



CHESAPEAKE ASSOCIATION

MULTIHULL

NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

VOLUME XXXIII NUMBER 2

February 2009

Commodore's Report

Jim Nealey - Commodore

Like Spring, every thing seems to happen around here all at once; boat registration, insurance, slip fees, sail & gear maintenance, launching preparations and last but not least, your membership dues. I'm confident that you will make every effort to get it all done so that we may quit the work and enjoy our season on the Bay.

Our web site is at the top of the "to do" list. At our last board meeting it was decided that we will enlist the services of a professional web site designer to bring our on-line presence up to date. At this writing I am developing a list of specifications or features for our site before letting the project out for bids. Our forum has proved popular but a bit clumsy and not directly connected to our web site. A forum is just one of the many features that will be included and improved upon. As a "virtual" Association, our web site is essentially our clubhouse and we must put things in order for our members and guests. If you have ideas for your new clubhouse, let me know so that we can build a site that will better serve our membership, welcome visitors and encourage others to join our Association.

Since joining the Chesapeake Multihull Association, I've appreciated the friendly and welcoming nature of our Association and it's casual demeanor but have found myself responsible for the smooth conduct of our Association's business without a clear understanding of the organization, it's elected officers and board members and their respective responsibilities. This has made the job more difficult than necessary and has failed the membership. To correct this, I have added another Spring cleaning project to our "to do" list and dust off our by-laws for a critical look at improving the conduct of business within our Association. As our membership continues to grow, it has become apparent that we must structure our organization so that it will run smoothly and that our elected officers and board members have a clear understanding of what is expected of them while in office and following their tenure to better serve our membership. We have selected a committee to review and revise as necessary. And most importantly, we will have our by-laws printed and distributed to our membership this year. And yes, I will read and follow the instructions.

The last and possibly the most exciting item on our "to do" list, is the appointment of our new cruising co-coordinator, Terry Boram who has done a great job for us as Secretary. I can't think of a better person to take on the organization of our Association's cruising events and look forward to her creative approach; providing good excuses for us to leave work early, slip the lines, and rendezvous up and down the Bay this season. Looking forward to it, Terry and thanks.

I know you all have a lot to do, so get busy but please remember to send along your dues to John Wayshner. Your officers and board of directors hope to provide you with a new and improved Association in 2009.

Cheers, Jim Nealey

Quote of the Month



"A boat will get you through times of no money a heck of a lot better than money will get you through times of no boat."
- Bob Bitchin, *Latitudes and Attitudes*

Upcoming Events

CMA winter meeting schedule:

The winter meetings are held the last Sunday of the month in the meeting room at the Annapolis Public Library, 1410 West Street, Annapolis, MD 21401

February 21st CBYRA Seminar Changes to the rules 0900 to noon at AYC (see details below)

Do not miss our coming meeting

February 22nd

Our guest speaker will be Tom Filip, Chair Patapsco/Back Tributary Team.

Tom has worked on the Bay all my life. He received his commercial crabbers license at ten and worked with his family as a crabber during the Summer putting his self through College and Grad School as a commercial Crabber.

Tom spent 30 years with the Army Corps of Engineers , as senior enforcement officer then the last 25 yrs. as Assistant Chief of the Corps'

Regulatory Program for the protection of waterways and wetlands. During that time he served on several of the Bay Program Work Groups and helped develop parts of C2K.

Tom currently works as an environmental consultant with the Ecologix Group in Annapolis and volunteer on environmental committees, including the Patsapsco Back Trib Team and the MD's Bay Cabinet Steering Committee. Tom is also a member of the Chesapeake Bay Foundation Speakers Bureau.

March 29th Brad Peloquin, National Weather Service

Treasurer's Report

Dave Way, Treasurer

Balance as of 1/1/09:	\$ 8533.00
Income:	180.00
Expenses:	0.00
Balance as of 1/31/09	\$ 8713.00

Secretary's Report

Terry Boram, Secretary

Date: January 25, 2009
Location: UK/Halsey Sail Loft
Attendees: Jim Nealey, Larry Forgy, Gary Spesard, David Way, Terry Boram, Tim Layne, Robert Blesse, Dave Neese, Gene Freund, Kiyoshi Mizuuchi, John Wayshner

Board of Directors Order of Business

1. Review/Approval of Past Minutes: Reviewed. Motioned to pass, second and approved
2. Commodore's Remarks:
 - a. Our current Bylaws need to be critically reviewed by a committee of no less than 3 members. Specific attention on outgoing officer mentor duties and definition of committee chair job descriptions was encouraged. Terry Boram, Rob Blesse, Tim Layne and Gary Spesard all volunteered. Jere Glover, who did not attend the meeting, was noted as joining this review committee since he is one of the founding members of CMA
 - b. Suggestions for guest speakers/topics for our February meeting included: Fiberglass repair, Chesapeake Bay Foundation (CBF), Randy Smyth, the racing rating formula, CBYRA Historian and the United States Power Squadron. Larry Forgy was asked to contact CBF reference their "Status of the Bay" talk and Tim Layne will contact the CBYRA Historian to determine which one of these is available for our Feb meeting.

- c. Cruising Coordinator – Jim spoke with Mike Brian reference his continuation as cruising coordinator for 2009. After their discussion it was decided that a new coordinator would be needed for the upcoming season. Terry Boram was recommended to take this position. A motion to pass was made, second and approved.
- 3. Vice Commodore Report: No remarks.
- 4. Rear Commodore Report: No remarks.
- 5. Treasurer Report: Ending balance of \$8,533. A question was raised about how we should spend some of our funds in 2009. Suggestion(s) are(or is) covered separately in report.
- 6. Secretary Report: No remarks
- 7. Membership Report: No remarks.
- 8. Fleet Captain's Report:
 - a. The High Point Awards Dinner is February 7th at the Gibson Island Yacht Squadron. Everyone is encouraged to come and support our winners. The fee is \$15.00 at the door.
 - b. Down the Bay Race (DBR): Dave Nees has been gathering information about this race scheduled for Memorial Weekend from Annapolis to Norfolk. This race has a direct conflict with the Miles River Race already on our High Point schedule. Still the DBR is gathering support among multis. It is an opportunity for a multi to take line honors since only IRC 1 and 2 will be participating. The beach cats are also doing this race however their format will be much like the Tybee 500 where there are scheduled "pit stops". A show of hand showed that there was enough support to continue gathering information about this race. Dave will keep everyone posted.
- 9. Cruising Coordinator's Report:
 - a. Survey – Within the next few weeks Terry will send a survey to all members to get a feel for the cruising interests within our club. We have a silent majority that we want to reach out to and support their needs. Based on the survey she will work with Bob Gamble and Bob Englert to schedule cruises up and down the Bay.
 - b.
- c. Broader Scope – If you look around your marina you will find many multihull boats. How can we be of service to these folks? It was suggested to redo our current CMA brochure and begin placing them on multihull boats within our home marinas. Jim will work to update our brochure. Fund will be used for this purpose. Terry will also advertise our cruising schedule in order to attract cruisers that would not otherwise know about our club. The goal is to introduce our club to a wider range of people, encourage them to try one of our races or just simply join us for a nice relaxing weekend gunk holing. Although Terry's focus is cruising oriented she will continue to encourage new members to support and even try our racing program by having organized cruises in conjunction with race weekends.
- d. Southern Bay Rendezvous – For years Bob Englert has graciously opened his home for this rendezvous however participation has dwindled to nothing. He has hinted at not having the event this year. How can we as an organization include members of the Southern Bay in our club? That has been debated over the years. Terry will be contacting Bob directly to work through this situation and will report back in February.
- e. Funds – Terry was encourage to organized a Beach Party Rendezvous for the club. Funds can be used for this event. Further details will follow.
- 10. Board of Director's Report: No Report.
- 11. Past Commodore's Report: No Report
- 12. Old Business: No Report
- 13. New Business:
 - a. Website – Our website is in need of a total overhaul. Phil Rappa has graciously been maintaining our site free of charge for several years. As we continue to grow as a club so too must our site continue to be updated and accurate. Our Commodore, Jim, will contact Phil to discuss a path forward. We have funds in our account to have the site professionally re-designed then maintained by members within our club. The site can perform many functions for our

club. The emphasis right now is making it user friendly, updated and informative to support our current members as well as attract new members.

Next BOD Meeting: February 22, 2008 at Annapolis Library on West Street. BOD meeting begins at 1:30pm with the General Meeting to follow at 2:00pm. All are welcomed. Guest speaker TBA.

Meeting adjourned at 2:00pm. Scott Allan and Dave Gross from UK/Halsey hosted our General meeting. They explored the process of making a sail from start to finish and even repair. It was very informative from a sailor's perspective as well as for the sail maker from a multi-hull point of view. Thanks to both for their hospitality and information.

Respectfully Submitted,
Terry Boram

Membership Matters

John Wayshner, Membership Board Member

Below is a press release from the Amateur Yacht Research Society giving one of our long time members, Jack Goodman, an award for his innovative new wind generator.

For Immediate Release

John Hogg Prize for Innovation 2007-8 awarded to Jack Goodman, USA for his Flex Foil Wind Generator

10 January 2009

The Amateur Yacht Research Society today announces the award of its John Hogg Prize for Innovative Yacht Research to **Jack Goodman**, of Florida, USA, for his "Flex-Foil Wind Generator", a stowable generator system that can be hoisted in the rigging of a sailing yacht. The announcement is made at approximately 1200 noon today Saturday 10th January 2009 on the AYRS Stand No B7M at the London International Boat Show. Unfortunately

Mr Goodman is unable to be present, so his prize of £1000 will be sent to him.

The runners-up are:

- Kim Fisher for his investigation of "Aquaplaning Wheeled Sailing Yachts"
- Sven Yrvind for his small emergency sextant known as "Bris' Sextant"

Those present (Kim Fisher is expected) will be presented with their certificates at the Show. The presentation is made by Fred Ball, Chairman of AYRS.

Summary of the Flex Foil Wind Generator

Flex Foil is a unique omni-directional wind generator. It is made of cloth or similar flexible material, and can be mounted vertically or horizontally, and stored when not in use in a bag. Goodman originally intended it to be used on sailboats as an alternative means of charging batteries at anchor. He has noted also that its small size, portability and low-cost make it ideal for backpacking to remote areas, or for use anywhere small amounts of electricity are needed away from the power grid.

Flex Foil is not patented and Mr Goodman has placed the concept in the public domain, but he retains design copyright in the USA and Europe.





**Amateur Yacht Research Society, BCM AYRS.
London WC1N 3XX**

Registered Office: 9 Lynton Road, Thorpe Bay, Essex SS1 3BE. Company
No 785326. Educational Charity No 234081

Notes to editors

1. Details of all the short listed entries are published in the July 2008 - January 2009 editions of the AYRS

Journal Catalyst. Soft copies of the articles (Word), drawings and photographs (JPEG) are available by email from editor@ayrs.org. Copyright remains with the authors and AYRS, but permission is granted for use for reporting purposes.

2. The John Hogg prize was established by the Amateur Yacht Research Society in December 2000 to be awarded in memory of John Hogg, the distinguished yachting researcher, founder of Spinlock Ltd, who died on July 24th 2000. The prize,

of a value of £1000, will be awarded for the most meritorious contribution to innovation in yacht science made by an amateur researcher. The prize was established by his family to celebrate John's life and work. The prize is open to anyone of any country, whether or not they are members of the Society.

3. Award of the Prize was adjudged by a Committee chaired by Michael Ellison, himself distinguished by his contributions to sailing hydrofoils and former Administrator and, more recently, Chairman of AYRS.

4. All queries should be addressed to the AYRS Hon. Secretary, email: office@ayrs.org; mobile phone: 0780 820 0987

5. The next award will be made at the London Boat Show in January 2011. The closing date for entries will be 1 October 2010. Copies of the rules will be available from the AYRS Honorary Secretary, BCM AYRS, London WC1N 3XX, or email: office@ayrs.org.

The other nominations (in order of surname):

- Richard Dryden -- Delta-shaped Sails
- Malcolm Henry -- Improvements to a Delta (CrabClaw) Sail
- Jon Montgomery -- Powersail - a design for a speed sailing boat
- Sven Yrvind -- His Small Voyaging Boat

The Flex Foil is a long, 'S' shaped, vertical foil made of cloth or similar flexible material about six inches wide. The 'S' shape is formed in the cloth by battens spaced every few feet and held in place by tension. The top end of the foil has a ball bearing swivel attached with an eye for hoisting. It is raised to the top of the mast by a spare halyard. The bottom end of the foil is secured to the shaft of a generator. The generator is simply tied to a cleat or toe rail of the boat with a short line, and held above the deck a foot or two. The prototype flex foil generators are extremely quiet, are easily put to sleep by dropping the halyard, and can be stuffed in a sail bag when not needed.

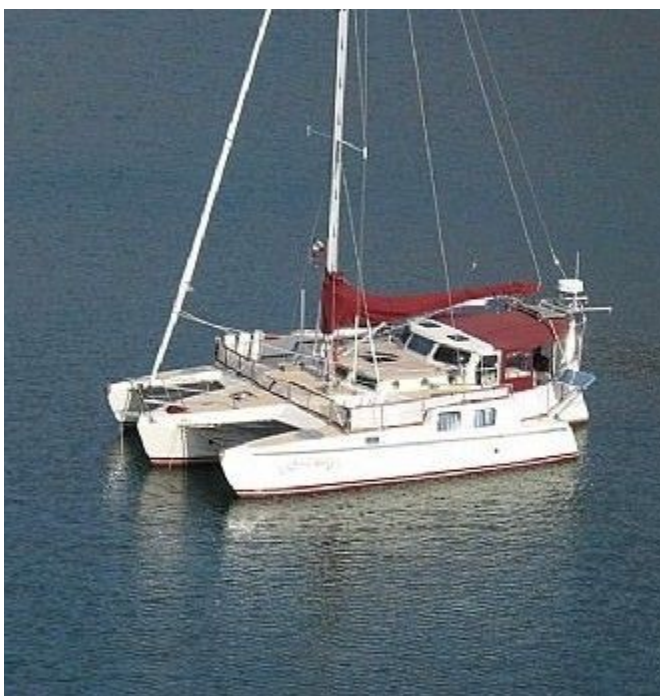
Trimarans kept senior afloat through life

By CANDACE CHASE The Daily Inter Lake

Ed Horstman, an aeronautical engineer, never sailed a day in his life before designing and building his first trimaran, a three-hulled sailboat, back in the early '60s.

"I'm very proud of that," he said.

Now 77, Horstman of Ferndale recently received a letter and a copy of a Norwegian newspaper with a large spread featuring Noralf Andersen successfully launching a 31-foot trimaran built from Horstman's Tri-Star 31 plan.



38' Horstman Tri Star

According to his records, Andersen purchased the plans back in October of 1986. After 22 years, he launched his beautiful white boat named "Liv Irene" in the sea off the far north city.

"When I get letters like the one from Norway, it does my ego good," Horstman admitted with a laugh.

He expects the letters to keep coming since he continues to sell trimaran and catamaran (two hulls) plans worldwide through his Web site edhorstmanmultihulldesigns.com. He just recently designed and sold plans for a 55-foot trimaran to a man in the Netherlands.

"I like selling plans and getting money," Horstman said. "But I enjoy creating something even more."

The senior still works every day in an office and workshop located within his hangar along side Ferndale airport. His office looks down on three airplanes and several trimarans. A Staggerwing now in renovation occupies the workshop downstairs.

Horstman divides his time between renovating and flying airplanes and designing and sailing trimarans and catamarans. He said he still enjoys sailing his 18-foot fold-up trimaran on Flathead Lake located just a few miles from his home.

"It's unbelievable," Horstman said. "It's fast and comfortable. That what it's all about. It's almost impossible to sink one."

He said multi-hull boats fly across the water because they don't have the traditional sailboat's heavy keel that projects beneath the boat to keep it upright. Horstman said he can't understand why anyone would choose a regular sailboat.

"Why would anyone want to sail on a slope, like this," he asked, holding his hand at a sharp angle. "It's incomprehensible."

Growing up in Kalispell, Horstman got an early start on boat-building by constructing a 13-foot 6-inch kayak in wood shop when he was 13. The craft kept him afloat as he navigated and fished local rivers and lakes.

While serving in the Korean War, he was trained as a helicopter mechanic, took private flying lessons then renovated an old Aeronca Chief airplane which he flew home after his discharge.

Horstman sold the chief and tapped the G.I. bill to finance his bachelors in aeronautical engineering from the Northwest Institute of Technology in Inglewood, California. He worked a series of jobs with aeronautical manufacturers but faced several layoffs with the deep recession of the late 50s and 60s.

With time on his hands in 1961, he and a friend, Ron Kirkpatrick, became interested in the trimaran movement launched by designer Arthur Piver. They inquired about buying one of his plans for a 35-foot trimaran but never got an answer.

"Ron said 'You're an engineer. Why don't you design one?'" Horstman recalled.

He combined his aviation engineering know-how with building skills to the task of designing what became the Tri-Star 40. He began with a scale

model weighing 6.4 pounds which allowed him to work out problems as well as improve his design.

"I took the model out and sailed it on a little tiny pond in Marina del Rey," he said. "It tipped over."

Horstman repositioned the hulls until he found the optimum position that made the little boat sail like a dream. Now he and his friend were ready to build but they had no money.

A loan from his aunt, credit from Sears for tools and finally a job at Hughes Aircraft Company solved the problem. For \$80 a month, Horstman and Kirkpatrick rented a grubby former grocery store building in Santa Monica, then a seedy downtown, where they lived and started building the boat after their day jobs.

He recalled that he slept on a piece of plywood and hung his suits for work in an old refrigerator box. After six months, Horstman ended up buying out his friend.

"I'm a perfectionist and sort hard to live with," he admitted with a laugh.

After years of grueling work, Horstman launched his 40-foot trimaran in May of 1964 at Marina del Rey. Built of plywood covered with polyester resin and fiberglass, the boat sailed so well that even an expert, sent by the insurance company for a test sail, was impressed.

"He said it was the first trimaran that comes about," Horstman said. "The company gave me insurance."

A sailing term, 'come about' refers to changing course to sail at the same angle but with the wind on the other side.

Not only was the boat maneuverable, it was fast. His 40-foot trimaran came in second in the Trans-Pacific Catamaran race to Hawaii in 1966. He did well in other races to Ensenada, Mexico.

"By this time, people believed they worked," Horstman said. "I quit working and I was just living off boats. Since 1966, I've never worked for anyone else."

He literally lived on his Tri-Star 40 for over four years and sailed her about 11,000 miles until he sold the boat in 1972. Horstman built several more of his own designs, including Aries, a 49-foot trimaran which he sold in 1980 to buy a cherry orchard in the Flathead.

Horstman and his wife Katie sold the orchard in 1998 to buy their Ferndale property where they now live full time. He estimates that he has sold several

thousand plans along with books he has written on trimaran and catamaran construction.

"I've sold them all over the world," he said. "Someone just launched a 31-foot trimaran someplace in Russia."

He recalled selling plans for a 65-foot trimaran to the chief corporate pilot of the Southland Corporation. That customer picked him up in Kalispell and flew him to Galveston to see the boat building in process.

"He and his wife retired on it," Horstman said.

His Tri-Star 39 was the plan used to build the first trimaran to sail east-west around Cape Horn during which the craft weathered 100 mph winds.

Over the years, Horstman has attended many launchings and enjoyed watching the owners' excitement as the yacht they built from his plans settles into the water for the first time. His Web site offers stock yacht-sized plans for trimarans up to 80 feet and catamarans up to 55 feet.



60' Horstman Tri Star

Even at 77, Horstman has every intention to keep on selling plans.

"It pays for my keep. Why should I quit?" he asked. "So far, I've never had any complaint about my designs."

For additional information, check out Horstman's Web site listed above or call him at (406) 837-0768.

Reporter Candace Chase may be reached at 758-4436 or by e-mail at cchase@dailyinterlake.com.

Cruising

Terry Boram – Cruising Chair

Did you get outside over the weekend and enjoy the 60° + days? On Thursday, when the wind was gusting to 50 mph were you turning nose into the wind, closing your eyes and dreaming about being out on the Bay. Before you know it we will all be covered in blue paint, frantically working on projects that we should have done months ago and prepping our boats for whatever type of sailing we want to do this season.

If you haven't heard I officially became CMA's new Cruising Coordinator. Clint unofficially became my co-coordinator (Sorry, hon. That falls under the wedding vows.) Our friends now call us Julie and Captain Stubing (from the Love Boat). Isaac, maybe. We can both make wickedly delicious rum cocktails. We began our new role by polling our members to find out what interest there was in organized cruises. We sent out 87 surveys and received 28 responses (or 32%). All were positive and full of great suggestions. We wanted to take some time to share the results and present a path forward.

When asked how you like to cruise your answers were pretty consistent with others responding: Day (71%), Simple Weekends (82%), Destination (86%) and Weeklong (57%).

Many of you stated that it's hard to gather with other cruisers based on time and wind direction. We agree and hope to help in this area. Sorry Mr. Dale (Equilibre) we will not be going "across the pond to the Med" this year. Maybe next year.

The results overwhelmingly showed that we prefer quiet anchorages (89%) with a party and dining out closely behind (68% and 65% respectfully). Wouldn't it be beautiful to have 5-10 multihulls rafted up in a quiet cove on the Magothy River. The more our boats are seen the more people we can get to join our organization. Dan White with Double Eagle II suggested meeting up for a picnic on a

beach. Hart Miller Island might be a good location for that. All our boats can get in close enough.

As for desired locations to sail the Central Bay won hands down (86%) with the Eastern Shore close behind (75%). This year we want to honor your wishes with organized cruises to these areas. Look for more information to follow. We also have members with waterfront property up and down the Chesapeake. Bob Englert, (Tri Flyin') welcomes cruisers to his home in the Southern Bay, Dave Way (Trinity) would entertain having the Fourth of July gathering on West River and George Kunk (Triple Crown) suggested to meet up at his home port on Worton Creek. Before the season begins we will provide you contact information of those offering their waterfront location as possible anchorages.

We want to thank everyone for your comments regarding the internet tool. There were two themes: "Keep it simple" and "We don't know where we are going until we get on the boat." Both points are well taken. As cruisers we like the freedom of going where the wind blows but there is a side of us that want to meet up with others to share a nice sunset or a quiet dinner. We've reviewed other cruising club's websites and have several ideas to accomplish this project. In the coming months Clint and I will be working with our webmaster to possibly integrate a calendar into our current site or we may develop a shared calendar on Goggle. Bear with us. It will be trial and error at first.

There is still time for you to respond to the cruising survey. If you have suggestion based on this note send them our way. Our cruising program will be a group effort. We look forward to working with our Fleet Captain, Tim Layne, with hopes of coordinating cruising activities around our racing fleet. We are comprised of racers and cruisers, trailable multis to larger catamarans and scattered from North to South. It is our goal to bring people together to have some fun on the Bay. Hope to see you there.

Terry and Clint Boram
2mdsailors@comcast.net

Racing

Tim Layne – Fleet Captain

See 2009 Race Schedule on the last page.

Seminar Session with CBYRA

Changes to the Racing Rules of Sailing: Do You Know Them?

February 21, 2009 0900-Noon
Annapolis Yacht Club

If you don't, and want to learn, join us! Terry Hutchinson, the most recent winner of the 2008 Rolex Man of the Year award will introduce you to rules as he sees them as a professional helmsman and tactician in numerous world venues. Terry has had a superlative professional career. He won the distinguished Rolex award due in part because of the following recent events:

2008 PT52 World Champion. He won numerous other PT52 world events during the year.

2008 Melges 24 North American Champion

2008 Key West Race Week Farr 40 Champion – Overall Boat of the Week

2007 America's Cup Tactician for Team Emerites (NZ)

His sailing resume' reads like a fairy tale since High School

You don't want to miss this opportunity to hear from THE winner.

Seminar instructor will be Joe Krolak. Joe is known for his work as an ISAF International Judge and most recently served as Judge for the Finn Class Olympic Trials. He is also part of the US Sailing Judges Committee and a member of the CBYRA Rules and Appeals Committee. Session Materials will include the "Handy Guide to Racing Rules". Be sure to bring the new edition of "The Racing Rules of Sailing."

Registration is easy using the CBYRA online registration at www.cbyra.org/regatta <<http://www.cbyra.org/regatta>> . Click on Racing Rules Seminar and follow the directions. Or send a check in advance to CBYRA, 612 Third Street, Suite 4A , Annapolis , MD 21403 . Please register by February 16, 2009.

CBYRA Members - \$35

Non members - \$50

Screwpile Light House Challenge 2009

Sunday, Monday and Tuesday

July 19, July 20 and July 21

January is gone, February is halfway thru before to much longer it will be sailing time again. The Flying Circus Team has started it's planning for the 2009 sailing season. Some may say it is a bit early some say we're a bit nuts, for what it is worth what we have found out over the past few years that we're all very busy and if we do not schedule time to be spontaneous and such fun things as sailing before you know it summer is gone. Just have to hate when work gets in the way of really important things like sailing.

I checked the website and see that our race schedule is posted to include a new event Screwpile Lighthouse Challenge in Solomons Island MD. This event covers three days around the buoy racing in the Mid Bay area. I know the chairman LG Raley and he and his team put on a first class event. Thru discussion earlier in the plan stages LG understands the multihull feel needs and space requirements and is working to make sure that these needs are met. What he needs is a show of commitment from the multihull community so that he can more accurately plan the event.

Currently the Multihull boats start last or are lumped with slow classes, the thinking at Screwpile is that they will have us on the "South Course" with the fast A0 PHRF fleet. The South Course has the best wind too. I have sailing in this area for many years before coming to the dark side (Multihulls) and Solomons is a great place to have an event. The town is small and you can walk to everything, the

access to the bay is great without the usual large powerboat wakes as in the Annapolis area. Some have said that this event is a Drift..... 2008 Cedar Point Race lasted almost 11 hours for a 35nm run. Northern Bay race week(end) the air was almost non existent the first day yet we had a good showing from the Multihull class and the first race 5knts of wind was only canceled because the monohull fleet needed more air. Light Air is a fact of life on the Chesapeake Bay and our boats sail quite well in the light Chesapeake bay breeze

Up to this point we, as the multihull community on the Chesapeake Bay have had to travel to New England, Florida or the West Coast to participate in this type of event. Now it is offered in our own back yard. What is one of the best ways to improve one's sailing skills, *racing*. It refines your knowledge and measures your improvement against your competitors. Racing is not just for the die-hard crazy racer; you gain valuable knowledge in many ways; how to make your boat more efficient, your crew more aware of how to trim and what they are looking for, which in turn can translate into newer cruising destinations that were too far to go on a weekend before or more confidence in handling the elements when they kick up on that long weekend cruise.

Come join the fun. To enter the race, follow this address <http://www.screwpile.com/> Click on Entry and a Fill form will appear. Fill in your info and print the form. Send the form to the address provided with a check and the appropriate documents (Copy of the Rating Form).

Hope to see you there.
Rob Blessé

-

[Web Updates](#)

Phil Rappa - Web Editor

Have you been to the CMA forum lately?

<http://sub.chesapeakemultihulls.org/drupal/>

Racing Season is Coming!



2009 CMA Board Members

Commodore	Jim Nealey jim@storyboardnow.com	410-729-0481
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Cruising Committee (Upper Bay)	Robert Gamble Robert_Gamble@agilent.com	302-234-0485
Cruising Committee (Lower Bay)	Bob Englert info@hi-techengraving.com	804-693-5191

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Excellent for standing rigging and stronger than standard 1x19 wire. I have two 47.5 ft sections of brand new/never used wire. This type of wire was recently discontinued and is hard to come by. Sells for \$8-10 per foot, I will sell for \$6 per foot or best offer. Tim Lyons 410-804-1849

Chesapeake Bay Charter -- Catana C381 available for 5 - 7 day weekly Charters at \$2,900 and 3 day weekend rates at \$2,100 in 2008. And for weekend getaways, we are also making her available as a Boat and Breakfast in Georgetown Yacht Basin (on the Sassafras) on our mooring at \$120 per night. Please contact us for reservations at 302-290-1066 or rcgamble@hotmail.com or visit our website at www.rcgamble.com for more details.

49' Ocean Catamaran '00, Millennium Dragon built in the USA by Ocean Catamarans, Inc. Standard hull with custom interior, rig and bimini. Constructed in 1998-99 and launched for the millennium. Set up for single handling. This world cruiser was hauled recently for bottom paint, mechanical maintenance and scheduled replacement of sail drive rubber diaphragms. Much more information available at: www.wingsailor.com. Temporary mooring in SW Florida can be negotiated as part of sale. Contact Captain Roger Strube at wingsailorflorida@yahoo.com or 941.639.6232

2009 CMA Racing Schedule			
5/23	Annapolis to Miles River MRYC		
5/24	Miles River Back RRBC		
6/13	Leukemia Cup EYC		
6/27/28	Northern Bay GSA		
7/11	Annapolis to Baltimore MRSA		
7/12	Balt Lighthouse Classic RCRA		
7/17	Solomon's EYC		
7/19/20/21	SMSA	Screwpile	(non-highpoint)
7/31	Gov Cup SMCSA		
8/22	Cedar Point GIYS		
9/12	Oxford NASS		
9/13	Hammond Memorial TAYC		
10/3	HdGYC Fall (non-highpoint)		
10/24	Balt Leukemia Cup BCYA		
10/25	Balt harbor fall back RCRA		

APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL			
(Circle One)	<i>New Application</i>	<i>Renewal</i>	<i>Correction</i>
Name(s) (as you wish it to appear in 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:		(Circle): <i>Cat Tri Mono Proa</i>	
Newsletter preference (circle): <i>Email file email me with link</i>		Sailing Interests:	
Home Port:			
How did You hear about CMA?		Questions/Comments:	
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.			

CHESAPEAKE MULTIHULL ASSOCIATION
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