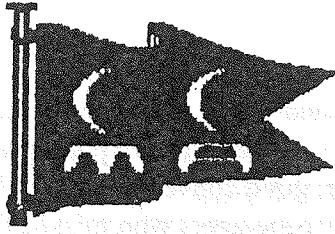


Chesapeake Cruising Multihull Association



SEPTEMBER 2000

News Letter

FUTURE EVENTS

Oct 8th	Boat Show Dinner	Location: Paul's on the South River
Nov 3rd	Monthly Meeting	Location: Mayo Kiwanis Clubhouse
Dec 8th	Holiday Party	Location: Mayo Kiwanis Clubhouse

CCMA 19th ANNUAL BOAT SHOW DINNER

Sunday, October 8th at 7 PM is the date and the location is Paul's on the South River. A great dinner has been planned, cash bar from 7-10 PM and presentations by Boat Show Exhibitors after dinner. The full announcement with menu, directions and reservation form is in this newsletter.

NOVEMBER MONTHLY MEETING

The November Monthly Meeting is will be at the Mayo Kiwanis Clubhouse on Friday the 3rd at 7 PM. The Speaker will be Tom Hubin; he will speak on "Tides and Tidal Currents. Mr. Hubin is the author of the tidal current predicting software "Currents Made Easy".

CCMA MERCHANDISE SALE

All clothing is on sale! The Quartermaster will have the CCMA Merchandise at the Boat Show Dinner and at the November Meeting. Not all sizes are available. Most of the Tee Shirts are Mediums (they tend to be a small medium). The Polo Shirts are available in Medium, Large, XLarge and XXLarge. The Quartermaster is Nikki Goodman, telephone: 410-326-1703.

TEE SHIRTS , navy or white 50% cotton/50% polyester	\$ 4.00
POLO SHIRTS , navy 50% cotton/50% polyester	\$ 7.00
POLO SHIRTS , navy 100% cotton	\$10.00
CAPS , navy	\$ 6.00
JACKET PATCHES	\$ 2.00
BURGEES	\$12.00

IN THE PAST

September Land/Sea Rendezvous - As usual our Land/Sea Rendezvous at Ruth and Dave Way's home on the West River was a great success. We don't have photographs so your imagination will have to recall the pleasant weather, good conversation and the bobbing of the boats on the river. If you are one of the few members who missed the rendezvous you will have to wait until next year. Just make sure you don't miss any of the get togethers next year.

THE EASTON'S UPDATE

Since constructing Carolyn and Ken Loving's catamaran, the Eastons have started a sister boat for another client in French Guiana. The following is an update on their adventures.

Hi folks

Pleased to hear all went well at the CCMA meeting. Sounds like you have been working on Paws every spare moment you have. Don't forget to take an occasional weekend to go for a sail and relax at one of those lovely Chesapeake spots and watch the sun go down.

Progress down here is good. The hulls are nearly welded fully ready for the turn over sometime at the end of this week. It is certainly different working conditions to Baltimore. There the men couldn't get enough clothes on. Here they can't wait to get under a hose. It isn't too bad though as a good breeze gets up about 10am and helps to cool things in the shed. We are still anchored off the little yacht club here waiting to be hauled out so we can live on the site. It will be easier for us and provide better security for the tools etc. However like all these sort of small places we are waiting for the crane to be fixed (parts coming from France) and then he has to work through his backlog of jobs.

Spare time has seen us busy exploring the area. Owen and Tristan did a night time trip into the Jungle a little while ago -saw deer agouti, caiman and other things. Enjoyed themselves. This weekend we are doing a walking trail through the jungle. Stay overnight at a shelter and sleep in hammocks for the night. Sleeping bags on the ground are out as the little red fire ants pack quite a punch.

My French is slowly retuning to the old brain. Most people understand me and I can understand them if they speak slowly enough. Kiri is doing well especially as she plays with several French children.

Our tickets are ready for us to fly to Australia in November. Tristan is very excited about it all and looking forward to starting school there in February. Owen will stay here while Tris, Kiri and I fly off.

Many South African boats are passing through here on their way to the Carrib so always seem to have new faces at the yacht club.

Regards to everyone.

Lois, Owen, Tristan and Kiri

CHESAPEAKE CRUISING

MULTIHULL ASSOCIATION

BOAT SHOW DINNER AND

MULTIHULL EXHIBITOR PRESENTATIONS

*Sunday, October 8th, 7 PM at Paul's on the
South River*

Food Station Banquet Menu

Roasted Breast of Turkey, sliced table side, accompanied with petite rolls and Chutney Sauce & Russian Dressing

Honey Maple Ham, served room temperature, accompanied with petite rolls and a Honey-Mustard Sauce

Penne & Tortellini Pasta, tossed with a Pesto Cream Sauce

Shrimp Mousseline, prepared with Shrimp, Tomatoes, Onions & Celery (similar to a Pate), accompanied with French Toast Points

Cocktail Crab Claws served with Cocktail Sauce

Salmon Puffs, Fresh Atlantic Salmon Tossed with spinach and feta cheese, dipped in a light tempura batter, served with a dill sauce

Fresh Vegetables with two dipping sauces

Imported & Domestic Cheese, accompanied with French Toast Points

Fresh Fruit Display with Chocolate Amaretto Dipping Sauce

Bread Pudding, topped with a Whiskey Sauce
Coffee

Cash Bar 7-10 PM

Address and Directions: Paul's on the South River, 3027 Riva Road, Riva, Maryland 21140. Telephone: 410-956-3410. From Route 50 take exit 22, Aris T. Allen to Riva Road (go south towards Riva). After crossing the South River immediately turn left into Paul's parking lot.

Please RSVP by to Nikki Goodman by Tuesday, October 3rd. Send your check (made out to CCMA) to: N. Goodman, PO Box 103, Lusby, Maryland 20657

Telephone: (410) 326-1703

Reservation Form

Name _____ X \$29.50 _____

_____ X \$29.50 _____

TOTAL

FLEET CAPTAIN'S REPORT

Race Report 2000 #4

6/24-25/00

Northern Bay Race Week (Glenmar Sailing Association): A view from the Slug's eye. Kiyoshi Mizuuchi (Salty Slug)

This report is brief because I could not make it to this race. This year was the second time our fleet participated in this race, and already it is becoming a popular race that is particularly convenient for those boats with homeport north of the Bay Bridge. This year, six multihulls participated; Leading Lady (Bucky Beaver), Gemini (Jere Glover), Tri-My-Way (Dave Way) and Alpha (Frank Wilkens) were joined by two Corsair F31s 3D-Speedy (Jeff Scherpf) and Mama's Amas (Tom Fulton).

There were three races altogether during the weekend, but unfortunately gear failures and other reasons kept Tri-My-Way and Alpha from competing in some of the races. The two F31s showed their speed capabilities and took the first and second places in all the races except for Leading Lady claiming the second place in the first race. The fight between the two F31s was close for the third and final race with only 7 seconds separating their finish. The overall honor went to 3D-Speedy (Jeff Scherpf) who showed what the boat name means.

There were some questions about the rating of the F31s. The race committee by mistake used a wrong rating for Jeff's boat; they apparently copied the number from last year's record for a different boat. The result listed below has been corrected for this mistake. The committee has been contacted about this and hopefully the official record will be corrected soon. (A similar mistake apparently happened for the PSA ON Race earlier, and the committee has been notified.) Another point is that the F31s were using provisional rating because I could not measure an F31 well in advance of this race. We now have the rating for F31s based on boat measurements (except for the weight), and the current numbers are slightly higher than the earlier provisional numbers. I tried calculating the score with the current rating for curiosity. While the race would have been closer with the new rating, with some position changes in individual races, the overall positions remained the same.

Result:

Race 1 (1) 3D-Speedy (corrected time / elapsed time = 1:49:48/1:44:52), (2) Leading Lady (1:53:59/1:52:56), (3) Gemini (1:59:06/2:26:08), (4) Mama's Amas (2:02:34/1:58:12), (5) Tri My Way (2:10:16/2:12:55).

Race 2 (1) 3D-Speedy (1:12:52/1:09:16), (2) Mama's Amas (1:14:44/1:12:04), (3) Leading Lady (1:15:37/1:14:57), (4) Gemini (1:19:05/1:37:02), Alpha DNF, Tri-My-Way DNS.

Race 3 (1) Mama's Amas (1:08:38/1:06:11), (2) 3D-Speedy (1:09:42/1:06:18), (3) Gemini (1:10:31/1:26:31), (4) Leading Lady (1:16:15/1:15:34), (5) Tri My Way (1:25:33/1:27:18), Alpha DNS.

Overall (1) 3D-Speedy (3.5 points), (2) Mama's Amas (6.75 points), (3) Leading Lady (9 points), (4) Gemini (10 points), (5) Tri-My-Way (17 points), (6) Alpha (21 points).

Race Report 2000 #5

7/8/00

MRSA Annual Race to Baltimore – 12th Annual Sail for Sight (Magothy River Sailing Association / Baltimore City Yacht Association): A view from the Slug's eye.

Kiyoshi Mizuuchi (Salty Slug)

Last year was the first time I entered this race and the return race the day after. I had never been to Baltimore from sea and I thought it would be a good chance to see Patapsco River. Well, it appears that any race I enter takes several tries before I can avoid foolish mistakes. In last year's race, I did not realize that the race committee changed the course for us after several earlier starting classes had taken off, and I headed in the wrong direction after the start. In the return race, I underestimated the time it took to get to the start. Motoring to the start after the gun earned us disqualification (DNS). Anyway, the party after Saturday's race and the marina facility near the Inner Harbor for the overnight stay were very nice and the crystal glass trophies they presented to the winners wetted my appetite. Dreaming about the trophy before the race, though, was exactly what I did not need. My regular crew for this year, Fred, could not make it due to a back problem. I scrambled to find Cece, once upon a 505 sailor, and Eric, a fisherman who had never been on a sailboat before and agreed to come on the condition of taking his fishing tackle with him (He did not whip his fly rod while racing, which was good).

Motoring toward Baltimore Light off Gibson Island for the rendezvous before the start, we followed Mistral (Seawind 24, Dick Bean) on sail heading north. As we reached the lighthouse, we saw two larger Tri's already there. We followed around the committee boat carrying the start marker and scouting the area. By this time, six multi's gathered around; Gemini (Gemini 105M, Jere Glover), Tri-My-Way (Condor 30, Dave Way), Bravo! (DF920, Denny White), 3D-Speedy (F31, Jeff Scherpf), Mistral and us (Salty Slug, F24). The committee finally set the start marker several hundred yards south of the Baltimore Light and posted the course to be sailed. They set two courses, a longer one for larger PHRF boats and a shorter one for smaller PHRF boats, but no multihull's course mentioned. Jere asked me which course was for us, and I circled around the committee to ask. They said they were about to clarify this, and told us that we should follow the shorter course as they penned this in on the course board. The winds were trying to reach 10 kt from the north to NNE, and the up-wind first leg led to the first mark G"23" north of Bodkin Point.

We started on the starboard tack pointing toward Gibson Island. After a few tacks, we found ourselves trailing the larger Tri's except Tri-My-Way providing us with company. Seeing 3D-Speedy zipping along with her screacher set, we decided to set ours also with the winds getting lighter at around 7 kt. The winds continued to get lighter and we decided to head toward the middle of the Bay looking for better winds. We were too far out to notice the late arrival of The Karis (Condor 40, Doc Ivy) at the start. Soon, we found ourselves among only a very few monohulls heading offshore, while the bulk of the fleet hugging the western shore. The winds got so light and patchy, it was too late to change our mind and join the gang to the west. Still, we could keep our boat moving and

were doing better than the few monohulls out in our neighborhood. Looking toward the shore, it was clear that the boats there were not doing any better. In fact for awhile, we could pick the wind patches around us and it looked to me that we were doing better than those who were hugging the shoreline. But this did not last too long. The no-wind-zone between light wind patches became larger and the winds in the patch veered toward east. Now we were drifting toward the first mark on starboard reach, but we could see that the boats near the shoreline had picked up the new breeze and started to move ahead of us. Well, we had done it again. Should have known that when most racers go one way, chances are likely that they know something. The only thing we could do was to drift toward the mark G"23" while watching every boat to our left scoot ahead of us. With the wind coming from east, we set our spinnaker, but by the time we struggled to reach the first mark, the only multi's around us were Mistral and Gemini, among the slower monohulls. We got caught in the middle of congestion at the mark rounding in the light air and had a hard time climbing over past Mistral who was a few boat length ahead of us at the mark. This is not good, I thought. The image of the good-looking crystal glass trophy faded away from my mind.

But you never know what happens in a yacht race. I tried to tell myself it ain't over till it's over. Now on the second leg we headed south on what was meant to be a down-wind leg that turned out to be up-wind. Bigger PHRF classes were going to R"10", which is almost all the way back to Baltimore Light, but we were going half the distance back to R"16". We followed at a distance the two speeding Tri's, 3D-Speedy and Bravo!; the white and golden square-top mains of these two boats were conspicuous even from a distance. The winds now coming slightly south of southeast, we tacked before Bodkin Point to starboard heading toward the middle of the Bay, and tacked back to port when we entered the shipping channel out of Baltimore. We could see Mistral staying closer to the shore, and Bravo! was also staying half way between the shore and the shipping channel way ahead of us. We watched 3D-Speedy tack for the mark at distance and before long, she was heading back toward us after rounding the mark. However, the golden square-top main of Bravo! kept on going south. As we neared the second mark, it was clear that she was following larger monohulls, which were heading further south to there second mark of R"10". Well, sorry for Bravo!, but she may allow us to escape the last place, I thought.

After tacking onto starboard for the mark, we found the winds still a bit fluky and we could not lay the mark. We made a few monohulls to duck behind us before climbing up to the mark and clearing it. I wondered where Tri-My Way was because we did not see her making the mark before us. With the light winds, it was still a long way to Baltimore. So we decided to concentrate on chasing 3D-Speedy, instead of worrying about other boats. The third mark was again G"23" at the mouth of Patapsco River. Starboard spinnaker run gave us a heading toward slightly outside of the mark.

When we got near the third mark, we heard the sound of a gun and horns. The progress was slow in the light winds. There still was quite a distance left on the original course, which would have taken us to F. S. Key Bridge plus a round trip between the bridge and Sparrow Point. Then, we had to get to the party at the Baltimore Yachting Center.

Naturally, the Committee decided to shorten the course. As we jibed toward G"23", we saw a sailboat anchored next to it to the left. As we neared her, we saw the RC flag and the S flag. A confusing thing was that we were supposed to leave the mark to the port, but the committee boat was on the left side of the mark. We decided to watch the way a monohull ahead of us tried to finish and the way the committee responded. The boat went straight through between the mark and the committee, leaving the mark to starboard. The committee gave her a horn. So we decided to do the same. I did not look back fearing to find Gemini and Mistral right behind us. We kept on sailing up Patapsco River in light air, but with the winds almost straight behind, it was a slow going jibing from one side to the other. By the time we cleared Sparrow Point, it was well past 4 pm, and we turned the motor on.

We were overtaken by the motor-sailing Bravo! as we got near Baltimore Yachting Center where we could see 3D-Speedy already tied up. By this time, I had completely forgotten about the nice crystal glass trophies, but I was curious about what happened to other boats. As we gathered the story from our fellow sailors, this race turned out to be even more peculiar than we already have seen; the confusion about our course at the beginning, the ambitiously long course for the predicted light air, near 180 degree change of the wind direction on the first leg, and the strange finish line setting at the end of the shortened course. It turned out that when Bravo! followed big monohulls to the longer course, her golden square-top main lured Tri-My-Way to follow. The two square-top mains heading south attracted The Karis to follow them too. Now, with the three boats heading south past our second mark, Gemini was also confused and followed them for a while. But Jere knew which was the correct second mark for us and turned around before long.

Anyway, all this confusion allowed us to slip past all except 3D-Speedy who was uncatchable once ahead. Thus, we managed to take the unearned second place behind the well deserving first place of Jeff Scherpf. The third place went to Jere Glover. Congratulations Jeff and the entire family. But, come on guys, we should be able to do better than this. Let's try not to make it too easy for Jeff. Then, again, thanks guys for the nice crystal glass trophy. I will try to earn it better next time.

While the awards have been distributed at the post-race party, the race was not official because of a pending protest against the race committee for the finish line handling. I have not found out about the outcome of the protest. I will keep you posted when I find out.

Result: We have not received the full result for our class yet, but I assume the protest problem has been resolved judging from the fact that the results for PHRF classes have been posted.

1	3D-Speedy	Scherpf
2	Salty Slug	Mizuuchi
3	Gemini	Glover

Race Report 2000 #6

7/9/00

Baltimore Harbor Lighthouse Classic (Rock Creek Racing Association): A view from the Slug's eye. Kiyoshi Mizuuchi (Salty Slug)

After a pleasant night on board Salty Slug at the Baltimore Yachting Center dock, we decided to head out early enough to avoid repeating last year's mistake of being late to the Rendezvous before the start. The previous evening, we noticed a mistake in the sailing instructions that said the Rendezvous was at the Mark 00, which was very close to the Baltimore Yachting Center, but in parenthesis it stated this corresponded to G11. G11 in Patapsco River was Mark DD near Sparrows Point, and we assumed that the Mark 00 was a misprint. This gave my crew Eric who had never been on a sail boat before the previous day a chance to get the feel for being at the helm while motoring. My other crewmember for yesterday, Cece had to leave last night for a family business. So Eric was going to be the helmsman for this race.

Earlier in the morning, we had light southerly winds, but as we neared G11 outside of S. F. Key Bridge a few minutes late for the 10:30 Rendezvous time, the winds practically died and the boats were either motoring around or drifting aimlessly. Winds were not the only thing missing. We could not find the committee boat in sight and we just waited for the winds and the committee to arrive. The committee boat apparently had been scouting around looking for the winds, and eventually showed up about half an hour late. We followed the committee around circling the area hoping for the arrival of the winds with our screacher and spinnaker ready in case. We had seven multihulls gathered: Mama's Amas (F31, Tom Fulton) joined in the morning for this race to the others who stayed over from the Race to Baltimore a day earlier. However, Gemini had to leave due to out of town business Jere had to attend. Several monohulls including Donnybrook gave up and went home. It took until close to noon before a moderate southwesterly settled in, and the committee could set the start line near Sparrows point, posting a relatively short course.

We prepared for our start at 12:30 pacing parallel to the start line, but three minutes to the gun we had a broken main traveler car. I scrambled to fix it while Eric kept Salty Slug under control in 8 to 10 kt of winds. Two minutes to the gun, we managed to fix the car and tried to time for the start. Less than a minute to the gun, we tacked around for the final approach on starboard beam reach parallel to the line from outside the committee end. With ten seconds or so to go, I shouted 'let's go', meaning let's head up to the line as we were two boat length below the committee boat. Our timing was almost perfect. 3D-Speedy was three-boat length directly behind us on the starboard tack with Bravo! closely following. The only problem for us happened to be that in the confusion of the poorly timed gear failure, I failed to explain the details of our starting maneuver to Eric, who thought 'let's go' meant all the way to port tack. We suddenly found ourselves pointing directly to the committee boat with the starboard tackers who were following us now on the collision course with us. We barely avoided 3D-Speedy, or she avoided us, and as we scrambled to tack back to avoid the committee boat, we were dead in the

water. By the time we managed to start moving again, everyone else was full speed ahead on the port tack close fold heading toward the first mark, N"2" at the mouth of Stony Creek. We were right on the port tack layline to the mark from the start. We could follow others closely, but when others turned around the mark and started to head back against us on the starboard with spinnakers up for the next mark, we were in a bit of a jam. But miraculously, we managed to avoid other boats without being forced to do extra tacking. To my amazement, Eric was handling the helm remarkably well for someone who never steered a sailboat until yesterday, let alone in a race.

After the first mark, we set the spinnaker and followed the others, but could not get around The Karis in front which was sailing the short downwind leg to the second mark, G"1M" near Sparrows Point without her spinnaker. If we tried to pass her on her weather side, we would risk being luffed into a big trouble. We could only follow her closely at her lee quarter in her shadow till the mark rounding. Rounding the mark reasonably tight and staying on the starboard tack toward Sparrows Point, we closed in with Mistral, The Karis and Tri-My Way. By then, the SE winds were poking over 12 kt and beyond our screacher range. We tacked to port and felt that we can keep up with The Karis and Tri-My Way by staying on their weather quarter. By this time, the waves were starting to build and Mistral lagged behind, but the two F31s were pulling far ahead with Bravo! following.

We tacked back to starboard before Rock Point Shoal aiming between North Point at the mouth of Patapsco River and G"3" off the point, our next mark. Winds were building to around 15 kt or over, and the waves coming into the river from the bay were bouncing off the north shore, becoming quite uncomfortable for us. Soon it became hard for us to keep our normal beating angle. We seemed not able to keep up our speed. I blamed our difficulty on the waves that kept on stopping us. (Later, Eric told me that he felt something funny happened early on this leg.) We noticed we could no longer keep up with The Karis and Tri-My Way both on the boat speed and on the angle. We kept on sailing on the starboard tack past the next mark, G"3" till we reached the port tack layline to the finish at G"23" north of Bodkin Point. Because of the difficulty in pointing, we waited our final tack toward the finish past our normal layline. At a distance, we watched Bravo!, The Karis and Tri-My-Way finishing close to each other in that order. The two F31s were long gone by then. On this tack, the waves were a bit easier to manage and with several degrees off the tight beating angle that we had invested, we could make good speed toward the finish. Still, to add insult to the injury, a tug with a barge on the tow crossed our pass just before the finish, forcing us to duck behind and pinch up to clear the committee boat. We finally crossed the finish around 2:24:30.

We had a long beat back to Annapolis in winds hovering 17 to 18 kt. From Bodokin Point, we crossed the bay toward Kent Island near Love Point, then tacked toward Bay Bridge. By taking a slightly less tight tacking angle than we usually take we managed to overtake Tri-My-Way and then The Karis on the return trip before Bay Bridge: why couldn't we do this during the race, I wondered. When we got back to Eastport, we discovered that the centerboard control had been broken and the board was stack halfway up. No wonder we had difficulty pointing. Well, we had undeserving luck handed down

