



CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

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

January 2011

From the Helm - Larry Forgy

I hope everyone had a very good Christmas and New Year. I was surprised, as I am every year, with a gift of a sailing calendar, full of beautiful images of people enjoying something I cannot for several more months! Most of our fun at the moment has to be off the water, such as our upcoming meeting on the 30st at the Annapolis Public Library. In addition to our speaker, this is our annual membership meeting, at which we elect officers for the coming year. If you have forgotten to send in your dues, don't worry, you can pay at the meeting and vote right away. Hope to see all of you there.

While most of us are high and dry, or at least iced in, sailing activity goes on. At the CMA Christmas party, member Donald Lawson filled us in on his latest efforts to become a professional racer. He missed his bid to participate in the VELUX5oceans race last year, but is now working on a project that would have him campaigning an ORMA 60 foot trimaran. If all goes well, he could be bringing it through the Chesapeake this spring.

Elsewhere, preparations for an America's Cup series in catamarans goes full pace, with the final races to be in San Francisco in 2013. The races leading up to this will be sailed in new 45 foot catamarans with wind sails. For a little eye candy, take a look at photos of these boats being assembled in New Zealand at: <http://americascup.mediaaccess.evolix.net/index.php?lang=en&fn=accueil>

Back on Earth, time to start thinking about the upcoming season. We all have our spring list of what to do to get ready. The racing season this year will have a number of significant changes in the schedule. We have a new cruising coordinator already working on several fun events for the year.

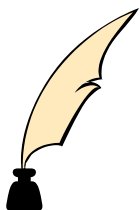
Another pre-season activity is an active discussion about the possibility of a one design fleet of a beach cat size trimaran called a Weta. Check out the Chesapeake Multihulls newsgroup on Yahoo for details of the discussion.

We have a full calendar of spring activities, including our awards dinner in February. Keep up with them on our web site: <http://www.chesapeakemultihulls.org/> Terry Boram, who has done a great job of revitalizing and updating our site, is now in the process of building a new site for us. If you have suggestions for what you would like to see, or just to compliment her on her efforts, please let her know.

See you at the January meeting. Meanwhile, I am going to be dreaming about how to mount a wing on my cat.

Commodore Larry Forgy

Quote of the Month



*"The true peace of God begins at any point 1,000 miles from the nearest land."
Joseph Conrad*

Upcoming CMA Events

January 2011

30 1:00 p.m. BOD Meeting, Annapolis Library

30 2:00 p.m. General Membership Meeting w/
Drew Frye (Sail Delmarva Blogger)

February

27 6:00 p.m. Awards Dinner - West End Grill

March

27 1:00 p.m. BOD Meeting, Annapolis Library

27 2:00 p.m. General Membership Meeting -
Annual Racer's Meeting

Website

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

What would you like to see on the website?
Pictures? Links? Blogs?

Send your ideas to the webmaster.
chesapeakemultihulls@gmail.com

Membership Matters - Jim Nealey

I always enjoy visiting my mailbox in the new year. So many of you have been kind enough to send me your 2011 membership dues along with your most recent contact information on your renewal form, all very clearly printed of course. Thanks.

If you'd rather avoid postage and my tedious reminder emails this spring, why not resolve to complete your renewal form now in your neatest hand, and bring along with your dues (cash or check made out to Chesapeake Multihull Association) to our annual meeting, Sunday, January 30th at the Annapolis Library. A copy of the membership form is on the last page of this newsletter.

Please welcome new members, Paul and Kathleen Parks who will be sailing their Seacart 30, "Sundog" out of Shady Side next season. The Seacart 30 is a hot boat and it's arrival on the starting line may be chilling news for our racing fleet whatever the heat index next season.

Hope to see you at the meeting with your dues and renewal forms in hand. Thanks.

Elections

January meetings are described in our constitution as the Annual Meeting when we elect and install Officers and Board of Directors for a year's service. The nominating committee recommends that our current Officers stay in their respective offices for a second and final term with the exception of our nominee for Treasurer.

The nominees are as follows:

Commodore:	Larry Forgy
Vice Commodore:	Gary Spesard
Rear Commodore:	Terry Boram
Treasurer:	Jeffrey Short
Secretary/Membership:	Jim Nealey
Fleet Captain:	Doug Dykman.

The four CMA Board of Directors at-large each serve for two year overlapping terms such that two at-large Directors will be elected at the same time as the election of officers.

BoD officers at-large nominees for the coming year are:

John Enderle
George Kuck

Upcoming Fall/Winter Meetings

January

The guest speaker will be Drew Frye from Deale, MD. Drew sails the Chesapeake Bay and coastal waters around the Delmarva on his PDQ 32. He writes a blog to share his experiences on the Chesapeake Bay and coastal waters around the Delmarva; the barrier islands, quiet inner passage, and unique ecosystem protected by the Virginia Coast Reserve are treasures that too few sailors have experienced. Drew writes a guide entitled The Delmarva Peninsula - A Guide for the Shoal Draft Sailors about these areas that most sailors quickly sail by on their way to other destinations. Drew will inspire many of us to rethink next year's cruising destinations.

February

Make plans now to join us for our annual awards dinner on February 27 at 6:00. We are going back to the West End Grill in Annapolis. This is always a fun event. Stay tuned for additional information.

March

We are still looking for suggestions for a guest speaker for our March meeting.

Local interest, Maintenance, Technical, Cruising, Racing

Contact [Gary Spesard](#) with your suggestions.

Cruising - Chris Shenot and John Nicholson– Cruising Chairs

This year, we're going to build on the successes of last year by planning for the Queenstown Fun Race and the picnic event at Haven Harbour and adding from there. The race to Queenstown is scheduled for September 24th this year with the race back the next day. We had a ball rafting up with the rest of the fleet and will work with them to do it again.

We are talking with Haven Harbour and have several options this year. We can schedule the outing for the Saturday of Labor Day as that day is open. The window in the late summer / early fall is somewhat tight as we want to make sure that we're not impinging on the racing events and it seems like Labor Day Saturday would give folks the chance to get out for an evening and still leave open the chance to get home for Monday BBQ's. We'll put a poll out on the Yahoo Group site to see if that works for enough people.

Any other ideas would be well received. A Memorial Day rendezvous down to the Wye River was well attended several years ago. Another suggestion was to lead a floatilla down the Solomon's Island race route from Annapolis for a group night sail. Let us know what else might work and we'll put it out there.

Thank you and we'll see you out on the water. Only three more months 'til the boat gets splashed!

Racing - Doug Dykman – Fleet Captain

The CMA Awards Dinner is coming up in just a few weeks. We will have our usual racing awards plus the CMA "Special Awards" that are given out annually, including the Dreaded Bent Anchor Award! Be there on February 27, 2011 at West End Grill.

Planning for the 2011 season is almost complete. The schedule is on the CMA website [Calendar](#) and as below:

We have had several proposals for changes in the rules that were debated at the BOD. These include:

- A proposed modifications to RRS 44.1, the two turn penalty rule for breaking a rule of Part 2 to change this to one penalty turn – this was rejected by the BOD; and
- A proposed modification to the Minimum speed over the course for the first boat to finish for a race to qualify for High Point Status. The Rule thru 2010 was 2 knots. An increase in this was approved to 3 knots by the BOD. HOWEVER, when this was announced, there was sufficient discussion by non-BOD members, that it was agreed to bring this to the Racer's Meeting this spring. Both of these issues will be on the agenda.

Finally, I need to remind everyone that if you want to qualify for High Point, you need to be both a CMA Racing Member and a CBYRA member. The DEADLINE for CBYRA Membership/2011 has been posted as April 1st!!

Proposed 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

Notes from the Newsgroup

Any interest in Weta OD Fleet on Chesapeake?

From: Russ Wesdyk

First let me say if anyone has concern about this being posted on CMA site let me know and I'll take it down...

On the flip side feel free to pass this on to anyone who might be interested...

Get me at WesdkyL@Hotmail.com

The reason for the note is to determine if there is any interest within CMA members in joining a Weta OD fleet exploration group in the Annapolis area.

There is a group of sailors that is exploring this concept with the goal establishing a pure OD multihull racing fleet. These are all racing sailors and we only interested to proceed if we can establish an OD racing fleet with critical mass from day 1.

Why Weta? Our goals are pretty simple. We wanted a boat that was:

- 1.) a multihull (ideally a trimaran... more likely kids can crew... better for family or parent/child teams)
- 2.) reasonable priced,
- 3.) could be ODeD locally and had established OD fleets across the country,
- 4.) could be raced single or double handed (ideally w light loads, thus crewed by family including kids),

- 5.) could be easily trailered and rigged,
- 6.) could be entered into existing CBYRA racing schedule, especially w/l day racing to allow fewer overnights away from family,
- 7.) was safe and capable of righting without outside assistance if flipped.

We want to stay away from:

- 1.) allowing variations (stay strictly OD) or "arms" races,
- 2.) anything related to ratings (stay strictly OD),
- 3.) variation in rules (consistency with other fleets, easy access into CBYRA).

The boat is about \$10K but with a group (and we would only do this as a group where people are making a commitment to the group to race) this may be cheaper.

So its clear, this is not a CMA (or any other club presently)sponsored fleet, nor would it be part of CMA (the focus is pure racing, primarily w/l day events, and pure OD). This could easily (like the beach cats do) co-exist with CMA as the focus is so different. For example, I would keep my F27 and cruise it as part of CMA. While there are multiple established clubs with facilities that are nterested in hosting us (a Weta fleet) we could do this as a paper club if we wanted. One benefit of the established clubs is that weeknight racing would be possible.

In terms of the group, those interested include current dinghy, monohull, and beachcat sailors all of whom enjoy racing but are to some extent frustrated by ratings, the constant work to get crew, older slower boats, or the time/cost of keeping up larger boats. Many of us race with family members.

Our shared passion is for simple, fast, fair, fun, serious racing.

If this is you, give me a ring.

Reply by Gen Freund

This is an intriguing idea and I wonder if it's sufficiently interesting to CMA members that a bit of space on the CMA list might be of value. Someone shut us up if you think it's too off the CMA topic.

Over in Corsair/F-boats land, there are a number of trimaran owners who've started racing on Wetas, though not always one design, and a "turn-key" one-design fleet would be a real attraction. Most of them seem to have added the Weta rather than replacing their bigger boat with one. Some still race both, but I think the Weta's potential has tapped into the one-design desires that haven't (and likely never will) ever really been met by the F-boats (temporary minor exception for the F-28R and a regional F-27 fleet or two).

Last year, I actually queried David Nees last year about whether or not West River would be welcoming to a Weta, but wasn't (and still am not) up to trying to form a whole fleet. At the time I elected to join West River and their A-Cat fleet for a lot of the same reasons Russ listed - mainly level racing, but in a multihull. After only a few outings, it's promising to be a skill-expanding experience, but I'm looking forward to gaining some proficiency in a trapeeze boat (never done that before). Here on the Bay there are A-Cats and F-16s that are pretty much one-design fleets. The trapeeze thing is a potential barrier. Cost-wise, I found a decent used A-Cat for about 0.75 Wetas, but it's a starter boat (may be all I need), and a new A-Cat could

easily set you back 2.5 Wetas. Very few used Wetas are currently on the market, but a new boat is relatively affordable (as such things go).

A turn-key one-design fleet may be a real draw for a club, if it's big enough. Wetas, to my mind, could probably integrate well with either beach cats or dinghys, and I wonder how receptive the Catamaran Racing Association of the Chesapeake would be to the class. The Weta is a multihull after all & hopefully wouldn't fall prey to tradition amongst the non-traditionalists, but I really have no clue. There're a number of beach cat regattas up and down the bay and eastern seaboard & I don't get the sense that they're turning away registrants because too many boats show up.

A turn-key fleet obviates the need for early adopters of a boat to slog their way through a handicapped fleet on the way to gaining enough members to merit their own start, etc.

A boat that offers some, but not all, of the beach cat speed potential but doesn't require the same entrechats and slight of foot tricks as a beach cat might really fill a niche.

Personally, Since I already have one, I'm planning on the A-cat for several seasons and don't anticipate having time for another racing fleet, but the Weta has had my attention for a couple years now & it does seem to be gaining traction.

Ratings

Rob Blesse asked what the status of the ratings discussion that the Board of Directors had in September. Here are two responses.

Reply from Tim Layne

I have been examining the CMA empirical handicap equations and comparing in depth the differences between another physics based performance prediction tool as well as the Multihull Yacht Club Queensland OMR handicap system. I have focused my attention to the R33 since I have a significant amount of data on its many configurations and Jim Nealey's boat is rated the closest to unity at 1.008. I am sure that a similar investigation of the F boats can also be accomplished.

My conclusions at this point is that the CMA equations regarding crew weight should be examined and brought more in line with the OMR. The other big issue is the method in which the OMR system handles the rated sail area because their concept is good and if we would like to use it in our system some tweaking will be necessary to make it useful along with extensive sail measuring. The tweaking involves adjusting the beating, down wind and close reaching percentages to account for the types of races conducted on the Chesapeake. This would also allow us to consider two ratings for each boat, one for windward leeward races and one for point to point.

I have also considered a slight modification to the CMA effective spinnaker hoist that to my knowledge would only effect the ratings of Wild Card and Temple of the Wind. This change will adjust the handicap for boats that sail with jibs hoisted while sailing down wind in addition to their spinnaker or screacher. This adjustment would take into account the luff length, location and type of downwind sail used in conjunction.

I will be happy to present my findings and recommendations to the board at the next meeting.

Reply from Kiyoshi

I am currently trying to do two things related to the rating business (while putting some efforts in getting myself and boat ready to have some chance of getting back into rating). First, I am now analyzing the performance statistics of our fleet and re-analyze the newer data together with past 5 or so years' record to see if we could learn how to improve our rating system.

Second, I looked into the multihull rating systems used elsewhere. I have not had enough time to analyze those systems in detail, but it looks to me that there are roughly three approaches used elsewhere. In the US, "PHRF" appears to be more popular, except us and in California (BAMA uses Texel-based system). I am very curious about the actual statistics the "PHRF" ratings are based on (but the data might be impossible to obtain), and how consistent the numbers are among separate regions and among different boats of the same design (Larry, have you had chance to compare the numbers?). I have not been able to look into this myself yet. Portsmouth system is also a performance-based system, I believe. My bias is that it is hard for me to believe that good enough statistics exist to justify the performance-based ratings for relatively small multihull fleets judged from what I see with our fleet, with possible exception of a few small cats at the National level. I guess reflecting these difficulties, NEMA's approach is to rate the boat and the skipper/crew as a combined entity.

Elsewhere in the world, the most popular system appears to be the Texel system developed in Europe, and a few variations exist. OMR is one of them. MOCRA deviates from Texel further, but the formula principle is the same. These systems define the rated length (this is a relatively simple parameter without too much complication), rated sail area (lots of thoughts are incorporated, concerning different sails, shapes, etc., as one could imagine, and we might be able to learn something here, as Tim points out), and rated weight (relatively simple in concept, except a few details on the crew and gear weights). These three numbers are combined by giving to each, separate independent exponents. Additional details are handled by using simple multipliers to penalize or reward certain design aspects. In my view, these systems might be considered as a highly compromised approach to the measurement-based speed-prediction principle. The rating numbers in these systems are not dimensionless, meaning that there could be a boat size effect on the rating, in principle. Unless I overlooked something, these systems do not directly consider the boat stability (or the sail carrying capacity of the hull/rig design). While this simplifies the formula at one level, I suspect it necessitates compromises at different levels. I suspect the system would generate certain designs that would do well under these systems and those which don't (although, this is true with any measurement-based system to different extent, the problem looks harder to rectify with these systems).

Only other measurement rating system I came across is SCHRS developed by IYRU in 1990, said to have evolved from the French Rating System (I have not found the info on the original). Unfortunately, this system is currently limited to small cats, and not immediately applicable to larger multihulls. This system, however, looks to me the most serious attempt to combine measured design parameters to derive a handicap rating (outside of our own system). But the approach seems to be a bit different from the one Otto Scherer employed in developing the rating system used by us. This system looks interesting to study, but unless somebody develops it further for larger multihulls, it could not help us for the time being.

Join today. <http://groups.yahoo.com/group/ChesapeakeMultihull/>

Upcoming Seminars



The 2011 U S Naval Academy Safety at Sea Seminar, to be held on April 2 and 3, 2011, will focus on offshore as well as inshore safety issues, and have poignant programs for cruisers and racing sailors. The live on the water demonstrations and helicopter rescue are unmatched in this country. The Safety at Sea Seminar in Annapolis is in its 32nd year and will be held in Alumni Hall at the Naval Academy.

Again this year, the seminar will offer an ISAF Certificate. To receive the ISAF Certificate you must complete both days. Those completing Saturday only will receive a US Sailing Certificate. An advanced Cruising Seminar is available on Sunday with both a Practical and Interactive option. Topics for the seminar will include: Medical, Weather, Damage Control and Boat Preparation on the first day. The second day of the seminar will offer more detail and opportunity for hands on training and closer interaction with instructors. The choice on Sunday is an ISAF Certificate Course (which includes a test) or the Advanced Cruising Seminar with the option of Interactive or Practical tracks.

Safety at Sea sessions are priced as follows: Day I only (April 2): \$125 includes the evening reception and the US SAILING certificate. The Two day ISAF Certificate cost is \$300. Two day Advanced Cruising Seminar cost is \$200. Please specify "Interactive" (small group discussion sessions) or "Practical" (in pool life raft and safety equipment training).

Advanced reservations are encouraged. Fee includes morning coffee & lunch day. US SAILING members are entitled to a \$5.00 discount. No refunds after March 20, 2010. Register at: www.mtam.org

West/Rhode River Keeper discusses the health of our rivers
Speaker is Chris Trumbauer – West/Rhode Riverkeeper

West River Sailing Club, Lunch for purchase @ noon followed by Seminar (Fee Adults \$15, young adults up to age 25 \$8) February 12th @ 1 p.m. @ 4800 Riverside Drive, Galesville, MD 20765 www.westriversc.org

2011 Pre-Season Sail Race Seminar at NERYC - Racing Tactics and Strategies for Skippers & Crews

North East River Yacht Club (North East, MD) will be hosting a pre-season Sail Race Seminar presented by Kristen Berry on Saturday, March 26th from 9:00am – 3:30pm. The program will be focused on beginning and intermediate skippers and crews looking to improve their proficiency in basic racing techniques including starts, upwind sail trim and balance, downwind sail trim and balance, mark roundings, and racing strategy and tactics. A general overview of the rules of racing will also be covered. The seminar is open to all area sailors interested in learning more about racing. A complete course outline and on-line registration can be found at http://www.neryc.com/pages/sail_seminar.htm.

The cost which includes lunch is \$35 for skippers, \$25 for crew members and \$15 for Juniors. Kristen Berry is a US Sailing certified Level One, Basic Keelboat, Cruising and Coastal Navigation instructor and coach for a number of groups including JWorld Annapolis, Baltimore's Downtown Sailing Center, and the United States Naval Academy. When he's not coaching, Kristen is out racing in local, national and international races, or working with a variety of professional and grassroots groups focused on environmental protection and conservation.

2010 CMA Board Members

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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 Robin Hodges, robin@performancecruising.com. mobile: (443) 852-3334



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.

Special Offer

As many of you know, I am the president of Fitness Resource. The company has been selling fitness equipment for 25 years in the Baltimore and DC area. While sailing is a great sport and it helps all of us stay more active, we all could use some help in maintaining and improving our conditioning. I want to take this opportunity to offer to all CMA members a “Friends and Family” coupon that you can use in our stores. Just print out this coupon and take it in to a Fitness Resource store near you for the best pricing available. You will find our stores from our web site, www.fitnessresource.com or www.frcycling.com .

Please note that sometimes we put equipment on sale at pretty aggressive prices which actually may be lower than the coupon pricing. If you find that, just enjoy the added savings. I also want to take this moment to let everyone know that we are now in the bicycle business, having taken on Jamis and Bianchi bikes. Bicycles are a great way to get around and get in shape during the warmer weather. Bicycles also improve balance and keep you in touch with your inner child (keeps you young at heart). If you have any questions about this program, or anything else related to fitness, bicycles or sailing, feel free to contact me at dnees@fitnessresource.com or call at 703-796-8812.

See you on the water!
Your's in good health,

David Nees
Fitness Resource
TRT1200GT
1111



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					