



NEW ENGLAND MULTIHULL ASSOCIATION

Multihull Capsize: Causes and Consequences

General meeting at Savin Hill Yacht Club
Wednesday, October 27th, 2004 at 1900 hours (7 pm).

There have been an alarming number of capsizes this season relating to the NEMA racing fleet, one of them with fatal consequences. On Saturday, September 18, *Andiamo*, an F31 capsized in Long Island Sound while in delivery mode from Greenport, Long Island to Niantic Connecticut when a squall in excess of 50 knots struck the boat. Chris Conradi, vice president of manufacturing for Faria Marine Instruments and a long time sailing devotee was trapped under the trampoline and could not be extricated before he died. Don Watson, Commodore, has written letters of condolence on behalf of NEMA to both Dana Murphy, the widow of the deceased, and Peter Harvey, part owner of the boat and survivor of the mishap. NEMA members, particularly racers, are encouraged to make a dona-



The 2003 Route du Rhum was the setting for numerous multihull capsizes including that of Groupama.

tion in the name of NEMA in Chris' memory to: Christopher Conradi Memorial Fund, c/o of Chelsea Groton Bank, 2 Water Street, Mystic, CT 06355.

Inshore racers are not alone in experiencing this situation – large offshore multihulls in both racing and delivery mode have also capsized. The NEMA Board of Directors has convened a panel of NEMA members who have experienced a capsized. They will discuss the personal details including the events leading up to the capsized, their observations, their opinions, and their recommendations for avoidance and dealing with the aftermath. Members will demonstrate clothing, safety gear, and communications equipment specific to surviving a capsized. The panel will include Joe Colpitt (Flint 49), Walter Greene (Greene 50), Ted Grossbart (Formula 28), Pete Harvey (Corsair 31-R), Ira Heller & Sydney Miller (F27), Paul Van Dyke (Antrim 40), and Rich Wilson (Nigel Irens 53).

The pizza/social at 1900 hours, will be followed by this important presentation relevant to both the inshore and offshore fleets. All are encouraged to attend; guests are invited. Please RSVP to Tom Cox tom@sailtriad.com, or 978 283 3943 so we know how many pizzas to order.

–Tom Cox

Next NEMA Meeting



CAPSIZED

A Panel Discussion

Wednesday, October 27

7 - 10 pm

Savin Hill Yacht Club

7 pm Pizza

8 pm Panel Discussion

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photo of Zephyr by Nick Bryan-Brown



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.

Please submit articles to Judy Cox, editor
email: jcox@inzones.com
mail: 5 Haskell Court, Gloucester, MA 01930

Elected Officers

Commodore Don Watson
508-636-5275
dwatson@neboatworks.com

Vice Commodore Tom Cox
978-283-3943
tom@sailtriad.com

Treasurer Ira Heller
617-288-8223
nemasail@aol.com

Race Chair Bill Heaton
401-934-1312
wtheaton@earthlink.net

Secretary Sydney Miller
617-288-8223
sydmail@aol.com

Cruising Chair Bob Gleason
508-295-0095
sailfast@themultihullsource.com

Newsletter Editor Judy Cox
978-283-3598
jcox@inzones.com

Appointees

Fleet Captain Tony Cabot
617-328-4109
tony@caboteria.org

Directors at Large Ted Grossbart
ted@grossbart.com, 781-631-5011
Nick Bryan-Brown
508-758-3444, nbbre@yahoo.com
Wayne Allen
wayne@20knots.com, 781-665-7295
Catherine Kornyei
catherine@themultihullsource.com, 508-748-1551

Photographer Martin Roos
781-272-1683

Historian Les Moore
978-768-7668

Life Members Dick Newick
Walter and Joan Greene
Les Moore, Spencer Merz
Bill Doelger

NEMA Web Site www.nemasail.org

See the website for Membership application and meeting information.

NEMA Board up for Election

The NEMA Board of Directors serves for two years and is up for election this year at the Annual Meeting which will be held in December (not to be confused with the Annual Dinner in February). The Board will recommend a slate for election after October 31 and is now accepting candidates; anyone interested in serving should email nemaboard@nemasail.org or call contact Don Watson at 508-636-5275. Nominations can also be made at the meeting.

The officers are: Commodore, Vice Commodore, Secretary, Treasurer, Race Chair, Cruise Chair, and Newsletter Editor. A complete description of the duties of each of these positions appears in Article 4 of the NEMA bylaws, which can be found in the 2003 directory or online at www.nemasail.org/bylaws.html. In addition to these elected positions the Board also appoints Directors at Large and Fleet Captains who assist in the running of the club. Board meetings are open and anyone is invited to attend.

Board Appoints Two New Directors at Large

At the last Board meeting on Sept. 29, the NEMA Board of Directors voted to appoint two new Directors at Large: Catherine Kornyei and Wayne Allen. Directors at Large are expected to attend NEMA Board meetings and to partake in any duties that the Board assigns. Welcome Catherine and Wayne.

Racing Rules Violations and Clarification *by Don Watson*

During the past season, there has been much discussion among the NEMA North fleet about racing issues. Among other complaints, it has been alleged that serious violations of the NEMA principal helmsman rule have taken place. The NEMA RC and the Board of Directors have held discussions about these allegations, and I would like to brief the membership on what took place and what has been done about it.

First, a little background. NEMA Race Rule 4.3 reads as follows:

"Handicap skippers are required to list a principal helmsman on their rating certificates. While it may not be possible for any one person to steer a boat throughout a race, the principal helmsman should be that person who is steering at the start of the race and on upwind legs. Any yacht which is started or steered upwind by someone other than the principal helmsman is in violation of the rules and subject to disqualification."

This is a pretty clear description of the requirement. Ted Warren alleged that competitors Tom Cox and Ted Grossbart had routinely violated this rule during the past season and in years previous to this one. The matter was referred to the Race Committee which took the position that, since no valid protest was filed according to Racing Rules of Sailing Rule 61, that it could not act, and that the honorable thing to do would be to withdraw from any races in which the rules were violated. Tom Cox took this option and withdrew from the two races during which he had someone else steer his boat.

The Rules are clear that unless a valid protest is filed according to a written procedure and within a specified time limit, no protest can be heard.

The only option available to the Race Committee is to file a protest under US Sailing Rule 69.1 which reads: "When a protest committee, from its own observation or a report received, believes that a competitor may have committed a gross breach of a rule or of good manners or sportsmanship, or may have brought the sport into disrepute, it may call a hearing. The protest committee shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing." This is a serious charge requiring a hearing.

In the face of bitter and angry comments from the NEMA North fleet, Ted Grossbart attended a Board of Directors meeting to discuss this matter. Ted admitted violation of the Skipper Handicap rule, but pointed out that this rule has been routinely ignored in the NEMA North fleet for years in the interest of friendly competition. Indeed, Ted Warren has, in the past, driven Ted

NEMA Summer Cruise

by Bob Gleason

The annual NEMA cruise which took us through Buzzard's Bay and the Elizabeth Islands and Martha's Vineyard this year was a fun for all despite some windy wet weather in the middle of the cruise.

Grossbart's boat as have many others, and others including Ted Grossbart have driven Tom Cox's boat. His stated view was that these violations have been the norm and, as such, no competitive advantage was gained, and there had been no attempt at deception. He did not understand why the issue was being raised now after being commonplace for some time. The Board includes members of the NEMA north fleet, and their viewpoints were heard and debated at length. While no vote was taken it was the opinion of many on the Board that, while he may not have gained an advantage, it was clear the rules had been broken, and while it could not disqualify him retroactively, it urged him to withdraw from the specified races. To the relief of many, Ted did just that, and the Board and the Race Committee considers that case closed. I think Ted did the right thing.

A few things need to be emphasized here. First, all NEMA racers accept the premise that everyone must obey the rules.

Second, it is the responsibility of all NEMA Racers to declare their principal helmsman as defined in the NEMA Race Rule 4.3. You do this on your rating certificate, and you are responsible for all information on your rating certificate.

Third, if you wish to file a protest based on Rule 4.3 or any other rule you must do it according to the Racing Rules of Sailing Part 5.

Fourth, if you are found to be in violation of the rules after the fact, you will be asked by the Race Committee and/or the Board of Directors to withdraw. If you do not withdraw, you may be the subject of a Gross Misconduct hearing. This can be heard at any time and can result in suspension or expulsion from racing and NEMA.

Fifth, I will recommend to the Race Committee that it rewrite the NEMA Race Rules so that, in the future, it can retroactively disqualify any competitor from NEMA organized events and NEMA trophies for a breach of the rules.

It is unfortunate that this all sounds so litigious. Most people know I abhor protests and protest hearings, but the rules are for everyone, and should be observed all the time, not just when someone is looking.

Don Watson, Commodore

In past years we have had exclusively Corsair boats but this year we had Joe Colpit and crew on board Virgin Fire, a 56' Gold Coast trimaran, and the Gunboat 37' catamaran with crew from The Multihull Source. The first night out Dick Chase joined us on his custom 30' tri as did the Tomkins on their Corsair 28. The rest of the Corsair boats included Tri Me 31, ex High Flyer 31, Triceratops 31 and Scarlet Fire F 27.

The highlights this year were the parties on the bigger boats which made the bad weather not so bad after all. Our first night out in Cuttyhunk was quite mellow after a short bout with dragging anchors in the initial raft. The following morning we had a nice walk around the island including a stop to the ice cream store on the dock which allowed the kids and some adults to fuel up before heading off to Menemsha. After an easy light

air sail upwind we split up into a few groups around Menemsha. We were hunkered down in a four boat raft including the three 31s and the Gunboat for two days in Menemsha Pond. Boom tents were up and the curtains enclosing the entire deck aft of the mast on the Gunboat 37 allowed for plenty of protection from the elements while giving us privacy and comraderie. The 30 knot winds and driving rain did not give anybody the desire to push on to the next location.

On Wednesday however we did have a fun beat up to Vineyard Haven which is certainly one of the easiest places to re-provision and shop for momentos. As we do annually for the Black Dog Dash, the majority of us pulled up on the beach between the Black Dog

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Triceratops and Virgin Fire

NEMA Cruise, continued from page 3

and the Ferry Boat Docks. Being able to walk on and off the boats only a hundred yards or so from the supermarket makes this a great place to load up on supplies. It is also a fun place to gather on the beach and watch activities and our kids play with each other.

Our next destination was Edgartown, followed by Nantucket, but as usual plans change and we set anchor in Cape Poge Bay. We enjoyed this secluded spot so much that we spent two nights there. Our first night was rafted together near the beach where a few of us went windsurfing and others enjoyed the scene of this serene setting overlooking the sailboat races in Edgartown's outer harbor. The second day there we took a daysail through Edgartown Harbor into Katama Bay and took in the sights of the gorgeous homes and the two Optimus Regattas, one in Katama Bay and one in the outer harbor. When we returned to Cape Poge Bay we motored to the southernmost beach in the Bay, which is a shallow setting that looked as though it was rarely visited. The long sandy beach was great for football or Frisbee with the kids as well as

shell collecting.

As time flew by we realized we did not have enough time to go to Nantucket but instead headed back west. The fleet was splitting up due to people's schedules and we spent our remaining time between Tarpaulin Cove and Hadley's Harbor. The sail from Tarpaulin to Hadley's was upwind to Robinson's Hole then downwind to Hadley's. We crossed tacks with a couple of other Corsair boats not in our fleet and met in Hadley's with Jim Bourgoin on his F-27. We anchored in a little cove on the Buzzard's Bay side of Hadley's that was recently the home to a great white shark for a couple of weeks. I had never been in there before despite dozens of nights in Hadley's. It was great for swimming at a shallow sandbar. We kayaked over to the rafted fleet under the bridge in Hadley's harbor proper where there was little room for more boats and then returned to the lagoon where we were the only boat to prepare dinner for our last night out. In the morning we woke to a thick fog and no wind but soon found a few zephyrs and headed out into Buzzard's Bay for a slow sail back to Warehem.

— Bob Gleason

NEMA Cruise, Another View

by Sydney Miller

Over the course of the one-week NEMA Cruise to the Cape and Islands, we saw a variety of boats (large and small), people (adults and children), weather conditions (good and bad), food, drink, locations, and activities. We had camaraderie, music, kayaks, kites, kids, dogs, and wind surfing. This year's cruise had something for everyone.

Ira and I were cruising on the Gunboat 37 catamaran, along with Bert and Catherine Kornyei and their 6-year-old grandson Alistair. We also had three dogs with us - the Kornyei's two pulis, Dundi and Pogo, and our collie (?) mix, Perry. The G37 was a perfect layout for our group with a double berth in the port hull for Ira and me and two doubles in the starboard hull for the Kornyeis and Alistair. The dogs slept in the large salon, with Pogo generally tethered to the central post, once he demonstrated his willingness to swim off the back steps of the boat.

The Gunboat 37 catamaran has a spacious salon, with a huge built-in ice chest, which forms the center of a table that unfolds to seat 8 people. The two seats can be folded down to form additional sleeping space, but we didn't take advantage of that feature. There is a pedestal cooking island with a 2-burner propane stove and sink with additional counter space / chart table / seating areas as well as the bow-nets for people (and dogs) to spread out on. Plastic curtains surround the salon, allowing for protection from the elements as well as temperature control. We left the aft curtains up, creating a semi-enclosed salon, with easy access for visitors and dog walks ashore, and generally opened the fore curtains during the day for access to the bow nets.

It was nice to be back aboard the Gunboat 37, on which we had already spent a very enjoyable vacation cruise with the Gleasons in the Florida Keys at

photo by Sydney Miller



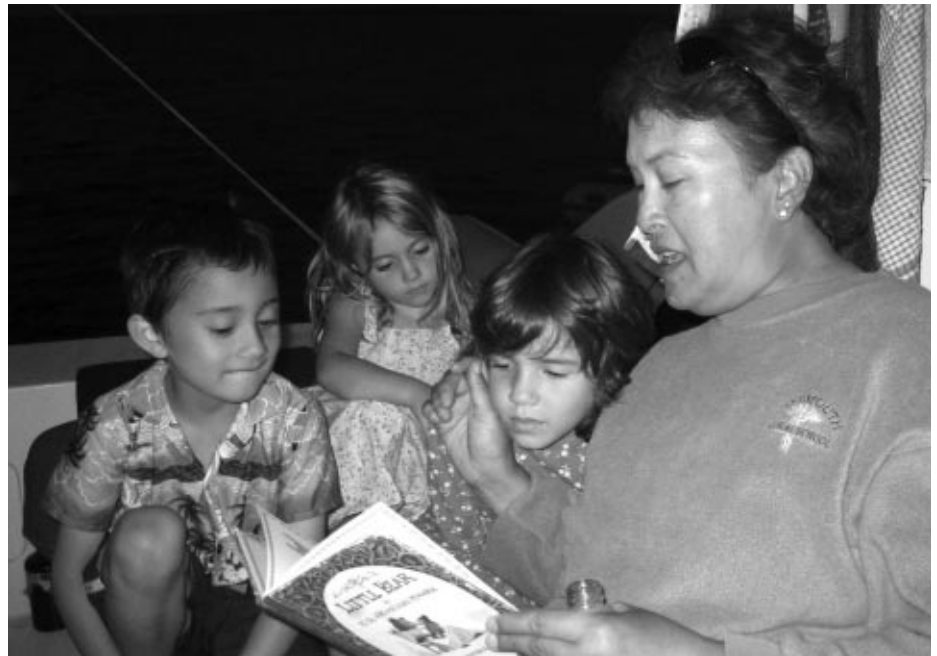
Cape Poge Singalong

New Years' time and some additional time during the delivery from Florida. Ira and I had enjoyed motoring up the lovely ICW in Florida and Bert Korneyi had joined Ira for the delivery north to Massachusetts, so we were all quite familiar with the boat by the beginning of the summer cruise.

The NEMA summer cruises generally run from a designated rendezvous on Sunday and a return the following Saturday, to allow people time for travel to and from the cruise. There were almost 10 boats meeting up at Cuttyhunk in the Elizabeth Islands on Sunday afternoon/evening, where we expected that the weekendng boats would have left by the time we arrived to anchor. This was to be the largest number of boats all week, but the conditions were unfavorable for a large raft-up, so we visited each other by dinghy and kayak and took the dogs and Bert's new kite ashore for a few forays on the rocky beach.

New to the fleet, the Gunboat 37 prototype attracted some attention and we had several visitors join us for coffee the next morning. Dick Chase and Jon Alvord looked around the boat first, and were joined by Tom McManus from his customized MaineCat 41 prototype, while Joe Colpitt and the Eschers motored over from their anchorage outside Cuttyhunk. Several people went off to see the MaineCat and then started organizing trips to the town. Alistair quickly bonded with Katie and Kodi Alvord, Remy Escher, and Gordon and Henry Gleason, and went off to town with them. Meanwhile, we enjoyed some quiet time hanging out on the G37, lying on the bow nets and reading.

In the afternoon, most of the boats headed across to Menemsha Pond at the western end of Martha's Vineyard and we rafted up with the Gleasons, Alvords, and Tom and Laura Smith, who were chartering an F31. Menemsha Pond is very shallow, although perhaps not as bad as the intimidating sign at the town on the entrance, which announces that the depth is only 2 feet at low tide. Once again, Joe Colpitt anchored 'Virgin Fire' outside, because he felt that the draft on his Gold Coast 56 trimaran was too deep



Lori Alvord reads to Remy, Alistair, and Katie

for the anchorage.

Enclosed heads are required at Menemsha and there is a 3-night limit to anchoring there. This is part of an unfortunate trend to limit transient boaters in the area, including a ban on overnight anchoring at Katama near Edgartown. Our original plans were to stay only one night at Menemsha, as there are many lovely spots in the Cape and Islands to explore and 'Virgin Fire' headed to Lake Tashmoo, which was next on the itinerary, the next day.

The other boats opted to stay a second night in our comfortable raft, due to the very windy, gusty, rainy weather. Visibility was poor and it didn't seem like we'd be able to see much of Tashmoo that afternoon. Despite the rainy weather (or, perhaps, because of it), we all managed to have a really great and relaxing time visiting between boats, chatting, eating, and drinking - mostly, on the Gunboat.

After being stuck on the boats for almost 48 hours, the kids and dogs (not to mention the adults!) were getting a bit stir crazy, so by Wednesday morning, we were ready to head to Vineyard Haven for mid-week reprovisioning and a walk ashore. Although it meant skipping beautiful Lake Tashmoo, we decided to sail up to the beach between the Black Dog Restaurant and the ferry dock, where we convene for the Black Dog

Dash race. There, we met up with Joe and the Eschers, who had anchored 'Virgin Fire' and came in to the beach in their dinghy.

We took turns watching the dogs and taking showers at the Harbor-master's building, which is probably the best deal on Martha's Vineyard. Catherine, Jane, Bob and I headed off to do some errands in town, while Bert went looking for an internet connection to check e-mail for The Multihull Source. In the afternoon, Jon and Lori Alvord went to Oak Bluffs with a long list for the liquor store (VH is a dry town), while Derek Escher and Jane Gleason set off with most of the kids to the toy store and bookstore. Alistair decided to stay on the boat with Ira and the dogs.

We tried to find a reasonable restaurant where a group of us could comfortably eat with kids, but everything was either very poor quality or quite expensive, so we decided on a big pasta dinner with enhanced spaghetti sauce and grilled sausages with a big salad. I enjoy these collaborative meals on our cruises, particularly the rather 'organic' way in which they just develop from what people have brought along with them or, in this case, bought locally.

We had a very comfortable night, anchored to the Vineyard Haven beach

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next to the ferry dock. It is quite amazing to have such a large boat just steps away from the town like this. I don't often really stop to think about it, but the shallow draft of multihulls make it possible for us to find beach-front property quite easily - just from the water side of the beach!

After breakfast, we were off to Cape Poge Bay, which was just a short sail away, during which some of us managed a short nap. (Cruising can be SOOOOOOOO tiring!) At Cape Poge Bay, we had another raft-up, this time with 'Virgin Fire' next to us, which rather dwarfed the Gunboat, and boasted a VCR, with videos making VF the party boat for the younger kids. Bob Gleason and some of the Corsair boats anchored at the beach and Bert asked Joe Colpitt to drop him off at the beach in his motorized dinghy with the dogs. Sadly, it took Bert a while to get 'rescued' from the beach, and I made a mental note to bring a small 2hp motor with our dinghy next time. Transportation can be a bit of a limitation on these cruises.

Derek and Jen took out their wind-surfer and wet suits and took turns reaching back and forth to the beach. Bob and Jon also gave this a try,

although the wind was a bit light. Cocktail hour, as usual, was aboard the Gunboat. Although a smaller boat than 'Virgin Fire' the Gunboat 37 boasts a large open salon, and our cocktail hour gradually morphed into a dinner hour with the Alvords. Katie and Alistair are almost the same age and have become great buddies on this cruise!

After dinner, we started a sing-along with the kids, which became a far more sophisticated music night, when Joe Colpitt showed up with his guitar. Joe is part of a band and he played several familiar songs from his performance repertoire. Jon and Derek also had their guitars along and Lori Alvord and others joined in by playing percussion, accompanied by others 'drumming' on the table or dancing around. This was a rather a magical evening for the 2004 cruise.

It was a lovely, sunny day on Friday, and there was a regatta taking place outside Edgartown, which we watched from our raft in Cape Poge Bay. Bob Gleason headed off on 'Tri Me' with some other boats for a short sail, including a brief foray into Katama. The boats returned to a different anchorage within the large Cape Poge Bay, so we didn't see them again until the next morning.

By general consensus, we had

agreed to head back to our 'home base' later in the day. Katie Alvord sailed with us, as she had from Menemsha to Vineyard Haven, and we met up with Alvords at Hadley's Harbor (which was very crowded) and Jim Bourgoin, who was heading out for a sail. We all had a wonderful lunch together and then we headed north.

It was a really lovely sail back up Buzzards Bay and we arrived late in the afternoon back at the dock. On Sunday morning, we cleaned out the enormous cooler and got all the cruising and earlier delivery gear off the boat. It took a little while to clean out all the dog hair and sand from the boat, but I just love that these boats can be hosed down, inside the salon and on the deck. We left her spic and span, back on the mooring within a short time.

Generally, the Kornyeis and we have had the smaller boats at the summer cruises and it was very different to be the designated 'party barge' (and head) this year. We learned quickly to make extra coffee in the morning and, as always on these cruises, people brought their own appetizers and drinks to start the party in the afternoon. We often ate dinner with people from other boats, and the food, drink, and entertainment were always a collaborative effort.

Meeting everyone's needs in a group cruise requires a certain amount of flexibility on everyone's part. There were definitely people who would have liked to have done more sailing and gunk-holing, and others who would have enjoyed more shopping and dining in the various towns. Some boats split off to explore other anchorages or for day sails and the different raft-up arrangements allowed for people to visit each other. I think that we managed the perfect balance between collective and individual activities. The weather conspired to force us to take it easy at the beginning of the week, and many of the cruisers wanted to simply socialize with each other or read quietly on their own. By the end of the week, we were all enjoying the sunnier weather and a little more wind. This year's cruise was variable enough to provide something for everyone - and lots of it.
-Sydney Miller



Gunboat Party Scene

Class C Cats Battle in Bristol

by Bob Gleason

This September I spent a day with Toby Baker running one of the three mark set boats for what was once called the Little America's Cup. Toby coached me at a high school regatta years ago and he also belongs to Beverly Yacht Club in Marion to which I belong, as well as the entire committee running the event. It was fun to spend time with so many members from my club which I rarely use. This event and these boats have captivated me since I was a little kid. The ultra fine, ultra high tech hulls and the rigid wing sail rigs put this catamaran in a class by itself. There simply are no boats that are faster for the conditions these cats are designed to sail in.

This year's event was a different format which included fleet racing. Following the fleet racing, the first and second boats matched raced to determine the series winner, and the third and fourth boats match raced for the consolation round. The teams included two US



photo by Bill Heaton

Race 1 Start

teams which Steve Clark had hand picked, an Australian boat and a British Boat. Unfortunately the challengers had little time to perfect their craft and were never really in the hunt. Steve, who also grew up sailing at Beverly Yacht Club, has a long history with Class C Catamarans. His dad, Van Alan Clark, sailed his boat Beverly in the Little Americas cup in the early 60s.

The real fun I had was looking around the yard before the days racing. The daily racing had little serious competition. The *Cogito* campaign had speed to burn thanks to plenty of prep time and long proven designs and materials. This two boat campaign which included *Patient Lady VI* has been able to accomplish what others have struggled with for years – keeping the boats together.

Due to the nature of a developmental class the battle is often preventing breakdowns and concentrating on sailing. *Cogito* is at least a step in front in this regard. The most notable development I saw was the banana blade or lifting foils on *Patient Lady*. She did take a race away from *Cogito* when the wind was up early in the fleet racing series. I was told that the lifting foils allowed 200 lbs less displacement which provided less wetted surface which is significant on a boat weighing only 385lbs! The wing sails look like what you would expect to see from aeronautical engineers not from sailors. They are extremely efficient and surprisingly light weight.

The technology that goes into these boats is leading edge and I am sure we all can learn from some of the refinements which should trickle down to our boats.

The event ended with little fan fare and an outcome that became obvious almost on day one. *Cogito* wins again!

—Bob Gleason



Great Britain and Australia waiting for wind

Transat 2004

by Tom Cox

I had the great fortune to interview six of the participants in the 2004 Transat single-handed race after the finish in Boston. Following is a snapshot of each boat. Full interviews are published in *Multihulls Magazine*: July/August, September/October, November/December. They can also be viewed on www.sailtriad.com.

photos by Tom Cox



Géant

Launched at the end of June 2002, this 60' trimaran is a real jigsaw puzzle made up of all the good elements of the competitors' boats along with practically all the options representative of the latest generation Van Peteghem/Lauriot Prevost trimarans (curved foils, adjustable and pivoting centerboard, adjustable mast rake), and with the addition of a hydraulically canted rudder. Weight: 11,880lbs. Upwind sail area: 3,627

sf. Gennaker: 2,691 sf. Simplicity is the byword of design with careful attention to weight-savings in all aspects of hull, rig, and instrumentation. First to finish in 8d:8hr:29min:55sec, Michel Desjoyeux sailed a total distance of 3,290 miles, averaging 16.41 knots and set a new transatlantic single-handed record. Damage: delamination in ama hulls between beams from wave impact.



Sodebo

The last of the trimarans of the 2002 generation to be launched, the 60' *Sodebo* is characterized by strength and safety with redundant rigging and systems; Thomas Coville puts a premium on ocean racing, particularly solo sailing. This Van Peteghem/Lauriot Prevost designed trimaran has the same floats as *Géant*, *Gitana 11* and *Foncia*. Particular care has been taken to the deck layout; the technical team on *Sodebo*

(Olivier Despaigne, Denis Pelmont and Martial Salvan) made a scale model of the cockpit to best determine the positioning of the fittings. Weight 12,100 lbs. Upwind sail area: 3,251 sf. Gennaker: 2,691 sf. Coville finished 2hr:8min:5sec after *Géant*, averaging 15.62 knots over a total distance of 3,166 miles, proud to have made an "arrivé proper" with no gear failure and little structural damage. Collision with "an animal" damaged the daggerboard trunk exit fairing slightly.



Trilogic

Custom designed and purpose built for this race, the 50' Trilogic features highly buoyant 200% amas with waterline beams wider than the main hull's. She has a conventional daggerboard, aluminum bowsprit with gennaker, single rudder, carbon wingmast, and off-the-shelf hardware. She was hand laid up of foam core and fiberglass, vacuum-

bagged but not autoclaved. Her doghouse is fully enclosed and upholstered as a bunk. Weight: 9,460 lbs. Upwind sail area: 1,291 sf. Gennaker: 969 sf. Eric Bruneel was victor in the 50' multihull division setting a new transatlantic single-handed record of 14d:1hr:23min:37sec. averaging 10.24 knots over 3,454 miles. There was no damage to the boat, although the rudder failed shortly after the race in delivery mode.



Great American II

This 53' Nigel Irens designed trimaran was shortened 3' to fit into her class. She is robustly built of foam cored fiberglass and intended for extended shorthanded ocean passages, with redundant rigging, halyards, communications equipment and hardware. Weight 11,975 lbs. Sail Area: 1,615 sf. Gennaker 807 sf. Total downwind sail area: 2,690 sf.

Rich Wilson found the race challenging and worked hard to push himself and the boat in competitive mode, finishing the race 22hr:56min:4sec behind Trilogic averaging 9.09 knots over the 3,276 miles sailed. He was forced to return to port with a parted main halyard, and restarted 16 hours behind the fleet; he had a near miss with a submerged tree trunk which he avoided in the nick of time.



Gifi

She is the only production catamaran in the fleet. A stretched out Soubise 46, Eric Lerouge design, built for cruising, but customized for ocean racing with two daggerboards (instead of keels), a larger carbon wingmast, and a bowsprit. The boat has a fully equipped galley including refrigerator, freezer, propane oven and range, double sinks, and pressurized hot and cold water. There are two big bunks, shower cubicle, enclosed head, a DVD player, and an electric windlass with 2 anchors and 100 meters of chain, 2 inboard diesels, and a genset. Some concessions have been made to weight by removing ceiling, stateroom and head joinerwork, wood trim, and some floors. Weight: 15,400 lbs. Upwind sail area: 1,560 sf; downwind 3,337sf (max). Gennaker 968 sf. Dominique Demachy placed 3rd in the 50' class,

finishing 1d:11hr:50min:19sec. behind Trilogic, and 12hr:54min. behind Great American II. He dined on freshly prepared meals, cooking vegetables, meat, and pasta, augmented by fresh fruit, salads, biscuits, and (yes) champagne. He watched only 1 dvd during the race, but listened to cd's throughout. He carried four spinnakers and changed them frequently during the race. The only mishap was a sheared-off daggerboard that was over-extended during a 20 knot surf down a wave.



Mediatas Région Aquitaine

Conforming to the Orma 60' class measurements, Mediatas Région Aquitaine is the only other catamaran of the fleet. She is built of carbon fiber and nomex, and has a biplane (twin) rig. Yves Parlier, skipper, designer, and builder, christened her "hydraplaneur"; the principal of the stepped hulls was adapted from hydroplanes, the idea being to make her plane quicker and lift the hulls at high speed. Parlier admitted to finding the boat seaworthy, despite it being very uncomfortable to sail (the boat slams upwind and is wet). Weight: 11,000 lbs. Mainsail

area: 1,291 sf (each); Gennakers: 861 sf (small), 1,614 sf (large). She normally carries a full main and gennaker on the lee hull and a full or reefed main on the windward hull (upwind sail area totals 3,443 sf; maximum speed offwind is 35 knots). Parlier finished 4d:22hr:41min. behind Géant and averaged 10.77 knots over 3,438 miles. He said, "not enough wine, and too much cold food..." (Cheese, bread, cold meats, dried fruit, and water comprised his provisions). The only damage was loss of a daggerboard from collision with a submerged object, probably wood.

Advantages of Carbon Spars

by Ted Van Dusen

If you want a lightweight, high strength, durable rig, then you should seriously consider carbon spars. Here are the advantages of carbon Spars:

Stiffness-to-weight-ratio

The stiffness to weight ratio of carbon spars is more than twice that of comparable aluminum spars. The weight of carbon spars is about one-half the weight of aluminum spars, and carbon spars are considerably stronger.

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Lightweight carbon spars lower the center of gravity and reduce the pitching moment, so carbon spars substantially improve vessel stability, ease of handling, and safety.

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In favorable conditions, carbon spars can carry a larger sail area for greater speed. When sails are reefed down, carbon spars improve drive through rough seas and increase stability by up to 15 percent.

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Carbon spars afford significantly increased durability and longevity. They are far more fatigue-resistant, will not corrode, and are easier to maintain and repair than wooden or aluminum spars.

About Composite Engineering

Our unique combination of design excellence, engineering experience, and aerospace technology make our carbon spars the best available. Carbon Spars from Composite Engineering offer the following advantages:

Excellence in Design and Engineering:

Our carbon spars are custom-designed for each rig by naval architect, Dr. Ted Van Dusen, using Composite Engineering's library of design and simulation programs, and 20 years' experi-

ence with composite technology. We can work from your specifications, work with your designer, or custom design your rig from scratch. We also retrofit production sailing boats.

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Braiding Technology: Each layer of our triaxially braided spars is seamlessly woven to achieve exactly the desired size and shape. During the weaving process, the spar is simultaneously impregnated with the same high-performance aerospace epoxy found in prepreg composites. Triaxial braiding also accommodates variations in composition, wall thickness, and number of layers at different heights and positions on the spar.

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Configuration: The superior strength and stiffness-to-weight ratio of our triaxially braided carbon spars permit us to create

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Economy: Our highly efficient triaxial braiding process is far more economical than other high-performance carbon spar manufacturing processes. Braiding eliminates the high purchase cost of prepreg, the associated cutting and trimming waste, and the overlaps unavoidable with any tape or fabric lay-up.

For more info contact Composite Engineering Inc at 1-978-371-3132.

—Ted Van Dusen



Triad's Composite Engineering mast was built in 1996

NEMA North Wrapup

by Tom Cox

This summer's NEMA North contingent experienced a well-attended Rally and Schooner Festival Race, and the least-attended racing season on record. Of the 7 scheduled races, plus 2 alternates, only 5 days of racing were enjoyed; the balance had to be cancelled due to lack of participation.

The rally, held on Saturday, July 17th was graciously hosted by Ted and Rose Grossbart, and featured non-hyper-testosteronated (yes that is a word) racing, and a barbeque. The sailing commenced at the crack of noon off Marblehead, circumnavigated the Misery Islands twice, and returned down the Eagle Island Channel for a total distance of 8 miles; the air was typically light, but a steady breeze prevailed throughout. This year's rule was working sails only, no spinnakers or screechers; *Pooka*, *Rosebud II*, *Triad*, and *Zachary D II* enjoyed the sunny sail. The picnic of Teriyaki chicken, sausages, and numerous tasty side dishes was choreographed and prepared by NEMA members Jennifer and Jim McTiernan who sailed his 22 ft. cat from Ipswich. It was devoured by 26 hungry souls, including Tony and Maryanne Cabot, Martin Roos, Barbara Warren, and Katherine

DeKonink, all of whom came by land. We dined in style on the Grossbart's veranda overlooking scenic Salem Sound.

The **Gloucester Schooner Festival Race** had 9 registrants and 8 combatants; it was held on Saturday September 2nd, over Labor Day weekend. The roster consisted of *Pooka*, *Lance*, *Zachary DII*, *Veloce*, *High Flyer*, *Triceratops*, *Rosebud II*, *Triad*, and *Celtic Try*. All but the later started and finished the course. The frustratingly light air that commenced the race shifted just before the starting gun rendering the leeward/windward course twice around into a pure reacher. A hole developed right in front of the finish line just behind the first two finishers, ensnaring the bulk of the fleet, and allowing the rear guard, assisted by a fresh breeze, to close the ranks and win the day on corrected time. A great time was had by all in attendance at the free buffet thoughtfully provided that evening in the Seven Seas Café by the Cape Ann Chamber of Commerce, host for the event. We enjoyed a lavish spread of hot and cold dishes, topped off with the lighted boat parade and fireworks.

We look forward to an increased fleet, and more fun in the 2005 season.

—Tom Cox



photos by Judy Cox

Ted Warren in his new design, *Zachary D II*



Jennifer McTiernan cuts the NEMA cake while her daughter (L) and Alexandra Steele wait for the first piece.



Jim and Jennifer McTiernan, our volunteer chef and caterer



NEMA North Members enjoy the view and food from the Grossbart's waterfront veranda.

NEMA Summer Racing Roundup

by Don Watson (with help from Tom Cox)

It is a feature of NEMA that many of the people we see in the winter meetings are not the same as the people we see on the racecourse in the summer. So, for those of you who weren't there, here is a re-cap of the South of Cape Cod season.

The traditional kick-off to the summer season is the **Owen-Mitchell Regatta** which starts in Newport and ends in Block Island. Only *Triceratops* and *Milagro* showed up at the start line. Here's Jon Alvord's account: "There were three registered, and only two showed. This has been the way now for two years, which is sad as it is a great event and relatively cheap. It is also an aggravation that no [Rinderle] points are given unless there is a minimum of 4 boats. Basically we wasted \$300 to drive down, sail, and drive back because we didn't have the required minimum. Part of racing is just showing up (Amen – TC). Saturday's race was awesome with us missing the record by 10 minutes. We were single reefed and smoking on one tack all the way there."

The **Spring 2004 Off Soundings Regatta** held Friday and Saturday, June 11-12, was a light air affair. According to Dennis Neuman "The first day started off of Watch Hill, RI, with the wind around 5

knots, then proceeded to 1BI off the northeast tip of Block Island and finished at the red bell at the Great Salt Pond entrance. Those who went right early made out the best as the wind shifted southward; those who stayed left suffered in shifting air and currents as they approached 1BI. *Triceratops* finished first followed by *Andiamo*, *Blue Moon*, *Milagro*, and *Ecrevisse* (Lagoon 35). The second day's race started off the entrance to Great Salt pond and proceeded clock-wise around Block Island into constantly clocking light air, first a beat to 1B1, then a reach down the east side of the island shifted into a run, then a run again along the south side. Two multihulls doubled back to honor a missed mark consolidating the fleet at South West Ledge. The last leg north was a run in dying air. 160 boats stacked up at the finish line/entrance to Great Salt Pond; boats that tacked outside the fleet were able to move well but returned to the blanketed air at the finish, where the last 200 yards was an eternity. All turned out for naught as the race committee, unable to sort out the finishers who crossed the line en masse, threw out the race."

The next event was the **Buzzards**

Bay Blast. Due to leap year scheduling conflicts, this event was combined with the NEMA spring cruise and the course format was modified to include an overnight raft-up in Lake Tashmoo on Martha's Vineyard. We welcomed non-racers to this event, but only racers showed up. Five boats started off Bird Island light in light southwesterly wind. The course was around 24 miles to various marks in Buzzards Bay, through Quick's Hole and finishing at Tashmoo. The final leg featured very thick fog in Vineyard Sound with contestants fading in and out of view. The fog scaled up at the finish, however, and *Swamp Fox* finished about 50 seconds behind *Tri Me* for the corrected time win. There were cocktails and cookouts in the evening and all went to bed happy. The second day had 15-20 knot winds from the Southwest and showed what a difference a day makes. *Tri Me*, *Triceratops* and *Swamp Fox* were in close formation after the upwind leg to Quick's Hole, but once through the hole the F-31's left *Swamp Fox* in the dust and finished 1,2,3.

The first distance race of the year was the **Corinthian/Chapman 200**. The course this year started in Marblehead went around Cape Ann to a buoy off Portland, Maine, then back to Provincetown and finished at Scituate, Mass. The race was the first south of Portland appearance of Charlie Pingree's Chris White designed 54' trimaran, *Flying Fish*, and this boat sailed a great race and was the overall winner. There were about fifteen knots from the west at the start, and spinnakers were flying as the boats headed east to Cape Ann. The fleet was headed as they approached the first turning mark, and the kites were strapped in. *Buzzard* and *Triceratops* took the early lead, but, as often happens off Cape Ann, the wind died out and after a couple of spins around the compass, eventually became a very light southwesterly. As darkness fell on the fleet, they closed with the dangerous Boone

photo by Pat Harris



Raftup in Lake Tashmoo at the Buzzard's Bay Blast

Island ledge and pointed toward Portland. On *Swamp Fox* we had a very close encounter with a large whale, but fortunately it did not hit us. The night sailing brought a more westerly wind, brilliant stars and the sounds of loons calling and whales blowing all around. The leg back to Provincetown was a long, straight jib reach in breeze that was dying as the day progressed. Somehow, *Flying Fish* made good progress in these conditions and was out of sight at daybreak. She finished within the time limit and was first to finish and first on corrected. *Triad* and *Buzzard* finished six seconds apart followed closely by *Swamp Fox*. These boats corrected to fourth, third and second.

The **Black Dog Dash** is always a well attended and fun event, and this summer was no different, with 19 boats rafted up on the beach behind the Black Dog Restaurant in Vineyard Haven, 15 starters and all but one finishing the race. After the mandatory breakfast at the Black Dog, all racers were given their start times and went out to anchor near the breakwater. The forecast north to nw wind materialized with 8 knots at the start as they first racers were hauling up their anchors and sails, then filled in building steadily throughout the afternoon to 18 knots by the time the fleet finished. It was a lazy downwind run to Edgartown and a blistering fetch/close



Flying Fish, Charlie Pingree's 54-foot Chris White trimaran first in the Corinthian/Chapman 200.

reach back to East Chop in Vineyard Haven where the chutes were relaunched for the downwind sprint to the finish line. *Triceratops* topped the fleet by 3 1/2 minutes, followed in close succession by *Tri Me*, *Triad*, and *Adios!* (all within 21 seconds), then *Zephyr*, *Hot Flash*, *No Name*, *Hobbit*, *Skateaway*, *Buzzard*, *Tempest*, *Whiteheat*, *Rosinante* and *Bear*. *Zephyr* won the elapsed time trophy, and would have had line honors but for a late start.

The **Solo/Twin** was the best attend-

ed Ocean Race of the season with 10 boats vying for the title. The moderate southwesterly 8 knot seabreeze for the start meant an interesting beat up Narragansett Bay in the peasoup fog which materialized shortly after the gun. The multihulls were overtaking and dodging both the monohull fleets which had started first, and the weekend warriors out for an early spin on Friday afternoon. Fortunately a large containership cleared the fleet before the fog set in; the fog held well past Beavertail Point. The breeze filled nicely to around 12 knots by late afternoon and held until the wee hours before it shifted to the west, then fizzled to a drifter at the finish. *Zephyr* proved her metal, capturing line honors, and saving her time over the fleet. She was followed by *Skateaway* on both elapsed and corrected times, then (on corrected) by *Flying Fish* (F27), *Tri Me*, *Triad*, *Adios!*, *Chittybang*, *Tempest*, *Triceratops*, and *Flying Fish* (White 54).

The 2004 **Buzzards Bay Regatta** attracted a very competitive 14 boat fleet, which sailed on a circle with five classes of mono-hulls. With so many boats on the course, you had to pay close attention to who was around you. Day one was overcast and shifty with winds from the ENE. Three races were sailed and featured strong and consistent sailing from *Zephyr*, *Rocketeer*,



Ken Lawson and his all girl crew (wife and 3 daughters) prepare for take-off at the Blackdog.

Triceratops, and *Blowhole*. These same boats were in the top four of each race. After a delay waiting for breeze, day two saw two races and continued domination by *Zephyr* and *Rocketeer* and also some good sailing by Steve Parks in his F-27 *Flying Fish*. The competition continued close, and there were only four minutes corrected time differential between second and thirteenth place,

Day three saw building breeze in the first race and thirty knots in the last race. *Flying Fish* broke the stranglehold that *Zephyr* and *Rocketeer* had on first and second place by scoring second in the first race. Much of the fleet did not start in the second race in which the breeze really blew. The conditions were to *Triad's* liking however, and she breezed to victory in the final race. Overall, the regatta was won by *Zephyr*, who dominated in every race, but the last. *Rocketeer*, sailed by Randy Smyth also put on an impressive show despite sailing with a major skipper handicap.

The **Newport Unlimited** regatta was attended by 20 NEMA racers and once again the F18 HT's and the NACRA'S attended in strong numbers. For the first time the NEMA fleet was split into two classes with the break at a rating of 0. Saturday's racing was held in Narragansett Bay in winds of 15-20 knots. After some delay in getting the marks set, two races were sailed. Once again the racing was very close. The first four places in Class A were within one minute of each other and the first three places in Class B were within 45 sec-



Skateaway (L) and Zephyr (R) jockey for position at the start of the Black Dog

onds of each other. Bob Gleason took two firsts in Class A and Tom Reese and Bert Kornyei took the honors in Class B. The racing was marred by two capsizes. The forty foot *Zephyr* flipped in race one and *Rut Row* turned over in Race two. Fortunately, no one was injured and both boats were recovered. These were serious incidents, about which you can read more elsewhere.

The **Gloucester Schooner Festival Race** is described in the NEMA North Racing Wrapup on page 12.

Race Rock Regatta was October 10 - 11. Attendance was about half that of previous years, with 7 multihulls racing. Jon Alvord's report: "Saturday's race around Fisher's Island was 22 miles in

light air, 5-10 knots. This was probably the most tactical race I have been in this year with *Rutrow*, *Triceratops*, *Blow Hole* and *Zephyr* all crossing tacks most of the way up the island. *Zephyr* rounded Race Rock first followed by *Triceratops*, *Blow Hole*, *Rut Row*, *Bluemoon*, *Andiamo* (F27) and *Mooncusser*. We all launched spinnakers but those at the back had a dying breeze and finished much later.

Saturday's corrected results were *Triceratops*, *Blowhole*, *BlueMoon*, *RutRow*, *Zephyr*, *Mooncusser*, *Andiamo*. Sunday's race was a buoy chase around Fisher's Island Sound in similar air. The start was a reach down the sound followed by a short beat, spinnaker run, beat, and then reach back. Again the wind died down and it was a tactical race. The second to last leg we managed to sneak by *RutRow* after many sail changes, but *Zephyr* and *Blow hole* managed to get to the next to last mark first and began the reach back to the finish before the wind died. Finish order on corrected time was *Blow Hole*, *Triceratops*, *Blue Moon*, *Rut Row*, *Zephyr*, *Moon Cusser*, *Andiamo*. Peter Harvey announced a new award to be given at Race Rock Regatta, dedicated to Chris Conradi who would always show up, and it went this year to Steve Larcen (*Mooncusser*)."
—Don Watson



Race organizer Dave Koshiol (R) awards Jon Alvord First Place at the Black Dog Dash



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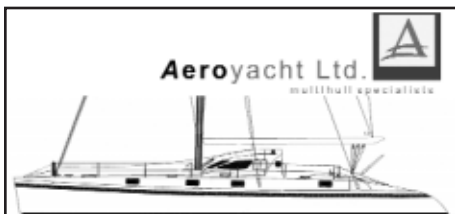
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