

# NEMA

NEW ENGLAND MULTIHULL ASSOCIATION

## Eight Multihulls Compete in OSTAR

photos by Tom Cox



Etienne Giroire, the only US entry in the 2005 OSTAR at the bow of *Up My Sleeve* in Plymouth, England.

Three hundred supporters aboard spectator boats enjoyed a spectacular start to The Faraday Mill OSTAR 2005 on Sunday, May 29.

Plymouth Sound was bathed in sunshine with hundreds of private yachts and boats out to see the start of this classic yacht race. Aboard chartered spectator boats, friends and families of the competitors gave their vociferous support to all the skippers as they beat out of the sound against a gentle south westerly breeze. Eight trimarans are among the 35 boats that started the race including:

- Roger Langevin (France), *Branec IV*, ex *Great American II*, 50 ft Nigel Irens
- Anne Caseneuve (France), *Acanthe Ingenierie*, 50 ft Mitchell/Howdet

- Ross Hobson (Great Britain), *Molymawk*, 43 ft Nic Bailey
- Pierre Antoine (France), *Spirit*, 43 ft. Owen-Clarke
- Etienne Giroire (USA), *Up My Sleeve*, 40 ft. Greene
- Franco Manzoli (Italy), *Cotonella*, 40 ft. Franco Manzoli
- Leon Bart (Netherlands) *Houd Van Holt*, 37 ft. Marples
- Aurelia Ditton (Great Britain) *Shockwave*, 34 ft. Shuttleworth

NEMA member Rex Conn was scheduled to compete in his 50 ft. Newick tri, *Alacrity* but was forced to withdraw due to rigging problems. British sailor Brian

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

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See the website for Membership application and meeting information.

**NEMA Picnic**

Amazingly, the weather for this year's NEMA picnic was simply dreary. We thought that by moving the picnic out two weeks to May 22 we'd avoid the risk of bad weather that often dampens the picnic.

As the weekend approached, the discussion in The Multihull Source office was the forecast for the weekend. On Friday morning, Bob announced that the forecast he heard on WMVR, which broadcasts from Martha's Vineyard, was that it would be cloudy and cool but that the rain would stay to the south. Hmm. The forecast on all of the Boston TV stations was also that it would be cloudy and cool and the rain would stay to the south coming no further north than the Cape and The Islands. Which of these was wishful thinking?

As it turned out, both forecasts were wrong as all of eastern Massachusetts was caught in a weather system that was cold, drizzling to full rain, and with the wind blowing out of the northeast at 10-15 knots.

Nevertheless, 16 brave souls made the trek to Wareham to the home of Bob and Jane Gleason where they found the grill positioned downwind and ably attended to by Catherine Kornyei,

coolers full of ice cold beer and the Gleason's living room warmed by a well stoked cast iron stove. Syd Miller kept the thin-blooded alive with hot coffee while the rest of us attempted to make a dent in the abundant beer supply.

As promised, there were WindRiders on the beach ready for anyone to take out for a sail, and The Multihull Source's new Corsair 2200 Foiler, a power catamaran, was available for rides. But no one took advantage of the boats, or even ventured out to the beach, preferring to eat, drink and converse indoors.

Thanks to everyone who came, to Catherine for cooking, to Syd for shopping, and to Jane for inviting everyone in out of the cold. (And to Ira and Bob for setting the boats up for test drives.)

**Attendees:**

- Wayne & Judy Allen
  - Dick Bluestein
  - Richard Bryan & Francie Chew
  - Bob & Jane Gleason
  - Pat & Judy Harris
  - Alex Hill
  - Felix & Margaret Kagi
  - Bert & Catherine Kornyei
  - Syd Miller & Ira Heller
  - David Steele & daughter Alecsandra
- Ira Heller

photo by Martin Roos



**Bob Gleason (left) talks about the Corsair *Sprint* at the NEMA general meeting on April 7. The fully beachable 24' trimaran is available without cabin, providing a more affordable racing model. Gleason also talked about the Corsair Foiler, a fast lightweight power car.**

**Dick Vermuelen (right) shows the interior plan of the Maine Cat 41. Dick's interesting presentation showed how the boat was constructed by showing photos taken at different stages in the construction process.**

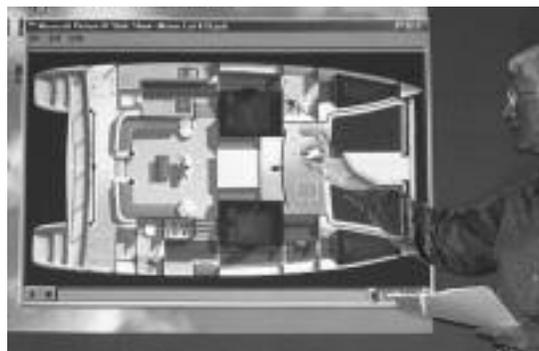


photo by Judy Cox

# 2005 NEMA Summer Event Schedule

DATE	RACE/EVENT	Location	Contact	NEMA	ORC	North
May 28	<b>Owen Mitchell Regatta</b>	Newport RI	newportyachtclub.org	■		
Jun 10 -11	<b>Off Soundings Regatta</b>	Watch Hill to Block Island RI	www.offsoundings.org	■		
Jun 17	<b>Marion-Bermuda</b>	Marion MA	www.marionbermuda.com	■	■	
Jun 26	MYC Patton Bowl	Manchester MA	Jeff Schreiber 978-777-3357			■
Jun 25 -26	<b>Buzzards Bay Blast/Cruise</b>	Marion MA	Multihull Source 508-295-0095	■ /Cruise		
Jul 4	EYC Annual Regatta	Gloucester MA	Ted Grossbart 781-631-5011			■
Jul 10	<b>Marblehead to Halifax</b>	Marblehead MA	www.corinthianyc.org	■	■	
Jul 9-16	NEMA Summer Cruise	Lake Ontario	Multihull Source 508-295-0095	Cruise		
Jul 16	North Shore Rally/BBQ	Marblehead MA	Ted Grossbart 781-631-5011			Cruise
Jul 23	<b>Black Dog Dash</b>	Vineyard Haven MA	Dave Koshiol 508-748-1901	■		
Jul 28	Around Long Island Race	Sea Cliff NY	www.alir.org		■	
Jul 29 - 30	<b>New England Solo Twin</b>	Newport RI	newportyachtclub.org/	■	■	
Aug 5 - 7	<b>Buzzard's Bay Regatta</b>	Dartmouth MA	www.buzzardsbayregatta.com	■		
Aug 6	CPYC Make-A-Wish	Winthrop MA	Wayne Allen 978-665-7295			■
Aug 13	Bowditch Race	Salem MA	John Zisa 978-745-2755			■
Aug 13 - 14	Monhegan Island Race	Falmouth ME	www.gmora.org		■	
Aug 21	EYC Chandler Hovey	Marblehead MA	Ted Grossbart 781-631-5011			■
Aug 27 - 28	<b>Newport Unlimited</b>	Newport RI	Nick Bryan-Brown 508-758-3444	■		
Sep 3	<b>Schooner Festival Race</b>	Gloucester, MA	Tom Cox 978 283-3943	■		■
Sep 10	JYC Regatta*	Beverly MA	Steve McLafferty 978-256-4787			■
Sep 10	Whalers Race	New Bedford MA	www.nbyc.com		■	
Sep 16 - 17	<b>Fall Off Soundings</b>	New London CT	www.offsoundings.org			
Sep 25	MYC Fall	Manchester MA	Jeff Schreiber 978-777-3357			■
Sep 30 - Oct 2	Rock2Rock	Stonington CT	www.rock2rock.org		■	
Oct 2	Phil Small*	Beverly MA	Tom Cox 978 283-3943			■
Oct 8 - 9	<b>Race Rock Regatta</b>	Stonington CT	Bob Gleason 508-295-0095	■		

**NEMA** - NEMA Season trophy

*\*make up race if needed*

**ORC** - NEMA Offshore Racing Circuit trophy

**North** - NEMA North trophy

See page 5 for Gulf of Maine Racing Schedule.

# NEMA Summer Event Info



## KEY

**NEMA** NEMA Season Trophy Race  
**NS** North Shore Race  
**ORC** Off Shore Racing Circuit

*Only those races with four or more paid NEMA rated racers at the start will be included toward the Season Trophy. ORC and NS need three or more boats to qualify.*

## Owen Mitchell Regatta

May 28 **NEMA**

Newport Yacht Club, Newport, RI

Race from Newport to Block Island, RI. Good family-oriented event for the beginning of the season. For more info call Newport Yacht Club 401-846-9410.

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

## Spring Off Soundings Regatta

June 10 - 11 **NEMA**

Off Soundings Club, Watch Hill Pt., RI

On Friday race from Watch Hill Pt. Rhode Island to Block Island. On Saturday, race around Block Island.

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

## Marion to Bermuda

*Cruising Yacht Race*

### Marion-Bermuda Race

June 17 **NEMA, ORC**

Beverly Yacht Club, Marion, MA

Long distance race from Marion, MA to the Royal Hamilton Amateur Dinghy Club in Bermuda. See page 6 for more info.

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

### MYC Patton Bowl Regatta

June 26 **NS**

Manchester Yacht Club, Manchester MA

Sunday around the buoys race. Social activities and trophy presentation at the MYC after the race.

Jeff Schreiber 978-777-3357  
[www.manchesteryachtclub.org](http://www.manchesteryachtclub.org)

## Buzzards Bay Blast Race/Cruise

June 25 - 26 **NEMA**

Marion, MA

Race from Marion to Lake Tashmoo Martha's Vineyard through Quick's Hole. Raft-up with onboard cookout at Tashmoo. Race back to Marion on Sunday. Non racers are invited to join the raft-up/cookout on Saturday.

Multihull Source 508-295-0095

## EYC Annual Regatta

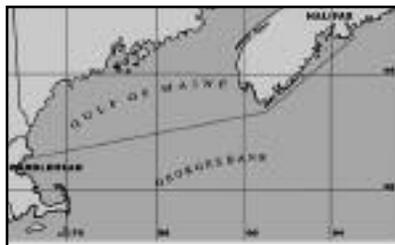
July 4 **NS**

Eastern Yacht Club, Gloucester, MA

Sunday around the buoys.

Ted Grossbart 781-631-5011

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



## Marblehead to Halifax

July 10 **NEMA, ORC**

Corinthian Yacht Club, Marblehead, MA.

Overnight 300-mile offshore race from Marblehead, MA to Halifax, Nova Scotia.

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

## NEMA Summer Cruise

July 9-16

Cruise around eastern Lake Ontario and the Thousand Islands.

Multihull Source 508-295-0095

## North Shore Rally/Barbeque

July 16, Marblehead, MA

AM sailing rally with afternoon cookout ashore at Rose and Ted Grossbart's. Fun sail without spinnakers to introduce new multihull sailors to the North Shore Fleet.

Ted Grossbart 781-631-5011

## Black Dog Dash

July 23 **NEMA**

Vineyard Haven, Martha's Vineyard

This is always a fun event, and is generally the best-attended event on the NEMA circuit. Low key racing with breakfast at the Black Dog Restaurant and famous Black Dog/ NEMA T-shirts. Pursuit start race of 20 nm and raft up along the beach.

Dave Koshiol 508-748-1901

## Around Long Island Race

July 28 - **ORC**

Sea Cliff Yacht Club, Sea Cliff, NY

Overnight race around Long Island.

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

## New England Solo Twin

July 29 - 30 **NEMA, ORC**

Newport Yacht Club, Newport, RI

Double-handed 125 nm overnight race out of Newport, usually around Block Island via Montauk and No Man's land.

[newportyachtclub.org/nyc/ml/\\_general/solotwin.asp](http://newportyachtclub.org/nyc/ml/_general/solotwin.asp)

## Buzzard's Bay Regatta

August 5 - 7 **NEMA**

New Bedford YC, Dartmouth, MA

Three days of racing around the buoys. Competitive racing. Well-run event.

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

## CPYC Make-A-Wish Regatta

August 6 **NS**

Winthrop Yacht Club, Winthrop, MA

12-15 mile (pursuit start) race around Government marks. Sit down dinner \$25/ person. Two dinners included with fee.

Wayne Allen 781-665-7295

## Bowditch Race

August 13 **NS**

Cottage Park YC, Salem, MA

Saturday around the buoys race.

Dinner/party afterwards.

John Zisa 978-745-2755

## Monhegan Island Race

August 13-14 **ORC**

Falmouth, ME

Long distance race in the Gulf of Maine.

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

## EYC Chandler Hovey

August 21 **NS**

Eastern Yacht Club, Marblehead MA

Sunday around the buoys.

Ted Grossbart 781-631-5011

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

## Newport Unlimited

August 27 - 28 **NEMA**

NEMA, Newport, RI

Around the buoys racing short courses in Narraganset Bay. Well attended event with catered dinner party Saturday night. Any NEMA member or guest may register to attend party.

Nick Bryan-Brown 508-758-3444

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

## Schooner Festival Race

September 3 **NEMA, NS**

Chamber of Commerce, Gloucester, MA

14-mile around the buoys race. After race enjoy beer blast, free buffet, and fireworks. Awards reception following Sunday's Schooner Race.

Tom Cox 978-283-3943

[www.capeannvacations.com/schooner/](http://www.capeannvacations.com/schooner/)

## JYC Regatta

September 10 **NS**

Jubilee Yacht Club, Beverly, MA

Saturday makeup race if needed.

Steve McLafferty 978-256-4787

[www.jubileeyc.net](http://www.jubileeyc.net)

## Whalers Race

September 10 **ORC**

New Bedford YC, S. Dartmouth, MA

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

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

## Fall Off Soundings Regatta

September 16 - 17 **NEMA**

NYYC, Watch Hill RI, Shelter Is.

Fall Off Soundings Race Series,

Gardiners Bay to Shelter Island, NY

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

## MYC Fall Regatta

September 25 **NS**

Manchester Yacht Club, Manchester MA

Sunday around the buoys race. Chowder social and cash bar after the race.

Jeff Schreiber 978-777-3357

## Rock2Rock

Sept. 30-Oct. 2 **ORC**

Stonington Harbor YC, Stonington CT

This 159 mile race goes from Race Rock at the eastern end of Long Island Sound, round Execution Rock on the western end of the Sound and back to Race Rock.

[www.rock2rock.org](http://www.rock2rock.org)

## Phil Small

October 2 **NS**

Jubilee Yacht Club, Beverly, MA

Saturday makeup race if needed.

Tom Cox 978-283-3943

[www.jubileeyc.net](http://www.jubileeyc.net)

## Race Rock Regatta

October 8 - 9 **NEMA**

Wadawanuk Yacht Club, Stonington, CT

This successful event has typically had good multihull participation. Great parties and food ashore.

Bob Gleason 508-295-0095

## 2005 Gulf of Maine (GMORA) Schedule



June 11	Centerboard Regatta
June 18-19	Pilot Race
June 25	Harraseeket Regatta
July 9-10	PHRF Main Champs
July 10, 14, 31	MDI Series
July 16	Boothbay/Leukemia Cup
July 16	Hospice Regatta
July 23-24	Seguin Island Race
July 30	Handy Midsummer Regatta
July 30-31	Camden-Castine Race
July 30-31	Downeast Challenge Race
Aug 6-7	GMORA/ST C/D CA Cruise
Aug 7-12	Downeast Race Week
Aug 13-14	Monhegan Race
Aug 20	MS Regatta
Aug 21	MDI Series
Aug 26-28	PHRF New England**
Aug 28	Commodore's Cup
Sept 1	Yarmouth Cup
Sept 16	GMORA Awards Banquet
Oct 15	NMA/Colgate Bragging Bowl

For more information about the Gulf of Maine Races see [www.gmora.org](http://www.gmora.org).

# Corsair Nationals

by Ira Heller

The 2005 Corsair Nationals were held in Pensacola, FL and hosted by the Pensacola Yacht Club (PYC). Attendance was down this year (only 35 boats) due in large part to concerns about how Pensacola was recovering from its encounter with Hurricane Ivan last September. Although the region was devastated, the yacht club was up and running with new docks welcoming the Corsair fleet.

Sailors from New England and NEMA included Bob Gleason on his new 31, *Tri Me* crewed by yours truly, Eric Witte (who frequently crews for NEMA member Jay Harris), and Tom Korzenewski, another 31 owner from Liverpool, NY. Also attending were Russ Kincaid from Auburn, NY with his F-27 *Blue Heron*, and Peter Clay from Cataumet, MA. NEMA member Glen Howell from Raleigh, NC was also there with his 31 *Adios!*. Glenn is a regular in the New England NEMA race circuit.

Bob and I did our usual marathon straight-through drive, leaving Wareham Thursday evening and arriving in Pensacola around midnight Friday. Korz arrived Saturday morning and we spent most of the day taking care of the final details of our new, never in the water boat. We finally launched around 4 pm giving us just enough time to sail over to our quarters for the week, the home of Kirk and Susan Newkirk. They own Key Sailing and are mainstays of the beach cat community. Eric flew in Sunday morning and we managed to get in an afternoon of practice to brush off the cobwebs from the winter and to see if we could gel as a team.

The racing schedule set by the PYC called for a practice race plus two real races Monday, two+ races Tuesday, a distance race Wednesday and two more races on Thursday. All of this was, of course, condition dependent.

And the conditions were glorious. There was wind throughout the event. We never had less than 10 knots to start



photo by Stuart Schaeffer www.stuartonline.com

The new *Tri Me* charging ahead to eventually win the Corsair National Championships.

a race. Conditions were typically lighter at the first gun of the day and then built into the mid to upper teens as the afternoon progressed.

The fleet was divided up into six classes with four starts: 24s, 28Rs, 31s, and Open (which included four of the new 31-1Ds, three 25Cs, a couple of 28s with aluminum masts and three 27s).

At the end of the first day we had a 1,2 and Glenn Howell had a 2,1. It was obvious that he was our closest competition. By the end of the 2nd day of racing we'd completed 5 races and our team had good results. We now had posted a 1,2,1,1 and Glenn Howell, our closest competitor, had a 2,1,2,2,2. Although we weren't getting our best starts, we did have very good speed, both pointing and footing, so we were able to get out into clear air and cover our competition.

On Wednesday we had a fun long distance race, which took us out into the Gulf, west to Alabama waters and back again. The course measured 46.6 miles and actually sailed about 60 miles. The entire first half of the race turned out to be upwind! Going to Pensacola Pass to get to the Gulf was in light to moderate breeze in flat water. It wasn't until we were going through the pass that we finally caught most of the 28s and all of the 24s. Meanwhile, the four 31-1Ds were coming on strong behind us. Once in the Gulf the wind and seas started

building. By the time we got to the turning mark at Perdido Pass, the wind was up to 20+ knots, which made for an exhilarating ride back to Pensacola at 16-18 knots with occasional bursts to 20 and 21. I've already got this one penciled as one of the top sails of the 2005 season! We were the first 31 to finish and were third over the line. In one of those turns of serendipity, no sooner had we crossed the finish line, dowsed the spinnaker and turned upwind to sail home than the out-haul let go with a bang. And in the midst of trying to sort that out the lashing for the tack of jib chaffed through and the jib went skyward!

The last day of racing, Thursday, gave us two more great races for a series total of eight races. We continued our close racing with Glenn Howell but realized the night before that we were in contention for the overall trophy. We sailed conservatively and managed to get another 2,1 which not only clinched the 31 class but also the overall trophy for the National Championship.

Glenn Howell finished second in the 31 class. Russ Kincaid finished second in the Open Class.

Good wind, good competition, good race committee work, good parties and socializing ... All the ingredients for an outstanding regatta.

—Ira Heller

# 2005 Marion-Bermuda Race

In about two weeks more than 70 yachts will set sail for Bermuda in the 15th biennial running of the Marion Bermuda Cruising Yacht Race.

Seven multihulls are currently registered to compete, including:

- *Alacrity*, Newick Traveler: Rex Conn
- *Alegra*, Newick Tricia: Peter Garcia
- *Flying Fish*, Chris White Hammerhead 54: Charlie Pingree
- *Friends*, Greene 35: Jake Van Beelen
- *Great White*, Chris White Atlantic 56: Harry Whittesley
- *Heartsease Larus Roc*, Ex *Paragon*, early open 60 tri: Lars Svensson
- *Rogue Wave*, Chris White Hammerhead 54: John Barry

Sponsored by the Beverly Yacht Club in Marion, the Bluewater Sailing Club of Boston and the Royal Hamilton Amateur Dinghy Club of Paget, Bermuda, the 645-nautical mile race takes off Friday, June 17, with the Multihull division sailing one day later on Saturday, June 18.

The Multihull division is new this year, as is the Double-Handed class. In addition, the organizers will be offering a trophy to the first all-female crew to finish first overall on corrected time.

For the first time, the Organizing Committee is providing every boat entered in 2005 with a Globalstar transponder, which will track each boat's location and progress during the race as well as the boat's return to home port. The GPS transponder is provided at absolutely no cost to the entrant except for a deposit, refundable on the transponders return. An internet based tracking program will show the boats'

positions and can be accessed through any browser enabling family and friends to watch the progress of each boat throughout the race via the internet. The system will also enable the media to report in real time how the race is unfolding.

According to the official Notice of Race, the Marion Bermuda Race "encourages the development of blue-water sailing skills on seaworthy yachts that can be handled safely offshore with limited crew." No yachts with the intention of furthering a "commercial or trade purpose" are allowed to enter. This is one race best left to the amateur.

In 1997, race organizers added an electronic navigation class to the race – before that, the Marion Bermuda was strictly a celestial navigation race. In 2003, organizers allowed an increase in maximum boat length from 62 feet to 80 feet, and they allowed boats to fly an asymmetrical spinnaker.

The 2005 Marion Bermuda is open to yachts of 32 feet minimum in length and 80 feet maximum. This year's race has four divisions: Monohull Celestial Navigation; Monohull Electronic Navigation; Multihull; and Double-Handed.

Most of the skippers and many crewmembers attended a day-long "Safety at Sea" seminar at M.I.T. in March to bone up on necessary equipment and skills for the race. In addition, Tim Queeney, editor of *Ocean Navigator* magazine, gave a two-day celestial navigation seminar in Marion in May.

The Multihull Source is planning to watch the boats off at the start of the race on June 18 in their Corsair Foiler. Call the Multihull Source at 508-295-9082 for details.

## Multihulls Magazine Celebrates 30 Years



In January 2005, *Multihulls Magazine* celebrated its 30-year anniversary, marking not only a success story for a magazine, which began as an offshoot of the NEMA newsletter but also as a symbol of the widespread success and acceptance of multihull boats into the yachting mainstream.

In January 1975, NEMA member Charles Chiodi founded *Multihulls Magazine* and published the first issue. Charles had been the NEMA newsletter editor for several years, and sensed a demand for information about multihulls from a broader market which led him to this idea. Initially a black and white quarterly, 2000 copies were printed for that inaugural issue; today the full-color glossy magazine has a circulation of 50,000 and is published six times a year.

*Multihulls Magazine* presents a broad spectrum of information about racing, cruising, chartering, technical know-how, boats for sale, and many other items of interest to newcomers and experienced sailors world wide. It has become a bible of the industry, and a forum for readers to both learn about and contribute to the varied aspects of enjoying multihulls.

Congratulation Charles, and keep up the good work.

### Marion-Bermuda Race Links

**Official Race Website** [www.marionbermuda.com](http://www.marionbermuda.com)

**Offshore weather** [weather.noaa.gov/pub/data/raw/fz/fznt01.kwbc.hsf.at1.txt](http://weather.noaa.gov/pub/data/raw/fz/fznt01.kwbc.hsf.at1.txt)

**Bermuda Department of Tourism** [www.bermudatourism.com](http://www.bermudatourism.com)

**Town of Marion marketplace** [marion.southcoasttoday.com](http://marion.southcoasttoday.com)

# Animal World

by Tom LeMers

This April's one-month southern Florida cruise on *Chat de LaMer*, our 26' open deck cat, took us through several of the 2004 hurricane damaged regions. Despite massive plant and property damage, the tropical creatures were in abundance and seemingly carrying on. Some even taking advantage of the devastation. Osprey, for example, build nests in the crowns of dead trees and it now seems there are many more nests than on our last visit 16 years ago. In some of the worst hit areas, where houses under repair were not yet reoccupied, the osprey built massive nests on chimneys and cupolas.

Our cruise began in Stuart with a visit to Evelyn's Connecticut high school classmate. Barbara welcomed us for tropical acclimatization and an introduction to her numerous house lizards and Poodle-cut 20-year-old Persian cat. We launched nearby but unfortunately the Stuart Municipal Mooring Field was still closed awaiting replacement of the mooring screws, which were damaged during the storms, so we had to pay for hard-to-find dockage.

We took Barb day sailing in the St.

Lucie Inlet but brisk winds, balky drawbridges and narrow channels predominated. She loved the ease of maneuvering a catamaran. The number of sunken and awash sailboats jammed under the bridge pilings and mangroves attested to the devastation on the East Coast.

Our itinerary was to cross Florida on the Okeechobee Waterway and do the majority of our cruise on the West Coast. Predictably the wind shifted to the west so we motored the canal to Lake Okeechobee enjoying the locks and drawbridges. In the canal there was not much of a view from the low deck level of our 26 foot cat. A crow's nest or a tuna tower would be useful if planning the trip. We spent the first night tied to a bollard near the lock on the eastern edge of the lake.

Surprisingly the lake is surrounded by a 30 foot high levee. We learned the levee was built to protect the surrounding countryside from flooding during severe storms which can blow the shallow lake's water to one side or the other. The lockkeeper told us they survived '04 with only minor levee damage.

After sailing across Lake

Okeechobee to Clewiston we motored the rim ditch towards Moore Haven and spent the night tied to a beautiful old cypress tree near which we saw several alligators who were quite tame and curious.

The next day we had favorable wind and sailed the Waterway towards LaBelle on the Caloosahatchee River. Just west of the huge dry storage yard named "The Glades" we met a moored liveaboard who told us the gators often followed his dink so he carried a good sized rock to toss if the gator got too close. He felt they were not really a problem but the 12-footers worried him a bit. Several days later at the Fort Meyers Marina I remarked to the manager, after seeing some ducklings in the water, that they must not have any alligators. She said they do have them but they wait for the ducklings to get a bit bigger before taking every last one.

In Fort Meyers we began our quest to see a manatee. All the waterways in Florida are now littered with "slow-manatee zone" signs and speed limits. Learning that they prefer warmer water we utilized the boats thermometer to search out their lair. Going upstream from Fort Meyers we followed tributaries and watched the water temperature climb from 64 to 87 degrees at which point a low bridge forced us to anchor the cat and take to the dink. A one-half mile row to the discharge of a power plant got us to the manatee nest but they were away. Fishermen nearby told us they had already departed for the Gulf.

Leaving Fort Meyers we were impressed with the dolphin and plume bird populations as we headed to Bob and Annie's Boatyard on Pine Island. Fortunately, a Prout owner in LaBelle gave us instructions to the yard and his son, who worked at the Fort Meyers Marina, added some anchorage info. We phoned ahead to ask about a visit for sightseeing purposes and were gra-



Evelyn on *Chat de La Mer* waiting for a lock to open along the canal.

ciously received and offered an overnight if required.

The yard is up a canal within the southern tip of Pine Island and the trip into the yard took us past marina housing developments where we saw the first serious West Coast hurricane damage. During the months since the hurricanes most of the buildings and property had been cleaned up and repaired but the foliage was not so quick. Natural areas were a jumble of downed trees and debris including an occasional boat or house part. The waterways and canals also contained numerous deadheads and sandbars so navigation was still impaired.

The boatyard was a great treat for me and we spent many hours examining the various and interesting multihulls hauled for maintenance and repair. Bob's personal project boat is the Crowther Twiggy "Time Bandit" which he now owns and is restoring. They were incredibly busy with regular customer's needs plus storm damage. In a few hours one older fifty-foot tri was launched and a brand new fifty footer was blocked and hauled on the railway under Bob's personal and very caring direction. Being a Friday afternoon we were invited for a beer with the crew and enjoyed every moment of our time there. Bob very obviously enjoys what he is doing and he inquired about Walter Greene whose yard might be a northern version of the same image.

From Bob and Annie's we wasted several days seeking marine access to a supermarket in the Sanibel area. We spent a very windy night in Tarpon Bay adjacent to the Ding Darling Nature preserve. I doubt if many sailboats get to their dock but we were able to land the dink and walk less than a mile to a market.

In Buck Island harbor on Captiva we had a pleasant and quiet overnight in their mangrove lined hurricane hole which we shared with a dolphin and four abandoned hulks. Dolphins, manatees and rays were in abundance in the main harbor. A very engaging fisherman at Jensens's Marina, who used to sail Shark catamarans in Colorado, told us



**Bob and Annie's Boatyard**



**Storm damage on Pine Island**

some good fishing tales and suggested the harbor at North Captiva for lunch. Captiva was pretty beat up with lots of building damage and few trees remaining. The South Seas Plantation Resort and harbor just north of Buck Island, where we had attended the Colgate Sailing School in the early 80's, was still closed for repairs so we tried the fisherman's suggestion. Leaving the dock we briefly saw two manatees just off the channel.

North Captiva island is unbridged and the harbor and community were a delight. The restaurant and ice cream store were both open and we indulged. While we were at lunch mom otter and her three kits were helping themselves to lunch on our boat. When I returned to check the lines I found them all in our port cockpit enjoying a bag of bagels and a pound of smoked Gouda. When I went aboard for the camera they went over the side via the stern scoops but immedi-



Otters swimming around our boat after helping themselves to lunch.

ately returned for photos and to retrieve whatever crumbs they had hastily left behind. Closer examination revealed wet saltwater footprints throughout the galley and tiny bite marks on many of the soft food packages. A head of broccoli on the table was untouched.

From N. Captiva we headed towards the anchorage at Caya Costa State Park, but while negotiating Captiva pass we lost our propeller. We decided we could just fetch the town of Bokeelia on the north end of Pine island where there is a large marina. We made the 7-mile trip arriving at the dock just as the sun set. The marina was the only place in business as the rest of Bokeelia was still being rebuilt. Their high and dry was a bit twisted but was still in use and they had the parts we needed.

Caya Costa Island was also in the highest wind area and all the trees were either broken or stripped of foliage. The mangroves were mostly broken off at the root junction with very few surviving trees. To add to the mess the park has

decided to eliminate exotic trees and has cut down the majestic Australian pines which provided most of the shade. Hiking the interior trails the foliage devastation was extensive; similar to what we associate with tornado damage in Ohio. We did surprise a feral pig and saw many otter tracks and a tortoise so once again the animals were adjusting and had survived. Johnson Shoals anchorage off the ocean side of the island was open and we took Chat in to investigate the anchorage which is a very special spot for boats able to enter.

We pushed on to the town of Boca Grande where we re-provisioned while enjoying the community and the delights of Whidden's Marina. This is a rustic place built in the early 30s as a fish camp for the millionaires who wintered in Boca. It's now run by the founder's daughter and her family and little has been disturbed in the intervening years. A small pen in the parking lot houses some geese, Ziggie the pig, some rabbits and cockatoos. The dock is home to an

orchid collection and the store contains anything you might ever want if only you could find it. The restaurant hasn't been open since the 50s but the tables and chairs are still there and they are thinking of reopening it. The best amenity is the outdoor shower. Built out by the dock, you step up into the tile and mirror lined 6X6' enclosure with an open air screened roof and upper walls. In place of the usual measly home water valve are two massive ball valves which release an LBJ style Texas torrent. Paradise!

Gasparilla Island, which contains the town of Boca Grande, is also home to a colony of exotic Iguana who the pure-minded Floridians are thinking of disappearing.

A gale of warm wind propelled us toward Naples where we had an exciting inlet entrance after a rough afternoon sail. Naples was almost untouched by the hurricanes but the old City Marina was full so we anchored out nearby and toured the newly refurbished downtown shopping district and Art Center. Barbara joined us for two days of camper sailing on Chat. We overnighted near Marco, anchoring among the mangrove islands where we saw two gorgeously pink roseate spoonbills in the falling light. We had a lot of evening rain and since the wind was on the nose in the morning we motored back to Naples encountering four manatees who went about their feeding for over 15 minutes as we drifted nearby.

We left the boat in a mega-yacht marina in Naples while we retrieved the trailer from Stuart. The next day we pulled the boat at the County ramp which is one of the prettiest we have used. The tow back to Yellow Springs with our newer, quieter van was extra pleasant but our trailer and boat were hit by a huge motor home executing an emergency lane change on the Interstate near Orlando. A minor weld was broken on our trailer and the motor home's huge bug deflector hit one cat tail leaving an easily-removed scuff of melted plastic to remind us of the trip. With such minor damage everyone was happy.

-Tom LeMers



Left: A heron through our window and right: the elusive manatee.

# Race Legend – '87 Bermuda Race

By Bill Doelger

The race to Bermuda by catamarans, trimarans and occasional proas had been going on for more than a decade in the odd number years. I did my first race in 1977. Ten years later, in addition to racing, I was helping with the organization of the race.

The official title of the '87 race to Bermuda was the *Sebago Multihull Challenge*. For the first time, this multi-hull race had a title sponsor who provided many extras and publicity that we could not manage from entry fees. There were eight entries including a famous sailor, Walter Greene, on his 50-foot catamaran, *Sebago*. He was also sponsored by the Maine based nautical shoe company of the same name.

Normally, my 35-foot trimaran, *Margaret*, will have two in crew in addition to me, but for this trip I decided to sail with a crew of just one. My choice was Tom Bandoni. Back in 1985, I talked Tom into his first Bermuda Race. He and his wife had just completed their own 37-foot trimaran. It was launched for the first time that spring. He agreed to enter it in the race, on the condition that I come along as crew. It was during that maiden journey that Tom discovered he gets sea sick, which made the race pretty unpleasant. Time, however, invariably allows us to remember the best parts of prior experience; so, thankfully, he agreed to crew for me in this race.

In addition to being a competent sailor, Tom was stronger, younger, and smarter than me about many things. For one thing, he knew more than me about motorcycles. This knowledge proved to be crucial. Without it, we might never have started the race, let alone crossed the finish line.

## Gentlemen, Start Your Engines!

The day of the start was spectacular: warm sunny weather with a moderate breeze. For those who don't know, the



Bill Doelger tending his dinghy with Margaret at the dock.

typical starting point of the race is Newport, Rhode Island. Our host for the start was the Museum of Yachting located at Fort Adams that guards the entrance to Newport Harbor. It was there we had a light breakfast, skippers meeting, and weather briefing early that morning.

Weather is just one of the race's many challenges. Another is the Gulf Stream current; Bermuda lies 650 nautical miles directly south south east from Newport across the Gulf Stream. A third is that Bermuda is low on the horizon and surrounded by coral reefs. For me, however, the biggest challenge of this race in 1987 was simply getting to the starting line.

As you might imagine, the key to success in an offshore race is preparation. Because there is no hope of finding a chandlery out there in open water, checking equipment and stocking replacement parts are essential. How you go about preparing is very much a reflection of your personality. You might be fastidious and organized or cavalier and haphazard. It is hard for me to explain how I do it, as some people might

watch me and think I make it harder than it is. In any case, it takes time and I habitually run late. That day was no different.

Tom and I finished our work with only two things left to do: take on fuel and water. The first trimaran I owned went without power for several years; it was great discipline to sail a boat without an engine. But, for the Bermuda race, an engine was required in case of emergency, as well as to generate power for the batteries and for the running lights. So, *Margaret* had an ample aft cockpit, and the 12 hp diesel engine sat under a cockpit hatch below the cockpit floor.

We said goodbye to family and friends, and motored over to the Goat Island Marina. After fueling up, Tom took the tiller to steer for the starting line as I jumped down to take one last look at the engine. The hatch cover was off as we pulled away from the dock. The bright mid day sun shone on the engine and revealed dripping fuel leaking from a fitting. I took a wrench to tighten the bolt where it was leaking. Though I tightened, the leak still did not stop. I tight-

*continued on next page*

photo by Martin Roos

## Race legend – '87 Bermuda (cont).

(continued from page 11)

ened a little harder, and the bolt stem snapped off gushing fuel over the engine. The engine sound changed and Tom turned to look at me. I tried to hold the nut back in place to stop the fuel from spraying and to keep the sputtering engine from stopping altogether. Tom knew exactly what happened. "Don't you know about banjo bolts?" he asked, "Didn't you ever own a motorcycle?"

I did once own a motor cycle, but my knowledge of how they worked was rudimentary. Banjo bolts? I obviously had no clue. Tom, on the other hand, had owned many motorcycles. He dismantled and modified them. Here's what I learned from Tom: a banjo bolt usually attaches fuel lines. It is hollow. The design allows fuel to flow through it. It also makes it weaker than other bolts.

Here's what Tom learned from me: In 1984, BMW marketed marine engines and that is what we put in *Margaret*. The very next year they stopped making these engines. I knew the right bolt sat on a shelf in a New Jersey parts warehouse, but that did not help.

First, we crossed the harbor to another marina in search of a diesel mechanic and a possible banjo bolt, but there were no mechanics or parts. I remembered that there was a diesel repair shop that used to service BMW marine engines in the town next to Newport. Thankfully, a couple who had come to watch the start showed up at just the right moment. They drove us to the repair shop in the next town, but the shop had no bolt. As I started calling around for parts, the race started without us.

Undeterred, Tom decided we would make the part. He grew up working for his father in an automobile repair shop. As you might guess, Tom was a kind of mechanical genius. If it moved or worked in some way, Tom could usually fix it. So, we drove to a place that sold bolts and found the right size metric bolt. Then we drove to a gas station/repair shop that had a drill press. Tom talked

them into letting him use the drill to hollow out the bolt and then drill more holes in the stem that let the fuel pass. Back at the boat, we found Tom's bolt worked!

### On Your Mark, Get Set, Nooooooo!

The engine started and there was no leaking. We headed off for the start. By this time, the sun had set, but we were back in the race.

Anyone who sails with me knows I like to keep things clean; I often have a paper towel in my hand. Naturally, I was cleaning up the oily engine with a paper towel. Tom looked up just in time to see my hand pass over the air intake of the chugging engine. Words leapt out of his mouth in warning, but it was too late. The running engine sucked the paper towel out of my hand and the engine coughed to a stop.

Did I say that another reason I wanted Tom to sail with me was his temperament? Another person might have done me great physical harm at this point, but Tom was very patient, I think. In any case, I did not get a wrench planted in my ear. Instead, he breathed deeply and set to work. If you read the BMW manual, you are urged to seek authorized service if you remove the engine head. You should have a torque wrench and tighten the bolts the specified amount. Gaskets should be replaced with new ones.

Tom removed the head like he was doing surgery. Bits of paper towel sat on top of the valves, preventing the necessary compression that diesel engines require. We had no replacement gaskets, so Tom carefully cleaned and reused the old ones. The patient came through the operation just fine. By this time, the sky was black and clouded over. We headed for the start once again, with me as far away from the engine compartment as possible!

Narragansett Bay and its entrance were usually busy with boats coming and going in the daylight hours, but now the area was very quiet. We raised the sails, cut the engine and settled down to

a watch routine. There was still a moderate wind and the sea had a swell. Our race had begun.

### The Big Finish

Instead of the usual mix of weather that I had experienced in years past, the weather was rough for the entire trip. Though there was no storm, the wind blew steadily; heaping wave on wave as it naturally does at sea. Tom was very sick nearly all the way, but he still stood his watches. When there are only two of you, you tend to become a bit sleep deprived. He wore those anti-sea sick patches, but they took their toll. After the second or third day, he began seeing spiders in the cabin and things on the waves. Needless to say, the entire trip to Bermuda is somewhat of a blur. All I know for sure is that we did the trip in one tack, merely changing reefs as the wind dictated.

Though we had begun our race roughly ten hours after the official start, we somehow caught up to another trimaran as we approached Bermuda. The weather had finally turned. It was a beautiful morning. The sea had flattened and a gentle warm breeze made this part of the world so inviting. Tom had removed his patches. I had the watch and had been chasing this sailboat for most of it. When we were nearly abreast of them, I was able to see that the person on watch was Joan Greene, Walter Greene's wife. She urged the crew to come on deck and race us to the finish, but they had lost interest. Sickness had taken its toll among the owner and one crew.

The difficulties of the pre-race trials and the ocean crossing soon became distant memories, as we glided past *Sebago* and met up with our sweethearts under the Bermuda sun.

–Bill Doelger

*Bill Doelger is now living in the hills of Vermont with his wife Linda.*

# NEMA History Project, part II

by Les Moore

Part of the NEMA History Project, the History Matrix is a work-in-progress to help put our history in context and organize the archival material we have gathered (and continue to gather) over the

years. In the last newsletter we published some of the data collected from 1965 to 1994. This issue completes the matrix from 1995 to 2005. We are still missing some information and will fill in

the blanks as we find the info.

To see the complete History Matrix, go to [www.nemasail.org/history.html](http://www.nemasail.org/history.html).

Year	1995	1996	1997	1998	1999	2000
Members	201	239	250	203	179	183
Boats	154	158	138	139	141	
Commodore	Debbie Druan	Debbie Druan	Ira Heller	Ira Heller	Ira Heller	Ira Heller
Vice Commodore		Ira Heller	Chip Coan	Chip Coan	Don Watson	Don Watson
Secretary	Sydney Miller	Sydney Miller	Paul Ashton	Paul Ashton	Sydney Miller	Sydney Miller
Treasurer	John Marshall	John Marshall	Ken Lawson	Ken Lawson	Tom Cox	Tom Cox
Race Chair	Don Watson					
Cruise Chair	Tom Cox	Chip Coan	Bob Gleason	Bob Gleason	Bob Gleason	Bob Gleason
Newsletter Editor	Spencer Merz	Spencer Merz	Sydney Miller	Sydney Miller	Judy Cox	Judy Cox
Webmaster						
Fleet Captains	Dave Koshiol					
	Tony Cabot					
Program Chair	Alan Stewart					
Directors at Large	Bill Doelger					
	Chip Coen			Tom Cox	Paul Ashton	Paul Ashton
Historian	Les Moore					
Photographer	Martin Roos					
Season Trophy	Tom Cox	Keith Borage	Bob Gleason	Bob Gleason	Bob Gleason	Dennis Neuman

Year	2001	2002	2003	2004	2005
Members	172		201	162	
Boats	134		135	136	
Commodore	Ira Heller	Ira Heller	Don Watson	Don Watson	Tom Cox
Vice Commodore	Don Watson	Don Watson	Tom Cox	Tom Cox	Nick Bryan-Brown
Secretary	Sydney Miller	Sydney Miller	Sydney Miller	Sydney Miller	Ira Heller
Treasurer	Tom Cox	Tom Cox	Ira Heller	Ira Heller	Wayne Allen
Race Chair	Don Watson	Don Watson	Bill Heaton	Bill Heaton	Bill Heaton
Cruise Chair	Bob Gleason	Bob Gleason	Bob Gleason	Bob Gleason	Bob Gleason
Newsletter Editor	Judy Cox	Judy Cox	Judy Cox	Judy Cox	Judy Cox
Webmaster					
Fleet Captains	Dave Koshiol	Tony Cabot	Tony Cabot	Tony Cabot	Tony Cabot
	Tony Cabot				
Directors at Large	Bill Doelger	Bill Doelger	Ted Grossbart	Ted Grossbart	Ted Grossbart
	Paul Ashton	Bill Heaton	Nick Bryan-Brown	Nick Bryan-Brown	Catherine Kornyei
		Ted Grossbart		Wayne Allen	Dick Bluestein
				Catherine Kornyei	
Historian	Les Moore	Les Moore	Les Moore	Les Moore	Les Moore
Photographer	Martin Roos	Martin Roos	Martin Roos	Martin Roos	Martin Roos
Season Trophy	Bob Gleason	Jon Alvord	Jep & Joanne Peacock	Duane Zelinsky	

**OSTAR** continued from page 1

Wilkenson was also withdrew his trimaran *Wingover* due to family illness.

### Etienne Giroire

The only US competitor, Etienne Giroire may be better known to some as the inventor of his popular spinnaker sleeves, top sider mast climber, gale sail, and tacker. For this OSTAR race, the 51-year-old will be using the same 40 ft Walter Green-designed trimaran *Up My Sleeve* that he used 13 years ago. As Etienne expressed in a release issued mid-May:

"I am happy to announce that ATN (that's me!) will be competing in the Faraday Mill OSTAR 2005 which starts in Plymouth, England, on May 29th, 2005, and finishes in Newport, RI.

"I qualified for the Ostar, sailing single handed from Fort Lauderdale, FL to Charleston, SC, leaving April 29th and arriving Sunday May 1st, after 40 hours of downwind reaching, lovely sailing for once, and a good help from the Gulf Stream as well. *Up My Sleeve* left Charleston for Plymouth, England on May 3rd .... The boat is in fantastic shape, now with 3 rudders, some great solar panels, new sails from my Chinese partners, [www.china-sail-factory.com](http://www.china-sail-factory.com) and new running rigging from [www.mammuttec.com](http://www.mammuttec.com). I am anxious to get racing!

"A bit of bad news on the American front however. My friend Rex Conn, owner/skipper of the beautiful 50' Newick *Alacrity* will not do the race because of rigging problems. He had the prettiest and certainly one of the fastest boats of the fleet! Very sorry about that. We are now only 2 Americans in the race. We'll try to get home before all them foreigners!

"If I might blow my own horn for a bit, ... I competed in this race in 1992, finished 7th overall, winning my class (Class IV, up to 40' multihulls) and finishing ahead of both larger classes II and III (up to 50' multihulls) by 6 hours and 12 hours respectively. Ahead of me were only six large Class One 60' fully sponsored competitors. I was also the first non-sponsored competitor to finish.

"The record I set, 16 days, 6 hours

and 45 mn still stands to this day. I am very proud of this achievement and now want to repeat it. Well, maybe to repeat it is a bit ambitious but I definitely want to go through the Race experience again. What I have missed over the intervening years, while running my business (ATN) and raising a family (3 kids) could best be described as an indefinable sense of competition. Competition against other sailors, yes, but mainly the struggle to overcome the sea and the weather-to prevail against the elements while getting the most out of my boat. For those who don't know, it's important to realize that getting to the starting line and being ready to race is the greater part of the struggle: the Race is the pay back. To win is the icing on the cake.

"For me, the successful completion of the race is to be satisfied that I performed the best I could in the circumstances. That's what the Race means to me. Let's not forget the technological challenge as well. Sailing is still a sport full of mechanical challenges and I make my livelihood solving these mechanical problems. But to sum things up, there is a Corinthian spirit which drives me – the desire to do the best I can with what I have. Plus the fact of having (recently) reached the half century mark!

"Since the Race was inaugurated by Sir Francis Chichester and Blondie Hasler back in 1960-Chichester won it in his 40' *Gypsy Moth II* in 40 days)–it has attracted ever more sophisticated designs and much commercial sponsorship. In fact it was the second running of the race, in 1964, won by the French Naval Officer Eric Tabarly in 27 days, which started the *engouement* (love affair) of the French public and media for sailing and is credited with starting the *Plaisance* (recreational boating) industry in France which is now the envy of the world. In 1992, the race was won by the 60' Trimaran *Fujicolor* skippered by Loick Peyron in 10 days 10 hours. By this time the whole atmosphere of the race had changed from one of enthusiastic amateurs to a mad scramble among corporations to slap as many logos as possible on the topsides and sails of the professionally-skippered boats. The prestige of winning the STAR made this develop-



**Up My Sleeve in 1992**

ment inevitable, but it eventually squeezed out all but those with the biggest bank account and yachts in excess of 50 feet.

"The Royal Western Yacht Club of Plymouth, England, which has organized the race from the beginning, decided after the 2000 event that a fleet combining amateur and professional sailors was no longer feasible. The race was put up for sale and Offshore Events became the organizers for the professional, 50' and 60' maximum, two-class, event in 2004, now known as *The Transat*. Starting in 2005, the Royal Western Yacht Club will run a mostly amateur race for boats from 30' to 50' max LOA, multihull and monohulls, known as the *STAR*.

"A couple of years ago, I purchased back my winning steed, the 40' trimaran *Up My Sleeve* (see picture from 1992) and she has since undergone a complete refit by Walter Greene, in his yard in Yarmouth, ME. Walter designed the boat in the first place and his talent and expertise in refurbishing her will make her as competitive as possible.

"By the time you read this I will have picked her up and sailed her down to Fort Lauderdale, a test run of a mere 1,500 miles. After that I will sail her solo to England. The rules require that all boats complete a qualifying voyage of at least 500 miles-after which they are subject to a safety inspection by the race organizers. As you see, it's not a piece of cake just arriving at the starting line. The race itself has a rhumb line distance of about 2,700 miles but most boats will sail in excess of 3,000 to arrive at Newport. Damn headwinds!"

–Etienne Giroire

You can follow Etienne's race developments through [www.faradaymillostar2005.co.uk](http://www.faradaymillostar2005.co.uk), the official race site, or through Etienne's website [www.atninc.com](http://www.atninc.com).

# Satellite III Lands in Rockport



photos by Tom Grossman

(left) Beto Pandiani talks with Tom Grossman as he readies his boat on Front Beach in Rockport. (top) Pandiani and Whitaker push off onto the next leg of their journey.

Two daring Brazilian Hobe cat champions, Beto Pandiani and Felipe Whitaker stopped for a night in Rockport, MA on May 20 enroute to Greenland in a 20' open beach cat *Satellite III*. Thanks to the sharp eyes of NEMA member Tom Grossman, who spotted the boat and took the photos, we are able to report on this incredible adventure. The expedition, known as "Boreal Route" is the fourth in a series of extreme feats in open beach cats.

Pandiani began this adventure in 1994 with a voyage called "Between the Tropics" sailing from Miami to Brazil, via the Bahamas, Caribbean and Amazon River... a 7,000 mile trip that lasted 289 days. His second trip in 2000, "Austral Route", was a 5-month 4,500-mile journey in two open cats (Pandiani's team and an Argentinean team) that began in Chile then around Cape Horn and north to Rio de Janeiro, Brazil. The third trip, "Drake Passage" began in Chile then crossed the treacherous Drake Passage culminating in Antarctica.

The fourth and final trip, "Boreal Route" runs from May to August, 2005, departing from New York and going to Newport, passing through the Acadia

National Park in Maine, Nova Scotia, Magdalen Islands, Newfoundland, Labrador Peninsula and Nuuk, the capital of Greenland, until its final point in Disco Island in Greenland, a total of 5,000 kilometers. Rockport was a scheduled stop on the trip.

*Satellite III* is equipped with the latest high-tech equipment including a satellite telephone and notebook computer for receiving and sending email. The Hobe Cat was constructed and customized for the trip by the German company Eagle Cat ([www.eagle-cat.com](http://www.eagle-cat.com)).

There was no support team for Pandiani's first two adventures. On the third trip, *Kotic II*, a 52-foot schooner accompanied the team across the Drake Passage to Antarctica. For the current trip, a support motor home is following the team as it heads up the coast. *Kotic II* will provide support during the remaining portion of the trip, in the arctic sea. After completion of the trip, Pandiani will be the first Brazilian to sail the coast of the Americas in an open boat.

See [www.rotaboreal.com.br](http://www.rotaboreal.com.br) for more info. To read in English search for *Rota Boreal* in Google and click on "translate this page".

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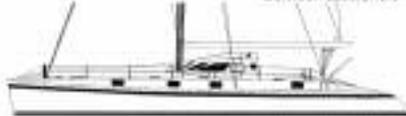
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