

NEMA

NEW ENGLAND MULTIHULL ASSOCIATION

A Greek Island Adventure on *Simba*

by Dave Lussier

A good friend of mine, Bill Fitzgerald, used to own a Corsair F-27 and crew for me when I raced my F-27. He bought a new Mahe 36 catamaran at the Annapolis boat show in 2007. Bill had decided to go "all in" and sell his house and business to buy this boat as his new home. He intended to live on it both overseas and in Newport, R.I.

After Bill bought this boat, which he named *Simba*, he asked if I could help him sail it from the factory in La Rochelle, France to the Mediterranean. I couldn't join him right away, but in May of 2009 I was able to carve out some time from work and family to go sailing with Bill from Athens to Rhodes, in the Greek Islands. A Rhode Island friend of mine, Jim Bass, decided to come along for the 10-day cruise.

Before leaving, Bill asked me to look around for a spinnaker for his boat. After acquiring the dimensions of the boat/rig, I went to a Newport nautical consignment shop. By sheer luck, I happened to find a monohull spinnaker with an ATN
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55' catamaran cruising in the Thira (Santorini) caldera in Greece

Bill Fitzgerald Photo

2010 Season Wrap Up

The Commodore's Corner



Tom Cox Photo

The 2010 season was a season of better than average weather and some wonderful sailing conditions.

The first big event of the calendar year for NEMA was the annual dinner. Our dinner happened to be about wing sails with Ben Hall speaking on the night between the two races of America's Cup 33. It has now been announced that the future of the America's Cup is catamarans with rigid wings. I expect this is going to generate some new interest in multihulls with some of the world's best racing sailors getting involved in multihulls for the first time. The trickle-down effect should be very beneficial with many great sailors realizing for the first time what they have been missing out on all those years.

The turnout for the racing season for most NEMA regattas in 2010 was slightly stronger than the past couple of years,

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**Next NEMA Meeting
Thursday, December 9
Savin Hill Yacht Club
Annual Holiday Party
7 PM Pot Luck Dinner
8 PM Election and Presentation
Bi-Annual Elections
Speakers: John and Kerry Spier
"Completing the Family's
Around-the-World Cruise"**

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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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NEMA Web Site www.nemasail.org
See the website for membership application and meeting information.

Commodore's Corner

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but we are still not seeing the numbers of boats racing we did a few years ago. I hope to be out there more myself next year; this year I was without a boat! The Long Island Sound group did have some new events on the calendar that got good participation.

Our first meeting of the fall (December 9th) will include a talk by John and Kerry Spier about the final legs of their circumnavigation, and we will also conduct our bi-annual elections. Anyone interested in finding out more about how you could help NEMA should be in touch with me or another board member. New faces on the NEMA board

will help ensure our future as a club. This is a volunteer organization and without you volunteering we would cease to exist!

At the last board meeting we decided to bring back our annual Holiday Party. This will be a pot luck at the start of our December 9th meeting at the Savin Hill Yacht Club in Dorchester, MA.

Our Annual Dinner date and location have not been set yet but we hope to announce it soon.

I look forward to seeing many of you at our events over the winter!

Best wishes to all,

Bob Gleason
NEMA Commodore

Next NEMA Meeting: Thursday, December 9, 2010, 7PM Savin Hill Yacht Club Holiday Pot Luck Party, 7 PM 400 Morrissey Blvd, Dorchester, MA

We are bringing back the always popular NEMA Holiday Pot Luck Supper. Please bring an appetizer, entrée or dessert, and but do let us know what you are going to bring so we can plan for what else might be needed. Please RSVP to Bob Gleason at sailfast@themultihullsource.com and let me know what you are planning to bring.

Bi-annual Election of NEMA Board Officers, 8 PM

Nominees:

Bob Gleason Commodore
Ed Sinofsky Vice Commodore
Don Watson Race Chairman

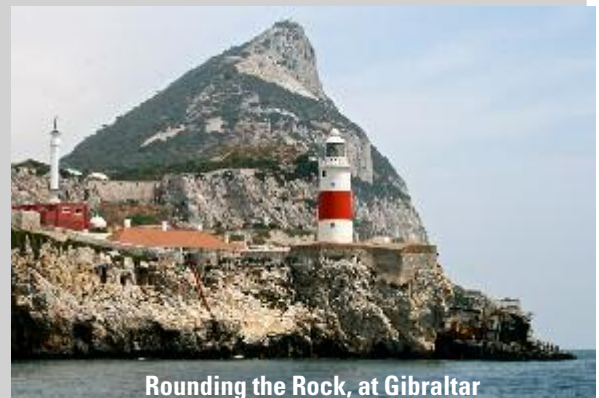
Ken Levitt Cruise Chairman
Phil Babcock Newsletter Editor
Michael Lipton Treasurer
Ira Heller Secretary

Presentation, 8:10 PM

John and Kerry Spier:

Completing the Family's Around-the-World Cruise

NEMA members John and Kerry Spier will talk about the final legs of their multi-year circumnavigation with their three children, aboard their Outremer 45' catamaran, *Aldora*. John reports that "After leaving the Suez, we crossed the Med, touched briefly in Cyprus, and then spent a month each in Turkey and Greece. The final parts of our circumnavigation were abbreviated, because we were running out of money and time. Still, the Atlantic is a big ocean and crossing it is a classic passage, not to be taken lightly. The joy of returning to an anchorage that you remember, after 35,000 miles, is also one of life's defining experiences."



Rounding the Rock, at Gibraltar

John and Kerry Spier Photo

A Good Finish at the Spring Off Soundings Regatta

by Ed Sinofsky



The NEMA fleet at Payne's on Block Island

One thing you notice when you go by the Off Soundings monohull fleet is how many people are needed to sail them. Even the smallest monos sail with 4 or 5, and the bigger ones with 8-10. I don't know how the skippers get all this crew, especially on a regular working Friday. I only need two to crew for my Corsair F24, Mk II *GlowBoat*, but a couple of days before the Spring race I learned that my usual crew could not make it.

I started madly searching for replacements. Dan Christensen was eager to come, and at the last minute found a friend to join us. I had never met my crew before, but this added to the excitement.

Besides *GlowBoat*, seven multihulls, all from NEMA, were registered: *Blue Moon* (an F25C), *Triceratops* (an F31R), *Milagro* (an F9A), *Zoom* (an F31-1D), *Flying Fish* (an F27), *Skedaddle* (an F28R), and *Supply and Demand*, a Reynolds 33 cat with a short rig owned by Casey Mulligan, a new NEMA member.

Dan and I hauled *GlowBoat* to Stonington, CT, and we were launched by 8AM. Dan's friend Marc Carey joined us there. We finished setting up and made it to the start, off of Watch Hill, RI, on time. Friday's race started in 5-8 knots from the northeast with a long upwind leg to Nebraska Shoal before turning south to Block Island. The wind went light and shifted to a reach before the first mark, but it now made the second leg upwind, too. The wind increased from the south to about 10-15 and we had a great sail

upwind to Block Island. Really nice! We could still see our competitors, but they were in the distance. We finished just a few minutes behind *Blue Moon*, the well sailed F25C. We could hear *Triceratops* chatting to *Milagro* about docking on the VHF while we approached the finish, and I thought that that was not too bad: Last year they had already showered by the time we got in. We headed to the party and I was in shock to hear that we corrected to second place! That justified another Dark and Stormy to celebrate.

That night most of the multihull contingent went to "Dead Eye Dicks" and shared a fun dinner. Jay Spalding and his crew; Dennis and Mlada Neumann; Andy Houlding and his crew; Jon, Lori, Cody Alvord and their guests; and the *GlowBoat* gang ate at one big table. We had a quiet evening in beautiful weather.

The next morning was equally gorgeous. The second day of the Regatta brought 10-15 knots from SSE for a counterclockwise around-island race. We got a good start and again hung at the back of the field to the upwind mark. We got there ahead of *Skedaddle* and the Reynolds cat. Most set spinnakers, but we went with our screacher. This worked for a while, but then we changed to the chute after *Skedaddle* passed us. Our boatspeed was around 10 knots. We made some good jibes on the back side of the island, and headed for the last upwind mark. *Supply and Demand* passed us and entertained us with their wide variety of roller furling headsails. At the tip of Block Island we saw multiple

shark fins in the water, so decided to stay onboard! We turned upwind at the B1B marker, finished and headed home.

On the trip home the weather deteriorated. It started raining, and visibility back to Stonington reduced. We were having trouble with my Garmin handheld GPS all weekend, and it finally stopped working altogether. I quickly took out my iPhone and used an application called GPS Motion X. The program presented me a map from Google Earth, I saw where I wanted to go in Stonington, clicked there and had bearing and distance for the trip, until we saw the beam from the majestic Watch Hill Lighthouse. (I wrote a note to the Motion X company and they featured our story on their Web Page including a cool picture of *GlowBoat*.)

By the time we got back to the ramp *Triceratops* was already packed and gone. Not only are the Alvord gang blazing fast on the water, they can derig their F31 incredibly fast. We packed up *GlowBoat* and wearily made it home. The next day I did very little, resting up from the Regatta. It wasn't until a week later that I found out that we got a 3rd in the second race, to finish second in the series!!! I had never finished in the top 3 in 4 years of racing. I won a nice short sleeve fleece vest that has the Off Soundings Club Logo and "Second In Class" on it. This is my first sailing trophy and I will cherish it along with the plastic celebratory Dark and Stormy Goslings cup from my after-race drink.

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Simba in Greece

(continued from page 1)

sock that appeared to be a perfect fit for the Mahe. It was in near-new condition and only \$600. I bought it and packed it up to go with me to Athens.

After arriving in Greece, Jim and I did a whirlwind tour of the Athens' ruins and also did some general sightseeing. I felt like I was sleepwalking for much of it. Then, the next morning, we took a taxi to the Zeas marina where we met Bill and his boat. Bill had already made provisions for the cruise, so we waited until mid-afternoon for departure so we would arrive the next morning at the island of Paros after daybreak.

After a few hours of cruising, we passed the Temple of Poseidon, a large ruin on a cliff top overlooking the southeast corner of the Greek mainland. They say it is good luck and a blessing to sail past this historical landmark, and sure enough, just as we got there, a school of dolphins swam with us. Very magical!

I had never been on a sailboat where we relied so much on the autopilot, which we called "Otto". Otto drove the boat for well over 90% of the cruise and we simply tweaked sails, navigated, read books, or just hung out. We had zero wind that first night, so we motored and took watches. It was great to have the Automatic ID System (AIS) as part of the navigation gear. It enabled us to use active radar together with AIS to give us a solid handle on who was going where, which is especially appreciated at night. There were lots of small cruise ships and



Google Map Image

Our itinerary for the trip, from Athens to Rhodes

ferries about.

We arrived in Paros, our first stop, in the early morning as planned and tied up in the main harbor on the wall. This was my first experience with a Med mooring and I couldn't get over the fact that tying up was totally FREE, as it is in most of the Greek Islands! Bill has a nice "gang plank" mounted on the aft deck that connects nicely with the shore. The tide in the Med is less than 1 foot so there are no real issues with dock lines either. We walked about town and rented some scooters for only 10 euros per day to explore the island.

The next day we cast off for the island of Thira, more commonly known as Santorini. It was on this leg that we had our first opportunity to try out the new spinnaker and it fit *Simba* perfectly! Plus, since Bill does a lot of shorthanded sailing, he was ecstatic about how the sock worked so he could do sets and takedowns all by himself with a little help from Otto.

Bill and Jim had discussed our itinerary before the trip. I hadn't paid much attention. I was just excited to be sailing in a new and interesting place. So, I was surprised and delighted to visit a caldera before we got to Santorini. Wow! A caldera is the remains of a volcano top that has been blown off or collapsed. Some of the Greek Islands are sunken, inactive volcanoes with the edge of its rim sticking out of the

water. The caldera of Thira is an island about 7 nm wide, with its center filled with water that flows in and out of two large openings to the sea. This encircled bay is 2-4 miles wide with a small island in the middle.

After *Simba* entered the caldera at the north opening, I was totally amazed at the beauty of this natural wonder. The height of the inside walls of the caldera soared over 1000' in some spots. It was so very dramatic - all this crystal clear blue Mediterranean water with sheer cliffs rising up, almost completely surrounding us.

Inside the caldera, as we pulled up to the town of Oia, we were *very lucky* to find a mooring. It is not really possible to anchor here as the dropoff from the walls of the caldera is too steep and there are only a handful of local moorings, mostly occupied. Our plan was to see if we got lucky and found one, and if we didn't, we had plans to depart to a

Dave Lussier Photo



Capt Bill at the Temple of Poseidon



Bill Fitzgerald Photo

Dolphins at the Temple of Poseidon

Google Map Image



Satellite view of Thira (Santorini)

Simba in Greece

(continued from previous page)

nearby island and miss this stop altogether. However, we found one unoccupied. We scooped up the mooring and got *Simba* settled for the night. We ended up staying for two nights. This stop was definitely the highlight of the trip.

After we got settled, we took a swim in the clear waters and then headed into town which was at the top of the cliff near our mooring. As we approached the foot path to climb the 800' vertical trek, some local folks offered their donkeys to us to ride to the top for 3 euros (one-way trip) and we gratefully accepted. The donkeys climbed along steep paths that had very dangerous cliff drops. Fortunately, they are agile animals and they got us to the top safely and with a lot of laughs along the way.

At the top of the caldera, the beauty of this place really sunk in. What a view! After walking around town and a

scrumptious dinner with a few cocktails, we returned to the boat and settled in for a comfortable night. The next day, Jim and I rented a car and toured the island. With all the stops to appreciate the views, it took a full day to see it all, including the top rim, at 1800', and the backsides of the island. This is a popular European vacation spot, especially for honeymooners.

The next day, we got underway and headed for the island of Antipalaia, heading east towards our final destination of Rhodes where we would catch a plane home. Antipalaia was not terribly exciting, but we met an interesting cruiser right next to our mooring who turned out to be an engineer from Pittsfield, MA (where I used to work as an engineer myself).

The next day, we headed to the island of Niseros, an active volcanic island with the volcano more or less in the middle of it. Like in Paros, we did a Med-moor in the main harbor right in front of the shops and restaurants for free! After living and playing in New England and seeing all the steep fees for slips and moorings, this little detail blew me away and allowed us to splurge a bit on dinners in town. The exciting part of this stop was that we rented scooters and drove right into the center of the active volcano. There were no police or park rangers to tell us not to get too close to the sulfuric steam coming out of many holes in the earth. It was hot!!! I had never seen anything like this before.

The next day, we left Niseros for the island of Simi. Approaching this island took us near the coast of Turkey where we saw dozens of large wind turbines along a ridge. We had seen similar sights in parts of Greece also. The stop in Simi was very nice and Jim and I went

crazy shopping for souvenirs for our families back home. Jim is a doctor and learned all about different types of sponges before buying an array of sponges. We had a nice dinner outside on the promenade to the harbor and the chef treated us to a "meat lover's special" – something that included goat meat on a huge platter with other meats, sides of bread and veggies. Very interesting, but I decided to pass on the goat!

The next and final sailing day, we cast off for Rhodes, making our total trip about 350 miles. It was a breezy day and we found the wind angle and speed limits of the spinnaker and then switched



Surface view of the Thira (Santorini) caldera

Bill Fitzgerald Photo

to the screecher. We had *Simba* going full speed at over 10 knots for much of this leg in a very comfortable cruising mode. Upon arrival in Rhodes, we once again did a Med moor, but in a *very busy* harbor with little choices on where to

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Bill Fitzgerald Photo



The author up high on the island of Thira (Santorini)



Spectacular views of the caldera (and Simba) from the town of Oia

Bill Fitzgerald Photo

Simba in Greece

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moor. We settled in, did some touring around town and had some dinner. We got up early the next day for our flight home.

Bill stayed in Rhodes where his girlfriend Joannie joined him for a few weeks of cruising in Turkey. He then sailed solo up the Aegean Sea and into the Adriatic before laying up *Simba* for the winter on the west coast of Greece. In 2010 we sailed *Simba* to Spain before she was shipped via Dockwise to Newport, R.I.

This was a wonderful trip with great friends through a beautiful area. If you enjoy mixing your sailing/cruising with dramatic coastlines, friendly people, and a land rich in history, you should plan a visit to the Aegean. There are many charter opportunities, several of which are on the Turkey coastline as well as the Greek Islands.



Dave & Bill at (actually in) the volcano at Niseros

Dave Lussier, a NEMA member, has spent the past four seasons crewing on friends' boats after selling his F-27, Chitty Bang, which he raced and cruised in NEMA for 16 years. He lives in Exeter RI with his wife Sheri and daughter Avery.

This article was edited by Amy Babcock.

Spring Off Soundings Regatta

(continued from page 3)

Results for the Multihull Class

Friday: Watch Hill to Block Island

1. *Flying Fish*
2. *GlowBoat*
3. *Skedaddle*
4. *Milagro*
5. *Triceratops*
6. *Blue Moon*
7. *Zoom, Supply and Demand*

Saturday: around Block Island

1. *Blue Moon*
2. *Flying Fish*
3. *GlowBoat*
4. *Triceratops*
5. *Zoom*
6. *Skedaddle*
7. *Milagro*
8. *Supply and Demand*

Combined Result for the Spring Off Soundings 2010, Multihull Class

1. *Flying Fish*
2. *GlowBoat*
3. *Blue Moon*
4. *Skedaddle*
5. *Triceratops*
6. *Milagro*
7. *Zoom*
8. *Supply and Demand*

Ed Sinofsky is the NEMA treasurer, and sails and races his Corsair F24/II GlowBoat from Cape Cod. If not playing with his tri, he is probably windsurfing. Ed is an active windsurfing team rider for KAsails of Australia.

This article was edited by Andrew Houlding.



Making Dark and Stormies the Off Soundings way

Excitement Aboard *Skedaddle* at the Spring Off Soundings

by Andrew Houlding

There was a cracking, crunching, snapping sound that coincided with the sudden sideways movement of the spinnaker and the still-furled screacher: *Skedaddle's* carbon fiber bowsprit had broken to starboard, about six inches from the bow. We were in the second Spring Off Soundings race, a little way north of Block Island. I hadn't wanted to lose speed by dropping the spinnaker and then getting the screacher up and unfurled, and thought we could raise and unfurl the screacher and then drop the spinnaker behind it. The pressure from two sails on the sprit proved to be too much, and it shattered. We lost VMG (velocity made good, i.e., speed in the desired direction) as I turned the boat downwind and my crew, Danny and Adrienne, scrambled forward to gather in the sails and assess the damage.

They heaved the wet sails onto the nets and managed to secure the sprit, which was still attached to the boat by a few strands of carbon fiber, so that it pointed to the starboard float. We got the jib up and soldiered on, now with no hope of placing, but we were still moving well. As we crossed tacks with some of the bigger monos we could hear them commenting on the strange new look of my F28R.

We approached the finish line on starboard tack as two big monos duked it out, both on port tack and racing hard for the line. We had the right of way, but I'd heard enough of that crunching sound for one day and I didn't have the heart to play chicken, so we tacked and ducked behind them to cross the line, not counting the time but instead counting our blessings: no one got hurt, the damage could be fixed, and we'd had another glorious day on the water.

NEMA member Andy Houlding keeps Skedaddle, his Corsair 28R, on the Connecticut shore of Long Island Sound, near New Haven.

Reg White, Multihull Pioneer, Dies at 74

by James Boyd/The Daily Sail
(used with permission)

The catamaran guru and Tornado gold medallist Reg White has died at age 74.

Brightlingsea's most famous son, Reg White, Olympic Tornado gold medallist and one the world's most renowned catamaran sailors and boat builders, died last Thursday aged 74.

For more than five decades Reg White was at the sharp end of the performance catamaran world, initially earning a reputation in the 'Little America's Cup' raced in C-Class catamarans. In the third event, held in 1963, White successfully defended the trophy at the helm of Hellcat 3 and in subsequent years went on to campaign famous defenders such as Emma Hamilton and Lady Helmsman finally losing the Cup to the Danish Opus III in 1969.

White is of course best known for winning the first ever catamaran gold medal at the Olympic Games, following the Tornado's introduction for Montreal in 1976.

In Olympic circles, White was well known as a builder of Tornado catamarans while with C-Class designer Rod MacAlpine-Downie he created a range of performance cruising catamarans from the 23ft Aztec up to the 41ft Apache, built in Brightlingsea on the UK's east coast by his company SailCraft

White was indirectly responsible for my childhood sailing. Back in the early 1970s my father Patrick fitted out the shell of a SailCraft-built Mk1 Iroquois catamaran in our garden, resulting in the book 'Catamarans in Close-Up'. This was subsequently replaced by a Mk2 Iroquois, the vehicle for countless Boyd family holidays.

White subsequently set up shop with French fellow Tornado Gold medallist and designer Yves Loday, creating numerous boats from the early F18, the Hawk, to the Hurricane and



Reg White wins the 1979 World Tornado Championships

more recently the Shadow, Spitfire and Storm.

Perhaps most impressive is the dynasty that Reg White left behind him. Son Rob was a long term Tornado sailor and more recently grandson Henry, one of 14 grandchildren, is spearheading their company Swell Catamarans.

Through his life, Reg made a huge impact in the world of catamarans. His departure is a sad loss for the sport and he will be sadly missed.

FOR SALE / RENT

More details on these items can be found at nemasail.org/memberspage.html#sale

SCRIMSHAW

Jim Brown's original Searunner 31 trimaran for sale. Personally built, cruised and maintained for 37 years by the designer. Very sound and highly developed for Spartan extended cruising. One owner. Lying in Southern Chesapeake ready to go anywhere. Failing eyesight forces sale. Ask for free DVD. (804) 725-3167, outrig@crosslink.net

Mooring for sale

Currently located in Beverly Harbor, MA in the Salem Willows Yacht Club mooring field, capable of holding a 40' sailboat, maintenance records available, all maintenance up to date, if interested email Phil at philip.didomenico@yahoo.com asking price is \$800.

41' Maine Cat 2006

Hull #12, 2-29 hp Yanmars, screacher, windlass, 4 solar panels, refrig & freezer, Garmin 3210 color chartplotter & radar, autopilot, oven/stove combo, dinghy w/ob and more. Beautifully maintained. Performance and comfort. lightly used in charter. May stay in charter if desired. \$399,000. Call Maine Cat 1-888-832-2287

1973 Hobie 16 and Trailex aluminum trailer

\$800. Needs cleanup, trampoline, tires, nuts and bolts, etc.. All other parts are original. Was disassembled and stored for years. Located in Mansfield, MA. E-Mail me at kseak@aol.com

Opportunity Sought

Wanted: Cruising Trimaran sailing opportunities.

Experienced catamaran circumnavigators thinking about the next boat would like to crew on a high performance cruising trimaran, together or separately. Self-employed, flexible schedules, can pay expenses, good sailors who don't get seasick and have few bad habits. To or from Block Island would be ideal. can offer mooring and shoreside accommodations. Especially interested in big folding tris- Dragonfly, Contour, F-36, F-37. Contact John and Kerri at aldora@ocens.net

FOR SALE / RENT

More details on these items can be found at nemasail.org/memberspage.html#sale

2001 Outremer 45, Aldora:

Well maintained and equipped circumnavigator, ready to go again. \$425,000. Contact John Spier for details. 401-207-4203 or johnspier@me.com.

2004 31' Farrier Center Cockpit F9XR:

Epoxy/foam/carbon construction, extra wide interior and beam, longer bowsprit, a suite of North 3DL sails and unique features such as a custom aircraft style canopy, carbon boom and single-handed sail controls. AERO comes with a Pacific trailer, AVON roll up dinghy and a giant bimini awning. Never raced, features custom clear carbon cabinet interior, updated rudder and highlights on deck as well as a fast orange bottom paint. Awlgrip paint in and out. AERO is very strong and light, in excellent condition and a 2-owner boat with only 2400 miles. Children's beach-cat infatuation forces sale. U.S. Coast Guard documented and offered at half her replacement value. August 2007 survey available. 108,000 US\$. Located New York. Contact Gregor Tarjan at (516) 818-3113 or email him at gt@aeroyacht.com.

Mast & Mainsail For Sale.

Transient's old spar, replacing it with a carbon one. 46' Gougeon B section wing mast, Walter Greene built. Good condition, just heavy compared to carbon. 1993 Spectra Main Sail. Still has a few seasons left in it. 5/16 stainless shrouds and headstay (main 20mm hound shackle not included). \$1000. Lies in New Jersey. Tim Ross. cell 862-591-8709; cell 207-415-3900, tiross@verizon.net

1999 39' Greene trimaran SCOUT.

Well built and maintained custom performance cruiser with many upgrades. New carbon spar and sails. Very simply rigged for short-handed sailing. Lying Great Lakes. \$195,000. Owner: Tom Egan. Call: Tom Kintz 860-572-7767 Fax 707-897-7856.

Rig For Sale.

52' Metalmast spar /Antal track with standing rigging. Original equipment from my 1999, 39' Greene trimaran SCOUT. Tom Egan. 772-283-6883; tegan2@maine.rr.com

36' NEWICK TRIMARAN KETCH, WHITE WINGS

Superbly built by David Nutt, Southport, ME in 1988, Two very caring owners. The first one solo cruised her from Florida to the Azores at age 73. Present owner day sails out of Edgartown. Remarkably comfortable cruising two or daysailing six. Minimum effort sailing with a Ljungstrom mainsail, reefed and furled from the cockpit. Carbon masts, good sails and inventory, recent LP paint. \$75,000 Call Dick Newick for details..(707) 217-0581.



NEW ENGLAND MULTIHULL ASSOCIATION

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First Class Mail

Next NEMA Meeting
Thursday, December 9
Savin Hill Yacht Club
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8 PM Election and Presentation
Bi-Annual Elections
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“Completing the Family’s
Around-the-World Cruise”



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