

Sabbatical year

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MOTIVE 25: FUN, FAST AND SEXY!

A fun trimaran!!! Three cheers for the Motive...

A newcomer to the small trimaran market is always an event. When this newcomer combines an irresistible modern charm, really great performance potential and ease of use which puts it within reach of the maximum number of people, we soon want to know more!

Text: François Tréguët – Photos: François Tréguët and Laurent Apollon

Pete Ansel is America personified. A born businessman, scared of nothing, and with energy to spare. When he couldn't find a modern enough successor on the market to replace his faithful Weta 4.40, for taking his family sailing (fast), this New York special effects expert, sought after by the major Hollywood studios (Spiderman, Men in Black...was him!) remembered that he was first and foremost an industrial designer. So he decided not just to design his own trimaran (aided and abetted by the New York-based naval architects Pesrak & Wurmfeld for the technical side), and have it built of course, but also to offer the whole world the opportunity to share his enthusiasm, by marketing it.

The idea he had for his future vessel can be summed up in three words: fun, fast and sexy!

The fun is first of all the excitement. So with very little dihedral, he sought to be as close to the water as possible, just like on a sport cat. But he also wanted to be able to share his sailing with as many people as possible (up to 6 people): the cockpit in the central hull can therefore potentially welcome passive passengers, in complete safety, as well as widening his horizons,

sailing further, for longer: lifelines/backrests on the hulls, and even a WC in a mastfoot locker, with a small canvas dodger to increase the headroom... We have to see it, but it could be very practical!

For 'fast', the machine had to be ultra-light. Inevitably, it is completely built in carbon, and 100% (or almost) made in the USA. Pete makes that very clear! For the platform, he found a couple of carbon/composite geniuses in Salem (MA), with diplomas from the prestigious MIT (Massachusetts Institute of Technology), Ted and Zac Warren. Here, for 35 years, braving the hard winters of the north-east of the United States, and developing their own working methods, father and son have been building multihulls with an exceptional level of finishing, and dedicated to lightness and performance, with

no compromises. Result, 397 kilos on the scales, a record in its category! The arms were built by Forte (Connecticut), specialists in carbon tubes, and also based north-east of New York, in this region which is completely dedicated to the nautical industry. The mast isn't in carbon on this first hull, as they haven't found a profile suitable for the size of the boat (taking into account the overall lightness, it is quite short), but



Inverted 'wave piercing' bows, razor sharp hulls, taut lines, the Motive is beautiful...



The Motive also allows more sedate outings, and is even propelled by a small outboard motor.



The fittings are top quality and the deck plan is particularly well thought out.



Everything has been thought out in advance, as the superb tiller and the crossbeam show...

one should be coming soon.

As for the 'sexy' side, the boy has undeniably designed an attractive boat, particularly shown off by an immaculate pearlescent finish. He wanted a modern boat with stylish aesthetics, and he succeeded! Inverted 'wave piercing' bows, razor sharp hulls, taut lines and a refined deck plan – the prototype reminds us of a scale model of the latest prototypes destined for the America's Cup. You only have to close your eyes for a few moments to imagine you are Russell Coutts! But when you open them again, you will notice that the details are just as they seemed on your first overall impression: carefully designed. Not a single visible joint, despite the 9 moulds (3 per hull) used for its construction. Top flight Harken fittings, well-dimensioned Karver furlers... Even the outboard motor has been integrated into the transom, avoiding the usual ugly eyesore of the outboard bracket, added once everything else has been designed!

Thanks to tight timing and atrocious weather conditions in Miami (yes!), we didn't have a lot of luck with testing the machine at sea. But we took Pete's word for it when he promised we would sail at 18 knots on one hull, in 12 – 15 knots of true wind. Even in light airs, by moving the crew to leeward, the boat is very quickly on one hull. The maximum target speed is situated between 25 and 30 knots. The suit of sails is both simple and perfectly suited to speeds which are always high, and therefore always at a small angle to the apparent wind: boomless main (good for the head!), self-tacking jib, and a big 'screecher' for extra power once the angle opens up a bit! Dagger boards are an optional alternative to the standard single central pivoting centreboard, and you can even choose to have foils! The Motive 25 can thus be adapted to all levels and all programmes. Intermediate or expert skippers can be sure that there is enough to keep them amused, whilst always staying in control, thanks to

the two rudders, each positioned on the stern of its float! To change sailing areas, the trampolines can be removed in the twinkling of an eye, thanks to their ingenious fixing system. The floats are slid alongside the central hull, to reduce the beam to 2.54m, and the boat can then be loaded on to its trailer! In just under an hour, a couple can rig/de-rig this ultra-light rocket. Finally, if the price dampens your enthusiasm somewhat, don't worry, its 15' little sister is expected soon!

CONCLUSION

Between the Multi 23 and the Seacart 26, the Motive 25 should quickly find its place in the small, sporty trimaran market. With undeniable advantages, including lightness and simplicity, which always require a lot of prior reflection, it is very appealing. And as we have no doubt that its performance is at the level suggested by its specifications, many enthusiasts will (as we did) certainly fall for its devastating good looks.



TECHNICAL SPECIFICATIONS:

Design:	Pete Ansel
Architects:	Carl Persak and Jeremy Wurmfeld
Construction:	Ted and Zac Warren
Length:	7.79 m
Beam:	5.87 m
Folded beam:	2.84 m
Displacement:	397 kg
Draft, centreboard raised:	0.15 m
Draft, centreboard lowered:	1.37 m
Mast length:	10.82 m
Mainsail:	22.11 m ²
Jib:	7.62 m ²
Screecher:	23.22 m ²
Outboard motor:	6 hp
Price:	from 99,000 \$ US to 115,000 \$ US for the performance version (trailer extra)

- ◆ Beautiful overall lines!
 - ◆ Build quality
 - ◆ Accessible AND fast
-
- ◆ Replace the unsightly stainless steel chainplates with textile!
 - ◆ Crossbeam height to be validated under sail
 - ◆ When are we going to test it?