



MOCRA 2021

Review



OFFICERS REPORTS - RACE REPORTS - CRUISING REPORTS

Editors Note

Dear Members,

It has been another odd year, so if you managed to do some sailing, well done. I only managed to get out on the water twice because Backlash is still ashore. Once to show the ropes to the new owner of my old boat "Wandering Glider", the other on Jambo, a J92.

You have managed quite a bit of racing during the year, so well done for finding ways to do that safely. There are also a few cruising reports, including one reflection on a lifetime's sailing. Sadly, we also have some significant obituaries, with the passing of Mike Butterfield, our long time president, and the legendary James Wharram.

This is your Annual Review. We can only publish the articles you write. So please think during the coming season if there is anything you could write up to share with other members. So also, a big thank-you to all our contributors in this edition.

Fair Winds

Matthew West

Backlash

Publications Secretary



www.mocra-sailing.org.uk



For 2022 MOCRA membership remains at £25. The cost of a rating certificate 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.**

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.

01	Cover Photography of Dazzle By Simon Forbes
04 - 11	OFFICERS REPORTS
04	Commodore's Report 2021 By Rupert Kidd
04 - 06	Racing Secretary's Report 2021 By Simon Baker
06 - 07	Annual General Meeting 2021 12:30pm Saturday 13th November, 2021 Royal Thames Yacht Club
08 - 09	Income & Expenditures Accounts
10	Scottish Region Report 2020 By Gordon Baird
10	East Coast Region Report 2020 By Simon Barnes
11	Introducing our new Honorary Secretary
11	Changes to the role of Cruising Secretary
12 - 41	RACE REPORTS
12 - 14	RWYC Pantaenius Triangle By Rupert Kidd
15 - 17	3 Peaks Race Bruce Sutherland
18	Round the Island race Neil Boughton
19 - 20	Plymouth Fastnet 500 Report By Rupert Kidd
21 - 25	Slinky Malinki Fastnet 2021 By James Holder
26 - 29	Diary of a Mediterranean regatta By Raffaele Brancati
30 - 32	MOCRA National 2021 By Simon Barnes
33 - 34	Bembridge Regatta By Mike Samuelson
35 - 41	1000 Islands Race 2021 By
42- 52	CRUISING REPORTS
42 - 44	Reflections during Covid By Gordon Baird
45 - 48	The Log of La Vitesse By
49 - 52	Three Cats' Tales By Chris Cooper
53 - 55	OBITUARIES
53 - 54	Mike Butterfield
54 - 55	James Wharram

Commodore's Report 2021



After such limited sailing in 2020 it was wonderful to finally get back on the water when restrictions were lifted

enough in the UK to allow us to start racing again in late May. In the RWYC Pantaenius Triangle Race we got to see many sailors who we had not seen for 18 months. The Rolex Fastnet Race with its finish in Cherbourg saw a rather reduced British based multihull fleet, in part due to the uncertainty over the arrangements at the finish. Several of the SW based boats had opted for the RWYC Plymouth Fastnet 500 instead, although the threat of some really nasty weather severely reduced the fleet in that race. It was good to see the MOCRA Nationals going ahead so successfully on the East Coast after their cancellation last year. The proposed 2022 MOCRA Nationals to be held in conjunction with the Triangle Race next year should attract more boats. This will also provide a shakedown for the RWYC Round Britain and Ireland Race, for which we hope to see a good-sized multihull fleet.

Cruising also remained rather restricted, such that many of us have not yet tested the post Brexit regulations, but hopefully things will return nearer to normal by next year. For those taking their boats on extended cruises or basing them in the Mediterranean it is frustrating to see the post Brexit introduction of new regulations that will make any UK registered boat liable to pay VAT again if the boat is out of the UK for **3 years**.

Matthew West stood down at the last AGM as Honorary Secretary

after many years of extremely competent service during which time he was very much the mainstay of the organisation. On behalf of all the MOCRA members I would like to thank Matthew for his immense contribution. Matthew is continuing in his role of editing and publishing the review as well as providing advice to new and old committee members.

I would also like to thank the new committee members for stepping forward: James and Melanie Holder as joint Honorary Secretary, and Andreas Hofmaier as Membership Secretary. They and the other committee members, whose contributions are much appreciated, have demonstrated that we can continue to run the Association virtually. However, we do look forward to many of us meeting together in person for the first time in two years at the AGM.

This year Simon Baker has announced his intention to step down as Racing Secretary, citing that it is time for a change after 10 years in the post, during which time he has enthusiastically promoted multihull racing, successfully competing in many of the races himself in Drama Queen and then Hissy Fit. He also chaired the racing committee through, some at times controversial, changes to the MOCRA rating, so that now, we seem to have a very fair rating system that works well through a wide range of boats. Simon has nominated Neil **Broughton** to take over as Racing Secretary, whom I will be happy to second.

Finally, I would like to pay special tribute to Mike Butterfield, our President and one of the Founders of MOCRA, who sadly passed away in May. Mike had a significant impact on the development of MOCRA and multihull racing.

Incredibly he was still racing himself only two years ago in his mid-eighties. MOCRA meetings will never be quite the same without him.

Rupert Kidd
Commodore

Racing Secretary's Report 2021



2021: another strange start to the year. Thankfully we managed to get some racing in this year. As the early season races still fell by the Covid way side, it was not until Mid-May, in the UK when we managed to get our first races started.

It was a Fastnet year, with a new course, finishing in Cherbourg. A good initial entry waned a little with the realisation of the difficulties of Europeans coming to Cowes before the start and what would happen to the UK boats once across the line in Cherbourg. In the end it sounded one hell of a party, with battle scars to prove it for many of the crews. A tough forecast, saw heavily reefed sails punching out through the Needles channel, with a number of boats retiring and heading back across to France. Once through the first 24 hours things settled down to just a fast and lumpy race. Allegra, the Nigel Irens 78' fast cruising catamaran, took the win in the MOCRA class. The Ultim class saw 4

entries of these huge trimarans, sailing much of the time above the water, Maxi Edmond De Rothschild was back to Cherbourg in just 33 hrs.

The RORC multihull class saw 16 boats competing for the Main Series points trophy, Congratulations to our MOCRA Secretary James Holder on Slinky Malinki a Dazcat 1295 for winning this year's points series.

The Island SC Round the Island Race, was back on this year, with a number of multihull classes and a total of 31 entries. there were 4 entries in the two handed class won by Dragonfly, with Al Wood and Simon Goldfarb. The main MOCRA class was won by Mark Upton-Brown on Alini. PowerPlay the Mod 70 just won the combined classes ahead of Alini by 9 seconds on corrected time.

There seem to be a few new multihulls appearing in the Solent area, who wish to race, a warm welcome to Robin Russell who has recently acquired the F32 Grey Goose. A good starting point is the Royal Victoria YC race series held over the year, should you wish to join them.

Alternatively there is the RORC offshore calendar, which predominantly starts off the Royal Yacht Squadron line off Cowes. <http://www.rorc.org/>

The MOCRA Nationals were held at Royal Burnham Week, which saw racing on the river with 5 trimarans tussling for the championship, unfortunately a few entries dropped out at the last minute. Our new MOCRA Champion is Julian Linton with his F32 src "NRB". As usual there was the MOCRA Rum Punch Party as part of the social scene, delivered in watering cans!!

The 3 Peaks Yacht Race, once again multihulls were encouraged to enter. Bruce and Alison on Bare

Necessities took the opportunity to head North from the SW, unfortunately this year they were the only Multihull entry. Will we see more MOCRA entries in the next edition, which starts 9th July 2022.

Another Covid victim was the Scottish Islands Peaks race in 2012. Back on Friday 20th May 2022.

In the SW a number of clubs pulled together to create a new offshore points series SOG's the idea being to encourage participation in neighbouring club's races, with a result weighting system for out of port participation.

First up was the Wolf Rock race and qualifier for both Fastnet races that were on this year. A little strange to go straight into an offshore event, rather than doing a few little local races to get the crew settled into the sailing once again, especially as the course had to be amended due to the previous nights storm. Three MOCRA entries saw Nigel Passmore and Apollo lead, Hissy fit and Shockwave across the line and a rating win as well.

The Triangle race saw the usual high level of interest with 11 entries, held over three days with racing along the spectacular Cornish coast. It was a light wind weekend which even saw Morpheus take 7 hrs to get to Falmouth. The conditions with park ups favoured the lower rating boats, overall Rupert Kidd with Suenos won the three day event, with Peter Lillywhite and Adonnante a close 2nd and Bruce & Alison with Bare Necessities 3rd .

The longest race was the RWYC Plymouth Fastnet 500. This was won by our Commodore Rupert and Elliot sailing two handed, in challenging conditions that saw half the fleet retire.

2022 brings an RWYC Round Britain & Ireland race year, the entries are already signing up for the classic

offshore event. The stop overs have been reduced to three now, Galloway, Lerwick and Blyth. There is also talk about crews able to be 3 or 4 in number rather than the traditional 2 handed affair. I would suggest those that are interested communicate with each other and decide the best option, to keep the multihulls in one group.

To finish off the South West sailing season "The Last Hurrah" in October, an informal race, managed by the sailors, with a course to either Salcombe or Fowey arranged around the weather forecast. A change to talk through the seasons races and make plans for next year. This year we saw 9 boats turn up, for some challenging light wind conditions, 6 of the boats managed to sail to Salcombe , where the YC laid on their Chart room, for a simple supper and the opportunity to chat.

October brings the Middle Sea race with what looks to be a battle of the Mod 70's.

The MOCRA rating rule seems pretty stable at the moment with no new design developments arising to take account of within the rule. There seems to be a good variation of size and type of boats sharing the top positions on the race course. Also, the rule is well respected around the globe and continues to be used by a number of different clubs / race organisers, this is borne out by the number of no UK boats holding MOCRA rating certificates. We should all thank Simon Forbes for his continued service of issuing the ratings and being custodian of the spread sheets. Thank you Simon on behalf of the MOCRA racers.

MOCRA Championships will be held in Plymouth in 2022. We have the RWYC hosting as part of the Triangle

race, with an additional day bolted on for some inshore races on the Friday. So, the format will be

Friday 29th April

2 x Inshore races

Saturday 30th April

Plymouth to Falmouth

Sunday 1st May

Falmouth to Fowey

Monday 2nd May

Fowey to Plymouth

With great racing and the opportunity to socialise with fellow sailors we hope that we **well** draw a few boats from "Up Country" for what should be a well-attended Championship.

All are welcome, you don't need to be a fanatical racer, come along, have some fun and find out what a friendly bunch we are.

The MOCRA Facebook page is the best place to hear the latest and share your thoughts, suggest races and liaise with other members.
<https://www.facebook.com/groups/mocra>

We also have the MOCRA Google Calendar, which is available via the website. Should you wish to get an event added please get in touch.
<https://mocra-sailing.org.uk/mocra-calendar/>

Finally, Neil Boughton from Easy Tiger has agreed to step forward as a candidate to take over as MOCRA Race Secretary. I therefore propose him for the role and I hope you will offer him your support at the AGM. I have held the Race Sec Role for 10 years, so certainly time for some fresh ideas.

All the best over the winter months and see you back out on the race track in 2022.

Simon Baker

MOCRA Racing Secretary
GBR788M Hissy Fit



Annual General Meeting 2021

12:30pm Saturday 13th November, 2021, R

Agenda

1. Welcome by the Commodore

The Commodore welcomed members to the meeting, and remarked on the sad loss of Mike Butterfield, MOCRA's president. New committee members Andreas Hofmaier, Simon Barnes and Melanie Holder were welcomed to their first physical AGM post Covid.

2. Apologies for Absence

Attendance: Neil Boughton, Simon Baker, Simon Forbes, Simon Barnes, Matthew West, Andreas Hofmaier, Rupert Kidd, James Holder, Roderick Walker, Matt Theobald, Melanie Holder, Julian Linton, Robin Russell, Nick Wood, Brendan Seaward.

Apologies: Nigel Talbot, Stuart Austin, Jeff Speller, Gordon Baird, Tim Wilson

3. To Approve the Minutes of the Previous AGM

Proposed: Simon Forbes, Second: Simon Baker. Carried by acclamation

4. Matters Arising

There were none

5. To receive the Commodores Report

Proposed: Matthew West, Second: Melanie Holder. Carried by acclamation

6. To receive the Treasurer's Report

In Tim's absence the accounts were printed for all members to read. Thanks to Tim for his work. Thanks given to MOCRA from Simon Barnes and those at the Nationals for our financial contribution to the event.

The role of Treasurer is to be advertised with the hope that Tim

may step down from his role at next year's AGM.

Proposed: Matthew West, Second: Simon Forbes. Carried by acclamation

7. To reappoint the auditors

Proposed: Simon Baker, Second: Simon Forbes. Carried by acclamation

8. To receive the Membership Secretaries Report

Request from the membership secretary for all to check and update contact details for their MOCRA membership.

Proposed: Rupert Kidd, Second: Matthew West. Carried by acclamation

9. To receive the Cruising Secretaries Report

Brief discussion on the changing role of the Cruising Secretary. People no longer cruise in company but generally alone. Group cruises do not attract interest, but people may still require advice on areas and help to prepare for cruising.

There was no Cruising Secretaries report

10. To receive the Racing Secretaries Report

Thanks was expressed for the Nationals. There will be Nationals taking place in Plymouth in May time. The loss of Mike Butterfield has been particularly noticed at the races.

Proposed: Matthew West, Second: Andreas Hofmaier. Carried by acclamation

Simon Baker to stand down as Racing Secretary. Neil Boughton

proposed by Simon Baker, second: Rupert Kidd

Thanks expressed to Simon for his work, and applauded by those present. MOCRA racing is in a very strong position. East coast and West Country racing is alive and well. Solent racing is improving.

11. To receive the Rating Officers Report

Currently 88 certificates issued. Up on last year but less than 2019, Covid the suspected reason with a reduction in racing.

No changes to the rules, although changes remain under discussion. MOCRA ratings will be issued for some time to come.

Proposed: James Holder, Second: Simon Barnes. Carried by acclamation

12. To receive the Scottish Region Report

Proposed: Matthew West, Second: James Holder. Carried by acclamation

13. To receive the East Coast Region Report

East coast racing is well supported by boats and has a good social scene also. Always trying to attract more boats to build on this.

Proposed: James Holder, Second: Andreas Hofmaier. Carried by acclamation

14. Executive Committee Resolutions

There are none.

15. Members Resolutions

The constitution states: "Any member wishing to propose a motion shall give notice of the same

to the Honorary Secretary at least twenty-one days before the meeting."

There are none.

16. Election of Commodore and Executive Committee

The constitution states:

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

The following were nominated from the floor:

Commodore

Rupert Kidd

Vice Commodore

Simon Baker

Honorary Secretary

Melanie Holder

Honorary Treasurer

Tim Wilson

Membership Secretary

Andreas Hofmaier

Cruising Secretary

Gordon Baird

Ratings Secretary

Simon Forbes

RYA Liaison Officer

Simon Forbes

Trophies Secretary

Neil Boughton

Social Secretary

Simon Barnes

Safety Secretary

Simon Forbes

Scottish Area Representative

Gordon Baird

East Coast Representative

Simon Barnes, Nick Wood

Publications Secretary

Matthew West

Webmaster

Nick Bowles

Proposed as a whole: James Holder, Second: Roderick Walker. Carried by acclamation

As stated in item10, Simon Baker has stood down as racing secretary.

Racing Secretary

Neil Boughton

Proposed: Simon Baker

Second: Rupert Kidd.

Carried by acclamation

The Commodore welcomed Neil Boughton to the Executive Committee

In his capacity as Safety Officer Simon Forbes informed the AGM that there are some new offshore regulations coming into effect in January 2022, the most notable one for MOCRA is that paper charts will no longer need to be carried for category 4 inshore racing if there is an electronic alternative.

17. Any Other Business

Any matters raised under Any Other Business cannot form part of the official business of the meeting and thus may not be proposed as formal motions. This item is included purely to afford members an opportunity for informal discussion. There was no other business

Multihull Offshore Cruising and Racing Association

Income and Expenditure Account

for the year ended 31 December 2020

	Note	2020 £	2019 £	2018 £
Income				
Subscriptions		3,643	5,090	5,134
Advertising	1	0	0	0
Racing Ratings		878	2,862	2,096
		<u>4,521</u>	<u>7,952</u>	<u>7,230</u>
Expenditure				
Newsletter and Yearbook		2,247	2,620	2,467
Calendar		185	2,160	2,914
Racing		83	348	118
Administrative expenses		0	0	109
Website		599	304	674
RYA and other subscriptions		205	200	200
Audit and accountancy		210	210	210
AGM / Dinner	2	0	1,660	313
Gold Jubilee	3	0	2,720	0
Insurance		444	442	439
		<u>3,973</u>	<u>10,664</u>	<u>7,444</u>
Net / Surplus / (Deficit) of Income		<u>£ 548</u>	<u>£ (2,712)</u>	<u>£ (214)</u>

Notes

- Advertising Income
Due to the lack of volunteers, to help generate advertising income, the income for the year is £ Zero.
- AGM / Dinner
The 2020 AGM was held by Zoom due to Covid restrictions so no costs were incurred.
- MOCRA 1969 – 2019 Gold Jubilee
Social events, MOCRA branded caps and associated postage.
- Fixed Assets
The load cell was written down to a nominal £1 in 2000.

Multihull Offshore Cruising and Racing Association

Balance Sheet

as at 31 December 2020

	Note	2020 £	2019 £	2018 £
Fixed Assets				
Cost		337	337	337
less Depreciation		336	336	336
	4	<u>1</u>	<u>1</u>	<u>1</u>
Current Assets				
Sundry debtors		0	0	60
Cash at bank		12,190	8,430	11,499
		<u>12,190</u>	<u>8,430</u>	<u>11,559</u>
Current Liabilities				
Accrued expenses and creditors		3,632	420	837
		<u>8,558</u>	<u>8,010</u>	<u>10,722</u>
		<u>£ 8,559</u>	<u>£ 8,011</u>	<u>£ 10,723</u>
Accumulated Fund				
Balance as at 1 January 2020		8,011	10,723	10,937
Surplus / (Deficit) for the year		548	(2,712)	(214)
		<u>£ 8,559</u>	<u>£ 8,011</u>	<u>£ 10,723</u>

Tim Wilson

Honorary Treasurer

Auditor's Report

The Income and Expenditure Account for the 12 months ended 31 December 2020, and the Balance Sheet as at 31 December 2020, 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

21 October 2021

East Coast Region Report 2020



Racing - We have had a good season on the East Coast at Burnham starting with Whitsun racing over the Bank Holiday Weekend which saw some great racing over really good courses. We also had the MOCRA Nationals over the Bank Holiday weekend in August which was a great event but sad to say we had a lot of last minute drop outs some due to Covid so on a promise of 10 Multihulls we ended up with 5 Tri's. We had 5 really great races with committee boat starts and two races ending with just one and two

seconds on corrected times between boats! The social in Burnham was really fantastic all weekend and thank-you to MOCRA for the donation to the Rum Punch and Band on the first Saturday of the Nationals. Rum Punch was served from MOCRA logoed watering cans and the band were awesome. The event was really well attended and needless to say there were a few sore heads on Sunday. I have had numerous comments from other classes and spectators about how spectacular it was to see the Tri's racing and leaving the start line at some 20 knots of boat speed. Burnham really is a fantastic venue to race multihulls and we would welcome any visitors at any time. Racing in 2022 will again be over the Whitsun and Bank holiday August weekend so please come if you can.

Two East Coast boats headed for Round the Island this year with a bit of cruising either side albeit the weather was not too good this summer. We are hoping there will be a better show from the East Coast boats on the South Coast in 2022.

Cruising - We have had some enjoyable cruises around the East Coast with so many lovely anchorages to choose from and Nick Wood in Origami has been up the Suffolk Coast this year too.

Simon Barnes

East Coast Region Representative



Scottish Region Report 2020



The Covid situation meant that virtually all racing has been cancelled in 2021 and especially the Scottish Islands Peaks Race which is the main event for many of us. There is a DF800 and an F28 just arrived in Largs, the latter keen on racing. There are 2 DF 32s presently at Troon, and another in Craobh, and Leigh Ross with a Woods Eclipse in the Clyde somewhere. Alan Rankin continues to fly the flag in Ullapool

Cruising – which for Scotland mainly consists of visiting remote and isolated communities – was severely curtailed as prevalence of the infection was low or absent in many areas, especially islands. Simon Thorp and Jonathan Hill cruised to Arisaig and beyond, with Jonathan returning with a blocked heads at Troon due to an eel. The toilet has been unblocked and the eel returned safely to its proper environment!

We look forward to being able to offer a Scottish welcome to MOCRA members next year and are meantime grateful to the committee for all the work they do to promote the sport. If anyone wants information on passage options

from the deep south or good places to visit while here, please get in touch with me personally.

Gordon Baird

Scottish Region Representative



Introducing our new Honorary Secretary



As co-owner of Slinky Malinki, a Dazcat 1295 catamaran, I have a long connection with Multihulls. As a family we cruise and race Slinky across the South Coast of the United Kingdom, the Channel Islands and Northern France. Before Slinky we had a Dragonfly 28 and an F24 before that. We have also chartered catamarans across Europe and the Caribbean for 15 years as a favourite holiday.

As a result of the family-wide Multihull passion I have followed MOCRA for a many years, although never a member in my own right. In December 2020 I had the chance to put my organisational skills to use and take over the role of Honorary Secretary from Matthew West. I finally became a member.

Thanks must go to Matthew for his years in the role which was left things in very good order. The best that can be said for the last couple of sailing seasons is that they have given me a gentle introduction to the role due to the frustratingly limited racing and sailing. We all hope that such days are behind us.

There are many different multihulls and multihull sailors within the MOCRA organisation, and we continue to offer advice and assistance to racers and cruisers as best we are able. The wide variety of boats, interests and specialisms across the Multihull community does mean that MOCRA is always learning, so don't hesitate to contact me if you would like us to consider anything new or think we can improve the organisation for the benefit of our members.

One thing is for sure, Multihulls in many forms are becoming ever more popular as both a cruising and racing platform. MOCRA has a vital role to play as a place for the community to meet, share best practices, learn from each other and find ways to race together. I am delighted to help MOCRA and its members and be an active part of that community.

Melanie Holder
Honorary Secretary

Changes to the role of Cruising Secretary

The Executive Committee has decided to alter the remit of the Cruising Secretary. That is largely due to the demographics of the organisation membership and the wide range of cruising grounds both in the UK and beyond.

I have agreed to take this forward as a pilot project. What we propose is that the Cruising Secretary will co-ordinate any technical, geographical or sailing queries, either dealing with it or directing to someone who has appropriate experience or knowledge. For any member wishing to organise a local cruise in company, then the secretary will do whatever possible to help networking, cooperation between groups and publicity.

Please contact me with suggestions about how the role can be developed to suit members or with any queries that can help you with cruising. The effectiveness of the role will be reviewed at the next AGM.

I am available on 07860233864 and gordon.baird@me.com

Gordon Baird

RWYC Pantaenius Triangle Race Report



Figure 1: The start in Plymouth with a nice breeze for the first few minutes (all photos except where stated from Dazcat Media)

The Triangle Race is normally run on the first May Bank holiday, but for Covid related restrictions the race was moved to the end of May Bank holiday weekend instead. For many of us this was a very welcome return to some offshore racing after missing all of 2020 and especially for Suenos, who had been unable to compete against Apollo and Hissy Fit in the Wolf Rock race the week before as the wind had been much too strong to make even the short trip from Falmouth to Plymouth. For once, to celebrate the opening up of more social contacts, on Suenos we took a full crew of 5, with 6 on the third leg.



Figure 2: Then the wind dies

The race had 11 entries Adonnante, Morpheus, Nemo, Raygun (Diam trimaran) and Twister and 6 Dazcats: Bare Necessities, Belladonna, Dazcat 1, Easy Tiger,

Hissy Fit and Suenos. Sadly Dazcat 1 had a rigging failure in the brief pre-start breeze and was unable to start. The good breeze died between the middle of Plymouth Sound and the breakwater so we drifted around catching whatever breath of wind we could for an hour, after which, probably more by luck than judgment, Suenos was leading the multihull fleet. As the forecast light easterly set in the



Figure 3: Suenos creeps past Hissy Fit



Figure 4: Then Adonnante does the same



Figure 5: Hissy Fit don't seem to be concentrating on the race!

quicker boats Morpheus and Hissy Fit overtook us and we had a light spinnaker run to Falmouth. Downwind in light airs is not our favorite conditions carrying our extra cruising weight on Suenos, so we were pleased to keep up with the fleet finishing only 10 minutes behind Hissy Fit with a dead heat on the finish line with Adonnante, who comfortably won the leg on corrected time, with Belladonna second and Suenos third with Morpheus and Raygun (the Diam 24) unable to make up for the slow start. One of the attractions of the



Figure 6: The close finish at Black Rock in Falmouth from right to left Easy Tiger, Suenos and far left Adonnante (photo courtesy of Robin Russell taken from Hissy Fit)

Triangle Race is the chance for the crews to get together in the evenings in Falmouth and Fowey. Despite the Covid restrictions and the invasion of Falmouth ahead of the G7 conference Isa managed to organise a dinner for 35 of the multihull sailors together on a restaurant on a barge. In contrast in Fowey all we could do was raft up and eat on our **boats**. For the

it down and revert to using the jib. Thus we rounded the Manacles buoy well behind. It was marginal conditions, but we held on to full sail while Bare Necessities put in a reef. We soon overhauled them and as we approached Dodman Point, we were surprised to see us also catching Hissy Fit. It was a tight fetch holding on to pass the Dodman very close to the rocks and another squeeze past the Gwineas rocks well inside the cardinal mark. At this point I slipped and fell backwards hitting my head on the mainsheet track, which might explain what follows! Approaching the entrance to Fowey the wind was shifting further north of east and we could see the Diam and Hissy Fit struggling to pick up speed going straight into the short chop when they tacked. A check of the charts showed that even approaching low water we could go through the

passage inside the Cannis rocks. So a last minute bear away with raised dagger boards brought Suenos up level and to leeward of Hissy Fit. We expected them to roll over us, but squeezing them up into the dead spot beneath the cliffs on the Polruan side was just enough for Suenos to slip out from underneath them and hold them off up the harbour to the finish line. Some of the loudest cheers came from the crew of Apollo, who were closely watching the finish, as they saw Suenos beat Hissy Fit on the water. Suenos comfortably won the leg on handicap with Morpheus second, Bare Necessities third and Adonnante fourth. I am sure we could have still won the leg on handicap without the short cut inside the Cannis Rocks, but the opportunity of beating Hissy Fit on the water was just too much fun to pass up!



Figure 7: The start in Falmouth with Hissy Fit looking back at the fleet



Figure 8: Morpheus takes off into the distance

Falmouth to Fowey leg the easterly wind rose to a rather brisker 15 gusting to 25 knots. The multihulls were sent to round the Manacles cardinal buoy before heading for Fowey giving an initial 6 mile reach. Morpheus and the Diam took off at speed followed by Hissy Fit and Bare Necessities, while we rather lagged behind on Suenos, so we decided we should try the screecher after all. For a mile or so we were no longer losing much on the boats in front but then the screecher tack line stripped the outer core and we had to head off downwind briefly to get

The third leg from Fowey back to Plymouth was another beat into a lighter easterly. Suenos only needed to finish ahead of Adonnante to win overall. With the wind getting lighter the faster boats led the way with Morpheus winning the leg on handicap as well as taking line honours.



RWYC Pantaenius Triangle

The third leg from Fowey back to Plymouth was another beat into a lighter easterly. Suenos only needed to finish ahead of Adonnante to win overall. With the wind getting lighter the faster boats led the way with Morpheus winning the leg on handicap as well as taking line honours.

Suenos won overall with Adonnante second. There was an error in the timing of Bare Necessities' finish in the third race. If corrected, Morpheus would have finished third overall. In all it was great to see so many boats back racing. Many thanks to Pantaenius and RWYC for rescheduling and running the race.

Rupert Kidd

Suenos



Figure 10: Bare Necessities, Suenos and Belladonna rafted up in Fowey



Figure 11: Shortly after the third leg start off Fowey. From left to right, the Diam, Easy Tiger, Suenos, Adonnante and Bare Necessities (photo from Robin Russell)

Results:

Rank	Sail		Hcap	Name	Owner	Race	Race	Race	Net
	Number	Type				<u>1</u>	<u>2</u>	<u>3</u>	Pts
1	GBR741M	Dazcat 119	1.177	Suenos	Rupert Kidd	15	10	6	31
2	GBR 701M	Le Rouge S	1.118	Adonnante	Peter Lillywhite	18	7	4	29
3	GBR725M	Dazcat 40	1.212	Bare Necessities	Bruce Sutherland	10.5	8	9	27.5
4	2199	Shuttlewor	1.53	Morpheus	Andrew Fennell	6	9	10	25
5	GBR 69M	Dazcat 10C	1.148	Belladonna	Dominic Gooding	16.5	4	3	23.5
6	GBR788M	Dazcat 149	1.291	Hissy Fit	Simon Baker	9	6	7	22
7	GBR786M	Dazcat D99	1.22	Easy Tiger	Neil Boughton	12	5	2	19
8	GBR834M	Newick 38	1.136	Nemo	Matt Theobold	7.5	3	5	15.5
9	GBR 732	Diam 24 Mu	1.504	Raygun	Peter Middleton	4.5	2	8	14.5
10	GBR676M	Farrier 9A	1.331	Twister	William Lee	13.5	0/DNC	0/DNC	13.5
11	GBR 842M	Dazcat 26	1.46	Dazcat 1	Brendan Seward	1.5/RET	0/DNC	0/DNC	1.5

3 Peaks Race



Barmouth harbour

We took part in the 43rd 3 Peaks Yacht Race - this is one of the oldest multisport events in the world and involves sailing from Barmouth in Wales to Ft William in Scotland stopping at Caernarfon to send runners up Snowdon, Whitehaven to run up Scafell and then finally Corpach and running up Ben Nevis.

The sailing goes through some of the strongest tides in the UK and is a navigational pain! Our crew was Alison and I and we were joined by Dominic Gooding from Belladonna as the third sailor and we then had two remarkable chaps who like running up and down things.... Mark Davies and Chris Near. Mark was a last minute replacement as one of our original runners managed to break the week before.

Figure 2: Chris and Mark doing their thing



Three peaks race

The race started on Saturday June 19 and we were expecting no wind. As this is another of those races where you can row we were expecting the worst. Fortunately at the last minute and out of nowhere there was a breeze. Light wind running and beating is not our strong point even with our A2 and a new-fangled J0 so we were quite happy to keep up with the fast monos and be 3rd into Caernarfon. Our runners picked us up a place and we left Wales 2nd over the water. We finally opted after a bit of prating about on the shall we shan't we stakes to go round Anglesey rather than get washed through the swellies and bounce of rocks. This is one of those don't do things but we could see a bit more pressure out in the Irish sea so went for it. When we met the rest of the fleet just south of the Isle of Man it was a bit of relief that we were still second!

Figure 3: Bare Necessities at the start



Figure 4: Taking the long way round Anglesey

We played overtake with "That's not my Dog" - skippered by Elliott Wilkinson who has done a lot of racing with Rupert Kidd on Suenos. We were in first place going into

Whitehaven as the wind dropped and again we fell prey to light wind beating and monohulls. So second in it was. There was some justice as the Harbour is tidal and so we were

Figure 5: It's still a Dazcat for food



Three peaks race

able to pull our boards up and sneak in early. Chris and Mark went off to do their thing which involved cycling 20 miles running up and down Scafell and then ... cycling back again. They were quick and we were shallow so we gained a tide advantage on the rest who at 2.5 m draft were a little deeper than us. As we left the wind picked up and we were soon heading off to Scotland hitting 15 knots with the A3 up.

Sadly rather than turning the corner and going N waving adios to the rest of the fleet we sailed into an enormous wind hole off St Bees head -- about 3 times bigger than those nice people at Predict Wind had forecasted and drifted and kedged watching the rest of the fleet come back at us.

As the wind picked up we went into the first of 4 big tidal gates between us and the finish. We did feel sorry for Chris and Mark who were below

in the rear cabin as we bashed to windward in 20 knots wind through some really horrible overfalls. Afterwards their comments were that they liked it when we shouted as they were a bit worried when it went all quiet that we were no longer on board. They were remarkable -- only one minor bout of mal de mer when they were putting their bikes together before Whitehaven and they cooked for us - washed up and **get** involved in sail hoisting when we finally turned after Mull of Kintyre and went into a screacher then kite then jib cycle and repeat as the wind dropped and rose and changed direction as it seems to be able to do quite easily in Scotland.

We had a tidal gate to meet on early Wed morning at the Crinnan Narrows or be caught and it was with a bit of nail biting we felt the wind drop and saw two monos

coming back with A2's going DDW. 17 jibes later - NB for the rest of the year BN will only be turning round by tacking - we finished the sailing leg. Our runners then went skedallying off up and down Ben Nevis and that was that.....

We took line honours and were the only multihull. It is truly a challenging event. The navigation is far harder than the normal races like Fastnet and Dominic agreed that it was more technical than RB and I. The organisers are amazing and nothing is too much trouble for them. They have hopefully picked up a major sponsor in Aeon and the event will be able to grow and reach its true potential.

Bruce Sutherland
Bare Necessities

Figure 6: Team Bare Necessities



Round the Island race

The 2021 round the Island race, which was the 90th anniversary of the event, took place under very variable conditions from flat calm to 25 knots on Saturday 3rd July, with 1200 entries and 960 boats getting a result logged. The MOCRA class had a good turn out with 17 finishers, with a further 4 finishers in the grand prix class multies.

Easy tiger, Nemo, Morpheus and Alini all spent the Friday night beforehand in the comparative quiet of the Folly Inn, motoring down the Medina early on Saturday morning to join the rest of the multies for a comparatively civilised start time of 06:40. As usual the multies were second away, but the weather for the start was very light with some mist making it quite hard to pick out the start line; this and the tide resulted in some very cautious starts especially for the ultimes. It's not often you can say you were ahead of an ultimate in a race, even if only for 10 minutes or so. Fortunately the mist cleared and the wind filled in gradually about 15 to 20 minutes after the start and many of us were then treated to spectacular close up views of the ultimes scorching past. The fetch up to the Needles went past quite quickly after the slow start and various A-sails and screechers were set on rounding as the fleet headed for St Catherine's. However, the weather which was changeable throughout the race with the wind being especially contrary soon put an end to the reaching as it gradually headed the fleet. Quite a few boats couldn't lay St Cats with the off-wind sails and reverted back to jibs and genoas until rounding the point when

the off-wind sails popped up again. The wind swung back and soon progress back up the Eastern side of the Island slowed as the rhumb line was almost a dead run. Inevitably the wind swung yet again and most of the fleet ended up hard on the wind back up the Solent to the finish.

A light start to the race prevented any chance of the race record of 2hrs22min being **beating** but Peter Cunningham's multihull MOD70 PowerPlay still managed to get around very promptly and was the first to finish the race with a time of 4hrs 11mins 01secs, beating the ultimes. The smaller multies put in some great performances on corrected time, with Alini coming out on top, with an elapsed time of 7hrs 15mins and a corrected of 9hrs 6min, Slinki Malinki 2nd and Nemo 3rd in the MOCRA division. It was notable that the top 13 boats were within 1 hour on corrected time. An honourable mention must also go to Morpheus who were 11th overall with an elapsed time of 6hr55min.

Neil Boughton
Easy Tiger

Plymouth Fastnet 500 Report

Renamed from being the Plymouth Lonely Rock Race, this Royal Western Yacht Club race was intended as an alternative to the RORC Fastnet with its revised finish in Cherbourg. It was also attractive boats in the SW, since it would save two up/down channel trips especially when it appeared that after finishing the Fastnet in Cherbourg boats might have to head straight over to England (fortunately changed at the last minute). For Suenos doing the Plymouth Fastnet 500 rather than the RORC Fastnet would enable us to compete in Falmouth Week in the Firebirds. As we had in the 2019 Fastnet, Elliott Wilkinson and I were also going to do the race two-handed.

The challenge of the race was always going to be how to navigate our way round the deep depression approaching from the SW with the

potential for 50+ knot winds. Before the race the different weather models showed the centre of the low tracking from along the channel to a little north of Cornwall. The danger was if it should curl further north across the Celtic Sea. However as it was not due to reach the race area for 30 hours we decided we could make a decision approaching Land's End as to whether it was safe to continue or head home to Falmouth. Evidently some of the fleet had a more pessimistic view and a number dropped out at the start or later in the race. On Suenos we did take the precaution of taking and rigging up our Jordan Series drogue, just in case we had got it wrong. There were 4 multihulls entered: the two bigger Dazcats Apollo and Hissy Fit, Suenos and Chimera, a Corsair F31 trimaran. Apollo did not start and Hissy Fit retired to Fowey after rounding the Eddystone. The race began with 20

knots or so southwesterly, so Suenos started with one reef and, shortly after tacking past the Eddystone, we put in a second reef for the beat down past the Lizard. After Hissy Fit headed off for Fowey, Suenos led the fleet. By late evening we had shaken out both reefs. An early tack in anticipation of the wind backing as we were approaching Lands End early next morning saw us extend our lead. The forecast at this point still indicated that the centre of the low was continuing to head straight for Cornwall, so by heading north away from the centre of the low, we would avoid the dangerous SE quarter of the storm. Hence we headed up inside the TSS close past the Seven Sisters off Land's End with the wind rapidly freeing as we went.

Before the race we had anticipated that we might have a close race with Jinja, the Pogo 12.5, as they were clearly going to be the leading monohull. We also expected that in strong deep downwind conditions it would be tough to keep up with them, especially while we were sailing two-handed against a fully crewed boat. Sure enough as the wind continued to back to the east they started to catch and then overtake us. While quite moderate the sea conditions were quite confused as a result of the rapid wind shift. As the wind backed further to the northeast and then north we could be confident the depression was passing to the SE of us. By the time the centre of the low passed over Lands End we were within 50 miles of the Irish coast. Exactly as predicted the wind backed further to the NW to the point at which we were beating toward the Fastnet Rock with the wind picking up so we took in a reef. We caught and overtook Jinja, passing them in very confused grey seas, so as to take line honours at the Fastnet Rock.



Figure 1: Suenos just after the start Photo from Dazcat Media (Oriell Butcher)

Plymouth Fastnet 500 Report



Figure 2: Overtaking Jinja to take the line honours lead at the Fastnet Rock

By the time we cleared the Fastnet TSS we were three miles ahead. At this point the wind was quite a bit stronger than predicted at 20-25 knots gusting 30 knots. As expected the Pogo 12.5 overtook us, and when the first reef pennant broke it

was time to put in a second reef anyway. From the bottom of the western Scillies TSS it was a run back to Plymouth in a moderating breeze. Suenos finished just inside three days, first multihull and second in overall line honours, four

hours behind Jinja. Chimera limped in some seven hours later having broken their forestay. Suenos only breakage was the last three feet of the first reef clew line.

In summary a great race, the weather behaved very close to prediction. We thank the RWYC for keeping to the race as planned. We sailed as good a course as we could and always had felt we would be able to avoid the worst of the weather, which was exactly what we did. Disappointing that so many boats dropped out as only the slowest boats might possibly have been at any risk. The RORC Fastnet a month or so later seemed to have a tough first day, but perhaps without the threat of really nasty conditions.

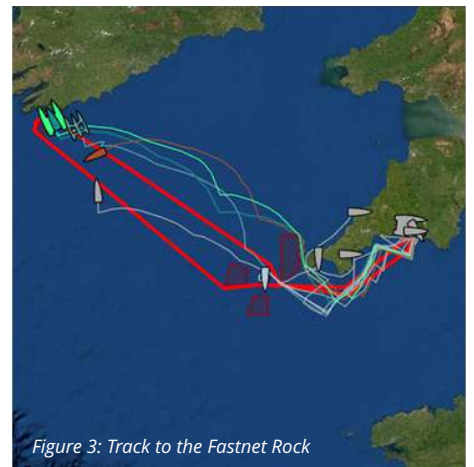
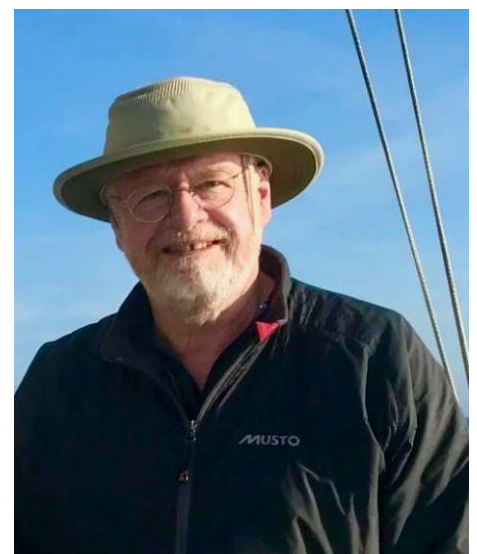


Figure 3: Track to the Fastnet Rock



Figure 4: Suenos crossing the finish line



Rupert Kidd
Suenos

Slinky Malinki Fastnet 2021

For many boats a Fastnet campaign is the highlight of any racing calendar. The finest ocean race of them all; 695 miles of headlands, traffic separation zones, the Celtic Sea, a Rock that looks fit to star in any horror movie and some of the strongest tidal streams in ocean racing, all mixed with August's ability to produce intense low pressure systems in what we used to call summer.

In 2021 the Race was set with fresh challenges. A new course, finishing in Cherbourg, extended by almost 100 miles. And, a new final section covering the Alderney Race, arguably the most complex tidal stream in offshore racing? More endurance, more time on the course, new tactical calls and an extended section that had the potential for a long sleigh ride home in the right conditions. Plenty there to like, however, not all boats were pleased with the change to the course and new finish. Some, understandably, see the traditional Plymouth finish as sacrosanct.

Slinky's 2021 campaign started at the end of that 2019 Fastnet Race. As we crossed the 2019 Fastnet finish one of our crew suffered a compression injury to the neck, leaving us with an ambulance trip and a few anxious hours before getting the all clear in a series of MRI scans (thank you Plymouth NHS A&E). With relief we hauled what remained of the team to the beer tent and started to plan 2021. How could we improve on 2 days and 20 hours and a fourth place on handicap? Could we optimise the boat and crew to make further gains?

Figure 1: Working through the jobs list

Slinky Malinki Fastnet 2021

Over the 2019/20 off-season we added T-foils to Slinky's rudders, hoping to improve upwind performance with reduced pitching. We also beefed up our on-board routing capability with Expedition software, an attempt to build a more accurate polar and satellite delivered data for GRIB file downloads when we are outside of 4G coverage.

The 2020 RORC season was a COVID washout. RORC made the best of the challenges and put on 'Race the Wight', one lap of the Island in early August. Slinky managed second on handicap in a solid MOCRA turnout, bettered only by the MOD 70 PowerPlay. We were making progress, but still having problems recording data for polars, a Dazcat comes with most things but an accurate polar is not one of them.

The 2021 season dawned with Slinky choosing the key longer RORC races for qualifying miles including the Myth of Malham and Cowes Dinard. The boat was shaping up well. She franked her form with a second to Alini in a large MOCRA fleet for the 2021 Round the Island Race.

We stuck to a tried and tested plan for final Fastnet preparations – have a couple of beers on the Friday night in the hope of keeping the crew out of the pub on the Saturday. It was a pleasure to meet up with Andrew Fennel and the Morpheus mob and have a pint or two with the crew from the Open 50, Pegasus. The great Brian Thompson even put in a quick appearance at the Union Inn in Cowes to discuss sail plans for what was looking to be a windy start. He was due out on the MOD 70 Argo at 6am the next morning to test out a new J2. A true professional, only had a quick half.

The race briefing confirmed our



Figure 3: A final rig check

read of all of the forecasts. Low pressure to the north and west of the UK was moving slowly as the jet stream languished to the south of the UK, it was going to be a brutal beat for the first 24 hours.

Slinky left the dock from her home at the Royal Victoria Yacht Club at Fishbourne early on the Sunday morning with plenty of time to spare, storm sails bent on ready to go through the gate. The crew was unusually quiet, thinking about what was coming for the first 24 hours.

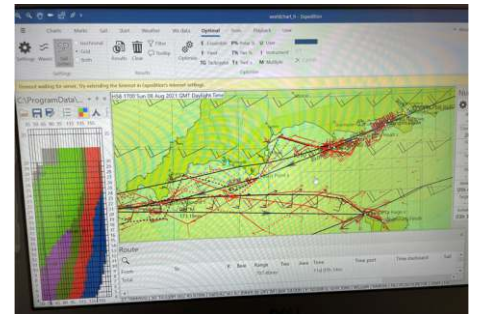
The race start is always an



Figure 2: Race prep in the Union

incredible spectacle, boosted this year by the presence of Skorprios, the new Club Swan 125 hanging around just off Cowes. Given the conditions RORC sensibly thinned out the fleet and sent the faster boats off first. There was some cursing as technical problems prevented planned race communication on channel 28, we only got the email 24 hours after the start.

We stuck with the Brian Thompson's plan and started with a heavy weather jib and 2 reefs. We didn't want to be reducing sail into Hurst where we all knew it would accelerate. In the end the right decision, Hurst and the Bridge were both very rough with 30 knots, gusting 35, over a strong tide.



Conditions did not improve offshore and started to take a toll. The radio soon filled with reports of boats with various issues, two boats were taking on significant amounts of water. No Limit, the 60 foot all carbon cat skippered by Loick Peyron was dis-masted, along with a number of others. The two TS5s dropped out early with unconfirmed reports of a lost life raft and ripped main sail.

Slinky stayed in conservative mode. We tacked back to the Dorset coast and then headed back out again to miss the worst of the Bill, hopes of making the tidal gate now gone. Clear of the Bill we ran for the shelter of Lime Bay and the relief of a calmer sea state.



Figure 4: All ready at the Royal Vic

Slinky Malinki Fastnet 2021

Start Point provided the last of the more challenging conditions with a sharp sea and a solid 30 knots of breeze. As Monday went on conditions continued to moderate and we reached the Lizard in warm sunshine, a chance to dry out, eat and sleep for the first time in 24 hours.

The boat certainly took a pounding in a gale in those first hours, our only issue had been some water ingress in the port hull. We were unable to identify the source and it stabilised when conditions moderated.

On the beat along the south coast we stayed well in touch with the TS 42, Banzai, always feeling competitive. We made Lands End on a calm Monday evening, just missing the tidal gate we headed for the North of the TSS. Dropping inside Longships we collected rope or netting that only a back-down would clear, finally bringing the boat back to life. A tough section for us as Banzai escaped around the top of the TSS.

Crossing the Celtic Sea was, for once, a pleasure in stable conditions. Our investment in data and software paid off on this leg, planning for the shift early with a tack West for 6-7 hours before coming back. It was a real pleasure to see a tactical plan play out. We were also pleased to see that Sunrise, the eventual race winner, had closely followed our tack when we pinged them on the AIS the next morning. They must know what they are doing.

Our biggest gain over 2019 was certainly having the confidence to make key decisions with more accurate data, as opposed **the** instinct, gut feel (guesswork) and a collection of apps. We have a long way to go, but this felt like a start.

As the breeze freed us up we were able to fly the G Zero at the Rock for the first time, with a nice 3-4 hour run averaging 15-18 knots before being headed and going back to the jib to make the mark.

Noah Rees, our Fastnet first timer, drove us around the Rock in the last of the daylight. No matter how many times you see it, that thing leaves you lost for words. Grey, stark and taking on the mood of the dark sea around it. Being close to the Irish Coast 4G allowed us to message friends, family and followers and download a full range of new models to work out the route home.

Fresh models suggested that we would get the first of a new, more unstable Southerly breeze, gusting in the high twenties. It was the darkest of nights and the breeze soon filled in as predicted. We throttled back to 2 reefs after seeing 28 knots true on a close reach. Rayon Vert and the TS 42 made best use of their righting moment and pushed on through to the stable

breeze beyond, taking some miles out of us. We may have been a little conservative, especially with being so tired after a tough first 24 hours. We recognise that we are a strong VMG boat and the TS 42s fly with the first opportunity to crack off.

Once at the Bishop a new GRIB suggested that we would be able to follow the new breeze all the way up the channel in a champagne sleigh ride. Initially we echoed 2019 and tried to pop the A3 in the narrow gap between the TSS and a wild sea state South of Scilly. Will we ever learn? We quickly changed gear to the G Zero and one reef in the main, leaving us right in the sweet spot to ride the 20 plus knots from the SSW West.

Slinky settled to the task and we quickly reeled in larger monos including a Volvo 70 and the glorious 73 footer, Storm Vogel. We managed to cover the 170 miles back to the Casquettes in 10 hours, averaging over 20 knots for long periods and hitting 24.7 as a maximum.

Slinky was calm and unflustered, on the gallop in a way that only Multihull sailors can appreciate. We blew out the kite halyard and damaged the traveller line, but neither cost us any real time. For all the hard work and grim gale at the start this run made up for everything, our very best on little Slinky so far. The only downside was the constant scream of the new T-foils as she ripped along making sleep once again impossible.

The last, and new, section of the course filled us with dread as we looked at 6 to 8 knots of current and an updated forecast showing five knots of breeze over the last 20 miles. We were hitting the big plug hole at just the wrong moment. With tired minds we repeatedly



Figure 6: The rock

rehearsed our options if the breeze died and we started to get sucked down the Swinge. The kedgie anchor wasn't going to be an option.

In the end it proved to be a fascinating tactical challenge. We gybed back north 7 miles short of Cap de la Hague, guessing that looping over the top of the tide was our only option as we were not going to make it across.

We were blessed to find a solid breeze to the north and reached off at 15 knots through the water, making little more than five over the grounding a brutal tidal stream. That was enough to get us through to the early morning land breeze and a slack tide in shore.

An early finish on Thursday to sunshine alongside a pretty Storm Vogel and Volvo 70 Green Dragon, will always be remembered. Three days and 19 hours. A full 24 hours longer than the shorter 2019 course. The sense of achievement at finishing a Fastnet with friends is hard to beat.

Cherbourg were fine hosts with many French offshore fans joining the race village in a controlled COVID fashion. Our journey home was a brief 6 and a half hour blast back to the Solent with a rather jaded crew. Our sincere thanks go to all at the Royal Victoria Yacht Club who gave Slinky a standing ovation as she drew back into the Creek on Friday afternoon. In all our days we will never forget our welcome home.

Congratulations to MOCRA class winner Allegra, Rayon Vert and Banzai for podium finishes and Sunrise for the IRC win overall. Slinky was fourth in class again, a result that secured her the 2021 RORC Multihull Season Points Championship.



Figure 7: Post race debrief

It was a brutal race for all of the crews, but a special mention goes to the Mob on Morpheus led by Andrew Fennel. Racing a 40 foot trimaran with little or no place to hide was some achievement in those conditions. Morpheus clearly feels no pain, respect to you.

Thanks to Race Officer Tim Thubron and the whole RORC team for organising a superb event, including the qualifiers. The conditions, COVID and a new course and finish were certainly enough for anyone to have had to handle.

Melanie Holder carefully planned our nutrition, sourcing all the food and then organising it in to a strict schedule. The only crew to put on weight over the four days. Eating well is critical.

A big shoutout goes to the Dazcat Team for helping to fix one or two issues during the qualifiers, you certainly build boats with spirit and character.

Bravo to the whole crew who all still think they are 21 years old. Paul De La Haye, Mike Christie, Matt Baker

and Noah Rees. Noah really is 21 and the only one who behaves like a grown up. Thanks to David Starkey who made a big contribution to the qualifiers but had to drop from the main event at the last minute, we missed you. Racing with good friends is what this is all about.

Thanks also for the many fun and kind messages from so many people who followed the race so closely. Slinky now has many followers on social media and we will never have the chance to meet many of them. It is humbling to be part of such a wonderful event and have folk take interest. What other sport allows happy amateurs to compete on the same start line with elite athletes, the world's very best, and have a pint afterwards.

RORC are keen to support the MOCRA fleet in the 2023 edition, hopefully we can see more boats return to the race track in a post-COVID world. Slinky is already making plans.

James Holder
Slinky Malinki

Diary of a Mediterranean regatta



© Cvs I Studio Borlenghi

My name is not Ismail and I don't catch whales. I'm older than the mythical Ismail (in the Melville's book) but I sail on White Whales, a 43' cruising/racing cat.

Why not trying a long and demanding regatta without waiting any longer? In the second half of August the regatta Palermo-Montecarlo cuts the Mediterranean

from South to North for 500 miles (not in the pandemic year). The period is good and compatible with summer holidays, the boat is well prepared and the idea is fascinating. Registration, personal organization for vacations, and various combinations to be in Palermo two days before departure.

It is not the first offshore regatta I have participated in, often with

good results, but I do not think of myself as a high-level racer; rather a part-time sailor counting on a good boat and over 50 years of experience on many different boats.

The boat, a 13-meter catamaran, has been dreamed for a long time in a maniacal way before construction, designed by Lorenzo Bergamini (he is also the other senior member of the crew) and masterfully built by Latini Marine (in carbon, but with great regard to strength). In short, I could get away with it and hoped, perhaps, to make a good impression.

The arrival in Palermo before the regatta was discouraging. With very few exceptions, all the fifty-seven participant boats appeared very fierce, most of them totally out of our target in terms of performance expected, crews, and size. Huge monsters such as Amber, a Volvo 65', Vera, a very refined and elegant maxi, or many others well over 18/20 meters. The few "little ones"



© Cvs I Studio Borlenghi

appeared equally fearsome with foils and other devilries; even the apparently normal boats (mostly 50 feet and above), looking carefully, showed signs of specific professional preparation for the regatta, an impressive number of sails and extreme care in the rigging (in addition to having on board superstars of the sailing world). Of course, carbon fiber employed even for the dental floss.

They all seemed young, beautiful and perfectly fit. From stolen sentences it was clear that even the kids had participated in all the most important regattas in the world, many knew each other in the network of the "good ones" and all were very busy in the last work of development, arrangement, and disassembly to lighten or perfect every inch of the boat. Moreover, there were an average of 11-15 people per boat, including a great number of navigators and skippers of great fame.

The Crew

We were only four, divided into two shifts every three hours and only two with experience: we didn't know anyone, and nobody knew us; real sad.

In short, the initial expectations of a decent placement, realistically precipitated at the bottom of the ranking with the aggravating forecast, really depressing for me, of a weather that put even the arrival within the time limit at risk: this risk was real. So much effort translating into not even be able to qualify. Only three multihulls entered in the class: us, another catamaran that withdrew, and the third, a 60-foot ORMA (international class for super ocean races and top speeds above 30 knots), had extraordinary features with just under 20 meters in length by 16 meter width, 7 tons in weight, completely empty but a single berth. A crew of seven Italian

and French professionals.

The departure

Departure with 10-15 knots from North, buoy of disengagement and therefore serious upwind among more than fifty super-aggressive boats.

My catamaran (White Whales MET 13 meters) is capable of an excellent upwind performance for the type of boat she is, but - to navigate acceptably - it cannot go under 45 degrees compared to the real wind and - as we will say later - it should not tack too frequently; therefore, despite having started well enough, we were quickly massacred by those who managed to tighten with angles of 5/10 degrees lower than ours and who had no mercy on us poor people. After a good start, we were unable to keep ourselves completely out of the frying pan and one by one the various crews passed us.

Result, leaving the Gulf of Mondello in a position that seemed consistent with what was seen on the dock: among the last five.

We might have recovered, the race was still long, very long. Convinced that this navigation was "oceanic", I had purchased a beautiful navigation software, but in a basic version with only one weather model which proved to be inconsistent with the realities we observed. Never used before, therefore subject to many doubts and uncertainties, but once the parameters were set, the software recommended a very wide route, towards the west avoiding the shorter one; other weather models that we had consulted on the internet confirmed the forecast of a wind calm right in the center of the Tyrrhenian Sea within 24 hours; so we decided to follow the western route.

At the beginning, the choice did not turn out to be original, also because the wind forced everyone west. With

the passing of the hours, however, the wind has turned in our favour and almost the entire fleet that preceded us or that flanked us had oriented itself towards a direct route, progressively luffing. We, fearing the calm zone, despite doubts, continued towards sunset or almost. The wind, meanwhile, strengthened slightly and, thanks to the rotation, allowed us to hoist the Code-0 and have more power. Finally, we were reaching at high speeds for a few hours, between 8 and 12 knots, thus managing to recover many positions.

The gate of Porto Cervo

The first night passed without any trauma and in the morning, we found ourselves fifty miles from Sardinia with the wind that has faded until it almost completely ceased.

We decided, then, to follow a mixed strategy: slightly steer towards the West-North-West to find a little wind pressure, when we could have enough speed to minimize the price of the deviation, and on the other hand, when the speed became very low and the boat barely steerable, keep the direct route towards the buoy of Porto Cervo.

As few as possible tacks (the catamaran - and its crew - took a long time to adjust the many adjustments and reach settled speed) with the attempt to follow the shortest route possible. In the meantime, those who were East of us were paying a high price so that everyone decided to change course trying to come towards us: with little wind, the closest ones recovered quickly with much better speeds (3-4 knots compared to our barely 2 knots).

To better explain the work load in every maneuver - for example a tack - although slower than the one of a monohull, we had to pay attention

Diary of a Mediterranean regatta

with the full battens, tended to remain inverted, and correct it, then adjust the rotation angle of the mast at the appropriate angle (operation to be carried out on the roof of the cockpit), check the position of the dagger boards, adjust the bowsprit by bringing it first to the center and then upwind or downwind as appropriate, gradually adjust the sheets of code-0 or gennaker, adjust the sheets of the sails and modify them following the acceleration that, especially with little wind takes a few minutes. To avoid problems every maneuver had to be carefully planned in advance to avoid costly mistakes that would otherwise zeroed the boat speed practically in an irreversible way.

The relative performances were quite clear: not considering the maxis, the "bad" racing boats were all much faster than us when the wind was low (less than 5 kt) and allowed speeds of up to 4/5 knots; with wind speed between 6 and 9 knots the picture was more leveled with boats between 45 and 50 feet which still had a relative advantage; with winds speed between 12 and 15 knots - few (and very large) boats managed to keep up with us.



Our strategy, together with the careful selection of the sails and adjustments of a complicated boat like "White Whales MET" seemed to pay off and, approaching Porto Cervo, we surprisingly found ourselves at the tenth overall position, but with a pack of ravenous wolves, at least 8 boats, immediately behind us. In front of

us only the maxis (and two boats of 16/17 meters masterfully sailed), but at relatively small distance: after more than two days of navigation, Ad Maiora, the giant trimaran, was only eight hours in front of us and from there onwards he will earn little more.

The passage of the gate of Porto Cervo was a bit problematic: the strengthened wind convinced us to lower the gennaker in view of the passage of the Bocche di Bonifacio with little space and shallows between the islands and with a lot of boat and ferry traffic. We also had maneuvering problems in that passage (we have a lot of room for improvement): the gennaker did not lower because of the halyard blocked (among other things, we were the only ones in the fleet to use the sock, a typical feature of "quiet cruise passengers"). In short, a big mess solved with an effective but clumsy solution right under the relentless eyes of the organization's drone that was shooting the first boats to pass. As if this were not enough, in the excitement, I lost a shoe at sea and I prayed - with ridiculous gestures - the very kind guys of the dinghy that followed us to recover it: it was a little funny to see the means of one of the most elegant clubs in the Mediterranean (the Costa Smeralda Yacht Club) with well-kept young "models" on board, photographers and drone workers busy recovering an old shoe half gnawed by a mouse (at least we didn't leave plastic in the sea!).

The arrival

Critical decision: the software recommends the route east of Corsica, while everyone was passing to the west. What to do? After great discussions between me and Lorenzo, it was decided to follow the maxis (west) with some adjustments considering the East option too risky, also due to the poor reliability

of the weather model used by the software.

Anyway, with just the mainsail and jib, we passed the islands and the Bocche di Bonifacio with a North-East breeze and a speed always above 10 knots, approaching the boats in front of us that juggled in a large hole of wind on the West of Corsica and distancing the boats that were following us.

We had to make another critical decision: the route to follow to avoid the calm hole. Close to the Corsican coast or far to the west?

Difficult choice, the front ones are stuck in both positions. We are looking for an intermediate path without particular advantages, but also without losing too much. Heavy thunderstorms, but in one case with a gust of wind, moreover in favour. After a night spent with little wind and frequent rotations, the expected north-east finally arrives and advances with a dry upwind from Corsica to Monaco.

Waves over 1 meter tall and about twenty knots of wind, but the boat is marvelous, progressing between 10 and 15 knots upwind. At last we could show the speed of "White Whales" in conditions usually considered unsuitable for multihulls: we grab and overcome in pure speed a brand-new carbon fiber 50-foot monohull skippered by an Olympic champion. In short, a real satisfaction.

The herd of wolves that had chased us in Porto Cervo had instead got bogged down and had by now a good detachment:



Finally, a last, extended, wind hole a few miles from Montecarlo, but we managed everything well and happily arrive in absolute ninth position and very ahead, in compensated time, of the giant trimaran, our direct competitor. The gap with the latter was only a little over 10 hours over 4 days of racing. Of course, despite some lightening, our boat was not empty: we carried our freezer, the stainless steel refrigerator, the two bathrooms with electric toilets, the anchor windlass, the eight berths, the internal and external cushions, the kitchen, three sinks, burners, oven and all that normally is in a comfortable 13-meter cruising catamaran.

The arrival in Montecarlo is difficult to describe. The dawn, the slight breeze that pushed us (now sure that the boats behind us could not take us back), the lights of the coast still on and the satisfaction that was mounting gave strong sensations, impressed in the memory of the four of us with a pleasure really big and deep which slowly merged with tiredness.

Moreover, the organization provided for the first arrivals a beautiful welcome with a boat that came alongside, complimented in a non-formal way and offered a bottle of Sicilian sparkling wine (the flavor was - or seemed - exceptional !!) for the ritual toast.

Finally mooring at the Yacht Club de Monaco: a little luxury didn't hurt and gave great pleasure on arrival!!

In short, a cocktail of many ingredients for a really pleasant and fun experience to recommend to all the multihulls in the Mediterranean sea.

Raffaele Brancati

White Whales



MOCRA Nationals 2021



Date – 28th to 30th August. Venue – Burnham on Crouch. Host Club –Royal Burnham Yacht Club

We had 5 entries having had numerous promises from other boats who unfortunately had to pull out for various reasons including Covid.

We had 5 entries having had numerous promises from other boats who unfortunately had to pull out for various reasons including Covid.

Owner	Boat name	Design
Julian Linton	NRB Farrier	32SRC
David Vinten and ken Whyte	Grey Goose Farrier	32AX
Simon Barnes	Persuasion Dragonfly	28P
Nick wood	Origami	Corsair F27
Nigel Stevens	Triassic	Corsair F27



Burnham was surprisingly busy with many fleets racing and Multihulls were the first fleet to start from the committee boat each day which gave us a clear river. We had a lot of attention, and many spectators came to watch our starts which based on the North Easterly winds we had made for some fast close-hauled sailing towards the first mark.

Our Courses were c.15 miles each race with two races Saturday, two races Sunday and one on Monday. We had arranged for a second committee boat to finish the first race at the mouth of the River and start the second race on Saturday and Sunday which kept us away from the busy part of the river where all the other classes were racing. The finish of the second race each day was at our original committee boat stationed close to Burnham. All worked really well and we had long beats and downwind legs with some very interesting courses.

Race 1 & 2 were sailed in similar 10-14 knots of breeze and steady North Westerly which meant beating against a flood tide. NRB was shy of the line on both starts but took only moments to sail through the fleet at quite an impressive speed winning



Triassic

Race 1 & 2 on Saturday

Race 1 1. NRB 2. Origami 3. Triassic
4. Grey Goose 5. Persuasion

Race 2 1. NRB 2. Persuasion
3. Origami 4. Triassic 5. Grey Goose

by over 6 minutes in race one and just 21 seconds in the second race on corrected time.



Saturday Evening – MOCRA Rum Punch Party and Band

We had the perfect evening for drinks on one of the sun decks following a fabulous days racing where everyone was in great spirits with our "loud shirt" theme. A great band followed the drinks and the Club was full of people and we all perhaps were a little too close regarding Covid and fortunate that no one had any issues but a great night.....



Rum Punch



© Roger Mant Photography

Race 3 & 4 on Sunday

Similar conditions to day one albeit we were all a bit hungover from Saturday's MOCRA Rum Punch Party!

Two great courses and NRB again stretching her legs in spectacular style and being the "Talk of the Town" and led us all around the course. In race 3 all boats finished within 10 mins and 30 seconds of each other with Grey Goose and Persuasion just 2 seconds apart on corrected time. Race 4 all boats finished within 4 minutes of each other with Persuasion beating Triassic by just 1 second on corrected time so some close racing.

Race 3 1. NRB 2. Grey Goose
3. Persuasion 4. Origami 5. Triassic
6. Grey Goose

Race 4 1. NRB 2. Grey Goose
3. Persuasion 4. Origami 5. Triassic
6. Grey Goos



NRB

© Roger Mant Photography

Race 5 – Unfortunately NRB had a breakage and did not start race 5 which did not affect their overall standings as they had won the 4 previous races and were officially the MOCRA National Champions 2021.....

The conditions were very similar as day one and two and we had a long sail out of the river around some cans and back to Burnham. We had made the courses so local boats did not get any advantage sailing around tricky areas to navigate however local boat Persuasion got carried away and hit the mud and spent some time in shallow water on the way home which really affected their result as it took some

time to get back to deeper water. Triassic sailed a great race and did not put a foot wrong which was a great result especially as John, Nigel's crew had decided that he was to hang up his gloves after this race so a great one to finish on. Origami beat Persuasion by just 10 seconds on corrected time which gave Origami second overall. Grey goose just 13 seconds behind Persuasion and all boats finished within 8 mins 30 seconds of each other. Another great race. THANK YOU MOCRA



Persuasion



NRB

MOCRA Nationals 2021

Race 5 1. Triassic 2. Origami
3. Persuasion 4. Grey Goose

Persuasion & Grey Goose



© Roger Mant Photography

Origami



© Roger Mant Photography

Overall Results

1. NRB
2. Origami
3. Persuasion
4. Triassic
5. Grey Goose



Julian Linton and Crew or NRB with just some of their trophies.....

Simon Barnes



Burnham Multihull Regatta's 2022.

Please come and join us in Burnham, all welcome and you can be assured of a fab social and some great racing !
Whitsun Bank Holiday 28th to 30th May & August Bank Holiday 27th to 29th August.

Contact Simon Barnes - 07836 697536

Bembridge Regatta

Disappointingly there were only five entries, so rather than call it off completely, it was decided to reduce the weekend MOCRA Bembridge Regatta to just one day, Saturday 4th September.

With four potentially quick boats entered and keen to race (Nick Barlow with Kittiwake, Nigel Talbot with Sanity, Mark Upton-Brown with Alini and Piers Hugh Smith with his Diam 24od Raygun) the fifth entry Steve Homewood with Molly 5 graciously decided that he did not want to hold up proceedings so withdrew.

With the two Redwings and two One-Designs starting an hour earlier, the first race got away to an interesting start off Under Tyne (E) with Alini almost shut out at the Committee boat. The original course was to St Helens Channel Buoy (Q), back to E and then a beat to Janson (JJ), back to E and finishing at JJ. Although the forecast was a steady 12-15 knots from the NE, it never really materialised and annoyingly hovered below 10 knots for most of the day and by the end had veered to the SE and dropped away completely. As expected, on the long beat to Q, Kittiwake and Sanity established a substantial lead and although the NE'erly swell kept their speed down, they were able to cope with it better than the Diam 24od (Raygun) which found it very hard work to maintain boat speed. Line honours to Kittiwake but Sanity took first place on handicap.



Start of Race 1

There was a good close start to the second race with a relatively short beat to Ruthven (R) and a testing run to Garland (G); with Kittiwake and Sanity well ahead of Alini and Raygun even by the time they reached R. And with the breeze dropping it was decided to adjust the course and have a downwind finish after rounding R for the second time. Similar results to the first race except that Raygun ran out of wind and retired.



Start of Race 2

Race three, again with R as the windward mark had Sanity and Alini called as OCS which meant both had a bit of catching up to do. The original course had been a reach to Derrick (K), another reach to Footprint (Y) and back to JJ, however just before the lead boats reached K, what little breeze there was went to the SE, so the course was changed and they all had a good beat back to the finish. A bit shorter than the earlier two races but Kittiwake again took line honours but Sanity won on handicap.

Start of Race 3

After a brief discussion everyone said they were up for a fourth and final race, so after a 'careful' start they headed to Moreton (M); however after about 15 minutes the breeze dropped off completely and it was decided to abandon the race. Typically, the SE'erly breeze returned about half an hour later, but obviously too late, however hopefully at least it helped everyone get back to their home ports.



Overall Results:

(3 races, no discard)

1st Sanity, 3pts

2nd Kittiwake, 6pts

3rd Alini, 9pts

4th Raygun, 13pts

Hopefully next year (17th & 18th September 2022), we will have more entries and a bit more wind! Additional Photos at [flic.kr/s/aHsmWyfydm](https://www.flic.kr/s/aHsmWyfydm)

ADVENTURE RACING – or OK which one is best?

We have done three of the UK's five sailing adventure races recently so I thought it may be useful for others to hear our thoughts.

As far as I **are** aware there are five -

3 Peaks Yacht Race - The granddaddy of all adventure racing – pre dates KIMMs and other Mountain Marathons – this is the Barmouth to Fort William – Snowdon, Scafell, Ben Nevis classic that was as much on the hard yachties calendar as RB and I – and relatively recently won 2 handed including all the running by Pip Hare.

Scottish Island Peak Race – for those north of the Border it has immortal status – really hard running with minimal sleep on a multihull – well there is a very comfortable one that does it that may be the exception.....

Castles and Islands – Northumberland - Coquet Yacht Club – Harry Potter's Castle at Alnwick and then all the good coastal ones plus the Farne Islands. What's not to like?

3 Creeks – Dartmouth to Newton Ferrers with overnight at Salcombe and steep coast path to run on

Cornish 3 Peaks – Bits of cycling to deal with the fact that none of the hills are anywhere near the coast... not sure if any multihulls have done it.

So what is adventure racing? It's basically sailing with runners. The sailing is what we do and the running is their world but the dropping them off bit which is termed transition can be a problem. It ranges from running the boat up

the beach in Salcombe to scary dark canoeing onto a lee shore in a gale on Mull.

So what about the runners? Well they are definitely mad as a box of frogs; but both Alison and I have run so to us they were perhaps not that strange a breed. There are plenty of "rent a runner opportunities" and we have done it three times. Our view is you want off-road and ideally multi-day event runners. These guys are quite used to roughy tuffety conditions. A "friend" who runs 1500m on the track and does road marathons and then long showers may not cope on a boat. On our boat our job is simply to keep them safe, warm and fed. We do not expect them to sail. And if you want to win there are some seriously fast fell runners who make good club athletes look like mere mortals. On the 3 Peaks we had a horrid trip round Mull of Galloway with a **20to** 25 knots beat and massive overfalls with all three sailors up. The next morning the runners chirped up they liked it when we were yelling at each other as it meant we were still there. It brought home the huge trust that they put in us. If they mess up then you just don't win that leg. If we mess up.....

So which one?

The learner event is 3 Creeks – run by the exceptional Yealm Yacht Club. Exceptional as they are just like sailing whatever you sail in, so multihulls fit in fine. The reason it's the starter event is that it's two days and you stop in Salcombe and go to the pub and sleep over night. The running is hard up and down the coast path but the navigation is easy and the sailing has one tidal gate and the course can be adjusted to allow slower boats to arrive at

Salcombe in time for the pub. The Three Peaks is a serious event with more tidal gates than I can remember. Lots of sailing and the leading sailors are competitive and some have done it many, many times. When I did it on a mono there were lots of multihulls. When I did it on a multi – we were alone and it felt like pioneering again! The sailing is more serious than that in the other events. The running / cycling which whilst long is not that navigationally difficult. NB I have done the hill running bit several times so can say that! They have a new sponsor so maybe having greater funding will enable the event to push forward and truly welcome multihulls again?

Scottish Island Peak Race is a long weekend and for the runners a serious outing with difficult route finding and hard terrain. The sailing is not handicapped so if you are fast then it is easier to win prizes. We did not find the Scottish tidal gates too bad – you either make them or not and the routing is fairly obvious. Again there are regulars but they are very multihull friendly. Just make sure that you find out if they are meeting in "Spoons" in Oban on the Thursday night before the start or not. So if you fancy a cruise in Scotland then this is the race for you. It would be worth pushing to see if the Round Mull Race will allow Multihulls or at least do a beer prize on a converted TCF. We have been in Oban twice when it started and it looks like a fun event but no multihulls. So next time we plan on trying to do it.

And yes you can row in all of the events. We can do 1.5 knots in our 40 foot Dazcat. It's not as bad as it sounds and certainly better than sitting 500 m from the finish and kedging!

Mike Samuelson

1000 Islands Race 2021

Midnight sailing under a full moon, an hour before the
thunderstorm beast hits.

THE 1000 ISLANDS RACE

The 1000 Islands Race

The first 1000 Islands Race took place in 2013. Since my first participation in 2014 I have been a fan of this race. It usually is scheduled in the 2nd half of September every year. In the Adriatic this means race crews have a good chance to experience the full weather spectrum in just one week. From lovely late summer weather with champagne sailing conditions to brutal 60+ knots of wind, when a first autumn cold weather front hits the still quite warm waters of the Adriatic. This can - and usually - will be followed by a stiff Bora (the cold wind blowing down the Velebit mountain range which runs in parallel with Croatia's mainland coast).

The race itself is normally structured in two legs:

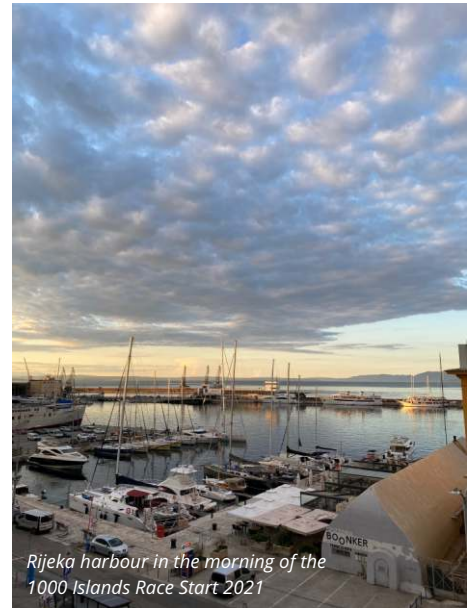
Leg 1:

Start in Rijeka (Croatia) with the finish line in Porto Montenegro in the bay of Kotor (Montenegro).

Leg 2:

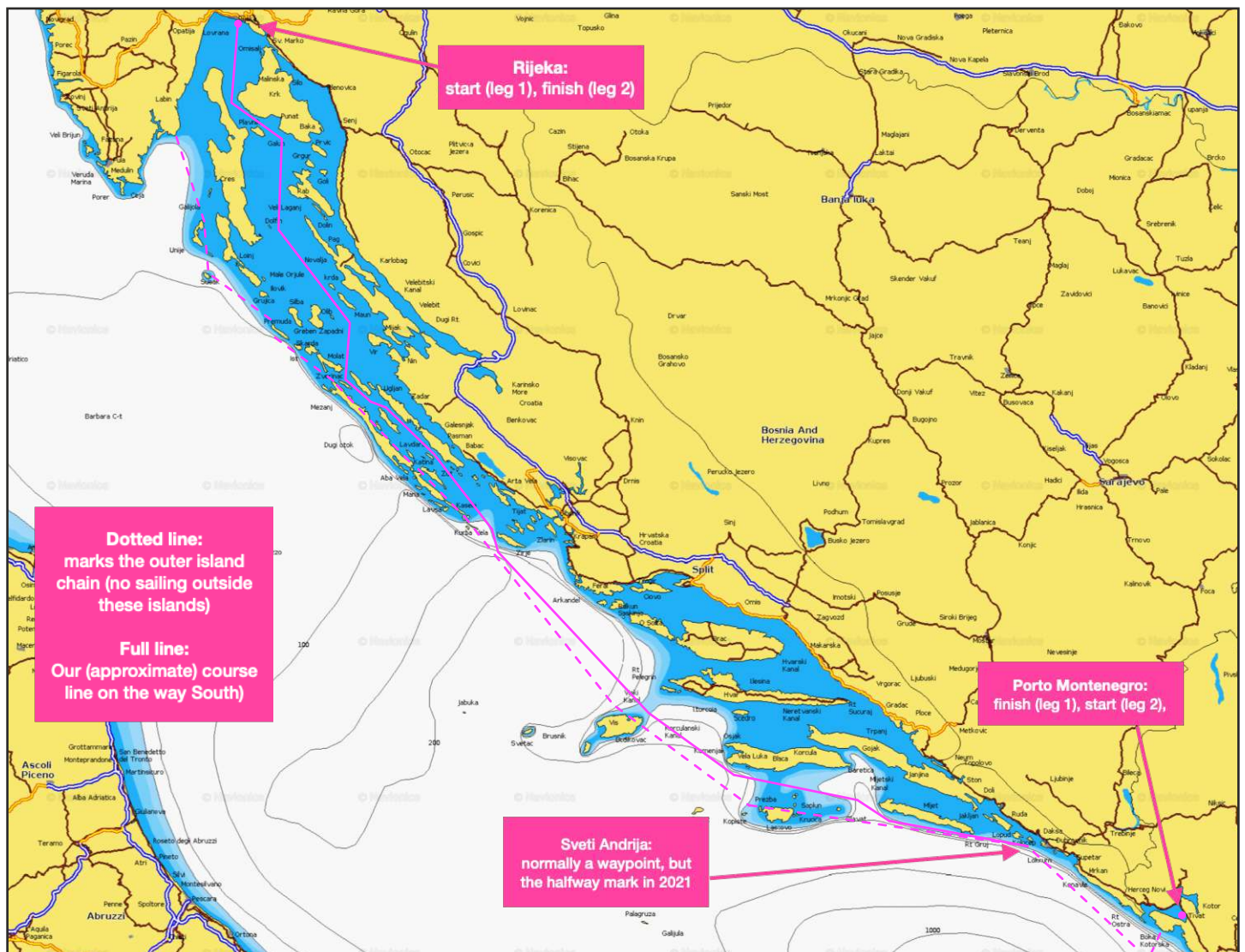
Starts in Porto Montenegro and finishes in Rijeka

I may quote the official race description: „Sailing from Rijeka to Porto Montenegro and back means that the race is set literally in more than a thousand islands. Leg 1 starts at Rijeka; the islands of Unije, Susak, Premuda, Dugi Otok, Kornat, Vis, Lastovo and Sveti Andrija are to be left to starboard, while on Leg 2,



Rijeka harbour in the morning of the 1000 Islands Race Start 2021

starting at Porto Montenegro, they will have to be left to port. Apart from a few marks at the start and finish, there are no other course





Not too much wind at the start of the race

limitations, so it will be for individual boats to choose the best course. The whole area is outstandingly beautiful"

In other words: with the exception of the Istrian peninsula the race runs the full length of the Croatian coast. The bay of Kotor is one of the biggest natural harbours in the Mediterranean. A fjord like bay, where the black mountains (hence the name Montenegro) with their height of 1000+ meters provide a dramatic scenery and frequently quite interesting wind conditions. The whole area is indeed outstandingly beautiful.

The reason, why I like this race so much, is the combination of a stunningly beautiful race course with - frequently - quite challenging weather conditions. On the one hand not a small number of competitors - myself included - have e.g., lost their mast in the race, on the other hand, with the right weather conditions, it can be an exceptionally lovely race experience. An offshore „beauty and the beast"

experience so to speak. Quite selective and always a good challenge.

The 2021 „1000 Islands Race" edition

The race start had been scheduled for Saturday, Sept. 18th, in Rijeka. The port of Rijeka is a proper working harbour, where the fleet assembles in the inner most harbour basin right in the city



Not too much wind at the start of the race

center. You can feel the heartbeat of this bustling city in the days before the race. A nice contrast to the many marinas you can find along the Adriatic coast. This year's edition had a number of firsts:

Race Day 1 - Saturday, Sept. 18th
Weather: partly cloudy, 23° C, wind: WSW 1-2 kn

An evening start at 18:00 and due to a relatively compact race fleet (Corona safety requirements stated that all race crew members had to be fully vaccinated) a start-line set directly in the inner harbour basin. Rijeka's harbour is fairly long (a good sea mile) and has some nice peculiarities: a couple of creeks are emptying into the harbour. You cannot see them (since they are running underground in the city), you can just feel the currents they are creating. And, of course, some lovely wind conditions thanks to the vicinity of the harbour and city buildings.

Right in time for the start the soft afternoon breeze died and there was a slow-motion race start with basically no wind whatsoever. The above described currents in the harbour created a nice dance of the race boats with some very close encounters. During the 1st hours of the race, we enjoyed a beautiful late summer evening city scenery, but clocked just about a 100 meter distance from the start line. In order to keep spirits high a very kind race photographer boat did take orders for pizza delivery from the close by pizzeria, where guest marvelled at the race boat ballet dance on the water. With some more (actually lots of more) patience and time, we finally made it out of Rijeka's harbour. The moment we were out of it, a gentle breeze was a welcome relief and finally we were sailing again across the bay of Rijeka (about 10 miles wide) in the



It took a while to get out of the harbour

THE 1000 ISLANDS RACE

direction of the channel between the islands of Krk and Cres.

Wind conditions remained quite light in the first part of the night and did slowly increase, when we left the channel between the two islands and entered the stretch of sea referred to as the „Kvarneric" (i.e. the little Kvarner).

Race Day 2 - Sunday, Sept. 19th

Weather: cloudy, 21° C, wind: ESE 8 kn (later up to 30 kn)

Noon the next day (Sunday) saw us West of the island of Pag in the vicinity of the tiny island of Oruda (the 1000 Islands race has its name for a reason). Where a stiff South-easterly with gusts up to 30 knots made us putting a reef in our main and provided for a close hauled tack down to the channel between the

islands of Olib and Maun. During the afternoon the wind eased and our tacking race continued towards the area of Zadar, where a number of islands mostly stretched Southeast to Northwest create a couple of channels to choose from on the way down the Croatian coast. These channels form the entry to Croatia's famous Dalmatia coastal region. This is one of the tactical key areas of the race, since you can have e.g. no wind in the most Eastern Zadarski channel, whilst you can still find some good sailing wind in the more Western channels among the various and plenty islands (or vice versa). Paying close attention to the currents in these channels should also not be forgotten.

We entered the system of channels North of the island of Sestrunj and

east of Tun Veli Sunday evening. Finally, the long awaited wind shift to West did set in Sunday at around 22:00. For about two hours until midnight it was lovely gennaker racing under a full moon. Unfortunately, it didn't last too long. At midnight a thunderstorm system did catch up with us. As it set-in from the open sea, we saw it coming and felt prepared. At first the flashes lit up the island scenery quite dramatically. Then pouring rain decreased visibility down to 20-30 meters. Basically, a pitch black nothingness with a good showering of boat and crew. We considered ourselves lucky, since the wind gust weren't too bad, about 30 knots, which we were already familiar with from the morning; or so we thought.



Race Day 3 - Monday, Sept. 20th

Weather: cloudy, 18° C, wind: W 60 kn in thunderstorm, later easing to W 5-10 kn.

Our position in the channel between the islands of Ugljan and Iz was a bit tricky since the channel is only about 2 miles wide. Not a big problem normally, but not an ideal place to be in a nasty thunderstorm with next to **now** visibility in the middle of the night.

As it turned out, our first thunderstorm had just been the starter, since a much more violent thunderstorm cell had been hiding behind the first one. It approached us with full force. Fortunately all three crew members were still on deck in „full battle gear“ from the first thunderstorm. It was Erich, who spotted the wall of flying water coming up quickly behind our stern. With a good joint crew effort, we brought down our sails completely (and by doing so most likely saved them) just in time and were doing still about 10 **knows** boat speed just with our rotating mast and no sails set. On our 32 **feet** trimaran one wasn't able to even see the bow lights in the massive downpour and spray. Admittedly without our plotter in the cockpit we would have been pretty lost in the not so wide channel with a rocky coastline on both sides.

In these dramatic moments time seemed to simultaneously stand still and race in a weird twist. This beast of a nasty thunderstorm - we learned it featured gusts of 60+ knots - from the excellent Croatian weather service the next day - felt to last a small eternity, whilst the worst was over in maybe just about 20 minutes. Thoroughly wetted, we watched the thunderstorm system passing toward the Southeast. Flashes and thunders could be still seen and heard for some time.



When the sky finally cleared up and the moon was shining again - like nothing had ever happened - we checked our sails and were mightily relieved that all sails had survived the emergency sail dropping without any major damage.

Race Day 4 - Tuesday, Sept. 21st

Weather: light cloud cover, 24° C, wind: NW to NE 10-25 kn

The next morning brought out the sun and light turning wind conditions. In the area of the island of Zirje we finally left the North Dalmatian islands and channel system and found some wider sea room in the area West of Split. After quite shifty and light wind conditions in the morning a well-behaved WSW wind with about 10-15 knots **did** set in early afternoon. It provided for an exhilarating gennaker run during the afternoon and evening. We made swift progress towards the island of Vis and then onwards to the Northwest end of Korcula. Here in the South Dalmatian region the islands are bigger and so are the channels between them. We decided to pass between the islands of Korcula and Lastovo.

Even a great gennaker run has to end at some point. Around midnight the wind shifted to NE and became fairly light with just about 5 knots. In order to keep the crew on its toes a nice little 25 knots gust rolled in between the East end of Korcula and the western end of the islands of Mljet creating some excitement in the process. In the morning hours South of Mljet the wind settled at about 12 knots and we made smooth progress towards the Sveti Andrija waypoint. Sveti Andrija is a small rocky island with a light house just outside the city of Dubrovnik.

Due to the challenging pandemic situation in Montenegro this year, the race committee had wisely decided to shorten the race course and make it a one leg race (start and finish in Rijeka) with Sveti Andrija being the most Southern waypoint.

When we thought, we were about to tick off our halfway waypoint, the wind had, of course, another idea and died down completely. So, with just a mile to Sveti Andrija, we were sitting in the sea lame duck style with barely any movement at all. Frustratingly this was a very local wind phenomenon. At the same

THE 1000 ISLANDS RACE



time a cruising sailboat sneaked out of Dubrovnik, did round Sveti Andrija and passed us with maybe not more than half a mile distance. We had to sit, watch and endure this humiliating torture and could just pray for a little breeze. Well, the breeze finally reached us too and we were able to round our rocky lighthouse island shortly after lunch time.

The rest of Tuesday afternoon was spent with a nice tacking exercise up the channel North of Mljet. In the evening we had reached the South-eastern tip of Korcula again and were making steady progress along Korcula's South coast. Naturally, peaceful sailing conditions didn't last too long.

Race Day 5 - Wednesday, Sept. 22nd Weather: light cloud cover, 20° C, wind: N to NE 8-45 kn

In the early hours of Wednesday, the North-easterly steadily picked up, while we were still in Korcula's lee. The moment we turned around the Western corner of Korcula a forceful Bora gusting up to 40+ knots **did** set in. With a 2nd reef in our main and our storm jib we had a rocky ride up in the direction of the Western tip of the island of Hvar. Boat speed was well in the

double digits and we could lay a direct course West of Split and further on to Zirje.

At Wednesday noon time we reached Zirje island again and made our approach to the North Dalmatian channels and islands system. Although the Bora is a cold wind, which creates some uncomfortable short steep waves, it usually brings nice clear weather. Everything is easier when the sun is shining.

A bit East of the island of Zut the Bora decided to take a break and for two hours very light and turning winds ensued. A good time to dry our foul weather gear.

Late afternoon we found a well-behaved North-westerly breeze and continued our tack up the West coast of the islands of Ugljan and Paskan. In the evening we exited the North Dalmatian channels and islands system in the small exit channel between the islands of Paskan and Rivanj. Tacking continued toward the Southeast end of the island of Maun, where we entered the Kvarneric again. Northwest of Maun the Bora decided to give us another beating and gusts increased to the already familiar 40+ knots range. So some more airing for our storm jib.

Race Day 6- Thursday, Sept. 23rd Weather: sunny, 24° C, wind: E to S starting with 40 kn later easing to 1-2 kn.

As uncomfortable as the Bora can be, we were able to put it to good use this time and reached the end of the Kvarneric in the channel between Krk and the island of Plavnik on Thursday morning. Upon entering the channel, we bid the Bora farewell and were left with just a very light breeze (1-2 knots). So, the race ended in the same fashion as it started - from lull to lull. Crawling up the channel between the islands of Krk and Cres, we could already spot Rijeka in the distance. Boat speed was a mere 1-2 knots. About 1,5 miles ahead of us was one of the way bigger monohull competitors (a Hanse 50). In a slow motion drag race we were able to beat them on the last miles. Our much lighter and nimbler multihull was clearly favoured in these super-light wind conditions. The crawl up to Rijeka harbour continued for the rest of the day. Finally, at around 5pm we made it to the finish line in the inner basin of Rijeka's harbour. **642 sm** in 118 hours, in all wind and weather conditions from lull to a nasty thunderstorm and a stiff Bora, from perfect blue sky to pouring rain. As usual the 1000 Islands Race had everything on offer and proved



THE 1000 ISLANDS RACE



The Bora wind makes for some wet sailing

to be a real adventure with a proper test of crew and boat. Fortunately, both - crew and boat - did master all challenges splendidly. We finished 4th overall (all others were significantly bigger monohulls) and won the multihull class (and easy win, since our only multihull competitor, Namaste, was unfortunately not able to make it to the start line due to technical issues). Apart from the actual result, the biggest satisfaction is finishing this demanding race in proper shape with no damages or injuries. We are already very much looking forward to the next 1000 Islands Race challenge 2022! It would be great to see more, especially more multihull, competitors at this outstandingly exciting race event.



Rijeka here we come - the last miles - a very light breeze, but the Screatcher sail is our secret weapon

Remarks:

"SAYG I" was crewed by myself - Andreas Hofmaier -, Erich Lentsch and Joerg Christian Seit in 2021. Special thanks to SCOR for providing details on the race and some brilliant race shots. Photo credits: © Regate Com Hr / SCOR (photos on page 3 and 4), Andreas Hofmaier (all other photos).

I am writing this, rather aptly, as the "Barra" storm passes. The sea has just decimated our garden. One of the effects of Covid is the perusal of remote destinations in the various cruising publications, nostalgic and anticipatory. This year, with most of the Outer Hebrides free of Covid, a trip was not appropriate, so I reminisce on one of the shortest, trickiest and risky passages of my sailing career. In 1995 the CCC directions guided us to Barra. Hellisay in the sound of Barra was described as "a beautiful and isolated place that provides splendidly sheltered anchorage and a shallow sandbank which "presents no hazard except to the impatient". Gales forecast led to an early and bumpy departure across the Minch. Hellisay was left for another day.

Subsequent Pilotage editions (2003) were even less inviting. "A secluded sound between two islands both entrances choked with rocks – the attraction is finding the way in without touching any" ... "once inside, each visiting yacht seems to find more rocks... perhaps the same rocks in different positions"... "there is some uncertainty about the direction of tidal streams... it should be considered only if no sea is running"... and finally, "Anchorage can be found in this bay, but should be examined carefully; if you find any more rocks, do let me know."



Figure 1: Lookout restaurant on Kerrera with Oban behind

We set off from Kerrera in Oban Bay, a short ferry ride from the tourist mecca but a delightfully remote island and friendly



Figure 2: Dolphins in the Minch

restaurant and bar with great seafood. It is now community run and deserves support.

An obligatory stop at Tobermory and an early start connected us with a pod of dolphins, while we set off with the hope that we could get the tide and weather window to consider Hellisay/Gighay only 9 miles from Barra.

Our luck held and we arrived at mid tide with a strong stream dragging us briskly towards the rocks. The narrow channel seemed an impossible task with 8 metres of beam but guided by the miracles of Antares charts (an indispensable rockhopper's companion) and an

iPad which my brother stood on at a critical moment we just squeezed in, anchoring in 8m but swinging within a few feet of the sandbar.

It is important to set up a transit in these tight anchorages, so lining up a can of Tennent's lager with a glass of wine we settled down to be serenaded by seals only a few yards away.



Figure 3: The narrow east entrance to Hellisay, with Gighay mid and Barra in the distance

Cruising - reflections during Covid

Shortly we spotted a sea eagle on Gighay. Congratulating ourselves on the find we then identified a golden eagle on the cliffs of Hellisay! Respect for these birds prevented us from going ashore immediately and after a few hours eating, drinking, and imbibing the astonishing setting we retired happy twitchers. The next morning, we went ashore and were again able to appreciate how privileged we were.

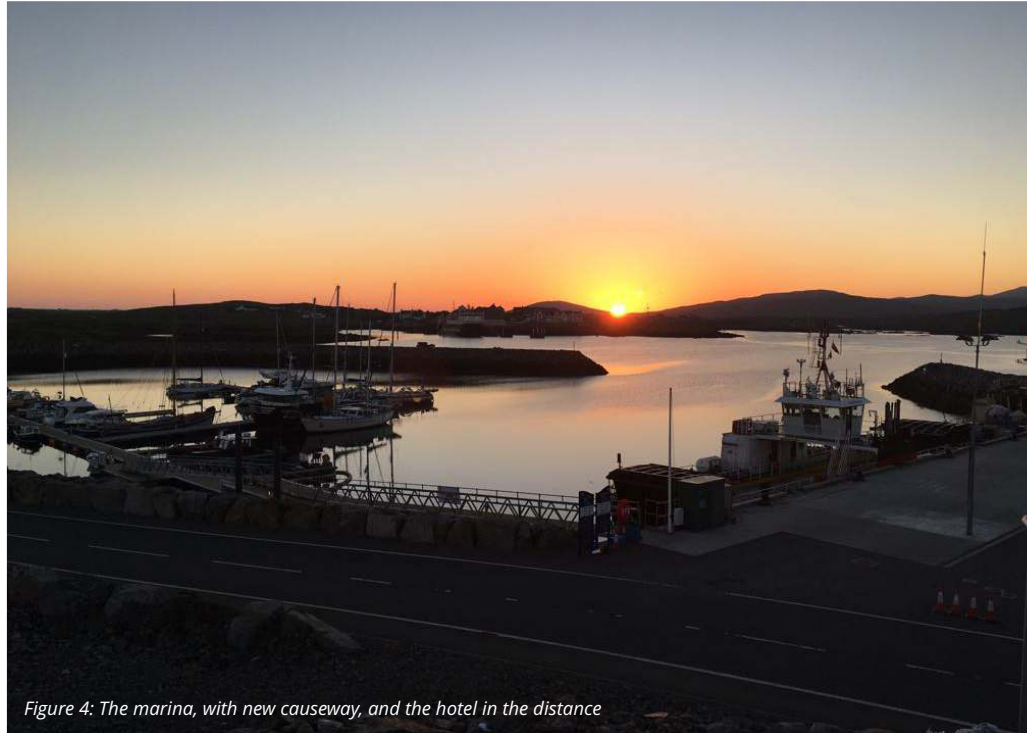


Figure 4: The marina, with new causeway, and the hotel in the distance



Overnight we had no VHF or phone signal, a combination unusual even in remote Scotland but a reminder that we were bereft of help in the event of accident or illness. Our **only** contact with civilisation was the overflight of the Barra plane, which is the only scheduled flight that depends on the tide to land on the beach. Climbing up we were able to see it land.

All good things come to an end, and we left with the flood tide. This is whisky galore country and while Eriskay (the site of the SS Politician wreck) beckoned, there is a walk to the pub and we decided to recce the new pontoons at Lochboisdale.

Lochboisdale hotel is as Compton McKenzie would have found it. We entered with limited expectations. It has arrived in the 20th century but only just! That is a good thing. The young lad who served us was about to leave for Glasgow University and had never been off the island unaccompanied. "Is the fish local" we asked. "No, it was landed at Barra" (10 miles away). "It will be fresh then?" - "No, it was landed yesterday." We had the fish and

Cruising - reflections during Covid

wished the young man well in his stay in the city, while enjoying a fabulous fish supper. Hope he can get fresh fish in the city.

Tri Mhor for once was able to be identified with a proper Gaelic pronunciation, and we left early to return east. It was Eric's birthday and we had champagne for breakfast as we motored out on a glassy sea.



We soon caught sight of a basking shark and quietly approached. Not one but 3! One then got agitated and left to breach completely out of the water, a phenomenon that has only been seen in the West of Scotland and at 30ft, a sight to behold.



(VERY RARE photograph of a basking shark breach). Later, we picked up a Minke whale sighting before making our way back East to "civilisation".

Cruising in remote places leaves us in awe of nature as has the last 2 years with Covid. Cruising reminds us that we cannot choose the wind, but we can choose the way we set our sails or as Francis Bacon said, "We cannot command nature except by obeying her." Covid restrictions are nature's warning that if we are not careful, these wonderful places will become bereft of these marvellous sights. And it will be humanity that does it. The highland clearances reduced Hellisay's

population from 140 to none, smallpox and flu did the same for St Kilda, the first world war for the outer isles generally and a continuing lack of transport infrastructure all have had a part to play. It is no coincidence that these astonishing places are only because so few humans visit. Instead of complaining about the restrictions and respect for others that Covid requires, it should remind us of the privilege we have being humanity's luckiest generation. Living without poverty, wars and (despite Covid) serious infectious disease like smallpox, flu, measles, TB, diphtheria and polio, we remain ungrateful. Cruising with the right company and to the right places refreshes our appreciation of what nature really means and how we need to look after it with as much care as we look after ourselves. Nature is robust and flexible. This wonderful planet will survive whatever we do and whether we survive as a species or not. "One hand for the boat" is as appropriate for our planetary environment as it is for our vessel.

Gordon Baird
Tri Mhor

The Log of La Vitesse.

A voyage from St.Aubins Jersey Channel Island to the Isles of Scilly Summer 2021

Paul Ellison (60) and Tim Cox (60) decided to sail their 24 ft Strider catamaran the 170 miles to Isles of Scilly with almost no deliberation. The wind was set NE and the sun was out. It seemed like an excellent idea. Paul, the assigned navigator, decided the tides demanded a night time departure. Tim, the safety officer, concurred.

11:50 pm Attempted to paddle out to the boat in a tiny dinghy (clearly designed for one,) with two adults, one perched precariously on the stern.



11:52 pm Safety officer decides that this is insanely dangerous and a larger dinghy is briefly requisitioned as a ferry.

12:34 am. Depart St.Aubins Harbour in pitch dark, leading marks vaguely discernible by light of the Milky Way. 4 am. Sleep deprivation is inevitable as a two-hour watch regime is enforced by the Enforcement Officer.

7 am: The glorious asymmetric spinnaker is hoisted, functioning as mercurial as a nervous thoroughbred race horse shying at the least deviation.

10:50 am Paul experiences the first of many hallucinations: talking killer whales disguised as dolphins, the pilot of the Pinta offering him tobacco in a clay pipe, a man called Joshua Slocum suggesting he reef, that seagulls and sparrows are conspiring to eat him, etc.etc.

11:47 Tim gets into difficulties removing his safety harness, starts to choke. Paul thinks he's laughing, or, perhaps, singing.

Also realized that getting into one of the narrow coffin-like bunks of the Strider catamaran requires the athleticism of a yogi, a clear indifference to claustrophobia and hope. One adopts the human geography of a biological torpedo, but a torpedo as flexible as a grass snake. One has to breathe deeply from the lower diaphragm before attempting the critical contortion of a 180-degree lateral turn to adopt the so-called sleeping position. The maneuver is difficult enough without the necessity to simultaneously enter a sleeping bag, retain a pillow and not lose one's sense of humor.



3 pm. Porpoises, the real masters of the ocean, surround boat,

4 pm Commence crossing shipping lanes: Paul whimsically asserts that, as a sailing boat, we have right of way, this right, he continues, is compounded by us being on the starboard tack. Tim points out that 20,000 tons of container vessel steaming at 20 knots will be unimpressed, even though we are

crossing said lane at right angles in a bold gesture of seamanship.

6 pm. In lowering the sacred asymmetric spinnaker Paul loses its halyard up the mast. His contrite offer to climb mast is vetoed by Safety Officer on account of its insanity.

2 am Tim is woken by Paul in the middle of the night just as he is in the middle of a wonderful dream where he is tucked up safely in his own bed.

A fishing boat towing a vast net is running parallel to us at exactly the same speed. We are being shepherded back to Jersey. Clearly delirious with lack of sleep it takes us sometime to fix on a course of action. We decide not to board the fishing boat and remonstrate with the owner (he might not speak our language, argues Paul) and instead start our outboard to initiate long and noisy overtaking manoeuvre.



5.30 am Discover that luke warm baked beans peppered with tiny industrial sausages are, in fact, a true delight

5.31 am We both get very philosophical: Will this kind of freedom still be available to future peoples in a world where our movements are evermore tracked and circumscribed?

5.34 am Tiller pilot disengages itself in act of malicious protest since Tim is attempting toiletries

The Log of La Vitesse

5. 38 am. Paul concerned by the issue of the tiller no longer being in contact with the rudder bar.

5.45 am We crash about the deck like new born foals in the dark (although Tim can operate like this in an upmarket restaurant)

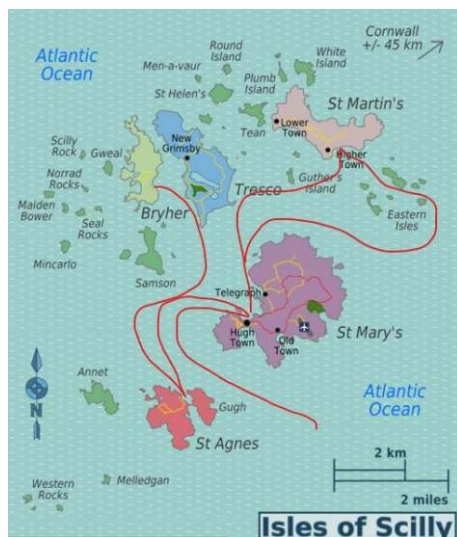
6 am Paul fixes steering problems with an array of elastic bands. It's an Apollo 13 moment.

(For a few hours the Ships Log, written in ever thicker pencil marks, descends into a kind of gibberish. But we clearly made it to the Isles of Scilly since the next entry concerns planning a trip from St.Marys, the principal island of the Scilly Isles, to Tresco.)

The Isles of Scilly

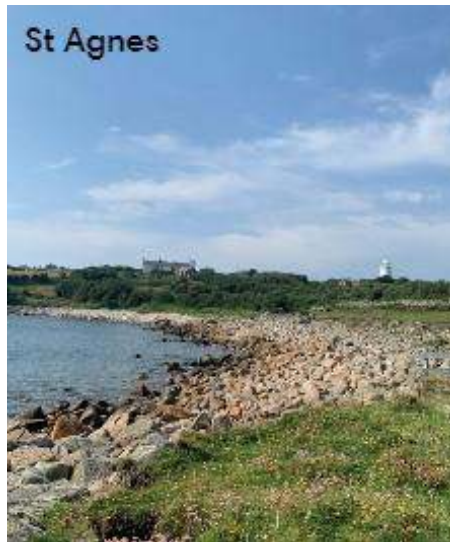
8 am Careful study of chart, tide tables and crew status dictate a trip to Tresco.

8 48 am Arrive at a delightful island called St.Agnus (Tim had read the chart upside down) .



11.58 am. Discovered that the Island boasts a manufacturer of Gin Ice Cream.

14.35 pm We are back on someone else's private mooring in the Harbour of St. Mary's. How did we get here?



13.00 Prudently decide on an onshore activity. A navigational race of St. Marys by bike. This involved a treacherous cycle journey broken only by a stop for lunch at a Golf Course Cafe. Here we discovered a waitress who had discarded a promising university career to return to her Island roots. We lamented the fact that every hotel room in the island was taken, we suggested she could rent out her room but she didn't seem to appreciate the economic benefits. Clearly a humanities student.

17.00 Enjoyed a BBQ on the beach entirely without the aid of modern utensils or plates.



8:12 am: Carefully work out transit to Tresco. Paul studies tide charts, the effects of deviation, the malevolent lurking of various rocks, the implications of lots of small pictures of large boats clearly sinking on the charts and the transit of Venus. He feels confident we can make it.

8:16 Elizabeth, Paul's daughter, has arrived with cheerful dose of common sense.



8:45am: Board ferry to Tresco.



7:36 pm: Return to boat. But La Vitesse is no longer where we left her. We clearly should not have ignored the message attached to the stay informing us that we were on the wrong mooring. The boat has been impounded.

7:46pm Elizabeth spots our boat on other side of Harbour tide up on a pontoon opposite Harbour Masters

Office. We plan to send Elizabeth to plead our case in the morning. i.e., father and his friend clearly showing signs of pre-senile dementia, now eating in restaurants dressed in tiny shorts and sailing boots, embarking on odd conversations with complete strangers...

(This actually happened)

Paul, to complete stranger "how's your father?"

Complete stranger "sorry?"

Paul, "yes, your father, how is he. I think we met just the other day." Wife of complete stranger, "that's unusual, he's been dead two years" Paul, dumbfounded," that's most unfortunate "

8:10 pm Tim checks into a delightful waterfront hotel, clean sheets, hot shower, mattress etc.

8:20 am Tim reported to assistant Harbour master expecting a flogging.

Yes, we were owners of La Vitesse the boat illegally tied to a local mooring.

The assistant Harbour Master was wonderfully understanding, "These things happen "he said. But this atmosphere of reconciliation evaporated with the entry of the older, sterner, less benevolent Harbour Master. Thin lipped, possibly suffering from gall stones, he was having none of it. My parade of excuses... the fragility of our young new crew, the minuscule proportions of our tender, the threat of a thunderstorm and risk to our lives and the good name of St. Mary's port... counted for naught.

9:32. am. Paid fine by credit card and motored off towards freedom and the rock strewn passage to St. Martin's.

1.03 pm Finally settled down on beach for some relaxation

1.07 pm Paul attacked by sparrow. Kicked out in self-defense, sand in Elizabeth's eyes, also, remarkably, in ear.

8:02 am In the morning we drifted in gossamer wind around the jagged Eastern rocks of St. Martin. The large eyes of Inquisitive seals surveyed our strange craft.

8:46 am Crept into Bryher, round dark patches of seaweed, to dry out on the sand.



Sunset, a glorious blood red disc melting into the Ocean, we stand on a small mound near a Mesolithic barrow, and ponder the fact that the islands are still succumbing to the rising seas, ancient field systems still reveal sunken walls at low tide.



Breakfast of rice pudding. It's high season here, and all the restaurants are fully booked into November it seems. Our home cooking becomes ever more spartan and baroque.

But despite all deprivations Paul retains high standards of personal hygiene, using his electric razor as calmly as if he were in a five-star hotel, he combs his salt encrusted locks with touching hopefulness. In the War, as a prisoner of the Japanese, he would have been a survivor.



We leave the Isles of Silly and head for Penzance. Dolphins flip in front of our twin hulls in salute.

14:44 Off the coast we encounter a tide gate and have to start the iron Genoa. eat last of rations, pickles, walnuts and half a tomato each.

16:56pm Tie up in the inner Harbour of Penzance.

8:01 am Retreat to Premier Inn for breakfast and internet. Paul is the first customer in a decade to set the automatic toaster alight by attempting to insert a pain chocolate into the device. Evacuation only avoided by adroit handling of situation by kitchen staff. Paul takes a keen interest in his coffee with an air of bewildered, yet dignified, innocence.

6.26 Leave Penzance for Helford River.

A quick departure left Tim with just enough time to put on his waterproofs and safety harness,

The Log of La Vitesse

and no time to visit the toilet and shower. The use of such facilities he had particularly been looking forward to.

We fly, however, across the bay at over 10 knots, overtaking far bigger yachts in our little catamaran and arriving at various headlands with wind and tide in our favor. The disappointment of missing the use of a shower and toilet is temporarily forgotten in the exhilaration of surf and spray. It was a good idea to have put in a reef the night before.

10.54 We tack up the entrance of the Helford in an exuberant display of remembered youth.



11.57 Head up a remote creek at random, select an unloved looking buoy and moor up. Ashore almost everyone we speak to tells us that there is a storm coming.

3:57 We discover Port Navas, and are offered a berth on a small pontoon. Hidden here we batten



down for the storm and discover we are close to a small restaurant that has room for us tonight. It is a miracle.

Return to Jersey

This part of the voyage proved to be a wild ride under spinnaker. To avoid broaching we hand steered down the waves the whole time. Within 14 hours of leaving the Helford we were skirting round Guernsey in the pitch dark. Finally mooring up on the Albert Quay in the early hours we collapsed into our bunks in a kind of delirious gratitude for a magnificent trip.

End of ships log for La Vitesse.

By Tim Cox and Paul Ellison.

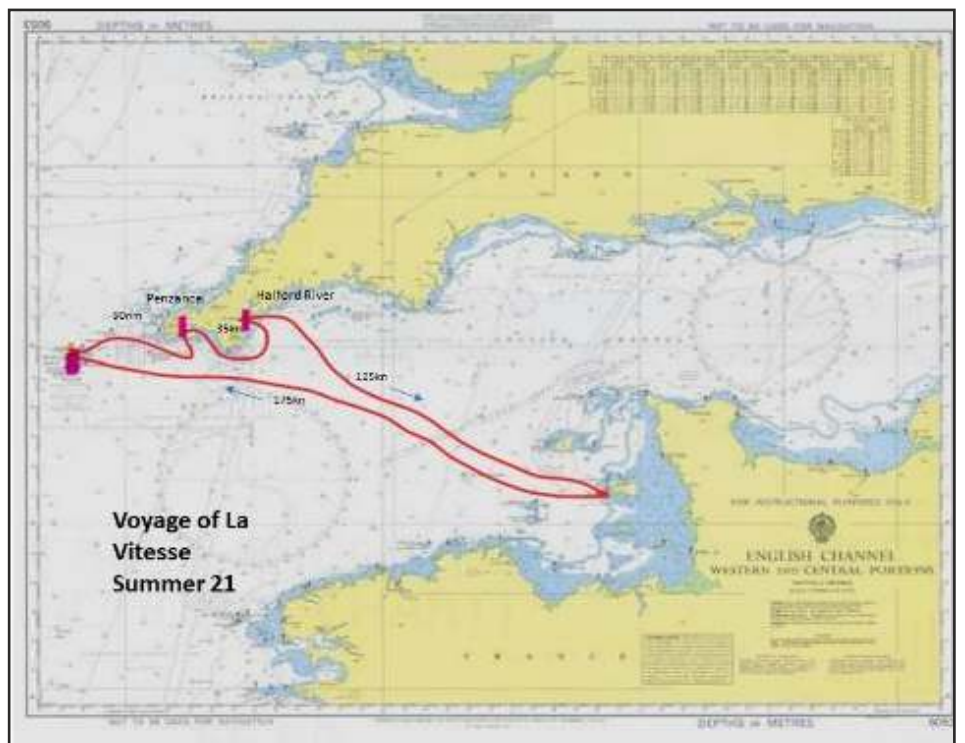
The Strider 24 catamaran was designed by Richard Woods in 1982. Striders are very good sea boats and have competed successfully in tough offshore races. La Vitesse was purchased in 2018 for £2000 in Jersey where it was in need of some love and attention. The boat has sailed round the Channel Islands leaving in its wake many large

monohulls which is a great source of amusement.

Paul Ellison is a retired Chartered Surveyor and qualified yachtmaster. He is scared of small rodents and big waves and easily lead.

Tim Cox holds the Royal Aero Club Ann Welch Award for his lifetime contribution to paragliding. He sailed a Wharram cat to the Grenadines some ten years ago, has managed to keep it afloat and use it every winter.

Summer 2021.



Three Cats' Tales

I joined MOCRA in the late 80s/early 90s – the record is not clear. In April 2016 I had to have a major eye operation to save my sight. It worked, but left me with restricted peripheral vision and unable to drive. We managed to get back to sailing by August, but it proved impractical, not the sailing, but the driving needed for winter maintenance. So, in September 2017 we reluctantly sold our Edel Adventure 11m cat. For the first time since my teens I was without a yacht and without multihull since 1972. I hung onto my membership and paid my sub for 2021, but a move/downsizing and turning 80 has led to my resigning, with some regrets, as you can imagine, but a host of good memories. I have been proud to fly the MOCRA pennant.



Figure 1: Chris and Sallie Cooper

My wife and I have cruised for over 50 years, initially sharing my stepfather's yacht. In the late 1960s, he became interested in multihulls, a wartime fellow-pilot had a 30 foot Piver tri. We got as far as a trial sail in a Robin Chaworth-Musters 30ft Triune, then, on retirement from flying, he executed a smart about-turn and bought a built-in-1907, plank-on-edge, teak-on-oak, lead keel, ketch, with the intention of heading for the Med. They took five years, day-sailing in high summer, to reach Vilamoura, but that is another tale...



Figure 2: Entrechatch on purchase

Cat One

We were left high and dry, but still keen on multihulls. In 1972, by chance I was working for a finance company which offered preferential staff-loans. Our search landed on a custom-built cutter, a Prout Ranger 28ft, long-keel, a bare hull, completed by Chris Hammond, later of *Hirondelle* fame. She was called *Safari 2*; flouting tradition, we re-named her *Entrechatch* (a balletic leap, highly appropriate).



Figure 3: Entrechatch cockpit

She was centre-cockpit and built like a model aircraft, with frames, stringers and then double diagonal strip planking, ring nailed and glued, then fibre-glassed over. She had been built for racing (and indeed did so), so was stripped out and crude inside. Not everyone's cup of tea, which made her affordable.

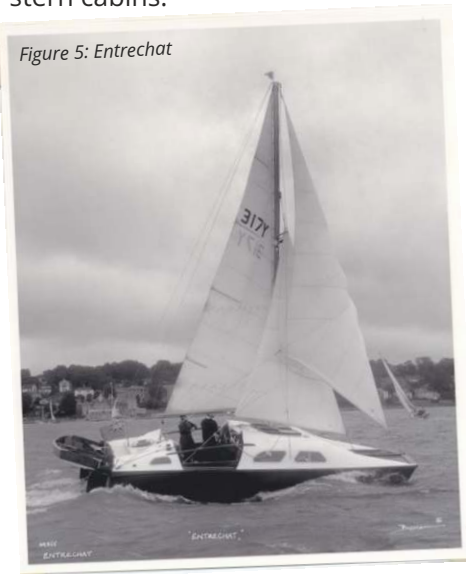


Figure 4: Entrechatch under sail

We are definitely not racing people and had two very young children. We clipped off the ends of the ring nails which protruded from the deckhead(!), put cork tiles on the insides, carpet tiles on the floor, boxed in the outboard in the cockpit and were ready to go.

Three Cats' Tales

She was ideal: fast, steady on the wheel and tacked reliably with a little jib backing. The stern cabins suited the children and the centre cockpit was marvellously secure. If the weather was suitable to go to the beach, we went to the beach. Based up Mengeham Rythe on Hayling Island, Bembridge was a favourite spot. The boys learned to swim and row there and, later, we added two Prout Puffins, semi-collapsible dinghies with a single sail, which lived upside down on the stern cabins.



We had her for 11 years and covered 3100-plus miles, nearly all day-sailing. Typically we spent 30 – 40 days a year on board. By 1984, the boys were in their teens, large and too long for the aft bunks. We started looking around and in mid-1985 we handed her over to new owners and took possession of Cat Two.

While we had her, we coasted west as far as Newlyn. In the early days our range was extended by a teacher friend (long hols!) who would sail her to a destination where we would pick her up, while he would drive our car back to base, so none of that having to decide when to turn round and start heading for home. There were a couple of seasons where he "borrowed" her, having had to sell

his boat to buy out his wife's share of their house on divorce! We managed to make Alderney and the Cherbourg peninsula – Omonville was a favourite, virtually undiscovered at the time. One year we made it along the French coast as far as Boulogne (when the motor failed in the inner harbour entrance and we tried to attack in with no wind, only to be nearly run down by a strong flotilla of trawlers exiting when the entrance lights turned against us. Our worst moment came in 1982 during an end-of-season chaps weekend, when, moored between piles at Bucklers Hard, the boat alongside caught fire during the night. Not nice when you have a 5-gallon petrol tank in your cockpit a mere 4ft away. We rescued a nude lady and bearded gent, then streamed the far ship astern – thank goodness wind and tide were together – till the boat burnt to the waterline and sank.



Cat Two

Entrechatch's successor was a compromise. Again we settled for the affordable; again Chris Hammond. She was a 30ft version of the *Hirondelle* with GRP hull with ply decking and topsides intended to be the mould; the prototype of a class which in the end was never built. She had two double stern cabins, and internal steering position on the bridge deck and the sitting/dining area in one of the hulls. There were two small diesels which proved unreliable and we exchanged for, again, an outboard in the central cockpit. She was ketch-rigged with davits for an 8ft dinghy. The foredeck was large enough to stow a Topper (my wife's Silver Wedding present) and she had shallow keels. She was called *Safari V* and this time we didn't get round to changing it. She was not a racer, but could outpace many monos of similar size. We did the Round the Island several times and once came second in class. Basically

she was *Entrechatch*, but larger and roomier...

Our cruising was much as before, based on Hayling Island, but we had four years sailing from the Walton and Frinton YC in Walton Backwaters. This gave us the chance to cross to Flushing and explore the canals of SW Zealand. We also braved the River Alde up to the Maltings at Snape, feeling very bold as we sneaked up the narrow river, only to be overtaken by

a tripper boat about twice our size and wide enough to put us briefly aground as it went past. And then at the Quay there were at least three old sailing barges.



Figure 7: Safari after repainting

Our return to Hayling Island took us all through the East Coast creeks and rivers beloved of Maurice Griffiths, finally popping out into the London River through the Havengore Gap to overwinter in St Katherine Dock, in the shadow of Tower Bridge. We saw the New Year in on board.



Figure 8: Safari, elder son at helm

Equally memorable was a trip to St Malo. We also explored through the Barrage and up the River Rance, just managing to find a mooring on the inside of two trots as darkness fell and in pouring rain and wind. We woke next morning to bright sun, facing upstream with the still strong wind on the nose and the ebb racing downstream. We set off, dropped the mooring, gunned the motor and I swung her neatly round to crab through a small gap in the outer trot before heading off downstream towards the Barrage. Come the first bend in the river, *Safari* would not answer the wheel. Short-lived panic and pandemonium until I realised that I had omitted to drop the lifting rudder blades down.



Figure 9: Safari with friends

By 1995 *Safari* was becoming tired despite our having fibre-glassed the decks and topsides and installed new windows all round. We had covered over 4100nms in her, with much enjoyment, but we had outgrown her. We sold her to a chap embarking on his first family sailing. (Curiously, in October 2003, we were in Paris for the day on family business and came across her moored in the Quai de l'Arsenal, and owned by a liveaboard Dane. He had bought her from our purchaser, sailed her back to Denmark, then, later, down through the canals to France.)

Cat Three

In 1995 my wife inherited a sum sufficient for us to consider buying new. Our search shifted from the second-hand market. Through Multihull World (Thank you, Brian North) we became intrigued by a French family builder called Edel. Well-known in France, they had started with a small camping cats, a bit like the Woods-designed Strider. Over the years they had gradually enlarged the range. Multihull World was agent for a new 11m class, the Edel 'Aventure'. We were offered a trial sail in the existing top of the range 10m model, owned by Geoff Hales and based in Port Solent.

This was a family event and we were astonished – the construction was unusual: separate hulls, joined by three stout aluminium beams. The saloon and cockpit module was then dropped onto the main and after beams; this module was then



Figure 10: Force Majeure

Three Cats' Tales

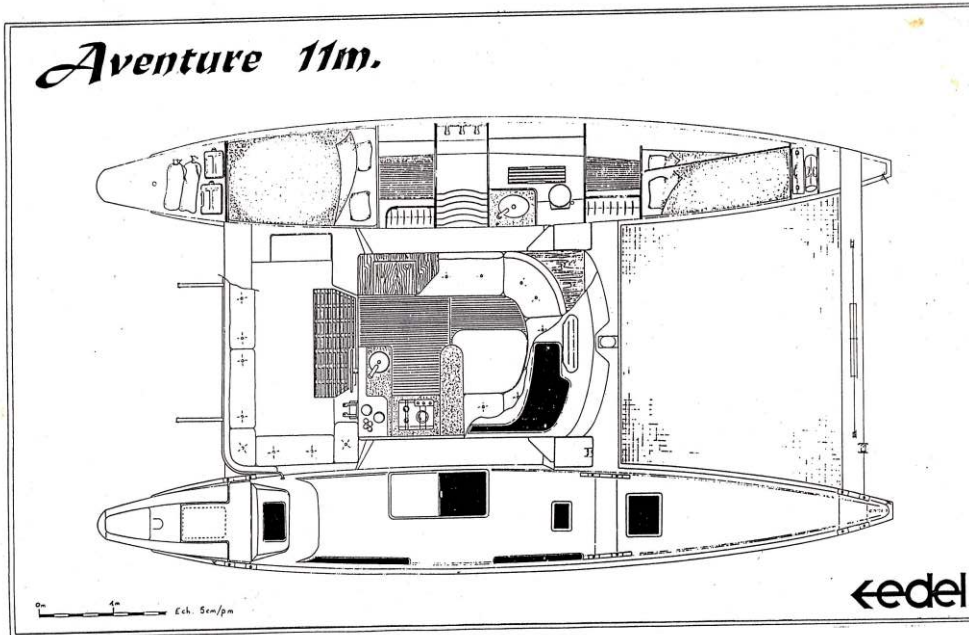
attached to each hull with regular bolts along its length each side.

We admired the roominess and the privacy of the accommodation, the solidity of the construction, and above all the speed. Out in the Solent, we were regularly exceeding 12kts. Neither my wife nor I like our

We took delivery in La Rochelle with Geoff Hales with his vast experience to skipper us home. We were glad to have him too: during our first windy night roaring northwards up the Brittany coast a jib sheet came loose. Geoff coolly rolled up the jib, feathered the main a little and we carried on until daylight under easy

Things never got so bad again after such an unpromising start.

She proved eminently manageable and the twin diesels made for great manoeuvrability in tight spaces. Our cruising range expanded, we became accustomed to comfortable passages at 8/9kts. Best of all we knew the boat was stronger than the crew – she looked after us.



sailing too exciting and we had doubts about whether we could manage such a powerful beast. Should we seek another interim solution until we had more time? Our sons settled it: "Mum, Dad, if you wait till retirement, you'll be too old!" We went for it. We travelled to the Düsseldorf boat show to see the prototype. It was a proper cruiser, not an expanded camping cat.

The accommodation was aimed at Northern European waters for a start and one great joy was that of the walkways forward were between the hulls and the central saloon nacelle – immensely safe in a seaway. She also had twin diesels. *Force Majeure* became no 2 in class – in the end only seven were built. (With a name like that people tended to assume I had been a lawyer and only French marinas could spell it properly).

canvas. Daylight however revealed the port engine compartment half full of water. We limped into Audierne. It turned out that French maritime regulations required a float pump in the engine compartment. The builder had installed one, but forgotten to fit a seacock where it exited just under the bridge deck. It had been shipping water intermittently all through the night. The second leg we did ourselves, once the builder had sorted out the pump and other snagging items. After a night motoring up round Ushant, early afternoon found us off Alderney and the Head of the Race in a full gale with three reefs, the jib rolled small and *FM*, still light, surfing down the waves and all but running into the one ahead. Not our kind of sailing and we pulled gratefully into Cherbourg. A week later a friend and I completed the trip to Hayling in bright sun in under 10 hours.

In 2005 we retired down to Kingswear on the Dart and then explored the English coast westwards and the French coast from St Malo including 110-week trip in 2009 which took us as far down the Brittany Coast as the Ile Noirmoutier at the entrance of the Loire. In the years that followed we continued our habitual creeping into every small port we could find – we even managed a night in the harbour at St Michael's Mount.

In 2016 we were planning another trip to South Brittany when I had to have my eye operation. We managed a passage or two afterwards, but the 2016/17 winter decided us. In the summer we sailed back to Chichester Marina and put *FM* in Multihull World's hands. She sold to the first people to look over her.

We have had less regrets than we had expected, a host of wonderful memories and the complete set of written up logs. In the 21 years we had her we sailed over 16,000nms. The figure speaks for itself.

Chris Cooper

Mike Butterfield; barrister, sailor and innovator



Mike Butterfield, who died peacefully at home on 13 May, aged 89, was a multihull pioneer, innovator and adventurer and his exploits gave inspiration to many to join the multihull fraternity. His funeral was on 8 June.

Mike was enthusiastic about everything he did and seemed to have endless energy and find time for all he enjoyed.

MISTY MILLER, Mike Butterfield's veteran of many races— with spinnaker pulling well for the NAB. Photo Montgomery



Figure 1: Misty Miller

Sailing, and multihull sailing in particular, was fortunate that this was something that he was truly passionate about throughout his life. A prolific owner of multihulls he never seemed to tire of innovation and frequently upgraded in his quest for performance and adventure. Mike was involved in the early days of offshore multihull development in the Solent, sailing with designer Michael Henderson on 'Golden Miller' a 21ft catamaran with ballast keels.

This led Mike Butterfield to commission in 1961 a larger development built by Souter's of Cowes, the 30ft catamaran 'Misty Miller' which he competed in 1964 Observer Singlehanded Transatlantic Race.

A keel broke off in mid-Atlantic which Mike said made life inconvenient. Huge holes appeared in the bottom of the hull where the keel bolts had torn out. For the rest of the trip, 30 minutes pumping was need every 2 hours. When asked what happened if he overslept: "No problem, I was woken by the water rising up and invading my bunk".

Water stopped the batteries working he had no radio communication and stores were ruined. Mike struggled on to Newport, Rhode Island to finish in 11th place in a time of 53 days, the second multihull after David Lewis' 40ft 'Rehu Moana'.

After repairs, 'Misty Miller' was sailed back to the UK experiencing more keel problems. Mike entered 'Misty Miller' now without keels, in the inaugural BP Crystal Trophy 300 mile multihull race in 1967, 1968 and 1969. Also competing in the Island Sailing Club Round the Isle of Wight Race in 1967, 1968 and 1969.

By 1968 Mike also owned 'Sounion' a 10 ton sloop and was a member of Royal Ocean Racing Club, Royal Lymington YC, Ocean Cruising Club, Cambridge University CC, Crouch YC, Island SC and Bar YC.

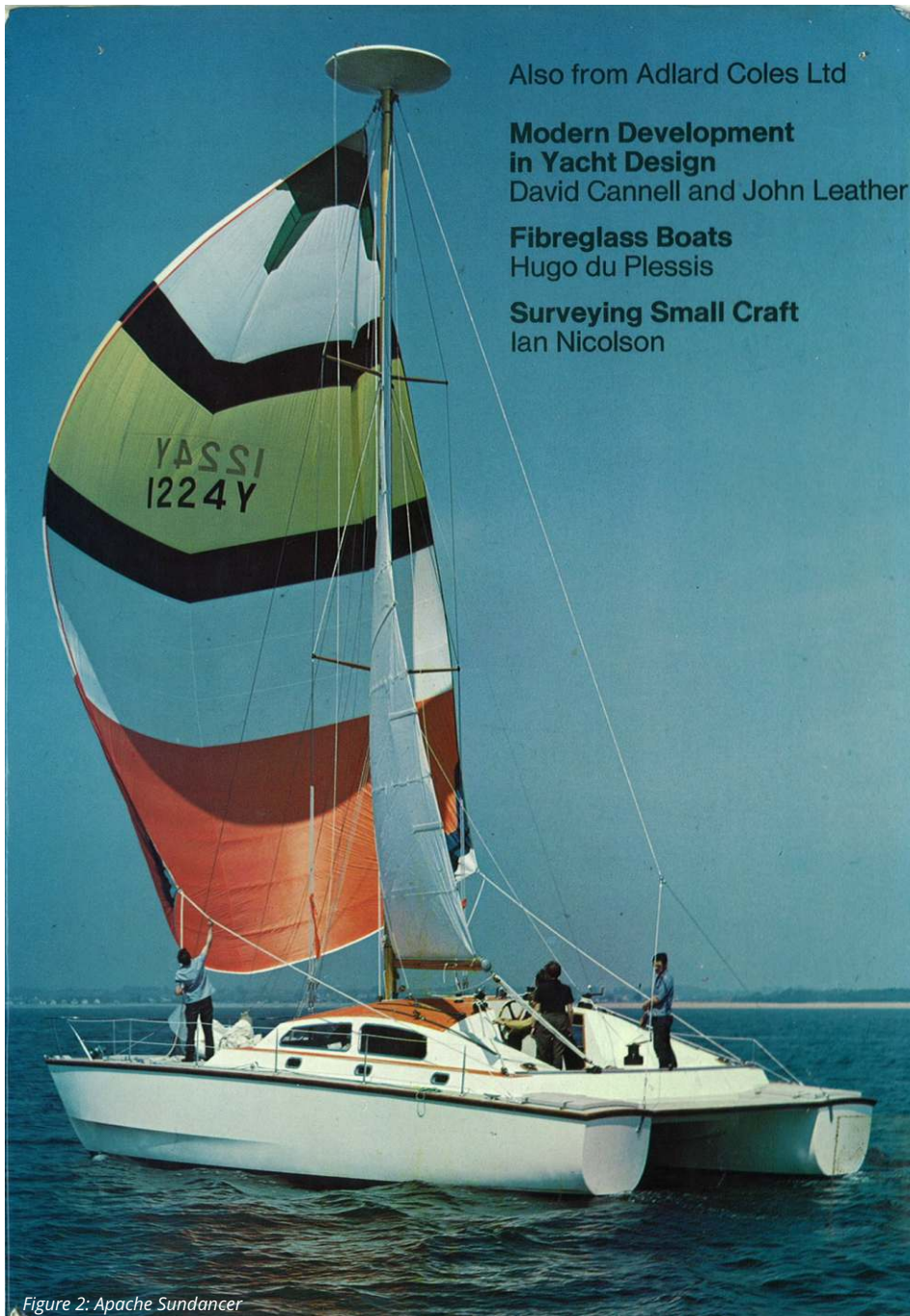
Multihull Offshore Cruising and Racing Association (MOCRA) was formed in April 1969 and at the first AGM on 16 January 1970, Mike was re-appointed as Honorary Secretary.

He competed in many Crystal Trophy races, Fastnet races, his last in 2015, and always as many MOCRA events as he could fit around work and family commitments.

For 1970, Mike had a new catamaran 'Apache Sundancer', one of the first of the 40ft Apache class built by Sailcraft in Brightlingsea to designs by Rod MacAlpine-Downie.

First official race was the Crystal Trophy, 2nd boat to finish out of 12 finishers.

This was followed by the two-handed RWYC Round Britain and Ireland Race crewed by Peter Ellison.



Also from Adlard Coles Ltd

**Modern Development
in Yacht Design**
David Cannell and John Leather

Fibreglass Boats
Hugo du Plessis

Surveying Small Craft
Ian Nicolson

Figure 2: Apache Sundancer

At the Lerwick stopover 'Apache Sundancer' was in second place behind the 71ft monohull 'Ocean Spirit'. On the last leg of the race from Lowestoft to Plymouth the fleet were beating along the south coast in a gale. 'Apache Sundancer' was in close contention with the 36ft 'Snow Goose' off Selsey Bill and capsized. Mike and Peter were rescued from the liferaft by a Belgian coaster. Sadly the upturned catamaran was deemed a danger to shipping and rammed by the Trinity House vessel 'Winston Churchill' in an attempt to sink it.

The following year Mike crewed for Patrick Boyd on the 30ft Iroquois

'Pyewacket of Wight' in the Crystal Trophy race.

Mike's next catamaran 'Advocat' was built by Mike and friends in timber over a number of years during the late '70's. 'Advocat' was entered for the 1978 Round Britain Race, but was not ready. Advocat's first race was the 1981 ISC Round the Isle of Wight Race.

'Advocat' started the 1982 Round Britain Race where Mike was crewed by Bill Howell who had also competed in the 1964 OSTAR. A disappointing 81st place at the first stop over at Crosshaven saw retirement from the race.

In the mid-1980s 'Advocat' was based in the Mediterranean, eventually succumbing to woodworm.

By 1985-86 Mike was crewing on micro-multihulls including the Richard Wood's designed Gwahir 'Rush Rush' and Strider 'Scorpion' with Mark Orr.

Mike joined Russell Madden to sail one of the first Dragonfly 25 trimarans in the 1990 ISC Round Wight Race. Tacking against the tide on the final beat past Ryde Sands, Mike assured Russell that there was enough depth of water "-I have been sailing here for 40 years - man and boy, there is plenty of water..." crash, the daggerboard broke off after hitting the bottom. 'Daisy a Day Lady' struggled the final miles upwind against the tide amongst the round the island monohull fleet.

As a replacement for 'Advocat' Mike purchased 'Super Rose' another Apache catamaran, initially kept in the Mediterranean.

1993 saw Mike racing with Mick Welch on the Dragonfly 800 trimaran 'Brighton Marina's



Figure 3: Super Rose

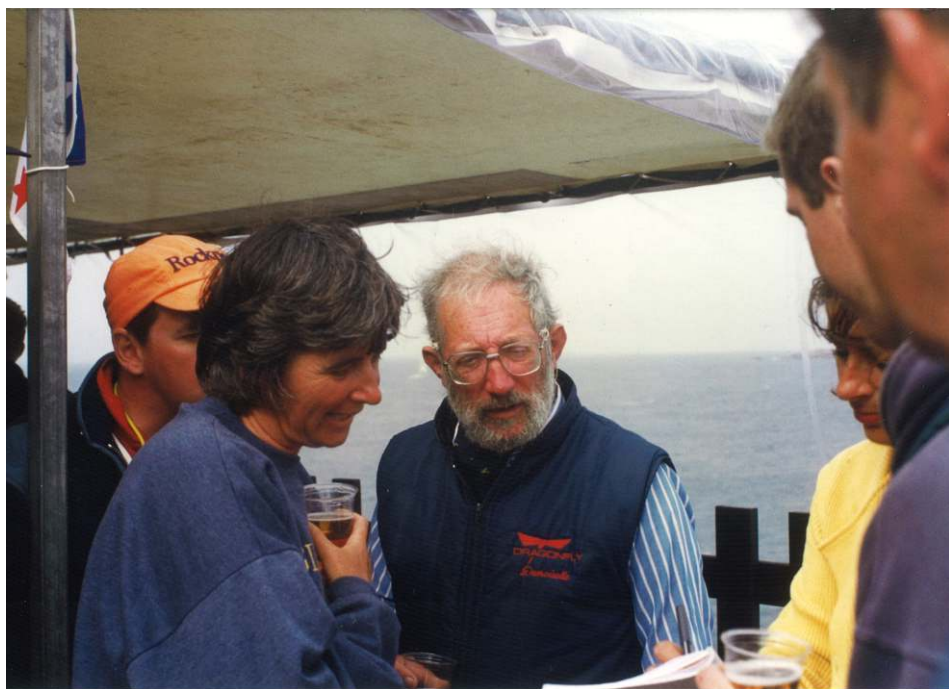
'Dragonfly' in the Royal Southampton YC Winter Series.

For the 1994 season Mike acquired a Dragonfly 800 'Demoiselle' and launched into a busy season: Brighton Easter Regatta, Plymouth-Falmouth-Fowey, May Solent Regatta and competed in the Scottish Islands Peaks Race with son John, Craig Thornton and runners Peter and Jean Cairn. The race starts in Oban, sails to Mull, Jura and Arran where the two runners in the crew run up the tallest peaks. 'Demoiselle' finished 23 out of 51 starters.

By 1995 Mike had acquired a 33ft Dragonfly 1000 trimaran 'Dragonflyer', again competing in the Scottish Island Peaks Race. 1996 Easter Regatta at Brighton, May saw Mike crewed by Mike Tebbutt for the RWYC Plymouth-Falmouth-Fowey race with 'Dragonflyer' overall winner from six multihulls.

1997 saw 'Dragonflyer' racing at the first Multimanche, based out of Dinard YC, near St Malo. This was followed by the first RORC Fastnet Race which permitted Multihull entries for over 30 years.

Figure 4: Demoiselle and Dragonflyer



1998 saw Apache 'Super Rose' back in UK waters and Mike entered in the 1998 RWYC Two Handed Round

Britain Race with crew Guy Gibbins. 'Super Rose' finished 27th out of 41 entries.



Figure 6: Dazzler



Figure 7: Dazzler launch party

For 2002 Mike needed a new boat for the RWYC Two-handed Round Britain and a new 40ft Dazcat 'Dazzle' was completed just in time.

'Dazzle' finished 11th out of 18 finishers with Mike handing over to Mark Orr with Guy Gibbins halfway through the race. This was Mike's last Round Britain Race.

2000 saw Mike team-up with Ann and Harvey Bowden and commission 'Dazzler' a 50ft custom design Dazcat catamaran from Darren Newton and Simon Baker's Multimarine at Millbrook. Launched on 1 July, 'Dazzler' competed in the RORC Cowes-St-Malo on 7 July and went on to compete in the RORC non-stop Criterion Round Britain Race in August with a full crew. Starting from Cowes, heading west, near the finish, 'Dazzler' was in a close battle from the Thames Estuary with Alex Thomson on the Open 50 'Sailthatdream', Dazzler finishing first by around 1 hour 40 minutes. Mike had been a member of Ocean Cruising Club since the 1960s and enthusiastically supported the organisation of rallies to the Azores. In 2001 'Dazzler' capsized off the Azores.



Figure 8: Dazzle



Figure 9: Dazzle



Figure 10: Dazzle

2003 Fastnet Dazzle 2nd out of 4 on corrected time and in Fastnet 2005 2nd out of 7 on corrected time.

For 2006 Mike again entered 'Dazzle' for the Round Britain Race with Guy Gibbins, but did not start.

In 2011 40ft 'Dazzle' was replaced by a 46ft Dazcat 'Dazzla', competing in the RORC Fastnet Races in 2011, 2013 and 2015.

Apache 'Super Rose' was deployed to the Caribbean and Mike competed in the 2012 Caribbean 600 Race.

Around 2015/2016 'Dazzla' was deployed to Caribbean competing in the 2017 and 2019 RORC Caribbean Races.



Figure 11: Dazzla



Figure 12: At the RORC Caribbean 600

'Dazzla' was back in the UK for another RORC Cowes-Dinard Race in 2019 with Peter Ellison as crew which was to be their last race. Mike was instrumental in the development of the Multihull Offshore Cruising and Racing Association (MOCRA) and in the 1980s and 1990s was an ever-present committee member. He was a Commodore and eventually it's President. Many past committee members will recall attending meetings in his London Barrister Chambers, moving legal papers, to find a seat and wondering just how many cases does a successful Barrister need!

Mike's generosity of spirit extended to all he met, whether gathering

ideas, encouraging people to participate, catching up on sailing scuttlebutt; you would see that glint in his eye and some cunning plan was developing in his able brain! Mike shared his enjoyment of sailing with many and was always encouraging people to join him on his adventures afloat. He will be missed as one of the pioneers in the development of fast cruising multihulls and for inspiring many to take up the sport.

We wish him many further adventures where the sea will be flat and the wind on the beam!

James Wharram

As well as being a legendary designer of catamarans, James Wharram was involved with MOCRA at its formation and attended the first AGM. He was the MOCRA West Coast Secretary in the first 5 years.



Below we reproduce Hanneke Boon's eulogy for James, with some added photos she has kindly provided.

A Living Legend Lives No More

December 2021

By Hanneke Boon

We are very sad to announce that on the 14th December James Wharram left this earthly world, joining Ruth,



Figure 1: Falmouth 1955 - Jim, Jutta, Ruth

Jutta and his many close friends that departed before him. At 93 years old his spirit has set out on the voyage to sail the oceans of heaven.

James was a trailblazer, a fighter with great determination and vision. From a young age he followed his passions

- to roam the hills - for fair politics - for intelligent women - to sail the seas - to prove the Polynesian double canoe an ocean worthy craft - to become a Man of the Sea.

These passions made him into a pioneer of catamaran sailing and a world-renowned designer of unique double-canoe catamarans that now sail the oceans. He designed for people who wanted to break out of mundane lives, gave them boats they could build at an affordable cost and gave them the opportunity to become People of the Sea like himself.

His chosen life was never easy, he would always fight convention and conventional thinking head on. His passionate and multi-faceted personality was very attractive to strong, independent women who helped him in his pursuits, starting with the steadfast Ruth, without whom he would never have reached his goals. Young Jutta joined them on their pioneering ocean voyages and was the mother of his first son. Sadly she died very young from mental illness as a result of her traumatic WWII childhood experiences.

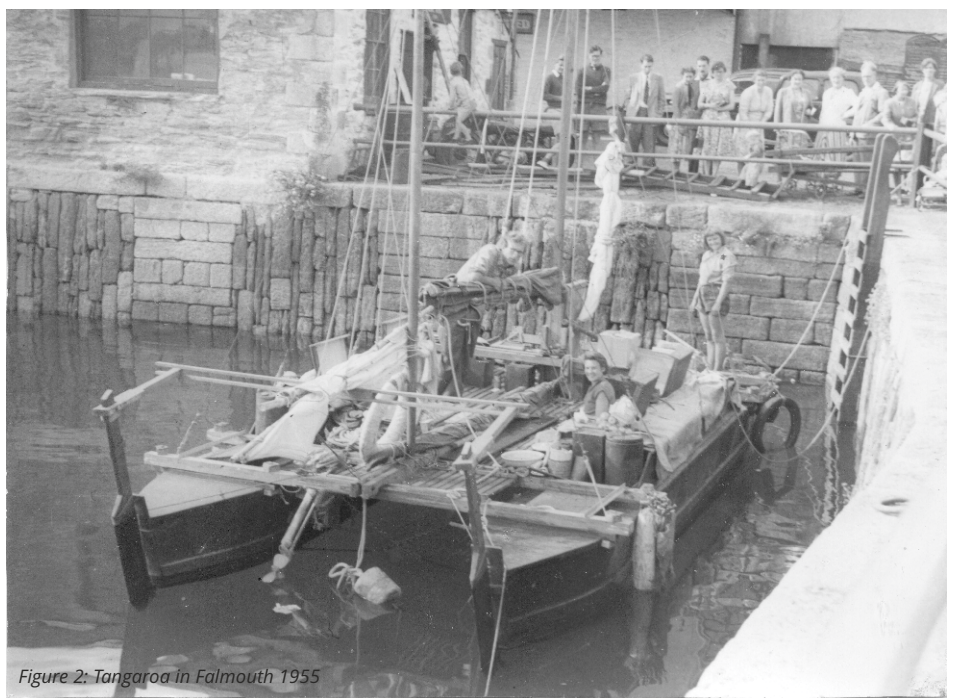


Figure 2: Tangaroa in Falmouth 1955



Figure 3: James on Spirit of Gata 2004

James lived his entire life openly with more than one woman at the same time, as many as five in his prime in the 1970s, with whom he built and sailed his boats. Alongside Ruth, who died eight years ago at the age of 92, I was his other life partner and soul mate. I first met James when he was in the full flow of designing his range of Classic Designs in the 1960s, which led to him becoming a cult figure in the alternative society of 1970s. In time I became his design partner and together with Ruth we were an unbreakable unit. I gave birth to his second son and together we gave birth to many new double canoe designs.



Figure 4: James and Hanneke

James achieved everything he set out to do in this lifetime, but only received public recognition from the establishment in more recent years. The final project was his autobiography, published a year ago as 'People of the Sea', on which he worked for many years, as he was very critical of his own writing. We worked together to complete it and to get it published.

People would refer to James as the great James Wharram, the living Legend, but he didn't see himself as such. He was aware it was his large following of builders and sailors, their beautiful boats and great voyages that created the famous Wharram

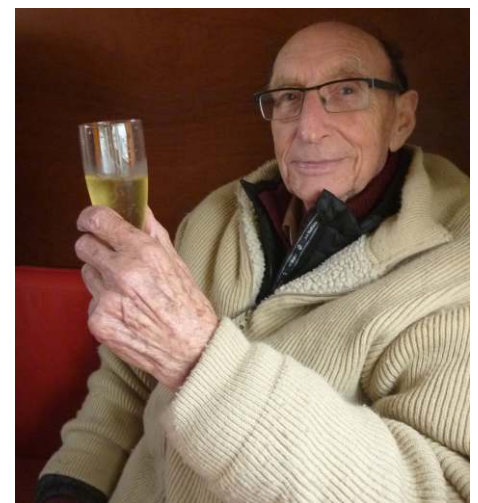
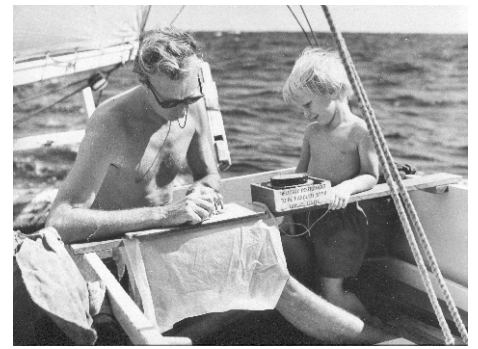
World. He saw them as the real heroes.

Sadly in the last few years James' brain, which he always talked about as a separate entity, started to fail him due to Alzheimer's. He was very distressed by losing his mental abilities, and struggled with his diminished existence. He could not face the prospect of further disintegration and made the very hard call to end it himself. It was with great courage that he lived his life and with great courage he decided it was the time to finish.

In this moment of great loss we should all remember the good and glorious times of a life fulfilled. This is not the end, I, we, all the Wharram World will keep his work alive.

- With my fondest regards, Hanneke

Please direct mail to
hanneke@wharram.com





Multihull Offshore Cruising & Racing Association

Established - 1969

Burgee - Orange with five black triangles

www.mocra-sailing.org.uk

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

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

The association is open to overseas members.

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

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

Email: simonforbes3@gmail.com

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