

NEMA

NEW ENGLAND MULTIHULL ASSOCIATION

© 2001 Stuart Schaefer www.stuartonline.com/2001Corsair.html



Sydney Miller



NEMA members Nick and Sue Nickelson (front), Nick Bryan-Brown, Tony Cabot and Bob Gleason socialize at the NEMA picnic on May 5. Story and more photos on page 9.

Left: Bob Gleason and his crew on Tri Me battle for position at the 2001 Corsair Nationals.

2001 Corsair Nationals

Several NEMA members attended this year's Corsair National races, held April 16 to 21 in Fort Walton Beach Florida. Excellent sailing conditions with winds ranging from 10 to 20 knots made for three excellent days of buoy racing.

The race committee designated three classes: F-24, F-27/28, and F-31 open. Two races were held on Thursday followed by a dinner with two prominent speakers: Randy Smyth, just back from his around the world race with Team Adventure and Mike Horn who also recently completed a 'round the world adventure by foot, bicycle and F-28. Friday featured three exciting races followed by two races on Saturday.

NEMA members who attended the Nationals this year included Ira Heller, Sydney Miller, Bob and Jane Gleason, Bert and Catherine Kornyei, Dave and Torrey Pellegrini (they crewed for Bert), Bill Heaton with his son Todd and crew member Peter Clay, and Dennis Neumann who crewed for F-31 owner Felix Kagi.

Race results and more photos on page 8

In This Issue

| | |
|------------------------------------|----|
| NEMA News | 2 |
| Summer Racing Schedule | 3 |
| Summer Race Descriptions | 4 |
| NEMA Summer Calendar | 6 |
| Corsair Nationals | 8 |
| NEMA Picnic | 9 |
| Saint John Cruise | 10 |
| Outremer Voyager Cat | 13 |
| Summer Cruising Schedule | 15 |
| Members Classified | 16 |



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 the newsletter editor, by e-mail (judy@inzones.com), fax (978-231-6108), or mail (5 Haskell Court, Gloucester, MA 01930).

Elected Officers

| | |
|--------------------------------------|---|
| Commodore | Ira Heller 617-288-8223 nemasail@aol.com |
| Vice Commodore and Race Chair | Don Watson 508-636-5275 dwatson@neboatworks.com |
| Treasurer | Tom Cox 978-283-3943 tom@inzones.com |
| Secretary | Sydney Miller 617-288-8223 sydsail@aol.com |
| Cruising Chair | Bob Gleason 508-295-0095 sailfast@themultihullsource.com |
| Newsletter Editor | Judy Cox 978-283-3598 judy@inzones.com |
| Appointees | |
| Fleet Captains | Tony Cabot 617-328-4109 tcabot@cre8v.com Dave Koshiol 508-748-9511 |
| Directors at Large | Bill Doelger 617-964-2670 Bill Heaton wiheaton@earthlink.net Ted Grossbart ted@grossbart.com 781-631-5011 |
| Photographer | Martin Roos 781-272-1683 |
| Historian | Les Moore 978-768-7668 |
| Life Members | Dick Newick Walter and Joan Greene Les Moore Spencer Merz |
| NEMA Web Site | www.nemasail.org |

Welcome New Members

Welcome to first time members:

- David Bredmeir, Farrier SuperEagle
- Eric Crews
- Peter Michaelson, F27
- Pierre & Chantal Planche, F27
- Bill & Maureen Wieler, Stiletto 27
- Bob, Anne & Connor Klein II, Stilletto 27

NEMA BOD News

At the last Board of Directors meeting on April 5th, the Board voted to make Bill Heaton a new Director at Large. Bill is an active racer, a member of the race committee and past president Corsair National Association.

The BOD also decided that we would distribute membership directories and cards to all members this year. The directories will contain contact information for all 2001 members and will be mailed to current members in June.

NEMA North Meeting

On March 17 the NEMA North sailors met to discuss the summer race schedule. Eleven races were selected (see schedule on next page). The best of 5 races will be scored on the Rinderle B scale to determine the NEMA North trophy winner for 2001.



Ted Grossbart (center) displays the 2000 NEMA North trophy, which was presented to him by Don Watson (l), race chair and Ira Heller (r), commodore at the March 17 meeting

2001 NEMA Racing Season

This issue of the newsletter provides information on all of the NEMA races this summer. Six trophies will be awarded this year:

- NEMA Season
- NEMA Offshore
- NEMA North
- Gulf of Maine
- Moxie
- Cruising trophy

You'll find information on the NEMA, Offshore, NEMA North and Gulf of Maine races on the following pages.

The Moxie trophy is a memorial to Phil Weld long-time NEMA member and a pioneer of multihull racing. It is awarded to an individual or the entire crew of one boat who demonstrates the most "Moxie" as typified by Phil Weld's sportsmanship and seamanship in the longest distance ocean race of the year. This year the winner will be selected from all participants in the Marblehead to Halifax race. Shortly after the race has been completed each of the participants of the race will cast one vote for the person or persons who they think deserve the trophy. This perpetual trophy consists of Phil Weld's personal sextant, which was donated by Dick Newick to NEMA as a memorial to his friend and patron.

The Cruising trophy is a new trophy this year. It will be awarded to a NEMA member who writes about a cruise they took in 2001 and sends it to the newsletter editor for publication in the newsletter or on the web site or gives a presentation about a cruise at a NEMA meeting. The winner will be selected by the cruising committee.

In order to participate in any of the trophy races you need a NEMA race rating. If you haven't submitted a rating application and want to participate this season, you still have time. Print out a race application from www.nemasail.org/member-form.html, fill it out completely and mail it in with the \$20 rating fee.

2001 NEMA Races

| DATE | RACE | Location | NEMA | ORC | North | Maine |
|---------------|---------------------------|--------------------------------|------|-----|-------|-------|
| May 26 - 28 | Owen Mitchell Regatta | Newport to Block Island, RI | ■ | | | |
| June 8 - 9 | Spring Off Soundings | Watch Hill - Block Island, RI | ■ | | | |
| June 10 | CYC Summerset | Marblehead, MA | | | ■ | |
| June 16 -17 | Pilot Races | Falmouth, ME | | | | ■ |
| June 17 | Hospice Regatta | Marblehead, MA | | | ■ | |
| June 23 | Haraseeket Regatta | Freeport, ME | | | | ■ |
| June 23 -24 | Buzzards Bay Blast | S. Dartmouth, MA | ■ | | | |
| June 24 | Patton Bowl | Manchester, MA | | | ■ | |
| July 1 | EYC Annual Regatta | Marblehead, MA | | | ■ | |
| July 7-8 | Maine PHRF | Falmouth, ME | | | | ■ |
| July 8-10 | Halifax Race | Marblehead MA to Halifax NS | ■ | ■ | | |
| July 14-15 | Seguin Races | Southport, ME | | | | ■ |
| July 15 | CYC Midsummer | Marblehead MA | | | ■ | |
| July 21 | Black Dog Dash | Vineyard Haven, Mass. | ■ | | | |
| July 21 - 22 | Boothbay Regatta | Boothbay, ME | | | | ■ |
| July 26 - 27 | Around Long Island Race | Sea Cliff, NY | | ■ | | |
| July 27 | New England Solo Twin | Newport, RI | ■ | ■ | | |
| July 28 | Downeast 1-2-plus | Gloucester, MA to Falmouth, ME | | | ■ | ■ |
| July 28-29 | Penobscot Regatta | Camden to Castine, ME | | | | ■ |
| August 4 | JYC Regatta for Paralysis | Beverly, MA | | | ■ | |
| Aug. 3 - 5 | Buzzards Bay Regatta | Marion, Mass. | ■ | | | |
| Aug. 11-12 | Monhegan Race | Falmouth, ME | | ■ | | ■ |
| August 12 | Chandler Hovey Regatta | Marblehead, MA | | | ■ | |
| Aug. 25 -26 | Newport Unlimited | Newport, RI | ■ | | | |
| Aug 30-Sept 1 | Yarmouth Cup | Falmouth, ME | | ■ | | ■ |
| Sept.1 | Schooner Festival Race | Gloucester, MA | | | ■ | |
| Sept. 16 | BYC Hodder Race | Marblehead, MA | | | ■ | |
| Sept. 15 - 16 | Whalers Race | New Bedford, MA | | ■ | | |
| Sept. 23 | Fall Regatta | Manchester, MA | | | ■ | |
| Sept 29 -30 | Race Rock Regatta | Stonington, CT | ■ | | | |

NEMA - NEMA Season trophy

ORC - NEMA Offshore Racing Circuit trophy

North - NEMA North trophy

Maine - NEMA Gulf of Maine trophy

NEMA Summer Race Info

KEY

| | |
|-------------|---------------------------------|
| NEMA | NEMA Season Trophy Race* |
| ME | Gulf of Maine Circuit |
| NS | North Shore Race |
| ORC | Off Shore Racing Circuit |

**Only those races with four or more paid NEMA rated racers at the start will be included toward the Season Trophy.*

Owen Mitchell Regatta

May 26 - 28 **NEMA**
Newport Yacht Club, Newport, RI

Starting from Newport, RI, race to Block Island on Saturday. Rest and visit the island on Sunday. Race back to Newport on Monday. Good family-oriented event for the beginning of the season. The Newport Yacht Club has lots of fun prizes, trophies and events on Block Island.

www.newportyachtclub.org/mitchell/

Spring Off Soundings Series

June 8 - 9 **NEMA**
Off Soundings Club, Watch Hill Pt., RI

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

www.offsoundings.org

CYC Summerset

June 10 **NS**
Corinthian Yacht Club, Marblehead, MA

Sunday afternoon around the buoys.

Tom Cox 978-283-3943

Pilot Races

June 16 - 17 **ME**
Portland Yacht Club, ME

Two days, three races in Casco Bay.

Peter Garcia 207-784-3200 x313

Hospice Regatta

June 17 **NS**
Eastern Yacht Club, Marblehead, MA

Sunday afternoon around the buoys race, pursuit start. Skippers meeting 0930 Sunday at Eastern Yacht Club .

Ted Grossbart 781-631-5011

Haraseeket Regatta

June 23 **ME**
Haraseeket Yacht Club, Freeport, ME

Sunday afternoon around the buoys race.

Pete Garcia 207-784-3200

Buzzards Bay Blast

June 23 - 24 **NEMA**
Multihull Source, S. Dartmouth, MA

Saturday's race starts in Padanarum and finishes in Wareham, followed by a barbecue at the Gleason's house. Sunday's race is the return trip from Wareham to Padanarum.

Bob Gleason 508-295-1956

Patton Bowl Regatta

June 24 **NS**
Manchester Yacht Club, Manchester MA

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

Jeff Schreiber 978-777-3357

EYC Annual Regatta

July 1 **NS**
Eastern Yacht Club, Marblehead, MA

Sunday around the buoys race. Social function at EYC after the race.

Ted Grossbart 781-631-5011

Maine PHRF Championships

July 7 - 8 **ME**
Portland Yacht Club, Falmouth, ME

One race each day.

Peter Garcia 207-784-3200 x313

Marblehead to Halifax

July 8 - 10 **NEMA, ORC**
Boston Yacht Club, Marblehead, MA

A 360-mile one-way race from Marblehead, MA to Halifax Nova Scotia. Open to F27s and larger. This is the longest distance ocean race of the year.

www.bostonyc.org/halifax.htm

Seguin Island Races

July 14 - 15 **ME**
Southport Yacht Club, Southport, ME

Two day races, pursuit start on Sunday. Good party Saturday night at Boothbay Region Boat Yard in Southport.

Peter Garcia 207-784-3200 x313

Around Martha's Vineyard

July 15
Edgartown Yacht Club

Day race around Martha's Vineyard

www.rtirace.org

CYC Midsummer Regatta

July 15 **NS**
Corinthian Yacht Club, Marblehead, MA

Sunday afternoon around the buoys. Social function at CYC after the race.

Dave Marsh, 978-282-1216

Black Dog Dash

July 21 **NEMA**
Vineyard Haven, Martha's Vineyard

Sponsored by the Black Dog Restaurant of Vineyard Haven, this is always a fun event, and is generally the best-attended event on the NEMA circuit. Low key racing for the cruising-minded with great refreshments at the Black Dog Restaurant and famous Black Dog/NEMA T-shirts. Pursuit start race of 20 nm and a raft up along the beach. Watch out for ferries and the Vineyard Sound current.

Dave Koshiol 508-748-1901

Boothbay Regatta

July 21 - 22 **ME**

Boothbay Yacht Club, Boothbay, ME

One day race each day.

Peter Garcia 207-784-3200

Around Long Island Race

July 26-27 **ORC**

Sea Cliff Yacht Club, Sea Cliff, NY

Overnight race around Long Island.

www.alir.org

New England Solo Twin

July 27 **NEMA, ORC**

Newport Yacht Club, Newport, RI

This is a double-handed multihull overnight race out of Newport, usually around Block Island via Montauk and No Man's land, approximately 125 nm.

www.newportyachtclub.org/solotwin/

Downeast 1-2-plus

July 28-29 **ME, NS**

Gloucester MA to Falmouth ME

90-mile overnight race. This is the first year for this event.

Peter Garcia 207-784-3200

Penobscot Regatta

July 28 - 29 **ME**

Camden Yacht Club, Camden, ME

Race from Camden to Castine Saturday. Party Saturday night. Return race Sunday. Flat water, beautiful scenery.

Peter Garcia 207-784-3200

Regatta for Paralysis

August 4 **NS**

Jubilee Yacht Club, Beverly, MA

Sunday afternoon around the buoys race that will benefit the Greater Boston Chapter of the national Spinal Cord Injury Association. Reception, dancing, auction Saturday night. Chowder, cash bar, awards Sunday after the race.

Ted Warren 978-964-2323

Buzzard's Bay Regatta

August 3 - 5 **NEMA**

Beverly Yacht Club, Marion, MA

The BBR is traditionally one of the best-attended events of the season. Three days of around-the-buoys racing.

Administered by traditional race committees (don't forget your protest flags) with lots of refreshments ashore in the evenings.

www.buzzardsbayregatta.com

Monhegan Island Race

August 11 - 12 **ORC, ME**

Portland Yacht Club, Falmouth, ME

This is a 120-mile distance event sponsored by the Portland YC in Maine.

Premier overnight event.

Peter Garcia 207-784-3200 x313

Chandler Hovey Regatta

August 12 **NS**

Eastern Yacht Club, Marblehead, MA

Sunday around the buoys. Social function after the race.

Wayne Allen, 781-665-7295

Newport Unlimited

August 25 - 26 **NEMA**

N.E.M.A. Newport, RI

Around the buoys racing short courses in Narraganset Bay. Well attended event with catered dinner party Saturday night. Any NEMA member or guest may register to attend party.

www.nemasail.org

Yarmouth Cup

Aug. 30 - Sept. 1 **ME, ORC**

Portland Yacht Club, Falmouth, ME

175 mile distance race from Portland YC in Maine to Yarmouth, Nova Scotia.

Extraordinary hospitality.

Peter Garcia 207-784-3200 x313

Schooner Festival Race

September 1 **NS**

Chamber of Commerce, Gloucester, MA

A 14-mile around the buoys race. After race enjoy fish fry, beer blast, and fireworks. Awards reception following Sunday's Schooner Race.

www.schooner.org/tel/race1.htm

Tom Cox 978-283-3943

Whalers Race

September 15-16 **ORC**

New Bedford YC, S. Dartmouth, MA

105 mile overnight race around Block Island by way of Noman's Land. Brunch and awards ceremony Sunday.

www.nbyc.com

Hodder Race

September 16 **NS**

Boston Yacht Club, Marblehead MA

Sunday around the buoys race. 10:30 warning gun. Chowder and apple pie at club after the race.

Ted Grossbart 781-631-5011

Manchester Fall Regatta

September 23 **NS**

Manchester Yacht Club, Manchester MA

Sunday around the buoys race. Chowder social and open bar at club after the race.

Jeff Schreiber 978-777-3357

Race Rock Regatta

Sept. 29 - 30 **NEMA**

Wadawanuk Yacht Club, Stonington, CT

This successful event has had good multihull participation for the last two years. Organized out of Wadawanuk YC in Stonington CT with great parties and food ashore.

Bob Gleason 508-295-0095

NEMA 2001 Summer Calendar

June - July

| MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|---|--|-------------------------------|----------------------------------|---|--|--|
| MAY 21 | 22 | 23 | 24 | 25 | NEMA 26 Owen Mitchell Newport/Block Island | NEMA 27 Owen Mitchell Newport/Block Island |
| NEMA 28 Owen Mitchell Newport/Block Island | 29 | 30 | 31 | JUNE 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 Spring Off Soundings Race Watch Hill Pt., RI | 9 Spring Off Soundings Race Watch Hill Pt., RI | 10 CYC Summerset Marblehead MA |
| 11 | 12 | 13 | 14 | 15 | 16 Pilot Races Falmouth ME | 17 Pilot Races Falmouth ME Hospice Regatta Marblehead, MA |
| 18 | 19 | 20 | 21 | 22 | NEMA 23 Buzzard's Bay Blast Haraseeket Reg. | NEMA 24 Buzzard's Bay Blast Patton Bowl Manchester, MA |
| 25 | 26 | 27 | 28 | 29 | 30 | JULY 1 EYC Regatta Marblehead, MA |
| 2 | 3 | 4 | 5 | 6 | Maine PHRF 7 Portland ME 1000 Islands Cruise | Maine PHRF 8 NEMA Halifax Race Marblehead MA |
| 9 Halifax Race Marblehead MA 1000 Islands Cruise | 10 Halifax Race Marblehead MA 1000 Islands Cruise | 11 1000 Islands Cruise | 12 1000 Islands Cruise | 13 1000 Islands Cruise | 14 Seguin Races Southport, ME 1000 Islands Cruise | 15 Seguin Races Southport, ME CYC Midsummer Marblehead MA |
| 16 | 17 | 18 Black Dog Cruise | 19 Black Dog Cruise | 20 Black Dog Cruise | NEMA 21 Black Dog Dash Vineyard Haven, MA Boothbay Regatta | 22 Boothbay Regatta |
| 23 | 24 | 25 | 26 Around LI Sea Cliff, NY | NEMA 27 Solo Twin Newport RI Around LI | Solo Twin 28 Downeast 1-2 Penobscot Reg. | 29 Downeast 1-2 Penobscot Reg. |

NEMA 2001 Summer Calendar

August - September

| MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------|---------|--------------|------------------------------------|---|--|--|
| 30 | 31 | AUG 1 | 2 | NEMA 3 Buzzard's Bay Reggata Marion, MA | NEMA 4 BBR Marion MA JYC Regatta | NEMA 5 BBR Marion MA |
| 6 | 7 | 8 | 9 | 10 | 11 Monhegan Race Falmouth, ME | 12 Monhegan Race Chandler Hovey Marblehead MA |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | NEMA 25 Newport UnLtd Newport, RI | NEMA 26 Newport UnLtd Newport, RI |
| 27 | 28 | 29 | 30 Yarmouth Cup Yarmouth, ME | 31 Schooner Cruise Gloucester, MA Yarmouth Cup Yarmouth, ME | SEPT 1 Schooner Fest. Race Gloucester, MA Yarmouth Cup Yarmouth, ME | 2 Schooner Cruise Gloucester, MA |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 Fall Off Soundings New London, CT | 15 Fall Off Soundings New London, CT Whaler's Race New Bedford, MA | 16 Hodder Race Marblehead MA Whaler's Race New Bedford, MA |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 Fall Regatta Manchester, MA |
| 24 | 25 | 26 | 27 | 28 | NEMA 29 Race Rock Regatta Stonington, CT | NEMA 30 Race Rock Regatta Stonington, CT |

2001 Corsair Nationals

© 2001 Stuart Schaefer www.stuartonline.com/2001Corsair.html



Bert Kornyei in Hot Flash (125) jockeys for position.



Bill Heaton sails his F-25C, Heatwave

Full color prints of these and other photos can be ordered from www.stuartonline.com and www.insideyachts.com.

© 2001 Greg Smith www.insideyachts.com



Tri Me flies a hull.

Corsair Nationals Results

Top Scores

F-24 Mk I

| Skipper | Boat |
|----------------|----------|
| 1. Shaw, L. | Riaka |
| 2. Kincaid R. | Pelican |
| 3. Steimer, S. | brroch^3 |

F-24 Mk II

| | |
|----------------|----------------------|
| 1. Parsons, M. | Littlewing |
| 2. Camp, D. | Too Intense to Smile |
| 3. Osborn | - |

F27 F

| | |
|-----------------|----------------|
| 1. Cushing, D. | Tri Southwinds |
| 2. Anderson, R. | SATO |
| 3. Hankins, F. | Tryptych |

F-28R

| | |
|----------------------|------------------|
| 1. Reece, B | B-52 |
| 2. Saint | |
| 3. Maki, V. | Arana de Aqua |
| 4. Zotsky, M. | Persevere |
| 5. Kornyei, B | Hot Flash |

F-31

| | |
|-----------------------|------------------------|
| 1. Harkrider, D. | This is Rocket Science |
| 2. Enloe | Merlot |
| 3. Gleason, R. | Tri Me |
| 4. Marsh, S. | No Name |
| 5. Harkrider, B. | Training Wheels |

Open Class

| | | |
|----------------------|-----------------|--------------|
| 1. Smyth, R | Yo! | F-25C |
| 2. White, L. | Silverheels | F-25C |
| 3. Granger, T.S. | Triple Up | F-27S |
| 4. Heaton, B. | Heatwave | F-25C |
| 5. Frederick, J. | Big Storm | F-28 |

2001 NEMA Picnic

by Sydney Miller

The opening event for the 2001 summer season was held on Saturday May 5th at the Bob and Jane Gleasons' house in Wareham. The weather, which threatened rain and cold early, developed delightfully into a sunny afternoon. It was one of those typical New England spring days when everyone carries a fleece for the cooler shadows, but otherwise wears a T-shirt.

This year, in addition to the hot dogs, hamburgers, chicken, and fixings provided by NEMA, there was a spectacular variety of salads and side dishes, clam dip, shrimp cocktail, and a festival of baked desserts.

The Gleasons' house boasted a brand new propane grill this year, and Catherine Kornyei, bedecked in her colorful barbecue apron, presided over the grilling. Catherine uses her own grill frequently year-round, and she soon discovered the hotter and colder parts of the grill. Unfortunately, when she tried to train me to take over the grill from her after several hours of hard labor, there resulted some severe (grill) flare ups, and I soon learned that the term 'flame-broiled' should not be taken so literally!

Toward the beginning of the picnic it looked like the dogs might outnumber the children for the afternoon. But the arrival of fresh family recruits soon corrected the canine-child ratio. In any case, I am extremely proud to report that there were no hotdog thefts or bitten juvenile digits this year. Apparently, the action on the beach was of more interest to the dogs than the barbecue was.

Several people took long walks along the beach while it was still at low tide early in the afternoon, and the various dogs returned wet and happy. In addition to some serious shell collecting

later in the day, Kira, an enterprising young artiste constructed a mermaid out of seaweed and shells, while two daring teenage girls, Samantha and Charlene dashed into the water repeatedly. Samantha and Charlene are part of the Big Sister Association in Boston and were invited to the picnic by NEMA member Katherine de Koninck.

Ira Heller's brother Ken had brought along a kite, which provided at least as much entertainment in its assembly as in the attempt to get it flying in the light air. Henry Gleason came forward at a critical moment with some crucial advice regarding two-handed kite flying, and off they went running around the beach in an unsuccessful attempt to get the thing airborne. Several serious games of tether ball and hours of toss (with a frisbee and, more often, with a nerfball-type rocket) were enjoyed by a variety of ages.

Naturally, a not insignificant amount of beer was consumed on the Gleasons' porch and lawn, and the conversation gradually crescendoed during the course of the afternoon. Common topics at this time of year always include updates on winter news about family and friends, boat preparation, cruising and racing intentions for the summer season.

The May picnic is always a great beginning to the outdoor portion of the NEMA year. It's a time to revisit with friends and gear up for a busy sailing season ahead. This year, we were grateful for clear skies to begin the summer. May they continue!!! Although a LITTLE more wind would be nice, too.

See you on the water,
Sydney



Tony Cabot



Sydney Miller



Tom Cox

**Top: Sydney Miller and her 4-footed friends
Center: Bathing beauties Charlene Claps,
Rachel Heller and Samantha Claps.
Bottom: Lawn games**

Saint John River Cruise, Canada

By Bill Doelger

In 1994, my wife, Linda and I cruised the St. John River on our boat, Margaret, a 35-foot trimaran custom built by Damian McLaughlin of North Falmouth, Massachusetts. We departed from Center Harbor in Brooklin, Maine on August 15th and ended our cruise sixteen days later in Manchester-by-the-Sea on the North Shore of Massachusetts.

The River and the Bay

The Saint John starts in northern Maine and flows 80 miles northeast before arcing southeast. Some of its 418-mile length forms the boarder with Canada (by comparison, the Connecticut River is 407 miles long). There is a 75-foot cataract in its path, but its most unusual feature is where it ends in Saint John, New Brunswick, Canada.

The river meets a 25' tide at a rocky gorge 450 feet wide and 100 feet high. Depending on the tide, the river mouth is a reversing waterfall with a brief period in each tide cycle that allows for navigation. For sailboats, it is navigable for 81 statute miles up to Fredericton, the provincial capitol of New Brunswick. The river empties into the Bay of Fundy that has the reputation for the largest tide range in the world, reaching 70 feet at the head of the bay. Getting to your boat at a pier during low tide is not for the faint of heart.

The Bay measures 94 miles long by 32 miles wide at its entrance. A channel 600 feet deep dominates the undersea topography leading into the bay. The vast amount of water in the entrance of the bay never really warms up much in the summer, staying at about 55 degrees. Heavy fog becomes a frequent and familiar feature. Because so much water is moving to fill the upper parts of the bay that are more shallow, the tidal influences are very noticeable even well before you get to the approaches.

I cannot write about cruising in parts of Atlantic Canada without saying how much I love it and why. The government has spent millions building wonderful docks in even little fishing villages, which is no small matter in the Fundy. There are no harried harbor mas-

ters as one might find in the crowded harbors of New England. Instead, it is not uncommon for someone to offer a ride or invite you to dine with the family. The shore is not heavily populated and the people certainly have my admiration for dealing with life along the Atlantic in these latitudes. Summer is fairly short here, and the living is not easy. The compensation is a natural beauty where the green of the shore meets the gray blue of the sea along a rocky perimeter.

Off the Maine coast & Grand Manan

Damian and Linda McLaughlin with another couple sailed Margaret to Brooklin where there is a wooden boat building school. We drove their car up and exchanged conveyances. At 1522 we departed from Center Harbor. We sailed easily down Egemoggin Reach through Casco Passage past Bass Harbor Head in beautiful weather and a reaching wind. We anchored behind Greening Island in Southwest Harbor as the wind died.

There is so much of Maine that is incredibly beautiful. One could spend a whole summer just exploring around Penobscot Bay and Arcadia National Park, but our immediate goal was Grand Manan Island at the entrance to the Bay of Fundy. Linda's cousin had six years previous bought an inn there that he discovered in a Yankee Magazine ad.

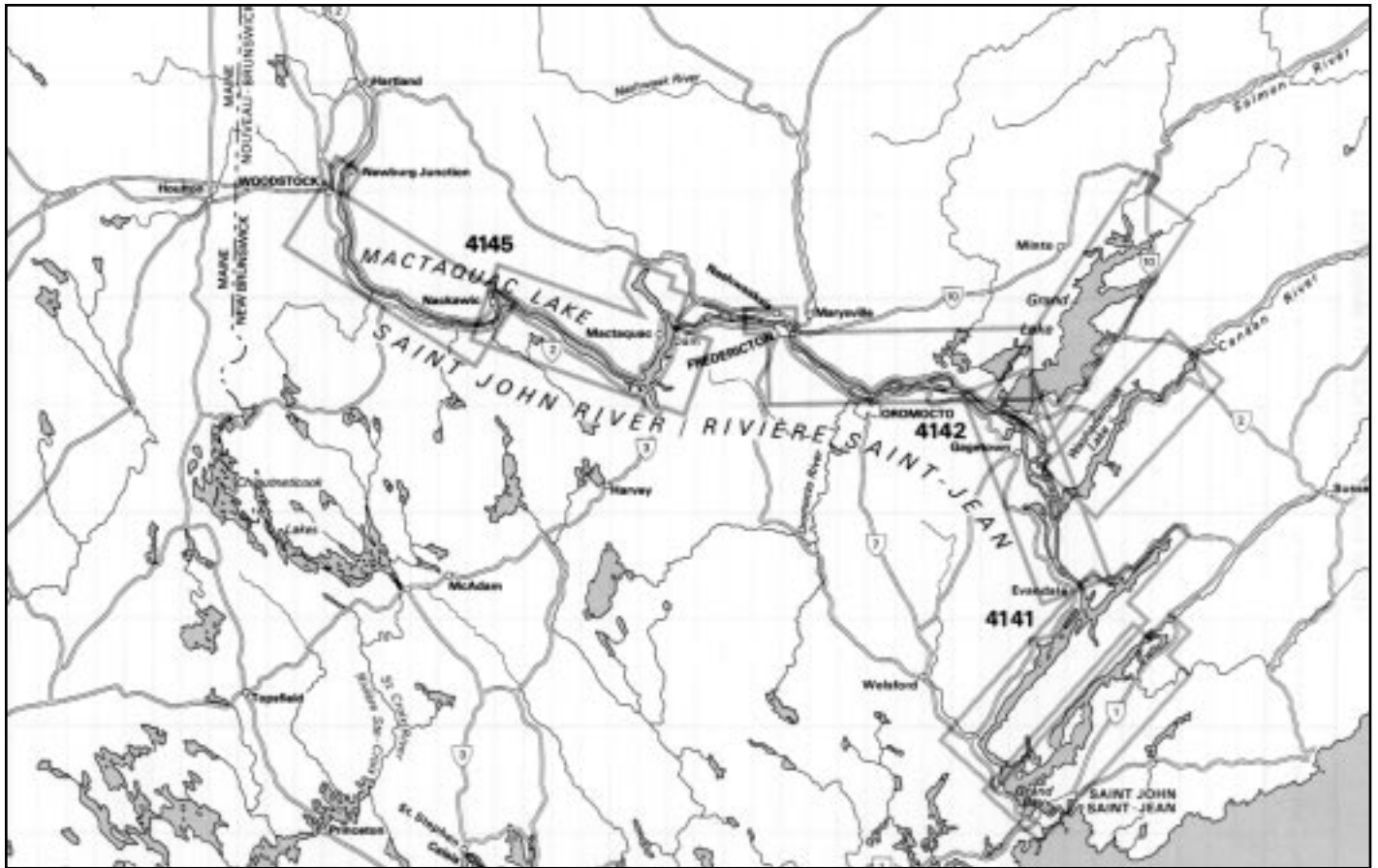
With 79 miles to cover, we left at 0720 in the early morning calm. We broad reached most of the trip in light winds. Away from the shore, the land looks more sparsely populated and barren on this stretch of the Maine coast than further west. As Grand Manan came into view late in the afternoon, the wind grew stronger, but the water remained flat.

Clearly, a very strong tide was keeping the waves from building. Margaret charged over the ground on a reach that became a beat as we rounded Northern Head with more sail than I wanted, but the wind shadow of the headland and our harbor for the next two nights were close at hand. We rounded Swallow Tail and tied to a fishing vessel, our floating dock, in Flagg Harbor at 1850, Atlantic time.

The following day we checked into the Shore Crest Lodge run by Andy and Cindy Normandeau. It rained all day, and we relaxed. We had a tour of the island by car. The next morning we took Andy, Cindy, their three kids and some of their friends for a sail. Two years ago, Andy and Cindy finally gave up the summer hotel business to move to a desert location near the Arizona/Mexican border and a career change.

After an outdoor lunch, we were off in a clearing sky, very light wind but no fog. We checked in with Fundy Traffic. For a time we had the tide against us, but Saint John finally came into view. At 2117 we tied to a floating dock by the Hilton Hotel in downtown Saint John, the largest city in New Brunswick with a population of 75,000.

It was Saturday morning, August 20th and a fog covered the Bay and Harbor. Because I was low on disposable wooden crash sticks for my rudder, we headed off to Kent Hardware and Lumber. On the way, we stopped at a shopping mall and the Tourist Bureau. I was amazed; for \$12 Canadian, the yardman at Kent was kind enough to cut and drill six sticks. We picked up some provisions and got back to the boat by 1405 for the slack tide at the gorge. We motored through the gorge that takes a right turn to face what is usually white water.



The Saint John River

Into the river

As we passed through the gorge, the fog was blowing over our heads from the Fundy, but it did not take more than several hundred yards where the sun burned the fog away and the temperature climbed maybe fifteen degrees. The River was welcoming and warm compared to where we had been, as we had suddenly passed into a different world, the world of flat fresh water. It was a river steamship captain who wrote many years ago: "The varied scenery of the St. John River is one of its most compelling charms for the river traveler. After leaving Saint John, the rugged cliffs of the Narrows between Pokiok and Randolph suddenly change to the broad expanse of Grand Bay, and then on to the hilly country of Long Reach. The Grassy Island at Oak Point, formed by sedimentary deposit, is the lower end of an inland river delta. Many low lying islands, such as Spoon, Long, and Upper and Lower Musquash Islands extend for miles along the River past Fredericton. They receive their annual deposit of silt

after the spring inundation, and usually supply a good crop of hay or grazing land for livestock."

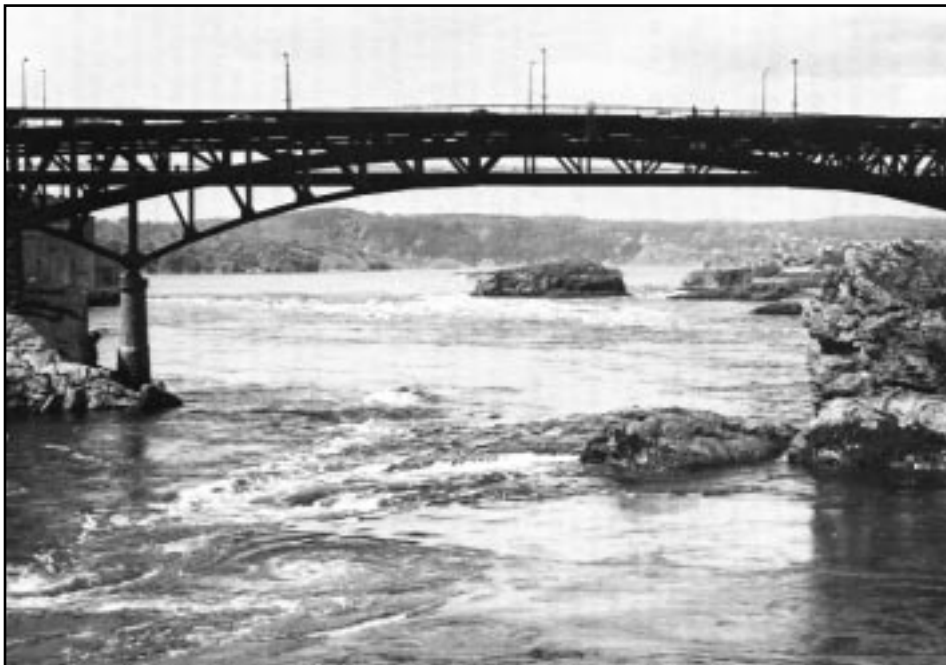
On the Saint John River, Linda first came to believe she especially enjoyed cruising where she could see cows. About five miles from the falls, past Boars Head we stopped at the Royal Kennebecasis Yacht Club for water. As the weather was fair and we had a following wind, we continued up Grand Bay and Long Reach. We turned off into Belleisle Bay and anchored in Jenkins cove to a beautiful sunset, a full moon and the company of two bald eagles.

An unusual feature on the river is the cable ferry. Crossing roads meet the river at what look like boat ramps. Here a ferry goes back and forth 24-7, along a cable fixed to each shore. If you give the ferry plenty of room, the cable is not a hazard to navigation. We passed three of these cable ferries.

In the morning we continued up the river to Gagetown and a small marina. After a walk around town, we circled around Gagetown Island to the little

Jemseg River that leads to Grand Lake (2x14 mi.). We anchored in the Jemseg for the night. Early the following morning the wind became northerly. Knowing that the northerly wind would not last long, we decided to make our way back. Before we rejoined the Saint John, we sailed out onto the Lake and across to the well protected Douglas Harbor, a very quiet place. Then it was back onto the Lake and then back down the main river to the little town of Evendale, which consisted of not much more than a hotel by a cable ferry. Here we spend a night ashore for my birthday at this old hotel.

The only other boat in sight was a boat from Australia. In the morning, we met the skipper and heard his story over breakfast. At 1300, we continued down the river, taking advantage of the following wind. We stopped at Westfield for a few provisions and then on to anchor in a small cove at Kennebecasis Island for a curry supper. After supper, we crossed the bay to the yacht club for the evening. We met Dr. Len Morgan and his wife, long time multihull sailors, who I had met



Reversing Falls during Ebb Flow

five years previous. The following morning, we showered and took on fuel and water at the club. At 1228, we were at the falls and then back to the city floating dock for a walk about.

Passamaquoddy Bay, a near miss, and home

The following morning we made the short sail to Dipper Harbor, tied up at the dock where a local fisherman invited us for a drive in his pickup for coffee. It was a beautiful clear day with a freshening southwest wind. As in Eastern Maine, this shore is very rugged looking and sparsely populated, showing the effects of storms that had not disturbed the river scenery. The rocky shore had many little islands, coves, small peninsulas and points.

By early afternoon, we had turned into Letete Passage that brought us past more rocks, salmon pens and into Passamaquoddy Bay. This is a very beautiful bay with the advantage of being segregated from the Fundy by some large islands. At 1520, we were docked at St. Andrews, a wonderful old town on a peninsula sticking out into the bay.

The wind sent us to anchor at 0330, but we were back at the dock at 1230 for lunch and a nice walk through the town. An evening sail took us around

Deer Island, by Eastport and into Head Harbor on Campobello Island. This small fissure in the island is a safe haven for the commercial fishing fleet. We were virtually the only yacht there.

Again, to cover the distance and because of the tide, we left at 0430 hoping that maybe it might not be too foggy. Once we cleared into the Bay, the fog was so thick even the bow seemed partially obscured. My dead reckoning was a bit off when some trees suddenly appeared above the mast split seconds before the rocks started to emerge immediately in front of the boat. I was able to turn away and avert disaster. We continued on as dawn became brighter and by early afternoon the fog had lifted. At 1510 Eastern Standard Time, we docked at Progress Harbor.

We found a small inn in neighboring Winter Harbor for the night. The following afternoon, we invited our innkeeper family, Roger, Pearl and Jamie Barto, for a very pleasant sail to Winter Harbor. On August 29th, a minister and his friend, Jason Dyer and Noelle Amspach, drove our car up to Maine for the sail back. Linda does not like to sail overnight; so, she drove the car back. Underway at 1608, but an engine water pump problem sent us into Southwest Harbor for the night. The following morning was clear and we were underway, 0457 and under

sail by 0600. We were docked at the Manchester Yacht Club the following day at 0928, an easy, uneventful sail in clear weather.

Epilog

In August, our National Parks across the country are crowded, and in a few popular parks you may even have to wait in line. Our experience during this cruise was different. The joy of cruising to me is to be able to choose between secluded places you have to yourself and places that you can share with local people or a small number of fellow travelers.

There are other aspects. Our neighbor to the north is the second largest country in the world with a rich history of discovery and pioneering. Tribes of Indians lived along the Fundy for hundreds of years before Europeans arrived. Basque, Breton and Norman fisherman are believed to have visited the Bay of Fundy area as early as 1504 but left no record. Samuel de Champlain first entered Saint John Harbor in 1604 to record information for others to follow.

Many steamers worked the river in the 19th Century, but today, commercial traffic is minimal. The varied charms of the navigable part of this river are hard to appreciate if you are not on a boat. Since 1994, there are certain to be many changes. If you go, there are charts and a small craft guide to the river.

—Bill Doelger

About Bill Doelger

I first met Bill as he was preparing one of the early Vals (Newick's 31' tri) for an early OSTAR, and as far as I know he has been messing about in boats for many years. Margaret was built using a pair of Val floats with a custom designed main hull. She has amazing accommodations for her size, and has sailed up and down the east coast of the US for many years including several visits to Bermuda. Bill has been very successful in racing Margaret, ranking very well on handicap in all kinds of weather.

For many years Bill has been active in working with USYRU in promulgating safety regulations for offshore sailing.

Introducing Aeroyacht Ltd. and Outremer high performance voyager cats

by Gregor Tarjan

Aeroyacht Ltd. of Long Island, NY has recently been chosen as the exclusive US distributor for the extensive range of Outremer cruising catamarans. Finally these formidable cats will be available in the US, whereas until now it was almost impossible to buy a used or new one. Models include the new 45', 50/55Light, 50/55Standard and the 64'.

Outremer, pronounced (u-treh-méhr), means "beyond the sea". Truly so, because until now these rapid voyaging catamarans haven't been widely known by US multihull enthusiasts. Until now, Europeans were Outremer's main clients, making their presence rare along our shores. Presently there are less than 5 boats in the entire US (that includes my own 43'.) The only time they have been shown at a US boat show was a brief appearance of a 55Light in Annapolis that promptly won the same years coveted CRUISING WORLD magazine's "Best Cruising Multihull 2000" award. Aeroyacht Ltd. is planning to introduce the new 45' at the October 2001 Annapolis Boat Show.

The French company's lack of US exposure can be best explained by the incredible popularity and following of Outremer's in France. They enjoy a cult like status with waiting lists for new boats of up to 20 months. Used ones are sold above asking price before the classified ads go to print. (I was lucky to purchase mine paying asking price and never

having seen it...something I do not recommend to anyone....fortunately I have not regretted it for a second) Outremer management's conservative philosophy until now was to hold back uncontrolled growth which could hurt consistent high build quality, a problem some manufacturers of high tech boats face. Recently it was decided to carefully expand the facility by adding a brand new construc-

tion site. Slowly capacity will increase to satisfy the healthy demand. Atelier Outremer employs more than 70 craftsmen who, in a spotless contemporary environment, create one of the world's best cruising multihulls.

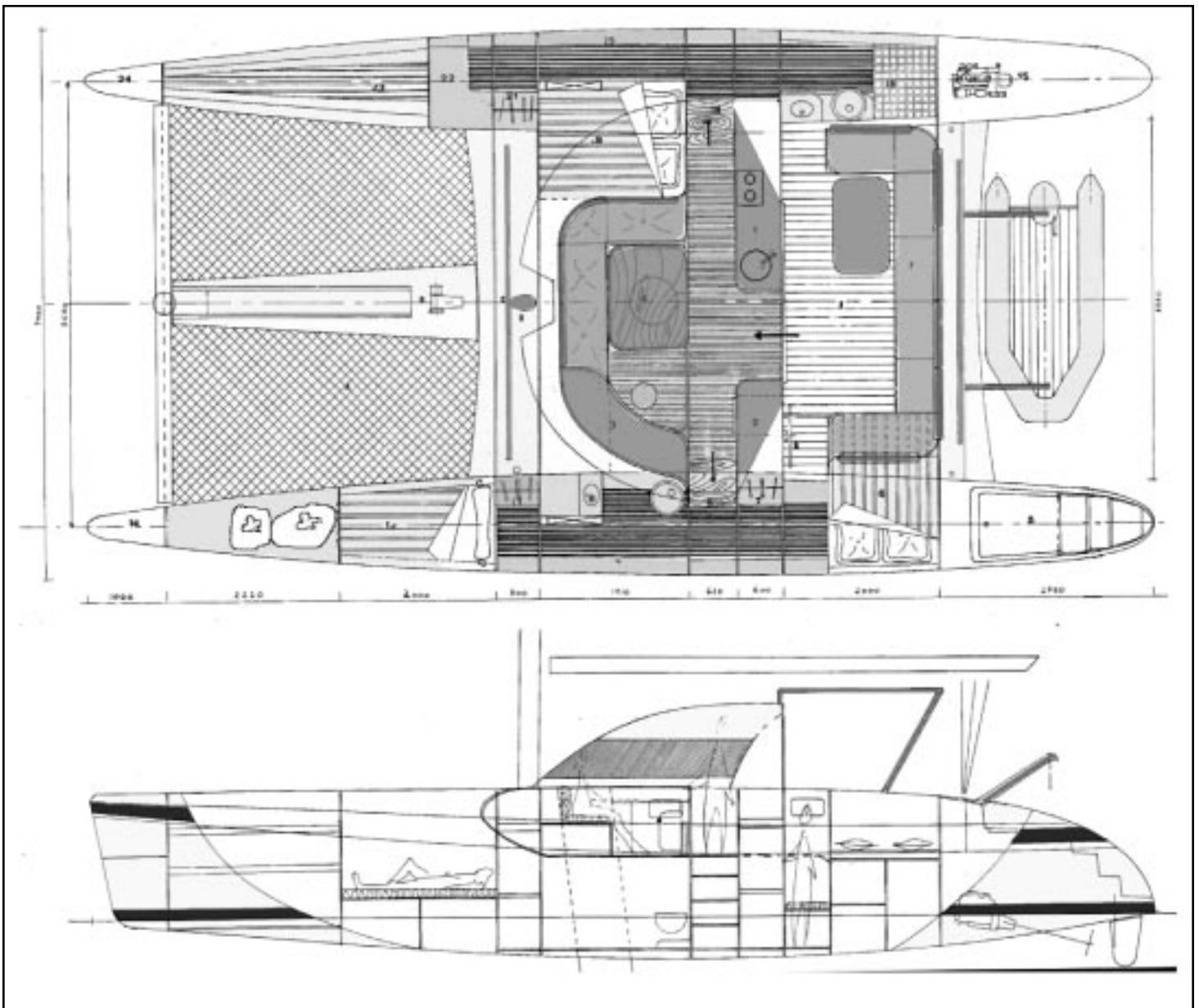
Outremer's great secret to success in Europe is simple: a very proven design, exceptional sailing characteristics and speed, spacious semi custom

interiors, ruggedly manufactured by a reputable company, very reasonable to purchase and beautiful to look at. Their unique classic sheer line, not found in any other multihull, lends them sex-appeal and ultimate catamaran beauty. With more than 80 units built in the last 18 years they are, after the British Prout, the builders with the longest history and the most productive operation of multihulls in Europe. I heard the first Outremer built is just starting her third circumnavigation. Amazingly none of their boats ever has capsized or experienced a major structural failure. All Outremer's are EC certified for Offshore Category A and unsinkable. All vessels come with a 10 year structural and 3 year osmosis factory warranty. The company publishes a quarterly newsletter and after-sales support is excellent.

Boat designer Gerard Danson's philosophy is to build strong and lightweight cruisers. The fact that all the major system weights, such as ground tackle, tanks, bat-

continued on next page





teries, accommodations etc. are centered around the CG (center of gravity) and CB (center of buoyancy) gives the boats an exceptional sea kindly motion and speed. Twin daggerboards and a performance oriented rig and sail handling systems allows easy single handling. Kept light, Outremer's have amazing light wind sailing characteristics, something Long Island Sound sailors will appreciate. The trademark of Outremer's are the massive, beautifully arched elliptical aft beams, low profile deckhouse enclosing a spacious bridge deck with forward looking nav station, high and well rounded bows and the sexiest upwards sweeping sheer line of any cat around.

The yard keeps close track of all their boats, maintaining an updated file of each vessel from the date of launch. Surprisingly yet is that every single Outremer catamaran is still sailing! Ruggedness and speed are these vessels strengths. When Charles Kanter, a notable sailor, author and multihull expert, surveyed our boat he praised the strong construction particularly of the structurally critical areas where the cross beams join the hulls. The clever building technique, devoid of "experiments" in pushing the limit of high tech construction, is based upon Outremer's building procedure using the patented OCS®-Overlay Composite System. It is basically a traditional approach to

proven and tested composite construction techniques, using Honeycomb, Dywidag and solid laminates throughout the vessel within a meticulous vacuum bagging process. Enhancing the soundness and durability of these cats is the hard sailing they are given by their owners, many of whom are French ex-racers with families looking for more space without sacrificing speed. Most boats are circumnavigating with a shorthanded crew or go on extensive voyages into remote places. (last month I heard there was one up the Amazon !). I hooked up my 64 year old friend Sam with a new O45, who plans to retire as a live-aboard and cruise the East Coast. They are not only rugged but



also quick: Amazingly the first new Outremer 45', a basic stock boat and indistinguishable from the production vessels, won its class in the 2000 Single-handed Transatlantic Race (Europe 1 New-Man Star). This race was all upwind against purpose built racing machines! For the same racer, Didier Levillain, Outremer is now completing a more or less stock O50' for another famous single-handed transatlantic race: The 2001 Route du Rhum. It will be interesting to see how she will do in this very tactical race against the cream of the French Formula 1 circuit. In last years ARC the first multihull to finish was an Outremer.

The Atelier Outremer yard is operated like a large family business; many of the craftsmen have been employed there for many years. I witnessed the launching of one of the 45s. The finale of the event culminated in a party, which included the entire Outremer staff after which the happy owners spent the night on the boat, tied to the mooring. A charter fleet of 3 to 4 boats is constantly moored in the harbor of La Grand Motte,

in the South of France, to offer prospective Outremer clients to test the vessels.

As we all know: Boats are compromises...like anything in life. But if one is looking for a rugged, sexy, proven and fast voyager, Outremer offers a beautiful range of vessels for much less money than one would think. With the currently low Euro a fully equipped 45' can be had for about \$300K ! That's actually not so bad...maybe even the best price/value ratio of any large cat around.

Gregor Tarjan, president and owner of Aeroyacht Ltd. is a SNAME (Society of Naval Architects and Mechanical Engineers) member, a trained naval architect and long time avid multihull enthusiast. He is a regular contributor to MULTIHULLS MAGAZINE. He sails an Outremer 43' out of Setauket Harbor, Long Island NY with his wife and sons of 3 and 4 years of age.

For more information on Outremer catamarans please contact Gregor Tarjan at: 631- 246 6448 or 516-818 3113. By e-mail: Aeroyacht@cs.com, website: www.Aeroyacht.com.

2001 NEMA Cruises

1000 Islands Cruise, July 7 - 14

Details will be available in June.

For more information contact Bob Gleason at 508-295-0095

Black Dog Cruise, July 18 - 21

Meet on Wednesday evening (July 18) at Bob Gleason's for a barbeque and then sail around the Elizabeth Islands and overnight at Tarpaulen Cove on Thursday night. On Friday, July 20 everyone will rendezvous in Vineyard Haven and raft up on the beach in preparation for the Black Dog Dash the next day.

For more information contact Bob Gleason at 508-295-0095

F24, Cuttyhunk Race/Cruise Weekend July 28 - 29

For F24s only. Start at 11 a.m. Sat July 28 from Padanaram Breakwater and sail to Cuttyhunk Harbor. Tour Island, lunch ashore, race back. On Saturday evening all crews will be guests of Larry & Barbara Bedell for a cookout at their home. On Sunday participate in round the buoys race. For more information call Larry Bedell at 508-993-3456.

Gloucester Schooner Festival Aug. 31 - Sept. 2

Sail to Gloucester on Friday, anchor in the Federal anchorage, get a mooring at the Eastern Point YC or contact the harbor master to obtain a transient mooring. On Saturday, race in the Traditional Boat race or enjoy the fish fry in the afternoon. In the evening we'll dine at a waterfront bistro and watch the parade of sail and fireworks. Sunday is the day to watch some of the best-known New England schooners compete in the annual race. The awards ceremony and buffet Sunday evening is open to all race participants.

For more information, contact Tom Cox at 978-283-3943.



NEW ENGLAND MULTIHULL ASSOCIATION

First Class Mail

P.O. Box 1152, Boston, MA 02205

Next NEMA Race
Owen Mitchell Regatta
May 26 - 28
Newport to Block Island, RI

CREW NEEDED

Crew needed for Atlantic 46. Contact Harry Whittelsey. hwhittelsey@csbwhit.com, 631-271-1945 nights, 631-232-8301 days.

Crew needed for North Shore races on Zachary D. Contact Ted Warren, twarren@neaccess.net or 978-635-9428.

CREW AVAILABLE

Laura Jennings-Cranford, Jenningsl@aol.com and Richard Cranford, richardcranford@earthlink.net are available to crew. Call 617-876-3212.

Interested in crewing on multihull boats. Paul Guzzo, 617-924-8394, pguzzo@hotmail.com.

Experience crew available. Former Macgreggor 36 owner seeks crew position. Portsmouth to Mystic are convenient locations. Call Alex Hill, 508-829-9495 or e-mail M_Alex_Hill@yahoo.com.

FOR SALE

Tremolino main hull on a trailer for a project
Price: \$700. The hull needs some fiberglass repair work and can be used as a base to build a Tremolino trimaran with Hobie 16 amas and rig. Comes with rudder assembly and a used H16 main on the boom. The boat is currently in Stow, MA and will remain there until the end of June. For pictures and complete details please see: www.geocities.com/starcrew2000/tremolino/project/index.htm Sergey Leonidov, 617-905-3363

Margaret for sale; 35' custom built tri. Standing headroom, heater, main cabin insulation, new diesel, sleeps four, propane stove and very manageable. If you are seriously interested, contact Dick Newick (207) 439-3768 and come for a sail this spring or summer.

Cobra 45. 44x22 ft cat, \$75,000. Space and proven sailing ability, safety and strength. Solid fiberglass hulls in excellent condition (surveys in 1991 and 95) with Karmin's unique planing hull design, so easily driven that 9.9 hp Johnson Mariner Outboard gives 7 knots, and so strong that we routinely winched her 9000 lb up a steep beach on logs. Central cabin with 74 inches of headroom. Kevlar/Dacron main and 120% roller furling masthead genoa on 57' rotating mast with unique stays for strength. Electronics new in 1996, excess floatation, 3 anchors, etc. Now at Greene-Marine in Falmouth Maine. Details at www.growthdelavaging.org/silentwave/ Contact Dave deh@jax.org at 207-288-3533.

CORPORATE SPONSORS

docupress
On-demand Digital Printing
The Athenaeum House
215 First Street, Cambridge, MA 02142
617.577.0707
fax 577.1177

Aeroyacht Ltd.
advanced european multihulls
US distributors for high performance OUTREMER cats
Gregor Tarjan, S.N.A.M.E., Tel: 516-818-3113,
Fax: 631-246-6438, 38' to 65', charters and sales
Aeroyacht@cs.com, www.Aeroyacht.com

MAINE CAT
MC30 & MC38 Performance Cruising Cats
DICK VERMEULEN
P.O. Box 205, Bremen, ME 04551
1-888-832-CATS 207-529-6500
mecat@gwi.net http://www.mecat.com

Multihulls Magazine
421 Hancock St., Quincy, MA
617-328-8181
http://www.hypermax.com/multihullsmag/
MultiMag@aol.com

WindRIDER
www.windride.com
800-311-SAIL

MAINE SAILING PARTNERS
yarmouth, maine
www.mesailing.com
From beach cats to Formule Tag
world's finest multihull sails since 1983
phone toll free: (888) 788-SAIL

THE MULTIHULL SOURCE
YOUR FULL SERVICE BOAT YARD ON BUZZARD'S BAY
REPRESENTING:
CORSAIR / CATANA / GEMINI
RAVE / WINDRIDER
ALSO OFFERING CHARTERS,
BROKERAGE, STORAGE & TRANSPORT
www.themultihullsource.com
sailfast@themultihullsource.com

Still Water
Specializing in ultralight water craft for low wake environments.
1 Winnisimmet Street
Chelsea, MA 02150
• Firebird catamarans
• Low wake launches
• Rowing shells
• Ultralight kayaks
• Teaching barge
(617) 576-1065
dick@stillwaterdesign.com
www.stillwaterdesign.com
www.firebirdcat.com