



# Officer's Reports for the MOCRA AGM 2018

## Commodore's Report 2018

**Est. 1969**

Looking back over the 2018 sailing season it has to be remembered as the summer of sunshine and occasional sea breezes. For MOCRA it has been a year of steady growth in membership and consolidation of established and growing fleets in the East, South West and thankfully the Solent. A great indicator of the rejuvenation of MOCRA racing has been the issue of 30 new rating certificates to boats that had not previously had a MOCRA rating. All in all it's fair to say that our 49th year has been a good year!

Nonetheless, in common with many other associations we do still struggle to get the numbers at cruiser rallies and race regattas back to a level we enjoyed 10 or so years ago.

Thank you to those who replied to the members' questionnaire sent out in 2017. The objective of the questionnaire was to try and find out what members are looking for from their Association. The feedback found that a only a handful of members do more than 50+ days sailing a year, the majority 10-20 days and quite a number less than 10. Bembridge continues to be a popular venue and with the pressures of modern day life the preference for racing appears to be for a few, well attended weekend events with a social aspect included. Interestingly we are seeing steady growth in numbers interested in the RORC Offshore events spearheaded by Simon Baker and other Dazcat owners.

2018 has seen the smaller end of the MOCRA fleet dominating the major inshore regattas. Congratulations to Nigel Talbot on Nitric for a convincing win in the MOCRA Nationals in Poole. Nigel had had 5 first places and 2 seconds. After 10 hours of concentrated effort and blazing sunshine, Origami helmed by Nick Wood again won the Round The Island Race from a fleet of 25 MOCRA boats. Nick also won the Multihull class at Royal Burnham Week and Nigel also won the Bembridge Regatta. On the offshore scene it's been the domain of the larger MOCRA boats. Congratulations to Peter Aschenbrenner on Paradox for winning the Caribbean 600 in particularly challenging conditions which saw only 4 finishers from 11 starters in the MOCRA fleet. Chapeau to our octogenarian President, Mike Butterfield - Mike once again took part in the Caribbean 600 but sadly had to retire due to gear failure on Dazzla, as did Nigel Passmore on Apollo and David Liddell on Wow. A special mention for Shaun Carroll on Morticia - a modified SeaCart 30 who somehow managed to complete the 600 miles on surely the smallest and wettest boat in the race.

The 2018 Round Britain & Ireland Race saw strong representation from our SW members with five entered in the Multihull class. Congratulations to Simon Baker (Biffa) and crew who once again took this title.

At last year's Annual Prize giving dinner we heard from Mike Golding OBE, a three times world champion, multiple record holder and past Multihull sailor on Formula 40's, Extreme 40's and single-handed transit and RBI competitor on his small trimaran, Gazelle. At this year's AGM and dinner on Saturday November 17th I'm delighted to confirm that Mike Samuelson has agreed to be our guest

speaker. Mike is a long-term friend of MOCRA having organised the very successful Bembridge Regattas for us for many years. Mike is a tremendous speaker with many tales to share from his life-long love of sailing, his days in the Marines, The Falkland Conflict and his involvement with the RNLI. It promises to be a fascinating evening and to continue the RNLI link the AGM and dinner this year will be held at the RNLI College in Poole.

Looking ahead into 2019 we have something special to celebrate with MOCRA's 50th birthday. The Executive Committee welcome your suggestions on how we should celebrate this "Golden Anniversary".



Ideas so far include having appropriately themed (and financially supported) regattas in each of the principal race areas, a passage race/cruise and a celebratory dinner, possibly in London with presentations in the afternoon.

We already have confirmation that the RWYC in Plymouth will host our 2019 National Championship on 30th May to 2nd June. Plymouth Sound is a superb racing and cruising area, and do I urge everyone to come along and join us.

Finally, a plea to all members. Your Executive Committee members are all volunteers and we have all served on your committee for many, many years. It would be wonderful if we could encourage some new faces onto the Committee both to ring the changes and to share the workload. If anyone is interested, please do get in touch. Thank you.

May 2019 bring sunshine on your face, warm breeze on your back and favourable tides under your keel.

Phil Cotton  
Commodore

## Treasurer's report on MOCRA Accounts for period ending 31 December 2017

This report reflects the change to our financial year end, from 31 August to 31 December as agreed at the 2016 AGM and therefore, covers the period from 31 August 2016 to 31 December 2017. Subsequent financial accounts will coincide with the calendar year.

The audited statement of this financial report covers a 16-month period and is therefore not strictly comparable to previous years.

While there are explanatory notes within the accounts, I nevertheless wish to comment upon the following:

### Income

Income receipts from Membership Subscriptions are in line with previous years, and as the majority of subscriptions are received within the first couple of months of the calendar year the comparison with 2016 and 2015 is acceptable.

However, receipts from Racing Ratings are noticeably more volatile from year-to-year depending upon the domestic and overseas racing calendar, in addition to fluctuations in the absolute numbers of entrants.

Due to lack of volunteers to help with finding, contacting and chasing potential advertisers, there was no revenue from Advertising this year.

## Expenditure

Publication costs are notably lower than in previous years due to changes in production and printer services.

Expenditure associated with Racing is a new item within the accounts. This shows that the cost to MOCRA from Racing is covered by income generated from Racing Ratings.

In addition, Website costs also appear as a new item as we anticipate that this is likely to grow in future.

Elsewhere, the historically high expenditure associated with the AGM/Dinner is due to there being two over the 16-months accounting period and includes the costs of having a couple of high-profile speakers

- Sarah Ayton and Mike Golding.



## Balance Sheet

Current Liabilities refer to fees yet to be paid to our Auditor.

## Reappointment of Auditor

I am pleased to say that the auditor is prepared to be reappointed for another year, and I recommend that we do so appoint him.

## Summary

Overall, the MOCRA finances are reasonably healthy with expenditure closely aligned to - but not fully covered - by income. Furthermore, the accumulated funds within the Balance Sheet are in excess of one year's expenditure.

Tim Wilson  
Honorary Treasurer  
22 October 2018

## Membership Secretary Report

The membership currently breaks down as follows – 2 life members and 183 paying members. There are 9 people who pay MOCRA a sum but as it is below the current membership fee they are not classed as members.

Looking at the historic numbers –

2015 177 members

2017 188 members

## 2018 185 members

The figures suggest a reasonably stable situation. In 2015 there were around 50 members who had not fully paid up. Of those, a handful are now paying the full subscription and the rest have left or retired perhaps because of age or simply because they are not sailing multihulls anymore.

There are currently around 120 people who pay by BACS at the start of the year and are best considered to the core members. Few of these have a racing handicap.



The other 63 members include organisations such as the Brazilian Multihull group who use the MOCRA rating as a basis for racing, and then predominantly non-UK members. They nearly all have a handicap and it would seem logical to assume that is why they join. In 2015 they numbered 35, and in 2018 this has increased to 41. Whilst there is some consistency in the names, particularly for the larger multis / Ultimes, the majority would appear to be joining because of their racing plans.

This is not only for RORC races but also for racing in the Adriatic. There are a small number of UK members who only join when they need a handicap and then lapse membership. It is therefore difficult to always tell if a member is a “new” member or simply someone who wants to race this year; at a guess there are 5 new “members”.

There are currently still 35 members for whom we do not have an email address; it would be greatly appreciated that if you are one of this group if you could provide one please.

I am standing down at the AGM and would like to take this opportunity to thank Matthew for providing a strong administrative base and Simon Forbes without whose help keeping membership records would be tricky.

Bruce Sutherland  
Membership Secretary

## Cruising Secretary's Report



The MOCRA cruises continue to be organised using Twitter and direct email, as proposed in the last 2 Cruising Secretary reports but for 2018, the cruising dates for the year were published on the MOCRA website in January. This consisted of 7 dates during the year with the detail of where and when to be left until closer to the date, allowing for changes related to weather and preferences. Cruising event dates for this year were therefore announced prior to season start as was the primary feedback from the 2017 season.

The early part of the year suffered from the “Beast from the East” wind pattern and so we were unable to find interest in the April rally. The May rally to Bembridge was due to be well attended but on the morning of the rally a significant bank of fog prevented some of the crews from reaching Bembridge before the tidal gate closed and so only 2 crew were at the event. A good turnout was experienced for the June event and 4 multihulls

enjoyed the visit to the Folly Inn as part of the weekend festivities.

The good part of the summer weather had by then returned and the rallies planned for both July and August were abandoned with skippers preferring to take longer trips away during this period. In past years we have avoided organised rallies in August because of this phenomena and this year's experience seems to again suggest this is good practice. In September a rally event was held at Newtown Creek with 3 multihulls in attendance. The weather was kind and everyone seemed to enjoy their raft up and meal together. The final rally of the year was planned for the 13/14<sup>th</sup> of October but was moved later due to weather conditions and is predicted to be well attended with up to 5 boats looking for berthing. This final rally is to Bucklers Hard, in the Beaulieu River and is often well attended.

In summary, the changes to publish weekend dates early in the year to allow skippers to plan their weekends seems to be working. The unusually hot weather seems to have taken a toll on some of the mid-season rallies but if this results in more sailing usage rather than less then that can only be a good thing. Generally, 2018 for multihull cruising was better than many previous years.

For 2019 the rally programme will again be published on the MOCRA website by the beginning of the new year. This programme will include at least one combined event with the racing crews, probably around the MOCRA 50<sup>th</sup> Anniversary event.

For those interested in joining MOCRA cruising rallies in 2019 or who just want to hear about MOCRA cruising then please contact me on [aquataur11@yahoo.co.uk](mailto:aquataur11@yahoo.co.uk) or on Twitter at @mocra\_cruising.

Mark Jarvis  
Cruising Secretary - MOCRA

## Racing Secretaries Report



2018 has been the year of no wind with the odd short and sharp gale or storm thrown at us, undeterred the 2018 racing has been well supported and varied, with every type of race to appeal to most us and ignite our passions for racing our Multihulls, I hope 2019 continues to expand our opportunities to race across the Globe.

February, as usual brings the Caribbean 600. This aspirational race continues to grow in popularity with 11 in the MOCRA class up from 7 in 2017. Sadly only 4 managed to finish in what were very

challenging conditions. Congratulations to Peter Aschenbrenner with Paradox, who were first over the line and also went on to take the win on corrected time. Unfortunately, Fujin succumbed to one of the massive down drafts from Saba Island and its 3000-foot tall volcano, she capsized in the dark, thankfully all crew were picked up and are safe and well. Our President Michael Butterfield was another of the unlucky ones not to get round, but I think we must all agree he is the lucky one to still be competing in one of the bucket list races at 86 years old. Congratulations must also go to Shaun Carroll and his Seacart 30 for completing the course.

Back in the UK, the East Coast fleet is growing in strength, with Simon Barnes beating the drum, so there is plenty of activity locally. Trimarans seem to be the weapon of choice, and the numbers are increasing with the arrival of new builds, Morpheus Andrew Fennels 40' Shuttleworth carbon trimaran and Freshly Squeezed a Grainger 36'er all the way from South Africa, now on the water.

The South West offers a number of racing options that are well attended starting in Falmouth or Plymouth, from Round the Cans racing in Falmouth Bay and Plymouth Sound. The season starts in April with Saltash SC offering Saturday afternoon can racing, Coastal races to Falmouth, Fowey, Salcombe and the Isles of Scilly. Cross Channel to Trebeurden and the Channel Islands, as well as Oceanic options.

Lloyd Kyte and Bernard Phelan are bringing an Internal 23 Double Arrow, back to life and are new members from Devon, ready to join the SW fleet for the 2019 season, showing that you don't have to have brand new boats to join in the fun.

RB&I saw 6 multihull entries for the trip around the British and Irish Isles, A 2000nm trip with challenging conditions, this time mostly light winds, rowing and the odd storm thrown in. Matt Baker's full report will be in the MOCRA Year Book.

There has been some interest coming from The Channel Islands, with a number of local boats wanting to grow their racing fleets, the MOCRA Facebook page might be a good place to look.

Looking forwards to May 2020 the RWYC and Newport YC the OStar & TwoStar are running alongside the Transat Race. The races coincide with the Mayflower 400 celebrations of the departure of the

Pilgrim Fathers from Plymouth to the New World. This feels like it could attract a number of entries from both sides of the Atlantic as a great opportunity to follow in our forefathers wake.

<https://www.mayflower400uk.org/news/2017/october/next-ostar-and-twostar-editions-sail-in-2020/>

The AZAB, a race to the Azores and back for both Single and Doubled handed yachts, starts on 1<sup>st</sup> June 2019 and the first time the entries have been opened up to multihulls in quite a few years, on the entry list so far are Chris Briggs on the Edge and Paul Brant on Freshly Squeezed. <https://azab.co.uk/>

Scottish Peaks racing has been dominated by Gordon Baird for many year, he has changed his ride from his trusty Outremer 45 to a Dragonfly 32, with his son Ian Baird taking over the Skipper's role and looking like they are still the ones to beat. Joining them, also in a Dragonfly 32, was Simon Thorpe with Triptych. Rumour has it that one of the West Country Dazcats is heading up North next year to join in, we hope you take good care of them Gordon and show them the way round.

The Three Peaks Yacht race also welcomes Multihulls for the first time in many years and starts 15th June, they require a minimum of 3 multi's so please get in touch with the organisers and see who else is interested, <https://www.threepeaksyachtrace.co.uk/copy-of-enter>

Last major race of the year in Europe the RORC Middle Sea Race took place in October with Maserati and former Concise 10 renamed Powerplay the flying MOD 70's leading and the larger fast cruising catamarans of Allegra (83') and R-Six (66'), congratulations to Giovanni Soldini for your win.

New for 2018 is the use of the MOCRA rating rule in in the Far East, The Royal Hong Kong YC are considering its use in their offshore races, great news that our rule is reaching so far.

Route de Rhum, sees the six Ultim's ready to launch themselves from St Malo to Guadeloupe in what we can only imagine will be a new record time. Followed by six Multi 50's, last but not least the twenty-one strong Rhum Multi class made up of several MOCRA members both past and present. We wish you all safe passage in what can be a tough start getting out of La Manche and heading south to the Trades.

Meanwhile in the Solent

Royal Victoria offered a series of races over the season for the Solent based boats we hope this series will grow in strength with its ideal central location. Nigel Talbot, formally Nitric, has a new boat a Farrier F82R coming for 2019 and is the local man to talk to, if you need any further information.

Tony Purser has hung up his sailing boots following many years of competing in both Backlash & Backlash 2, his Schionning catamaran has changed hands and is now being campaigned by our Hon Secretary Matthew West. We hope he follows in Tony's footsteps and gets many offshore racing miles completed.

The Diam 24's have decided to use the MOCRA rating to enable greater participation in UK racing, our MOCRA Commodore Phil Cotton with Buzz 2 was inspirational in bringing these zippy day boats to the UK.

Round the Island race, was a slow one, which suited the, lower rated F27's with Nick Wood and Origami winning once again closely, followed by Nigel Stevens on Triassic. Third place went to James Holder and his Dazcat, Slinky Malinki.

Ross Hobson, new owner of Seacart 30 Buzz, already competed and won 2 RORC races this year, with the bit between his teeth this new partnership could be the one to watch on the RORC 2019 circuit.

2019 is also a Fastnet year and with plenty of chatter on social media it sounds like there might be 12-15 or even more multihull entries, just be ready to enter on line in early January.

MOCRA Rating certificates issued, shows a better year, with a continued positive trend.

2018 – 86

2017 – 69

2016 – 76

2015 – 75

2018 saw the Race Committee make some changes to the rating rule;

- Prop factor
- Canting Rigs, are now taken into consideration within the rule.
- Measurement of Hull Length has been brought in line with the Multi 2000 rule
- Length Factor within the formula has been changed from 0.2814 to 0.315

Details can be found within Simon Forbes report and the up to date rule and list of rated boats at

<https://sites.google.com/site/mocrarating/>

For those members who wish to get more involved in MOCRA and our racing, please get in touch with your input. I have been Racing Secretary now for 8 years, so perhaps it's time for someone else to bring forward some new ideas.

2019 sounds like it should be a great year, so don't forget to let others know what your plans are to ensure we have competitive racing. Please look at the MOCRA Google Calendar for event dates and let us know if there are other events that you would like to add.

Simon Baker  
GBR788M Hissy Fit

## Rating Secretary's Report



The MOCRA Racing Committee considered proposed amendments to the Rating Rule for 2018. These were reviewed against race results and amendments made to the measurement of boat length (harmonising with Multi 2000 Rule), the effect of boat length, the propeller correction factor and a factor added for canting masts.

89 MOCRA Ratings were issued for 2018, excluding 6 complimentary ratings for the Bridgedeck Cruiser Class in the ISC Round the Isle of Wight Race. The certificates were emailed to the boat owners and have been published on the website.

A couple of multihulls were weighed during the year using the MOCRA Loadcell.

Simon Forbes,  
MOCRA Rating Secretary