



SUMMER 2014 DAZCATS RULE

(THE ROUND BRITAIN AND IRELAND RACE) AS
MULTIMARINE BUILT **PARADOX** WINS

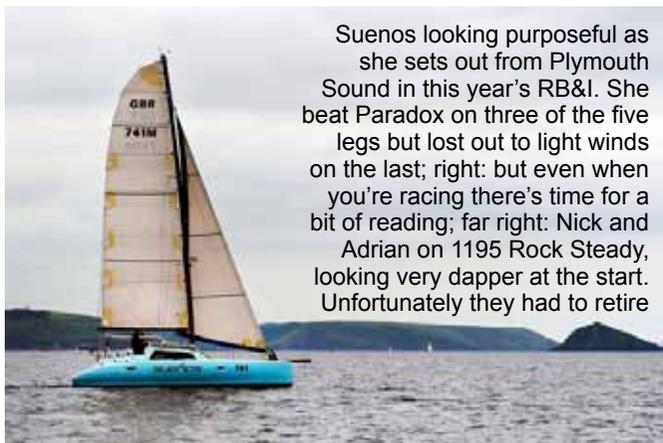
Dazcat designed trimaran *Paradox* has won the multihull class in the Round Britain and Ireland Race - in our opinion one of the world's great historic yacht races - for the third time running. Created by Herbert "Blondie" Hasler, DSO OBE, in 1966 and run by the Royal Western Yacht Club in Plymouth, the course of about 2,000 miles (3,200 km) starts in Plymouth Sound and is split into five legs separated by compulsory stop-overs of 48 hours each at Kinsale in Ireland, Castlebay on Barra in the Outer Hebrides, Lerwick in Shetland, and Lowestoft on the East Coast, before the return to Plymouth. It circumnavigates Britain and Ireland and, with the exception of the

Channel Islands and Rockall, all islands and rocks are left to starboard.

This race is the one that has inspired me, and so many other sailors over the years. It has a great Corinthian spirit to it and is simply a must for sailors that like to challenge themselves and their boats. Which is why we like it so much; it allows us to see how well our boats can do, proving their capabilities and adding to a continual development program that makes our boats the highest performance and most comfortable catamarans that race as well as cruise. (And we like to meet up in the ports with our fellow competitors and swap stories and a round or two.)

The Dazcat fleet is getting bigger with increased production of its new range, which includes the new 995, 1195 and 1395. Hopefully we'll have a bigger contingent competing in 2018, and a new batch of wins to report.

- 2006** Multimarine's training skipper Matt Baker won on **Paradox** with Rob Husbands. **Bedazzled**, 10m Dazcat won its class with Tony Cotton and Dick Ogilvie.
 - 2010** **Paradox** won the multihull class skippered by Matt Gill and Will Claxton. Multimarine director Simon Baker came 2nd on **Drama Queen**, an 1150, with Dan Fellows. Rupert Kidd came 4th on **Sueños**, a fresh out of the box Dazcat 1195, with Darren Newton.
 - 2014** **Paradox** first and **Sueños** a very close second, with Rupert and Multimarine co-skipper Nick Hardy.
- All in all, great results and a credit to both crews and boats.*



Suenos looking purposeful as she sets out from Plymouth Sound in this year's RB&I. She beat Paradox on three of the five legs but lost out to light winds on the last; right: but even when you're racing there's time for a bit of reading; far right: Nick and Adrian on 1195 Rock Steady, looking very dapper at the start. Unfortunately they had to retire



IN OTHER DAZCAT NEWS ...

In build at the moment are two Dazcat 1395s. This is a new design and shaping up very nicely, creating what can best be described as a flurry of interest. To continue piquing this interest, the 1395 will take the name of Dazcat further afield, racing and cruising in both the Med and the Caribbean.

A new canopy mould will be built, speeding production of this super exciting new boat to meet demand. Unfortunately this will delay the launch of the first boat, which we had hoped to take to Southampton Boat Show.

Easy Tiger reborn is near to launch. It is now a bridgedeck Dazcat 995m, which is very exciting, and offers the perfect starter package: tiller steering, performance and comfort inside. Watch out for more on this super looking little boat. We look forward to seeing how she handles and will develop more



tooling as orders grow. Our production order book is starting to fill up, so don't leave it too late if you are thinking of a boat for 2015 - 17; we are a small company that focuses on building small numbers of great boats, ensuring we provide a full service and keep our clients happy.



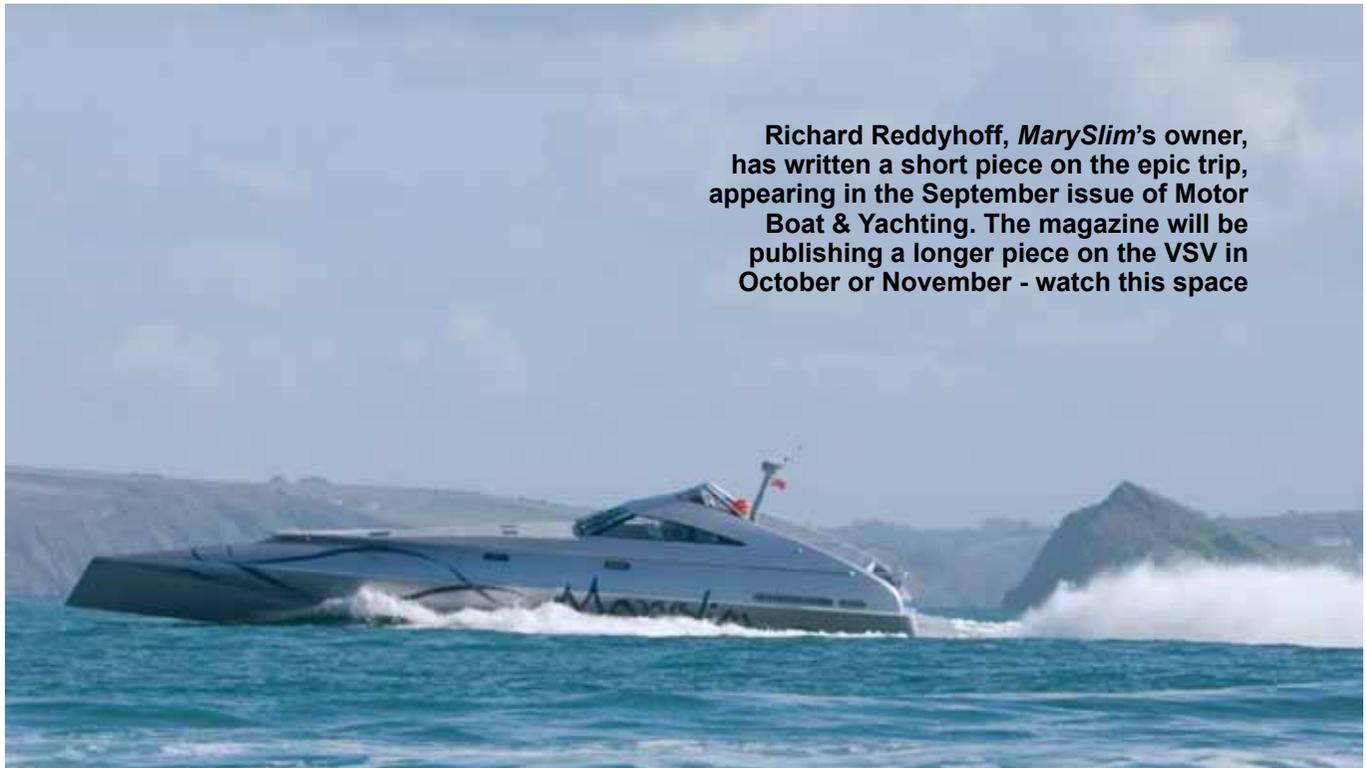
Above left: Dazcat 995 with new coachroof, making her a small and comfortable cruiser for coastal exploration or racing; above: the new 1395, which will be heading to the Mediterranean and Caribbean. Boat no2 is now underway.

MULTIMARINE BUILT VSV SETS RECORD

We heard of another wonderful act of adventure this month, from Richard Reddyhoff of *MarySlim*. He had been planning something a bit special to prove the concept of his VSV *MarySlim* and he's done it. This is what he sent us while underway:

"After two years of planning, and with the FAB weather we have set a record from Portland to Rockall and back - 1,422 miles, 26.5 knots average. The boat was overloaded to start with - 15,500 litres, some in deck tanks - but seemed happy with us driving gently at 21 to 22 knots. As we burned fuel, we increased speed slowly up to 32 knots at the finish.

"There is a man standing on Rockall at the moment, Nick Hancock, and we had a VHF chat with him as we rounded. Attached are some words that I have just done for *Motor Boat and Yachting*, gives the flavour of the event. We also have a Facebook page www.facebook.com/PortlandRockallPortland2012. Pretty chuffed really.



Richard Reddyhoff, *MarySlim*'s owner, has written a short piece on the epic trip, appearing in the September issue of *Motor Boat & Yachting*. The magazine will be publishing a longer piece on the VSV in October or November - watch this space



MULTIHULL CENTRE

It's been a busy year at the Multihull Centre, with the yard nearly filled to capacity over the winter and many clients enjoying the new facilities available to them - we have now serviced many of the cruising cats and racing multihulls kept here. Our brokerage has had a busy year too but we are always looking for new boats to add to our listings - get in touch and see what we can do for you. We are now offering, for a limited time, 3 months free shore-based storage with new listings and we can help prepare your boat, getting it to a standard required to sell it quickly.

NEW PONTOONS

The pontoons have now been upgraded, incorporating a new power supply. They are attracting more visiting yachts and full time berthing arrangements. Pontoons are available for both permanent and visiting multihulls, and monohulls that can take the ground, as we do dry out. There is still some space left on our traditional Mill Quay, suited to more traditional luggers and gaffs. Special deals can be arranged for winter berthing and we are taking bookings now.

New service infrastructure is next on our list and will be installed over the summer, creating more task specific workshops and offices on site.

We now have 3-phase power on site and further distribution will take place over the coming months. Covering 8.5 acres of storage area, this will take a little while.

SERVICE WORK AND CHANDLERY

We can provide a full range of services, from engineering, electrical and engine servicing - including engine replacements and winterisation - to GRP

repairs, gel coat buffing, painting and antifouling.

Whatever your needs the Multihull Centre can arrange a quote for the work. Our chandlery has grown and is holding even more stock; if we don't have it on the shelves we can source any marine product, large or small, through our extensive trade accounts, at the best price, and deliver it to you.

GOLDEN OLDIES

The Multihull Centre was established in 1968, making it the longest established multihull-dedicated boatyard in the UK - possibly in the world - and we are now developing an area dedicated to the Golden Oldies. We can help advise self-builders/restorers on the best way forward to refit boats to their former glory.

A Capella was purchased through our Multihull Centre brokerage by Loick Peyron of Fujicolour fame. He has now restored it, renamed it Happy, and hopes to race it in the Route Du Rhum in a class created for classic multihulls. It's an inspiration to see what is possible with some effort, giving these old boats a new lease of life.

For a consultation, book a visit with one of our team.

**MULTIMARINE
BUILT RAPIER 550
WINS CLASS IN
ROUND THE ISLE OF
WIGHT RACE**



The Broadblue Rapier 550 has been doing extensive sea trials and even the odd race. We sailed her to victory in the Round the Island race, proving the novel aspects of her design work really well. Half the fleet had to retire due to light winds - or through sun stroke, as it was a super-hot day - but we did not have a problem, as the cockpit on the Rapier is inside and it proved this was no disadvantage when sailing in scorching sun and light winds. In fact, we were a little cold at times as the ventilation given by the hatch design worked incredibly well, which meant we did not even need to turn on the air con.

Philippe from Multihull World magazine joined us for the race and a full report will be published in the next issue. A great time was had by all onboard, who were made up of a variety of mono, dinghy and multihull sailors, all of whom were massively impressed with her performance and comfort. Simon ordered us a celebratory curry in Cowes, rounding off a great weekend on the Rapier, and we look forward to having another go on her soon. Thank you Jim, you have a lovely boat.

To find out more about any of our boats, or services, contact our sales department:

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The new state-of-the-art performance catamaran has been nominated for the European Yacht of the Year 2015. The Rapier 550 is one of five new yachts and the only catamaran nominated in the Bluewater Cruiser category.



POWER TO THE PEOPLE WHO CARE

A new Powercat 18m is in design development, creating what looks to be a very exciting new boat with long distance range and economy set within its key principles, along with comfort and style. Our ideal is to create a motor yacht that is radically more sustainable than current production motor boats. These haven't really changed in design for over 20 years, other than the occasional cosmetic face lift, and we believe they are fundamentally flawed.

We believe all boat owners should care for and love the environment - surely this is one of the reasons why we get out on the sea. There's little on offer within mainstream production boats, their manufacturers preferring to stick to the old model and hire better marketing to sell them, rather than investing in real design or innovation. Well stick there if you like, but your days are numbered. We do care, and as an alternative to the mainstream, gas guzzling stink pots is needed, we are looking for the answers to the problem, using the knowledge and experience gained building the VSV.