



CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

VOLUME XXIX NUMBER 2

March 2005

Commodore's Report

The February 27th CMA Meeting started out 2005 as a great success. The January meeting was cancelled because of snow but February turned out a beautiful meeting day. Thirty plus CMA members and guests enjoyed a very interesting presentation entitled "It's a Sailboat" by George Benisek of Chesapeake Rigging. In George's personable style, he addressed various aspects of the mast, rigging, and sails, including rigging inspections, detecting faults, tuning, and the appropriate use of the "Board of Shame," a great Show and Tell interactive lecture. Thanks again to George Benisek.

The March 20th CMA Meeting speaker will be Rex and Celeste Conn (rescheduled from January). Their lecture with photos will cover the dismasting of "Alacrity" during the 2004 Heineken Regatta in St. Maarten, and the dramatic rig-less run back to the Chesapeake. I suggest you get your seat early for this Multihull experience.

At the February BODs meeting 2005 goals and objectives were approved.

Summary of objectives: (1) Review and Update the CCMA By-Laws and/or Charter to reflect current CMA purpose, programs and activities. (2) Increase Membership by establishing membership goals with an Annual Award to the CMA member who recruits the most new members during the year (2005). (3) Develop the Multihull Racing Schedule with CBYRA and support new multihull members and new racers with boat ratings & crew. (4) Increase Support for the CMA Cruising Schedule. CMA will continue its traditional Land-Sea

Rendezvous in addition we are proposing a Fall cruise on the Chesapeake for a week. The Fall Cruise will be scheduled to coincide with the annual Annapolis Sail-Boat Show in hopes of recruiting out-of-town sailors to participate.

We need your help. The CMA Cruising Director position is currently vacant. I urge a CMA member/volunteer to step-up and pull-in the sheet to coordinate the Cruising Activities. Past years cruising activities data base is developed and ready for your implementation. Please contact me for additional Cruising Director Questions.

Thanks again for all your Multihull ideas and participation. Let's continue sailing forward through 2005 with a positive tack to your aspirations. Please contact me and/or any of the CMA Officers and/or BOD members to present your ideas, recommendations, and your volunteer capability to support CMA in 2005.

Thank You,

Dave Way

Quote of the Month



When you spend so much time pushing, caring for, cajoling and maintaining a beautiful racing machine like this, you get very close. She's looked after me well, and I look after her. I haven't been lonely at all.

Ellen MacArthur

Racing

The current CBYRA 2005 Schedule has been finalized. The racing schedule is provided below. If you plan to make hotel reservations at any of the race stopovers, do it now. Hotels book up fast!

Annapolis to Mile River - May 28th, 2005
Miles River Back - May 29th, 2005
Leukemia Cup - June 18th, 2005
Northern Bay Race week (4 races) - June 25 and 26th, 2005
Race to Baltimore/Sail for sight July 9th, 2005
Baltimore Lighthouse Classic, July 10th, 2005
Solomons - July 15th, 2005
Governors Cup - August 5th, 2005
Cedar Point - August 27th, 2005
NASS Race to Oxford - September 17th, 2005
Hammond Memorial Race - September 18th, 2005

Please contact Phillip Wadsworth if you have any questions

301-524-6399 cell
410-626-7445 home
phillip@conker.us

Racers Meeting - March 20

Following the club meeting on March 20 there will be a racers meeting. A review of the 2005 schedule, boat ratings and an introduction to racing will be presented. All those interested in racing are encouraged to attend or contact Phillip Wadsworth, Fleet Captain.

Crew needed for racing.

Jere and Lloyd Glover need crew for the races this summer. Our crew for the last few years, Larry Forgy, just bought a McGregor Catamaran and will be racing this summer therefore we need a new crew. If anyone is interested, contact Jere Glover at Jerewglover@msn.com or at 410-268-2872.

Gene Freund is also seeking crew to help race his Corsair F-28R this year. Contact him at 410-750-3134 or genen8kua@comcast.net.

Cruising

This year's cruising schedule will include a new Fall Cruise. This cruise will start on 2 Oct with a Sunday evening get-acquainted potluck at Dave & Ruth Way, West River, Shady Side. Departing on Monday 3 Oct for a fall cruise around the Chesapeake Bay (considering wind & weather considerations) to include Salomon Island, Oxford, St, Michaels, and maybe up to Baltimore? Marge & Bob Ware and Dave Way ran a fall cruise in the fall of 91. This cruise is designed to attract CMA members and Multihull Guests from out of town (Ohio, Maine, SC, and Fla). It permits local CMA sailors to join-in or drop off at various locations, with everyone returning to Annapolis for the Sailboat Show.

We are still looking for a club member to fill the Cruising Coordinator position. If you are interested in cruising and want to get to know the bay and the club members better, this is a great opportunity. Contact [Dave Way](#) for additional information.

Membership Matters

Membership

Renewal

By now, everyone should have received the latest CMA membership roster. It was mailed a couple of weeks ago. If you didn't receive it, email me at johnwayshner@hotmail.com and I'll provide you with one. Please review your information, if corrections are necessary let me know and I'll make them.

Every year we gain a few members and lose a few. There are a few names on the roster that are not current with their annual dues. I believe the membership benefits far out weigh the admission price and I certainly hope everyone decides to renew. For the few who didn't renew in 2004, but remain on the membership list, I will begin contacting you to see if this was an oversight or if you are no longer interested in CMA membership.

Membership dues for 2005 are due. Please continue

to make checks payable to CCMA. The bank account doesn't reflect the organization's new name yet. As I indicated last newsletter, an award will be presented to the person who recruits the most new members this year. Printable brochures are available on the website. Keep a couple on your boat. Give them out to your crew.

Thanks - John Wayshner



Upcoming Events

Members Meeting	March 20, 2005
Annual Spring Dinner	April 17, 2005

CMA ANNUAL SPRING DINNER

Date: Sunday, April 17, 2005

Time: 4:00 P.M.

Place: The Rockfish

400 Sixth Street

Annapolis, MD 21403

Phone: 410-267-1800

From downtown Annapolis The Rockfish is located just across the Spa Creek Bridge in Eastport at the corner of Sixth Street and Severn Avenue. There is plenty of parking on the premises.

The food is very good and we are ordering off the menu. The entrees range in price from \$14.00 for a Crabcake Sandwich to a 14oz. Ribeye Steak for \$27.00. In addition to several entrées, they also have soups, salads, pizza and pasta dishes – something for everyone!

Please RSVP to Jere Glover at 410-268-2872 or jeregwlover@msn.com by Friday, April 15th (before you pay your taxes J).

Look forward to seeing you there!

March 20th Meeting - Kite Sailing!

The next meeting will be held at the Annapolis Library on March 20th at 2:00pm. It will feature a lecture by Eastern Shore sailors Rex and Celeste Conn. Rex is the master/skipper of Alacrity, a 50', Dick Newick designed Traveler Trimaran. They will discuss the dismasting of Alacrity at the 2004 Heineken Regatta in St. Maarten, the dramatic rig-less run back to the Chesapeake under kite (looks like a parachute, it's sheeted only from the deck - mast not necessary), and preparations for the 2005 Faraday Mill Single-handed Transatlantic Race.

Newsletter Editor is Moving On

Editing the Newsletter and updating the website has been an enjoyable experience and has enabled me to meet many new people and get to know the club members much better. However, I will be moving to Florida shortly because Lynne will be attending an MBA program and Gene Freund will be taking over my position. In fact, Gene put together this issue and did a great job! Thanks to all for the article contributions.

Phil Rappa

Facnor Endless Line Furler Systems

Installation on Corsair 31R Ahoodori with an integral soft head stay (Part 2)

Kiyoshi Mizuuchi

(10/3/2004)

SDG2000PC for the Screacher

This furler works well for the Corsair 31 screacher. A few small points need to be mentioned nevertheless.

The upper swivel as supplied have O-rings that function as the retainer for the pins that keeps the toggles in place. I am uncomfortable relying on the small diameter O-rings for this job, considering that failure could cause considerable difficulty in heavy weather. I use monel wire in their place and keep the swivel attached to the screacher.

Occasionally, when the screacher is unfurled by pulling on the screacher sheet without tension applied on the furling line, the furler gets jammed. This can be undone by pulling on the furling line in the direction of unfurling. I believe this happens because of the absence of a proper "peeling claw" at the furling line exit point. There is a pin at the position, but the furling line can get jammed behind it. In near future, I will make a peeling claw and replace the pin with it. This should cure this minor inconvenience.

Attachment of the furler to the bowsprit can be done one of two ways. The simplest is to directly attach the snap shackle on the furler to the tang on the bowsprit. To do this, one needs to enlarge the hole on the tang plate to accommodate the shackle. One should be careful not to weaken the plate; the hole should be enlarged downward toward the bowsprit.

Alternatively, one can install a tack line, a block on the bowsprit, and a clutch near the bow. The direct method is simple and keeps the tack position low. However, one is forced to attach the screacher while the bowsprit is in the retracted position. While sailing with bowsprit extended, one can take down the rolled screacher and store it on deck, but cannot detach the tack from bowsprit without retracting the bowsprit. The tack line method allows attachment

and detachment while the bowsprit is extended, but raises the screacher tack point several inches and requires additional hardware installation. I have used the direct method so far, but may try the tack line and see which way I like better.

SDG4000PC for the Jib

This is a very nice furler and it works very well. However, use of an endless line furling system on the jib requires special arrangements with the head stay and jib halyard. No commercial package is available at present to replace the standard head stay with a package that includes the endless line furler, replacement head stay and jib halyard combination. One also has to be aware that the furler, upper swivel and the replacement head stay must withstand the full head stay load, and some makers of endless line furlers do not recommend such installations. Therefore, it is up to the owners to be aware of the risk factor and make sure all the parts of the system meet the safe working load requirement and all the components remain in good condition or be replaced as becomes necessary.

Jib luff

My jib was made by Calvert and has zipper sleeve. The width of the sleeve is about 2 and 1/4 inches. The sleeve accommodates both the head stay and the halyard set up. This way, the jib can be taken down independent of the head stay. Alternative methods include permanently building the head stay into the jib luff (like as done for screachers), or using the standard (or in the 2:1 configuration) jib halyard to hoist the jib/head stay assembly. While these options simplify certain aspects of the installation, considering potential mechanical problems and convenience issue, We discarded these options early on.

Furler attachment to the stem

This is done by the use of a standard toggle. In principle, one could replace the eye-screw on the furler with a jaw (or fork) screw to eliminate the need for a toggle and achieve lower tack position. However, the replacement part must be custom fabricated. The locking nut for the lower screw

adjustment requires a metric spanner thin enough to fit the space available. A regular adjustable wrench does not fit. An appropriate tool can be obtained through a number of supply houses for machinist's tools.

Upper swivel attachment to the mast tang/shackle

The eye screw on the upper swivel also cannot be directly attached to the heavy shackle on the mast tang on the rotating carbon mast. One could use some commercially available heavy toggle here, but instead I made a link plate that goes on the mast shackle out of a 3/8" plate of 316-SS and attached it to the upper swivel by using a pair of 3/16" link plates and 1/2" pins. This arrangement could obviously be simplified for weight saving and safety (less number of parts involved, less number of links to fail). I will consider fabricating a replacement parts here in the future. Replacement of the top screw on the swivel with one having an eye large enough to accommodate the shackle on the mast would be good. If one takes this route, the big eye-bolt probably should be made longer by a few inches to avoid the swivel body contacting the mast.

Replacement head stay

The trial head stay we tested first had a high-tech core covered with Dacron braid. The overall diameter was about 5/8", and the two end loops had aluminum fittings with a 10 mm hole for the pin on the upper swivel and for the lower unit. I tried this several times, but decided to change it for three reasons. First, it stretched while sailing by several inches, and shrank back to the original length in the course of several days on the trailer. This made it extremely difficult to properly tune the rig. I suspect that the cover material was too short relative to the loaded length of the system and pulling the length slowly back to its liking once the load is released. Second, if the length is not exactly as one likes, the range of adjustment one can make is very limited. Third, even with the cover, single-line soft stay may not have sufficient torsional rigidity required for effective furling along the length of the luff in strong breeze. If only the bottom half of the

luff roles and the top part left unfurled in heavy weather, the jib would be shredded in no time. In order to avoid these problems, I decided to adopt the stay adjustment system developed by Erik Precourt of Canada. Erik made for me a modified version of the hardware for this purpose.



These modified Precourt System parts were designed A) to be able to mount directly onto the Facnor upper swivel and lower unit without additional toggles, B) to be able to attach the jib tack and halyard tensioner to the piece that goes onto the furler lower unit, and to work with double-line loop head stay made by end-to-end splicing a double-length 3/8" Vectran 12-strand (described below).





I made double line spacers to keep the two halves of the Vectran loop apart by 2" (outside to outside). These were made out of 3/8" Delrin plate. The upper and middle units of the Precourt system were tied onto the two end loops of the Vectran, where PVC heat-shrink was placed for protection. 16 spacers were placed in between to keep the two segments apart. This part of the head stay system forms a 2" wide ribbon. (A similar ribbon configuration assembly could be made by using a piece of Mylar ribbon of appropriate thickness as the spacer along the length of the stay, wrapping the assembly with a piece of Dacron, and sewing the two rope segments into their places at the two edges of the Mylar ribbon. This may be a neater way, if one could get the help of a sail maker. (I happen to be more comfortable with machining than with a sewing machine to do this by myself.) The idea behind the double line ribbon configuration is to achieve higher torsional rigidity than a single line system under head stay tension.



The halyard sheave was hung from the upper Precourt system piece, and the lower Precourt system piece was attached to the middle piece with a length of 1/4" Dyneema 12 strand.



The halyard was made with 1/4" Vectran 12 strand, with a thimble at one end and a snap shackle at the other. These two ends were connected with a piece of 1/4" Dyneema cored line about 2' longer than the Vectran part to make a loop. As the jib is hoisted, both the head stay and the halyard are stashed into the jib luff sleeve and the zipper closed over them.





The halyard tensioner consists of a lever, a turnbuckle, and a snap shackle. When the jib is hoisted and the peak reaches the top, the tensioner snap shackle is attached to the thimble at the end of the Vectran halyard with the tensioner lever in the open position. Adjust the turnbuckle if necessary, and close the lever. The lower front edge of the jib where the tensioner, etc. are exposed is covered by a piece of Dacron using a piece of Velcro taped onto the sides of the jib (the jib luff sleeve terminates two feet short of the tack in order to accommodate the halyard tensioning system).

For Sale

Stiletto 27 – Previous Engagement

1979 Stiletto 27
 Catamaran, All new or recently replaced:
 Calvert Sails,
 Canopies, Trampoline with Track, 2002
 Mercury 15hp, Square Top Main, Genoa, Asymmetric and Screecher, VHF. Also includes Porta-Pottie, Bunk Cushions, Dock Lines, and all safety equipment.
 Reasonably priced slip in Deale available for transfer! Must Sell due to move. \$14,000. More details and photos at www.ChesapeakeMultihulls.org/stiletto.



Phil Rappa rappa3@earthlink.net or 703-960-2904 x201.

Cat Byte - 1974 Iroquois MkII Catamaran

Length - 30.5 feet Beam - 13.5 feet
 Draft (boards up) - 1 foot 4 inches
 Draft (boards down) 5 feet
 Height - 42 feet Fuel Capacity - 18 gal.
 Water Capacity - 60 gal
 9.9 Yamaha Long Shaft High Thrust (2001) Very low hours (10?) . Additional information:
<http://home.earthlink.net/~jeffruss/CatByte>

For Sale: \$26,500. Contact: Jeff Russell
Jeff.Russell@DoubleStarInc.com

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.

Jacket Patch



Burgee



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

2005 CMA Board Members



Commodore	Dave Way	(410) 867-2814 daveway@chesapeake.net
Vice Commodore	Jere Glover	(410) 268-2872 Jerewglover@msn.com
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	Jim Nealey	(410) 729-0481 jim@storyboardnow.com
Past Commodore	John Wayshner	(410) 867-6919 johnwayshner@hotmail.com



APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL

(Circle One)

New Application

Renewal

Correction

Name(s) (as you wish it to appear in the roster):

Street:

City:

State/Zip Code:

Home Phone:

Business Phone:

E-mail Address:

Sailing Interests:

How did You hear about CMA:

Questions/Comments:

Boat Type/Model:

Boat Name:

Manufacturer/Designer:

Year and Rig:

LOA: Sail #:

(Circle): *Cat Tri Mono Proa*

Home Port:

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.

CHESAPEAKE MULTIHULL ASSOCIATION

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

John Wayshner, Membership Board Member

1435 E.W. Shady Side Rd

Shady Side, MD 20764