

# Northwest Multihull Association Newsletter

Builders, Racers,  
and Cruisers  
since 1967

Vol. 44/ No. 4

May 2011

## Meeting June 7

You're invited to our meeting at Puget Sound Yacht Club, 2321 N Northlake Way, Seattle. Please bring a dish to share. The potluck will be at 6:30, followed by a brief business meeting shortly after 7 as we go around our circle of introductions.

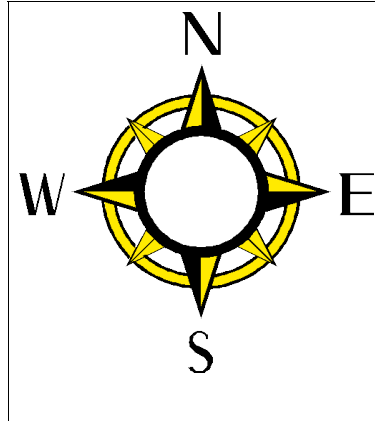
## A Note from the newsletter editor Bill Mains

Sail World magazine's on-line newsletter has an interesting short article on Swiftsure and the Van Isle. The URL is <http://www.sail-world.com/index.cfm?Nid=83527&refre=y&ntid=20&rid=4>

## Dock Talk & Meeting Minutes



Northwest Multihull Association minutes of the May 3, 2011 regular meeting with 18 people in attendance.



After another fine potluck dinner, Commodore Martyn Adams led off the reports with a summary of the race at Semiamoo. There were 18 multihulls at the start line and the weather was perfect for a day of racing. It was followed up by a party at Kim Alfred's house.

Martyn adds that this was the perfect shakedown practice for Swiftsure and the Van Isle 360 in June. His crew and his boat are ready to go.

The next event reported on was the Gymkana held, Sun, April 25 at Shilshole Bay Marina. Three boats participated. It was a great experience for all participants. They practiced man overboard drills, reefing, backing up, 360 turns in both directions, heave to and other such stuff. Everyone who went is a better sailor today. Thanks to Linda and Martyn Adams for organizing this special day.

## 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>Vincent Depillis</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)

Tom Speer said that he was out on Blue Skyz and was looking for them, but didn't find them. He was practicing too, also in preparation for summer racing. He said they drilled using the anchor off the stern as a rudder and that they flew an Outleader kite. He too is ready to do some serious sailing.

For our June meeting, so many people will be gone sailing in the Van Isle 360 that we are running out of officers. Commodore, Vice Commodore, Rear Commodore, Secretary, and Treasurer will all be somewhere on Vancouver Island. We got down the officer list to webmaster, Keith Burke, who graciously agreed to chair the next meeting.

The purpose of our meeting tonight was the final disposition of our club library. It has become unmanageable and we have no space to store it. So Librarian Mark Olsoe and several others began a hunt for a new home for

all our books. They searched around the country for someone

who would take them with no luck. The idea of selling them one at a time online ourselves didn't appeal to anyone.

We were about at the end of our resources when they discovered, right in our own neighborhood, Second Wave, a marine consignment store that takes books. Michael Donnellan, the store manager was in attendance and helped price all the books. Several hard-working club members had brought the entire library in and arranged it all on tables. Michael went through them quickly and members were able to purchase any they wished to have.

The arrangement with Second Wave is that they will open an account in the clubs name. They will take the books and when they are sold we will be send a check for 60% of the price. One nice side benefit of this is that if any member has marine equipment they would be willing to donate to our club, they can leave it at Second Wave to be sold in the clubs name. Second Wave does a yeoman's job of selling stuff too. They put it in their store, they list it on their website and they put it in their eBay store. With three levels of sales their chances of selling items are much greater than ours would be.

This arrangement was voted on and approved by members present. So there is a happy ending. Michael actually took the books with him when he left. Now we just wait for the checks to come in. Many thanks to Mark Olsoe, Diane Johnson, Linda

Adams and others who worked so hard on this project. They have seriously lightened our load.

Wayne and I had a surprise visitor. John Marples, Searunner and Constant Camber designer, was in town and stopped by our house for a quick visit. John was an active member when he lived in Port Orchard. He now lives in California and was in Port Townsend doing a survey on Patrick Dayshaw's tri Bacchanal. This is a 43 year old boat that John Marples originally built and sold to Patrick years ago.

Patrick has decided to sail to Chile and look at icebergs. He wanted a heavier boat and has purchased a keel boat for the trip. Bacchanal is in great shape and has several buyers waiting in line to purchase her. That is good news, maybe the boat biz is picking up.

It was great to see John. He looks good, like California living is agreeing with him.

Respectfully submitted,

Ann Erickson, Secretary.



## Commodore's Comments

Finally we have a solution to the Library. Sounds like several people found some book treasures and added them to their own private libraries. Mike at Second Wave will find an eventual home for most of the rest. We stopped in Saturday to thank Mike and see if there was anything we needed to do to facilitate the NWMA account at Second Wave. Mike was not there on the weekend. However, I found a \$1.00 7/16 stainless shackle which I have now forged to fit a particular part of the boat. It was at Second Wave. The club's treasury is a bit fatter and over the months, will be added to. My thanks go to all who pitched in to help.

Two weeks to Swiftsure and then on to Naniamo for the VanIsle 360, well, OK almost 3 weeks. The list of things to do to the boat is getting smaller and our crew is wonderful.

Ann and Wayne Erickson are joining us as the first half of the support crew. They will be with us through Winter Harbor and then head home. We will see what develops for the last three legs. A fellow asked me if a ground crew was really necessary. I thought a moment and said no more so than say a chartplotter. You can do the race without either one but it would compound the work and this is really supposed to be fun.

The last time Linda and I were north of Port Hardy, the chartplotter went on the fritz. It was only for 10 minutes but it happened in dense fog and, well, I just prefer to have one. Same thing goes for the G/C. They certainly add to the

fun factor and I prefer to have them.

The boat crew for the race is a mix of known, Mike Wright and Mark Zollitch have sailed with us many times. An unknown, Thera Black has sailed with Rod Tharp for years. She is good from the front of the boat to the back. She said the foredeck is her home and just camps up there. Finally, a totally unknown, Pam LaNau placed an on-line ad for a berth on the race. She was active with Hobies in the past and has a captain's license.

She teaches sailing to ladies and owns a nice big mono and thought 12 knots was fast. Thera and Pam are wonderful sports.

Linda bless her, is keeping the office open during Swiftsure and for the first week of the VanIsle, so I can realize my dream. She will join us at Port Hardy where Mark will step off and return home. Gutsy move as her first leg is around Cape Scott and into the Pacific with a probable arrival around midnight into a dark, rock strewn entrance to the inlet that leads to Winter Harbour...

What? The boat name is on the horseshoe? Do you think the letters will stay on this time? The last ones fell off...something about adhesive vinyl letters not compatible with the vinyl cover.

Now she is sewing something. Perhaps I should go see if I can help her.

Martyn Adams, Commodore.

## America's Cup

After Tom Speer gave us a presentation on this I mentioned it to the chairman of Corinthian Yacht Club's weekly Monday

lunch group. This is about a dozen expert and very experienced sailors; however I'm one of the youngest regulars and I can ride the bus for 75 cents. The lunch happens promptly at noon with socializing before, is open to anyone with an interest in sailing, and currently costs \$15; reservations are not required.

Tom came to the lunch May 16 and gave a much-appreciated and detailed presentation on the AC 45 and the AC 72 and all the preparations going on in San Francisco.

## A Member's Boat



Larry Christensen's custom 39-foot trimaran has been at L dock at Shilshole since the marina opened. For a long time it was the fastest sailboat in the Pacific Northwest.

## Tech Talk



## Turanor PlanetSolar

Photovoltaic panels cover the 5,700-square-foot deck of the 102-foot catamaran, which has a 50-foot beam and wave-piercing hulls to maximize efficiency.

The vessel is powered exclusively by solar energy stored in 800 lithium-ion cells that run four electric motors (two 20 kW and two 40 kW). Cruising speed is 7 to 8 knots. Through energy storage, the catamaran can move for up to three days without direct sunlight.

The crew of the \$17.5 million project consists of five men and one woman, including skipper Raphaël Domjan, a Swiss paramedic, pilot and mountain rescue specialist who conceived Turanor.

## A Poem

From Bill Mains. Emily Dickinson (1830-1866) was a reclusive New England spinster who mostly wrote short poignant poems about death. However, I did come across one that's about sailboats.

Adrift! A little boat adrift!  
And night is coming down!  
Will no one guide a little boat  
Unto the nearest town?

So sailors say, on yesterday,  
Just as the dusk was brown,  
One little boat gave up its strife  
And gurgled down and down.

But angels say, on yesterday,  
Just as the dawn was red,  
One little boat o'erspent with gales  
Retrimmed its masts, redecked its sails  
Exultant, onward sped!

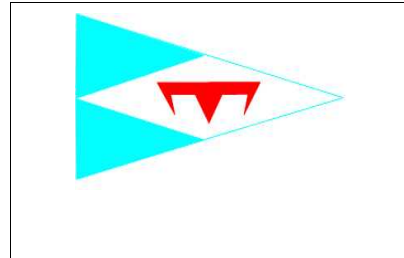
If I recite this poem to sailors I commit the heresy of changing something in it. I exchange "retrimmed" and "redecked."

Northwest Multihull Association

2442 NW Market Street PMB # 513

Seattle, WA 98107

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



Membership Form (Please print and return to above address)

Date \_\_\_\_\_

Name (please include active spouses) \_\_\_\_\_

Address \_\_\_\_\_

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

Phone Number \_\_\_\_\_

E-Mail \_\_\_\_\_

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

Sail # \_\_\_\_\_

Boat Type \_\_\_\_\_

Length \_\_\_\_\_

Beam \_\_\_\_\_

Designer/Manufacturer/Builder \_\_\_\_\_

Rig \_\_\_\_\_

Home port \_\_\_\_\_

Interest:      Cruising      Racing      Design/Building      Repairs      Social  
(Circle)      Crew      Rendezvous      Crew Needed      Skill Acquisition

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.)

Any suggestions for the coming year can be written on the back.

2011 Membership Dues:      \_\_\_\_\_ \$30 First time member

\_\_\_\_\_ \$60 Full membership

## 1995 Elf 26 Catamaran

length: 26' beam: 16', draft: 2'  
6", weight: 2016 lbs



Sistership

- Fanchor SD80 head-sail furler
- Dacron full batten main and genoa
- Symmetrical spin-naker with sock
- 11 lb Bruce anchor and
- 14 lb Danforth style,

each with 10' of chain and 200ft nylon rode

- 2 x 85 amp hour deep cycle batteries
- 10 amp guest battery charger
- Apelco 360 depth and speed instruments
- Marcom hand held VHF radio
- Autohelm tiller pilot
- 2 burner propane camp stove
- 60 quart ice chest
- 8 hp Yamaha 4 stroke electric start out-board
- 4 single berths
- 1 double berth

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



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



## **Classified Advertising**

### **For Sale**

30 Ft Endeavour Cat: FELIX MAXIMUS. USA/DCA Reg'n.; 1992;  
good cond. new Honda OB; hot water; refrig... Located Anacortes. \$99,000  
Darch 250-378-4789 darchoborne@hotmail.com  
Darch Osborne, Managing Broker  
CENTURY 21 Moving Real Estate BC Ltd  
(250) 378-6166 Fax (250) 378-4344  
Toll Free BC 1-877-841-2100  
Cell (250) 378-7363 Res: (250) 378-4789

**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:  
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