



**STOP PRESS NEWS!!**

**You may already know we are building the first Dazcat 1195 to compete in this year's RWYC Shetland Round Britain & Ireland Race, starting on June 6th. What you might not know is that Rupert Kidd, owner of the 1195, has persuaded Darren to be his co-skipper. So we thought we would bring you up to speed on both in-house Dazcat entries. With 10 RT *Paradox* also entered Dazcats make up half the six multihulls competing this year and so - no pressure you guys - we have our fingers crossed for good things. Like finishing the boat on time ...**



### **DAZCAT 1150 DRAMA QUEEN**

Already a veteran at one year old, *Drama Queen* competed hard in 2009, before taking some time off for a bit of family cruising. At MOCRA events she beat off Dragonflies, and only the Seacart 10 could consistently flourish her stern and stay ahead. She was built with the RB&I firmly in mind.

### **Skipper Simon Baker Co-Skipper Dan Fellows**

Simon and Dan have sailed together on and off for 18 years, and both enjoy the challenge of performance sailing. Simon having persuaded Dan to build an 18' skiff in 1993, they campaigned at National, European, and World levels until 1998.

They both have young families who will be eagerly following their every move on the tracker. All that aside, they are just looking forward to getting themselves and the boat round in one piece and having, hopefully, a good time on the way.



Drama Queen at the MOCRA Bembridge Regatta in September - thanks to Mike Samuelson for the picture



### **Simon Baker**

Simon first sailed multihulls after joining Darren at Dazcat in 1997 and becoming his business partner in Multimarine Composites in 1998. Having built *Dazzler*, a 50' Dazcat, Simon was invited to crew in the RORC 2000 Round Britain Race. *Dazzler* was first over the line, and the need for more multihull sailing was strong. Along came *Clarks Active Air*, an 8m which had crossed the Atlantic in the 2-Star and O-star with Darren and Bob Beggs; when Bob wanted to sell her Simon grabbed the opportunity. A brief return to monos came with a failed attempt to complete the 2002 RB&I on a J120, but next up was *Paradox*, a 10m trimaran Simon co-owned with his brother Matt. "*Paradox* won its class in the 2006 RB&I with Matt and Rob Husbands aboard, so the best I can hope for is to equal their result!"



### **Dan Fellows**

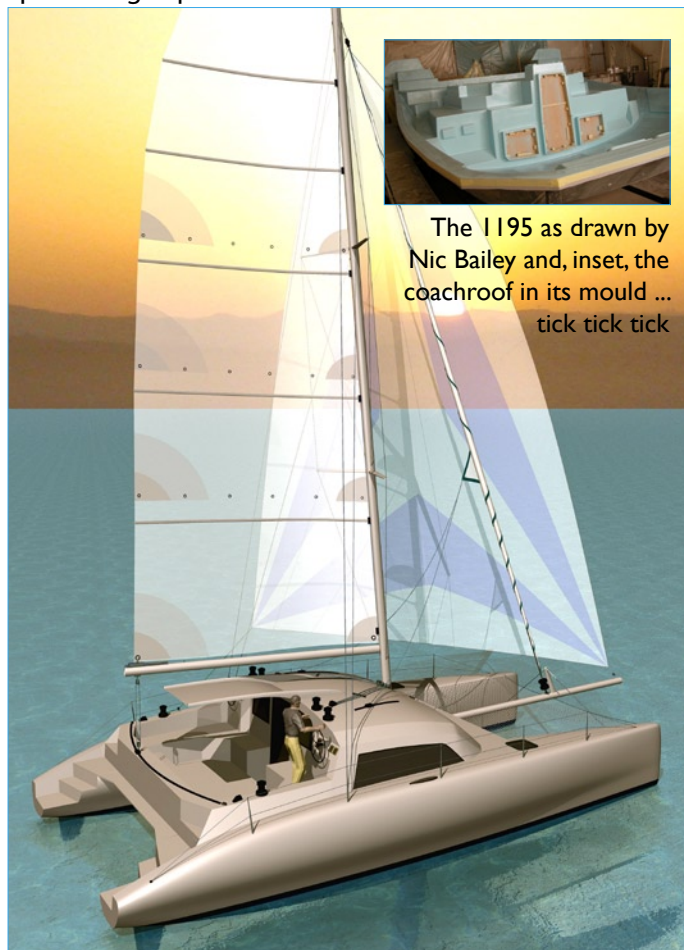
After a childhood of cruising yachts and dinghy racing Dan raced offshore to Ireland, Spain and France, and round the cans locally. Then he got into skiff sailing with Simon for a few years and combined this with the occasional cross-Channel trip. Having developed an appetite for fast dinghies Dan sailed with his partner Clare in an RS800, campaigning in UK events and European classic venues like Garda, Como and Carnac. With young children starting to arrive it was back to yachting; sailing up and down the south coast with the expanding brood in the family's small yacht, until Simon offered him this chance to compete again. "I haven't done a Round Britain yet, and it's one of the most challenging races there is, through some tricky waters, so I'm looking forward to it."

## DAZCAT 1195 SUEÑOS

A brand new Dazcat 1195 designed by Darren Newton and based on Simon Baker's very fast *Drama Queen*. For us the race has already started, as *Sueños* is not even finished yet. It's early March, the hulls are built and the deck is under construction. There's a pile of small parts and furniture built and we have an office full of cardboard boxes of nice shiny bits. So it's a race to stick them all together and get qualified, which will be no mean feat. You can see more elsewhere on the web site. The design incorporates a new cockpit and saloon canopy arrangement with full standing headroom, so they should be very comfortable sailing around Britain. She has Dazcat pedigree in her lines and at a 4 tonne race weight she will be no slouch, powered with an Allspars carbon mast, Aramid rigging and new Banks D4 sails. We hope she will be very successful, although a bit more practice would be nice. It's not the first time we've been in this position and won, but *Drama Queen* might have the advantage at the moment

### Skipper Rupert Kidd Co-Skipper Darren Newton

Darren and Rupert have been in close discussion about the perfect racer/cruiser for some years now, but as yet have had little sailing experience together. The qualifying race will be their chance to find out how each other ticks, and with the experience they both bring to the team they should be formidable competitors. A bit of friendly rivalry with their fellow Dazcats can only spice things up.



The 1195 as drawn by Nic Bailey and, inset, the coachroof in its mould ... tick tick tick



### Rupert Kidd

Rupert has had racing and cruising multihulls since 1983, starting with the Plymouth-Villamoura and Back Race, when the RWYC seemed surprised his trimaran *Applejack* made it back through the Force 11 storm at the end of the race! After winning outright the inaugural Yachting Monthly Triangle Race in 1984, Rupert and Nic Bailey (who assisted with the design of *Sueños'* coachroof) went on to win their class in the same boat in the 1985 RB&IR. Rupert then had the trimaran, *Fiery Cross*, designed and built by Merfyn Owen, for the 1988 CSTAR and went on to a second RB&IR class win with Alan Mitchell in 1989. In the 1990 TwoSTAR *Fiery Cross* lost an outrigger in mid Atlantic, but returned to complete the 1993 RB&IR, again with Alan Mitchell, and the 1995 AZAB with Allen Clarke. The 1998 RB&IR came to an abrupt end when *Fiery Cross*, with Rupert crewing for Donald McHardy, hit the cardinal mark at the entrance to Cork Harbour. He has since spent several years family cruising on his 50' Outremer cat, including several Atlantic crossings. Frustrated trying to find a true performance cruising catamaran, Rupert turned to Darren, and believes that in *Sueños* they have a boat with genuine performance, cruising comforts, ergonomic design for short handed sailing, and fun racing. "The RB&IR is my favourite race, so we've just got to have another go. *Sueños* better be ready!"



### Darren Newton

Darren has been into multihulls since the age of 16 and his first Hobie cat, and has competed in various events over the years. The RB&IR was his inspiration to start building catamarans back in 1987, when he built his own 28' cat; unfortunately it wasn't meant to be and the boat was wrecked in a gale. In 1994 he did get to sail her sister ship *Clarks Active Air* across the Atlantic, with skipper Bob Beggs in the last Royal Western 2-Star, winning their class as the rest were forced to retire due to extreme weather and breakages. The Round Britain race is renowned for both, as he knows from competing in 2000 on *Dazzler* when he crewed with Simon, but he is looking forward to the stop-overs and enjoying the delights of local hospitality. All he needs to do now is find someone to fill in at work for both him and Simon. "So, finish the boat, do the first aid and sea survival course and tell the missus that I'm off sailing for a couple of weeks or so ... Hopefully we'll see you at the start, and good luck to all the competitors."

To read the tour of gastronomic delights that was the RB&I 2000 on *Dazzler* go to News and Stories, or, to watch a short vid of the race, click here. To keep up with the nail biting climax of the build and qualifying click here. For more about the race it's here