



# Northwest Multihull Association Newsletter

Builders, Racers,  
and Cruisers  
since 1967

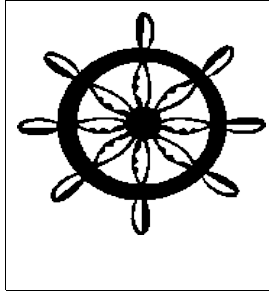
Vol. 39/ No. 2

(psst... there are hyperlinks below)

Friday, January 13, 2006

## Commodore's Comments

Time fly's when you're having fun. Sometimes it is difficult to talk of things other than the passion that drives us to be members and officers of our club, but I have promised my lovely wife that my articles each month would not be about my new boat or how much fun we had at the last regatta. This promise will be difficult to keep, but I will do my best.



Many cast off for places most of us only read about, others were happy discovering the beautiful local waters of the Pacific Northwest. This was a time when building your dream was no longer as practical as it once was and more people were putting a few dollars down on a commercially built multihull and enjoying sailing, call this instant gratification if you will, but things

change and these boats brought new people to our club, with new attitudes and dreams.

When I joined Northwest Multihull Association in 1992, most of the members had built their dream boats, and were fulfilling their dream of cruising.

*Continued on page 2*



## Dock Talk and Other Scuttlebutt

Ran across a cute web site called frappr. It is a mapping system and there is one for Corsair trimarans. You can look at it and see where the computer savvy boat owners live. Word is just getting out about it and more and more boats will appear as owners sign on. We should get as many as we can up to

show the rest of the country what we have up here. [www.frappr.com/fboats/map](http://www.frappr.com/fboats/map)

The F in frappr doesn't stand for F-boat either. This site was put together by a bunch of guys who wanted to keep track of old friends. Frappr is a mapping sys-

## What Are the French up to Anyway?

There is a revolution happening in France. This one is focused on multihulls rather than liberty. A number of boat firms in France are in the process of building a new generation of French sport multihulls. These are incorporating a lot of the technology that was developed by the ORMA 60 trimarans and the offshore record setting multihulls. There are four designs in particular that exemplify this new wave.

The first boat is a design from VPLP, one of the top design shops for the current top open 60 trimaran. It is called the Lightspeed 32 and it reminds me of a modern version of the Stiletto catamaran from Peter Wormwood. It has the same basic premise, a fast day sailer and racer with minimum accommodation. This blurb from the builders will give an idea of their intentions: To open the cockpit for a racing crew to maneuver, and to



## New Members and New Boats

*This column is devoted to the burgee and the boats they fly on. It celebrates new members getting their burgees as well as members boats.*

*In the December meeting we had a number of people, both old and new members who received burgees.*

*Bill Mains is new to the club and we are eager to see what he find most interesting.*



L to R: Zuzanna and Vladimir Rylski, Wayne Ericson, Bill Mains, Diane Johnson, and Mark Olsoe

*Continued on page 3*

## Commodore's Comments

Continued from page 1

Since I have been a member, I can count on one hand the number of boats built and launched here in the Northwest. This month we are going to move our monthly meeting to the home of Rod Tharp and Susan McRae, in Olympia, to have a look at Rod's new project a Farrier 32AX. Many builders would take years to complete a large boat like this, but, this is the second time around for Rod having previously built a cedar core Farrier F9A. Rod knows all the pit falls and has moved his new project along very quickly. For anyone thinking of a building project this meeting should be a must. You will be able to learn what a huge project building a boat is and how you can do it yourself. The next morning many of us will be participating in the third race of the South Sound Series, Toliva Sholes, starting in Olympia.

Recently there has been a lot of conversation about PHRF ratings for handicap racing here in the Northwest. I am not going to talk about ratings but instead give thanks to the people who have taken on this thankless and necessary job. Three of our past Commodores Mike Wright and Martyn Adams and George Leffler along

with Andy Robinson, in Victoria BC, are the multihull rating committee. George has also recently been elected to be President of PHRF. Congratulations George. That is a big job. Thanks for taking it on.

In this same vain our club also needs to provide a representative to the PIYA council. This is the group that decided what the safety requirements are for Yacht Racing in our area and what equipment is necessary on each boat for various types of racing. Normally this job requires one weekend a year to attend a meeting with other participating club representatives to discuss and vote on changes to the PIYA category certificates. This is an important position that insures that multihulls are not loaded with unnecessary equipment that creates added expense. Our boats are different and do not need some equipment that a mono-hull might need. Please call me if you can find the time for this important job.

May you always have "Fair Winds and a Following Sea"

Wayne

### *The French Continued from Page 1*

provide room for a crowd daysailing, VPLP moved the coach-roof in front of the main beam. This simple innovation creates a huge open cockpit with comfortable, secure seating with a coaming for 6-8 on each side, and 175 square feet of deck & tramp. And while the LIGHTSPEED is opti-

mized for daysailing, each hull has a simple and lightweight interior with 6' headroom, head, and fore and aft single berths -- more than sufficient for a weekend overnight, for a week camp-cruising, or for the off-watch on a distance race.

Race-boat Quality. The all-carbon LIGHTSPEED 32 brings custom raceboat quality to a produc-

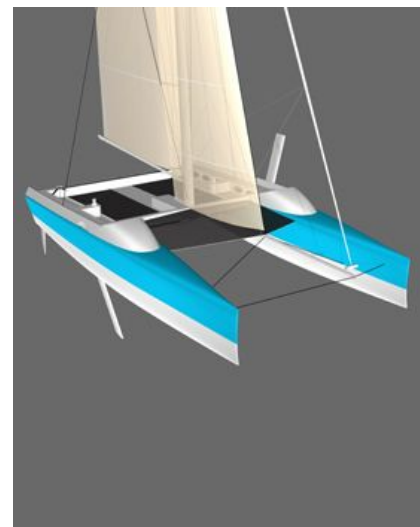
## Officers

<i>Commodore</i>	<i>Wayne Erickson</i>
<i>Vice Commodore</i>	<i>Dave Miller</i>
<i>Newsletter Editor</i>	<i>Kirby Jacobson</i>
<i>Secretary</i>	<i>Julia Miller</i>
<i>Treasurer</i>	<i>Pat Pielage</i>

### Appointed Officers

<i>Fleet Captain</i>	<i>Martyn Adams</i>
<i>Librarian</i>	<i>Mark Olsoe</i>
<i>Property</i>	<i>Diane Johnson</i>
<i>Web Curator</i>	<i>Keith Burke</i>

tion multihull. Engineered by Steve Koopman and Dirk Kramers (Chief Engineer for Alinghi), and built by custom raceboat and ACC builders Stew Wiley and Ted Brown, the LIGHTSPEED 32 uses prepreg carbon and nomex construction to deliver rigidity and consistent minimum weight for tight one design racing. Carbon rig and foils are autoclave built by Marstrom. Standard sails are North 3DL main and jib and Norlam gennaker."



And this section on hull design: LIGHTSPEED also gets her flat rocker and rounded sections forward transitioning into distinct U-shaped sections aft from the Grou-pama 2 floats. The rounded sections forward give a gentle motion. The flatter aft sections provide a

## Dock Talk and Other Scuttlebutt

Continued from page 1

tem for friends and has lots of different groups on it. A good use for computers, if you ask me.

Cheeky Monkee did sell on eBay and the buyer got quite a bargain. The Monkee will be sailing on the Great Lakes. The informal pot we had going on the final price was won by Pat McGarry, with the lowest price. Ironic, because Pat has sold his boat too. The fabulous Dragonfly is going to Florida, I believe. Those two boats going away will put a whole new complexion on our racing fleet, and our bragging rights!

Speaking of friends, we all need to get together more often. The calendar in this issue should help with that. There are more dates to be added, so keep your eyes open for spinnaker practice, man overboard practice, and more women only sailing practices. The summer cruise has been set for Aug 7

through 18. David Miller is working on the details and we will get them out to you as soon as possible.

The next meeting will NOT be held at Corinthian at Leschi. Member Rod Tharpe has invited us to his home to see his building project. He is coming right along on an F-32AX. (See calendar for details) It is a carbon and foam project and is a must see for anyone interested in building. This puts Rod into a special class of boat owners, those that have two trimarans, that's right, six big hulls, as he also owns and built F-9A, Strider! That is real devotion to the cause.

Thanks Rod and Susan, for having us!

Ann

planning surface and additional buoyancy where the crew weight is centered.

### Is Plump and Fast Possible?



SIG 45 Interior

Like the rest of the boats here, it is still a gleam in the designer's eye.

The next boat is also designed by VPLP. The SIG 45 from La Breton Yachts takes the same performance principles as the Light-speed and expands on them for a larger and more comfortable approach. How about cushy leather on a race boat? Really! The hulls are what you might expect from the designers of an open 60 but the interior is not.

But the innovations don't stop here: "The efficient rig and deck layout are heavily influenced by technical advisor Bruno Peyron. Crew in the pilot houses will be warm and dry, but will still feel part of the action. The huge deck

## 2005 Awards

Continued from page 1

*Zuzanna and Vladimir have a completely unique catamaran that is almost like a floating Swiss Army Knife. He will be writing about the boat later in this column.*

*Wayne is partners with Mark with a new F-28 center cockpit that they have been setting up this winter. I will try to get an article from them on boat set up soon.*

*Diane and Mark met in the multihull club and they do a lot of cruise camping on their Hobie cat. They crewed on Cuttlefish in the recent Duwamish head race and had blast.*

*Aw Shucks, Vladimir wrote an article on his boat on his Mac and I can't open it on my PC or Robin's Apple.*

*So I will have to postpone the details of his catamaran until next month.*

*For now, here is a photograph to tantalize you.*

*With this many features on a boat around 10 feet long, what would be possible in 20 feet?*



*I am looking forward to hearing about this boat.*

Kirby

is perfect for sail handling, entertaining or just plain relaxing.

The accommodation is light, elegant and comfortable, with quarters for 6.



SIG 45

The impact of the construction and operation of the SIG45 on the environment has been taken seriously. The yacht has the option of a clean and quiet diesel electric propulsion system, comprising a combination a silent running diesel generator and twin high torque electric motors. “

The SIG45 is actually sailing and they will be at Miami Strictly Sail.

Trimarans aren't to be left out of this French revolution. Our first example is the Oxygen. This is a 33 foot folding trimaran that looks a lot like a mini open 60, a comparison that they use by playing footage of racing open 60s on their web site.

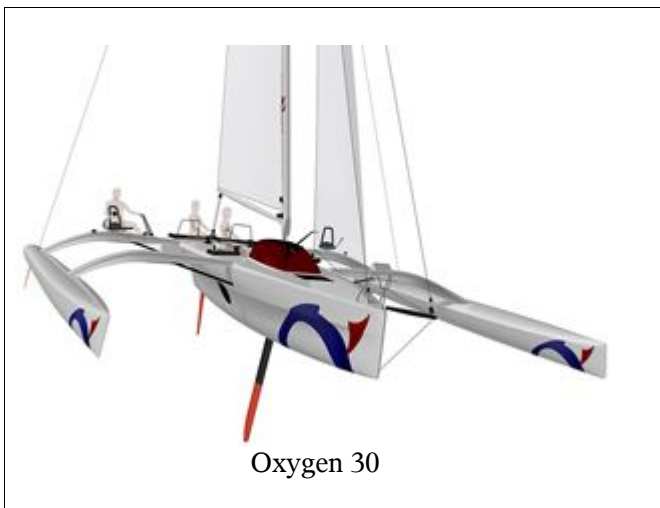
This is what they say they are making: “Oxygen sports many innovative features such as an eco-friendly retractable LPG saildrive, a fully modular interior with ample

accommodations for overnight races or weekend outings and a coachroof with panoramic views, ergonomic helm stations set out on the akas, a state-of-the-art rotating, canting, carbon wingmast, textile rigging and

wireless electronics.” In other words, all the right stuff. Kind of like a factory Cheekee Monkee. What does it look like? Hot!

The boat is almost as wide as it is long and it is projected to weigh a little over 2000 pounds. The mast is almost 50 feet tall and it has three rudders. Hang on!

There are a number of fast trimarans in the 30-33 foot class, Seacart 30, Corsair 31-1D, Farrier 32-33, Dragonfly 920 Extreme,



Oxygen 30

and the all carbon Seacon 9.6. This new kid on the block is supported by the French sailing association. The future looks pretty hot for these boats.

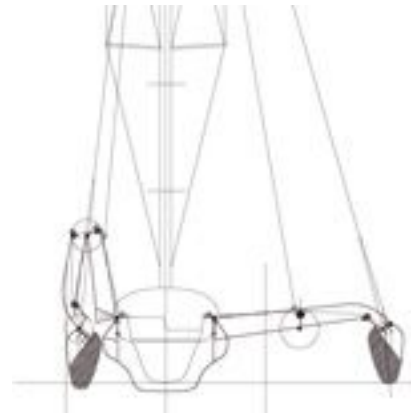
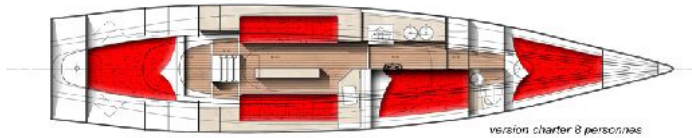
The final boat in this review of new designs has a lot of innovative features and looks blisteringly fast. The Krysalid (I think the name alone is worth a few knots on the top end) is a 42 foot trimaran that also takes a lot of features from the latest racing designs.



Krysalid 42

There are three interior plans available, racing, cruising, and charter (!!!! charter?!!).

happen before any of them become another Corsair or Quorning. Yet there is a strong theme here.



The folding mechanism is unique and it will be interesting to see how that works out. It uses three joints and the center joint is raised by lines to start the folding process.

The technology of the ORMA 60 trimarans is transforming multihull designs. The first out of the gate are the sport/racers but the ideas with continuing merit will be arriving in the cruising arena in the future.

It almost looks like an insect, doesn't it?

Kirby

These boats are in the very early stages of development. A lot can



***The Delphin, a quality but affordable roll-up dinghy.***

- ★ Fits on Corsair nets.
- ★ 1100 Denier PVC fabric.
- ★ Oversize tubes for load and safety
- ★ Thick, pliable rub rail with splash guard around entire boat.
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- ★ 6 to 11 foot lengths
- ★ **10% DISCOUNT TO NWMA MEMBERS on boats currently in stock!!**

**Available at: Multihulls Northwest**

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## January Meeting Minutes

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Commodore/Rear Commodore Wayne Erickson called the meeting to order at 7 pm, after everyone had ample time to feast on pizza, fried chicken, salads and other tasty potluck items. Around 22 people were in attendance, including "new" member John Matthiesen, a former commodore of the club back in the big boat building boom days. John is currently putting the finishing touches on Sugaree II, a 33' cat, on Marrowstone Island. Also in attendance were John's son and another welcome visitor, Brian Laubscher, recently moved to this area from Los Alamos, NM, without his 31' Searunner but the tri will be hauled north soon.

Wayne reported on the latest snag in the ongoing story of our tenancy in the Corinthian facility. Our meeting night in May has been given to another party. ("Money talks.") An alternate date or activity will be determined later.

"On the Water" report, by Wayne and David Miller, described preliminary plans for cruising to Desolation Sound the week following the Cowichan Bay Regatta (August 4-6). Ericksons will trailer from Bellingham to Lund and Millers will cruise the week between Cow Bay and the club cruise, others are welcome to join them. Details will be in upcoming newsletters. Last summer's successful rendezvous with the Hobies will be repeated and expanded on Fourth of July weekend at Blake Island, July 1, 2 and 3. The annual gathering at Port Ludlow may not happen this summer due to a conflict with the Desolation Sound cruise, however,

nothing has been decided for sure. Other ideas discussed were a spinnaker class, man overboard drill, and an all-women's sailing practice with Linda Adams. Lively interest in these ideas was expressed.

Vice-Commodore David Miller suggested that the next meeting be held at Rod Tharp's place in Olympia, since many of the active members will be there anyway for the Tolliva Shoals race that weekend. A motion to do so passed unanimously. We'll potluck and get up close to Rod's big project, his new carbon/foam construction F32. David will get the details out before the meeting on Feb. 17. The speaker, Dick Rose, will be rescheduled.

Pat Pilage, Treasurer, reported that we are well in the black with a \$2900 + balance.

Fleet Captain Jim Thompson reported that the highly competitive Cheeky Monkey and Dragonfly had both been sold and would be moved to Florida. However, Fast Company had entered the last race so things are looking up. After Tolliva Shoals, the next big races are Race the Straits (May 6-7) and Swiftsure (May 27). The possibility of two classes for multihulls is being considered for both races.

Keith commented on huge piles of spam on the website.

Kirby Jacobson announced that, for the newsletter, he needs writers and photos on the topic of "Oh, my God" experiences (in your boat) and how you got out of the situation. Articles on new members and/or new boats will be an ongoing

feature of this year's newsletters.

### Old Business:

Martyn Adams did a show and tell of our new digital load cell (a scale for weighing boats up to 20,000 pounds to help mitigate handicap whining and make rating more fair). A motion to cover the \$593.70 cost of the item, from the treasury, was unanimously passed. Fees for usage and a liability disclaimer were briefly discussed. A motion to purchase a Pelican carrying case for the load cell passed unanimously.

### Handicap Committee:

Mike Wright spoke enthusiastically about the work of the new committee for rating multihulls and asked that they be made a regular part of the agenda. There were no objections. As an example of their work, Mike detailed the extensive discussions behind their recent rating of Wayne's new boat and that they feel that they were able to achieve a fair handicap. The committee hopes to publish by 2007 their revised rules for multihulls.

As there was no further business and it was auction night, the meeting unofficially adjourned around 8 and after a brief break, David opened the auction of amazing boat-related items. All bidders won incredible bargains and the club netted over \$600. Still available are an aluminum spinnaker pole and a stove, among other items.

Julia

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## The Right Stuff

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Water and weather in Puget Sound conspire to make sailing an assumed risk activity. Dangers in sports are countered by knowledge and realistic assessment of the risks and knowing how to offset them. Man over board rescue is very important in these waters. A recent discussion on the F-Boat email list drew a contribution from Martin on MOB. I asked him if I could reprint his letter. Here it is as well as an amendment that he contributed later.

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The whole MOB thing is still a bit of a conundrum for Linda and me. When we are alone, we have agreed that if I am conscious she can attempt to rescue me but from a practical perspective if I am unconscious nearly any attempt will probably be unsuccessful. I weigh about 270 dressed for sailing and although she is a big lady (5'10" and quite strong) she will need help getting me rigged to get aboard.

We use a dedicated block and line that goes to a snap shackle block to the cap shroud "D". The line is set to lead fair to the cabin winch (via a small lead block permanently attached to one of the lifting eyes by the cabin winch). All our vests have lifting harnesses but to use them on a pitching boat manned by one person is to say at best difficult. So the carbiner on the end of the "landingLine" snaps into the loop on the LifeSling and then she lands me like a sack of lard.



The Right Stuff

We are not worried about broken ribs, scrapes or bruises. She is saving my life and this, I strongly believe, must be viewed that way.

This all presupposes I can at least get the sling on. Without that she risks either injuring herself or by grabbing my inert form of being pulled off the boat herself. I am saying "she" because that is most frequently how we double hand. No offence but you would have an equal problem if you were in her role.

At Swiftsure this year which were the most severe conditions I have sailed in so far, I made the conscious decision to not wear my tether during one critical early morning chore. It was based only on the belief that to do so would place me at greater risk while going forward to change jibs than not wearing it. I believed that I could handle all that was expected with a small margin for error but if

I had the tether on and it snagged, that small margin was lost.

I also believe that this is a decision that that should be made on a case by case basis, has nothing at all to do with courage, skill or manliness and that there is certainly a time and place for them. I also believe you should always act like you do not have one on. ie don't think it will save your neck because it probably won't.

We don't have a good mob recovery system but at least we have an idea of one and we have tried it. A third person aboard changes the whole picture.

We practice in nice conditions on a nice day and it is hard. 'Nuf said.'

Martyn Adams

Puget Sound...even when it's warm it's cold.

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After writing the above comments, I realized that I have left a few things out of the MOB scenario. Upon reading it, one would have the idea that we have a death wish which could not be farther from the truth.

We do have a tremendous amount of respect for the environment in which we elect to visit. It is neither tame, kind, gentle or forgiving nor is it vindictive, hateful, fickle or capricious. It is simply the environment that sailors have faced for centuries.

To go blindly to sea is to invite disaster and by "to sea" I mean to leave the dock.

Linda and I both sail in dry suits, a \$500-\$700 insurance policy that will make the possibility of a successful rescue immeasurably more likely. We also wear our PFD's, again an incredibly cheap insurance policy.

I believe that if I go overboard, it will be in one of these conditions. The first is on a beautiful lazy day where I get careless. Together we have the skill to affect a probably successful rescue. We have everything going for us and little against us. The second is where we hit something like a log at speed. The third is where I am hit by the boom and knocked overboard with probable

injuries or am pitched off my feet while reefing or tending a sail in adverse conditions. This is the situation where I expect to be fully or partially incapacitated, the boat is all but unmanageable and the sole person aboard must keep track of me, handle the boat and ultimately try to retrieve me.

While we were flying, a friend suggested we read a book called "Never By Chance" (I believe it was by Bach). The same thoughts apply to sailing. We endeavor to write our own insurance policies as we go, leaving Nothing By Chance.

The most important part of any MOB plan is to stay in the boat, avoid the boom, never step on a line, avoid tangles, stay out of the bight of a line and a whole list of other "obvious" precautions.

The reality is, however, that whatever we do to prepare, we accept a very real and very significant risk in what we do. We believe the risk is worth the reward.

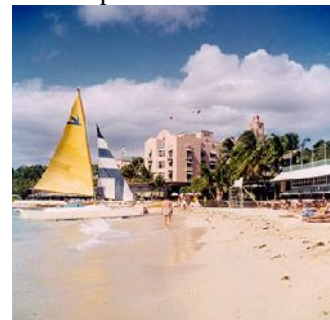
Martyn and Linda Adams

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## Wish You Were Here

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I don't have any cruising stories for this month so I will leave you with a few pictures.



Old Royal Hawaiian



Playing with Dolphins



Palmyra Atoll

## Pacific Northwest Racing Calendar for 2006

Here are the major events on the Seattle Area Racing Council (SARC) [2006 Schedule](#).

Only the major events likely to be of interest to multihulls are listed. The races shown in

**bold** are those that comprise the **Northwest Multihull Cup**.

MONTH	DATE	RACE & LINK	YACHT CLUB	SERIES
December	<b>03</b>	<b><a href="#">Winter Vashon</a></b>	<b><a href="#">Tacoma YC</a></b>	South Sound #1
January	<b>07</b>	<b><a href="#">Duwamish Head</a></b>	<b><a href="#">Three Tree Point YC</a></b>	South Sound #2
February	18	Toliva Shoals	<a href="#">Olympia YC</a>	South Sound #3
March	<b>04</b>	<b><a href="#">Blakely Rock</a></b>	<b><a href="#">Corinthian YC</a></b>	Center Sound #1
	11	Possession Point	<a href="#">Corinthian YC</a>	Center Sound #2
	18	<a href="#">Islands Race</a>	<a href="#">Gig Harbor YC</a>	South Sound #4
	25	Pully Point Race	<a href="#">Corinthian YC</a>	Center Sound #3
April	<b>01</b>	<b>Blakely Rock Ben- efit</b>	<b><a href="#">Sloop Tavern YC</a></b>	
	8	Puget Sound Spring Regatta (PSSR)	<a href="#">Corinthian YC</a>	
	8	Thrash	<a href="#">Royal Vic YC</a>	BC
	14	Southern Straits Yacht Race	<a href="#">Straits Race</a>	
	22	Double Bluff	<a href="#">Seattle YC</a>	Tri Island #1

May	<b>06</b>	<b>Race to the Straits</b>	<b><u>Sloop Tavern YC</u></b>	
	20	Point Robinson	<u>Seattle YC</u>	Tri Is #2
	20	Around Saltspring	<u>SaltSpringsailing</u>	BC
	<b>27</b>	<b><u>Swiftsure</u></b>	<b><u>Royal Victoria YC</u></b>	The one and only
June	10	Around Bowen	<u>Bowen Island YC</u>	BC
	10	Blake Island - Blakely	<u>Seattle YC</u>	Tri Island #3
	24	Sidney North Sanni- ich	<u>Sidney North Sannich YC</u>	BC
July	2	SIN	<u>Nanaimo YC</u>	
	<b>29</b>	<b>Cowichan Bay Regatta</b>	<b><u>Cow Bay Regatta</u></b>	BC, Canada
August	12	Shaw Island Classic	<u>San Juan Island YC</u>	
	19	Around Pender	Pender Island Junior Sail- ing Club	BC
September	<b>01</b>	<b>Pitch</b>	<b><u>Bellingham YC</u></b>	
	09	Trans Puget	<u>Shilshole Bay YC</u>	
	30	Northwest Harvest	<u>Seattle Singles YC</u>	
October	<b>07</b>	<b>Foulweather Bluff</b> Puget Sound Sailing	<b><u>Corinthian YC</u></b>	
	14	Championships (PSSC)	<u>Corinthian YC</u>	
November	<b>03</b>	<b>Grand Prix</b>	<b><u>Seattle YC</u></b>	
	11	Around County	<u>Orcas Island YC</u>	

# Northwest Multihull Association Newsletter

<i>NWMA</i>	<i>Events</i>	<i>Calendar</i>
<i>February</i>		
17	Friday	Meeting to be held at Rod Tharp's home in Olympia There will be no meeting at the clubhouse. Address: 1231 Miller Ave. NE, Olympia, WA 98506, Phone: 360-786-1901, Whenever you get there will be fine!
<i>March 17</i>	Friday	Regular Meeting
<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>		
1-3	WkEnd	Blake Island Multihull/ Beach Cat Rendevouz
<i>August</i>		
7-18	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](http://www.nwmultihull.org)
- You can get the latest news, calendar dates and classified ads.
- Sign up for the club list server to keep up and speak up with other members. Click on discussion on the home page.
- This newsletter is online in living color!

**Members get Free Classifieds**

**What would you like to sell?**

Fee to non-members is \$10 per ad. There is a 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 is accepted at a rate of \$90 per full page per issue. Partial pages and annual commitments are prorated. Fee is due and payable when copy is submitted.



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Classified Advertising



**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.

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](mailto:earth2kirby@yahoo.com)