

# CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

VOLUME XXXI NUMBER 4

September 2007

## Commodore's Report

### Gene Freund -Commodore's Message

The summer doldrums are almost over (along with a good chunk of the racing season). It's nice to have more afternoons on the water that aren't *gawdawful* hot and still. There's a lot of sailing that remains before we put the boats to sleep for the winter.

This summer, we've had good turnouts for the races, a Southern Bay Rendezvous, a Land-Sea Rendezvous and an Independence Day party at Dave Way's house (thanks, Dave!). Perhaps many of you have your own cruising stories to send in to Gary for the newsletter.

Bob Gamble, aided and abetted by the Havre de Grace Yacht Club, has arranged for the Northern Bay Rendezvous to be combined with the Annual Havre de Grace Fall Regatta on September 29. For those who choose, there will be a multihull start at 11 AM and one race. Or just cruise up on Saturday, attend the party and then head home Sunday.

The U.S. Sailboat show is coming, and CMA members will meet at the Rockfish Restaurant for dinner on Sunday, October 7. Drinks and appetizers will begin at 5:30 PM, with dinner (order on your own from the menu) at 7:00, so even vendors from the show could make the dinner. Call or email me if you have questions.

Winter is close enough that we'll need to be thinking about speakers and program ideas. We had a talk on fiberglass repair cancelled because of a

snowstorm last year, so that's a potential topic. Feel free to send in your ideas, suggestions, or even attend a board meeting (next one will be dockside after the Race to Oxford) with ideas.

Fair Winds,

Gene Freund

## *Quote of the Month*



"Design has taken the place of what *sailing* used to be"  
---Dennis Conner

## Upcoming Events

### **Northern Bay Rendezvous Saturday September 29<sup>th</sup>**

**Calling all Multihull Racers! Havre de Grace Yacht Club has given us our very own start for their Fall Regatta.**  
The HDGYC Fall Regatta is the next great CBYRA sanctioned race for the Upper Bay.

**Fall winds will power you through the race course as you compete with some of the other great Upper Bay sailors for line honors and just maybe a trophy!**

**Starts for Multihulls, all PHRF classes (A/B, C/D, Non Spin), and Cruising Classes.**

**Great after-race party with trophies 3 deep in all classes and lots of fun door prizes!**

**Grilled-to-order steak dinner with all the trimmings from St. John's Gourmet. Plus beer, wine, soda and water included in the dinner price!!**

Live music by Rob Fahey under the tent.

Free overnight slips at Tidewater Marina for competing guest boats.  
Walk to breakfast Sunday morning and stroll around Havre de Grace before returning to your home port!  
Multihull Cruisers welcome –

Complete the 'bottom' of the entry form regarding number of persons attending, along with payment.

PLEASE indicate somewhere on the form that you are part of the CMA Rendezvous. HDGYC needs to know how many mouths to feed!

Contacting Bruce, at [btaylor@whitfordlt.com](mailto:btaylor@whitfordlt.com) with inquires and requests would be the best bet.

HDGYC 2007 Fall Regatta Flyer.doc    2007 HDGYC Fall Regatta Entry Form.c    HDGYC - 2007 Fall Regatta NOR.pdf

## 38<sup>th</sup> Annual Annapolis Boat Show

October 4 through the 8<sup>th</sup>

For more information follow the link below

<http://www.usboat.com/>

### CMA Dinner

Sunday October 7<sup>th</sup>

Location will be at the Rockfish

Drinks at 5:30 PM

Dinner at 7:00 PM

## Racing

Tim Layne – Fleet Captain

### 2007 CMA Racing Schedule

*May 26	Annapolis to Miles River
May 27	Miles River Back
June 16	Leukemia Cup
June 23/24	Northern Bay Race Week
July 7	Baltimore Sail for Sight
July 8	Baltimore Harbor Lighthouse Classic
*July 20	Solomons Island
*Aug 3	Governors Cup
*Aug 25	Cedar Point
*Sept 15	Race to Oxford
Sept 16	Hammond Memorial Race

Sept 29            HdGYC Fall Invitational Regatta  
\*Oct 27            Baltimore Harbor Leukemia Cup  
Oct 28            Baltimore Harbor Fall Back  
\*Races we will be used this year for the long distance trophy scoring.

### Solomon's Island Invitational

July 20-21, 2007

David Ness

We (TRT1200GT *Fitness Resource*) won our class! Out of 123 boats that sailed our course (PHRF A0 and A1 sailed a longer course), we were only beaten over the line by 9 boats and that was after starting up to 35 minutes after the first class on our course. Basically we sailed our course faster than everyone else except Tim Layne on the Reynolds 33. We finished 1 minute, 41 seconds ahead of Dave Way (F31 Corsair *Trinity*). Jere glover on *Gemini* finished about 2 hours behind us and claimed 3<sup>rd</sup>. Robert Blese on *Flying Circus* was 4<sup>th</sup> and the R33 of Tim Layne scored 5<sup>th</sup> on corrected time, finishing about 26 minutes ahead of us.

We almost didn't make the start. We motored into the mouth of the Severn as classes were starting and sailing down on us with their spinnakers out; we got to see Donnybook and Euro Trash Girl go by. We were motoring along at 9 kts, getting the spinnaker ready, looking for the check-in boat and dodging starters. We got checked in, raised our sails and within 2 minutes went into our start sequence. John had a great idea, since the start was a port broad reach, we sailed down the start line on starboard toward the signal boat with everyone having to keep out of our way and then with 2 minutes to go, jibed over, got ready, headed off at the gun and put up our spinnaker. We had a fun duel early on, being bracketed by 2 F31 tris. It got more interesting as we very quickly rolled up on the fleet that started just before us, so we had to include them in our maneuvering, trying to keep clear wind. As we cleared the Severn the wind grew and we began to show our sterns to the 2 tris. We were going faster, but not as deep. We went pretty far across the bay and then the north wind clocked a bit allowing us to run straight for Bloody Pt. Light. Down near the light, Tim on the R33 who was about a mile ahead of us, jibed west across the bay. We stayed on the

east side; the wind went a little light as Kent Island created some lifting, but it returned At the entrance to Eastern Bay and we kept going. The wind went light again off Popular Island and this time we jibed west to find better wind further out, away from the blanketing of the island. The two tris had jibed out earlier, but were still behind us. They owed us time so we were fine. We had lost sight of Tim around dusk, but he was farther west. We didn't want to go all the way west across the bay as we were going to have to go back to the east side to make the turning mark.

Thanks to Andy, we avoided a collision with a fish trap. We were watching a yellow light that we were closing on rapidly and wondering out loud what it could be. Andy said, "it might be a fish trap" and that instantly resonated with me, recalling the one in West River that has a yellow light on it. I immediately bore off out into the bay and, sure enough, as we got along side of it about 2 boat lengths away, we could see the string of posts. As we got closer to the turning mark we caught more of the fleet and everyone started to converge. At one point, we looked ahead and there was a string of white stern lights about a mile wide ahead of us. It was quite a sight. Someone wondered what that must look like on a big ship's radar as they come down the bay. We steadily reeled in the monohulls with everyone keeping a sharp eye out as we sometimes closed very quickly on the stern lights and had to decide in a moment to climb over or go under. One time we split two of them with about a boat length between each of them. Thankfully we had enough sail height and speed to drive through the lees and keep going.

As we closed on the mark a mile or two away, the wind went really light and then clocked around more to the east. All over the fleet, you could hear the spinnakers slatting as everyone was trying to figure out what to do. The apparent wind was at 45°. We didn't want to drop the spinnaker because we knew we would fly it after turning at the red buoy (R"76"). We manhandled the spin and kept it flying as we went upwind. I couldn't see it but Jim said the luff looked really nasty with about a 4' sag to leeward. But it worked and we kept slipping ahead of the monohulls at about 6 kts.

We rounded the mark, bore off and jibed. It was almost a disaster and we had to abort and restart the jibe in order to keep the spin from tying itself up. Jibe accomplished, we started again to work through the crowd looking for clean air. We would run along with the keel boats for a while until a puff came, then the cat would out accelerate the heavier keel boats and we could drive forward to clean air or drive up over a boat just ahead. We had the radio on to listen to any info from the finish boat as finding it seemed to be the challenge of the evening. We heard some chatter indicating that some boats had sailed right past the finish without finding the line. We also learned that Donnybrook had gone aground on the way to the finish and they now had a RIB out to keep finishers away from a shallow area as you headed for the line.

Looking back was another magical moment as you could see a huge number of red running lights. After passing G"3" we spotted the blinking yellow finish boat and headed toward it. Not knowing where the yellow buoy would be I aimed us right at the finish boat. We called out our number as we went over. Another look back and we saw the bulk of the fleet, this time showing their green lights—very pretty.

We got the sails down and motored into the harbor in a traffic jam; definitely kept you on your toes. We went way up to the Holiday Inn area and anchored for the night. There isn't a water taxi this year, so we had no way to get breakfast the next morning and wound up just heading back home. We set one reef in the main for an upwind sail in about 15-20 kts. It was good practice as we haven't done much sailing in any direction out of the cruising mode. Even with working on the sails all day, getting used to where the "groove" is, John still got a nap, until a load of spray off the lee bow dropped into his open mouth. Andy was driving at the time, I think. Everyone got time on the helm, which was good. Andy got a lot of pictures including a self photo at the bow in between bow sprays. We had the boat trimmed pretty tight and the groove got pretty narrow at times. A great race, beautiful night on the Bay and a beautiful sail back,

even upwind. Just enough wind to keep things fun, but not too wet.

## **The 2007 Governor's Cup Report from the Fleet Capitan**

*Tim Layne*

We are winding down this years season so I have been compiling the results from all of our races and currently Wild Card is in first place for the Highpoint trophy. However, if you haven't heard Wild Card suffered a catastrophic no injury mast failure and at the rate the estimates, insurance claim and repairs are going it looks like she will not be racing for the rest of the year.

I have also done some forecasting and it looks like it is possible that a few of you racers could still possibly knock me out of first place based on the assumption that we have the same level of participation in the last four highpoint races as we did last year. A couple of these potential winners have still not completed the mandatory five races but can easily trophy when they do provided that they have joined CBYRA.

With 5 races still left on our program we also have other performance based CMA racing trophies at stake for elapsed time, long distance, best rookie and most improved. These trophies do not require a membership with CBYRA.

It was requested that I provide a write up on what happened to Wild Card after the start of the Governors Cup race.

Fortunately no one was hurt as the rig collapsed about eight feet above the base and blew over the side of the boat five minutes after the start of the race. It was caused from a compressive structural failure at the main halyard exit slot while sailing in nearly 20 knots of wind while sailing to weather and slamming into 4 foot waves. It looks like the factory should have reinforced the mast at the main halyard exit slot on the taller rigs to get back the lost section modulus from the cut. The Chesapeake unlike the ocean environment has short steep waves when the wind blows, slamming is more severe due

to the R33 fullness forward and it generates greater acceleration loads.

Tow Boat US refused to come out and assist us because it was too rough -- and although I paid for unlimited tow coverage, I did not have my insurance through them and since there was going to be an insurance claim, they said I should contact my insurance company. Fortunately, a Good Samaritan (power boater) came along and offered to assist. They were able to pull the boat around into the wind thus allowing the mast to hang vertically on one side of the boat while we got all the pieces to the surface and tied up to the boat and then they provided a tow to [Sharps Point Lighthouse B&B](#) in Whitehall.

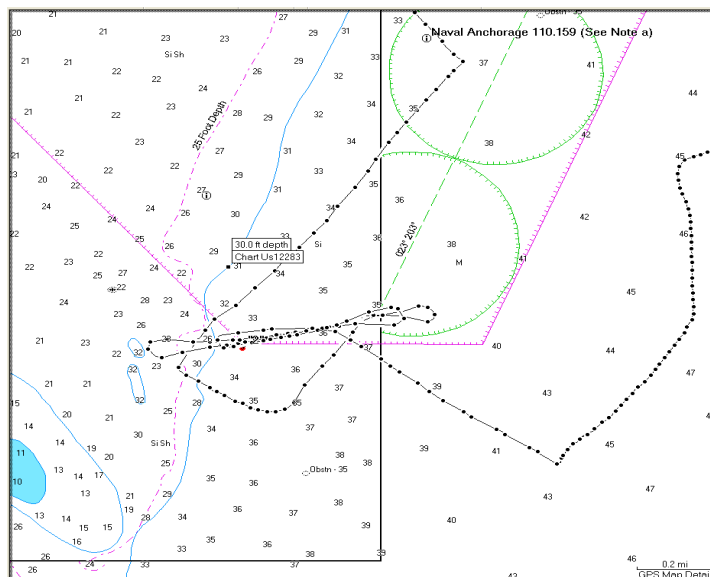
Saturday morning Ali Soylu and I separated the two mast sections from each other, stripped the main off the mast in waist deep water and used a dinghy hoist at the pier to set the mast on to the boat. We even finished in time to drive to St. Mary's College and watch Jere Glover tie his boat up to the pier. We had to go down to retrieve a staged car. Sunday we motored the boat back to my house.



Additional Photos can be found at:

<http://www.flickr.com/photos/alisail/sets/72157601236462562/>

Wild Card has been hauled to repair some minor surface damage to the hull at the waterline and topsides. We will also be getting a new mast and mainsail hopefully soon.



Above is my track log for the race where we sailed out of Whitehall tacked over and checked in at about 5:45. We tacked back to starboard, tested our course line up wind and bore off. Until the start we found it easiest to reach parallel to the start line passing the ends then gybing and going back the other way sometimes hitting speeds of 15.5 knots. In the final seconds before the gun Triangle was coming in on port tack and chose to tack on our leeward bow. Triangle's course and speed gave us a good guide to dial up our best sail trim and VMG. We were able to get 9.5 knots of boat speed before the mast failure occurred.

I heard that the wind got stronger further up the course causing damage to both Triangle and Noumena's mainsails and forcing them to also drop out of the race. I don't know what happened to Rascal but I hope all is well with them since they were also scored DNF. Jere told me that he was stuck at the mouth of the St. Mary's River with no wind one hour from the time limit when they decided to drop out and motor in to the party. Unfortunately there was one other CMA racer that

did not finish the race and can not be recognized for their attempt at this grueling race because the results not properly posted on the CBYRA website.

The two boats that did finish were Trinity and Fitness Resource. Here is David's synopsis of the race:

The race was the wildest ride I've had yet on Fitness Resource. The wind was 20-25kts. My boat goes pretty well, but it was incredibly wet in the cockpit. When the windward hull would drive into a wave the spray would wash us completely down. We had the windward hull in the air a few times; sometimes from a large wave set which would throw the hull up. We broke our jib halyard just before the start and had to switch to the spin halyard which worked OK. Tim shattered his mast about a mile from the start; we didn't see it (busy with the halyard) but Dave Way said they saw it go down. Another tri went back at Herring Bay with a torn mainsail. As we got down to Calvert Cliffs, the wind moderated and we got passed by more of the monohulls as they could point better. Dave could also out point us by about 5<sup>^</sup>. I've got to work on that more; not sure how to get the boat pointing better, but other owners claim the TRT will point with as the best of the multihulls and even with most monohulls. I'm not seeing that on my boat. Late that night it was a beautiful ride with a half moon out, even though it was upwind and frustrating. The Gemini got to St. Mary's but they motored some of the way and so DNF'd. All in all it was a great sail. We seemed to be doing better in the higher wind, but I don't know how we could have kept up with that furious action for 8 hours.

The real hero in this race turned out to be Dave Way. Not only did he correct out in first place but he was also won the Bickell Award that goes to the skipper who showed the most improvement over the previous year's result. Please follow the link to this moving story published in the Capital about Dave and his friend Steve Bickell.:

[http://www.hometownannapolis.com/cgi-bin/read/2007/08\\_09-62/SAL](http://www.hometownannapolis.com/cgi-bin/read/2007/08_09-62/SAL)

Good Luck to all,  
Tim Layne

## **Governor's Cup - Fitness Resource**

David Ness

Well we (TRT1200GT *Fitness Resource*) finished 2<sup>nd</sup> in class behind Dave Way (F31 *Corsair Trinity*).

The statistics are as follows:

8 multihulls entered

2 multihulls finished

149 boats total entered

72 total boats finished

We finished 19<sup>th</sup> overall on time after correcting for later starts (our class started first)

It was the windiest, wildest ride I've had yet on *FR*. It was blowing 20 to 25 kts. We arrived in the starting area with time to spare and maneuvered around with main only, trying to park like a beach cat (I could only get the boat down to 1.2kts). With 2 minutes to go we were about 100 yards below the line at RC end and at 1 minute powered up. The jib luff seemed a little loose for the high wind, so Jim, the human winch, Galloway cranked on the halyard and it snapped with a loud boom. I called for the spin halyard to be tied to the jib and Jim and Andy got going on that, we eased the main so as to not weather vane into irons. Our class started and Donnybrook sailed by us to leeward and told us to clear the area as this (the next sequence) was not our start. As if we didn't know that. We got the jib up and were trying to get moving again on starboard. We were approaching the pin and not going to make it over and the pin was the old wood schooner, *Solana*, which wouldn't be too cool to hit. PHRF A0 got their start and we were now into the 3<sup>rd</sup> start sequence without crossing the line. We made a slow, but successful tack to port and finally cleared the line with the A1 class.

Wow! The boat took off, smashing into the waves and sending spray flying everywhere. We had to tack to starboard to clear Tolly Pt. We went across the bay (east), crossing behind a tug barge going down the bay. The wind got a little lighter on the eastern shore, so we tacked back over to port. On the port tack we cleared Thomas Pt. and sailed further up toward G1A. The wave action was better but we had to go back out into the bay. Meanwhile two tris had cleared Curtis Pt. and were able to hold

port tack much longer than us. Port tack was the wettest, but favored tack as you headed further south, down the bay; the starboard tack was mostly across the bay. We went out across the bay until we came to the same tug and barge and tacked before them.

This tack brought some incredible wave/wind action. Andy Herbick was calling out large sets of waves as they would literally throw the windward hull up and the bows off the wind; not a good combination. I would try to feather up into them which slowed us down, but kept the boat planted. We always had someone on the windward traveler in case we had to ease quickly. One set caught us out and I could feel the boat on one hull as I turned up—you know, that spinning the boat on its leeward hull feeling? Mostly the boat felt safe though. It would accelerate and just smash into the waves, punching ahead and throwing spray everywhere. It was quite warm, but I got on all my foul weather gear to try to stay dry, to keep ahead of getting cold later when the sun went down. The boat is also amazingly stiff, there was no hint of flex in the hulls anywhere as they slammed forward. We were doing 10 to 12 kts and when pinching and going slower, 8-10. Since this was my first time in these conditions, I tended to run the slower level, especially on the port tack.

When we got the west side we saw that we had passed *Trinity* and another tri was heading home without its main. Earlier we heard a radio broadcast from a R33 requesting shore help. It turned out that Tim Layne, on his R33 shattered his mast shortly after the start. We never saw that as we were too busy with our jib issue and getting over the line. Thinking about keeping up with the intensity we were experiencing for the next 6 to 8 hours, at about 2 ½ to 3 hours into the race, I asked the crew if they wanted to continue. There was a big pause, then Jim Galloway said, "of course", like, was there any doubt? Everyone let that answer suffice. Seeing what had happened to the other boats, I felt we had a very good chance to finish well if not win our class. I was, however, more than a little nervous about not being able to see the big waves at night. I figured that we would just have to be very quick on the wheel as soon as we felt them hit.

On the next starboard crossing, we crossed two J120s and so had finally cleared all the A1 fleet. I had everyone try some driving while we had a little daylight as I knew I couldn't steer all night. Night fell and we wound up ducking the overall winner. The skipper congratulated us the next day and said his crew was watching us and cheering us on as we approached; thinking we would cross. They would remark on how we accelerated so quickly, but then they could see how the wave action slowed us down. It was a nice compliment. We were going faster than most yachts, including the F31 as our longer length allowed us to maintain a higher speed and punch through most waves. The situation changed as we approached Calvert Cliffs. The wind got lighter and the wave action settled down shortly after that to the point that there was no more spray coming back over the cockpit. Slowly many of the monohulls caught back up to us as they could point 5 to 10^ higher. We got caught by Trinity and had a duel for a couple of hours before losing sight of them. They also could point about 5^ higher and our speed differentiation wasn't enough to make up for it.

The wind had clocked to SSE and so our starboard tack was favored and the port tack sent us across the bay, east to west. Another couple of hour duel occurred between us and a Farr 395. We had the boat on our windward hip while on starboard tack. We had been doing adjustments that improved our tacking angles to close to 90^. I worked our boat for an hour catching every lift and climbing up on every puff to finally claw our way to windward of the boat and then we very slowly sailed away from them. One of the crew remarked to me the next day how amazed they were that we could do that. (We have a bright stern light and it must be obvious that we are a cat from the reflections it makes on the hulls.)

Everyone took turns at driving as when we got tired we tended to wander out of a pretty narrow groove we had going. The trick seemed to be to find a target speed that the wind allowed (at this time of the race between 7-8 or sometimes 8-9) and steer to maintain that speed. The idea was to point as high as possible without sacrificing all our multihull

speed. We could have gone faster by footing, but I'm not sure that at night, we would have been going too low many times. As it was, it was frustrating to see the monos slowing sail away from us as we went back and forth across the bay, taking many more tacks.

Jim called for us to get to the west as we reached Pt. No Point. This was the narrowest part of the bay in this area and I didn't want to be on the east side of the bay as we reached the mouth of the Potomac; no special reason, but it seemed like that wouldn't be a good idea. Dawn found us clawing around Pt. Lookout behind a string of monohulls ahead going up the Potomac to the St. Mary river entrance. When we rounded the point we could crack off a little and the boat rewarded us with good speed and we began to reel the monos back in. It was so nice to sail a little freer off the wind after hours of tight upwind work. The sail up the St. Mary's River was going to be down wind, so we rehearsed the drill as we had to drop the jib, untie the halyard and re-tie it to the spin and hoist.

The work went quickly and smoothly with Jim and Andy on the tramp and Roger Holmes on the halyard and tack lines. The only problem was an hourglass as it went up. The guys however knew what to do; we went deep, eased the sheet and halyard and pulled hard on the foot and leech. With the hourglass cleared and spin working, we continued our catch of the monohulls. Our only problem was the wind went even lighter so we couldn't show them our heels and when it would drop off, they would roll right back up on us. We had a duel with one monohull (*Infringer*) all the way to the line with him beating us on momentum as we both drifted over. Half way up the river, we spotted Trinity and she seemed stuck; that brought out hope that we might correct out over her, but the wind didn't allow it and she covered us by 8 minutes on corrected time.

We've learned more about FR now and it is a very stiff, stable boat, but very wet in wind and waves. The boat can be run hard and fast in big wind. I have a little more knowledge and more confidence, but we still haven't found her limits. I honestly don't know if am using the right technique for

upwind in the big air (feathering up as the big waves hit us or a big puff). Another approach might be to foot off and not let the waves slow us down so much, using the traveler to control the power when the hull wanted to lift. That approach would have had us running at 15+ kts. which would have been pretty scary and maybe not as safe. Whether this would have worked better all the way upwind is an unknown to me; I do know it would have been wetter.

### **Governor's Cup – Trinity**

*Dave Way*

This year's Gov. Cup Race started with winds of 20 knots from the South. My crew this year, as always, did a super job. The crew included John Wayshner, Dick Bean, and Dave Chladek. I must give them a big "Thank You" for all their efforts during the night down the bay.

We had a good starboard start running over to the East at about 8-9 knots. The first indication of a rough sail was Wild Card breaking its mast a few minutes after the start. Wild Card's crew appeared safe, so we continued to the ship channel before tacking back towards Thomas Point. We sent a power cat to check on Wild Card. About 7:00 PM, we were off Deale pounding down the bay behind Donnybrook and Zaraffa. With winds at 25 knots we put in a reef to maintain control. We did break a couple of items during the reef. When we tacked back to the East, we noticed Triangle and maybe Noumena had crossed ahead of us. I believe Fitness Resource was more to the East. On the next tack, we saw Triangle returning up the bay with a blown main. We keep tacking down the bay trying to maintain a course of 150 – 160 degrees, tacking back west of the ship channel several times. By 8:40 PM, sailed 20 miles, near Green # 1, Holland Point.

Around 11:00 PM at Buoy 78 (sailed 30 miles), we pulled out the reef with the winds around 18-20 knots. We continued down the bay basically running about 155 degrees, 1:00 AM, Buoy 76, sailed 46 miles. The larger fleets were to the west. As we got west of Hooper Island Light, the wind started to change a little more to the south where we

could go a bit more to 170 –180 degrees. Fitness Resource (FR) did come up on us a couple of times but were not able to cross ahead. We were east of Point-No-Point at 4:00 AM (53 miles).

About 5:30 AM, we tacked around Point Lookout (sailed 79 miles). Looking around we could not see the "FR". We passed a few larger boats on the way to St. Mary's River marker. After rounding the marker (6:15 AM), we put up the screacher and did initially pass a few more boats. Looking back at the mark, we saw FR rounding, putting up the spinnaker and coming on strong.

About a mile from the finish, the winds started to die. We could not stay ahead of the big boats. We put up the spinnaker and prayed for a little breeze, coasting over the finish line (Dove) at 7:28 AM, getting the "GUN", sailed 90.2 miles. We hoped we could maintain the 12–15 minute lead over "FR." Tied up Trinity and went to breakfast, pleased to finish safe, wet and tired. "FR" and Dave Nees crew had a great sail being only their 3<sup>rd</sup> race.

Dick Bean accepted the Multihull 1<sup>st</sup> Place while I was returning from Mass. I was really surprised when they called Trinity again for the Bickell Award, for the most improvement over previous years results. We were joined with our wives (Donna Wayshner, Shelley Bean, and my wife Ruth) for a real Southern MD dinner and lots of photos. Ruth and I sailed Trinity home on Sunday leaving about 6:30 AM, sailing to Cove Point by 11:00 AM, and then motor-sailing to West River, arriving just before the rain at 5:30 PM. Thanks again to my crew (John, Dick and Dave).

## **Membership Matters**

### **John Wayshner, Membership Board Member**

I sent out a reminder e-mail a couple of months ago to those who weren't current with CMA membership dues. Many thanks to all that have already responded and congratulations to those who purchased new boats

Renewal couldn't be easier. It's just a 41 cent stamp away. Send your check, payable to "CMA" for \$25 (\$ 45 if racing, \$20 if primary residence is 200 miles away from Annapolis) to:

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

Regardless as to your decision on renewal, your input to the club is important. If there is area you feel the club should put more focus on please let me or other board members know.

### **New Members**

We have gained seven new members since December.

Please extend a warm welcome to our newest member:

Dick Neely who has a 1992 F-27

## **Paws**

### **Episode 25 - Marquesas Islands - 4/22/07 to Tahiti 6/11/07**

Fatu Hiva, the southern most island in the Marquesas, French Polynesia is mystical, some think it is haunted. You anchor in a narrow harbor surrounded by cliffs and spires shooting straight out of the sea. The people are friendly but are always mooching, wanting perfume, lipstick and clothing. They invite you into their house, but they usually want you to buy a carving or something they have made at very high prices, especially compared to the Spanish islands. They had exquisite, intricately carved rosewood 2' - 3' high tiki gods weighing a ton. Also tapa which is a cloth that they pound out of tree bark using a wood pestle on a flat rock. They then make tattoo-like drawings on them with black ink. We bought two small ones. Olivier, on a sister ship to Paws, anchored right behind us. We hadn't seen them since French Guiana. Throughout the islands the people use small outrigger canoes to get around and to race which is like NASCAR down here. The racing boats are very sleek and in some of the islands they are abundant.

We took off to find a 200' waterfall way back in the jungle and Carolyn knew the way but another guy thought he knew the way so we went on several false trails before we finally reached the waterfall using Carolyn's directions, going along a true billy goat trail that we continually questioned until we found the falls. Just below the falls in a small pool was a 5' X 5" floppy eared eel. He couldn't move, he just sat there and ate crayfish. How he got there is a puzzlement. There were many stone foundations of houses from days gone by. There were vastly more people living in the islands before the Europeans came and brought assorted diseases which decimated the local population (about 8,000 in number now).

Our next stop was Tahuata where there was a picturesque, white sandy beach to snorkel off and lots of coral on the sides. We started bringing in the sea shells. We then sailed to the north side of Hiva Oa where a 250' waterfall plunged straight off a

cliff into the sea. Nearby a large blow hole shot a spray of water out 30 - 50' on almost every swell. Goats had been left by the early settlers and they are really wreaking havoc on the islands as they breed and eat the vegetation. The towns are small but very well maintained with lots of tropical plants growing all along the roads. A man asked us to come to his house which he called the Hanaiapa Bay Yacht Club. It was just a small, plywood place but he made lime-aid for us and gave us an assortment of fruits, vegetables and some very fragrant flowers and had us sign the guest book along with all the previous yachties. We had him out to the boat later in the day and gave him some clothes and other goodies. He got a good trade. One thing he gave us were some 1" red peppers that could rekindle the Chicago fire in your mouth. Carolyn put some in oil and we pour it, in very small quantities, on food.

We then headed overnight to Nuka Hiva which has a real town, although small. We checked in but had to post a bond in the amount of the price of two airline tickets back to the USA. We get most of the money back when we leave. We took Elephantias medication so we didn't swell up from a nasty mosquito bite. We bought a hand carved adz that looks more like a war club. This is sort of obligatory to show you were in the South Pacific. An American lady who came here in the 70's on her sailboat had a fine museum of Marquesian artifacts including a pole used by the cannibals to break the neck of their intended for dinner. We then went up to the NE side to a fantastic anchorage with fine coral and lots of shells. We got a yellow spider conch which is one of those things you never expect to get. Ken was snorkeling and an 8' Manta Ray came right up to him and would swim away then come right back to his face. We had some fine hikes to other bays or up the mountains always coming back with limes, mangos and pomeplumose, a large, local, very sweet sort of grapefruit. No-Nos are a sort of sand fly that you don't see or feel until the next day when you have itchy bites all over you. Fortunately Carolyn is much sweeter than Ken and she got all the bites even with insect repellent and Ken, with no repellent, got none.

The mountains were unreal with curtain like cliffs coming out from the main mountains. In the past, we usually paid about \$1.00 for a Magnum ice cream bar; here it was \$3.20. Everything is very expensive. Fortunately the islands are highly subsidized by France. I think it is because France used the islanders as guinea pigs for a long time doing nuclear bomb testing. Saraband, our South African friend from way back, joined us and we hiked to a significant archeological site the size of several football fields with several stone tiki gods and what appeared to be a large meeting area with walls on all sides.

Our next stop was Daniel's Bay which has to rank up there with one of the finest anchorages we have ever been in. Getting there was a trip. You can't see the harbor and you are sailing into a giant cliff with waves exploding off it and you just have to trust you are going to the right place, then when it is almost too late, you see the entrance to the harbor, you swing around and glide into a picture perfect anchorage. Everything you expected of the South Pacific. The shelling on the beaches was fantastic.

We hiked up and up to what is either the 2nd or 3rd tallest waterfall in the world. It comes down thru a tube of boulders that blocks the view but Ken climbed over several boulders then dropped into the eel infested water and swam to the base of the falls to get a better look. Nobody else was that stupid. We then took off on a 500 mile sail to the Tuamotus and went to a beautiful atoll called Apataki. You have to get there just at the right time because the current coming out of the pass can be rather threatening. We got there an hour before slack water yet there were solid waves breaking all the way across the pass on the inside of the atoll that put solid water over the bow of Paws. We motored 14 miles in over 100' of water and out of nowhere a coral head would shoot up to the surface then you would be back to 100 plus feet. It made you keep an eye on where you were going.

We went to the NE side of the atoll and dropped a hook with nobody around for maybe 15 miles except for Saraband who joined us the next day. We stayed there with only one small move, since we had depleted all the shells on the shore, for 3

Gary

weeks. The water was turquoise until it dropped off the edge to a dark blue. Near shore there were coral heads all over the place to snorkel around. There were giant clams, some 14" across, which imbedded themselves in cracks in the coral. They had "mouths" of red, blue, turquoise and added even more color to the coral. On the atoll side was a sandy beach that went on forever, and then there were solid palm trees to block the trade winds. The anchorage was like a swimming pool. On the ocean side was a rough, broken coral beach with more shells than we had a right to find. After the broken coral beach, there was about 150' of very shallow water to wade in at low tide then the ocean dropped straight off to off-soundings within a few feet. The giant swells would smash against the shore sending massive breaking waves across the shallows. We would go for 3 - 4 hour hikes along the beach most mornings looking for shells. It was a marvelous place.

We took off from there 19 days later and sailed 240 miles to Tahiti. We are now anchored in a very quiet harbor about half the way down the west side. We have now been to 40 countries in the past 5 plus years and are ready to ring up a few more.

Ken and Carolyn on Paws.

## Newsletter

**Gary Spesard - Rear Commodore/Newsletter Editor**

I want to encourage everyone to attend the Northern Bay Rendezvous **AND enter the HdGYC race** on Sept 29. This promises to be a really nice weekend (as last years was) and our last Rendezvous for the 2007.

We entered last year and had a fantastic cruise up and back. The event hosted by HdGYC was more than worth it – exceptional -- a good race, a great meal and entertainment, wonderful people... a fantastic weekend event. Don't miss it!

Safe passage... hope to see you there.

# Quiz

by John Wayshner, Membership

**What are the most popular boats in the CMA?**

**Answer:**

I was curious to see what the most popular boat amongst CMA members is. I was pretty sure it would be a Gemini or a Corsair so I wasn't surprised by the results. I was a little taken back was the dominance of the two. Several manufactures/models were represented with two boats, but beyond that all are Gemini or Corsair. Here's the breakdown:

- 1) Gemini 105 (M , MC) ..... 10
- 2) Corsair F-31 (R, AC, CC) ..... 6
- 3) Corsair F-28 (R, CC) ..... 6
- 4) Corsair F-27 ..... 5
- 5) Corsair F-24 (MkI, MkII) ..... 5
- 6) Gemini 31 ..... 3

Membership is pretty evenly split between Cats and Tris:

- Trimaran ..... 46
- Catamaran ..... 43
- Monohulls ..... 3
- Proa ..... 1

# 2007 CMA Board Members



Jere Glover (410) 268-2872  
[Jereglover@aol.com](mailto:Jereglover@aol.com)

**Commodore** Gene Freund (410) 750-3134  
[f28noumena@verizon.net](mailto:f28noumena@verizon.net)

**Past Commodore** Dave Way (410) 867-2814  
[davevway@comcast.net](mailto:davevway@comcast.net)

**Vice Commodore** Jim Nealey (410) 729-0481  
[jim@storyboardnow.com](mailto:jim@storyboardnow.com)

## For Sale

### Rear Commodore/Newsletter Editor:

Gary Spesard  
[Gary.Spesard@qg.com](mailto:Gary.Spesard@qg.com)

**Web Editor** Phil Rappa  
[Rappa3@earthlink.net](mailto:Rappa3@earthlink.net)

**Treasurer** Larry Forgy (202) 258-5903  
[lforgy@coursemark.com](mailto:lforgy@coursemark.com)

**Secretary** Jim Nealey (410) 729-0481  
[jim@storyboardnow.com](mailto:jim@storyboardnow.com)

**Membership** John Wayshner (410) 867-6919  
[johnwayshner@hotmail.com](mailto:johnwayshner@hotmail.com)

**Fleet Captain** Tim Layne 410-761-4980  
[tim@hyperships.com](mailto:tim@hyperships.com)

**Cruising Coord.** Ruth Sanchez-Way (410) 867-2814

**Cruising Committee  
(Upper Bay)** Robert Gamble (302) 234-0485  
[Robert\\_Gamble@agilent.com](mailto:Robert_Gamble@agilent.com)

**(Lower Bay)** Bob Englert (804)693-5191  
[htengrave@erols.com](mailto:htengrave@erols.com)

**Board Members** Dick Bean (410) 867-7272  
[beanra@aol.com](mailto:beanra@aol.com)

Brad Houghton (301) 261-7057  
[bradbarb@comcast.net](mailto:bradbarb@comcast.net)

Mike Brian (410) 956-2199

Kiyoshi Mizuuchi (301) 279-5829  
[kmizu@helix.nih.gov](mailto:kmizu@helix.nih.gov)

## CMA Flags and Jacket Patches

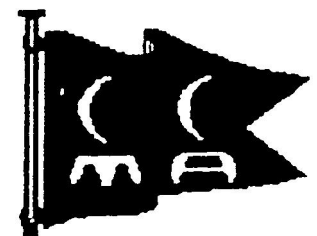
There are a few CMA flags (burgees) left. Hurry up and order yours to keep your multihull in "Bristol" style. They are \$22.00 each. These are high quality flags made from heavyweight fabric with the CMA logo sewn on. Or, you can let the world know multihulls are the way to go with the CMA Jacket

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](mailto: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

**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 Sassafras) on our mooring at \$120 per night. Please contact us for reservations at 302-290-1066 or [rcgamble@hotmail.com](mailto:rcgamble@hotmail.com) or visit our website at [www.rcgamble.com](http://www.rcgamble.com) for more details.



**33' Seawind '01 catamaran sloop,** main, roller jib, spin kit, twin o/b's, dinghy, GPS, autohelm, VHF, Solar Panels, LPG Hot Water, Stove, barbecue, Portable Air Cond \$179,500  
 Greg York (443)695-1120 (*Contract/Not closed*)

**APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL**

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

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/>