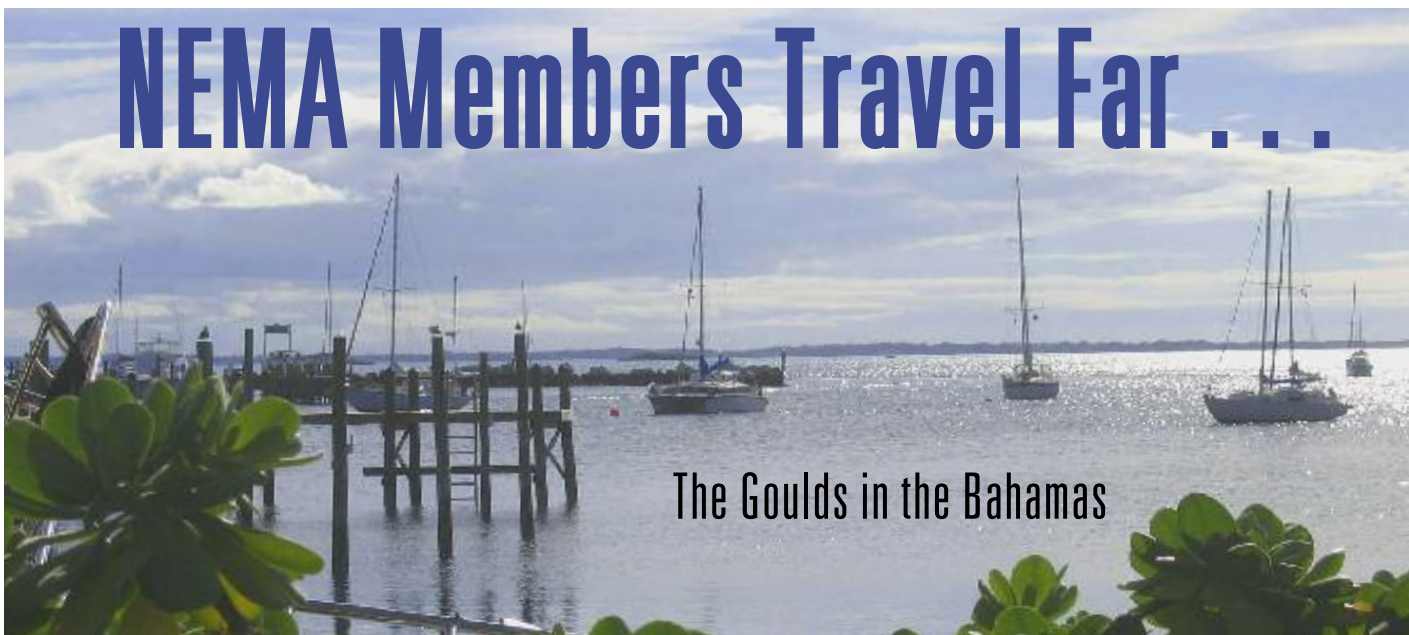


# NEMA

NEW ENGLAND MULTIHULL ASSOCIATION

Arnie & Ronnie Gould Photo

## NEMA Members Travel Far . . .



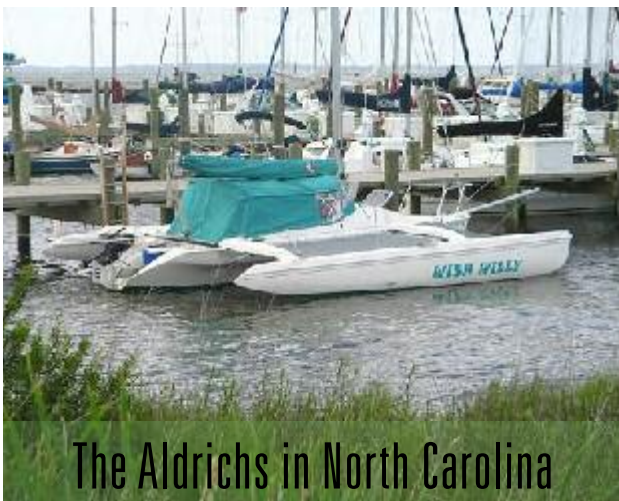
The Goulds in the Bahamas

Jean Sinofsky Photos

## The Sinofskys in New Zealand



Hap Aldrich Photo



The Aldrichs in North Carolina

### 2009 NEMA Summer Events

May 22  
Owen Mitchell  
Regatta

June 18  
Black Dog Dash

June 27  
NEMA Picnic,  
Day Cruises,  
Buzzards Bay Blast

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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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See the website for Membership application and meeting information.

## FROM THE COMMODORE

### Here Comes the Sun

As my first few months as your new Commodore have flown by, I'm anxious to get back on the water. I have done one short sail this spring on a particularly nice day but the water was still cold; the few times I have had time to spare it's been typical New England Spring weather and it would not be too much fun in cold, high winds and rain. Finally I'm seeing docks and mooring balls go in and more activity on the water - the sailing season is not far away.

Much has happened to NEMA in a short period of time. We have a new Newsletter editor (Phil Babcock), Race chairman (Don Watson), Cruise chairman (Ken Levitt), Treasurer (Ed Sinofsky) and, fortunately, now a new Vice Commodore (Rex Conn). This is a good group, new ideas are being hatched, and the enthusiasm is contagious. As usual with any volunteer organization, we cannot have too much help; if you feel you would like to contribute in any way, please speak up.

Everybody should keep safety in mind as we get back on the water, especially with the water and air still quite cold early in the season. Safety is

paramount! Please be sure to check ALL your safety gear! Make sure everything is in good shape, including checking that your flares and fire extinguishers are up to date. A good thing to do on your first sail of the season is to practice a man overboard drill -this is a requirement for events like the Key West Regatta and not to be taken lightly. It requires good boat handling and excellent timing. With practice it gets easier. The maneuvering for a man overboard drill also helps with boat handling skills used in close quarters, such as approaching a mooring and catching it on the first try. Like anything else; practice makes perfect.

The season's NEMA sailing events start on Memorial Day Weekend. Please join us for events on the water this year! The schedule of races, cruises and social events are summarized in this issue and can be seen on our website, www.NEMAsail.org. Check it frequently as we plan to have regular updates!

Happy Sailing and be safe!

Bob Gleason  
NEMA Commodore



Tom Cox Photo

## FROM THE EDITOR

### Newsletter News

When I started in this position five months ago, I set the goal of creating a "members' newsletter". This issue, my third, shows how far we have moved toward that goal. The three major articles in this issue are about traveling to far off places to go sailing. All three are written by members that are first time authors for the newsletter. Additionally, all three are edited by members that have joined the "Guest Editor" program. The number of short inputs for the *News from the Members* page has also grown. Every time I have asked for volunteers to help with the newsletter, I have been overwhelmed with the response. This level of involvement speaks volumes about the health of NEMA.

In this issue we have the NEMA events schedule for this summer. As you plan your summer, remember to send me pictures and stories of your summer sailing, whether NEMA or otherwise, for inclusion in future issues.

Phil Babcock



Amy Babcock Photo

# 2009 NEMA Summer Event Schedule

DATE	RACE/EVENT	LOCATION	CONTACT	NEMA	ORC	NS	CRUISE/EVENT
May 22	<b>Owen Mitchell Regatta</b>	Newport RI	www.newportyachtclub.org	■			
Jun 12 - 13	<b>Spring Off Soundings</b>	Watch Hill to Block Island	www.offsoundings.org	■			
Jun 19	<i>Marion-to-Bermuda</i>	Marion MA	www.marionbermuda.com		■		
Jun 27 - 28	<b>Buzzard's Bay Blast/Picnic</b>	Wareham MA	Bob Gleason 508-295-0095	■			■
Jun 28 - Jul 5	Lake Champlain	St. Albans VT	NEMACruise2009@klevitt.us				■
July 4	EYC Annual Regatta	Marblehead MA	Ted Grossbart 781-631-5011			■	
Jul 5	<i>Marblehead to Halifax</i>	Marblehead MA	www.marbleheadtohalifax.com		■		
Jul 6 - 12	<b>Boston Harbor Tall Ships</b>	Boston Harbor MA	Chris Morris 508-317-0595				■
Jul 18	<b>Black Dog Dash</b>	Vineyard Haven	Bob Gleason 508-295-0095	■			■
Jul 24 - 25	<b>New England Solo Twin</b>	Newport RI	newportyachtclub.org/solotwin.aspx	■	■		
Jul 30 - 31	<i>Around Long Island Race</i>	Sea Cliff NY	www.alir.org		■		
Aug 1-9	<b>Buzzards Bay Getaway</b>	Buzzards Bay MA	NEMACruise2009@klevitt.us				■
Aug 6 - 7	<i>Monhegan Island Race</i>	Falmouth ME	www.gmora.org		■		
Aug 7 - 9	<b>Buzzards Bay Regatta</b>	Marion MA	www.nbyc.com/racing/index.htm	■			
Aug TBD	<b>NEMA Annual Cruise</b>	Moosehead Lake ME	Bob Gleason 508-295-0095				■
Aug 16	EYC Hovey	Marblehead MA	Tom Cox 978-828-2181			■	
Aug 22	<b>NEMA North Rally&amp;Barbeque</b>	Marblehead MA	Ted Grossbart 781-631-5011				■
Aug 29 - 30	<b>Newport Unlimited</b>	Newport RI	Bill Heaton 401-934-1312	■			
Sep 5	<b>Schooner Festival Race</b>	Gloucester MA	Tom Cox 978-828-2181	■		■	
Sep 7	Wednesday's Child Regatta	Marblehead MA	Ted Grossbart 781-631-5011			■	
Sept 11 - 12	<b>Fall Off Soundings</b>	Watch Hill to Block Island	www.offsoundings.org	■			
Sep 12	<i>Whalers Race</i>	New Bedford MA	www.nbyc.com		■		

**Only 3 starters required in any race to count for NEMA season trophy.**

**NEMA** - NEMA Season trophy

**ORC** - NEMA Offshore Racing Circuit trophy

**NS** - NEMA North Shore trophy

**CRUISE** - NEMA Cruise

For more details, see:

Pages 4 and 5 for NEMA-Massachusetts  
 Page 6 for NEMA-Western Long Island Sound  
 Page 7 for NEMA-Maine.

# 2009 NEMA Summer Event Info

<b>NEMA</b>	<b>NEMA Season Trophy Race</b>
<b>NS</b>	<b>North Shore Race</b>
<b>Maine</b>	<b>NEMA Maine Race</b>
<b>ORC</b>	<b>Off Shore Racing Circuit</b>
<b>CRUISE</b>	<b>Cruise</b>
<b>EVENT</b>	<b>Event</b>

*Only those races with three or more paid NEMA rated racers at the start will be included toward the Season Trophy, ORC and NS trophy.*

## Owen Mitchell Regatta

May 22 **NEMA**

Newport Yacht Club, Newport, RI

Race from Newport to Block Island, RI. Good family-oriented event for the beginning of the season. For more info call Newport Yacht Club 401-846-9410. [www.newportyachtclub.org](http://www.newportyachtclub.org)

## Spring Off Soundings Regatta

June 12 **NEMA**

Off Soundings Club, Watch Hill Pt., RI

On Friday race from Watch Hill Pt. Rhode Island to Block Island. On Saturday, race around Block Island. (Entry deadline May 21)

[www.offsoundings.org](http://www.offsoundings.org)

## Marion-to-Bermuda Race

June 19 **NEMA ORC**

Beverly Yacht Club, Marion, MA

Long distance race from Marion, MA to the Royal Hamilton Amateur Dinghy Club in Bermuda.

[www.marionbermuda.com](http://www.marionbermuda.com)

## Buzzards Bay Blast Race/Picnic

June 27 **NEMA CRUISE/EVENT**

Marion, MA

Around the buoys day races Saturday and Sunday. Day sailing and picnicking on Saturday (bring your boat or just come to the picnic by car). The events on Saturday are followed by raft-up in Wareham with barbeque at Gleason's Saturday night. The barbeque includes the annual NEMA picnic. There is a nice

sandy beach, good holding ground and typically very protected. Ken will link up members who want to day sail together on Saturday and/or Sunday.

Bob Gleason 508-295-0095

Ken Levitt (Day Sailing) 508-295-3542,  
[NEMACruise2009@klevitt.us](mailto:NEMACruise2009@klevitt.us)

## Lake Champlain

June 28 - July 5 **CRUISE**

St. Albans, VT

Every year the North East Trailer Sailors (NETS) spends a week on Lake Champlain. If you have never sailed there you don't know what you are missing. This year, NETS has invited NEMA members to join them. They are almost entirely monohulls, but don't hold that against them. This is a highly diverse group of old, young, singles, couples, and families and are some of the nicest and friendliest sailors I have ever met. We're expecting anywhere from 12 to 20 boats to attend. The entire group does not stay together all of the time; they split up at times and rejoin later. Most nights are spent anchored a few feet of water off a beach (no tides), with a few nights at the state operated marina on Burton Island. If there are any significant number of multihulls, we will likely take a few side trips together to satisfy our need for speed. The cruise runs from Sunday June 28 through Monday July 6. Some boats will start as early as Friday 6/26 and others will leave earlier (or later) than 7/6. The choice is yours, feel free to join and leave at any time. It is a very relaxed atmosphere with lots of late day socializing.

Ken Levitt 508-295-3542,  
[NEMACruise2009@klevitt.us](mailto:NEMACruise2009@klevitt.us)

## EYC Annual Regatta

July 4 **NEMA NS**

Eastern Yacht Club, Marblehead, MA

Saturday round the buoys race in Salem Bay; 1100 gun.

Ted Grossbart 781-631-5011  
[www.easternyc.org](http://www.easternyc.org)

## Marblehead to Halifax

July 5 **NEMA ORC**

Boston Yacht Club, Marblehead, MA and Royal Nova Scotia Yacht Squadron, Halifax, NS

Overnight 365-mile offshore race from Marblehead, MA to Halifax, Nova Scotia.  
[www.marbleheadtohalifax.com](http://www.marbleheadtohalifax.com)

## Boston Harbor Tall Ships

July 6 - 12 **CRUISE/EVENT**

Boston Harbor, MA

The Tall Ships are coming to Boston Harbor. The parade of tall ships will take place on Wednesday July 8th, with on-board viewing from 7/9 through 7/12 at the Black Falcon Pier. Captain Chris Morris and Commodore Bob Gleason will be sailing up from Buzzards Bay leaving 7/6 or 7/7 and starting back on the 11th or 12th. Touring the Boston Harbor Islands is on the agenda in addition to viewing the tall ships.

Chris Morris 508-317-0595  
Bob Gleason 508-295-0095

## Black Dog Dash

July 18 **NEMA CRUISE/EVENT**

Vineyard Haven, Martha's Vineyard

This is always a fun event, and is generally the best-attended event on the NEMA circuit. Low key racing with breakfast at the Black Dog Restaurant and famous Black Dog/ NEMA T-shirts. Pursuit start race of 20 nm and raft up along the beach. The "Dash" is also a good excuse to cruise over to Martha's Vineyard and do some socializing with other NEMA members. Racing or cruising, this is a low-key event with a good group of people.

Bob Gleason 508-295-0095

## New England Solo Twin

July 24 **NEMA ORC**

Newport Yacht Club, Newport, RI

Double-handed 100+ nm overnight race out of Newport, usually around Block

Island via Montauk and Noman's land.  
www.newportyachtclub.org

### Around Long Island Race

July 30 **ORC**  
Sea Cliff Yacht Club, Sea Cliff, NY

Overnight race around Long Island.  
www.alir.org

### Buzzards Bay Getaway

Aug 1 - 9 **CRUISE**

A 9 day cruise leaving Buzzards Bay August 1st. We will be heading west toward Cuttyhunk, Block Island, Long Island, Connecticut, and Rhode Island. Plans are to spend Saturday night in Cuttyhunk, and sail to Block Island or Point Judith on Sunday depending on wind conditions. On the return trip, we plan to be in Narragansett Bay on Friday evening and make it back to Buzzards Bay on Saturday or Sunday. If you are interested, let me know and I'll keep you posted on schedule changes and destinations.

Ken Levitt 508-295-3542,  
NEMACruise2009@klevitt.us

### Monhegan Island Race

August 6 **ORC Maine**  
Portland Yacht Club, Falmouth, ME

Long distance race in the Gulf of Maine. Great hospitality. See page 7 for more details.

www.portlandyachtclub.com  
www.gmora.org

### Buzzard's Bay Regatta

August 7 **NEMA**  
New Bedford Yacht Club, S. Dartmouth, MA

Three days of racing around the buoys. Competitive racing. Well-run event.  
www.nbyc.com/racing/index.htm

### Maine Cruise

Aug TBD **CRUISE**

There is also some talk about a possible August cruise on Moosehead Lake in Maine with Bob Gleason. Fresh water and family-friendly venue for trailer

sailors. If you are interested in attending this cruise, give Bob a call and encourage him to make this happen.

Bob Gleason 508-295-0095

### EYC Hovey Regatta

August 16 **NS**  
Eastern Yacht Club, Marblehead, MA

Sunday around the buoys race in Salem Bay; 1200 gun.

Tom Cox 978-828-2181  
www.easternyc.org

### NEMA North Rally and Barbeque

August 22 **CRUISE/EVENT**

This year's rally will feature the always popular barbeque ashore at Ted Grossbart's house in the afternoon following a leisurely sail around Salem Bay. Triad (Newick 42 tri) will be available to take guests out for a spin, departure time crack of noon from Ted's dock at Goodwin's Landing, 44C Cloutman's Lane, Marblehead, MA. The barbeque will follow, around 4 pm.

Overnight moorings will be available for those wishing to arrive early. Trailer sailors can launch on Winter Island in Salem, or behind the high school in Gloucester, where there is overnight vehicle/trailer parking for a \$5/day (launching during daylight, courtesy envelope provided).

Come by land or sea; families are welcome – bring the kids. NEMA will provide grillables and beverages – bring an appetizer, salad or desert to share. Rain date is August 23.

For directions and docking/mooring details:

Ted Grossbart, ted@grossbart.com  
781 631- 5011

For Day Sailing info:

Ken Levitt 508-295-3542,  
NEMACruise2009@klevitt.us

### Newport Unlimited

August 29 **NEMA**  
NEMA, Newport, RI

Around the buoys racing short courses in Narragansett Bay on Saturday. Sometimes one long race around

Conanicut Island on Sunday. Well attended event with party Saturday night. Any NEMA member or guest may register to attend party.

Bill Heaton 401-934-1312  
www.nemasail.org

### Schooner Festival Race

September 5 **NEMA NS**  
Chamber of Commerce, Gloucester, MA

Multihulls are again included for this around the buoys race; they will likely start last and sail a separate course from the monohulls. After Saturday's race enjoy free dinner buffet for all crew; music, and fireworks. Awards reception and free buffet after Sunday's Schooner Race including all crew for \$35 registration fee.

Gloucester is a great destination to visit. Contact Tom Cox for mooring and anchoring info.

Tom Cox 978-828-2181  
www.capeannvacations.com/schooner

### Wednesday's Child Regatta

September 7 **NS**  
Boston Yacht Club, Marblehead, MA

This is a new offering - pursuit format; day race around the buoys in Salem Bay.

Ted Grossbart 781-631-5011  
www.bostonyachtclub.net

### Fall Off Soundings Regatta

September 11 **NEMA**  
Off Soundings Club, Watch Hill Pt., RI

On Friday race from Watch Hill Pt. Rhode Island to Block Island. On Saturday, race around Block Island. (Entry deadline August 20)

www.offsoundings.org

### Whalers Race

September 12 **ORC**  
New Bedford Yacht Club, S. Dartmouth, MA

105 mile overnight race around Block Island by way of Norman's Land. Dinner Friday, brunch and awards Sunday.

www.nbyc.com/racing/index.htm

## Summer 2009 Events on Western Long Island Sound

By Pat Harris and Mike Smith

**M**ultihullers and NEMA members on the western end of Long Island Sound are an enthusiastic, but ad hoc group. We know each other and each other's boats and occasionally rendezvous in the Norwalk Islands (CT), Huntington Harbor (NY) and Oyster Bay (NY).

Norwalk Yacht Club is a multihull-friendly club. Check the calendar at [www.norwalkyc.com](http://www.norwalkyc.com) for the race schedule. Multihulls are welcome and are given a separate start. NEMA ratings are used for the multihull class. Transient moorings are always available if you find yourself in the area. The club has members with Corsair and Dragonfly trimarans and Maine Cats. The recent \$1 million waterfront improvement project at the club added new docks, a longer and wider launch ramp and a 6-ton crane.

About a half mile from the Norwalk Yacht Club is Roton Point Association. Check [www.rotonpoint.org](http://www.rotonpoint.org) for more information. Roton Point has a long multihull history including being the home of the Little America Cup and C Class Catamaran PATIENT LADY. Roton Point hosts an annual regatta each September and is one of the premier beach cat events. 2009 will be the 50th anniversary of the Long Island Sound Multihull Championships, to be held September 19 and 20. This "Golden Anniversary" regatta is the longest running multihull event in the country. Over the past several years, a distance race for larger multihulls has been added and has attracted multihulls from 25' to 45'. Roton Point is a beautiful venue with

an interesting history and always has the best Saturday night dinner and party for racers you will find anywhere. Norwalk Yacht Club provides moorings for large multihulls racing in

the LISMC. Plan to attend!

For more information on multihull sailing on Western Long Island Sound contact Pat Harris:  
[harris@phaze4strategies.com](mailto:harris@phaze4strategies.com)  
Cell 203-856-0183

### Events

NEMA members are invited for two weekends of competitive racing in three separate events at the Roton Point Sailing Association Fall 2009 Golden Anniversary Multihull Regatta.

#### Stamford Denmark Friendship Race

September 13

This is a distance race in Long Island Sound sponsored by Stamford Yacht Club of Stamford, CT, the Royal Danish Yacht Club, and the Consulate General of Denmark. The race, which starts south of Stamford harbor, has been since inception a day race for racing cruisers 21 feet and over. It has become one of

the largest such events in the world, in one year attracting more than 300 boats to its dual starting lines. In 2001, a multihull class was added (18 feet and over, with spinnaker) as a separate start. This event has become a key fixture in the sailing calendar of Roton Point Sailing Association.

[www.stamfordyc.com](http://www.stamfordyc.com)

#### 50th Annual RPSA Fall Multihull Regatta

September 19 and 20

This is an open regatta sanctioned by New England Catamaran Sailing Association ("NECSA"). Separate starts will be run for sufficient class registrations of one-design classes plus Fast Handicap and Slow Handicap Open Classes and a Masters Open Class, all using Portsmouth handicap numbers.

[www.rotonpoint.org/sailing](http://www.rotonpoint.org/sailing)

#### Cruising Multihull Distance Race

September 19

This will be held on Saturday only in conjunction with the Fall Regatta and is open to cruising multihulls. Moorings are available through Norwalk Yacht Club (email for mooring information).

[www.rotonpoint.org/sailing](http://www.rotonpoint.org/sailing)

Visiting multihull sailors are invited to launch their boats at Roton Point, sail to and from the Stamford Denmark Race, and leave them at Roton Point for the intervening week.

Mike Smith, Regatta Chairman,  
203-655-0195

email: [regatta@rotonpoint.org](mailto:regatta@rotonpoint.org)  
[www.rotonpoint.org/sailing](http://www.rotonpoint.org/sailing)

This article and News from NEMA-Maine were edited by Amy Babcock.



Pat Harris Photo

Norwalk Harbor is easy to find. Go to Greens Ledge Light and follow the channel marks toward the power plant.

## A Multihull Gathering in Maine

By Peter Garcia

**N**EMA and the Gulf Of Maine Ocean Racing Association (GMORA) sponsored a gathering of multihull sailors and some would-be sailors on February 26 at MJ's Grill and Tavern in Brunswick, Maine. Among

those present were old timers (Tom Blevins), newcomers and half a dozen boat owners of multihulls from 24 to 54 feet. Ren Drews, Vice President of GMORA, was also present. Charlie Pingree (owner of a Hammerhead 54)

traveled the furthest, from North Haven. After drinks and dinner, NEMA Commodore Bob Gleason gave a talk and slide show on the 2008 Corsair Nationals which were sponsored by NEMA and held for the first time in New England. He also showed photos from his visit to the Corsair production facility in Viet Nam and talked about the upcoming Marion to Bermuda Race.

## Summer 2009 Events in Maine

**T**here is an organized race open to multihulls most every weekend of the summer and fall in Maine.

Races most popular with multihulls have been the Monhegan Race (Portland Yacht Club), the Camden - Castine Races (Camden Yacht Club), the Seguin Regatta (Southport Yacht Club) and the Multiple Sclerosis Regatta (Handy Boat). The region is world famous for its cruising opportunities, with a nearly endless coastline, thousands of islands and protected bays.

One special cruising event is the Camden Yacht Club Summer Cruise which is always a popular family event. The 2009 dates are August 7-9. For more information see: [www.camdenyachtclub.org](http://www.camdenyachtclub.org).

Sailors interested in racing or cruising in Maine should consult the GMORA web site, [www.gmora.org](http://www.gmora.org) or contact NEMA member Peter Garcia [pgarcia@3200.com](mailto:pgarcia@3200.com).

### The Seguin Island Trophy Race

July 25 - 26  
Southport Yacht Club, Southport, ME

In recent years, the Seguin Island Trophy Race was recognized by GMORA as the most hospitable and best run regatta in the Gulf of Maine circuit. The Seguin Island Trophy Races are sponsored by the Southport Yacht Club and the Boothbay Region Boatyard. Races are

held on Sheepscot River and Bay. The multihull division sails one 8-10 mile race each day. There are usually onshore festivities at the Boothbay Region Boatyard including entertainment and a post-race "happy hour", followed by a traditional Super Barbecue on Saturday. A happy hour and awards ceremony follows the racing on Sunday.

[www.regattapromotions.com/southport-yacht-club/sitr.html](http://www.regattapromotions.com/southport-yacht-club/sitr.html)

### The 37th Annual Camden - Castine Race

July 25 - 26  
Camden Yacht Club, Camden, ME

The race is organized and run by the Camden Yacht Club for the Gulf of Maine Ocean Racing Association. First, second and third place prizes are awarded in the multihull division. Traditionally there is an end-of-race baked-bean and hot dog "tea" at the Wayfarer Marine, followed by an awards ceremony.

[www.camdenyachtclub.org](http://www.camdenyachtclub.org).

### Monhegan Island Race

August 6 - 9, 2009  
Portland Yacht Club, Falmouth, ME

Maine's oldest offshore overnight race was started in 1928 by Hal Moore and has attracted some of the best U.S. sailors to compete in the Gulf of Maine waters. With five courses of different

lengths and levels of competition there is a place for every sailor to experience this unique event. This is a large race; through the years it has averaged over 130 boats and 1200 competitors in attendance. A Thursday-night race, immediately followed by a cocktail party with live entertainment and dinner, kicks off the event. The race starts Friday afternoon in Casco Bay and finishes near the scenic Portland Head Light. A wonderful pancake breakfast and awards party awaits the competitors on Sunday morning upon their return from the sea.

[www.regattapromotions.com/portland-yacht-club-race-series/monhegan-island-race.html](http://www.regattapromotions.com/portland-yacht-club-race-series/monhegan-island-race.html)

### Multiple Sclerosis Regatta

August 13th-16th, 2009

The 28th Annual MS Harborfest and MS Regatta will take place on August 13-16, 2009 in various locations throughout Greater Portland. The MS Harborfest was started in 1982 by Merle Hallett of Handy Boat Service and Dan Wellehan of Sebago Shoe. With the help of a dedicated committee, they have created the largest and oldest charity sailing event in New England. In addition to the MS Regatta, the event includes the MS Shoreside Festival. Annually, the MS Harborfest raises over \$100,000, which funds programs for approximately 3,000 families in Maine who are living with MS. There is a multihull racing division.

<http://eventmem.nationalmssociety.org>

Judy Cox Photo

# Arnie & Ronnie Gould Cruise in the Bahamas

by Ray Magnan

At the March 25<sup>th</sup> NEMA general meeting, Arnie and Ronnie Gould delivered a presentation on their two-month cruise from Florida to the Abacos during the winter of 2007-2008. The Abacos are a boomerang-shaped chain of islands and cays in the Bahamas, about 200 miles off the coast of Florida where the Goulds cruised the northern part of the chain. Arnie explained that the difference between an island and a cay (which is pronounced “key”, like the Florida Keys) is that the islands have a natural source of fresh water and the cays don’t.

They sailed on *Catatonic*, a 1988 Gemini 3000 catamaran, which they originally sailed south on the Intracoastal Waterway from their home in New England in 2005. They enjoyed the long trip, but did not want to repeat it every year, so they started storing the boat in Florida.

After waiting for a favorable weather window, they left Palm Beach at

4:00 a.m. on Sunday, December 30, 2007, in company with a few other Bahamas-bound boats. Originally, they considered stopping for the first night at West End on Grand Bahama Island, since this was the closest landfall to Florida, about 55 miles away. However, other cruisers recommended they sail an additional 45 miles that first day and anchor at one of the uninhabited islands. As a backup plan, they knew that once they got to the Bahamas Banks they could anchor almost anywhere since the water depth averages 12 to 15 feet.

Because of unfavorable winds they motored most of the way and made it to their first destination about 10:30 p.m., a total of 100 miles in 18 hours. The winds can be a significant issue when crossing the Gulf Stream. The combination of the north-flowing stream and northerly winds can create rough waves. Even with favorable winds, you have to account for the current pushing you



Photo Courtesy of Arnie Gould

**Arnie and Ronnie at Nippers on Guana Cay, host of some great concerts and barbecues.**

north. During the crossing, and for much of the trip, Ronnie was struck by how bright the stars were once they were beyond the reach of the mainland lights. They seemed to stretch all the way to the horizon.

It took a few more days to get to Spanish Cay, where they refueled, then on to Green Turtle Cay where they cleared customs. They were stranded there for six days because of bad weather before they could push on to Marsh Harbor. While at Green Turtle Cay, they saw one of several Junkanoo parades that they experienced in the islands—music, cowbells, costumes, drums, more cowbells and dancing in the streets to celebrate the New Year and rid the island of evil spirits.

The Sea of Abaco is a long, narrow body of water protected from the Atlantic by a series of cays and reefs. On average, the area immediately around Marsh Harbor is only eight to ten feet in depth. These extensive shallow water conditions favor multihull sailors. However, as you head east into the Atlantic, the depth increases dramatically. The easterly trade winds in the area are typically around 15 knots, which makes for ideal cruising conditions. However, they can sometimes clock around, forcing you to wait for more favorable winds before sailing.

The Goulds noted that there are several cuts between the cays to allow you to go from the protected waters to the open ocean. One of them, at Whale





Ronnie on board the Gemini in a slip at Green Turtle Cay.

## Bahamas Cruise

*(continued from previous page)*

Cay, is a decision point: if you go outside you are exposed to the open Atlantic and if you stay inside you have very shallow waters. When they arrived at Whale Cay while traveling from Green Turtle Cay to Marsh Harbour, the wind had abated but the seas were still up (10' breakers outside and too shallow in the troughs on the inside). Further, the pass at Whale Cay can sometimes be dangerous because of extreme waves and currents called rages. The resulting waves, called elephants, can make passage impossible. After things calmed down, they chose the inside route, barely getting through the sections of 3' skinny water.

Marsh Harbour is the second largest town in the Bahamas, but even so it only has one traffic light. Arnie said that food and supplies were not hard to find at Marsh Harbour so it could be used for resupply, alleviating the need to stockpile supplies for the full trip. In general, water was an issue since cays are dry; they had to pay for fresh water. Rum was inexpensive but beer could be very expensive at \$50 a case. From the audience, Tom Cox told a story of some trimaran sailors who filled both floats with cases of beer to keep from running out while they were cruising in the area.

There were a lot of cruisers in Marsh Harbour. Every morning, an informal VHF Cruiser's Net broadcast weather, news, party invitations, part swaps and other local activities. Overall, everyone was very friendly, both cruisers and the locals. They enjoyed snorkeling in the area's clear water. The fish are so used to humans that they frequently ate food from their hands. The Goulds were struck by the large numbers of dinner-plate-size starfish. Ronnie, a professional artist and sculptor, took advantage of the area's beauty and got in some painting. One night, they attended a crafts demo where they learned how to make their own conch shell horn for celebrating sunset, a Bahamian tradition.

Ronnie described the overall experience as a summer camp for adults.

They also spent some time in nearby Hope Town on Elbow Cay. They described it as the most scenic island they had been to yet, as if Nantucket had been moved south with picturesque cottages and an historic kerosene-fueled lighthouse from 1864. The town was originally settled by British loyalists who came there to escape being

on the losing side of the American Revolution. Arnie highly recommended the key lime pies from Vernon's Grocery. He said that people will jokingly threaten to steal it if they see you carrying one.

As with all cruises, time was running out and the Goulds headed back up the chain of islands and cays and crossed the Gulf Stream once again to Florida. Unfortunately, as reported in the Summer 2008 issue of the NEMA Newsletter, *Catatonic* was grounded on a jetty on the Florida coast. There was no injury to Arnie or Ronnie, but the boat suffered enough damage to be declared a total loss.

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Junkanoo festival on Green Turtle Cay.



Arnie exploring Green Turtle Cay on one of their folding bikes.



Ronnie drawing in scenic Hope Town Harbor with the landmark 1864 lighthouse in the background.

## Bahamas Cruise

(continued from page 9)

### Recommendations for an extended trip to the Bahamas

Storing a boat in Florida has some unique issues such as severe mildew, mold, and the occasional surprise. One year, when prepping for launch, they discovered about 2 dozen grape-sized white eggs that had hatched in a drawer. They suspected they were from a large lizard which they never found. On the plus side, there weren't any mice, which they had run into at other times.

Before leaving the mainland, be sure to verify your insurance coverage. It may only be necessary to add a rider, or you might have to get your boat reclassified to get the best rate for sailing in the Bahamas.

For communication, they used a satellite phone and then signed up for local WIFI access once they got to the island. Arnie had added an external WIFI antenna to his laptop for improved reception. This made it possible to check email and use Skype for phone calls over the internet.

In addition to up-to-date charts, they highly recommend Steve Dodge's Cruising Guide to Abaco, Bahamas. It includes GPS waypoints, local knowledge, tide tables and other key information.

There is a great advantage to joining

the Royal Marsh Harbour Yacht Club ([www.rmhy.com](http://www.rmhy.com)). The \$125 initiation and first year's dues get you privileges at local clubs, discounts throughout the Abacos, as well as access to a series of parties.

For local transportation, they brought folding bicycles and a 10-foot Achilles inflatable dinghy with an 8 hp

Yamaha.

### Thoughts on suitable boats for this trip

The Goulds' presentation ended with a comparative discussion of their boats.

The trip described in the presentation was on a 1988 Gemini 3000. They thought it was well built with lots of interior room. It has two large singles (or small doubles) in the aft of each hull, a queen berth forward and a large galley. They found the relatively narrow 14-foot beam gave them more options for renting slips. They felt it sailed well as long as it

was not overloaded. There was enough room to store the dinghy on the foredeck. It was reasonably stable for the type of cruising they had done, though not an appropriate boat for a trans-Atlantic crossing.

They are planning a return trip to the Bahamas on their current boat, a Corsair F-31, *Freebird*. This time they would trailer it down to Florida, saving the time involved in an Intracoastal Waterway trip. They are modifying the interior to make it more suitable for cruising and adding a dodger, bimini, radar and solar panels.

Arnie and Ronnie greatly enjoyed their cruise of the northern part of the chain and are looking forward to exploring more on their next trip.

Overall, the presentation was very well received and we wish the Goulds the best of luck on their future cruises. For more detailed information, check out their blog at <http://arnieronnieadventures.blogspot.com>.

*Ray Magnan, a NEMA member, has spent the past four seasons crewing with his son Kevin on Wayne Allen's catamaran, Pooka.*

This article was edited by Jane Gleason.



Sunrise over the Sea of Abaco from Guana Cay.

# The Sinofsky's Auckland Adventure

by Ed Sinofsky

They say that the “lower the latitude, the better the attitude,” so when we got an invitation to cruise on a 43-foot catamaran in New Zealand, we gladly accepted. Joan Gregor and her husband Chuck Pelly had invited us to join them on their annual expedition to Auckland, where they keep *Cattiva*, and we signed on for a 10-day trip.

Joining me as crew were my wife, Jean, 16-year-old daughter Allie, my sister-in-law Joyce, her son Andrew (8), with Chuck and Joan as co-captains, along with their grandson Cobe (10), eight all together. I was reassured that Joan and Chuck had logged thousands of offshore miles sailing *Cattiva* back and forth between New Zealand and Fiji over the years, and are clearly accomplished sailors. Joan and Chuck run Pelly Design in Los Angeles, and Chuck had designed *Cattiva's* interior while Melvin and Morrelli engineered the hulls and rig.

*Cattiva* has a beautiful leather clad settee, dining table, two aft cabins with incredibly comfortable cushions and one fold out berth. The enclosed cabin top, aft, zips in for shelter and creates another double berth “outside”. It is a tribute to Chuck's design skills that the beauty is also functional: clothing for all eight of us disappeared into the many drawers, cabinets and storage areas of all kinds.

She has two diesels, a power generator, water desalinator, microwave, regular gas oven and stove, air conditioning, and most amazingly to me, a power winch for setting and rolling up the main. Chuck has designed for BMW, and the helming seat is from a BMW sports car. Sails are by Lidgard, with a roller furling jib and a “leisure furl” main that rolls up and down on a spindle inside the boom. The sailplan is very conservative, and the boat is hefty, designed for the windy Haruaki Gulf and the ocean passages to Fiji.

Not only were we lucky enough to get invited to NZ in the first place, but the finals of the “Louis Vuitton Pacific Series” were held on the day after we arrived. Joan and Chuck wanted to go see the races from the boat and I was excited for this. I remember years ago staying up in the middle of the night to watch races televised from the Haruaki Gulf, and I now would be there in person!

The boat is docked at Gulf Harbour, about 20 miles north of Auckland, and we had 10-15 miles to



The “naughty lady”, 43' yacht *Cattiva*

Jean Sinofsky Photo

go to watch the races. The wind was about 20 knots on the nose, and we motored south toward the race course. But about 10 minutes out we heard an alarm, engine overheated! Checked it a couple of times, but it wasn't right. We turned back thinking the intake had marine growth (*Cattiva* had quite a bearded bottom), but later found out the water pump had seized.

Until we could get the engine fixed, we decided to watch the races from North Head, which overlooks the Gulf across to the volcano called Rangitoto. We listened to race 2 on FM radio on the car ride to North Head, where we could watch the racing from high on a cliff. It

*continued on page 12*

Joyce Smith Photo



Joan and her crew: Andrew, Allie and Cobe

*Cattiva* is absolutely stunning, and her name – it means ‘naughty lady’ in Italian, but in a nice way – fits her well. She is well-endowed with abundant freeboard and even higher cabin top, yet manages to look sexy at a dock or at anchor, and the interior is the most beautiful I have ever seen on a yacht.



Cobe and Andrew busy organizing

Jean Sinofsky Photo

## Auckland Adventure

(continued from page 11)

was drizzly and cool, but not too bad. All the locals were there to watch and cheer on Team Emirates New Zealand (TNZ) in their battle against Team Alinghi. The day before saw Alinghi win the only race of the day, but TNZ won the first two races this day and needed one more win to take the series. TNZ sailed a great race in strong wind to win the race and the Pacific Series. The crowd erupted in a controlled NZ way, and left the cliff in a friendly, orderly fashion. We then drove the rest of the way down to Auckland to greet the boats as they came back into the harbor. First the Alinghi guys entered the harbor (subtle boos), followed by the heroes of Team Emirates who were greeted by the cheering, waiting crowds. Horns, whistles, and much abundant national pride. Fun, fun day.

On Monday, the boat was going to have the water pumps attended to, so I had them let me loose in Auckland, which to me, is sailing's Mecca. I started my day at the Royal New Zealand Yacht Squadron, a beautiful Club with lots of America's Cup history and trophies and photos everywhere. As I looked across the street, I noticed that my friend Craig Loomes had his office there. His niche is the design of "wave piercing" boats that



Cattiva co-owner Chuck Pelly (left) and author on Northhead enjoying the pre-start 4th race of the Louis Vuitton Pacific Series.



Jean Sirofsky Photos

go through waves instead of over them. Part boat, part submarine. (He designed the piercer "Earthrace" that completed a circumnavigation using only biodiesel.) Craig is a GPS speed-windsurfer, like me, and we had previously discussed some of his novel fin designs by email. Craig showed me the local speed locations for windsurfing on Google earth, his latest projects, and discussed his latest asymmetric foils for windsurfing fins. (It is going to be interesting testing one of his fins this spring. Check out [www.planetsolar.org](http://www.planetsolar.org) to see one of his latest cool projects.)

I then continued my walk on the waterfront, and wandered over to the Team Emirates New Zealand headquarters. I talked my way through security with the help of my year 2000 Team New Zealand hat, and once inside, I started to drool. To the right were the BMW Oracle boats being packed up for the trip home. I got to see the boats and foils up super close.

Hmmm, hollowed out trailing edges, interesting. Then watched the gorgeous new Team Emirates TP52 having its brand-new mast stepped by the Southern Spars guys. I

must have watched for an hour, then popped into the Ponsonby Cruising Club bar for a local beer while watching some late afternoon sailboat races on the bay.

The next morning *Cattiva* was ready to start our cruise and the first stop was a small, uninhabited bird sanctuary named Tiri-Tiri Matangi. It was just a few miles from Gulf Harbour, and we motored there in under an hour. We anchored and with two dinghy trips had the gang on land for a walk. We had a nice walk but didn't see any birds until we saw a sign that said "Penguin Boxes" ahead. I saw two wood boards. I lifted the first and nothing, but as I opened the second one, I came eye to eye with a penguin. I think he was as surprised as I was!

We got back on the boat and sailed 3-4 hours around the north side of the volcano, where we dropped anchor in "Drunken Bay" between the Rangitoto volcano and an island named "Matutapu". We had a lovely sail in a 15-knot breeze reaching and then running. I taught the gang my "chicken" jibe, where you sheet in during the jibe, and then sheet out to minimize the bang as the boom comes across. Swimming, dinghying, and exploring the shore were the activities that early evening and the next day. Joan and I passed on the shore activities to enjoy lounging on the luxurious *Cattiva*. Fishing was attempted but the birds made sure we couldn't catch their food, attacking the lure. Joyce caught a bird and then got bitten as she was removing a hook from its beak.

Next stop was a 2-hour sail to a wonderful island named Waiheke, where



Allie looking for shells on Tiri-Tiri Matangi.

Jean Sirofsky Photo

## Auckland Adventure

(continued from previous page)

we would stay for a couple of days to wait out one of the New Zealand storms due to come through that Friday. On Thursday we took a bus into the city with funky clothing shops and neat bars and restaurants. We had a wonderful dinner at a winery called "Mudbrick" and got back to the boat in the dark. It started to storm and blew 40-50 kts that night, with a drenching rain. The next day as we waited out the storm we did our best to reduce the boat weight by emptying wine bottles. *Cattiva* is so comfy and dry in a

As we rounded the tip of Rangitoto we entered a squall. Joan came up to help me sail around the point for the final stretch home. Fishing boats were anchored at the tip of Rangitoto. We lost visibility in the rain and had puffs to 40 kts. In the distant fog, we saw a freighter heading towards us in the Auckland

Channel. Joan steered us around nicely, and I sheeted in the jib hard to point. We cracked the sheets as we got the westerly lift I anticipated and did a brisk pace back to the Harbour. *Cattiva* maxed out in the high 7 knot range, but I was assured that the hairy bottom was slowing us down. We

furled the sails in the lee of the Harbour and made it back to the dock with no problems.

We got quickly showered and drove down to Half Moon Bay to the BMW Auckland regatta party, where the BMW folks were appreciative of the assembly of the trophies and plied us with alcohol and food. I quite enjoyed watching the race slide show projected onto a big screen, seeing the same boats that we had seen on the water on our journey back.



Jean Sinofsky Photo

Chuck captured on the beach at Matutapu

Sunday was our last day in New Zealand, and the morning started with a visit to the flea market at the Marina for some pastries and local NZ fare. I stayed on the boat to get some sun and down a few of my new favorite local drinks -- 42 Below vodka instilled with a fruit called freijoa, mixed with OJ. Had never heard of it, but trust me, it is delicious, and a great way to toast the end of our vacation.

Attitude? Adjusted.

*Ed Sinofsky is the NEMA treasurer, and normally sails and races his Corsair F24/II "GlowBoat" from Cape Cod. If not playing with his tri, he is probably windsurfing. Ed is an active windsurfing team rider for KAsails of Australia.*

This article was edited by Andrew Houlding.

Jean Sinofsky Photo



Life from the lava on Rangitoto volcano.

rainstorm, even with eight people on board.

Saturday was a pretty long sail back to Gulf Harbour from Waiheke in a clearing north-to-west breeze behind the storm. I recommended we sail upwind south of Rangitoto and then north to Gulf Harbour. The breeze started at about 10-15 but built as we got further west to 30-40 knots. I was amazed how well the boat went through waves in that much wind, or maybe the Gulf is more sheltered than Buzzard's Bay where I usually sail. I had my hand on the mainsheet, but never felt the windward hull lift once. On the way west we passed through two races, the second being the BMW Auckland regatta. Chuck, through his associations with BMW, had designed the trophies for the regatta, and he was expected at the party that night to do final assembly on the trophies.



Jean Sinofsky Photo

The sheep, it is said, outnumber the people in New Zealand.

# Aeroyacht Announces the New Aeroyacht 110 Catamaran

**A**rthur Ransome wrote in *Racundra's First Cruise* in 1928 that, "Houses are but badly built boats, so firmly aground that you cannot think of moving them." The folks at Aeroyacht Ltd. (a NEMA sponsor), seem to be thinking that having to leave behind your home just to get the freedom of a boat is too limiting of a premise. NEMA member Gregor Tarjan, president of Aeroyacht Ltd., describes the new Aeroyacht® 110 high-performance luxury catamaran like this:

"Imagine being picked up by your own private plane and flown to your waiting yacht where friends welcome you aboard the sleekest looking boat moored off Cannes. Then you go off for a day sail covering 50 miles in less than 2 hours while entertaining and relaxing with zero noise or heel. Welcome to the Aeroyacht 110 catamaran"

"The Aeroyacht® 110 is very fast - members of the international press claim the Aeroyacht® to be the fastest sailing luxury yacht in the world. With a potential of

sailing at more than twice the wind speed she can reach 35 knots and comfortably travel more than 480 miles. Designed by Gregor Tarjan - founder and president of Aeroyacht Ltd. and Aeroyacht International in collaboration with the renown multihull-naval-architect team of Morrelli & Melvin, the 35 knot capable all-carbon Aeroyacht 110' luxury catamaran characterizes the "next generation" of high-performance sailing vessels. With a saloon area of a 300' motor yacht and high average speeds of an offshore powerboat she will have an unlimited operating radius under sail and more than 2800 nm range under power. This superyacht's shallow draft is equivalent to that of a 35' monohull and you

could even fit a tennis court on her deck. The generous 44' beam provides zero heel and guests will be sipping champagne at 30 knots burning no fossil fuels. As optional equipment this ground breaking catamaran is equipped with a personal exploration airplane -the 2 seat Icon-A5 amphibian which will be launched and retrieved from a specially designed pod on the aft deck."

This one-of-a kind masterpiece has been getting recognition for its innovative design and capabilities. Gregor notes that it is, "not a yacht for everyone - but the only one for some".

We will have an in-depth look at the design process that has led to this superyacht in a future NEMA newsletter. For those of you that can't wait, go to [www.aeroyacht110.com](http://www.aeroyacht110.com) for more details.



# WishWilly's Maiden Road Trip

by Hap Aldrich

I was born and raised here in Rhode Island and learned to sail on Narragansett Bay. My grandfather taught me on his Crosby Cat boat (a gaff rigged catboat, slightly larger than a Beetle) when I was around 12 years old. I was a monohull sailor for the next nearly 50 years. My last monohull was a '72 vintage Columbia 30 that I sailed for several years after a major restoration effort in 2000. She was my biggest boat, a lot of fun, and provided some very comfortable sailing. One thing became pretty clear, however: getting her in and out of the water each year was expensive. We couldn't afford yard storage so she spent the winter in the yard of our Portsmouth home. After a few years of this struggle, and one incident with a failed mooring pennant in a gale after a near miss by a hurricane (with her on the beach, bruised but undamaged), it became clear that we needed another option.

Enter the idea of a trailerable cruising-sized boat. It wasn't long before we ended up at The Multihull Source in Wareham, MA, in the spring of 2005 to get our education in folding multihulls. As luck would have it, this coincided with the announcement of the new Corsair

Sprint 750 trimaran. Out came the checkbook, and the "conversion" began! We finally took delivery of hull #2 in August, and promptly named her *WishWilly*. The rest of that season, and part of the next, was spent learning how to sail all over again. The highlight of that first summer was the day my wife MaryAnn and I, along with our two English Springer spaniels, were screaming along on a beam reach from the Sakonnet River to Castle Hill near Brenton Reef, and passed underneath one of the local 12 Meter yachts, complete with a load of tourists! That first season was indeed a learning experience on many levels, and soon we began to think about this "trailer" thing that had figured into our original decision to purchase the boat in the first place.

Much of the winter of 2005/06 saw us spending a lot of time on Google researching east coast sailing destinations. Since we are within sight of the possibility of retirement, the research took on a dual purpose: great sailing and a possible retirement home. The Carolinas were always high on the list, so it was no surprise that we settled on



the lovely village of Oriental in southernmost coastal North Carolina. The fact that the town advertised itself as "The Sailing Capital of North Carolina" didn't hurt either. By summer of 2006, we were ready and eager to get started on our first real trailering expedition.

The drive to Oriental was pretty straightforward and uneventful for the most part. We went straight south on I-95 to New York City. If anyone had ever told me I'd be hauling 24' of folded Trimaran down the Cross Bronx Expressway in the middle of a weekday I'd have thought them out of their mind! It had been a coin toss whether to take the direct route across the George Washington Bridge or the longer more predictable trip over the Tappan Zee Bridge. And the GW won. As it turned out, it was reasonably easy, with just 20-30 minutes of stop-and-go traffic before the bridge. Thereafter, it was clear sailing down the Jersey Turnpike, over to the Eastern Shore of Maryland and, via Route 13, down the Delmarva Peninsula, where we spent the night. The second day saw us continue to the Chesapeake Bay Bridge Tunnel and on to Virginia Beach/Chesapeake, VA, area and Route 17 toward Elizabeth City, NC and points south. The drive through North Carolina was excellent with lots of scenery and country driving along the way. In several



*WishWilly* with her "pup tent" in place at Oriental Harbor Marina

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## WishWilly

(continued from page 15)

places the road is literally 100' away from the Intracoastal Waterway. It was indeed strange for us to see the cabin top and mast of a sailboat apparently motoring alongside through the adjacent field as we drove along! Once in Washington, NC, the options and choices to get over to Oriental became "interesting". When asking about the best road to Oriental, I was reminded of the old Down East Maine "Bert and I" comedy routine that goes, "Come to think of it, you can't get there from here." We ended up heading down Route 33 to Route 306, and finally onto Route 55 into Oriental. The total driving time ran right around 14 hours. Our Ford Explorer was more than capable of maintaining an easy 65-70 mph on the interstate, as traffic permitted.

Oriental is located on the Neuse River, approximately 5 miles from Pamlico Sound on the Intracoastal Waterway. The small town, laid-back aspect of the village made this a perfect destination for us. Make no mistake – this is a small village! There were four restaurants (two in marinas and two in the village), a very trendy coffee shop that was clearly "the place" to meet the locals in the morning, and a boating supply store that was like LL Bean for boaters. Everything was a 5-minute walk from the waterfront. We settled on reservations at the Oriental Harbor Marina for the week around the July 4th holiday. Beyond the amenities and ramp proximity, we chose this marina because of their "multihull-friendly" facilities. Many of the slips are 18-20 feet wide. Our small size and shallow draft allowed us a rather unusual location: not in a "slip" at all but a side-tie adjacent to the "C" Pier, while still having easy access to power and water.

With a town boat ramp literally 100 yards upriver on the opposite side of the Highway 55 Bridge, and ample parking for our SUV and the detached trailer, we

found this marina an excellent facility as a base of operations. Their restaurant was excellent with moderate prices. Included in the daily fee were laundry and shower facilities that were spotless at all times. The staff were friendly and highly professional. The fact that they were also pet friendly made this the perfect destination for us and the dogs.

Given that *WishWilly* is a day sailer with interior space next to the dagger board trunk and a V-berth, we soon discovered that the investment in the dodger/bimini "pup tent"-like enclosure was money well spent. It provided privacy as well as protection from the occasional rain. We did, however, learn that the canvas seams had a tendency to weep and drip into the cockpit in prolonged rain. A quick trip to the local marine store in town for a 10x10 poly tarp a poly tarp "fly" to put over the boom solved that problem. We spent the best part of five days sleeping on the boat in our "pup tent", taking full advantage of the 7' bench seats in the cockpit – the V-berth being a little too close for comfort. We also discovered that cheese cloth made excellent mosquito netting for those warm summer nights when the fully enclosed canvas was too tight, and I realized that a trip to my local canvas shop was in order for a set of inserts that could be zipped in to replace the solid sides for better ventilation. Meals were taken on the local economy, with breakfast at the marina nearly every day. The marina staff were well prepared to fix take-out meals for the days spent sailing in the local area. We opted to day-sail rather than heading off on longer trips – there was more than enough to hold our interest in the local area. As an added treat for me, being retired military, it was pretty cool having Marine jets flying overhead a good part



A Sprint 750 on the wind

of the time on exercises originating from the Marine Corps Air Station at nearby Cherry Point, NC.

The sailing in this area is nothing short of spectacular, although gaining a lot of local knowledge is critical. This marina is actually situated near the mouth of the Neuse River. While the river is quite wide at this point (well over a mile wide or more), this sailor who is used to the waters of New England found it deceiving – no part is no more than 12' deep. Also, seriously shallow shoals extend a long way into the river from either shore posing significant grounding opportunities, even for us. Watch those charts and the GPS! The shallow water also means that it takes very little weather to kick up extremely heavy chop. At this time of year, strong summer squalls are quick to pop up and equally quick to disappear. I suspect this is much like the stories I've heard of Chesapeake Bay. We learned about the squalls first hand after only two days, when we were alerted to a possible squall later in the day as we left for a leisurely sail down to the Sound and back. We left with a nice 10 kt SE breeze

**WishWilly***(continued from previous page)*

off the quarter and were several miles downriver when things broke loose in a hurry! The clouds appeared in a matter of minutes behind us and looked ominous and dark indeed. I came about, fired up the outboard, took in half the jib or more (ever so grateful for that roller furling option) and seriously longed for the jiffy reefing I had on my Columbia. We got the dogs below, and hunkered down under the dodger, sheeted in as much as possible. Within 5 minutes we were slammed head on by the squall. The previously calm river stood up with a solid 3' chop pushed by sustained winds of 35 kts or more and a ton of rain. This was my first heavy air experience in this newfangled rig, with no SS wire to be seen anywhere, and I had no idea how the boat would fare. Sure enough, after less than 15 minutes of white knuckles on the tiller, the squall passed as fast as it arrived and so did the chop – an amazing experience to say the least! *WishWilly* had handled the experience far better than us, but we learned quickly. The rest of the week provided some fantastic sailing.

Our first road trip with *WishWilly* was a memorable and very enjoyable excursion. We accomplished all of our goals by finding some absolutely beautiful sailing, a lovely town chock-full of that legendary southern hospitality, excellent barbecue and a serious contender for that future retirement home.

*Hap Aldrich, a NEMA member, can generally be found most weekends sailing out of Weaver Cove and lower Narragansett Bay with his wife MaryAnn and their three dogs as crew on his Corsair Sprint 750 #2 WishWilly.*

This article was edited by Jesse Deupree.

**News from the Members****Les Moore Explores the Anti-Multihull**

Last winter, NEMA life member Les Moore revisited an 8' long plywood rowboat he and Dave Brown had previously made for an Essex Shipbuilding Museum-sponsored build-and-race-a-boat contest. Les decided he wanted to make this boat, the Pita Pocket into a sailing craft. Sure, it is a monohull and it is anything but fast, but you can learn a lot about multihulls by building the ultimate anti-multihull. His report follows:

I used a broken carbon fiber oar shaft for a mast and a bamboo yard for a lateen sail, cut from my old Pacific Cat jib. I made a yoke-controlled rudder to steer by and fixed a plywood seat and footrest in the middle. I calculated the ballast needed (along with my weight) to keep the boat upright: 200 pounds of lead in 20 lb pieces. At last summer's Museum festival I'm ready to sail my contraption. With a large crowd gathered (as is usual at the sites of pending disasters), I very carefully get myself into the boat. Fortunately, there's just a breath of air as I slowly raise the sail. To my amazement, I remain upright and slowly glide away from the dock. I can maneuver around the basin despite the considerable current. The *Pita Pocket* is no racing machine. I think her speed likely tops out at about 1 knot but she shows that sailing isn't just about going fast.

Les has an extended article that describes how the *Pita Pocket* came to have such an unusual shape and another of his boat-building experiences with the Essex Shipbuilding Museum in Essex, MA. You can contact him at [les.moore@verizon.net](mailto:les.moore@verizon.net) to get a copy of his full article.

This article was edited by Amy Babcock



Loading ballast into the deep bilge brings the narrow boat upright.



The gathered crowd watches the maiden voyage of the now sailing vessel *Pita Pocket*.



The *Pita Pocket*, powered up and at top speed.

Photos Provided by Les Moore

## Tom Cox Visits Greene Marine

Walter Greene builds a model for an 18' power cat; he's doing this because the last one built from drawings alone came out wrong and he wanted to get a feel for this new one. The hulls are currently being laid up as of February, 2009.



Rob Birch shows a mockup section of a mast built of spaghetti. The aluminum mandrel for a 40' carbon wing mast with 4.5" x 3.5" chord appears below him. The wing mast has since been built of 1/8" carbon rod, vacuum-bagged with epoxy - the spaghetti section was a test run to see if the rods would bag together well.



Tom Cox Photos

## Delivering a Mast ... to Canada

by Jon Alvord

**W**e sold our Corsair F-31 mast to a fellow near Georgian Bay, Ontario, about 3 hours north of Toronto, and I made the foolish offer to deliver it. Well, it worked out pretty well as the Multihull Source, in Wareham, MA, also needed to transport a boom and sails to the same place. The mast is 42 1/2' long, so it would be very expensive, if not near impossible, to ship commercially. Bob Gleason offered the use of the Multihull Source's truck to make this delivery. It is a Dodge Diesel with 545,000 miles, gets ~20mpg, cruises at 75 MPH very nicely, but doesn't like to idle and takes multiple attempts to get the cruise control working. As I'm leaving the Boston area with the truck, Bob tells me it needs a little oil from time to time!

I left the house on a Tuesday at 8:30 a.m. The intended route was to travel through Saratoga, NY, Buffalo and then Toronto. I made it through Buffalo by 3:30 p.m. Enroute I had the thought that there might be a Toronto Mapleleaves game that I could go to. I called our friends Carla and Larry Stempniak, whose son, Lee, was the Captain of Dartmouth's hockey team but now plays

for the Mapleleaves. An hour later she called back and Lee had arranged for a ticket. Time to bump up the cruise control.

The border crossing went well; I had to pay some import taxes but traffic was amazingly good. I made it to the game on time and found a parking lot not more than 5 min from the Air Canada Centre. When I pulled in, I couldn't take a ticket because, with 12 feet of mast protruding out the front of the truck, if I pulled up far enough the gate would open and hit the mast. The attendant took the ticket and I paid, but as I was entering the gate came down and hit the mast on the last 2 feet. No damage, but interesting.

The game was great, with an exciting overtime and a shootout—and the Mapleleaves won! I headed back to the parking lot, and started to wonder how I would get out with the mast on the truck. I talked to a driver getting ready to leave and told him I needed to tailgate

him in order to get out and he understood. The lot was designed in a way that when I pulled up, the mast angled down within an inch of his roof (he could have touched it out of his sunroof). It did work and I was again on my way north, eventually making it out of the city and to my destination at 1:30 a.m. I slept on the back seat with coat and sleeping bag and woke up in the morning to a wonderful sunrise over the water. The buyer arrived shortly after 8 a.m., and we unloaded the mast, boom and sails.

I really didn't want to drive through NY again so I drove on the QEW 401 (north of Lake Ontario). The border crossing in Potsdam, NY, was closed so I ended up driving to Montreal and got stuck in rush hour traffic trying to get over the bridge. I stopped at the duty-free store at the border for a bottle of Scotch and Molson Red Label and was home by 8 p.m. It only took 3 quarts of oil over the 1500-mile trip!

*Jon Alvord is a very successful racer on the NEMA race circuit where he campaigns his F-31 Triceretops.*



Jon Alvord Photo

# Maine Cat Announces Bareboat Charter Opportunities for Their P-47 Catamaran



The brand new MC P-47 power catamaran from Maine Cat (a NEMA sponsor) will be available for bareboat charter starting June 12, 2009, in Bremen, Maine. Nearby Muscongus and Penobscot Bays offer some of the best cruising grounds in the world. With the magnificent, bold Maine coast, deep waters and a brand-new Maine Cat P-47 from which to enjoy it all, get ready to relax and discover a truly unique power catamaran experience.

At summer's end, we will travel south to debut this exciting new model at one of the fall boat shows. After the show ends, we head further south to our Bahamas bareboat charter base in Hope Town in the Abacos.

We will provide this fully-equipped catamaran yacht for your carefree vacation. The weekly rate is \$8340.00 for a maximum of four people. We are offering a 15% discount off this rate to owners of a P-47 who have already given us a deposit, or future owners who sign a contract within thirty (30) days of their charter.

The Maine Cat P-47 is a stable platform from which to enjoy your week – whether it be in deep waters of Maine or the gentle, warm waters of the Abacos. We look forward to seeing you at the helm of our new P-47.

Visit: [www.mecat.com](http://www.mecat.com), Email: [info@mecat.com](mailto:info@mecat.com), Phone: 1-888-832-2287.



## FOR SALE / RENT

More details on these items can be found at [nemasail.org/memberspage.html#sale](http://nemasail.org/memberspage.html#sale)

**Marine Plywood:** 4' x 8', 1" thick. Original cost approx. \$100. Any reasonable offer accepted. Contact: Richard Bryan, 617-293-4059, [ribryan@rcn.com](mailto:ribryan@rcn.com)

**NEREUS (formerly Zachery D.), a Warren 27** (her overall length is nearly 29') is a racing boat with some comforts, (seats) yet she remains light. Built of composite and wood, she was completed in 1999. Sale includes all running rigging, a jib roller-furler (to be sold without jib), and two custom tillers with extensions and two winches, and a Yamaha 8 hp long-shaft outboard. Extensively refitted during the 05/07 seasons. \$30,000 US. May be seen in Salem Harbor by appointment. Mayer Spivack 781 631-1932 or [mayer@alum.mit.edu](mailto:mayer@alum.mit.edu).

### Val trimaran components.

Newick Val design 29' LWL. 32' LOA. Three hulls, two decks, two cross-arms. Production (third set) components built with tri-axial glass and vinyl ester resin. Imron painted w bottom paint. Wing deck dagger-board trunk installed. Mast, boom, and dagger-board mold. Plan set included. \$8.5k or bo. Richard Seskevich (cell 978-798-0009); [Ksesk@aol.com](mailto:Ksesk@aol.com)

### 41' Maine Cat 2006

Hull #12, 2-29 hp Yanmars, screacher, windlass, 4 solar panels, refrig & freezer, Garmin 3210 color chartplotter & radar, autopilot, oven/stove combo, dinghy w/ob and more. Beautifully maintained. Performance and comfort. lightly used in charter. May stay in charter if desired. \$430,000. Call Maine Cat 1-888-832-2288

### 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. Located in Beverly MA. \$99,900. Contact Steve Mclafferty [mclafferty@alum.wpi.edu](mailto:mclafferty@alum.wpi.edu) or 781-405-1234.

### 1999 Calvert sails for F24 Mk2.

Roller furling jib (For Harken furler). Tri-radial construction. \$250. Sail is in good shape, but need some light stitching on UV protection covers. Also, Sunrise wingnets in reasonable shape \$200. Ed Sinofsky, [ed@photoglow.com](mailto:ed@photoglow.com), Cell 508-737-9199.

**1999 39' Greene trimaran SCOUT.** Well built and maintained custom performance cruiser with many upgrades. New carbon spar and sails. Very simply rigged for short-handed sailing. Lying Great Lakes. \$195,000. Owner: Tom Egan. Call: Tom Kintz 860-572-7767 Fax 707-897-7856.

**Sails & Rig For Sale.** Original equipment from my 1999, 39' Greene trimaran SCOUT.

- 52' Metalmast spar /Antal track with standing rigging.
  - 1999 Pentex fully-battened 711sf main, 438sf Spectra genoa, 581sf pentex screecher.
- Tom Egan. 772-283-6883; [tegan2@maine.rr.com](mailto:tegan2@maine.rr.com)

**1973 Hobie 16 and Trailex aluminum trailer \$860.**

Needs cleanup, trampoline, tires, nuts and bolts, etc., All other parts are original. There is a minor hull repair needed under the front lip on one of the hulls. Was disassembled and stored for years. Located in Mansfield, MA. E-Mail me at [ksek@aol.com](mailto:ksek@aol.com)

## FOR SALE / RENT

**1998 UK Asymmetric Spinnaker for a F24 Mk II.** Moderately used for 6 years). It has a storage/launch bag and 2-50' sheets. \$500. Contact Phil Babcock, [babcock@draper.com](mailto:babcock@draper.com).

## FOR SALE / RENT

**Jim Brown's original Searunner 31' trimaran Scrimshaw.** See her at the Wooden Boat Show, June 27, 8, 9, Mystic, CT. [outrig@crosslink.net](mailto:outrig@crosslink.net), (804) 725-3167.



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