

# NEMA

NEW ENGLAND MULTIHULL ASSOCIATION

## Summer of 2007

Bob or Jane Gleason



*Flying Circus*, Gus and Lizzie Polyblank's 32 Harris Tri at anchor during the NEMA summer cruise. *Tri Me* and *Skedaddle* are in the background (see page 4).

Tom Cox



*Triceratops* flies a hull at the Solo Twin (see page 10).

Bill Condon



Around Cape Cod Cruise raft-up as seen from *Tinity's* mast (see page 9).

**Next NEMA Meeting**  
**Thursday, Nov. 1, 7pm**  
**Savin Hill YC**  
**speaker: Philip Steggall**  
**(see page 2)**

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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](http://www.nemasail.org)

See the website for Membership application and meeting information.

**Phil Stegall to speak at the Fall General Meeting**

We are excited to announce that multihull builder and transatlantic racer, Philip Steggall will be our speaker at the NEMA general meeting on November 1.

Born a Kiwi, Stegall started to sail at the tender age of 6. In 1973 he met Walter Greene and became interested in multihulls. In 1978, he built his first tri and raced the boat in the OSTAR Singlehanded Transatlantic race in 1980. Then in the late 80s, he received sponsorship to build the 60 ft. foiler tri, *Sebabo*, for the 1988 CSTAR. Over the years, Stegall has made 9 transatlantic crossings, 8 of which were in multihulls.

Phil will show slides and videos on various sailing projects including the 37 ft foiler *Scat*, built with Sam Bradfeild and designed by Nigel Irens. He will also talk about a new boat that he recently started building — a 40 ft tri intended for offshore cruising and racing.

**Steve Fossett Missing**

James Stephen Fossett (born April 22, 1944), American aviator, sailor and adventurer, was reported missing on September 3, 2007 after the plane he was flying over the Nevada desert failed to return. Despite nearly a month of searches by the Civil Air Patrol and others, Fossett has not been located, and the search by CAP was called off on October 2, 2007.



Fossett made his fortune in the financial services industry and is best known for many world records including five nonstop circumnavigations of the Earth: as a long-distance solo balloonist, as a sailor aboard his 105 ft trimaran, *Playstation*, and as a solo fixed-wing aircraft pilot. A fellow of the Royal Geographical Society and The Explorers Club, Fossett has set 116 records in five different sports, 60 of which still stand.

Tom Cox



**NEMA Rally/Picnic a big success**

This year's NEMA Rally, held on July 14, was the best attended ever since its inception in 2002. Nine multihulls participated in the rally and 36 humans and 3 dogs attended the picnic at Ted Grossbart's waterside house. Highlights included a ride on *Pooka* by Wayne Allen and a delicious potluck barbeque organized by Judy Allen.

**NEMA North dogs**



**NEMA North humans**

# Phil Weld Day

by Tom Cox

**D**ick Newick, Jim Brown, Meade Gougeon, Walter & Joan Greene, Rich Wilson, Mike Birch — does this sound like a who's who of multihulls from the latter 20th Century? All were in attendance at *Phil Weld Day*, a shindig thrown by son-in law, Mac Bell at Phil's old residence on Dolliver's Neck in Gloucester to celebrate the life and times of this patron of the art and science of multihull design, build and enjoyment.

Also in attendance were NEMA members Nick Bryan-Brown, Tom Cox, Tom Grossman, Tom Perkins, and Tom Ryan (apologies to those whose names I've omitted). These folks and many more came from points distant like California, Virginia, Michigan, and Maine. In addition to Weld/Bell family members other friends and colleagues of Phil too numerous to mention came to share stories, anecdotes, and fond memories of the fun and exhilaration they all experienced in Phil's magnanimous presence.

We ate, drank Moxie, reminisced, and celebrated in ways that perhaps Phil would have scoffed at, but nevertheless enjoyed. Chris Knight, the filmmaker who created the documentary film "*American Challenge*" of the 1980 OSTAR which Weld won with *Moxie* at the tender age of 65 recalled how he was initially daunted by the task assigned him by the ever optimistic sailor. Weld presented him with six cameras, an operating budget and an expression of faith in Knight's ability, and Knight rose to the challenge, producing one of the finest films of ocean going sailing ever (get a copy at [www.newfilmco.com/newfilm](http://www.newfilmco.com/newfilm)), and launching his career as a documentary film maker.

Weld constantly had this type of effect on people — inspiring those

around him to do their best and rise to their full potential. All were in agreement: Phil Weld was so enthusiastic for every aspect of his life that everyone he touched was also so-inspired.

The "formal" portion of the afternoon, where we each got up to share our thoughts with those seated in the spacious living room overlooking Gloucester Harbor, was concluded with the reading of "On Happiness" ( by F.L. Lucas) from which Weld took inspiration:

*Vitality of mind and Body;  
The Activity to employ and maintain them;  
The Zest and Curiosity they can animate;  
Freedom to travel widely in nature and art,  
In countries of the world and mind;  
Human affections;  
And the gift of Gaiety — these seem to me,  
then, the main causes of Happiness.  
I am surprised to find how few and simple  
they are.*



Mike Birch, Rich Wilson and Tom Perkins



Joe Garland, Dick Newick, Chris Knight and Jim Brown



photos by Tom Cox

Gloucester writer and historian addresses the audience at a party held in honor of Phil Weld at his former home. Looking on are Dick Newick, Meade Gougeon, Chris Knight and Jim Brown.

# NEMA Summer Cruise

by Bob Gleason

photo by Jane Gleason



A band of fog envelopes the harbor during the 2007 NEMA Summer Cruise

The 2007 NEMA Cruise took place in Penobscot Bay in Maine from July 7 -14th. The easiest place we have found in Penobscot Bay to launch a Corsair boat and leave a trailer for a week is the Rockland Harbor ramp. This year only two boats launched there, our 31 *TRI ME* and Dave Boetigger and Barbara Watson's F-27 *THREE PUFFS*. Shortly after launching we met up with *FAAMU SAMI*, Dick Saltonstall's Hughes 46 trimaran and *FLYING CIRCUS*, Gus and Lizzie Polyblank's 32 Harris Tri. *SKEDADDLE*, Bob and Maggie Gill's 31 joined the fleet that evening.

The first night out we moored in the Thoroughfare between Vinylhaven and North Haven. Cool light winds and fog with some rain persisted for the first three days while we were hearing reports of record-breaking highs in DC and NYC. The second day we came out from under a heavy blanket of fog to a gorgeous anchorage at McGlathery Island. After a fun raft up and a beautiful sunset we settled in for a peaceful evening. Day three was a longer sail to Somes Sound; the next morning before leaving for Southwest Harbor was my

only swim for the entire week. After waiting for the fog to lift in Southwest Harbor we sailed to Swan's Island. From Swan's Island through Eggamoggin Reach to Buck's Harbor we crept in fog so thick we could rarely see more than 100 or 200 yards. That night, we expected to go to the only restaurant in Buck's Harbor; but we were told that it was not opened yet for the season; this was July 10th which made us wonder "when is the season?". The following day we saw plenty of dolphin before leaving the Harbor on our way to Castine where Maine Maritime is and quite a historic, scenic small town. This turned out to be our only night that we did eat ashore. After Castine we had a glorious beat to a shallow anchorage between Warren Island (State Park) and 700 Hundred Acre Island. Our sail the last day back to Rockport was mixed with nice winds and drifting calms. After pulling out in Rockland we reluctantly passed on the Blues Festival in town and returned to Massachusetts – back to the regular weekly grind. Our week of cruising was the summer highlight for me. I only wish it could be a summer of cruising not just a week!

—Bob Gleason



**Dave Boetigger, Barbara Watson and children Carl and Alister aboard their F-27, *THREE PUFFS*.**



**Jane and Henry Gleason relaxing on the beach.**



**The last night of the cruise was spent in this pretty protected harbor near Warren Island State Park.**

# Multihulls Viewed from the Yacht Claims Desk

by Guy Matthews

Some allege that the occupant of the Yacht Claims Desk is unfairly biased against all things catamaran. I plead guilty on the bias count but not guilty on the unfair charge. My work with claims on these awkward contraptions often involves the down side of the nautical world and leads me to believe that if God had intended man to sail on floating tennis courts, he would have found some way to instill a smidgen of common sea sense into those eclectic souls whose nautical misdeeds cross the Yacht Claims Desk any time they venture farther than the Sir Francis Drake Channel or the lee of the Windward Islands. I hasten to add that I am fully aware that a few rugged salts skillfully sail multihulls in formidable conditions ranging from the howling southeasterlies and thin waters of the Laguna Madre to bluewater voyages across oceans; therefore the comments herein are empirically derived from claims crossing the Yacht Claims Desk and do not refer to these competent mariners.

Although the word catamaran derives from the Tamil language of the fifth century Indian Subcontinent and describes crude log vessels found on the Coromandel Coast, the Polynesian connected twin canoes used to settle the islands of Oceania were the first to have the characteristics of a modern catamaran. While the half century after World War II witnessed the advent of the large commercial power catamaran, the mass-produced catamaran sailing yacht is a relatively new development, thanks in part to the charter companies. Today cruising multi-hulls are but an infinitesimal portion of the world's fleet of recreational vessels but nevertheless

are reportedly the fastest-growing segment in the boating industry. The Claims Desk's (dead reckoning) estimate is that catamarans compose less than one percent of the insured vessels in the Caribbean yachting fleet, but produce more than five percent of the number of the reported insurance claims and substantially more than ten percent of the total claims payments. Their numbers are growing and it looks like they are here to stay.

I got off on the wrong foot with catamarans a lifetime ago when, posing as a bored old salt, I volunteered to teach one of my daughter's suitors how to sail his newly acquired Hobie Cat. The sailing lesson deteriorated into inglorious failure when I tried to come about in a 20-knot breeze and painfully learned that the Hobie head reached about as far as I could throw a storm anchor. The embarrassing incident is remembered as the onset of early stage humility.

My first professional contact with a real working catamaran occurred in 1964 and involved the first and only catamaran drill ship which was constructed for oil exploration in the Gulf of Mexico. A derrick and drawworks were mounted on a huge bridge structure which connected two LST hulls to provide a floating drilling platform. The gargantuan vessel, 260 feet long with a beam of 126 feet, was positioned on the drilling location by eight massive anchors. The vessel became a total loss in a blowout and fire off Louisiana which resulted in a tragic loss of life and a sizable insurance claim.

In those idyllic days now past, the few catamaran and trimaran yachts around the Texas waterfront were mostly ugly backyard-built disasters crewed by characters who had a widely different

view of society than those of us living in the real world.

When I first arrived in the Caribbean, catamarans were as rare as cell phones and computers on sailboats. Unfortunately the charter companies changed all that and by the time of our second Caribbean cruise in the mid-1990s, the cruising world had changed with a charter catamaran at the end of every marina dock. I, along with many other traditionalists, was astounded that these vessels had achieved the level of popularity that they now enjoy. Their success is in no small way a tribute to the charter companies' ability to market a fair-weather daysailer which doesn't heel and can sleep an infantry platoon. (Once during sundowners at Pussers in Tortola during those early days of the charter catamaran, I overheard a charterer's wife remark that their boat was like a waterfront condominium where the scenery changed every day.) While typical Caribbean cruisers were concerned with heavy weather avoidance and navigation, the catamaran crowd was more focused on the aesthetics of nautical life such as how to survive if the corkscrew was lost overboard. It didn't take long to discover that the typical multihull sailor is far removed from the web-footed mariner long idealized on waterfronts everywhere.

It is noteworthy that the emerging popularity of the catamaran yacht has attracted a professional clientele that is generally well educated, confident, and willing to dig deep into their pockets to support the operation of the vessel. The new catamarans, like all of today's yachts, are not cheap to buy, own, operate, charter, repair or insure. Some of the new members of the emerging

catamaran society, having amassed the wherewithal to participate therein, are disdainful of much of traditional nautical lore and in some convoluted way come to believe that esteem from their peers on the waterfront and their professional accomplishments somehow translate into seamanship. This unjustified self-confidence results in more work for the Claims Desk.

My early predisposition against multihulls was greatly reinforced by duty on the Yacht Claims Desk. When I first came on board, I was flabbergasted by the torrent and size of yacht claims and soon became aware that the number of claims involving catamarans was greater than the proportion of insured catamarans to the fleet of insured yachts, and that the size of each catamaran claim was significantly greater than that of the typical yacht claim.

Although the deluge of catamaran claims has now become blurred by time, a few of the early claims remain imprinted in memory. One of the first claims was a total loss on a chartered catamaran which became inverted off of the southwest coast of Saint Lucia during squally winds which were exacerbated by the erratic conditions at the Pitons. When the catamaran was enveloped by the squall, the vessel, sailing close-hauled with the sails sheeted flat, heeled slowly and, without pausing, overturned. Some members of the charter party escaped the topsyturvy vessel through an escape hatch in the bottom of one of the hulls - my first introduction to an escape hatch in a vessel's bottom. This old sailor had never before thought of an escape hatch in the bottom of the hull as a safety device. There was a lesson here for sailors and insurers alike.

In what was to become a pattern, a catamaran coming out of charter grounded on the Silver Bank east of Grand Turk when the owner attempted to sail across the shoal which had been



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shown on every chart produced for more than three centuries. Fortunately, everyone on board was rescued by a US Coast Guard helicopter and ferried back to Puerto Rico, preventing what could have been an even greater disaster than the total loss of the vessel.

The losses have continued with a perplexing regularity. January, 2006, became a bad month for catamaran insurers with two total loss claims on catamarans again enroute to the mainland after coming out of charter. A Fontaine Pajot sank south of Grand Turk when the bottom escape hatch inexplicably opened while the vessel sailed merrily down wind. The crew was rescued from their liferaft by a passing freighter, but the vessel became a total loss.

Later in the month another 46-foot catamaran attempting to reach across the Gulf of Mexico on the rhumb line from Isla Contoy to the Texas coast piled up on the fabled, well marked and lighted Alacran Reef which has been charted

since the time of Spanish Exploration. The well educated and affluent crew earlier ditched their paid captain, who was a old-time stickler for precise navigation, and steered westward following the GPS "steer to" coordinates of the Texas destination. The crew, apparently secure in the catamaraner's assumed self-confidence in which status and esteem translated into seamanship, was unaware that a catamaran reaching in fresh beam winds would make "leeway". These modern devotees to electronic navigation did not think it necessary to plot the vessel's location on a chart. Unfortunately, the vessel became a total loss while the crew waded ashore escorted by Mexican Authorities.

In the meantime, we continue to see multiple dismastings, the frequency of which for catamarans is greater than on any other type of vessel. The catamaran rig, with the deck-mounted mast step and limited staying, is much more

*continued on next page*

susceptible to a catastrophic dismasting than is the traditional keel-mounted mast. The Claims Desk has witnessed catamaran dismastings originating from every conceivable source including rigging failure, collision, grounding, windblown debris from an adjacent moored vessel and uncontrolled gybe. While the monohull can sometimes withstand the failure of a shroud or connection, such a failure on the catamaran is usually a disaster.

Lightning strike claims are the most frequently occurring yacht claim in the tropics and are an accident category for which the catamaran is a leading victim. There is little doubt that catamarans with a deck-mounted mast absent connections to underwater surfaces are choice targets for the errant lightning bolt. During a heavy thunderstorm in a single June, 2005, afternoon, a charter operator in the western Caribbean sustained lightning strikes to nine charter catamarans and one monohull moored in the same area.

The beam of the catamaran causes problems in obtaining secure dockage in slips or at moorings. The recent hurricanes have resulted in multiple claims on these large ponderous vessels which are often docked alongside or at the end of a dock. During 2004's Hurricane Ivan (in what must have been an eerie sight, had anyone been able to observe), an anchored catamaran became inverted during the height of the storm and another total loss crossed the Claims Desk. The sheer size and mooring complexities inherent in multihulls limit repair site options and often cause the repair cost to be greater than for other vessels.

Mercifully, it seems that the collisions, soft groundings and thefts occurring to catamarans are approximately equivalent in frequency to those occurring to the traditional cruiser. It is noteworthy that many catamarans built for charter service have multiple watertight bulkheads and that some builders, wisely anticipating intentional and unintentional groundings, have fitted

their hulls with sacrificial keels.

The multihull losses parading across the Claims Desk are never boring, with their bizarre nature adding a juicy bit of spice to the life of the old unrepentant shoestring cruiser occupying the Desk. Representative of these unusual occurrences are the claim on a small folding trimaran which an adventurous owner attempted to single-handedly sail from Florida to the Virgin Islands in the winter-time, only to experience structural problems while approaching the Bahamas; or a claim on an environmentally friendly electric-powered catamaran which grounded on day one of a voyage from Florida to California. Life at the Claims Desk is never dull.

Another aspect of the quixotic catamaran world is the inclination of some supposedly technically proficient surveyors to attempt to impress the unwashed with their wisdom by using obscure (and incorrect words) in describing the vessel. Specifically, within the past year two surveyors have persisted in calling the catamaran hull an "ama", a word of Polynesian origin describing the sealed hull on trimarans or outrigger canoes. Such incorrect usage earns the pretentious surveyor the same asterisk beside his name as that which identifies those who have difficulty in distinguishing port from starboard.

If one was to distill the Claims Desk experiences dealing with catamaran claims in the tropics, the following are the practical conclusions which would result:

- 1) The catamaran is more exposed to lightning strikes and dismasting than is the conventional monohull.
- 2) The downwind voyage to the US mainland of a catamaran coming out of charter service poses an unusually high risk for catastrophic loss.
- 3) The very nature of catamaran boating attracts those whose interests are more sensory than nautical, hence the seamanship level of many catamaran sailors and owners is far below that of

traditional cruising sailors. The vessel's stability and ease of management can cause over-confidence and a false sense of security, factors which are prime causes of marine accidents.

- 4) The beam of the catamaran sometimes limits dockage options and access to repair facilities, resulting in a greater exposure to loss and adversely affecting repair options and costs.
- 5) Any vessel equipped with escape hatches in the underside of the hull, and sacrificial keels, displays indications that extraordinary caution is required for safe operation.
- 6) Insurers, owners and those seeking objective information should avoid the surveyor who calls a catamaran hull an "ama", since such incorrect usage is intended to give the impression of knowledge where none exists.

Although I do not have any special communication with the folks occupying the corner offices at the yacht insurance companies, it is apparent that recent years have been a bad time for yacht insurance, making it possible that the scope of continuing coverage might diminish while the cost thereof increases. While the efforts of some insurers in maintaining a market for yacht insurance in these troubled times borders on heroic, if the future loss experience continues like the last two years, the yacht insurance market will certainly be different than the past. While I am confident that yacht insurance will continue to be available at a price, the direction of the yacht insurance market is uncertain. I am also certain that if in some unlikely circumstance yacht insurance collapses in a chaotic Gotterdammerung, the Caribbean catamaran will be leading the way.

—Guy Matthews, QN46@AOL.COM

*This article first appeared in the November 2006 issue of Caribbean Compass and was reprinted with permission from the author and the magazine.*

# Around Cape Cod Cruise

photo by Ken Levitt



A pot luck dinner for everyone was hosted aboard Pooka



Craig Gardner warming up his daughter, the "Rissy-Roo"

photos by Deb and Craig Gardner



Marissa and Lauren Gardner relaxing on Trinity



Jim Bourgoin and Cap't Rob enjoying the pre-cookout festivities.

photo by Ken Levitt



Raft-up at Red Brook Harbor.



Tony and Craig looking for the worm on Nantucket.

# 2007 Racing Photos

Tom Cox



Alvord's secret Black Dog weapon.



Serge Leonidov

Great White, Atlantic 46 cat, during the Sunday race of the Fall Offsoundings Regatta, chasing the Nonsuch boats in a building breeze and rain.

Tom Cox



Rut Row leaves a wake at the Black Dog



Serge Leonidov

Cruising cats meet at the mark rounding at AYC Fall regatta.

Dave Koshiol explains the sailing rules at the Black Dog.



Tom Cox

# 2008 Corsair Trimaran Nationals Coming to New England

The Corsair 2008 Trimaran Nationals, (last year called the Trimaran Nationals) has been held in Fort Walton Beach, FL for the past several years. Due to heavy lobbying by Bob Gleason and others, it was decided to hold this year's event in Buzzard's Bay rather than Florida in August 2008.

Racing events will be based out of the Beverly Yacht Club in Marion, Massachusetts on August 6th, 7th and 8th (Wed, Thu, Fri). The Beverly Yacht Club is also home to the BBR (Buzzards Bay Regatta) New England's largest multi-class regatta on August 1st, 2nd, and 3rd (Fri, Sat, Sun). The BBR has a PHRF Multihull Class. This will allow attendees to get in two complete top notch racing events with minimal additional cost over a single event.

Several cruising events will take place in and around Buzzard's Bay, Cape Cod, Martha's Vineyard and possibly Nantucket & Block Island. The cruising events will start on Friday, August 1st and continuing on through Sunday, August 10th. If you wish to extend your

stay beyond August 10th, we will be happy to provide local cruising information and can attempt to link you up with other cruisers if you want company.

The Corsair Nationals have always centered around racing, and we expect nothing less than great racing conditions and world class competition. However, we also intend to make this more than just a racing event. Non-racers are encouraged to come to join in cruising, fun, seminars, and comradery. Racers are encouraged to bring their non-racing family members who can either be out on the water watching the race, or off doing land based events with other non-racers. See [corsair2008.org](http://corsair2008.org) for the most current info about the race.

## Volunteers Needed

To make this a really GREAT event, we need a lot of people with a lot of energy. If you would like to help out, email [volunteer@corsair2008.org](mailto:volunteer@corsair2008.org). Let us know what you are interested in doing and what skills you have that might be useful.

*—The Corsair National Committee*



Bob Gleason charges ahead in his Sprint 750 Tri Me (#45) at the 2006 Trimaran Nationals.

## FOR SALE / RENT

Heated indoor space for rent in Tewksbury, Mass for boat storage or workspace. Do your boat projects indoors this winter! Up to 500 sq ft available. 12'x14' bay door. Reasonable rates. Contact Steve McLafferty at 781-405-1234 or [mclafferty@alum.wpi.edu](mailto:mclafferty@alum.wpi.edu).

55' by 2' mast, single spreader, rod diamonds norseman fittings navtec turnbuckles. boom is 17'3" wire, sail's, sailbone battens, cars complete rigging package. \$6500. Mike Conley 617-240-1972 or [blkrkna3@yahoo.com](mailto:blkrkna3@yahoo.com).

2006 Calvert spinnaker Blue 1050 sq ft. for an F31. Excellent condition great down wind sail. \$2750 or best offer. Please call Jep at 401-864-2127.

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- Smyth Mylar/Kevlar big roach racing main with two reefs, in very good condition
- Dacron jib on Harken furler and spare standard size Dacron main
- New Awlgrip non-skid deck paint
- Full Harken blocks all around, Harken traveler car with custom titanium upgrade. New standing rigging.
- 16' Carbon Awlgripped spinnaker pole. This is a very light, very rugged pole with strut and selective reinforcement. It is easily removed or installed.
- Calvert/UK Asymmetrical spinnaker (2007) a beautifully cut, flat sail used three times. We have flown this sail in 25 knots, no problem. New turtle/chute launcher.
- Custom carbon Euro-style hiking racks (not Hobie style): Made by a top French custom carbon fabricator they let all three crew get their weight out beyond where you can go with a trapeze or Hobie-style racks. Supported by Spectra lines to the mast. Two extra long hiking stacks let you steer from the rack or way forward for light air. Custom carbon hiking stick holders retain the one you are not using. With their own solid seat, mesh deck, and hiking straps, these racks are much more comfortable and give more stability than a trapeze. These racks are better for non-sailing guests and safer in heavy weather. \$13,000 (In MA/RI area) 781 631-5011 orl [ted@grossbart.com](mailto:ted@grossbart.com)

Conser 29' - 1976. Lying in NJ. Rated the same as a Corsair F-28(!) the "Warrior" Cat offers a huge main tramp with dual cockpits; crew and skipper room that puts any tri to shame. Each hull has a beam of 3' at the widest point. There is 5 ft. of headroom under the coach roof and 35" to 39" of sitting headroom forward. The coach roof hatch slides forward to provide standing headroom. Designed by veteran catamaran sailors Vince Bartolone (CSK cats) and John Conser (C-Class cat), this "beachcat on steroids" is fast and seaworthy. In the 1979 PMA Speed Trials this Conser reached a speed of 19.35 knots in 18 knots of wind. Asking \$16,900. Please visit: <http://tinyurl.com/2aht9f>  
Contact: Frank Russell: [frussell@yahoo.com](mailto:frussell@yahoo.com)

photo courtesy Stuart Schaefer [www.stuartonline.com](http://www.stuartonline.com)



NEW ENGLAND MULTIHULL ASSOCIATION

P.O. Box 51152, Boston, MA 02205

First Class Mail

Next NEMA Meeting

Thursday, Nov. 1, 7pm

Savin Hill YC

speaker: Philip Stegall

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### See NEMA Newsletter in Full COLOR

The NEMA newsletter is available in full color for online viewing or printing. Watch your email for link or contact [jcox@inzones.com](mailto:jcox@inzones.com).

**THE MULTIHULL SOURCE**

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