



Northwest Multihull Association Newsletter

Builders, Racers,
and Cruisers
since 1967

Vol. 39/ No. 5

(psst... there are hyperlinks below)

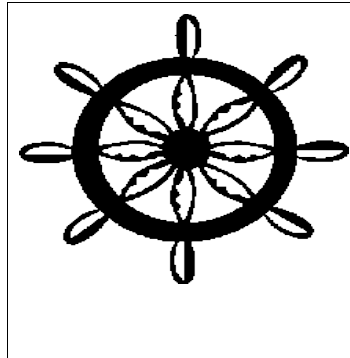
May, 2006

Commodore's Comments

Commodores Comments,

Summer is coming hurrah hurrah! Pack your picnic basket and get ready for the cruising season to begin. We are planning to be at the first club on the water function, the Summer solstice raft-up in port Madison. Ann and I would be happy to have someone come along with us. This has always been a fun event with a short sail to work up an appetite for a pot-luck, and a romantic moonlight sail back to Shilshole. Don't miss this one.

Hope to see you all at our meeting on Thursday, instead of Friday. This is a one time only date change to accommodate our land-



lord, Corinthian Yacht Club. It will be interesting to see how many people like Thursday better than Friday.

I am keeping this short and sweet this month. See you at the meeting.

Wayne

Below: Cheers from Our Knotty Ladies Sailing Circle

Dock Talk and Other Scuttlebutt



It's has kind of been women's month, appropriate for Mother's Day.

Linda Adams and I have attended a couple of Seattle Women's Sailing Association meetings to hear interesting speakers. The first was a woman who sailed on the all women America's Cup boat. She was full of stories and held us spellbound.

The second was Barbara Sjolholm, author of a book titled "Pirate Queen". It is about various seafaring women with special emphasis on Grace O'Malley an honest to god woman pirate in the 1700's in Ireland. Grace had her own fleet, several castles, and several husbands and was still commanding her ships at age 70. The book was a travelogue about the author's journey as she researched these various women. She had many adventures and was a pretty adventuresome woman herself.

We held our first Women only sailing practice last week and it was a hit! We had five gals on F-



31,Starry Nights, Linda Adams, Robin Jacobson, Diane Johnson, Julia Miller and Ann Erickson. We were accompanied by skipper Kirby Jacobson. We learned about starting engines and a few other tidbits. It was quite windy so we elected to not raise sail, but we did start up the motor and leave the slip for a short trip in fairly rough water, giving several a chance to practice steering, docking and tying up. Next time we will use sails!

We also had some lovely refreshments, lots of talk and decided we need to organize a bit including giving our group a name. Suggestions for names included Knotty Ladies and Sailing Circle. We are going again soon and all are welcome to join. Check the club calendar for dates and call to find out what boat we will be using.

The Solstice is the club's next on the water event, June 20. All boats are encouraged to join in for this fun evening sail. Most would be glad to take a guest too. We have room for a guest or two on our boat. Send email to the club listserver if you would like a ride. All boats are welcome. We will sail over to Port Madison, from wherever and as boats arrive we will raft together for a potluck. Bring a picnic. We will yak and relax and eat and drink until just about sunset and make a run for home. I haven't checked the time, but it will be light until nearly 10 pm that day so there is lots of evening time for fun. Do join in on the fun.

Ann

Wish You Were Here

A Monthly Column on Cruising

Desolation Sound Cruise

Aug. 13 -26

Plans are firming up for our summer cruise to Desolation Sound, Aug. 13 – 26. We have heard from nine different boats that are planning to spend some time with us, including one from California.

We seem to have two different kinds of approaches to this trip. One is to sail from here and the other is to trailer to Lund and launch from there, only a couple of miles from the Sound.

Some will arrive early or leave early. This will be a flexible group, coming and going as suits their needs. We will have a radio channel where we can be found for those joining us up there. Plus we will be a very noticeable fleet. Desolation Sound is not a very large area and it should not be hard to find 5 or 6 multihulls rafted up together! We will turn heads where ever we are. Our schedule will probably change day by day so planning is very loose.

All US citizens should be prepared to cross the border and get back into the US. It is an absolute must that you have either a passport or a birth certificate and another picture ID for every person on your boat. If you don't have a passport, seriously consider

Officers

<i>Commodore</i>	<i>Wayne Erickson</i>
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<i>Librarian</i>	<i>Mark Olsoe</i>
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<i>Web Curator</i>	<i>Keith Burke</i>

getting one. It is going to become more complicated and take longer to get them as the deadline for having one to cross any border draws nearer. Do it now!

Here is a website with all the skinny on customs and border crossings. Don't let it all overwhelm you. If you have proper ID, you will be ok. Just take things as they come, one thing at a time. www.customs.gov/xp/cgov/travel/ then click on the pleasure boat item on the left side menu.

For those planning to drive to Lund here is the BC Ferry website: www.bcferries.com A quick summary shows that fares to take the Horseshoe Bay-Langdale and Sechell-Powell River ferries to get to Lund are \$56.25 + \$2.85 per foot for over 20 ft plus \$9.15 per person. We estimate that it will cost us about \$145 each way to take our C-28 and huge truck with two people. The good news is this is in Canadian funds.

Ann

Martin and Kirby's

Excellent Adventure

Having nothing better to do for the weekend, Martin and I decided to take HMRS Starry Nights out for a spin. Well, wouldn't you know that there were some other trimarans out that fine morning so we had someone to play with. Actually there were a lot of boats out but most of them were already sailing north. The only boat waiting to go was the 70 foot Icon.

We didn't want to be left behind so we followed the others off the line. Pretty soon we were reeling in other boats. Well, that was a lot of fun so we tuned the trim a bit. The other F-31s were captured by a hole but they would catch up soon.

We decided to see if we could find Danger Zone and Fast Company. After a bit we found them working the west shore but we decided that the center was more fun for now. The wind conditions were moderate but a bit shifty, making for an entertaining sail. After a while I got to the point where I could actually tack without killing too much boat speed. That felt pretty good.

It seemed like no time at all and we were looking at Port Townsend. Freda Mae must have thought that we knew the way because they were following right along. While we were wondering when we should tack to Port Townsend, Freda went for it. We waited, thinking that we had a better route. What do you know, they

were right. Sometimes it is better to find your own way.

The dinner that night at Port Townsend was a lot of fun with pizza and tall tales with the other multihullers.

We decided to go back with the others the next day. Being polite, we waited until they were on there way before starting. This proved to be fatal. Before we got to the east side of useless bay we went into a hole and watched the others head to Seattle. We didn't have anyone to play with the rest of the day. We has a long slow slog in the rain to Edmonds. However, all was not lost. I finally got jibes down so that I carved the boat and kept my speed up so that was a big success for the day.

A ways south of Edmonds we had difficulty determining if we were actually getting any further south or were just sailing back and forth across the Sound.

We decided it was time to see if the motor works. Hoory, it works great! That gave me time to clean up the mess before we arrived.

So the weekend definitely showed that cruising is more fun with company, especially sailing with our favorite Martin (as my wife Robin likes to call him).

Kirby

How To Do It

A Monthly Column on Building and Technical Issues

The hot item this month is an article on a synthetic roller furling forestay. Use this link to see the latest using a [Facnor Furler](#).

Wired Magazine is also discovering the high tech world of Open 60 multihulls in this article on [Taming the Sea Monster](#). Vincent Lauriot Prevost says that these boats are now putting up to 70% of the weight on the foil in the ama. Think about driving that double handed through an Atlantic storm.

Safety Note Column

My F-33 Shadowfax

Mast Inspection

I THINK THIS MAY BE AN IMPORTANT SAFETY ISSSUE ON SOME OTHER F-BOATS, (not just F-33). IN SEQUENCE INTHE FOLLOWING TEXT ARE MY EMAIL TO SIGI AND IAN, AND PORTIONS OF THEIR RESPONSES. PLEASE READ IF YOU HAVE A SINGLE POINT RING CONNECTION OF SHROUDS AND FORESTAY ON THE FRONT OF A ROTATING MAST. INSPECTION COULD AVOID A SERIOUS FAILURE! DEL

I was doing a prelaunch rigging inspection and to my utter surprise, I found both upper shroud aluminium thimbles (on 5/8" Amsteel Blue shrouds) to be ground down about 1/8" along all 4 upper inside edges where somehow they contacted the wire

forestay hound/shackle attachment at the single common mast ring mount. It didn't seem possible, but prominent scrapes on the proximate mast and some visible chafing of both shrouds show this to be a potentially serious problem.

All 3 stays join together on a stout ring at the front of the mast. My heavy shroud shackles were 1 3/8" inside depth. The stainless steel connectors of the forestay have fairly sharp 90 degree edges. Clearly, the damaging mechanism was a rubbing contact on the steel, and the aluminium thimbles and shrouds were the losers. The Precourt thimbles and Amsteel shrouds are the innocent victims.

I replaced the shroud shackles today with 1 3/4" deep shackles which change and reduce the potential contact point, but does not completely eliminate the problem. It would appear there was ample clearance, but when the mast rotates, seemingly adequate clearance is being compromised! This may be peculiar to my mast system, but maybe not.

I think quite a few F-boats have the synthetic shrouds/wire forestay rigs like mine (to facilitate their hank on jibs) and/or a single common mast ring. This could be a problem for other F-boats with any single ring mast mount and a rotating mast, whether "hybrid" system like mine, other all wire or all synthetic shroud systems as well. If applicable, I urge you to inspect your shroud forestay rotating mast attachment soon..

Fair Winds, Del Jacobs

Sigi wrote (in part):

"We have a different system to connect the Dynex Dux shrouds to

the F-33 mast, and I don't know how this is with the other F-33s. I have chosen a titanium D-ring attached to each side of the mast as shroud connector. The shroud is terminated in a steel thimble and connects to the D-ring with an eye jaw strap toggle. There is little to no wear on this rather free connection when the mast rotates. The titanium D-ring is similar to the Wichard D-ring, only that it is fastened with two bolts instead of three to the mast. Titanium is tougher than stainless, so the shackle pin will wear first."

...."There might be quite a few F-31 and F-28 out there with potential problems...

BTW: This one point connection of shrouds and forestay is rather popular with quite a few mast producers (even when I was corresponding with Marstrom and a Ballenger dealer, they were promoting it - claiming safety and economy)."

Ian Farrier wrote (in part):

The problem with the (Shadowfax prototype F-33 mast) is this was another mast not built to plan. The (Australian) rigger at the time offered to do the cheaper one point connection on the front system for the (original) owner, over my standard 3 point system. The owner decided to go this way, and neither informed me. I was actually very annoyed at the time when I discovered this as I do not consider the one point system suitable for an offshore capable boat like the F-33 due to the possibility of chafe .As you have seen, my concerns have been proven right....."

Having others redesign my boats without my permission or

consultation has become a big problem, and the worst part is they usually do not have their name on the boat, so any problems that may result tend to damage my reputation, while the re-designer can slink away to redesign someone else's boat. With mast failure, all most know is that an F-boat lost its mast "... (not the deviation from Ian's design as the root of the problem)

In the aircraft business, I'm sure you could not tolerate suppliers redesigning your parts, but unfortunately it seems to be open house in the boating industry.

Fortunately [Ballenger Spars](#) usually do follow my plans, and use the rotating forestay tab on all the masts they have built for my boats. As a result there have been no problems.

Even a single fixed tab on the front is better, provided the shrouds attach separately to the mast sides.

Your system is still workable, as most beach cats and my older/smaller inshore designs also use the one point system, but one has to check for chafe every year. If you want to change over to the designed system then I can supply the drawings, and I believe Buzz Ballenger could supply the parts... Any new owner should be warned to change or check frequently if the boat will be taken offshore.

With Regards, Ian Farrier

Pretty Hot Race Fleet

A Monthly Column on
Racing

Double Bluff

Cuttlefish

Bravo and well done you guys!

Cuttlefish actually didn't decide to enter until Friday due to Linda's knee. The cutoff was Tuesday so we may not have actually been there. Linda's comment was "Let's go anyway." So we did.

We held back (see above) at the start but once underway we got the throttle in pretty good. We traded tacks all the way to the mark with Wayne and Mark on their 28CC. Sometimes ahead and sometimes behind. Will and John were in stealth mode behind us because every time I checked I couldn't see

them yet they rounded Double Bluff about a minute after us and we were about 3-4 minutes behind the 28.

The mark rounding was interesting. I was sure it was a green can off the point half way up Admiralty inlet but I could not see any spinnakers from boats rounding. Wayne was closer to the center of the sound and then I saw a big blue and white kite go up. Fast Company saw it at the same time and realized they had really overstood and cracked off on a screamer of a reach (quite impressive!). We overstood a bit but were able to go in a bit more sedately at which time we did one of our spectacularly horrible tacks around the can, stuffed it in irons and Linda bless

her heart made 2 quick sheeting calls and we were off again.

Mark and Wayne had their chute up and were off while we really looked hard at the conditions and finally decided to give it a go. Really like the new chute which jumped us up to 16 knots at times. We sailed pretty deep to stay conservative. We continued chasing FC until just off Kingston when we snagged the sheet under the pulpit light and then wrapped the head stay 4 times. Now 1 wrap is a pain and 2 wraps are doable 3 is Oh my gosh and 4 is Oh crap! It is still blowing 20 and lots of rock and roll and I call for the halyard to lower the chute but it is fouled with the jib halyard. After a small eternity Linda



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advises we need to jibe or buy a ferry ticket. I couldn't tell if we had damaged the sail so we hoisted the jib and finished tacking downwind with main and jib.

Beautiful day, fun time, Geoff is a willing crew and I tried to fall off the boat again. Had a tailgate party in the parking lot with Wayne and Mark and soaked in the hot tub for an hour when we got home.

Semiahmoo is next weekend. It's gonna be great!

Martyn, Linda and Geoff.

Sibling Rivalry

That was a fun race, gang.

We had an OK start, but the upwind leg was a bit challenging. We (That means I, because Dad Marken and John knew the right way to go) made a few bad decisions that put us in poop scooper position. It was fairly grim south of Pt. No Pt. when Fast Company and Cuttlefish sort of disappeared in the bright sunshine to windward. At PnP we seemed to catch up a bit, and enjoyed passing a couple J-35s that started 10 minutes ahead.

At the mark, we were a few minutes behind FC, and not so far behind Cuttlefish. Things were looking up. We opted to swing wide of PnP on the way back and it paid off. After the point, there's a big lift, putting us on the outside, with Cuttlefish and Fast Company on the Kitsap side. We had a great heading to the finish, all 17 knots VMG.

John said the downwind leg was like a movie at super speed - it sure felt like it steering. At one

point, the rudder ventilated and we darn near rounded up. Of course, there was a freakin' knot in the mainsheet that might have been a big problem. John was ready with the knife, but then we noticed the boat was on its feet and all was well. Bang - off we went at 20 knots.

All in all a great day on Puget Sound!

-Will

HMRS Starry Nights

What a race.

It was my 1st time out on an F-31 having only sailed on an F-25a and F-27's. The winds were in the 10 to 25 range most of the day and tended to be closer to 16 to 20 out of the north. We had 7 multihulls out for the race with 3 F-31's, 2 F-27's, an F-28cc and a 43' tri. Most of the boats were on the line at the gun and the long sprint north. We were able to quickly get the boat dialed in and off we went with only Spirit of Emu staying with us. Once over to Port Jefferson Spirit of Emu opted to continue back over to the Edmonds side while we short tacked up the west side. Lost track of the other multihulls. We just worked on keeping the speed up and catching as many monoslugs as possible and giving Kirby a chance to learn how his boat handled. As we started getting close to the rounding buoy off of Double Bluff we saw Freda Mae some distance behind us.

With the wind at 16 to 22 knots we took our time rounding the mark and setting the spinnaker. Kirby gave me the honors of steering coming back. What a sweet handling boat. We took it easy for several miles as I got a feel for the

boat then we started to see what it would really do. By Apple Cove Pt we could no longer make out any of the boats behind us. I think we only ever pick out Freda Mae and two boats with spinnakers. By Apple Cove point we were into the high teens with the boat handling well. By the Edmonds ferry route we were starting to hit the low 20's.

From about Pt. Wells to Meadow Pt. we stayed between about 18 and 24 knots with the boats handling very well. It seemed to stay bow up very well with the main hull just skimming the surface and the leeward float not submerged. Do not know what the results are but from the people I talked to after the race I think everyone had a great time.

I want to say a very big Mahalo to Kirby for trusting me and letting me steer on the trip back from Double Bluff under spinnaker. You have got a sweet boat. We just need to figure out with its deck layout how to better do the spinnaker hoist and drop.

Jim



HRMS Starry Nights
Preparing for Lift Off

Chaos, Destruction and Terror on Semiahmoo Bay or a Wonderful Weekend Regatta. By Martin Adams

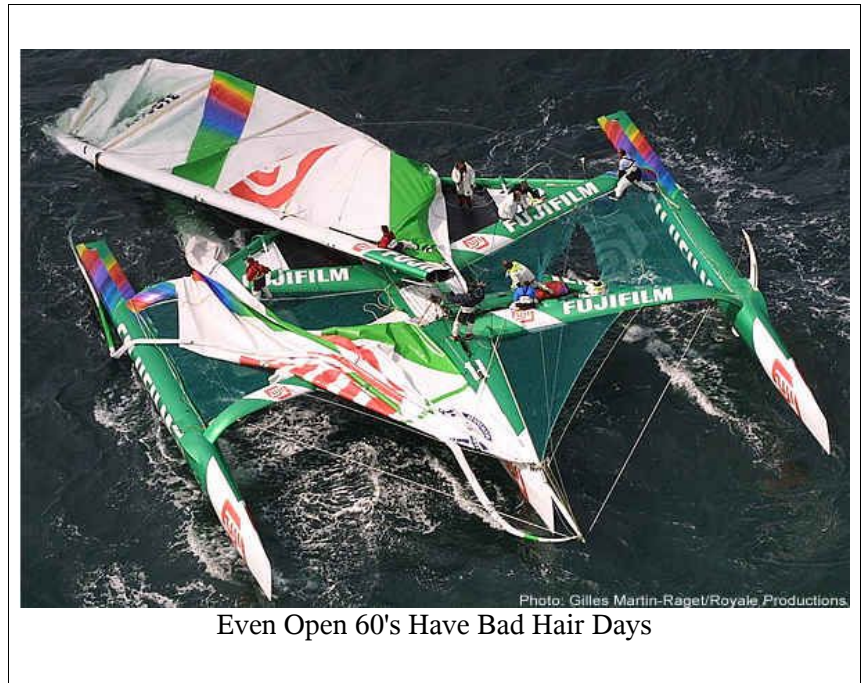
Once again Blaine Marina welcomed us with open arms (rather than arms as in bang, bang). The 2 1/2 hour drive Friday afternoon brought us to one of our favorite areas. Blaine.

A nice launch site with good access to the water in the border town, they have always seemed to go out of their way to make our stay as nice as possible whether for a day or a month. Just let them know how long you will be gone so they can check on your stuff.

The two day affair has a long course on Saturday and some novel short courses on Sunday.

The biggest change has to be with the race committee. This was the 6th year and we have done three and (to our friends up north, I am smiling here you guys) well, the first two were shall we say learning experiences for all. This year we had very little question where the start line was and fortunately for us, we were the last of 5 starts each day (well kinda, well yes we were the last start...).

We talk about skippers meetings, IYC contacted the BC Government about race weather and IYC was assigned a person who came up with daily updates for the race area. We were told that the following day we would see...hmm...well it was very precise with times and directions and all I really heard was 15-25 but more likely 20-30 out of the Nw as a front moved through the area



Even Open 60's Have Bad Hair Days

bringing rain. With weather clearing for Sunday.

I tell you...you guys gotta do this race next year!

We walked back across the Border and checked in with US Customs and a fellow came over and asked if we were with the sailing group. A glance at the shirts showed, Grand Prix, PSSR, Pitch, a couple of Van Isle and lots of fleece. We hadn't started to smell like racers but we did have a kind of swagger.

Now there are two Honkers who have this thing about flying low over the guest dock (free moorage). They were there two years ago and last year. Well at the crack of dawn they make a low pass telling everyone that they darn well better understand that this was their marina, ay! If I am boring you feel free to skip down, or not.

A benefit breakfast for the Youth sailing gang was hosted by at least one very friendly (and very attractive, mid 30's) young lady who let it be known that she would

really love to race on a tri. About then Tom Magunssen our crew from Bellingham began to fidget as I kept looking at him and then her.

The boat is in order and we get out there EARLY. A couple of tacks and a quick look at the line shows a pin favored start for the first beat to the weather mark. We see Mark and his gang on Blue Lightning and Sigi on his new F33 Hi-5. First start is 10:00 and no sign of the 3 A-Cats that are coming out to play. It is gray and cold and even a spot or 2 of rain. With 3 starts away we finally see one cat and then another. The last Cat appears as we are in the final count down for the line. Three multis, Papa, Momma and baby all within 5 seconds. The three chicks were caught napping.

Cuttlefish was in the groove with a quick first tack to find clear air and then a tack back to cover the others. We had her pointing smartly and every tack and movement was smooth and quick. We traded tacks with the other f-boats

as Jason slowly reeled us in bobbing like a feather and working his trapped in body hanging from his trapeze wire with every movement of the boat. Linda as skipper just quietly asked if the main was right and the jib and...Yes Dear, but I did need to ease the main out haul.

It was sweet as Mark tacked across and we saw he hadn't stretched his lead much at all. We were on starboard tack as Sigi converged with us on port and Linda advised he was a problem and be ready to hail. My thought was he would lee bow us and force us up but we still had another notch we could use if needed. Instead he fell off a mite and ducked us and Boink thud, I watched in disbelief as his rig came down. We all realized what happened and I called for a tack and told Tom to not release the jib. Linda smoothly brought the bow across the wind and held us there as we simply stopped and very slowly slid sideways, lying hove-to. A quick hail showed no one hurt and the dreadful task of recovering what they could began. We advised Race Committee that Hi-5 had lost her rig and were advised the Coast Guard would be delayed as there was a problem at the pier at White Rock. I told them no one was hurt and it was not a critical situation and that we would stand by. Mark was ahead of us as was Jason and we were the closest.

The RC advised us again of the delay of the Coast Guard and explained that one of the Dragon Boats had swamped and they had 28 people in the water.

By the way, the Canadian Coast Guard Auxiliary set the marks for the race and volunteered to shepherd the course. On the last day we made a point of going by and personally thanking them for their support. They were having as

much fun as were we but I think they enjoyed the words.

When Sigi lost her rig we stopped and played shepherd to her and Why Knot Santa Cruz 27?(who also dismasted about 10 minutes later) from 10:55 - 11:25 when we re-commenced the race. We advised the race committee of Sigi's condition and noted the time (I assume they also noted it) both when we stopped and when we recommenced. The RC appear to have simply adjusted our finish time by 30 minutes and then computed the handicap (we actually finished 30 minutes after the time on the results).

The winds had moderated a bit but had also clocked and we layed the Alden Bank mark on one fast close reach with only a short hitch when we saw Russ Alfreds (looking for his broken board). We assumed we were out of the running as with lighter winds and no one in sight it looked pretty bleak. It was a surprisingly relaxed sail with no pressure and we shaved the beach off Kim's house (Mark to Port) and caught 9 or 10 of monos from the previous starts. The run back was nearly a straight line at a steady 8 to 12+ knots. I may be wrong but believe we hit max ebb on the run to Alden while the rest of the guys (about 40 minutes ahead) had it on the nose while coming back. At one point we saw +3 knots difference between boat and GPS speed.

We are interested in pulling the track data out of the Chart Plotter to see the time and distance we traveled while hove-to at Sigi but am confident the 30 minutes redress was on the conservative side. On the run to Alden we discussed it and figured 40 minutes was perhaps closer but at that

point it was moot. We stayed until both Sigi and the mono had retrieved the majority of their gear and they waved us on.

On the way to the finish we popped some beef stew and chicken and dumplings in the pot on the heater and my stew was great. We were all very cold. It was raining hard and the gortex coat was soaked through and the Gortex Dri suit leaked at the shoulders and lower legs. I was dressed too lightly underneath but wasn't going to change. Shivering is healthy and slurred speech was probably just typical of me at that point. Tom found some more clothing and we finished. Mark was first overall having passed all the boats starting up to 25 minutes ahead and Jason really flew but we managed to just correct over him for first. Mike Wright will help me pull the data out of the Plotter and analyze it to double check the time in case we misread the time but we are comfortable we were right. We nicked Jason by just over 3 minutes, Shane Alfreds A-Cat by about 7 and Mark by about 10 (going from memory here). Russ Alfreds recovered his sheared off board and made it back, drilled a hole in it and raced Sunday.

Do you want more? Tune in tomorrow for the exciting conclusion and find out if it was a fantastic coincidence that the carnage occurred all at the same time or if perhaps there was something more sinister...

,-/, Martyn Adams

Northwest Multihull Association Newsletter

<i>NWMA</i>	<i>Events</i>	<i>Calendar</i>
<i>April 21</i>	Friday	Regular Meeting
<i>May</i>		
2	Tuesday	Women only sailing practice. Shilshole Marina 6pm
16	Tuesday	Women only sailing practice. Shilshole Marina 6pm
18	Thursday	Regular meeting. Note change of day!
<i>June</i>		
16	Friday	Regular Meeting
20	Tuesday	Solstice sail to Port Madison
<i>July</i>		
7-9	WkEnd	Blake Island Multihull/ Beach Cat Rendezvous
<i>August</i>		
13-26	2 Week	Club Cruise to Desolation Sound
<i>September</i>		
15	Friday	Regular Meeting – Show and Tell
<i>October</i>		
20	Friday	Regular Meeting
<i>November</i>		
17	Friday	Regular Meeting
<i>December</i>		
15	Friday	Holiday Potluck

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 is online in living color!

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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!

Membership Information and Application

The small print!!

*NWMA meets ten times a year, Sept. through June. Summer brings rendezvous and other fun.

*Membership benefits include discounts of up to 40% at some suppliers, use of club library, the newsletter, rendezvous, free classified ads in this newsletter, fascinating monthly meetings and access to a group of interesting and experienced multihull builders and sailors.

*Regular club membership cost is \$60 per year (Sept. through Aug.).

*First time members pay only \$30 for the first year!

*A subscription is included with NWMA membership.

Membership Application

Cut this out, fill it out, and mail with your check to NWMA, 2442 NW Market St., PMB 513, Seattle, WA 98107

Name(s) _____

Mailing address _____

City, State, Zip _____

Phone _____ or _____

Boat Name _____ Make/ Mfg _____

Boat Type _____ Length _____ Beam _____

Boat Location _____ Sail # _____ Rating _____

E-mail address _____

Please circle interests:

Cruising, Racing, Design/Building, Sailing Skills, Rendezvous, Boat show/Promotion, Opening Day, Repairs, Crew, Crew Needed

New Member? Yes No

Where did you hear about NWMA?

Should we withhold your telephone and/or address from the club roster?

Yes No

This information is for club use only, and is not sold or distributed in any way

Contributions to this newsletter are always welcome. Please send submissions and ideas to Kirby at earth2kirby@yahoo.com