

NEMA

NEW ENGLAND MULTIHULL ASSOCIATION



Trailer Sailers: Chris White Discovery 25 (at left) and a Weta flank the refreshments spread at the Herreshoff Museum docks.



Aboard Aldora: (l to r) The Bingham, Ira Heller, Judy Gould, Keri Spiers, the Nicholsons.

NEMA Gathering at the Herreshoff Museum

Photos by Tom Cox

On May 21, NEMA kicked off the 2011 boating season with an event at The Herreshoff Marine Museum in Bristol, RI. There were multihulls displayed on the water at the dock and on the dock. After lunch, time was available to tour the museum, where Amaryllyis, Nat Herreshoff's revolutionary catamaran, designed in 1876, is on display (photo, right). A large turnout of NEMA members and sponsors enjoyed touring all the boats and the museum.



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Three Little Birds: Mike Lipton and Jesse Deupree chat on the stern of this PT-11 racer/cruiser built by Aquidneck Custom of Bristol RI.

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 See the website for membership application and meeting information.

Herreshoff Museum
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**Aboard Blackbird: Standing: Greg Feldman, Francine Chu, Richard Bryan.
 Seated: Ken Levitt, Judy Gould, Dale Lincoln, Chris Morris,
 and owners Susan & Nick Nicholson.**



**A View Down the Dock (L to R):
 Leopard (Chris White Atlantic 57) and Aldora (Outremer 43) at the Herreshoff Museum docks**

**Spencer Merz,
 Jocye & Al
 Sunderland enjoy
 the sun and fun.**



Behind the Scenes of the Multihull America's Cup

By Lars Svensson

The next America's Cup, the 34th, (AC 34) poses some interesting issues that first loomed on the horizon in February 2010 at the 33rd America's Cup Race (AC 33) in Valencia, Spain. These issues included the high likelihood that AC 34 would again be raced in multihulls and hence posed new challenges of design, costs, owner involvement, crews, race rules, and tactics. I was fortunate to have been at the 33rd AC and had the opportunity to speak with a number of the people involved. Our discussions were in confidence at the time because of the uncertainties of the next AC format and of the possibility of future multihull use. Now that this has been decided I am free to share information from some of these earlier conversations.

Whether to race the America's Cup in multihulls has been a \$100 million question after Valencia. One of the first concerns was whether it would even be possible under the Deed of Gift stipulations guiding the AC. Steven Tsuchiya, a friend of historian John Rousmaniere, has researched the history of the Deed and its implications for this decision. His take: "Based on the Deed, a race of mutual consent, it would be possible" to use multihulls if all parties agreed.

Another question was whether there was the motivation to repeat the AC in multihulls. After introducing myself as having raced a 60-foot ORMA trimaran (*Larus Roc*, ex-*Paragon*), I asked several people for their views. Paul Cayard, the winner of previous ACs and Whitbread Round-the-World Races commented, "The problem is the cost for most teams". I asked what he thought about a box rule, a racing format he had proposed previously together with Russell Coutts to help contain costs. "A box rule

would work – that's what Russell Coutts and I tried to do with the 70-foot trimaran racing circuit. It would be difficult". After thinking some more he said, "We have, of course, the Little America's Cup and something like that would work". Indeed, the Little America's Cup had been the ground-work for the new AC format, including the fixed wing that *BMW Oracle* used. Paul has announced recently that he will be leading 'Team Artemis', the Swedish entry. Paul is

Oracle". Vincent was part of the design team for *BMW Oracle* and with a likely French entry, the question will be who he'll work with, since VLPL has been the leading designer of French racing trimarans for many years.

Cam Lewis, has raced all sorts of multihulls, including the 1988 Deed of Gift Challenge Race in the solid wing mast catamaran *Stars and Stripes* with Dennis Connor. He also raced the 105-foot catamaran *Team Adventure* with Larry Rosenfeld. Cam was enthusiastic. "Once you've tried and ridden a roller coaster, you may get addicted to the ride. If you've never tried a roller coaster, you don't know what you're missing, unless you try one. That's the problem, that there is not much motivation among teams (because of experience) and the costs would be high. The boat crews



BMW Oracle (right) flying at Alinghi. Note Alinghi did not have time to turn to starboard and downwind to avoid Oracle but had to turn to port and upwind, because of the difficulty in turning downwind on a big multihull.

married to a Swede, the daughter of Pelle Petterson, himself a famous Swedish Olympic sailor and skipper of Sweden's AC challenges in 1977 and 1980.

I spoke with Vincent Lauriot Prevost, of Van Peteghem Lauriot Prevost Yacht Design (VPLP) and the designer of many successful racing French trimarans, what he thought. "Personally, I think it would be interesting, but if *BMW Oracle* wins, it is unlikely to happen. Bertarelli would like to do a multihull AC but I don't think he'll win. I of course support *BMW*

would be keen to do it again."

Technology and the Wing

Joseph Ozonne was the wing design coordinator for *BMW Oracle* and worked for VPLP on ORMA 60s. He was excited about the technology and the concept of advanced specialized teams for hulls, foils, wing, mast, new software products such as Solid Works (developed by my neighbor Michael Paine) and Rhino, and that all these could be brought to bear on designing the state of the art type of boat

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Photo Courtesy of Lars Svensson

Inside the America's Cup

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like *BMW Oracle*. Joseph stressed the importance of a “global package” in developing the boat. He spent nearly three quarters of an hour over coffee detailing the benefits of a wing sail, including the engineering aspects, which were very interesting although regretfully much went over my head. The benefits included that it is easier to model, with less load on the mainsheet, lighter weight, higher lift coefficient and hence less compression loads, easier to deal with the pressure gradients from the top of the 225 mast to the bottom, quicker self tacking and acceleration, and less drag.

With the two-element wing, the leading piece keeps wind attached to both sides and then the slot between the two allows wind to flow from the forward piece through the slot, to the leeward side of the trailing second piece. This further enhances leeward adherence of the wind with less shear and turbulence. Hence, wind shear is reduced and drag reduced. The slot is also increased by greater camber in the wing. I asked him why they opted not to have two slots like the C-class boats. “The lift coefficient is so good. Therefore we don’t need (to) increase the number of slots and complexity. When we need more lift, we can also add the gennaker which the C-class cannot”.

With ORMA 60s the wing mast rotates like on *BMW Oracle*, so I asked him how that changes with a wing mast. “We have a sensor in the wing’s leading edge (the sort of eyes on the leading edge), they look like eyes, and from our computations we get the right angle”. There did not appear to be many tell tales on the wing mast, so I asked him how they sail it and setup the sails correctly. He replied, “The first time the crew took out the boat, they thought they could just go out and sail the boat, and came back saying it did not work. We then had to convince them they would need to sail by the numbers and the information from the sensors, computed lift coefficients, optimums and then (they could) achieve

the predicted targets”. These targets were confirmed by sailing to the maximum and then reaching the stall points of the wing. I asked “How important is curvature and camber when for airplanes this is small?” “For planes this is not important but for birds and lower wind speeds it is and that is why it has a high reserve camber. I wish I had 5 years to further develop the wing design but we had a time limit to come up with a high lift coefficient wing sail”. Well, now he has that. He thought it would remain to be seen what happened “but eventually it will have to happen”. An accurate prediction, with perhaps the knowledge of what the team was thinking.

At the cocktail party on Monday evening, after some listless sailing but very impressive performance with no wind by *BMW Oracle*, I talked to Russell Coutts. He was excited and animated about his team’s performance in the weak breeze that day. “Did you see how she did?! Were you on the water?” I had been on the water on the media boat and had been watching the virtual sailing screens and with just their wing mast versus *Alinghi* with soft main sail, *BMW Oracle* was doing 4-6 knots while *Alinghi* was doing 3-4 knots. So, was he interested in another AC multihull race. “Yea, definitely!” Clearly further discus-



BMW Oracle foredeck and wing mast. Note the pressure sensor port, gearing for the wing mast and longer amas than center hull.

Photo Courtesy of Lars Svensson

sion was going to have to wait until after the races. He asked me, “Where do you race out of?” and I related some of what we had done with our 60-foot trimaran and that I had kept my boat near Newport in Wickford, RI. “Newport is a great place,” and clearly he’d like to see some AC races there. Obviously, I could not pursue this further, given his position, but clearly Newport has a rich AC history with the most AC races held there and Larry Ellison is rumored to have purchased one of the Newport mansions recently.

On Sunday night, I asked Ernesto Bertarelli if he wanted another AC multihull race. “Yes, but first I must win”. It will be interesting to see what campaign, if any, Bertarelli mounts, since his boat was a catamaran but with soft sails. Building a smaller boat will not likely be a problem, but building a wing sail, something that the team did consider for Valencia, will be more challenging.

I had lunch with Loick Peyron on Day 6, a day off. This was the day before he helmed *Alinghi* in the first upwind leg,

the only time he helmed a leg, and that leg was also when *Alinghi* outperformed *BMW Oracle*. More of our conversation is detailed in the sidebar on page 7. Loick and I shared a lot in common and many years before he’d competed against and had been beaten by my old boat (as *Paragon*). We had a very good conversation, and his

Photo Courtesy of Lars Svensson



Ernesto Bertarelli and Alinghi crew passing close to us and waving before the first start.

Inside the America's Cup

(continued from previous page)

comments were incisive and his charm gracious. Concerning the America's Cup, he felt that something like a 100-foot boat would be ideal because of the excitement of close-handed sailing and that, with a careful box rule, costs could be contained. As it has turned out, he and his brother have joined together to mount an AC campaign. They would be a formidable team because France has the most experience with large multihull designing, building and sailing. There is the potential for a first-time-ever win by France of the America's Cup.

At the *Alinghi* base, a group of us had a chance to speak to Lord Richard Branson about his views. He made it clear that he was not planning to race a *Virgin* boat unless his friend Sir Keith Mills from *Team Origin* withdrew. "Britain has a well sponsored boat, but if things should change then I would consider (an entry). At this stage there are no plans for a *Virgin America's Cup*". He made the comment that he thought that most owners would prefer to race a monohull but volunteered "I like small boats like Hobie cats and enjoy sailing them" at his BVI residence at Necktar Island, BVI. With *Team Origin's* withdrawal, the opportunity for a *Virgin* team may be possible.

Catamaran vs. Trimaran

Now that the decision has been made for an AC catamaran race, some new questions arise. Most owners are sailors and they have traditionally liked taking the helm. With multihulls there is a steeper learning curve, because of the quick changes and increased speed. The line is finer between success and error. Helming is less conducive to the owner driving, although Larry Ellison was on the stern of his boat during the second race in Valencia. The cost of developing *Alinghi* and *BMW Oracle* was clearly very high, in the range of \$100-\$200 million, but these were bigger boats than the new 72-foot AC boats. This may still present a barrier to entries. Ron Young managed Bill Koch's successful

AC cup campaign in 1992, which was the last successful campaign by an American syndicate (*America 3*) prior to AC 33. Ron offered the insight that the quoted amount for a campaign, such as Bill Koch's \$68 million, is rarely a true reflection of the cost and that total costs may be considerably more. Clearly the box rule and a boat that is no bigger in length than the 1988 60-footer, with a wing mast, helps to contain costs but does not sacrifice much in speed and

Photo Courtesy of Lars Svensson



Asking Larry Ellison questions at the press conference.

Photo Courtesy of Lars Svensson



Chatting to Lord Richard Branson

drama. The costs of the wing mast, however, are less well defined.

Does the decision to choose a catamaran versus a trimaran matter. In the AC 33 race it became obvious very quickly that the *BMW Oracle* boat was going to be sailed as a catamaran, with two hulls out of the water, and not as a trimaran. Obviously, the ORMA class trimarans were in the same way also sailed mostly as catamarans. So what then were the advantages of a trimaran

over a catamaran, particularly since sea state was not much of an issue. The races were going to be held in less than 15 knots of breeze and so the benefit of upwind performance and sailing close to the wind was not much of an issue. Upwind performance was not so different because both boats had hull foils that could be used to improve the upwind angle to the wind. I asked James Spithill about this. "You've stripped off the central rudder, dagger board and are sailing the boat like a cat. Tacking is traditionally better with a trimaran. Is the center hull necessary?" Downwind pointing may also be affected. His comment was, "You are correct. (The center hull is) still needed to add stiffness. The center hull allows us to move the wing mast backwards and forwards along the hull, which we could not do with a catamaran". Looking at the boat from my photographs and the aerial views, it is clear that the outer hulls (amas) on *BMW Oracle* were considerably longer than on *Alinghi*. The rules stated the boats had to be 90 feet long at the water line and up to 90 feet wide.

What, then, was the advantage of a trimaran? With these parameters there were two. With its three hulls, a trimaran floats on its center hull when at rest and the amas are either out of the water or bouncing on the surface, so the center hull would establish the measured length of the boat. This thus allows the amas to be considerably longer, as was the case here, whereas with a catamaran, this advantage can not be obtained other than by making long bows that are out of the water. However such a configuration does not aid performance much because of the resulting curved shape of the under-water segment. Hence, *Alinghi's* legal challenge regarding *BMW Oracle's* length. The other advantage was that when sailed as a cat the full length of the trimaran's amas could be utilized and the length of the hulls is a very important contributor to speed. This holds true quite well even for large multihulls, such as 60-foot ORMA trimarans. Another potential benefit of a trimaran is that there are two hulls that can have water

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Inside the America's Cup

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ballast added, instead of only one. The disadvantage of a trimaran over a catamaran is the potential extra weight of the boat.

Tactics

The race tactics used are also interesting. For AC 33, the first race was a traditional windward leeward course, but over 40 nautical miles. *BMW Oracle* won this race by 15 minutes and 25 seconds. The second race was a triangular circuit with the base of the triangle on the windward side of the course, allowing for a fast beam reach, for a total distance of 39 nautical miles and *BMW Oracle* won this by 5 minutes and 29 seconds. On the beam reach, the virtual screen showed *BMW Oracle* reaching up to 33 knots. I had a conversation with Ed Baird, who has enjoyed sailing trimarans in the past. The obvious concern would be the speed and rapid acceleration of multihulls and Ed noted that when sailing from 45 degrees to 75 degrees there is a risk of rapid acceleration and capsizing as they had experienced during training with an ORMA 60 trimaran. He put this down to their crew's inexperience and poor communication. This danger led to changing *Alinghi's* design, to make the nets closer to the water, so that if she capsized, the crew would not be suffocated by the nets. Also, all of the crew carried knives because of the huge size of the nets in case they needed to escape.

I asked about the dial-up, since the boats' closing speeds will be 30 knots to 40 knots when entering the starting box and it is very difficult to turn a large multihull quickly down wind and gybing it. Obviously, the port boat is required to give way upon entering the course. Ed agreed. "Yes. It takes more time". Having once nearly T-boned a Swan 55 with my 60-foot trimaran while on a port close-hauled tack at 16 knots, I am well aware of this difficulty. *Larus Roc* would not turn behind the approaching Swan and only a quick tack prevented an accident, with my 52'-beam boat missing

the Swan by about ten feet.

The AC starting area maneuvers are interesting to watch, too. When Bertarelli was at *Alinghi's* helm and entering the starting box, he was heading directly at *BMW Oracle* and initially tried to turn downwind to gybe around and the windward ama dipped. The AC commentators missed this, but it was clearly seen from vantage points on the water at the race start, but not from the helicopter's video. Bertarelli was then forced to tack very close to *BMW Oracle*, because his boat was not gybing fast enough. This resulted in a penalty point and *Alinghi* later made her required penalty turn at the finish line.

What about man overboard procedures? Ed noted that for AC 33 the chase boats would pick up anyone who fell overboard and that there would be no resulting penalty unless it was a deliberate crew reduction.

He noted that, when looking for pressure on a downwind leg, the crew needed to look downwind for evidence of the wind, since the boats sail faster downwind than the wind does. This is a counter-intuitive notion for many. Indeed, an ORMA 60 can sail at 2.5 times the wind speed in light winds. He pointed out that Russell Coutts would release a balloon at the windward mark and see if the crew could beat the balloon to the finish line.

Compared to monohull America's Cup racing, it is noteworthy that wind direction and tides will be less important, whereas wind strength will be much more important – wind speed increase from 6 to 7 knots can increase boat speed by 20%. Ed expected there to be fewer tacks in the multihulls, because boat speed drops by about 70% and the boats lose 20 to 30 seconds per tack. Hence, there are fewer tacks in multihull racing duels, but each boat still keeps in

contact with its competitor. Ed expected there to be larger distances between boats and little "TV of both boats" This was largely true during the AC 33 racing, except for at the end of the first leg of the second race.

Marketing the America's Cup

It will be important for the next America's Cup to engage viewers in the racing action. Virtual sailing screens, overview footage, including mast cameras and helicopters, showing the action and the much more active process of sailing multihulls, will help draw in TV/Web audiences. Furthermore, the potential for dramatic crashes and crash boxes breaking off (part of the design of the new AC boat bows), will even attract some interest,



BMW Oracle approaching start line from starboard

Photo Courtesy of Lars Svensson

dare one say, from those who watch NASCAR (as Cam suggested) and certainly Formula 1 racing. Just as Formula 1 racing shows off the latest technology that then trickles down to everyday cars, so the modernized update of the America's Cup will undoubtedly have spin-offs for everyday sailors. It is thus ironic that multihulls are no longer competing in the Olympics and that in the latter 1800s, Herreshoff's sailing of a faster catamaran resulted in stricter limits to the boats allowed to compete in the America's Cup and a lost century of potential multihull development. Maybe this time the audience for AC racing will be bigger than for bull riding, which was more popular than AC 32 on the cable channel 'Versus' during the 32nd America's Cup.

Inside the America's Cup (continued from previous page)

For sailors, the contribution of the new AC format will be very important, rejuvenating the sport of sailing, bringing in new young sailors who are more action-orientated because of computer

games, increasing the advertising audience, and developing more advanced technologies such as wing masts for more boats.

Lars Svensson, MD, PhD, raced his 60-foot ORMA trimaran from 2006 to 2008 in 9 races in New England and in the

Caribbean, winning 7 of them. His team's record of 60 hours for the Marion-Bermuda race still stands. He now sails a Corsair F31 with his family.

This article and the sidebar, below were edited by Sydney Miller.

Lunch with Loick Peyron

By Lars Svensson

On Thursday the 13th of February at the 33rd Americas Cup, I had paella lunch with Loick Peyron and his charming wife Christina. Loick and I had struck up a conversation about sailing ORMA 60s. He had raced against my boat in the 1980s and 1990s and when he heard the name of *Paragon*, he threw up his arms and said what a great boat and how ahead of her time she was. During our lunch I had the opportunity to ask him many questions about his thoughts about the America's Cup and around-the-world sailing.

achieved). At 15 knots (wind speed), *Alinghi* may get 33 to 34 knots (boat speed) but that is because of big sails and not reefing. Acceleration is very fast with *Alinghi* as with the ORMA 60s, but not as fast, but once up on a hull it's very stable and feels very safe. Not like ORMAs (where there is a) concern for capsizing and edge. Also *Alinghi* does not have the acceleration of an ORMA 60 when going from 35 to 110 degrees and there is concern about capsizing. (There is a zone where it is a) little nervous from 45 to 75 but then the boat is very stable."

LS: What about an AC multihull?

LP: Certainly would be interesting.

LS: What box rule would you envisage? 70 foot?

LP: Well I've been thinking a lot about that. No, 70 is too slow and small. Would need 100 foot. Would be a good size and not scare teams off. Look at Dubai Arab class boat – it's 100 feet.

LS: Would you have a triangular course like ORMA 60s?

LP: Not sure but I've been thinking a lot about this. The problem with multihulls is that tacking duels will be minimal. Probably would be better to have gates that boats go through.

LS: With the death of the ORMA class, what do you think of the proposed 70-foot ORMA or 70-class races suggested by Coutts and Cayard?

LP: The problem is the boats may have

inshore races for the public but that does not work. As far as the public is concerned, that's off-shore. It has to be in harbors, like Claire Fontaine and here in Valencia (which are raced with 40s). Also, the Extreme 40s. The public loves that. Look at the ORMA 60 in Nokia OOPs. I raced them in Stockholm harbor. It was great. That's what we need.

LS: What about the Round-the-world, non-stop multihull races? Obviously sponsors and the public like the stops like in the Whitbread and Volvo Races. LP: Interesting, I was talking to my brother today about that this morning. 70s are obviously too small for Around the World but going back to the Arab class, they need to be 100 feet and there are already two of them. I think there should be something like 100 feet (race boats) around the world.

LS: Like the Race?

LP: Yes, but with stops; in-harbor racing. But 70s are too big and inshore with them does not work. I think you should have the 100-footers from port-to-port like Volvo.

LS: And then have smaller boats like 40s in harbor?

LP: Yes, you have to have small boats in harbor with the same crew sailing them. 40 foot maximum because they need to fit in containers. It's ridiculous to have big grinder crews flying in for the inshore races – it's too expensive.

LS: So should there be powered winches and hydraulics?

LP: No, no, no. I don't like that at all. For this race I was against power. but this is about the best technology.

His final comments were: "Impressive. Happy to be here. Great event. Planning the next step". Will the 34th America's Cup, AC 34, be the first win for France?

Photo Courtesy of Lars Svensson



The author (L) and Loick Peyron over lunch.

Lars Svensson (LS): What are the biggest differences between ORMA 60s and *Alinghi*, apart from light-wind speed?

Loick Peyron (LP): "Well, ORMA 60s are faster and more on edge but because sailing with two reefs you can have lower center of moment and thus faster in strong winds (higher speeds can be

The *HMS Beagle* Sails Again

by Randy Dickson

Dawn, my wife, is directly descended from Charles Darwin. So, as we considered buying a boat, we had images of adventures far and wide, just as Darwin had on the *HMS Beagle*. Our goals for adventure are more modest, but we still needed a vessel that would get the family out on the water, be fun to own and be easily transportable so we could venture all over New England. Oh, and we didn't have the resources of the *Beagle's* Captain, Vice-Admiral Robert FitzRoy, to bankroll this operation.

Having read *Multihulls Magazine* back in the early 90's, and having lusted after a Dick Newick Tri parked down the street on Granite Pier, I had been introduced to trimarans but hadn't sailed one. Now, 20 years later, we had narrowed our initial sail boat search down to three monohulls: the Rhodes 19, the Lightning, and the Flying Scot. All great boats in their own right, but the intrinsic qualities of Ian Farrier's folding tri were compelling. And, while we dreamed about the new F-22 or a Corsair 24, our budget called for something more affordable.



Tramp as it sat in Long Island Sound by the seller.

Our exploration craft would need to be trailerable with our existing small SUV; capable of sailing with six on board; and substantial enough to handle heavy duty work. Our open-ended objective is to sail in and around New England – on Lakes Champlain and Winnepesaukee, and off the coast along the North shore of Massachusetts, Cape Cod, and down to the Connecticut coast. We aren't experienced sailors yet, but I did grow up sailing around the bay in an O'Day day sailer.

The Farrier Tramp was perfect for

us. Called the Eagle in its US production form, it was Ian Farrier's first fiberglass production folding tri. The Tramp fit all our criteria. And while it may be slower than its younger cousins, we are confident that it's faster than the monohulls we had considered. The

previous owner claimed he sailed it to 12 knots; what speeds can we get out of her?

The Tramp can take up to six people, though of course not at any double digit speeds. It has been said that it was an overbuilt boat to begin with, and already on the heavy side. Heavy, perhaps, but also durable: this is a 30-year-old boat.

The Tramp we found in New York was not modified in any way, though its mast has been replaced, and it shows no signs of abuse. That said, almost everything can use lots of TLC. The aluminum rudder is so loose and cracked that we are seriously thinking of replacing it, rather than making repairs. The bottom paint is over 1/8" thick, and it's starting to chip off wholesale, revealing the original gelcoat. This is not to complain: it's a good package at a great price, and we are looking forward to many adventures around the lakes and bays of New England.

Before those adventures begin this Spring, we must learn all the ropes and rigging, figure out what is missing and how to replace it. We have four sails (main, jib, spinnaker, and genoa), and some but not all battens, and a traveler that does not (yet) travel.

Ian Farrier's Tramp design was



Randy pulling out the tools to adjust the ama (float) support before the long road trip from NY to VT.

Dawn Dickson Photo

Photo Courtesy of Randy Dickson

HMS Beagle

(continued from previous page)

Randy Dickson Photo



**On the way home we took a detour to Keene, NH to visit friends.
(L to R) Dawn, Katelyn, Matt and Lisa doing a little road sailing aboard the Tramp.**

produced by three manufacturers over the years. The original "Tramp" was produced by Australian boat manufacturer Haines Hunter from about 1980 to 1983. The second production run was called the "Eagle", and produced by Pyramid International in Houston, Texas. The third was called the "Tramp" again, and produced by Ostac Yachts in Australia. The Ostac version is known for its bigger cabin, dagger board instead of

a center board, and its sandwich construction, which brings its overall weight down.

Ours, built in 1982 by Haines Hunter, has a HIN of "8211485T", but has a sail # of "92." That prompted us to question what number in the production run was ours, but even Ian Farrier could not help us with that question. Of course, the main sail may not be the original. We are the third owners of this white-hulled

Tramp; both previous owners were in the Long Island Sound area.

The boat came with a lot of equipment, including a great galvanized trailer, a little two-stroke Evinrude, VHF radio, compass, anchor, sail cover, roller furler, bumpers,

Here are some of the specifications of a Tramp:

- * LOA = 19' 6" / 5.95 m
- * LWL = 19' 6" / 5.95m
- * Beam max = 14' 9" / 4.5m
- * Beam Folded = 8' / 2.44m
- * Displacement = 1400 lbs. / 640 kb
- * Draft min. = 14" / .36m (boards up)
- * Draft max. = 4' / 1.22m (boards down)
- * Outboard = 4 to 6 hp.

Randy Dickson is a new NEMA member, and is now dragging his wife, Dawn, into the wonderful world of sailing. Having just purchased an old Tramp this past fall of 2010, they hope to be on the water this summer, 2011!

This article was edited by Andrew Houlding.

Randy Dickson Photo



Tramp parked in its new home in West Hartford, VT, showing a view of the Farrier folding system which, though improved over the years, still retains the basic principles used on the Tramp.



Randy Dickson Photo

Survival Equipment Demonstrations at the NEMA General Meeting

by Ed Sinofsky

The March 31, 2011, NEMA General Meeting at the Savin Hill Yacht Club included a social hour filled with pizza, beer, lemonade and discussions of Spring, and we were treated to a presentation by two representatives from Life Raft and Survival Technologies of Tiverton, RI. The two Brians, self described as one tall and one not so tall, from LRSE (Life Raft and Survival Equipment) brought a box of survival equipment, flares, and even a real life raft to teach the NEMA membership a little more about the latest and greatest in safety and survival technologies.

The first new thing they talked about was a remote MOB module that would self inflate when triggered to make a platform for the survivor to board. The \$1000, 18 pound MOM 600 is water deployed to avoid the survivor having to inflate the unit themselves. It looks like a big seat cushion in the undeployed state.

The discussion then turned to PLBs, or personal location beacons. These beacons are registered to the user so when activated to send for help, the rescuers know who they are looking for. The PLB sends the survivor's location by satellite to other boaters and the Coast Guard.

They then spent some time discussing PFD technologies. Barbara Watson volunteered to demonstrate the inflation of a CO2 inflatable vest. We were told the gas cartridges last indefinitely until they show visible signs of pitting.

To find anyone at night would require the survivor to have a light or strobe attached to themselves or their PFD. One of the Brians told us about the new See Me LED based water activated strobes and lights that sell for about \$25 each. This is a great idea, and several of these are on my *GlowBoat's* spring shopping list.

The topic of tethers then came up and the membership had a brisk discussion about the importance of the release mechanisms and not making the tether too long. Many of these stories were graphic descriptions of why long tethers that allow you to fall overboard may be worse than no tether at all. Ira Heller commented from the back of the room to remind everyone to stay on the boat, and I was thinking the exact same thing.

Our audience volunteer, Barbara, again graciously agreed to try on a full survival "Gumby" suit. Clearly the donning of this suit was something that should be practiced many times before it is needed.

We all agreed that you really couldn't do anything but float in it while waiting for help. Even the act of hanging on to a distressed boat was unimaginable with the three finger gloves.

The next topic was flares and I found this most interesting.



Life Raft Demo: A 4-person Avon life raft is inflated for inspection.

They showed us the two types of handheld flares typically used on our boats. The SOLAS brand is significantly brighter and doesn't drip hot "slag" onto the deck. The cheaper ORION brand needs to be struck like a match, and will drip hot slag on the boat.

We ended the evening by having Brian and Brian show us how a 4 person life raft was inflated. After much hissing the raft was fully inflated upstairs in the club allowing us to take a few goofy photos with several members inside the raft.

After the meeting adjourned many of us had a treacherous slippery ride home in a late season snow event. I hope everyone survived the ride home from the survival equipment meeting.

Ed Sinofsky is the NEMA Vice Commodore, and sails and races his Corsair F24/II GlowBoat from Cape Cod. If not playing with his tri, he is probably windsurfing.

Tom Cox Photo



Barbara Watson dons an immersion "Gumby" suit, assisted by one of the Brians.



Rub a dub dub: 3 men (L to R, Ed Sinofsky, Dave Boettiger, Bob Gleason) try the 4-person life raft on for size.

Tom Cox Photo

Tom Cox Photo

Searching for a Breeze at the Newport Unlimited Race, 2010

by Andrew Houlding

Svetlana Vakhutinsky Photo



Oh! The fickle, fickle wind. It was there, it was filling in, it was dying, it was dead, it was revived, it was filling in, it was here; no, it was gone again. Maddening, titillating, teasing, and then—almost too late!—it gave us a romping good breeze in the final race to the finish line. This was racing in the 2010 Newport Unlimited on the last weekend of August.

There was a nice turnout with a dozen F18 cats joining nine trimarans that included four F27s. I trailered *Skedaddle*, my Corsair 28R to Fort Adams Park in Newport, RI, early Saturday morning and met my crew there: Bob Gleason, who is known to all as a master tactician, and Liz Keith, who had just purchased her first multihull, a C24, and is an accomplished monohull sailor. We rigged and motored out to a spot north of Newport Harbor and milled slowly around as we waited for the breeze to come. It didn't. The race committee eventually decided on a short course that began in a whisper and ended near the eastern shoreline in glassy water. There was some light air early in the race, promises of pressure, but it ended in a slow drift.

Several tris offered tow lines to the motor-less F18s, and we headed back toward Fort Adams. Of course, an on-shore breeze then started to build and the F18s dropped off our sterns and took off, trapped out and flying. We tied up at our berth and rode down to the Ida Lewis Yacht Club, guests of Steve Parks, whose F27 *Flying Fish* bested all comers for the NEMA 2010 season trophy.

Sunday brought another beautiful

sunny day but little breeze. The race course started north of the Newport bridge and headed around Conanicut Island. We had some good views of the Little America's Cup boats winging around and making it look like there was some air pressure, though they needed so little to get moving.

Under Bob's coaching we had a good start and led the fleet tacking, tacking, tacking close in to the Conanicut shoreline, dodging boats at their moorings and docks and occasional rocks as we played a northerly breeze that

Svetlana Vakhutinsky Photo



Trinity, Milagro and Swamp Fox

seemed strongest about two inches off the edge of the island. But as we emerged from the northern end of the island and turned left, the air stood still and we all came to a halt, sails limp.

It must be admitted that there were thoughts of packing it in and motoring back. From the north end of the West passage you can see far down, past the Jamestown Bridge, and it is a long slog back to Newport. We were drifting slowly with the current, but it wasn't sailing and it sure didn't feel like racing. It was hot.

And then we saw Dennis Neuman's F9A *Milagro* begin to creep away. He wasn't motoring. I'm sure he was

scrutinizing his copy of the Eldridge Tide & Pilot book, and I suspect he was flapping the pages at his sails. However he did it, we saw the tiniest little breeze in his sails and we watched as he began moving south close to the West shoreline. We could only watch as he crept away from us, gradually picking up speed and eventually disappearing in the haze.

We slowly drifted with the remainder of the fleet, eventually emerging south of the bridge. I handed the helm to Liz, and that seemed to do the trick: the afternoon on-shore breeze came on, and we were tacking south. *Milagro* was long gone, but the F-27s were close by and we were able to follow *Flying Fish's* line as we turned downwind around the bottom of Conanicut. Steve Parks has the local knowledge of those waters so we chased him—but never caught him—as we sailed on a broad reach to the finish through the dozens of sailboats that had come out to greet the afternoon wind.

Skedaddle finished fifth on corrected time on Saturday and fourth on Sunday, with the F-27s of Dick Bluestein, Steve Parks, Peter Vakhutinsky and Steve Larcen ahead of us. Despite doing a horizon job on us all, *Milagro* didn't make enough time to overcome her -30 rating, but she made an impressive escape.

And this year, the wind has promised to be stronger, more consistent, and dependable. We'll try to be the same.

NEMA member Andy Houlding keeps Skedaddle, his Corsair 28R, on the Connecticut shore of Long Island Sound, near New Haven.

Wind and Waves for the Vinyard Race, 2010

by Harry Whittelsey

Zoom, just before Finishing at the Stamford Harbor Breakwater.

This was the second time Multihulls were invited to race in the Vinyard Race, a classic on Long Island Sound since 1934, a jaunt from Stamford, CT to a mark in Buzzard's Bay and return. The first time we sailed it 20 years ago in 1990, when there were three of us and I finished 1st with *High Flyer*, my Condor 40. We beat John Barry in *Suburban Propane* by seconds, though I do not remember who was third. I was looking forward to racing in the 76th Vinyard Race once again. This was the first long distance racing I did during the 50s and 60s, crewing in classic Mono Sloops and Yawls.

Getting to the race was a true Chinese Fire Drill. The crew of *Zoom*, my Cosrair F31-1D, consisted of Serge Leonidov, Jon Goldberg, James Ebenau and myself. We started out to the race start from Northport Harbor in a Northerly of about 15 knots. The start had been delayed one day due to the Hurricane which had passed the day before. For the start the cold front was sweeping after the hurricane, promising stiff westerlies along the Sound. There were 10 divisions, totaling 73 boats, including five multihulls.

Just as we were entering Long Island Sound from Huntington Bay we noticed one of the covers for the

inspection port on the starboard ama was Gone! And of course the ama was already filled with water! We couldn't race without a screw-in cover - what could we do? Jon, a long time sailor in the Huntington area, said we could sail into Huntington Harbor and tie up on the town dock, go to West Marine across the street, and they might have a replacement, and then maybe we can make the start. I bore off and gybed, and started back south into the bay then down the channel into Huntington Harbor, all about 6 miles. We were doing 12 to 15 knots

down and ready, I hopped on and now off we went north out of the Huntington Harbor channel. Serge removed the old broken rings and installed the replacement.

Once in the bay we started sailing north, with the wind on the nose blowing up into the 20s. The start was off Stamford Harbor, about 12 miles upwind. We were racing to the start without water in the ama! We were watching the divisions starting and we had about 5 minutes to our start as we are sailing upwind through the spectator boats. I

started a tack. As I was using my 14-foot hiking stick, I swung it behind the boom while I stepped around aft end of the boom. The reef line for the 2nd reef wasn't tightened up, it got caught on another reef line, and as the boom dropped to the new leeward side I went off the stern with a backflip. I was in the water with all my foul weather gear, sea boots and my

Mustang PFD - I pulled the trigger. Serge was

nearest on the main, he gybed the boat and headed up to windward of me, Jamie grabbed the helm spun up and in a few minutes Serge and Jon pulled me up onto the Ama. I still had the broken end of the hiking stick in my hand! They headed for the line and crossed about 8 minutes late, starting the deep run with

Serge Leonidov Photo



Jamie Ebenau at the helm.

into the harbor, went to the bottom of the harbor spun around, dropped the jib, unhooked the 12-to-1 main sheet and made a fast stop at the town dock. I ran to West Marine and found the exact replacement, bought it plus a spare along with some Boat Life and headed back to the boat. They had the outboard

Vineyard Race

(continued from previous page)

Photo Courtesy of Serge Leonidov



Zoom Finishing the race in lumpy conditions.

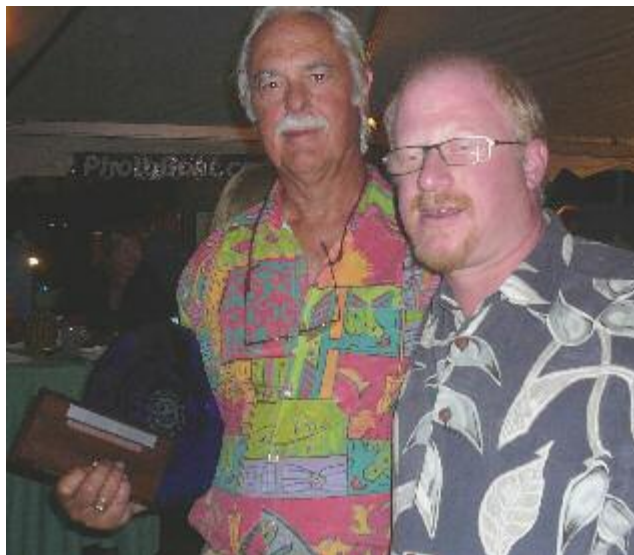
the big screecher. Meanwhile I was below and changed into dry clothes.

The race was a gear buster in a westerly 15 to 25 or 35 knots-plus on the way to the bottom mark, with gusts up to 40 and possibly 50 knots during the night on the return. The hurricane had stirred things up, along with unusually large tides.

We had steep square waves as little as 4 to 5 seconds apart.

Headed east for 7 hrs, racing with the big screecher downwind to Fishers Island. In the bottom quarter of the run the waves started piling up in sets and we ended up furling the screecher and going with a jib and one reef to the bottom mark. If we had kept the screecher up the steering would have been heavy and we would have tripped the hulls on the back side of waves then the new sets came rushing by. We rounded about 7:30pm, hove-to for a few minutes to change from regular jib to a storm jib, and took off into the

Photo Courtesy of Harry Whittelsey



Harry Whittelsey and crew member John Goldberg receiving 2nd prize in the Multihull Division of the Vineyard Race.

darkness, tacking among a large fleet of monos and occasionally seeing a trimaran that we sailed along with on the

run, crossing tacks. In the darkness the waves were oncoming from above the

bow, the boat lifted, leveled, and went on at a steady clip of 3 knots on GPS trying to punch back into the Sound. The main traveler could not be brought above its normal reaching position or the boat would stall.

We were now

heading west straight into the wind! Another 21 hours of on-the-nose, beating upwind with 12 hours of tall, square waves in the western part of the Sound; lots of slamming as we fell off the waves. No one got any sleep! After it got light, we took a long port tack to the middle of the Sound. The water flattened out and Jamie kept on nudging Serge to press down, getting that board working harder

and harder, it was an exhilarating couple of hours. After the tack we switched the watches. The waves were still bumpy on

the return tack. It was a long, cold way to Stamford, but we loved the sunshine after that night and the water flattened out nicely, and the surroundings indicated home. *Looking for Elvis*, the Gunboat 62, beat us by just under 4 hours. It was not good weather for a F31-1D, even though we finished 2nd.

I am looking forward to September, 2011, when we should have the usual Vineyard Race without a shortened course. NEMA member Mike Divon, owner of *Milk and Honey*, is planning to participate and that will ensure we get invited to race again. We were able to get 5 boats on the line and would like as many of you Out East NEMA Racers to come down to Western Long Island Sound and race with us.

[Search YouTube for "Vineyard Race Zoom" to see a short clip of our ride down.]

The Multihull ratings and results were:

- 1st: *Looking for Elvis*, a Gunboat 62 (PHRF -48)
- 2nd: *Zoom*, a Corsair F31-1D (PHRF -50)
- 3rd: *Trilogy*, a trimaran 34 (PHRF +30)
- 4th: *Falcor*, a Chris White Explorer 44 (PHRF-55)

Harry Whittelsey has been sailing multihulls for over 28 years. Zoom is his 4th multihull. He started crewing in monos over 60 years ago. He has sailed from Nova Scotia to Bermuda and St. Martin, and one transatlantic delivery. He has logged over 18,000 miles off shore. He is a member of Northport Yacht Club (NY) and was Vice Commodore of the Greater Huntington Council of Yacht and Boating Clubs.

This article was edited by Serge Leonidov.

Summer 2011 NEMA Racing Events

by Tom Cox, NEMA Race Committee Member

I hope that you are not still preparing your boat for the upcoming season as I am; May weather was rather inclement, and I've been catching up ever since. I hope to launch before the end of June, and am looking forward to splash down. The NEMA season schedule will be familiar to many of you and following is a brief description of each event.

The NEMA Season Trophy Schedule

This schedule offers something for everyone. The Buzzards Bay Blast, the Black Dog Dash and the Schooner Race offer racing that can be as casual or as serious as you wish along with good social events. There are two overnight races for those who like them and the Buzzards Bay Regatta and the Newport Unlimited offer short course racing and tend to be more on the serious side. Many of you know the routine, but if you are new to the racing scene, here's a capsule description of each race.

OWEN MITCHELL REGATTA is a day race beginning in Newport and finishing in Block Island. It is a fun, low-key race and there are inexpensive early-season dockage rates for those who want them. We are guests of the Newport Yacht Club. Some members sail home on Saturday and others stay and enjoy the island. It is a beautiful place and not crowded at this time of year.

OFF SOUNDINGS SPRING SERIES is a two-race event. The first race takes place on Friday in the waters off Watch Hill, RI, and finishes in Block Island. The



Swampfox and Shooting Star at the 2010 Downeast 180

second race is usually a race around Block Island. Both Friday and Saturday offer very nice post race liquid refreshment with several kegs full of various rum concoctions. We are guests of the Off Soundings Yacht Club for this event and entries close early, so get on the website early if you plan to enter.

THE BUZZARDS BAY BLAST is run concurrently with the NEMA picnic. It is an informal affair that attracts racers and non-racers to a Saturday night luau at 22 Nobska Way in Wareham, MA near Cromesett Point. There is racing on Saturday and sometimes on Sunday, but the races are usually not super serious.

THE DOWNEAST 180 is a distance race that is part of the NEMORC (New England Multihull Offshore Racing Circuit). The 180 mile course starts in Gloucester, goes around remote Matinicus Rock outside of Penobscot Bay and finishes outside of Portland. The NOR has been sent by email. We will start ourselves and finishers take their own time.

THE BLACK DOG DASH has for many years been one of our most popular events. It is a pursuit race that starts and ends in Vineyard Haven. You start at anchor with your sails down. This 22 mile race has attracted the casual and the serious racer and the fleet usually ties up on the beach in front of the famous Black Dog restaurant where there are prizes giving after the race. If there's enough interest there will be a separate, even lower-key race just for cruisers. It is a great place to see old friends and meet new ones.

THE NEW ENGLAND SOLO/TWIN is run jointly by the Goat Island Yacht Club and the Newport Yacht Club. It is the only double-handed race on the circuit. The course varies, but is usually around 100 miles in length. There is a nice breakfast and skippers meeting prior to the race and an awards ceremony on Sunday afternoon.

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

THE NEWPORT UNLIMITED is a two-day event for multihulls held in Newport, RI. This event has a long tradition and has evolved over the years, but recently it has generally had a day of "around the cans" racing on Saturday and an 18-mile around-Conanicut Island course on Sunday.

THE GLOUCESTER SCHOONER FESTIVAL RACE is the lone season trophy race on the North Shore of Massachusetts Bay and is part of a town-wide celebration of the glory days of Gloucester fishing schooners. There is racing for all manner of traditional working craft and also for multihulls on Saturday. On Sunday the big schooners race, which is a spectacle to behold. There is a dinner for all crew and fireworks on Saturday night as well as a

2011 NEMA Racing Events

(continued from previous page)

Tom Cox Photo



2010 Downeast 180 Racers

light buffet Sunday during the awards ceremony at the Coast Guard Station.

THE OFF SOUNDINGS FALL SERIES rounds out the season. It is similar in format to the spring series except the first race usually starts out of New London, CT and ends up in Gardiners Bay off Long Island. The second day usually has a race in or around Gardiners Bay. The Off Soundings Club has been very hospitable to multihulls and welcomes our participation.

THE WHALERS RACE is run by the New Bedford Yacht Club. The course is 105 miles and goes from Padanaram out

around the whistle at Nomans Island, then rounds Block Island and returns. There is a sit-down dinner after the Skippers meeting on Friday.

New England Multihull Offshore Racing Circuit (NEMORC).

The NEMA Offshore Trophy is awarded to the winner of this series. Winners must have completed at least three races on the circuit. Other than the

offshore races already described above, the NEMORC includes the following races.

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

THE MONHEGAN ISLAND RACE is run by the Portland Yacht Club. It is a 128-mile race that is well attended and organized. It tends to be a light-air affair, but there is a good fleet. (This race is also part of the GMORA series, see below.)

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

The latest details on NEMA racing can be found on the NEMA web site: www.nemasail.org

Maine Racing

By Jesse Deupree

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

Boats finishing the Downeast 180 will find themselves at Maine Yacht Center in Portland in mid July, a great base for some cruising in Maine. Contact NEMA member Jesse Deupree

(jdeupree@maine.rr.com) for more information or help with logistics, whether you are thinking of cruising in one of the great sailing spots in the world, or interested in the following races. Check the Gulf of Maine Racing Association website (www.gmora.org), for more information and links to the race organizers.

The Seguin Island Trophy Race

July 30-31

Southport Yacht Club, Southport, ME

Two day races run by Southport YC, with racing in the Sheepscot river and bay, near to Boothbay Harbor and all the pleasures of the midcoast. Racers are invited to parties after each race, with a special event Saturday night.

Monhegan Island Race

August 12-14

Portland Yacht Club, Falmouth, ME

Maine's oldest and best attended overnight race run out of Portland by the Portland Yacht Club. This year will feature a full moon. The race now starts on Friday, making it easy to finish and be able to attend the Sunday breakfast in comfort. (This race is also part of the NEMORC, see above.)

Maine Rocks Race

September 17-18

Rockland Yacht Club, Rockland ME

This single or doublehanded race has indicated they would welcome multihull entries if we can get three to attend. Contact Jesse Deupree (jdeupree@maine.rr.com) as soon as possible if you are interested.

Summer 2011 NEMA Cruising

by Ken Levitt, NEMA Cruising Chair

This year we are focusing on shorter cruises, with more organizing of smaller cruises by you, the members. I will toss out some ideas and act as a facilitator for you organizing your own cruises with other NEMA members.

Anyone can organize a cruise. Just pick a date and a place and find a few others to go along with you. Last year Phil Babcock did this and ended up winning the 2010 NEMA Cruiser's Trophy.

I am still a board member of the North East Trailer Sailors (NE-TS) and we still have an open invitation to join them on their Lake Champlain cruise in the first half of July and the Buzzards Bay cruise in the first half of September.

Here are some ideas I have. If you would like to participate in any of them, let me know. It only takes a few boats to make a cruise and often once a group

gets started, more will join in.

Lake Champlain: NE-TS is having an open-ended cruise at Lake Champlain in the first two weeks of July. Only a few will be there for the entire two week period, but they plan on getting a large group together on the middle weekend.

Cuttyhunk and Block Island: A weekend cruise to Cuttyhunk with the possibility of going on to Block Island. Or, perhaps just a weekend cruise to Block Island.

NEMA Picnic and Buzzards Bay Blast: The Buzzards Bay Blast is June 25th. It usually ends with a NEMA BBQ at 22 Nobska Way in Wareham, MA near Cromesett Point (on the water). This makes it a good weekend for NEMA Cruisers to do some cruising and then join the festivities at the evening picnic.

Cruisers at the Black Dog Dash: The Black Dog Dash takes place on Martha's Vineyard on Saturday July 23rd. If we can get at least four boats to participate, we can have a "Fun Race for Cruisers" at the same time the real racers are out doing their thing. We can even get T-Shirts and a trophy.

Martha's Vineyard Area: The Black Dog Dash is a good starting place for a group cruise leaving Vineyard Haven on

Sunday July 24.

Buzzards Bay: The NE-TS Buzzards Bay Cruise will be taking place the second or third weekend in September. The cruise normally takes place on the weekend after Labor Day and goes to Martha's Vineyard. However, this year there is a bad time window to go through Woods Hole on Saturday. The choices are to delay the cruise one week or find a destination in Buzzards Bay where people can go ashore on Saturday afternoon and Sunday morning and find things to see and do. If you have suggestions, let me know. This cruise often has some participants cruising on together beyond the weekend.

Nantucket or Provincetown: Judy and I would be happy to go cruising to either Nantucket or Provincetown if anyone is so inclined and the wind and weather cooperate.

You now have my ideas, please share your's with your NEMA friends and with me.

Ken Levitt
NEMACruise2011@klevitt.us

The latest details on NEMA Cruising, picnics, and events can be found on the NEMA web site: www.nemasail.org

Summer 2011 NEMA Picnics

by Tom Cox (NEMA Fleet Captain)
and Ken Levitt (NEMA Cruising Chair)

NEMA Picnic Saturday June 25

As in past years, the annual Buzzards Bay Blast (BBB) will be followed by the Annual NEMA Picnic. The picnic will be hosted by our Commodore, Bob Gleason at 22 Nobska Way in Wareham, MA near Cromesett Point. (Please note, This is not the same

site as previous NEMA picnics, but just a short way down the road at the site of the parties for the 2008 Corsair Nationals.)

The BBQ will start in the late afternoon (around 6:30 pm) after racing concludes, but non-racers are free to arrive earlier to enjoy the beach and boating.

Cruisers and other non-racers are encouraged to come by boat or by car. Any cruisers who are interested in cruising Saturday and/or Sunday with other NEMA members should contact Ken Levitt who will assist in linking up members. Also, remember that attendance at the NEMA Annual Picnic earns a point towards the NEMA Cruiser's Trophy in addition to any points earned

for cruising that weekend.

The anchorage has good holding, is very protected and is wonderful for those who want to hang out for the weekend. NEMA provides some food for the barbeque and drinks. Pot luck items are encouraged.

This should be a fun time for all. Come join in!

Bob Gleason, 508-295-0095
Cruising: Ken Levitt, 508-295-3542, or
NEMACruise2011@klevitt.us

NEMA North Rally and Barbeque August 20

This year's rally will feature the always popular barbeque ashore at Ted



FOR SALE / RENT

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

Free Depth Sounder

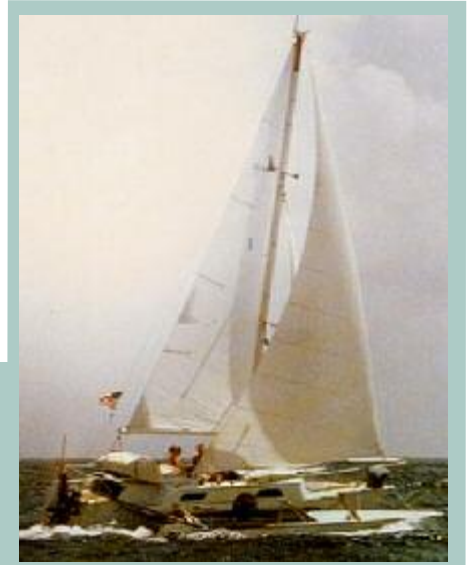
Kenyon Marine, Model DS-300, SN 29638 BB, 12 Volts, #3 Transducer. It is in the original box. Free to anyone who wants it. Call Wayne Allen 781-665-7295.

2001 Outremer 45, Aldora:

Well maintained and equipped circumnavigator, ready to go again. \$425,000. Contact John Spier for details. 401-207-4203 or johnspier@me.com.

SCRIMSHAW

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



1999 39' Walter Greene trimaran SCOUT

Well built and maintained custom performance cruiser. Many upgrades. Carbon spar and sails, composite rigging. Lying Yarmouth, Maine. \$150,000. Owner: Tom Egan. Call: Bill Full, ECYS. TEL: (207) 846-4545 FAX: (207) 846-6088.



Wanted and Opportunity Sought

Wanted: Cruising Trimaran sailing opportunities.

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

Navico Corus Network Instruments.

Trying to maintain an old Navico Corus network and need spares for rebuilding and parts. Donate your old Navico Corus components, sensors, autopilots, etc., and I will make a generous contribution to your new electronics fund. Units need not be in working condition to be of use. Tom LaMers, Chat de LaMer, tiam45387@aol.com 937 767-9187



38ft Tri SEA SWAN TOO

Want to prepare for a year or more sailing your own trimaran yacht in the Caribbean? We did! Consider our 38 ft. Harris cutter: foam sandwich/glass; center cockpit, hard top, plus Bimini. Both jibs roller furling, wheel steering auto pilot 20hp Buhk diesel. Fiberglass dinghy with 5hp outboard. Located Swansea, MA. More info: 508-678-0816.



Rig For Sale.

52' Metalmast spar / Antal track with standing rigging. Original equipment I replaced with a carbon spar on my 1999, 39' Greene trimaran SCOUT. Contact Tom Egan. 772-283-6883; cell 207-415-3900, tegan2@maine.rr.com

Contour50 Trimaran, 2001

Full recent refit and extensive sailing. She is 100% ready to go. Get all the details with recent travels, refit, survey, pictures and price at Contour50forsaleby-owner.com. Boat is presently being sailed out of St Maarten.

vehicle/trailer parking for \$5/day (launching during daylight, courtesy envelope provided). For docking/mooring details, contact Ted Grossbart, ted@grossbart.com, 781-631- 5011. Come by land or sea; families are welcome – bring the kids. NEMA will provide grillables and beverages – bring an appetizer, salad or desert to share. Rain date is August 22. Ted Grossbart, 781-631- 5011, or ted@grossbart.com, Day sailing: Ken Levitt, 508-295-3542, or NEMACruise2011@klevitt.us

2011 NEMA Picnic Events

(continued from previous page)

Grossbart's house in the afternoon. Either *Triad* (Newick 42 tri) or *Running With Scissors*, (Formula 40 tri) will be available to take guests out for a spin; departure time is crack of noon from Ted's dock at Goodwin's Landing, 44C

Cloutman's Lane, Marblehead, MA. Those not sailing can convene around 3 pm for socializing. The barbeque will follow, around 4 pm.

Overnight moorings will be available for those wishing to arrive early. Trailer sailors can launch on Winter Island in Salem, or behind the high school in Gloucester, where there is overnight



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