



Northwest Multihull Association Newsletter

**Builders - Racers
Cruisers
Since 1967
Vol. 38, No. 6**

June, 2005

Commodores Comments

Hey There,

Mike the commodore here, just back from doing Swiftsure on Optimus Prime for the second year in a row. Just like I said last year in this column, most good stories about Swiftsure go something to the effect of "then we got to race rocks and" Well that was true again this year. If you have not heard it already, this year was one of strong westerly winds against a big ebb tide. Can you say, steep short waves under double reefed main and jib? It all really kicked in at Race Rocks, as it usually does. Hopefully others will describe in detail what went on out there, suffice it to say we had a blast on Optimus and in my opinion exercised good judgment when we realized we were getting in over our heads and turned back.

For those who have not been, Swiftsure is truly an event, one that everyone should try at least once if not more. This year there were 14 Multihulls on the start line, ranging from the always cool Formula 40 Dragonfly to the Gemini 105 Water Strider (that is a rating range of -110 to 165 for those keeping track of such things). For me the event is broken into several distinct parts.

The first part of the event is the delivery sail up to Victoria. This year we had nice sunshine and a good sailing wind most of the way ending with us sailing along the breakwater at Victoria at 16 knots in flat water,

pretty cool. Once checked in (always easy with Canadian customs) we got our usual spot next to the walkway that has all the street performers in front of the Empress Hotel. This is definitely one of the highlights, you get to watch the performers and crowds and lots of folks walk by and ask questions about the boats. Swiftsure treats the Multihulls special going out of their way to make sure we are featured and the crowds are truly happy to see us there.

Once tied up the socializing starts, as one by one the other competitors show up. It was cool to see Cheekee Monkee's new beams and all the other mods in the fleet. Rosianate was there this year and at 63 feet was always referred to as the mother ship.

Friday is a day of preparation before the race, getting all the Cat I safety gear sorted out and trying to figure out strategy. This year all the Multihulls crews got interviewed on the radio and then several boats took the media out for speed runs along the breakwater, very cool. The day ended with the wonderful dinner at the Empress that John Green (F-9AX Sauterelle) puts on, this year attended by over 100 people. The dinner is always of the highlights of my sailing year.

Saturday brings the race, which others will describe. This year Sunday found us lounging around the inner harbor clean-

ing up the boat (or more correctly watching Mark clean up the boat), going out for fish & chips with the other Multihulls crews (we got there by water taxi, cool) and generally telling stories about the race (I'm telling you those waves were huge!!!, and the wind !!!). Also coming home on the water taxi, I saw the guys on the Water Strider finishing, it was very neat to catch their lines at the dock and hear their stories. It was great to see a cruising boat compete and finish this year.

Monday found us sailing home across the straits and then motoring from Port Townsend to Seattle. Clearing customs was made easier by all of us having our I-68 forms. We were surprised to be met at Shilshole by customs agents demanding to know where we had come from and how we had cleared in. Oh well, it is a different world we now live in and we all need to play by the new rules.

In the end five days spent with good friends on our cool boats. I don't know what else I can say, Swiftsure truly is the best and everyone should try it at least once. You don't have to race, you can just come for the fun. Anyway, hope to see you out on the water, sail safe, sail fast.

Mike
F-25A Scooter



El Capitan, Mike Wright

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2005 Calendar

6/17	NWMA Meeting—Speaker, Eric Precourt of Precourt synthetic rigging systems
6/14	Spinnaker Practice (Shilshole Bay Marina, 6 pm)
6/21	Port Madison Solstice Rendezvous, sail over, raft-up and potluck and sail home.
7-2-4	Quartermaster Harbor Rendezvous. Sail over and look for other multihulls. We will try to get dock space, but it will be crowded. Come when you can and bring food.
7/10-15	Whidbey Island Race Week
7/19	Man Overboard Practice (Shilshole Time TBD) Kirby, contact
7/23-24	Blake Island Hobie and 3 Meter Trek, Hogshead Race and Rendezvous (Hobies camp at NW corner, big boats at that anchorage) (Kirby contact) See article for more details
7/30-31	Cowichen Bay Regatta
8/1-13	1st Annual Visit the Gulf Islands (Wayne and Ann contacts , more info in this issue.)
8/20	CYC Moonlight Race, Lake Washington

8/27-28	Port Ludlow Birthday Rendezvous Call 1-800-308-7991 to reserve dock space or anchor out. Potluck on patio Saturday night. There will be a grill available. Bring meat to cook and a dish to share. There will be cake.
9/3/4	Pitch Regatta
9/10	Trans Puget Race
9/16	NWMA Meeting—Show and Tell or what I did on my summer vacation
9/22	Golden Gardens Equinox Picnic
10/1	CYCE Foulweather Bluff
10/15	CYC PSSC
10/21	NWMA Meeting
11/4/5/6	SYC Grand Prix
11/18	NWMA Meeting
12/03	TYC Winter Vashon
12/16	NWMA Meeting—Holiday Potluck

Dock Talk and Other Scuttlebutt



This is an invitation to each of you to join us at one or more of our summer events. They are always fun and a good time to bring the whole family. Kids especially like Blake Island and the Pt. Ludlow Rendezvous. You can drive to Pt. Ludlow too. If you would like to go along one the Summer Solstice Potluck, give us a call and we will find a place on a boat for you. 206-297-1151.

Clip out the Quick Calendar on page 3 put it up on the fridge. Pick something that sounds fun and be

sure to come.

Speaking of cruising, Vince DePillis beat us to the Gulf Islands. He just returned from a 10 day trip. We will have to pick his brain about the good places to go.

As most of you may know, I wouldn't be caught soaking wet on a race. Those guys are crazy. However, when Wayne signed up for the last two events, somehow they listed me as the skipper. Once was on F-28 Frieda Mae and the second was on F-31 Optimus Prime both won the race.

I guess I'm a pretty good racer after all. At least, my name must be good luck. We'll see if my winning streak continues. I'll be picking up my trophies at SYC this Sunday.

See you at the meeting this Friday. Eric Precourt is our speaker and should be very interesting. He is the cutting edge in synthetic shrouds. I hear that he is designing rigging for Circ Du Soliel too. He is in the Northwest to deliver a F-33 act cockpit to Sigi Steimer in Vancouver. We were lucky enough to snag some of his time.



Hogshead Race and Rendezvous at Blake Island July 23 –24

*Also features the Hobie and 3-Meter Trek from Alki Beach.
Camp at NW corner of Blake Island; Big boats at NW anchorage.*

Saturday 9am Hobies and small boats: park boat trailers in West Seattle's Don Armeni Park near boat launch ramp. (\$12 for overnight parking in lot or park free on street.) Load your bulky camping gear onto Kirby and Robin's 31' trimaran.

I am Set sail for Blake Island. (Chase boats can provide tows if wind is dead calm. Big boats: please phone Kirby if you can tow a small boat; Hobies can sail OK with even a few knots of wind.)

On Blake Island, small boats land on beach, pitch tents there, pay a small camping fee to State Park, then do some racing! Race to Bainbridge Reef! Usual Hobie classes plus 3 meter trimarans and open class for beach cats

Logistics: dinghies available to lend for trips from anchorage to shore. "Cat Tracks" available for moving small boats on beach.

Potluck Dinner at beach camp, bring dish to share (or purchase "Salmon Dinner To Go" from Tillicum Village \$22 or children \$10). Skippers meeting to define the Hogshead Race. Swap sea stories around the beach campfire or try the salmon dinner & Indian dancing at Tillicum Village Longhouse. (People without boats can take the tour boat from Seattle to Blake Island, info www.tillicumvillage.com (206) 933-8600)

Sunday morning: "Breakfast at Triffany's" Kirby and Robin will whip up some fine food for us in their trimaran's galley.

Hogshead Race around Blake Island! You choose which direction to go. Beach start, finish line is back on the beach, first to kiss the troll wins the "trollphy"! Then prizes, BYO lunch and snacks. Small boats stow camping gear on "Triffany's" and sail back to West Seattle.

Contacts: NWMA: Kirby Jacobson (206) 579-4421 cell earth2kirby@yahoo.com
www.nwmultihull.org

Diane Johnson & Mark Olsoe (206) 937-7454 julycreek@comcast.net

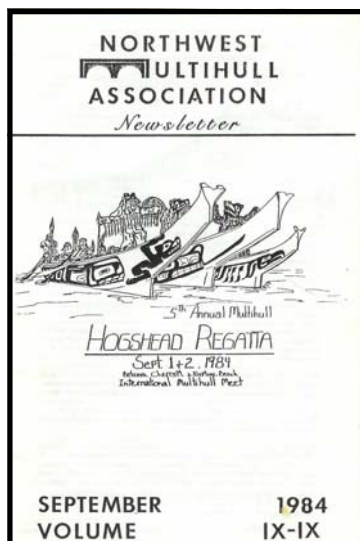
Hobie Fleet: Bob Johnson (206) 243-6241 rgjohnson@seanet.com

RSVP requested (but not required).

Historical Note

Report on the 5th Annual Hoghead "Fun" Race, 1984

Thanks to Kirby Jacobson



The following is an excerpt from the newsletter report of the 1984 Hogshead.

The weather was beautiful, allowing shorts and t-shirts all weekend. Twenty-one boats participated in Hogshead 1984, all trimarans!

On Sunday a Drag Race was scheduled for those hearty souls who needed to test their boats and skills against each other. Everyone enjoyed the invigorating sail.

At noon instructions were passed out the Hogshead "Fun" Event. The Objective was to have the most fun while safety getting the most points. Points were given for "style", number of people on boats, etc. Water balloons were passed out and points awarded for direct hits.

Points were also earned for using the complete sail inventory aboard the boat. One was just required to hoist each sail fully. Seafire was seen to have hoisted each sail up and down quickly, Invictus appeared to have hoisted each sail and sailed with it and Chasca hoisted their sails in the bags.

The Hogshead trophy is a paper mache hog's head that sticks out from a piece of plywood about 18 inches. The trophy was last seen being hidden in Pat Dayshaw's van. Each Hogshead is different and unique with no need of comparison. Our goal is to continue this event through the next ice age!

Quick Calendar 2005 Summer Events

Friday, June 17—Regular meeting. Eric Precourt is the speaker. Come hear the latest about synthetic rigging. Pizza at 6:00, business meeting at 7, program at 8.

Saturday, June 21—Port Madison solstice Rendezvous. Sail to Port Madison, raft up and potluck with friends on the longest day of the year. Sail back the same evening.

Saturday, July 2—4th—Quartermaster Harbor Raft-up for the fireworks. Come when you can.

July 23 –24—Blake Island Hobie and 3 Meter Trek, Hogshead Race and Rendezvous, at NW corner of the island.

July 30 through Aug. 13—Cowichen Bay Regatta and Gulf Islands Cruise. See page 7..

Aug. 27—28 Pt. Ludlow Birthday Rendezvous. Everyone has a birthday. Pot luck on patio Sat. night. Call 1-800-7991 to reserve dock space.

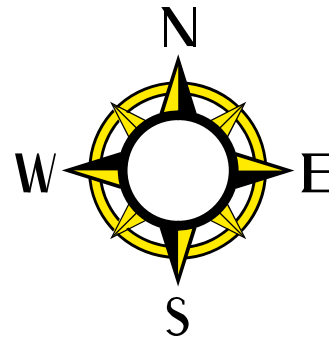
Friday, Sept. 16—NWMA Regular meeting. Show and Tell or what I did on my summer vacation.

For more information on any of these events contact Kirby at earth2kirby@yahoo.com or cell phone 206-579-4421.



Basic VHF Usage in USA and Canadian Waters

By George Lefler



Basic usages:

- 1) VTS: for Vessel Traffic System.
Good to monitor when in area.
- 2) Brige or Port operations: for use by larger or commercial vessels
- 3) International Distress: for distress communications.
- 4) Coast Guard Liason: for communications with Coast Guard.
Contact them on Ch 16 first!
- 5) Calling Channel: for Intership and Ship-to-Shore.
Keep communications to a minimum!!!
- 6) Working Channel: Intership and Ship-to-Shore.

<i>Channel</i>	<i>U.S. use designation</i>	<i>Canadian use designation</i>
5	VTS - Northern Puget Sound	same as US
6	Intership, Safety (e.g. SAR)	same as US
9	Working channel, all vessels (US only Alternate Calling channel)	same as US
11	n/a	VTS - Victoria
12	n/a	VTS - Vancouver, Howe Sound
13	Bridge traffic, large vessels	n/a
14	VTS - Southern Puget Sound	n/a
16	International Distress & Calling	same as US
22A	Coast Guard Liason	same as US
66A	Port Operations	same as US
67	Working Channel, all vessels	same as US
68	Working Channel, pleasure craft	same as US
69	Working Channel, pleasure craft	same as US
70	DSC - NO voice communication	same as US
71	n/a	VTS - Comox
72	Working Channel, all vessels	same as US
73	n/a	Working Channel, all vessels
74	n/a	VTS - Vancouver (Fraser River)
78A	Working Channel, pleasure craft	n/a

According to US laws, since 1996 you do not need an FCC station license to operate a VHF radio within US boundries. However, you do need a license to operate one in foreign waters, including Canada. FCC station license's currently demand a fee of \$200 and are good for ten years.

Canada has also (1999) dropped the station license requirement for VHF use on pleasure boats - in either Canadian or US waters. So, while it is technically illegal to do so, since Canadian authorities do not enforce US radio license laws, in a practical sense a station license is not required.

However, Canadian law DOES require that each PERSON operating a VHF radio have an Operator's Permit. The US similarly requires that each person have a Restricted Radio Operator Permit when using a VHF radio in foreign waters (not domestic). FCC operators permits cost \$50 and it is good for life.

You can obtain an FCC license on the internet at <http://www.fcc.gov> but, even though much improved recently, the process is still convoluted and confusing. Perhaps it's easier to call the FCC at 1-888-225-5322 and ask for the form to apply for a Restricted Radio Operator's permit. I believe that the forms are Form 605 to apply, Form I070Y, and Form I59 to make the payment.



Victoria Welcomes Racers

Wowzers! Victoria was so cool! The weather in town was terrific, the flowers were in bloom and the boardwalk in front of the docks was full of buskers entertaining with music and fire jugglers and the like. The photo on the cover

shows a colorful mermaid playing an accordion for donations. And, one of the best sights was fourteen multihulls lined up right in front. There was the glorious graphics on Dragonfly and they put the only two colored boats, bright yellow Bad Kitty and lav-

ender Spirit of Emu on the outside, making us look colorful indeed.

All this and a great multihull party Friday night, before the race, in the Crystal Ballroom at the Empress Hotel. There we were, more than 90 people who mostly knew each other, in this fabulous room with crystal chandeliers, marble floors and glistening place settings, all wearing boat shoes, fleece, foulweather gear, etc. Only boat racers would do such a thing. Many thanks to our Canadian friend John Green, F31, Sauterelle, for

putting on this exceptional feast.

Saturday the race began with only an hour or so postponement. There were more than a thousand people out on the point to watch the start. It was incomprehensible to watch, even with radio commentary explaining all. Then, finally they were off, leaving wives, children, and assorted hangers-on to amuse themselves in Victoria. Castles were visited, gardens strolled, shops perused and lots of food consumed. Kathy Sherman dressed her two little girls up and took them to tea at the Empress Hotel. All the while we are waiting for word on what is happening



Colorful Multihull fleet in front of the Empress Hotel with the Canadian flag snapping in the breeze and blue sky.



Swiftsure Results and Notes

1	F31 Cheekee Monkee	Kim Alfreds
2	Formula 40 Cat Dragonfly	Pat McGarry
3	F27 Drum	Andy Robinson
4	F31R Blue Lightening	Mark Gumley
5	F25C Makika	Jude Stoller
6	F9AX Sauterelle	John Green
7	F27 Cuttlefish	Martyn Adams
8	Catamaran 35 Bad Kitty	Bob Davis
9	Gemini 105 Water Strider	David Page
10	63' Custom Tri Rosinante	Geoffrey Strange
11	43' Custom Tri Spirit of Emu	Rohan Claringbold
12	F31R Optimus Prime	Wayne Erickson
13	F31 Son of Raven	Chris Sherman
14	F33 DanGereaux	David Miller

Notes: This race was 103 nautical miles. Dragonfly was the first boat back in nine hours and 37 minutes. You figure it out. He corrected into second place. The last boat over the finish line was Water Strider in thirty-two hours and fifty-two minutes, a very long day. The last five boats were DNF. More photos and complete statistics are at www.swiftsure2005.org.



Optimus Prime and Son Of Raven as they leave the harbor for the start line. Mighty wind awaits them.

Cover Photo: Here is another view of the multihull fleet at Victoria's Inner Harbor.



More Cruising Information

Customs Regulations

This information is subject change at the whim of the government and seems to vary at every office we have spoken to. Do your own research for your own trip. You are responsible for yourselves. Don't be afraid to go, just go prepared.

***** No matter how you go, by land or sea everyone should have picture**

ID, a passport if you have it, and certified birth certificates for all children. If you do not have a passport, get one. Even if you don't intend to travel, it is going to get more complicated to get them, they are the best identification you can have, and they are good for ten years. They are use-

ful if you lose your driver's license or have an identify theft problem. Get one.***

It is easy enough to get into Canada, but tricky getting back. You can do it without the I-68 form, but you have to present yourself and your whole crew in person at a Customs office.

Here's How!

Touch land at customs dock before any other stops. Crew stays on board while skipper clears customs. Everyone needs ID, a passport or driver's license and a certified birth certificate. Leave papers on board and take a list of IDs and boat registration info. No firewood or fresh produce of any kind is allowed into Canada.

Call ahead.

Canada Customs

Bedwell Harbor (S Pender Island) 250-629-3363
Victoria 250-363-3339
Sydney 250-363-6644
Nanaimo 250-754-0341
All can be reached toll free at 888-226-7277

USA Customs

Bellingham 360-734-5463
Friday Harbor and Rache Harbor 360-387-2080
Port Townsend 360-385-3777
Port Angles 360-457-4311
All can be reached toll free at

I-68, Here's how to do it!

If you get signed up with the I-68 form, you can check back into the Us by calling an 800 number 24/7 and it is good for the whole year. It does take a little doing, but it can save you a lot of time and trouble later. Everyone on your boat must do this. Even one person without it means that you must check in person at Friday Harbor. In effect, you are being certified as a US citizen. Here's how:

*Call this number 206-553-0667. Make an appointment to go in. The appointment takes about 20 minutes. They are filling up fast for the dates between now and Swiftsure. Call now if you need clearance before Swiftsure. It is completed and you are good to go when you finish there.

*The address you need to go to is US Customs and Border Protection, 7277 Perimeter Road, Rm 112, Seattle, WA 98108. This is near Boeing Field, it is also call Renton Municipal Airport. Map it, don't be late.

*Fees: \$16 per person or \$36 per family. Cash or checks only.

*Photos: You need to bring three official passport type photos, color, white background, etc.. You can get these at any Kinko's and many other places. Algren's and Fred Meyer's do them, cheaper than Kinko's.

*They will fingerprint you and do a criminal history check. Don't be surprised.

Good Websites

US Customs & Border protection Website:

<http://www.custom.ustreas.gov/xp/cgov/home.xml>
Click on travel

Easy to understand custom info at:
<http://sanjuansailing.com/customs.htm>



Summer's Coming! Let's Go Cruising!

August 1 through 12, Gulf Island Cruise Tips



All are welcome, whenever and where ever you can join us. If you see a bunch of multi-hulls somewhere, come over and say hello. We have had a number of people say they are coming including several Canadians.

Suggested equipment that you might not usually carry includes a tender to row ashore, no motor needed, be prepared to raft up at anchorage or at docks with extra lines and at least 8 fenders, have two anchors available and a tarp or boom tent in case of bad weather.

Be sure to read the page on customs entry and VHF use.

The schedule is subject to change due to wind and whim, time and tide. Come looking and call on the radio, channel 68, at noon or 6 pm. We will be listening for you!

Itemized Itinerary

The cruise will start on Monday August 1 following the Cowichan Bay Regatta. We used the waterproof chart # 86 of the Canadian Gulf Islands and Cruising Guide to British Columbia Volume 1 by Bill Wolferstan for the Gulf Islands and Vancouver Island from Sooke To Courtenay. The general plan is to stop at a primitive site one night and a marina or town the next. You will be able to shop, shower and eat out every other day. We will be stopping at Buchart Gardens, Ganges, and such places. It is going to be a fabulous trip. Come on along. Contacts for info are Wayne and Ann Erickson, 206-297-1151, days. Call with any questions or just to let us know you are coming.

August 1, 2005 - Depart Cowichan Bay south to Brentwood bay Page 131 #5 this is approximately 12.3 miles 3 hours motoring. Lots of services and marina moorage are available here. Lat 48.34.6 Long 123.28.4 We will meet up in the morning and take one boat into, Tod inlet for a visit to Buchart Gardens. Our plan is to see the gardens and leave by noon before the tour buses arrive.

August 2, 2005 - Depart Brentwood Bay north 12.7 miles North and then Northeast by way of Satellite and Shute Channels to Princess Margaret Park on Portland Island. Lat 48.43.6 Long 123.28.4 Page 81 #6, for overnight anchorage in Princess Bay. Enter near the Tortoise Islets There are no services on the Island except toilets. It is a great island to walk around and you will see other anchorages for next time. This again is about 12 miles from our last departure from Brentwood Bay.

August 3, 2005 - Depart Princess Bay southeast down around the south end of South Pender Island and Northwest to Port Browning. Page 70, Port Browning provides good anchorage, and Port Browning Marina has all necessary services, fuel, showers Laundromat, excellent restaurant. Lat 48.46.5 Long 123.16.1 15 miles from Portland Island. Bedwell Harbor on South Pender Lat 48.44.8 Long 123.14.038 is also a Port of Entry if you decide to pick us up now. The bridge between North and South Pender is too low for most sailboats.

August 4, 2005 - Depart Port Browning northwest through Navy Channel and Trincomali Channel to Montague Harbor. Page

64 #9 there is a large Provincial park and Public floats and marina. This is one of the busiest parks in the Gulf Islands, but we should be able to find a spot to tie up or anchor. Lat 48.53.1 Long 123.24.152 The inner harbor has the mooring bouys but shallow draft multihulls can anchor safely inshore of them on the Northeast corner of the bay. On the North side of the Grey Peninsula is a beautiful anchorage in settled weather. Don't cut the corner. This stop has services food, fuel, water, showers, and restaurants. This is again about 12 miles from our last anchorage.

August 5, 2005 - Depart Montague Harbor, east through Captain Passage to the town of Ganges at the North end of Ganges Harbor. There are two Public Docks and at least two private marinas. Excellent restaurants. Page 54 through 57, good food marinas and services, Approximately 7 miles. Lat 48.51.25 Long 123.24.6

August 6, 2005 - Depart Ganges 12 miles northwest up Trincomali Channel to Conover Cove on the southwest end of Wallas Island, Page 50 #1. Over night anchorage, this is now a provincial with nice walking trails, no services. Lat 48.56.1 Long 123.32.7

August 7, 2005 - Depart Wallas Island zig zag 14 miles to the Northwest through Houston passage then southwest then Northwest up Stuart Channel to Ladysmith on Vancouver Island. Page 147 #4 Nice town with a Public float with room for 50 boats and several other local marinas. Lat 48.00.2 Long 123.49.1

August 8, 2005 - Depart Ladysmith, 12 miles, for Pirates Cove on De Courcy Island. Page 32 #11, this is a provincial park with a very secure anchorage, water and pit toilets avail-

able, Approximately 12 miles. Lat 49.05.8 Long 123.43.8

August 9, 2005 - Depart Pirates Cove for Nanaimo via Dodd Narrows Page 151 #1 Lat 49.08.01 Long 123.49.02 or Gabriola Passage Lat 49.07.7 Long 123.42.8 to go outside via Silva Bay. Slack water is about 1 PM About 14 miles Page 30. Everything you want is in Nanaimo—restaurants, moorage, chandleries, seaplanes. The trip through Dodd Narrows is very tide dependant so use your tide tables.

August 10, 2005 - Depart Nanaimo and back through Dodd Narrows—slack is about 8 AM and again at 2 PM for Telegraph Harbor between Thetis and Kuper Island Lat 48.58.5 Long 123.40.01 Page 45 #13, 14 and 15 good anchorage and two marinas, can be very crowded in the summer sobe prepared to raft up or anchor in shallow waters. About 18 miles.

August 11, 2005 - Depart Telegraph Harbor heading south down Stuart Channel into the North part of Sansum Narrows to Maple Bay--Lat 48.48.8 Long 123.35.9 to await proper tide to transit Sansum Narrows Page 139 #8 Public wharf services available here.

August 12, 2005 - Depart Maple Bay south via Sansum Narrows and Satellite Channel to Sidney, Page 87, Lat 48.39.2 Long 123.23.4 a large city with all marine service and several good anchorages near by.

We have one extra day to use as a lay day some where along our journey. I hope that you join us, the more the merrier.

-Wayne and Ann Erickson, David Miller



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
- 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

Partner Wanted: Looking for partner in the Bellingham/ Anacortes area who would be interested in sharing the purchase, maintenance, and fun of an F-31/F-9, possibly even a project boat. contact: Tom Magnussen 360-647-2048 tmag@harpspirit.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-

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



Multihulls Northwest
Your Corsair Trimaran Specialist

New and Used Multihulls for Sale
Remember, wider is better!!

Dealers For:

Precourt Systems






Align-Quik




Multihulls Northwest
6400 Seaview Avenue NW, Seattle, WA 98107
206-297-1151 * Fax 206-297-1411
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

2005 Elected Officers:

Commodore	Mike Wright
Rear Commodore	Wayne Erickson
Vice Commodore	Kirby Jacobson
Secretary	Robin Jacobson
Treasurer	Pat Pilage
Newsletter	Ann Erickson and David Miller

2005 Appointed Officers:

Race Fleet Capts	Pat McGarry and Jim Thompson
Librarian	Mark Olsoe
Property	Diane Johnson
Publicity	Diane Johnson
Web Curator	Keith Burke
Historians	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 or Webcurator Keith Burke at 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

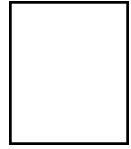
New Member? Yes No Where did you hear about NWMA?

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

This newsletter is on the web,
now in living color!
nwmultihull.org

Meeting, Friday, June 17
Eric Precourt will speak on
synthetic shrouds

Summer Events Calendar

Gulf Islands Cruise
Itinerary, Page 7

VHF Use and Customs
Guide inside pages 4 & 6

Return Service Requested



Fourteen Multihulls Compete at Swiftsure 2005

**Northwest
Multihull
Association
Newsletter**

June 2005
Vol. 38, No 6

**Special Summer
Cruising Edition!!**



The multihull fleet was front and center at the docks in front of the Empress Hotel in Victoria. See more photos on page 5