

# NEMA

NEW ENGLAND MULTIHULL ASSOCIATION

## Multihull Adventure Series

The Essex Shipbuilding Museum recently featured two Northshore NEMA members, Tom Grossman and Rich Wilson as part of the museum's Multihull Adventure Series. Their talks are summarized below.

### Tom Grossman

**O**n February 9th, Tom Grossman, an adventurous single-hander, detailed the acquisition, outfitting, and campaigning of two ocean-racing trimarans, *Cap 33* for the 1976 OSTAR, and *Sponsor Chaser* for the 1980 OSTAR. His talk was illustrated by an entertaining collection of slides, schematics, and souvenirs, and included photos and anecdotes about many notables in the OSTAR circuit including Eric Tabarly, Phil Weld, Bill Doelger, Walter Greene, Phil Stegall, and

*continued on page 8*



photo: courtesy of Tom Grossman

Tom Grossman's 52' trimaran, *Sponsor Chaser*, later named *KritterVIII* and *Radio Canada*.

### Rich Wilson

**W**hen Rich Wilson and Steve Pettingill set off from San Francisco in the 60' trimaran *Great American* in October 1990, no one envisioned the hardships and good fortune that would befall them, nor could anyone predict that this sailing adventure would become the catalyst for one of the best interactive web sites available for school children today.



Speaking on March 9 to a full house, with a large chart as the only visual aid, Rich kept the audience spell bound for almost 2 hours as he recounted his adventures in breaking the San Francisco to Boston (by way of Cape Horn) record, held by the clipper ship *Northern Light* since 1853. A former Boston school teacher, Wilson set up a program with schools across the country communicating with them daily via radio. "Sailing is intellectually challenging and a good way to excite kids," said Wilson. In addition to the physical activity, sailing encompasses science, math, meteorology, and many other surprise learning opportunities. His telephone communications became the subject of numerous classroom discussions and activities

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### Chris White to Speak at Next General Meeting, Thurs. April 22 at the Savin Hill Yacht Club

When only 18, Chris White built and launched the 31-foot *Searunner Shadowfax*, which later became home and adventure vehicle for three years of cruising the East coast, Bahamas, West Indies, and South America. White subsequently worked with multihull pioneer Jim Brown to develop Constant Camber boatbuilding, culminating in the construction of his 52-foot trimaran *Juniper*.

After two years of cruising *Juniper* with his wife Kate, White devoted himself full-time to furthering the development of cruising multihulls. He has published numerous articles in boating magazines and a best-selling book *The Cruising Multihull*. Come hear Chris talk about his experiences on Thursday, April 22 at 7 p.m. The meeting is free to all NEMA members and includes a Pizza dinner.

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The New England Multihull Association is a non-profit organization for the promotion of the art, science, and enjoyment of multi-hull yacht design and construction, racing, cruising, and socializing. The NEMA Newsletter is published at no additional charge for NEMA members.

Submit articles or letters to the newsletter editor, by fax (978-281-6787) e-mail (creative@shore.net), or mail (5 Haskell Court, Gloucester, MA 01930).

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## NEMA NEWS

### Race Community Meeting

Seventeen members representing 12 NEMA-rated boats met at the Savin Hill Yacht Club at 7 p.m. on March 9th for the annual Race Community Meeting. Following the social/pizza hour, John Collins, chairman of the PHRF New England rating committee, addressed the group. Collins has considerable experience administering handicap ratings to a diverse fleet. His talk focused on comparisons between the time-on-distance (TOD) rating system currently used by 50% of the world's racing fleets (including 5 New England PHRF fleets and NEMA) and the time-on-time (TOT) system employed by the balance of the world (including the other 12 local PHRF fleets and MASF).

TOT results in a time correction factor based on an individual yacht's rhumbline speed around the course compared to the fleet average. In the ultimate analysis, he concluded that in benign conditions either system is reasonable; in light air conditions, TOT compensates for slower boats, but doesn't result in huge differences from TOD calculations.

The group voted to expand the 1999 racing schedule with a new overnight race out of Padanaram on Aug. 14-15, and the Cancer Society Pro-Am in New Bedford on Aug. 21 (with a possible feeder race to Newport on Aug. 22). The 8/14 Overnighter and Race Rock Regatta on 10/2-3 will count as Season Trophy Races. A detailed schedule with race descriptions, contact people, phone numbers, etc. will be published in the Summer Mailer in May. An abbreviated list appears on page 15.

Fifty-nine rating applications have been submitted as of 3/21/99, compared to 72 ratings issued in '98. It takes several weeks to convene a Race Committee meeting to review and issue a rating. Don't wait till the last minute to apply or you'll be late for the start!

-Tom Cox

### NEMA Picnic, May 8

Bob and Jane Gleason will host the annual NEMA picnic at their shoreside home in Wareham, Mass. on Saturday, May 8, from noon to 5 p.m. (rain or shine). Bring a side dish or dessert to complement the NEMA-supplied grilled hamburgers, hot dogs and chicken. Children are welcome.

**Directions:** Take 195 N or S to Route 28 South towards Wareham, Mass. Bear right at the first fork and right again at the second fork (Gibbs Ave.) following the signs to Route 6. At Route 6 there will be a shopping plaza on the right. Drive ½ mile down Route 6 and turn left at the CITGO station onto Cromeset Road. Drive 1 ½ miles down Cromeset and turn left at Seahorse Lane. (Lost? call 508-295-1956).

### NEMA Memorabilia Wanted

It's amazing that the junk of today can become the history of tomorrow. And if you don't save some of it we'll never know what happened . . . and we won't be able to learn from our past (mistakes).

Les Moore, club historian, has volunteered to be the repository for all of the old NEMA stuff ... he's sorting and storing it by year and category. So far he's started categories for officer/member lists, newsletters, member's boats, racing info and statistics, cruising info, and the obligatory "other/misc." So, when you're cleaning out your file cabinets and closets and come across old NEMA stuff, don't throw it out, send it to Les Moore, John Wise Lane, Essex, MA 01929.

### Need or Want to Crew?

The next issue, to be mailed out in May, will include a complete description and listing of summer races and cruises as well as *Crew Needed* and *Crew Wanted* lists. If you would like to add your name to the needed or wanted list, please call, write, e-mail or fax this information to the newsletter editor, Judy Cox.

# Chris White: EXPLORER 44™

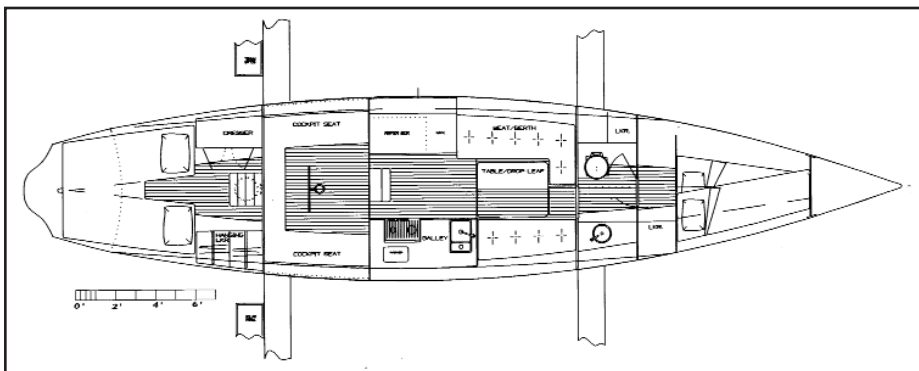
The working concept behind the development of the EXPLORER 44 trimaran was to design a fast and comfortable boat that could be built and maintained economically.

We all know that multihulls, with their many hulls, complex crossbeams and need for high strength at low weight are labor intensive structures to build. This adds significantly to the cost of a cruising catamaran or trimaran, often to the extent that ownership of the boat is not possible.

One way to address the problem is to build a smaller boat. This plan works until it comes time to go cruising and it becomes painfully clear that the boat is just too small to comfortably accommodate the crew and their gear.

So the dilemma is this: How can we achieve a good cruising interior plan combined with excellent sailing performance and not break the bank. The answer is simple; go LONG and SIMPLIFY.

By extending the hull length out to 44' an excellent interior plan can be achieved that will accommodate up to six. Importantly, at this size the boat has ample stability for safe off-shore sailing. And she can carry a real cruising load of supplies so that you can stay out for months at a time.

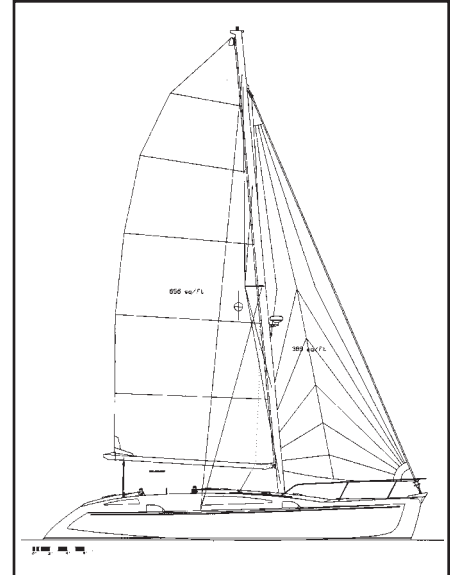


By extending the hull length out to 44' an excellent interior plan can be achieved that will accommodate up to six.

Accommodation privacy, so difficult to find in a tri, is gained by the aft cabin layout.

Simplification must occur on many fronts in order to achieve a meaningful cost reduction. In the hull and deck design of the EXPLORER 44 we use an easy, flowing, streamlined shape. Not only is this lighter and stronger than more complicated shapes but it is faster to construct. Another area particularly important to cost control in a trimaran design is the configuration of the crossbeams. The EXPLORER 44 borrows a simple cross-beam concept proven on the smaller EXPLORER 34 many years ago. The all important crossbeams are fabricated from modern composites to achieve very high strength and stiffness at low weight but the shape of the crossbeams and their attachment to the hulls is designed to be easy to build. One time assembly is intended so that the boat can be built anywhere, shipped or trucked to a launch site and permanently bonded together.

Many tris, including some of my own designs, utilize retractable centerboards or daggerboards and kick-up rudders. As usual, there are arguments to be made both in favor and against them. However, there is one thing everyone agrees on. Moving



The EXPLORER 44 Trimaran is designed to be a fast, comfortable and economical boat.

appendages are expensive! Not only do they take a great deal of time to build they require more maintenance to keep going and are often vulnerable to damage. "Ah," the skeptic shouts, "how do we make this boat sail to windward." This I can well respond to after 18 years of first hand experience with my own trimaran *Juniper*; which goes to windward just fine with the same fixed fin configuration used in the EXPLORER 44. A lightweight trimaran with slender hulls, streamlined decks and crossbeams, a powerful sail plan and well made sails will go to windward exceptionally well with a shoal draft fixed fin. Sure, a deep daggerboard will allow 2 or 3 degrees better pointing. But at what price? A main saloon obstructed by a huge daggerboard trunk, higher initial cost, a more vulnerable structure, prop and rudder? You be the judge.

Construction is in modern epoxy composite. Hulls are designed for

*Continued on page 12*

# Gulf of Maine Multihull Circuit

By Pete Garcia

“The enjoyment of sailing is proportional to the speed.” Hereschoff said that, according to famed multihull designer Dick Newick. While not all share this single-minded love of speed, it seems to be the common thread in the growing contingent of multihull racers in Maine. Captain Nat Hereschoff designed, built and successfully raced the first recorded multihull in the Northeast, a catamaran he called *Amaryllus*.

Before 1996, there was little offshore multihull racing in Maine. That year the Gulf of Maine Ocean Racing Association offered a trophy for a Maine Multihull Circuit. Multihulls competed in a class of their own in established Gulf of Maine Ocean Racing Circuit races. NEMA handicaps were used for scoring. The first year there were five races, including distance events (Monhegan Race, 100 miles; Yarmouth Cup, 175 miles) and day races like the popular Multiple Sclerosis Regatta.

The number racers has grown slowly, reflecting the relatively small number of offshore multihulls. The largest multihull class to start a G.M.O.R.A. event thus far is eight. Three is more typical. Some of the regulars are described below.

Rick Saltonstall's F-31R *Trinity* was the Multihull Circuit champion for 1998. Equipped with a 42' rotating carbon fiber wing mast and weighing only about 3500 pounds, *Trinity* is particularly fast in moderate breezes, as she planes easily, and is capable of bursts over 20 knots.

*Ion*, first multihull to finish and first on corrected time in this year's Monhegan Race, is an F-27 tri owned by Jesse Dupree and Andy Lindsay of

Portland. She was also first to finish Portland Yacht Club's Lightship Race, and Biddeford Pool's Windsong Race. *Ion* regularly sails Penobscot Bay, Moosehead Lake and other New England waters only a few hours drive with trailer from her Portland base.

*Blue* is a 37 foot cruising trimaran designed by Dick Newick and owned by Ted Seaver of Muscongus. Designed as a cruiser in the 1970s and thoroughly refitted by the Seaver family in 1998, this design has worn well, and measures up to Newick's maxims that simpler and faster are better.

Round the world sailor extraordinaire, Cam Lewis of Lincolnville races *Maxout*, a Danish Dragonfly 800 (24') tri. When not chasing ocean speed records in bigger craft, or planning construction of his 110 foot catamaran for *The Race*, Lewis sails *Maxout* in Penobscot Bay, where she is the boat to beat.



*Whisperings* is another F-27 campaigned by John Cleary of Biddeford and his dog Moose. The book on *Whisperings* is she's very fast until John gets sleepy; so try a long race if you aim to beat her.

*Friends* is a strong, very fast 35 foot trimaran owned by Jake Van Beelan of Chicago. She calls Madelon Point off Cousins Island home. *Friends* won the multihull class overall and on corrected time in the Yarmouth (Nova Scotia) Cup in 1997

with designer/ builder Walter Greene and ocean racing legend Michael Birch aboard. She was second overall in fleet and first to finish in the multihull class in 1998.

*Alegra* is a wood/epoxy composite, 36' Newick tri, built in Toronto and brought to Maine via the Erie Canal and the Hudson River by second owner Peter Garcia. She sports a Gougeon rotating wing mast (also wood composite) and a 5 foot articulating bowsprit. *Alegra* won the Gulf of Maine Multihull season trophy in 1997.

Tom Blevins, Boothbay boat builder and the head of the Amateur Yacht Research Society in North America, owns *Bushwacker*, a 36' MacGregor production cat. Tom is reregging this 3000 pound rocket so she can be handled by a crew of three. He says he would race more if he had a few volunteers for crew. Anybody for fast and wet?

There are several newcomers expected to race in 1999. Tom Egan of Cape Elizabeth has commissioned a new 38 foot tri designed and building at Greene Marine in Yarmouth. Her foam core amas are off the mold. Egan's reluctance to discuss how she will perform, or where, suggests he and Walter Greene have something more than just a comfortable cruiser in mind.

*Magnificat* is Ted Kurtz' 28 foot Great Barrier Express cat. Designed by New Zealander Malcolm Tennant, she's reputed to have blazing speed and extraordinary sea keeping ability for a small, light boat. Kurtz, who spent much of 1998 improving and tuning his new boat, is a G.M.O.R.A. veteran, and a competitor to respect.

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# From Kayaks to Quicksilver

By Les Moore

I've been messing with boats since I was a kid in the 40s and, because I never understood engines much, I always tried to put sails on them. I started with homemade kayaks and put a two-masted schooner rig on a 12 foot rowboat early on.

My first real sailboat was actually my brother's. ... a 15' gaff rigged plywood cat boat that he let me sail around Quincy Bay where I grew up. Finally, when I took a year off from college to work in Boston, I bought my own boat, a used Lawley 15 (like a Snipe but with a lead shoe) and sailed with a friend down the coast to Marion one summer then up to Rockport the next.

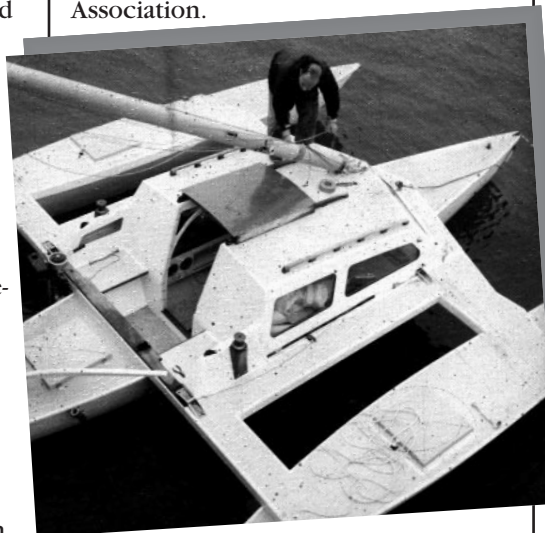
In the summer of '59, several of the hottest racers in Quincy Bay decided to start a fleet of Tiger Cats, the 18 foot catamaran designed by Bob Harris that had just won the one-of-a-kind race in Florida. I witnessed them tearing around the bay - faster than any boat I'd ever seen. This left an indelible image in my mind that lasted for the next three years that I spent in the Navy.

Shortly after I got back to Boston area as a civilian in the summer of '62, I saw that the Hubbard brothers had just designed a single-handed A-class catamaran based on their successful C-class cat *Sea Lion*. One of the original Tiger Cat owners, Don Kent, and I bought the only two "A Lions" in New England. I spent the next few years following Don (of weatherman fame and a fantastic sailor) around many race courses.

The A Lion was not only the fastest boat in Mass Bay, but, unfortunately, it was also too delicate for the unprotected waters that we sometimes sailed in. Therefore, after some

years of alternating between racing and repairing it, I accepted a swap for a more rugged Pacific Cat, which the A Lion dealer also repped.

In '66 I moved to Nahant with the P Cat and soon met a guy named Mike Conley who had become interested in mutihulls after seeing them in the Marshall Islands where he was stationed as a marine. About that time Mike told me about a bunch of people who were getting together to talk about multihulls. They called their group the New England Multihull Association.



**Mike Conley steps the mast on *Sorceress*, a 24' Piver Nimble.**

Within a year a friend let me borrow his 24' Piver Nimble day sailor, hoping I'd buy it. I wasn't interested, but Mike bought it and, over the next winter rebuilt it to his own design. He added a small cabin for two small people, a 3' cockpit and a masthead rig. Mike made a pretty good looking boat considering what he started with, but, with the added weight, the new waterline was barely 2" below the rim of the fixed head that came with the boat. This made using the head a sometimes amusing but usually impossible situation.

Mike named his new boat *Sorceress* and I started to crew with him that first summer. We did local races in Boston Harbor and Mass Bay as well as more extended ones including ... Around the Cape, Patton Bowls, and Jefferies Ledge races.

Racing this boat that was too small for two and sat too low in the water provided some real entertainment ...

The Jeffries Ledge Races started at the Manchester Yacht Club, went to Race Point, to the entrance to the Cape Cod Canal, to the entrance to Gloucester harbor, then back to Manchester. In the race, you could use your engine for up to 8 hours. Never knowing when Mike's Seagull outboard would go and wanting to get upwind, we had used all of our engine time at the start of this particular race. We were therefore beating and smashing along into a cold and messy sea around midnight the first night. We were hungry, tired, and wet (there's no place to hide on a 24' boat and the pontoons needed bailing every hour or so to keep them afloat). We never expected to encounter another boat in the middle of the bay, so were startled to see Walter Greene and Mike Birch (or some other illustrious racer) roar up behind us in *Friends* and, at about double our speed they disappeared ahead as fast as they first appeared. It was very depressing. The only good news was that, even when we finished such races a day after the competition, our rating was so (appropriately) astronomical that we still might win.

The Around the Cape races would leave from Boston or Manchester or Gloucester and go outside Cape Cod

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If you see a graceful apparition out of Star Wars with a 65' mast go by in Maine at twenty knots or more, she's probably Brad Johansen's *Native Rainbow*. *Rainbow* (ex *Promocean*) is a fourteen year old 40' tri designed by Adrian Thompson and built by Tom Foley in Devon, England to race on the European Formula 40 race circuit. Johansen, an accomplished builder and former Pact 95 team member, has spent 3 years refurbishing her. She'll likely be scratch boat in any race she enters.

The reluctant dragon of the fleet is Rick Donovan's Maldives 35 catamaran. Donovan is a vet of years of top level racing on the Gulf of Maine

Circuit in monohulls, but has yet to race his fast and luxurious cat. Rumor has it he thinks she isn't fast enough. She does a mere 13-15 knots on a close reach in a fresh breeze. What he doesn't understand is how popular he will be when he anchors at the end of a race, so other sailors can visit his floating palace to get dry and stretch their legs.

Maine has more than her share of outstanding sailors, including a number who have designed, built and sailed some of the world's fastest offshore multihulls. In March the fleet gathered to discuss the summer schedule. The group included Phil Brown, Brad and Lieve Johanson, Rick

Donovan, Jim Chute, Walter Green, John Garson, Thom Egan, Tom Blevins, Ted Kurtz, Larry Walden, Byron Borst (president, Gulf of Maine Ocean Racing Association), and Bill Walker (token monohull owner).

Sailors interested in joining the group should contact Peter Garcia at 207-784-3200 or pgarcia@3200.com.

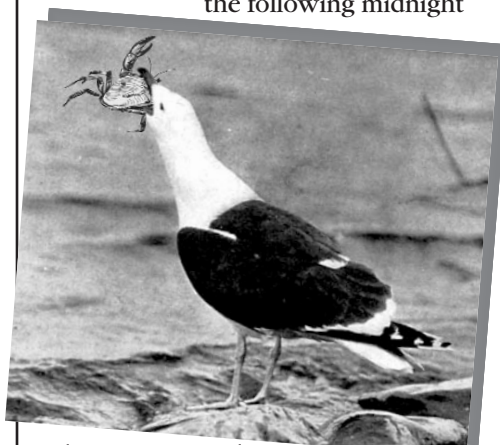
### 1999 Gulf of Maine Multihull Series Schedule

June 12	Centerboard Yacht Club
July 17	Sequin Island Races
July 31 - Aug. 1	Penobscot/Camden Reg.
August 14	Monhegan Race
August 21	MS Regatta
September 2	Yarmouth Cup

to Marion or Padenaram. One such race, started in the middle of the day with a lovely breeze and bright sunshine. By the time we were approaching the Cape however, the fog socked in leaving maybe 100 feet of visibility. The wind had dropped and by then, it was dark too.

The only electronics on *Sorceress* were its navigational lights, so we spent the night and most of the next day dead reckoning our way along the race course. Whenever we saw or heard a buoy, we'd try to see it's number but, without some idea of where we were, the numbers didn't help. Therefore, late in the day, when we heard over the light breeze, the sound of gentle surf to our west ... we decided to head for it to see if we could identify any landmarks. We strained to see ahead ... the surf got louder and louder ... suddenly ... just ahead of us was the biggest damn sea gull I ever saw ... eating a crab on a sandy beach! We were 100 feet from shore and almost aground! A few yards beyond were some people and a dune buggy ... as we frantically came about, we yelled "Which way to Chatham..." ...

the dune buggers pointed south. We stayed afloat and spent another day crawling around the Cape. It was past the following midnight



when we got to the finish line (wherever that was) at least 24 hours after everyone had come and gone. The yacht club was shut tight with no food or shower to be had... But, we could finally sleep!

In another race across Mass Bay, *Sorceress* was about equidistant from P-town, Plymouth and Gloucester at around 2 a.m. We'd been slogging our way along the racecourse in a 10 knot breeze with a chop. I woke Mike and bailed the pontoons ... then Mike took the watch and I hit the sack.

Some time later, the unusual motion of the boat awoke me. I cocked my sleepy head and looked out to the 3' x 3' cockpit a few feet away ... Mike's gone! We're in the middle of Mass Bay in the middle of the night ... what am I going to say to Brenda (Mike's wife)? It was about that time that Mike slid down the mast and landed on the cabin top with a thud ... he was up there fixing a halyard and didn't want to wake me ...

After several years of racing in races that were too big for a low-slung 24 foot boat that wasn't very sea-kindly, Mike and I decided that we'd like to have a different boat. One that we could actually eat and sleep in ... that might get us across the finish line in time to enjoy a drink with the other guys ... *Three Cheers* had just placed in the '72 OSTAR. Mike went to Newport and had a ride on her because she was for sale for \$33,000. We decided she was a beautiful boat, but our budget was half that amount (dream on). We decided to talk to Dick Newick about a boat we would eventually build and call *Quicksilver*.

*to be continued next month ...*

# The Multihull Source

by Bob Gleason and Bert Kornyei

**T**he Multihull Source, Inc. is proud to be a NEMA corporate sponsor. Every member of our team is active in the Association. Bob Gleason, our president, is the NEMA Cruise chair and a member of the Race committee. Bert Kornyei is an active participant at meetings, cruises and races. And NEMA Commodore Ira Heller handles the small boat side of the business. Since we incorporated in the spring of 1996, TMS has branched out beyond Corsair Marine's folding trimarans, which remain a very strong part of our business, with the *Gemini 105* catamaran and the *WindRider* trimaran. This year we added their *Rave* hydrofoil. This eye-catching Sam Bradfield design is simple to sail even at 30+ mph. We also carry the new *WindRider* models.



We are the U.S. distributor for the new *Trikala 19*, a Kurt Hughes designed trimaran, manufactured in Spain by Brudimar. The performance of this entry-level trailerable day-sailer is sure to put a smile on your face. She is as fast as many beach cats but not as athletic a boat to sail. She has a comfortable two person cockpit and does not need the beach cat's trapeze.

Also new to our product line are Prout's fine cruising catamarans.

*Prout* has 6 sailing models ranging from 34' to 50' and a luxury power catamaran, the 64' Panther. This British builder has produced high quality, word cruising catamarans for almost 45 years with an unparalleled safety record over many thousands of sea miles.

For those seeking the largest trailerable trimaran, we offer the fast, roomy Contour 34. This Canadian built boat has a simple deck layout, roomy interior with enclosed head, and voluminous amas for extra buoyancy and storage.

TMS organizes an annual Corsair owners' cruise in the northeast cruising grounds. Over the years we've visited Lake Champlain, the Maine coast, and Cape Cod and the Islands. We look forward to this summer's cruise to Block Island and eastern Long Island Sound. Prospective customers are always welcome to attend our annual Sail Extravaganza. Held on Fathers' Day weekend on the water at the Gleasons', it's an opportunity to sail the many boats we offer. Corsair owners may hone their skills at our Go-Fast seminar every June.

Our facilities are located on the water at the head of Buzzard's Bay and we offer full multihull marine services. We eagerly await the completion of our new building that will include a showroom, expanded repair shop, and indoor storage space. We make frequent trips to California for Corsair deliveries, and offer trucking services to most destinations.

## Boat Design Talk

On Saturday, June 12 from 9 a.m. to 5 p.m., the University of New Hampshire Division of Continuing Education will hold a wide ranging discussion on the art and science of small craft design.

The audience is invited to participate. Walter Shulz, president of Shannon Yachts of Bristol, R.I. will moderate.

Participating designers include:

- **Olin Stephens** of Hanover, N.H., today's best known and most respected yacht designer
- **Phil and Suzanna Bolger** of Gloucester, MA, who together carry on Phil's innovative string of 650 boat designs.
- **Doug Martin**, from Eliot Maine, a small craft expert of Alden Ocean Shells/East-West Boats.
- **Ted Van Dusen** of Composite Engineering, Concord, Mass., a carbon fiber specialist who had 13 medal winning boats in the last Olympics
- **Steve Clark**, president of Vanguard, a leading small craft builder of Bristol, R.I. Steve organized the COGITO Little America's Cup win.
- **Keith Burgess** of Kennebunk, Maine, an experienced naval architect and composites engineer.
- **Dick Newick** who has concentrated on multihull design for 40 years.

The gathering of nautical talent is expected to attract a knowledgeable audience for a memorable exchange of views. Entry fee is \$60.

Call the University of New Hampshire at 603-862-2015 for enrollment details. Refer to course #31853. More information is available online at [www.learn.unh.edu](http://www.learn.unh.edu).

Tom Grossman, continued from page 1

Warren Luhrs.

Intrigued by the adventures of first Eric Tabarly, then Alain Colas, aboard the famous André Allegra-designed aluminum trimaran *Penduck IV*, Grossman greeted the 1972 OSTAR fleet dockside in Newport, R.I. There he negotiated a successful bid for *Cap 33* from Jean-Marie Vidal within days of the finish. The rugged glass/foam core 53' tri, also designed by Allegra, proved to be a competitive entry in the '76 OSTAR, bringing Grossman to a 2nd place finish in the Penduck Class behind Tabarly. An animated photograph of these two sailors conversing with British ex-prime minister Edward Heath proved to be the best-received piece in Grossman's arsenal when approaching potential sponsors for his subsequent 1980 OSTAR campaign.

Notwithstanding the enormous effort involved in the funding and building of the 52' carbon/balsa core



photo: courtesy of Tom Grossman

**Hon. Edward Heath, former Prime Minister of England (center) presents Eric Tabarly (L) and Tom Grossman (R) with the 1976 OSTAR awards.**

Newick-designed *Sponsor Chaser*; subsequently renamed *Kritter VII* (for the French sponsor), Grossman recalled that his most outstanding memory is of the tremendous energy, commitment, and comradeship of the entire group of 115 racers and their support teams as they prepared for the start in Falmouth, England. "Never before or since have I experienced such an overwhelmingly supportive group composed of total strangers speaking dif-

ferent languages, known to each other only by name, but united by their focus in this endeavor," said Grossman. Following a disastrous collision with a competitor in the confused conditions resulting from the hundreds of racers and spectators milling around the start, Grossman was forced to haul out and repair his boat. Even after a 24 hour delay and 3 hour penalty, he finished 10th in fleet in this most competitive OSTAR (the first ever won by an American, Phil Weld, in *Moxie*).

*Kritter VII* sailed on to further adventures as *Radio Canada*, chartered by that firm for the '78 Quebec-St. Malo Race. Dismasted en route, she was jury rigged, sailed to the Azores, retrieved to New England as deck cargo, and fitted with a wing mast by Walter Greene. She raced briefly as *Chuck Roast* (?) and finally as *FleetWing* after which she was sold to André Coquyt who outfitted her for spartan but elegant cruising.

Rich Wilson, continued from page 1

around the country.

At sea for over 30 days, the pair ran into severe weather near Cape Horn and, in 60 foot seas, *Great American* capsized. "The boat just sort of went up on the face, just sort of hung there, and gently rolled over," said Wilson. "We were lucky to be inside." Wilson and Pettingill found themselves standing on the inside of the coach roof up to their chins in freezing water. They managed to don their survival suits and find and activate the EPIRB. About an hour later another enormous wave struck the boat and miraculously turned it upright, throwing Wilson against a bulkhead and knocking him unconscious. Luckily he came to in time to come up for air and was amazed at what he saw. "It was a big mess," said Wilson. "Tools, provisions, clothes, saran wrap, you name it, everything was floating around in the water."

After determining that the hulls

were basically intact and the boat would not sink, the pair crawled into the forward sail locker, the only dry spot on the boat to hunker down for the night. Less than 24 hours later, another stroke of good fortune befell them. The *New Zealand Pacific*, an 815 ft. 62,000 ton container ship had been notified of their EPIRB signal. At



photo: Tom Cox

**Great American II**

3:30 a.m. the NZP crew rescued the pair through an impressive series of maneuvers in the pitch black extreme weather conditions.

Three years later Wilson set out again to break the record, this time in a 53' Nigel Irens designed trimaran *Great American II*. Accompanied by shipmate Bill Biewenga, Wilson had live communication with a larger group of school children through a Prodigy connection. This time the weather was on their side and 69 days and 20 hours after leaving San Francisco, Wilson sailed into Boston harbor and was greeted by hundreds of school children, teachers and well wishers.

Wilson continued his idea of interactive learning with a program called *Sites Alive* that connects students over the internet with four programs including oceans, rain forests, wetlands, and class afloat. See the results of this program at [www.sitesalive.com](http://www.sitesalive.com).

# Sailing in the Family Boat

*The Journal of Alice Burrage (age 8), sailing in Summer Magic from Miami to Marsh Harbor, Bahamas*

13th February, 1999

**O**n Friday night we went to the airport in Philly. But the pilots were on strike and we had to wait a long time for our plane. When we got to Miami it was 3 in the morning. We got a cab to our boat, Summer Magic, and me and Eric put on our night clothes and went to bed. In the morning we unpacked and then went to the shop to get food for our trip to the Bahamas. We traded our fish for Granddad. Aunty Jen is looking after our fish and we are taking Granddad on the boat with us. Today we are going to sail on the Intercoastal waters up to Fort Lauderdale. Today it is warm in Miami and I have had a great day, so far!

14th February 1999

Today is Valentines day. When I woke up we were in Fort lauderdale. The first thing we did was to open our Valentine's cards. I got a white teddy bear from Mom and Dad, Granddad gave us some candy and we gave



Alice with her "garden" made from treasures she picked up on the beach.



Summer Magic (St. Francis 44) at low tide at White Sands in Elbow Cay, Bahamas

mommy a beautiful necklace. Today we are going to the beach, we cannot go to the Bahamas yet as it is too windy. Daddy has got to blow up the dingy so we can go to the shore because we are anchored in the intercoastal waterway. In the afternoon we went to a park and climbed a tall tower. From the top you could see the ocean on one side and the waterway and our boat on the other side. At the park I found a pair of sunglasses under the table that we were sitting at. Then we had lunch on the beach. Now we are back on the boat.

15th February 1999

Yesterday, that is today, I did not write in my journal because we went from America to the Bahamas. We sailed across the Gulf Stream. This is a very bumpy part of the Ocean. Also it was very windy. I was very seasick in a bucket and in a toilet. I tried to eat a bagel, so I took a bite but that made me sick again, so I lay on my bed all day.

16th February 1999

When I woke up we were in the Bahamas in a marina in West End, on the Grand Bahama island. We had to

show our passports to the custom man and then we went for showers. After a while we went to the beach, we were the only ones there. I collected a lot of shells on the beach but I left them there. I also found a Box Fish and took a picture of it. We could not bring it because it smelled so bad, the fishes eyes were all swelled up and my dad picked one out of the hole where the eye used to be. On the way back to the boat we met a lady under a tree and she let me wash my hands in her bowl of water, then she cooked us come conch fritters. Now we are sailing to another island.

17th February 1999

Today we arrived at Carter Cays. When we got there we went to the beach and found lots of neat things. I found a turtle skull. It is very fragile and daddy put some glue on it with a paint brush to fill in the cracks. Also I found a lot of lobster shells. Daddy took the guts out because they were disgusting. We brought one back to the boat and we are going to try to dry it out in the sun in the cockpit. Mom found a beautiful shell called a Sea Biscuit and we saw a

*continued on next page*

*Sailing on the Family Boat, continued from page 9*

lizard in a hill of old conch shells. I estimate it was 9' long, brown and had a curly tail. Now we are sailing to another island called Allen's Pensacola.

*18th February 1999*

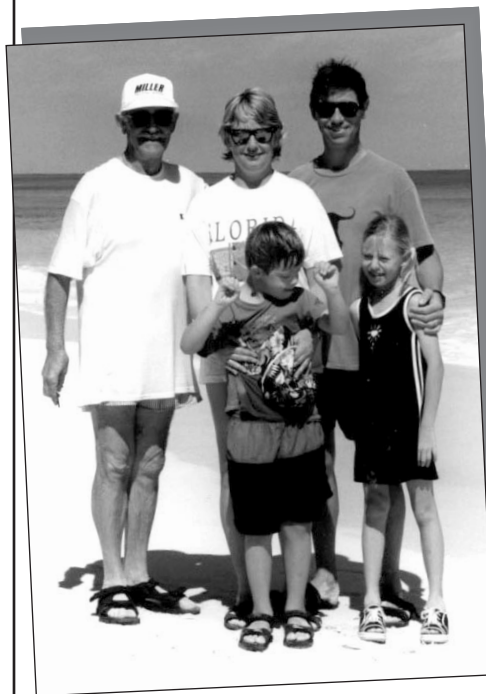
Here we are at Allen's Pensacola. It used to be 2 islands but a storm came and joined the islands together. We walked across the island to the beach through the trees. I wrote my name on a conch shell, and the date and left it in a tree. We went for a walk on the beach and found a bunch of things but I left them behind. But I kept a perfect sponge, it was shaped like a vase and is about 12" tall. Grandad went for a swim, he said it was lovely but after he got out a shark came right up in the surf looking for something to eat, it was very big! Last night Daddy showed me the stars that make Orion in the sky. We saw the 3 that make his belt and the ones that make his sword. Last night was special because the moon, Jupiter and Venus were all in a line in the sky.

*19th February 1999*

Yesterday was the day that we got to Green Turtle Island, straight away we went to the beach because it was getting late. We played hide and seek, Dad hid and got bugs all over him. I found some clear eggs on the beach but we did not know what they were and I put them back in the water so the mother would not get mad or cry.

This morning we took a walk to the town of new Plymouth. In the town we went to the grocery store. I had a bar of chocolate, it cost \$1.30. Daddy bought Eric an Ice Cream, that cost \$1.70, and we got 5 yams that cost \$5.50, so we spent \$8.50 in all. Mom says everything is very expensive. We walked back to the boat and on the way we saw a peacock walking along the road in front of us. Grandad,

Big Eric, Mom and Daddy walked behind the peacock and Eric and I walked beside the peacock so it would not get scared, but the peacock got scared of a dog and it ran into the trees and then the dog came the whole way with us. At the dingy I stroked him and said goodbye to the dog and then we went through the water to get to *Summer Magic*.



**The "Burrage" crew (LR) Keith's dad George (82), Val, Keith, Eric and Alice on the beach at Elbow Cay.**

*20th February*

I have been very busy so I am writing this in the evening. Today when I got up Tom, Christine, Ali and Luc (Bandoni) came to visit us on *Summer Magic*. We are all on Elbow Cay. In the Afternoon we went to the Hope Town Fire Fair. We saw a Hermit Crab race, number 13 won the first race! Then the firemen put a cooking pan on fire and they put it out, later on they put on a fire in a wooden house, they squirted it with water four or more times.

Ali, Eric and I played on the beach, we swam and built a hut in the

sand, but at the end the water came into our house. We went to "Munchies," Ali and I shared a plate of conch fritters. Daddy forgot his machete to cut open the coconuts, so me and Dad went back to the boat and got it. Then we went back to the beach and got 4 coconuts for our desert!

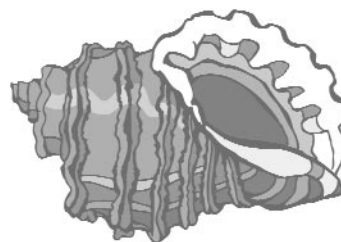
*12st February*

This morning Mommy and Eric and I went to the beach in Hope Town. We walked from one beach to the next across the rocks at the headland. At the beach I dug two holes with a tunnel in between. Eric poured water in over the hole and it flowed through the tunnel into the another hole.

We walked a little while. When we got to a park we waited for my Dad to come in to the dock to get us. Then we all went to the lighthouse. There were 103 steps, I counted them, when we got to the top I went through a door in the lighthouse that had a hand on it instead of a handle. From there I could see all of the islands in the Abacos. It is very pretty. We went back to *Summer Magic* and sailed her to the Harbour View marina in Marsh Harbour.

We are leaving the boat here so we have to clean everything. Tomorrow we are flying back Miami but tonight is our last night in the Bahamas so we are having dinner at the Tiki Hut, a floating restaurant, I am having conch fritters. Did you guess this is my favorite Bahamian Food ???

- Alice Burrage, age 8



# Camden-Castine Race

by Tom & Evelyn LaMers, Sea Wind 24+2 Chat deLamer

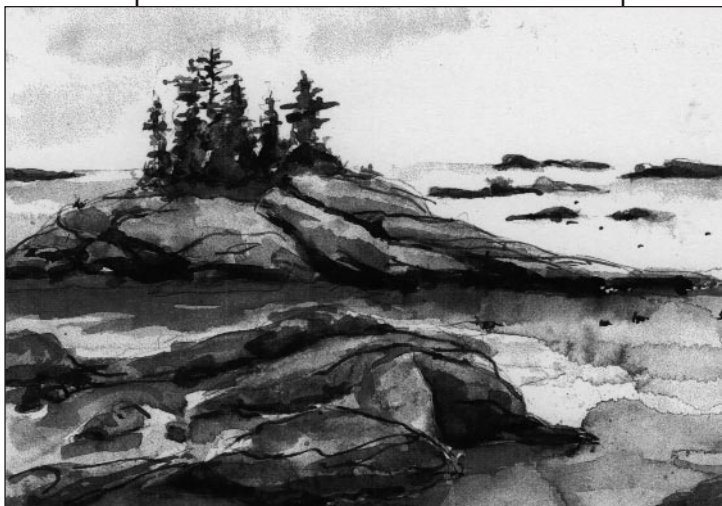
**R**esort towns by the sea have a special magnetism and Camden, Maine is one of the best. If you have ever done a jigsaw puzzle you have probably seen this town. The wonderful mixing of clear, cold salt water with verdant conifer blanketed mountains; punctuated by extreme white church steeples amid warfside streets lined with brick shops.

It doesn't stop with this either; those "tall" ships in the harbor are real antique vessels you can actually book passage on, the library architecture alone could justify your entire trip, a white water river runs right through town and plunges into the inner harbor, the local boatyard is one of the finest on the Atlantic coast. Even the inevitable waves of summer tourists in their casual threads and up-market chariots are friendly and approachable. A trip along the docks will yield all manner of conversations, likewise, time spent in the shops is rewardingly civil.

If arriving by boat (the best way for this town) the numerous moorings in the outer harbor are affordable and have excellent water taxi service. If you can land one of the coveted inner-harbor mooring or warfside spots then you become a part of the action, not just the scenic background.

For folks lucky enough to be here during the warm summer months the premier nautical event is the two-day regatta known as the Camden-Castine Race in late July. While this is a race with classes, handicapped finishes and awards, etc., it is also a "cruise" type race with an overnight in the town of

Castine, Maine as the guests of the Castine Yacht Club. At a civilized hour on Sunday morning the entire fleet races back to Camden for an afternoon finish. Given the nature of the event we raced with our full complement of cruising gear including toothbrushes.



**Islets off Hurricane Island (watercolor by Evelyn)**

The race itself is not too different from other summer regattas. The course is moderate in terms of navigation and tactics. Penobscot Bay is sheltered from ocean swells and has some tidal and wind pattern tricks to keep things interesting. For 1998 the course was about 25 nm each day with mostly light air. I think we hit 11 knots once but mostly we sailed at between 5 and 7. While the courses were simple, with only one turning mark, the topography of Penobscot Bay is complex and most of the race is within a few miles of a shore. The opportunities to go left, right, or down the middle are complex and rewarding, particularly when beating along a rock shore which presents an opportunity to extend a tack into a tidal side channel or bay. Charts for this area are excellent making hazards easy to

avoid if you have visibility or know precisely where you are.

The multihull start was last so we played "catch-up" with some very beautiful monos and had fun dicing with these much larger boats. Evelyn and I even learned some additional racing rules about overtaking slower

boats and were admonished once again for "Passing too close!" Fortunately for us, two of the five multihull entrants did not start so we were able to nab second on Saturday and third on Sunday for a second overall. This performance entitles us to a fancy custom trophy with an engraving of *Chat's* sailplan. Saturday's best performance was Rick Saltonstall's F 31R taking line honors over a brand new J 125 monohull (41' version of

a sports boat and very fast) on the mostly downwind day. Rick has shown the multihull flag in a convincing way. The other multi was Ted Seaver's 36' Newick tri *Blue*, which pushed us all the way to the finish.

A piece of advice about Castine: first, get to the yacht club party early. As we arrived others were already departing and warned that the club was out of shrimp and Champaign. The other caution is that this race had been canceled for several years due to "rowdy" behavior in Castine by some of the "younger" crew persons. Apparently a mailbox had been damaged once and there were instances of property owners finding beverage containers in their petunia beds. The town is a lovely place with some of the most perfectly maintained historic dwellings I have ever seen. We could have spent a day or two in Castine

*continued on page 12*

*Camden-Castine, continued  
from page 9*

exploring this very historic area.

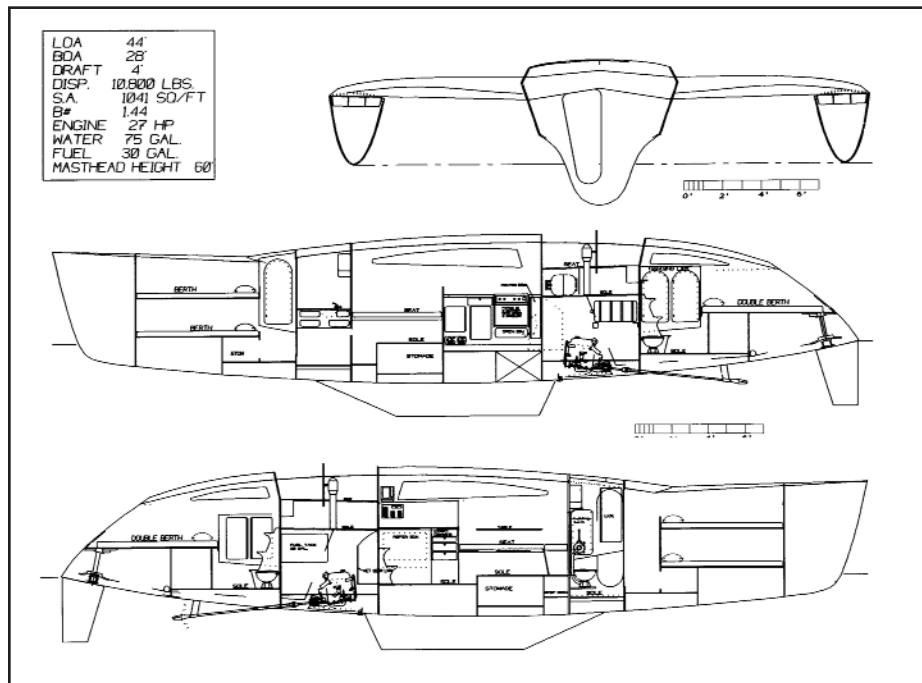
Sunday's return race had a long postponement waiting for the noon-time breeze to fill-in so we motored through nearby bays and islands and had a nice tour with seals, etc. The mostly upwind race was in light air so we had time to examine the passing western shore to avoid an incoming tide. As we cracked off to the finish we finally passed some of the earlier starters. Nearing Camden we could see the entire fleet parked in a hole 200 yards from the finish line. We were closing at about 8 knots so it seemed possible we could coast past to take line honors. Alas, we too joined the absolutely becalmed fleet and only emerged an hour later, courtesy of the slight forward way generated by *Chat's* stern scoops as they lifted on each wave. Later we learned that this "hole" is a normal afternoon occurrence and they always put the finish just beyond it to close each race on a note of humility.

If you attend by trailerable, use the town launching ramp in the south end of Rockland. This is an easy six miles from Camden. The ramps are the best in the area with floating docks and free parking. Rockland is a good provisioning port and it also has the Wyeth museum in addition to a week-long lobster festival about the same time as the C-C race.

Boston area boats accustomed to trailering can participate in this event as an excellent long weekend of sailing and socializing and still be back for work on Monday. The Rockland ramp is good in all tides so it should be possible to launch any time Friday and retrieve anytime Sunday. In 1998 we cruised after the race for an additional 10 days of exploring the Penobscot Bay area. We will certainly go back many more times without exhausting the selection of anchorages and interesting day sails within a short distance of Camden.

- Tom and Evelyn LaMers

*Chris White, continued from page 3*



**A lightweight trimaran with slender hulls, streamlined decks and crossbeams, a powerful sail plan and well made sails will go to windward exceptionally well with a shoal draft fixed fin.**

Core-Cell foam core with epoxy/glass skins. Decks are foam cored epoxy/glass and crossbeams are built from uni-glass and carbon fiber/epoxy with streamlined fairings.

Accommodation plan provides a separate aft cabin which can be configured with either two single bunks or a very large double. The main cabin contains a functional galley with generous standing headroom and a large saloon that has seating for 6 and a panoramic view through large eye level windows. The saloon seats function as two single berths if needed. A spacious head compartment contains a Lavac toilet (favorite of cruisers) with gravity discharge holding tank, a simple hot shower, and vanity. The private forward cabin contains upper and lower single bunks (or one double), standing headroom and ample stowage.

The rig is a 7/8 th sloop with a powerful fully battened mainsail and roller reefing jib. All sail handling and reefing can be done easily from the cockpit. Her wide beam and powerful

floats will turn sailpower into forward motion. Driven hard, speeds of 15 to 20 knots under working sail will be common. Average cruising speeds over distance of 10 to 12 knots will be typical with a fair breeze. Light air performance and motorsailing in light winds will also be excellent and superior to most, if not all, cruising catamarans.

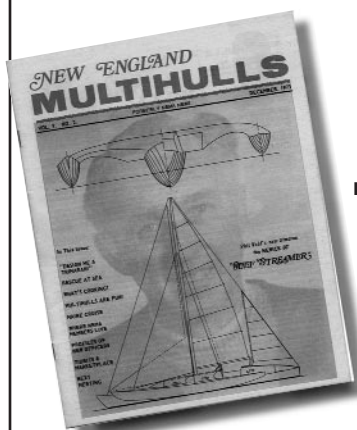
An inboard diesel engine (27 HP Yanmar) is located beneath the cockpit floor. The EXPLORER will do 9 knots at very low fuel consumption providing about 350 miles range on 25 gallons of fuel. A folding prop will minimize drag while sailing.

The EXPLORER 44 is available either complete, as a hull and deck kit, floorplans only. Please feel free to contact Chris at the address below for additional details. Also check the web site for updates.

Chris White Designs  
5 Smith's Way  
S. Dartmouth, MA 02748  
508-636-6111  
[www.chriswhitedesigns.com](http://www.chriswhitedesigns.com)  
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# NEMA Newsletter to *MULTIHULLS*

by Charles Chiodi



NEMA Newsletter  
Dec. 1973

Charles Chiodi, former NEMA Newsletter editor and current publisher of *MULTIHULLS*, tells us how he transformed the newsletter into *MULTIHULLS* magazine.

“We are welcoming Mr. Chiodi as our new member. (This is 1968.) Charles, what are you doing for a living?” “I have an advertising agency.” “Great. Than you can take over the Newsletter, because our editor is leaving.”

“I’ll be glad to.” Oh, my God, we are still mimeographing this thing? I can do better! Having the facilities for layouts, camera, and printing, I started to do a quasy-magazine-like newsletter with a color cover and some spot-color printing, and real typesetting. Soon other multihull clubs took notice and sent money for postage so they can get this “unusually professional” newsletter. Remember, this is 1968, much before desktop publishing. Shortly the mailing list tripled and became expensive for the club.

So we decided that the *New England Multihulls Newsletter* will be taken over as a commercial enterprise by Chiodi Advertising, drop the New England regional connotation, solicit advertising, and go nationwide. Little did we know that the first issue’s 360 “subscribers” would swell to 45,000 readers and the “regional” newsletter would be read in 98 countries around the world. Whatever impact this magazine had on the growth of multihulls, was positive and we are quite satisfied with the results.

However, it wasn’t all peaches and cream. There were the times when expansion was demanding on cash-flow, and my trimaran was sacrificed to keep the magazine going. The cash

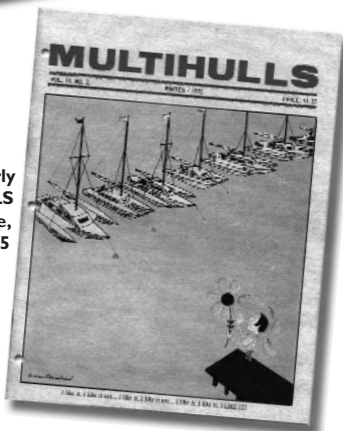
from its sale bought better equipment to produce the magazine, but it wasn’t enough. The sale of my house helped, but it was a step backwards, personally. Yet, my determination to make multihulls recognized as mainstream watercraft has seen no boundaries. We reduced our everyday needs to the point where I seldom cashed a paycheck so I could pay my employees, who were all more dedicated than anyone could ask for. They were caught up in the enthusiasm of multihulling and worked long hours, sometime without pay, to make thing happen. And they did.

Copycats came along basking in the sunshine *MULTIHULLS* created, but without the solid knowledge of the 30-or-so years of experience, they failed. The first competitor, *Multihulls World*, went out of business after struggling for a few years. The Australian clone, *Inside Multihulls*, has not published an issue since Spring 1998.

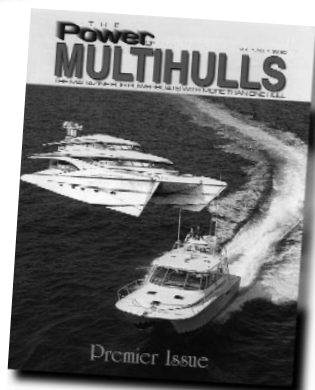
In the meantime, *MULTIHULLS* came out with a new publication: *The POWER of MULTIHULLS*. Power catamarans, is a fast-growing market. It wasn’t an easy decision. Deep in our hearts we are still multihull sailors. But, it would be gross ignorance to deny that there are twin-hulled power catamarans that will do as much good for boating as twin-hulled sailing boats did. Before some uninitiated editor got into the act, we felt compelled to start the new magazine. It is a great success from the start. Now, maybe, just maybe, somewhere down the line, I can replace the boat and house I sold, and live happily ever after.

Charles Chiodi  
NEMA Member since 1968

Early  
*MULTIHULLS*  
Magazine,  
Winter 1975



*MULTIHULLS*  
and Power  
*MULTIHULLS*  
magazine as  
they look  
today.



## Bullimore Starts ENZA Refit

Tony Bullimore recently announced that he has started work on his 100 ft. maxi-catamaran for *The Race*. In December, Bullimore confirmed that he had bought the maxi-catamaran *Royal & Sun Alliance* from Tracy Edwards. This catamaran is none other than the *ex-Enza* with which Peter Blake and Robin Knox-Johnston took the Jules Verne Trophy from Bruno Peyron in 1994. The excellent condition of her structure allows her transformation to 100 ft to be envisaged. Eventually the catamaran's new dimensions will be 30 by 13 meters.



The catamaran will be stretched in the forward extremities, in order to give her more buoyancy in the hulls therefore making passage through the waves easier in the deep south, at full speed. She will also be given a new 35 meter wing mast in carbon, 40% lighter than the old one.

Her designer, Nigel Irens, is supervising the transformation of the boat in Bristol. "The modifications will enable a real improvement in average speed and the increase in sail area will resolve her light airs handicap," said Irens. After the transformation work and a launching planned for early summer 99, *Millennium Challenge*, the name of Tony's challenge, will set off on the pursuit of several records including the Atlantic, in order to qualify for *The RACE*, the *Round the British Isles* and the *Jules Verne Trophy* for the year 2000.

## Team Adventure USA Seeks Private and Corporate Support



**NEMA** member, Cam Lewis was the first American to enter *The RACE* when he unveiled his plans for the world's largest and fastest ocean-racing

catamaran at a press conference last Fall in San Francisco. Lewis was back in San Francisco April 10 - 14 as he took potential supporters sailing on the 85-foot catamaran *Explorer*.

The new catamaran will be 125 feet long overall, with 65 feet of beam and a mast height above water of 165 feet. The carbon fiber cat will be capable of speeds close to 50 miles per hour, Lewis told the press conference. French designer Gilles Ollier designed the monster cat, which Lewis intends to build in the U.S.

### Support opportunities

Lewis hopes to begin building his maxi-cat this spring and is providing three opportunities to support his campaign to win *The RACE* and be part of the adventure.

**1** Individuals who take a direct ownership share in the biggest and fastest multihull in the world will also be able to race aboard the 125-foot catamaran on record attempts before and after *The RACE*. In addition they will enjoy "insider" roles at the official ports during pre-start preparations, and after the finish.

**2** A second avenue for private, corporate and foundation support for the campaign is the Team Adventure Education Foundation. This 501(c)3 nonprofit educational organization has a mission to bring the world of true adventure to the classroom

through the virtual interactive environment of multimedia and the internet. *The RACE* is an outstanding vehicle for Team Adventure to launch its pilot program.

**3** The third element of support for Team Adventure USA is involvement with a variety of corporate entities, with marketing and brand recognition programs plus some truly unique and powerful employee motivation and corporate entertainment opportunities.



### Team Adventure

Members of the Team Adventure:

- Cam Lewis, Skipper and CEO
- Larry Rosenfeld, Executive Director
- Skip Novak, Director of Expedition Research
- Keith Taylor, Communications Director
- Mark Rudiger, Navigator
- Bill Biewenga, Weather Routing Specialist
- Brian Hancock, Sailmaker
- Paul Klaassen, Chairman

Team Adventure USA

RR1 Box 4390

Mullens Bog Road

Lincolnton, ME 04849

tel: 207-763-4059, fax: 207-763-4475

email: HQ@TeamAdventureUSA.org

http://www.teamadventureusa.org

## PlayStation Beats 24 Hour Sailing Distance Record

On March 27, Steve Fossett announced that his maxi-cat *PlayStation* had sailed 580 miles in 24 hrs, setting the 24-hour sailing distance record.

Fossett joined his boat on March 24th in New Zealand in an attempt to break the record held since June 1994 by the Franco-Swiss Laurent Bourgnon, who covered 540 nautical miles in 24 hours on his 60 ft. trimaran *Primagaz*. (This record still holds in the single handed category.)

According to reporter Christian Février this first attempt was interrupted off Great Barrier Island when Ben Wright the catamaran's co-skipper was injured. Overbalanced when taking in a reef on the end of the 18 meter long boom, the little finger of his right hand got stuck in the block. The top of the finger was torn off to the bone and the last phalanx was fractured.

*PlayStation*, which was ideally placed for a long run of more than 600 miles to the north-west, put about and was back in Auckland in the middle of the night where the skipper was immediately admitted to the hospital and underwent surgery.

*PlayStation* left Auckland for a second attempt on Friday, March 26th. The steady North-easterly breeze of 25 knots allowed *PlayStation* to achieve her best average as early as the first 6 hours, or 152.5 miles at 25.4 knots average. Fifteen hours later, the average was 23.8 knots for a distance covered of 357.3 miles.

In less than 20 hours, *PlayStation* had covered 465 miles, at an average speed of 23.6 knots. By the 23rd hour, *PlayStation* had covered 546 miles, at an average of 23.74 knots.

Before *PlayStation*, only nine yachts had bettered the mythical 500 mile barrier, in chronological order :

- The catamaran *Credit Agricole* in 1984: 508.6 miles (the first before Formule Tag),
- The catamaran *Formule Tag* in 1984: 518.68 miles,
- The trimaran *Fleury Michon VIII* in 1987: 520 miles,
- The catamaran *Jet Services* in 1990: 522.73 miles,
- The trimaran *Lyonnaise des Eaux* in 1994: 524.6 miles,
- The catamaran *Enza New Zealand* in 1994: 520.9 miles,
- The trimaran *Primagaz* in 1994: 540 miles,
- The catamaran *Explorer* in 1995: 547.3 miles.
- The catamaran *Royal & Sun Alliance* in 1998: 500 miles.

## Marblehead-to-Halifax Ocean Race, July 11, 1999

The Boston Yacht Club and the Royal Nova Scotia Yacht Squadron have announced their plans for the 28th edition of this biennial classic ocean race. The 360 nautical mile course from Marblehead, Mass. to Halifax, Nova Scotia, will be sailed in five divisions, with classes in each based upon individual ratings and the number of entries.

The five divisions are 1) International Measurement System, 2) Performance Handicap Racing Fleet, 3) PHRF Cruising Canvas, 4) Multihull, and 5) Classic Yachts. Eligibility is restricted to yachts with a minimum length overall of 29.5 feet, except for multihulls, which may be 27 feet.

The entry fee for applications received by April 30, 1999 is US \$400 payable to the "Boston Yacht Club". For applications received during May, the entry fee is US \$450. If received in June the entry fee is US \$500. The total fleet will not exceed 150 yachts.

For further information and an application package, call the Boston Yacht Club (781-631-3100) or visit the BYC Web site at [www.bostonyc.org](http://www.bostonyc.org).

## May 29 - 31 Owens Mitchell Regatta

June 12	Centerboard Regatta (Portland, ME)
June 20	BYC Hospice Regatta (Marblehead)

## June 26 - 27 Buzzard's Bay Blast

June 27	Patton Bowl (Manchester, MA)
July 2 - 4	Provincetown Cruise
July 4	Annual Regatta (Marblehead)
July 10 - 18	Block Island/Long Island Cruise

## July 11 Marblehead to Halifax

## July 17 Atlantic Highlands Fling

(Atlantic Highlands NJ to Block Island)

TBA	Around Martha's Vineyard Race
July 17	Sequin Race (Southport, ME)
July 18	Midsummer Regatta (Marblehead)

## July 24 Black Dog Dash

(Vineyard Haven)

July 25	MS Charity Race (Beverly, MA)
July 30 - 31	Solo Twin (Newport)
July 31 - Aug 1	Penobscot Race (Camden, ME)

## Aug 6 - 8 Buzzard's Bay Regatta

Aug 8	Corinthian Summer Race (Marblehead)
Aug 14	Monhegan Race (Falmouth, ME)

## Aug 14 - 15 Padanaram Race

Aug 15	Chandler Hovey Race (Marblehead)
Aug 21	Cancer Society Pro-Am (Fairhaven, MA)
August 21	MS Regatta (Falmouth, ME)

## Aug 28 - 29 Newport Unlimited

Aug 28 - 29	New England 100 (New London)
Sept 4 - 6	Gloucester Schooner Festival
Sept 4	Yarmouth Cup (Falmouth, ME)
Sept 18 - 19	Whalers Race (New Bedford, MA)
Sept 19	Hodder Regatta (Marblehead)
Sept 25 - 26	LI Sound Championships

## Oct 2 - 3 Race Rock Regatta

(Stonington, CT)

Oct 3	Phil Small Race (Beverly, MA)
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**Bold = NEMA Season Trophy Event**

**For Sale**

**SOMERSAULT D01**, Newick designed demountable, trailerable, prototype trimaran with unfinished interior and trailer. Fiberglass and foamcore with some carbon construction. Built by Outrigger in 1983. See picture on NEMA Website. Asking \$15K or B.O. Contact Paul Paquin 781-925-3069 (home) 617-287-5297 (work) paul.paquin@umb.edu

**1985 SEAWIND 24** (sail #313) in good condition, with Five sails (full-batten racing mainsail, full-batten cruising mainsail, working jib, multi-colored genoa); Custom barber haulers for jibs with travellers; asymmetric spinnaker and ATN sock, Rotating mast, Trampolines (new May '95), Beams, traveller and mast (replaced '93), 8 hp. Evinrude longshaft outboard (new 8/94), large boom tent, double-axle Magic Tilt expanding trailer. Video tape to explain stepping mast, setup, etc. Currently located at Wareham, MA. \$15K. or best offer. Contact Richard Bryan richbr39@idt.net or call 617-628-4998 (evenings).

**B-LION**, Hubbard Brothers designed 60s cat. Les Moore's 70+ year old neighbor has decided to slow down but wants his cat to keep going. He'll sell it to an interested sailor for \$1,000 or his/her best offer. Located in Essex, Mass. Contact Les Moore day or evening at 978-768-6645 or at lesmoore@tiac.net.

**35' Dragonfly** 1000 Swing-wing Cruising Trimaran, 1994, excellent condition, 18 HP Volvo, bowsprit, refrigerator, asymmetrical spinnaker, cabin heat, two showers, alarm system, autopilot, C-Map GPS, \$150,000, NY 516-625-0223.

**Rig for Sale:** 40' mast, boom, 2 sets of sails, etc. from Firebird catamaran. Call Tom Grossman, 978-546-1190 or Fax 978-546-1192.

**Charter wanted:** Looking to charter or share 30 foot cruising cat for all or part of the summer. Will be sailing primarily on Long Island Sounc. Call Tom Fischer, 516-261-8016.

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**NEXT NEMA MEETING**

Thursday, April 22, 7 p.m.

Guest Speaker: Chris White

Savin Hill Yacht Club