

# Northwest Multihull Association Newsletter

Builders, Racers,  
and Cruisers  
since 1967

Vol. 44/ No. 1

January 2011

## Meeting and Auction January 4

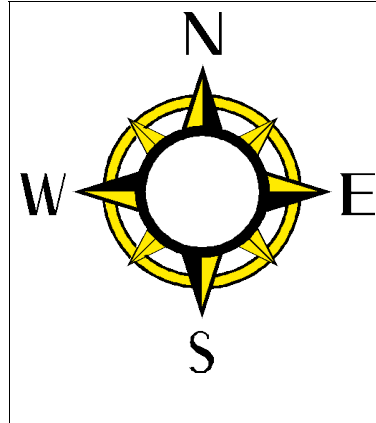
You are cordially invited to attend Northwest Multihull Association's annual auction potluck dinner on Tuesday January 4 at 6:30.

Please bring a dish to share. Potluck followed by a circle of introductions and any business that needs to be conducted. Then (drumroll please) the auction!

## New Newsletter Editor

From Bill Mains: this is my first time editing this newsletter and using the tool that previous editors have used. You may see some weird stuff here and there at first, but the output should improve over time. Known problems with this issue are inaccurate page counts, inconsistent fonts and some text in an ad overwritten by an image.

## Dock Talk & Meeting Minutes



Northwest Multihull Association Minutes of Dec. 7, 2010

Regular Meeting, about 20 people in attendance

This was the occasion of our annual Holiday Potluck and no one was disappointed this year. We had decorations, music and loads of food.



The traditional "passing of the hat," in this case from former commodore Bill Mains to new commodore Martyn Adams.

## 2011 Officers

<i>Commodore</i>	<i>Martyn Adams</i>
<i>Vice Commodore</i>	<i>Linda Adams</i>
<i>Rear Commodore</i>	<i>David Miller</i>
<i>Newsletter Editor</i>	<i>Bill Mains</i>
<i>Secretary</i>	<i>Ann Erickson</i>
<i>Treasurer</i>	<i>Linda Adams</i>

### Appointed Officers

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

Contact information at [www.nwmultihull.org](http://www.nwmultihull.org)

We then did our usual around the room reports and took care of a little business, elections and one award.

Mark Olsoe, librarian, tells us that Pat Pielege is remodeling and actually



Rooster Trophy to Jim Thompson, F-27 Danger Zone, for winning the Sloop Tavern Blakely Rocks race.

moving out of his house to do so. Therefore he would like someone else to store our library which has been in his basement for a couple of years. Mark has agreed to take the books and they are all in boxes. He does not want the library cabinet. He suggests that we sell it or offer it at the auction in January. It is large, heavy and well built. It would make great storage in someone's basement or garage. Any takers out there? It was moved and seconded to take this action.

Jim Thompson reported on Winter Vashon saying that it was the nicest, fastest Winter Vashon in many years. Jim with F-27 Danger Zone and Rod Tharpe with F-33 Pax completed the race. Martyn Adams on Ruf Duck DNF'd due to a broken rudder pin.

Wayne Erickson presented the Roostertail Trophy to Jim Thompson, F-27 Danger Zone. This trophy goes to the winner of the Sloop Tavern Blakely Rocks race each year.

Larry Christenson, Invictus, came this evening and we were all glad to see him.

We had a new member, John Hunnel (I'm not sure I have that name right, I can't read my own writing!) He lives in Clinton and is very interested in going faster. Someone should give him a ride and sink the hook!

Matt Daniel, F-31AC Tumbleweed, told us about having a great time sailing the Bahahaha this year and promised that he would give a presentation about it at a meeting next year.

Eric Ecklund, a fellow we have seen from time to time as he traveled around the world with the army has retired and settled in Seattle. We hope to see a lot more of him now. He has a project boat, an F-9, that he has been poking for a long time and he is quite interested in building a 3 Meter too.

Angie, Jack Kenny's long time friend joined us for a while this evening. Our best wishes to Jack.

In email we hear from John Matthiesen that Rita Kepner is graduating from WSU with a doctorate in communications. Congratulations are definitely in order!

Also in email we hear that Tom Preston would like to sell his F-25C Diatom II. He didn't mention a price, but if you would like to take a look at it, the boat is in dry storage at Shilshole. Tom and Diane are still in their warm hide hole in Mazatlan.

#### Elections

Elections were a little complicated. We were so pleased to have filled the slate at the last meeting, but our candidate for commodore, Paul Kelton, had to drop out because of travel plans. Therefore we needed a new candidate for commodore. After just a bit of foot shuffling and mumbling Martyn Adams said he would take it if someone else would do the newsletter job that he had agreed to. (Please note that this will be Martyn Adams third term as commodore.) Bill Mains quickly offered to do that so we had a full slate again. All were elected by acclamation. Our new officers for the year 2011 are as follows:

<b>Commodore</b>	<b>Martyn Adams</b>
<b>Vice Commodore</b>	<b>Linda Adams</b>
<b>Rear Commodore</b>	<b>David Miller</b>
<b>Newsletter Editor</b>	<b>Bill Mains</b>
<b>Secretary</b>	<b>Ann Erickson</b>
<b>Treasurer</b>	<b>Linda Adams</b>
<b>Appointed Officers</b>	
<b>Race Fleet Captain</b>	<b>Vince DePillis</b>

**Librarian** **Mark Olsoe**

**Webmaster** **Keith Burke**

**Membership** **Andrew Rice**

Thanks to all who served last year and to those who have stepped up to serve this year. Active members are what makes a club tick.

This was followed by members talking about their projects and trips. Andrew Rice had a great slide show of the work he has done on building an F-22 centerboard. And Bill Mains gave a review of all the single-handed sailing he did this year. Amazing members, thanks for sharing with us.

Respectfully submitted,

Ann Erickson, secretary



Illustration 1: From Bay Area Multihull Association newsletter The text at the bottom reads, "Oh Lord-I went sailing in a multihull and LIKED it!"

## Sharing Photos

From Diane Johnson. (article repeated from previous newsletter)

I created a new website where NWMA club members can easily

share photos. When you take photos at a race or rendezvous, you are welcome to share them here.

So far, I put some Tri Dyes photos on this new website.. If you want to see them or want to share other photos, please send an email to [nwmultihull-subscribe@yahoo.com](mailto:nwmultihull-subscribe@yahoo.com)

The website is a Yahoo group for NWMA. For privacy, this group can't be found on Yahoo unless you know about it. Only people who join the new NW Multihull group on Yahoo can see the photos. You are all invited to join. Once you join the group, the website is fast and easy to use. For example, click "Create Album" to start a new photo album. Then choose which photos to upload from your PC to the website. You choose whether or not you will allow other group members to add photos to your album.

If you're already using the Gemini catamaran Yahoo group, then you know how this works.

The Yahoo group also has a calendar, RSVP for events, share files, send and archive messages, sell or give away boat gear, etc. But we already do some of these things at <http://www.nwmultihull.org/> and our list serve.

So please try this new group, especially for photo sharing, and tell me what you think. Thank you..

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## Bruce Anchor Becomes Drogue

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From Bill Mains. When getting ready to sail my F-24 Troika singlehanded from Seattle to San Diego, I wanted to prepare for following waves that might make the

boat go dangerously fast. I already had a sea anchor that would completely stop the boat, but I wanted to make distance downwind if feasible. My solution is shown below.



Normally the 16-pound Bruce is Troika's secondary anchor (the primary is an 11-pound Fortress). When used as an anchor both chains are led to the normal attachment point at the end of the shank.

The way to make it a drogue is to lead one of the chains to the second attachment point near the crown of the anchor. Then it can be streamed astern using a bridle and about 100 feet of line. There is no swivel in the system.

Coming down the coast, just north of Crescent City he had following winds officially in the 27-35 range with wind waves combining with the swell. The resulting waves were about 10 feet high and fairly steep and close together. The boat was surfing occasionally at 13 knots under bare pole and there appeared to be a risk of driving the bows into the next wave. The autopilot wasn't handling the situation well so he steered manually for two hours to angle down the waves, but that got tiring.

Bill deployed his untested drogue and it worked perfectly, running submerged about 6 feet and reducing speed to a steady four knots under good autopilot control with no surfing.

Unfortunately the lower speed allowed the waves to catch up. He was suddenly joined in the cockpit by the crest of a wave, maybe 300 pounds worth. This water just ran back out of the cockpit in seconds, but later when he was resting in the cabin it happened two more times and he saw water squirting in around the companionway slides. It's pretty intimidating to be in the cabin and see more than a foot of water flooding the cockpit up the transparent cabin hatch closure boards.

Coming abeam of Crescent City, Bill retrieved the drogue, unrolled 1/4 of the jib and took off at 8 knots on a beam reach, bouncing all over those interesting waves.

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## Sail Magazine

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The January 2011 edition is a "Multihull Special Issue." There's an article about catamaran stability, one about a Gunboat 68 carrying it crew in speed and luxury, and an article about some of the milestones in multihull history. There's a catalog of builders too.

These milestones include the maxi tri Groupama, the big asymmetrical-hulled Hawaii boat Aikane, the development of the C class catamaran, Pen Duick IV, Dick Newick's Moxie, the proa Crossbow, the ORMA 60-foot class that does buoy racing, and the maxi cat Commodore Explorer that was the first boat to circumnavigate in under 80 days.

## Northwest Multihull Association

2442 NW Market Street PMB # 513

Seattle, WA 98107

[www.nwmultihull.org](http://www.nwmultihull.org) Member of PIYA and US Sailing

**Membership Renewal Form** Are you ready for another year of enjoying the club and those multihulled boats? Please update your info.

**Name:** \_\_\_\_\_  
\_\_\_\_\_ (please include active spouses and regular crew)

Mailing Address: \_\_\_\_\_

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

Phone Number: \_\_\_\_\_ or \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

**Boat(s) Name:** \_\_\_\_\_

Sail # \_\_\_\_\_ Rating: \_\_\_\_\_ Length: \_\_\_\_\_ Beam: \_\_\_\_\_

Boat's home port: \_\_\_\_\_ Boat Type: \_\_\_\_\_

Designer/Manufacturer/Builder: \_\_\_\_\_ Rig: \_\_\_\_\_

**Interest:** (Please circle) Cruising Racing Design/Building Social Rendezvous

Repairs Crew Crew Needed Skill Acquisition

**Newsletter via :** \_\_\_\_\_ US mail or \_\_\_\_\_ email

Include your telephone number and/or address in the club roster? Yes \_\_\_\_\_ No \_\_\_\_\_

(This information is for club use only and is not sold or distributed in any way.)

**Please send me:** \_\_\_\_\_ Window sticker of club logo.

\_\_\_\_\_ Burgee: I would like to fly the club burgee on my boat but I have not been presented with one since I joined.\*

\_\_\_\_\_ Burgee: I'm including \$15. Original is worn out, lost, or otherwise not flyable.\*

\* \_\_\_\_\_ Send burgee via UPS, I will not be able to pick it up at a meeting. Include \$3.

**My suggestions** for the coming year are written on the back. (speakers, activities, changes, contributions)

Optional to send (or email) a picture to be posted on the Website. Include a self-addressed envelope and I will return it to you after scanning. Include a story, what has happened, what are your plans!

**Membership Dues:** \_\_\_\_\_ First time member \$30  
\_\_\_\_\_ Full membership \$60  
\_\_\_\_\_ Newsletter only (outside western WA) \$15  
\_\_\_\_\_ Newsletter only, outside of US \$20

Amount attached \_\_\_\_\_ Date: \_\_\_\_\_



For Sale - **Stiletto 27 SE Catamaran  
w/dual centerboards (1982)**

### Classified Advertising

'Duet' is a special Stiletto 27' SE which was factory customized for a Stiletto company VP and has won Stiletto Nationals.

She has in-hull retractable centerboards (good system) with a mast that is 2' taller than stock. She has been modified with a custom electronics and console with self-tailing winches.

- all Harken hardware
- full set of B&G instruments
- Technora running rigging.
- 2 single berths
- galley in starboard hull
- head with holding tank in port hull
- full batten, triple-reef square-head main (very good), 150% genoa (fair), heavy weather jib w/storm reef (excellent), 2 roller furling screechers(good/excellent), 2 spinnakers (excellent)
- lazy jacks
- 10 hp 2009 Tohatsu electric start 4-stroke outboard
- 2009 battery
- fresh tramp
- cockpit tent that encloses the bridgedeck and hulls.
- Built 1982.

14' wide when sailing, crossbeams compress to 8' wide for trailering. She doesn't currently have a trailer. Can also be shipped on a flatbed or in a container. Located in Seattle.  
\$19,500 or best offer.

Mark Olsoe (206) 937-7454



## 1995 Elf 26 C

length: 26' beam: 16', draft: 2'



- Fanchor SD80 headsail furler
- Dacron full batten main and genoa
- Symmetrical spinnaker with sock
- 11 lb Bruce anchor and
- 14 lb Danforth style,  
each with 10' of chain and 200ft of rope
- 2 x 85 amp hour deep cycle batteries
- 10 amp guest battery charger
- Apelco 360 depth and speed instruments  
sistership
- Marcom hand held VHF radio
- Autohelm tiller pilot
- 2 burner propane camp stove
- 60 quart ice chest
- 8 hp Yamaha 4 stroke electric start outboard
- 4 single berths
- 1 double berth

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Despite its high performance potential, ELF is safe and easy to sail. The high bridge-deck, long cabin and knuckle in the topsides result in a dry boat, even at speed.

The furling jib, lazy jacks and fully battened mainsail make even single-handed sailing easy. The wide overall beam, relatively low rig and buoyant forward sections help increase stability.

A 9 hp outboard gives a 9-knot cruising speed and it can be turned to give excellent maneuverability in close quarters. Alternatively 15 hp gives a 10-knot cruising.

The low aspect ratio keels are an integral part of the hulls and are the latest in a long line of development. They simplify sailing and beaching enormously, yet windward performance is only a little less than with daggerboards.

**Asking price \$29,500**

**Call Wayne Erickson for further information at 206-546-5430**

**Garage Sale at Ann and Wayne's**

I would like to sell my Kokitat dry suit. It is a 2xl suit with a new neck seal. It cost me \$900 new I will sell it for \$500.



We have an almost new 8.8 foot AMI inflatable boat with a "V" bottom and an aluminum floor complete in the

### **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.

### **About Us**

NWMA meets the first Tuesday of every month, September through June at Puget Sound Yacht Club, 2321 North Northlake Way in Seattle. Doors open at 6:30 pm for a potluck dinner, 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!

### **Membership Information**

- \*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.

From:  
Northwest Multihull Association  
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