

NEMA

NEW ENGLAND MULTIHULL ASSOCIATION



Team Adventure (top) and Club Med (right) two of the many boats designed by Yann Penfornis and the Gilles Ollier Design Team.

Yann Penfornis to speak at NEMA Annual Dinner, February 8th



Yann Penfornis is a principle member of the Gilles Ollier Design Team (along with Gilles Ollier, Frank Martin and Jack Michal). Together they have designed and/or built some of the most notable racing and cruising yachts in recent memory at the Multiplast yard in Vannes, France. Come hear Yann talk about his work at the NEMA Annual Dinner on Saturday, February 8th.

The festivities begin at 6 p.m. at Anthony's Pier 4. The Annual Dinner also features the 2002 NEMA Season Racing awards, a delicious buffet dinner and the year's best opportunity to schmooze with over 100 NEMA members. (Reservation form and directions are on page 11. Registration deadline, February 3rd.)

Notable projects that Penfornis has worked on since 89 include:

- **Ville de Paris N°1** - French Challenge for the America's Cup/ Marc Pajot
- **Jet Ruban Bleu** - Prototype for an attempt on the Atlantic powerboat record
- **Pegasus** - Motor yacht, developed from Jet Ruban Bleu
- **Commodore Explorer** - Bruno Peyron's catamaran for the Jules Verne Trophy 93
- **Region Haute Normandie** - 60 ft trimaran for Frenchman Paul Vatine
- **Magic Cat** - 83 ft fast sailing Cruising catamaran/Yacht
- **Biscuit La Trinitaine**- 60 ft trimaran for Frenchman Marc Guillemot
- **6ème Sens** - America's Cup Class for the French Auckland 2000 challenge
- **The Race catamarans** - *Club Med, Innovation Explorer and Team Adventure*

Membership Renewal Time

Renew your 2003 membership

Renewal form on page 11

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

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

Elected Officers

Commodore	Don Watson 508-636-5275 dwatson@neboatworks.com
Vice Commodore	Tom Cox 978-283-3943 tom@sailtriad.com
Treasurer	Ira Heller 617-288-8223 irasail@aol.com
Race Chair	Bill Heaton wth Eaton@earthlink.net
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
Directors at Large	Bill Doelger 617-964-2670 Ted Grossbart ted@grossbart.com 781-631-5011 Nick Bryan-Brown 508-758-3444 nbbre@yahoo.com
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

Message from the Commodore

As your new Commodore, I offer greetings to all NEMA members and a new year full of fair breezes and sunny skies. Our new board has begun meeting and we think the Annual Winter Dinner will be interesting and entertaining. I hope to meet all of you and become better at remembering everyone's name, but be patient with me as I am very bad with names. The NEMA board is here to serve you, the membership, and we hope our activities whether they be meetings, picnics or racing will be enjoyable to all participants. All Board meetings are open to any member and the dates and times are posted in the Newsletter. We will be working on a calendar of events shortly.

In the coming months we hope to reach out to members outside Massachusetts and to accent the New England in NEMA. We hope also to have more weekend cruising events so that people with boats who don't race or who wish to include family members can enjoy the company of NEMA members in a social atmosphere. We also are going to work toward the publication of a history of NEMA. Many of NEMA's founders are still around, and Les Moore has agreed to begin this effort. NEMA's story is an interesting one filled with colorful characters.

This is an interesting time for multihulls. Multihull sailing is becoming more accepted by the sailing community as a whole. Many professionals are being attracted to multihull sailing through their participation in *The Race* and the *Open 60* circuit. Multihulls are now an accepted part of the cruising and charter business. Many NEMA members have been instrumental in making this happen. I myself was once a monohull sailor, but the more one looks at multihulls, the more sense they make. Of course, NEMA members already know this. It will continue to be part of our mission to support and promote multihull sailing by publicizing our events and participating in regattas where monohulls are also present. The new multihull class at Key West Race Week is a good example of this.

We have some good events planned for the coming months, and Spring will be here before you know it. I look forward to seeing all of you here or there. Finally, I would like to thank Ira Heller under whom I have served for six years. Ira has been a tireless worker for NEMA conducting its business and organizing meetings dinners and regattas. All of us owe him our gratitude.

Regards,
Don

NEMA election results

The bi-annual election for the NEMA Board of Directors was held this year during the annual meeting on December 12. There were no nominations from the floor and the slate proposed by the NEMA BOD was unanimously approved by the NEMA members in attendance.

The elected Directors for 2003-2004 are:

Commodore	Don Watson
Vice-Commodore	Tom Cox
Treasurer	Ira Heller
Secretary	Sydney Miller
Racing Chair	Bill Heaton
Cruising Chair	Bob Gleason
Newsletter Editor	Judy Cox

Membership Renewal Time

It's time to renew your NEMA membership. If you haven't already sent in your renewal, please fill out the membership form on page 11 and mail it with your check to the NEMA Treasurer. You can also pay for your Annual Dinner reservations at the same time.

If you don't want to cut up your newsletter you can download a membership renewal form from the NEMA website at www.nemasail.org.

Up the Hudson River to Lake Champlain

By Bill Doelger

This is a story of cruising on Margaret in the summer of 2002. Margaret is a 35-foot, custom built trimaran that has spent most of her history racing off of New England. She has an inboard diesel engine instead of out-board power. Two years ago, we were forced to replace our old one cylinder engine with a new one that has two cylinders and six more horsepower (18 total) giving us a cruising speed of about seven knots. She is comfortable for my wife, Linda, and I, and because there is so little sailing to do on this cruise, this is more like pretending we have a trawler yacht. Motoring usually wins over sailing in a river, and in any case, the mast has to come down before Troy, New York because of low clearances in the 63 miles of the Champlain Canal.

Our route up the Hudson River starts from the end of Long Island Sound and the beginning of the East River at Hell Gate, the narrow passage leading to Manhattan.

Though most harbors and rivers have less debris in the water today than say a decade ago, it is wise to plan the transit in daylight and go with the up to four knot current at Hell Gate.

There are not many rides as dramatic as the trip around Manhattan with the towering buildings and recognizable landmarks, the busy commercial traffic and the frenetic ferries. New York is a most incredible city, especially viewed from the water on a clear day.

The trip up the Hudson River and the Champlain Canal has almost the character of a ride in a park. There are power plants, other industry, towns, and grand homes but the topography, trees, and wild life are what make this a pleasant trip.

Like many other great rivers, the Hudson has gone from a rich fishery to a



Passing under the Brooklyn Bridge with the Financial District and South Street Seaport beyond.

cesspool of human and industrial waste, and now has largely recovered. We saw a few dead fish on the river and in Lake Champlain, but I believe most of these died naturally. Birds of many species seem to be thriving.

The Start

Linda and I have eight days together for the trip to Lake Champlain starting June 18th. She is a native born Vermonter. Her mother died in April and we want to bring the boat closer to her old home and her father who is 80 this year. To cover the distance and allow time to unstep and restep the mast, we need a head start, but I do not want to leave the boat at a marina in a place like Stamford, CT.

Early in June our phone rings at about 9PM. It is my old friend Doug Wilson from Annapolis who I last spoke with a year and a half ago at the NEMA dinner. He wants to know if I need crew for racing this season, and by the way he is calling from his mother's place overlooking the water in Darien, Connecticut. In a matter of days, he joins me and another friend, Tom Hunt, for the delivery to a mooring that Doug arranges in

Darien, a few hours sailing time from New York. Without stopping, we do the trip incredibly on one tack, in perfect weather from our mooring on Buzzard's Bay near the Cape Cod Canal to Darien.

A week later, Tom drives us down to Darien with our Afghan hound, Sasha. It is already mid-afternoon; so, we opt to sail across the Sound to Port Washington and anchor for the night to be ready for the fair tide at Hell Gate in the morning. I am to discover that the tidal current on the Hudson River extends all the way to Troy above Albany and can move at up to two knots.

The morning brings a pleasant summer day that will surely be hot. We motor past La Guardia Airport, Rykers Island Prison, under the many bridges and down the East River past Sutton Place, where I have some family history, past downtown and to the Statue of Liberty. There we stay awhile taking in the view and admiring the lady with the torch. I called New York home for about eight years in my youth, but I never visited Lady Liberty – even now there is no place for a private boat to dock.

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Up the Hudson River

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We start up the Hudson against the tide and past where the Twin Towers stood. You can see where repair work on surrounding buildings is still underway. There has been a considerable amount of recent development on the Jersey shore opposite downtown. Just before noon, we stop for fuel on the Jersey side at the Imperial Marina that is well protected from the confusing chop of the busy harbor.

Opposite New York, block after block of apartment buildings, businesses and houses stretch for several miles, but then the cliffs of Palisades Park and the sloping New York shore seem to stop the city sprawl. The city skyline is really spectacular, but from the George Washington Bridge north, the view turns green. Right away you are aware of the train tracks on the New York side that will follow the river first on one side then on both sides past cliffs, farms and one thousand-foot peaks. The water also flattens as we leave the busy harbor.

The River and Unstepping

Above Hastings-on-Hudson, New York State takes over the western shore and the river widens into the Tappan Zee with the bridge of the same name. The river then jogs left into Haverstraw Bay where

sailboats gather in the late afternoon for an evening race. The river narrows and makes an S turn past an almost cliff like eastern shore that forms Anthonys Nose, a 900-foot peak that is connected to the opposite shore by the old Bear Mountain Bridge, 155-feet over the water. A few miles beyond there is West Point with its imposing granite buildings set above a narrow jog in the river. It is getting late and we push on past the steep sides of Storm King Mountain (1355') on the left and Bull Hill (1424') on the right. Then the river widens again and the shore flattens. On the right, little Pollepel Island where the setting sun lights the castle ruins in an orange and rose light. A wealthy eccentric built this medieval looking building as a home and arsenal around the turn of the century, but it burned many years ago. We pull into Beacon, New York to walk Sasha and then anchor nearby for the night. With the current helping us in the morning and most of the afternoon, we motored roughly 70 nautical miles on this our second day and longest distance traveled in a day in this trip.

The morning brings another warm and beautiful day. We pull up to a floating town dock and walk over the tracks up the hill to Beacon, a town that has a sense of struggle to it. Some antique shops and galleries seem to be trying to get something started.

Today we resolve to get the mast unstepped. We motor on past Poughkeepsie and Hyde Park. We stop for awhile in Kingston to investigate facilities for unstepping. This is a lovely town clearly accommodating to tourists and visitors. There is even a maritime museum. Our beam creates a problem for cranes with fixed booms; so, we must move upriver to Catskill and the Hop-O-Nose Marina. It is already late and we decide to anchor off a boat ramp near a small village, Barrytown.

We arrive in Catskill by mid-morning, but we wait until after lunch for them to take us. The mast is down on the deck resting on wooden blocks in maybe less than an hour, not counting the several hours I have spent getting ready. In our low profile state, we are ready for the 15foot clearances in the canal. The river is becoming narrower. We anchor for the night off one of many New York State Parks, at a place called Cedar Hill not far from another boat ramp.

Troy and the Canal

Day four, another beauty, starts with our approach to Albany after a brief dog walk at the park. The contrast of industry, tank farms, the Port of Albany and government architecture makes Albany a somewhat striking city viewed from the water. There is barge and some ship traffic all the way to Albany. I believe some commercial barges still use the Eire Canal, but there is no commercial traffic on the Champlain Canal. In the early years of this country, these waterways were of vital commercial interest for trade and industry. We continue on a few miles to Troy where we stop for a few hours.

It is Saturday and by the dock, there is a farmers market offering a choice of meat, cheese, bread and produce. We do some provisioning and walk for over an hour around this city that seems to have been a prosperous mill town years back, and then it is onto our first lock/spillway, the Troy Lock, a federal lock. Two miles beyond is the town of Waterford and the fork off the Hudson River where the Erie Canal begins.



The lettering on the castle says "Hannerman's Island Arsenal," but the island now has a different name on the chart. The edge of Bull Hill on the left.

The New York State Turnpike Authority operates the New York State Barge Canal System, which includes the Erie and Champlain Canals. For \$15, you can buy a two-day pass, which is enough time to do the distance to Lake Champlain at a somewhat leisurely pace. Clearly, deep pockets are needed to keep this system so well maintained. Many millions were spent on one lock that was just refurbished. The locks are 43.5 feet wide and long enough to accommodate several barges. Many times, we are the only boat locking through, and we seldom have to wait for an opening, as the lock attendant would call ahead for us. The speed limit is ten miles per hour in the canal, which matches our cruising speed.

Eleven locks lift vessels to the mean stage of the Lake at 95.6 feet. The smallest lift is only 11 feet and the largest is 19.5 feet. You are actually lifted well above the lake and then lowered over the last three locks. At the first lock, Sasha starts barking at her own echo, then she either got board or realized the other dog was not coming out to play. The locking process usually takes about five minutes.

For the next 30 nautical miles, man made sections of the canal bypass waterfalls or spillways, and then at Fort Edward, the Hudson River forks left. The rest of the canal was all dug by hand to Whitehall, New York. We spend the night at a new sea wall in Fort Edward that the town built for visiting yachts. Docking, water and electricity was free. Several towns along the way offer free facilities. Maybe because it is early in the season, very few boats seem to be on the canal.

Earlier in the day, we stopped in Schuylerville to walk around. Historical markers of battles with Indians and the British before and during the Revolutionary War can be found in many towns along the Hudson and the Lake.

Into the Lake and Mallets Bay

Day five brings us up to the town of Whitehall and the narrow lower reaches of Lake Champlain. There are few towns or facilities from Fort Edward to



Checking in the lock attendant before the doors open.

Whitehall – just mostly flat countryside, some farms and nice scenery. Whitehall is a pleasant place to walk about and claims to be the birthplace of the U.S. Navy, which seems strange, given the distance to the nearest ocean and the surrounding countryside. (I think there are a number of places that claim to be the birthplace of the Navy.) It was here that Benedict Arnold led the effort to build a fleet of boats to battle the British at Valcour Island on Lake Champlain. Though the battle was lost, the outcome was a decisive victory because the British never advanced south.

Once at the lake level, the topography takes on the feel of a valley. Eight miles on we anchor in a small place called Red Rock Bay, a wild and largely secluded place beside a steep hillside and setback from the channel by a small barrier island of tall grass. There is a narrow path through milfoil grass, an invasive waterweed. Early the following morning, high winds are reported in Burlington, which we hardly notice in our snug anchorage.

Day six is clear and windy once we get farther up toward Chipman Point, a small marina with two wonderful old grain storage buildings. We call ahead and arrange for stepping in Westport, New York. A few miles further, the restored Fort Ticonderoga comes into view, but there is no dock available for an easy stop. As we continue north, the lake becomes wider, then narrower, and

then still wider past Fort St. Frederic and Port Henry.

We arrive at Westport Marina, which does a great job in rigging. Linda goes into town for a nice walk while I connect and adjust. Last fall the lake level was the lowest in many years, but now the water is washing over some of the fixed docks. It is evening by the time we take on fuel, shower and get underway. We cross to the east side of the lake and anchor in Button Bay, where in 1965 Linda participated in the Girl Scout Roundup that attracted scouts from across the country. We have a lovely dinner and drinks before a beautiful sunset over the Adirondack Mountains and a rising moon.

On day seven we stop briefly at the Basin Harbor Club thinking we can come back for lunch at this fancy resort, but our plans change. We start up the narrow Otter Creek, a seven-mile navigable journey through marsh and farmland to Vergennes, Vermont. Here we dock, walk about with Sasha and have lunch. By the time we get underway, it's mid-afternoon. North of Otter Creek, the lake eventually reaches its widest uninterrupted distance, almost 10 nautical miles between Burlington and Port Douglas. We sail north of Burlington beside an abandoned railroad causeway to an opening that lets us motor into a large Bay before entering the well-protected harbor of Mallets Bay. It is late and we hunt

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Up the Hudson

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around for a mooring we think is assigned to us, which we eventually have to sort out in the morning.

This was a blessed trip with good weather, no gear failure, or injuries or delays. One disaster was averted when Doug just happened to see Margaret sliding away from her mooring in a high wind one day in Darien. He saved her. The mooring to chain connection had rotted at the bottom. My one regret is that we did not allow time for more stops along the way. I view this trip from the perspective of an aging sailor, done for now with competitive racing and ready for the ease of river cruising – all in all, a very nice cruise.

–Bill Doelger



Sasha observing the locking through as Bill watches. Note the spillway beyond.

NEIYA

If you want a good way to beat the winter blues, why not try ice boating? The New England Ice Yacht Association (NEIYA) was formed to serve and promote safety in the sport and to sponsor races. There are dozens of lakes throughout new England that are great for active racing and casual day sailing from December through March. An active telephone network among ice boaters serves to locate sailing conditions. That information is put on a service line each Thursday and Friday evening, available after 7 p.m. Call 508-481-1011.

Ice boats come in many classes and sizes and can be home built from scratch, using readily available plans or from kits. They can be bought completed, new or second hand. Prices for used boats may range from \$1200 - \$1500. New boats, fully equipped start at about \$3000.

Depending on ice conditions, ice boats can reach speeds two to five times wind speed. Ice boating is a great way to have fun outdoors in winter, enjoy the fellowship of a great bunch of people, experience the thrill of speeding across the ice without



expending fuel, constructing interesting home workshop projects, sailing high-tech craft at minimal cost and affords sailors unusual access to National and International competition. So if you are a Type A person, have an unusually high frustration tolerance, possess reasonable "do-it-yourself" ability, enjoy the outdoors, appreciate the exotic, like to travel, and have a competitive nature, consider joining NEIYA. Dues are \$10 per year.

For further information call:

Greg Cornelius, Commodore 781-934-0623
Luke Buxton, Vice Commodore 978-927-3289
Amos Heckendorf, Sec/Treasurer 508-481-6223
Jeff Soderholm, Service Line, 508-481-1011
Eben Whitcomb, III, Race Committee 860-767-7864

Area managers:

Lloyd Roberts, Maine 207-596-2095
Peter Ashley, Maine-2 207-361-1320
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Steve Dunhamel, Massachusetts 781-826-8004
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Rosebud Redesign

by Ted Grossbart

This fall I contacted Ted Warren to see if he could help me lengthen the bows and sterns of Rosebud. She was designed by Sebastien Schmidt the Swiss Lakes guru responsible for the Alinghi cat. Built to the European Formula 28 rule in carbon and Kevlar, she won the *Worlds* a couple of times before I brought her over from France.

The project was motivated as much by a need for safety as greed for speed. With a 47' mast on a 28' hull and 1700 lbs weight with all gear, the boat gets very intense very quickly in a breeze. Pitchpoling at 28 plus knots off Gloucester two years ago was memorable, especially because with a 34' beam (with the hiking racks) it is a very long way down once the mast hits the water. With fantastic crew (Mark Raymond, Jim and Melodye Mc Carthy, and Larry Rosenfeld) we were able to sort things out quickly with the very skillful help of the Gloucester Harbormaster and the USCG. No one was hurt and we were sailing again in a week as damage was minor. But since that incident we have reduced our sailplan a bit and Ted and I have been discussing how the boat could be redesigned to improve performance and prevent another pitchpole.

Ted has been designing multihulls for many years and in the summer of 2001 set up a professional fabrication shop in Salem, Massachusetts.

We first measured the original boat and Ted put it on AutoCad. He was wonderfully adept at taking my vague suggestions and desires and translating them into practical design decisions. The new bows will be 3 1/2' longer, one foot beyond the forward bulkhead in the picture (next page), and the sterns 1 1/2' longer. The sterns used to end just behind the notch for the aft beam. Total

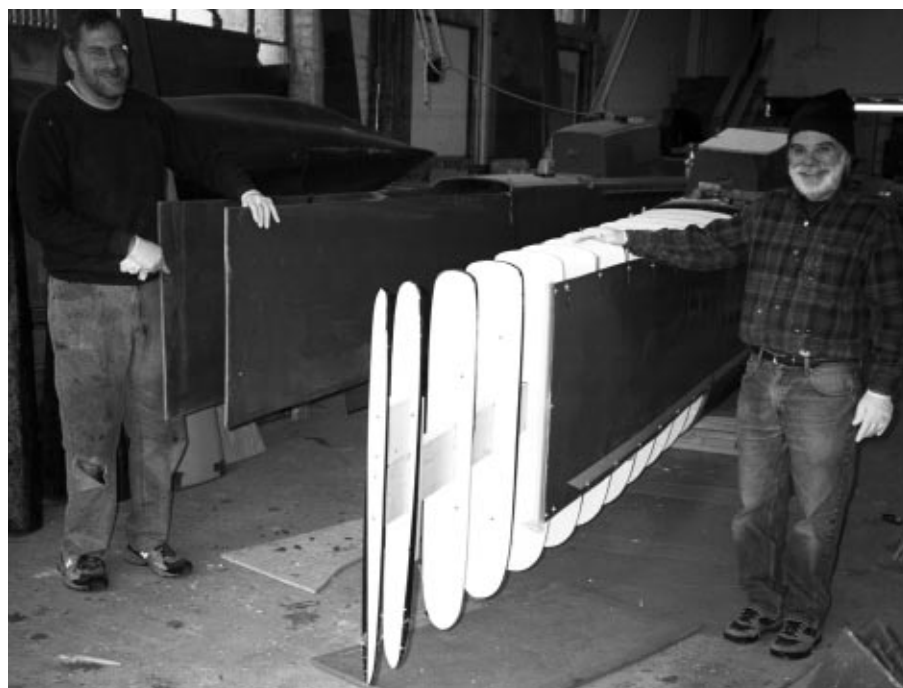
length will go from 28' to 33', with a L/B of 20. We started by cutting off 8" of each bow and 13' of deck and 10' of bottom. We did the cutting with a chop disk in a skill saw—an intense emotional experience for an owner. This allowed us to flex out the side panels as much as we needed to fair in the new bows. We will gain 4" of freeboard at the bow and the forward beam will move up on deck in the same fore and aft position.

The project also includes new carbon tillers and titanium rudder fittings aft, and a shear web from the bow to the first ring frame (a sort of sub-deck halfway up), a full bulkhead at that ring frame, and stingers between that bulkhead and the midships ring frame. The mold stations (white ovals spaced one foot apart in picture below) are printed out full scale and glued to plywood. These are of course temporary only. The resin is a Shell super-strength epoxy and the bog

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Ted Warren (front) and Ted Grossbart (rear) laying up the inner carbon skin of the new bow section prior to vacuum bagging.



The bow decks and bottoms have been removed. Temporary molds are being set up along a central spline (port bow).

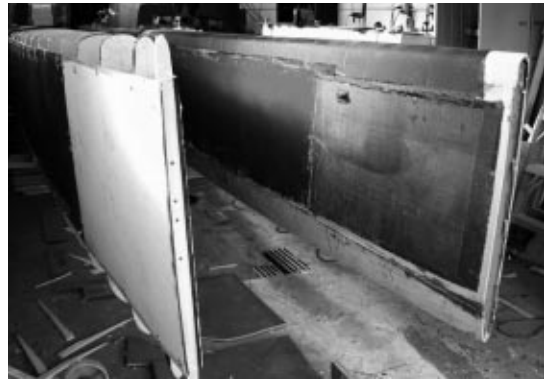
Rosebud Redesign

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is thickened with glass beads. All panels and strips have a Corecell foamcore with vacuum bagged carbon skins.

I've been putting in about 3 days a week and Ted works on the project full-time. Ted keeps coming up with very clever and efficient ways of doing things, combining sound engineering and a continuing zest for finding new approaches to the puzzles of boat building. Things have been going very smoothly so far and we have been having a great time. We hope to finish by the end of January.

—Ted Grossbart
ted@grossbart.com



(left) The stern has been lengthened with corecell strips. (right) The bow has side shins over temporary molds. The starboard bow is complete, but for a 1' nose.

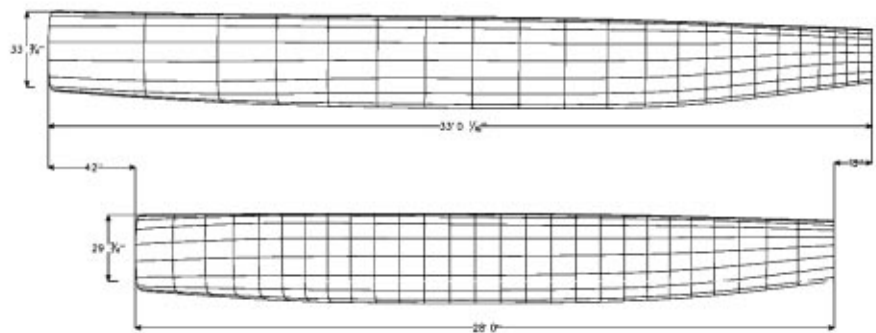
Designer Comments

by Ted Warren

The goal of the project was to gain waterline, displacement forward to discourage pitchpoling, reserve displacement aft for flying a hull, and increased waterline for speed. We took measurements of the old hull and I did a first pass model on the computer. We looked at a few possible enhancements and decided on the one implemented. The additional hull forward statically displaces water and therefore moves the center of buoyancy forward. I then trimmed the boat on the computer until the center of buoyancy matched that of the original hull. We achieved some interesting and desirable changes. The boat will be raked aft. Combining that with the change in deck profile from a slight downward slope to the bow to a slight upward slope increases static freeboard and raises the forward beam. She looks even more purposeful than before.

The addition to the stern is an add-on. It doesn't statically displace water, but the full load waterline when flying a hull is now under the transom.

The shape of the old hull was straight forward. The minimum compound curvature of the hulls forward allowed us to implement the addition with minimum headaches. Stations were



Rosebud
Bilateral Amplification, December 2002
Ted, Warren and Grossbart

extracted from the computer model of the new hull at one foot on centers. The stations were located in the remaining side panels and screwed in place. A spine was inserted through the center of the mold stations and the mold stations for the new section were screwed onto the spine. The new deck and bottom were strip-planked using bead and cove Corecell. Carbon skins were vacuum bagged into the insides of the panels and the panels were glued and taped in place. The outer surfaces were faired with longboards and the outer skin of carbon was vacuum bagged in place. The sides of the addition forward were implemented using half-laminates. A foam core blank was vacuum bagged on a table with carbon fiber skins on one side. The panels were screwed onto the moldforms, and the outer skins were vac-

uum bagged in place. For moderate curvature hull sections, this is a very pleasing way to build.

With the forward sections now long and skinny, we were concerned about strength and stiffness, especially in a seaway. The solution was a shearweb forward, tying the two sides into an "I" beam. The stiffness increase was quite dramatic, as the hulls have little curvature forward.

The project has been implemented very smoothly with minimum problems. The new hulls look like they were originally designed that way. Check out Rosebud II this season, but don't try to catch her.

Ted Warren
Warren Multihull Designs
twarren@alum.mit.edu

Rich Wilson announces attempt to break 154-Year-Old Clipper Ship Record From Hong Kong To New York

Rich Wilson recently announced that he will attempt in March 2003 to break the 154-year-old passage record of the American clipper ship *Sea Witch* from Hong Kong to New York.

NEMA member Wilson already holds passage records in his 54-foot trimaran, *Great American II*, from San Francisco to Boston, and from New York City to Melbourne, Australia.

Wilson will be joined on the Hong Kong adventure by long-time sailor and shipping industry executive Rich du Moulin, from Larchmont, New York. The pair departed Sydney last week bound for the start in Hong Kong.

The two sailors then will set forth in the wake of the legendary New York clipper ship *Sea Witch*, skippered by Captain Robert "Bully" Waterman, which in 1849 entered port in New York, 74 days and 14 hours out of Hong Kong, setting a record under sail for the passage that has never been eclipsed.

From Hong Kong, *Great American II* will sail south through the China Sea in a region filled with shoals, ships, pirates, and oil fields. After crossing the vast Indian Ocean, they will have to weather the perils of the Agulhus Current before rounding the Cape of Good Hope, transiting the South Atlantic, crossing the Equator and the doldrums before heading to New York and a finish at the Statue of Liberty.

"A live adventure—whose outcome remains uncertain until its conclusion—is a powerful way to fuel a rich educational experience for students," Wilson said. "That's really what this voyage is all about. Putting another record in the books will be a nice accomplishment, but the real satisfaction will come from firing the imagination of thousands of young people in subjects like math, ocean sciences and astronomy, or having them

understand what individuals are capable of when they persevere."

Wilson's last record attempt in *Great American II* finished in Melbourne in November last year, after a 68 day 10 hour passage from New York City that broke the record set by the American extreme clipper ship *Mandarin* as she carried prospectors to the Australian Gold Rush in the winter of 1855-56.

Before that, in 1993, he sailed the same boat around Cape Horn from San Francisco to New York, breaking the record of the clipper ship *Northern Light* and setting a new mark of 69 days 20 hours. A prior attempt in 1990 in a previous *Great American* trimaran nearly ended in tragedy when she capsized in hurricane force winds and giant seas off Cape Horn. Wilson and his crewman were rescued in a daring feat of seamanship by the containership *New Zealand Pacific* that went to their aid.

Wilson, 52, lives in Rockport, Massachusetts. Raised and educated in Boston, Wilson, received an A.B. Degree in Mathematics from Harvard College, an S.M. Degree in Interdisciplinary Science from MIT and an M.B.A. from Harvard Business School. He has worked as a math teacher in Boston, a defense analyst in Washington, DC, and as technical consultant on power/desalination plants in Saudi Arabia. He was also a successful investor in six entertainment companies in Massachusetts.

In 1980, Wilson became the youngest overall winner of the prestigious Newport to Bermuda Race skippering *Holger Danske*. In 1988 he won his



Rich Wilson and Rich duMoulin in Sydney, Australia

class sailing the 35-foot trimaran *Curtana* in the Carlsberg Single-handed Transatlantic Race from Plymouth, England, to Newport, Rhode Island. Wilson keeps in shape for ocean voyages by swimming and running and has completed four Boston Marathons.

Richard du Moulin, 56, lives in Larchmont, New York. His love of sailing and his career in the shipping industry indicate the depth and breadth of his passion for all things maritime. He holds a Bachelor of Arts and a Bachelor of Engineering from Dartmouth College, and an M.B.A. from Harvard Business School. Du Moulin has competed at all levels of sailing competition including four America's Cup campaigns, two Transatlantic Races, and 17 Newport-Bermuda Races. In the shipping industry, he spent 15 years with Ogden Marine, Inc., after a three year stint as a US Navy officer, then bought and operated Marine Transport Lines. He sold the company after 12 years and with a partner founded Intrepid Shipping in Stamford, Connecticut.

You can track the voyage of *Great American II* on Wilson's website, www.sitesalive.com.

Caribbean Cruise

by Tom Cox

Last fall I delivered the 38' Newick Native trimaran *Wings* from Miami, Florida to St. John, USVI with her new owner, Dave Poole. After a perfect passage of 10 days, I found myself with 2 weeks to spare, and emailed Joe Colpitt, knowing he was planning on sailing his 56' Gold Coast tri to Guadeloupe to see the Route de Rhum finish. "Yo, Tom, sure I could use some help with *Virgin Fire*. Come to the West End in Tortola." We worked for 5 days and launched on Wednesday, 11/13 (1). After a 2 day pitstop in St. John, Joe and I sailed overnight 100 miles to St. Barthelomy (2) to pick up Randy West.

We three departed for Guadeloupe on Monday, 11/19 witnessing a volcanic eruption on Montserrat during the night. We lounged for a day in Des Hais, Guadeloupe, lunching at *Le Coin Pecheur* (3). Wednesday 11/20 we sailed down the west coast to Pointe a Pitre where Joe's friend Deb Clark joined the party. Anchored off the channel just outside the municipal marina, we had a prime spot to view the finish. A chance encounter with Alex Mevay (Triad race crew) led to a plan to tour the Chute de Carbet waterfalls (4) on Friday 11/22 where we all swam and soaked in the hot springs (5).

We five dined together aboard *Virgin Fire* that night – for desert we saw Ellen Macarthur first across the finish line on *Kingfisher* (60' mono). Next morning it was Mike Golding skippering *Ecover* (60' mono). Saturday afternoon we spied a big roach main on the horizon, piled into the dinghy, and zoomed out to greet Michele DesJoyeaux in *Geant* (6) first multihull (60') and ET winner.

What a tour de force – what great company – and what a fast, able, comfortable yacht is *Virgin Fire*! Thanks a million, Joe for being such a gracious and generous host.

–Tom Cox



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Single Membership	\$25	_____
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Directions to Anthony's Pier 4

140 Northern Avenue, Boston (617) 482-6262 (Free Parking)

From the South: I-93 (Southeast Expressway) North to the Central Artery in Boston. Just north of the South Station Tunnel, take Exit 22 (Atlantic Ave./Congress St./Ted Williams Airport Tunnel). At the light, stay right to go onto Northern Ave. toward the Seaport and Airport and cross the channel. Turn left at the 2nd light after the bridge and immediately bear right into Anthony's parking lot.

From the West: Mass. Pike East all the way to the end, then I-93 North, then follow "From the South" directions above. You will be exiting almost immediately.

From the North: I-93 South to the Central Artery in Boston, then take Exit 22 (South Station). Turn left at the top of the ramp, and drive past South Station and across the channel. Turn left at the 3rd light after the bridge, and take another quick left at the water. Immediately bear right into Anthony's parking lot.



NEW ENGLAND MULTIHULL ASSOCIATION

P.O. Box 1152, Boston, MA 02205

First Class Mail

Annual Dinner Meeting

Saturday, February 8

Anthony's Pier 4

140 Northern Ave., Boston

Schedule

6 p.m. Cocktails

7:30 Dinner

8:30 Presentation of 2002 Season Racing Trophies

9 p.m. Featured Speaker, Yann Penfornis

Reservation Deadline: 2/03

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, its never been used and now its storage space is also now needed for other things. 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 Caiazzi 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.

2000 Splendor 24' Diesel I/O Power Cat

Yanmar 230 HP FWC turbodiesel/very low hours. Cruises at 40 mph. Queen Berth cuddy; fully equipped for week-ending. Asking \$39,000. S.W. Florida. For full specs and many photos online contact Tom Motley. tmotley@gwi.net 239-540-3998

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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