

CHESPEAKE MULTIHULL ASSOCIATION (CMA) NEWSLETTER

Enjoying sailing on the Bay in 2012 ...



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2013 CMA Board Members

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Membership	Jim Nealey
Cruising Chair	Larry Forgy
Web Editor	Chuck Rush

CMA Newsletter

Correspondence:

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Commodore's Letter...

It's a cold March evening as I write my first communication to the club. Or is it Memo to the Fleet? Or maybe Order of the Day? How about just Commodore's Letter? This sounds better. Following in Larry's and Gary's wakes will be difficult. The club has a sound financial footing, and stable membership and a reasonable amount of Corporate Sponsorship. Our Racing Fleet is healthy, and invitations to participate in CBYRA Regattas continue to come in. Our Cruisers are by definition harder to herd into a single anchorage, but reports are that they are to be found all over the bay. My goals as Commodore are still evolving. Most of you know me, and I obviously come from the "racing" side of what used to be the Chesapeake Cruising Multihull Association. I'd like to see the two parts of CMA come together more often.

- We already have a well-attended series of lectures as part of our meetings during the winter. These should continue next fall and winter.
- Our awards dinner in February recognized those who have helped build the club and bring it together. The Lin Kilmon Award for Outstanding Service is a Club-wide award that Terry Boram richly deserved.
- Our Cruising Chair, Larry Forgy, will be working on events to bring us all together. Previous events have included Raft-ups with both fleets Memorial Day Weekend in St. Michaels, in Oxford in September, as part of the Queenstown Races [now the Race to Rock Hall], and spontaneous and not so spontaneous raft-up around the bay.
- The Annual Boat Show Reception has been a major success these last two years, and, if possible, I'd like to keep it in its current venue, the UK-Allen Loft.

So, let me know what your vision is for the club, and how the Board of Directors can facilitate this.

Sail well, and I'll see you on the water...

Doug Dykman,
Commodore

Upcoming Events:

Safety at Sea, Marine Trades Assoc. of Maryland, 6-7 April 2013; Email: info@mtam.org

Annapolis Spring Sailboat Show, 26-28 April 2013; Email: usboat.com

Annapolis to Miles River Race and Miles River Race Back, 25-25 May 2013 (see 2013 CMA Racing Schedule, page 4)

Fleet Captain's report:.....

Our awards dinner was well attended and all but four of the winners were there to receive their awards. Terry of course now living in Florida must have found the commute too far while Chester and Jeannie King I am sure didn't want to take time out of their Caribbean cruise. Tim Lyons had every intention of coming, however, he thought that with the good wind that day he would go out for a quick day sail and as luck would have it he tore his new mainsail in half becoming the first nomination for the 2013 bent anchor/mast award instead. The following are the awards that given at the dinner:

Lin Kilmon Memorial Trophy for Elapsed Time Racing Performance

First Place Paul Parks, *Sundog*
Second Place Tim Lyons, *Triple Threat*

Lin Kilmon Memorial Trophy for Long Distance Racing Fleet A

First Place Douglas Dykman, *Temple of the Wind*
Second Place Chris Shenot & John Nicholson, *Fair Curve*

Lin Kilmon Memorial Trophy for Long Distance Racing Fleet B

First Place Russ Wesdyke, *Lola 3 Wild Child*

Lin Kilmon Memorial Trophy for Outstanding Service

Terry Boram

CMA Cruiser of the Year Award

Chester and Jeannie King, *Seapaws II*

CMA Rookie of the Year Award

Chuck Rush, *Triple Point*

CMA Most Improved Racer Award

Jeff Short, *Endurance*

Bent Anchor/Mast Award

Tim Layne, *Wild*Card*

Jem Karabekir was also recognized as he was skippering Wild*Card on the Baltimore Harbor Cup and became a member of the Flipper club and will now be holding the plaque.

I would like to point out that the organizer of the Leukemia Cup John Dodge came to our last BOD meeting and promised that if we included the Leukemia Cup in our racing schedule he guaranteed windward/ leeward racing courses for the multihull fleet and the RCs will treat all racing as priority over the party. It was decided by the BOD to put the Leukemia Cup back onto our schedule as a non-Highpoint race.

Tim Layne,
Fleet Captain

2013 CMA Racing Schedule

<u>Date</u>	<u>Race</u>	<u>High Point</u>	<u>Long Distance</u>	<u>Elapse Time</u>	<u>Sponsor</u>	<u>Sanction #</u>	<u>Results</u>	<u>Associated Event</u>
4/27/13	AYC Coast Guard Overnight		*	*	AYC			
5/25/13	Annapolis to Miles River Race	*	*	*	MRYC			Raft-up
5/26/13	Miles River Race Back	*		*	WRSC			
6/15/13	PSA Overnight	*	*	*	PSA			
6/22/13	Northern Bay Race Week	*/x2		*/x2	GSA			Raft-up
6/23/13	Northern Bay Race Week	*/x2		*/x2	GSA			
7/13/13	Race to Baltimore	*	*	*	BCYA			
7/14/13	Baltimore Lighthouse Classic	*		*	RCRA			
7/19/13	Solomons Island Invitational	*	*	*	EYC			
8/2/13	Governor's Cup	*	*	*	SMCSA			Raft-up
9/14/13	Race to Oxford	*	*	*	NASS			Raft-up
9/15/13	Hammond Memorial Race	*	*	*	TAYC			
9/28/13	PSA to Queenstown				PSA			Raft-up
9/29/13	Queenstown Race Back				PSA			
10/5/13	Havre de Grace Race			*	HdGYC			
10/26/13	Baltimore Harbor Cup	*	*	*	BCYA			
10/27/13	Baltimore Harbor Fall Back	*		*	RCRA			

Note: Leukemia Cup to be added back onto our schedule as a non-highpoint race

From our CMA members and friends....

Searching for Worton Creek on Biscayne Bay by Terry Boram

Is the grass really greener in Florida? I can tell you the water is definitely bluer. It's amazing to see the bottom of our rudder and the anchor digging into the sand when we stop for the night. Those are absolute bonuses you can't find anywhere on the Chesapeake. But sadly we are still missing our beloved Worton Creek. Don't get me wrong, we have had some great sails on Biscayne Bay in the December, January and February but that quiet gunkhole still eludes us.



The sailing grounds are quite different here. Biscayne Bay's average depth is around 8' with many areas 3' or less. You really need to pay attention to your charts because the water becomes skinny very quickly. There are two well defined channels leading out of our mooring field at the Coconut Grove Sailing Club (CGSC). The northern channel takes about 45 mins to motor while the southern channel only 30 minutes. A far cry from slipping the lines at our dock in Middle River and having the sails up within 5 minutes.

The locals here are proud of their cruising grounds. No Name Harbor, Hurricane Harbor, Elliott Key and Boca Chita Key all offer great fishing, spectacular diving and calm areas to paddle. Most of these are within the Biscayne National Park system so you must dock along a seawall and pay a fee for the overnight visit. Elliott Key suffered extensive damage during Hurricane Sandy so it is now closed to boaters.

For our first overnight we asked our new Vice Commodore at CGSC, Sean Connett, for a recommendation. His suggestion for

the forecasted NW wind (another item we need to be mindful of at all times) was Chicken Key. The short sail put us in the area of this small island just before sunset. With no other boats around we questioned where the anchorage was suppose to be. Behind the island leaving us protected from the wind but exposed to the Bay? In the small cove to the right of the channel which looked more like an anchorage on the Chesapeake? We choose the latter.

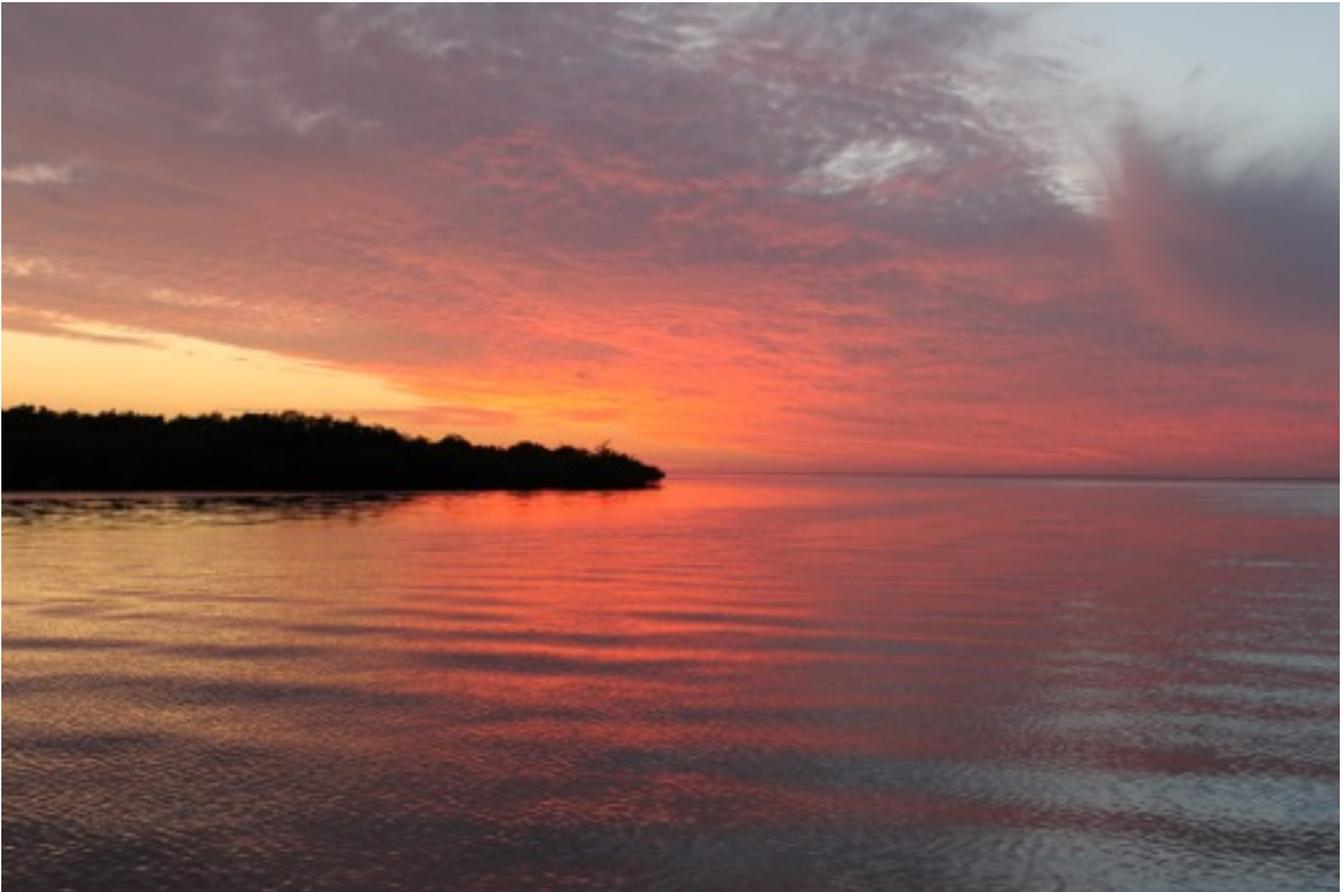
As soon as we left the channel the water shallowed pretty quickly to three feet. Not taking any chances we dropped the hook keeping us 30 feet off the channel. Throughout the next few hours fisherman would slowly pass by asking us if everything was OK. Judging by their concerns we knew we were anchored in the wrong spot but simply couldn't imagine being behind the small clump of land exposed to the bay. The light pollution from the nearby land didn't allow for the stars to peak through and we quickly learned that the nearby channel was popular with the fishing crowd. After a sleepless night we couldn't wait to get back to our mooring field.

Our next adventure navigated us further down the bay to Pumpkin Key to meet up with Jim Parrott who flew in with some friends for a weekend of lobstering. The locals said it would offer great protection from the prevailing east winds. Seeing several other boats anchored in the area reassured us that this time we were anchoring in the right area. Although still exposed to the bay, this private island off the Ocean Reef Club provided the darkness needed for a wonderful night of stargazing.

After six tosses of our Fortress 16 anchor we finally set. While the Fortress worked flawlessly in the Chesapeake it is no match for the sand and sea grass in Biscayne Bay. Just as we were cleaning up the boat a Boston Whaler came screaming up to our side. Jim and his gang of friends picked us up for dinner at the club. I have to say I was nervous about leaving the boat alone after taking so long to set the hook. Once in the Whaler we zoomed through the mangroves at speeds I never thought a boat that size could reach. (Just for the record, Jim was not at the wheel.) By the time we reached the restaurant I was an absolute wreck. We did enjoy a wonderful dinner of fish and chips with great stories about their lobstering adventures. Not a single lobster was harmed in the making of these stories. After touring a multi-million dollar gym/spa facility on Ocean Reef, Jim took the helm for the trip back to our boat (at 1/2 the speed) and I was relieved to see Tri Dreaming where we left her.

Just before sunrise, wake from the local fishermen rocked our boat. By mid-morning a local sailboat race began off our stern and another race passed by to the west. Quite the busy area. As the strong wind shifted due east we watched the catamaran behind us begin to drag anchor followed shortly by us.

Since we wanted to stay in the area for another night we logged into the Cruiser's Forum for some anchorage recommendations. A short distance north was Langford Creek which was said to provide good holding and well protected waters. Once in the creek we noticed that the current was extremely strong. We tried several times to get our anchor to set in two different locations. Having no luck and extremely tired, frustrated and covered in mud we made our way back to the safety of our mooring ball. Search for a new anchor was about to begin.



[Christmas Eve in Sands Key (December 2012)]

With our Christmas stocking hung from the port holes we took the advice of yet another local and headed for Sands Key, on the eastern bay between Boca Chita and Elliott Keys. Approaching from the south we immediately knew this was going to be our Christmas miracle. The peaceful cove was surrounded by mangroves with birds singing, dolphins playing and fish jumping. The sun setting just off the spit of land colored the sky for almost an hour. The stillness this cove offered was more than my bottled-up emotions could handle causing a burst of tears of joy. Finally someplace I look forward to going back to in the near future.

After much research we purchased a Spade anchor. The size of the anchor is a bit of an overkill for our boat but the “one toss and it’s set” peace of mind makes up for the extra cost and weight. The first overnight with the new anchor led us past Pumpkin Key to Steamboat Creek just north of the bridge leading into the Ocean Reef Club. The shoreline was mostly mangroves so we made sure we anchored far enough away to not be bothered by mosquitoes. Well apparently we weren’t far enough. As soon as the sun went down the buzzing began and we quickly retreated below for a night of backgammon.



Fortress 16 vs. Spade. No match. (January 2013)

Around 4:00 a.m. we both noticed a different rocking motion with the boat. Surely we couldn't have dragged again. Clint went out to investigate and found that we had drifted over the anchor line and we were just sitting funny to what little wind there was. As he tried to manually point Tri Dreaming into the wind I watched from below as mosquitoes swarmed him. The mosquitoes followed him as he got back in the v-berth. For the next hour or so we played the "shine the light" game to kill off as many of those buggers as we could. The next morning, the inside of our boat looked like a murder scene with apparently my blood splattered all over the boat. Clint did not have a single bite on him while I had at least 20.



Water color in Hawk Channel (February 2013)

The next day we made our way out Angel Fish Creek to Hawk Channel to sail between the barrier islands and the outer reef. The water color is this indescribable shade of turquoise with dolphins and turtles happily swimming about. We had a delightful five-hour sail back to the cut near Stiltsville to come back into Biscayne Bay. Passing No Name Harbor and foregoing Hurricane Hole we decided to sail onto our anchor at an area called Biscayne Bight. With no mangroves in sight the only thing that chased us below was the cool evening. OK so it got into the 60's but that's cool for here.



Stiltville as seen from the lighthouse on Key Biscayne (November 2012)

We have already tired of what Clint calls “sailing in a bathtub.” Currently we are looking at varies options such as moving the boat to Key Largo or even Naples, actively selling Tri Dreaming and becoming trailer sailors for a couple of years or keeping her here during the winter then moving her north for the summer. So many options.

I began this with a question; is the grass really greener in Florida? We are sailing in the middle of winter. We have worn jeans and a jacket out on our boat only one day. Dolphins have become common sightings while turtles and manatees bring a warm smile to our face. The sunsets are spectacular and if you are anchored in the right place the sunrises are just as amazing. This might not be my beloved Chesapeake Bay but when I look at the big picture I surely don’t have any room to complain.

Come visit us any time. Don’t believe the hype about summer here. It’s really not that much hotter than a summer on the Chesapeake. See you soon.

On Building a 32' Catamaran by Cy Fishburn <cyfishburn@yahoo.com>

I've been a member of CMA for a couple years, haven't really been active. I'm working on a 32' catamaran in Essex, MD. This will be a Woods cat, an Eclipse model, which you can check out at sailingcatamarans.com.

I'd love to hear from members, if only a friendly word or some encouragement. If you'd like to see the build, let me know. If you'd like to help now and again with big things, or small ones, most definitely let me know. Maybe there's a high-schooler in the group who'd like to pick up some \$ over the summer. Anyway, no one will have to sand more than moi.

We have another member who is building a boat. George Kuck is working on a 36' (!) Kurt Hughes cat in the Chestertown area on the eastern shore. George would also love to see some of us at his shop. He has already had some resin infusion parties. Check him out!



From our membership chair...

News and Dues

YOW! There's a heckuva long list of stuff to get done, work and weather permitting.

If "sails" is one of the items you've scribbled on your "to do" list this time of year, talk with a CMA member that knows the business. Take a moment to welcome aboard our newest member, Scott Allan. Many of you may know him as our gracious host for our past two annual "boat show" parties at his loft, 108 Severn Avenue in Eastport. Scott is a sailmaker and the owner of UK/Halsey Annapolis, with a history of racing catamarans who appreciates a quick boat.

Also a busy time for CMA's rater, Kiyoshi Mizuuchi. Tasked with the thankless job of sorting out all the different boats, assigning them to one of two fleets, figuring in their rigging peculiarities and every skipper's

race record. That's a boat load of calculating to get the fleet rated, adjusted and posted for every race committee on our fleet's racing schedule for the 2013 season.

And you probably resent any distractions until the boat is prepped and splashed. Sitting pretty at her slip or on the trailer, and easy on the eyes for the last look when you leave at day's end. I know, you've got stuff to do. But do Kiyoshi a favor and send in your dues. Thanks in advance.

Gettin' busy,

Jim Nealey, CMA membership chair

Make those checks payable to: Chesapeake Multihull Association

Mail those checks to me at: 542 Devonshire Court, Severna Park, Maryland 21146

Note: Please include the renewal form with your check. You'll find the link on the home page.

If there are no changes in your contact information, no need to fill out the complete renewal application, simply enter your name.



Chesapeake Multihull Association

APPLICATION FOR NEW MEMBERSHIP AND MEMBERSHIP RENEWAL

<input type="checkbox"/> <i>New Application</i>		<input type="checkbox"/> <i>Renewal</i>		<input type="checkbox"/> <i>Correction</i>	
Name(s) (as you wish it to appear on 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			<input type="checkbox"/> <i>Catamaran</i>		<input type="checkbox"/> <i>Trimaran</i>
			<input type="checkbox"/> <i>Mono</i>		<input type="checkbox"/> <i>Proa</i>
Home Port			Sailing Interests (Check all)		
			<input type="checkbox"/> Local Racing		<input type="checkbox"/> National Racing
			<input type="checkbox"/> Local Cruising		<input type="checkbox"/> Long Distance Cruising
How did you hear about CMA?					
Cost					
			General Membership		_____ \$25.00
			General Membership (outside 200 miles from Annapolis)		_____ \$20.00
			Racing Fee		_____ \$20.00
			Total		_____
Send application and check to:			Jim Nealey CMA Membership 542 Devonshire Court Severna Park, MD 21146		

Final Comments

It's incredibly hard for me to believe that the 2013 sailing season on the Bay is just around the corner! By the middle of next month I'll start the welcome spring ritual of cleaning the winter leaves and dust off my boat, checking the standing and running rigging, starting the outboard engine, checking safety supplies, and innumerable other tasks. Hopefully, I'll get out with my crew by early May to test the boat prior to our first events, the Miles Rive and **Back** races on Memorial Day weekend.

I want to thank Terry Boram for her outstanding service to CMA and especially to acknowledge the excellent job that she did getting out a superb newsletter over the past several years! She will be "a very tough act to follow". I have never previously attempted to organize a newsletter of any sort, but look forward to the challenge and hopefully will deliver a quality and timely product with your assistance.

Please feel free to contribute any text and/or photos that you believe the readership may enjoy. Possible topics might include: cruising or day sailing adventures, racing accounts, overnight anchorages, and favorite food and/or beverage recipes when you are out on your boat. Additionally, any contributions describing preparing the boat for the season on the water, or recommendations for regional boatyards, riggers, mechanics, etc. would be very welcome!

Finally, I highly recommend you to check out the CMA website (www.chesapeakeMULTIHULLS.org), which has a tremendous store of information, including club history, racing and cruising information, an image gallery and videos, current classified advertisements, and our CMA sponsors logos. My hope is that the CMA Newsletter will complement the CMA website, and will be of value to our membership. Additionally, I also anticipate that our website, with the embedded current and previous issues of the Newsletter, may attract the attention of those who are considering getting involved in sailing multihull sailboats (CMA will always need to attract and welcome new members).

Thanks to all who have so generously contributed to this first issue of the 2013 sailing season! Ultimately, any errors or oversights in this issue are mine alone. Please let me know your thoughts...

I look forward to seeing you all out on the Bay this season...

Dana Stoffregen
Rear Commodore

Note: Please consult the CMA Website for current classified ads, including crew available/desired and boats/gear available. All Sponsors Logos are also available on the Website.