



# Northwest Multihull Association Newsletter

Builders - Racers  
Cruisers  
Since 1967  
Vol. 38, No. 9

November, 2005

## It's Election Time



It is time to start thinking about next year. We need a new officers and a new calendar of events. Here is where you come in. We need volunteers and suggestions for events.

We have a full slate of officers, but nominations are still open. More is better in this case. Elections will be held at the December meeting with the new officers taking charge of their positions in January. If there is a job you feel you would like to do, speak up. While there is great value in having continuing active officers, we also need fresh ideas and energy. If there is an area you feel needs attention, we would create an appointive position for you to work from. Don't be shy. Support your club.

Next year's calendar needs attention too. Feedback from members about past events and suggestions for new events is very important. We want to meet the needs and interests of members, but we have to know what those are in order to facilitate them. Talk to us. Tell us what you would like to see in the coming year. Come to the meeting and VOTE!

## Happy Turkey Day!!



### Dues Notices Have Been Mailed

Thanks to all who have already paid for their promptness and support. Your dues keeps the rent paid and helps the Multihull cause around the Sound. We work hard at providing a helpful, fun venue for everyone with an interest in Multihull sailing and your support is what makes it possible.

Please let us know about any address, phone or email changes so that we can keep in touch with you.

### 2006 PROPOSED SLATE OF OFFICERS

Commodore - Jim Thompson  
Rear Commodore - Wayne Erickson, Incumbent  
Vice Commodore - David Miller  
Newsletter Editor - Kirby Jacobson  
Secretary - Julia Miller  
Treasurer - Pat Pielage, Incumbent

#### Appointed Officers

Fleet Captain - Marytn Adams  
Librarian - Mark Olsoe  
Property - Diane Johnson  
Web Curator - Keith Burke  
Historians - Neil and Marty Bryant

## Inside

Commodore's Comments	2
Calendar	3
Dock Talk	
Multihull Cup	4
Grand Prix Report	5
Classifieds	6
Membership Info	7



## Commodores Comments

Hey There,

Mike the Commodore here. I'm just getting back from Grand Prix and trying to get everything together to go crew for Martyn and Linda on Cuttlefish for around the Round the County Race, so racing season has definitely returned to the Northwest. Hopefully others will describe the fun we had at Grand Prix.

Speaking of racing, I cannot let pass without comment the fact that two of the best known multi-hulls in our area may soon be leaving the fleet. Dragonfly, Pat McGarry's amazing formula 40 catamaran with the dragon graphics is up for sale. We all know the boat as the fastest boat on Puget Sound and I believe it holds most of the elapsed time course records. But I can think of no other single boat and crew that have done as much to further multihull sailing in our area. Pat is the perfect gentleman and handles the boat with amazing skill. The same is true of his long time crew; they are a great group of people that freely go out of their way to help others in the fleet. From the stories they tell you definitely get the feeling they have a good time sailing fast. Off the course they have been great ambassadors for our style of sailing. In my mind the great reception we get at races like Swiftsure is due to the great way Pat and crew have handled themselves. It seems at every dock they tie up to the kids all know the boat, it is a really fun thing to watch. Of course they

will always be the ones known for turning Swiftsure into a day race, like Pat says; Dragonfly does not like to stay out after dark. But we have all benefited from their approach and success, they made our sport better and shown us all the way to success. Hopefully the future will find them still out playing with the rest of us, just in a different boat. I think I speak for most of us when I say well done guys and a heart felt thank you.

The other boat that is up for sale and may be leaving is the infamous Cheekee Monkee, what a great name for a boat. We all know the boat as the most tricked out F-31 in existence, the smallest ORMA 60 on the west coast. Kim Alfred's and his long time crew have won just about everything you can win in a trailerable multihull and done it with great style and professionalism. The neat thing for the techies in us is how they have continued to refine the boat improving its performance each year. I believe the boat started out as a stock fixed rig F-31 and in that configuration won the Farrier National Championship. Of course now it has a rotating, canting rig, lifting foils, stern extension, and water ballast, racing interior and other cool modifications. What will winter be like without the rumors about Cheekee being seen at CSR with fiberglass dust in the air? Kim and his crew, just like the Dragonfly crew, freely go out of their way to help the rest of us in the fleet, they too are a great bunch of folks who also seem to really have fun sailing together. You can not understate the importance of having the ex-



*Commodore and race ready skipper, Mike Wright*

perienced crews show the less experienced ones the ropes. They have shown all of us what a professional program looks like and are a lot of fun to hang out with. I doubt we have seen the last of them as the rumors (always the rumors with Cheekee) are swirling, whatever they end up in, I'm sure it will be high tech and fast.

Lastly I want to point out that the club has been approached by US Sailing to inquire about our interest in an offshore national multihull championship, similar to the beach cat Alter Cup. This is a great opportunity for us to further our sport on a national level. I have responded that we would do whatever we can to help support the concept. One idea is for Grand Prix to become the qualifier for the NW. I will keep everyone informed and to how it progresses.

Enough for now, I need to pack for Round the County, as always, sail fast but sail safe.

Mike

F-25A Scooter



# 2005 Calendar

e11/18	<b>NWMA Meeting, 7 pm—It seems that as soon as you get a boat there are a lot of people interested in a ride. This presentation will help you make their first sail with you a success. From boat eitquette to suggestions on how to pursue thier interest in sailing, this presentation will provide a good starter kit.Lonnie Butler Membership chair</b>
12/03	<i>TYC Winter Vashon</i>
12/16	<b>NWMA Meeting, 7 pm —Holiday Potluck, bring a dish to share, a plate and silverware and join your friends for dinner. The club will provide punch.</b>

The calendar is growing short. It is time to start thinking about next year. We would like to hear what you enjoyed this year and what you would like to do next year. Send email or speak to any officer.

## Dock Talk and Other Scuttlebutt

By Ann Erickson



**OK, the rumors have ended. Cheekee Monkee has always been a virtual rumor mill. They are doing this, they are doing that, they are going here or there. The latest is that Cheekee is for sale and will be put up on eBay at the stroke of midnight new years eve. Well, it is rumor no more. With the kind of style we are used to from the Monkee, there is a full color, large ad in Multihulls Magazine with the headline, “You Can Own the Monkee”. It say that it will be on eBay on new years. That will be a fun one to watch.**

**Cheekee Monkee.com is a great website, by the way. Someone told us there were good pictures of the Cow Bay Regatta there. When we checked it out, we found 268 pictures, far more than any of the professional photo sites have. Leave it to Cheekee to do that. Hope no one buys it because we will miss it so much.**

**Last meeting was terrific with Pat McGarry giving a fascinating presentation about the glorious F-40 Dragonfly. He had the whole history and many stories of their adventures together. A surprise guest was Dragonfly’s designer Scott Jutson. He was in Australia when he did Dragonfly, but has since relocated to BC. Practically a neighbor. He had interesting stories to tell too and was excited about how well his design has done.**

**Another surprise guest at the last meeting was Chuck Raddon, skipper of F-24 Syringa. He is the one who retraced the Lewis and Clark gang down the Columbia River, complete with groundings! Chuck is one of our out of town members. He lives in Orfinio, ID, so he doesn’t make meetings often. It was a treat to hear from him.**

**Whoopee, Christmas is coming! Next meeting will be a party! Our holiday potluck is always a fine time. Bring a plate, a fork and a dish to share and join the fun. We will be looking forward to seeing you.**



## Racing Log

# Dragonfly Wins Multihull Cup



*Pat McGarry and his fast cat Dragonfly have added yet another trophy to their big pile of hardware.*

## 2005 Cup Results and Summary

*By Jim Thompson*

Well it has been a good season. The overall season winner was up in the air until the final race, Grand Prix.

Of the 10 races that make up the Multihull Cup for 2005 we averaged 7 boats on the starting line. For the 19 races that I tracked we had an average of just fewer than 6 boats. During the season 19 different boats made it out to the starting line at least once.

Here is what everyone wants to know. Drum roll please. In 3<sup>rd</sup> overall was Scooter. 2<sup>nd</sup> overall went to Cuttlefish and the trophy goes to Pat McGarry and crew of Dragonfly. Congratulations.

Keith will be posting the complete standings to the web site in the near future. In the next week I will be sending out some stuff for the 2006 Multihull Cup. I do plan to keep Winter Vashon as the 1<sup>st</sup> race. This race will be the 3<sup>rd</sup> of December. DangerZone will be back out in force for 2006 and plans to take on all challengers to win the cup back.

## Plans for Next Season's Multihull Cup

*By Jim Thompson*

I am considering the following changes in the Multihull Cup structure:

1<sup>st</sup> I would like to drop PSSC and add Swiftsure. There were 3 boats at PSSC this year while there were 14 at Swiftsure. This also gives the northern boats more races.

2<sup>nd</sup> Change from a low point system to a high point system. By this I mean 1<sup>st</sup> place gets the number of points equal to the number of boats in the race, 2<sup>nd</sup> one less than the number of boats and so on. This rewards boats that do well in regattas with lots of boats.

3<sup>rd</sup> Count each boat's 7 best races out of the 10 races to determine the overall winner. Let me know what you think and any other changes you may have.

This is being discussed on the club list server, chime in with your two cents worth. Or come to the meeting this Friday and talk to us!

***Remember the battle for the 2006 cup begins 3 December with Winter Vashon.***



## Grand Prix 2005 Results

- 1st, Makika, F25C, Jude Stoller  
 2nd, Cheekee Monkee, F-31, Kim Alfreds  
 3rd, Scooter, F-25A, Mike Wright  
 4th, Dragonfly, Formula 40, Pat McGarry  
 5th, Cuttlefish F-27, Martyn Adams  
 6th, Blue Lightening, F-9AR, Mark Gumley  
 7th, Freda Mae, F=31R, Vince DePillis

### The View From Scooter

By Mike Wright

Friday, no way we are going out in that. We stay on the dock and watch the carnage from the warmth of the truck. West Point had 31 gusting to 33 at the start. It was definitely a sail makers dream/nightmare kind of day.

Saturday, good rain gear is worth the money. My Kokatat gortex drysuit worked great! Jim Thompson and Les Valsquire were on board. Nice 8-14 knot wind, not a lot of waves, two laps races, windward leeward, monos everywhere, Cheekee Monkee, Makika and Dragonfly showing us the way around the course. Close racing with Cuttlefish, no real trauma other than dodging lots of monos.

Sunday, sun and light wind building to low 20s. Four hours of one on one racing with Cuttlefish, trying to predict gybes and tacks on when Martyn got up off the float. Only real trauma was shrimping the spinnaker, boy that really slows the boat down, one minute doing 15 knots, next 1. Fortunately no damage to the sail and Jim and I worked on getting it all sorted and re-rigged on the two hour beat back to West Point.

In the end Makika corrected to first and took first overall for the regatta. Cheekee Monkee was second and Scooter slipped into third mainly due to the unique scoring system used by SYC. Turns out, DNC were scored 1 plus number of finishers as opposed to 1 plus number of competitors so by not sailing on Friday we took a 5 as opposed to a 9. Dragonfly was fourth and Cuttlefish 5th, Blue Lighting (Mark Gumley with his kids as crew) took 6th.

Hats off to Jude for a great regatta, they sailed very well and deserved the win. They seem to have really dialed the boat in. As always it is a treat to get to race against Cheekee Monkee and Dragonfly, both will be missed when they are sold are gone. The one on one racing with Cuttlefish remains the highlight, on Sunday I think we exchanged the lead 3-4 times. Freda Mae looks very fast with its new lighter crew.



Mark Gumley and crew on Blue Lightening, scrambling at the mark.

### Grand Prix 2005

## Remarks from the Winner

By Jude Stoller

Friday was rainy with a solid 30 knots of wind and some gusts to 40 (some boats reported gusts to 45+, but the highest 5 second sustained gust at the West Point station was 40). Before the start, we saw Coruba blow out her mainsail (\$\$\$\$) and several boats head back to Shilshole (including Dragonfly). When it came time for our start, only Cheekee Monkee and Cuttlefish were with us on the line.

After the start, we saw Blue Lightning under sail heading to the line. We were skeptical that they would make it before the 5 minute time limit but apparently they just squeaked across. We sailed most of the first beat with just a double reefed main. As we got close to West Point, the wind abated a little and we raised the jib. Cheekee Monkee sailed the upwind legs with a double reefed main and storm jib. They unfurled a small screacher off the wind. We sailed downwind with just the double reefed main and jib. Every time the wind let up a little we would start talking about hoisting the spinnaker (we even had Dave at the mast on the halyard once), but we wimped out and stayed with the jib. It sure would have been an exciting ride with the spinnaker up. Dark Star (Jonathon McKee's Riptide 44) FLEW by us under reefed main, jib and spinnaker. I heard a report that she hit 23 knots! I think that was the fastest I've ever seen a monohull go.

Saturday was rainy and cold, but at least there was wind (10-17 knot southerly). The easterly wind made it hard for the Race Committee to set up a good course. In the first race, the pin end of the starting line was so favored you could barely get across on starboard, and you could almost lay the weather mark on 1 tack. I saw a lot of cold people, and I don't think too many boats were disappointed when they called it a day early (2pm).

Sunday was a beautiful day. Sunny, and a nice south wind that ranged from 8 to 22 knots. Doesn't get much better than this in November. It was great to see all 8 boats on the starting line. We had a little excitement rounding the 2nd weather mark at West Point. A photo boat was trying to get shots of Dark Star (right behind us), and was directly in our path as we were bearing away around the mark in 20 knots of breeze. It was like the driver didn't even see us. We wound up having to stop our hoist sequence, luff up hard to avoid hitting him, and sit there stopped waiting for him to get out of the way. Not fun in those conditions with big monohull flying in from behind.



## Classified Ads

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Betamalecon@yahoo.com

#### NWMA OnLine

- Go to [www.nwmultihull.org](http://www.nwmultihull.org)
- You can get the latest news, calendar dates and classified ads.
- Sign up for the club list server to keep up and speak up with other members. Click on discussion on the home page.
- This newsletter is online in living color!

### Advertising Rates: A Member Benefit

Members may run classified ads at no charge! What have you got that you would like to move to a new home?

Fee to non-members if \$10 per insertion. There is a one-time set-up fee of \$10 to include a Photo with a classified ad for both members and non-members.

Commercial advertising is accepted at a rate of \$90 per full page per issue, prorated favorably for partial pages and for annual commitments. Fee is due and payable when copy is submitted



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## 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!

**Mailing Address**  
 2442 NW Market, PMB #513  
 Seattle, WA 98122  
**Meeting Address:**  
 Corinthian Yacht Club at Leschi  
 106 Lakeside Avenue  
 Seattle, WA 98122  
**Website:** <http://www.nwmultihull.org>

## 2005 Elected Officers:

Commodore	Mike Wright
Rear Commodore	Wayne Erickson
Vice Commodore	Kirby Jacobson
Secretary	Robin Jacobson
Treasurer	Pat Pilage
Newsletter	Ann Erickson and David Miller

## 2005 Appointed Officers:

Race Fleet Capts	Pat McGarry and Jim Thompson
Librarian	Mark Olsoe
Property	Diane Johnson
Publicity	Diane Johnson
Web Curator	Keith Burke
Historians	Neil and Marty Bryant

## 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!

\*Non-members who live outside Western Washington may receive the newsletter for \$15 per year (domestic and \$20 foreign).

\*A subscription is included with NWMA membership.



Contributions to our newsletter and website are always welcome. Submit articles or pictures to editor Ann Erickson at [ann@multihullsnorthwest.com](mailto:ann@multihullsnorthwest.com) or Webcurator Keith Burke at [nwma@nwmultihull.org](mailto:nwma@nwmultihull.org)

### 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/Promos Opening Day Repairs Crew Crew Needed

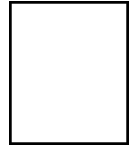
New Member? Yes No Where did you hear about NWMA?

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



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2442 NW Market St., PMB 513  
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This newsletter is on the web, now in  
living color!

[nwmultihull.org](http://nwmultihull.org)

## Next Meeting

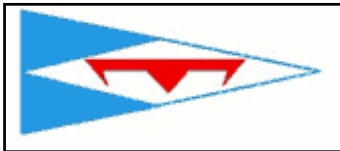
Friday, November 18

7 pm, CYC Club Room at Leschi.

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Presented by the Belevue Power  
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Northwest  
Multihull  
Association  
Newsletter

November, 2005  
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### Inside

Cruising Stories  
Racing Log  
Swiftsure Trophy



**Cheekee Monkee is still actively campaigning in the race fleet, but she is for sale and in a most unusual way. See the details in Dock Talk, page 3.**