

NEMA

NEW ENGLAND MULTIHULL ASSOCIATION



Commodore Ira Heller (right) presents this year's NEMA season trophy to Dennis Neumann who narrowly beat out Bob Gleason for the 2000 season trophy. L to R Robby Scala and Fabrice Trombert, Neuman's crew on his F9A, *Milagro*. More trophy results on page 3.



Dick Pereli from Still Water Design in Cambridge, will talk about his new business: building and marketing Firebirds. Pictured above is Harvey Bowden's *Orion*, a Firebird II.

Building multihulls in paradise

Roger Hatfield addressed a 100 plus crowd of NEMA members and guests at the Annual Dinner on February 10 held at Anthony's Pier 4 in Boston. With a multimedia slide and video presentation, he traced the evolution of Gold Coast Yachts, St. Croix, Virgin Islands.



In 1978, Roger Hatfield and his wife, sailed to "paradise" aboard the Jim Brown designed Searunner that Hatfield had built in New England.

During his first few years in the islands, Roger helped organize the first Caribbean Multihull Race from St. Martin to St. Kitts. Eventually settling in St. Croix and forming *Gold Coast Yachts*, Hatfield continued to refine the multihull sailing experience with a series of innovative designs, culminating with the *Wave Piercer* motor catamaran, the fastest boat of its kind.

Turn to page 6 to see pictures of some of Hatfield's many multihull designs over the past 20 years.



Roger and his wife lived aboard this Searunner for 2 years in the late 70s.

Next NEMA Meeting
Thursday, March 29
Savin Hill Yacht Club, 7 p.m.
Guest Speaker: Dick Pereli,
Still Water Design Firebirds
 (see page 3)

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

Submit articles to the newsletter editor, by e-mail (judy@inzones.com), fax (978-231-6108), or mail (5 Haskell Court, Gloucester, MA 01930).

Elected Officers

Commodore Ira Heller
617-288-8223
nemasail@aol.com

Vice Commodore and Race Chair Don Watson
508-636-5275
dwatson@neboatworks.com

Treasurer Tom Cox
978-283-3943
tom@inzones.com

Secretary Sydney Miller
617-288-8223
sydsail@aol.com

Cruising Chair Bob Gleason
508-295-0095
sailfast@themultihullsource.com

Newsletter Editor Judy Cox
978-283-3598
judy@inzones.com

Appointees

Fleet Captains Tony Cabot
617-328-4109
tcabot@cre8v.com
Dave Koshiol
508-748-9511

Directors at Large Bill Doelger
617-964-2670
Paul Ashton
508-877-0433
Ted Grossbart
ted@grossbart.com
781-631-5011

Photographer Martin Roos
781-272-1683

Historian Les Moore
978-768-7668

Life Members Dick Newick
Walter and Joan Greene
Les Moore
Spencer Merz

NEMA Web Site www.nemasail.org

Gulf of Maine Update

NEMA's Gulf of Maine contingent gathered at MacMillan & Co. in Brunswick for dinner February 28. Familiar faces around the table included Dick Newick, Walter and Joan Greene, Keith Burgess, Andy Vavalotis and Gulf of Maine Ocean Racing Association President Byron Borst. Falmouth sailmaker Rocket Hallett attended with tactician Rick Donovan, fresh back from their Key West victory. Reliable gossip has it Hallett has put his successful monohull up for sale, and might be racing a multihull this season.

Steve and Kathy Callahan journeyed from Lamoine, Maine to join the group. After dinner Steve treated the group to an intimate description of his Pacific crossing with Russell Brown in Russell's proa. They averaged 150 miles a day while often heaving to or lying ahull at night! There was discussion whether this voyage, from California to Tahiti, is the longest modern passage in a small Pacific proa. Steve didn't know.

Several new boats are expected to join the Gulf of Maine racing fleet this summer. Rich Saltonstall expects to launch his new 47' tri from the Vermeulen yard this spring. She promises to be the fastest boat in Maine. John Garson of Falmouth has bought an F28R. Peter Howard of Bar Harbor is the new owner of a Newick Tricia.

Racing in Maine is organized by the Gulf of Maine Ocean Racing Association which, for 5 years now, has sponsored a multihull series. Multihulls must be NEMA members and hold a NEMA handicap to participate. G.M.O.R.A. now has a multihull representative on its board of directors.

G.M.O.R.A. has yet to set its 2001 schedule, but the tentative Multihull Circuit will include:

- *Pilot Races*; June 16, 17; Portland Yacht Club, Falmouth, Maine
- *Haraseeket Regatta* (pursuit race); June 23; Haraseeket Yacht Club; Freeport Maine.
- *Maine PHRF Championship*; July 7, 8; Portland Yacht Club.
- *Seguin Races* (1 pursuit race); July

14, 15; Southport Yacht Club; Southport, Maine.

- *Boothbay Regatta*; July 21, 22; Boothbay Harbor Y.C.; Boothbay Harbor, Maine.
- *Penobscot Regatta* (Camden-Castine); July 28, 29; Camden Y.C.; Camden, ME.
- *Monhegan Race* (100 mi.); August 11 - 12; Portland Y.C.; Falmouth, Maine.
- *Yarmouth Cup* (175 mi to Yarmouth, N.S.); August 30; Portland Y.C.; Falmouth Maine.

A poll of NEMA members is being conducted to determine interest in the various races before the final multihull schedule is set. If interested, please contact Peter Garcia, pmgarcia@adelphia.net; P.O. Box 3200, Auburn, Me. 04210-3200; 207-784-3200.

—Pete Garcia

NEMA North Meeting

There will be a meeting on Saturday March 17 at 10:00 am to review/select the racing events for the upcoming season. Most are Sunday afternoon around the buoy races in Salem Bay organized by the Mass Bay/Marblehead PHRF and hosted by various local yacht clubs. Race fees vary from \$20 to \$50; a race booklet and list of NEMA north multihullers will be provided. All are invited to Tom & Judy's house, 5 Haskell Court, Gloucester, Mass. Call 978-283-3943 for directions.

—Tom Cox

Last Call for Membership Renewal

If you aren't sure if you have renewed, check the address label on this newsletter for the code 01. Only 2001 members will receive the next newsletter with the complete race/cruise schedule and the summer mailer, which will include a NEMA membership card and membership directory. If you need a membership renewal form you can print one from the NEMA website www.nemasail.org or call Tom Cox, 978-283-3943.



Ira Heller (right) presents the Phil Weld Memorial Trophy to Torrey Pellegrini. Torrey was selected to receive the Moxie Trophy for his contributions aboard Trinity, an F-31R, in the Corinthian 200 Ocean Race. Although the youngest competitor at age 13, Torrey was an active participant of the 3-man crew throughout the race.

NEMA trophy winners

The following awards were presented at the NEMA Annual Dinner on Feb. 10.

NEMA Season Trophy

1st - Dennis Neumann, *Milagro*
 2nd - Bob Gleason, *Tri Me*
 3rd - Don Watson, *Swampfox*

Elasped Time Trophy

Bob Gleason, *Tri Me*

Mileage Trophy

Don Watson, *Swampfox*

NEMA North Season Trophy

Ted Grossbart, *Rosebud II*

Phil Weld Memorial Trophy

Torrey Pellegrini, *Trinity*

Welcome New Members

Thanks to everyone who renewed their membership this year and welcome to first time members:

David Bredmeir, *Super Eagle* (Farrier)
 Larry and Janet Furst, *1st Tri* (Dragonfly)
 Paul Guzzo
 Richard Hallett
 David Lansky, *Mayfly* (F24II)
 Norman Ross and Katherine deKonninck, *Cloud Nine* (Packet Cat 35)
 Robert Weatherall, (Tornado)

Dick Pereli to Speak at NEMA Meeting, March 29

Dick Pereli founder of Still Water, a multi-hull design/build shop, will address NEMA at the next general meeting to be held at the Savin Hill Yacht Club on Thursday, March 29 at 7:00 pm. His talk will focus on an exciting new business prospect—the manufacture and marketing of the Firebird II high performance catamaran.

Dick and Still Water bring 8 years of successful experience to this project. Founded in 1993, Still Water manufactures a line of small powered catamarans which feature vacuum bagged glass/foam core/epoxy composite construction. The new venture coincides with Still Water's relocation to a new waterfront facility in Chelsea, MA currently being readied for occupancy.

Jeff Myjack, Dick's partner, will discuss construction techniques and demonstrate laminates and core samples. Ken Green will talk about his experiences and adventures racing the Firebird II, *Ultraviolet*, which he and Dickie purchased last summer and have campaigned in NEMA north and in Florida.

NEMA members who have sailed Firebirds, including Spencer Merz, Tom Grossman and Tom Cox, are invited to share their experiences. Videos of *Orion*, Harvey Bowden's Firebird II will be shown during the pizza/social hour preceding the presentation.

The Savin Hill Yacht Club is approximately 4 miles south of downtown Boston, off the Southeast Expressway (Route 3 and 93). It is a white wooden structure on Morrissey Blvd., just south of the U Mass, Boston/JFK Library turnoff. Driving directions are on the NEMA website at www.nemasail.org/savin.html.

NEMA BOD News

At the last NEMA Board of Directors meeting the board appointed Ted Grossbart as a new Director at Large. The next NEMA Board meeting is scheduled for Thursday, April 5th.

Race Committee Report

Here is a summary of Don Watson's March 8th, Race Committee (RC) report. You can read the full report online at www.nemasail.org.

In order to support all of our members in Maine, North Shore, South of Cape Cod and Long Island, the RC proposes that a representative from each of these fleets become either a NEMA director-at-large or a member of the Race Committee. This will be discussed at the next board meeting.

The RC decided that NEMA will sponsor a trophy for the New England Multihull Offshore Racing Circuit (NEMORC). The competition will be judged on six races:

- Marblehead to Halifax, July 8
- Around Long Island, July 26
- New England Solo Twin, July 27
- Monhegan Island Race, Aug. 11-12
- Yarmouth Cup, August 30
- Whaler's Race, Sept. 15

A minimum of 3 boats must start each scored race and each contestant must sail at least 3 of the races on the circuit. We envision this as a regional trophy for sailors from all parts of New England. The RC also proposed that the Phil Weld Trophy deed of gift be amended so that it can be awarded to the winner of this series. This proposal will be voted on at the NEMA meeting on 3/29.

The RC has made a very good start at ratings and will try to get them out early this year.

—Don Watson

NEMA Trophy Races (preliminary)

May 26 - 28	Owens Mitchell Regatta
June 23 - 24	Buzzard's Bay Blast
July 8	Halifax Race
July 21	Black Dog Dash
July 27	New England Solo/Twin
Aug 3 - 5	Buzzard's Bay Regatta
Aug 25 - 26	Newport Unlimited
Sept. 29-30	Race Rock Regatta

NEMA Events

May 5	NEMA Picnic
July 7 - 14	1000 Islands Cruise
Sept 1 - 2	Schooner Festival

Catherine Kornyei's Cruising Cuisine

by Sydney Miller

Catherine Kornyei and her husband Bert cruise and race aboard an F-28R, Hot Flash. In addition to the NEMA race circuit and the Corsair/Farrier Nationals in Florida, they have participated in NEMA summer cruises in Lake Champlain, Maine, the Boston Harbor Islands, Long Island Sound, Cape Cod, and 'the' Islands. They have also trailered to cruise in the Florida Keys. During all this cruising Catherine has prepared many meals and snacks on a 2-burner Coleman stove and a \$20 grill from Walmart. While some of us were eating sandwiches for dinner, Catherine and Bert were eating very elegantly on Hot Flash. So I asked Catherine for some culinary cruising pointers.

Catherine's interesting meals and appetizers begin with thoughtful preparation and careful packing. By preparing and freezing some of her food in advance, it keeps better in the coolers she packs for the boat.

Early in the week before cruising, Catherine cuts chicken breasts and, sometimes, beef or pork tenderloins, into bite-size or larger pieces. She marinates them in selected seasonings, such as: Italian (oregano, thyme, basil, garlic, olive oil, wine); Mexican (cumin, oregano, cinnamon, cloves, basil, orange peel); Chinese (soy sauce, sesame oil, garlic, bean paste, hoisin sauce); Indian (cumin, coriander, cloves, cinnamon, turmeric). She puts the meat and marinade into a strong zip-lock bag, squeezes out the excess air and freezes the bag at home. When it comes time to pack for the cruise,

Catherine puts the packages of frozen meat into their own small cooler, layering them between blue freezer packs, in the

reverse order she plans to use them.

Each morning, the cooler needs only to be opened for a few seconds to remove the selected package of meat for thawing. By dinner time, the pre-cut pieces can be removed for grilling, and the marinade can be kept aside for flavoring sauteed vegetables or to make a sauce with juice, stock, wine, or water.

Catherine sometimes brings along a layered Mexican dip, freezing part of the mixture in advance and adding the final layers on the boat. She mixes refried beans with mixed Mexican spices, garlic and sesame seeds, and layers this in the bottom of the pan. Then she sprinkles on a layer of frozen corn, sprinkled with sliced olives, followed by a layer of green, red, hot, or mild salsa. Catherine prefers the fresher kind from the vegetable aisle of the supermarket. She freezes the layers at this stage and adds the rest when the mixture is defrosted on board. The final preparation is a layer of sour cream, sprinkled with grated monterey jack or cheddar cheese, and fresh cilantro on top. For those who want 'melted' cheese, Catherine recommends a layer of nacho cheese spread, which can be found alongside the nacho chips at the supermarket.

Catherine says that it's important to pack the cooler carefully and avoid opening it frequently. She is a strong believer in using the blue freezer packs instead of ice, which makes everything mushy. For a 5-7 days of cruising, Catherine will pack a whole layer of frozen blue ice packs / blocks in the bottom of her coolers and layer the food on top of that. In a large cooler, she places frozen quarts of grapefruit or orange juice or well-rinsed quart containers filled with water and then frozen in the corners. The quart size cartons take up little room, provide beverages later, and



Catherine Kornyei

are a good use of the cooler's corners. The layer of food over the ice must be items that can't be hurt by extreme cold, and that don't have to be used on a daily basis. For instance, bags of frozen vegetables can be kept on this first layer.

Catherine recommends Land o' Lakes whipped butter in tubs, which keeps really well and is easier to use than butter sticks. The salted butter seems to keep better than the unsalted, which Catherine prefers to use at home. Blocks of monterey jack and cheddar cheese and bags of shredded cheese are good to take along and can be packed on this first layer. In bad weather, macaroni and cheese, perhaps with tuna added, is a good and easy meal to make without a grill.

Catherine uses wire or plastic trays for the top layer of the cooler, to make it easier to remove items quickly, without leaving the cooler open too long. Sour cream, a small jar of mayonnaise, and yogurts can be packed in the top trays along with any veggies that need refrigeration. Romaine hearts keep better than other kinds of lettuce on the boat, in the top layer of the cooler.

Items, which would be kept in the refrigerator on land, do not necessarily need to be packed in the cooler on the boat. While eggs could be carefully packed in the top layer of the cooler, they would also keep for several days in a basket elsewhere in the boat. Sometimes, Catherine can even find non-refrigerated eggs, which would keep even better. Tomatoes do better kept out of the fridge on both land and on the boat, and fruit and veggies like carrots (especially the larger ones), onions, garlic, green and red peppers, fresh snow



peas, which are great to saute with almost anything, keep very well too. Fresh parsley and cilantro will keep quite well if they are prewashed and dried very thoroughly before packing them in a plastic bag. Catherine says that if you don't dry them really well, they will get 'gicky', ("that's an important technical culinary term"). Green veggie bags, which you can find in a camping store, are very useful. Bagged veggies can be kept under the boat's interior floor boards, which is a cooler location than the counters or areas behind or under the seats.

Canned goods, like tuna, shredded chicken, and soups (which can also be used for sauces), are ideal for cruising. Tubes of tomato paste, anchovy paste, and garlic are also very useful. There are many non-refrigerated foods to take along, such as the large variety of Indian curries and packages of other prepared foods to use as side dishes. Couscous is a quick and easy meal. Skinnier pastas, such as angel hair, take less time and use less fresh water to cook, than other pastas. Croutons, bread, English muffins, and cereals, are easy to take along. Parmalat milk can be kept on the shelf until opened, and then seems to keep longer than regular milk in the cooler. In general, Catherine recommends stores like Trader Joe's for interesting shelf-friendly side dishes, sauces, dips, spreads, and snacks.

On the boat, Catherine keeps a little spice kit of small plastic containers, which can be found at camping and hiking stores. She keeps pepper flakes, oregano, thyme, basic, cinnamon, turmeric, tarragon, and lots of cumin, in addition to soy sauce and the basic salt and pepper. A good knife and cutting board are also indispensable on board.

Catherine says "You shouldn't have to suffer when you're cooking on the boat. These things can make all the difference in the world". I'd add that your eating shouldn't have to suffer either and, with a little planning and preparation, cruising can be a delectable experience.

Block Island (aka Hoppin' John) Salad

Serves 6-8

By Catherine Kornyei

Before departure (could be 2 days ahead)

In olive oil saute: 1 medium onion chopped

Add and saute: ½ lb cubed smoky ham or andouille sausage
2-3 cloves garlic mince
1 tsp thyme

Add and saute: 1 c Carolina (long grain) rice until milky:

Add and cook: 3½ c chicken stock until rice is done:

Add and mix with rice: tabasco sauce to taste
2 15oz cans black eyed peas well rinsed

Cool mixture and refrigerate in container for transport.

Also: wash, dry well and stem a 10 oz pkg spinach or bag of baby spinach and put in plastic bag with a paper towel to absorb excess moisture so spinach doesn't get icky.

On the boat you can keep the rice mixture and spinach in cooler up to 2-3 days.

When ready to serve (about an hour beforehand)

Fluff rice mixture in serving bowl (or in transport container if big enough)

Chop coarsely and toss with rice: ½ red onion
1 large red pepper
1 green pepper
2-3 ripe tomatoes
the washed spinach

Add salt, pepper, oil, vinegar (or salad dressing) to taste.

Proportions can be varied according to your own preference – measurements aren't crucial!

I made up this salad originally to use up some left over Hoppin' John (southern NewYears day dish). Then the first Memorial Day weekend we sailed to Block Island it seemed like a good cruising choice because it's mostly prepared ahead and includes veg and starch in one dish. We shared some with the Pellegrinis and named it Block Island Salad. I served it there with grilled pork tenderloin.

You could chop all the last ingredients if you are serving it the same day, but it tastes fresher when they're chopped and added right before serving (the rice mixture, however improves with age)!



Roger Hatfield Gallery

Pictured on these 2 pages are some of the many multihulls that Hatfield designed or built over the past 20 years.



Multihullers participating in the Caribbean Multihull Race raft up in the early 1980s.



Mad Hatter, a 34' Newick inspired Bruce Foiler design. According to Hatfield, it was "deadly downwaves, but performed amazingly upwind."



Stars and Stripes is one of 17 53' cruising cats, built by GYC in the 1980s.



Another 53' cruising cat. This one carried 49 passengers and was featured in *Wooden Boat* magazine.



Mad Max, a commercial catamaran that sails out of Edgartown, Martha's Vineyard.



Virgin Fire, Joe Colpitt's 56' cruising trimaran.



Mad Hatter becomes Hatter with amas replacing the foils. Known to exceed 30 knots, Hatter still holds the record for sailing around St. Croix.



Sunny Days, a 65' cruising cat that was dismantled in Hurricane Hugo. It was repaired and is still sailing in the Caribbean.

Nema Dinner Video available

If you missed the Annual Dinner you can still see the awards ceremony and Hatfield's talk on video. We have one copy that you can borrow, or you can buy your own video for \$12. Contact Tom or Judy Cox for more info.



Designed for a serious ocean sailor, Bill Matthews, *Shearwater* featured lift up rudders and folding props for easy navigation in shallow water. The well-appointed bridgedeck (right) would please any sailor's wife.



Malibu, a 70' commercial passenger cat, holds 100 passengers and sails out of Barbados.



Spirit of Kuai, "world's fastest motor sailor" goes 25 knots by sail or motor.



Wave piercer commercial motor catamaran pierces through the waves rather than over them, which according to Jim Brown, results in the "smoothest ride for the best speed and the least cost".

French Immersion Cruising

by Catherine de Koninck

When Skip Ross and I met in February 1999 at a Valentine's Day fundraiser dance for Gloucester's most famous highliner, the now ailing schooner *Adventure*, we did not immediately realize that we both loved boats and shared a fantasy of living aboard.

After discovering we did, we decided to push the fantasy along by seeing how much boat could be bought for one's money. We agreed that the boat that would fit our bill would be a 40' monohull, with a center cockpit. Not an accomplished sailor myself, I don't even know if at that time there was a particular rig or keel as part of the fantasy.

And so the search began. I had a 2 week vacation scheduled for June that year, and it was agreed that we would drive all the way down from Cape Ann to Key West and back, hugging the shore along the way. The adventure began as we arrived in Chesapeake City, on the Chesapeake-Delaware Canal. We were headed toward Georgetown, on the eastern shore of Maryland where we planned to spend the night. Skip had been there many years before, while on summer break from college, on a New York 40 (a Herreshoff sloop) when he had done a delivery from Georgetown to Stamford, Connecticut.

As we crossed the bridge over the canal, we took in the panorama ahead and below us: a lovely village clustered around a charming harbor, where several masts of boats at anchor contributed to make the picture overall perfect.

It was a glorious June day, and the sun was beginning its decline. We were in a hurry to reach Georgetown, as we did not yet have a hotel reservation (part of the adventure is finding a place to stay and only then going to dinner every night). But this locale begged to be examined and experienced, and we took

the exit that led us into the village (why is it called City?). After driving around a bit, we decided to stop for a drink at a waterfront restaurant, where a band was beginning to play. Sipping our tea, we let ourselves be lulled by the golden glow of the late afternoon, the warmth of the air, the loveliness of the view. The next thing we knew, we were mesmerized. To the tune of "Hotel California", we found ourselves transfixed and feeling like we were falling in love. Not with each other. We had become oblivious to each other. There was a catamaran in the small harbor, and it was spinning around in smooth, slow circles. The person at the wheel was a beautiful woman, with long brown hair; she appeared to be learning how to steer and control the boat. There was a male figure at the bow, doing something useful (I hate to say chore - the word just doesn't fit the picture), looking up and around and speaking to her in what to us were hushed tones. Both of their figures were elegantly slim and graceful, and the catamaran appeared so too: as though the three of them had come down from Olympus to check out the lowly humans and monohulls. All of this beauty and magic, and the sails weren't even raised...

Eventually, Skip and I looked at each other, feeling a bit embarrassed after all of our ogling. Finally, he said: "I've never thought of a multihull, maybe we should look at some of those too". I had been thinking likewise, and was grateful that he spoke it. After all, he was the experienced skipper, I was but an amateur whose experience was limited to "docile and obedient guest-crewing".

Our life had taken a turn, and we



were beginning to feel as though a spell had been cast upon us. What was supposed to be a cultivated fantasy became a reality: we became owners of an Island Packet cruising catamaran, the Packet Cat 35, hull #06, in August 2000 ... but I'm getting ahead of myself.

It was the following day that we discovered her, with our second broker in one day.

After looking at a monohull in Georgetown after breakfast, we came upon Rock Hall, Maryland, and wound up at the Sailing Emporium. The owner, Art Willis, showed us his listings, and we set out to see that 40' center cockpit monohull we had envisioned. It was not at his marina, and he brought us down to Spring Cove, picked up the key, walked us down the floats to the farthest of the T's and we climbed on board. She was a bit tired looking, in a sad kind of way, like a person with deep circles around her eyes. Art tried the key again and again, but the lock wouldn't open. He apologized and went back to the office. While we waited, we inspected her topsides, but I didn't feel excited about this boat. I didn't even think I could get any ideas for my mental filing cabinet of "what I might want to do when I get my own boat". I started looking around at the adjacent boats, especially one that we had passed close to shore: it was a catamaran with a 'for sale' sign, and I had never

been on one: why not start here? When a flustered Art returned and tried the lock unsuccessfully again, I mentioned the catamaran and he jumped at the opportunity. We waited in her cockpit while he went to get that key; I sat down on the combing and knew I was home. It was as though I were being reunited with a piece of family property, and hoping that Skip would like it too, I basked in a happy, secure feeling. When Art returned he knew the goose was cooked from the look on my face, it was just a question of Skip and a decision to break the piggy bank (I'm squeamish about money talk -- I wish it had been so simple as that!). Art sported a large grin from then on, and we went down below. Skip was still looking neutral, probably thinking we were just beginning to have fun looking at boats, like a pair of happy tire kickers, but I was already in the knowing feeling of owning her (or was it belonging to her?). At any rate, dazed, I looked up at Skip while we were still below decks and heard myself saying, as if in a dream: "I don't know about you, but this is it for me". He emerged from below decks, mumbling he had never been in a standup engine room. To my amazement I realized that he had also fallen for her.

We couldn't find anything wrong with her. She was roomy, bright and cheerful above and below decks, looked incredibly easy to maintain with all of her fiberglass, steel and aluminum, was in great shape and had lots of goodies on board. She appeared to be in tip top condition; all we needed was a survey to confirm it. Oh, and did I mention money?

Art, in a happy, cocky way, was saying something to the effect of "I've seen this happen before, there's nothing wrong with buying the first boat you look at, sometimes it just happens that way" while Skip and I were protesting that we didn't know what we were doing, didn't know what was out there, and hadn't even taken her for a test sail.

Having tried to break the spell by looking at a spiffy Tartan and a C&C that were up on blocks in his yard, we managed to leave Rock Hall without a test

sail (with our virginity!) and nothing more than a list of specs and the knowledge that Island Packet was in Largo, Florida.

We looked at other catamarans, more seaworthy (we have no blue water cruising plans for now), faster; but the die had been cast. We even took detours in Florida and toured the Island Packet factory and John Sykes' multihull brokerage (2hulls.com). After offers and counteroffers, a satisfactory sea trial and marine survey by Chuck Kanter, author of SAILOR'S MULTIHULL GUIDE to the world of Cruising Catamarans and Trimarans, she became ours. We figured the only way we could swing it financially would be to charter her (unless we won the lottery in the meantime - only we never remember to buy tickets)...

Our life had taken a turn, and we were beginning to feel as though a spell had been cast upon us.

We were unable to come get her before the end of September, but as soon as we could, we flew down. In our luggage were sleeping bags, sheets, pillows, towels, a wok, flatware, a few cooking implements, tools; wetsuits and snorkeling gear; AAA roadmaps and guides. We bought provisions, raided the local hardware store and the Sailing Emporium's ship's store, settled into our new home and took her out for short sails. We left 3 days later than planned, on a breezy and sunny autumn afternoon. Our first night was spent at anchor at Chesapeake City, the lovely one. Beating our way up the coast while everyone we encountered was sailing south, we bonded with Cloud Nine and made the long voyage home.

Skip came up with a business idea for Cloud Nine Charters that is slightly different from ordinary crewed charters: we offer French immersion cruising, with French only spoken on board. As we understand English, it is possible to do

so even with passengers who do not speak French well or at all: I learned both Spanish and French by necessary immersion with children and teachers at Mexican and French schools which offered no "as a second language" assistance. Sometimes it felt like playing parlor games rather than conversing, but it worked. Of course, if no French is desired, we will still book a charter: we are not trying to change the world, only to make Packet Cat contribute to her livelihood (our first charter was without French). We also propose half or whole day excursions for the purpose of dispersing ashes at sea, hosting a small service on board if desired.

We put together a brochure (ask and we shall mail!) for which we have received compliments and a web site at www.cloudninecharter.com. We joined the Cape Ann Chamber of Commerce, and through them this year we took out an ad in the *Yankee Magazine New England Travel Guide*, which is displayed on newsstands from May to October. It was also thanks to the Chamber that we met Tom and Judy Cox, who invited us to join NEMA just in time to enjoy the exciting annual dinner.

Skip has a 6 pack license, and Cloud Nine sleeps 6 adults comfortably; 3 children can easily fit in any of the queen size berths and there are 2 full heads. There is an en suite stateroom and head in each pontoon, and the saloon settee converts to a double berth. The cockpit is roomy and the solid front deck (no netting) has a modular queen size cushioned sunning area, also perfect for sleeping under the stars.

Cloud Nine is moored in Salem with Frank Thompson of Barnegat Moorings and Launch (AKA Salem Water Taxi), and in the winter, she is in wet storage at the Cape Ann Marina, in Gloucester, visible from the Blynman Bridge. Please look us up if you are in the area.

Norman (Skipper) Ross and
Catherine de Koninck
Cloud Nine Charters
(978)283-7088
courriel@cloudninecharter.com



Grant Dalton

Club Med Wins The RACE!

At 19:56:33 GMT on March 3 the catamaran Club Med completed a historic victory in winning “The RACE” – the non-stop race the world that started in Barcelona, Spain on 31 December 2001.

After completing 27,407.9 miles Club Med finished the race after 62 days 6 hours and 56 minutes with an average speed of 18.3 knots, cutting more than 9 days off the previous time for a non-stop circumnavigation – set by Olivier de Kersauson in “Sport Elec” in 1997 (24,280 miles, 71d 14h 18m – average 14.1 knots).



Resourcefulness pays off

Club Med didn't have as trouble free a passage around the world as the crew would have liked. During the high-speed battle around the world, the boat had several breakdowns.

They ranged from simple deck fittings to a broken canopy, torn netting, failed ballast pumps and fractured battens. But by far the most alarming problem was a primary structural failure resulting in an area of delamination around one of the main crossbeam roots, the area where the crossbeam that supports the mast, joins the hull.

Skipper Grant Dalton explained “Apart from a few spare parts we also took three amazing guys – our Three Man Army, Neal MacDonald, Ed Danby and Jan Dekker – they could fix anything with hardly any parts. And when we found the de-lamination problem they just got inventive.

“The core between skins disintegrated over a patch of about 2 square meters in area in a really important

structural part of the boat. The Three Man Army took the watertight bulkhead doors from inside and bolted them on to the inside and the outside of the suspect area. We had to steal parts from other areas in the boat, for example the bolts we used we 'borrowed' from the base of each winch, we took two from each winch, and we took a few from the generator...

"We didn't talk about it at the time, we just dealt with it and anyway big boys don't cry – we fixed the problem and got over it. Importantly we didn't want the opposition behind us buoyed by the fact that they could smell blood."



Team Adventure

Expected to finish third, Cam Lewis' Team Adventure was plagued by structural failures and injuries. "Cam Lewis was very fast and our biggest threat" said Grant Dalton. "If they'd had a bit more time to prepare he could have been here in front of us."



Team Legato

The smallest boat in the fleet, Tony Bullimore's Team Legato keeps plugging on after many mishaps including losing three crew who disembarked due to illness.



Innovation Explorer

Loïck Peyron's Innovation Explorer crossed the finish line in second place on March 6th after 64 days, 22 hours, 32 minutes and 38 seconds. She covered 28,764 nautical miles at an average speed of 18.445 knots. Crew member Ellen Caputo was the only woman in the RACE.



Warta-Polpharma

Expected to finish fourth, the Poles on Warta-Polpharma have been in high spirits. This crew of 9 people can drive the boat to the full without unnecessary stress. All of Poland is living to the rhythm of these sailors who have made it possible for a whole population to discover the emotions of ocean racing. "The television news opens its editions with the position of our boat," said navigator Dariusz Drapella, "that moves us more than anything else".



NEW ENGLAND MULTIHULL ASSOCIATION

P.O. Box 1152, Boston, MA 02205

Next NEMA Meeting
Thursday, March 29
Savin Hill Yacht Club

Schedule

7 p.m. Pizza social

8 p.m. Dick Pereli
Still Water Design Firebirds

WANTED

Forming syndicate to purchase a used F-31. Will be kept in New England in summer and in the Keys and Bahams in winter, former syndicate owned F-27 with no problems. Existing syndicate looking for 1-2 more interested partners. Call Bill Fitzgerald for details. 508-755-7586 or E-mail williamftz@cs.com.

F9A wanted. Low weight, sparingly equipped or unfinished F-9A. Jan Kloub, phone/fax 207-643-2917.

FOR SALE

VAL-32 trimaran components. Main hull (420 lbs.) and two amas (196 lbs.) with decks (62 lbs. each) unattached. Production hulls built with Vinylester and Triaxial glass, Imron painted. Includes production molds for akas (25' beam) and main hull deck (center cockpit). Wing aka plan set, mast (38') and boom. Will trade for 18 ft. or larger beach cat. Call Richard Seskevich 508-339-9671, 6-9 p.m.

Condor 40 For Fast Sale. High Flyer winner of the 1990 Vineyard Race, upgraded 1998, new mast and tape drive genoa, 1999 new daggerboard, "Wave-stopper" hard dodger, ST60 Raytheon instruments and autopilot, 2000 new rudder, needs cosmetics. Built for trans Atlantic, many extras. Contact Harry Whittelsey. hwhittelsey@csbwhit.com, 631-271-1945 nights, 631-232-8301 days.

Seawind 24' trailerable cat. 1988, main, jib, genoa, spinnaker, new custom hard and soft decks, depth meter, porta-potti, 92' 8 hp Tohatsu, '97 fully rebuilt trailer. \$13,500. Call Donald Holmes, 860-742-9827 (CT)

1984 NACRA 5.8 na. Hulls are sound, tramp needs restitching, sails are in ok shape (need to be replaced for racing). Good beach boat for lake, daggerboards need fairing, new main halyard. Trailer and one harness included. Spending way to much time on the F-boat. email Jon.Alvord@Valley.net for more info.

CREW AVAILABLE

Laura Jennings-Cranford, JenningsL@aol.com and Richard Cranford, richardcranford@earthlink.net are available to crew. Call 617-876-3212.

Interested in crewing on multihull boats. Paul Guzzo, 617-924-8394, pguzzo@hotmail.com.

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CREW NEEDED

Crew needed for Atlantic 46. Contact Harry Whittelsey. hwhittelsey@csbwhit.com, 631-271-1945 nights, 631-232-8301 days.

Crew needed for North Shore races on Zachary D. Contact Ted Warren, twarren@neaccess.net or 978-635-9428.

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