



# Northwest Multihull Association Newsletter

**Builders - Racers  
Cruisers  
Since 1967  
Vol. 38, No. 3**

**March, 2005**

## Commodores Comments

Hey There,  
Mike the commodore here. First off, if you have not heard, Ellen MacArthur and her amazing Nigel Irens trimaran set the new around the world solo record. It was truly amazing following her on the internet as she sailed around the world and I believe it was a good thing for multihulls too. Now the rest of the big multis are off chasing the other records and prize money. Anyone else notice how much the new solo around the world airplane looks like a trimaran? I tell you they are everywhere. But it time for us to get back to our own boats as the weather seems to be unseasonably warm and dry this year.

Scooter made it to two events since the last club meeting, Toliva Shoals and Blakely Rocks. If you have not been to Olympia and stayed in the Swantown Marina, you should try it sometime. Most of the racers choose to stay at Percival Landing near the Olympia Yacht Club, but besides being quieter the facilities at Swantown are first class and the folks very friendly and helpful. There are also a lot of good places to eat in Olympia. The race was fun, but I think I had more fun just taking the boat down and sleeping on it at night. After driving down

from the club meeting late Friday I woke up Saturday to 20F temperature, ice on top of the saltwater around the boat and fog in Budd Inlet. The race was fun and challenging as is usually the case at Toliva. I will leave the details for others to describe but for me motor sailing home from the Toliva Shoal mark (shortened course) under the moon and stars was cool. Seeing the Capital at night from the water for me was also special as I have spent the last 6 years working on it, and that work is now complete. We had Will Marken with us as crew and I was amazed with his knowledge of navigation aids as we came down Budd Inlet. His ability to read the pilings and turn at the correct spot to line up with the Swantown channel was impressive, at least until he told us he was just following our track on the GPS from the morning. Modern electronics when they work are great. We caught up with the crew of Optimus Prime and headed off for barbeque. A great time swapping stories about the race and solving the rest of the world's problems. The second night I took Wayne up on his offer of sleeping on a boat with a heater. Talk about luxury, the 20F on Sunday morning did not seem near as cold.

Blakely Rocks was the first race in the CYC Center Sound Series. All week no wind was predicted. When I surfed into the weather site on Friday afternoon, they were predicting 10-20. For me the number 20 associated with wind speed leads to instantaneous pucker factor. We had a great race under mostly clear skies and 10-15 knots of wind. The crew managed to keep the skipper calm and the 11 nm spinnaker run was a hoot. We even showed Trillium our bottom after passing them (ask Ron to explain). Again I will leave the racing details to others, but for me the most fun was hanging out in the parking lot with the other racers and David Miller (who is still on the bench recovering from shoulder surgery) swapping lies. If it was just about the sailing, it would not nearly be as much fun as hanging out with good friends.

I guess the point of all of this, we really do have a lot of fun together and if for whatever reason you have not been able to attend club functions I really encourage you to pick one that appeals to you and give it a shot. I think you will find some pretty unique personalities that really enjoy sitting around and telling stories about sailing or what ever is on



After race gathering including the Adams, Kirby Jacobson, Tom Speer and others

their minds. I bet you will have a good time.

Looking forward to seeing you at a meeting, event or out on the water. Sail fast, sail safe  
Mike, Scooter

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## Secrets of the Viking Navigators

Meeting Topic, Fri. March 18

By Kirby Jacobson

Leif Karlsen has extensive research in Viking navigation methods. This includes hints from the Icelandic sagas, and directions from the "Gragas" an old Icelandic law book. The Vikings performed incredible feats of navigation. They had no magnetic compass, charts, sextants, or even accurate timepieces. The sagas mention sunstones but with no details.

Leif believes the most likely sunstone would be the Iceland spar. He will bring an example to the presentation. In addition to the sunstone, Leif will explore other techniques and tools that the Vikings used in their navigation, including the sun, stars, landmarks, and seamarks.

He was born in Asker, Norway and has served much of his life sailing. This includes sailing an oceangoing replica

of a "Knarr", a 60 foot Viking ship along the west coast of Norway. Leif also has his own small Viking ship in Port Orchard.

In addition to presenting historical papers on the subject of the sunstone, He has written a book, "Secrets of the Viking Navigators". Copies of the book will be available at the meeting.



Lief Karlsen, Viking navigation expert, will speak at our next meeting.

*April Program - People for Puget Sound will present an update of current issues and an overview of what is going on in the sound. Find out ways you can become involved in taking care of our beautiful shared resource. Copies of the Puget Soundkeepers boaters booklet will be available.*

## Dock Talk and Other Scuttlebutt

By Ann Erickson



There is a famous racing trimaran named Orange. I've seen it over and over, a big orange square with the word orange at the bottom in black block letters. The other day I was being subjected to endless hours of watching automobile races on TV and there it was again. Signs around the track and on cars that said orange. I asked the racing guru that lives at my house, "What the heck is Orange?" He didn't know (make note of that!). There was also a racing tri named Playstation, great name for a sailboat too. I know what that is, so I'm guessing that Orange is some kind of product. Maybe it's a soft drink, or a cleaner. I have been loosing sleep

over this. Can anyone out there tell me what the heck Orange is?!! Heard from Patrick Dayshaw. Newly retired, he spent four months last summer cruising between here and SE Alaska. He is still sailing his "one time TransPac record holder (1971) plywood barge Bachanal". Hope he joins us in the Gulf Islands this summer. Opening Day is coming up Saturday, May 7. The theme is Sentimental Journey and looks back at 85 years of such festivities. Anyone interested in taking their boat to this historic event? Hope to see you all the Spring Equinox Party at Yankee Diner, 3 pm, March 20. Looking forward to a little relaxing social time there.

## Quick Calendar

### Club Events For March & April

Tuesday, Mar 15—GPS class, Bring your hand held and meet at Multihulls Northwest office. 6ish. We will order in some pizza. Call so we know how many are coming.

Friday, Mar. 18—Regular meeting, topic, Secrets of the Viking Navigators. Pizza at 6:00, business meeting at 7, program at 8.

Sunday, Mar. 20—Spring Equinox Multihull Meet-up at Yankee Grill on Shilshole Ave. , 3 pm. Purely social!!

Tuesday, April. 12—Sail Trim Class. Hands on practice on a boat. Time to be announced.

Friday, April 15—Regular meeting.

For more information on any of these events contact Kirby at [earth2kirby@yahoo.com](mailto:earth2kirby@yahoo.com) or cell phone 206-579-4421.

## Multihull Meet-up Sunday March 20, 3 p.m.

By Wayne Erickson

Don't forget our learning sessions on Tuesdays. We have a GPS practice session March 15 and a Sail trim session on April 12. See the Quick Calendar for details.

There is a Multihull Meet-up planned for the Spring Equinox, March 20 at 3 pm, at the Yankee Dinner on Shilshole Ave in Ballard. This is a social event and we will have a large table reserved. We can talk everything from boats to politics. Please join us. These events are part of a new effort to find things for all members of the club to participate in. We are open to more ideas. Speak up!



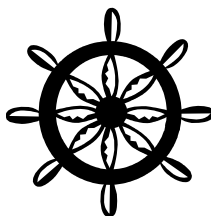
# 2005 Calendar

We are doing 4 kinds of activities in 2005; Meetings, education, cruising, and racing. Put the things that interest you on your calendar now! This Calendar will be updated monthly as new details are added. Read it every month.

Legend: Regular Meetings 🏠, Education 📖, Rendezvous 🚢, Racing 🏆, Multihull Cup Races are in italics.

🏠	3/18	NWMA Meeting, speaker Lief Karsen on Viking navigation
🏆	3/19	Gig Harbor Islands Race (SSS#4)
🚢	3/20	Spring Equinox at Yankee Grill on Shilshole Ave. in Ballard, 3 pm
🏆	3/25/26	Southern Straights Race
🏆	4/2	<i>Sloop Tavern Blakley Rock Benefit</i>
🏆	4/9	CYC Pully Point Race (CCS#3)
📖	4/12	Sail Trim Class, Shilshole Marina, (time TBD)
🏠	4/15	NWMA Regular Meeting
🏆	4/23	SYC Double Bluff Race (Tri island #1)
🏆	5/7/8	<i>Sloop Tavern Race to the Straights</i> Go Fly a Kite Class (Shilshole time TBD)
📖	5/17	
🏠	5/20	NWMA Meeting
🏆	5/21	SYC Point Robinson (Tri island #2)
🏆	5/28/29	Swiftsure Regatta
🚢	6/4-5	Jetty Park Everett Rendezvous
🏆	6/11	SYC Blake Island (Tri island #3)
🏠	6/17	NWMA Meeting
📖	6/14	Spinnaker Class (Shilshole time TBD)
🚢	6/21	Port Madison Solstice Rendezvous

🚢	7/2-4	Quartermaster Harbor Rendezvous
🏆	7/10-15	Whidbey Island Race Week
📖	7/19	Man Overboard Class (Shilshole time TBD)
🚢		Blake Island Hobie and 3 Meter Trek, Hogshead Race and Rendezvous (Hobies camp at NW corner, big boats at that anchorage) (Kirby contact)
🏆	7/23/24	
🏆	7/30/31	Cowichen Bay Regatta
📖		1st Annual Visit the Gulf Islands (Wayne and Anne contacts time and place contact information TBD)
🚢	8/1-13	
🏆	8/20	CYC Moonlight Race, Lake Washington
🚢	8/27-28	Port Ludlow Birthday Rendezvous
🏆	9/3/4	<i>Pitch Regatta</i>
🏆	9/10	Trans Puget Race
🏠	9/16	NWMA Meeting
🚢	9/22	Golden Gardens Equinox Picnic
🏆	10/1	<i>CYCE Foulweather Bluff</i>
🏆	10/15	CYC PSSC
🏠	10/21	NWMA Meeting
🏆	11/4/5/6	<i>SYC Grand Prix</i>
🏠	11/18	NWMA Meeting - Holiday Potluck
🏆	12/03	<i>TYC Winter Vashon</i>
🏠	12/16	NWMA Meeting





## Racing Log

### Toliva Shoals 2/19

by Pat McGarry

Toliva started out as it often does in the fog and 2-3 knots of wind. By the time we got out to the first turn, the fog had lifted and what wind there was, went away with it. For the next three to four hours we were trying to catch the puffs as they came through. Very challenging to say the least. The whole fleet, monos and multi's were within earshot of one another. Leads were exchanged numerous times between Dragonfly, White Cloud and a couple of other large monos with Strider breathing down everyone's neck. Then about 2:30 or so the wind came in at about 6-8 knots and after rounding the bottom of Andersen Island built to 12-15. Great sailing

to Toliva Shoals where the race committee announced they would shorten the course and finish everyone at Toliva. The race was all upwind except for the real light stuff where it seemed to be coming from every direction.

Results were Strider-first, Cuttlefish-second, Dragonfly - line honors and third, Scooter- fourth and Optimus Prime-fifth. Finishing at Toliva was great for the boats that delivered from Seattle. Dragonfly was back on the dock and put away by 8:30 everyone having had a great time driving and flying a hull up Colvos. Great day on the water!



Danger Zone at Blakely Rock.  
Photo by Baldwin Goodell

## Racing Log

### Blakely Rock 3/5

by Mike Wright

Well the view from Scooter was pretty cool.

We were the last over the line on starboard and immediately tacked out on to port with Cuttlefish, Optimus Prime and Freda Mae. About mid channel mark at West Point, we came back on starboard with Optimus, Freda Mae continued on to the west side. We were still behind Cuttlefish, Danger Zone and Optimus and had lost track of Trillium. I think Danger Zone and Cuttlefish went back to the west side and we continued on to the east. On the tack back out to the Rock we made out big time on Cuttlefish and Danger Zone. We then chased Optimus and Trillium around the rock set the chute and headed off for the leeward mark. We choose to stay in the middle of course and were slowly reeling

in Trillium and Optimus. We pretty much ran out of monohulls to pass (gotta like that). The wind continued to build on the run and our average speed increased from 10 to 14 knots.

About a 1/2 mile from the mark we finally passed Trillium. We celebrated by blowing the next gibe, showing the bottom of all three hulls to Ron and crew. This was caused by a number of factors, the main being me heading up too quickly in the gibes before the guys (Todd and Scott) could get the chute eased and complicated by an override on the winch. We I lost the rudder and as I fell forward I reached up and popped the power cleat open to blow the main. Scott at the same time had cleared the override and the boat

settled back down. A good learning experience as the boat never felt near the edge. We were not close to stuffing according to the crew.

After an early take down we rounded and headed into the beach following the track of the big monohulls. Trillium footed off under genoa and passed below us and maintained the lead to finish second on elapsed behind Optimus. We finished 2 minutes or so after Trillium and turned around to see the always well sailed Cuttlefish coming fast. Hats off to Linda, Martyn and Baldwin for sailing a great race. The trading of stories at the dock afterwards was almost as much fun as the race.



## More from the Flemish Line

# Blakey Rock Blow by Blow

By Martyn Adams

On what was one of the most spectacularly beautiful sailing days of the year, six intrepid crews took to the water for a day of fun, competition and excitement at race #3 of the Multihull Series, CYC's Blakley Rock.

There were some low clouds to the South, a light overcast already pierced in places with hints of blue above, the first hints of a few whitecaps, a gentle 8 knot southerly that promised to freshen and a steady ebb made for pretty flat water. The usual melee around the starting line shuffled the boats and classes as the first warming blasts sounded over the slap and creak of water and rigging. With main and jib nearly luffing, we slowed to 10 knots as we reached past the committee boat and tried to transit the line. Funny how different thoughts pop into your mind at strange times. I recalled a horse that felt this way, try as I might, I couldn't slow it down.

The usual starboard start at the committee boat looked cluttered and Linda suggested a port start at the pin end. It was perfect. The winds were lighter but we would have clear air and would sail into increasing wind with a resulting lift, as the rest of the fleet would sail into a corresponding knock. We wondered about the currents around Shilshole as Trillium and another went right into the breakwater and played them. Freda Mae tacked first onto our tail and sailed a lower faster course that took her all the way to the West side of the Sound. Soon Optimus and Danger Zone followed as Cuttlefish continued to claw her way to weather at a steady 7+ knots.

Baldwin, our young crewman who I might add is totally inept, way overweight, weak and should NEVER be considered by anyone to ever have him crew for them (we of course will continue to take pity on him and have him along), began to learn how differently these boats perform with some wind in the sails. The 10-12 knots gradually increased to maybe 15.

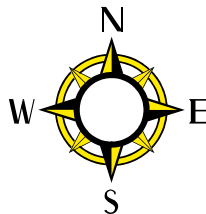
There was some interesting commercial traffic, which we all tacked away from and a tug towing a barge loaded with smashed cars ended up on a nearly parallel course that was slowly converging. Linda has an uncanny sense for judging intercept angles and I heard her groan as she felt another lift at a time when we needed a header. Not positive, but I think the barge had three hairline cracks in one of the welds on the stern

. Most of the rest of the F-boats went deeper into Elliot bay for relief from the current. This was a smart move and they all reclaimed the distances lost at and after the start. We rounded the rocks to starboard and jibe set the old blue chute, talking Baldwin through the operation. I handled the sheet and Linda's queries for traffic information had me kneeling in a low crouch on the lee net as water exploded off the front beams and swept me aft. What a hoot!

After we dodged a handful of monos, I told Baldwin to take the spin tack to the winch and ease the tack 12-15 inches. I felt a lurch and the tack was free. Misunderstanding, he had released the clutch without the line snubbed to the winch and the fully loaded sail stripped 15 feet of tack line in a blink. This was my fault and we are fortunate he wasn't hurt or the clutch ripped out as the stopper knot reached it. With the pressure of the chute released, Linda had her hands full overcoming the full pressure of the main trying to round us up. She did and drove us deep, the chute collapsed and the tack reset.

Linda suggested we change places and so Baldwin went to the low side, where we tried to drown him. It is amazing what one gets used to. We would surge forward and the lee bow would submerge and the boat would slow, then slowly rise and we would surge forward again to repeat it. We knew Danger Zone was behind us and Linda announced he had a problem with his hoist. Sorry Jim, but I knew we needed every foot of lead. I looked back and saw you slowly reeling us in again. You looked deeper but our faster hotter angle seemed the best we could do Groan, déjà vu!

Optimus was in stealth mode with her nearly invisible flame orange spinnaker glowing brightly well ahead and to the West with Ron's Trillium and Scooter charging hard. Scooter seemed to be throwing a fair amount of spray and they apparently had their hands full. We jibed to the West and I was surprised to see Jim continue to Magnolia for the expected lift and compression along the shore. We felt the pressure slacken and opted for more wind earlier to the West. It really didn't hurt him but it certainly didn't help him either. We both ran in toward Meadow Point and we jibed out as they followed. It did not seem they were gaining and we struggled to hold our lead. As we ran west, Linda commented about a wind or current line on the far west side. I had the mark and we would need to tack at least twice to lay it. We opted to stand on and I saw Jim jibe back to the East. This was decision time. If I was wrong about the wind line... It was a wind line. A big one.



I continued the course until I thought we could lay the mark and after an excellent jibe, Linda steadied us on a trimmed course that would just lay the South end of Whidby Island, a long way west of where we want to go. Shazam! We are as hardened up as we dare with a 90 apparent wind, and 16-18 knots of boat speed. The wind is strong and steady with gusts and Linda nursed us to the East in every lull. Lull! That is when we dropped to 15. The lee ama is a submarine. Baldwin is in the cockpit holding the mainsheet. His only job to listen for my command to blow the main. I have cross sheeted the chute to the high side and have my feet braced against the cabin and my right shoulder is wedged against the cap shroud. Linda is standing, one hand on the shroud and one on the tiller doing this dance she does to make us fly. Ever notice that when you do something over and over you just do it that way? We almost always round to port. Yup, set up the approach for a port rounding. We fiddled around for ages rounding that mark to starboard.

Now it's crunch time, the final beat to the finish. Optimus is ahead with Trillium and Scooter; then us and Danger Zone and finally Freda Mae. Cuttlefish is pulling herself along I think we are gaining on everyone. We dive right into the beach and then back out to lay the committee boat. I'm on the bow to flatten us and coach Baldwin to ease the jib a touch and then the main, footing us off a bit for speed and using each succeeding gust to drive us up to weather. We even shoot the line at the end to save another couple of seconds. We held off Jazz and White Cloud having sailed with them for most of the race. Multis won't point, chuckle.

Cuttlefish, Scooter, Trillium, Danger Zone, Freda Mae and Optimus Prime. I got fresh air and shared great friendships. I got a bit too much sun and I'm a bit sore.

Maybe I'm getting too old for this...nahhh!



## 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.

\$190,000 OBO

206-919-4936



### 34' Cruising Catamaran, 1/3 Partnership for Sale.

34' x 20' double diagonal cold molded epoxy/ply, twin helm/daggerboards, twin 9.9 long shaft Yamaha outboards new in 2002, solar panels, rotating wing mast with full batten main, asymmetrical spinnaker with snuffer, roller jib, much more. Lying Bainbridge Island, 20 K for one third ownership. Call Scott, (509) 674-2174, or Steve, (206) 799-7951.



### 28' Gaff Ketch Catamaran

Eight sails, Yamaha 4 hp/4 stroke outboard, 2 anchors, Porti-potti, retractable bow sprit, new standing and running rigging in 2001, many other extras, lovely day sailor. \$7,200 obo

Email: snowpaddler@comcast.net or call 206-372-2944



### 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

### International 3-Meter

Sails in great shape, cover and dolly included. \$875

Call Jerry at 206-523-0879

or email at

Betamalecon@yahoo.com

## 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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206-297-1151 \* Fax 206-297-1411  
[www.multihullsnorthwest.com](http://www.multihullsnorthwest.com)



## 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>

It's an easy commute by boat, floatplane, bicycle, bus foot, or car!

## 2005 Elected Officers:

Commodore  
Rear Commodore  
Vice Commodore  
Secretary  
Treasurer  
Newsletter

Mike Wright  
Wayne Erickson  
Kirby Jacobson  
Robin Jacobson  
Pat Pilage  
Ann Erickson and David Miller

## 2005 Appointed Officers:

Race Fleet Capts

Pat McGarry and Jim Thompson

Librarian  
Property  
Publicity  
Web Curator  
Historians

Mark Olsoe  
Diane Johnson  
Diane Johnson  
Keith Burke  
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

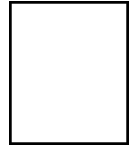
New Member? Yes No Where did you hear about NWMA?

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**



**2442 NW Market St., PMB 513  
Seattle, WA 98107**

**We're on the Web!!  
[nwmultihull.org](http://nwmultihull.org)**

**Meeting, Mar. 18,  
Viking Navigation**

**Equinox Party, Mar. 20 at  
Yankee Diner**

**Sail Trim Class, Apr. 12**

**Calendar of events  
for the entire year!!  
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**Return Service Requested**



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Multihull  
Association  
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**Rod Tharp's F-9A, Strider during the Toliva Shoals race February 19.  
A beautiful winter day in Seattle  
Photo courtesy of Sean Trew, Pacific Fog**