



# CHESAPEAKE MULTIHULL ASSOCIATION

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

July 2011

## 2011 CMA Board Members

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## From the Helm - Larry Forgy

The hot weather seems to have had some effect on racing this summer. The Leukemia Cup race was cancelled for lack of wind, and only two of 11 boats managed to finish the race to Baltimore. On the other hand, the St. Michaels races on Memorial Day weekend had good breezes, and the Solomons Race had a night of fine weather, despite the predictions of light winds.

The only racing event left until August is the Governor's Cup race on Friday, Aug 5. If you have never tried night racing, this is a great opportunity to do so in a very popular race. At this time of the year, it is the very best sailing. The heat and stillness of midday are gone, and there is usually a mild but refreshing breeze keeping everything about room temperature. Until dawn, that is, when the wind usually dies. Many of us have been tantalizingly close to the finish line at daybreak, only to struggle to finish. That is why the new starting sequence is such welcome news. In an effort to increase participation by smaller boats, St. Mary's College decided to split the start sequence. The fast PHRF A boats will continue to start at the traditional 6 pm time, but the slower boats, and the multihulls, have a new starting sequence at 3 pm, with our start at 3:20 pm. Registration deadline is Jul. 29, and we already have 11 boats committed to the race.

The party at the end of the Governor's Cup will also give you a chance to personally congratulate Paul Parks, who took his Seacart 30, Sundog, to the famous and enormous Chicago-Mackinac race, and won the multihull class. They almost took line honors in fact, beaten only by a 65' and an 85' monohulls. This boat is hot! See it in St. Mary's.

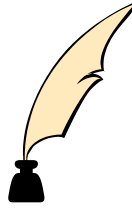
Cruising is taking a bit of a hit in this heat, but several great events are being planned for slightly cooler weather. Check the web site for cruising plans, or better yet, make some of your own and have the cruising coordinators post them for the group.

Lots more sailing left this year. See you on the water

## Sneak Peek

- \* Race Results
- \* Race Winner's Reports
- \* Upcoming Cruising events
- \* Pictures, Pictures, Pictures
- \* Simple Boat Drink Recipes
- \* 1987 Cruise Agenda

## Quote of the Month



*"A lot of people ask me if I were shipwrecked, and could only have one book, what would it be? I always say 'How to Build a Boat.'" Stephen Wright*

## Upcoming CMA Events

### August

5 Governor's Cup

### September

3-4 Cruise to Haven Harbor (see details)

10 Bay Jam - Georgetown (see details)

17 NASS Oxford

18 Hammonds Memorial

24 Queenstown Fun Race

25 Queenstown Race Back

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

## Crew Needed

Do you need crew? Place your requests here.

Crew need for most CMA races. Contact Jere Glover 410-268-2872 or email

[Jerewglover@msn.com](mailto:Jerewglover@msn.com)

Crew needed for Corsair C28R trimaran ("Wind Play" out of Holiday Hill Marina on the Rhode River) for CBYRA racing events this season. Experience helpful but not critical as long as you are enthusiastic. My contact information is:

Dana Stoffregen

(H) 215-794-1381

(C) 215-350-7553

email: [stoffregendana@gmail.com](mailto:stoffregendana@gmail.com)

## Website - Terry Boram

After months, OK years, of saying that we are working on a new website it finally has come to life. We are still playing with templates and "bells and whistles" to make it user friendly and eye catching. So far the reviews have been positive.

Do us a favor and check out the site from time to time to see any changes we make. Let us know what you think by dropping us an e-mail at [chesapeakeMULTIHULLS@gmail.com](mailto:chesapeakeMULTIHULLS@gmail.com). We need as many eyes on the site as possible to help us present the proper image for the CMA.

Also, "friend" us on [Facebook](#). We provide information about current CMA events as well as multihull information from around the world.

Thanks to everyone who has helped with the website project. We couldn't have done it without you all.

## **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.



**James Rush finds the groove as Donna supervises crew photographer and public relations clerk, Chuck Rush while crossing the Bay following the Miles River rendezvous.**

Please welcome our newest members, Chuck & Donna Rush who with son James and daughter Caitlyn will be sailing their recently purchased, 1999 F-28R “Triple Point” out of Holiday Harbor in Mayo, Maryland.

Chuck is an experienced sailor having spent his formative years in Biscayne Bay, Florida sailing a Catalina 22. During his four years at the US Naval Academy he sailed with the Offshore Racing team and gained some blue water racing experience with two Bermuda trips, a Marblehead-Halifax run and in his words, “a particularly rum-soaked Block Island Race Week”. (note to Chuck; you have some explaining to do.)

Back in 2004, Pat Hogan introduced Chuck to multihulls at the Corsair docks during the Annapolis Boat Show. Now, six years later, Chuck and family are sorting out the boat while learning how to sail faster with the promise of joining the CMA fleet on the starting line.

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 “Triple Point” could use one.

Wishing you all good times and fast sailing this season. Hope to see you on the Bay.

Cheers, Jim Nealey, CMA membership

## Cruising - Chris Shenot and John Nicholson– Cruising Chairs

### **Haven Harbour Summer Celebration - September 3-4, 2011**

Our second annual Haven Harbour event is scheduled for the Saturday before Labor Day this year. We're hoping the temperature is down a couple of notches from last year and the wind up so that we get there a little earlier.



**Yes, those are ice blocks in the pool. Come join us this year. (picture by Terry Boram)**

Dingy parking is \$20 or \$25. Well worth it. The picnic area was great and the pool really nice once the blocks of ice were added. Haven Harbor really is a great place to host a party. Slips are available. Call Mike Murn at 410-778-6697 if you want dockside.

Still working on the menu. We're leaning towards grills filled with fajita makings and bars stocked with a couple types of rum and appropriate mixers (tonic, ginger beer and ale). Please bring side dishes and/or desserts with serving utensils. Also bring whatever brands of beer and wine that suit you. Maybe even some to share.

**Best rum punch contest.** We'll have the basic ingredients (OJ, pineapple, mango and lime juices, grenadine and sour mix, lemons, limes and maraschino cherries). Bring your own secret sauces if you got them. Come up with a recipe. Easier (and cooler) than a chili cook-off. We'll be looking for some volunteers for the judging panel. Bribes are expected from entrants so organizers get a 25% cut.

Championship level croquet competition. (New rule: No help allowed from the dogs this year. Other rules created as needed.)

An e-vite is being sent out to keep track of everyone and everything once we figure out the email list options. Invite others. We just need a decent head count. More details later.

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**Bay Jam - September 10, 2011**

Robert Gamble, "Silver Star", has suggested a cruise/rendezvous with a casual race in the upper bay September 10th. Good fun and the race organizers welcome multihull participants for "casual racing" (simplified rules and no rating requirements). All details at this [link](#).

Makes for a fun raft up for our cruisers with launch service, food and shore side facilities. The creek is beautiful and easy to get in and out.



Visit to Lloyds Creek (wall with Bird holes), located on the other side of Turners Creek....picture of Turners Creek (where the Bay jam party is located) .....Heron is from Northeast MD. Enjoy. -Bob

## Queenstown Race - September 24 & 25, 2011

You won't want to miss this event this year. The cruisers/racers who participated last year are still talking about it. This is a fun race from the Baltimore Light to Queenstown (Chester River). Once there we will raft up for one heck of a fun party. This is truly a family event. Bring the kids, bring the Grandparents and heck even bring the dog.

Kiyoshi will provide courtesy ratings for those who need them. More details to come next month.



Party and raft-up after 2010 Queenstown Race (by Terry Boram)

### [More Images](#)



### [“Merlin” in Maine by Art Watson](#)

On Saturday, July 9, the good ship "Merlin," a Contour 34, slipped out of Galesville and headed to Portland Maine. This trip would be the fulfillment of a long-held dream for owner Art Watson. Accompanying him were two longtime friends, both experienced sailors but not multihullers.

The trip started inauspiciously when the Yamaha 9.9 propeller gave out -- a bad rubber hub. With no propulsion and no wind, it was a long sail into Deep Creek, at the entrance to the Magothy, where a Yamaha dealer was reportedly open for business the next day -- a Sunday. We sailed into the Marina dock at 1:30am. Our luck changed the next morning when Fairwinds --a great outboard shop! -- pulled a matching prop off the shelf and we were back in business in 45 minutes.

A long motor sail up the Bay and through the C & D Canal found us in a strong foul tide in Delaware Bay at around 6pm. But the wind was SW, and kept the seas relatively flat. A gibbous moon provided ample illumination, and the last two hours before Cape May saw us close reaching under all plain sail all the way to the Cape May Canal. Beautiful! The entire trip from the Canal to Cape May took only about seven hours.

At around noon the next day we cleared the Cape May Canal for Block Island. This is the only major offshore portion of the trip. We had a GPIRB, VHF, GPS, flares, food and extra clothing in a dry bag tethered to the port net. The forecast was for southeast winds at 10 -- 15, just about right. In the end, we got SSE at 15 -- 20, and spent most of the night on a beam reach under working jib alone. We were blessed with good moonlight, which enabled us to see the waves around us. With jib alone, we were moving at around 10 -- 11 knots, slightly slower than the waves.

Sailing downwind in these types of conditions was a new experience for me, and I learned a lot. Perhaps the most important take-away was that absolute boat speed is not as important as speed relative to the waves. Under jib alone, our boat speed was just a bit slower than the waves. This meant that we were capable of sliding down the face of a wave, but did not have to worry about stuffing the next one because the wave would always catch up with us and lift the bows. Still, learning this in the middle of the night in a stiff breeze was somewhat anxiety-provoking, to say the least.

By 2 pm the following day we were approaching Montauk Point in a lovely southwesterly. A night in Block Island's lovely Great Salt Pond rejuvenated our spirits, and an early start got us to the Cape Cod Canal by 4 pm the next day, shortly after the current turned in our favor. We made it as far as Scituate Massachusetts, a very pleasant place. Another early start put us into Gloucester, Mass. Our final full day of the trip began with a tour of the charming Annisquam Canal, featured a "windshield inspection" of the Isles of Shoals (half in Maine, half in NewHampshire), which are beautiful and definitely worth another visit, and ended with a terrific spinnaker run virtually to the foot of iconic Portland Head lighthouse.

Well, we made it! I am now cruising in Maine with my wife, and hope to make the return journey in September.

Art Watson  
Contour 34 "Merlin"

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This is a shot of our Catana 381, "Equilibre" being sailed singlehanded by me in Mobjack Bay. It was taken from the TT, little "Libre" by my son Elliot Dale after our return to Chesapeake Bay from the Mediterranean. I have rolled the jib a bit because of concerns about running him down.

Alec Dale





Here is a photo of the monster spinnaker we were finally able to play with. We were on a trip from Chester river to Rock Creek with 5 knt winds from the South. Perfect time to bring the monster out. Once she was flying the winds picked up slightly but we were able to keep the apparent winds around 14 knts at

75% off the Port bow with around 9.4 knts of boat speed. Great run to Rock Creek but we did not want to stop. This F-44 catamaran is growing on me.

Kurt

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**Racing - Doug Dykman – Fleet Captain**

Well, the season is almost half over, hard to believe. EYC Leukemia cup was a roast-a-thon, with light winds and the Race Committee calling the race as the first four boats were within sight of the third mark. Northern Bay Race week was also done in light air, but 3 of the 4 races were completed. Congratulations to triangle for the overall win. They were apparently sailing double handed and successful at it. The Race to Baltimore started in 12 knots of wind, but after the first mark it rapidly waned. The race was finished in near perfect water-skiing conditions. Only two of the twelve boats sweated it out. Yours truly drifted in to take first, correcting over Tim Layne's Wild Card Solomon's was near ideal. Ten to twelve knots on the nose for most of the race, and then dying winds as the later boats finished. Again, congratulations to triangle are in order. I can't speak for the rest of the fleet, but the sail back home was one of the finest sails I've had on the bay. Twelve to eighteen knots from the south. Six and a half hours from the Calvert Marine in Solomon's to our dock on the Magothy.

The SMCM Governor's Cup is on August third and fourth. Hopefully it will be a night to challenge our Solomon's experience. Registration is running high. Nine boats have registered as of this writing, not including "Airtime", a Condor 40 that has been donated to St. Mary's and will be sailed by a student crew.

Russ Wesdyk has created a very active fleet for Wednesday Night Racing on the Magothy. Contact him or MRSA if you are interested in joining the fleet.

See you in St. Mary's.

[More Images](#)



Start of Race to Baltimore (picture by Joe Ament)

**Results of Annapolis to Miles on May 28, 2011**

Position	Boat Name	Skipper
1	Sundog	Paul Parks
2	triangle	Gary Spesard
3	Temple of the Wind	Doug Dykman

**Results of Miles Race Back on May 29, 2011**

Position	Boat Name	Skipper
1	Sundog	Paul Parks
2	Fitness Resource	Dave Nees
3	Temple of the Wind	Doug Dykman

### Results of Northern Bay (final results) on June 25&26, 2011

Position	Boat Name	Skipper
1	triangle	Gary Spesard
2	Trinity	Dave Way
3	Wild Card	Tim Layne

### Results of Race to Baltimore on July 9, 2011

Position	Boat Name	Skipper
1	Temple of the Wind	Doug Dykman
2	Wild Card	Tim Layne

### Results of Baltimore Race Back on July 10, 2011

Position	Boat Name	Skipper
1	triangle	Gary Spesard
2	Rascal	Jim and Maggie Parrott
3	Asylum	Larry Forgy

### Results of Solomons on July 15, 2011

Position	Boat Name	Skipper
1	triangle	Gary Spesard
2	Temple of the Wind	Doug Dykman
3	Wild Card	Tim Layne

### [2011 Northern Bay Race Weekend ~ Gary Spesard](#)

Panic time. Just a few days until the race and I have a crew shortage. I sent out an email blast to the CMA Racer's forum and got a reply back from Larry Forgy that he would join. Whew! Now we have three so we're good.

Friday and I'm taking off to get things together and meet Leon at the boat to move it up to the Middle River Yacht Club where we will pick up Larry Saturday morning. Leon called, said he has an eye infection and will not be able to help move the boat north. Ok, I can do that with the help of my trusty auto-tiller. Later in the evening he called again to say he was not sure he could make it for the race but would probably be there after a good nights rest.

I added a Strong Track System for the main this spring but still roller furl. That means feeding the slugs each time we put the main up. The big advantage is it is a "lot" easier to reef. A safety factor. This is the first time to put the main up by myself, and it turned out to be a wee bit more of a challenge than I expected. Unrolling, feeding slugs, hoisting and running back to the auto-tiller to make needed steering adjustments. It took me a little longer than I expected but I finally got moving and the sail was easy until about 3 to 4 miles south of the cut behind Hart Miller Island. The wind let up such that I was only doing about 4 kmp. I put the motor on and with a little help from the wind was doing 7 to 9 kmp.

Flew through the cut hoping to not hit bottom as has happened in the past. No problem. It was a nice ride until I came to the mouth of the Middle River. Lots of wind came up rather abruptly as a front came through. It was a struggle to get the main down alone while managing the steering even with the auto-tiller. I just dropped the main and flaked it the best I could. From there it was motoring right into a stiff breeze the rest of the way up the river. The total trip took about six and a half hours.

Once in, I made a few calls to see if I could find another crew but no luck. Later I had a good time catching up with Dave Way and his crew John Wayshner and Dick Beam over a pool table and a couple three drinks. They told me they left the West River about 3 hours after I did and made the 38 mile trip in less 4 hours. He said they were hitting 16 to 18 kmp reaching for the Middle River from the eastern shore and stuffing the bows occasionally. Really glad I left when I did.

Saturday morning Leon called to say he could not make it. He can't even see to drive. Ok, I guess Larry and I will just have to give it a try and do the best we can. When Larry showed up, he asked "where's the rest of the crew?" It was an interesting look on his face when I said it was just he and I.

We talked through things on the way to the line. I had a spinnaker in a sock which does make it "possible" for two to handle it if it's not too windy, though be it a little awkward. Our plan seem good, at least in theory. Everything seemed good except for the sweat and sunscreen in my eye. Really irritating on multiple levels. At the upwind mark of the first race we pulled off a spin hoist and set with a little effort. The take down was a little awkward too but we were soon on our way upwind again after the leeward mark. The next spin set was a bit easier and we actually finished near the front holding our own. Of course it helped that our competition had a few issues of their own at times.

The last leg of that race my eye was watering and burning like it was on fire and I could only open it occasionally just long enough to see if I was still headed in the right direction. After the race we got some food and water and I tried to rinse out my eye. I was beginning to think I had a foreign object in it, something like a sponge soaked in gasoline.

The second race I asked Larry to drive because he could see. That worked out pretty good and I learned how hard my crew works. Coming down for the leeward mark we could not find it and having not noticed the change of course prior to the start we were kind of lost as to what was going on. In this race the start/finish was in the middle of the course, the first race had a turning mark out in front of the start/finish line. We know something was up when the pin came flying across to the RC boat towed by the support boat. With a little help from the Flying Circus (monohull version) we figured out what the deal was and kept going for another mile to the leeward mark.

At the rounding I struggle getting the jib up and spin down in time. In the process I managed to let the jib wrapped around the forestay while wrestling with the spin. We just left it wrapped and did the best we could up wind to the finish. We were actually doing pretty well until Larry said, " Aw...I think we caught a crap pot." Thankfully he was very calm about it and kept driving while I jumped to the back and let the rudder up, reset it and we were off again. However, Dave Way had caught and passed us. He was chasing Tim Layne who crossed 1st for the second time of the day while we crossed third.

At the awards we discovered we had actually gotten 1st in the 1st race and 3rd in the second. Tim had gotten 3rd in the first race and 1st in the second race. Dave had gotten two 2nds. The three of us were in a three-way tie each with four points. Sunday would decide the out come. I was just hoping there would not be too much wind and my eye would stop burning and watering. Thanks to Maggie Parrot for contacting her sister/Doctor who's advise saving a trip the "care center."

Sunday morning, the eye is better and I'm a LOT more careful applying sunscreen. A little sunburn being preferable eye burn. Arriving at the rendezvous area we have no wind. After a long delay, talking, resting and having some lunch while we floated around, the wind finally came up a bit. It was light and just what I hoped for.

This time we got the course before we started. We still had a little bit of a struggle handling the spin but it was better than the day before. With a little help, our competition having their own issues with spinnakers, we were able to finish well again close behind Tim Layne who was again 1st over the line. Larry said he calculated that we were close enough to correct to 1st but I was a bit skeptical.

Before the race we had asked one of the monohulls from the club if Larry could catch a ride back to the marine so I could head home from the course area. They said yes but that we would have to wait for them to finish. The boat we picked turned out to be one of the non-spin class and was about 3rd to last off the course. The hand-off of Larry went flawless and I was soon on my way home.

The wind was from the south. I set the jib and tried to sail for a while but it didn't work very well. When I disconnected the auto-tiller Friday night I pulled the plug off the end of the wire. Without it, it was just too much to leave the tiller to trim and get back in time to keep out of irons. I managed for a few miles but the first tack was a mess so I dropped and secured the jib, put the motor on and motor sailed home. It wasn't until Tuesday I believe that I learned we had gotten another 1st place.

Larry, many thanks for the help and managing the shorthanded challenge.

### **[2011 Solomons Invitational - by Gary Spesard](#)**

For once we were early arriving at the rendezvous after a leisurely main only, down wind sail, up the Bay to Annapolis. It was going to be a long up wind night and I was already tired having spent a late night before getting organized. Thankfully I was able to take the day off work, have a leisurely breakfast and arrive at the boat in the early afternoon. There were several little things I wanted to work on before launching. Fortunately David Kew arrive a little after noon to help. One of those little thing involved figuring out why the new steaming/deck light was not working. After checking the deck connection it became apparent this was going to requiring a trip up the mast. It turned out it was just a bad connection at the fixture.

Leon arrive just in time after being caught behind an accident. It was time to launch and get underway. Our start was at 17:10 with a moderate to light wind from the SSE. There was some excitement at the line with Jere Glover and a couple of other boats trying position but not to be over early. I'm looking forward to hearing the details at some point. We too were coming a little to soon and to fast. I was concerned that Jere might point up and shut the door on us. We were about to duck under them when at the last second I opted for a tight 360 when I saw they were leaving plenty of room between them and the RC boat. We were about 20 seconds late but still a fairly good start. We heard the RC calling an over early for Jere and perhaps others. It was a little hard to hear what the RC was saying over the radio while others in our fleet were hailing to Jere and we were also discussing our own course.

Tim Layne came up on us from below and passed ahead thanks to a little gust that put him up on one hull. At that point he shot out ahead and above. We watched him from behind as he went up on one hull a few more times on our way out past Tolley Point. Tim and crew did a fine job keeping her on her feet. It's amazing how much Tim's dagger board flexes as his windward hull lifts free of the water.

We discussed whether to stick close to the western shore or go all the way to the eastern. I thought the later best as the tide was suppose to be running. In hindsight I'm not sure it was the right thing or not, but that's pretty much how we ran the race. As we got further down the Bay we would go to the west until VMG went negative then back toward the eastern until we had to turn away again.

The full moon was almost too bright at times, like looking into the sun. The starboard tack was a beat, pounding spraying much of the time. Just before the last tack on to a starboard to head for R76, Temple of the Wind crossed in front. Doug was pointing higher and closer to the mark. We footed off for more speed. We gained but in the end they were still a little ahead at the mark and a few hundred yard closer as well.

Once headed across the Bay towards the Patuxten River it felt like the wind kept easing and became more shifty. It felt slower and slower. I was surprised each time I check speed that it was consistent between 6 and 7kmp. Perhaps it was because the water was so flat and no more pounding and spray. We maintained about the same distance behind TotW all the way to the finish, crossing at about 3:01 AM.

It was after 4:00AM when we turned in and about 10:30 by the time we got over to the party. After some breakfast we tried to check in to our room. That didn't happen, they charged me for the room but would not let us use it. I had made it very clear, I thought, when I booked it that we would be a "very late arrive and check out". I'm still complaining to Holiday Inn about it. We did get showers in the fitness center, then met up with others out by the bar to relive the events of a beautiful night sail. I was very surprised when the results were posted as Wild Card was well ahead of us and I thought TotW had us by a big enough margin. It was fun, passing all but two or three of the monos.

Looking forward to the Gov Cup in a couple of weeks. With an earlier start this season it should be another nice night of sailing. Ya'll better get signed up and come join the fun.

Thanks to the crew, Leon and David. Nice job.

## 2011 Solomons Invitational - by Russ Wesdyk

While the result sure sucked, the weather was great and we really enjoyed the race down given all the close crossing w David on Fitness. Gave us reason to keep pushing to see if we could stay ahead.



### **Fitness Resource at the start of the 2011 Solomons Invitational.**

We had the screecher up all night and the angles were not too bad but wow the waves on starboard tack just killed us. Boats speed was 2 knots better on port. The funny thing was the different worlds high side to low side. High side we had snacks and cocktails and life seemd very tame... until you went into the cockpit and looked low. Lee float and nest was awash 50% of the time and waves were exploding off the lee beam. Was a dramatic effect on starboard in the moonlight and wish I could have managed a video. But we kept concentrating knowing Fitness was out there and we wanted him behind us. Figured Gemini was loving this in terms of "non-planing" boat pecking order. That waterline and weight must have been helpful beating into the waves on starboard. But we were focused on Fitness's bowlights (and a dance w a freighter at R76).

Which we did right up till the last two tacks within 200 yards of the finish, which brings me too...

Two tacks from the finsh my night went to hell when just after settling onto starboard three tacks into the river we came to a sudden crash stop. Crew reports seeing "rapids" across the bows and says "we hit land." I am looking at chart plotter and depth finder - both saying 45 to 48 feet of water and wondering "what the..." But the boat is sure stopped. Lifted the daggerboard and we slowly started regaining speed and out from under the boats comes the biggest dang piling/log/telephone pole I have ever seen. I did not notice but crew also saw

much rigging/lines attached and speculated it was part of a damaged fish trap that had floated into the Pax River (how lucky for us!)

We managed to get the board back down and the boat back up to speed and Fitness was not able to cross us but they close ducked with speed. Given we were headed into the calm lee of the southern side of the river to finish, and our relative rig heights, I was pretty sure we were dead when we would have tack back onto port and he would be on starboard.

Actually with the really light wind on the southern shore near the finish it was not even close and we crossed about a minute and a half behind him at the line (UGH!), anchored off the lee just past the finish and watched the sun rise. Saw Jere finish and knew he had us on corrected (nice race Jere). A few drinks later we headed home. Popped the symmetrical chute to go DDW out of the river and likely was such an ugly site that we scared Morfit on Tardis who we saw coming in. Between "Otto's" poor driving and that ugly chute it must have been a site. Anyway the wind went more west, the asym came out, the angle got hot (so Otto was put back on the shelf and we picked up the tiller again) and had a fantastic morning really close reaching with the chute averaging 8s till the wind crapped out and the motor came on and the awning out for the rest of the trip!

Terry sent me a link of start photos which produced many off-color jokes and possible need for new bow crew.

While crew joked I examined damaged to forward port float bow which is minor, suggesting the daggerboard took the brunt of it (rudder also has minor damage). Will get lifter later this week to confirm if the board is OK, repairable, or needs replacing.

Other than Corsair (I expect to strike out there), or Phil's foils (great work but not cheap) anyone got a source for F-boat boards/foils?



[More Images](#)

Solomons Race by George Kuck

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

### [Family Fun Night - July 20, 2011](#)

Glad to report no significant damage to the daggerboard when I dove the boat pre Wednesday night racing on the Magothy.

Great night. Three boats and everyone racing with family members. On Lola, Katie drove (her first time ever skippering Lola in a race; Sarah has done it for Queenstown), Sarah did bow, and Lorraine did trim. Dad fetched drinks and offered a bad tactical option for the start which got us to the right end but about 10 seconds late after the spin boats coming down the course blanketed us and killed our speed back to the boat.

We stayed in touch with Fair Curve going upwind but just could not hang with them downwind even with our big chute and them with a screecher. They got us by 4 minutes on corrected.

Really a fun time and I hope to get the girls back on Lola. Was able to talk them into it as Snipe racing Tuesday got cancelled due to no wind.

Russ

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



**Lola flying an Alberg spin. Taken by Terry Boram**

## [Annual 4th of July at the Way's](#)

Dave and Ruth Way open up their beautiful home to the CMA each year on 4th of July. Their town of Shady Side has a parade in the morning then the creek has competing neighborhood fireworks at night. Anchored in front of Dave and Ruth's house gives you the best vantage point to view these displays.

Here are a view pictures from the event. More are on the website.



[More Images](#)

By George Kuck



A nice spread at the Way's. by Ruth Sanchez-Way



Commodore Larry showing off his boat. by George Kuck

### [Notes from the Newsgroup](#)

#### **Loss of a young sailor and club member - check your gear**

By now many of you may now that the 14 year old daughter of a fellow Snipe sailor was tragically killed in a sailing accident while sailing a 420. We are obviously not racing our Snipe today.

She was the same age as Katie and we shared the race course often; on the same water Tuesday night. I don't know what to say to my kids, the family, my fellow club members or the instructors (who were on scene amazingly fast). How could such a beautiful uneventful day turn so tragic so quickly?

Our kids ask us why do we race if this can happen. The only answer of course is because the racing, or cruising, or daysailing is fun and there are risks in everything.

All I really want to do is comfort my family and friends but I don't know how.

The one thing that does come to mind to honor her is remembering Tim's comment about checking your gear. Think about what happened here the next time you see a dismasted boat and race past. Think about the last time you did a man overboard drill or checked your gear. Go honor a young sailor by making racing as fun, inclusive, and safe as it can be.

Russ

Russ,  
Thanks for the post, I had seen this on the news last week as well. Our thoughts and prayers go out to the family.

Things happen when we sail some times they do not end well. As fellow sailors we are obligated to assist if we can to try to mitigate results such as you noted.

The only other thing I could offer to you and your family is be prepared and have a plan for emergencies while this will not prevent an event such as you describe it will give you a better chance to survive. This philosophy served me well during my time flying with the Navy and helped me survive several "bad days" which could have turned out poorly.

I hope you and your girls never loose their passion for sailing.

For those in leadership that read this, perhaps safety would be a good topic for a meeting(s) and even a preseason safety walk thru of the boats. The "what to do if" drills save lives and make our sport much safer.

Rob B

### **Was there a race back? (Part of the conversation surrounding the Race Back from Baltimore)**

John,

I know of Calvert and Smyth. Mack and North. Doyle and UK Allan.

But what and where is this Ivars of which you speak?!

This is a must have. I am trying to talk my daughters (teenagers) into racing the multihull and they poo poo it. But this boombox could be a secret weapon. Everyone knows that teenagers love music and this is one thing they CAN'T get on a Snipe. The Snipe class motto is "serious racing and serious fun." Ok sure, but my new Lola motto is going to be serious "tunage!" Try to get that on a Snipe!

Where and what is Ivars??? How can I get me a similar Ivar's boombox before Solomon's??

Russ

Ha Ha, we had a fun ride back home blasting 80's rock. The boombox is a custom job by Ivars, two 4" mids in a ported base reflex box built of 7ply birch, with a 1" dome tweeter. The two halve (R and L) mate together magnetically for simple carrying. A one-pole RC crossover with a two-channel class D amplifier running the mids. All powered by a NiCd battery pack and plugged into his MP3 player, it's so efficient that it runs for hours.

Good thing we never thought about Jere's ice cream freezer, we might have gone postal on the water about 4pm, after a umpteenth tack back to a green marker we didn't want to see ever again. Finally got too dizzy from making circles to bother tacking again and thought we see how she ran with the gennoa back-winded. About the same as correctly trimmed when there's <2 knots of breeze!

We decided to bag the Sunday race given the weather predictions - too bad, I guess, as usual the weather outwitted us again and gave a decent race.

John

## Boat Drinks

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

### **St. Thomas Smash (Another Boram Favorite)**

Begin with equal parts of pineapple and orange juice. Next comes the Coconut Rum. The number of shots depends on how smashed you want to get.

## Blast from the Past



### CHESAPEAKE CRUISING MULTIHULL ASSOCIATION

#### SUMMER CRUISE 1987

The itinerary for the summer cruise is on the attached sheet. Boats from the northern area will depart Annapolis June 21 and arrive Hampton, June 29. Boats from the Northern and those from the southern area will rendezvous at Hampton June 30 and then sail to Annapolis, arriving there in time for the Fourth of July hoopla. The southern area group will depart Annapolis July 6 and arrive Hampton July 12. Individuals should feel free to depart from the plan to suit their own fancy.

The following items are for the benefit of all concerned.

- 1) VHF contact on channel 72 should be made 30 minutes past the even hours.
- 2) Vic Viator has offered to help us get transport from Salt Pond to points of interest and supply and service in Hampton. He recommends Hampton Maritime Museum.
- 3) The Norfolk race will start from Annapolis June 27. Some of the racers will join the Cruise on the return to Annapolis.
- 4) The Browns may or may not be on hand when we arrive in Mobjack Bay. Because they only have 2' mlw at their place, Jim recommends deeper draft boats anchor a half mile up the East River near Zimmerman's Wharf. Shallow draft boats can ferry those who wish to Browns' place.
- 5) Anyone with a guitar or other musical instrument is urged to bring it. It can be a delight in a rendezvous.
- 6) Anyone having an MD or RN or First Aid Tech aboard is urged to notify Ernie Linke. In case of an accident requiring professional attention call Ernie Linke on VHF 72 on NIP 'N TUCK.

It will be appreciated if all those who expect to join the Cruise will notify Cruise Chairman Ernie Linke. We can't guarantee the weather, but we can assure you a good time.

Ernie Linke, Cruising Chairman  
Tel. 301 335 2824

## Classifieds

### Space Wanted

New member Cy Fishburn is still planning on building a multihull, and he's looking in the Middle River/Back River area for land close to or on the water, to rent for 18 mos or so. He'll put up a temporary shelter and remove it when he's done, or leave it for some other use. Anyone with lead about a build site, or with questions, or with incredulous comments, please get in touch. cyfishburn@yahoo.com Thanks!

**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.

**Wanted - Windrider 17,** Ostac Tramp, Hironnelle or other small multihull. Contact Bob Buettgens at: rbuettgens@comcast.net, or 540 547-2284.



Just \$25 each

To purchase contact Jim Nealey

[jim@storyboardnow.com](mailto:jim@storyboardnow.com)



### "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](mailto: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@thomaspontassociates.com](mailto:jlahr@thomaspontassociates.com)

### 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.

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