



# Northwest Multihull Association Newsletter

Builders - Racers  
Cruisers  
Since 1967  
Vol. 38, No. 8

October, 2005

## US Wins Multihull Team Event at Swiftsure 2005

This is a friendly competition between US and Canadian boats in Royal Victoria Yacht Club's Swiftsure competition and this year the US team brought home the trophy.

The Past Commodore's Trophy is awarded to the team which wins the Cape Flattery Race. Participating boats were Cuttlefish, Makika, Rosinante, Cheekee Monkee, Optimus and Optimus Prime. All these boats have their names on the trophy.

There is a permanent trophy on display at Royal Vic which will have all names engraved on it. They graciously sent along a "keeper" trophy which we were able to present and will be on display in our meeting room. The permanent trophy will be presented on the Friday preceding next year's Swiftsure International Yacht Race.

Royal Victoria Yacht Club sent this trophy along with these kind words, "Congratulations on your first place finish in the Cape Flattery Race—Multihulls Team event in Swiftsure 2005. Your skill and determination are admirable. We are happy to present you with this carving and hope that you have a sage and successful year."

Our congratulations to all the skippers and crews who took on the challenge of participating in this prestigious international racing event.



This carving with all participating boats names will hang in our meeting room for all to see.



These beaming sailors all participated in Swiftsure 2005 and were in attendance at our last meeting to receive the Past Commodore's Trophy from Royal Victoria Yacht Club. From port to starboard: David Miller, Martyn and Linda Adams, Pat McGarry, Mike Wright, Kirby Jacobson, Wayne Erickson and George Leffler.

## Inside

Commodore's Comments	2
Calendar	3
Rendezvous Re- ports	4
Cruising Log Danger Zone in the San Juans	5
The Fate of Sugaree	6
Classifieds	7
Membership Info	8



# Commodores Comments

Hey There,

Mike the commodore here. I just got back from the PHRF-NW handicappers meeting in Victoria where we spent a lot of time talking about sailing but did not actually do any. Coming back across the straits on the Coho ferry on a moonless night had me wishing we were sailing home instead of driving. Something about sailing at night is pretty cool. Oh well, maybe next time.

OK all the cruisers skip down a few paragraphs as I ramble on about what is going on racing side. As most of you know, Martyn, Geo, and I along with Andy Robinson from BC have taken over the responsibilities for handicapping the multihull fleet. The meeting in Victoria was a handicapper's council meeting where it was made official that we would be the handicappers and that we would be recognized as a sub-council responsible for all multihulls in PHRF-NW. A long way of saying that for the immediate future only multihulls sailors will rate multihull boats. It also creates the mechanism to have multiple handicappers from around PHRF-NW working as a group as opposed to a single individual. Hopefully this will spread the work load (and blame!). Now the real fun begins.

At the meeting the chief handicapper, Arden Newbrook, made it clear we are now part of the council and would be treated just like all the other sailors who volunteer their time to this group. For those of us who have been around multihull racing for awhile, being accepted on this level is an important step. Now we need to do our part to help make PHRF-NW successful. Arden wasted no time in assigning us the task to come up with a new version of our handicap rule to be

published in the annual handbook. To help us along he provided his own draft as a starting point, quickly pointing out that he was not an expert on our boats but that he felt it was always easier to start from a draft as opposed to a blank piece of paper. I agree with this and while the time line might be challenging, I'm all for getting on with it.

Some may ask why we need to rewrite the PHRF-NW handicap section for multihulls, after all Marcus Walkinsaw put in a lot of effort to come up with the multihull section several years ago when he was the handicapper. The problem we have though is the current handicaps have been developed on observed performance and what is in the handbook has been ignored. It is not good to have written rules if they are not followed, and as racers you want to know how your handicap is derived. The process needs to be both flexible (as it has been in the past) and transparent. I think we have a group that is up to the task and we will most likely reach out to others in the club to help with the process.

As part of the council we also participated in discussions on rules and rating appeals. We were able to bring the multihull perspective to the discussions and explain how our boats are different. We tend to forget that not all sailors understand the unique performance characteristics of our boats, both good and bad. Anyway I am glad we have a seat at the table and an opportunity to show we can contribute in a positive way, now we need to follow through.

Now back to sailing. For those who missed it, the Northwest Harvest Race (more of an event than race) was a great way to help the community and get a little sailing in.



*Commodore and hard driving skipper,  
Mike Wright*

Over 6 tons of food was collected (the entry fee included the requirement of 1 lb for each foot of waterline) and donated to Northwest Harvest by the Seattle Singles Sailing Club. Maybe next year we should set the goal of 1 lb per foot per hull to show our enthusiasm for this worthy cause. The sailing was a hoot as there was sun and wind (after a short delay). I had a great time driving the boat (I usually do the bow) and telling (asking?) the crew what to do. Screecher up, jib down, jib up screecher down, god I hate the screecher, lard to leeward, Todd move forward, and on and on. Good thing it was a short race or this could all go to my head. As always the trading of stories before and after with the other sailors was the best part. I skipped the dinner and dance but understand it was a lot of fun too. Definitely put this on your list of events for next year.

Hope to see everyone at the meeting, it's nomination time, so if you don't want to get nominated the best strategy is to attend. As always, sail fast but sail safe.

Mike

F-25A Scooter



# 2005 Calendar

10/15	CYC PSSC
10/21	NWMA Meeting 7 pm— Speaker, Pat McGarry, history of Formula 40, Dragonfly
11/4/5/6	SYC Grand Prix
11/18	NWMA Meeting, 7 pm—TBA
12/03	TYC Winter Vashon
12/16	NWMA Meeting, 7 pm —Holiday Potluck, bring a dish to share, a plate and silverware and join your friends for dinner.

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



We have had quite a flurry of news from past members.

On page six you can read about the fate of Sugaree, a Cross tri built here in the 70's by members Rita Kepner and John Matthiesen. They were very active, finished their boat and cruised it successfully. Rita was the first lady commodore of NWMA and has been active working for FEMA doing rescue work. She went back to school for a masters some years ago and now has gone back again. She is enrolled at WSU in the Edward R. Murrow School of Communications to earn a PHD, and she has a full scholarship! Nice going Rita. They have just purchased a fast catamaran and plan to join us again. John says he will be at our November meeting. Looking forward to seeing him.

We also have heard from Larry Newton who began building a Crowther 28 many years ago. It is to be launched soon! He feels he probably holds the record for taking the longest time to finish a boat. I believe he started in the 70's, but life got in the way and he didn't work on it for a long time. However, he went back to it and it will soon be sailing Puget Sound. Larry lives in Bremerton and has had his boat at Olympic Boatworks in Port Townsend. He will be at the October meeting. Be sure to say hello to him.

Now if we could just scare up a few more of these classic members it would be a great boon to our club. Where is Larry Christianson, Harry Abbott and some of the others?

Here is another story about a most unusual use of a trimaran. Perhaps you have seen the story in 48 North in August, "Looking for Lewis and Clark on the Lower Columbia". Chuck Raddon, a club member and a Lewis and Clark buff, recreated their route down the Columbia river in his F-24, Syringa. This is the same boat that the guy who circumnavigated the earth at the equator, using a Corsair for the water parts, sailed across the Bering Straits and back. This is a well traveled boat. Chuck put in at the places Lewis and Clark stopped and got stuck on some of the same sandbars. The article is a great read.

Commodore Mike's column had exciting news about PHRF accepting our offer to handicap our own boats. We have come a long way from the time that Multihulls weren't allowed to race at all. Our club is working right. It is that time of year to think about paying due and maybe stepping up to be an officer. It's you members that make this club successful. Thanks for your contributions. We look forward to working with you all in the coming year.



## Racing Log

# NW Harvest Benefit Race and Foulweather Bluff Results

Congratulations to our club racers for their victory as the US Team at Swiftsure. Full details are on page one. Two other races have been run in the last month and the results are below. Coming up next month are: October 15 & 16, CYC's Puget Sound Sailing Championship and on November 4th and 5th, Seattle Yacht Club's Grand Prix. By the time you read this PSSC will be over and there will be stories about it at the next meeting. More than \$6000 in food and money was raised at the Northwest Harvest Benefit race.

### Foulweather Bluff, October 1

1st F-28 Freda Mae, skipper Wayne Erickson  
 2nd F40 Dragonfly, skipper Pat McGarry  
 DNF F27 Danger Zone  
 DNF F-33 Dangereaux

### Northwest Harvest Race, September 24

1st F-27 Dangerzone  
 2nd F25A Scooter  
 3rd F-27 Cuttlefish  
 4th F-27 Sibling Rivalry  
 5th Nacra 5.8 No Overlap  
 6th F-33 Dangereaux  
 7th F-31 Freda Mae

## Cruising Log

# Equinox Picnic, September 22

Hope we didn't miss any of you. We changed our mind about 10 times as to what to do on the Equinox. A picnic was scheduled, but we thought the park would be too crowded as it is a big event there. So we thought we would sail to Pt Madison, but we decided it would be too dark and cold for an evening event. Happily, we ended up at the Millers house for a potluck. Everyone brought their picnic food and we enjoyed companionship and boat talk with the hospitality of Julia and David Miller. Thanks so much for having this crowd of fair weather sailors.

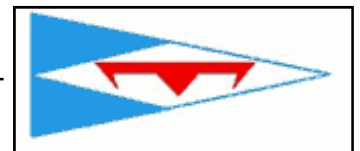


It is time to start planning next year's events. If you would like to help out or just have ideas for cruising venues, please speak up. Any officer will be glad to listen to any thoughts or accept your offer to fill a club office.

## *Special Thank You to All NWMA Members for Paying Their Dues*

All this talk of long time members reminds me that we should thank everyone who pays their dues and being active in whatever way they can. Some are new members, some have been paying dues for thirty-five years, some have come and gone and some are returning members. Some have been officers, some have been cruisers, some have been builders, some just read the newsletter and wish. All are contributing members in their own way and we are glad to have you.

The club's purpose of promoting Multihull sailboats in the general sailing community and providing a congenial space for members to meet and greet has been well served thanks to our membership. We now are a full participant of PHRF with Multihull sailors rating Multihull sailors, people wave when we go by them instead of glaring and the club is still meeting regularly with a full schedule of events after thirty-five years.



Special thanks to those who have paid their dues and to those who will do so soon.



## Cruising Log

# F-27 DangerZone does the San Juans

By Jim Thompson

I just got back from an excellent week in the San Juans. A long time friend came over from Hawaii and went up with me. He had never been to the San Juans and had not left Hawaii since 1987. We left from south of Seattle about 1745 hours. We seldom dropped below 45 mph the entire trip. For the most part I towed at 62 mph. With the new higher load range tires the boat and trailer pulled like a charm.

We got to Bellingham about 2030 hours and spent the night on the boat in the parking lot. We woke up to rain and very little wind about 0700 hours Friday. We rigged up, ate breakfast and headed out. We motor sailed the entire trip out to Friday Harbor in light rain/mist to about the east end of Shaw Island. In spite of the rain/mist it was a great trip with the mist just hanging on parts of the islands. I was surprised at the number of boats this late in the summer season.

We got into Friday Harbor about 1400 hours and found a spot right against the dock. We just took it easy and toured the town Friday afternoon.

Saturday dawned bright and clear with a hint of wind out of the south. This was good since we were heading north to Stuart Island. We ate breakfast on the boat again, fresh homemade strawberry jam from a friend in Oregon and headed out. Shortly after clearing the harbor we picked up a light wind and had a nice 4 to 7 knot spinnaker run up to the east end of Spieden Island where the wind died. We motored on up to Reid Harbor on the southwest end of Stuart Island escorted by Dahl's porpoises. One small powerboat was tied up to the shore pier and we tied up behind them. What a great decision. Two other power boats came in later. It ended up being a great group of people with one boat up from Oregon, one from Arizona and one from Kansas. We had a large bon fire up on shore. If you have not been to Stuart Island I highly recommend it. The two harbors are great. Very well protected and lots of room. Hiking on the island is good. The old school house and lighthouse are must sees.

Sunday dawned bright and clear again. However, there was no wind in sight. So we motored out of Reid Harbor and headed for Shallow Bay on Sucia Island. After passing the east end of Spieden Island the wind filled in from the south and we took off on a nice reach going to a spinnaker run as we got near Waldon Island. We were riding some nice wind at about 12 to 14 knots boat speed when the wind just shut off about 2 miles out from Shallow Bay. Even though there were over 80 boats anchored in the various bays at Sucia it was not crowded. At Fossil Bay we were entertained by a river otter who did not seem bothered by people, only dogs. Sunday night we got a nice sunset from the boat.

Monday dawned cloudy and windy. We did the hike down to Johnson Point on the SE corner of Sucia. It looked like we would get some wind as there were a lot of white caps out on the water. We hoisted the main in Shallow Bay and motored sailed around and behind Little Sucia. The wind was gusting though between 15 to 25. Once we hit the 150 foot line south of Sucia we cracked off and unfurled the Genoa and off we went. I was still towing the dinghy behind us. At first it seemed to just bounce across the water. However, it soon did two nose dives and partially filled with water. Both times it quickly drained out the back. I had the tow line hooked to the tow bridle eyes underneath the front of the boat. However, I continued to have problems. We finally went head to wind and I put the dinghy on deck. I have seen power boats towing Zodiacs and over 20 knots so I did not think it would be a problem. With the dinghy on deck we were soon doing 15 to 20 knots all the way to the north end of Lummi Island. The wind died down to 8 to 12 though Hale passage and we had a great sail up to Inati Bay on the SE corner of Lummi where we spent the night.

If you have not been into Inati Bay it is a nice little bay and outstation for Bellingham YC. It is well protected from most wind except from the NE. We had the bay to our selves until about 2000 hours when a small sailboat came in and anchored on the other side of the bay. There is not much to do there except just relax and remember the week we had had.

We woke up early Tuesday morning to a nice 6 to 12 knot wind out of the south. This gave us a relaxing final 6 mile spinnaker run back to Bellingham. By the time we got the boat loaded onto the trailer and had lunch it was about 1100 hours.

The trip back proved to be a little more exciting than the trip up. Before leaving Bellingham I had check out the trailer like I always do. All the wheels seemed to be inflated well and the lugs tight. Boy, was I surprised when I pulled into the rest stop at mile marker 206. I got out to check the tires and hubs to discover that the left rear tire on the trailer was missing. It had sheared all 5 lugs. We never felt anything or heard anything. No one tried to signal us and the trailer had tracked straight and true up to stopping at the rest stop. I am happy that I had put new tires with a higher load range on the trailer. The remaining tire on the left side was only slightly warmer than the other tires and I could easily put my hand on it. I took the hub off and chained the axle up a little higher. With this done I drove the trailer on into the Everett West Marine where I got a new hub and put on one of my spare tires. The rest of the trip was uneventful. The tire problem cost us about an hour. It is strange to me that it broke all five studs. The tire was new and had been balanced just before I left on the trip. I checked all the lugs before leaving Bellingham yet within 45 miles I lost a tire. More surprising was that we never noticed the tire missing and the trailer towed so well. From the rest stop to the West Marine in Everett (about 10 miles) I towed at 40 to 45 mph, had to make several lane changes and turns. Trailer had no sway or problems. Overall it was a great trip and I hope to do it again in the future.





## Cross Tri Sugaree lost to Kona Winds

### Built in Seattle in the 70's by NWMA Members

*Excerpted from email dated September 23*

As they say, with every ray of sunshine (yesterday's purchase) comes with a cloudy day. I just found out an hour ago that Sugaree has washed ashore on Maui at Kihei onto an ancient fish pond stone wall during a big Kona. We hope she can be salvaged.

It is so ironic that I had contacted the Koon family (Trilogy Excursions and former owners) on that very day (last Thursday) to find out where she was now and they said that she was anchored out there at Kihei Sugar Beach. An unsafe anchorage in a Kona Wind according to friends.

Sugaree has a soul and I guess I built it into her. Why else would I choose that one day to inquire about her? I think she called out to me. We are hoping she can be salvaged but my tears stain this keyboard today.

John

*Excerpted from email dated October 12*

So nice to hear from you! Yes we have been sailing Minx (soon to be Sugaree Too) to the innermost reaches of Kilisut Harbor. She's a real accelerator! Got a good puff the other day and it felt like my old '55 Chev right after I'd rebuilt the engine! Among other things, we will have to straighten out that mast though as it's extreme bend is steadily wearing through the top of the jib when tacking. Rita will yell at me when she sees how big that main is when she gets here Thanksgiving week! The rig will probably diminish in size but not in efficiency. Swim steps with the requisite stretch to 36' LOA and new balanced kick-up rudders are also in the winter work plan.

About Sugaree, our friend called last night and reported that Sugaree has lost her port ama to the chainsaw in order to get her off the ancient fishpond wall she was beached upon. He was just back from Maui and went over there to Kihei Beach. Sad moments for me but..., and they still have not found the present owner. It's sitting on the beach now, a stripped derelict.

You know, one night while I was building her, Myself, Dan Malick ("One Off", now in Juneau, Alaska) and Jabez House (never finished the Rodriguez 33) the other tri builders at the lot on Commodore Way, sat around in the unfinished Sugaree cockpit with a few beers and speculated where our boats would ultimately end up as the last breaths of life passed from them. I said I hoped it would be on a beach in a South Pacific paradise for Sugaree. Last I heard, the One Off was sitting very neglected in the storage yard at the Juneau Airport and Jabez had sold off the Rodriguez project and never heard from again. Don't think I was too far off do you?

I am waiting for my first NWMA newsletter (in 15 years) and plan to come to the November meeting and get reacquainted! Them Farrier guys better look out! Us old cruisers just might start returning! Dana Hofman already has!

Cheers, John

*Editors note: John Matthiesen and Rita Kepner were very active early club members and built Sugaree here. They have been boatless for a while, but have recently purchased a 33 foot catamaran and we are hoping to see more of them. Here are their feelings about this accident.*



*Here is Cross trimaran Sugaree on the rocks at Kihie Beach, Maui. She apparently drug both a bow and stern anchor a long way to finish up here.*



## Classified Ads

### 35' AeroRig Catamaran

An Island Spirit 35 with everything for blue water. Includes DS, Autohelm, Chart/GPS, VHF/ Ram Mike, SSB, Wind, Solar, Watermaker, Stove/oven, Windlass, Twin Volvos, Pressurized water Hot water and more. Moored in Annapolis, Maryland.  
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### 34' Cruising Catamaran,

### 1/3 Partnership for Sale.

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#### 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

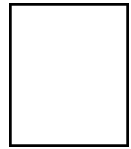
New Member? Yes No Where did you hear about NWMA?

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



Builders - Racers Cruisers  
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2442 NW Market St., PMB 513  
Seattle, WA 98107

This newsletter is on the web, now in  
living color!

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

## Next Meeting

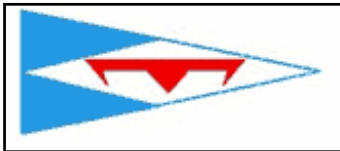
Friday, Oct. 21

7 pm, CYC Club Room at Leschi.

Pat McGarry will give a history of his  
fabulous Formula 40 Catamaran

“Dragonfly”

Return Service Requested



Northwest  
Multihull  
Association  
Newsletter

October, 2005  
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### Inside

Cruising Stories  
Racing Log  
Swiftsure Trophy



This is Sugaree, built in the 70's by club members John Matthiesen and Rita Kepner. She has been in use since and is now on Maui at Kihei. Sadly during a “Kona Wind” she drug her anchors and washed ashore on to an ancient fish pond stone wall. Learn her fate, read the rest of the story on page 6.