



NEW ENGLAND MULTIHULL ASSOCIATION

Multihull Pioneers

The Barnstorming Aquabats Who Created The Modern Catamarans and Trimarans

by Jim Brown

This article first appeared in the May/June 2008 issue of WoodenBoat Magazine and is reprinted with permission from Jim Brown and WoodenBoat.

The Multihull Tradition

Stone Age multihulls were the first real seafaring vessels known to mankind. Conceived in part as vehicles of escape from overcrowding and persecution in ancient Asia, they served on voyages of exploration and colonization in the oldest tradition of all, survival. In these respects they may be considered the most “traditional” of all offshore watercraft. Thanks to a few trail-blazing pioneers, tradition survives in these futuristic multihulls today, and the story of their modern re-invention contains a rich nautical heritage for tomorrow.

Five Pivotal Pioneers

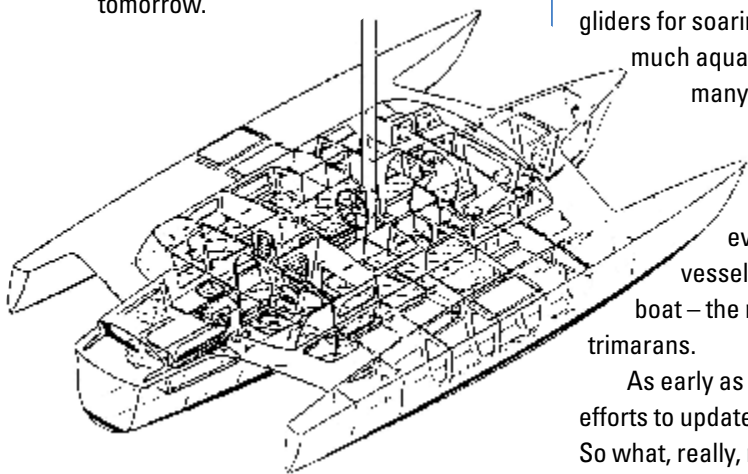
- **Woody Brown:** Creator of the first truly modern (light weight) seafaring multihull, 1947
- **Rudy Choy:** Creator of the first yacht-quality seafaring multihulls, 1958
- **Arthur Piver:** Creator of the first seafaring trimarans for owner-building, 1959
- **James Wharram:** Creator of the first seafaring catamarans for owner-building, 1960
- **Dick Newick:** Creator of the most widely influential ocean racing multihulls, 1972

In the can-do years after World War II, a scattering of inventive watermen devised light weight sailing rafts that looked like spiders but were built like gliders for soaring on the sea. After much aquabatic barnstorming, many structural failures, and often learning seamanship the hard way, these inventors evolved their mutant vessels into a new genus of boat – the modern catamarans and trimarans.

As early as 1662 there had been efforts to update this ancient concept. So what, really, makes a modern multihull modern? Not until the decade

beginning with 1945 did the essential ingredient appear. Inventors in such far-flung locations as Hawaii, Britain, California, Australia and the Caribbean all struck upon the component that had not been present in the type since the Stone Age; it was light weight. Many of the ancient multihulls were wonderfully light for the materials and tools available to their builders, but the advances in materials science during WW II now became commonly and inexpensively available to anyone. Things like plywood, fiberglass, light metals, waterproof adhesives, synthetic fibers for sails and cordage, and stainless steel rigging wire... all combined to bring unprecedented strength, lightness, stiffness and efficient use of wind power to these sprawling structures. Often untrained and unfettered by the traditions of marine architecture, and being unhampered by bureaucratic regulations, the pioneers began to apply to multihulls what they

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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.

Safety First

We have a great season ahead of us, highlighted by the 2008 Corsair Trimaran Nationals the week after the Buzzards Bay Regatta, with cruises open to all comers during the first two weeks of August, before, during, and after this hallmark event. Check both the NEMA website and the Corsair 2008 Nationals site (you can link from NEMA) for details as they are worked out. We expect a big fleet at the BBR and there should be some keen competition as the Corsair fleet tunes up for their races.

This year's Buzzard's Bay Blast in June will again be a destination cruise with the annual NEMA barbeque/picnic on the beach at the Gleason's house. Last year's NEMA North rally was a well attended and fun event, and this year it has been moved up to July so as not to conflict with the August cruises.

I hope you have fun this summer on the water, and remember that having fun is why we put our boats and our bodies at risk.

It is with great sadness that I must relay the loss of 3 boats from our fleet this year. Arnie and Ronnie Gould had a great winter cruising their Gemeni 3000 catamaran around the Abacos and the Bahamas but had a mishap after making a safe landfall in the US. Their article in this issue is a lesson to us all, to never let our guard down; it also underscores the dangers of cruising in company. Great White, an Atlantic 46 catamaran was en route to the Bahamas for some spring cruising when she got too close to a lee shore and wound up a total loss on the rocks; only the rig was saved. The third event was the capsizing of a Corsair 31 off the New Jersey coast during a spring storm. This boat was done in by the salvage company during recovery. Fortunately, there were no injuries to crew in any of these mishaps; unfortunately all three boats were lost.

The US Navy indoctrinates their enlistees with the following mantra: "The price of safety at sea is eternal vigilance." Please take the time to plan your passages carefully.

Sail fast, sail safe, and have fun this summer. I hope to see you on the water.

Tom Cox
NEMA Commodore

2008 NEMA Summer Event Schedule

DATE	RACE/EVENT	LOCATION	CONTACT	NEMA	ORC	NS	CRUISE/EVENT
May 24	Owen Mitchell Regatta	Newport RI	www.newportyachtclub.org	■			
Jun 13 -14	Spring Off Soundings	Watch Hill to Block Island	www.offsoundings.org	■			
Jun 21 -22	Buzzard's Bay Blast/Picnic	Wareham MA	Multihull Source 508-295-0095	■			■
Jun 21	MYC Patton Bowl	Manchester MA	Jeff Schrieber 978-312-1985			■	
Jul 12	NEMA North Rally	Marblehead MA	Ted Grossbart 781-631-5011				■
Jul 19	Black Dog Dash	Vineyard Haven	Dave Koshiol 508-748-1901	■			
Jul 24-25	<i>Around Long Island Race</i>	Sea Cliff NY	www.alir.org		■		
Jul 25 - 26	New England Solo Twin	Newport RI	newportyachtclub.org/solotwin.aspx	■	■		
Aug 1 - 3	Buzzard's Bay Regatta	Marion MA	www.buzzardsbayregatta.com	■			
Aub 1-16	Corsair Rendezvous Cruise	Marion MA					■
Aug 2	CPYC Make-A-Wish	Winthrop MA	Wayne Allen 978-665-7295			■	
Aug 6-8	CORSAIR NATIONALS	Marion MA					
Aug 9	Bowditch Race	Beverly MA	Jeff Schrieber 978-312-1985			■	
Aug 10 - 11	<i>Monhegan Island Race</i>	Falmouth ME	www.gmora.org		■		
Aug 16-23	NEMA Annual Cruise	Moosehead Lake ME					■
Aug 17	EYC Hovey	Marblehead MA	Ted Grossbart 781-631-5011				
Aug 23 - 24	Newport Unlimited	Newport RI	Multihull Source 508 295-0095	■			
Aug 30	Schooner Festival Race	Gloucester MA	Tom Cox 978-828-2181	■		■	
Sep 6	JYC Regatta	Beverly MA	Steve McLafferty 781-405-1234			■	
Sept 12-13	Fall Off Soundings	Watch Hill to Block Island	www.offsoundings.org	■			
Sep 13	<i>Whalers Race</i>	New Bedford MA	www.nbyc.com		■		
Sep 13	BYC Hodder*	Marblehead MA	Tom Cox 978-828-2181				
Sep 23	MYC Fall Series	Manchester MA	Jeff Schrieber 978-312-1985			■	
Sep 28	Phil Small*	Beverly MA	Steve McLafferty 781-405-1234			■	

New this year: Only 3 starters required in any race to count for NEMA season trophy.

NEMA - NEMA Season trophy

ORC - NEMA Offshore Racing Circuit trophy

NS - NEMA North Shore trophy

CRUISE - NEMA Cruise

*Alternate race if needed.

See www.gmora.org/pages/racing-schedule.php
for Gulf of Maine Racing Schedule.

2008 NEMA Summer Event Info

KEY

NEMA	NEMA Season Trophy Race
NS	North Shore Race
ORC	Off Shore Racing Circuit
CRUISE	Cruise/Event

Only those races with three or more paid NEMA rated racers at the start will be included toward the Season Trophy, ORC and NS trophy.

Owen Mitchell Regatta

May 24 **NEMA**

Newport Yacht Club, Newport, RI

Race from Newport to Block Island, RI. Good family-oriented event for the beginning of the season. For more info call Newport Yacht Club 401-846-9410.

www.newportyachtclub.org/

Spring Off Soundings Regatta

June 13 - 14 **NEMA**

Off Soundings Club, Watch Hill Pt., RI

On Friday race from Watch Hill Pt. Rhode Island to Block Island. On Saturday, race around Block Island.

www.offsoundings.org

Buzzards Bay Blast Race/Picnic

June 21 - 22 **NEMA CRUISE/EVENT**

Marion, MA

Around the buoys day races Saturday and Sunday followed by raft-up in Wareham with barbeque at Gleason's Saturday night. The barbeque includes the annual NEMA picnic. There is a nice sandy beach, good holding ground and typically very protected.

Multihull Source 508-295-0095

MYC Patton Bowl Regatta

June 21 **NS**

Manchester Yacht Club, Manchester MA

Sunday around the buoys race. Social activities and trophy presentation at the MYC after the race.

Jeff Schrieber 978-312-1985

www.manchesteryachtclub.org

NEMA North Rally and Barbeque

July 12 **CRUISE/EVENT**

This year's rally will feature the always popular barbeque ashore at Ted Grossbart's house in the afternoon following a leisurely sail around Salem Bay. Triad (Newick 42 tri) will be available to take guests out for a spin, departure time crack of noon from Ted's dock at Goodwin's Landing, 44C Cloutman's Lane, Marblehead, MA. The barbeque will follow, around 4 pm.

Overnight moorings will be available for those wishing to arrive early. Trailer sailors can launch on Winter Island in Salem, or behind the high school in Gloucester, where there is overnight vehicle/trailer parking for a \$5/day (launching during daylight, courtesy envelope provided).

Come by land or sea; families are welcome – bring the kids. Nema will provide grillables and beverages – bring an appetizer, salad or desert to share.

Ted Grossbart, ted@grossbart.com
781 631- 5011 for directions and docking/mooring details.

Tom Cox, tom@sailtriad.com 978 828 2181
for Gloucester launching details.

Black Dog Dash

July 19 **NEMA**

Vineyard Haven, Martha's Vineyard

This is always a fun event, and is generally the best-attended event on the NEMA circuit. Low key racing with breakfast at the Black Dog Restaurant and famous Black Dog/ NEMA T-shirts. Pursuit start race of 20 nm and raft up along the beach.

Dave Koshiol 508-748-1901

Around Long Island Race

July 24-25 **ORC**

Sea Cliff Yacht Club, Sea Cliff, NY

Overnight race around Long Island.

www.alir.org

New England Solo Twin

July 25 - 26 **NEMA ORC**

Newport Yacht Club, Newport, RI

Double-handed 100+ nm overnight race out of Newport, usually around Block Island via Montauk and Noman's land.

www.newportyachtclub.org/solotwin.asp

Buzzard's Bay Regatta

August 1 - 3 **NEMA**

Marion, MA

Three days of racing around the buoys. Competitive racing. Well-run event.

www.buzzardsbayregatta.com

Corsair Rendezvous Cruise

Aug 1 - 16 **CRUISE**

Cruising will be divided into three segments. Cruises may be added, canceled, or changed based on weather, sea conditions, and number of participants.

The first segment will be multi-day cruises forming between Friday 8/1 and Sunday 8/3, and leaving Buzzards Bay Saturday 8/2 and Sunday 8/3. Cruises will return to Buzzards Bay no later than Tuesday 8/5 so people can participate in the parties, racing, spectating, and other Nationals events.

On race days (8/6 through 8/8), non-racers can join the spectator fleet or join the cruisers for day sailing to nearby Buzzards Bay locations. On one of these days, there will be a *Just For Fun Cruisers Race*.

Following the race days, the third cruising segment will start on Saturday August 9th and will continue on for various lengths of times depending on the individual cruise.

Go to www.corsair2008.org and click on Cruising/Overview for details.

CPYC Make-A-Wish Regatta

August 2 **NS**
Winthrop Yacht Club, Winthrop, MA

12-15 mile (pursuit start) race around Government marks. Sit down dinner \$25/person. Two dinners included with racing fee.

Wayne Allen 781-665-7295

Corsair Nationals

Aug 6-8
Beverly Yacht Club in Marion, MA
A racing and cruising event for all Corsair-built and Farrier-designed trimarans.
See www.corsair2008.org for more info and to download the Notice of Race.

Bowditch Race

August 9 **NS**
Palmer Cove YC, Beverly, MA
Saturday around the buoys race.
Dinner/party/dance afterwards. Very good party.
Jeff Schrieber 978-312-1985

Monhegan Island Race

August 10-11 **ORC**
Falmouth, ME
Long distance race in the Gulf of Maine.
Great hospitality.
www.gmora.org

NEMA Annual Cruise

Aug 16-23 **CRUISE**
Bob Gleason will lead the fleet around Moosehead Lake in Maine. Fresh water and familh-friendly venue for trailer sailors.
TMS 508-245-0095

EYC Hovey Regatta

August 17 **NS**
Eastern YC, Marblehead, MA
Sunday around the buoys in Salem Bay
Tedd Grossbart 781-631-5011

Newport Unlimited

August 23 - 24 **NEMA**
NEMA, Newport, RI
Around the buoys racing short courses in Narragansett Bay on Saturday. Sometimes one long race around cConanicut Island on Sunday. Well attended event with party Saturday night. Any NEMA member or guest may register to attend party.
Bill Heaton 401 934-1312
www.nemasail.org

Schooner Festival Race

September 1 **NEMA NS**
Chamber of Commerce, Gloucester, MA
Multihulls will have a separate course and start for this around the buoys race. After race enjoy free dinner buffet, music, and fireworks. Awards reception and free buffet after Sunday's Schooner Race including all crew for \$35 registration fee.
Gloucester is a great destination to visit. Contact Tom Cox for mooring and anchoring info.
Tom Cox 978-828-2181
www.capeannvacations.com/schooner

JYC Regatta

September 6 **NS**
Jubilee YC, Beverly, MA
Saturday around the buoys race. Social after at JYC.
Steve McLafferty 781-405-1234

Fall Off Soundings Regatta

September 12-13 **NEMA**
Off Soundings Club, Watch Hill Pt., RI
On Friday race from Watch Hill Pt. Rhode Island to Block Island. On Saturday, race around Block Island.
www.offsoundings.org

Whalers Race

September 13 **ORC**
New Bedford YC, S. Dartmouth, MA
105 mile overnight race around Block Island by way of Norman's Land. Dinner Friday, brunch and awards Sunday.
www.nbyc.com

BYC Hodder

September 13 **NS**
Boston YC, Marblehead, MA
Saturday around the buoys race.
Tom Cox 978-828-2181

MYC Fall Series

September 23 **NS**
Manchester YC, Manchester MA
Sunday around the buoys race. Chowder and grill social after with awards
Jeff Schrieber 978-312-1985

Phil Small

September 28 **NS**
Jubilee Yacht Club, Beverly, MA
Around the buoys Saturday makeup race if needed.
Steve McLafferty 781-405-1234
www.jubileeyc.net

Multihull Pioneers

continued from page 1

knew of flying, sailing, surfing and engineering with the new materials. The outrigger concept had been around for millennia, but now the modern multihull was finally ready to happen.

As these boats emerged in the 1940s through 70s it became increasingly clear that they were not replicas, reconstructions, adaptations or imitations of ancient implements. Instead they progressed quickly through thousands of prototypes, some of them rather unsuccessful, to finally evolve into something hauntingly traditional yet totally new. In certain iterations today multihulls are the world's fastest, safest, roomiest, costliest to build but cheapest to run, most smooth riding, but most shoal drafted seafaring watercraft yet known.

Despite fifty years of resistance from the nautical establishment, much of the maritime world – recreational, commercial and military – is now embracing the multihull concept. The impending energy crunch, when coupled with the multihull's potential for unprecedented energy efficiency, suggests that most lightweight, valuable cargoes (like people) could soon sail (and/or motor) in vessels having two or three hulls. Many individuals have invested substantial portions of their lives, some life itself, in creating this phenomenon, but few of today's mariners – even multihull aficionados – know much about the origins of this fast-breaking sea change in marine architecture. What follows are thumbnail profiles of just five of the many pioneers who – while working in wood, mostly alone and at their own expense – made pivotal advances in the evolution of modern multihulls.

Woodridge P. Brown, 1912 – 2008

Hail and hearty until his death at age 96, Woody Brown was the Orville Wright of multihulls. He brought modern wooden aircraft-type construction into seafaring right after the close of World War II. A New Yorker transplanted to Hawaii, he is better known as a record-setting glider



Woody Brown was still surfing until shortly before his death at age 96

pilot and a pioneering big wave surf rider than as a boat designer, but it was his soaring and surfing that led directly to the first truly modern, light weight, offshore multihull.

Working as a beach boy at Waikiki, Woody noticed that tourists, then a growing throng, soon tired of sun and sand. Here was a business opportunity, so he and his island-boatbuilder friend Alfred Kumilae undertook to develop a sailboat that could carry paying passengers out beyond Diamond Head into the real wind and sea of the mid-Pacific. To do this from Waikiki Beach would require a very shoal-draft vessel with no appendages, and this implied something like a raft, but Woody had sailed in the asymmetric-hulled outrigger canoes of Christmas Island during the War. "They were so fast!" he says today. "We even sailed past the Navy's motor launches! I told the natives, 'no white man's boat can do that. When I get home I'm gonna build me one!'" But to carry tourists into open ocean he needed something more than an outrigger canoe. It would still have to operate under wind power alone, be light enough to manhandle in the swash, shoal enough to slide over the reef, seaworthy enough to climb over breakers going out and ride the surf coming in. It would even have to contend joyfully with high-island williwaws, mature ocean waves, and a cargo of six tourists who would on occasion experience the most stimulating, even terrifying, thrill-ride on this

planet. This had to be quite some bucket! What about a twin-hulled outrigger?

Woody had designed and built his own record-setting sail planes and spearheaded the development of the modern surf board, and Alfred was a gifted woodworker, so together they researched the vessels of the ancient Pacific people, built a 3' model and then a 16' prototype. This R&D foretold the coming Hobie Cat phenomenon, but Woody and Alfred wanted a seagoing crowd pleaser. They learned a lot from their experiments and pushed on into virgin territory.

Working with their beach boy colleague Rudy Choy, using only hand tools at their uncovered, non-electrified worksite they began construction of a 38'er. Very lean, lightweight and asymmetric hulled, this catamaran was built literally as if to fly. They prepared frequent-but spidery plywood ring frames and frequent-but-delicate lumber stringers, all of Sitka spruce. With these they crafted a bird-like skeleton that was then covered with a thin skin – quarter inch sheet plywood on the hulls' outboard "flat" sides, double-diagonal cold molded 1/8" Douglas fir veneers on their "fat" inboard sides – all converging at a robust laminated mahogany combination keel, stem and sternpost. The streamlined, cold molded wing joining the two hulls had internal trussed shear webs that were integral with main bulkheads in the hulls. Consistent with classic wooden

aircraft construction the weight of the skeleton and the weight of the skin were divided more or less equally between the two and the weight of each, plus the weight of everything else – including even paint – was considered in grams. She was fitted with twin rudders drawing no more than the hulls, their tillers connected by a bamboo cane, and she was rigged as a simple sloop with club jib and spruce spars. At 38' long and 14' wide, she was hand carried to the water by Woody's many friends. "Hawaiians love to clown around," he says. "As the boat was moving toward the water, two of the guys got underneath the wing and made like they were carrying the whole thing on the tips of their fingers." They christened her *Manu Kai* (Sea Bird) and slid her into the sea. Thus began, in 1947, what another multihull pioneer named Victor Tchetchet, would later call "The Global Multihull Era."

Rudy C. Choy, 1923 –

Operating boats like *Manu Kai* in the tourist trade would become Woody Brown's vocation for the next forty years. He and Rudy Choy, a Korean-Hawaiian with aspirations in design, also raced *Manu Kai* in Hawaii's very demanding conditions against local monohull boats. While she was a bit reluctant to tack, sometimes bore-off uncontrollably at very high speeds, and made noticeable leeway when strapped to windward, it soon became clear that she was not just a moneymaking, beachable workboat but – when given her head -- was also a startling performer offshore.

By the early 1950s Woody and Rudy continued on in the design and construction of their next beachable-but-seagoing catamaran, the 40' *Waikiki Surf*. Similar to *Manu Kai* but with minimal accommodations for passage-making, wider overall beam and more sail area, *Surf* was sailed from Honolulu to Los Angeles, 2,800 miles mostly to windward and through a mid-ocean gale, in under sixteen days. This was a

daily average of about 180 miles, and their speedometer had registered 33 knots in brief bursts. These seemed supernatural feats at the time. The purpose of this voyage was to enter *Surf* in the 1955 trans-Pacific yacht race, but her crew was greeted in Los Angeles with derision and entry was denied.

Derision didn't stop Rudy Choy. He became committed to designing catamarans. He moved to Los Angeles where he and builder Hisao Murakami produced the 44' *Aikane* (Friend in Hawaiian), the vessel that Rudy considered to be the first real ocean racing catamaran. In both 1957 and '59 *Aikane* resoundingly – if unofficially – defeated the monohull "TransPac" fleet, thus demonstrating the speed and safety of catamarans but reviving the mono/multi schism that began with Nathaniel Herreshoff's catamarans in the 1870s. On both occasions the Corinthian community apparently considered that it was under assault by "renegades."

Nevertheless, Rudy's achievements did not go entirely unnoticed. The June 6, 1960 issue of *Sports Illustrated* carried a six-page article by the respected yachting writer Carleton Mitchell titled "The Cats Squelch the Catcalls." In those pages Mitchell, whose traditional yawl *Finesterre* was widely known for its beauty and performance at the time, quoted Rudy Choy's remarks about why he had tried to enter the TransPac race in the first place: "All Woody and I hoped for was recognition, to be set up on a probationary basis so we could prove ourselves. If anything happened to show cats unseaworthy, then legislate against us, but at least give us a chance. We hoped to establish a precedent so that in future the cats might become a separate class." Mitchell then describes the sensations of sailing in Rudy's boats and concludes, "Perhaps the hardest thing for a conventional sailor to accept is the appearance of a larger cat. They look weird and box-like, breaking all

the accepted rules of nautical beauty. (Nevertheless) I admit having come to agree with the basic premise of Woody Brown and Rudy Choy that 'Catamarans are good honest boats. Despite my devotion to a small yawl named *Finesterre*, a new dream is forming in my mind, this time a catamaran, able to go anywhere... A sportsman's home afloat."

Today's production-built cruising and chartering catamarans may well mark their own birth at that statement made by Carleton Mitchell almost fifty years ago, but some yachting pundits remained generally hostile toward multihulls. However, Rudy's achievements now attracted the attention of some well-moneyed clients and some talented partners. Californian Warren Seaman, designer of the pre-Hobie Malibu Outriggers joined with Rudy, and again the master builder Alfred Kumilae came aboard. Together they formed C/S/K Catamarans, and began to produce an impressive series of splendid wooden cats for ocean racing and cruising. Soon they were joined by Vince Bartelone, a gifted draftsman and artist, and by Gilbert Iwamoto, another expert builder, and now the C/S/K boats



A Rudy Choy Catamaran

became beautifully built and quite lovely to behold. Today they may be considered the first true yacht-quality multihulls.

Among them were the 36' Polycon for TV star Buddy Ebsen, the 43' World Cat, first lightweight multihull to circumnavigate, and the 58' racer Seasmoke, for TV star James Arness.

Rudy's son Barry Choy, who was raised around the action, later joined his father to design, construct and campaign several ocean racing cats including AIKANE X5, a sterling thoroughbred in which they set a record for the 2,225-mile "downhill pull" from Los Angeles to Honolulu in 1989. Rudy and Barry also designed, built and operated several large tourist catamarans, and they have been instrumental in the Hokulea project, which seeks to preserve the seafaring heritage of Polynesia through educational voyages made in re-creations of ancient Pacific watercraft. Barry still performs multihull design services in Hawaii, and at this writing Rudy is still living at age 84 but he is sadly indisposed from a stroke suffered in 2003. While it is fair to say that he was a protégé of Woody Brown, we all stand on the shoulders of others, and Rudy Choy certainly blazed the trail to cultural acceptance from where Woody Brown left off at inventive genius. This path was extended by many others to today's eruption of both racing and cruising

catamarans. If Woody Brown is the Orville Wright of multihulls, then Rudy Choy is the Glenn Curtis of Curtis-Wright.

James Wharram, 1928 –

Like the old barnstormer William Piper, who made private aviation accessible to the common man, James Wharram has made multihull seafaring affordable to anyone with the pluck to start from a set of plans. In the almost fifty years that Wharram designs have been available, some ten thousand aspiring seafarers have exhibited that pluck. At his estimated completion rate of fifty percent, this is probably more real actual boats, out there "doing it," than for the rest of all owner-built multihull designs put together. Furthermore, some of his designs are now being professionally built.

At about the time that Woody Brown and Rudy Choy were crossing the Pacific in their 38' Waikiki Surf, this young Englishman was crossing the Atlantic in his 23' 6" catamaran Tangaroa. While the former vessel was hell bent on competition, the latter was heaven-sent for cohabitation. James, a professed minimalist, and his crew of two German girls often found things close in tiny Tangaroa. The threesome was often seen to minimize even on clothing, and this they found consistent with their quest of living the life of "sea nomads."

James' book "Two Girls, Two Catamarans," first published in 1969, emphasized adventure and romance. One of those girls is still with James. His wife Ruth, now 86, crossed the Atlantic east-to-west with him in 1956, and again west to east in 1959, the first such crossing in a catamaran. She then drew the plans for their first-marketed design in 1960. It catalyzed his

plans business and, working with several other lady friends – all equal partners in their design business – he designed more boats, sold more plans, built more catamarans, did more cruising and wrote more chronicles of what he now calls "experimental anthropology."

An amateur historian of considerable depth, Wharram contends that early humans dispersed themselves around the planet "more by sea than by land, and his interest in seafaring vessels is based on that premise. "I would have been happy with a Viking ship," he says today. "Or I could have had a small dhow, or a junk-type craft. But I didn't have the skills or the wherewithal to build such vessels. As a result of my studies of Pacific sea craft, and of the voyages of Eric De Bischoff (who sailed all three oceans in a plank-built catamaran in the 1930s), I realized that a canoe-type vessel such as the catamaran offered the most boat for the least materials and was the least demanding of the builder's skills." So it is that James Wharram's "Polynesian Catamarans," More than any other modern multis, purposely resemble their ancient counterparts, yet with a half century of sea time behind them, they have evolved.

The early Wharram cats, now termed his "classic" series, were considered by some to be rather crude. Their straight V-section hull forms, add-on cross beams and slatted bridge platforms made them simple and inexpensive to build, but their low-aspect sail plans and no-aspect underbodies (that is, no vertical underwater foils) made them something less than weathery and nimble. Nevertheless, their high underwings, low sail plans and minimal top hamper made them wonderfully safe.

Since the 1970s and 80s, Wharram's Pahi and Tiki series of designs have been considerably developed to improve performance. They still adhere to his basic dictums of V hulls, gaff rigs and long overhangs, and their slatted bridge decks still make them rather wet when driven hard. However, an accumulation of successive refinements is said to



Wharram Cat

make their performance comparable to that of modern cruising monohulls. Truth be told, this comparison holds for many of today's production "cata-roomarans" that sail no better than equivalent monohulls. This is not enough for the racing multihull aficionados of today who have become accustomed to boat speeds similar to wind speed, and who revel in the passagemaking joys of easy 300-mile days.

It must be said that Wharram makes no claims of blazing speed for his designs, but instead he focuses on safety. He feels that many modern multihulls are grossly overpowered for their weight or grossly overburdened with superstructure and its elevated weight and windage. Accordingly, his boats include neither the towering rigs nor the "school bus" bridge cabins of most contemporary cruising cats. In consequence they have relatively tight interiors (no main saloon), and much of the communal living is done patio-style on their spacious open bridge decks.

The writer has recently been privileged to cruise for a week in the Greek Islands with the Wharrams on their 63' cat SPIRIT OF GAIA, a spellbinding craft in which they have circumnavigated the world. We lived as if in a village; all communal activities – sailing, lounging, dining, and even washing up, were done on deck. All the private habitations were arranged around the "commons," and indeed the privacy of separate cabins in separate hulls, each bulkheaded watertight from the others and all accessed only through the deck, was unprecedented. From that experience I can attest that the life of a Wharram "sea nomad" is definitely different but once embraced it is quite engaging. It brings awake the dream of undiscovered islands, unrestricted freedom and uninhibited lifestyle. All at once you're there, exploring an unknown world in the next Stone Age.

At age 80 James now lives and works with his original wife Ruth and with Dutch woman Hanneke Boon. Hanneke has proved to be a boon all



Piver Trimaran

right. Her shellback savvy, her artistic renderings complete with lots of sun and fun and skin, and her expressive, highly detailed, hand-drawn builder's plans, have elevated her to full co-designer status with James. When sailing their big cat "Gaia," in which they have circumnavigated the world, Hanneke is definitely in charge. James proclaims, "I'm not the captain here, I'm only the Admiral."

The unique Wharram family has introduced thousands of landsmen to the fulfillment of creating one's own seagoing boat, and to the minimalist, vagabonding essence of living on the water and in the world. So here's to the Admiral, his crew, and his entire armada. It is the most enduring formation of all seagoing modern multihulls.

Arthur L. Piver, 1910 – 1968

Enter the "trimaran." The word was coined by Victor Tchetchet, an eccentric Russian artist living in New York who designed and built several small, plywood, day sailing double-outrigger craft starting in the mid 1940s. Tchetchet's boats were fun on Long Island Sound but they had small, short-bowed outboard floats and so tended to dive the lee bow in gusts. They were cranky in stays and did not sail well to windward. Art Piver ("rhymes with

diver"), a San Francisco publisher with soaring, surfing and seafaring in his background, was experiencing the same problems with a small kit-built catamaran at about the same time. The two men communicated through the Amateur Yacht Research Society (AYRS), a London-based grapevine for the world's profusion of boat nuts tinkering with design. With encouragement from John Moorwood, publisher of the AYRS bulletins, Piver imagineered a 16' trimaran that had long, buoyant float bows. It also had shallow ends on the main hull, and its floats were mounted high so as to barely skim the water while the craft was in stays; these features were to encourage tacking. This boat also had a deep, dinghy-style daggerboard and rudder, these to improve upwind performance and allow the helmsman to keep the vessel going straight when running down steep waves. In trials the little boat proved quite responsive. It sailed well upwind, changed tacks dependably even in steep chop without backing the jib, and surfed downwind under firm control. Several were built locally (including one by the author) and were tested rodeo-style in the boisterous conditions of The Golden Gate. Some suffered dramatic-but-instructional failures of rudders, dagger-

boards, and masts, but in time the problems were resolved so that the 16' Piver-designed Frolic trimaran did everything that the catamarans of the day did not. It was arguably the first "perfect" modern multihull, 1957.

Piver soon designed a 24' version he called Nugget. Intended as a four-place open daysailer, the author built the first one fitted with a tiny cuddy cabin. My bride and I named her Juana and promptly sailed coastwise into Mexico, this despite the fact that Jo Anna was five and a half months pregnant when we cleared the Golden Gate. Like our son Steven, the seafaring trimaran also was born in 1959.

By the time we returned from Mexico Art Piver was building for himself a thirty-foot trimaran, enormous compared to JUANA. He trailered it in pieces to Massachusetts, assembled it there and sailed, with the help of two crew, to England via the Azores. It was the first trans-ocean voyage in a modern trimaran, 1961. As mentioned, the Hawaiian catamarans of Woody Brown and Rudy Choy had made Pacific crossings in the 1950's, but Arthur Piver's self published book "Trans Atlantic Trimaran" was timed perfectly to appeal to the counterculture of the sixties. It bombastically extolled the virtues of seafaring in trimarans, and the craze of building three-hulled anti-yachts took off.

Piver's original 30'er was to become a prototype for the popular Nimble class of which many hundreds were eventually built of plywood. Then came his 35' Lodestar design, in which he and his Viking-like crewman Rich Gerling doubled the Pacific. In other designs they redoubled the Atlantic and Pacific, Piver wrote three more books, and with the help of then-fledgling designer Lauren Williams a crowded stable of new trimaran designs was drawn; they sold like hot cakes. This soon led Arthur to exhort in his advertisements, "Discover WHY there are thousands of Piver trimarans." He referred to monohulls as "ordinary boats," to the ballast keel as "a technical absurdity," often joked "we

have more solutions than we have problems," and rightly claimed that his cruising boats could be built "for the price of an ordinary automobile." For a while in the middle sixties it is likely that he had the most active yacht design office of the time.

As might be expected, his boats and his promotions were controversial. Due in part to his largely neophyte builders and the sparse how-to information furnished with his plans, many of his boats were crudely modified during construction, often with grotesque top hamper and excessive weight. To simplify construction and increase interior space the vital centerboards, featured in his original Frolic, Nugget and Nimble designs, were eliminated from later plans. The resulting vessels, often sailed by greenhorns, justified the claims of the traditional sailor – "Those trimarans won't go to windward, won't come about and won't track downwind." Even Piver's competitors-colleagues sometimes protested that he was doing more harm than good. In some iterations, however, when built by real craftsmen and sailed by real sailors, these early trimarans exhibited truly splendid properties of speed, sea kindliness and safety.

The potential was there for Arthur Piver to become a kingpin in American yachting, but his tenure was brief. Hoping to qualify for racing single handed across the Atlantic, in 1968, he set sail alone in a borrowed 25' trimaran bound from San Francisco to San Diego. Sadly he and his boat were never seen again. Besides his devastated family he left a jolted multihull movement and a large stable of offshoot trimaran designers (the author among them) wondering what would happen now that "The Skipper" was gone. It would be many years before the trimaran would show itself to be not so good a load carrier as the cat; but it is debatably faster, safer, smoother riding, more maneuverable and weatherly under sail, more energy-efficient under power and the dominant ocean speedster of today. Arthur Piver



42' Newick Creative Trimaran

crossed oceans in the early prototypes. He was the Charles Lindberg of trimarans.

Richard C. Newick, 1927–

Like most pioneering multihull designers, Dick Newick began his work using flat-sheet plywood and strip planking in his strongly performance-oriented designs. He broke with that "plywood box" norm in 1971 when his trimaran Three Cheers was launched. This vessel utilized the cold molded construction method in her hulls and a one-piece, totally integrated crosswise bridge or "wing aka" to connect the three hulls. Three Cheers had not only the sleekest, most sea kindly hulls imaginable but the wing aka, which resembled the top of a big boomerang, comprised the superstructure of the cabin and contained the bunks, galley and stowage areas. It was sculpted beneath to either deflect or decapitate onrushing wave crests, and was integrated with the hulls to achieve a strikingly organic anatomy that seemed evolved by nature over eons.

This boat was almost shocking to behold. Looking both avian and pelagic, she also had a vaguely reptilian purpose-

fulness about her. Whether roosting at the dock or streaking through the waves she just looked right for the job of showing the world how a small sailing craft could sustain very high speed in extremely rough water and awfully hard wind. She had demonstrated her ability in some races, but while competing in the 1976 Single-handed TransAtlantic Race (OSTAR as originally organized by the London Observer), skipper Mike McMullen set her on the risky northern route to America and may have encountered ice. Fragments of the boat were found years later in a fishing trawl but Mike McMullen was never seen again. Newick, visibly distraught from the incident, said, "If you're going to play these rough games, somebody is going to get hurt." As with many revolutionaries Three Cheers led a checkered life and met a tragic demise, but her ongoing influence was pivotal.

Sailboat racing had by now become a major sport in France. The 1976 OSTAR was won officially by the venerated French superstar Eric Tabarly sailing his 73-foot monohull Pen Duick VI. Tabarly was actually beaten to the finish by the huge French monohull Club Med, a 236-foot juggernaut sailed – yes, single-handed – by Alain Colas. Colas was penalized into 5th place but both vessels had taken about twenty four days to cross from France. There was a large contingent of French journalists at the finish in Newport, Rhode Island, and this generated a lot of tricolor hoopla in the quiet harbor town. To everyone's great surprise, only one day after celebrating the French achievements another boat appeared at the finish. It was a tiny Newick trimaran. Called the Third Turtle, she was in some ways the baby sister of Three Cheers. At only 31feet-long this VAL class production boat, essentially a daysailer, was sailed by the modest Canadian Mike Birch. At less than half the length of the official winner and about one-eighth the size of the juggernaut, this vessel literally stole the show in the milestone event. Birch's tiny trimaran was described by at least one French

journalist as, "Zee reeal winnaire." In a sense, the real winner was Dick Newick.

The French now began to stage their own racing events. The first Route Du Rum race was run in 1978 from Saint Malo, France to the island of Guadeloupe in the Caribbean. Another French superstar sailor Michael Malinofski was sailing his Kriter V (sponsored by the French Champaign producer), a 68-foot monohull. As Malanofski approached the finish line, apparently far ahead of the fleet, again the redoubtable Mike Birch was seen also approaching in a very Newick-like 38-foot trimaran designed by Walter Greene named – for this race – Olympus Photo. Kriter, at almost twice the length of Olympus, was holding a substantial lead but Birch surveyed his position and realized that the local conditions favored his trimaran. He also, recalled that the race sponsors had put up a generous cash prize for the winner and he resolved to give it a go. Sailing in breezy head winds he overhauled the big monohull and finished first by ninety eight seconds! The event demonstrated that in order to win in such competition one must be sailing in something other than a monohull. Then, when Phil Weld won the 1980 OSTAR, sailing at age 65 against twenty five younger men in the 50' Newick-designed trimaran MOXIE, France went multihull crazy.

In trying to identify the root cause of the French enthusiasm, nautical historian Richard Boehmer has drawn attention back to Dick Newick and his Three Cheers. In Boehmer's words, "I think it was not just the speed but mainly the beauty of Newick's boats that so strongly stimulated the aesthetic sensibilities of the French. After Three Cheers they jumped into multihulls with an investment of talent and funding that has led to their three-decade dominance in both ocean racing and production multihulls."



Jim Brown with filmmaker Scott Brown interviewing some Multihull Pioneers

As a measure of the advances in sailing technology developed most recently by the French, consider that the winner of the first OSTAR, Sir Francis Chichester, crossed the Atlantic in 1960 from east to west by monohull in 41 days. The current record is held by the 105' French trimaran GroupAMA3 at four days four hours!

Indeed the influence of Dick Newick's wooden boat Tree Cheers was so far-reaching that nothing in the multihull world was ever the same again. By breaking the barriers of both performance and acceptance, he can be called the Chuck Yeager of multihulls.

—Jim Brown

outrig@crosslink.net

Jim Brown is the designer of the Searunner series of ocean cruising trimarans, the inventor of the Constant Camber construction method, and the co-founder of the OutRig! Project, a private initiative that collects preserves and disseminates the history and lore of modern seafaring multihulls, their creators and their crews. Details are available from outrig@crosslink.net.

Arnie and Ronnie's Adventures

Arnie and Ronnie Gould spent last winter in the Abacos aboard their boat, *Catatonic*, a 1988 Gemini 3000. They had a wonderful adventure and we regret that we don't have room to print more about their trip in this issue. See arnieronnieadventures.blogspot.com to read about the whole trip. Their final episode, printed below, has a sobering ending, which may serve to underscore the need for vigilance on the water and the hazards of cruising in company.

Monday, March 10, 2008: Returning from the Bahamas

by Arnie Gould

This will be our trip's final episode, and difficult to write, but that is getting ahead of myself. We spent the last day in Marsh Harbour hanging out with Terry and Margaret, a British couple who had come to the U.S. to buy a boat, since the dollar is so cheap compared to the British Pound, and then, at least, in theory, sail it back across the Atlantic. We had become friends a month or so earlier, but we had spent much of that time telling them that the 2005 Gemini (similar to our boat) was not designed to cross the Atlantic safely. Terry has sailed a bit, Margaret is totally new to sailing, but up for an adventure.

We spent the first day, Tuesday, sailing north to Green Turtle Cay, about 25 miles away, before a front was due to blow through the next night that might stop us from proceeding through Whale

Passage, which can turn very violent in such blows. We had a nice sail up to Green turtle, and *Catatonic* pulled into the dock at the Green Turtle Club Marina. I had met the manager of the GTC on a flight a few weeks earlier, and she had invited us to visit with special rates and great food. "Bonnie" decided to anchor out.

That night the winds came and blew all night over 30 knots. We were glad to be tied up at a dock. "Bonnie" made it through the night OK, but early next morning she started dragging anchor. With much ado, including 2 small boats zooming out to her assistance, there was minimal damage done – a bent strut for the wind turbine and some chopped up branches on the side of the harbor. Terry and Margaret were fine but shaken up.

After waiting out the front and its accompanying northerly winds, we set

out on Friday with Northeast winds, and sailed all day, from 6:30 AM until 4 PM, to cover the 50 or so miles to Great Sale Cay. The island is uninhabited, but a good anchorage, where many boats stay for a night between long sails, since there are few places to stop going in or out of the Bahamas. That evening, we rowed over to "Bonnie" and discussed the next day and the weather, since everything in sailing is dependent on weather. I suggested that we were probably going to sail all the way to Florida – about 100 miles, because of worsening weather, and that we should start out about midnight after about 4-5 hours sleep. That would bring us in at dawn to a tricky shoal area that we had to cross and before dark to Lake Worth in West Palm Beach, so we could have visuals on that, too. Terry and Margaret refused to leave that early, choosing instead to leave at 7 AM the next day. I had a cold and wasn't in the mood to argue, so we reluctantly agreed.

We set off at dawn on Saturday morning, just before 7 AM with light wind coming from the North. This was not predicted and we hoped that the northerly wind would subside or clock around, since Northerly winds rub against the southerly current of the Gulf Stream and can cause big nasty waves. The winds slowly built and stayed from the Northeast at about 10-15 knots throughout the day. Motorsailing across the banks with both sails up we maintained a good pace of about 6-7 knots. At one point, as we were trolling a fishing line out behind us, they crossed behind us and we managed to "catch" an 8000 pound fish called "Bonnie", the other



Sunset on the Gulf Stream

Gemini. We disentangled the line with no damage except for a snapped fishing line.

As we approached West End, Bahamas, the last point of land before the Gulf Stream, we encountered 2 sailboats going the other way. We hailed them and asked how the conditions were in the Atlantic. They reported 4-6 foot waves with Northeast winds. They also reported that the weather was supposed to deteriorate over the next day (we knew this from NOAA reports on the VHF radio which we could now receive), but if we hurried up, we might get across unscathed. We thanked them and proceeded without much difficulty on through the last set of shoals near West End called Indian Passage – about 5 miles of shallow water surrounded by coral heads.

We started into the Gulf Stream and all seemed fairly calm, about 2-4 feet waves with 10-12 knots of wind coming from the Northeast. We were able to motorsail and surf down the waves comfortably going from 6-9 knots up and down the waves. As the sun was setting, we were getting tired but the going was fairly easy. About 6 more hours to go.

That evening the winds and waves began to increase. The boat was surfing heavily, occasionally causing the person at the helm (Ronnie and I took 2 hour shifts), to occasionally have to wrestle with the steering as a large wave would push our stern sideways. All the time we kept “Bonnie’s” lights in sight, occasionally hailing each other about our heading or just to check in to see if everything was OK. At one point I radioed “Bonnie” that we had just had a flying fish land in our cockpit, but it was too small to keep, and Ronnie insisted that I throw it back.

As we approached the coast of Florida, we saw a huge glow from all the lights on shore. Specifically we started seeing occasional bright lights in the sky that would appear and then disappear. We were 30 miles out and realized that it was airplanes taking off from West Palm Beach airport. Additional strange lights started appearing, and we could not

discern the entrance to Lake Worth – just too many lights. There was no moonlight to help and everything was backlit by the lights from the shore. Finally about 1 mile off the coast, with the aid of our GPS, we decided that a set of 3 green lights was probably the entrance to the harbor we had been looking for. We weren’t sure until we got much closer, perhaps 1/4 mile away. Ronnie went up and lowered the mainsail – we had already rolled up the jib earlier, since the wind was virtually behind us and it was difficult to fly it at night with all the wave action. It was about midnight when we hailed “Bonnie” that we were lined up in the channel, but she replied back that they were having some serious problems.

First they could not start their engine, and did not know why (later found out it was a torn rubber washer). Also they could not furl their foresail, it was stuck open. As we were trying to advise them, a pilot boat coming out of the channel hailed us that a cruise ship was coming in and that we had to get out of the channel. The pilot boat’s attitude was nasty, and I considered telling him off, but since we were occupied with Bonnie’s troubles, we decided to sail out of the channel. Also, since the northeast winds and waves were kicking up we were being driven out of the channel anyway. For about 30-45 minutes, we continued to circle “Bonnie”. Finally, they managed to get their jib closed, but were still unable to start their engine. Without any control or power the waves and wind were driving them into shallow water, and we radioed them to throw out an anchor and call Towboat U.S. After they threw out the anchor in about 8 feet of water, it held and they called Towboat. The Towboat was scheduled for about 5 minutes arrival, and Ronnie and I decided that they were safe. Ronnie was not feeling well from all the hours and waves, so we headed in and told “Bonnie” that we would meet up with them the next day.

Having taken over 1/2 hour to shepherd our buddy boat to seeming safety, Catatonic had been driven down

the coast away from the inlet entrance by now 6 foot waves and 15 knots of wind. We started heading back to the outer green light, but saw another green light towards the harbor. Our boat has a very shallow draft, and it is almost always safe to cut corners on buoys, where thin water is present. We also knew that it was approaching high tide. In the blackness of the water and backlit by the shore lights, we made a left turn to align ourselves with the 2 green lights that represented the entrance to the harbor. No more than 10 feet from alignment, Ronnie screamed out “ROCKS!, TURN LEFT. TURN LEFT!” A second later, I saw the rocks – black, about 5 feet high, and very jagged less than 20 feet off our bow. I threw the engine into full reverse, but it was hopeless. The 6 foot waves threw us onto the rocks. Somehow we spun counter-clockwise so that our stern was now pinned against the rocks. The waves kept lifting Catatonic and crunching her stern onto the rocks – a horrible sound of breaking fiberglass. The engine died (it actually was pounded off and into the water we found out later) and the lights on our boat started to flicker and then went out. A couple of seconds later, our batteries started smoking and then blew up. I saw that the only way to get off the rocks was to sail off, so I tried to open our jib, but it was jammed. As the boat continued to pound against the rocks, I issued a “MAYDAY” to the Coast Guard on channel 16. They replied quickly and asked for our situation and position. Either Ronnie or I responded at different times as to where we were and our condition. They asked if we were taking on water, and I replied “No, but we are in danger of breaking up”. I raced forward to try to unjam the jib furler and to see the condition of our dinghy – it was well tied down – and I decided that if things did not improve quickly I might cut the dinghy free so that we would have a backup boat. I had my very sharp knife in my pocket. Ronnie continued to talk to the Coast Guard. As I came back to the cockpit, Ronnie had found the entangled

furling line for the jib and shouted to try the jib again. I pulled hard, and it opened, filling immediately and pulled us off the rocks. The whole episode on the rocks seemed like an eternity, but was less than 5 minutes.

Ronnie checked on the bilges below, and there was a slight amount of water in the port bilge. By now the Towboat who had been headed for “Bonnie” knew of our situation and was routed by the Coast Guard to us instead. He called out to me to see if we were “Catatonic”. I said, Yes. He came alongside as we sailed slowly under jib alone and threw me a line with a bridle. Since our main cleat is the strongest, I attached it to the center cleat, and he began to pull us in toward the entrance. The Coast Guard hailed us to see if everyone was alright and if we were taking on water. This time I responded that we were alright, but we were taking on water. I had to reset the bridle to either side of the bow, since Catatonic was slewing all over the place – now we knew we had lost our rudders and unknown until now, our engine was being dragged through the water by only 2 ropes, having been driven off of the transom by the pounding on the rocks.

As we were towed inside the harbor, the Coast Guard boat pulled up alongside us, and repeated the question about whether we were taking on water. I replied “Yes” again, and they then insisted that we get off our boat. It is their job to ensure safety of lives, and water coming in dictates that they took us off. After gathering our passports, money and wallets, we got off. They assured us that we would be able to get back on the boat for the rest of our stuff. They then proceeded to ask us a lot of questions. There were about 6 or 7 of them on board – most in their early 20’s, the oldest one about late 20’s.

Besides standard name, address, citizenship questions, they asked about all of the equipment (mostly safety) that we carried on board, who was at the helm and whether we had taken any boating courses – we had. The chief of the Coast Guard crew concluded that he



Port Hull Damage

could not write us up for any citation - we had done everything we could and had our boat in proper condition.

After that some of the crew started telling Ronnie a bunch of horror stories that had happened on those rocks, a tugboat sank there last year, and uninsured sailboat sank there several weeks ago. Finally one guy whispered to Ronnie that they had just missed the rocks themselves at night last week and that “don’t tell anyone, it wouldn’t be too good for anyone to know that”.

We finally got towed into a dock at Rybovich Marine, a famous powerboat builder, where the Towboat captain, Brian, attached an emergency battery pack to our bilge pump to stabilize the water coming in. The bilge pump worked well and went off every 5 minutes or so, meaning it was keeping up with the leak. I later found the other hull leaking and turned on that bilge pump also. By then it was about 3:00 AM and we were all shot. I laid down on Catatonic, totally shot, and fell asleep for a few minutes on an old sailbag. Ronnie went over and found that “Bonnie” had been towed in to the same marina, and they invited us to sleep there for the rest of the night. Exhaustion allowed us to sleep after much conversation over our experience. The conclusion was that we were fine – no bumps or bruises and that was all that was important.

The next morning, I helped Brian

tow our boat around the dock so that she could be hauled, and knowing what had happened to us, he offered his quote of the day to me – “A friend in need is a pain in the ars”. I laughed and told him that I had thought of that but didn’t say it to anyone. The boatyard hauled Catatonic out and we all saw the damage to her hulls. Very bad as water poured out of the aft section of her. I had remembered that 13 years ago, I had put sealed Coke bottles in her buoyancy chambers in the rear of her hulls just in case she was ever holed there. Well, it happened, and along with sealed chambers above, the Coke bottles (about 400-600 pounds of flotation in each hull) probably kept her afloat.

The final chapter of this saga has not yet been written, but the insurance surveyor and the yard’s estimators came to the same conclusion. The cost of repairing “Catatonic” would exceed her worth. She is very likely going to be “totaled” by the insurance company. We tentatively have decided to somehow “expand” our trailerable trimaran, which is small inside, so that next year we can sail back to the Bahamas and enjoy the wonderful people and weather there.

–Arnie and Ronnie

P.S. Terry and Margaret have decided to have *Bonnie* shipped back to England.

See arnieronnieadventures.blogspot.com to read more about Arnie and Ronnie’s adventures.

Multihull Pioneers To Be Honored at The WoodenBoat Show

A dinner honoring multi-hull pioneers will take place Saturday, June 28th at 6 pm during the 17th annual WoodenBoat Show, held at Mystic Seaport, Mystic Connecticut. Produced by *WoodenBoat* magazine, the list of honorees includes, Barry Choy, Jim Brown, Meade Gougeon, Walter Greene, John Marples, Dick Newick and James Wharram, all men who have played an integral part in the evolution of current-day catamarans and trimarans. Each of these innovators will speak on their design and building philosophies. Several of their boats will be on display for all to enjoy. Limited tickets are still available. A traditional shoreside barbeque will follow the presentations.

Carl Cramer, publisher of *WoodenBoat* magazine says "For those of us with an appreciation for the brave and outstanding contributions of these wonderful designers and builders, this is an unmatched opportunity to hear their thoughts. Not just on multihulls of yesterday, but their current projects, and their thoughts on the future." Jim Brown authored a feature article in the current (May/June) issue of *WoodenBoat* on this topic, and on many of these pioneers.

Tickets for this tribute and dinner are \$30. To purchase tickets, visit the *WoodenBoat* store web site at: www.woodenboatstore.com.

The three-day WoodenBoat Show at Mystic Seaport offers something for all wooden boat enthusiasts and marine history buffs. Traditional classics and contemporary wooden boats of every type, both sail and power, will be on display including cruising yachts, launches, runabouts, fishing boats, performance powerboats, daysailers, dinghies, rowboats, canoes, performance

shells, multihulls, and racing boats. In addition to seeing beautiful boats, visitors can enjoy browsing through three tents hosting more than 150 exhibitors, including marine products, artisans, antiques, books, and craftsmen. Additional activities include exhibitor demonstrations, workshops by industry experts, a daily film series, and exploring all the wonders of Mystic Seaport. One admission price gains access to all the boat show displays and activities of the WoodenBoat Show and Mystic Seaport.

To learn more about the annual WoodenBoat Show, and to sign up to receive the show newsletter, go to www.TheWoodenBoatShow.com.

Mystic Seaport -- The Museum of America and the Sea -- is the nation's leading maritime museum. Visitors explore American maritime history firsthand as they climb aboard historic tall ships, stroll through a re-created 19th-century coastal village or watch a working preservation shipyard in action. Founded in 1929, Mystic Seaport is open every day except December 24 & 25. Learn more at www.MysticSeaport.org.

The Woodenboat Show is owned and produced by WoodenBoat Publications Inc. which includes *WoodenBoat* magazine, *Professional BoatBuilder* magazine, a series of online resources for boat-builders at the WoodenBoat Show. *WoodenBoat* magazine, the international publication dedicated to wooden boat owners, builders, and designers, features a wide range of articles about wooden boat design and construction, reporting on both emerging technologies and traditional methods. The WoodenBoat Show is an annual festival celebrating the design and craftsmanship of wooden craft. www.woodenboatstore.com

FOR SALE



Jim Brown's original Searunner 31' trimaran **SCRIMSHAW**. See her at the WoodenBoat Show, Mystic, June 27-29 or contact Jim at outrig@crosslink.net (804) 725-3167



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. \$125,000. Located in Beverly MA. Steve Mclafferty mclafferty@alum.wpi.edu or 781-405-1234.

F31 CALVERT TECHNORA SCREECHER

Used eight seasons. UV cover. Still plenty of life left in this sail. \$400 OBO

F31 CALVERT ASYMETRICAL SPINNAKER

Used eight seasons. Some patches and bottom paint "skid marks" Good back-up sail. \$150 OBO
Anxious to sell both sails. Make an offer!
Contact Pat Harris, 203-856-0183, bhch@sbcglobal.net

WANTED

WoodenBoat magazine is looking for an existing **Frolic** or **Nugget**--preferably on the east coast to be photographed for an article in *WoodnBoat*. The boat must be in decent condition and ready to photograph. Contact Karen Wales, *WoodenBoat*, 207 359 4651.



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