



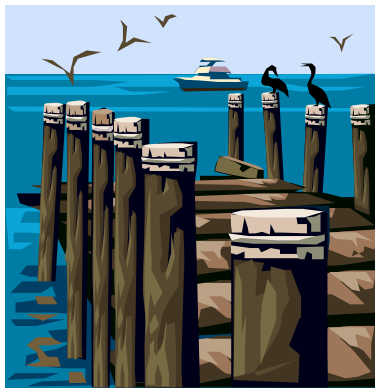
# Northwest Multihull Association Newsletter

Builders, Racers,  
and Cruisers  
since 1967

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Feb 2008

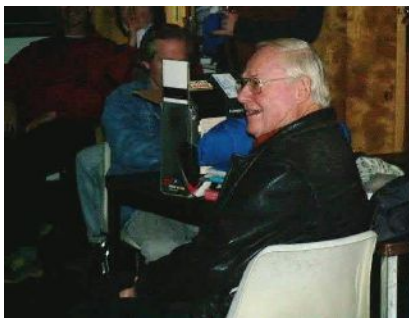
## Dock Talk and Other Scuttlebutt



Click on the dock to see the Nawiliwili Yacht club site on Kauai.

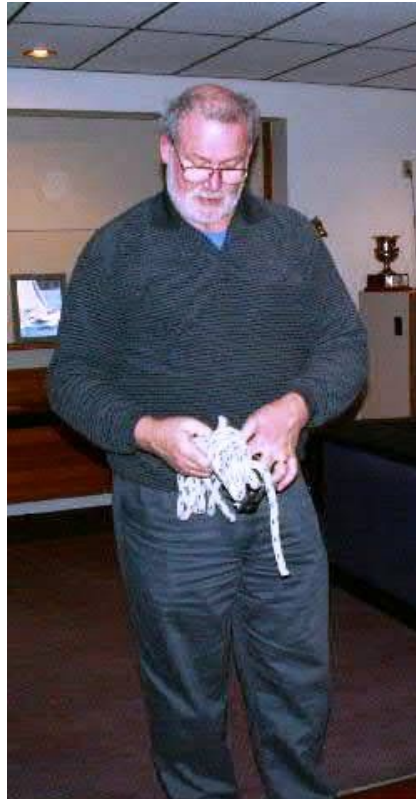
### Dock Talk Feb 2008

Wow, what an auction we had. Martyn Adams was our auctioneer and he wheedled money out of everyone. Linda Adams handled the merchandise, feeding it rapidly to Martyn and it went fast. Just about everything sold, from hardware to old sails.



Larry Christensen, the last of the big time spenders.

Our best bidders were there too. The Marken brothers, John and



Martin was a really fun auctioneer. Will, F-27 Sibling Rivalry, cheerfully bidding against each other and Larry Christenson was bidding against everyone. We think we made lots of money for the club and cleaned out a lot of peoples dock boxes, but we aren't sure. This auction went so fast that our bookkeeping fell behind and now our Treasurer, Pat Pilege is stuck with unscrambling the mess. We need to find a better way to record the sales. But we do know how to have a good time; there were many laughs and lots of fun.

Elsewhere in this rag you will find an article about John Mattheisson and Rita Kepner's new/used catamaran Sugaree Too. The have done a lot of work on this cat which was originally advertised as

## Officers

<i>Commodore</i>	<i>Kirby Jacobson</i>
<i>Vice Commodore</i>	<i>(open)</i>
<i>Rear Commodore</i>	<i>David Miller</i>
<i>Newsletter Editor</i>	<i>Kirby Jacobson</i>
<i>Secretary</i>	<i>Julia Miller</i>
<i>Treasurer</i>	<i>Pat Pielage</i>

### Appointed Officers

<i>Race Fleet Captain</i>	<i>Jude Stoller</i>
<i>Librarian</i>	<i>Mark Olsoe</i>
<i>Property</i>	<i>Diane Johnson</i>
<i>Web Curator</i>	<i>Keith Burke</i>

a Morelli Cat on Yacht World. However email was rapidly received from Gino Morelli that he had never laid eyes on this boat. The Yacht World listing was quickly changed. John bought it anyway. It is a nice cat and John and Rita are making it their own.

Your board has pulled a couple of rabbits out of the hat. Because of the lack of a Vice Commodore to arrange speakers, they have pooled their resources and come up with a couple of great speakers. (This vacancy is still open if anyone out there wants to schedule a few speakers of their own choice.) Actually they have three month scheduled now.

Feb. 15, Canadian Sigi Stierner will give a slide show and talk about building his F-33, Hi5.

March 21, Karen "Toast" Conger will present "Your Multihull Live aboard Dreams... It's Smaller Than You Think" a humorous talk on prepping for the live aboard and cruising life from someone who has been there.

April 18, Mark and Diane Olsoe will present a slide show and talk about their South Pacific Cruise aboard a chartered catamaran.

So there is something for you to do on these cold winter nights. Hang in there, summer is coming!

Ann Erickson

## Commodore's Comments

When I came to Seattle from Montana in the late 70's I was eager to get into water sports. I had some property for sale in Montana and I had the idea that I would buy a sail boat. I did the tour of the boat shows and dealers looking for something reasonable in the 35 to 40 foot range. All the time I was looking at monohulls in preparation for a world tour, I was reading about multihulls. The Observer Single Handed Transatlantic Race (OSTAR) captivated my attention and it was filled with innovation in design. Alain Colas tried to sail a 271 foot four masted schooner single handed the year a multihull from the smallest class won the race overall. A series of multihulls proved the concept and a few years later Alain Colas set a solo around the world record sailing an aluminum trimaran named Manureva. You can read about this in his book [Around the World Alone](#). He made it in 169 days. At that time the duration was not so important as climbing the Everest of simply accomplishing the circumnavigation.

Today it is not a matter of surviving but getting around as fast as

possible. Francis Joyon has just claimed the new record at 57 days on the trimaran IDEC. Manureva was modified to prevent pitchpoling while surfing big waves. The primary concern was completing the journey. IDEC was designed to pierce the waves. Maximum speed is now the concern. Where Colas had to rely on visible weather patterns, Joyon had a personal weatherman communicating by internet.

We are in the extraordinary place of designing boats that are meant to not only surf waves but surf weather fronts. There is even talk of newer boats surfing the leading edge of one depression then leaping forward to surf the next depression.

I wrote the paragraph above a couple of days ago. Right now, the 105 foot Groupama trimaran is in the Indian Ocean, working ahead of one front in order to catch the next one. This is surfing on a grand scale.



Groupama 3

As I look at these huge boats it is too distant for me to reach. These are multimillion dollar billboards that I may never see in my life.

Perhaps it is time to challenge the records with boats we can relate to. A great example of that came last summer. A team with a Seacart 30 was advertising for someone to help fund a record attempt on the Atlantic for a 30 foot boat. Here is the ad:

An advertisement for the 'AT Challenge'. At the top, a map shows a route from the Atlantic coast of North America to the Atlantic coast of Europe. Below the map, there are two photos of sailboats on the water. Text on the ad includes: 'THE AT CHALLENGE IS TO ESTABLISH A NEW TRANSLANTIC SPEED RECORD FOR A 30 FOOTER PLUS SET AN OFFICIAL 24 HOUR ENDURANCE RECORD FOR BOATS UP TO 30 FEET. CHARTER (INCLUDES FUEL) STARTING 23-26 NOV 2007. 2 PROFS ONLY CREW AND YOU 3 INTERESTING THIRTEEN DAYS PLUS 12-14 GREAT SAILING DAYS.' At the bottom, it says 'THIS IS AN INVITATION to become a part of a truly unprecedented transatlantic challenge. We want you to help us set a new record for a 30-foot monohull sailboat. You will help us in the pursuit of a new record. When we set a new record, you will have the chance to sail from the west coast of the United States to Europe. We will use a modern 30-foot monohull sailboat. The race will be the fastest and most exciting in the world. If you have any questions, please contact us at: Seacart.com. The program is free and the only way to get more information is to go to: Seacart.com. Welcome aboard!' and 'Cathy Haines, Founder of the Seacart 30 Club'. The bottom right corner has the text 'For more information call 800-938-8888 or visit us at Seacart.com'.

Now we are talking. Perhaps we will have a new generation of 30 and 40 foot multihulls that are ready to follow the track of the big boys while setting their own records.

If you are interested, a very fast Farrier F35C is ready to roll with your name on it. Well, for now it is called Blue Moon.



Blue Moon, the first all carbon F35C with foils and a 50 foot mast.

Kirby

**Out of sight, out of mind**  
 The continent-sized vortex of plastic waste blighting the Pacific

Source: Greenpeace  
 Graphic: John Papastian, John Bradley

This problem requires international cooperation.

## The Environment

### Would You Like Paper or Plastic?

About ten years ago I first heard of the world's greatest collection of plastic, the North Pacific gyre. The currents in the Pacific form two very large and slow whirlpools. One is between San Diego and Hawaii and the other is between Hawaii and Japan. When I first heard of them they were "bigger than Texas". Now they are described as bigger than a continent.

At that time I thought it would be a great idea to repurpose some trawlers or purse seiners and scoop plastic. The sheer size and depth of the problem calls for more than I can imagine.

This excerpt from an article in [The Independent](#) gives you an idea of the size of the problem.

Charles Moore, an American oceanographer who discovered the "Great Pacific Garbage Patch" or "trash vortex", believes that about 100 million tons of flotsam are circulating in the region. Marcus Eriksen, a research director of the US-based Algalita Marine Research Foundation, which Mr Moore founded, said yesterday: "The original idea that people had was that it was an island of plastic garbage that you could almost walk on. It is not quite like that. It is almost like a plastic soup. It is endless for an area that is maybe twice the size as continental United States."

Curtis Ebbesmeyer, an oceanographer and leading authority on flotsam, has tracked the build-up

of plastics in the seas for more than 15 years and compares the trash vortex to a living entity: "It moves around like a big animal without a leash." When that animal comes close to land, as it does at the Hawaiian archipelago, the results are dramatic. "The garbage patch barfs, and you get a beach covered with this confetti of plastic," he added.

The "soup" is actually two linked areas, either side of the islands of Hawaii, known as the Western and Eastern Pacific Garbage Patches. About one-fifth of the junk – which includes everything from footballs and kayaks to Lego blocks and carrier bags – is thrown off ships or oil platforms. The rest comes from land.

Next time you have the choice of donating to this floating legacy you know what to do.

Here is a [Wikipedia article](#) on the problem. Here is a [video](#) that shows how the smaller particles are mistaken for food by animals.

Kirby

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## Boat of the Month

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### Sugaree Too



After bringing the Minx over from Seattle we sailed around Port Townsend Bay and Kilisut Harbor a bit before building a beach dolly and winching her out for the first of many upgrades. She's now got mini beaching keels with the carbon fiber daggerboard still in the stbd. hull ala Mainecat 30, new carbon fiber/foam spade rudders, sugar scoops on the sterns which lengthened her to 35'2", and of course our signature Chinese Red Sugaree paint job in Interlux Perfection.



Future upgrades will include a completely new deck profile and interior arrangement with 6' of headroom where needed and of course a new sail plan. We are still debating whether or not to put a salon on her or go with more of a flush deck profile. The bedroom door is filling up with lots of John's idea provoking drawings to consider. Our plan is to relaunch in May, sail her this summer, then take her out of the water again in October for the next phase of turning her into a practical northwest cruiser for our retirement years.

All the best to the Northwest Multihullers everywhere!

John Matthiesen (Commodore '78) and Rita Kepner (Commodore '74)





## Classified Advertising



### Discovery 20

1986 Chris White designed Discovery 20 trimaran. 20 ft. LOD, 15 ft. beam folded out, 1 ft. draft with dagger board and rudder raised. 4ft. with boards down. 725lbs. total with the modified hard dodger (625 with it removed for racing) The lexan enclosed dodger allows luxurious beach cruising with berths for two and a view! the cockpit/cabin is 7ft. x 7ft. She easily does 12 to 16 kts. I've been told these boats have touched 20 kts. She has a galvanized trailer (The amas fold up for trailering), rotating full batten main, roller-furling jib, a brand new asymmetrical chute with bowsprit, and radial head chute. She's built of double diagonal red cedar, epoxy and glass. She has twice before and will again be on display this Sept. at the Port Townsend Wooden Boat festival. Come see her and say, "Hi" ! Lots of gorgeous boats to see and quite a party in town, Sept 7-9th. Her name is "Starship" Asking \$12,000 She's also is displayed and described on yachtworld.com.

**Kirk Gresham (360) 379-5624 (eves) or(360)379-0911 (days)**

### 2003 Cross Trimaran 28'4"

( Vancouver B.C.)

- Furlex Reefing(2007)
- Honda Powerthrust 9.9- 4 stroke
- 2 deep cycle golf cart batteries
- propane stove, 2 sinks
- 3 berths
- pump out toilet & holding tank
- Digital speed/depth/log
- many extras
- bottom painted Aug 2007

excellent condition, turnkey Asking \$54,900 Canadian OBO

(604) 921 5430 or (604)889 5834 email: moonbirds\_2003@hotmail.com



**Members get free Ads!**

Fee to non-members is \$10 per ad. One-time set up fee of \$10 for a classified ad for both members and non-members. An ad can include a photo.

Commercial Advertising rate is \$90 per full page per issue. Partial pages and annual commitments are prorated. Fee is due and payable when copy is submitted.

**Membership Information and Application**

The small print!!

\*NWMA meets ten times a year, Sept. through June. Summer brings rendezvous and other fun.

\*Membership benefits include discounts of up to 40% at some suppliers, use of club library, the newsletter, rendezvous, free classified ads in this newsletter, fascinating monthly meetings and access to a group of interesting and experienced multihull builders and sailors.

\*Regular club membership cost is \$60 per year (Sept. through Aug.).

\*First time members pay only \$30 for the first year!

\*A subscription is included with NWMA membership.

**Membership Application**

Cut this out, fill it out, and mail with your check to NWMA, 2442 NW Market St., PMB 513, Seattle, WA 98107

Name(s) \_\_\_\_\_

Mailing address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone \_\_\_\_\_ or \_\_\_\_\_

Boat Name \_\_\_\_\_ Make/ Mfg \_\_\_\_\_

Boat Type \_\_\_\_\_ Length \_\_\_\_\_ Beam \_\_\_\_\_

Boat Location \_\_\_\_\_ Sail # \_\_\_\_\_ Rating \_\_\_\_\_

E-mail address \_\_\_\_\_

Please circle interests:

Cruising, Racing, Design/Building, Sailing Skills, Rendezvous, Boat show/Promotion, Opening Day, Repairs, Crew, Crew Needed

New Member? Yes No

Where did you hear about NWMA?

Should we withhold your telephone and/or address from the club roster?

Yes No

This information is for club use only, and is not sold or distributed in any way

**About Us**

NWMA meets the third Friday of every month, September through June. Doors open at 6:00 pm for an informal no host dinner, usually pizza., socializing and sea stories. The business meeting runs from 7 to 7:45, there is a 15 minute break, followed by the program at 8 pm.

All are welcome, please join us!