

Golden Oldies Trophy 2011

The return of the legends of the wild blue ocean: the year of the Newicks!

St Domingo, autumn 2004: fourteen big racing multihulls (SOFATI SOCONAV, CHARENTES II, ROGER GALLET...)

disappeared during the passage of a hurricane. For a small group of enthusiasts who were already aware of the abandonment of these old celebrities, this was the founding impact. Something must be done, exclaimed Stuart Rogerson (the saviour of VSD); come to Canet en Roussillon in May 2005, Pierre-François Alexis (nautical development

ding. 7 years later, the energy is just as intense, links have been created with precursory owners; Dick Newick, Derek Kelsall and Kenneth Beken were patrons of this fine team! Christian Février and Daniel Charles tried to lavish experience and advice on the not exactly teenaged rascals, who were cultivating a pronounced taste for sensational nautical adventures (if it involved saving a nice multihull)! The initial gang grew, a network of mutual aid was created, various talents joined them, the restored boats started to emerge from the boatyards and people started to follow in the steps of the pioneers (Jo Salvétat, Charlie Capelle, Jim Rubinstein...). In 2010, Eugène Riguidel sailed on the two boats he adored (NOVA and

A bunch of Golden Oldies! The veterans attacking before the buoy on the 2011 Trophy's course (AILE BLEUE, MOXIE, TREMOLINO)...



manager at the Perpignan chamber of commerce) offered; I'll be there, cried the enthusiast, Craig Alexander over the phone, who was coming from Newport aboard MOXIE!

The Lagune de Thau is a favourable cauldron which had already simmered André Allègre's potions in his La Plagette yard (PEN DUICK IV, CAP 33, GRAND LARGE); the reconstruction of UMUPRO had just been completed at Denis Kergomard's yard, Alain Petit Étienne and RÉGION DE PICARDIE was not far away! The Canet yacht clubs therefore welcomed the cumbersome armada right in the middle of the local boat show, and improvised some mythical barbecues for these improvident sailors, whose endless discussions were as fiery as their runs at 25 knots. The little fleet of 4 boats brought together 3 transat winners and a flying mile record holder. In a few hours, these 4 self-proclaimed ambassadors of a cause to be born triggered a contagious emulation which is still spread-

VSD) in the company of Nick Keig (from THREE LEGS OF MANN). This year, the Golden Oldies association will be honouring the Newick-designed boats, by inviting Jérôme Brochier's superb AILE BLEUE (EX GIGI) (Phil Weld elegance prize for its 2010-11 refit) and the incomparable MOXIE, to celebrate a reference reconstruction, that of Alain Borsotti's

FINE MOUCHE (winner of the 2011 Golden Oldies Trophy after 4 years work!). The presence of the proa, GODIVA and the arrival of GULFSTREAMER bore witness to the owners' tenacity and their capacity to share their dreams. NOVA, the F40 AAKA, TRINITRINE, MONA LISA KLAXON, TREMOLINO, JONATHAN, VSD

and the others were also present for the two days of friendly racing in perfect conditions (10-25 knots). Polynesian dugouts and Catalan 'patins' (the oldest multihull class, from 1948!) were also part of the meeting. They have all made a date for 2012 with GORDANO GOOSE (Nigel Irens' first trimaran) and GODIVA, after their refits.

“ This year, the Golden Oldies association will be honouring the Newick-designed boats... ”



MOXIE waiting between two legs...



VSD and FLEURY MICHON4/FINE MOUCHE



AILE BLEUE (2011 Phil Weld prize for elegance) pursuing MOXIE!



Certain people say that racing trimaran cockpits are not convivial!



GODIVA with its wishbone rig. This graceful development was thanks to Denis Gliksman.



GODIVA the Newick proa which survived the 1980 Ostar (Dick Newick/Rory Nugent), is today the responsibility of Anne and Paul Buttin, after 4 years of exchanges with Denis Gliksman. It will be as new for the 2012 meeting and covered 300 miles on its direct delivery trip after 25 years ashore (Port la Forêt/Bordeaux), sailed by Paul Buttin, Denis Kergomard and Bruno Fehrenbach! The boat then crossed France via the canals, to be exhibited at Canet-en-Roussillon!

AAKA, the Irens/Jeanneau F40 damaged at Cannes in 2009 (as the ports have no obligation or partnership in the conservation of the heritage of these former racing multihulls, this puts the existing fleet in danger, and the example of AAKA is symptomatic...the external mooring gave way in an easterly gale; the boat was seriously damaged and has just undergone a 2-year reconstruction!!).

It was reassembled and launched thanks to the iron will of Charles D'Esclerc and help from a chain of solidarity during the Golden Oldies Trophy. The association is militating for a partnership with ports in France so that each marina makes a dedicated berth available. The present development of multihulls owes everything to these big old boats, a minimum of consideration in return would be good!



The MOUCHE adventure is also a family story. Enzo and Canelle, Alain Borsotti's children, did the delivery trip from Venice on a worm-eaten boat (the boat had to be reinforced so it could be craned without it breaking!), followed the whole reconstruction (for 4 years) and were part of the general enthusiasm which celebrated their father's exceptional work! Enzo (17) livened up the Saturday gala evening with his group, whose repertoire is obviously made up of 80's classics!



The bows of a Dick Newick trimaran: their beauty appeals to everyone, old or young, experts or novices.



Multihull sailors from the far-off northern regions came to play with the Mediterranean Golden tribe! (here Françoise Hanss, owner with Étienne Hochedé of PIR2/LESSIVE ST MARC, based in the Baie de Somme) aboard FINE MOUCHE/FLEURY MICHON 4.



D.Newick/P.Weld's first 60' trimaran with its pure lines. It capsized in the North Atlantic, in 1976, as it was being delivered to Plymouth (to take part in the Ostar), and was retrieved by a Russian cargo ship. The boat was landed in Odessa, and for nearly 30 years was present at the end of the cold war, then the trials and tribulations of the splitting up of the USSR; fortunately Alexei Solyanyk was there. After a twelve-day passage from Malta (coming from Turkey!), Alexei, the Ukrainian Waterworld sailor, arrived in Catalan country! With no autopilot, communications or windlass, and with no fuel or other modern equipment, he entered the port discretely and set off a spontaneous public ovation. He had quite simply just accomplished a complete crossing of the Mediterranean to meet his friends! The evening which followed was strong on emotions... For the Golden Oldies sailors, on this day, something new came from the east!

The boat stopped at the Golden stand in Sète, to receive equipment donated by members, before returning to Malta and Turkey, its adopted mooring, but it is in desperate need of a renovation that its skipper cannot give it.

Auvergnats, Catalans, English, Spanish, Americans, Chinese from Malaysia, even some Neopolynesians arrived in this new Libertalia (here James Donald Carshaw's superb pirogue, designed by Christian Campi)



Alexei wanted to be there for the Golden Oldies Trophy; his old-fashioned navigation methods (singlehanded, with no autopilot or communications, and an engine he uses just to enter harbour), combined with an uncertain weather forecast meant that he only arrived for the end of the Trophy prizegiving in Canet en Roussillon. The ovation by the 200 people still present will remain in everyone's memories, and cased a tear or two in the spectators' eyes. The shared emotion was almost indescribable. (Here in the cockpit, Alexei is back left, with Charles Michel, former owner of Umupro Jardin and Alain Borsotti from FINE MOUCHE/FM4)



Golden scenes and faces



Alexei Solyanyk; the Ukrainian sailor lives in harmony with his trimaran, and seems to have come from Waterworld...