

CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.ChesapeakeMultihulls.org>

VOLUME XXX NUMBER 1

January/February 2005

Commodore's Report

Dave Way

The CMA's Sailing Program for the 2005 season can be described as "Excellent". I'm sure the majority of CMA Members enjoyed the season. I want to THANK ALL OF YOU for your participation. Our final 2005 event was the Annual Christmas Party held at Jere and Doris Glover's on December 3, 05. Again, a big "Thank You" goes to the Glover's for hoisting a great event.

The CMA's Annual Elections were held at the Annual Christmas Party. Most of the officers and board members were elected to continue for the 2006 year. I'm pleased to announce that Larry Forgy has agreed to become Treasurer. We are updating the Cruising Committee. If you are interested in being on the committee, please call Ruth Sanchez-Way - Cruising Coordinator.

The CMA Fleet Captain, Phillip Wadsworth, is representing the CMA Racing Program at several upcoming meetings with CBYRA. I'm very pleased with the 2005 season racing results with *Seven* multihull yachts qualifying for CBYRA High Point. Please provide suggestions to the CMA Fleet Captain soon to insure your input is forwarded to CBYRA.

Please check the announcement for our February Meeting at the Annapolis Library on Sunday, February 26nd. Jere Glover is continuing to prepare

the Winter Speakers Schedule. Please provide Jere your suggestions and/or desires for the 2006 lecture series. Invite a sailing friend to the meeting. Expanding the CMA membership is a positive action that will open more opportunities for the CMA sailing activities in the future.

The February BOD is at 1:30 PM on Sunday the 26th at the library, immediately prior to the membership meeting. All members are welcome. Please call any of the CMA Officers and BOD members to convey your ideas. We are very appreciative of your suggestions. Let's all pull together to expand the 2006 CMA activities forwarding CMA as a major multihull force serving the Chesapeake Bay for all sailors.

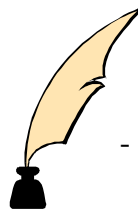
Thank You,

Dave Way

Quote of the Month

To travel hopefully is a better thing than to arrive.

- Robert Louis Stevenson



Racing

Phill Wadsworth – Fleet Captain

2005 Season in Review

The Multihull Class planned to participate in 14 races for the year 2005. One race was not started, and one race had no finisher due to the light wind but was included for the calculation of the race participation statistics. The average number of entrants per race in the thirteen races was 7.23 (6.385 starters per race). Fifteen racers entered and Fourteen started in races and the overall number of races entered by the racers was 94 (83 starters). Seven racers participated in five races or more, thus qualifying for the CBYRA Highpoint. Their scores are listed below.

Boat	owner	#races started	score	
1 Wild Card	Tim Layne	10	83/124	0.669
2 Gemini	Jere Glover	10	66/114	0.579
3 Conker	Phill Wadsworth	13	75/131	0.573
4 Trinity	Dave Way	13	81/142	0.570
5 Ahoodori	Kiyoshi Mizuuchi	6	41/83	0.494
6 Noumena	Gene Freund	7	50/107	0.467
7 Triangle	Gary Spesard	6	39/90	0.322

14 Events,
12 Qualifying Races,
83 Starters
6.385 Averages Starters
7 Highpoint Qualifying
7 Non-Highpoint Qualifying

Upcoming Events

Naval History of the Chesapeake Bay

Jim Cheevers, the Museum curator of the Naval Academy, is a frequent lecturer on the History of the Naval Academy and other topics about the Navy. He will speak to CMA on the Naval History of the Chesapeake Bay.

The meeting will be on Sunday February 26 at 2:00 at the Annapolis library on West Street. The CMA board meeting will start at 1:30. All members are invited to attend the board meeting as well.

Members' Meeting	February 26, 2006
Members' Meeting	March 26, 2006
Spring Meeting/Dinner	April 30 (tentative)

Cruising

Here's the latest from CMA cruisers Ken and Carolyn Loving aboard PAWS, their 43-foot aluminum catamaran:

Episode XVIII : Bonaire to Providencia, Colombia - August 29 thru November 22, 2005

Bonaire is one of the dive capitals of the world. You have to be on a mooring because right under your boat is coral and thousands of small, colorful fish. The shallow coral was torn up by a recent hurricane but just behind the boat is a wall dropping off to maybe 80' and that was still fine. I'd snorkel down to 30' - 40' and scare the scuba divers. We attended a free fish identification class pointing out the unique features of most of the fish in the area.

We went with some friends to a nice Argentinean restaurant and for a very reasonable price we got 14 decent sized pieces of meat. We stuffed ourselves and brought the rest back to the boat. We had a total of five meals for the two of us off one double dinner. Don't want to meet the guy who eats the whole thing in one setting.

There was a motorcycle rally and people came from several islands. They would ride all over the place and we counted 135 bikes in a row at one time. We went to the local Flag Day celebration and enjoyed all the local color and lots of food. Our dining friend had blown his radar out in a lightning storm and I went up their mast twice to try to fix it.

Bonaire is open to the west and fearing a wind reversal, we headed out for Curacao. The entrance is very narrow with a quick dogleg so you go in blind and hope you are going into the right slot and not a dead-end channel, since turning around would not be easy. The harbor is large and totally protected.

Curacao and Bonaire are both Dutch islands and that is reflected in their fantastic architecture and the high standard of living. There are decent busses to take you everywhere. There were many museums to visit and we paid dearly to go into the oldest Jewish Synagogue in the western world. Catholic churches never charge. The floor was sand. The church in the old fort had a cannon ball stuck in the wall that was fired from Capt. Bligh's ship when the British were trying to take the island. We caught a bus to the north end of the island and asked the bus driver to drop us off at the marine park on the way back. Now there is only one road going north much of the way and it goes directly by the park gate and we saw it riding north but the driver had no idea where the park was.

We told her where to stop and we walked into the park. It had fantastic cliffs, coves and caves where the ocean waves would rush in compressing the air and forcing the air out the back of the cave making the most unique sounds. You'd stand there watching the wave come in then jump out of the way to keep from getting soaked. The island is covered with boulders that are the size of large houses. They are just sitting around like they were tossed from the sky.

From here we took off on a 500-mile trip to Cartagena. It was a light spinnaker run until the last day when the winds came in on our nose. We had a 2 knot counter-current against us so with light air and the current we were tacking thru almost 180

degrees. Time to turn on the motor. These are the trade winds and you expect a wild, down wind ride with big waves but the wind reversed and then stayed out of the west for six weeks.

We were the last people out of Curacao to mainly sail to Colombia for the next month. Our friends in a 27' boat, who have sailed around the world since 1992, took 10 days to get there. A ketch lost his mizzen mast and a large catamaran was anchored close to shore, got back winded and sank. One of the boats we had been with in the Aves broke his boom. It was a stupid move involving using the boom vang as the preventer. He apparently missed the class on leverage in physics class. Not everything is fun and games out here.

On our trip we caught a 4' Marlin but released him. Too great of a fish to eat. Cartagena was fantastic. The old town has marvelous old architecture with arrow streets and most of the buildings had balconies with flowers cascading off them and doors that looked like they belonged on a fort. There is one giant fort and many small ones and the entire town is surrounded by a fortress wall which we walked on. Walking thru the fort's tunnels was a bit unnerving for a 6' tall guy when the tunnels are at best 5'10" high.

We went with another cruiser on a hardware store tour of the area where we went into the Buzerto Market. It covers acres of land and you feel like you are in a Mad Max or Star Wars movie. It is serious third world. The stalls are 10 foot square with veggies, unrefrigerated meat, booze, electrical equipment, you name it. The floors were littered with who knows what. They were selling live birds. Many stalls would have three large piles of rice heaped on the table and each pile had a different price per kilo but we could not detect any difference among the piles. We would have never gone in unless we were with this guy who had gone before and spoke Spanish.

In the Old Town, hustlers are everywhere trying to sell T-shirts to emeralds. The streets team with wildly painted busses, some decent and others have no suspension and look like they will tip over. They don't really stop and you have to jump on or off.

They cost \$0.30 so I guess you can't expect much. The insides had fringe curtains and mirrors glued to the ceiling and the always-obligatory pictures of saints. The drivers need them for the way they drove. Motorcycles also predominated, many functioning as "taxis". You had to wear a helmet that a hundred other people had worn. We didn't try that mode of transportation.

Private cars were in the definite minority. It would not be uncommon to have 6 busses going one way at a stop light. Donkeys pulling carts and guys pushing dilapidated 3-wheel wooden carts were everywhere and I believe there must be a law that the three wheeled carts had right-of-way. There were many museums and cathedrals but the Inquisition Museum really struck home. A few centuries ago, you could go up to this window and tell the priest that you knew a person who was a witch and the priests would torture that person. They had some of the nice torture facilities in the museum; if you confessed, they killed you 'cause you were a "witch" and if you didn't confess you died of the torture. Sort of a lose lose situation. The guy who turned the "witch" in got a third of the "witches" money and the church and government got the rest.

Carolyn, in an effort to help the economy, bought up a large supply of emeralds from a guy named Patches. He had a patch on his left eye. His prices were significantly better than the fancy stores in town. In one squall coming thru the anchorage, five boats dragged; one was right in front of us. On one boat the crew was not aboard at the time and dragged quite a distance. A few more gusts would have had him on the rocks.

We went to a fantastic, century old, four story concert hall and listened to one of their orchestras. We had found a grand ice cream store and had ice cream before and after the concert. Actually we went there several times for a very reasonable lunch topped off with ice cream. This was a very trendy place but very reasonable. Carolyn has become quite the barterer and one day while visiting a large monastery, way up on a hill, a vendor tried to sell Carolyn a piece of artwork she had seen in the city. The vendor quotes 3 times the price as in the city

and Carolyn just laughs and makes some Spanish comment and walks away. He quickly comes down to the price in the city but Carolyn walks away and we go visit the monastery. Upon coming out, the vendor is at it again and Carolyn finally gets the next larger piece of artwork for the same price as the small one in the city.

We left Cartagena on Nov. 10 and spent some time in the Rosarios where they had a fantastic aviary that was free. He wouldn't take money. There were birds from all over the world. Never could figure that out. It is also the island of drug lord's weekend retreats. The CFO of the Medellin Cartel had a little shanty on the shore. His beach house had 25 archways with doors and windows and I'm not good enough at math to add up all the windows in the main house. Unfortunately for him, he is now doing hard time in the "BIG HOUSE".

We took off for an 850-mile trip to the Bay of Honduras with a personal OK to Carolyn from the main weatherman in the Caribbean. Two days later, there was tropical storm Gamma and a big cold front behind that. The weatherman was giving personal updates to Carolyn on the radio and signing off with "88", radio talk for with love. Never heard him say that to anybody else. She still has it.

We decide it is best to sidetrack 180 miles and go to Isla Providencia where we are now. This island is off the coast of Nicaragua, but belongs to Colombia. It just got hit by hurricane Beta last month and is recovering. The people are very nice. We will head north again when the winds moderate.

There were two boats in the harbor when we got here. The next morning they were getting ready to leave so I yelled over to say hi and see where they were going. They were both headed for the Bay Islands where we had been going. I told them about the cold front but they left anyway. The one guy had lost his boat in hurricane Beta and it is lying on the rocks a quarter mile from here. He was hitching a ride on a friend's boat. The other boat had lost the top third of his main mast. Anyway, this AM we are listening to the NW Caribbean Net on the radio and they are hove to in storm conditions 60 miles

north of us and planning on coming back to Providencia where we are. Carolyn has threatened me that I can't say 'I told you so'. Take care and have some nice holidays.

Ken and Carolyn on Paws 11/22/05

Fairwinds to Ernie Linke

Barb Beitscher and Brad Houghton

Charter member Ernie Linke died September 5 in Albuquerque, NM after a brief illness. Ernie was a CCMA Lifetime Achievement Award winner and a great supporter of the club. Ernie helped to create the CCMA and the first organizational meeting was held on a snowy day in his living room. Ernie loved to sail and raced his Hironnelle catamaran, Nip n' Tuck.

So many memories come to mind...

Magical Powers: Ernie singing Blue Skies in Cape May, NJ to stop the rain so we, the crew, and the boat could dry out. The sun really did come out during his song;

Patience: Ernie winning a LONG race by anchoring the boat so as not to go backward and waiting till the wind returned to win later while others quit and went home.

Multihull Cruising: Ernie organized and led the CCMA on a group cruise to the rededication of the Statue of Liberty in 1976.

Multihull Friendships: After sailing with him to Newport, I remember Phil Weld clapping Ernie on the back and thundering "I love Hironnelles" at the bar in Newport after Phil's victory in the OSTAR (Observer Single Handed Transatlantic Race) in the trimaran Rogue Wave;

Multihull Maintenance: Ernie parking his whole crew in front of a fixed bridge where we all did maintenance for 3 hours until the tide went down low enough for Nip n Tuck to go under the bridge (Brad rebuilt the head);

Sailing Expertise: Ernie welcoming us home from a trip in Fox, our 24-foot Newick trimaran, by sailing circles very close around and around us in Nip n Tuck (difficult, but not for him) while completely relaxed and talking nonstop;

Sailing well on no wind: After a storm, we wafted to our CCMA rendezvous destination on very light airs, arriving with Ernie at 10 p.m. at night, too late for the group potluck dinner, saying "We're from the Ernie Linke school of sail management" (translation: he never used the engine if he didn't have to)

and many more wonderful memories.

All our sympathy and best wishes to the Linke family.

As a long time resident of Middle River, his sons will be planning a service for Ernie this Spring in the church in Towson where Ernie's wife Kay's memorial was held so that CCMA members and friends can attend.

Membership Matters^{^^}

John Wayshner, Membership Board Member

CMA membership is expanding! I'm happy to announce ten new members joined in 2005. Unfortunately, nine members from 2004 didn't renew, but that's still a net gain of one, so at least we're moving in the right direction. In my second year as membership coordinator and I must say this year has started out right. I have already received nine renewals for 2006 and two new memberships. My goal for the coming year is that I won't have to run a "Membership Matters" column until November! All joking aside, participation is the key to this club. If you haven't already, get involved you'll like it.

For 2006, the CMA already welcomes two new members:

Andy & Carolie Noyes - Corsair F-27 Trimaran
John Steimer - Gemini 104MC Catamaran

Please send your renewal checks payable to CMA to:

CMA Membership
1435 East West Shady Side Rd.
Shady Side, MD 20764

Yearly membership dues is \$25 (or \$ 20 if more that 200 miles from Annapolis, MD) plus \$20 racing fee if applicable.

Need Crew?

We've heard from the following with interest in crewing on multihulls:

Name	Interest
Tom Kawecki tkawecki@space.nrl.navy.mil	Racing/Corsair
Rick Morton rick.t.morton@gmail.com	Racing/Corsair
David Nees dnees@fitnessresources.com	Racing on Multihull

Patapsco Racing

Kevin Duffy is seeking multihull sailors for the first series of his club's Wednesday night racing series from April 26 through May 31. They are located on the north side of the Patapsco River and race off Old Road Bay, between Sparrows Point steel mill and Ft. Howard. \$25 to race and depending upon how many boat participate, 1-3 trophies will be handed out. The racer will need some sort of PHRF rating, either official or unofficial. For more information contact jkduffy@shimadzu.com

2005 CMA Board Members



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Fleet Captain

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Cruising Coord.

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Cruising Comm.

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Mike Brian (410) 956-2199

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Brad Houghton (301) 261-7057
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Mike Brian (410) 956-2199

Tim Layne

Kiyoshi Mizuuchi (301) 279-5829
kmizu@helix.nih.gov

Past Commodore

John Wayshner (410) 867-6919
johnwayshner@hotmail.com

For Sale

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.

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

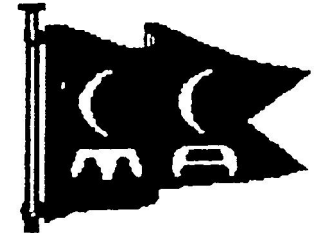
Patch. Each patch cost \$3.00, which includes shipping to your doorstep. Send your check to Mike Brian.

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

Jacket Patch



Burgee



APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL

(Circle One) *New Application*
Name(s) (as you wish it to appear in the roster):

Street:

City:

State/Zip Code:

Home Phone:

Business Phone:

E-mail Address:

Newsletter preference (circle):

Email file *email me with link*

Home Port:

How did You hear about CMA?

Renewal

Correction

Boat Type/Model:

Boat Name:

Manufacturer/Designer:

Year and Rig:

LOA: Sail #:

(Circle): *Cat Tri Mono Proa*

Sailing Interests:

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/>

John Wayshner, Membership Board Member
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