

# NEMA

NEW ENGLAND MULTIHULL ASSOCIATION



2002 NEMA Trophy winners displaying their awards at the Annual Dinner, L to R: Bert Kornyei, Ted Grossbart, Kaityn Alvord, Jon Alvord, Nick Bryan-Brown, Bob Gleason, Tom Cox

## And the 2002 Winners Are ...

- **Season Trophy, first** - Jon Alvord, *Triceratops*
- **Season Trophy, second** - Bert Kornyei, *Hot Flash*
- **Season Trophy, third** - Tom Cox, *Triad*
- **Elapsed Time** - Bob Gleason, *Tri Me*
- **Offshore, first** - Jon Alvord, *Triceratops*
- **Offshore, second** - Tom Cox, *Triad*
- **NEMA North, first** - Tom Cox, *Triad*
- **NEMA North, second** - Ted Grossbart, *Rosebud II*
- **Moxie Trophy** - Nick Bryan-Brown, *Tempest*

This year's annual NEMA dinner started with a most enjoyable cocktail social followed by the best buffet Anthony's Pier 4 has laid out for us to date. The awards presentations (see page 8 for short bios of the winners) was followed by an informative presentation by Yann Penfornis from the Gilles Ollier Design Team at Multiplast in Vannes, France. Spencer Merz has written a comprehensive account of the event, starting on page 3.

## Next NEMA Meeting Thursday, March 20

Savin Hill Yacht Club

Multihull Source: Gunboat 62 and  
Corsair 36 (more info page 11)

Tom and Judy Cox: Bahamas Cruise

## In This Issue

NEMA News .....	2
Annual Dinner Meeting .....	3
NEMA History .....	6
About the Winners .....	8
Preliminary Racing Schedule ...	10
Multihull Source News .....	11
Members Classified .....	12



The New England Multihull Association is a non-profit organization for the promotion of the art, science, and enjoyment of multihull yacht design and construction, racing, cruising, and socializing. The NEMA Newsletter is published at no additional charge for NEMA members. The editor apologizes in advance for any errors.

Please submit articles to Judy Cox  
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## NEMA NEWS

### 2003 Membership and Member Directory

If you haven't yet sent in your NEMA membership renewal please do so before April 1 so you won't miss any newsletters, and your name and vitals will appear in the 2003 Member Directory.

Check the address label on the back of this newsletter. If the Code in the upper right corner does not contain "03" then you have not renewed. If anything has changed in the last 2 years such as your street address, email, telephone number, boat type or name, let us know to ensure your listing in the upcoming directory is correct. Send all changes by mail or email to Ira Heller, 14 Edwin Street, Dorchester, MA 02124 or irasail@aol.com. Don't forget to enclose your check if mailing a renewal.

### March General Meeting

Have you ever dreamed of leaving your land life behind and taking off on an extended cruise? Then come to this month's general meeting where you will get plenty of fuel to stoke your cruising fire.

The Multihull Source will show slides and talk about two new exciting cruising multihulls, the Gunboat 62 and the Corsair 36. (see page 11 for more info). And Tom and Judy Cox are invited back to show their 2002 Bahamas cruising slides (this time on a working projector) and give tips on what to bring and where to go if you want to cruise the Bahamas next year.

### Farewell to Jo Jo



We are sad to report that one of our favorite canine members, Jo Jo, friend of Sydney Miller and Ira Heller, has recently passed away. A regular attendee at NEMA picnics and frequent crew on *Mothra*, Jo Jo will be remembered for her friendly disposition and gentle nature. Goodbye Jo Jo ... we will miss you.

### 2003 NEMA Cruises

#### Lake Champlain Cruise

Reserve July 7-13 for the Lake Champlain cruise. We will depart from Mallet's Bay, Vermont on Monday, July 7 and then head to Valcor Island and points north near the Canadian end of the lake. The itinerary will be determined after we meet! Some may want to come earlier in the weekend but the official start is July 7 to avoid the July 4 weekend launching jam and congestion. During our 1997 cruise on Lake Champlain, we didn't have enough time to see much of the lake so we are heading north this time around. For more information, contact The Multihull Source at 508-295-0095.

#### Wauquoit Bay Mini Cruise

NEMA is planning a weekend cruise on the weekend of June 28-9 to Wauquoit Bay, an estuary whose entrance is about 6 miles east of Woods Hole. On its western shore is Washburn Island on which is a state campground with campsites, trails and a beach. The entire bay is a great place for sailboarding, kayaking and general exploring. Day trips can be made in small boats up to Hamblin Pond via Little River and Jehu pond via Great River. Learn more about the area at [www.wauquoitbayreserve.org](http://www.wauquoitbayreserve.org).

If you are interested in this event please contact Don Watson or Bob Gleason. It should be a great time for thin water boating.

#### NEMA North Cruise

Tom and Judy Cox are coordinating a cruise to the Isle of Shoals (8 miles offshore and 20 miles north of Cape Ann) from Gloucester, MA. This group of 9 small islands straddling the border of Maine and New Hampshire is rich in history, nature trails, and spectacular scenery. Read more about the islands at [www.seacoastnh.com/shoals/](http://www.seacoastnh.com/shoals/).

One weekend under consideration is July 4 - 6. If you are interested in cruising to the Isle of Shoals contact Tom Cox.

# 2003 Annual Dinner Meeting

By Spencer Merz

**Again** the process was repeated: a cold windy February night on the Boston waterfront, a beckoning Anthony's Pier 4, the second floor banquet room overlooking the harbor and equipped with great A/V, well over 100 NEMA members and families making up for lost time on the news front, and a shaker and mover from the world of multihull design and manufacture as speaker following annual awards for the activities of the previous summer.

**New** this year witnessed the recently opened section of the notorious Big Dig allowing drivers to find Pier 4 with fewer detours than in previous years and with the vision on the horizon of even better routing next year. This despite the fact that the Big Dig is a landlocked version of most boatbuilding projects which is to say over budget and late. Faith will see us through.

Our speaker was Yann Penfornis, a principal member of the Gilles Ollier Design Team at Multiplast in Vannes France. On the screen prior to the dinner were videos of closeup action aboard the Open 60 class multihulls in 'round the buoys racing, and Yann's talk was accompanied by slides taken in and around the Multiplast yard as well as shots of several of their boats sailing. Those of you who wish to see the yard in detail can visit the web site at <http://www.multiplastyachts.com/> although this site does not begin to convey the sense of power and motion projected on the screen at Pier 4. Nor does it convey closeup views of buoy right-of-way encounters of 60 footers.

**As a commentary** NEMA has become a club of active and wide-ranging sailors on much more than a New England summer basis and continues to expand



**Yann Penfornis addressing NEMA members at Anthony's Pier 4.**

it's influence as the active sailing membership grows and matures. Where we formerly had to stretch things a bit to entice speakers from the next town we now routinely attract speakers from

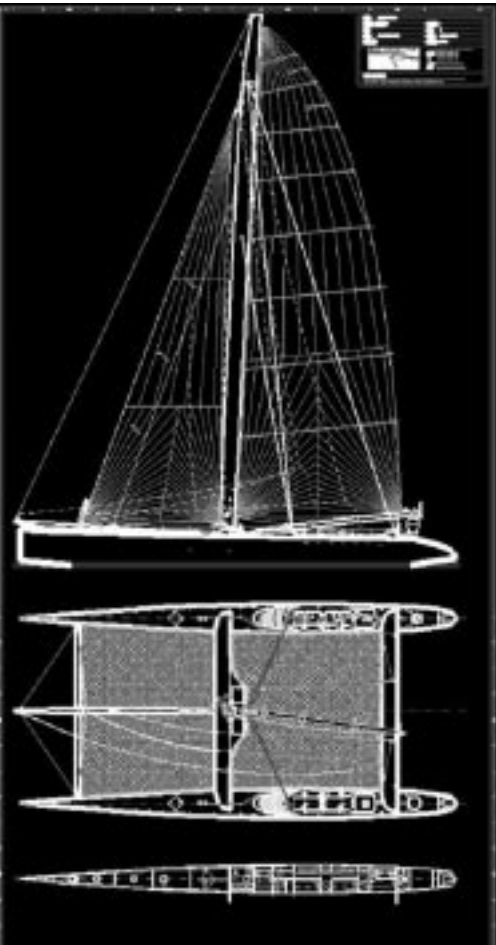
*continued on page 4*



**Two sections of a hull for a 100'+ multihull recede into the distance at the Multiplast workshop.**



Pre-preg construction techniques inside one of the giant hulls



Typical diagram for a Multiplast design

**Annual Dinner**, continued from page 3

around the U.S. and Europe. NEMA is recognized as the premier multihull sailing club in the United States.

**To the chase** The Multiplast yard is located on the Atlantic coast of France and was founded more than 20 years ago by Gilles Ollier. Today the yard employs 45 workers and does design and construction of composite monohulls and multihulls (both sail and power) for racing and cruising and also designs and fabricates composite masts. Projects of Multiplast design and also outside design are undertaken, and an indicator of the success and growth of the yard is an expansion program, which when completed this June, will triple the size of the yard. All buildings and sheds are air conditioned to establish the climate control necessary for the building process and the main shed doors open to the full shed width of 92 feet. The main curing oven, one of the largest in Europe, measures 155 x 20 x 16 feet and creates a uniform curing temperature of the 120°C necessary for the cure cycle of the epoxies used. As one indicator of the care necessary in temperature cycling large sections, a structure 100ft in length will grow 2 inches between ambient and the final cure temperature. In addition to boat and mast designing and building, Multiplast also undertakes industrial projects as varied as dynamic flight simulators and large acoustic panels. Their competence in the high performance boat field is signified by the fact that Multiplast boats have achieved a significant victory or record every year since 1981, starting with the series of Jet Services boats and including four IACC America's Cup French boats.

**B1** - On the board, or rather in the CAD program, at the moment is a next-generation 'round the world race catamaran measuring 125' loa and identified as Project B1. This boat has a calculated gennaker sheet load of 10 tons, a calculated main sheet load of 18

tons, and a 90 ton compression load on the mast step. Taken with the ballast capacity of 2 tons of water, the righting moment of the B1 design will increase by an estimated 30%, and seakindliness will be improved by an increase of freeboard from seven to ten feet and proportional crossarm clearance. With new sail materials the sail weight will remain as on the present boats despite an increase of some 32% in area. The seemingly skeletal appearance of the boats seen sailing belies the use of the most sophisticated design technologies and materials available today. Yann sees on the horizon 24 hour runs of 720nm, top speeds approaching 45kts, further lowering of the transatlantic speed record, and a Jules Verne time of 55 days, the latter despite the vagaries of weather that have beset the two boats currently on the course and the truly unfortunate dismasting of Kingfisher2.

**Gitana** Sailing now is *Gitana*, the first radically new 60ft open class tri design since 1988, designed by a multinational team that included American Duncan McLane. The design approach has resulted in many innovations and advances including an X shaped crossarm structure which results in reduced pitching, a stiffer sailing platform, and a larger cockpit for the crew. The gennaker, the largest in the 60 Open fleet, will lift the main hull in 10kts of true wind. Sail shape is achieved by means of three coffee grinders and six hydraulic rams, while under water the floats employ curved foils and the main board has a trim tab to maintain maximum lift and directional stability.

Commodore/boatbuilder Don Watson, who has visited the Multiplast yard, described the facility as "The Boatyard from Heaven", or words to that effect. Readers wishing to see the slides as .pdf files can contact Judy Cox at [judy@inzones.com](mailto:judy@inzones.com).

— Spencer Merz  
[SMdinghy@aol.com](mailto:SMdinghy@aol.com)

## B1 compared to Club Med

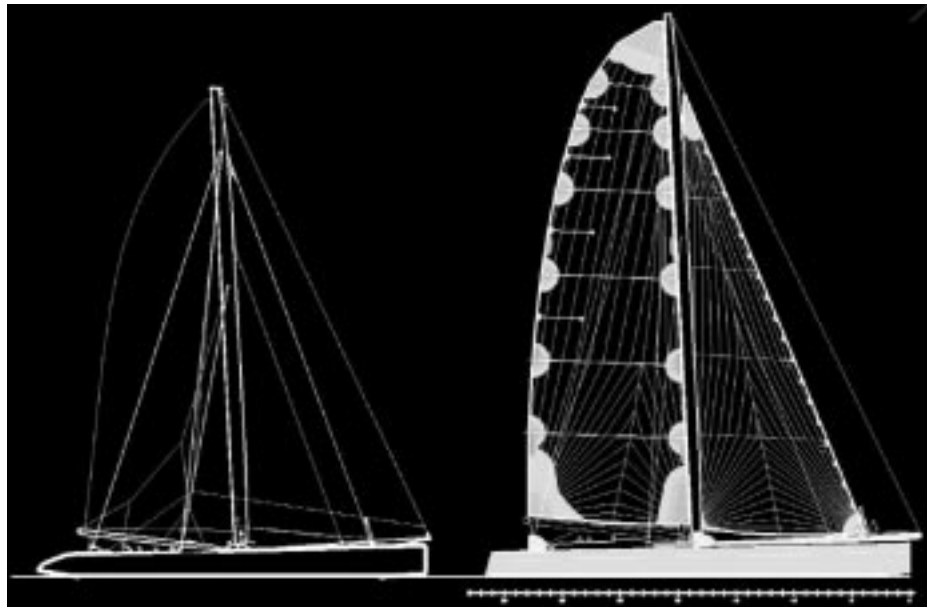
**Length:** 10 ft. longer than Club Med with same factor of safety

**Righting moment:** growth in RM between the last generation and B1 is about 30%

**Beams clearance:** Higher free-board 7.4' on Club Med and vs 10.1' on B1, better shape, stronger scantling on the beam fairing

**Crew protection:** bigger roof and protection from spray

**Sails:** identical weight with 32% surface increase



Club Med vs Project B1, sail comparison

## Gitana Specifications

Length: 60'

Beam: 59'

Mast length: 93' 6"

Slight chord: 24" wide

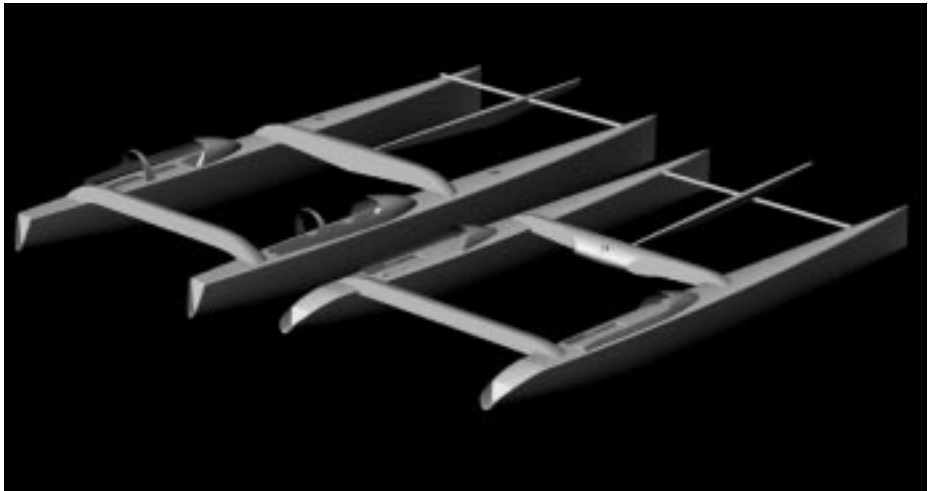
Draught: 16.5'

Weight: 5,8 tons

Mainsail: 1,938 sq ft

Solent: 1,400 sq ft

Gennaker: 2,691 sq ft



Club Med vs Project B1, beam comparison



photos copyright Jacques Vapillon

Multiplast's new 60 ft. open class trimaran, Gitana

# The History of NEMA, part 1

by Les Moore

## The Original Multihullers

As we know, multihulls were seen by Europeans when they sailed to the Pacific in their ungainly ships a few hundred years ago, but the European ships continued to be ungainly (and slow) for years after.

The great Nat Herreshoff designed and built seven beautiful (and surprisingly contemporary-looking) cats starting in 1875 with Amaryllis, but they were disqualified as racers (and relatively expensive to build)... so they withered on the vine.

As lighter boat construction techniques became more available multihulls began to re-emerge just before WW II.

## The Modern Era

Dick Newick, our renowned NEMA Life Member and an early leader in the modern multihull movement himself, has helped me list several of the pioneers of the rebirth of these fast boats.

Just before WW II, a Frenchman named Eric Debishoff became the first person to sail a large (40 ft+) cat on an extended ocean voyage (from Hawaii to France).

Victor Tchetchet, was an immigrant from the Russian revolution who was both a WWI flier and an artist living on Long Island in the 1940s and 50s. He experimented with light and fast sailboat configurations, and coined the word "Trimaran". Bob Harris, a fellow Long Islander, and a friend, was then (and continues to be) a very successful multihull designer, the 1959 Tiger Cat being one of his early winners.

After WWII in Hawaii a "Haole" (a white Hawaiian) named Woody Brown (and another early flier) started building big cats for taking tourists on sailing jaunts off the beaches of Waikiki. This started a whole industry there. He also

inspired a man named Rudy Choy who became an early and very successful cat designer and builder there.

In the 50s in the San Francisco Bay area, Louis Ouillard (a painter/artist) was developing surprisingly fast plywood trimarans. Arthur Piver followed in his footsteps to promote and popularize his home-built designs. Jim Brown inspired the next generation of home built and Jim's son Russ continues the family tradition.

During this time, a group of Englishmen convened a group they called the Amateur Yacht Research Society, AYRS, (still extant) who messes around with unusual boats, including multihulls, and periodically publishes a newsletter showing their ideas. This kept the multihull pot boiling.

In the meantime Dick Newick down in St. Croix, USVI, was designing and building, first cats and then trimarans for his charter business, and conjuring up boats to beat the monohulls in the early Single-Handed Transatlantic Races.

On Boston's south shore some Hustler sailors, including Don Kent (of channel 4 weatherman fame) Ken Chase and others decided they weren't going fast enough when they saw Bob Harris's Tiger Cat win the One-of-a-Kind regatta in Florida in 1959 so they started a Tiger Cat fleet in Quincy Bay (which was my introduction to the multihull scene). Over the years the fleet evolved from Tiger Cats to A and B Lions to Tornados making it one of the early incubators of multihull sailors in the area.

## NEMA Starts

With these early multihull pioneers (in particular Arthur Piver) and the fascination with these speedy boats as their inspiration, a group of Boston area enthusiasts started the New England Multihull Association (NEMA) in 1966.

The November 1966 membership list totals 35 members including three who are still members:

- Al & Joyce Sunderland (then sailing a 35ft Piver Loadstar, now a Harris 38 tri)
- Larry & Barbara Bedell (then building a 25 ft Nicole Hedley tri, now modifying a 31ft Newick Wing Val)
- and your humble historian, Les Moore (then sailing an 18 ft A-Lion cat, now a Gougeon 32 ft cat)

Of the 35 NEMA members at that time all either sailed, were building or were interested in building boats, and, as an indication of the Piver fever that was gripping the multihull movement in 1966, a total of 27 (80%) were involved with (24 to 36ft) Piver trimarans.

- 8 were sailing them
- 13 were building them and
- 6 were planning to build or interested in them

Compared to our 2002 membership of 163 (136 have boats) of which

- 1 is a Piver
- 1 is a Harris Tiger Cat
- 11 are Newick Tris

and the new boats that are the current favorites ('cause they can go 55 MPH) 55 (by coincidence) are Farrier tris.

## Racing

Racing has always been an important component of NEMA and it has grown steadily over the years, particularly after Walter Greene, in the early '80s suggested a rating system that penalized the winners and helped the losers, thus ensuring that the same people wouldn't win the Season Trophy every year.

Of the racing the semiannual Bermuda Race was one of the most important races in the earlier years

usually involving from 4 or 5 to 7 or 8 boats. It was raced 11 times over 23 years from 1968 to 1989. It was revived in 1996 but has been dormant since. In 1993 Bill Doelger, working with the Marblehead to Halifax Race Committee, convinced them to, for the first time in the history of a previously exclusively monohull event, open the race to multihulls. The first year we were required to sail an additional 60 miles but, since 1995, have raced the same course as the monos.

## Cruising

Cruising has been a part of the NEMA scene since the beginning and was more

formally integrated in the 80s when a cruising Chair was added to the list of officers. Since that time a regular schedule of fascinating cruises has been added to our yearly activities.

## Recording Our History

Because NEMA is such an important part of multihull history (we believe it's the oldest multihull group in the USA and perhaps the world), we are putting together a history of the Club and its relationship to the modern multihull movement and are looking for information and volunteers to help (see sidebar).

—Les Moore  
lesmoore@gis.net

## NEMA Archive Organization

The basic organization of the NEMA Archives is by year (from its founding in 1966 to the present) in the following general categories (where the material is available). If you have any:

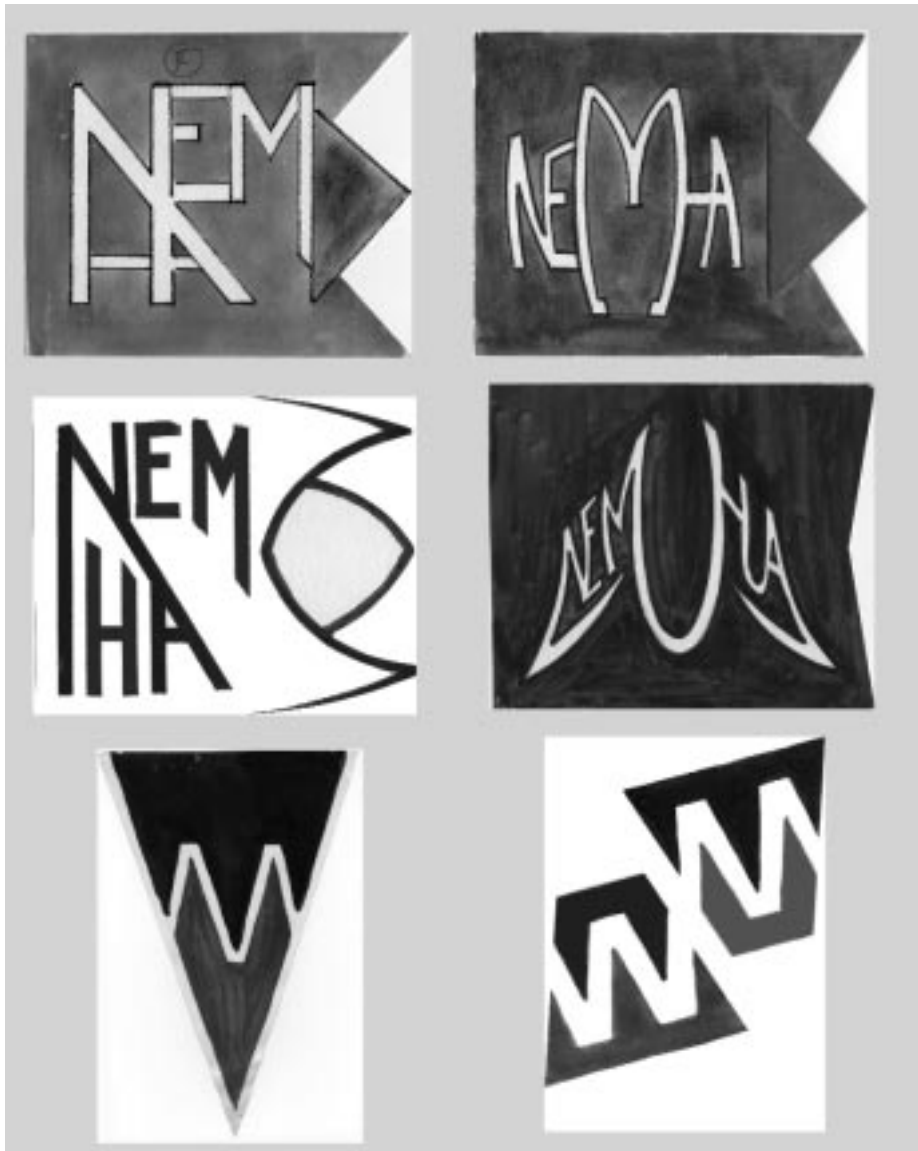
1. Officers & Members, Statistics and Calendar of Events
2. Current By-Laws, Standards and Rules
3. Newsletters and Related Materials
4. Racing Lists, Statistics, Photos and Related Materials
5. Cruising Lists, Statistics, Photos and Related Materials
6. General Meetings and Programs, Descriptions, Photos and Related Materials
7. Board Meetings and Related Materials
8. Race Committee Meetings and Related Materials
9. Miscellaneous Articles, Correspondence, Photos and Related Materials

We're trying to finish the project this year ... so we'd like to get all possible material together ASAP.

If you're willing to help on a task group, please let me know how you can or would like to help by contacting me at the address below.

Send any information you have regarding multihulls in general and NEMA in particular to me via U S Mail (I live on an island so can't get UPS, FedEx deliveries or the like). With the materials, be sure to identify the relevant names, dates, locations etc. (the material is of little use without identifications).

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From the archives: Submissions from members for the first NEMA logo.

# About the 2002 NEMA Trophy Winners

## Jon Alvord, Season and Offshore Trophys

**2**002 Season Trophy and Offshore Trophy winner, Jon Alvord is a newcomer to the racing circuit. Just 32, he had the energy and enthusiasm to beat out some of our more seasoned racers this year.

Jon grew up in Salt Lake City where he was introduced to sailing windsurfers. Sailing was so much fun that he and his wife Lori bought a Nacra 5.8 catamaran, which they took with them when they moved to New Mexico.

About 5 years ago, Lori got a great job opportunity at Dartmouth College, so Jon, Laurie and their baby son Kodi moved to New Hampshire. Because they were "so close to the ocean" (only a 2 hour drive) they bought an F27 and joined NEMA. At about the same time their second child, Kaitlyn, was born. The next few summers while Jon and Lori learned how to be competitive on the race course, Kodi and Kaitlyn usually hung out below in the main cabin.

In 2000 Jon and Lori traded up to their F31, *Triceratops*, hoping that it would help them go faster. But the boat alone didn't really help. That summer Jon met a sailor named Jim McCarthy who taught him what he needed to know to be competitive. The next year, 2001 was a learning season with different crew for almost every race. Then in 2002 everything came together. Jon found two good crew members, Chris Morris and Jim Bourgoin and took the boat to Florida for early training. Then they trailered the boat up and down the coast competing in every NEMA Season Trophy and all but two Offshore Trophy races. They fought hard for every minute and it paid off.

According to Jon, "The biggest challenge was racing with the kids. From time to time we would find that if the weather was bad we would take the kids off the boat, but thankfully the weather held for us and the kids were on for all the races except the Ocean Races and Spring Off Soundings."



Kaitlyn Alvord holding Offshore Trophy plate and Jon Alvord and Commodore Don Watson holding the perpetual Offshore Trophy.

## Bob Gleason, Elapsed Time Trophy

**B**ob's sailing career began at an early age. He started racing dinghies and keel boats at Tabor summer camp and Beverly Yacht Club on Buzzard's Bay. He was captain of his high school sailing team, then went to Tufts where he competed at the highest levels of intercollegiate sailing.

After college, Bob spent a year selling Hobie Cats, Windsurfers and MacGregor 36s. He continued with Windsurfer International as East Coast sales rep. He returned to Hobie Cat for the next five years selling not only beach cats, but Alpha sailboards and Holder monohulls. Throughout this ten year period, Bob remained very active in regatta racing and management.

After leaving Hobie Cat, Bob started Corsair Marine of New England, and then joined forces with Bert Kornyei to form The Multihull Source, expanding the multihull lines and services.

Bob has won the Corsair Nationals six times in the last eight years, the coveted Corsair Cup twice, and the NEMA Season Trophy three times.

—Ira Heller



Bob Gleason winning the 1999 Season Trophy



## Nick Bryan-Brown, Moxie Trophy

The Moxie Trophy is presented to the sailor who best exemplifies the quality of "moxie," defined in Webster's as "courage, pluck perseverance, etc., guts." The trophy is named for the 50-foot Newick designed trimaran Moxie, sailed to victory in the 1980 OSTAR by the late Phil Weld of Gloucester. At age 65 Weld sailed solo the 2810 miles from Plymouth, England to Newport R.I. in a then record-setting 17 days, 23 hours and 12 minutes. After his death, Weld's family gave his sextant to Dick Newick who thought it would be a fitting tribute to Phil and donated it to NEMA to be presented annually as a perpetual trophy.

Chosen by his fellow multihull racers participating in the Cointhian 200, Bryan-Brown said the Moxie Award was "particularly meaningful to me because I navigated with the sextant". Many years earlier Bryan-Brown sailed with Weld aboard Weld's 65' Newick tri *Rogue Wave*.

A life-long sailor, Bryan-Brown, 50, was diagnosed with multiple sclerosis 14 years ago. Because of this disability he cannot leave the cockpit. From 1993 to 2001, Bryan-Brown helped drive *Triad*, a



**Nick Bryan-Brown (right) and brother Mike aboard *Rogue Wave* after winning the Round Isle of Wight Race. (from the book *Moxie*)**

42-foot Newick tri owned by Tom Cox. Last year Bryan-Brown in partnership with friends Rick Schnure and Norman Zalkind bought *Tempest*, a Corsair F31 R.

Referring to his illness, Bryan Brown said, "you have to make the best of what you have," noting that sailing in the open ocean "clears the mind" and provides him with the perspective he needs to deal with the ongoing progression of MS. "As the years go by," he said, "there's a gradual progression. Each year it gets a little bit worse."

Bryan-Brown grew up sailing the P-class, a boat equivalent to the Optimist dinghy, in new Zealand before his family moved to the US when he was 11. After graduating from Boston University in 1975 he cruised *Charis*, a 35' Newick Trice II in the Caribbean for five years.

## Bert Kornyei, Second Place Season Trophy

Born in Vienna, Austria of a Viennese mother and a Hungarian father, Bert was raised in Budapest, and was caught there with his family by the lowering of the iron curtain. During the 1956 Hungarian Revolution, 13 year old Bert and his family escaped by foot, finding refuge in a small Austrian border town. They were able to get sponsorship to the US and ended up in southern California where Bert continued school through college. The military beckoned in the form of a draft notice, but Bert became a '90 day wonder' naval officer in Newport. After four years plying the Pacific Ocean as a communications officer aboard a destroyer, he

returned to civilian life and UCLA's MBA program. After earning his CPA, he held financial positions in several companies, his favorite as Controller of 20th Century Fox films in Beverly Hills counting Star Wars dollars. In 1981, Bert and family moved to Massachusetts and eventually he followed the entrepreneurial bent with which he was cursed. Nothing satisfied him until he joined with Bob Gleason at The Multihull Source.

Bert learned to sail in college and honed his skills on the water in the Navy. Work interfered with sailing until life in the multihull business, and Bert has been trying to make up for lost time ever since.

—Ira Heller

## Tom Cox, NEMA North First, Offshore Second, Season Third

Tom Cox learned to sail as a teenager on Barnegat Bay, NJ and spent many summers racing his Sailfish in local yacht club races. After graduating from M.I.T. in 1971, he sailed OPBs (other people's boats) until buying a 36' Laurent Giles Fastnet cutter, *Tilly Twin*, in 1978, which he cruised in the Caribbean every winter until 1983.

A two year search for a fast, able blue water cruiser turned up *Triad*, forlorn and for sale, in St. Maartin in 1992. He brought her home with help from Nick and Mike Bryan-Brown and Spencer Merz and started racing in 1993, winning the NEMA Season Trophy in 1995. In 1996, *Triad* was dismantled 300 miles offshore on the return trip from the Newport to Bermuda race, resulting in a two-year hiatus from racing while she was repaired and re-rigged. Tom was NEMA North winner, and Season Trophy third in 1998. A lightning strike sandwiched between two daggerboard failures precluded much racing until this year. In the winter of 2002 Tom and his wife Judy cruised on *Triad* in the Bahamas.

## Ted Grossbart, Second Place NEMA North

Ted Grossbart, Ph.D. is a licensed clinical psychologist in private practice in Boston. Ted and his wife Rose have been sailing and cruising since college days aboard various boats including a C&C 36 which Ted sailed to the Azores and back.

In 1990 Ted commissioned Rosebud, the prototype Tektron 35 open bridgedeck performance cruising cat. He and his family cruised as far as Bermuda in Rosebud during the five years he owned her. He is a relative newcomer to racing, having started in 1996 with the purchase of *Rosebud II*, a custom all carbon Formula 28 racing catamaran, and reigning champion of the European Circuit for three years. He won the 2000 NEMA North trophy and was 2nd in 2001.

## Preliminary 2003 NEMA Races and Events

DATE	RACE/EVENT	Location	Contact	NEMA	ORC	North	Maine
May 24 - 26	<b>Owen Mitchell Regatta</b>	Newport, RI	newportyachtclub.org	■			
June 6-7	<b>Off Soundings Regatta</b>	Stonington, CT	Off Soundings Sailing Club	■			
June 7	Centerboard Regatta		Peter Garcia 207 784-3200				■
June 15	CYC Hospice	Marblehead, MA	Ted Grossbart 781 631-5011			■	
June 15 -16	Pilot Races	Falmouth, ME	Peter Garcia 207 784-3200				■
June 21	Haraseeket Regatta	Freeport, ME	Peter Garcia 207 784-3200				■
June 21 -22	<b>Buzzards Bay Blast</b>	S. Dartmouth, MA	Multihull Source 508-295-0095	■			
June 22	MYC Patton Bowl	Manchester, MA	Jeff Schreiber 978 777-3357			■	
Jun 27 - July 1	Admiral Digby Cup		Peter Garcia 207 784-3200				■
July 5	<b>Halifax</b>	Marblehead, MA	Corinthian YC	■	■		
July 4-6	NEMA North Cruise	Isle of Shoals	Tom Cox 978 283-3943				
July 5 - 6	Maine PHRF	Portland, ME	Peter Garcia 207 784-3200				■
July 7 - 14	Lake Champlain Cruise	Canada	Bob Gleason 508 295-0095				
July 12-13	Seguin Island Races	Southport, ME	Peter Garcia 207 784-3200				■
July 13	CYC Midsummer	Marblehead MA	Ted Grossbart 781 631-5011			■	
July 19	<b>Black Dog Dash</b>	Vineyard Haven, MA	Dave Koshiol 508 758-1901	■			
July 20 - 21	Boothbay Regatta	Boothbay, ME	Peter Garcia 207 784-3200				■
July 24	Around Long Island Race	Sea Cliff, NY	Sea Cliff YC		■		
July 25	<b>New England Solo Twin</b>	Newport, RI	Newport YC	■	■		
July 26	Downeast 1-2-plus	Gloucester, MA to Falmouth, ME	Dave Marsh 978 282-1216			■	■
July 26 - 27	Penobscot Regatta	Camden, ME	Peter Garcia 207 784-3200				■
Aug. 1 - 3	<b>Buzzards Bay Regatta</b>	Marion, Mass.	Beverly YC	■			
August 2	JYC Regatta for Paralysis	Beverly, MA	Ted Warren 978 964-2323			■	
Aug. 9 - 10	Monhegan Race	Falmouth, ME	Peter Garcia 207 784-3200		■		■
Aug. 23 - 24	<b>Newport Unlimited</b>	Newport, RI	NEMA	■			
Aug 29	Yarmouth Cup	Falmouth, ME	Peter Garcia 207 784-3200		■		■
Aug 30	<b>Schooner Festival Race</b>	Gloucester, MA	Tom Cox 978 828-2181	■		■	
Sept. 6	JYC Weekend	Beverly, MA	Ted Warren 978 964-2323			■	
Sept. 12-13	<b>Off Soundings</b>	Watch Hill, RI	Off Soundings Club	■			
Sept. 13	Whalers Race	New Bedford, MA	New Bedford YC		■		
Sept. 21	MYC Fall Regatta	Manchester, MA	Jeff Schreiber 978 777-3357		■		
Sept 27 - 28	<b>Race Rock Regatta</b>	Stonington, CT	Bob Gleason 508 295-0095	■			

**NEMA** - NEMA Season trophy

**North** - NEMA North trophy

**ORC** - NEMA Offshore Racing Circuit trophy

**Maine** - NEMA Gulf of Maine trophy

# The Multihull Source News

At the next NEMA meeting on March 20, Bert Kornyei and Ira Heller will talk about two exciting new boats that TMS has just added to its repertoire: the Gunboat 62 and Corsair 26.

## Gunboat 62

*Tribe*, a 62 foot Gunboat, is the first of a new generation of performance orientated cruising catamarans. She is a simple Epoxy Eglass, vacuum bagged yacht with Carbon Fibre structural components. Weight saving has been a primary factor in the design and as such no expense has been spared as *Tribe* is equipped with a Carbon mast, boom, compression post, cross beam and bow sprit, all of which is supported by Aramid fibre rigging.

Peter Johnstone, former President of Sunfish-Laser, and part of the famous J-Boat family is the brainchild and owner of *Tribe*, and is completely ecstatic with the boat. Johnstone says his jump to multihulls was the natural result of his search for a boat to haul himself and wife Hadley along with son Nicholas, 9, and daughter India, 6, (the tribe) around the world in speed and safety.

"I had a sled that won the TransPac in 1987 that was fitted out for cruising, but I realized when the wind or the seas picked up, everyone was miserable," he said. "I started thinking about cats, but I couldn't find any that had the qualities I wanted to go offshore with."

So Johnstone designed his own boat with the help of Morrelli and Melvin of *PlayStation* fame. The big cat measures in at 62 feet LOA from the staircase-like swim platforms at the sterns to the near razor-sharp bows (Johnstone says he had them purposely rounded down to prevent cuts), and a 29-foot, 5-inch beam that's wider than some beachfront condos.

The airy, open-plan main salon is reminiscent of a studio apartment. An aft cockpit is outfitted with tables and chairs, but look closely and you'll notice there's no sailing going on there. All



**Tribe, a Gunboat 62**

boat-handling gear and sail controls are concentrated in a neat well just aft of the mast and forward of the pilothouse that Johnstone labels "fabulous."

The Gunboat 62 is soon to be followed with smaller boats using similar concepts in 52', 44', and 32'.

## Corsair 36

Corsair's new 36 trimaran is engineered and designed with the serious blue water cruiser in mind, featuring a shallow draft with retractable daggerboard and rudder. On deck the new 36 features an aluminum rotating wing mast, carbon fiber bowsprit, and quality deck hardware. The basic sail plan includes a fully-battened square top main, your choice of a hank-on or roller furling jib with optional asymmetrical spinnaker and/or screecher. The 36 boasts an intelligently designed deck layout that leads all control lines aft to the cockpit for ease of sail handling and control.

The interior of the Corsair 36 brings more amenities including a functional galley to starboard with options for a two burner propane stove and double stainless steel sink with pressurized hot and cold water. A salt-water pump can easily be added for conservation of your onboard fresh water supply. Also included is an insulated icebox with optional refrigeration, and ample cabinet and storage space.

A comfortable curved settee with seating for six at meal times occupies one side of the main salon. An enclosed head is forward of the salon on the port side with standard marine toilet, molded in vanity with sink.

A spacious v-berth that sleeps two adults is forward with ample storage and lighting. Additional sleeping accommodations for two can be found in a cozy under cockpit bunk or in a spacious aft-cabin, depending on model.

Standard power is provided by a 20 hp 4 stroke with electric start. The standard sail plan includes a fully battened square top main sail, hank on or roller furling jib with an optional asymmetrical spinnaker and screecher easily flown from the retractable carbon fiber bow sprit.

## New Showroom

The Multihull Source, Inc. extends an invitation to all to visit our new showroom and sales office. From the office we look out at the Wareham River basin where we can see all the trailerable boats come and go from the town ramp and our view extends across Buzzard's Bay to the Elizabeth Islands (on a clear day). The office space is comfortable including a conference room and ships store of sorts. The showroom down stairs has all the Windriders on display including a fully rigged Windrider 17. On the grounds we have plenty of room for boats in for brokerage, service, storage, etc. So be sure to visit. We're open M-F, 9 to 5 and weekends by appointment.

### The Multihull Source

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### Next NEMA Meeting

Thursday, March 20

Savin Hill Yacht Club

7 p.m. Pizza Social

8 p.m. The Multihull Source:  
Two new cruising multihulls,  
Gunboat 62 and Corsair 36.

8:45 p.m. Tom and Judy Cox:  
2002 Bahamas Cruise, slides,  
tips and anecdotes

### FOR SALE

**Constant Camber Mold.** The mold is the 16 ft long model and is accurately faired within 1/16" throughout its length. A great deal of time and about \$400 was put into building the mold but due to changing circumstances, it's never been used. I would like to sell it for \$200 and if possible have the privilege of using it once to build the panels for the small "Gull" rowboat. Jim Caiazza 978 671 8241

**30' tri** designed for the next solo transatlantic race in the tradition of the 1975 VAL design. Shorter, wider, lighter, more sail area, just as easy to sail, capable of well over 20 kts. Hulls of Core-cell or cedar, glass skins, epoxy, carbon at stress points. Just the essentials for one below, a good day sailor after the race. Well sheltered steering station. Demountable. Plans for \$2000. Contact Dick Newick 207-439-3768.

**Warren27 Trimaran**, Zachary D., for sale. 29' LOA, 27' BOA, 44' mast, 1200 lbs bare. Daysailer/Racer undefeated in the 2001 racing season in NEMA North. This has been my development boat over the years and will make a fun project for someone who wants to sail really fast. \$12,000, Ted Warren 978-744-5477

**Margaret - 35' tri**, 1984, well built by Damien McLaughlin, WEST center hull, fiberglass akas and amas. One double, two singles, almost new universal diesel, Espar cabin heater, excellent inventory and condition. Ready to go anyplace. \$83,000 Contact Dick Newick 207-439-3768.

**Chris White Discovery 20** Built in 1985 of diagonal cedar veneers, vacuum bagged epoxy for strong, lightweight, durable laminate. Total weight 525#s. Rotating aluminum mast and boom; new roller reefing jib in 2000 (North Sails); new ATN Snuffer for asymmetrical spinnaker. Boat is in excellent shape and is moored in Winthrop, MA at Cottage Park Yacht Club. Galvanized Trailer. \$8500. mhensel@texterity.com or 781-237-5364 (evenings)

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