

# MEN, RACES, BOATS

How far do we have to go to find the wish to stay at home?

(C. Février aboard GAUTHIER II during the 1981 Twostar)

## SAINT MARC and Sylvestre Langevin's trimarans



Spartan comfort, but great performance...

### An architect called Sylvestre

"Sylvio" Langevin is a prolific and eclectic architect; his aluminium and steel monohulls marked the end of the 70s, but it was with Marc Pajot/ELF AQUITAINE's victory in the

82 Rhum that he earned his reputation and recognition. His Triagoz (25', 36', 50') popularised trimarans, but Sylvio also created many catamarans and explored all the materials. He excelled in the use of aluminium and proved the relevance of his choices through racing.

### GAUTHIER II, the first of the four

In 1980, Bernard Luquet, Patrick Gain, Georges Coudanne and Paul Druart asked Sylvestre Langevin to design them a simple, strong, economical class 3 (13.72m) multihull, to sail as fast as possible. Sylvio,

#### TECHNICAL SPECIFICATION Trimaran Langevin 50' ex-LESSIVE SAINT MARC

Architect:	Sylvestre Langevin
Builder:	Dufour Aluminium
Year:	1983
Material:	AG4 Aluminium
Daggerboards:	central daggerboard + foils
Length:	15.24m
Unladen weight in race configuration:	3 800/4 500kg
Mainsail:	80m <sup>2</sup>
Jib:	40m <sup>2</sup>
Roller genoa:	80m <sup>2</sup>
Gennaker:	140m <sup>2</sup>
Asymmetric spinnaker:	160m <sup>2</sup>
Lightweight spinnaker:	250m <sup>2</sup>
Engine:	18hp Volvo

Pi R', a legendary trimaran, still capable of holding its own against latest-generation boats in a race...

Damp atmosphere aboard this aluminium trimaran...







At the 'Trophée Malo', the 'old lady' again held her own...



Original architecture by 'Sylvio' Langevin.



Étienne Hochédé and Françoise Hanss at the 'Trophée Malo' prizegiving.

**J.Y Terlain capsized it in the Ostar at nearly 30 knots; the boat was destroyed by the coastguards (with a gun) after drifting for several weeks...**

who had not yet created ELF AQUITAINE played a master card and unveiled a concept trimaran: ultra-slim central hull, single arm, aluminium construction. The floats supported Y-shaped foils, 4 characteristic large track rods backed up the assemblies, (which were mechanically irreproachable), as these boats could be dismantled!

Jean-Yves Terlain and Christian Février inaugurated the class in the 81 Twostar: an unfortunate grounding at the entry to Plymouth harbour caused the rudder damage which was to deprive them of the expected result. This very reliable boat was to be François Boucher's

first KER CADELAC (82 Rhum); lengthened to 15.22m, it took part in the 83 two-up Transat with two of its amateur owners, P.Gain and B.Luquet.

### The rival sisters KER CADELAC and SAINT MARC

As F. Boucher had an idea of the boat's potential, he ordered a 15.24m model from S. Langevin. Denis Gliksmann followed him! The two trimarans were built at Dufour Aluminium (the yard responsible Baron Bich's France 111). The construction quality was impecca-

ble, and the boat was within its designed 3,800kg! A bullet-proof (and racer-proof) rig was part of the legendary reliability of these original multihulls. They met for the Transmed and sped through stormy seas with their foot to the floor, and were in the limelight during the Transat Europe 1-Observer: Boucher finished 8th, Gliksmann 12th – wonderful grouping! They were at the start of the Québec-Saint Malo in the same year.

### Hulls in stock

J.Y Terlain built MECCARILLOS, a 60' version of the Langevin 50, but capsized it in the Ostar at nearly 30 knots; the boat was destroyed by the coastguards (with a gun) after drifting for several weeks.

### The girls love Langevin trimarans

These two foilers allowed Louise Chambaz (AVENIR) and Anne Caseneuve (ARMOR LUX in the 98 Rhum) to appear on the scene. Anne Liardet with Jo le Guenn pushed recklessness as far as entering the ex-KER CADELAC in the second New York - San Francisco.

### Etienne Hochédé: a racing garage mechanic

Françoise Hanss and Etienne Hochédé bought Pi RÇ in 1983. Delivered (on 31st December) and prepared in the Baie de Somme, the trimaran took part in The Transat 2004, where it finished 4th in the 50-foot class, then in the Trophée Malo, illustrating well the charm of this class, in which the latest generation prototypes such as CREPES WHAOU can compete with venerable survivors. In 2006, the boat had a complete refit: dismantled, sand blasted, re-welded and repainted; its out-

geously long life linked to Etienne and Françoise's passion is symbolic of the values of amateur sailing, let's hope we see it on the start lines again, soon!

## Sailing with SAINT MARC

Patrick Yafrate entered SAINT MARC in the 90 Rhum under the name 3.14, it was then bought by Pierre Duprez (ex-adman, and enlightened multihull lover), who kept it for 10 years. In 2003, I had the opportunity to sail with him: Pi R<sup>2</sup> is beautiful! Tugging at its mooring buoy at Morgat, it conveyed a feeling of strength. The Spartan ergonomics of the time associated with the 'rough' character of aluminium and the cramped interior set the tone: cruising was not on its programme! On the water, the trimaran asserts real character; the geometry is right, the steering precise and sensitive, and the capacity for speed is there. Once the wind exceeds 10-12 knots, the support of the foils appears and the boat slips along very cleanly. In moderate winds, Pi R<sup>2</sup> is still capable of keeping up with BRANEC (Irens/Birch 50', sistership to NOOTKA), and communicating serious nostalgia for these simple, seaworthy and not-too-expensive boats.