



MOCRA 2023

Review



OFFICERS REPORTS - RACE REPORTS - CRUISING REPORTS

Editors Note

Dear Members

Reading through the contributions to the 2023 review it feels like last year was a lively season for multihull sailing with lots of racing and cruising and new faces coming into the association. Thanks to everyone who has contributed to these articles to share whats going on and hopefully inspire others for their own activities.

2023 saw plenty of interesting sailing and we cover some of the highlights within the review including, the AZAB race (Azores and Back), a lively UK nationals and Round the Island race. There has also been some superb cruising in Scotland and we look back at the untold story of Triassic in Croatia from 2016 to get you inspired.

For myself, in only my second year of multihull sailing, its been great to be warmly welcomed by the MOCRA community at racing events and the very sociable AGM. There's a wave of younger sailors coming into the organisation which is extremely encouraging to see and you can read about some of their experiences in 'D1 - long hours big rewards' and 'New Member Season reflections'.

Sadly last year Matthew West passed away. He was Honorary Secretary of MOCRA from 2011 until 2020 and editor of the MOCRA review 2016 until 2022 and his dedication to the association and passion for multihulls will be hugely missed. This year's review is dedicated to Matthew - you can see him on the front cover at the helm of his Dragonfly 920 'Wandering Glider' back in 2010 (Photo: SailingScenes / David Harding)

Thanks again to all the contributions from members - see you on the water in 2024.

Fair winds,

Will Rogers
Trillium F28

Picture Credit: Oriel Butcher /multihullcentre.com





www.mocra-sailing.org.uk



For 2024 MOCRA membership remains at £25.

The cost of a rating remains 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@gmail.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

Wandering Glider, Poole Regatta 2010

OFFICERS REPORTS

Commodores Report 2023

by Rupert Kidd

4

Racing Secretary Report

by Simon Forbes

4 - 6

Rating Secretary Report

by Simon Forbes

6

Member Secretary Report 2023

by Andreas Hofmaier

7-9

Scottish Report

by Gordon Baird

9

RACE REPORTS

Mocra Nationals 2023

by Nick Wood

10-12

Opportunities - The last sail of the season

by Gordon Baird

13-14

Diam 24 UK and World Tour

by Simon Baker

15-16

The story of Sanit's Broken Mast

by Nigel Talbot

17-20

CRUISING REPORTS

Sailing through time

by Alan Rankin

21-25

Long hours, big rewards

by Peter Russell

26-28

Sailing Croatia in Triassic

by Nigel Stevens

29-32

MailASail Azores and Back Race

by Rupert Kidd

33-35

New Member season reflections

by Douglas Reid CEng

36-38

MailASail AZAB 2023

by Simon Forbes

39-42

MOCRA Accounts 2022

43

Commodore's Report 2023



It has been very encouraging to see a high level of participation in many events though the year as described in the Racing Secretary's report. The MOCRA Nationals held in the Solent were a particular success with a good variety of races and the two different venues. The support from the Royal Victoria Yacht Club and Bembridge Sailing Club was much appreciated. I am sorry to have missed this, but we were returning from the Azores on the AZAB Race. The committee has been looking at how we can follow up such a successful formula for next year and we would welcome members' input at the AGM and dinner, or any other time. We would also like to hear which races our members plan to enter, so that we can get more boats together to make the racing interesting.

It was very sad to lose Matthew West, who died in August, without being able to take part in the Nationals after he had finally got Backlash ready to race after an extensive refit and repairs from boatyard damage. Matthew was Publications Secretary until resigning as his health failed, but he had been Secretary of the Association for many years. We will sorely miss him, especially his detailed knowledge of MOCRA's constitution and history.

I would like to once again thank all the Officers, who keep the Association running. Melanie Holder in addition to the key role as Secretary has taken on much of the social arrangements in the absence of a Social Secretary. Andreas Hofmaier has done a great job evaluating and tracking our membership and has agreed to sort out the MOCRA website. Neil Boughton has got to grips with the racing and is also working with the Race Committee to improve the MOCRA rating system regarding flying headsails. Tim Wilson, who has been Honorary Secretary for 30 years, has been persuaded to continue in this role. Simon Forbes sorts out and issues all the Rating certificates as well as providing comparisons with alternative rating systems and continuing in his liaison role with other sailing organisations. We specifically have vacancies for the roles of Publication and Social Secretaries. We would appreciate it if some members can come forward to fill these roles and take the load off the other Officers. The Association needs your help to keep running.

I am very pleased to have persuaded Merfyn Owen, of Owen Clarke Design to come and give the after dinner talk at this year's AGM. His talk is provisionally titled: Designing a multihull changed my life: sailing and designing 1985-2023. His designs include Ellen McArthur's Kingfisher and Mike Golding's Ecover among 7 IMOCA 60's, and 14 Class 40's as well as many other boats including high latitude monohulls and catamarans. His sailing experience on multihulls and monohulls is immense including being Skipper of Global Teamwork in the 1997 BT Global Challenge round the world race. We look forward to welcoming him at the dinner.

Rupert Kidd
Commodore

Racing Secretary Report 2023

The first races of the season were in the RORC series; the first was the Transatlantic race, 3 MOD70s finished with Maserati coming out on top, in a new course record time of 5 days 5 hours. This was closely followed by the Caribbean 600 with 10 multihull entries and was won by a Gunboat-68 Tosca sailed by Alex Thompson; with a real match race between the MOD 70s Maserati and Zoulou for 2nd and 3rd, with the latter being 11 seconds ahead, but losing out on corrected time.

As usual, the South West racing season really kicked off with 10 boats taking part in the Royal Western YC Plymouth Falmouth Fowey triangle race over the early May bank holiday; there only having been a couple of boats out for the 2 race Saltash Spring Series. Day 1 to Falmouth saw very light conditions, with the start moved out to the Western Breakwater. The smaller lighter boats got away initially but as the wind picked up the bigger boats especially Slinky Malinky and Foxy did well. Andy Fennel in the Shuttleworth 39 tri Morpheus took line honours, but not by enough to make up the time she gave to the fleet. Panoramix took the win with Slinky second and Foxy third, a couple of boats fell into large wind holes and retired or missed the cut-off time. Day 2, to Fowey, saw more consistent breeze along the coast, though there was a bit of a shutdown off the entrance to Fowey and the boats that went left into Fowey Bay caught up with those that had gone right and done better initially. Belladonna taking the win, with Slinky 2nd and Easytiger 3rd. The first 4 boats were within one minute on corrected time. The final day back to Plymouth saw an even more consistent breeze for the spinnaker reach back to Plymouth. The longer waterline length boats did well with Slinky Malinky 1st, Hissy Fit 2nd, and jumping into the mix Panoramix in 3rd. The overall win was taken by James Holder in the Dazcat 1295 Slinky Malinky who had been on the podium for every leg, the 2nd placed boat was Andy Sinclair and Brendan Steward's Farrier F82R Panoramix and 3rd was Dominic

Gooding's Dazcat10m Belladonna.

The next race in the South West was the RNSA St Peter Port race, which took place over the late May Bank Holiday weekend and had 4 boats competing. A boisterous, fetch in a force 4 saw pretty quick passage times to St Peter Port and the win was taken by Hissy Fit from Trillium, with Easytiger a distant 3rd. Unfortunately, Morpheus broke a daggerboard just short of St Peter Port on the side needed for the final beat up to the finish, forcing them to retire.

Racing Further afield early in the season was Nemo sailed by Matt Theobald and Enora Pichon taking part in the annual ArMen race from La Trinité-sur-Mer in mid-May, run under the Multi 2000 rating, Nemo was 5th over the 310 mile course and Rock Steady a Dazcat based in France was 3rd. However, the big offshore test was the Azores and Back Race (AZAB) run by the Royal Cornwall YC, which started on 3rd June. Unfortunately, of the 5 initial multihull entries only two, Bare Necessities, sailed by Bruce Sutherland and Alison Bushfield and Suenos, sailed by Rupert Kidd and Alan Mitchell made the start-line. The result on the outward leg was very close after 1200 miles of very varied and at times challenging conditions Bare Necessities came out on top by 8 minutes. On the return leg to Falmouth, the split after the start going East or West about the island seemed to be the deciding factor, with the westward route paying handsomely for Bare Necessities, who came in 21 hours ahead on corrected time thus taking the win overall.

The MOCRA Nationals were held between 27th and 29th June; jointly hosted by the Royal Victoria Yacht Club in Wooton Creek and Bembridge Sailing Club, both of which made the fleet extremely welcome and laid on some great social events. There was an excellent turnout of 21 boats, for 3 great days of racing in generally excellent Force 3 to 5 conditions. The first day consisted of a short windward leeward race followed by a triangle-sausage-triangle, and the day was rounded off by what was meant to be a longer around the cans race,

but the lead boats made it round in just under an hour. Mark Upton-Brown's F9A Alini was top boat on day one with a 1,2,1, scoreline; closely followed by Nick Wood's F27 Origami with 2,1,6. The other boats on the podium were Nigel Talbot's F82R Sanity and Luck Jackson's F25A Arlette, resplendent in their Yellow livery, and Nigel Stevens F27 Triassic. The Trimarans being the boats to beat was a pattern that continued throughout the event, with the notable exception of Simon Baker who hustled the biggest boat in the fleet, the Dazcat D1495 Hissy Fit around the tight courses to great effect. Following an excellent hog roast at Royal Victoria on Tuesday evening the racing got underway on Wednesday with a short windward/leeward race and then the longest race of the event the "passage" race to Bembridge, which took a circuitous route round the Nab Tower then back to Bembridge. The Small tri's were again victorious in the short race with a new boat on the podium Chris Dodds F9A Misty coming in behind Origami and Alini. The longer course and more boisterous conditions out by the Nab saw Hissy Fit come into her own and Simon Baker took the win with Origami and Alini completing the podium. Julian Linton's F32 SRC NRB was back on the water for the 2nd days racing having been repairing her daggerboard during the first, but despite her impressive pace around the course, she couldn't make up enough time on her rating to get on the podium. Luca Stonehouse sailing Dazcat D1 was also very quick around the course but suffered a rudder failure during race 6. Impressive repair works got them back on the water for the last race on day 3, but not quite soon enough to start. The final day of racing was planned to be similar to the first with windward/leeward, triangle-sausage-triangle, and round the cans. Unfortunately, the wind didn't hold up for the last race and a couple of boats didn't make the cut-off one hour after NRB's rapid transit. NRB won the first race, Alini the 2nd, and Origami the 3rd. Hissy Fit, Sanity, and Triassic also made it onto the podium on day 3.

After 3 days of close racing, there

being only 1 point between 1st and 2nd places and 3 place being decided on countback the MOCRA national champion was:

Nick Wood sailing Origami, a Farrier F27

2nd Was Mark Upton-Brown sailing Alini a Farrier F9A

3rd on countback was Simon Baker sailing Hissy Fit a Dazcat D1495

4th was Nigel Talbot sailing Sanity a Farrier F82R

The Round The Island race took place on the Saturday following the Nationals, 1100 boats entered, 177 retired and 838 finished, in what were challenging conditions; that unfortunately saw two capsize in the multihull fleet; Origami at the Needles and Coco de Mer the Gunboat 66 off Bembridge. Origami was recovered comparatively unscathed apart from the rig, into Ventnor a couple of days later. The multihulls were 2nd start as usual, at a very civilised 08:10. The first leg to the Needles was a one-sided beat in up to around 20Kts of wind, with some much stronger gusts especially around the Needles, followed by a deep reach/run to St Catherines in building wind and seas and a deep reach to Bembridge ledge in moderating conditions with some shelter from the Island and a final beat up the Solent, in for most boats an increasingly adverse tide to the finish off Cowes. The MOCRA winner was Tim Yetman sailing Dragonfly 28, the performance model for the UK agents Multihull Solutions Limited. Alini a farrier F9A sailed by Mark Upton-Brown was 2nd continuing her excellent run of podium results in the RTI and another Dragonfly 28 Performance sailed by Malcolm Jaques was third. Several boats achieved excellent results in the line honours standings, coming in the top 20 were NRB 8th, Raygun 10th, Dragonfly 28 15th, Alini 13th, Hissy Fit 14th, Ice Dragon 15th and Arlette 18th. Raygun the Diam 24 had an excellent race being the smallest Tri taking part and D1 the smallest Catamaran was a very creditable 47th. Richard Woods entered Sagitta in the bridge-deck class in which he was triumphant with a creditable 124th overall.

The biggest race of the RORC season is undoubtedly the Fastnet Race, which, this year was a bit of a destruction derby for the first night, with the fleet assailed by some very strong winds, gusting F9 by all accounts and several boats suffered sail and other damage. Only 8 of 15 MOCRA entries finished, with Morpheus sailed by Andy Fennel being the only multi under 50ft to finish. The winning MOCRA multi-hull in a new course record time was the 80ft Catamaran Allegra skippered by Paul Larsen. Tosca the 68ft Gunboat was 2nd and Lodigroup an ORC 50 skippered by Loic Escoffier was third. The Ultimes had a better time of it than the smaller boats with a new course record being set by SVR Lazartigue skippered by Francois Gabart.

A few weeks prior to the Fastnet was the Cowes-Dinard-St. Malo race which was the second most popular RORC for multies, with 7 entries. The winner was Lodigroup skippered by Loic Escoffier, with Use It Again a 75ft tri 2nd, and 3rd being taken by D Bouillard in his first season in the newly launched Dazcat 1295 Minor Swing. Most of the other RORC races only had one or two multi-hull entries, such as Jon Mc Coll's Shuttleworth 34 Shockwave which was the sole entrant in the North Sea race, and James Holder's Dazcat 1295, which won the De Guinard Bowl race from Nica a large German catamaran.

The West-country racing resumed after the Nationals with the usual short coastal races to Fowey, Salcombe, and buoys in Whitsands Bay, culminating in the informal 'Last Hurrah' race; this year to Fowey. There were generally 4 or 5 boats in each race apart from the last Hurrah which saw 11 turn out; unfortunately, the wind didn't co-operate and only 3 finished, so it wasn't counted towards the inshore points series this year. There were several different winners from these races, held in a wide variety of conditions, Panoramix sailed by Andy Sinclair and Brendan Seward, and Nemo the Newick 39 sailed by Matt Theobald and Enora Pichon both won a couple of races.

Racing in the Solent run by the Royal Victoria Yacht Club seems to be maintaining its popularity, with a few new boats taking part this year, but some of the more established boats were not out so frequently. The RVYC open series which attracted 6 entries was won by Sanity an F28 sailed by Nigel Talbot from Ocro a Woods Wizard sailed by Tim Haslam. The RVYC also held their usual short regatta series; unfortunately, 2 of the 4 races sailed over the bank holidays were not held, 4 boats entered and Strider a Dragonfly 32 sailed by Richard Rae, won from Milly Mo a Dragonfly 920 sailed by Tim Haslam. The Merrydown Regatta sailed on 16th Sept had 6 entries and was won by Sanity with Strider 2nd and Orca third. Strider also prevailed in the RVYC autumn series, which had 3 entries, but unfortunately, 2 of the 4 scheduled races were lost due to weather.

Racing participation on the East Coast appears to be pretty steady from year to year over the last couple of years and was run by the Royal Burnham YC and this year consisted of the Whitsun Regatta and Burnham Week, both of which attracted 4 entries. Origami an F27 sailed by Nick Wood triumphed from Triassic an F27 sailed by Nigel Stevens in the Whitsun Regatta and Triassic took Burnham week from NRB the F32 SRC sailed by Julian Linton.

The only event of note in Scotland was the Scottish Islands Peaks Race, which combines fell running with sailing; there were two multihull entries this year, Excalibur III an F28R sailed by Brian Young who won class 1 and, Opportune an Outremer 38 sailed by Iain Baird.

At the end of the season, the inshore points trophy was a close run thing with Hissy Fit the Dazcat 1495 sailed by Simon Baker coming out on top just ahead of Sanity the F82R sailed by Nigel Talbot with Trillium F28 Sailed by Will Rogers in 3rd. Using the inshore points as a metric there was a little more racing activity this year with 50 boats registering points from the events counted compared to 46 last year.

The Race Committee are reviewing the MOCRA rating; the biggest focus is on how headsails are rated, as the

rating hasn't kept pace with the development of headsails set flying (that is those foresails set on furlers ahead of the forestay) that can be used upwind. The rating of both headsails set flying; which currently carry no rating penalty as long as they are smaller than the spinnaker and also jibs/ genoas which can currently go up to 130% of the foretriangle before any additional rating is applied, is being considered. The most likely solution; that is being trialed with experimental ratings used to re-evaluate some of this seasons results is a sliding scale for headsails set flying depending on their mid-girth ratio. Thus, sails that are nearer to a spinnaker in shape incur a lower rating penalty than those cut more like a genoa that are used more upwind. To keep the playing field as level as possible jibs/genoas are also likely to be rated on the actual area rather than the rating being based on the fore triangle area as it is currently.



Rating Secretary Report 2023

The MOCRA Racing Committee amended the MOCRA Rating Rule Mainsail upper measurements to harmonise with other major rating rules for 2023. Additional measurements were requested regarding headsails set flying.

115 MOCRA Rating Certificates were issued for 2023, compared with 120 in 2022. The certificates were emailed to the boat owners and have been published on the MOCRA Rating website.

Nine multihulls were weighed during the year using the MOCRA Loadcell.

Simon Forbes,
MOCRA Rating Secretary

MOCRA Member Secretary Report 2023

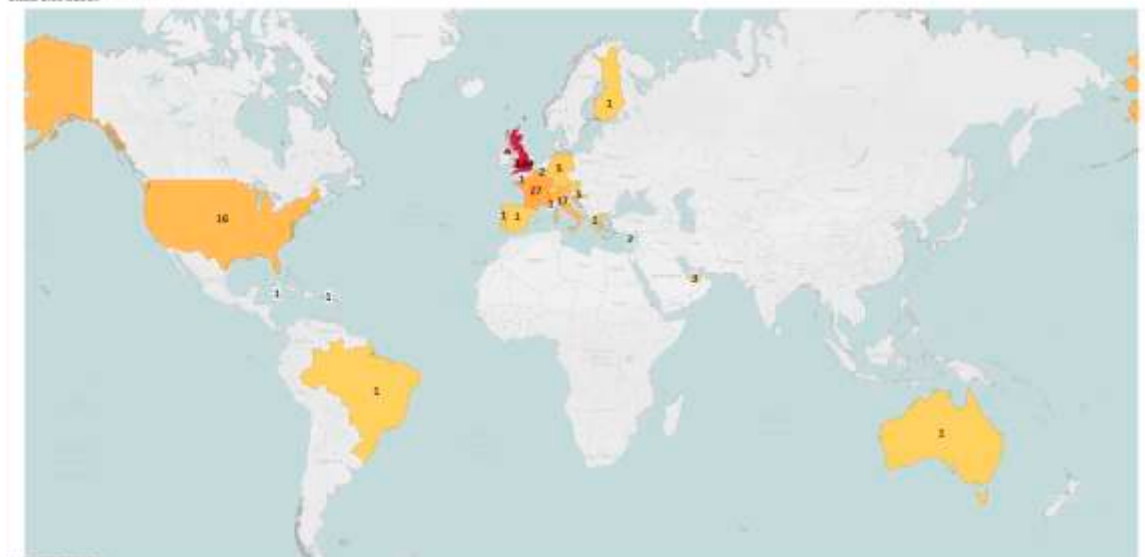
After outstanding member growth in the previous two years 2023 saw a consolidation of these recent membership gains. A more moderate growth of 2% in 2023 led to a total of 251 active members. Obviously, the increasingly challenging economic environment had some effect on this result. Nevertheless, active membership numbers are currently at record levels in the 2017-2023 period.

MOCRA Active Members
Development 2017-2023



Whereas the overall distribution of MOCRA members is fairly stable – the U.K. continues to be the strong membership “home base” – the international members are continually growing. In 2023 international MOCRA members exceeded the 40% threshold for the first time. The largest non-U.K. MOCRA communities can be found in: France, Italy, USA, Austria, Germany and Croatia (the latter three sharing the same number of members in 2023). MOCRA’s historically established main member clusters in the U.K. can be found in the Southeast, South and Southwest. The very active Scottish member community is showing good growth dynamics recently. Asia, Africa and South America are offering encouraging potential for future development outside the currently active MOCRA member regions. Your kind support in “spreading the multihull / MOCRA word” would be very much appreciated.

MOCRA Active Members 2023
Global Distribution



MOCRA Member Secretary Report 2023

MOCRA Active Members 2023
Type of Multihull per Country

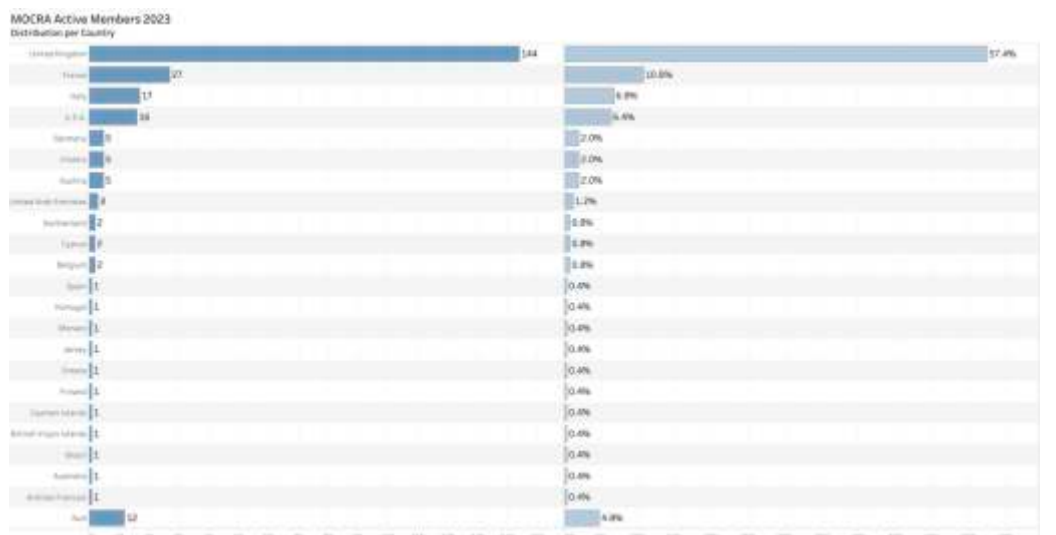
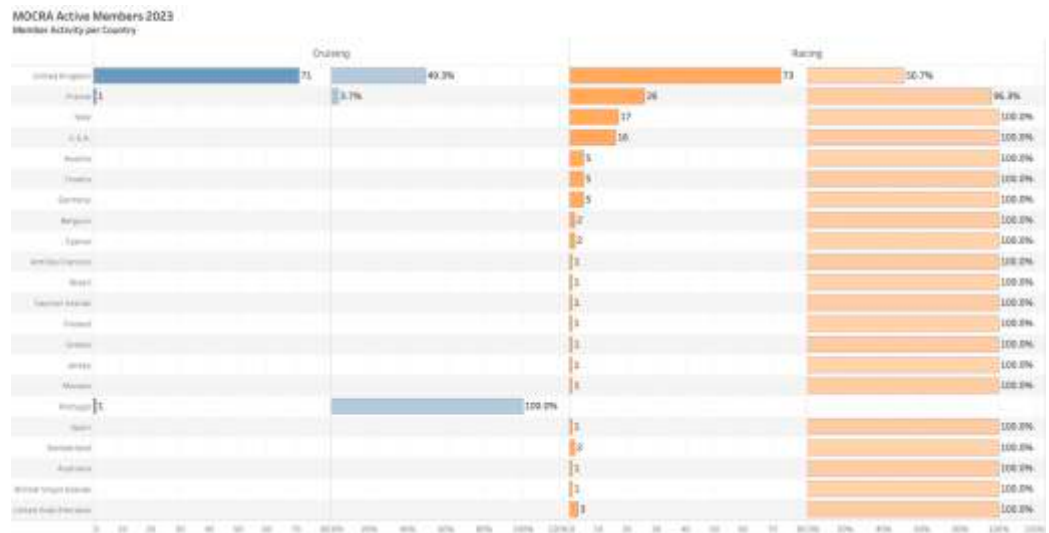


The structure of multihull types within MOCRA is very stable: trimarans continue to be the largest multihull group with a share of 46% followed by Catamarans with 38%. For 16% we currently do not have any information on their type of multihull on file.

The top 3 catamaran manufacturers chosen by MOCRA members are:
 Dazcat,
 Marsaudon Composites and
 Outremer

Whereas the top 3 trimaran manufacturers are:
 Quorning Boats,
 Corsair Marine / Farrier and
 VPLP

MOCRA members are focused on racing (about 70%). Almost all MOCRA cruising members are U.K. based (which, obviously, has historic reasons). New MOCRA members are mostly 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



MOCRA Member Secretary Report 2023 Cont'd

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 email 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 and / 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)



MOCRA Scottish Report

The only notable racing event in 2023 was the Scottish Islands Peaks Race in 2023, in which light airs meant that narrow monohulls and rowing were key to success. Brian Young on Excalibur, his extremely well prepared F28R and crew rowed and paddled valiantly well ahead of Opportune, whose comfort allowed legendary Joe Symonds and Finlay Wild to have a record run on Jura, even when handicapped with the dark, and a total of 9h36m for the 3 runs.

There was a move to have a multihull class at the 2024 Scottish series, based in the beautiful village of West Tarbert, Loch Fyne, and a group of 11 met to discuss. It was agreed that the racing was too ambitious for this year, and a rally is in the process of being planned, starting at Oban. This is likely to be in August or September, but it is still for discussion.

Both the Scottish Series in Tarbert and West Highland Week from Oban are prepared to include multihulls and inclusion in the Islands Peaks Race and Round Mull Race has been established for decades.

If anyone wishes to be involved in the group or participate in these events, please contact me at gordon.baird@me.com.



Mocra Nationals 2023



MOCRA Nationals 2023 as seen from the decks of Origami, winner of the 2023 Nationals

By Nick Wood (owner & skipper)

Photos: Oriel Butcher/Multihullcentre.com

Origami is a Farrier 27 trimaran which I have owned and sailed for 16 seasons. With over 450 built and designed by Ian Farrier in 1990, the F27 is a well proven solid trimaran suited for cruising and occasional racing.

Origami (Royal Burnham Yacht Club) is on the east coast in Burnham on Crouch but every few years we venture to the south coast to join the majority of the UK multihull fleet



to race in the Nationals and Round the island race. My partner and I usually cruise Origami to France via Poole.

We see the whole south coast excursion as a month's "sailing adventure" including delivering the boat with various mates via various ports along the Channel coast. With the races and deliveries etc, this is about a 1,000 mile round trip from Burnham.

However, in 2023, a combination of weather, work and time restrictions meant the delivery was by road. Folding and launching the F27 is a simple and quick process so we found ourselves rolling down the slipway at Hamble Point marina a week prior to the Nationals.

I have raced on numerous occasions in the Solent on a huge variety of boats in the main racing areas but never in the relatively tide free areas that the regatta was being raced in, and what a refreshing experience it proved to be.



It was good to see lots of familiar “multihull” faces and meet new ones also. With a settled forecast it looked like it was going to be a great few days sailing with the pontoons and anchorage numbering 20 plus multihulls. Nigel Talbot and his team at the Royal Victoria YC organised the event impeccably, the club fed and watered the fleet admirably, and there is a great appetite to return soon.

Origami was one of the smaller boats in the large mixed fleet so it was always a challenge to find clear air at the starts especially and the busy pin end of the line. We almost prioritised this, opting to keep as clear as possible or on opposite tacks. The F27 is a very nimble and balanced boat, with practice tacking can be performed without too much speed loss so we always tried to manoeuvre to a “relatively” clear

area of the course. If we could get to the first mark “unscathed” then we could sail our own race on the course.

For the MOCRA nationals this year I was fortunate to be joined by Bobby Wells + Owen Pay, two long term mates from the east coast (though Owen is now resident on the Isle of Wight).

Having the time and the boat in the right place at the right time is only part of the “regatta equation” if you can have fun with good friends (who are also great sailors) aboard, the picture is complete. So big thanks to Bobby + Owen.

We were also fortunate to take delivery of some new (Hyde) sails in Hamble. I haven't had any new sails for the boat for a few years so it was great to see new canvas (it's actually called “Tyra”) on the spars. They were fantastic first time hoisted. We had a day fitting and tweaking these in Hamble and then it was off across the Solent with Bobby to the welcoming and “ferry dodging” at the Royal Victoria yacht club in Wootton Creek.



As is usually the case racing an F27, there is usually or always another F27 racing, in this case Nigel and Vicky racing Triassic were on the same course, so with virtually identical MOCRA handicaps we had a good measure of how things were going.

Origami had a few good races early on in the series as did Alingi, an F31 sailed by Mark Upton-Brown so it soon became clear that he was going to be the boat to beat.

During the passage race from the central Solent to Bembridge we could sail our own course largely unaffected by wind shadows from larger yachts. On Origami it became fast, wet, and boisterous.



and other larger yachts finishing in a fresh breeze to the east as we floundered with limp sails. It wasn't looking good, but another lightning peel from Bobby saw the screecher up for the 3rd or 4th time on that leg which just got us into the building breeze in time. We finished that race in 3rd place I think which was just enough to squeak us ahead of Alingi by 1 point for the overall result. From what I can recall of the evening dinner, it was a pretty lively event !

Bobby and I positioned Origami back to the Hamble in a lively force 4-5 the following day to prepare for the Round the Island race and that, as they say, is another story

With the increasing wind to about force 4-5 and long legs we could see the power and speed of the big Cornish Dazcats as they passed us (no doubt sipping hot tea and



The racing and camaraderie of the MOCRA fleet during the event was great, the welcome and hospitality extended at The Royal Victoria and Bembridge Sailing Clubs were fabulous, and I'm sure the multihull fleet will be keen to return soon. Thanks to you to all.

wearing carpet slippers !) on the leg from the Nab Tower to the finish off Bembridge harbour.

Thanks should go to the Bembridge harbour master who dealt with the fleet of all shapes and sizes arriving "en masse" at the pontoons and managed to find space for all. Also thanks Mike Samuelson was not only PRO but masterminded the Bembridge part of the event.

Over the coming days the weather became very changeable and the breeze quite fickle in the eastern Solent where the sea and land breeze compete for stability. The F27 in the lighter winds is not as competitive with its moderate sailplan so it needed multiple sail changes, peels-to between screecher and spinnakers as the wind and course changed.

During the last leg of the last (shortened) race we could see Alingi



Opportunities *By Gordon Baird*

– the last sail of the season

Opportune, a Danson Outremer 38/43 is based in Stranraer marina. Galloway is one of Scotland's least well-known remote areas and although 40 miles from Troon, and 80 miles from Whitehaven (55 miles from Peel and 40 miles from Belfast Lough) it deserves to have more interest for yachts on passage, as a stopover/crew change in its own right with varied sailing day trips, cycling and walking and many good restaurants with reasonable UK transport connections.



For daysails, Portpatrick harbour has new community-led facilities. In Loch Ryan, Wig Bay and Lady Bay make delightful lunch stops, while Ailsa Craig is steeped with history, steep cliffs and birdlife:

like a mini St. Kilda. For the majority of yachtsmen, a major appeal of Stranraer is the only mainland marina available at all states of weather and tide between Liverpool and Troon, as a stop-off or stopover. Restaurants include Henrys, a short walk with great seafood at reasonable prices. Taxi-ing or a 10 mile path west to the cliffs at Portpatrick or 10 miles south to 8 miles of sand at Sandhead beach can both be rewarded with good food and drink.



Passage planning North is best dictated by the weather and tide times at the sometimes scary Mull of Kintyre. Course to Belfast lough and Glenarm marinas are 229° and 267°, Islay and Gigha lie 310° to the Mull with Campbelltown 338°, the moorings at Lamlash and Brodick 005° and Troon or Girvan 025°. This 155° arc gives easy access to some of the loveliest cruising grounds on the planet (in the right weather) and after 30 years experience, the best idea is to reach fast and free and let nature resolve any passage plan discussions.

These 2 passages this year were very different. First was a passage to Oban for the Scottish Islands Peaks race. A late start dictated an overnight tidal stop at the island of Sanda. This almost uninhabited anchorage has great holding and a sandy beach with a walk to the lighthouse and elephant rock. At this point the tide makes either side of the Mull an easy decision, but



in bad weather skirting the traffic separation may be required for comfort and safety. We stopped at the Ardmores islands for a barbecue accompanied by great northern divers and red deer wading between islands. Sleep disturbed only by singing seals,



loons and deer. An early breakfast taking the tide to Oban, then dinner on Kerrera and a train home.

Our next trip was in very unsettled September weather with one of the 3 crew of 40 years' acquaintance recovering from the effects of major hip surgery. pontoons needed, once again an easterly airstream pushed



us to Sanda and the next day tide helped us to Campbelltown marina. The causeway walk to Davaar island to see the cave painting of the crucifixion was followed by a fantastic curry in a new restaurant. Golfing and distillery have driven the up-market restaurant quality and budget but there's something appealing to having a proper Indian curry, which to us Glaswegians somehow seems more Scottish than a sometimes formulaic international cuisine. A front arriving in the afternoon



mandated an early start towards the rising sun rewarding us with a dolphin sighting and a splendid reach up to Tarbert, Loch Fyne.

Tarbert is a fine place with a lovely entrance, good facilities and unspoilt. A pleasant evening is assured, even in the level of moisture that deters midges (wet and windy) and does not



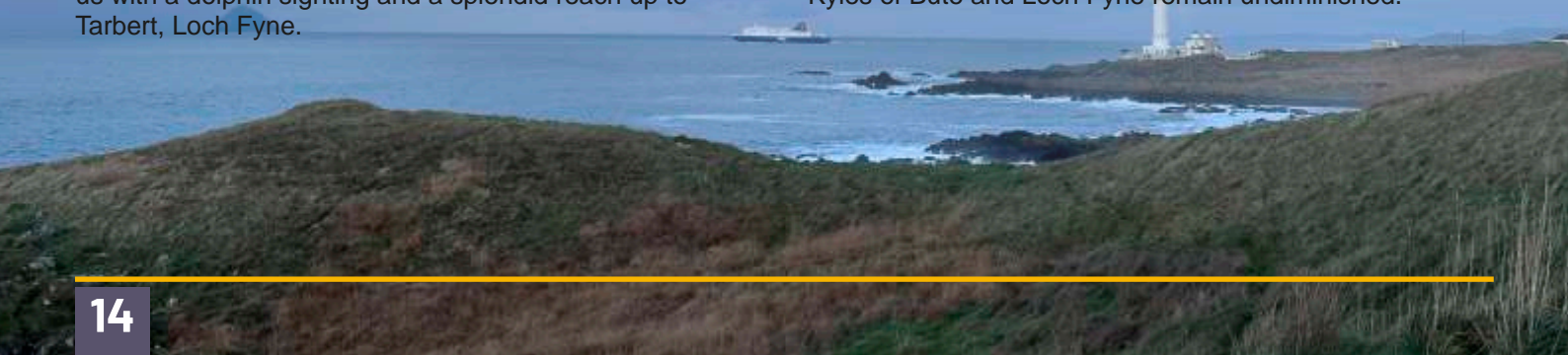
disappoint. The only problem was - where next? Our first sail together nearly half a century ago was the Kyles of Bute and we were drawn there leaving Tarbert on a broad reach and a rainbow aft. A half mile of beating got us back on reach and a gybe at Tigh na Bruaich, a place of happy memories and another reach through the Kyles of Bute to Port Bannatyne marina. A pleasant walk took us to the community owned bakery and the community run pub nearby followed by BBQ .

This aerial photo might explain why the next day we chose



to go back round the Kyles (again there was a lot of bad weather about). Predictwind allowed us to avoid the worst of the rain and squalls and once again we enjoyed the delightful passage through the Kyles to Loch Fyne and on to Portavadie marina. This is a conversion of an oil rig construction site to a high end leisure complex with great facilities and remote walks within a few hundred yards revealing seals, otters and birds galore.

Our last night had to be near Fairlie for winter liftout so we completed the circumnavigation of Bute and spent a night at kip marina. While our last trip had been curtailed by weather and a recuperating hip replacement, the first had been a short trip into majestic remoteness in good weather, the second a weather dodging voyage constrained by access issues. Each reveals the flexibility of Stranraer marina to provide a variety of cruising destinations without the need to tack, and make good speeds to pleasant surroundings. It is a testament to their attractions that even after 45 years, the appeal of the Kyles of Bute and Loch Fyne remain undiminished.





Diam 24 UK and World Tour By Simon Baker

feature image by Paul Gibbins Photography

This years Diam sailing has generally been a little subdued, however following on from an exceptional round the Island race for Diam 24 Raygun from Saltash SC, where we saw David Barden, Pete Middleton and daughter Danni steam round in what can only be described as challenging for a small trimaran, they managed to keep the power on even round the back of St Catherine's Point and her confused seas, which says lots about how rounded a boat these are.

10th boat round and in a time of 5 hours 21 minutes, smallest boat by a long way and avoiding the fate of capsizing that a number of other multihulls big and small suffered this year.

Report from Danni, her first time Round the Island;

The weekend started off with Pete and Dave driving the boat up and setting up at a leisurely pace on Thursday evening, ready for a practise on Friday.

However when I turned up on Friday reports of 30kts were coming from the Solent and we decided a coffee and race planning session was a better use of our time.

An early start on Saturday, with lots of trepidation about the forecast, we set off out of Hamble Point Marina, turning a couple of heads as we blasted our way out of the river. We made an early decision to reef, which we were questioning as we were heading out to the needles with hundreds of boats around us, trying to fight our way through and find a lane.

All thoughts of shaking out the reef were quickly squashed as we rounded the needles, gennaker went up, and the wind and waves also increased.

We spent a long leg all the way round the back of the island, trying to outrun a dark and broody cloud. Surfing down 2-3m waves when we could, and slamming into the back of them when we couldn't! Our tactic was to hold on tight and enjoy the ride.

By the time we made it to Bembridge, we were looking forward to getting the gennaker down and having a calmer last leg.

We worked our way up the channel, tucking ourselves into the more sheltered flatter water when we could. By this point no other boats were in sight.

And just like that, we blinked and we had finished! Quite dazed and happy to have made it.

It was decided that a celebratory beer and refuel was a priority over packing up the boat, so we sat and discussed the race.

Sunday was used as a leisurely pack down day, dismantling the boat and loading it onto a flatbed trailer and then heading home.

By September news had made it to Diam HQ in Port La Forret, so an invitation to join the other Diams in France was sent from Vianney Ancellin from AHD the builders and Xavier Dubos the Class President, to go to France and take part in the final event of the year. Dave and Pete were unfortunately unable to attend. Step forwards Simon Baker and Brendan Seward to take their place and accompany Danni.

The event went from La Trinite-sur-Mer, ran by the Ocean Club Nortique and was sponsored by France's 6th largest wind turbine and renewable energy company "Avel Braz". 10 Diam 24 lined up for the event with sailors from all over



France with a Danish and British team to bring an international twist to the proceedings.

Day one, set up and practice day, brought 40 kts winds, so all stayed ashore.

Instead of racing, some of the French teams organised a

Karting Grand Prix, to keep the adrenaline running and get some points notched up against their fellow competitors. This really is a friendly and inclusive group, who welcomed us and the Danish team, with open arms.

Race Day 1

Light wind to start, with NE 8-10 kts, first lesson is how far forwards all the crew get, to lift the transom and helped it brake free sooner and get that hummmm going.

The conditions were shifty and so places swapped constantly on what were 30-45 minute windward / leeward races.

By race 3 of the short course races we were starting to understand the subtle differences that affect the pace of these on / off boats.

By the time the long distance race start came along around 15.00 the wind had risen to around 14-16 kts, which is a great wind band for the Diam 24's. A 16 mile course around Quibron bay, saw a windward start, followed by a 3 mile Gennaker run, our team was starting to find the middle ground of the fleet. By the time we reached the third mark we were up to 3rd place, out-pointing those around us, whilst the front runners were nose down and sailing fast and free, which kept them ahead.

Last leg back across the bay and to the committee boat, saw us unable to keep the same height as the other boats equipped with the newer Gennaker design with a flatter



entry for faster sailing than the soft one of the early designs. So a 7th place and lots learnt during the day. Pack up and a quick get-together with the friendly competitors at the Club. Ocean Nautique for beer and pizza, was followed and a walk around the latest flying Multihulls and Monos on the marina in La Trinité, before heading off to bed for an early night.

Day 2

Wind off the land, NE /E 5-7kts as we left the dock, so we convinced Danni it was worth taking the bars, as the forecast was only going to build and she hadn't had a go at helming the Diam in a race before, so why not the World Tour to kick off with??

A little bit daunting, she did a good job, I think it's always good for all the crew to swap places occasionally to better understand what

each member on board has to deal with.

Another 2 short course races, occasionally getting into a good position, but always slipping backwards, as crew work and position are critical to getting the best from these boats.

Finally another long distance race, managed to be last at the bottom mark Quiberion Nord, but up the 4 mile beat we had got ahead of a few boats, Gennaker up for a high speed blast to the finish, with the Diam standing on its nose a number of times, these boats really do soak up the punishment, with no evidence of any breakages over the weekend throughout the fleet.

Never actually last in any of the races, we ended up at the bottom of the results sheet.

Great to be starting at the bottom again of the learning curve.

Diam World Tour of Brittany, is set to continue in 2024 as a replacement for the Tour de Voile for the Diam 24 class, following the success of the 2023 edition.

The Tour awards prizes for both the boat and the skipper, so a number of boats share the roles and each member of the team can have the fun of helming for the weekend. The weekend finished off in a local bar watching the rugby World Cup quarter finals, which went unusually very quiet towards the end of the night, as France failed to conquer the Springboks

Maybe next year we will take our Diam to take part in an event or two, 2024 starts off with Spi Ouest in April. There are options to rent a Diam, so it might just be the way to test the water before committing to the whole World Tour, which are also hosted in the Caribbean. There is interest from the French teams and the Danish ones to come to the UK for an event, the Round the Island 2024 event would seem like a good option and one to follow up.

A huge thank you for the hospitality of the Daim World Tour and their friendliness.



The Story of..... Sanity's Broken Mast





'Sanity' is an F82R, completed at Attrill's boatyard in St Helens Isle of Wight and launched on the 28th Oct 2018. The mast built by AG+ Spars, based in St Laurent de la Prée, France, and sold to me through a broker Technique Grément based in La Trinité-sur-Mer, France, was collected by a specialist mast

Collecting the mast on Nitric November 2017

transportation company (Portamast of Lymington), and delivered to Lymington in November 2017. I collected it from Lymington on my boat 'Nitric' and transported it to the Isle of Wight. It then remained in a boatshed in Attrill's yard until we were ready for it.

After the launch Sanity enjoyed participating in the Royal Victoria Yacht Club (RVYC) Autumn series and then as she always does, she rested in a field on her trailer for the winter.

2019 was a busy year, competing in the Round the Island Race, the Bembridge Regatta, and of course the local Club races, as well as enjoying some leisurely cruises around the Solent, and enjoyed as a swimming family picnic platform by all the family. Sanity and I attempted to get to Dublin. We had a wonderful cruise, sometimes on my own and sometimes accompanied by one of my sons, we got to St Ives, and ran out of time waiting for some favourable weather. Once again at the end of the season Sanity rested on her trailer in the field.

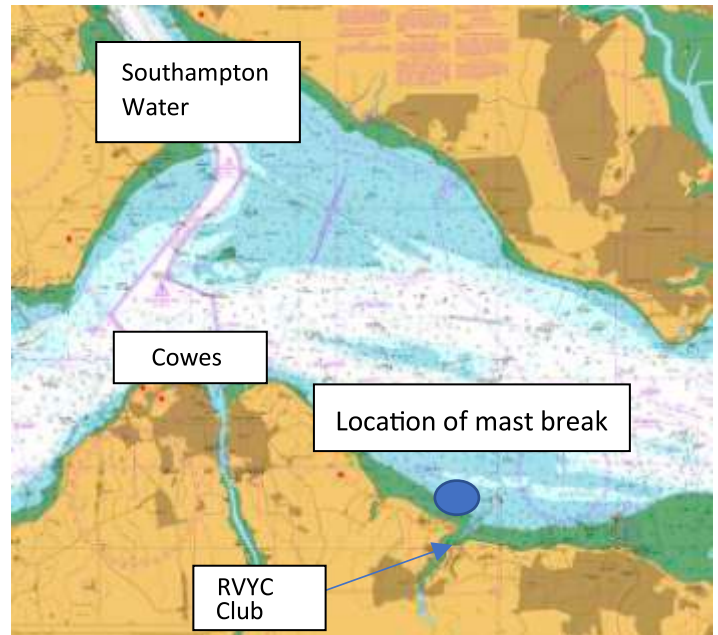


Sanity on the sand St Ives

2020 was of course an odd year. Sanity did finally get launched in time to enter the RORC Round the Island Race on the 1st August – but sailing activity was very much reduced to club racing and a bit of local day cruising.

2021. Sanity Came 6th in The Round the Island Race in July, there was a one-day Bembridge Regatta in

September, (which Sanity won) and other than a few gentle trips in the Solent and club racing it was a quiet year.



Until the fateful day on the 7th November when the mast broke. It was a Club race, in the Solent, very close to Wootton Creek and the site of the RVYC Clubhouse, the conditions were not particularly challenging, windspeeds of up to 18knots, the sea surface was smooth. I had my regular crew as well as a guest. Because we did not want to go too fast and scare our guest, I had one reef in the mainsail. I had just completed a downwind leg went through the lap line in front of the Race officers and pulled the sails in to close hauled. 300 metres on this leg and the mast broke with a bang. The two witness statements from the observers on the race box stated that the conditions were not challenging, and of course that there was no collision with another boat or a grounding. The crew pulled the mast on board as best we could and made our own way to the pontoon using our own engine. The photo taken immediately after the breakage and alongside the pontoon shows the sail still on the mast and the point of breakage at the spreaders. It is worth noting the sea in the background is calm. Fortunately as the mast fell away from us, no one was hurt. Apart from the mast there was some damage to the deck and the sail.

On the 10th November I wrote to Jaques Ortais of Technique Grément letting him know that the mast had broken. I put photos of the break in 'dropbox' for him to access and asked for his view on why he thought it had broken. His response was, "May be we were up to the load limit for this spreader design. For the next mast, I think this aluminium profile is OK, but it could be reasonable to reinforce the spreaders area and fit a stronger thru-bar." And he asked about insurance. Sanity is insured by www.dinghyinsurance.com unfortunately the mast is excluded from the cover whilst racing. So insurance was not going to be an option. I did however have legal cover. More on that later.

On the 12th November I sent an e mail to Vianney Guilbaud of AG+ Spars with the same information and asking him to assist with the diagnosis of why the mast broke. Vianney wanted to confirm that the diamonds did not break, or come loose, and told me that he would

The Story of Sanity's Broken Mast

consult the design office for their diagnosis. Vianney got back to me on the 26th November, he said the profile and through bar was not at fault and suggested that I must have been in a collision.

I was beginning to realise that this was going to be a long discussion – so I asked Chris Gear MSc CEng FRAeS, Visiting Professor for Bath University, former Chief Technology Officer at GKN Aerospace, and currently a consultant engineer if he would write a report and give his diagnosis of the problem. An extract of the report is as follows:

I have determined that the failure mechanism is one of corrosion and fatigue cracking from the 2.5mm radii in the corners of the rectangular hole in the mast. From the photos it is evident that considerable corrosion had occurred in the mast material local to the holes and rectangular cutout. I can also see some through thickness intergranular cracks along the machined edge splitting the 3mm wall thickness into two skins at 1.5mm.

Surface finish of this machining slot does not look clean and smooth this may be due to the excessive corrosion in this area and I cannot tell if any of the machined surfaces were protected after cutting.

Either way these edges would allow stress risers that would lead to cracking. In addition, I determined that the stress concentration factor for a 2.5mm radius in the corner of the rectangular hole is in the order of 2.6. This means in bending the maximum stress in the mast at this radius had to be lower than the proof stress of 60Mpa/2.6 K scf = 23Mpa to prevent yielding in the material.

The runaway failure occurred when the crack growth went past the two spreader plate bolt holes, the effective loss in sectional area for carrying the bending tensile stresses exceeded the proof stress capability of the mast. This was not helped by the spreader hole in the mast being at the maximum bending stress for the mast working section.



Photo taken a couple of hours after the mast broke. Breakage at the spreaders. A calm sea in the background

I sent this report to both Jacques and Vianney on the 6th December. Jacques responded on the 18th December: I agree with Chris who have done a fine job to determine the primary and secondary failures.

This seemed pretty conclusive, so I was hopeful that things would be resolved, however nothing from AG+ Spars.

So I got another opinion. Dr Fred Dartigues is a metallurgist, specialising in failure analysis with 20 years experience. He is French and offered to speak to the companies direct.

As a start point he sent this e mail on the 20th December to both companies:

From your last communication with Nigel, you believe the failure mode was:

- *Something hit the mast*
- *Creating a structure weakness*
- *Which later lead to the catastrophic failing of the mast*

I understand however

- Nigel and his crews did not remember anything hitting the mast on the day or the days before - The inspection of the mast did not show any trace of impact or anything which could make thinking an initial damage took place

- Looking to the "mooring – sailing area" path of Sanity there is nothing which could lead to damage on the mast like a bridge, a crane, a tree etc...

So being completely honest I have difficulty to see this assumption being the one.

I have noticed that you dismiss fairly quickly the corrosion aspect of this failure; I would be interested to know why you end up to this conclusion.

On my side, I had a close look to the inside of the mast (which you probably did not have access on the picture) around the spreader which is also the initial point of the final failing of the mast. I have put a picture in the email. You can see on the picture there is some corrosion and there is also cracks, which are in the areas of the final failure of the mast.

The discoloration around some crack may suggest the crack was there since some time.

Another way of looking to this issue is stress corrosion crack initiation which is an issue in aluminium.

The mast is obviously under constant stress, fatigue stress, if some corrosion start, the combination of stress and corrosion will lead to crack initiation. With the time crack initiation will lead to a catastrophic failure of the structure which is pretty much what happened to the mast.

Another conclusive report from an expert that the mast was faulty. It is clear that the design, manufacture and assembly were at fault. A square hole right in the centre of the mast, with rough edges and tight radii, holes drilled close to the radii for the spreader cover, and no corrosion protection. Stress concentration, crack initiation, fatigue, corrosion.

Jacques responded immediately as follows:
So I think like Nigel that this spreader on a thru bar is wrong solution, and that we should consider a bipod setup for the next mast.

I can see that there is corrosion and that this spreader thru bar was not installed very well by AG +, but I think that once the mast profile was pushed in, with or without corrosion, the mast would have fallen anyway.

To be short, I agree with you, as well as Nigel and Chris. This spreader mounting was not the right one.



The spreader bar hole in the mast showing corrosion, fatigue cracking and final failure



The spreader bar hole showing the area of failure coming from the corner

The spreader bar hole showing the area of failure coming from the corner This also seemed to be positive, however nothing from AG + Spars.

After Christmas and after a number of e-mails and telephone calls attempting to get some response, Jacques copied us in on an e mail to AG +Spars' CEO Jean-François Nevo sent on the 16th February 2022.

Our product has been found to have a manufacturing / design defect.

The logical procedure would be as follows:

1. Technique Greement is involved as supplier
2. Technique Greement has to involve his insurers who will commission an expert
3. the expert will conclude that Tech. Greement is only a middle man and that the manufacturer AG+ is responsible

4. AG+ will therefore pass it on to his insurers who in turn will commission an expert

5. What follows will take time and costs will add up for all parties

Before starting these long proceedings, wouldn't be better to find an amiable solution not so costly and faster ?

So there still seemed to be hope that there would be a solution – however AG+ Spars was not prepared to accept any compromise. Nor did they agree with the expert's diagnoses. They offered no compensation. That was the end of all communications with me.

So I asked the insurance company to begin legal action to try and get some sort of compensation. In March 2022 I

sent an email to both companies informing them that I have regrettably asked my insurance company to take legal action. Neither company responded to me or letters from the insurers solicitors based in the UK. Eventually they gave up and handed the case to some solicitors based in France in March 2023. The French solicitors invite AG+ Spars to inspect the mast for themselves. They too were ignored and I finally received an email from them on the 10th May 2023 as follows:

I have just received a message from your legal expenses insurer who has unfortunately, after review of the file, withdrawn cover in this case.

Its reasoning is as follows;

1. The incident date applicable to the policy would be on/around 31/10/2017 but regrettably the client's policy only incepted 05/03/2018, therefore, making the claim pre-emption. 2. This decision is made since an "Insured event" is defined as follows: "The incident or the start of a transaction or series of incidents which may lead to a claim or claims being made under the terms of this insurance."

3. Equally applicable is the following: "3 Contract Disputes... What is insured: Advisers' Costs to pursue or defend a Legal Action following a breach of contract You have for buying goods or services in connection with the Vessel including the purchase or sale of the Vessel."

4. The breach of contract would be deemed to have been the date of the purchase of the mast ie on/around 31/10/2017.

5. It is noted the client did have a previous craft cover 2015- 2018 but given this claim relates to this specific yacht- "Sanity" we are unfortunately, unable to provide further cover here. You are of course permitted to contact ARC LEGAL directly to discuss the above decision. Unfortunately, as matters stand however, I am no longer permitted under my terms of retention with ARC LEGAL to provide legal assistance to you.

A frustrating end – the case is dropped not because the mast has been proved to be sound, and I am somehow at fault, or the experts have been wrong, but because of a legal technicality after 1 year and 4 months. The mast was purchased on 31/10/17 and put into stores whilst the boat was being built. This predates the start of the insurance cover which commenced on the 5/03/2018. The boat was completed and launched for the first time in October 2018. So the legal team are saying that as the insurance cover starts after the mast was bought, it is not covered.

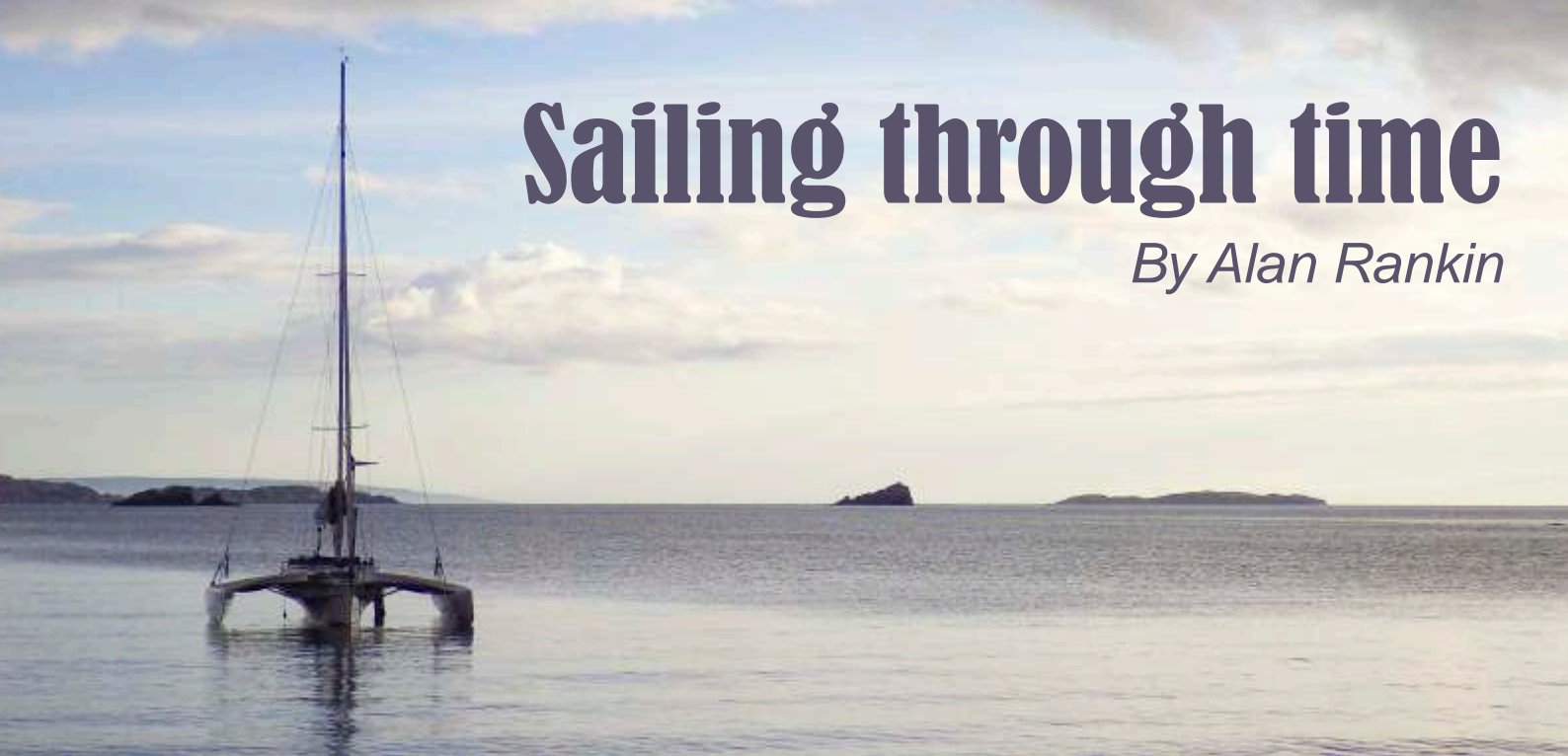
In conclusion:

The mast breaks in November 2021. Two highly qualified and independent experts diagnose that the mast is faulty. The vendor agrees that the mast is faulty. The manufacturer AG+ Spars disagrees, makes no effort to inspect the mast for themselves, and refuses to communicate or cooperate with any investigation. The legal team decides that my insurance is not valid as my insurance cover started after the mast was purchased.

Let the reader decide whether this is reasonable.

Sailing through time

By Alan Rankin



One of the most enjoyable aspects of sailing in the NW of Scotland are the quiet waters and landfalls at remote and uninhabited islands.

NW waters are less visited than other areas. To get this far north there is a succession of tidal headlands to negotiate. First, Mull of Kintyre followed by Ardnamurchan Point and lastly the Kyle narrows and under the Skye Bridge. Each standing as perceived barriers to northern waters. Combined, they whittle down sailing traffic from the madding crowds of the Clyde, Oban and Sound of Mull sailing areas. The rewards of persevering north are many.

I am of course biased having had a mooring at Ullapool for the last 8 years. Ullapool Harbour Trust supports eight visitor moorings and 2023 saw the opening of a new marina within the harbour that is at the very heart of the town. Ullapool is the gateway to the Hebrides with daily ferry sailings to Stornoway and a favourite stopping point for the North Coast 500 petrol heads.

Once in these waters the exception is, the sighting of another sail on the horizon. Given this backdrop the following are some observations and logbook extracts of a few favourite remote places.

Rona lies about 20 miles north of the Skye Bridge. (Sometimes referred to as South Rona). Acairseid Mhor (Big Harbour) is one of Scotland's most celebrated anchorages. The island is a mere 3.6 sq. miles and has a population of 3. Rona's highest peak, Meall Acairseid, is 125m high. Its geology is ancient Lewisian gneiss. Rock that was laid down 3.5bn years ago when this part of Scotland was formed not far off where Cape Town now resides.

The Ordnance Survey map portrays a rough, rocky place with few paths and few settlements. Rona's name is believed to be of Old Norse origin, from Hraun-eyer meaning "rough islands". Writing in the 18th century the social commentator Martin Martin wrote "this little isle is the most unequal rocky piece of ground to be seen anywhere: there is but very few acres fit for digging".



The main anchorage is Acairseid Mhor, not one to miss. The Gaelic translates to Big Harbour and how descriptive this is. The 'harbour' is all but invisible from the open sea. The channel is narrow between reefs and rocky shore. In the 16th century Rona became a refuge for pirates who made a base at Acersaid Mhor, then known as Port nan Robairean – "port of the robbers". Due to the hidden nature of the inlet, it was a secure hiding place from which to pounce on passing trading ships. An alert eye is required to pick up the channel from



the sea. There is always the plotter screen to fall back to. Once into the inner bay there are a number of well-maintained visitor moorings. The bay also has plenty of space and shelter to drop an anchor. A landing pontoon and steps make going ashore an easy task and lead straight to the main path to the heart of the island. I recommend an extended stay to explore the island from head to toe. Rough going it may well be, and is exactly as Martin Martin described. Antares chart courtesy of Bob Bradfield Antares Charts (see above)

15nm north of Rona and beyond Rubha Reidh lighthouse at the mouth of Loch Gairloch lies the island of **Longa**.



The island is now uninhabited however in the 19th Century Longa supported a fishing community of 31 islanders. It seems remarkable that such a small island could support so many. On south facing slopes there remains the faint outline of long-past cultivated lazy beds in the thick ungrazed grass.

The favoured anchorage for Longa is the north bay of Camas nam Rainich (Bracken Bay) If the wind is from the north as it was on the day I visited the place to anchor is Eag Mhor (the big notch) that faces seaward at the south west corner of Longa.

The bay is ideal for a short stopover or on a very settled evening an overnight stop. The views south to Skye and out west to sunsets over the distant Hebrides are quite special. The island is a pleasure to walk and scramble over with a trip to the top cairn offering great views into Loch Gairloch.

Like many uninhabited islands with south facing beaches Longa is not without its challenges. On my last visit the high-water line across the bay was littered with debris, boxes, ropes, nets, crates, buckets and even the carcass of a defunct Henry Hoover. That day, Eag Mhor provided a depressing picture of the fishing industry and domestic detritus (fly tipping?) that is asphyxiating the wonders of our seas. Head further into Loch Gairloch for well protected anchorages at Badachro and Sheildaig. The local hotel serves amazing seafood, cold beers and has an extensive shelf of whiskies and my wife Shona recommends the local Badacro Gin!



Sailing north from Longa, Loch Ewe is another option. The NW top corner of Isle Ewe provides a great secure bolt hole. The hills of the island send any south westerly gales high over the anchorage. Holding is good and is a great spot for sitting out poor weather. At nearby Altbea there is a fascinating museum telling the history of Loch Ewe as a wartime base for the Arctic Convoys. At the top end of Loch Ewe sits a snug anchorage called Loch Thurnaig. The little bay is protected from all quarters but is due to its size prone to midge attack from the nearby tree-clad shoreline. Don't believe Navionics as there are no pontoons! Nearby Inverewe Gardens are accessible by tender and are really worth the visit.

Moving 10nm or so further north along the mainland shore Gruinard Bay offers another island worthy of note.

Gruinard, poor Gruinard. During the second world war scientists took the decision to test deadly chemical weapons on the "useless" uninhabited Scottish island. Anthrax spores were released on poor defenceless sheep. These extreme experiments left the island deadly to life, contaminated and inaccessible for decades to come. My first trip to Gruinard took place on a wonderful sunny day in 2019. However, I could not help but feel nervous as I trod the deep grass some 75 years after the madness. Trade Winds was anchored to the south east corner of the island, behind a spit called Sron a' Mhoil. The little bay sits under the point Aird nan Caorach. The bay can be subject to swell but is fine in calm weather. The landing is to a boulder beach of white bleached stone.

The slope up to the summit, An Eilid (The Hind) is gradual. The higher up the slope the soil thins to reveal areas of bare sandstone speckled with mosses and lichens. The cairn, like so many on remote islands is bearded in lichen. The top offers uninterrupted views away to the distant Hebrides to the west. To the east into Gruinard Bay and the unmistakable outline of An Teallach and other Wester Ross mountains. To the north lies Loch Broom and the Summer Isles. Away to the north stand the mountains of Wester Ross Geopark and the massif of Coigach, Stac Pollaidh and the sandstone monuments to Scotland's ancient past.



Heading north from Gruinard, Loch Broom opens up and you are presented with The Summer Isles. There are many anchorages to choose from. Some for lunch stops and some for sanctuary from adverse weather.



Carn Skerries are by their name describes a small rocky outcrop. Approaching from the east a stoney beach joins two outcrops of rock.

On our visit we anchored in the east bay. Look out for reefs and a drying rock. Perhaps not one for an overnight



stay but is a wonderful lunch stop and don't leave your camera aboard. To visit such out of the way and inaccessible places is an absolute privilege.

From here Tanera Beg, Tanera More, Isle Ristol, Eilean Fada Mhor, Horse Island each offer great anchorages. The famous Cabbage Patch sits under Tanera Mhor and Fada is a must visit anchorage. You are warned, you may have to share the bay with other boats!

Further into Loch Broom is Isle Martin, the most easterly of the Summer Isles. Isle Martin is owned by the Ullapool community and is currently uninhabited.



The anchorage is secure and safe to westerly gales and has a small all-tide pontoon providing step ashore access to a wonderful island to explore and walk. All this for a £10 donation in the honesty box to the Trust!



This island has been the site of a monastery, a herring curing station and a flour mill. Tucked away in the undergrowth is a St Kilda-like main street of derelict cottages marking a social footnote to its hard-working, industrious past.

Access to the bay by the south channel requires careful attention to a long shallow spit to port and drying rocks to the mainland side. Approaching around the north of the island offers deep water. The sheer cliffs of the island and to the north the mountain of Ben mor Coigach both tower over the channel. From there a detour around the fish farm is required to reach the bay and pontoon. We have had many lazy days based on the pontoon exploring the island. If the dreaded midge strikes the bay is big enough to anchor out of range of the little blighters.

Isle Martin is only a couple of hours sail from Ullapool where visitor moorings, stores and marine services are available. If approaching, contact the Ullapool Harbour on C14/16 and Harbour Master Kevin Peach and his team will be on hand to offer guidance and advice. Loch Broom Sailing Club operates from the slipway and at the top end of the bay. We are a friendly bunch with a mix of dinghies, Flying Fifteens and cruisers known for their far flung jaunts in northern waters.



Heading north of Ullapool and beyond Loch Inver and Stoer Point lies Oldany. On a recent cruise we rounded Steor and turned east into Eddrachchillis Bay and made for Oldany. The chart showed several small bays that might offer shelter over a quiet night.



One bay did however appeal. Carefully, I nudged our bow around the rocky headland. By soundings, charts and sightings from the foredeck we negotiated the submerged reefs and made for the middle of the bay.

At the head of the bay lies a wonderful white sandy beach. Beyond, lies a machair grass bank that in turn was topped and interspersed with bare rock and boulders. The narrow entrance, drying reefs and the rising hills towards the heart of the island all makes for a perfect anchorage. The island has one building. This, apparently, was built for the local Doctor who wanted to live remote from his mainland patients. Remote it is! The island is perfect for walks or simply lying on the beach and letting the world go by. In my mind there cannot really be any better place to settle in for the night than this little bay on Oldany. The following



morning, we christened the bay Sore Head Bay. This was on account of the drams partaken the previous evening!



8nm north of Oldany the island of Handa and its Torridonian sandstone cliffs rise from the sea.

Each summer, nearly 100,000 seabirds breed on Handa, including internationally important numbers of guillemots, razorbills and great skuas. Handa is made from layers of 1bn year old Torridonian sandstone. The island is cared for by the Scottish Wildlife Trust.



We motor sailed along the shoreline under the impressive cliffs. We passed Traigh Scourie Bay and Port an Eilein rounding the headland into the Sound of Handa. Our aim was to anchor in Traigh an Tempull Bay. The bay is noted in pilot books as the only safe anchorage on the island. The reader is reminded to maintain a vigilance due to the tides and over falls that run within the Sound. We dropped anchor and settled in the calm water. Only 30 metres or so behind us the tidal flow flushed water northwards on the incoming tide.

In early times Handa was used as a burial ground by people from the mainland to avoid the graves being dug up by wolves. Handa had a similar social governance approach as developed on St Kilda and Mingulay. The oldest widow being 'Queen' and the men holding a daily parliament to allocate work for the day. Handa had a population of 65 in 1841.



Like many locations, overpopulation combined with the potato famine of 1848 forced an evacuation. Many were 'shunted' off to Nova Scotia. It's hard to understand how 65 souls could eke out an existence on Handa. The island has remained uninhabited since then. The built ruins and still visible layers of lazy beds are testament to the industry



and labour of those hardy folks.

The anchorage, Traigh an Teampuill, is fine for fair weather. The bay shoals from the sandy beach and a submerged reef lies south of the drying rocks at the top end of the bay. The compensation is azure blue waters over a sandy bottom with views to be taken in. Here is an irrelevant and possibly useless but interesting fact: From Handa two mountains are visible each with the name of a Grand National winner: Arkle 1964 and Foinaven 1967.

Sailing in waters with what is basically an ancient geological landscape, is an experience in itself. The ancient landforms create a myriad of bays, guts and fjords to explore. The remoteness dictates the social and built heritage encountered on many now deserted places. To sail here is to sail through time.

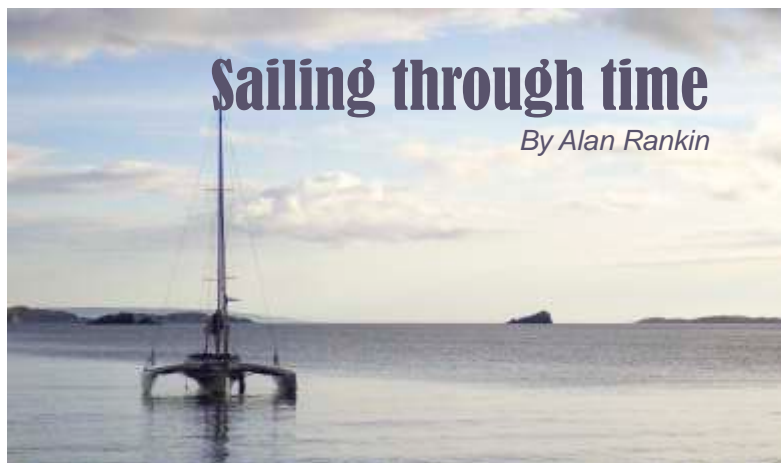
Many headlands and bays remain unchanged or influenced by human interventions. They are as Vikings,

Clan Chiefs, Lord of The Isles or hard-working islanders have seen for thousands of years. It is a privilege to sail in these waters. If we allow our wake to fold in behind, leaving no trace of our passing and through positive actions leaving it a better place, we are doing a service to this wonderful part of the world.

The standard approach to sailing the waters around the Minch is to run anticlockwise as described above and return southwards down the east side of the Hebrides or vice versa. The Minch can kick up at times, but a S or SW breeze offers a perfect 40nm straight line reach from Ullapool to the fleshpots of Stornoway.

For navigation support and generally excellent supporting information I recommend the following: Scottish Islands by Hamish Haswell Smith, the definitive book on Scottish Islands. Clyde Cruising Club/Imray Pilot books, paper folios to suit, Navionics and Antares. The latter is a wonderful charting aid. Developed by expert amateur Bob Bradfield, the 2024 edition contains charts covering more than 685 locations. Each location has been recently surveyed and provides detailed soundings and information. www.antareshcharts.co.uk

Alan Rankin
F27 Trade Winds
www.scotislands.com



Long hours, big rewards

D1 2023 Season Report *By Peter Russell*

Our alarms went off at 04:00, we rolled out of bed in a summerhouse at the bottom of a garden in Bembridge. Half asleep, oilskins went on, porridge was made and eaten, and a text of encouragement came through from Daz. It was the morning of the 1st of July 2023, Round the Island race day, a day our crew had been preparing for all season, and one which was starting in a surprisingly unique position.

Dazcat 1 returned to home in late 2019, and, despite the best efforts of the team at Dazcat - hadn't managed to return to the Solent and compete again in the race where, (in 1991) Darren had taken line honours. The success in this race launched the company which once again supports D-1, allowing their younger employees to gain invaluable experience racing and maintaining her.



Myself and Lucca Stonehouse (Dazcat design engineer) were offered the chance to campaign D-1 in the 2023 season. During the winter we began preparing her for a season of racing, with the ultimate aim of making it to the Solent for MOCRA nationals and Round the Island. Our first

job was to construct a new rudder, as we had lost the starboard rudder during the final race of the 2022 season. Despite a suspicion that the other rudder blade would fail in the coming season, we were encouraged to make do with one composite and one wooden rudder to begin with. By early May she was ready, and looking smart with a new rudder and engine fitted - ready for some test sailing before the Falmouth/Fowey triangle.

Following a promising start to the season D-1 was starting to show her age, with large cracks forming around the beams, and in the bulkheads underneath the beam sockets. She was hauled out in early June, this time to go into a shed for a structural overhaul. Her bulkheads were re-enforced, and larger bolts were fitted in the beam joints, as the originals had deformed. The laminating work was done at 03:00 every morning as in the summer sun, the sheds were too hot to laminate in, with temperatures reaching 28 degrees inside the hulls. By mid-June she was

ready again, and just in time for Riley and Elayna from Sailing La Vagabonde to see her put through her paces. Although they didn't come sailing with us, we spent an afternoon showing off in the mouth of Cawsand bay, getting more comfortable with high speed sailing on one hull, as well as building confidence in our repairs, before sailing up to the Solent later that week.

As was becoming standard of all sails on D-1 our trip East ended up being fairly dramatic. Lucca's friend George crewed for us, and whilst the first day motoring to Brixham was fairly tame, he got a trial by fire of multihull sailing on the second day. By the time we made it to Portland the reaching kite had been shredded, and the backup kite was up. We had never had great success with the deep kite, however the rest of the sail from Portland to Hurst point took just 2 and a half hours, at an average speed of 15 knots. This blast was a huge confidence boost for Lucca and I, as it gave us a chance to push the boat downwind in swell, something we had not done together before. After a big park up off Poole we both felt like we had a much better idea of where her limit was.



Once in the Solent we said goodbye to George and collected our crew for MOCRA nationals and round the island; Tom Gurney who is a sailmaker at Highwater Sails, and Jack Oswald, a Cowes local, and experienced monohull racer. Our first day of racing started uneventfully, whilst we were losing out up-wind D-1 really showed her colours downwind where we were regularly first or second boat to the leeward mark. Unfortunately we ripped our second spinnaker, and ended up spending the evening in the sail loft whilst Andy Sinclair (founder of Highwater Sails) and Tom sewed up several kites we had taken from other boats in the fleet. Feeling well prepared for day 2 we went out for the short course first race, followed by the





long distance race finishing in Bembridge. The breeze for the first race was lower than we would have liked, and we struggled to get the boat moving. This continued in the distance race, with a disappointing leg past Ryde pier where the faster boats drew out a lead and we struggled to find good angles in the lighter breeze with the big kite. Choosing to remove waterproofs proved to be a big mistake; the breeze filled in at Nab End buoy and we quickly found ourselves close reaching in high teens windspeed. This was clearly a good angle, we soon found ourselves overhauling Hissy Fit and gaining on NRB the only boat in the competition which rated higher than D-1. At 19 knots boat speed she felt fantastic on the helm, we made the decision not to reef and just hold on! Rounding



Nab Tower for the leg back to Bembridge she really came alive and was starting to skim over the wave crests, sometimes still ploughing through the larger set waves. The fact we were all soaked to the skin didn't matter, and the adrenaline was flowing as we continued hammering towards the finish. Hull popped at full speed, we hit a bigger wave, I felt the helm load up, and simultaneously heard the noise we had been dreading all season. A quick glance to leeward confirmed it, the remaining wooden rudder was about to fail, its final gasp was to allow a big helm movement, depowering the boat and bringing the windward rudder back into the water. Main down and limping in under just the jib it was hard to come to grips

with the fact that we might not be racing round the island in two days' time. Once safely tied up in Bembridge we made an assessment of the damage, and with advice and a go-ahead from Multimarine senior management we decided to have a go at fixing the rudder. Two hours later and we found ourselves in the paint shop of Will Squib who had very kindly produced some foam, epoxy, carbon fibre, and open access for the evening. Tom, myself, and Multimarine Project Manager Brendan Seward worked into the night - shaping and bonding foam, and then laminating. The sweltering heat in the shed worked to our favour, and helped cure the resin in two hour stints, whilst we grabbed some sleep.

24 hours after initially breaking the rudder we were back afloat. Brendan and Lucca had gone out for the final day racing, leaving Tom and I to do the finishing touches and fit the new rudder. It wasn't pretty, but it was functional, and we sailed out



to meet the racing fleet and give the rudder a quick test. Coming out of a tack Tom felt the helm go light, and looking down found that the tiller had also snapped, the final straw it seemed which would break our hopes of doing Round the Island. Returning in the morning to see our new friends at Will Squib, we found some stainless tube which worked to cut and shut the tiller back together, and was also used to reinforce the other one on the assumption that it too might fail. By this time sadly it was too late to cross the Bembridge bar and join the rest of the MOCRA fleet gathering around Cowes. The tides did not seem to be in our favour to attempt to make it from



Bembridge to the start line the next morning, and now with serious doubts about the boat's ability to perform in the very serious looking forecast we decided to pull out of the race.

Multimarine MD Simon and the rest of the Hissy Fit crew invited us for drinks at the Folly to talk things over, and by the time we arrived everyone (ourselves included) seemed to be trying to persuade us to race after all. Ultimately for us, after a lot of discussion it came down to a question we asked Simon, "when you were our age, would you have gone?". Without any hesitation he answered "yes!" Decision made, we did some last minute provisioning, and headed to a friend of a friend's house in Bembridge where we had been offered a bed in their summer house.

So our Round the Island did not start as expected, and we sailed a quarter of the course twice. This turned out to be a

good thing, as the sail to Cowes in the morning gave us some time to get used to the new rudder. It was good considering how quickly it was made, but was seriously hard to handle at speed, with an aggressive tendency to try and turn the boat to port.

We started nonetheless, and found the race to be quite manageable. There was a sobering moment as we watched Origami go over at the Needles, and we made the decision to keep the kite in its bag. This didn't last long, but off St Catharines we learnt the hard way that steep waves and over-powered multis don't mix well. A set of three waves did the trick, we stopped when we hit the first one, accelerated hard down the back of the second, and buried the bows into the third. Tom ended up standing on the mast beam, Luca hung onto the traveller, Jack stood on the cockpit bulkhead, and I started climbing over the back beam. That was it, we'd done it, she had finally flipped. We sat for a moment like this, waiting for something to happen. The next wave passed under her, somehow releasing the starboard bow, and as she fell on her side she came upright. In a state of shock the guys wrestled the kite down, and we sped on under white sails.

Dazcat 1 finished the 2023 Round the Island race in an elapsed time of 7 hours 44 minutes 56 seconds, placing 22nd overall in the MOCRA fleet. Unfortunately a far cry from our aims at the start of the season, but nevertheless an amazing achievement for us all considering the age and condition of the boat at the start, let alone the finish. We are all looking forward to racing again next season, and hoping to bring D-1 back stronger and faster.

"Long hours, big rewards" // D1 2023 Season Report
Peter Russell



FOR SALE

BACKLASH

Schionning waterline 1160 bridge deck catamaran 2005

Following an extensive refit and upgrade to category B this bespoke 36ft catamaran is for sale

She has an excellent sailing record, sailing fast to windward and has 6 newly refurbished berths, new kitchen and dining area

Contact dr.matthew.west@gmail.com for details of broker.
At present she is in the Hamble, UK





Sailing Croatia in Triassic, June 2016 by Nigel Stevens

One of the big advantages of my F27 trimaran Triassic is that she is kept on a trailer and can pretty much be taken anywhere to go sailing. In June 2016 my regular racing crew Jon and I decided to push this theory a little and tow her down to Croatia to spend a few weeks in the Adriatic.



A boat within a ship..... the ferry from Dover.

We caught an early morning ferry from Dover to Calais and spent the day driving down through France, Belgium and Germany before stopping for a few hours sleep at a motorway service area. Obviously having the boat with us meant we had beds and a galley, we just needed to remember not to flush the head..... The next day we continued down to Austria and then through Slovenia, into Croatia and arriving at Pula around three in the afternoon. It was a total distance of 998 miles which fortunately, went without a hitch. We went to see the captain of the port to pay our dues and had a pleasant surprise when he told us that as Triassic had arrived by road we didn't need to pay the visiting yacht cruising tax. He charged us a small "Navigation" fee but that was all.

The next morning we were lifted in at Veruda Marina who also agreed to keep the car and trailer safe whilst we were away. With a light north westerly wind blowing we enjoyed a beautiful first sail to Otok Unije, an island about forty

miles south east. We stopped outside the town briefly but it was very exposed, so we went around the island where we anchored in 10' of water at the head of the Maracol inlet. We then took the dinghy ashore and enjoyed a fifteen minute hike up and over the top of the hill back to town where we enjoyed our first local meal in the small cafe there. Jon graded the cafe toilet at 8/10 as it had paper, water and light, only marking it down due to the lack of a window..... Obviously a good start to the holiday!



Lifting in at Marina Veruda, and yes, we weren't heavy enough to take the kinks out of the cables!

The next morning we sailed towards Susak then over to Ilovik where we went through the narrow channel between the islands, but it looked really busy there so we decided not to stop. We continued to the next island of Silba and anchored in a lovely bay on the SW side. Whilst enjoying a swim we were approached by two men in a small launch who spoke very little English but with some assistance from an Austrian on another yacht we established they wanted us to take one of the buoys on the other side of the bay, and pay them handsomely for the privilege. At this time the Croatian tourist board produced a document that had listed all of the locations where they provided mooring buoys and visiting yachts were not allowed to anchor, which I had printed off before leaving the UK. This

particular bay wasn't on the list so I was pretty confident we didn't actually have to comply but not wishing to start our holiday with an argument Jon and I agreed to do so whilst they continued their rounds of the other yachts in the bay. A few minutes later I was at the bow making fast to a buoy when there was an almighty bang from the stern of Triassic and I looked round to see the two men had come alongside the port float and were appearing to try and measure its length. Now I'd like to think I'm pretty easy going about a lot of things but I absolutely won't stand for anyone touching Triassic without asking first and I'm afraid I rather let them know this with some very internationally known language. They immediately backed off out of reach which was probably just as well and after we had exchanged our opinion of each other they motored away out of the bay empty handed. Not paying for the mooring didn't really make up for the annoyance I had felt although the round of applause and cheers from the other yachts in the bay did help lighten the mood!

The next morning Jon and I sailed around the island and went into the main port, Luca Silba. We took a buoy just inside the entrance and ran a stern line to the quay to stop us swinging around before popping ashore. I found the port captain who spoke excellent English and he was very helpful discussing our experience with the two men the previous evening. He confirmed the moorings in the bay were not compulsory and explained that some locals were taking advantage of the growing tourist industry by dropping their own buoys in popular anchorages and then bullying visitors into taking them. Suitably reassured, we enjoyed a rather expensive fish lunch in a cafe overlooking the harbour, although they did kindly fill our water containers for free!

In the afternoon we decided not to stay in the harbour and compete with all the charter yachts who play dodgems with each other along the quayside, and set off for somewhere quieter. We found a lovely bay, Uvala Griparica, on the south east end of Skada and picked up a buoy right at the top under the cannons of a fortified house..... This was one of the official mooring fields and a very polite chap came round in the evening to collect a small fee, for which he issued a receipt. He also took all of our rubbish away for us.



Uvala Griparica, a well protected anchorage in more ways than one!

Now up to this point in the holiday Jon and I had only used the engine on Triassic to get out of the marina in Pula,

since then we had been able to sail in and out of our anchorages and the harbour at Silba. The next morning there wasn't a breath of wind in our super protected spot so Jon and I sat astride the floats and paddled Triassic out, much to the entertainment of the other yachts! We found a very light and variable wind and managed to work it effectively to make our way down past Prolaz Zapuntel and the north coast of Molat before putting into Luke Jazi for lunch. This is a tiny little fishing harbour with only about a meter of water in it which was more than enough for us! A small bakery run by Maria saw us well fed and restocked before we managed to sail out again!



Luke Jazi, no room for keels!

The wind filled in nicely in the afternoon and we had a great time beating between the islands before working our way into Veli Rat, a protected lagoon on the north west corner of Dugi Otok. Fortunately the wind was just right for us to enter this super tight channel (with inches not feet either side as we passed through the posts....) and once inside it turned into one of the most tranquil settings ever. We lit the BBQ, cracked a few beers, and had a most relaxing evening at anchor.

The next morning unusually saw almost ten knots of wind blowing so we made the best of it and had a great sail back around the north end of Dugi Otok, before putting into Bozava for supplies. The harbour is a rather tight affair right at the top of the inlet so we elected to go alongside the ferry quay just outside and I remained on board whilst Jon did the shopping. Trimarans seem to be quite a rarity in these waters which surprises me given how the flat water and light winds suit them so well and they certainly attract a fair bit of attention with me having half a dozen visitors asking all sorts of questions about Triassic in the twenty minutes or so we were alongside.

We managed to sail off the quay and stopped to enjoy lunch in a nearby bay before making the most of the steady 15 knot south easterly wind to have a proper beat all the way down the island before putting into Luka for the night. Luka is a small harbour right in the top SE corner of a big bay so was going to be a bit of a challenge to sail into, but that wasn't going to stop us from trying..... We managed to get within about four boat lengths of the quayside before running out of tacking room and chucking the anchor out, but that was just close enough for me to run a line ashore so Jon could pull us into prime spot right outside the restaurant! Whatever we saved on fuel was quickly spent on beer...!



Luka harbour, great restaurant, great beer, recommended!

The next morning with the south easterly still holding we continued to beat down the coast before deciding to put into Sali. Jon and I had by now worked out that the best time to visit towns and harbours was in the middle of the day when the majority of the charter fleet were out in the anchorages. It makes it a whole lot easier for us to get in and out as we don't have to compete for space..... With the wind directly behind us we ran into the harbour under just the jib, with the quay parallel to our port side. The harbour master was clearly switched on and when we pointed to our chosen spot and turned towards, it he reached down and pulled the lazy line tight - lifting the mooring line out of the water. With just enough room available we rounded up and hooked the starboard float bow under the raised line before completing the turn away from the quay so the line ran across the net. With the quay now only an arms length from my position at the helm I passed up the stern line and we just had enough momentum to take up the slack before stopping. It's not often a plan goes that well and we did allow ourselves a little smile! After enjoying a pizza for lunch and buying a ticket for the Kornati National Park which we planned to visit the next day we set off again, heading south. That evening found us at the head of a small bay on the north east side of Otak Zut where we enjoyed yet another very peaceful night on the anchor.

We entered the Kornati Park the next morning by zig zagging through the passage south of Otok Katina before sailing down the west side of the main Kornat Island. The landscape here was in complete contrast to what we had seen so far, looking more like the surface of the moon than an Adriatic island. There were no trees to be seen, only a few shrubs and sparse vegetation in places. We anchored by the village of Vrulje and decided to hike up a nearby hill before lunch. The view from the top was outstanding with us being able to see the entire archipelago around us and the mountains on the mainland in the distance beyond. Invigorated by the exercise we decided to get all brave for lunch and simply asked the waiter to bring us something local rather than choosing anything off the menu. He obliged and put a huge plate consisting of a salad accompanied by various deep fried breaded somethings.... They were definitely sea based, and Jon and I were pretty sure one of them was octopus, but we didn't have a clue what the rest were, apart from being delicious!

Suitably refreshed we returned to Triassic and continued to explore the islands, sailing back and forth between various inlets and bays. The evening found us anchored fore and aft in under six foot of water in a sheltered lagoon on Otok Lavsa with just one other boat for company. At dusk a



The view down to Vrulje!

motor launch came in and two uniformed officers asked to see our ticket which we had bought the day before in Sali. Satisfied we were above board they went over to our neighbours and judging by the heated discussion we could overhear my guess is that they weren't happy with them!

The next morning saw our 24 hour ticket expiring so we sailed out of the National Park heading east. The wind had swung round to the north west so we enjoyed a great spinnaker run across to the island of Zirje where we stopped for lunch in a bay. With the afternoon wind building steadily we had an absolute blast through the various islands before sailing into Privic Harbour, a small island just outside the main entrance to Sibenik. This was about as far south as our cruise was going to take us so we decided to stay the night in harbour and celebrate with a posh meal ashore. We managed to secure a buoy in the middle of the harbour safely away from the quay and sat back to enjoy the spectacle provided by the charter boats. I'm not quite sure what level of expertise or experience is required from these skippers but watching them attempting to tie up convinced me it had nothing to do with yachts.....

With Jon due to fly back to the UK in a couple of days we needed to work our way back towards Zadar so the next morning saw us heading north in the light south east wind. The forecast was saying a bit of a blow was going to come through so I wanted to find somewhere secure to sit it out but enquiries at both Zadar and Sukosan marinas were terminated pretty swiftly when they told me they wanted over £100 a night for a multihull, even one that folded! This was when modern technology proved to be my friend, with a search on Google maps satellite view showing a number of small boats moored in what appeared to be a well protected bay just across from Sukosan marina. We sailed in that afternoon, and it looked perfect with about two meters of water over a sandy bottom and with plenty of trees and houses to shield us from the expected south westerly gale. After finding a space to anchor between the various fishing boats I rowed ashore to the jetty where I could see a fisherman working on his nets. He spoke limited english but I was able to establish that all the boats belonged to locals and there was no problem whatsoever with me anchoring there for a few days. Right next to the jetty was a campsite so I went in there just to double check what I had been told and not only did the lady there confirm everything was fine but she offered me full use of their facilities for one Euro a day! It really doesn't get much better than that!



Uvala Luka on Vrgada. Note all the monohulls anchored outside!

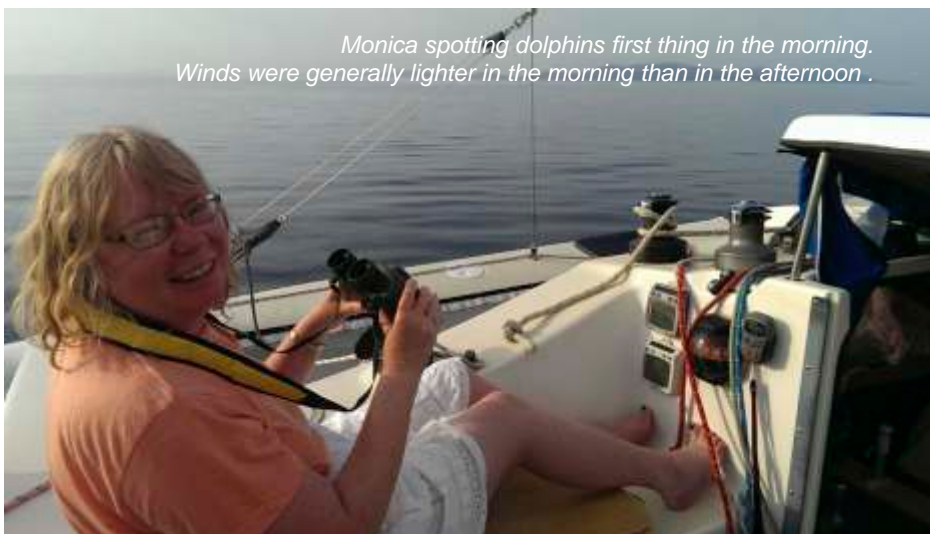
The next morning we rowed across the bay into town and hired a car to get Jon to the airport. With my wife Monica due to fly in that evening this was all working out rather well. The bad weather arrived about lunchtime with some thirty knots of wind whistling overhead but Triassic seemed happy enough hanging on her bridle. I had swum down and attached the kedge and chain to the main anchor so they were in series and was confident enough in them holding to leave the boat to collect Monica. The storm passed overnight and we spent the next day exploring Sukosan. Monica would most definitely be classified as a nervous sailor so the second half of the holiday was most definitely going to be a little more restrained, especially given the weather she had just arrived to! Fortunately the weather was soon back to the blue skies and light winds we had enjoyed previously and we set off south following the main coastline for a while before heading back out into the islands.

Monica and I then had a very relaxing twelve days exploring many of the places I had previously visited with Jon and finding a few more of our own. The emphasis now was definitely on cruising and socializing rather than the sailing but we still took advantage of Triassic's performance and shallow draught to get

to the places others couldn't. Although I did now generally use the outboard to get in and out of the harbours, we didn't need it to get around with the typical five to ten knots of wind being plenty for an F27. By contrast the vast

majority of other yachts encountered, especially the charter boats, were under motor, and often going slower than we were!

Our final night was spent back in Maracol on Utok Unije, the inlet where Jon and I had spent our first night in Croatia. With the tourist season now most definitely in full swing, we no longer had the place to ourselves finding it packed with yachts with pretty much every spot taken. The shallow water at the head of the inlet where we had previously anchored now contained half a dozen motor boats which I suspected would leave before dark, but that did leave us in a bit of a dilemma as to what to do until then. Fortunately I found a place in the moored row of yachts where a buoy had come adrift leaving the mooring lines lying on the bottom. All I had to do was dive down, retrieve them, and make fast!



Monica spotting dolphins first thing in the morning. Winds were generally lighter in the morning than in the afternoon .

The next morning saw us sail the final leg to Marina Veruda and arranging for Triassic to be lifted back out onto her trailer. All went well as did the drive back to the UK, which we again completed leisurely over a couple of days. All in all, a wonderful three weeks of sailing

and we absolutely had the right boat for the conditions. We are most definitely going back some time soon!

Suenos

on the MailASail Azores and Back Race 2023 by Rupert Kidd

After a prolonged absence the Royal Cornwall Yacht Club did invite multihulls back to join in AZAB in 2019, but none took part. This year it looked more promising and, after a discussion amongst the Dazcat owners, we were going to have 3 boats - Bare Necessities, Suenos and Belladonna. There were also two trimarans, Freshly Squeezed and the French, BlackCap. The trimarans never appeared, and Dominic Gooding seriously injured his arm shortly before the start, having got Belladonna completely ready to go. So, the multihulls were down to just two with Bruce and Alison on Bare Necessities and Alan Mitchell and me on Suenos. There were about 35 monohulls that made it to the start line. These included Will Claxton's Superbigou, which was Pip Hare's former Vendee Globe 60-foot IMOCA, old Class 40's and a few other quick monohulls, as well as pure cruisers. Most boats were two-handed, a few single-handed and a couple in a newly introduced category - 4-handed. It was nice to start a race from our homeport of Falmouth, as I remarked to Alan "we did not have to go anywhere". "Well, there is just the 1,200 miles to the Azores and back," said Alan. Oh yes that part! We were also spared having to do a qualifying sail as we had completed the RB&IR last year.

Suenos, with the cruising set up and related equipment (including the washing machine!) is about a ton heavier than Bare Necessities, with the same sail area, so our weakest point of sail, we knew, was downwind, especially in light airs. Upwind Suenos is pretty quick, so, unlike most of the fleet, we were hoping for an upwind or reaching leg with some tactical choices. Instead, it was going to be a run and



with a named storm sitting over the Azores, with an uncertain track towards us, we would have to head west of the rhumb line to be sure to stay out of south-easterly sector of the storm with potential 50+ knot head winds or perhaps more importantly, the cross seas that would come with it.

So after, quite the worst start I have ever done in a major race (as we had decided to change screechers after the 10-minute warning gun), we headed west after passing south of the Scillies TSS, watching Bare Necessities slowly disappearing as they always seemed to be going around $\frac{1}{2}$ to 1 knot faster. We had a few minor problems. One of the bolts was coming out of a mast slider. Nyloc nuts don't always do the lock part! A quick turn round to drop most of the sail and it was fixed. Bruce had seen this on AIS and called us on VHF as he wondered whether we had decided to go back home, but we lost signal before we could respond, and he never got my text message. Then the boom fell off! The gooseneck bolt had dropped out. Keeping sailing downwind, we rigged a series of lines to get it back in place and found the old one I had kept as a spare. Next the main halyard outer sleeve broke at the first reef position. It was time to put the second reef in anyway. Then, we managed to sleeve it, but were reluctant to use it with the first reef, so we either left two reefs in or went to full sail, slowing us down somewhat when it was too strong for the latter.

The wind varied from 30 knots plus to going very light with lumpy seas. At times we were down to 3 reefs and a few rolls in the jib. In the lighter patches it was at times difficult to use the spinnaker, especially when we passed close to the centre of the low and while the wind went light, the cross seas were pretty nasty. It was noticeable that in the light patches we lost



more ground on Bare Necessities and approaching Sao Miguel Island, they were over 80 miles ahead. At this point they decided to go round the east end of the island, while we headed for the west. They got becalmed most of the night, while we had a lovely fast sail in the morning, round past the outer slopes of the spectacular volcano that dominates the west end of the island. We finished about 5 hours behind on elapsed time, but just 7 minutes behind on corrected time, after 1200 miles and 7 days of sailing. Pretty close! In the fleet as a whole, on elapsed time, Suenos 8th and Bare Necessities 4th.



Volcanic crater lakes



Hot springs

We had 10 days in Ponta Delgada before the restart of the race, so family and friends could come out to visit. We drove round lots of the island to see the volcanoes, crater lakes and hot springs, along roads lined with hydrangeas. Compared to my previous visits to the island we had much poorer weather with lots of clouds and rain. We also enjoyed the various functions arranged by the Clube Naval de Ponta Delgada.



Alan and Rupert by the crater lake

At the start of the return leg, the forecast and routing all indicated going east round the island would be best in a light southerly wind. Over half the fleet and many expert crews chose the same direction. Instead of southerly, shortly after we started, the wind went easterly and at one point even northerly, while remaining very light, so it was slow. Meanwhile, the boats that went west including Bare Necessities, instead of being caught in the island's wind shadow, as expected, found some breeze. The result was that by the time we eventually cleared the island, nearly 9 hours later, we were more than 30 miles behind. After that, the wind remained largely south-westerly, dead behind again, so there was no catching up.

There was a high-pressure ridge to the SE, so we had aimed to keep in the patch with the wind strength that would enable us to use the spinnaker and hence soak downwind more efficiently. We did have some lovely runs with the spinnaker up for 30 hours at a time, but Bruce and Alison did a great job sailing away from us. We got some stronger winds too, occasionally having to reduce sail down to 3 reefs. Some of the monohulls headed further west to pick up even more wind, especially Conor Corson on the Sunfast 33, Asgard, who put in a stunning performance winning the monohull race overall on corrected time. They wiped out half-a-dozen times, but as we pointed out afterwards, we can't afford to wipe out even once on a multihull.

Not many other boats had a party size cockpit



The only breakage on the way back was the starboard engine. Whilst charging the batteries we managed to break the crankshaft. How this could possibly happen remains a mystery we still cannot work out. Slightly inconvenient as the starboard engine has the generator on it, but we could still manage with the port engine. Thankfully, as after all, we would not have wanted to have to turn the freezer off and waste the lovely meals we still had.

The last day the wind dropped to less than 8 knots right behind forcing us to gybe further west, and we then crawled back from passing close to Bishops Rock on the Scillies at 5 knots much of the way, finally finishing nearly a day behind Bare Necessities. Congratulations to Bruce and Alison on winning the MOCRA class on elapsed and handicap. Bare Necessities was 5th overall and Suenos 9th on elapsed time for both legs combined. More upwind and reaching conditions might have led to a different story. Purely downwind does not suit catamarans that well against monohulls, but 6 to 7 days each way was not bad. Bizarrely, it appears Suenos broke an AZAB record for the fastest return leg for an over 40-foot multihull (with our transom extensions). Our 6 days 20 hours, beating that of Peter Phillips 75-foot, Novanet of 7 days, 7 hours set in 1987. The under

40-foot record, incidentally, is 5 days 4 hours set by Helena Darvelid and Brian Thompson in the 35-foot trimaran, Transient, in 1991. So, no record for Bare Necessities, despite an excellent 5 days 21 hours. Many thanks to my co-skipper, Alan. I think we both have decided that this would be our last big short-handed ocean race. The best bits were, for me, coming round the west end of Sao Miguel with the volcano towering above and, for Alan, the last 30 miles into Falmouth when he was trying to see how high he could fly the spinnaker. It is just so much more interesting when there is land to see. Unlike the 2022 RB&1R Alan and I with a combined age of 148 were not the oldest competitors: Mervyn Wheatley, sailing his 9th AZAB single-handed was nearly 80!

Our thanks to the Royal Cornwall Yacht Club for organising the race with all their hospitality and for welcoming multihulls back to this classic race. I hope that the next version in 2027 will attract a much bigger fleet of multihulls. It is a true oceanic race with the associated challenges, but it goes somewhere warmer and you do come back to where you started rather than being on the other side of the Atlantic, so come and do it.



Trying on trailer

New Member season reflections

by Doug Reid

Having relaunched trimaran Trying (now blue in colour), we hastily prepared for the season opener: the Plymouth - Falmouth - Fowey - Plymouth Triangle race held during the first May bank holiday weekend. As the first race in my new (old) boat, the calm weather was a blessing of sorts, if eventually frustrating when we had to turn the engine on during day 1. With four of us onboard, with a variety of



light winds for the Triangle race

experience, we had a great weekend watching the faster multihulls jostle and disappear ahead of us! It was impressive how quick they all were in very little wind. Highlights included nearly crashing into the start line in Falmouth, as well as Dave getting fined in rum for

attempting to operate binoculars the wrong way round. Much learned, and much still to do on Trying. We had survived, and then I got an offer to crew on the mighty Morpheus...

I'd seen this boat a few times but didn't know much about it, until I was introduced to owner Andy Fennel, who made me feel welcome from the outset. After a shifty start out of Plymouth for the RNSA St Peter Port race, the wind filled in and I was determined we were going to flip the boat over on every wave. Alas I was just new to such a wide fast trimaran.

Overnight it became increasingly rough & choppy, until 0300 ish close hauled doing 15 ish kts there was a 'popping' sound and the steering went dull. Andy called it almost immediately but we had to wait til dawn to observe the



remainder of daggerboard



Doug on Morpheus to St Peter Port

leeward daggerboard was now an 'L' shape (it had snapped. Fennel was magnanimous, and had 7 weeks to make a new one prior to Fastnet. Fortunately the sail back on the other tack was straightforward, and we made it back to Plymouth otherwise unscathed. This was my first experience sailing a properly fast offshore race boat and it did not disappoint.

Having returned to Earth after the Morpheus experience, we prepared Trying for Penzance Around Scillies And Back (PASAB) at the end of July. Held at the same time as this year's Fastnet, the real racers headed toward Penzance harbour where we were jovially hosted by PZSC Commodore Colin Stephens & co.

It was my first time sailing around the Scillies, and the scenery was magic. We somehow had less extreme weather than the Fastnet fleet, and we saw various yachts making their way 'around the corner' up toward the Rock as we sailed back toward the mainland.



Trying sustained a bit of damage on the way back and lessons were learned e.g. add stiffeners in the forward sail lockers.

I had the opportunity to sail Dazcat D1 back from Hamble which resulted in an on/off 2 day blast with expert young skipper Pete Russell, including an overnigher in Portland.



They got up to all sorts of wild stuff at Nationals & RTI by the sound of it which deserves an article all of its own. During the Tuesday night racing series at Torpoint Mosquito Sailing Club (TMSC) I got to crew Richard Woods' Sagitta as well as Farrier 82R Panoramix which



wins a lot, despite even me sailing on it. Panoramix felt like a big dinghy powered by rocket fuel and was a lot of fun, especially with Andy Sinclair at the helm. Emboldened by victory, I crewed Will Rogers' F28 Trilium and promptly lost to Panoramix in the local Wreck race on a lively sunny day in Sept.



Trilium's main halyard clutch was slipping so the brand new mainsail shape wasn't optimal, a factor allowing the smaller Farrier to slip ahead, in a contest of fine margins.



Trying

Then after a bit of cruising, fishing and a bbq or two, in early October it was time for the Last Hurrah to Fowey & back.

This year it had a brilliant starting format with everyone anchored down under Jennycliff (outside of the protected sea grass area).

The season started as it ended, with light winds, upwind, and us on Trying watching all the hi-performance multihulls ghost away to windward.

Thus Trying went swiftly back into the tent for heaps of upgrades, notably a sharper single masted sloop rig, flatter sails, and an ambitious new single daggerboard conversion which is half built at time of writing.

In summary, a brilliant year of new experiences afloat. Next season I'll be inviting as many people as I can to come sailing in the hope that they too will get hooked on multi's & join the community as regulars.

Thanks to all the legends who took me sailing with them in 2023, and thanks to those who sailed on Trying.

I'm already stoked for 2024!

Doug



Trying design upgrades



MailASail AZAB 2023.....

By Bruce Sutherland

The Azores and Back (AZAB) Race is an iconic British sailing event which has been run by The Royal Cornwall Yacht Club every four years, since 1975, from Falmouth to Ponta Delgada in the Azores and then back. The distance is approximately 2400 miles rhumb line and it is one of the few opportunities for amateurs who have limited time to experience single or two-handed ocean racing.



Some time ago Simon Baker and myself had a trip to Royal Cornwall to try to persuade them that it would be a great idea to allow multihulls back into the race as fingers crossed the current MOCRA fleet would not only manage to find the Azores but try very hard to keep upright. We were obviously persuasive. Maybe our next mission should be to talk to insurance companies about racing cover but that

is a digression.

Covid hit and so there was neither a race nor multihulls immediately.

In late 2022 we were thinking about what we wanted to do the next year and a quick foray onto the MOCRA Facebook page suggested that there may be some interest in the 2023 AZAB. A few emails to France later and suddenly there were 5 multihulls set to go.

- Freshly Squeezed - Grainger 36 Tri
- Belladonna – Dazcat 10m
- Black Cap – Newick 39 Tri
- Suenos – Dazcat 12m plus
- Bare Necessities – Dazcat 11.5m

The race is a category 1 ISAF race and RCYC were understandably enthusiastic in their scrutineering. This meant a lot more boat preparation than for the category 2 Fastnet or Round Britain and Ireland races. With hindsight there is a very good reason for this, the Azores are a long way from anywhere. However, like many things that are audited, the really important things to prepare for such as what do you do if you lose a rig, rudders or autopilots and how to

rig a drogue were a lower priority than “how many red flares do you have” and “are your elastoplasts in date”.

As we had only been cruising recently we had to do a 300 mile qualifier, 100 mile beat, 100 mile run and 100 mile reach with 3 turns; harder to plan than it sounds sailing from Plymouth with a strong southerly blowing and limited time. The race allows for a change of skippers – but that does mean 300 miles each. For quite a few of the boats that do AZAB this is a dream trip rather than yet another race, the longish qualifier therefore seems like a good idea.

Sadly, in the build up to the race Dominic from Belladonna managed to rip his own arm apart to such an extent that he was excused from racing. And now we were four.

Before the start the welcome put on by Royal Cornwall was wonderful and very friendly and it is difficult to see what more Commodore Sarah and her

team could have done to help people. There were volunteers assigned to each boat to help with shopping and anything else needed, and evening events were generously sponsored. We parked at Port Pendenis Marina close to Suenos, somewhere familiar to anyone who has done the Triangle Race.

As the start day approached, we were disappointed to hear that first Freshly Squeezed and then Blackcap pulled out; so then there were two!



The weather was gloriously sunny as we left but the outlook in the Atlantic was less promising over the Azores. We had consulted Jimmy Cornell’s World Cruising Routes as part of our pre-race planning and he promised “a less than 1% chance of a gale in June”. So, we would be alright.

As we set off into the western approaches we were sailing in AIS company initially with the Imoca Super Bigou, a boat more familiar as Pip Hare’s previous Medallia. The skipper Will Claxton is well known in

multihull circles having rebuilt and raced the Dazcat trimaran Paradox in the Round Britain and Ireland Race. We were going fairly well and even managed a 240 mile day, not too slouchy for two handed we thought.

We continued with the sunny weather and spinnaker surfing nicely down moderate seas and playing with the routing. Our plan to race two handed was to avoid too much wind and what we saw building was starting to give us concern. So, we routed West and then slowed down and went further West in an attempt to keep the wind well behind the beam and definitely to try to avoid a lengthy windy reach. The rules stated we had to have a satellite phone for safety so we had installed one of the new Iridium Go Executives. This is both a phone and, gave us very simple access to weather and yellow brick tracker information via the routing software Expedition. It would have been even easier to use Predict Wind, but this was deemed to be external assistance and not allowed.

Our chosen path more or less worked out with a maximum of 28 knots and the only really uncomfortable element being quite large, cross, seas that came behind the low we had managed to avoid. We found out later that some friends who were cruising to the Azores had sailed into the same low, had 60 knots of wind across the deck and deployed their Jordan series drogue. Rather ironically their drogue was only delivered two days before they left as they decided if both Suenos and us had one that it seemed it might be a good idea. The island of San Miguel where we were headed suffered damage from

the storm force 10 winds in this weather system. So much for Mr. Cornell's promise.

We did have some really excellent sailing again, glorious three sail reaching with speeds of 12 to 15 knots while Alison even managed to varnish her toenails in preparation for landfall. Ponta Delgada is on the south side of San Miguel and we watched on Yellow Brick as two monohulls approached. The one that went to the West end seemed to have a torrid time, so we re-routed and went for the East end. Oh boy was that a bad call as the wind died – with less than 3 hours to go. We used the screecher as a wind finder to make the boat move in any direction then slowly building apparent and heading towards the right direction. Then out of nowhere the wind would appear at 20 knots so point out to sea, furl the screecher, put up the jib and point in the right direction for a few minutes until it all stopped again. Just like in the film Groundhog Day we became trapped in this cycle and having spent nearly seven days racing it was touch and go whether I would start the engine out of frustration. Finally, after another 9 hours we made it. We were the fourth boat in and were met with a bottle of local fizz by a man in a RIB who found us somewhere to park in the marina. Now it was just a question of waiting to see how long Rupert and Allan on Suenos would take. Fortunately for us they took a little longer than we did; just (7 minutes on handicap). Our elapsed sailing time was 6 days 21 hours 27 minutes.

This was our first ocean trip and the Atlantic really is a very large empty place. We were far from the only



boat who commented about the inward relief when we came to about 175 miles from land which meant within helicopter range. You became used to suddenly being worried by an AIS target that popped up on the chart plotter only to find that it was 80 miles away. What was also very strange was the emptiness also applied to both birds and marine mammals. We did see whales and dolphins, but the latter were in small groups and most certainly did not stay and play.

Again, the hospitality and organization from the race committee was first class – meals, bus trips round the island, drinks and more meals. We had not been there before and naively were really surprised at how green the islands were when compared, say to the Canaries. But living in Devon we should have been aware of why. When it was not sunny it rains.... but at least it was warm rain. Everything was extremely good value from marina fees of 15 euros a day to bottles of wine in restaurants at 8 euros. There was a competitor's Whats App group that started to come to life as boats arrived. Rather amazingly as I write this in January 2024 some 6 months after the race finished this group is still busy.

And so, to the trip back. Like us, after many of the competitors' experiences around the south of the island the main talk was whether to go east or west.

It was fascinating to hear how accurate some people believed the information from their software packages was. As well as our routing saying go west, we were reassured by one comment from Will on Super Bigou which was "the weather is coming from the west so best go west". MOCRA were the first start so we had no little clues as to who was really going where and Suenos was not giving anything away as she had a screecher up. We stuck to our plan, won the start and went west only to find that Suenos had been bluffing as she turned East and onto a beat. We sailed off nicely to the West ahead of the leading monohulls. The island was not however giving up easily and the four leading boats sailed into a wind hole letting the slowest handicap monohulls who had chosen to sail dead down wind really close to the, where by all rights there should have been a massive shadow, sail right past us.

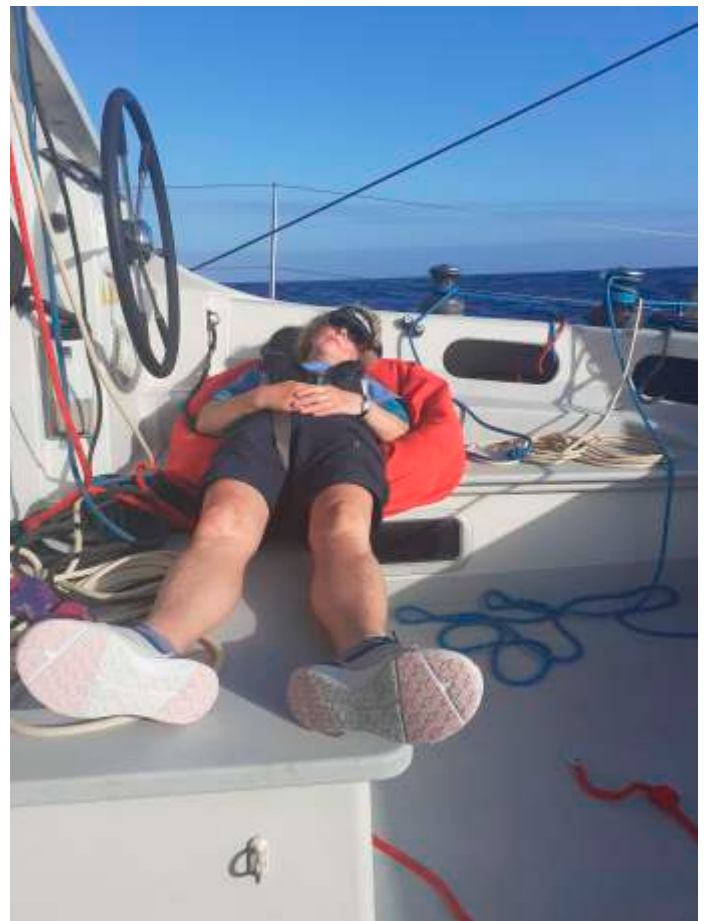
So tactics for the way back were similar to the way out – avoid lots of wind. The forecast suggested that there would be three bands most of the way back to the western approaches. Windy to the West and lighter to the east. So we tried to stick in the middle band which was meant to be 15 to 25 knots. All was going well until we ended up with 36 knots and an evilly black night. We dropped the main and sailed under reefed blade whilst the waves bashed the wet deck so hard we did wonder if the life raft box would still be there in the morning. It was and once we felt brave enough to continue the only issue was trying to



put the main back up as it kept getting caught in the lazy jacks.

Once the superhighway North had regained its senses we trucked along

sailing with small screecher and one or two reefs in the main. If it had been a full and rested crew on board it would have been a classic kite sail – downwind 20 to 25 knots with big swells. But it was still pretty good mile eating stuff and we carried the wind more or less back to the Lizard where we put the spinnaker back up. As is probably familiar to many people as we rounded Manacles buoy there was the normal Falmouth blast which took us over the line by Black Rock and in. We had managed to sail to the Azores and back, most of it had been downwind and we had not broken anything or needed to even get any tools out. Yippee. Talking to the leading monohull sailors it was apparent that most of them broached, some multiple times in one night and many seemed to have had autohelm issues which may reflect keeping too much sail up.



Again, Royal Cornwall were amazing, they met every finisher and more importantly found somewhere to put the boats. This was really needed as Falmouth at the end of June was very full and some of the marinas were renegeing on their promises to boats of berths on return arrival.

This time we knew that bar miracles we were home and dry as Suenos was still somewhere off the Scillies and the wind was dying. The return leg had taken just 5 days 21 hours and 43 minutes.

Royal Cornwall overall did a superb job with the race organization and hospitality and are keen to keep the Corinthian spirit of the race for 2027. In 2023 there was a 4 handed monohull class; there seems to be debate over whether this is in the true spirit of a short-handed race. They were positive about continuing a multihull class and do have the trophies for it. We would highly recommend it as both an event and an experience.

A very Nice trophy



Multihull Offshore Cruising and Racing Association

Income and Expenditure Account

for the year ended 31 December 2022

	2022 £	2021 £	2020 £
Income			
Subscriptions	5,073	4,829	3,643
Racing Ratings	2,860	2,429	878
	7,933	7,258	4,521
Expenditure			
Publications	3,362	2,031	2,432
Racing	963	600	83
Administrative expenses	0	0	0
Website	379	330	599
RYA and other subscriptions	195	205	205
Audit and accountancy	252	210	210
AGM / Dinner	0	52	0
Membership gifts	0	960	0
Insurance	499	495	444
	5,650	4,883	3,973
Net Surplus of Income	£ 2,283	£ 2,375	£ 548

Notes

- Membership Gifts
(2021 MOCRA branded burgees)
- Fixed Assets
The load cell was written down to a nominal £1 in 2000.

Balance Sheet

as at 31 December 2022

	2022 £	2021 £	2020 £
Fixed Assets			
Cost	337	337	337
less Depreciation	336	336	336
	1	1	1
Current Assets			
Sundry debtors	314	0	0
Cash at bank	13,364	13,863	12,190
	13,678	13,863	12,190
Current Liabilities			
Accrued expenses and creditors	462	2,930	3,632
	13,216	10,933	8,558
	£ 13,217	£ 10,934	£ 8,559
Accumulated Fund			
Balance as at 1 January 2022	10,934	8,559	8,011
Surplus for the year	2,283	2,375	548
	£ 13,217	£ 10,934	£ 8,559



Tim Wilson
Honorary Treasurer

Auditor's Report

The Income and Expenditure Account for the 12 months ended 31 December 2022, and the Balance Sheet as at 31 December 2022, 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
18 October 2023



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
Safety Secretary	Simon Forbes
Scottish Area Representative	Gordon Baird
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.