



NEW ENGLAND MULTIHULL ASSOCIATION

Defending the Americas Cup — With a Multihull?

Dirk Kramer takes NEMA inside Team Alinghi's defense of the Cup

by Alan Bingham



Tom Cox Photo

The 2009 NEMA Annual Dinner was held on Saturday, February 7 at the Venezia Restaurant in Dorchester, MA. More than 100 NEMA members and their guests took a welcome break from the long New England winter to share their summer sailing exploits, honor the 2008 racing champions and enjoy Dirk Kramer's presentation on the America's Cup defense.

Dirk Kramer is the Chief Engineer for the America's Cup defender Team Alinghi and his task as the keynote speaker at NEMA's Annual Dinner was not easy. He talked about Team Alinghi's new multihull option to defend the America's Cup, without telling anyone any of the details of the boat at all. He couldn't. 'The Cup' is shrouded in a secrecy only topped by spooks working for the CIA or MI5.

Everyone was curious. It seems that whenever the US has difficulty bringing the Cup back to these shores, the reaction is to go multihull. Connor did it to wrest the cup back from the Kiwi's and now Larry Ellison, et al, are following the same strategy. Is this an admission from the monohull establishment that the secret to speed is multihulls? This is something we all know, but our diehard leaner boat friends only seem to admit out of desperation.

Anyway, Dirk did a wonderful job for us. At least we know how they are preparing, and hedging their bets with both traditional America's Cup class boats and multihulls. Team Alinghi has teams on both projects – mono- and multihull. Since the BMW/Oracle multihull proposal, Team Alinghi members have been working to increase their multihull skills on and off the water.

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Next NEMA Meeting

Wednesday, March 25, 7PM
Savin Hill Yacht Club

Speakers:
Arnie & Ronnie Gould:

Cruising in the Bahamas
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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.

Please submit articles to Phil Babcock
email: babcock@draper.com
mail: 25 Polley Rd, Westford, MA 01886

Elected Officers

Commodore Bob Gleason
508-295-1956
bob@themultihullsource.com

Vice Commodore Rex Conn
978-317-9689
rconn@baybroadband.net

Treasurer Ed Sinofsky
508 737 9199
ed@photoglow.com

Race Chair Don Watson
508 636-5275
dwatson@neboatworks.com

Secretary Ira Heller
617-288-8223
irasail@aol.com

Cruising Chair Ken Levitt
508-295-3542
NEMACruise2009@klevitt.us

Newsletter Editor Phil Babcock
978-392-0455
babcock@draper.com

Appointees

Fleet Captains Tom Cox
tom@sailtriad.com, 978-828-2181
Tony Cabot
tony@caboteria.org, 617-328-4109

Directors at Large Richard Bluestein
rbluestein@aol.com, 617-734-2414
Ted Grossbart
ted@grossbart.com, 781-631-5011
Peter Vakhutinsky
pvakh@rcn.com, 781-718-0373

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.

Many Hands

NEMA is in the enviable position of having four newly elected officers to serve on our seven member Board, in contrast to many volunteer organizations where a few long standing individuals do all the heavy lifting year after year. This influx of new officers brings new ideas and energy to the organization. The officers perform their roles because they enjoy it and want to see the organization remain healthy and be of benefit to the members. Even so, the officers need your assistance to help keep their jobs manageable and to achieve these goals.



Amy Babcock Photo

If you are interested in racing, contact Don and offer to help out. Is cruising your thing? Contact Ken. Like to eat? Contact Bob or Rex to help with a picnic or meeting. Tell these folks what you can do, how much time you can spend, or just offer to help. You will benefit by being more engaged in NEMA, and NEMA will benefit from your efforts - you will be helping to make something happen for all of us.

One way people have been getting involved is by contributing to the News from the Members page. Have a look at page 10 to see what some of the members have been up to.

In this issue, we are starting a new initiative, the Guest Editor Program. The guest editor will edit an article to make sure it flows and tells a complete story (with help from me) and will get credit in the newsletter for their work. There are two guest editors in this newsletter: Sydney Miller and Amy Babcock. If you are interested in being a guest editor, please contact me.

So join us. Have some fun. Get a feeling of satisfaction. Help make your club healthy and fun. All of the Board members want to hear your feedback, suggestions and, yes, offers of assistance (see sidebar on this page).

Many hands make light work.

Phil Babcock



Arnie and Ronnie Gould: Cruising in the Bahamas Speakers at the NEMA March General Meeting

NEMA members Arnie and Ronnie Gould cruised for 2 months aboard a 31-foot Gemini catamaran in the Abacos in the northern Bahamas during the Winter of

2007-2008. They will give a slide show and talk on the navigational challenges of crossing the Gulf stream, as well as in the Abacos. They will also talk about the island lifestyle and friendly community of boaters who winter over in this very pleasant group of islands. Now preparing to return in their Corsair F-31, issues of living space, sailing, and equipment/stores will be discussed and compared. Come hear the about the Goulds' trip and their plans for a return to the Bahamas.



Arnie & Ronnie Gould Photos

Wednesday, March 25, 2009, 7PM
Savin Hill Yacht Club
400 Morrissey Blvd, Dorchester, MA

Welcome from the New Commodore

I am honored to be your new Commodore! I hope I will keep your interest in NEMA as Tom Cox has done for so many years. In these tough times, we all need a little distraction. What better way than sailing on a multihull!

Hopefully, events during the sailing season will be well attended with plenty of competition on the race course and camaraderie while cruising. In addition, consider joining us for our spring picnic and summer race parties. The winter's annual dinner is typically our biggest,

most well attended event of the year. This tells me that there are plenty of people interested in talking and learning about various topics related to multihulls. The other winter meetings along with our newsletters and web site keep the membership apprised of NEMA activities and all things Multihull!

Please feel welcome to contribute in any way you can. Join us for a Board meeting if you feel you would like to learn more about the inner workings of NEMA. Four of the seven voting board members are new to the NEMA Board.

This tells me that NEMA will be healthy for years to come.

My appreciation goes out to all the past members of NEMA that have made the club such a focus in my life for so many years. Let me know if there is anything I can do for you that would make NEMA a more fun organization for you.

Bob Gleason
NEMA Commodore



Tom Cox Photo

Our Newly Appointed Vice Commodore: Rex Conn

When the new board of directors was elected at the November, 2008, annual meeting, there were no candidates for Vice Commodore. Rex Conn recently volunteered to take this position. Following NEMA's bylaws, the board has accepted Nick Byran-Brown's resignation as Vice Commodore, and appointed Rex Conn to serve the balance of his term, through 2010.

Rex Conn moved to Marblehead from the Chesapeake this past fall, and is a new NEMA member. He has been sailing for 47 years, the last 35 in multihulls. He has sailed more than 100,000 ocean miles (over 75,000 in multihulls), including three transatlantics and 7 trips to and from the Caribbean. His first multi was a Hobie 14. Since then,

he has had a Nacra 5.2 and 5.8, a MacGregor 36, a Newick Native 38, a Norseman 430 and a Switch 51. His current boat is a Newick Traveler 50 trimaran with carbon hulls & wing mast. It is currently in Maryland, but he plans to bring it to Massachusetts in the Spring.

Every winter from 1998 to 2002, Rex spent six months a year cruising the

Caribbean. Since then, his sailing has been primarily ocean racing: several Bermuda races, three Caribbean 1500's, and he sailed to England in 2006 to compete in the Round Britain & Ireland race. His wife, Celeste; joins him for the warm trips & races, but feels that one transatlantic crossing was enough for her!

2009 NEMA Trophies

by Alan Bingham

The annual trophies for the 2008 season were awarded on February 7th at the annual dinner. It was a night of riches for John Alvord, who once again dominated the season with *Triceratops*. John took the NEMA Season Trophy and the Perpetual Trophy with Bob Gleason taking second and Dick Bluestein taking third place trophies.

Ted Grossbart took the NEMA North Trophy with Tom Cox, our former Commodore, getting second place.

The NEMA Elapsed Time and Mileage Trophies went to John Alvord whose performance last season was consistent and fast.

The Offshore Series and Moxie trophies were not awarded this year, due to the lack of participants in distance



Tom Cox Photo

and offshore events.

Congratulations to all trophy winners. Well done.

More on the winners on page 11

Team Alinghi's Defense of the America's Cup

(continued from page 1)

On the water they have been working with Extreme 40s, the over-canvased D35 from Lake Geneva (a light weather boat suited for Switzerland and drift conditions) and the Alinghi 41. The team members have also engaged in very careful and thorough observation of the ORMA 60s as well as the new breed of innovations in the search for speed. These innovations include the Thomas Jud foiler, l'Hydroptère, the Sy foiler and the Bal d'Or boats.

Dirk's assessment of the BMW/Oracle tri was also interesting. He described it as a bigger Groupe Ama, an ORMA 60 extended – lighter and bigger. We all know that bigger and lighter make for faster, but Dirk told us that no one had seen the BMW/Oracle tri tack or gibe. So what's up? Are there bugs here? Does it go to windward - or just off the wind? Are they playing with their secrets? Bigger is faster, but at what cost? These new boats are on the edge set of modern composite technology with huge stresses. We can expect competition to push these boats to the



Tom Cox Photo

Tom Perkins, Theresa Berger, James Richardson, Tom Grossman, Les Moore

limit and are likely to see some spectacular sailing, and probably failures.

Dirk ran a series of videos showing vividly what they had experienced in the quest for the Alinghi multihull defender. From a very wittily documented drift in America's Cup monohulls in Dubai to wild rides on cats flying their hulls and stopping suddenly when pulling away around a weather mark due to a dug-in lee bow. It was all exceptionally entertaining and the NEMA members at the Annual Meeting were on the edge of their seats, readily identifying with all of the video action.

Dirk finished with a lively question and answer session and the detail-hungry NEMA members begged for more information. Without being able to share 'secrets', Dirk left everyone well satisfied that Team Alinghi is ready to defend their title and this is not going to be an easy challenge for BMW/Oracle. Many of the other challengers are waiting to see what happens and are almost in a holding pattern. Team Alinghi is working both mono and multihull defense options, ready to fend off the challenger – whoever and whatever that may be. By running both types of defenders, Team Alinghi is still dominant in the monohull contest and ready to take on the BMW / Oracle multihull challenge.

The America's Cup is a truly multinational affair, even beyond the countries that fight for this Holy Grail. Team Alinghi's 120 members represent 22 nationalities, all focused on retaining the Cup – for Alinghi and Switzerland. What will be the outcome? Courts are the next step, to determine the number of hulls. And then, ... on to the water.

Alan Bingham, a NEMA member, is a regular contributor to the NEMA Newsletter. He sails "Bunyip", a Seawind 24 Catamaran.

This article was edited by Sydney Miller.

Tom Cox Photo

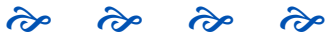


Long-Time members (standing, L to R) Tony Cabot, Spencer Merz, Mike Conley, Joyce Sunderland, Al Sunderland and (seated L to R) Les Moore, Tom Grossman, Walter Greene

2009 NEMA Annual Dinner: The Members Speak Out

The selection of the Venezia Restaurant for the annual dinner was influenced by feedback collected from attendees over the last few years. In the interest of continued improvement, the board once again has surveyed the attendees. The following are a representative sample of the responses (edited for space and clarity):

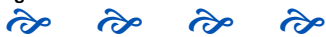
The restaurant was tricky to find, but we did find it (without GPS). There was no particular atmosphere (for a place near the water, it could have as easily been in downtown Shrewsbury). The acoustics worked (mostly) well. The food was good quality and quantity but the drinks were (as usual) relatively expensive (I think ... but I have little experience with in town prices). The speaker and visuals were excellent.



The food was better than what you would expect at an event like this. The service could not have been better. Red wine choices were extremely bad! The room was big enough with no columns. Overall, I would vote to go back there next year. My only suggestion is that we publish detailed directions.



I was pleasantly surprised at the turnout of old timers. Here the service and food were excellent (far better than eating on a boat under sail), there was sufficient room to circulate, easy parking. I sense a long-lived locale for the future.



Three cheers for GPS on locating the restaurant. At 80, my eyes and hearing aren't the best. It would be "better" if screen were up higher for seeing. Sound was not the best; either the system or speakers need to keep voices at a higher, steady volume. Nice crowd...good to meet some "old timers".



I thought it was a successful evening with good food and an interesting speaker. Pity he could not tell us more. If the races are done with multihulls, it would be good to have a follow up.



My son and I had a great time at the NEMA dinner. I liked the facility quite a bit. It is much roomier than last year's facility. I thought the food was great. I liked the speaker a lot. I had no trouble finding the place, but I used a GPS so I kind of cheated.



I felt the dinner this year was excellent.

Bob is a very positive chair for NEMA, and it is nice to hear an upbeat view of things to

come. The food and venue were good, our Garmin Nuvi made it easy to find, but the best part was Dirk Kramer's incredible knowledge.



Thanks to you guys who did the work and put the event together. Well done.

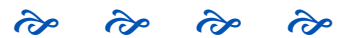
Facility was way better than Anthony's. No problem finding it for any NEMA navigator. Food was way better; wonderful variety and volume offered. Dirk has had quite a career. Nice of him to share a few words, and for you guys to ask him to speak at the dinner.



I really enjoyed the presentation, being an engineer. The meal was great too. Most wives may not have enjoyed the presentation as much as I did. With such a varied group of members and varied effectiveness level of potential speakers, you guys did a great job. Can you do it two years in a row?



We thought the winter dinner was great! We didn't have too much trouble finding it (GPS helped!), and definitely preferred not going all the way into Boston. Very nice location, with a great view, and the food and service were excellent!



This was the best venue, best food, best location (after you found it), and I hope we continue with it.

Tom Cox Photo



Over 100 NEMA members and guests attended the annual dinner at the Venezia Restaurant



Bill Heaton, Tom Perkins (in the back), Debra Gardner, Craig Gardner, Mlada Neumann, Dennis Neumann

Tom Cox Photo

A Newbie Goes Cruising at the Corsair Nationals - Part 2

by Phil Babcock

In the last issue of the NEMA Newsletter, Part 1 of our Newbie cruiser's adventure took him through Woods Hole, to Martha's Vineyard and then down Vineyard Sound to Cuttyhunk Island, as part of the cruising contingent at the 2008 Corsair Trimaran Nationals held in Buzzards Bay, MA, August 3-7, 2008. His story picks up the morning of day three at Cuttyhunk.

The boat is gently rocking on its anchor. I look up through the hatch above my head and can see blue sky. I start breakfast on the Coleman 2-burner stove and head out to the cockpit. There is a gentle breeze in the inner harbor. Astern is a collection of monohulls at anchor, with the house-studded hills of Cuttyhunk rising behind them. Nearby I can see the other six boats of our Corsair cruising fleet. The harbor is starting to wake up.

Within an hour, word is passed verbally boat-to-boat across our fleet.

With no tide limitations the departure time is flexible. Some will be leaving as late as after lunch; I choose to leave with the first group at 9:30. I want to make sure I am back in Wareham for the first dinner of the Nationals.

Leaving Cuttyhunk is a process of transitions. The inner harbor is quaint with moored boats and the village on the hillside. You exit along a narrow dredged channel into the outer harbor. This is the land of the mega-yachts. Forty-footers look small next to their larger neighbors. After gawking my way through this moored collection of affluence, we disperse into the widest part of Buzzards Bay, and I am sailing my 24 foot trimaran quietly alone again.

The wind is from the northeast; my destination is to the northeast. I head up the Bay on long tacks from one shore to the other, turning a straight line 25-mile trip into a 35-mile zigzag. The gentle winds give me a chance to test my new autopilot: a shock cord wrapped around the tiller and fastened on each side of the

cockpit. This works pretty well and I can even duck into the cabin to grab something. It is a pleasant 5-hour sail under a growing overcast sky, arriving at Wareham at 3:00.

The first dinner of the Nationals is held on a bluff overlooking the Gleason's beach. This is the first time the cruisers and racers have come together. Before the dinner starts, I find

myself on the bluff talking to a family from Maine, a racing crew from Florida, and a couple from the Seattle area. This is truly a national event. We can see 11 Corsairs sitting at anchor as dusk sets in and this number will grow to 18. There are another 20 around the corner in Marion harbor.

The next day, Wednesday, the racing and cruising is called off due to rain, high winds and seas, and lightning concerns. On Thursday, with partly cloudy skies, the cruisers headed out on their "Fun Race". Ken Levitt, the cruise leader for the Nationals (and also the NEMA Cruise Chairman), provided written instructions for the race the night before. The race starts from Wareham and sails to Hadley Harbor near Woods Hole. It is a pursuit start with the slowest boats starting first. I am, of course, first on the starting line. The only real rule in Ken's "Fun Race" is that you don't care who wins. Sounds simple enough.

As I sail to the starting line, I am accompanied by a parade of racers heading out to their course. It is a very impressive sight to watch more than a dozen trimarans sail by.

At the start buoy I join up with Mike and Marina Hands from Schenectady, NY, in their Corsair F-24 Mk I, *Gypsy*. Even though their start time was a few minutes after mine, Mike is an experienced racer and he passes me shortly after the start line. But that is OK since I don't care who wins.

Down the bay we go in light winds, on the nose again. At each tack Mike pulls a little further ahead. Soon I am sailing beside Jim Love and Emily Scott in their homemade F-82, *Irish Lady*, that

Phil Babcock Photo



Cruising aboard a Corsair F-24 Mk II. Kitchen is to the left (stove not visible), pantry behind the set backs, dagger board table for eating and reading, bedroom is forward in the V-berth.



The seven-boat raft in Hadley Harbor at the end of the Cruiser's "Fun Race". 140 feet of trimaran available for strolling and socializing.

Newbie Cruising

(continued from previous page)

they sailed down from Penobscot Bay, ME. (They had made the trip in 2 days, including an overnight crossing of the Gulf of Maine.) We eventually choose different tacks to hunt for better winds, and part ways. The next boat to catch me is Keith, Carolann and Kate London in their F-31, *Scooch Over*. I scooched as they came by and we took pictures of each other. (They were on their own adventure. On Tuesday they had completed their six-day cruise up from Staten Island, NY.) I return to making my peanut butter and jelly sandwich as the shock cord keeps me heading in vaguely the right direction. It's OK if they are now in front since I don't care who wins.

As I close in on Woods Hole and the entrance to Hadley Harbor, I have already heard five of the seven boats check in at the finish buoy. In addition to *Gypsy*, *Irish Lady*, and *Scooch Over*, Ken and Judy Levitt in their F27 *Try-Oomph* and Eric, Mary and Hope Bowden in their F27 *Chimera* (that they trailered down from Maine) have finished. Now it's just

me and Bob and Chris Meyers in their F-27 *Tri One* heading toward the finish line. I focus on the task at hand and beat them to the finish by a few minutes. I find out later that there is a "trophy" for last place. I guess breaking the "don't care" rule has its consequences.

We form a seven-boat raft in Hadley Harbor. It is really something to have 140 feet of trimaran to socialize and stroll around on. Hadley Harbor is a small harbor that is every bit as picturesque as the other harbors we have visited, but more entertaining. A rowboat with 3 kids come by to sell cookies, brownies, and lemonade. They are cousins: 1 from Sweden, 1 from Toronto, and 1 from San Francisco. It is a miniature United Nations. We also watch a barge-type ferry transporting 2 horses go by. After an hour of snacking and socializing, we head out.

Winds are finally favorable for jibbing up the Bay and it is great to see the colorful asymmetric spinnakers and screechers get unfurled. The Levitts are keeping me company most of the way back. As I approach the trough of each wave, the boat wants to yaw off course. I get the reverse twist at the top of the

waves. Is this another consequence of a light boat? Should I hold a straight line or let the boat wander? Suddenly it occurs to me that if the waves can push the boat around, maybe I

should really let them have their way. So I turn slightly to see if the boat will surf on the waves. The ride smoothes out and I start to pull away from the Levitts. I have discovered for myself what many seem to know – yes, you can surf these boats!

As the sun is setting, I turn from my surfing angle to enter the Wareham area and head for the mooring. It's time for the final dinner of the Nationals at the Beverly Yacht Club in Marion. The food, conversations and view are wonderful. The racing results are posted and people are saying goodbye to their new friends.

Over the last five days I have had a great time, saw new places, built up my sailing skills, and socialized with other families. Ken Levitt's skillful planning of the trip made this adventure possible. I am very grateful for his and other cruisers' advice and comments. Thank you all for keeping an eye on this Newbie.

All participants in this cruise are current or former members of NEMA with the exception of Mike Hands and Bob and Kris Meyers. Ken Levitt, Bob Gleason, and perhaps some others are planning NEMA cruises for this summer. Join in and share the fun.

Phil Babcock is the NEMA Newsletter Editor. He normally sails his Corsair F-24 Mk II, "Sunshine Girl", with his wife, Amy.

This article was edited by Amy Babcock



The Londons passing in the light winds of the "Fun Race"

Greetings From Your New Cruise Chairman

by Ken Levitt

As we find ourselves with winter in the air and snow on the ground, what better time is there to plan next season's cruising? While it's never too early to get the thought process going, remember that this is a tentative schedule that will be refined over the next several months.

My job as Cruise Chairman is not to be the only person organizing and leading cruises; I need you to help. My job is to make sure cruises happen. I will provide encouragement, publicity, and support, but when the members work together more things happen.

Cruises are more than a once-a-year, week-long event. They can last a day, a weekend, a week, or longer. It's fun to sail with another boat or a group of other boats. If you're going out and would enjoy company, let the rest of us know where and when you intend to go. You might just end up with some new sailing friends.

Remember that the "NE" in NEMA stands for New England. We are working on getting the sailors up (or is that "Down") in Maine and on Long Island Sound to plan some cruises, too, to give them a chance to show off the best of their home turf.

Here's what we're working on so far:

Lake Champlain

Every year the North East Trailer Sailors (NETS) spends a week on Lake Champlain. If you have never sailed there you don't know what you are missing. NETS has invited NEMA members to join them. This is a highly diverse group of old, young, singles, couples, and families. They are almost entirely monohulls, but don't hold that

against them. They are some of the nicest and friendliest sailors I have ever met. We're expecting about 20 boats to attend. The entire group does not stay together all of the time; they split us at times and rejoin later. Most nights are spent anchored a few feet off a beach, with a few at a state operated marina. If there are a significant number of multihulls, we will likely take a few side trips together to satisfy our need for speed. The cruise is planned for July 11 to July 19. However, feel free to join late and or leave early. It is a very relaxed atmosphere with lots of late day socializing.

Boston Harbor Tall Ships

The Tall Ships are coming to Boston Harbor. The parade of tall ships will take place on Wednesday July 8th, with on-board viewing from 7/9 through 7/12 at the Black Falcon Pier. Captain Chris Morris (F-27) will be sailing up from Buzzards Bay and leading a cruise in Boston Harbor from 7/6 through 7/10. Touring the Boston Harbor Islands is on the agenda in addition to viewing the tall ships.

Black Dog Dash - July 18th

This is a racing event sponsored by NEMA, but is also a good excuse to cruise over to Martha's Vineyard and do some socializing with other NEMA members. If you have been thinking about giving racing a try, this is an extremely low key event and a good chance to get your feet wet.

Buzzards Bay Getaway

From the group that brought you the 2007 Cape Cod Circumnavigation Cruise (CCCC), this year's plan is for a 9-day cruise leaving Buzzards Bay either July



Phil Babcock Photo

25th or August 1st (leaning toward 8/1). We will be heading west toward Cuttyhunk, Rhode Island, Block Island, Long Island, and Connecticut. If you are interested and have a strong preference for one week or the other, send in your vote.

Moosehead Lake

There is also some talk about a possible August cruise on Moosehead Lake in Maine with Bob Gleason.

NEMA Picnics

As the picnics get scheduled, we will be working to set up some day sailing events to compliment the on-shore activities.

We will keep you informed with future communications. Additionally, the best way to keep up-to-date on cruising events is to be on the NEMA Cruising Mailing List. On the NEMA 2009 Membership Renewal Form, there was a check box for joining the Cruising Mailing List. If you checked this box you are all set. If not, drop me an email and ask to be put on the list.

As far as my plans go, Judy and I plan to sail the Florida Keys in the first half of March, Chesapeake Bay in May, and a trip from Buzzards Bay to Nantucket in mid June. We would be happy to have company on any of these trips.

If you want to propose a cruise or have a cruising question, contact me at NEMACruise2009@klevitt.us. Hope to see you on the water.

Ken

Greetings From Your New Race Committee Chairman

by Don Watson

Since I have been involved with NEMA for many years, most of you know me, but some of you may not. My duties are to prepare and promote a race schedule for our members and to administrate the rating system. My goal is for a rating system that is simple to understand and based on real, on-the-water data. Ratings are a subject about which every racer can debate. There has never been a rating system that makes everyone happy. Ours will be no exception.

We do not plan major changes to the NEMA season series this year, but we do hope to have improved participation. The series offers a diversity of racing events that range from flat-out highly competitive racing to a more laid back style with more emphasis on après sailing and social events. There are short day races and also overnight, distance races. The preliminary schedule for the NEMA Season Trophy looks like this:

Preliminary 2009 NEMA Season Trophy Schedule

May 22	Owen Mitchell Regatta	Newport Yacht Club
June 12	Spring Off Soundings	Off Soundings Yacht Club
June 19	Marion to Bermuda Race*	Beverly Yacht Club
June 27	Buzzard's Bay Blast	NEMA
July 5	Marblehead- Halifax Race*	Boston Yacht Club/RNSYS
July 18	Blackdog Dash	NEMA
July 24	N.E. Solo Twin*	Newport Yacht Club
Aug. 7	Buzzard's Bay Regatta	New Bedford Yacht Club
Aug. 29	Newport Unlimited	NEMA
Sep. 11	Fall Off Soundings	Off Soundings Yacht Club
Sept. 12	Whaler's Race*	New Bedford Yacht Club

* Also part of the Offshore Racing Circuit

We will be providing more information about all of these events in the next issue of the newsletter. These events are all daytime racing, except for the Halifax race, the Solo/Twin and the Whalers race. Many of these events have 2 to 3 racing days. All of the events will have some sort of pre and/or post racing festivities, usually involving food and alcohol consumption. We are open to any suggestions you may have about how to improve these events, particularly those run by NEMA.

NEMA also participates in a racing series called NEMA North. This series runs along the North shore approximately from Marblehead to Gloucester, MA. Watch this space for more information about this series.

In addition, NEMA offers a very nice trophy for offshore racing. This series (which has some overlaps with the Season Trophy Races, above) consists of six races which are tentatively listed as:

Preliminary 2009 NEMA Offshore Trophy Schedule

June 19	Marion to Bermuda Race*	Beverly Yacht Club
July 5	Marblehead- Halifax Race*	Boston Yacht Club/RNSYS
July 24	N.E. Solo Twin*	Newport Yacht Club
July 30	Around Long Island Race	Sea Cliff Yacht Club
Aug. 6	Monhegan Island Race	Portland Yacht Club
Sept. 12	Whaler's Race*	New Bedford Yacht Club

* Also part of the Season Trophy Racing Circuit



Judy Cox Photo

Participation in the Halifax race and at least two other events is required to win the Offshore Trophy.

If you are going to race you should get to know three documents: the ISAF Racing Rules of Sailing 2009-2012, the NEMA Race Rules and the NEMA Rating Rules. The latter two documents can be found on the NEMA Website and the RRS can be found at www.ussailing.org. If you are going to race offshore, you should also get to know the ISAF special regulations for racing offshore. These can also be found at ussailing.org. These involve safety regulations and equipment required for racing off shore. The race committee will be getting together soon to iron out details for this season.

The more people show up for these races, the better it will be for everyone. If you haven't raced before, but would like to try it out, start with the Buzzards Bay Blast or the Black Dog Dash. You will be sure to meet new people and learn something new about how to sail your boat.

Don

The San Martins Find Their Perfect Boat: *Piglet*

Julie and Joe San Martin represent the southern reaches of NEMA membership. They live in St. Croix, US Virgin Islands. As a child, Julie, her parents and siblings used to go sailing with Dick Newick, known on St. Croix as "The Chief", on his 40-foot catamaran *Ay Ay*. Julie has been sailing multihulls in the Caribbean for over 50 years, so she cannot understand why people still sail monohulls; they are so slow and tippy. In November 1999, their 36-foot trimaran, *Three Little Pigs* was destroyed in a hurricane. In need of a new boat, they contacted the Chief. Julie describes the result:

Enter *Piglet*—my perfect boat! She's a Teegull 2300, built by the late John Olin of the Tremolino Boat Company, and designed by the Chief. Here's what's perfect about her:

- She sails like a dinghy – but fast!
- She's trailerable – Joe and I can haul her quickly with any vehicle we own.
- She has a butterfly tiller,

so plenty of room in the cockpit.

- Her sails are affordable.
- Joe can race her, and on Sundays he can take me and the dog out for a spin.
- She is so cute!!



Anthony "Bones" Blake Photo

Piglet, with (L to R) Joe San Martin, Josh Tate, Jim Nealon on board in the BVI Spring Regatta, 2007, in the Francis Drake Channel

During 2008, NEMA member Jim Conlin launched *Damfino*, the first of Dick Newick's 28-foot *Spark* design. Newick, a NEMA Life Member, calls the design a gentleman's day sailor. Jim built it in glass and epoxy over Core-Cell foam, with carbon in the beams and the unstayed masts. The cat-yawl rig and self-tacking sails make the boat easy to handle and the Newick design with a weight of less than 2,000 lbs, empty, makes it fast and fun to sail. It also looks a whole lot better than the *Damfino* in Buster Keaton's 1921 comedy, *The Boat*. Jim moors this bit of sculpture in Marion, MA. He is building parts for a second boat, and is thinking of producing more. You can read more about *Damfino* in Ocean Navigator Online (Ocean Navigator).

Jim Conlin Launches a Beauty: *Damfino*



Jim Conlin Photo

2009 NEMA Trophy Winners

Photography by Tom Cox



Lori and Jon Alvord rake in the loot; NEMA 1st place Season Trophy, Perpetual Trophy, Elapsed Time Trophy, Mileage Trophy.



Ted Grossbart, NEMA North 1st place trophy



Bob Gleason (L) accepting the NEMA 2nd place Season Trophy from Don Watson, the Race Committee Chairman



Dick Bluestein (L) receives the NEMA 3rd place Season Trophy from Bob Gleason



Tom Cox (L) receives the NEMA North 2nd place trophy from Bob Gleason (Photo of Tom and Bob taken by Tom, the photographer for the night.)

FOR SALE / RENT

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

Marine Plywood: 4' x 8', 1" thick. Original cost approx. \$100. Any reasonable offer accepted. Contact: Richard Bryan, 617-293-4059, ribryan@rcn.com

NEREUS (formerly Zachery D.), a Warren 27 (her overall length is nearly 29') is a racing boat with some comforts, (seats) yet she remains light. Built of composite and wood, she was completed in 1999. Sale includes all running rigging, a jib roller-furler (to be sold without jib), and two custom tillers with extensions and two winches, and a Yamaha 8 hp long-shaft outboard. Extensively refitted during the 05/07 seasons. She is priced at \$30,000 US. May be seen in Salem Harbor by appointment. Mayer Spivack 781 631-1932 or mayer@alum.mit.edu.

Val trimaran components.

Newick Val design 29' LWL. 32' LOA. Three hulls, two decks, two cross-arms. Production (third set) components built with tri-axial glass and vinyl ester resin. Imron painted w bottom paint. Wing deck dagger-board trunk installed. Mast, boom, and dagger-board mold. Plan set included. \$8.5k or bo.

Richard Seskevich (cell 978-798-0009); Ksesk@aol.com

1997 Warren 35 trailerable trimaran, Veloce.

Custom designed for fast coastal cruising/comfortable racing. Spacious interior with over 6 foot headroom and large berths. Enclosed head with holding tank. Built by Maine Cat using fiberglass over Core-Cell foam. Composite Engineering carbon fiber beams and wing mast. Main, self-tacking jib, screecher. 9.9hp four-stroke Yamaha. Custom trailer.

Located in Beverly MA. \$99,900. Contact Steve Mclafferty mclafferty@alum.wpi.edu or 781-405-1234.

1999 Calvert sails for F24 Mk2.

Roller furling jib (For Harken furler). Tri-radial construction. \$250 Screecher on wire luff Also tri-radial construction. \$400 does not include furling hardware. Both sails are in good shape, but need some light stitching on UV protection covers. Also, Sunrise wingnets in reasonable shape \$200.

Ed Sinofsky, ed@photoglow.com, Cell 508-737-9199.

Jim Brown's original Searunner 31' trimaran

Scrimshaw. See her at the Wooden Boat Show, June 27, 8, 9, Mystic, CT.

outrig@crosslink.net, (804) 725-3167.

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.

Sails & Rig For Sale. Original equipment from my 1999, 39' Greene trimaran SCOUT.

- 52' Metalmast spar /Antal track with standing rigging.
 - 1999 Pentex fully-battened 711sf main, 438sf Spectra genoa, 581sf pentex screecher.
- Tom Egan. 772-283-6883; tegan2@maine.rr.com

1998 UK Asymmetric Spinnaker for a F24 Mk II. Moderately used for 6 years). It has a storage/launch bag and 2-50' sheets. \$500. Contact Phil Babcock, babcock@draper.com.



NEW ENGLAND MULTIHULL ASSOCIATION

P.O. Box 51152, Boston, MA 02205

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This issue is being printed in color, at no additional cost to NEMA, through a special arrangement with the printer.



Next NEMA Meeting
Wednesday, March 25, 7PM
Savin Hill Yacht Club
Speakers:
Arnie & Ronnie Gould:
Cruising in the Bahamas
(see page 2)

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info@Aeroyacht.com www.Aeroyacht.com

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Deliveries
215.822.5773
3442 Pickertown Rd, Chalfont, PA 19814
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