



Northwest Multihull Association Newsletter

**Builders - Racers
Cruisers
Since 1967
Vol. 38, No. 5**

May, 2005

Commodores Comments

Hey There,

Mike the Commodore here. Just back from the two handed Race to the Straits so I have several sore muscles and a new appreciation for the current at the Double Bluff buoy, or the toilet bowl as Les and I came to refer to it on the third time around. Watching boats go sideways at 2-4 knots is a pretty amazing sight. Taking an hour to get back to where we started on the first attempt is an exercise in patience. I think Linda on Cuttlefish had the best approach; she left Martyn to deal with it and took a nap.

The last few months have found me crewing on other boats and working on handicap stuff for the club so it was a hoot to get back out on Scooter with Les Valsquier as crew. The racing was tight and the dockside activities probably as much fun. I will leave the specifics hopefully to others to describe but will suggest if you are looking for a fun low key race, this is one of the best. Seven boats made it to the line (including Dragonfly, way cool), which was one of our larger turnouts. Try it, you will definitely like it.

Of course May brings Swiftsure, probably the best-known race in our area and one of the bigger

sailing social events. Our boats are treated special (because they are) and are docked front and center and get quite a lot of attention from the crowds walking the docks. It is fun to hear the kids talk about the Dragon boat, explaining to their parents that it is the fastest boat on Puget Sound; of course the wives always seem to comment on the accommodations. John Green from BC hosts a great dinner at the Empress where you get to meet and have fun with the BC multihull sailors. Just seeing the latest go fast stuff on Cheekee Monkee is worth the trip. This year I hear there will also be a Gemini Cat in the race. When I get cold and wet I will think of them with envy, the big question is what will be cooking in the oven while they are racing. Try that on a monohull, probably won't work out real well. Anyway, if you have not done the event, it is another one that is well worth the effort to attend.

Of more importance to most in the club, summer is rapidly approaching and that means we get a chance to do something other than discuss the effects of swim steps on ratings and get back to just sailing for the pure fun of it. Cruising our boats to various cool places in Puget Sound. Won't be

long and we will be meeting at Port Madison for our summer solstice rendezvous.

As we hopefully get to spend more time on the water, it time for me to make my annual pitch for taking someone new out your boat. Someone took all of us out once and that got us hooked on boats with more than one hull so it is only fair that we keep spreading the word and converting those with leaner experience. This summer we are also reaching out to the beach cat crowd by going with the Hobie fleet to Blakely Island. We will carry their gear and give them a tow if the wind shuts off. Sounds like a lot of fun to me.

Repeating last months ending (still seems appropriate to me); there are lots of activities coming up in the next few months for everyone in the club. Don't forget to check out the calendar to see what is going on. I hope to see more of you at either the club meeting or out on the water. Sail fast, sail safe

Mike, Scooter



El Capitan, Mike Wright

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People for Puget Sound to Speak

Meeting Topic, Fri. May 20

By Kirby Jacobson

Come and find out what is being done to keep Puget Sound the pristine sailing destination that draws us all out there.

People for Puget Sound is working hard on lots of projects to keep things clean and beautiful. Frana Milan and Sid Brinkhoff will present an update of current issues and an overview of what is going on in



the Sound. A variety of topics will include oil spills and the proposed Orca Pass Marine Sanctuary.

Find out ways you can become involved in taking care of this beautiful shared resource.

Copies of the Puget Sound-keepers boaters booklet will be available.

Pizza at 6:00, business meeting at 7, program at 8.

Special Guest Speaker for June 17 Meeting Eric Precourt of Precourt Rigging Systems

Learn about "High Modulus Synthetic Lines for Sailboats" from the master. Many of our boats have his rigging and it is possible to convert any sailboat, eliminating heavy, bulky stainless steel lines for light weight synthetics.

Dock Talk and Other Scuttlebutt

By Ann Erickson



One of the prime directives of this club is to promote multihulls as opposed to the other kinds of boats. One of the ways we do that is try to be in public places where lots of people see our "funny boats". Swiftsure is a good example of doing that. They put our boats on the boardwalk at the public docks in the Inner Harbor, right in front of the Empress Hotel. It is a great spot. If you don't have a boat, I strongly urge you to go anyway. A weekend in Victoria is always swell and when it is full of boats and the Buskers festival is giving free street entertainment, well, it just couldn't get better.

Besides that, our Canadian friend, John Green, F9A, Saunterelle, invites each of you to attend the chicken curry dinner he puts on at the Empress right after the skippers meeting on Friday night! Even if

you don't race, you can listen to the war stories before the race and the excuses after.

The race grid with boat positions is on every TV in Victoria all weekend too. You can sit in the pub and follow the action.

John also reminds us that there is a competition between the Canadian and US boats and we are the holders. Let's see if we can keep the cup.

Another bit of news about multihulls that you can enjoy in is that Corsairs will be featured on the Outdoor Life Network Monday, May 23, at 6 p.m. You don't even have to leave home to do in this one.

There is considerable confusion about on the water re-entry in the US. We will try to get a better grip on it before the club meeting and give you an update.

Hope to see you at the meeting!!

Quick Calendar

Club Events For May & June

Tuesday, May 17—Go fly a kite, Outleader Kite that is, Shilshole Bay Marina, 6 pm, N Dock, please call to reserve space, 206-297-1151

Friday, May 20—Regular meeting, Puget Sound Keepers will speak. Pizza at 6:00, business meeting at 7, program at 8.

Saturday, May 28 & 29—Swiftsure International Yacht Race, Victoria, BC.

June 4&5—Jetty Park Rendezvous, Everett. Birdwatching and a potluck on the Jetty and spend the night on your boat. Watch for more details.

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.

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

Be a Better Sailor Outleader Kite Practice, May 17

Meet at N Dock at Shilshole Bay Marina at 6 pm. Weather permitting we will take a boat out and go fly a kite. We also have a hand held practice kite to try. An RSVP would be good so we have an idea how many will be there. 206-297-1151



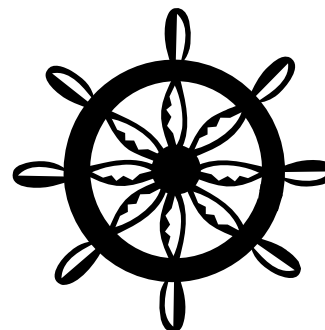
2005 Calendar

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.

🏆	5/17	Go Fly a Kite Class, Outleader Kites that is. 6 pm N Dock, Shilshole Marina Call ahead to reserve space.
🗺	5/20	NWMA Meeting— Puget Sound Keepers, Pizza at 6 followed by meeting
🏆	5/21	SYC Point Robinson (Tri island #2)
🏆	5/28/29	Swiftsure Regatta, Victoria, BC
🚤	6/4-5	Jetty Park Everett Rendezvous
🏆	6/11	SYC Blake Island (Tri island #3)
🗺	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
🏆	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)
🏆	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.
🏆	9/3/4	<i>Pitch Regatta</i>
🏆	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	<i>CYCE Foulweather Bluff</i>
🏆	10/15	<i>CYC PSSC</i>
🗺	10/21	NWMA Meeting
🏆	11/4/5/6	<i>SYC Grand Prix</i>
🗺	11/18	NWMA Meeting
🏆	12/03	<i>TYC Winter Vashon</i>
🗺	12/16	NWMA Meeting—Holiday Potluck





Racing Log

Puget Sound Sailing Regatta, April 16-17

by Martin Adams

It was wind with tide and the water was flat. Sailed 50.1 miles from the time we left the dock until we returned. Total moving average speed 7.8 knots.

Sailed the races with 1 reef and jib. No spinnaker. New record for the boat 22.8 knots and we do not know where it happened. Target downwind speed 14.5 knots and Linda had a hoot surfing the swells at 16. Sailed 90 apparent with all telltales flying. We really clawed to weather at 9-11 knots close hauled. The jib halyard IS tight and we had the caps cranked on to the #3 setting (max). Notice very little sag in the forestay. Linda said she wanted more jib halyard but felt sorry for us so she tried to ignore it.

Tried something new with the main-sheet and traveler. We used to sheet it in really tight but found better speed and a better more uniform shape by easing the sheet and traveling up.

Linda couldn't make it Sunday so I drove with Mark and Baldwin. I was glad the winds were lighter (funny how some things are relative). Pat, if I fouled you at the start, I apologize. If not, I planned it that way (sheepish grin). I just did not realize how fast you guys accelerate.

Lessons learned:

1) Do not carry the jib sheet in the tailer on the winch in heavy winds. It can pull into the tailer so tight that release is difficult. When Linda turns down at the weather mark, you better have the sheets in your hands. We had both main and jib in tight when she put the

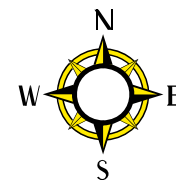
helm over, like in the photos but much more spectacular, and the jib wouldn't release. This was not an override but was bound in tight in the tailer jaws. Mark either had the same problem releasing the main sheet or eased too slow. Result was main hull out of the water. It was all in slow motion and surprisingly with little E-motion. Pat McGarry's comment came to mind rather clearly, "Now you know how far it can go."

2. Be sure to check the Class flag at the start. I had a perfect start lined up and heard the loud hailer announce, "This is a Class P2start." We were Class P0.
3. When rounding a mark, sail YOUR course and exercise your rights but before you do, look back to be sure. At the weather mark we wanted to do a jibe set. We were #2 behind one of the big boats and Flash was coming in on Port.

I moved wide to allow Flash plenty of room to round and assumed he would jibe set as well. After all his crashing and banging, I called for a jibe (to starboard. A bit of sign language, ruffled feathers and loud voices (no swearing this time) as we jibed back. My embarrassment.

Once again, I realize how well Linda handles what I am able to give her. I spend less and less time worrying about the boat and more and more about where we need to go. She also is relying on me and our crew to be where we are supposed to be and do what we are expected to do.

The adventure continues.



Sailing Tip Flying Flags

We all love flying flags on our boats and rightly so.

It is a beautiful sight to see the multi-colored flags, ensigns, pennants and burgees flying from masts, antennas, and superstructures. These are referred to as a vessel's "Colors." And here is what some of them are for.

While there is no regulation, you may fly the Ensign, which is the flag denoting the nationality of the boat or her owner. It is normally flown from the stern. If you are visiting another country, it is a matter of courtesy to fly their ensign or flag. It is normally flown from the starboard side of the boat. Country's customs differ in how to display, so be sure to ask or follow what others are doing.

Regatta trophy flags are a sight to behold. As a tradition many regattas award flags as trophies. Normally blue flags are given for 1st place, red for 2nd and gold for 3rd place. While at the dock these competitors fly their trophies from their masts making for a very colorful display. This sure beats having "bowling trophies" collecting dust on a shelf.

There are some mandatory flags, including the "Diver Down" flag, but for the most part it is just fun to put a flag on a boat. You all have certainly seen the skull and crossbones displayed everywhere and on many boats. Not to mention the tipped cocktail glass indicating it is "happy hour."

So, enjoy your flags.

Results in Dispute

Race to the Straights May 7-8

This double handed, overnight race to Port Townsend on Saturday and back on Sunday was well attended with seven boats at the starting line.

Dinner Saturday night was social and relaxing.

Actually, the whole race was relaxing as there was little wind. Most started there motors and thought they did not finish. Then they learned the race had been shortened and they did finish. The results are still being debated!



Summer's Coming! Let's Go Cruising! August 1 through 12, Gulf Island Cruise Tips



Be sure to mark your calendars August 1 through August 12 for the Northwest Multihull Association Summer Cruise. A number of people have indicated that they will be along. It is really fun to sail with other multihulls. Please check out the customs info in the box to the right.

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 itinerary complete with lat/longs was in last months newsletter, which is now on the club website, www.nwmultihull.org where you can easily print it out. We will print it again next month.

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.

Learning Curve Soars A-Cat Attack by Pat Pielage

What is the perfect thing to do when the air temperature is about 42, the water temperature is about 50, and the wind is blowing hard enough on Lake Washington for the occasional, and sometimes more than occasional white cap, but the sun is shining very brightly indeed? Why, it's the ideal day to sail an A class catamaran for the first time.

A party of 3, hardy A class sailors and I, started out the season with a great sail at Sail Sand Point at the end of February. My coaches had some encouraging words, "Looks like you'll get lots of time on the trapeze today." where my total trapeze experience at this point is zero. We rigged the boats, raising the main consists of pushing the sail up the luff groove and letting a hook at the top of the main to spring into a hole at the masthead; then donning dry suits, harnesses, PFDs and winter gloves.

I did eventually make it out of the Sail Sand Point launch area, but suffice it to say that I basically had to drag the boat up to a point where I could shoot the entrance, and not have to tack. "Yee Hah, we're heading for Kirkland, I'll sheet in some", I said to myself; so I tugged in a bit more mainsheet, and

BOOM, power on, engage, warp speed. As quick as you can say, flying a hull, you're flying a hull, and this would have been much more convenient if I had been able to figure out this trapeze, but oh, I've only been sailing this boat for about... 20 seconds. Thankfully the A Classis actually very stable, and responds instantly to 2 more inches of mainsheet as I chicken out and lower the flying hull, mostly back into the water. I make my way upwind, sheeting in and out, and flying and then not flying a hull.

Now that I have figured out approximately how not to capsize, where am I? Why I'm halfway across the lake and perhaps I should try out a downwind course. So I bear away, and I'm sailing downwind so quickly that I needn't have worried about what happens on a reach.

After about an hour of non-stop grinning, where the only break from the enjoyment of this marvelous sailing vessel was when a private dock shot out into the lake and banged into my boat, I decided it was time to attempt a landing. I successfully ran the entrance without hitting anything, and thankfully the building atop the aforementioned jetty structure reduced the wind force.

Then the real hilarity began...I planned to do a 180 and nestle the boat up against the dock and into the wind at the same time. My 180 was perfect except

for the fact that I was 5 feet away from the dock. These boats are so incredibly maneuverable. The boat then sort of slid upwind in the next several seconds until I had put myself in the unenviable position of now sliding backwards downwind into the floating dock. Just before the crunch I bailed out in the shallow water and grabbed a shroud, naturally the boat turned downwind, and as the boom and mainsheet were still connected, albeit with a slacked mainsheet, we began to run downwind. Instead of crunching into the dock, we scrunched into the beach, began a slow motion end over capsize. The other members of the sailing party then leapt into action, and the four of us were able to tame the bucking bronco, and get her turned into the wind.

In all of the excitement my tiller bar was a little worse for wear, having been broken in half when the tiller extension jammed into the bottom as she reared up on the beach.

As we de-rigged the boats my grin returned. What a boat, what speed, with all the comforts of home (as long as they fit inside the dry suit). I can't wait to go out again!

IMPORTANT! New Customs Information

On April 21 U.S. Customs and Border Protection announced increased security procedures for all private boats arriving in the United States from Canada. A new program, called I-68, has replaced the old, small-boating reporting system of personal identification numbers (PINs).

Reporting will still be allowed by phone but only for those who register for the new I-68 program. Participation requires each applicant - crew members and passengers, adults and children - to appear for an in-person interview at a Customs and Border Protection port of entry to apply for an I-68 seasonal boating permit, which is good for one year. The cost is \$16 per person or \$32 per family. Each person applying for an I-68 permit must undergo a criminal background check and submit to being photographed and fingerprinted. To expedite clearance across the border, private boaters are encouraged to apply for an I-68 permit before making their first trip. From now on anyone returning to the U.S. by private boat without an I-68 must stop at customs (e.g. Friday Harbor) for a face-to-face inspection. PINS won't work.

See the following page on the Customs' Website



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.



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

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

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



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TOYSET



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>

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 Cpts

Librarian
Property
Publicity
Web Curator
Historians

Pat McGarry and
Jim Thompson
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 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

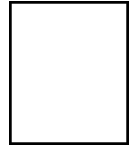
New Member? Yes No Where did you hear about NWMA?

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

We're on the Web!!
nwmultihull.org

**Outleader Kite Prac-
tice, Tuesday, May 17**

**Meeting, Friday, May 20,
People For Puget Sound**

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



**Swiftsure 2005
May 29 & 30**

**Northwest
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Association
Newsletter**

**May 2005
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John Green's F-9A, Sauntrelle, sailing in last year's Swiftsure. He hosts a party at the Empress Hotel for all multihull sailors and friends and you are invited! See Dock Talk on page 2.