

NEMA

NEW ENGLAND MULTIHULL ASSOCIATION



Winners of the 2003 NEMA Trophies. L to R, Jon Alvord, Don Watson, Tom Cox, Jep Peacock, Ted Grossbart (see page 3 for details)

2004 Annual Dinner

by Tom Cox

"Very interesting presentation ... great speaker ... even my wife enjoyed it" ... "Wonderful to hear about NEMA's history and the people who have contributed so much to multihull sailing" ... "It's about time that Newick and Greene were recognized for their contributions to multihulls" ... "The best Annual Dinner I've ever attended."

These were some of the comments overheard as people left this year's Annual Dinner (and if you were not one of the 94 members and guests who attended, we send our condolences).

The 2004 Annual Dinner was indeed a superb mix: a warm and friendly ambiance with spectacular views of Boston over the water, eloquent speak-

ers saluting our honorees, an excellent keynote presentation accompanied by impressive audio visuals ... even the food was good.

Commodore Don Watson opened the meeting, recognized the club officers (without whose efforts none of this would occur), and kept the pace going throughout the evening. Treasurer Ira

continued on page 3

Next NEMA Meeting



**Thursday, March 11
7 - 10 pm
Savin Hill Yacht Club**

**Dave Culp: KiteSail
Spinnaker replacement
traction kites**

(see page 2)

In This Issue

Dave Culp, KiteShip	2
NEMA News	2
Tribute to Walter Greene	3
Rich Wilson/Annual Dinner	4
Tribute to Dick Newick	6
Interview: Dick Newick	7
Gunboat 37 Vacation	8
OSTAR to Transit	10
Membership Renewal Form	11
Members Classified	12



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

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NEMA Web Site www.nemasail.org

See the website for Membership application and meeting information.

**Next NEMA Meeting:
Go Fly a Kite**

Educated at Stanford and UC Davis, Dave Culp began professionally designing kite powered boats in 1978 at the age of 24. Culp-designed kite boats were entered at the Johnny Walker Speed Weeks in 1978–1981 and the Schmirnoff Speed Weeks in 1986–1988 in Weymouth, England. Culp also co-designed and built a rigid winged 28 foot hydrofoil, a dozen kite powered craft between 14-30 feet and the OutLeader Brand rule-legal spinnaker replacement kites for America's Cup Class and other yachts.



Dave Culp

Culp is also author/co-author of 7 monographs on kite sailing for yachts and commercial vessels published between 1989 and 2002 by AIAA, SNAME, AYRS, ASES and ISES. Since co-forming KiteShip in 1996, Culp has specialized in large vessel systems.

Culp has expertise in both inshore and blue water sailing, kite and vessel design, systems design, marine mechanics and project management, as well as boatbuilding in wood, steel and composites. Come hear this innovative and energetic speaker at the next NEMA meeting, Thursday, March 11, Savin Hill Yacht Club. Pizza social starts at 7 p.m. followed by Dave Culp at 8 p.m.

Calling all Racers and Wannabes

The NEMA Race Committee has scheduled a Race Community meeting on Saturday, April 10th from 1200 to 1500 at the Savin Hill Yacht Club. Lunch is included (sandwich/salad buffet, and beverage); drinks can be purchased at the bar.

For directions to the SHYC, go to www.nemasail.org/savin.html.

An expert speaker will address the group about racing rules and tactics, particularly when boats meet: at the start, mark roundings, overlaps, windward/leeward, and passing situations. Safety and avoiding collisions is a big

concern of the NEMA officers and Race Committee; we all can benefit from an examination of these issues.

This will be an opportunity to socialize, and discuss several new events in the works: a new format for the Corinthian 200 which will be a destination race; a new 242 mile overnight race sponsored by the Ida Lewis Yacht Club, from Newport, RI to Shinnecock, NY and return; the 2004 Transat, which will finish in Boston; a Marion to Bermuda race slated for 2005; and the possibility of expanding the roster of Season Trophy races.

NEMA North Meeting

North Shore sailors are cordially invited to help plan the 2004 season racing and cruising schedule. Come join us at 1100 on Saturday, April 17 for a social and a pizza lunch. Tom & Judy Cox, 5 Haskell Court, Gloucester, MA. RSVP tom@sailtriad.com or 978 283-3943.

NEMA Picnic & Nautical Flea Market, Sat. May 1

Clean out your basement and have fun bartering with fellow NEMA members at the NEMA Nautical Flea market and picnic. Bring your family and friends along with any food, salad, dessert, or games that beached sailors may enjoy. If you missed the Annual Dinner you can see the video at the picnic. So mark you calendars for Saturday, May 1. More info will be mailed out prior to the picnic and posted on www.nemasail.org.

Last Call for Membership Renewal

If you haven't yet sent in your NEMA membership renewal please do so before April 1 and you won't miss any newsletters. Our next newsletter will be mailed to 2004 members only.

Check the address label on the back of this newsletter. If the Code in the upper right corner does not contain "04" then you need to renew. If you don't have an application form you can find one on page 11. Please send your renewal form, with a check, to Ira Heller, 14 Edwin Street, Dorchester, MA 02124.

NEMA Annual Dinner

continued from page 1

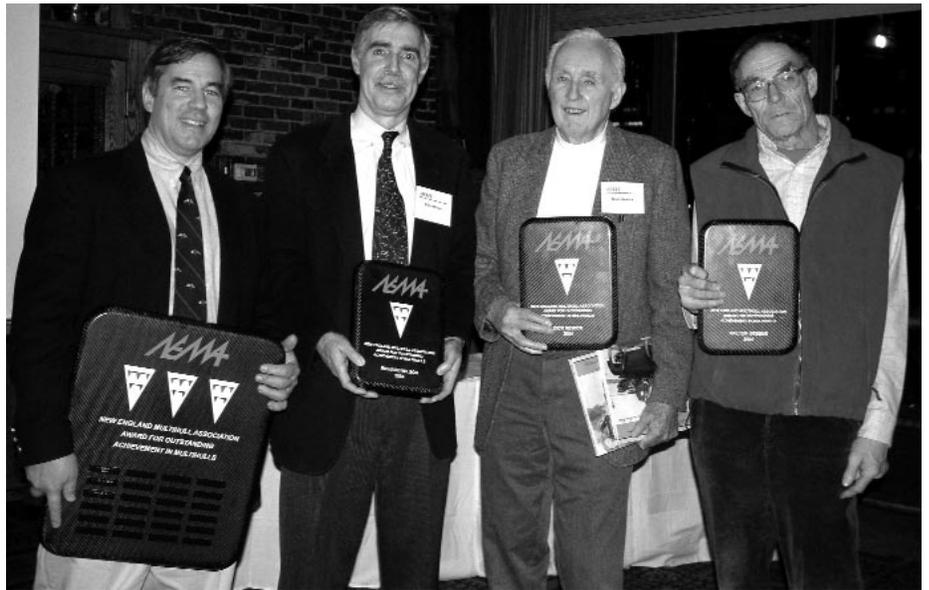
Heller gave a *State of the Club* report ... declaring that we are financially solvent, and arguably the largest and most esteemed multihull club in the US, if not the world.

Race Chair Bill Heaton and Vice Commodore Tom Cox tag-teamed through the highlights of the past and coming racing seasons, and then presented the 2003 racing awards:

Season Trophy (best 7 days of racing of 14 racing days on corrected time): First – Jep Peacock, Second – Tom Cox, Third – Don Watson; Elapsed Time Trophy (best 7 days of racing on elapsed time) – Jep Peacock; Mileage Trophy (most racing miles sailed during the season) – Jon Alvord. North Shore Trophy (best 4 days of racing of 7 races in the North Shore circuit): First – Ted Grossbart, Second – Tom Cox. Off Shore Trophy (Best 3 races of 5 long distance events, on corrected time): First – Don Watson.

Cox presented the Moxie Perpetual Trophy, which consists of Phil Weld's sextant, kindly donated by Dick Newick, which was awarded by a democratic vote of all participants in the longest ocean race of the 2003 NEMA season, the Marblehead to Halifax race (320 miles on the rhumbline). Votes are cast for an individual or entire crew of a boat that demonstrates the most "moxie", as exemplified by Phil Weld's enthusiasm, sportsmanship, and dedication to the sport. The winner was Juliet Thompson, a 5'3" 100 pound ex-pat Aussie school teacher who crewed on Bert Kornyei's Corsair 28 *Hotflash*. Never having sailed a multihull, and with one day's notice, she flew to Boston to endure the cold, fog, wet, and hardships of racing a small trimaran for 3 days in the North Atlantic with 2 men she'd never met. The conditions ranged from sunny calm to beating through 170 miles of fog; she stood her watches, pulled her weight, then blasted over the finish line doing 17 knots in the fog with the spinnaker sheet in hand – now that's MOXIE!

Don called Bill Doelger to the podi-



Commodore Don Watson (left) presents NEMA Outstanding Achievement Awards to Rich Wilson, Dick Newick and Walter Greene.

um and presented him with lifetime membership in NEMA in recognition of his many years of outstanding contributions to NEMA, including a long stint on the board, and years of service on the Multihull Council of USSailing, advising on safety regulations relating to racing multihull design and equipment.

Don introduced the new *NEMA Outstanding Achievement Award* to be presented periodically to any person involved in multihulls that NEMA deems as having made an outstanding contribution to the sport— whether a significant race, cruise, or a body of work in design, construction, or sailing. In this inaugural year the NEMA board recognized three outstanding multihull achievers from the ranks of our own club: Dick Newick, Walter Greene and Rich Wilson. Bill Doelger presented to Newick, Philip Steggal presented to Greene (see next column and page 6), and Don Watson presented to Rich Wilson, who was also the keynote speaker (see page 4). Don deserves kudos for the award conception, design, and the hands-on fabrication of the 4 beautiful carbon fiber trophies that were presented.

Many thanks to all who helped make the Dinner a success. If you missed it you can see Peter Ashely's excellent video of the event at the NEMA picnic on May 1 at the Multihull Source campus in Wareham, or you can request a copy from Peter (psm@cyberwc.net).

Tribute to Walter Greene

Award presentation by Phil Steggal at the NEMA Annual Dinner, Feb. 7, 2004

I met Walter about 30 years ago in Florida when I was sailing with Ted Turner on *Lightning* and the boat needed some repairs. I was wandering around the docks with my tools and a broken winch looking for a repair shop with a vice when someone suggested I find Walter Greene in *Cascade*. I tracked him down and found this weird looking character with funny looking glasses, and wild hair aboard a funky looking boat that amazingly had a workbench and a vice inside. He said, "Sure go ahead"— I was dumfounded – no one races a boat like that. This was the start of a 30 year friendship. Both Walter and his wife, Joan, have contributed greatly to multihull sailing.

What can you say about Walter? *Guru* comes to mind... *Walter larger than life Greene...* *Walter don't let him buy the food for the race Greene...* *Walter not a slave to fashion Green...* *Walter the cost-effective solution Greene...* I've never met anybody who could get more out of a dollar to make a boat go faster than Walter Greene. He has an innate art for dragging the last few percent out of a bucket of resin, or a pound of fiberglass, or a kilo of carbon. Today I'm dealing with PhDs in the composite business on

continued on page 10

Rich Wilson Speaks at Annual Dinner

by Judy Cox

Raised and educated in Boston, Rich Wilson, 52, received an A.B. Degree in Mathematics from Harvard, an S.M. Degree in Interdisciplinary Science from MIT and an M.B.A. from Harvard Business School. He has worked as a math teacher, a defense analyst, and as technical consultant on power/desalination plants in Saudi Arabia. He was also a successful investor in six entertainment companies in Massachusetts. In 1980, Wilson became the youngest Overall Winner of the Newport to Bermuda Race skippering Holger Danske. In 1988 he won his class sailing the 35-foot trimaran *Curtana* in the Carlsberg Single-handed Transatlantic Race from Plymouth, England, to Newport, Rhode Island.



Rich Wilson

Speaking primarily about his latest adventure – a successful attempt to break the world sailing record from Hong Kong to New York, held by the clipper ship *Sea Witch* –

Rich Wilson entertained, educated and inspired the audience at the Annual Dinner on February 7. Wilson and shipmate Rich du Moulin departed from Hong Kong aboard Wilson's trimaran, *Great American II*, on March 16, 2003 and arrived in New York 72 days later, breaking the *Sea Witch* record (74 days 14 hours) by a little under 2 days. His well organized interactive PowerPoint show incorporated maps, photos, video clips and data that complemented his commentary on the voyage.

The Hong Kong to New York passage was the third of three voyages that Wilson had planned in the early 1990s. The first trip from San Francisco to Boston racing against the sailing record set during the California Gold Rush by the clippership *Northern Light* required two attempts. Wilson and shipmate Steve Pettengill left San Francisco aboard Wilson's first trimaran, *Great American*, but never made it to Boston. They capsized in storm conditions before rounding Cape Horn, then were flipped over like a pancake by a second rogue wave and were later picked off *Great American* by a containership in a dramatic hair-raising nighttime rescue in 60-foot seas. The de-masted *Great American* was lost near the Falkland

Islands after she had drifted around the Horn. During the voyage they communicated with school children through recordings of daily telephone calls made from the boat. That would have been enough excitement for most people, but the enthusiasm of the kids prompted Wilson to try the trip again.

By 1993, he had raised the money to buy another boat, *Great American II*, and he and co-skipper Bill Biewenga set sail from San Francisco. During the second attempt, the front of one bow broke off shortly after the start and he was forced to return to San Francisco for repairs. Walter Greene flew out, made a new bow in 8 days and saved the race. Wilson and Biewenga arrived in Boston 69 days and 20 hours later and broke *Northern Light's* record. Over 300,000 children followed their adventure, a thousand of whom came to Boston to witness their arrival. In 2001, Wilson and

Biewenga sailed from New York to Melbourne, Australia to break the record set in 1856 by the tall ship *Mandarin* during the Australian Gold Rush.

About Great American II

GAI is a Nigel Irens design built by Mike Birch in France, with Walter Greene as senior advisor and "go to" guy. She is 43' wide and 53' long with very narrow hulls and draws 2' under the hulls or 5 1/2' under the rudder. The boat was loaded with redundant systems for the voyage: 3 Iridium telephones, an SSB radio, both an Inmarsat C and a Mini-M satellite system, 2 desalination units, 2 wind chargers, solar panels, and a 70 amp alternator run off the inboard diesel engine. Inside there is only sitting headroom, except for one spot with standing head room by the companionway next to the galley. There are 2 single bunks and a 2 burner propane stove. The boat was



Great American II leaving Hong Kong Harbor

Rich Wilson Speaks

continued from previous page

designed for a 64' rig, but the original owner, Pascal Haerold, had a 72' rig installed, and widened the boat to accommodate the increased sail area. A hard dodger, that Wilson calls the *Vista Dome*, extends back into the cockpit about 2 feet and keeps the crew "fairly dry if you duck under it in time".

Pirates

One thing people always asked about was the piracy issue. Wilson did quite a bit of research on the topic. The *Piracy Reporting Center*, headquartered in Kuala Lumpur, Malaysia, tracks piracy incidents worldwide, and tries to persuade governments to be more active in policing their countries' waters. Each week, the center publishes a Weekly Piracy Report online. Learn more at iccwbo.org/ccs/menu_imb_bureau.asp.

For 45 weeks, Wilson printed out these reports and then prepared a spreadsheet that showed where the incidents were most prevalent in the areas where he was sailing. He also consulted with two advisors, Mike Purdy from the Australian Customs bureau and Murray Listen, Chief Mate of the containership *New Zealand Pacific*. Wilson found that in Indonesia, most of the incidents are in the Straits of Malacca, which runs between the large northwestern island of Sumatra and mainland Malaysia; and in the anchorage of Jakarta, the capital at the northwestern end of the island of Java.

They advised him to avoid specific areas and if he was going through the Sunda Strait (between Java and Sumatra) at night, to sail without lights because many of the local fishermen may moonlight as pirates. Wilson asked Mike Purdy if he thought he should take a gun. Purdy's reply, "Are you trained in the natural and predictable escalation of a firefight?" convinced Wilson that firearms were not for him.

Provisions

Great American II carried 850 lbs. of food for the anticipated 75 day journey allowing for 4,500 calories per person



Tugboat, Miriam Moran, filled with well wishers, greets Great American II as she sails into New York Harbor on May 28, 2003.

per day. Most of the food was freeze dried enabling the sailors to easily prepare nutritious, tasty meals. Fresh Granny Smith apples, oranges, eggs and Mestemacher bread – all good keepers without refrigeration, rounded out the supplies and lasted the entire trip. Each day's supply was packed in plastic bags and those in turn were packaged in triple garbage bags holding a week's supply of provisions.

The Voyage

The non-stop 72-day voyage was comprised of four legs:

#1 Depart Hong Kong, sail south through the South China Sea (reefs, islands, ships, pirates, oil fields), past Vietnam, the Philippines, Malaysia, Singapore, and Indonesia, transit the 5 mile wide Sunda Strait (past volcanic Krakatoa), and enter the Indian Ocean.

#2: Sail WSW across the Indian Ocean, downwind using SE Trades; sail near Madagascar, carry the Agulhas current south toward the Cape of Good Hope; cross the current to hug South Africa before current meets west winds of South Atlantic, creating waves that break ships in half.

#3: Round the Cape of Good Hope, head NNW into the South Atlantic, hug the coast of Namibia, staying on east side of the South Atlantic High (rotates counter clockwise), catch the SE trades near the Equator; cross into the North

Atlantic Ocean.

#4: Work through the doldrums north of the equator, catch the NE trades, cross the Horse Latitudes, and head NW for New York; pass Bermuda, cross the turbulent Gulf Stream; cross the shipping lanes coming out of New York; enter New York Harbor and finish at the Statue of Liberty.

In preparation for the journey, Wilson discovered *Sea Witch* Captain Waterman's original ship's log at the Peabody Essex Museum. He made a copy of the log and tracked his progress against *Sea Witch* each day of the journey. Waterman left Hong Kong in early January, while Wilson set sail in mid-March giving him a weather disadvantage due to lighter winds at that time of year. And even though *Great American II* is a modern trimaran, she would have been dwarfed next to the 192' *Sea Witch*.

For much of the trip, *GA II* was one to three days behind *Sea Witch*. Along the way, Wilson and du Moulin endured sailing through unfriendly waters around Indonesia, a close encounter with a sea snake, frustrating calms, and wild weather in heavy seas off the Cape of Good Hope. They also witnessed the great constellations of both hemispheres, waterspouts, countless thousands of birds, and flying fish. Wilson climbed the mast for full rig inspections 7 times, making repairs as necessary. They

continued on next page

spanned 190 degrees of longitude and 75 degrees of latitude while crossing the equator twice. On May 28, 2003 *Great American II* sailed past Ambrose Light Tower off Sandy Hook at the entrance to New York Harbor, completing the journey in 72 days 21 hours 11 minutes and 38 seconds.

Interactive School Program

While breaking the record is a great accomplishment, the main focus of the voyage for Wilson was to supply educational material to over 360,000 school-children who were following the adventure of *Great American II* on a daily basis through the *sitesALIVE!* educational program at www.sitesAlive.com. Wilson wrote and transmitted a comprehensive 12-part educational series from the boat that taught students about math, science, history, language arts, and the hard lessons of life at sea.

Before and during the journey Wilson fueled his website with a wealth of information containing background material on *Sea Witch*, the China trade route and *Great American II*; medical information; detailed lists of provisions and menus; power and communications systems; nautical maps; weather info and maps; safety info; ship's logs of *Sea Witch* and *Great American II* and much more. In addition, Wilson prepared weekly essays about such topics as *Pollution*, *Ocean Wildlife*, and *Teamwork*; and numerous journals, like *Going Aloft*, *Spinnaker: A Blessing and a Curse*, and *Fred the Flying Fish*. The website also includes activities for families, teachers, and home-schooling guides, hundreds of photos, videos, quizzes – many of which Wilson and du Moulin prepared and transmitted from the boat.

An interactive forum enabled school children to submit questions to the two men; each week, one student selected by lottery was called by Wilson from his satellite phone. Wilson told the story of Caleb Stewart – a 10 year old diabetic boy from Calgary, Alberta, Canada, home-schooled by his single mom – who won the lottery one week. Wilson chatted with Caleb for 45 minutes about the journey, Caleb's diabetes and Rich's asthma, flying fish, and more. At the end

of the conversation, Caleb's mother got on the phone and told Wilson that Caleb was having so much fun with the program that they decided to change their vacation plans; Caleb had never seen the ocean so they were going to Vancouver to enable Caleb to experience it first-

hand. "That 45 minute phone call made the whole voyage worthwhile," said Wilson. "That was the whole point of what we were doing."

For more information about Rich Wilson, his voyages and programs please visit www.sitesalive.com.

Tribute to Dick Newick

Award presentation by Bill Doelger at the NEMA Annual Dinner, Feb. 7, 2004

In the history of multihull design, Arthur Piver is generally considered as a father figure of the modern multihull. Dick Newick was almost his contemporary. Where Piver was the brash revolutionary, Dick became the interpretive artist. He brought beauty and elegance to multihull design.

A Newick design has a recognizable style that more closely resembles the natural curves of a sea creature, but his designs were not just pretty boats.

The history of the single handed Trans Atlantic Race is the best demonstration of Dick's success. Held every four years, this race against the prevailing winds and currents of the North Atlantic attracts some of the finest sailors from around the world. In 1968, it was his proa design, *Cheers*, which finished third. In 1976 there were 125 starters. Because of a time penalty on the massive *Club Med*, the 31-foot Val trimaran, *Third Turtle*, finished second. Then in 1980, *Moxie* was first overall. In a sailing event so dominated by the French, an original American designer has accomplished truly remarkable feats.

A Dick Newick design represents a discipline of simplicity, a focus on reducing weight, and hulls that are skinny. When several others worked to design for the cruising sailor, Dick maintained an independent approach. It seemed he wanted efficient sailing designs before thinking about interior comfort. Over a nearly sixty year career, he has completed 132 designs.

Dick continues to design, to experiment and to innovate. He grew up in New Jersey, Oregon and California



Moxie

where as a young man he built and paddled kayaks. His professional career started in St. Croix where a boat yard he operated became the birthplace of many of his designs. He later moved to Martha's Vineyard to focus almost exclusively on marine architecture. He and his wife now live in Kittery Point, Maine. Dick has also done consulting on projects that have taken him to Africa, India and the South Seas.

I am particularly honored to make this award because my sailing career began when I went for a ride with Dick on his boat in October of 1974. That ride changed my life.

I spoke with Charles Chiodi, publisher of *Multihulls*, and asked him where he would place Dick among all of the designers he has known over the last thirty years. He said he is certainly in the top ten. If not a founding father of the modern multihull, Dick Newick is certainly a preeminent grand master.

I am truly honored to present NEMA's *Outstanding Achievement Award* to Dick Newick.

–Bill Doelger

Interview with Dick Newick

by Tom Cox

What was your first experience with a multihull?



Dick Newick

Sailing on Biscayne Bay, Florida in the early 50s with Sid Heartshorn, in a 60 foot catamaran he used as a day charter boat. He later sawed it into 4 parts and made

it 72 feet; lengthened and widened to expand the passenger carrying capacity. It seemed like it would be an interesting way to make a living, which I did later in St. Croix.

What was your first design?

My first design was a kayak at age 12. In 1956, at age 30, I found myself in St. Croix after bumming around Europe in sailboats for 2 years. My first multihull design was a 40 foot cat named *Ay-Ay* that lasted 40 years in the Caribbean day charter business, (that's equivalent to 100 years of New England yachting). I built her myself in one year, with occasional help, but mostly alone using Douglas fir framing and plywood, with some fiberglass sheathing, 10 oz. woven on the deck, and 17 oz. woven roving on the bottom.

The boat was built in Frederiksted; the hulls were built in a sugar warehouse, and then moved onto the beach for assembly. She was licensed for 20 passengers, later re-licensed for 33 by the next owner.

I ran her for 16 years, as skipper for the first 5 years. We wound up with 5 boats and 7 employees. I built three and rebuilt two, one a Tortola sloop, the other a 30 passenger motor vessel. The second boat in the fleet was the 32' trimaran *Trine*, still active in the charter trade. Most designs thereafter were trimarans, but I did do two power proas and the 40' proa *Cheers*, which placed third in the 1968 OSTAR and is now being restored in

the south of France. She has been designated a French Monument Historique.

How many designs have you produced?

Over 132 boats; about 100 have been built. 300 Tremolinos have been built to date, the most popular class.

What is your favorite design?

It depends on the application. For cruising and crossing oceans: the 60 foot *RogueWave*. For bombing around the harbor: a little 16 footer named *Rev* is now being tested; I'm looking for a builder to go into production. For racing: the 50' *Traveler*, now named *Alacrity* and owned by Rex Conn; she has a new carbon fiber wing mast and a 2,200 square foot kite on order from Kiteship. She is entered in this year's OSTAR.

What is your most recent design?

Val III is the most recent completed design, intended to be a modern Val. She sleeps one uncomfortably and is designed to be a transatlantic solo racer. There will also be a 6 passenger day sailing version. The boat is easily sailed at 20+ knots, solo. The racer has a sheltered steering station and a high power to weight ratio; the Bruce Number is 1.65.

Rev is a prototype tri, still being tweaked; she's a daysailer that may beat beach cats in winds under 5 or over 25 knots, with a lug rig, rarely seen today.

Rev is a solo boat with room for 2 people.

Do you have any other projects or commissions underway currently?

I'm finishing up a 57' proa, *Joie de Vivre*, intended for an around the world cruise by two doctors (husband and wife) who currently own the 40 foot proa *Cheers* and a 40 foot Raca trimaran. They will wind up owning 7 Newick hulls: 2 for each proa and 3 for the tri! I'm also working on a 40' cruising trimaran design, *Pacific*, intended for 1 or 2 person long distance cruising; she's also lug rigged. The original client bowed out of

the project; another client may take over the incomplete design.

What are your views on racing sponsorship?

I've never had much success or interest in getting my boats sponsored other than by individuals. Intense, expensive sponsorship can turn an enjoyable sport into just another business. The Val III is designed for a self-starter to embarrass the big boys; that can be fun! I've enjoyed the experience several times: *Ocean Surfer*, *Traveler*, and the *Vals* were all giant beaters.

I did a sail alongside the 1964 Bermuda Race aboard the 36' *Trice*, tagging along after the start (multihulls were not officially allowed in the race), and we came in 3rd across the finish line. Richard Bowmer's article in *Multihull International* magazine established that Newick designs have held the Newport to Bermuda race record for 30 years. (*Moxie*, *Naga*, and *Greenwich Propane* have all held the record during that time). The record's been beaten only recently by Steve Fossett's *Playstation*, and *Lacota*, which weren't in a race per se, and had the luxury of awaiting perfect weather for the attempt.

Do you have any favorite memories about your times building multihulls on Martha's Vineyard?

We had a happy time building the first Vals – about 7 – in Rory Nugent & Ovid Ward's shop (Daffy Duck Marine) – I pitched in from time to time. Bill Doelger and Tom Ryan were down every weekend. That was the heyday of polyester resin and fiberglass, cored with foam.

Were there any other notable characters visiting then?

Mike Birch was there part of a winter getting his *Third Turtle* ready for the '76 OSTAR in which he placed 2nd. Mike will be racing a sistership of *Great American II*

continued on page 10

Gunboat 37 Vacation

by Sydney Miller

The first Gunboat 37 was delivered by freighter from South Africa to Tampa, Florida in late December 2003. Bob Gleason and Ira Heller drove down from Massachusetts to meet the boat and ready it for a family vacation in the Florida Keys. While Ira and Bob sailed the boat to Dave Calvert's canal tie-up in Islamorada, Jane and I flew to Tampa the day after Christmas with the Gleason boys – 9-year-old Henry and 11-year-old Gordon.

From Tampa we drove the Suburban across Alligator Alley to the Keys. We saw several alligators and lots of birds, and met up with Bob and Ira late on Saturday December 27th. We sailed around in the Keys until the following

Friday, when we sailed back to Islamorada and cleaned up the boat before driving back North. During our vacation we saw lots of birds, some dolphins, lots of mangroves, and a beautiful fireworks display for New Year's Eve. We ate very well, preparing our meals on a two-burner propane cooker and a Cobb charcoal grill. The water was a beautiful green-blue, but was still slightly cold. Nonetheless, we all enjoyed swimming and snorkeling, and showered afterwards with warm water from the sun showers we carried on the nets. We relaxed on the bow nets, in a hammock, or in the main cabin – reading, writing, listening to music, flying a kite, or playing with our Gameboys (some of us).

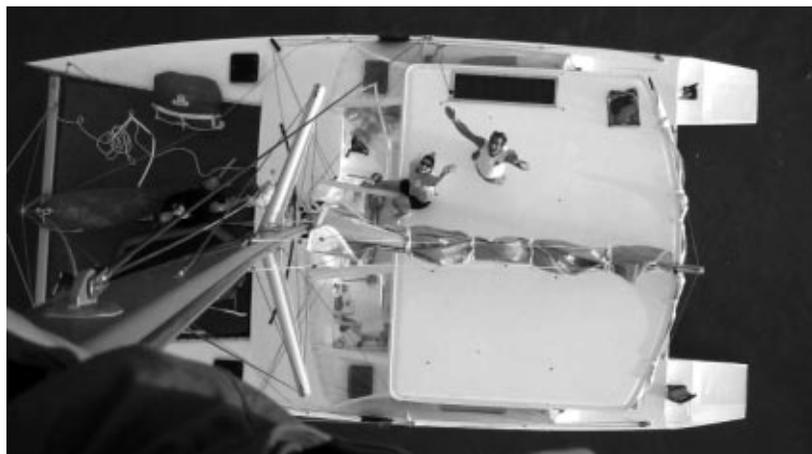
There was plenty of room on board for the six of us to spread out – with a queen-size bunk and head in the port hull, and a queen and a double bunk in the starboard hull. Large windows and generous head room make the hulls very comfortable, and the main salon is well-protected from the elements by plastic curtain walls and a huge hard-top. The boat feels very light – both in weight and sunshine – and sails very comfortably, whether people are lounging, cooking, or talking. Although our vacation was less than a week long, we all returned very relaxed and refreshed and look forward to our next cruise!

–Sydney Miller

photos by Bob Gleason and Ira Heller



Gunboat anchored at the beach



View from the Top



Henry helms with help from Jane



Ira at the helm



Relaxing on the nets



Boys on the bunk



Jane cooks dinner



Boys wash their crazy hair

Dick Newick

continued from page 7

(Rich Wilson's Nigel Irens 53 footer) in 2004. Walter Greene also got his multihull start in a Val; he bought the hulls and finished them off himself to make his early *Friends*.

Would you like to comment on your ideas for finding a new home for Moxie?

Moxie has been readied for the 2004 OSTAR, and is now in Mallorca, Spain. The owner wishes to sell her due to family problems. I'm looking at the possibility of getting a group from the Cape Ann Area to "bring her home". It just might happen that she'd come by way of Plymouth, England, and do the OSTAR, which will be finishing for the first time in Boston.

—Tom Cox/Dick Newick

Tribute to Walter Greene

continued from page 3

a daily basis, but when I want to know the real deal, I call Walter. If I give him a laminate sample, out comes the knife and the hammer, and right away he knows all about what's in it, how it went together, and if it will work.

Walter build me a boat that can sail the ocean Greene... Over the years that I've known him, all of his boats have had a superb functionality... and these aren't just bay boats, but ones many of us have crossed the ocean in. He's built 30... closer to 40 boats and he's designed and built 18 of them himself – this in itself is a great achievement. He's crossed the Atlantic 20+ times. He did SORCs when SORCs were for real sailors, not just wimps. He has also done Admirals Cups, Fast Net Races and 3 Round Briton races, one of which he invited me on in 1985 – an unforgettable experience.

He's truly one of the original thinkers. He believes there is a better shape for the wheel than round - if only he can think of it. He has not only the power to think in dimensions that are different from those the rest of us experience, but also the ability to come up with the end solution. Sometimes it's a bit frustrating to be around him when he's doing this because you're not really

OSTAR to Transat

Sailing's 'original' single-handed Trans-Atlantic ocean race has been renamed – again. Established in 1960 as the 'OSTAR' and since known by a number of variations of the word 'STAR' (Carlsberg, Europe1, Europe1NewMan STAR etc.), the single-handed transatlantic race will now officially be known as "The Transat."

This race is arguably the toughest of trans-ocean races, taking competitors nearly 3000 miles upwind across the treacherous, North Atlantic. *The Transat* will run four classes: IMOCA Open 60 monohulls, ORMA Open 60 multihulls, Class 2 Multihulls (48.1 foot to 50 foot) and Class 2 Monohulls (48.1 foot to 50 foot). OCE have chosen to keep a single start and the same course for all classes of boats. The start will be from Plymouth, England at 1400 on Monday 31 May 2004.

Newport, Rhode Island has been the finish point for every race edition since the first race in 1960 that finished in New York. However, as the level of competitor professionalism has increased, so too have the demands placed on the start and finish locations. Following a broad evaluation of alternatives, Boston has been selected as the venue that will deliver the best event for all stakeholders (sponsors, sailors, shore support and media), and be capable of receiving the fleet of potentially over 40 fifty and sixty foot race boats.

The race is the key event in both the IMOCA and ORMA class 2004 calendars. For the 60 foot monohulls it is the effective prologue to the Vendée Globe, and, for the multihulls it will be the first solo race since the storm-lashed devastation of the 2002 Route du Rhum.

The Notice of Race and Entry Form are available at www.the.transat.com.

tuned in to the same frequency. He gives new perspectives, great ideas and original thoughts. A discussion on any topic is guaranteed to be fun and enlightening.

We both worked and sailed with Ted Hood in the 70s – sometimes joining in one of the famous cruises at the New York Yacht Club. And it was always interesting to see Walter amongst the members at the bar who were wearing ties, red pants, and blue blazers.. it's hard to believe they'd been sailing. Walter feels extremely comfortable in his skin - with his glasses with the string, his crazy hair, and his clothes dappled with epoxy. It was interesting to see how many NYYC people wanted to get close to him because they knew they were going to learn something. This says a lot about Walter's character and what it means to the world of sailing.

Provisioning. I remember one Bermuda race I was sailing with Richie (Wilson) on *Curtana*, and Walter was sailing with Damion McLaughlin, and Walter's idea of provisioning was 12 Big Macs. I wondered what lunch was like on that boat on the 2nd or 3rd day – Walter coming up on deck munching a burger, saying to the crew, "Anybody want some of this?" as they were heav-

ing over the side.

He brings life and enjoyment to everyone he knows. He is the richest man I know; he's a true follower of his own dreams and has no hidden agendas. He's blatantly honest – you may not be ready to hear what he has to tell you, but it's the truth. During one transatlantic race I did with him on Ted Turner's boat in '75 when I was still young and inexperienced, we were beating into hurricane force winds and I was up on the bow doing a sail change facing mountainous waves. Walter quietly came up behind me, grabbed me with his big hand and said, "Don't worry – I got ya'." He gave us the confidence to find within our selves the ability to do our best.

Even though he's worked with many of the world's multihull luminaries such as Marc Lombard, Nigel Irens, Charlie Chapelle, and Jean-Francoise de Primereau (they all learned about building boats at Walter's yard) Walter always has time for everyone; he's extremely generous. He's been a best friend, mentor and as close as a brother can be to me. Congratulations Walter.

—Philip Steggal

2004 NEMA Membership/Rating Application

- Single Membership \$25 _____
- Family Membership \$35 _____
- Single/Racing Membership \$45* _____
- Family/Racing Membership \$55* _____
- Corporate Membership \$100 _____

* Includes Rating Fee

Name _____

Address _____

City/State/Zip _____

Phone _____ Fax _____ Email _____

Yacht Name _____ Home Port _____

Design _____

Rating Section (for Racing Membership only)

L.O.A. _____ L.W.L. _____ Beam _____

Max. Draft _____ Yr. Built _____

Sail # _____ Engine: Model & H.P. _____

Race Weight (without crew) _____ Engine: Model & H.P. _____

Rig Type _____ Mast Height (above deck) _____

Mast Type _____ Mast Area (If wing) _____

Boom Length _____ Bowsprit Length _____

Mainsail area _____ 100% Jib Area _____

Other Headsails and Areas _____

Screacher and Area _____

Spinnakers and Areas _____

Principal Helmsman, if not owner _____

I certify that the above information is correct. I understand that the New England Multihull Association Race Committee must be informed in writing of any changes to the above information and that any such change may require rating review. I agree to observe the NEMA rules of racing and to conduct myself in a manner reflecting courtesy and sportsmanship on the race course.

Date _____ Signed _____

Send completed form with check payable to NEMA to:
Ira Heller, 14 Edwin Street, Boston, MA 02124



NEW ENGLAND MULTIHULL ASSOCIATION

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First Class Mail

Does your address label have 04 in the corner? If not, then your NEMA membership has expired. Renew by April 1 and you won't miss any NEMA newsletters (renewal form on page 11)

Next NEMA Meeting
Thursday, March 11
7 pm, Savin Hill Yacht Club
Dave Culp, KiteSail
Spinnaker replacement
traction kites

(see page 2)

FOR SALE

Fontaine Pajot Tobago 35 catamaran, 1994, excellent cruising catamaran, appreciated by both genders; twin Yanmar diesels, electronics, Caribe RIB with Tohatsu 8hp on davits, refrigeration, three double berths, and many other options. \$129,000 Paul Paquin: 781-925-3069 or paul.paquin@umb.edu

Warren27 Trimaran, Zachary D. I, for sale. 29' LOA, 27' BOA, 44' mast, 1200 lbs bare. Daysailer/Racer undefeated in the 2001 racing season in NEMA North. This has been my development boat over the years and will make a fun project for someone who wants to sail really fast. \$12,000. Ted Warren: 978-744-5477 or twarren@alum.mit.edu.

Sails by Voiles Incidence (the top French loft) Mainsail: Full battened, fat head, Mylar/Kevlar Approx size: Luff 40', Foot 13 1/2-14' Currently has rope luff, could add slugs, cars, or slides. Good condition. \$1000. Screacher Package: Original dimensions: Luff 49' 7", Foot 32' 4", Leech 47" 8", 2' foot skirt, 970 square feet. Profurl drum with custom Sparcraft snap shackle and upper swivel included. Mylar with tight crossweave reinforcement. French graphics. \$500. Ted Grossbart: ted@grossbart.com.

1995 Chris White Design Discovery 20 MKII. LOA 20' LWL 19' BOA 15' 3" Draft 11" - 3' 5" Sail Area: Main 175 ft sq Sail Area: Jib 60 ft sq Weight 525 lbs. Design enhancements include a 20% increase in ama volume, carbon rig, carbon foils, tiller, etc. Sale includes: boat, sails, trailer and misc. items. Sail at the speed of beach cats in a more comfortable boat. Asking \$14,000. John Zisa: 978 745 2755 or johnzisa@comcast.net.

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