

CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

VOLUME XXXII NUMBER 3

March 2008

Commodore's Report

Jim Nealey - Commodore

Hello, all. Please note: our next general membership meeting will be Sunday April 6, 2pm until 4pm at the Annapolis Public Library, 1410 West Street. Notice has been sent to *The Capital*, *SpinSheet* and *Bay Weekly* for publication.

As a guest speaker for our next meeting we will have Captain John Hamill, First VP/operations & management of the Association of Maryland Pilots. Captain Hamill holds a USCG Master's license for any gross tons with pilotage endorsements for the Chesapeake Bay from Cape Henry, Virginia, to the head of navigation, C&D canal, Maryland. Captain Hamill lives in Baltimore and enjoys piloting his 18' Parker out of St. Jerome's Creek, St. Mary's County. His presentation will focus on the professional challenges of piloting commercial traffic on the Chesapeake Bay as well as some "interesting interactions with recreational boaters".

As you know, we have been operating as the Chesapeake Multihull Association for a couple of years now. There is now an effort to finalize a design for a new burgee. A number of ideas were presented at our January meeting and by popular vote; the proposals have been refined and are to be presented at the April 6th meeting following our guest speaker's presentation. Please make an effort to attend and participate in the process.

Aside from our Lower and Upper Bay rendezvous, anyone interested in organizing a cruise this summer should let our cruising coordinator, Mike

Brian, know of your interest via email or by phone. Many of us would love an excuse to slip the lines for a weekend to find friends in fresh surroundings. Give us your thoughts.

For those of us looking for crew, the annual SpinSheet Crew Listing Party, is scheduled for Sunday April 20 from 4 to 6pm at the Annapolis Maritime Museum Beach in Eastport. It's free, but you must first sign up for their on-line crew listings at www.spinsheet.com; when you arrive on April 20, just fill out your name tag at the door. Finding crew among free Otter Creek beer, Mount Gay rum and live music should be good practice for the typical post-race parties our members endure throughout the racing season.

Before we begin our season in earnest, the Marine Trades Association of Maryland and the US Naval Academy Sailing Squadron will present their highly regarded, US Sailing Safety-at-Sea Seminars in Annapolis, March 29 & 30, Alumni Hall, US Naval Academy. Advanced registration is encouraged through the Marine Trades Association website www.mtam.org

Sunday, April 6th will be our last scheduled Winter meeting at the Annapolis Public Library. The new season is upon us and our next chance to get together will be at our own annual Spring Awards Banquet set for April 27-- Details to follow. Hope to see you there as we toast our winning sailors and crew for their efforts in 2007.

Wishing you all fast sailing and a safe season on the Bay this year.

Cheers, Jim Nealey

Secretary's Report

Terry Boram – Secretary

Notes as recorded by the Secretary:

Date: February 24, 2008

Location: Annapolis Public Library

Attendees:

Commodore: Jim Nealey

Vice Commodore: Larry Forgy

Rear Commodore: Gary Spesard

Treasurer: David Way

Secretary: Terry Boram

Membership: John Wayshner

Fleet Captain: Tim Layne

Cruising Coordinator: Mike Brian

Board Members: David Nees, Kiyoshi Mizuuchi

Board of Directors Order of Business

1. Review/Approval of Past Minutes: Reviewed. Motioned to pass, second and approved.
2. Commodore's Remarks: Reviewed meeting schedule for the upcoming year (please see *Up Coming Events* below)
 - Jim will assume the role of a Public Relations Person to advertise our meeting dates in SpinSheet, Bay Weekly and local Annapolis newspapers.
 - A Safety at Sea Seminar is scheduled March 29 – 30. This conflicts with our March meeting. A vote was taken to either keep or change our general membership meeting. After a vote our general membership meeting will stand on March 30th at the Annapolis Public Library.
 - Verified that Mike Brian is officially our Cruising Director.
 - SpinSheet will have a Crew Listing Party at the end of April. Details to follow.
 - We will continue to research the possibility of sponsoring a race. Further discussion during our Racing meeting in March.
 - Possible presenters for March Meeting: Speaker from NOAA, Tony Aarons or

Speaker from Chesapeake Pilot Association

3. Vice Commodore Report: With the availability of funds in our bank account Larry suggested to purchase a library of DVD boating courses to be available to anyone in the club. These DVD's would be a valuable resource for everyone in the club. It was suggested that management of the distribution be through the website. It was highly recommended that courses be relevant to multi-hulls. A motion was brought to the floor for approval of the purchase. The motion was second and approved.
4. Rear Commodore Report: Open to suggestions for newsletter. Gary was again given praise for his attention to the newsletter.
5. Treasurer Report: Paperwork was completed at bank to reflect the new treasurer. Starting balance was \$7,581.10. \$185 in dues was collected in February for an ending balance of \$7,766.10
6. Secretary Report: No Report
7. Membership Report: Additional information was put in the newsletter to bring more attention to yearly membership dues.
8. Fleet Captain's Report: The Northern Bay race was added to the beginning of the season's schedule. The date is 5/17/08, one week prior to the Miles River race. This is a non-High Point Race.
9. Cruising Coordinator's Report: Mike will try to coordinate cruises in conjunction with the race schedule. He is open for suggestions for the 4th of July weekend.

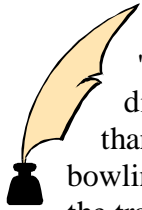
New Burgee's: Mike suggested that burgee money be sent directly to the Treasurer. Dave will then contact Mike to have the burgees mailed. This would be a more efficient way to handle the financial side of the sail.
10. Board of Director's Report: Kioyshi and Tim are working on the calculations for the Awards Banquet. A full racing meeting will be held next month.
11. Past Commodore's Report: No Report
12. Old Business: None
13. New Business: Tim distributed the following plaques:

Fitness Resource - 3rd Place
Baltimore Harbor Race
Temple of the Wind - 1st
Place Baltimore Harbor Race
Triangle - 3rd Place Baltimore
Harbor Lighthouse Classic

Next BOD Meeting: March 30, 2008 @ 1:30pm.
Annapolis Public Library
Meeting adjourned at 2:00pm

Respectfully Submitted,
Terry Boram

Quote of the Month



"Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover."
~Mark Twain

Upcoming Events

CMA 2008 Scheduled meetings:

MOVED-- The: March 30th meeting will move to **April 6th** at the Annapolis Public Library

Our guest speaker will be Captain John Hamill, First VP/Operations & Manager of the Association of Maryland Pilots.


Two items on the agenda to follow our guest speaker are a review of burgee designs and a racer's meeting to discuss 2007 results and ratings adjustments with Kiyoshi Mizuuchi and Tim Layne,.

Coming meetings:

Apr 27 Awards Banquet TBD
May 15 B of D Jim Nealey's House
Jun 19 B of D Jim Nealey's House
Jul 17 B of D Jim Nealey's House
Aug 21 B of D Jim Nealey's House
Sep 18 B of D Jim Nealey's House
Oct 12 General Rock Fish

Nov 2 Annapolis Public Library
Dec – TBD Christmas Party

NERYC Sail Racing Presents
Pre-Season Luncheon with
Sailing Personality—Gary Jobson



SAILING: SPEED & PASSION
Saturday, April 5th, 2008 starting at 12 Noon
North East River Yacht Club
80 Bayside Drive, North East, MD
www.neryc.com

\$35.00 per person
Pre-Registration Required

All Members And Public Are Invited
ATTEND THIS INFORMATIVE AND ENTERTAINING
MULTIMEDIA PRESENTATION
WITH TOPICS COVERING SOMETHING FOR EVERYONE!!

Contact Bruce and Barbi Taylor
610-518-0107 or btaylor@ecbm.com
Make checks payable to NERYC
Mail to: NERYC Sail Race Committee
5 Jenkins Drive, Downingtown, PA 19335

ONLY ONE MONTH TO GO!
MAKE YOUR RESERVATIONS TODAY FOR THIS INFORMATIVE AND FUN PRE-SEASON SAILING LUNCHEON!

Your registration fee includes lunch, beer, Gary's presentation and an opportunity to visit with fellow sailors and friends as we look forward to another great sailing season on the rivers and the Upper Bay of the Chesapeake.

On Saturday, April 5th, North East River Yacht Club will host a pre-season sailing luncheon with preeminent sailing personality Gary Jobson. All HDGYC members, family and friends are invited to attend Gary's multimedia presentation covering all aspects of sailing.

Advanced registration and fee of \$35 will cover lunch (12:00 -13:30), speaker (14:00 - 17:00) and social with 'free' beer and a cash bar (17:00 - 19:00).

Sorry, no walk-ins. This event will be a sell out.

Please contact Sail Race Committee Co-Chairs: Bruce and Barbi Taylor at btaylor@ecbm.com or 610-518-0107 for your reservations. Make checks payable to NERYC and mail to NERYC Sail Race Committee, c/o The Taylors, 5 Jenkins Drive, Downingtown, PA 19335 See you then!!

For more details follow the link below.

http://www.chesapeakeMULTIHULLS.org/jobson_inverte.htm

OUR BAY

Call for Volunteers for the 2008 Maritime Heritage Festival

Hello 2008 Volunteers;

It is time again for The Maryland Maritime Heritage Festival. Only through your efforts has this event been a success in our fair town. And once again we need your assistance. The festival will run this year from May 2nd through the 4th. The set up day is scheduled for the 1st. The set up day is just that setting up the tents and the tables. Then on the 2-3-4th we will have a schedule of locations that need help from you the volunteers. And don't forget the tear down is scheduled for the 4th in the afternoon. We need as many people this year as we had last year for the success of this event.

The crowds have become bigger, the event more spectacular!! But the backbone of this event is you the Volunteers. And we need your help. So please send this email out to everyone you know; young and old who might be able to volunteer. As Cardi Templeton has passed the torch of Volunteer Coordinator over to me I will be organizing all of you great people. You can send a response to me at brien@mdmhf.org [<mailto:brien@mdmhf.org>](mailto:brien@mdmhf.org). I have also included some information listed below. Thanks again for all of your help and I look forward to working with all of you again.

Website information sheet:

<http://www.mdmhf.org/view.asp?id=526&page=32730>
<<http://www.mdmhf.org/view.asp?id=526&page=32730>>

Thanks again
Brien Jones-Lantz
Volunteer Coordinator

Membership Matters

John Wayshner, Membership Board Member

CMA membership is based on the calendar year, January - December. So, 2008 membership dues are now due. Beat the postage rate increase by putting your check in the mail today. Many have already

sent their 2008 dues, so if in doubt, shoot me a email at johnwayshner@hotmail.com and I'll be happy to check your membership status.

Unless your membership information has changed from the previous year (address, phone, e-mail address, boat type, etc) it's not necessary to fill out the entire membership form when you send your renewal check. Just let me know what has changed, I'll update the membership database. I would like to send out an updated membership roster by April, so please act promptly.

Despite increases in nearly everything else, basic CMA membership dues remain at only \$25/year. Several of our members have decided to pay multiple year membership in advance which I have no problem tracking. So if you want to pay for two, three, or more years in advance, it's easy to accommodate you.

Please send your renewal check payable to CMA to:

John Wayshner
C/O CMA
1435 East West Shady Side Rd.
Shady Side, MD 20764

Dues are \$25 per year or \$20 if more than 200 miles from Annapolis, MD (plus a \$20 racing fee, if your racing your boat this year in the CBYRA Multihull Class).

A new look for CMA

Repairs / Modifications / Outfitting

In this issue, thanks to Tim Lyons, **Bottom Paint** is our subject. A few questions were put to our members seeking their advice. Here are the questions along with their answers followed by advice from Scot Himowitz, International Paint, LLC on Interlux products and their recommendations.

Questions:

1. *What do people recommend for paint removal? Soda Blasting?*

I have VC-17 Teflon based paint on the boat now, and I think it will come off relatively easy. This paint is not aggressive enough for our waters and I need to repaint. (Tim Lyons)

2. What bottom paint are people using?
3. What works best?
4. How long should/will it last?
5. Does bottom paint color make any difference in effectiveness and/or life?

Responses:

Mark Lathrop –

Good topic this time of year. It will be interesting to hear what others are doing. Another relevant factor is whether or not you pull your boat during the season. I keep our F-24 at our mooring all year long.

1. I power sanded (carefully) the old paint left by the previous owner.
2. I'm using Pettit Hydrocoat. It's a multi-season ablative that I put on last spring. It worked very well, but I'm thinking of putting another coat on this year, just in case.
3. Good question. I like the Hydrocoat, but it's not slick like the VC-17, which I used on another boat a few years ago. Very slick, but I had to pop the barnacles off from time to time. Not hard to do, but annoying.
4. See #2. Supposed to last two years but I make not give it the opportunity.
5. No idea.

Jim Nealey –

When I took delivery of the boat, I sanded the gelcoat on the hulls and dagger board tips with 100-80 grit paper, solvent washed and applied six coats of a two part epoxy barrier coat from Interlux. I then applied two coats of West Marine CPP Plus ablative antifouling paint. In the last three years, I have found no hard (barnacles) fouling and some slime that is easily removed with a plastic scouring pad once or twice per season while the boat is in the water. The bottom feels very slick.

Before each spring launch, I lightly sand with 80 grit paper, fresh water scrub down and rinse. When the hulls and dagger board tips are dry, I apply a single coat of West Marine CPP Plus ablative paint.

Arthur Watson –

Great idea! Please publish the results.

There's a recent article in -- I think -- Cruising World on just this topic. I believe the take-away was soda-blasting.

I keep my boat on a mooring. I have been using Interlux Micron CSC (copolymer ablative) with decent results, although, like most antifouling paints, it doesn't much like sitting at the mooring for extended periods. [I] am thinking about moving up to Micron Extra, which has biolux for slime.

With enough coats, you should be able to get at least two full seasons out of it (I just did, barely).

This time I'm going for three. Start with a guide coat (different color), so you can tell when you're running low. [Apply] extra coats around the water line and on all leading edges.

[color does] not in these paints, afaik.

http://www.chesapeakeMULTIHULLS.org/jobson_invite.htm

David Ness –

I was thinking about VC17. This will be my first time bottom painting, so I'm really in the dark.

How long did the VC17 last? My other considerations are VC Offshore, Pettit VIVID, Ultima SR, and SR-21. I picked these out, not because I have any first hand knowledge of them, but because they all seemed to be pretty fast bottom paints. I'd be interested in your thoughts. I know Larry Forgey uses VIVID in white.

Rob Blesse –

Flying Circus lives on a trailer and only spends occasional weekends in the water. The boat came barrier-coated and with an ablative paint (mostly gone now). Part of my boat work list is to remove the bottom paint and repaint with VC17 extra. I like this product due to its hard finish, Extra has biocide to fight off the little critters.

I had to remove the bottom paint from the floats painted all the way up the side. I used West Marine version of Peel a way. The chemical stripper

softened the paint and barrier coat up enough to pressure wash most of the paint and barrier coat off.

Some additional stripping was required to go back to bare gelcoat. Light sanding with 800/1000 started last season. This season heavy duty polishing compound and a high speed buffer will sort out any scratches that are left. The process of stripping to bare gelcoat took three weekends. If you're just removing paint the process should go faster.

Gary Spesard –

I have experience with only two bottom paints: Dad's cruising mono which requires..."the cheapest paint we can find" to repaint every year or two and we never sand or remove previous layers.

The other, Interlux MicroCSC which was what came on our F31. By the end of the first season it was beginning to flake off in a few places. I touched it up the following spring and by the end of the 2nd season a fair amount had flaked off. It was determined prep had not been done properly and it was not adhering to the gel coat. The Finishline, repainted the bottom, correcting the problem. Proper preparation is essential.

Last April, we sanded and applied two coats, requiring about 1 ½ gallons. After 3 days drying time in cool damp weather, we put the boat on the trailer and headed to the Nationals in Florida. The paint stuck to the trailer bunk carpet just back of the bow, ripping off when we launched. Cresting waves with an 18" tongue of black carpet wagging from under the bow does invite interesting comments back in the club house.

After returning home, I sanded and touched up the area, this time putting wax paper over the bunk, which prevented the problem.

Some slime and algae growth does occur, requiring cleaning about every two weeks, but it wipes off easily with a sponge or very soft brush.

Phil Rappa –

This looks like a good survey to do. On my Stiletto 27:

1. I tried the West Marine paint peel. It is a gel that spreads on with paper applied over it. The gel is

supposed to soften the paint which comes off with the paper when you peel it. It was recommended by Practical Sailor. Didn't work for me. I went with an orbital sander and vacuum setup, which worked very well. As a side note, the marina (Herrington Harbor North) made it sound like I had to rent their dustless sander, but on inquiry I found out as long as I used a vacuum with a dust collector on the sander, it was OK with them. All this stuff is dangerous, so I used a good respirator, coveralls, ear muffs, eye protection and the best filter on the vacuum. I didn't want to go further with the goop after trying it and the other goop options were more hazardous.

2. I used Micron CSC Extra with Biolux. It is an ablative paint - I didn't want to go through the paint removal again. It stayed very clean and just needed a wipe to get the algae off in the spring.

Unfortunately, the boat sat in the slip since May 2005 until I just sold it. It power-washed clean, but there are a few barnacle residues. I didn't see the bottom out of the water before power washing, but from the dock it didn't look bad.

3. I don't know about other paints.

4. I would say two years on a good coat. My boat lived in the water over the winters.

5. I never heard anything about color and effectiveness. I have heard of people using two colors so they can see when one wears through and needs to be repainted.

Mark Chimel-

I've had good luck last year with Petit Hydrocoat ablative paint. White Bird previously had a micron brand hard paint which was no longer effective and I just sanded it to have a clean paint surface, not growth, and to rough it up a bit. I didn't attempt to get it all off. Working with water-based paint is easy on the clean up or if you get any on yourself. The only downside might be where the boat was resting on its trailer cradles, which were painted only 16 hours before splash (the yard hung her in the travel lift slings overnight to paint those areas). We used the boat fairly regularly, nearly every week, and the bottom remained clean. I never had to brush it all season. I tried to feel with my hands while swimming, but I couldn't find any difference along the bottom at the locations where the cradles would have been. She is still in the water this

winter, and I expect to have to brush the bottom when I'm anchored out in enough water to swim (i'd be standing in the muck in my shallow slip).

I have black paint. I had used the same brand in blue when I had a Stiletto, I had some weeds and even a few barnacles. But that was in New York, not here, so I suspect the water made the greater difference not the color of the paint.

That's my two cents worth on bottom paint

Mike Brian –

I use the paint that comes off as you sail. I love it.

Bruce Niederer -

Tech Advisor/Chemist

I'm not a big fan of soda blasting – the tendency of the soda glass to imbed itself into the laminate means a thorough washing with a scrub brush is wise. I had to take VC-17 freshwater formula off my 30 ft. Flyer and I sanded it off using a vibration-type finish sander with 80 grit drywall screens. They last longer and you can flip them over and get more life out of the unused side. Orbital sanders could also be used but technique is more critical with orbitals so you don't get 'divits' that need filling.

I'm assuming that you sail in salt water – we don't have a lot of experience with bottom paints for that environment here in Michigan. I think you'd get better advice from local boaters than I might give from hear-say accounts.

Regards,

Bruce Niederer

Tech Advisor/Chemist

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Bay City, MI 48707-0908 U.S.A.

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West System toll free phone:

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866-377-6738

URL: www.westsystem.com

Scott Himowitz, MBA

International Paint, LLC

Interlux Marketing -North American Trade Shows

It has been six long months since you pulled your boat out of the water and left it propped up on stands, covered with a tarp and you last saw it out your rearview mirror as you drove away. As your friends and neighbors counted the days to Christmas and New Year's, you counted the days to re-launching. And now...it's finally here. Every spring you go through the ritual, un-tarp the boat, clean out the insides, hope a furry friend didn't decide to make a home of the cushion you accidentally forgot to take out, and do general prep to the boat as you make her ready again for her natural environment, the water. But, what about the bottom? Should you strip off all the old paint? if so, with what? Should you repaint? Should you not do anything? All of these are good questions and all of them maybe acceptable in various situations. Let's look at each.

A common question often asked this time of year is should last year's paint be removed? The answer is yes and no and it all depends on several factors. If the paint is in poor condition with it peeling, flaking, cracking then removing it maybe an option. Old antifouling paint might also be considered for removal if the paint on the hull is unknown. This is common when the boat has been acquired from a previous owner who had passed away; or from a dealer who does not have all the prior records. But how should one go about the task of removing it? If the paint is in good shape all that maybe required is to lightly sand and apply an additional coat. Some paints, like Micron, a copolymer and can just be re-launched and only need to be re-coated when you see the paint wearing thin.

An easy way to remove old paint is to sand blast it off. On a fiberglass hull, sand is NOT the material of choice, but it could range from baking soda to crushed walnut and peanut shells to glass or plastic beads. This is a quicker method than most others ways, does a more complete job, but could be just as messy and not a DIY job. Some yards frown on the idea of blasting and you should check with your's to be sure it's ok.

Another method is to sand the surface and remove all the paint. This is a more traditional method, but is very labor intensive and messy. Sanding a hull could take hours, if not days and may leave you too exhausted to want to go on further. Many great jobs end after the sanding is finished because the owner just couldn't stand "being under the boat" a few more days. If you choose to sand, always be sure to wear the proper safety equipment. Musts for this job are a Tyvek® suit with a hood (the white ones, but they will quickly be the color of your hull once you start to sand), rubber gloves, safety glasses a properly fitted respirator with replacement cartridges, or a dust mask that fits snugly around the nose and mouth.

Finally you can try stripping the paint off. Interlux InterStrip 299E has been designed for this purpose. It's available in quarts, gallons and 2.5 gallon containers. The amount needed will vary depending on how large of an area you need to strip and how thick the paint is. Since no specified coverage is available for the product, so go large and be sure to have some extra on hand. The product applies as a gel and should be applied as liberally as possible, so it hangs off the hull. Working time will vary with temperature and thickness of application and the thickness of the paint. Boats with very thick layers of paint may require an additional application. Stripper will remove most of the paint, but some light sanding to remove it all in some areas may still be required.

As the stripper works the paint will appear to become crinkled, wrinkled and pull away from the surface. It's then time to remove. Using a plastic scrapper (metal may gouge the gelcoat surface) carefully scrap off the old paint and let it fall onto a tarp laid out below the work area. Continue the process until the entire stripper has been removed and the surface is mostly clean. Again, this may require more than one application of the stripper. Sand the areas where the paint didn't come off completely and wipe the entire surface down well with Interlux 202 solvent to remove any left over traces of the InterStrip and paint.

Now that all the paint has been removed, what's next? For some, they choose to reapply a new

antifouling, others decide leave the hull bare, while still some choose to do a barrier coat prior to antifouling. A barrier coat has the added benefit of providing protection for the hull against blisters and water absorption. Keeping the hull dry makes the boat more efficient in the water. Powerboats and sailboats will use less fuel and move a little faster. A dry hull will eliminate the risk of blistering, making a barrier coat the ultimate in preventative maintenance.

InterProtect 2000E is ideally suited for this application, it's patented Micro-plate® technology works like shingles on a roof and can be used in the prevention and repair of blisters. 10mils of epoxy is all that is needed to keep the hull dry and its an easy DIY project on a long weekend. The InterProtect System Manual on the Interlux website www.yachtpaint.com provides all the instruction that is needed to achieve professional, long lasting results. You can also contact the Interlux Technical Support Line and speak with a paint expert at 1800-468-7589. They will be happy to help walk you through the procedure.

It's now time to apply the bottom paint, but which one to choose? Go into any chandlery and there are multitudes of paints all that appear to do a similar job. So which is the best for you? This can be answered by the type of boating you do. Do you cruise; are you a cruiser/racer, or running a strict racing campaign?

If cruise, or cruise/race and your preference is a hard paint, then Ultra with Biolux is a great choice. The Ultra goes on smooth, comes in 4 colors, and provides a hard, durable surface with a strong formula to prevent growth on the hull. The addition of Biolux helps protect soft growth such as grass and slime by acting like a sun block and not allowing UV light to penetrate stopping the growth. It can also be burnished, for a smoother surface.

If you prefer a polishing paint, then Micron Extra or Micron 66 is the way to go. Both are similar, in that contain the same Biolux technology, the Ultra has. They depending on how you're using your boat. . If you sail frequently, moving from port to port as you cruise and use the boat frequently for

day trips, then the Micron Extra is an excellent choice. The paint will polish as the boat moves through the water, wearing away on a microscopic level keeping fresh biocide (cuprous oxide) at the surface and prevent fouling.

If you like to sit for long periods and prefer to spend more time at the dock or in the ports you visit then Micron 66 is the way to go. Micron 66 again provides protection against soft growth, with the use of Biolux Technology. The biocide, again Cuprous Oxide, prevents hard shell growth, but the product differs in how the biocide is delivered. Working with the salt in the salt water, the Micron 66 creates a chemical reaction that keeps the paint polishing, even if you do use the boat. This makes it an excellent choice if the boat isn't moving frequently.

Both products also allow for hauling and re-launching without the need to repaint in the spring. It is not uncommon to apply at least 3 coats of Micron Extra or Micron 66. Apply the first coat as a contrasting color and then 2 coats of your top color. Only when you see the first color coming through, is there a need to repaint, and only in that particular spot. Since Both the Micron Extra and Micron 66 can be left out for indefinite periods, the touch up work can be done in the fall after the boat has been hauled leaving no repainting maintenance to be done the following Spring.

If you race, Interlux also has two good choices that are designed exclusively for racers, Baltoplate and VC Offshore. Both products are similar in that they are hard antifouling that are easy to wet sand & burnish. Baltoplate, a long time staple in the Chesapeake, does not contain Teflon®, but uses Molybdenum Disulphide to create a hard surface. Baltoplate when applied goes on as brown in color. By burnishing, the full lubricity of the product is brought out as the brown turns to the familiar metallic gray. VC Offshore in contrast, does contain Teflon® which makes the product faster to sand and burnish. The Teflon also has the added benefit of making the hull slipperier through the water, increasing its overall lubricity. Finally the Teflon® helps keep the bottom clean in between frequent cleanings. VC Offshore is also available in Black, Blue & Red.

There is also a biocide free non antifouling option that could be used for all types of boats, but has found favor within the racing community. VC Performance Epoxy is a white epoxy coating that also contains Teflon®. Because it does not contain any antifouling properties, VC Performance Epoxy requires frequent cleaning, which is usually done by many racers prior to a race. VC Performance Epoxy can be applied by spray, but a new rollerable version is now available. The product lays on smooth and is burnishable to achieve an even finer finish. Looking like gelcoat, VC Performance Epoxy has become the choice of those who recognize the need to have a coating on the bottom of their boat, but don't want it to appear as if they have a coating on the bottom.

Answering some of the most common questions to painting the boat in the spring can be done with a little prep and prevention. In some cases the best case is to remove the paint altogether, apply a barrier coat and repaint. Others will choose to not apply anything at all, or in some cases if you're racing or looking for a little more performance apply a slicker, smoother coating. While these coatings are great, they do require more care throughout the season to help maintain their properties. Each owner will have his or her own preference, but in the end their goal is to have the boat ready in time to launch and have a great season on the water enjoying their boat and the lifestyle it provides. Happy Boating.

For further information on Interlux and the Interlux product range please feel free to check out our webpage at www.yachtpaint.com or feel free to call us and speak to a paint expert at 1800-468-7589.

Scott Himowitz, MBA

International Paint, LLC

Interlux Marketing -North American Trade Shows

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International Paint LLC is an Akzo Nobel company

CruisingWorld March 2008
Sand, blast or strip your way to a smooth bottom- *an article by Ken Textor,*

<http://www.cruisingworld.com/capable-cruising/projects/sand-blast-or-strip-your-way-to-a-smooth-bottom-1000054042.html>

Courtesy of CruisingWorld

If there are other topics of interest you have and would like to survey our membership, please email me.

We would like to hear of any projects you have undertaken whether major or minor, big or small send in a description of what you are doing or have done. Whether it's for performance, safety, convenience or whatever, send your story including pictures to Gary Spesard, Editor, at Gary.Spesard@qg.com

Racing

Tim Layne – Fleet Captain

2008 CMA Racing Schedule

5/24 Annapolis to Miles River MRYC
5/25 Miles River Back RRBC

6/14 Leukemia Cup EYC

6/21/22 Northern Bay GSA

7/12 Annapolis to Baltimore MRSA
7/13 Baltimore Lighthouse Classic RCRA

7/18 Solomon's EYC

8/1 Gov Cup SMCSA

8/23 Cedar Point GIYS

9/13 Oxford NASS
9/14 Hammond Memorial TAYC

10/4 HdGYC Fall (non-Highpoint) HdGYC

10/25 Balt Leukemia Cup BCYA
10/26 Balt harbor fall back RCRA

Web Updates

<http://www.ChesapeakeMultihulls.org>

Phil Rappa - Web Editor

The latest updates are posted to the website in-between newsletter mailings. If you note an error or a required update please email me at Rappa3@earthlink.net. Contribute to the Website!

Wanted

Looking for crew:

Sail the North Bay and to Club gatherings next season. I have a 1999 Gemini on a mooring on the Elk River in Earleville, Md. 21919.

Joe Hergenrather gypseajoe@yahoo.com

ISO Trimaran crew on Tardis, the only Catri 24 in the Americas. This is a 24 foot cruiser/racer with hydrofoils for stability and speed. You: a person that is experienced in sailing multihulls, or has monohull racing experience. Me: (one) season(ed) owner looking to learn to race. 50M. We will fun-sail on weekends from the West River until racing begins. Please contact John at 571-203-4673

Moorage

Looking for a mooring or private slip large enough for F27 w/20' beam. Anywhere from the Patapsco River south is desirable. Current marina is slated to become condo with private slips. Only have one season left. Contact Clint Boram (Tri-Out) @ 2mdsailors@comcast.net or 410-458-4357.

2007 CMA Board Members



Commodore	Jim Nealey	410-729-0481
	jim@storyboardnow.com	
Vice Commodore	Larry Forgy	202-258-5903
	lforgy@bizoip.com	
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Cruising Committee (Upper Bay)	Robert Gamble	302-234-0485
	Robert_Gamble@agilent.com	
Cruising Committee (Lower Bay)	Bob Englert	302-234-0485
	htengrave@erols.com	
Board Members	Dick Bean	410-867-7272
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	David Nees	703-968-7662
	dnees@fitnessresource.com	
	Kiyoshi Mizuuchi	301-279-5829
	kmizu@helix.nih.gov	
	Jere Glover	410-268-2872
	Jerewglover@msn.com	

Past Commodore Gene Freund 410-750-3134
f28noumena@verizon.net

For Sale

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

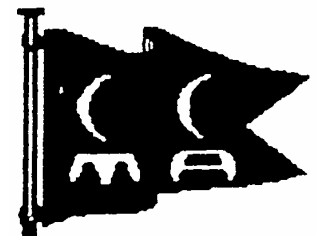
Patch. Each patch cost \$3.00, which includes shipping to your doorstep. Send your check to Mike Brian.

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

Chesapeake Bay Charter -- Catana C381 available for 5 - 7 day weekly Charters at \$2,900 and 3 day weekend rates at \$2,100 in 2008. 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.

49' Ocean Catamaran '00, Millennium Dragon
Built in the USA by Ocean Catamarans, Inc. Standard hull with custom interior, rig and bimini. Constructed in 1998-99 and launched for the millennium. Set up for single handling. This world cruiser was hauled recently for bottom paint, mechanical maintenance and scheduled replacement of sail drive rubber diaphragms. Much more information available at: www.wingsailor.com. Temporary mooring in SW Florida can be negotiated as part of sale. Contact Captain Roger Strube at wingsailorflorida@yahoo.com or 941.639.6232.

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.

CHESAPEAKE MULTIHULL ASSOCIATION

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