



CHESAPEAKE MULTIHULL ASSOCIATION

<http://www.chesapeakemultihulls.org/>

May 2011

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From the Helm - Larry Forgy

The racing season is off and sailing with the Coast Guard Foundation Cup race this past weekend. I crewed on Tim Layne's Wild Card for the race and got to witness the spectacular debut of our new member Paul Parks and his Sea Cart 30, Sundog.

This was the inaugural event for this race, what was announced as a 24-30 hour overnight race. The committee set a 124 mile course, down past the Potomac and back, and got us off the line at 11:15 Saturday morning. At 12:39 am, Sundog was back across the finish line. The next boat, sailing a 78 mile course, arrived at 5:25, and the second multihull, Tim Lyons' Triple Threat, finished at 10:42 am.

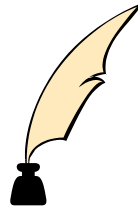
We had some difficulties on Wild Card that delayed our progress around the course. So much so that when Paul said they finished at 12:39, I had to embarrass myself by asking if it was am or pm. I just want to state for the record before wild and very unsubstantiated rumors start flying about that when you discover that you are towing a crabpot, and you have a couple of drivers unfamiliar with the boat, that is it really impossible to tell who was on the helm when you picked it up. Also, it was very dark.

All our racers and cruisers should definitely plan to come to St. Michaels on Memorial Day weekend. The race over and back on Saturday and Sunday are always great fun. At 20 miles, they are a great length for easy day racing, and the Miles River Yacht Club is a great venue. The multihulls will have a raftup for both racers and cruisers in their cove, and the club will provide tender service to their Saturday evening party, and to their very nice full hot breakfast Sunday morning.

The summer will be full of CMA cruising and racing events, social gatherings, and informal get togethers. Hope to see you all out on the water, or relaxing in your cockpit.

Sneak Peek

- * Coast Guard Foundation Race Results
- * Trimaran Nationals Report
- * Simple Boat Drink Recipes
- * Newspaper clipping from 1977
- * See what you missed at Chesapeake Light Craft



Quote of the Month

"The lovely thing about cruising is that planning usually turns out to be of little use."

- Dom Degnon

Upcoming CMA Events

May

- 14 AYC Coast Guard Overnight Race
- 28 MRYC Annapolis - Miles Race and Cruise
- 29 WRSC Miles River Back Race

June

- 11 EYC-AYC Leukemia Cup
- 25 Northern Bay Race Weekend (2 races)

- 26 Northern Bay Race Weekend (2 races)

Check out the rest of the schedule on our [website](#).

Membership Matters - Jim Nealey

My tedious emails seemed to have worked for some of you, thanks to all of you who have sent along your 2011 membership dues and racing fees. There are still a few stubborn hold-outs (you know who you are) and you'll be hearing from me.

Our fleet's rater, Kiyoshi Mizuuchi has been calculating and refining the handicap ratings for each boat in our 2011 racing fleet. If you have not received your boat's rating for this year from Kiyoshi, it can only mean that I have not received your racing fee for 2011.

This reminder for the racing fleet from our friends at the Chesapeake Bay Yacht Racing Association; time to renew your CBYRA membership for 2011. You can re-new or join CBYRA by calling their office at (410) 990-9393 or visiting <http://www.cbyra.org/membersignup/memberjoin.aspx>

Please welcome our newest member, Rich Ellis who will be sailing his recently purchased, F-27 "Valiant Tri" with his 15 year old son and 14 year old daughter as crew out of Northeast River Yacht Club.

Rich is an experienced sailor having sailed the 2003 and 2005 Bermuda 1-2 race in a 30' MORC racer. His

multihull experience to date has been sailing a NACRA catamaran for the last few years. One Governor's cup race on an F-28R and Rich was converted. Rich hopes to sail a few races with the fleet this summer and much prefers the distance events.

When Rich feels comfortable enough with "Valiant Tri" he may trailer the boat to Florida and make a trip to the Bahamas.

Finally, for those of you who've been flying your burgees faithfully for the last couple of seasons, I have a number of factory fresh CMA burgees I can hope to sell this season. I know Rich Ellis needs one.

Wishing you all a successful splash this Spring and good times this season. Hope to see you on the Bay.

Cheers, Jim Nealey, CMA membership

[New Member Profile - from Rich Ellis](#)

Hi Everyone,

Thanks for the warm welcome! I will send Jim the application this week. I've already joined CBYRA.

By way of introducing myself, I've been a lifelong sailor of monohulls. I sailed in the Bermuda 1-2 twice in a 30 foot MORC racer in 2003 and 2005. However, one Governor's cup on an F-28R and I was converted. I have been sailing a NACRA catamaran a few years now and decided I needed to move up a bit.

I bought "Valiant Tri" from Glenn Madere of St Michaels a few weeks ago. I'm not sure if he was active in the club, but he was a meticulous owner and a real pleasure to deal with. I feel lucky to have found a one owner boat that was so well cared for and equipped.

I hope to make a few races this year and much prefer the distance events. Beyond some racing, when I feel comfortable enough with the boat I may trailer to FL and make the trip to the Bahamas. My crew will likely be my son, 15 and daughter, 14. We regularly sail and are based at the Northeast River Yacht Club.

I hope to see you all this summer. Thanks again for welcoming us.

Best, Rich Ellis

[Cruising - Chris Shenot and John Nicholson - Cruising Chairs](#)

Mark your calendar for Memorial Weekend. We will meet up with our racing fleet in St. Michaels after they race down there from Annapolis. Come early on Saturday so we can begin our "multi-ring."

[Summer Sailstice - June 18th](#)

Last year we celebrated the longest day of the year on the Rhode River anchorage off of YMCA camp. Where would you like to meet this year? Send us your [suggestions](#).

Robert Gamble, "Silver Star", has suggested a cruise/rendezvous with a casual race in the upper bay September 10th. Just checking to see if this was possible given your planned schedule for the 2011 season. Sounds like good fun and the race organizers welcome multihull participants for "casual racing" (simplified rules and no rating requirements). All details at this link. http://www.georgetownracingfleet.com/bayjam/bayjam_poster.html

Could make for a fun raft up for our cruisers with launch service, food and shore side facilities. Let us know what you think.

Racing - Doug Dykman – Fleet Captain

No Written Report

Results of Coast Guard Foundation Cup on May 14-15, 2011

Position	Boat Name	Skipper
1	Sundog	Paul Parks
2	Triple Threat	Tim Lyons
3	Wild Card	Tim Layne
4	Family Knot	Chester Buckenmaier

2011 Margaritaville Trimaran Rendezvous (or what may now be referred to as the Corsair/WETA Nationals) ~ Gary Spesard

Photo's by Millie Rice (more photo's? Follow the link which includes the WETA fleet)

<http://www.gulfsailing.com/page.asp?id=19>

Welcome to Margaritaville Sailing Millie Rice gallery

We, Pat Hogan and I, left about 8:30 AM Friday morning 4/29 to haul the boat down to Pensacola FL while the rest of our crew, Leon Kremenz and Pat's wife Jane flew in Saturday and Sunday evenings. We drove until about 10:00 PM stopping for gas, lunch and a very nice dinner at a great Indian place just outside of Atlanta. Google and smart phones are great inventions. By the way, mileage pulling the boat allows for "frequent" rest stops, if you know what I mean.

Sunday morning we were on the road about 8:00 AM and arrived at the launch ramp about 12:00 after Mr. Google took us into a residential area where we were very close to the ramp but just could not get there from here. After backing the boat about four block and helpful direction from one of the residents, we found our way to a very busy and full park where we were to launch. So sometimes Google and smart phones are great inventions and sometimes not so.

The weather was clear, air was cool, sun was hot and the wind was blowing about twenty. The parking lot was full so we found a place where we could set up at about 90* to the wind which turned out to be no real problem. Soon two other competitors arrived and after introductions and some discussion the two smaller boats decided to go to a different launch ramp on the other side of the cove. There would be less wind but we were told it would be too shallow for us. Our only issue was the wind and water coming directly on the stern at launch. It turned out not to be a big problem.

I motored across English Navy Cove to Little Sabina Bay while Pat brought the truck and trailer around and help me anchor on the beach just across the street from the Margaritaville Hotel. Once anchored we checked in.

The hotel is big and beautiful! It was after 3:00 and we had not had lunch. After a fairly long wait for service we decided an early dinner was in order. I will just say the folks that work there were very friendly, wanted to be helpful but seemed untrained and our requests (from the menu) were sometimes unavailable or outside the box, requiring a manager's approval. There were a lot of "I have to ask my manager" replies. This went on all week, as did having to get a new keycard each night to get into our room. It beautiful but I don't think I will be staying there in the future.

Sunday was check-in and register. There is a PYC, which is clear around the other side of the bay, very formal, traditional (Croquet on the lawn, everyone dressed in white kind of place) and then there is PBYC, Hmmm... not quite the same but very nice folks. I am just saying, we found the right place (PBYC) after driving by it about three times, while some others (not to be named) went for a nice drive around town to PYC.

Once we found the club, it was "here's your Captain's Bag, see you tomorrow." No checking proof of insurance, US Sailing membership, handing out numbers for the boats etc. I have to say, in 2007 there was a little more to checking in and a little more direction/information. Short and sweet, so we went for a little sail to make sure the sails went up and down. Things seemed in to be order.

Monday morning we found the start just East after going under the Pensacola Beach Blvd bridge. The wind was blowing twentyish from the Southeast with gusts but the water was pretty flat. Our course was East to the Navarra Bridge, about 15 miles. The last couple of miles is in the inner-coastal channel which is about 200 feet wide.

We had an ok start and the run, start to finish, was a reach to a beat on one tack. After the first few miles we had over taken a few and found ourselves in third behind Wayne Jabonowski's 31r, with Randy Smyth's C25 well out in front.



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We were slowly making up ground on Wayne, the water was a little rougher but nothing like the Chesapeake Bay for that much wind. We got a little puff, probably in the mid-twenties. The boat tilted over a bit and speed went from about 12 to 16 and there was a big BANG! I looked to the new cap shroud expecting to see it missing

and mast falling but no, it was still there. Looking back at the main as the boat settled back down into the water, the clue was loose from the boom and flagging. I have to say that eight knots under jib feels really slow. Pat and Leon jumped up, reefed down to the 2nd reef, the first reef point line was sucked out the back of the boom. Next time remember to put in those stopper knots. A spare shackle was used to remake the clue, the reef shook out and we were off again.



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We made up some ground and finished back in the middle of the pack.



Lunch at Juana's Pagoda

WETA and C/F fleet at beached on the south side of the Navarra Bridge at Juana's Pagoda. Great sand beach, elevated bar (most places are elevated) with a sand floor. Lunch was catered BBQ pork and chicken along with the usual fare. After lunch it was time to headed back out for the return race.

The start was in the narrow channel with a spinnaker run all the way back to where we started the morning race. At times we were carrying the spin a little too high as we working our way up toward the finish. In hindsight perhaps it might have been a deep reach with main and jib but everyone else was sticking with their spin. Near

the mid-point the rudder kicked up causing a lack of steerage and a bad case of the "slows." We lost a few places turning down to reset it and then had to work up again toward the finish line.

All in all it was a beautiful day and great sailing with a good wind on flat water. After the finish while headed back towards the bridge we bang bottom a couple of times but once we floated the dagger board we were fine. Lots of shallow water, sand is ok but there are some hard things down there in places.

The second day was three w/l races. We got off to a pretty good start and about half way up the first leg the Blue Angles came out to give us a little air show... my ears are still ringing. It really is only slightly hard to hear each other when the wind is up... afterburners, about 500 feet above you, it's a whole different level of "WHAT? I CAN'T HEAR YOU!"



Blue Angles over Pensacola Bay

Approaching the windward mark we looked around for an "offset mark" but did not see one. After rounding we set the spin and were off. One of the boats off to our starboard was yelling something and I was looking at sails thinking there was something amiss. More yelling and pointing behind us. Yep, about 500 yards back and 100 yards off the windward mark was a "little-bitty white" offset mark. White, about a 10" ball, in the middle of lots of white caps. We dropped the spin headed back, made the offset mark rest the spin... almost. In all the fury of dowsing and returning the halyard clutch was not close. Once the spin halyard was made, the tack made and sheet came in, the halyard ripped thru Leon's gloves with a high pitched zing. I swear I saw smoke and could smell burning flesh. He did his best to save it. We blew the tack, ran over the spin and pulled it back on from the back net. Pat ran out the end of the bowsprit, rethreaded the tack line and back up it went. Wet, heavy and three sets in about 4 minutes. Back in business.

At the leeward mark, which was about 100 yards behind the start/finish line (why? never seen anything like it before), totally confusing to me, we did a nice take down just before the mark. However the mark was hidden from my view behind the nearly doused spin. You guest it, everyone was busy with the spin, main and jib, I ran over the mark. A quick 360* (per the rules, all penalty turns were one 360*) and we were back under way for the windward mark.



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Lap two went much better. As a matter of fact the rest of the day went much better. Later we found out we had been disqualified in the 1st race of the day (sorry crew, my bad). Apparently the "start/finish line" was closed from after the start until the finish and we (I mean "I") sailed thru it somewhere along the line. But we were not alone, nearly half of the fleet was disqualified too. It was a rough day but I have to say the crew did a great job. I thank you all for all the effort.



Temple of the Wind



Temple of the Wind

After the third race we all hustled back in as a front was coming.



The sky had gone from a beautiful clear blue to dark gray ominous looking clouds. We had just dropped anchor when we were hit with a strong cold gust that shifted around about 90*.

By 5:00 PM we were off the water and next was a reception at the Schurr Sails loft. We were tired and wanted a hot shower. We never did make it to the reception.

The third morning brought a dropped in temperature from mid 70's to 50* over night and the wind was howling steady at 25 with gusts to near 40 mph. We were suppose cruise to Ft McRee a few miles West for a picnic lunch. I was told we would be right at the end of the runway the Blue Angles use at Pensacola Naval Complex. That would have been pretty cool but it was cold and blowing, no one was going out. We drove to the club

house to see if there were any notices and the word was we were going to a little place on the beach across from the PBYC for the picnic. We had some sandwiches while discussing previous days events until the PRO walked by with the postpone flag at 1:30 which was the first start for the day. We headed back to the boat to do a little work on it as did several others. The postpone flag never did come down as the winds shifted East which we were told would result in their building as the sea breeze kicked. It was a lost day of sailing under a bright clear blue sky, dry cool air and howling wind. A couple of boat went out but were back in pretty short order. We worked on a few things and passed the afternoon chatting with some of the other crews.

After cleaning up we went to the PBYC for a reception which was suppose to be at the Margaritaville Hotel. I understand the Margaritaville reneged on their commitment for the receptions they agreed to host and at the last minute our host club scrambled and several of the PBYC members stepped up to put together a nice pot-luck at the club. Everything was good but by the time we got there it was slim-pickin's. Doug's crew and our crew went in town to an Irish pub and had a really good meal.



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Day four, the last day, it was still blowing nicely as we headed out at about 9:00AM. There were three areas indicated for possible race courses. We sailed past the first, where we raced the second day, and on to the southwest area of the Bay. The course was just about set when a military boat came close to the RC boat and soon we were reaching after the RC boat across the Bay to the northwest area at about 12 to 14 knots. A course was quickly set up and it was announced we would have one w/l race of three laps. We were thinking, let's do two or three races of one lap.

By the start the wind was dropping. We hit the start line but wound up further down the line than we wanted, and when we finally thought we could tack to port we came up a little short of clearing the boat behind us. And of course the wind dropped just in time to compound put us right in front of the starboard tack boat. As he ducked our stern he yelled, "you owe us a beer!" I later learned that that is the preferred way to settle a protest at the Nationals, "we have everyone from the professional to the beginner and we want everyone to have a good time and to come back." That makes sense to me, after all there is no money awarded at the end, it's for FUN.

Anyway, by the time we got to the windward mark the wind had become very light, like Chesapeake Bay on a late July day. Our downwind spinnaker run was about 4 kph, sometimes 2.5 kph. At the downwind mark there was a lot of "referee whistle" blowing but we were too busy to seriously check it out. The wind continued to die down and it was a long slow up wind leg. We opted for the shoreline as apposed to the middle. It's good we did. The boats that went out got in the way of a couple of barges coming in. As we approached the windward mark the orange mark had changed to a yellow indicating a course change but it was too far to determine what the exact change was.

About three hundred yards from the mark it was clear this was now the finish and just as on the Chesapeake, when you get close to the finish line, it's time for the wind to completely die. The air was cool but the sun is really hot down there. With little encouragement, "someone" light a cigarette, just so we could see what the wind was doing. We check some of the other boats coming our way, one on a beat and one had a spinnaker up. Crazy! We dropped the jib and set the spin and of course just as it was set, a hint of sea breeze was felt. Drop the spin put the jib back up and coasted toward the finish at 0.5 knot, 1.0 knot and finally across at 1.5 knots. Finished!

We dropped everything and started motoring toward the launch ramp where we had pre-staged the truck and trailer early in the morning. We were breaking down the boat as we motored while weaving in and around a bunch of nuts out fishing in the middle of the bay in little tiny kayaks. We were doing about 7 kph when that military boat came towards us. We slowed, they stopped short and slowly passed behind us then went towards one of the guys in a raft. That was about the time I was close enough to figure out all those nuts out there were guys doing a ditch exercise in there little survival rafts. That's why we got run off from the original starting area. Too bad, there was some pretty good wind at the time. We just might have gotten in two races. I'm not use how those guys got out there. If they dropped from helicopters or parachuted but it would have been interesting to see.

Back on the trailer, awards event, a good dinner, a HOT shower, a good nights sleep and we were on the road at the crack of 9:00 AM. Again we drove until around 10:00PM and were back to my house by just past noon. I have to say the event was below the standard of the 2007 event I attended but Burt Rice, the PBYC and associated vendors did a great job dealing with a very fluid situation between weather and the changing commitment of the main sponsor. We had some really fun sailing, good food, really good company and enjoyed meeting some great trimaran sailors from places like Alabama, Arizona, Wisconsin, New York, Maryland, Virginia, Georgia and of course Florida

Yeah, I would do it again.

[Magothy River Wednesday Night Racing - by Russ Wesdyk](#)

Series 1 - Race 1

So the MRSA multihull series kicked off last night.

Being 2 days post-rotator cuff surgery I told the wife I would stay at home if it blew and the forecast called for breeze. But it was so nice (8 knots SW) at 5PM that I went out with the boat. Thanks to crew TC Williams, John Eger (of Ferry Point), Jon Anthony and his daughter Joanna for ensuring Lola would make the line.

* A little help from our friends...

Jim was already out and reefed (Jim is smarter than I) and Kevin was working at the ramp. He made it out and watched us finish but missed the start. He also ran into some engine issues (it turned into a gear busting/testing evening and he lost power coming in drifting past the marina unseen by all of us until we walked up later). THANKS to JOHN EGER and FERRY POINT for grabbing a boat and towing Kevin in safe. Took some time but we got Kevin sorted. He makes fewer mistakes than me launching and retrieving and we helped him resolve the few that arose. The first time in a long time is always difficult...

* A little help from our friends...

So as we sailed out to the line the crew refused to let me out of the cockpit or drive (still 8 knots out of S) - never mind touch a string - strips me of my sling, and puts me in a life jacket with the sling back over that. Thanks guys!

So while my kids had lacrosse and dance, Kevin had his son Ian out along with Doug Frantz and Dave. Jim was sailing double-handed. And it turned into a work-out/test for us all.

THE RACE:

Course was ADHA which was a slight offset w/l. The breeze had turned NNW and then NW (kept going left to W) and building to a puffy, shifty 20 knots with puffs to about 25, lulls about 15 knots. Headers and lifts of 20 degrees were frequent. Left side looking up had more breeze. Current was not a factor.

The boat end was favored and Jim won the start. We went back to soon to control the line but could not bleed off enough speed. We ended up starting at the pin with speed. Jim at the boat w speed. Jim was bare headed and reefed we had full main and non-overlapping jib. The first mark was almost a fetch so not much in terms of tactics though we did have to throw in a hitch which we took on a big header to maximize gains. Jim's 27 was sailing fast as we were overpowered having not reefed. Really interesting to see how well they hung. Off wind we did not launch the chute (and had not rigged the screecher) while Jim unrolled his overlapping jib/screecher. We tried to heat up in the lulls and soak in the puffs to keep ahead and did but he may have gained some ground. At the leeward mark we were forced to tack away immediately even though it was not the favored board as we were in dirty air of the classes ahead we had caught all heading out on port. When we did tack back to get in phase with the shifts we alas sailed into a header (dumb me... avoid layline so you have options).

Kept sailing the boat fast and took the gun for first over correcting out 2 minutes 30 seconds over Jim. Kevin had made it down to see us all finish and then we started the beat for home while the breeze continued to build. The sunset was spectacular and the water was flat but the sailing was tough given the puffs and shifts. I got nervous anytime the mainsheet was not tended as guys talked or grabbed a beer. Watching is sooooo much harder than doing!! Maybe the percs made me paranoid.

Surprised how limited I was on the boat... and how much I am paying for it right now. Ouch! Oh well, 2 days post surgery. Only 5 months and 28 days till I am free!

Lord, I am going to need help from my friends!

[Russ updates the CMA Yahoo Group often. Check there for more reports.](#)

[CMA's visit to Chesapeake Light Craft - by Doug Frantz](#)

John Harris, owner and CEO, led us on an informative yet relaxing tour of Chesapeake Light Craft.

The building is unassuming. They have a sign, but the 15' wooden sailboat out front (the PocketShip) flanked by wooden kayaks are a much bigger sign of what goes on inside.

Upon opening the doors, my first impression was, "this place smells wonderful." The scent of fresh cut wood drew me back to my father's woodshop, building model sailboats with him.

Then, we noticed the front showroom had wooden boats literally stacked to the rafters. In the literal meaning of literally: they are even hanging from the ceiling.



Wood feels different than fiberglass or metal. It's hard to resist reaching out to touch when surrounded by fabulous examples of modern wooden boat craftsmanship.

And they are all from kits, designed and pre-cut to be built by folks like us, no need to be a master carpenter. There's a special mindset among boaters. When someone says, "I'm going to build a boat" what do you think? When they add "it's a wooden boat"...? Crazy, right? John and CLC want to make that less crazy.

CLC has three lines of business.

Most obviously, they make and sell wooden boat plans, kits, materials, and accessories. Second, they host classes on building their boats (a dinghy takes three to five days). Third, they make kits and teach classes for other companies, like Wooden Boat magazine.

John said their company grew during the last few years. Initially, that surprised me. However thinking about it, I can see how people might turn towards building smaller, simpler boats; and the popularity of pre-cut wooden kits to trim out tedious labor.

I suspect the main attraction for the members of Chesapeake Multihull wasn't the canoes, kayaks and dinghies.

John is "a multihull guy", trimarans tend to catch his eye. But he also has a fascination with proas. He built a 20-footer back in 2000 for the Everglades Challenge. Now, he is building another of his own design, a 30-footer. He readily credits other proa experts and pioneers such as Russell Brown with much guidance. He calls it Madness, "the perfect name for a 30-foot outrigger sailing canoe". He has several blog posts on the CLC website detailing it better than I could hope to recall and retell. He even has a detailed cost break-down.

John fielded plenty of questions about his design for Madness. It has two rudder-daggerboards, one at each end. I'm not sure what the terms are for the ends of a proa at rest, since it turns 180° to tack.

CLC's method of computer-aided design and computer-controlled cutting of plywood afforded him many benefits. Specifically light weight: only 1000 pounds for those 30 feet. He emphasized reducing weight reduced the back-breaking aspect of building. Only a handful of people were needed to flip the hull right-side up after initial construction. He can push it around the shop floor on its wheeled cradle.

The CNC machine also allowed him to get creative with doublers: where a rectangular panel has an X cut into it for reinforcement, the triangular bulkheads fore and aft have a whimsical twisting coil pattern. This was as easy for the machine to cut as an X. Yet this detail will be hidden once the deck is attached.



He also confirmed it will have a head. He hasn't committed to racing it, but won't rule it out. The planned rig has 367 square feet of sail on the long, narrow, and light hull for an SA/D of 36.43. I can't work out the numbers on that, but I look forward to seeing it on the water.

I wish to thank Gary for arranging this enlightening tour, and John and his wife for taking the time on a Sunday afternoon to guide us through the shop and his Madness-in-progress.

Chesapeake Light Craft
1805 George Avenue
Annapolis, Maryland
21401 USA
<http://www.clcboats.com/>

John Harris' Blog, "The Life of Boats"
<http://www.clcboats.com/life-of-boats-blog/>

John's posts on his Proa, Madness
<http://www.clcboats.com/life-of-boats-blog/>

[and-so-the-madness-begins-again.html](#)

<http://www.clcboats.com/life-of-boats-blog/madness-in-the-boatshop.html>

<http://www.clcboats.com/life-of-boats-blog/still-madness-after-all-these-months-proa-update.html>

John's earlier Proa, Mbuli

<http://www.clcboats.com/shop/boats/wooden-sailboat-kits/mbuli-pacific-proa-beach-cruiser-plans.html>

New club for multihull skippers

By JAMES HOLÉCHEK

All the purists who scorn multihulls are in for a surprise. There are probably more new developments in trimarans and catamarans than in any other kind of vessel today.

One thing is sure. The multihull fleet on the Chesapeake is growing so rapidly that a Chesapeake Cruising Multihull Association has been organized. Its first meeting attracted 40 persons; its second, with designer Jim Brown present, was a sellout. Brown lives in North, Va.

The idea to organize the owners of multihull yachts came early this year to Ernie Linke, of Bowleys Point, and Bob Ware, of Bethesda. "I thought we should get together to exchange information, plan rendezvous and social events," says Linke. "My first thoughts were to associate with the Long Island Multihull Association, but when so many turned out for our organizational meeting, it was decided to make it a Bay group."

Suffered wave damage

Linke formerly owned Duet, a Cregar 40 cat, now in the Florida Keys. The boat was entered in last year's Multihull race to Bermuda, but was withdrawn after wave damage. The Linkes earlier had cruised Duet coastwise from Cape Cod to Baltimore. They now own a 24-foot L'Hirondelle cat.

Many multihullers are engineers and pilots. This leads Linke to believe that they are attracted because the concept is innovative and just now being developed. "Since Herreshoff's first American catamaran, the evolution had been slow until improved plywoods and fiberglass made larger boats practical," he says. A multihull yacht takes much more stress than a monohull since it provides less give to the wind.

Most owners of big multihulls would agree with Linke that persons who tend to get seasick on a traditional yacht fall in

love with the stable platform of the multihull.

Ed Boyle, who helped form the new organization, says that his wife Carol really likes their 30-foot Iroquois catamaran after having suffered on rolling, pitching monohulls. "A cruising catamaran is quick to recover in waves," notes Boyle and because of this, leaves the rolling seasick motion to other types of vessels.

Boyle is probably best known in the Baltimore area for pioneering small cats. He and his friends got together a decade ago to build eight 14-foot fiberglass Happy Cats, as they were named.

Many persons believe that speed is the main attraction for the multihuller. This probably is due to the image of youngsters bounding through the surf on one of the popular Hobie Cats. Boyle has had their boat of 4½ years up to 14 knots with a spinnaker set in a blow. "She's not all that fast except on a beam reach or a run in a blow," he says.

"Actually, its speed is a safety factor," says Jim Brown who has studied the problems associated with ocean passages aboard multihulls. "When you're outside, you shouldn't have to drive the boat to its full potential. That can get you into trouble."

Brown's talk in Annapolis outlined some of the techniques associated with ocean cruising.

Besides the hull design, Brown says that the loading of gear is critical. Because a multihull weighs only half as much as a traditional boat, every pound of payload amounts for a greater percentage of the total weight. Hence where fuel, water, equipment, tools and so on are stored is important to the stability of the multihull. Brown says he designs his yachts to get the loads as deep and as centrally located as possible.

Seamanship is important to safety, he stresses, and this is where speed must be kept in check. "It's my opinion," adds

Brown, "that offshore ocean racing is a hazardous endeavor. (Four out of the first 10 finishers of last year's single-handed trans-Atlantic race were trimarans.) On the other hand, cruising at half of the boat's potential makes it an extremely safe vessel," he says.

Stow in central place

There are many procedures to improve habitability of a capsized vessel. First, survival kits, flares and emergency rations should be stowed in a central place easily found through a hole cut in the exterior of a capsized hull. Net hammocks can be included to keep the crew out of the water.

An ax or drill and saw should be kept outside on the stern of the boat for easy accessibility. The hole should be cut high on the hull turned turtle. This keeps the crew as dry as possible and puts the observer in a better position to spot possible rescue vessels.

Check your plans or manufacturer to establish an inverted waterline, suggests Brown. If your boat hulls are not large enough to be habitable, you'll need a life raft. Brown suggests lashing it to wing or bow nets. Some boats have hatches in the storage wing bridge between the hulls which seem to remain near the surface even when the boat is inverted.

The lessons brought back from the capsizing in July, 1975, of the multihull Meridian were passed on by Brown to the skipper of the Gulf Streamer which went over in a rogue wave a year later. Both yacht crews survived because of the inherent buoyancy of the hulls.

It is obvious that multihulls are here to stay. A national magazine, *Multihulls*, soon will go from a quarterly to a bimonthly. New designs are being undertaken by a growing number of builders.

For more information, write to CCMA membership chairman, Lynn Kilmon, 4390 Echo Valley road, Glen Arm, Md. 21057.

[Notes from the Newsgroup](#)

Before I buy a catamaran

I'm interested in cruising and sailing a multihull, here on the Bay and on the East Coast. I'm mainly interested in a fixed-beam cat of 16' or so, and I wonder what it's like to find a home slip and slips for a night or two in other elsewhere. Is there usually a premium involved? Has anyone cruised where a multihull's beam has been a real problem? Do you Gemini owners with a reduced beam have things that much easier?

I'll probably build a boat, rather than buy, mostly for the economy. I like some of the Woods designs. Is anyone building now or recently built a boat? I would need to rent space in the mid-Chesapeake area for the project.

Cy Fishburn, former A30 sailor.

Reply from Dan White

I also have an 18 ft wide cat - a PDQ. We have kept this boat and our previous Cat (an Endeavorcat 30) at Long Beach Marina on Frog Mortar creek off of Middle River since 1998. (Western shore, 2nd river north of the Patapsco.)

Not fancy, but nice and secure and 1/2 the cost of Annapolis area. Full amenities, shorepower, etc. Only downside is his travel lift only can handle a 16 ft beam. For haul outs, we go about a mile to another place nearby.

We never get slips elsewhere, as we prefer anchoring out on trips.

Broken Mast

Hello,

I hope everyone else is having a good time sailing with all the good wind lately but it will be a while till I get my boat ready. I launched it but somehow the mast broke. Mast raising line was still attached when I rolled the boat of trailer. I have been railing it with no problems for 20 years but this is the first problem I have had with mast.

I will be getting a new mast section (DM330, 31') from Dwyer unless someone has a 31' they would like to part with. I could trade it for a canoe.

Happy sailing
George Kuck
Chestertown, Md.

Reply: From Michael Katz

Is the Bent Anchor Award beckoning here? I haven't even had a chance to engrave it!

[Boat Drinks](#)

Do you have a favorite drink that you like to serve onboard. Share your recipes.

Simple is Better - by Russ Wesdyk

On a boat doing 10-20 knots... Its got to be easy. And because weight robs speed, we need to maximize buzz per pound. That argues for straight rum, rye, gin, or scotch but given the racing crew of Lola is civilized that leave us with one mixer rule and drinks like rum and coke, gin and tonic, 7&7, and of course the classic Dark and Stormy. If you mix our good scotch with anything you will never be invited back, that is 10 time worse than any beer foul.

Delivery Crew Needed

Hi CMA Members,

I have been a non-participating member for over 20 years. Partly due to the fact I own a (yikes) monohull. For the past 3 years my boat has been island hopping in the Caribbean and on the hard in Trinidad during the Hurricane season. My Amel 46 is now in Tortola, BVI, ready to come back to Annapolis for the season, I have made this voyage 14 times plus other voyages. The boat is extensively equipped for serious offshore passages.

I am looking for 3 crew who would like some offshore experience or those with experience looking to enjoy blue water sailing, comfortably. They would pay their own transportation to and from the boat and any shoreside expenses. Otherwise its free. It is my hope to sail as early as May 28th/29th. Anyone wishing more info can contact me at Ric@kitchenmagic.net . or call at 410-923-5800

I have included a photo of the boat and my resume. This is a terrific opportunity

Thanks for your time,

Ric Gottschalk



Just \$25 each
To purchase contact Jim Nealey
jim@storyboardnow.com



Classifieds



“tHriLL Ride” for sale.

Reynolds 33 catamaran. Hull number 6 with wider, original beam of 16’ and 43’ mast. New main mainsail on order, carbon blade jib and Kevlar reacher. 4hp 4cycle Johnson outboard. Quick and easy to single-hand. Well found and maintained. Lying Baltimore Harbor. Contact Jim Nealey @ jim@storyboardnow.com or 410-299-6450

2004 Gemini105Mc partnership opportunity. Founding partner of highly successful Annapolis-based partnership reorganizing. This Gemini is in excellent condition, yard maintained, with lots of improvements. See details at <http://mysite.verizon.net/vze11pk3c/> . Contact Jack at 410-295-0638 or email jlahr@thomaspointassociates.com

FOR SALE - Windrider 16. Excellent condition, extras - bow wave guard, sail in excellent condition, trolling motor and bracket, trailer with new carpet, tire carrier, hitch, spare tire. Superb boat. Getting bigger trimaran! Asking \$1,200.

Bob Buettgens, rbuettgens@comcast.net, 540 547-2284.

Multihull Magazines - Free to Good Home

I was a member of CCMA back in the day, actually have an October 1987 newsletter. I never owned a boat but my friends and I were always welcomed at the cruise-ins parties, providing we brought food! I wish I could remember names and locations, but.....

I have every printed copy of Multihull Magazine from Jan/Feb 1980 thru 2009, less July/August 2009. I want to give all to a good home. I also have a small amount of Cross and Piver info that could go.

Enjoy the Bay.

Bob Lewis
Denver, PA
717-484-0959

Slips Available

Performance Cruising has slips from 14 foot to 35 foot wide at their location at the Annapolis Catamaran Center (7364 Edgewood Road, Annapolis MD 21403). Electric and water available. Slips are priced between \$400 and \$700 depending on beam.

service@gemini-catamarans.com (410) 626-2720

Our Sponsors

We are gearing up for our Boat Show Party in October. A special thanks to our sponsors for helping us promote multihulls on the Chesapeake Bay. If you would like to help with this event and have your logo displayed here contact our Fleet Captain Doug Dkyman.



2011 Racing Schedule

		High Point	Long Dist.	Elapsed Time
5/14/11	AYC Coast Guard Overnight		x	x
5/28/11	MRYC Annap - Miles	x	x	x
5/29/11	WRSC Miles River Back	x		x
6/11/11	EYC-AYC Leukemia Cup	x		x
6/25/11	Northern Bay (x2)	x		x
6/26/11	Northern Bay (x2)	x		x
7/9/11	BCYA/MRSA Baltimore	x	x	x
7/9/11	RCRA Baltimore Lighthouse Classic			x
7/15/11	Solomon's	x	x	x
8/5/11	Governor's Cup	x	x	x
9/17/11	NASS Oxford	x	x	x
9/18/11	Hammond Memorial	x	x	x
9/24/11	Queenstown Cruising Event			
9/25/11	Queesnstown Back Cruising Event			
10/1/11	HdG Fall Invitational	x		x
10/22/11	BYCA Baltimore Leukemia Cup	x	x	x
10/23/11	RCRA Baltimore Fall Back	x		x



Chesapeake Multihull Association

APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL

<input type="checkbox"/> <i>New Application</i>		<input type="checkbox"/> <i>Renewal</i>		<input type="checkbox"/> <i>Correction</i>	
Name(s) (as you wish it to appear on the roster)					
Street			Boat Type/Model		
City			Boat Name		
State/Zip Code			Manufacturer/Designer		
Home Phone			Year and Rig		
Business Phone			LOA		Sail #
E-mail Address			<input type="checkbox"/> <i>Catamaran</i>		<input type="checkbox"/> <i>Trimaran</i>
			<input type="checkbox"/> <i>Mono</i>		<input type="checkbox"/> <i>Proa</i>
Home Port			Sailing Interests (Check all)		
			<input type="checkbox"/> Local Racing		<input type="checkbox"/> National Racing
			<input type="checkbox"/> Local Cruising		<input type="checkbox"/> Long Distance Cruising
How did you hear about CMA?					
Cost					
			General Membership		_____ \$25.00
			General Membership (outside 200 miles from Annapolis)		_____ \$20.00
			Racing Fee		_____ \$20.00
					_____ Total
Send application and check to:					
Jim Nealey CMA Membership 542 Devonshire Court Severna Park, MD 21146					