



CHESAPEAKE MULTIHULL ASSOCIATION

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

October 2011

Sneak Peek

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From the Helm - Larry Forgy

Even the most diehard among us are beginning to realize that the summer is almost over. We still have flowers on our back porch and a boat in the water, so obviously it is not over yet. Nevertheless, the boat show has come and gone, I am beginning to notice people sailing in long pants, and everyone's sailing stories seem to be updated to this year's events already. Winter project lists are beginning to be made. Some sailors are getting grumpy (and grumpy enough for me not to out them).

Our reception at the boat show was a great success. I counted about 65 people, including a number of multihull sailors planning to join and participate in CMA this coming year. One fellow with an F31 in the Virginia portion of the Chesapeake wound up talking to the racers, trying to determine which races he wanted to come north to do. Several people with cruising boats showed up and were pleased to find so many potential cruising partners. The venue at the UK Halsey sail loft was relaxed and informal, the food and drink plentiful and good, and the discussion interesting. Many members volunteered to work on this, but the effort was ably lead by Terry Boram and Gary Spesard. Thanks, guys.

The diverse group at the reception was emblematic of the increasing geographical diversity of CMA activities. This year we participated in our first race in many years to extend into Virginia when we started the season with the overnight Coast Guard Foundation race. In the late summer (that would be October) we had four boats participate in the Havre de Grace race, which was part of our high point series for the first time. Our cruising activities once again included Rock Hall and Queenstown on the Eastern Shore, consolidating a growing and diverse set of cruising activities.

And since the summer is not quite over, we still have the races to Baltimore and back out this coming weekend. I wonder how many of you I will see at Jimmy's in Fells Point for breakfast Sunday morning. Beyond that, we begin our program of onshore meetings in November, and make plans to come to the CMA Christmas party.

If it sounds like a lively group, it is. There are a lot of dedicated officers and board members that make all this happen. It is a bit of work, but we have a great time working on projects together. We are always looking for members willing to pitch in and help with cruising, racing or social activities. All you have to do is let an officer or board member know you would like to help and you will likely find yourself on a committee before you can walk away. You will also find that it is a great experience.

See you on the water, or maybe the land.

Larry Forgy
Commodore

Quote of the Month

"If you can't repair it, maybe it shouldn't be on board."

- Lin and Larry Pardey

2011 CMA Board Members		
Officers		
Commodore	Larry Forgy	202-258-5903 larryforgy@gmail.com
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	John Nicholson	jnicholson183@yahoo.com
Web Editor	Terry Boram	410-935-0537 chesapeakemultihulls@gmail.com

CMA Events

November

- 20 1 p.m. BOD Mtg - Annapolis Library
- 20 2 p.m. General Membership Meeting - Annapolis Library

January

- 29 1 p.m. BOD Mtg - Annapolis Library
- 29 2 p.m. General Membership Meeting - Annapolis Library

February

- 26 1 p.m. BOD Mtg - Annapolis Library
- 26 2 p.m. General Membership Meeting - Annapolis Library

March

- 18 1 p.m. BOD Mtg - Annapolis Library
- 18 2 p.m. General Membership Meeting - Annapolis Library

April

- 29 1 p.m. BOD Mtg - Annapolis Library
- 29 2 p.m. General Membership Meeting - Annapolis Library

We are looking for speakers for our meetings. If you have any suggestions send them to chesapeakemultihulls@gmail.com

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

Crew Needed

We received this message on our Yahoo Group from a live aboard who has found their way to Solomons. They are very interested in meeting people in the club and hopefully crewing for some of our racers. Here's her note from the forums:

Anyone need crew next season? Nicole and Ridge distance & offshore racing! Email nicole.trenholm@noaa.gov if you would like our sailing resumes. We are picking up our live aboard cruising cat Fountaine Pajot Venezia from Savannah and heading back to homeport Solomons, MD in a few weeks!

We would love to meet folk from the club! I'm a local Solomons, MD racer. How can I support CMA?

Website - Terry Boram

The days are getting shorter so that will give us more time to update the website. We will be working on a back end for members only, a blog for racing and cruising and more archived data. Any other suggestions are highly encouraged.

Also, from time to time we will be posting surveys on the home page of our website. Check back often to participate.

We encourage you to contact us with your reviews and suggestions. Send your comments to chesapeakemultihulls@gmail.com. Also, "friend" us on [Facebook](#). We provide information about current CMA events as well as multihull information from around the world.

Thanks for your continued support.



Membership Matters - Jim Nealey

Please welcome new member, Chesapeake Boat Works.

Jon Farinholt, owner of the Deltaville, Virginia boatyard asked that his membership be in the name of his business, one of the oldest marine facilities on the Chesapeake Bay. We are happy to oblige and would like to introduce our members to the unique capabilities afforded by Chesapeake Boat Works.



Chesapeake Boat Works routinely hauls large multihulls for service and storage via their marine railway or their 50 ton 18.5' beam travel lift. Located in Fishing Bay, CBW is the facility closest to town and offers deep water dockage that includes high-speed internet service and newly updated facilities. As a bonus, there are over 200 slips at adjacent full service marinas offering all the amenities including fuel, internet access, ships' store, and pump out service all convenient to West Marine and the local grocery store.

For more information, visit CMA's newest member on the web at <http://www.chesapeakemarinerailway.com/dockage.html>

The holiday season is fast approaching and we have the perfect gift; a factory fresh CMA burgee for a mere \$25. Just send your check and your mailing address to me at 542 Devonshire Court, Severna Park, Maryland 21146 and I will send via first class mail.

Wishing you all good times and fast sailing for the remainder of our season.

Cheers, Jim Nealey, CMA membership

2012 Elections

Below is the slate of nominees for the CMA 2012 Officers and Board of Directors. Elections will be held at the Annual Meeting on Sunday, January 29th, 2012. Be there to show your support.

Officers

Commodore	Gary Spesard
Vice Commodore	Terry Boram
Rear Commodore	Doug Dykman
Treasurer	Jeffrey Short
Secretary	John Enderle
Fleet Captain	Tim Layne
Ratings Chair	Kiyoshi Mizuuchi

Board Members

George Kuck
John Nicholson
Chris Shenot
Russ Wesdyk

Membership Chair	Jim Nealey
Cruising Chairs	John Nicholson
Web Editor	Terry Boram
Past Commodore	Larry Forgy

Cruising - George Kuck

I missed the Boat Show this year, the weather was too good to pass up going sailing ! After all the rain we had this year and a week of no rain in the forecast I decided to sail to Lewes De to visit relatives who have a house on creek just north of Roosevelt inlet.

I left Thursday afternoon, 10-6-2011, and sailed up bay to Elk River where the wind died and I had to motor to Chesapeake City.

Friday morning I left early at 6 AM to take advantage of tide. I had to motor through the canal since there was no advantageous wind. Note it is not legal to sail in canal but it is legal to motor sail. After going through canal I anchored for a hour to wait for tide to start to go out and then sailed south. With light wind I was able to sail from 3 to 5 kts., half of which was the fast tide! Late in afternoon the wind died and I looked for inlet shown on map "Port Mahon". The inlet was non existent or blocked by pilings. The wind then picked up from south so I sailed across bay to Nantuxent Cr. arriving an hour after sunset but with clear skies and full moon. This was a good place to anchor for night near marina with gas.

Saturday was good weather for motoring, calm with no wind. I had to motor all the way to Roosevelt inlet. The

inlet is very distinct with a windmill in line with entrance. I was able to motor up creek about 2 miles but had to wait for tide to rise part way in order to have enough depth to reach private dock. The main creek has good depth with 6 or more feet but I had to go up smaller fork that had shallow spots. Spent rest of day with relatives and spent evening in there house.

Sunday had light wind in morning. I had hoped to sail to Cape May but with light wind I only went for a short day sail with Al Lister (cousin's husband) in morning.

Sunday afternoon with no wind and glass smooth water I motored back up bay taking advantage of tide. I arrived around 11 PM at Pea Patch Island and anchored for night. I had hoped to visit Fort Delaware but private boats are not allowed.

Monday morning I visited Delaware City and purchased gas. There is a good public dock but there is a 4 hour time limit so it is not a good place to spend the night. I spent the rest of day motoring most of way back home. I anchored for night in Stillpond and then went the last few miles the Tuesday morning so I would arrive a high tide in Mill Cr /Worton Cr.

Overall it was a good trip with fantastic weather except for lack of wind.

Happy Sailing
George Kuck
Chestertown, Md.

PS I have posted pictures in photo section and will be adding comments to photo's in next few days.



George Kuck boat from 2009

Racing - Doug Dykman – Fleet Captain

With just one more race left in the season, our Fleet Captain is speechless. The races to Baltimore and Back will determine the overall winners in the High Point, Elapsed Time and Long Distance races. Check the website at the end of October for full results. ~ tb

Results of Queenstown on September 24, 2011

Position	Boat Name	Skipper
1	Lola, The Wild Child	Sarah Wesdyk
2	triangle	Gary Spesard
3	Fair Curve	John Nicholson and Chris Shenot

Results of Queenstown Back on September 25, 2011

Position	Boat Name	Skipper
1	Lola, The Wild Child	Sarah Wesdyk
2	triangle	Gary Spesard
3	Tardis	John Morfit

Results of Havre de Grace on October 1, 2011

Position	Boat Name	Skipper
1	Fair Curve	John Nicholson and Chris Shenot
2	Rascal	Jim and Maggie Parrott
3	Wild Card	Tim Layne

Race to Oxford Winner's Report - Jim and Maggie Parrott

The 56th Annual NASS Race to Oxford was a fun race for us on Rascal. This was one of the few times we have raced where the winds were favorable for our boat. With the winds from the north and blowing around 15 we couldn't wait for the start. 17 boats registered, 16 on the line we knew it was going to be interesting.

While sailing around getting ready we noticed Lola. Last we heard Russ was not entering but glad to see Lola out there. Then on a pass by we see the crew which included (Jim Nealey) and Larry Forgy at the helm. Now we knew the goal for the day. BEAT LOLA!

We did not have our best start but staying away from the pack gave us clean air. We rolled out Maggie's Christmas present, Jim calls it the screacher, while going over the start and took off. Most boats seemed to head towards the eastern shore but we decided to stay away from the ships and kept more to the middle of the river

heading straight for the first mark. When we finally did make it to the eastern shore we couldn't believe we saw F31's beside and behind us.

We had a great ride down the bay doing double digits to the G7. Rounding the G7 we rolled in the screacher. We were still making good time but it felt slow because we had cut our speed in half.

We finally made it to the finish line and all we could think WHERE'S LOLA. Realizing she hadn't crossed the finish yet we received the best wedding anniversary gift we could get "WE BEAT LOLA" followed by a wonderful evening with good friends.



A view from Rascal. Courtesy of Maggie Parrott



Jim Parrott manning the helm on the winning boat. He looks like he's having fun. (courtesy of Maggie Parrott)

Queenstown Report and Safety Note - Russ and Sarah Wesdyk

Dad's Version:

Light air and rain were in the forecast. Two days; two kids (girls); no land. This should be interesting.

We planned and did get to the line for the Queenstown race with little time to spare. This let the kids sleep in and minimized time waiting around. The bad news is that means we did not have time to practice a timed starting run. With a strong ebb current and light NE breeze the only place to start was at Baltimore light and hope you got across before the current swept you down to the boat. Remember you can keep your motor on till your sequence and we did which allowed us to get to the light end of the line (alone to our surprise) before our 5 minute gun. Alas we did not time our starting run well and ended up at the light with 45 seconds to go till the starting gun. We aimed for the boat end, turned back up at the gun and prayed we would get across before we hit the boat. If we had to spin it would be game over for sure. We just managed to cross the line while everyone else was stuck behind it. The current was sweeping 180 but we were making about 0.5 knots at 140 so some easting. We decided to not set the anchor expecting the breeze to fill in from the E and so hoped to be the first to get it if we could get some east in while we got swept south (mark was to NE). Of course it filled in from the NW and those stuck at the line got it first when it came back. Ugh! From there it was a drag race across the Bay. We had a slightly hotter angle (which helped in this case) because we had drifted so far south and just concentrated on keeping a neutral helm (rudder is a brake) and actively trimming. We switched off jobs (helming, main and jib trimming and tactics – where are holes, what is the course we need, etc...) so nobody got bored. Gary, John and I beat the RC to the shortened finish so we served as RC at their request and took our own times (and then some other finishers) for the shortened course.

The Dad's blew the start of the race back as well. We thought we saw more breeze at the pin end of the line and so went down there for what was to be a downwind start in light air. Alas the breeze went forward and now we could not even sail back to the boat end on starboard tack close hauled. We stayed clear of the line at least and while at the wrong end (Gary got a nice start at the boat end with clear air) I think we got our chute up first. Alas, we could not lay the first turning mark with the chute. Fortunately the breeze oscillated back and we were able to lay the mark but the breeze also went soft. We stayed very wide at the mark to avoid getting stuck in anyone's bad air and got the jib up early to ensure it was well trimmed and pulling before we doused the chute. Just keep the boat moving. Eventually the breeze got so light that we did not think it could keep the battened jib flying well and thought the screecher would also be too big that we would not be able to keep flow attached. We went with a 1986 soft mylar jib – again getting that flying before we rolled the screecher. We were never bare headed even for a minute and always had the new sailing flying with attached flow before we took the old one down. We also sailed a bit further into the building breeze coming out of the NW before tacking for the finish which I think kept us in a bit more breeze than Gary had on the final tack to the finish. We did not lose any distance to him on that leg (and we had up the 1985 jib) so I am guessing it was simply more breeze that allowed the F27 to hang.

Sarah's version follows. Note when she talks about professionals she means (I assume) that some of the folks she sails Snipes against went to the Olympics or Pan American games. To her; that is professional... I hope the ISAF does not read this. I left in the part about Snipes for two reasons. One is that at the Boat show party (nice job BTW) all I see is folks like me (lets face it we are not young) and no kids. I came from a Snipe fleet meeting where there was 10 parent kid teams. This makes no sense to me given the modern fun design of multihulls and the ancient design of the Snipe but it is what it is. The second reason is that its Fall, the breeze blows, the water is cold, we have two multihull races coming and things can go wrong very fast. So I offer a reminder to be

prepared. Gear up/dress well. The Snipe regatta was sailed the same weekend as HDG so you know it was blowing 20-25 day one 15-20 day 2 and that it was cold (in 50s). I was surprised Sarah went. I was surprised I went (it was clearly beyond my abilities). I was surprised that we both handled the capsizes on Saturday so well and that she came back n Sunday wanting to sailing and sailing well. I am thrilled with what we learned together as a parent kid team and I am even more glad that I had her well geared up because well.... Details will be in a separate note with names removed and I would prefer not in the newsletter out of respect to the kids.

Sarah's Version:

The race to Queens Town and back was so much fun. There wasn't much breeze but that didn't stop us!

On the way there we worked hard. We were first across the start line so we were in it to win it the whole time. We were excited, pumped, and ready to go. We put on our foul weather gear right before it started to rain so we didn't even get cold or wet the whole race there. My friend Nicole Ryan and I both drove there for a little while.

The party was the best part of race. It was so fun and relaxed after a hard day of racing. First we got our awards. Then after that my friend and I got to play all the instruments, we started at maracas and moved our way all the way up to singing. Then after that we swam back to our boat in the cove, which I guarantee you we will both say was a little cold but you get used to it after awhile. We had my family's favorite food, steak on a stick and shared it with all the other boats, like a party of our own. We also stayed up late and watched movies and then looked at the stars.

Right before we started back the next day we got a delicious breakfast from the boat next to us, who kindly offered us there leftovers. On the race back we just had to keep pushing to go forward. The wind just kept dying and they shortened the course but the second we all finished the wind came back strong. My friend and I also drove on the way back, during and after the race.

Two weeks after queens town I sailed snipe Atlantic coast championships with my Dad. It was so much fun, but the opposite of Queens Town. There was A LOT more breeze and puffs, the entire time. We went so fast and were so calm at the same time. We actually did capsize and go swimming, but it was all alright. We went right on to the race committee boat, and I was cheered up almost instantly by the nice men running the boat. I really also liked racing with professionals. We actually ended up getting a pretty good place for even just going out there, but I must say I did enjoy beating my sister in the very last race of the regatta.

The thing I liked best at the Atlantic coast championships was knowing that I was sailing with professionals. I went out there with my dad and about half of the other sailors didn't go out. Now I know that we mostly got the ok place was because all those people didn't go out there, but at least we went out there. Even after capsizing the boat we just kept going and it shows in our placement. I'm really glad we did the race, and glad that we went to APS before hand and bought some gear to keep myself warm!

[Havre de Grace Winner's Report - John Nicholson and Chris Shenot](#)

We were really looking forward to heading up north for the Havre de Grace regatta. Heard about the decoys as prizes, the Celtic band, steak and salmon dinner and wanted to make a visit up to Jim and Maggie's backyard.

Thought we'd get out mid-afternoon to take advantage of the 15 knots south westerly. Got out late to a 0-2 out of the north east. Engine on with predicted arrival into an unknown entrance of Stillpond 30 minutes after dark. Wonderful. Power up past the mouth of the Patapsco and a northwest breeze fills in nicely. Get up past

Tolchester in a hurry and round the point heading to the opening for Stillpond to find Terry and Clint Boram. Wonder why those monohulls are hanging out outside with a forecast of a good breeze out of the west through the night. Where's that entrance. Oh my. We're going to fit in there? If Clint made it I guess we can too. So we slide in and understand why the boats are staying outside. But once inside, this becomes one of our favorite new places. Getting dark when we spot *Tri Dreaming* way up there. Nice to have a friends anchored and waiting. We had a great time talking about the bay, catamarans, and busy years. We got a heads up that Maggie is going for broke for the last duck of her matching set and to not follow Jim too closely across the flats. Seems he likes to cut things a little tight.

Breeze really starts picking up around 2:00 AM. Real glad we're inside now. Wonder what the race is going to be like tomorrow. Not sure we brought enough clothes and we're sailing a little short-handed with just the two of us. We bid good-bye to *Tri Dreaming* and head north. They moved the line down south and east and we get there in plenty of time. Get a feel for the puffs and the debris field from the big rains a couple of weeks prior. Sight a couple of good sized tree trunks that would do some damage if hit at speed. A little bobbing and weaving, some slick slalom moves and head for the line. Scope out Jim and Maggie, Tim Layne and company with those new hiking nets and Gary with a whole lot of beef on the boat to put on the rail. There are only three ducks. Wonder if our rookie rating is going to be enough. Not quite sure what happened but my starting sequence was called into question when Chris pointed out that the committee boat had dropped our flag. Oh well, the other guys were caught up a little short too and we all headed up to the first mark pretty close together.

Settle in for a nice long beat only to have that decision questioned when the first mark appears to be about 120 degrees off the port side. Crap. Hard over and crack it off a little bit. Moving pretty well and hanging onto Wild Card's coattails. Rascal and Triangle are closing fast but we're feeling pretty good. Make the windward mark and head down on a 7 mile close reach back to Stillpond. 15 with gusts to 20. Very cool. Somewhat of a parade but real curious about Triangle. Thought they'd be well served having the Forgy/Neally bruisers on board. (Afterward we learn that Gary had left the parking brake on.)

Round the leeward mark and head back north really enjoying romping in the north bay. Get around the last mark and head back up for the beat to the finish line. Tim is well ahead, and Rascal and Triangle are closing. Fascinating. We badly misjudge the current and end up tacking a couple more times than anticipated but cross the line with only one real bad tack. (Gotta figure out how to keep those jib sheets from wrapping around the mast rotator bar. Why is it always the last tack of the day in front of the committee boat. Guess that rookie rating was well earned.

We start motoring up the long channel to Havre de Grace harbor. Man that current is strong. But more than one of the locals is pointing us into the right marina and where we're to park for the night. Real nice to have several double wide slips to choose from in one of the new marinas in town. Gary pulls in and the decomposition begins. Not many tactical decisions to relive but it was a good day sailing.

Head over to the party and get a good feel about the HdG yacht club with its headquarters being just big enough for a computer and a keg. It's all about priorities I guess. The celtic band is not on-hand but a brother duo is sounding real good. The salmon and steak are complimented by a real nice spread of potatoes, vegetables, salads and other dishes. The decoys are pieces of art and we rode our rooking rating to bag the big duck.

Great party, great people and great prizes. We'll definitely be back again next year.



[Magothy River Sailing Association Wrap-up Report - Russ Wesdyk](#)

The Magothy River Sailing Association Wednesday night racing series has wrapped up for another year.

Racing started May 11th and continued every week until concluding on September 21st. While this is the second year that multihulls have been allowed – and all types are permitted – this was the year of the Corsairs. We had 2 F27s, an F31, and an F24 racing skippered respectively by Russ Wesdyk, Jim Floyd, John Nicholson, and Kevin Duffy.

The trophies (nice engraved glasses which were quickly filled with rum and beer) got handed out at a party on October 5th at the Gibson Island Yacht Squadron club house (yea, the one overlooking the Bay and River and while the sun set) and the official results say:

Jim Floyd – Series 6 winner

John Nicholson – Series 3 and 4 winner

Russ Wesdyk – Series 1, 2 and 5 winner

For the folks that were out there the reality is actually a bit different.

Kevin Duffy easily beat me in series 2 on the fun scale by virtue of the fact that he was out sailing with his kids!
Nice job Kevin.

Jim Floyd beat my Lola boat for boat with his F27 in more than one race and really seems to be getting dialed-in.

Skipper John Nicholson was very well supervised by Admiral Chris (assisted by Jeff Short) who had him sailing fast and in the right direction. This really shows what consistent racing can do as on Lola we went from being able to take John boat for boat early last year, to still being able to stay ahead just on corrected, to having him kick our butts fair and square on corrected time in a few series this year. John and Chris then capped their year by taking their new skill set up to HDG and winning a duck on Fair Curve!



It has been rumored that there was some insanity both on the race course and at the parties/raft-ups but sadly all the pictures have been destroyed. I can therefore safely say the following events never happened:

- Russ sets initial course boards (as RC) for port side roundings on a counter clockwise race course. Think about that one for a bit and remember most of my RC work is W/L OD racing!! I think it was Kevin that saved my bacon from a record number of protests!

- Some fool on Lola set a conventional chute (sans pole) borrowed (OK;

stolen) off an Alberg 30 and still claims to have made better DDW VMG than with the asym.

- Some fool on Lola, sailing double-handed w green crew attempted a Mexican asym spin douse while inside a 3 boat pinwheel at the leeward mark. Amazingly no paint was exchanged, no red flags flew (OK, they may have been too scared and focused on getting out of the way) and the same crew even returned for future races! What is so hard about "hoist the jib, jibe the main, blow the spin halyard, gather the chute, blow the tack (so what if its on the other side of the boat), stuff the chute, trim the main (its only like 8 to 1) and jibe and trim the jib all in about 10 seconds??" I mean the skipper has to drive, after all!! Oh, and "traveler up, please... like now!?!?!?"

- Some fool on Lola stumbled onto Lola to race two days after rotator cuff surgery. Thanks to whomever tied me to the nets! Rum and oxy... yum! Some fool on Lola climbed out on the bowsprit 1 week and 2 days post surgery while in a shoulder sling to re-attach the screecher. Thanks – not – to whomever sent that picture to my doctor and physical therapist.

- Some fool other than the official skipper of Lola running Lola aground on Dobbin Island at our 2 minute gun.

I mean come on... it's a big freaking island! I believe this is the same crew that ran us aground in the creek last year (and this year). Just sayin!

- Don't even ask about performance underwear and Trojan style sleeping bags. For that you need to be at the post race raft-up party and have at least one scotch and cigar.

Come on up and join us next year and see what its all about!

We are hoping even more boats join us next year (Corsairs and others). For the Corsair boats there is no better way to practice windward leeward racing than to actually do it every week (the MRSA Wednesday night series is usually w/l) and remember, Corsair Nationals is on the Chesapeake Bay next year so get your game on! For non-Corsair boats, we promise you a competitive rating system, a low key casual racing scene, flat water and wonderful sunsets. There are many places to keep a boat on the Magothy and even if you don't race the cruising/day-sailing is fantastic.

You can get me at WesdykL@Hotmail.com if you have an interest to join the racing. Get in contact early as you will need to join a participating club. It is all easy and doable but does take time.



What's wrong with this picture?

[Have you seen the new Wild Card?](#)

For those who have not seen, Wild Card is now sporting a pair of hiking racks.

Yes, my rating reflects this new addition.

No, CMA racers are not allowed to race with anyone trapped out on any of our boats. My son Alex wanted to do it during a delivery so I took this picture.



[Boat Show Reception Recap - Gary Spesard](#)

If you weren't, you should have been there !

We had a very nice turnout this year. I believe last year we had about 50 join us at Carol's Creek for hors d'oeuvres and a cash bar. This year CMA provided food and drinks (including some adult refreshments), thanks to the generosity of our sponsors. We were very happy to welcome about 65 members and guests. We saw several familiar faces from our area along with several new faces. A few returning folks from last year also brought along some new visitors from outside our area. Our sponsors, Colligo, Annapolis Catamaran Center and UK/Halsey were on hand and available for questions. Our hosts, UK/Halsey showed us how sails are designed and how they are put together. There were many questions and much discussion. Also attending were Bob Gleason from The Multihull Source along with Steve and Tonya Marsh from The Finishline.

We were delighted to see a few big-multi folks this year and hope to see even more in the coming years. Dick and Anne from Greyhound (F33) who are living aboard cruising the Bay for the coming month or at least until they head further south. Members Chester and Jeannie King from Seapaws II Voyage 470, who are about to travel to South Africa to check on the progress of their new Voyage 520 which is nearing completion and soon to be in charter in the Virgins. Also attending were the Halls who are cruising the Bay on their F31r after hurricane Irene cut short their cruise of the Buzzard's Bay area a few weeks ago. I was also pleasantly surprised to see Marty Mitchell and Kathy from the Pittsburg area. We first meet at the Margaretville Trimaran Nationals in Pensacola last April. Marty said he loves cruising Florida and as been fortunate to be able to spend several weeks doing so each winter/spring the past few years. He said, most of the time the Corsair lives on the trailer in the driveway anxiously awaiting the next trip.

I would like to thank all of our members for your support and efforts to help make this year's event successful and bigger than last years. Special thanks to Terry Boram (and Clint) for getting and keeping it all organized and securing much of the food, Doug Dykman for help promoting the event, Larry Forgy for placing flyers with vendors at the show (and also Doug). Larry also secured, delivering/returning tables and chairs, Jim Neely for the loan of "the precious and much envied KEGERATOR". John Nichols and Chris for their help with essential party supplies (Rum most importantly). And special thanks to all those who help with the setup and especially the clean up. Your help was esentual and VERY much appreciated.

AND of course, most importantly our sponsors who made the event possible , Scott Alan and David Gross (UK/ Halsey Sails), John Franta (Colligo Marine), and Laura Hersfeld along with Steve and Robin who presented (Annapolis Catamaran Center). We could not of done this without their support.



Etienne from ATN talking about the Route de Rhum (courtesy of Doug Frantz)
More Boat Show Pictures on our [website](#).

[Pumpkin Patch Regatta at WRSC - Russ Wesdyk](#)

Was not sure if I should open this as "fifty year old virgin no more... a fat man hangs from a wire" or just admit "beach cat sailors rule." But let's just go with "Thanks, Keith and you can envision whatever level of sarcasm you think appropriate for how dead I feel a day later!"

So I got an email from the nice man at WRCRA who asked if I wanted to go for a ride for their Pumpkin Patch regatta. Now, while I have been very fortunate to own many boats from large cruising monohulls to multihulls and currently race a number of dinghies like Snipes and Lasers... and even messed around on a Hobie cat way back in the day, he did seem to understand that I was pushing fifty and had never been on a wire. I asked both my daughters if they want to butt the line and give it a go but both wisely declined wanting to see if Dad would survive. So they sent me off and about 9 hours later I returned alive. Barely. But, wow what a blast!

I should first say that while maybe its just different muscle groups, crewing a Nacra 20 was by far the most physically challenging sailing/racing I have done. This Laser sailor was not expecting to be as whipped as I was by the end of the day. It was also a fun though I think I made most every mistake a crew can make – at least three times each. In and out off the trap, boards up and down and trying to manage trim through the tacks and jibes, I eventually got. Kinda. The windward mark dynamics I also sort of managed through – off the trap, boards up, tack out, ease jib, hoist chute, trim chute, trap if necessary – although with some epic (sail shredding) failures. But my best (racing) failures I saved for the leeward marks. Boards down, drop spin sheet, blow spin halyard, haul spin retrieval line, tack line release, haul retrieval line some more, trim jib, get on the trap. And then... oh my... how did we end up 5 - 6 boats lengths below the exit windward lay line? Oh yea – slow/poor crew work on my part!! Keith never said a word but I think he could have managed a nap between when I tried to douse to when I got into upwind trim.

Tactically, I was lost for the most part and was never really able to get my head out of the boat and help even though this is one of my passions in racing. There were a few reasons for that. First I just need to learn (OK survive) the jobs that needed to be done. Second, I would guess that the legs (4, windward/leeward, offset, gates, split/start finish line) were less than a mile long and the boats so fast that I was always busy just managing the maneuvers. Third was that this boat sails with speed puck so there was no compass and without that I was like a fish out of water (I think - ?? - the speed pucks just give header/lifts from the most recent base course, but you don't know if the recent base course is headed or lifted relative the the day's trends). My overall impression though is that to some extent it's a bit like a light air Laser race. The boats are so responsive to pressure that breeze trumps lifts and headers (or current) and so linking puffs is maybe critical. I have no doubt I was not looking far enough down the course for that even when I could sneak a peak. The flip side though is there was one race where we schooled most everyone up the windward leg and it was the one leg where I knew we were in phase with the oscillating breeze and could play the shifts or play the cover game. My main point is that even though they are fast, there are tactical aspects to the racing, so if you like that, it can be found there. I could also mention that crew work matters as we lost many boats at the roundings due to my sloppy/slow crew work. Ugh!! The fourth and last reason I was not able to get my head out of the boat was that I was gasping for air. As I mentioned; "wow, what a work-out!"

The racing was tight and fair and some of the start were inspiring. These boats are all on or all off and it takes an experienced hand on the tiller. While they use rating in the scoring there are enough of most of the boats that there are always class boats you can judge your progress by.

The A-cats were also out and I was impressed at what an amazing upwind machine they are. I was surprised that they maybe seemed to be under powdered going down wind on a day (12 knots, with peaks to 15-16 and lulls in 7-8 range) that saw a capsized or two, a broken rudder and lost rig but that uninformed impressions may just have been because I was too busy hanging on going fast on the Nacra or the few A-cats that we caught downwind were sailing conservatively.

Nice RC work by WRSC (and nice facility too... first time I had actually been in the place) and all in all a really enjoyable day. It was very different from what I expected and very fun - great racing for sure. There was to be some form of a party at the club after racing but I had to bail for my kid commitments so sadly missed that.

Keith may have his revenge on me – and my gear – as there is a chance he will be aboard Lola for the Baltimore back this weekend. I keep trying to hook him into racing his F27 w CMA (or certainly for Nationals!) and in return he seems to be trying to kill me on his beach cat. We shall see who wins!! He may have the lead presently but I am not above leveraging his wife and kids to the cause and invoking mine!

Don't ask me how we scored because I don't know and not sure that I want to find out.

Cheers,
Russ

West/Rhode Riverkeeper Fundraiser - Food, drink Music - Nov 5 - 7 to 9 pm

Sailors care about the bay.

Over the past five years, WRSC has developed a close relationship with West/Rhode Riverkeeper, a local organization that focuses on protecting and restoring the West and Rhode Rivers and the bay.

West/Rhode Riverkeeper, Chris Trumbauer, was a featured speaker at our winter lecture series last winter. W/ RR has consulted with the grounds committee and club officers on environmental lawn care, treatment of storm water run off, application of environmental and critical area rules to the club and, most recently, got the club started in the oyster gardening program installing two cages of baby oysters under the club dock.

Bob Gallagher, the founder and chair of W/RR and Big Boat Member at Large, has formed an environment committee consisting of several other club members to consider other ways in which the club can help to protect our waters.

West/Rhode Riverkeeper is having its first auction fundraiser at the Galesville Memorial Hall on Saturday November 5 from 7 until 9. The \$35 ticket price includes food, drink and music and a chance to bid on things like Ravens tickets, a course at J World, a round of golf for four and winter prep of your boat.

Get full details and buy tickets at:<http://www.westrhoderiverkeeper.org/index.php/calendar/auction.html>.

I hope folks can come out and enjoy the evening.

Carole
WRSC Commodore

[Notes from the Newsgroup](#)

There is not much going happening on the forums that is not already covered in other parts of this newsletter. This is a place for everyone to share information. Don't miss the fun. Join the [Yahoo Group](#) today.

[Blast from the Past](#)

2004 Race to Oxford

Hello, all.

We made it! With the able crew of Tim Layne and his son, Alexander, we completed the race to Oxford. It was truly a "thrill ride" (GPS-20+knots) surfing down and powering through 6-8 foot swells down the bay to the first turn (G"7") into the Choptank. That turn put us on a reach in very heavy beam seas. Attempts to furl our blast reacher were futile so we dropped the rig and stowed that along with our jib. Under reefed main alone, we just managed to stay on both feet until the final turn into the Tred Avon. It was a slow beat up the river to the finish. With the breeze still up, we motored in behind Oxford to a small cove to anchor. The TAYC boat found us and we gained the TAYC for a hot shower and refreshments.

I was sorry to find that we were the only boat in our class to have finished. I was glad that you folks saved yourself the punishment that day had served up for us. It was a tough go and we now faced a return trip in better but far from ideal conditions.

After a very windy night on the hook, the late arriving TAYC boat collected us for breakfast at the club. By the time we had returned, rigged the boat and wrestled our anchor out of the clay bottom, we were late for the start (seems to be a recurring theme for me) and the committee boat was no longer on station. Our radio failed to raise the club, so with TAYC abeam and three long blasts on our horn we were off with reefed main and blade jib.

We managed all the turns on our way home save for the mysterious "Club Mark "x" to port" and found our way to the finish line, crossing without a sound from the committee boat. What? We didn't officially start? Or we missed club mark x? Oh well, onward to Annapolis in diminishing winds. I must admit the fight was out of me at the end of the day.

Conclusions: Great crew. Tim Layne and son, Alexander were super. Couldn't have done it without them and their good humor throughout a very trying experience. We had some hairy moments, but the R33 stood up well to the challenge. I have confidence in the boat and the punishment she can withstand. Glad for the experience, but I will never sail in those conditions again, given a choice!

Regards,

Jim Nealey
R33 "thrill ride"

Tim Layne's account follows:

Due to the poor visibility and boat traffic we could not see both ends of the start line. During the confusion we found ourselves on the wrong side of the line as the A0 boats or downwind sleds were starting. This required us to reach across the starting area on port tack in front of the bows of the sleds losing a lot of our windward position. As our gun went off we were still beating back to the start line under main alone in the third reef position. Unfortunately Jim's boat has boom furling with reinforcement patches but no way to attach an outhaul to flatten the main. Due to this we were barely able to work to weather enough and manage a dip start in that seaway.

Once underway we hoisted our jib and were surfing on the swells and peaking in the high teens. About half way down the first leg of the course I convinced Jim to unfurl the genoa whereupon we were able to start punching through the back of the waves in front of us. This had us no peaking into the low 20s. As we were getting closer to the turning mark the water was getting shallower and the waves steeper. The genoa would not furl properly and we doused it on deck. Shortly after this, the boat squared off on a breaking wave driving the bows and forward tube under the back side of the wave in front and nearly pitch poling us over. Surprisingly after everyone was thrown forward the boat recovered very nicely.

After this near crash, we took the jib down and began clearing the sails off the foredeck. As we rounded the leeward mark we were now reaching in steep beam seas taking near knock down gusts and releasing the main every time the wind would get under the tramp. After about a half hour we were out of the wave action and beating up the Choptank to the finish.

Later at the Yacht Club I overheard one of the Navy boat crews saying that they had recorded a 51-knot true wind gust. A friend from work who won his class on the Catalina 27s and High point series told me he recorded a 40-knot true wind gust with his wind instruments.

Tim Layne

Boat Drinks

Hot Toddy.

Just in time for winter, the Hot Toddy is a classic hot drink. Feel free to experiment with your favorite types of tea or skip it all together and use hot water alone.

Ingredients:

1 oz brandy, whiskey or rum

1 Tbsp honey

1/4 lemon

1 cup hot water

1 tea bag

Preparation:

Coat the bottom of a mug or an Irish coffee glass with honey.

Add the liquor and the juice of the lemon quarter.

On the side, heat water in a tea kettle and add the tea bag to make hot tea.

Pour the steaming tea into the glass and stir.

Classifieds

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

2003 Gemini 105Mc in great condition with major upgrades, in Annapolis area now for sale because of partnership reorganization, asking \$132,500 but partnership prospects still an option. Details at <http://mysite.verizon.net/vzenvm0w/> Contact Jack Lahr 410-295-0638 for more.

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



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

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.

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!



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

Our Sponsors

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.





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					