



# CHESAPEAKE MULTIHULL ASSOCIATION

# NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

VOLUME XXXIV NUMBER 1

Jan 2010

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## Commodore's Report

Jim Nealey - Commodore

Happy New Year, all. Good to see so many of you at our annual Holiday Party. Thanks, once again, to Jere and Doris Glover for their gracious hospitality at their beautiful Annapolis home.

During the party, Vice Commodore, Larry Forgy presented his committee's nominees for our new officers and board members. Those members who attend the CMA Annual Meeting scheduled for Sunday, January 31<sup>st</sup> at the Annapolis Public Library will vote and confirm these nominees. Also on the agenda, a vote by those in attendance to approve our revised and up-dated Constitution so ably managed by our Committee chair, Terry Boram. You may recall that we voted and approved the revised By-Laws at our October meeting. And just to refresh your memory, all members are welcome to attend the Board of Directors' meeting starting at 1:30pm and followed by our general membership meeting at 2:00pm.

This is also a good time to remind you all to renew your membership and send in your dues. Please make sure to complete the membership renewal form in this newsletter so that we have your correct and preferred contact information for our records.

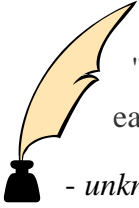
If you're contemplating any fiberglass repair or maintenance work prior to next season, you'll be pleased to know that our guest speaker for the January meeting will be George Processor, owner of First Mate Yacht Services, Annapolis. First Mate Yacht Services can help you with routine maintenance, detailing and cleaning services, fiberglass repair or basic engine service. Bring your questions and I'm confident that Mr. Processor will have sound advice. If you have ideas, contacts or an interest in a particular subject, rigging, electronics, repairs or maintenance, please let us know and we will try to schedule speakers over the winter that our membership will find useful.

Many of you will begin your maintenance and repairs over the winter season. If you have a project that may be of interest to other multihull owners, please don't hesitate to share your pictures and hard-earned experience with the membership. Our newsletter editor, Gary Spesard would love to hear from you.

And while we're dreaming of next season, our cruising coordinator, Terry Boram would like to hear your ideas for a cruising destination or activity for next season. Our club's next cruise could be a visit to a quiet gunkhole or a rendezvous at an event on the water or ashore. Winter is a great time to plan for these events so that we can make the necessary arrangements and allow our members to schedule their 2010 sailing season.

Wishing you all a productive and safe season "on the hard".  
Cheers, Jim Nealey

## Quote of the Month



"The First Rule For Coastal Cruising: start early; finish early."

- unknown

## At a Glance

### Upcoming CMA Events

**January 31<sup>st</sup>, 2010 Sunday**

**Annapolis Public Library**

**1410 West St Annapolis, MD 21401**

**BOD 1:30pm**

**Annual Meeting 2:00 to 4:00pm**

**Guest speaker will be George Processor of First Mate Yacht Services talking about fiberglass repair and maintenance.**

**February: 28th, 2010 Sunday**

**Annapolis Public Library**

**1410 West St Annapolis, MD 21401**

**Join us to talk about all things cruising. A presentation will be given about the benefits of joining the Seven Seas Cruising Association followed by a discussion on our own cruising season. Bring your thoughts and ideas, large or small, about places to visit, events to participate in or what you would like to see your cruising season to look like. 2010 will be a great year.**

**March: 28th 2010 Sunday**

**Annapolis Public Library**

**1410 West St Annapolis, MD 21401**

**Annual Racers Meeting. CMA's Rating Coordinator and Fleet Captain will discuss rating formulas, race schedule and any new rule changes.**

**April: Spring Awards Banquet  
(Time/Place TBD)**

## Website

Terry and Clint Boram

[www.chesapeakeMULTIHULLS.org](http://www.chesapeakeMULTIHULLS.org)

During the off-season we will be migrating our current website to a more updated software. Our goal is to keep the site fresh, informative and interactive. We need your help.

### Wanted

Pictures

Articles

Blogs

Calendar events

Links

Technical Information

...anything that you want to share is welcomed.

Send to [chesapeakeMULTIHULLS@gmail.com](mailto:chesapeakeMULTIHULLS@gmail.com).

Stay tuned.

Clint and Terry

Webmasters

### Facebook



Your Chesapeake Multihull Association now has a Facebook Fan Page. Get the latest information on racing and cruising on the Chesapeake Bay. Share your experiences with others. Become a Fan today.

## Secretary's Report

### Terry Boram

Date: December 13, 2009

Location: Glover Residence

Attendees: Jim Nealey – Commodore

Tim Layne – Fleet Captain

Larry Forgy – Vice Commodore

Jere Glover – Past Commodore

David Way – Treasurer

John Morfit - Board Member  
Terry Boram – Secretary

- Review/Approval of Past Minutes: Reviewed. Motion to approve. Second. Motion carried
- Commodore's Remarks:
  - Elections - Larry Forgy, Gary Spesard and Jim Nealey have finalized the nominations for the 2010 Board of Directors and Standing Committees. Voting will take place at our Annual Meeting on January 31, 2010.

Officers

Commodore	Larry Forgy
Vice Com.	Gary Spesard
Rear Com.	Terry Boram
Treas.	David Nees
Secretary	Jim Nealey
Fleet Capt.	Doug Dykman

Current Board Members

Rob Blesse  
John Morfit

New Board Members

John Wayshner  
Kurt Koenig

Membership	Jim Nealey
Web Editor	Terry Boram
Ratings	Kiyoshi Mizuuchi
Cruising Chair	Terry Boram
Past Commodore	Jim Nealey

- Vice Commodore Report: No Report
- Rear Commodore Report: No Report
- Treasurer Report: 11/1/09
- Beginning Balance 11/1/09      8,658.17
- Income                                      .00
- Expenses                                      .00
- Ending Balance 11/30/09      8,658.17
- Secretary Report: No Report
- Membership Report: No Report
- Fleet Captain's Report: Tim attended the CBYRA Annual Meeting. They are experiencing some financial hardship. In support of this organization Tim recommended that the CMA place an ad in the upcoming Green Book at the rate of \$75. A motion was made, second and carried. Jim

will work on the layout for this ad. Jere Glover suggested a \$200 donation from CMA to CBYRA in this time of need. A motion was made, second and carried.

- Cruising Coordinator's Report: No Report
- Board of Director's Report: No report
- Past Commodore's Report: No report
- Old Business: Further discussion in reference to the website will take place during the January BOD meeting.
- New Business: No new business

Meeting adjourned.

Respectfully Submitted,

Terry Boram  
Secretary

Racing

**Tim Layne – Fleet Captain**

America's Cup:

Below is an interesting update from "Soundings" by editor Bill Sisson and senior writer Jim Flannery.

Copy and paste to your web browser then click on the video to see and hear.

<http://www.soundingsonline.com/news/dispatches/392-jan-8/248142-americas-cup-2010>

Cruising Corner

by Terry and Clint Boram

In the fall I took a class entitled "Writing for the Boating Market" offered by the Seven Seas Cruising Association (SSCA). The class explored various types of writing styles and topics most popular with the boating magazines. One of my assignments was to write a destination article that would provide cruisers with the necessary information needed for their future trip to that location. As it happened that weekend Clint and I were traveling to Bodkin Creek to meet up with a

friend for a quick overnight. This month I'm sharing that article with all of you.

This gave me an idea for our newsletter and website. As multihullers we are fortunate to be able to reach parts of the Bay that most cruising guide writers could only dream about. We have the tool of our website to be able to share this information with each other. You say you can't write? Well quite frankly either can I but I have fun with the process. I love sharing the joys of cruising and the places and people I meet along the way with others.

Do you have a favorite destination that you want to share with us? Write it down. Send it my way. Together we can open up the Bay to others.

Enjoy,

Terry

[chesapeakemultihulls@gmail.com](mailto:chesapeakemultihulls@gmail.com)

### **Bodkin Creek**



<http://maps.google.com/maps?q=bodkin%20creek&oe=utf-8&rls=org.mozilla:en-US:official&client=firefox-a&um=1&ie=UTF-8&sa=N&hl=en&tab=wl>

Are you in need of a quick overnight but want a change from the vessel filled anchorages of Fairlee or Swan Creeks? Or are you exploring the great history of the Chesapeake but need a quiet anchorage to reflect on your adventures? On the

western shore halfway between the more popular ports of calls of Annapolis and Baltimore there is a lesser-known creek with few amenities but the perfect prescription for rest and relaxation. Bodkin Creek is well worth the effort to find. On your approach from the Bay Bridge you will pass Sandy Point State Park and the Magothy River to your port. As the boat cruises along side the Craighill Channel be mindful of carriers heading in and out of the Port of Baltimore. Once passed the shores of Gibson Island begin looking for the Green "5" marking the entrance to Bodkin Creek. Our typical approach from the North sets our sights on Sevenfoot Knoll with the Green "5" about a mile southwest of this light. The channel entrance is narrow and can be tricky so mind all markers leading in to the creek. The chart shows that the channel is marked at 7' of water depth as long as you are in the center. I have never seen less than that when entering even under low tide. Once in the creek you have lots of possibilities for quiet anchorages, several marina facilities and a great restaurant serving up Chesapeake Bay crabs.

### **Anchorage**

Once through the channel the creek opens up with Back Creek directly to starboard, Bodkin at your bow and Main Creek a dogleg right just before the marina. Take in the beauty of the manicured lawns with tall trees that offer great protection. The first anchorage possibility is Old Bee Point just beyond the Red "10" in an area called the Hammock. No matter the wind direction, The Hammock offers water depths from four to eight feet, low light off the shore and the most magnificent views of the sunsets over Main Creek. Powerboats with skiers and watermen workboats can create excess wake running in and out of the main channel but if, like us, you can tuck closer to the shoreline you will avoid this disturbance. Use Old Bee Point as a resting spot for that quick overnight escape. For a long-term anchorage with more protection and greater peace and tranquility, round the Red "10" and head in to Main Creek. As the creek widens you will be tempted to tuck yourself into the first coves you see. Stay the course and head further back to Jubb and Goose Creek on the southern shore where the shoreline begins to narrow. The manicured lawns are breathtaking and the traffic has slowed under the six-knot limit. I favor the cove just

beyond Jubb and Goose on the northern shore. Head for the covered boathouse into a tree-lined cove with very deep water all the way close to the shoreline. Wetlands are directly north where blue herring love to wade. See if you can spot the golden retrievers frolicking on the lawn of the majestic stone home or hear the owl calling in the morning. This cove is your own private oasis for the R&R you are seeking.

#### Activities

Bodkin is your resting spot on your way to adventure and exploration. The creek has very few landing sites for exploring on your own or walking your favorite four-legged companion. The marinas are the only facilities to stretch your legs. Swimming is good throughout the summer with infrequent sea nettle sightings. Take some time to paddle Back Creek and explore the alcoves. Sit back and enjoy the blue herrings flying about or seek the terrapins sunning themselves on a downed log. Listen to the quiet that surrounds you. Let it rejuvenate your mind, body and spirit.

#### Marinas

There are several marinas on Bodkin Creek all offering ice and fuel. About a mile back Main Creek is Pleasure Cove Marina known for their haulout ability up to 24' beam and a quality repair service. Self-service laundry facilities are also available at Pleasure Cove. Save your stocking for the larger ports. You will find little help here.

#### Restaurants

Pleasure Cove Marina has the only restaurant on Bodkin Creek. The Cheshire Crab and Tiki Bar-BQ is a great place to sit outside on bright color picnic tables overlooking the creek to eat some of the famous Maryland Blue Crab. If you are in the mood for a more formal meal, dine inside to feast on some crab imperial or a nice rare steak. The Tiki bar has many TV's to watch your favorite sports game or to catch up on news. Live music fills the air on Fridays and Saturdays. Music ranges anywhere from classic rock to acoustic contemporary. From high-end meals to burgers and fries this restaurant is a sure bet.

Plot your course for the rest and relaxation this gem on the Bay has to offer. Cruisers and locals alike will return time after time.

Terry and Clint Boram

## Cruising Coordinators

### **Last Sail of the Season; Delivery from West River to St. Mary's Yachting Center**



#### *Fitness Resource -*

Last Sail of the Season; Delivery from West River to St. Mary's Yachting Center

Our date was set; Friday after Thanksgiving. The marina at St. Mary's Yachting Center would have the team there on Saturday to haul us out and block Fitness Resource up for the winter, right next to Doug Kirby's TRT. The near sister ships make a great picture next to each other. The fly in the ointment was that a front was coming through early Friday and it was going to blow HARD all day long. Still, we had a schedule to keep. Keeping schedules sometimes causes much grief and danger in sailing, especially off shore. I figured, though that 20-25 kts could be dealt with. Gusts of 30-35 would be completely new territory for me, however and I was a bit nervous about that part. Chris Bolton, my son, Dave and I got to the boat just before 8AM and proceeded to get everything ready. Among other pre-launch chores, we had to erect the canopy frame, put up the canopy and the plastic windscreens. The windscreens were a problem with some bad zippers and material that

had shrunk and wouldn't zip together, but we got it 80% together; this late in the season, some protection from the wind was going to be better than nothing we felt.

We set out at 9:30. We had a NW wind and put up the sails while still in the West River. We put the main up with two reefs in it and took off. After clearing some late crab pots in the channel we turned down the bay. We ran around 170 degrees for a while to get further out into the bay and on our Governor's Cup route which we were using.

Around Chesapeake Beach we began running 180 degrees and were clipping along at 14 to 16 knots under two reefs and jib. The wave action led to me turning off the autopilot for manual steering; the pilot was just too slow when the boat got pushed by a wave and turned to a hotter angle; you really had to feel that push and get ahead of it. By this time we were regularly stuffing the port bow deep into the backs of the waves, but the boat never got squirrely. While Chris was driving we hit a trip record of 18.5 knots. Shortly after we partially reefed the jib, but that didn't really take that much pressure off us. Around Sharp's Island light I realized that we were getting more and more east of our route track due to having to head off way downwind in the gusts, which were probably close to 30 knots. This problem would only get worse and we wanted to get to Point Lookout. close to the western shore. The wind had been building and the boat, while not seeming to be on the edge, was getting a lot livelier and just jumping ahead in the gusts, and surfing down the waves before stuffing really deep into the back of the next wave. We were running deeper and deeper in order to control our speed.

So, we were now into new territory; bigger wind than I had ever been out in with Fitness Resource and we were going to the third reef. We tried to lower the sail going downwind, but there was too much pressure on it, so we turned up wind to feather things out. It's amazing how much more ferocious everything gets we you do that; the sails start hammering and flailing about and the waves slam you now instead of accelerating you. Spray was sheeting over the bows and we were thankful for the plastic screens as they were stopping 98% of the spray. Before we got the jib sheeted further in it hourglassed on itself. Nevertheless, I sheeted it in

and cranked the helm over to windward and we were basically hove to and stopped while Dave and Chris worked on the main. With the third reef in we bore off, let out the jib and it reset itself just fine—that is an old, but tough jib. I'm embarrassed to say that I didn't think about everyone having the inflatable life vests on with the safety harnesses until Chris mentioned it after we had done the reefing. We counted ourselves fortunate and quickly put on the important safety gear.

As we bore away the boat quickly went back up to speeds of 12 knots. However, we were now not overrunning the waves so quickly so one could have fun doing some surfing. We also could hold to the route line which was a hotter angle than we were previously able to run. Dave set the record at 17.1 knots on a surf; this with three reefs in the main. Later we hit 13.5 knots with no surfing, with three reefs in the main and going deep off wind. We were comfortable, dry and not that cold. If you sat on the helm box you felt no wind as you were in an area of high pressure because the wind couldn't go through the plastic screens and just went around you. If you stepped to the rear of the cockpit, you felt the strength of the wind. We were still going quite deep and the main was not "lit up" at all, just doing its "barn door" work. The jib was doing most of the driving. It was a bit surreal to be out there. We were relaxed, no spray getting to us, watching the bow dig deep, enjoying the surfing, the boat's motion was comfortable and we were secure in knowing that we had very little main up and the center of pressure was VERY low. The buoyancy of the bows definitely increased as they stuffed deep; you could feel them just start to hold and not want to go any deeper. We could have done that for 24 hours and cooked and slept just fine; we even had a couple of more steps to take if the wind had increased; reefing the jib and taking the main down completely, leaving the mast which leaves 53 sq. ft. of airfoil.

About 10 minutes to noon we put Cove Pt. behind us, just short of two and a half hours from West River. The wind pressure seemed to get light for a while around the Pautuxent and we dropped to 8 to 10 knots which really felt slow. Again, every time you looked back up wind, you could see how ferocious the bay was; we were so comfortable, but it was a serious day to be out on the water. We

followed the drama of a boat calling Mayday due to taking on water. The Coast Guard did their always solid response and we learned that it was a 17 foot boat attempting to go from Bloody Pt. to Chesapeake Beach. Upwind and into the waves in near gale conditions. When we learned it was a Boston Whaler, we realized they wouldn't sink, but such a shallow boat in this weather was certain to be taking on a lot of water with the wind and wave conditions. They eventually got over to the west shore and had a couple of boats shadowing them for safety. Later, another boat called for help below Point No Point, saying they were taking on water. We were north of them and kept an eye out, but never saw them. We couldn't get a fix on their position because their radio wasn't getting out and although we could hear the Baltimore Coast Guard station just fine, we could not hear them clear enough to understand the transmissions. There was another boat that was relaying the transmissions to the Coast Guard and could communicate with the vessel in distress. All in all, we didn't see more than 5 boats on the bay the whole trip down; never seen the bay that empty before.

As we approached Point Lookout we began to wonder what we would find. I felt that we should reef the jib about half way just before we would emerge from the slight shelter the west shore was giving. We were hoping that we could close reach or get up the Potomac on one tack, but the wind had backed during the day and was now more from the west. With Dave driving we left the shelter of the shore and heated up to cut around the light at the point; we now got hit by all the energy we had been running down the bay with, only now we were trying to buck it. Holy Cow! We took off and the waves started slamming us hard. No one knows how fast we were going as we couldn't take our eyes off the water. The waves were large, steep and close coupled so the boat didn't really ride over them but slammed into and through them, throwing large amounts of water back at the cockpit. We could go up wind but not very close. What worried me was that we were on starboard tack which was taking us to the south shore of the Potomac. Big sheets of water were slamming over the bows and into the windscreens (thank God for all the zippers that did go together to keep the water out). The ferocity was so great that I called for us to get the

motor going and lower the sails. We put the motor down, got it started and furled the jib. Roller furling the jib is not that easy under so much pressure, but, thankfully, it came in. It takes a lot of pressure on the furler and good coordination between the person winching the furler and person easing the sheet. Dave kept us as close to the wind as he could, being careful to not let the boat get head to wind (I'm not sure the rudders would withstand backing up in those conditions). After some effort we got the main down and secured it with an additional line up near the mast. It then took some repeated efforts with full throttle up the face of some wavers and full lock on the steering to get the boat to tack over. We wanted to go up the river closer to the north shore and, hopefully, out of the worst of the wave action.

I'm not sure what the tide was doing, but with the waves being so steep and close coupled, the motor did a lot of cavitating. At 4,000 rpm we would get slammed by a series of big waves and come to a complete halt, only to slowly build back up our speed, which never got over 3 knots. Before I forget, I want to note that we reached Point Lookout at 2:30, five hours after starting from West River! Quite a run; now, however, we were going to have to slog our way up into St. Mary's river at a painfully slow pace. We would watch the water going by so fast and then look at the shore and we would seem to be standing still. In some gusts, the bows would blow off and it would take full lock on the steering and waiting to get the boat back on course. Chris, the consummate fisherman, thought that this was just fine trolling speed and put out his line. An hour later, he was rewarded with a keeper stripped bass. The seemingly endless banging, cavitations and slow pace brought everyone down a bit. The wind actually increased during this slog, even as the waves finally went down and we neared the west shore of the St. Mary's river. We kept the power on for an eager sprint to the finish and at the end we were making 7 to 8 knots to arrive in St. Mary's Yachting Center at 6 pm, three and a half hours after we reached Point Lookout. I made a mess out of the docking as it was quite gusty, even tucked up in the side creek. But, like a plane landing, I considered it good because we all walked away and the boat didn't hit anything.

It was truly a memorable sail and a wonderful experience during the downwind leg. I don't think anyone wants to go upwind in 25 to 30 knots and steep seas if one doesn't have to do so. If cruising, one could do a down-wind or off-wind run on Fitness Resource in these winds just fine as we found out, but it would be prudent (not to say more comfortable) to just anchor in a protected spot and wait out a blow like this if you had to go upwind. The boat never ceases to impress with its ability to handle tough weather. We learned some things along the way as well, so we push back the unknown some more. The boat is now blocked up on the hard, safe and sound, and I have a winter "to do" list to get together. God willing, and the economy cooperating, we will be out for a new season of sailing and racing next year. I feel very blessed by the opportunity to sail this great boat and experience what it can do. I look forward to next year.

### **American Samoa: Earthquake, Tidal Wave.**

Probably not likely on the Bay, but would you know what to expect? And how to react/prepare? The following account found its way to a few websites and a few of our members forwarded it on as Newsletter worthy. The event happened late last September but it still is enlightening though sad.

An account:

This morning (six hrs ago) we were shaken awake by an earthquake which seemed to have no end! We were aboard Gallivanter and tied side-to a big concrete dock in the heart of Pago Pago, American Samoa. And after living up & down the California coast, I knew this was no minor tremor.

After the rude awakening, Cath & I walked across the dock and chatted with a few of our fellow sailors, one of whom said that he's just done a Google search on "recent earthquakes" and said that it measured-in at 8.1 and the epicenter was only 120 miles distant.

We returned to Gallivanter and I turned on our laptop and searched the same website. Sure enough there it was... "8.1 earthquake - American Samoa - 20 minutes ago". I clicked on the "Show Map" option and noticed the epicenter was located south west of Pago Pago... which is located on the

southern side of the island.

Just as I was considering the ramifications of that little fact... all hell started breaking loose! Our boat was on the move! My first reaction was to start the engine and dash up on deck to see what was going on. I witnessed the water around us was rapidly dropping! Rapidly! In a blink of an eye, we were on the bottom and the boat was falling away from the dock! Three of our big dock lines popped and we fell right over into the mud - the entire basin we had been floating in only moments ago had completely drained! People were screaming!

Next - the water came flooding back in at an even more alarming rate and the next thing I knew we were floating directly above the dock! Over the concrete slab and drifting toward a young lady we knew (from another boat) who was desperately hugging a power pole and up to her chin in swirling water! I told Cath to cut the two remaining dock lines with our serrated bread knife and to be quick about it!

Right as I put the boat into gear, we were somehow washed back off the dock and into the basin as I advance to full throttle and we accelerated through a floating debris field of floating docks, fuel drums, sinking boats, a shipping container and a barnacle encrusted wreck all of which were spinning in the torrent of rapidly dropping sea level. It was absolute mayhem! As we steered out toward the deep water in the center of the harbor I looked over my shoulder and saw what appeared to be a waterfall pouring off the dock and shore beyond. Not one of the dozen vessels remained at the dock. All were underway in a matter of seconds... with or without crews aboard.

We motored around in the middle of the harbor watching the waves of floods & ebbs while wondering about after-shocks and our fellow cruising sailors. As we passed one of our neighbors she shouted to us that her husband had been washed off the dock as they were trying to get away. She was alone and seriously concerned. Other boats broke free from their moorings and anchors in the initial seismic waves and many were driven ashore, or driven under by loose tuna boats.

After about three hours, we felt it was finally safe enough to return to the dock. All we had were lengths of old line and we were short a couple fenders. We were the first to go in and we started

un-tangling lines and helping others get back along side the concrete dock. All of the store-fronts along the water are destroyed, roving mobs of kids can be seen looting, the fence around the dock is gone, every boat on stands in a nearby boatyard were washed away. Big fishing boats are now in parking lots across the street. Absolute destruction is seen everywhere along the shore.

Phones and power are down but we got back online right away and I immediately went back to the recent earthquakes website to see if things have been calming down in the center of the earth. A number of aftershocks as strong as 6.0 have been recorded over the past few hours - but thankfully no more wave action has been noticed. We've been making Skype calls to our families and letting others use the computer as well to phone home.

Online news reports say that the earthquake lasted three minutes and the highest flood rose 25 ft above normal! There are 20 confirmed deaths... including our neighbor who was swept off the dock. Most fatalities occurred in and around the harbor where we live. Boats are battered and nerves are fried. One friend wound-up on his boat nearly 1000 feet away from the water after breaking from his anchor and sailing right down Main St. taking power & telephone wires down with his mast! Some people lost everything... including their lives. We came through remarkably well with only minor damage sustained to our toe rail when the dock lines parted and to our fender basket which was the only point of contact with that drifting wreck. I never felt any jarring loads while we were hurtling around above & below the concrete dock, so I believe our hull, keel & rudder suffered no damage from the wildest boat ride I've ever been on.

We're all okay... and very lucky. I made a new friend yesterday and he died today.

We've adopted a tiny kitten named Lucky.

And that's the way it is.

All the Best - All the Time,

Kirk, Cath & Stuart ~~~\_/\_) ~~~ s/v Gallivanter



2009 was a long summer with little sailing due to the mast on Flying Circus suddenly and quite unexpectedly breaking in half at the beginning of the race to Baltimore. Molly Winans, editor from Spin Sheet magazine, was aboard for the event and was very kind in her write up of the incident and the actions that followed. I still owe her a complete run on this space ship looking thing. I would like to extend a heartfelt thank you to Tim Lyons, Russ Wesdyk and John Morfitt for inviting me aboard during this unexpected sailing drought. I very much enjoyed my time aboard your boats.

So what has been happening since July 11, 2009?

First contact was to the local Corsair rep to ask for a new rig and start the "process" and what a process this has been. As many who have gone through this know the insurance company needs to get involved. Boat US insurance was very helpful in handling my first ever claim as they walked me through all of what was about to transpire. First was a visit from their surveyor to assess the damage and verify that there was a broken mast. Next was the repair quote process. The insurance folks wanted three quotes for the complete repair and replacement of parts. After much back and forth finally two quotes were furnished; one for a Marstrom mast from overseas and one for a USA based outfit, Forte Carbon of Connecticut. The shocker was that the difference in quoted price was huge, so the insurance company went with the least costly option; the USA based builder. Thus begins the saga.

Many boat owners purchased their boats with a loan, by doing so this gives the bank certain rights to protect their investment. Sound scary? Because Bank of America holds the note for "Flying Circus" they have a "process" to follow. Boat US sent me a check by the end of August but it was made out to

## [Repairs and Modifications](#)

Flying Circus Update

both me and Bank of America. The initial check covered 2/3 of the total claim and, to make a long story short, it needed to be sent to their collateral claims department at Bank of America in California to process, the local bank was not authorized to endorse the check. After many phone conversations with the collateral claims department the final direction was that I had to identify a certified repair facility that was going to do the work. Bank of America has no list of such facilities and I was told, "... you know a body shop...". At this point I knew I was in for a long day. The funds would not be released until I identified a shop to do the repair/replacement work.

Great, it is now mid September and with this added level of process I am now bound to work through a local rigging shop in Annapolis and the shop in Connecticut. Can this get more complicated? Being the inquisitive sort I check the website at the mast builder and came up with a question or two. With the section that was provided on the quote, why is it listed on the website to work to a 40 ft length? The stick on Flying Circus is 42.5 ft in length. Their answer was it is too small a section for the additional height and loading.... My question now is, what is going on with the "expert" that I had handling this?

A new specification needed to be constructed and to the credit of both the local rigger and the carbon shop in Connecticut this issue was resolved and mostly contained within the pricing of the original quote. Great, let's get started! Now I am told to expect a mid October delivery. But wait, the bank needs to get in the middle of this update, maybe late October or early November. Delivery date phone calls are being answered with very non-specific delivery dates so a site visit is in order.

It is now 29 October and the mast construction is just beginning. A schedule for delivery is hammered out by the end of the one day visit and for the first time since this all started I have some confidence that we are moving forward.

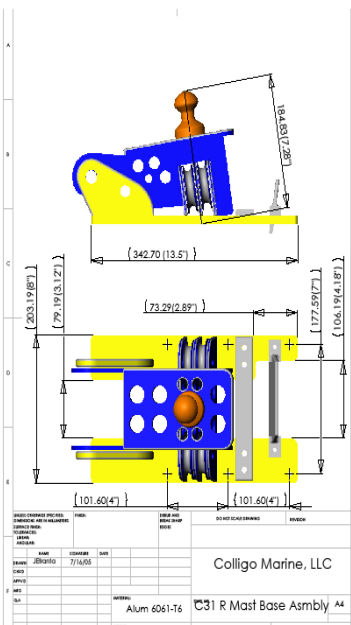
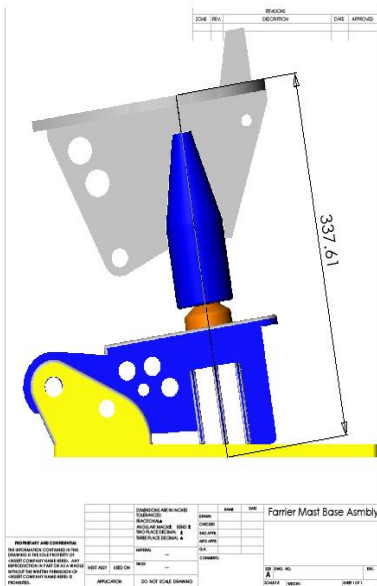
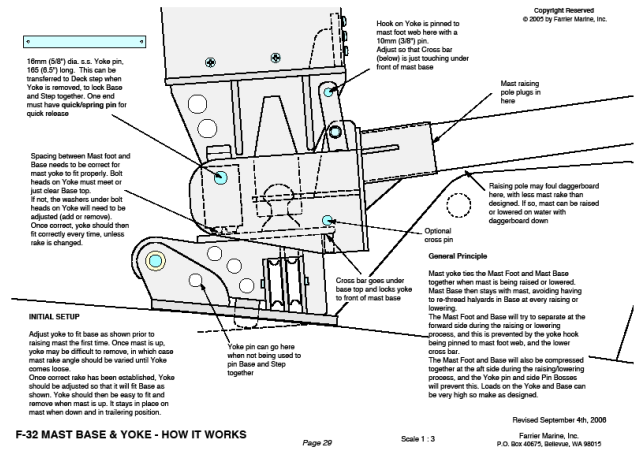
It's here, it's here! The mast is finally in Annapolis at the Rigging shop 24 November. One step closer. After short conversations it is decided that we can stand the rig up the following week. Wait, make that the following week and... now it is 22 December. Yep, over the weekend we had some 18-20 inches of that fluffy white stuff called snow. The

rigger's yard is hard packed snow and ice and yes, we did stand the rig that day! To my surprise the cap shrouds are too short and hey, so are the head stay and the raising wires. We find out later that the mast tube was shipped with a little extra at the base just in case but no one was informed of this. My question is, "why just in case?" and, "wait, look at those wings, I mean spreaders, they are huge!" We did stand the mast up by using some extra spectra line to extend the rigging, and now a head sail. Yep, all this on the trailer in an ice covered parking lot. Sheeting the headsail in proved the spreaders were too long or not swept to the correct angle. The rigger is suggesting cutting the sail. I am thinking of cutting..... So more questions, this time to Ian Farrier the original designer and current owner of the F-Boat logo.

Happy New Year! 2010 is rung in with all the celebration it deserves. Now let's get back to the mast. The rigging shop has now determined the right length and shortens the tube and is ready to set it this week. Question on the spreaders, "what is going on with them?" Answer, we need to step the rig and take some measurements and go from there and work stops again 9<sup>th</sup> of January as the rigging crew heads to Key West Race Week. It will be February when we resume.....

The rig on "Flying Circus" failed due to a leeward spreader breaking. There are some noted issues with the Omohnuro masts of the late 90s and one of the issues was spreader sweep not being sufficient enough for the job. Another was the sail track (slot) not being robust enough to hold the sail slugs. Yes, they actually pull out by spreading the molded slot. "Flying Circus" lives on a trailer we get underway some 20-30 times a year which means we rig and de-rig each time we sail. The original raising gear design put so much stress on the deck pivot point that the deck actually started to crack. A new design is in order and it came from Ian Farrier in the form of an F-32/33 step/base design that had to be modified. John Franta of Colligo Marine adapted the design to fit the F-31R as well as supplied synthetic cap shrouds with his new locking feature making adjustment much easier than the traditional dead eye systems on the market. The new step moves the stress from a point aft of the dagger board trunk to directly over it; a much stronger location. The design allows for the mast to be

slightly off center without loading the raising gear or the deck adversely. With the change in pivot point geometry, raising the rig is much easier on the winch operator, a one-hand operation even for the Admiral. Another feature of this Farrier design is the base halyard sheaves are attached to the mast foot in such a way that they do not contact the mast foot. This removes the chafing problem the original set up had, less wear and tear on the halyards. Yeah. Other modifications include an internal 6:1 Cunningham in the boom making adjustment to the tack easy from the safety of the cockpit. Illustrations of the new mast base details:



Lessons learned, many. Would I do things differently if this happens again, absolutely! Rob Blesse Flying Circus F-31R #131

**For Sale**

“tHriLL Ride” for sale. Reynolds 33 Catamaran, hull number 6 with wider, original beam of 16’ and 43’ mast. New Kevlar tape drive main sail, carbon blade jib and Kevlar reacher. 4hp 4 cycle Johnson outboard. Quick boat and easy to single-hand. Well found and maintained. Lying Baltimore harbor. Contact owner, Jim Nealey, mobile: (410) 299-6450 or email: <[jim@storyboardnow.com](mailto:jim@storyboardnow.com)>



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<b>Tentative</b>	
<b>2010 Race Schedule</b>	
5/29	Annapolis to Miles River MRYC
5/30	Miles River Back RRBC
6/12	Leukemia Cup EYC
6/26/27	Northern Bay GSA
7/10	Annapolis to Baltimore MRSA
7/11	Balt Lighthouse Classic RCRA
7/16	Solomon's EYC
8/6	Gov Cup SMCSA
8/21	Cedar Point GIYS
9/11	Oxford NASS
9/12	Hammond Memorial TAYC
10/2	HdGYC Fall (non-highpoint)
10/23	Baltimore Leukemia Cup BCYA
10/24	Baltimore Harbor fall back RCRA

<b>APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL</b>			
<b>(Circle One)</b>	<i>New Application</i>	<i>Renewal</i>	<i>Correction</i>
<b>Name(s)</b> (as you wish it to appear in the roster):			
<b>Street:</b>		<b>Boat Type/Model:</b>	
<b>City:</b>		<b>Boat Name:</b>	
<b>State/Zip Code:</b>		<b>Manufacturer/Designer:</b>	
<b>Home Phone:</b>		<b>Year and Rig:</b>	
<b>Business Phone:</b>		<b>LOA:</b>	<b>Sail #:</b>
<b>E-mail Address:</b>		(Circle): <i>Cat Tri Mono Proa</i>	
<b>Newsletter preference (circle):</b> <i>Email file            email me with link</i>		<b>Sailing Interests:</b>	
<b>Home Port:</b>			
<b>How did You hear about CMA?</b>		<b>Questions/Comments:</b>	
Send form with check for \$25, or 20 if more than 200 miles from Annapolis, MD, (plus \$20 racing fee, if applicable) to: John Wayshner, CMA Membership, 1435 E.W. Shady Side Rd, Shady Side, MD 20764.			

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