

CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

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Commodore's Report

Gene Freund

Well, it's finally winter and if your boat, like mine, is on the hard, it's nice to know that that's we're it belongs, for now. It's a good time to dream about Spring cruises, plan those commissioning chores, maybe order some of the parts. For my part I'm looking forward to hearing some fibreglassing tips from Phil Mc Kee at the upcoming club meeting.

I want to start this year thanking you for trusting me in the role of Commodore. I see the job as first and foremost cheerleader-in-chief for sailing our multihulls – **both** cruising and racing.

The club is well positioned for a successful year: we all owe thanks to Dave Way and Jere Glover for robust programs and for helping Jim Nealey and me learn the ropes for our tenure (work in progress).

Starting with the next issue, Gary Spesard has agreed to take the helm of the newsletter; thanks Gary! Phil Rappa is back in town and has already resumed his stewardship of the website. With Phill Wadsworth's departure, Tim Layne has stepped up to the plate as Fleet Captain, and produced an amazing recap of last year's racing season for the newsletter. With all the changes, we're really lucky that Kiyoshi Mizouchi (sp) and John Wayshner will continue in their roles as measurer and membership chairs, respectively.

It may be a busy year for Kiyoshi, as some new racing boats in the fleet promise some interesting competition over the next few seasons, which

means getting out to race (even if you're mainly a cruiser) will present even more opportunities to learn.

The Winter meeting program is shaping up: We saw a good size crowd at the Doyle Sail loft in January for Chuck O'Malley's hospitality and an informative talk on downwind sails. This month will feature fiberglass repair, and the March meeting Barry Gately, Quantum Sails, Annapolis, has agreed to hold a "chalk-talk" with our group about sail trim for our March 25th meeting, 2pm at the Annapolis Public Library.

The April meeting will of course be our annual awards dinner. See you there!

Quote of the Month



" I was zooming along at full speed in a 30 to 35-knot northerly. I had taken in two reefs and was sailing with the staysail, when I hit a container floating just under the surface. I went right up on it and with the violent impact, I lost a metre off my central daggerboard and smashed the main rudder. The boat is solid, but can't stand up to a container... I'm heading for Faial at around 15 or 16 knots, with three reefs taken in and nothing hoisted in front...It's infuriating! The sea is a rubbish dump on which it is growing increasingly difficult to sail."

- Stève Ravussin on colliding with a container in in November 2006 during the Route du Rhum race

Racing

Tim Layne – Fleet Captain

2006 CMA Racing Season

The first race of the season, Annapolis to Miles River Yacht Club in St. Michaels; the course is 21 miles and the race started with a light northerly breeze. At the start of the race, Gene and Gary on their F boats broke out in front early by reaching up high with their spinnakers. Most of the fleet stayed in the center of the bay or over towards the eastern shore except for Kiyoshi/Jeff who started late and sailed down the western shore quickly passing the whole fleet and correcting out into first place. Jere/Lloyd who also stayed closer to the western shore saw better wind and due to increasing wind as the race wore on corrected into second place. Gene was able to correct over Gary to get third place.

Although the hospitality at MRYC was not what all the racers are accustomed to, we had to anchor outside due to a conflicting schedule with the power boaters at the club; the CBYRA representative from MRYC assured me that we will be welcomed this year with our usual space along the seawall inside the marina. The race back the next day was slow for all but Kiyoshi/Jeff who ended up correcting over an hour in front of the Jere/Lloyd and John corrected to third place.

The Leukemia Cup had only four boats show up and Kiyoshi/Jeff got another two firsts. I was unable to attend but Gene, Phil and Gary all scored the same total points for the two race series and the race organizers placed Gene second, Phil third and Gary fourth. Although I do not have the corrected time results, this should indicate that that Gene should have a greater corrected time margin over Phil and Gary and Phil should have had a greater margin over Gary.

In the North Bay Race Week regatta, we had eight boats participate; our turnout was just as large as the largest monohull Class. Phil was able to easily win with three firsts and a second. There was a three-way tie for second place going into the fourth and

final race between Jim on his R33, Dave and Gene on their F boats. Dave was able to finish second, Gene took third and although Jim did not finish the last race, he still finished fourth in the series.

The Sail for Sight Race had seven boats start but only four finished with Kiyoshi/Jeff correcting first and the Jere/Lloyd corrected second 22 minutes behind with Gary correcting third another 40 minutes behind Jere/Lloyd and Larry being the last boat to finish corrected 15 minutes behind Gary. The following day saw all seven boats finish a very short distance in light air race with Gary beating Kiyoshi/Jeff to the finish line due to the wind filling from the side that favored Gary. Gene corrected over both of them winning on corrected time by 2 minutes over Gary. Kiyoshi/Jeff was still able to hold on to third by 8 minutes over the Jere/Lloyd.

The weather for the Solomons Island Race was similar to the year before and we had eight boats start with six finishers. This was a southerly beat in a dying breeze until about 1:00am, when the breeze completely shut off and slowly filled back in from behind allowing Dave to catch up and nearly pass me. In the light air, the duel continued thru out the night until right before sunrise when we split tacks. This allowed me, due to a favorable shift, to gain nearly a mile on Dave but he was still able to finish less than 17 minutes behind me. Shortly after Dave finished, the wind completely shut off again and the next multihull to finish was Gene, 3 ½ hours behind me. The final corrected results put Dave in first, me in second with Gene in third.

The Governors Cup Race with eight starters and eight finishers became an historic event for CMA as I was able to set a new elapsed time course record on this very popular race http://www.hometownannapolis.com/cgi-bin/read/2006/08_10-39/SAL and Kiyoshi/Jeff were able to capture first place setting a new corrected time record beating me by two minutes with Gary correcting to third one hour behind us. All eight boats that started the race were able to finish.

The Cedar Point Race was a very unusual race in that we had a nice five to ten knot spinnaker run down to the leeward mark and a beat to the finish.

What happened is after Kiyoshi/Jeff and I rounded the leeward mark the wind began to lighten up and the two of us headed over to the western shore while the rest of the fleet except Larry stayed on the eastern shore. By the time I had sailed to within two miles of the finish and back over on the eastern shore a strong 15 knot northeasterly filled in favoring all the boats on the eastern shore. Because our handicap system is based on the amount of time your boat spends on the race course, the slower boats in this race spent a higher percentage of time in the stronger wind. This put Jere/Lloyd into first place correcting by a half an hour over Dave who sailed an excellent course by sticking to the eastern shore and was still able to correct over Gene's slower boat by 3 minutes.

The NASS Race to Oxford was another one for the record books as we had a strong northerly wind with its reverse start, sent most of our eleven boat fleet passing most of the monohulls before the finish. Kiyoshi/Jeff got the start and sailed a flawless race to set a new corrected time record. I had some wild gybes while threading my way through the monohull fleet. Wild Card would be heated up to nearly 20 knots and then I would have to decide if I could sail up high enough to clear the stern of some of the monohulls that were on starboard tack without capsizing and if not at the last moment gybing beside them and accelerating away. On one of these gybes we got a wrap in the spinnaker that required us to drop the spinnaker clear the wrap and reset the spinnaker and on another gybe the sheet jammed between the sheave and cheek of the turning block and we had to sit there flogging the spinnaker DDW while my crew freed it up. These errors allowed Kiyoshi/Jeff to beat me to the leeward mark. I then had to pass them again and was able to set a new CMA elapsed time record while the new course record went to Doug Kirby and Andy Herbick on a Nacra 20 Tygart Racing in the Beach Cat class

http://www.sailregattas.com/crac/uploads/results/52nd_NASS_Oxford_Race-2006/Oxford%202006.pdf

. My boat was not the only boat in the fleet suffering from gear failure, Jim broke a rudder and had to retire and Larry blew out his 30 year old spinnaker.

The Hammond Memorial Race the next day started out as a nice light air sail with winds ranging between four and eight knots until we reached the bay where the wind shut down completely. Time was running out as we inched our way to the finish line and as a matter of fact none of the monohulls were able to finish the race within the six hour time limit from their start. I chose the inside course while Kiyoshi/Jeff chose the outside course and as luck would have it the wind filled in from behind and outside allowing Kiyoshi/Jeff to take line honors for the first time against me. This time Jere/Lloyd corrected into first place by 50 minutes over Dave and Kiyoshi/Jeff corrected into third one minute behind Dave.

This wrapped up our High Point series with CBYRA and eleven racers qualified for scoring. This means that they had to start in at least five races. The results are listed below with the top three placers receiving CBYRA High Point trophies for their achievements through out the year.

Skipper	Boat Name	Sail #	Score
1. Mizuuchi/Scherpf	Ahoodori	M238	0.719
2. D Way	Trinity	M239	0.659
3. Freund	Noumena	M034	0.633
4. J & L Glover	Gemini	528	0.631
5. Tim Layne	Wild Card	CAT 9	0.620
6. Gary Spesard	Triangle	228	0.616
7. Wadsworth	Conker	M330	0.449
8. Forgy	We're Not Lost	330	0.402
9. Ratrie	Tabby Cat	M007	0.361
10 Wayshner	Salty Slug	M138	0.336
11. Nealey	Thrill Ride	M006	0.247

It is exciting to note that if we can get two more boats to qualify for the High Point series this year, there will be a total of four boats that can receive a High Point trophy at the end of the year.

After the High Point Series we still had two more races on our schedule that will become High Point qualifiers for this year. The first was the Baltimore Harbor Leukemia Cup and we were able to muster up 5 starters. Gary had Pat Hogan, the F boat rep aboard for both races and being overly aggressive on the start and in the windy conditions caused

them to shot over the line early. I was a little late on the line and they were able dip back down to clear themselves. The poor starts that Gary and I had allowed Jim to take the lead until about half way to the first mark when he was plagued by gear failure again as he blew out the halyard webbing off his headsail allowing me to catch up and pass him. Once around the first mark, we were short one crew member, and the wind was blowing 15 with gusts to 20, so for safety we flew the screacher down wind to Rock Hall and then had a long beat back across the bay and into the Patapsco River. Once in the Patapsco the wind shut off and it became a light air battle to find the best wind line to Baltimore. Once we got past the Key Bridge the wind began to pick up again to the finish and Gary corrected into first 24 minutes ahead of me and John was 23 minutes on corrected time behind me.

The next day for the Baltimore Harbor Fallback Race the winds were fluky after the start and once we cleared the Key Bridge the wind got lighter and Gary found a better wind line making it to the weather mark near Rock Creek first. Once we got our spinnaker up and passed Gary and a monohull, we put some distance on Gary because Gary seemed to be trapped in the lee of the monohull. The final leg was a windy hull flying reach to the mouth of the Patapsco and Gary corrected into first four minutes ahead of me while Gene was nearly six minutes on corrected time behind me.

In addition to the CBYRA High Point awards CMA has two perpetual trophies with first, second and third placement on each award. The first perpetual trophy is the Past Commodores' Elapsed Time Trophy that is to be awarded to the skipper achieving the best elapsed time performance during the season. Points are awarded on the same basis as for the CBYRA high point scoring but for elapsed time instead of corrected time, and for the best seven (7) results out of all CMA sanctioned races (not just the CBYRA races). The second is the Past Commodores' Long Distance Trophy that is to be awarded to the skipper achieving the best corrected time performance during the season in the longer point-to-point races. Points to be scored as in the CBYRA High Point Series, for the six longest races in the CMA calendar as nominated before the

season by the Fleet Captain; these need not be restricted to CBYRA sanctioned events. The best four results out of these six races will count.

Since the inception of the Past Commodores' Awards in 1995, a few changes have been incorporated by Fleet Captains. It has been recognized that **one of the major objectives of the awards is to encourage participation of as many racers to the competition with increased chance for recognition of the accomplishments.**

Therefore, a rule has been added to avoid one over-achieving competitor to take home all the trophies. Thus, each competitor is awarded no more than one CMA Past Commodores' Award trophy for the season. In summary there will be six take home trophies handed out at the awards dinner meeting.

Upcoming Events

- § February 25 – club meeting (all winter meetings at Annapolis Public Library on West Street: Board Meeting at 1:30 PM, Program at 2:00PM) Topic: Fiberglass Repair
- § March 25 – club meeting. Topic: Sail Trim
- § April 29 (tentative): Spring Dinner

Membership Matters

John Wayshner, Membership Board Member

Please send dues made payable to CMA to:

John Wayshner
1435 East West Shady Side Rd
Shady Side, MD 20764

2007 dues are \$25 locally or \$20 if more than 200 miles from Annapolis. If you're racing this season include an additional \$20 racing fee.

2007 CMA Board Members



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CMA Flags and Jacket Patches

There are a few CMA flags (burgees) left. Hurry up and order yours to keep your multihull in "Bristol" style. They are \$22.00 each. These are high quality flags made from heavyweight fabric with the CMA logo sewn on. Or, you can let the world know multihulls are the way to go with the CMA Jacket

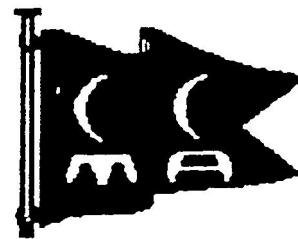
Patch. Each patch cost \$3.00, which includes shipping to your doorstep. Send your check to Mike Brian.

Make checks (only) to: CMA
c/o Michael Brian
416 Plainview Ave.
Edgewater, MD 21037

Jacket Patch



Burgee



Cross 36 Trimaran. Built 1988 w/Cold-molded double diagonal ply/West System. 25 hp Perkins diesel. Main, Jib, Drifter/Reacher. GPS, VHF. Propane stove, Solar panel, Bimini, 45 Lb CQR, 44 Lb Bruce, 25 Lb Danforth. Location: Lombardi Multihulls, North, Virginia. \$36K. Contact: Will Gordon (207) 342-3834.

1994 Corsair F-24 MKI Dry-sailed (mast-up storage at the marina, on the trailer) about 45 minutes south of Annapolis on the Chesapeake Bay. It is in very good condition and I am happy to send you an inventory list and answer any questions. \$29,900 Peter Hoppmann
phoppmann@hoppmann.com (703)-754-6511

24 ft Buccaneer Tri I've had this boat for 20 years and modified alot for speed. I need to let her go. great buy? Near Easton , 410-820-7127 Steve Chitty

Wanted: Tramp/Eagle or Similar Tri
Looking for a 23-foot or smaller trailerable trimaran, demountable or folding, folding preferred, trimaran and trailer in good condition. Call Gerri at 724-934-3324 or email gerrigg@connecttime.net.

Chesapeake Bay Charter -- Catana C381 available for 5 - 7 day weekly Charters at \$2,100 and 3 day weekend rates at \$1,700 in 2006. And for weekend getaways, we are also making her available as a Boat and Breakfast in Georgetown Yacht Basin (on the Sassafra) on our mooring at \$120 per night. Please contact us for reservations at 302-290-1066 or rcgamble@hotmail.com or visit our website at www.rcgamble.com for more details.

F31 --We are getting a new boat and selling our 2002 F31 UC Hull #218. This boat is loaded and primarily equipped for cruising (not racing) including all standard UC features plus a custom full dodger/bimini/enclosure with isinglass and screens. Located in Stevensville, Maryland on Chesapeake Bay. 410-643-2100.
philipp@spcinnovations.com

APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL

(Circle One)	<i>New Application</i>	<i>Renewal</i>	<i>Correction</i>
Name(s) (as you wish it to appear in the roster):			
Street:		Boat Type/Model:	
City:		Boat Name:	
State/Zip Code:		Manufacturer/Designer:	
Home Phone:		Year and Rig:	
Business Phone:		LOA:	Sail #:
E-mail Address:		(Circle): <i>Cat Tri Mono Proa</i>	
Newsletter preference (circle):		Sailing Interests:	
<i>Email file</i>	<i>email me with link</i>		
Home Port:			
How did You hear about CMA?		Questions/Comments:	

Send form with check for \$25, or 20 if more than 200 miles from Annapolis, MD, (plus \$20 racing fee, if applicable) to: John Wayshner, CMA Membership, 1435 E.W. Shady Side Rd, Shady Side, MD 20764.

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