

CHESAPEAKE CRUISING MULTIHULL ASSOCIATION



APRIL 2001

CALENDAR EVENTS

Spring Awards Dinner

Sunday, 4/29/01, 6:30 p.m.
Paul's on the South River

9/8/01	Cedar Point Race	GIYS
9/15/01	Hospice Cup	SSC
9/22/01	Race to Oxford	NASS
9/23/01	Hammond Memorial Race	TAYC

Other Upcoming Events

Land-Sea Rendezvous

June 16, 2001 - @ Pat and Bob Englert's
 June 23, 2001 - @ Dave and Ruth Way's
 August 11, 2001 - @ Ken and Carolyn Loving's

Labor Day Week Multi-Photo-Mat Cruising

2001 Green Book Racing Schedule Multihulls Class (tentative)

<u>Date</u>	<u>Race Name</u>	<u>Sponsor</u>
5/26/01	Annapolis to Miles River	MRYC
5/27/01	Miles River Race Back	RRBC
6/16/01	PSA Overnight	PSA
6/22-23/01	Southern Bay Volvo Leukemia Cup (nonsanctioned event)	FBYC
6/30/01	Northern Bay Race Week	GSA
7/1/01	Northern Bay Race Week	GSA
7/14/01	Race to Baltimore Sail for Sight	MRSA
7/15/01	Baltimore Harbor Lighthouse Classic	RCRA
7/20/01	Solomons Island Invitational	EYC
7/28/01	Corsica River Annual Regatta	CRYC
7/29/01	Corsica River Race Back	MRSA
8/3/01	Governor's Cup	SMCSA

THE COMMODORE'S COLUMN

The Pleasures of Spring Maintenance

By Commodore Brad Houghton

It's finally that time of year again. The grass is turning green. The flowers are bursting into bloom. The birds are alive with song. A young man's fancy turns to.....bottom paint, of course. Are you dreading the thought of crawling under your boat with a sander in your hands? Well, let me tell you a story.....

I know a guy (whose name will go unmentioned) who, while his boat was in the water, found that the bottom paint was not adhering to the hull. After pulling the boat in the fall, he found that one of the original primers used on the hull was not chemically bonding to the later paint layers. So he had the boat peeled back to the glass so that he could build up layers again, this time using various epoxy barrier coats, fairing compounds, epoxy primer, and finally, bottom paint. This took a while because it took two days to apply each layer and it happened to be one of those years when it rained every weekend. Then the boat had to be moved

to do the spots underneath the cradle, where the whole process had to be repeated again.

Knowing that the boat would be out of the water for a while, he decided it was the perfect time to replace his aluminum centerboard pivot mechanism. This was a design project he could really get into, and it was a good thing too, because after pulling the centerboard, he discovered a hairline crack in the board. Fearing electrolysis, he redesigned and machined a new pivot mechanism from bronze and is now repairing the centerboard. Unfortunately, to get to the centerboard, he had to remove the head.

Oh, did I mention the crack in the mast? Well, that's another complication. Suffice it to say, he is presently mounting hardware and installing wiring in the new mast when he's not working on the centerboard or reinstalling the head. And then there's THE LIST, which everybody else has, but his seems longer. For cruising, how about a dodger to shade the crew, refrigeration, or converting the area under the aft hatch into a shower? Every time he crosses something off the top, he adds four new items to the bottom.

I've been sworn to hide the identity of this poor soul, but I can say that he looks a lot like me. So don't come around groaning about spring maintenance because you have to change the oil in your engine.

***THE ANNUAL SPRING AWARDS
DINNER***

By Kiyoshi Mizuuchi

This is the time to celebrate both the successful racing season we had last year and other sailing activities by our members. Our club activities, particularly our racing program, depend on good participation by our membership. Every active participant in sailing related events is a winner. At the Annual Spring Awards Dinner, we will be presenting a number of awards to those special winners who merit particular recognition by the membership. Let

us congratulate their outstanding effort, enjoy the camaraderie, and make this a successful evening to start a new season.

DIRECTIONS TO PAUL'S ON THE SOUTH RIVER:

From Route 50 heading east, exit onto Aris T. Allen Boulevard (Route #665) to Riva Road. Head south on Riva Road and *Paul's* is on the left as you cross the South River Bridge.

SPRING AWARDS DINNER

DATE: Sunday, April 29, 2001
TIME: 6:30 P.M.
PLACE: Paul's On the South River
3027 Riva Road
Riva, MD 21140
(410) 956-3410

Buffet Dinner Menu

Port Tenderloin
Chicken Sata
Shrimp Mousseline

Cocktail Crab Claws – Cheese Board
Fresh Garden Vegetables
Stuffed Mushrooms

Fresh Fruit Display
With Chocolate Dipping Sauce

Please RSVP by **Friday, 20 April 2001** to John Wayshner. Make checks out to CCMA and send to:

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

Telephone: **(301) 261-9203**

RESERVATION FORM

NAME: x \$32.00

NAME: x \$32.00

NAME:  x \$32.00

TOTAL

Editor's Note On the Spring Awards Dinner:

I apologize if anyone tried to call John Waysner from the telephone number given in last month's Newsletter or tried to find *Paul's* from the address given. You know, these computer programs can be p-r-e-t-t-y sneaky when you move stuff around and don't reread what you cut and pasted, not to mention if you transpose numbers in the first place! Please note telephone and address corrections and the **DEADLINE** for an RSVP. *Paul's* will also be reserved for the Boat Show Dinner.

2001 Racing

*The New Racing Season is Around the Corner
Letter to the Multihull Racers 4/2/2001*

We had our annual racer's meeting on March 30 at the Mayo Kiwanis Club with six racers attending. We discussed supporting Southern Bay racers, racing rule changes, and our new rating formula modifications for this year. We will stay in touch with our Southern Bay members and try to help their racing program in the best possible practical way depending on their needs.

The new racing rules for the next four years took effect as I write this report. The good news is that most of the changes are minor and

they are intended to clarify the intent of previous rule changes.

As I mentioned in my previous report, however, two changes could have affected us significantly. They concerned racing crew eligibility and the starting procedure.

About the crew eligibility, the new rule demands that every racing crewmember be a member of a national organization or affiliated club/organization. Recognizing that this would be an impediment to the racing programs on the Bay, CBYRA petitioned against implementation of this rule. The U.S. Sailing Association responded by taking a position that the penalty for the infringement of this rule will be a warning. This effectively nullifies the new rule until the ISAF acts against this position by the U.S. Sailing Association. So, for the time being, we will not have to worry about this rule.

The other rule concerned the starting procedure. By the time you read this report, you should have received your copy of the CBYRA Green Book. The bottom line is that essentially all our races will be using the old and familiar 5-minute interval starting procedure. For the two long-distance races, the Solomon's Island Race and the Governor's Cup, please pay attention to the sailing instructions that will become available later. You can also view the new rules at the U.S. Sailing Association web site at www.ussailing.org.

The most important issue discussed at the meeting ~~was the modification~~ of our rating formula. The proposed modifications ~~for the~~ year 2001, as described in the information sent to the racers ~~prior to the meeting~~, was accepted unanimously. The new formula is shown ~~below~~. Please note that I added a few words to clarify a few points.

I will prepare new provisional rating sheets and mail them to you. You may get it before you receive this Newsletter. The rating on the sheet at this point is not final.

To implement the new formula, I will need a few measurements from some of you (e.g., the

bowsprit length). If I need additional information on your boat, this will be made clear on the sheet. Most of you need no additional measurements. I will try to get the measurement done as efficiently as possible for those boats needing measurements. However, most of the measurements should be simple enough, and if you can take your own measurements and send it to me, it would make things easy for me. We can verify the measurement at a later date if necessary.



Also, please make sure that all the sails you intend to use are included in the sail area calculation. The new rating sheet will list the light air sails your boat is supposed to carry. If it is incorrect, it needs to be corrected. If your sail area needs to be re-measured, please get in touch with me. With everybody's help, we should be able to start another enjoyable racing season. See you on the water soon.

Kiyoshi Mizuuchi
Fleet Captain

CCMA Rating Formula for the Year 2001

$$R = (SR \times LR / WR) 0.75 / 2.828$$

SR: rated sail area
LR: rated length
WR: rated weight

$$SR = 0.575 (0.8 \times S + 1.2 \times SS) [1 - 0.25 / AR] + SL$$

S = main + mizzen + largest jib areas + 1.5 x rotating mast area

$$SL \text{ (light air sail or spinnaker allowance)} = 0.02 \times L2 \text{ (if spinnaker alone)}$$

$$SL = (0.005 + \text{screacher/geneker mid-girth ratio} / 50) \times L2 \text{ (if screacher/geneker alone)}$$

$$SL = 0.025 \times L2 \text{ (if both screacher/geneker and spinnaker)}$$

$$L = \text{largest fore-triangle luff length} + 0.9 \times \text{bowsprit length}$$

$$SS \text{ (reference sail area based on stability)} = 0.23 \{[(BOA)^2 + 0.1(LOA)^2] \times [W + WB + 350]^2\}^{1/3}$$

WB = water ballast

BOA = beam overall

LOA = length overall

$$AR \text{ (aspect ratio)} = 2 / S [1 / H^2 + 1 / 25 (DE12 + DE22 + DE32)]$$

H (sail plan height) = vertical distance between the highest and lowest points of the sail plan

$$DE \text{ (effective draft for each keel/center board)} = D [(BWL + D) / (0.5BWL + D)]$$

D = center board draft or max draft for each hull

BWL = waterline beam for each hull

$$LR = [0.7 (LWL) + 0.3 (LOA)] \text{ for the longest hull}$$

LWL = waterline length

$$WR = 0.5 [W + (0.1 \times LR^3 \times W)^{0.5} + 0.5 (0.1 \times LR^3 (1 + DR) + 20 (0.1 \times LR^3)(PI)(DP / LR)^2]$$

W = dry weight (no fuel, no water, no food, but include normal sailing gear + 350 Lb for crew weight allowance)

$$DR \text{ (draft ratio)} = [DK1 + DK2 + DK3] / LR$$

LR

DK = board up keel draft for each hull

PI = propeller installation index

DP = propeller diameter

Adjustment Factor = an arbitrary % assigned to each boat

$$\text{CCMA Rating} = R \times (100 + \text{adjustment factor}) / 100$$

The total "adjustment factor" for a boat may not exceed 5%, and annual change may not exceed 3%.

The Rating Committee may chose to assume that the boat dimensions are the same or similar as that for a reference boat. A reference boat is a boat of the same make and model that has been measured. In this case, $S = 1.01 \times S(\text{ref})$, unless there is an active one-design class fleet for the boat in question and the sails used are "class legal", in which case, S is the maximum sail area for the class.

The Rating Committee may chose to use an estimated weight it considers appropriate in lieu of measuring the weight "W" when a measured weight is unavailable. Care should be taken that the estimated weight is unlikely to be an underestimate. Alternatively, the Committee may assume that the weight is the same as that for a reference boat. In this case, $W = 0.99 \times W(\text{ref})$.

A spinnaker is defined as a foresail having a midgirth over 75% of the foot.

A screacher/geneker is defined as a foresail, the luff of which is not attached to the forestay and having a midgirth less than 75% of the hoot. The midgirth ratio of a screacher with a midgirth less than 50% of the foot is 0.5.

"L", the effective luff length of a spinnaker is the sum of the largest fore-triangle luff length and 90% of the bowsprit length.

The "largest fore-triangle luff length" is the distance between the foremost tack line block and the uppermost foresail halyard block.

The "bowsprit length" is the distance between the position of the forestay at the deck (or the lowest end of the forestay if it does not reach the deck level on a catamaran) and the foremost tack line block on the bowsprit. A portion of an oversized spinnaker pole will be considered as a bowsprit. In this case, the "bowsprit length" will be the difference between

the pole length and the fore-triangle foot length. If a boat is equipped with a foresail tack line traveler that effectively extends the tack position beyond the forestay, the boat is considered to have a bowsprit. In this case, the "bowsprit length" will be the difference between the longest possible distance between the traveler and the mast, and the fore-triangle foot length.

The propeller installation index (PI) is determined from the table below (or upon request) and is unchanged from the previous CCMA formula.

Propeller type:

conventional
folding
feathering

A1 A2 A2 A2

Installation type:

non-exposed

shaft	0.5	B - 2	0	0
exposed shaft	1.5	B	0.5	B / 4
in aperture	1	B - 2	0	(B - 2) / 4
strut drive	0.8	B	0.5	B / 4

B = number of blades

$0 \ll A2 \ll 4$

$PI = A1 + A2$

Do you know whose boat this is?

Unfortunately, no one "identified" this boat, but the Maine Cat 30, *Au Contraire*, was on Bodkin Creek last August 12, 2000. I believe she and her owners, Sue and Gus Drew, may still be in the Caribbean!!!! Anyone have an update on *Au Contraire*?

Quote of the Month

"Removing her ballast, the crew take tackles from her mastheads over to the sturdy mangrove roots. Then they heave away until the ship is well careened on the sandbank, when they can get to work with sections of coconut husk, which make the best scrubbing brushes."

Dennis Puleston, Blue Water Vagabond, 1939

SUMMER CRUISING

It's time to get those fenders, dock lines, and anchors ready for the summer multihull raftups and shore-side picnics. The following are some of the upcoming events:

Saturday - June 16, 2001

Lower Bay Land-Sea Rendezvous

This annual event is hosted by Pat and Bob Englert and held on Wilson Creek off the Ware River. The event grows every year and the hospitality of Pat and Bob (not to mention their accommodations!) is well worth the trip.

The Englert's generous dock is available to tie-up/raft or dingy ashore to. The large CCMA burgee will be displayed for all to find. The social hour starts around 3:00 p.m. with dinner around 5:30 p.m. This is a potluck supper, so please bring a main dish, MAJOR salad, or SERIOUS dessert (enough to serve 6-8). Bring whatever beverage you prefer. Cups, plates and eating utensils will be provided.

For those of you unfamiliar with the Wilson Creek area (landlubber side), it's off Route #17 in Gloucester County, VA. It is about

an hour north of Norfolk, VA; 2 hours south of Fredericksburg, VA; and about 3 hours from Annapolis, MD. There are several small, locally owned motels nearby for those who would like to stay over from out-of-town. The following map and directions can be used for the land route:

From Route #17, turn east at the traffic light onto a short lane for 1.4 miles. Turn left onto T.C. Walker Road for .8 miles. Turn right onto Zanoni Road for 1.6 miles. Turn right onto Whitehall Road for 1.5 miles. Turn left onto driveway marked "**Woodland Point**".

Pat and Bob Englert
5473 Whitehall Road
(804) 693-5191

The following are water route directions:

From Mobjack Bay, go upstream on the Ware



River and locate Qk.FI.RED #6 (southwest of Jarvis Point). On a heading approximately 290° from Qk.FI.RED #6, go toward a tall 3-story white house on shore. Go almost to the dock of the white house, watching for a private daymarker into Wilson Creek on your left. Honor the private daymarker and, turning into Wilson Creek, honor the other two daymarkers. The Englert's dock is on the right side about ¼ mile past the last daymarker.

Please note that if you're sailing in and are unfamiliar with the Mobjack Bay area, there are no nearby marina facilities for food, ice, fuel, trash removal or holding tank pumpout stations.

Nat Harrison, (703) 256-9461, has been arranging this event for the last 10 years and



would be more than happy to answer any questions or give further directions.

Saturday - June 23, 2001

Land-Sea Rendezvous at Dave and Ruth Way's place (details to follow.)

Saturday - August 11, 2001

Land-Sea Rendezvous at Ken and Carolyn Loving's place (details to follow.)

Labor Day Week (August 30 – September 3)

MULTI-PHOTO-MAT 2001 CRUISE

How many seasons sailing the Bay and its tributaries have you longed for a



photograph of your yacht passing close to that favorite Bay lighthouse – or other landmark?

Sailing from the Annapolis area for over 25 years, I have only a few photographs of my various sailboats with lighthouses framed nearby. All to change, however, in late August! Join our new Danish Dragonfly 920 trimaran "Bravo!" as we cruise from Annapolis into the Choptank and Tred Avon Rivers from August 30th through September 3rd. As racers for numerous years, Anne, Brady and I will need your cruising experience to plan for nights

aboard, relaxing - without sail changes and navigation adjustments typical for those Bay night races.

The basic agenda, or format, is to rendezvous at each lighthouse in route to and from Thomas Point, Bloody Point, Sharpes Island, Cambridge, Oxford, Harris Creek, and then Knapps Narrows. Join us the entire trek or merely catch us (if you can!) at any point along the adventure.

Remember that we promise to photograph your multihull with landmark nearby – only if you please return the favor! The goal is to photograph the entire multi-community for our respective onboard boat manuals depicting our multi-fleet. You see, as a former mono-racer I still only recognize designs by Johnstone, Farr, Frers, Andrews, etc.

Further updates to follow in subsequent CCMA Newsletters, including a listing of prospective multi-participants! Sincerely hope you will join us!

Denny White
DF920 USA 43 "Bravo!"
Rdwhite@jposey.com

****** NEWSLETTER ALERT**



As always, we are seeking suggestions, ideas, and involvement from as many members as possible. Please send your articles, photos (electronic or otherwise) of CCMA events, and input for the Newsletters to:

Ida Harrison.

**5908 Mayflower Court
Alexandria, VA 22312**

Email address: **iharri9200@aol.com**
Fax/Phone (same #): **(703) 256-9461**

Also, please call **Brad Houghton** or any board member with any suggestions, comments, or ideas, from guest speakers to places and dates for cruising.

BOOK NEWS

Charter Member Peter E. Abresch had his third Elderhostel Mystery, *Tip A Canoe*, published January 2001. The book is about canoeing in the swamps of South Carolina. He also has a non-fiction book due out in May, *Easy Reading Writing*, which is "easy reading about writing easy reading." Both books can be viewed on his web page:

www.elderhostelmysteries.com

MEMBERSHIP MATTERS

CCMA dues for 2001 are \$25 (\$20 for distant members). The racing fee is \$20 in addition to the membership fee. Membership in CCMA is still a great bargain, and in 2001 we will be introducing a CCMA Web Page in addition to the Newsletter. An additional service will be automatic access to CCMA email, which will be free to members.

Please use the form on the back page of this Newsletter when sending in your renewal or new member check, so that we can be sure that our records are current.

INTRODUCING.....

CCMA would like to start introducing new members for the month in each Newsletter (and yes, we will be publishing a new roster of members soon!). For a start, I'd like to welcome our latest CCMA members Nina and Bill Atherhold who own *Troika*, a 33' Buccaneer Trimaran docked in Selby Bay on the South

River in Edgewater, MD. Welcome aboard Nina and Bill.

The Editor

CCMA Board Members for 2001



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Vice Commodore	John Wayshner
	(301) 261-9203
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	(301) 261-7057
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Denny White	(410) 757-5956
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Dave Way	(410) 867-2814
Jere Glover	(410) 268-2872

