

Running with Scissors

MINI TRANSAT
6.50m

ISSUE 2

New Colour Scheme!



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Running with Scissors Magazine is a web-based magazine that chronicles the adventures of Matthew Thomas as he prepares and competes in the 2007 Mini Transat Race, from France to Brazil.

*Please feel free to pass it on and if you'd like to be kept updated, please join the RWS Web Group at:
<http://groups.msn.com/RunningwithScissorsRacing>*

A NEW COLOUR SCHEME

Running with Scissors has been transformed from basic white hull, with some sponsors, to a new photogenic thoroughbred.



The original turquoise waterline colour has been kept and there is now a big goldenrod swoosh down the side. The turquoise was originally chosen as it signifies the ocean, especially in those tropical areas we all dream about. The addition of the Goldenrod was to make the boat more visible from the air, but also as a sign of bonding and commitment, similar to the reason that we give a golden ring when we get married. This is a marriage between a boat and a skipper, between a team and the supporters, between dreams and reality...



As with all sponsored endeavors, press coverage is paramount and to ensure that we get the most coverage possible, we opted to make her a lot more flashy. Hope you like the new version...

While the search is still on for an overall sponsor that will brand the boat and allow us to take part in both the 2006 Nantes to Azores Race and the 2007 Mini Transat, a number of local marine companies have come forward with sponsorship deals.

MOQUINI



In the closing stages of the recent Mauritius to Durban race, I heard that Moquini had activated her EPIRB. Racing on Nick Mace's *Polo Sport Gumption*, there was scant information available to us as we closed the finish line in Durban. We'd been involved in our own rescue scenario the day before when Nick Mace was pitched overboard during a sail

change. Fortunately, he was recovered and onboard after a short, 5-minute swim, but it was a firm reminder that ocean racing is potentially hazardous.

After crossing the finish line early in the early morning, we cleaned up, dried off and went over to the Royal Natal Yacht Club for a welcome shower and a fantastic breakfast. After sailing hard and being constantly doused by the ocean, this was well earned. Dry clothes and a stationary seat were things we

Be aware...

This race is serious, and should not be taken lightheartedly.

It takes a lot of money, time and effort.

And then you are sailing a wild beast of a boat, with huge risks involved.

It can cost you your life, Don't underestimate it!

[Posted on the Unofficial Mini Site](#)

had been dreaming about for days. We'd sailed hard, in windy conditions to end up with a second place. At no times had the seas been particularly rough and we never considered changing down to storm sails.

Once in Durban, a quick chat with Dave Claxton and Richard Crockett revealed that nothing had been heard from Moquini and the South African Maritime Rescue Coordination Center (MRCC) had already launched a C-130 to search for Moquini.

Dave Claxton asked me if I would assist in running the civilian side of the rescue attempt and I was in. We called a meeting early the next morning with everyone involved and suddenly I was the new Civilian Search and Rescue Coordinator.

My first challenge was to address the family members and the press on what was happening and find out exactly where we were in terms of what had been flown, what MRCC's plans were and where we were going. With the press involved, a rescue fund was launched and plans were made to augment the search effort by the SA Defense Force.

After 5 days of searching and finding nothing, the MRCC called off their search, having found nothing. While this was frustrating for everyone, they were always willing to remount the search based on further evidence. This is always a tough decision to make. The simple facts are that it is not possible to search the whole ocean.

Searching over an area that is constantly changing is extremely challenging and every effort is made to create software models that model the complexity of the ocean and thereby offer the best chance of finding missing mariners.

With the MRCC standing down it was now my turn to coordinate our side of the search. Aircraft had to be moved from Johannesburg to Durban and plans had to be drawn up. Having reviewed all the information available, it seemed as if there were other areas that would be worth searching

Being lucky enough to receive the overwhelming support from

the public, I felt strongly that we had a responsibility to use the donated funds wisely and informed everyone that I would not support any searches that would be akin to taking the map of the area and throwing a dart to find a new search area.

With all the information coming in, there were clear indications that there were a number of areas that I felt were worth looking at. These were the southern portions of Madagascar, additional areas along the rhumb line course to Durban from Moquini's last known position, areas east of Maputo and as the days past, areas on the Mozambique coast. Aircraft and observers were dispatched to these area and thorough searches were done. Locals were interviewed and search areas were adjusted to allow for local knowledge.

After two weeks of searching and finding nothing, we reviewed all our data and concluded that we had searched all the areas of High Probability. It was with this in mind that we called the families together and I had the unenviable task of telling them that we were

standing down and halting our search. Not an easy decision but a decision that I had been aware that would come at some point if we didn't find anything.

It's a now 8 weeks since Moquini's EPIRB was activated and still there is nothing. Memorials have been held for many of the crew and it was while I was in Durban attending the Memorial for Sheldon Dickerson that I asked the numerous family embers if I could carry the *Moquini* logo as well as the crewmembers names on *Running with Scissors* as I competed in the Heineken Cape to Bahia race.

This tragedy has touched all of us in many ways and I am honoured that the families were willing to allow me to carry the names of their loved ones as I sail single-handed across the Atlantic in my quest to be the first South African to compete in the Mini Transat.

Thank you from the bottom of my heart....



SPONSORS

As the search continues for a Title Sponsor, a number of local Marine Businesses have come forward to help. They have donated their services and equipment to my campaign and have been a huge help.

With the upcoming Heineken Cape to Bahia race only a month away, I have been forced to focus on getting ready for the race and will resume the search for sponsorship later.

If you would like to become involved, please feel free to contact me directly at fastisfun@hotmail.com

MANEX & POWER MARINE

Manex & Power Marine has been instrumental in supplying Deck Hardware, hatches and other fittings. They have been instrumental in negotiating with Harken SA for the majority of the blocks found on *Running with Scissors*.

HEINEKEN CAPE TO BAHIA RACE

With Heineken becoming the title sponsor, the race has a new name.

At 15:00, on January 4, the boats will leave Cape Town for Salvador in Brazil. For the first time ever, single-handers will compete in the race.

The Mini Transat class will make be the largest single-handed fleet with three international boats competing for line honors. Unlike the rest of the fleet, they will be competing for line honors and it will be very much a first in wins race.

They have supplied compasses and the hydraulic rams for the sophisticated Autopilot system.

PERTEC

Pertec has supplied *Running with Scissors* with NAVMAN electronics. This includes speed, depth and wind instruments as well as a custom Autopilot package. They have also supplied binoculars, weather systems and GPS's. As the premier South African Marine electronics Company, they have offered technical assistance and huge resources to the campaign.

SOUTHERN ROPES

South Africa's Rope Manufactures, Southern Ropes has come aboard as the "Official supplier" of specialty ropes to *Running with Scissors*". They have woven custom Dyneema, Spectra and Technora ropes for the campaign.

The favorite to win is definitely Matthew Thomas' *Running with Scissors*. With her canting Keel and one of the largest mains in the Mini fleet, she should be hard to catch in terms of boat speed.

Richard Smurthwaite's *CREAN* has arrived from the UK and Rodrigo Cela's *Fredrico* is currently being shipped in from Brazil. Both of these sailors will be giving *Running with Scissors* a battle across the Atlantic.

It is by no means a forgone conclusion that the favorite will

With experience in producing ropes for the South African America's Cup Challenge, they have taken the lessons learned and applied that to making smaller diameter ropes.

SOUTHERN OCEAN CLOTHING

Southern Ocean clothing is the only South African manufacturer both regular and breathable foul weather gear. In their quest to provide superior protection to yachtsmen in adverse conditions, they are producing custom clothing for Matthew. *Running with Scissors* will be used as a test bed and the experiences learned here will be incorporated into future gear.

By focusing on South African manufacturer's it is easy to maintain the "Proudly South African" nature of the project and also provides a platform for South African Companies to test and hone their products.

win. This has been shown over and over again in Ocean Racing and it will be exciting to watch these little rocket ships as they dash across the Atlantic.

Daily position reports will be filed and you will be able to go the event website and see how everyone is doing.

The race website can be found at: <http://www.heinekencapebahia.co.za>