

NEMA

NEW ENGLAND MULTIHULL ASSOCIATION

Phil Babcock Photo



Stan Honey: Groupama 3 and the Jules Verne Trophy Record

by David O'Steen

Stan Honey, the guest speaker at NEMA's annual dinner meeting on February 5, 2011, vividly recounted his fascinating experiences as navigator on Franck Cammas' trimaran *Groupama 3* (*G3*), during their record-breaking Jules Verne Trophy voyage last year. Stan showed a number of slides—and some fine helicopter movie footage of *G3*—while sharing the *G3* story and responding to the many insightful questions

posed by NEMA members.

Jules Verne Trophy

Stan began his talk with a brief history of the Jules Verne Trophy, which began as a challenge for the first boat to sail 'Around the World in 80 Days'. The Trophy provides no limit to the size of the boat or crew, or number of hulls, but power is limited to wind and human muscles, with no outside physical assistance permitted. Whereas only

human power is allowed (no electric winches) to manage the boat, outside information—such as weather routing—is acceptable.

Frenchman Bruno Peyron was the first to achieve a circumnavigation in less than 80 days with a crew including American Cam Lewis aboard the catamaran *Commodore Explorer* in 1994. Their record of 79 days 6 hours 15 minutes and 56 seconds was broken the next year by a British/New Zealand team and completion times have steadily decreased since, with French teams on both catamarans and trimarans shaving further time off *Explorer's* original record. *Groupama 3* was sailing against Peyron's 2005 record of 50 days, 16 hours, 20 minutes and 4 seconds that was set by *Orange 2*, a maxi-catamaran.

Franck Cammas and his team planned to power through the light air and dodge heavy seas in a light-weight,

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Next NEMA Meeting

Thursday, March 31
7 PM (pizza, drinks), 8 PM
(meeting)

Savin Hill Yacht Club

400 Morrissey Blvd, Dorchester, MA

Speaker:
Etienne Giroire:
Liferaft and Survival
Technologies

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



Doug Loomer Photo

Remembrances of Tony Cabot

by Sydney Miller

Tony helming *Barefoot*

On February 8, 2011, NEMA lost a long-time active member, sailor, racing competitor, colleague, and good friend.

(Chilton) Tony Cabot sailed, raced, and promoted multihulls for more than 2 decades, serving on the NEMA Board of Directors in a variety of roles, most notably as Commodore in the late 1980s and as Fleet Captain during the 1990s and 2000s. Tony produced the NEMA Race Rating certificates and participated actively in NEMA board meetings, always providing his insights with a respectful tone and a dry wit. We already miss his wise and gentle input.

Tony was already an active sailor by the early 1980s when he first became interested in multihulls. He read about the superior sailing performance and researched various boat configurations, becoming fascinated with Ian Farrier's folding trimaran designs, produced by Corsair Marine.

In 1986 or '87, Tony purchased the first Boston-area Corsair F27, hull #2, from the original owner in Maine and kept the boat at a dock near his house in Quincy. He sailed extensively in Boston Harbor, Buzzards Bay, and Newport, racing most of the NEMA season events and winning several trophies. His close friend Doug Loomer recalls how much Tony enjoyed sailing in Boston Harbor, particularly when sailing fast past the local lobster boats in his F27 (see below).

In the late 1980s, Tony lost the F27 to a big storm that hit the New England

coast. Following the loss of his first F27, Tony bought a second F27, hull #73. On its way out to the start of an early Buzzards Bay Regatta, this boat was run down by a monohull, requiring the tip of one of his boat's floats to need repair.

Other than these two setbacks, Tony campaigned his F27s actively, racing in most NEMA events during the late 1980s and 1990s, winning the first F27 class in the Newport NOOD Regatta in 1990 and the NEMA Season Trophy at least once. Tony usually raced *Barefoot* with his sons, Toby and Chris, his wife Mary Ann, and his friend Doug.

Tony's racing participation was somewhat diminished once his 'home-grown' crew married and produced children of their own, but his growing family provided many photo opportunities for Tony, who was already an avid photographer. Over the years, Tony also appeared at many NEMA social events with a camera in hand and an eagerness to discuss cameras or sailing gear.

In addition to Tony's competitive racing antics, he also enjoyed cruising with *Barefoot* and the family, including their annual July trip to the Cape and Islands, where they sailed the Martha's Vineyard and Nantucket waters before and after the Black Dog Dash race. They also enjoyed the Memorial Day weekend Newport-to-Block Island race, memorably showing up with "proper" crew attire of gray military-style jackets,

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Groupama 3

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maneuverable trimaran with foils. *G3* set the current remarkable record of 48 days 7 hours 44 mins and 52 seconds, but Stan thinks that even this can readily be trimmed by another 2 days or so with the newest generation of multihulls and foilers.

The old adage, “you have to finish to win” is particularly apt for ocean racing, and of the last 10 failed attempts at the Jules Verne trophy, 9 of them were due to breakdowns. *G3* only succeeded on her third attempt: on her first try in 2008, the port float failed between the beams, leading to a capsize (and subsequent successful recovery) off New Zealand; then in 2009 the port float aft bulkhead broke in the South Atlantic. Structural failures on the big trimarans are almost always due to the weather float (normally out of the water) getting ‘slammed’ on the waves. The challenge is to find enough wind to sail fast, without damaging the boat in stormy seas.

Groupama 3’s 2010 Record Attempt

For the third attempt, while ultimately successful, the crew had “unattractive weather” much of the way so they actually sailed a much longer course than was (theoretically) necessary as they searched for suitable conditions. *G3* is incredibly quick in flat water and can divert to pick the weather,

providing navigational options unimaginable in a standard boat. The optimum wind speed for *G3* is 18-25 knots, partly because a wave height below 1.5 meters is a primary goal. The best weather (in the Northern Hemisphere) is the southwesterly before a cold front, and the goal is to get out in front and stay in front. In the Southern Ocean, you ride the NW winds ahead of a storm, but if the wind shifts to the SW, you get a horrible sea state and have to simply take care of the boat until the next northwesterly comes through. In an average year, there are 4 or 5 good departure windows, and in the South Atlantic what you’re looking for are lows coming out of the Rio de la Plata. “If you can hook up with a good storm, you can ride it about half the way around the world.” Stan pointed out it is the jet stream that determines the speed of the Southern Ocean storms.

G3’s average speed for the actual distance sailed around the world was 24.74 knots! Their peak speed during the voyage was 45 knots, with a fastest 1-minute average of 40 knots, and a single best day’s run of 799 miles. Since the hulls spend so much time out of the water, they use a special Doppler GPS to measure speed. Without sensors in the water they can’t readily measure current effects, but Stan noted “in a boat this fast, you don’t really care!” This elicited a big laugh—one of several during the presentation—from the appreciative audience.

Stan’s slide show included some shots of the WWII submarine bases in Lorient with concrete walls and ceilings 36 feet thick, home to many of the French multihull teams. *Groupama 3*’s workshops are there and one image showed a cavernous bay with 48 boxes arrayed on the floor, “one box with the food for each day—it was pretty cheeky to take only 48 day’s worth!”

Franck’s concept for *G3* was for it to be a ‘nimble’ boat, smaller, lighter, and with less sail area than other Jules Verne boats, such as Bruno Peyron’s *Orange 2* catamaran, the previous record holder. The idea is that once ahead of a Southern Ocean storm, you simply stay right in front of it. You can’t go any faster or you’ll run away from the wind. It is in sailing up and down the Atlantic in light air where most performance differences appear and opportunities arise. So, while *Orange 2* may have been better in big seas, if *G3* could find flat water and survive the Southern Ocean, she might prevail in the Atlantic.

The weather forecast for the first leg of this record attempt was not ideal, but Stan thought it was worth the gamble, given that, if it went poorly, they could easily bail out and return to Lorient. It turned out they were able to wend their way nicely through the troughs, and made the 2nd fastest time in history to the equator. They struggled in the South Atlantic, however, and by the time they got to the Cape of Good Hope, *G3* was 24 hours behind the time *Orange 2* took during its record-breaking circumnavigation. But their progress in the Indian Ocean went well, with *G3* setting the world record for Cape Town-Tasmania in 17 hours less than *Orange 2*’s time.

Once they were across the Pacific and approaching Cape Horn, the storm they’d been riding ahead of sped up. They opted to sail north to let it pass south of them to avoid being in it on a lee shore, and then followed the storm around the Horn. This is a good example of “picking weather using the boat’s

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Groupama 3

(continued from page 3)

speed.” Stan later showed a slide of the navigation display when off the coast of Brazil, indicating 7 knots of true wind and 20 knots of boatspeed, exclaiming “G3 is a rocket in light wind and flat water!”

On the final North Atlantic leg of their circumnavigation, *Orange 2* had slowed for 2½ days to let a storm go by ahead of it, as Peyron was about 10 days ahead of the record at that point, and felt that he could afford to be conservative to protect the boat. Aboard *G3*, they knew that they could shave those 2 days from *Orange 2*'s time, so they pushed to get out ahead of the last storm to ensure they'd break the record.

Life On Board G3

One of Franck's goals was to get around the world without breaking the boat, so he selected a very experienced crew whose average age was 45, with Franck the youngest and Stan the oldest on board. Everyone except Franck had already been around the world at least once.

Stan Honey remarked that it was a privilege to be asked to join the relatively closed world of French sailing, and that it provided an interesting contrast to other

campaigns. The food, for example, was the same dehydrated stuff that's used in the Volvo races. The professional Kiwi crews Stan usually sails with “dump it all in one pot and stir it with a screwdriver” as part of their general hard-guy approach. Onboard *G3* it was the same ingredients, but it was cooked properly, with care, and with an occasional dollop of olive oil or a bit of spice, it tasted markedly better.

The Kiwi attitude is that brutal conditions are simply part of the job; they

accept extremely wet conditions belowdecks on Volvo 70s, for example. *G3*, by contrast, had no leaks and was completely dry below! Kiwis tend to be more rule-bound, such as prohibiting coffee on deck and visits to the navigator. The French were generally more sociable, to the extent of having a “Bar des Sports” game session once a week or so, with even a tiny bit of wine or cheese. When asked about his French language skills, Stan answered that he had done some preparation beforehand and by the end of the voyage he was able to discern “whether they were discussing boats or women” at conversation time. Complex navigation concepts

were expressed in English, which Franck Cammas speaks well. It was very noisy belowdecks, and the motion was so extreme, with rapid accelerations in all directions, that Stan often couldn't use a computer mouse at all, and even manipulating a trackball was difficult in these conditions.

The watch schedule—as is common with professional crews in long races—was 3 hours on duty, followed by 3 hours on standby suited up and ready, and then 3 hours off duty. The navigator was on 24-hour standby (!), which meant that Stan Honey participated in every maneuver and, as one of the physically largest crew members, he was usually on the grinders. The crew used hand signals to communicate and there was very little talk during maneuvers while they just kept an eye out for the timing of each move.

Asked about the use of foils, Stan explained that 20 knots was a transition point: below 20 knots of boat speed, they used only the center daggerboard and above that speed they used the lee foil and raised the main daggerboard.

The propulsion engine, shaft, propeller and associated items had all been removed before departure. Electrical power on board was supplied by a tiny single-cylinder 7 hp diesel generator, which was hand-started with a Briggs & Stratton pull cord. It put out 60 amps at 24 volts and was run about 45 minutes each day to charge the Li-Ion batteries and make water.





Groupama 3

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Safety

On Volvo 70 monohulls, green water is almost constantly coming through the cockpit, so you feel naked without a safety harness. On *G3*, it was drier, partly due to the casquette (dodger), and you don't feel at all likely to fall overboard: "multihulls are much more sensible", Stan observed. While not required to conform with many of the common safety regulations, Stan thought *G3* was nevertheless very sensibly equipped for safety, such as carrying a life raft in case of fire. At these extreme speeds, in a man overboard situation, you'd be several miles away by the time you managed to furl the gennaker, reef the main, make your turn, and then start to sail back to the man in the water. *G3* had a button near each helm position that could be pressed to capture the current GPS position and use compressed air to launch a canister with a jon buoy and small self-inflating one-man life raft. During practice sessions this worked well, landing quite close to the man overboard.

If they were anywhere close to flying the main hull, the traveler and gennaker sheet would be held by hand. Most of the time it's too much work to fly the center hull, so usually it is just skipping along the wave tops. Stan found it comforting when in his bunk to know

that those sheets were held by the best French multihull sailors. He had a matter-of-fact tone when he said that they had "pearled 5 or 6 times".

Stan answered a question about using forward-looking sonar to detect icebergs by explaining that it is very difficult to detect growlers or containers due to all the 'backscatter' generated on the screen from the underside of ocean waves.

Weather/Routing

Stan Honey employed Deckman, Expedition, and Tactique software for his navigation decisions, though he also took along a plastic sextant, "just in case". Working with Sylvain Mondon as *G3*'s shoreside router was one of the "best parts of the experience." Meteo France regularly sent two sets of sea state GRIB files: the height, direction, and period of wind waves, and the same data for the swell. The intersection of these two can present a real problem, so Stan carefully calculated the encounter frequency and height for each type of wave and then the crossing angle, to establish routing that would avoid conditions that could break the boat. In general, they had reasonable confidence in forecasts 5-6 days ahead, and their record was achieved with only 1 hour of the entire voyage spent in winds over 38 knots and only 12 hours in winds over 34 knots.

Meteorology took a huge leap forward about 7-8 years ago, when they

began using scatterometer satellite data to measure surface winds, and now the weather models in the Southern Ocean work very well because there is little turbulence from the continents down there.

The Future

Asked why sailing sponsorship appears to work so well in France, Stan commented that it was like NASCAR is here in that the big sponsors return year after year, providing consistent infrastructure, and it must be a defensible marketing expenditure for the sponsors. Franck Cammas, for example, has a 40-person shoreside crew (non-sailors) to manage and maintain the Groupama fleet. The sailors, by the way, are simply on contract for each event. Stan opined that sailing is so popular throughout France due to its status as something the French can outdo the British at, starting with Tabarly who became a national hero. He said that "personality counts" enormously for marketing.

Stan Honey fully expects that *Banque Populaire V* will soon take 2 days off *G3*'s record, as it is 12 meters longer with a canting rig and is clearly faster. They do have to make more attempts each season, though, as breakage is common before achieving success. The next generation of boats that could markedly reduce the record is likely to include true foilers such as *Hydroptere*, but they would still have to pick their weather conditions carefully.

Stan ended his talk, to enthusiastic applause, by recounting the "best bit of offshore sailing advice I ever got", which was from his father:

Keep your head warm
your feet dry
your eyes open
and your mouth shut.

David O'Steen, a NEMA member, has sailed multihulls in the Pacific, Atlantic, and Caribbean. He's looking forward to building his next boat.

This article was edited by Sydney Miller.

NEMA 2010 Season Awards

by Tom Cox, Photos by Tom Cox

Kudos to Steve Parks, this year's NEMA Season Trophy winner, who raced more races, placed more places, and won enough of them to put his F27 tri *Flying Fish* on top. Crewed by his son Josh, *Flying Fish* earned 7 firsts on corrected time in the 10 days of racing over the season.



Steve Parks wins the Season Trophy Award

Tom Cox also reaped rewards for participation by winning the 2010 Ocean Racing Circuit, capped off by a victory in the inaugural Downeast 180 race in which *Triad*, his 42' Newick Creative tri, set an average pace of 13.5 knots over



NEMA North Trophies; Jeff Schreiber 1st, Tom Cox, 2nd

the 180 mile course. *Triad's* crew for every race was Mike Lipton, whose efforts helped bring *Triad* in to second place in both the Season Trophy and the NEMA North circuits.

Racing Chair Don Watson sailed his self-designed and -built 35' tri, *Swampfox* to third place on the Season Trophy, and along with his son Nat notched as many racing days as did *Flying Fish*. Their efforts earned them both the Elapsed Time trophy and the Mileage Award for fastest boat, uncorrected time, and most miles raced over the season.

Jeff Schreiber ably sailed his Dragonfly 25, *Lance*, to first place on the NEMA North circuit. He scored 2 days of first place in the abbreviated season which consisted of only 3 days of racing. (Audra, a regular participant in the North circuit was sold mid-season, depriving the fleet of a 3 boat quorum for several races.)

Peter Vakhutinsky, along with his right-hand man Roman Danilov and James Love, were awarded the Moxie Trophy for their valiant efforts in the Downeast 180 aboard *Tritium*, his F27 formula tri. They re-rigged their bowsprit which failed during the first leg during a searing spinnaker run and finished the race in grueling conditions.

Newsletter Editor Phil Babcock and his wife Amy were the first ever recipients of the NEMA Cruising Trophy. They brought home the silverware, which was an additional reward for having had so much fun last summer aboard their F24 tri, *Sunshine Girl*.



Don Watson wins both the Elapsed Time and Distance Trophies



Peter & Sophia Vakhutinsky with the Phil Weld Moxie Trophy



Phil and Amy Babcock receive the NEMA Cruising Trophy from Ken Levitt

NEMA 2010 Awards
(continued from previous page)

Key note speaker, and USSailing Sailor of the Year, Stan Honey was awarded the Significant Achievement award, presented (and fabricated) by Don Watson, in recognition of his many years of racing and navigation expertise in the service of multihulls. Stan's accomplishments are far too numerous to itemize in this short missive; rest assured they are impressive.



Stan Honey receives the Significant Achievement Award from Don Watson and Bob Gleason (L to R)

2011 NEMA Annual Dinner



Over 100 NEMA members and guests attended the annual dinner at the Venezia Restaurant in Dorchester, MA



Martin and Jan Roos, twin brothers with twin MacGregor catamarans

Phil Babcock Photo

Phil Babcock Photo

Tom Cox Photo

Phil Babcock Photo

Tom Cox Photo

Summer Sailing Sabbatical, Part II

by Tom Cox, Photos by Tom Cox

In Part 1, the Triad crew sailed from Gloucester, MA, to Martha's Vineyard for the Black Dog Dash, found many excuses to visit nearby Tarpaulin Cove, and ended up back in Vineyard Haven.

Tuesday, Mike and I restocked our provisions in Vineyard Haven and took off for Tarpaulin Cove. We intended to spend another night, but a fresh breeze and sunny skies proved irresistible and we bypassed the Cove and headed straight for Cuttyhunk. We blew by Naushon Island, close reached past Nashawena, and blasted through Quick's Hole at 17 knots. We struck sail in Cuttyhunk's outer harbor, and motored up the narrow channel to the inner harbor where we anchored in 5 feet of water in the northwest corner.

It was nice to arrive a day early as we had plans to rendezvous with our wives the next day. (Sensibly, they had reserved a luxurious room at the Sportsman's Club B & B on Cuttyhunk for an overnight stay Wednesday night). I spied an interesting looking cruising catamaran anchored nearby --it looked about 50' long with a generous sail plan

and good underbridge clearance. A father and daughter came sailing by on lasers and hailed us. Much to my surprise he shouted, "Hello Tom." It turned out to be Claude Dussaud, the owner of *Cenou*, the cruising cat that I'd been admiring. Judy and I had met him and his wife Rike, and two

then-small daughters Celine and Anouk, who were cruising aboard an F31 five years earlier when anchored in the same spot in Cuttyhunk harbor. At that time, Claude was dreaming of a larger boat, and here she was. *Cenou* is the first-built Soubise 46 cruising catamaran, designed by Eric LeRouge, and a near sister ship to *Gifi* (2nd place winner in the 50' class of the 2001 Singlehanded Trans Atlantic Race). Claude invited us to visit the next day for cocktails and a tour.

Wednesday morning Mike and I busied ourselves with some boat maintenance and awaited the arrival of our brides. Their ferry docked in Cuttyhunk around 1000, and they joined us for lunch aboard *Triad* after they had checked in to their lodgings. We made the most of our combined provisions, then dinghied back ashore for some land-side exploration. This included a hike up the hill to the old submarine watchtower, and around back to a shortcut to the Sportsman's Club. We then went for a swim at the nearby beach and followed with leisurely showers at the club.



The Soubise 46 cruising catamaran, *Cenou*

Mike and I paid a visit to *Cenou* and were mightily impressed with this luxurious catamaran cruiser. Claude and Rike entertained us with wine and cheese while their daughters tapped away on their wireless Mac Ibooks, texting their friends from afar. We rejoined our distaff side for an alfresco dinner at Cuttyhunk's sole restaurant, Soprano's (not related to the eponymous TV family). The sun set, Mike and I bid fond adieu to our sweethearts and headed back to the boat in order to make a timely start for Newport in the morning.

With a foul forecast calling for half a gale on the nose, we set off shortly after first light for Narragansett Bay. Much to our relief the predicted rains never materialized and the wind stayed under 15 knots for the entire trip. We powered through the lumpy seas with full main and jib, tucking in the occasional tack when approaching the Rhode Island shore. The balance of our trip proved to be uneventful, and we found a Brazilian bistro for dinner (the Sambar) and dined on their version of tapas and a curiously refreshing Caipirinha, Brazil's national cocktail, made with cachaça, sugar and lime. (As my good friend and sailing partner David Steele, recently returned from Brazil, has informed me, cachaça is distilled from sugar cane juice and is therefore distinct from rum which is distilled from molasses. Sure tasted like



Cathy and Judy join a yoga class at the Sportsman's Club, Cuttyhunk

Sailing Sabbatical

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rum to me.)

Friday morning Mike and I dinghied in to the Newport Yacht Club for the Solo/Twin skippers meeting at 0900. Standard course – 100 miles counter clockwise around Block Island, east to Noman's R2 bell and return to the NP Morse A buoy off Point Judith, then north to the finish off Castle Hill. Not much to do back aboard except offload some cruising gear into the dinghy and make some sandwiches before the 1200 first gun.

Light air from the northeast and a foul current greeted us at our start, but we made the most of it by getting a timely start at the pin end on starboard tack, heading as deep down as we could. Most of the multihulls ran away downwind on their spinnakers leaving us



Mike at the Helm

Point Judith. We led the multihull fleet to the first mark of the course, the R4 bell at the southeast corner of Block, rounding at 1600 hours. Then we began a long deep run 32 miles to the NE and Noman's

Land. We prayed for the forecasted southeasterly to kick in and after a few hours our prayers were answered.

We had just jibed back for a short hitch to a mile west of the rhumb line when the shift came. The breeze continued to build as we rounded the Noman's R4 bell at 1015, still in the lead, and we were off on a

Horn. Suddenly a boat appeared out of the gloom whose crew whooped as we charged by – we whooped back and waved as we steered for Point Judith.

We made the NP buoy (the turning mark for Castle Hill), at 0030 Saturday morning, then the wind turned off. We chased zephyrs dead downwind for an hour and quarter, making the finish line at 0145 to take line honors for the race. Thanks to some good sailing on the part of *Flying Fish* and *Tritium* they corrected out to first and second as *Triad* took third overall.

Sunday morning, Mike and I went ashore in Newport for breakfast at Gary's Handy Lunch, a landmark establishment on lower Thames Street (not to be missed if you like good food served in generous portions at reasonable prices in a campy red and white 50's motif diner). On our return to *Triad* we toured a bit of the harbor, checking on some of the shiny gold-platers that abound, and aboard *Legend* we met Don Mason, a machinist who manufactures parts (including entire winches) and repairs antique hardware for these yachts (Wickford Machine in Kingston, RI, if you have the need of his services). We then chatted with long time NEMA members Chris Morris and Dale Lincoln aboard the F27 *Silver Girl* who had anchored near *Triad* the night before.

At 1100 Dave Steele and Nick Bryan-Brown joined us for the return trip to Mattapoissett. The weather was fine with a fair 10 knot sea breeze from the

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Solo Twin Awards: Tom Cox, Mike Lipton, Roman Danilov, Peter Vakhutinsky, Steve Parks (L to R)

behind with just our hauled-out jib and main. After a slow run down Narragansett Bay, we saw *Swampfox* in the lead. About half way to Point Judith she suddenly struck her spinnaker – the predicted 10 knot southerly had kicked in. We made ready to trim sheets and within a half hour we reeled in all the boats that had passed us - first Peter Vakhutinsky and Roman Danilov aboard *Tritium* (Corsair F27), then Steve and Josh Parks on *Flying Fish* (Corsair F27), and finally Don and Nat Watson on *Swampfox* as we tacked south to clear

foil-down full-tilt boogie close reach back to the NP buoy.

It took an hour to finally catch the Open 60 *Crosswind*, who had an hour head start on us and whom we'd kept in our sights all day. We powered under her lee doing 17 knots when half way back to Narragansett Bay as we closed with many boats of the cruising class who were still sailing northeast on their shorter course to the Buzzard's Bay



Chris Morris and Dale Lincoln's *Silver Girl* at anchor in Newport

2010 Season Trophy Results

Boat	Owen-Mitchell	Spring Off Soundings (Day 1)	Spring Off Soundings (Day 2)	Buzzards Bay Blast	Down East 180	Down East 180	Black Dog Dash	New England Solo/Twin	New England Solo/Twin	BBR Day 1 Rinderle Points	BBR Day 2 Rinderle Points	BBR Day 3 Rinderle Points	Newport Unlimited	Newport Unlimited	Fall Off Soundings	Manchester Fall Series	Total
Flying Fish (Parks)	85.8	89.6	78.5				71.2	87.8	87.8	87.8	91.2	75	78.5	92.6			622.6
Triad					89.6	89.6	81.3	46.9	46.9							83.6	437.9
Swamp Fox	56.8			83.6	55.7	55.7		28.7	28.7	55.7	62.1	23.4	33.2	21.8			402.8
Blue Moon		10.5	92.6				93.9			40.6	23.4	36.3			81.3		378.6
Skedaddle		55.7	33.2							70.7		91.2	44.5	55.8	10.5		361.6
Tritium				10.5	40.6	40.6		65	65				55.8	67.1		10.5	344.6
White Heat										25.6	75	62.1	92.6	78.5			333.8
Glowboat	10.5	70.2	67.1	43						10.5	10.5	10.5					222.3
Flying Fish (Pingree)					70.2	70.2											140.4
Mooncusser													67.1	44.5			111.6
Milk and Honey								10.5	10.5		36.3	49.2					106.5
Milagro		40.6	21.8										21.8	10.5			94.7
Triceratops		25.6	55.8														81.4
Alegra					25.6	25.6											51.2
Zoom			44.5														44.5
Trinity													10.5	33.2			43.7
Lance																43	43
Falcor	33.7																33.7
Shooting Star					10.5	10.5											21
Supply&Demand			10.5														10.5

Yellow Cells are not counted - results based on best 7 days

2010 Offshore Trophy Results

Boat	Down East 180	Around Long Island	New England Solo/Twin	Monhegan Island Race	Whalers Race	Down East 180	Total
Triad	89.6		46.9		56.8		193.3
Swamp Fox	55.7		28.7		85.8		170.2
Tritium	40.6		65		10.5		116.1
Flying Fish (Parks)			87.8				87.8
Falcor		83.6					83.6
Sorn				81.3			81.3
Flying Fish (Pingree)	70.2						70.2
Shooting Star	10.5				33.7		44.2
Supply & Demand		43					43
Alegra	25.6						25.6
Milk and Honey			10.5				10.5
Irish Lady				10.5			94.7

2010 NEMA North Season Trophy Results

Boat	Patton Bowl	BYC Hospice	MYC Fall	Total
Lance	83.6	83.6	43.0	210.2
Triad	10.5	43.0	83.6	137.1
Audra	43.0	10.5		53.5
Tritium			10.5	10.5

Summer 2011 NEMA Racing Plans

by Don Watson, NEMA Race Committee Chairman

Hi all. It is not too soon to think about sailing this summer, and, with that in mind, the PRELIMINARY race schedule for the NEMA Season Trophy and the NEMA Offshore Trophy have been prepared. They will look pretty familiar. There are more races on this schedule than we probably need, so we need to hear from you regarding what events you wish to enter. For instance, the Halifax Race has had a multihull class every other year but one since 1989. While the Downeast 180 was conceived as an off-Halifax-year event, so far most people seem to prefer it to the Halifax Race this year. While they are both on the schedule, the Halifax race will be removed unless I hear that

enough people want to do it.

Another change to the season schedule is that the Whalers Race has been added.

The Offshore schedule has added the Vineyard Race and the Ida Lewis Distance Race. Three races on this schedule must be completed to qualify for the trophy. Again, I want to hear from you whether we have too many events or not enough. In the past, too many events meant the fleet was fragmented. Let's not say we're going to support the Ida Lewis Race unless we are going to do it. It is pretty close to the Unlimited Regatta.

So let's communicate and see what

events we wish to do.

The 2011 rating application is on the website at nemasail.org. Many of you have commented that the rating application is too hard to fill out. It's really not, especially if you have a copy of last year's certificate. If you need a copy, I will send you one. Shortly they will all be on the website. If you have any questions please ask.

So that's it for now. *Swamp Fox* is rigged and in the water where she has been all winter. If you don't look too close she looks ready to go ... NOT!

All the best,
Don

Preliminary 2011 NEMA Season Trophy Schedule

May 27	Owen Mitchell Regatta	Newport Yacht Club
June 10	Spring Off Soundings	Off Soundings Yacht Club
June 25	Buzzard's Bay Blast	NEMA
July 10	Marblehead - Halifax *	Boston/RNSYS
July 15	Downeast 180 *	NEMA
July 23	Black Dog Dash	NEMA
July 30	N.E. Solo Twin *	Newport Yacht Club
Aug. 5	Buzzard's Bay Regatta	New Bedford Yacht Club
Aug. 27	Newport Unlimited	NEMA
Sep. 3	Gloucester Schooner Festival	Cape Ann Chamber of Commerce
Sep. 16	Fall Off Soundings	Off Soundings Yacht Club
Sep. 17	Whaler's Race*	New Bedford Yacht Club

* Also part of the Offshore Racing Circuit

Preliminary 2011 NEMA Offshore Trophy Schedule

July 10	Marblehead - Halifax *	Boston/RNSYS
July 15	Downeast 180 *	NEMA
July 28	Around Long Island Race	Sea Cliff Yacht Club
July 29	N.E. Solo Twin *	Newport Yacht Club
Aug. 12	Monhegan Island Race	Portland Yacht Club
Aug. 19	Ida Lewis Distance Race	Ida Lewis Yacht Club
Sept. 2	Vineyard Race	Stamford Yacht Club
Sept. 16	Maine Rocks Race	Rockport Yacht Club
Sept. 17	Whaler's Race*	New Bedford Yacht Club

* Also part of the Season Trophy Racing Circuit



Peter McCowan Photo

Cruising on *Alexandra*

By Richard Kotalac



Alexandra tied up in Rum Cay, Bahamas

We purchased our Contour 50 trimaran *Alexandra* on a whim in Toronto in Dec. 2008, after my wife Melanie had suggested a father/son sailing trip was in order. I'll omit the sticky details that buying a boat in another country entails, but we succeeded in having her dismantled, trucked south, and commissioned in the water in Florida three weeks later. The re-assembly in Ft. Lauderdale, completed with my 16 yr. old son, Zach, was like putting together a big Lego set using cranes and forklifts. Christmas aboard the *Alexandra* - who would have guessed.

With lots of rice, fishing rods, and Hawaiian slings, we shot across the Gulf Stream and slowly worked our way south through the Bahamas early in 2009. This being a new boat, and the first multi-hull either of us had set foot on, we quickly had to learn what not to do. But there were advantages, too - with centerboard up, we were able to sneak into remote shallow water areas.

Living off the sea in the tropics was exactly what we needed. We weren't exactly roughing it. This well-designed cruising machine made our cruising pretty comfortable as well as exciting. Highlights were not only flying along at double-digit speeds, but also the excellent fishing. We caught grouper, record size mutton snapper, lobster, Spanish mackerel, barracudas, and

many mahi mahi, little tunny, and yellowfin. I fought a blue fin tuna for 2 ½ hours on a rod and reel while yelling to Zach as if we were on a sport fisherman - "drive slower, no faster, furl the jib, hard to starboard, get the gaff". The reward was coming into Rum Cay on Super Bowl Sunday with enough fresh sushi to feed the whole island. After that, we didn't have to buy a single beer during our 2 week stay.

Having stored several surfboards in the amas, we took advantage of the many perfect point breaks on the outer islands that were easily reached in the *Alexandra*. This trimaran proved to be the ideal platform for our warm water needs. Melanie joined us with our daughter Mya during school vacations, and the boat was more than ample in comfort for the whole family.

Soon it was April, and time to get back to work in Nantucket. Even though I had extensive offshore experience in mono hulls, I was apprehensive about

going offshore in a trimaran. The northern gales were still cycling through the east coast of the US, so I decided to do the trip in legs. These trips, normally long in a single hull, became thrilling and quick passages. The first leg was from the Bahamas to Charleston, SC: we made the 440 miles in 39 hours. The Gulf Stream did give us a lift, but also a big jumbled sea that didn't phase our new craft.

On the next leg, we got caught off guard with an inaccurate weather forecast going around Cape Fear, NC and hit a new boat speed record for us at 17+ knots in a thunderstorm at 2 am - not ideal. This prompted me to go inside at Morehead City, and up the Intracoastal Waterway to Norfolk. Steering a 31' wide vessel through the narrow waterway made me feel as though we were a mine sweeper.

There are a hundred bridges in the Intracoastal and the fixed ones read 65' vertical clearance- our carbon fiber mast is 64', 11 7/8" off the water. Our charts did not give the widths between bridge supports so I worried too about being turned back at any of them, and forced to go all the way back and then outside into



Alexandra's route

Cruising on Alexandra

(continued from previous page)

the ocean to leave Cape Hatteras to port. We lucked out with a roaring April southerly tail wind and flew up the canals, and every bridge was wide enough. From Norfolk we went outside into the Atlantic to NYC and down Long Island Sound to our familiar Nantucket waters. The entire trip took only six days of sailing.

At Nantucket, the water temperature had dropped to 48 degrees! We moored our new, funny looking three-hulled creature in the rather traditional harbor of our home island.



Crew member Sam with record-size mutten snapper, Eleuthera, Bahamas

Zach had home-schooled on board in the Bahamas, but it was now time for him to complete high school in a proper institution; so off to Rhode Island he went and graduated in spring of 2010. This gave us the opportunity to haul out *Alexandra* at the Newport Shipyard for the winter of 09-10. Dreaming of those warm turquoise blue waters, tropical fish, and unriden surf breaks, I did what I do best and gave our boat a complete offshore long distance cruising upgrade.

When we bought this amazing craft, she had been day sailed in the fresh-water lakes of Canada, and, although 7 yrs. old, she was like new. Built with the best materials and systems, most everything worked out, but she needed a wind generator and a water maker. I added wire supports to the bowsprit to handle the new screacher. A stainless boom support was added, as well as a

full canvas, clear plastic and stainless cockpit enclosure. A complete center-board upgrade, 7 new batteries, high amp alternator, all new bilge pumps and electric panel plus new covers to keep the water out of the ama cockpits in foul weather (which later proved invaluable) completed my work.

The upgrade list seemed endless but with everything complete, we launched in May and sailed her back to Nantucket. Over the summer we enjoyed many sails with family and friends. We even entered the annual Nantucket Tuna Fishing Tournament in September. Several miles east of Cape Cod the larger sport fishing boats were bobbing around like corks while we were comfortable. They burned as much as \$2,000 in fuel while our tri only used 4 gallons! Being the only sailboat out of 40 boats, we were presented with the Ernest Hemingway award.

Still unsure of her real offshore capabilities we finished prepping *Alexandra* for a Nantucket to Bermuda run in late October, 2010. With the arrival of the first significant cold front we went off on a Nantucket sleigh ride to Bermuda. After owning this boat 20 months, I really got to see her perform on this trip. With a double reef in the main, and jib or screacher we flew on a bee line towards that little dot on the chart 635 miles away, and arrived in less than 3 days. We turned off the autopilot and hand steered as the following seas had *Alexandra* surfing along



Rick crossing the Gulf Stream

at 15 knots, then surging to 18 and finally many bursts over 20 knots!! While hand steering I took my hands off the wheel several times to see how stable and comfortable she was at these speeds. My Yankee skepticism of multihulls finally disappeared and I said, "the brochure was correct, this is the perfect cruiser."

Melanie has learned not to venture with me on these offshore runs and she wisely took a 747 and met me in Bermuda, where we cooked up the mahi mahi we caught on the way in with friends. Bermuda is a beautiful and unique place. We took the folding bikes from the amas and toured the island via the old railroad route-now bike path. Stuck in Bermuda while Hurricane Tomas did its November dance south in the Caribbean, we explored the island with our friends Steve and Susan Hollis from Ocean Sails in St. Georges Harbour. All the cruising boats heading south were

continued on page 14



At anchor in Green Turtle Cay, Bahamas

Cruising on Alexandra

(continued from page 13)

holed up in Bermuda, but we finally had a good forecast for the 900 mile run to St Maarten in the West Indies. With an extra-large, long-period ground swell from a gale off New England and a fair wind, we headed off into the Sargasso Sea. The first day out always takes its toll on the crew, but with the stability of the tri and auto steering we eased into a fast 4 day run. It was a pleasure to pick up the trade winds and encounter all the sea and bird life as we closed in on the islands. Once there we anchored up on the lee shore while the trades picked up to 20-30 knots for several days. The locals told us that the Christmas winds were early!

St. Maarten is blessed with a several-square-mile, protected, deep-water lagoon. Because of this it is a favorite stop for all kinds of craft from mega yachts to puddle jumpers. There are many boatyards and chandleries stocked with as much boating gear as any place back in the states. Being duty free, the prices are fair and temperatures warm! *Alexandra* finally felt at home in the French West Indies with multihulls everywhere you turned. Melanie, Mya and I had a nice French-cooked Thanksgiving meal with turkey and all the fixings, then put our trimaran on a mooring up in the lagoon and walked to the nearby airport to fly back home for work and school. The plan is to rejoin the boat as much as possible this winter and ultimately sell her unless the economy does an about face.

The Kotalac family owns and runs Brant Point Marine (the last remaining marine service on Nantucket Harbor). They are natives of the island and will, to the best of their ability, accommodate NEMA members when they sail to the island. Alexandra is in St. Maarten being sailed in the local multihull races and cruising the islands.

This article was edited by Jesse Deupree.

Sailing Sabbatical

(continued from page 9)

southeast as we took our departure at 1100. We reached up Buzzard's Bay making such good time that we decided to duck through Quick's Hole and over to Vineyard Sound to make a pit stop at – you guessed it – Tarpaulin Cove. We dropped the hook at 1300 and had lunch, drinking in the beautiful views and a brew or two for good measure. After a swim and a loll about we sailed off the hook at 1700 and made our way to and through Woods Hole, then reached over to Mattapoisett where we moored at 1930. David gave Nick a ride back to Newport to retrieve his van, and Mike and I supped at the local Kinsale Inn.

Monday morning Nick picked us up dockside to help top up a 5 gallon gas can, then we had a farewell breakfast together at Panini's. We took our departure at 0930 with a light 5 knot southwesterly pushing us to the canal. We had to motor most of the way there to make the noon flood towards Cape Cod Bay. Light airs continued as we sailed and motored for 3 hours until we connected with a steady ladies breeze just north and 8 miles east of Plymouth. The wind continued to fill as we raised Twin Lights from 11 miles out and hand steered on a surfing safari, riding the swells into the silver sea ahead. We found a good "mooring wind" upon gaining the Dog Bar Breakwater at the



Triad on the hook in Newport

entrance to Gloucester Harbor, reaching along at 17 knots for the final mile-long sprint to the mooring which we picked up at 1800.

We congratulated ourselves on two weeks well spent and celebrated with a couple of frosties before heading ashore for home and hearth.

Tom Cox has worn many hats at NEMA including the Commodore's in 2007-8; he is currently a Fleet Captain. He races and cruises onshore and off aboard Triad, his 42' Newick tri, which his wife Judy describes as "a comfortable racer, and a Spartan cruiser".

This article was edited by Andrew Houlding.



Quatros Amigos (Mike Lipton, Tom Cox, David Steele, Nick Bryan-Brown) enjoy some sun in Tarpaulin Cove

Tony Cabot

(continued from page 2)

complete with epaulets and badges.

In recent years, Tony and Mary Ann often chartered boats in the Caribbean, where they enjoyed relaxing with friends and family. Tony always had a good time at the helm and a real zest for life!

NEMA members remember Tony Cabot:

Doug Loomer:

'Tony had an O'Day, a 24' or something, and he sailed it in Boston Harbor. He had read about multihulls for years. It was a dream of his to own one of these boats, way before he got the F27. Tony was very early into multihulls and enjoyed learning about them whenever he could.

Tony got one of the first F27s in the Boston area. He liked going out in Boston Harbor, especially on a windy day, to sail past the lobster boats at 18-20 knots, with the lobstermen looking up with a 'What the heck was that?' look on their faces. It was really fun, especially early on, because people hadn't really seen multihulls out there in Boston Harbor.

We must have hit pretty much every NEMA race there was, except for the Marblehead-to-Halifax Race. Tony was very competitive, but he didn't hate to lose. Tony would compete like crazy, but if he didn't win, he wasn't upset, because we'd done our best. That was important for a competitive guy. He did what he did out on the race course and he accepted the results. There was never any moaning and groaning after it was over.

When you think about Tony, he always led by example. He would never criticize, so if something went wrong, he would say "What happened there?" He wouldn't say that it was you, specifically, and there was never any criticism. Racing with him, there was never a lot of yelling and screaming. It was always his nature to do his best and so you'd want

to do your best, too.

All I can remember is a ton of good times with Tony. We had SO many good times.'

John Cleary:

'Tony strolled down the dock where I prepared for my first NEMA race. He greeted me, inspected my brand new F-27, acted impressed, and predicted his failure to perform well against me. He wished me luck and left. I realized that I just received my first, huge, psychological cannonball lobbed across my bow. Our personal, ten-year duel just begun. [Tony was NEMA's first F-27 owner; I innocently became its second.]

In the end, I believe that Tony had a slight edge over me, but we were close. Our "war" was not nearly as important as our "battles."

Tony was a good friend, a true competitor who celebrated by openly sharing our sailing triumphs and failures. I am truly thankful for his involvement and will never forget his soft smile, his usually quiet demeanor, and his bright eyes. I also will never forget Tony's irate protest of Dennis Connors' rather "aggressive" start on *Stars & Stripes*. Sorry, Tony; I still chuckle fondly at your David & Goliath confrontation.'

Evelyn and Tom LaMers:

'We are honored to have known Tony and enjoyed our sailing times together. His on-the-water advice was always appreciated and contained some bit of dry humor to make things more fun. It is hard to believe he is gone; we will miss him.'

Dave Lussier:

'Tony has been and always will be in my thoughts with wonderful memories. So many of us at NEMA learned so much from him sailing, both very competitively and for fun, over the years.'

Bob Gleason:

'I will forever see Tony and *Barefoot*

enjoying their time afloat. Tony gave to NEMA much of his time, which others in the club benefited from.'

Don and Ellen Watson:

'Ellen and I are so sad to hear of Tony's passing. He was a wonderful man with a good sense of humor. We will miss his humility and gentle demeanor. He was always a huge help to NEMA and we always looked forward to seeing him on the water.'

Syd Miller:

'Tony could seem quiet, but he had a great sense of humor. He always entered the room with great energy and some fun news or anecdote. It's been great to share NEMA board meetings with Tony over the years.

I remember that he was reading the Patrick O'Brian Aubrey/Maturin books



Doug Loomer Photo

Tony smiling at the helm - British Virgin Islands

very early. This was many years ago and way before anyone else was talking about the 'Master and Commander' stories. He spoke passionately about how much he was enjoying the series and wrote a very witty NEMA article about one of the multihull cruises in the O'Brian style.

What a great guy! Tony had a wry wit, a mischievous smile, a positive outlook, and a very kind approach to everyone he met. We'll really miss him at NEMA events, both on and off the water.'

This article was edited by Amy Babcock.

Extreme Sailing Series 2011 Visits Boston Harbor

Sander van der Borch Photo



The international Extreme Sailing Series will visit Boston, the fourth of the 9 venues on its 2011 schedule, from the 30th of June to the 4th of July. The racing is done on Extreme 40 catamarans, with some of the best sailors in the world. The crews include 29 Olympians and 64 previous America's Cup sailors. The series is being considered training for the upcoming America's Cup World Series that will also be sailed in exotic catamarans.

The Extreme Sailing Series will be hosted at Fan Pier, situated directly on 21 acres of the most picturesque waterfront property in Boston, providing excellent viewing points for fans and spectators.

The races are run close to the shore so people at the venue can watch the

racing which often includes capsizes, pitchpoles and possible collisions at high speed. 11 teams are competing on the circuit this year.

Don Watson, our Race Chairman, has recently been in touch with Mike Fallon of the Extreme Series Organizing Committee, and Mike says "The racing will take place from 1-5pm and we are looking for volunteers to help make this race happen. We will need race officials, members for an international jury, captains for support boats, and general operations volunteers.

trip up to Boston, I'll be happy to sit down with you and anyone else you think should be involved."

We will forward any additional information about this to the membership



Sander van der Borch Photo

Sander van der Borch Photo



Furthermore, we are trying to source several RIBs to act as race support vessels. If any of this interests you or your members, please let me know. We are finalizing our volunteer applications now and I will be sure to send some out to you within the next few weeks. If it is worth you making a

by email as it becomes available. I, for one, will be there to cheer on my favorite team, Team New Zealand. I hope to see you there too. Thanks to Sander Van der Borch (www.sandervanderborch.com) for his generous permission to use his images from the recent act in Muscat.

For more information, see: www.extremesailingseries.com.

Ed Sinofsky
NEMA Vice Commodore

News from the Members

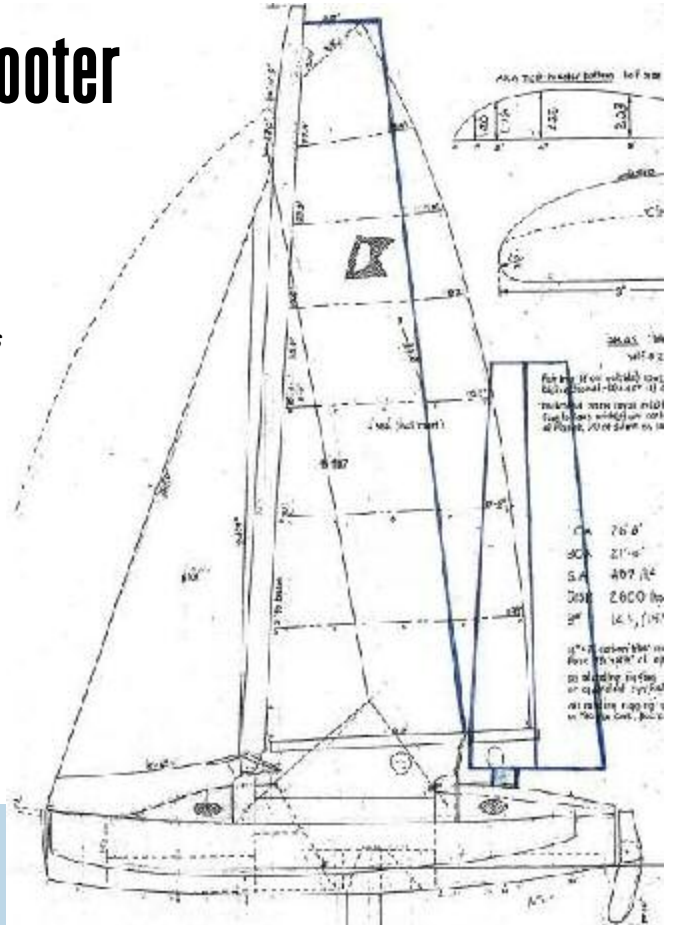
Serge Leonidov's Newick 26 Footer

Serge is building a Newick 26' design. Last June, perhaps while seeing the weather turning nice for boating while he was building, he got to pondering - maybe this design could be made better. It is unclear how far these thoughts got. If you see Serge around, you may want to ask him how he has modified the original design. Here is his note and modified drawing.

Ed.

One compromise in Newick's new 26 footer I am building is the boom overhang aft of the main sheet traveler, which is dictated by the location of the beams. The upwind angles typically suffer from mid-boom sheeting, so I pondered how this can be avoided. Because the aft cabin is tall and would provide an unstayed mast support, I wondered what a mizzen wing mast/sail would do...

Serge



Ken and Judy's Travels



F32-AX on Lake Champlain

Ken Levitt and Judy Gould used to have a Corsair F-27 trailerable trimaran. They made good use of it locally in Buzzards Bay, MA, and cruising to nearby waters. They also trailered it all over the place. In the summer of 2009 they took a trip to Lake Champlain and to Florida and the Gulf Coast.

They now have sold their first *Try*

Oomph and bought their second *Try Oomph*, a Corsair F-31 Ultimate Cruiser. We look forward to hearing about their continuing adventures on the new boat.



Fireworks right above us, 7/4/09, Lake Champlain



Afternoon snack time on Lake Champlain with the North East Trailer Sailors.



An F-Boat in New Orleans

The NEMA Picnic Event, Summer 2010

Story and Photos by Phil Babcock

On June 26, 2010, thirty NEMA members and guests gathered at the Gleason's house and beach in Wareham, MA for the NEMA picnic/barbeque, Buzzards Bay Blast and the Day Sail/Picnic.

A collection of boats slowly gathered in front of the Gleason's to get set for the race or the day sail. There was a good breeze for sailing with the usual chop out in Buzzards Bay. Bob Gleason moved among the boats in a (gasp!) motor boat, which he needed to run the Buzzards Bay Blast Race. He made sure the anchoring and mooring arrangements were in good order, and provided directions for the racing fleet.

As the racers headed off for their tour of the Bay, Amy and I swung our F-24, *Sunshine Girl*, into the beach to pick up Alex Hill, who just walked up to the boat and hopped on. There are times it is nice to have a boat that can operate in 12" of water.

The day sailing group of four Corsair tris selected a goal for their picnic – Bassetts Island on the far shore of the Bay. The other 3 boats, Phil Patrick in his F-24, *Yin Yang*, Arnie and Ronnie Gould in their F-31, *Freebird*; and Richard Bryan and Francie Chew in *Bear*, their F-27, hoisted anchor and we were on our way.

Even though we were not in a race, it sure seemed like some of the "cruising" fleet were sort of interested in who got there first. The wind was the usual south-west at about 10 knots, making for a good, but slightly bumpy run across the opening of the Cape Cod Canal. Given the desire to get back in time for socializing at the barbeque, the group decided to anchor for their picnic on the front of the island rather than taking the time to make the circuitous route around to the back side of the island. The four trimarans maneuvered within the



The Day Sail/Picnic gang lunching on *Freebird*: Arnie Gould, Alex Hill, Amy Babcock, Francie Chew, Richard Bryan, Ronnie Gould and Phil Patrick (L to R)

collection of skinny motor boats anchored in the shallows in front of the beach, finding enough good holding for us to have our picnic off the beach. Rather than going to the beach, we ferried everyone and their lunches over to the big tri, *Freebird*.

After lunch and socializing time, hearing about the various adventures of the five crews aboard, we headed back to our boats for the trip back. Alex offered to help Phil Patrick sail back, who had single-handed his boat on the way out. As we cleared the channel, all the sails went up – except one. On *Sunshine Girl* we opted to return with just the jib – a slower but potentially calmer trip back. As the tide had turned during our picnic, the flow of the canal was now meeting the wind head on. As we crossed the canal current there were some sizable waves and we did a little surfing, which was exciting enough to require holding on as the boat slid down the faces.

When we got back to the Gleason's after the other three boats, everyone asked how we

did across the canal current. We said it was a wild ride by our standards, but not too bad once you got used to the motions. The others were comparing the rides with no reef or one reef, and concluding they may have had too much sail up. I told them we

used our "7th reef". When asked what that was, I pointed to our fully-furled main tied nicely to the boom. "Slow but comfortable."

As the racers returned, people were arriving by car for the evening barbeque. There was some time available to sail off the beach in a Windrider trimaran and a brand new Weta beach tri (which is a lot of fun). The barbeque was the usual mixture of good food, good people, and lots of interesting conversations. A short rain shower did nothing to dampen the evening.

Oh, and the racers? Don Watson on *Swamp Fox* was first, followed by Ed Sinofsky in *GlowBoat*. Peter Vakhutinsky rounded out the fleet in *Tritium*.





FOR SALE / RENT

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

Free Depth Sounder

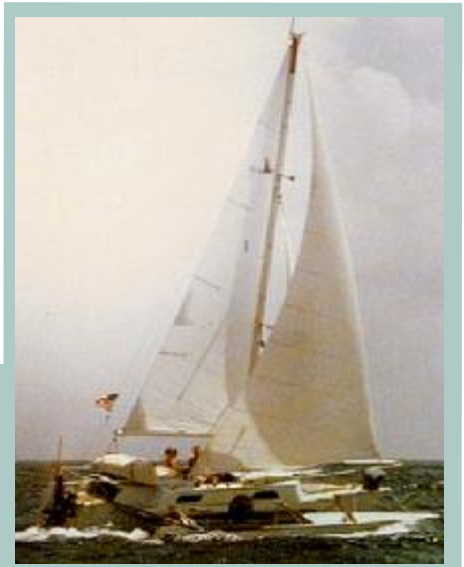
Kenyon Marine, Model DS-300, SN 29638 BB, 12 Volts, #3 Transducer. It is in the original box. Free to anyone who wants it. Call Wayne Allen 781-665-7295.

2001 Outremer 45, Aldora:

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

SCRIMSHAW

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



Rig For Sale.

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

Wanted and Opportunity Sought

Wanted: Cruising Trimaran sailing opportunities.

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

Navico Corus Network Instruments.

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

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.



1997 Warren 35 trailerable trimaran, Veloce.

Custom designed for fast coastal cruising/comfortable racing. Spacious interior with over 6 foot headroom and large berths. Enclosed head with holding tank. Built by Maine Cat using fiberglass over Core-Cell foam. Composite Engineering carbon fiber beams and wing mast. Main, self-tacking jib, screecher. 9.9hp four-stroke Yamaha. Custom trailer. \$99,900. Located in Beverly MA. Steve Mclafferty mclafferty@alum.wpi.edu or 781-405-1234.

AAPIver 31 ft. Tri.

Took us to VZ and back. For right folk.....needs some TLC. \$3,000 or B.O. For more details call Al Sunderland 508-678-0816





NEW ENGLAND MULTIHULL ASSOCIATION

P.O. Box 51152, Boston, MA 02205

First Class Mail

Next NEMA Meeting
Thursday, March 31
7 PM (pizza, drinks), 8 PM
(meeting)
Savin Hill Yacht Club
400 Morrissey Blvd, Dorchester, MA

Speaker:
Etienne Giroire:
Liferaft and Survival
Technologies



This issue is being printed in color, at no additional cost to NEMA, through a special arrangement with the printer.

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