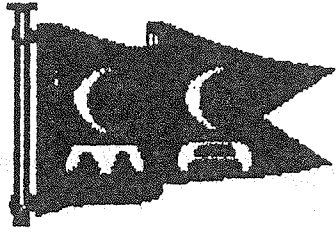


# Chesapeake Cruising Multihull Association



OCTOBER 2000

## News Letter

### NOVEMBER MONTHLY MEETING

#### Tides and Tidal Currents

Speaker: Tom Hubin

If the moon's gravity causes tides, why does low tide occur when the moon is overhead? If the moon revolves around the earth once each day, why does the tide cycle occur twice each day? Why do some places have two foot tides while others have 50 foot tides? Sailor, navigator, and Prince of Tides, Tom Hubin, author of the tidal current predicting software "Currents Made Easy", explains how the sun, moon, and earth interact to create earth's tides.

Dinner will be served at 7 pm. We are still planning the dinner menu; the main course will probably be a green salad, lasagna (a veggie lasagna and a meat lasagna) and french bread. We would appreciate a donation of \$3.00.

The November meeting will be at the Mayo Kiwanis Clubhouse on Friday, the 3<sup>rd</sup> at 7 pm.

#### Directions to the Mayo Kiwanis Clubhouse:

**From the Washington Beltway:** Exit at Route 214 East towards Annapolis and go 12 miles to the Mayo Post Office.

**From Parole (Annapolis):** Take Route 2 south 4.5 miles to Route 214. Turn left on Route 214 towards Mayo. Drive approximately 4 miles to the Mayo Post Office.

**From the Mayo Post Office:** When you are on Route 214 the Mayo Post Office will be on your right, turn right onto Carr's Wharf Road and go approximately 1 mile to the Mayo Kiwanis Clubhouse. The entrance is on the left, just after their Kiwanis sign. The building is set back 400 feet from the road.

#### FUTURE EVENTS

Dec. 8<sup>th</sup> Christmas Party Location: Mayo Kiwanis Clubhouse

#### CCMA MERCHANDISE SALE

The Quartermaster will have the CCMA Merchandise at the November Meeting. All clothing is on sale! We will have Tee Shirts, Polo Shirts, Caps, Jacket Patches and Burgees for your selection.

## Race Report 2000

#8

8/4/00

**St. Mary's Governor's Cup** (St. Mary's College Sailing Association): A view from the Slug's eye. Kiyoshi Mizuuchi (Salty Slug)

This is another race I had failed to finish properly in the past. Last year, I thought we were doing well chasing Leading Lady who, as usual, took off chasing Donnybrook in the light breeze. We were still next only to Leading Lady at daybreak passing off Patuxent River. Then the winds got lighter and lighter and lighter and ... It was a struggle to pass Point Number Point Light and took forever to get to Point Lookout Light. Then we lost the wind altogether. We sat within 100 yards or so of the Lighthouse for several hours under a cloudless sky getting baked by the over 100 degree heat. We eventually ran out of water and I was soon feeling the effect of dehydration and heat. We finally gave up around 2:30 and started the outboard. Then, it took only 15 minutes or so before we noticed the light breeze starting to fill in. Well, what a way to give up the potentially leading position in a big race. If you don't finish, it doesn't count, they say. Only Jere Glover and the crew on Gemini had the patience and perseverance to finish the race after 24 hours. This year, I was pretty determined to finish the race. The predicted moderate winds from SW veering to NW sounded good for us. Although, the prediction for scattered showers worried me a bit, this summer the threat of thunderstorms was mostly less serious and this weekend did not look exceptionally bad either. I had on board, beside Eric, my new crewmember this year, our Commodore Brad Houghton helping me for this race. Before the race he told me that he used to sail a 26' Newick before Barbara and he built their current boat. He was kind enough to wait until after the race to tell me that he managed to flip that boat.

Unlike many races in which we are the last to start, our class was the first to start in this race. At the 6 pm start off Tolly Point at the Mark X, we had eight multihulls. Six regulars in our class (The Karis, Condor 40 Mike Ivy; Bravo!, DF920 Denny White; Tri-My-Way, Condor 30 Dave Way; Gemini, Gemini 105M Jere Glover; Mistral, Seawind 24 Dick Bean; Salty Slug, F-24 Kiyoshi Mizuuchi) were joined by two new racers, John Martin's Dare II, a Condor 40 and Siciliano's Bien Joue, an F-24. We started near the pin end on the starboard close fold in about 7 kt of SSW winds. We unrolled the screacher immediately and were leading the fleet toward Thomas Point Light. In the light wind, the black Condor 40, Dare II was sailing even with us to our weather, but soon our screacher helped us to get slightly ahead. Dare II tried her spinnaker, but the winds were just not far enough aft to help her. We stayed close to the rhomb line, but Bravo! was sailing behind us at a lower angle toward the Eastern Shore. We watched her carefully to see if she was gaining on us quickly by footing off or by finding better winds on the eastern side. She did not look to be gaining on us and we decided to stay on our course. The others were following us and did not look likely to overtake us in a hurry. I hoped the winds would hold at the moderate level through the night with the direction gradually changing toward west so that we could make better use of our advantage with the screacher and asymmetric spinnaker.

In the light winds, we were soon overtaken by large monohulls, Donnybrook followed by several others which started 5 min after us. They fanned out ahead of us; a few stayed closer

to the Western shore while some sailed at a slightly lower angle than us toward the Eastern Shore. As we approached off Bloody Point, I was happy to be able to maintain our position in the fleet. As soon as I started to wonder how long the conditions would last, we noticed a monohull directly ahead of us changing her direction toward the Eastern Shore. The reason for her puzzling behavior became clear to us within a few minutes. The winds started to become lighter, at the same time we got headed big time. Within several minutes, we were sailing toward Eastern Bay. Well, this is not the direction we should be heading, I thought, and we struggled to tack in the dying winds. We drifted for a little while off the Eastern Bay and wondered if we get enough winds through the night. But, a new breeze soon filled in at 7 to 8 kt from east. The near 180° wind shift was totally unexpected, but it allowed us to carry our screacher again. However, with the true wind just about at our beam, occasionally moving forward several degrees and with the apparent angle already around 50° to 60°, we decided against flying our spinnaker.

As it got darker, I wondered how long the easterly was going to stay with us, and hoped we would not get becalmed for long when the winds shifted back again. Fortunately, the winds seemed to stay more or less stable both in strength and direction for us for awhile, although we saw a darkening sky and possible rain to our north, mixed with the sound of thunder. Fortunately, it did not look too threatening to us. On the other hand, in the darkness it was no longer possible to tell if we were still staying ahead of other boats in our fleet. Despite the moderate winds, thanks to the direction, we could enjoy a rather quick and steady pace until we were about to pass off Tilghman Island to the east when the winds started to veer to southeast and further forcing us to head SSW. The winds got gradually lighter and when our heading reached around 220°mag, near 38°35' North, we tacked to starboard. Fortunately, the light southerly kept on veering with a gradual gain in strength without giving us an extended period of drifting conditions. We passed close to the gas terminal dock around midnight and then Cove Point on beam reach. By then, Brad had gone below to take a nap.

As we neared the mouth of the Patuxent, the winds consistently stayed at our beam around 10 to 12 kt and we switched our screacher to spinnaker. The winds from slightly south of west kept building to above 15 kt as we past Cedar Point. When we saw the wind speed go over 17 kt, it was time for Brad to put on his weather gear and life vest again and come out onto the starboard ama together with Eric. Brad thought he saw a Condor 40 to our weather, but I had no time to investigate. We were making consistently above 15 kt and soon, with every breathing of the wind strength, I had to depower the spinnaker by pointing lower. This forced us to point toward the middle of the bay, instead of directly pointing toward Point No. Point Light. However, I thought with the good speed we were making, it wouldn't hurt to sail a slightly longer course. My problem was that without any familiar landmark in the darkness south of Cedar Point and unable to take my eyes off the sail and my hands from the tiller, I couldn't check the GPS for our whereabouts. The winds were poking above 20 kt and we were reaching around 17 kt. By the time I finally managed to check the GPS position, we had past the midpoint between Point No. Point Light and Point Lookout Light, way too far from the Western Shore, between R"72" and R"70".

We hurriedly unfurled the jib and took down the spinnaker. We had to beat toward Point Lookout Light now. We should have switched to screacher 30 min earlier to pass closer to

Point No. Point Light and come in directly toward Point Lookout Light. I was a bit carried away by the exhilarating spinnaker run with adrenaline pumping. This was costly for us because while heading toward Point Lookout Light, the winds gradually got lighter and the going got slower, although veering continued to allow us to reach with our screacher. Around 3 am we still had more than a mile to the Lighthouse.

As we got closer to the Lighthouse, we could see just a few tall masthead lights ahead of us, but more than half a dozen boats were coming down toward us from north. We rounded the Lighthouse behind a large monohull, but by this time, we were tired and our sailing was apparently getting sloppier judged by the very loose rounding that cost us several boat lengths. The going was getting slower in the diminishing winds and a group of monohulls that were approaching from north gradually caught up on us from behind. Beating toward the mouth of St Mary's River with the winds from north of northwest was painful for us: larger monohulls that had an advantage over us in light upwind beating slowly steadily overtook us one by one, most of them to our weather. Still this had been a great night of sailing compared to last year. I tried to stay optimistic. We kept on going on the starboard tack past the turning mark "RG" "SM" at the mouth of St Mary's River under dawning sky so that we could take a longer port tack beat into the river. By doing so, we managed to hit the next wind shift just at the right moment near the opposite shore from St George Creak and reached near the day mark "3" just after one tack under cloudless morning sky. Yet, it took an additional half a dozen tackings to complete the last 2 miles toward Church Point. At a mile and half from the finish, we saw a large catamaran, which we decided cannot be in the race. Far more concerning was the sight of a black-hulled trimaran, which cannot be anybody other than the Condor 40, Dare II near the finish line. She somehow managed to carry a rating that is almost the same as for Salty Slug. If she had finished already, we clearly had no way of catching up on her in the very light winds. As we got closer to the finish line, she motored down the river heading back home to Annapolis. Coming into the docking area after finishing around 7:24, we saw Bravo! already tied up there. We were the third to finish in our class.

Later, we found that Bravo! finished about 20 min ahead of us: she must have passed us while we were straggling toward Point Lookout Light, but we would be ahead on the corrected time. But Dare II finished another 7 or 8 min earlier. Next to us to finish were The Karis and Tri-My-Way finishing side by side. Gemini could finish much later and still correct ahead of us; this had become a familiar story. One mistake at the last stretch before Point Lookout Light cost us dearly. I wondered how much time we could have saved if we did not overstand the turning mark so badly there. Yet, we accomplished our primary goal for this race: to finish properly at a decent time in the morning. And what a beautiful morning it was.

Yet, there was one rather unpleasant piece of business I had to take care of this morning. This had to do with the rating of two of the participating boats in our class. One of the boats, Bien Joue, clearly did not have a legitimate rating. The other boat was Dare II. Several of the participants were discussing about the possible result of our class later in the morning, and questions were raised about the significantly lower rating of Dare II compared to other Condor 40's. Several people asked the reason for her low rating. Because her owner, John Martin signed up as a racing member late this year, I had not gotten around to check her rating sheet from last year carefully, and I did not know the reasons behind her low rating. Mr.

Martin had left and was not available to explain, either. I hoped to clarify the rating issue before the result of our class was finalized. Talking to the Race Committee, I was told that the result would be announced in the afternoon and the only way to delay the decision was to file a protest. Having at least one boat without a legitimate rating, I decided to file a protest to gain time to investigate.

After coming home on Sunday, I checked the record of Dare II. I found that she was checked for the rating purpose last year for the first time, and the hull dimensions matched that for the standard Condor 40. However, her weight and sail area apparently were not measured. Her weight was assumed to be 150 lb heavier than The Karis considering the installation of an inboard engine, and the 3% rating adjustment given to all other Condor 40 boats previously was waived for her for no apparent reason. These points explained the rating difference compared to other Condor 40's. On the other hand, I found absolutely no indication that Mr. Martin acted inappropriately to obtain a low rating for his boat. Therefore, I found no reason to retroactively question the rating of Dare II in this race. Regardless of the rating issue, John Martin deserves a big hand for the excellent sailing.

As for Bien Joue, the rating figure on her race entry form was that which was used for the Farrier Class Association races, and it was higher than what it would have been if she did obtain the CCMA rating. Besides, this rating difference would not influence her standing in the race if one could retroactively legitimize the rating she used. I thought it would be appropriate to accept her rating for this race, provided Mr. Siciliano agreed to become a racing member of CCMA for this year, which he agreed to do. I explained my position to withdraw the protest to the Protest Committee on Monday and the Committee accepted my withdrawal.

For the future, I would like to tighten up the boat measuring practices especially for the sail area and the weight estimation, and put them into writing in order to avoid the confusion to persist. I also plan to propose a few small modifications to the current rating calculation based on observations during past several years. On the other hand, our races are meant to be friendly fun occasions and we should not take the rating system and the results based on it overly seriously. No rating system can be perfect. This is particularly true for us small, yet diverse do-it-yourself fleet run by volunteers without a big budget to spare for measurement. I would like to hear from everyone who has ideas on how to improve our system further.

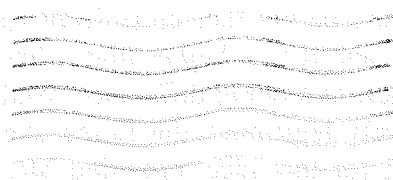
## Result

			ET	Rating	CT
1	Dare II	Martin	12:56:44	0.936	12:07:01
2	Gemini	Glover	15:13:56	0.815	12:24:51
3	Salty Slug	Mizuuchi	13:24:13	0.934	12:31:08
4	Bravo!	White	13:04:10	1.006	13:08:52
5	The Karis	Ivy	13:43:16	0.97	13:18:34
6	Tri-My-Way	Way	13:43:17	0.98	13:26:49
7	Mistral	Bean	15:37:52	0.921	14:23:47
8	Bien Joue	Siciliano	15:53:48	1.0156	16:08:41

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### IN THE PAST

#### BOAT SHOW DINNER

Our Boat Show Dinner was a huge success again this year. It has been a tradition for many years. This year it was held at Paul's on the South River. The food was served buffet style and there was a wonderful variety from which to choose. Nikki Goodman deserves a special thanks for coordinating the event. We had a large number of the multihull builders represented and it was both interesting and informative to hear about each boat.

#### CCMA Treasurer's Report as of Sept. 30, 2000

<b>Previous Balance* (08/31/00)</b>		<b>\$ 3,473.08</b>
<b>Income:</b>		
Boat Show Dinners	413.00	
Quartermaster Sales	96.00	
	<b>Subtotal.....\$ 509.00</b>	
<b>Expenses:</b>		
Supplies, Reimbursement	34.00	
Banners	363.50	
Hall Rental (Nov/Dec)	100.00	
	<b>Subtotal.....\$ 497.50</b>	
<b>BALANCE FORWARD*</b>		<b>\$ 3,484.58</b>

\*Includes Lin Kilmon bequest of \$910.53