

NEMA

NEW ENGLAND MULTIHULL ASSOCIATION



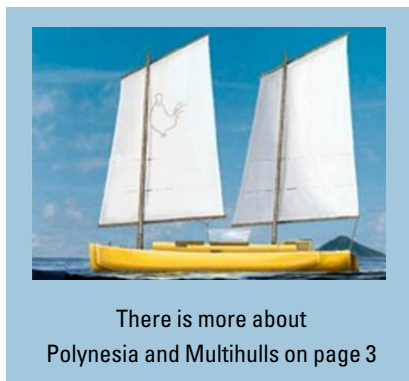
[Mural by Buckley Smith, www.buckleysmith.com]

Polynesian Voyage

NEMA members Laura Jennings-Cranford and Richard Cranford describe how their Polynesian Mural came to be:

After a New England Multihull Association talk and a trip to the South Pacific, I learned that years ago big catamarans in Polynesia moved small villages with their chickens, etc, to another island. That is quite a statement about community to me. I commissioned Buck to do a painting that would illustrate that sense of community and those brave voyages. The kite helping the catamaran sail downwind came from another NEMA talk. Buckley Smith has painted a picture that makes my vision a reality on canvas.

Next NEMA Meeting
Thursday, November 3, 7PM
Savin Hill Yacht Club
Slideshow & Panel Discussion
“F-18s and the 2011 North American Championship at Hyannis”
(see page 2)



There is more about Polynesia and Multihulls on page 3

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

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Walter and Joan Greene
Les Moore
Spencer Merz
Bill Doelger

NEMA Web Site www.nemasail.org
See the website for membership application and meeting information.

Looking Back, and Ahead

Another summer season has come and gone and now we are looking forward to the fall and winter NEMA meetings to keep us thinking of warm water and winds and time enjoying our favorite pastime.

This last summer we had plenty of good events to attend and many did make it to a few of them. I had hoped to make a run myself for the NEMA trophy but my new boat arrived too late for the first event of my season (the Buzzards Bay Blast). My second planned event, the Black Dog Dash, was hampered by thunder and lightning which kept me ashore. My third event, the Buzzards Bay Regatta, turned out to be my only regatta scored and my fourth planned event, the Newport Unlimited, was cancelled due to Hurricane Irene. At least for me, my best laid plans were not to be for reasons beyond my control. Hopefully for next season the planets will align and not only will I get to do many more regattas, but you may see more time on the water yourself!

This winter many of the same excuses will hold no water! The indoor

events are not hampered by weather in the same way. The winter meetings are mostly at Savin Hill Yacht Club and are usually well attended. There are a variety of topics presented from racing and cruising to design and building. Our first meeting of the fall will be November 3rd with a presentation by a number of sailors from the F-18 North American Championship that was held in Hyannis in September. The F-18 catamaran fleet is growing and obviously the crossover with the NEMA fleet can help both. The techniques used today on small beach cats like the F-18s are certainly helping the America's Cup sailors and should not be ignored by performance boats in general, including the boats racing in NEMA. November 3rd at Savin Hill Yacht Club should be fun night to hear about the techniques used to keep these little cats going fast! Hope to see you there.

Bob Gleason
NEMA Commodore



Tom Cox Photo

F-18s and the 2011 North American Championship at Hyannis

NEMA November General Meeting

Thursday November 3, 2011, 7 PM
Savin Hill Yacht Club
400 Morrissey Blvd, Dorchester, MA

Mike Easton, Ken Madsen, and Eric Witte will be speaking about the high performance F-18 beach cats at the November General Meeting. They will have slides and a panel discussion describing their fleet, the experience of hosting the championship regatta at Hyannis this September, and the competition that occurred during that championship.

Come hear about the growing interest and participation in these multihulls, meet the people involved with the F-18s and have a chance to compare notes on equipment and techniques.



Photo Courtesy of Mike Easton

Multihulls Return to Polynesia

By Phil Babcock

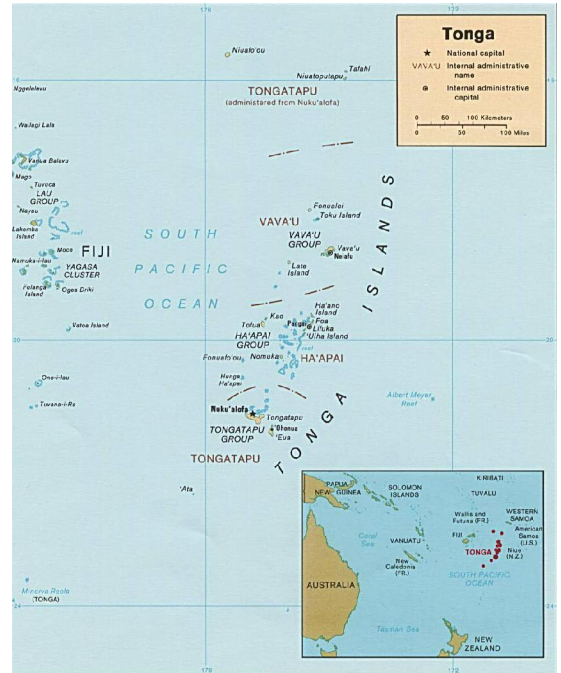
Polynesia. For many, the name brings to mind images of sand beaches, tropical blue waters, lush palm trees and friendly people. For multihull sailors, the name brings to mind the master sailors who explored and settled much of the tropical Pacific starting thousands of years ago in their multihull sailing canoes. They used their craft to settle an area from New Zealand in the south, to

Easter Island to the east, Hawaii to the north, and Tonga to the west.

The Kingdom of Tonga is a collection of over 150 islands, with 52 of them inhabited. They are scattered along a 500 mile-long line that starts in the south, at the main island of Tongatapu, to the central island group of Vava'u, to the 3 remote northern Niau islands. It is 180 miles from the Niau group to the nearest Tongan island group, the Vava'u. The decline of the copra (dried meat of the coconut) trade in the region in the 1970's caused cutbacks in government subsidies for inter-

island transport, increasing the isolation of the outer islands, which has limited their ability to be economically self sufficient. The outer islanders' logic was, "The government provides roads for the people of Nuku'alofa. The sea is our free road. Why can't they provide a boat?" They wanted

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Map Courtesy of Wikipedia

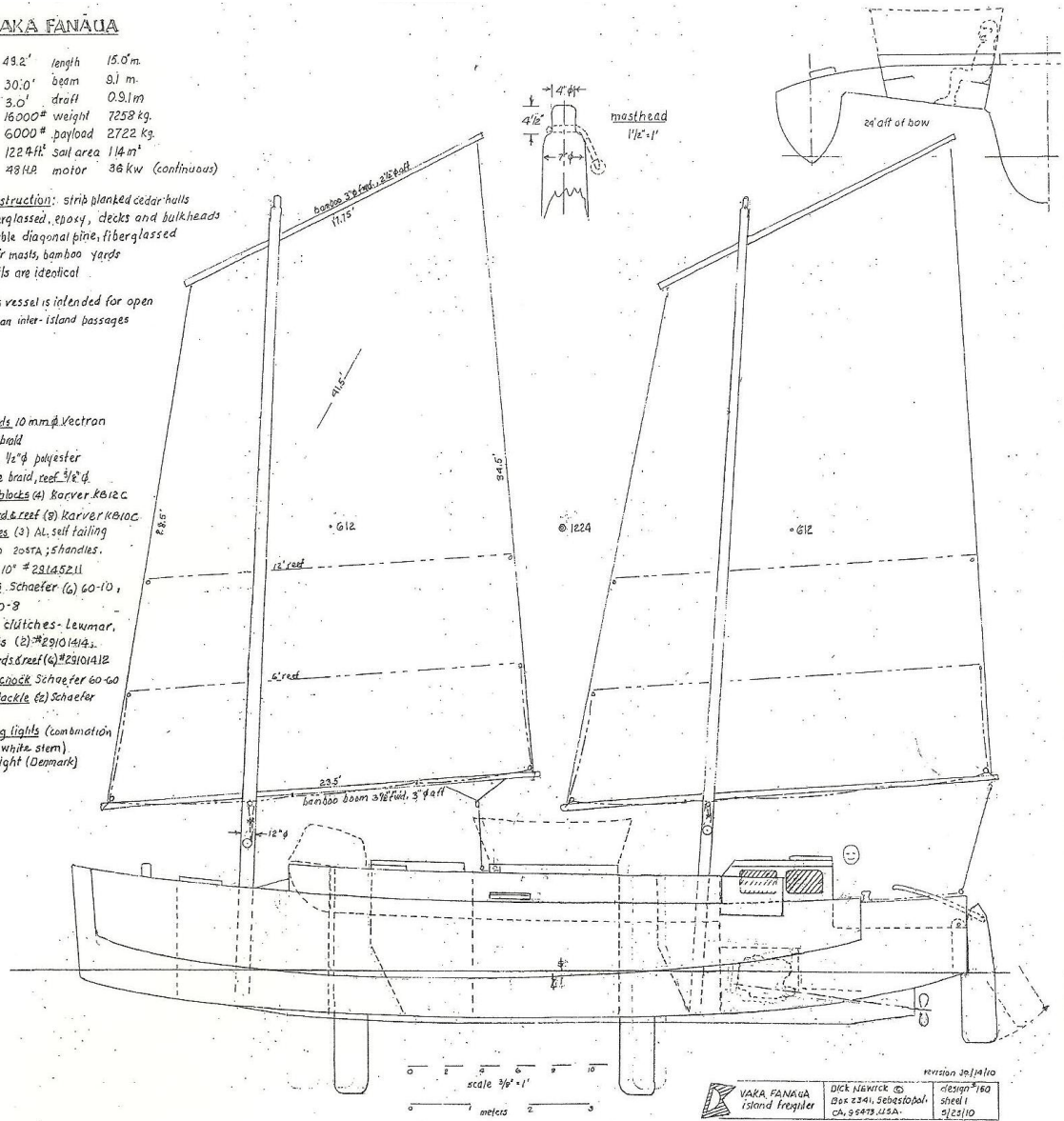
VAKA FANAUA

49.2'	length	15.0'm
30.0'	beam	9.1 m.
3.0'	draft	0.9.1m
16,000#	weight	7258 kg.
6,000#	payload	2722 kg.
1224Ht	sail area	114m ²
48HB	motor	38 Kw (continuous)

construction: strip planked cedar hulls fiberglassed, epoxy, decks and bulkheads double diagonal pine, fiberglassed d.fir masts, bamboo yards sails are identical

this vessel is intended for open ocean inter-island passages

- halyards* 10 mm. Vectron
- double braid*
- sheets* 1/2" polyester
- double braid, reef 3/8" d.*
- sheet blocks* (4) Rorver K&I.C.
- halyard & reef* (8) Karver K&I.C.
- winches* (3) Al, self tailing
- harzen* 202A; *shandies*.
- Titan* 10" #231A5211
- cleats* Schaefer (6) 60-10,
- (2) 60-3
- rope clutches* - Lewmar,
- sheets* (2) #29101414.
- halyards & reef* (4) #23101A12
- bow snatch* Schaefer 60-60
- vang tackle* (6) Schaefer
- 38-13
- running lights* (combination
- bow & white stem)
- Loplight (Denmark)



Dick Newick Drawing

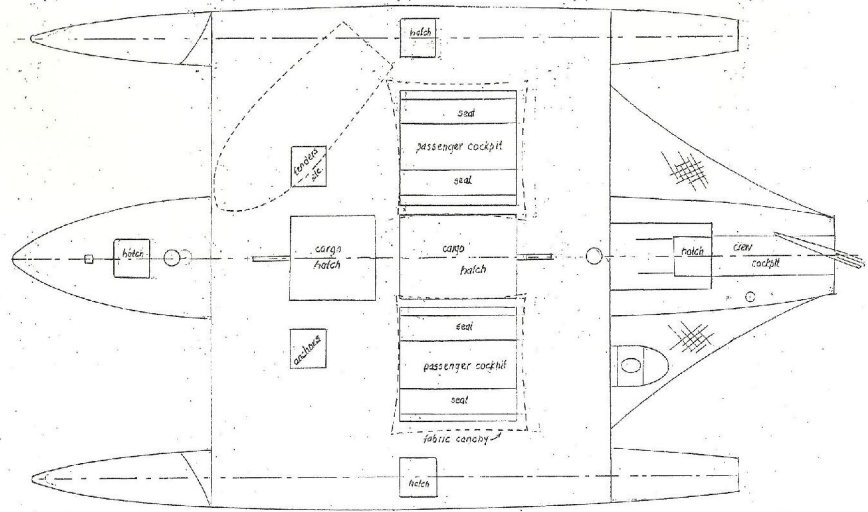
VAKA FANAUA
island freighter
Dick Newick ©
Box 2341, Sebastopol,
CA, 95673, USA.
revision 30, jplato
design 7160
sheet 1
5/22/10

Multihulls in Polynesia

(continued from page 3)

assistance in rebuilding inter-island transport for agricultural and hand-crafted products, and to support tourism, however government money is in short supply.

A foundation was created to develop an affordable, sustainable, safe, flexible and regular inter-island transport solution, with simplicity of design and equipment. In 2009, they asked Dick Newick, a NEMA lifetime member and pioneer of modern multihulls to design a boat.



Dick Newick Drawing

Image Courtesy of the Vaka Fauna Project



Dick's multihull designs are easily spotted by their long, curved shear lines, reminiscent of the original Polynesian multihull, voyaging canoes that plied the south Pacific. Dick saw this invitation as an opportunity to "payback to today's Polynesians for their ancestors' multihull pioneering, which has helped us all so much". Here is Dick's summary of the project:

"VAKA FANAUA (meaning "two-masted sailing vessel" in the Tongan language) combines old Pacific island tradition with modern construction to safely and quickly carry almost three

tons of people and/or cargo on deep sea voyages.

She can average about 10 knots in usual trade wind conditions, which conveniently blow from the east. A small diesel engine will give an economical 6 to 8 knots in a calm and increase her maneuverability in small, shallow harbors closed to larger vessels. A 14-foot tender is carried to load and deliver people and goods to islands without a harbor.

Wood construction sheathed with epoxy and fiberglass gives a moderate first cost, and, equally important, low

maintenance so the boat is affordable to operate by the islanders.

An experienced skipper, helped by an apprentice and the passengers when needed, keeps manning requirements to a minimum."

The Vaka Fanaua is 49' long with a 30' beam and carries 1200 square feet of sail on two masts. Several Tongan's from Niau will be apprentice builders during the construction of the boat so that they can later help to maintain the boat. These islanders will be crew on the boat during its maiden sail to Niau where it will be handed over to a community company to operate and maintain. It is expected that this project will be a model for

further development in the Niau group and for other out-island groups in other Pacific island countries.

Much of the cost of the Vaka Fanaua project is funded by private donations. To learn more about the project, please go to their web site:

http://talanoa.org/TDP_Development_Projects.html.

Phil Babcock is the NEMA Newsletter Editor. He and his wife, Amy sail on Sunshine Girl, their Corsair F-24.

This article was edited by Amy Babcock.

Triceratops Races in the Chicago to Mackinac Race

by Jon Alvord

I'm sitting down writing this in the comfort of my home a few days after finishing the Chicago to Mackinac race. My heart goes out to the families and friends of Mark Morley and Suzanne Bickel, who lost their lives during the race in a very large storm that capsized their sailboat, *WingNuts*. I lost a friend who died while sailing, Chris Conradi in 2004, so I understand the feelings generated. It will not be easy for a lot of people to let this one go. The captain and crew of *Sociable* will no doubt receive a Mariner's award for service, as they managed to rescue and save the remaining crew. It's a somber way to start a story, but it is also the right way to start this one.

The Chicago Mac Race has been on our bucket list for *Triceratops* for the last 8-10 years. I very much wanted to do it while I was based in New England, but the logistics of this race are immense. Getting the boat from New Hampshire to Chicago, and then the truck and trailer to Mackinaw City, MI and then back just was too much for this New Englander. Fortunately, fate took us to Central Michigan last year and we started planning early this year-The MAC was on!

THE DELIVERY

With every race there are safety requirements, and even though this race is on Lake Michigan, the requirements are similar to an offshore race in New England, requiring flares, lights, GPS, immersion suits, water, and lots of redundant gear. I am sure that there will be new requirements in the future in response to the tragedy during this year's race. The last weekend before the race I spent many hours re-

rigging the boat, adding a lighted windex and ensuring all the electrical items worked properly. Basically everything that could have been done over the last 4 months got completed on the last weekend.

Tuesday evening I finally found a driver to help deliver *Triceratops* to Holland, Michigan the next day, Wednesday. The weather forecast was perfect, calling for a nice northwesterly to help me get 89 miles down the lake to Chicago. A quick stepping of the mast, the boat was launched and the driver was gone, leaving just me to finish preparations and sail her south-west. Drifting across the inlet, I rigged the jacklines plus the screacher and delivery spinnaker as well. I had food for a week, including grilled chicken breast, leftover pizza and two cases of water, all frozen; plus cookies, etc.

As I made my way through the fleet of youth sailors (it seemed at least a hundred Opti sailors) and out the narrow channel to Lake Michigan, the breeze started to fill in. The main was already up so it was just a matter of clearing the channel markers and setting the autopilot. 65 degrees off the wind and soon I was flying both main and genoa. At speeds close to 15 kts, "Auto" was not the best driver for the conditions, and so I helmed the rest of the way, using the autopilot only to make sail changes and for short periods of relief while I ate. Halfway across the wind picked up to 18-20 kts. I stuffed the boat into the next wave a couple times and felt I would do better with a little less sail area up and so I dropped the jib to the deck. Sailing main only lasted until I was about 40 miles away from Chicago and just



Multihull rafts at the Chicago Yacht Club. *Triceratops* in the middle

Jon Alvord Photo

starting to see the Chicago skyline on the horizon; then the jib went back up, followed shortly by the screacher and soon I was making 18 kts straight towards Chicago. I completed the 89-mile crossing in 6 hours all either downwind or reaching. Arriving in Chicago before nightfall was the perfect end to this delivery - it doesn't get much better!

WELCOME TO CHICAGO

Lets just say that the Chicago Yacht Club (CYC) is the most welcoming club I have ever been to. Upon arrival I was quickly shown to a nice dock, and found myself actually rafted up next to *Zoom*, another New England trimaran, and then *Manitou*, a Newick 50, and finally *Big Storm* (Corsair F28). The Chicago Yacht Club is located two blocks from many museums, parks, concert halls, restaurants, bars, and the Navy Pier (an amusement park). I went for several great walks over the following three days. I noticed a broken batten that needed replacement, and it was easily ordered and delivered to the boat. A West Marine rigging truck was on site, and if they didn't have something they would have it delivered within an hour or you could ride their complimentary van over to the store.

The water was clear and warm at 68 degrees, and swimming was a must, but this was also an excuse to scrub the bottom. Just watching all the monohull sailors was a delight. I have never seen

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Controlled chaos: Monohull docking and rafting at the CYC

with some of his crew. He happened to have raced a few Off Soundings races in years past, and knew of Triceratops. It was great for a laugh or two and proof of what a small world it is.

Ten minutes to the start and we focused on the race ahead. We knew where we wanted to be, and everyone else was on the other end of the line. At ten seconds to go it was "Hoist the Spinnaker". The wind was blowing 5 kts now. We were aimed pretty high but we were heading exactly where we wanted with no interference from other boats. It was time to track down the rest of the fleet.

Two hours after the start it was hot out and we were sailing downwind at 8 kts. We didn't see any speeds over 8 kts throughout the rest of that day and night. We had wanted to stay on the western side of the lake but the weather gods said no, and lifted us up across the lake to the Eastern Shore through the early morning. Several discussions were had: should we gybe to the west or keep getting lifted. Thanks to the weather guru and his excellent briefing on what the weather MIGHT do, we didn't have a clear picture of what was actually happening, so we kept heading east. The new forecast was for winds 10-20 from the south near shore, and finally NOAA got a forecast right!

Around 9 a.m. the southerly started to blow, and we were now making up time, sailing at 15-18 kts consistently through the day with spurts into the 20's.

Triceratops at the Mac

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docking done the way that it was done there. 100+ boats packed into a space normally set up for 30 was amazing, even more so when one of the first boats to start was the farthest in, and everyone moved out so they could leave!

Unfortunately the tight docking resulted in problems for many boats. Thursday morning the winds shifted around and all the boats docked to the wall were quickly caught in a very large swell. Masts collided and deck cleats were ripped out of some boats - cement is stronger than teak. Lots of boats had big issues. As well, the week prior, a big storm had come through and two boats had been struck by lightning, so they were busy getting repaired and their electronics replaced.

We did take some time to tour a couple of the larger monos and talk to their afterguards (the older guys sitting on the back of the boats). It was nice to hear their opinions based on experiences from many Mac races. Together they had completed over 100 Mac races, either Port Huron to Mac or Chicago to Mac, and endured over 200 storms in those years. These guys are referred to as the Old Goats. Unfortunately, 70 feet of mono is faster upwind than 30 feet of trimaran, so we couldn't exactly follow the courses they had chosen.

RACE DAY

I must be getting wiser, because I went to bed early the night before and slept well. No drinking and everything was set up and ready to go. It was just a matter of time before we were off the dock and following the Parade of Sail past Navy Pier to check in with the Race Committee and then out to the start. Of course a sailboat race needs wind, but there was NO WIND on the lake. Josh was the first into the water, followed by Eric and then yours truly, something nearly unheard of on an ocean race in New England where nobody wants to get salty before a race. Lake Michigan is different, fresh water at a wonderful 68 degrees, and clear! A little more sanding of the amas and dagger board, and life was pretty good. Eventually we found what little breeze there was and sailed around the starting box and out in front of the US Coast Guard Ice Breaker Mackinaw, a very big ship. I had met the Commander the night before along



US Coast Guard Ice Breaker Mackinaw

Triceratops at the Mac

(continued from previous page)

This is what sailing should always be like. Water was flying everywhere as the wind and chop created 6-8 foot seas with a short fetch that just didn't allow us to hit the next wave without burying the bowsprit and the amas back to the beams.

We all rotated through driving, navigating, trimming and serving as human ballast, which consisted of standing on the swim step. This was a first for me (in daylight and moderate air) and a bit scary. It looked as if the boat was going to trip right over the leeward float all the time, and during almost every wave the ama bow went 1-2 feet under. Around 10 a.m. we finally saw two multihulls, the F25C, and an F31R, but we quickly passed both boats, and all the crew on *Triceratops* were very happy. Better yet, it was midday, we were close to shore, and the view of the Eastern side of Lake Michigan is beautiful. We were blessed with a terrific view of Sleeping Bear National Park (voted the nicest place in America by ABC Today show viewers) and saw sand dune after sand dune as far as the eye could see. I was personally glad that we were going downwind because 200 miles upwind in those conditions would have been brutal. Had we been beating I would have been tempted to give up sailing and take up motorcycling, but we were going like a bat out of hell and that thought never really crossed my mind.

This wild ride continued on until 11 p.m. and was the longest I have ever sailed in moderate breeze without a stop or something breaking. Each crew took turns driving, and meals were prepared. Generally we took about 2 hour shifts at the helm but if anyone started to slow down or loose focus there were usually three volunteers to take over. It was just great fun - full main, jib and spinnaker in

fresh water with warm sun isn't really such a terrible way to spend a day!

Looking at the chart of Lake Michigan doesn't really give you the feeling of how big the lake is, but making 18-20 kts all day and still not being close to the top of the lake sure does. We ripped by the Manitou Islands, Sleeping Bear Sand Dunes and National Park, then headed over towards Grand Traverse Bay only to find shore breezes and temperatures in the 90's so we headed back out to cooler air. Around 9 p.m. we spotted the Reynolds 33 Cat, which had an awful looking masthead float that resembled the kind on a Hobie



Jon Alvard Photo

16. They were heading very deep and sailing very slow. We passed them like they were standing still. I'm sure their focus was on not capsizing as they were reefed and it was getting dark, but I wonder if they thought, "Man those guys are smoking!", as we went by. We just kept on trucking into the dark.

THE STORM

As we approached Gray's Reef and the entrance to the Straits of Mackinac it started getting really dark. Clouds covered the moon and we could just make out darker clouds on the horizon. The weather forecast had stated that we might encounter some thunderstorms, and we were watching the weather fairly closely via Sirius Satellite weather and cellular data, and could see there was a massive storm coming that was approximately 50 nm away. We did not know how strong the winds were associated with it. I've been in several storms with radar images similar to what we were

seeing at that point, so I made the decision to drop all sail and hoist only the storm jib, a tiny patch of cloth designed for a Stiletto. In hindsight, we should have kept the Genoa up and dropped the main but we were thinking safety first and also remembering the adage that you have to finish the race to have a chance at winning.

Just after entering Gray's Reef passage we were hit by the largest lightning storm any of us had ever seen. For approximately an hour there were hundreds of lighting strikes each minute, some horizontal and others vertical. I counted at least a dozen that looked like

they hit boats ahead of us. It was so bright we could make out the channel markers, and seeing the Farr 40's barreling down on top of us under full sail going dead down wind through the channel was just eerie. Gray's Reef passage is approximately 1 mile long by ½ mile wide and you don't want to be on the wrong side of the reef, so a few

Farr 40's and *Triceratops* running deep with no brakes can get a little dicey given the small amount of room, but we all made it through.

Overall this storm ranked up there with a lightning storm I once witnessed on the eastern edge of the Grand Canyon. *Triceratops* sustained little damage, just a ripped foot on the jib, and the crew soon wanted to put up more and more sail. I wanted to be sure the storm had passed, and so we slowly raised the main taking a couple rolls off the boom at a time, and eventually added our backup jib and then the screacher. At this point the Mackinac Bridge was 4 miles away and lit up beautifully. Lights shinning down gave the appearance that the water just dropped out into space, and still we kept sailing on towards the illusion. After passing the bridge we had 5 miles to go to the finish. The winds got lighter and lighter, and 50 feet from the finish line finally died completely, but we

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Triceratops at the Mac

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had enough momentum and finished the race around 0253, or 0153 Central Time.

We were all wet, excited and exhausted. It was late enough that only one bar was open, The Pink Pony. While the young Mr. Parks, Erik and I went for a drink the senior Mr. Parks managed to find a room on the island that wasn't occupied. We awoke in the morning to a beautiful day and took care of final race business, turning in our finish card and race transponder that hadn't worked. We then rented bikes and rode around Mackinac Island. Eventually we had gin and tonics at the Harborview Hotel, another beer at the Pink Pony, and talked to the fleet of multihulls that arrived after us, or in some cases before us, while waiting for the stragglers to finish.

All day long we heard finish guns, listened to talk of the *WingNuts* capsize and the deaths of Mark and Suzanne, and heard lots of speculation as to what had happened. Sponsors quickly removed their logos from the tent as they did not want to be associated with the deaths of two racers. It was amazing how the tragedy effected every race participant and even tourists. At one point we were eating breakfast and talking about what

had happened, and a Race Committee member asked us to keep it quiet.

Finally I decided that it was time to get the boat out of the water and head back to Bay City where I keep *Triceratops*. We motored over to

and Josh Parks, Erik Wittec, and myself, will ever forget. The smiles and delight from racing with hundreds of boats surrounding us during a full moon on a downwind sleigh ride for 35 hours will be hard to beat, but we look forward to next

year. A quick study of the numbers showed that at our peak we sailed 180 miles in the 12 hours before the storm hit. I'm not sure we could have gone any faster in those conditions.

Photo Courtesy of Jon Alvord



Steve and Josh Parks

Photo Courtesy of Jon Alvord



Erik Wittec, Jon Alvord, and Steve Parks

Mackinaw City Tuesday morning, with boats still finishing in pea soup fog and ferries blasting back and forth to the island, and put the boat on the trailer for the drive home.

It was a great race, and one that none of the crew on *Triceratops*, Steve

We finished in fifth place among the multihulls behind a *Seacart 30*, a *Newick 48*, a *Chris White 44*, and *Leiloe (a C31-1D)*. We were able to beat *Cheekee Monkee* with Jan Gudgeon aboard, and the *F25C* with Randy Smyth. Had we been just 30 minutes farther ahead before the storm hit we would have likely finished in the top three, so we were all extremely happy with the end result.

Jon Alvord holds the most season championships in NEMA history and is now living in Michigan, where he enjoys sailing his F-31 Triceratops in the fresh water of the Great Lakes. He occasionally returns for NEMA events.

This article was edited by Jesse Deupree.

2011 Chicago to Mackinac Race Multihull Results

Boat		Owner		Finish	Elapsed	Corrected	Place
Sundog	1.1545	Paul & Kathleen Parks	Shady Side, MD		30:04:55	34:43:46	1
Manitou	1.1246	Fred Ball	Harbor Springs, MI	Sun, 21:11:09	31:01:09	34:53:02	2
Lei Loe	1.0851	H.L. 'Loe' Enloe	El Paso, TX	Sun, 23:54:02	33:44:02	36:36:16	3
Caliente	1.0744	Michael Steck	Naperville, IL	Mon, 00:30:06	34:20:06	36:53:22	4
Triceratops	1.0484	Jon and Lori Alvord	Mount Pleasant, MI	Mon, 01:53:38	35:43:38	37:27:23	5
Cheekee Monkee	1.1073	Ron White	South Bend, IN	Mon, 00:35:16	34:25:16	38:06:52	6
Arrow	1.0484	Jeff Wittenberg	Palos Park, IL	Mon, 04:33:10	38:23:10	40:14:38	7
Zingara	1.0285	M. Segraves, M. Caserta	Chicago, IL	Mon, 05:59:41	39:49:41	40:57:47	8
Double Time	1.1246	Martin Foster	Chesterfield Twp, MI	Mon, 03:52:56	37:42:56	42:24:53	9
High Priority 2	1.0433	David Shneider	East Lansing, MI	Mon, 08:18:10	42:08:10	43:57:38	
Emma	1.0285	Jerry Fiat	Park City, Utah	Mon, 11:12:24	45:02:24	46:19:25	
Big Storm	0.9475	J. Frederick/D. Schaefer	Port Clinton, OH			DNF	
Zoom	1.0851	Harry Whittelsey	Huntington Bay, NY			DNF	

FOR SALE / RENT

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

1995 F-31 Aft Cockpit *Freebird*:

This boat is a 1995 fixed mast aft cockpit, long cabin model which has been adapted for extended cruising. It has recently updated Dodger/ Bimini, tramps, standing rigging, tiller pilot, Pentax jib, Honda 9.9 outboard, Engel refrigerator run by 2 solar panels. The boat and all equipment are in excellent condition. On the hard in Bedford, MA, \$79,000. For more info and pictures contact Arnie Gould at trisailing@verizon.net or by phone at 781-275-5965.



Free Depth Sounder

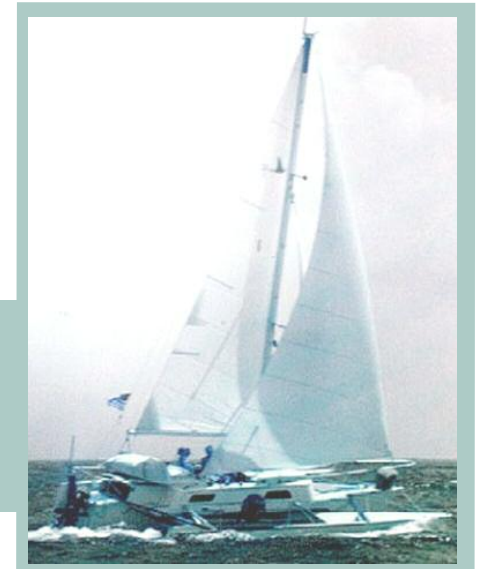
Kenyon Marine, Model DS-300, SN 29638 BB, 12 Volts, #3 Transducer. It is in the original box. Free to anyone who wants it. Call Wayne Allen 781-665-7295.

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.

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.



SCRIMSHAW

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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

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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



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Next NEMA Meeting
Thursday, November 3, 7PM
Savin Hill Yacht Club
Slideshow & Panel Discussion
"F-18s and the 2011 North American Championship at Hyannis"
(see page 2)

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