

NEMA

NEW ENGLAND MULTIHULL ASSOCIATION

Next NEMA Meeting: Cruising on an Atlantic 42

See page 2



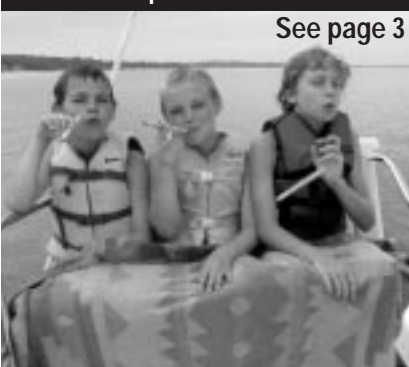
Dick Newick's History of Trimarans

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Lake Champlain Cruise

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Warren32 Trimaran

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Next NEMA Meetings

Thursday, October 16

Sib Reppert:
Delivering Catalyst
from South Africa

(see page 2)

Wednesday, Nov. 12

Ted Warren:
His innovative new
design, the Warren32

(see page 8)

Thursday, Dec. 18

Dave Lussier:
Around the World
in 42 Minutes

All meetings 7 pm
Savin Hill Yacht Club

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The New England Multihull Association is a non-profit organization for the promotion of the art, science, and enjoyment of multihull yacht design and construction, racing, cruising, and socializing. The NEMA Newsletter is published at no additional charge for NEMA members. The editor apologizes in advance for any errors.

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**Next NEMA Meeting:
 Thurs, Oct. 16, Sib Reppert:
 Adventures on *Catalyst***

"847 miles to St. Helena. Last night was scary. A strong cold front blew over, bringing 35 knot winds and very high and confused seas reminiscent of the Gulf Stream on a bad day. At the time we were right over a huge sea mount called Valdivia Bank where high seas are reported sometimes. The wind came in from the south (fortunately, since we're heading nnw) and howled. We were "steering to wind" at the time it hit, meaning that the autopilot was trying to maintain a constant 42 degree angle to the light wind we had before the shift. *Catalyst* spun into the new gale and went into irons, unable to maneuver because of lack of boat speed. Cat, Paul and I rushed about in the total darkness clawing down the main into a double reef, trying to use the engines to get her head around, and reefing the jib. The screacher unfurled itself and flogged about badly until we refurled it." to be continued

Sib Reppert is a local entrepreneur, ocean voyager and recent multihull convert. Several years ago, Sib, his wife and two daughters moved aboard their 35' sloop and sailed to New Zealand and other parts of the South Pacific. They home schooled their children during the trip. About three years ago, Sib bought *Catalyst*, an Atlantic 42 catamaran designed by Chris White and built in South Africa. Sib sailed *Catalyst* from South Africa to Grenada via Brazil. Since then he has delivered the boat to Buzzards Bay and cruised to Bermuda. Come hear Sib talk about his adventures on Thursday, Oct. 16, 7 pm at the Savin Hill Yacht Club.



The Atlantic 42 galley

**Liberty Cup
 Transatlantic Race**

Eligible cruising and racing yachts, including multihulls, are invited to apply for entry into the Liberty Cup Transatlantic Race. The race starts on Monday, June 14, 2004 and will finish about July 5, 2004, in Lorient on the Southern coast of Brittany, France.

The Liberty Cup Transatlantic Race, which honors more than two hundred years of friendship and cooperation between the modern world's two oldest democracies, France and the United States, promises to be the gala event of the 2004 racing season. Pre-race festivities will be held at the Corinthian Yacht Club and the city of Lorient will welcome racers with reserved berths and festivities appropriate to this prestigious event. Awards will be presented at a reception in Lorient on July 10, 2004.

Open to cruising yachts, competitive cruiser/racers, and racing yachts (including multihulls), the Liberty Cup offers an opportunity for transoceanic competitive racing as well as an opportunity to cruise competitively in company to Europe.

Entry forms are available by writing to

Chair, Liberty Cup
 Transatlantic Race Committee
 Corinthian Yacht Club
 Corinthian Lane
 Marblehead, MA 01945

or by email
 racecommittee@libertycup.net

Complete information including the application form is available at www.libertycup.net.

This is a Category One offshore race.

Welcome New Corporate Sponsor

NEMA welcomes new corporate sponsor, Wise Marine, winter storage facility and boat carpenter in Essex, MA.

If you are looking for a place to store your boat for the winter, go to www.perkinscarpentry.com and click on their storage fee calculator.

Corsair Lake Champlain Cruise

by Bob Gleason

This summer eight Corsair boats took part in a cruise on Lake Champlain, beginning in Mallet's Bay, Vermont NEMA Cruise Chair, Bob Gleason provides this account.

Lake Champlain borders Vermont, New York and Canada. The Lake is long and deep and offers spectacular scenery north to south. The southern end reminds me more of the Maine coast with tall evergreens coming to the water's edge and more rock outcroppings than you see to the north. Our 1997 NEMA cruise took us from Mallets Bay south, whereas this year we started at the same place and went north.

For me this was a very different cruise. Each year my wife Jane and my sons Gordon and Henry and I cruise on a new Corsair trimaran. This year we have the new 36 – our last trip to Lake Champlain was on the Corsair 28. The new *Tri Me* is much larger and more cruiser friendly – we were the party boat. One of the aspects that made this trip different in many respects was trailering the boat, which is about 10 feet wide on the trailer and more than 50% heavier than our previous *Tri Me* (Corsair 31) of the last few years. Although we may have been able to tow her with the same Yukon XL with which we tow the 31, I felt much more comfortable towing with our 2500 diesel truck. I have towed so many boats over the years that I have no problem going anywhere almost any time with a Corsair 31; with the Corsair 36, at least for my first trip, I was careful to drive only during daylight hours. The route between Massachusetts and Lake Champlain is mostly lightly traveled and this certainly helped to eliminate some of the apprehension.

We arrived at the launching ramp at Mallets Bay at 9:05 pm just as it was get-



**Top: Sailing through swing bridge into the Inland Sea
Bottom: 8-boat raftup on the north side of Valcour Island**

ting dark on July 6th (my birthday). We were starved and fortunately Bill and Caroline Bohannon and son Walker on *Haiku* from Arizona had arrived earlier and scouted out a local restaurant where they managed to convince the waitress to let us in after the 9 pm clos-

ing hour. Much to our surprise, Wes Wallace and his friend Jim were also dining, having arrived earlier with Wes's Corsair 24 from NH. We all had dinner together and headed back to the ramp parking lot where we went to sleep on

continued on next page

Lake Champlain Cruise continued

our respective boats. This was the only night we did not get our screens up quickly enough and had plenty of mosquitoes to swat before going to sleep.

The following day we launched the Corsair 36 with the help of a few others (the mast takes at least 2 to move). We discovered that more cruisers had arrived on the previous day: Bob and Maggie Gill from Massachusetts on their Corsair 28 *Skeddadle* and Dave and Sheri Lussier from Rhode Island with daughter Avery on *Chitty Bang* (F-27). While we were getting ready Nick and Sue Nicholson also from Rhode Island arrived with *Blackbird* (Corsair 28). We were all ready to go by early afternoon and met on Valcour Island in Smuggler Harbor later in the day.

We took Walker Bohannon along with Gordon and Henry for the first sail from the ramp to Valcour Island. As we circumnavigated the island, we ran into very light wind on the west side where we all swam as the boat sailed along at a knot or two. With swim ladder out and line dragging astern the contest was on to see who could jump in the most times. We were last to arrive at Valcour Island, a beautiful uninhabited island designated as a New York State Park. There were many other boaters there and plenty of campsites with picnic tables and out-houses. The footpaths around the islands provided many hours of hiking in lush forests and fields dotted with a few small buildings and an old light house that is being renovated. The numerous kayaks amidst our flotilla provided entertainment for the young and the not-so-young alike.

Our intent during this cruise from day one was to sail north into Canadian waters. After we departed Valcour, *Morning*, Larry Smith's F-27, came sailing by to join in the fun. On Tuesday we sailed north to the Gut where we stopped for lunch before proceeding on to Pelots Bay for an overnight anchorage. Our afternoon sail to Pelots Bay started in a brisk southerly with jib and reefed main pulling us along nicely until the wind seemed to die. We discussed shaking out our reef but Jane convinced



Gordon and Henry Gleason and Walker Bohannon lighting up.



The boys hitch a ride on a passing kayak.

me that since we were neither racing nor in a rush we should just hang out and enjoy! Soon thereafter we noticed a wind line coming from the northwest; we picked up a hull and started boogieing along well into the upper teens. It got pretty exciting and Gordon yelled out, "Dad, Dad!" I couldn't understand at first but he had just seen our 10 gallon solar shower roll off the deck and into the water. It was the only thing on deck not tied down – I had thought that filled with nearly 80 pounds of water, it wasn't going anywhere. We did our best at a man overboard drill and jibed back, but from lack of practice, our spotter lost track and we couldn't find it. (Fortunately we had a 6 gallon shower tied down and we rarely required showers while cruis-

ing on a fresh water lake, unlike salt water). In the morning we headed back to the Gut and through the Swing bridge into the Inland Sea.

The schedule was very loose, as it usually is on our cruises. We do not want to disappoint anybody by not going someplace on "the schedule" so it's better not to have one – the wind and weather dictate our plans. As the weather later in the week was supposed to be very strong southerlies we decided not to venture too far north. Our most northern stop was Burton State Park, which was a great destination at which to eat in a restaurant, fuel up, and pump out. We played football, flew a kite and hiked some of the nature trails marked with names of flora and fauna. A nature cen-

ter described the geology and biology of the area. *Tri Me* was dockside and hosted an extended cocktail and hors d'oeuvres party that became dinner for at least some of us.

Due to the impending rough weather we headed back south to one of our favorite locations, where we had an eight boat raft up in ankle deep water stern to the beach on the north side of Valcour Island. Felix Kagi and his wife arrived with their Corsair 31 to join us for the last weekend. The big sandy beach and the tall trees and island were a welcome relief from the "in your face" southerly on the other side of the island. Due to the protection in this cove and the height of the island behind us it was difficult to tell how strong the wind was. The following day was still blowing hard and most of us wanted to explore the island so we decided to spend a second night. The kids were all modeling figures with the clay found on the beach behind our raft. Some of those clay figures adorn our house to this day! The running and swimming and exploring were a welcome change of pace from the daily sails for some of our fleet.

On our last day, a short sail returned us to Mallets Bay. The wind was still howling. I saw others going out with reefed main and figured we should try jib alone. Much to my surprise we pulled away from the two boats behind us who sailed with reefed main only. Once in the flat water of Mallets Bay we had a more leisurely sail and came to anchor near town where Dexter, an old college roommate who now lives in Vermont, joined us for a while. We had a three boat raft-up with *Tri Me*, *Haiku* and *Blackbird*, and Felix and Margarete dinghied over to join us from their mooring. After sunset we split up on to separate anchors. Sunday morning we motored back to the ramp to pull out for the drive home.

All told there are plenty of good stories and we all had lots of fun! I would not hesitate to trailer the 36 again for a week's cruise but two weeks or more sounds even better!

—Bob Gleason
sailfast@themultihullsource.com

NEMA North Rally

The 2003 NEMA North Rally, held June 28, was the best attended event to date in the region with 10 multihulls participating in the sailing rally, and two dozen sailors arriving by land and sea to enjoy the BBQ at Ted Grossbart's house. Many thanks to Paul Blando for organizing the event, and to Ted and Rose Grossbart for hosting it. The format was a non-race featuring a mile and a half long starting line, a leisurely 2-3 hour sail from Cat Island around Newcomb's Ledge, and return to Marblehead. All sails were reefed to the approximate luff length of the shortest rig (29') to even up the speeds (no ratings). Ted Grossbart rounded up sufficient moorings near his dock to secure the fleet. This non-competitive event featured just enough sailing to work up an appetite for the barbecue, and lots of socializing on the Grossbart's back deck.

The weather was bright and sunny for a change, and the wind easy, not breezy, around 4-8 knots from the SE. 5 or 6 boats started, and 5 or 6 boats finished, not all the same boats, as some retired early, and others (including myself) arrived late. Everyone I met had lots of fun. The vessels in attendance were: *Anarchia* (Gotham/Cyclone 23),



Figaro (Blando/Gemini 35), *Fro*e (Zisa/Discovery 20), *Quality Time* (Heuttig/Horstman Tristar), *Rosebud II* (Grossbart/Formula 33), *Triad* (Cox/Newick 42), *Warp 9* (Miccio/F31), *Wave Magic* (Maletz/Macgregor 36), *Zachary D II* (Warren/W 32), and *Pocket Rocket* (Moore/Gougeon 32). Les Moore (*Pocket Rocket*) was one of the half dozen who faithfully completed the rally from start to finish. He deserves special mention as his attendance required a 3-day effort, camping out for 2 overnights, because timing the tides in the Ipswich Great Marsh is essential to his journeying from home. And he did it all solo – quite an adventure.

—Tom Cox



Black Dog Dash 2003

photos by Tom and Judy Cox



1



2



3

- 1. Multihulls rafted up on the Black Dog beach in Vineyard Haven
- 2. Ken Lawson 's girls pose for the camera on *Thrasher*
- 3. Race Coordinators Debbie Druan and Dave Koshiol
- 4. Racers gather for the Captain 's meeting on the beach
- 5. Two of the bigger boats, raising their sails for the pursuit start:
Tri Me and *Triad*

- 6. *Tri Me* leads *Rut Row* in a close finish
- 7. *Skateaway* edges out *Triceratops* at the finish line
- 8. Winner of the best bikini, Kaitlyn Alvord, proudly displays her trophy
- 9. Bob Gleason holds up his first place trophy



4



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7



8



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Warren32 Trimaran

by Ted Warren

The Warren32 is an all carbon trimaran designed for the performance enthusiast. The first boat, *Zachary D. II*, was launched on June 20, 2003. It is based on my successful racing design, the W27, but has a cabin and a cockpit. The construction is all carbon fiber over Core-Cell, vacuum bagged. In designing a very light weight multihull, there are two major areas of opportunity to save weight – scantlings (hull layup) and minimum surface. Carbon and Core-Cell works for reducing weight in layup. Using simple, but pleasing, surfaces for the hull shapes works for minimizing hull surface area.

One of the challenges of designing a low weight trimaran is generating enough righting moment to support the sailplan. This requires the tri to be wide, and she is almost square at 30 feet BOA.

The spar is a rotating carbon wing-mast with an 8" chord and 47 foot length. LOA is 33 feet with the sugar scoop at the transom adding 12". The amas displace 6600 lbs submerged, or 300+% of typical racing displacement. She demounts onto a street-legal 8 foot trailer.

So how light is she? I'll admit to ½ the weight of an F31R as a bare boat, or 2100 lbs with crew and gear ready to race. I asked the crane operator at launch what he thought about the weight. His response was "it felt like the hook was empty".

How does she sail? The quickest answer is delightfully. Despite an extreme power to weight ratio she is easy to sail and well mannered. She'll tack every time without backing the jib and even on the mainsail alone. The ride is smooth in a chop. The fine shape of the hulls forward allows easy entry and dampening is excellent with the flat sterns and large amount of reserve displacement at the bows. We were making really good headway when tacking up a



Core-Cell planking is laid into a half-hull mold built of plywood stations bolted to a strong back. Note the cove and bead joints between "planks".



Ariel view of a half-ama lying on the strong back (center). A complete ama lies on the workbench (right).

narrow channel, so I decided to check the compass and sure enough we were tacking through 80 degrees, although I think that 90 degrees is more optimum for VMG. I haven't seen a monohull sailing in the North Shore which I couldn't outpoint if I tried, even in light air. The acceleration when footing-off is breathtaking.

The first season has allowed me to find areas that can be improved. The ringframes are not stiff enough and will require more carbon fiber. This resulted in "panting" in the main hull, which was fixed by temporarily adding tension struts. The forestay sagged too much close-hauled, so I added running backstays. The pins that hold the akas to the main hull were getting noisy. This was solved by preloading the beams by tightening the capshrouds. The next boat will have zero clearance pins to eliminate this possibility.

The second trimaran is abuilding. It is the (extreme performance) cruising version. The main hull is scaled up to 36 feet, and an additional 6" is added to the width. It results in 53% more cabin volume and standing headroom for a 6+ footer (the W32 will clear my head at 5'7"). The spar is shortened to 43 feet, but the sailplan retains the same total area. Warren Multihull Designs, and Still Water Designs are building this boat as a joint project. We would consider starting a third boat now. Our target price is \$120K for the W32 and \$140K for the W36, bare boat with no sails and no interior.

—Ted Warren

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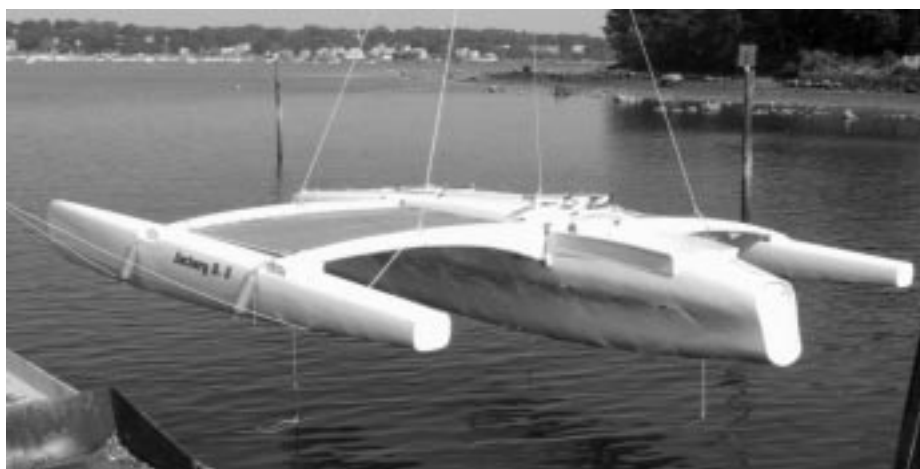
**Learn more about the
Warren32 at the
November meeting:**

Savin Hill Yacht Club

Wednesday, Nov. 12, 7 p.m.



The assembled boat awaits launching.



Airborne, moments before touchdown.



Underway with full main.

Trimarans Come of Age

by Dick Newick

Reprinted with permission from *Sail Magazine*

Until recently trimarans have been considered strange, except in much of the South Pacific Ocean, where they have been sailing for more than 3,000 years. Appreciation in North America has grown recently, thanks to some major races, course records, and hundreds of thousands of happy cruising miles. Many of the unconvinced have never sailed one.

The trimarans I discovered almost 50 years ago were owner-built contraptions made of plywood and sheathed with fiberglass and polyester resin. They were considerably faster than monohulls, yet of no interest to proper yachtsmen except as the subject of condescending jokes. My first multihull design was a catamaran, built for my Caribbean day-charter service. In 1960 I designed and built a trimaran to test Arthur Piver's enthusiastic claims for the type and discovered that the boat had more ultimate stability than the cat. It was wider and thus able to carry more sail. Less initial stability gave it an easier motion compared to a cat. Maneuverability was better. It featured a shallower draft thanks to a daggerboard and kick-up rudder. I was convinced and since then have found few reasons to design, build, or sail anything with fewer than three hulls.

Development of the modern tri

Victor Tchetchet, a Russian-born artist who lived on Long Island, New York, and developed modest plywood daysailers, pioneered trimarans after World War II. There was no name for these craft, so he coined the word "trimaran." During those years Victor was encouraged by L. Francis Hereshoff, an established designer open to new ideas.

In the mid-1950s Arthur Piver of Mill Valley, California, became the most vocal promoter of tris. He claimed that his simple straight-sheer V-shaped hulls could be described over the phone in enough

detail for a builder to build a boat.

Piver's sea stories were often ridiculed even more than his boats, usually by old salts who couldn't possibly have designed and built for a few thousand dollars a boat to challenge *Nimble*, Piver's 30-foot-long, 18-foot-wide, 2-foot-draft trimaran. In 1960 he and two friends sailed *Nimble* across the Atlantic in 28 days. She was made of fir plywood on a frame of cheap softwood. Piver was soon selling hundreds of designs to people he had convinced that three hulls were better than one or two. California designers Jim Brown, Norm Cross, Jay Cantola, Lauren Williams, and Al Horstman came along at about the same time to fill the demand for cruising trimarans. Brown led the list with well over 1,000 sets of detailed home-build plans sold.

At the same time Derek Kelsall and Tony Smith were building trimarans in England. Others designing, building, and sailing trimarans included brothers Meade and Jan Gougeon in Michigan, Hedley Nichol and Lock Crowther in Australia, and me. I was based in the Virgin Islands. French interest evolved in the mid-1960s and exploded after the 1972 OSTAR was won by a French trimaran designed by André Alègre and helmed by Alain Colas. It is instructive to note that since then all the winners of the 3,000-mile race from Plymouth, England to Newport, Rhode Island, have been trimarans, except in 1976 when French sailing hero Eric Tabarly won (for the second time) in a keelboat.

Progress in trimaran design and construction can be attributed to our relearning what Pacific islanders had learned at sea by trial and error, combined with the development of modern engineering and lightweight composite materials, such as Kevlar, carbon fiber, and various core materials. Of course, these same modern materials and build

techniques are equally useful in other types of vessels. As ballasted monohulls have gotten lighter, the performance advantage of multihulls has decreased. But it will never disappear, because long, slender hulls will always slip through waves more easily than beamy hulls.

Through the years designers and builders of multihulls have wisely steered clear of the influence of racing's rating rules. Trimaran builders were quick to use carbon fiber, taking advantage of its remarkable strength, stiffness, and lightweight. Early breakthroughs included full-batten mainsails, lightweight hull and beam construction, rotating wing masts, and other examples of go-fast technology that were banned by the monohull rule makers.

The high-flying Open 60 trimaran is an example of the innovative thinking practiced in the trimaran community. Its weight is a fraction of that of a ballasted boat of the same length, and it's more than 2,000 square feet of sail area is set up so that one sailor can race across the Atlantic in 10 days or so. However, some Open 60 sailors suffer from speed greed, as was demonstrated in last year's Route du Rhum race, in which only 3 of 18 competitors finished.

Packaging performance

Waterline length-to-beam ratio (in the main hull) is a useful tool for categorizing trimarans. A ratio under 10:1, for example, puts a boat in the cruising range. Anything below 8:1 indicates that the designer or owner needs to carry more weight than is reasonable when performance is desired; in this case a monohull should be considered. In my own racer/cruiser designs the ratio hovers around 12:1. Length-to-beam ratios in small boats tend to be higher to get the necessary payload capacity, and large extreme racers, such as Olivier de Kersauson's 110-foot Geronimo (17:1),

typically have ratios greater than 15:1.

Adding an abrupt flare above the waterline in the main hull of a cruising trimaran is one way designers balance the need for speed with the need for interior volume. The temptation is to place the flare close to the waterline, where it can catch wave tops, adding noise and motion.

Stability in any type of vessel is measured by the distance between the heeled centers of gravity and buoyancy times the weight of the vessel. These distances are relatively small on a monohull, so it must heel more to gain power to carry sail; a monohull's comparatively greater weight compensates somewhat for the small distance between centers. A catamaran has less weight but a considerably greater distance between the centers of gravity, resulting in much more initial stability. A trimaran, which weighs roughly the same as a catamaran and usually has greater beam, has the best sail-carrying capacity of the three configurations. This results in moderate heeling under sail, which can be appreciated by most sailors.

A downside is that wide beam is a detriment in harbors where space is at a premium. Marina slips are not intended for boats that are more than 80 percent as wide as they are long. This factor, plus the high cost of boatyard winter storage, has created a market for folding trimarans that can be stored at home.

The biggest difference between the early tris and today's are the rigs. The old setups included short wooden spars, small battens, no roller furling, no bowsprits, and simple Dacron sails. Now boats feature taller masts, made of aluminum or carbon fiber, aerodynamic rotating wing masts, winches 10 times as powerful as the one-speed bronze Merrimans we used, and flat, light head-sails set from bowsprits. Boatspeed has doubled, and costs have tripled. Sharper bows and fuller sterns now give better motion and performance but it is still a struggle to get the interior volume that most people want. Sailors can, however rejoice that stronger, lighter materials yield bigger payloads.

Simple living is accepted as a trade-

off on most cruising trimarans that are performance oriented. My Echo II design, for example, can sleep three or four if they accept a modest galley, limited head privacy, and the lack of a dinette in exchange for comfortable reaching at 120 percent of wind speed and a top speed of more than 20 knots. Cruising tris often make a day's run 40 percent longer than that of a ballasted boat. Most of today's tris under 40 feet – including Corsair's line of 24- to 36-footers, the new Telstar 28, and Dragonfly's cruising models – have boards and rudders that can be raised to reduce draft to under three feet.

With the exception of the mass-produced WindRider line – a series of rotomolded plastic tris under 18 feet designed by Jim Brown and Sam Bradfield – tris are getting larger. The latest designs have the comforts expected in a cruiser, but in smaller packages. Builders like Dragonfly and Corsair, who are competing with the creature comforts provided on monohulls, have been forced to be creative with the interior footer to create enough space in the main hull for an enclosed head and sizable galley and saloon.

Trimarans still lag behind both catamarans and monohulls in production volume. But I argue that tris can't be equaled in sailing performance, which I define as the ability to sail faster than the wind safely and comfortably. Compare displacement-to-length, length-to-beam, and sail area-to-displacement ratios to get a realistic picture of what to expect from any type of boat. The comfort/performance tradeoff will quickly become apparent. Most people equate comfort with interior space. I prefer to add two more factors: peace of mind and easy motion.

If we could accurately describe the trimarans of the future, we'd already be building them. Perhaps we already are. Technology will support bigger boats if someone will pay for them, but bigger may not be better.

–Dick Newick
dnewick@gwi.net



Moxie, Newick-designed 50' trimaran in which Phil Weld won the 1980 single handed transatlantic race. Note original low aspect rig. Cover photo shows new fractional rig.

Newick's list of the most influential trimaran designs

Nimble

Arthur Piver's 30-footer opened eyes to the possibility of three hulls.

Toria

In the mid-1960s this 42-foot Kelsall design pioneered the foam-cored fiberglass hull.

Pen Duick IV

Andre Allegre's 67-foot aluminum tri, with which Alain Coles won the 1972 OSTAR.

F 27

This Ian Farrier design popularized folding trimarans as trailerable racer/cruisers.

Apricot and Paragon

Nigel Irens (Apricot) and Adrian Thompson (Paragon) started the spectacular Open 60 racing class with these two breakthrough designs.

Moxie

Newick-designed 50-footer for Phil Weld, who paced it to victory in the 1980 OSTAR.



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