



For the first time in the world, a true great race of motor boats. From Saint Martin in the Antilles to Saint Martin de Ré in Metropolitan France, an extraordinary adventure through the Atlantic. Adventure, certainly, but not useless since it wants to be the theater of the improvement of the boats and engines to better serve the yachting, the respect of the environment and the safeguarding of fossil energies.

**Presented by Yves KINARD
Update Décembre 2006**

An idea, a project, an event:

The idea:

A strategy to develop the search for solutions of substitution for the consumption of fossil energies by the means of media events.

The project:

To build a small boat of 6,50m length, with engine, able to cross the Atlantic towards Europe, in complete autonomy, and optimizing the technical solutions available.



An event:

After a crossing of reference, which will already constitute in itself an event of world range, throw a race of motor boats between Saint Martin and Saint Martin de Ré mainly centered on the technological innovation, the safeguarding of the fossil energy resources and the protection of the marine environment.



This event, as also the step which precedes it, is destined for a prestigious future which can only interest you. To join the concretization of the operation, it is to share the media dash which will not fail to cause this beautiful adventure and thus to profit from the positive repercussions. But to enter the file as of the beginning, it is also to write the history of a particular effort to promote Saint Martin.

Contents:

Some explanations, the idea: _____	3
The project: _____	4
Photographs of the model and its presentation in Paris: _____	4
Gas oil consumption: _____	5
Safety: _____	5
Economic repercussions: _____	6
Communication, mediatization: _____	7
Photographs of the construction of the prototype: _____	8
First sponsors: _____	8
The event, Atlantic Power Boat Challenge: _____	9
History: _____	10
Calendar: _____	13
Contact, useful addresses: _____	14
The course, the crew: _____	15
Articles of press, local, national, international: _____	16

Some explanations:

The idea:

Why cross the Atlantic with a very small motor boat? One could answer, like the mountaineers while speaking about the rise of the Everest, or to transfer Cape Horn for the sailors: because it is there. This idea answers a precise logic however:

- Because the advisability of presenting the boat in the largest nautical living room at flood of Europe, “Grand Pavois” in Rochelle, represents an exceptional springboard for the procedure.
- To inaugurate the route will give a reference index and will thus constitute the record to be beaten for the first edition of a race.
- The crossing will provide also the first foundations of the procedure aiming at reducing the consumption of the engines. The small size of the boat, making, a priori, improbable the challenge, will stimulate research by opening rational tracks (not boats “except standards”).
- The operation makes it possible to grind the relations between the two common homonyms.
- Why so small? Because thus the project remains within reasonable financial limits, accessible.
- The project is sympathetic nerve, appears to contain right what it is necessary of a little insane challenge, while appearing relatively reasonable and careful. The procedure corresponds to the dimension of the possible choices on our island while allowing a great interactivity between various partners, boat yards, suppliers, but also school world or of the formation.
- In the same way, the partnership will be extremely developing and the ad infinitum opened possibilities.
- Because we need really to present at Saint Martin a concrete image, positive, turned towards the future. In this direction, the concerns ecologists will positively be perceived. These concerns are capital for us, since an island is much more sensitive than a continent to the ecological phenomena. And because to save and respect the resources of the future always were of the basic concepts, here, as in all the islands.
- Lastly, because the premises, like the future, are events which will occur here, on our island. And because the repercussions will be planetary, of the first crossing to the race thereafter.

The project:

The search for solutions making it possible to consume the least possible of this treasure offered by Terre which are the fossil hydrocarbons, always fascinated me. My dream: to see one day a boat sailing commercially in total economy by using the energy of the sea. With the occasion of the drawing of a small pleasure boat, I had the idea to carry out an exceptional event drawing the attention to an innovative and media procedure: to carry out a rather improbable crossing in preliminary with the organization of a competition moved by ecological bases. The choice of small a trawler which I had drawn is imposed by an agreement of technical elements: large displacement, great capacity, very livable, very marine, small size arousing the interest of the public. The result is there as the photographs testify some to the model/[mock up] presented in December 2005 at Salon Nautique of Paris.



Gas oil consumption:

From a technical point of view, a small boat carries little fuel normally and thus has a limited range. However to go in Rochelle, and more exactly, at side, Saint Martin de Ré, there is more than 3.100 miles. For a consumption of less 4l/H, it is thus necessary a little more than 2.000 liters of gas oil to gain the bet. And precisely, the choice having been made upon the departure “filling” the boat on the level well of installations, it was thus necessary to be bulky, therefore heavy, therefore with a great capacity. Nevertheless, the 2.000 liters constitute a kind of record. The engine will thus turn slowly, and the mean velocity should be below 6 knots, that is to say a crossing between 24 and 35 days according to conditions' met. A stopover in the Azores could prove necessary to remake the refuelling, and if it will induce the loss of a possible record of crossing not-stop, it will not decrease however the performance by it. Because it is really small 6,50m (21'4”).

All is obviously made to reduce consumption, as well on the level of the engine as of its peripherals. Thus, the production of electricity will be entrusted to solar panels, thus avoiding an additional gas oil consumption induced by the power delivered by the alternator.

Safety:

Various measure are planned to guarantee the safety of the crew (three people):

- Dead spaces filled with foam, from where quasi an insubmersibility.
- Volumes of foam in the cockpit to avoid invasion.
- Veils of kite-surfing to tractor draw the boat in the event of engine failure.
- Active means of communication, via satellites.
- Radio beacon of distress.
- Informer with transmission satellites allowing to passively follow, since the shore, the progression of the boat.
- Liferaft.
- Very robust epoxy plywood construction.
- Crash landing box reinforced in the event of collision with a floating container or another object.
- Bulk-heading (partitioning) of the hull.
- Three team-members to establish quarters and to preserve the rest.
- Hydraulic autopilot.
- Material of safety and survival.
- Various bilge pumps (electric and with hand)

Economic repercussions:

The economic repercussions induced by this file are important.

For Martin Saint:

- Presence of many boats in the marinas, as well to take part in the race as to be present at the time of the departure.
- Lengthening of the season in May, and presence of the large méga-yachts.
- Visitors as well public as journalists of the whole world coming to cover the event.
- Presence in many media in very diversified registers, as well the press general practitioner as the specialized press.
- Construction of a positive and modern image, with the avant-garde/[advance guard] of the promotion of and the reserve nature conservancy of fossil energy.

For Saint Martin de Ré:

- Valorization of the dynamism of Saint Martin de Ré in exceptional events.
- The fastest competitors of Atlantic Power Boat Challenge should arrive between the beginning and mid-June. The event will thus make it possible to open the season a little earlier.
- The local economy, restaurants, nautical sector, hotel trade should benefit from the surge from spectators, journalists and yachtmen.
- To profit from this positive image, like Saint Martin.
- Saint Martin de Ré will profit like his homonym from the flattering credit induced by his implication in an ecological procedure.

Of course, each one of these stations can still be declined, since to make come from the boats work gives to the boat yards, the shipchandlers, the technical people receiving benefits, the marinas, etc.... Like the presence of public or journalists makes turn the hotels, the restaurants, the hirings of cars, boats, and the trade in general. Overall, it is all the image of Saint Martin which will profit from it.

On a world level, in fact multiple companies are interested and which should profit from the repercussions of the event. In the foreground of which there are the engine manufacturer, tankers, manufacturers of lubricants, the sector of the water sport, etc... More generally, it is all the activity of research related to energy saving or energies soft. Without forgetting the media, and tourist industry primarily on the destinations.

Communication, mediatization:

Right now, as the extracts of press in appendix show it, the mediatization of the event started. To the wire of the weeks, it will be developing. With this intention, it is envisaged:

- Regular official statements bound for the specialized press and general practitioner giving of the infos on the advance of the project and certain outstanding events. Invitations of journalists.
- Passage local and national radios, Radio Calypso, Radio Transat for Saint Martin, RFI with the emission/[issuing] of Arielle Cassim, Inter France, emissions/[issuing] sets of themes, radios local on the island of Ré and with Rochelle. Without forgetting Thalassa which will be approximate. (*nonrestrictive list*)
- Receptions at the time of event: reversal of the hull, setting to water.

During the crossing:

- Emission on line on various radios, newspapers radio operator large channel, etc Tout this being obviously dependant on the leading choices of the companies.
- Telephone dialogs with pupils and students.
- Connections Internet via satellites in order to send photographs, articles, official statements.

At the beginning:

- Ceremony of good-byes with boats guides, small festival, some speeches and encouragements. The media above will be obviously requested. Only restriction, the requirements weather.

On arrival:

- Reception on the quays of Saint Martin de Ré. Celebrates, speech, contacts with the media.
- Arrival in Rochelle on Grand Pavois with a development and again the presence of the media.

But the projects are what they are: often projects especially here with Saint Martin. This is why, I did not wait, and with some partners and sponsors, the project is already launched: construction already started, makes some since the January beginning, for a setting with water one year after, if all is well, as testify the photographs attached to them:



The various current partners are:



GEMINGA
CHANTIER NAVAL



Joinery
Marc Baudel



The event:

Confrontation by the competition is in the gasoline even of the man. From this procedure were born the most important progress from humanity. It is always to go more quickly, further, higher, than the man sought and found, sometimes by the simple play/[gap] of competition, sometimes in a way more codified by the means of a sport, of a competition. Let us think for example of Formule 1 which brought things so much to us, the ABS, anti-ice-skating, the brakes discs, the computers of edge, the sophisticated gums of the tires, etc...

Atlantic Power Boat Challenge® will be a formidable ground of experimentation of new technologies which, for this reason, should concern all the great research sectors applied to the new fuels, new energies, the environmental protection. The race will propose with various boats to be confronted on a sufficiently long course to show the validity of technical solutions. But at the same time, the adventure will be tempting and should attract many candidates wishing to measure itself with their counterparts as for example the méga-yachts whose owners will be interested. Indeed, these large yachts generally go from a area of navigation to the other, of the Antilles in the Mediterranean, the liking of the seasons, convoyed by the crew. The owners will find there a means more ludic and justifying to make the voyage. Industry, the motor mechanics/[engine manufacturer] in general, should directly benefit from this formidable ground of experimentation.

Atlantic Power Boat Challenge will be thus a race open to all boats a length minimum of 6,50m equipped with a means of mechanical propulsion. Categories will allow classifications, while a mathematical formula based on a kind of handicap will make it possible to compare the results and to reward the boat carrying out the crossing/[line]/[tunnel] offering the best compromise between consumption, speed, cost technological.

The finality is well to improve the existing engines, to allow the experimentation of new technologies of propulsion, to open new energy tracks. The media dimension of this competition should quickly reach a level comparable with the great world events, like Paris-Dakar, the great races with the veil like the "Vendée Globe", or the championships of the world of football or tennis or the golf. It is thus an extraordinarily carrying event, mainly for a series of advertisers and sponsors who usually find few means of expressing itself or to develop itself in a practice close to their concerns.

History:

If to cross the Atlantic to the veil became frequent, to do it with a self-propelled vessel of pleasure is rare, at least in the modest faces, since tens of méga-yachts cross each year to go from an area of charter to the other.



One raises in the history only Sailor-Marie (in 1936 with a diesel motor boat, of New York to Havre in 19 days) with a boat nevertheless equipped with a sail (which it did not use for the propulsion). Apparently, this exploit was never republished.

In May 1984, Voyageur 47 Elf Marine carries out the first crossing of the North Atlantic of is in west, from France in New York, without supply. This trawler of 14,32m drawn by Michel Joubert was equipped with two diesels of 50 CH and consumed 10l/H on average. This operation, by its success, truly launched this model still produced nowadays.



More close to us, the Nordhavn firm, manufacturer of a famous line of trawlers organized a rally for several boats of its mark through the Atlantic, of Fort Lauderdale in Bermuda then then while passing by the Azores and Gibraltar. 18 boats carried out this framed crossing/[line]/[tunnel], smallest of the mark being one 47 feet/[bottom], the largest one 60 feet. Other boats had joined including one 90 feet.



Calendar

January 2006 at January 2007

Construction of the prototype. Organization of the relations between the two communes, Saint Martin and Saint Martin de Ré. Promotion of the event near the media.

February/March 2007

Setting with the water of the prototype at the time of an official ceremony.

March at May 2007

Tests and developed of the boat. Test of stability. Tests of consumption. Tests and developed of the veils of Kytes Surf. Short navigations (days) and longer (one week outward journey and return on the starting route). Test of the living conditions on board. Opening to the press, the sponsors and the elected officials.

May 2007

Make an attempt starting conditions. At this period the year, the wind often settles with the sector southern, south-western, which favorable for the departure. The sea is often calm and the anticyclone installed well. Departure envisaged in the second fortnight of May.

Semi at at the end of June 2007

Arrival with Saint Martin de Ré. Reception and reception.

July/August 2007

Presentation of the boat in some ports emblematic of the Atlantic coast.

September 2007

Nautical living room "Grand Pavois" of Rochelle. Presentation of the boat. Promotion of Atlantic Power Boat Challenge. Receptions.

September, October, November 2007

Use of the boat at promotional ends.

December 2007

Nautique living room of Paris, carries of Versailles, hall motor boats. Presentation of the boat. Promotion of Atlantic Power Boat Challenge.

2008

Promotion and organization of Atlantic Power Boat Challenge for a first race undoubtedly towards mid-May to take account of the various calendars and the impact on the two communes.

Contact:



Yves KINARD. Naval architect, Président (2003-2005) well-known of the Métimer association which was in particular illustrated by the successive organization, and with a total success, of three Fêtes of Nautisme with Saint Martin. Old Administrateur of Office de Tourisme, member of various commissions/[Commission] or associations, project promoter promising for the island, very implied in the local life/[lifetime].

Yachtman, he arrived there is more than 10 years with Saint Martin with his wife, Mathilde, while sailing on their pretty sailing ship. Together, they lived the Luis cyclone and succeeded in saving the boat and their life under dramatic conditions. The experience of sailor of Yves, former commercial naval officer during nearly ten years, but also “sailor” confirmed, paid.

From his past, he draws a considerable knowhow since in Belgium he developed several workshops polyester, being sometimes even supplier for large car manufacturers (Toyota), and developed a plane in composites of which the concept revolutionized the world of light aviation.

MAYRIK YACHT DESIGN limited liability company



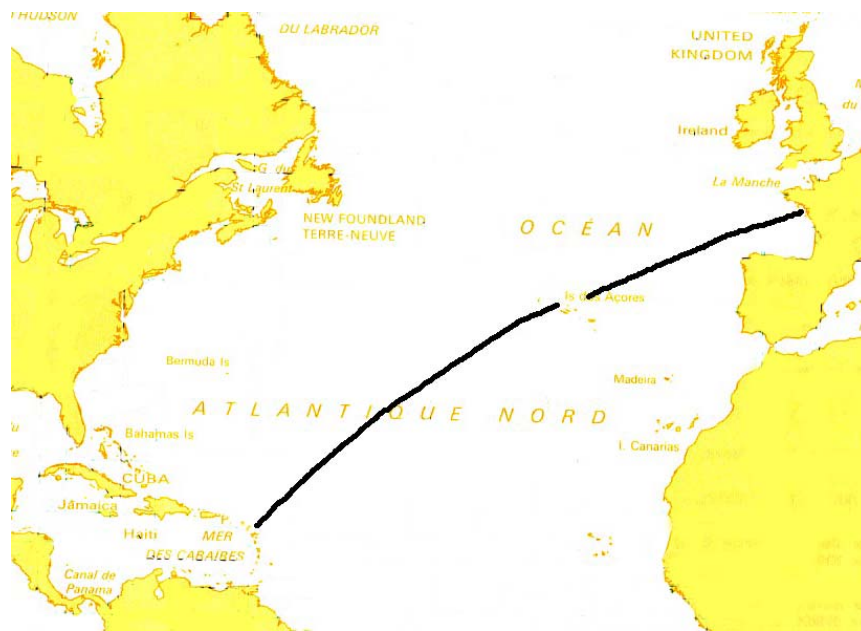
**PO Box 1041
97061 SAINT MARTIN CEDEX**

**Tel.: 0590 51 94 25
Fax: 0590 51 94 26
Cell: 0690 53 69 66**

**Mall: mayrik@wanadoo.fr
Web: www.mayrik.com**

**Boat Yard C/O GEMINGA
Road of Sandy Ground
Saint Martin**

The course:



The direct course passes not far from the Azores which will thus offer a possible refuge in the event of problem. These islands are located at two thirds of the course.

The crew:

In addition to Yves KINARD, the crew will consist of:

Alain MAGNIEN, 54 years, associated cabinet of architecture Mayrik Yacht Design, with Yves Kinard, but also international consultant in the economic field. Owner successively of 15 sailing ships, builder of a catamaran, sailing since years, he knows the sea well. Extremely informed of all that touches with the naval architecture, he is the privileged adviser of the cabinet. During the crossing he will deal more specifically with navigation.

Patrick BRACHET, 46 years, doctor cardiologist, closely associated the project who he joined on the way. Owner during ten years of small cable-car conductors of fishing-walks, large amateur of ballades in family in Brittany, he thus knows well the sea to have attended it in boats of a size comparable with P214. During the crossing, he will have in charge of the medical security.

The watches will thus be held in turn so as to ensure a continuous day before, not only to prevent the risks of boarding or collision with objects floating, but also to supervise the parameters of the engine in the forefront of which the consumption which will be analyzed permanently by an electronic meter.

LE QUOTIDIEN DE SAINT-MARTIN
Faxinfo
 72
 06 90 580 586
 06 90 580 586

METROPOLE
COPIRE NEUVE LE METRE LE PLACEMENT DES MOULES
ROCALES

SALE HISTORIQUE
 Le Salon de la Marine de Saint-Martin a été une réussite. L'édition 2007 a été la plus réussie de l'histoire de ce salon. Elle a permis de rassembler un grand nombre de visiteurs et de professionnels de la marine.

MONDE
UNE CASERNE D'ARTILLERIE ATTAQUEE
LE POINT SUR LA DENSITE
 Le point sur la densité est un sujet qui concerne tous les marins. Il s'agit d'un paramètre qui influence la stabilité et la performance d'un bateau.

ALERTE AUX VOILERS DE SEEL
 Une alerte a été lancée aux voiliers de Seel en raison d'un problème de sécurité. Les autorités maritimes ont demandé aux propriétaires de vérifier l'état de leur bateau.

UN BATEAU DANS LE PANIER
 Un bateau a été retrouvé dans un panier. Les autorités maritimes ont lancé une enquête pour déterminer l'origine de cet incident.

OPERATION COUP DE POING
 Une opération de police a été menée à Saint-Martin. Les autorités ont saisi plusieurs armes et munitions.

QUAND
 Une opération de police a été menée à Saint-Martin. Les autorités ont saisi plusieurs armes et munitions.

RAISON PLEN ELECTRIQUE ???
 06 90 580 586

Faxinfo

DOCK TALK January 06

ALONG THE WATERFRONT

Kinard to push the boundaries of design with bold Atlantic crossing

Yves Kinard, president of Metmar - the French side equivalent of the marine trade association - will this year lead the design of a small motorized vessel in which he will cross 3,200 miles of the Atlantic from St. Martin to the British colony of French Guiana, or one stop, without stopping. Kinard's crossing is unprecedented in the history of the Atlantic Ocean. It is a feat that will push the boundaries of marine design and challenge the status quo. Kinard's boat is a 6.50-meter vessel with a range of 2,000 miles. It is a bold design that will challenge the status quo. Kinard's boat is a 6.50-meter vessel with a range of 2,000 miles. It is a bold design that will challenge the status quo.

Yves Kinard with the model of the boat, currently under construction, in which he will cross the Atlantic this summer. Kinard's boat is a 6.50-meter vessel with a range of 2,000 miles. It is a bold design that will challenge the status quo. Kinard's boat is a 6.50-meter vessel with a range of 2,000 miles. It is a bold design that will challenge the status quo.

The Daily Herald, January 10

Islands

Tourism Office, Mayor, express interest in 2007 race for motorized pleasure craft

MARIGOT-The St. Martin Tourism Office and Mayor Albert Fleming have expressed interest in a new transatlantic race, the Atlantic Powerboat Challenge, to be held in 2007 that will link St. Martin with St. Martin de Ré harbor on the island of Ile de Ré, north of La Rochelle, France. The idea for the race and its concept comes from Yves Kinard, the race organizer and president of Metmar (equivalent of the marine trade association) following his visit to the La Rochelle boat show last year. Kinard's race is a 6.50-meter vessel with a range of 2,000 miles. It is a bold design that will challenge the status quo.

The La Rochelle boat show. Kinard says a 6.50-meter vessel normally has a range of 600 miles and his design will not conform to French maritime laws, in which case he will undertake the voyage under a different flag. Neither does he expect the vessel to be insured. He adds that the crossing will establish a record and benchmark for amounts of fuel used, as well as attracting media attention. Kinard plans to open a boatyard in St. Martin in 15 days but with the help of his design.

le Pélican
 www.lespelicans.com
 06 90 580 586

Nautisme
Maxi transat pour mini-bateau

Yves Kinard, président de l'association Metmar et ancien skipper de l'équipe France, a conçu un maxi transat pour mini-bateau. Ce bateau est conçu pour traverser l'océan Atlantique. Il est un défi technique et humain. Kinard a conçu un bateau qui peut traverser l'océan Atlantique. Il est un défi technique et humain.

ST MARTIN'S
Notre Journal
 06 90 580 586

Traversez Saint-Martin/Saint-Martin
Yves Kinard tente l'aventure

Naturellement, Kinard est un homme qui aime les défis. C'est pourquoi il a conçu ce maxi transat pour mini-bateau. Ce bateau est conçu pour traverser l'océan Atlantique. Il est un défi technique et humain. Kinard a conçu un bateau qui peut traverser l'océan Atlantique. Il est un défi technique et humain.

Pêche en Mer
 06 90 580 586

Fiches DSD Tackle House WDT 90 Storm

Rêve de nuit...

Surfcasting Comprends les coups de mer

Qu'ils sont beaux!

Feature S80 Open Moraga Un pur hauturier!

LE LEADER DE LA PRESSE BATEAU A MOTEUR
MOTEUR BOATS
 MAGAZIN

LES INFOS DU MOIS

Des flottants

Sessa S32
 Lifting speed pour le plus petit crocier du chenal italien

Ranieri Shadow 23
Rhea 850 Open
Regal 2565 Window Express
Jeanneau Prestige 42 Fly

SILLAGE

NOM DE CODE : P114
L'Atlantique en 6,50 mètres

ALL AT SEA
 THE CARIBBEAN'S WATERFRONT MAGAZINE

ATLANTIC POWERBOAT CHALLENGE

THIS AUGUST, METMAR PRESIDENT YVES KINARD WILL SET OUT FROM ST MARTIN ON A 3,200 NAUTICAL MILE, NON-STOP ATLANTIC CROSSING. DUE TO FINISH IN ST MARTIN DE RE, NORTH OF LA ROCHELLE, SHOULD ALL GO TO PLAN, KINARD WILL HAVE ACHIEVED SOMETHING NOT DONE SINCE 1936: CROSSING THE POND IN A SMALL MOTORBOAT WITHOUT A STOPOVER.

EVÉNEMENT

NAUTISME
« La coque du Mayrik enfin retournée »

Le 23 juillet, la coque du Mayrik P214 a enfin été retournée. Enfin, parce qu'il faut rappeler que le projet était de partir faire une traversée assez extraordinaire pour un aussi petit bateau de 6,50 m au mois d'août, au départ de Saint-Martin dans les Antilles pour rejoindre sans escale Saint-Martin de Ré en France. De là, il aurait été présenté quelques jours après au salon nautique du Grand Pavé de la Rochelle. Le retournement de la coque d'un bateau est toujours une opération délicate. Mais bien préparé, celle-ci n'a posé aucun problème et c'est le patron lui-même du chantier Geminga, Antoine Martins, qui a présidé à la manœuvre, en compagnie de l'initiateur du projet, et architecte-construc-

