



# Northwest Multihull Association Newsletter

Builders, Racers,  
and Cruisers  
since 1967

Vol. 40/ No. 8

Oct, 2007

## Dock Talk and Other Scuttlebutt

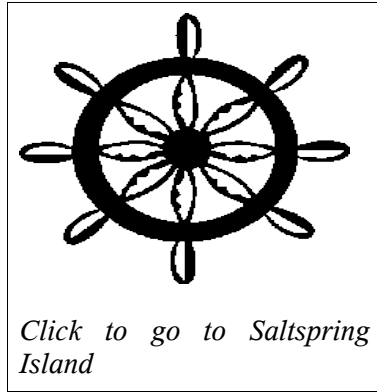


*Click to go to the global site for cruising silaors.*

Here is some new boat news! Member Tom Speer has purchased a Chris White Hammerhead 34 trimaran built by Lonestar Multihulls. At this writing it is on its way from Brownsville TX. It looks to be a great boat for cruising in the PNW. Congratulations Tom. Now tell us, does this mean that your partnership share in F-24 Ama Deus is now available?

On a more personal note we hear that Ron and Kelly Radko are expecting in a big way. It is going to be twins. Are they taking this multi thing a little too far?

Last month we had a great Show and Tell meeting with pictures and stories about summer vacations. There was the Canadian Gulf Island cruise that had five boats. We had six boats at Brownsville for a great rendezvous. Bill Mains circumnavigated Vancouver Island, singled handed, mind you. He also took his wife Melinda cruising for a while this summer, but it seemed too slow as she kept



*Click to go to Saltspring Island*

wanting to stop and look at things and have dinner every night. Jude Stoller also cruised around Vancouver Island with friends this summer.



Yeta at Brownsville

Those two cruises are in addition to the Van Isle 360 efforts by several club members. Linda and Martyn Adams presented David Miller with a bottle of champagne and a map of the island by way of congratulations for completing the Van Isle 360 on this, his third attempt.

The year is in its waning months and we must start thinking about next year's officers and events. The board has not been polled yet, but It looks as if we will need someone new in nearly every position. Please consider stepping up

## Officers

<i>Commodore</i>	<i>Wayne Erickson</i>
<i>Vice Commodore</i>	<i>Dave Miller</i>
<i>Newsletter Editor</i>	<i>Kirby Jacobson</i>
<i>Secretary</i>	<i>Julia Miller</i>
<i>Treasurer</i>	<i>Pat Pielage</i>
<b>Appointed Officers</b>	
<i>Fleet Captain</i>	<i>Martyn Adams</i>
<i>Librarian</i>	<i>Mark Olsoe</i>
<i>Property</i>	<i>Diane Johnson</i>
<i>Web Curator</i>	<i>Keith Burke</i>

and contributing some time to our club. We only meet 10 times a year and the jobs aren't too tough. We need some fresh minds and ideas to keep our group lively.

Bob Hayes and Patti McFee will be our speakers again this month. They were here in April telling us about cruising the Intercoastal Waterway on their Island Spirit Cat, Manx. This week they will tell us about how to get a six-pack and various other licenses. They are great story tellers and always entering hope to see you there. #re is some new boat news! Member Tom Speer has purchased a Chris White Hammerhead 34 trimaran built by Lonestar Multihulls. At this writing it is on its way from Brownsville TX. It looks to be a great boat for cruising in the PNW. Congratulations Tom. Now tell us, does this mean that your partnership share in F-24 Ama Deus is now available?

Ann

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## Cruising

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### F-39 Sailing Reports



#### Report by the Owner, Gary Gelbfish

Hi there.

I took out my soon-to-own F-39 for a spin last week and just wanted to report on its performance. I am moving up from an F-31 aft cockpit.

My intent is to have a boat that permits cruising in real comfort while not giving up the fun part of the F-boating. My conclusion after sea trials is that the F-39 satisfies both goals.

This is the first F-39 in the water. It was meticulously built by Erik Precourt. There are several others being built by Erik and others.

We went out for two days. Winds on the first day were 20, gusting to 30. The second day was much calmer. On the second day we were joined by Mike Leneman who has previously posted about his experience.

The boat handled like an f-31, doing 360's with ease, hove to, balanced tiller, tight turns, sailing under main, etc.

As compared to a stock f-31 it has more power and momentum. As would be expected, it is drier and smoother on the water. The floats are oversized with high beams.

We did 19 knots with full main and jib but without any strain. We did not push it further, although we could have if we reefed. We stopped pushing when the stern picked up a bit. The boat was always in total control. I never sail my f-31 as hard, since it becomes scary and unstable at these speeds. I would also need the screecher to do these type of speeds with my F-31. I suspect that with a code-0 the F-39 will do in the 20's without problems.

All lines are to the cockpit under the dodger for easy single-handed operation. The cockpit is roomy. We had five adults on board. The main sheet is a 2-1. We used an Andersen electric winch on the deck (real cool) to control it. The 2-1 ratio enables one to quickly sheet out the main without fear of a twist in the lines (ie. in a 8:1 setup) preventing it from doing so.

Other features on this boat include a 30 hp Yanmar diesel with a folding prop, synthetic lines, aft cabin, tiller steering, etc.

The boat was designed by Ian Farrier as a full ocean going vessel that folds to 15'9" and can go through most canals. It is "transportable" on a 10 foot wide trailer, if the boat is taken apart (about a day's work.) The mast needs to be unstepped with a crane.

The F-39 is essentially the upgrade of the F-36; a non-foldable/ fixed mast boat which has

sailed across the Atlantic 4 times, sailed around the world, and from New Zealand to Japan.

Kudos to Eric Precourt, an engineer and boat builder par excellence. We all know him as the deadeye/synthetics guy, but he is much more. This boat was built to perfection by him and his team. There is nothing like an experienced F-boater building a custom boat for you.

Of course thanks to Ian Farrier. He has yet again designed a masterpiece. As usual he stood behind his plans and was always there for us. All of us F-boaters are really fortunate to be on the receiving end of his talents and experience.

I will sail in earnest next season (New York area) and report back again.

Gary Gelbfish  
Brooklyn, NY

#### Report by Mike Leneman

They said it was easy to get there.....I had to take 3 flights from different airlines to get there and three back, and drive for hours once I got to Quebec. They said to bring my warmest sailing clothes.....I was in sandals and a t-shirt half the time.

They said I was going to eat good French food.....I had pizza most of the time, and if I remember correctly the French didn't invent "french fries or Pizza". All kidding aside:

They said I would have a good time sailing the new F-39, custom built by Eric Precourt.....in this, they were right.

I did have a nice sail. On a warm (for Quebec) day with light to medium breeze and a flat sea my quick impressions were:

It's a BIG boat and there is a lot of room for the cruising minded.

There is a lot of momentum.....sailing uni-rig (main only) was pretty easy.

The boat tacked well and seemed well behaved, you feel that extra momentum as the boat "carries through" on each tack and doesn't stall.

Single handing was easier than the F-31. The cable steering allows the tiller to be further forward and crew/passengers can sit behind the skipper. The skipper can therefore easily reach the jib winches, which are pretty close to each other, and therefore tack the boat themselves. The mainsheet is lead forward and to stoppers.....which takes some getting use to.

As compared to similar size/type boats (Dragonfly 1200 and Corsair 36, which I have both sailed on) it is nicer, better laid out, and seems to sail better.

This boat was fully equipped with refrigeration, in-board diesel motor, galley and even bow thrusters (which is certainly not necessary for most conditions).

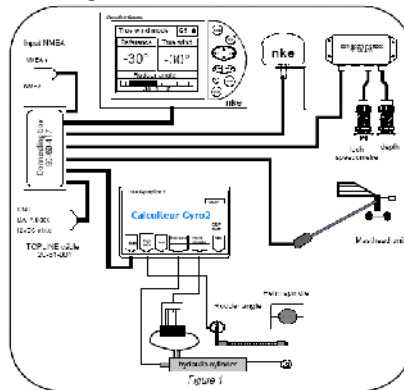
Well, I'll quit there.....this wasn't meant to be a magazine review of the boat :) :) :) just a quick feedback note to those who were curious.

Cheers,  
Mike Leneman

## Technology

### A Monthly Column on Building and Technical Issues

#### Autopilots



When looking for an autopilot there are two performance levels to consider:

- Will it hold course and auto-tack and jibe and will it sail to weather using the wind?
- Can I trust the autopilot while I take the spinnaker down while I am surfing waves?

And one big safety issue; what happens if I fall off the boat?

There is a huge step in mastering level two and most autopilot manufacturers focus on the motor-boat market. So when you start talking to the local sales and technical people you frequently run into dead ends.

My research is not yet complete. There are a few manufacturers I still need to call in order to contact the right tech person.

- These are the major players:
- Raymarine
  - Simrad
  - Comnav

and if you can afford it

- B&G
- NKE

They can all meet criteria number one. But there is a hitch that you quickly run into. Not all the smart stuff is on the tiller pilots. They are at the low end of the range. So you may need to think about how to do a below deck installation to get the high end goodies.

Lets walk through the features manufacturer by manufacturer. They will all steer by compass so I will not mention that further.

The situation that determines all conditions performance is when you are going downwind and surfing waves. As you come up on each wave the boat slows and the apparent wind goes up. When you surf down the next wave the apparent wind falls off. In a multihull this happens very quickly and many autopilots can't keep up. A sudden big correction during a surf could endanger the boat.

#### Raymarine

They have a couple of tiller pilots and are the most well known brand. The new Raymarine equipment is NEMA 2000 compatible so there is a good future available. The 1000, 2000 and 4000 will steer to course and to wind. They have a mode that learns the characteristics of the boat. The S1 Plus and S1 Grand Prix are controlled by a central computer. There may be software to either work with wind speed history or may compare wind speed to GPS speed. I have found no mention of this and need to contact Raymarine to see how these autopilots handle the criterion situation. If they use this

combination then they will either use apparent wind or use true wind. If they use true wind then they need to have compensation for mast rotation. The top of the line S1 has a list price of \$2,400.

Raymarine has a cordless remote that lets you move around on the boat and control the helm. Lets say you have to go up the mast. This will let you manage the boat while you are up there. They also have an MOB remote that will trigger MOB if you fall over. I have not seen mention of the software steering the boat head to wind if this happens.

### **Simrad**

These people offer a very complete set for instrumentation that is also NEMA 2000 compatible. The tiller pilots are not fully featured. While they state that they can be interfaced with wind from other systems, I have not seen the details and limitations. They are all available for less than \$1,000. The under the deck pilots do integrate with the whole system. These have a feature called AWS for Advanced Wind System. This uses both wind and GPS speed as inputs to the pilot. I have not found if this is apparent or true wind. The feature appears to be targeted to cruising, not racing, and states that it makes it easier to get to a specific destination. These systems come in and less than \$5,000 depending on configuration. The wind instrument has no mention of rotating masts. They do have a wireless remote that you can use for steering and talking on the VHS.

### **Nexus – Comnav**

The Comnav autopilots have extensive use in the commercial

sector and that is their main market. While they have everything you could want for power boating they do not have wind input. What you are left with is to enter a delay factor into the steering system and hope that it compensates correctly for the conditions you are in.

That leaves the big boys, B&G and NKE. Now we are talking a price boost.

### **Brooks and Gatehouse**

The h1000 system will steer to compass and apparent and true wind, but I have not seen documentation that indicates both compass and wind. Autotack is part of the package. A starting system would be over \$5,000. The h 3000 system will tack and gybe. The instrumentation and quality are top of the line. There is mast rotation compensation for wind. This system was used by Ellen McArthur in her around the world record sail. They have a wireless remote and feature a picture on Ellen up the mast with remote in hand. I have not found a starting price for an h3000 system.

### **NKE**

These are the guys that have equipped more single handed sailors than anyone I know. From mini transats at 20 feet to ORMA 60s. What do they have for us? Well they have rotating mast compensation, they use GPS speed and true wind together which is needed for the criteria situation of surfing a wave, they have a remote that will steer the boat into the wind if you fall off and I have seen pictures and movies of crazy sailors doing all kinds of things at the front of the boat in storms while the pilot keeps everything under control. They have a remote that

steers the boat into the wind if you fall off and they have tiller as well as under deck pilots. What does all this cost? Well, you will start at over \$5,000 plus the remote.

In once was buying a motorcycle helmet and the sales person asked me how much my head was worth. I think that fits with autopilots. If you are going to use it in all situations get something that will do what you need.

Kirby

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## **Pretty Hot Race Fleet**

### **A Monthly Column on Racing**

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#### **Foulweather Bluff**

Well, we sure didn't need to run the short course this year. The course was from Edmonds to Foulweather Bluff to Sachet Head and back to Edmonds. The winds were in the 20's with the top recorded wind speed of 33 knots.

The multihulls were in the last start of nine fleets. Cat's Sass made a welcome return, and the rest of the fleet were Culltlefish, Dangeroux, Danger Zone, and Fast Company. We were off with a clean start and Cuttlefish with a crew of two elected to fly their screecher and took the high lane. The rest of us went low. Cat's Sass took the lowest course. With wind against tide we didn't get any fabulous surfs but we were bookin' and quickly started reeling in the other fleets. On Danger Zone we had a first timer, Tom. who wisely followed directions and got a fantastic introduction to the world of multihulls. He even kept his wits about him and improved his technique during the race.

The winds were building a bit and a lot of water was coming over the bow. As the winds built we went deeper and had a few micro stuffs. The boat slowed a touch and we eased the sheet and went a little deeper to catch our breath then got back on line and picked up speed again. Fast Company started late and took some time sorting things out.

About the time the bigger gusts starting hitting we noticed Cuttlefish take a little curtsy and stuff all three hulls. A quick reminder to keep the sheet ready and the eyes on the next wave. Danger Zone had a moment with a very trick monohull, Tachyon. They came in on our starboard side and didn't give way. I have not idea what they were thinking as they were on a collision course. At the screaming last minute we jibed and back winded the chute. And Tachyon held course, perhaps not realizing that the chute was keeping us from coming up enough. We came about 15 feet from them then held parallel for some time as we tried desperately to keep from hitting them. Eventually we managed to separate. Perhaps they need a little more practice so they can jibe in time.

As we were nearing the mark, we had passed almost all of the previous fleets. Cat's Sass was the third boat overall to get around the mark. Danger Zone was fifth, right behind a 1D48. We rounded and got ahead of them. Now that is satisfying. For multihulls, big boats are race bait.

Where the heck did Fast Company come from? The last half of the run to Foulweather must have been adventure city.

On the way back to Sachet head, Danger Zone had to drop behind a crane in tow. Somehow, Danger-oux managed to point high enough to get in front. Fast Company, Cuttlefish, and Danger Zone were now in a loose pack, headed home.

Danger Zone was struggling with being overpowered and reefed (really, I am not kidding). The helped flatten the boat out and we could focus more on driving fast. We nervously watched the other two behind us all the way back but managed to cross the line in a little over three hours.

The final standings were Danger Zone, Fast Company, and Cuttlefish. What a blast!

Kirby

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## Safety Column

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This month's safety note is a reminder to keep aware on and off the boat.

### May You Live In Interesting Times

Tom Speer

Ask me how my day went. Go ahead, ask.

Welllll, since you asked, it was full of highs and lows. My new boat arrived from Texas at 2:00 today, all in one piece (yay!). Some paint rubbed off on the mast where the strap was, but pretty low incidence of road rash after 2,500 miles. We lifted the boat off the truck with a crane and sent the trucker, Jim Wise, on his way - he's picking a boat up on Thursday to take to Florida. I got the stuff unloaded from the boat, and we're

about ready to start putting it back together tomorrow morning.

As I headed home with my Jeep Cherokee loaded with boat stuff (dinghy, motor for same, solar cells, anchors, new stuff I bought for the boat, the plans from which the boat was built, etc), I started to smell a little something. I thought, "That's funny - I didn't think I was abusing the clutch that much." Just as I got on the Aurora Bridge (the high, 6-lane bridge across the Ship Canal), I heard something pop under the hood and white clouds started to come from under the left side. I thought, "Dang. I just blew a hose." I kept on going, since I was on the bridge and there was nowhere to stop in rush-hour traffic. About half way over, it's now black smoke coming from both sides of the hood. As I reached the other side, desperately wanting to pull over, the traffic was backed up on the exit and I had to stop. At which point I found I had no brakes. But I did get stopped, and the engine died just then.

So I exited the Jeep, and grabbed the hood release as I did, so I could use the fire extinguisher I keep in the back. The hood release came off in my hand - whatever the cable connected to was gone. About this time, the paint is blistering on the hood and drops of molten, burning metal are dripping onto the pavement. A guy stopped and came back with an extinguisher, but all he could do was try to spray through the radiator, which didn't accomplish anything except to discharge his extinguisher and give him a story to tell at dinner tonight.

Nothing to do but stand on the sidewalk calling 911 on my cell

phone. I've never called 911 before. Somehow I thought that a person would answer instead of getting a recorded message. But after a few loooong minutes, I did get through, and they forwarded me to the fire department, who dispatched a fire truck. So now I'm standing on the sidewalk hoping the fire doesn't get through to all the stuff in the

back before they get there. And I'm calling AAA - it's pretty clear I ain't drivin' home this evening.

The Seattle FD comes roaring up and, after prying open the hood, applies copious amounts of water to put the fire out. But by the time they do, it has migrated to burning under the dash. So they rip open the dash

and use water and foam to kill the rest of it. But I don't mind - the sucker's totaled anyway. While all this is going on a policeman arrives and sets up his car across two lanes to block traffic for us. I look up the hill, and it's jammed as far as the eye can see, with just one lane getting past us. Yep. I was one of /those/.

Meanwhile, the cop has called for another tow truck because he says AAA is always slow to respond and we've got to clear traffic. Just a few minutes after he tells me that's why he's not a AAA member, the AAA truck shows up. Ahead of the one the cop called. Sweet. We throw the pieces of under-hood debris and dash from the street into the front seats, he loaded the Jeep on his truck and away we went. You know, when you just finish paying for one vehicle transport @ \$3/mi for 2,500 mi, it really doesn't phase you to pay for another 18 miles @ \$3.50/mi to get home.

So now the Jeep that was my sailing vehicle is toast. Literally. But I still have my car and the bulky stuff is home, so everything's cool, for the moment. I just hadn't planned on buying both a boat AND a truck in such quick succession. Now it's time to get a some of those USAA premiums back.

The only thing it looks like I'm missing in the whole affair are the keys to Ama Deus, the F24 trimaran in which I still have a quarter interest, that were in the glove compartment. There's gotta be a lesson in there somewhere. That /Blue Skyz/ is one jealous lady, and packs a helluva triple whammy.

Cheers,  
Tom



A Chris White Hammerhead 34, Tom's Boat

# Northwest Multihull Association Newsletter

<b>NWMA</b>	<b>Event</b>	<b>Calendar 2007</b>
<i>November</i>		
2,3 &4		<a href="#"><u>Grand Prix</u></a>
10-11		<a href="#"><u>Round the County Yacht Race</u></a>
16		<a href="#"><u>November Meeting</u></a> Chris Tutmark of Tumark Rigging will be there to tell us all about the latest in line and rigging. Bring your questions.
<i>December</i>		
1		<a href="#"><u>Winter Vashon</u></a>
21		<a href="#"><u>December Meeting</u></a> Holiday Potluck. This is our most social meeting with lots of food, games and our annual awards. Lots of fun will be had by all. Do join us and bring the family.
<i>January</i>		
16		<a href="#"><u>January Meeting</u></a> Traditionally our annual auction/garage sale. Save up some stuff for this fun event. Come see what kind of junk other people think is worth something and offer them a dime for it!



A fully equipped and optimized version ready for both inshore and short-handed offshore sailing. This boat is ready to compete. She is a hugely versatile and capable example of this brilliant design. Super quick and surprisingly spacious down below.

This boat was campaigned by Pete Goss in the Double handed Round Britain race and the recent Fastnet where she was last to start and in 12<sup>th</sup> position on the water 8hours later (before retiring due to the forecast conditions). It is a giant killer. Her sister-ship 'Buzz' just won class in Cowes week on the water and on H'cap. This boat has everything needed for short handed sailing and more.

Price includes, spare rudder and daggerboard, spare Code 0, A0(biggy) and gennaker (all brand new), strengthened 3DL sails, water ballast system with hull scoop installed, Full Tacktick instrumentation, autopilot, 6hp Honda outboard, road trailer and many other performance and safety extras.

(the hull graphics are done with vinyl so are removable)  
**£90,000 ex VAT. (That translates to about \$180k US)**

Contact Paul: [paularsen1@aol.com](mailto:paularsen1@aol.com)

**I would love to get this boat in the area. Do we have any takers? In the first leg of the Round Britain and Ireland race they were 7 hours ahead fo the fleet!**

## 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!