

Northwest Multihull Association Newsletter

Builders, Racers,
and Cruisers
since 1967

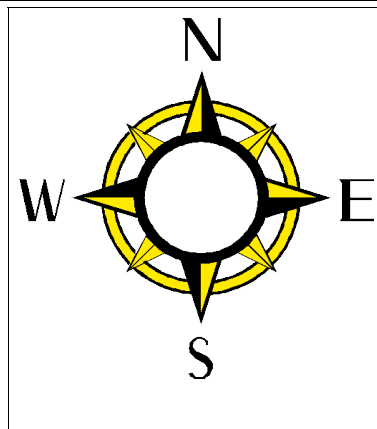
Vol. 43/ No. 1

February 2010

Meeting Presentation for March – Field Trip!

March 2 NWMA meeting is at Vince DePillis' house in Seattle, not at club house. He is building an F-31R trimaran at his house (on the hill east of Shilshole Marina). He's currently building Mark II floats and "Cheekee Monkee" beams for "Freda Mae" and will talk to the club about the process and progress. He has invited NWMA to spend the evening at his house, potluck 6:30, then meeting, then see Vince's boat-in-progress in the shop. Thanks in advance to Vince and his wife, Kristin Bedell, for letting us descend on their home.

Parking is limited, so here's the scoop on "Wayne's Free Shuttle Service". If folks will park at Shilshole and call Wayne's cell, and tell him where they are, then he will run down and get them. They should park at the North end of the Marina or on the street anywhere North of the Marina or West Marine.



America's Cup: Live Race Coverage

Follow the action on race days (February 8, 10 and 12) with live coverage from Valencia, Spain.

Officers

<i>Commodore</i>	<i>Bill Mains</i>
<i>Vice Commodore</i>	<i>Linda Adam</i>
<i>Rear Commodore</i>	<i>David Miller</i>
<i>Newsletter Editor</i>	<i>Diane Johnson</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>

See it here: <http://bmworacleracing.com/en/news/livestream/index.html> Also there's cool sailing videos and photos at their website.



Alinghi 5 catamaran and BMW Oracle trimaran waiting to race. Photo from <http://www.alinghi.com/en/news/news/index.php?idIndex=200&idContent=21914>

America's Cup: News from the BMW Oracle Team

From: Tom Speer
Sent: 1/30/2010 (several days before race start)

Here's a report from Valencia.

It's 10:00, I'm sitting in the empty engineering bullpen out at the boatyard, and I can hear the tent flapping in the wind. It's supposed to blow 25 or more tonight. Gonna be cold and rough for the night watch on the boat! Magnus Clarke, Canadian holder of the C-Class Challenge Trophy, is the night captain, charged with keeping the big wing under control when the boat is moored. We had a good day sailing, but also had some hydraulic problems - now fixed. So everyone's gone except for a handful of us finishing up the installation of some components we removed for testing earlier in the day.

I've been here a week, now. I'm working on a couple of different projects. One is analyzing the performance of the boat with the wing rig, aiming at determining what the best way is to make big maneuvers. I've also been helping to work on the skin friction system. Just unskilled labor in the latter case, but it has had me out to the boat for the first time. The main hull is not much wider than Blue Skyz' - but a wee bit longer!

Standing in front of the aft beam, the trailing edge of the wing hangs right in front of you, gently waving back and forth with the flap lined

up with the main element. You can push it freely with your hand - it only takes a few pounds of pressure to move it a few inches to the side. The pivot feels almost frictionless. The flap is really the mainsail, and the main element is the world's biggest rotating mast. Just like a mainsail, it's where the flap trailing edge points that counts with regard to controlling the power, and mast rotation optimizes the performance. Hydraulics move the flaps to control camber and a "traveler line" (really a sheet) from each float to the wing trims it just like a mainsheet. The wing is manually controlled. The mainsail trimmer, Dirk "Cheese" de Ridder, has a PDA strapped to his wrist that shows him computed target values for the flap angles up and down the wing based on sensor data, and he uses that information plus his own judgment to control camber, twist and wing rotation. I designed the cross section shapes for the wing, and I was out on the water with the performance telemetry boat for the first wing tests in San Diego. The wing was plastered with telltales all over it, and it was a huge relief to see them all laying flat nearly all the time, and when they lifted, it was only where they were predicted to lift!

As much press as the aerodynamics of the wing technology gets, the real innovative engineering was in the logistics. It's an incredible feat to move the wing from tent to boat, using the coordinated efforts of two cranes, and then out to the mooring and raised. The guy leading the design of the wing handling systems is Seattle's Paul Bieker. These guys make raising a

215 ft tall wing look like raising an F-boat mast in the parking lot. And it's done pretty much the same way, too, except the wing is laid over on its side instead of dropping aft like an F-boat mast. A gin pole attaches to the pivot, and the gin pole is as long as half the beam of the boat. It is guyed fore-and aft, and also connected to a shroud. A tackle goes from the ama to the end of the pole and is led to one of the main winches. The boat's own engine raises it. When the pole gets to the ama, the shrouds are attached and the wing is stepped. Once the mast is on, the boat is kept on a mooring so it can weathervane into the wind.

Alinghi had a bad day, today. They were sailing for about an hour, and then something happened and they towed back in. From 40 miles out.

Mike Drummond, our chief designer, said the conditions were changing, with the wind dropping as they worked 10 miles north. Of course, that doesn't take much time when the boat is going 30 kt! We got some good information on cross-over speeds, where one would want to switch from one sail to a different one. With 20 mi legs, these races are going to be like coastal races, sailing from one weather pattern to another. But not taking any longer than a race around the buoys.

Well, my ride is here - gotta sign off, go home, and get some sleep. More testing tomorrow night!

Cheers,
Tom Speer

90ft catamaran Alinghi 5. Photo from <http://www.flickr.com/photos/alinghiteam/4341303546/> Please see the February newsletter for an article and 3 color photos of the 90 ft trimaran BMW Oracle



Dock Talk & Meeting Minutes



Northwest Multihull Association
Minutes of Feb. 2, 2010
Regular Meeting
About 20 people in attendance

Commodore Bill Mains opened the meeting and started us on our “around the circle” method of introducing everyone and giving reports.

We learned that Mark Olsoe and Diane Johnson are going to spend

3 weeks in Florida in February and will be renting a catamaran to go cruising. We expect to hear some good stories about that trip.

Linda Adams, treasurer, reports that there was more than \$1,200 in sales at the club auction last month. The club netted about \$200 for our treasury. Not bad for an evening’s work. Actually, Linda is still working on it as our order for new checks was lost somewhere and she hasn’t been able to settle up with everyone yet. Linda also reminds us that \$60 membership dues are due. Pay up everyone, so we can pay the rent.

Linda also announced in her new role as program getter, that next month we are going on a field trip! Vince DePillis has invited the club to his home to see the akas he is building for F-31 Freda Mae. Linda had maps to his house. It is located on a dead end north of Shilshole Marina. Parking is limited. Wayne Erickson

offered to shuttle people to the house, if they park near-by and call his cell phone. His number is 206-552-4199. Vince’s address is 6414 37th Ave. NW. This should be fun. Vince has a really cool shop and their home overlooks Puget Sound.

Diane Johnson has completed her first newsletter and it looks great. She said it was quite enjoyable and she likes getting all the news sent to her. If you have news or classifieds, let her know; julycreek@comcast.net.

We still have an ample supply of 1988 t-shirts available. Every member gets one. These were found by the Kertells when they cleaned out their basement!

We were delighted to see Larry Christiansen appear at the door. He tells us that Invictus is about ready to leave Dagmars and sail back to his longtime slip on L dock at Shilshole. Larry has had that slip since the marina opened. His big blue boat is easy to spot. Remember that L is for Larry. He claims they named the dock after him!

Our speaker for the evening was longtime member John Mathieson and he gave us a terrific travelogue of cruising in Mexico as he went down to pick up the Cross 39 they purchased. The boat was moored on the west side of the Sea of Cortez so they sailed across and then down the west coast of Mexico, stopping at lots of beautiful places and doing some snorkeling. Then their boat was loaded on a ship and delivered to Nanaimo where they met her. Hopefully we will see them at a rendezvous or two this summer.

There was a bit more time and Diane Johnson and Mark Olsoe showed a few slides of last summer's Brownsville rendezvous where they renamed their Stilletto "Duet" with a nice little ceremony. There were also pictures of Dana Hofman officially getting the name "Yeta" on their Horstman 44.

Great evening altogether. We hope to see you all at Vince's house next month.

Respectfully submitted,
Ann Erickson, secretary

F9R Trimaran RufDuck modifications

From Martyn Adams

As some of you know, we have been having some frustrating and at times dangerous handling problems with RufDuck.

Since we brought her home 2 years ago, I have done some fairly significant reconfiguring and modifying. The boat has shed about 700 pounds net, has been strengthened, heater added, a new motor, new sails and the mast modified to accept slugs. It now has a conventional 7 ft traveler with 12:1 main-sheet, a 2:1 main halyard and a fixed ss forestay, replacing the roller furled jib with a full batten hanked maxi jib, the cap shrouds with 11 mm Dynex dux and a new forestay attachment at the mast. The stern has been reconfigured to be fully open, coamings lowered and shortened and that wonderful Leneman push pit added at the back along with a pair of side rails to make the cockpit more people friendly. A light weight battery box was added to stiffen the dagger board trunk and a settee extension added to stiffen

the other side. All new bulkheads and V-berth floor with twin carbon longerons as supports add support to the forward central mounting module

and stiffen the whole bow structure. Much to our chagrin, we discovered the port side was an R version and the starboard side an A. It is now truly an R version. All the false floor has been removed and the area under the cockpit, cleaned, breened and refinished.

Some things have remained of necessity. The interior main cabin furniture, the 12" higher 2 ft longer boom, escape hatch and 1/4" bolts securing the windows. The 7/32 diamonds will be replaced in the next couple of months.

We sailed her 3 times after bringing her home, scared ourselves and destroyed the main. It was 10 months of work until we sailed her again.



RufDuck

After that, each time we took her out we came back with a list of things that needed correcting, corrected them and tried again...only to return with another list. After each change we hoped the biggest issue would find a solution. It did not. The darn boat was unpredictable unless you were absolutely on top of it. It was simply not possible to sail reliably main only at speeds less than 3-4 knots and even with the jib, if a mistake happened while tacking, in irons was a typical result. In irons at night in a seaway with 15 knots+ wind is not fun. Two and sometimes 3 people were needed to wrestle her into sailing mode.

The final straw came during the Winter Vashon Race when a gust hit while sailing high under the chute and the boat rounded up, refusing to answer to the rudder even after the traveler was fully released.

That night I drafted a letter to Dave Calvert outlining the problem and I was prepared to send him the main to re-cut.

Ron Radko was driving and we talked about what he felt should be changed.

Both Dave and Ron came up with exactly the same things.

During the next 3 weeks I lengthened the rudder 2", trued and faired it and shifted the pivot hole forward, also removing the bump stop. This increased the balance area ahead of the rudder axis reducing rudder loading, while at the same time increasing rudder area and shifting the center of lateral resistance aft.

Above deck, I shortened the forestay a total of 2 inches +. This moved the center of effort forward, closer to the CLR.

The net result is nothing short of amazing. Sunday Linda and I took

the boat for a romp in admittedly pretty easy conditions. Wind about 10 or so and pretty smooth water. Then we twisted her tail. Main only no problem, tacked about like Cuttlefish. Main and jib no issues...slow tack, easy...crash tack (180* turn as fast as possible) in a boat length...stuff it head to wind (always ended in irons) and it just clawed for headway and finally fell off with jib backwinded, hove to. Dumped the jib sheet and trimmed in and away we went. Haul on the rudder and the boat turned, finesse the rudder and the boat responded. From close hauled we eased the main and trimmed the jib, up helm and she promptly pirouetted and we were pointing deep. We even sailed her with the autopilot (I like the autopilot!) and she was fine. I do the happy dance and give Mike a call (probably didn't make a lot of sense but communicated a lot of excitement).

I've worked too much on the boat and sailed too little. The dream had begun to turn into a disappointment (hell, a nightmare). My best friend was through sailing on it until it changed.

Without a lot more stuff, it will likely never be the fastest boat in a race but for now, I am looking forward to a good 20 knot day rather than dreading it, longing to feel the sting of salt and afterward the muscle cramps from tired old muscles. You couldn't pay me enough to feel like this but tomorrow I'd do it in a heartbeat on the boat.

Thanks for listening...or not.

Cheers,
Martyn Adams
F9R RufDuck 79112
Edmonds, WA

2010 Cruising Schedule

May 29-31 Swiftsure Even if you don't race, come for the show and the multihull dinner.

June 19-20 Blake Island Fathers Day. Take Dad for a cruise or have the kids take you

July 3 Fireworks at Poulsbo Raft up for the show. Easy access to the shore so friends can join us.

July 4 Fireworks at Quartermaster Harbor For those who didn't get enough on the 3rd.

July 30- Aug 1 Cow Bay Regatta Racing is not required to enjoy this. It is the starting point of the annual Gulf Islands and North Cruise. *The dates for Cow Bay and therefore the cruise start are not confirmed yet.*

August 2- 15 Gulf Islands and North Cruise We will be exploring the Gulf Islands and possibly get as far as Desolation Sound.

Sept 11-12 Brownsville Easy to get to, great docks and we have the picnic shelter with BBQ and heaters.

Thanks to David Miller, Rear Commodore, for some great times ahead! Now to add these to my home calendar....

Classified Advertising



1987 Crowther Passagemaker 33ft Trimaran - \$32,500.00

33ft Trimaran, modified Bernie Rodriguez, presently moored at Wards Marina on Crescent Rd in Surrey BC

Specifications:

Glass reinforced, epoxy sheathed, mahogany plywood construction

Sleeps 4

Single cylinder 11hp diesel engine

New dodger & enclosed cockpit

Electric anchor windlass

GPS etc

Autopilot

Three burner cook top

Boat may remain at its current mooring space at Wards Marina, Surrey, B.C. Has been used for summer sailing in the San Juans and Upper Gulf Islands. Appraised by Western Marine Surveyors, August 14th 2008

For information phone: Stephen 775 827 2786 or email: multihuler@aol.com

FOR SALE --52' HUGHES TRIMARAN PROJECT. Started in early 90's by Patrick and Susan Thomas. Amas are ready to glass, decks already glassed but no holes or hatches cut. Boeing Surplus Carbon fiber/Nomex/Ply sandwich bulkheads I am told. Slight water damage to stbd. ama inboard side could easily be fixed. May or may not be fair. Main hull (no bulkheads) and crossbeams (not joined to hulls) may have rot as they have been exposed to rainwater from the collapsed shed or outside storage. Approx. 25 sheets, 1/8" Okume marine plywood and a new roll of dry fiberglass cloth unopened. I'm selling this for friends in Fall City, WA. I've no financial interest. It would make a great 52' Pod Cat! Make an offer.

Call John Matthiesen 360-385-5971 or email me www.lynx@olympus.net



Photo of sister ship

Classified Advertising

Three Meter Trimaran for Sale

2005 Homebuilt Seaclipper 10 (3 meter class) single seat trimaran dingy sailboat. Plans by John Marples (hull #271) of Marples Marine, FL.

Specs: Length 10', width 8', weight 170#, capacity 380#, sail area 60 sq ft (includes two main sails), main hull 1/4" ply covered with fiberglass and epoxy, mast 3 pieces – 19' long assembled, one piece boom, rudder controlled by foot pedals.

Includes a hand launch cart and utility trailer with ramps and rope haul – up arrangement, trailer hand dolly and set of boat plans.

For additional information PH 360-876-8543 or crader@wavecable.com Boat location Port Orchard, WA

I would also consider selling the trimaran and launch without the utility trailer and hand dolly for \$300 OBO as the trimaran and hand launch cart will fit in the back of a full size open pickup, using ramps and a rope haul – up arrangement.

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. 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!

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.