

CHESAPEAKE CRUISING MULTIHULL ASSOCIATION NEWSLETTER

<http://ccma.instantname.com>

VOLUME XXVII NUMBER 6

November /December 2003

Holiday Dinner

The CCMA Holiday Potluck Dinner Party will start on Saturday evening, December 6, at 5:00 p.m. at Doris and Jere Glover's. CCMA will furnish the main entrée and beverages, but please give Doris a call the first week in December to let her know what dish you'll bring. Their telephone number is (410) 268-2872. Don't miss this great evening!

Directions to the Glover's House

From the Washington Beltway – take Route 50 East toward Annapolis to Exit 22, Aris Allen Boulevard.
From Baltimore – take I-97 South to Annapolis to Exit 22, Aris Allen Boulevard.

Continue about 2 miles on Aris Allen Boulevard. Aris Allen turns into Forest Drive at the first traffic light. Continue on Forest for about 3 miles. You will pass a Giant Shopping Center on your left. Take the second left after the Giant on Carrollton Road. Stay on Carrollton pass the golf course. Take the first right after the golf course on Ogleton. Turn left at the third street, York Lane.

The Glover's house is the first house on the left at 1005 York Lane.

Winterizing the Sails!

It's that time of the year again when most folks put their boats into hibernation for the winter months. Most of us wouldn't think of putting our boats away without winterizing the engine to insure it's performance in the next season. The prudent boat owner also extends this winterization to his sails & running rigging also. The winter is the perfect time to get the sails off the boat, checked over, washed, and stored in a dry area. This winterization process also extends to the boats canvas, (i.e. dodgers, biminis, sail covers, etc.). By doing this you can jump-start your season and get out sailing soon as the weather turns good again.

The check over of sails includes the obvious areas:

1. Check over all seams and stitching, especially in the leech area or any area that may be exposed to the sun for long periods of time.

2. Check all grommets and rings to ensure their integrity. This applies especially to the webbing at all the corners. If the sail has been used for a couple of years and has the original webbing I would seriously consider changing out the webbing. This is really important for the boats sailing in tropical areas where the UV damage is likely. I think everyone has probably had a failure of the webbing. Most of us lose our sense of humor when this happens and have to go on the foredeck and lash down a flogging sail. While checking out the sails hardware, also go over all the leech cord cleats, blocks and leech cord.

3. One area that we see a high percentage of problems in are sails with white UV covers. In many cases the sails get furled inside out, with the actual body of the sail being exposed to the sun for a full season or more. This usually occurs when the sail is taken off for the season and the furling line pulled off the drum. The furling line is then installed in the spring with the drum being turned the wrong way. By the time one realizes there is a problem the damage has been done. Generally there are 2 courses of action here; amputate the sun-rotted section of the sail or replace the sail!

4. Depending on where you're sailing (high salinity level) It is a good idea to wash all "primary" sails. (Genoa & Mainsail usually) Salt and dirt lead to a breakdown of the sailcloth. This should be done every season in high salinity areas, every other season in brackish water. Another prime reason for washing sails is mildew. This is particular prevalent problem, which can be handled if we get the sail before it gets out of hand. When you have a very wet year like we all have had on the East coast every furled sail has mildew to some extent. With the wash process that we have at North Sails we have been very successful in bringing the sails back. The one problem with this is that it sometimes not 100% white but it does stop the mildew from growing in the sail. Another advantage of washing sails is that they simply look better. This also goes back to sail storage. The sails are much better being on a nice warm shelf rather than lying crunched up in a damp boat all winter.

5. Racing sails. The last few races of the season are a perfect time to get some pictures of the tired sails that have seen way to many early starts and just flogged to death, or that crash tack when you didn't quite get the sheet released as well timed as you may have liked. The winter is the perfect time to go over the inventory and do any re-cuts that may help the performance of the sails. If re-cutting is not cost effective, the Off-season and Boat Show season are perfect times to take advantage of the off-season discounts that are available. All racing sails should also get a racers rinse, a good fold job and put away dry.

6. Canvas. These products generally need as much, if not more, care than the sails. There is always re-stitching, reinforcing of hardware, cleaning and waterproofing that that should be attended to on every piece of canvas.

This is just a quick overview of the winterization process. By taking these preventative steps In the fall when you're poutting the boat to bed for the winter you make the sport of sailing more enjoyable by having sails and canvas that don't fail. This also provides the perfect opportunity for a health check on your "wind engines." Perhaps your best opportunity to keep up with the overall state of your sail & canvas inventory.

Jim Cullen
North Sails / Chesapeake
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jim.cullen@northsails.com

Election of CCMA Board

On Saturday, December 6, at the CCMA Holiday Party at Jere and Doris Glovers a new board will be elected. Here is the proposed slate of officers so far [please note that any CCMA member can volunteer or be nominated]:

Commodore:	John Wayshner
Vice Commodore:	Dave Way
Fleet Captain:	Phillip Wadsworth
Secretary:	Doris Glover
Newsletter Editor:	Phillip Rappa
Treasurer:	Vacant

2-Year Board Members: Anatole Butis
Mike Brian

1-Year Board Members: Kiyoshi Mizuuchi
Jere Glover

Special thanks go out to efforts of Brad Houghton and Mike Brian who shared the Vice Commodore role, Dick Bean as the Newsletter Editor, Richard Tolson as Treasurer, and all the Board members continuing on in the current positions. At this time the Treasurer and the Newsletter Editor positions are unfilled. Neither of these positions need be filled by local Annapolis residents as most functions can be handled by mail/e-mail. Interested persons should contact me at (301) 261-9203.

John Wayshner

E-Mail Addresses Needed

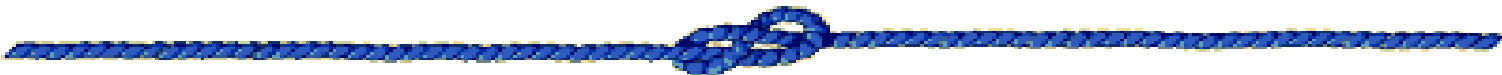
The e-mail list is missing! It must have floated away with Isabel. In an attempt to rebuild the list, please send your e-mail to the newsletter editor to help resurrect an electronic directory so late breaking news can be issued in a timely fashion.

Episode IX - Brazil thru Tobago

We've logged 3,200 miles since leaving Rio. The concerns of working our way up the coast proved to be unfounded. In Rio, we anchored next to a Caravel, a replica of a ship like Columbus sailed. We went up into the mountains and watched dozens of hang gliders jump off a cliff and soar out into the bay with Sugarloaf and Cocovado in the background. Going around Sao Tome was a bit unnerving. It is very shallow for many miles out. There are the oil rigs but worst of all are the very small fishing boats, frequently unlit and never with correct running lights, that have black floats out with fishing nets strung between them; they are everywhere. We caught a float that smacked into our side. Unbeknownst to us, the net wrapped around our prop and rudder. When daylight came and we saw the net streaming out from behind the boat the waves were far too big to put a dinghy in the water so in goes Ken with life preserver, helmet and knife to cut away all the net. Most of the trip was sailed in rather calm conditions, except for the squalls that bring in very strong winds and unbelievable rain so you have no idea what is hiding behind each squall. Is there a freighter out there or a big fishing boat? Most of the trip consisted of eating, sleeping and reading and watching out for ships every 10 minutes. The wind was basically behind us after Rio so the main was down much of the time; when a squall came along we just reefed the jib a bit or a lot. I don't believe we ever had to tack. Life is good! There were several times when over 100 small flying fish would take off in mass skimming across the surface like a giant silver disk. The dolphins were around on a regular basis to continue to entertain us. Ken even caught a few fish. The doldrums were really big this time; we motored for 50 hours. There was just no wind after passing the Amazon where the blue of the ocean instantly turned to a wall of brown that lasted to French Guiana. We made a stop at Devil's Island, the old

French prison that closed around 1954. It was a beautiful place with parrots, monkeys and wonderful trails to hike but at its peak it had well over 5,000 prisoners who were generally sent there to work as slave labor and to eventually die. We ran into a sister ship of ours and it was interesting to see how they had finished their boat. The sail to Tobago worked out well except for many squalls. Boats that left just before us motored almost the entire way but we sailed the entire trip. Carolyn woke me around 0400 the last morning; we were sailing thru another squall, no main and the jib reefed except for about 6' showing and we were doing a steady 14 knots. You just stand there in the cockpit with the self steering guiding you thru the night where you can hardly see the bow, like you are on a giant surfboard blasting down an unending wave. The lighthouse was not working on Tobago and we were 3 miles off the coast and there are rocks strewn out to the north side of the island; you hope your GPS is working correctly. Finally the squall passed and the silhouette of the island came into view. We anchored in a beautiful harbor in 55' of water eating up all of our chain. Tobago has had good snorkeling with fine anchorages and not a crowd of boats. The fishermen say that the cruisers are killing all their fish but we watch them take giant nets and pull them into shore with hundreds of fish in them. They put maybe 20 - 30, 2 - 3 foot fish in a barrel but throw the smaller ones on the beach to die when they could throw them back into the ocean to grow up and be caught again. Carolyn has made a fantastic canopy that covers most of the boat from aft of the mast. It sure cools things down. We participated in the Heritage Festival marching down the mountain from the fort to the town with many drums pounding out the rhythm while the throng sang African chants. They recreate old customs like log cutting with giant pit saws, cocoa making (the seeds taste good), and sugar cane pressing. The most interesting was how they washed the cloths of the dead in the stream to wash away the spirit then they walked away from the stream backwards so the spirit can't follow them. We've visited many other places like forts and museums and we keep busy keeping the boat ship shape. Tonight we saw another green flash off the setting sun while a steel pan drum plays on shore. Over the past 15 months we have been at sea 79 nights, about 18% of the time, and have covered over 13,000 miles. If we were going around the world, we'd be pushing half done. Off to Trinidad in a few days.

Ken and Carolyn Loving on Paws - svpaws@pocketmail.com



For Sale - F-27 Center Cockpit 1993 Hull No. 363 "Nice Tri". Excellent condition and loaded with options. Located on Kent Island. Smyth Sails Screacher and Bowsprit little used and excellent condition. Almost new North Sails 130 RF Genoa. Marine Head with holding tank. Auto pilot, VMG, GPS, VHF, 45 W Solar Panel, ST winches, Pop-top enclosure, Boom Tent with netting, Cover, etc. Also negotiable are Lectra-San MSD, 2nd Battery, Dingy with 4 HP Merc, Trimini. Owner purchasing an F-31. Will store on trailer until spring.

David R. Philipp

Phone: 410-643-2100

E-mail: philipp@spcinnovations.com

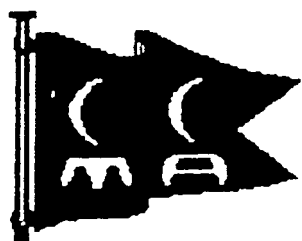
Condor 30 1990 - Hull # 3. 1990. Ready for racing or cruising. Fast, strong and comfortable trimaran in excellent condition. Two complete sets of main sails w/Furlex furling jib. 2002 upgrades include UK spinnaker, Sunrise Side Nets, and Lewmar running gear/traveler. Electronics: VHF, Loran, Multi function instruments (Wind, Depth, Speed) w/Sailcom, AM/FM radio, and solar panel/system. Engine: Nissan 9.9. Sea Lyon Two Axle Boat Trailer. May hold Note - \$10,000 down. Boat Slip available. \$45,000. Contact: Dave Way, 202-685-5368, or email; daveway@chesapeake.net



Condor 30
Tri My Way

CCMA Flags

There are a few new CCMA flags left that will be available at the holiday dinner. They are \$22.00 each. Another great reason to attend the dinner!



CCMA JACKET PATCHES

Let the world know two or more hulls are the way to go with a CCMA jacket patch. Each patch cost \$3.00 which includes shipping to your doorstep.

Make checks (only) to:

CCMA
c/o Michael Brian
416 Plainview Ave
Edgewater, MD 21037

2003 CCMA Board Members



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|----------------------------------------------|------------------------------------------------------------------------|----------------|
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