

NEMA

NEW ENGLAND MULTIHULL ASSOCIATION

Solo-transatlantic sailor, Lia Ditton to speak at Annual Dinner, Feb. 4

Lia Ditton, writer, artist and solo-transatlantic sailor will talk about becoming the youngest and only female finisher of the STAR 2005 and her solo sail back to England in the 34 ft trimaran, *Shockwave*.

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photo by Tom Cox



photo by Andrew Dare

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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.

Torbjörn Linderson spoke at November general meeting

More than 50 NEMA members attended the general meeting on November 16 to hear Torbjörn Linderson, a consulting engineer from Marstrom Composite AB, Sweden give a presentation on the *SeaCart*, one of the fastest 30' multihulls in production today.

Conceived in 2002, by Calle Hennix, the Blue Sky 28 evolved into the SeaCart 30 with full scale series production of 10 boats in 2005. Torbjörn provided insight into the project from seed to fruition.

Membership Renewal

Enclosed with this newsletter is your 2006 NEMA membership renewal form and a registration form for the Annual Dinner on February 4. We are sending everything out in one package this year to cut back on multiple mailings. Please send completed forms with a check payable to NEMA to:

Wayne Allen
 8 Stratford Road
 Melrose, MA 02176

If you misplaced your renewal or dinner reservation forms you can print one from the nema website, www.nemasail.org.



Geronimo breaks Los Angeles to Honolulu record

On November 19, four days, 19 hours, 31 minutes and 37 seconds after crossing the start line off Los Angeles, Capgemini and Schneider Electric's 110-foot maxi trimaran Geronimo set a new record for the 2215 mile transpacific Los Angeles to Honolulu Challenge. The 11-man crew onboard Geronimo succeeded in breaking the previous record of five days, nine hours, 18 minutes and 26 seconds, set in the 1997 Transpac race by Bruno Peyron, by 13 hours.

Geronimo's crew included nine Frenchmen, Olivier de Kersauson, Didier Ragot, Philippe Laot, Antoine Deru, Pierre English, Yannick Agaësse, Xavier Douin, Lucas Zamecknic, Jean Charles Corre and two Americans, NEMA members **Cam Lewis** and **Larry Rosenfeld**.



photo by Judy Cox

A small but enthusiastic group viewed Ira Heller's summer cruising photos and Tom Cox's latest Caribbean delivery pics at the NEMA Holiday Party, December 15. Attendees proudly display their Yankee Swap gifts (back row L to R) Tony Cabot, new member Arnold Gould, Wayne Allen, Ira Heller, Tom Cox, Candice St. Martin, Bill Condon, Nick Bryan-Brown, (front row) Judy Allen, Sydney Miller, Doran Cushing, and Ronnie Gould.

VAKA Project Update: WE FOUND HIM!

By Jim Brown

After months of following blind leads this is Jim Brown to tell you that Scott Brown heard back from David Brown about how to contact Woody Brown. David is a San Francisco film maker, Scott is my partner in the Vaka Project, and none of us are related.

And who is Woody? Probably most multihullers today have never heard of him, but he is the source and the force behind the original modern seafaring multihulls. He is the trail blazer, the initiator, the original pioneer. He is ninety five, living in Hawaii with his much younger Philipina wife Macrene Brown and their eighteen year-old son whose name is – you guessed it – Woody Brown Jr. Yes, they are all related.

To qualify Woody as the source of modern seafaring multihulls one must first decide what made modern multihulls modern. The answer is light weight. Closely related is a global, all over stiffness or monocoque (one piece) structure.

Woody had been a soaring enthusiast before World War II, had designed and built his own manned sailplanes, and competed internationally to win long-standing records for altitude, distance and duration. During the war he fought in the Pacific and saw the indigenous multihulls at work. After VJ Day he returned to his Hawaiian home and designed the 38-foot *Manu Kai* (Sea Bird). This was the first seagoing multihull ever to incorporate modern wooden aircraft construction into a multiple-hulled boat. It was not just an adaptation of the ancient Polynesian double canoe; it was an entirely new genus of boat, something totally new under the sun.

Conceived initially to carry tourists on joy rides from the beach (no keels, no centerboards and shallow rudders), Woody and his friends were nonetheless so favorably impressed with *Manu Kai* that, in a heroic leap of faith, they took it to sea. In the late 1940's they went racing



Manu Kai on the beach in the late 1940s.

against much larger monohull yachts across the channels between the Hawaiian Islands, some of the most demanding waters in the world. Their spectacular results encouraged them to produce a larger version, the *Waikiki Surf*, with trans-ocean aspirations. In 1955 this boat was sailed from Honolulu to Los Angeles, 2225 nautical miles against the trades in 15 ½ days, a performance which was, at that time, beyond human experience. Woody's crew included the aspiring designer Rudy Choy who went on to produce *Aikane*, perhaps the most formative of all the modern Hawaiian-type catamarans. I say formative because it was in this boat, with a crew of gifted sailors that included both Rudy and the shellback Warren Seaman, that they managed, in 1957, to "unofficially" humiliate a fleet of the largest and finest ocean racing monohulls in the TransPacific race of that year. It was this event, I propose, that firmly established the mono-multi schism that still survives today... But to only a very minor extent compared to the antithesis between the two camps that ran rampant in the 60's through the 80's.

It was like *Cro-Magnon Man* against *Homo sapiens*, except today it is clear that anachronistic vessels can indeed coexist with modern. Alas, multihulls will never make good oil tankers.

This achievement with *Aikane* also led to other triumphs in other Hawaiian-type modern catamarans and eventually matured into the firm of CSK Catamarans (Rudy Choy, Warren Seaman and Alfred Kumilae). Together they produced a diverse series of splendid vessels that were effectively the first true multihull yachts.

This vantage on multihull history is in no way intended to detract from the ancient people of Pacific Oceania, or the super-inventiveness of Nathaniel Herreshoff and others who produced incredible multihulls in a time when modern materials were not available. It was things like plywood, fiberglass, Aluminum, waterproof adhesives and synthetic fibers for rope and sails, all made commonly available as a result of WW II that made possible the super stiff, super light, "modern" multihull. Neither does this vantage on maritime affairs

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Lia Ditton, Transatlantic Adventurer

by Tom Cox

The sole female competitor to finish the 2005 Faraday Mills Singlehanded Transatlantic Race (STAR), at 25 Aurelia (Lia) Ditton is also the youngest. Her energy, resourcefulness and attitude during this race and the return trip impress even the most seasoned sailor and have jettisoned Lia into the sailing limelight.

Come meet this amazing young woman and hear about her adventures at the NEMA Annual Dinner, Saturday, February 4. The festivities begin at 6 p.m. at Anthony's Pier 4. The Annual Dinner also features the 2005 NEMA Season Racing awards, a delicious buffet dinner and the year's best opportunity to schmooze with over 100 NEMA members. Reservation forms and directions are included with this newsletter. Or you can print out a form from nemasail.org.

About Lia Ditton



Lia first heard of the STAR while crewing aboard Moxie (50' Newick tri) during an east-west transatlantic delivery in 2002.

Following the delivery she kicked around the

Caribbean for a bit and found paid positions crewing on sleds and Transpac 52s. While serving cocktails and sandwiches one day during a corporate charter, she realized that being a stewardess and packing spinnakers was not likely to lead to fruitful sailing adventures. She opted out of that scene and, sponsored by Andrew Pindar, arranged a STAR campaign and chartered Derek Hatfield's open 40 monohull Spirit of Canada. Unfortunately the deal fell through a scant eight months before the start of the race when the boat was sold.

Determined to stay in the racing loop, she volunteered to help deliver



photo by Andrew Darte

A pod of dolphins leads Lia at the start of the Transat.

Brian Wilkinson's *Wingover* (36' Crowther Twiggy trimaran) to Plymouth in mid December 2004. Kicking around the boatyard she met Abraham Treadwell, a fellow adventurer hailing from New Zealand; they discovered the 34' trimaran *Shockwave* looking forlorn and in need of TLC. *Shockwave* had been reverse pitchpoled and dismasted after she had broached, rounded up, and backed the spinnaker around the mast during a 2003 race in the English Channel. The boat had been remasted by the charterer, then left on the hard for over a year. The owner was contacted, and as Lia says, "The rest is history" - a deal was struck, she was back in the race, and the nucleus of Team *Shockwave* was forged. Ably assisted by Abraham and composite specialist James Walker, Lia invested buckets full of sweat equity to bring *Shockwave* up to snuff. In lieu of a charter fee, she worked seven days a week day and night for five months to get everything shipshape by race time. The team was on a shoestring budget from the get-go with no main sponsor; Lia chatted up many small sponsors for equipment and materials (all kind, no cash).

The race started on May 29 in light

air. Two days later a front accompanied by 30 knot winds came through. With its low profile, rounded decks, and minimal accommodation *Shockwave* proved to be a very wet ride. The passage was marked by water, water everywhere - inside the boat, inside her clothes, inside the electronics. The emergency escape hatch in the tiny main saloon weeped constantly. On day five Lia found the forward watertight compartment housing the daggerboard half filled with water - she bailed out and plugged a finger sized hole next to the trunk with epoxy putty and dogged down the hatch, stemming the leak. The irrepressible Lia maintained a cheerful patter of "Lia's Words" emails (LW) keeping her family, friends, and followers informed of her progress: "...perhaps I had been going a bit gung-ho for the previous 24hrs and with 40 kt gusters on the cards, now was the time to ease off the accelerator peddle. Admittedly I had been cranking some wicked 14.4-16kt surfs UPWIND and anyone who has had the pleasure of sailing *Shockwave*, would confirm that experiencing her rip along as if on rails (no matter how much water she ploughs in the meantime) is an irresistible thing."

She battled constantly to keep the

vessel and systems going. She sorted out the teething problems of the brand new but undersized headsail furler which self destructed, shredding the jib in the process. The autopilot failed, requiring a day hove too for troubleshooting and repair. Then another gale (LW): "Out of the survival hatch, I watch incredulous the starboard float launch into the air and expose a gaping hole of sky. Then the float crashes back down, the rig shuddering afterwards, the whole boat myself included, reverberating in shock. If I said I was not frightened right now, I would be lying. I am terrified."

There were rewarding moments too. (LW): "Despite the current tempest outside whirring the wind generator like a swirling guillotine, last night ranks high as one of the most beautiful sailing nights of my life. *Shockwave* flew along with the birds. With white bellies and brown flecked wings, they were perhaps the Mid-Atlantic counterpart of the southern ocean albatross. They swooped and dove, around and behind S'wave until I felt sleepy. Fifteen-twenty knots of true breeze gave me a comfortable 11-12kts of pure boatspeed. Grey rain-bearing clouds grouped and disbanded overhead as we charged on into the night. 'Catch me if you can!' I felt like calling, as we outran the rainburst to the south. Hand-steering, the torque of *Shockwave's* sudden acceleration pushed me back onto the life raft seat like into the leather seat of a Jag. Phosphorescence shot into the distance—a thick stream behind all three hulls like road-runner streaks. The windward float kissed the water surface with a flash along the hull like the reading of a barcode. Then the float would splash down giving rise to a shower of diamonds; fireworks of the sea, which christened the tramps with spray which shone like a spider's web in the dew. All the while the leeward float cut a path smoother than a hot knife through butter. This was pure 'Yeoha' sailing."

Lia replaced the bushing atop the pole mount of the Airex wind generator with a piece of rubber cut from the toilet bucket. She troubleshot the \$150 balky

genset which produced more heat than electricity. She was up and down the mast four times to repair the furler, to sort out chafing halyards, a stuck bungee jamming the main, and sometimes just to check the rig when becalmed. (LW): "Like a branch snapping in a distant forest, I hear a release of pressure. The red jib halyard droops slack in its mast exit. Inside Lia there is a surge of horror... A word does not pass my lips. I am in my harness and at the base of the mast clipped onto climb, before you could have uttered the word, 'but..?' ...The fractional kite halyard was snap-shackled to the top of the sail and I was taking up the slack at the base before the sun had sunk an inch further down the sky."

Halfway through the race the stove packed it in from salt water intrusion forcing Lia to survive on cold military rations and chocolate bars (the dehydrated food stores were inedible unless soaked in hot water). (LW): "With only 312 miles to go, *Shockwave's* sprint to

the finish has begun. It really is a sprint because I have six army surplus food sachets left to go, before I take up, fully-fledged, the 24hr cereal bar diet."

In spite of these hardships, Lia forged on, focusing on the fun to be had. (LW): "Despite the sea state being non-existent, there was a point at 14.4kts

Annual Dinner Meeting

Saturday, February 4, 2006

Anthony's Pier 4

6 p.m. Cocktails/Hors d'oeuvres

7:30 Dinner

8:30 2005 Awards

9 p.m. Speaker, Lia Ditton

Reservation Deadline: Jan 27



photo by Tom Cox

Abraham Treadwell, Lia's ground crew manager, helps ready *Shockwave* for the return trip as Lia climbs the mast in the background.

where the cockpit was being rained upon continuously and swirling with a wash of white froth. 'I had better dump the traveler,' Lia thought extending an arm out from underneath godpod cover, to the clutch for release. There was also a point at 15.6kts when Lia thought, 'Ah! I had better dump the main sheet,' extending an already drenched arm out towards the mainsheet winch. And so with a more comfortable sail plan (only the jib actively working) we continued to rocket." A self-confessed night owl, she stayed up all night, usually sleeping for four hours in the morning with a nap in the afternoon, unless called on deck by unusual sounds or the Seame radar detector beeping.

She finished the race on June 25 after 27days 9hours19 minutes. From her final race transmission from shipboard (LW): "So they were the best of times and the worst of times.'This is it. My race is all over,' I thought discovering the overflow of water into the main cabin. Don't go offshore without Under Water epoxy and a 'Kollision Kit,' with a 'K!' Hauling the jib up the foil, with only a block for turning angle at the base of the

mast, is without a doubt the most physically grueling, finger-blistering task I have EVER undertaken. I have woken with a start since, with the nightmarish thought of having to do it again. Worst moment number three, would be up the foil itself. Not just having to climb the foil once, but FOUR times! Like trying to climb a mossy wall in your bedroom slippers while a rottweiler attempts to take a bite out of your dressing gown tail, still sums it up pretty well for me. The highlights would be 2 nights. The night with the 'Lone Star.' A mild night comparatively, where I listened to the water rushing by and enjoyed the solitude of such a wide open space. 'This is pure 'Yeעהa' sailing!' I wrote marking the second night of significance. I held the reigns as Shockwave streaked like a wild animal through the night. And these last few days off New England have given me flat waters, blazing sunshine and some terrific boat speeds. After 26 days alone in a forever changing environment, to be listening to music in the afternoons while watching trawlers go by has been wonderfully mellow and a welcome respite. Would I enter the OSTAR again? If one is

nutty enough to do something once, one is generally nutty enough to do it twice...Out of a total of more than 36 individuals to whom I owe a debt of gratitude, it is 'Team Shockwave,' that has made my experience. Simon Harris, Abraham Treadwell, Andy Dare and James Walker have never ceased to entertain me.

Upon her arrival in Newport she was welcomed by her father and friends, including Abe and NEMA member David Steele. (LW): "I may have yet to find NEMO this race, but NEMA appears to have found me...The arm of the international 'Cult Multihull' continues to astound me, by extending its welcome in the form of, The 'New England Multihull Association,' (NEMA). It is a stroke of undeniably good fortune that Abraham Treadwell, (Team Shockwave shore crew manager) has come to make his [David Steele's] acquaintance. Arrangements for Shockwave, and her repair are subsequently in hand."

Undaunted by the hardships experienced during the race, and after a month of R & R, Lia enthusiastically readied Shockwave for the return trip across the pond. Taking her departure on hurricane Irene's coattails on August 18th, she munched a bag of Cape Cod potato chips in homage to her recent home away from home while reclining in her cushy Walmart orange beanbag that served as a cockpit seat. She transmitted her "Lia's Words" steadily while en route. Plagued once again by equipment failures – balky genset, furler gear dismantling itself, and the gooseneck of the deck-mounted boom fractured - the ever-resourceful Lia coped with the emergencies, jury rigging, lashing, and epoxying. (LW): "We doubled the bolt size. We capped the end of the boom with additional carbon. We braced the mast base fitting with a metal plate. What gave way in the gooseneck was the weld between rod and metal plate...the weakest link." *Shockwave* was plagued by light air as they slowly forged their way towards the Azores; with the genset out of commission, and the wind charger failing to produce sufficient juice to power the autopilot, Lia was forced to hand steer for long peri-



Lia maneuvers Shockwave to the Mattapoisett town dock to effect repairs prior to her return passage to the UK.

ods, rediscovering the lost art of balancing helm against sail trim à la Bernard Moitissier, the French single-handed sailing guru. She still found plenty to enjoy - after a close encounter with a too-friendly whale (LW): "It need not be said that under a full audience of stars, the combination of jumping up and down on the cockpit floor combined with Lia's finest imitation of an outboard motor at full tilt worked a treat! The horny whale bumped Shockwave's bottom one more time and then with a surge of water, was gone." Having closed within eyesight of the Azores, Lia altered course to the north, finding fairer breezes capable of spinning the listless Airex into life and powering up the autopilot. As she closed with the shipping lanes approaching landfall, she raised a flashing strobe light to the masthead and erected a radar reflector. (LW): "How do you sleep? As the apparent wind on *Shockwave* moves forward, momentarily she is airborne and your stomach has that zero gravity lurch sensation like when you arrive at the bottom of a lift. The answer is, intermittently. Anyway, who wants to sleep?!(I am a self confessed experience junkie!)"

On September 15th, after 29 days at sea, an exhausted but happy Lia arrived back into Plymouth Sound at 12 noon to be met by her shore team with late breakfast of bacon rolls, orange juice & champagne. Lia had run out of fresh food weeks earlier and had been fantasizing for days about crunchy vegetables and orange juice with bits in. Also there to meet her outside the breakwater was a fleet of assault craft from the 539 Royal Marines Squadron who escorted *Shockwave* into their jetty at Turnchapel.

What has the future in store for this exuberant adventuress? Combining the world of art with the world of sailing, Lia recently released a plan for a performance art piece. Angled as if racing down a giant wave, the Trimaran, *ProVu* with Heat-changing paint work and skipper, writer and artist Lia Ditton living onboard, will set sail with your imagination in the heart of central London. Come to the NEMA annual dinner to find out more.

—Tom Cox

We Found Him continued from page 3

usurp the cruising/owner-building focus espoused by pioneers like Arthur Piver, James Wharram and others. This "seasteading" component was inexorable during the 1960's through 80's and made multihulls accessible to the common man. Furthermore the pioneering achievements of men like Victor Tchetchet, the Prout Brothers, Bob Harris, Hobie Alter and others caused the small daysailing multihulls to bloom into the most popular class sailboats of all time.

Instead the focus here is on ocean going vessels of unprecedented lightness, stiffness and seakeeping properties including but not limited to speed. If we agree that seafaring is the true test, then Woody Brown was the first to submit his boat, his crew and himself to this, the highest standard of measure.

The VAKA Project, as many NEMA members know, undertakes "to collect, preserve and disseminate the history and lore of early-modern multihulling." This project dovetails nicely with NEMA's own historic arm ably conducted by member Les Moore.

Scott Brown and I have been literally dumpster diving to rescue many articles of historic significance to multihulls because, as we see it, multihulls are becoming historically significant. And this significance is occurring even while some of the initiators are still alive! We have a fast-breaking history happening among us, and there is little doubt that future maritime historians are going to be very interested in whatever we can gather at this "pre-curatorial," barnstorming stage in multihull development. Why? Because our boats are becoming

more and more important to humankind. The "Four S's" of stability, spaciousness, seakeeping and speed all are now applying to commercial and even military watercraft. But the true essence of multihulls, their central difference, is now emerging as "The Two E's" ...energy efficiency. Whether propelled by poles, paddles, sails or engines, the basic fact of multihulls is that they use power well. In the course of human events, this alone secures their future and their past.

Even though many of the early multihull pioneers have sailed away, it is paradoxical that two of the initial trailblazers, Woody Brown and Rudy Choy, are still living. As part of the VAKA Project's living heritage component, we have been absolutely desperate to interview these men on camera. As this issue of the Newsletter goes to press, arrangements are being made to achieve that end. In a later issue I hope to report that we have succeeded, and if we do, we will share that footage with the membership.

—Jim Brown



Catamaran beach boys, late 1940s. Woody Brown front and center.

2005 Season Trophy Results

BOAT	Skipper	Boat	Bermuda			Halifax			Black Dog	Solo Twin	
			1	2	3	1	2	3		1	2
HEARTSEASE LARUS ROC	Svennson	Thompson 60	91.6	91.6	91.6	89.7	89.7	89.7			
RUT ROW	Peacock	Corsair 31R						76.3	89.7	89.7	
LEI LOE	Enloe	C31-1D									
ROCKETEER II	Winters	C31-1D									
TRI ME	Gleason	Corsair 31R						99.5			
CONDOR	Freudenberg	C31-1D									
TRICERATOPS	Alvord	F-31R						54.3	10.5	10.5	
TEMPEST	Bryan-Brown	C31R						43.4	55.8	55.8	
WHITE HEAT	Bluestein	F-27						92.7			
FLYING FISH	Pingree	White 54	75.4	75.4	75.4						
ALACRITY	Conn	Traveler 50	62.4	62.4	62.4	40.7	40.7	40.7	16.0		
SWAMP FOX	Watson	Custom 35				55.8	55.8	55.8		25.6 25.6	
ADIOS	Howell	F-31									
ALEGRA	Garcia	Tricia 35	5.0	5.0	5.0	70.9	70.9	70.9			
FLYING FISH	Parks	F27							40.7	40.7	
TRIAD	Cox	Newick 42						65.3	70.9	70.9	
BLUE MOON	Spalding	F25C						59.8			
TRINITY	Pelligrini	C31R						81.7			
ROGUE WAVE	Barry	Hammerhead 54	49.4	49.4	49.4						
BLOW HOLE	Harris	C31R									
CHITTY BANG	Lussier	F-27									
GREAT WHITE	Whittelsey	Atlantic 42	36.4	36.4	36.4						
ZEPHYR	Zelinski	Antrim 40						10.5			
FLIGHT SIMULATOR	Reese	F27									
LANCE	Schreiber	Dragonfly 25									
ANDIAMO	Burkert	F27						87.2			
FRIENDS	Van Beelen	Greene 35				25.6	25.6	25.6			
SKATEAWAY	Burrage	Burrage 40						70.8			
FIREBIRD	Grossman	Firebird 25									
BLACKBIRD	Nicholsen	Corsair F28R									
HOT FLASH	Korneyi	F-28R									
WICKED STOKED	Michaelson	Corsair F28R						21.5			
WINDSONG	Mann	Corsair F31						48.9			
ROSEBUD	Grossbart	Custom 32									
BEAR	Bryan	F27						37.9			
HOLO HOLO	Vakhutinsky	F24 MKII									
BAREFOOT	Cabot	F27						32.4			
MADJOUN	Berger	Corsair F27				10.5	10.5	10.5			
HOBBITT	Bedell	Newick 31						26.9			
PONGO	Konkel	Corsair F31									
MOONCUSSER	Larcen	F-27									
FALCOR	Gross	Explorer 44	5.0	5.0	5.0						
VELOCE	McLafferty	Warren 35									
HIGH FLYER	Robbins	C36									

Buzzard's Bay Regatta			Newport Unlimited		Schooner Festival	Points	Best 7 Days	Total Days Raced	Rank
1	2	3	1	2					
						543.9	543.9	6	1
81.9	74.7	31.9	49.7	37.9		531.8	493.9	8	2
97.9	89.0	89.0	100.0	99.5		475.4	475.4	5	3
74.7	97.9	74.2	74.2	92.7		437.4	437.4	5	4
39.1	67.6	53.3	84.0	43.4		387.5	387.5	6	5
89.0	46.2	67.6	93.8	81.7		378.3	378.3	5	6
60.5	60.5	46.2	64.4	70.8		377.7	367.2	8	7
53.3	24.8	17.6	79.1	54.3		366.5	366.5	8	8
24.8	17.6	24.8	54.6	87.2		301.7	301.7	6	9
						226.2	226.2	3	10
						325.3	325.3	7	11
			10.5	32.4		261.5	261.5	7	12
67.6	81.9	81.9				231.4	231.4	3	13
						227.7	227.7	6	14
31.9	31.9	74.7				219.9	219.9	5	15
						207.1	207.1	3	16
			69.3	76.3		205.4	205.4	3	17
17.6	53.3	39.1	35.0			191.7	191.7	5	18
						148.2	148.2	3	19
46.2	39.1	60.5				145.8	145.8	3	20
			59.5	65.3		124.8	124.8	2	21
						109.2	109.9	3	22
			44.8	48.9		108.7	108.7	3	23
			88.9	59.8		88.9	88.9	2	24
					87.6	87.6	87.6	1	25
						87.2	87.2	1	26
						76.8	76.8	2	27
						70.8	70.8	1	28
					64.9	64.9	64.9	1	29
			39.9	21.5		61.4	61.4	2	30
			30.1	26.9		57.0	57.0	2	31
10.5	10.5	10.5				53.0	53.0	4	32
						48.9	48.9	1	33
					46.8	46.8	46.8	1	34
						37.9	37.9	1	35
			20.3	16.0		36.3	36.3	2	36
						32.4	32.4	1	37
						31.5	31.5	3	38
						26.9	26.9	1	39
			15.4	10.5		25.9	25.9	2	40
			25.2			25.2	25.2	1	41
						15.0	15.0	3	42
					5.0	5.0	5.0	1	43
					5.0	5.0	5.0	1	43

NEMA Summer Cruise

By Bob Gleason

Each year we plan a cruise that takes us to a different location and this year we went to Lake Ontario with a couple of days in The Thousand Islands. The cruise is usually the highlight of the summer sailing season which also includes a number of regattas with some fun destinations. Perhaps what makes this such a fun event each summer is seeing different locations and enjoying the cruising life we do not get to experience during the regattas. The races are usually the same venues each year, but not the cruises. This is the second trip to The Thousand Islands area but not to any of the same places.

This year's start was at Hendersen Harbor NY. *TRI ME* and *MOTHRA* caravanned up on Friday July 8th. We arrived at a great launching facility where we promptly climbed into our bunks and fell asleep. Saturday morning turned out to be raining so no one was in rush to launch or get on the water. We went to the store for some more provisioning and

to stay out of the rain. By early afternoon we were back at the ramp and ready to launch. We met up with the Bill, Carolyn and Walker Bohanon on *HAIKU*, Jan and Phil Sweeney on *ADVENTURE ROCKET*, David, Barbara, Alistair and Carl Boettiger on *THREE PUFFS*, and Felix and Margriet Kagi on *GRANDE ESPRESSO*. Some were quicker to get into the water than others but we all decided that a slow pace was the easiest way to get started and hung out at the ramp that night to see a great sunset and a fireworks display which was quite unexpected. I guess they were celebrating our arrival!

Our first and last day's sails turned out to be the longest. The first day we decided to sail to Wapoos Island on the Canadian side west of Kingston. It looked like it should be a tight reach and a fun easy sail in moderate winds. As it turned out the winds picked up more than anticipated and we were mostly hard on the wind. For the first day it

turned out to be a little more than some had hoped for, but this was by far the longest hardest day we had, sailing upwind about 40 miles. Wapoos was well worth it! Checking in with Canadian customs was an easy exercise that took about 2 minutes on the portable phone the Marina. After the post 9/11 problems and London Subway bombings only days before, I was expecting much more security with many questions and need for documentation etc...

The customs lady on the phone even gave me the names of both of my boys, Gordon and Henry, that they had on file from previous trips to Canada! After clearing in to Canada our fleet split in two. Three boats (*ADVENTURE ROCKET*, *ESPRESSO GRANDE*, *THREE PUFFS*) remained at the marina and four of us went off to the west to a secluded anchorage away from everything. This was our first opportunity to enjoy the clean fresh water of Lake Ontario. It was also a constant source of amusement to watch Gordon, Henry and Walker Bohanon do laps from swim ladder to the nets and back. We enjoyed our typically late dinner after sunset on our four boat raft (*HAIKU*, *MOTHRA*, *ROXY*, *TRI ME*). *ROXY* was the party boat. There was a constant cackle of laughter and music. Roxy's crew was owner Tom Korzenewki and his sister Anne (owner of F-33 *GREY-HOUND*) and two friends Rackel and 6' 10" Sean. At 24 years old Sean knew without a doubt that every town has a supermodel so he borrowed one of our kayaks and went in search of Wapoos Island's, only to come back hours later to report that she had probably gone to bed already (without him)!

Each day brought new adventures and from the view on *TRI ME* we all seemed to be enjoying the variety of scenery with good food and drink and new and old friends. The sail toward

photos by Bob and Jane Gleason



Camelot, Tri Me and Espresso Grande at the dock.

Kingston brought us along the northeastern side of Wolf Island to a pretty anchorage in a deep cove with a few monohulls anchored outside of us. The most amusing event that evening was again centered around *ROXY*. Susan, Tom's wife, who could not make the cruise bought a new dingy for Tom. We had plenty of amusement trying to figure out what was the point of a \$12.99 inflatable but I guess it did its job as it transported *ROXY*'s crew of four across a couple hundred yards of flat water to our raft; and they only got a little wet! The sail to Federation Marina (site of the sailing events for the 76' Olympics) and on to Kingston was slow going and Hot! Did I mention earlier how hot the entire week was? It was so hot that it was rare that we would wear any more than necessary and then only trying to keep from frying in the sun.

After Kingston we had a few interesting nights of thunder and lightning storms with great visuals and a few dragging anchors in shifting winds. The first night after Kingston we were just entering the St. Lawrence Seaway where we finally found bottom that the anchors seemed to bite into. We had two rafts with anchors on shore and off. The southerly was holding us off shore but at 3 -4 AM the T-Storm came through with northerly winds and anchors dragged which made for a Chinese fire drill; everybody was gun shy for the next few days. The weed this season was apparently the worst it had been in years and we were not the first to have problems.

The last few nights at the various islands and Canadian parks were so enjoyable that most cruisers are planning next year's cruise to those islands we missed. We met up with *DADDY LONG LEGS*, (another F-27) for a night. The sail back to Sackets Harbor to clear into the USA was a fun light air, down wind sail of almost 40 miles. The group of Corsair Trimarans stretched out over a few miles so the arrival at Sackets Harbor was strung out over a period of an hour or two. When we cleared into US Customs the procedure was much lengthier than Canadian customs. It



Sydney Miller and Jane Gleason



Jan Mocka paddling her dog to shore.



Tom Korzenewki, Rackel and Sean in the \$12.99 inflatable.



Cruising style shampoo



Gordon, Walker and Henry



Jane, Carolyn, Gordon, Sydney, Walker and Henry enjoying appetizers on the dock.

included a video phone which showed our faces, passports, birth certificates, registration papers etc.. That night we found a restaurant to accommodate our entire party and enjoyed a night ashore. Before sailing back to Hendersen Harbor to haul out the following day some of us got to sail on *GREYHOUND*, Dick and Ann Andersen's new F-33. With more than a dozen on board she still floated very high and sailed like a much lighter boat.

The ride home should have been an easy ride but due to the relaxed atmosphere we got a late start leaving the ramp and *MOTHR*A had a bearing problem which cost a few hours on the road-side to fix. Certainly nothing to deter us from wanting to go back again!



Top: Wapoos Island

Middle: Roxy, Tom Korzenewki's F 31

Bottom: The No Evil brothers: See, Speak and Hear



A Better Way to Determine the Winner

By Jeff Schreiber

Definition: Frustration

Frustration is getting your boat tuned for the race; getting everyone on the boat working together; hitting the start line with good boat speed, on time, and with clean air; finding the shifts; hitting the angles downwind; in sum running the race as best as you can. But... you get back to the awards ceremony and you find out the corrected times are just like they always are: first place, with a 15 minute advantage, goes to the boat with the lowest rating; and the rest of the fleet's order pretty much follows the ratings.

I contend that a significant cause of this frustration lies with how the races are scored. For many years, NEMA and many other PHRF fleets have used the Time on Distance, (ToD), scoring system. The NEMA Race Committee provides ratings and then the scoring system applies those ratings after the race to see who came out with the lowest corrected times. ToD uses a time advantage or disadvantage for every mile sailed. As an example, using ToD, if your boat, (Slow), is rated at 80 and if another competitor, (Fast), is rated at -82, for every mile sailed in the race Fast has to be 80 - (-82) or 162 seconds faster. If all races always had the same wind conditions, ToD would be fine. But part of the challenge of sailboat racing is adjusting to different conditions. The main deficiency of ToD is that it does not change with the speed of the race.

This summer the NEMA North fleet followed the example of most fleets in Europe and many in the US and used the Time on Time, (ToT), scoring system. ToT also uses the ratings supplied by the NEMA Race Committee. A simple formula is used to convert the rating to a Correction Factor, (CF). To calculate the Corrected Times each boat's elapsed time is multiplied by the CF. The formula to calculate CF is: $CF = 650 / (550 + \text{NEMA rating})$. For the 2 boats above,

Fast's CF = 1.3889 and Slow's CF = 1.0317.

A simple example shows the difference between ToT and ToD. We will compare the two boats noted above: Fast with a rating of -82 and Slow with a rating of 80. Two races are run, both 10 miles long, one with high wind where the race takes 1 hour, and the other with light wind that takes 5 hours. We want to determine how much faster Fast has to be to have the same Corrected Time as Slow.

Using ToD:

- For any 10 mile race, Fast owes Slow 10 miles x 162 seconds/mile = 1620 seconds or 27 minutes.
- For the high wind one hour race, Fast takes 60 minutes and Slow takes 60 + 27 = 87 minutes. So in this race Fast has to be 27/60 or 45% faster to tie.
- For the light wind, 5 hour race, Fast takes 300 minutes and Slow takes 300 + the same 27 minutes or 327 minutes. Consequently, Fast only has to be 27/300 or 9% faster to tie.
- Note that it does not matter that the example race is 10 miles. The same would hold true for a fast race or a slow race of any length.

Using ToT:

- For high wind races or light wind races, Fast always has to be the same percentage faster than Slow. The calculation is the percentage difference in the two CF's; $(1.3889 - 1.0317) / 1.0317 = 35\%$.

Ask yourself why Fast only has to be 9% faster in a slow race while 45% faster in a fast race. If you consider common first order metrics for comparing the speed differences between different boat designs, such as sail area, weight, slenderness ratio, or Portsmouth number; these values are based on fixed boat dimensional or weight criteria and not wind conditions. Consequently I contend that when Fast only has to be 9% faster

in light air, Fast has a big advantage in these conditions. On the other hand, as long as the heavy wind does not create heavy chop or some other consideration that may favor one design over another, Slow will have an advantage in the fast race. This also indicates that there is a cross over point where ToD gives the same results as ToT. For these 2 boats the cross over is about 6.5 nm/hr. Consequently, if the race runs below 6 nm/hr Fast will find it much easier to beat its handicap. Above 6 knots, if the sea state is reasonable, Slow will have the advantage. (Note: the 2001 Gloucester Schooner race was an example of a high speed race favoring the Slow boat. The wind was heavy and off shore and the course was close to shore so seas could not build. Slow won on corrected ToD time and one of the competitors wrote in a local periodical: "In my opinion, for this particular race course in the given conditions, the handicaps were unfavorable for boats with faster ratings."; Dave Pellegrini; The Multihull Source Newsletter; Winter 2002.)

NEMA North 2005

This last summer, the NEMA North races used ToT with the exception of one pursuit race where elapsed times were not available. Note that the discussion below is not at all intended to change or detract from the standings and results of the season. The intent is to compare ToT to ToD and indicate a way to level the playing field. All told there were 6 regattas run, 5 scored with ToT. Of the 5 regattas two had 2 heats, so for the sake of increasing the population size, I consider that there were 7 discreet races for comparison. The following observations come from analysis of the results:

1. ToT changed the final scoring in only one regatta.
2. Overall, a good measure of the effectiveness of ToT vs. ToD is the spread of corrected times between the

fastest and the slowest competitors. The idea is that if one system provides a corrected time spread that is consistently lower, then that system is working better because the competition is tighter. Overall, ToT was 23% tighter than ToD. Five of the seven races were tighter with ToT.

3. The average fleet speed using elapsed times for all the races this year was 4.31 nm/h.
4. Just as was reasoned earlier, the slowest races produced the biggest differences using ToT. The race where final positions changed was the Schooner Regatta where the average speed was 2.70 nm/h.
5. The best improvement in corrected time "tightness" was the Bowditch Regatta where ToT was 68% tighter than ToD.
6. The only races where ToD was tighter were the 2 fastest races. As an example, the 1st MYC Fall race was 13% tighter with ToD and the average speed was 6.33 nm/h.

Conclusion:

ToT was a better scoring system. It heightened the competition. It gave slower boats a chance in light air.

ToT and the NEMA Ratings.

Because ToT compensates much better races of different speeds, it is a superior system for establishing performance ratings. In the past, the Race Committee had to judge how consistent the conditions were and whether conditions favored one boat or another. This meant that some race results were discounted. In a handicapping situation where population size is restricted to begin with, reducing it further detracts more from statistical significance. With the NEMA North fleet I contend that we should consider all of the seven heats or races that were run this summer. Because the mathematics are simple with ToT, it is fairly easy to determine sailed to ratings. The first step is to establish a reference boat. (One boat has to be a reference, i.e. the boat that uses its current rating; this is the same as the .4 boat that the

Race Committee uses now). Then for each other boat determine how much faster or slower it was, (using the elapsed times), than the reference boat for each race and then average those values to determine how much faster or slower it was for the entire season. Recall that in the earlier section it was calculated that under ToT Fast was always 35% faster than Slow using the 2005 ratings. After reviewing the entire season we might find that after several races Fast was actually only 33% faster than Slow. With Slow as the reference boat, then it is easy to see that Fast's rating should be adjusted higher, (Fast was slower than expected, so his numerical rating should be higher), and it is straight forward to calculate what that rating should be.

There were six boats that raced two or more of the seven races. I do not intend to include the details in this discussion but should the Race Committee or any other interested parties wish to see the spread sheets I would be glad to supply them. Note: two of the boats only raced two of the races, and projecting their rating will be the most tenuous. The reference boat was the boat that came in 3rd in the overall standings. Any one of the boats could be used as the reference, but it is best to use one that competed directly with each of the others. Running these calculations for the six boats that competed in two or more races has the following results:

1. Using the ratings provided at the beginning of the 2005 season, 2 of the

6 boats won 6 of the 7 races. Using the adjusted ratings 5 of the 6 boats would have won at least one of the seven races.

2. The races where one boat had a great day still produced a win for that boat.
3. With the modified ratings the tightness of the spread went from a 23% improvement over ToD to a 32% improvement.
4. With the modified ratings two boats did worse overall but the other 4 boats did better in these 7 races.

The overall conclusion of the modified rating analysis is:

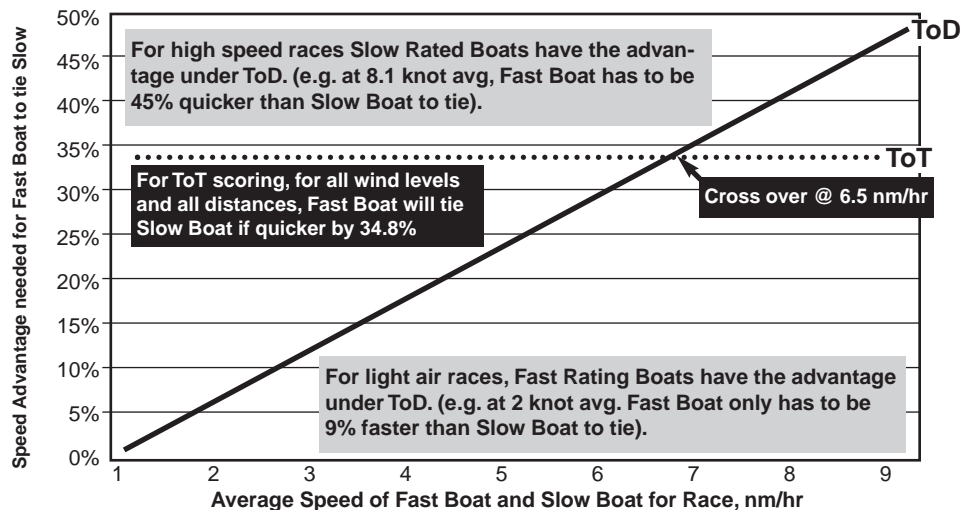
1. Ratings can be analyzed and adjusted by simple mathematical techniques when using the ToT scoring system.
2. Using these techniques, substantially more equitable racing can be promoted, where more boats can share both in victories and better results.

Summary:

I realize that the issues discussed here tap on sensitive topics and produce powerful emotions responses for many who are the core of the racing community in NEMA. I want to thank the Race Committee and my fellow racers in the NEMA North fleet for allowing the ToT experiment for this past season. In my opinion, ToT has made scoring more equitable and it provides the potential for promoting even better racing in the future.

– Jeff Schreiber

Comparison between ToT and ToD for Fast Boat (-82) and Slow Boat (+80)



Annual Dinner Meeting
Saturday, February 4, 2006
Anthony's Pier 4, Lynn Room
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9 p.m. Speaker, Lia Ditton
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