

NEMA

NEW ENGLAND MULTIHULL ASSOCIATION

Jon Alvord Photo



July Sailing in New England

by Jon Alvord

This article appeared in an experimental newsletter in the Fall of 2008 that was not printed and mailed, but was only posted as web pages. It was not widely read. Last year's summer was not a very good one for getting out and going sailing, so this article is being repeated here to give you hope that there are wonderful summers in New England.

July 2008. What a great two weeks of sailing in New England. It all began two weeks ago as I launched *Triceratops*, our F-31R trimaran, on Lake Sunapee, NH. The weather was perfect and thanks to Peter Dube for the use of his lake wall, we had a great place to step the mast and do some flips off his boat house (forget you read that Peter). We had family visiting from California, and it was their first time sailing on *Triceratops*. After a couple of belly flops and failed attempts at flips, we took off sailing. Perfect weather, winds 5-10 kts, sunny skies and family make for a great day, and the stop for lunch at the far end of the lake was perfectly timed as we sailed back to pick up my wife, Lori,

Sunset at Cape Poge, Martha's Vineyard

who unfortunately had to work that day. We took the boat back out and sailed for another hour or two before it started getting dark.

A few days later, the in-laws and I decided to take one last sail before I pulled the boat out and prepared it for the following weekend. We left the wall, hoisted the main, and sailed around the main bay of the lake until the nearly-full

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The Commodore's Corner

Summer Is A' Comin'



Tom Cox Photo

Thank you to all the NEMA members that showed up for our last spring meeting. Not only did Cam Lewis give us a first-hand review and explanation of the 33rd America's Cup, but our auction with Charles Chiodi of his years of Multihull Memorabilia went very well. Almost half of what was on display got sold and a full half of the proceeds have gone to the NEMA treasury. Thank you Charles!

As time gets closer to sailing season, I expect I will be hearing more from members about events on the water. Please keep the ideas coming and the communication open. Phone, email and other social networks will go a long way to making this a fun summer on the water. Please let us know if you feel you are planning something that other club members would be interested in. Perhaps you are planning an event that would be of interest to like-minded multihull sailors, or perhaps you enjoy one of the on-line social networks that could get NEMA members communicating more and would like to set it up for others to enjoy.

Spring has come on strong and hopefully summer will be our best in years!

Fair Winds!
Commodore Bob

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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.

Our Newly Appointed Fleet Captains

One area of NEMA I have been interested in growing is our membership in Long Island Sound and the Gulf of Maine. While we have had some activity in both of these areas, we have done little to actively promote growth. I am appointing two new fleet captains, one for each area, that will report to the board and let us know how we may help them promote NEMA and the goals of NEMA in their

areas. Mike Divon, in Stamford, CT, has been instrumental in getting events scheduled for Long Island Sound and has agreed to help us out. Jesse Deupree, in Portland, ME, has helped with a few events, including the Corsair Nationals, held in 2008 in MA, and I expect will provide some good ideas for our northern reaches.

Please join me in welcoming them to the NEMA board of directors.

*Bob Gleason
NEMA Commodore*

Jesse Deupree

lives in Portland, Maine. He was born in Ohio but he summered in Maine until his first opportunity to spend a winter there, in 1971, and has never left. He learned sailing as a child in an old gaff-rigged sloop and a Turnabout, and spent a lot of years sailing classic wooden boats until ads for the F-27 trimaran brought him to multihulls and NEMA. He currently co-owns a Corsair F-31 trimaran, *Sorn*, with two friends. He tries to make one or two week-long cruises each summer and do as many overnight races as possible. He dreams of sailing to Newfoundland for a summer.



Peter McGowan Photo

Mike Divon

is Professor and Chairman of the Department of Obstetrics and Gynecology at Manhattan's Lenox Hill Hospital. He lives with his wife, Victoria Minior, MD, and his two sons, Ori and Noah, on the beach at Shippan Point (Stamford, CT). Mike and his family are members of the Stamford Yacht club where Ori (who is 6 years old) will be participating in his second year of Little Puffs sailing camp this summer. After years of sailing heavy and slow monohulls, Mike has converted to the multihull philosophy in 2007. Initially, this was in a Sprint 750 and, more recently, in a carbon fiber, rotating mast Corsair 37. This season he will sail Milk & Honey III which is currently being built by Corsair in Vietnam and is scheduled for delivery by the end of May 2010. Mike has sailed in various locations around the globe (including the Mediterranean, Caribbean, west and east coasts of Sweden, and the South China Sea) but spends most of his summer sailing days in Long Island Sound and its adjacent waters. As LIS Fleet Captain he is preparing a busy racing and social schedule for the 2010 sailing season and is looking forward to meeting and greeting all of you at these events.

Go Multihulls!



Photo Courtesy of Mike Divon

An America's Cup Wrap-up

by Sydney Miller

The NEMA General Meeting on April 1, 2010 featured an interesting combination of events: an America's Cup overview with Cam Lewis, and a silent auction of 'Multihulls' magazine memorabilia provided by Charles Chiodi.

At 8:30 Cam Lewis stepped up to talk about the recent (and quite splendid!) 33rd America's Cup races in Valencia, Spain. Cam had been on-hand in Valencia to provide the live commentary for IMG World Media video and he brought an edited version of the racing highlights video to show NEMA members.

This America's Cup was of particular interest to NEMA members since it was the first America's Cup in which both the defender and challenger competed in multihulls. The first showing of a multihull in a Cup race was back in 1988. The San Diego Yacht Club sponsored Dennis Conner's 60' catamaran that successfully defended the Cup against a 90' sloop from New Zealand.

Over the last two years, NEMA has had presentations on the design of the two boats that competed in this America's Cup contest. Much of the presentations were necessarily guarded and speculative. For example, the February 2009 NEMA Annual Dinner featured Dirk Kramer, the Chief Engineer for Team Alinghi. His challenge was to discuss the Alinghi multihull without disclosing any of the secret details. In a later interview with BYM Magazine, Dirk was asked: "Have you used boron in this boat?" Dirk answered with a laugh: "You're thinking of the time I gave a talk (at NEMA) and some guy in the audience asked 'Have you considered using boron?' Of course we'd considered boron, like everything else, and I said we had. So the story flies round that we're using boron. It's really funny how you only have to say one little thing and it's

picked up on, distorted a bit, turned into fact and analyzed endlessly on the internet."

After two presentations

where we were teased about the capabilities of the boats, it was refreshing this year to have a presentation about the actual, on-the-water racing which took place in mid-February, particularly since this presentation featured video of the boats under sail.

With Larry Rosenfeld backing him up on the electronics, Cam discussed the racing footage that streamed behind him. It included his recorded commentary along with that of Peter Montgomery and Andy Green.

I strongly recommend watching the 2010 America's Cup videos, both a 'highlights' version and the full races, which are still available at <http://bmworaccleracing.com/en>. The boats are absolutely gorgeous and it is amazing to see two large multihulls vying for this venerable Cup!

Cam started his presentation with a nod to NEMA Race Chairman Don Watson, "who taught me all I know about sailing when I was a kid" and an appreciation for NEMA. He continued that, although "I would much rather have been aboard!" he was glad to be part of the America's Cup world feed TV for IMG Media. The February commentary was provided from a 'box', or booth, on land, where their information came from the same live images provided to the public and several observers on the water. Cam mentioned that Alinghi and Oracle sailed so fast that "it was very hard on the race committee and chase boats. With small boats charging around at 20 knots, it's



Photo Courtesy of Ben Hall

really hard to just hold on for 40 nm, plus."

Spain was chosen as the location for the 2010 race, with the Société Nautique de Genève Alinghi catamaran defending and the Golden Gate Yacht Club (San Francisco) BMW Oracle trimaran challenging for the U.S. Concurrent with the lengthy court battles, each team designed, developed, built and worked to fine-tune their respective boats.

Cam noted that "many people feel that this America's Cup was what the deed of gift was all about". The design parameters were fairly open, with a limit of 90 feet on the water line. Following the long and well-documented court battle about the race, everyone was quite glad to get out on their boats where the sailors preferred to contest their skills. "They wanted to win it on the water, rather than in a courtroom."

Cam discussed the design decisions. "Alinghi made a super-light cat and Oracle used a more all-round trimaran design. They were happy when Alinghi flew a hull at her first sail in Lake Geneva, hoping she didn't break up... The trimaran is the current [standard] for round-the-world boats; a known and proven design. A hard wing can control twist all the way up. [So] Oracle may be at an advantage if they can get this working."

Here is a sample of Cam's commentary on the video for the first race: "Both

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America's Cup

(continued from page 3)

boats head out to the water. This is the pre-race sequence. BMW's wing [is] up to cruise into the starting area. Alinghi couldn't cross and they're forced to tack. The protest flag goes up on Oracle. This is early drama in [the] first minutes. [Ernesto] Bertarelli is at the wheel of Alinghi. They tack in front of Oracle. They were too close and took a foul at the start. It's a penalty against Alinghi. They didn't keep clear at the starting maneuvers. They'll have to do a 270 degree penalty turn some time before the end of the race. Alinghi must work to stay focused. There's early aggression in the race... Oracle is keeping Alinghi out of the left side of the pre-start area... The final minute to the pre-start and both boats are above the start line and have to get below the line for the start... 45 seconds... The final 20 seconds. Oracle is slow or stalled in the final 10 seconds. The start is quite slow... This is the first time that two multihulls are racing for the America's cup - a tri and a cat. James Spithill [at the helm of Oracle] made a mistake when he stalled Oracle and couldn't start as soon as Alinghi." Cam's conjecture, "Did they stall the wing?" He goes on, "Alinghi is flying a hull. Oracle has now started to go. The dial-up looked like it was going to be a head on... Oracle, the tri, was having a hard time starting. Now they're running behind Alinghi, the cat... Oracle is closing in. A little bit faster and a little bit higher is any sailor's dream." As Oracle passes Alinghi, Cam comments, "They crawled back [from] their deficit... Oracle can point higher with their wing." Oracle went on to finish the race ahead of Alinghi, who also struggled with their penalty turn at the end of the race. Alinghi ended up finishing the first race 15 minutes and 28 seconds after Oracle.

After viewing the first race, Cam observed, "They're both such gee-whiz, wow boats. Once it was obvious that BMW had the wing, as long as it was built right, and I knew it was built right", it was likely that they would win. He asked

Alinghi consultant Duncan MacLane how they felt about not having the wing, that it seemed to be a clear disadvantage, "but no one was talking".

Brad Butterworth, Alinghi's tactician was interviewed after the race: "What do you want me to say, mate? They sailed from behind to in front of us." Oracle started in the worst position and ended up winning.

The second race was a triangular course with light winds forecast. Here, again, is some of Cam's race commentary: "It's the 5-minute countdown to the start and they're dicing around... Alinghi is late for the entry, 30 seconds into the pre-start. Oracle has entered and crossed into the starting box. Alinghi is late to get there, 1 minute late... 30 seconds to [the] start and Alinghi attacks. They are quite slow. It's hard to get the boat going... Loick Peyron is now driving Alinghi, not Ernesto Bertarelli... Alinghi is pitching on the swells [from the previous day's windy weather]. Alinghi is in front early on first leg. 65 meters ahead, but the lead is closing as they converge [on their] tacks... They're closing at speed. Oracle is going at 20 knots, with Alinghi close to 20 knots. There's a right-hand shift and a puff... This is the second cross of the race and they're closing fast... Alinghi crosses in front [on starboard], tacks and then has to increase their speed. That was a painfully slow tack... Alinghi let Oracle get inside at their layline to the mark. Alinghi led for most of first leg, but Oracle did better at the port layline and leads by 28 seconds at the top mark... The boats head toward Valencia... Oracle has a good lead over Alinghi. They're 2,500 meters ahead... Oracle is sailing at over

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Alinghi Team Photo

Alinghi – Switzerland

(from <http://www.alinghi.com/en/alinghi/boat/alinghi5.php>)

Boat type: Catamaran of carbon composite construction

Where built: Alinghi Villeneuve + Décision Corsier, Switzerland

Length Waterline: 90ft

Beam: equivalent to two tennis courts side by side

Mast Height: the canting mast is the equivalent height of a 17 story building and withstands compression comparable to 50 SUVs balanced on a foundation the size of a tennis ball

Hours to Build: 100,000 man-hours

Gennaker: one of three biggest in the world, at 11,800 sq ft, using 325,000 sq ft of carbon fiber

BMW Oracle – USA

(from <http://bmworacleracing.com/en/yacht/index.html>)

Boat Type: Trimaran of carbon composite construction

Where Built: Core Builders, Anacortes, WA, USA

Waterline Length: 90-feet, Overall Length: 114-feet

Beam: 90-feet

Hours to Build: 150,000 hours

Wing Sail Height: 223 ft (compared to 102 ft length of a Boeing 747 wing)

Chord: 10 to 45 ft, **Width:** 2 to 6 ft, **Surface area:** 7,000 sq. ft,

Weight: 7,700 lbs

Genoa: 6,700 sq ft

Gennaker: 8,400 sq ft



BMW/Oracle Racing Photo

2010 NEMA Summer Event Schedule

DATE	RACE/EVENT	Sponsor	NEMA	ORC	NS	GMORA	LIS	CRUISE/ EVENT
May 29	Owen Mitchell Regatta	Newport Yacht Club	■					
May 29	Corinthians Single/Double handed Race	Norwalk Yacht Club					■	
Jun 5	Chanteyman Race	Norwalk Yacht Club					■	
Jun 11-12	Off Soundings Spring Series	Off Soundings Yacht Club	■					
Jun 20	<u>BYC Hospice</u>	Boston Yacht Club			■			
Jun 26	Buzzard's Bay Blast/Picnic	NEMA	■					■
Jun 27	<u>MYC Patton Bowl</u>	Manchester Yacht Club			■			
Jul 4	Firecracker Race	Norwalk Yacht Club					■	
Jul 9	Downeast 180	NEMA	■	■				
Jul 9-18	Lake Champlain Cruise	NEMA & North East Trailer Sailors						■
Jul 10	Stratford Shoal Race	Lloyd Harbor Yacht Club					■	
Jul 17	<u>MYC Crocker Race</u>	Manchester Yacht Club			■			
Jul 24	Black Dog Dash	NEMA	■					■
Jul 25-Aug 1	Buzzards Bay Getaway Cruise	NEMA						■
Jul 24-25	Seguin Island Trophy Race	Southport Yacht Club				■		
Jul 29	<i>Around Long Island Race</i>	Sea Cliff Yacht Club		■			■	
Jul 30	New England Solo Twin	Newport and Goat Is. Yacht Clubs	■	■				
Aug 13	<i>Monhegan Island Race</i>	Portland Yacht Club		■		■		
Aug 6-8	Buzzards Bay Regatta	Beverly Yacht Club	■					
Aug 16	<u>EYC Hovey</u>	Eastern Yacht Club			■			
Aug 20	<i>Ida Lewis Distance Race</i>	Ida Lewis Yacht Club		■				
Aug 21	NEMA North Rally&Barbeque	NEMA			■			■
Aug 28-29	Newport Unlimited	NEMA	■					
Sep 3-5	Vineyard Race	Stamford Yacht Club					■	
Sep 4	Gloucester Schooner Festival Race	Cape Ann Chamber of Commerce	■		■			
Sep 10-14	Vineyard & Nantucket Cruise	NEMA & North East Trailer Sailors						■
Sept 17	Off Soundings Fall Series	Off Soundings Yacht Club	■					
Sep 12	Stamford-Denmark Friendship Race	Stamford Yacht Club					■	
Sep 18	<i>Whalers Race</i>	New Bedford Yacht Club		■				
Sep 18	<i>Maine Rocks Race</i>	Rockland Yacht Club		■		■		
Sep 18	Multihull Regatta	Roton Point Association					■	
Oct 9	<u>BYC Fall Regatta (alternate)</u>	Boston Yacht Club			■			

3 starters required in any race to count for NEMA season trophy. 3 cruisers sailing together count toward NEMA Cruising Trophy.

NEMA - NEMA Season trophy, **NEMORC** - New England Multihull Offshore Circuit trophy, **NS** - NEMA North Shore trophy, **GMORA** - Gulf of Maine Ocean Racing Association, **LIS** - Long Island Sound, **CRUISE** - NEMA Cruise

Summer 2010 NEMA Racing Events

by Don Watson, NEMA Race Committee Chair

If you are like me you are preparing your boat for the upcoming season, and, so far, the weather has been decent. I have tried to accelerate the process by leaving my boat in the water this past winter (like the eight winters before it) but also by trying to get another year out of my bottom paint. My engine is acting up so I have not yet made the annual delivery trip from Portsmouth to Padanaram. The NEMA Season schedule will be familiar to many of you, but there is one new race.

racers for those who like them and the Buzzards Bay Regatta and the Newport Unlimited offer short course racing and tend to be more on the serious side. Many of you know the routine, but if you are new, here's a capsule description of each race.

OWEN MITCHELL REGATTA is a day race beginning in Newport and finishing in Block Island. It is a fun, low-key race and there are inexpensive early season dockage rates for those who

ment with several kegs full of various rum concoctions. We are guests of the Off Soundings Yacht Club for this event and entries close early so get on the website early if you plan to enter.

THE BUZZARDS BAY BLAST is run concurrently with the NEMA picnic. It is an informal affair that attracts racers and non-racers to a Saturday night luau at the Gleason's house. There is racing on Saturday and sometimes on Sunday, but they are usually not super serious.

THE DOWNEAST 180 is a new event designed to add a distance race to the schedule in off-Halifax years. It is part of the NEMORC (New England Multihull Offshore Racing Circuit). The 180 mile course starts in Gloucester, goes around remote Matinicus Rock outside of Penobscot Bay and finishes outside of Portland. The NOR has been sent by e-mail. We will start ourselves and finishers take their own time.

THE BLACK DOG DASH has for many years been one of our most popular events. It is a pursuit race that starts and ends in Vineyard Haven. You start at anchor and with your sails down. This 22 mile race has attracted the casual and the serious racer and the fleet usually ties up on the beach in front of the famous Black Dog restaurant. It is a great place to see old friends and meet new ones.

THE NEW ENGLAND SOLO/TWIN is run jointly by the Goat Island Yacht Club and the Newport Yacht Club. It is the only double-handed race on the circuit. The course varies, but is usually around 100 miles in length. There is a



Peter McGowan Photo

The NEMA Season Trophy Schedule

This schedule offers something for everyone. The Buzzards Bay Blast, the Black Dog Dash and the Schooner Race offer racing that can be as casual or as serious as you wish along with good social events. There are two overnight

want them. We are guests of the Newport Yacht Club. Some members sail home on Saturday and others stay and enjoy the island. It is a beautiful place and not crowded at this time of year.

OFF SOUNDINGS SPRING SERIES is a two-race event. The first race takes place on Friday in the waters off Watch Hill, RI, and finishes in Block Island. The second race is usually a race around Block Island. Both Friday and Saturday offer very nice post race liquid refresh-

Racing Events

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nice breakfast and skippers meeting prior to the race and an awards ceremony on Sunday afternoon.

THE BUZZARDS BAY REGATTA is a large regatta that offers something for almost everyone. There are Lasers, 420s, PHRF, one-design and Multihull classes. BBR was the first large monohull regatta to invite multihulls and it has always attracted a large, competitive fleet. There are parties, bands, and alcohol all in the same spot. This regatta is expensive, but it offers 2 to 4 races per day for three days.

THE NEWPORT UNLIMITED is a two-day event for multihulls held in Newport, RI. This year it will follow (slightly overlap) the Little America's cup regatta, so if you show up early you will likely get to see C-Class catamarans racing. This event has a long tradition and has evolved over the years, but recently it has generally had a day of "round the cans" racing on Saturday and an 18-mile, round-Conanicut I. course on Sunday.

THE GLOUCESTER SCHOONER FESTIVAL RACE is the lone season trophy race on the North Shore of Massachusetts Bay and is part of a town-wide celebration of the glory days of Gloucester fishing schooners. There is racing for all manner of traditional working craft and also for multihulls. There are fireworks on Saturday night and the town welcomes all.

THE OFF SOUNDINGS FALL SERIES rounds out the season. It is similar in format to the spring series except the first race usually starts out of New London, CT and ends up in Gardiners Bay off Long Island. The second day usually has a race in or

around Gardiners Bay. The membership of the Off Soundings Club have been very hospitable to multihulls and welcome our participation.

New England Multihull Offshore Racing Circuit (NEMORC).

The NEMA Offshore Trophy is awarded to the winner of this series. Winners must have completed at least three races on the circuit. Other than the races already described above, the NEMORC includes the following races.



Peter McGowan Photo

THE AROUND LONG ISLAND RACE is a 190-mile race that starts outside New York Harbor, passes along the south coast of Long Island and finishes near Hempstead harbor. It is a large, well organized race.

THE MONHEGAN ISLAND RACE is run by the Portland Yacht Club. It is a 128-mile race that is large and well organized. It tends to be a light air affair, but there is a good fleet. (This race is

also part of the GMORA series, see page 9.)

IDA LEWIS DISTANCE RACE is a 150 to 180-mile race. The course begins and ends in Newport, RI, and sails basically between Montauk and Nantucket. Multihulls have not previously participated in this race, and there may be minimum requirements. If you are interested, please contact your fellow racers and talk it up. It could be good.

THE WHALERS RACE is run by the New Bedford Yacht Club. The course is 105 miles and goes from Padanaram out around the whistle at Nomans Island, then rounds Block Island and returns.

THE MAINE ROCKS RACE is hosted by the Rockland Yacht Club. It is a double-handed affair that starts in Rockland, ME, leaves Matinicus Rock and Mt. Desert Rock to port and returns. (This race is also part of the GMORA series, see page 9.)

So that's it. There is something for everyone here. I hope to see you out there.

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Racing Events

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North Shore, MA, Racing

By Tom Cox

BYC Hospice Race

June 20

Boston Yacht Club

Sunday round-the-buoys race in Salem Bay; 1200 gun.

Tom Cox 978-828-2181

MYC Patton Bowl

June 27

Sunday round-the-buoys racing in Salem Bay; 1200 gun (2 races).

Jeff Schreiber 978-312-1985

MYC Crocker Race

July 17

Manchester Yacht Club, Manchester, MA

Saturday 20 to 30-mile windward triangle

Maine Racing

By Jesse Deupree

GMORA (Gulf of Maine Ocean Racing Association) offers racing most summer and fall weekends along the Maine Coast, and has been very friendly to multihulls when we can organize ourselves to arrive in sufficient numbers. Races most popular with multihulls have been the Monhegan Island Race (Portland Yacht Club), and the Seguin Island Regatta. This year we are also working to have a presence in the Maine Rocks Race in early fall.

If one were to use the Downeast 180 (NEMA's new race this July, that will finish in Portland) as a fun way to get to Portland, it would be easy to cruise until the Seguin or Monhegan Races. Sailors interested in racing or cruising in Maine should consult the GMORA web site,

course. Start time to be announced.

Tom Cox 978-828-2181
www.sscrockerrace.com

EYC Hovey Regatta

August 15

Eastern Yacht Club, Marblehead, MA

Sunday around-the-buoys race in Salem Bay; 1200 gun.

Ted Grossbart, 781-631-5011
ted@grossbart.com
www.easternyc.org

Schooner Festival Race

September 4

Chamber of Commerce, Gloucester, MA

Multihulls are again included for this around-the-buoys race. We will likely start last and sail a separate course from

the monohulls. After Saturday's race, enjoy free dinner buffet for all crew, music, and fireworks. Awards reception and free buffet are 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

BYC Fall Regatta

October 9

Boston Yacht Club, Marblehead, MA

Saturday, two around-the-buoy races; start near Tinker's Ledge, 1100 gun.

Jeff Schreiber 978-312-1985
www.bostonyachtclub.net



Peter McGowan Photo

www.gmora.org, or contact NEMA member Jesse Deupree (jdeupree@maine.rr.com) for more information or help with logistics. Jesse has cruised Maine his entire life and would love to help any NEMA member considering coming to the finest cruising area in the world.

The Seguin Island Trophy Race

July 24-25

Southport Yacht Club, Southport, ME
(<http://www.regattapromotions.com/southport-yacht-club/sitr.html>)

In recent years, the Seguin Island Trophy

Race was recognized by GMORA as the most hospitable and best run regatta in the Gulf of Maine circuit. The Seguin Island Trophy Races are sponsored by the Southport Yacht Club and the Boothbay Region Boatyard. Races are held on Sheepscot River and Bay. The multihull division sails one 8-10 mile race each day. There are usually onshore festivities at the Boothbay Region Boatyard including entertainment and a post-race "happy hour", followed by a traditional Super Barbecue on Saturday. A happy hour and awards ceremony follows the racing on Sunday.

Racing Events

(continued from previous page)

Monhegan Island Race

August 13-14

Portland Yacht Club, Falmouth, ME
<http://www.regattapromotions.com/portland-yacht-club-race-series/monhegan-island-race.html>

Maine's oldest offshore overnight race was started in 1928 by Hal Moore and has attracted some of the best U.S. sailors to compete in the Gulf of Maine waters. With five courses of different lengths and levels of competition there is a place for every sailor to experience this unique event. This is a large race; through the years it has averaged over 130 boats and 1200 competitors in attendance. A Thursday-night race, immediately followed by a cocktail party with live entertainment and dinner, kicks off the event. The race around the Island starts Friday afternoon in Casco Bay and finishes near the scenic Portland Head Light. A wonderful pancake breakfast and awards party awaits the competitors on Sunday morning upon their return from the sea. (This race is also part of the NEMORC, see page 7.)

Maine Rocks Race

September 18-19

Rockland Yacht Club, Rockland ME
<http://www.rocklandyc.org/>

This race is run for singlehanded or doublehanded entries. It starts and ends in Rockland and uses Mt. Desert Rock and Matinicus Rock as marks. Fall breezes are much more reliable at night and the scenery will be spectacular—there will be a substantial moon. Let Jesse Deupree know as soon as you have any interest—he will be our liaison with the race organizers to get us included. (This race is also part of the NEMORC, see page 7.)

Summer 2010 NEMA Cruising and Picnic Events

by Ken Levitt, NEMA Cruising Chair

Cruising Events

Lake Champlain

July 9 - July 18

St. Albans, VT

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. This year, NETS has again invited NEMA members to join them. They are a wonderful, friendly and highly diverse group of old, young, singles, couples, and families. We're expecting anywhere from 10 to 15 boats to attend. The entire group does not stay together all of the time; they split up at times and rejoin later. Most nights are spent anchored in a few feet of water off a beach (no tides), with a few nights at the state-operated marina on Burton Island. NETS is mostly comprised of monohulls, but the NEMA multihulls will likely take a few side trips together to satisfy our need for speed. The cruise runs from Friday, July 9th through Sunday, July 18th. Some boats will join later and others will leave earlier (or later) than the scheduled end. The choice is yours; feel free to join and leave at any time. It is a very relaxed atmosphere with lots of late day socializing.

Ken Levitt, 508-295-3542
 NEMACruise2010@klevitt.us

Black Dog Dash (for Cruisers)

July 24

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.

The pursuit-start race of 20 nm ends with a raft-up along the beach. The "Dash" is also a good excuse to cruise over to Martha's Vineyard and do some socializing with other NEMA members. Racing or cruising, this is a low-key event with a good group of people.

If there is sufficient interest by NEMA Cruisers, Ken Levitt will organize a "Fun Race for Cruisers" to take place at the same time as the serious racing is going on. See page 6 for more information.

Bob Gleason 508-295-0095
 Cruising: Ken Levitt 508-295-3542 or
 NEMACruise2010@klevitt.us

Buzzards Bay Getaway

July 25 – Aug 1

This is an up-to-9-day cruise leaving Vineyard Haven on Martha's Vineyard, MA, the day after the Black Dog Dash (BDD). By linking this cruise to the BDD, we cruisers will have a chance to socialize with the NEMA racers. The BDD is always a fun event, and is generally the best-attended event on the NEMA racing circuit (see above).

The day after the BDD, July 25, will be the start of the Buzzards Bay Getaway Cruise. The destinations will be based on weather conditions and input from participants. Possible eastern destinations include exploring Martha's Vineyard, Nantucket, and Cape Cod. Possible western destinations include Cuttyhunk, Block Island, Newport, Long Island, and Connecticut. Cruisers are welcome to join or leave during the week, or stick around for the whole cruise.

Ken Levitt, 508-295-3542,
 NEMACruise2010@klevitt.us
continued on page 10

Cruising and Picnic Events

(continued from page 9)

Vineyard and Nantucket

Sept 10 – 14

Joining the North East Trailer Sailors, this cruise will start out on Friday with launching at the Wareham Town Ramp at the head of Buzzards Bay. Overnight anchorage will be in Red

Picnic Events

NEMA Picnic

June 26

The annual NEMA picnic is scheduled to coincide with the Buzzards Bay Blast (BBB) (see the Racing Events section), as it has been for the last few years. Cruisers are welcome to join the very casual racing. For those not interested in racing, there will be day

barbeque and drinks. Pot luck items are encouraged.

Ken will link up members who want to day sail together on Saturday and/or Sunday. Plan to come and join the fun!

Bob Gleason, 508-295-0095

Day sailing: Ken Levitt, 508-295-3542, or
NEMACruise2010@klevitt.us

NEMA North Rally and Barbeque

August 21

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 is 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,



Phil Babcock Photo

Brook Harbor behind Bassetts Island in Pocasset. Saturday is a sail through Woods Hole to Lake Tashmoo on Martha's Vineyard. Lake Tashmoo has a dinghy dock which is about a one mile walk to Vineyard Haven. If you don't have a dinghy, other cruisers will be happy to give you a ride in. On Sunday, some cruisers will head home while others will sail on to Nantucket. Stay as long as you want in Nantucket. If winds are against us on the way back, you will either have to start back early in the morning, or spend the night in a harbor on Cape Cod.

Ken Levitt, 508-295-3542, or
NEMACruise2010@klevitt.us

sailing with a mid-day picnic. If you want to join in the day sailing and picnic but won't have your boat there, let Ken know and he will arrange for you to join a boat that is participating.

Following the racing and day sailing, the NEMA picnic will begin around 4:00 at the Commodore's house on Buzzard's Bay, in Wareham, MA. There is a sandy beach and there may be some small boats on the beach to go sailing on. Directions for those driving will be provided and for those coming by boat, the anchorage has good holding, is very protected and is wonderful for those who want to hang out for the weekend. NEMA provides some food for the

or behind the high school in Gloucester, where there is overnight vehicle/trailer parking for \$5/day (launching during daylight, courtesy envelope provided). For docking/mooring details, contact Ted Grossbart, ted@grossbart.com, 781-631-5011.

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. Rain date is August 22.

Ted Grossbart, 781-631- 5011, or
ted@grossbart.com,
Day sailing: Ken Levitt, 508-295-3542, or
NEMACruise2009@klevitt.us

Aldora's Atlantic Crossing

by John Spier

John and Kerri Spier, with their children Dave, Sam and Sally, have reported on various segments of their around-the-world cruise on their Outremer 45 catamaran Aldora in the NEMA Newsletter (see the Winter 2009 and Winter 2010 issues). The following is the story of the last segment of their circumnavigation, completed this winter.

The last passage of our circumnavigation, from the Canary Islands to the Caribbean, ended up being our longest and slowest ocean crossing. It took us three and a half weeks to cover 3200 miles, and we worked hard for a lot of those miles.

The traditional sailing directions for this passage, since the time of Columbus, have been to "sail south until the butter melts, then turn west." This is essentially what we did, sailing a long dogleg that added 600 miles to the rhumb line, with a lot of zig-zags as we fought headwinds and searched for fair winds. Only two days of the passage were really rough due to an uncharacteristic southwesterly gale blowing against a big northerly swell. As the wind clocked, we

bashed our way closehauled, first on port tack to the west, then on starboard tack to the south. As so often happens, this wind was followed by dead calm, wallowing in big leftover seas with the rig slatting back and forth. Most of the passage was in light air or no air, often trying to sail deep in swells that shook the air out of the sails, or motoring slowly when we had to.

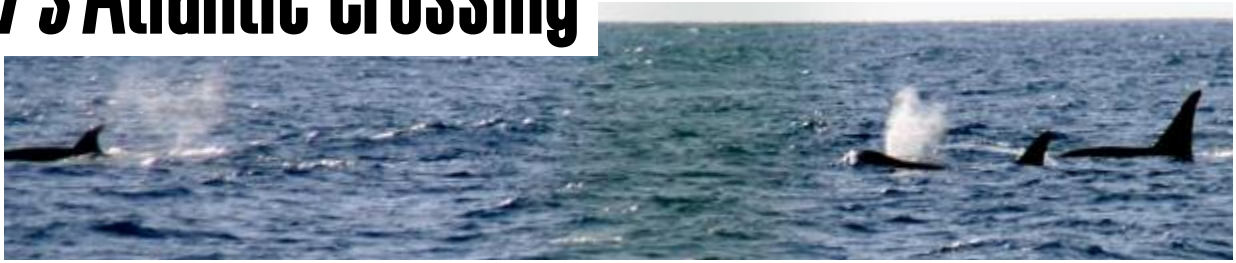
This type of sailing is harder on the boat than faster passages, and we had a variety of breakages. We broke two preventer shackles and a block, and tore the hoop on our spinnaker sock. The cover chafed through on our main halyard, sending Kerri on her second mid-ocean masthead repair job, fortunately in calmer conditions than last time. We also lost our wind instruments and one of the watermaker feed pumps, but these fall squarely into my category of things we can do without when they fail.

On the plus side, slow passages are low stress ones, other than worrying about the supplies of food, water and fuel. We caught three fine fish, which we ate immediately. Our good friend Jeff

Van Peski, a longtime multihuller who currently owns a Shuttleworth Tek 45, joined us for the passage. Thanks to him, we ate fresh bread, rolls, biscuits, croissants, and cinnamon buns, in addition to elegant sushi and sashimi. One afternoon, we cut the floats from a huge mass of derelict



Sam and Jeff contemplate sushi for Christmas!



John and Kerri Spier Photos

Orcas in the mid-Atlantic.

fishing nets, sending the deadly gear to its grave in two miles of water. On another afternoon we were passed by a pod of orcas, or maybe false orcas, impressive in either case, and often our slow progress was teased by cavorting groups of dolphins. We only saw two sailboats and a handful of ships during the entire passage, but on one flat calm night watch Kerri amused herself by tuning the radar so that it could pick up our wake on the glassy water.

At our twenty-fourth sunrise we were 120 miles from Antigua, short on food, low on fuel, barely drifting along, and wondering how many more days we'd be out there. By mid-morning, an entirely unpredicted wind blew up hard from the northeast, and by noon we were surfing steadily at speeds in the mid-teens, watching the miles count down. By dinnertime we knew we'd make it in, even as we reefed down for a succession of severe squalls, and at 6 miles out we were down to a scrap of jib, still doing 5-6 knots and watching the radar for a break in the clouds and rain. English Harbor in Antigua provides a fine deep entrance in the island's lee, and for the first time in more than 30,000 miles, we were going in somewhere we'd been before! Just after 10 p.m. on New Year's Eve, 2009, we set the anchor on the western side of our outbound track.

When not sailing the world, NEMA members John and Kerri Spier and their three children live on Block Island, just steps away from the Great Salt Pond.

This article was edited by Serge Leonidov.

July Sailing

(continued from page 1)

moon came out. There was not much wind, actually non-existent at times. The company was good and the water was at an all-time record temp, so the kids swam and played until we had enough wind to drift along at a nice 3 kts. Thus propelled, we returned to Peter's house where we cleaned up and then went home. The following day I returned for the boat and brought her home to prepare for the Black Dog Dash (BDD).

Friday afternoon I left Enfield, NH and picked up Dag Lidbeck, a great friend and sailor, en route to Buzzards Bay. Four hours later, we arrived in Wareham, MA with *Triceratops*. It was about 4:30 and we decided we needed to eat prior to leaving for Martha's Vineyard. After a quick bite at the Ninety Nine, we drove over to the ramp near The Multihull Source (TMS), launched *Triceratops*, stepped the mast and parked the truck/trailer at TMS. This was all done in a record 45 minutes from trailer to motoring out to Buzzards Bay, finishing the final setup en route to open water. Luck was on our side as the winds were 10-

15kts on the nose but the current was with us. We tacked our way up Buzzards Bay, past Cleveland Ledge Light, the entry for passage to the Cape Cod Canal, past Falmouth and finally reaching Woods Hole just past twilight. We sailed one tack through Woods Hole with a favorable current and then reached off to Vineyard Haven. I set the course on the GPS, looked up and said, "Dag, just go to the moon!" He looked up. The moon had just started to rise and we were sailing

along at 14-16 kts, covering the 4.5 miles in 15-20 minutes. A perfect sail by all means. We were both in t-shirts and shorts the entire sail over, with very little spray from the 70 degree water. After anchoring stern-to-the-beach in 2 feet of water, we passed the bottle of single malt amongst ourselves. We were both in agreement that life doesn't get much better.

Saturday morning we woke up and started unloading the final items from the boat, swapping the delivery jib for the racing jib and going to breakfast at the Black Dog prior to the Skippers Meeting. For those who are unfamiliar with the Black Dog Dash (BDD), this has traditionally been the best attended NEMA race of the year with the average attendance around 20 multihulls, ranging in size from 24 to 45 feet. This year, however, the turnout was surprisingly small with 7

the boat before, we felt the need to go for a short sail prior to the race. We scouted out the first leg and headed back for the starting area.

Finally, our start time came and we were hoisting the main and pulling up the anchor, reaching for the first leg. The winds all morning were 15-20 kts favoring the earlier boats and we had a lot of time to make up. As we reached for the first mark we realized that the spinnaker was not going to be the correct sail for the second leg and got the screacher ready to set. Unfortunately, we hadn't tried it prior to the start and realized that the sheets were wrapped around it and needed to be retied. DARN! We were reaching at 15-19 kts with jib and main and not making any ground on the other boats, with roughly 8 miles of reaching to go. The lines were cleared and the



The *Triceratops* crew for the Black Dog Dash, (L to R) Dag Lidbec, Tobi's nephew Mac, Tobias Reiss and Jon Alvord (peeking out from the cabin). Peter Steinberg is behind the camera.

Peter Steinberg Photo

screacher was unfurled. Hang-on speeds were 23-24kts with main, screacher and jib. Four guys were on the windward ama, scrunched by the stern, and one behind the traveler. We were gaining and everyone had a perma-grin. We reached the turning mark and had just barely caught up to *Milagro* but were still unable to pass any boats before reach-

ing Edgartown. The format is a pursuit race, starting from anchor with sails down at a predetermined time based on your handicap. The slowest boat starts first. We started 2nd to last: 4 minutes after *Milagro*, an F9R trimaran with canting rig, and 7 minutes after *Triad*, a Newick 42 with lifting boards. My crew, besides Dag, was Peter Steinberg, Tobias Reiss and his 12-year old nephew, Mac. With crew who have not been on

ing Edgartown. After rounding the Edgartown buoy and setting the spinnaker, we headed back on a reciprocal course, finally passing *Glowboat*, an F-24 trimaran, and *Milagro*, but still unable to catch *Whiteheat*, an F-27 trimaran, *Blue Moon*, an F-25C trimaran, and *Triad*. We finished in 4th, tied up the boat, and had a couple beers in celebration. The memorable moment was when Mac, the 12-year old, told his uncle, "that was the

July Sailing

(continued from previous page)

most exciting" ride/race he has ever had.

That evening, Dag and I bid farewell to our three crew members and headed over to Oak Bluffs to take in the Shark Tournament. Man, there were a few thousand people there. Amazingly, we found a great restaurant, Zapotec, with the best mussels on the island, not to mention good drinks. After dinner, we walked the docks and talked to the skippers of the shark boats. The owner of *SUM FUN* had caught a 230lb Mako and let us have a gallon bag of steaks. Yum!

Sunday morning we woke up and, because of our parking in the shallows, had to hightail it out of Vineyard Haven or be stuck till noon. We got out just in the nick of time and sailed back to Woods Hole in 15-20 kts on the beam in pea soup fog. This time, the current was against us at 5 kts, however, we were sailing at 15kts. All the mono sailors waiting to catch the favorable current were wide-eyed as we ripped through against the current. Out came the screacher and the two of us were making 19 kts back to Wareham. We tied up at Bob Gleason's, cleaned the boat and left it on a mooring for the week.

The next weekend, after deciding not to participate in the Solo Twin (a



Triceratops doing what monohulls can't: delivering the crew directly to the beach at Nantucket's southwest point

distance race from Newport, RI around Block Island, up to Martha's Vineyard, and back to Newport), Lori and I decided to take *Triceratops* from Wareham and sail with a final goal of reaching Nantucket. After some weather delays, we hopped in the car and headed to TMS, said hello to Bob, Bert, Ira, and Catherine, then went to the boat. We unloaded the car and packed it all down to the beach. Thirty minutes later we were heading back to Woods Hole. Within 1 1/2 hours *Triceratops* was gliding through Woods Hole with the current, and once again all the boats were amazed that we could sail through with such ease. With a good wind we put up the screacher and set a reaching course for Nantucket. Of course it can't

all be good, or can it?

We reached Oak Bluffs 30 minutes later, sailing at 15 kts, but then the wind shut down. We discussed our options, but with limited fuel we furled the sails and motored into Oak Bluffs for gas and dinner. Oak Bluffs is the happening place on the island. Lots of bars, food, and tourists. Remember JAWS? It was shot in Oak Bluffs. We ate dinner at Zapotec, giving me another chance to enjoy the great mussels, had a couple of drinks and headed back to the boat. With our fuel tanks full, we started sailing back to Nantucket. It was getting dark so we detoured to Cape Poge, a large bay with an averaged depth of 8 ft, but a shallow, 4 foot entrance, making it perfect for *Triceratops* to slip in and anchor. The wind had picked up, but we were just in the lee of the sandy beach. There was no swinging, no ripples, and we were the only boat in the bay. The birds were chirping, and the stars were very bright.

I had promised Lori that I would get her to Nantucket this weekend, so when I woke up at 6am, I pulled the anchor and motored into Edgartown. After tying up at the memorial wharf single-handed against a 4 kt current, with fenders in strategic places, I picked up coffee, croissants and the largest apple fritter I have seen in 10 years. Back to



Nantucket sand + Alvord feet = Good times near Madaket Harbor

continued on page 14

July Sailing

(continued from page 13)

Triceratops and casting away, I headed out of Edgartown and hoisted the main. With Lori still sleeping, the motor was turned off and the spinnaker was set. Eventually, Lori woke up and *Triceratops* was gliding along at 8kts with Nantucket in sight. We decided to head to the west side of the island and anchor between Nantucket and Tuckernut Shoals. I dropped the stern anchor and pulled up on the soft sand beach. Only two other boats had set up at this point, but amazingly nobody had walked over to the southern side where the 4-5 foot surf was breaking. We took our cushions and snacks over and just hung out for a couple of hours enjoying the peace and solitude of no kids and absolutely not another person in sight. Ah, does it get much better?

We hadn't actually made it to the town of Nantucket, so we pulled the anchors and hoisted the jib and screacher. With just the two sails, we were sailing wing-and-wing down to the narrow channel and then reached over to the Nantucket entrance at 10 kts. We pulled into the mooring field, headed to the shallows, anchoring in 3' of water, called the launch and headed into town for an early dinner and shopping. We walked around town and found a nice little place to eat and then headed back to the boat. The wind was south at 10-15, and the thought of sailing all the way back to Wareham was not appealing as it would have been a long sail. Instead we

pulled the anchor up, motored into the channel and hoisted the main. As we turned out to sea, we were sailing with main and jib at 10 kts, which turned into 15 to 18 kts as we turned onto a reach toward Martha's Vineyard. Two hours later, we had passed the 22 miles between Nantucket and Vineyard Haven and pulled up on the beach by the Black Dog. We walked over to the town showers and popped the cork on a bottle of merlot.

Sunday morning after waking, I decided to replace the main shackle, as the one we were using was showing



Sunset at East Chop, Martha's Vineyard, having just had a fun sail from Nantucket

signs of wear and tear. I dropped the mast down to the beach to get access to the masthead crane and the dead-end of the 2-to-1 halyard. I raised the mast back up and started getting the boat ready to sail. Lori woke up and Jim Bourgoin, a great friend who was visiting from Florida and staying on the island with his GF, met us for breakfast at the Black Dog. I don't recall what everyone ate but I had the Double Bypass, and let me tell you, it was very good. The sun was out and there was not a cloud in the sky. The wind was blowing nicely. We had a big day planned, as we needed to get the boat back to Wareham and drive the 4 hours home today. So, we pulled up the anchors and headed out. At the same

time *Occam's Razor*, a 50+' Ron Givens catamaran, was leaving Vineyard Haven, and of course heading for Woods Hole. It was a race! We were sailing at 13-16 kts on a reach to Woods Hole. They arrived on a better course just after us, but as we dived deep to make the mark we were able to scoot in front and lead the way through. As we passed the turn, *Triceratops* rounded up and passed *Occam's Razor* just after the narrowest part of Woods Hole. We unfurled the screacher and were once again sailing at 16+ kts, surfing the 4 to 6 foot swells in Buzzards Bay, gibing down to Wareham

Jon Alvord Photo

and putting more distance between us and *Occam's Razor*. Two hours after leaving Vineyard Haven, we pulled up to the mooring at Bob Gleason's. After unloading the boat and leaving it on the mooring for the Buzzards Bay Regatta, we headed back home to Enfield, NH, passing through a large storm cell and glad to be in the car.

I'm not sure exactly how far we sailed over

the last couple of weeks, but the time on the water has all been perfect. We ate great food along the way, too. There is no way we could have done what we did on a slow boat. Many thanks to the The Multihull Source and Bob Gleason for their help, and Jim Bourgoin, Dag Lidbeck, Tobias Reese and his nephew, Mac, Pete Steinberg, and my wonderful wife, Lori, for making this extended trip even more special.

Jon Alvord is a very successful racer on the NEMA race circuit, where he campaigns his F-31 Triceretops.

This article was edited by Amy Babcock.

America's Cup

(continued from page 4)

25 knots, as they're coming up to the turning mark. They gibe for the mark. There's [James] Spithill [on Oracle] running all the way across to the other wheel. Those are big distances!" [Oracle had removed their nets to lighten the boats, so moving around must have been quite difficult!]

"After 2 1/2 years of litigation, America wins the cup on the water with great performances in two races. Bertarelli and Alinghi have held the cup for seven years. The Cup is finally returning to the USA, probably to the Golden Gate Yacht Club in San Francisco." When interviewed after the second (and final) race, Larry Ellison [the head of Team BMW/Oracle] said that he was "proud to bring the America's cup, after a long absence, back to America."

And what's next for Cam Lewis? Bruno Peyron has already contacted him about "The Race" and Cam's looking forward to racing for 7 weeks around the world on a 145-foot trimaran. And we're looking forward to hearing all about it, once he gets back!

Silent Auction

Charles Chiodi is closing down the 'Multihulls' magazine print operations after 35 years of publication. 'Multihulls' will continue as an on-line entity at <http://www.multihullsmag.com>. Meanwhile, Charles is giving up his space in Quincy, so is shedding several wonderful pieces of framed art that he has accumulated over the years.

The 'Multihull' art collection was impressive. Charles brought to the meeting enough framed posters, prints, and paintings to ring the room (two-deep in some spots) in preparation for the silent auction.

Minimum bids were set at \$20 to \$50, with the proceeds to be split between Charles and NEMA. Young Katie Alvord was particularly successful with her purchases. She hovered protectively over each item to ensure that she (well, her dad, really) would be the highest

bidder.

The mix of multihull art in the room and Cam's insight into the beautiful boats sailing in the America's Cup was a hit with all that attended.

Sydney Miller has been hanging around NEMA board meetings for over a decade, often, but not always, as a voting board member. (Mostly, she shows up for the lively conversation and excellent pizza.) After more than two years ashore, Sydney looks forward to spending some time sailing this year with Ira Heller and their dogs on 'Mothra', a Corsair F27.

This article was edited by Ray Magnan.

FOR SALE / RENT

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

SCRIMSHAW

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

"SWAN SONG"

After 35 years of dedicated publishing, MULTIHULLS Magazine is no more. The publisher has set aside a few "yearly sets" (not every year is available). They can be purchased for \$15 per year (6 issues) + \$5 for postage. A limited number of autographed copies are available for \$6.00 + postage (\$2.75 in the US). Send check or Money Order to MULTIHULLS, 421 Hancock St., N. Quincy, MA 02171, or order on line multihullsmag@aol.com or by phone 617-413-3721."

Mooring for sale

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

41' Maine Cat 2006

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

1973 Hobie 16 and Trailex aluminum trailer

\$860. Needs cleanup, trampoline, tires, nuts and bolts, etc.. All other parts are original. There is a minor hull repair needed under the front lip on one of the hulls. Was disassembled and stored for years. Located in Mansfield, MA. E-Mail me at ksek@aol.com

Opportunity Sought

Wanted: Cruising Trimaran sailing opportunities.

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

FOR SALE / RENT

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

2004 31' Farrier Center Cockpit F9XR:

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

Mast & Mainsail For Sale.

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

1999 39' Greene trimaran SCOUT.

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

Sails & Rig For Sale.

Original equipment from my 1999, 39' Greene trimaran SCOUT.

- 52' Metalmast spar /Antal track with standing rigging. Tom Egan. 772-283-6883; tegan2@maine.rr.com

36' NEWICK TRIMARAN KETCH, WHITE WINGS

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



NEW ENGLAND MULTIHULL ASSOCIATION

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First Class Mail

Next NEMA Events

- May 29 Owen Mitchell Regatta
 - May 29 Corinthians Race
 - Jun 5 Chanteyman Race
 - Jun 11 Off Soundings Spring
 - Jun 26 Buzzards Bay Blast
 - June 26, NEMA Picnic
- (see page 5)

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