

THANKS!

Terry Boram is now taking over the Newsletter. Recently she asked a few questions, mostly about how, where and when I found information. This made me a little nostalgic about the past few years and how the Newsletter and I both evolved together.

When Bari and I first joined CMA, we had just acquired our Corsair 31 in the winter of 2003. I wanted a trimaran; Bari was looking catamaran. I liked the way the tri looks and also the way I



hoped it would sail. We didn't even consider a mono (although my first sailboat was a little mono when I was a boy). We knew nothing about the Bay. We spent the 2004 season sailing between the Bay Bridge, Shadyside and St. Michaels, mostly just the two of us learning the boat by trial and error, never used the spinnaker once. We eventually decided we would attend a CMA meeting (neither of us eager "joiners") hoping that meeting other folks with similar boats could help us do better.

At our first meeting we were "encouraged" to become involved in CMA -- you know, "come on out and race, you'll learn a lot." Truer words have never been spoken. Several members were very encouraging, but mostly I remember Commodore Dave Way and his wife Ruth, Jere Glover, Kiyoshi Mizuuchi and John Wayshner coaxing us out in those first few months.

Never having really raced before, we had almost no understanding of racing techniques/philosophies, never mind "rules." About all I recall about that first race was trying to keep track of other Corsairs (boats that looked like ours) and the near terror and panic of avoiding about a thousand other boats all going the wrong direction and trying to run into us. Finally the crowd of boats thinned out and I clearly remember Dave Way yelling over at us, "Come on, we're the next start. Just follow us." So off we went. We had a few photocopies of some "Green Book" pages (whatever that was) and those pages had a lot of unintelligible -- but very important -- information; a paper chart of the Bay which we (I) lost overboard before we were half finished with the course; and a very basic handheld hiking Garmin GPS, sans any decent kind of map. I finally gave up trying to figure out how to operate it. We (I) missed a mark somewhere along the course, but somehow found and crossed the finish line, on the wrong side of the RC boat, so I

guess technically we really didn't cross the finish line and got our very first DNF. But we did find the "party"!

We did what most would -- joined a few races and just following lots of other boats of all types to new places up and down the Bay while having a lot of trials, tribulations and fun all while learning to appreciate what a great sailing boat we have. After that first race following Dave Way, I was hooked.

We've met a slew of people since then who have supported our desire to learn to sail/race and think of many as friends. One is Steve Marsh of the Finishline in Florida – we met him at our first Annapolis Boat Show and he put us in contact with his new Regional Corsair Rep., Pat Hogan, who came aboard to help us learn some valuable ins and outs, as well as provide some real sailing experience/expertise over the years. Pat's wife, Jane, is one of our favorite crew!

Several other CMA members have in one way or another been instrumental in our “education” and our pure joy of sailing: Gene Freund, Larry Forgy, Jim Nealey, Dana Stoffregen, Doug Dykman, David Kew and many others I can't think of at the moment so forgive me if I left you out. And we have built a lot of good friendships as a result of joining and being involved with you all. We feel we have received much more in return than we have contributed.

So the sailing has been great, the people have been great, and for the better part of past three years, I have had the pleasure of putting together our CMA newsletter – a great experience I recommend to anyone. Putting together the newsletter is a little work, but it really has been a vehicle that allows us all to learn from each other. It has been all of you who have written, sent in articles and pictures and ideas that somehow brought it all together in time.

Thank you all for your friendship and your help with the Newsletter. I also want to thank the real editor, my wife Bari, for all her help not only on the Newsletter but letting me "be a sailor."

I know Terry (and Clint), with members' assistance and support, will take the newsletter to a whole new level.

The real message here is that the club is invaluable to enthusiasts, both racers and cruisers, and vital to refreshing our ranks every once in awhile. I am on to my next assignment and looking forward to helping out our new Commodore and seeing you all "out there" this coming season.

Gary Spesard