Racing and cruising programs are organised. An annual Review is published.